



COMMITTEE AGENDA ITEM 5 A

CRTPA 2026 SAFETY TARGETS

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

As required annually by the Federal Highway Administration (FHWA), this item requests the adoption, by resolution, of the CRTPA's 2026 Safety Performance Targets for the following five (5) safety performance measures on public roads within 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	

Furthermore, the item recommends continuing the CRTPA's long-term safety goal of achieving zero fatalities and serious injuries in the region, consistent with the Florida Department of Transportation's (FDOT) Target Zero initiative to eliminate all roadway deaths and serious injuries by 2040.

RECOMMENDED ACTION

Option 1: Recommend that the CRTPA Board adopt, by resolution, the 2026 CRTPA Safety Performance Targets and affirm a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040, as shown in **Attachment 1**.

BACKGROUND

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

HISTORY

Although achieving zero traffic deaths remains a long-term safety goal for the CRTPA region, the FHWA has encouraged MPOs to set realistic and data-driven goals when developing safety targets. Accordingly, the CRTPA has elected to develop and adopt its own safety targets since first establishing them in 2018.

The methodology used by the CRTPA to develop its annual safety targets has remained consistent since 2022 and is based on applying a reduction factor to the previous year’s adopted targets. Specifically, a five percent (5%) reduction factor is applied annually to the CRTPA’s targets.

2026 SAFETY TARGETS

The CRTPA’s draft 2026 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, as in past years, 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 [Target Zero](#) initiative, as the CRTPA works towards reducing serious injuries and fatalities on the region’s roadways with achievement of this goal by the year 2040.

2026 Proposed Safety Targets

The targets proposed for adoption are as follows:

2026 Safety Performance Measures	Proposed Targets
Number of fatalities (1)	45
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	.9842
Number of serious injuries (3)	195
Rate of serious injuries per 100 Million VMT (4)	4.264
Number of non-motorized fatalities and non-motorized serious injuries (5)	32

(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

(Source: FDOT Office of Transportation Data and Analytics)

CRTPA Safety Trends Analysis

Annual development of safety targets provides the CRTPA an opportunity to assess the region's safety trends and progress towards meeting its adopted safety goals using the most recent data provided by the FDOT. This data is reported by the FDOT as a 5-year rolling average to present a comprehensive view of long-term trends without excluding years with significant increases or decreases.

The most recent 5-year data provided by FDOT is for 2020-2024, *shown below*. For comparison purposes, the data is presented along with the previous 5-year data (2019-2023). As shown, the most recent five-year data indicate slight increases in both total fatalities and pedestrian and bicycle fatalities and serious injuries. However, serious injuries in the CRTPA region have decreased slightly.

5-Year Average CRTPA Trends			
Performance Measure	2019 - 2023 Average*	2020 - 2024 Average	CRTPA Trend
Fatalities	62.2	64.4	↑
Fatality Rate	1.394	1.428	↑
Serious Injuries	232	226	↓
Serious Injuries Rate	5.195	5.016	↓
Pedestrian & Bicyclist Fatalities and Serious Injuries	43.8	44.4	↑

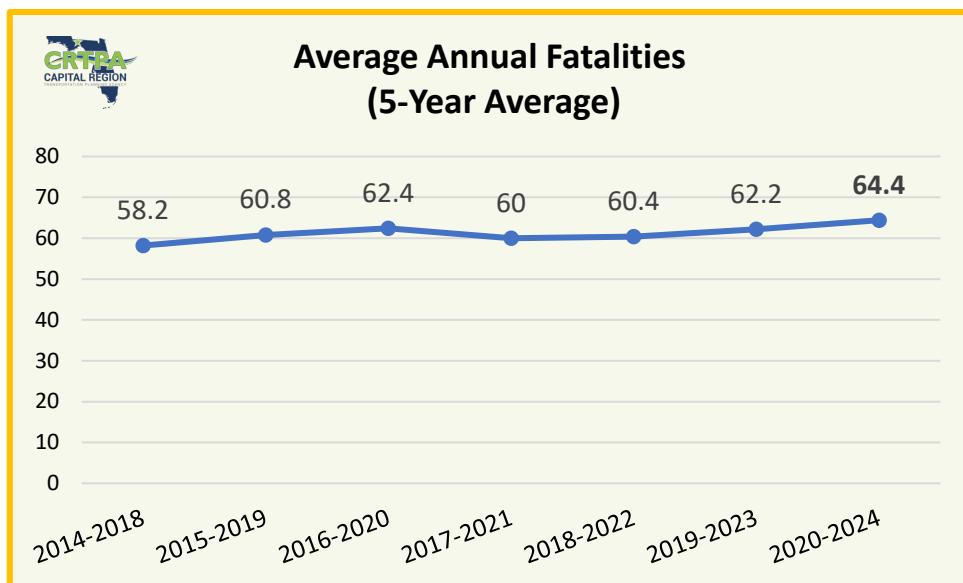
* - Source: FDOT Office of Transportation Data and Analytics

Attachment 2 provides historical performance measure data including the agency's performance related to its adopted safety targets since the CRTPA began adopting such measures in 2018.

CRTPA SAFETY DATA TRENDS

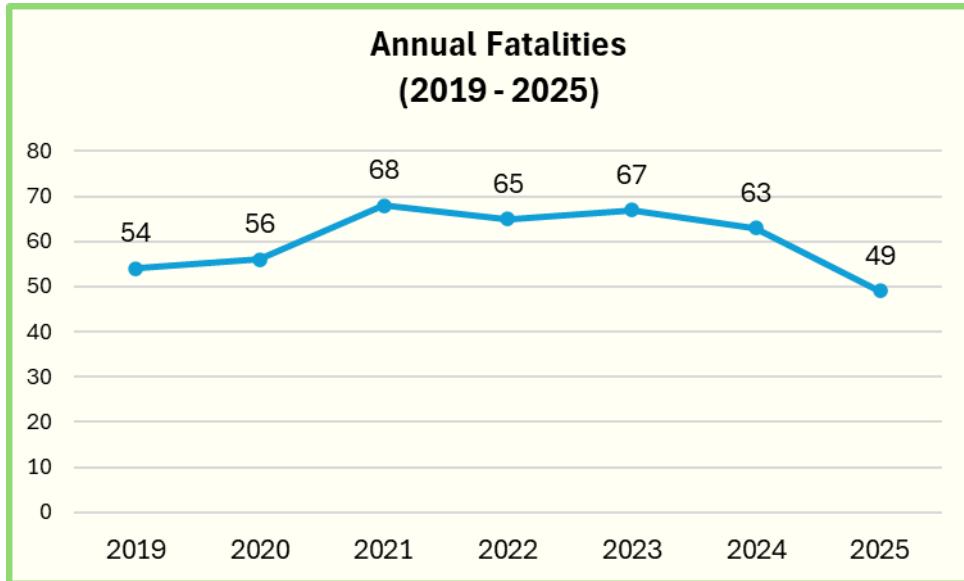
Use of FDOT 5-Year average data reflects the following long term safety trends for 3 of the required safety targets over a 10-year period (since 2014):

- CRTPA Average Annual FATALITIES (2014 – 2024)

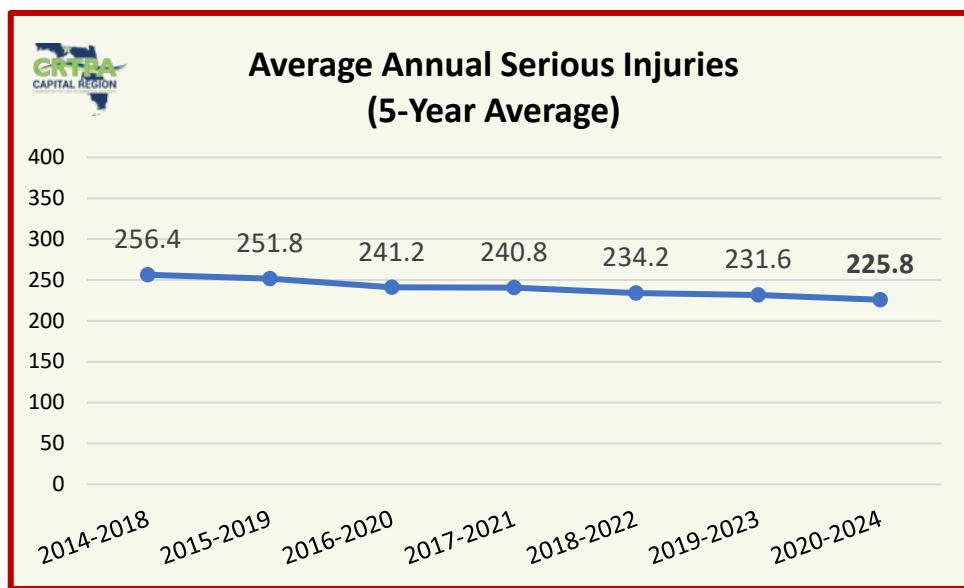


As reflected above, average annual fatalities in the region generally been trending upwards. The most recent data reflects an approximate **10% increase** between 2014-2018 and 2020-2024.

NOTE: Although most recent 5-year average annual fatalities data shows an increase, *annual data* for fatalities from [Florida Highway Safety and Motor Vehicles \(FLHSMV\)](#) (which includes year 2025 data) reflects a recent downward trend:

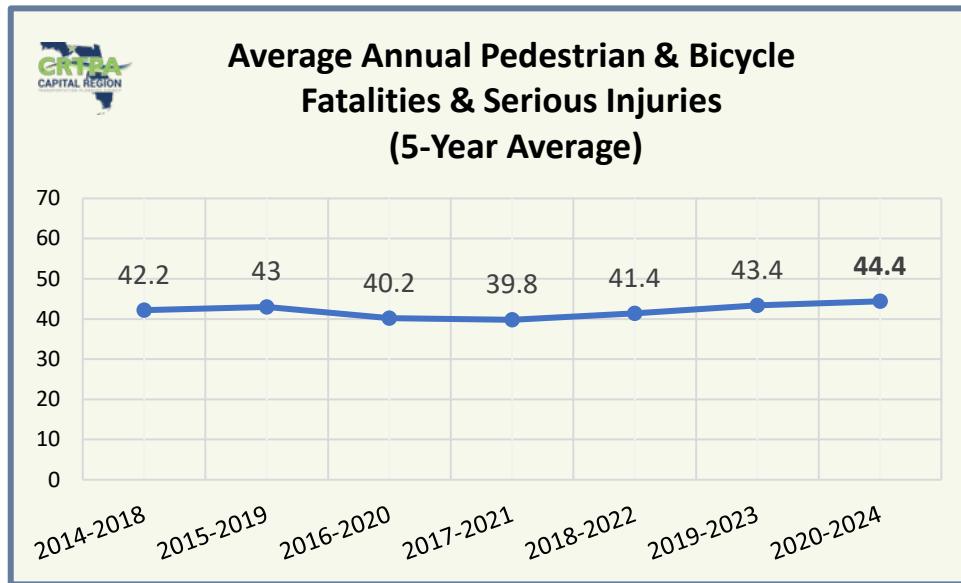


- CRTPA Average Annual SERIOUS INJURIES (2014 - 2024)



The above shows that annual serious injuries in the region generally been consistently decreasing. Most recent data reflect an approximate **14% decrease** between 2014-2018 and 2020-2024.

- CRTPA Average Annual PEDESTRIAN & BICYCLE FATALITIES & SERIOUS INJURIES (2014 - 2024)



As may be seen above, annual pedestrian and bicyclist fatalities & serious injuries have been slightly rising over the last few years with a **5% increase** between 2014-2018 and 2020-2024.

Pedestrian & Bicycle Fatalities & Serious Injuries Annual Data

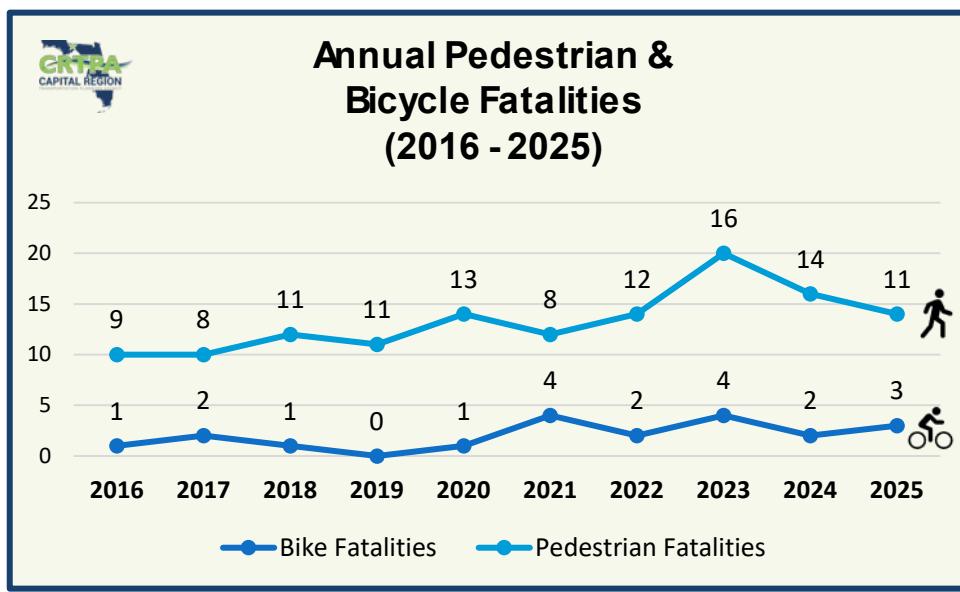
The FDOT provides pedestrian & bicycle data consistent with the required safety target (which combines both the modes as well as fatalities & serious injuries). To provide a more detailed assessment of each of these modes, the CRTPA has used both [Signal Four Analytics](#) and [Florida Highway Safety and Motor Vehicle \(FLHSMV\)](#) data. Signal Four Analytics allows modes (such as pedestrian & bicycle) and injury type (including fatalities & serious injuries) to be analyzed separately.

- Pedestrian & Bicycle Serious Injuries in the CRTPA Region



The above reflects that pedestrian serious injuries have **increased** (28) in 2025 from the previous year (26); however, bicycle serious injuries **decreased** in 2025 (4) from the previous year (7).

- Pedestrian & Bicycle Fatalities in the CRTPA Region



As may be seen from the above chart, pedestrian fatalities have decreased in 2025 (11) and bicycle fatalities increased in 2025 (3).

ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Adoption of the CRTPA's annual safety targets provides an opportunity to highlight ongoing safety efforts undertaken by the CRTPA and its transportation partners. Safety enhancement is integrated throughout the CRTPA's planning process, including the development of plans and programs, the identification and implementation of projects, and coordination of safety initiatives with partner agencies.

The following highlights recent examples of such efforts:

Newly Funded Safety Projects

- **Highland Drive** (Buck Lake Road to US 90) (Leon County project) Sidewalk construction funded (\$1.8 million – Transportation Alternatives funds) in FY 2028 (Leon County)
- **Blountstown Highway/SR 20** (Silverlake Road to Aenon Church Road (2.4 miles)) – Lighting improvements (\$200,000) along the roadway in FY 2026
- **Interstate 10** (Ochlockonee River Bridge) – Safety project adding High Friction Surface Treatment at all approached to the bridge (\$668,000) in FY 2027 (Leon County)

- **Springwood Elementary School** (N. Settlers Boulevard & Fred George Road) – Sidewalk construction (\$509,000) in 2029 (Design) & 2031 (Construction) (Safe Routes to School) (Leon County)
- **Hawks Rise Elementary School** – Sidewalk construction (\$684,000) in FY 2029 (PE) & FY 2031 (CST) (Safe Routes to School) (Leon County)

CRTPA Community Events Conducted

- **Helmet Fitting & Training Events** – CRTPA staff and partners conducted several helmet fitting events in the region in May and June (2025). These events included helmet giveaways as well as a coordinated helmet training events to train helmet fitters for future events including in November 2025.

Safety Studies Initiated & Adopted

- **Safe Streets and Roads for All (SS4A) Plan - High Injury Network (HIN) Update** – Initiated in late 2024, this update to the 2023 plan updates the top 20 segments and intersections identified in the adopted SS4A plan using the most recent data (2020 – 2024). Additionally, ten (10) roadways are being reviewed to identify potential safety improvements.

The following efforts have pursued funding for projects on the HIN for implementation by CRTPA & its partners subsequent to the adoption of the CRTPA's SS4A plan:

- **N. Monroe Street Safety Implementation Grant Resubmittal & Award** (Tharpe Street to Capital Circle, NW) Improvements identified to enhance safety for vulnerable roadways users as identified in the CRTPA's adopted N. Monroe Street Safety Implementation Plan. The CRTPA coordinated with Leon County on the resubmittal of this grant seeking \$21 million in corridor improvements. Awarded in December 2025.
- **W. Tennessee Street SS4A Planning Grant Resubmission & Award** (Aenon Church Road to Monroe Street) – The CRTPA resubmitted a grant application in Spring 2025 to address safety concerns along this corridor. Awarded in December 2025.
- **N. Monroe Street Safety Study, Phase II** (Tharpe Street to Capital Circle, NW) this project builds on efforts associated with the N. Monroe Street Safety Implementation Plan (adopted in September 2024) to refine recommendations related to maintaining crossing safety for vulnerable roadway user on the corridor.

High Visibility Enforcement (HVE)

- High Visibility Enforcement (HVE) is an FDOT program that provides funding to law enforcement agencies 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 and the City of Tallahassee rank among the highest local governments in terms of pedestrian and bicyclist crashes resulting in serious injuries and fatalities. As a result, HVE efforts are currently underway by the Tallahassee Police Department (TPD) and the Leon County Sheriff's Office (LCSO) along several high-crash corridors, including North Monroe Street, Lake Bradford Road, Gaines Street, Pensacola Street, Tennessee Street, Orange Avenue, Thomasville Road, and Apalachee Parkway.

Speed Zone Camera Installation

- Both [the City of Tallahassee](#) and Leon County are in various stages of implementing automated speed detection and enforcement programs within school zones to enhance the safety of school zones. Such programs use cameras to enforce speed limits throughout the school day.



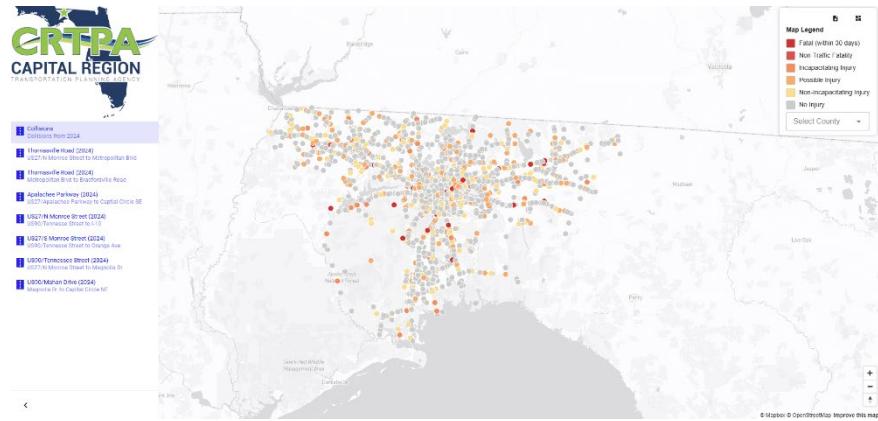
Regional Trail Expansion through studies and Sun Trail Funding

- 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 trails were recently funded:
 - [**Wakulla Springs Trail**](#) ([Wakulla Springs Road to St Marks Trail](#)) [Construction](#) funded in FY 2031 (\$9.8M) (Wakulla County)
 - [**US 90 Trail**](#) ([Edenfield Road to Jefferson Countyline](#)) [Design](#) funded in FY 29 (Leon County):
 - [Edenfield Road to Crump Road](#) [Design](#) in FY 2029 (\$2.5M)
 - [Crump Road to Veterans Memorial Drive](#) [Design](#) in FY 2029 (\$3M)
 - [Veterans Memorial Drive to Jefferson County Line](#) [Design](#) in FY 2029 (\$2.4M)
 - [**Tallahassee to Havana Trail**](#) (Leon County segment: [Project Development](#) and [Environment Study/ Environmental Impact and Alternatives Study \(EIAS\)](#) initiated in 2025) (Gadsden County segment: [Design](#) initiated by Gadsden County in 2025)
 - [**US 90 West Trail**](#) ([Chattahoochee to Quincy](#)) [Planning Study](#) initiated in 2025 (Gadsden County)

Urban SDK Data Platform & CRTPA Safety Monitoring

- The CRTPA continues to employ the Urban SDK Traffic Management data platform to gather, analyze, and visualize traffic conditions and reporting. Furthermore, the CRTPA has provided access to local law enforcement related to use of the Urban SDK data platform with regards to speed data information.

A [dashboard](#) created by Urban SDK highlighting generalized crash locations and crash types in the CRTPA as well as speed data for select roadways was added to the CRTPA's webpage in late 2025.



- The CRTPA monitors safety issues within the region including through ongoing review of crash reports to identify trends such as increasing crashes involving e-bikes.

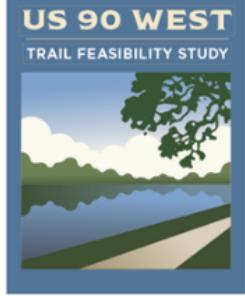
Focus on Safety Page

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

Focus on Safety

THE LATEST:

- [The CRTPA Dashboard](#) identifies crash locations in the region using the most recent full year of data (2024). The dashboard also provides speed data for select high-volume corridors.
- The CRTPA adopted the agency's annual safety targets at the February 18, 2025 CRTPA Meeting. For more information, [click here](#).

INITIATIVE		DETAILS	MORE INFORMATION
CRTPA Dashboard		View CRTPA region crash locations (2024) as well as speed data for selected high volume corridors.	Go to Dashboard
Tallahassee to Havana Trail (Leon County Segment)		A Project Development and Environment (PD&E) Study was initiated in 2025 for the Leon County segment of Tallahassee to Havana Trail.	Learn More
US 90 West Trail Feasibility Study		This study was initiated in 2025 to explore the feasibility of constructing a paved 10 to 12-foot multi-use trail along US 90 West from Chattahoochee east to SR 12 in Quincy, a distance of approximately 22 miles	Learn More
W. Tennessee Street Safety Plan Grant Award		A grant to fund the identification of corridor safety improvements was awarded to the CRTPA in December 2025.	Learn More

ATTACHMENT

Attachment 1: Adoption Resolution

Attachment 2: Summary of Historical CRTPA Safety Measures

**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 2026:

2026 Safety Performance Measures	Target
Number of fatalities	45
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	.9842
Number of serious injuries	195
Rate of serious injuries per 100 Million VMT	4.264
Number of non-motorized fatalities and non-motorized serious injuries	32

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 17th day of February 2026.

Capital Region Transportation Planning Agency

Attest:

By: _____

Nick Maddox, Chair

By: _____

Greg Slay, Executive Director

CRTPA ADOPTED SAFETY TARGETS & REPORTED DATA*
2018 to 2024

SAFETY PERFORMANCE MEASURE	Adopted Target 2018	Reported 2014 -2018	Adopted Target 2019	Reported 2015- 2019	Adopted Target 2020	Reported 2016 - 2020	Adopted Target 2021	Reported 2017 - 2021
Number of fatalities	56	58.2	54	60.8	58	62.4	58	60.4
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.286	1.203	1.329	1.273	1.38	1.273	1.35
Number of serious injuries	266	256.4	258	251.8	256	241.2	252	240.8
Rate of serious injuries per 100 Million VMT	7.313	5.592	5.842	5.508	5.684	5.323	5.513	5.365
Number of non-motorized fatalities and non-motorized serious injuries	44	42.2	43.8	43	42.2	40.2	42.2	39.8

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2022	Reported 2018 - 2022	ADOPTED Target 2023	Reported 2019 - 2023	ADOPTED Target 2024	Reported 2020 - 2024
Number of fatalities	55	60.4	52	62.2	49	64.4
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209	1.354	1.148	1.394	1.091	1.428
Number of serious injuries	239	234.2	227	231.6	216	225.8
Rate of serious injuries per 100 Million VMT	5.237	5.236	4.975	5.187	4.726	5.016
Number of non-motorized fatalities and non-motorized serious injuries	40	41.4	38	43.4	36	44.4

* - source: Annual Safety Data for FHWA Performance Measures by MPO provided by the Florida Department of Transportation