



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

**MEETING OF TUESDAY, FEBRUARY 7, 2023
(11:30 AM - 1:30 PM)**

**CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301**

AGENDA

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, February 6 to allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

1. AGENDA MODIFICATIONS

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

A. Minutes of the November 1, 2022 CMAC Meeting

4. CONSENT ITEMS PULLED FOR DISCUSSION

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

5. **PRESENTATION/DISCUSSION/ACTION**

A. CRTPA Safety Measures

This item seeks adoption of the 2023 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the recommended 2023 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040.

6. **INFORMATION**

A. Future Meeting Dates

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**



February 7, 2023

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the November 1, 2022 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the November 1, 2022 CMAC meeting.

ATTACHMENT

Attachment 1: November 1, 2022 CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, NOVEMBER 1, 2022 (11:30 AM - 1:30 PM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Mary Kay Falconer; John Dunn; Rodger Holdener; Marcus Thompkins; Chad Hanson; Hans van Tol; Melissa Corbett; Amie Longstreet

Staff and others Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Lindsay Slautterback, KHA; Kate Widness, KHA (Virtual); Brian Powers, RSH (Virtual)

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

No public comment.
3. **CONSENT AGENDA**
 - A. Minutes of the September 6, 2022, CMAC Meeting
 - B. CMAC 2023 Calendar
 - C. FY 2023 – FY 2027 TIP Amendments
 - D. Unified Planning Work Program Amendment

Mr. van Tol asked questions on the TIP Amendments. He asked about the procedure of approval by the committee prior to the Board approving the item. Mr. Slay explained the process would normally to bring the TIP Amendments item to the committees first but this item was time sensitive per FDOT, so the board approved it first. Mr. Van Tol asked if there was any issue with Jefferson County with the Monticello Trail funding being placed on the US 90 Trail Project. Mr. Slay stated that through meetings with staff and Commissioner Barfield, there were no issues with moving the funding to the PD&E Study

for the US 90 Trail. Mr. Slay also noted the Monticello Trail was a part of the SUN Trails network, therefore, opportunities for funding for design could be obtained from the SUN Trails program.

Committee Action: Mr. Hanson made a motion to approve the consent agenda. Ms. Corbett seconded the motion, and the motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

A. Tallahassee to Havana Trail Feasibility Study

A feasibility study evaluating potential multi-use trail connections between Tallahassee and Havana has been completed.

RECOMMENDED ACTION: For Committee Approval

Mr. Burke stated last spring the CRTPA began the Tallahassee to Havana Trail Feasibility Study evaluating the connection between Tallahassee and Havana. He stated the study was developed by KHA. Ms. Widness presented the Tallahassee to Havana Trail Feasibility Study.

Ms. Widness introduced the Trail Feasibility Study and stated this study was different from other feasibility studies. She noted this study didn't have Public Engagement phase nor preferred alternative route. Ms. Widness noted that this study was more of an existing conditions assessment that developed several alternatives.

The purpose of the project was to evaluate a connection from Orchard Pond Parkway (Leon County) to Salem Road (Gadsden County). She noted this included an existing conditions assessment as well as local coordination with stakeholders in Havana and Gadsden County. Ms. Widness discussed the regional significance of the proposed trail noting that the CRTPA has requested the proposed trail be moved from the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails "Opportunity Trails Map" to the "Priority Trails Map". The proposed trail would provide a connection from Tallahassee to Havana as well as connect to the Orchard Pond Greenway, Bannerman Greenway, and the Meridian Greenway.

Ms. Widness discussed the stakeholder coordination and noted coordination with Gadsden County Public Works, Gadsden County Growth Management, and the Town Manager of Havana. Key takeaways from the stakeholder meetings were that most were enthusiastic about the possibility of the trail and its ability to improve multimodal connectivity in and beyond Gadsden County. Ms. Widness discussed the next steps. If the project moves to subsequent phases, she noted the next step will include public engagement to allow for citizen comment and provide feedback. Lastly, she stated currently no funding was available for additional phases.

Mr. van Tol noted the dangers for cyclists at the rail crossing and noted it would be best to have right angles to the crossings to improve safety for cyclists.

Public Speaker:

Mr. Tony Lombardo, President of the Havana Main Street, 312 NW 1st Street, Havana, noted he would like the committee to support the Havana Trail project. Mr. Lombardo discussed the community and noted that Havana has hosted the Havana Hills Classic Bicycle Event for the last 5 years. He stated that participation has increased every year for the event and noted Havana's unique topography and attractive climate for bicyclists. He stated if the trail is constructed Havana could become a trail town and an economic engine for Havana and Gadsden County.

Mr. Hanson asked if one location would be better to accommodate the trail. Mr. Lombardo stated the Iron Bridge to Orchard Pond Trail option would be a good choice, in his opinion.

Mr. Slay noted that after the Iron Bridge Road portion, there was not sufficient right-of-way to build a paved trail and sharrows would be considered in those areas.

Mr. Burke noted, if the project moves forward, there would be a public engagement component with the project and all proposals are not finalized.

Committee Action: Mr. Holdener made a motion to approve the Tallahassee to Havana Trail Feasibility Study. Mr. Dunn seconded the motion, and the motion was unanimously passed.

B. Stadium Drive at Lake Bradford Intersection Study

The Stadium Drive at Lake Bradford Intersection Study will be presented.

RECOMMENDED ACTION: For Committee Approval

Mr. Kostrzewa introduced Mr. Powers from RS&H. Mr. Powers outlined the Stadium Drive at Lake Bradford Road Intersection Study including previously presented goals and the completed Existing Conditions Report. The remainder of the presentation focused on the Alternatives and Preferred Alternative.

Alternatives

Mr. Powers provided detailed information regarding the alternatives developed and evaluated for the intersection project, including:

Alternative 1 - No Build (Slip-Lane Removal)

Alternative 2A and 2B - Eppes Drive Extension

Alternative 3 - Quadrant System

Alternative 4 – East-West Overpass

Alternative 5 – Existing Intersection “Build-Out”

Alternative 6 – Two-Lane Roundabout

Alternative 7 - Realignment**Alternative 8 - Eppes Drive Extension and Quadrant Movement with sub alternatives (8A and 8B)****Alternative 8A – Eppes Drive Extension and Quadrant System “Full Build-Out”****Alternative 8B – Eppes Drive Extension and Quadrant System “Reduced Build-Out”**

Mr. Powers stated that the Preferred Alternative was option 8B- Eppes Drive Extension and Quadrant System “Reduced Build-out” which he described as a combination of Alternative 2- Eppes Drive Extension and Alternative 3- Quadrant System.

After Mr. Powers described the alternative details, he stated that the next step for the project was to present the Preferred Alternative to the CRTPA Board for approval at the November 15, 2022, CRTPA Board meeting.

Mr. van Tol was concerned with the Bicycle movements. He stated it would be good to have a bike lane extended east on Gaines to the roundabout on Gaines Street. He also expressed concerns related to the need for cyclist boxes to have a countdown counter to give the cyclist a head starts before the vehicles begin to make their turn. Furthermore, he stated this proposal would not be a big improvement for the cyclists. Mr. Thompkins stated the pedestrian crossings should include a traffic signal safety component. Specifically, when the pedestrians are crossing, could there be a red light for the drivers to give the pedestrian time to cross.

Committee Action: Mr. Holdener made a motion to approve the Stadium Drive at Lake Bradford Intersection Study option 8B. Ms. Longstreet seconded the motion, and the motion was passed with Mr. van Tol and Mr. Thompkins voting in opposition.

C. Election of Year 2023 Chair and Vice Chair

Annually, the CMAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected, and the current Chair and Vice Chair are Ms. Mary Kay Falconer and Mr. Chad Hanson, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2023.

Committee Action: Mr. van Tol made a motion to nominate Mr. Hanson for Chair. Mr. Holdener seconded the motion, and the motion was unanimously passed.

Committee Action: Mr. Thompkins volunteered to serve as Vice-Chair, with no further nominations. Mr. Holdener seconded the motion, and the motion was unanimously passed.

6. INFORMATION**A. Future Meeting Dates**

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer shared a video from the October e-bike event.

8. ADJOURNMENT

February 7, 2023



COMMITTEE AGENDA ITEM 5 A

CRTPA ANNUAL SAFETY TARGETS

ADOPTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item seeks adoption by resolution of the CRTPA's 2023 Safety Performance Targets for the following five (5) safety performance measures for all public roads that the CRTPA is required annually address by the Federal Highway Administration (FHWA):

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	

Additionally, the item proposes continuing the CRTPA's adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the Florida Department of Transportation (FDOT) Vision Zero initiative, to eliminate all road traffic fatalities and serious injuries and proposes the addition of a date for achievement of this goal by the year 2040.

RECOMMENDED ACTION

- Option 1: Recommend the CRTPA adopt the recommended 2023 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040 as shown on ***Attachment 1***.

BACKGROUND

As required by the federal government, the CRTPA must annually adopt safety targets for the following five (5) safety performance measures for all public roads:

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.

With regards to the annual adoption of safety targets, the CRTPA (like other metropolitan planning organizations within the State of Florida) has the option to:

- (1) support the measures developed by the FDOT (Note: FDOT has adopted a target of “Zero” for each of the five (5) safety performance measures supportive of the agency’s “Vision Zero” goal of achieving zero fatalities and serious injuries Statewide); or,
- (2) develop and adopt the agency’s own safety targets.

CRTPA SAFETY TARGETS HISTORY

Since first adopted on January 16, 2018, the CRTPA’s has chosen to develop and adopt the agency’s own safety targets. Initial guidance from the FHWA encouraged Metropolitan Planning Organizations (MPOs) to not set aspirational goals in the development of its safety targets.

The CRTPA’s targets were developed using data provided by FDOT that is based upon a rolling average for each performance measure for the most recent five-years of available data (for example, the data used in 2018 measure development was for the years 2012 – 2016). These five-year data averages were adopted annually by the CRTPA as its safety targets. This methodology remained the same until when the Board adopted targets that reflected the lower targets for each of the five measures between the previous year’s (2020) adopted targets and the proposed 2021 targets.

On February 21, 2022, the CRTPA once again changed the way it develops its safety targets from the previous year. Specifically, the agency adopted target for 2022 using the previous year’s adopted targets as a baseline with the addition of **reduction factor**. Specifically, a reduction factor of five (5) percent was used to be applied annually to the CRTPA’s targets.

RECOMMENDATION

Consistent with last year’s Board decision to annually apply a 5% reduction factor in the development of the agency’s safety targets, the safety targets for 2023 have been developed.

Furthermore, staff is recommending maintaining the CRTPA’s adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the FDOT’s long term goal of Vision Zero, as the CRTPA works towards reducing serious injuries and fatalities on the region’s roadways. The long-term goal for 2023 proposes the addition of a date for achievement of this goal of by the year 2040.

2023 Proposed Safety Targets

The targets proposed for adoption for 2023 are as follows:

2023 PROPOSED Safety Performance Measures	
Number of fatalities (1)	52
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.149
Number of serious injuries (3)	227
Rate of serious injuries per 100 Million VMT (4)	4.975
Number of non-motorized fatalities and non-motorized serious injuries (5)	38

DATA SOURCES: Fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database.

(1) The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5.

(2) The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places.

(3) The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5.

(4) The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year.

(5) The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5

Analysis of Prior Adopted Measures

Subsequent to adoption, the CRTPA assesses the region's progress or achievement towards meeting its adopted safety targets. **Attachment 2** summarizes the achievement of the agency related to its adopted safety targets since the agency began adopting such measures in 2018 including that for the most recent data available (2021). The actual data reported for each year is provided alongside the adopted targets.

Most recent FDOT data identify that for 2021, the CRTPA has met one (1) of its five (5) adopted 2021 safety targets. Specifically, the CRTPA met its target related to the number of non-motorized fatalities and non-motorized serious injuries.

CRTPA Safety Trends

Utilizing the annual data provided by FDOT can provide a historic context of the CRTPA region for the safety trends from 2006 to 2021. The following provides such an analysis for Serious Injuries, Fatalities, and Bicycle/Pedestrian Combined Serious Injuries & Fatalities.

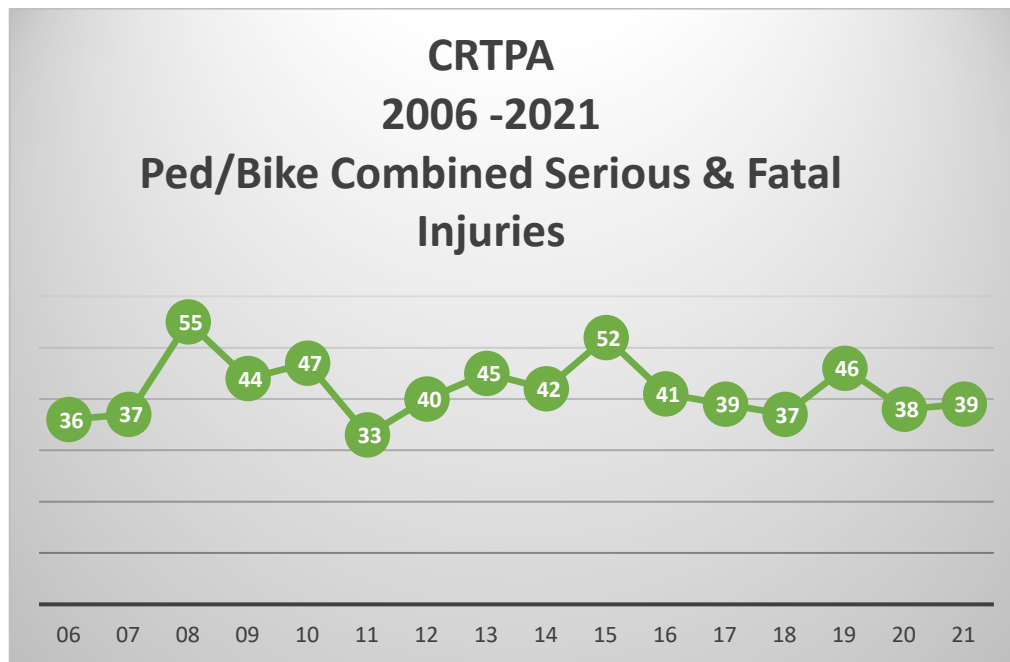
Serious Injuries & Fatalities



As seen in the above chart, **serious injuries** in the CRTPA region had been generally decreasing from a high of 580 in 2008 to a low of 196 in 2020; however, they increased to 264 in 2021. With regards to **fatalities**, in 2021 there were 68 (versus 56 in 2020).

The most recent data for the CRTPA are consistent national trends which reflect the rising rate of road deaths in the US [compared to other developed countries](#).

Bicycle/Pedestrian Combined Serious Injuries & Fatalities

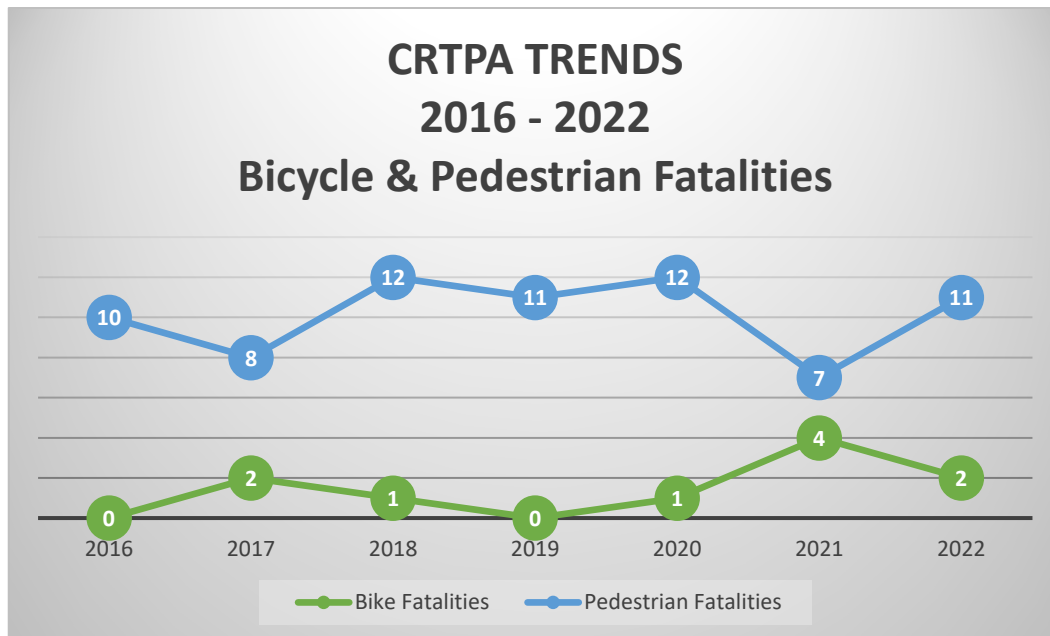


The above chart reflects that from 2006 to 2021 **pedestrian and bicycle combined serious & fatal injuries** reached a high of 55 in 2008. The most recent two (2) years of reported FDOT data reflect a slight increase in 2021 to 39 as compared with 2020 (38).

Bicycle & Pedestrian Fatalities 2016 - 2022

As identified on the above page, one of the five (5) required safety targets is related exclusively to bicycles and pedestrians (*"Number of non-motorized fatalities and non-motorized serious injuries"*). This target combines both bicycle and pedestrian data as well as fatality and serious injury data.

Use of Signal Four Analytics data*, however, allows the CRTPA to break out this information by mode and incident (fatalities and serious injuries for bicycles and pedestrian) and update this information to the year 2022 (below).



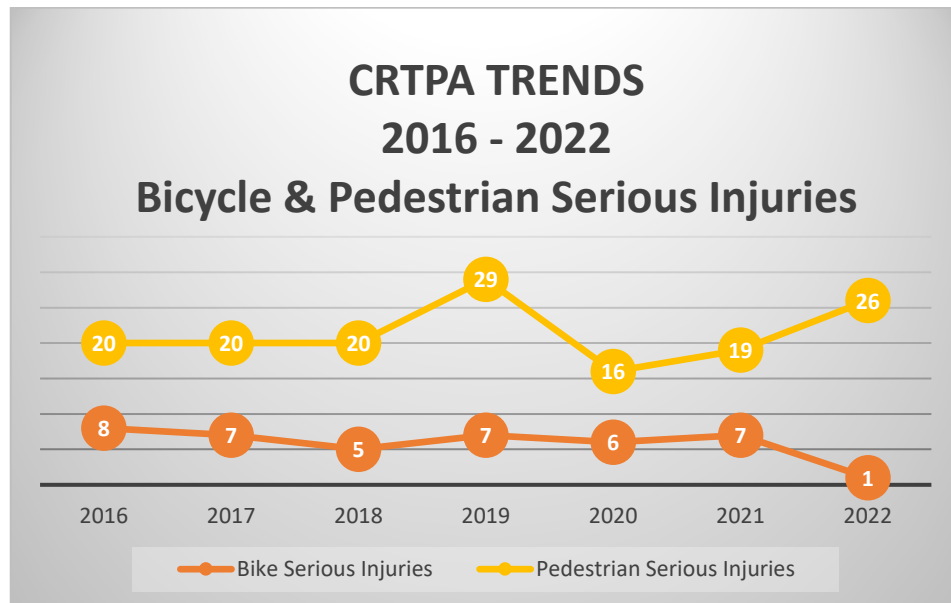
As identified in the above chart, **bicycle fatalities** in 2022 (2) decreased from the previous year 2021 (4). For 2022, both fatalities occurred in Leon County.

Pedestrian fatalities (11) in 2022, however, increased from the previous year 2021 (7).

*Note: Signal Four Analytics data used to identify recent bicycle & pedestrian fatalities (and serious injuries, below) reflect refinement of such data through review of crash reports to ensure accuracy.

Bicycle & Pedestrian Serious Injuries 2016 - 2022

Similar to above, staff has updated bicycle & pedestrian serious injury data to 2022 using the Signal 4 Analytics database.



As shown above, for 2022, **pedestrian serious injuries** increased (26) from the previous year 2021 (19*). **Bicycle serious injuries** decreased in 2022 (1) from 2021 (7).

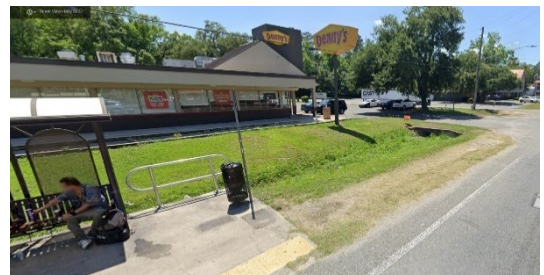
*Note – pedestrian serious injuries for 2021 were updated from last year based upon analysis of crash reports.

ACTIONS ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Safety is integrated throughout the CRTPA planning process including the development of plans and programs that address safety, the implementation of safety projects, and safety program coordination with our partner agencies.

The following provides recent examples of both implemented and planned projects seeking to improve safety on the region's roadways including the safety of pedestrians and bicyclists throughout the CRTPA region.

- Monroe Street (John Knox Road to Lakeshore Road) WPI# 4450531 (Leon County): Funding for the final phase (construction) of this needed sidewalk project has been programmed. This project will enhance pedestrian safety along a busy, urban arterial state roadway and involves the construction of a sidewalk along the roadway's west side.
STATUS: Construction funded in FY 25 with CRTPA Urban Attributable (SU) funds (\$4.9M).



- Pensacola Street (SR 399) Safety Improvements (Appleyard Drive to Stadium Drive) WPI# 4395793 (Leon County): The FDOT District 3 has funded safety improvements to the corridor based upon completion of a roadway safety audit to address corridor bicycle, pedestrian and vehicular crashes. Scheduled improvements included upgraded lighting, restriping crosswalks to high emphasis markings, adding internally illuminated street name signs, and replacing existing left turn signal heads with 4-section signal heads with flashing arrows and protected only operation when a conflicting pedestrian call is received. **STATUS:** Design/FY 23; Construction/Bulk of improvements to be completed in FY 25



- Resurfacings - Proactive involvement in programmed resurfacing projects has allowed 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 related to the request for inclusion of bicycle and pedestrian safety improvements:
 - SR 363/Adams Street/Duval Street/Bronough Street (Limits: Arden Road to Gaines Street) WPI# 4508111 (Leon County) **STATUS:** Design/FY 24; Construction/FY 26
 - SR 30/US 98 (Limits: Wakulla County Line to Taylor County Line) WPI# 4508171 (Jefferson County) **STATUS:** Design/FY 24; Construction/FY 26
 - US 27 (Limits: south of SR 12 to Shady Rest Rd) WPI# 4508091 (Gadsden County) **STATUS:** Design/FY 24; Construction/FY 26
- Expanding the region's multiuse trails – The CRTPA continues to expand mobility options and economic development opportunities through developing feasibility studies and pursuing funding opportunities to expand the region's multiuse trails. Such projects include:
 - 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 scheduled to be completed in Spring 2023.
 - US 98 Coastal Trail Eastern Expansion (Woodville Highway to Lighthouse Road) WPI# 4405501 (Wakulla County): Extend the Coastal Trail eastwards to the St. Marks Wildlife Refuge providing a safe multi-use connection. **STATUS:** Construction/FY 24
 - Tallahassee to Havana Trail Feasibility Study (Gadsden & Leon Counties) -This study was initiated in 2022 and evaluated the feasibility of a trail connection between Tallahassee to Havana. **STATUS:** Study adopted by the CRTPA at its November 2022 meeting.

- Funding Initiatives – Positioning the CRTPA and its transportation partners to receive and compete for funding opportunities related to safety projects include:

- Safe Streets for All (SS4A)/CRTPA Wide Region – The CRTPA is developing a Safety Action Plan (scheduled to be adopted in spring of 2023) for the region that will position the CRTPA’s local government partners to apply for federal funding to implement identified projects to improve safety in the region.



- 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. This portion of Tharpe Street lacks pedestrian and bicycle accommodations along a majority of the roadway limiting access to daily destinations including employment, healthcare, grocery stores, schools, and places of worship. An update on efforts related to Tharpe Street was provided to the CRTPA at its January 17, 2023 meeting. **STATUS:** Grant awards to be announced in Spring/Summer of 2023.



- Congestion Management Process (CMP) Plan – Initiated in the Spring of 2022, this CRTPA regionwide plan will identify a process for managing congestion through use of transportation system performance data and recommendations on a range of strategies to minimize congestion and enhance the mobility of people and goods. The update includes a strong safety emphasis including the identification of projects. **STATUS:** The Plan is scheduled to be completed in fall 2023.

- CRTPA Transportation Alternatives Program – This competitive federally funded program, coordinated at the local level by the CRTPA, 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).

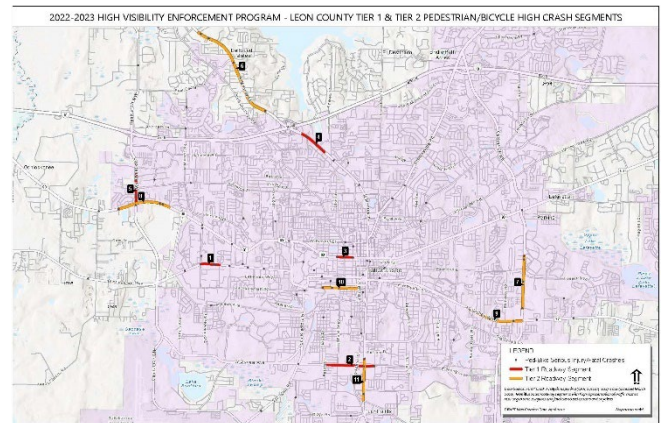


- US 90 Sidewalk (Chalk Street to Ralph Strong Road) (Gadsden County) – Construct 1.06 miles sidewalk on southside of US 90 within City of Quincy. **STATUS:** Construction funded in FY 24 (\$1.5M).



- Community Traffic Safety Teams (CTSTs) – Each of the four CRTPA counties have CTSTs that support safety initiatives through providing a forum of local highway safety advocates committed to solving traffic safety problems. The teams seek to increase traffic safety by reducing the number of traffic crashes and traffic related fatalities as well as the number and severity of traffic related injuries. Additionally, 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.

- School Safety – CRTPA staff participates along with its partners in efforts related to identifying and correcting student safety concerns related to safe walking such as participating in walking assessments or coordinating with local governments in their solicitation and development of applications to fund such projects.
 - Leon County Hazardous Walking Committee – CRTPA staff participates in assessment of hazardous walking condition assessments coordinated by the Leon County School Board as required by state statute (Section 1006.23(4), Florida Statutes).
 - Sabal Palm Elementary School Walking Audit – CRTPA staff participated in an effort coordinated by the Florida Local Technical Assistance Program (LTAP) Center (August 2022) in walking audit to identify needed improvements. Other agencies participating included the City of Tallahassee and FDOT District 3.
- High Visibility Enforcement (HVE) – The 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 program implements a targeted approach combining high visibility education and enforcement with strategic community level communications in the 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious and fatal injuries. Within the CRTPA region, Leon County is amongst the top 25 counties.
 - Leon County High Visibility Enforcement 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, as follows:
 - Monroe Street (Torreya Drive to Callaway Road)
 - W. Pensacola Street (Appleyard Drive to Flamingo Way)
 - W. Tennessee St (Copeland Street to Martin Luther King Jr. Boulevard)
 - Capital Circle NW from W Tennessee Street to Peddie Road
 - Orange Avenue (Pasco Street to South Meridian)



STATUS: Enforcement efforts to continue to May 2023.

Additional safety efforts of the CRTPA and its partners include the following safety efforts, programs and policies:

- CRTPA/FDOT annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- Development of an update to the CRTPA Congestion Management Process Report containing a strong safety component (scheduled for adoption in Fall 2023);
- Safety coordination meetings held with FDOT District 3 in concert with local partners that identify and discuss safety issues;
- Safety review of resurfacing projects in concert with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects, and active agency implementation of pedestrian safety projects utilizing such funds;
- Annual development and adoption of the Transportation Systems Management & Safety Priority Project List that includes a number of pedestrian safety projects for which the agency is seeking funding;
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improve pedestrian safety and access management improvements to address roadway safety;
- CRTPA website focus on transportation performance management in detail. This information includes a background on the TPM requirements of the agency, the latest information related to the CRTPA's adoption of measures, and information related to how the agency is actively seeking to achieve its adopted measures: <http://crtpa.org/transportation-performance-measures/> .
- Continued focus on bicycle and pedestrian safety through funding and implementation of regional trail projects and participation in regional bike month events.

ATTACHMENT

Attachment 1: Adoption Resolution

Attachment 2: Summary of Historical CRTPA Safety Measures

CRTPA RESOLUTION 2023-02-7A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Federal Highway Administration issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century (MAP-21) and with considerations to provisions in the Fixing America's Surface Transportation (FAST) Act, which established five safety performance measures; and

Whereas, the Florida Department of Transportation, as part of their annual development of the State Highway Safety Improvement Plan has developed safety targets for each of the five safety performance measures; and each Metropolitan Planning Organization shall establish safety targets for each state by February 2023 and report progress over time in reaching the adopted target; and

Whereas, CRTPA review, in coordination with the Florida Department of Transportation and local transportation partners has identified opportunities for inclusion of safety improvements in projects, and the monitoring of safety criteria, in order to achieve higher safety measures in the CRTPA region.

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY THAT:

The CRTPA adopts the following targets for Safety Performance Measures for 2023:

2023	
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.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 28th day of February 2023.

Capital Region Transportation Planning Agency

Attest:

By: _____
Rick Minor, Chair

Greg Slay, Executive Director

CRTPA ADOPTED SAFETY PERFORMANCE TARGETS (2018 to 2023)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018	Reported 2018 ¹	Adopted Target 2019	Reported 2019 ¹	Adopted Target 2020	Reported 2020 ¹	Adopted Target 2021	Reported 2021 ¹
Number of fatalities	56	58	54	54	58	56	58	68
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.559
Number of serious injuries	266	245	258	243	256	196	252	264
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	6.054
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38*	42.2	39

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2022
Number of fatalities	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209
Number of serious injuries	239
Rate of serious injuries per 100 Million VMT	5.237
Number of non-motorized fatalities and non-motorized serious injuries	40

PROPOSED Target 2023
52
1.148
227
4.975
38

1 - based on reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)



February 7, 2023

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

2023 Committee Dates	TAC Time	CMAC Time	Location
March 7*	9 AM – 11 AM	11:30 AM-1:30 PM	*Tallahassee Room (2 nd Floor, Tallahassee City Hall)
April 4*	9 AM – 11 AM	11:30 AM-1:30 PM	*Tallahassee Room (2 nd Floor, Tallahassee City Hall)
May 2	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
June 6	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
September 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
October 3	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
November 7	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers
December 5	9 AM – 11 AM	11:30 AM-1:30 PM	Commission Chambers