



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, FEBRUARY 1, 2022 (9:00 AM - 11:00 AM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

AGENDA

Citizens wishing to provide input at the TAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, January 31. This will allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide **live comments virtually** during the meeting by registering before 5:00 p.m. on Monday, January 31 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comments during the meeting. Speakers are requested to limit their comments to three (3) minutes.

1. AGENDA MODIFICATIONS

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Citizens who have registered to comment virtually and have received a Webex link will have their microphones unmuted. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

A. Minutes of the January 4 TAC Meeting

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

A. CRTPA Safety Measures

This item seeks adoption of the 2022 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required annually address.

RECOMMENDED ACTION: Recommend CRTPA board adopt the recommended Safety Targets for 2022.

6. **INFORMATION**

A. Future Meeting Dates

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**



February 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the January 4 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the January 4 Committee meeting.



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, JANUARY 4, 2022 (9:00 AM – 11:00 AM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Ryan Guffey, Leon County Development Support and Environmental Management, Chair; Allen Secreast, City of Tallahassee Traffic Engineering; Eric Gooch, City of Tallahassee Public Infrastructure Engineering; Artie White; Department of PLACE; Kwentin Eastberg, Apalachee Regional Planning Council; Mike Alfano; Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Justin Stiell, Gadsden County Planning

Staff Present: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke (virtually), CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, CRTPA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. Minutes of the November 2, 2021 Meeting

Committee Action: Mr. Alfano made a motion to approve the Minutes of the November 2, 2021 meeting. Mr. Gooch seconded the motion. The motion was unanimously passed.
4. **CONSENT ITEMS PULLED FOR DISCUSSION**
5. **PRESENTATION/DISCUSSION/ACTION**

- A. Thomasville Road Multi-Use Path Feasibility Study

The Thomasville Road Multi-Use Path Feasibility Study has been developed for Committee approval.

RECOMMENDED ACTION: For Committee Approval.

Ms. Kate Widness, KHA, presented the Thomasville Road Multi-Use Path Feasibility Study. She stated this presentation would provide information on the final recommended alternatives for the Thomasville Road Multi-Use Path Feasibility Study. She provided background information on the project.

She briefly summarized the public engagement efforts since the last Committee meeting in September. She stated meetings have continued to meet with stakeholders, Citizen Committees/Advisory Boards and Neighborhood Association & Homeowner Association Meetings and other governmental partners.

Ms. Widness provided the preferred alternatives for the Multi-use Path.

Segment 1-Betton Road to Armistead Road. She discussed the evaluated alternatives and those included Thomasville Road (West); Thomasville Road (East); Trescott Drive in Betton Hills Neighborhood; Betton Hills Nature Center Trail along McCord Ditch; Post Road to McCord Ditch to Betton Road; and the Post Road "Loop" option. Ms. Widness stated the preferred option for this segment was to have the path on the east side, due to more available right-of-way that would accommodate a 10-12-ft multiuse path. The Post Road McCord option would remain as a future alternative option. There should be discussions on if the ditch can accommodate a trail on top of the covered ditch as well as understand where the trail would connect into Betton Road where there is no existing signalized crossing. Staff wants to keep this as an alternative to address concerns with the businesses along southern part of this section.

Segment 2-Armistead Road to Woodgate Way. She discussed the evaluated alternatives and those included Thomasville west side of the road and Thomasville east side of the road. She stated in this segment, the recommendation was to remove the current bicycle lanes to accommodate the 10-12 ft multi-use path. Thomasville Road on the west side has large oak trees and major grade changes near Savanna Trace entrance. Thomasville Road on the east side also has large trees but more available right-of-way on the east side to accommodate the multi-use path. She stated also evaluated was Armstrong Road to connect to Winthrop Way to connect to Thomasville Road. She noted with this alternative was looking into this area to make the connection further north on a low speed/low volume road and could be a route a cyclist could take. Ms. Widness stated the preferred alternative for this segment was to continue the east side of the corridor but heard from many residents on the west side wanted a connection over to the multiuse path and staff was recommending a sidewalk from Waverly Road north to Woodgate Way. She stated current sidewalk would be replaced.

Segment 3-Woodgate Way to Metropolitan Boulevard. She discussed the evaluated alternatives and those included Thomasville Road on the west side and Thomasville Road on the east side. Similarly, to the previous segment the bicycle lanes would be removed, and

the curb and gutter would be moved. Thomasville Road on the west side of the road has constraint right-of-way areas and allows for a connection to the School of Arts and Sciences and to connect to the western side to connect to the Market District. She stated there were Oak Trees, but most constraints are utility poles and fences in the right-of-way. On Thomasville Road on the east side of the road, she stated there were areas of constraint right-of-way. The main area of constraint in this segment was near Dorothy Owen Park and because of that constraints it was recommended the trail come back to the west side of Thomasville Road within this segment, which would make it difficult to accommodate a 10-12 ft path. With that knowledge, it is recommended the path be moved to the west side of Thomasville Road. This allows access to the School of the Arts and Sciences as well as Live Oak Plantation Road and the FDOT right-of-way to avoid the I-10 interchange and continue the connectivity north into the Market District. Also recommended is a spur trail on the east side of Thomasville Road in this area. This spur trail would connect over to Goose Pond Trail.

Market District Connection- Ms. Widness discussed the evaluated alternatives for the Market Street Connection segment. Those alternatives included Live Oak Plantation Road, Metropolitan Boulevard, FDOT right-of-way, Timberlane School Road, Easements, Timberlane Road and Martin Hurst Road. Ms. Widness stated the preferred alternative was Live Oak Plantation to Timberlane School Road to Gilchrest Elementary, utilizing the Electric Easement to Timberlane Road to Martin Hurst Road to connect to the improvements being planned by the City and Blueprint that are further north.

Ms. Widness provided the cost estimates for the preferred alternatives. She stated Segment 1 Thomasville Road East \$590,000-\$767,000; Segment 2 Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side) \$620,000-\$806,000; Segment 3 Thomasville Road West \$1,019,000-\$1,325,000; Market District Connection \$2,601,000-\$3,307,000 Total Cost for the construction of the project \$4,830,000-\$6,205,000 these cost does not include the design phase and are based on the Florida Department of Transportation Long Range Estimates with a cost per mile model. The cost become more refined during the design phase.

Ms. Widness discussed some design recommendations that were provided by the citizens during the public meetings were to use a meandering design to aid in slowing down cyclist in certain areas; crossing treatments and signage to be sure crossings are highly visible at all crossings including private drives; sight distance to address issues with drivers exiting their driveway or neighborhood exits and additional analysis is recommended to determine appropriate crossing treatments to benefit all user types; wide buffers would be used and ideally, 4ft buffer where feasible along the corridor; constrained areas would be any area were there was a right-of-way issue or trees in the a right-of-way and recommended there be innovative solutions to preserve the tress canopy and limit impacts; and user types.

Mr. Alfano asked if there was a plan to include a traffic signal at the Tallahassee Nurseries entrance and was there a study conducted. Mr. Slay stated there would be a study conducted, study was held up because of the holidays and noted during the holidays, there wouldn't be an accurate count. He stated the traffic study should be completed in the next few months.

Mr. Doug Bell, 216 Hawk Meadow Drive, stated he was on the Board of the Tallahassee Mountain Bike Association. He expressed support for the overall plan and the alternative recommendations were also good. Mr. Bell stated this trail would provide a safe pedestrian and bicycle access to northside and Midtown parks for thousands of people. He stated he commutes by bicycle often and would appreciate having this path to use when commuting. He also noted improving access to Parks and Recreation facilities has a tremendous beneficial impact on communities.

Committee Action: Mr. Secreast made a motion to recommend approval of the Thomasville Road Multi-Use Path Feasibility Study. Mr. Eastberg seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

Mr. Slay noted staff was seeking alternative sites for next few meeting dates and noted Renaissance Center was booked for March meeting. Mr. Guffey noted the Renaissance Center was also having parking issues due to the resurfacing of the parking garage upper deck.

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned 10:11am.



February 1, 2022

COMMITTEE AGENDA ITEM 5 A

CRTPA SAFETY MEASURES

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item relates to the adoption of the 2022 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.

Additionally, the item seeks support of 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.

RECOMMENDED ACTION

- Option 1: Recommend the CRTPA adopt the recommended 2022 CRTPA Safety Targets and a CRTPA long term safety goal of zero fatalities and serious injuries for the CRTPA region.

BACKGROUND

Pursuant to federal requirements, the CRTPA is required 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 such data, the CRTPA (like other metropolitan planning organizations in 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.

ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Safety is integrated throughout the CRTPA planning process including the development of plans and programs that address safety, the implementation of safety projects, and safety program coordination with our partner agencies.

The following provides recent examples of implemented and/or planned projects seeking to improve the safety for pedestrians and bicyclists throughout the CRTPA region.

- US 27 (Palmer Avenue to Thomasville Road) and Magnolia Drive (Apalachee Parkway to Seventh Avenue) Corridor Safety Focus (Leon County) – FDOT District 3 safety analysis currently being conducted along high crash corridors for bicycles and pedestrians. Corridor safety improvements will be identified for inclusion in an implementation plan. **STATUS:** Study anticipated to be complete in June 2022.
- Thomasville Road (Calhoun Street, 3rd Avenue, Beard Street and 7th Avenue) (Leon County): In 2021, 3 RRFB (Rectangular Rapid Flashing Beacons) were installed on Thomasville Road in the Midtown area. Additionally, a missing crosswalk on the northern end of the crossing at Seventh Avenue/Thomasville Road was added. Together, these improvements enhance pedestrian safety along the corridor. **STATUS:** Future corridor improvements planned to enhance multimodal safety and visibility (see Midtown Area Transportation Plan, below)



- Pensacola Street (SR 399) Safety Improvements (Appleyard Drive to Stadium Drive) WPI# 4395793 (Leon County): As detailed to the Board at its [October 2021 Retreat](#), the FDOT District 3 has funded safety improvements to the corridor based upon completion of a roadway safety audit to address corridor bicycle, pedestrian and vehicular crashes. **STATUS:** Design/FY 23; Construction/FY 26



PHOTO: Pensacola Street Corridor

- US 98 (Woodville Highway to Lighthouse Road) WPI# 4405501 (Wakulla County): Extend the Coastal Trail eastwards to the St. Marks Wildlife Refuge providing a safe multi-use connection. **STATUS:** Construction/FY 24
- Resurfacings - Proactive involvement in programmed resurfacing projects has allowed the CRTPA to pursue pedestrian and bicyclist safety improvements through coordination efforts between the CRTPA, local governments and the FDOT. Such improvements include the addition of missing crosswalks, sidewalks, bicycle lanes and pedestrian bulb-outs associated with resurfacing projects. Specific examples include:
 - US 90 (Jackson County Line to Bates Street) WPI# 4134253 (Gadsden County) – resurfacing to incorporate recommendations from adopted Chattahoochee Streetscape Plan to enhance pedestrian environment in downtown Chattahoochee. **STATUS:** Design/FY 22; Construction/FY 24
 - US 19 (US 90 to Georgia State Line) WPI# 4377571 (Jefferson County) – resurfacing to incorporate comments provided to FDOT from City of Monticello which include the addition of pedestrian bulb-outs. **STATUS:** Design/FY 22; Construction/FY 24
 - US 90/W Tennessee Street (Aenon Church Road to Ocala Road) WPI# 4269373 (Leon County) – resurfacing to incorporate significant corridor sidewalk gaps identified in CRTPA comments to FDOT. **STATUS:** Design/FY 22; Construction/FY 24
- Feasibility Studies – The CRTPA’s feasibility studies can provide a first step in pursuing corridor wide improvements including those which improve the environment for pedestrians and bicyclists. Specific examples include:
 - Midtown Area Transportation Plan (Leon County) – Adopted by CRTPA in 2020, the study identified recommended changes to improve the area’s mobility for all modes. **STATUS:** Upcoming candidate resurfacing project (Design/FY 23; Construction/FY 25) will incorporate some of the Plan’s recommendations for Thomasville Road from Monroe Street to Seventh Avenue (FDOT/Blueprint IA coordination).
 - Iron Bridge Feasibility Study (Gadsden County) – Proposed CRTPA feasibility study to evaluate construction of a multi-use trail on Iron Bridge Road from Orchard Pond Rd. to

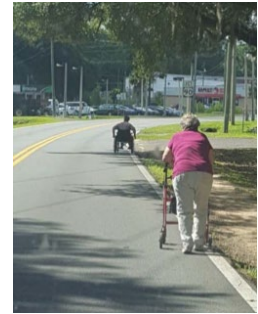


US 27 in Havana that enhances connectivity to the CRTPA's existing and planned regional trails. **STATUS:** Study scheduled to be initiated in 2022.

- CRTPA Transportation Alternatives Program – This competitive federally funded program, coordinated at the local level by the CRTPA, provides funds to projects that support alternative (non-motorized) projects within the CRTPA region. Recent project examples include:

- Blountstown Street Sidewalk Improvements (Limits: US 90 to Tharpe Street) (Leon County) - A combination of CRTPA & City of Tallahassee funding was used to construct this much needed .7 miles sidewalk project. **STATUS:** Project constructed in 2021.

PHOTO RIGHT: Blountstown Street (before sidewalk construction)



- US 90 Sidewalk (Chalk Street to Ralph Strong Road) (Gadsden County) – Construct 1.06 miles sidewalk on southside of US 90 within City of Quincy. **STATUS:** Construction/FYs24 & 25.
- Community Traffic Safety Team (CTST) – Each of the four CRTPA counties have CTSTs that support safety initiatives through providing a forum of local highway safety advocates committed to solving traffic safety problems. The teams seek to increase traffic safety by reducing the number of traffic crashes and traffic related fatalities as well as the number and severity of traffic related injuries. Additionally, the CTSTs promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists. Recent activities coordinated by the CRTPA include:
 - Helmet Fitting Training – February 2022 training for CRTPA and partner agency staff to assist with future bicycle safety event helmet giveaways.
- High Visibility Enforcement (HVE) – The FDOT Focused Bicycle and Pedestrian Initiative: Communication and High Visibility Enforcement is a 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. The program implements a targeted approach combining high visibility education and enforcement with strategic community level communications in the 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious and fatal injuries. Within the CRTPA region, Leon County is amongst the top 25 counties (ranked 23) for the current fiscal year (July 1, 2021 – June 30, 2022).
 - Leon County High Visibility Enforcement Initiative – Current contact between State of Florida and City of Tallahassee for the Tallahassee Police Department to conduct focused efforts along identified high crash location corridors. **STATUS:** Enforcement efforts to continue to May 2022.

- Leon County Hazardous Walking Committee – CRTPA staff participates in assessment of hazardous walking condition assessments coordinated by the Leon County School Board as required by state statute (Section 1006.23(4), Florida Statutes).

Included within the CRTPA's FY 22 – FY 26 Transportation Improvement Program are a number of safety improvements including the following traffic signals, lighting and ADA upgrades, signage and pavement markings, and safety projects:

FM# 4456631	SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN	GADSDEN	SIGNING/PAVEMENT MARKINGS
FM# 4367411	GADSDEN COUNTY TSMCA	GADSDEN	TRAFFIC SIGNALS
FM# 4456571	SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE	JEFFERSON	SAFETY PROJECT
FM# 4367451	JEFFERSON COUNTY TSMCA	JEFFERSON	TRAFFIC SIGNALS
FM# 4440301	CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN	LEON	SIGNING/PAVEMENT MARKINGS
FM# 4440381	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LEON	LIGHTING
FM# 4456051	SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST	LEON	SAFETY PROJECT
FM# 4367461	LEON COUNTY TSMCA	LEON	TRAFFIC SIGNALS
FM# 2197852	LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS	LEON	ITS COMMUNICATION SYSTEM
FM# 4456061	SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD	WAKULLA	SAFETY PROJECT
FM# 4367511	WAKULLA COUNTY TSMCA	WAKULLA	TRAFFIC SIGNALS
FM# 414716 1	TALLAHASSEE ITS REGIONAL TRANS MGT CNTR BLDG & ASSOCIATED SYSTEM	CRTPA	TRAFFIC MANAGEMENT CENTERS

Finally, additional safety efforts of the CRTPA and its partners include:

- CRTPA/FDOT annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- 2022 initiation of an update to the CRTPA Congestion Management Process Report containing a strong safety component;
- Bi-monthly safety coordination meetings held with FDOT District 3 in concert with local partners that identify and discuss safety issues;
- 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;
- 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;
- 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/>.
- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams;
- Continued focus on bicycle and pedestrian safety through funding and implementation of regional trail projects and participation in regional bike month events;
- CRTPA 2021 initiation of safety data refinement utilizing Signal Four Analytics related to bicycle and pedestrian fatalities and serious injuries and [presentation](#) to CRTPA board and committees.

CRTPA TARGETS HISTORY

Since first adopted on January 16, 2018, the CRTPA's has annually chosen to develop and adopt the agency's own safety targets. Initial guidance from the FHWA encouraged Metropolitan Planning Organizations (MPOs) to not set aspirational goals in the development of its safety targets.

Such targets have been 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 2018 measure development was for the years 2012 – 2016). These five-year data averages have been what the CRTPA has adopted as its targets each year. This methodology remained the same as was first used in 2018 up until 2021.

On February 16, 2021, during a discussion related to the CRTPA's annual adoption of its safety targets for 2021, the Board decided to adopt targets that reflected the lower targets for each of the five measures between the previous year's (2020) adopted targets and the proposed 2021 targets. As a result, the methodology that had been used since 2018 in which the agency adopted the most recent five-year FDOT data averages was *changed*.

The discussion at the meeting reflected a desire by the Board that the current methodology used be reassessed. This discussion was consistent with discussion over the last several years related to the annual adoption of safety targets in which the Board has expressed a desire to set such targets in a manner that is more proactive in terms of explicitly reflecting a desired reduction in serious injuries and deaths rather than using the most recent five-year averages as the agency's targets.

RECOMMENDATION

After analyzing the CRTPA's historic methodology as well as that of other Florida MPO's related to safety target setting, staff is recommending a hybrid approach for the CRTPA region that both supports the FDOT's long term goal of Vision Zero and also seeks to reach such goal through utilization of the latest data provided by the FDOT in a manner that reflects current trends related to crash data.

Specifically, staff is recommending using last year's adopted 2021 CRTPA measures with the addition of **reduction factor**. Specifically, a reduction factor of five (5) percent annually is recommended.

Staff believes the proposed methodology provides a realistic direction towards adopting safety targets that are tied to data versus the agency adopting a target of zero for all five measures. Additionally, the use of a reduction of factor is consistent with several other Florida MPOs development of safety targets. The proposed methodology also addresses the Board's desire to move beyond just adopting the 5-year rolling averages as has previously been the agency's practice up to 2021.

Furthermore, as discussed, staff is recommending that the change in target setting methodology be coupled 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.

2022 Proposed Safety Targets

For 2022, measures utilizing the proposed methodology have been developed. Information related to the most recently available FOT five-year averages (2016 – 2020) is provided as **Attachment 1**.

The targets proposed for adoption are as follows:

2022 PROPOSED Safety Performance Measures	Target
Number of fatalities (1)	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.209
Number of serious injuries (3)	239
Rate of serious injuries per 100 Million VMT (4)	5.237
Number of non-motorized fatalities and non-motorized serious injuries (5)	40

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.

(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

Analysis of Prior Adopted Measures

As discussed above, the CRTPA has developed its safety targets using the most recently available FDOT data reflecting five-year averages as a basis for each of the safety performance measures.

Subsequent to adoption*, the CRTPA assesses the region's progress or achievement towards meeting its adopted safety targets. **Attachment 2** summarizes the achievement of the agency towards its meeting its adopted safety targets since the agency has started adopting such measures in 2018 including that for the most recent data available (2016 – 2020). The actual data reported for each year is provided alongside the adopted targets.

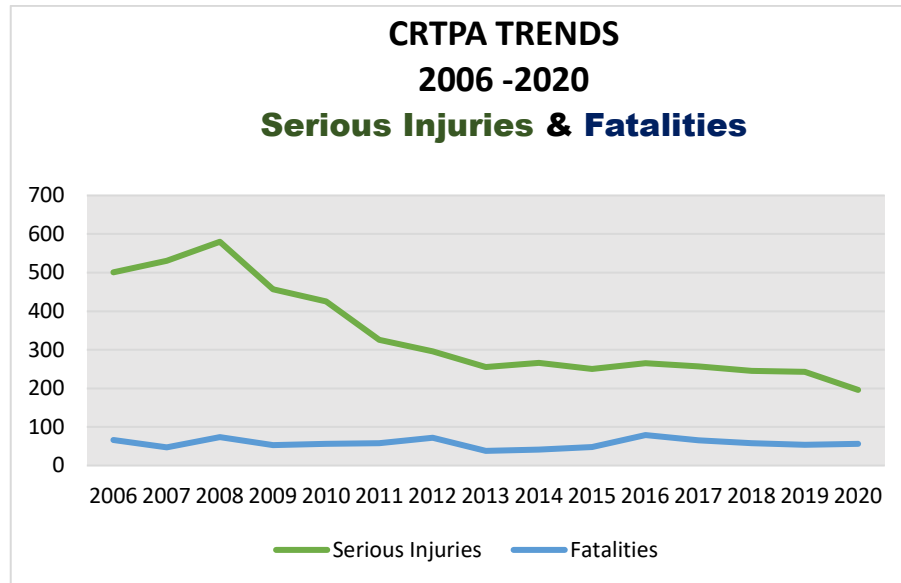
Most recent data identify that for 2020, the CRTPA has met four (4) of its five (5) adopted 2020 measures. For 2020, the CRTPA's reported rate of fatalities (1.339 per 100 million vehicle miles traveled) was slightly higher than the adopted target (1.273).

*In terms of assessing progress towards achievement of the adopted measures, such data is typically available two year's out from the year of target adoption.

CRTPA Safety Trends

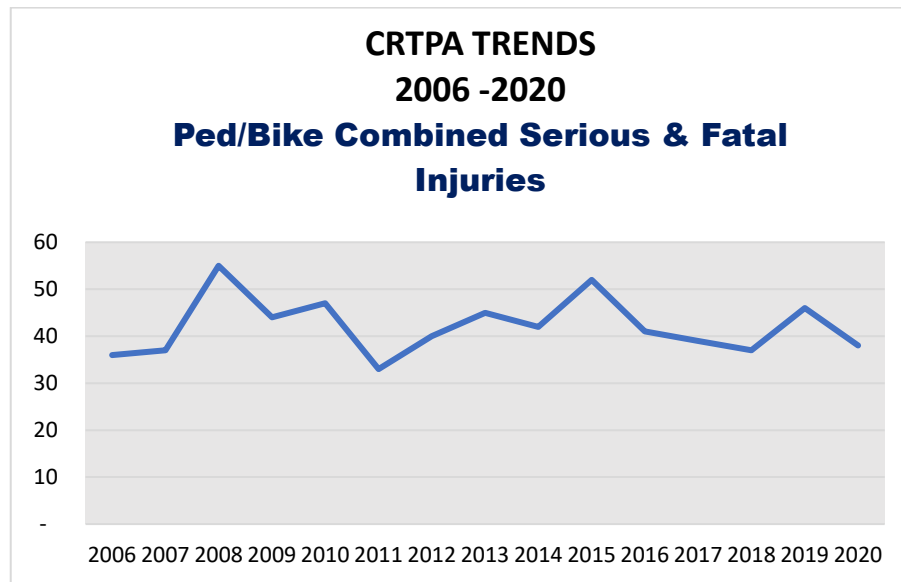
Utilizing the annual data provided by FDOT can provide a historic context of the CRTPA region for the safety trends from 2006 to 2020. The following provides such an analysis for Serious Injuries, Fatalities, and Bicycle/Pedestrian Combined Serious Injuries & Fatalities.

Serious Injuries & Fatalities



As seen in the above chart, **serious injuries** in the CRTPA have been decreasing from a high of 580 in 2008 to a low of 196 in 2020 (the most recent reported data). With regards to **fatalities**, the numbers have remained relatively consistent from 2006 to 2020.

Bicycle/Pedestrian Combined Serious Injuries & Fatalities

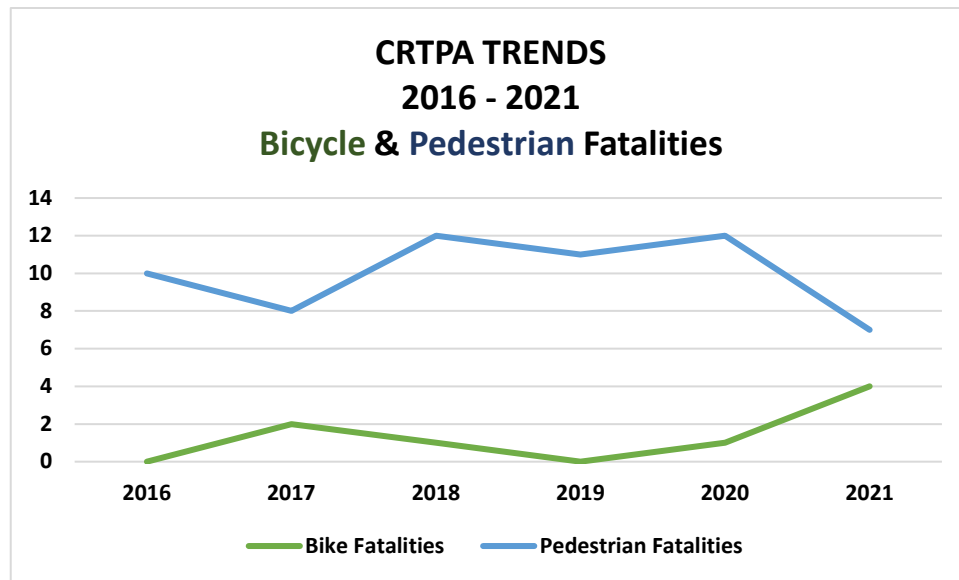


The above chart reflects that from 2006 to 2020 **pedestrian and bicycle combined serious & fatal injuries** reached a high of 55 in 2008. The most recent two (2) years of reported FDOT data reflect a decrease in 2020 to 38 versus the 2019 amount of 46.

Bicycle & Pedestrian Fatalities 2016 - 2021

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.

Last year an in-depth analysis was provided by CRTPA staff to the Board ([June 2021](#)) that included a breakout of fatalities and serious injuries for bicycles and pedestrian data. Staff has updated this data to 2021 through use of Signal Four Analytics data.

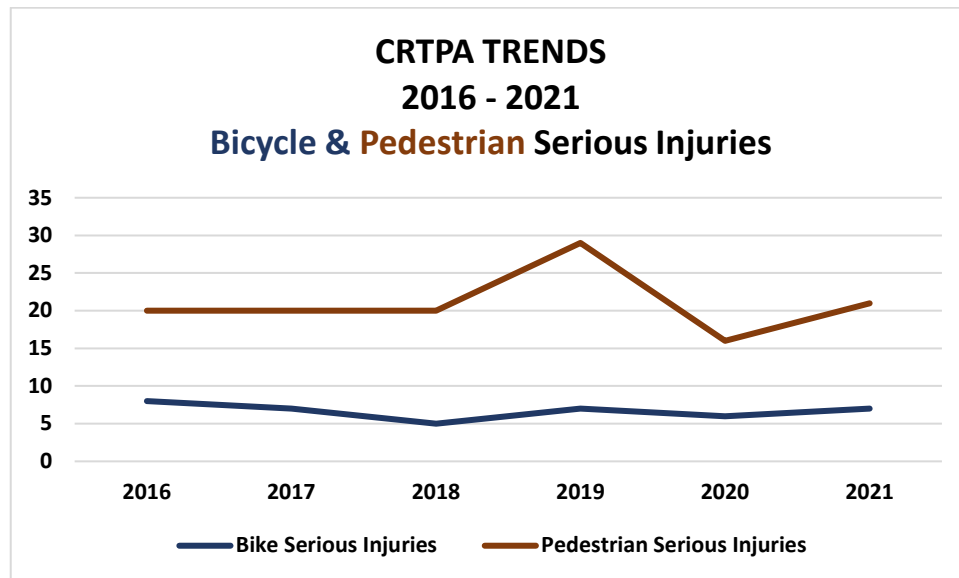


As identified in the above chart, bicycle fatalities in 2021 (4) increased from the previous year 2020 (1). For 2021, 2 of such fatalities occurred in Wakulla County and 2 fatalities occurred in Leon County.

Pedestrian fatalities (7) in 2021 decreased from the previous year 2020 (12).

Bicycle & Pedestrian Serious Injuries 2016 - 2021

Similar to above, staff has updated bicycle & pedestrian serious injury data to 2021 using the Signal 4 Analytics database.



As detailed above, for 2021, pedestrian serious injuries in 2021 increased (21) from the previous year 2020 (16). Bicycle serious injuries increased slightly in 2021 (7) from 2020 (6).

ATTACHMENT

Attachment 1: FDOT 5 Year Average Safety Data

Attachment 2: Summary of Historical CRTPA Safety Measures

FDOT DATA

	Average Annual Fatalities ¹												Average Annual Serious Injuries ²												Average Annual Fatality Rates ³																							
	2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20		
	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ						
	59.2	53.0	-10.0%	51.4	3.0%	55.6	8.2%	54.2	-2.5%	58.2	7.4%	60.8	4.5%	62.4	2.6%	496.8	313.6	-37.1%	278.4	-11.2%	266.2	-4.4%	258.4	-2.9%	256.4	-0.8%	251.8	-1.8%	241.2	-5.9%	1,321	1,249	-5.6%	1,208	-3.3%	1,279	5.9%	1,216	-4.9%	1,286	5.8%	1,329	3.3%	1.38	7.3%			
Capital Region TPA	Average Annual Serious Injury Rates ⁴												Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries ⁵																																			
	2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20		
	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ						
	11,123	7,380	-33.8%	6,535	-11.2%	6,147	-5.9%	5,942	-5.0%	5,602	-2.6%	5,508	-3.2%	5,323	-5.3%	43.8	41.4	-5.5%	42.4	-2.4%	44.0	3.8%	43.8	-0.5%	42.2	-3.7%	43.0	1.9%	40.2	-4.7%																		

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.

(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

ATTACHMENT 2

CRTPA ADOPTED SAFETY PERFORMANCE TARGETS (2018 to 2022*)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018 ¹	Reported 2018 ²	Adopted Target 2019 ¹	Reported 2019 ²	Adopted Target 2020 ¹	Reported 2020 ²	Adopted Target 2021	PROPOSED Target 2022
Number of fatalities	56	58	54	54	58	56	58	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.209
Number of serious injuries	266	245	258	243	256	196	252	239
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	5.237
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38	42.2	40

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)



February 1, 2022

COMMITTEE AGENDA ITEM 6A

FUTURE MEETING DATES

TYPE OF ITEM: Information

Committee Dates	TAC Time	CMAC Time	Location
February 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
March 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
April 5	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
May 3	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
June 7	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
September 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
October 4	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
November 1	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall
December 6	9 AM – 11 AM	11:30 AM - 1:30 PM	City of Tallahassee Commission Chambers, 2 nd Floor, City Hall