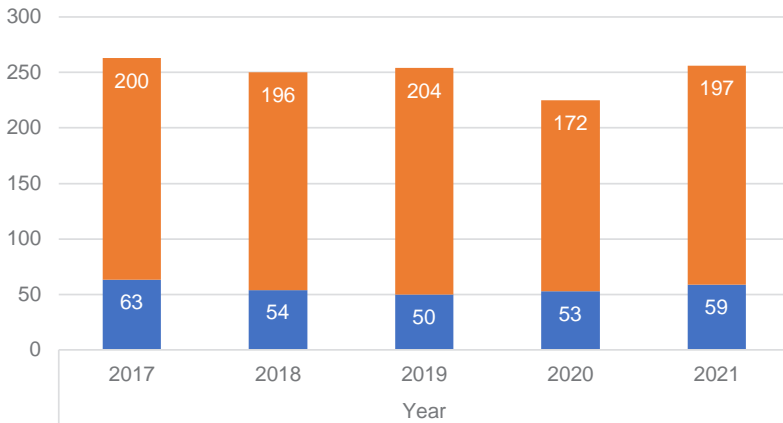


CHAPTER 2: SAFETY ANALYSIS

This safety analysis is informed by a historical crash analysis within the four CRTPA counties. Historical crash data from January 1, 2017 through December 31, 2021 was reviewed to evaluate patterns and trends within the crash data in terms of crash types, crash locations, contributing circumstances, and temporal trends. This analysis is focused on the 1,248 crashes reported during the five-year analysis period that resulted in fatalities and serious injuries.

GRAPH 1: CRASH SEVERITY BY YEAR, 2017 – 2021



Historical Crash Analysis

Within the CRTPA region, there were **279 fatal crashes and 969 serious injury crashes** reported during the five-year analysis period. **Graph 1** illustrates the fatal and serious injury crashes reported by year within the four-county region. Variation occurred year-to-year, but the number of fatal and serious injury crashes within the region remained relatively steady, aside from a small dip in 2020, likely related to reduced road users during the height of the COVID-19 pandemic.

TABLE 2: CRASH TYPE BY YEAR, 2017 – 2021

Crash Type	Year					Total
	2017	2018	2019	2020	2021	
Off Road	79	73	58	75	90	375
Rear End	32	38	30	22	24	146
Pedestrian	17	29	39	28	29	142
Left Turn	27	25	28	27	31	138
Other	39	30	23	18	25	135
Angle	20	15	28	15	14	92
Rollover	13	10	18	14	13	68
Head On	13	9	12	10	10	54
Sideswipe	10	12	5	8	4	39
Bicycle	5	3	4	5	7	24
Unknown	4	5	6	1	4	20
Animal	3	1	1	1	2	8
Right Turn	1	0	2	1	3	7
Total	263	250	254	225	256	1,248

Crash Types

The most common crash type among the fatal and serious injury crashes reported in the five-year analysis period was **off road crashes, which accounted for approximately 30 percent (30%) of all fatal and serious injury crashes in the CRTPA region.** Rear end crashes (12%), pedestrian crashes (11%), and left turn crashes (11%) were the next most common crash types reported. **Table 2** summarizes the fatal and serious injury crashes reported during the five-year analysis period by crash type.



Environmental Circumstances

The environmental circumstances contributing to crashes can be helpful in determining potential areas for improvement within the roadway network to better accommodate the traveling public. Environmental circumstances such as lighting, weather, and surface conditions were evaluated for the 1,248 crashes reported in the CRTPA region. **Table 3** summarizes the contributing circumstances as reported during the five-year analysis period.

Approximately 45 percent (45%) of fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period occurred under dark conditions (including dawn and dusk). **Approximately 23 percent (23%) were coded as ‘dark (not lighted)’** indicating that there was no street or intersection lighting present at the location of the crash.

Approximately 16 percent (16%) of fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period occurred with wet surface conditions, and approximately 10 percent (10%) occurred during rainy weather conditions.

TABLE 3: CRASHES BY CONTRIBUTING CIRCUMSTANCES, 2017 – 2021

Light Conditions	Year					Total
	2017	2018	2019	2020	2021	
Daylight	134	156	144	120	135	689
Dawn	10	6	5	6	6	33
Dusk	9	9	8	8	6	40
Dark - Lighted	40	30	45	39	46	200
Dark - Not Lighted	68	48	52	51	63	282
Other	2	1	0	1	0	4
<i>Total</i>	263	250	254	225	256	1,248

Surface Conditions	Year					Total
	2017	2018	2019	2020	2021	
Dry	222	197	215	186	209	1,029
Wet	39	46	36	37	43	201
Other	2	7	3	2	4	18
<i>Total</i>	263	250	254	225	256	1,248

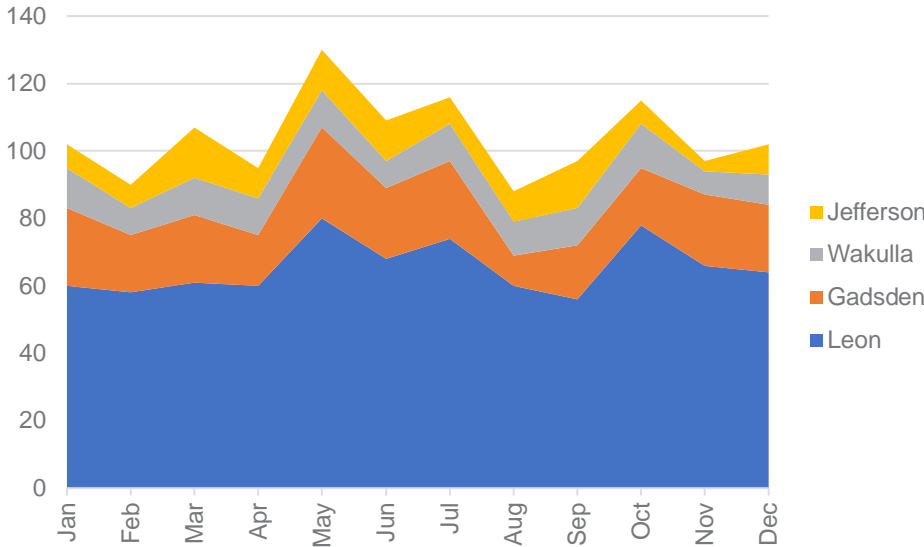
Weather Conditions	Year					Total
	2017	2018	2019	2020	2021	
Clear	179	163	184	159	195	880
Cloudy	59	51	43	38	31	222
Rain	22	32	21	22	25	122
Other	3	4	6	6	5	24
<i>Total</i>	263	250	254	225	256	1,248

Temporal Patterns

The 1,248 fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period were evaluated over temporal conditions as well.

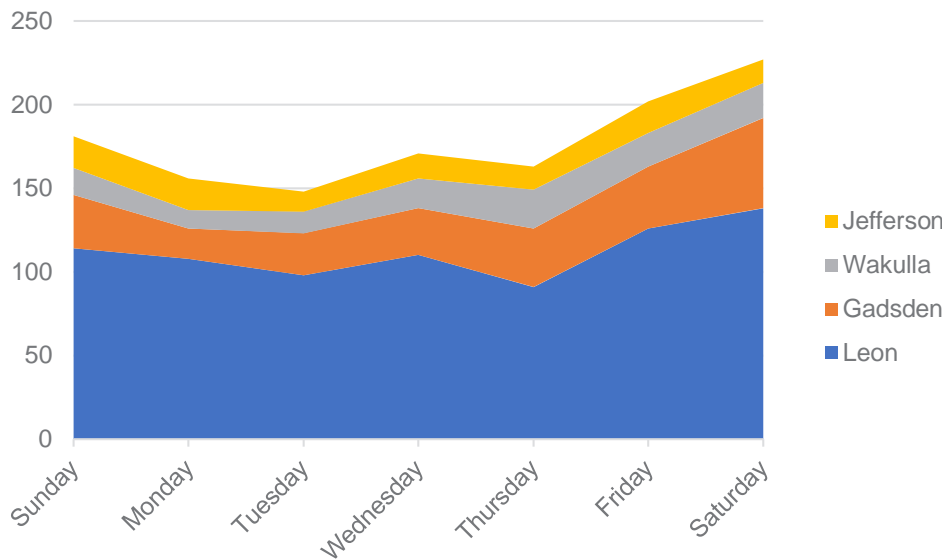


GRAPH 2: CRASHES BY MONTH, 2017 – 2021



Graph 2 illustrates the monthly trends in crashes reported in Leon, Gadsden, Wakulla, and Jefferson counties. The late spring and early summer, May in particular, were the most common times of year for crashes. May was the month with the highest number of crashes for Leon County and Gadsden County, while Wakulla County had slightly more crashes in October and Jefferson County experienced its highest crash total in March. The fewest crashes were reported during August and February.

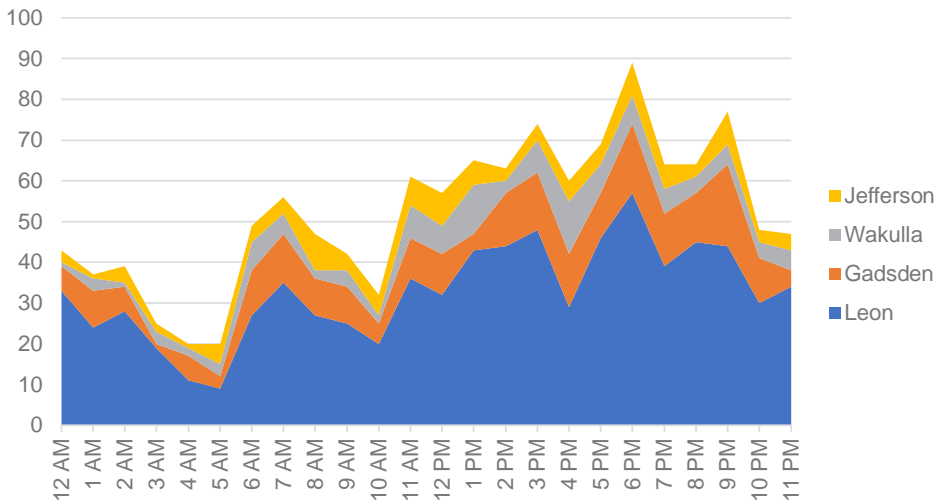
GRAPH 3: CRASHES BY WEEKDAY, 2017 – 2021



Graph 3 illustrates the weekly trends in crashes reported in Leon, Gadsden, Wakulla, and Jefferson counties. Fatal and serious injury crashes occurred more frequently on weekends within the CRTPA region than on weekdays. **Approximately 49 percent (49%) of all crashes reported in the five-year analysis period occurred on a Friday, Saturday, or Sunday.** That pattern was especially true in Gadsden County, where approximately 54 percent (54%) of crashes occurred on a Friday, Saturday, or Sunday.



GRAPH 4: CRASHES BY TIME OF DAY, 2017 – 2021



Graph 4 illustrates the time-of-day trends in crashes reported in Leon, Gadsden, Wakulla, and Jefferson counties. The occurrence of fatal and serious injury crashes in the dataset correlates with typical traffic patterns, indicating a small uptick during the typical morning peak traffic period, around 7:00 AM, and a more significant increase during the typical evening peak traffic period around 5:00 PM and 6:00 PM. Consistent with the previously noted finding that approximately 45 percent (45%) of fatal and serious injury crashes occurred under dark conditions,

approximately 17 percent (17%) of reported crashes occurred between 10:00 PM and 3:00 AM, of which approximately 36 percent (36%) involved alcohol.

Demographic Patterns

The 1,248 fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period were evaluated for patterns related to certain at-risk populations as well. Crashes involving aging drivers (age 65 or older), teenage drivers, and drivers under the influence of alcohol or drugs were evaluated. **Table 4** summarizes the involvement of these demographic characteristics in the crash data that was evaluated. Note that the crashes quantified in **Table 4** are not mutually exclusive; two or more of the demographic categories included in the table could be involved in any one crash.

Approximately 16 percent (16%) of fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period involved alcohol use by one or more of the individuals involved in the crash, and approximately 11 percent (11%) involved drug use.

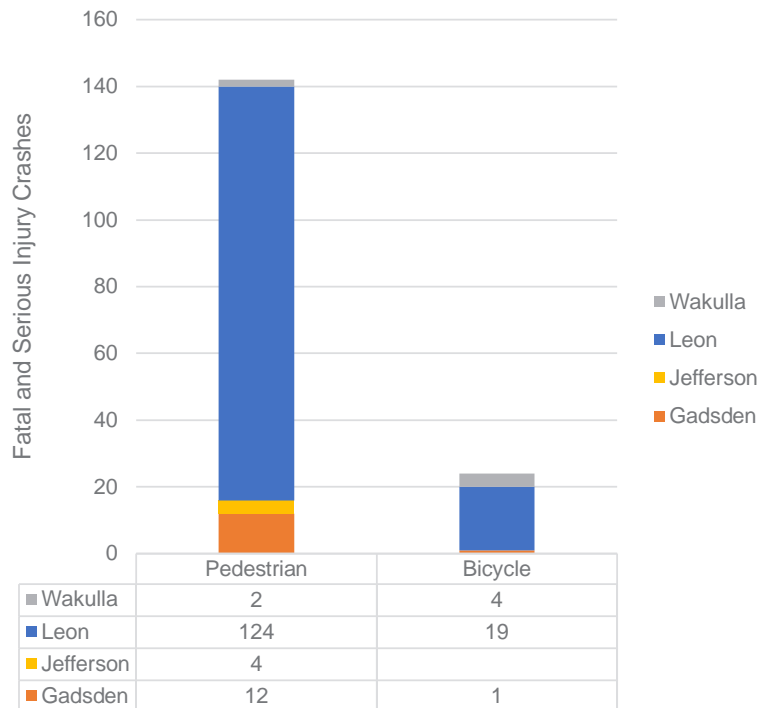
Aging drivers were involved in approximately 16 percent (16%) of the crashes reported during the five-year analysis period, and teenage drivers were involved in approximately 11 percent (11%).

TABLE 4: DEMOGRAPHIC CHARACTERISTICS IN FATAL AND SERIOUS INJURY CRASHES, 2017 – 2021

Demographic Information	Year					Total
	2017	2018	2019	2020	2021	
Aging Driver	38	52	48	27	31	196
Teenage Driver	29	21	33	25	34	142
Alcohol Involvement	46	30	44	37	42	199
Drug Involvement	29	15	27	27	35	133



GRAPH 5: FATAL AND SERIOUS INJURY PEDESTRIAN AND BICYCLE CRASHES, 2017 – 2021



Pedestrian and Bicycle Crash Summary

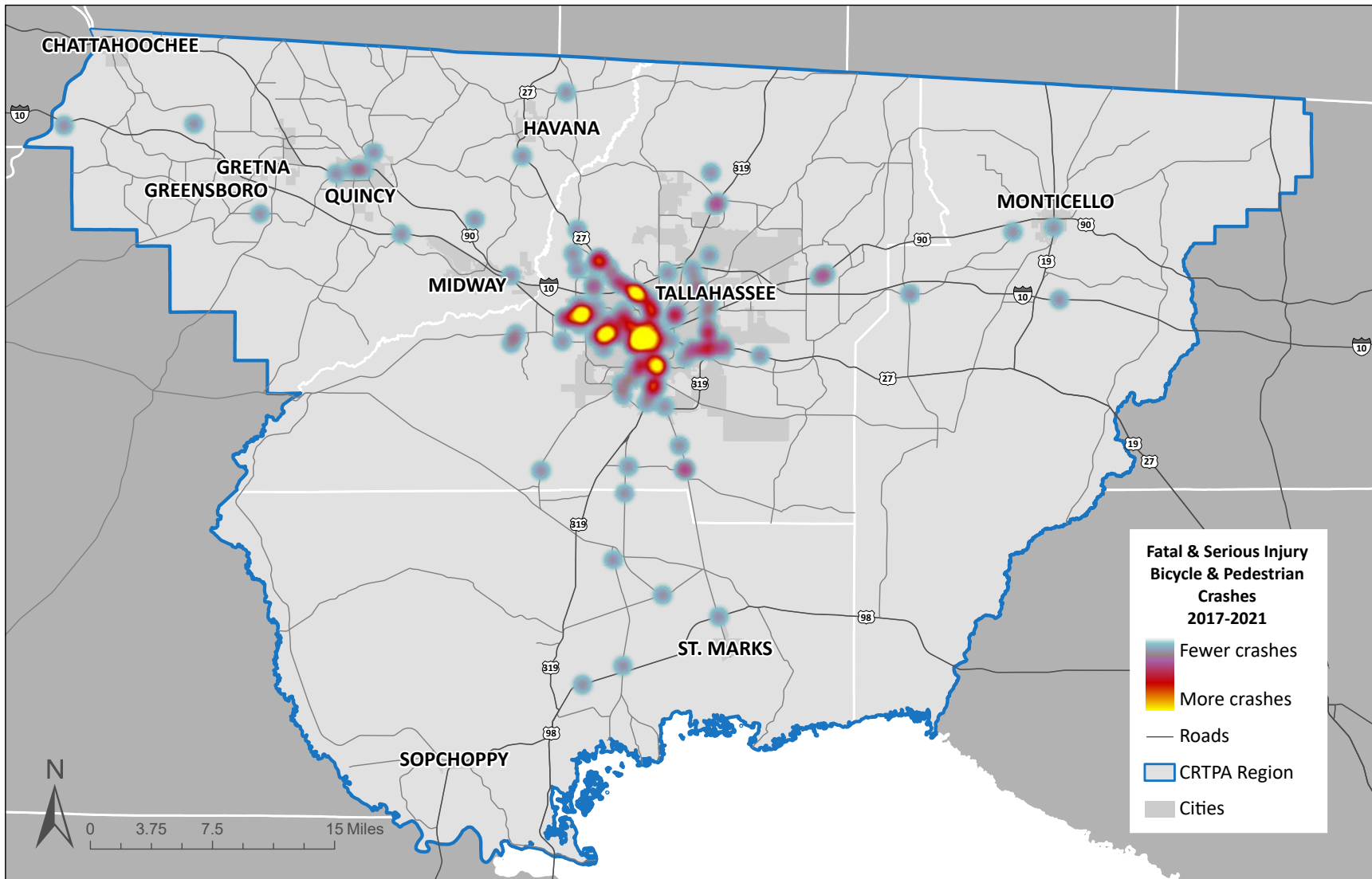
Among the 1,248 fatal and serious injury crashes, there were 142 pedestrian crashes and 24 bicycle crashes recorded within the CRTPA region during the five-year analysis period. Among these incidents, 50 of the pedestrian crashes resulted in a fatality and 92 resulted in serious injury; 5 of the bicycle crashes resulted in a fatality and 19 resulted in serious injury.

A majority of the pedestrian crashes, approximately 61 percent (61%), occurred under dark conditions, whereas only one-third (33%) of the bicycle crashes occurred under dark conditions. Just nine percent (9%) of pedestrian crashes occurred with wet surface conditions and just eight percent (8%) of bicycle crashes occurred with wet surface conditions. Very few of the pedestrian crashes and bicycle crashes within the region were attributed to the involvement of alcohol: three pedestrian crashes and one bicycle crash.

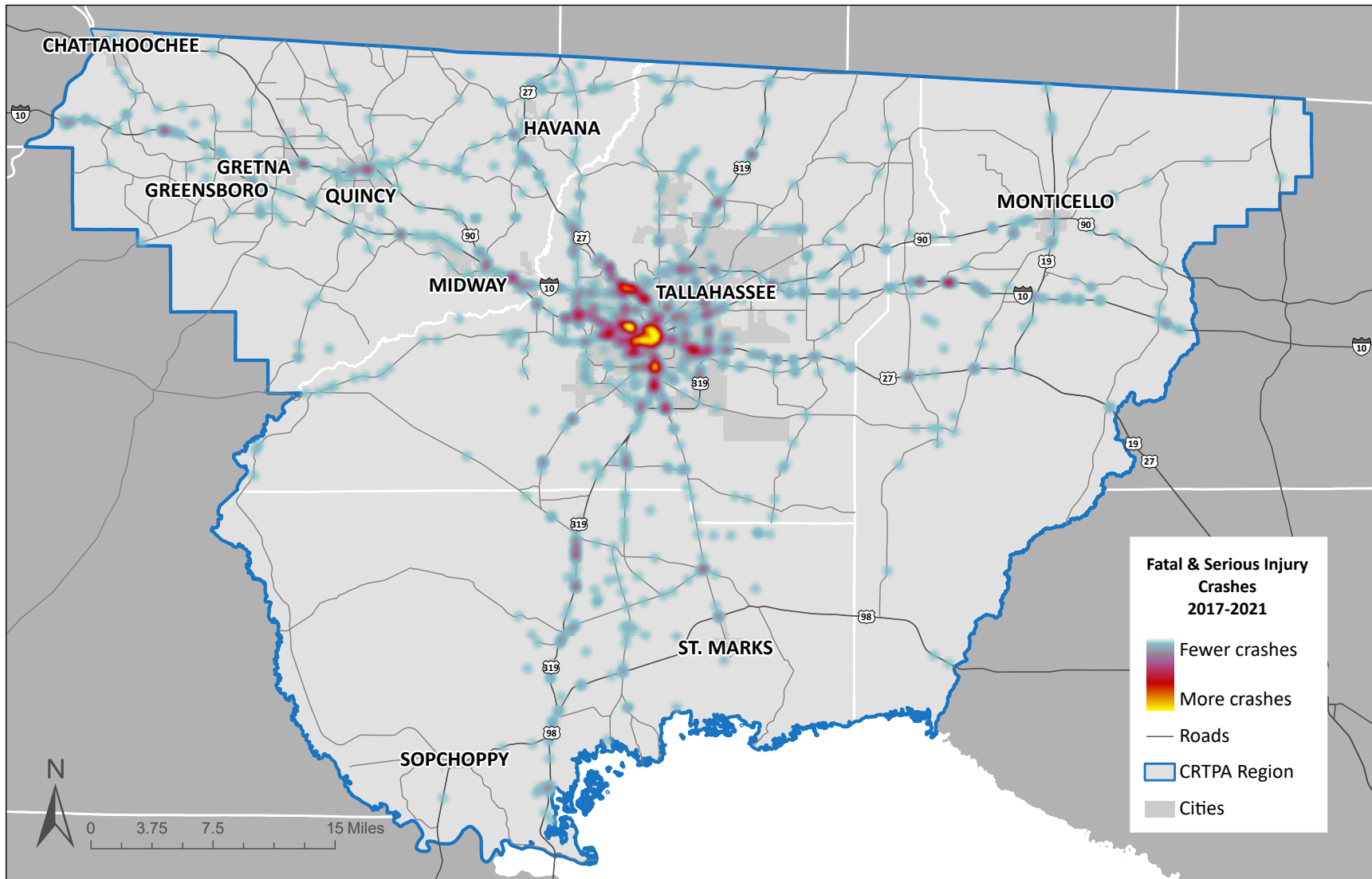
Most of the pedestrian and bicycle crashes occurred in Leon County, where multimodal facilities are more prevalent and vulnerable road users, such as pedestrians and bicyclists, are more likely to be utilizing the roadway network. **Graph 5** summarizes the pedestrian and bicyclist crashes recorded within the CRTPA region by County during the five-year analysis period. **Map 1** shows these crashes throughout the region.



MAP 1: BIKE AND PEDESTRIAN FATAL AND SERIOUS INJURY CRASHES



MAP 2: FATAL AND SERIOUS INJURY CRASHES, 2017-2021



County Crash Summaries

The historical crash data for each of the CRTPA's four counties was reviewed individually to identify crash trends and patterns specific to each county. **Map 2** shows a heat map for crashes throughout the Capital Region during the reporting period.

GADSDEN COUNTY

Of the 1,248 fatal and serious injury crashes reported within the CRTPA region, 229 were reported in Gadsden County. The most common crash type in Gadsden County was off road crashes, which accounted for approximately 35 percent (35%) of all fatal and serious injury crashes. Approximately 47 percent (47%) of fatal and serious injury crashes in Gadsden County occurred under dark conditions (including dawn and dusk), and only four percent (4%) were coded as 'dark – lighted,' which suggests that lighting was not present for most of the crashes that occurred under dark conditions. Approximately 20 percent (20%) of the Gadsden County crashes occurred with wet surface conditions and 21 percent (21%) involved alcohol use. Both of these figures are higher than the CRTPA region as whole, indicating that more crashes occur with wet surface conditions or involve alcohol use in Gadsden County. **Table 5** summarizes the crash data for Gadsden County during the five-year analysis period.

TABLE 5: GADSDEN COUNTY CRASH SUMMARY, 2017 – 2021

Crash Type	Year					Total	Light Conditions	Year					Total
	2017	2018	2019	2020	2021			2017	2018	2019	2020	2021	
Angle	0	1	2	2	3	8	Daylight	17	19	28	29	29	122
Animal	0	0	1	1	1	3	Dawn	2	1	2	1	0	6
Bicycle	0	0	0	0	1	1	Dusk	4	1	1	2	1	9
Head On	3	1	2	3	3	12	Dark - Lighted	3	0	3	2	1	9
Left Turn	3	4	5	7	6	25	Dark - Not Lighted	22	14	9	17	21	83
Off Road	23	14	9	20	15	81	<i>Total</i>	48	35	43	51	52	229
Pedestrian	2	2	3	1	4	12	Surface Conditions	Year					Total
Rear End	4	5	3	6	9	27	2017	2018	2019	2020	2021		
Right Turn	0	0	0	1	0	1	Dry	42	25	33	40	43	183
Rollover	5	3	9	4	3	24	Wet	6	10	10	11	9	46
Sideswipe	3	0	0	0	2	5	<i>Total</i>	48	35	43	51	52	229
Other	4	4	8	6	4	26	Weather Conditions	Year					Total
Unknown	1	1	1	0	1	4	2017	2018	2019	2020	2021		
<i>Total</i>	48	35	43	51	52	229	Clear	35	22	30	35	37	159
Alcohol Involvement	Year					Total	Cloudy	8	6	6	4	6	30
2017	2018	2019	2020	2021	2017		2018	2019	2020	2021			
Yes	14	8	8	9	9	48	Rain	5	6	6	9	7	33
No	34	27	35	42	43	181	Other	0	1	1	3	2	7
<i>Total</i>	48	35	43	51	52	229	<i>Total</i>	48	35	43	51	52	229



JEFFERSON COUNTY

Of the 1,248 fatal and serious injury crashes reported within the CRTPA region, 112 were reported in Jefferson County. The most common crash type in Jefferson County was off road crashes, which accounted for approximately 49 percent (49%) of all fatal and serious injury crashes. Approximately 39 percent (39%) of fatal and serious injury crashes in Jefferson County occurred under dark conditions (including dawn and dusk), and only two percent (2%) were coded as ‘dark – lighted,’ which suggests that lighting was not present for most of the crashes that occurred under dark conditions. Approximately 17 percent (17%) of the Jefferson County crashes occurred with wet surface conditions and 16 percent (16%) involved alcohol use, both figures similar to the CRTPA region as a whole. **Table 6** summarizes the crash data for Jefferson County during the five-year analysis period.

TABLE 6: JEFFERSON COUNTY CRASH SUMMARY, 2017 – 2021

Crash Type	Year					Total	Light Conditions	Year					Total
	2017	2018	2019	2020	2021			2017	2018	2019	2020	2021	
Angle	1	1	1	1	0	4	Daylight	16	16	8	12	16	68
Animal	1	1	0	0	1	3	Dawn	1	1	0	3	0	5
Bicycle	0	0	0	0	0	0	Dusk	1	1	1	0	0	3
Head On	2	1	2	1	1	7	Dark - Lighted	1	0	0	1	0	2
Left Turn	0	1	0	2	0	3	Dark - Not Lighted	8	10	5	3	8	34
Off Road	11	11	5	10	18	55	<i>Total</i>	27	28	14	19	24	112
Pedestrian	1	1	1	1	0	4	Surface Conditions	Year					Total
Rear End	3	1	1	0	1	6		2017	2018	2019	2020	2021	
Right Turn	0	0	0	0	0	0	Dry	23	20	12	15	21	91
Rollover	4	3	1	1	2	11	Wet	4	6	2	4	3	19
Sideswipe	1	3	0	1	0	5	Other	0	2	0	0	0	2
Other	3	5	3	2	1	14	<i>Total</i>	27	28	14	19	24	112
Unknown	0	0	0	0	0	0	Weather Conditions	Year					Total
<i>Total</i>	27	28	14	19	24	112		2017	2018	2019	2020	2021	
Alcohol Involvement	Year					Total	Clear	18	17	11	12	19	77
Yes	3	4	4	2	5		18	Cloudy	6	3	1	4	2
No	24	24	10	17	19	94	Rain	3	7	2	1	2	15
<i>Total</i>	27	28	14	19	24	112	Other	0	1	0	2	1	4
							<i>Total</i>	27	28	14	19	24	112



LEON COUNTY

Of the 1,248 fatal and serious injury crashes reported within the CRTPA region, 785 were reported in Leon County. The most common crash type in Leon County was off road crashes, which accounted for approximately 25 percent (25%) of all fatal and serious injury crashes; the second most common crash type was pedestrian crashes, which accounted for 16 percent (16%).

Approximately 46 percent (46%) of fatal and serious injury crashes in Leon County occurred under dark conditions (including dawn and dusk), but 23 percent (23%) were coded as ‘dark – lighted,’ which suggests that lighting was present for approximately half of the crashes that occurred under dark conditions. Approximately 16 percent (16%) of the Leon County crashes occurred with wet surface conditions and 13 percent (13%) involved alcohol use, both figures at or below the percentages identified for the CRTPA region as a whole. **Table 7** summarizes the crash data for Leon County during the five-year analysis period.

TABLE 7: LEON COUNTY CRASH SUMMARY, 2017 – 2021

Crash Type	Year					Total	Light Conditions	Year					Total
	2017	2018	2019	2020	2021			2017	2018	2019	2020	2021	
Angle	18	12	21	11	10	72	Daylight	91	104	90	65	73	423
Animal	1	0	0	0	0	1	Dawn	4	4	2	2	4	16
Bicycle	4	3	4	4	4	19	Dusk	4	5	6	5	4	24
Head On	6	7	8	4	5	30	Dark - Lighted	35	29	39	36	45	184
Left Turn	22	18	23	18	22	103	Dark - Not Lighted	32	18	27	28	29	134
Off Road	38	38	33	36	50	195	Other	2	1	0	1	0	4
Pedestrian	14	26	33	26	25	124	<i>Total</i>	<i>168</i>	<i>161</i>	<i>164</i>	<i>137</i>	<i>155</i>	<i>785</i>
Rear End	23	28	18	15	11	95	Surface Conditions	Year					Total
Right Turn	0	0	2	0	3	5		2017	2018	2019	2020	2021	
Rollover	2	1	5	6	5	19	Dry	140	130	143	113	125	651
Sideswipe	5	7	4	6	2	24	Wet	28	27	20	22	26	123
Other	32	17	9	10	15	83	Other	0	4	1	2	4	11
Unknown	3	4	4	1	3	15	<i>Total</i>	<i>168</i>	<i>161</i>	<i>164</i>	<i>137</i>	<i>155</i>	<i>785</i>
<i>Total</i>	<i>168</i>	<i>161</i>	<i>164</i>	<i>137</i>	<i>155</i>	<i>785</i>	Weather Conditions	Year					Total
Alcohol Involvement	2017	2018	2019	2020	2021	Total		2017	2018	2019	2020	2021	
Yes	23	8	26	21	26	104	Clear	111	110	123	96	121	561
No	145	153	138	116	129	681	Cloudy	40	33	28	28	18	147
<i>Total</i>	<i>168</i>	<i>161</i>	<i>164</i>	<i>137</i>	<i>155</i>	<i>785</i>	Rain	14	17	10	12	14	67
							Other	3	1	3	1	2	10
							<i>Total</i>	<i>168</i>	<i>161</i>	<i>164</i>	<i>137</i>	<i>155</i>	<i>785</i>



WAKULLA COUNTY

Of the 1,248 fatal and serious injury crashes reported within the CRTPA region, 122 were reported in Wakulla County. The most common crash type in Wakulla County was off road crashes, which accounted for approximately 36 percent (36%) of all fatal and serious injury crashes. Approximately 38 percent (38%) of fatal and serious injury crashes in Wakulla County occurred under dark conditions (including dawn and dusk), and only 4 percent (4%) were coded as ‘dark – lighted,’ which suggests that lighting was not present for most of the crashes that occurred under dark conditions. Approximately 11 percent (11%) of the Wakulla County crashes occurred with wet surface conditions, which is a lower percentage than the CRTPA region as a whole; approximately twenty-four percent (24%) involved alcohol use, which is a higher percentage than the CRTPA region as a whole. **Table 8** summarizes the crash data for Wakulla County during the five-year analysis period.

TABLE 8: WAKULLA COUNTY CRASH SUMMARY, 2017 – 2021

Crash Type	Year					Total	Light Conditions	Year					Total
	2017	2018	2019	2020	2021			2017	2018	2019	2020	2021	
Angle	1	1	4	1	1	8	Daylight	10	17	18	14	17	76
Animal	1	0	0	0	0	1	Dawn	3	0	1	0	2	6
Bicycle	1	0	0	1	2	4	Dusk	0	2	0	1	1	4
Head On	2	0	0	2	1	5	Dark - Lighted	1	1	3	0	0	5
Left Turn	2	2	0	0	3	7	Dark - Not Lighted	6	6	11	3	5	31
Off Road	7	10	11	9	7	44	<i>Total</i>	20	26	33	18	25	122
Pedestrian	0	0	2	0	0	2	Surface Conditions	Year					Total
Rear End	2	4	8	1	3	18		2017	2018	2019	2020	2021	
Right Turn	1	0	0	0	0	1	Dry	17	22	27	18	20	104
Rollover	2	3	3	3	3	14	Wet	1	3	4	0	5	13
Sideswipe	1	2	1	1	0	5	Other	2	1	2	0	0	5
Other	0	4	3	0	5	12	<i>Total</i>	20	26	33	18	25	122
Unknown	0	0	1	0	0	1	Weather Conditions	Year					Total
<i>Total</i>	20	26	33	18	25	122		2017	2018	2019	2020	2021	
Alcohol Involvement	Year					Total	Clear	15	14	20	16	18	83
	2017	2018	2019	2020	2021		Cloudy	5	9	8	2	5	29
Yes	6	10	6	5	2	29	Rain	0	2	3	0	2	7
No	14	16	27	13	23	93	Other	0	1	2	0	0	3
<i>Total</i>	20	26	33	18	25	122	<i>Total</i>	20	26	33	18	25	122



High-Injury Network

The High-Injury Network (HIN) within the CRTPA region was determined in conjunction with efforts to update the latest Congestion Management Plan (CMP). The HIN analysis aimed to identify locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed for the CMP, one focused on vulnerable road users (bicyclists, pedestrians, and other multimodal users), while the other considered all road users.

VULNERABLE ROAD USERS HIGH-INJURY NETWORK

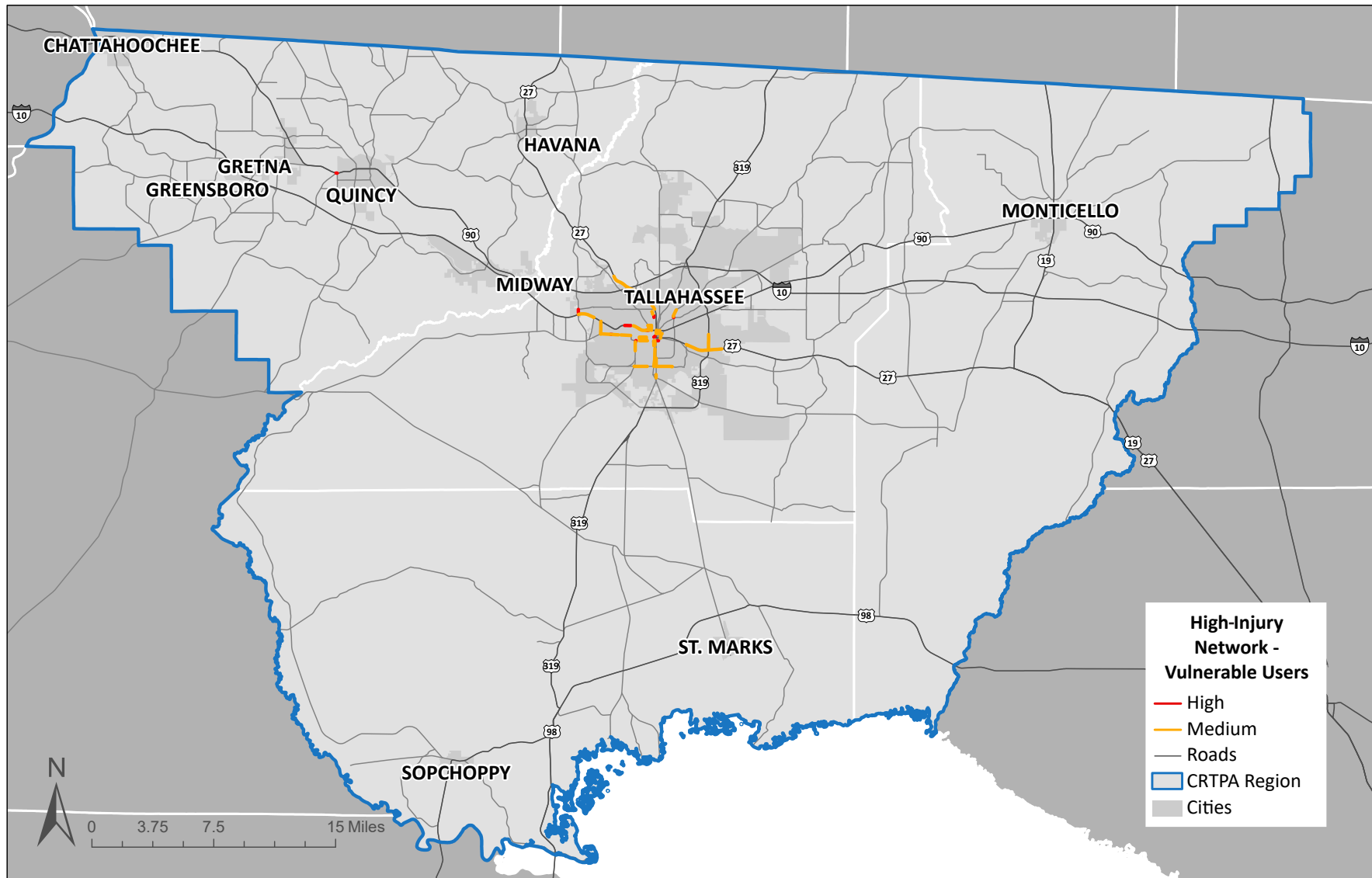
The Vulnerable Road User HIN was developed utilizing roadway base map data published by the Florida Department of Transportation (FDOT) and crash data obtained from the [Signal Four Analytics](#) database, which is maintained by the University of Florida in partnership with FDOT. Crashes that involved a vulnerable road user were mapped in a geographical information system (GIS) database alongside roadway segment data, and GIS tools were utilized to quantify how many pedestrian or bicyclist-involved crashes occurred within 100 feet of any given segment within the CRTPA network. The number of crashes for each segment were then divided by the length of the segment to determine a crash frequency per mile, and segments were prioritized accordingly.

Only segments with at least one fatal or serious injury crash were included in the Vulnerable Road User HIN. Segments where the crash frequency per mile was higher than 20 crashes per mile are classified as 'High Hazard' streets and those upon which the crash frequency per mile was higher than five but lower than 20 crashes per mile were classified as 'Medium Hazard' streets. **Maps 3 and 4** show the High Injury Network for Vulnerable Road Users in the Region. A list of these locations can be found in Appendix A.

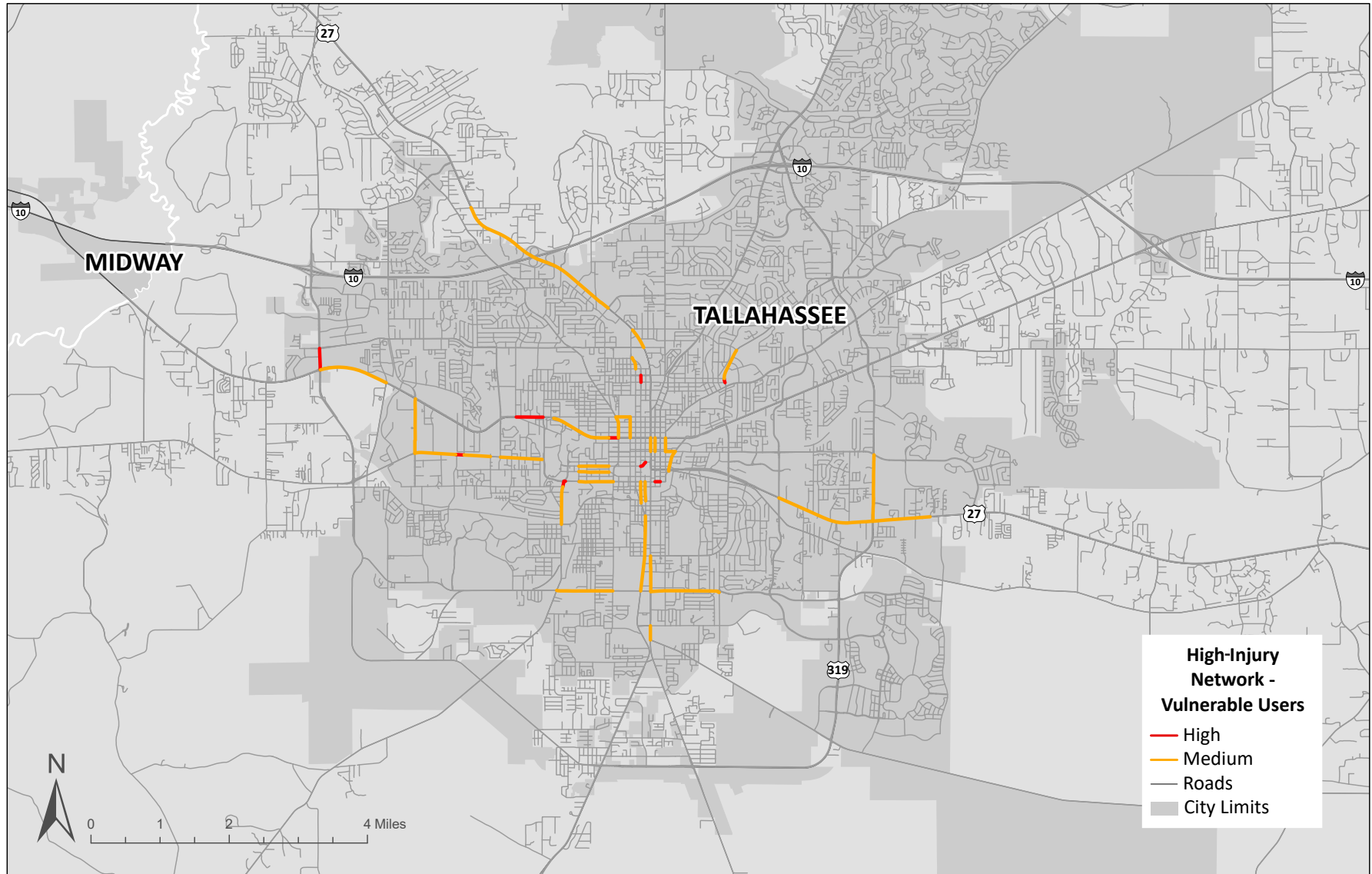
All but one of the Vulnerable Road User HIN segments (Blue Star Highway [US 90] from Ben Bostick Road to S Atlanta Street, in Gadsden County) is located in Leon County, attributable to the rural nature and relatively lower level of pedestrian and bicyclist activity in Gadsden, Jefferson, and Wakulla counties.



MAP 3: HIGH-INJURY NETWORK - VULNERABLE USERS



MAP 4: HIGH-INJURY NETWORK - VULNERABLE USERS, TALLAHASSEE DETAIL



OVERALL HIGH-INJURY NETWORK

The Overall HIN was also developed utilizing roadway base map data published by FDOT and crash data obtained from the [Signal Four Analytics](#) database. All crashes within the four-county region were mapped in a GIS database alongside roadway segment data, and GIS tools were utilized to quantify how many crashes occurred within 100 feet of any given segment within the CRTPA network. The crashes were weighted by severity utilizing the below Equivalent Property Damage Only (EPDO) crash rate formula:

$$EPDO \text{ Crash Rate} = \frac{(N_{KA} * EPDO_{KA} + N_B * EPDO_B + N_C * EPDO_C + N_O * EPDO_O) * 100,000,000}{365 * \text{Years} * V * \text{Length} * \text{SUM_EPDO}}$$

Where:

EPDO = weighting factors for specific severities, according to FDOT estimated crash costs

N = number of crashes

Years = number of years of data (5)

V = Traffic volume on the segment, daily

Length = Length of the roadway segment, in miles

SUM_EPDO = sum of EPDOs of all severities

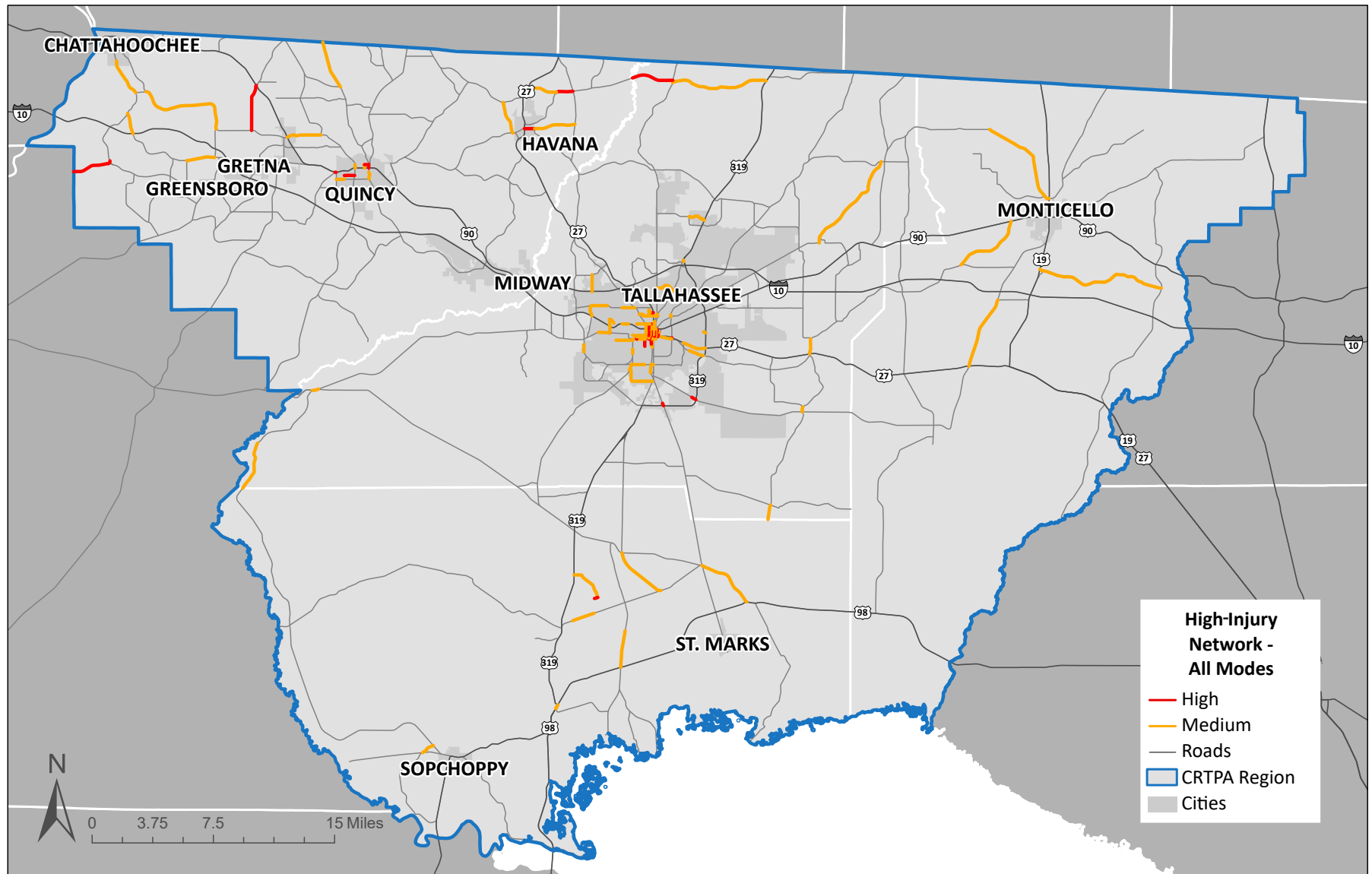
Segments where the EPDO crash rate was higher than 60 crashes per 100 million vehicle miles traveled are classified as ‘High Hazard’ streets and those upon which the EPDO crash rate was higher than 25 but lower than 60 crashes per 100 million vehicle miles traveled were classified as ‘Medium Hazard’ streets.

Map 5 and 6 show the Overall HIN for all users. A list of these locations can be found in Appendix A.

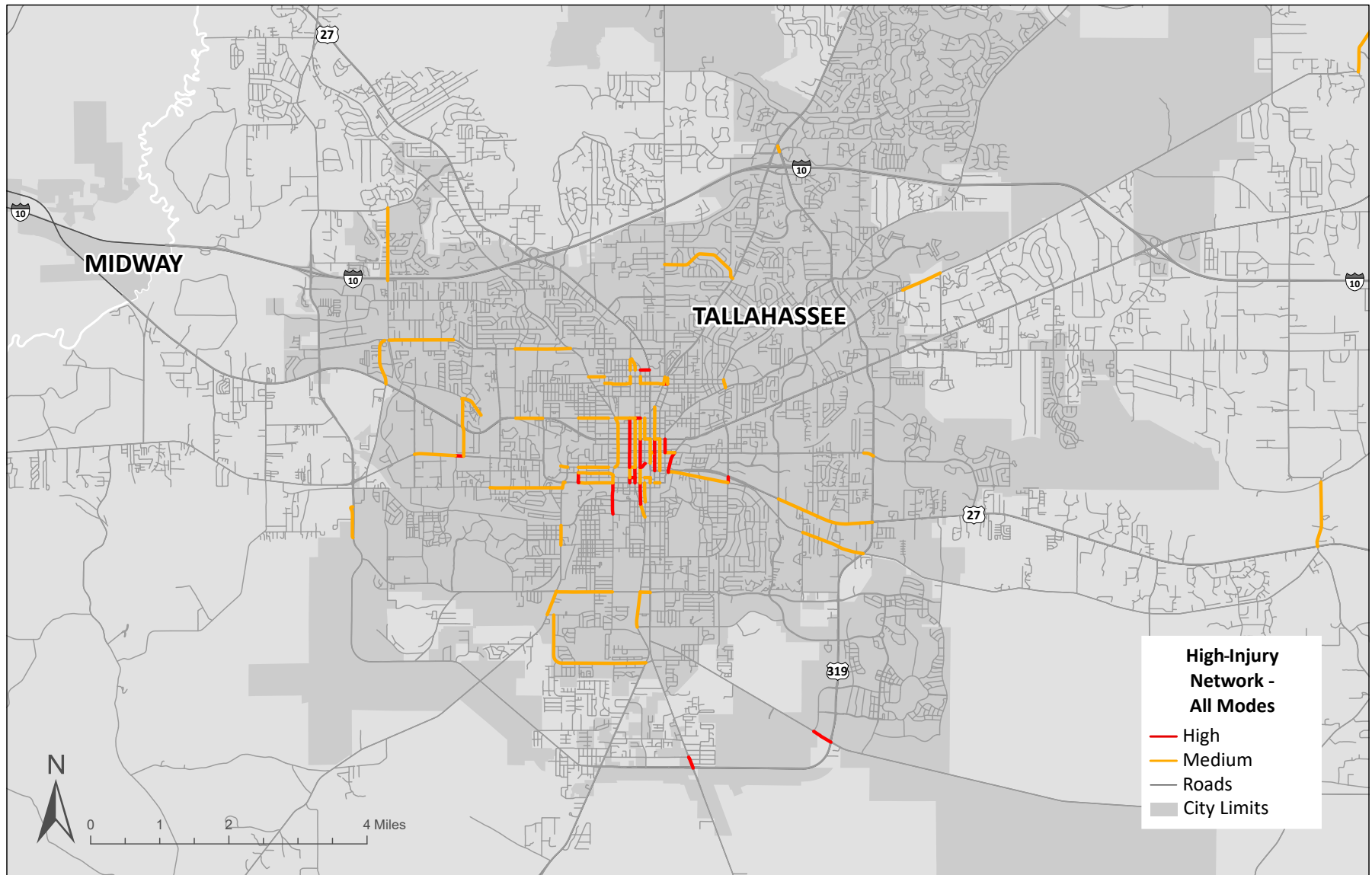
Overall, 102 of the HIN roadway segments identified are located in Leon County, 23 ‘High Hazard’ streets and 79 ‘Medium Hazard’ streets; 21 of the HIN roadway segments identified are in Gadsden County, eight ‘High Hazard’ streets and 13 ‘Medium Hazard’ streets; eight of the HIN roadway segments are in Wakulla County, seven ‘High Hazard’ streets and one ‘Medium Hazard’ street; and four of the HIN roadway segments are in Jefferson County, all four are ‘Medium Hazard’ streets.



MAP 5: HIGH-INJURY NETWORK - ALL MODES



MAP 6: HIGH-INJURY NETWORK - ALL MODES, TALLAHASSEE DETAIL



HOT SPOT INTERSECTION ANALYSIS

The geographical analysis of crash rates for the CMP update also included identification of 10 Hot Spot intersections within the CRTPA region where intersections have shown a higher-than-normal incidence of fatal and serious injury crashes.

The Hot Spot intersections were developed utilizing roadway base map data published by FDOT and crash data obtained from the [Signal Four Analytics](#) database. Fatal and serious injury crashes were mapped in a GIS database alongside roadway segment data, and GIS tools were utilized to quantify how many of the crashes occurred within 350 feet of any given intersection within the CRTPA network. Crash rates were calculated for intersections based on the following formula:

$$\text{Crash Rate} = \frac{1,000,000 * \text{Number of Crashes}}{365 \text{ days/year} * 5 \text{ years} * \text{daily traffic volume entering intersection}}$$

Only intersections with at least three fatal or serious injury crashes during the five-year analysis period were included in the Hot Spot analysis. **Table 9** summarizes the Hot Spot intersections, prioritized by crash rate per million entering vehicles and **Map 7** illustrates the locations of the Hot Spot intersections within the CRTPA region. **8 of the 10 highest crash rate intersections were in Leon County, but the two highest crash rates were at intersections in Wakulla County (US 98 at Woodville Highway) and Gadsden County (US 90 at Greensboro Highway [SR 12]).**

TABLE 9: HOT SPOT INTERSECTIONS

Location	County	Fatal Crashes	Serious Injury Crashes	Crashes per Million Entering Vehicles
US 98 and Woodville Highway	Wakulla	2	1	0.337
US 90 and Greensboro Highway	Gadsden	1	2	0.146
Apalachee Pkwy and W W Kelly Road	Leon	1	2	0.132
Orange Ave and S. Adams Street	Leon	4	3	0.090
W Tennessee St and Stadium Drive	Leon	0	7	0.084
W Brevard St and Old Bainbridge Road	Leon	0	3	0.076
W Tennessee St and Geddie Road	Leon	0	3	0.075
N Monroe St and Fred George Road	Leon	2	2	0.075
N Monroe St and Lakeshore Drive	Leon	0	3	0.070
W Tennessee St and Aenon Church Road	Leon	1	2	0.070



MAP 7: HOT SPOT INTERSECTIONS

