

February 16, 2021



AGENDA ITEM 7 B

CRTPA 2021 SAFETY TARGETS

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item seeks adoption by resolution of the 2021 CRTPA Safety Performance Targets for the following five (5) safety performance measures for all public roads that the CRTPA is required annually address by the Federal Highway Administration (FHWA):

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

CRTPA COMMITTEE ACTIONS

On February 2, the Citizen's Multimodal Advisory Committee (CMAC) discussed the proposed safety targets. The committee debated the process used by the CRTPA in determining the safety targets as well as the Florida Department of Transportation's Vision Zero initiative which sets a target of zero ("0") for the five (5) required safety performance measures. The Committee expressed a desire to include additional safety performance measures beyond the five federally required performance measures. The Committee formally voted to recommend that the proposed targets for 2021 be reduced by 10%.

On February 2, the Technical Advisory Committee (TAC) met; however, did not have a quorum.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA staff recommended Safety Targets for 2021.

BACKGROUND

Pursuant to the FHWA, Transportation Performance Management is defined as “a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, adopted July 6, 2012) requires performance measures be addressed in seven (7) areas: **safety**, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources. Relatedly, MAP-21 created the National Highway Performance Program (NHPP) to be administered by the FHWA. MAP-21 notes that “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal aid highway program, and improving project decision making through performance-based planning and programming.”

CRTPA Requirements

With regards to **safety**, since 2018 Florida metropolitan planning agencies (MPOs) have been required to annually adopt targets for the following five (5) safety performance measures for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The following provides further detail on each of the safety performance measures:

Performance Measure	Description
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of serious injuries per 100 Million VMT	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

In addition to mandates for MPO’s, State Department of Transportation agencies (such as the Florida Department of Transportation (FDOT)) are also required to establish statewide targets.

Since 2017, the FDOT has annually adopted a target of “Zero” for the five (5) safety performance measures. The CRTPA (like other metropolitan planning organizations in Florida) has the option to (1) support the FDOT targets or (2) develop and adopt the agency’s own safety targets.

CRTPA Safety Measures History

On January 16, 2018, the CRTPA adopted the first of its annual targets for the 5 safety performance measures. The CRTPA chose to adopt its own targets using data provided to the agency from FDOT (discussed below) that was based upon an average for each performance measures for the most recent five-years of available data (2012 – 2016). Specifically, the five-year averages were used as the target for each of the five safety performance measures.

Last year’s 2020 adopted safety targets (as well as those adopted in 2019) have continued this method of utilizing the most recently available five-year data averages as was first utilized by the CRTPA in 2018.

Data

As noted above, the data that is used by the CRTPA in development of safety targets is annually provided by the FDOT. Specifically, the data is provided consistent with the “Transportation Performance Measures Consensus Planning Document” that was [adopted by the CRTPA](#) on May 19, 2020 and is an agreement between the FDOT and Florida’s Metropolitan Planning Organizations (such as the CRTPA) to outline the roles of the agencies in ensuring consistency with transportation performance management requirements promulgated by the United States Department of Transportation.

2021 Proposed Safety Performance Measures

For 2021, the CRTPA proposes utilizing the same methodology for its safety targets as it has used in previous years. Specifically, the CRTPA proposes using the latest five-year data provided by FDOT (provided as **Attachment 1**). The proposed targets are as follows:

2017 - 2021 Safety Performance Measures	Target
Number of fatalities (1)	61
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.329
Number of serious injuries (3)	252
Rate of serious injuries per 100 Million VMT (4)	5.513
Number of non-motorized fatalities and non-motorized serious injuries (5)	43

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database. **(1)** The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code "5" – fatal (within 30 days). **(2)** The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 100 Million Vehicle-Miles and is the Daily Vehicle-Miles Traveled (sum for the region of the counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatalities over the cumulative five-year traffic volume. **(3)** The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code "4" – incapacitating. **(4)** The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is used here in the same way. **(5)** The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FTCR form as Non-Motorist with a Non-Motorist Description code of "01" (pedestrian), "02" (other pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" – fatal (within 30 days) or injury code "4" – incapacitating.

Analysis

As discussed above, the CRTPA adopts its safety targets using the most recently available FDOT data reflecting five-year averages for each of the safety performance measures. The data used for the CRTPA's proposed 2017 – 2021 Safety Targets reflect the most recent data available (2015 – 2019).

Subsequent to adoption, the CRTPA assesses the region's progress or achievement towards meeting its adopted safety targets. To that end, **Attachment 2** summarizes such achievement of the agency towards its meeting its adopted safety targets. The actual data reported for that year is provided

alongside the adopted targets. As may be seen in the attachment, the reported data for the adopted targets of 2018 and 2019 reflect that the CRTPA has met its four (4) of its five (5) adopted targets for both years. For 2018, the number of fatalities exceeded the adopted target (while the actual rate decreased) and for 2019, the number of non-motorized fatalities and serious injuries exceeded the adopted target.

Due to the broad nature of transportation performance measures including those related to safety, the ability to effectuate change requires a holistic approach that includes processes, actions and improvements over time. To that end, the following discussion speaks to the strong safety coordination efforts and actions that the CRTPA is pursuing to improve safety:

- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams including reinvigoration in 2020 of Leon County CTST with a return to bi-monthly meetings;
- Continued focus on bicycle and pedestrian safety through funding and implementation of such projects as well as adoption in 2020 of the Leon County Bicycle and Pedestrian Master Plan;
- Bi-monthly safety coordination meetings held with FDOT District 3 in concert with local partners;
- CRTPA annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- Safety review of resurfacing projects in concert with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects, and active agency implementation of pedestrian safety projects utilizing such funds;
- Annual development and adoption of the Transportation Systems Management (TSM) Priority Project List that includes a number of pedestrian safety projects for which the agency is seeking funding;
- 2018 adoption of Congestion Management Plan Update that includes a strong focus on the implementation of safety projects and recent initiation of review of document to further identify potential projects.
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety.
- Adoption (November 23, 2020) of the Connections 2045 Regional Mobility Plan which reflects the incorporation of the five main performance areas (including Safety Performance Management) into the document. In order to track the progress towards meeting performance targets, the RMP relates the performance targets to how the recommended projects address one or more of the performance areas.
- CRTPA website focus on transportation performance management in detail. This information includes a background on the TPM requirements of the agency, the latest information related to the CRTPA's adoption of measures, and information related to how the agency is actively seeking to achieve its adopted measures: <http://crtpa.org/transportation-performance-measures/> .

Although safety is incorporated into the CRTPA's transportation planning process, one function of the agency's annual adoption of safety targets and related monitoring of achievement of such targets is to ensure that a focus is maintained on the issue. In keeping with the overall goals of transportation performance management, such focus allows the CRTPA to identify not only agency achievement towards its adopted targets, but also to assist in the provision of information related to safety trends

in the region as well as the need to make changes towards how the agency addresses safety on the public roads within the CRTPA region. Furthermore, such monitoring highlights the consequences of investment decisions across transportation modes and assets. As detailed above, the agency incorporates the issue of safety throughout its transportation planning efforts and actively seeks to refine and update such efforts to ensure safety remains at its core.

RECOMMENDED ACTION

Option 1: Adopt the CRTPA staff recommended Safety Targets for 2021.
(Recommended)

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: FDOT Safety Data

Attachment 2: Summary of Historical CRTPA Safety Targets

Attachment 3: Adoption Resolution

CRTPA ADOPTED SAFETY PERFORMANCE TARGETS (2018 to 2021*)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018 ¹	Reported 2018 ²	Adopted Target 2019 ¹	Reported 2019 ²	Adopted Target 2020 ¹	Proposed Target 2021 ¹
Number of fatalities	56	58	54	54	58	61
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.329
Number of serious injuries	266	245	258	243	256	252
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	5.513
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	43

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

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

CRTPA RESOLUTION 2021-02-7B

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 27, 2020 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 2021:

2021 Safety Performance Measures	Safety Targets
Number of fatalities	61
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.329
Number of serious injuries	252
Rate of serious injuries per 100 Million VMT	5.513
Number of non-motorized fatalities and non-motorized serious injuries	43

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 16th day of February 2021.

Capital Region Transportation Planning Agency

Attest:

By: _____
Jeremy Matlow, Chair

Greg Slay, Executive Director