

Safe Streets and Roads for All SAFETY ACTION PLAN

Capital Region Transportation Planning Agency



Tallahassee, Florida
June 2023



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Message from
CRTPA Chair
Rick Minor

As a long-serving member of the Capital Region Transportation Planning Agency board, I am keenly aware of the transportation safety concerns related to serious traffic injuries and fatalities within the Capital Region. Over the years, we've seen countless, seemingly senseless incidents resulting in death or serious injury, all of which are felt throughout the entire community.

The CRTPA acknowledges that severe and fatal traffic crashes are preventable and recognizes our responsibility in coordinating a plan to combat them moving forward. The Safe Streets for All (SS4A) Safety Action Plan signifies an important first step for putting an end to these avoidable deaths and injuries. As a data-driven, comprehensive, and actionable approach, the Safety Action Plan is aimed at improving safety throughout the entire transportation network and ultimately achieving our long-term safety goal of zero fatalities and serious injuries by the year 2040.

The provision of safe travel is not exclusive to a specific set of individuals or groups. Everyone is deserving of the right to arrive to their destinations alive and unharmed, regardless of where they live, their age, or preferred mode of transportation. The Capital Region cannot achieve our goal without the support and participation from local partner agencies and the communities. As members of the community, we can all make a significant impact on improving the safety of our roadways every single day.

The Safety Action Plan is a step in the right direction and will help our communities consider a broader approach to safety on our transportation networks. Though our work doesn't end here, I am fully confident that the SS4A Safety Action Plan will support the Capital Region in greatly reducing the occurrences of serious injuries and deaths on our transportation network and lay the foundations for zero roadway fatalities and serious injuries.

Sincerely,

Rick Minor

Chair, Capital Region Transportation Planning Agency

CRTPA RESOLUTION 2023-02-6A

**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.

Attest:


Greg Slay, Executive Director

Capital Region Transportation Planning Agency

By: 
Rick Minor, Chair



ACKNOWLEDGEMENTS

A special thank you to all of our partners who contributed to this Safety Action Plan:

Capital Region Transportation Planning Agency

Community Traffic Safety Teams (CTST)

Gadsden County CTST

Jefferson County CTST

Leon County CTST

Wakulla County CTST

Universities

Florida State University

Florida A&M University

City of Tallahassee

Public Infrastructure Engineering

Leon County

Public Works

Blueprint Intergovernmental Agency

Florida Department of Transportation

Central Office

District 3

Consultant Partners

Kimley»»Horn

Expect More. Experience Better.



CHAPTER 1: INTRODUCTION

Between 2017 and 2021, **279 people were killed in traffic crashes in the Capital Region**, which is made up of Gadsden, Leon, Jefferson, and Wakulla counties in the Big Bend region of northwest Florida. During this same five-year timeframe, 969 people were seriously injured in crashes on our transportation network. These figures represent an average of 55 deaths and 194 serious injuries on the Capital Region's transportation network each year. Notably, pedestrian crashes accounted for 11 percent of crashes involving a fatality or serious injury during this time.

The Capital Region Transportation Agency (CRTPA) serves as the region's metropolitan planning organization (MPO), which includes Gadsden, Jefferson, Leon and Wakulla counties in a relatively rural area of northwest Florida known as the Big Bend.

***Something needs
to change.***

While traffic crashes may seem to be an unavoidable fact of life, they represent preventable tragedies that can be reduced or eliminated through innovative design, strategic policies, and committed local leadership. The transportation network in the Capital Region should be safe and effective for all users, and the CRTPA has adopted a long-term safety goal of zero roadway fatalities and serious injuries by the year 2040 to achieve this. Through the Safe Streets and Roads for All (SS4A) program, based on the Safe System Approach, the CRTPA is taking a step toward a safer Capital Region.

The CRTPA Safety Action Plan

The CRTPA pursued this Safety Action Plan following the announcement of the SS4A program through the United States Department of Transportation (USDOT). Roadway safety, specifically bicycle and pedestrian concerns, has been a focus of the CRTPA's work in recent years as well as the focus of other agencies and organizations throughout the region. High profile fatalities involving unsafe driving habits and multimodal users have captivated local communities with public comment on unrelated projects often veering heavily toward safety concerns. This program could not have come at a better time for the Capital Region.

385,776

Population of the Capital Region
(US Census Bureau, 2021)

This Action Plan was developed using the SS4A program requirements with a local flavor to ensure that the unique needs of each community are met and align with ongoing initiatives. This is intended to be a living document that strategically outlines projects and priorities for implementation throughout the region. Through the projects and strategies identified in this plan, the CRTPA and its partners are dedicated to a new approach to roadway safety that seeks to prevent these deadly crashes.

What is the Safe System Approach?

The Safe System Approach is a framework for addressing road safety that recognizes that humans **make mistakes**, and that the transportation system should be designed to **reduce the severity of crashes and their consequences**. This approach involves five key principles, three of which will be focused on in this plan:



Safe People

Prioritize the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Speeds

Promote safer speeds on roadways through appropriate design, signage, outreach campaigns, and enforcement.



Safe Roads

Design, construct, or retrofit roadways to promote safer travel, mitigate human error, and limit the severity of injuries.

(USDOT, 2023)





HOW TO USE THIS PLAN

As noted, this Plan is heavily influenced by the SS4A program. The plan is structured similarly to the Self-Certification Worksheet (**Table 1**) outlined in the Notice of Funding Opportunity, which is the formal document that describes the program and eligible applicants. This worksheet is recreated in **Table 1** below. Each element of this worksheet has been assigned an icon, which will appear throughout the document where that question is addressed. For example, Question 1 was addressed on Page 3 of this document, and there is a symbol denoting that on that specific page. The table below also identifies the chapter where that element can be found, and any additional information. Following this worksheet closely ensures that all requirements of the SS4A Program are met and that partner agencies may apply for future funding to implement the safety projects contained within this plan.

Self-Certification Worksheet Key

Questions **3**, **7**, and **9** are REQUIRED. They are shown in **Blue**.

Four out of six of the remaining questions must be answered "Yes." They are shown in **Green**. This includes questions: **1**, **2**, **4**, **5**, **6**, **8**

TABLE 1. SAFE STREETS AND ROADS FOR ALL (SS4A) SELF-CERTIFICATION WORKSHEET

| Identifying Icon | Question | Content Location (Chapter, Page) |
|------------------|--|---|
| 1 | <p>Are both of the following true?</p> <ul style="list-style-type: none"> ◆ Did a high-ranking official and/or governing body in the jurisdiction? If yes, provide documentation: publicly commit to an eventual goal of zero roadway fatalities and serious injuries? ◆ Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? | <p>Yes; Page 3</p> |
| 2 | <p>To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?</p> | <p>Yes; Chapter 4</p> |
| 3 | <p>Does the Action Plan include all of the following?</p> <p>Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;</p> <ul style="list-style-type: none"> ◆ Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; ◆ Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and, ◆ A geospatial identification (geographic or locational data using maps) of higher risk locations. | <p>Yes; Chapter 2</p> |
| 4 | <p>Did the Action Plan development include all of the following activities?</p> <ul style="list-style-type: none"> ◆ Engagement with the public and relevant stakeholders, including the private sector and community groups; ◆ Incorporation of information received from the engagement and collaboration into the plan; and ◆ Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate. | <p>Yes; Chapter 4</p> |
| 5 | <p>Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> ◆ Considerations of equity using inclusive and representative processes; ◆ The identification of underserved communities through data; and ◆ Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics. | <p>Yes; Chapter 3</p> <p>Equity is also woven throughout engagement in Chapter 5, and the Project Prioritization Process outlined in Chapter 6.</p> |



TABLE 1. SAFE STREETS AND ROADS FOR ALL (SS4A) SELF-CERTIFICATION WORKSHEET cont.

| Identifying Icon | Question | Content Location (Chapter, Page) |
|------------------|--|--|
| 6 | <p>Are both of the following true?</p> <ul style="list-style-type: none"> ◆ The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and ◆ The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards. | <p>Yes; Chapter 5 and Chapter 6</p> |
| 7 | <p>Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?</p> | <p>Yes; Chapter 5</p> |
| 8 | <p>Does the plan include all of the following?</p> <ul style="list-style-type: none"> ◆ A description of how progress will be measured over time that includes, at a minimum, outcome data. ◆ The plan is posted publicly online. | <p>Yes; Chapter 6</p> |
| 9 | <p>Was the plan finalized/last updated between 2018 and June 2023?</p> | <p>Yes; this plan was adopted by the CRTPA board on June 19th, 2023.</p> |

