



Technical Advisory Committee (TAC) Meeting

Marion County Public Library- Meeting Room C
2720 E. Silver Springs Blvd. Ocala, FL 34470
3:30 PM

MINUTES

Members Present:

Ji Li (*Steven Neal*)
Dave Herlihy (*arrived at 3:52pm*)
Tyler Burgett
Bob Titterington
Kenneth Odom
Noel Cooper
Loretta Shaffer
Elton Holland
Troy Slattery

Members Not Present:

Mickey Thomason

Others Present:

Rob Balmes
Shakayla Irby
Sarah McNamara, FDOT
Chris Keller, Benesch
Jim Wood, Kimley Horn
Chris Arroyo
Muneeb Elyaman

Item 1. Call to Order and Roll Call

Vice-Chairman Elton Holland called the meeting to order at 3:35pm and Secretary Shakayla Irby called the roll there was quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on March 1, 2022. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3a. Fiscal Years (FY) 2021/22 to 2025/26 Transportation Improvement Program (TIP) Amendment

Mr. Balmes presented the FY 2021/22 to 2025/26 TIP amendment.

Per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the Fiscal Years (FY) 2021/2022 to 2025/2026 Transportation Improvement Program (TIP).

FM# 436474-4: Saddlewood Elementary Sidewalk Improvements

- Total: \$12,000
- Funds to be added to FY 2021/22
- Addition of Construction Engineering and Inspection (CEI) to project

FM# 436474-5: Legacy Elementary School Sidewalks

- Total: \$36,000
- Funds to be added to FY 2021/22
- Addition of Construction Engineering and Inspection (CEI) to project

Mr. Neal made a motion to approve FY 2021/22 to 2025/26 TIP Amendment. Mr. Odom seconded, and the motion passed unanimously.

4a. Commitment to Zero Safety Action Plan, Crash Tech Memo

On January 12, 2022, the TPO kicked-off Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. The TPO's consultant team, Benesch, had been undertaking task work to develop a Crash Tech Memo to summarize their analysis of recent crash statistics in Marion County.

At the meeting, Chris Keller of Benesch provided a presentation that highlighted the draft Crash Tech Memo and share further information regarding the progress of the Commitment to Zero planning process.

The Crash Assessment DRAFT is attached to pages 5-30 of this set of minutes for reference.

The committee had some discussion on the Safety Action Plan presentation.

Ms. Shaffer said she attended the January Kick-Off meeting and thought it was very well attended and a lot of people in the community wanting solutions. She asked how long had the program been in existence.

Mr. Balmes said that Commitment to Zero was in sync with the state and federal highway Vision and Target Zero.

Ms. Shaffer asked if there were other counties in Florida that had rolled out safety projects and been successful.

Mr. Keller said that other counties had completed safety project and that there was an education and engagement component to see strategies that were effective to change accident trends on county and state levels.

Item 4b. List of Priority Projects (LOPP) Project Review

The List of Priority Projects (LOPP) was a process undertaken every year to identify the highest priority projects in Marion County to receive consideration for federal and state funding through the Florida Department of Transportation (FDOT) Five-Year Work Program.

Kimley-Horn was working with the TPO on the development of a revised LOPP process, including a policy and procedures document, ranking methodology and project lists.

At the meeting, Jim Wood with Kimley Horn presented the draft LOPP Policy and Procedures document and solicited comments and feedback. In April, Kimley Horn would present the draft ranking methodology and project list templates for review and approval.

The LOPP presentation is attached to pages 31-40 of this set of minutes for reference.

Item 5. Consent Agenda

Mr. Odom made a motion to approve the Consent Agenda. Mr. Titterington seconded, and the motion passed unanimously.

Item 6. Comments by FDOT Staff

Tyler Burgett provided an updated construction report and informed the committee that March was Florida Bicycle Month.

Mr. Burgett also highlighted a few projects on the construction report:

The Dallas Pond Redesign on U.S. 301 Drainage Construction project was expected to be completed in the month of March, weather permitting.

Due to contaminated materials the resurfacing of U.S. 441 from State Road 35 to State Road 200 had been postponed for a week.

The CSX bridge work was still being finished and lane closures were expected to be lifted in March.

Item 7. Comments by TPO Staff

Mr. Balmes told the committee a Community wide workshop for the Commitment to Zero Safety Action Plan was planned for April 14, 2022 at the College of Central Florida – Klein Center from 5:30pm – 8pm. Electronic fliers had been sent to committee members as well as hard copies distributed at the meeting.

Mr. Balmes also mentioned the Florida MPOA Freight Priorities Program and said that up to three projects could be submitted for consideration for the Freight Program. It would be an opportunity to move federal funding around to help projects that promote freight mobility.

Item 8. Comments by TAC Members

There were no comments by TAC members.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Vice-Chairman Holland adjourned the meeting at 4:43pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



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

Crash Assessment

DRAFT

February 2022



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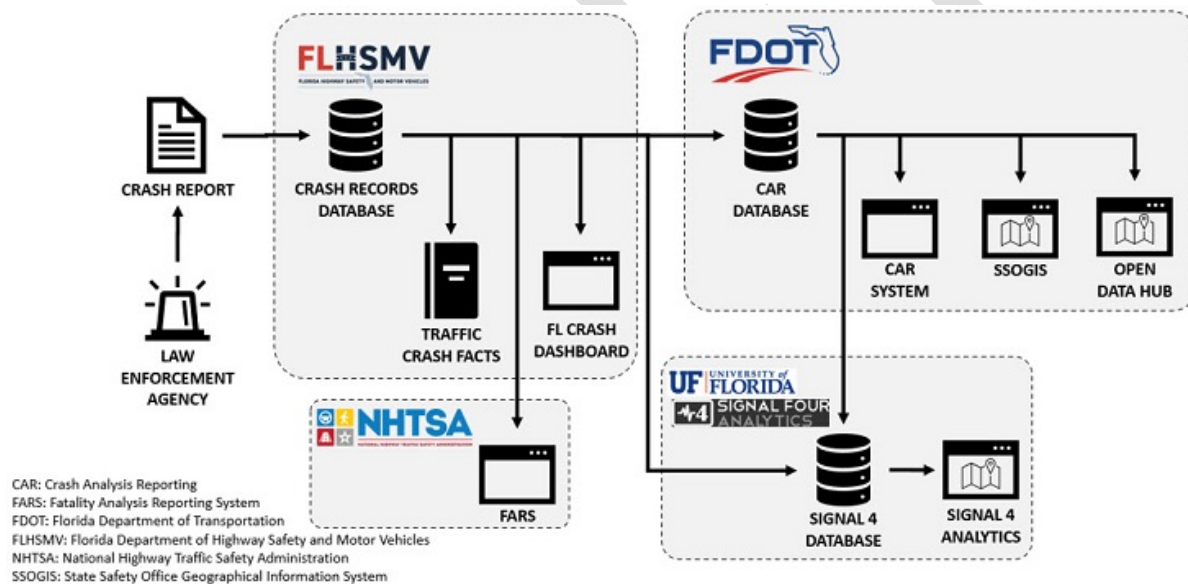
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Introduction

Commitment to Zero is built around a Safe Systems framework. In Safe Systems, a “safety culture” is adopted, whereby the goal of any roadway initiative, whether education, engineering, or any other intervention, is to eliminate the possibility of death. Under Safe Systems, the entirety of the transportation network is designed and studied in a way that inevitable mistakes by roadway users – motorists, walkers, bicyclists, and motorcyclists – do not result in death.

Data Source

Crash data were retrieved from Signal Four Analytics, a collaborative statewide crash analytical tool developed by the University of Florida Geoplan Center, for the period between 2015 and 2020. Signal Four receives its crash data via the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and enhances this data using citation data retrieved from the Florida Court Clerks & Comptrollers (FCCC). After retrieving these data, Signal Four then performs quality control as needed.





Crash Trends

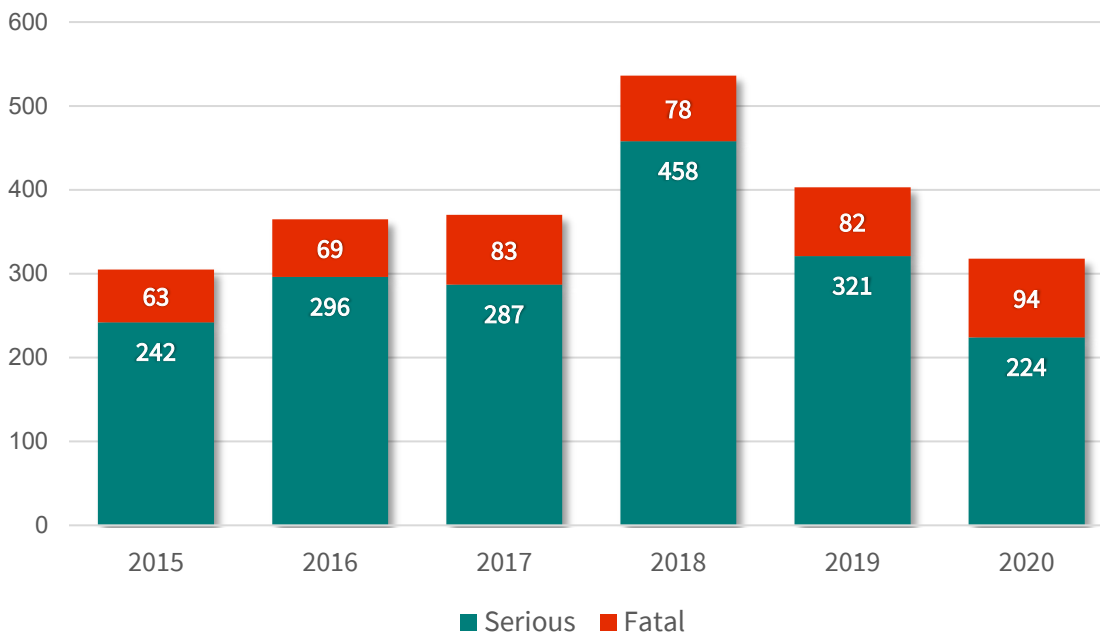
To better understand which interventions will have the highest safety benefit, an analysis of five-year crash data was undertaken to identify crash trends within Ocala / Marion County. An additional sixth year, 2015, was included to account for the unusual circumstances in 2020 stemming from the initial onset of the Covid-19 pandemic. Because Commitment to Zero focuses on eliminating deaths and serious injuries, only crashes where someone was killed or severely injured (KSI) were reviewed. Certain trends were further identified for KSI crashes involving people riding bikes or walking, who make up a disproportionate share of total KSI crashes.

Seasonality

Crashes were reviewed by year, month, day of the week, and hour of the day.

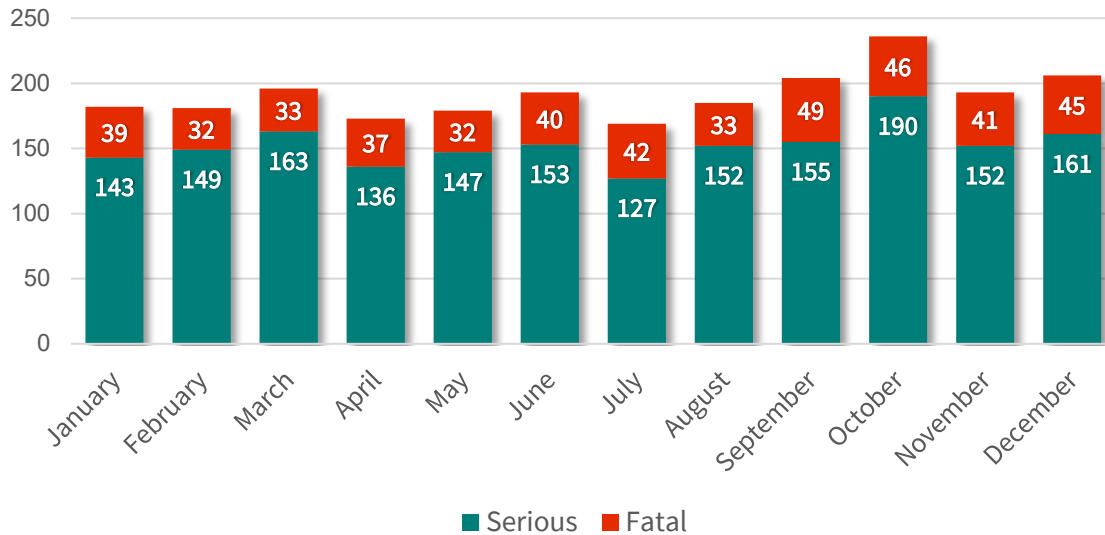
Annual Crashes

On an annual basis, KSI crashes have been progressively increasing. In 2018 there was a noted spike in serious injury crashes. Although total KSI crashes were lower in 2020, the proportion of fatal crashes to serious injury crashes was higher than in any other reviewed year.



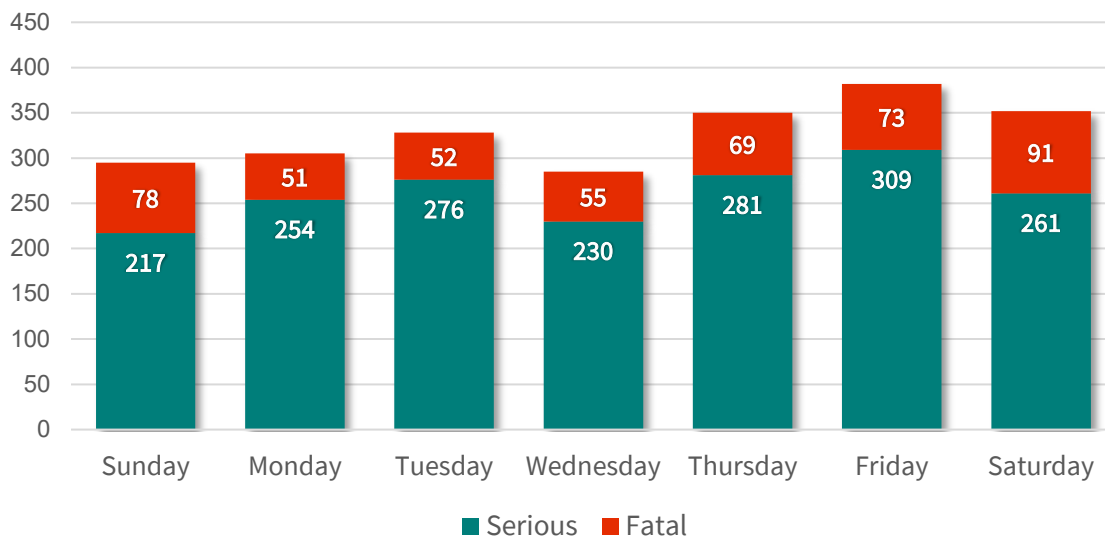
Monthly Crashes

On a monthly basis, total KSI crashes are generally stable month over month. The highest period is between September and December, with September having the highest number of deadly crashes and October having the highest number of crashes resulting in serious injuries.



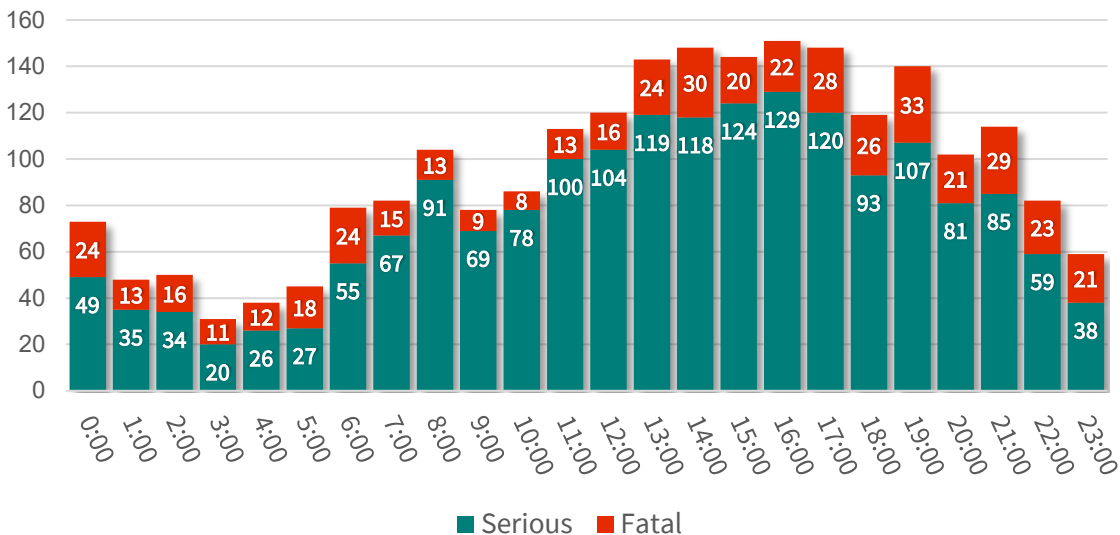
Daily Crashes

By day of the week, Thursday through Saturday are the most dangerous days of the week. Friday has the highest number of total KSI crashes and crashes resulting in serious injury, while Saturday has the highest number of crashes resulting in death.



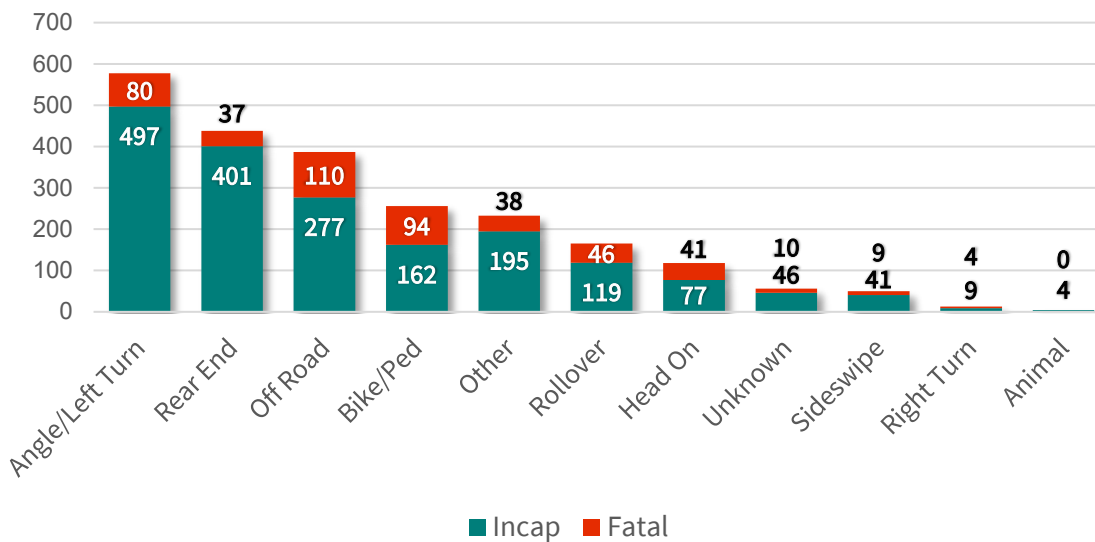
Hourly

Crashes by time of day see a distinct peak in crash frequency between the lunch hour and the end of the evening rush hour. The highest number of crashes resulting in serious injuries occurred during the 4:00 PM hour, while the highest number of crashes resulting in death occurred during the 7:00 PM hour.



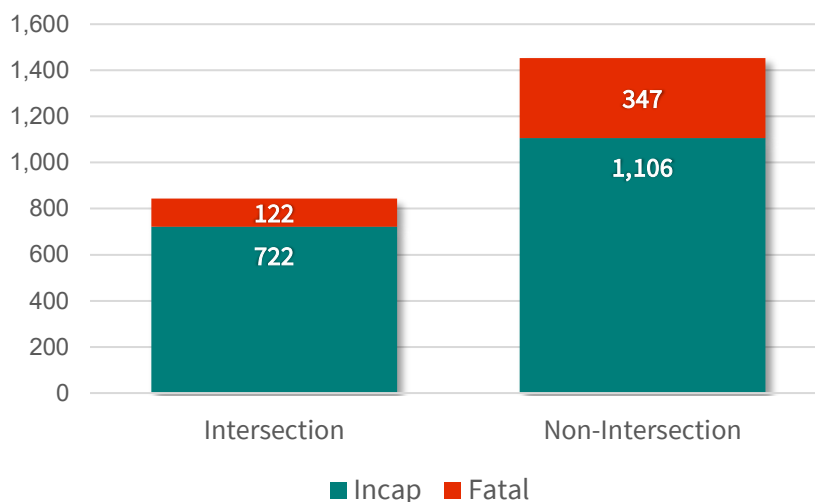
Crash Types

Crashes were placed into 11 categories, shown as the figure below. Angle and Left Turn crashes made up the largest share of total KSI crashes (25%) and serious injury crashes (27%). Run Off Road accounted for the largest share (23%) of crashes that resulted in a death.



Relation to Intersection

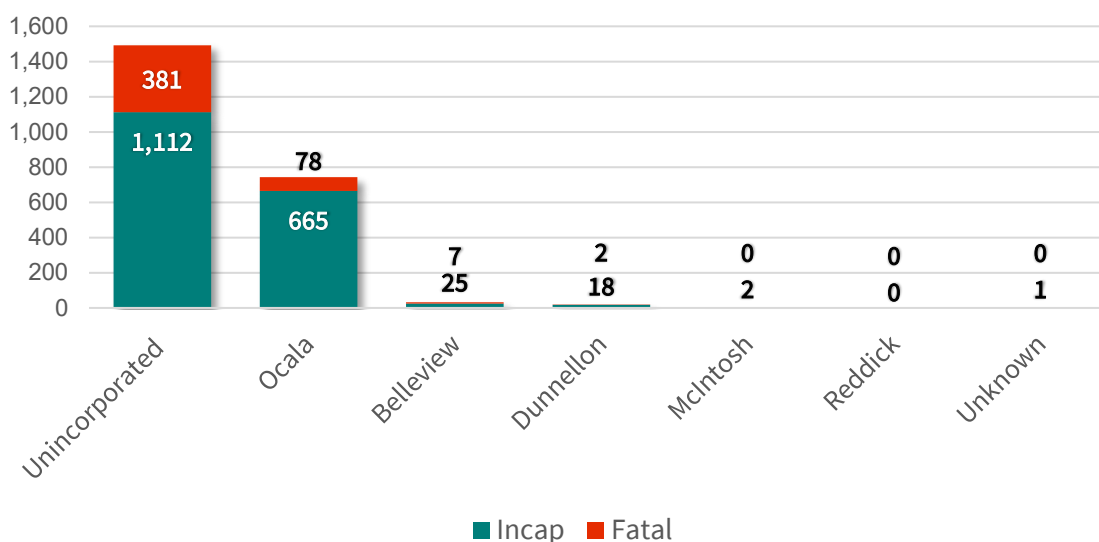
Crashes were categorized based on their relationship to the nearest intersection. Most KSI crashes occurred outside of an intersection. Crashes that occurred away from an intersection were more likely to result in death.



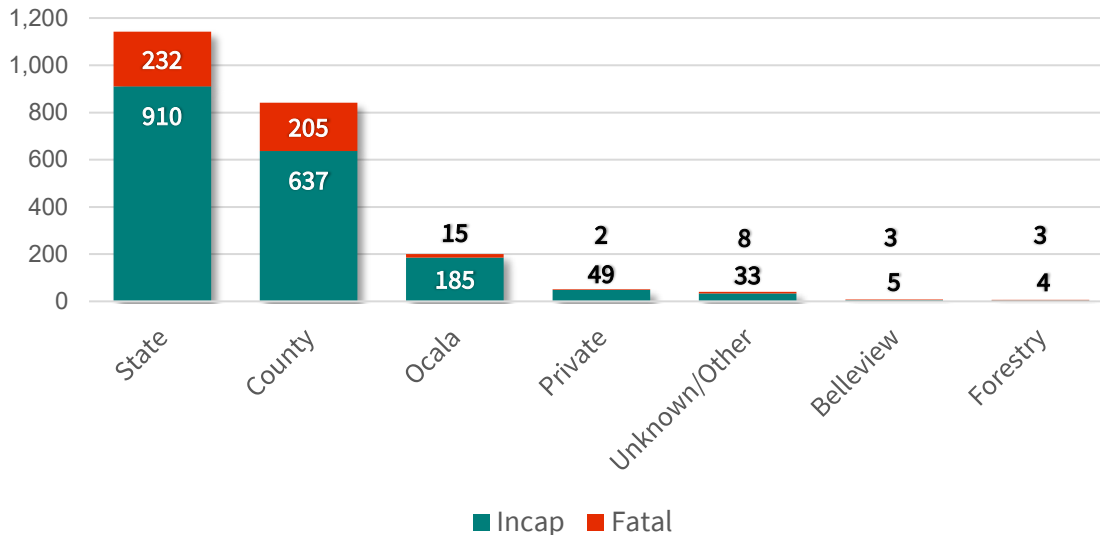
Roadway and Locational Trends

A review of roadway data was completed to better understand the types of roads where KSI crashes are occurring with the highest frequency.

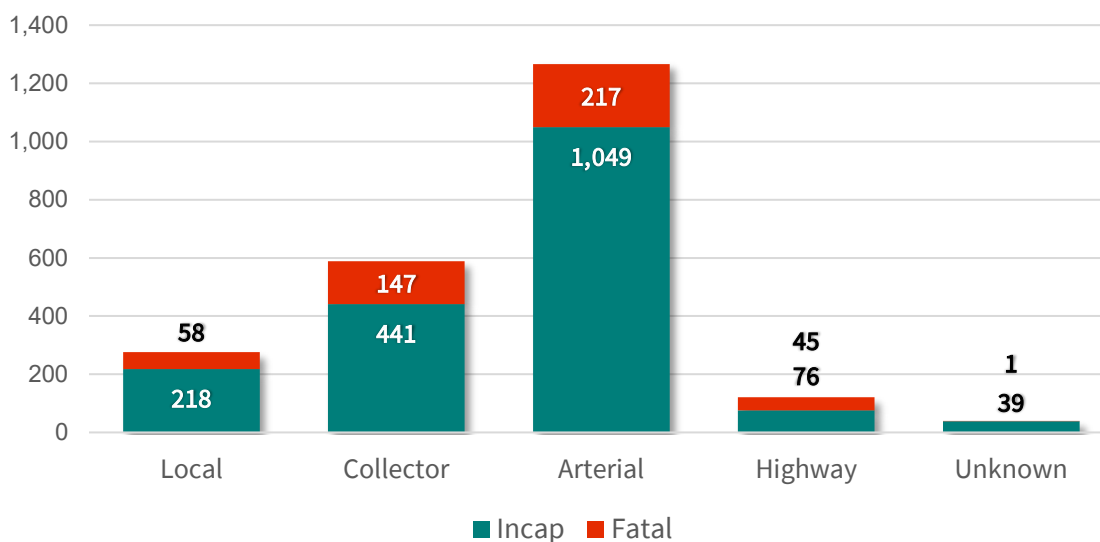
Most crashes are documented as occurring within Unincorporated Marion County or the City of Ocala. Together, the lane miles of roads within these areas make up for about 98% of total miles, matching their total share of about 98% of KSI crashes.



The majority of crashes occur on State and County jurisdiction roads. These roads carry the highest volume of traffic at the highest speeds, two factors that contribute significantly to the probability and severity of a crash.

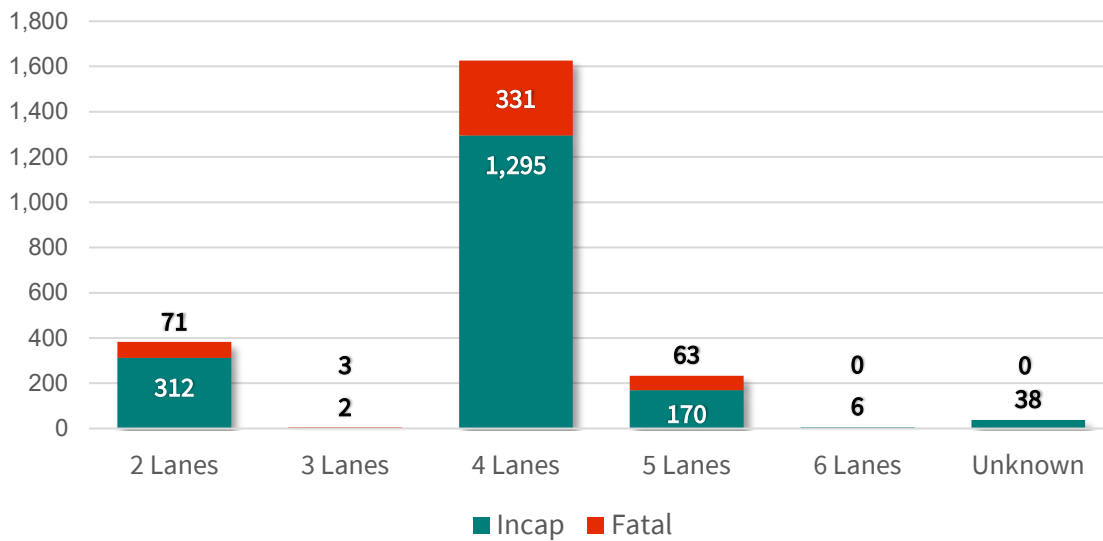


Excluding local streets, arterial roadways make up about a third of total lane miles in Marion County yet carry 55% of total KSI crashes and 46% of total fatal crashes. Collector streets, which make up about two-thirds of total lane miles (excluding local streets), carry about a quarter of total KSI crashes. Conversely, local streets, which make up 77% of total lane miles, carry disproportionately lower crashes, carrying only 12% of total KSI crashes – including 12% of serious injury crashes and 12% of fatal crashes. This is due in part to the much lower volume and speed encountered on local roads compared to their arterial and collector counterparts.

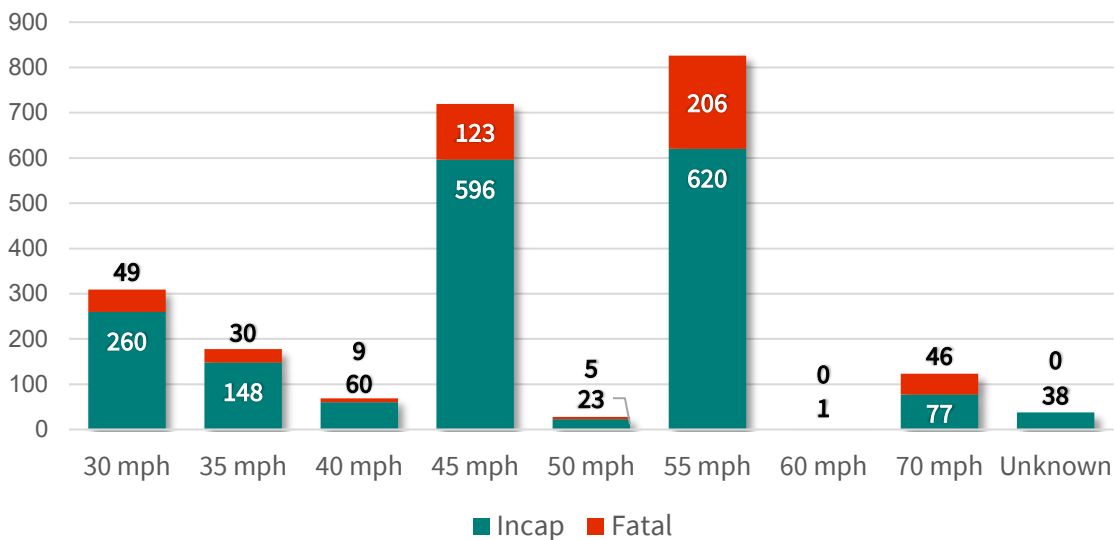




Most crashes occurred on 4-lane roadways, with 5-lane roadways having a slightly higher share of fatal crashes than total KSI crashes.



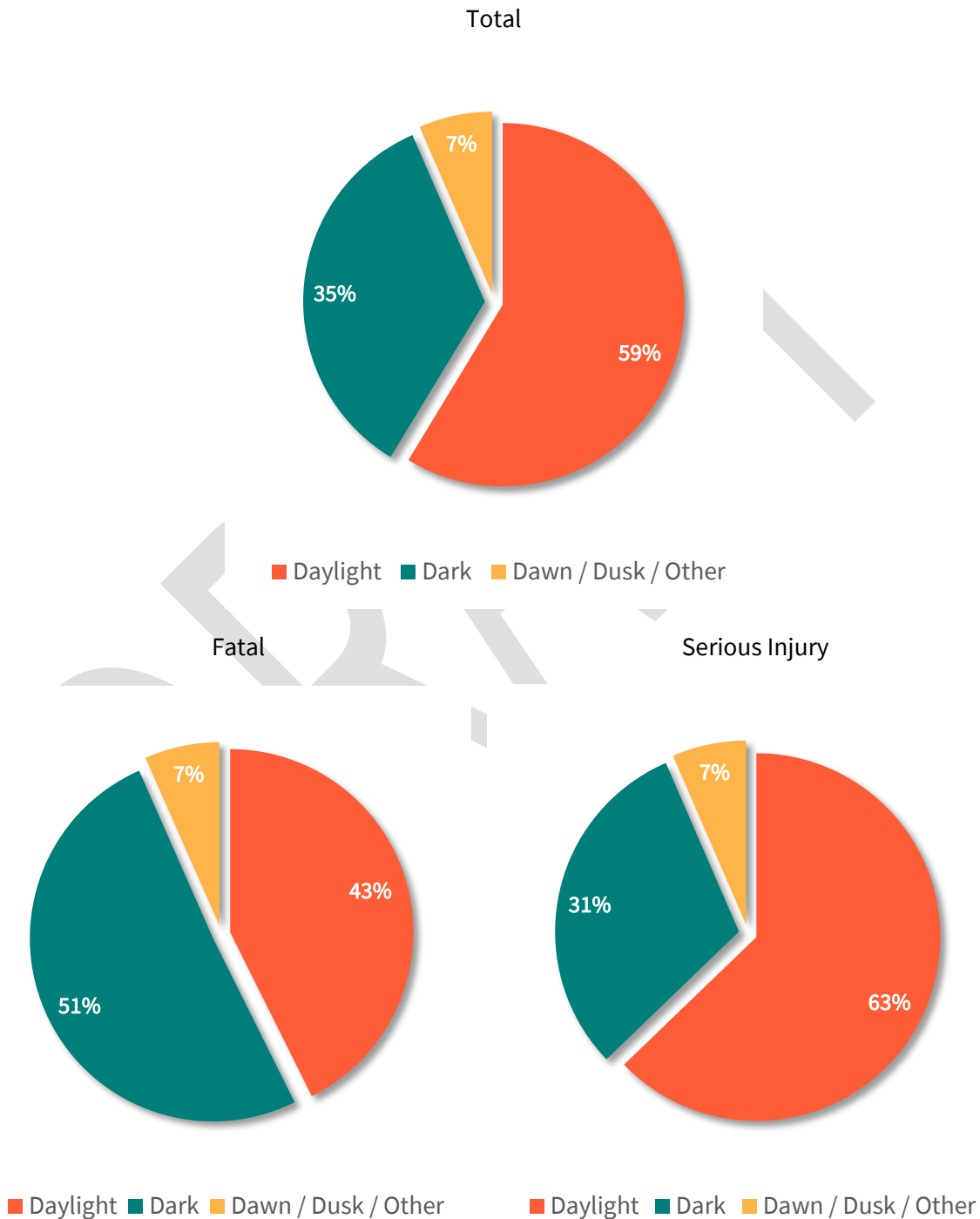
Roads with a posted speed limit of 45 MPH or 55 MPH made up about two-thirds of total KSI crashes. Additionally, roads with a posted speed limit of 55 MPH made up 44% of fatal crashes, despite only making up 36% of total KSI crashes.



Environmental Trends

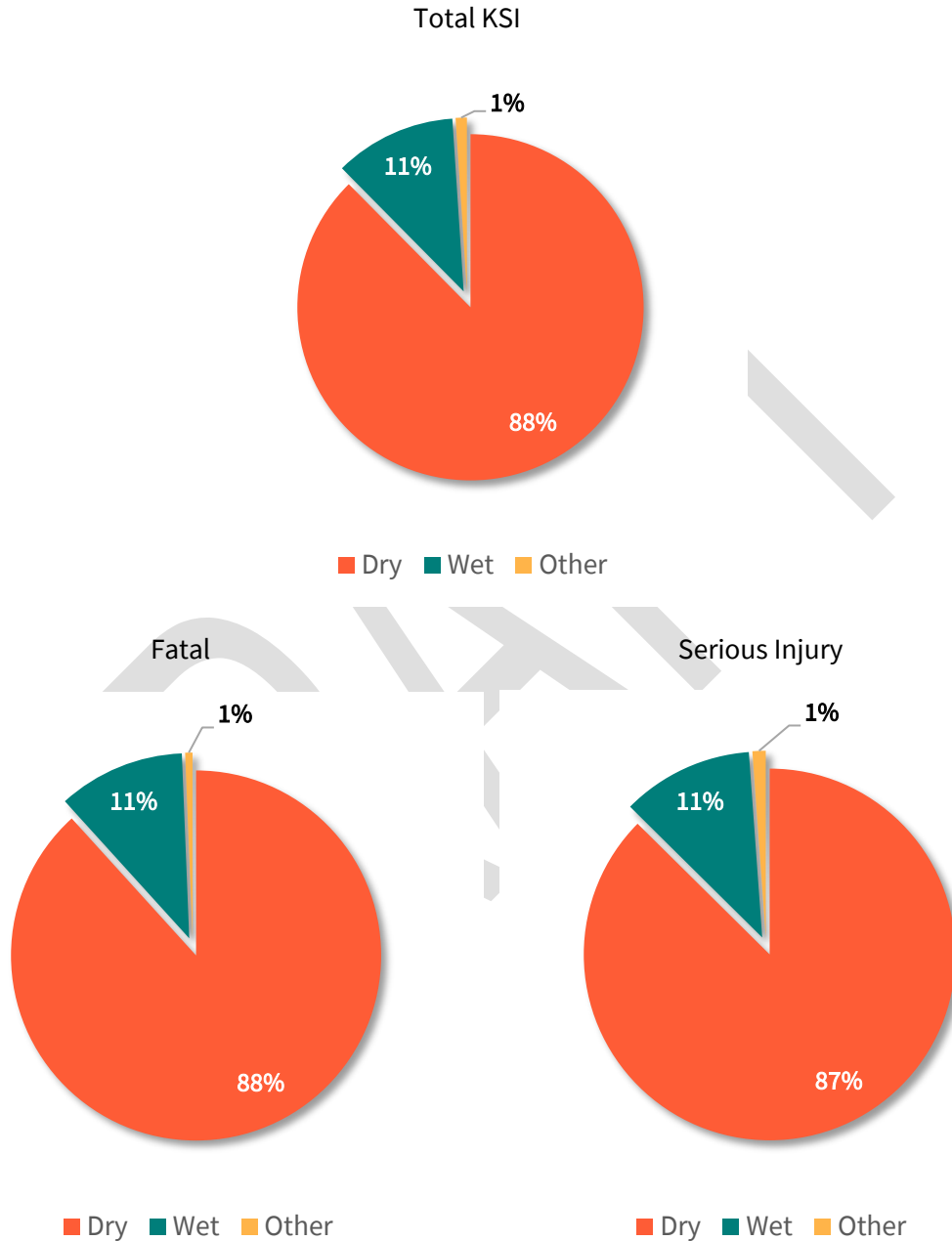
Lighting

Dark lighting conditions were a significant indicator that a crash would result in death when compared to total KSI and serious injury crashes.



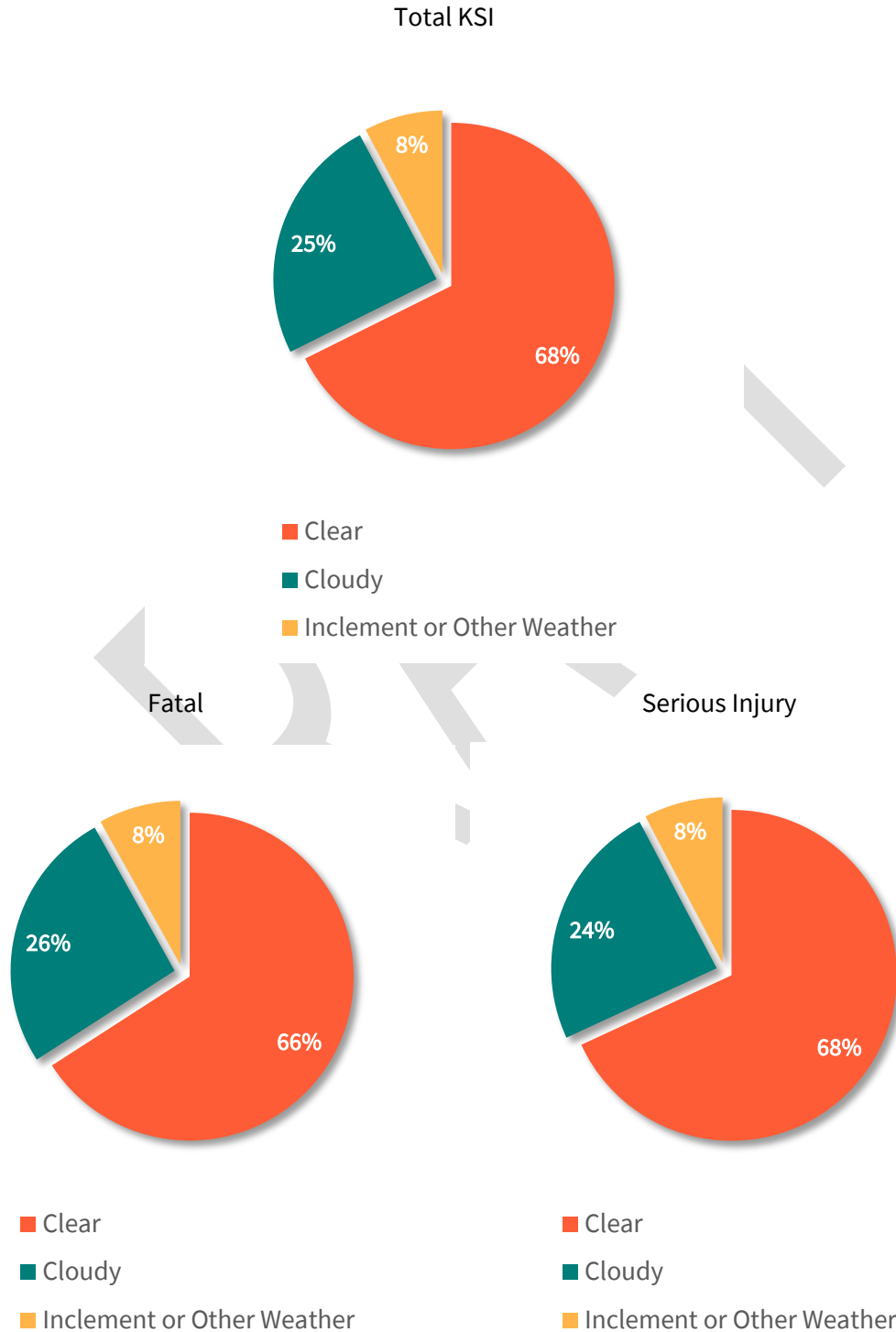
Road Surface Condition

Most KSI crashes occurred during dry road surface conditions. There was no distinct trend to indicate that road surface conditions are a contributing factor between crash severities.



Weather Condition

Most KSI crashes occurred during clear weather conditions. There was no distinct trend to indicate that weather conditions are a contributing factor between crash severities.

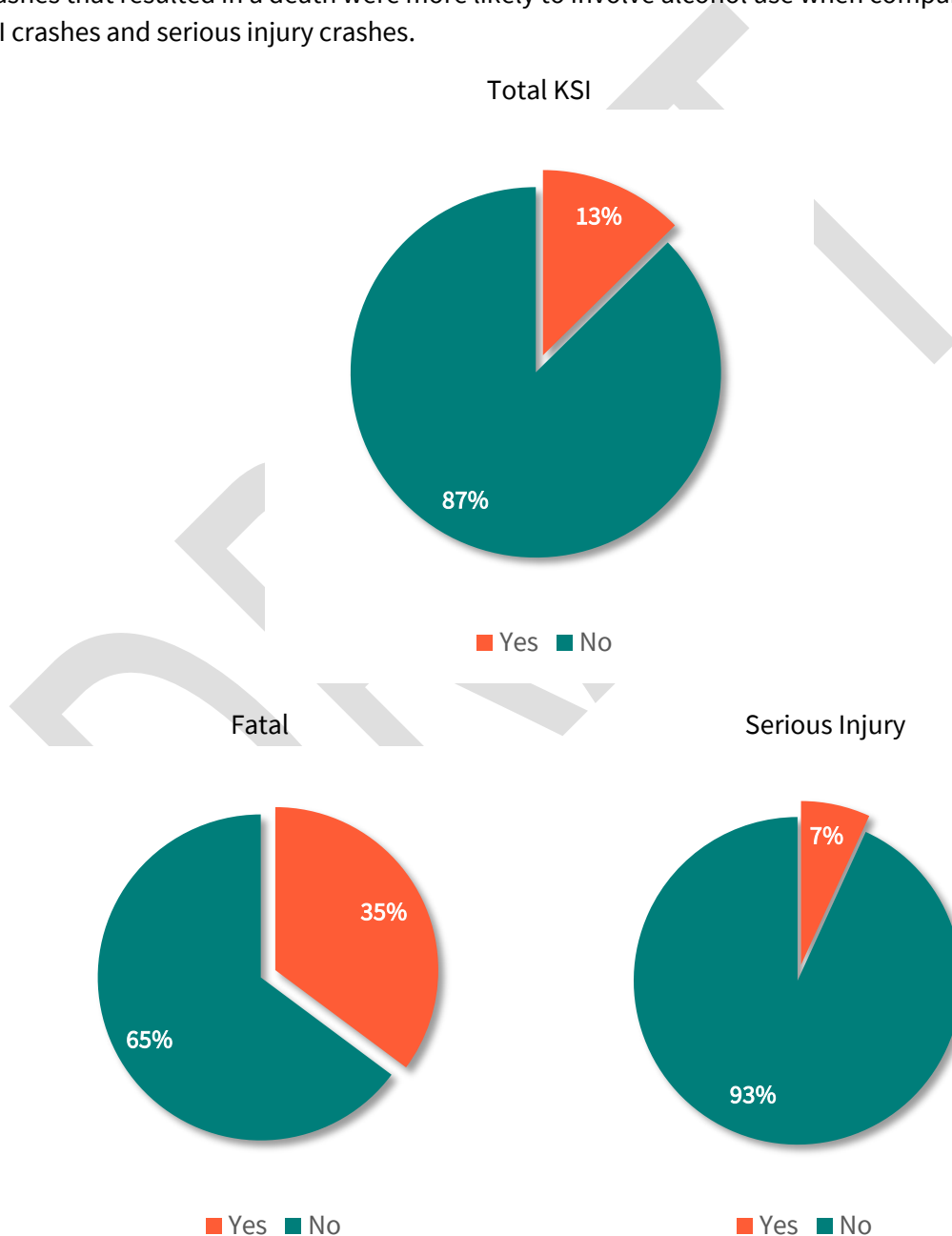


Behavioral Trends

Studying contributing behavior is another way to better understand how crashes occurred, and thus how they can be prevented from reoccurring. The reliability of behavioral trend data is limited to cases where the behavior could be confirmed by a reporting officer. Actual occurrences of these behavioral attributes may be higher, but unable to be confirmed at the time of the crash.

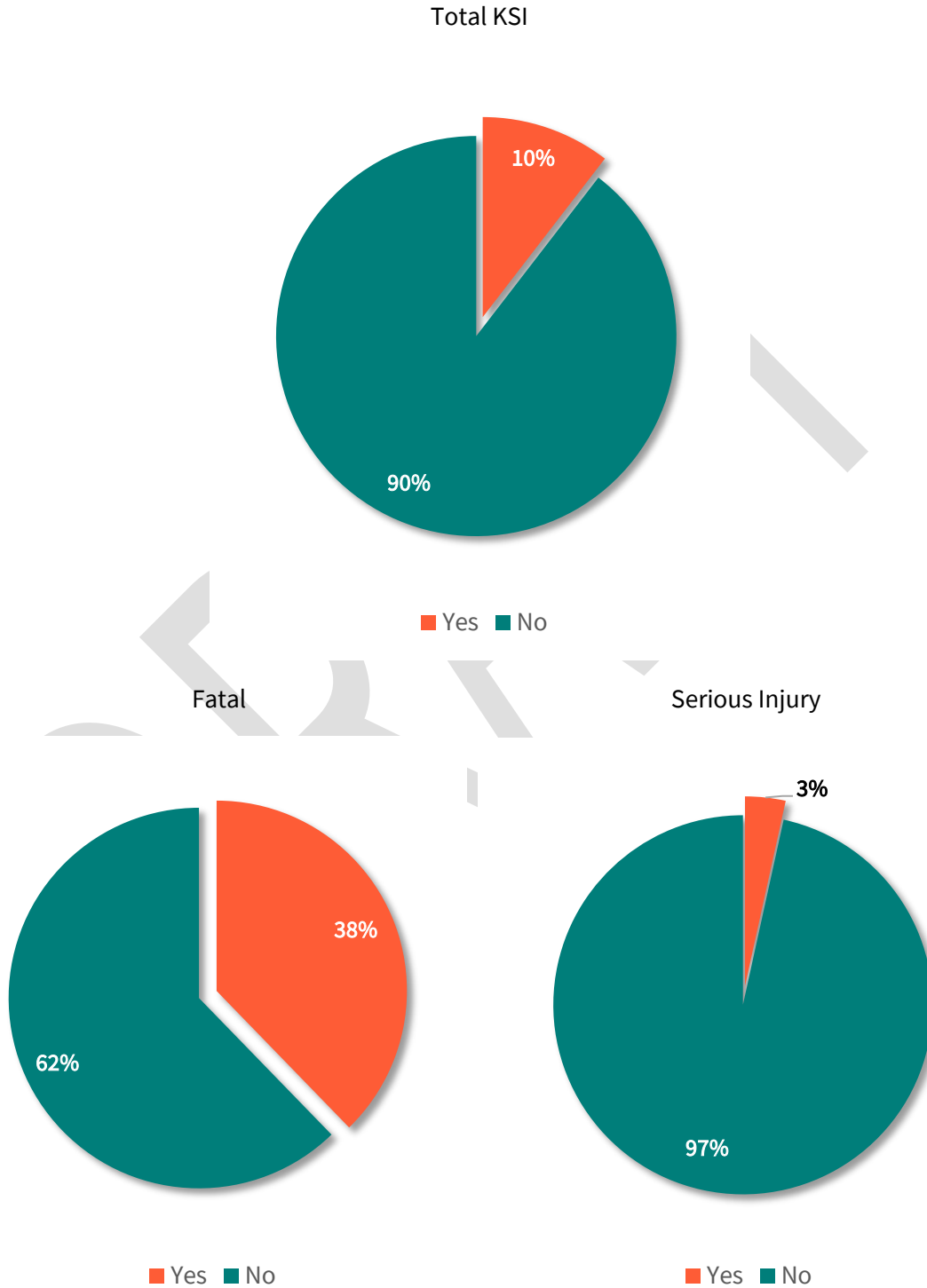
Confirmed Alcohol Use

Crashes that resulted in a death were more likely to involve alcohol use when compared to total KSI crashes and serious injury crashes.



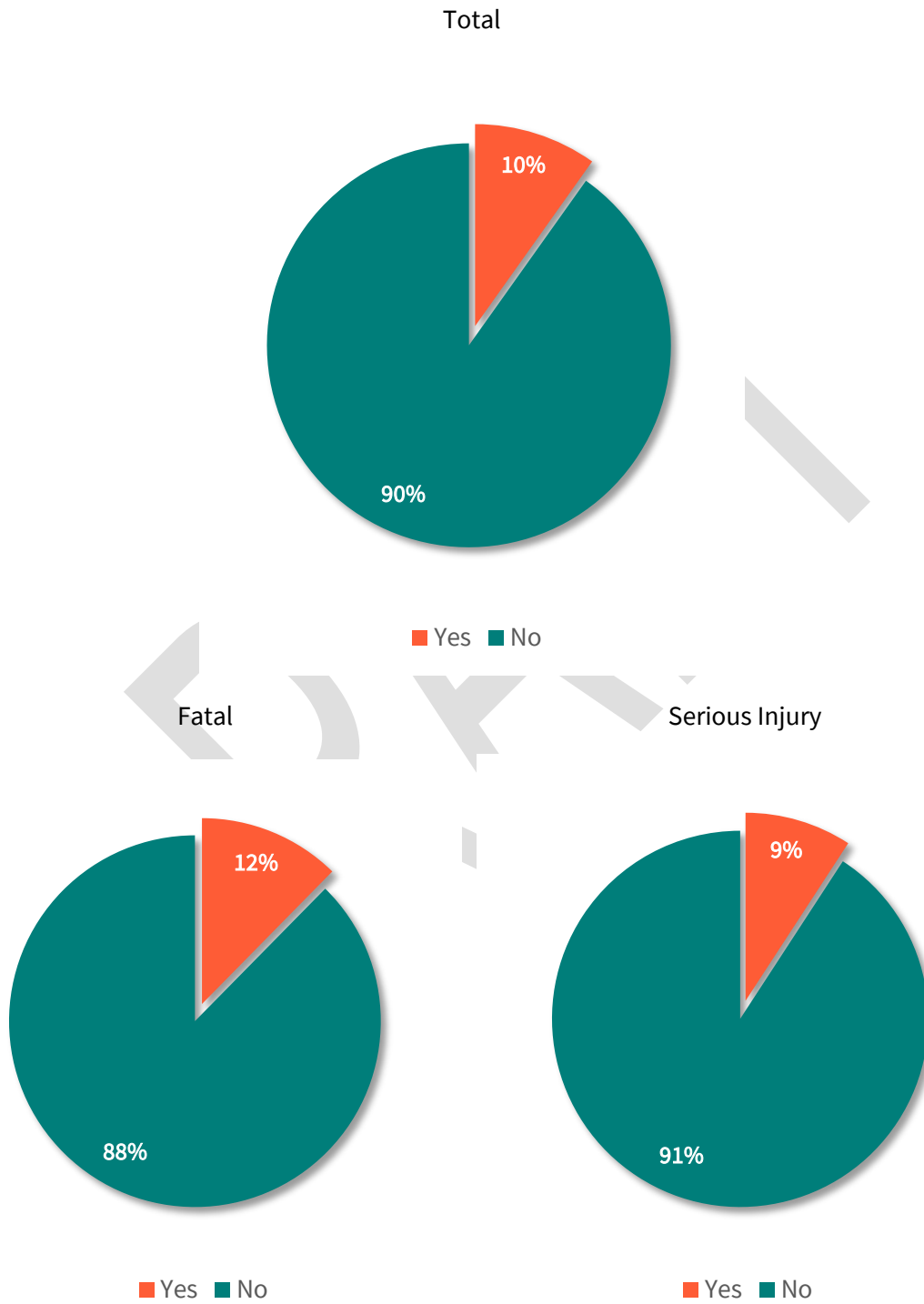
Confirmed Drug Use

Crashes that resulted in a death were more likely, and serious injury crashes were less likely, to involve drug use when compared to total KSI crashes.



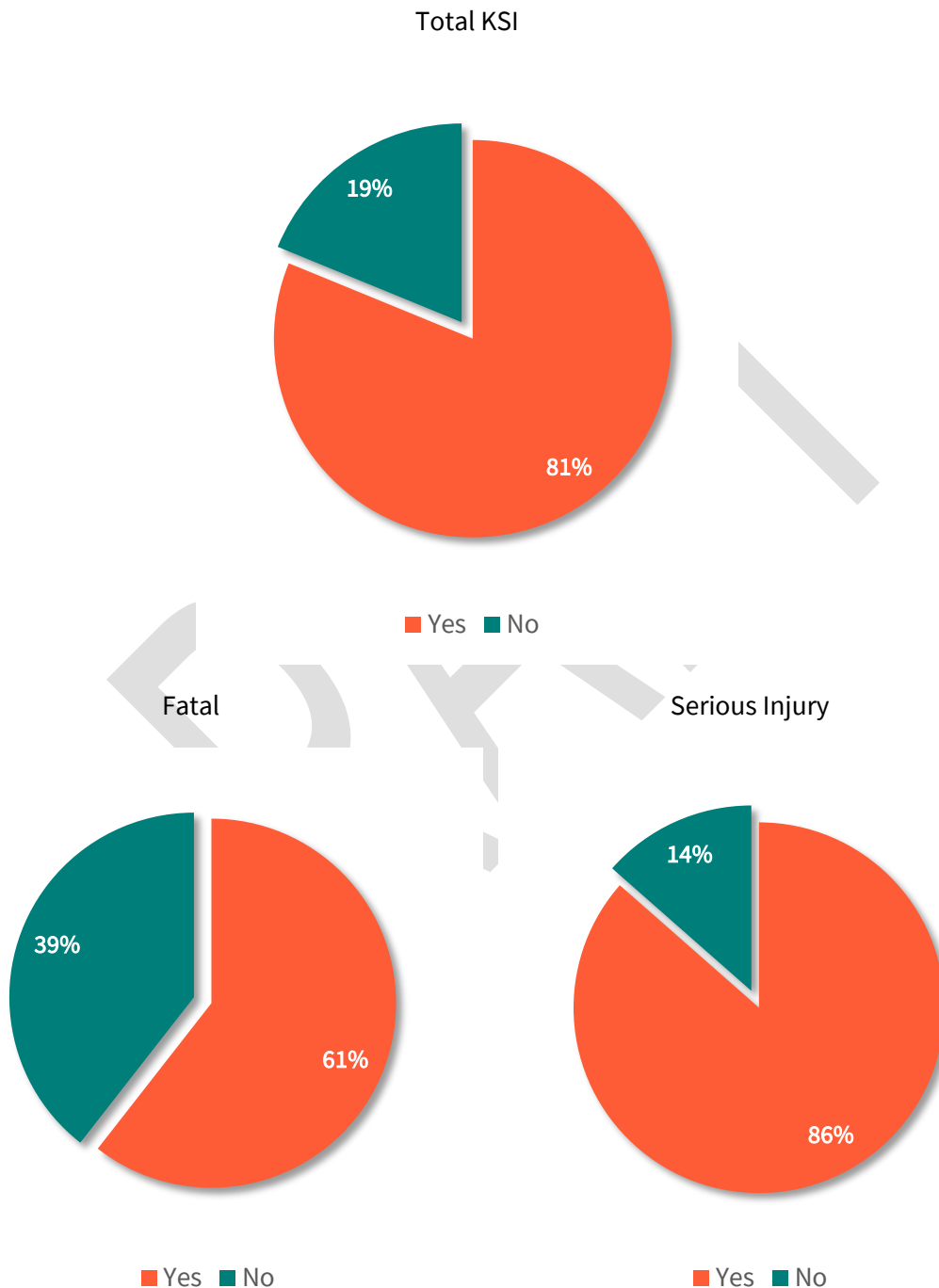
Confirmed Distraction

Distraction isn't a significant indicator in the severity of a KSI crash.



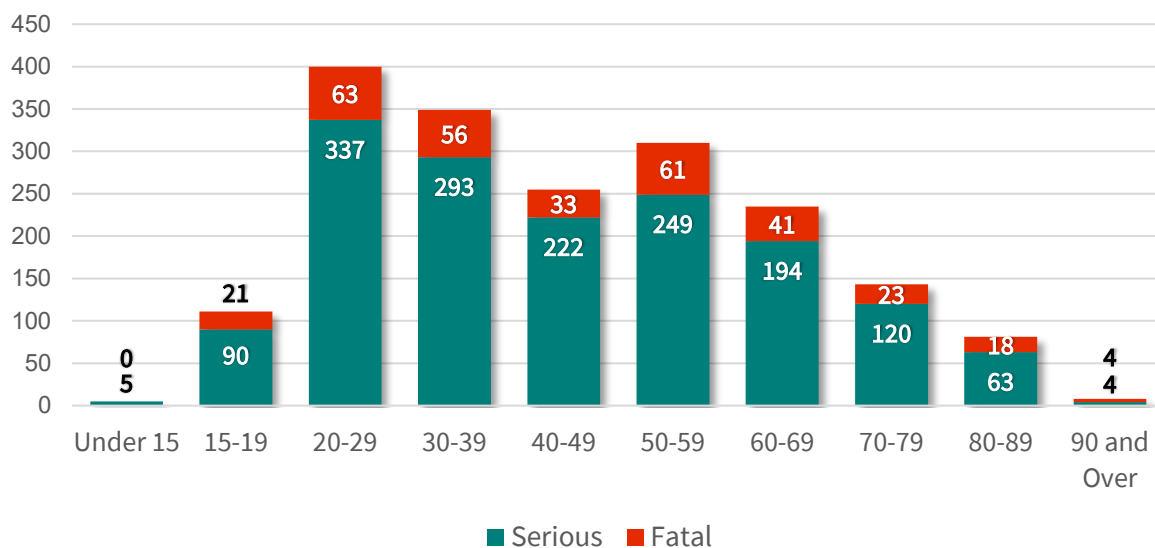
Passenger Restraints

The lack of a passenger restraint, or seatbelt, is a significant indicator that a crash results in a death.

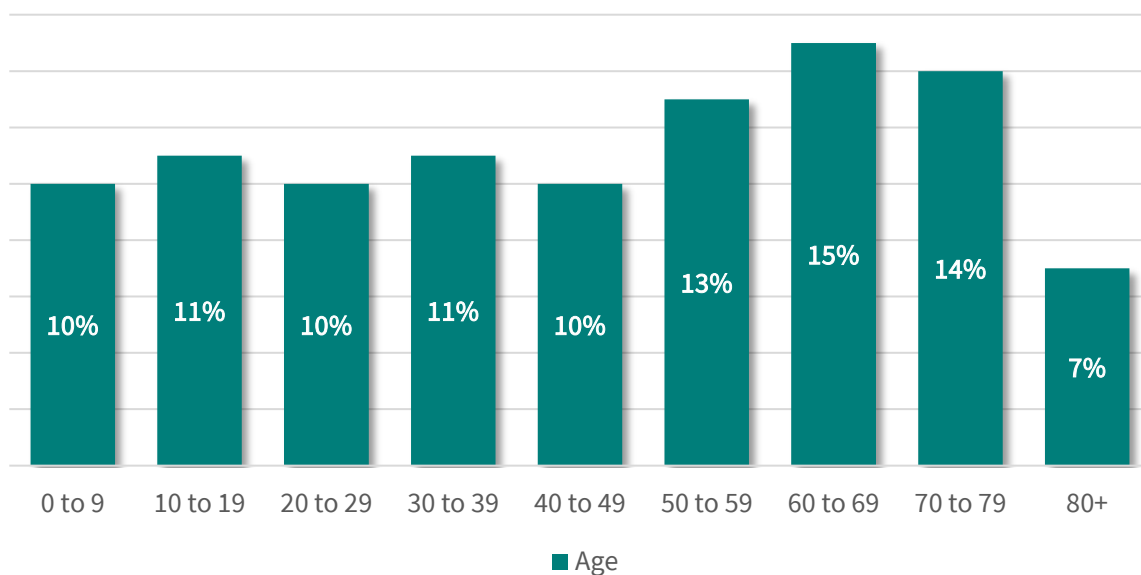


Age of Involved Parties

A review of the age of involved parties was completed, showing that people between the age of 20 and 39 are more likely than others to be involved in a KSI crash. Two cases were excluded where the age of the involved party was unknown.



Upon a review of ACS 2019 data, seen in figure below, the disproportionate share of total crashes compared to total population for the 20 to 29 and 30 to 39 age groups becomes more apparent.



Source: ACS 2019

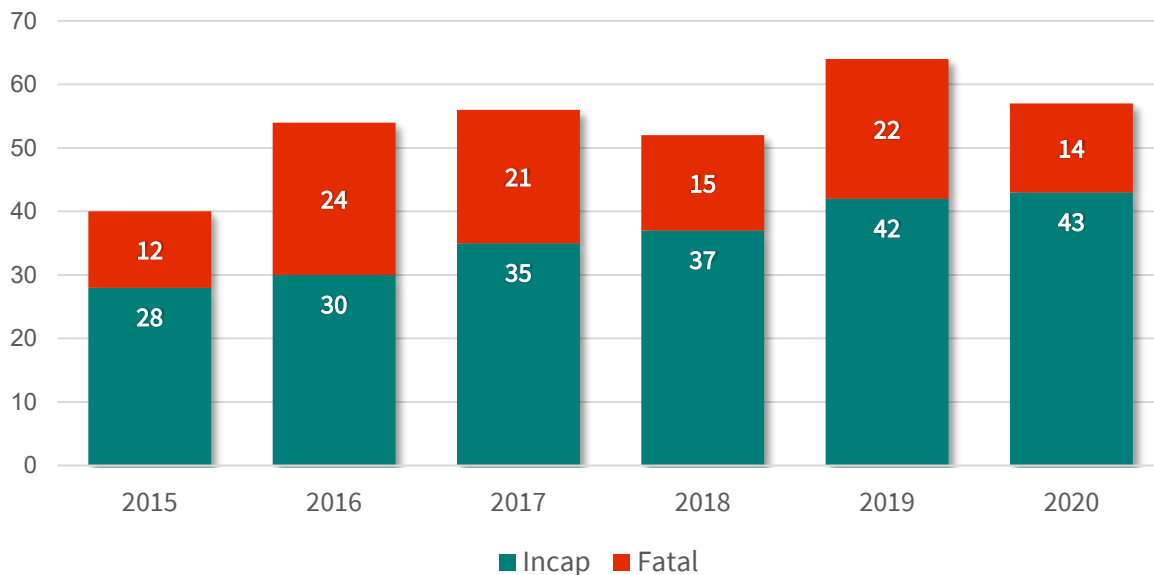
Vulnerable Road Users

People walking or riding a bike, collectively referred to as vulnerable road users, are at unique risk for death or serious injury when compared to people driving. In Marion County, vulnerable road users made up a disproportionate 11% of total KSI crashes, 20% of total crashes resulting in death, and 9% of serious injury crashes, despite making up a comparatively small number of total road users. For this reason, KSI crashes involving vulnerable users are further broken down to identify trends that may be unique from overall KSI crashes.

Seasonality

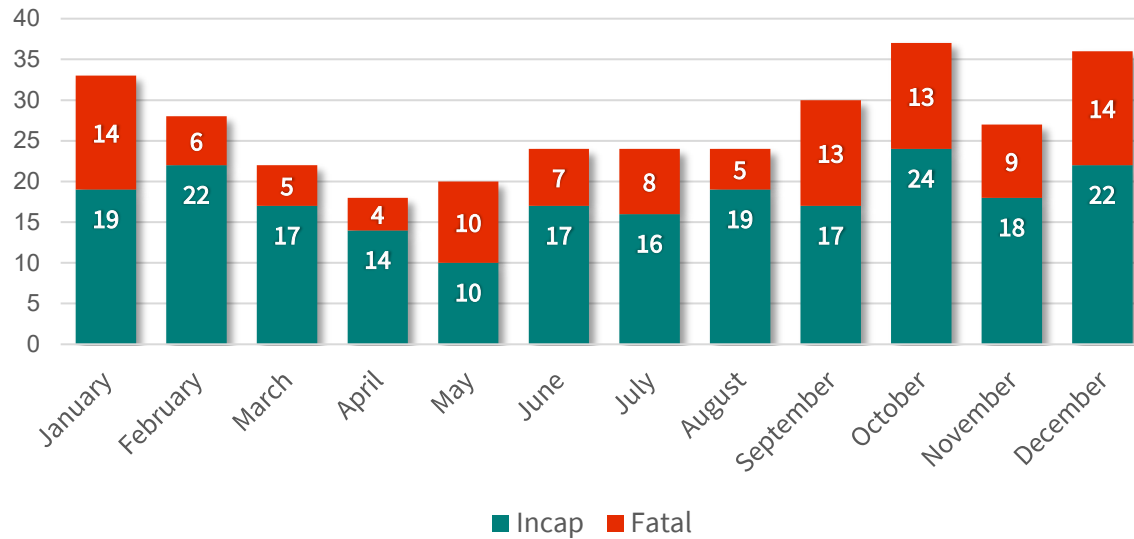
Annual Crashes

KSI crashes have been steadily increasing since 2015, with 2016 serving as the year with the highest number of crashes causing death and 2020 as the year with the highest number of serious injury crashes.



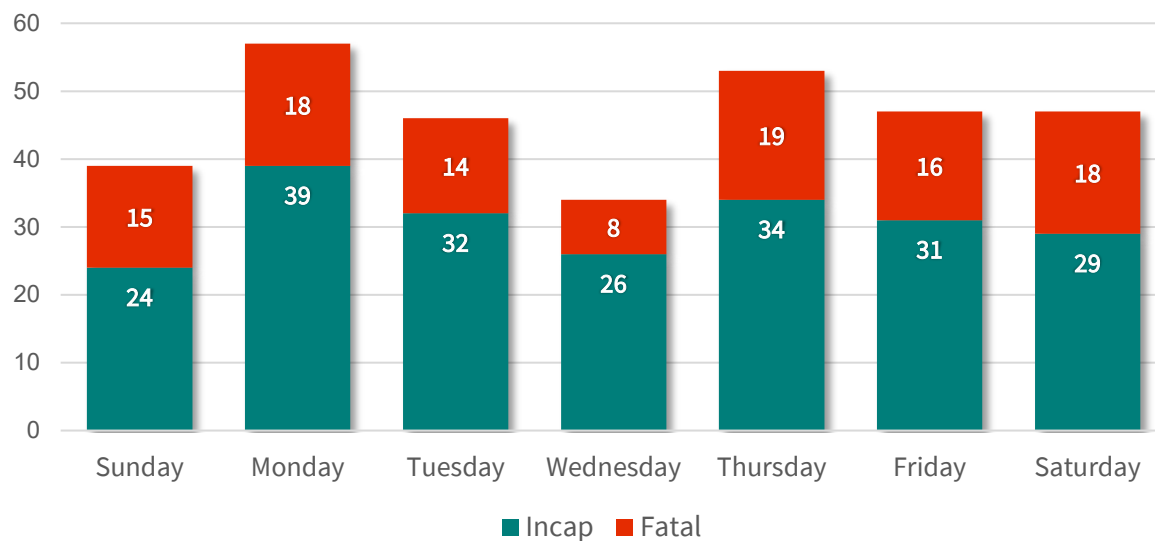
Monthly Crashes

Crashes involving vulnerable road users tend to peak in the Fall and Winter months, with October having the highest number of serious injury crashes and December and January having the highest number of fatal crashes.



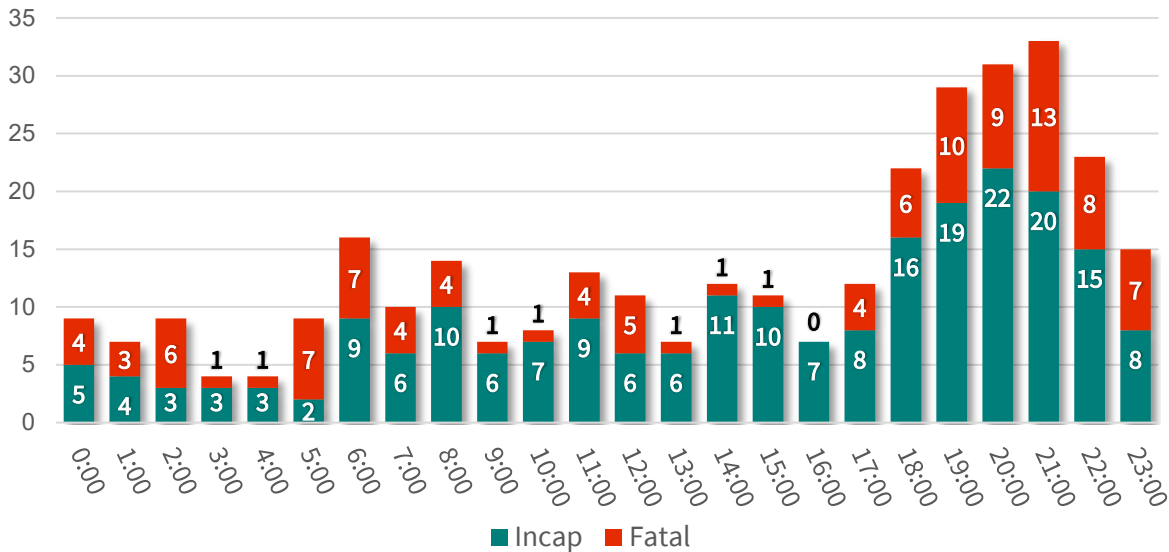
Daily Crashes

KSI crashes involving vulnerable road users are, on average, highest on Monday and Thursday. Monday was the day with the highest average number of serious injury crashes, and Thursday with the highest number of fatal crashes.



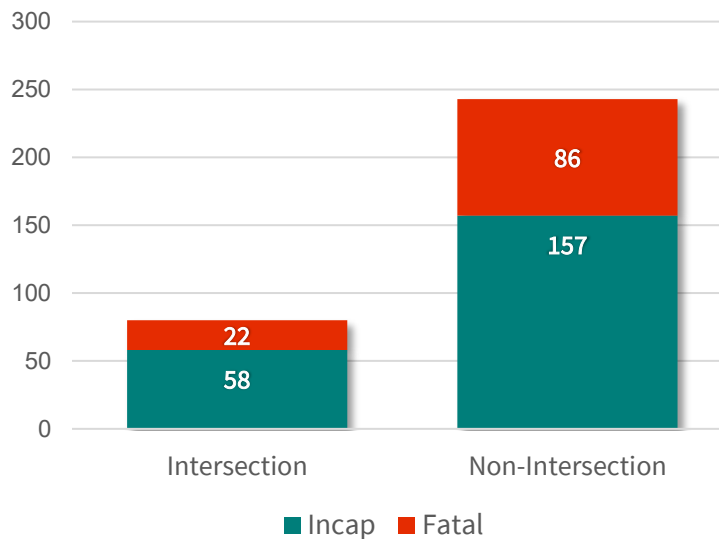
Crashes By Hour

Crashes involving vulnerable road users are low all morning and most of the afternoon, sharply peaking between 4:00 p.m. and beginning to drop off around 10:00 p.m., closely correlating with lighting conditions. This pattern is distinct from total KSI crashes involving all road users, which do not peak as sharply or as late in the day.



Relation to Intersection

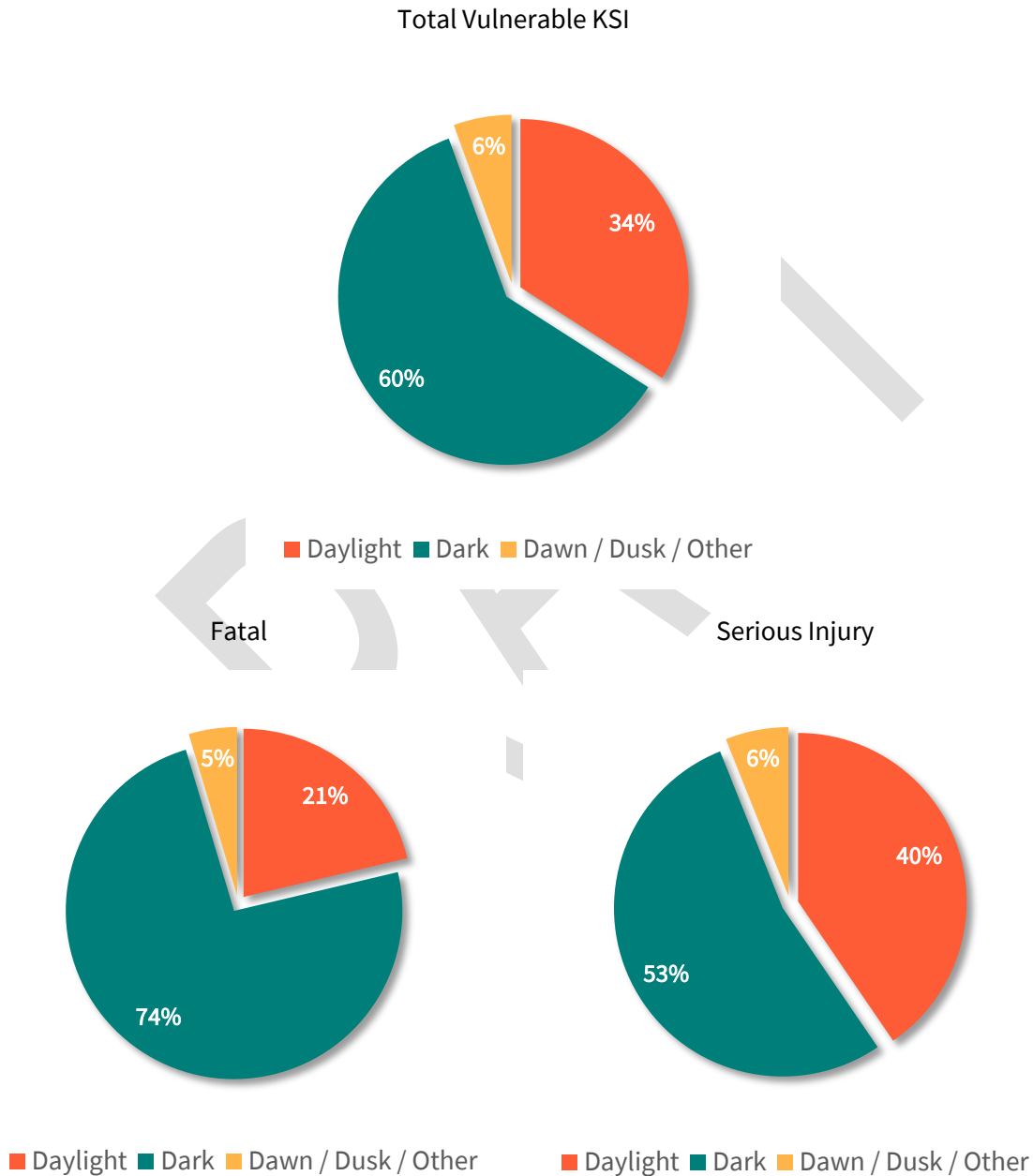
Similar to total KSI crashes involving all road users, most crashes involving vulnerable road users occur outside of intersections. However, vulnerable user crashes were more likely to result in death in non-intersection crashes than total KSI non-intersection crashes.



Environmental Trends

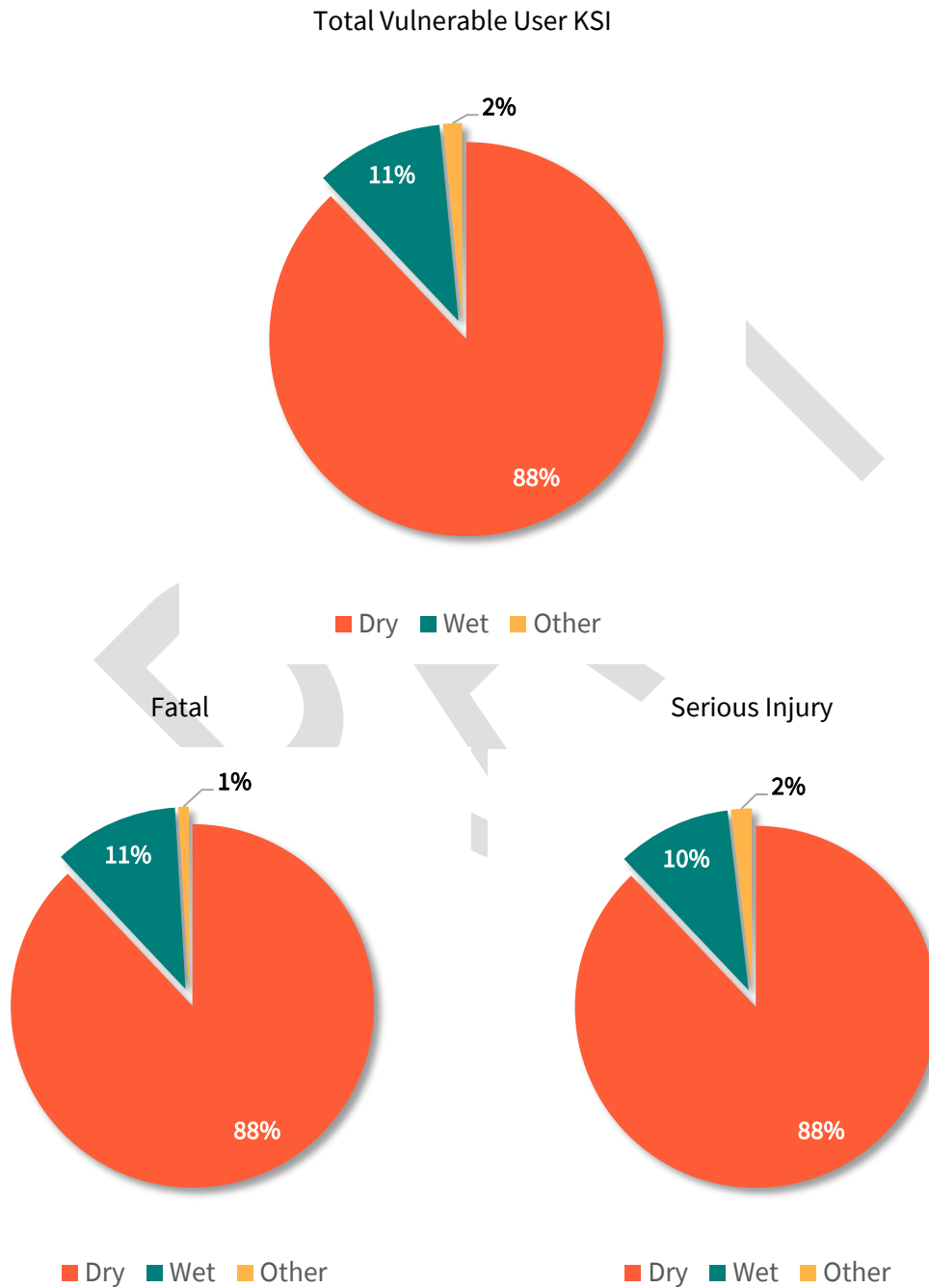
Lighting

Compared to total KSI crashes involving vulnerable road users, crashes occurring during dark lighting conditions were more likely to result in a death. Serious injury crashes followed a similar trend to total KSI crashes.



Road Surface Condition

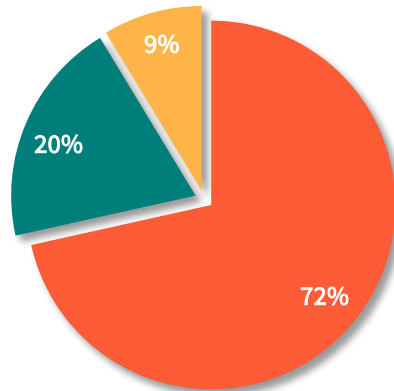
Most KSI crashes involving vulnerable road users occurred under dry road surface conditions. There was no distinct trend to indicate that road surface condition is a contributing factor between crash severities.



Weather Condition

Most KSI crashes involving vulnerable road users occurred during clear weather conditions. There was no distinct trend to indicate that weather conditions are a contributing factor between crash severities.

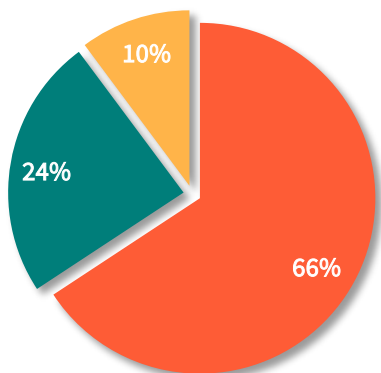
Total Vulnerable User KSI



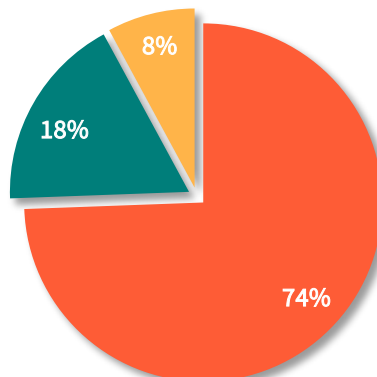
■ Clear
 ■ Cloudy
 ■ Inclement or Other Weather

Fatal

Serious Injury



■ Clear
■ Cloudy
■ Inclement or Other Weather

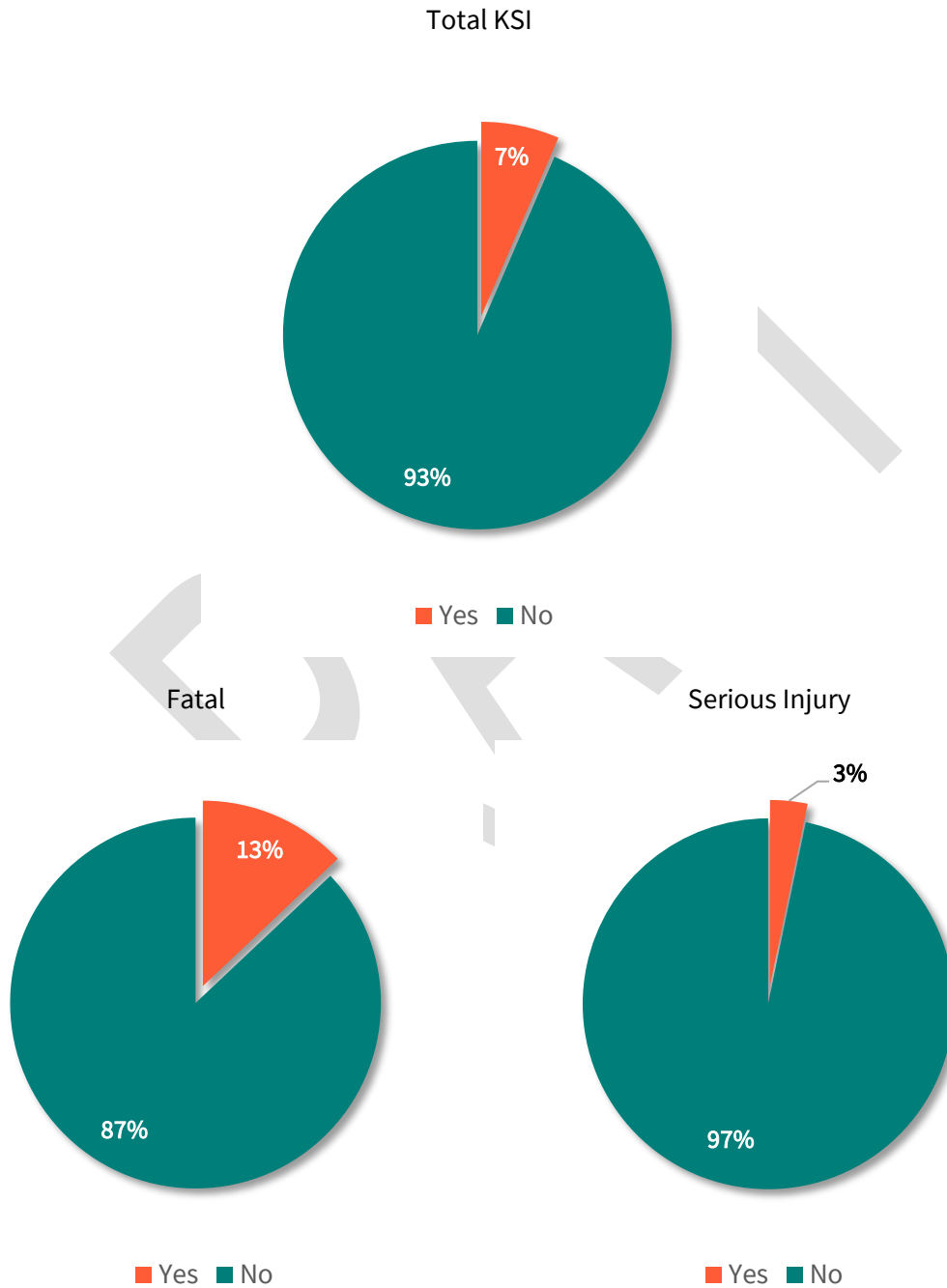


■ Clear
■ Cloudy
■ Inclement or Other Weather

Behavior

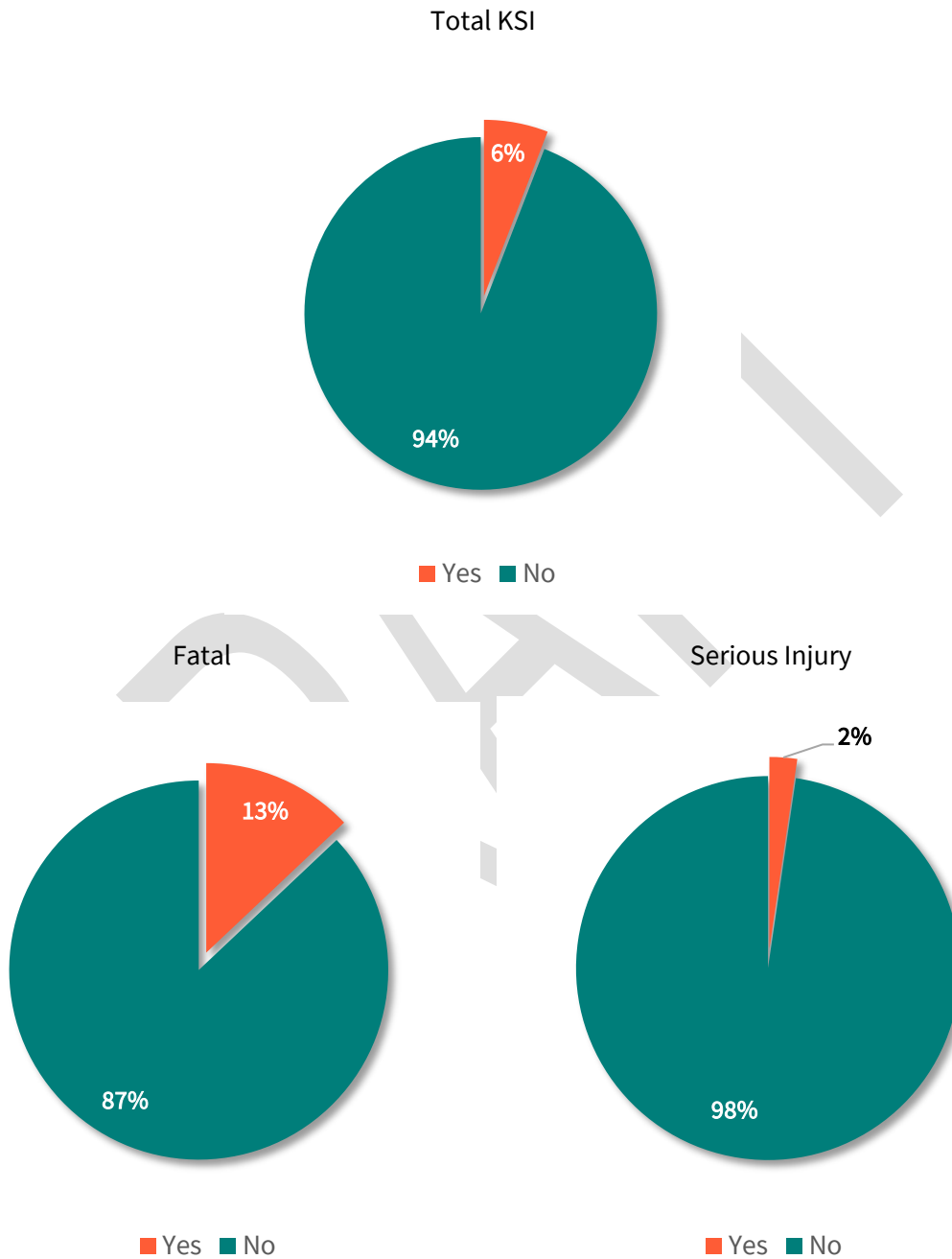
Confirmed Alcohol Use

Similar to total KSI crashes involving all road users, confirmed alcohol use was a definitive indicator that a crash would result in a death.



Confirmed Drug Use

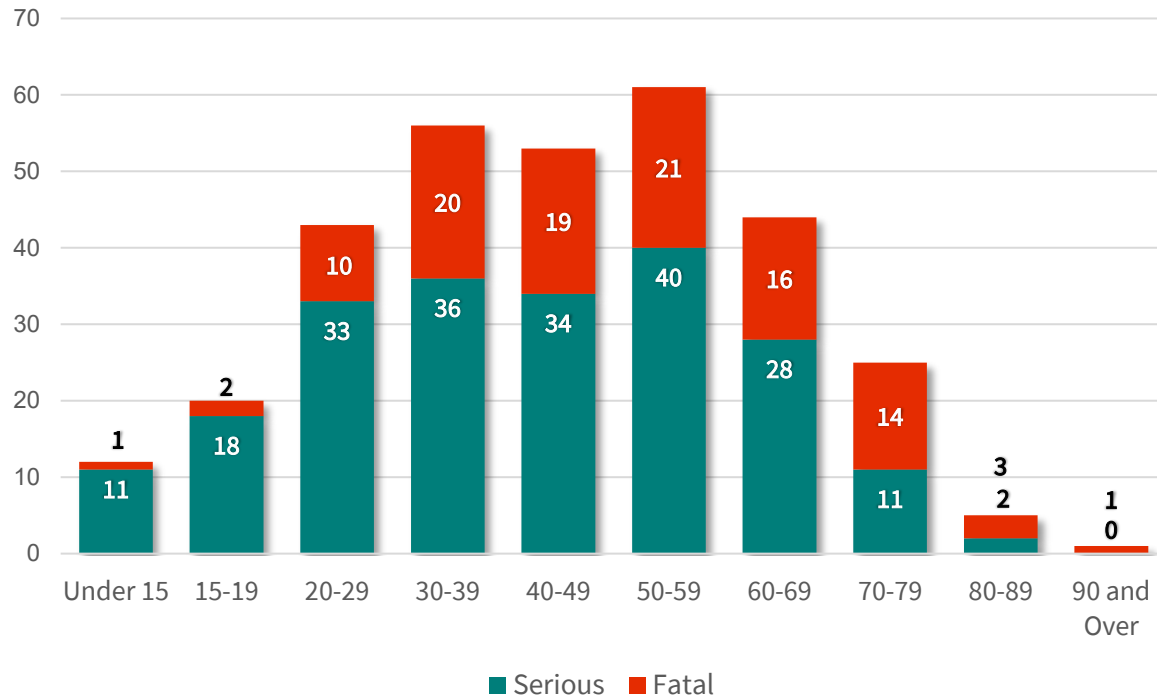
Similar to total KSI crashes involving all road users, confirmed drug use was a definitive indicator that a crash would result in a death.





Age of Involved Parties

A review of the age of involved parties was undertaken, showing that people between the age of 30 and 59 are more likely to be involved in a nonmotorized KSI crash, which is comparatively older than those involved in total KSI crashes of any mode. Two cases were excluded where the age of the involved party was unknown.



List of Priority Projects (LOPP) Process Update



Project Goals

- **LOPP Policy and Procedures Guidance**
 - Year-to-year predictability and consistency for coordination and project submissions
- **Revised LOPP Ranking Methodology**
 - Improve scoring process and consider new categories/criteria
- **LOPP Project List Templates**
 - e.g. Capacity, TSM&O , Bike/Ped, Planning

Purpose of the LOPP

- Bridge between
 - *Long Range Transportation Plan*
 - *Work Program/Transportation Improvement Program (TIP)*
- Highest priority unfunded needs in TPO planning area
- Annually updated list of priorities submitted to FDOT
- Used by FDOT to consider projects for Tentative Five-Year Work Program which will determine what is in the TIP

2/16 Meeting with Project Sponsors

- **Representatives from Marion County, Ocala, Dunnellon, Belleview, and SunTran**
- **Discussion of the following:**
 - What is working or not working in the current LOPP process?
 - How can we improve coordination and collaboration?
 - What can be improved with the current LOPP ranking methodology and scoring?
 - What are other potential scoring criteria you would recommend to include?

Input Received

- Current process **generally working well**
- Identify projects that may **benefit multiple jurisdictions** or complement each other
- Look for opportunities to **leverage additional funding opportunities**
- **Reaffirm priorities from year-to-year** – keep programmed projects on list until year of construction
- Consider **board-approved prioritized list** from each jurisdiction
- **Separate lists were easier to identify priorities** so moving away from just one list will be positive

Input Received

- **Consider flexibility in developing scores and rankings**
 - Quantitative
 - Qualitative
- Sole reliance on quantitative scoring can have limitations
- **Qualitative component can help – need to be careful how it is implemented**
- Interest in **greater focus on safety** – consider how to incorporate in context of lists
- For existing criteria, explore **differing scales and**
reframe/consolidate for better clarity

Policy and Procedures Guidance

- Working draft of document included in agenda
- Will address the following
 - Purpose of the LOPP
 - LOPP Process
 - Schedule and Milestones
 - Project Submissions
 - Ranking Methodology
 - New Project Lists

Updated Ranking Methodology

- Working with staff to incorporate best practices and input from partner agencies and committees
- Refining current categories and criteria
- Explore addition of new categories
- Incorporate flexibility and qualitative considerations

Project List Templates

- Moving away from single list format
- Reflecting most recent input from FDOT District Five
- Potential lists *may* include:
 - Overall List – Top Projects
 - SIS
 - Non-SIS Capacity Projects
 - Bicycle/Pedestrian
 - Trails
 - Transit
 - Planning Studies

Next Steps

- **Presentation in April to Committees and Board**
 - Policy and Procedures Guidance
 - Ranking Methodology
 - List Templates

