



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
March 26, 2024
4:00 PM

MINUTES

Members Present:

Councilmember Ire Bethea
Commissioner Kathy Bryant (*arrived at 3:06pm*)
Commissioner Craig Curry
Councilmember Kristen Dreyer
Commissioner Ray Dwyer
Councilman Tim Inskeep
Councilmember Barry Mansfield
Mayor Ben Marciano
Commissioner Matt McClain
Commissioner Michelle Stone
Commissioner Carl Zalak

Members Not Present:

Councilmember James Hilty

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Sara Brown, TPO
Liz Mitchell, TPO
Kia Powell, FDOT
Eric Smith, City of Ocala
Darren Park, City of Ocala
Steven Cohoon, Marion County
Aubrey Hale, City of Ocala
Oscar Tovar, City of Ocala
Noel Cooper, City of Ocala
Sean Lanier, City of Ocala
Amber Gartner, Kimley-Horn
Kenneth Odom, Marion County
Adriann LeBlanc

Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairwoman Kristen Dreyer called the meeting to order at 3:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant, stated that the meeting was published online on the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County websites on March 19, 2024. Additionally, the meeting was shared on the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

Mr. Curry made a motion to approve the Consent Agenda. Mr. Bethea seconded, and the motion passed unanimously.

Item 5a. 2023 Annual Joint Certification with the Florida Department of Transportation (FDOT)

Ms. Kia Powell, Planning Specialist III at FDOT, presented the 2023 Annual Joint FDOT/TPO Certification to the TPO board. Annually and pursuant to federal requirements 23 USC 134(k)(5) and CFR 450.334(a), the Florida Department of Transportation (FDOT) and the TPO perform a joint review of the certification status for the transportation planning process. The 2023 joint certification process was conducted from January to February 2024, including a virtual meeting with FDOT District 5 Liaison team members on February 14.

The development of the Joint Certification package document was conducted by TPO and FDOT District 5 staff.

Ms. Powell proudly announced that the TPO had achieved a score of 100% and was placed in the Low Risk category. She commended the TPO for this achievement and expressed that FDOT was pleased to see consistent high scores, eagerly anticipating continued collaboration.

Ms. Stone complimented the TPO on their 100% scoring and offered congratulations to Mr. Balmes and the TPO team.

Mr. Balmes noted that Liz Mitchell from the Ocala Marion TPO, deserved significant credit for the 100% scoring. He emphasized her role in ensuring accurate and timely submission of invoices.

Mr. Bethea made a motion to approve the 2023 Annual Joint Certification. Ms. Stone seconded, and the motion passed unanimously.

Item 5b. Fiscal Years (FY) 2022/23 to 2023/24 Unified Planning Work Program (UPWP) Amendment #6

Mr. Balmes presented and said the UPWP is the TPO's federally required two-year budgetary document. The current Fiscal Year (FY) 2022/23 to 2023/24 UPWP had been authorized from July 1, 2022 to June 30, 2024. Federal Highway Administration (FHWA) Consolidated Planning Funds (CPG) currently programmed, but not anticipated to be expended by June 30 in the current UPWP, may be de-obligated and un-encumbered. The process took place in March of the second year of the UPWP. The proposed de-obligated funding would be available in year one of the next two-year UPWP (FY 2024/25 to 2025/26).

Based on the analysis of the current UPWP funding, the TPO submitted a formal letter to FDOT on February 16, 2024 requesting the de-obligation of \$445,000 in CPG funding. This proposed change was reflected in the attached task and funding tables for FY 2022/23.

TPO staff would request to re-obligate, through an amendment in August 2024, the full \$445,000 in funding to year one of the FY 2024/25 to 2025/26 UPWP. Pending Board approval, the funding would be available after October 1, 2024.

Approval of the UPWP amendment to de-obligate \$445,000 of FHWACPG funds from Year One of the FY 2022/23 to 2023/24 UPWP was requested.

Mr. McClain made a motion to approve the FY 2022/23 to 2023/24 UPWP Amendment #6. Mr. Mansfield seconded, and the motion passed unanimously.

Item 5c. Metropolitan Planning Organization Grant Agreement

The TPO and Florida Department of Transportation (FDOT) are required to revise the current two-year Metropolitan Planning Organization Grant Agreement due to the de-obligation of funding requested in Agenda Item 5B.

Every two years and pursuant to U.S. Code of Federal Regulations and Florida Statutes, FDOT and the TPO enter into a grant agreement contract that identifies the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process.

As a condition of the agreement, financial assistance is passed through the FDOT to the TPO in the form of the FHWA Consolidated Planning Grant (CPG). All work and funding are tied to the TPO's Unified Planning Work Program (UPWP). The Grant Agreement timeframe is from July 1, 2022 to June 30, 2024 (Fiscal Years 2023, 2024).

A Revised Metropolitan Planning Organization Agreement for the TPO covering the current two-year timeframe was provided. The Revised Agreement had been reviewed by the Marion County Office of Attorney. Pending Board approval, the Revised Agreement would be promptly submitted to FDOT.

Ms. Stone made a motion to approve the Metropolitan Planning Organization Grant Agreement. Mr. Bethea seconded, and the motion passed unanimously.

Item 5d. Draft Public Participation Plan (PPP)

Ms. Brown presented to the board and said that Public Involvement was at the center of the transportation planning process, as transportation networks affect the public in a variety of ways. Therefore, the voice of the public was essential in ensuring that the transportation decisions that are made, are efficient and effective at serving the residents they impact. The Ocala Marion Transportation Planning Organization's (TPO) Public Participation Plan (PPP) documents the goals, objectives, and strategies for ensuring that all individuals have every opportunity to be involved in transportation planning decisions.

In 2024, the TPO conducted an update to the PPP. A 45-day public review period began on February 5, 2024 and closed on March 26, 2024.

A DRAFT 2024 PPP was provided in the agenda packet for the board to review. The document was updated from the previously approved PPP, which was adopted by the TPO Board on January 26, 2021. The PPP was required to be updated every three (3) years. Some of the key updates were as follows:

- Updated Public Disclosure Statement (pg. 2).
- Addition of text to give more information on What is the Ocala Marion Transportation Planning Organization (pg. 4).
- Addition of Staff section (pg. 7).
- Addition of What is a Public Participation Plan Section (pg. 8). This section was added to give more information for what is required in the PPP and how to get involved.
- An update to some of the Objectives and Measures of Effectiveness (pg. 9 and 10).
- Removed the Bicycle and Pedestrian Master Plan Section.
- Added a Transportation Disadvantaged Service Plan (pg. 13) and a Transportation Studies (pg. 14) sections under Core Plans and Programs.
- Changed the LRTP Program Amendments public comment period from 30 days to 21 days.
- Added Meeting Room Security Section (pg. 15).
- Removed the TPO Online Feedback Form Section. This section is no longer needed. The TPO Online Feedback Form was removed and replaced with Staff emails.
- Added a TPO Staff and Contact Information Section (pg. 17).
- Added summary table for how we use each Strategy and Outreach for the different TPO plans (pg. 18).
- Created an Evaluation section to evaluate different (pg. 18). This will help evaluate the strategies and outreach methods for future use.

Chairwoman Dreyer inquired what comments Mr. Dave Herlihy had shared with Ms. Brown regarding the PPP.

Ms. Brown shared the following comments from Mr. Herlihy for the record:

Public Disclosure Statement

Review sentence 4 of this text which begins with “The TPO will not exclude from participation in...” – Take a look at the phrase.

TPO Planning Area Map

Does it seem as though the County Urban Growth Boundary or Belleview Urban Service Area would be relevant on this map? Might it help prospective public participants to better understand where future growth is expected to be directed/occur? These boundaries lay out that future growth area and do not coincide with the current “Urban Area boundaries” which are generally smaller. Obviously, road funding would not be limited to the Growth or Service Area(s) Boundaries, but it might help with understanding of prioritizing projects.

LRTP Program Amendments

Reducing the comment period seems counterintuitive when this process appears to be aimed at increasing participation.

Q: *Is there a rationale for why the Bike Ped Master Plan section has been replaced with the TDSP portion? Was the Bike Ped MP completed? Now the TDSP is a new program? Was it direction from the TPO body?*

I may have missed an explanation that’s elsewhere in the text, but it just seems like this would be helpful to understanding the progression and impetus for the change.

All other aspects appear good/beneficial.

Ms. Brown commented that regarding the planning area map, the TPO map was based on Census data. Additionally, she mentioned that the Bike and Ped Master Plan had been removed from the list of programs and plans, with the TDSP plan being included instead.

Mr. Curry made a motion to approve the Draft PPP. Mr. McClain seconded, and the motion passed unanimously.

Item 6a. Bike/Walk Central Florida Presentation

Mr. Vince Dyer, Project Manager of Best Foot Forward, provided a presentation to the board and outlined the following:

- Who we are: Bike/Walk Central Florida
- The Best Foot Forward Program
- Most Dangerous Regions in U.S.
- Contributing Factors
 - Speeding
 - Distracted Driving
 - Aggressive Driving

- Changing the Culture of Drivers vs. Walkers
- Growing a Multi-County Footprint
- The 4-E Approach
 - Evaluate: Identify the Crosswalks
 - Evaluate: Collecting Data on Driver Yield Rate
 - Enforcement: Creating High Visibility
 - Enforcement: Operation Best Foot Forward
 - Evaluating the Effect of Enforcement – 2023
 - Engineer: Recommend Countermeasures
 - Evaluating the Effect of Engineering – 2023
 - Educate: Through Outreach
 - Educate: Through Digital Channels
 - Educate: Target Zero Messaging
- Best Foot Forward Progress (2012-Present)

The full presentation is provided on pages 13-39 of this set of minutes for reference.

At the conclusion of Mr. Dyer’s presentation, he mentioned that presentations had been made to the County Councils for Volusia and Brevard Counties, securing resolutions of support. He expressed a desire to do the same in Marion County.

Mayor Marciano inquired if any sites had been selected for the City of Ocala, specifically Downtown Highway 40.

Mr. Dyer responded that three sites were identified in Ocala, one in Dunnellon, and two in Belleview. Crosswalks were selected based on input from representatives who attended the workshop, and every September/October, they were evaluated, with new crosswalks added as necessary.

Mr. Balmes said he would forward the full list of crosswalks and specifically for Ocala mentioned the following:

- S. Pine Ave. & SW 2nd St.
- NE 8th Ave. & NE 4th St.
- NW 16th Ave. & NW 12th St.

Mr. Dwyer inquired about the crosswalk location in Belleview. Mr. Balmes then shared the following crosswalk locations for Belleview:

- 5516 SE Abshier Blvd, midblock E. of Brown Ave.
- County Hwy 484 & SE Brown Rd.

Mr. Dyer mentioned that enforcement was conducted at SE 28th St. and SE 52nd Ave., a two-lane road, where there were over a dozen stops.

Item 6b. Transportation Safety Report and Discussion

Ms. Sara Brown, Transportation Planner presented to the board.

At the February 27, 2024 TPO Board Meeting, TPO Staff presented the 2024 Performance Management Safety Targets (PM1) that reported on 2023 data up until November 30, 2023. TPO Board Members asked TPO staff to present at the March 26, 2024 TPO Board Meeting an update to the 2024 Performance Management Safety Targets (PM1). The Board also asked to see a breakdown by month of the fatalities and serious injuries. TPO Staff created a Quarterly Safety Report reporting on data through December 31, 2023.

The safety report is provided on pages 40-41 of this set of minutes for reference.

Mr. Inskeep commented that the annual total crash rate and annual fatality rate continued to increase every other year, noting an alternating upward and downward trend from 2019 to 2023. He expressed concern that if this pattern persisted into 2024, the fatality rate would rise again. Additionally, he mentioned that serious bicycle injuries followed a similar fluctuating pattern. He inquired if any measures were being implemented to prevent the trend from worsening in 2024.

In response, Mr. Balmes stated that crashes tended to fluctuate from year to year. That's why the Transportation Planning Organization (TPO) looked at five-year averages to gain a better depiction of the trend direction and overall pattern.

Chairwoman Dreyer inquired whether e-bikes were being tracked and if crash reports were documenting whether the bikes involved were e-bikes or regular bikes. She noted that while there had been previous concern from City Council regarding golf carts, e-bikes presented a different challenge due to their higher speed and increased prevalence.

Ms. Brown mentioned that she hadn't seen a section detailing the types of bikes involved in crashes yet. However, she attended a Community Traffic Safety Team (CTST) meeting where e-bikes and e-scooters were discussed, and some law enforcement officers talked about noted issues related to them. She said that perhaps in the future, there could be a section dedicated to differentiating between types of bikes involved in crashes.

Mr. Dwyer inquired whether drugs and alcohol were tracked for bicyclists or pedestrians involved in bike-pedestrian crashes.

Ms. Brown responded that she believed the drug and alcohol section of the report focused on the driver rather than the bicyclist or pedestrian. However, she expressed willingness to conduct further research on this matter.

Mr. Curry expressed concern about the high number of fatalities, noting that 101 people had been killed which included I-75. He emphasized that each of these individuals was someone's loved one and that such a high number of fatalities was unacceptable. He believed that simply studying statistics was not enough and suggested that the TPO could take more proactive measures to reduce these numbers.

To address this issue, Mr. Curry mentioned that he had called a meeting with the Marion County Public Information Officer (PIO) and others to discuss what actions could be taken to prevent the numbers from rising. He highlighted the importance of focusing on specific age groups, such as young and older drivers, and mentioned programs like the Teen Driver Challenge and Drunk Busters offered by the Marion County Sheriff's Office. He also noted that the Tax Collector's Office used to distribute information packets but had stopped due to COVID-19, though they were willing to resume if provided with the necessary materials.

Mr. Curry emphasized the importance of collaboration with entities like the Marion County School Board and stressed that as an elected official, it was his responsibility to prioritize the health, safety, and welfare of the community. He believed that through collaboration, problems could be identified, and preventive measures and new ideas could be implemented to address the increasing number of fatalities and serious injuries. He clarified that he was not asking for another task force but rather advocating for a collaborative effort to address the issue effectively.

Ms. Bryant emphasized the importance of addressing distracted driving and expressed her support for the implementation of Florida Go Hands Free. She stated that she had discussions with the Chief of Police and the Sheriff, highlighting the necessity of stopping distracted driving to make a significant impact. She recounted instances of observing individuals watching videos on their phones while driving, emphasizing that seeing phones in drivers' hands was a common occurrence and a significant problem.

Ms. Bryant explained that with Florida Go Hands Free in effect, law enforcement would be able to make stops when they observed individuals driving with phones in hand. She advocated for this measure as a crucial step towards reducing distracted driving and improving road safety.

Mr. Curry raised a question about driver education in schools, wondering about its effectiveness.

Ms. Bryant expressed skepticism about the impact of education alone, stating that despite efforts to educate, many individuals still refused to put their phones down while driving.

In response, Mr. Curry acknowledged Ms. Bryant's point but emphasized the need for immediate action rather than waiting for legislative changes in the upcoming year. He believed that there were opportunities to implement measures now to address the issue.

Ms. Stone suggested revisiting the Commitment to Zero initiative, which involved extensive outreach and public input. She referenced a report presented by Mr. Dyer to the board, which highlighted the top factors contributing to bike and pedestrian involved crashes, emphasizing the need to change driver behaviors. She believed that a combination of education and enforcement could achieve this goal but stressed the importance of widespread community involvement, particularly from schools, parents, and local communities.

In response, Mr. Dwyer expressed support for drafting a letter to the legislation from the TPO, indicating their endorsement of hands-free driving laws. He also suggested efforts to improve safety for the homeless population, such as providing them with flashing lights and informational handouts, particularly at soup kitchens, to help reduce the number of pedestrian accidents involving homeless individuals.

Chairwoman Dreyer asked if Ms. Brown could take the gathered information and find out contributing factors to crashes and fatalities.

Mr. Balmes commented on the TPO's identification of major causes of fatalities and serious injuries, suggesting that Ms. Brown could review and update the information for any changes. He also mentioned the creation of a High Injury Network, which pinpointed areas with a high prevalence of such incidents. Additionally, he noted the availability of various statistics and information from partners through the Community Traffic Safety Team (CTST).

Chairwoman Dreyer expressed gratitude for the comprehensive information shared with the board but emphasized the need for a concise summary that could be easily shared with law enforcement to encourage brainstorming and collaboration. She noted the absence of traffic enforcement at the Ocala Police Department and proposed establishing a task force to address problem areas until legislative measures could be implemented. Additionally, she suggested increasing the availability of classes for Teen Drivers, considering budget allocations if possible, and expressed skepticism about the effectiveness of pamphlets, stating her belief that teenagers may not read them.

Ms. Stone inquired about the budget allocated for safety resources.

Mr. Balmes responded that there was a designated placeholder in the Unified Planning Work Program (UPWP) for additional safety initiatives in the community, such as education, awareness, and resources. He mentioned that the TPO could play a role in these efforts but would need to collaborate with partners for marketing and advertising, as federal funds couldn't be used for that purpose. However, the TPO could facilitate coordination and provide information and resources.

Ms. Stone requested further clarification from Mr. Balmes regarding how educational funds could be utilized, specifically inquiring about whether they could be used to purchase items such as lights for distribution to homeless shelters.

Mr. Balmes clarified that the TPO was unable to purchase items like lights and relied on the Florida Department of Transportation (FDOT) for such items. He indicated that educational funds typically had specific limitations on their use and could not be allocated for purchasing physical items like lights.

Ms. Stone requested that Mr. Balmes provide the board with detailed information regarding what specific allocations were included in the TPO budget for safety initiatives, as well as clarification on the actions and items that could be purchased using the TPO budget. She emphasized the importance of the board having a comprehensive understanding of how TPO funds could be utilized for safety measures.

Mr. Balmes agreed to gather the requested information and present it to the board at the next TPO meeting.

Chairwoman Dreyer proposed that at the city level, they would engage in discussions with their Chief of Police to explore potential safety measures within their jurisdiction. Similarly, she suggested that the county could undertake similar discussions with their Sheriff. Once both entities have developed options, she suggested convening the discussion with the TPO board to

review and collaborate on the initiatives put forward.

Mr. Curry expressed his desire to streamline the process rather than complicate it. He emphasized the importance of clearly identifying key priorities to ensure consistency in the message being conveyed.

Item 6c. Draft Fiscal Years (FY) 2024/25 to 2025/26 Unified Planning Work Program (UPWP)

Mr. Balmes provided a presentation of the draft version of the FY 2024/25 to 2025/26 UPWP to the board. Every two years, the TPO developed a draft UPWP document. The draft Fiscal Years 2024/25 to 2025/26 UPWP covered the next two-year period from July 1, 2024, to June 30, 2026. The UPWP was required as a basis and condition for receiving federal funding assistance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

As part of the development of the UPWP, a 30-day public review process was also underway from March 14 to April 12, 2024. Some of the notable highlights of the Draft UPWP are as follows:

- The TPO and Florida Department of Transportation (FDOT) continue to participate in a Consolidated Planning Grant (CPG), which combines FHWA PL and FTA 5305d funding into one program.
- The state, through the FDOT, provides the local cash match requirement to the federal CPG grant by applying toll revenue credits (soft-match).
- The FHWA and FTA, through the U.S. Department of Transportation, maintain eight federal planning emphasis areas (PEAs) to be integrated into TPO tasks and planning activities (same as last UPWP).
- The state, through FDOT, maintains four statewide emphasis areas, including safety, equity, resilience and emerging mobility (same as last UPWP).

The UPWP comprised five budget categories: Personnel, Consultant, Travel, Direct Expenses, and Indirect Expenses.

Mr. Balmes emphasized the Federal and State emphasis areas as well as the major activities led by the TPO. These areas of focus served as guiding principles for the TPO's initiatives and help prioritize efforts in line with federal and state requirements.

Federal Emphasis Areas included:

- Climate Crisis/Resilience
- Equity and Justice
- Complete Streets
- Public Involvement
- US Dept Defense Coordination
- Federal Lands Coordination
- Planning and Environ.
- Data in Trans. Planning

State Emphasis Areas included:

- Safety

- Equity
- Resilience
- Emerging Mobility

TPO Major Activities Included:

- 2045 and 2050 Long Range Transportation Plans (LRTP)
- Transportation Improvement Program (TIP)
- Transportation Disadvantaged (TDLCB)
- Public Participation Plan (PPP)
- Congestion and Safety Planning
- Active Transportation Planning
- Resiliency Planning
- Transportation Disadvantaged Service Plan (TDSP) Major Update
- Website

Mr. Balmes also provided the board with the schedule for the UPWP as follows:

- Presentations to TAC/CAC (April 9)
- Comment Period Closes (April 12)
- TPO Board Adoption (April 23)
- Submission to FDOT (by May 1)

Ms. Stone asked if Mr. Balmes was staffed to do all of the tasks listed and asked if outside support would be needed.

Mr. Balmes said that in the UPWP there was identified supplemental consultant support services for specialized services and the TPO would look to get support within the next couple of years for the congestion management, bicycle pedestrian work, and the TDSP. The specific task orders would be brought to the board as they came up.

Mr. Balmes further explained that the TPO operated essentially on a \$700,000 per year budget, without factoring in carryforward funding. He likened the carryforward funding to savings in the bank, emphasizing that once it was depleted, it would not be replenished. Therefore, when considering staffing levels, the TPO needed to be mindful of its authorized budget. Currently, the TPO could sustain a staff of four within its authorized budget. If a fifth staff member were to be added, the TPO would need to dip into its carryforward funding. However, once this funding was exhausted, it would present a challenge for the TPO in terms of sustaining additional staff positions.

Item 7. Comments by FDOT

Ms. Kia Powell provided the updated construction report and shared that at the time there were seven lane closures and details on those closures could be provided at cflroads.com. She also gave the following update:

- As of February 7, 2024, the S.R. 93 mainline Wildwood weigh station improvements were completed and the purpose of the project was to construct a Virtual Weigh-In-Motion (WIM) System for the Wildwood Weigh Station on I-75. Electronic weigh sensors would be installed along 3 miles of the roadway and digital message boards

would be added to direct traffic toward the station.

Item 8. Comments by TPO Staff

Mr. Balmes gave the following update:

As reported at the previous TPO board meeting, **State House Bill 7049 and Senate Bill 1032** involved potential impacts to MPO/TPO's and the Metropolitan Planning Organization Advisory Council (MPOAC). The 2024 State Legislative session concluded on March 8 with no action to the Senate or House bill versions.

As reported by Mark Reichert, MPOAC Executive Director, a total of 170 appropriation projects statewide passed through the session totaling \$387.1 million. These projects are still subject to final approval or veto by Governor DeSantis. The TPO was informed by the FDOT District 5 that a significant portion of the funding for those projects would be derived from the Fiscal Year 2025 Work Program. FDOT would keep the TPO informed regarding the specific financial impacts to projects in the Work Program for Marion County.

Item 9. Comments by TPO Members

Mr. Inskeep inquired if the April 23rd LRTP Kick-Off meeting would be held at the same location as the TPO board meetings (Marion County McPherson Governmental Campus Auditorium).

Mr. Balmes responded, yes.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairwoman Kristen Dreyer adjourned the meeting at 4:13pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



Best Foot Forward for pedestrian safety

Who We Are: Bike/Walk Central Florida



Bike/Walk Central Florida is a 501c3 **NONPROFIT** organization dedicated to **EDUCATING** and **ADVOCATING** to make communities more **WALKABLE, BIKEABLE** and **ROLLABLE**.

We strive towards a connected **EQUITABLE TRANSPORTATION** system that is **SAFE** and **COMFORTABLE** for all.

Programs Administrated by BWCF:





Best Foot Forward
for pedestrian safety

THE BEST FOOT FORWARD PROGRAM



One of the Most Dangerous Regions in U.S.



Highest Pedestrian Deaths Nationwide

Rank	Metro area	Average ped deaths/100k per year
1	Deltona-Daytona Beach-Ormond Beach, FL	4.25
2	Albuquerque, NM	4.19
3	Memphis, TN-MS-AR	3.93
4	Tampa-St. Petersburg-Clearwater, FL	3.55
5	Charleston-North Charleston, SC	3.54
6	Jacksonville, FL	3.44
7	Bakersfield, CA	3.41
8	Orlando-Kissimmee-Sanford, FL	3.37
9	Stockton, CA	3.35
10	Fresno, CA	3.25
11	Baton Rouge, LA	3.2
12	Palm Bay-Melbourne-Titusville, FL	3.13

Rank	Metro area	Average ped deaths/100k per year
13	Tucson, AZ	3.12
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.11
14	Riverside-San Bernardino-Ontario, CA	3.11
16	Columbia, SC	3
17	Greenville-Anderson, SC	2.97
18	El Paso, TX	2.95
19	North Port-Sarasota-Bradenton, FL	2.92
20	San Antonio-New Braunfels, TX	2.82
21	Lakeland-Winter Haven, FL	2.81
22	Phoenix-Mesa-Chandler, AZ	2.8
23	Cape Coral-Fort Myers, FL	2.78
24	Little Rock-North Little Rock-Conway, AR	2.75

Central Florida is consistently ranked one of the most dangerous regions for pedestrians in the nation according to rankings from reports by Dangerous by Design from 2012 - 2022.



Contributing Factor #1: Speeding



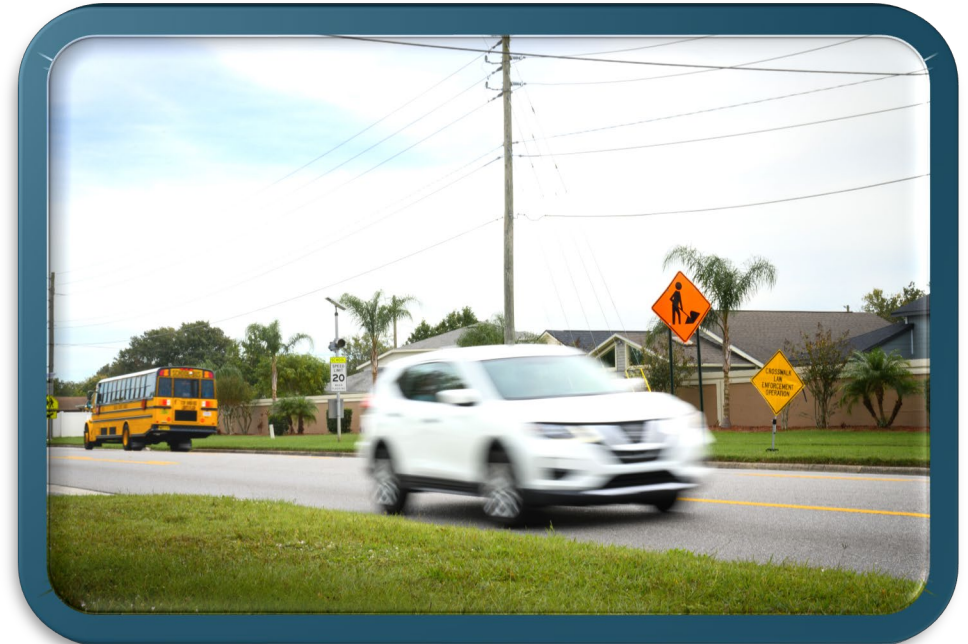
- Our roads are built for moving cars fast. Many of our communities' speed limits have not been updated to reflect development in the area.



1 out of 10 survives



9 out of 10 survive

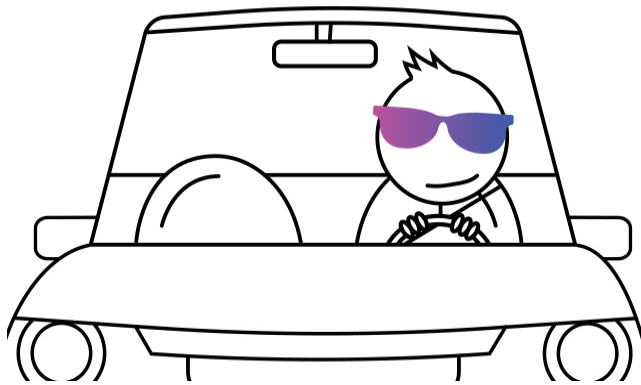
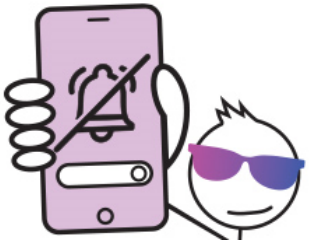


Contributing Factor #2: Distracted Driving



- Strategies to decrease distracted driving:
 - Do not disturb mode
 - Auto-reply setup
 - Custom music playlists
 - Stress management techniques

DRIVE TIME IS YOU TIME
Ride with **DO NOT DISTURB**



Contributing Factor #3: Aggressive Driving



- Some drivers explain they know the laws, but still choose to behave otherwise



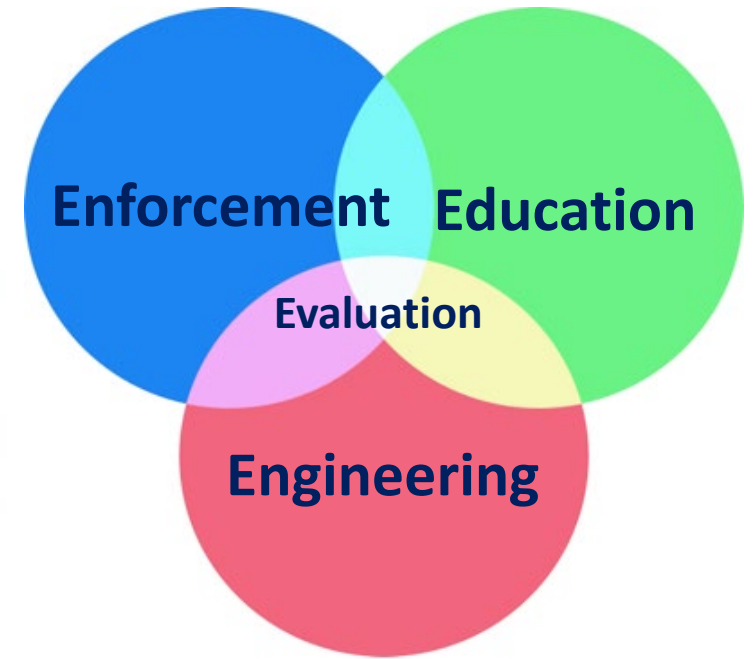
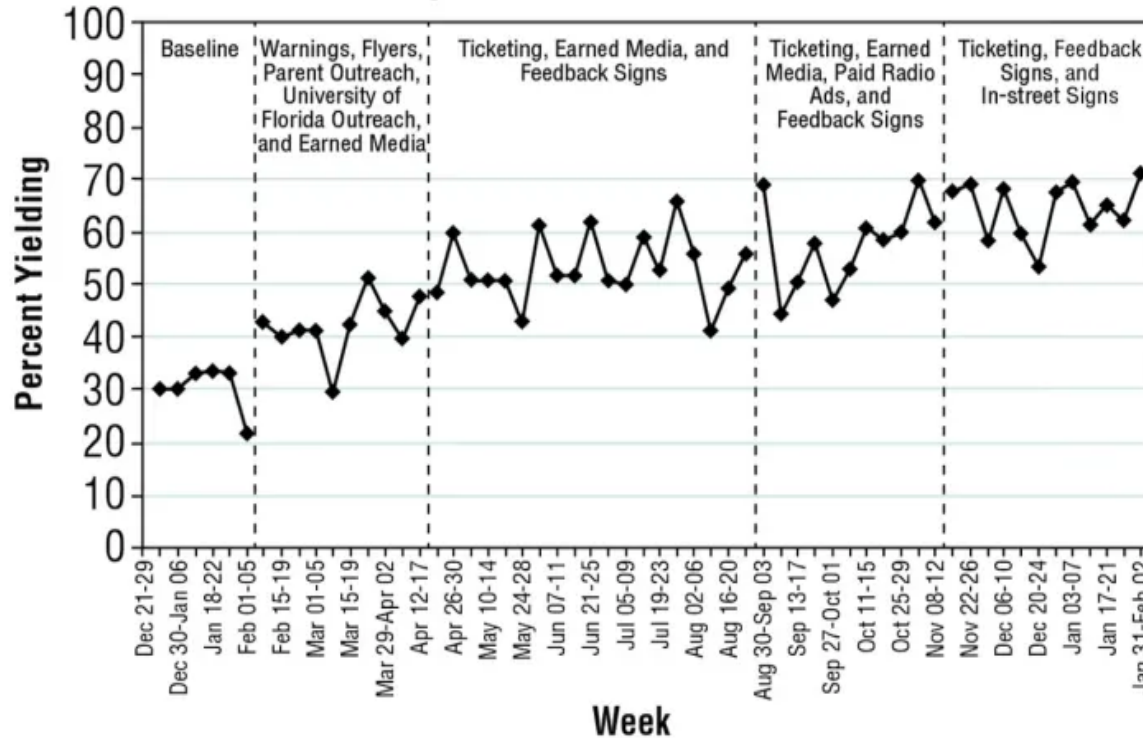
Signs of aggressive driving

Changing the Culture of Drivers vs. Walkers



2013 NHSTA Study: Percent of Drivers Yielding to Pedestrians

Averages Across All 6 Enforcement Sites

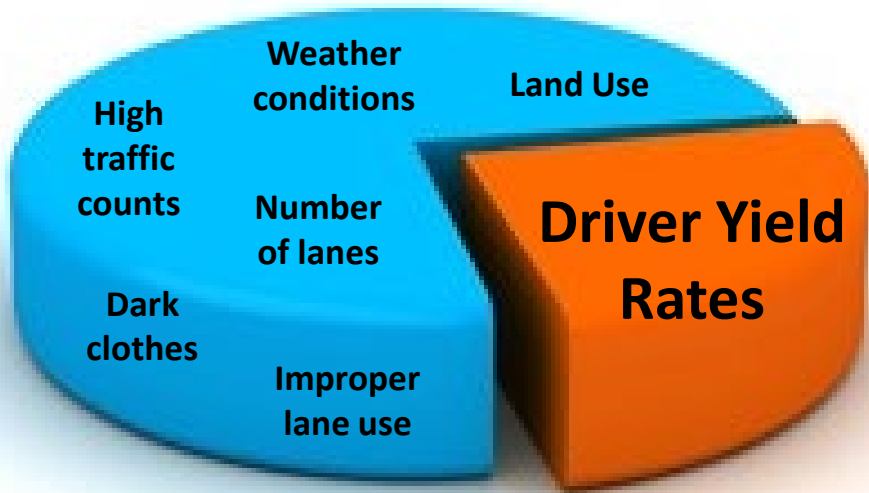


High-Visibility Enforcement on Driver Compliance With Pedestrian Right-of-Way Laws

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov

Changing the Culture of Drivers vs. Walkers



Focus on one behavior to monitor, measure, & change

BFF Program Hypothesis:

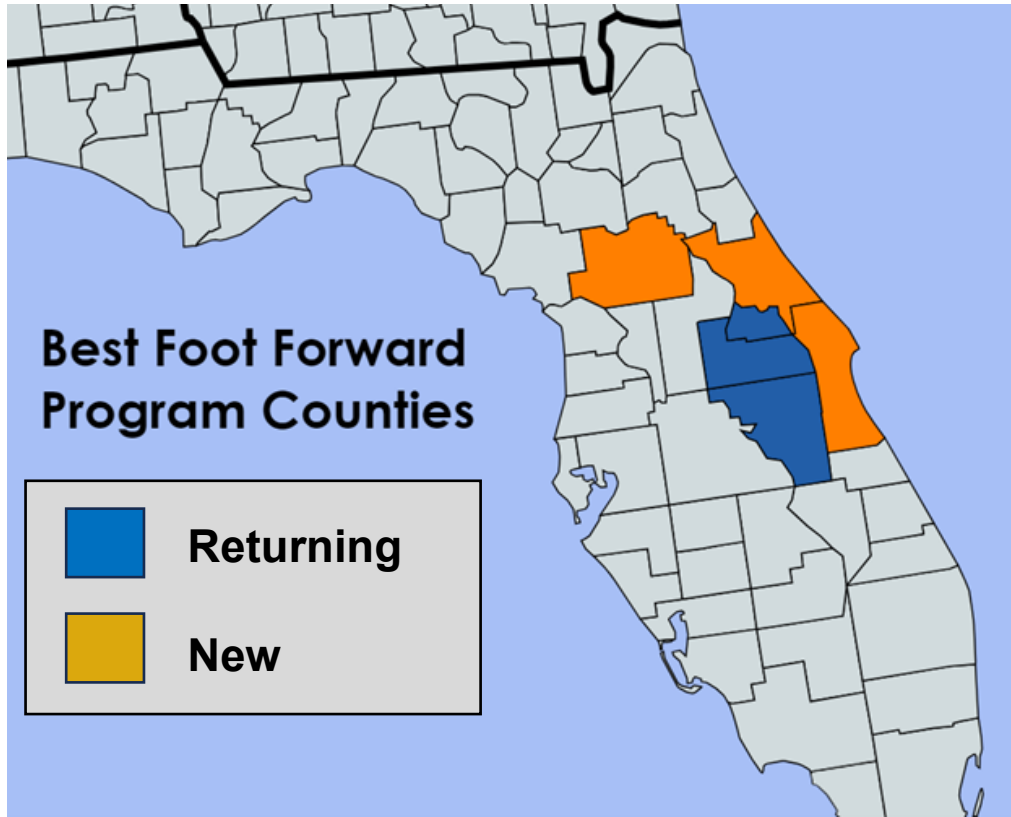
IF

we increase the rate of drivers that stop for pedestrians in crosswalks...

THEN

...more pedestrians will cross in crosswalks.

Growing a Multi-County Footprint



Best Foot Forward Partners



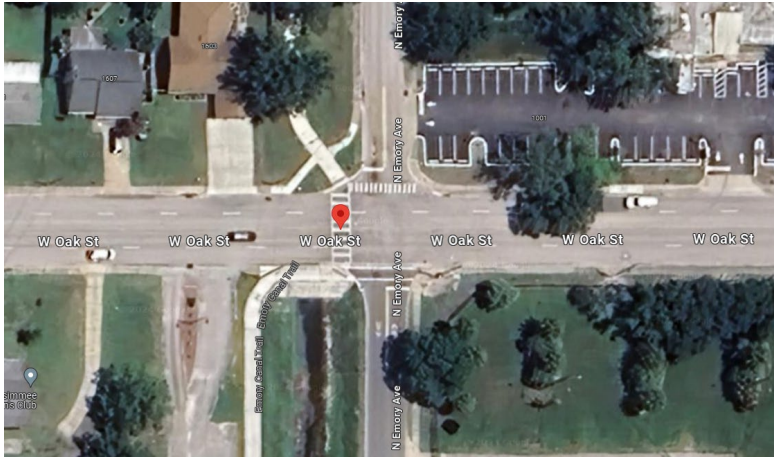


Best Foot Forward
for pedestrian safety

THE 4-E APPROACH



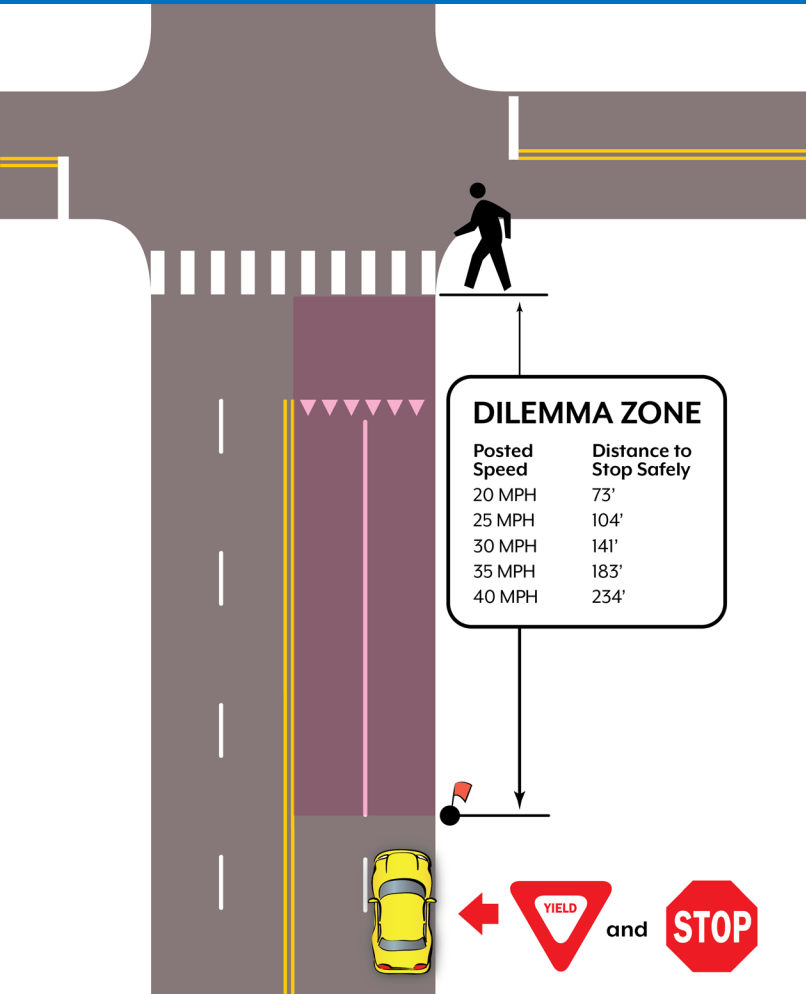
Evaluate: Identifying the Crosswalks



- Enforceable
- Planned enhancements or future development
- Speeds under 45 MPH
- Proximity to schools, trails, transit stops, activity centers, etc.
- Located within high injury networks
- Geographically dispersed



Evaluate: Collecting Data on Driver Yield Rate



BFF Data Collectors

- Take **photos** of the crosswalk and record observations
- Set up **flag markers** at a safe stopping distance for drivers
- Conduct **20 staged crossings** at three different times of day
- Return every other month to **monitor changes** (*a total of 360 crossings each year*)



Enforcement: Creating High Visibility



High visibility enforcements are an **evidence-based** way to help educate drivers about Florida's driver yield laws.

How we create high visibility:

- Creating **press releases** and contacting local broadcast, radio, & print **media**
- Inviting **elected officials** to attend
- Posting full list of locations, dates, and times across Central FL on our **website**
- Promoting the operation through **social media** & our **weekly newsletter**



1000+ media placements
22.9 M viewers reached
\$7.4 M media value
9.6 M social media impressions
241 K social media engagements



Enforcement: Operation Best Foot Forward



Over a Decade of Operations



6 Participating Counties



20+ Law Enforcement Agencies

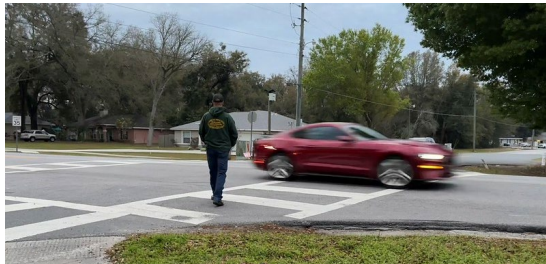


700+ Enforcement Details

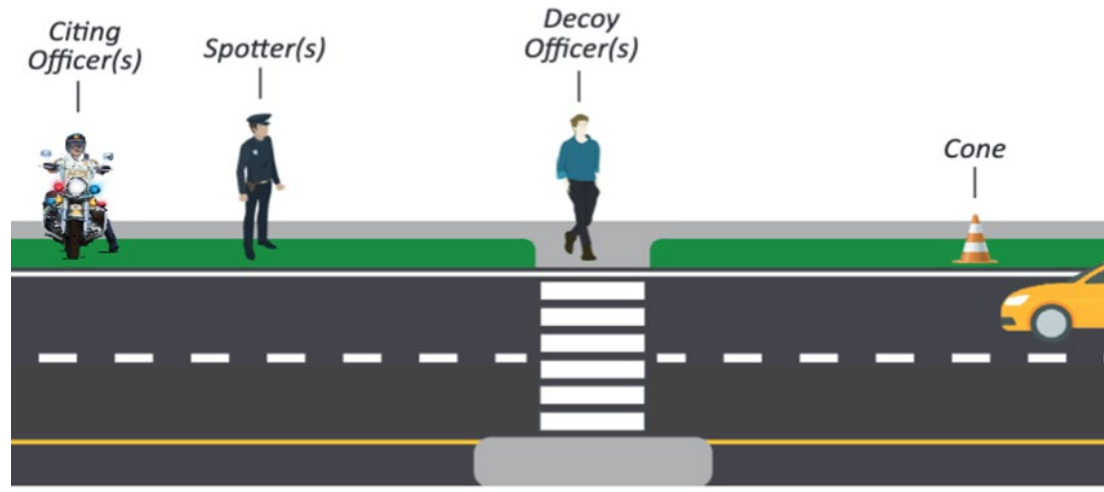


12,000+ Citations and Warnings

*Through 23.11.30



EXAMPLE OPERATIONS LAYOUT:



Evaluating the Effect of Enforcement - 2023



Eagle Circle & Eagle Blvd.

Seminole County Sheriff's Office distributed **24 warnings** and **11 citations** during three 2023 enforcements, improving the driver yield rate from **46%** to **58%**.



February '23 Enforcement



July '23 Enforcement

Seminole County

Evaluating the Effect of Enforcement - 2023



Budinger Ave. & Peghorn Way

St. Cloud Police Department distributed **18 warnings and 8 citations** during three 2023 enforcements, improving the yield rate from **24%** to **57%**.



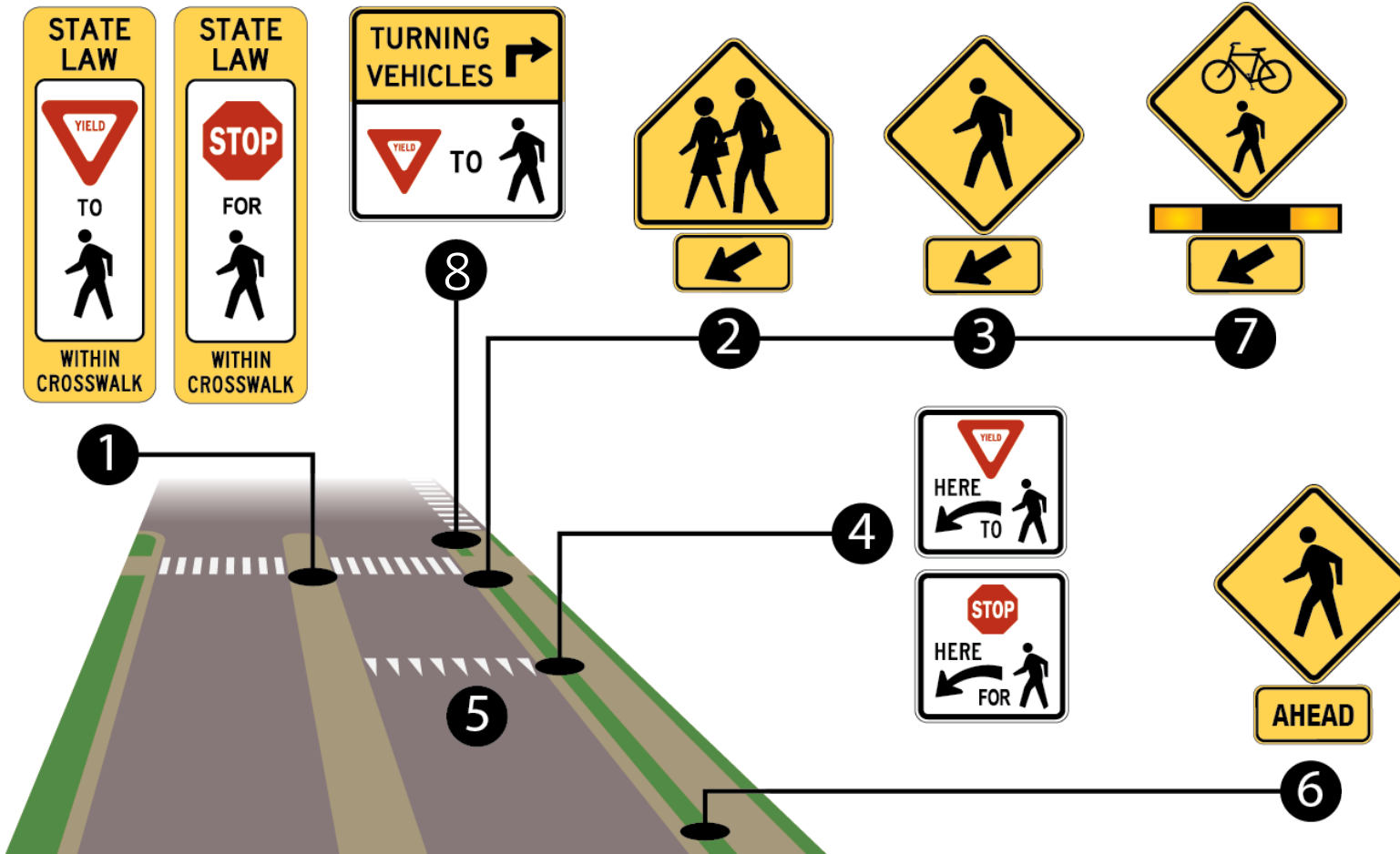
April '23 Enforcement



July '23 Enforcement

St. Cloud

Engineer: Recommend Countermeasures



We create customized **crosswalk improvement plans** that evaluate each crosswalk and recommend potential countermeasures based on the unique characteristics of the location from our observations and data collection

Then we **evaluate the effect** of any new countermeasures

Evaluating the Effect of Engineering - 2023



W. Melody Ln. & S. Cypress Way

City of Casselberry improved the driver yield rate from **36%** to **75%** by adding a center stripe, stop bars, and in-street “State Law: Stop for Peds” vertical signs.



Before – 36%



After – 75%

Casselberry

Evaluating the Effect of Engineering - 2023



Mill Run Blvd. & Mill Slough Rd.

City of Kissimmee improved the driver yield rate from **26%** to **69%** after installing “Stop Here for Peds” signs, advance yield markings, and a rectangular rapid flashing beacon.



Before – 26%



After – 69%

Kissimmee

Educate: Through Outreach



School Education



Partner Outreach

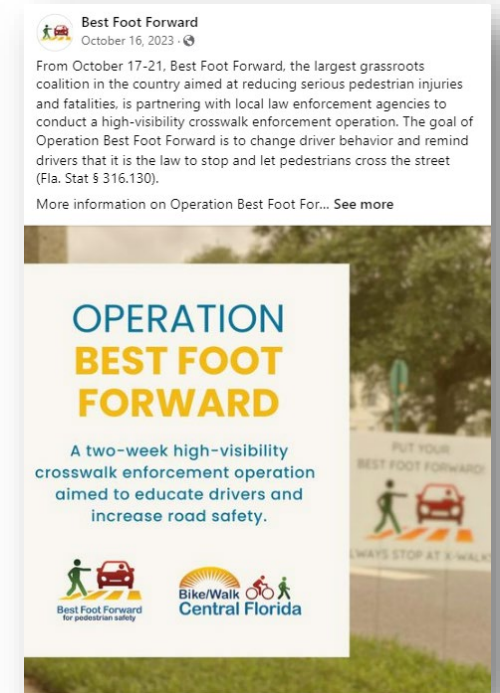
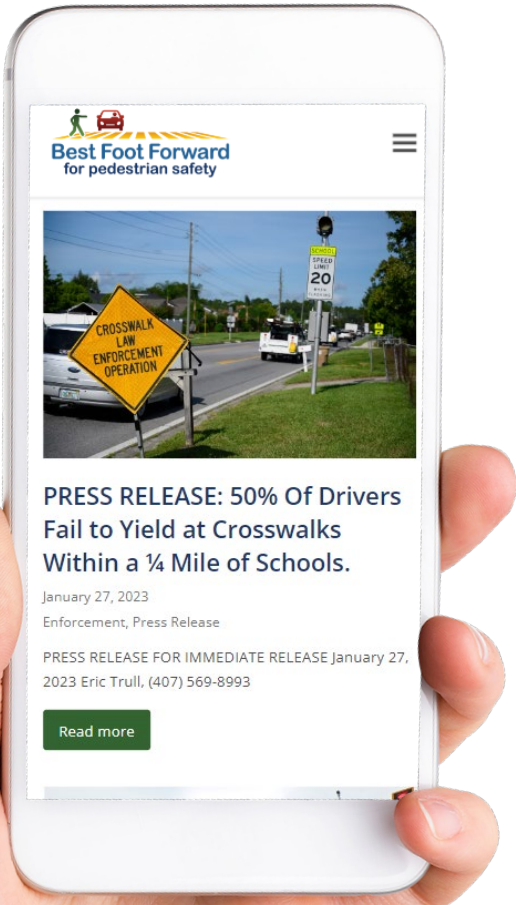


Community Events



Program Presentations

Educate: Through Digital Channels



Educate: Target Zero Messaging



- **Target Zero** is a FDOT's statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to **ZERO**.
- FDOT has partnered with the Best Foot Forward program to expand its operations into additional counties as a part of their Target Zero initiative

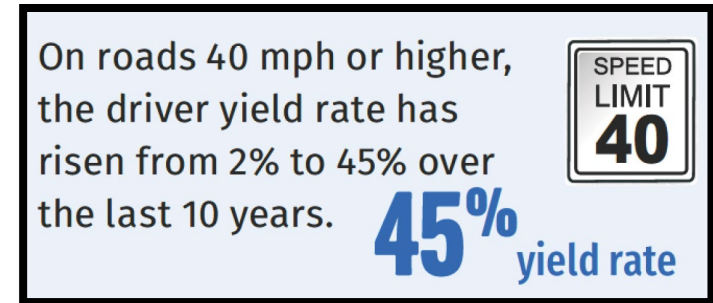
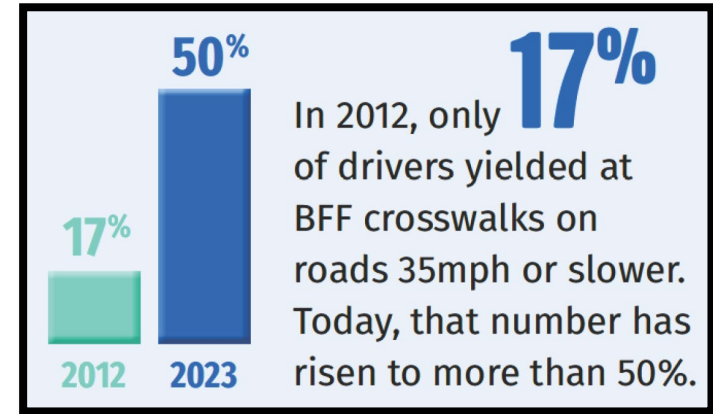


Best Foot Forward
for pedestrian safety

BFF PROGRAM PROGRESS



Program Progress to Date (2012-Present)



12,000+

TOTAL CITATIONS AND WARNINGS

700+

ENFORCEMENT DETAILS

300+

MONITORED CROSSWALKS

800+

PRESENTATIONS AND EVENTS

Enforcement

Engineering

Education

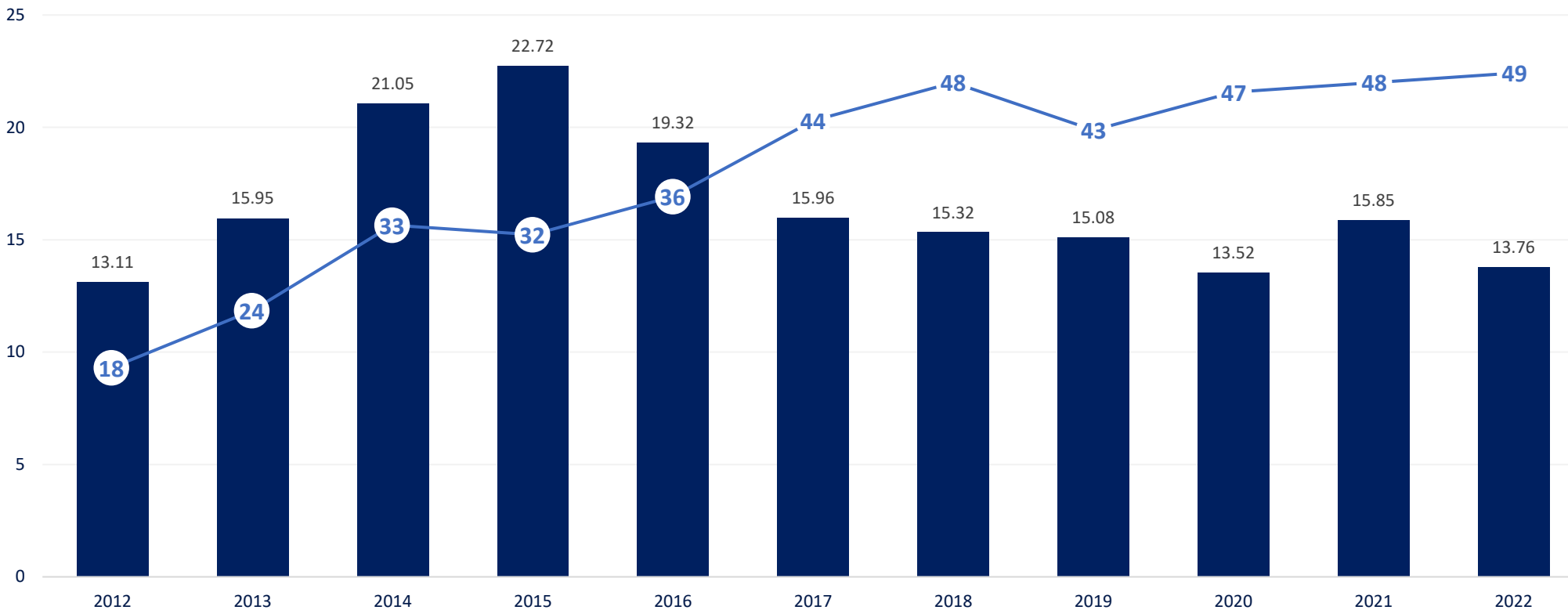
Tracking Progress: Serious Injuries vs. DYR



Bike/Ped Deaths & Incapacitating Injuries Per 100,000 Population

3-County Orlando Metro Area, 2012-2022

Sources: Signal Four Analytics, U.S. Census



- Percent of drivers yielding to pedestrians at program crosswalks
- Bike/Ped Deaths & Incapacitating Injuries per 100,000 People



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Thank you!

Contact our outreach team and visit us on our website & social media pages:



@BestFootCFL



@BikeWalkCFL



An Action Plan >>> for Safer Streets in Ocala Marion

FY24 Q3 Quarterly Safety Report

Update on the Safety Performance Measures

On February 27, 2024, TPO staff gave a presentation on the 2024 Performance Management Safety Targets. Since that meeting, crash records have been updated for the last two full years.

The previously reported fatalities for 2022 have decreased from 115 fatalities to 112 fatalities. Three fatalities have been updated to non-traffic fatalities which are not counted towards the total fatalities.

The table below shows the crash data breakdown for 2019 to 2023 for each of the safety performance measures.

Safety Performance Measure	2019-2023	2019	2020	2021	2022	2023
Annual Total Crashes	48,402	9,558	8,435	9,983	10,113	10,313
Annual Total Crash Rate (Per 100 million VMT)	207.31	203.36	187.86	218.45	212.46	213.65
Annual Fatalities	499	90	105	93	112	99
Annual Fatality Rate (Per 100 million VMT)	2.14	1.91	2.34	2.04	2.35	2.05
Annual Serious Injuries	1,917	435	302	265	487	428
Annual Serious Injury Rate (Per 100 million VMT)	8.21	9.26	6.73	5.80	10.23	8.87
# of Pedestrian Fatalities	90	20	22	18	17	13
Pedestrian Fatality Rate (Per 100 million VMT)	0.39	0.43	0.49	0.39	0.36	0.27
# of Pedestrian Serious Injuries	120	32	17	22	20	29
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.51	0.68	0.38	0.48	0.42	0.60
# of Bicycle Fatalities	15	1	2	3	5	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.02	0.04	0.07	0.11	0.08
# of Bicycle Serious Injuries	52	9	12	8	14	9
Bicycle Serious Injuries (Per 100 million VMT)	0.22	0.19	0.27	0.18	0.29	0.19

The 2023 Safety Performance Measures were reported as of November 30, 2023 back in February. The TPO reported that we met all the targets in 2023 as of November 2023. With the updated crash data, the Ocala Marion TPO met 4 out of the 5 targets for 2023. The chart below shows the results as of March 13, 2024.

Safety Performance Measure	2023 Targets	2023 Results	Target Met?
#1 - Fatalities	101	99	Yes
#2 - Fatalities per 100 Million VMT	2.14	2.05	Yes
#3 - Serious Injuries	417	428	No
#4 - Serious Injuries per 100 Million VMT	8.87	8.87	Yes
#5 - Number of Non-Motorized (bicycle, pedestrian) Fatalities and Serious Injuries	56	55*	Yes

*Signal 4 reports 57 pedestrian and bicycle fatalities and serious injuries. Upon further review this data does include 2 non-pedestrian and bicyclists serious injuries to occupants of a vehicle that were involved in the crash.

2023 Monthly Fatality and Serious Injury Crash Breakdown

In 2023, there were 99 fatalities and 428 serious injuries reported as of March 13, 2024. The graph below displays the breakdown of fatalities and serious injuries by month during 2023. April had the most fatalities and serious injuries combined while August had the least.

