



Transportation Disadvantaged Local Coordinating Board (TDLCB) Workshop

Marion County Growth Services Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470

June 16, 2022

10:30 AM

MINUTES

Members Present:

Tracey Sapp
Susan Hanley
Tracey Alesiani
Andrea Melvin
Steven Neal
Keith Fair
Lauren Debick (*Rebecca Rora attended in Lauren's absence*)

Members Not Present:

Michelle Stone
Jeffrey Askew
Glorybee Perez
Carlos Colon
Iris Pozo
Anissa Pieriboni
Carressa Hutchinson
Jeff Aboumrad
Ronald Graham

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Elizabeth Mitchell, TPO
Chris Keller, Benesch
Clayton Murch, Marion Senior Services

Item 1. Call to Order and Roll Call

Vice-Chairwoman Andrea Melvin called the workshop to order at 10:45am. Secretary Shakayla Irby called the roll and a quorum was present.

Item 2. Pledge of Allegiance

Vice-Chairwoman Melvin led the board members in the Pledge of Allegiance.

Item 3. Proof of Publication

Secretary Shakayla Irby stated that the workshop had been published June 9, 2022 online on the TPO website and Facebook and Twitter pages, the City of Ocala, Belleview, and Dunnellon websites. The workshop was also published to the June 9, 2022 edition of the Ocala Star Banner.

Item 4A. Commitment to Zero Safety Action Plan Outline

Mr. Balmes said the Commitment to Zero Safety Action Plan was the TPO's effort to improve the safety of our transportation system by working to eliminate fatal and serious injury traffic crashes by requesting input from the community and partners.

An outline of the Commitment to Zero Safety Action Plan was provided to the board and Mr. Balmes gave an introduction to Chris Keller with Benesch.

Item 4B. Commitment to Zero Safety Action Plan with emphasis on the Transportation Disadvantaged

Mr. Keller gave a presentation on the Commitment to Zero Safety Action Plan providing an overview, developing actionable strategies, and engagement opportunities.

What is the Commitment to Zero?

- **Actionable-** The TPO's effort to improve the safety of our transportation system by working to eliminate fatal and serious injury traffic crashes.
- **Collaborative-** Collective data driven process involving citizens, elected officials, stakeholders, and public and private sector partners.
- **Lasting-** An ongoing effort that will need to be monitored and updated; it will be a marathon, not a sprint.

Partner Efforts

- **State Commitment-** Establishes “Target Zero,” a safety vision of zero transportation-related deaths or serious injuries.
- **Federal Commitment**
 - Road to Zero- The primary safety goal of FHWA is to reduce transportation-related fatalities and serious injuries across the transportation system, and for this reason it fully supports the vision of zero deaths.
 - Bipartisan Infrastructure Law (BIL)- New and first of its kind \$6 billion Safe Streets and Roads for All program will fund local efforts to reduce roadway crashes and fatalities through grants for planning and projects.

Mr. Keller asked the board some questions:

1. How many people died in traffic-related crashes in Marion County from 2011-2022? The answer was 739.
2. How many people died in traffic-related crashes last year (2021)? The answer was 93
3. How many people died in traffic-related crashes so far this year (2022)? The answer was 39.

In the last decade there had been 3,698 serious injuries and 739 fatalities.

Mr. Keller gave information on the rate of fatalities saying deaths had become more common with the rising increases. Information on crash types, crash factors, and crash location were provided in Mr. Keller’s presentation.

Commitment to Zero Approach

- **Safe System Approach-** the Safe System approach is a recognized international road safety best practice that is rapidly gaining awareness and application in the United States. Other countries have been able to achieve significant reductions in traffic-related deaths and serious injuries by adopting the Safe System approach. Working to create a Safe System requires strengthening all elements of the system and leveraging collaborative partnerships.

Safe System Principles

- No Death or Serious Injury is Acceptable
- Humans Make Mistakes
- Humans are Vulnerable to Injury
- Responsibility is Shared
- Proactive vs. Reactive
- Redundancy is Crucial

Safe System Differences

- Traditional Road Safety Practices vs. Safe System Approach- Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach refocuses transportation system design and operation on anticipated human mistakes and lessening impact forces to reduce crash severity and save lives.

The board engaged in discussion about strategies to increase safety on the roadways and awareness in the community and transportation disadvantaged.

Mr. Keller asked what would be the long term consequences of the community if serious injury crashes and fatalities were not addressed.

Ms. Sapp responded that the community would see more loss of life.

Vice-Chairwoman Melvin said it would be a larger population of the transportation disadvantaged for survivors of serious injury crashes.

Mr. Murch said eventually it would reach everyone at some point rather a serious injury or fatality. More severe challenges ahead if nothing changed.

Ms. Sapp said that the Health Department assisted with other community partners on “Seatbelt Wars” at each high school and count who is wearing a seatbelt and this year numbers had plummeted with 2022 being the first year no one hit the 90 percentile for wearing seatbelts. It is a behavior that is being developed by the youth.

Mr. Neal suggested doing a traffic stop for the high school students not wearing a seatbelt and instead of ticketing them give them an educational flyer about seatbelt safety.

Mr. Murch said that not wearing seatbelts and speeding was a human choice. We should focus more on preventing the crash in the first place and educate on seatbelts and defensive driving.

Mr. Balmes said that as part of the Commitment to Zero Safety Action Plan identifying specific strategies with education would be a huge component.

Mr. Neal talked about there being more involvement with first responders and law enforcement because their force on education carried more weight.

The board continued conversation on safety ideas and ways to educate.

Mr. Keller told the board that there was a Commitment to Zero online survey that would be accessible through July 1 and encouraged them to take the survey and share with others to take the survey also.

Item 5. Action Items

There were no action items.

Item 6. Consent Agenda

There was no consent agenda.

Item 7. Discussion Items

There were no additional discussion items.

Item 8. Comments by TDLCB Members

There were no additional discussion items.

Item 9. Comments by TPO Staff

Mr. Balmes thanked the board for their attention and input to the Commitment to Zero Safety Action Plan.

Item 10. Comments by CTC

There were no comments by the CTC.

Item 11. Public Comment

There was no public comment.

Item 12. Adjournment

Vice-Chairwoman Melvin adjourned the meeting at 12:02pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant