Safe Streets and Roads for All
SAFETY ACTION PLAN

Capital Region Transportation Planning Agency

Tallahassee, Florida
May 2023

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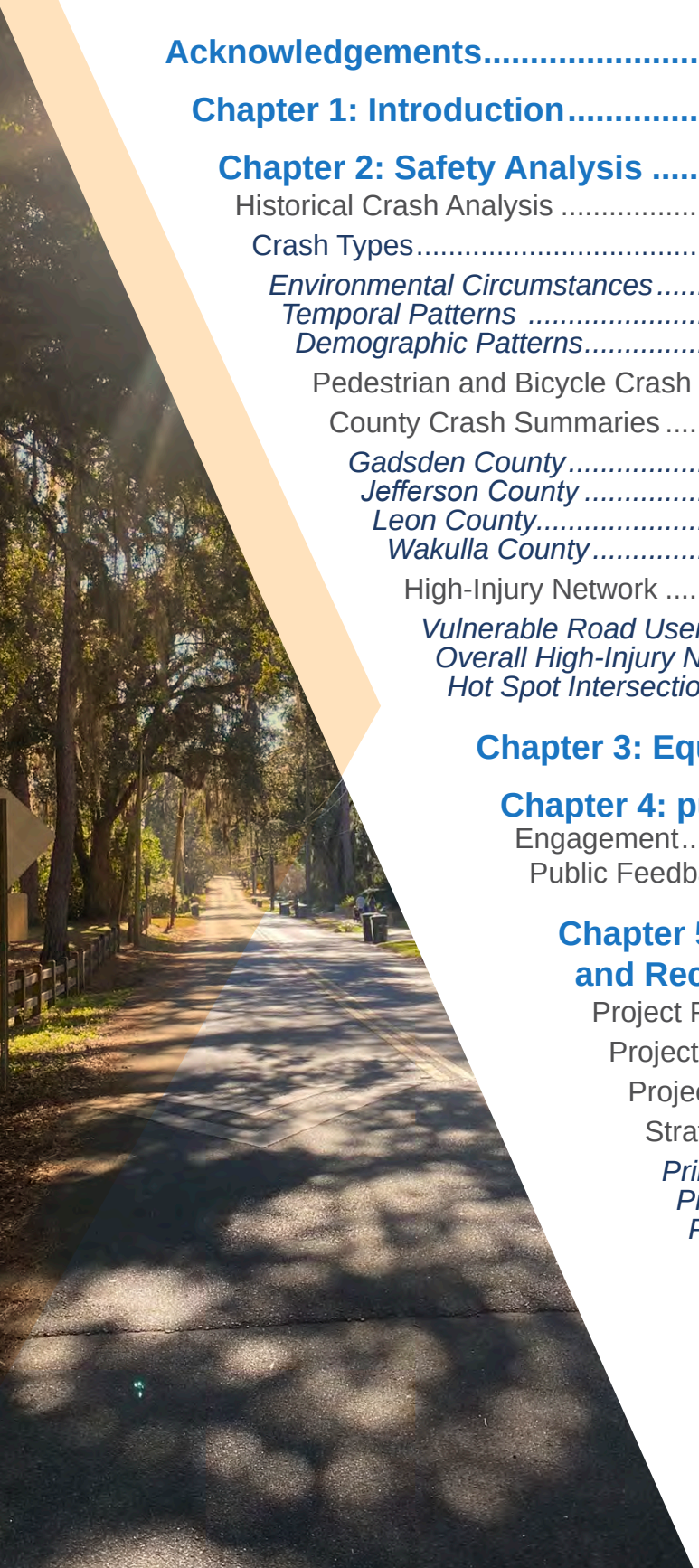

Message from ***CRTPA Chairman Rick Minor***

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

Chairman, Capital Region Transportation Planning Agency
Leon County Commissioner, District 3

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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.

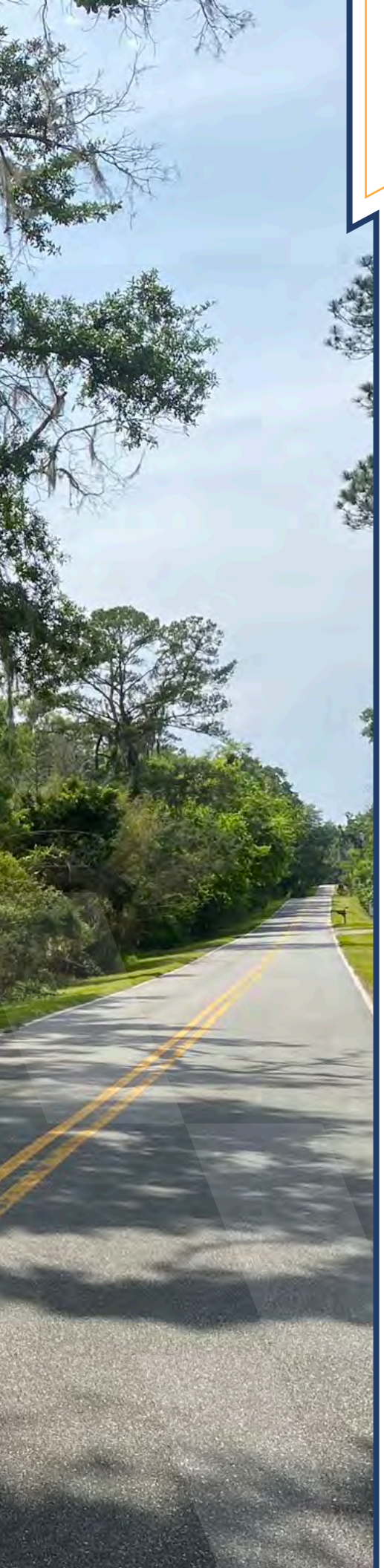
Passed and duly adopted by the Capital Region Transportation Planning Agency on this 28th day of February 2023.

Capital Region Transportation Planning Agency

Attest:

By: _____
Rick Minor, Chair

_____
Greg Slay, Executive Director



ACKNOWLEDGEMENTS

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

Capital Region Transportation Planning Board

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

Special thanks to the City of Tallahassee for the use of photos on SmugMug

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 northeast Florida. During this same five-year timeframe, 969 people were seriously injured in a crash on our transportation network. That represents an average of 55 deaths and 194 serious injuries on the Capital Region's transportation network each year. Notably, pedestrian crashes accounted for 11% 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 Northeast 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 Systems 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 Safe Streets and Roads for All (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 needs of unique communities 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 Systems Approach?

The Safe System Approach is a framework for addressing road safety that recognizes that humans **make mistakes**, and that the road system should be designed to **reduce the severity of crashes and their consequences**. This approach involves four key elements:

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Infrastructure

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 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 in the Foreword 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 funding in the future.

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**. **1, 2, 4, 5, 6, 8**

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

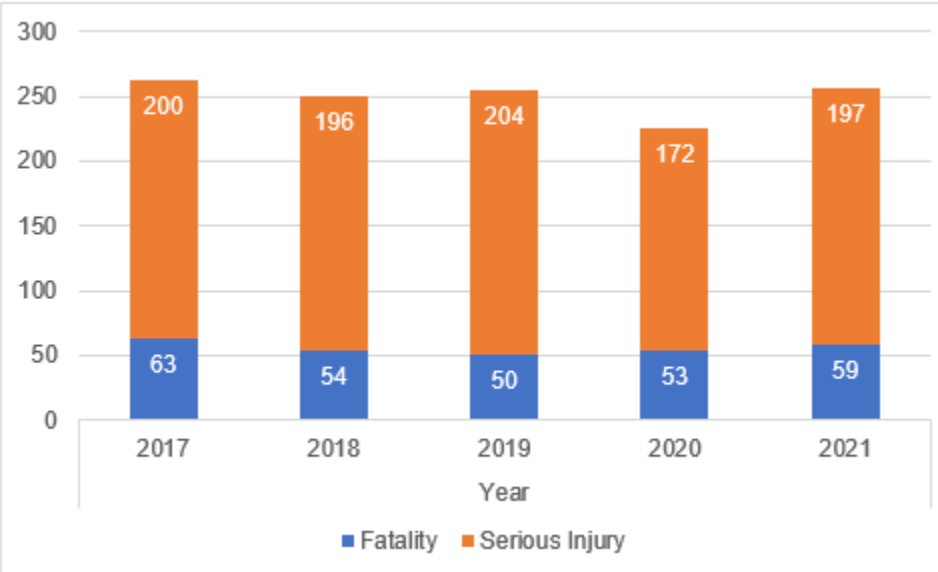
Identifying Icon	Question	Content Location (Chapter, Page)
1	Are both of the following true? ◆ Did a high-ranking official and/or governing body in the jurisdiction? If yes, provide documentation: publicly commit to an eventual goal of zero roadway fatalities and serious injuries? ◆ Did the commitment 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?	Yes; Foreword
2	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?	Yes; Chapter 4
3	Does the Action Plan include all of the following? 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; ◆ 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	Yes; Chapter 2
4	Did the Action Plan development include all of the following activities? ◆ 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.	Yes; Chapter 4
5	Did the Action Plan development include all of the following? ◆ 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.	Yes; Chapter 3 Equity is also woven throughout engagement in **Chapter 5**, and the Project Prioritization Process outlined in **Chapter 6.**

Identifying Icon	Question	Content Location (Chapter, Page)
6	Are both of the following true? ◆ 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	Yes; Chapter 5 and Chapter 6
7	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?	Yes; Chapter 5
8	Does the plan include all of the following? ◆ A description of how progress will be measured over time that includes, at a minimum, outcome data. ◆ The plan is posted publicly online.	Yes; Chapter 6 The plan is posted at LINK
9	Was the plan finalized last updated between 2018 and June 2023?	Yes; this plan was adopted by the CRTPA board on June, 19th, 2023.

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 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 Rend	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 informative of 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.

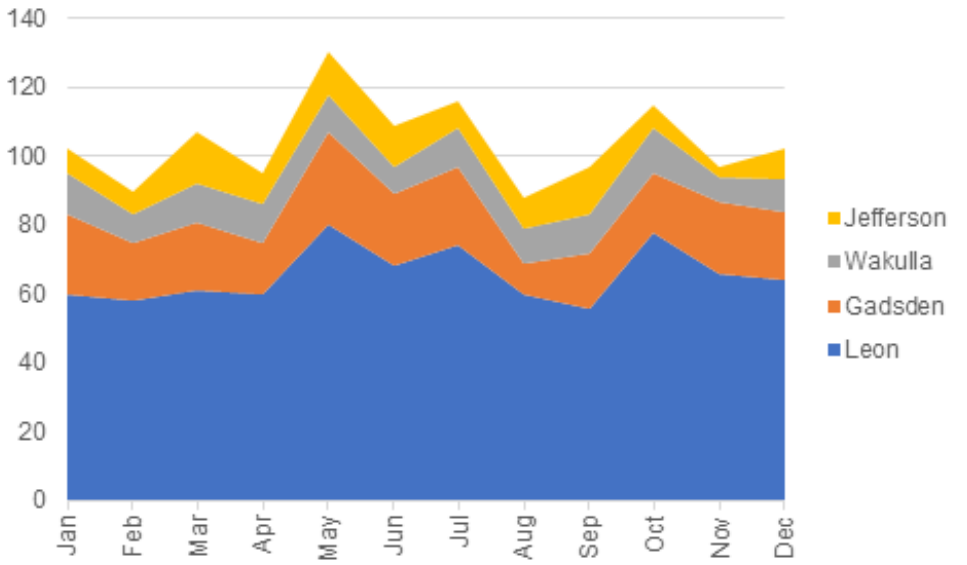
TABLE 3: CRASHES BY CONTRIBUTING CIRCUMSTANCES, 2017 – 2021

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
Total	*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
Total	*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
Total	*263*	*250*	*254*	*225*	*256*	*1,248*

Temporal Patterns

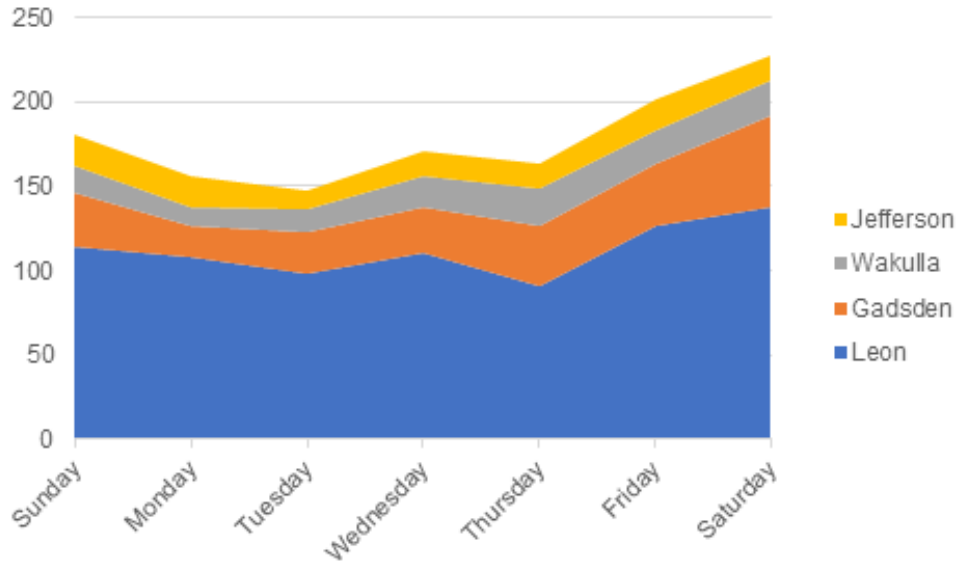
The 1,248 fatal and serious injury crashes reported in the CRTPA region during the five-year analysis period were evaluated over temporal conditions as well.

GRAPH 2: CRASHES BY MONTH, 2017 – 2021



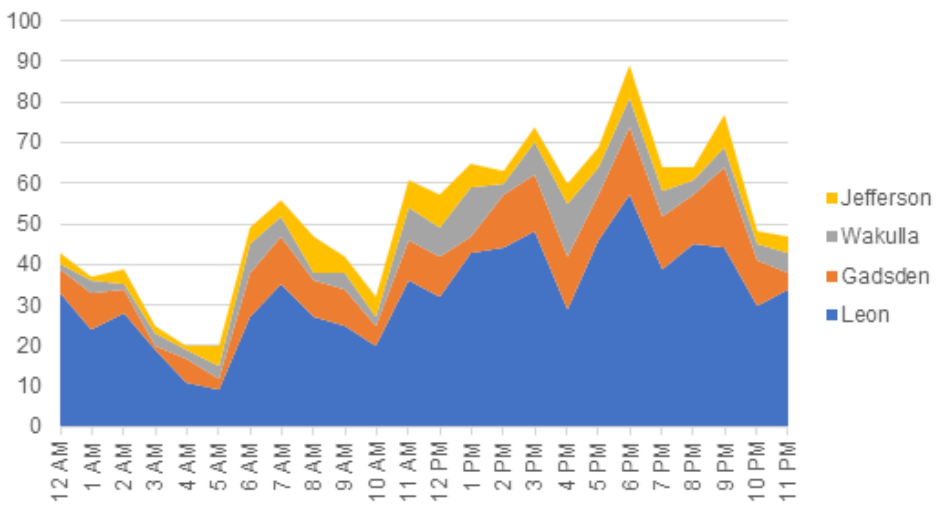
Graph 2 illustrates the monthly trends in crashes reported in Leon, Gadsden, Wakulla, and Jefferson Counties. The late spring and early summer, May in particular, were the most common times of year for crashes. May was the month with the highest number of crashes for Leon County and Gadsden County, while 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 demographics 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

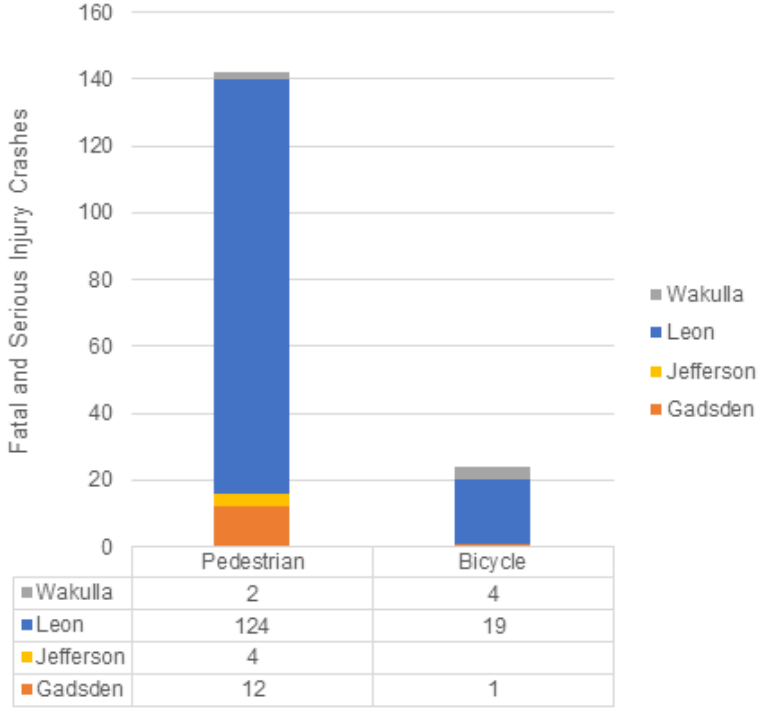
Demographic Information	Year					Total
	2017	2018	2019	2020	2021	
Aging Driver	38	52	48	27	31	196
Teenage Driver	29	21	33	25	34	142
Alcohol Involvement	46	30	44	37	42	199
Drug Involvement	29	15	27	27	35	133

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.

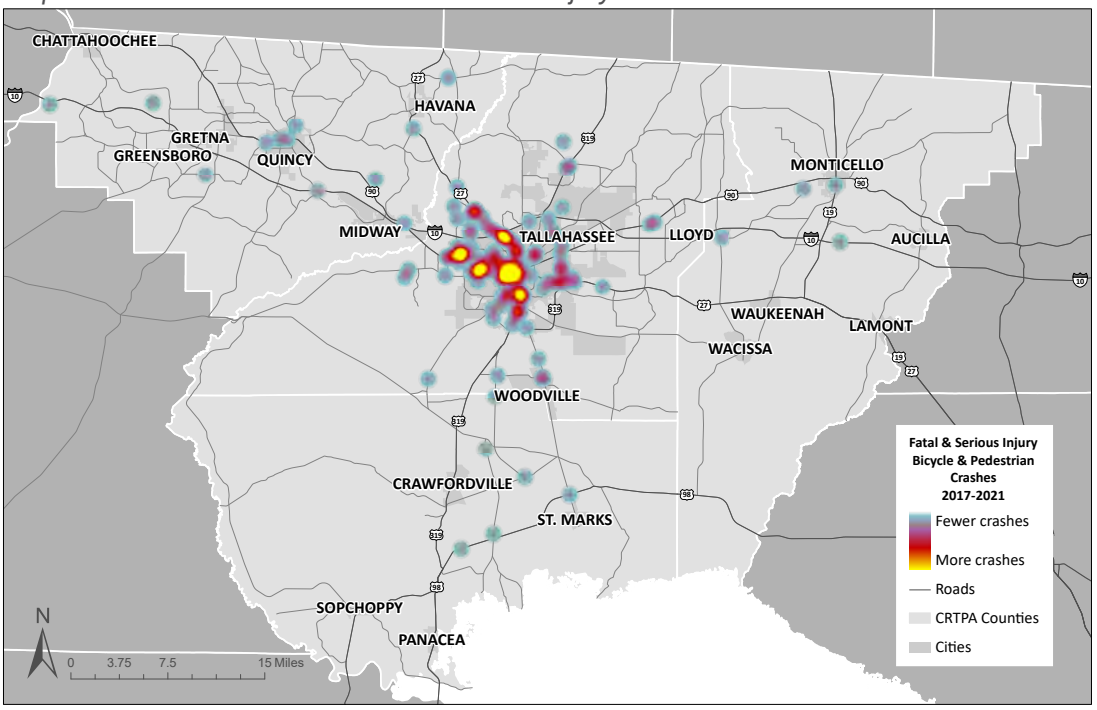
GRAPH 5: FATAL AND SERIOUS INJURY PEDESTRIAN AND BICYCLE CRASHES, 2017 – 2021



	Pedestrian	Bicycle
Wakulla	2	4
Leon	124	19
Jefferson	4	
Gadsden	12	1

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

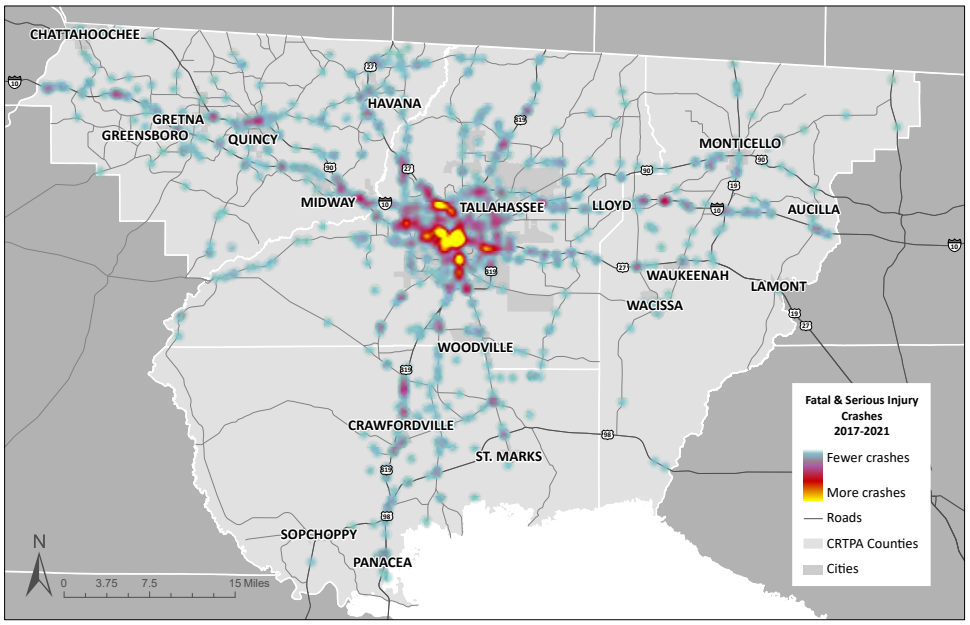
Map 1: Bike and Pedestrian Fatal and Serious Injury Crashes



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.

Map 2: Fatal and Serious Injury Crashes



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 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 20 percent (20%) of the Gadsden County crashes occurred with wet surface conditions and 21 percent (21%) involved alcohol use, both figures higher than the CRTPA region as a whole. 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
	2017	2018	2019	2020	2021	
Angle	0	1	2	2	3	8
Animal	0	0	1	1	1	3
Bicycle	0	0	0	0	1	1
Head On	3	1	2	3	3	12
Left Turn	3	4	5	7	6	25
Off Road	23	14	9	20	15	81
Pedestrian	2	2	3	1	4	12
Rear End	4	5	3	6	9	27
Right Turn	0	0	0	1	0	1
Rollover	5	3	9	4	3	24
Sideswipe	3	0	0	0	2	5
Other	4	4	8	6	4	26
Unknown	1	1	1	0	1	4
Total	*48*	*35*	*43*	*51*	*52*	*229*

TABLE 5 continued: GADSDEN COUNTY CRASH SUMMARY, 2017 – 2021

Light Conditions	Year					Total
	2017	2018	2019	2020	2021	
Daylight	17	19	28	29	29	122
Dawn	2	1	2	1	0	6
Dusk	4	1	1	2	1	9
Dark - Lighted	3	0	3	2	1	9
Dark - Not Lighted	22	14	9	17	21	83
Total	*48*	*35*	*43*	*51*	*52*	*229*

Surface Conditions	Year					Total
	2017	2018	2019	2020	2021	
Dry	42	25	33	40	43	183
Wet	6	10	10	11	9	46
Total	*48*	*35*	*43*	*51*	*52*	*229*

Weather Conditions	Year					Total
	2017	2018	2019	2020	2021	
Clear	35	22	30	35	37	159
Cloudy	8	6	6	4	6	30
Rain	5	6	6	9	7	33
Other	0	1	1	3	2	7
Total	*48*	*35*	*43*	*51*	*52*	*229*

Alcohol Involvement	Year					Total
	2017	2018	2019	2020	2021	
Y	14	8	8	9	9	48
N	34	27	35	42	43	181
Total	*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 2 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
	2017	2018	2019	2020	2021	
Angle	1	1	1	1	0	4
Animal	1	1	0	0	1	3
Bicycle	0	0	0	0	0	0
Head On	2	1	2	1	1	7
Left Turn	0	1	0	2	0	3
Off Road	11	11	5	10	18	55
Pedestrian	1	1	1	1	0	4
Rear End	3	1	1	0	1	6
Right Turn	0	0	0	0	0	0
Rollover	4	3	1	1	2	11
Sideswipe	1	3	0	1	0	5
Other	3	5	3	2	1	14
Unknown	0	0	0	0	0	0
Total	*27*	*28*	*14*	*19*	*24*	*112*

Light Conditions	Year					Total
	2017	2018	2019	2020	2021	
Daylight	16	16	8	12	16	68
Dawn	1	1	0	3	0	5
Dusk	1	1	1	0	0	3
Dark - Lighted	1	0	0	1	0	2
Dark - Not Lighted	8	10	5	3	8	34
Total	*27*	*28*	*14*	*19*	*24*	*112*

Surface Conditions	Year					Total
	2017	2018	2019	2020	2021	
Dry	23	20	12	15	21	91
Wet	4	6	2	4	3	19
Total	*27*	*28*	*14*	*19*	*24*	*112*

Weather Conditions	Year					Total
	2017	2018	2019	2020	2021	
Clear	18	17	11	12	19	77
Cloudy	6	3	1	4	2	16
Rain	3	7	2	1	2	15
Other	0	1	0	2	1	4
Total	*27*	*28*	*14*	*19*	*24*	*112*

Alcohol Involvement	Year					Total
	2017	2018	2019	2020	2021	
Y	3	4	4	2	5	18
N	24	24	10	17	19	94
Total	*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
	2017	2018	2019	2020	2021	
Angle	18	12	21	11	10	72
Animal	1	0	0	0	0	1
Bicycle	4	3	4	4	4	19
Head On	6	7	8	4	5	30
Left Turn	22	18	23	18	22	103
Off Road	38	38	33	36	50	195
Pedestrian	14	26	33	26	25	124
Rear End	23	28	18	15	11	95
Right Turn	0	0	2	0	3	5
Rollover	2	1	5	6	5	19
Sideswipe	5	7	4	6	2	24
Other	32	17	9	10	15	83
Unknown	3	4	4	1	3	15
Total	*168*	*161*	*164*	*137*	*155*	*785*

Light Conditions	Year					Total
	2017	2018	2019	2020	2021	
Daylight	91	104	90	65	73	423
Dawn	4	4	2	2	4	16
Dusk	4	5	6	5	4	24
Dark - Lighted	35	29	39	36	45	184
Dark - Not Lighted	32	18	27	28	29	134
Other	2	1	0	1	0	4
Total	*168*	*161*	*164*	*137*	*155*	*785*

Surface Conditions	Year					Total
	2017	2018	2019	2020	2021	
Dry	140	130	143	113	125	651
Wet	28	27	20	22	26	123
Total	*168*	*161*	*164*	*137*	*155*	*785*

Weather Conditions	Year					Total
	2017	2018	2019	2020	2021	
Clear	111	110	123	96	121	561
Cloudy	40	33	28	28	18	147
Rain	14	17	10	12	14	67
Other	3	1	3	1	2	10
Total	*168*	*161*	*164*	*137*	*155*	*785*

Alcohol Involvement	Year					Total
	2017	2018	2019	2020	2021	
Y	23	8	26	21	26	104
N	145	153	138	116	129	681
Total	*168*	*161*	*164*	*137*	*155*	*785*

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 24 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

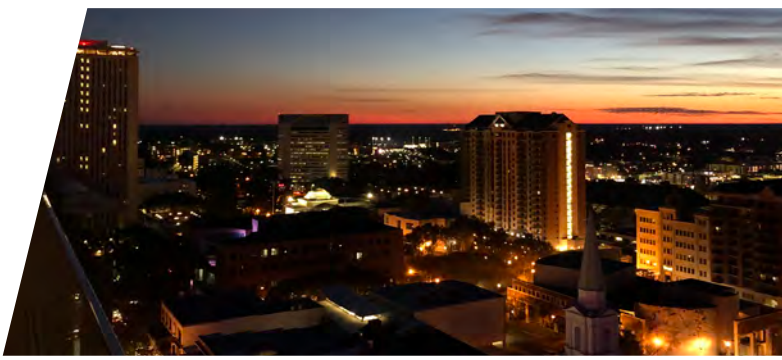
Crash Type	Year					Total
	2017	2018	2019	2020	2021	
Angle	1	1	4	1	1	8
Animal	1	0	0	0	0	1
Bicycle	1	0	0	1	2	4
Head On	2	0	0	2	1	5
Left Turn	2	2	0	0	3	7
Off Road	7	10	11	9	7	44
Pedestrian	0	0	2	0	0	2
Rear End	2	4	8	1	3	18
Right Turn	1	0	0	0	0	1
Rollover	2	3	3	3	3	14
Sideswipe	1	2	1	1	0	5
Other	0	4	3	0	5	12
Unknown	0	0	1	0	0	1
Total	*20*	*26*	*33*	*18*	*25*	*122*

Light Conditions	Year					Total
	2017	2018	2019	2020	2021	
Daylight	10	17	18	14	17	76
Dawn	3	0	1	0	2	6
Dusk	0	2	0	1	1	4
Dark - Lighted	1	1	3	0	0	5
Dark - Not Lighted	6	6	11	3	5	31
Total	*20*	*26*	*33*	*18*	*25*	*122*

Surface Conditions	Year					Total
	2017	2018	2019	2020	2021	
Dry	17	22	27	18	20	104
Wet	1	3	4	0	5	13
Total	*20*	*26*	*33*	*18*	*25*	*122*

Weather Conditions	Year					Total
	2017	2018	2019	2020	2021	
Clear	15	14	20	16	18	83
Cloudy	5	9	8	2	5	29
Rain	0	2	3	0	2	7
Other	0	1	2	0	0	3
Total	*20*	*26*	*33*	*18*	*25*	*122*

Alcohol Involvement	Year					Total
	2017	2018	2019	2020	2021	
Y	6	10	6	5	2	29
N	14	16	27	13	23	93
Total	*20*	*26*	*33*	*18*	*25*	*122*



High-Injury Network

The High-Injury Network (HIN) within the CRTPA four-County 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, etc.), while the other considers 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 5 but lower than 20 crashes per mile were classified as 'Medium Hazard' streets. Table 9 summarizes the Vulnerable Road User HIN. Map 3 and 4 shown the High Injury Network for Vulnerable Road Users in the Region.

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.

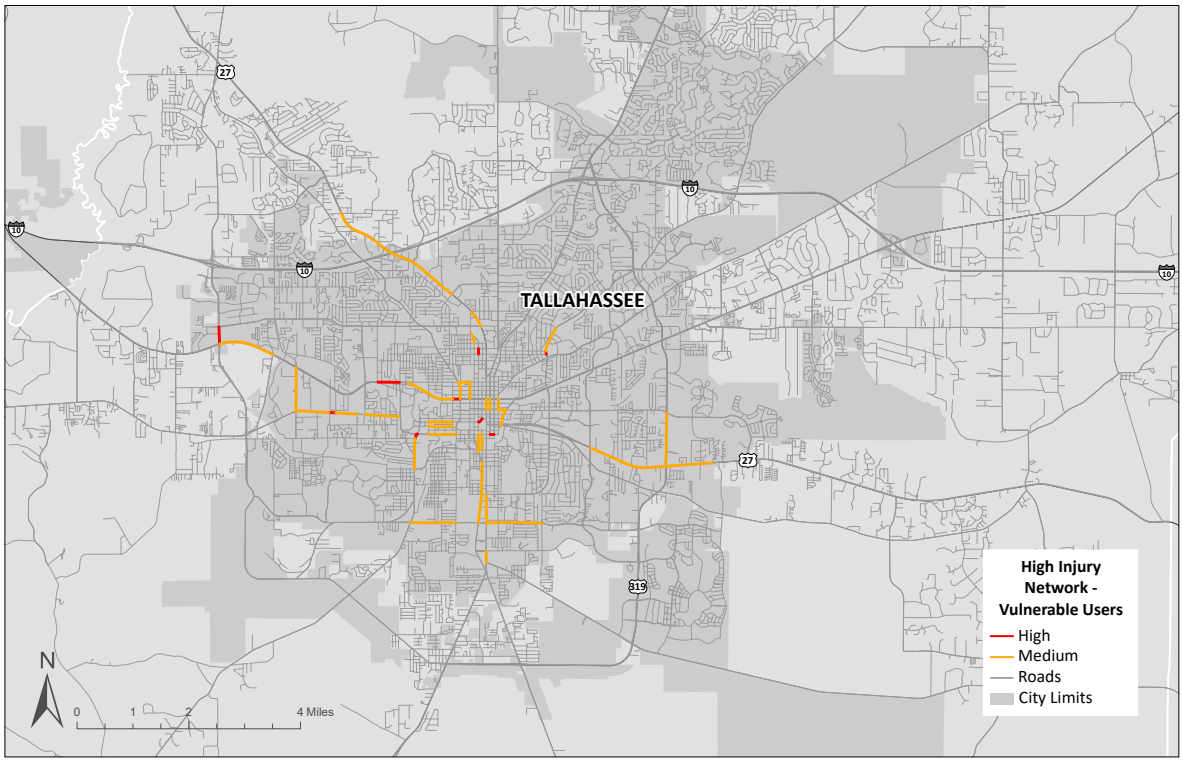
TABLE 9: VULNERABLE ROAD USER HIGH-INJURY NETWORK

Roadway	From	To	Category	County	Vulnerable Road User Crashes Per Mile
W Pensacola St	Mabury St	White Dr	High	Leon	41.01
Centerville Rd	E 6th Ave	E 7th Ave	High	Leon	32.84
W Tennessee St	High Rd	Stadium Dr	High	Leon	30.94
Lake Bradford Rd	Jackson Bluff Rd	W Gaines St	High	Leon	28.82
Blue Star Hwy	Ben Bostick Rd	S Atlanta St	High	Leon	28.76
E Gaines St	S Calhoun St	S Gadsden St	High	Leon	26.36
Capital Cir NW	W Tennessee St	W Tharpe St	High	Leon	25.78
W Pensacola St	S Duval St	S Adams St	High	Leon	20.93
N Duval St	W 6th Ave	W 7th Ave	High	Leon	20.10
Lake Bradford Rd	Stuckey Ave	Jackson Bluff Rd	Medium	Leon	18.39
W Pensacola St	Appleyard Dr	Mabry St	Medium	Leon	16.86

Roadway	From	To	Category	County	Vulnerable Road User Crashes Per Mile
W Gaines St	S Woodward Ave	Railroad Ave	Medium	Leon	16.12
W Pensacola St	S Copeland St	S Woodward Ave	Medium	Leon	16.05
N Monroe St	E Park Ave	E Tennessee St	Medium	Leon	15.23
N Calhoun St	E Tennessee St	E Park Ave	Medium	Leon	15.15
S Monroe St	Tram Rd	Paul Russell Rd	Medium	Leon	14.58
E Park Ave	S Meridan St	S Franklin Blvd	Medium	Leon	14.33
W St Augustine St	S Woodward Ave	S Copeland St	Medium	Leon	13.68
N Martin Luther King Jr Blvd	W Tennessee St	W Brevard St	Medium	Leon	13.23
W Pensacola St	White Dr	S Ausley Rd	Medium	Leon	13.07
N Macomb St/Old Bainbridge Rd	W Tennessee St	W Brevard St	Medium	Leon	12.94
N Bronough St	W 10th Ave	W 8th Ave	Medium	Leon	11.61
W Pensacola St	S Ocala Rd	Stadium Dr	Medium	Leon	11.53
W Tennessee St	N Woodward Ave	N Copeland St	Medium	Leon	10.90
S Monroe St	Orange Ave	E Magnolia Dr	Medium	Leon	9.70
W Brevard St	Old Bainbridge Rd	N Martin Luther King Jr Blvd	Medium	Leon	9.65
Apalachee Pkwy	Blair Stone Rd	Capital Cir SR	Medium	Leon	9.05
N Monroe St	Lakeshore Dr	Sharer Rd	Medium	Leon	9.02
N Monroe St	Sharer Rd	John Knox Rd	Medium	Leon	9.02
Orange Ave	S Monroe St	Jim Lee Rd	Medium	Leon	9.01
W Orange Ave	Springhill Rd	Wahnish Way	Medium	Leon	8.61
S Adams St	FAMU Way	E Gaines St	Medium	Leon	8.07
W Tennessee St	Capital Cir NW	Bountstown Hwy	Medium	Leon	7.99
W Tennessee St	W Brevard St	N Woodward Ave	Medium	Leon	7.08
Centerville Rd	E 7th Ave	Betton Rd	Medium	Leon	6.69
N Monroe St	Bradford Rd	W Tharpe St	Medium	Leon	6.65
S Franklin Blvd	E Lafayette St	E Park Ave	Medium	Leon	6.59
S Duval St	Bronough St	W Gaines St	Medium	Leon	6.49
N Monroe St	I-10	Lakeshore Dr	Medium	Leon	6.46
S Adams St	E Orange Ave	E Jennings St	Medium	Leon	6.44
Appleyard Dr	W Pensacola St	W Tennessee St	Medium	Leon	6.34
N Monroe St	Talpeco Rd	I-10	Medium	Leon	6.05
Apalachee Pkwy	Capital Cir SE	Sutor Rd	Medium	Leon	6.02
Capital Cir SE	Apalachee Pkwy	E Park Ave	Medium	Leon	5.22
N Meridan St	E Park Ave	E Tennessee St	Medium	Leon	5.14

MAP 3: HIGH INJURY NETWORK VULNERABLE USERS

MAP 4: VULNERABLE ROAD USER HIGH-INJURY NETWORK



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:

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

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. Table 10 and Table 11 summarize the Overall HIN. Map 5 and 6 show the Overall High Injury Network for all users.

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, 8 'High Hazard' streets and 13 'Medium Hazard' streets; 8 of the HIN roadway segments are in Wakulla County, 7 'High Hazard' streets and 1 'Medium Hazard' street; and 4 of the HIN roadway segments are in Jefferson County, all 4 are 'Medium Hazard' streets.

TABLE 10: OVERALL HIGH-INJURY NETWORK (1 OF 2)

Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
N MARTIN LUTHER KING JR BLVD	W TENNESSEE ST	W BREVARD ST	HIGH	LEON	453.21
8TH AVE	N DUVAL ST	N MONROE ST	HIGH	LEON	386.23
E 6TH AVE	THOMASVILLE RD	N GADSDEN ST	HIGH	LEON	315.62
S BRONOUGH ST	W MADISON ST	W GAINES ST	HIGH	LEON	209.47
N MERIDIAN ST	E PARK AVE	E TENNESSEE ST	HIGH	LEON	186.08
WAKULLA-ARRAN RD	CAJER POSEY RD	E IVAN RD	HIGH	WAKULLA	181.90
W PENSACOLA ST	S ADAMS ST	S DUVAL ST	HIGH	LEON	162.44
W BREVARD ST	N BRONOUGH ST	N DUVAL ST	HIGH	LEON	145.53
W JEFFERSON ST	BEN BOSTICK RD	S ATLANTA ST	HIGH	GADSDEN	136.67

Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
S CALHOUN ST	E PARK AVE	APALACHEE PKWY	HIGH	LEON	130.72
ELM ST	S SHELFER ST	S PAT THOMAS PKWY	HIGH	GADSDEN	126.21
S MARTIN LUTHER KING JR BLVD	W GAINES ST	W MADISON ST	HIGH	LEON	124.66
W MADISON ST	S MARTIN LUTHER KING JR BLVD	W MADISON ST	HIGH	LEON	113.75
S MAGNOLIA DR	E LAFAYETTE ST	APALACHEE PKWY	HIGH	LEON	101.58
S BRONOUGH ST	W PENSACOLA ST	W MADISON ST	HIGH	LEON	91.10
S WOODWARD AVE	W GAINES ST	W ST AUGUSTINE ST	HIGH	LEON	90.30
SYCAMORE RD	COUNTY BOUNDARY	LITTLE SYCAMORE CHURCH RD	HIGH	GADSDEN	88.17
FAIRBANKS FERRY RD	EAST OF DALTON LN	N MERIDIAN RD	HIGH	LEON	86.18
TRAM RD	MERCHANTS ROW BLVD	CAPITAL CIR SE	HIGH	LEON	85.74
FAIRBANKS FERRY RD	GLADES RD	CONCORD RD	HIGH	GADSDEN	83.99
MARTIN LUTHER KING JR BLVD	W PENSACOLA ST	W TENNESSEE ST	HIGH	LEON	83.99
DUVAL ST	W PENSACOLA ST	W TENNESSEE ST	HIGH	LEON	75.43
N CALHOUN ST	E TENNESSEE ST	E PARK AVE	HIGH	LEON	72.96
S FRANKLIN BLVD	E LAFAYETTE ST	E PARK AVE	HIGH	LEON	71.91
WOODVILLE HWY	CAPITAL CIR SE	CROSSWAY RD	HIGH	LEON	69.82
WAHNISH WAY/RAILROAD AVE	GAMBLE ST	W GAINES ST	HIGH	LEON	68.79
9TH AVE E	N MAIN ST	IRON BRIDGE RD	HIGH	GADSDEN	68.09
W PENSACOLA ST	MABRY ST	WHITE DR	HIGH	LEON	65.46
MT PLEASANT RD	HARDAWAY HWY	BLUE STAR HWY	HIGH	GADSDEN	64.94
S DUVAL ST	BRONOUGH ST	W GAINES ST	HIGH	LEON	63.73
N ADAMS ST	W JEFFERSON ST	KING ST E	HIGH	GADSDEN	63.72
W KING ST	STEWART ST N	N ADAMS ST	HIGH	GADSDEN	60.59
S MARTIN LUTHER KING JR BLVD	W MADISON ST	W PENSACOLA ST	MEDIUM	LEON	59.90
S MONROE ST	E GAINES ST	E MADISON ST	MEDIUM	LEON	58.80
W BREVARD ST	OLD BAINBRIDGE RD	N MARTIN LUTHER KING JR BLVD	MEDIUM	LEON	58.01
W W KELLEY RD	TRAM RD	WILLIAMS RD	MEDIUM	LEON	56.69
GLADES RD	FL GA HWY	FAIRBANKS FERRY RD	MEDIUM	GADSDEN	56.35
W ST AUGUSTINE ST	S WOODWARD AVE	S COPELAND ST	MEDIUM	LEON	55.95
LAKE BRADFORD RD	JACKSON BLUFF RD	W GAINES ST	MEDIUM	LEON	55.13
LAKE BRADFORD RD	KISSIMMEE ST	STUCKEY AVE	MEDIUM	LEON	53.33
N CALHOUN ST	THOMASVILLE RD	E TENNESSEE ST	MEDIUM	LEON	52.63
HARDAWAY HWY	LINCOLN DR	COCHRAN RD	MEDIUM	GADSDEN	51.29

Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
N ADAMS ST	E TENNESSEE ST	E BREVARD ST	MEDIUM	LEON	50.949629
S DUVAL ST	W GAINES ST	W MADISON ST	MEDIUM	LEON	50.889629
W PENSACOLA ST	S COPELAND ST	S WOODWARD AVE	MEDIUM	LEON	49.0011
N GADSDEN ST	E PARK AVE	E TENNESSEE ST	MEDIUM	LEON	48.816092
E PARK AVE	S MERIDIAN ST	S FRANKLIN BLVD	MEDIUM	LEON	47.182249
CAPITAL CIR NE	THOMASVILLE RD	TIMBERLAND RD	MEDIUM	LEON	46.776202
SPRINGHILL RD	SPRINGSAX RD	W ORANGE AVE	MEDIUM	LEON	45.699898
W PENSACOLA ST	CHAMPIONS WAY	STADIUM DR E	MEDIUM	LEON	45.049716
MICCOSUKEE RD	FLEISCHMANN RD	DEMPSEY MAYO RD	MEDIUM	LEON	44.132208
N MAGNOLIA DR	MICCOSUKEE RD	E 6TH AVE	MEDIUM	LEON	43.806523
STEWART ST N	W JEFFERSON ST	W KING ST	MEDIUM	GADSDEN	43.578926
W BREVARD ST	N MARTIN LUTHER KING JR BLVD	N BRONOUGH ST	MEDIUM	LEON	43.364927
S DUVAL ST	S ADAMS ST	BRONOUGH ST	MEDIUM	LEON	42.735974
E ORANGE AVE	S ADAMS ST	S MONROE ST	MEDIUM	LEON	42.413776
WHITE DR	W TENNESSEE ST	MISSION RD	MEDIUM	LEON	42.257207
E LAFAYETTE ST	S FRANKLIN BLVD	S MAGNOLIA DR	MEDIUM	LEON	42.171463
W PENSACOLA ST	S BRONOUGH ST	S MARTIN LUTHER KING JR BLVD	MEDIUM	LEON	41.91732
COASTAL HWY	JACK CRUM RD	CRAWFORDVILLE HWY	MEDIUM	WAKULLA	41.596946
N MACOMB ST/OLD BAINBRIDGE RD	W TENNESSEE ST	W BREVARD ST	MEDIUM	LEON	41.57761
S GADSDEN ST	APALACHEE PKWY	E PARK AVE	MEDIUM	LEON	41.271511
CENTERVILLE RD	E 6TH AVE	E 7TH AVE	MEDIUM	LEON	41.14093

TABLE 11: OVERALL HIGH-INJURY NETWORK (2 OF 2)

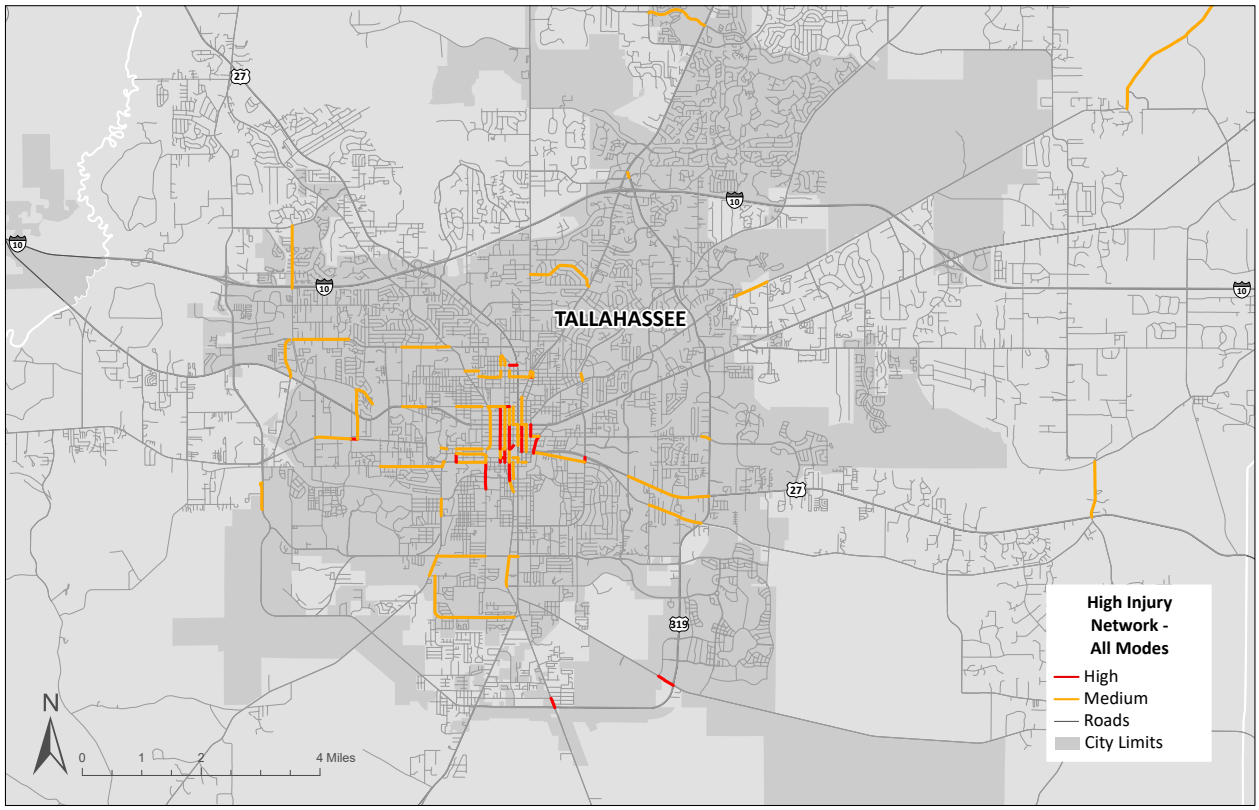
Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
WAVERLY RD	N MERIDIAN RD	THOMASVILLE RD	MEDIUM	LEON	41.11584
BLOUNTSTOWN ST	W TENNESSEE ST	W THARPE ST	MEDIUM	LEON	40.951381
E GAINES ST	S CALHOUN ST	S GADSDEN ST	MEDIUM	LEON	39.857882
THOMASVILLE RD	E 6TH AVE	E 7TH AVE	MEDIUM	LEON	39.833579
N BRONOUGH ST	W BREVARD ST	W TENNESSEE ST	MEDIUM	LEON	39.820511
OLD PLANK RD	SUGAR HILL RUN	NATURAL BRIDGE RD	MEDIUM	LEON	39.679846
MARTIN LUTHER KING JR BLVD	S ATLANTA ST	S SHELFER ST	MEDIUM	GADSDEN	38.602049
FLAT CREEK RD	LONNIE CLARK RD	COCHRAN RD	MEDIUM	GADSDEN	38.439402
OLD LIOYD RD	RABON RD	W WASHINGTON HWY	MEDIUM	JEFFERSON	38.246669
S ADAMS ST	GFA DR	MARTIN LUTHER KING JR BLVD	MEDIUM	GADSDEN	38.193733
E 6TH AVE	N MONROE ST	THOMASVILLE RD	MEDIUM	LEON	38.013007
BAINBRIDGE HWY	HUTCHINSON FERRY RD	COUNTY BOUNDARY	MEDIUM	GADSDEN	37.979667
N BRONOUGH ST	W TENNESSEE ST	W PENSACOLA ST	MEDIUM	LEON	37.399216
E MADISON ST	S ADAMS ST	S MONROE ST	MEDIUM	LEON	37.111612
N DUVAL ST	W TENNESSEE ST	W BREVARD ST	MEDIUM	LEON	36.680546
E 6TH AVE	N DUVAL ST	N MONROE ST	MEDIUM	LEON	36.350796
N BRONOUGH ST	W 10TH AVE	W 8TH AVE	MEDIUM	LEON	36.242826
SALEM RD	HAVANA HWY	CR-159A	MEDIUM	GADSDEN	35.709717
W PENSACOLA ST	APPLEYARD DR	MABRY ST	MEDIUM	LEON	35.402119
KEMP RD	IRON BRIDGE RD	CONCORD RD	MEDIUM	GADSDEN	34.533374
S ADAMS ST	PAUL RUSSELL RD	E ORANGE AVE	MEDIUM	LEON	34.454042
CHURCH ST	BLUE STAR HWY	GLORY RD	MEDIUM	GADSDEN	34.31145
S MONROE ST	E JEFFERSON ST	E PARK AVE	MEDIUM	LEON	34.230431
E IVAN RD	WAKULLA-ARRAN RD	CRAWFORDVILLE HWY	MEDIUM	WAKULLA	33.947673
WAUKEENAH HWY	W CAPPS HWY	CR-158B	MEDIUM	JEFFERSON	33.670987
E TENNESSEE ST	N ADAMS ST	N MONROE ST	MEDIUM	LEON	33.651213
CURTIS MILL RD	ROSE ST	SMITH CREEK RD	MEDIUM	WAKULLA	33.378155
CHAIRES CROSS RD	APALACHEE PKWY	CAPITOLA RD	MEDIUM	LEON	33.04539
WHITE DR	W PENSACOLA ST	W TENNESSEE ST	MEDIUM	LEON	32.87897
MICCOSUKEE RD	LONG AND WINDING RD	MOCCASIN GAP RD	MEDIUM	LEON	32.144835
SMITH CREEK RD	NORTH OF CHASON RD	STOUTAMIRE LANDING RD	MEDIUM	LEON	31.799155
S ADAMS ST	FAMU WAY	E GAINES ST	MEDIUM	LEON	31.205217
S DUVAL ST	W MADISON ST	W PENSACOLA ST	MEDIUM	LEON	30.818315

Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
BONNIE HILL RD/S MAIN ST	HARDAWAY HWY	E MARTIN LUTHER KING JR BLVD	MEDIUM	GADSDEN	30.736247
SHADEVILLE RD	TRICE LN	CAJER POSEY RD	MEDIUM	WAKULLA	30.669291
W 6TH AVE	GIBBS DR	N MARTIN LUTHER KING JR BLVD	MEDIUM	LEON	30.642789
RIDGE RD	SPRINGSAX RD	CRAWFORDVILLE RD	MEDIUM	LEON	30.46112
N DUVAL ST	W 6TH AVE	W 7TH AVE	MEDIUM	LEON	30.319724
BLOUNTSTOWN HWY	SMITH CREEK RD	SR-267	MEDIUM	LEON	30.080811
E PARK AVE	CAPITAL CIR NE	CAPITAL PARK DR	MEDIUM	LEON	29.816709
W BREVARD ST	N WOODWARD AVE	N COPELAND ST	MEDIUM	LEON	29.674938
N MONROE ST	E PARK AVE	E TENNESSEE ST	MEDIUM	LEON	29.463075
W GAINES ST	S WOODWARD AVE	RAILROAD AVE	MEDIUM	LEON	29.407407
W THARPE ST	N MISSION RD	MERIADOC RD	MEDIUM	LEON	29.220379
N GADSDEN ST	E 6TH AVE	E 7TH AVE	MEDIUM	LEON	29.133837
MACOMB ST	W PENSACOLA ST	W TENNESSEE ST	MEDIUM	LEON	29.097972
JACKSON BLUFF RD	S AUSLEY RD	LAKE BRADFORD RD	MEDIUM	LEON	28.976315
KERRY FOREST PKWY	OX BOTTOM RD	THOMASVILLE RD	MEDIUM	LEON	28.742663
BLOXHAM CUTOFF RD	WOODVILLE HWY	COASTAL HWY	MEDIUM	WAKULLA	28.6833
SHIVER RD/LAKE RD	N JEFFERSON ST	COCROFT RD	MEDIUM	JEFFERSON	28.681727
N MARTIN LUTHER KING JR BLVD	W 6TH AVE	W 7TH AVE	MEDIUM	LEON	28.465719
MISSION RD	YONVIEW DR	WHITE DR	MEDIUM	LEON	27.978146
N MARTIN LUTHER KING JR BLVD	W 8TH AVE	W 10TH AVE	MEDIUM	LEON	27.817973
AUCILLA RD	S JEFFERSON HWY	S SALT RD	MEDIUM	JEFFERSON	27.757451
RAILROAD AVE	W GAINES ST	SR-366	MEDIUM	LEON	27.223056
WAKULLA SPRINGS RD	SHADEVILLE RD	BLOXHAM CUTOFF RD	MEDIUM	WAKULLA	27.221336
W THARPE ST	HIGH RD	OLD BAINBRIDGE RD	MEDIUM	LEON	27.085733
FLAT CREEK RD	LITTLE SYCAMORE CHURCH RD	I-10	MEDIUM	GADSDEN	26.865402
W 7TH AVE	OLD BAINBRIDGE RD	GIBBS DR	MEDIUM	LEON	26.813179
N 14TH ST	W JEFFERSON ST	W KING ST	MEDIUM	GADSDEN	26.329144
W TENNESSEE ST	W CALL ST	STADIUM DR	MEDIUM	LEON	26.190962
N MISSION RD	MOON LN	FRED GEORGE RD	MEDIUM	LEON	26.139553
OLD ST AUGUSTINE RD	N PAUL RUSSELL RD	EXECUTIVE CENTER CIR E	MEDIUM	LEON	26.093526
W ORANGE AVE	SPRINGHILL RD	WAHNISH WAY	MEDIUM	LEON	26.016906
FRONTAGE RD	CAPITAL CIR SW	CASCADE DR	MEDIUM	LEON	25.867068

Roadway	From Street	To Street	Category	County	EPDO crash rate (per 100 MVMT)
E TENNESSEE ST	N CALHOUN ST	N GADSDEN ST	MEDIUM	LEON	25.713368
E PARK AVE	S MONROE ST	N CALHOUN ST	MEDIUM	LEON	25.708637
IAMONIA CUT-OFF	N MERIDIAN RD	THOMASVILLE RD	MEDIUM	LEON	25.576558
OLD ST AUGUSTINE RD	MIDYETTE RD	CAPITAL CIR SE	MEDIUM	LEON	25.440677
APALACHEE PKWY	BLAIR STONE RD	CAPITAL CIR SE	MEDIUM	LEON	25.381369
SPRING CREEK HWY	COASTAL HWY	DR MARTIN LUTHER KING JR MEM RD	MEDIUM	WAKULLA	25.184279
W ST AUGUSTINE ST	S COPELAND ST	RAILROAD AVE	MEDIUM	LEON	25.109368

MAP 5: OVERALL HIGH-INJURY NETWORK

MAP 6: OVERALL HIGH-INJURY NETWORK



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 :

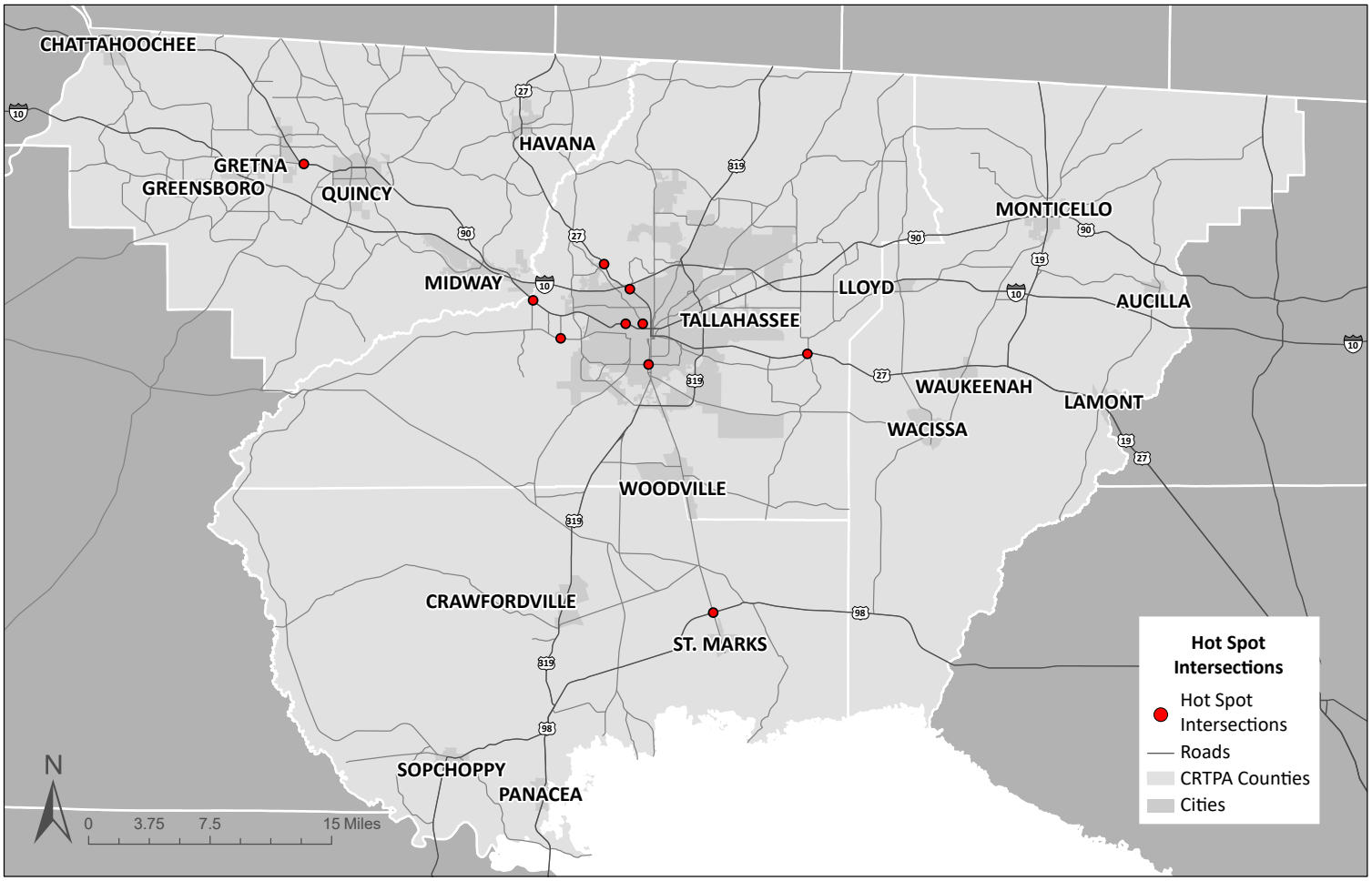
$$Crash\ Rate = \frac{1{,}000{,}000 * Number\ of\ Crashes}{365\ days/year * 5\ years * daily\ traffic\ volume\ enteirng\ intersection}$$

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 12 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. ***Eight (8) of the ten (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 12: HOT SPOT INTERSECTIONS

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

MAP 7: HOT SPOT INTERSECTIONS



CHAPTER 3: EQUITY CONSIDERATIONS

5

Equity was a common thread that informed much of the approach for identifying the High Injury Network (HIN), conducting engagement, and prioritizing projects. The Safe Streets and Roads for All Program emphasizes the use of inclusive and representative processes, and data sets provided by the USDOT were regularly considered. The project team also reviewed American Community Survey (ACS) data related to minority population and vehicle ownership to ensure that a variety of population characteristics were evaluated. The main datasets used pertaining to equity are summarized in **Table 13** below.

TABLE 13. EQUITY DATASETS

Data	Source, Year	Use
Historically Disadvantaged Communities	USDOT, 2021	Preliminary evaluation, engagement, project prioritization criteria
Areas of Persistent Poverty	USDOT, 2021	Preliminary evaluation, engagement, project prioritization criteria
Minority Population	American Community Survey, 2021	Project prioritization criteria
(Non-white)	American Community Survey, 2021	Project prioritization criteria

***Equity in transportation* seeks fairness in mobility and accessibility to meet the needs of all community members. (FHWA, 2023)**

Per the Safe Streets and Roads for All Notice of Funding Opportunity (NOFO) released in 2022, the project team used the Historically Disadvantaged Communities and Areas of Persistent Poverty datasets to preliminarily evaluate equity concerns within the region. These datasets were also used as highly weighted criteria as part of the project prioritization process that will be described in Chapter 6. These datasets for the Capital Region are shown in maps 8 and 9. Notably, the entirety of Gadsden County is identified as Historically Disadvantaged, with only portions of Leon, Jefferson, and Wakulla County meeting this criterion. Area of Persistent Poverty in the region were less widespread, with more concentration in western and northeastern Gadsden County, southwest Tallahassee in Leon County, and central Jefferson County. Wakulla County did not have any Areas of Persistent Poverty.

Capital Area - Equity by the Numbers

18 ***census tracts in Historically disadvantaged***

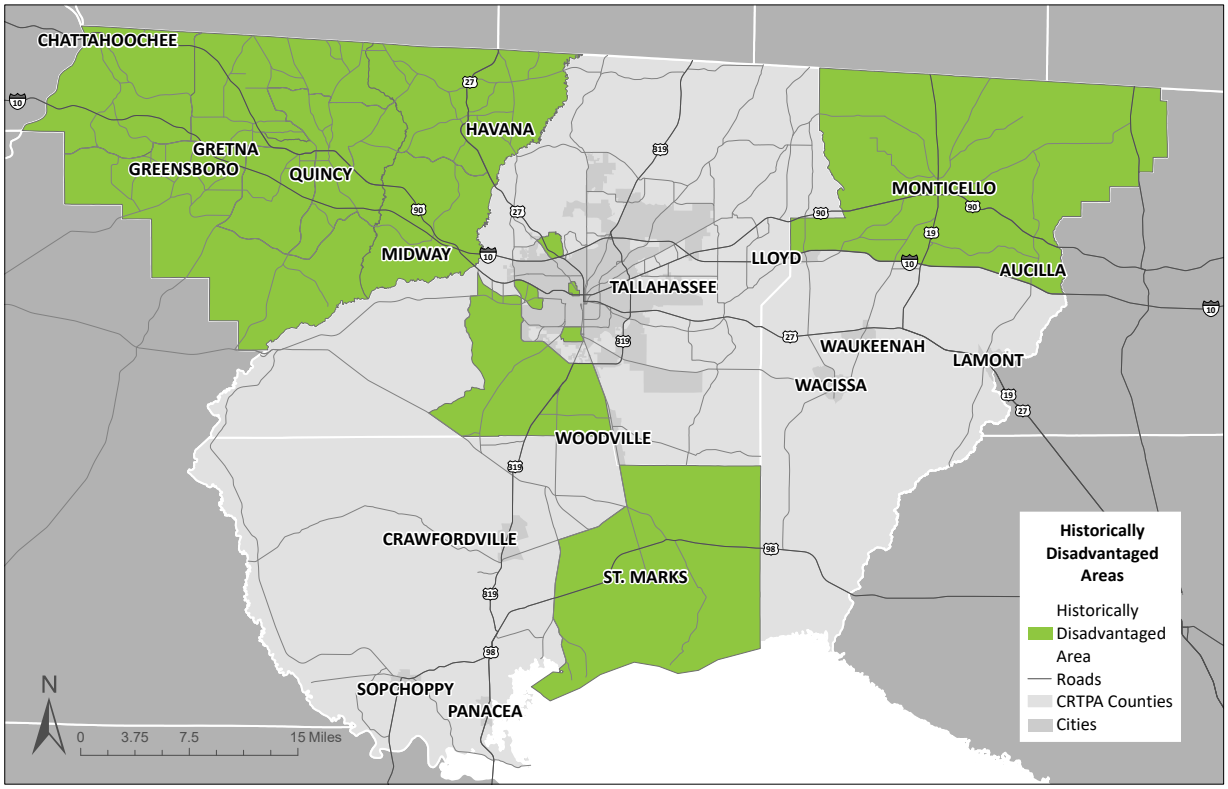
35 ***of census tracks in persistent poverty***

41% ***minority populations***

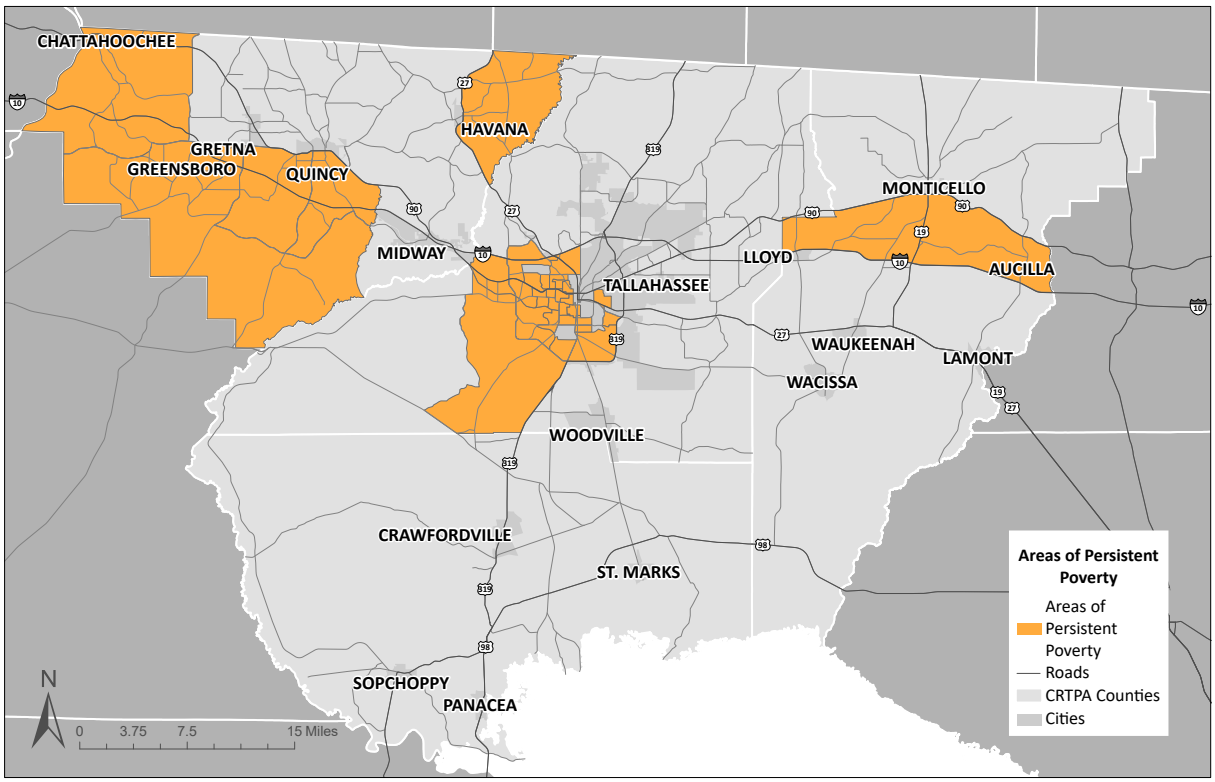
7% ***of households lacking vehicle ownership***

The Capital Region Transportation Planning Agency will identify traditionally underserved populations within the region, *including minority, low income and elderly populations,* and plan public involvement and outreach efforts for these segments of the population with their unique needs in mind to promote their participation.
(CRTPA Objective E.1. from Public Involvement Plan 2018)

MAP 8: HISTORICALLY DISADVANTAGED



MAP 9: AREAS OF PERSISTENT POVERTY



Based on this information, the project team was strategic about identifying events and locations for engagement that would allow residents in these areas to contribute input. This is consistent with the CRTPA's approach to equity per their Public Involvement Plan. These locations will be detailed in **Chapter 4** but were generally concentrated in Gadsden and Leon County. Additionally, virtual engagement tools were made available to the public to access at their leisure through the life of the project. This provided a variety of options for input where structural barriers and community history may have otherwise impeded opportunities for engagement. The project team, based on local knowledge and work history in the region, also determined the need for a Spanish language survey. Finally, the project team coordinated with stakeholders in each of the counties throughout the region via the Community Traffic Safety Teams (CTSTs) to ensure representation from each of the identified Historically Disadvantaged Communities and Areas of Persistent Poverty .

Safety is for Everyone

CHAPTER 4: PUBLIC ENGAGEMENT

Public and stakeholder engagement provided a better understanding of safety conditions and challenges throughout the Capital Region by providing context to the data driven safety analysis. Through robust and ongoing coordination with local Community Traffic Safety Teams (CTSTs), relevant stakeholders, and the public, the project team was able to identify locations of perceived safety concerns and citizen-recommended improvements. This feedback was incorporated into the project prioritization which is described in Chapter 5.

ENGAGEMENT

The engagement approach for the Safety Action Plan was focused around 4 strategies:

CRTPA Safety Action Plan Engagement Approach

- ***Task Force***
- ***Relevant Stakeholders***
- ***Public Engagement***
- ***Virtual Tools***

TASK FORCE: COMMUNITY TRAFFIC SAFETY TEAMS (CTSTS)

The Community Traffic Safety Teams (CTSTs) from each of the four counties in the Capital Region were identified as the task force charged with the plan's development, implementation, and monitoring once adopted. The project team met regularly with the CTSTs to provide updates, coordinate on project recommendations, and gain insight into needs for each of the counties.

PLANNING STRUCTURE / TASK FORCE

- Leon County Community Traffic Safety Team
- Gadsden County Community Traffic Safety Team
- Jefferson County Community Traffic Safety Team
- Wakulla County Community Traffic Safety Team

CTSTs are comprised 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. The teams are multi-jurisdictional and contain members from city, county, state, and occasionally federal agencies, as well as private industry representatives and citizens. Through coordinating and working together with interested citizens and other traffic safety advocates within their communities, the CTSTs help to solve local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists.

RELEVANT STAKEHOLDERS: PROJECT IDENTIFICATION

Relevant stakeholders from local agencies and the universities were contacted to assist with project identification and development. The project team selected these stakeholders due to their agency's responsibility for developing and funding projects from planning through construction. Coordination was ongoing through the process to ensure that stakeholders understood what the Safety Action Plan is, what the SS4A program requirements are, and project eligibility for grant funding. This stakeholder coordination established a general understanding of the program so that local partners will be prepared to apply for Safe Streets and Roads for All funding via Implementation Grants in the future.

STAKEHOLDERS

- Florida Department of Transportation District 3
- City of Tallahassee Public Infrastructure Engineering
- Leon County Public Works
- Blueprint Intergovernmental Agency
- Florida State University – Transportation & Parking Services, Facilities
- Florida A&M University – Facilities, Planning, Construction, & Safety

Spinning wheel for pop-up events.

Pop-Up event at Tallahassee Winter Festival in December 2022.

PUBLIC ENGAGEMENT: POP-UP EVENTS + VIRTUAL MEETING

Pop-up events were identified early in the process as a strategic and innovative opportunity to gain feedback from the public. Due to the largely rural nature of the Capital Region, traditional engagement events are often underattended and yield little feedback. In an effort to address this, the project team identified several large events that draw residents from around the region. The project team utilized a spinning wheel, prizes, and project promotional materials at these events to attract interest and encourage participation in a project survey.

Pop-Up event at Havana Winterfest in December 2022.

POP-UP EVENTS

- Tallahassee Winter Festival
  - Saturday, December 3, 2022, 3 - 10 pm
- Havana Winterfest
  - Saturday, December 9, 2022, 10-3 pm
- Tallahassee Marathon Expo
  - Saturday, February 4, 2023, 12-5 pm
- Dirty Pecan Bicycle Ride
  - Sent survey + promotional materials to participants in lieu of tabling

Pop-Up event at Tallahassee Winter Festival in December 2022.

In addition to pop-up events, a virtual meeting was held via Microsoft Teams on Thursday, June 15, 2023 , to give a final update on the status of the Safety Action Plan. This was done to allow the public and stakeholders the opportunity to participate from anywhere throughout the Capital Region and allowed an opportunity for questions and comments.

VIRTUAL MEETINGS

- Final Informational Update
  - Thursday, June 15, 2023, 6-7 pm

VIRTUAL TOOLS: PUBLICCOORDINATE + SURVEY

An interactive mapping tool, PublicCoordinate, and a survey were created at the beginning of the project and were made available to the public throughout plan development. This was done to allow a variety of options for input that the public could access at their leisure, whether that be at the event or at a later time. These tools were designed to be interactive and simple, allowing members of the public to voice any concerns via multiple choice and open-ended response questions, which were offered in both English and Spanish languages. The mapping tool was used to identify locations that were perceived as unsafe to supplement the data analysis and HIN when identifying safety challenges in the Capital Region.

VIRTUAL TOOLS

- PublicCoordinate Mapping Tool
- Survey (Spanish and English)

Public Feedback

Through the Safety Action Plan engagement approach, the project team was able to gain a clearer understanding of the public's safety concerns when it comes to the Capital Region's transportation network. The graphic below summarizes results from the survey.

519
Total Survey Respondents

16
Unique locations identified through PublicCoordinate as a safety concern or in need of multimodal facility improvements

4
Spanish Surveys Completed

106
Comments Received

27%
Survey respondents who identified as Black, Hispanic/ Latino, Asian, American Indian, or Multiracial

Survey Respondents by County

- Gadsden – **16%**
- Jefferson – **1%**
- Leon – **70%**
- Wakulla – **2%**
- Other – **11%**

Approximately 38% of respondents felt only moderately safe or worse when traveling through the region.

8% of respondents reported their primary mode of transportation as biking, walking, ride-share, or transit.

A review of the comments received as part of the survey and through the Public Coordinate mapping revealed five common themes identified by the respondents. These included:

- Bicycle and pedestrian facilities needs
- Public transportation needs
- Unsafe conditions for multimodal users
- Law enforcement
- Distracted drivers

This feedback was reviewed by the project team, and any locations identified through the survey or PublicCoordinate were mapped for use as criteria in the project prioritization process described in Chapter 6.

Participants taking surveys at the Tallahassee Marathon Expo in February 2023.

6

7

CHAPTER 5: PROJECT PRIORITIZATION AND RECOMMENDATIONS

Project Prioritization

The built environment plays a major role in roadway safety. Improper design, lack of bicycle and pedestrian facilities, and neglected maintenance are just a few of the infrastructure-related factors that can contribute to deadly crashes. To address issues such as these, this plan has developed a prioritized list of critical local projects that have been evaluated and scored using targeted criteria influenced by the priorities of the SS4A program.

To begin the prioritization process, the planning team collected lists of infrastructure projects from local agency partners to gain a stronger understanding of what infrastructure improvements they were most interested in pursuing. These projects were then evaluated via a prioritization process created using the criteria detailed below. Altogether, more than 500 projects were collected and analyzed. Each project was given a score based on how they related to each criterion and then ranked based on their total score. This resulted in a final list of 61 high scoring projects, found in Table 14. The rest of the projects and scores, as well as additional information about the criteria and scoring process, can be found in Appendix X.

Project Sources

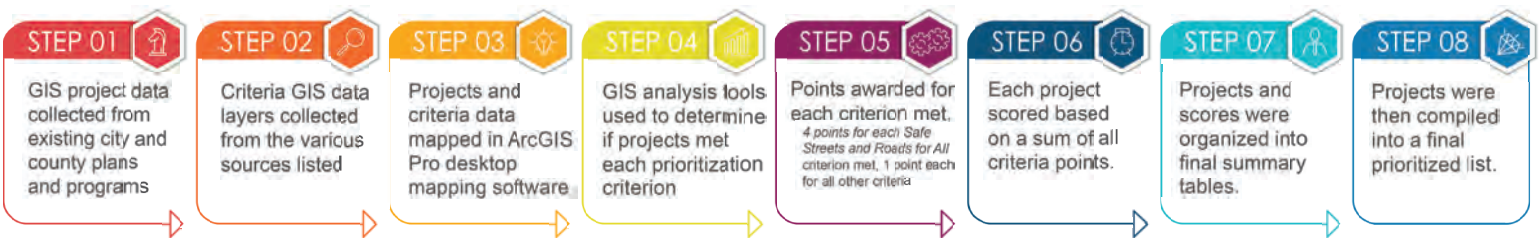
- Blueprint Intergovernmental Agency projects
- City of Tallahassee sidewalk priority list
- City of Tallahassee Pedestrian and Street Safety (PASS) projects
- City of Tallahassee Capital Improvement Program
- Leon County SS4A projects
- Leon County sidewalk priority list
- Leon County Bicycle and Pedestrian Master Plan projects
- Leon County Sheriff's Office High Visibility Enforcement Areas 2021-2022 & 2022-2023
- Florida State University projects
- Florida Agricultural and Mechanical University projects

In recognition of the U.S. Department of Transportation's focus on improving equity and eliminating barriers to opportunity in underserved communities, criteria related specifically to safety and equity was ranked more highly, serving to bring projects to the top of the list that were located along the High Injury Network; were located in an area identified as Historically Disadvantaged; and / or located in an Area of Persistent Poverty. All twelve criteria are explained below:

TABLE 14: PRIORITIZATION CRITERIA

Location	Criteria Name	Description
Safe Streets and Roads for All Criteria	SS4A 1	The project is in an area that has been identified as part of the High Injury Network.
	SS4A 2	The project is in a Transportation Disadvantaged Area.
	SS4A 3	The project is in an Area of Persistent Poverty.
Safety Needs Criteria	Safety Need 1	Fatal or serious injury crashes occurred in the project area during the crash data analysis period from 2017-2021.
	Safety Need 2	The corridor speed limit in the project area is greater than 35 miles per hour.
	Safety Need 3	The project area was identified as a safety threat or an area in need of improvement through the public engagement process.
Equity Needs Criteria	Equity Need 1	The project is in an area with greater than 20 percent minority (i.e., nonwhite) population.
	Equity Need 2	The project is in an area where greater than 10 percent of households do not own a car.
Multimodal Needs Criteria	Multimodal Need 1	Fatal or serious injury crashes involving a bicyclist or pedestrian occurred within 100 feet of the project area during the crash data analysis period from 2017-2021.
	Multimodal Need 2	The project area lacks existing bicycle facilities.
	Multimodal Need 3	The majority of the project area lacks existing pedestrian facilities.

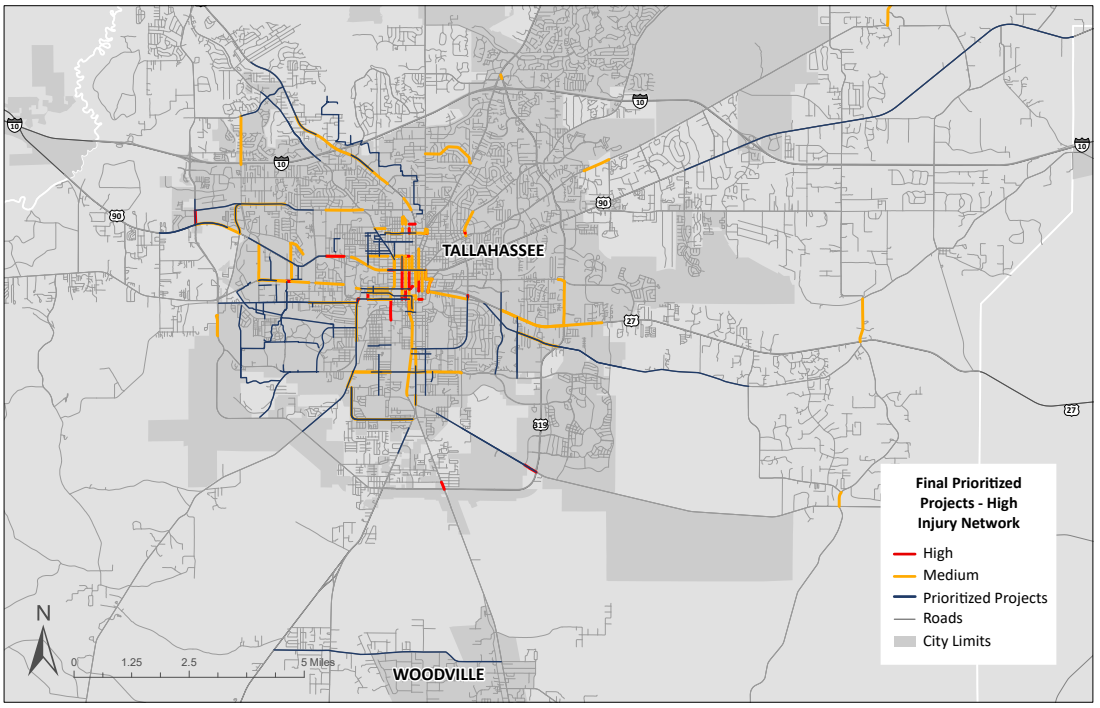
Project Prioritization Process



Projects

Following the prioritization process, all projects with a score of 10 points or higher were identified as final projects. Projects that did not meet any of the SS4A Criteria detailed in Table 15 were removed from the list. The project list below totals 61 projects, which includes multimodal enhancements related to sidewalks, multi-use paths, crosswalk enhancements, and safety measures. The timeframe for implementation of these projects ranges from Short (1-3 years) to Medium (3-5 years), depending on the availability of funding. These 61 projects are not prioritized within the below list. Instead, agency partners throughout the region are encouraged to apply for Implementation Grants for any combination of projects listed below. At the time of adoption, projects from Gadsden, Jefferson, and Wakulla Counties were still being evaluated and will be incorporated into the Safety Action Plan during the next update. These projects are also shown in comparison to the HIN and Equity indicators including Historically Disadvantaged Areas and Areas of Persistent Poverty in Maps 10 and 11.

MAP 10: Prioritized Projects HIN



MAP 11: Prioritized Projects Equity

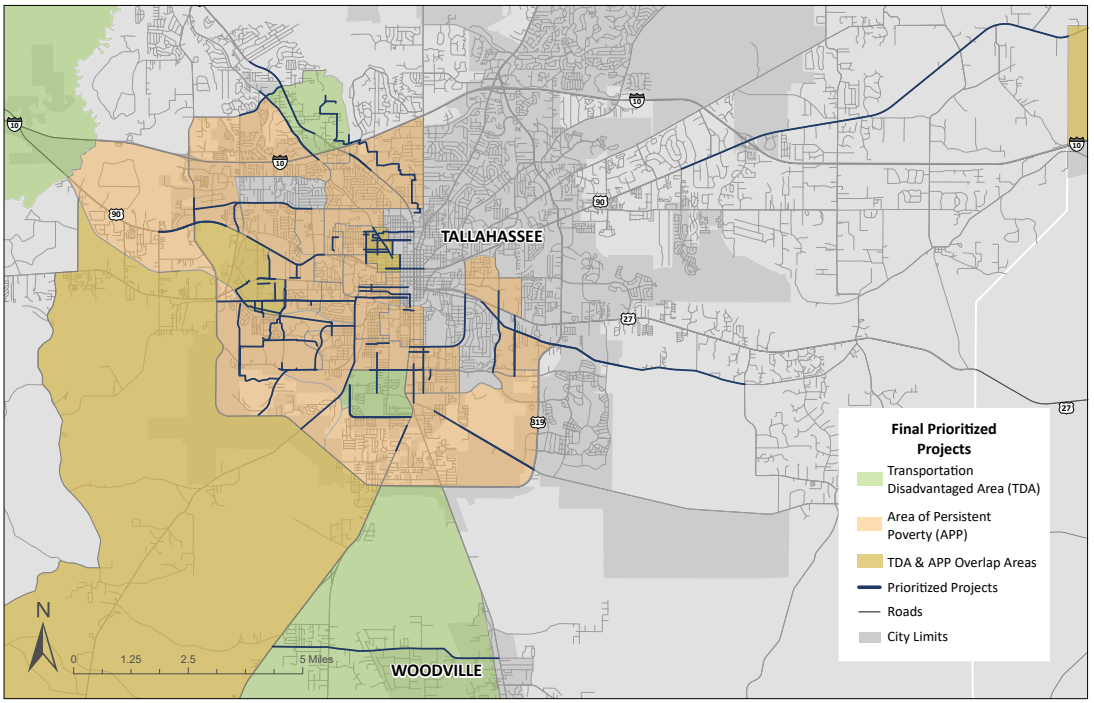


TABLE 15. CRTPA SAFETY ACTION PLAN PROJECTS LIST

Name	Limits	Blueprint	City of Tallahassee	Leon County	BPMP	HVE
Airport Gateway	N/A	●				
Alabama Street	Birmingham Street to Old Bainbridge Road		●			
Arizona Street	Arkansas Street to Colorado Street		●			
Arkansas Street	Caliark Street to Greentree Lane		●			
Bennett Sreet	Rollins Street to W. 6th Avenue		●			
Bike Route System - Downtown-University Protected Bike Lane	N/A	●				
Bike Route System: SW Area Connector	N/A	●				
Blair Stone Road	Governors Square Boulevard to Orange Avenue				●	
Blountstown Sreet	US 90 to Tharpe Street		●			
Cactus Street	Pensacola Street to Block Drive		●			
Capital Circle NW	W. Tennessee Street to Peddie Drive					●
Chipley Street	Plant Street to Jackson Bluff Road		●			
Columbia Drive	Ecambia Drive to Valencia Drive Sidewalk		●			
Crawfordville Road	Slash Pine Lane to Wilson Green Boulevard					●
Dent Street	Dewey Street to End		●			
Dewey Street	Rollins Street to Brevard Street		●			
Dunn Sreet	N. Woodward Avenue to Old Bainbridge Road		●			
Dupree Street	Municipal Way to Jackson Bluff Road		●			
E Orange Avenue	Pasco treet to S. Meridian Street					●
Eisenhower Street	Roberts Road to Plant Street		●			

Name	Limits	Blueprint	City of Tallahassee	Leon County	BPMP	HVE
Escambia Drive	White Drive to Valencia Drive Sidewalk		●			
FAMU Way	N. Monroe Street to S. Bronough Street		●			
Fred George Road	Mission Road to N. Monroe Street				●	
Gaines Sreet	Lake Bradford Road to Duval Street					●
Gibbs Drive	W. 10th Avenue to Monticello Drive		●			
Greenways: Lake Jackson Greenways	N/A	●				
Greenways: University Greenway	N/A	●				
Griffin Street	Birmingham Street to Dade Street		●			
Jackson Bluff Road	Capital Circle SW to Lake Bradford Road		●		●	
Jacqueline Lane	Jackson Bluff Road to Karen Lane		●			
Lorene Street	St. Augustine Street to Jefferson Street		●			
Mabry Street	Bellevue Way to Jackson Bluff Road				●	
Macomb Street	Brevard Street to 4th Avenue		●			
Magnolia Dr. Trail	N/A	●				
Meridian Street South	Magnolia Drive to Paul Russell Road		●			
Monroe Street	Balsam Terrace to Callaway Road					●
Municipal Way	Sidewalk gap		●			
N Monroe Street	Sessions Street to Harriet Drive					●
N. M L King Jr. Boulevard	W. Brevard Street to W. Tennessee treet				●	
N. Woodward Ave.	Alabama Street to Tennessee Street		●		●	

Name	Limits	Blueprint	City of Tallahassee	Leon County	BPMP	HVE
Northwest Connector Corridor: Tharpe Street	N/A	●				
Oak Ridge Road	Crawfordville Road to Woodville Highway				●	
Old Bainbridge	W. Brevard Street to Capital Circle NW		●	●	●	
Old St. Augustine Road	Capital Circle SE to Williams Road			●	●	
Old St. Augustine Road	E. Lafayette Street to Capital Circle CE			●	●	
Orange Avenue	W. of Holton Street to Walnut Street					●
Palm Beach Street	Wahnish Way to Wakulla Street		●			
Pasco Street	Tucker Street to Bragg Drive		●			
Paul Russell Road	Monday Road to Apalachee Parkway		●		●	
Plant Street	Chipley Street to Eisenhower Street		●			
Ridge Road	Crawfordville Road to Springsax Road	●	●		●	
Rollins Street	Bennett Street to Old Bainbridge Road		●			
S Monroe Street	Tram Road to North of Polk Drive					●
Tartary Drive	Castlewood Drive to Orange Avenue		●			
Tram Road	Crossing Rocks Road to Capital Circle SE			●	●	
US 90 / Mahan Drive	Pedrick Road to Jefferson County Line				●	
W 6th Avenue	Old Bainbridfe Road to N. Monroe Street		●			
W Pensacola Street	S. Appleyard Drive to Flamingo Way					●
W Tennessee Street	N. Monroe Street to Anole Drive		●	●	●	●
W. 4th Avenue	Old Bainbridge Road to Adams Street		●		●	
Wallis Street	Adams Street S. to End		●			

6

Strategies

In addition to projects, the following strategies and actions were developed as part of the Safety Action Plan. These strategies are reflective of safety concerns identified through data collection, crash analysis, and public and stakeholder engagement. An assessment of current policies and plans in the four-county region was completed to identify opportunities to improve processes and develop strategies that are reflective of the region's needs. These strategies and actions reflect this assessment and are listed below. Implementation of these strategies will range from Short (1-3 years) to Medium (3-5 years) to Long (5 or more years) Term, as reflected in the table below. The larger principles are associated with the Safe Systems Approach and include strategies, actions, responsible parties, time frame, and recommended metrics for measuring progress.

Principle #1: Safe Roads

Principal	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE ROADS	Design roadways to mitigate human risk	Promote the USDOT safety focus areas when pursuing design and identify issues that are related to speed management, intersections, roadway departures, and pedestrians/bicyclists. Select proven countermeasures to address any issues as they relate to safety focus areas.	CRTPA, Local counties and municipalities	Short to Medium	Ongoing action
		Use Florida Department of Transportation (FDOT) Context Classification Guide to determine appropriate context classification for all roads in the CRTPA region to better understand areas for more cohesive roadway design based on adjacent land uses.	CRTPA, FDOT	Medium	One county per year
	Encourage safe behavior on our corridors	Work with local officials to identify areas where planning level documents can be amended to advocate for the safe travel of all users. This includes amending language to be inclusive of all modes, identifying policies that are vehicle-centric and updating to reflect all modes, and adding policies that promote a well-rounded and shared transportation network. Documents for this update include Comprehensive Plans, Land Development Code, Bicycle and Pedestrian Master Plans, and other transportation related documents.	Local counties and municipalities	Medium	Three plans per year
		Pursue Safety Action Plans at the City and County level to identify major concerns on the local network and identify specific proven countermeasures to address these concerns.	Local counties and municipalities	Medium to Long	Two plans per year
	Facilitate safe travel on our corridors for a variety of user types	Conduct detailed studies on areas identified in the High Injury Network analysis as crash hotspots to determine most effective safety countermeasures.	CRTPA, local counties and municipalities	Short	Four corridors/ areas per year
		Conduct level of comfort analyses for bicyclists and pedestrians to determine locations in need of improvement and/or implementation of active transportation facilities.	Local counties and municipalities	Short	Four corridors/ areas per year

Principal	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE ROADS	Facilitate safe travel on our corridors for a variety of user types	Conduct level of comfort analyses for bicyclists and pedestrians to determine locations in need of improvement and/or implementation of active transportation facilities.	Local counties and municipalities	Short	Four corridors/ areas per year
		Identify sources of funding for bicycle and pedestrian safety countermeasures in areas identified by level of comfort analyses.	Local counties and municipalities	Short	Ongoing action
		Support the CRTPA's commitment to reduce roadway serious injury and fatalities by 2040 through adoption at the county and municipal level.	City and County Commissions	Short	Complete action
		Review existing bicycle-pedestrian master plans and update outdated recommendations. Implement proven countermeasures based on needs identified in level of comfort analysis.	Local counties and municipalities	Short to Medium	Two plans per year
		Develop internal review process for roadway projects to identify opportunities for integration of improved multimodal facilities that exceed existing standards.	Local counties and municipalities	Medium to Long	Ongoing action
		Improve safety of rural roadways through improved design and implementation of context-sensitive safety countermeasures.	Local counties and municipalities	Long	Ongoing action
		Expand data collection efforts regarding roadway safety and traffic through regular roadway safety audits where crash data indicates there may be an issue.	CRTPA	Short to Medium	Four audits per year
		Update existing or complete new Safe Routes to Schools studies to include audits of bicycle and pedestrian accessibility and safety of individual schools.	Local counties in partnership with School Boards	Short to Medium	One county per year

Principle #2: Safe People

Principal	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE PEOPLE	Encourage safe, responsible driving	Develop a Strategic Outreach Plan and toolkit that will focus on educating the public to address issues and problems specific to roadway safety in the CRTPA Region.	CRTPA, local counties and municipalities	Short	Complete action
	Foster culture of roadway safety through education, engagement, and outreach	Support and encourage driver's education and safety programs for high school students.	Local counties in partnership with School Boards	Short	Ongoing action
		Design and employ programs that engage the community in promoting safer streets, such Paint Saves Lives programming and tactical urbanism projects.	Local counties and municipalities, CTSTs	Short	Five events per year
		Identify appropriate locations for construction of traffic parks to educate students and children on safe bicycle and pedestrian practices.	Local counties and municipalities, CTSTs	Short	Complete action
		Implement and/or expand Safe Routes to School non-infrastructure education programs.	Local counties in partnership with School Boards	Short	Complete action

Principle #3: Safe Speeds

Principal	Strategy	Action	Responsible Party	Time Frame	Metric
SAFE SPEEDS	Promote safe speeds in all roadway environments through thoughtful, equitable, and context appropriate roadway design.	Continue collecting data to identify areas prone to speeding or speed related crashes.	CRTPA, local counties and municipalities	Short	Ongoing action
		Use collected speed data to identify pilot project corridors for implementation of speed-reducing countermeasures.	CRTPA, FDOT, local counties and municipalities	Medium	Four corridors per year
		Implement safety countermeasures, such as speed feedback signs, reduced lane widths, or raised center islands at areas prone to speeding.	CRTPA, FDOT, local counties and municipalities	Medium	Four area/ corridors per year
		Inventory all signage and roadway markings to identify any gaps in regulation that could contribute to speed related issues and crashes.	Local counties and municipalities	Short to Medium	One county per year
	Targeted education and outreach campaigns	Seek opportunities to engage and educate public on effects and dangers of speeding through initiatives at local events, festivals, and community meetings.	Local counties and municipalities, CTSTs	Short	Ongoing action
	Enforcement	Coordinate with local law enforcement to increase enforcement efforts at areas with known speeding issues and/or a history of speeding-related crashes.	Local counties and municipalities, CTSTs	Short	Ongoing action
		Coordinate with local law enforcement to provide educational materials when drivers are pulled over for excessive or high speeds that is consistent with other city or county efforts.	Local counties and municipalities, CTSTs.	Medium	Ongoing action

CHAPTER 6: PROGRESS AND TRANSPARENCY

The CRTPA Safety Action Plan is intended to be an evolving document. While the Safe Streets and Roads for All program spurred the region into action, safety has long been at the forefront of local initiatives. This plan has outlined a variety of high-level strategies and projects to move forward. The CRTPA and partner agencies are committed to the progress of these initiatives in pursuit of the region's long-term safety goal of zero roadway fatalities and serious injuries by the year 2040. This goal aligns with the Florida Department of Transportation's (FDOT) Vision Zero Initiative.

The CRTPA has outlined several proposed high-level objectives to ensure this Safety Plan is actionable, implementable, and current. These objectives are broken into the following group:

- ***Advocacy***
- ***Data Maintenance***
- ***Plan Implementation***
- ***Transparency & Reporting***

ADVOCACY

Objective 1: The CRTPA and the Community Safety Traffic Teams will meet regularly to discuss Safety Action Plan related recommendations, projects, and strategies.

Recommended Action: Meet quarterly to provide updates on Safety Action Plan specific initiatives. These may include:

- Safety concerns identified by the public;
- New projects that serve a safety need;
- Safe Streets and Roads for All (SS4A) grant application needs;
- Strategy implementation.

Objective 2: The Community Safety Traffic Teams will continue to advocate for recommendations, projects, and strategies within their agencies and local communities.

Recommended Action: Develop a strategy for sharing and disseminating Safety Action Plan with local communities and relevant stakeholders.

Objective 3: The CRTPA will continue to pursue safety as an overarching theme in all projects per requirements from the Department of Transportation.

Recommended Action: The CRTPA will annually adopt safety targets related to safety performance measures for all public road within the Capital Region.

DATA MAINTENANCE

Objective 4: The CRTPA will maintain and update crash data regularly and ensure it is accessible by the public.

Recommended Action: Develop a data dashboard to provide updated crash data on an annual basis.

Recommended Action: Update crash data, population, and equity data on an annual basis.

PLAN IMPLEMENTATION

Objective 5: The CRTPA will ensure that strategies outlined in this plan are being considered and implemented by local partner agencies.

Recommended Action: Promote adoption of the Safety Action Plan by other local governing bodies and agencies.

Recommended Action: Meet biannually with local partner agencies to discuss identified strategies and any actions taken to implement.

Objective 6: The CRTPA will ensure that projects identified in the Safety Action Plan and prioritized using safety-related metrics are pursued.

Recommended Action: Provide support and resources to partner agencies pursuing grant funding.

Recommended Action: Encourage agencies and local partners to pursue projects identified as part of the Safety Action Plan to achieve safety and multimodal goals.

Objective 7: The CRTPA will consider pursuing grant funds through the Safe Streets and Roads for All program to fund projects on the HIN.

Recommended Action: Define project activities and specific limits for the HIN segments as part of the Congestion Management Plan (CMP) process.

Recommended Action: Coordinate with local partners to pursue joint Implementation Grant applications for the Safe Streets and Roads for All Program where appropriate.

TRANSPARENCY & REPORTING

Objective 8: The CRTPA will complete regular reporting and documentation to ensure the plan is current and remains actionable.

Recommended Action: The CRTPA will complete an annual report card to evaluate what has been completed and in progress related to the Safety Action Plan.

Recommended Action: The CRTPA will keep the board and CTSTs up to date on all actions related to the CRTPA.

Recommended Action: The CRTPA will consider amending project lists on an annual basis as data is updated and reviewed.