



# 2023 Safety Targets

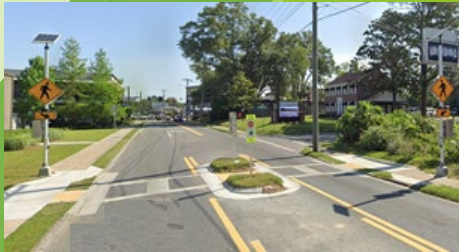
February 7, 2023

# CRTPA Safety Measures & Targets

## Background

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

Number of Fatalities	Rate of Fatalities per 100 million vehicle miles traveled (VMT)
Number of Serious Injuries	Rate of Serious Injuries per 100 million vehicle miles traveled (VMT)
Number of Non-Motorized Fatalities and Serious Injuries	



# CRTPA Safety Measures & Targets

## History

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

MPO/TPO		Average Annual Fatalities <sup>1</sup>																2009-13	Average	
		2009-13		2010-14		2011-15		2012-16		2013-17		2014-18		2015-19		2016-20				2017-21
		Average	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	A
	Single County	79.4	66.2	-16.6%	69.6	5.1%	74.8	7.5%	81.6	9.1%	83.4	2.2%	87.0	4.3%	86.8	-0.2%	89.3	2.9%	688.8	
Gorda MPO	Single County	27.0	21.0	-22.2%	21.4	1.9%	22.4	4.7%	24.2	8.0%	25.2	4.1%	25.8	2.4%	26.4	2.3%	27.0	2.3%	176.8	
	Single County	221.6	175.0	-21.0%	183.0	4.6%	199.0	8.7%	206.2	3.6%	217.2	5.3%	225.6	3.9%	235.2	4.3%	242.5	3.1%	2,357.6	
	Multiple Counties, not countywide	See individual counties below																		
	Single County, not countywide	See individual county below																		

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

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

# CRTPA Safety Measures & Targets

## 2023 Proposed Targets

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

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

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

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

# CRTPA Safety Measures & Targets

## Historic Trends & Evaluation

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

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

# CRTPA Safety Measures & Targets

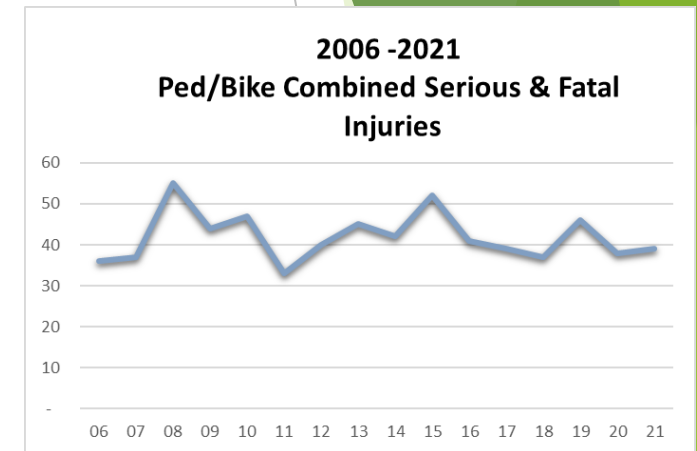
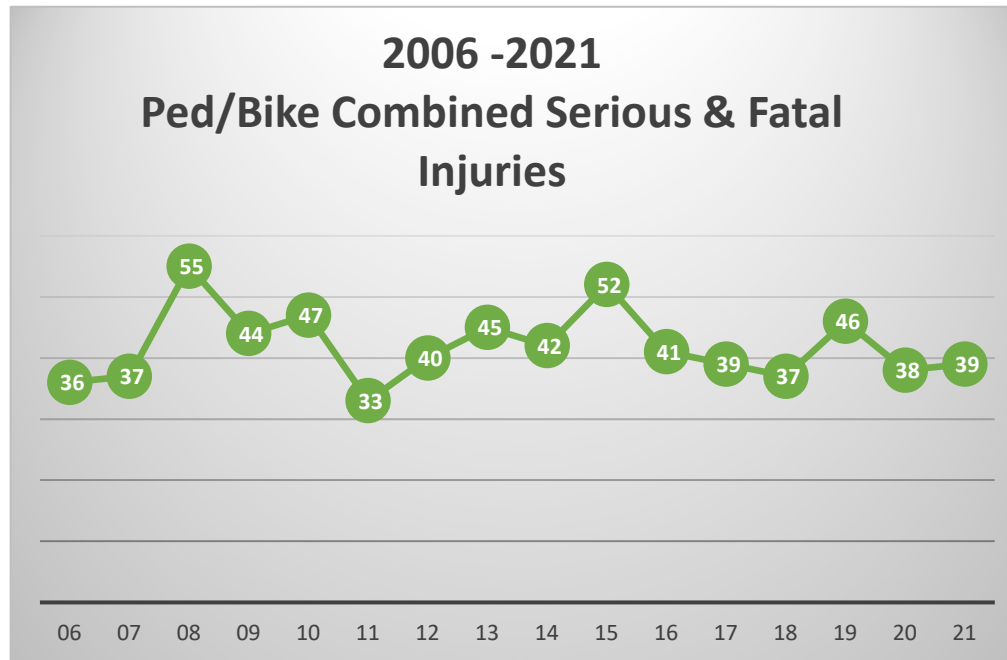
## Long Term Trends/Serious Injuries & Fatalities



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

# CRTPA Safety Measures & Targets

## Trends/Pedestrian & Bicycle Serious Injuries & Fatalities

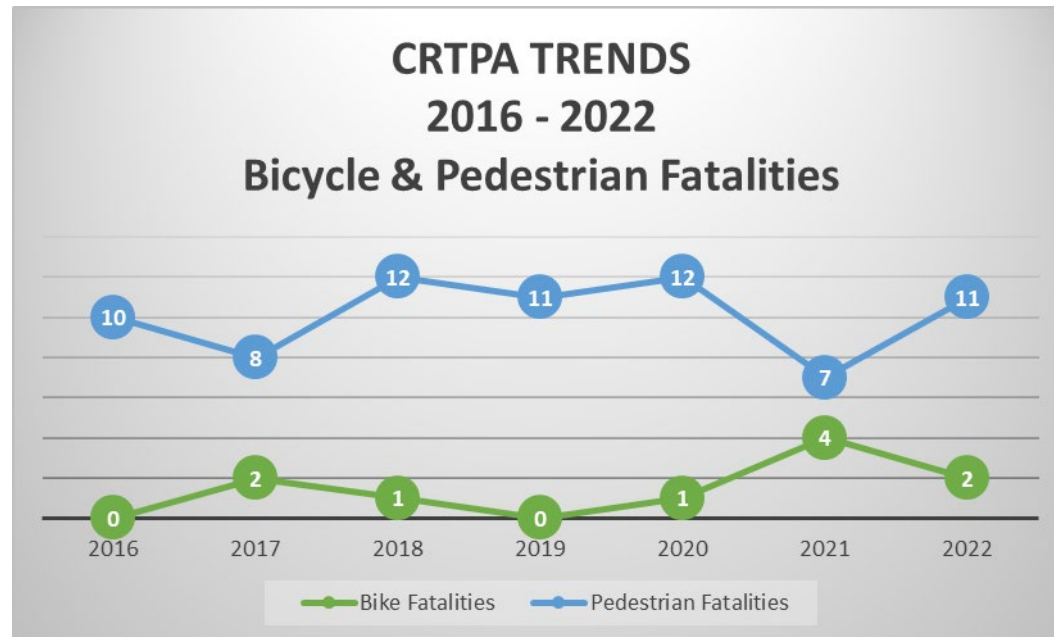


The above chart reflects that from 2006 to 2021 **pedestrian and bicycle combined serious & fatal injuries** reached a high of 55 in 2008. The most recent two (2) years of reported FDOT data reflect a slight increase in 2021 to 39 as compared with 2020 (38).

# CRTPA Safety Measures & Targets

## Trends/Pedestrian & Bicycle Fatalities

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

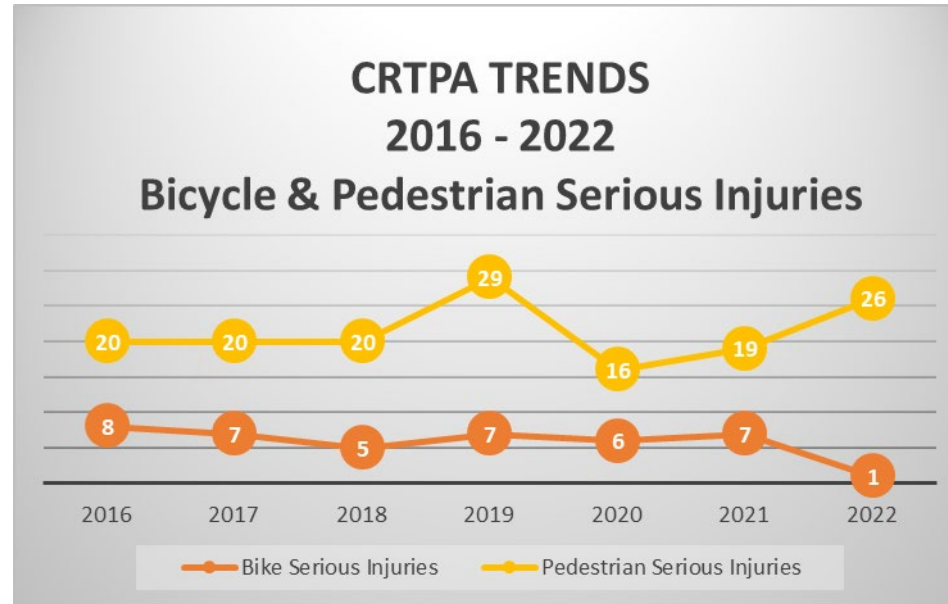


**Bicycle fatalities** in 2022 (2) decreased from the previous year 2021 (4). For 2022, both fatalities occurred in Leon County. **Pedestrian fatalities** (11) in 2021, however, increased from the previous year 2021 (7).



# CRTPA Safety Measures & Targets

## Trends/Pedestrian & Bicycle Serious Injuries



In 2022, **pedestrian serious injuries** increased (26) from the previous year 2021 (19).

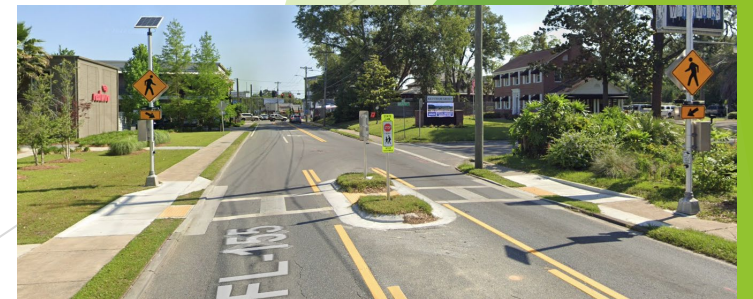
**Bicycle serious injuries** decreased in 2022 (1) from 2021 (7).

# C RTPA Safety Measures & Targets

## How is the safety being addressed in C RTPA Region?

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

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

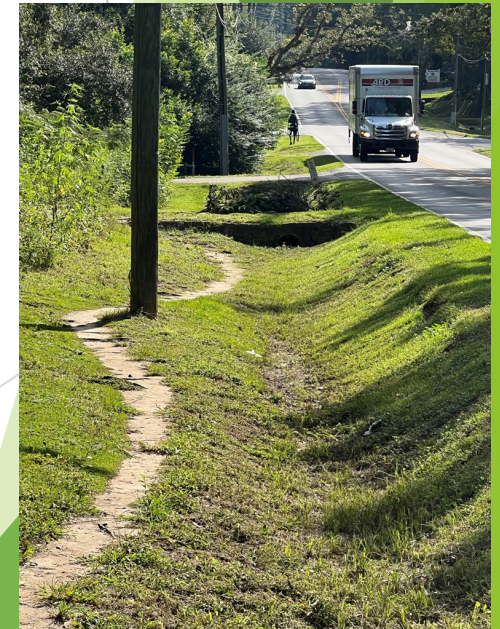


# C RTPA Safety Measures & Targets

## How is the safety being addressed in C RTPA Region?

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

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



# C RTPA Safety Measures & Targets

## How is the safety being addressed in C RTPA Region?

### CORRIDOR SAFETY PROJECTS

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



# C RTPA Safety Measures & Targets

## How is the safety being addressed in C RTPA Region?

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

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

# CRTPA Safety Measures & Targets

## How is the safety being addressed in CRTPA Region?

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

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



# CRTPA Safety Measures & Targets

## How is the safety being addressed in CRTPA Region?

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

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



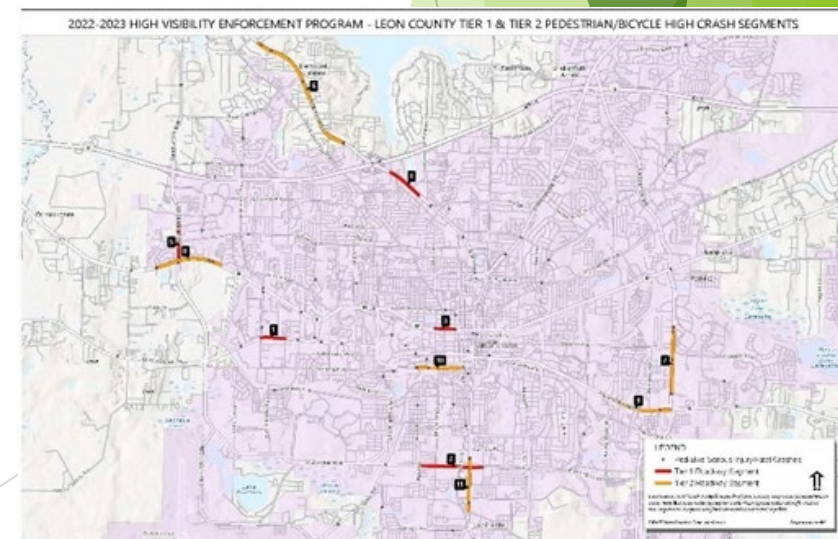
# CRTPA Safety Measures & Targets

## How is the safety being addressed in CRTPA Region?

**HIGH VISIBILITY ENFORCEMENT (HVE)** – FDOT Focused Bicycle and Pedestrian to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists in the 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious and fatal injuries.

- **Leon County High Visibility Enforcement Initiative** – Current initiative being conducted through a contract between State of Florida and City of Tallahassee for the Tallahassee Police Department to conduct focused efforts along identified high crash location corridors, as follows:
  - Monroe Street (Torreya Drive to Callaway Road)
  - W. Pensacola Street (Appleyard Drive to Flamingo Way)
  - W. Tennessee St (Copeland Street to Martin Luther King Jr. Blvd)
  - Capital Circle NW from W Tennessee Street to Peddie Road
  - Orange Avenue (Pasco Street to South Meridian)

**STATUS:** Enforcement efforts to continue to May 2023.





# CRTPA Safety Measures & Targets

## How is the safety being addressed in CRTPA Region?

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

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

A blue poster titled "FITTING YOUR BIKE HELMET" with the slogan "BUY IT. FIT IT. WEAR IT. EVERY RIDE!". The poster features a young boy wearing a white and black bicycle helmet, pointing to it. The text on the poster includes:

- REPLACE A HELMET**: Replace your helmet when it has been in a crash, damage is not always visible.
- BUY/FIT THE HELMET FOR NOW**: Buy a helmet that fits your head now, not a helmet to "grow into."
- ENSURE HELMET COMFORT**: If you buy a helmet that you find comfortable and attractive, you are more likely to wear it. Readjust as necessary to ensure the helmet fits properly each ride.
- COVER YOUR FOREHEAD**: Adjust the helmet fitting based on your helmet first being in the correct position, level on the head and low on your forehead.
- ADJUST STRAPS UNTIL SNUG**: Both the side and chin straps need to be snug.
- AVOID HELMET ROCKING**: Your helmet should not rock forward or backward, or side to side on your head. If your helmet rocks more than an inch, go back to step 5, and readjust.
- BE A "ROLL" MODEL FOR SAFE BEHAVIOR**: Everyone — adult and child — should wear a bicycle helmet each time they ride. Wearing a helmet on every ride can encourage the same smart behavior in others.
- HELMET CERTIFICATION**: Bicycle helmets sold in the U.S. must meet the standards issued by the U.S. Consumer Product Safety Commission (CPSC). Look for the certification label inside the helmet.

Additional text includes: "HELMET LAWS: More children ages 5-14 go to emergency rooms for bicycle-related injuries than with any other sport; many are head injuries. As a result, many states and local jurisdictions have child bicycle helmet laws to increase and better ensure the safety of children when bicycling. Visit: [www.helmets.org/mandates.htm](http://www.helmets.org/mandates.htm)." and "Like our crashes, bicycle crashes can happen at any time, involving not only children, but adults, many of whom are skilled riders. In fact, middle-age adults represent the average age of bicycle riders killed and injured." and "Helmets are the single most effective piece of safety equipment for riders of all ages. Everyone should choose to wear a helmet; it just makes sense!" The poster also features the "Alert Today Alive Tomorrow" logo and the website [www.AlertTodayFlorida.com](http://www.AlertTodayFlorida.com).

# CRTPA Safety Measures & Targets

## TODAY

### 2023 PROPOSED TARGETS:

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

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