

### Fatalities<sup>18</sup>

266 people were killed on North Florida's public roads in 2021 which equaled the number of fatalities in 2020. The five-year moving average has risen every year since 2014. Figure 19 summarizes the 5-year rolling average of fatalities in North Florida.

The goal for crash safety is to have zero fatalities.

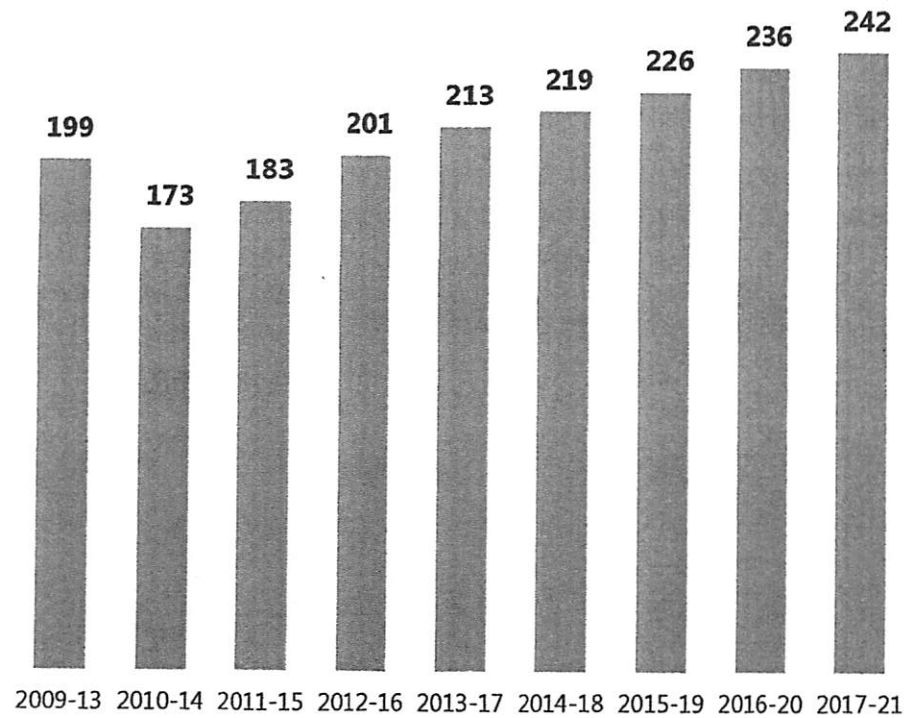


FIGURE 19 FATALITIES 5-YEAR ROLLING AVERAGE (2013-2021)

### Bicycle and Pedestrian Fatalities and Injuries<sup>22</sup>

Fatalities involving bicyclists rose from 2016 to 2020 while the number of injuries decreased. Pedestrian fatalities and injuries decreased from 2016 to 2020. Figure 23 summarizes the trends in bicycle and pedestrian crashes by county. The benchmark is to have zero fatalities or injuries.

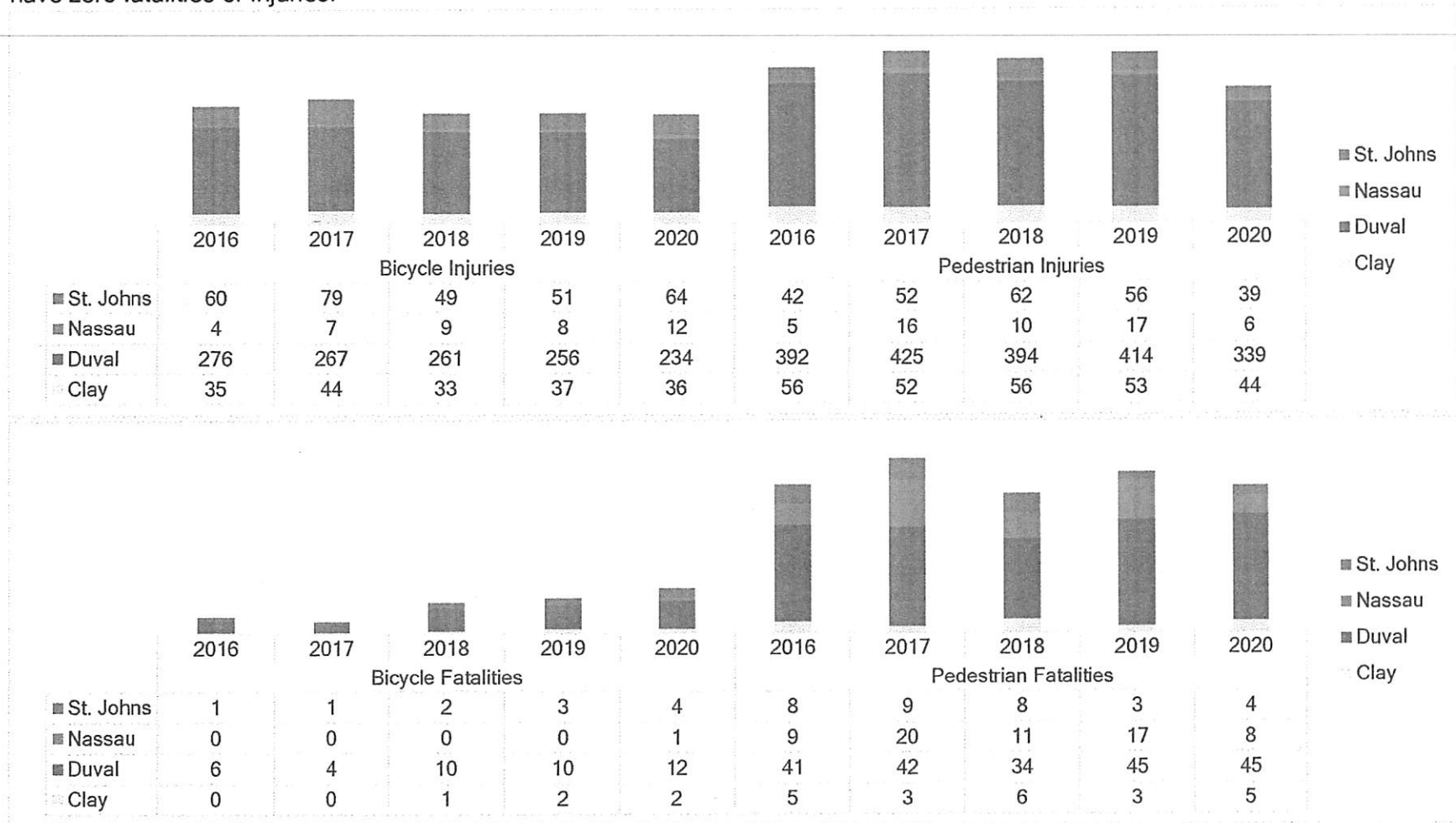


FIGURE 23 BICYCLE AND PEDESTRIAN CRASH TRENDS (2016-2020)

Figure 24 summarizes the bicycle and pedestrian crashes per 100,000 persons by county. Table 7 summarizes the rankings of the major metropolitan areas in Florida. These locations and the trends in rankings are shown in Figure 25.

When considering the population by county:

- Nassau County has the highest rate of pedestrian fatalities in the region with a rate of three times the overall regional rate.
- Duval County has the highest rate of injuries for pedestrians and bicyclists.

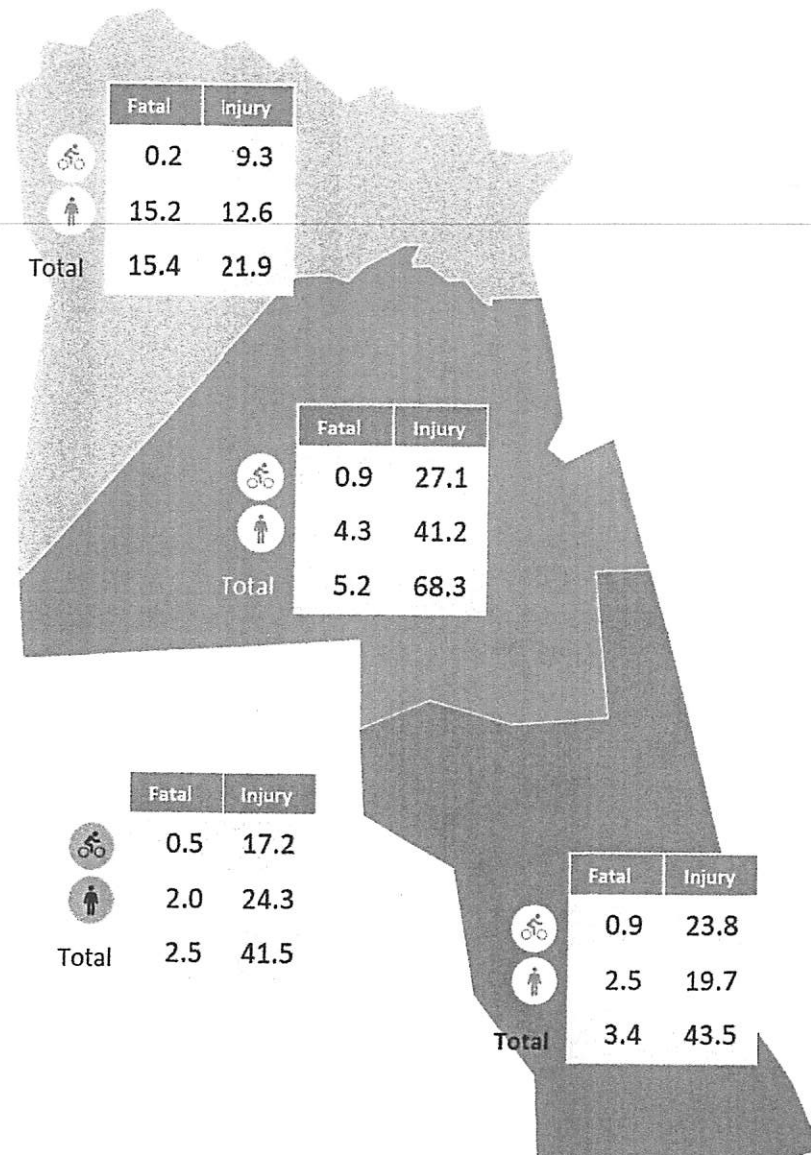


FIGURE 24 BICYCLE AND PEDESTRIAN CRASHES PER 100,000 POPULATION BY COUNTY (2020)

**TABLE 7. DANGEROUS BY DESIGN FLORIDA RANKINGS**

<b>National Rank (1 worst)</b>	<b>Metropolitan Area</b>	<b>Pedestrian Fatalities (2010-2019)</b>	<b>Average Annual Fatalities per 100,000 (2010-2019)</b>	<b>2019 Pedestrian Danger Index</b>	<b>2021 Pedestrian Danger Index</b>	<b>Change</b>
#1	Orlando	740	3.00	313	295	-18
#4	Melbourne	168	2.90	245	261	16
#5	Daytona	235	3.60	265	260	-5
#6	Sarasota	199	2.50	235	248	13
#8	Tampa	968	3.10	205	223	18
#9	Lakeland	162	2.40	231	215	-16
#10	Jacksonville	462	3.10	226	205	-21
#11	Cape Coral	170	3.00	217	192	-24
#13	Miami-Ft. Lauderdale Palm Beach	1,675	2.80	153	172	18

No data was provided for 2020.

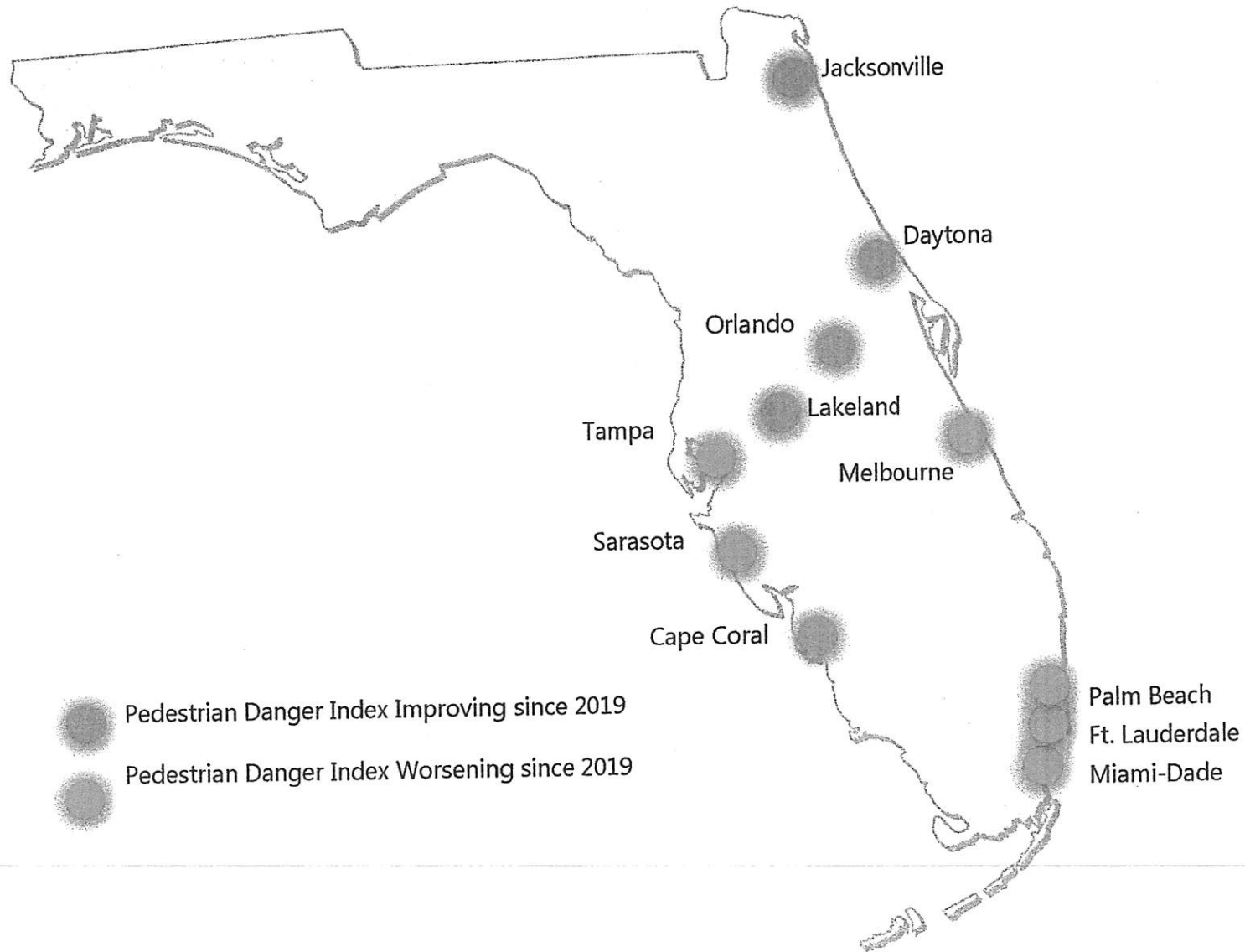


FIGURE 25 DANGEROUS BY DESIGN FLORIDA RANKINGS (2021)

## Social Costs of Crashes<sup>54</sup>

The costs of fatalities, injuries and other crashes burdens the economy in the billions of dollars annually. Lost wages, pain and suffering, medical expenses and property loss are a few of the external costs resulting from crashes.

Bicycle and pedestrian crashes result in \$973 million per year. They represent less than 1% of crashes but 20% of the social costs.

Vehicle crashes result in \$3,819 million per year in social costs.

The total social costs of crashes in North Florida is \$4.8 billion per year, or 5.9% of our region's gross domestic product.

The target is to have zero injuries or fatalities resulting from crashes.

Figure 69 shows the percent of the social cost of crashes by mode.

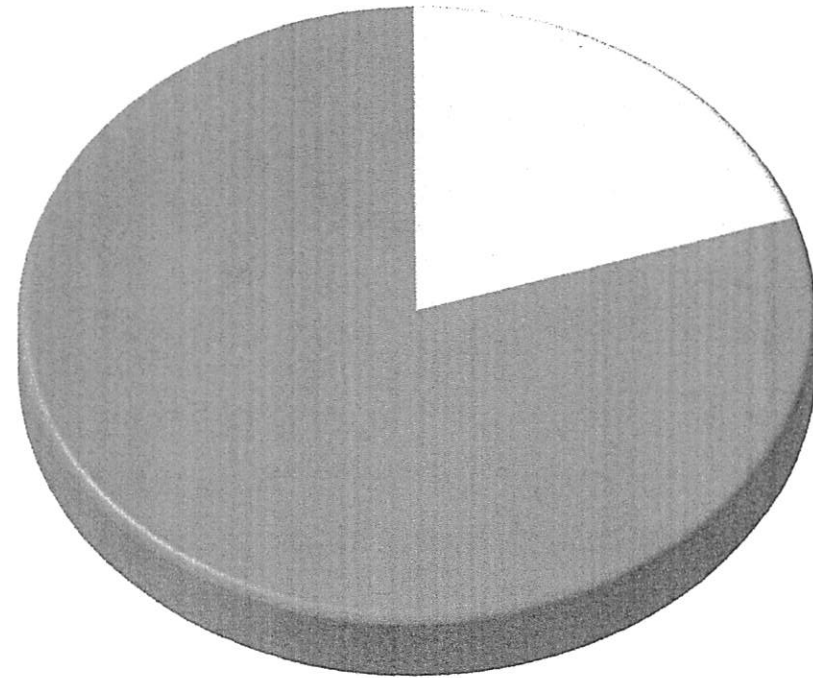


FIGURE 69 SOCIAL COST OF CRASHES (2020)

- About 42% of people worked from home at least half-time in 2021 due to the COVID-19 pandemic. Less than 10% of workers worked from home full time prior to the pandemic and nearly one-third of commuters are anticipated to work from home at least half time permanently.
- Between 2016 and 2020 persons under 24 who obtained their licenses grew throughout the region (0.4%) reversing a trend that occurred since the 2000's.
- Poverty within the region has declined since its peak in 2012. The COVID pandemic impacted our residents in 2020 and poverty increased due to lack of employment. Job growth in 2021 continues to reduce poverty in North Florida.
- Nearly 1 in 7 persons under 18 lived in poverty in North Florida in 2020 exceeding the goal of Florida Chamber's for 10% or fewer children living in poverty.
- Transportation barriers are the third leading cause of missing a medical appointment for older adults across the country and nearly 370,000 persons in North Florida live in medically underserved areas.
- Transportation problems, affecting 8% of women, appeared to be the only significant logistic barrier to timely [prenatal] care.
- Only 43% of low-income persons own vehicles.
- Accessing affordable and nutritious food is a challenge for persons in North Florida.

## **Economy**

- The gross domestic product in North Florida remained strong despite the COVID-19 pandemic with only a net 0.2% decline between 2019 and 2020. Statewide gross domestic product returned to pre-pandemic levels and grew by 5.5% in real dollars through 2021. When the economy grows so does the demand for mobility.
- Employment in North Florida in December 2021 was 2% over the pre-COVID-19 pandemic levels in March of 2020.

## **Safety**

- Crashes 2021 increased 15% over 2020. This is the second highest number of crashes ever recorded in North Florida. The number of crashes is believed to result from higher travel speeds.
- Similar trends exist for fatalities (2.5% increase) and injury crashes (10.5% increase) for 2021 over 2020 crashes.
- Regional crash rates exceed the statewide average for all severity types of vehicle crashes.
- North Florida was ranked as the 10th least-safe area for pedestrians by Dangerous by Design in 2020. However, several metropolitan areas in Florida are ranked as more dangerous and North Florida's bicycle and pedestrian fatal crash rate is less than the statewide average.

- Bicycle and pedestrian crashes are only 3.2% of the total crashes but account for nearly 20% of the social costs of crashes due to their high fatal and serious injury rates.
- The social cost of crashes is \$4.8 billion or 5.9% of our gross domestic product.
- The TPOs goal is to have zero fatalities.

## Quantity

- With the economic recovery vehicle miles traveled are anticipated to increase in 2021-2022 but slower than the growth in gross domestic product due to more residents working from home.
- Aviation travel began to recover in the second half of 2020 and reached 2013 levels for annual passengers in 2021.
- On-time departures at the airport achieved their highest level.
- Transit ridership declined as a result of the safety concerns associated with the COVID-19 pandemic.
- Port container traffic began to recover in 2020.
- There were no cruise ship departures from JAXPORT in 2020 as a result of the COVID-19 pandemic.
- The number of vehicles shipped declined significantly through 2021 due to the COVID-19 pandemic global supply chain interruptions.

## Quality

- Average speeds increased from 2019 to 2020 as a result of lower demand (vehicle miles traveled and generally lower congestion levels).
- Travel delays were 38% of pre-COVID-19 pandemic levels on the state highway system.
- Reliability of travel on the system improved significantly based on the reduction of delays between 2019 and 2020 but returned to 2019 levels in 2021.
- The mid-day period was the most critical period for 43% of the region's most congested corridors in 2020 because more people worked from home during 2020. In 2021, the peak flows returned to pre-COVID-19 patterns.

## Utilization

- The utilization of the system declined in 2020 consistent with the decline in demand during the COVID-19 pandemic.