



Office of Program Policy Analysis And Government Accountability



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Review of the Florida Highway Patrol's Traffic Accident Investigation Activity on Local Roads

Abstract

- Investigating traffic accidents on local roads does not appear to substantially impact the Florida Highway Patrol's (FHP) staffing. The FHP investigates 18% of the traffic accidents occurring on local roads. However, the FHP used only 6% of its traffic enforcement workforce to conduct these investigations.
- To improve the use of FHP resources, non-sworn officers could be used to investigate traffic accidents instead of troopers. This could save up to \$6 million in FHP costs in the first year.
- To reduce the FHP traffic accident investigation workload, the Legislature could limit the FHP's accident investigation responsibilities to state roads and/or raise the threshold that requires law enforcement units to investigate traffic accidents. FHP resources used in conducting these investigations could then be (1) shifted to other services, such as traffic enforcement, which may help reduce the number and severity of traffic accidents, or (2) eliminated, which could reduce FHP costs by an estimated \$1 million to \$2.6 million annually.

Purpose

The 1997 Legislature directed our Office to review the Florida Highway Patrol's (FHP) accident investigation activity on local roads. This request reflects concerns that the FHP's workload in investigating traffic accidents on local roads has reduced its ability to

perform other priority responsibilities, such as traffic enforcement. Our review was directed at answering the following questions:

- What percentage of traffic accidents occurring on local roads does the FHP investigate?¹
- How does the FHP's traffic accident investigation activities on local roads impact its staffing?
- What strategies are there to improve the use of FHP traffic accident investigation resources or to reduce the FHP's accident investigation workload?

Background

Traffic safety is a major concern in Florida. During calendar year 1996, 2,806 people died in Florida traffic accidents. The National Highway Traffic Safety Administration estimates that these fatalities cost society \$2.3 billion. Florida's traffic fatality rate per 100 million vehicle miles of travel is higher (2.2) than the national average of 1.7. During this same year, 519,093 traffic accident investigation reports involving Florida motorists were filed with the Department of Highway Safety and Motor Vehicles.

Various state and local law enforcement units share responsibility for enforcing traffic laws and investigating accidents:

- The FHP has the authority to enforce traffic laws on all public roads and is required to investigate traffic accidents on state highways. However,

¹ Local roads consist of county and city roads as classified by the Department of Transportation. There are approximately 114,000 centerline miles (miles counted by length) of public roads in Florida (12,000 miles state-maintained roads, 69,000 miles county-maintained, 32,000 miles city-maintained, and 1,000 miles federal-maintained).

Florida law does not define state highways for which the FHP is responsible. For Fiscal Year 1997-98, the FHP was authorized 2,207 positions, including 1,118 traffic enforcement officers, and was appropriated \$134 million.

- Local law enforcement units, including county sheriffs and city police departments, have the authority to enforce traffic laws within their respective jurisdictions. Generally, local law enforcement units assume primary responsibility for traffic on local roads. In 1996, county sheriffs and city police employed over 30,000 sworn law enforcement officers.²

Florida law requires drivers involved in traffic accidents to immediately notify the local police when accidents involving death, injury or property damage of at least \$500 occur within city limits. However, when these accidents occur outside city limits, drivers are required to notify either the county sheriff or the FHP. Either the driver or a law enforcement officer must file a traffic accident report with the Department of Highway Safety and Motor Vehicles when the traffic accident involves at least \$500 property damage, injuries, death, leaving the scene, and/or driving under the influence. Ordinarily, law enforcement officers investigate these accidents and file the reports with the Department.³

We estimate the FHP investigated 28% of the 519,093 traffic accidents in 1996.⁴ The FHP estimates its direct investigative time ranges from 1.4 to 2.3 hours for each traffic accident investigation depending on severity of the accident (excluding time for officers to testify in court on their accident investigations) and 75.85 hours additional investigative time for each traffic accident involving fatalities. In 1996, traffic accidents cost the FHP an estimated \$7.4 million in salaries and benefits to investigate.

² Information on the number of officers assigned to traffic enforcement units and the associated cost was not readily available.

³ Traffic accident reports provide information about the crash location, involved vehicles, drivers, passengers, and pedestrians, etc. Governments use these reports to identify road hazards that may cause traffic accidents and help drivers and insurance companies settle claims.

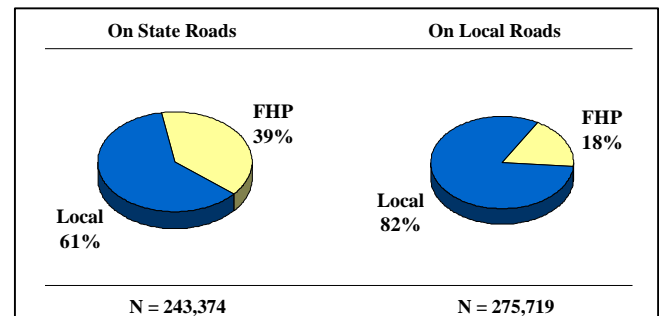
⁴ This figure is based on an analysis of 241,377 long-form accident reports and a sample of 397 of 277,716 short-form accident reports filed with the Department of Highway Safety and Motor Vehicles for calendar year 1996. Generally, long-form reports involve injuries and/or death and short-form reports involve only property damage of at least \$500. We excluded from our review scope traffic accidents filed with the Department on the Drivers Report of Traffic Crash forms because law enforcement units do not investigate these accidents.

Findings

What percentage of traffic accidents occurring on local roads does the FHP investigate?

We estimate that over one-half (275,719 of 519,093) of the traffic accidents in Florida during 1996 occurred on local roads. As shown in Exhibit 1, the FHP investigated 18% of the traffic accidents while local law enforcement units investigated the remaining traffic accidents occurring on local roads.

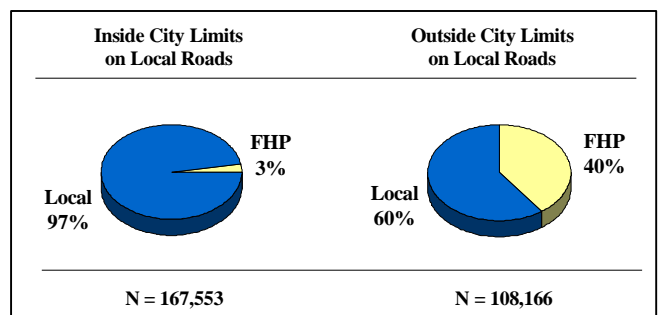
Exhibit 1
The FHP Investigated 18% of the Traffic Accidents Occurring on Local Roads



Source: OPPAGA analysis of Department of Highway Safety and Motor Vehicles long- and short-form traffic accident report data

As shown in Exhibit 2, the FHP investigated only a small percentage (3%) of the traffic accidents occurring on local roads inside city limits. However, the FHP investigated a larger percentage (40%) of traffic accidents occurring on local roads outside city limits.

Exhibit 2
The FHP Investigates 3% of Traffic Accidents on Local Roads Inside City Limits and 40% of Traffic Accidents on Local Roads Outside City Limits



Source: OPPAGA analysis of Department of Highway Safety and Motor Vehicles long- and short-form traffic accident report data

Local law enforcement units investigated 97% of the traffic accidents occurring on local roads inside city limits. City police departments are usually notified first of these accidents and they accept responsibility

for conducting the investigations. The FHP investigates traffic accidents on local roads within city limits when a police department does not exist or when requested by a police department, such as when the traffic accident involves multiple fatalities.

Local law enforcement units investigated 60% of the traffic accidents occurring on local roads outside city limits. Two counties, Dade and Hillsborough, account for most of these traffic accident investigations. Dade and Hillsborough county sheriffs established traffic units to handle the traffic accident investigation workload.

We identified two key reasons for the FHP investigating a large percentage of the traffic accidents occurring on local roads outside city limits:

- Florida law does not clearly assign the FHP or county sheriffs primary responsibility for investigating traffic accidents outside city limits.
- Some county sheriffs refrain from investigating traffic accidents. County sheriffs indicate two reasons for this: (1) they have more important law enforcement activities to perform such as criminal investigations, maintaining jails, administering court proceedings, and serving warrants; and (2) the FHP has specialized training to investigate traffic accidents involving fatalities.

What impact does the FHP's traffic accident investigation activities on local roads have on its staffing?

In recent years, the FHP has repeatedly asked the Legislature for more trooper positions to handle increasing workload demands. The FHP requested these positions to allow troopers more time for other FHP activities, such as traffic enforcement. We therefore sought to determine the impact traffic accident investigations on local roads have on the FHP's staffing. As shown in Exhibit 3, the FHP used the equivalent of 72 full-time equivalent (FTE) positions to investigate traffic accidents occurring on local roads, most of which occurred outside city limits.

Investigating traffic accidents on local roads does not appear to substantially impact FHP staffing. For example, the 72 FTE positions used for these investigations represents only 6% of the FHP's traffic enforcement workforce (1,118 troopers). Thus, the FHP still has over 1,000 traffic enforcement officers to patrol roads and investigate traffic accidents on state roads. The use of FHP resources will be further evaluated in a program evaluation and justification review due in 1999.

**Exhibit 3
The FHP Used the Equivalent of 72 Positions to Investigate Traffic Accidents on Local Roads**

	FHP		
	Investigations	Hours ¹	FTE ²
State Roads:			
Inside city limits	19,753	48,010	26
Outside city limits	75,612	195,290	105
Total	95,365	243,300	131
Local Roads:			
Inside city limits	5,776	14,296	8
Outside city limits	43,081	118,386	64
Total	48,857	132,682	72
Total	144,222	375,982	203³

¹ Hours calculated are based on average FHP hours per long-form (2.3 hours), short form (1.4 hours), and fatality (75.85 hours) traffic accident investigations.

² FTEs are calculated based on average hours (1,854) FHP troopers are available for patrol.

³ Total includes the equivalent of 145 positions for investigating all accidents and 58 additional positions for investigating fatal traffic accidents.

Note: In 1996, the FHP used 15 additional FTE positions in responding to 42,636 traffic accidents that did not require investigations; however, data is not readily available indicating the types of roads on which these accidents occurred (state or local) nor the accident location (inside or outside city limits).

Source: OPPAGA analysis of Department of Highway Safety and Motor Vehicles long- and short-form traffic accident report data

What strategies are there to improve the use of FHP resources or to reduce the FHP's accident investigation workload?

After discussions with stakeholders, we identified four strategies to improve the use of FHP resources or reduce the FHP's workload in investigating traffic accidents on local roads.

Strategy 1: The Legislature Could Maintain the Current System.

The advantage of maintaining the current system is that it retains the current flexibility of having any law enforcement unit investigate any traffic accident. The FHP and local law enforcement units would continue to investigate traffic accidents on both state and local roads.

This strategy also makes no changes in the FHP's or local law enforcement unit's traffic accident investigative workload. The net impact is that the FHP could continue to use the equivalent in salary and benefits of 203 positions at an estimated cost of \$7.4 million (i.e., \$36,493 per position) to investigate traffic accidents.

However, FHP troopers' involvement in accident investigation activities varies among counties. As a result, this strategy creates inequities in which state

funds pay for traffic accident investigations to a great extent in some counties but not in others. For example, the FHP investigates most of the traffic accidents outside the city limits in Orange and Pinellas counties. Thus, state funds are primarily paying for these traffic accident investigations since FHP troopers are state funded. In contrast, the county sheriffs investigate most of the traffic accidents outside the city limits in Hillsborough and Palm Beach counties. (See Appendix A for the workload distribution among law enforcement units in each county.)

Strategy 2: The FHP Could Use Non-Sworn Officers Rather than Troopers to Conduct Most Traffic Accident Investigations.

Under this strategy, the Legislature would amend the law to allow the FHP to employ traffic accident investigation officers (commonly referred to as community service officers or public service aides) instead of troopers to investigate most traffic accidents.⁵ These officers' responsibilities could be limited to investigating traffic accidents and issuing traffic citations in relation to the accident. The FHP could allocate these positions to areas with a high level of traffic, such as in Dade and Hillsborough counties.

The advantage of this strategy is that non-sworn officers can be used to investigate traffic accidents at less cost than sworn law enforcement officers. For example, the Miami Police Department employs public service aides as part-time temporary employees to investigate traffic accidents. The estimated first full year of service costs for these public service aides is \$27,275 (\$21,622 in annual salaries and benefits and \$5,653 in non-recurring training and vehicle acquisition costs).⁶ In contrast, the FHP's cost for a trooper's first full year of service is \$69,320 (\$36,493 in annual salaries and benefits and \$32,827 in non-recurring costs for training and vehicle acquisition costs). Thus, the cost per public service aide in Miami is \$42,045 less than the cost per FHP trooper. Cost differences would not be as great in future years since training and vehicle acquisition costs would not be included.

⁵ Chapter 316, F.S., presently authorizes local governments to use non-sworn officers to investigate traffic accidents and issue citations for accident related traffic violations.

⁶ The Miami Police Department employs its public service aides at \$7.70 per hour. Based on 32 hours per week, public service aides receive an annual salary of \$12,813 without benefits. For comparison with FHP, we increased the public service aides' workweek to 40 hours, which equals \$16,016 annually. To allow for the cost of providing benefits to full-time state employees, we also increased the public service aides' salary by 35%, which increased the annual total to \$21,622 for salaries and benefits. Miami's training cost per aide is \$653 and the estimated value of a retired police car converted for use by the public service aide is \$5,000. In contrast, the FHP recruit starting salary and benefits is \$36,493, training tuition is \$2,200, and vehicle acquisition costs are \$30,627.

The net impact on FHP resources from converting 145 trooper positions (203 total positions used to investigate traffic accidents less 58 positions for fatality investigations) to non-sworn officer positions is a potential savings of \$6 million for the non-sworn officers' first full year of service (\$42,045 multiplied by 145 positions). Alternatively, FHP resource savings could be used to fund other services, such as enforcement, which may help reduce the number and severity of traffic accidents. The actual savings obtained will vary depending on various factors including the number of trooper positions actually converted; the non-sworn officers' actual salaries and benefits; the non-sworn officers' vehicle acquisition costs; and other duties that may be assigned to non-sworn officers, such as responding to calls for roadside assistance.

To implement this strategy, the FHP could convert trooper positions that are currently vacant to non-sworn officer positions or convert positions that become vacant through turnover. The FHP could convert its vehicles for use by non-sworn officers, or if new vehicles were needed, standard midsize vehicles could be purchased at less cost than FHP pursuit vehicles.

A disadvantage of this strategy could be that these non-sworn officers would not be used to investigate some types of traffic accidents, such as those involving fatalities or alcohol. However, they would be able to fully investigate the vast majority of accidents because most traffic accidents do not involve fatalities or alcohol.⁷ Thus, non-sworn officers appear to be qualified to investigate most traffic accidents.

FHP officials were concerned whether non-sworn officers would: (1) be cost effective in rural areas, (2) provide the same quality of accident investigation services as a trooper, and (3) be at risk of violent attacks. They were also concerned that non-sworn officers would have higher turnover rates compared to troopers, which could reduce the non-sworn officers' effectiveness.

Strategy 3: The Legislature Could Limit the FHP's Primary Responsibility to State Roads.

Under this strategy, the FHP's current authority would remain the same, but the FHP would have primary responsibility for investigating traffic accidents on state roads outside city limits and interstate highways inside city limits.⁸ County sheriffs would have primary responsibility for investigating traffic accidents on

⁷ Of the 519,093 traffic accidents occurring in 1996, only 2,550 accidents had fatalities and 24,875 accidents (includes 853 accidents with fatalities) involved alcohol.

⁸ Mostly western states, such as Arizona, Utah, and Nevada, adopted this policy thereby limiting its state highway patrol resources to state roads outside city limits and interstate highways within city limits.

local roads outside city limits and city police would have primary responsibility for investigating traffic accidents inside city limits. Any law enforcement officer near the scene could still respond to care for injured persons, divert traffic around the accident scene, and to stabilize hazards, but the law enforcement unit with primary responsibility would conduct the investigation if available soon after the accident occurred.

The advantage to this strategy is that it makes various units (FHP, county sheriffs, city police departments) more accountable for performance by defining their jurisdictional responsibilities. Not only would the FHP have primary responsibility for investigating traffic accidents on state roads, but it would also have primary responsibility for patrolling those roads to reduce the number and severity of traffic accidents.

This strategy's net impact on FHP resources could be to eliminate the need for the equivalent of 72 FTE positions and save an estimated \$2.6 million in annual salaries and benefits (\$36,493 multiplied by 72 positions). Alternatively, FHP resource savings could be used for other services, such as enforcement, which may help reduce the number and severity of traffic accidents. Actual savings resulting from this strategy would depend on various factors such as how the FHP and local law enforcement units would shift their resources to perform routine patrol, respond to traffic accidents that do not require investigations, and provide aid to motorists.

A disadvantage with this strategy is that it shifts responsibility for investigating traffic accidents occurring on local roads and patrolling local roads to local law enforcement units. In effect, this would shift more traffic accident investigations from the FHP to county sheriffs in at least 61 counties (not including Clay, Dade, Duval, Hillsborough, Okeechobee, and Palm Beach counties because these county sheriffs already investigate more traffic accidents on state roads than the FHP investigates on local roads). Without providing an additional funding source, local governments would likely perceive this strategy as an unfunded state mandate.

Strategy 4: The Legislature Could Raise the Traffic Accident Investigation Report Requirement Threshold.

Unlike the other strategies, this strategy would reduce the overall investigative workload of both the FHP and local law enforcement units.⁹ For example, if the

⁹ Some state and local law enforcement units are already taking action to reduce their workload in investigating minor traffic accidents. For example, the St. Petersburg police routinely have drivers involved in minor accidents complete the Drivers Report of Traffic Crash forms. Also, to reduce its workload, the FHP established a policy in 1995 to not investigate minor traffic accidents occurring in parking lots.

threshold for determining which accidents required investigation reports was raised to traffic accidents currently requiring long-form reports, the investigation workload of the FHP and local units could be reduced by 277,716 investigations.¹⁰ Officers would still respond to traffic accidents to assist drivers and to divert traffic around the accident scene, but would only distribute accident report forms to be completed by the drivers rather than investigate and report the accident.

The advantage with this strategy is that it reduces the traffic accident investigation workload for all law enforcement units. This strategy's net impact on FHP resources could be to eliminate the need for the equivalent of 28 FTE positions and save an estimated \$1 million in annual salaries and benefits (\$36,493 multiplied by 28 positions). Alternatively, FHP resource savings could be used for other services, such as enforcement, which may help reduce the number and severity of traffic accidents. In addition, local law enforcement units could eliminate the need for an estimated 85 FTE positions.

The disadvantage of this strategy is that it would place the burden of completing traffic accident reports on drivers, which may result in insurance companies having less reliable documentation to settle claims, and possibly cause fraudulent claims to escalate. Also, drivers may be subject to paying an insurance deductible when fault in a traffic accident is not established. Insurance companies use traffic accident investigation reports to establish fault. Fault may also be based on traffic citations issued by the investigating officer.

Conclusions and Recommendations

The FHP investigates a significant portion of the traffic accidents occurring on local roads. However, the FHP does not use a large amount of its resources to investigate these traffic accidents. Nevertheless, these investigations decrease the amount of time the FHP has to spend on other activities intended to help reduce the number and severity of traffic accidents.

To improve the use of FHP traffic accident investigation resources on state and local roads, we recommend that the Legislature amend Ch. 316, F.S., to provide the FHP with the authority to employ non-sworn officers to conduct traffic accident investigations and issue traffic citations in relation to the accident. This would allow the FHP to provide the same level of service at less cost. Potential savings resulting from this approach (\$6 million in the non-

¹⁰ Long-form reports generally involve injuries and or death.

sworn officers' first full year of service) could be used to fund additional FHP services.

If the Legislature wants the FHP to continue providing traffic accident investigation services, but also wants to reduce the FHP's traffic accident investigation workload, we recommend the Legislature consider amending Ch. 316, F.S., to more clearly define various law enforcement units' primary and secondary traffic accident responsibilities on state and local roads. Limiting the FHP's traffic accident investigation responsibilities to state roads outside city limits could eliminate the workload of 72 FTE positions. FHP resources currently used to conduct these investigations could then be: (1) used for other services, such as enforcement, which may help reduce the number and severity of traffic accidents, or (2) eliminated, which could reduce FHP costs by \$2.6 million annually.

If the Legislature wants to limit traffic accident investigation services provided by all law enforcement units, we recommend the Legislature consider amending Ch. 316, F.S., to raise the threshold for determining when a traffic accident requires a law enforcement unit to investigate the crash. Raising the threshold to traffic accidents that currently require long-form reports could eliminate the workload of 28 FTE positions. These resources could then be either used for other services, such as enforcement, or eliminated, which could reduce FHP costs by \$1 million annually.

Agency Response

The stated purpose of this report was "to review the Florida Highway Patrol (FHP) accident investigation activity on local roads. This request reflects concerns that the FHP workload in investigating traffic accidents on local roads has reduced its ability to perform other priority responsibilities, such as traffic enforcement." Further, we feel it is desirable to succinctly define the responsibility of the FHP in order to properly evaluate its performance relative to its manpower. We appreciate the interest of the Legislature in the manpower shortage of the FHP as demonstrated by this mandated study. It is apparent that the Legislature recognizes the need for additional troopers to provide traffic enforcement and is seeking methods to better balance responsibility with manpower. The strategies proposed in this report leaves the Legislature with the option of eliminating sworn FHP positions or redirecting manpower savings to traffic enforcement.

The Department does not endorse the elimination of trooper positions as a result of implementing any of the proposed strategies until such times as the manpower of the FHP equals the workload.

If we ignore all other ramifications of implementing the proposed strategies except that stated above, we endorse two strategies proposed by OPPAGA outright. Those strategies are limiting the responsibility of the FHP to only investigating and patrolling state roads outside city limits, and traffic reports completed by the FHP would be limited to those accidents where death, injury, DUI or criminal matters exist. If strategies #3 and #4 were implemented they should reduce the manpower shortage of the FHP relative to its responsibility and specifically define the responsibility of the FHP for purposes of measuring performance.

With regard to strategy #2, all traffic accident investigations being conducted by non-sworn officers, we agree that the strategy may have limited application in metropolitan areas. In metropolitan areas other sworn officers (sheriff, police and FHP) are available to provide immediate assistance to the FHP sworn officers at the traffic accident scene as well as the non-sworn officer. We disagree that all traffic accident investigations should be performed by non-sworn officers. Of the forty states responding to an FHP survey, no other state level law enforcement provider responsible for highway safety uses non-sworn personnel to conduct crash investigations. However, there exists the possibility that non-sworn officers can safely and effectively perform crash investigations in metropolitan areas. The FHP will implement a pilot project to test the feasibility of this strategy.

Currently, 40 percent of Florida's counties do not have minimal coverage (24 hours a day). This situation presents a much greater risk to all involved because of inadequate sworn assistance. It should be noted that the use of non-sworn personnel will reduce the level of overall services the FHP, as a full service law enforcement agency, may offer. Consequently, such positions should not replace sworn positions unless the FHP is fully staffed with sworn personnel to accomplish its responsibilities.

Appendix A
Workload Distribution Among Law Enforcement Units for Long-Form
Traffic Accident Investigations Outside City Limits and on Local Roads in 1996

County	Total	FHP	FHP %	Sheriff	Sheriff %	Police	Police %
Alachua	583	469	80%	67	11%	47	8%
Baker	95	68	72%	19	20%	8	8%
Bay	328	273	83%	19	6%	36	11%
Bradford	82	79	96%	2	2%	1	1%
Brevard	543	502	92%	12	2%	29	5%
Broward	1,260	1,000	79%	148	12%	112	9%
Calhoun	45	37	82%	1	2%	7	16%
Charlotte	493	372	75%	99	20%	22	4%
Citrus	557	470	84%	32	6%	55	10%
Clay	474	162	34%	279	59%	33	7%
Collier	861	537	62%	257	30%	67	8%
Columbia	215	202	94%	6	3%	7	3%
Dade	14,920	1,042	7%	12,430	83%	1,448	10%
DeSoto	95	87	92%	2	2%	6	6%
Dixie	77	56	73%	15	19%	6	8%
Duval	48	14	29%	27	56%	7	15%
Escambia	1,259	1,163	92%	38	3%	58	5%
Flagler	169	121	72%	42	25%	6	4%
Franklin	41	36	88%	2	5%	3	7%
Gadsden	230	223	97%	1	0%	6	3%
Gilchrist	72	52	72%	12	17%	8	11%
Glades	38	22	58%	3	8%	13	34%
Gulf	28	18	64%	7	25%	3	11%
Hamilton	49	44	90%	2	4%	3	6%
Hardee	88	74	84%	5	6%	9	10%
Hendry	114	77	68%	16	14%	21	18%
Hernando	609	206	34%	340	56%	63	10%
Highlands	184	170	92%	6	3%	8	4%
Hillsborough	5,910	637	11%	4,959	84%	314	5%
Holmes	93	91	98%	0	0%	2	2%
Indian River	450	235	52%	176	39%	39	9%
Jackson	151	141	93%	3	2%	7	5%
Jefferson	73	62	85%	8	11%	3	4%
Lafayette	29	20	69%	7	24%	2	7%
Lake	431	377	87%	14	3%	40	9%
Lee	1,304	742	57%	498	38%	64	5%

County	Total	FHP	FHP %	Sheriff	Sheriff %	Police	Police %
Leon	499	406	81%	60	12%	33	7%
Levy	157	128	82%	16	10%	13	8%
Liberty	35	35	100%	0	0%	0	0%
Madison	77	64	83%	7	9%	6	8%
Manatee	875	805	92%	41	5%	29	3%
Marion	1,011	887	88%	55	5%	69	7%
Martin	254	131	52%	100	39%	23	9%
Monroe	126	63	50%	55	44%	8	6%
Nassau	151	92	61%	51	34%	8	5%
Okaloosa	380	359	94%	9	2%	12	3%
Okeechobee	88	40	45%	45	51%	3	3%
Orange	4,343	4,033	93%	147	3%	163	4%
Osceola	596	506	85%	71	12%	19	3%
Palm Beach	2,983	305	10%	2,485	83%	193	6%
Pasco	1,781	1,655	93%	33	2%	93	5%
Pinellas	1,775	1,517	85%	165	9%	93	5%
Polk	2,082	1,681	81%	297	14%	104	5%
Putnam	268	163	61%	81	30%	24	9%
Santa Rosa	429	401	93%	7	2%	21	5%
Sarasota	1,438	1,263	88%	114	8%	61	4%
Seminole	682	627	92%	35	5%	20	3%
St. Johns	535	144	27%	342	64%	49	9%
St. Lucie	374	194	52%	152	41%	28	7%
Sumter	174	158	91%	3	2%	13	7%
Suwannee	143	123	86%	12	8%	8	6%
Taylor	61	57	93%	1	2%	3	5%
Union	34	32	94%	2	6%	0	0%
Volusia	466	434	93%	8	2%	24	5%
Wakulla	108	104	96%	3	3%	1	1%
Walton	153	141	92%	4	3%	8	5%
Washington	83	78	94%	1	1%	4	5%

Source: OPPAGA analysis of Department of Highway Safety and Motor Vehicles long- and short-form traffic accident report data

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