

June 19, 2023



## AGENDA ITEM 7 A

### **CRTPA SS4A SAFETY ACTION PLAN**

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

Staff is seeking approval of the CRTPA Safe Streets and Roads for All (SS4A) Safety Action Plan.

#### **CRTPA COMMITTEE ACTIONS**

##### **Technical Advisory Committee (TAC)**

The CRTPA Technical Advisory Committee, at their June 6, 2023 meeting, voted unanimously to recommend the CRTPA approve the CRTPA Safe Streets and Roads For All (SS4A) Safety Action Plan.

##### **Citizens Multimodal Advisory Committee (CMAC)**

The CRTPA's Citizen's Multimodal Advisory Committee, at their June 6, 2023 meeting, unanimously recommended the CRTPA approve the CRTPA Safe Streets and Roads For All (SS4A) Safety Action Plan.

#### **RECOMMENDED ACTION**

Option 1: Adopt the CRTPA Safe Streets and Roads For All (SS4A) Safety Action Plan.

#### **BACKGROUND**

In September of 2022, CRTPA staff and Kimley-Horn and Associates (the Project Team) initiated the Safe Streets and Roads for All (SS4A) Safety Action Plan. The plan is in response to the Federal DOT's release of a Notice of Funding Opportunity (NOFO) to address safety issues relating to serious injuries, fatalities, and equity within the transportation system. This process was divided into two components for potential funding including Action Plan Grants and Implementation Grants. As an annual allocation for the years of 2022 – 2026, Action Plan Grants across the nation would be allocated \$400M while Implementation Grants are allocated \$600M, in total, \$1B annually spent on transportation studies and projects.

Given the short period of to be eligible for Implementation Grants, the CRTPA Board approved an amendment to the budget to bypass the Action Plan Grant process and fund the Safety Action Plan to

ensure that local governments in the Capital Region be eligible in the second year (with a submittal of July 10, 2023) of the Implementation Grant process.

The remainder of the agenda is dedicated to outlining the process for developing the Safety Action Plan with more detail provided within the plan itself.

## **CRTPA SAFETY ACTION PLAN**

### **Chapter 1 – Introduction (CRTPA Safety Action Plan Pages 1 – 9)**

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 with the assistance of the CRTPA's transportation partners.

### **Chapter 2 - Safety Analysis (CRTPA Safety Action Plan Pages 10 – 28)**

The Safety Analysis is based on historic crash data from 2017 – 2021 focusing on fatalities and serious injuries. This data was developed for the Congestion Management Plan and utilized for the CRTPA Safety Action Plan for consistency. A review of the data provided details regarding Crash Types, Environmental Circumstances, Temporal Patterns, Demographic Patterns, a Bicycle and Pedestrian Summary, County Crash Summaries, a High Injury Network (Vulnerable Users, Overall High-Injury, and a Hot Spot Intersection Analysis). Lastly, this information is critical towards understanding the who, what, when, where and how behind crashes on the transportation system to develop countermeasures and recommendations for improvements based on crash patterns.

This chapter includes data for each county within the CRTPA Region as well as a cumulative assessment of the region itself. Additionally, the High Injury Network segments and intersections are included in table and map form.

### **Chapter 3 – Equity Considerations (CRTPA Safety Action Plan Pages 29 – 33)**

The Safe Streets and Roads Program is heavily weighted to address equity within the transportation system in conjunction with the High Injury Network. The analysis for Equity involved the utilization of existing datasets including Historically Disadvantaged Communities, Areas of Persistent Poverty, and Minority Populations.

The Equity data and the High Injury Network data serve as the basis for identifying a network of potential improvements to address utilizing the SS4A Grant funding.

### **Chapter 4 – Public Engagement (CRTPA Safety Action Plan Pages 34 – 37)**

The Public Engagement for this project included the utilization of the following:

**Task Force** – Each and every county in Florida has a Community Traffic Safety Team of CTST that is comprised of various professionals and citizens interested in the safety of the transportation system with typical involvement from law enforcement, public works departments, planners, FDOT, emergency services, etc.. The Project Team met with the CTSTs in the region to present and discuss the grant opportunities but also the results from the development of the High Injury Network and Equity components of the Plan.

**Stakeholders** – Additional input was sought from local agencies to assist with project identification including FDOT, City of Tallahassee Public Infrastructure, Leon County Public Works, Blueprint Intergovernmental Agency, FSU Transportation and Parking Services, and FAMU Facilities, Planning, Construction and Safety.

**Public Engagement** – Getting information and feedback for citizens helped identify what areas that saw as safety issues within the region. These efforts focused on major events such as the Tallahassee Winter Festival, Havana Winterfest, Tallahassee Marathon Expo, and the Dirty Pecan Bicycle Ride. At these events the public provided input via survey instrument and mapping tool on their phones. Collectively, these events garnered 519 respondents.

Additionally, a Virtual Meeting will be held on June 15, 2023 from 6 PM to 8 PM to receive comments and answer question regarding the Draft CRTPA Safety Action Plan Report.

### **[Chapter 5 – Project Prioritization and Recommendations \(CRTPA Safety Action Plan Pages 38 – 51\)](#)**

**Project Prioritization** – Via the CTSTs, the Project Team collected over 500 projects that were evaluated against developed criteria that assessed each project based on how it measured against the SS4A Criteria, Safety and Equity based criteria, Multimodalism, and Public Engagement. The top 10 projects from each organization that submitted projects are shown in the report with the remainder in the Appendix.

**Strategies** - The 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 implementation of these strategies will range from Short (1-3 years) to Medium (3-5 years) to Long (5 or more years).

Through the projects and strategies identified in the plan, the CRTPA and its partners are dedicated to a Safe System Approach to roadway safety that seeks to prevent these deadly crashes through a framework that includes Safe Road Users, Safe Vehicles, and Safe Speeds.

**Safe People** – Prioritize the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

**Safe Roads** – Design, construct, or retrofit roadways to promote safer travel, mitigate human error, and limit the severity of injuries.

**Safe Speeds** – Promote safer speeds on roadways through appropriate design, signage, outreach campaigns, and enforcement.

### **[Chapter 6 – Progress and Transparency \(CRTPA Safety Action Plan Pages 52 – 54\)](#)**

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 chapter provides a variety of high-level strategies and projects to move forward in pursuit of the region’s long-term safety goal of zero roadway fatalities and serious injuries by the year 2040.

**Advocacy** – This strategy encourages:

- The CRTPA and the Community Safety Traffic Teams to meet regularly and discuss Safety Action Plan related recommendations, projects, and strategies,
- The Community Safety Traffic Teams to continue advocating for recommendations, projects, and strategies within their agencies and local communities, and
- The CRTPA will continue to pursue safety as an overarching theme in all projects per requirements from the Department of Transportation.

**Data Maintenance** – The focus of this strategy is to ensure that:

- The CRTPA maintains and updates crash data regularly and makes it accessible to the public.

**Plan Implementation** – The CRTPA will ensure that:

- Strategies outlined in this plan are being considered and implemented by local partner agencies,
- Projects identified in the Safety Action Plan and prioritized using safety-related metrics are pursued, and
- Consideration be given to pursuing grant funds through the Safe Streets and Roads for All program to fund projects on the High Injury Network (HIN).

**Transparency and Reporting** – The CRTPA will:

- Complete regular reporting and documentation to ensure the plan is current and remains actionable.

### **NEXT STEPS**

After the CRTPA Safety Plan is approved by the CRTPA Board, staff will assist local transportation partners in developing Implementation Grant applications for funding.

### **RECOMMENDED ACTION**

Option 1: Adoption the CRTPA Safe Streets and Roads For All (SS4A) Safety Action Plan.  
(Recommended)

Option 2: CRTPA Board Discretion.