

Volusia-Flagler TPO BPAC Meeting

January 8, 2025 2:00 p.m.





1. Call to Order / Roll Call / Determination of **Quorum / Pledge of Allegiance**







2. Public Comment/Participation



Action Items A. Review and approval of the November 13, 2024 BPAC Meeting Minutes





Action Items B. Review and recommend approval of Resolution 2025-## adopting the 2025 Volusia-Flagler TPO Safety Data and Targets





PM1: Safety (All Public Roads)



Florida Department of Transportation Forecasting & Trends Office

Performance Management

January 2024

OVERVIEW

<u>The first of Federal Highway Administration's (FHWA) performance management rules</u> establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

| NUMBER OF FATALITIES | The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year. | RATE o⊧ SERIOUS INJURIES | The total number of serious injuries per 100 million VMT in a calendar year. | |
|----------------------------------|---|--|--|--|
| RATE OF FATALITIES | The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year. | NUMBER OF NON-MOTORIZED FATALITIES AND | The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year. | |
| NUMBER oF SERIOUS INJURIES | The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year. | NON-MOTORIZED SERIOUS INJURIES | | |

TIMELINE



* Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV. 2022.

This is the current data available.

STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the <u>HSIP Annual Report</u>, which must be submitted by August 31 each year.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

MPO TARGETS

MPOs must set targets by February 27 of each year (within 180 days after FDOT sets targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an <u>HSIP</u> <u>Implementation Plan</u> to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator Florida Department of Transportation | Regina.Colson@dot.state.fl.us | (850) 414-5271



Action Items C. Appointment of Vision Zero Comprehensive Safety Action Plan Task Force Members



What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

The Problem

Each year, more than 42,000 people — the population of a small city — are needlessly killed on American streets and thousands more are injured. We call this suffering traffic "accidents" — but, in reality, we have the power to prevent traffic collisions. For too long, we've considered traffic deaths and severe injuries to be inevitable side effects of modern life. While often referred to as "accidents," the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

The significant loss of life exacts a tragic toll, extending beyond personal loss to deep community impacts, including: personal economic costs and emotional trauma to those suffering; and significant taxpayer spending on emergency response and long-term healthcare costs. And because so many fear for their safety on our streets, there is no true freedom of mobility, and, as a result, we compromise our public health with increasing rates of sedentary diseases and higher carbon emissions. **A New Vision for Safety**



Vision Zero is a significant departure from the status quo in two major ways:

- Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
- 2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Taking the Lead for Safe Streets



Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.

SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from

vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

•

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



U.S.Department of Transportation Federal Highway Administration FHWA-SA-20-015 Safe Roads for a Safer Future Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe **Speeds**

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their iniury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Prevent crashes -

Control speeding -

Safe System

Prevent deaths and serious injuries Design for human mistakes/limitations Improve human behavior -Reduce system kinetic energy Individuals are responsible — Share responsibility Proactively identify and address risks React based on crash history —

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE SAFE SYSTEM **JOURNEY?**

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit safety.fhwa.dot.gov/zerodeaths to learn more.

S | S Safe Streets and Roads for All A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the Biden-Harris Administration's Bipartisan Infrastructure Law. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care. The SS4A program funds two types of grants:

- Planning and Demonstration Grants for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local

communities. DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

For more information, use the QR code above or visit the <u>SS4A website</u>.

SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded
 \$2.9 billion to over 1,600 communities across all
 50 states and Puerto Rico.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up 70% of all roadway fatalities.
- Projects and activities will significantly improve safety for all people using the road in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct** Federal funding recipients to USDOT.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



transportation.gov/grants/SS4A



4. Presentations and Discussion Items A. Presentation and Discussion of FDOT's tentative Five-Year Work Program for FY 2025/26 to FY 2029/30





4. Presentations and Discussion Items **B.** Presentation and Discussion of US 1 Improvements from Beville Road (SR 400) to north of Fairview Avenue





U.S. 1 (Ridgewood Avenue) from S.R. 400 (Beville Road) to north of Fairview Avenue

FPID No.: 450782-1



Welcome

Volusia-Flagler TPO BPAC Meeting











[∽]

General Discussion / Q & A



FDOT

Μ

E

E

Τ

Ι





Project Limits: U.S. 1 (Ridgewood Avenue)

from Beville Road (S.R. 400) to north of Fairview Avenue

Project Goals:

- Resurface the roadway
- Address safety concerns along the corridor
 - Bicycle facilities
 - o Transit facilities
 - o Pedestrian crossings
 - o Intersections/Conflict points

Crash Data 2017-2023



| | i | 55 Pedestrian Crashes | FATALITIES | | INCAPACITATING INJURIES | | ; N | NON-INCAPACITATING INJURIES | |
|---|----------|-----------------------------|------------|-------------------------|----------------------------|-----------------------------------|------------------|--------------------------------|-------------------------|
| | <u>ר</u> | | 13 | | | 9 | | | 19 |
| Ś | | 58 Bicycle | FATALITIES | | INCAPACITATING INJURIES | | ; N | NON-INCAPACITATING INJURIES | |
| | 00 | Crashes | 0 | | | 6 | | | 17 |
| | | 1588 Total | FATALITIES | INCAPACITAT INJURIES | FING S II | NON- NCAPACITATING INJURIES | INJU POSSIBLE | RY/ E INJURY | PROPERTY DAMAGE ONLY |
| • | | Crashes | 21 | 41 | | 210 | 28 | 6 | 1030 |

Potential Safety Options



Rendering of Proposed Protected Bike Lane with Bus Stop Platform



Ρ

R

0

J

E

C

Т

0

V

E

R

V

Ι

E

W

Potential Safety Options











Potential Intersections:

- Orange Avenue
- Magnolia Avenue
- International Speedway Boulevard
- Bay Street

Pedestrian Hybrid Beacons







Rendering of midblock crossing with overhead Pedestrian Hybrid Beacon

Safety Benefits:

- - 55% reduction in pedestrian crashes ¹
 - 29% reduction in total crashes²
 - 15% reduction in serious injury and fatal crashes ²

1. Zegeer et al. NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. TRB, (2017). 2. Fitzpatrick, K. and Park, E.S. Safety Effectiveness of the HAWK Pedestrian Crossing Treatment, FHWA-HRT-10-042, (2010).





Potential Locations:

- Near Osceola Avenue
- Near Shady Place
- Between South Street and Cedar Street
- Near Loomis Avenue











Design Public Information Meeting Final Plans Construction

FDOT

Ρ

R

0

J

E

C

Τ

S

C

Η

E

D

U

E

In Progress February 12, 2025 Fall 2025 Summer 2026

Estimated construction cost: \$9.3 million







Contact Information:

Lori Trebitz, P.E.

Engineer of Record/Project Manager Lori.Trebitz@dot.state.fl.us

386-943-5538





FDOT

14 FPID No.: 450782-1



5. Staff Comments A. 2025 Volusia-Flagler TPO Call for Projects





6. Information Items

- A. BPAC Attendance Record
- Flagler County Trail Itinerary Workshop Β.
- C. TPO Outreach & Activities
- **Upcoming Events** D.
- E. 2025 TPO Meeting Schedule





TRALITINERARY WORKSHOPS

The Regional Community Institute of Northeast Florida, in collaboration with the Northeast Florida Regional Council and your local destination marketing organization, is hosting trail itinerary development workshops in the seven counties of Northeast Florida (Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns).

The people of Northeast Florida have invested in trails, parks, and open space, but many don't know about their community's outdoor resources and recreational opportunities. The workshops intend to convene stakeholders and interested citizens in each county to assist in developing trail itineraries that residents, visitors, and outdoor enthusiasts can use. An itinerary is a detailed plan for a trip to a trail that includes information about access, amenities, safety considerations, historical/cultural attributes, the environment, and local plants and animals.

If this interests you, please register for an upcoming trail itinerary workshop in your county!

WORKSHOP Contacts

Eric B. Anderson Deputy CEO, NEFRC (904) 505-3428 <u>eanderson@nefrc.org</u>

Cassidy Taylor Post-Disaster Economic Recovery Coordinator (904) 637-9739 <u>ctaylor@nefrc.org</u>

Hon. Robbi Correa Mayor, City of Palatka Board Member of the Regional Community Institute of NE Florida





Regional Community Institute of Northeast Florida, Inc.

Workshop Registration Links

Baker County - Thursday, January 30, 2025, from 9 am to 12 pm Baker County Administrative Building, 55 N 3rd Street, Macclenny, FL 32063 Eventbrite Registration Link: **To Register, Click Here**

Clay County - Tuesday, January 14, 2025, from 9 am to 12 pm Fleming Island Library, 1895 Town Center Blvd., Fleming Island, Florida 32003 Eventbrite Registration Link: <u>**To Register, Click Here**</u>

Duval County - Monday, February 10, 2025, from 1 pm to 4 pm Jessie Ball duPont Center, 40 E. Adams St., Jacksonville, Florida 32202 (Lecture Hall Room 208) Eventbrite Registration Link: <u>To Register, Click Here</u>

Flagler County - Wednesday, January 22, 2025, from 9 am to 12 pm Tourism Development Office, 120 Airport Road, Suite 3, Palm Coast, Florida 32164 Eventbrite Registration Link: <u>**To Register, Click Here**</u>

Nassau County - Wednesday, February 12, 2025, from 1 pm to 4 pm James S. Page Government Complex, 96135 Nassau Place, Yulee, FL 32097 Eventbrite Registration Link: <u>To Register, Click Here</u>

Putnam County - Tuesday, January 21, 2025, from 1 pm to 4 pm Putnam County Government Complex, 2509 Crill Avenue, Suite #100, Palatka, FL 32177 Eventbrite Registration Link: <u>To Register, Click Here</u>

St. Johns County - Tuesday, February 18, 2025, from 1 pm to 4 pm Wind Mitigation Building, 3111 Agricultural Center Drive, St. Augustine, Florida 32092 Eventbrite Registration Link: **To Register, Click Here**

WHO Should Attend?

Outdoor Travel & Outfitters

Tourism & Marketing

Parks & Recreation

Trail and Outdoor Advocates

Local Government

Interested Citizens

Workshop Details

Workshop Agenda: 3-hour delivery

| Time | Topic | | | | | |
|------------|---|--|--|--|--|--|
| 5 Minutes | Welcome & Introductions | | | | | |
| 10 Minutes | Workshop Intent, Outcomes, and Expectations | | | | | |
| 15 Minutes | Mapping Exercise – Identify Local Places to Highlight in the County | | | | | |
| 60 Minutes | Group Breakout #1: Develop Draft ½-Day Itineraries | | | | | |
| | Presentation and Feedback on 1/2-Day Itineraries | | | | | |
| - | Update Draft Itineraries Based on Group Feedback | | | | | |
| 60 Minutes | Group Breakout #2: Develop Draft Full-Day Itineraries | | | | | |
| | Presentation and Feedback on Full-Day Itineraries | | | | | |
| | Update Draft Itineraries Based on Group Feedback | | | | | |
| 20 Minutes | Group Discussion on Multi-Day Itineraries | | | | | |
| 10 Minutes | Next Steps & Final Thoughts | | | | | |
| | Adjourn | | | | | |

Intent - Convene stakeholders in each county to assist in developing draft trail itineraries that residents, visitors, and outdoor enthusiasts can use.

* Overland Trail & Paddle Trail Considerations

Outcomes - The workshop will result in multiple draft trail itineraries for each county (½-Day, Full-Day, and Multi-Day Itineraries)

Expectations - Breakout groups will complete draft trail itineraries. A "Trail Itinerary Worksheet" will be provided to ensure a holistic approach and uniform information collection across all itineraries.

WORKSHOP INTENT, OUTCOMES, AND EXPECTATIONS

Mapping Exercise: NEFRC staff will implement a group exercise to identify local trails/places that should be highlighted in the county. This will be done through a dot-and-map activity to identify and name specific locations or trails. The locally identified locations will serve as the basis for developing trail itineraries. The goal is to narrow our scope and focus on the primary areas to highlight during our short time together.



Group Breakouts: Attendees will break into small workgroups to develop trail itineraries unique to their jurisdiction/county. A "Trail Itinerary Worksheet" will be provided to ensure a holistic approach and uniform information collection across all itineraries. Breakout Groups will briefly present their itineraries for group feedback. Time will be provided to amend the itineraries based on group feedback. This process will be replicated for the ½-Day and Full-Day Itineraries.

Group Discussion on Multi-Day Itineraries: NEFRC staff will facilitate a group discussion on creating some multi-day itineraries using the results of the ½-Day and Full-Day itineraries. What itineraries naturally fit together?

Next Steps:

- Attendees will provide recommendations on suggested marketing and promotional efforts.
- NEFRC staff will take draft itineraries and formalize/standardize the look across all itineraries in the region.
- NEFRC staff will work with local destination marketing organizations to identify amenities near the location, such as lodging, food, and other notable amenities that can be included on the itineraries.
- NEFRC staff will work with local destination marketing organizations on outreach and marketing activities.



7. BPAC Member Comments





8. Adjournment

The next BPAC meeting will be February 12, 2025

