



CAPITAL REGION TRANSPORTATION PLANNING AGENCY

CRTPA Safety Targets

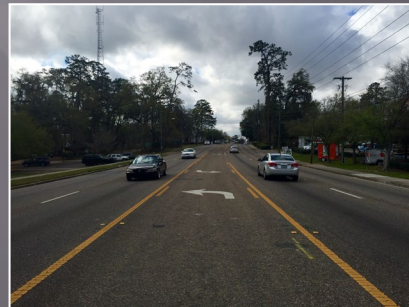
February 22, 2022



CRTPA Safety Measures & Targets

Background

- CRTPA required to annually adopt **safety targets** for five (5) safety performance measures:
 1. Number of fatalities;
 2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
 3. Number of serious injuries;
 4. Rate of serious injuries per 100 Million VMT; and
 5. Number of non-motorized fatalities and non-motorized serious injuries.
- Provides an opportunity to assess ***how** the CRTPA region is performing* and also ***what** the region is doing with regards to safety...*



CRTPA Safety Measures & Targets

Safety is integrated throughout the entire CRTPA planning process. Addressing safety includes:

- Development of plans and programs
- Implementation and incorporation of safety into projects (including stand alone projects)
- Safety coordination with our partner agencies



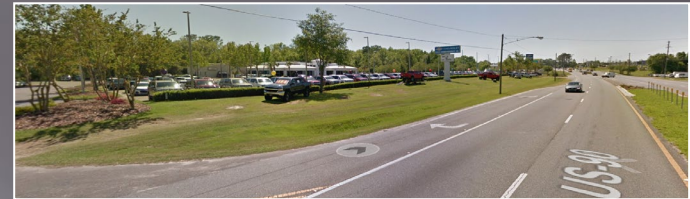
CRTPA Safety Measures & Targets

How is the CRTPA Region Addressing Safety?

- **RESURFACINGS** – Allow the CRTPA to pursue pedestrian and bicyclist safety improvements through coordination efforts between the CRTPA, local governments and the FDOT. Includes: addition of missing sidewalks, crosswalks, bicycle lanes and pedestrian bulb-outs incorporated into resurfacing projects.

- **US 90/W Tennessee Street (Aenon Church Road to Ocala Road) (Leon County)** – resurfacing to include addressing significant corridor sidewalk gaps.

STATUS: PE/FY 22; CST/FY 24

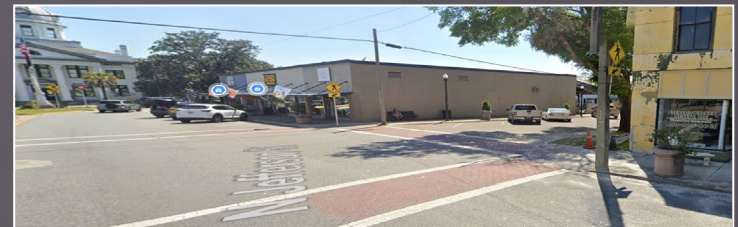


- **US 90 (Jackson County Line to Bates Street) (Gadsden County)** - resurfacing to incorporate recommendations from adopted Chattahoochee Streetscape Plan to enhance pedestrian environment in downtown Chattahoochee. **STATUS:** PE/FY 22; CST/FY 24



- **US 19 (US 90 to Georgia State Line) (Jefferson County)** – resurfacing to include the addition of pedestrian bulb-outs in downtown Monticello.

STATUS: PE/FY 22; CST/FY 24



CRTPA Safety Measures & Targets

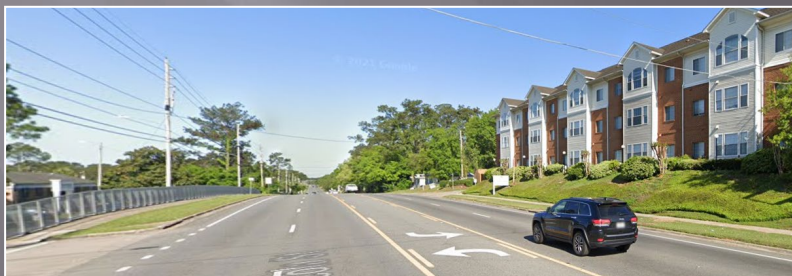
How is the CRTPA Region Addressing Safety?

- **CORRIDOR SAFETY EVALUATIONS** – Allow us to address identified safety issues on the region's corridors and includes the following examples:

- **Monroe Street (Palmer Avenue to Thomasville Road) and Magnolia Drive (Apalachee Parkway to Seventh Avenue) Corridor Safety Focus (Leon County)** –
FDOT District 3 safety analysis currently being conducted along these *identified high crash corridors for bicyclists and pedestrians*.
STATUS: June 2022 anticipated study completion



- **Pensacola Street (SR 399) Safety Improvements (Appleyard Drive to Stadium Drive) (Leon County)** – FDOT District 3 has funded (\$1.07 million) corridor safety improvements based upon completion of a roadway safety audit (RSA) to address *bicycle, pedestrian and vehicular crashes*. Planned improvements include mid-block crossings **STATUS:** PE/FY 23; CST/FY 26



CRTPA Safety Measures & Targets

How is the CRTPA Region Addressing Safety?

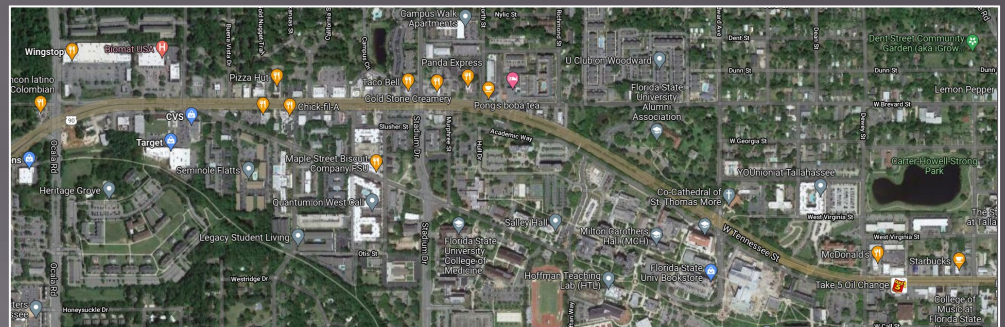
■ CORRIDOR SAFETY EVALUATIONS (Continued)

- **Thomasville Road (Calhoun Street, 3rd Avenue, Beard Street and 7th Avenue) (Leon County)** – In 2021, 3 RRFB (Rectangular Rapid Flashing Beacons) were installed on Thomasville Road in the Midtown area as well as a missing crosswalk at 7th Avenue/Thomasville Road.

STATUS: Future corridor improvements planned to enhance multimodal safety and visibility in upcoming resurfacing (FDOT/BPIA)



- **Tennessee Street Pedestrian Safety Assessment (Valencia Street to MLK, Jr, Boulevard) (Leon County)** – FDOT D-3 pedestrian safety analysis underway near FSU. Initiative related to coordination efforts between FSU, FDOT, the City of Tallahassee and the CRTPA subsequent to the death of an FSU student at a crosswalk on Tennessee Street in December 2020. **STATUS:** Data collection completed; assessment recommendations due March 2022.



CRTPA Safety Measures & Targets

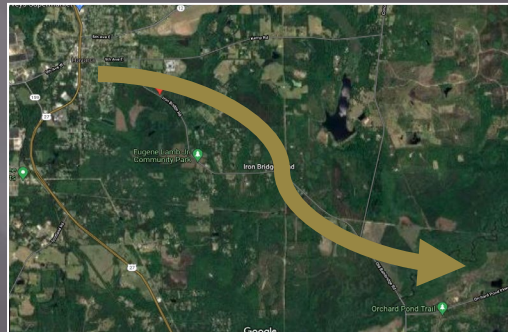
How is the CRTPA Region Addressing Safety?

- **FEASIBILITY STUDIES** – Provide a first step in pursuing *corridor wide improvements* including those to improve pedestrian and bicyclist safety.

- **Midtown Area Transportation Plan (Leon County)** – Adopted by CRTPA in 2020, the study identified recommended changes to improve the area's *mobility for all modes*. **STATUS:** Upcoming candidate resurfacing project (Design/FY 23; Construction/FY 25) to incorporate the Plan's recommendations for Thomasville Road (Monroe Street to Seventh Avenue) (FDOT/Blueprint IA coordination).



- **Iron Bridge Road Feasibility Study (Gadsden County)** – CRTPA feasibility study to evaluate construction of a multi-use trail on Iron Bridge Road *from Orchard Pond Rd. to US 27 in Havana*. Trail will enhance connectivity to the CRTPA region's existing and planned regional trails. **STATUS:** Study scheduled to be initiated in 2022.



CRTPA Safety Measures & Targets

How is the CRTPA Region Addressing Safety?

- **TRANSPORTATION ALTERNATIVES PROGRAM**– Coordinated at the local level by the CRTPA, this competitive program funds alternative (non-motorized) projects within the CRTPA region that frequently address *identified safety concerns*.

- **Blountstown Street Sidewalk Improvements (Limits: US 90 to Tharpe Street) (Leon County)** – A combination of City of Tallahassee & CRTPA TA & SU funding was used to construct this much needed .7 miles sidewalk project. **STATUS:** Project constructed in 2021



- **US 90 Sidewalk (Chalk Street to Ralph Strong Road) (Gadsden County)**– Construct 1.06 miles sidewalk on eastside of US 90 within City of Quincy. **STATUS:** Construction/FYs24 & 25.



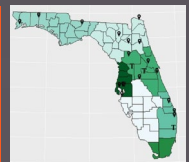
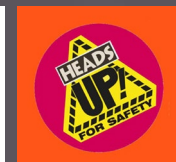
CRTPA Safety Measures & Targets

How is the CRTPA Region Addressing Safety?

- **EXPANDING THE REGIONAL TRAILS NETWORK**– Through the construction of multi-use trails enhance *safety for pedestrian and cyclists*.
 - **US 98 (Woodville Highway to Lighthouse Road) (Wakulla County)**– *Extend the Coastal Trail eastwards to the St. Marks Wildlife Refuge providing a safe multi-modal connection.* **STATUS:** CST/FY 24 (\$3.8m)



- **COMMUNITY TRAFFIC SAFETY TEAMS (CTSTs)**– All 4 CRTPA counties have CTSTs that provide a *forum for local highway safety advocates committed to solving traffic safety problems* by reducing the number of traffic crashes and traffic related fatalities. CTSTs also coordinate campaigns to educate drivers, motorcyclists, pedestrians, and bicyclists. CRTPA staffs the Leon County CTST.



CRTPA Safety Measures & Targets

How is the CRTPA Region Addressing Safety?

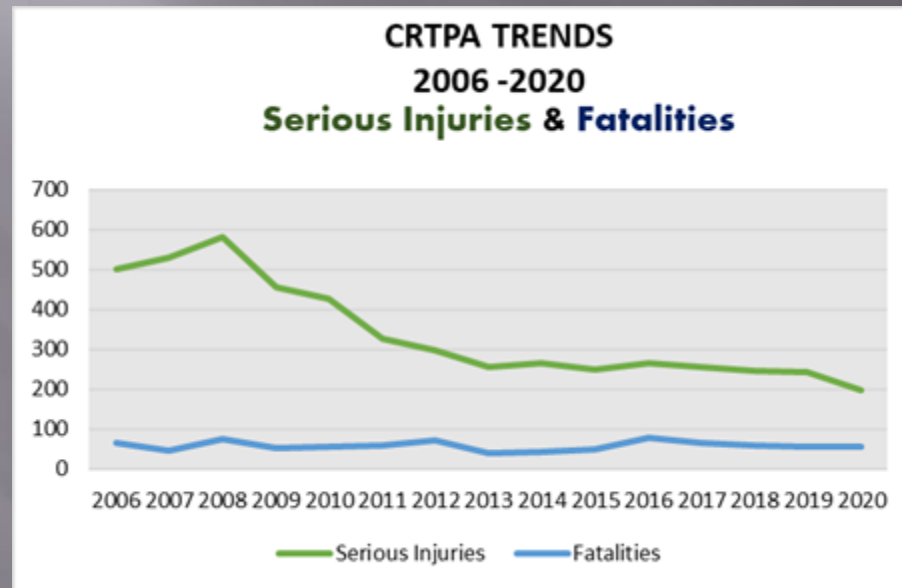
- **HIGH VISIBILITY ENFORCEMENT (HVE)**— FDOT Focused Bicycle and Pedestrian Initiative: Communication and High Visibility Enforcement is a program designed to increase awareness of, and compliance with, traffic laws and regulations that *protect the safety of pedestrians and bicyclists on Florida's roads*. The FDOT program focuses on the *25 counties with the highest serious and fatal injuries to pedestrians and bicyclists*. Within the CRTPA region, Leon County is currently among the top 25 counties (ranked 23).
 - **Leon County High Visibility Enforcement Initiative** - Current initiative underway (contract between State of Florida and City of Tallahassee) being conducted by the Tallahassee Police Department providing focused efforts along identified high crash corridors (*Monroe St., W. Pensacola St., W. Tennessee St., US 90, Gaines Street, Orange Ave., Crawfordville Rd, Capital Circle SE, Apalachee Pway*). **STATUS:** Enforcement efforts continue to May 2022.
- **CRTPA CONGESTION MANAGEMENT PROCESS REPORT UPDATE –**
Last updated in 2018, an update will be initiated in 2022. This report includes a strong safety focus and will identify potential projects for future study.



CRTPA Safety Measures & Targets

CRTPA Historical Trends & Evaluation

- ANALYSIS OF FDOT DATA REFLECTS (Serious Injuries & Fatalities)

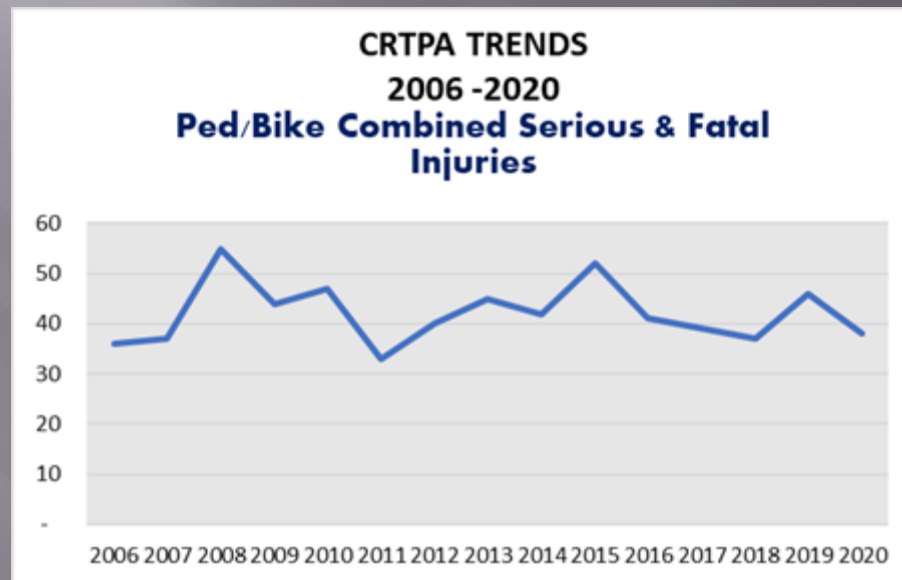


Serious injuries in the CRTPA region are decreasing from a high of 580 in 2008 to a low of 196 in 2020 (the most recent reported FDOT data). With regards to **fatalities**, the numbers have remained relatively consistent from 2006 to 2020.

CRTPA Safety Measures & Targets

CRTPA Historical Trends & Evaluation

- ANALYSIS OF FDOT DATA (Pedestrian/Bicycle Combined Serious & Fatal Injuries)

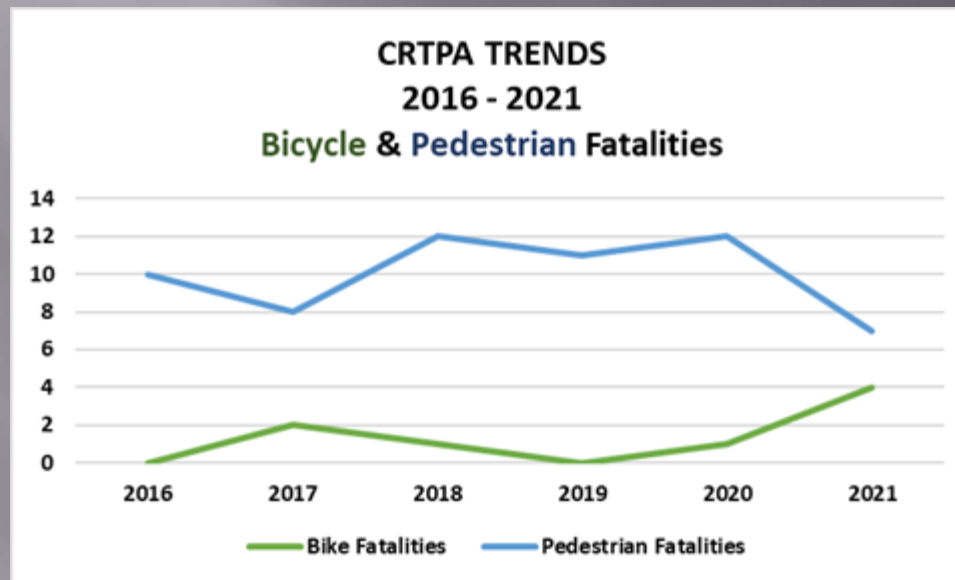


- HOWEVER, use of **Signal Four Analytics** provides an opportunity to update and refine this data to 2021 by *mode and incident* for pedestrians and bicyclists and we find...

CRTPA Safety Measures & Targets

CRTPA Historical Trends & Evaluation

- 2016 – 2021 Pedestrian/Bicycle Fatal Injuries



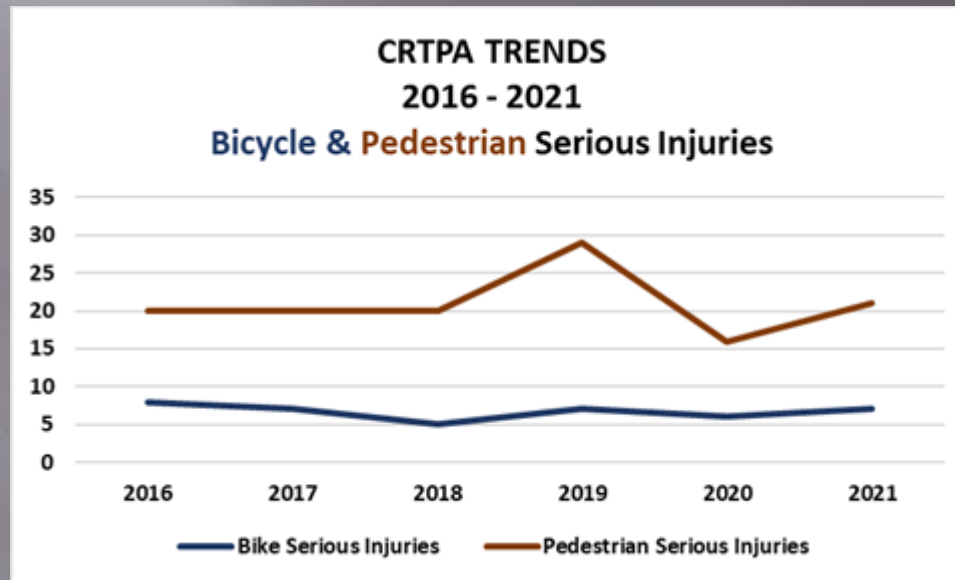
Bicycle fatalities in 2021 (4) have increased (with 2 fatalities occurring in Wakulla County and 2 fatalities occurring in Leon County).

Pedestrian fatalities (7) in 2021 decreased from the previous year 2020 (12).

CRTPA Safety Measures & Targets

CRTPA Historical Trends & Evaluation

- 2016 – 2021 Pedestrian/Bicycle Serious Injuries



For 2021, **Pedestrian serious injuries** increased (21) from the previous year 2020 (16). **Bicycle serious injuries** increased slightly in 2021 (7) from 2020 (6).

CRTPA Safety Measures & Targets

TODAY

TODAY: Adopt the 5 Safety Targets for 2022

- **CRTPA TARGET HISTORY:**

- Up until 2021, the CRTPA adopted annual targets based upon the most recent 5-Year FDOT averages for each of the 5 measures.
- Last year, Board discussion resulted in adoption of targets that reflected the lower number for each target between the 2020 *adopted* and the 2021 *proposed* targets.

- **2022 PROPOSED TARGETS:**

- Recommendation for 2022 is to use the adopted 2021 targets as a baseline **with** the addition of a 5% reduction for each target (to be applied annually).



Additionally, the recommendation includes the *CRTPA's adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region.*

CRTPA Safety Measures & Targets

TODAY

2022 PROPOSED Safety Performance Measures	Target
Number of fatalities (1)	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.209
Number of serious injuries (3)	239
Rate of serious injuries per 100 Million VMT (4)	5.237
Number of non-motorized fatalities and non-motorized serious injuries (5)	40



SAFETY PERFORMANCE MEASURE	Adopted Target 2021	PROPOSED Target 2022
Number of fatalities	58	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.273	1.209
Number of serious injuries	252	239
Rate of serious injuries per 100 Million VMT	5.513	5.237
Number of non-motorized fatalities and non-motorized serious injuries	42.2	40

