FDOT District Two **COMMUNITY TRAFFIC SAFETY PROGRAM**

2023 Annual Report

FDOT Northeast

TARGET ZERO FATALITIES & SERIOUS INJURIES

YOUR TRAFFIC SAFETY TEAM

Bringing you home safely

TrafficSafetyTeam.org

COMMUNITY TRAFFIC SAFETY PROGRAM

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Table of Contents

Targeting ZERO....3
Engineering Concerns....4
Occupant Protection....6
Child Passenger Safety....7
Celebrate Safely....8
Traffic Safety for Kids+Teens....9
Community Education....10
Outreach Online....11
Districtwide Crash Facts....12
Alachua Crash Facts....14
Baker Crash Facts....16
Bradford Crash Facts....18
Clay Crash Facts....20
Columbia Crash Facts....22
Dixie Crash Facts....24
Duval Crash Facts....26
Gilchrist Crash Facts....28
Hamilton Crash Facts....30
Lafayette Crash Facts....32
Levy Crash Facts....34
Madison Crash Facts....36
Nassau Crash Facts....38
Putnam Crash Facts....40
St. Johns Crash Facts....42
Suwannee Crash Facts....44
Taylor Crash Facts....46
Union Crash Facts....48
Champions + Winners....50
Team Members + Partners....52

The eighteen counties of District Two, with their diverse rural and urban areas, present unique needs and priorities. The Northeast Florida Community Traffic Safety Program (CTSP) acknowledges that our collective efforts, in close collaboration with our team members, partners, and communities, can truly make a difference and save lives.

We have a critical role in traffic safety, connecting local communities, identifying priority problems, and implementing countermeasures. Traffic Safety Teams work together to improve roadway safety and help curb dangerous driving behaviors. This collaborative effort involves highway safety, public health, law enforcement, and leaders from all 18 counties, highlighting the value and importance of each stakeholder in this process.

In the year 2023, the District Two Community Traffic Safety Teams (CTSTs) successfully facilitated 298 engineering concerns and traffic safety issues on our local roadways. These achievements, driven by our use of local data to address concerns focused on the Strategic Highway Safety Plan emphasis areas, are a testament to our commitment and progress.

Our CTSTs serve as the starting point for Target Zero's safety efforts. Together, we promote safety messages both online and in person. Our unwavering dedication to making roads safer and educating the community helps reduce crashes, ultimately preventing injuries and fatalities.

– Andrea Atran, M.A., CPM,
FDOT District Two Community Traffic Safety Program Manager

Targeting **ZERO**

"Bringing you home safely" has been the District Two Community Traffic Safety Program (CTSP) tagline for 26 years. It continues to be our motto and supports our focus and commitment to the goal of Target Zero!

Florida established *Target Zero* in the Strategic Highway Safety Plan to provide a framework for how our communities work to achieve the national vision of zero fatalities and serious injuries. We have a Target Zero poster available for our partner agencies to display and help support the vision of ZERO.

Over the last two years, our CTSP has included the Target Zero brand on over 167,277 printed materials distributed, 214 digital graphic resources made available, and 34 videos shared for widespread and ongoing exposure throughout Northeast Florida. We promote the Target Zero message on our website, social media platforms, and during team meetings. The District Two CTSP has been a thriving network of community leaders and partners in engineering, law enforcement, education, and emergency services since 1994, sharing resources and addressing traffic safety concerns on our Florida roads.

HOT Topics

In 2023, we provided seven districtwide meetings on special topics to encourage conversations on District Two issues. The virtual Districtwide Discussions were an excellent opportunity for team members to ask questions and share their knowledge and expertise. We reviewed safety grants, discussed the history of the CTSP (established 29 years ago in Northeast Florida), and reviewed the importance of engineering concerns and the process of submitting new roadway issues. These initial meetings raised concerns regarding electric micromobility devices, golf carts and low-speed vehicles, and school zone camera enforcement. As a result of these discussions, we have identified key areas for improvement, education, and enforcement.

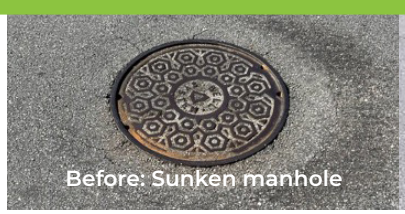
Tackling these topics is an ongoing group effort. At each meeting, members from the 4Es attended from across our district to help address these concerns and save lives. Connecting everyone to address issues affecting our communities is what we are about, and your active participation makes it possible.

We thank everyone who attended and greatly appreciated our presenters who took time out of their schedules to share their knowledge and insights. Their contributions have been instrumental in shaping our discussions and moving us closer to our goals.

ENGINEERING Roadway Concerns

One of the most essential functions of our Traffic Safety Teams is identifying and evaluating issues on our local roadways. Members are our expert eyes on the road. Let us know if you see a problem on our Northeast Florida District Two roadways. Submissions can be made through the online Roadway Concerns form. Whether it's a simple maintenance concern, a roadway marking that needs repainting, or a crash study required for an engineering evaluation, it's all part of what we do to improve traffic safety. Below are a few resolved concerns brought to the teams for evaluation.

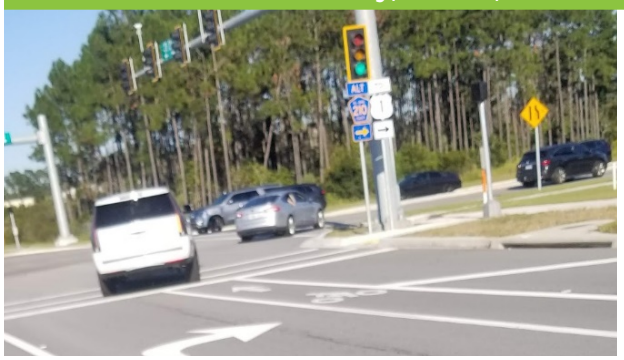
Location: Duval County, SR 13 from Old St Augustine Road to San Marco Blvd


Before: Sunken manhole

After: Repaired manhole

A local team member and avid bicyclist submitted a concern stating that many of the manhole covers on San Jose Blvd are below the asphalt. In turn, this causes the drivers to shift to the right to avoid them, forcing them to veer into the bike lane. This concern was brought to the attention of the Duval Traffic Safety Team. FDOT Maintenance contacted AT&T who owns the manhole covers. A request was created to complete the repairs. By the first week in March, the manhole covers were fixed by AT&T. This was a great display of communication and coordination to solve a problem! Great job Harmon Payne for raising this concern!

Location: St. Johns County, CR 210, intersecting with Old CR 210



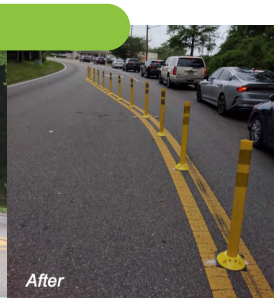
An engineering concern was submitted to the St Johns Traffic Safety Team stating that while bicycle keyholes have been provided at almost every intersection within the Beachwalk/ Beacon Lakes communities, the right turn lane from CR 210 onto Old CR 210 is in direct conflict with the bike lane. The bicycle keyhole is missing at this location, thus creating a hazardous condition for bicyclists. This concern was brought to the attention of St. Johns County. They discussed possible solutions with their engineering team. Ultimately, they plan to readjust the right turn lane and appropriately align the bike lane at this location. Great work Antonia Donnelly for bringing this to our attention!

Location: Duval County, 8th Street W intersecting with Dr. Roy Baker Street

A concern was submitted stating that the "Do Not Block" pavement markings in front of the UF Health Hospital on 8th St W are faded. The team member hoped these pavement markings could be redone to prevent traffic from stopping and blocking the intersection. This issue was sent to FDOT maintenance for further inspection. The maintenance team got a contractor to address the faded pavement markings, which have since been repainted. Thank you Rebecca Melvin for submitting this concern!

Location: Duval County, New Berlin Road at Huckleberry Lane

Before


After

Concern: Signing and Pavement Markings
Resolution: New delineator posts were installed on the double yellow line to prevent blocking of the turn lane onto Huckleberry Lane. Congratulations, Duval Team members, on this success, and thank you for working together to improve traffic safety for your community!

TRAFFIC SAFETY Program Efforts

Here is a spotlight on some of our Community Traffic Safety Program activities and team numbers in 2023.

71
New Members Joined Meetings in 2023

76
CTST + Districtwide Team Meetings

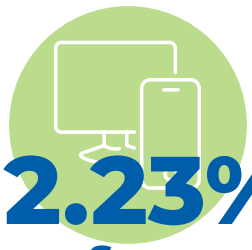
129
New Roadway Concerns Submitted

62,033
Traffic Safety Emails Sent

6
Traffic Safety Talk Newsletters

230
CTSP Partners, Agencies + Organizations

43,388
TrafficSafetyTeam.org Website Page Views



12.23%
Average Engagement Rate on Social Media

96,531
Safety Campaign Materials Distributed

247
Restaurant + Bars received *Celebrate Safely* Materials

1,359
Banners + Posters to 90 High Schools + Colleges

19,700
Safety Bookmarks to 97 Library Branches

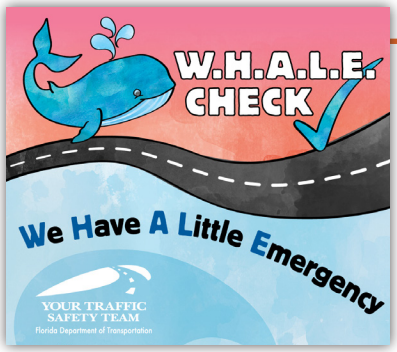
OCCUPANT Protection

Occupant Protection, a collective priority in District Two, is a testament to our team's and partners' commitment. Buckling up remains the most effective way to protect yourself in a crash. Safety belts have been proven to save lives, but they only work if used. The CTSP and our vigilant team members, along with our invaluable partners, continue to champion the buckle-up messaging.

The latest safety belt survey results showed a decrease in usage, and the age group of 16 to 34 continues to rank lowest in buckling up. However, our efforts are making a difference. Partners in education are a fundamental part of our positive community outreach and encouraging safe habits, especially with younger drivers. **To help ensure buckling up becomes the social norm, we shipped 889 banners and 454 posters. All public high schools and many middle, elementary, and private schools received materials. Even Northeast Florida college locations, including Flagler College, Florida Gateway College, Florida State College at Jacksonville, Jacksonville University, Santa Fe College, and St. Johns River State College, were included in our 2023 occupant protection campaign, a testament to our collective impact on the community.**

We gave two of our most popular messages, *Phone Down / Buckle Up* and *Safety Belts Save Lives*, a fresh makeover. The new look features vibrant colors and eye-catching graphics, making the messages more appealing and memorable. These indoor/outdoor banners and double-sided posters are available to our team members and partner agencies and have been distributed across Northeast Florida. You can spot them at local businesses, such as insurance companies, automotive shops, organizations, churches, schools, and state agencies along high-traffic corridors. You may also see reminders driving around Northeast Florida as we added **15 tailgate wraps** with the Buckle Up Florida safety message to new maintenance trucks.

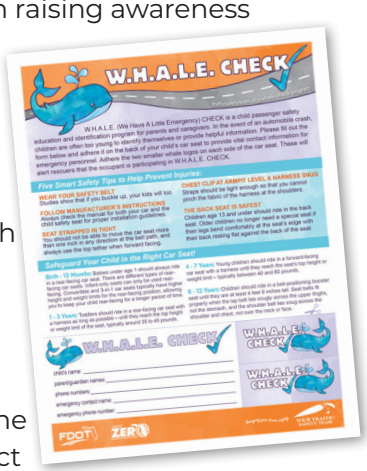
With the continual increase in our Northeast Florida population, maintaining a solid presence for occupant protection is more critical than ever. Our website, TrafficSafetyTeam.org, provides occupant protection resources and information, crash facts, and trends in District Two. We deeply appreciate all of you who have ordered and distributed them within your agency. Your role is crucial to our mission. We especially appreciate those who send photos of these materials seen out in our communities, as it inspires us to continue our efforts.



CHILD PASSENGER Safety

Child Passenger Safety (CPS) is always at the forefront to protect our most precious cargo on the road. The number of U.S. births rose in 2021, and according to Census Bureau data, Florida's population also grew by 1.9% from July 2021 to July 2022 – the most significant increase of any US state over this period. Since 2016, some District Two counties have seen even higher growth. St. Johns County has grown by 24% and Nassau County by 16.5% over the last six years. Our goal is to educate new parents and caregivers about Florida's Child Passenger Safety (CPS) laws and guidelines. The W.H.A.L.E. Check program, a crucial resource, provides important CPS information and recommendations to help ensure all children are secured in a properly installed, crash-tested, federally approved child restraint device appropriate for their size.

In 2023, we distributed **6,850 W.H.A.L.E. Check flyers** to our valued Northeast Florida Traffic Safety Team members and partners. Many were used during Child Passenger Safety Week and National Seat Check Saturday. Your active participation in our community outreach efforts is invaluable in raising awareness and preventing tragedies. We also appreciate the support of Target ZERO, who highlighted our W.H.A.L.E. Check program in their weekly "Tips Tuesday."



We created a Target Zero color-inspired W.H.A.L.E. Check flyer! This one-sided document, which can be printed on an 8.5x11 label sheet, is not just a piece of paper. It's a vital tool that shares crucial child passenger safety information, helping us reach the goal of zero roadway deaths for our little ones. In addition to W.H.A.L.E. Check, CPS is included in our activity books for kids, library bookmarks, and social media graphics on our Safety for Kids webpage.

Community outreach is vital to reach our at-need audience. We greatly appreciate the Florida Department of Health's active participation in local events throughout District Two. Their efforts have been fundamental in distributing CPS materials and spreading awareness.

We also customized our W.H.A.L.E. Check program flyer with orange and blue colors for our traffic safety partner, UF Health Shands Children's Hospital, in partnership with Children's Miracle Network Hospitals. They printed this double-sided child passenger safety (CPS) education and identification piece to be distributed to parents. FDOT District Two partnered with Gainesville Fire Rescue and UF Health Children's Hospital for a free car seat check. W.H.A.L.E (We Have A Little Emergency) was given to those who participated in this event.

Team member Holly Walker distributed W.H.A.L.E. Check flyers at the NAS Jacksonville USO Baby Shower and to the NAS Jax Family and Fleet for their Daddy Bootcamp and other upcoming events to include in hand-out packets. Thank you, team members and excellent community partners, for your ongoing CPS efforts. Keeping our children safe is a top priority every single day!

CELEBRATE SAFELY + Recipes for the Road

Everyone wants to get home safely for the holidays! For 26 years, we have promoted our *Celebrate Safely, Designate a Driver* campaign and the popular Recipes for the Road book to reduce impaired driving during Thanksgiving through the New Year festivities. We are grateful for your continued support and engagement in this important cause. The messages target user behavior, encourage celebrating responsibly, and provide alternatives to intoxicated driving.

According to Florida's Strategic Highway Safety Plan, one out of every four traffic fatalities in Florida involves a driver impaired by alcohol or drugs. It's never too late to help promote this impaired driving initiative. Together, we can work toward the target of ZERO alcohol and drug-related traffic deaths and injuries on our roadways throughout the holiday season.

For the 2023 campaign, we updated our retro design from 2011, using the Target Zero theme for inspiration with eye-catching colors and graphics. The 26th annual *Recipes for the Road* edition is filled with unique nonalcoholic drinks, mocktails, appetizers, treats, and traffic safety reminders. Each recipe is carefully crafted to provide a delicious and safe alternative to alcoholic beverages, ensuring that your celebrations are both enjoyable and responsible. In addition to the printed materials, we have digital graphics, recipe videos, tips, and resources available online to download.

We greatly appreciate the crucial role that our community plays in the success of the Celebrate Safely, Designate a Driver campaign. We distributed **934 *Celebrate Safely* posters, 3,980 *Recipes for the Road* 12-page books,** and **9,888 recipe cards**. We shipped the materials to libraries, welcome centers, local businesses, restaurants, and bars to display the posters and hand out the recipe tip cards. Our CTST members, partners, agencies, and hospitals promoted the campaign throughout Northeast Florida. They visited local establishments and shared these educational materials to help reduce impaired-related traffic deaths and injuries during the holiday season. The posters, recipe books, and tip cards were used to connect with visitors, patients, customers, and staff. They encourage them to make smart decisions before, during, and after the festive season. We couldn't do this without all of you!

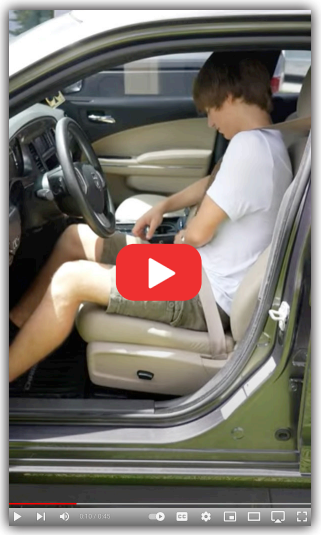
TRAFFIC SAFETY For Kids + Teens

We've designed a vibrant two-part *Go Safe – Cool Kids Know Safety Rules* activity flipbook that is not only informative but also interactive. One side is tailored for our local elementary-age children, while the other half is aimed at preteens. These flipbooks delve into crucial traffic safety topics such as child passenger safety (CPS), pedestrian, bike, ATV off-road, and school bus safety. They feature engaging mazes, puzzles, crosswords, word searches, trivia, and safety checklists, making learning about traffic safety rules a fun and interactive experience. We offer these flipbooks free of charge to our CTST members for handing out at community events and their agencies.

As part of our commitment to community safety for road users of all ages, we distributed **53,820 activity books**. We also shipped a range of FDOT roadway safety comic book-style booklets and our *Safety Rules At Home, School, and Around the Neighborhood* booklet. These invaluable resources have been used across District Two at community events, our Northeast Florida Welcome Centers, back-to-school celebrations, fairs, and local organizations. By providing these free resources, we aim to educate the youth in our communities about safety while walking, biking, or riding in a car, reinforce safe behaviors, and prevent injuries among our most vulnerable.

Our commitment to safety education extends to neighborhood libraries throughout District Two's 18 counties. For over twenty years, the Northeast Florida Community Traffic Safety Program has fostered relationships with local libraries and schools. Our enduringly popular double-sided bookmarks feature safety messages for children and drivers. **We shipped 19,700 bookmarks and other traffic safety materials to 97 local branches for patrons to enjoy.** These bookmarks cover a range of safety topics, including occupant protection, pedestrian safety, bicycle safety, and school bus safety. They are a testament to the ongoing relevance and importance of promoting safety with our residents.

For National Teen Driver Safety Week, we promoted ten short videos. They are easy to share for the 100 Deadliest Days for Teen Drivers – and all year long. The "100 Deadliest Days" is when fatal teen crashes increase dramatically between Memorial Day and Labor Day. Nationwide, over 7,000 people died in teen-related crashes from 2010–2019. Teen drivers have a higher rate of fatal crashes due to immaturity, lack of skills, and lack of experience. Teenagers speed, make mistakes, wear safety belts less often, and get distracted easily – especially if their friends are in the car. Visit our Driving Tips for Teens page for more information and video links.



Our role in ensuring a safe start for our youth is crucial. By promoting positive and safe behaviors for young children, preteens, and teens, we are helping our future drivers be safer and working towards our goal of ZERO fatalities on our roadways. These efforts are making a significant difference in our community's safety.

COMMUNITY Education

In May, the initial order of 20,000 copies of our safety activity books was out the door in a couple of weeks to all our team partners for distribution throughout Northeast Florida. We provide them free to our CTST members for handing out at community events, schools, and their agencies. Check out our traffic safety activity books that are in action. We love these photos from St. Johns County Sheriff's Office Sr. Deputy Mark Wilson with Youth Services at Palm Valley Academy. We appreciate everything Mark and the students do to promote safe habits for life!

In July, we connected with aging road users. We visited the St. Johns County Council on Aging, Coastal Community Center with Jeff Hohlstein, our Traffic Safety "Top Gun!" Jeff Hohlstein is a Clay Team member. From 2009 through 2016, Jeff was a Traffic Cycling Instructor certified by multiple organizations. He learned much about vehicles' subsequent actions without looking at the driver. He also adapted a quick decision-making tool initially developed for combat to defensive driving to help you see and avoid conflicts before they become crashes. Jeff presented *Defensive Driving Tools for Safety*, which includes tips on earning safe driver discounts, adjusting rear-view mirrors, safe following distance, and adapting better scanning patterns to prevent crashes. We also passed out FDOT's Target Zero recipe and aromatherapy cards with driving tips. This was a big hit among our aging road users.

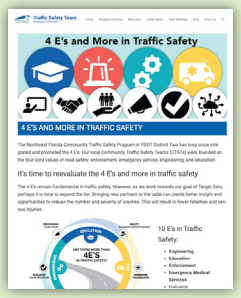
In December, FDOT District Two provided Bike Helmet Fitting classes in Jacksonville and Lake City. Shout-out to Paul Simpson from the Florida Bicycle and Pedestrian Resource Center for his time and expertise – who made this a great learning experience for all involved. This training was an excellent opportunity to obtain the necessary skills and certification to fit bike helmets for our team of traffic safety volunteers. The participants, after the training, reported a significant increase in their confidence and competence in fitting bike helmets. They can now support many different outreach opportunities to help size and fit helmets and support the mission of Target Zero in their community.

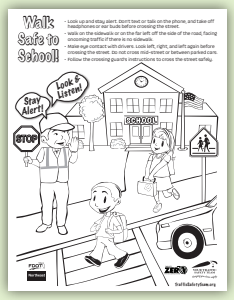
Throughout the year, partners participated in numerous local events and distributed our Traffic Safety Team materials. These grass-roots outreach efforts are a fun, positive way to engage with our community and build a stronger traffic safety culture.

OUTREACH Online

Our collective focus is on Florida's Target Zero initiative, a shared mission to eliminate traffic injuries and fatalities, as even one death is too many. Our partner agencies, including each and every one of you, prioritize traffic safety, and we appreciate everyone's efforts on and off the streets! We highlight and share traffic data, crash facts, reports, resource materials, and safety graphics on social media and online. It is exciting to see the positive, far-reaching impact within our local communities in District Two, across Florida, and beyond. Here is a year-in-review with a few of the year's most popular web pages and social posts.

43.4K TrafficSafetyTeam.org Website Views + Favorite Content:

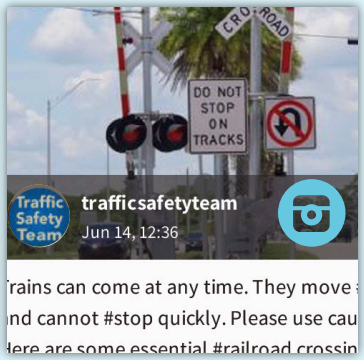




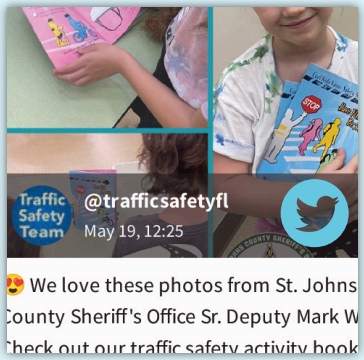
894 Posts, 65.5K Impressions, 26.8K Users, 12.23% Engagement Rate

Across Facebook, Instagram, Twitter/X, and LinkedIn Social Networks

42.86% engagement



449 users



1,181 impressions

55.26% engagement

294.79K Pinterest Impressions

46.9K YouTube Total Views

Top Video: *Bus Stop Safety* **28K views**

Engaging with each other, partner agencies, and communities in person at events or online is an excellent way to share safety information and help save lives.

We urge everyone to connect with us online. Together, we can help enforce, educate, and evolve to improve driver behaviors and traffic safety for all road users.

TrafficSafetyTeam.org **@TrafficSafetyTeam** **@TrafficSafetyFL**

Please tag us or hashtag #TrafficSafetyTeam so we can like and share your posts!

DISTRICTWIDE 2023 Crash Data

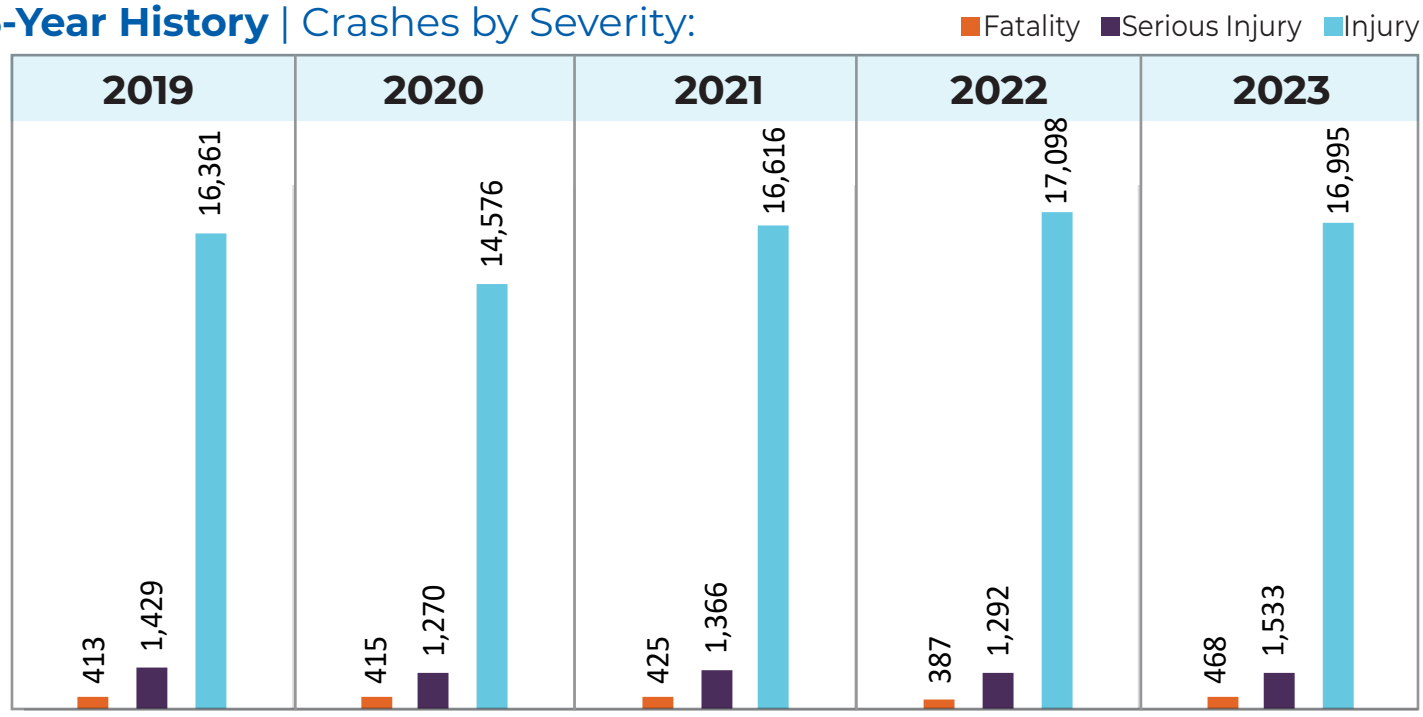
Totals: **71,942** Crashes | **468** Fatalities* | **1,533** Serious Injuries*

** Person totals.*

Crash (by severity)	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	218	552	4,397	19,266	**24,433**
Intersections	100	422	6,023	12,094	**18,639**
Pedestrian and Bicyclists	108	151	1,147	365	**1,771**
Aging Road Users	57	238	3,370	10,003	**13,668**
Motorcyclists and Motor Scooter Riders	72	228	724	291	**1,315**
Commercial Motor Vehicle Operators	60	91	893	4,164	**5,208**
Teen Drivers	30	185	2,341	6,881	**9,437**
Impaired Driving	197	145	768	1,231	**2,341**
Occupant Protection	154	198	845	917	**2,114**
Speeding and Aggressive Driving	91	158	1,046	1,722	**3,017**
Distracted Driving	23	178	2,401	6,330	**8,932**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes and **Population** Districtwide:

2019: **72,316**	2020: **63,623**	2021: **72,950**	2022: **71,850**	2023: **71,942**
2,219,335	2,254,791	2,292,914	2,341,725	2,377,702

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	16,672 *68%*	7,761 *32%*	64 *70%*	27 *30%*	16,732 *68%*	7,701 *32%*
Intersections	14,106 *76%*	4,533 *24%*	53 *58%*	38 *42%*	13,741 *74%*	4,898 *26%*
Pedestrians and Bicyclists	1,238 *70%*	533 *30%*	1 *25%*	3 *75%*	1,375 *78%*	396 *22%*
Aging Road Users	11,961 *88%*	1,707 *12%*	25 *58%*	18 *42%*	9,465 *69%*	4,203 *31%*
Motorcyclists and Motor Scooter Rider	852 *65%*	463 *35%*	4 *80%*	1 *20%*	899 *68%*	416 *32%*
Commercial Motor Vehicle Operators	4,036 *77%*	1,172 *23%*	17 *81%*	4 *19%*	3,348 *64%*	1,860 *36%*
Teen Drivers	7,028 *74%*	2,409 *26%*	40 *68%*	19 *32%*	6,232 *66%*	3,205 *34%*
Impaired Driving	868 *37%*	1,473 *63%*	5 *83%*	1 *17%*	1,473 *63%*	868 *37%*
Occupant Protection*	1,254 *59%*	860 *41%*	12 *57%*	9 *43%*	1,288 *61%*	826 *39%*
Speeding and Aggressive Driving	1,844 *61%*	1,173 *39%*	9 *75%*	3 *25%*	1,738 *58%*	1,279 *42%*
Distracted Driving	6,896 *77%*	2,036 *23%*	16 *59%*	11 *41%*	5,968 *67%*	2,964 *33%*

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

ALACHUA 2023 Crash Data

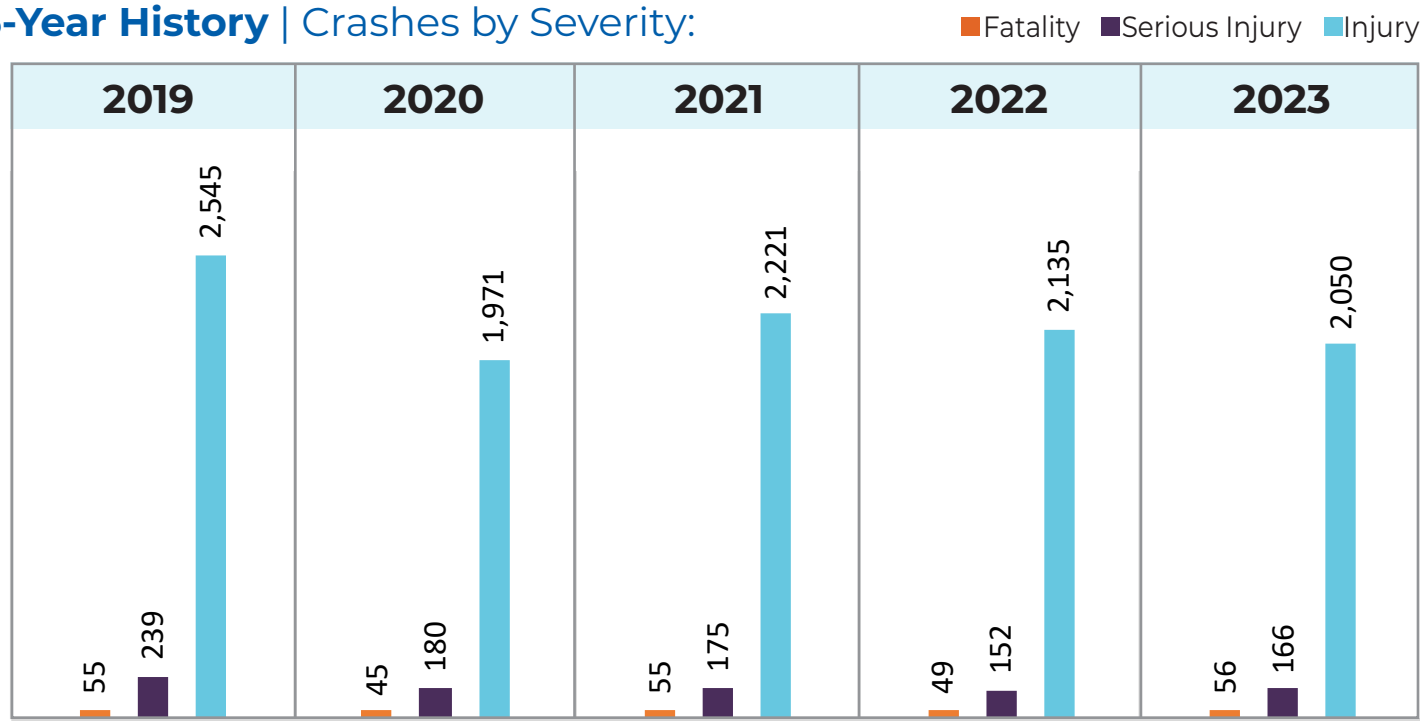
Totals: **7,780** Crashes | **58** Fatalities* | **193** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	28	58	450	1,867	**2,403**
Intersections	13	58	772	1,472	**2,315**
Pedestrian and Bicyclists	15	30	236	61	**342**
Aging Road Users	7	26	423	1,040	**1,496**
Motorcyclists and Motor Scooter Riders	14	33	125	49	**221**
Commercial Motor Vehicle Operators	7	12	92	405	**516**
Teen Drivers	3	28	299	811	**1,141**
Impaired Driving	21	20	85	87	**213**
Occupant Protection	22	19	83	97	**221**
Speeding and Aggressive Driving	20	20	110	148	**298**
Distracted Driving	4	26	440	902	**1,372**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **9,914** | 2020: **7,270** | 2021: **8,135** | 2022: **8,023** | 2023: **7,780**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	1,658 69%	745 31%	1,471 56%	1,155 44%	1,491 62%	912 38%
Intersections	1,792 77%	523 23%	1,695 52%	1,549 48%	1,618 70%	697 30%
Pedestrians and Bicyclists	241 70%	101 30%	164 59%	115 41%	294 86%	48 14%
Aging Road Users	1,317 88%	179 12%	1,142 53%	998 47%	1,003 67%	493 33%
Motorcyclists and Motor Scooter Riders	146 66%	75 34%	164 62%	100 38%	173 78%	48 22%
Commercial Motor Vehicle Operators	399 77%	117 23%	464 67%	226 33%	287 56%	229 44%
Teen Drivers	884 77%	257 23%	837 50%	833 50%	796 70%	345 30%
Impaired Driving	76 36%	137 64%	156 64%	88 36%	110 52%	103 48%
Occupant Protection*	137 62%	84 38%	162 60%	110 40%	116 52%	105 48%
Speeding and Aggressive Driving	176 59%	122 41%	205 59%	144 41%	195 65%	103 35%
Distracted Driving	1,116 81%	256 19%	1,004 52%	923 48%	1,184 86%	188 14%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

BAKER 2023 Crash Data

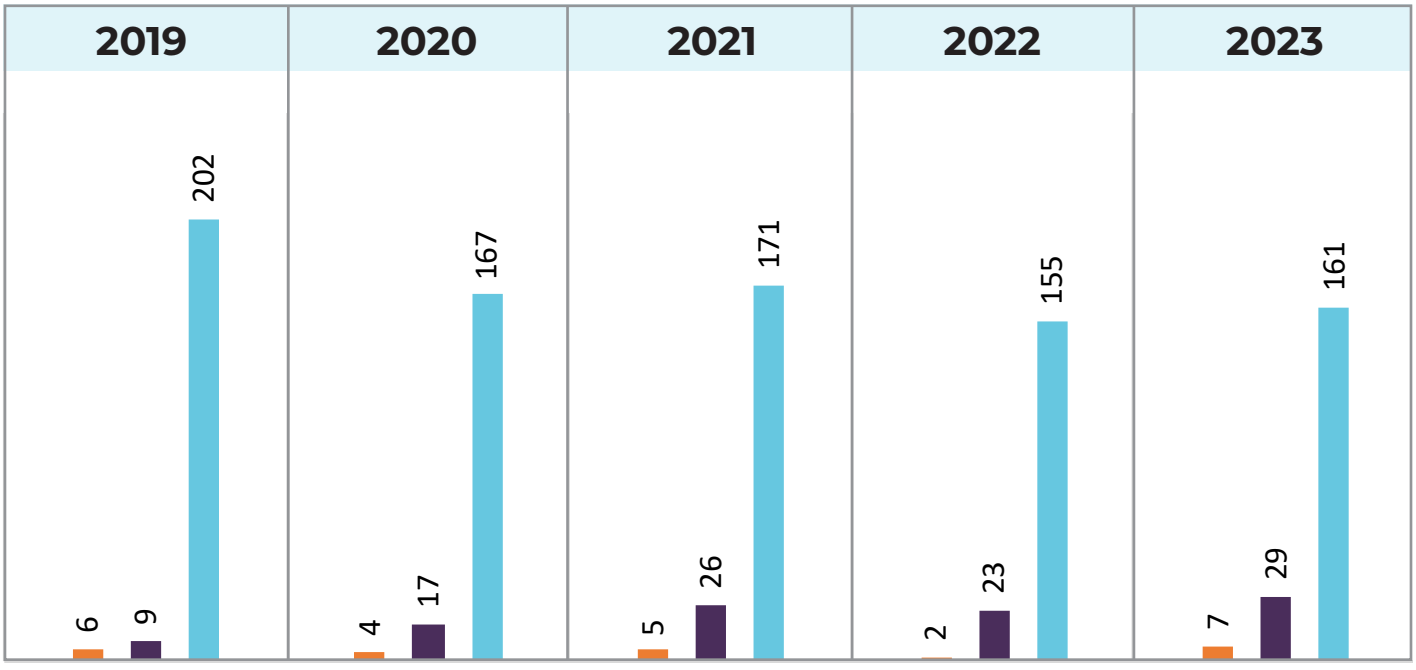
Totals: **723** Crashes | **7** Fatalities* | **34** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	6	11	77	229	**323**
Intersections	0	10	40	80	**130**
Pedestrian and Bicyclists	2	1	4	2	**9**
Aging Road Users	0	5	31	95	**131**
Motorcyclists and Motor Scooter Riders	0	5	3	3	**11**
Commercial Motor Vehicle Operators	2	2	17	56	**77**
Teen Drivers	1	2	33	109	**145**
Impaired Driving	1	1	11	6	**19**
Occupant Protection	1	4	11	7	**23**
Speeding and Aggressive Driving	0	0	11	15	**26**
Distracted Driving	0	3	23	85	**111**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **702** | 2020: **681** | 2021: **807** | 2022: **706** | 2023: **723**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	199 62%	124 38%	216 64%	122 36%	87 27%	236 73%
Intersections	99 76%	31 24%	94 49%	96 51%	74 57%	56 43%
Pedestrians and Bicyclists	6 67%	3 33%	5 63%	3 38%	5 56%	4 44%
Aging Road Users	112 85%	19 15%	97 53%	86 47%	63 48%	68 52%
Motorcyclists and Motor Scooter Riders	9 82%	2 18%	11 69%	5 31%	2 18%	9 82%
Commercial Motor Vehicle Operators	54 70%	23 30%	72 82%	16 18%	18 23%	59 77%
Teen Drivers	101 70%	44 30%	112 55%	91 45%	67 46%	78 54%
Impaired Driving	5 26%	14 74%	16 76%	5 24%	6 32%	13 68%
Occupant Protection*	11 48%	12 52%	18 75%	6 25%	4 17%	19 83%
Speeding and Aggressive Driving	18 69%	8 31%	20 56%	16 44%	7 27%	19 73%
Distracted Driving	75 68%	36 32%	81 54%	70 46%	43 39%	68 61%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

BRADFORD 2023 Crash Data

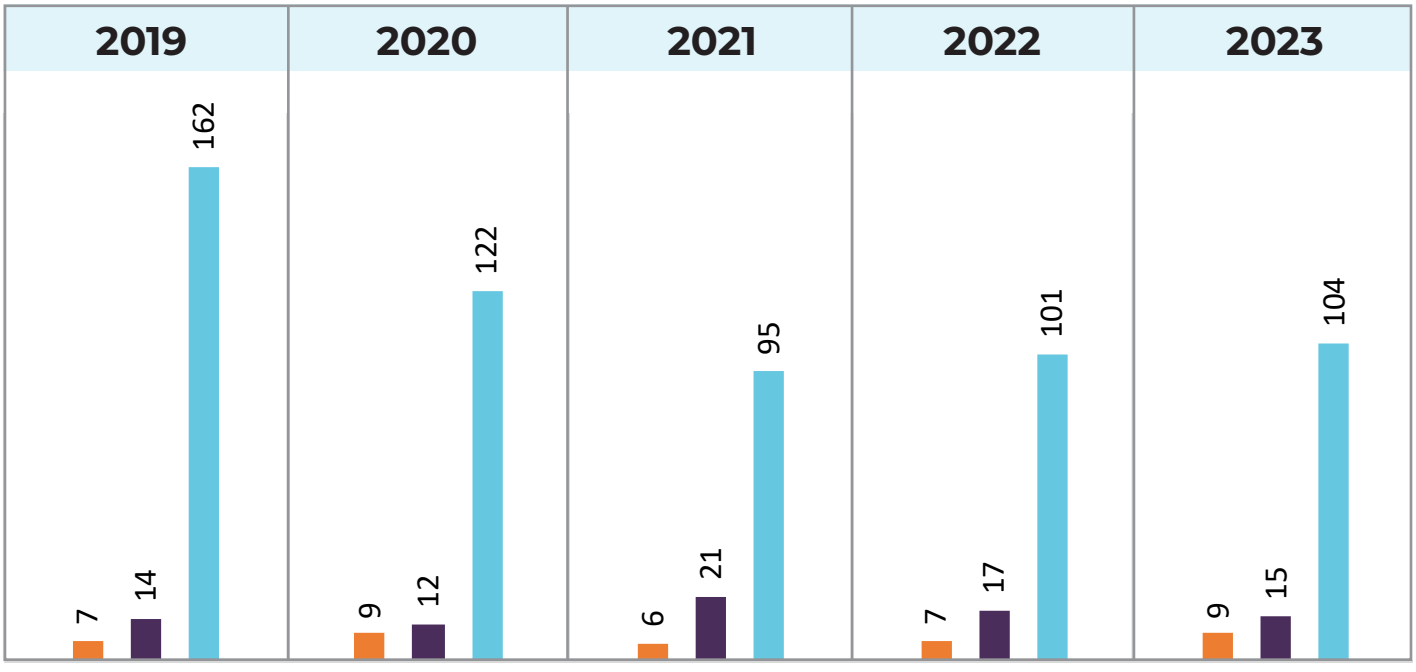
Totals: **530** Crashes | **10** Fatalities* | **19** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	4	7	47	175	**233**
Intersections	0	7	33	82	**122**
Pedestrian and Bicyclists	3	1	3	1	**8**
Aging Road Users	2	1	20	91	**114**
Motorcyclists and Motor Scooter Riders	1	2	4	5	**12**
Commercial Motor Vehicle Operators	2	0	9	24	**35**
Teen Drivers	0	6	17	60	**83**
Impaired Driving	2	1	9	10	**22**
Occupant Protection	2	3	4	14	**23**
Speeding and Aggressive Driving	0	3	12	20	**35**
Distracted Driving	0	0	20	60	**80**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **826** | 2020: **630** | 2021: **528** | 2022: **549** | 2023: **530**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	153 (66%)	80 (34%)	162 (63%)	95 (37%)	84 (36%)	149 (64%)
Intersections	92 (75%)	30 (25%)	88 (55%)	71 (45%)	48 (39%)	74 (61%)
Pedestrians and Bicyclists	3 (38%)	5 (63%)	2 (33%)	4 (67%)	5 (63%)	3 (38%)
Aging Road Users	102 (89%)	12 (11%)	90 (59%)	63 (41%)	56 (49%)	58 (51%)
Motorcyclists and Motor Scooter Riders	9 (75%)	3 (25%)	9 (82%)	2 (18%)	4 (33%)	8 (67%)
Commercial Motor Vehicle Operators	24 (69%)	11 (31%)	32 (78%)	9 (22%)	7 (20%)	28 (80%)
Teen Drivers	57 (69%)	26 (31%)	61 (59%)	43 (41%)	43 (52%)	40 (48%)
Impaired Driving	9 (41%)	13 (59%)	16 (57%)	12 (43%)	6 (27%)	16 (73%)
Occupant Protection*	11 (48%)	12 (52%)	19 (70%)	8 (30%)	3 (13%)	20 (87%)
Speeding and Aggressive Driving	22 (63%)	13 (37%)	28 (65%)	15 (35%)	7 (20%)	28 (80%)
Distracted Driving	64 (80%)	16 (20%)	63 (56%)	50 (44%)	40 (50%)	40 (50%)

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

CLAY 2023 Crash Data

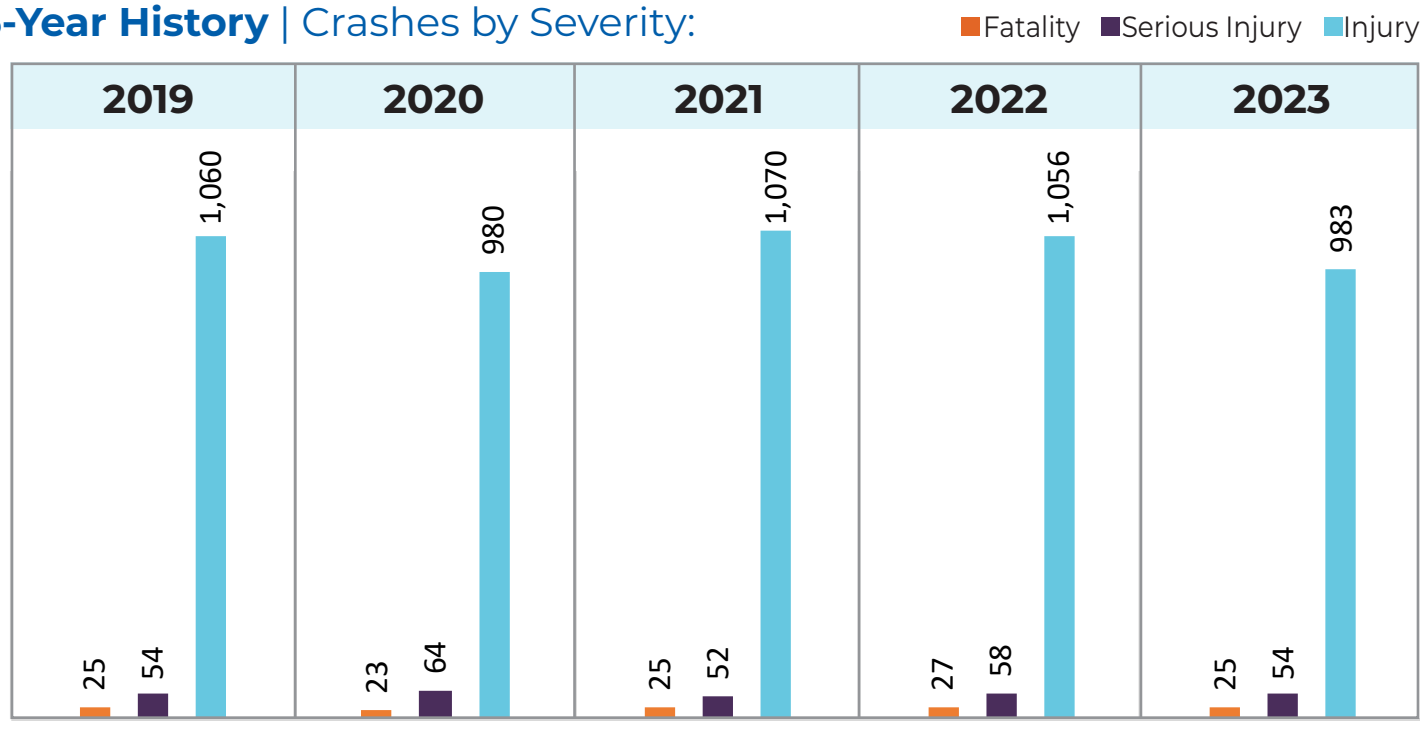
Totals: **4,921** Crashes | **25** Fatalities* | **64** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	8	24	217	1,262	**1,511**
Intersections	10	18	305	724	**1,057**
Pedestrian and Bicyclists	9	6	88	44	**147**
Aging Road Users	4	7	209	862	**1,082**
Motorcyclists and Motor Scooter Riders	5	14	52	26	**97**
Commercial Motor Vehicle Operators	3	3	47	262	**315**
Teen Drivers	2	10	184	656	**852**
Impaired Driving	13	7	39	83	**142**
Occupant Protection	5	3	30	39	**77**
Speeding and Aggressive Driving	0	5	80	191	**276**
Distracted Driving	0	2	93	257	**352**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **5,196** | 2020: **4,919** | 2021: **5,558** | 2022: **5,448** | 2023: **4,921**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	1,056 70%	455 30%	913 58%	673 42%	352 23%	1,159 77%
Intersections	786 74%	271 26%	791 53%	701 47%	217 21%	840 79%
Pedestrians and Bicyclists	108 73%	39 27%	69 56%	54 44%	35 24%	112 76%
Aging Road Users	974 90%	108 10%	801 52%	730 48%	282 26%	800 74%
Motorcyclists and Motor Scooter Riders	62 64%	35 36%	90 76%	29 24%	26 27%	71 73%
Commercial Motor Vehicle Operators	274 87%	41 13%	275 69%	123 31%	71 23%	244 77%
Teen Drivers	626 73%	226 27%	617 52%	561 48%	183 21%	669 79%
Impaired Driving	41 29%	101 71%	97 59%	68 41%	40 28%	102 72%
Occupant Protection*	48 62%	29 38%	60 59%	41 41%	28 36%	49 64%
Speeding and Aggressive Driving	160 58%	116 42%	208 63%	123 37%	72 26%	204 74%
Distracted Driving	251 71%	101 29%	264 54%	223 46%	145 41%	207 59%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

COLUMBIA 2023 Crash Data

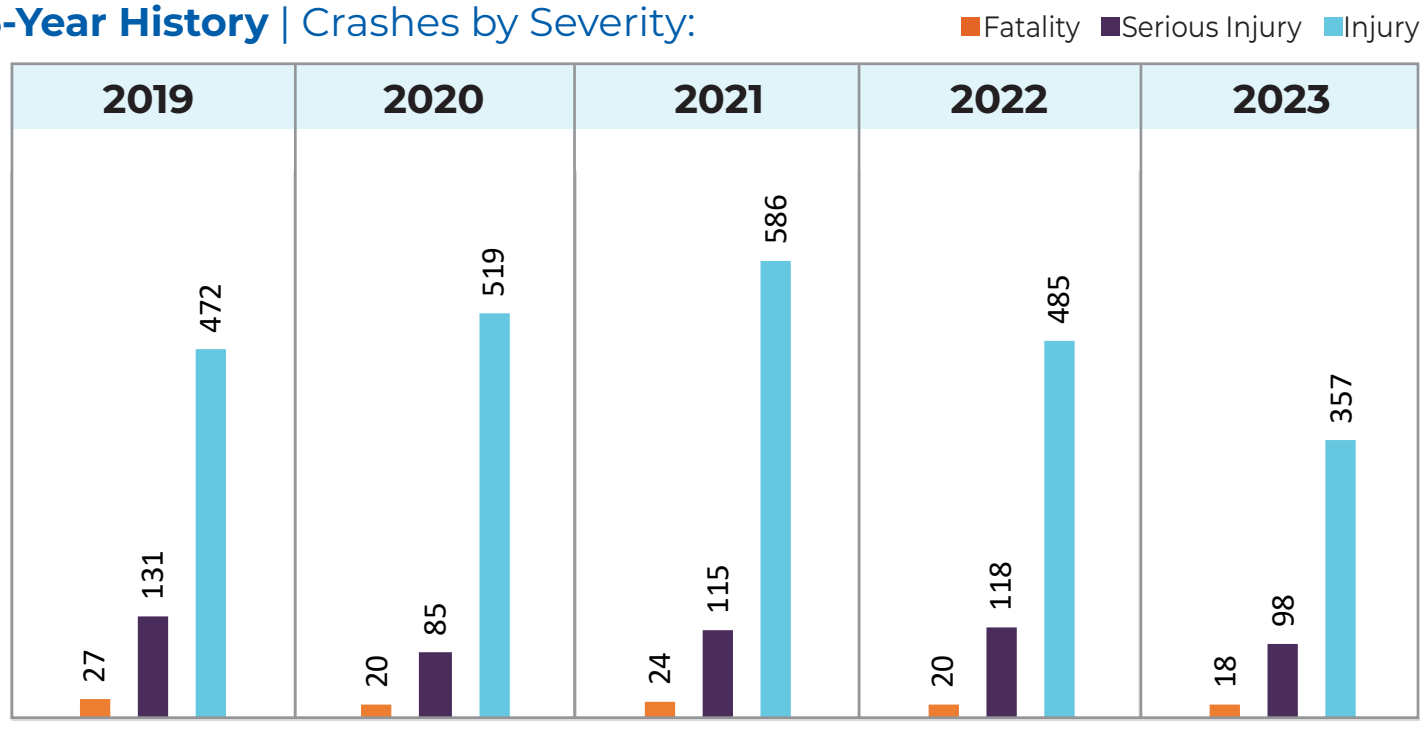
Totals: **1,485** Crashes | **23** Fatalities* | **129** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	8	45	162	478	**693**
Intersections	7	36	113	181	**337**
Pedestrian and Bicyclists	1	6	7	5	**19**
Aging Road Users	3	24	80	168	**275**
Motorcyclists and Motor Scooter Riders	1	15	7	13	**36**
Commercial Motor Vehicle Operators	4	15	34	182	**235**
Teen Drivers	1	15	59	111	**186**
Impaired Driving	7	9	12	29	**57**
Occupant Protection	10	13	35	33	**91**
Speeding and Aggressive Driving	10	15	34	73	**132**
Distracted Driving	2	15	47	75	**139**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **2,183** | 2020: **1,985** | 2021: **2,525** | 2022: **2,115** | 2023: **1,485**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural

Lane Departure	Daylight	Night	Male	Female	Urban	Rural
	417	276	469	252	21	672
	60%	40%	65%	35%	3%	97%

Intersections	Daylight	Night	Male	Female	Urban	Rural
	260	77	255	213	31	306
	77%	23%	54%	46%	9%	91%

Pedestrians and Bicyclists	Daylight	Night	Male	Female	Urban	Rural
	12	7	5	7	2	17
	63%	37%	42%	58%	11%	89%

Aging Road Users	Daylight	Night	Male	Female	Urban	Rural
	224	51	222	160	10	265
	81%	19%	58%	42%	4%	96%

Motorcyclists and Motor Scooter Riders	Daylight	Night	Male	Female	Urban	Rural
	29	7	28	10	3	33
	81%	19%	74%	26%	8%	92%

Commercial Motor Vehicle Operators	Daylight	Night	Male	Female	Urban	Rural
	144	91	214	52	9	226
	61%	39%	80%	20%	4%	96%

Teen Drivers	Daylight	Night	Male	Female	Urban	Rural
	126	60	139	111	8	178
	68%	32%	56%	44%	4%	96%

Impaired Driving	Daylight	Night	Male	Female	Urban	Rural
	23	34	44	25	1	56
	40%	60%	64%	36%	2%	98%

Occupant Protection*	Daylight	Night	Male	Female	Urban	Rural
	56	35	75	37	4	87
	62%	38%	67%	33%	4%	96%

Speeding and Aggressive Driving	Daylight	Night	Male	Female	Urban	Rural
	85	47	93	54	3	129
	64%	36%	63%	37%	2%	98%

Distracted Driving	Daylight	Night	Male	Female	Urban	Rural
	101	38	109	75	12	127
	73%	27%	59%	41%	9%	91%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

DIXIE 2023 Crash Data

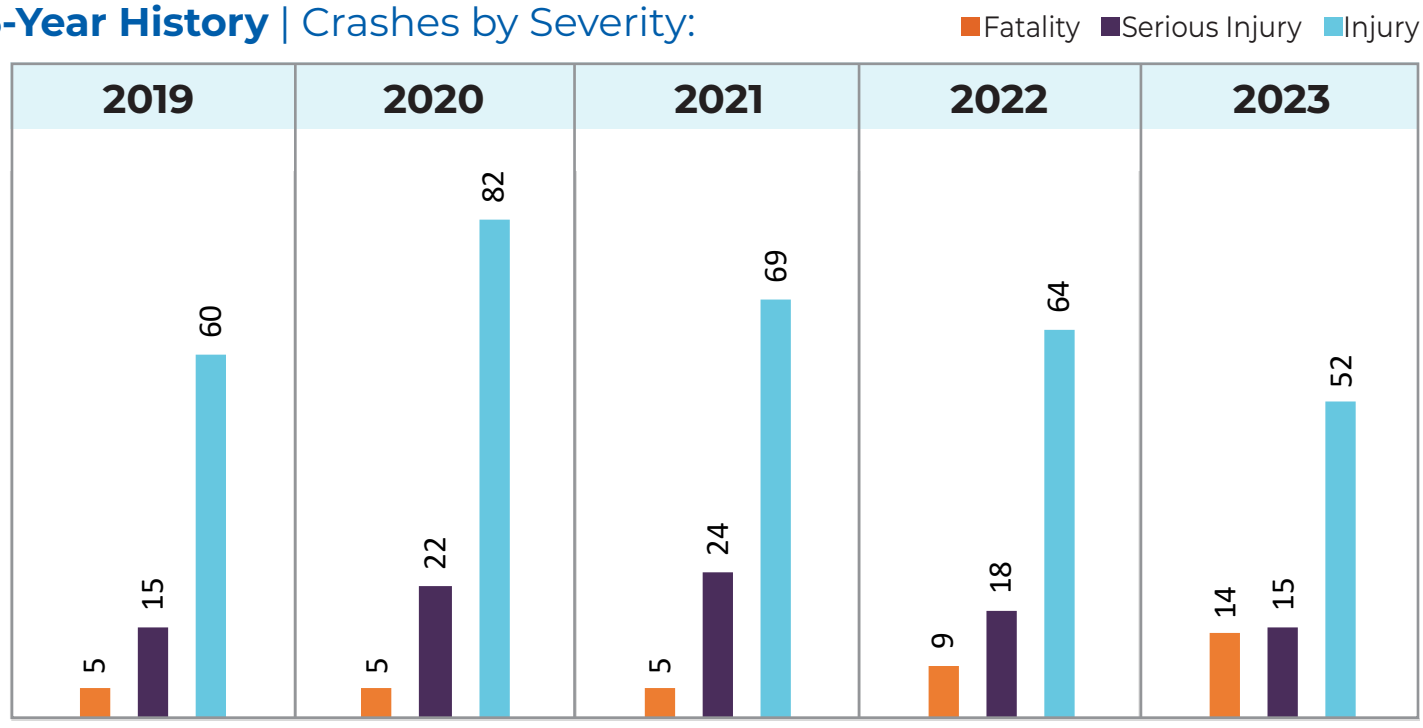
Totals: **223** Crashes | **14** Fatalities* | **18** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	11	11	28	64	**114**
Intersections	0	2	14	28	**44**
Pedestrian and Bicyclists	3	2	1	0	**6**
Aging Road Users	1	0	12	26	**39**
Motorcyclists and Motor Scooter Riders	1	2	2	1	**6**
Commercial Motor Vehicle Operators	2	1	2	11	**16**
Teen Drivers	1	1	4	25	**31**
Impaired Driving	4	3	6	6	**19**
Occupant Protection	6	2	9	9	**26**
Speeding and Aggressive Driving	4	6	9	14	**33**
Distracted Driving	0	1	2	15	**18**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **251** | 2020: **273** | 2021: **282** | 2022: **243** | 2023: **223**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	49 (43%)	65 (57%)	69 (66%)	35 (34%)	3 (3%)	111 (97%)
Intersections	33 (75%)	11 (25%)	36 (58%)	26 (42%)	3 (7%)	41 (93%)
Pedestrians and Bicyclists	1 (17%)	5 (83%)	1 (33%)	2 (67%)	1 (17%)	5 (83%)
Aging Road Users	31 (79%)	8 (21%)	33 (63%)	19 (37%)	1 (3%)	38 (97%)
Motorcyclists and Motor Scooter Riders	4 (67%)	2 (33%)	4 (57%)	3 (43%)	0 (0%)	6 (100%)
Commercial Motor Vehicle Operators	13 (81%)	3 (19%)	13 (72%)	5 (28%)	0 (0%)	16 (100%)
Teen Drivers	20 (65%)	11 (35%)	29 (71%)	12 (29%)	2 (6%)	29 (94%)
Impaired Driving	3 (16%)	16 (84%)	13 (72%)	5 (28%)	0 (0%)	19 (100%)
Occupant Protection*	6 (23%)	20 (77%)	16 (76%)	5 (24%)	0 (0%)	26 (100%)
Speeding and Aggressive Driving	16 (48%)	17 (52%)	21 (64%)	12 (36%)	0 (0%)	33 (100%)
Distracted Driving	13 (72%)	5 (28%)	14 (64%)	8 (36%)	1 (6%)	17 (94%)

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

DUVAL 2023 Crash Data

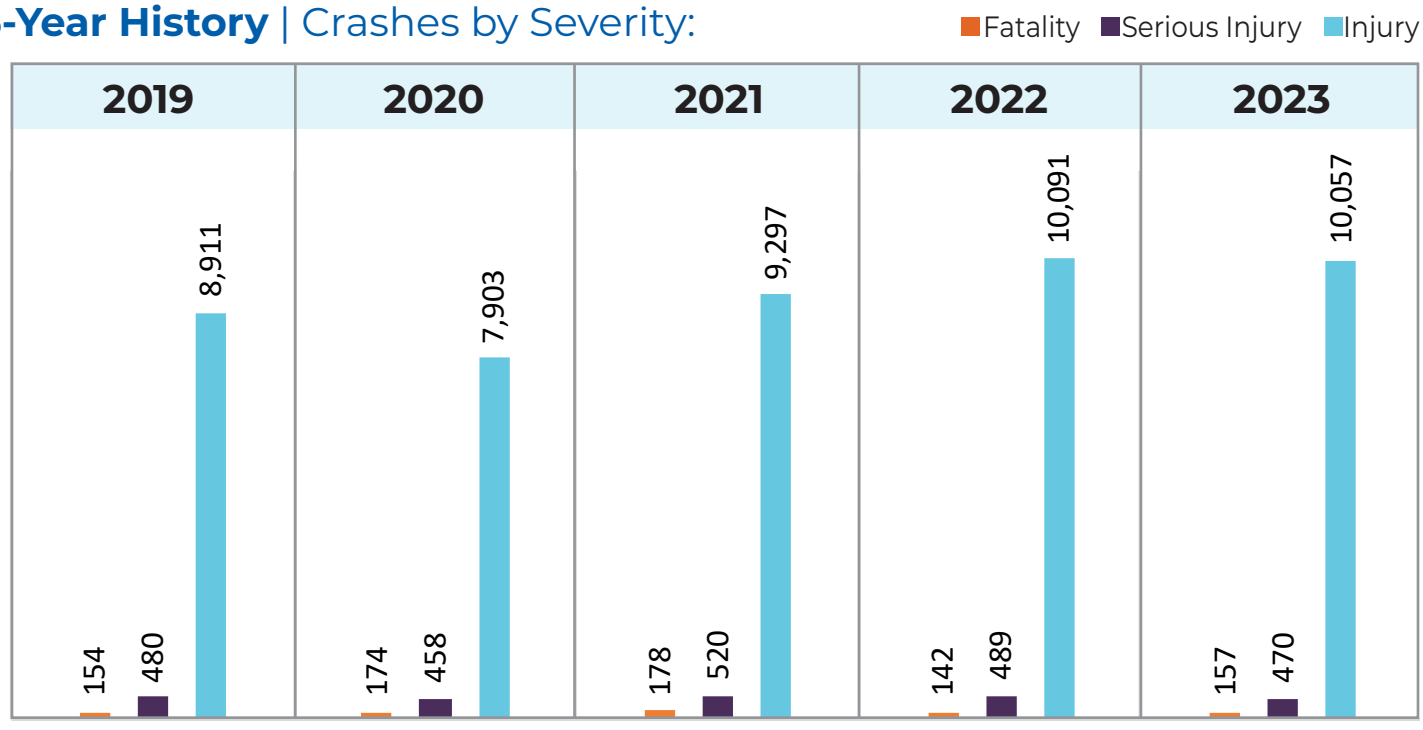
Totals: **39,829** Crashes | **171** Fatalities* | **568** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	69	180	2,380	10,790	**13,419**
Intersections	44	143	3,737	6,680	**10,604**
Pedestrian and Bicyclists	47	66	620	126	**859**
Aging Road Users	23	66	1,872	4,978	**6,939**
Motorcyclists and Motor Scooter Riders	32	83	370	141	**626**
Commercial Motor Vehicle Operators	14	28	498	2,192	**2,732**
Teen Drivers	14	55	1,249	3,280	**4,598**
Impaired Driving	74	46	412	626	**1,158**
Occupant Protection	48	67	435	481	**1,031**
Speeding and Aggressive Driving	26	45	522	753	**1,346**
Distracted Driving	8	50	1,176	2,702	**3,936**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **38,889** | 2020: **34,214** | 2021: **39,797** | 2022: **39,873** | 2023: **39,829**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	9,344 *70%*	4,075 *30%*	8,635 *58%*	6,221 *42%*	13,344 *99%*	75 *1%*
Intersections	7,868 *74%*	2,736 *26%*	7,858 *53%*	7,013 *47%*	10,597 *100%*	7 *0%*
Pedestrians and Bicyclists	555 *65%*	304 *35%*	399 *58%*	292 *42%*	856 *100%*	3 *0%*
Aging Road Users	6,086 *88%*	853 *12%*	5,275 *54%*	4,572 *46%*	6,917 *100%*	22 *0%*
Motorcyclists and Motor Scooter Riders	384 *61%*	242 *39%*	571 *73%*	216 *27%*	624 *100%*	2 *0%*
Commercial Motor Vehicle Operators	2,174 *80%*	558 *20%*	2,414 *69%*	1,101 *31%*	2,720 *100%*	12 *0%*
Teen Drivers	3,420 *74%*	1,178 *26%*	3,473 *53%*	3,085 *47%*	4,585 *100%*	13 *0%*
Impaired Driving	438 *38%*	720 *62%*	918 *62%*	560 *38%*	1,157 *100%*	1 *0%*
Occupant Protection*	635 *62%*	396 *38%*	791 *59%*	550 *41%*	1,029 *100%*	2 *0%*
Speeding and Aggressive Driving	813 *60%*	533 *40%*	1,075 *64%*	616 *36%*	1,337 *99%*	9 *1%*
Distracted Driving	2,910 *74%*	1,026 *26%*	3,028 *55%*	2,523 *45%*	3,924 *100%*	12 *0%*

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

GILCHRIST 2023 Crash Data

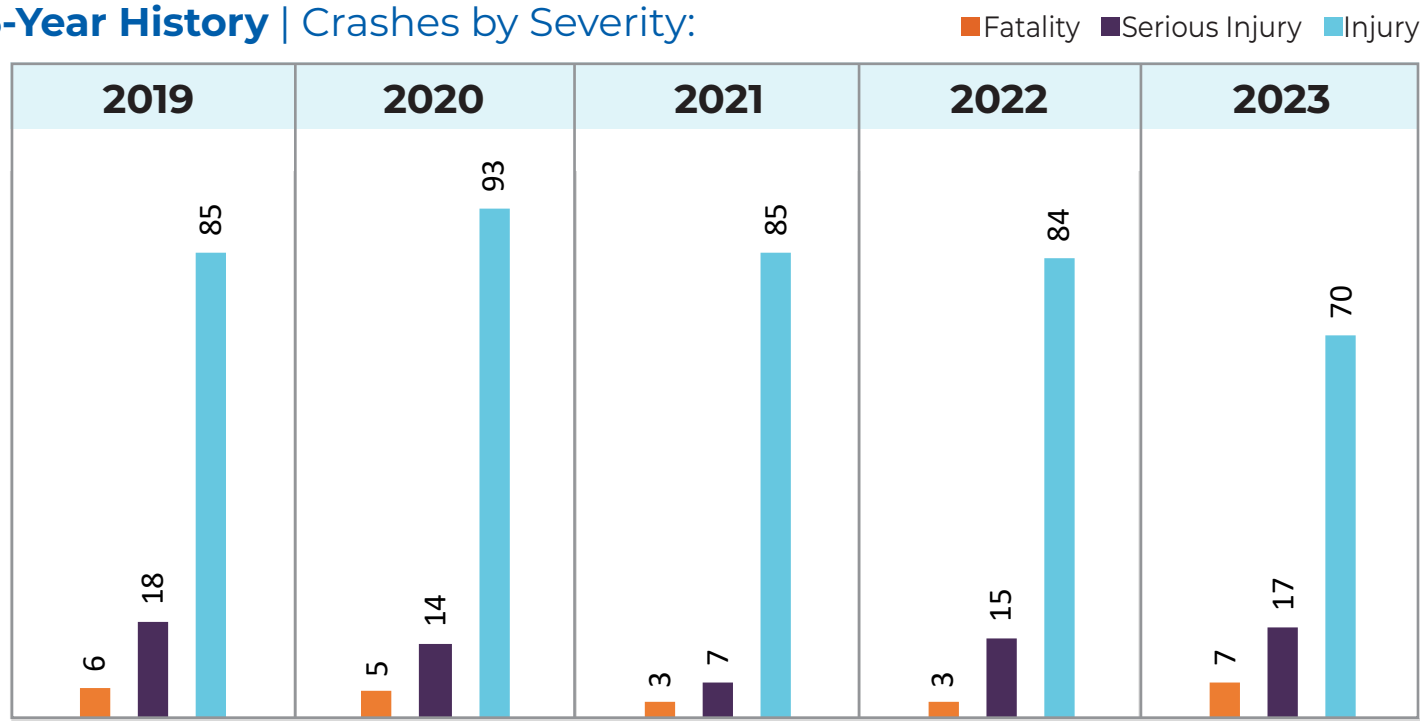
Totals: **287** Crashes | **7** Fatalities* | **20** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	5	11	29	70	**115**
Intersections	0	5	19	41	**65**
Pedestrian and Bicyclists	2	0	3	1	**6**
Aging Road Users	0	4	17	28	**49**
Motorcyclists and Motor Scooter Riders	0	6	4	2	**12**
Commercial Motor Vehicle Operators	2	0	5	5	**12**
Teen Drivers	0	1	15	31	**47**
Impaired Driving	4	3	3	9	**19**
Occupant Protection	2	6	10	9	**27**
Speeding and Aggressive Driving	1	7	5	14	**27**
Distracted Driving	0	1	9	13	**23**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **311** | 2020: **325** | 2021: **275** | 2022: **296** | 2023: **287**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	56 49%	59 51%	63 63%	37 37%	17 15%	98 85%
Intersections	52 80%	13 20%	51 58%	37 42%	11 17%	54 83%
Pedestrians and Bicyclists	3 50%	3 50%	2 67%	1 33%	1 17%	5 83%
Aging Road Users	40 82%	9 18%	38 59%	26 41%	12 24%	37 76%
Motorcyclists and Motor Scooter Riders	8 67%	4 33%	12 92%	1 8%	1 8%	11 92%
Commercial Motor Vehicle Operators	10 83%	2 17%	11 85%	2 15%	0 0%	12 100%
Teen Drivers	28 60%	19 40%	36 59%	25 41%	10 21%	37 79%
Impaired Driving	7 37%	12 63%	11 79%	3 21%	4 21%	15 79%
Occupant Protection*	11 41%	16 59%	16 55%	13 45%	4 15%	23 85%
Speeding and Aggressive Driving	16 59%	11 41%	16 59%	11 41%	3 11%	24 89%
Distracted Driving	19 83%	4 17%	18 60%	12 40%	9 39%	14 61%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

HAMILTON 2023 Crash Data

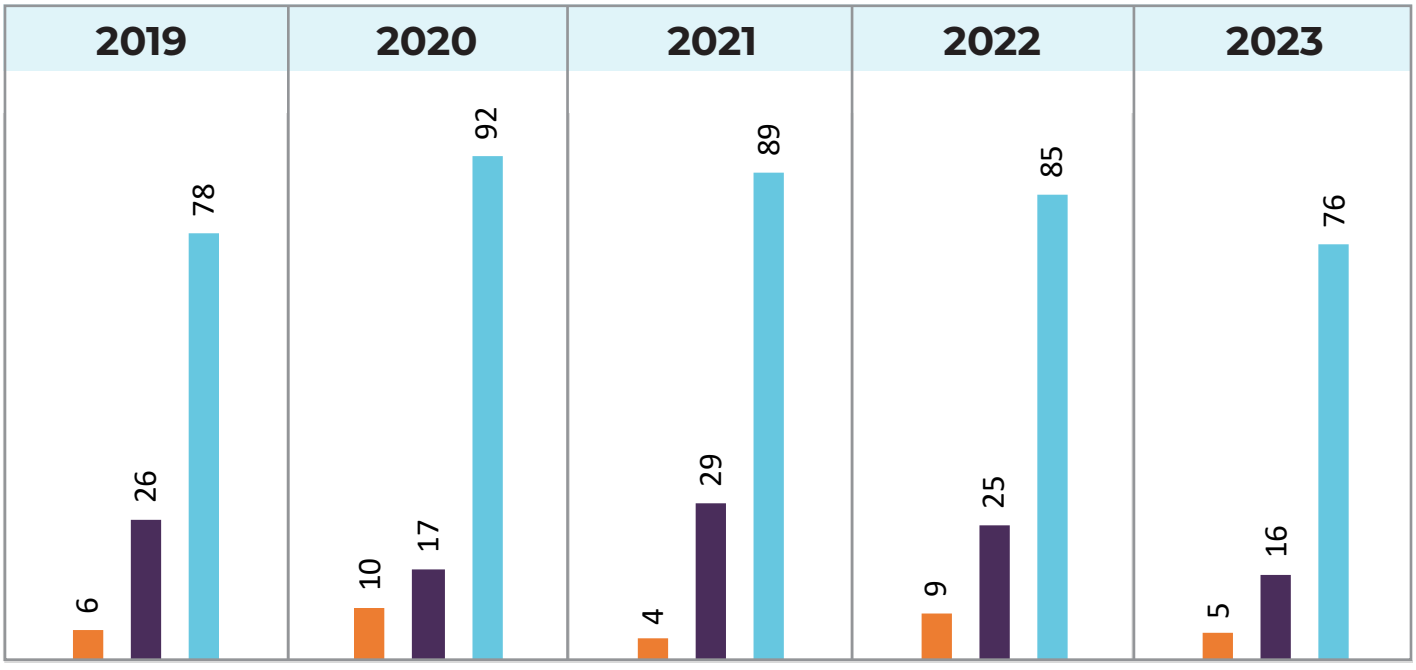
Totals: **450** Crashes | **5** Fatalities* | **23** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	5	8	39	185	**237**
Intersections	0	7	13	23	**43**
Pedestrian and Bicyclists	0	3	1	3	**7**
Aging Road Users	0	1	14	65	**80**
Motorcyclists and Motor Scooter Riders	1	0	2	1	**4**
Commercial Motor Vehicle Operators	0	1	18	107	**126**
Teen Drivers	0	3	8	27	**38**
Impaired Driving	1	1	3	9	**14**
Occupant Protection	4	4	8	11	**27**
Speeding and Aggressive Driving	0	4	10	21	**35**
Distracted Driving	0	1	5	25	**31**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **431** | 2020: **489** | 2021: **486** | 2022: **452** | 2023: **450**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	138 58%	99 42%	170 71%	71 29%	41 17%	196 83%
Intersections	33 77%	10 23%	36 68%	17 32%	20 47%	23 53%
Pedestrians and Bicyclists	4 57%	3 43%	5 71%	2 29%	5 71%	2 29%
Aging Road Users	63 79%	17 21%	67 66%	34 34%	22 28%	58 73%
Motorcyclists and Motor Scooter Riders	3 75%	1 25%	2 67%	1 33%	0 0%	4 100%
Commercial Motor Vehicle Operators	73 58%	53 42%	111 83%	23 17%	21 17%	105 83%
Teen Drivers	25 66%	13 34%	33 73%	12 27%	8 21%	30 79%
Impaired Driving	6 43%	8 57%	6 43%	8 57%	2 14%	12 86%
Occupant Protection*	13 48%	14 52%	21 78%	6 22%	3 11%	24 89%
Speeding and Aggressive Driving	21 60%	14 40%	31 84%	6 16%	3 9%	32 91%
Distracted Driving	23 74%	8 26%	27 66%	14 34%	5 16%	26 84%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

LAFAYETTE 2023 Crash Data

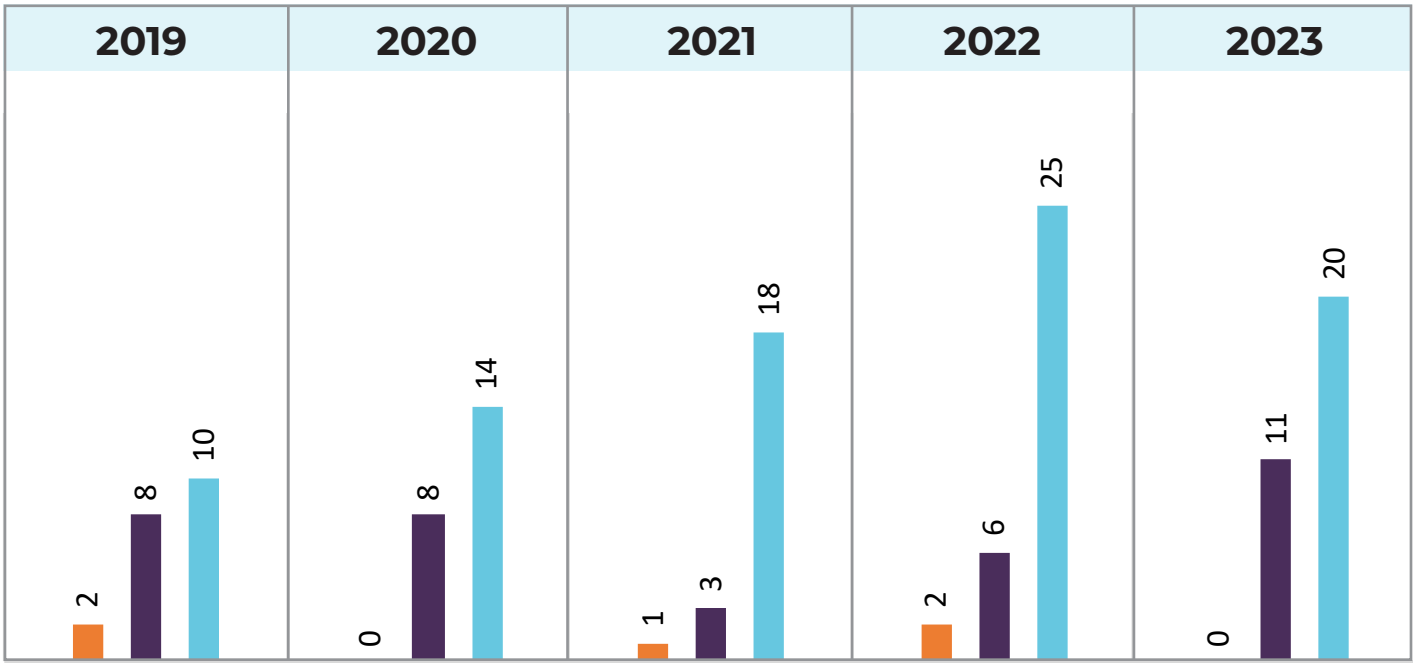
Totals: **60** Crashes | **0** Fatalities* | **11** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	0	5	11	15	**31**
Intersections	0	4	6	6	**16**
Pedestrian and Bicyclists	0	2	1	0	**3**
Aging Road Users	0	3	2	3	**8**
Motorcyclists and Motor Scooter Riders	0	0	3	0	**3**
Commercial Motor Vehicle Operators	0	1	5	8	**14**
Teen Drivers	0	3	3	2	**8**
Impaired Driving	0	2	0	1	**3**
Occupant Protection	0	7	3	1	**11**
Speeding and Aggressive Driving	0	0	4	2	**6**
Distracted Driving	0	1	3	1	**5**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **39** | 2020: **45** | 2021: **55** | 2022: **67** | 2023: **60**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	22 (71%)	9 (29%)	23 (77%)	7 (23%)	6 (19%)	25 (81%)
Intersections	10 (63%)	6 (38%)	14 (58%)	10 (42%)	2 (13%)	14 (88%)
Pedestrians and Bicyclists	3 (100%)	0 (0%)	1 (33%)	2 (67%)	1 (33%)	2 (67%)
Aging Road Users	4 (50%)	4 (50%)	5 (50%)	5 (50%)	1 (13%)	7 (88%)
Motorcyclists and Motor Scooter Riders	3 (100%)	0 (0%)	2 (67%)	1 (33%)	0 (0%)	3 (100%)
Commercial Motor Vehicle Operators	11 (79%)	3 (21%)	14 (74%)	5 (26%)	3 (21%)	11 (79%)
Teen Drivers	5 (63%)	3 (38%)	8 (62%)	5 (38%)	0 (0%)	8 (100%)
Impaired Driving	2 (67%)	1 (33%)	3 (100%)	0 (0%)	1 (33%)	2 (67%)
Occupant Protection*	8 (73%)	3 (27%)	9 (64%)	5 (36%)	0 (0%)	11 (100%)
Speeding and Aggressive Driving	4 (67%)	2 (33%)	6 (75%)	2 (25%)	2 (33%)	4 (67%)
Distracted Driving	3 (60%)	2 (40%)	4 (57%)	3 (43%)	0 (0%)	5 (100%)

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

LEVY 2023 Crash Data

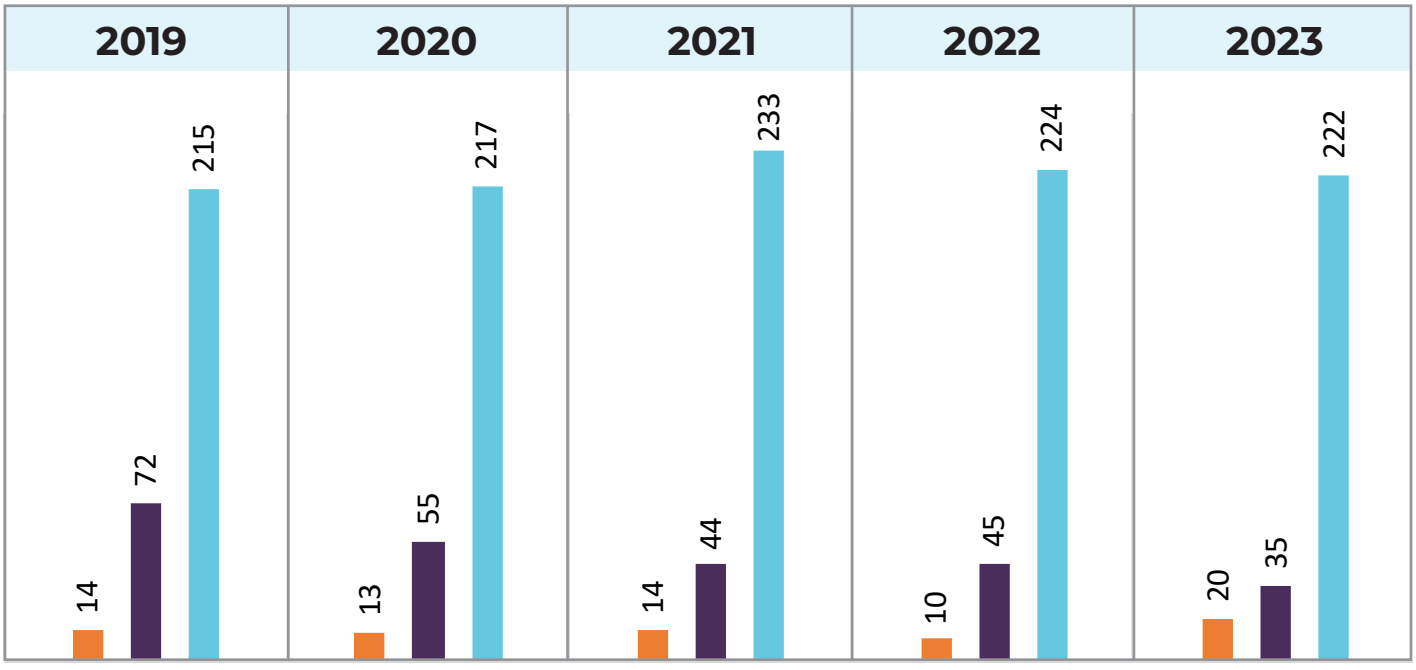
Totals: **822** Crashes | **20** Fatalities* | **46** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	13	13	91	211	**328**
Intersections	5	15	79	149	**248**
Pedestrian and Bicyclists	3	3	12	4	**22**
Aging Road Users	1	4	73	146	**224**
Motorcyclists and Motor Scooter Riders	2	8	9	2	**21**
Commercial Motor Vehicle Operators	2	2	5	25	**34**
Teen Drivers	0	4	25	70	**99**
Impaired Driving	15	4	15	16	**50**
Occupant Protection	11	6	28	14	**59**
Speeding and Aggressive Driving	11	8	12	16	**47**
Distracted Driving	0	1	22	42	**65**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **836** | 2020: **830** | 2021: **917** | 2022: **840** | 2023: **822**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	193 59%	135 41%	187 58%	136 42%	111 34%	217 66%
Intersections	183 74%	65 26%	185 57%	137 43%	92 37%	156 63%
Pedestrians and Bicyclists	15 68%	7 32%	8 50%	8 50%	11 50%	11 50%
Aging Road Users	189 84%	35 16%	175 58%	128 42%	109 49%	115 51%
Motorcyclists and Motor Scooter Riders	16 76%	5 24%	19 83%	4 17%	4 19%	17 81%
Commercial Motor Vehicle Operators	26 76%	8 24%	31 82%	7 18%	7 21%	27 79%
Teen Drivers	69 70%	30 30%	73 54%	62 46%	32 32%	67 68%
Impaired Driving	18 36%	32 64%	36 77%	11 23%	11 22%	39 78%
Occupant Protection*	26 44%	33 56%	41 66%	21 34%	11 19%	48 81%
Speeding and Aggressive Driving	21 45%	26 55%	33 73%	12 27%	9 19%	38 81%
Distracted Driving	47 72%	18 28%	37 49%	39 51%	23 35%	42 65%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

MADISON 2023 Crash Data

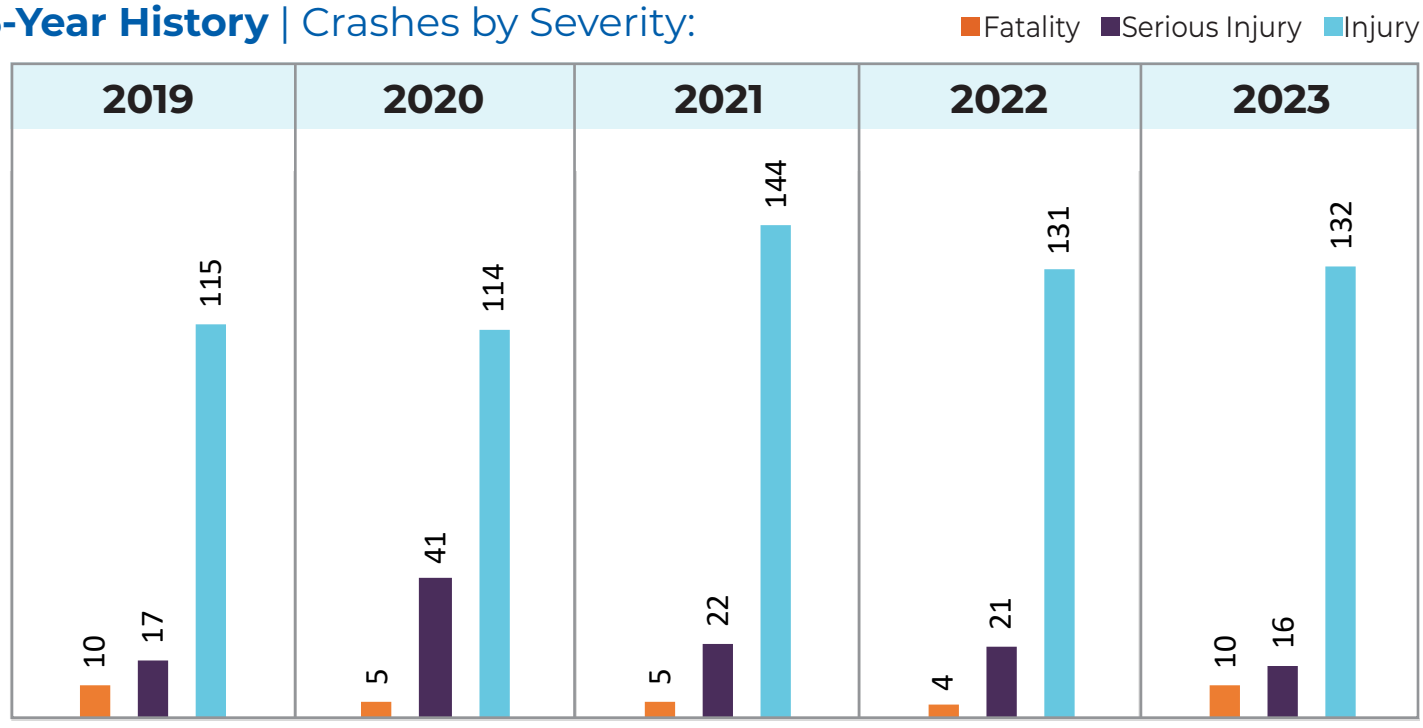
Totals: **714** Crashes | **10** Fatalities* | **20** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	4	13	75	257	**349**
Intersections	2	0	12	58	**72**
Pedestrian and Bicyclists	4	0	6	14	**24**
Aging Road Users	0	3	16	92	**111**
Motorcyclists and Motor Scooter Riders	1	3	4	1	**9**
Commercial Motor Vehicle Operators	4	1	19	74	**98**
Teen Drivers	1	4	16	63	**84**
Impaired Driving	3	1	5	4	**13**
Occupant Protection	4	0	20	5	**29**
Speeding and Aggressive Driving	2	6	30	57	**95**
Distracted Driving	2	4	18	64	**88**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **591** | 2020: **625** | 2021: **682** | 2022: **671** | 2023: **714**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	226 (65%)	123 (35%)	208 (58%)	149 (42%)	47 (13%)	302 (87%)
Intersections	55 (76%)	17 (24%)	54 (55%)	44 (45%)	38 (53%)	34 (47%)
Pedestrians and Bicyclists	22 (92%)	2 (8%)	4 (36%)	7 (64%)	16 (67%)	8 (33%)
Aging Road Users	92 (83%)	19 (17%)	83 (59%)	58 (41%)	42 (38%)	69 (62%)
Motorcyclists and Motor Scooter Riders	6 (67%)	3 (33%)	8 (89%)	1 (11%)	2 (22%)	7 (78%)
Commercial Motor Vehicle Operators	64 (65%)	34 (35%)	84 (75%)	28 (25%)	16 (16%)	82 (84%)
Teen Drivers	65 (77%)	19 (23%)	56 (51%)	54 (49%)	25 (30%)	59 (70%)
Impaired Driving	4 (31%)	9 (69%)	9 (90%)	1 (10%)	0 (0%)	13 (100%)
Occupant Protection*	18 (62%)	11 (38%)	21 (75%)	7 (25%)	0 (0%)	29 (100%)
Speeding and Aggressive Driving	66 (69%)	29 (31%)	57 (55%)	46 (45%)	7 (7%)	88 (93%)
Distracted Driving	64 (73%)	24 (27%)	71 (61%)	45 (39%)	18 (20%)	70 (80%)

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

NASSAU 2023 Crash Data

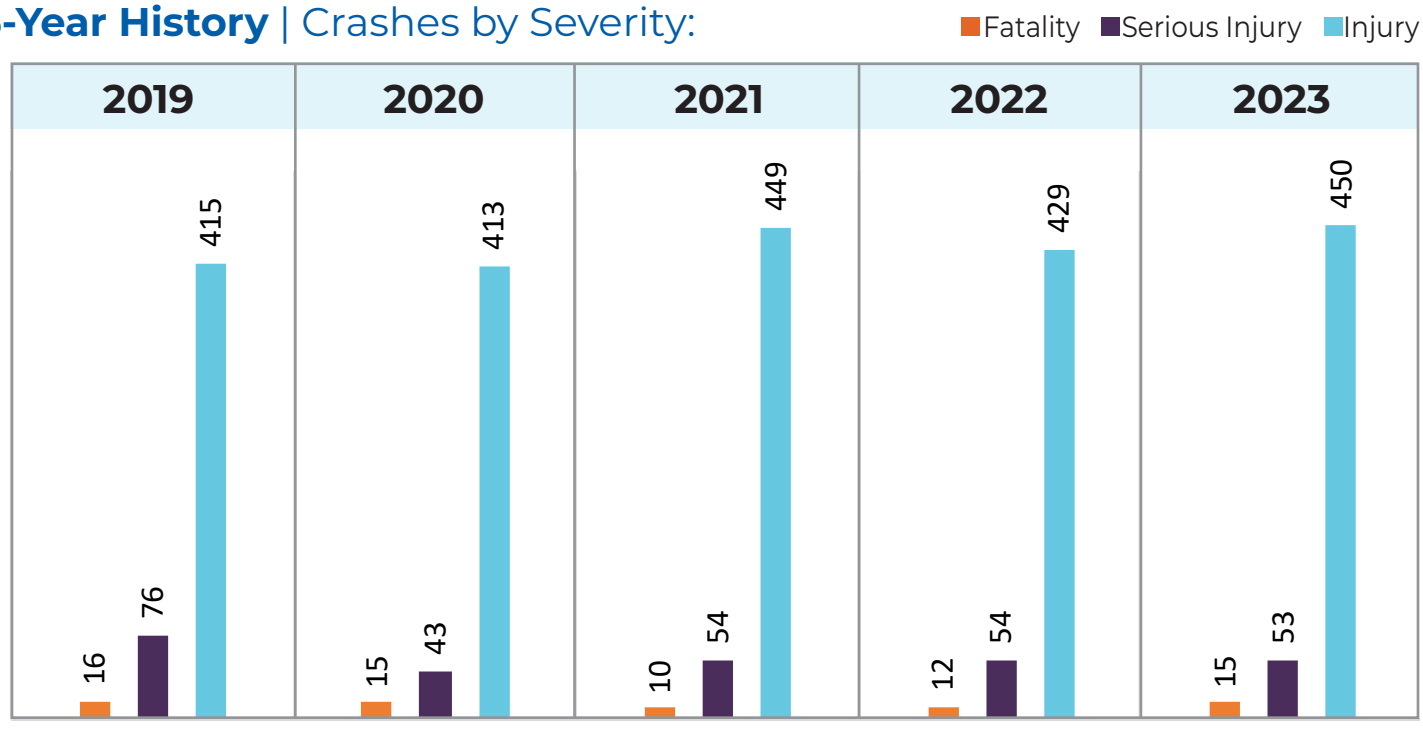
Totals: **1,795** Crashes | **20** Fatalities* | **71** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	7	25	155	483	**670**
Intersections	4	16	136	278	**434**
Pedestrian and Bicyclists	3	3	24	7	**37**
Aging Road Users	5	12	110	343	**470**
Motorcyclists and Motor Scooter Riders	3	12	15	10	**40**
Commercial Motor Vehicle Operators	5	1	36	143	**185**
Teen Drivers	1	11	90	202	**304**
Impaired Driving	9	4	32	38	**83**
Occupant Protection	5	9	30	27	**71**
Speeding and Aggressive Driving	2	6	52	63	**123**
Distracted Driving	0	10	115	296	**421**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **1,790** | 2020: **1,718** | 2021: **1,853** | 2022: **1,797** | 2023: **1,795**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	469 70%	201 30%	462 61%	295 39%	153 23%	517 77%
Intersections	339 78%	95 22%	311 52%	290 48%	129 30%	305 70%
Pedestrians and Bicyclists	32 86%	5 14%	19 54%	16 46%	9 24%	28 76%
Aging Road Users	419 89%	51 11%	356 55%	293 45%	131 28%	339 72%
Motorcyclists and Motor Scooter Riders	28 70%	12 30%	38 76%	12 24%	10 25%	30 75%
Commercial Motor Vehicle Operators	141 76%	44 24%	175 71%	70 29%	44 24%	141 76%
Teen Drivers	234 77%	70 23%	227 54%	193 46%	85 28%	219 72%
Impaired Driving	44 53%	39 47%	65 64%	36 36%	20 24%	63 76%
Occupant Protection*	51 72%	20 28%	47 58%	34 42%	18 25%	53 75%
Speeding and Aggressive Driving	77 63%	46 37%	107 73%	40 27%	16 13%	107 87%
Distracted Driving	360 86%	61 14%	321 55%	260 45%	87 21%	334 79%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

PUTNAM 2023 Crash Data

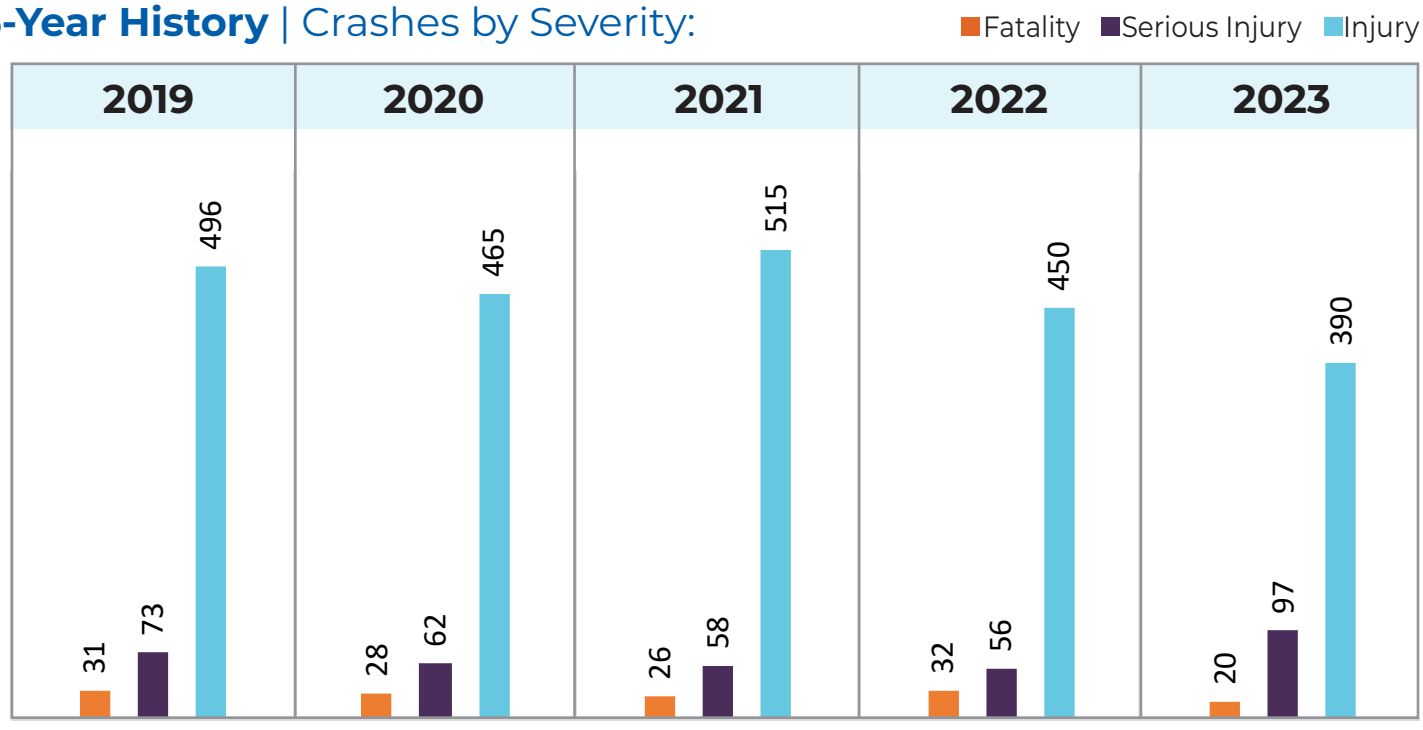
Totals: **1,770** Crashes | **21** Fatalities* | **126** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	14	48	142	499	**703**
Intersections	4	33	136	335	**508**
Pedestrian and Bicyclists	3	7	13	6	**29**
Aging Road Users	4	28	98	349	**479**
Motorcyclists and Motor Scooter Riders	4	14	21	7	**46**
Commercial Motor Vehicle Operators	1	6	20	76	**103**
Teen Drivers	2	13	55	174	**244**
Impaired Driving	17	12	25	36	**90**
Occupant Protection	11	18	46	36	**111**
Speeding and Aggressive Driving	2	6	20	50	**78**
Distracted Driving	3	16	80	197	**296**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:

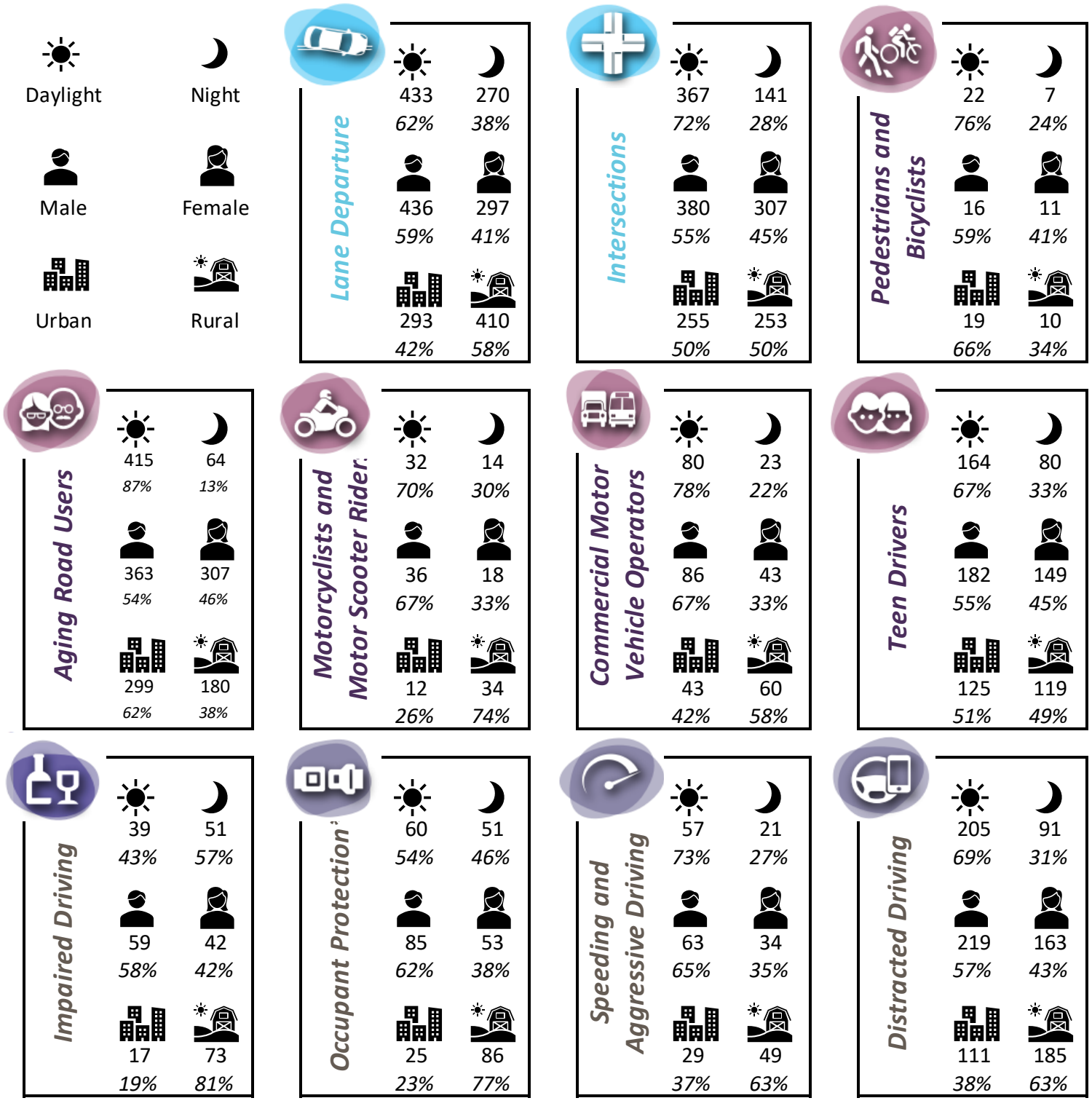


Total Crashes:

2019: **1,865** | 2020: **1,759** | 2021: **1,971** | 2022: **1,899** | 2023: **1,770**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas



*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

ST. JOHNS 2023 Crash Data

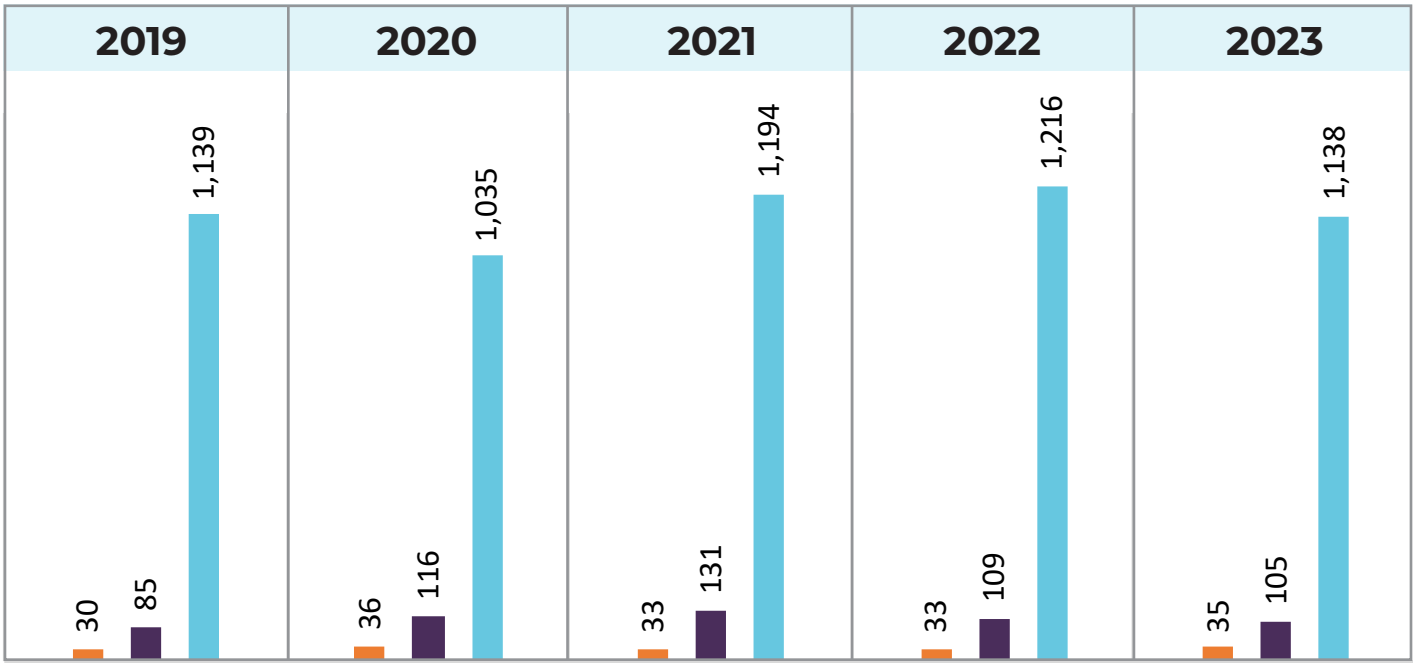
Totals: **7,443** Crashes | **38** Fatalities* | **131** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	16	46	312	2,216	**2,590**
Intersections	8	40	462	1,661	**2,171**
Pedestrian and Bicyclists	9	15	111	52	**187**
Aging Road Users	4	29	300	1,472	**1,805**
Motorcyclists and Motor Scooter Riders	6	28	84	25	**143**
Commercial Motor Vehicle Operators	6	7	54	491	**558**
Teen Drivers	4	21	203	1,076	**1,304**
Impaired Driving	13	11	86	230	**340**
Occupant Protection	9	17	53	101	**180**
Speeding and Aggressive Driving	6	17	107	233	**363**
Distracted Driving	3	34	286	1,439	**1,762**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **6,709** | 2020: **6,199** | 2021: **7,341** | 2022: **7,215** | 2023: **7,443**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	1,820 70%	770 30%	1,674 60%	1,115 40%	507 20%	2,083 80%
Intersections	1,775 82%	396 18%	1,648 53%	1,433 47%	376 17%	1,795 83%
Pedestrians and Bicyclists	161 86%	26 14%	81 50%	81 50%	70 37%	117 63%
Aging Road Users	1,589 88%	216 12%	1,379 54%	1,175 46%	352 20%	1,453 80%
Motorcyclists and Motor Scooter Rider.	100 70%	43 30%	128 73%	47 27%	33 23%	110 77%
Commercial Motor Vehicle Operators	426 76%	132 24%	508 75%	169 25%	62 11%	496 89%
Teen Drivers	1,004 77%	300 23%	965 52%	877 48%	153 12%	1,151 88%
Impaired Driving	119 35%	221 65%	243 60%	159 40%	73 21%	267 79%
Occupant Protection*	108 60%	72 40%	148 64%	84 36%	25 14%	155 86%
Speeding and Aggressive Driving	229 63%	134 37%	285 67%	142 33%	28 8%	335 92%
Distracted Driving	1,463 83%	299 17%	1,353 54%	1,147 46%	229 13%	1,533 87%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

SUWANNEE 2023 Crash Data

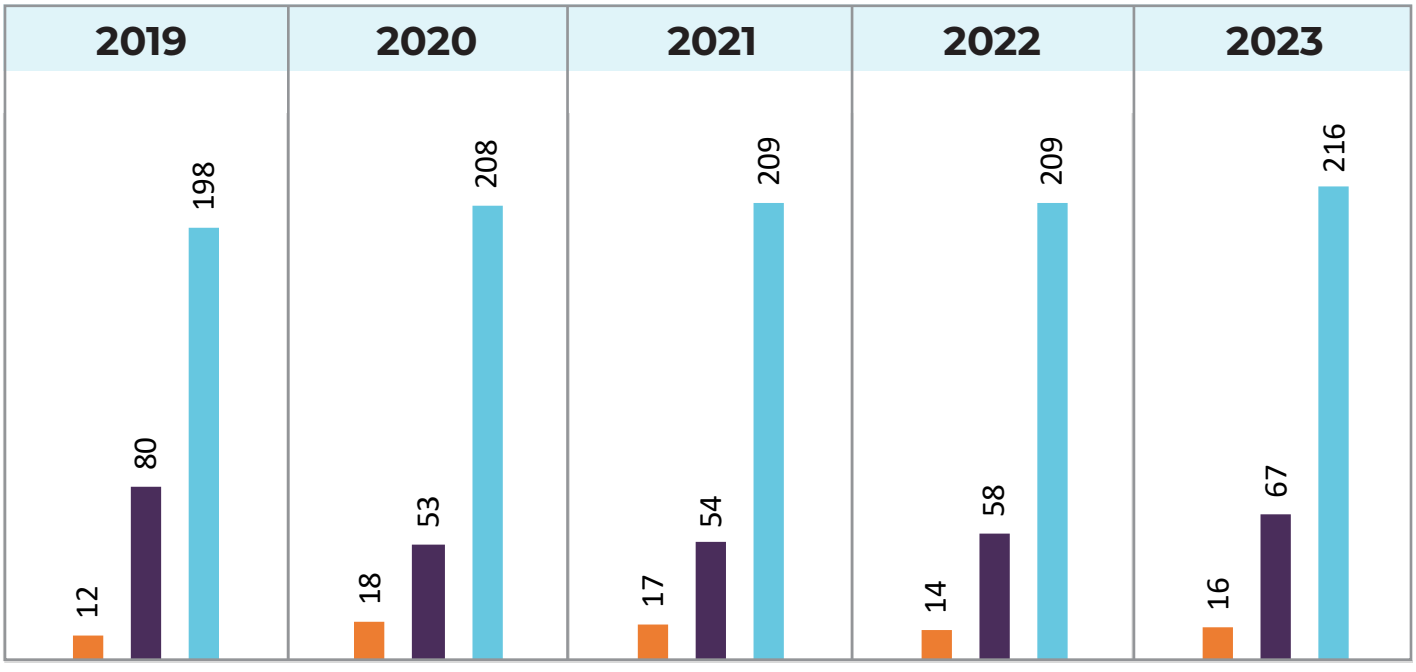
Totals: **1,101** Crashes | **18** Fatalities* | **104** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	13	32	104	271	**420**
Intersections	2	20	62	180	**264**
Pedestrian and Bicyclists	1	5	9	35	**50**
Aging Road Users	1	19	47	145	**212**
Motorcyclists and Motor Scooter Riders	1	0	7	5	**13**
Commercial Motor Vehicle Operators	1	8	17	75	**101**
Teen Drivers	0	6	39	116	**161**
Impaired Driving	8	11	18	31	**68**
Occupant Protection	8	15	21	14	**58**
Speeding and Aggressive Driving	5	6	14	36	**61**
Distracted Driving	0	5	17	65	**87**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **1,030** | 2020: **948** | 2021: **1,002** | 2022: **1,008** | 2023: **1,101**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	262 62%	158 38%	272 65%	147 35%	93 22%	327 78%
Intersections	201 76%	63 24%	207 56%	161 44%	128 48%	136 52%
Pedestrians and Bicyclists	39 78%	11 22%	25 66%	13 34%	41 82%	9 18%
Aging Road Users	181 85%	31 15%	165 60%	111 40%	94 44%	118 56%
Motorcyclists and Motor Scooter Riders	6 46%	7 54%	11 73%	4 27%	2 15%	11 85%
Commercial Motor Vehicle Operators	81 80%	20 20%	90 73%	33 27%	24 24%	77 76%
Teen Drivers	123 76%	38 24%	114 52%	107 48%	63 39%	98 61%
Impaired Driving	22 32%	46 68%	53 79%	14 21%	16 24%	52 76%
Occupant Protection*	25 43%	33 57%	43 67%	21 33%	8 14%	50 86%
Speeding and Aggressive Driving	35 57%	26 43%	37 51%	35 49%	9 15%	52 85%
Distracted Driving	69 79%	18 21%	65 59%	46 41%	52 60%	35 40%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

TAYLOR 2023 Crash Data

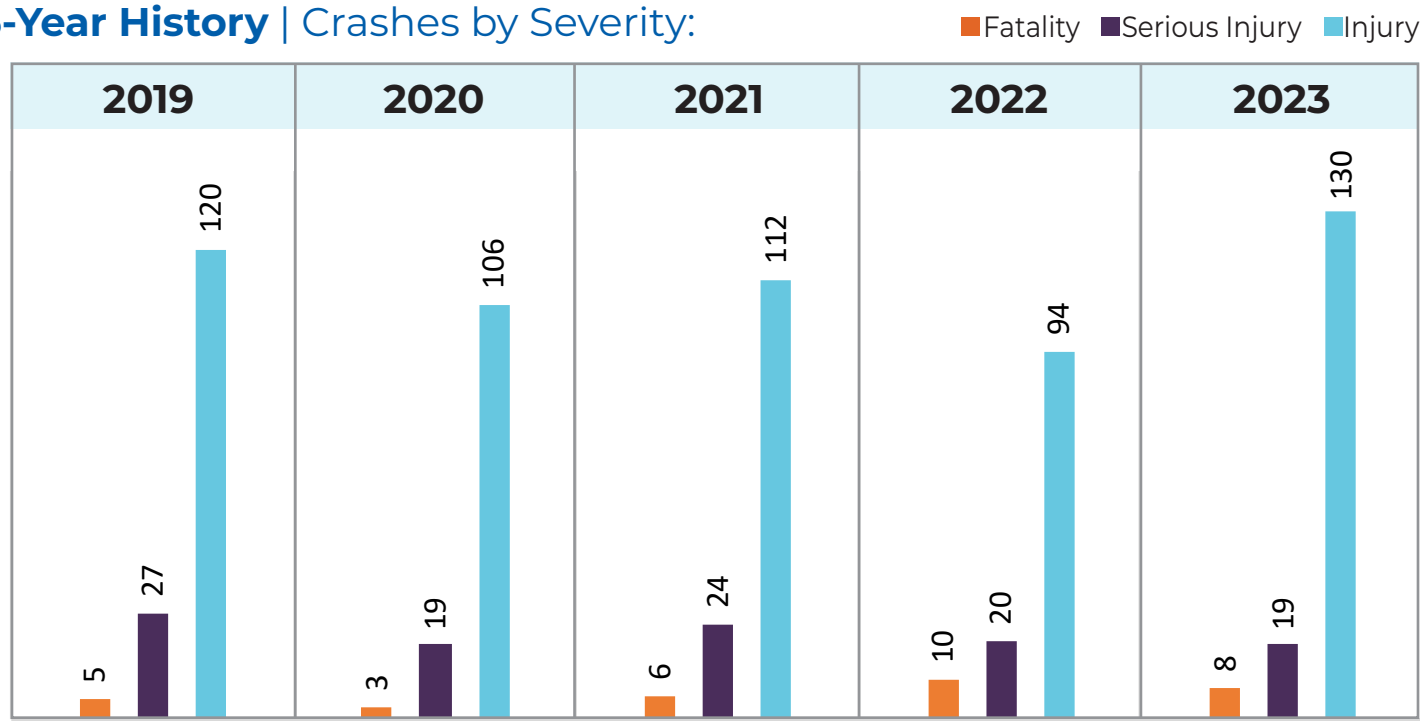
Totals: **500** Crashes | **8** Fatalities* | **24** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	4	11	47	143	**205**
Intersections	1	4	48	89	**142**
Pedestrian and Bicyclists	3	1	5	2	**11**
Aging Road Users	1	4	35	81	**121**
Motorcyclists and Motor Scooter Riders	0	3	8	0	**11**
Commercial Motor Vehicle Operators	4	1	6	22	**33**
Teen Drivers	0	0	21	43	**64**
Impaired Driving	4	9	5	6	**24**
Occupant Protection	4	4	10	13	**31**
Speeding and Aggressive Driving	2	4	8	12	**26**
Distracted Driving	0	6	36	84	**126**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **555** | 2020: **533** | 2021: **547** | 2022: **485** | 2023: **500**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	129 (63%)	76 (37%)	130 (62%)	81 (38%)	61 (30%)	144 (70%)
Intersections	112 (79%)	30 (21%)	104 (53%)	92 (47%)	68 (48%)	74 (52%)
Pedestrians and Bicyclists	7 (64%)	4 (36%)	5 (56%)	4 (44%)	3 (27%)	8 (73%)
Aging Road Users	97 (80%)	24 (20%)	88 (53%)	77 (47%)	54 (45%)	67 (55%)
Motorcyclists and Motor Scooter Riders	5 (45%)	6 (55%)	10 (91%)	1 (9%)	1 (9%)	10 (91%)
Commercial Motor Vehicle Operators	29 (88%)	4 (12%)	23 (64%)	13 (36%)	8 (24%)	25 (76%)
Teen Drivers	47 (73%)	17 (27%)	46 (54%)	39 (46%)	27 (42%)	37 (58%)
Impaired Driving	9 (38%)	15 (63%)	17 (77%)	5 (23%)	4 (17%)	20 (83%)
Occupant Protection*	22 (71%)	9 (29%)	21 (60%)	14 (40%)	7 (23%)	24 (77%)
Speeding and Aggressive Driving	22 (85%)	4 (15%)	22 (61%)	14 (39%)	5 (19%)	21 (81%)
Distracted Driving	100 (79%)	26 (21%)	97 (54%)	82 (46%)	75 (60%)	51 (40%)

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

UNION 2023 Crash Data

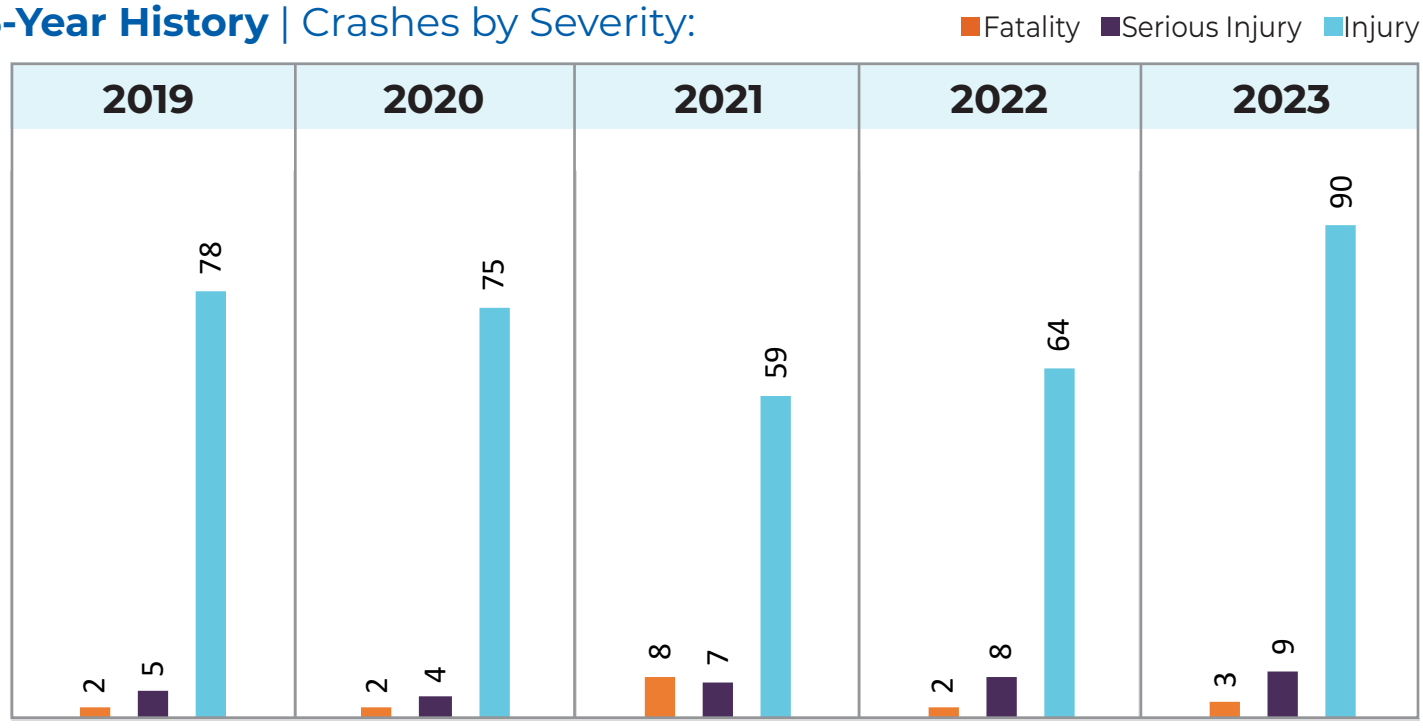
Totals: **220** Crashes | **3** Fatalities* | **11** Serious Injuries*

** Person totals.*

Emphasis Areas	Fatality	Serious Injury	Injury	No Injury	Total
Lane Departure	3	4	31	51	**89**
Intersections	0	4	36	27	**67**
Pedestrian and Bicyclists	0	0	3	2	**5**
Aging Road Users	1	2	11	19	**33**
Motorcyclists and Motor Scooter Riders	0	0	4	0	**4**
Commercial Motor Vehicle Operators	1	2	9	6	**18**
Teen Drivers	0	2	21	25	**48**
Impaired Driving	1	0	2	4	**7**
Occupant Protection	2	1	9	6	**18**
Speeding and Aggressive Driving	0	0	6	4	**10**
Distracted Driving	1	2	9	8	**20**

NOTE: Crashes can encompass multiple emphasis areas; therefore, the summation of emphasis area crashes does not equate to the total number of crashes.

5-Year History | Crashes by Severity:



Total Crashes:

2019: **198** | 2020: **180** | 2021: **189** | 2022: **163** | 2023: **220**

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Crash Facts by Emphasis Areas

	Daylight	Night	Male	Female	Urban	Rural
Lane Departure	48 54%	41 46%	64 70%	27 30%	21 24%	68 76%
Intersections	49 73%	18 27%	53 58%	38 42%	34 51%	33 49%
Pedestrians and Bicyclists	4 80%	1 20%	1 25%	3 75%	1 20%	4 80%
Aging Road Users	26 79%	7 21%	25 58%	18 42%	17 52%	16 48%
Motorcyclists and Motor Scooter Riders	2 50%	2 50%	4 80%	1 20%	2 50%	2 50%
Commercial Motor Vehicle Operators	13 72%	5 28%	17 81%	4 19%	8 44%	10 56%
Teen Drivers	30 63%	18 38%	40 68%	19 32%	20 42%	28 58%
Impaired Driving	3 43%	4 57%	5 83%	1 17%	5 71%	2 29%
Occupant Protection*	8 44%	10 56%	12 57%	9 43%	3 17%	15 83%
Speeding and Aggressive Driving	6 60%	4 40%	9 75%	3 25%	6 60%	4 40%
Distracted Driving	13 65%	7 35%	16 59%	11 41%	10 50%	10 50%

*Noted as not using occupant protection.

Totals and percentages are based on crash incidents, not injuries.

Source: Signal Four Analytics. Crash data is from 01/01/2023 through 12/31/2023. Data was generated on 03/11/2024 and is subject to change.

Traffic Safety **CHAMPIONS**

In 2023, we highlighted three Traffic Safety Team members who helped make our program successful. They are champions of traffic safety and rise to the challenges facing all road users. Advocates for our Community Traffic Safety Program and Florida's Target Zero, like these individuals, play a key role in evaluating and implementing traffic improvements, spearheading successful safety campaigns, and leading road safety projects.

Walt Duffany is an essential member of the Columbia Traffic Safety Team. While working with an internal FDOT safety team, Walt attended his first meeting in 2015. He has remained an active member since his FDOT retirement and works with Columbia County Fire Rescue. When we asked Walt what his favorite thing about CTST was, he responded with "the ability to join with other entities to improve road safety." Walt feels the biggest hurdle to maintaining safer roads is money and the time needed to plan and complete a project. Walt wants "to be someone who makes a difference." We know he has accomplished that goal and will continue to do so – it's what makes him our CHAMPION!

Walt is a dedicated team member and the creative mind behind our popular campaign - "Walt's Wise Words." Launched in 2018, this initiative was designed to engage people in conversations about traffic safety. Walt's unique blend of wit and creativity has been a source of inspiration for us all. To get a taste of his wisdom, check out some of our favorite sayings under our *Traffic Safety Wise Words* online.

Elizabeth De Jesus, Transportation Programs Manager at the North Florida TPO (Transportation Planning Organization), has been a member of the Duval CTST team for 11 years. Her favorite thing about the Community Traffic Safety Teams is the multidisciplinary representation of the members. Elizabeth has been a long-time promoter of bicycle and pedestrian safety in our region. She works to reduce fatalities and injuries on our roadways. She often helps distribute traffic safety materials and campaign messages. She shared, "Technology integration in our roadway systems, as well as in vehicles, has helped us improve safety." However, "distracted humans" is the #1 hurdle to maintaining safe roads in her experience!

Holly Walker has been a CTST member since 1999 and a Traffic Safety Champion for District Two! Holly recently completed several accreditations, and we want to recognize these wonderful accomplishments. This year, she became a Car-Fit Coordinator and a Child Passenger Safety Technician. She volunteers with the United Service Organizations and promotes traffic safety throughout Northeast Florida. Going above and beyond in her call of duty as a professional engineer, Holly has earned her Road Safety Professional Certification and dedicates much of her time to improving roadways and reducing traffic fatalities and injuries. We are a stronger CTST network with Holly as a member and appreciate her commitment and ongoing efforts.

If you know an awesome team member that you would like to nominate for a Traffic Safety Champion, please email us at: TrafficSafetyTeam@dot.state.fl.us

Traffic Safety **WINNERS**

Congratulations to the District Two winners of the 23rd Annual Florida Law Enforcement Liaison Traffic Safety Challenge. This Challenge increases awareness and participation in traffic safety-related efforts. The award recognition is based on the department's traffic safety program effectiveness and reduction of vehicle crashes in various categories based on size and population.

The Florida Law Enforcement Liaison program motto is "One Team. One Goal. Save Lives." This theme ties in excellently with our Northeast Florida Community Traffic Safety Program efforts and is represented in the overall winners from this challenge. We appreciate all District Two law enforcement agencies' dedication and work to keep our streets safe. Your continued support of traffic safety is paving the way toward our goal of ZERO fatality crashes.

Category 2 (16 to 30 Officers):
Perry PD 1st Place
Atlantic Beach PD 2nd Place

Category 3 (31 to 50 Officers):
Lake City PD 1st Place
Fernandina Beach PD 3rd Place

Category 4 (51 to 100 Officers):
Jacksonville Beach PD 1st Place

Category 6 (201 to 400 Officers):
Clay County SO 1st Place
Alachua County SO 2nd Place

Category 8 (FHP II Rural):
FHP Troop B 3rd Place

Category 10 (University Police):
University of Florida 1st Place

Category Champions (From all the first place winners in 2021):
The best of the best!
Starke PD 3rd Place

Congratulations to the District Two Annual Grant Application awardees. The FDOT awarded 22 behavioral subgrants to law enforcement partners in District Two. Each program area has a different emphasis, and countermeasure activities are associated with that emphasis. We look forward to seeing the projects come to fruition!

Distracted Driving: Gainesville Police Department

Impaired Driving: Bradford County Sheriff's Office · Gainesville Police Department · Jacksonville Sherriff's Office · Lake City Police Department · City of Perry Police Department

Motorcycle Safety: Jacksonville Sheriff's Office

Occupant Protection and Child Passenger Safety: Baker County Sheriff's Office · Bradford County Sheriff's Office · Gainesville Police Department · Jacksonville Sheriff's Office · Lake City Police Department · Live Oak Police Department · City of Perry Police Department

Speeding and Aggressive Driving: Jacksonville Sheriff's Office · Lake City Police Department · Live Oak Police Department · Madison County Sheriff's Office · Suwannee County Sheriff's Office

Teen Driver Safety: Baker County Sheriff's Office

TEAM Member Appreciation

We appreciate all team members who attended Traffic Safety Team meetings in 2023. The CTSTs in District 2 are so valuable because of the participation of dedicated engineers, law enforcement officers, emergency service personnel, educators, community leaders, and concerned individuals. **Many thanks to the following team members who have not only joined the meetings but also submitted roadway concerns for evaluation, ordered materials to distribute, or both.**

Abigail Cordle (Officer)
Adam Roberts
Aleshia Terry
Andrea Almeida
Andrew Powell
Angel Williams
Anthony Ferris
Antonia Donnelly
Armon Lowery
Ashley Hardison
Beverley Fountain
Brenda Flanagan
Brian Benwick
Brian Wallace
Brittany Decker
Casey Romein (Sgt.)
Chad Harris (Sgt.)
Charlotte Arnoldi
Cindy Snyder
Clint Dicks (Sgt.)
Colin Moore
Danielle Carlino
David Cameron (Cmdr.)
David Jadlocki (Sgt.)
David McCall (Sgt.)
David Nussbaum (Sgt.)
Don Weatherby
Dylan Bryan (MSgt.)
Eden Meyer
Elizabeth DeJesus
Gary Goble (Chief)
Glen Ward
Holly Walker
Janet Hattrick
Jeff Hohlstein
Jeffrey Tambasco (Chief)
Jennifer Marcoux (Lt.)
Jessica Winberry
Jim Norman (Cmdr.)
Joanne Conrad
Jodie Lindsey
Joe Tillman
John Martin
Jordyn Zyngier
Jose Medina
Juan Cardona
Karen Favorite
Karen Livingston (Officer)
Kathleen Pagan
Kenneth Motes (Sgt.)
Kevin Mueller (Capt.)
Kim Davis
Kim Hagins
Larry Wilburn (Chief)
Lauren Pinchouck
Lisa Elwell
Lois Willneff
Lynne Valdes (Sgt.)
Mandy Frederickson
Marji Cooks
Mark Sekelsky
Mark Wilson (Cpl.)
Mary Boutte
Matt Fall
Michael Cumpton
Mike Null
Morya Willis
Nathan Blom (Capt.)
Patrick Chung
Patrick Riordan (Lt)
Patti Yakaboski
Paul Diakos (Sgt)
Rebecca Melvin
Rebekah Thorick
Renee Graham (Capt.)
Richard Cathcart
Robert Shrigley (Officer)
Scott Lineberry (Cpl.)
Shanghong Ding
Shawn Hines (Cmdr.)
Shayne Morgan
Stephanie Bechtel
Steven Harris (Major)
Taylor Abernathy
Thomas Stanfield (Officer)
Tony Matuse (Sgt.)
Tracy Hisler-Pace
Tracy Toms
Trevor Zittrower (Sgt.)
Will Hartley
William Schmelling

PARTNER Agency Appreciation

The Community Traffic Safety Program in Northeast Florida owes its success to the unwavering support of numerous agencies, businesses, and organizations across our 18-county district. We are deeply grateful to our partners, whose efforts in addressing driver behaviors, road conditions, and traffic safety concerns in 2023 have made a significant difference in our communities. Their support in developing solutions, sharing safety messages, educating their communities, and participating in community outreach efforts has been truly commendable. **We applaud the following partners for their commitment to reducing the number and severity of traffic crashes on our roadways, a testament to their dedication to saving lives.**

AAA
Abess Park Elementary
Alachua County Fire Rescue
Alachua County Library
Alachua County School District
Alachua County Public Works
Alachua County School Transportation
Alachua County Sheriff's Office
Alachua Police Department
All Lines Insurance Agency
Allen's Towing
Allstate
Andrew Robinson Elem School
Arcadis
Atkins
Altantic Beach Police Department
Atlantic Beach Public Works
Baker County Schools
Baker County Sheriff's Office
Blue Zone Project Jacksonvile
Boulware Springs Charter School
Bradford County Public Works
Bradford County School District
Bradford County Sheriff's Office
Bryceville Elementary
Chindalur Traffic Solutions
City of Chiefland
City of Gainesville
City of Gainesville Fire Rescue
City of Gainesville Public Works
City of Gainesville Regional Transit System
City of Gainesville Vision Zero
City of Hampton
City of Hawthorne
City of Jacksonville
City of Madison Police Department
City of Neptune Beach
City of Newberry
City of Palatka Fire Department
City of Perry Police Department
City of St. Augustine
City of Waldo
City of Williston
Civic Communications
Clay County Engineering
Clay County Fire Rescue
Clay County Library
Clay County Sheriff's Office
Clay Hill Elementary School
Columbia County Emergency Management
Columbia County Fire Rescue
Columbia County Sheriff's Office
Council on Aging
Crescent City Manager
Cross City Police Department
Drug Free Duval
Duval County School District
Duval County School Transportation
Eastside Insurance
Englewood Elementary
Episcopal Children's Services
EXP
Expressions Learning Arts Academy
Favorite Studios
FDOT
FDOT - Ferrovial Services
FDOT - IPTM
FDOT - PIO
FDOT - Maintenance
Fernandina Beach Police Department
Five Points Elementary
Florida Department of Health
Florida Division of Alcohol & Tobacco
Florida Highway Patrol
Florida School for the Deaf & Blind
Fort White Elementary
Friends of A1A
Gainesville Fire Rescue
Gainesville MTPO / NCFRPC
Gainesville Police Department
Gilchrist County Road Department
Gilchrist County School District
Green Cove Springs Police Department
Green Cove Springs Public Works
Hamilton County School District
Hastings Main Street, Inc
Hawthorne Middle/High School
Hickory Creek Elementary School
Hidden Oak Elementary
High Springs Police Department
Interlachen Police Department
Interlachen Public Works
J Tech
Jacksonville Beach Fire Rescue
Jacksonville Beach Police Department
Jacksonville Beach Public Works
Jacksonville Fire Rescue Department
Jacksonville Sheriffs Office
James A. Long Elementary School
Jim Love State Farm Insurance
Keystone Heights
Kimley-Horn
KL Insurance Group, LLC
Lafayette County Sheriff's Office
Lafayette Elementary School
Lake City Police Department
Lake Lucina Elementary School
Lakeside Junior High School
Landstar
Lawtey Police Department
Leon County Sheriff's Office
Levy County Road Department
Levy County School District
Levy County Sheriff's Office
Loretto Elementary School
MADD
Madison County Fire Rescue
Madison County School District
Madison County Sheriff's Office
Mamie Agnes Jones Elementary School
Mandarin Oaks Elementary School
Mayo City Manager
Middleburg Elementary School
Middleton-Burney Elementary School
My Elder Source
Nassau County Engineering
Nassau County Fire Rescue
Nassau County School District
Nassau County Sheriff's Office
NCUTCD
Neptune Beach
Neptune Beach Police Department
Niblack Elementary School
North Beach Community Alliance
North FLA Agency, LLC
North Florida Bicycle Club / Pedaling for Safety
North Florida TPO
Northeast Florida Safety Council
Okaloosa County Traffic Engineer
Orange Park Fire Rescue
Orange Park Police Department
Ortega Elementary School
Palatka Fire Department
Palatka Police Department
Perry Police Department
Pinemount Elementary School
Players Center for Child Health
Ponte Vedra Beach Library
Putnam County Fire Rescue
Putnam County School Transportation
Putnam County Sheriff's Office
Roy Jorgensen Associates
Sadie T. Tillis Elementary School
Safe Kids NEFL
Silver Linings Safety
Southside Elementary School
St. Augustine Beach Police Department
St. Augustine Police Department
St. Johns County Council on Aging
St. Johns County Engineering
St. Johns County Risk Management
St. Johns County Sheriff's Office
St. Johns Tax Collector
Starke Police Department
Suwannee County Administration
Suwannee County Public Works
Suwannee County School District
Suwannee County School Transportation
Suwannee County Sheriff's Office
Suwannee River Regional Library
Taylor County Engineering
Taylor County School District
Taylor County Sheriff's Office
Town of Branford
Town of Bronson
Town of Callahan
Town of Hawthorne
Town of Hilliard
Town of Inglis
Town of Interlachen
Town of Orange Park
Town of Pomona Park
Trauma One / UF Health Jax
Trenton Elementary School
University of Florida
UF Health Jax
UF Health Shands
UF Police Department
UNF Police Department
Union County Sheriff's Office
US National Park Service
Versar
Webber
Werner
Westside Elementary School
Williston Police Department
Wolfson's Childrens Hospital

FDOT District Two **COMMUNITY TRAFFIC SAFETY PROGRAM**

FDOT
Northeast

TARGET ZERO
FATALITIES & SERIOUS INJURIES

YOUR TRAFFIC SAFETY TEAM
Bringing you home safely.

TrafficSafetyTeam.org