

February 19, 2024



AGENDA ITEM 7 A

CRTPA ANNUAL SAFETY TARGETS ADOPTION

TYPE OF ITEM: Action

STATEMENT OF ISSUE

As required by the Federal Highway Administration (FHWA), this item seeks adoption by resolution of the CRTPA's 2024 Safety Performance Targets for the following five (5) safety performance measures for public roads in the CRTPA region:

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

Relatedly, the item includes a recommendation to continue the CRTPA's adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the Florida Department of Transportation (FDOT) Vision Zero initiative, to eliminate all road traffic fatalities and serious injuries by the year 2040.

CRTPA COMMITTEE ACTIONS

The CRTPA's Technical Advisory Committee and Citizen's Multimodal Advisory Committee met on February 6 and both committees voted to recommend the CRTPA adopt the recommended 2024 CRTPA Safety Targets and the long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040.

RECOMMENDED ACTION

- Option 1: Adopt by resolution the 2024 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040 as shown on ***Attachment 1***.

LATEST INFORMATION

For 2023*, total fatalities (55) and total serious injuries (151) were down in the CRTPA region compared to the previous year (2022), 63 and 225, respectively. However, for pedestrians, fatalities increased in 2023 (18) versus year 2022 (11). Bicyclist fatalities also increased (4) in 2023 compared to 2022 (2). Serious injuries increased for bicyclists and decreased for pedestrians in 2023 versus 2022.

*Information obtained through [Signal Four Analytics](#). For 2023, the data reflects (January 1 to November 28), the most recently available at the time of agenda development.

BACKGROUND

Metropolitan Planning Organizations (MPOs), such as the CRTPA, are required by the federal government to annually adopt safety 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.

With regards to the annual adoption of safety targets, the CRTPA (like other MPOs within the State of Florida) has the option to:

- (1) support the measures developed by the FDOT (Note: FDOT has adopted a target of “Zero” for each of the five (5) safety performance measures supportive of the agency’s “Vision Zero” goal of achieving zero fatalities and serious injuries Statewide); or,
- (2) develop and adopt the agency’s own safety targets.

CRTPA SAFETY TARGETS HISTORY

The CRTPA first adopted safety targets on January 16, 2018. Since that time, the CRTPA’s has chosen to develop and adopt the agency’s own safety targets as initial guidance from the FHWA encouraged MPOs to not set aspirational goals in the development of safety targets.

Historically, the targets developed by the CRTPA were developed using data provided by FDOT that is based upon a rolling average for each performance measure for the most recent five-years of

available data (for example, the data used in 2020 target development was for the years 2014 – 2018). The five-year FDOT data averages were what the CRTPA adopted annually as its safety targets.

This methodology remained the same until 2021 when the CRTPA adopted targets that reflected the lower target for each of the five measures between the previous year’s (2020) adopted targets and the proposed 2021 targets.

More recently (and how the CRTPA currently develops its annual safety targets), on February 21, 2022, the CRTPA changed the way it develops its safety targets by adopting targets for 2022 using the previous year’s adopted targets as a baseline with the addition of **reduction factor**. Specifically, a reduction factor of five percent (5%) was used and was to be applied annually to the CRTPA’s targets.

RECOMMENDATION

The safety targets for this year’s adoption have been developed consistent with the CRTPA Board direction to *annually apply a 5% reduction factor* to each of the agency’s safety targets.

Relatedly, staff is again recommending maintaining the CRTPA’s adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the FDOT’s long term goal of Vision Zero, as the CRTPA works towards reducing serious injuries and fatalities on the region’s roadways with achievement of this goal by the year 2040.

2024 Proposed Safety Targets

The targets proposed for adoption for 2024 are as follows:

2024 PROPOSED Safety Performance Measures	
Number of fatalities (1)	49
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.091
Number of serious injuries (3)	216
Rate of serious injuries per 100 Million VMT (4)	4.726
Number of non-motorized fatalities and non-motorized serious injuries (5)	36

Source: FDOT office of Transportation Data and Analytics

(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.

(2) The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places.

(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.

(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.

(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

Adopted Targets Analysis

The annual development of safety targets provides the CRTPA an opportunity to assess the region's progress towards meeting its adopted safety targets using the data provided annual by the FDOT.

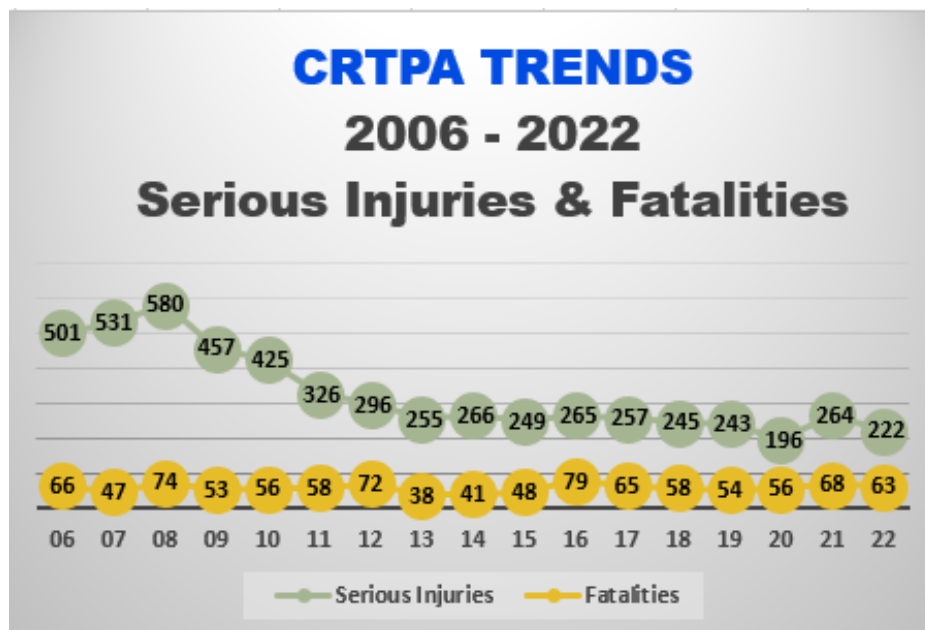
Attachment 2 summarizes the agency's achievement of its adopted safety targets since the CRTPA began adopting such measures in 2018 including that for the most recently available data for year 2022.

Most recent FDOT data identify that for 2022, the CRTPA has met two (2) of its five (5) adopted 2022 safety targets. Specifically, the CRTPA met its target related to the number and rate of serious injuries.

CRTPA Safety Trends

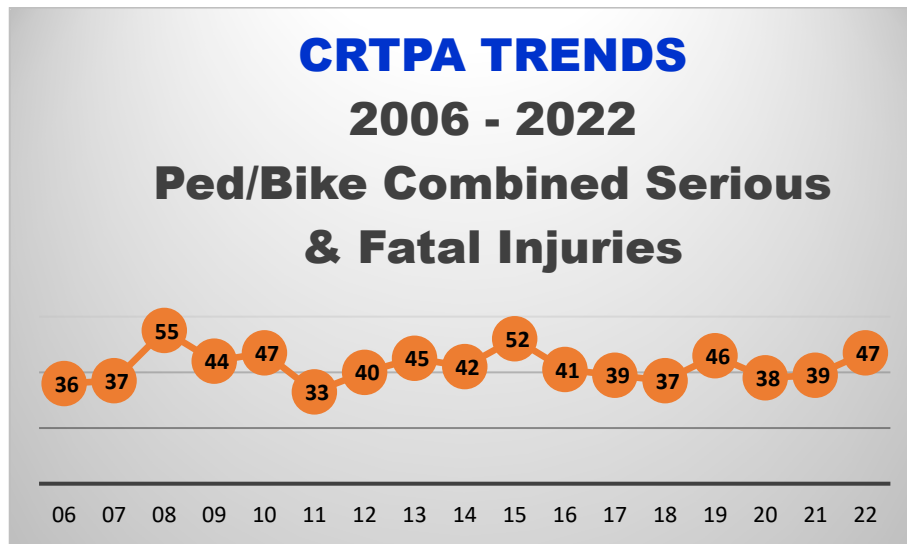
Utilizing the annual data provided by FDOT provides a historic context of the CRTPA region's safety trends from 2006 to 2022. The following provides an analysis for Serious Injuries & Fatalities, and Bicycle/Pedestrian Combined Serious Injuries & Fatalities.

Serious Injuries & Fatalities



As may be seen in the above chart, **serious injuries** in the CRTPA region had been generally declining from a high of 580 in 2008 to a low of 196 in 2020. Most recent data show a decrease in 2022 of such injuries from the previous year (2021), 222 versus 264, respectively. **Fatalities** also decreased in 2022 (63) from the previous year (68 in year 2021).

Bicycle/Pedestrian Combined Serious Injuries & Fatalities



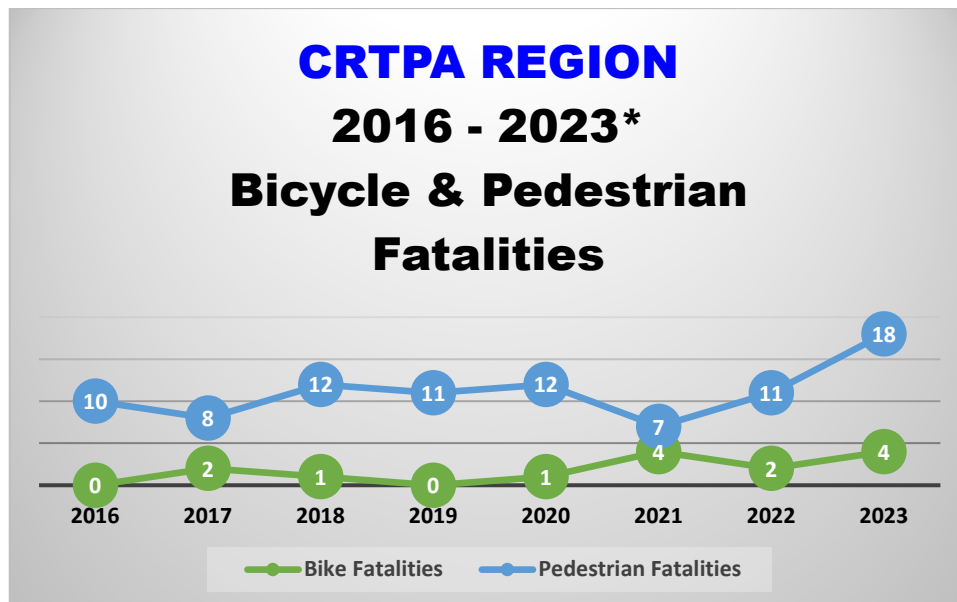
The above chart reflects that from 2006 to 2022 **pedestrian and bicycle combined serious & fatal injuries** reached a high of 55 in 2008. The most recent two (2) years of reported FDOT data reflect a 21 percent increase in 2022 (47) as compared with 2021 (39).

MOST RECENT (2023) DATA USING SIGNAL FOUR ANALYTICS

Bicycle & Pedestrian Fatalities 2016 - 2023

As identified above, one of the five (5) required safety targets is related exclusively to bicycles and pedestrians (*“Number of non-motorized fatalities and non-motorized serious injuries”*). This target combines both bicycle and pedestrian data as well as fatality and serious injury data.

Use of Signal Four Analytics data*, allows the CRTPA to break out this information by mode and incident and update this information to the year 2023 (as is shown as follows).



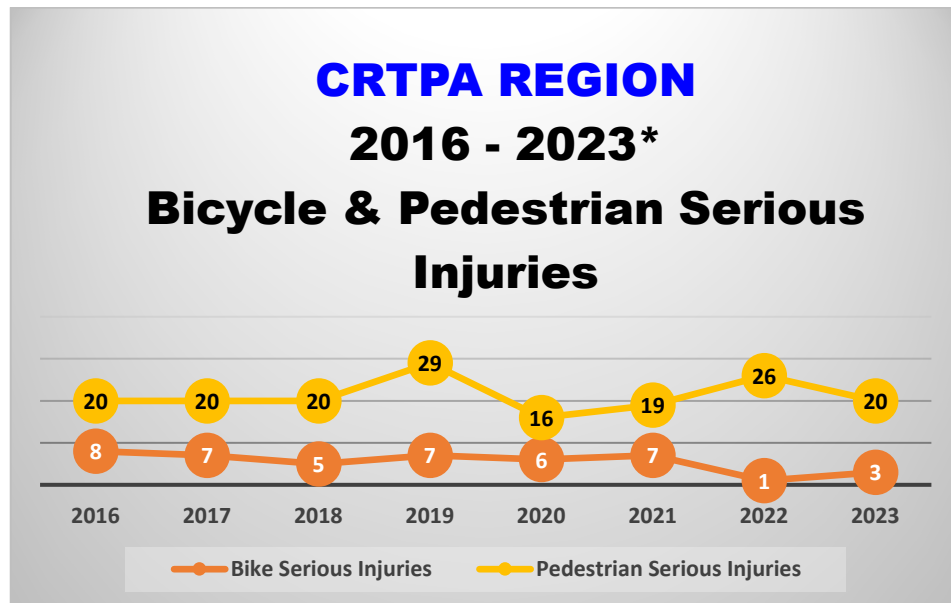
As identified in the above chart, **bicycle fatalities** in 2023 (4) increased from the previous year 2022 (2). **Pedestrian fatalities** (18) in 2023 also increased from the previous year 2022 (11).

Consistent with [nationwide data](#) revealing that in 2021, three out of four of the 7,300 pedestrians killed in the United States lost their lives between sunset and sunrise, most recent data identify a similar trend within the CRTPA region for 2023. Of the 18 pedestrians who lost their lives, 12 pedestrian deaths (67%) occurred during nighttime hours.

***Note:** Signal Four Analytics data used to identify recent bicycle & pedestrian fatalities (and serious injuries, below). Most recent Signal Four 2023 data is not yet finalized.

Bicycle & Pedestrian Serious Injuries 2016 - 2023

Similar to the above analysis, staff has updated bicycle & pedestrian *serious injury* data to 2023 using the Signal 4 Analytics database.



As shown above, for 2023, **pedestrian serious injuries** decreased (20) from the previous year 2022 (26*). **Bicycle serious injuries** increased in 2023 (3) from 2022 (1).

***Note:** Signal Four Analytics data used to identify recent bicycle & pedestrian serious injuries. Most recent Signal Four 2023 data not yet finalized.

ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Safety is integrated throughout the CRTPA planning process including in the development of plans and programs, the identification and implementation of projects, and safety program coordination with the CRTPA's partner agencies.

- To provide a focus on these efforts, in 2023 the CRTPA created a safety page ([“Focus on Safety”](#)) directly addressing safety in the transportation planning process, as shown below.

Focus on Safety

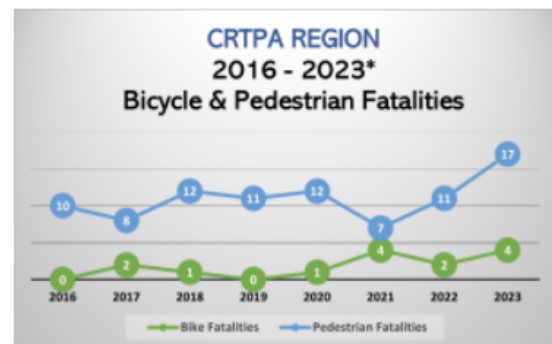
THE LATEST: The CRTPA is scheduled to adopt its annual safety targets at the February 19, 2024 CRTA Meeting.

The goal of safety in the transportation planning process is to reduce fatalities and serious injuries on all public roads. Advancing safety requires a collaborative and integrated approach. Such an approach brings together partners to leverage resources for a common goal: increasing safety on our roadways.

As the transportation planning agency for the CRTPA region (Gadsden, Jefferson, Leon & Wakulla counties), safety in the transportation planning process is our top priority. Unfortunately, recent federal data identifies that [pedestrians deaths in the United States increased 77 percent from 2010 to 2021](#).

Relatedly, the most recent data for the CRTPA region, like the United States, also identifies an increase in fatalities for some of the most [vulnerable users](#): pedestrians and bicyclists. Although data varies from year to year, *pedestrians and bicyclist fatalities* in the CRTPA region increased between 2022 and 2023*, as shown on the right (*note: 2023 data from [Signal Four Analytics](#) not yet finalized).






In terms of all roadway users (including pedestrians and bicyclists), statewide every day 8 people are killed and 49 people are seriously injured [on Florida's roadways](#). Data from the Florida Department of Transportation (FDOT) reflect that within the CRTPA region both *serious injuries and fatalities* slightly decreased between 2021 and 2022, as shown below.




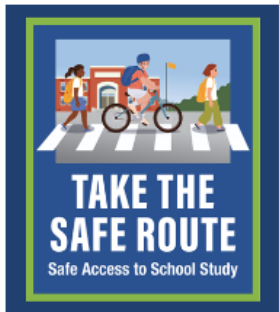



The issue of transportation safety is a broad one touching many factors, including some outside of the direct purview of the CRTPA. These include vehicle design, roadway design, traffic enforcement, and road user behavior (including vehicle drivers, pedestrians and cyclists). As a result, a collaborative approach is required to address the issue of transportation safety in the CRTPA region.

So what is the CRTPA doing to help ensure our roadways are safe? A number of efforts are underway ranging from seeking to better balance the region's roadways for all modes to education efforts focusing attention on safety's importance. The below identifies some of the initiatives in which the agency is involved, including cooperative efforts:

- Contained within the CRTPA’s safety page is a table identifying many of safety efforts in which the agency is involved. The following pages provide a screenshot of this information as it appears on the CRTPA’s website:

INITIATIVE		DETAILS	MORE INFORMATION
N. Monroe Street Safety Implementation Plan		A study to identify & prioritize safety improvements for vulnerable users along the corridor has been initiated.	Learn More
Key Sidewalks Funded for Construction		The CRTPA has recently received construction funding for several urban sidewalks in the region.	Learn More
Helmet Fitting Events		On October 1, 2023, the CRTPA and its partners participated in a helmet fitting event as part of a continuing effort to increase cycling safety in the CRTPA region.	Learn More
Safe Streets and Roads for All (SS4A) Plan		Adopted in June 2023, the SS4A plan identifies a comprehensive set of projects & strategies to improve safety on the CRTPA region’s roadways.	Learn More
Annual Safety Targets Adoption		The CRTPA annually adopts safety targets related to fatalities and serious injuries in the region.	Learn More

INITIATIVE		DETAILS	MORE INFORMATION
Community Traffic Safety Teams (CTSTs)		Each of the CRTPA's 4 counties (Gadsden, Jefferson, Leon & Wakulla) have a CTST that meets regularly to discuss traffic safety issues.	Learn More
Regional Multiuse Trails		The CRTPA actively pursues the expansion of the region's multiuse trail system providing safe transportation options for the capital region.	Learn More
Congestion Management Plan		An update to the CRTPA's CMP is currently underway which will identify the region's roadways with identified safety concerns.	CMP scheduled for adoption in early 2024
School Transportation Safety Study		The CRTPA has initiated a study to improve walking & biking safety for the region's students.	Learn More
Transportation Alternatives Program		The CRTPA region receives federal TA funds to enhance mobility & safety for all roadway users. Numerous projects in the CRTPA region have been funded (and continue to be funded) with these funds.	Learn More

HIGHLIGHTS

Some highlights of recent efforts associated with safety in the CRTPA region include:

Upcoming Key Sidewalk Projects Funded for Construction

- **N. Monroe Street** (Lakeshore Drive to John Knox Road (.896 miles)) (Leon County). This project is funded (\$5.2 million) in fiscal year 2025 to construct sidewalks along the west side of N. Monroe.
- **Paul Russell Road** (Monday Road to Apalachee Parkway (1.2 miles)) (Leon County). This project is funded for construction (\$2.9 million) in fiscal year 2025.
- **Old St. Augustine Road** (Lafayette Street to Paul Russell Road (.95 miles)) (Leon County). Construction is funded (\$1.4 million) in fiscal year 2026.

CRTPA Community Events Conducted

- **Helmet Fitting Events** – CRTPA staff and partners conducted several helmet fitting events in the region over the last few months. These events included helmet giveaways as well as a coordinated helmet training event to train helmet fitters in Wakulla County for future events.

Safety Studies Initiated & Adopted

- **Safe Streets and Roads for All (SS4A) Plan** – The SS4A plan identified a comprehensive set of projects & strategies to improve safety on the CRTPA region’s roadways from which further studies and funding initiatives have begun (adopted June 2023).
- **North Monroe Street Safety Implementation Plan** – This study came out of the SS4A Plan and is identifying needed safety improvements on the corridor (Tharpe Street to Capital Circle, Northwest). The study was kicked off at the January 2024 CRTPA Retreat and includes development of an implementation plan focused on securing funding for execution of identified improvements through development of a SS4A Implementation grant.
- **CRTPA School Safety Study (“Take the Safe Route – Safe Access to School Study”)** – this study, also discussed at the January 2024 CRTPA Retreat, is focusing on identifying walking and biking improvements to targeted to schools identified as having the greatest need in the region.

High Visibility Enforcement (HVE)

- **Leon County High Visibility Enforcement Initiative**– [Current initiative](#) (8/31/2023 - 5/10/2024) being conducted by the Tallahassee Police Department along identified high crash location corridors (West Pensacola Street, Orange Avenue, Apalachee Parkway, West Tennessee Street and North Monroe Street). High Visibility Enforcement is a FDOT program designed to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists on Florida’s roads. Within the CRTPA region, Leon County is amongst the top 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious and fatal injuries. The Leon County initiative is occurring through a contract between State of Florida and City of Tallahassee.

Regional Trail Expansion

- **Regional Trail Network Studies & SUN Trail Funding Opportunities** – Expanding the CRTPA regional trail network through development of trail project studies and pursuit of SUN Trail funding opportunities. Recent efforts include the Wakulla Springs Trail, the Tallahassee to Havana Trail, and the US 90 West Trail (Gadsden County).

OPTIONS

- Option 1: Adopt by resolution the 2024 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040 as shown on **Attachment 1**.
(Recommended)
- Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: Adoption Resolution

Attachment 2: Summary of Historical CRTPA Safety Measures

CRTPA RESOLUTION 2024-02-7A**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, 2024 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 2024:

2024 Safety Performance Measures	
Number of fatalities	49
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.091
Number of serious injuries	216
Rate of serious injuries per 100 Million VMT	4.726
Number of non-motorized fatalities and non-motorized serious injuries	36

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 19th day of February 2024.

Capital Region Transportation Planning Agency

Attest:

By: _____

Quincee Messersmith, Chair

By: _____

Greg Slay, Executive Director

**CRTPA ADOPTED SAFETY PERFORMANCE TARGETS & REPORTED DATA
2018 to 2024**

SAFETY PERFORMANCE MEASURE	Adopted Target 2018	Reported 2018 ¹	Adopted Target 2019	Reported 2019 ¹	Adopted Target 2020	Reported 2020 ¹	Adopted Target 2021	Reported 2021 ¹
Number of fatalities	56	58	54	54	58	56	58	68
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.559
Number of serious injuries	266	245	258	243	256	196	252	264
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	6.054
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38	42.2	39

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2022	Reported 2022	ADOPTED Target 2023	Reported 2023 ²	PROPOSED Target 2024	Reported 2024 ²
Number of fatalities	55	63	52	Not Reported	49	Not Reported
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209	1.39	1.148		1.091	
Number of serious injuries	239	222	227		216	
Rate of serious injuries per 100 Million VMT	5.237	4.91	4.975		4.726	
Number of non-motorized fatalities and non-motorized serious injuries	40	47	38		36	

1 - Based upon reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by the Florida Department of Transportation)

2 - Data not yet available ("FDOT Annual Safety Data for FHWA Performance Measures by MPO")