



MPO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Solana Morris, IRC BCC Representative, Vice Chair
Frank Blaisdell, Town of Indian River Shores Representative
Chris McCarthy, City of Sebastian Representative
Robert Loring, City of Fellsmere Representative
Robert Baus, Town of Orchid Representative

Hal Lambert, City of Vero Beach – Chair

AGENDA

The MPO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) will meet at 2:00 PM on TUESDAY, MARCH 25, 2025, in BUILDING B, FIRST FLOOR CONFERENCE ROOM (B1-501), County Administration Building B, 1800 27th Street, Vero Beach, FL.

1. Call to Order
2. Approval of Minutes
January 28, 2025
Action Required
3. Consideration of the Safe Streets for All (SS4A) Safety Analysis
No Action Required
4. Presentation on the 2050 Long Range Transportation Plan (LRTP) Preliminary Needs Assessment
No Action Required
5. Presentation on FDOT District 4 Pedestrian and Bicycle Master Plan
No Action Required
6. Consideration of Amendments to the Bylaws of the Indian River County MPO
Action Required
7. Status Report of MPO Advisory Committees
No Action Required

8. Other Business

9. Comments from the Public

10. Adjournment

Next Meeting: Joint Meeting with the CAC - June 3, 2025 – 2:00 PM

If you have any questions concerning the items on this agenda, please contact MPO staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceeding is made, which includes the testimony and evidence on which the appeal is based. Anyone who needs a special accommodation for this meeting must contact the County's Americans with Disabilities Act (ADA) Coordinator at 772 226-1223 at least 48 hours in advance of the meeting.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact MPO staff at (772) 226-1455 or mpo@indianriver.gov.

Except for those matters specifically exempted under State Statute and Local Ordinance, the Committee shall provide an opportunity for public comment prior to the undertaking by the Committee of any action on the agenda. Public comment shall also be heard on any proposition which the Committee is to take action which was either not on the agenda or distributed to the public prior to the commencement of the meeting. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact MPO staff at (772) 226-1455 or mpo@indianriver.gov at least seven days prior to the meeting.

**METROPOLITAN PLANNING ORGANIZATION
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Bicycle Pedestrian Advisory Committee (BPAC) was held at 2:00 PM on Tuesday, January 28, 2025, conducted and hosted in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida.

***Note: Audio and video recordings of the meeting can be found at
https://indianriver.gov/government/boards_and_committees/mpo_bicycle_advisory_committee/agendas_minutes.php***

BPAC Members in Attendance:

Frank Blaisdell, Indian River Shores Representative
Hal Lambert, City of Vero Beach Representative
Solana Morris, BCC Appointee
Bob Baus, Town of Orchid Representative

BPAC Members Absent:

Robert Loring, City of Fellsmere Representative
Chris McCarthy, Sebastian Representative

Staff in Attendance:

Brian Freeman, MPO Staff Director
Ryan Sweeney, Assistant IRC Planning & Development Services Director
Jim Mann, MPO Senior Planner
Patti Johnson, MPO Staff Assistant III & Recording Secretary

Others in Attendance:

FDOT: Michael Melendez

Indian River County Sheriff Office: Sgt. Roderick Smith

BPAC Alternate: Jeff Maltese

BWIRC: Danny Jaye

Call to Order

BPAC Chairman Blaisdell called the meeting to order at 2:04 PM. It was noted an in-person quorum was present.

Election of Officers.

Action Required

ON MOTION by Mr. Blaisdell, SECONDED by Ms. Morris,

the members voted (4-0) to elect Hal Lambert as Chairman for the Metropolitan Planning Organization Bicycle Pedestrian Advisory Committee for 2025.

ON MOTION by Mr. Blaisdell, SECONDED by Chair Lambert, the members voted (4-0) to elect Solana Morris as Vice Chairman for the Metropolitan Planning Organization Bicycle Pedestrian Advisory Committee for 2025.

Approval of the Minutes of Joint BPAC-CAC Meeting December 3, 2024

Action Required

Chair Lambert asked if there were any additions or corrections to the Joint BPAC-CAC meeting minutes of December 3, 2024. It was noted the CAC did not have an in-person quorum present at that meeting and therefore did not take action on any items.

ON MOTION by Mr. Blaisdell and SECONDED by Vice Chair Morris, the members voted (4-0) to approve the December 3, 2024, Metropolitan Planning Organization Joint BPAC-CAC meeting minutes, as presented.

Adoption of the MPO Safety Targets.

Action Required

Mr. Freeman introduced Mr. Jim Mann, who provided a presentation on the MPO Safety Targets. A copy of this power point presentation is on file in the MPO office. Mr. Freeman added that a document was emailed yesterday to the BPAC regarding a resolution that will be going to the Board of County Commissioners in support of legislation requiring hands-free cell phone use when driving. This resolution will be going to the MPO Board at their February 12th meeting.

Mr. Mann remarked New Mexico has taken the top spot of the most dangerous state; Florida is now number two. The State encourages MPO's to adopt targets consistent with the State which has established Target Zero, but they may come up with their own target if they choose. There are no consequences for MPO's/TPO's if they miss the target, but all are asked to strive for Target Zero.

Mr. Mann highlighted the Safe Streets for All (SS4A) open houses that will occur January 30th and February 13th, also how to locate the interactive website and leave your comments. All residents are encouraged to participate.

Vice Chair Morris asked if it was known what consequences drivers would face if convicted. Sgt. Smith noted for using mobile communication devices while driving, it's considered a non-moving violation, which includes a hefty ticket and three (3) points on your license. When using your phone for GPS, it must be mounted and able to speak with you.

Chair Lambert opened the floor for any additional comments.

There being no additional comments, the item was open for motion.

ON MOTION by Mr. Baus and SECONDED by Vice Chair Morris, the members voted (4-0) to approve the MPO's Safety Targets and the Hands-Free Resolution, as presented.

Consideration of the Draft List of Priority Projects (LOPP).

Action Required

Mr. Freeman stated the two primary functions of any MPO are adopting a long range plan and programming the projects to implement that plan. That program ultimately becomes the MPO's TIP (Transportation Improvement Program). A few years ago, FDOT established a deadline for a draft priorities list, which is March 1st. This is a presentation of our draft list so that if there are any changes or additions, they can be made prior to the March 1st deadline.

Mr. Mann conducted the presentation with a PowerPoint presentation being shown. A copy of this is on file in the MPO office.

Priority Highway Projects include: 45th Street "Complete Street" (58th Avenue to 43rd Avenue), CR510 widening, (CR512 to 58th Avenue), CR510 widening, (58th Avenue to US 1), 82nd Avenue new road construction (26th Street to 69th Street), 82nd Avenue new road construction (69th Street to CR510), US 1 (intersection improvements at Aviation Blvd.), Aviation Blvd. widening (43rd Avenue to US 1), and US 1 widening (53rd Street to CR510).

Priority Regional Highway Projects include: CR512 widening (Willow Street to I-95) and 26th Street widening (66th Avenue to 43rd Avenue). The Congestion Management Plan Priority Project includes the replacement of traffic signal equipment on the State Road system within the County-wide network.

There are eighteen (18) Priority Transportation Alternatives Projects with 16 new projects being added from the recently adopted BikePed Master Plan. The Trans-Florida Central Railroad Trail (Broadway Street to St. Sebastian River State Park) and 43rd Avenue (45th Street to 49th Street) are on the top of the list and are carryover projects from last year.

Priority Transit Projects include the following: construction of the North County Hub, initiate Sunday operating hours (8am - 5pm) and continued construction of shelters and benches.

Mr. Freeman added at the TAC meeting, the City of Sebastian, requested to flip the #10 and #18 projects, which are City of Sebastian projects, since the Barber Street project is closer to being construction ready.

Chair Lambert opened the floor for any additional comments.

There being no additional comments, the item was open for motion.

ON MOTION by Vice Chair Morris and SECONDED by Mr. Blaisdell, the members voted (4-0) to approve the Draft List of Priority Projects (LOPP), with the change requested by the TAC (moving Barber Street to #10, and South Easy Street to #18), as amended by the MPO Technical Advisory Committee.

Consideration of the 2025 Transit Development Plan (TDP) Annual Update.

Action Required

Mr. Freeman conducted the presentation, a copy of which is on file in the MPO Office. Major updates are required every five years. The update is necessary to obtain funding in the Public Transportation Block Grant.

GoLine has 20+ years of increasing ridership, the only exception to this was during the pandemic. Ridership for FY 23/24 was more than 1.3 million, and with that in mind the objective is to achieve 1.75 million by 2033. The 2022 list of Florida transit systems operating expense per passenger trip shows Indian River County GoLine in the top spot at \$3.10. The second spot is Gainesville Regional Transit System at \$5.99.

During the past year two new hours of evening service, Monday-Friday were added (7:00-9:00pm), Saturday added three hours of service (7:00am - 7:00pm) and Route 13 was added to the Saturday schedule. During the extended hours for the 4th Quarter of FY 23/24, ridership was 28,153. There has also been an increase in ridership from 5pm-7pm by 40%.

Chair Lambert was very impressed with the amount of data that is included in the document. Mr. Freeman remarked that we have a great working relationship with the Senior Resource Association (SRA) and they do an amazing job. SRA has received numerous awards over the years at the state and federal level for how well the system runs. Indian River County and St. Lucie County are the only fare-free systems in the State of Florida.

Chair Lambert opened the floor for any additional comments.

There being no additional comments, the item was open for motion.

ON MOTION by Vice Chair Morris and SECONDED by Mr. Baus, the members voted (4-0) to approve the 2025 Transit Development Plan Annual Update, as presented.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated January 17, 2025, included in the agenda packet and on file in the MPO Office. He also noted the next meeting dates for the MPO and its advisory committees.

A question was asked about the progress of filling the vacancies on the CAC Board. Mr. Freeman responded there have been two interested parties that attended a meeting, but we haven't received any applications.

Other Business

There were none.

Comments from the Public

Mr. Maltese voiced concerns over the recently installed rumble strips on A1A. There have been some installed incorrectly along this corridor and the members of Vero Cycling are very concerned as this is a safety concern for cyclists, even the most experienced riders.

Mr. Michael Melendez (FDOT) understands the concerns and he is happy to hear that the Operations Center is engaging with the cycling groups on the correct installation. He appreciates the input FDOT is receiving. When FDOT is in the process of reviewing plans, in various stages of development, he will be a reviewer of those plans. Mr. Melendez is pasting comments from the cyclists in his comment section asking designers to reach out to the cycling groups to gain their input. Notes include: if you are going to put rumble strips in, please coordinate with the bike groups in Indian River County and consider a tapered scenario. Mr. Melendez and the cyclists exchanged emails and look forward to working with each other.

Adjournment

There being no further business, the meeting adjourned at 3:16 PM.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 17, 2025

SUBJECT: **Consideration of the Safe Streets for All (SS4A) Safety Analysis**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization BPAC at its meeting of March 25, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

With funding from a USDOT Safe Streets for All (SS4A) grant, the MPO is developing a Safety Action Plan to identify strategies for improving roadway safety. Preparation of the Safety Action Plan is being performed by one of the MPO's General Planning Consultants (Inspire Placemaking Collective along with Patel, Greene, and Associates).

Earlier this year, the MPO coordinated with the Consultants on public engagement activities, which included developing a project website (<https://www.inspire-engagement.com/irc-ss4a>) and conducting four public workshops throughout the community. In addition, the Consultants have conducted a Safety Analysis (see Attachment #1) which includes analyzing five years of crash data within Indian River County, developing crash profiles based on trends in the data, and identifying a "High Injury Network" of roadways and intersections with a history of severe crashes.

Several trends were identified in the crash data analysis. As shown on Figure 5 (see page 6), the types of crashes most associated with causing fatal or serious injuries are Left Turn, Other, and Angle crashes. While Left Turn crashes account for only 10% of all crashes, Left Turn crashes comprise over 25% of serious injury crashes and approximately 20% of fatal crashes. An evaluation of "Other" crashes indicated that a majority are single vehicle crashes and 42% were labeled as lane departures. Another trend in the data is that crashes involving motorcyclists, bicyclists, and pedestrians are more likely to result in fatal or serious injuries; motorcyclists,

bicyclists, and pedestrians account for 40% of fatal crashes but only 5% of total crashes (see Figure 9).

Based on patterns in the crash data, the Consultants have identified ten crash profiles or sets of characteristics that contribute to fatal and serious injury crashes:

Pedestrian Crash Profile

1. Pedestrians struck at midblock locations where no lighting is present.

Bicycle Crash Profiles

2. Midblock collisions.
3. Collisions with turning vehicles at intersections.

Motorcycle Crash Profiles

4. Left turn motorcycle crashes at intersections or driveways on rural roadways.

Motor Vehicle Crash Profiles

5. Left turn and angle collisions at signalized intersections.
6. Left turn and angle collisions at unsignalized intersections
7. Single vehicle crashes on rural roadway segments.

Aging Driver Crash Profiles

8. Angle/left turn crashes at signalized intersections involving aging drivers.
9. Angle/left turn crashes at unsignalized intersections involving aging drivers.

Impaired Driving Crash Profiles

10. Impaired driving at night on rural roadways.

Map 3 depicts the High Injury Network (see page 34), which consists of roadways and intersections that exhibit a history of severe crashes. The High Injury Network is comprised of the roadway segments with the highest rate of crashes per million vehicle miles traveled and the intersections with the highest rate of crashes per million vehicles entering the intersection.

At the March 25th BPAC meeting, the Consultants will present the results of the Safety Analysis. In the upcoming months, the Consultants will summarize the public engagement and identify projects and strategies to improve safety (including short term/lower cost approaches, long term capital improvements, and non-infrastructure strategies). Development of the Safety Action Plan is expected to be complete by this summer.

RECOMMENDATION

Staff recommends that the BPAC review the attached information, consider the consultant presentation, and provide comments to staff.

ATTACHMENT

1. SS4A Technical Memorandum: Safety Analysis

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

INTRODUCTION

Indian River County was awarded a Safe Streets for All (SS4A) Planning grant in late 2023 for the purpose of creating a Safety Action Plan. The Indian River County Metropolitan Planning Organization (IRC MPO) is tasked with overseeing the plan development with a goal of identifying a project that can be advanced further through SS4A Implementation funding. Additionally, the safety action plan will enable the community to identify a list of projects to enhance safety at high-risk locations while proactively working to address systemic safety concerns.

The SS4A program identifies 9 components that should be included in a safety action plan. This document addresses Component 3: Safety Analysis, outlined below.

Does the Action Plan include ALL of the following?

Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region

Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types

Analysis of systemic and specific safety needs, as needed (e.g. high-risk road features or specific safety needs of relevant road users)

A geospatial identification (geographic or locational data using maps) of higher risk locations

An overview of why safety matters and the guiding principles employed to develop the overall safety action plan are provided below. Additionally, an overview of the crash data sources used for this study is provided. The sections that follow outline the baseline analysis of existing conditions and historical trends; detail the systemic analysis and identify crash profiles developed using crash characteristics and contextual factors; and document how the High Injury Network was developed and provide maps identifying high risk locations.

Why Safety Matters & Guiding Principles for Safety Action Planning

Traffic safety is a serious problem throughout the United States. An average of 8 people are killed and 49 people are seriously injured each day on Florida roadways alone. In response to this ongoing safety crisis, the federal Bipartisan Infrastructure Law included a dedicated funding source for safety projects that prevent fatalities and serious injuries. This plan provides an analysis of traffic safety data for Indian River County and identifies data-driven strategies for eliminating traffic related fatalities and serious injuries. The primary mechanism for delivering safer outcomes is through the adoption of Vision Zero and the application of Safe System Approach principles.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

Vision Zero

Vision Zero is a fundamental shift in how we think about traffic fatalities and serious injuries. Over the past decade, an average of 117 serious injuries and 25 fatalities have been reported on Indian River County's roadways each year. These numbers represent family members, friends, coworkers, grandparents, and children who have all been lost or had their lives fundamentally changed. The Vision Zero target recognizes that even one fatality or serious injury is not acceptable and is built upon the following principles as defined by the Federal Highway Administration (FHWA):

- Traffic deaths and injuries are unacceptable and preventable.
- People make mistakes.
- Humans are vulnerable and their health and safety should be prioritized.
- Responsibility for road safety is shared.
- Traffic safety is proactive.
- Redundancy is critical.

Safe System Approach

The Safe System Approach, illustrated in Figure 1, recognizes that transportation engineering design alone cannot get us to zero traffic fatalities or serious injuries. Rather, an integrated approach that encourages partnerships and promotes a culture of safety is needed to address a variety of factors that contribute to serious crashes.

Crash Data

For this study, data was obtained from the Signal Four Analytics database. This database is developed and hosted for the state of Florida by the University of Florida. Signal Four receives data from Florida's statutory custodian of records, the Florida Department of Highway Safety and Motor Vehicles. (FLHSMV). This is the database commonly used by the Florida Department of Transportation (FDOT) and by local agencies across the state.



Figure 1 - FHWA Safe Systems Approach

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

It is standard practice to evaluate at least five full years of crash data when evaluating safety trends. Reported crashes for the calendar years 2019 through 2023 were used as a basis to evaluate existing conditions and historical trends related to traffic safety in Indian River County. This plan focuses on publicly-owned, non-limited access roadways; therefore, crashes noted as occurring on I-95 or in parking lots were excluded from the analysis.

This analysis is about more than just dots on a map or colorful bar charts. Crashes resulting in deaths and serious injuries are life-altering events that impact not just the people directly involved in the crash, but families, friends, and the greater community. Ultimately, this plan is about identifying locations where projects can be implemented, developing strategies to encourage a culture of safety within the community, and working with leaders to reduce fatal and serious injury crashes in Indian River County.

EXISTING CONDITIONS & HISTORICAL TRENDS

It is critical to understand the current state of safety in the Indian River County transportation network. Understanding existing trends and conditions serves as the foundation for developing a data-driven strategy to achieve Vision Zero. The existing conditions also provide a baseline from which to measure progress towards zero deaths and serious injuries as strategies are implemented on the ground.

As noted in the introduction, crash data for the most recent five-year period (calendar years 2019 through 2023) was evaluated.

Existing Conditions

Roadways

Indian River County includes a mix of rural and urban roadways. Most of the developed areas lie to the east of I-95, with the City of Fellsmere located just west of I-95 at the north end of the county. Much of the county roads are considered minor arterials or major collectors, with a small number of major arterials serving the county. US 1 serves as a major north-south arterial and SR 60 is the primary east-west arterial. These major arterials are supplemented by CR 510, an east west arterial near the north end of the county, and by a loop of arterials around the City of Vero Beach. In terms of centerline miles, the roadway network is comprised of approximately 118 rural miles (33 percent) of roadway and 241 urban miles (67 percent) of roadway.

Vehicle speed plays a critical role related to the severity level of crashes, as reflected in the Safe Speeds component of the Safe Systems Approach. Speeds are especially critical when vulnerable users, such as pedestrians or bicyclists, are involved in a crash. Research¹ shows that as speeds increase, the risk of a pedestrian dying after being struck by a vehicle increases dramatically. The average risk of death for an impact speed of 23 mph is 10 percent, versus an average risk of 75 percent for a pedestrian struck by a vehicle traveling at 50 mph. The risk of death or severe injury increases for more vulnerable populations such as pedestrians over 70 years of age. This is particularly concerning for a community like Indian River County where approximately a third of the population is above age 65.

¹ Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

Posted speed limits on collectors and arterials in Indian River County was obtained from the MPO. Posted speed limits range from 25 miles per hour (mph) in more dense, urban areas to 65 mph along SR 60 to the west of I-95 where the adjacent land is primarily agricultural. Figure 2 indicates the proportions of centerline miles of roadway represented by each posted speed limit. Roadways with posted speed limits of 45 mph represent the largest share of centerline miles at 34 percent. It should be noted that this data does not include local and neighborhood streets which tend to have lower posted speed limits of 25 or 30 mph.

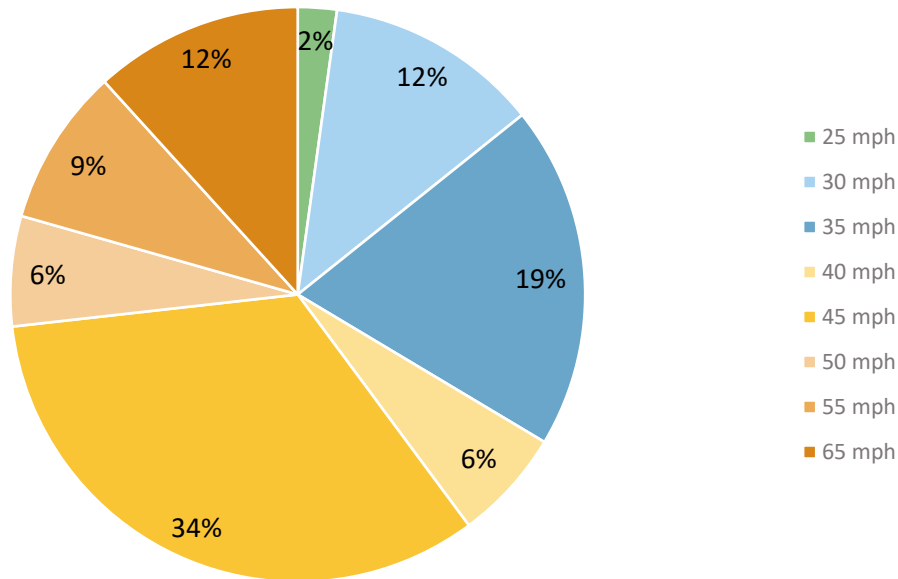


Figure 2 - Posted Speed Limits by Centerline Miles of Roadway

Historical Crash Trends

In general, the number of crashes per year has been increasing since 2019, with the exception of a dip in 2020, during the COVID-19 pandemic, as shown in Figure 3. For the five-year analysis period, a total of 15,623 crashes were reported on roadways across the county (excluding the interstate and collisions reported in parking lots). Of the crashes reported over the five years reviewed, 99 crashes were fatal, and 331 collisions resulted in incapacitating (or serious) injuries. Figure 4 presents the fatal and serious injury crashes by year. Fatal crashes have remained somewhat steady at around 20 per year. Reported crashes resulting in serious injuries have varied from 55 to 76 per year, with an average of 66 serious injury crashes per year.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

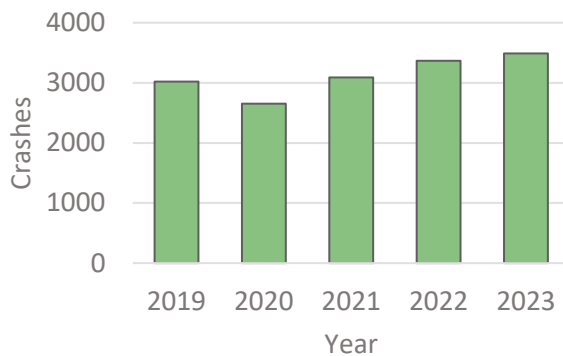
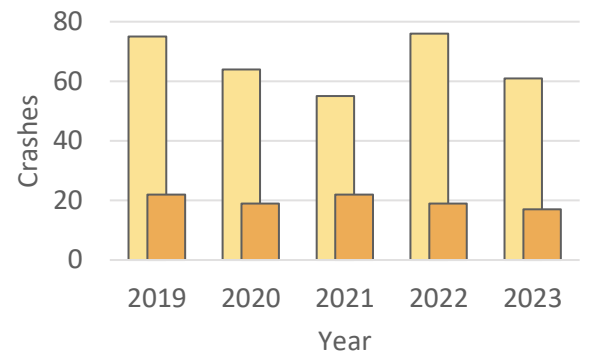


Figure 3 - Crashes by year



■ Serious Injury ■ Fatal

Figure 4 - Fatal and serious injury crashes by year

Crash Types

Understanding the types of crashes reported in the County helps us begin to get a picture for potential factors that contributed to the incidents. Figure 5 presents the percentage of each crash type for total, serious injury, and fatal crashes. Although rear ends account for over 30 percent of all crashes, left turn, other, and angle crashes are the top three types associated with severe crashes (crashes resulting in fatalities or serious injuries). Figure 6 further summarizes the frequency of each crash type by fatal and serious injury crashes. A further evaluation of fatal and serious injury crashes classified as “other” indicated that the majority were single vehicle crashes and most occurred along rural roadway segments. 42 percent of “other” crashes are labeled as lane departure related.

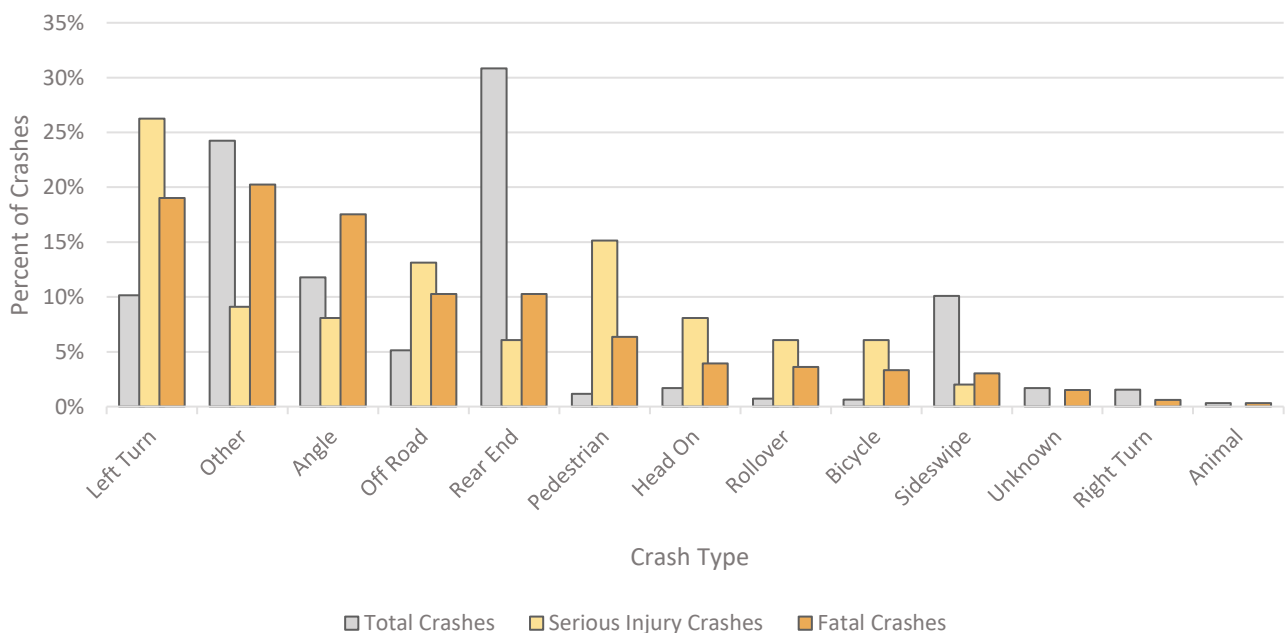


Figure 5 - Crash types, 2019-2023

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

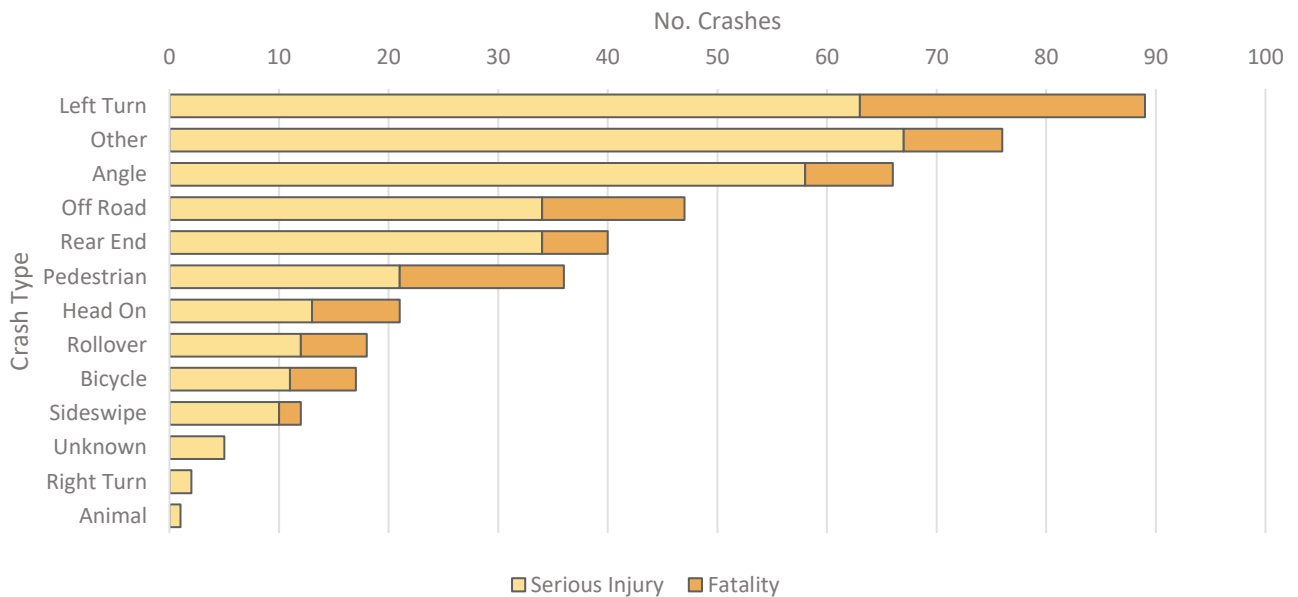


Figure 6 - Fatal and serious injury crashes by crash type, 2019-2023

Lighting Conditions

Figure 7 shows all crashes by lighting conditions and crash severity. Nearly 80 percent of all crashes were reported as occurring during daylight hours. Approximately 10 percent of all crashes occurred in dark – lighted conditions while just over 5 percent were reported in dark – not lighted conditions. For fatal and serious injury crashes, 14 percent occurred in dark – lighted conditions and 17 percent occurred in dark – not lighted, as shown in Figure 8. This indicates that fatal and serious injury crashes are overrepresented in dark conditions, both when lighting is present and when there is no lighting.

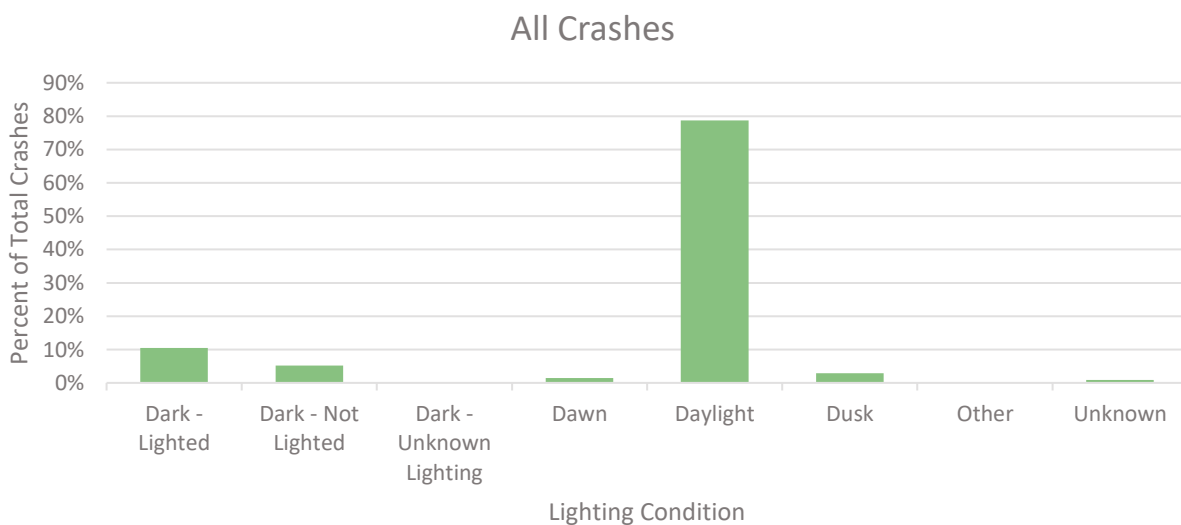


Figure 7 - All crashes by lighting condition, 2019-2023

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

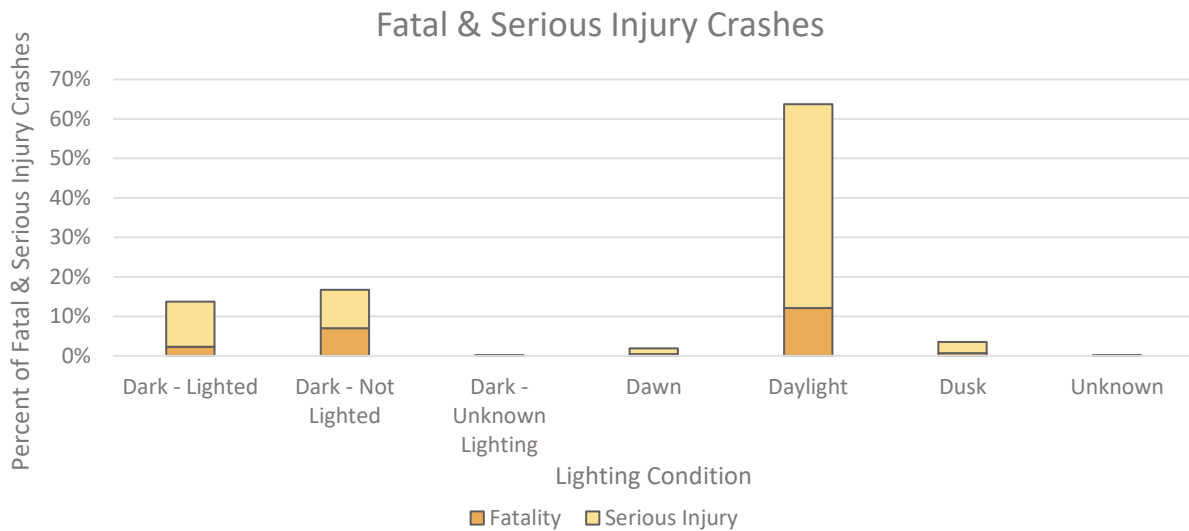


Figure 8 - Fatal and serious injury crashes by lighting condition, 2019-2023

Road Users

Crashes by Mode of Travel

Motor vehicle only crashes made up 95 percent of all crashes; however, only 60 percent of fatal crashes involve only motor vehicles. Motorcycles, bicycles, and pedestrians are each involved in only 2 percent of the total reported crashes but share higher portions of serious injury and fatal crashes, as indicated in Figure 9. These statistics reflect the fact that motor vehicles tend to protect occupants during a collision, whereas motorcyclists, bicyclists, and pedestrians are more vulnerable.

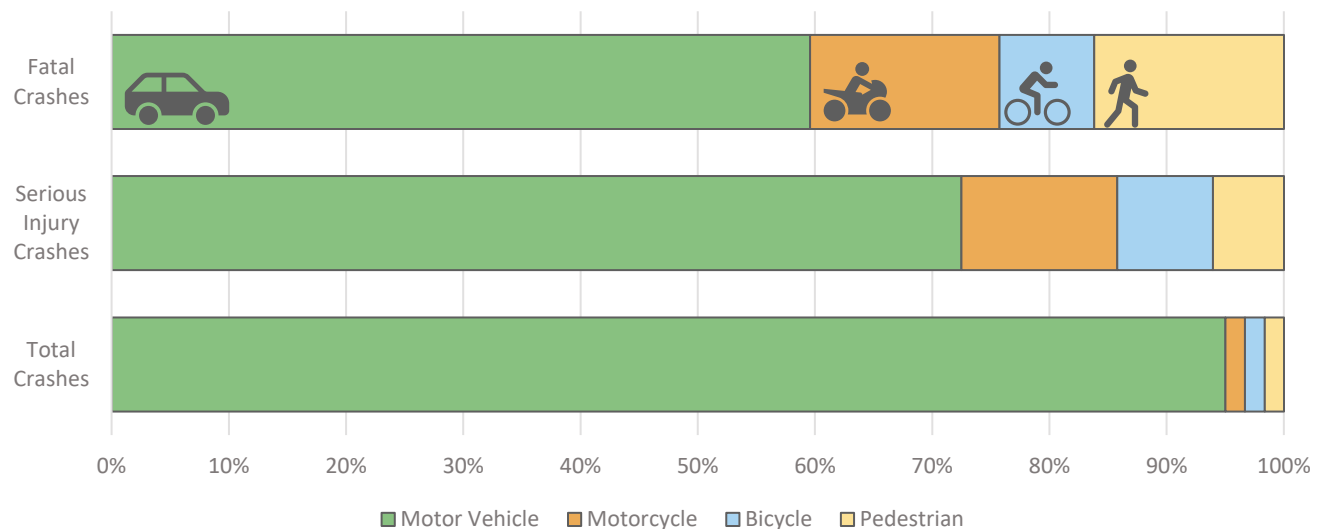


Figure 9 - Crashes by Mode and Severity

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

The review of roadway lighting conditions related to the County's crash history indicated that 16 percent of dark – not lighted crashes resulted in fatalities or serious injuries. Further evaluation of the dark – not lighted crashes based on mode choice revealed that vulnerable users are overrepresented in fatal and serious injury crashes for this condition. Figure 10 presents a chart of total, serious injury, and fatal crashes by mode choice for dark – not lighted conditions. Pedestrians were involved in 5 percent of all dark – not lighted crashes but account for 14 percent of serious injury and 37 percent of fatal crashes that occurred in dark – not lighted conditions. Bicyclists were involved in 2 percent of the total crashes and 7 percent of fatal dark – not lighted crashes. Motorcycles were involved in 3 percent of the total and fatal crashes but 17 percent of serious injury crashes that included dark – not lighted conditions.

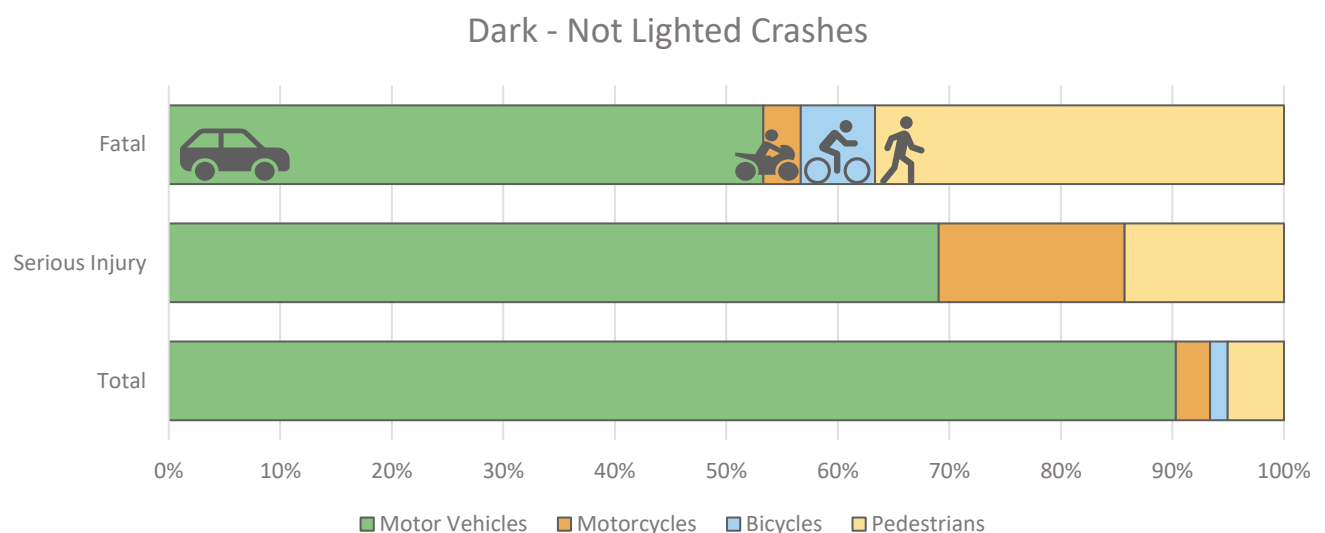


Figure 10 - Dark - Not Lighted crashes by mode and severity

Drivers by Age

Driver abilities can differ based on the driver age groups. In general, teen drivers (ages 15 to 19) tend to be less skilled because they have less experience driving. Aging drivers, defined as drivers ages 65 and older, can begin to experience physical challenges (such as vision or hearing changes) that affect their driving abilities. Figure 11 presents the proportions of each age group (teen drivers, aging drivers, and drivers age 20 to 64) involved in crashes based on the crash severity. Teen drivers represent between 13 and 15 percent of crashes for each severity level with the exception of being involved in only 5 percent of fatal crashes. Aging drivers are involved in 36 percent of all crashes, but represent 44 percent of fatal crashes, indicating that aging drivers are overrepresented in fatal crashes.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

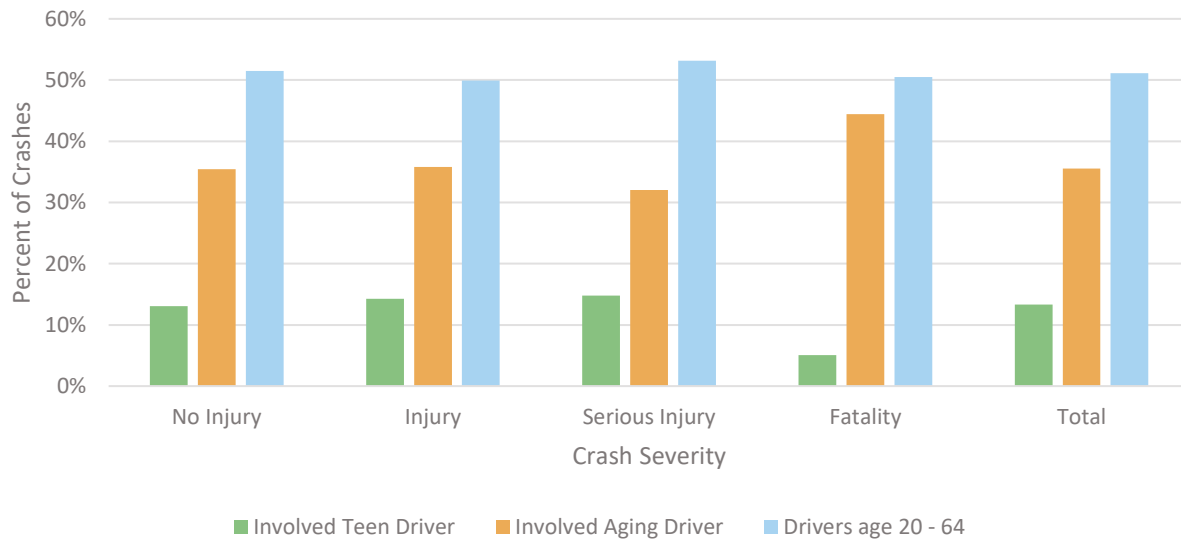


Figure 11 - Crash severity by age group, 2019-2023

Crash Locations

Rural vs Urban

Indian River County includes a mix of rural and urban areas. Figure 12 presents a summary of rural and urban crashes by crash severity. Approximately 32 percent of roadways (measured in centerline miles) in the county are considered rural, with the remaining 68 percent classified as urban. Crash reports, however, indicate that approximately 65 percent of crashes occur on rural roadways. For fatal and serious injury crashes, that portion jumps to 75 percent. This reveals that rural roadways are overrepresented in the fatal and serious injury crashes.

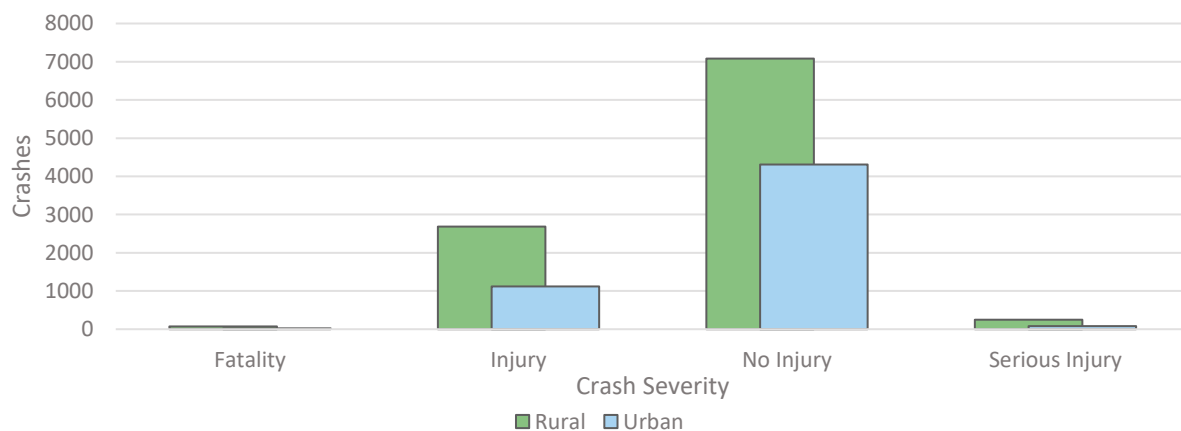


Figure 12 - Rural and urban crashes by severity

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

Intersection Related

It is important to understand the breakdown of crashes reported at intersections versus along roadway segments. Figure 13 indicates that while 44 percent of all crashes occurred at intersections, 53 percent of fatal and serious injury crashes happened at intersections. The crash history suggests that intersections are overrepresented for fatal and serious injury crashes. Still, the plan should consider ways to improve both intersections and road segments with regards to safety.

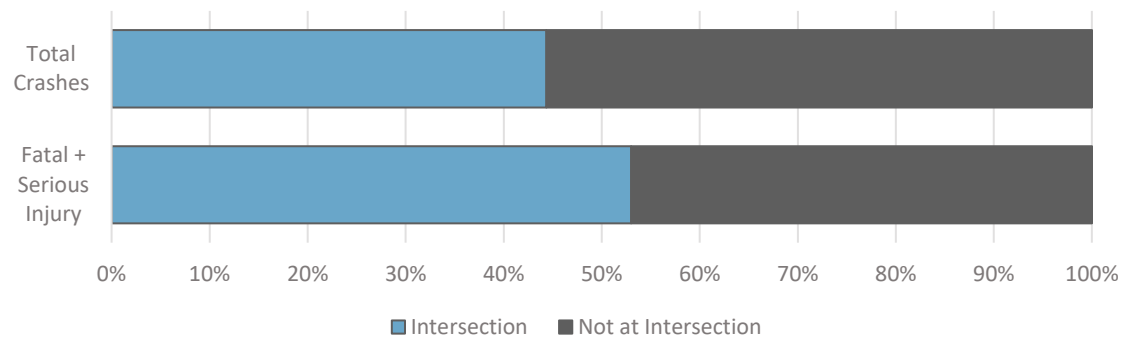
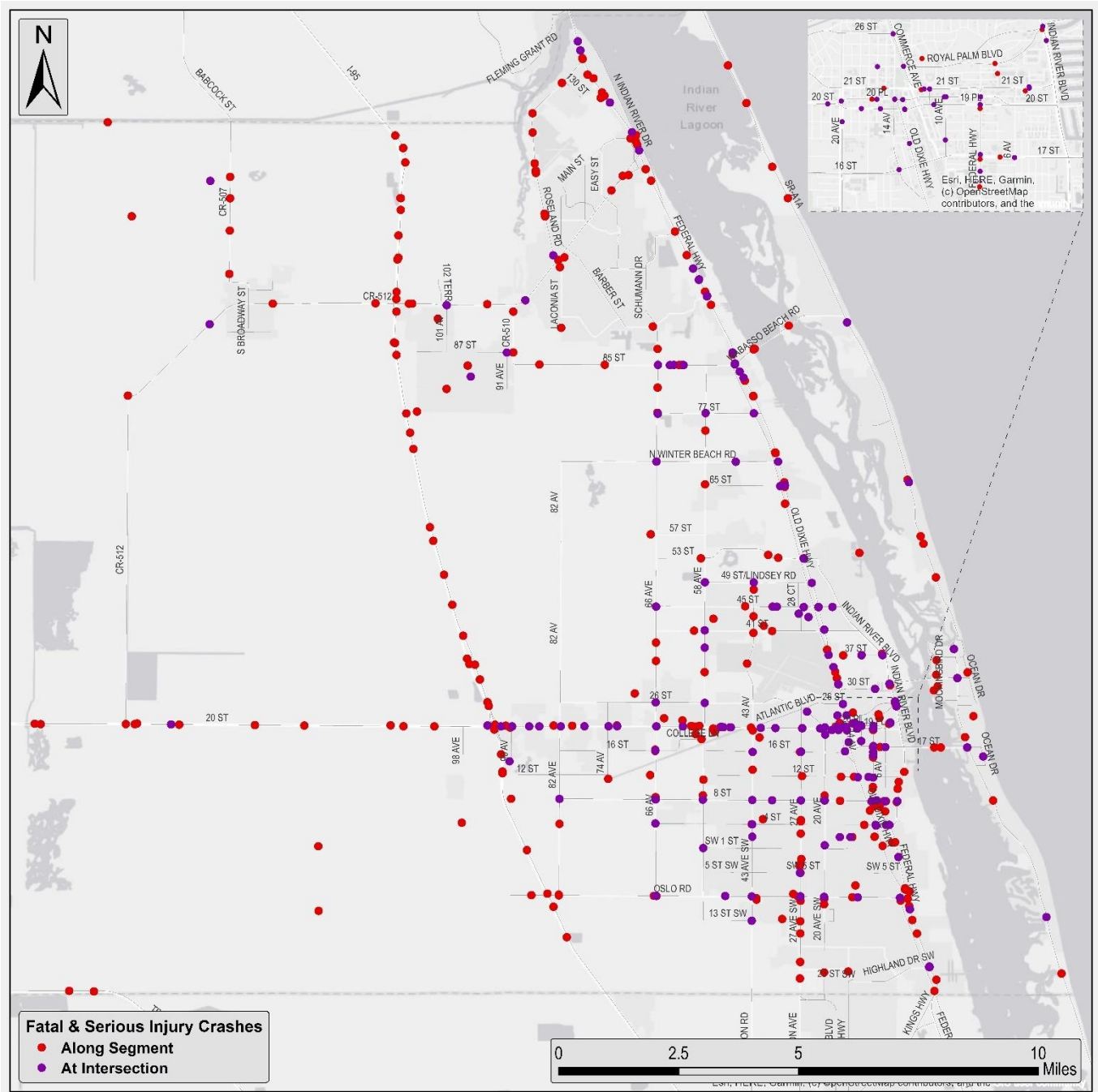


Figure 13 - Intersection vs not at intersection crashes, 2019-2023

Map 1 identifies the locations of all fatal and serious injury crashes within Indian River County for the years 2019 through 2023.

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Map 1 - Fatal & Serious Injury Crashes, 2019-2023

CRASH PROFILES

Thus far, the plan has considered overall crash trends for Indian River County and identified high risk road segments and intersections. To truly develop a robust safety action plan, it is important to also understand crash patterns with regards to the crash types and settings, regardless of specific locations. A systemic safety analysis evaluates historical crash data with the goal of identifying features or characteristics within the transportation system that might contribute to crashes. Such elements can be physical or behavior. Through this approach, we can identify crash profiles, or sets of characteristics that contribute to fatal and serious injury crashes. The crash profiles can be used to develop corresponding safety strategies including physical countermeasures as well as educational programs or law enforcement initiatives.

Crashes were analyzed based on different user groups including pedestrians, bicyclists, motorcyclists, and motor vehicles. For the purposes of this plan, motorcycle crashes were considered separately from motor vehicle crashes because of the differences in safety features versus motor vehicles. Like bicyclists, motorcyclists are more vulnerable to injuries and fatalities because they are not surrounded by a vehicle frame. In addition, motorcycles can be difficult for motorists to see, placing them at a higher risk of being struck by a motor vehicle when compared to the other motor vehicles on the roadway.

Within each user group, crash attributes related to both roadways and users were evaluated. Emerging patterns were used to create crash profiles that identify a set of characteristics that tend to occur together in a high frequency. These crash profiles will be used to guide the development of proactive solutions, versus a more reactive approach where countermeasures are selected to address concerns at specific locations identified based on observed crash history.

Pedestrian Crashes

Pedestrians were involved in 253 crashes, or 2 percent of all crashes. For the 5-year analysis period, 36 crashes involving pedestrians resulted in deaths or serious injuries. Of those fatal and serious injury crashes involving pedestrians, 25 crashes (69%) occurred at a rural location (as shown in Figure 14), and only 4 crashes were intersection related. Figure 15 shows how the lighting conditions relate to the location. A total of 27 crashes occurred under dark conditions, including 17 crashes that happened at locations with no lighting present. 25 of the crashes occurred at midblock locations.

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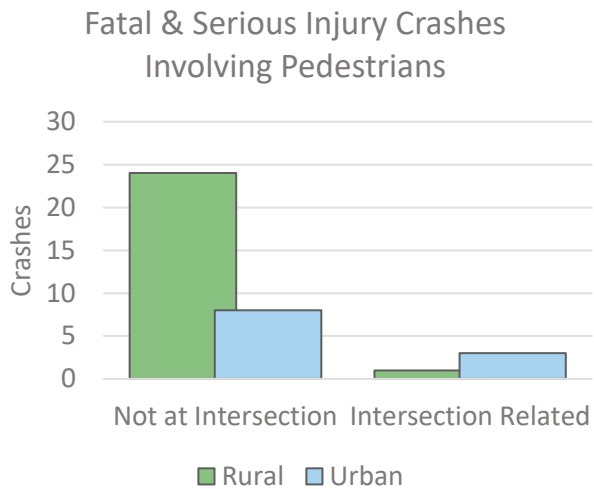


Figure 14 - Fatal and serious injury pedestrian crashes by location, 2019-2023

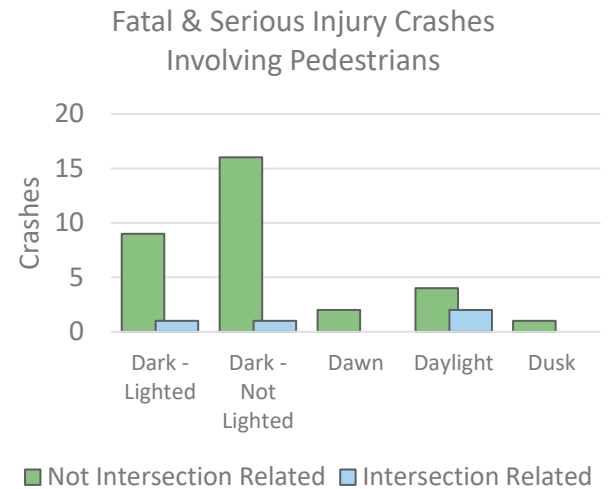
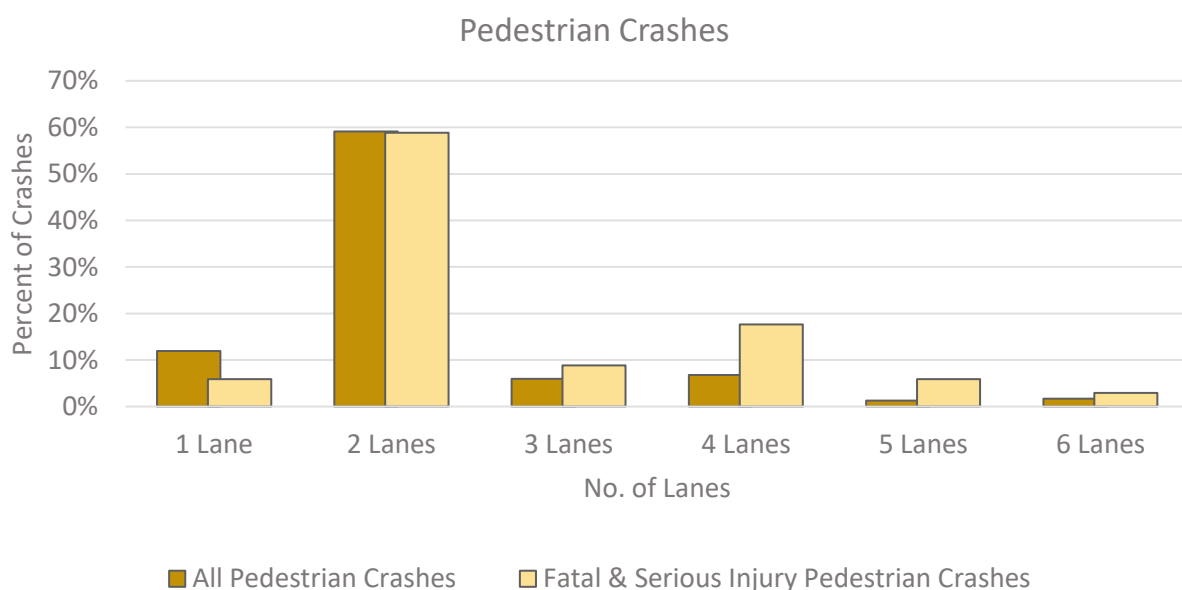


Figure 15 - Fatal and serious injury pedestrian crashes by lighting conditions and location, 2019-2023

Figure 16 presents the severe crashes involving pedestrians by the number of lanes on the roadway. Approximately 60 percent of all pedestrian crashes and of fatal and serious injury crashes occurred on two-lane roadways. Meanwhile, four-lane facilities accounted for 7 percent of all pedestrian crashes, but 18 percent of fatal and serious injury pedestrian crashes. Over 70 percent of the four-lane roadways where pedestrian crashes were reported feature posted speed limits of 40 mph or higher. Further review of fatal and serious injury crashes involving pedestrians indicated that midblock crashes occurred primarily on two-lane and four-lane facilities. The incidents that were reported on five- and six-lane facilities were located at intersections.



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Figure 16 - Pedestrian crashes by severity and number of lanes on roadway

Figure 17 presents the dark – not lighted crashes that involved pedestrians. In total, 41 crashes involving pedestrians were reported under dark – not lighted conditions. 75 percent of the dark – not lighted crashes happened at rural locations. 15 of the 17 fatal and serious injury crashes occurred at rural locations.

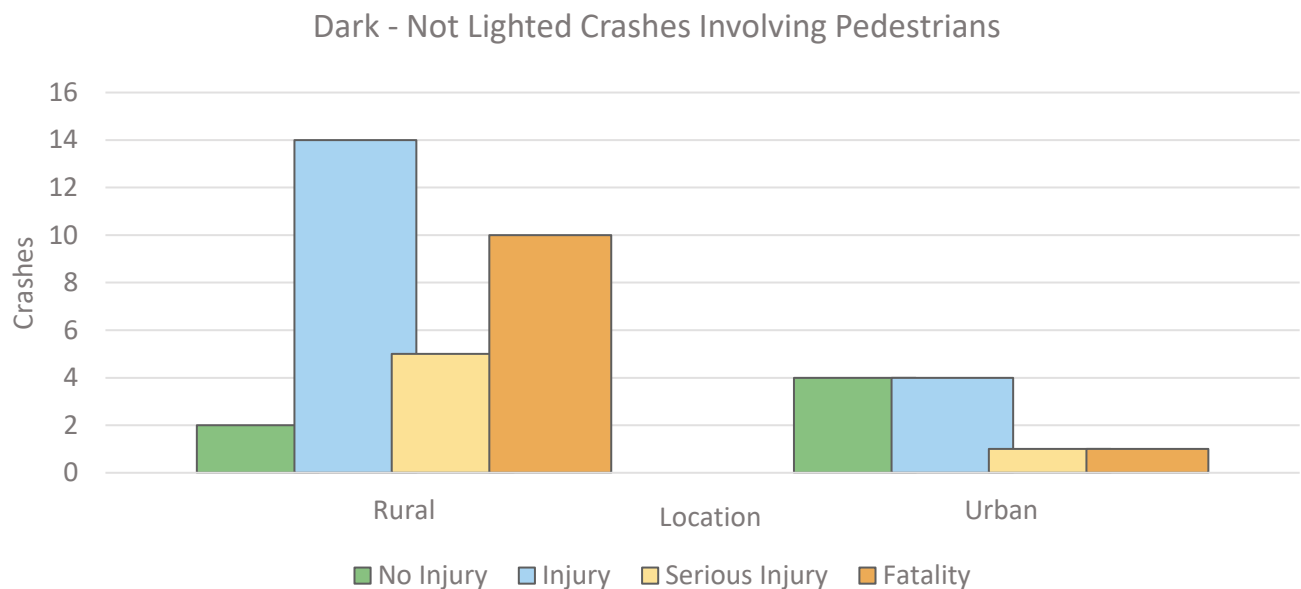


Figure 17 - Dark - Not Lighted crashes involving pedestrians, by location, 2019-2023

Figure 18 summarizes pedestrian crashes based on the posted speed limit of the roadway for all pedestrian crashes and for fatal and serious injury pedestrian crashes. For posted speed limits 30 mph and less, the percent of crashes is similar for all pedestrian crashes and severe pedestrian crashes. For roadways with posted speed limits 35 mph and higher, the percentage of fatal and serious injury crashes are greater than the percentage of all crashes. This likely reflects the role of vehicular speed in deaths and incapacitating injuries of vulnerable road users. As vehicle speeds increase, the chances of a pedestrian surviving being struck decrease dramatically.

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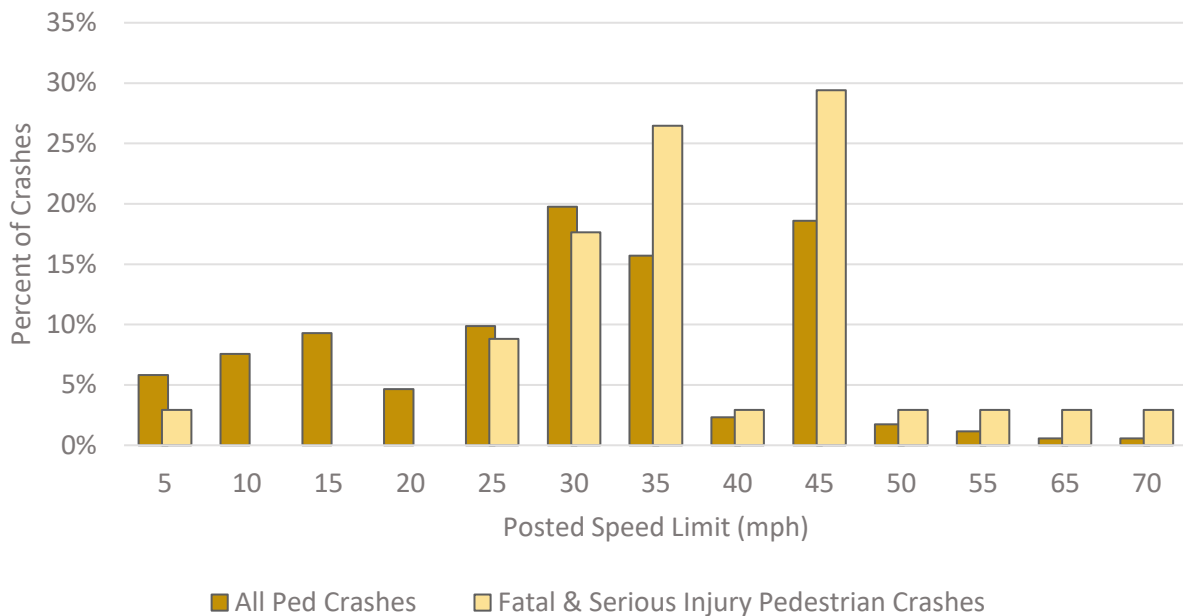
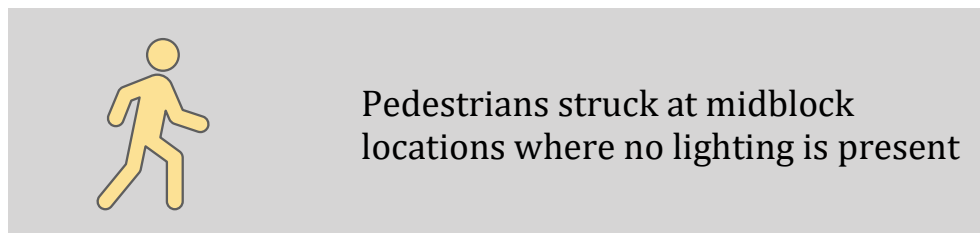


Figure 18 - Pedestrian crashes by posted speed limit and severity

Pedestrian Crash Profiles

Based on the crash history for Indian River County, the following profile emerged:



Solutions to address the pedestrian crash profile should consider both rural and urban contexts as well as measures that can be implemented for both two-lane and multilane facilities. Roadways with posted speed limits greater than 30 mph should also be given special consideration.

Bicycle Crashes

Bicyclists were involved in 264 crashes over the five-year evaluation period. 35 crashes resulted in deaths or serious injuries. As shown in Figure 19, 28 crashes (80%) occurred in rural locations. 20 crashes were reported at intersections and 15 crashes happened at non-intersection locations. Figure 20 indicates that the majority of crashes occurred during daylight conditions, with 2 crashes reported in dark – not lighted conditions.

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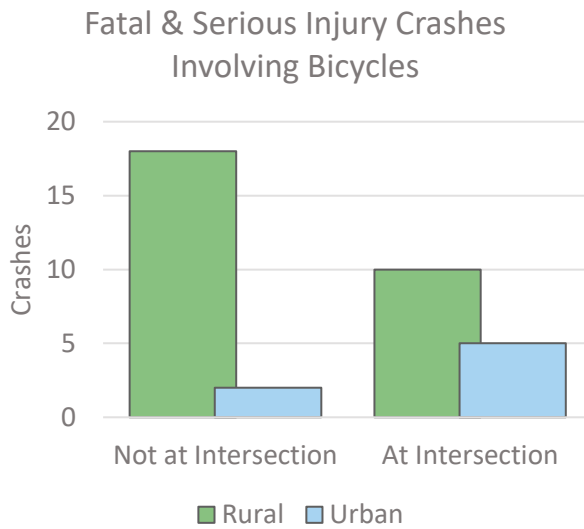


Figure 19 - Fatal and serious injury bicycle crashes by location, 2019-2023

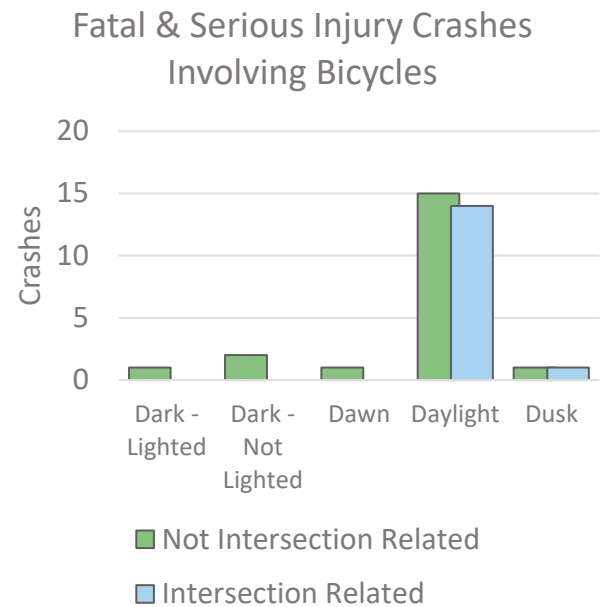


Figure 20 - Fatal and serious injury bicycle crashes by lighting conditions and location, 2019-2023

Figure 21 shows the vehicle movements and intersection stop control (or “no control” for non-intersection locations) reported for the severe bicycle crashes. 48 percent of vehicles were traveling straight ahead while 22 percent were turning right and 16 percent were turning left. The majority of the crashes involving vehicles traveling straight ahead occurred at locations where no traffic control was present, suggesting that these were midblock collisions. The crashes involving vehicles turning right were all reported at locations with either a stop sign or a traffic signal.

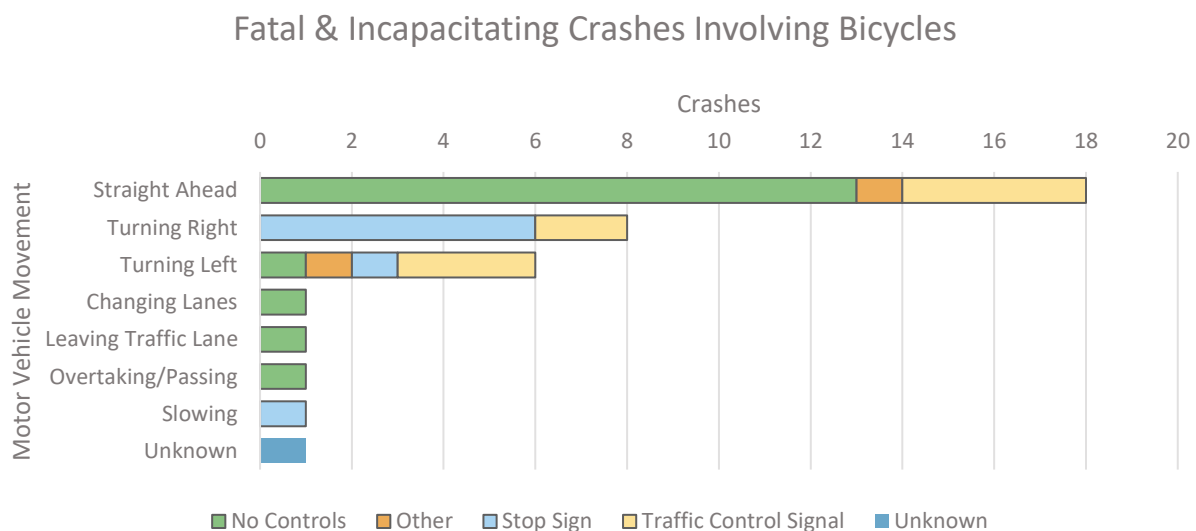


Figure 21 - Fatal and serious injury bicycle crashes by motor vehicle movement and stop control

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Figure 22 compares the number of lanes for all bicycle crashes with fatal and serious injury bicycle crashes. In general, most bicycle crashes were reported on two-lane facilities. The fatal and serious injury bicycle crashes appear to exhibit similar trends as for all bicycle crashes, with the exception of 14 percent of fatal and serious injury crashes were reported on three-lane roadways, versus 8 percent of all bicycle crashes.

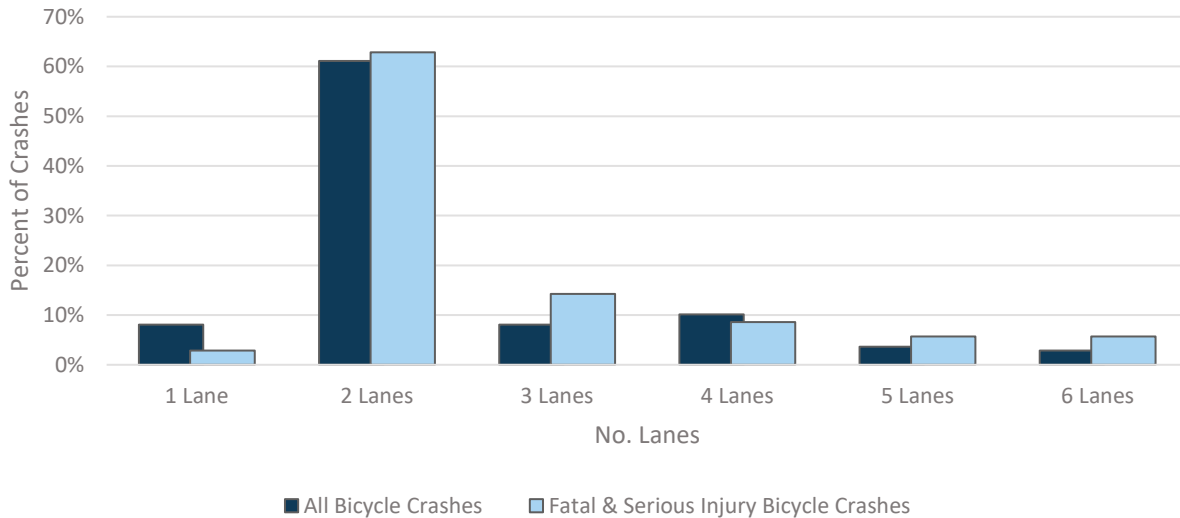


Figure 22 - Bicycle crashes by number of lanes, 2019-2023

Vehicular speeds play a crucial role in crashes involving bicycles as higher speeds typically increase the risk of death or serious injury for vulnerable users. Figure 23 shows bicycle crashes based on the posted speed limit of the roadway. Posted speed limits of 25 and 30 mph tend to represent a higher proportion of all bicycle crashes but lower proportions of fatal and serious injury bicycle crashes. This trend reversed for posted speed limits of 35, 40, 45, and 50 mph. While roadways with 45 mph posted speed limits are represented in 24 percent of all bicycle crashes, 31 percent of fatal and serious injury crashes occurred on 45 mph facilities.

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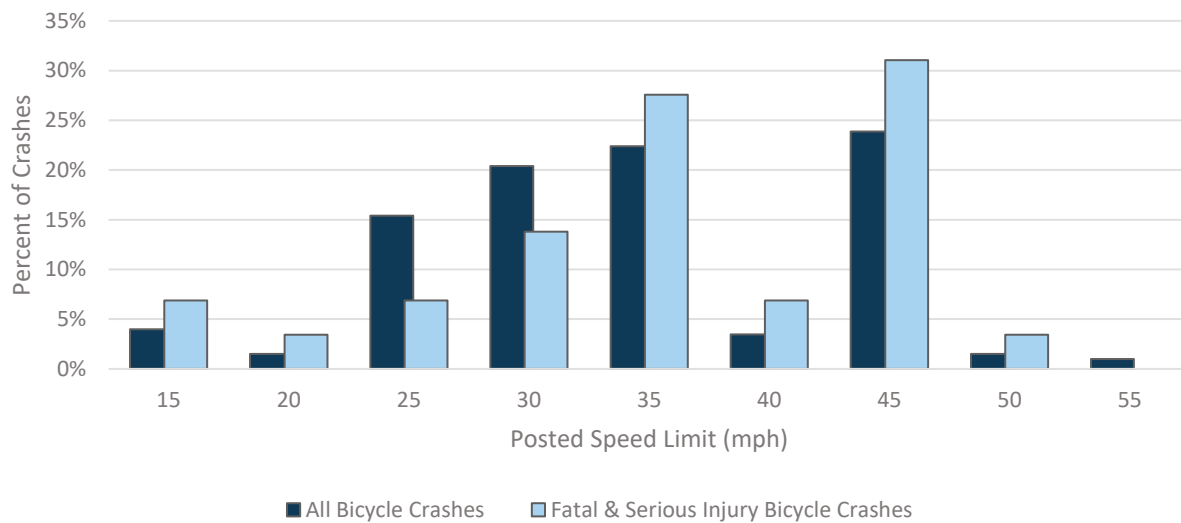
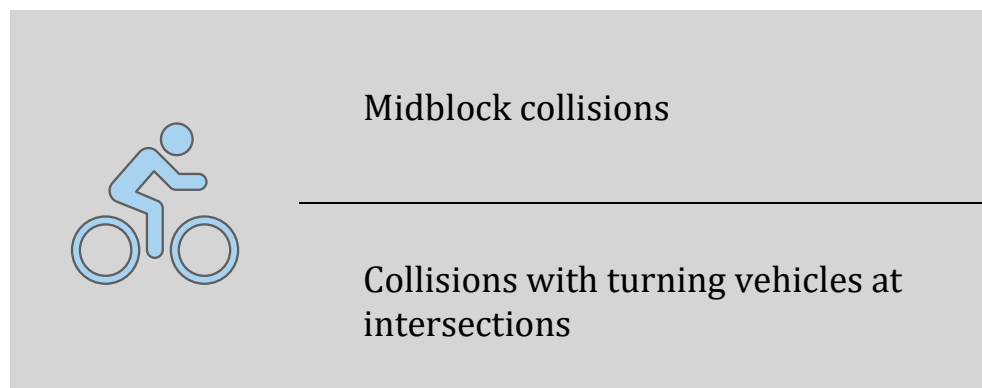


Figure 23 - Bicycle crashes by posted speed limit, 2019-2023

Bicycle Crash Profiles

Based on the crash history for Indian River County, the following bicycle crash profiles emerged:



Countermeasures intended to address bicycle crash profiles will need to address both rural and urban locations. Two-lane facilities should be a focus for implementing strategies.

Motorcycle Crashes

Motorcycles were involved in 276 (2 percent) crashes. Of those crashes involving motorcycles, 60 crashes, or 21.7 percent, resulted in fatalities or serious injuries. Further review indicated that 80 percent of fatal and serious injury motorcycle crashes occurred in rural locations, while 60 percent were intersection related. Figure 24 summarizes the severe motorcycle crashes based on location. The majority of fatal and serious injury crashes occurred in daylight conditions, as indicated in Figure 25.

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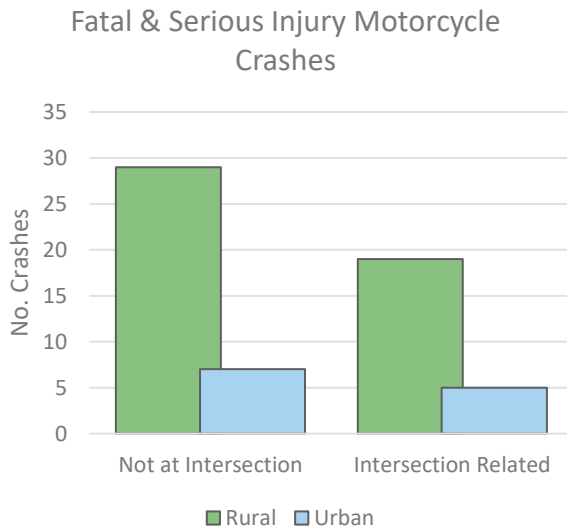


Figure 24 - Fatal and serious injury motorcycle crashes by location, 2019-2023

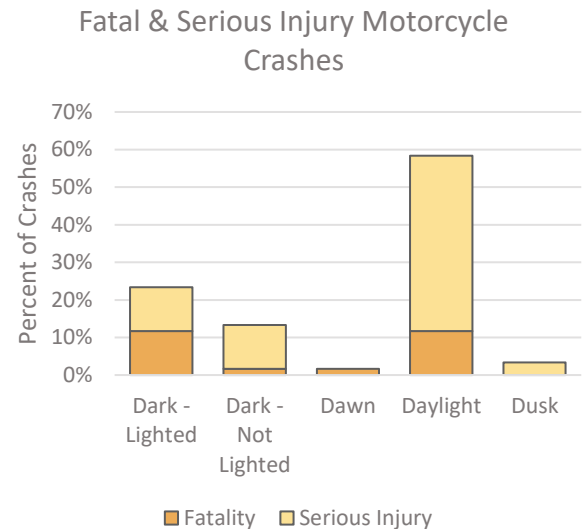


Figure 25 - Fatal and serious injury crashes by lighting conditions and severity, 2019-2023

Figure 26 compares all motorcycle crashes with fatal and serious injury motorcycle crashes by crash type. Single vehicle crashes were the most frequent type of motorcycle crash regardless of severity. While rear ends account for 19 percent of all motorcycle crashes, only 10 percent of fatal and serious injury crashes were rear ends. Left turn crashes, which include left entering, left rear, and left leaving types, were overrepresented for fatal and serious injury motorcycle crashes relative to total motorcycle crashes.

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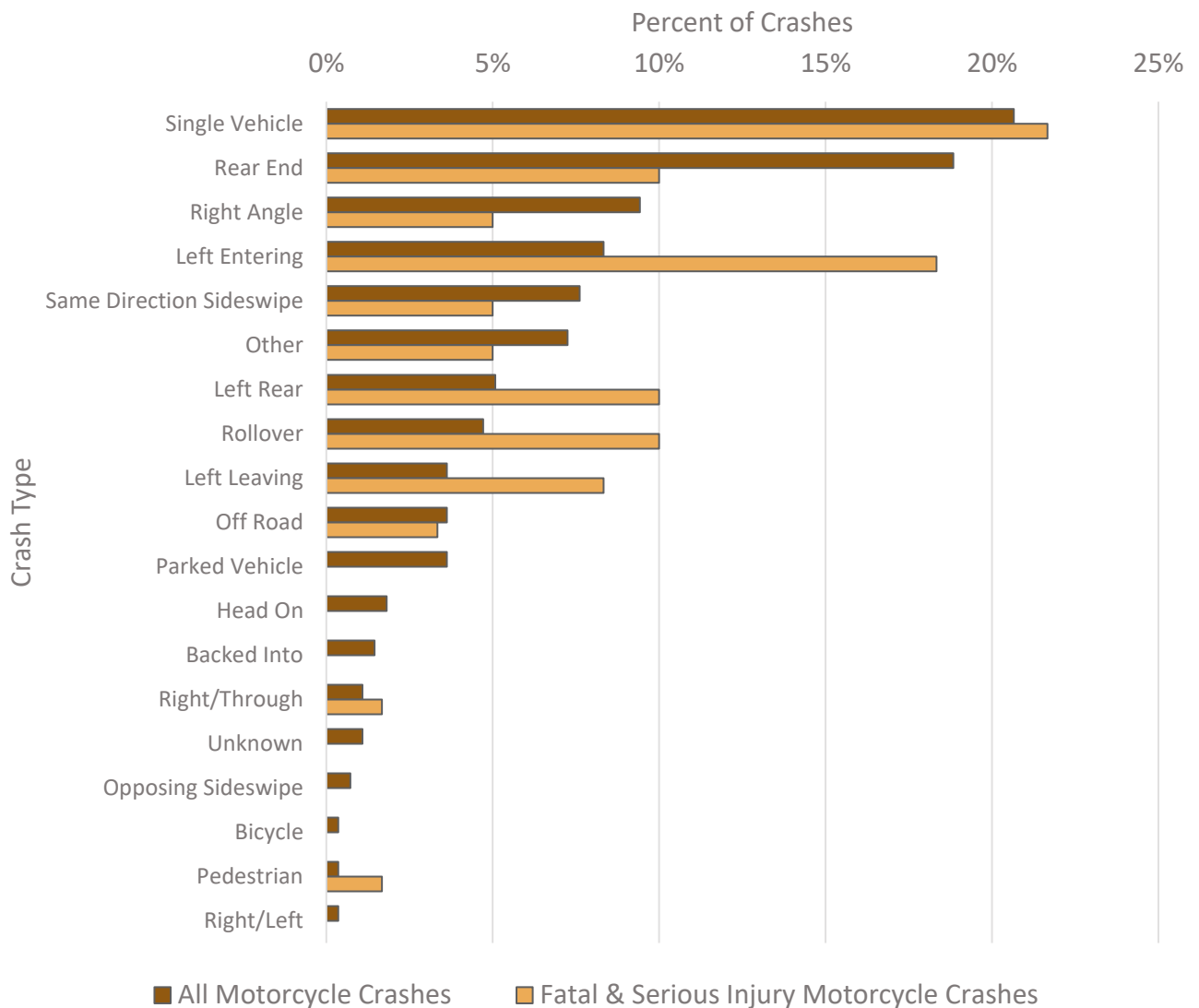


Figure 26 - Motorcycle crashes by type, 2019-2023

Left turn, single vehicle, and rollover crashes represent the highest portions of fatal and serious injury motorcycle crashes. These crash types were evaluated further to identify common locations where these crash types occur. Figure 27 indicates that the majority of fatal and serious injury left turn motorcycle crashes happened at intersections or driveway access points. Meanwhile, single vehicle and rollover motorcycle crashes that resulted in fatalities or serious injuries tended to occur at non-intersection, or midblock, locations, as shown in Figure 28.

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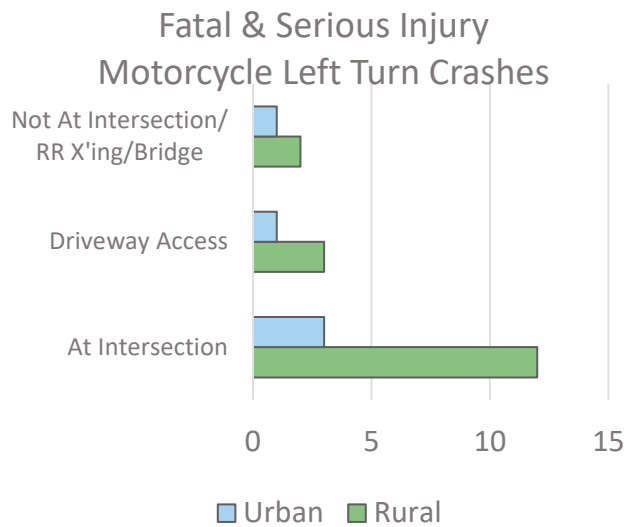


Figure 27 - Fatal and serious injury left turn motorcycle crashes by location, 2019-2023

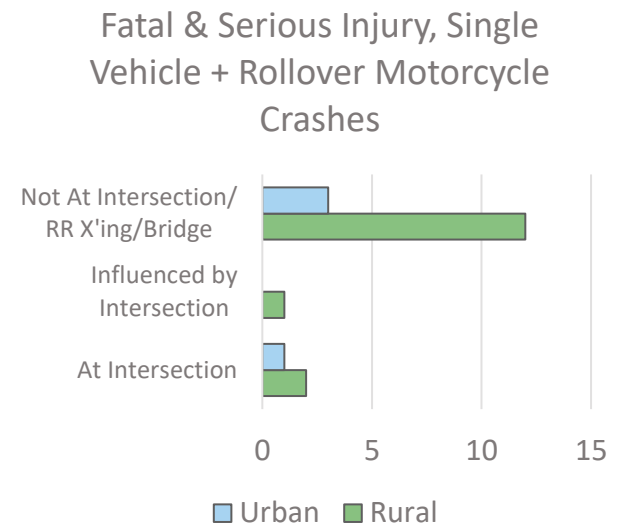


Figure 28 - Fatal and serious injury single vehicle and rollover motorcycle crashes by location, 2019-2023

Figure 29 presents the posted speed limit reported for all motorcycle crashes versus for fatal and serious injury motorcycle crashes. Roadways with posted speed limits 40 mph and above exhibited a higher portion of fatal and serious injury crashes versus all motorcycle crashes.

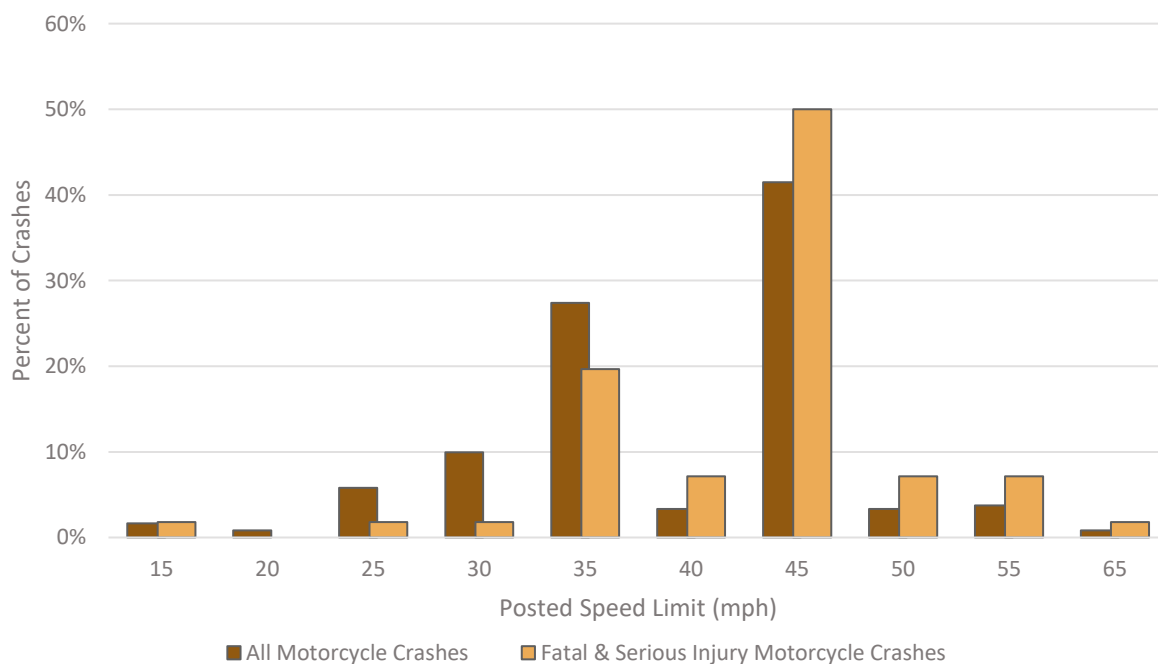


Figure 29 - Motorcycle crashes by posted speed limit, 2019-2023

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Figure 30 depicts motorcycle crashes based on the number of lanes on the roadway. Fatal and serious injury motorcycle crashes were overrepresented on three and four lane roadways versus all motorcycle crashes.

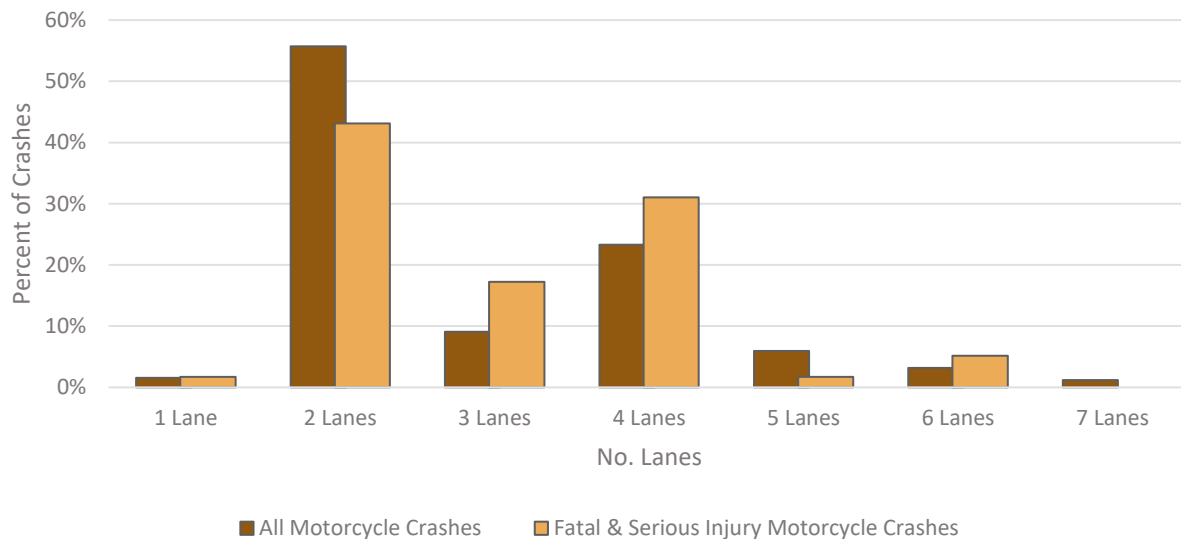


Figure 30 - Motorcycle crashes by number of lanes, 2019-2023

Motorcycle Crash Profiles

Based on the crash history for Indian River County, the following motorcycle crash profile emerged:



Left turn motorcycle crashes at intersections or driveways on rural roadways

Motor Vehicle Crashes

Fatal and serious injury collisions involving only motor vehicles accounted for 302 crashes over the five-year period from 2019 through 2023. Figure 31 presents the portion of crashes by location alongside the proportions of urban and rural roadway miles. Approximately 33 percent of Indian River County Road miles are considered rural; however, 70 percent of the severe motor vehicle crashes at intersections and 78 percent of midblock severe motor vehicle crashes occurred on rural roadways. Figure 32 indicates that the majority of motor vehicle collisions occurred during daylight hours.

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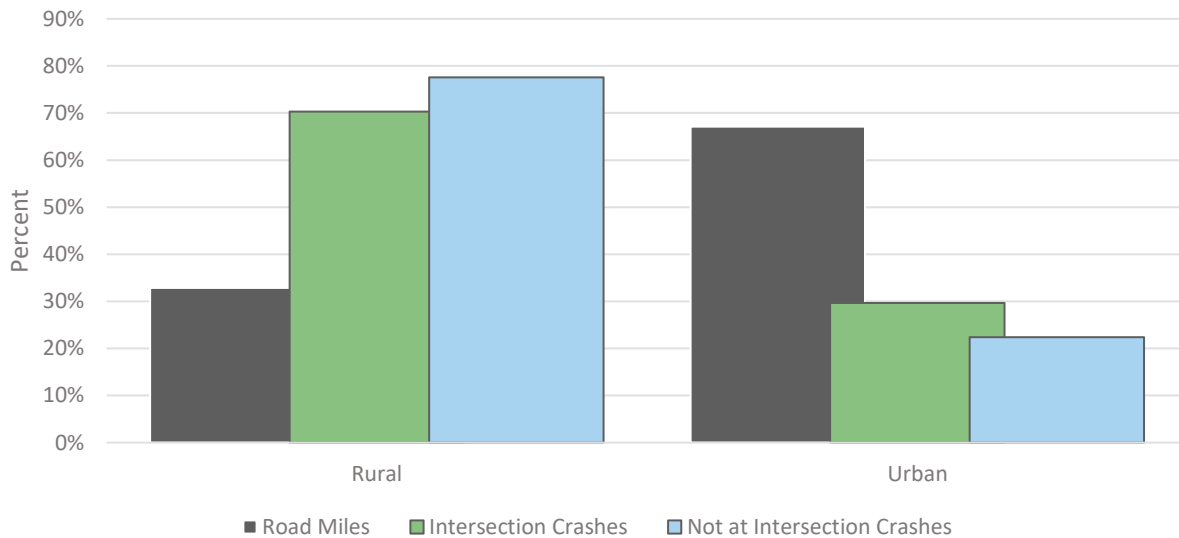


Figure 31 – Rural and urban road miles versus fatal and serious injury motor vehicle crashes by location, 2019-2023

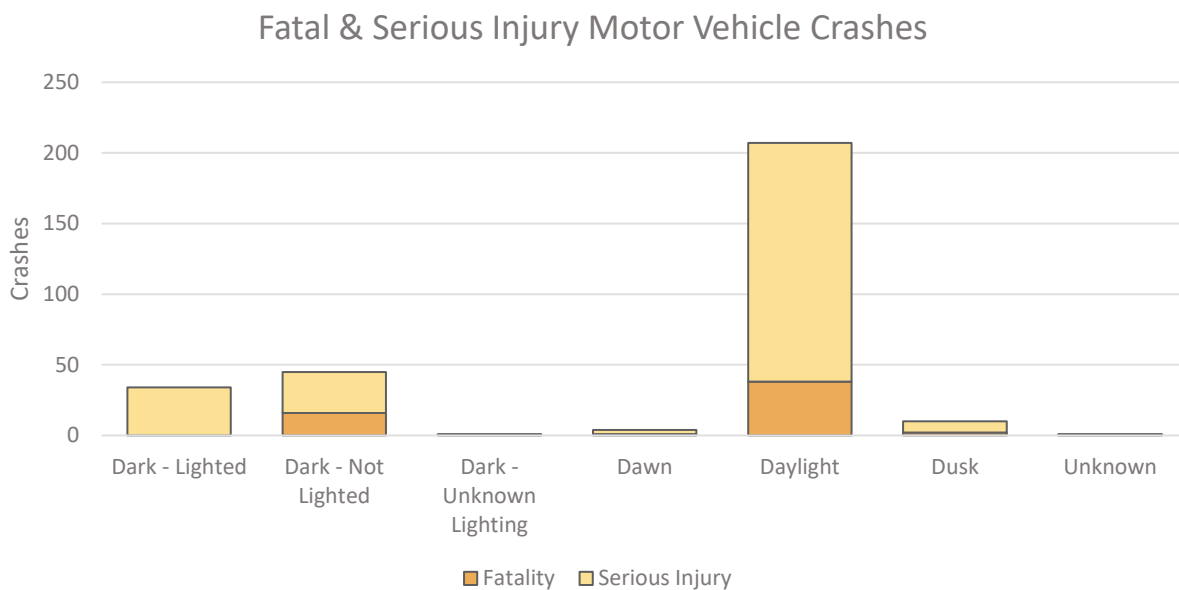


Figure 32 - Fatal and serious injury motor vehicle crashes by lighting conditions, 2019-2023

Figure 33 presents the detailed crash types for severe motor vehicle crashes based on whether the crash was at an intersection. Intersection locations exhibited high volumes of right angle and left turn crashes (including left entering, left rear, and left leaving). Roadway segments exhibited high frequencies of off road, single vehicle, and rear end collisions.

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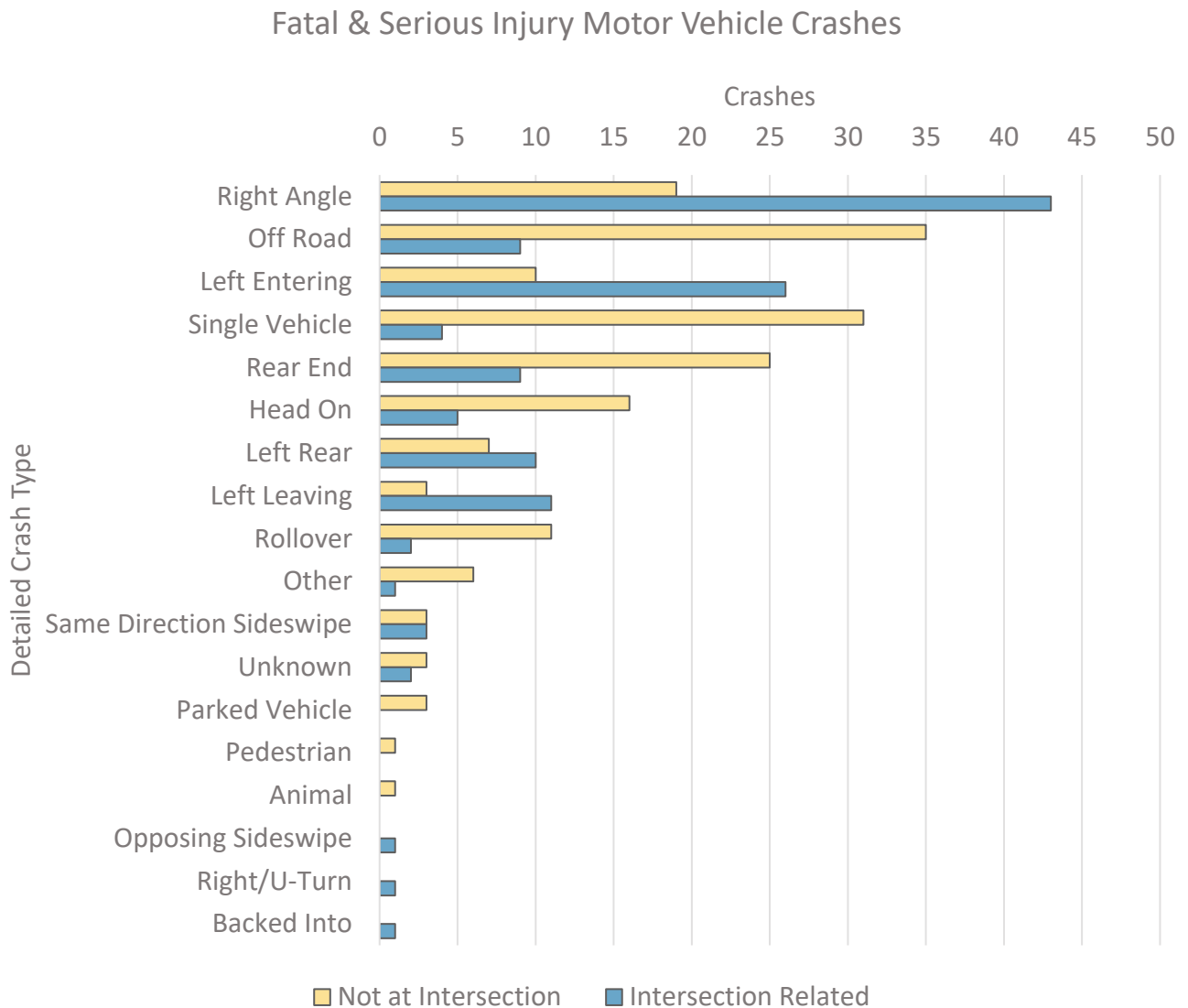


Figure 33 - Fatal and serious injury motor vehicle crashes by type, 2019-2023

Simplified crash types and stop control measures for fatal and serious injury motor vehicle crashes that occurred at intersections were evaluated as shown in Figure 34. Left turn crashes were reported at twice as many signalized intersections versus unsignalized intersections. Angle crashes also occurred at signalized intersections more than unsignalized.

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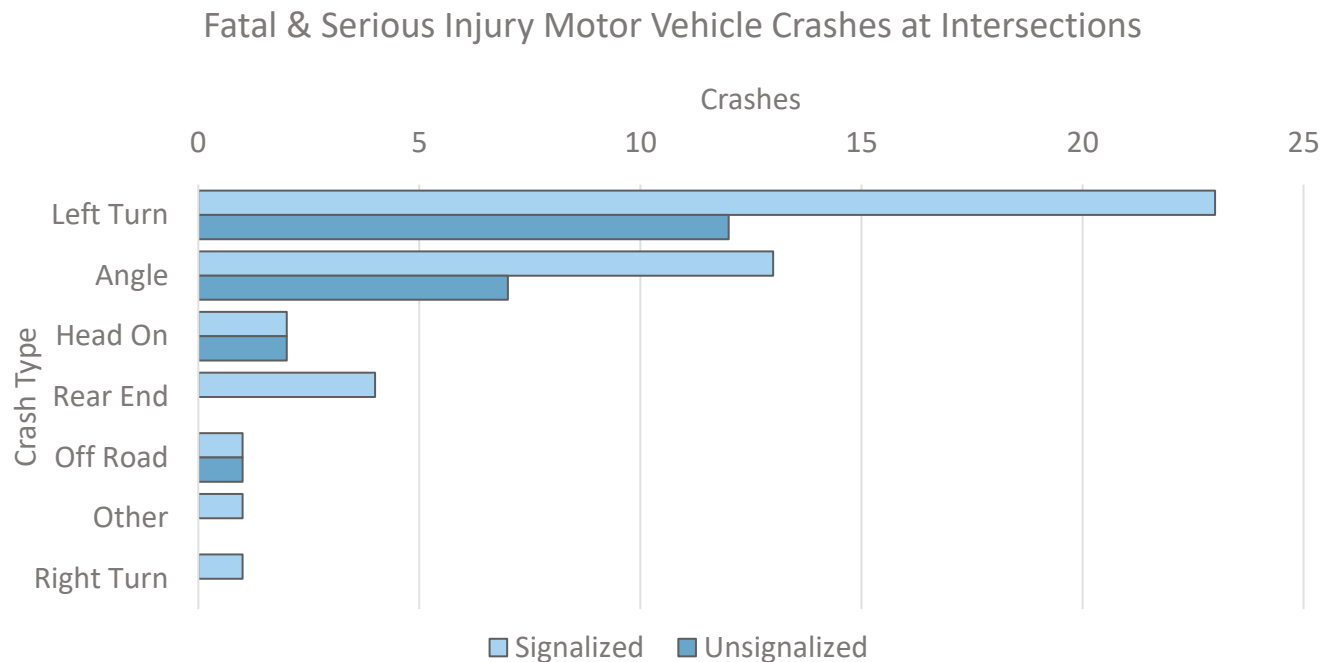


Figure 34 - Fatal and serious injury motor vehicle crashes at intersections by crash type and stop control, 2019-2023

Figure 35 shows that the majority of single vehicle crashes occurred on rural road segments.

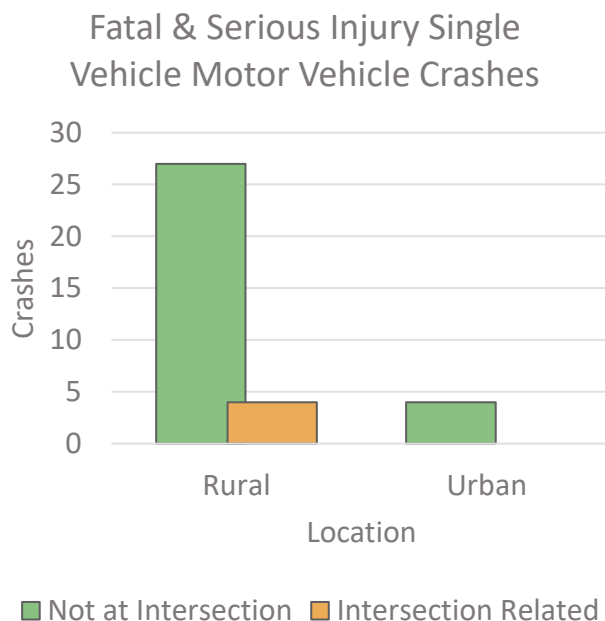


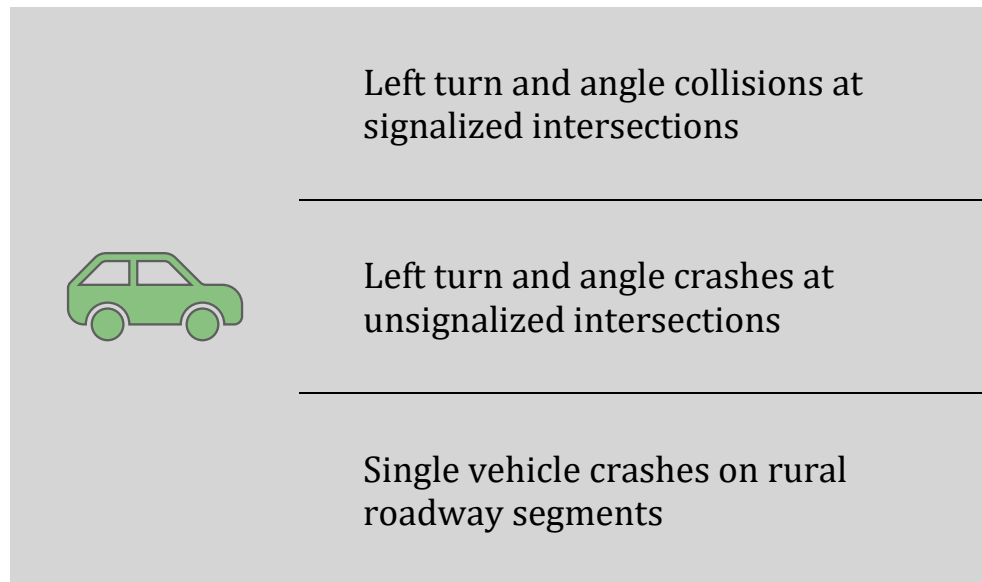
Figure 35 - Fatal and serious injury single vehicle crashes by location, 2019-2023

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Motor Vehicle Crash Profiles

Based on the crash history for Indian River County, the following motor vehicle crash profiles emerged:



Aging Drivers

In addition to evaluating different modes of travel, crashes involving aging drivers were also considered as part of the systemic safety analysis. Aging drivers have been involved in 150 fatal and serious injury crashes and have been a key emphasis area for Indian River County in recent years. Figure 36 presents the crash types based on rural and urban locations for fatal and serious injury crashes involving aging drivers. Aging drivers were involved in 49 left turn crashes, with 39 incidents reported on rural roadways. Angle crashes accounted for 20 percent (30 crashes) of all severe crashes involving aging drivers. Figure 37 reveals that left turn and angle crashes primarily happened at intersections.

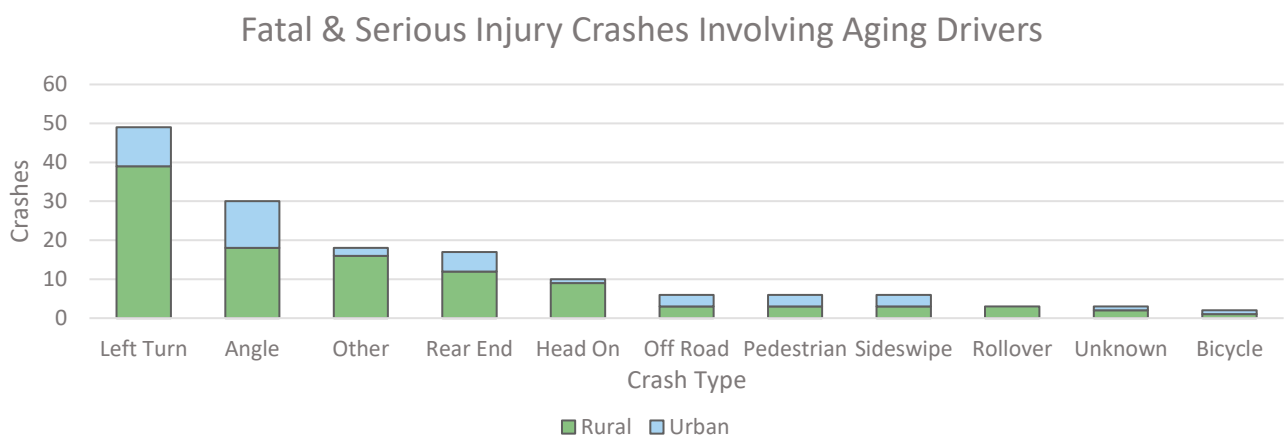


Figure 36 - Fatal and serious injury crashes involving aging drivers by crash type, 2019-2023

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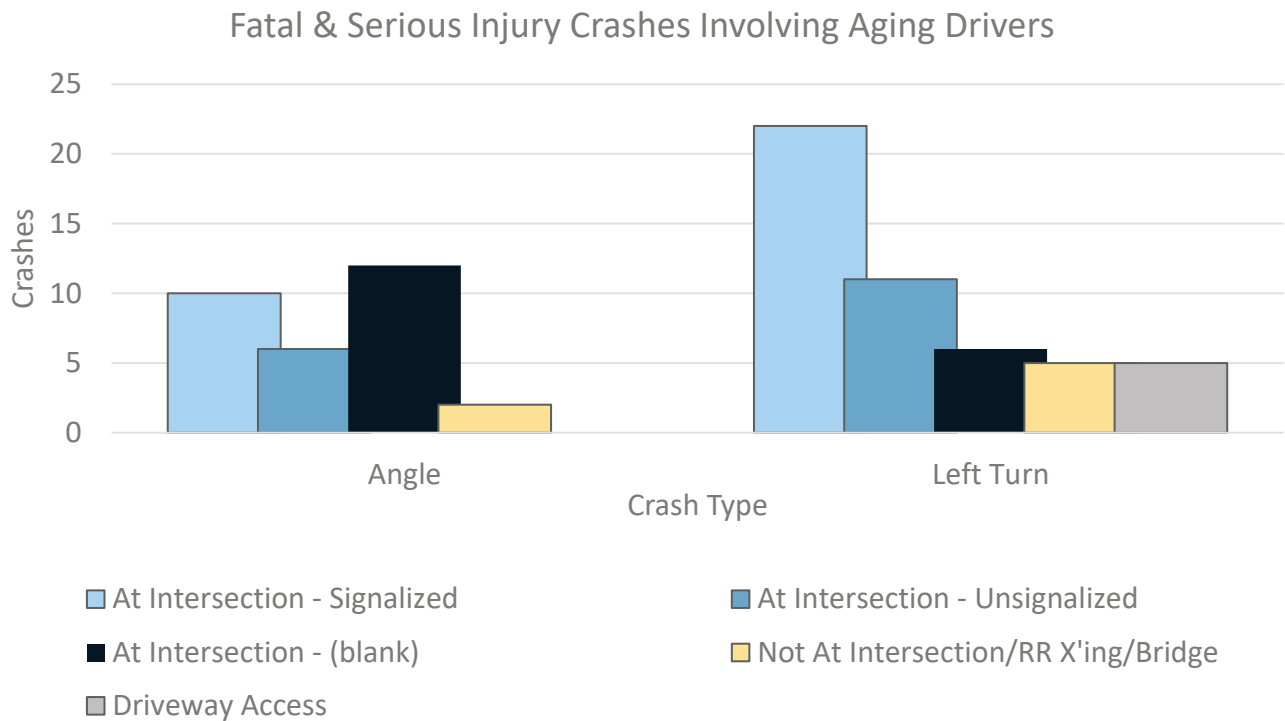


Figure 37 - Angle and left turn crashes involving aging drivers and resulting in fatalities or serious injuries by location, 2019-2023
Note: "blank" indicates that intersection stop control was not listed

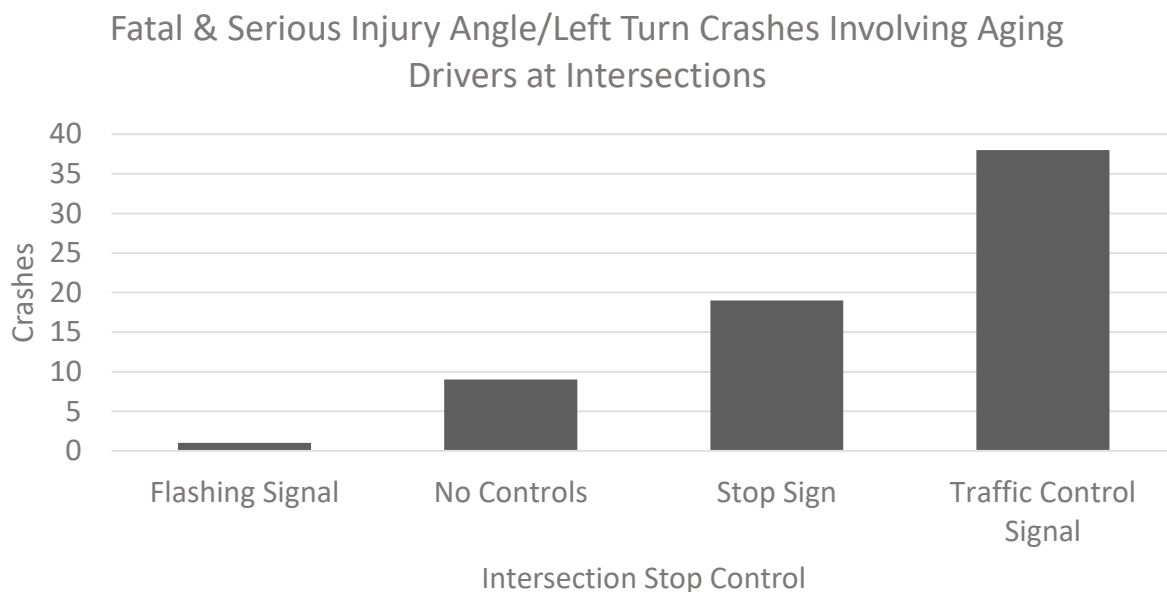


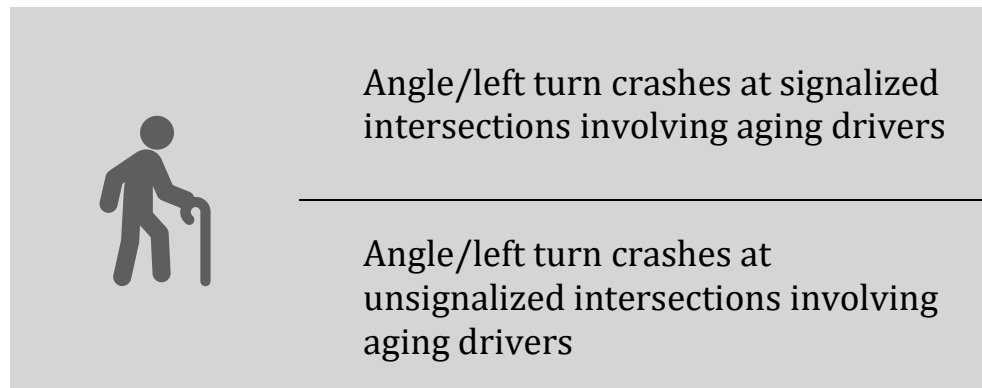
Figure 38 - Angle and left turn crashes involving aging drivers at intersections by stop control, 2019-2023

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Aging Driver Crash Profiles

Based on the crash history for Indian River County, the following aging driver crash profiles emerged:



Impaired Drivers

Impaired driving has been a top emphasis area within Indian River County over the past decade. Impaired driving crashes resulting in fatalities or serious injuries are summarized in Figure 39, Figure 40, and Figure 41. Over half of fatal and serious injury impaired driving crashes happened at nighttime, with 81 percent occurring on rural roads. Most crashes occurred at midblock locations.

Fatal & Serious Injury Impaired Driving Crashes

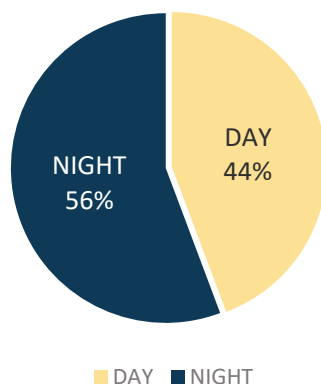


Figure 39 – Fatal and serious injury impaired driving crashes by time of day, 2019-2023

Fatal & Serious Injury Impaired Driving Crashes

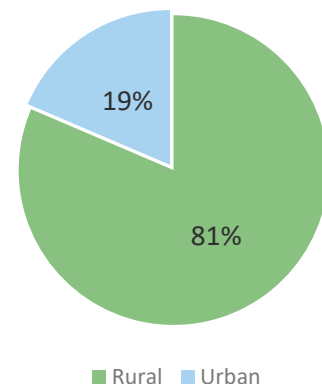


Figure 40 - Fatal and serious injury impaired driving crashes by location, 2019-2023

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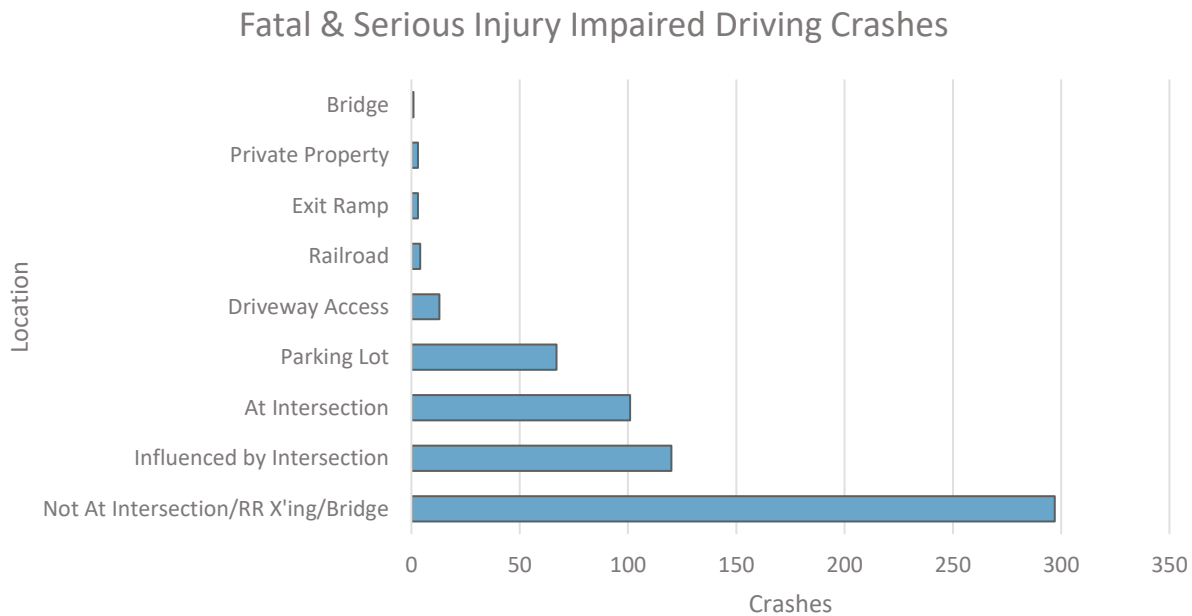


Figure 41 - Fatal and serious injury impaired driving crashes by location, 2019-2023

Impaired Driving Crash Profiles

Based on the crash history for Indian River County, the following impaired driving crash profile emerged:



Impaired driving at night on rural roadways

HIGH INJURY NETWORK (HIN)

Understanding where severe crashes are occurring within the community is an essential component for developing an effective safety action plan. A High Injury Network (HIN) is essentially a map of the roadways and intersections that exhibit a history of severe crashes.

HIN Development

Crash Rates

The HIN for Indian River County was developed based on fatal and serious injury crash rates. The crash rate considers traffic volumes in addition to the number of fatal or serious injury crashes. Often the frequency of

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crashes at a particular location is higher if the volume of traffic at the location is higher. By using crash rates to establish the HIN, we can reduce the risk of overlooking low volume sites.

Separate crash rate equations were used for intersections and road segments, as outlined below. The different equations reflect differences in intersection and road segment operations and geometries. Because intersections feature at least two roadways, rates are developed based on the total volume of traffic entering the intersection. When evaluating roadway segments, both the traffic volume and the length of the segment must be considered. Road segments were defined based on data from the Florida Department of Transportation (FDOT) Transportation Data & Analytics (TDA) office and reflect portions of the roadway that have uniform roadway characteristics, including AADT values, number of lanes, lane widths, shoulder types, etc.

Intersection Crash Rates are estimated based on the volume of traffic entering the intersection. The rate is given in units of crashes per million entering vehicles (MEV).

$$R = \frac{1,000,000 \times C}{365 \times N \times V} = \frac{\text{crashes}}{\text{MEV}}$$

*R = Crash rate for the intersection expressed as
crashes per million entering vehicles (MEV)*

C = Total number of intersection crashes in the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

Road Segment Crash Rates are estimated based on the average annual volume of traffic on the roadway and the length of the roadway segment being considered. Segment crash rates are given in crashes per million vehicle-miles of travel (MVMT).

$$R = \frac{1,000,000 \times C}{365 \times N \times V \times L}$$

*R = Crash rate for the road segment expressed as
crashes per million vehicle-miles of travel (MVMT)*

C = Total number of crashes in the study period

N = Number of years of data

V = Volume of vehicles per day (both directions)

L = Length of the roadway segment in miles

Crash Rate Thresholds

Crash rates can vary from one community to the next. A variety of factors can affect the crash rates in a given area, so comparing Indian River County to someplace like Miami-Dade County would not be helpful. Instead, crash rates within Indian River County were reviewed to establish a threshold for determining the HIN. By comparing sites within the local community, hot spots, or locations with higher rates, can be identified.

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The crash rates for intersections and segments in Indian River County were grouped as follows:

Intersection Crash Rates (Crashes per MEV)	Road Segment Crash Rates (Crashes per MVMT)
0.050 – 0.075	0.050-0.075
0.075 – 0.100	0.075 – 0.100
Greater than 0.100	Greater than 0.100

Based on a review of the Indian River County crash rates, intersections with crash rates greater than 0.100 crashes per million entering vehicles and road segments with crash rates greater than 0.100 crashes per million vehicle-miles traveled were established as high risk locations to be included in the High Injury Network (HIN).

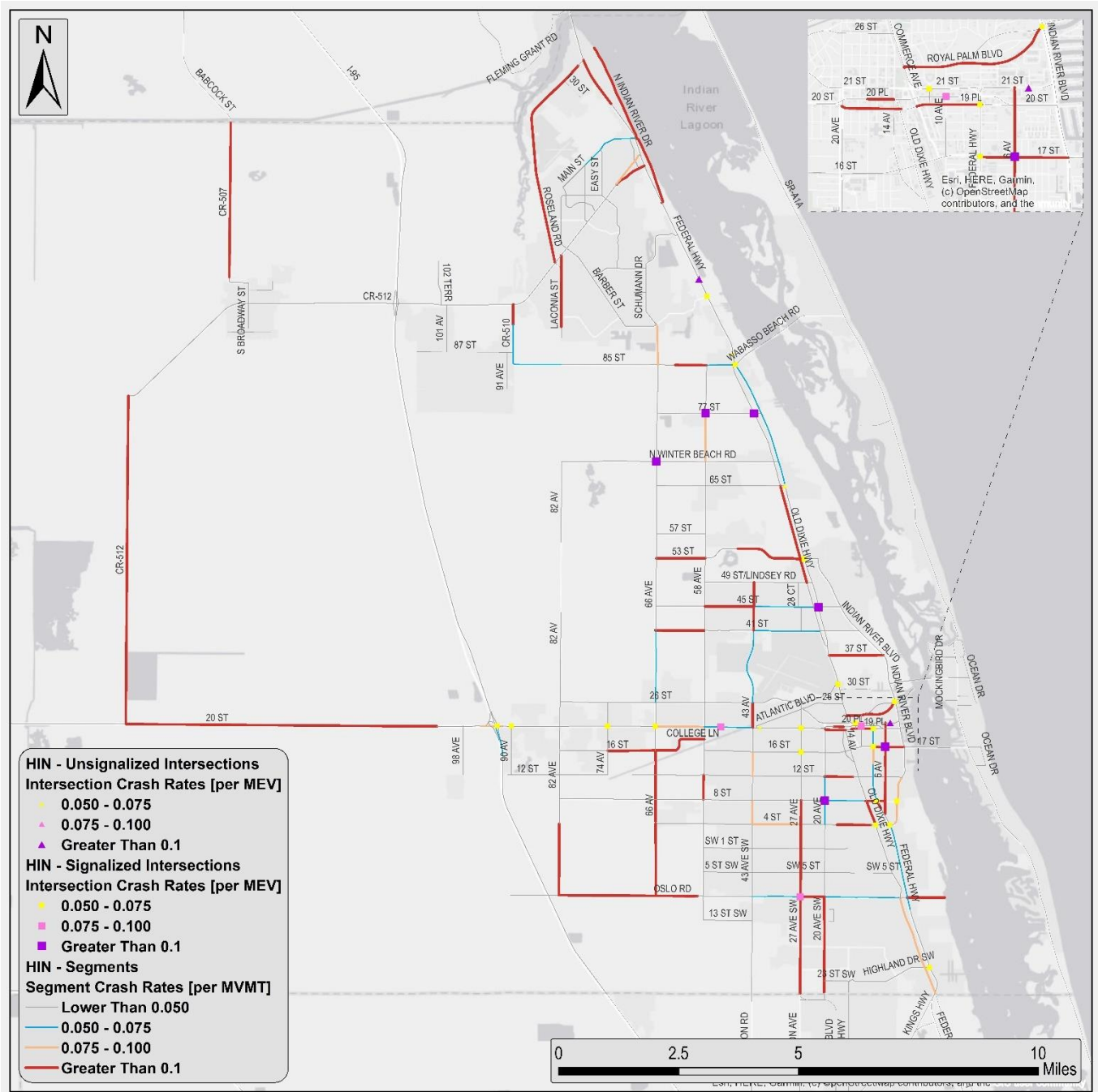
The high risk threshold does not imply that roadways with lower crash rates are safe. Rather, such locations just exhibit lower risk relative to the locations included in the HIN. Ultimately, the goal of creating the HIN is to aid decision makers in prioritizing projects. Project funding is not unlimited; therefore, the HIN highlights locations where there is greater risk of being involved in a fatal or severe injury crash.

HIN Maps

Map 2 presents intersections and roadways in Indian River County with crash rates greater than 0.050. Map 3 highlights the High Injury Network (HIN), which includes intersections and roadways with crash rates greater than 0.100. Table 1 lists the HIN segments and Table 2 lists the HIN intersections.

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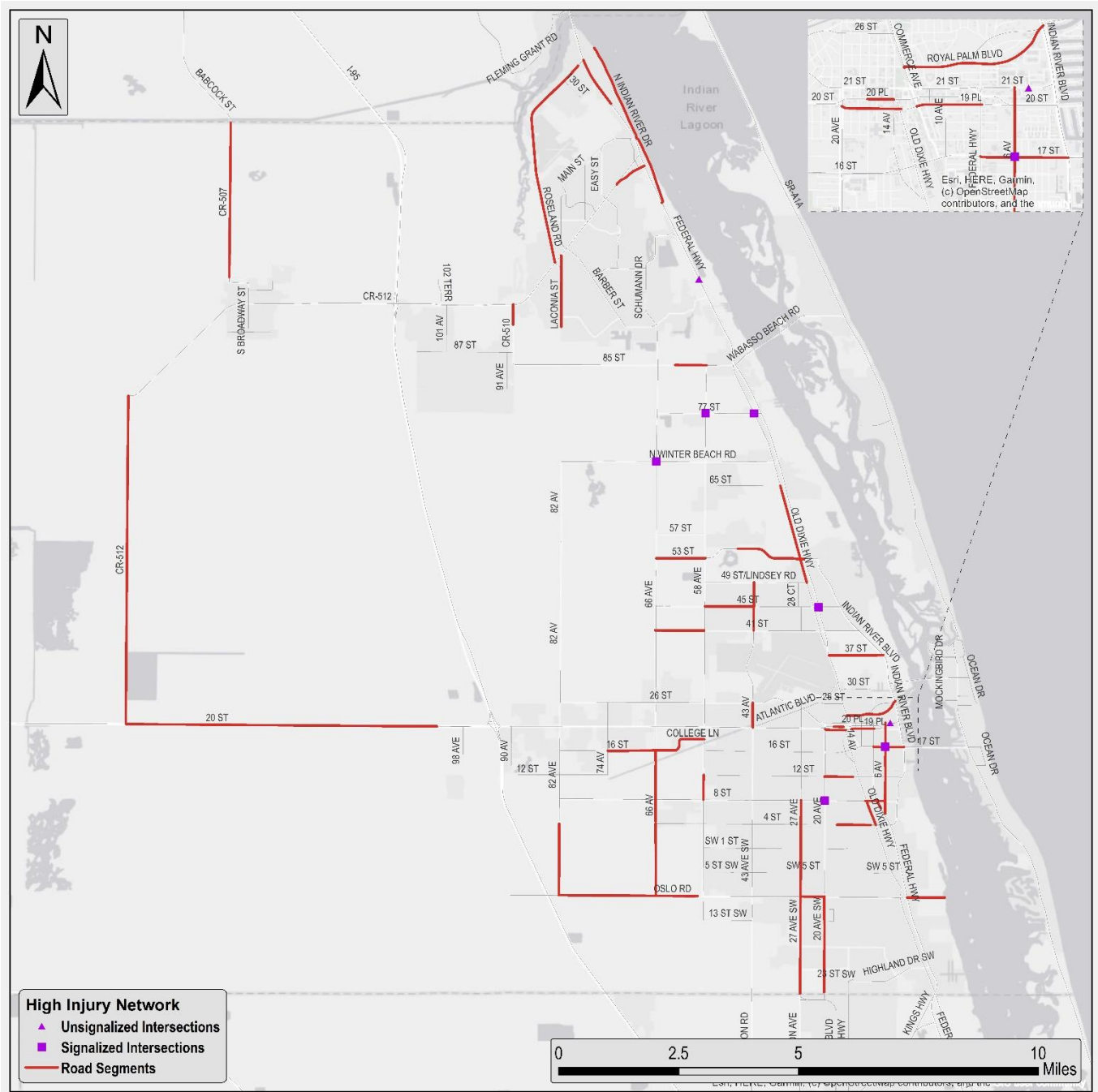
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Map 2 - Indian River County Roadway Segments and Intersections by Crash Rate

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Map 3 –The High Injury Network (HIN)

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Table 1 - HIN Roadway Segments

Road Segment	From	To
8th Street	Old Dixie Hwy	6th Avenue
20th Avenue SW	17th Place SW	25th Street SW
43rd Avenue	49th Street	45th Street
20th Place	17th Avenue	14th Avenue
US 1	8 th Street	6 th Avenue
20th Avenue SW	Oslo Road	17th Place SW
CR 507/138th Avenue	County Line	99th Street
Royal Palm Blvd	US 1	Indian River Blvd
43rd Avenue	45th Street	41st Street
41st Street	66th Avenue	58th Avenue
66th Avenue	16th Street/College Lane	4th Street
27th Avenue	8th Street	4th Street
12th Street	20th Avenue	11th Avenue
Laconia Street	Sebastian Blvd	Crystal Mist Avenue
CR 512 - Armory Drive	Fellsmere Farm Road	SR 60/20th Street
6th Avenue	21st Street	US 1
Oslo Road	82nd Avenue	58th Avenue SW
82nd Avenue	4th Street	Oslo Road
16th Street/College Lane	74th Avenue	58th Avenue
27th Avenue	12th Sq SW	25th Street SW
17th Street	US 1	Indian River Blvd
Oslo Road	27th Avenue SW	20th Avenue SW
85th Street	63rd Road	58th Avenue
27th Avenue	4th Street	Oslo Road
27th Avenue	Oslo Road	12th Sq SW
58th Avenue	12th Street	8th Street
37th Street	US 1	Indian River Blvd
SR 60/20th Street	CR 512/ Armory Drive	102nd Avenue
Roseland Road	Capewell Ct /Airport Dr W	CR 512/Sebastian Blvd
Old Dixie Hwy	65th Street	49th Street/Lindsey Road
20 th Street	Commerce Avenue	US 1
CR 512/Sebastian Blvd	Sebastian Boulevard	US 1
19th Place	20th Avenue	Old Dixie Hwy
Old Dixie Hwy	8th Street	4th Street
45th Street	58th Avenue	43rd Avenue
66th Avenue	4th Street	Oslo Road

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Road Segment	From	To
US 1	Roseland Road	Jackson Street
CR 510/90th Avenue	CR 512/Sebastian Blvd	North of Mako Way
Oslo Road	US 1	Boat Ramp
53rd Street	66th Avenue	58th Avenue
43rd Avenue	26th Street	20th Street
N Indian River Drive	Roseland Road	US 1
Roseland Road	West of US 1	Capewell Ct /Corp. Park Dr
53rd Street	51st Court	US 1
4 th Street	16th Avenue	9th Avenue

Table 2 - HIN Intersections

Intersection	Stop Control
77th Street at Old Dixie Hwy	Signal
77th Street at 58th Avenue	Beacon Signal
69th Street at 66th Avenue	Signal*
45th Street at US 1	Signal
8th Street at 20th Avenue	Signal
17th Street at 6th Avenue	Signal
21st Street at 5th Avenue/Publix Drwy	Unsignalized
US 1 at 99 th Street	Unsignalized

*Note – Intersection improvements including installation of a signal were constructed beginning in 2022 and completed in 2024.

HIN & Disadvantaged Communities

Understanding the relationship between the High Injury Network (HIN) and disadvantaged communities within Indian River County is important for promoting equity within the overall system. The Biden-Harris Administration established the Justice40 Initiative to address historical underinvestment in disadvantaged communities. The USDOT Equitable Transportation Community (ETC) Explorer tool is an interactive web application designed to provide census tract level information relevant to the Justice40 Initiative. The tool is based on 2020 Census data and highlights transportation disadvantage in the areas of climate and disaster risk, environmental burdens, health and social vulnerabilities, and transportation insecurity.

According to the ETC Explorer, Indian River County has a population of 157,000, with 60,200 people living in disadvantaged census tracts. 36 percent of the census tracts in the county are considered disadvantaged. Figure 42 presents a screenshot of the ETC Explorer tool with Indian River County selected. As different census tracts within the tool are selected, the overall disadvantage component scores are listed and additional details related to the scores are provided.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO

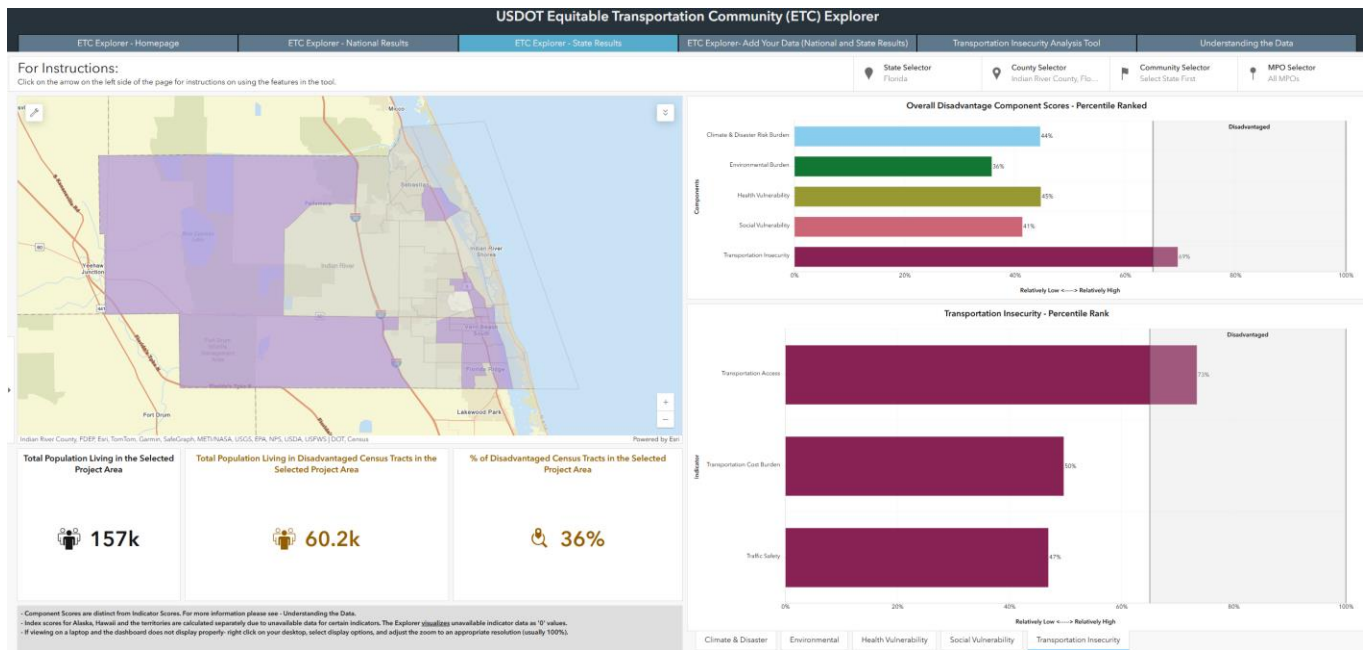
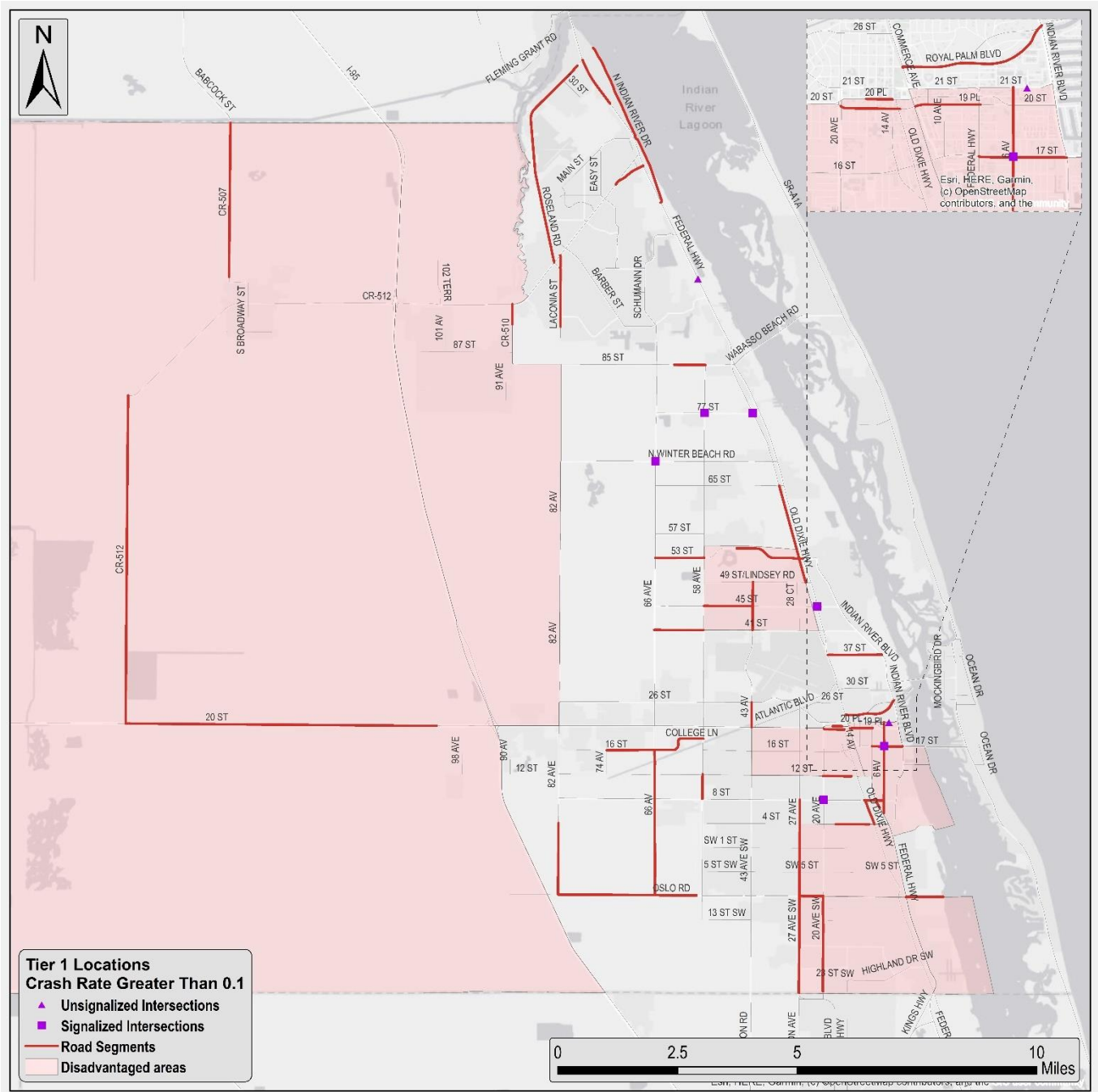


Figure 42 - ETC Explorer Tool: Indian River County overview

Overlaying the HIN with ETC Explorer tool data reveals locations that have experienced high crash rates and are within disadvantaged areas. Community leaders can use this information to ensure that projects are equitably distributed within disadvantaged communities and to identify projects that would be competitive for grant funding opportunities. Map 4 was developed using the HIN and disadvantaged community data obtained from the USDOT Equitable Transportation Community (ETC) Explorer tool.

SS4A Technical Memorandum: Safety Analysis

Indian River MPO



Map 4 - HIN with Disadvantaged Communities

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 17, 2025

SUBJECT: **Presentation on the 2050 Long Range Transportation (LRTP) Preliminary Needs Assessment**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization BPAC at its meeting of March 25, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

A primary function of every MPO is the development and adoption of a Long Range Transportation Plan (LRTP). One reason why the LRTP is so important is that a roadway widening or other major transportation project must first be identified in the MPO's Long Range Transportation Plan before it can receive any state or federal gas tax funding, which account for a majority of transportation improvements funds within Indian River County. In order to reflect changing conditions, new Long Range Transportation Plan updates must be adopted every five years and typically cover a 25-year planning horizon. The Indian River County MPO adopted its first LRTP (the 2020 LRTP) in 1995. Since then, the LRTP has been updated by the MPO every five years, with completion of the most recent update (the 2045 LRTP) occurring in December 2020.

The 2050 LRTP is being prepared by Kimley-Horn and Associates, one of the MPO's General Planning Consultants. So far, Kimley-Horn has prepared a Public Involvement Plan; Goals, Objectives, Policies, and Performance Measures; a fiscal resources summary; and a preliminary needs assessment for transportation improvements through the year 2050 (see Attachment #1).

In the attachment, Exhibit C shows preliminary roadway needs based on the adopted 2045 LRTP and the MPO's adopted priorities. In the near future, the Consultant will refine the preliminary roadway needs based on results from the recently-completed TCRPM6 (Treasure Coast Regional Planning Model, Version 6) and upcoming public engagement activities. A series of public

workshops have been scheduled during the month of April at locations throughout Indian River County (see attached flyer).

At the March 25th BPAC meeting, the Consultants will present information on LRTP activities performed to date. In the upcoming months, the Consultants will be conducting public engagement activities, finishing the needs assessment, using the model to perform alternatives testing, and projecting transportation costs and revenues through the year 2050. These activities will culminate in the preparation of a Draft Cost Feasible Plan later this summer. Development of the 2050 LRTP must be completed by December 2025.

RECOMMENDATION

Staff recommends that the BPAC review the attached information, consider the consultant presentation, and provide comments to staff.

ATTACHMENT

1. Draft LRTP Goals, Objectives, and Performance Measures and Preliminary Needs



Transportation Plan Public Workshops

You are invited to help plan the future of Transportation in Indian River County.

Tuesday, April 8th

11:00AM — Sebastian

*North County Library
1001 Sebastian Road
Sebastian, FL 32958*

5:30PM — Fellsmere

*Fellsmere City Hall
22 S. Orange Street
Fellsmere, FL 32948*

Wednesday, April 9th

2:30 PM — South County

*Intergenerational (IG) Recreation Center
1590 9th Street SW
Sebastian, FL 32958*

Thursday, April 17th

9:45 AM — Gifford

*Gifford Youth Achievement Center
4875 43rd Avenue
Gifford, FL 32967*

2:00 PM — Vero Beach

*Vero Beach Community Center
2266 14th Avenue
Vero Beach, FL 32960*

We need to hear from you so we can incorporate your ideas, goals and vision as the Indian River County Metropolitan Planning Organization (MPO) is in the process of developing a multimodal long range transportation plan. Come to any of the public meetings and/or please visit our website and complete the survey or leave comments or phone Brian Freeman at (772) 226-1455. www.indianriver.gov/mpo

Persons who require special accommodations under the Americans with Disabilities Act or persons requiring translation services contact Patti Johnson at (772) 226-1455 before March 28, 2025.

Goals, Objectives, & Performance Measures

INTRODUCTION

This chapter outlines the strategy for maintaining, enhancing, and expanding the transportation network and systems of Indian River County. In compliance with federal and state regulations, the Indian River County MPO has established a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment now and in the future.

The Indian River County MPO's goals, objectives, and performance measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

The MPO's approach incorporates the latest Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) guidance on transportation planning, including:

- A focus on data-driven decision-making and performance-based planning.
- Consideration of emerging technologies and their impact on transportation systems.
- Emphasis on safety, particularly for vulnerable road users.
- Integration of multimodal transportation options.
- Addressing environmental sustainability.
- Promoting accessibility in transportation planning.

By adhering to these updated guidelines, the Indian River County MPO's LRTP will remain current and responsive to both federal and state priorities while addressing local needs.

This Chapter is divided into the following sections:

- Indian River County MPO 2050 LRTP Goals, Objectives, and Performance Measures
- Federal Goals and Planning Factors
- State and Local Goals
- Federal and Indian River County MPO 2050 LRTP Performance Targets (System Performance PI)

INDIAN RIVER COUNTY MPO TRANSPORTATION UPDATED GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Goals and objectives that reflect the county visions were developed early in the planning process. The goals are shown in the figure below.

Goal 1	Efficiency	Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.
Goal 2	Mobility	Enhancing mobility for people and freight and provide travel alternatives.
Goal 3	Environmental Protection	Protecting the natural and social environment.
Goal 4	Safety	Maintaining a safe transportation system for all users.
Goal 5	System Preservation	Preserving and maintaining the transportation system and transportation infrastructure.
Goal 6	Implementation	Ensure effective execution of improvements and maintenance.

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

Table 1: Goal 1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 1.01 - Maintain the adopted level of service standard for all functionally classified roads through the year 2050.	Policy 1.01.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	PI 1.01.1.1 – Percent of lane miles meeting the adopted level of service standard.
Objective 1.02 - Maintain a 12-hour hurricane evacuation clearance time on roads designated as hurricane evacuation routes through the year 2050.	Policy 1.02.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan for roadways designated as hurricane evacuation routes.	PI 1.02.1.1 – Hurricane evacuation clearance time measured through actual event. PI 1.02.1.2 – Lane miles of roadway improvements on hurricane evacuation routes.
Objective 1.03 - Enhance the grid roadway network by constructing an average of two centerline miles of new roadway corridors each year from 2025 to 2050.	Policy 1.03.1 – Implement new corridor roadway improvements identified in the 2050 Cost Feasible Plan.	PI 1.03.1.1 – Average annual centerline miles of new roadway corridors constructed during the period from 2025 to 2050.
Objective 1.04 - Enhance the FDOT’s Strategic Intermodal System (SIS) by constructing one FEC railway flyover by 2050.	Policy 1.04.1 – Implement improvements to the SIS at the FEC Railroad by 2050.	PI 1.04.1.1 – New Flyover at the FEC Railroad.
Objective 1.05 - Optimize functionality and efficiency of existing infrastructure and ROW through 2050.	Policy 1.05.1 – Incorporate Intelligent Transportation System (ITS) and/or Connected Vehicle architecture into all new roadway projects.	PI 1.05.1.1 – Number of new roadways that incorporate ITS and Connected Vehicle Architecture.
Objective 1.06- Ensure that 50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate) on the National Highway System are Reliable	Policy 1.06.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	PM 1.06.1.1 – Percent of Person Trips that are Reliable (50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate))

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

Table 2: Goal 2: Enhancing mobility for people and freight and provide travel alternatives.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 2.01 - Maintain Transit Quality and LOS "A" for reliability.	Policy 2.01.1 – Make Capital and Operational improvements consistent with the adopted Transit Development Plan.	PI 2.01.1.1 – Percentage of buses arriving within 5 minutes of schedule.
Objective 2.02 - Maintain Transit Quality and LOS "B" for Service Coverage.	Policy 2.02.1 – Improve service coverage consistent with the adopted Transit Development Plan.	PI 2.02.1.1 – System compliance with adopted level of service standard
Objective 2.03 - Expand weekday hours of service to 15 hours a day on at least one bus route every two years during the period from 2025 to 2050 so that all weekday bus routes operate at least 15 hours per day by 2050.	Policy 2.03.1 – Expand weekday hours of operation on fixed-route bus network consistent with the adopted Transit Development Plan.	PI 2.03.1.1 – Average number of weekday bus routes with 15 hours of service added during the period from 2025 to 2050.
Objective 2.04 - Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2050.	Policy 2.04.1 – Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan.	PI 2.04.1.1 – Percentage of roadways meeting adopted level of service standard
	Policy 2.04.2 – Implement bicycle facility improvements consistent with the adopted Bicycle/ Pedestrian Plan.	
Objective 2.05 - Add an average of two miles of bicycle facilities on functionally classified roadways or trails each year during the period from 2025 to 2050.	Policy 2.05.1 – Implement bicycle facility improvements consistent with the adopted Bicycle/ Pedestrian Plan	PI 2.05.1.1 – Average annual number of new bicycle facilities added during the period from 2025 to 2050.
	Policy 2.05.2 – Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible.	
Objective 2.06PM - Enhance freight mobility by ensuring that the Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00	Policy 2.06.1 – Implement the freight mobility improvements identified in the 2050 Cost Feasible Plan	PM 2.06.1.1 – TTTR on the Interstate Highway System <i>(Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00)</i>
Objective 2.07 - Increase the efficiency and convenience of connecting multiple modes by adding an average of one shelter or transfer facility per year through 2050.	Policy 2.07.1 – Add bus shelters and improve hubs consistent with the Transit Development Plan.	PI 2.07.1.1 – Number of new shelters/improved transit hubs

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

Table 3: Goal 3: Protecting the natural and social environment.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 3.01 - Limit average increase in CO, HC, and NO emissions to less than 15 percent from the previous five-year period for each five-year period from 2025 to 2050.	Policy 3.01.1 – Implement the transportation improvements identified in the 2050 Cost Feasible Plan.	PI 3.01.1.1 – Percent change in CO, HC, and NO emissions (in kilograms) for each five-year period from the base year for the period from 2025 to 2050.
Objective 3.02 - Ensure that all collector roadways are less than six lanes through the year 2050.	Policy 3.02.1 – Implement the transportation improvements identified in the 2050 Cost Feasible Plan.	PI 3.02.1.1 – Centerline miles of collector roadways with six or more lanes.
Objective 3.03 - Increase resiliency of transportation infrastructure.	Policy 3.03.1 – Incorporate higher elevations, increased drainage capacity, and more resilient construction materials as appropriate into new projects.	PI 3.03.1.1 – Percentage of new projects incorporating enhanced features.

Table 4: Goal 4: Maintaining a safe transportation system for all users.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 4.01 – By 2050, reduce the number and rate of crash Fatalities to 0.	Policy 4.01.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan including Congestion Management Process plan.	PI 4.01.1.1 – Annual percent change in the number and rate of Fatalities.
Objective 4.02PM - Reduce the number and rate of Serious Injuries to 0 by 2050.	Policy 4.02.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan including Congestion Management Process plan.	PM 4.02.1.1 – Annual percent change in the number and rate of Serious Injuries.
Objective 4.03PM - Reduce the number and rate of Non-Motorized Fatalities and Serious Injuries to 0 by 2050.	Policy 4.03.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan and Bike/Ped Plan	PM 4.03.1.1 – Annual percent change in the number and rate of non-motorized crashes.

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

Table 5: Goal 5: Preserving and maintaining the transportation system and transportation infrastructure.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 5.01 - Ensure that over 60% of the pavement area on the National Highway System (NHS) are rated “Good” by FDOT while less than 5% are rated “Poor” by FDOT.	Policy 5.01.1 – Evaluate the structural integrity of pavement on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT.	PM 5.01.1.1 – FDOT Pavement Condition Rating
Objective 5.02 - Ensure that over 50% of the bridge deck area on the National Highway System (NHS) are rated “Good” by FDOT while less than 10% are rated “Poor” by FDOT.	Policy 5.02.1 – Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT.	PM 5.02.1.1 – FDOT Bridge Condition Rating.
Objective 5.03 - Provide adequate funding to maintain and operate the non-state highway system and multimodal infrastructure.	Policy 5.03.1 – Program on an annual basis appropriate funding for maintenance and operations.	PI 5.03.1.1 - Funding included for maintenance and operations.

Table 6: Goal 6: Ensure effective execution of improvements and maintenance.

Objectives	Policies	Performance Measures (PM) and Indicators (PI)
Objective 6.01 – Identify projects that can be funded for implementation within a 5-10 year time band.	Policy 6.01.1 – Prioritize and define a clear set of actionable projects that are eligible for funding within the 5-10 year timeframe, based on feasibility, impact, and alignment with long-term goals.	PM 6.02.1.1 – Number of projects identified for funding by the Plan interim year of 2040.
Objective 6.02 - The plan will identify planning studies to prepare future projects for funding and implementation.	Policy 6.02.1 – Allocate resources for the identification and development of planning studies aimed at preparing future transportation projects for funding, ensuring that they meet regulatory and community needs.	PI 6.03.1.1 - Number of studies identified for funding.

DEVELOPMENT OF THE GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The Indian River County MPO Goals, Objectives, and Performance Measures were developed based on federal, state, and local guidance. The requirements and guidance used to develop the Goals, Objectives, and Performance for the 2050 LRTP are described below.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act.

The IIJA continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2050 LRTP has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

IIJA (FEDERAL) GOALS

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

IIJA PLANNING FACTORS

The FAST Act has established specific planning factors that call for the recognition and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2050 LRTP and include:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
10. Enhance **travel and tourism**.

The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Indian River County MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. In the development and assessment, Indian River County MPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP.
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.
- Incorporate strategies to improve transportation facility resilience.
- Ensure that planning processes promote economic opportunity.

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

A matrix showing consistency between the LRTP Goals and the planning factors from the IJJA is shown in Table 7.

Table 7: Connecting IRC 2050 Goals, Objectives, Policies, and Performance Measures

Relationship between the LRTP Goals and the IJJA Planning Factors	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.	•	•	•	•	•	•	•		•	•
Enhancing mobility for people and freight and provide travel alternatives.	•	•	•	•	•	•	•	•	•	•
Protecting the natural and social environment.	•	•	•	•	•	•	•		•	•
Maintaining a safe transportation system for all users.	•	•	•	•			•		•	•
Preserving and maintaining the transportation system and transportation infrastructure.	•	•	•	•	•	•	•	•	•	
Ensure effective execution of improvements and maintenance.	•	•		•	•		•	•		

FLORIDA TRANSPORTATION PLAN (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP, with the new plan targeted for 2055. This update will continue to provide direction to FDOT, and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Indian River County MPO.

The 2055 FTP will contain statewide goals and regional objectives, empowering communities to develop unique local strategies that align with the FTP. This approach aims to connect communities, policies, and programs across the state.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025.

The existing 2045 FTP follows similar topic areas, requiring MPOs to address the following goals:

- **Safety and security** for residents, visitors, and businesses
- Agile, **resilient**, and quality infrastructure
- **Connected, efficient, and reliable** mobility for people and freight
- **Transportation choices** that improve equity and accessibility
- Transportation solutions that **strengthen Florida's economy**
- Transportation solutions that **enhance Florida's communities**
- Transportation solutions that enhance Florida's **environment**

The 2055 FTP update process involves extensive public and stakeholder engagement, including regional workshops, focus groups, and online participation opportunities. This collaborative approach ensures that the plan will reflect community visions and goals across Florida.

As the 2055 FTP is still in development, MPOs should stay informed about updates and be prepared to align their plans with the new FTP once it is finalized. The updated FTP is expected to provide a comprehensive blueprint for Florida's transportation future over the next 30 years.

A matrix showing consistency between the LRTP Goals, and the Florida Transportation Plan Goals is shown in Table 8.

Indian River County MPO 2050 Long Range Transportation Plan
DRAFT Goals, Objectives, and Performance Measures

Table 8: Connecting IRC 2050 LRTP Goals and Florida Transportation Plan Goals Comparison

Relationship between the LRTP Goals and the Florida Transportation Plan Goals	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.	•	•	•	•	•	•	•
Enhancing mobility for people and freight and provide travel alternatives.	•	•	•	•	•	•	•
Protecting the natural and social environment.	•	•	•	•	•	•	•
Maintaining a safe transportation system for all users.	•	•	•	•	•	•	•
Preserving and maintaining the transportation system and transportation infrastructure.	•	•	•	•	•	•	•
Ensure effective execution of improvements and maintenance.					•	•	

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be consistent. This list may not be inclusive of all documents referenced throughout the development of this LRTP.

- FDOT Strategic Highway Safety Plan
- The Florida Transportation Plan
- Comprehensive Plans for Indian River County and municipalities located within the county
- Indian River County Transit Development Plan (TDP)
- Indian River County MPO Public Participation Plan (PPP)
- Indian River County MPO Congestion Management Process (CMP)
- Indian River County MPO Transportation Improvement Program (TIP)

Introduction

During the meeting the MPO staff and Consultant will provide an update on the following items:

- Plan Overview
- Goals and Objectives
- Initial Revenue Forecast
- Transportation Needs
- Upcoming Public Involvement Opportunities

Exhibit A: 2020-2050 Population Growth

This figure reflects forecasted population growth in Indian River County by Traffic Analysis Zone (TAZ). This forecast along with the employment forecast shown on Exhibit B is one of the first steps in determining where transportation improvements will be needed in the future.

Exhibit B: 2020-2050 Population Growth

This figure reflects forecasted growth in number of employees working in Indian River County by Traffic Analysis Zone (TAZ). This forecast along with the population forecast shown on Exhibit A is one of the first steps in determining where transportation improvements will be needed in the future.

Exhibit C: Transportation Needs

This figure reflects currently identified needed roadway capacity projects through the year 2050. These Needs generally include Needs Improvements previously identified in the 2045 Long Range Plan, other state and local priorities, and additional improvements needed to address deficient roadway corridors identified during the develop of the needs forecast.

Exhibit D: High Priority Needs

The High Priority Needs figure illustrates high priority needs, which are subset of the transportation needs identified Exhibit C. The High Priority Needs includes a mix of the 2045 Cost Feasible Plan and other local priorities.

Exhibit E: Existing GoLine Route Map (From GoLine)

The GoLine Transit service map is included as a reference. The IRC MPO 2050 LRTP will identify future needs for the system initially based on the needs identified within the current Transit Development Plan as adopted in 2023. This ensures consistency with short-term and long-term planning.

Exhibits F & G: Proposed Sidewalk and Bicycle Networks (from 2024 BPMP)

These two maps are included for reference. The Indian River County Bicycle & Pedestrian Master Plan was adopted in 2024 and generally provides the framework for the multimodal needs that will be included in the 2050 LRTP.

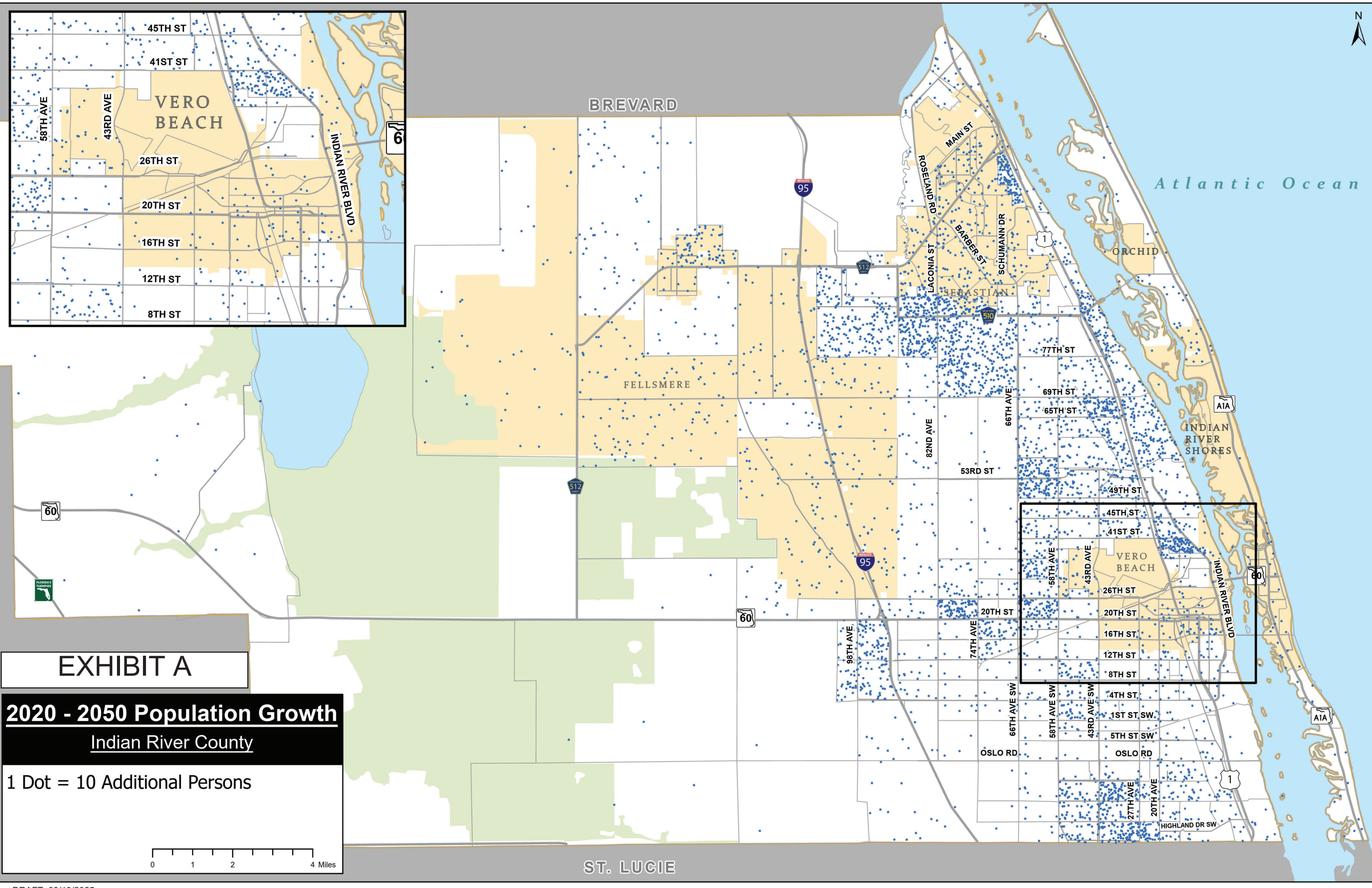


EXHIBIT A

2020 - 2050 Population Growth
Indian River County

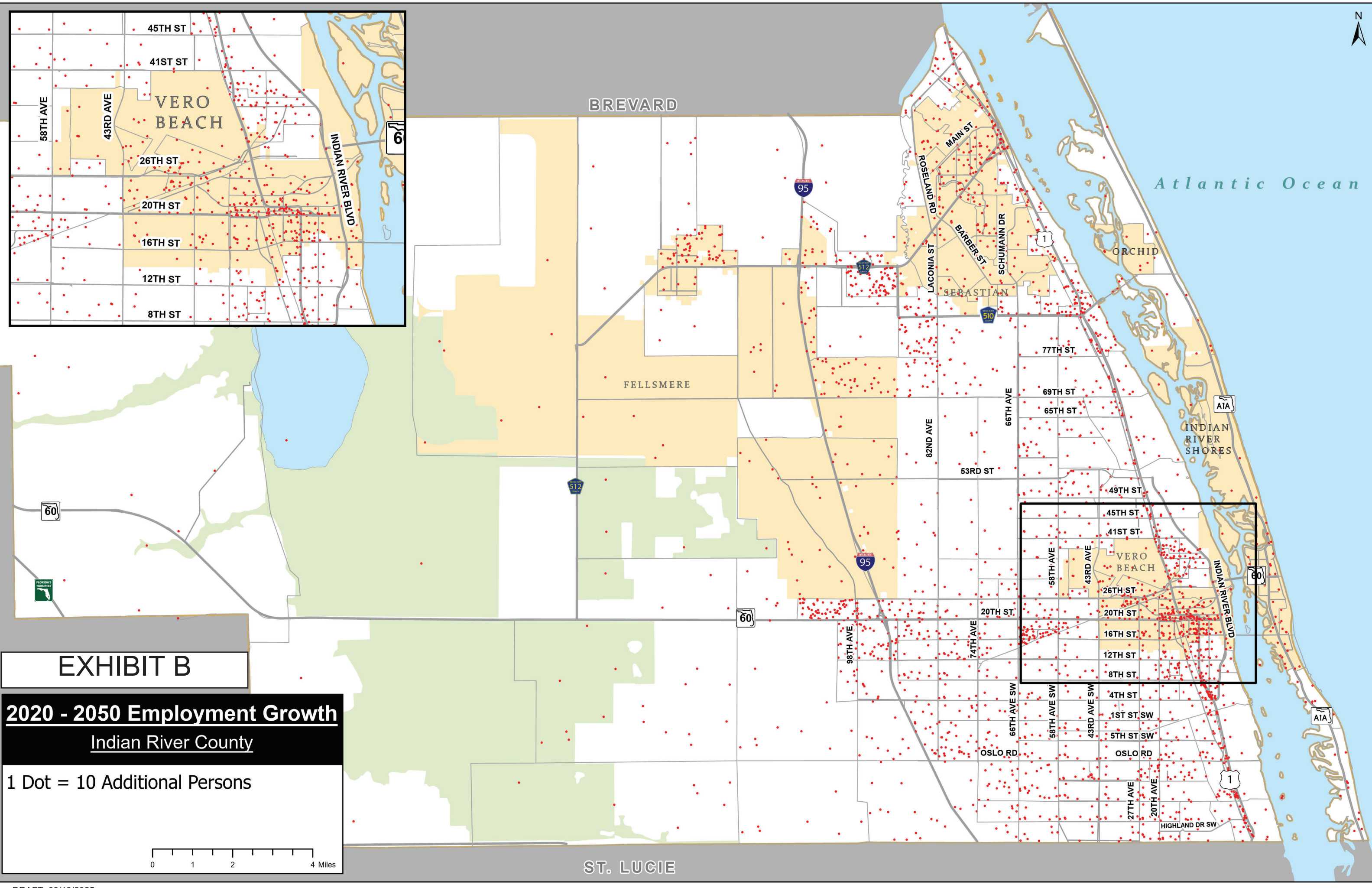
1 Dot = 10 Additional Persons

0

1

2

4 Miles



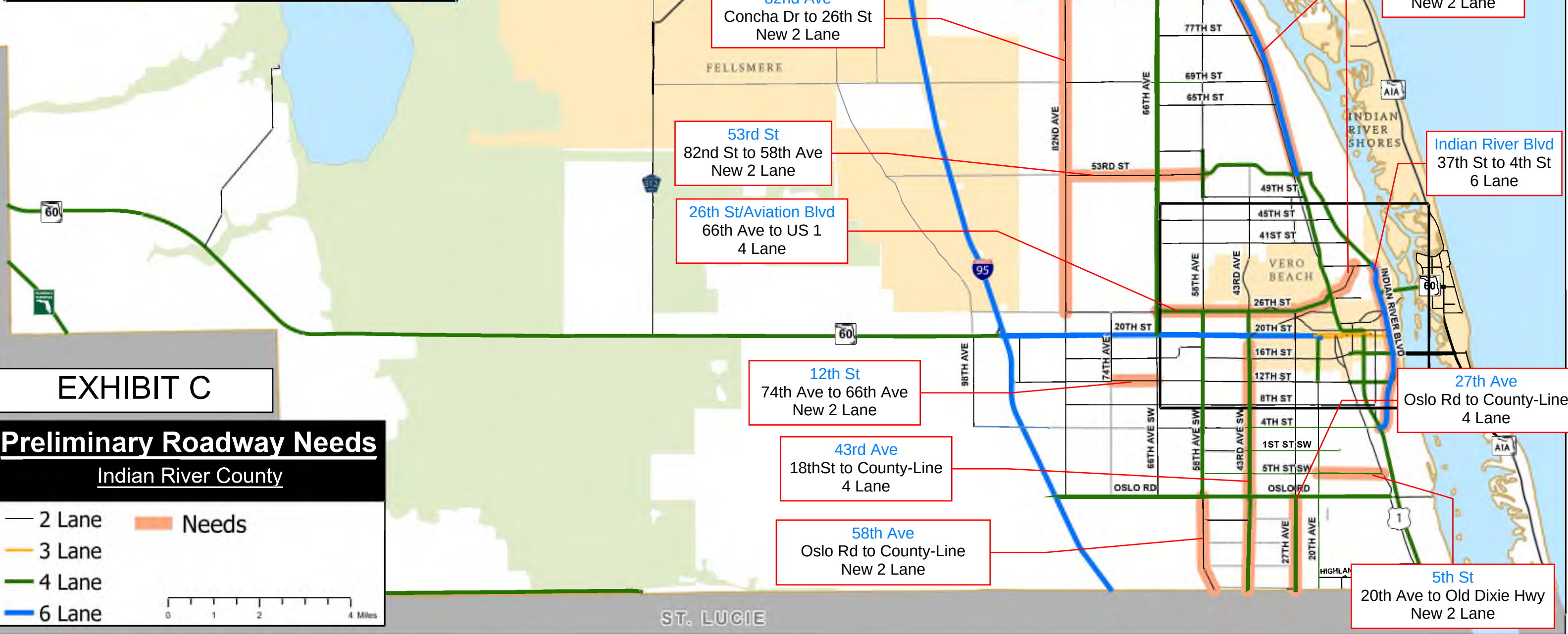
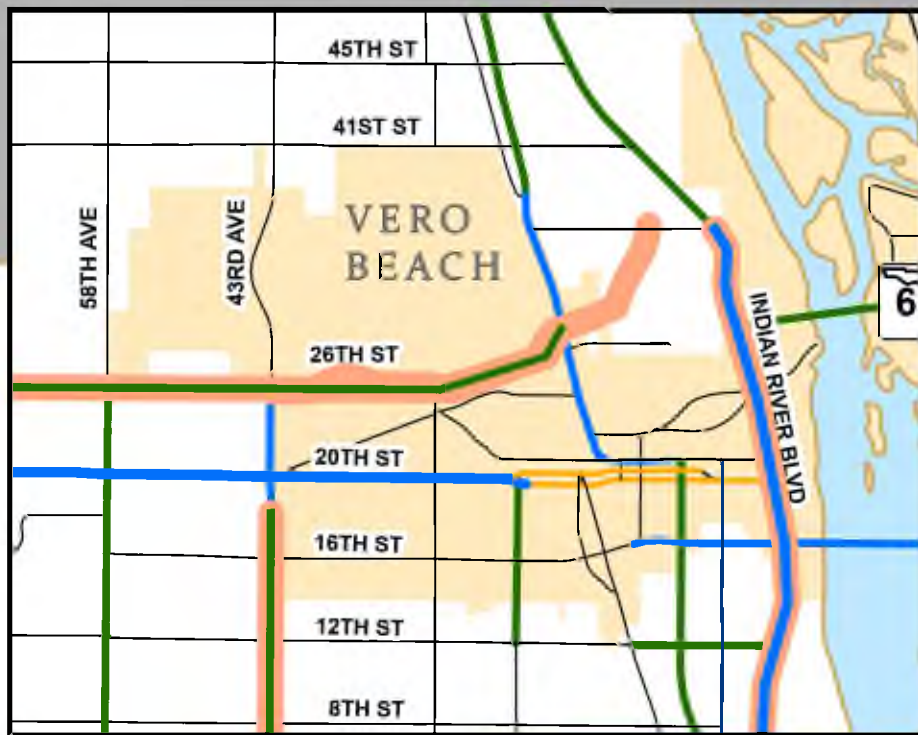


EXHIBIT C

Preliminary Roadway Needs

Indian River County

— 2 Lane

— 3 Lane

— 4 Lane

— 6 Lane

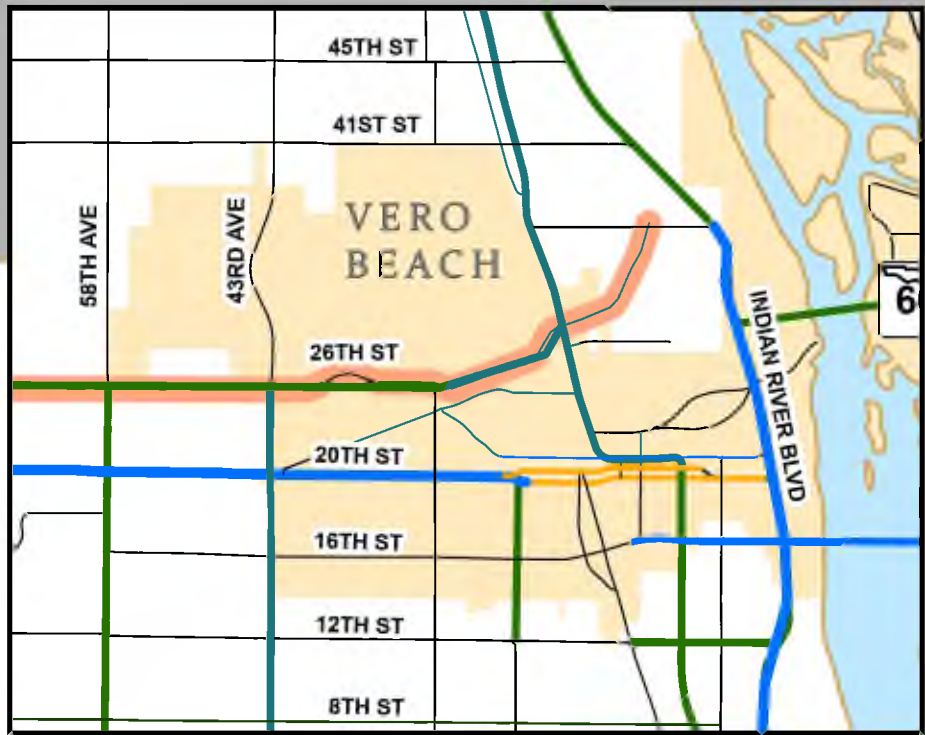
Needs

0

1

2

4 Miles



CR 512
Willow St to I-95
4 Lane

CR 512
I-95 to CR 510
6 Lane

CR 510
CR 512 to US 1
4 Lane

US 1
CR 510 to 53rd St
6 Lane

82nd Ave
CR 510 to 26 St
New 2 Lane

53rd St
82nd St to 58th Ave
New 2 Lane

26th St/Aviation Blvd
66th Ave to US 1
4 Lane

Aviation Blvd Ext
US 1 to 35th Ln
New 2 Lane

EXHIBIT D
Preliminary High Priority Needs
Indian River County

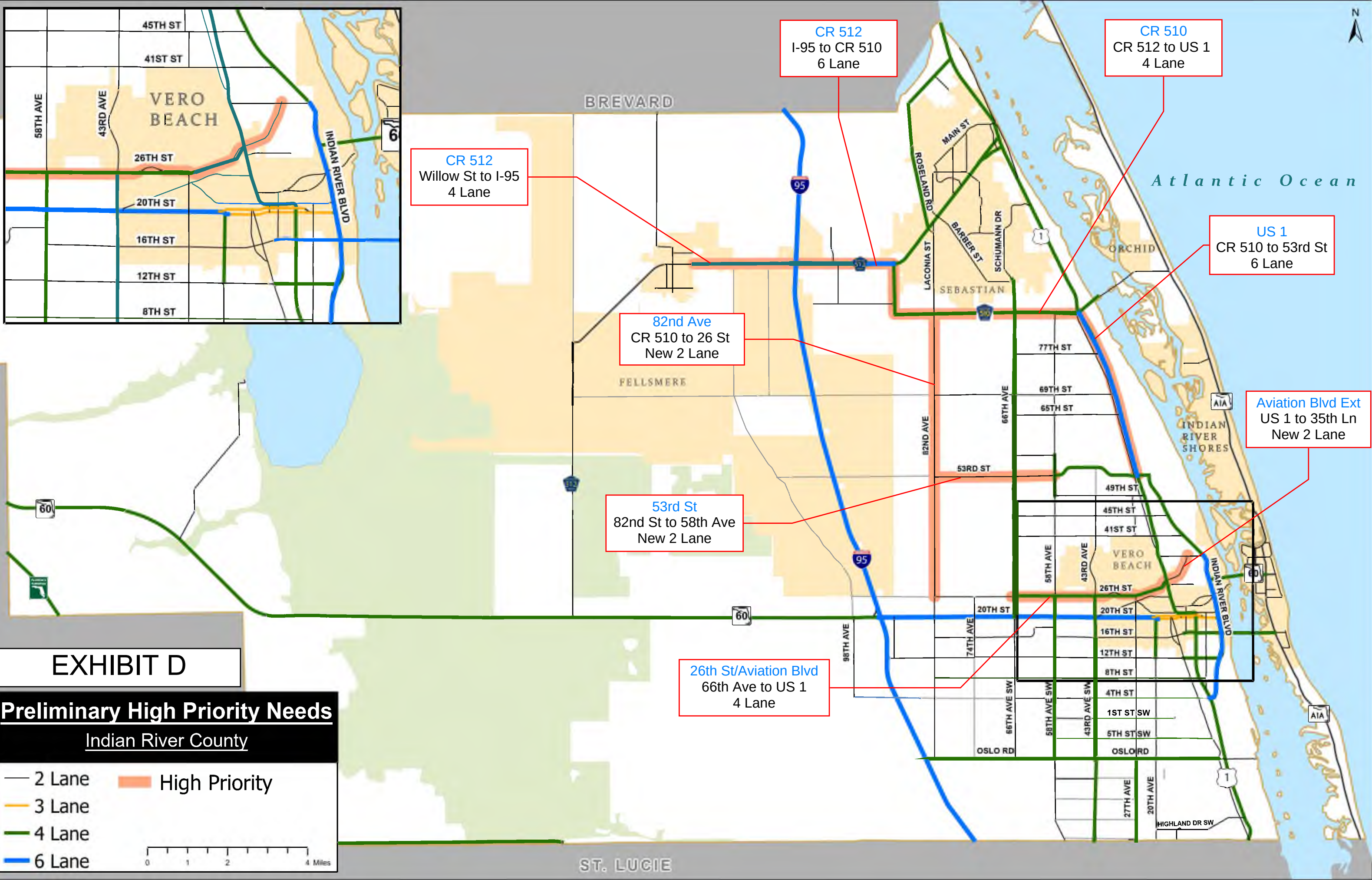
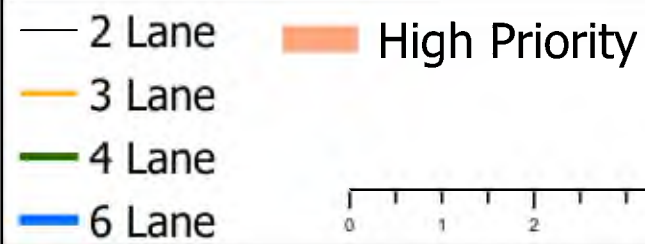


EXHIBIT E

GoLine
getting you there

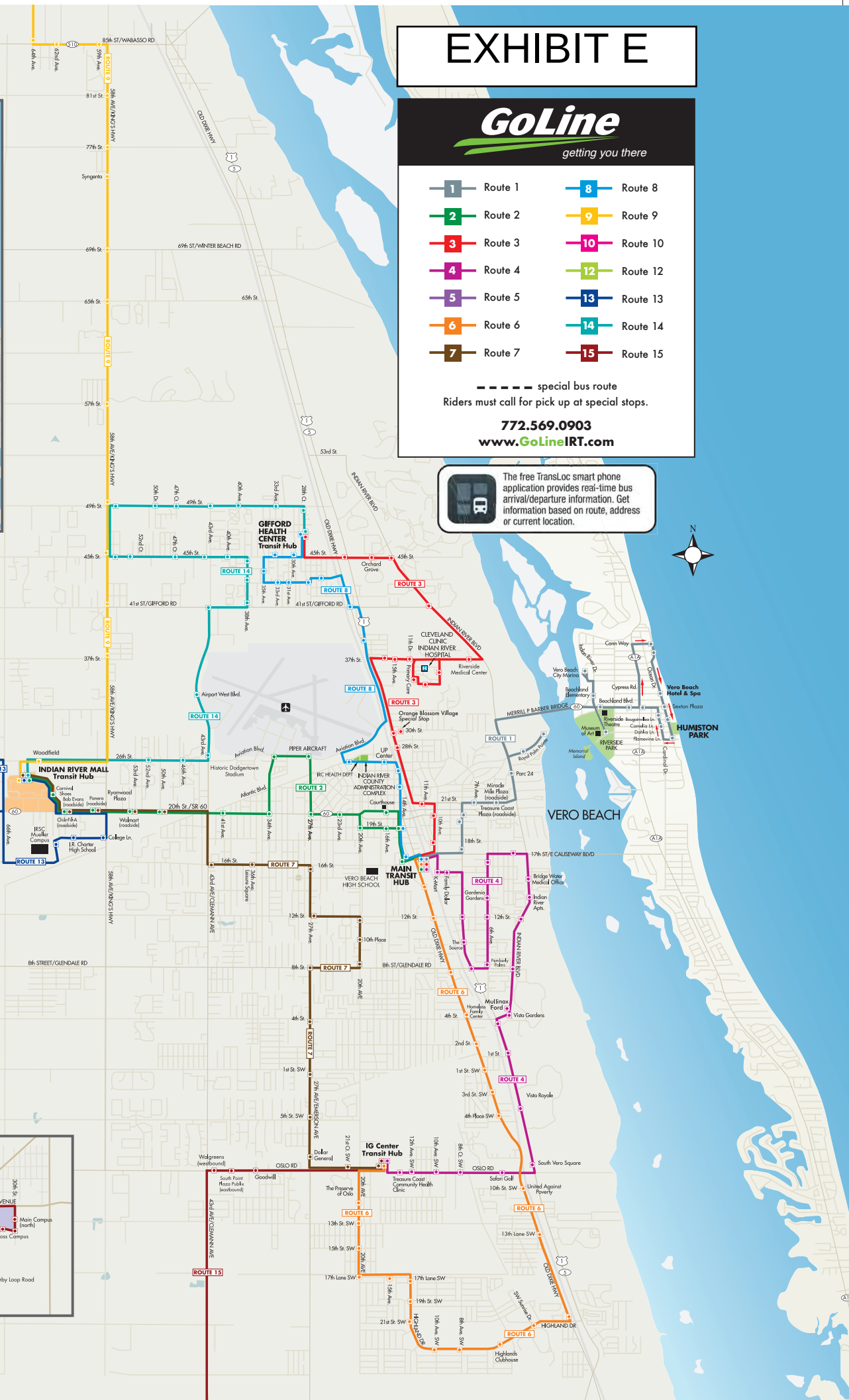
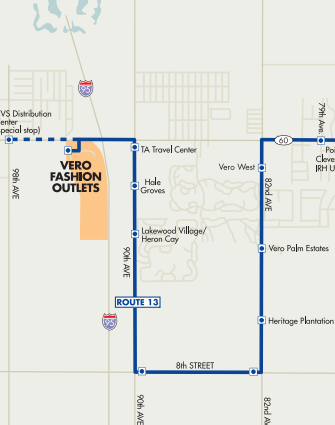
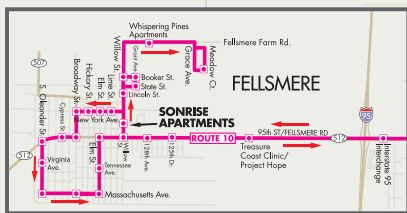
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|---|---------|----|----------|
| 1 | Route 1 | 8 | Route 8 |
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| 3 | Route 3 | 10 | Route 10 |
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| 5 | Route 5 | 13 | Route 13 |
| 6 | Route 6 | 14 | Route 14 |
| 7 | Route 7 | 15 | Route 15 |

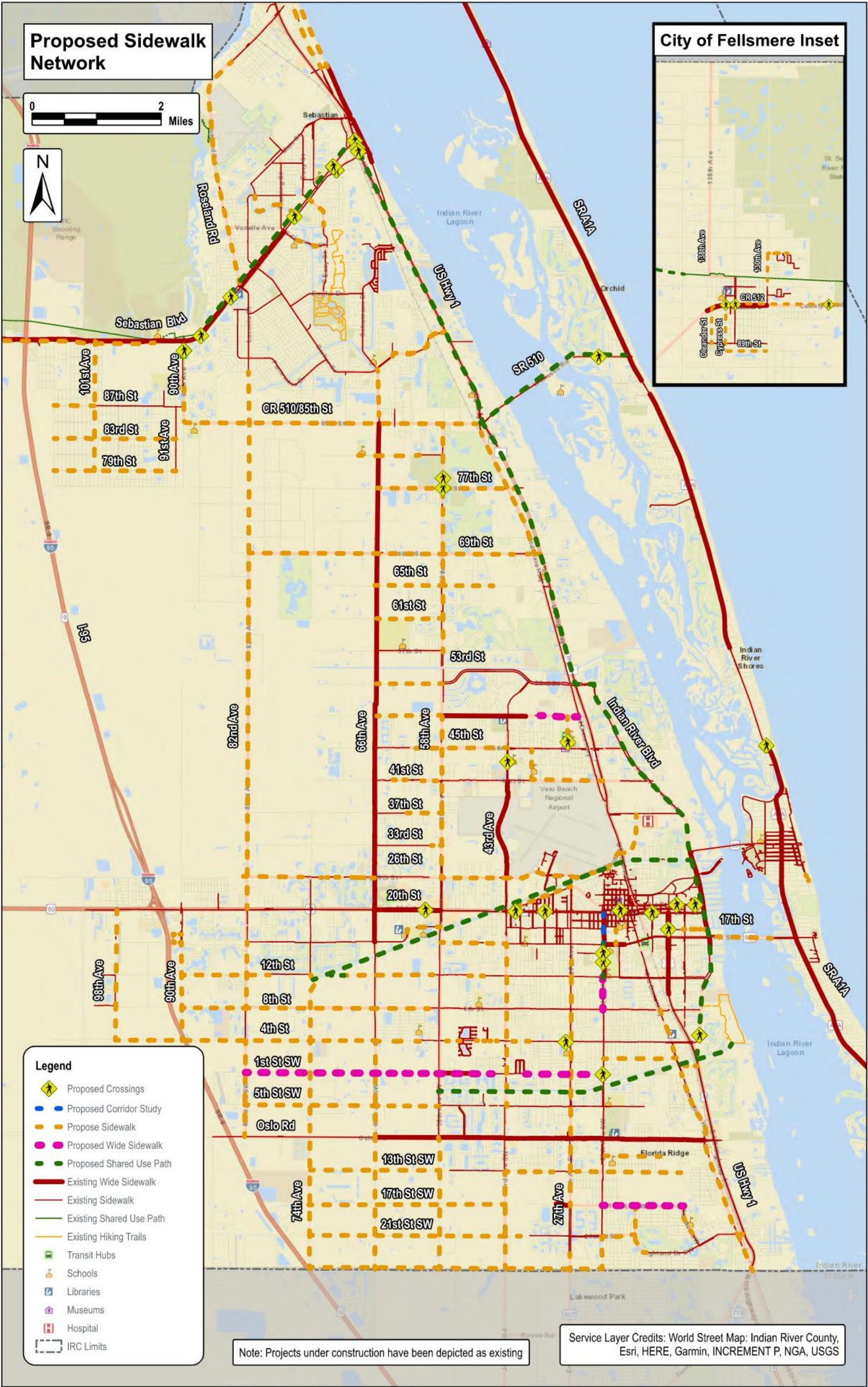
----- special bus route
Riders must call for pick up at special stops.

772.569.0903
www.GoLineIRT.com

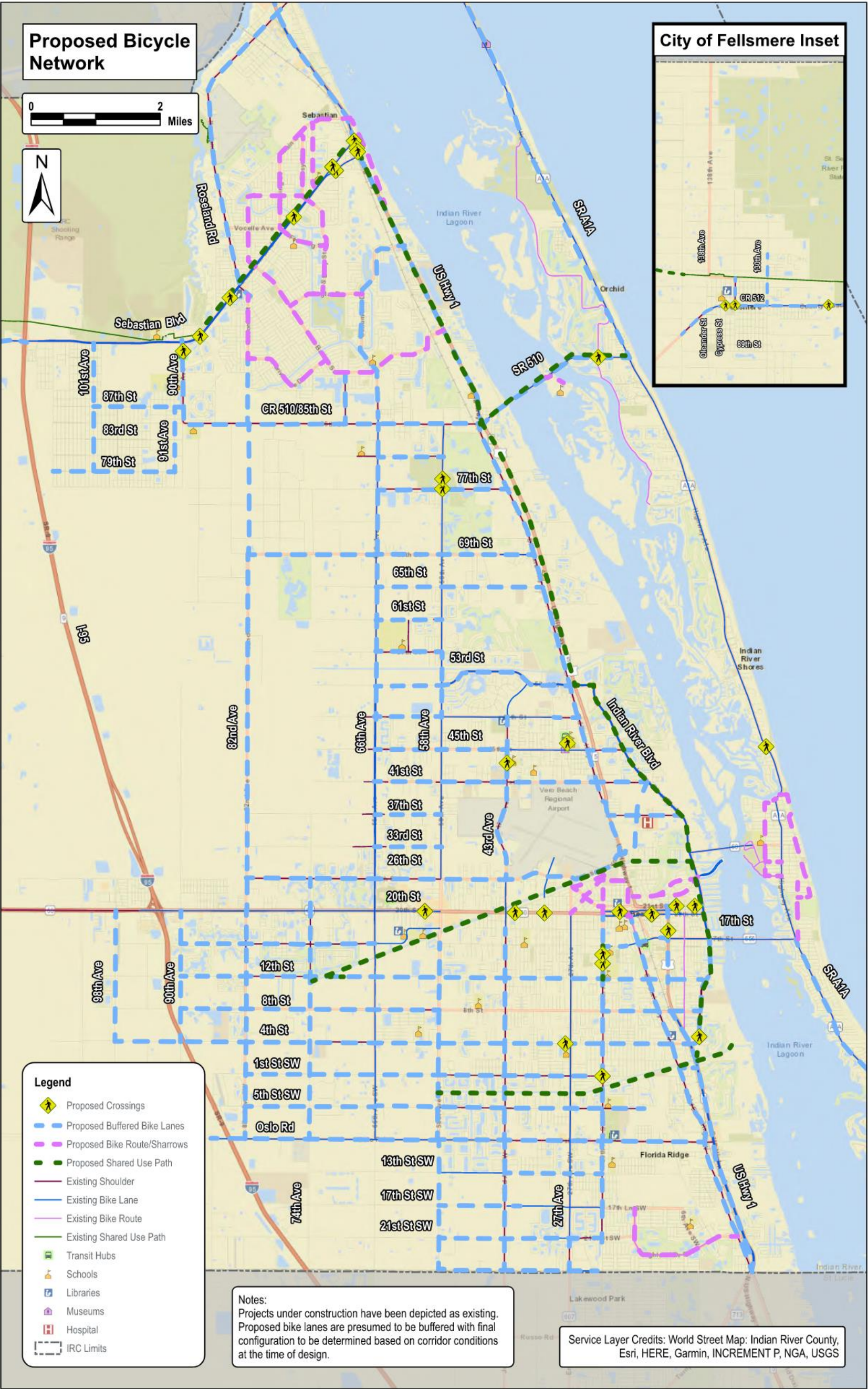


The free TransLoc smart phone application provides real-time bus arrival/departure information. Get information based on route, address or current location.





Map ES-1 – Proposed Sidewalk Network



Map ES-2 – Proposed Bicycle Network

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 17, 2025

SUBJECT: **Presentation on FDOT District 4 Pedestrian and Bicycle Master Plan**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization BPAC at its meeting of March 25, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

FDOT District 4 is currently updating its Pedestrian and Bicycle Master Plan, which covers all state highways in District 4. The plan was most recently updated in 2018. Within Indian River County, key corridor locations include SR 60, US 1, and Indian River Blvd.

At the March 25th BPAC meeting, FDOT will present on the update to the Pedestrian and Bicycle Master Plan.

RECOMMENDATION

This is an informational item; no action is required.

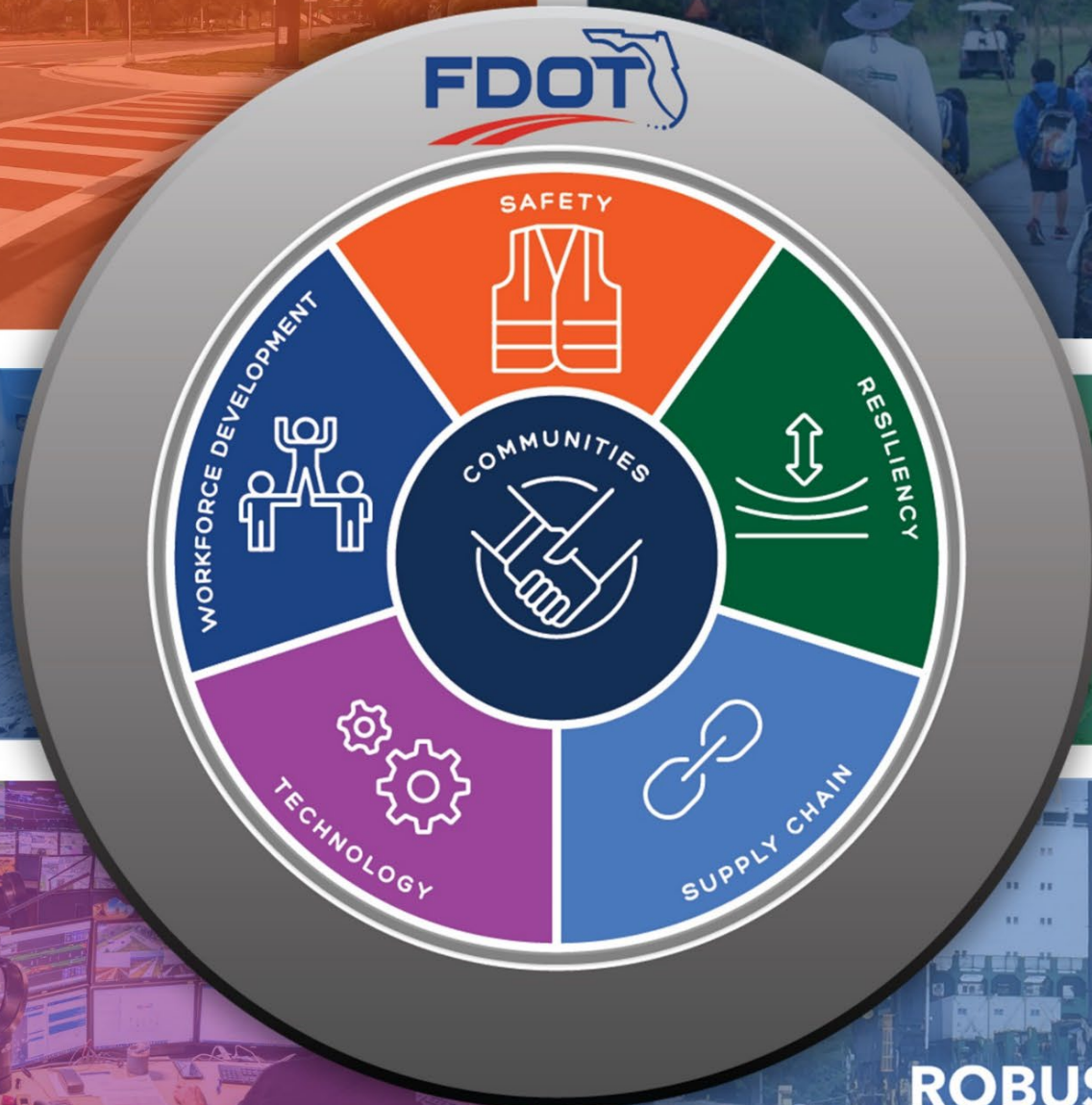
ATTACHMENT

1. Pedestrian and Bicycle Master Plan Presentation



Pedestrian and Bicycle

MASTER PLAN





2055 Florida Transportation Plan



SINGLE, OVERARCHING PLAN



GUIDES FLORIDA'S TRANSPORTATION FUTURE



FOUNDATION FOR FLORIDA'S WORK PROGRAM



UPDATED EVERY 5 YEARS



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Project Overview

Purpose

Update the 2018 District Four Pedestrian and Bicycle Master Plan

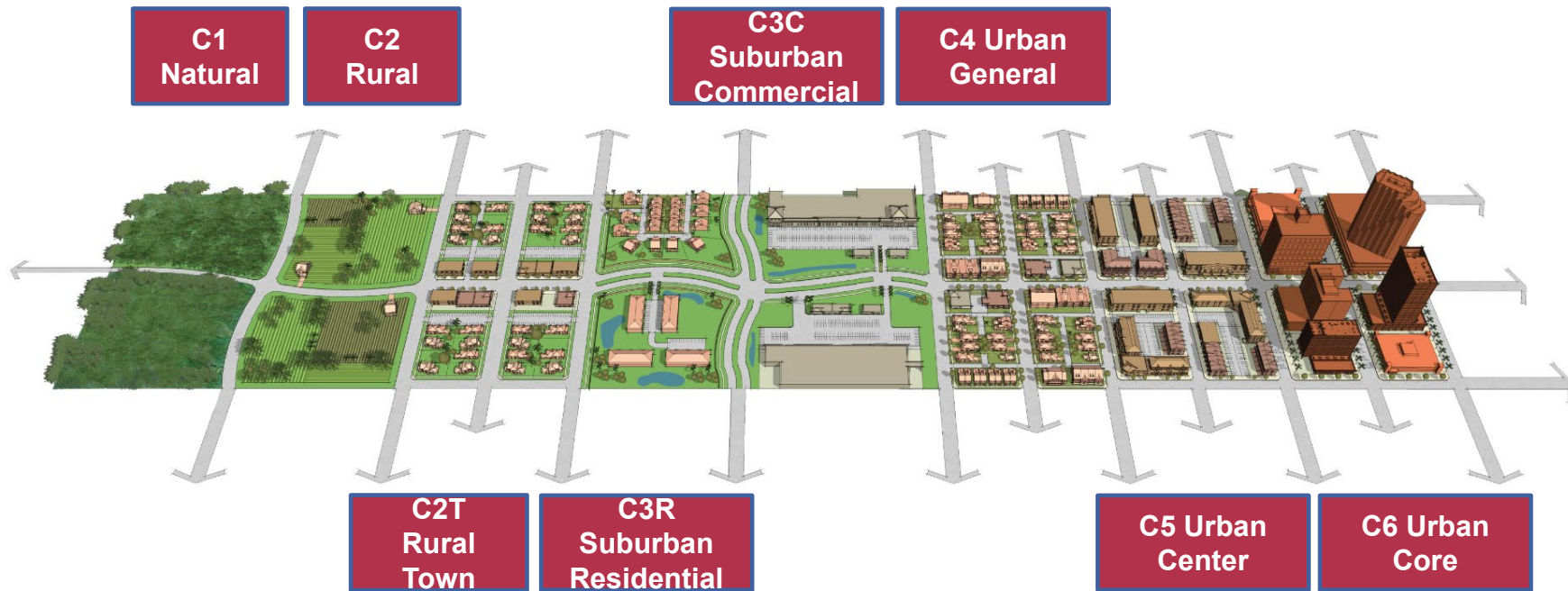
Outcomes

- Develop context-specific project recommendations for pedestrian and bicycle improvements on the State Highway System (SHS)
 - Sidewalks
 - Crossings
 - Bicycle Facilities
 - Shared Use Paths
 - Alternative Bicycle Routes



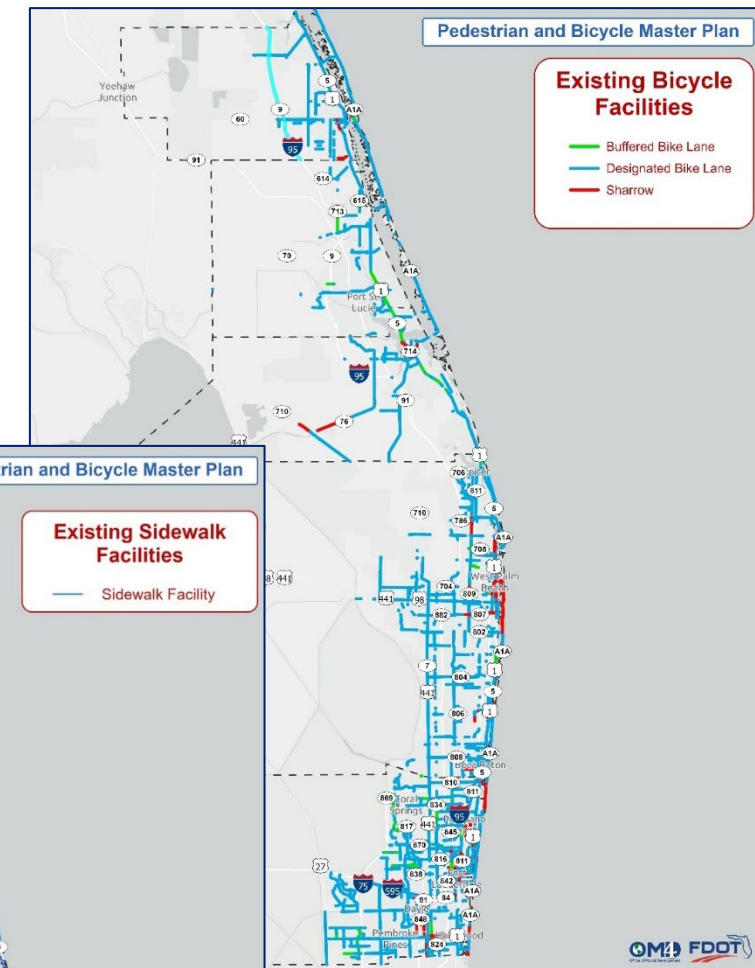
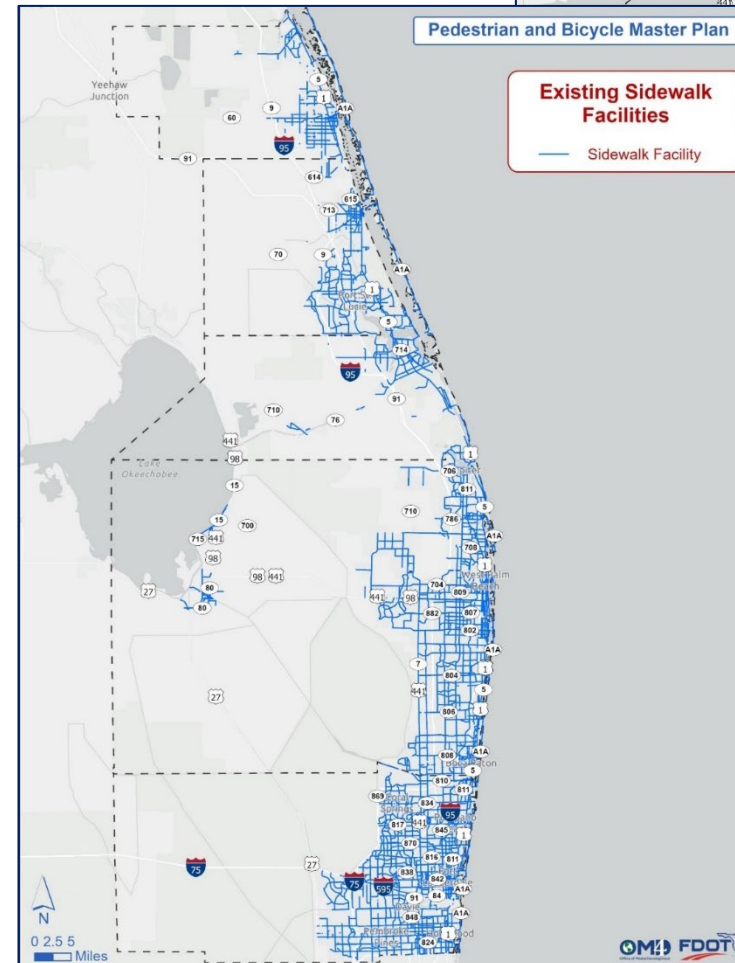
Florida's Complete Streets – A 360° Approach

A context-sensitive approach for planning, designing, and implementing Complete Streets in Florida.



Existing Multimodal Network

- Context Classification
- Existing Sidewalk Network on the SHS
- Existing Bicycle Network on the SHS
- Key Pedestrian and Bicycle Destinations
 - Bus Stops and Transit Centers
 - Outdoor and Recreation Facilities
 - Schools
- Pedestrian and Bicyclist Involved Crash Locations
- Roadway Posted Speed
- Roadway Volume



Key Definitions

Gaps

- Sidewalk or bicycle facility infrastructure is not present on a segment of the State Highway System (SHS)
- *Output: Locations in need of NEW pedestrian or bicycle infrastructure.*

Needs

- Pedestrian or bicycle facility is present on a segment of the SHS but is not appropriate for the segment context classification / facility design standards
- *Output: Locations in need of UPDATED pedestrian or bicycle facilities.*

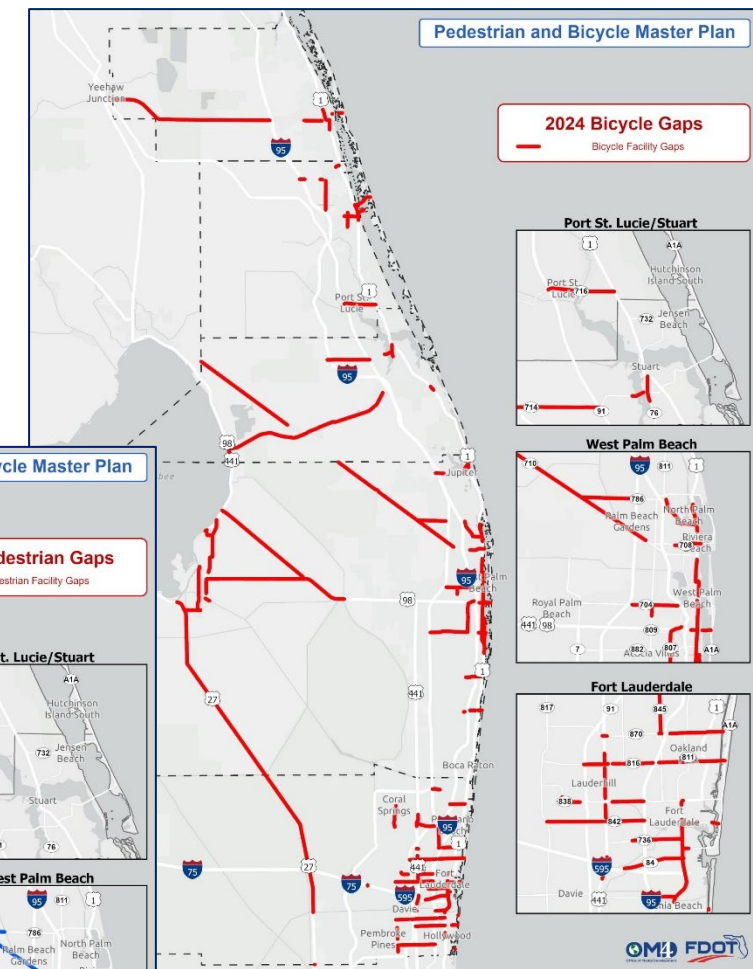
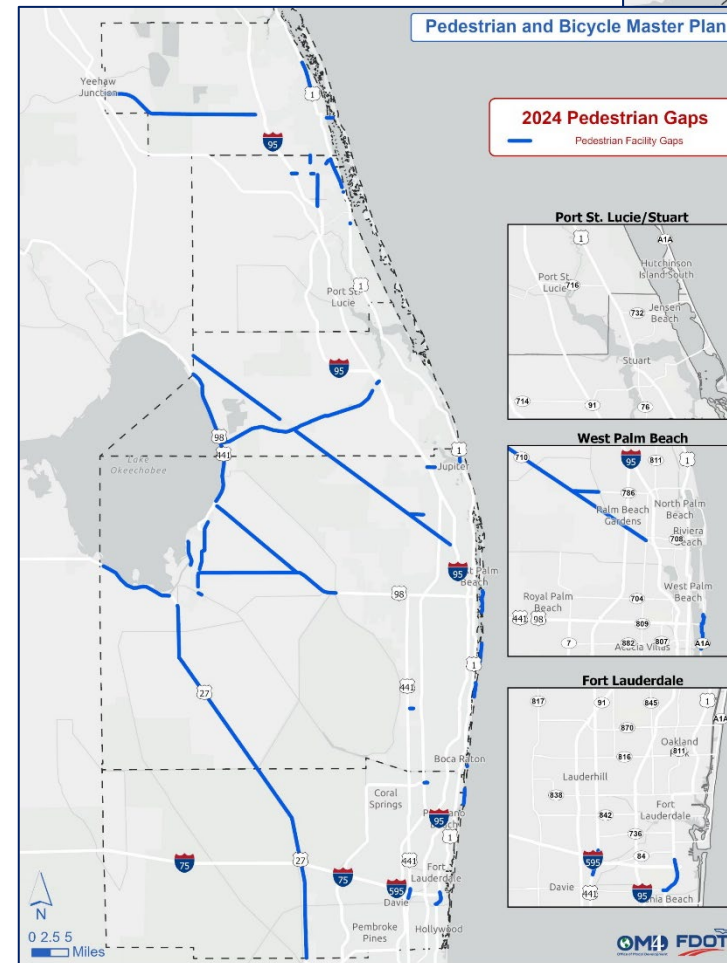
Identification of Gaps

Pedestrian Gaps

- Overlay of 2018 gaps onto existing sidewalk network to assess current gaps in the SHS network

Bicycle Gaps

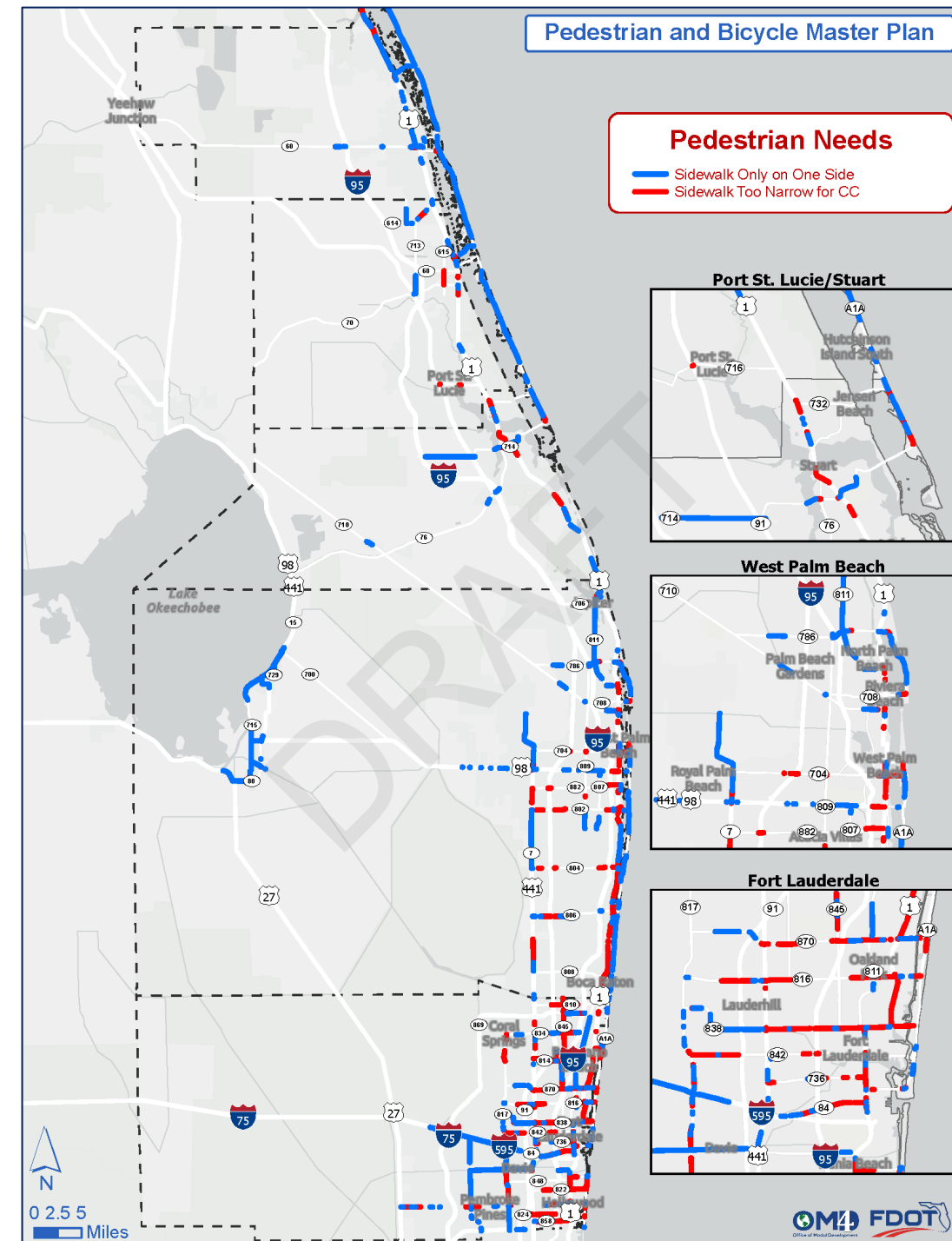
- Overlay of 2018 gaps onto existing bicycle network to assess current gaps in the SHS network



Identification of Pedestrian Needs

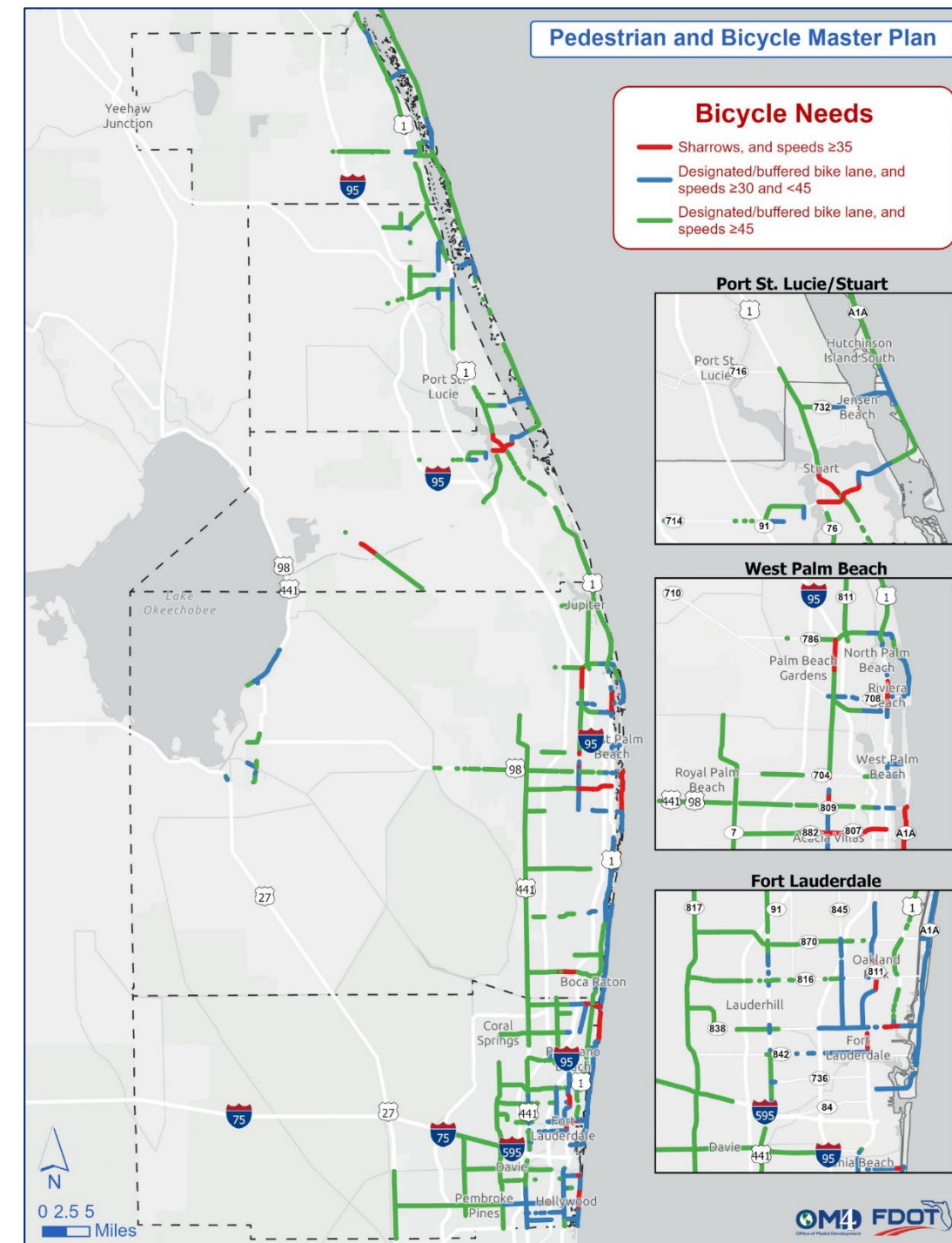
Pedestrian Needs

- Overlay of existing sidewalk width and context classification.
- Review of SHS segments with sidewalk only on one side of the roadway.



- Overlay of existing bicycle facilities and context classification

- Potential Improvements to Address Needs
 - Buffered Bicycle Lanes
 - Separated Bicycle Lanes
 - Shared Use Paths



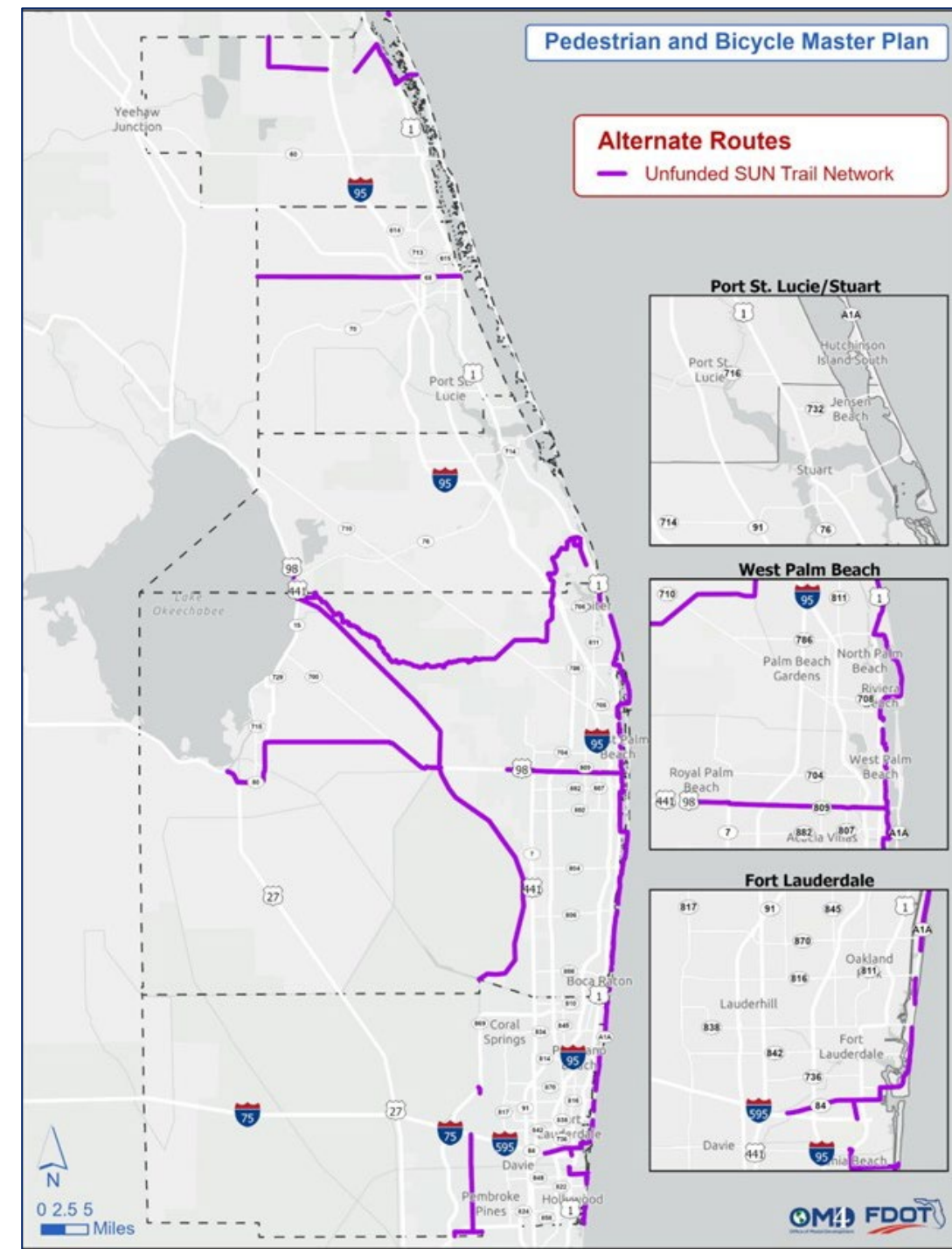
Identification of Other Needs

Shared Use Path Needs

- Review of current shared use path location proximity to SUN trail and key pedestrian and bicyclist destinations

Alternative Routes

- 2018 Master Plan Alternate Routes
- Unfunded SUN Trail Gaps



Prioritization Process

Accessibility	Demand	Connectivity	Safety
Transportation Access	High Trip Origins	Proximity to Schools	Vulnerable Road User
	High Trip Destinations	Proximity to Parks	
Transportation Cost Burden	High Employment Density	Proximity to Trails	Transportation Safety
	High Population Density	Proximity to Bus Stops Proximity to Train Stations	

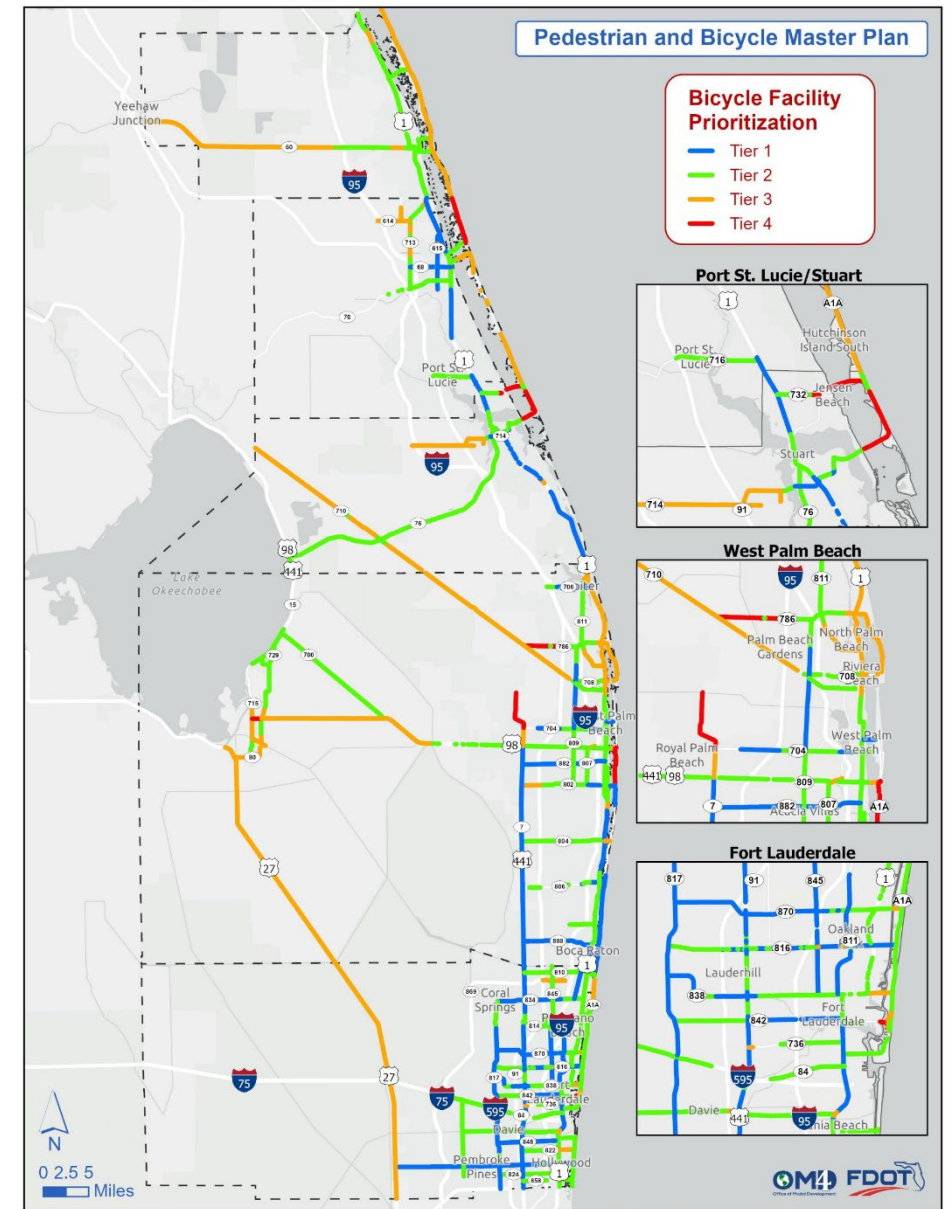
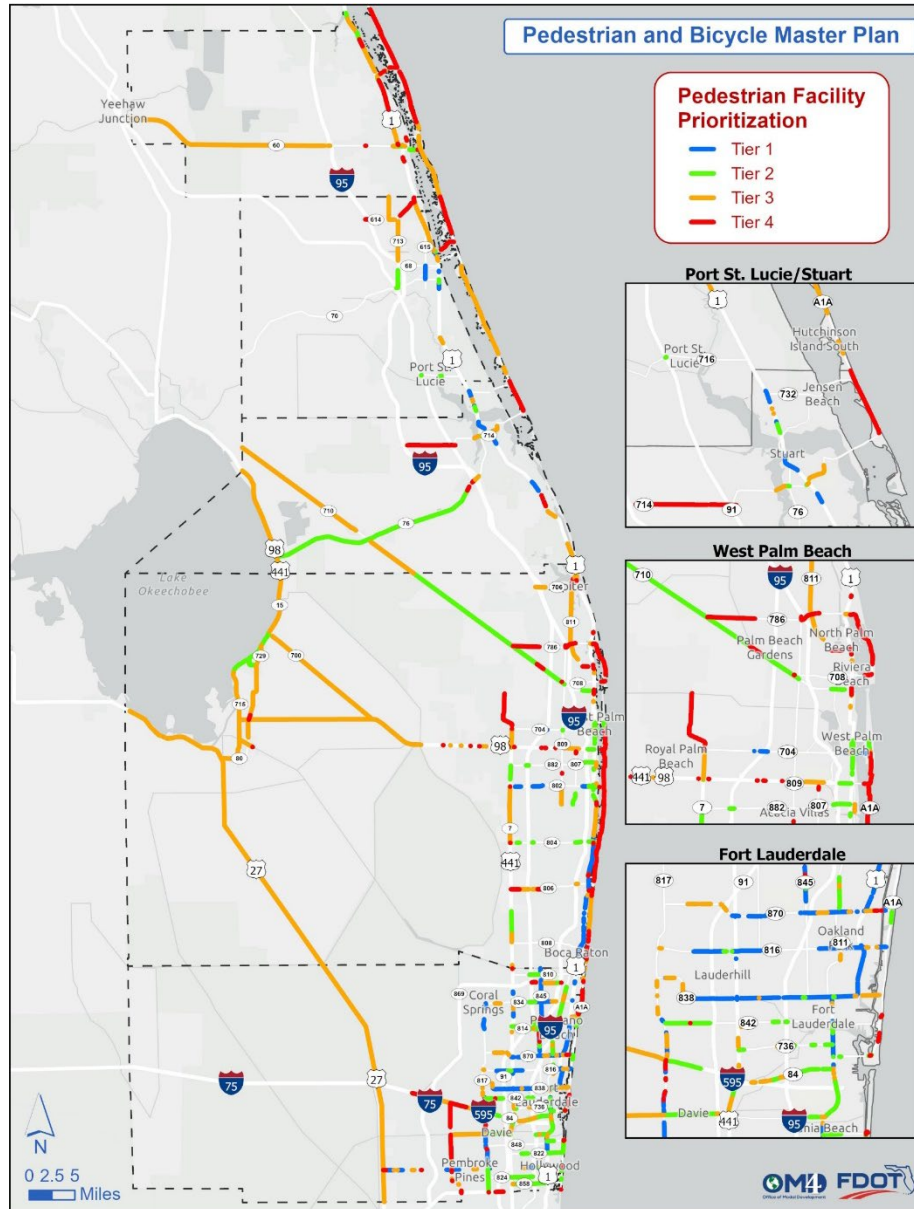
Accessibility Max. Points: 2
Demand Max. Points: 4
Connectivity Max. Points: 5
Safety Max. Points: 2
Total Max. Points: 13



Additional Screening Criteria

- High Injury Network
- Historic Crash Locations (Signal 4)
- Work Program Overlap

Prioritization Results



Key Corridor Locations – Indian River

- **A. 20th Street** from **94th Dr** to **80th Ave**
 - Shared Use Path
- **B. US 1** from **71st St** to **57th St**
 - Shared Use Path
- **C. US 1** from **57th St** to **41st St**
 - Shared Use Path
- **D. US 1** from **84th Street** to **71st St**
 - Shared Use Path
- **E. Indian River Blvd** from **Barber Bridge** to **20th Street**
 - Shared Use Path



Next Steps

- Identify Top 2 Locations in Each County
 - Planning Level Cost Estimates
 - Planning Level Concepts
- Finalize Master Plan Update



Contact Us

Throughout the project, questions or comments can be submitted via email or phone.

Michael Melendez, P.E.
Office of Modal Development



Michael.Melendez@dot.state.fl.us



(954) 777-7898



FDOT Safety Message

 **MOVE OVER** 

or slow down for emergency lights.

#MoveOverFL

FLHSMV 

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 17, 2025

SUBJECT: **Consideration of Amendments to the Bylaws of the Indian River County MPO**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization BPAC at its meeting of March 25, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

Attached are a series of amendments to the MPO Bylaws. Most of the proposed changes are to update the Bylaws to reflect current practices. For example, the Bylaws currently state that the MPO Board and each advisory committee shall conduct an organizational meeting in January to elect officers. Because not every committee typically meets in January, it is proposed that the organizational meeting be the first meeting of the calendar year. Another “clean up” change is referring to the Bicycle and Pedestrian Advisory Committee as the “BPAC” instead of “BAC”.

The proposed amendments also add a new Section 5.0 to the Bylaws addressing joint meetings of the MPO’s advisory committees (see pages 14-15). Currently, joint meetings between the TAC, CAC, and/or BPAC are conducted as two or more committees meeting separately together. With the proposed amendment, joint meetings will now be conducted as a single meeting of the participating committees. Under this arrangement, the chairperson of the combined committee would rotate among the officers of the advisory committees (the current practice is to have multiple chairs running the joint meeting). Regarding quorum for joint meetings, a majority of the combined committee’s membership would need to be present (currently, each committee’s quorum is counted separately).

RECOMMENDATION

Staff recommends that the BPAC review the attached information, offer any necessary changes, and recommend that the MPO approve the amendments to the MPO Bylaws.

ATTACHMENT

1. Bylaws of the Indian River County MPO as amended

**BYLAWS OF THE
INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION (IRCMPO)**

- 1.01 Preamble. The rules of the Indian River County Metropolitan Planning Organization (IRCMPO) shall serve to guide the proper functioning of the urban transportation planning process by the Metropolitan Planning Organization for Indian River County, Florida. These rules provide general procedures and policies for the IRCMPO, the IRCMPO Technical Advisory Committee (TAC), the Indian River County Citizen's Advisory Committee (CAC) and the Indian River County Bicycle and Pedestrian Advisory Committee (~~BAC~~BPAC) for fulfilling the requirements of: the interlocal agreement which creates the IRCMPO; the Federal Highway Act of 1962, as amended, as codified in Title 23 and Title 49 of the United States Code; and the applicable provisions of Chapter 339, Section 339.175, Florida Statutes.
- 1.02 Interpretation. If any provision of these rules conflicts with the interlocal agreement which creates the IRCMPO, the interlocal agreement shall control. Furthermore, all provisions contained in these rules shall be interpreted to be consistent with applicable state and federal law.
- 1.03 Membership.
- 1.031 There shall be twelve (12) voting members of the IRCMPO. The voting membership of the IRCMPO shall be as follows:
- Indian River County Board of County Commissioners (5)
 - City of Vero Beach (2)
 - City of Sebastian (2)
 - Town of Indian River Shores (1)
 - City of Fellsmere (1)
 - Indian River County School Board (1)

1.032 The IRCMPO governing board shall also include ~~threetwo~~ (32) Ex-Officio (Non-voting) members. The non-voting governing board membership shall be as follows:

Town of Orchid (1)

~~FDOT District 4 Secretary~~ Florida Department of Transportation (1)

~~FDOT State Transportation Planner~~

1.04 Appointment, Qualification and Terms of Office.

The governing body of each local government which is designated for membership on the IRCMPO shall select a member or members to serve on the IRCMPO. Each member appointed to serve on the MPO shall be an elected official of the local government appointing the member. Members shall serve four-year terms, and may be reappointed for one or more four-year terms. Each member's term of office on the IRCMPO shall, however, automatically expire upon the member leaving elected office. A governing body authorized to appoint a member to the IRCMPO may remove the member as an IRCMPO representative.

1.05 Officers and Duties

1.051 The IRCMPO shall hold an election at its organizational meeting each year to select a chairperson and vice-chairperson. The officers shall be elected by a majority of those present and voting.

1.052 The chairperson shall preside at all meetings and shall sign official documents of the IRCMPO. In the absence of the chairperson, the vice-chairperson may fulfill all of the duties set forth in these regulations as being duties of the chairperson.

1.053 In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

1.06 Meetings.

1.061 The regular meeting of the IRCMPO shall be held on the second Wednesday of each month at a time and place designated by the IRCMPO. Regular meeting dates and times may be changed by action of the IRCMPO.

1.062 The organizational meeting of the IRCMPO shall be held at the first regular meeting ~~in January of each calendar year.~~

- 1.063 The presence of seven members of the IRCMPO who are authorized to vote shall constitute a quorum.
- 1.064 Special meetings of the IRCMPO may be called by the chairperson, or in the absence of the chairperson, by the vice-chairperson.
- 1.065 The IRCMPO may choose to hold workshops from time to time. A quorum shall not be necessary for conducting a workshop; however, all workshops shall be noticed in the same manner as regular meetings of the IRCMPO.
- 1.066 A quorum must be present at all meetings other than workshops.
- 1.067 The IRCMPO staff director is responsible for the minutes of the meetings of the IRCMPO and for all notices and agendas for future meetings. The Indian River County Board of County Commissioners shall furnish a recording secretary for all IRCMPO meetings.
- 1.068 IRCMPO meetings shall be open to the public.
- 1.069 Except as otherwise provided in these rules, the rules of the Indian River County Board of County Commissioners shall be used to conduct all meetings of the IRCMPO.
- 1.07 Alternate Voting Members.
 - 1.071 Each IRCMPO member government may appoint an alternate for each of the government's representatives on the IRCMPO governing board.
 - (1) The alternate member must be an elected official and serve the same governmental entity as the regular member serves.
 - (2) An alternate member's term shall not exceed that of the regular member.
 - (3) Any member government may change its designated alternate voting members by notifying the chairman of the IRCMPO in writing.
 - 1.072 An alternate voting member is authorized to vote when the regular voting member is not present. It shall be the obligation of the regular voting member to provide reasonable notice to the alternate that the regular member will not be attending a meeting. When the secretary to the IRCMPO staff director polls the voting members prior to the IRCMPO

meeting, the voting member shall notify the secretary if the alternate voting member will represent the local government at the IRCMPO meeting, and that the alternate has been so instructed.

- 1.08 Subcommittees. Subcommittees and the chairpersons of subcommittees shall be designated by the chairperson, as necessary, to investigate and report on specific subject areas of interest to the IRCMPO. The IRCMPO may veto a designation of a subcommittee or a subcommittee chairperson by an affirmative vote of a majority of those present. A subcommittee shall consist of at least three members. Two of the subcommittee members must be present for the subcommittee to take formal action.
- 1.09 IRCMPO General Policies. General policies shall apply to all committees and subcommittees of the IRCMPO.
- (1) The adoption of major reports, studies, plans, and programs shall be by affirmative vote of the IRCMPO. All committees and subcommittees shall make recommendations, unless a more formal document is specifically required by a state or federal law, regulation or grant procedure.
 - (2) Changes in the provisions of these rules may be made only by the IRCMPO upon a simple majority vote of the voting members present and voting at any IRCMPO meeting.
- 1.10 Responsibilities and Functions. The responsibility of the IRCMPO is to manage a continuing, cooperative, and comprehensive transportation planning process that, based upon the prevailing principles provided in Florida Statutes Section 334.046(1), results in the development of plans and programs which are consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government the boundaries of which are within the metropolitan area of the MPO. As the Designated Official Planning Agency (DOPA) for Indian River County, the MPO shall fulfill all of the functions of transportation disadvantaged planning consistent with Florida Statutes Chapter 427 Rule 41-2. The MPO shall be the forum for cooperative decisionmaking by officials of the affected governmental entities in the development of required transportation plans and programs. The MPO shall perform all acts required by

federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid.

- (1) The IRCMPO shall develop:
 - a. A long-range transportation plan;
 - b. An annually updated transportation improvement program; and
 - c. An annual unified planning work program.
- (2) In order to provide recommendations to FDOT and local governmental entities regarding transportation plans and programs, the IRCMPO shall:
 - a. Prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law;
 - b. Assist the department in mapping transportation planning boundaries required by state or federal law;
 - c. Assist the department in performing its duties relating to access management, functional classification of roads, and data collection;
 - d. Execute all agreements or certifications necessary to comply with applicable state or federal law;
 - e. Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs required by this section; and
 - f. Perform all other duties required by state or federal law.
- (3) The IRCMPO recognizes that periodically there may be a need to amend the various adopted MPO plans or work programs. Amendments to adopted plans or programs may be initiated by local governments, TAC members, or by the IRCMPO itself. Amendments to plans and programs will be reviewed and approved in substantially the same manner as adoption of that plan or program, including all activities required under federal and state guidance.

1.11 Procurement of Services and Goods. Whenever the MPO as the contracting party wishes to obtain goods or services from any individual or entity other than a government agency, the MPO shall to the extent possible utilize the provisions set

forth in the Procurement Code of Indian River County, unless the Indian River County code conflicts with applicable state or federal regulations. Whenever compliance with the requirements of the Procurement Code are impractical or impossible and not in the public interest, the IRCMPO may by motion adopt an alternative procedure for obtaining specific goods or services.

2.0 The IRCMPO Technical Advisory Committee (TAC).

2.01 Membership.

2.011 The membership of the TAC shall be consistent with the criteria referenced in Section 339.175(17), F.S.

2.012 The TAC shall consist of 16 voting members. Membership shall be as follows:

(1) The Director from each of the following Indian River County departments/divisions shall appoint one regular voting member:

(a) Public Works Department;

(b) ~~Community Development~~ Planning and Development

Services Department;

(c) Traffic Engineering Division;

(d) Budget Office;

(2) The Cities of Vero Beach and Sebastian shall appoint members and alternates from each of the following departments:

(a) Engineering

(b) Planning

(c) Airport

(3) The Indian River County Sheriff's Department shall appoint one member.

(4) The Indian River County School Board shall appoint one member.

(5) The Indian River County Senior Resource Association shall appoint one member.

(6) The Town of Indian River Shores, the City of Fellsmere, and the Town of Orchid shall each appoint a regular voting member.

- (7) The FDOT, District 4 Office shall appoint advisory (non-voting) member(s).
- (8) The Florida Department of Environmental Protection may appoint one advisory (non-voting) member.
- (9) The TAC shall have additional advisory (non-voting) members as the IRCMPO deems advisable.

2.02 Appointment, Qualification and Terms of Office of TAC Members.

- (1) Each governmental unit and agency, in selecting its representative to the TAC, shall name technically qualified persons employed by that governmental unit or agency for the purpose of planning, traffic engineering, or civil engineering with a responsibility to that governmental unit or agency for some aspect of the control, planning, development, or improvement of the transportation system in Indian River County.
- (2) Each member of the TAC is expected to demonstrate interest in the TAC's activities through attendance at the regularly scheduled monthly meeting except for reasons of an unavoidable nature. A majority of the TAC may recommend the removal from membership of any member who fails to attend, or make arrangements for an alternate to attend, three or more meetings in a one-year period. Such recommendations shall be forwarded to the appointing agency or governmental unit.

2.03 TAC Officers and Duties.

- (1) The TAC shall hold an organizational meeting as part of its first regular meeting ~~in January~~ of each year for the purpose of selecting a chairperson and vice-chairperson.
- (2) Officers shall be elected by a majority of the members of the TAC present and authorized to vote at the organizational meeting. Officers shall serve a term of one (1) year, starting with the January organizational meeting, but may be elected for consecutive terms.
- (3) The chairperson shall preside at all meetings. In the event of the absence of the chairperson, or at the chairperson's direction, the vice-chairperson shall temporarily assume the powers and duties of the chairperson.

- (4) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

2.04 TAC Meetings.

- (1) Regular meetings of the TAC shall normally be held on the fourth Friday of ~~each~~the month at a time and place to be designated by the chairperson. Regular meeting dates and times may be changed by action of the TAC to accommodate desirable changes because of holidays or other reasons.
- (2) The presence of nine (9) TAC members who are authorized to vote shall constitute a quorum for the transaction of business.
- (3) The presence of a quorum shall be necessary for the TAC to conduct any business. If a quorum is not present, the TAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.
- (4) Special meetings may be called by the chairperson.
- (5) An affirmative vote of a majority of the voting members present and voting at any meeting of the TAC shall be necessary in order to adopt any measures.
- (6) The IRCMPO staff director is responsible for the minutes of the meetings of the TAC and for all notices and agendas for future meetings, and shall assist the chairperson in the preparation, duplication and distribution of all printed materials necessary for TAC meetings.
- (7) TAC meetings shall be open to the public.
- (8) Except as otherwise provided in this Policy Manual, the rules of the Indian River County Board of County Commissioners shall be used to conduct all meetings of the TAC.

2.05 Alternates. Each TAC member may designate an alternate. An alternate to the TAC may vote only when the regular voting representative from the same district is not present at the meeting. If a regular voting member of the TAC is unable to attend, the member shall be responsible for notifying the first alternate and if the first alternate is unable to attend, the member shall notify the second alternate, in cases where there is a second alternate.

2.06 TAC Responsibilities and Functions.

- (1) The TAC is responsible for coordinating transportation planning and programming, for review of all transportation studies, reports, plans and programs, and for making recommendations to the IRCMPO. The TAC shall assist the IRCMPO by providing technical resources as requested.
- (2) TAC recommendations to the IRCMPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and programs.
- (3) The TAC shall make priority recommendations to the IRCMPO and other agencies responsible for plan and program implementation based upon needs as determined by technical studies.
- (4) The TAC shall serve as an advisory committee for the completion of all required transportation studies, plans, development and programming recommendations required under state or federal laws pertaining to all modes of transportation and transportation support facilities.
- (5) The TAC may serve as an advisory committee to any and all duly constituted areawide transportation authorities and boards, as well as areawide planning boards or councils for physical development or comprehensive planning upon direct request of such authorities, boards, or councils and with the concurrence of the IRCMPO.
- (6) The TAC shall provide the opportunity at each of its meetings for citizens to comment on any matter pertinent to the transportation planning and programming process.

2.07 TAC Subcommittees.

- (1) Subcommittees may be designated by the chairperson of the TAC as necessary to investigate and report on specific subject areas of interest to the TAC or to deal with administrative procedures. The chairperson of the TAC shall also designate the chairperson of the subcommittee.

3.0 The IRCMPO Citizens Advisory Committee (CAC).

3.01 Function. The community at large shall be involved in the transportation planning process by the establishment of the CAC. The purpose of the CAC shall be to seek reaction to planning proposals and to provide comment with respect to the concerns of various segments of the population regarding their transportation needs. It shall be the function of the CAC to:

- (a) Assist the IRCMPO in formulation of goals and objectives providing safe and efficient transportation networks for all Indian River County residents and visitors.
- (b) Conduct public information programs.
- (c) Provide an effective opportunity for citizens to review the preliminary findings and recommendations for MPO plans and studies
- (d) Assist in other functions as deemed desirable by the IRCMPO or TAC.

3.02 Membership.

3.021 The CAC shall consist of fourteen (14) voting members. Each voting member government of the IRCMPO shall appoint one CAC member for each regular voting member that the member local government has on the IRCMPO governing board. In addition, two at-large members will be appointed by the MPO, one of whom will be a representative of the transportation disadvantaged community, and one of whom will be a representative of a racial minority.

3.022 Each voting member of the CAC is expected to demonstrate interest in CAC activities through participation in scheduled meetings.

3.03 Term of Office. Members designated by the IRCMPO shall serve at the pleasure of the appointing governmental entity.

3.04 CAC Meetings.

- (1) The CAC shall hold an organizational meeting as part of its first regular meeting ~~in January~~ of each year.
- (2) The CAC shall hold at least four (4) regular meetings a year ~~and shall at each meeting determine the date for the following meeting, which shall normally occur on the first Tuesday of the month.~~
- (3) Special meetings may be called by the chairperson.

- (4) The CAC, in addition to its regular and special meetings, shall, as necessary, hold public hearings, to elicit public input and to determine the degree of acceptance that a plan may have on all segments of the population, regardless of color, creed, religion, age, sex or national origin.
- (5) Quorum. The presence of eight (8) or more voting members of the CAC shall constitute a quorum. If a quorum is not present, the CAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.
- (6) An affirmative vote of a majority of voting members present and voting at any meeting of the CAC shall be necessary in order to adopt any measure.
- (7) The Indian River County Board of County Commissioners office shall furnish a recording secretary for all CAC meetings and assist in preparation, duplication and distribution of all printed materials necessary for CAC meetings.
- (8) CAC meetings shall be open to the public.
- (9) Except as otherwise provided in these Rules of Procedure, the rules of the Indian River County Board of County Commissioners shall be used to conduct meetings of the CAC.

3.05 CAC Officers and Duties.

- (1) The CAC shall, at its ~~January~~ organizational meeting, conduct an election to select a chairperson and vice-chairperson. The officers shall serve a term of one year starting with the organizational meeting ~~in January~~ and may serve consecutive terms.
- (2) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

3.06 CAC Responsibilities and Functions.

- (1) The CAC shall be charged with the following:
 - (a) Prepare position statements regarding general plan proposals and means to implement plans;
 - (b) Determine the effect of a plan, as proposed, upon the various segments of the population;

- (c) Note the plans that appear to be harmful or detrimental to segments of the community, particularly the traditionally underserved and underrepresented segments of the community; and also note those plans which fail to benefit, or which tend to create a disincentive to the interests of the various segments of the community; and
- (d) Transmit these recommendations and findings to the IRCMPO for consideration.

3.07 CAC Subcommittees. Subcommittees may be designated by the chairperson of the CAC, as necessary, to investigate and report on specific subject areas of interest to the CAC or to deal with administrative procedures.

4.0 The IRCMPO Bicycle and Pedestrian Advisory Committee (~~BACBPAC~~).

4.01 Function. The purpose of the ~~BACBPAC~~ shall be to ensure that bicycle and pedestrian concerns are addressed in the transportation planning process and to provide comments to the MPO with respect to the concerns of bicycle and pedestrian travel. It shall be the function of the ~~BACBPAC~~ to:

- (a) Assist the IRCMPO in formulation of goals and objectives to provide safe and efficient bicycle and pedestrian networks for all Indian River County residents and visitors.
- (b) Conduct public information programs.
- (c) Provide an effective review of preliminary findings and proposed recommendations for MPO plans and studies from the perspective of bicyclists and pedestrians.
- (d) Assist in other functions as deemed desirable by the IRCMPO.

4.02 Membership

4.021 The ~~BACBPAC~~ shall consist of six (6) voting members. Membership shall be representative of the general purpose local governments in Indian River

County. Each of the following voting member governments from the IRCMPO shall appoint one BACBPAC member:

Indian River County Board of Commissioners (1)

City of Vero Beach (1)

City of Sebastian (1)

Town of Indian River Shores (1)

Town of Orchid (1)

City of Fellsmere (1)

4.022 Each voting member of the BACBPAC is expected to demonstrate interest in BACBPAC activities through participation in scheduled meetings.

4.03 Term of Office. Members appointed to the BACBPAC shall serve at the pleasure of the appointing governmental entity.

4.04 BACBPAC Meetings.

(a1) The BACBPAC shall hold ~~at least one yearly~~an organizational meeting at its first regular meeting of each year.

(b2) The BACBPAC shall ~~meet on an ad hoc basis~~hold at least four (4) regular meetings a year.

(c3) Special meetings may be called by the chairperson.

(d4) The BACBPAC, in addition to its regular and special meetings, shall, as necessary, hold public hearings, to elicit public input on all matters related to bicycle and pedestrian travel.

(e) (5) Quorum. The presence of four (4) or more voting members of the BACBPAC shall constitute a quorum. If a quorum is not present, the BPAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.

(f) (6) An affirmative vote of a majority of voting members present and voting at any meeting of the BACBPAC shall be necessary in order to adopt any measure.

(g) (7) The Indian River County Board of County Commissioners office shall furnish a recording secretary for all BACBPAC meetings and assist in

preparation, duplication and distribution of all printed materials necessary for BACBPAC meetings.

(~~h~~8) BACBPAC meetings shall be open to the public.

(~~i~~9) Except as otherwise provided in these Rules of Procedure, the rules of the Indian River County Board of County Commissioners shall be used to conduct meetings of the BACBPAC.

4.05 BACBPAC Officers and Duties.

(1) The BACBPAC shall, at its ~~January~~ organizational meeting, conduct an election to select a chairperson and vice-chairperson. The officers shall serve a term of one year starting with the organizational meeting ~~in January~~ and may serve consecutive terms.

(2) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

4.06 BACBPAC Responsibilities and Functions.

(~~1a~~) The BACBPAC shall be charged with the following:

- (a) Prepare position statements regarding general plan proposals and means to implement plans;
- (b) Provide policy guidance in the creation of the bicycle and pedestrian plan;
- (c) Determine the effect of a plan, as proposed, upon bicycle and pedestrian travel;
- (d) Note plans that conflict with the safe and efficient movement of bicycle and pedestrian travel; and
- (e) Transmit these recommendations and findings to the IRCMPO for consideration.

5.0 Joint Meetings of the TAC, CAC, and/or BPAC

(1) Joint meetings of two or more advisory meetings (i.e. TAC, CAC, and/or BPAC) may be conducted.

(2) During joint meetings, the officers of the joint meeting shall rotate among the officers of the advisory committees.

- (3) During joint meetings, a quorum comprised of a majority of all members of the combined committees who are authorized to vote shall be present for the transaction of business. If a quorum is not present, a workshop may be convened in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.

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INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County MPO Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 17, 2025

SUBJECT: Status Report of MPO Advisory Committees

It is requested that the information presented herein be given formal consideration by MPO Bicycle Pedestrian Advisory Committee (BPAC) at its meeting of March 25, 2025.

Citizens Advisory Committee (CAC)

At its February 4th meeting, the CAC was one member short of a quorum. The CAC members present received presentations on the MPO's Safety Targets, the Draft List of Priority Projects, and the Transit Development Plan (TDP) Annual Update. While the CAC did not take action on any items, there was a consensus in favor of the items presented.

Metropolitan Planning Organization (MPO)

At its February 12th meeting, the MPO Board considered the MPO's Safety Targets, a resolution in support of legislation requiring hands-free cell phone use while driving, the Draft List of Priority Projects, and the Transit Development Plan (TDP) Annual Update. The MPO Board approved all items. Also, the MPO Board reelected Bob McPartlan as Chair for 2025 and Bob Auwaerter as Vice Chair

Upcoming Meetings

The MPO and its advisory committees will next meet as follows:

TAC Meeting: March 28, 2025 – 10:00 am

CAC Meeting: April 1, 2025 – 2:00 pm

MPO Meeting: April 9, 2025 – 10:00 am

TDLCB Meeting: May 22, 2025 – 10:00 am

Joint BPAC/CAC Meeting: June 3, 2025 – 2:00 pm