



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, FEBRUARY 1, 2022 (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, January 31. This will 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; or
- (3) Provide **live comments virtually** during the meeting by registering before 5:00 p.m. on Monday, January 31 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comments during the meeting. Speakers are requested to limit their comments to three (3) minutes.

#### **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. Citizens who have registered to comment virtually and have received a Webex link will have their microphones unmuted. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

#### **3. CONSENT AGENDA**

##### **A. Minutes of the November 2, 2021 and January 4 CMAC Meeting**

*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.*

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4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

A. **CRTPA Safety Measures**

This item seeks adoption of the 2022 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend CRTPA board adopt the recommended Safety Targets for 2022.

6. **INFORMATION**

A. **Future Meeting Dates**

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

8. **ADJOURNMENT**



February 1, 2022

## COMMITTEE AGENDA ITEM 3A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the November 2, 2021 and January 4, 2022 Committee meeting are provided as ***Attachments 1 & 2.***

### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the November 2, 2021 and January 4, 2022 Committee meeting.



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, NOVEMBER 2, 2021 (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; Wanda Carter; Terry Basham; Rodger Holdener; Marcus Thompkins; Chad Hanson; Hans van Tol; Melissa Corbett

**Staff Present:** Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, CRTPA

The meeting was called to order at 11:35 AM.

#### **1. AGENDA MODIFICATIONS**

Mr. Slay noted there was a modification 5.D TIP Amendment at the request of the FDOT.

#### **2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

Ms. Jonette Sawyer, 2012 Winthorp Way, 32308, discussed two meetings between the CRTPA Staff and the Betton Hills Neighborhood Association and with Commissioner Minor and the Betton Hills Neighborhood Association. She noted the first meeting was regarding the Trescott Drive option and it included about 40 attendees at the meeting with all except one citizen opposed to the Trescott Drive option. Additionally, Mrs. Sawyer noted that in August, the Betton Hills Neighborhood Association signed a position statement noting that the association supports multimodal transportation but does not support trail options on or beside Betton Hills streets or through McCord Park. She noted that the letter included a request that the CRTPA study the Post Road to Betton Road option. Finally, Mrs. Sawyer provided a copy of the concerns with the multiuse path going into McCord Park (see *attachment*).

#### **3. CONSENT AGENDA**

- A. Minutes of the September 7, 2021 Meeting
- B. CMAC 2022 Calendar

**Committee Action: Mr. Hanson made a motion to approve the consent agenda as presented. Mr. Basham seconded the motion. The motion was unanimously passed.**

**4. CONSENT ITEMS PULLED FOR DISCUSSION**

**5. PRESENTATION/DISCUSSION/ACTION**

**A. Fiscal Year (FY) 2023 – FY 2027 Draft Tentative Work Program**

This item provides information related to the FY 2023 – FY 2027 Draft Tentative Work Program.

RECOMMENDED ACTION: For Committee Information.

Bryant Paulk, FDOT presented the FY 2023 – FY 2027 Draft Tentative Work Program identifying transportation projects that have received state and federal funding within the next five (5) years. Mr. Paulk outlined the identified projects within each of the 4 counties within the region.

**Leon County**

**Resurfacing Projects**

- Crawfordville Rd from S of Wakulla Springs Rd to Arden Rd
- Pensacola St from R/R Overpass to Stadium Dr
- Thomasville Rd from Monroe St to 9th Ave
- Capital Circle NW from Tennessee St to I-10
- I-10 from W of Old Bainbridge Rd to W of Olson Rd
- I-10 from W of Olson Rd to Mahan Dr
- Tennessee St from Monroe St to Magnolia Dr
- Monroe St from Perkins St to Jefferson St
- Stadium Dr from Pensacola St to Gaines St

**Capacity Projects**

- Capital Circle from Crawfordville Rd to Springhill Rd
- Blountstown Hwy/Pensacola St from Capital Cr to Appleyard Dr
- Crawfordville Rd from LL Wallace Rd to S of Wakulla Springs Intersection
- SIB Loan to BP2K for NE Gateway Project

**ITS Support Projects**

- Leon County Computer Based ATMS Implementation/Operations

**Intersection/Interchange Improvements Projects**

- I-10 Interchange at Capital Circle and Thomasville Rd
- Pensacola St from Appleyard Dr to Stadium Dr

Bridge Replacement Projects

- Springhill Rd over Munson Slough Br # 550054

Sidewalk Projects

- Woodville Pre K – 8 Canyon Creek Sidewalk

**Gadsden County**

Resurfacing Projects

- Pat Thomas Pkwy/Lake Talquin Hwy from Liberty County Line to S of I-10
- Jefferson St (US 90) from W of 4 lane to Madison St
- Fairbanks Rd from Concord Rd to Leon County Line – Ph II

Intersection Improvement Projects

- US 90 at Dover Rd

**Jefferson County**

Resurfacing Projects

- Waukeenah Hwy from US 27 W Capps Hwy to US 19 S Jefferson St
- South Water St from Bowman St to US 90

**Wakulla County**

Resurfacing Projects

- Crawfordville Hwy from Shadeville Rd to S of East Ivan
- Wakulla Springs Rd from Bloxham Cutoff to Leon County Line
- Park Ave from end of existing pavement to Sheldon St

**Committee Action: This item was an informational item; therefore, no action was taken.**

**B. Election of Year 2021 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 Ms. Wanda Carter, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2022.

**Committee Action: Mr. van Tol made a motion to continue with the current chair, Ms. Mary Kay Falconer. Ms. Carter seconded the motion. The motion was unanimously passed.**

**Committee Action: Mr. Hanson volunteered to serve as Vice Chair. Ms. Corbett seconded the motion. The motion was unanimously passed.**

**Committee Action: Ms. Falconer, Mr. Hanson and Mr. van Tol volunteered to serve on the TA Subcommittee.**

### **C. US 90 Multi-Use Trail Feasibility Study Update**

A project update will be provided including upcoming public involvement opportunities.

RECOMMENDED ACTION: For Committee Information.

Kate Widness, Kimley Horn and Associates, presented the US 90 Trail Feasibility Study. She provided information on the purpose and the background of the project. Ms. Widness stated the purpose of the project was to connect the City of Tallahassee to the City of Monticello via a 10-12 foot paved shared-use path. Project limits of the project are from Pedrick Road (west) to existing Monticello Bike Trail (east). Phase 1 of the project, the Feasibility Study, began in October 2019 and Phase 2, Public Engagement, was ongoing.

#### **Phase I**

Ms. Widness stated the project goals were to provide a safe, continuous multimodal facility between Tallahassee and Monticello. This would expand on the growing SUNTrails Regional Trail Network and provide a new alternative transportation opportunity for residents, businesses and visitors along the US 90 Corridor and spur economic development and activity along the corridor. Ms. Widness outlined the existing conditions on US Highway 90. She stated the roadway was 4-laned bidirectional with median from Pedrick Road to East of Summit Lake Drive, 2-laned bidirectional with paved shoulder from Summit Lake Drive to Monticello Courthouse with on street parking east of entering the Monticello City limit and speed limits varied from 25-55 mph. Ms. Widness stated existing bicycle and pedestrian facilities included sidewalks from Pedrick Road to 1-10 Interchange, sidewalks begin again at Crooked Creek Lane in Monticello and noted a designated on-street bicycle lane from Pedrick Road to east of Summit Lake Drive. Ms. Widness noted there were several field visits to the corridor to evaluate the existing conditions along each part of the corridor to determine how to accommodate a trail within the area.

#### **Phase II**

In 2020, Phase II, Public Engagement, began on the project. Ms. Widness stated there were meetings with businesses and neighborhood associations (Lafayette Oaks and The Vineyards); a Virtual Meeting Room (open from April 6-May 7, 2021); Live Questions and Answer Sessions (April 8 and April 12, 2021) and a Pop-Up Meeting (March 6, 2021). Ms. Widness outlined the options for the trail alignments.

#### **Next Steps**

Upcoming Public Engagement Meetings

Leon County-January 20, 2022 (Leon County Public Library-Eastside Branch) and Jefferson County-January 27, 2022 (Jefferson County Commission Annex) with both meetings from 5 pm-7:30 pm.

Live Question and Answer Sessions are scheduled on January 13, 2022 (6:00 PM) and February 1, 2022 (6:00 PM). Subsequently, the Feasibility Report will be finalized.

Ms. Falconer noted at a virtual meeting listening to residents on the main street in Monticello and wanted to know if more follow up was done to address the concerns of the citizens that live directly adjacent the path or near the path or the constraints with parking within the area. Ms. Widness stated the right-of-way constraints do not allow the construction of shared-use path in the City's historic downtown and stated that coordination with the City of Monticello to refine options will be required. Ms. Widness also noted the City of Monticello was looking at multimodal improvements throughout the City of Monticello to encourage more people to bike and walk. Ms. Falconer noted that the traffic was relatively calm in this area and she felt comfortable with riding her bicycle in the area. Ms. Falconer asked for information on preservation of the crepe myrtle trees along the corridor. Ms. Widness stated that there was coordination between staff and the various municipalities (county/state) relating to the protection of the trees and noted that there are no specific regulations related to their protection; however, the FDOT has a commitment to protecting the crepe myrtles. Mr. Slay noted that the next phase of the project, pursuant to CRTPA approval of the study, will be a Project Development & Environmental (PD&E) Study prior to the project's design. Mr. Slay noted many of the things, specifically signage, crossings, sight distance, etc., would be addressed during the design phase of the project. Ms. Falconer suggested parks and recreational facilities be added along the trail, stating these facilities could provide another trail head with additional parking for people who may not want to travel the full 20+ mile length of the trail. She discussed the example of the Lewis Park along the St. Marks Trail. Mr. Slay noted at this point, no, but could always be added later and was mainly focused if the trail was possible. He stated there were conversations with City of Monticello about a parking lot owned by the City of Monticello and discussions have been had about possibly turning that into an additional trailhead later.

**Committee Action: This item was an informational item, therefore no action was taken.**

#### **D. TIP Amendment**

Amendment to the CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects.

Ms. Lex introduced the item stating the FDOT requested the CRTPA amend the Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects. She outlined the improvements for each project. Cleveland Street Railroad Crossing improvements would include installation of flashing lights, gates, signal house and power and upgrade the crossing surface. The Adams Street Railroad Crossing improvements would include installation of flashing lights, gates and signal house and power. Lastly, Ms. Lex noted these projects are funded in FY 22.

Mr. van Tol stated the Rail Crossing at Adams Street currently has protected bicycle lanes and discussed the current state of the crossing. Further stating the current alignment was a little strange, due to the rail crossing being higher than the pathway. When traveling from



the north across the tracks and suddenly, there was a shift after the crossing and a cyclist would have to change direction a little to enter a separate bike lane. He asked if the improvement would include the alignment of the bicycle lane. Ms. Lex stated she would reach out to the FDOT Project Manager to get additional details on the project and provide the information to the committee. Mr. van Tol also discussed the Stern Street Crossing was also in need of repair as it makes many connects to Lake Alberta, FAMU Way and many other facilities and suggested the Stern Street be considered for repair. Mr. Paulk stated these projects were vetted through FDOT Central Office as well as District Three Railway Office for validity and need. He noted there wouldn't be another project or issue in the area that would reallocate the funds. He further noted the Department would like to continue on the current production schedule these projects to move forward. He stated these were ongoing projects that were identified and placed into the program to allocate the funds and committee members could provide concerns to the Department and the CRTPA Board. Ms. Lex stated she would follow up the Project Manager and Blueprint to bring back additional details to the committee.

**Committee Action: Mr. van Tol made a motion to recommend approval of the TIP Amendment. Mr. Hanson seconded the motion. The motion was unanimously passed.**

**6. INFORMATION**

**A. Future Meeting Dates**

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

**8. ADJOURNMENT**

**Meeting adjourned at 1:15 pm.**

# NOVEMBER CMAC MEETING ATTACHMENT

**November 3, 2021**

## **Comments on the McCord Ditch/McCord Park option of the Betton to Armistead Segment of the Thomasville Road Multi-Use Path**

There are several incompatibility and safety issues that raise concern:

McCord Park is a popular passive park that has a large number of users, especially at peak times in the early evening and on weekends. Users are multigenerational. The majority are joggers, walkers, dog walkers, bird watchers, children and families walking or riding bikes and residents who find the park a safe, quiet place to relax. We have been reassured that no changes will happen to the park Infrastructure. But using McCord Park/McCord Ditch as a segment of the Multi-Use Path will add faster moving cyclists, electric scooterists, roller blades, and skateboarders. That will have a serious impact, create safety issues and destroy the current quiet nature of this urban oasis.

The path is winding and bordered with thick native vegetation. Visibility issues would be exacerbated by adding faster moving users.

The path is too narrow to be used as a two direction multi-use path. At some places it is just at seven feet wide. Recommended path widths are 10-12 feet. Even at its widest portion which is under the bench lined crape myrtle canopy, at times of high usage it is necessary to move off the path to get around the people who have paused to appreciate nature or socialize.

As a passive nature park (BettonHills.org) wildlife safety and preservation is a concern as the park is populated with foxes, rabbits, gopher tortoises, birds and otters to name a few. And birding tours are offered through the neighborhood association.

An unfenced dog play area is located at the point where the proposed path along the McCord Ditch meets McCord Park. Dogs mixing with wheeled travelers is not safe. Even leashed dogs can pull away from owners when tempted by wildlife or wheeled travelers.

Finally, the CRTPA has a goal to provide connectivity between the five existing parks along the Thomasville Road corridor: Lafayette, Winthrop, McCord, Waverly and Oven. Of the five parks McCord is the only one that has a proposed path option through the middle of it. In fact, the other four parks are accessed by leaving the MUP. I and many others would like to see the essence of McCord Park preserved in the same manner as the other four parks.

Respectfully,

Jonette M. Sawyer



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, JANUARY 4, 2022 (11:30 AM)

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

### **Meeting Minutes**

**Members Present:** Mary K. Falconer; John Dunn; Roger Holdener; Hans van Tol; Marcus Thompkins; Dan Beaty; Chad Hanson (virtually)

**Staff Present:** Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke (virtually), CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, CRTPA

1. **AGENDA MODIFICATIONS**

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

3. **CONSENT AGENDA**

**A. Minutes of the November 2, 2021 Meeting**

Ms. Falconer requested additional discussion be included in the November 2, 2021 Meeting Minutes. Ms. Falconer sent a written copy of the discussion she requested to be included. Mr. Slay stated Administrative Staff would include the discussions and that the November 2, 2021 Meeting minutes would be brought back for approval at the February 1, 2022 CMAC Meeting.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

**A. Thomasville Road Multi-Use Path Feasibility Study**

The Thomasville Road Multi-Use Path Feasibility Study has been developed for Committee approval.

RECOMMENDED ACTION: For Committee Approval.

Ms. Kate Widness, KHA, presented the Thomasville Road Multi-Use Path Feasibility Study. She stated this presentation would provide information on the final recommended alternatives for the Thomasville Road Multi-Use Path Feasibility Study. She provided background information on the project.

She briefly summarized the public engagement efforts since the last Committee meeting in September. She stated meetings have continued to meet with stakeholders, Citizen Committees/Advisory Boards and Neighborhood Association & Homeowner Association Meetings and other governmental partners.

Ms. Widness provided the preferred alternatives for the Multi-use Path.

Segment 1-Betton Road to Armistead Road. She discussed the evaluated alternatives and those included Thomasville Road (West); Thomasville Road (East); Trescott Drive in Betton Hills Neighborhood; Betton Hills Nature Center Trail along McCord Ditch; Post Road to McCord Ditch to Betton Road; and the Post Road "Loop" option. Ms. Widness stated the preferred option for this segment was to have the path on the east side, due to more available right-of-way that would accommodate a 10-12-ft multiuse path. The Post Road McCord option would remain as a future alternative option. There should be discussions on if the ditch can accommodate a trail on top of the covered ditch as well as understand where the trail would connect into Betton Road where there is no existing signalized crossing. Staff wants to keep this as an alternative to address concerns with the businesses along southern part of this section.

Segment 2-Armistead Road to Woodgate Way. She discussed the evaluated alternatives and those included Thomasville west side of the road and Thomasville east side of the road. She stated in this segment, the recommendation was to remove the current bicycle lanes to accommodate the 10-12 ft multi-use path. Thomasville Road on the west side has large oak trees and major grade changes near Savanna Trace entrance. Thomasville Road on the east side also has large trees but more available right-of-way on the east side to accommodate the multi-use path. She stated also evaluated was Armstrong Road to connect to Winthrop Way to connect to Thomasville Road. She noted with this alternative was looking into this area to make the connection further north on a low speed/low volume road and could be a route a cyclist could take. Ms. Widness stated the preferred alternative for this segment was to continue the east side of the corridor but heard from many residents on the west side wanted a connection over to the multiuse path and staff was recommending a sidewalk from Waverly Road north to Woodgate Way. She stated current sidewalk would be replaced.

Segment 3-Woodgate Way to Metropolitan Boulevard. She discussed the evaluated alternatives and those included Thomasville Road on the west side and Thomasville Road on the east side. Similarly, to the previous segment the bicycle lanes would be removed, and the curb and gutter would be moved. Thomasville Road on the west side of the road has constraint right-of-way areas and allows for a connection to the School of Arts and Sciences and to connect to the western side to connect to the Market District. She stated there were Oak Trees, but most constraints are utility poles and fences in the right-of-way. On Thomasville Road on the east side of the road, she stated there were areas of constraint right-of-way. The main area of constraint in this segment was near Dorothy Oven Park and because of that constraints it was recommended the trail come back to the west side of Thomasville Road within this segment, which would make it difficult to accommodate a 10-12 ft path. With that knowledge, it is recommended the path be moved to the west side of Thomasville Road. This allows access to the School of the Arts and Sciences as well as Live Oak Plantation Road and the FDOT right-of-way to avoid the I-10 interchange and continue the connectivity north into the Market District. Also recommended is a spur trail on the east side of Thomasville Road in this area. This spur trail would connect over to Goose Pond Trail.

Market District Connection- Ms. Widness discussed the evaluated alternatives for the Market Street Connection segment. Those alternatives included Live Oak Plantation Road, Metropolitan Boulevard, FDOT right-of-way, Timberlane School Road, Easements, Timberlane Road and Martin Hurst Road. Ms. Widness stated the preferred alternative was Live Oak Plantation to Timberlane School Road to Gilchrest Elementary, utilizing the Electric Easement to Timberlane Road to Martin Hurst Road to connect to the improvements being planned by the City and Blueprint that are further north. Ms. Widness provided the cost estimates for the preferred alternatives. She stated Segment 1 Thomasville Road East \$590,000-\$767,000; Segment 2 Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side) \$620,000-\$806,000; Segment 3 Thomasville Road West \$1,019,000-\$1,325,000; Market District Connection \$2,601,000-\$3,307,000 Total Cost for the construction of the project \$4,830,000-\$6,205,000 these cost does not include the design phase and are based on the Florida Department of Transportation Long Range Estimates with a cost per mile model. The cost become more refined during the design phase.

Ms. Widness discussed some design recommendations that were provided by the citizens during the public meetings were to use a meandering design to aid in slowing down cyclist in certain areas; crossing treatments and signage to be sure crossings are highly visible at all crossings including private drives; sight distance to address issues with drivers exiting their driveway or neighborhood exits and additional analysis is recommended to determine appropriate crossing treatments to benefit all user types; wide buffers would be used and ideally, 4ft buffer where feasible along the corridor; constrained areas would be any area were there was a right-of-way issue or trees in the a right-of-way and recommended there be innovative solutions to preserve the tress canopy and limit impacts; and user types.

Mr. Tommy Thompson, 989 Parkview Drive stated he was a life-long cyclist an active commuter. He noted he lives on a Multiuse Path near Lafayette Heritage Park. He stated he was excited about the proposed project. Mr. Thompson stated often he would have to be very creative when traveling by bicycle to the Market Street District. He stated normally, he would use the Goose Pond Trail to get to areas like McClay Gardens. He stated the users are normally the citizens who lie close by the trail and what was written in the Democrat and citizens are concerned about impacts to their community. He noted this breathes vitality into a local community.

Mr. Eric Drapper, 3627 Dexter Drive, stated he endorsed the proposed path as presented. He noted he was an avid cyclist and lives near McClay Gardens. He stated it was currently difficult to get from McClay to Midtown and Downtown. He noted that Thomasville Road became too dangerous to ride a bicycle. He was in support of the proposed path.

Ms. Falconer discussed her written comments submitted to the Committee on the Feasibility Report. She stated there was concerns there were not enough emphasis on the current deficiencies along the corridor and spoke specifically of the sidewalk on the west side of Thomasville Road. She noted the corridor was currently unsafe for motorists, pedestrians and cyclists. She noted there was no protected bike lane and that was dangerous. She made a note that Waverly Hills is a Neighborhood Association not a Homeowner's Association. Ms. Falconer noted the study was for approval by the committee and she supported. The design phase would happen next, if approved by the Board. She discussed the cost estimates for the segments. Mr. Slay stated cost estimates come from FDOT Long Range cost estimates and this was a general idea of the cost would be for segments. He noted the appropriate time to discuss cost, would be in the design phase. The range was provided to give an idea of the estimated cost range. She stated the path itself and the recommendation from the report she supported but noted Segment 1 she was still interested on the alternative option, the stormwater ditch, and would support that alternative. She stated that option may be preferred by the businesses in that area. She noted the sidewalk on the west side in Segment 3. She stated FDOT should seek to purchase additional right-of-way to significantly improve the sidewalk from the Waverly Hills Neighborhood entrance to Armistead Road instead of the improvements occurring in the current FDOT right-of-way. She felt it was very important to get a new sidewalk in that area. Mr. Slay noted FDOT would only purchase if it was a "friendly acquisition", meaning the owner wants to sell part of the property. He also noted FDOT was also not willing to impact trees to accommodate a wider sidewalk, normally. Mr. von Tol asked if there would be a signalized intersection in Segment 3 near Waverly Hills/Winthrop Way. Mr. Slay stated that was a possibility but would be something CRTPA could discuss with FDOT. Mr. Thompkins asked could repairs be completed in the area. Mr. Slay noted that would have pedestrians too close to the curb and could be dangerous, due to

the speed of traffic within the corridor. Mr. Slay noted motorized crash data was a part of the design phase and StarMetro reviewed plans as a part of the design phase. Ms. Falconer also stated the speed needed to be reduced along the corridor. Mr. Slay noted CRTPA could request FDOT research the speed along the corridor and evaluate if the speed should be reduced. Mr. Slay noted many of Ms. Falconer's comments would be addressed as a part of the design phase.

Mr. Hanson asked about results from the StoryMap and would it track the viewer's location. Ms. Widness stated the participants were tracked through computer access and citizens could also leave comments. Mr. Hanson asked about the Post Road cost estimate and would that alternative be less as opposed to the trail on Thomasville Road. Ms. Widness stated the cost estimate was not developed for that option, since that wasn't a preferred option, but the cost estimate could look into for each Segments. She noted that portion would be unique, due to it would be a trail on top of the drainage ditch and could require additional review but noted the cost would probably not decrease much since it was a short portion and then connects back to Thomasville Road. Mr. Hanson requested information on impact to trees. Ms. Widness stated the impacts were unknown but noted all efforts would be made to protect the tree canopy. She noted in Segment 2, there were large trees on the west side and there was no additional space to accommodate anything more than the current width of the sidewalk in that segment. Mr. Hanson asked if the segments would be completed from South to North or completed by phases as funding was available. Mr. Slay stated the project would be completed as one project. He noted CRTPA would work with FDOT to construct simultaneously but could happen over the course of two years. Coordination with Blueprint to complete the Market District along the same timeline as the other segments. Hans noted that Thomasville was not safe for cyclists and doesn't provided any other choice for the community to use anything other than a vehicle. He also noted e-bikes are becoming more popular and citizens are trying to produce less greenhouse gases by using alternative transportation.

Committee Action: Mr. van Tol made a motion to recommend approval of the Thomasville Multiuse Path. Mr. Beaty seconded the motion. The motion was unanimously passed.

## **6. INFORMATION**

### **A. Future Meeting Dates**

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

Hans van Tol discussed safety and noted there 70 fatalities in the region in 2021 and stated there were fewer pedestrian fatalities for 2021. Mr. van Tol also noted that the year 2021 had the most cyclists killed and expressed concerns the need to be address driver behavior, since the problem seems to be getting worse. Marcus discussed cyclist

safety events and education outside of design of projects. Mr. Slay discussed the community traffic safety teams (CTSTs) and noted there are more planned meetings when issues with COVID resolves. Ms. Lex stated the Leon County CTST holds bimonthly meetings discussing issues of safety in the Region. She stated the members for the CTST consist of local government's engineering, planning, a representative from the public, schools and staff are looking at ways to address safety. Mr. Burke stated that at the February meeting there would be an agenda item related to the annual adoption of the safety targets and the committee would have the ability to discuss these issues in depth with that item. Dr. Dunn's commented on a safety study and provided an article from Adventure Cyclists discussing the best cities for bicycle. He noted Tallahassee was behind many similar cities.

**8. ADJOURNMENT**

Adjourned at 12:55p.m.





February 1, 2022

## COMMITTEE AGENDA ITEM 5 A

### **CRTPA SAFETY MEASURES**

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

This item relates to the adoption of the 2022 CRTPA 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):

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.

Additionally, the item seeks support of 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.

#### **RECOMMENDED ACTION**

- Option 1: Recommend the CRTPA adopt the recommended 2022 CRTPA Safety Targets and a CRTPA long term safety goal of zero fatalities and serious injuries for the CRTPA region.

## **BACKGROUND**

Pursuant to federal requirements, the CRTPA is required to 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 such data, the CRTPA (like other metropolitan planning organizations in 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.

## **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 implemented and/or planned projects seeking to improve the safety for pedestrians and bicyclists throughout the CRTPA region.

- US 27 (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 high crash corridors for bicycles and pedestrians. Corridor safety improvements will be identified for inclusion in an implementation plan. **STATUS:** Study anticipated to be complete in June 2022.
- Thomasville Road (Calhoun Street, 3<sup>rd</sup> Avenue, Beard Street and 7<sup>th</sup> Avenue) (Leon County): In 2021, 3 RRFB (Rectangular Rapid Flashing Beacons) were installed on Thomasville Road in the Midtown area. Additionally, a missing crosswalk on the northern end of the crossing at Seventh Avenue/Thomasville Road was added. Together, these improvements enhance pedestrian safety along the corridor. **STATUS:** Future corridor improvements planned to enhance multimodal safety and visibility (see Midtown Area Transportation Plan, below)



- Pensacola Street (SR 399) Safety Improvements (Appleyard Drive to Stadium Drive) WPI# 4395793 (Leon County): As detailed to the Board at its [October 2021 Retreat](#), 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. **STATUS:** Design/FY 23; Construction/FY 26



PHOTO: Pensacola Street Corridor

- US 98 (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

- 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. Specific examples include:

- US 90 (Jackson County Line to Bates Street) WPI# 4134253 (Gadsden County) – resurfacing to incorporate recommendations from adopted Chattahoochee Streetscape Plan to enhance pedestrian environment in downtown Chattahoochee. **STATUS:** Design/FY 22; Construction/FY 24



- US 19 (US 90 to Georgia State Line) WPI# 4377571 (Jefferson County) – resurfacing to incorporate comments provided to FDOT from City of Monticello which include the addition of pedestrian bulb-outs. **STATUS:** Design/FY 22; Construction/FY 24
- US 90/W Tennessee Street (Aenon Church Road to Ocala Road) WPI# 4269373 (Leon County) – resurfacing to incorporate significant corridor sidewalk gaps identified in CRTPA comments to FDOT. **STATUS:** Design/FY 22; Construction/FY 24

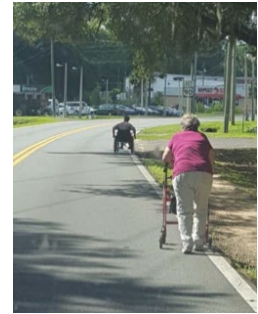
- Feasibility Studies – The CRTPA’s feasibility studies can provide a first step in pursuing corridor wide improvements including those which improve the environment for pedestrians and bicyclists. Specific examples include:
  - Midtown Area Transportation Plan (Leon County) – Adopted by CRTPA in 2020, 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) will incorporate some of the Plan’s recommendations for Thomasville Road from Monroe Street to Seventh Avenue (FDOT/Blueprint IA coordination).
  - Iron Bridge Feasibility Study (Gadsden County) – Proposed CRTPA feasibility study to evaluate construction of a multi-use trail on Iron Bridge Road from Orchard Pond Rd. to

US 27 in Havana that enhances connectivity to the CRTPA's existing and planned regional trails. **STATUS:** Study scheduled to be initiated in 2022.

- CRTPA Transportation Alternatives Program – This competitive federally funded program, coordinated at the local level by the CRTPA, provides funds to projects that support alternative (non-motorized) projects within the CRTPA region. Recent project examples include:

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

PHOTO RIGHT: Blountstown Street (before sidewalk construction)



- 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/FYs24 & 25.
- Community Traffic Safety Team (CTST) – 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.
- 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 (ranked 23) for the current fiscal year (July 1, 2021 – June 30, 2022).
  - Leon County High Visibility Enforcement Initiative – Current contact between State of Florida and City of Tallahassee for the Tallahassee Police Department to conduct focused efforts along identified high crash location corridors. **STATUS:** Enforcement efforts to continue to May 2022.

- 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).

Included within the CRTPA's FY 22 – FY 26 Transportation Improvement Program are a number of safety improvements including the following traffic signals, lighting and ADA upgrades, signage and pavement markings, and safety projects:

FM# 4456631	SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN	GADSDEN	SIGNING/PAVEMENT MARKINGS
FM# 4367411	GADSDEN COUNTY TSMCA	GADSDEN	TRAFFIC SIGNALS
FM# 4456571	SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE	JEFFERSON	SAFETY PROJECT
FM# 4367451	JEFFERSON COUNTY TSMCA	JEFFERSON	TRAFFIC SIGNALS
FM# 4440301	CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN	LEON	SIGNING/PAVEMENT MARKINGS
FM# 4440381	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LEON	LIGHTING
FM# 4456051	SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST	LEON	SAFETY PROJECT
FM# 4367461	LEON COUNTY TSMCA	LEON	TRAFFIC SIGNALS
FM# 2197852	LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS	LEON	ITS COMMUNICATION SYSTEM
FM# 4456061	SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD	WAKULLA	SAFETY PROJECT
FM# 4367511	WAKULLA COUNTY TSMCA	WAKULLA	TRAFFIC SIGNALS
FM# 414716 1	TALLAHASSEE ITS REGIONAL TRANS MGT CNTR BLDG & ASSOCIATED SYSTEM	CRTPA	TRAFFIC MANAGEMENT CENTERS

Finally, additional safety efforts of the CRTPA and its partners include:

- CRTPA/FDOT annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- 2022 initiation of an update to the CRTPA Congestion Management Process Report containing a strong safety component;
- Bi-monthly 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 (TSM) 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 improvement 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/>.
- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams;
- Continued focus on bicycle and pedestrian safety through funding and implementation of regional trail projects and participation in regional bike month events;
- CRTPA 2021 initiation of safety data refinement utilizing Signal Four Analytics related to bicycle and pedestrian fatalities and serious injuries and [presentation](#) to CRTPA board and committees.

## **CRTPA TARGETS HISTORY**

Since first adopted on January 16, 2018, the CRTPA's has annually 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.

Such targets have been 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 have been what the CRTPA has adopted as its targets each year. This methodology remained the same as was first used in 2018 up until 2021.

On February 16, 2021, during a discussion related to the CRTPA's annual adoption of its safety targets for 2021, the Board decided to adopt 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. As a result, the methodology that had been used since 2018 in which the agency adopted the most recent five-year FDOT data averages was *changed*.

The discussion at the meeting reflected a desire by the Board that the current methodology used be reassessed. This discussion was consistent with discussion over the last several years related to the annual adoption of safety targets in which the Board has expressed a desire to set such targets in a manner that is more proactive in terms of explicitly reflecting a desired reduction in serious injuries and deaths rather than using the most recent five-year averages as the agency's targets.

## **RECOMMENDATION**

After analyzing the CRTPA's historic methodology as well as that of other Florida MPO's related to safety target setting, staff is recommending a hybrid approach for the CRTPA region that both supports the FDOT's long term goal of Vision Zero and also seeks to reach such goal through utilization of the latest data provided by the FDOT in a manner that reflects current trends related to crash data.

Specifically, staff is recommending using last year's adopted 2021 CRTPA measures with the addition of **reduction factor**. Specifically, a reduction factor of five (5) percent annually is recommended.

Staff believes the proposed methodology provides a realistic direction towards adopting safety targets that are tied to data versus the agency adopting a target of zero for all five measures. Additionally, the use of a reduction of factor is consistent with several other Florida MPOs development of safety targets. The proposed methodology also addresses the Board's desire to move beyond just adopting the 5-year rolling averages as has previously been the agency's practice up to 2021.

Furthermore, as discussed, staff is recommending that the change in target setting methodology be coupled 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.

## 2022 Proposed Safety Targets

For 2022, measures utilizing the proposed methodology have been developed. Information related to the most recently available FOT five-year averages (2016 – 2020) is provided as **Attachment 1**.

The targets proposed for adoption are as follows:

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

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

As discussed above, the CRTPA has developed its safety targets using the most recently available FDOT data reflecting five-year averages as a basis for each of the safety performance 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 towards its meeting its adopted safety targets since the agency has started adopting such measures in 2018 including that for the most recent data available (2016 – 2020). The actual data reported for each year is provided alongside the adopted targets.

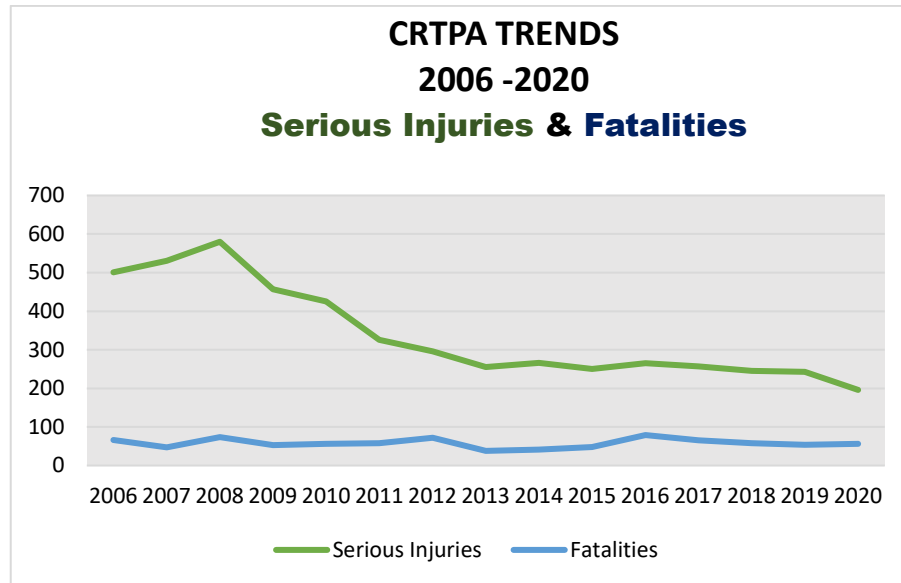
Most recent data identify that for 2020, the CRTPA has met four (4) of its five (5) adopted 2020 measures. For 2020, the CRTPA's reported rate of fatalities (1.339 per 100 million vehicle miles traveled) was slightly higher than the adopted target (1.273).

\*In terms of assessing progress towards achievement of the adopted measures, such data is typically available two year's out from the year of target adoption.

## 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 2020. The following provides such an analysis for Serious Injuries, Fatalities, and Bicycle/Pedestrian Combined Serious Injuries & Fatalities.

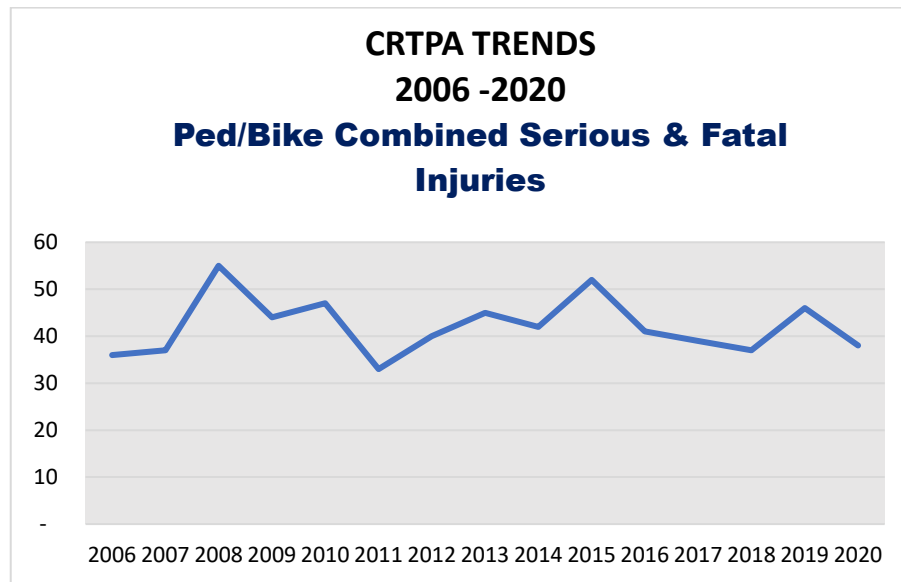
### Serious Injuries & Fatalities



As seen in the above chart, **serious injuries** in the CRTPA have been decreasing from a high of 580 in 2008 to a low of 196 in 2020 (the most recent reported data). With regards to **fatalities**, the numbers have remained relatively consistent from 2006 to 2020.



Bicycle/Pedestrian Combined Serious Injuries & Fatalities

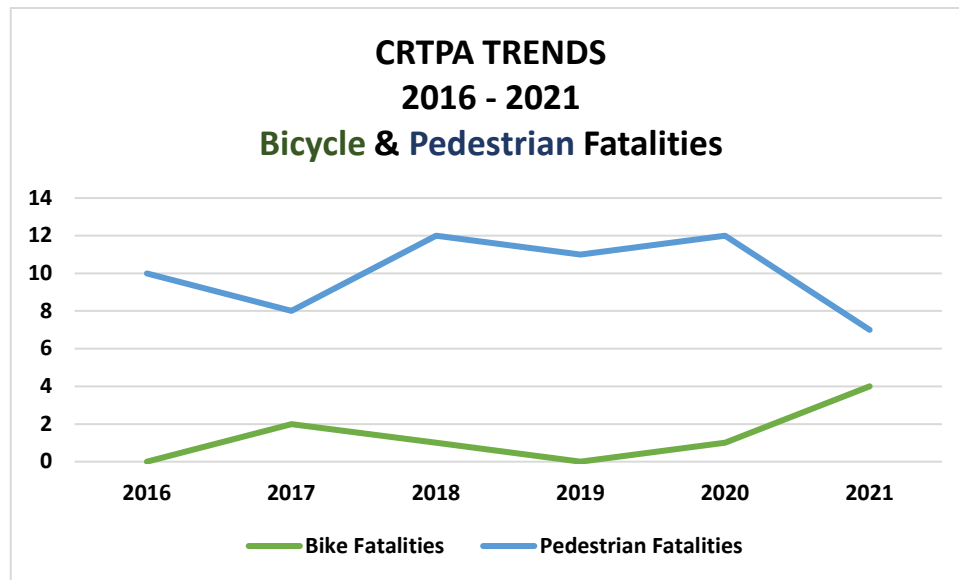


The above chart reflects that from 2006 to 2020 **pedestrian and bicycle combined serious & fatal injuries** reached a high of 55 in 2008. The most recent two (2) years of reported FDOT data reflect a decrease in 2020 to 38 versus the 2019 amount of 46.

### Bicycle & Pedestrian Fatalities 2016 - 2021

As identified above, 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.

Last year an in-depth analysis was provided by CRTPA staff to the Board ([June 2021](#)) that included a breakout of fatalities and serious injuries for bicycles and pedestrian data. Staff has updated this data to 2021 through use of Signal Four Analytics data.

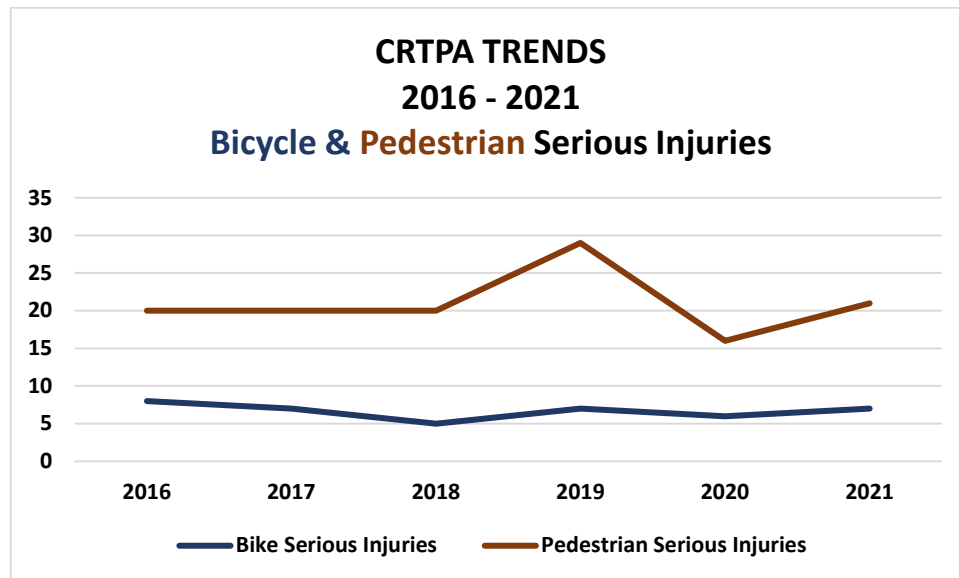


As identified in the above chart, bicycle fatalities in 2021 (4) increased from the previous year 2020 (1). For 2021, 2 of such fatalities occurred in Wakulla County and 2 fatalities occurred in Leon County.

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

Bicycle & Pedestrian Serious Injuries 2016 - 2021

Similar to above, staff has updated bicycle & pedestrian serious injury data to 2021 using the Signal 4 Analytics database.



As detailed above, for 2021, pedestrian serious injuries in 2021 increased (21) from the previous year 2020 (16). Bicycle serious injuries increased slightly in 2021 (7) from 2020 (6).

**ATTACHMENT**

Attachment 1: FDOT 5 Year Average Safety Data

Attachment 2: Summary of Historical CRTPA Safety Measures

FDOT DATA

	Average Annual Fatalities <sup>1</sup>												Average Annual Serious Injuries <sup>2</sup>												Average Annual Fatality Rates <sup>3</sup>																							
	2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20		
	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ						
	59.2	53.0	-10.0%	51.4	3.0%	55.6	8.2%	54.2	-2.5%	58.2	7.4%	60.8	4.5%	62.4	2.6%	496.8	313.6	-37.1%	278.4	-11.2%	266.2	-4.4%	258.4	-2.9%	256.4	-0.8%	251.8	-1.8%	241.2	-5.9%	1,321	1,249	-5.6%	1,208	-3.3%	1,279	5.9%	1,216	-4.9%	1,286	5.8%	1,329	3.3%	1.38	7.3%			
Capital Region TPA	Average Annual Serious Injury Rates <sup>4</sup>												Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries <sup>5</sup>																																			
	2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20		
	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ						
	11,123	7,380	-33.8%	6,535	-11.2%	6,147	-5.9%	5,942	-5.0%	5,602	-2.6%	5,508	-3.2%	5,323	-5.3%	43.8	41.4	-5.5%	42.4	-2.4%	44.0	3.8%	43.8	-0.5%	42.2	-3.7%	43.0	1.9%	40.2	-4.7%																		

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

## ATTACHMENT 2

### CRTPA ADOPTED SAFETY PERFORMANCE TARGETS (2018 to 2022\*)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018 <sup>1</sup>	Reported 2018 <sup>2</sup>	Adopted Target 2019 <sup>1</sup>	Reported 2019 <sup>2</sup>	Adopted Target 2020 <sup>1</sup>	Reported 2020 <sup>2</sup>	Adopted Target 2021	PROPOSED Target 2022
Number of fatalities	56	58	54	54	58	56	58	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.209
Number of serious injuries	266	245	258	243	256	196	252	239
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	5.237
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38	42.2	40

<sup>1</sup> - based on reported 5 year data average (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)

<sup>2</sup> - based on reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)



February 1, 2022

## COMMITTEE AGENDA ITEM 6A

### FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
February 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
March 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
April 5	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
May 3	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
June 7	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
September 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
October 4	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
November 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall
December 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 <sup>nd</sup> Floor, City Hall