



2023 Safety Targets

February 28, 2023

CRTPA Safety Measures & Targets

Background

CRTPA required to annually adopt safety targets for five (5) safety performance measures:

Number of Fatalities

Rate of Fatalities

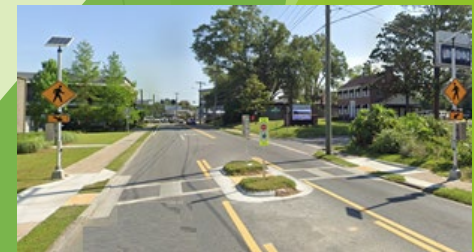
per 100 million vehicle miles traveled (VMT)

Number of Serious Injuries

Rate of Serious Injuries

per 100 million vehicle miles traveled (VMT)

Number of Non-Motorized
Fatalities and Serious Injuries



CRTPA Safety Measures & Targets

History

Initially (beginning in 2018) CRTPA targets were developed using FDOT data (based upon a rolling average) for each performance measure. Specifically, the most recent five-year data averages were adopted annually by the CRTPA as its safety targets.

Average Annual Fatalities		Average Annual Serious Injuries		Average Annual Fatalities Rate		Average Annual Serious Injuries Rate		Average Annual Pedestrian & Bicyclist Fatalities & Serious Injuries	
2017-21		2017-21		2017-21		2017-21		2017-21	
Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ
60.20	-3.5%	241.00	-0.1%	1.345	-2.5%	5.370	0.9%	39.8	-1.0%

CRTPA most recently updated it develops targets last year (2022):

- Board adopted targets for 2022 using the previous year's (2021) targets as a baseline with the addition of **reduction factor**. Specifically, a reduction factor of 5% to be applied annually in the CRTPA's development of safety targets, AND...
- Adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region (consistent with the FDOT's Target Zero initiative)



CRTPA Safety Measures & Targets

2023 Proposed Targets

Consistent with last year's Board direction, staff has developed 2023 Safety Targets :

- Reflect a 5% reduction from last year's (2022) adopted targets, AND...
- Continues CRTPA adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region with the proposed addition of the achievement of this goal by the year 2040, as follows:

2023 PROPOSED Safety Performance Measures	
Number of fatalities	52
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.149
Number of serious injuries	227
Rate of serious injuries per 100 Million VMT	4.975
Number of non-motorized fatalities and non-motorized serious injuries	38

Furthermore, the CRTPA adopts a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by 2040.

CRTPA Safety Measures & Targets

Historic Trends & Evaluation

- Annual adoption of safety targets provides an opportunity to assess how the CRTPA region is performing related to its adopted targets *and* what the CRTPA is doing with regards to safety.
- Most recent FDOT data from 2021 reflects:

SAFETY PERFORMANCE MEASURE	Adopted Target 2021	Reported 2021
Number of fatalities	58	68
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.273	1.559
Number of serious injuries	252	264
Rate of serious injuries per 100 Million VMT	5.513	6.054
Number of non-motorized fatalities and non-motorized serious injuries	42.2	39

CRTPA Safety Measures & Targets

Long Term Trends/Serious Injuries & Fatalities

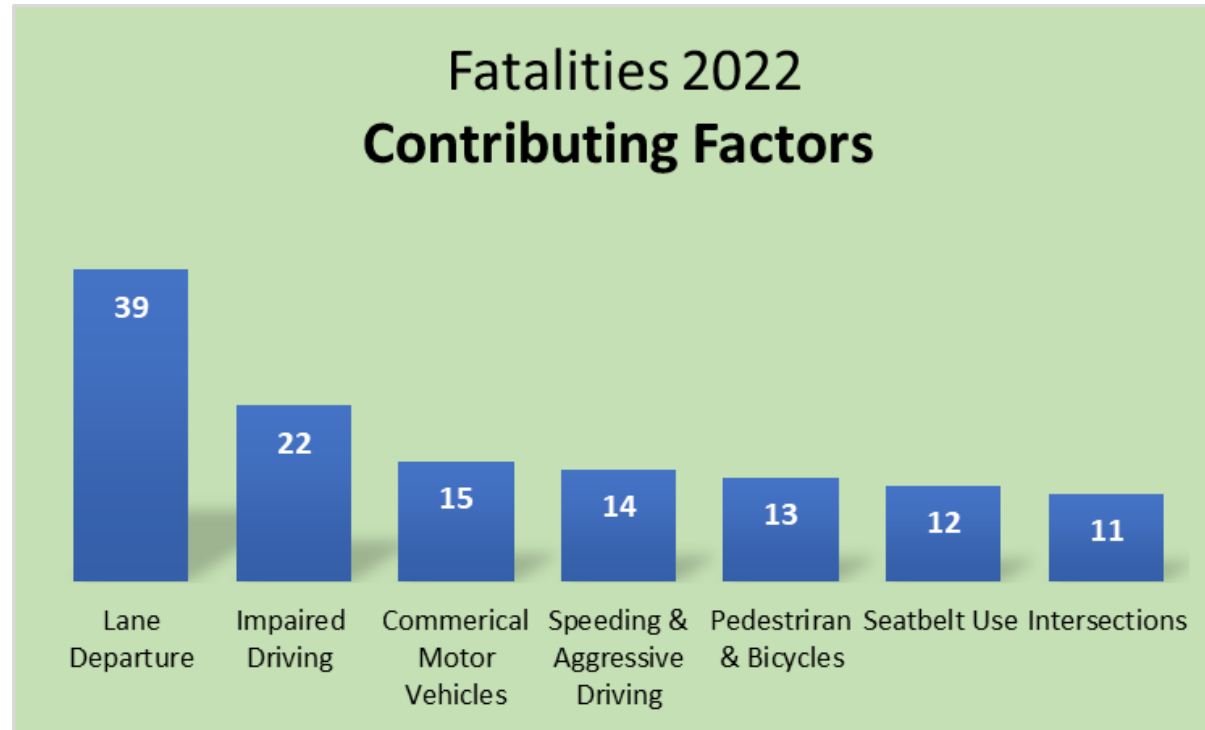


- **Serious injuries** in the CRTPA region had been generally decreasing; *however*, they increased to 264 in 2021 (35% increase from 2020).
- **Fatalities** in 2021 there were 68 (21% increase from 2020).

CRTPA Safety Measures & Targets

Contributing Factors for Fatalities in 2022

Signal Four Analytics data allows the CRTPA to view most recent crash reports and identifies **61 fatalities** in the region in 2022

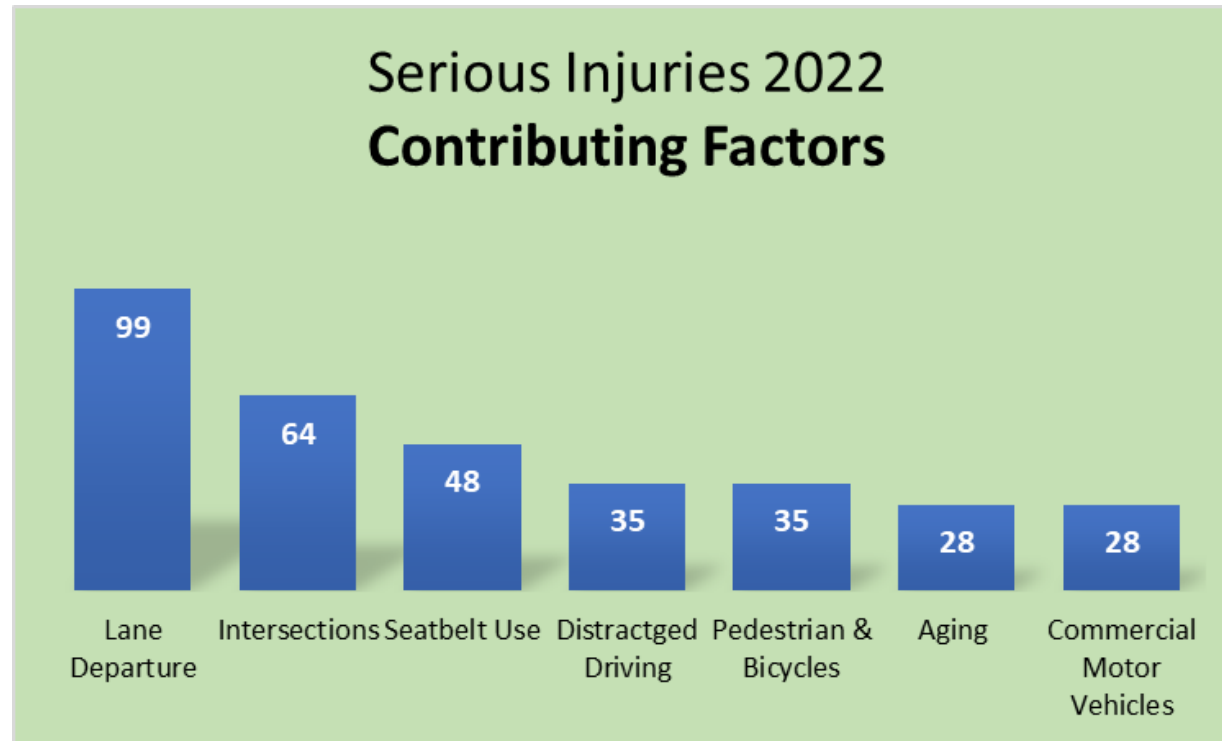


- Lane Departures (39) were the most frequent contributing factor, followed by Impaired Driving (22).

CRTPA Safety Measures & Targets

Contributing Factors for Serious Injuries in 2022

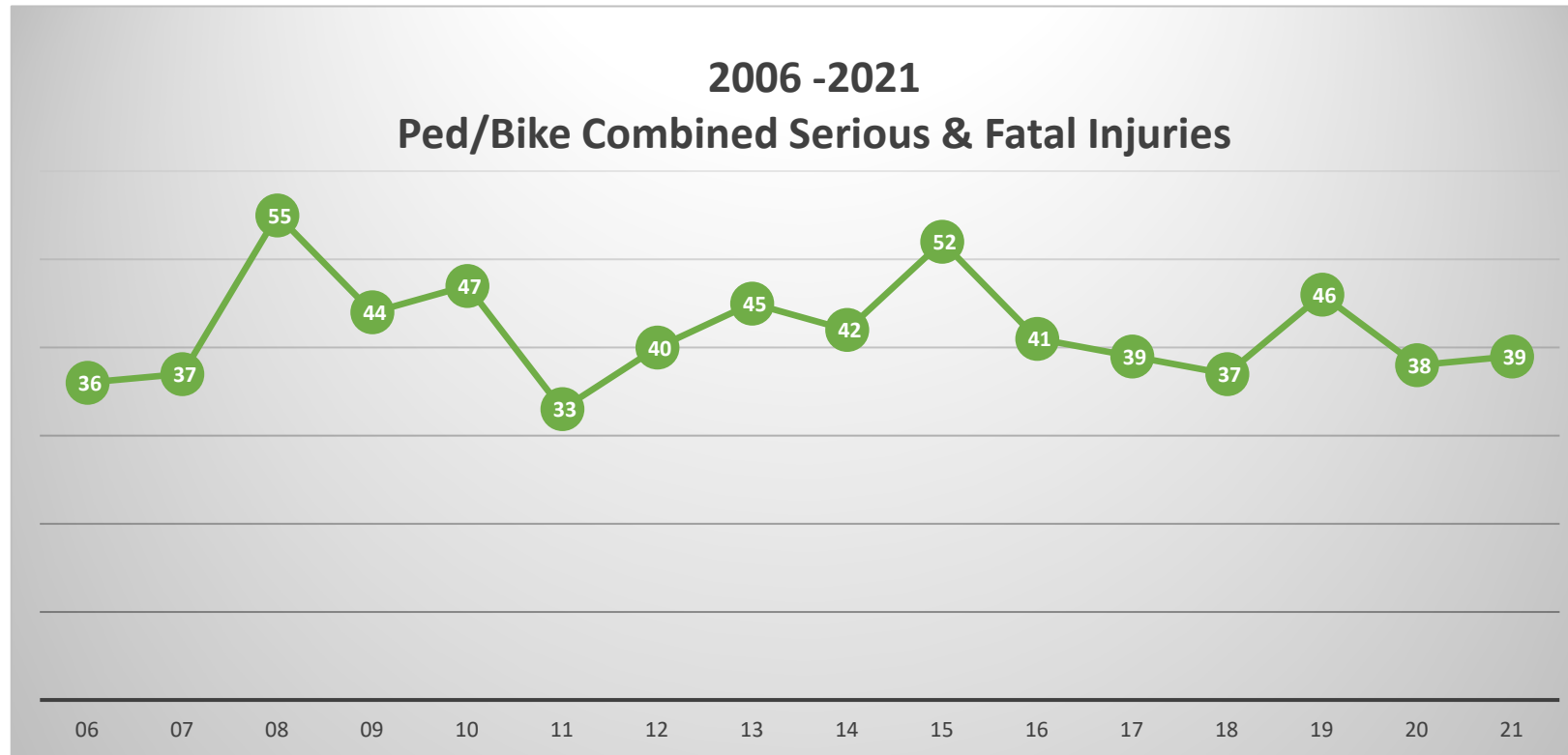
Signal Four Analytics data allows the CRTPA to view most recent crash reports and identifies **223 Serious Injuries** in the region in 2022



- Lane Departures (99) were the most frequent contributing factor, followed by Intersections (64) and Seatbelt Use (48).

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Trends/Pedestrian & Bicycle Serious Injuries & Fatalities

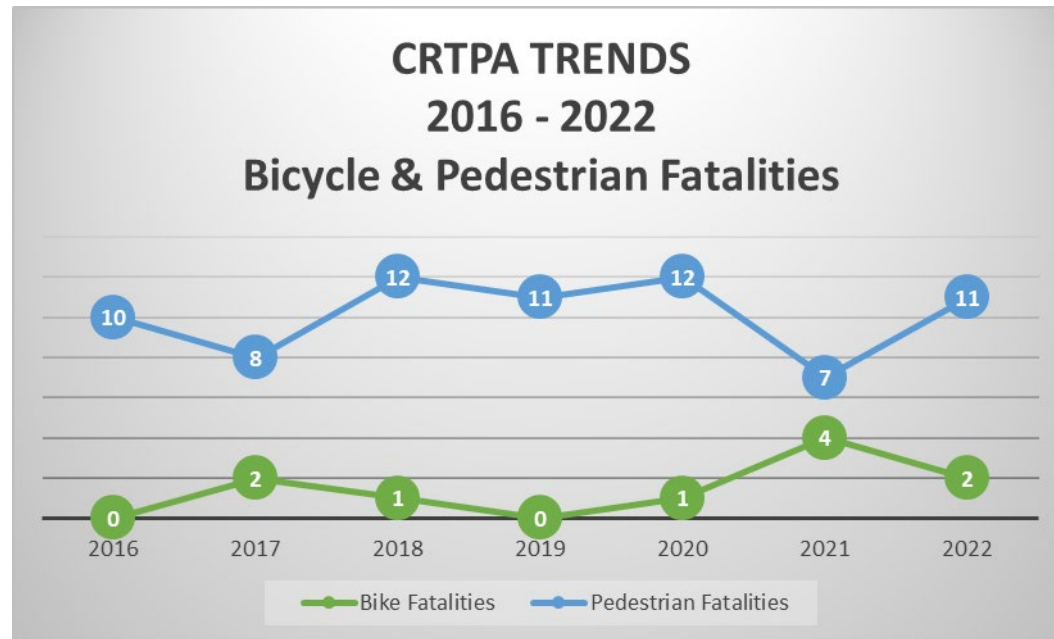


- **Pedestrian & bicycle combined serious & fatal injuries** reached a high of 55 in 2008.
- Most recent FDOT data reflect a slight increase in 2021 to 39 as compared with 2020 (38).

CRTPA Safety Measures & Targets

Trends/Pedestrian & Bicycle Fatalities

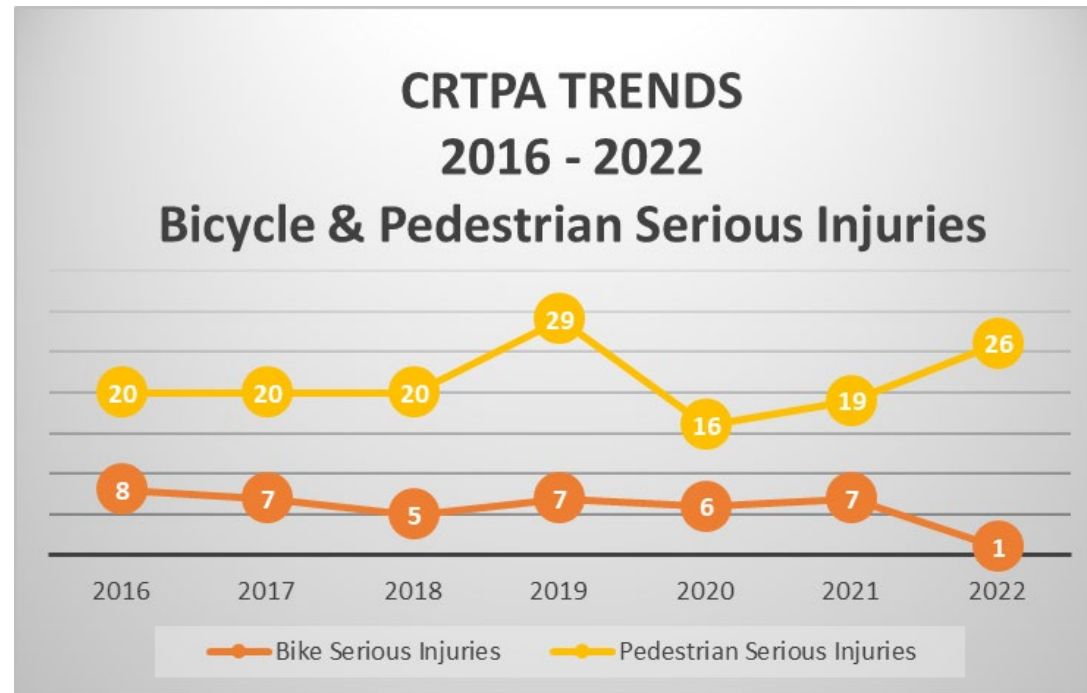
Signal Four Analytics data allowed the CRTPA to break out bicycle & pedestrian information by mode and incident (fatalities and serious injuries for bicycles and pedestrian) and update this data to the year 2022.



- **Bicycle fatalities** in 2022 (2) decreased from the previous year 2021 (4).
- **Pedestrian fatalities** in 2022 (11), however, increased 57% from the previous year 2021 (7).

CRTPA Safety Measures & Targets

Trends/Pedestrian & Bicycle Serious Injuries



- **Pedestrian serious injuries** in 2022 (26) increased 37% from the previous year 2021 (19).
- **Bicycle serious injuries** decreased in 2022 (1) from 2021 (7).

CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

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

- development of plans, projects and programs
- Incorporation of safety into projects
- safety program coordination with our partner agencies

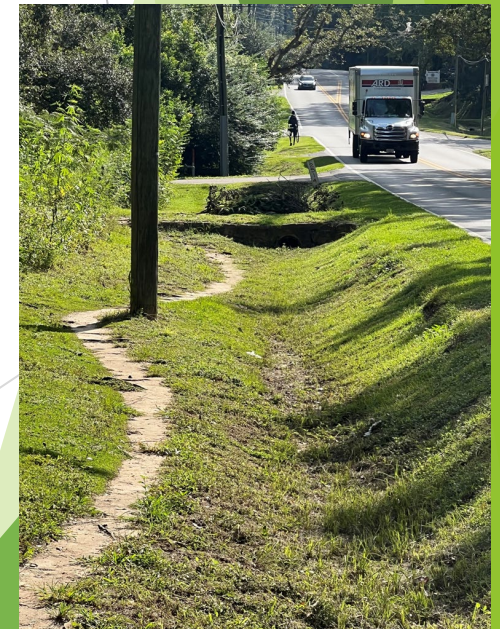


CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

FUNDING INITIATIVES – Position the CRTPA and its transportation partners to receive and compete for funding opportunities related to safety projects:

- **Safe Streets for All (SS4A)/CRTPA Wide Region** – The CRTPA is developing a **Safety Action Plan** to position the CRTPA's local government partners to apply for federal funding to improve safety in the region. **STATUS:** Plan scheduled to be adopted in spring 2023
- **Reconnecting Communities Pilot (RCP) Discretionary Grant Program/Tharpe Street** – The CRTPA, in concert with its partners (Blueprint Intergovernmental Agency, Leon County & City of Tallahassee), has applied for a federal grant (\$2M) to conduct a Project Development & Environment (PD&E) Study along Tharpe Street (Capital Circle NW to Ocala Road), a length of approximately 2.7 miles. **STATUS:** Grant awards to be announced in Spring/Summer of 2023.



CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

CORRIDOR SAFETY PROJECTS

- **Pensacola Street (SR 399) Safety Improvements (Appleyard Drive to Stadium Drive) (Leon County)**: Safety improvements include:
 - upgraded lighting
 - restriping crosswalks to high emphasis markings
 - adding internally illuminated street name signs
 - replacing existing left turn signal heads with 4-section signal heads with flashing arrows**STATUS:** Design/FY 23; Construction/FY 25
- **Monroe Street (John Knox Road to Lakeshore Road) (Leon County)**: This sidewalk project will enhance pedestrian safety along a busy, urban arterial state roadway and involves construction of a sidewalk along the roadway's west side.
STATUS: Construction/FY 25 with CRTPA Urban Attributable (SU) funds (\$4.9M).



CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

RESURFACINGS – Allow the CRTPA to pursue pedestrian and bicyclist safety improvements through coordination efforts between the CRTPA, local governments and the FDOT. Such improvements include the addition of missing crosswalks, sidewalks, bicycle lanes and pedestrian bulb-outs associated with resurfacing projects. In 2022, the CRTPA provided comments to the FDOT on the following upcoming resurfacing:

- **SR 363/Adams Street/Duval Street/Bronough Street (Limits: Arden Road to Gaines Street) (Leon County)** STATUS: Design/FY 24; Construction/FY 26
- **SR 30/US 98 (Limits: Wakulla County Line to Taylor County Line) (Jefferson County)** STATUS: Design/FY 24; Construction/FY 26
- **US 27 (Limits: south of SR 12 to Shady Rest Rd) (Gadsden County)** STATUS: Design/FY 24; Construction/FY 26

CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

EXPANDING REGIONAL MULTIUSE TRAIL SYSTEM – Expanding mobility options through developing feasibility studies and pursuing funding opportunities to expand the region's multiuse trails, including:

- **Tallahassee to Havana Trail Feasibility Study (Gadsden & Leon Counties)** – Study evaluated the feasibility of a trail connection between Tallahassee to Havana. STATUS: Study adopted by the CRTPA at its November 2022 meeting.
- **US 90 Multiuse Trail Feasibility (Jefferson & Leon Counties)** – Completed in Spring 2022, this study evaluated developing a 21-mile multiuse trail along US 90. STATUS: Project Development & Environment (PD&E) funded in FY 24 for Leon County portion; SunTrails Application submitted for future phases.
- **SR 267/Bloxham Cutoff Trail Feasibility Study (Wakulla County)** – Initiated in 2022 this study is to evaluate the feasibility of providing a connection between Wakulla Springs State Park and the St. Marks Trail. STATUS: Study to be completed in Spring 2023.
- **US 98 Coastal Trail Eastern Expansion (Woodville Highway to Lighthouse Road) (Wakulla County)**: Extend the Coastal Trail eastwards to the St. Marks Wildlife Refuge providing a safe multi-use connection. STATUS: Construction/FY 24

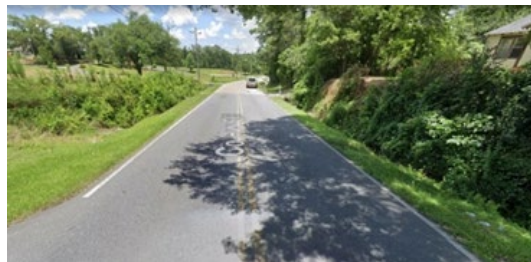


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How is the safety being addressed in CRTPA Region?

CRTPA TRANSPORTATION ALTERNATIVES (TA) PROGRAM – This competitive federally funded provides funding to projects that support alternative (non-motorized) projects within the CRTPA region. Recently funded projects include:

- **Dr. MLK, Jr Memorial Road (Rehwinkel Road to Mallard Pond Circle) (Wakulla County)** – Construct 1.11 miles multiuse trail on southside of roadway. STATUS: Construction funded in FY 26 (\$1.07M)
- **CR 268 Adams Street (CR 274 Martin Luther King Jr Blvd to Clark Street) (Gadsden County)** – Construct .6 mile sidewalk on westside of Adams Street within City of Quincy. STATUS: Construction funded in FY 24 (\$770,000).
- **US 90 Sidewalk (Chalk Street to Ralph Strong Road) (Gadsden County)** – Construct 1.06 miles sidewalk on southside of US 90 within City of Quincy. STATUS: Construction funded in FY 24 (\$1.5M).



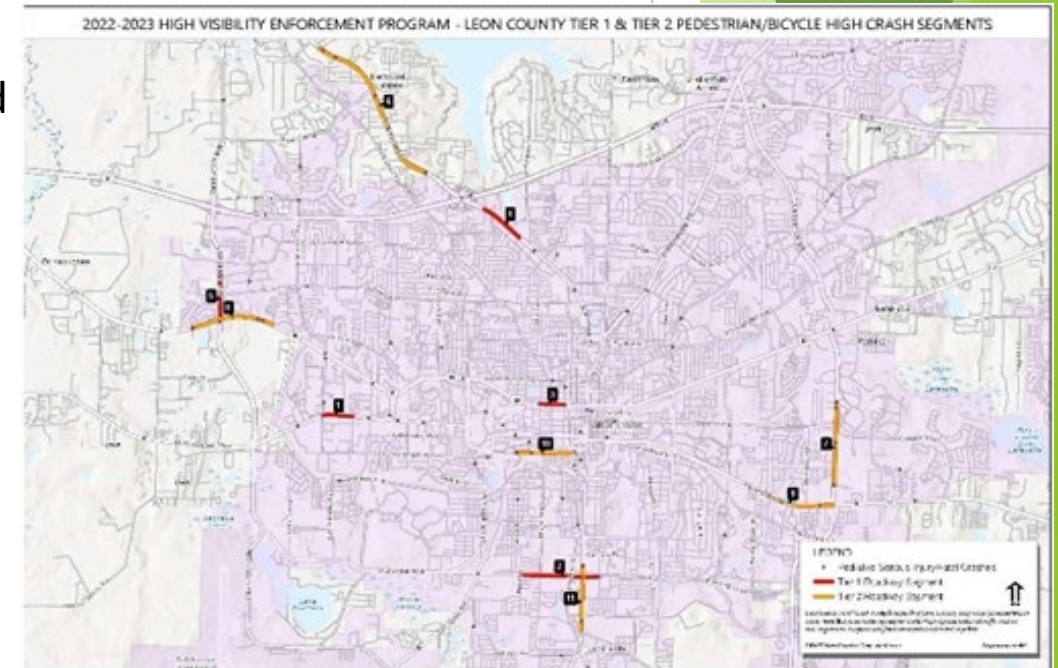
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LEON COUNTY HIGH VISIBILITY ENFORCEMENT (HVE) INITIATIVE – Current initiative being conducted through a contract between State of Florida and City of Tallahassee for the Tallahassee Police Department to conduct (focused efforts along identified high crash location corridors for bicycle and pedestrian), as follows:

- Monroe St (Torreya Drive to Callaway Road)
- W. Pensacola St (Appleyard Drive to Flamingo Way)
- W. Tennessee St (Copeland St to MLK, Jr. Blvd)
- Capital Circle NW from W Tennessee St to Peddie Rd
- Orange Avenue (Pasco St to South Meridian)

STATUS: Enforcement efforts to continue to May 2023.



CRTPA Safety Measures & Targets

How is the safety being addressed in CRTPA Region?

COMMUNITY TRAFFIC SAFETY TEAMS (CTSTs) – Providing a forum for local highway safety advocates committed to solving traffic safety problems, CTSTs exist in each of the CRTPA's 4 counties. The CTSTs promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists. Recent activities coordinated by the CRTPA include:

- **Helmet Fitting Training** – February 2022 training for CRTPA and partner agency staff to assist with future bicycle safety event helmet giveaways. Status: Additional training scheduled for late March 2023.



CRTPA Safety Measures & Targets

TODAY

2023 PROPOSED TARGETS:

- Adopt safety targets reflecting a 5% reduction from last year's (2022) adopted targets, consistent with Board direction, AND...
- Adopt a long-term safety goal of zero fatalities and serious injuries for the CRTPA region (consistent with the FDOT's long term goal of Target Zero) with achievement of this goal of by the year 2040.

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