

February 4, 2025



COMMITTEE AGENDA ITEM 5 B

CRTPA ANNUAL SAFETY TARGETS ADOPTION

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Required annually by the Federal Highway Administration (FHWA), this item seeks adoption by resolution of the CRTPA's 2025 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	

Additionally, the item maintains a recommendation of continuing 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) Target Zero initiative, to eliminate all road traffic fatalities and serious injuries by the year 2040.

RECOMMENDED ACTION

- Option 1: Recommend the CRTPA adopt by resolution the 2025 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**.

BACKGROUND

As a Metropolitan Planning Organization (MPO), the CRTPA is 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.

In the development of 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 “Target 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

Although achieving zero traffic deaths is a long-term safety goal of the CRTPA region, the FHWA has encouraged MPOs to set realistic goals in the development of safety targets. As a result, the CRTPA has chosen to develop and adopt the agency’s own safety targets since it first adopted safety targets in 2018.

Since 2022, the methodology used by the CRTPA to develop safety targets has remained consistent and involves using the previous year’s adopted targets as a baseline with the addition of **reduction factor**. Specifically, a reduction factor of five percent (5%) has been used and applied annually to the CRTPA’s targets, consistent with CRTPA Board direction.

RECOMMENDATION

The CRTPA’s draft 2025 safety targets have been developed consistent with CRTPA Board direction to *annually apply a 5% reduction factor* to each of the agency’s safety targets.

Additionally, staff is 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 Target 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.

2025 Proposed Safety Targets

The targets proposed for adoption for 2025 are as follows:

2025 PROPOSED Safety Performance Measures	
Number of fatalities (1)	47
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.036
Number of serious injuries (3)	205
Rate of serious injuries per 100 Million VMT (4)	4.489
Number of non-motorized fatalities and non-motorized serious injuries (5)	34

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

Annual development of safety targets provides the CRTPA an opportunity to assess the region's progress towards meeting its adopted safety targets using the official data* provided annually 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 for the most recently available data (year 2023).

Most recent FDOT data identify that for 2023, the CRTPA has not met its adopted 2023 safety targets, as shown below.

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2023	Reported 2023	Target Met?
Number of fatalities	52	62.2	No
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.148	1.394	No
Number of serious injuries	227	232	No
Rate of serious injuries per 100 Million VMT	4.975	5.195	No
Number of non-motorized fatalities and non-motorized serious injuries	38	43.8	No

* **Note:** The annual provision of FDOT data to the CRTPA contains a two (2) year lag (for example, as shown above, the most recent data provided is for year 2023).

The data provided annually by the FDOT is based off a 5-year rolling average for each of the measures. As a result, the most recent data provided to the CRTPA reflects averages from 2019 – 2023.

Latest Safety Data

Due to the 2-year lag in provision of FDOT data, the CRTPA also makes use of more recently obtained data from [Signal Four Analytics](#) & [Florida Highway Safety and Motor Vehicles \(FLHSMV\)](#) to obtain the most recent safety data.

Such data reflects that, for 2024*:

- **Total fatalities** (65) decreased from the previous year (67 in 2023).
- **Total serious injuries** (185) were also down in the CRTPA region compared to the previous year (210 in 2023).
- **Pedestrian fatalities** decreased in 2024 (13) versus year 2023 (16).
- **Pedestrian serious injuries** increased (26) compared to 2023 (23).
- **Bicyclist fatalities** decreased in 2024 (3) compared to 2023 (4).
- **Bicyclist serious injuries** increased (6) in 2024 compared to 2023 (4).

*Information obtained through Signal Four Analytics & FLHSMV. For 2024, serious injury data reflects (January 1 to November 26), the most recently available from Signal Four Analytics at the time of agenda development.

CRTPA Long-Term Safety Trends

Utilizing the annual data provided by the FDOT as well as more recent data from Signal Four Analytics and FLHSMV provides a view of the CRTPA region's safety trends.

For Serious Injuries & Fatalities and Bicycle & Pedestrian Serious Injuries & Fatalities, the following charts identify long-term trends in the CRTPA region:

Serious Injuries & Fatalities

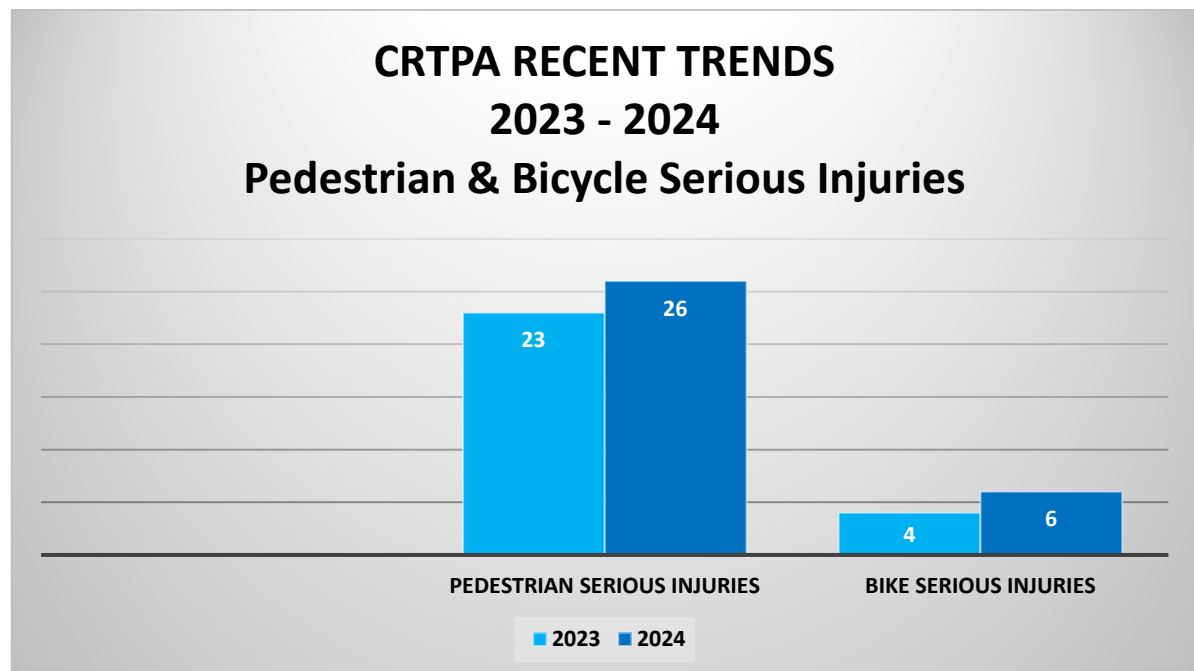
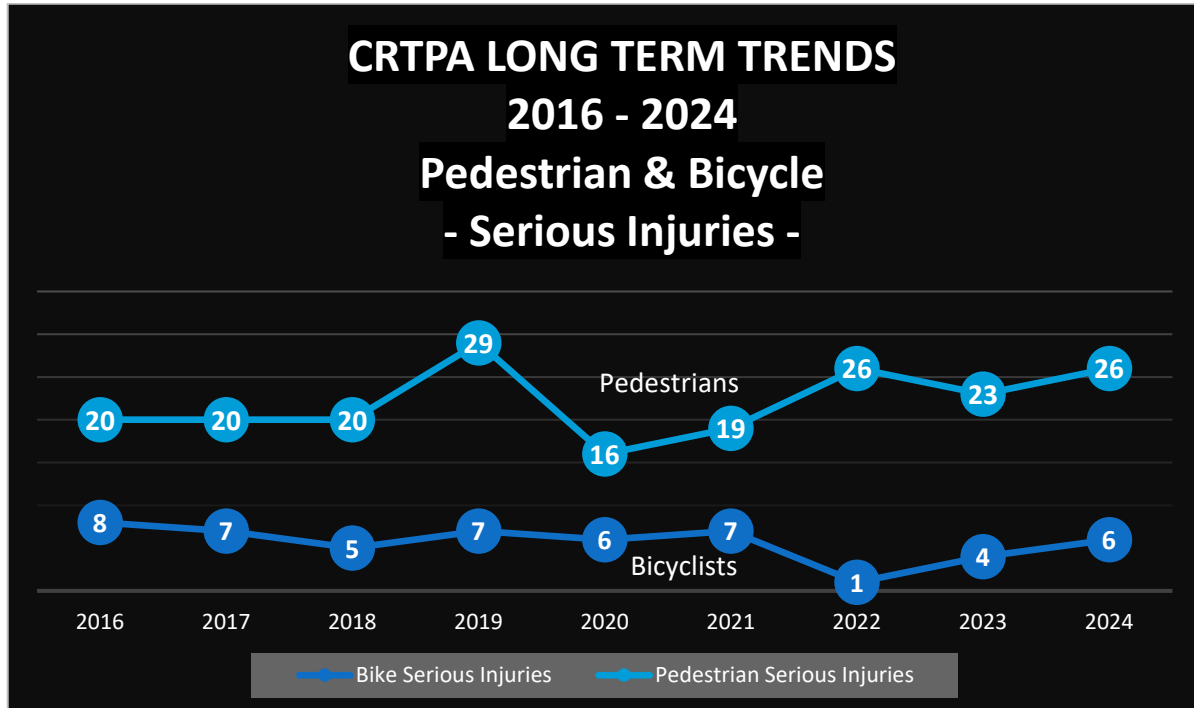


As is seen in the above chart, **serious injuries** in the CRTPA region have been generally declining from a high of 580 in 2008 to a low of 180* in 2024. **Fatalities** in the region have remained more consistent over time and most recently decreased in 2024 (65) from the previous year (67 in year 2023).

*Note: Serious Injury data for 2024 not finalized and represents January 1 to November 26.

The following analysis identifies the long-term trends for some of the CRTPA region’s most vulnerable users of the transportation network: pedestrians and bicyclists:

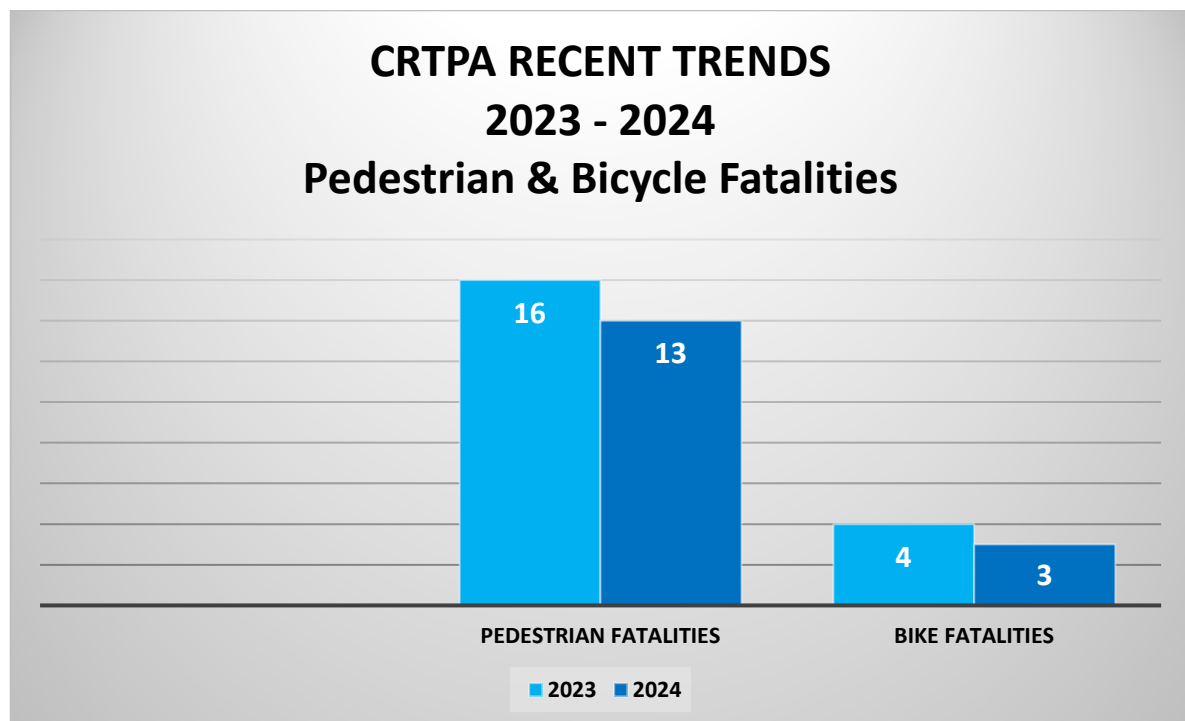
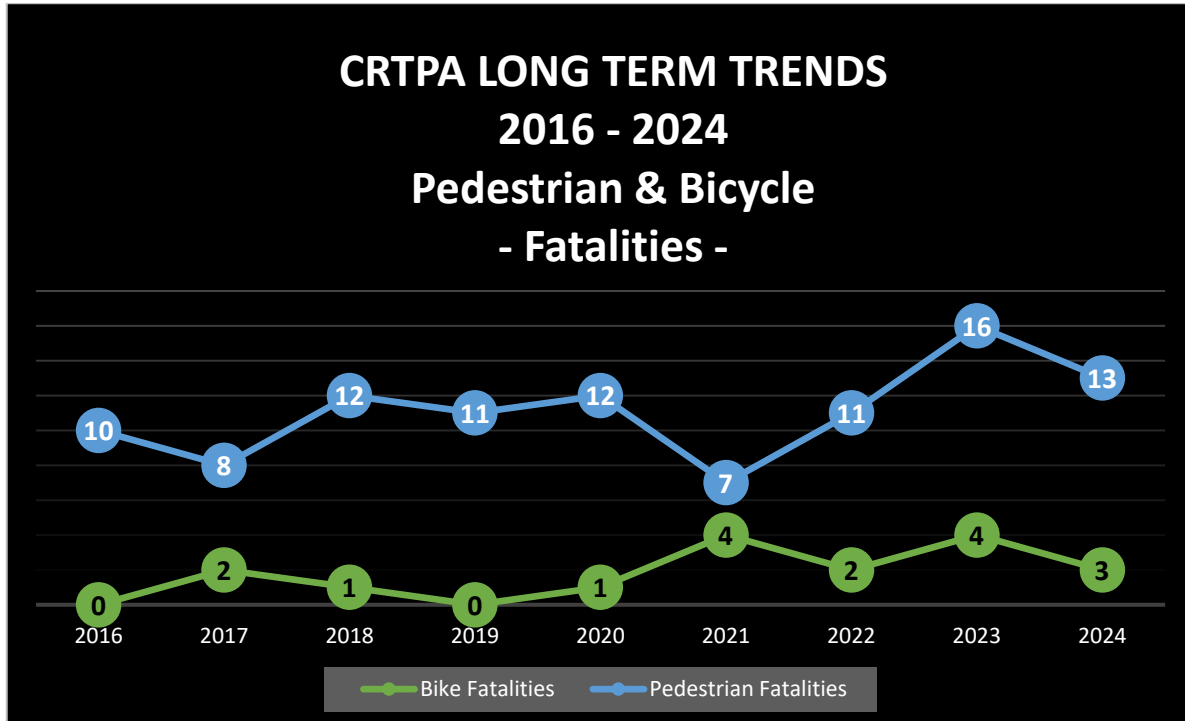
Pedestrian & Bicycle Serious Injuries



The above chart reflects an increase in **pedestrian serious injuries** for 2024 (26)* compared to 2023 (23). **Bicycle serious injuries** also increased to 6 in 2024 from 4 the previous year (2023).

***Note:** Signal Four Analytics data used to identify recent (2023 & 2024) bicycle & pedestrian serious injuries. Signal Four data for 2024 not yet finalized and represents January 1 to November 26.

Pedestrian & Bicycle Fatalities



As identified in the above chart, **bicycle fatalities** in 2024 (3) decreased from the previous year 2023 (4). **Pedestrian fatalities** (13**) in 2024 also decreased from the previous year 2023 (16)***.

NOTES:

***Note:** Signal Four Analytics & Florida Highway Safety and Motor Vehicles (FLHSMV) data used to identify recent (2023 & 2024) bicycle & pedestrian fatalities. Most recent 2024 Signal Four data is not yet finalized and represents January 1 to November 26.

****Note:** FLHSMV data identifies 14 pedestrian fatalities in 2024; however, 1 fatality is misidentified as a pedestrian.

*****Note:** Reported 2023 pedestrian fatalities (16) were revised downwards from a previous reported number of 18.

ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Annual adoption of the CRTPA's safety targets provides an opportunity to both assess how the CRTPA region is performing as well as highlight efforts underway in the CRTPA region to enhance safety. As seen below, enhancing safety is integrated throughout the CRTPA planning process and includes development of plans and programs, identification and implementation of projects, and safety program coordination with the CRTPA's partner agencies. The following contains highlighted examples of such efforts:

Key Sidewalk & Safety Projects

- **Waverly Road** (Meridian Road to Thomasville Road (1.23 miles)) (City of Tallahassee) Construction funded (\$3.5 million – Transportation Alternatives (TA funds) in FY 2026. (Leon County)
- **Dr MLK, Jr Memorial Blvd** (Rehwinkel Road to Mallard Pond Circle (1.1 miles)) Construction funded (\$1 million – TA funds) in FY 2026 (Wakulla County)
- **N. Monroe Street** (Lakeshore Drive to John Knox Road (.896 miles)) (FDOT/CRTPA) This project is funded (\$5.6 million) with construction to begin in mid-2025 (Leon County)
- **Paul Russell Road** (Monday Road to Apalachee Parkway (1.2 miles)) Construction funded (\$2.9 million – TA funds*); scheduled to begin in early 2026 (*Transportation Alternatives) (Leon County)
- **Old St. Augustine Road** (Lafayette Street to Paul Russell Road (.95 miles)) Construction (\$1.4 million) to begin in early 2026 (Leon County)
- **Callen Street** (Walcott Street to Pottsdamer Street) (Sabal Palm Elementary) Design & Construction funded (\$677,000) in FY 26 & FY 28 (Safe Routes to School) (Leon County)
- **Sabal Palm Elementary Vicinity Sidewalks** (City of Tallahassee) Construction funded (\$510,000) in FY 26 (Safe Routes to School) (Leon County)
- **Fairview Middle School Vicinity Sidewalks** (City of Tallahassee) Construction funded (\$455,000) in FY 28 (Safe Routes to School) (Leon County)
- **Pensacola Street** (Railroad Overpass to Stadium Drive) Resurfacing project that includes construction of 2 midblock crossings and lighting enhancements. Construction funded (\$14 million) in FY 25 (Leon County)
- **Tennessee Street (US 90)** (Aenon Church Road to Blountstown Street) (1.8 miles) Lighting enhancements (\$100,000) in FY 25 (Leon County)
- **Adams Street (CR 268)** (Martin Luther King Blvd to Clark Street (.6 miles)) Sidewalk construction (\$700,000) in 2024 (Gadsden County)

CRTPA Community Events Conducted

- **Helmet Fitting Events** – CRTPA staff and partners conducted several helmet fitting events in the region over the last year that included helmet giveaways.
- **CRTPA Region Festivals**– CRTPA staff attends festival and events to provide information on the agency and its projects.

Safety Studies Initiated & Adopted

- **Safe Streets and Roads for All (SS4A) Action Plan** – Adopted in June 2023, the plan identified roadways on the High Injury Network (HIN). The following efforts have pursued funding for projects on HIN for implementation by CRTPA & its partners:
 - **N. Monroe Street Safety Implementation Plan & Grant** (Tharpe Street to Capital Circle, NW) Improvements identified to improve safety for vulnerable roadways users. Grant submitted by CRTPA in 2024 seeking \$21 million. Partial (minor) funding awarded; coordinating with partner agency to resubmit.
 - **Jake Gaither Community Pedestrian and Street Safety Improvements Project** – City of Tallahassee SS4A funded project received \$9.6 in late 2024 that includes sidewalk construction.
 - **W. Tennessee Street SS4A Planning Grant Submission** (Aenon Church Road to Monroe Street) – Submitted in Fall 2024; will resubmit in 2025.
 - **SS4A Plan Update** – 2025 CRTPA initiating updating the adopted SS4A to identify countermeasures to improve safety on identified HIN locations.

High Visibility Enforcement (HVE)

- 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 roadways. Within the CRTPA region, Leon County is amongst the top 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious injuries and fatalities. Continued HVE efforts are underway in Leon County by the Tallahassee Police Department (TPD) & Leon County Sheriff’s Office (LCSO) along the following high crash location corridors associated with pedestrians and bicyclists:

W Pensacola Street

N Monroe Street

W Gaines Street

Orange Avenue

Apalachee Parkway

Blair Stone Road

E & W Tennessee Street

Miccosukee Road

Capital Circle, SE

Thomasville Road

Regional Trail Expansion through studies and Sun Trail Funding

- Expanding the CRTPA’s regional trail network through development of trail project studies and pursuit of SUN Trail funding opportunities continues in the region. Phases of the following trail projects were recently funded:
 - Wakulla Springs Trail (Wakulla County – Preliminary Engineering (PE) funded)
 - Tallahassee to Havana Trail (Leon County segment PD&E funded & Gadsden County segment Design (PE) funded)
 - US 90 West Trail (Gadsden County – Planning Study funded)

Urban SDK Data Platform

- The CRTPA employs the Urban SDK Traffic Management data platform to gather, analyze, and visualize traffic conditions and reporting. Associated with Urban SDK is the recent development of a CRTPA dashboard that is currently being refined to provide the public information related to traffic conditions on key segments of major corridors and crash and congestion data for the Capital Region. Ultimately, the dashboard will be placed on the CRTPA webpage. Additionally, the CRTPA has been coordinating with local police agencies related to their use of the Urban SDK data platform particularly with regards to speed data information.

Focus on Safety Page

- Since 2023 the CRTPA's safety page ("[Focus on Safety](#)") has highlighted safety efforts in the CRTPA region. The following provides selected screenshots of the page:

Focus on Safety

THE LATEST:

- [New vehicle requirements](#) proposed to reduce pedestrian deaths (September 2024)
- W. Tennessee Street [grant application](#) to fund identification of corridor safety improvement submitted by the CRTPA (August 2024)
- [National safety trends](#) reflect pedestrian fatalities are increasing (June 2024).
- The CRTPA adopted the agency's annual safety targets at the February 19, 2024 CRTPA Meeting. For more information, [click here](#).

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 bringing 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 graph to the right (Data source: [Signal Four Analytics](#)).

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 (source: FDOT State Safety Office's Crash Analysis Reporting (CAR) database).



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:

INITIATIVE		DETAILS	MORE INFORMATION
W. Tennessee Street Safety Plan Grant Application		A grant to fund the identification of corridor safety improvements was submitted by the CRTPA in August 2024.	Learn More
N. Monroe Street Safety Implementation Plan & Grant Application		A study to identify & prioritize safety improvements for vulnerable users along the corridor was completed in 2024.	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		Most recently, on October 5, 2024, the CRTPA participated in a helmet fitting event as part of a continuing effort to increase cycling safety in the CRTPA region.	Learn More

ATTACHMENT

Attachment 1: Adoption Resolution

Attachment 2: Summary of Historical CRTPA Safety Measures

CRTPA RESOLUTION 2025-02-7A

**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 2025:

2025 Safety Performance Measures	
Number of fatalities	47
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.036
Number of serious injuries	205
Rate of serious injuries per 100 Million VMT	4.489
Number of non-motorized fatalities and non-motorized serious injuries	34

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 18th day of February 2025.

Capital Region Transportation Planning Agency

Attest:

By: _____

Dianne Williams-Cox, Chair

By: _____

Greg Slay, Executive Director

**CRTPA ADOPTED SAFETY PERFORMANCE TARGETS & REPORTED DATA
2018 to 2025**

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	ADOPTED Target 2024	Reported 2024 ²	PROPOSED Target 2025	Reported 2025 ²
Number of fatalities	55	63	52	62.2	49	Not Reported	47	Not Reported
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209	1.39	1.148	1.394	1.091		1.036	
Number of serious injuries	239	222	227	232	216		205	
Rate of serious injuries per 100 Million VMT	5.237	4.91	4.975	5.195	4.726		4.489	
Number of non-motorized fatalities and non-motorized serious injuries	40	47	38	43.8	36		34	

* - **Bolded** numerals in "Reported" columns reflect a failure to meet adopted CRTPA target for that measure

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")