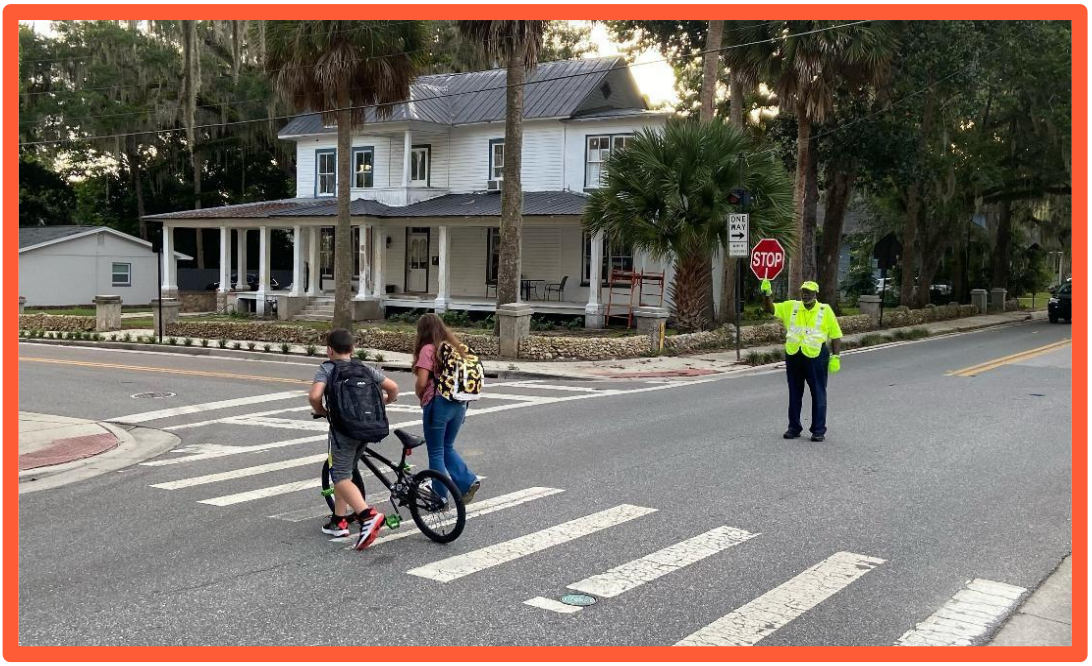
COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion



OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Adopted November 29, 2022
Amended June 27, 2023

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity.

The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities.

The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status.

The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts.

Persons wishing to express their input may do so by contacting the TPO.

2710 East Silver Springs Boulevard, Ocala, FL 34470
(352) 438-2630 www.ocalamariontpo.org

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO) ADOPTING THE
COMMITMENT TO ZERO SAFETY ACTION PLAN

WHEREAS, the Ocala/Marion County Transportation Planning Organization, designated by the Governor of the State of Florida as the Metropolitan Planning Organization (MPO) and body responsible for the urban transportation planning process for the Ocala/Marion County area;

WHEREAS, traffic crashes are a serious threat the health and safety of the residents and visitors to Ocala/Marion County;

WHEREAS, the Commitment to Zero Safety Action Plan is a call to action to eliminate traffic-related fatalities and serious injuries in Ocala/Marion County;

WHEREAS, the Commitment to Zero Safety Action Plan is founded on the four principles of Education and Awareness, Public and Partner Engagement, Safety Analysis and Action Planning; and

WHEREAS, The Commitment to Zero Safety Action Plan was approved by the Ocala/Marion County Transportation Planning Organization on November 29, 2022.

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization adopts the Commitment to Zero Safety Action Plan to guide future transportation planning efforts to eliminate fatal and serious injury crashes on the transportation system of Ocala/Marion County.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 29th day of November 2022.

By: _____
Ire Bethea Sr., Chair

Attest: _____
Rob Balmes, Director

Commitment to Zero Pledge

Ocala Marion Transportation Planning Organization (TPO)

OCALA MARION TPO

We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.

We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.

A Message from the TPO Board Chair

The Ocala/Marion County Transportation Planning Organization (TPO) has adopted the Commitment to Zero Action Plan to eliminate serious traffic injuries and fatalities on the transportation system of Marion County. To achieve this vision, it will take all of us working together as one community.

Every person lost or injured in a traffic crash is a family member, teacher, neighbor, colleague, someone we worship with, or say a friendly hello to at the grocery store. We are all connected and greatly impacted by these tragedies. As a community, we can make a profound impact on improving the safety of our roadways. Commitment to Zero is based on a collaborative approach tied to the four cornerstones of:

1. Education and Awareness
2. Public and Partner Engagement
3. Safety Analysis
4. Action Planning

Specific strategies in the Plan identify actions to improve safety and achieve the vision of zero fatalities and serious injuries. As a life-long resident of Ocala, I am confident we can significantly reduce deaths and injuries on the roads of our wonderful community. I am asking everyone to review the Plan, do your part by traveling safe every day, and get involved with the TPO and our safety partners.

Sincerely,

Ire Bethea, Sr.
Ocala City Council President
TPO Board Chair

Dear Residents and Visitors of Marion County

In January 2022, it was my honor to lead the kick-off of Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. At the meeting, I heard many inspirational messages from dedicated professionals and residents, especially our First Responders. So many great men and women in our community devote themselves every day to saving lives and improving the safety of our roadways.

Throughout the development of the Action Plan, I shared Commitment to Zero safety messages at our Board of County Commission meetings. I have also listened to residents tell their stories at community events such as the Commitment to Zero Public Workshop. It is distinctly clear to me that we can do more to impact the reduction of deaths and serious injuries on our roadways. The implementation of Commitment to Zero will serve as a catalyst to a safer future in Marion County.

To reach our ultimate vision of zero, it's going to take a commitment from everyone in Marion County. This includes having shared responsibility and being respectful toward all users of our transportation system, including the transportation disadvantaged. I am confident we can be successful. It has been my pleasure to serve as a leader of Commitment to Zero. I look forward to working with the residents and professionals of Marion County to make our transportation system safer for everyone.

Sincerely,

Michelle Stone

Michelle Stone
Marion County Board of County Commissioners
TPO Board Member and Commitment to Zero Champion

Dedication

The Commitment to Zero Safety Action Plan is dedicated to the people and families of those who lost their lives while traveling on our streets. Their loss reminds us that every life is precious and inspires us all to continue our commitment towards zero traffic-related deaths and serious injuries.

Call to Action

The road ahead is not easy, but in the hands of those who care, we believe that we will see this commitment through. The Ocala Marion TPO has made a Commitment to Zero, will you do the same?

Commitment to Zero Pledge

I recognize that crashes are preventable, and my choices matter to my life and the lives of others.

I pledge to make safety a priority, to focus on driving, to slow down, be aware of my surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around me.

Source: ocalapost.com

Acknowledgements

Ocala Marion Transportation Planning Organization Board

Councilmember Ire Bethea, Sr., Chair
City of Ocala, District 2

Commissioner Craig Curry, Vice-Chair
Marion County, District 1

Commissioner Kathy Bryant
Marion County, District 2

Councilmember Kristen Dreyer
City of Ocala, District 4

Commissioner Jeff Gold
Marion County, District 3

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City of Ocala

Councilmember James Hilty
City of Ocala, District 5

Commissioner Ronald Livsey
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Councilmember Barry Mansfield
City of Ocala, District 1

Commissioner Michelle Stone
Marion County, District 5

Mayor Bill White
City of Dunnellon

Commissioner Carl Zalak
Marion County, District 4

John Tyler, Secretary, Non-Voting Member
FDOT District Five

Commitment to Zero Working Group

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Nick Blizzard
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Key Terms

All Ages and Abilities – All ages and abilities mean that streets, intersections, and sidewalks are designed to be safe and comfortable for children, older adults, people with disabilities, and other vulnerable road users. Street design should prioritize children, who are smaller and less visible; older adults, who may have lower visual acuity and slower walking/biking/rolling speeds; and people with disabilities who may use a wheelchair or experience loss of vision or hearing. Streets that are safe for people of all ages and abilities are safe for everyone.

Commitment – The state or quality of being dedicated to a cause or activity. Also defined as an agreement or pledge to do something in the future.

Data-Driven – An approach that utilizes available data to inform decisions, rather than just intuition or personal experience.

Distracted Driving – Anything that takes a driver's attention away from the vital task of driving. There are three types of distraction; manual, which is taking hands off the wheel; visual, or taking eyes off the road; and cognitive, which involves taking one's mind off driving. Distracted driving often centers on cell phone use and texting but also includes other activities such as eating, talking to passengers, reading, adjusting the radio or climate controls, dealing with children or pets, and being fatigued or drowsy.

Equity – Equity in the context of safety and Commitment to Zero includes addressing social and spatial disparities in transportation systems. Social factors, including race and income, and spatial components, such as land use and how much street space is dedicated to vulnerable road users, are priorities for ensuring equitable approaches and outcomes on our streets, sidewalks, and bikeways.

KSI Crash – A collision or crash that results in someone being killed or seriously injured (KSI). Based on definitions provided by the Federal Highway Administration (FHWA), a crash is classified as fatal if an injury sustained during the crash results in death within a 30-day period after the crash occurred. Serious/incapacitating injuries resulting from a traffic crash have catastrophic impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A serious injury includes the following: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second- or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at or when taken from the crash scene.

Partner Agencies – These are the jurisdictions and agencies that the Ocala/Marion TPO represents and partners with on a regular basis.

Safe System Approach – A traffic safety approach that acknowledges that traffic-related deaths and serious injuries are preventable and that system designers and operators (including transportation planners, engineers, and policy makers) have a responsibility to put safety first in the design and operations of a road system.

Speed Management – The use of various speed control devices and designs with the goal of reducing and/or eliminating speed-related problems.

Traffic Crash (Not Accident) – The term "accident" implies that nothing could have been done to prevent the "crash" event from occurring. Traffic deaths and serious injuries are preventable incidents for which proven solutions exist and, thus, are crashes, not accidents.

Vulnerable Road Users – Vulnerable road users are those must at risk in traffic, mainly those unprotected by an outside shield and those who are more susceptible to be seriously injured or killed in a traffic crash, including older adults, children, people walking or using a wheelchair, people on bikes, and motorcyclists.

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Introduction

Every year, residents of Marion County are subject to approximately 9,500 traffic crashes that result in loss of life to about 85 people and seriously injuring 400 more. While members of the community acknowledge these deaths and serious injuries as tragic and devastating, they have also become accustomed to them and have often times accepted them as an unaviodable occurrence. The Ocala Marion Transportation Planning Organization (TPO) and its partners recognize that these deaths and serious injuries are not unavoidable and that together they can work towards eliminating them from the Ocala Marion region.

The TPO and its partners have a long history of working together to advance safety throughout the region. Safety, access, and livability have been forefront in many of the TPO's planning efforts, including the 2045 Long Range Transportation Plan (LRTP), but the time for making a commitment to eliminate traffic-related deaths and serious injuries has come and Commitment to Zero is the effort that will lead that charge.

Our Current Reality

*Every year, residents of Ocala/Marion County are subject to approximately **9,500 traffic crashes** that result in **loss of life** to about **85 people** and **seriously injuring 400** more.*

What is Commitment to Zero?

Commitment to Zero is the Ocala Marion TPO's call to action to eliminate traffic-related fatalities and serious injuries by **2045**. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety. Commitment to Zero is founded on four principles: **Education and Awareness**, **Public and Partner Engagement**, **Safety Analysis**, and **Action Planning**. Together, these form the foundation of a lasting effort to foster change and action.

*Commitment to Zero is Ocala Marion TPO's call to action to eliminate traffic-related fatalities and serious injuries by **2045***

Why Commitment to Zero?

Traffic crashes are a serious threat to the health and safety of the residents and visitors to Marion County. The nearly 500 injuries and losses of life each year in Marion County are unnecessary and have impacts that reach far beyond those involved in the crash. A commitment to ending death and serious injury on the streets of Marion County should be our top priority.

Safety has long been a priority of the Ocala Marion TPO and its partners. Despite everyday efforts to create safer streets that work well for all users and investments in infrastructure and advances in technology, the county is still experiencing an unacceptable number of traffic-related deaths and serious injuries. Now is the time for change, and Commitment to Zero is the catalyst for effectively reducing the number of death and serious injuries.

Not Just a Number...

Each crash and traffic-related death and serious injury are more than just a number in a table or chart, every death and serious injury has an impact beyond the initial collision, the lives lost and impacted by crashes are felt throughout the community.

"Safety is the most important component of a community's transportation system. Commitment to Zero focuses on shared responsibility, collaboration and applying a Safe System approach to move our community toward zero deaths and serious injuries. We owe it to our citizens to be stewards of transportation safety for everyone in the Ocala/Marion County community.

- Rob Balmes, TPO Director

Understanding the Crash Problem

Understanding safety issues is more than numbers in a table, colorful charts, and dots on a map. Each crash that results in a death or serious injury is a life-altering event that has impacts beyond that moment in time. Lives lost and serious injuries are unnecessary traumas for those involved and their families and friends, and they can be prevented.

Traffic-related deaths and serious injuries involve a variety of contributing factors and occur in areas throughout the Ocala/Marion County community. Factors such as vehicle speed, lighting conditions, and dangerous driving behaviors such as distracted driving, impaired driving, and seatbelt use play a large role in the severity of crashes. However, these behaviors go beyond the decisions of transportation system users, and many can be attributed to the built environment. By committing to zero traffic-related deaths and serious injuries the Ocala Marion region is making a long-term commitment to prioritize safe streets and adopt policies that value human life more than any other measure. Ending traffic-related deaths and serious injuries is as much about saving lives as it is about creating safe, accessible streets where people feel they belong.

Fatal and Serious Injury Crash Evaluation

An evaluation of crash data, including contributing factors and trends, was conducted to gain a better understanding of the factors influencing the occurance of **KSI (Killed or Seriously Injured)** crashes. Understanding the actions, behaviors, factors, and trends of crashes that result in death and serious injuries provides critical insight that helps identify the strategies aimed at eliminating these events. The following are some highlights from the crash evaluation. Appendix A of the Action Plan contains a detailed review and summary of the crash data.

CRASH

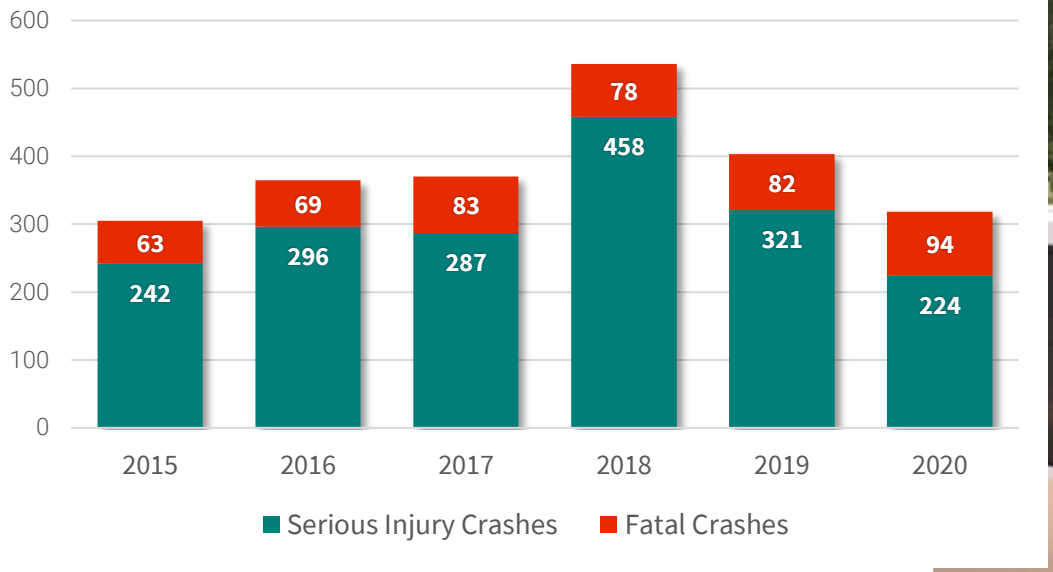
NOT ACCIDENT

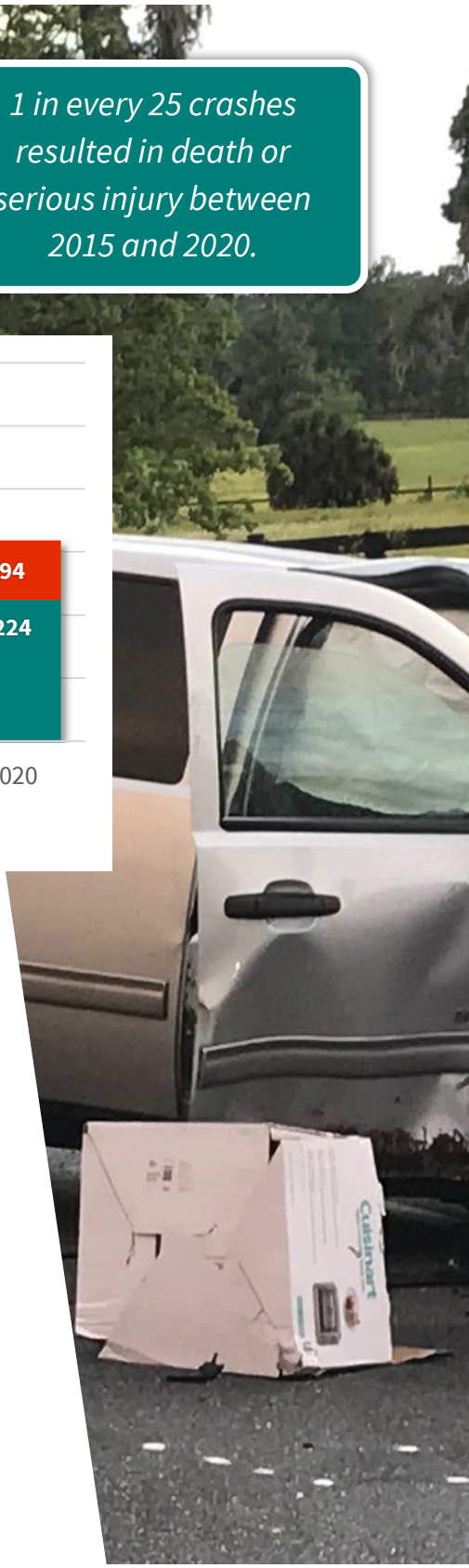
Traffic crashes are not accidents. They are the result of preventable human error and systemic design decisions. They are fixable problems, and we should expect answers and solutions.

KSI Crash Trends

In the 6-year period between 2015 and 2020, approximately 1 in every 25 crashes resulted in either a death or serious injury in Marion County. This time period witnessed 469 fatal crashes that resulted in 509 deaths and 1,828 serious injury crashes resulting in serious injuries to 2,371 people.

1 in every 25 crashes resulted in death or serious injury between 2015 and 2020.



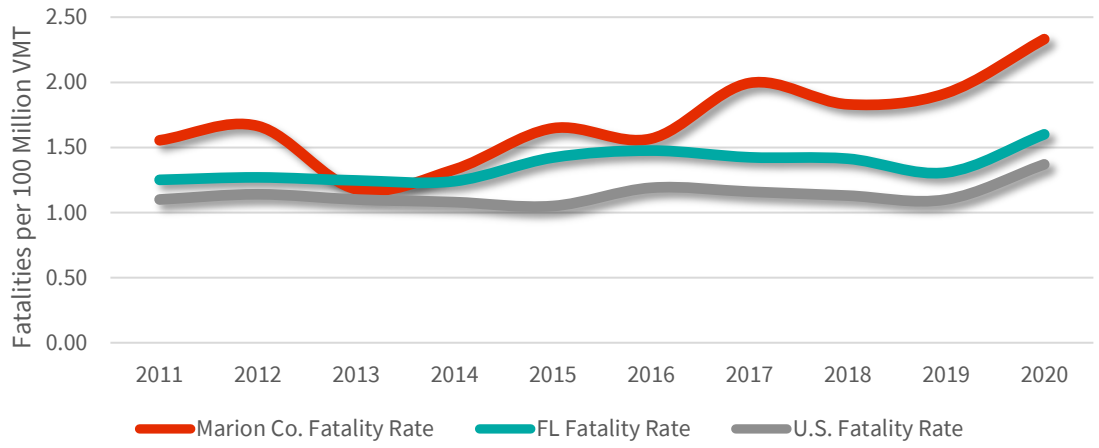


Looking at fatal crash rates normalized by vehicle miles traveled (VMT), it is possible to observe the relationship between how much people are driving and the frequency of fatalities. Marion County's fatality rate in 2020 was 46% higher than the state's rate and 70% higher than the U.S. rate; just bringing Marion County's fatality rate to that of the U.S. could save over 40 lives per year.

While there has been some progress made, the Ocala Marion region is continuing a trend of rising crash numbers and crash rates. Commitment to Zero is a call to reverse this trend. The continuous evaluation of verified crash data provides the insight needed to address safety issues and track progress towards the goal of zero deaths and serious injuries.

Traffic Deaths are Becoming More Common

The traffic fatality rate in Marion County is rising faster than Florida and the Nation.



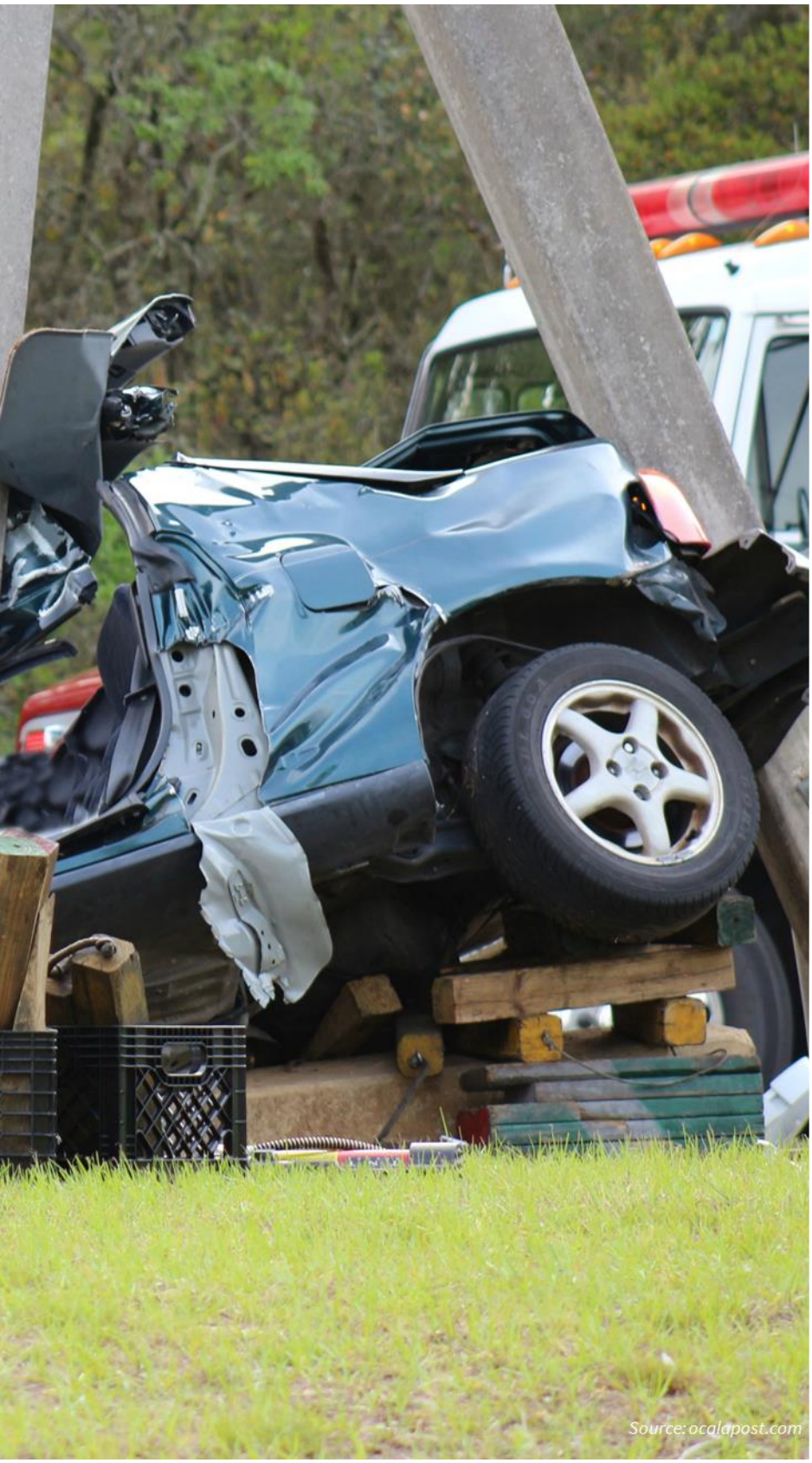
Source: ocala.com

Crash Types

KSI crashes were grouped into 11 crash types. Of the crash types, angle and left turn crashes accounted for the highest percentage of KSI crashes (25%) and serious injury crashes (27%). Run-off-road crashes accounted for the largest share of fatal crashes (23%).

Crashes by Type

Crash Type	Fatal Crashes	Serious Injury Crashes	KSI Crashes
Angle/Left Turn	80	497	577
Rear End	37	401	438
Run-Off-Road	110	277	387
Pedestrian/Bicycle	94	162	256
Other	38	195	233
Rollover	46	119	165
Head On	41	77	118
Unknown	10	46	56
Sideswipe	9	41	50
Right Turn	4	9	13
Animal	0	4	4


Source: ocalapost.com

Top Three Fatal Crash Types

Three crash types, run-off-road, pedestrian and bicycle, and angle and left turn crashes accounted for 53% of the KSI crashes and 61% of the fatal crashes.

Run-Off-Road

110 Fatal Crashes
277 Serious Injury Crashes

Pedestrian and Bicycle Crashes

94 Fatal Crashes
162 Serious Injury Crashes

Angle/Left Turn Crashes

80 Fatal Crashes
497 Serious Injury Crashes

Crash Factors

The type and size of a roadway, the speed in which vehicles are traveling, and lighting conditions are factors that are often associated with KSI crashes.

Roadway Type

46% of the fatal crashes and 55% of the KSI crashes occurred on Arterial roadways.

Arterial roadways, which are typically the biggest and busiest roadways, other than the interstate, carry about 37% of the traffic in Marion County, these roadways are also where 55% of the KSI crashes and 46% of the Fatal crashes occurred.

Speed

81% of the fatal crashes occurred on roadways with a posted speed limit of 45 mph or higher.

Vehicular speed and speed differential is a well-documented factor in the survivability of a crash. Higher speeds are associated with more severe injuries and death. In Marion County, 74% of the KSI crashes and 81% of the fatal crashes occurred on roadways with a posted speed limit of 45 mph or higher.

Lighting Conditions

51% of the fatal crashes occurred in dark lighting conditions.

Time of day and lighting conditions, particularly nighttime and dark conditions, have long been associated with higher frequencies of KSI crashes. In Marion County 35% of the KSI crashes occurred in dark lighting conditions, 24% in dark conditions without street lighting, 51% of the fatal crashes occurred during dark conditions with 42% of the fatal crashes occurring in dark conditions without street lighting.

Source: the Ledger

Behavioral Factors

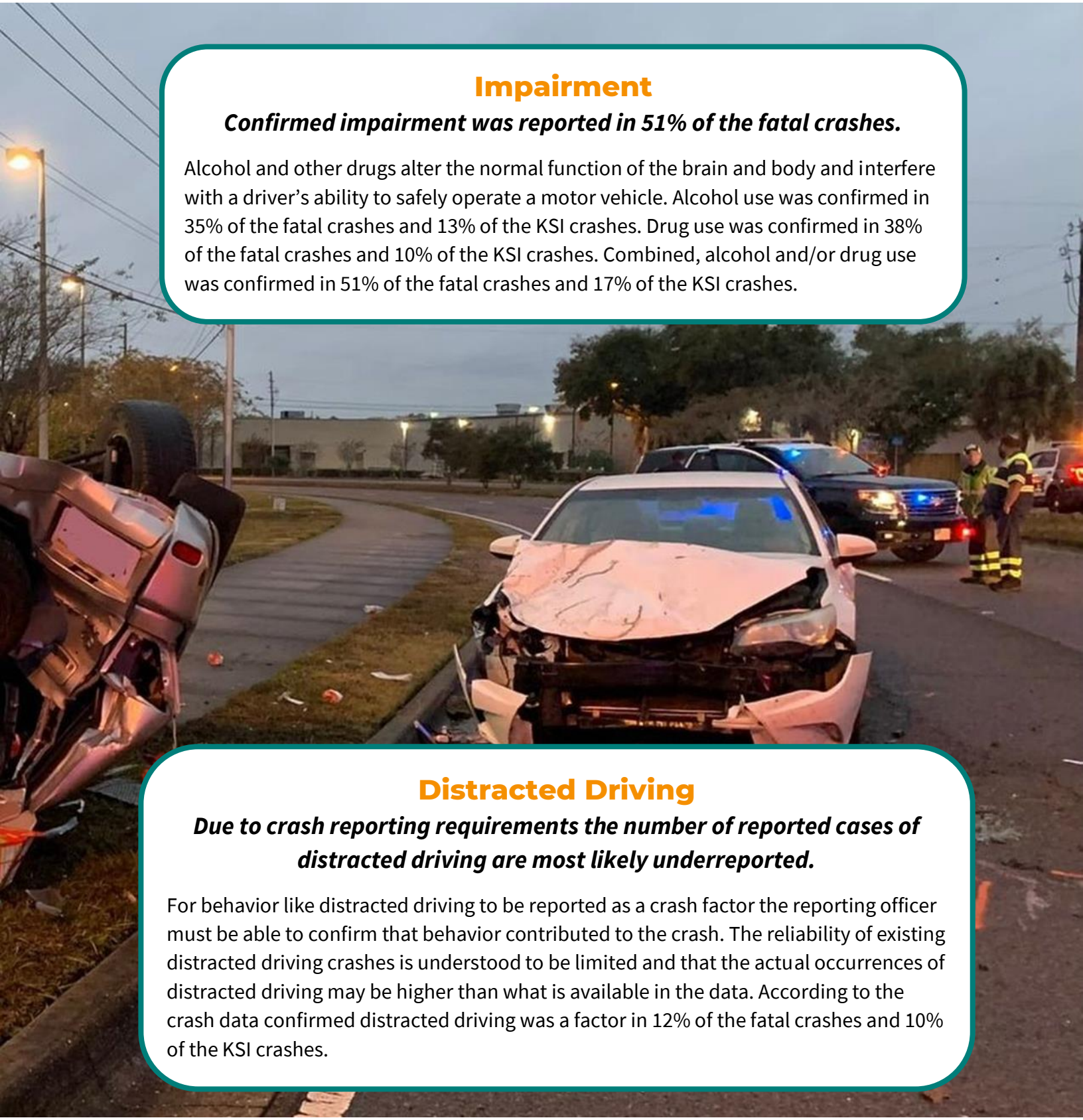
Behavior factors and choices by individuals play a significant role in the outcome of a crash. The simple act of buckling a seatbelt, not driving while impaired, and avoiding looking at that text can be the difference between life and death.

Source: wftv.com

Passenger Restraint

Nearly 40% of the fatal crashes involved people not wearing a seat belt or being properly restrained.

Seat belts are viewed as the single most effective safety technology in the history of the automobile. While there has been enormous progress in increased seat belt use, there are still too many people dying because they are not properly restrained.



Impairment

Confirmed impairment was reported in 51% of the fatal crashes.

Alcohol and other drugs alter the normal function of the brain and body and interfere with a driver's ability to safely operate a motor vehicle. Alcohol use was confirmed in 35% of the fatal crashes and 13% of the KSI crashes. Drug use was confirmed in 38% of the fatal crashes and 10% of the KSI crashes. Combined, alcohol and/or drug use was confirmed in 51% of the fatal crashes and 17% of the KSI crashes.

Distracted Driving

Due to crash reporting requirements the number of reported cases of distracted driving are most likely underreported.

For behavior like distracted driving to be reported as a crash factor the reporting officer must be able to confirm that behavior contributed to the crash. The reliability of existing distracted driving crashes is understood to be limited and that the actual occurrences of distracted driving may be higher than what is available in the data. According to the crash data confirmed distracted driving was a factor in 12% of the fatal crashes and 10% of the KSI crashes.

Crash Locations

Although often unrecognizable to the average citizen, the streets within Marion County are maintained and operated by different agencies, namely FDOT, Marion County, the cities, and private entities such as homeowners' associations and other development interests. While crashes may occur in specific geographic locations, the ownership and maintenance of a roadway may vary. Approximately 65% of the KSI crashes occurred on roadways within unincorporated Marion County. Roadways within the City of Ocala accounted for approximately 32% of the KSI crashes. Evaluating the location of crashes by maintaining jurisdiction of the roadway shows that nearly half of the KSI crashes occurred along State (FDOT) maintained roadways and approximately 37% of the KSI crashes occurred along County maintained roadways. These statistics stress the importance of collaboration to address KSI crashes throughout the region.

Crashes by Geographic Location

Geographic Jurisdiction	Fatal Crashes	Serious Injury Crashes	KSI Crashes
Unincorporated	381	1,112	1,493
Ocala	78	665	743
Belleview	7	25	32
Dunnellon	2	18	20
McIntosh	0	2	2
Unknown	0	1	1

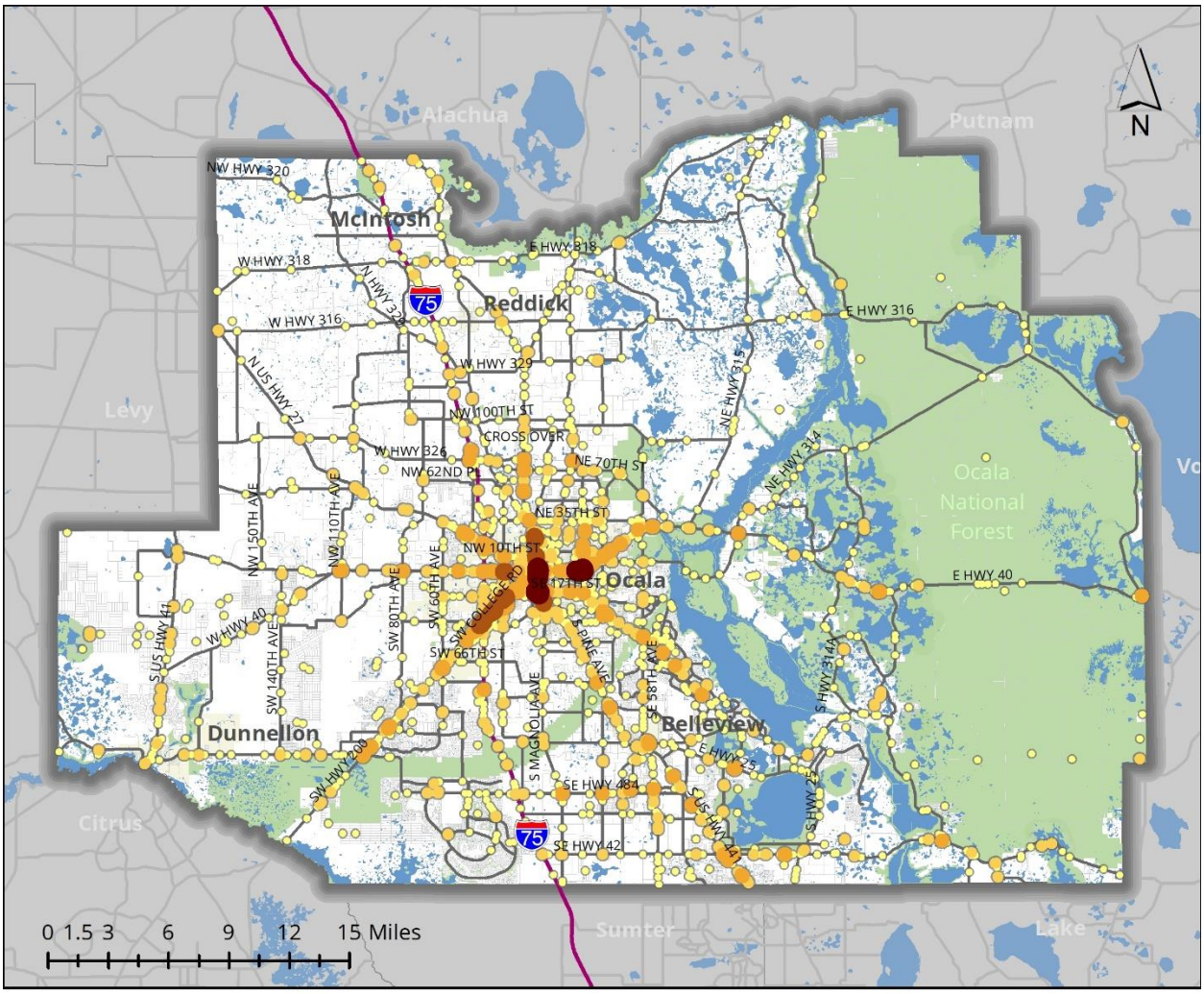
Crashes by Maintaining Jurisdiction

Maintaining Jurisdiction	Fatal Crashes	Serious Injury Crashes	KSI Crashes
State	232	910	1,142
County	205	637	842
Ocala	15	185	200
Private	2	49	51
Unknown	8	33	41
Belleview	3	5	8
Forestry	3	4	7

Half of the KSI crashes occurred along State (FDOT) maintained roadways.

Like many areas, the Ocala/Marion community is a mix of urban and rural areas and uses. The urban areas often have the highest density of population, employment, and traffic. Therefore, it isn't a surprise to see that the highest concentration of KSI crashes is within the urban areas; over 73% of the KSI crashes occurred within the county's urban areas, although when examining just fatal crashes that ratio is much more balanced with 59% of the fatal crashes occurring in the urban areas and 41% in the rural areas.

73% of the KSI crashes occurred within the county's urban areas.



Killed and Seriously Injuried Crashes (2015-2020)

1 | 2 - 3 | 4 - 10 | 11 - 15 | > 15 (max. 36) | Municipalities | Environmental Land

High Injury Network

The Commitment to Zero High Injury Network (HIN) is comprised of streets where KSI crashes have frequently occurred. The identified HIN represents 2.9% of the county's centerline roadway miles but had 41% of the total KSI crashes and 33% of the fatal crashes.

As discussed later in this Plan, Commitment to Zero is modeled on a system-wide approach that seeks to implement systemic improvements but recognizes the importance of addressing site-specific issues and addressing the unique and complex safety needs of these locations.

> ***High Injury Network***
>
> 2.9% of the county's roadways account for 41% of the KSI and 33% of the fatal crashes.

High Injury Network Overview:

Crash Types

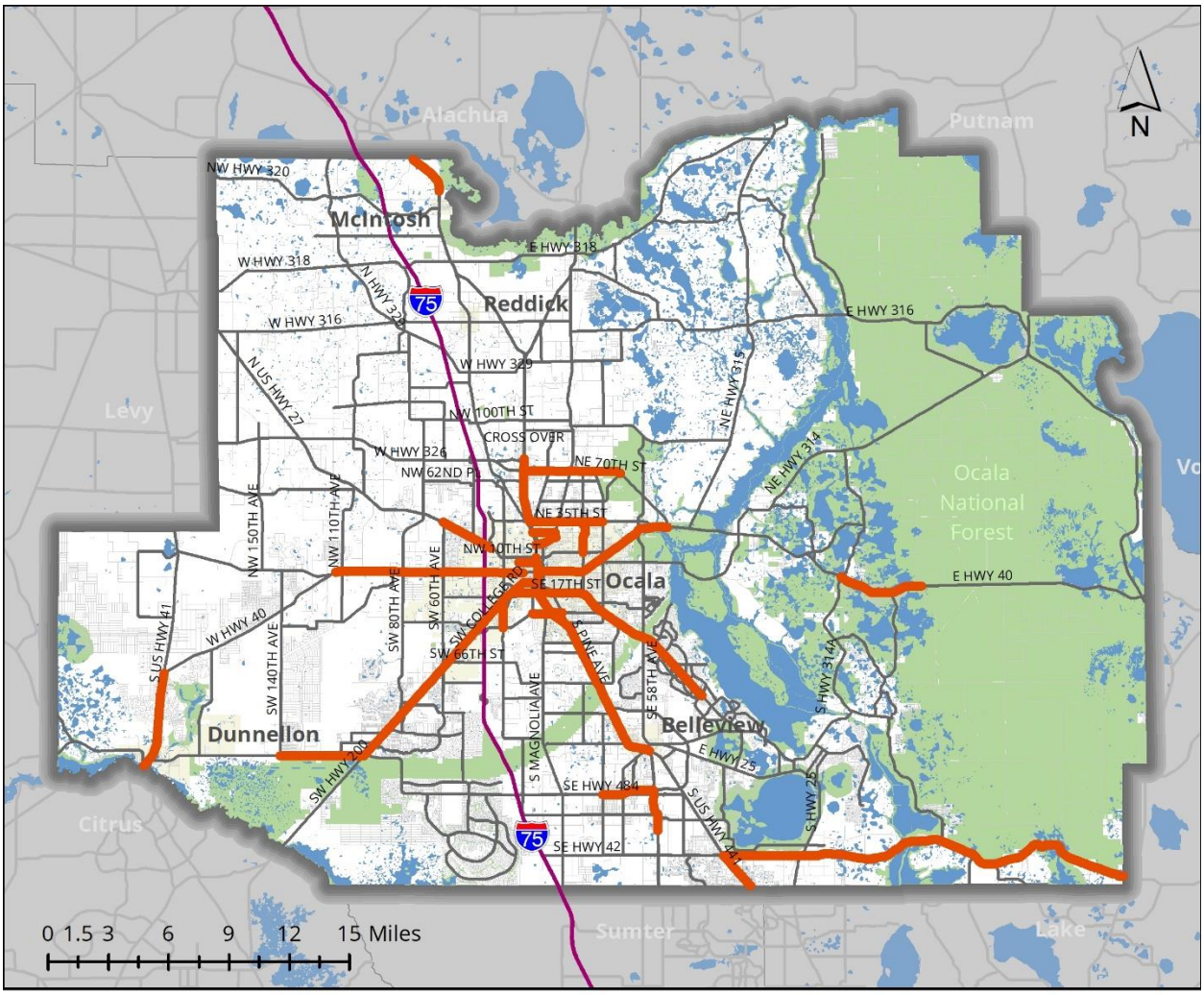
- 30.3% of the HIN KSI crashes were Angle/Left Turn crashes
- 12.5% of the HIN KSI crashes were pedestrian/bicycle crashes (9.9% pedestrian crashes)
- 7.6% of the HIN KSI crashes were run-off-road crashes

Roadway Factors

- 25 (65.8%) of the HIN segments are in the Urban portions of the county
- 26 (68.4%) of the HIN segments have four or more travel lanes
- 32 (84.2%) of the HIN segments are classified as Arterial roadways
- 31 (81.6%) of the HIN segments have posted speeds of 45 mph or greater, with 17 (44.7%) having posted speeds of 55 mph
- 25 (65.8%) of the HIN segments don't have roadway lighting and 4 segments have lighting with significant lighting gaps
- 27 (71.1%) of the HIN segments are streets that are maintained by FDOT

Multimodal Factors

- 12 (31.6%) of the HIN segments have complete sidewalks along both sides of the street
- 7 (18.4%) of the HIN segments have a dedicated bicycle facility, i.e., bike lane or path
- 20 (52.6%) of the HIN segments are located near a school or park



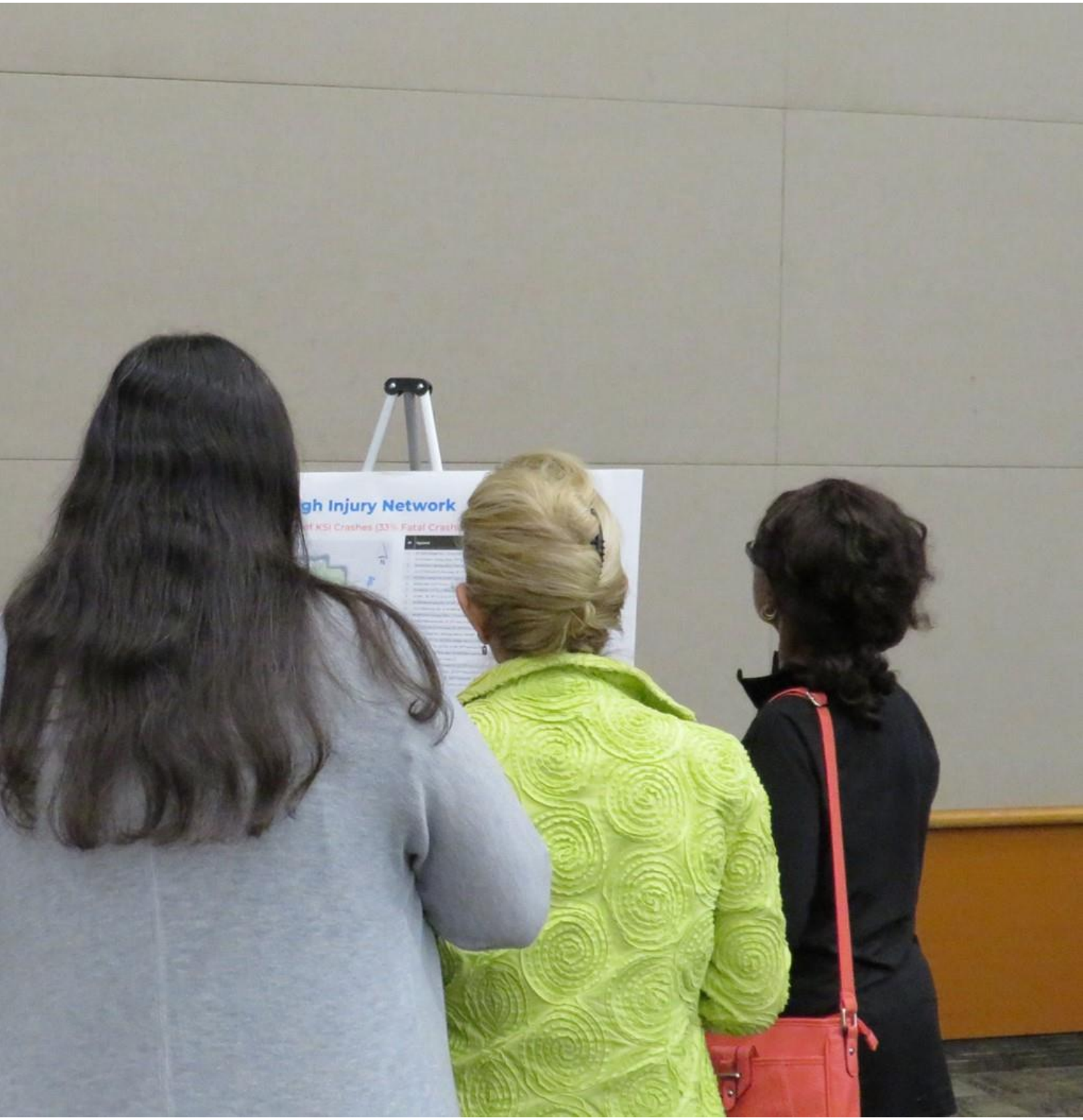
Commitment to Zero High Injury Network (HIN)

High Injury Network | Municipalities | Environmental Land

Public and Partner Engagement

A commitment to zero traffic-related deaths and serious injuries requires a cultural shift in everyone's use of the transportation system. A critical component for successful implementation of this Plan is community participation, engagement, and input. The Action Plan identifies several engagement strategies that provide people with knowledge and opportunities to participate in getting the community to its desired goal.

Engagement during the development of the Action Plan primarily focused on engaging community members to establish relationships, educate them on safety initiatives, and listen to input to ensure that the Plan appropriately responds to the needs and concerns of Ocala Marion's residents, workers, and visitors. Engagement and input were sought through public meetings like the project Kick-Off meeting and Public Workshop, an online survey and comment map, targeted stakeholder workshops, and the formation of a Working Group. A summary of the engagement activities and input responses is provided in Appendix C of the Action Plan.


gh Injury Network

Kick-Off Meeting and Public Workshop

While there were opportunities to engage with the project team throughout the development of the Action Plan, two specific events provided direct opportunities for in-person engagement. These events were the Kick-Off Meeting held on January 12, 2022, and a Public Workshop held on April 14, 2022.

The Kick-Off meeting included a series of presentations and speakers from varied backgrounds including elected officials, members of the community, county staff, law enforcement, fire rescue, FDOT safety office staff, and TPO staff and consultants. The Kick-Off meeting focused on defining the need for a Safety Action Plan and outlining the steps towards Commitment to Zero's goal of zero traffic-related deaths and serious injuries. Additionally, participants could speak with the project team to share concerns, ask questions, and provide input.

A Public Workshop was held to provide people an opportunity to learn about Commitment to Zero, the development of the Action Plan, and provide input on potential strategies to eliminate KSI crashes. The Workshop began with a brief presentation about the need for Commitment to Zero and the approach for the Action Plan. Following the presentation attendees could view information boards, speak to project team members, share ideas, and provide input.

Working Group and Stakeholder Meetings

A Commitment to Zero Work Group was assembled to provide input and guide the development of the Action Plan. The Working Group utilized the existing Community Traffic Safety Team (CTST) meetings and included regular CTST members along with additional agency staff. This diverse group included county and municipal planning and engineering staff, law enforcement from multiple jurisdictions, first responders, FDOT staff, school district staff, and more. Three Working Group meetings were conducted and covered topics such as crash history and factors, known safety issues and locations, potential solutions, and potential challenges in implementing the Action Plan.

On May 12, 2022, a Stakeholder Workshop was held to inform various members of government and public agencies and institutions on the TPO's Commitment to Zero effort, the development of the Action Plan, and to discuss their role in the implementation of Commitment to Zero. The Workshop was structured to be informational but also encouraged an open dialog on how the Action Plan could support on-going safety initiatives and the development of strategies to eliminate traffic-related deaths and serious injuries.

A Workshop was also held following the Transportation Disadvantaged Local Coordinating Board (TDLCB) meeting on June 16, 2022. While general strategies and safety efforts were discussed, many of the discussions with the TDLCB board focused on how Commitment to Zero could help to ensure access and equity to the traveling public.

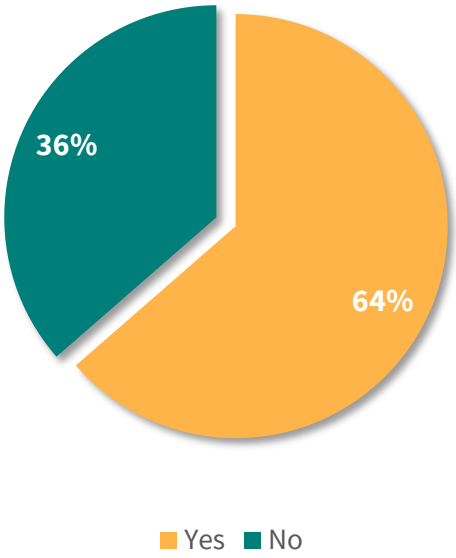
Online Survey and Comment Map

An online survey and comment map were created to reach a wider audience and make it easier for people to provide input without attending in-person meetings.

The online survey focused on gaining insight into people's opinions on various traffic safety issues and strategies to address fatal and serious injury crashes. The survey was open from January 12, 2022, through July 1, 2022, and was completed by 196 participants. In addition to the structured survey questions, participants were encouraged to provide comments and share ideas on how to improve safety along Ocala/Marion's roadways.

To help identify site specific safety concerns an online comment map was developed. The map allowed people to identify and provide comments on safety concerns at specific locations. In addition to identifying locations and providing comments, people were able to review previously located pins and comments and could choose to like or dislike the comment and provide additional input. The 33 comments submitted on the online comment map helped in confirming locations with known safety issues while also helping to identify issues at locations not typically known for safety concerns.

Many of the comments from the survey and comment map fell into one of three categories: Roadway Design, Education, and Enforcement. Appendix C includes all the submitted responses and comments from the survey and map. Generally, when asked about their thoughts on factors that contribute to KSI crashes people mentioned factors like distracted driving, speeding and aggressive driving, impairment, and a general feeling of people not following the laws. When asked about potential solutions people frequently mentioned roadway design improvements, more sidewalks and separated bicycle facilities, and increased and targeted enforcement.



64% of the 196 respondents indicated that they've known someone who was killed or serious injured in a traffic crash.

Respondents were asked to rank the following statements from 1 to 10; a rank of 1 was considered strong disagreement and 10 was considered strong agreement. The following shows the weighted average of responses to each statement. All statements received a positive response with strong agreement.

Deaths and serious injuries while traveling in our community are preventable.	*9.0*
Human life should always take priority over moving motor vehicles faster.	*8.8*
It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.	*8.6*
Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.	*8.2*

Safety Initiatives

The Ocala Marion TPO is not the first organization to do something to address fatal and serious injury crashes. Many communities throughout the state and country have adopted and implemented similar plans and share a goal of zero deaths and serious injuries. Working together and sharing the successes and challenges associated with implementing an action plan strengthens the ability to make lasting change.

National Initiatives

Federal Highway Administration (FHWA)

Through the years traffic-related fatalities have been trending downward. However, the past several years have witnessed an alarming trend with both the number of traffic-related deaths and the rate at which they are occurring, increasing to their highest levels since the pre-recession levels of the mid-2000s.

Of additional concern is the disproportionate levels of traffic-related deaths for people walking and riding bicycles (non-motorized users). 2019, the latest year with national pedestrian and bicycle fatality data, had 7,051 people die while walking or riding a bike along the nation's roadways, which accounted for 19.5% of the overall traffic-related deaths.

To combat the rising number and rate of traffic-related deaths and serious injuries, FHWA has established a goal to significantly reduce transportation related fatalities and serious injuries across the transportation system, and fully supports the vision of zero deaths and serious injuries on the Nation's roads. Additionally, FHWA has partnered with other U.S. Department of Transportation Administrations and external organizations to support a series of national efforts including the Road to Zero, Toward Zero Deaths, Vision Zero, and ITE's Vision Zero.

Bi-Partisan Infrastructure Law

The Bi-Partisan Infrastructure Law (BIL) was signed in November of 2021 as a once in a generation investment in the nation's infrastructure, competitiveness, and communities. While the BIL has a diverse set of objectives, one of the major focus areas is on the safety of all road users, including pedestrians and bicyclists. It is anticipated that over five years, Florida will receive approximately $100 million in formula funding for highway safety traffic programs to help improve driver behavior and reduce deaths and injuries from traffic crashes; on an annual basis, this represents about a 29% increase over FAST Act funding levels.

Safe Streets and Roads for All Users Discretionary Grant Program

As part of the BIL, local governments (MPOs/TPOs, counties, cities, transit agencies, and other special districts) in Florida will be eligible to complete for approximately $6 billion in funding for a new Safe Streets for All (SS4A) program that will provide funding directly to local governments to support their efforts to advance vision zero plans and other improvements to reduce crashes and fatalities, especially for pedestrians and bicyclists. The following are activities that are eligible for SS4A program funding:

- Develop or update a comprehensive safety action plan.
- Conduct planning, design, and development activities in support of an action plan.
- Carry out projects and strategies identified in an action plan.

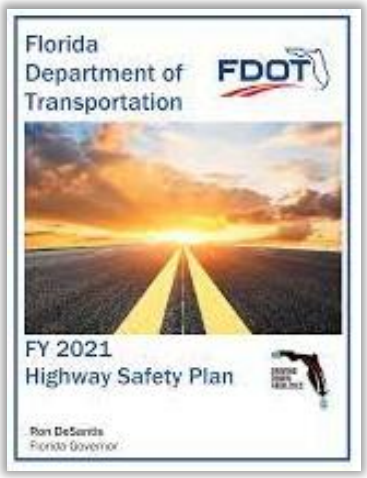
State Initiatives

Strategic Highway Safety Plan (SHSP)

The SHSP is the statewide safety plan that serves as a framework for eliminating fatalities and serious injuries on all public roads. The Plan is a guide for how Florida's traffic safety partners will move towards the vision of a fatality-free transportation system during the next five years. The SHSP introduces Florida to the Safe System approach to address all elements of a safe transportation system in an integrated manner. In addition to new priorities and strategies, this approach is a commitment of time, skill, and resources and will deepen the State's resolve to aggressively reduce fatal and serious injury crashes in Florida.

The SHSP concludes with a call to action which states that Florida's safety vision begins and ends with a single word – ZERO. Achieving zero takes everyone working together; the State's goal cannot be achieved without help, and everyone will play a role in achieving the goal.

FDOT Highway Safety Plan (HSP)



The FDOT HSP is designed to guide the implementation of projects and programs that seek to lower the number of fatalities and serious injuries on the State's transportation system with an ultimate target of zero fatalities. The HSP echos the goals of the SHSP and cites a goal of reducing traffic crashes, fatalities, and serious injuries, with a target of zero fatalities and serious injuries.

FDOT District 5 Office of Safety

Established on June 1, 2021, the FDOT District 5 Office of Safety's mission is to continually improve the safety of Florida's traveling public. The Safety Office works with communities to identify and help resolve traffic safety issues; gather, analyze, and report data on traffic crashes, injuries, and fatalities; distribute federal traffic safety funds; and conduct traffic safety public education campaigns.

Local Initiatives

2045 Long Range Transportation Plan (LRTP)

The Ocala Marion TPO 2045 LRTP identifies specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and bicycle safety enhancements, and traffic operation improvements to address the goal of reducing fatal and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. Goal Three in the LRTP is to Focus on Improving the Safety and Security of the Transportation System, with Objective 3.4 being *Reduce the number of fatal and severe injury crashes for all users.*

List of Priority Projects (LOPP)

In 2022, the TPO also began integrating safety into its annual List of Priority Projects (LOPP) process with emphasis on the Commitment to Zero High Injury Network (HIN) and fatal and serious injury crashes.

Community Traffic Safety Team (CTST)

The goal of the CTST is to reduce the number of traffic crashes, the number of traffic-related fatalities, and the number and severity of injuries that result from traffic crashes. The CTST utilizes a mulidisciplanary approach with members representing law enforcement, emergency services, education specialists, engineers, and traffic safety advocates from both public and private sectors.

Commitment to Zero Approach

The Commitment to Zero Action Plan strategies were developed and modeled on the FHWA Safe System approach, which acknowledges that traffic-related deaths and serious injuries are preventable and that system designers and operators (including transportation planners, engineers, and policymakers) have a responsibility to put safety first.

Safe System Approach Principles

No Death or Serious Injury is Acceptable

Traffic deaths and serious injuries are preventable. Although no crashes are desirable, the Safe System approach prioritizes eliminating crashes that result in death and serious injury, as no one should experience either while using the transportation system.

Humans Make Mistakes

It is recognized that humans will inevitably make mistakes that can lead to crashes. The transportation system should be designed and operated to accommodate these mistakes and avoid death and serious injuries.

Humans are Vulnerable to Injury

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

Responsibility is Shared

Lifesaving changes happen when we elevate the collective, or societal, responsibility for safe mobility. Safe Systems acknowledges the responsibility that rests with system designers – transportation planners and engineers – as well as policymakers in designing and maintaining a safe system within which people can travel. The concept holds that individuals share the responsibility to abide by the systems, laws, and policies set. If safety problems persist, the responsibility comes back to the system designers and policymakers to develop further measures to ensure that crashes do not lead to death or serious injury.

Safety is Proactive

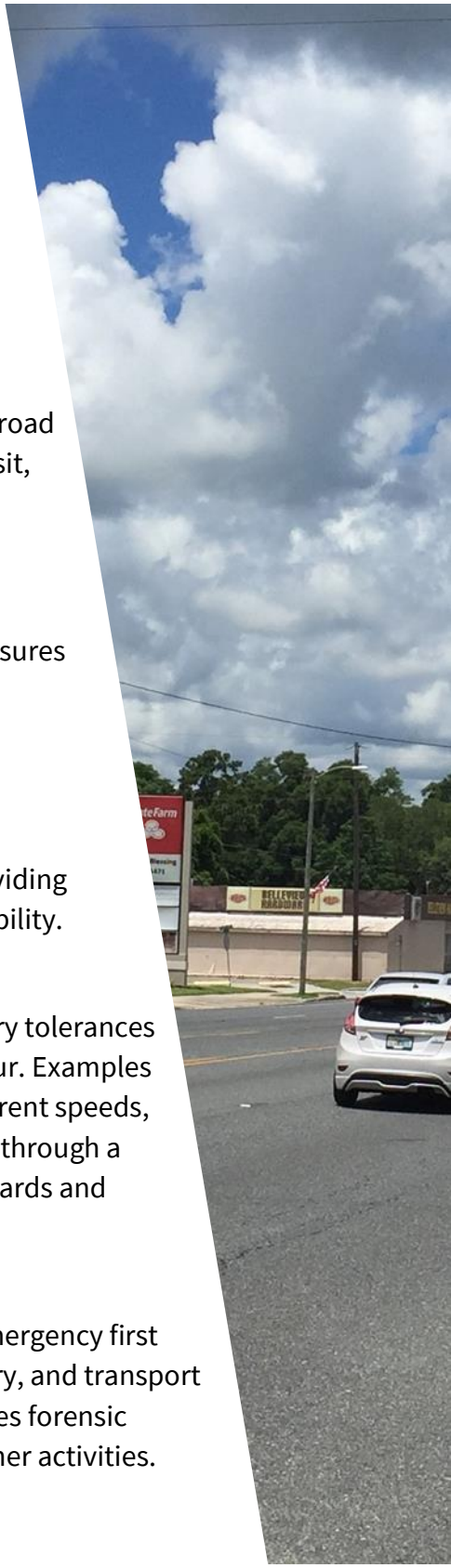
Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterward.

Redundancy is Critical

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

Elements of the Safe System Approach

The Safe System approach reflects a shared responsibility to promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances. Committing to reducing traffic deaths and serious injuries means addressing every aspect of crash risk through the following five elements:



Safe Road Users

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

Safe Vehicles

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

Safe Speeds

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

Safe Roads

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

Post-Crash Care

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

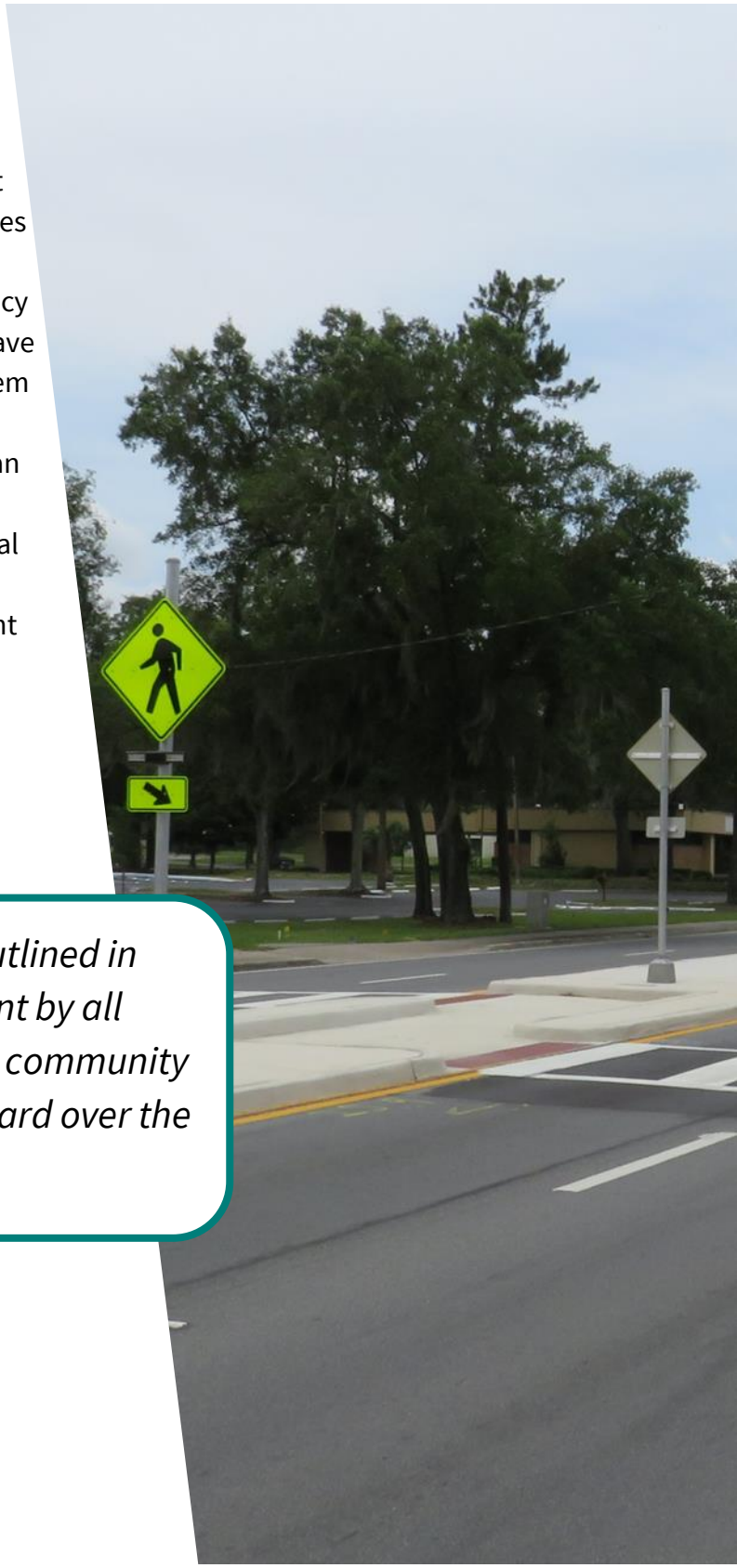
Safe System Approach vs. Traditional Road Safety Practices

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

Traditional Approach	Safe System
Prevent Crashes →	Prevent Deaths and Serious Injuries
Improve Human Behavior →	Design for Human Mistakes/Limitations
Control Speeding →	Reduce System Kinetic Energy
Individuals are Responsible →	Share Responsibility
React Based on Crash History →	Proactively Identify and Address Risks

Strategies for Getting to Zero

The Commitment to Zero Action Plan and its identified actions to eliminate KSI crashes reflect the data driven process, research on best practices and successes from other jurisdictions, and outreach to community members and local agency partners. The identified actions and strategies have been categorized according to the five Safe System approach elements. It is important to recognize that successful implementation of this Action Plan and achieving the goal of zero traffic-related deaths and serious injuries will be reliant on equal implementation across the five elements. Additionally, the success of this Plan is dependent upon everyone working together as one community through ongoing coordination, communication and collaboration.



The actions and strategies outlined in this Plan reflect a commitment by all partners in the Ocala/Marion community to implement and carry-forward over the next five years.

Safe Road Users

All people who use the road network in the region should be safe, no matter which travel mode they choose.

Advocacy

- Empower the community's youth to serve as safety ambassadors that promote a culture of safe mobility.
- Encourage partner agencies to fully embrace the goal of Commitment to Zero.
- Identify, foster, and promote safety champions throughout the community.
- Partner with local agencies to identify solutions to the safety needs of the transportation disadvantaged.
- Work together to establish a culture of safety, where residents and practitioners in the Ocala Marion area consider safety in all aspects of their lives.
- Work with local/state partners on improving senior mobility and the transportation disadvantaged through education and collaboration.

Education

- Develop staff training materials and programs to increase knowledge in the Safe Systems approach and strategies to eliminate traffic-related deaths and serious injuries.
- Encourage the maintenance and expansion of free Driver's Education at area high schools.
- Identify opportunities to provide transportation safety education to pre-high school students through school lesson plans, focus on age-appropriate topics such as seatbelt use, safe walking and biking, etc.
- Partner with state, regional and local agencies to share and promote educational resources and ideas, e.g., coordinate Commitment to Zero efforts with FDOT's Target Zero efforts, Stop on Red annual events.
- Provide regular training opportunities for aging drivers, such as the Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) CarFit for Older Drivers program.
- Work with local/regional insurers to spotlight safe driving programs that may result in a premium decrease for drivers.
- Work with state and local officials to improve driver training and education on safety and safe driving for all drivers.
- Improve awareness of School Zone safety through education and information sharing in the community.

Engagement

- Develop a coordinated communications strategy on how to notify the public about upcoming Commitment to Zero events, campaigns, projects, and safety concerns.
- Educate the public about the First Responders in the community and their vital roles and responsibilities for safety.
- Ensure enforcement, education, and outreach are equitable across the County's diverse populations.
- Expand opportunities and build more participation and collaboration in events such as School Safety Week, Safe Walk to School Week, Walk Your Child to School Day, Drive for Life, and potential Commitment to Zero events at schools and in the community.
- Collaboration to initiate a new Mock DUI event in community, prior to prom week.
- Develop an annual School Bus Safety Week education and awareness campaign
- Systematically reach out to the community through engagement and educational actvities to encourage and build a culture of safety and safe road users.
- Convene an annual Commitment to Zero community workshop.
- Develop a Commitment to Zero public information online dashboard to support education, awareness and reporting of crash statistics.
- Develop a series of how-to videos and social media posts that describe and demonstrate safety initiatives and appropriate/expected road behavior.
- Emphasize the use of technology, including social media and advances in targeted advertising.
- Increase collaboration for targeted law enforcement events.
- Launch a county-wide Commitment to Zero public campaign to build greater awareness around traffic-safety.
- Sustain Commitment to Zero leadership, collaboration, and accountability through regular meetings with a Commitment to Zero working group or another formalized committee.
- Work with community members to hold informational meetings in neighborhoods and community centers rather than at government offices; utilize technology and virtual meeting platforms to reach a wider and more diverse audience.
- Annually recognize safety weeks and/or months for various members of the community (First Responders, Pedestrians, Schools, etc.)

Safe Vehicles

Vehicle design and technology has a direct impact on the safety of all road users.

Advocacy

- Advocate for the advancement of vehicle design features, such as automatic braking and pedestrian protection regulations.
- Stay apprised of emerging advanced crash avoidance technologies (autonomous braking, pedestrian avoidance systems, speed monitoring, etc.) and their impacts on crash severity.
- Advocate for the inclusion of advanced crash avoidance technologies and the advancement of autonomous vehicle driving technology.
- Coordinate with FDOT's Florida Moves Connected and Automated Vehicle (CAV) Initiative to achieve reductions in fatal crashes.
- Advocate for and assist in the training and education of drivers who utilize government fleet vehicles.
- Work with county and municipal partners to improve the safety of and availability of safety features in government fleet vehicles.
- Work with SunTran and Marion Transit to encourage the use of the existing transit system as an opportunity to reduce vehicle miles traveled and crash exposure.

Education

- Introduce and review regular mandatory driving safety course for all county/municipal employees, with regular refresher courses required for those employees who have access to a fleet vehicle.
- Review existing transit driver training programs and incorporate changes to emphasize safety as needed.
- Review the history of crashes involving government fleet vehicles and provide training and counseling, as needed.
- Utilize public fleet vehicles to advertise Commitment to Zero messaging, as appropriate.
- Work with local universities, including Florida Polytechnic, University of Florida, University of South Florida, University of Central Florida, and Florida Institute of Technology, to research the impacts of emerging vehicle technologies on safety.

Safe Speeds

Speed is a key predictor of crash severity; applying appropriate speeds to a roadway based on the context of the roadway is one of the simplest ways to reduce the severity of crashes.

Advocacy

- Advocate for establishing target (survivable) speeds for all roads and promote the decoupling of speed zones from the 85th percentile speed.
- Advocate for the use of automatic speed enforcement (ASE) at the state level, consider support for use within school zones, work zones, and identified high-crash areas.

Education

- Educate people on the relationship between speed and safety and work to change drivers' perception of speed related risk.

Engineering/Planning

- Assess and evaluate posted speed limits countywide and work with partner agencies to develop a speed management program to address speeding concerns based on applicable data.
- Design or redesign streets and intersections to manage speeds as appropriate for the intended use and context of the roadway.
- Develop and implement strategies that help achieve desired target speeds and help improve crash survivability (evaluate survivability rates).
- Create and promote neighborhood-based programs that aim to lower traffic speeds.
- Explore the expanded use of speed feedback signs that also collect speed data to monitor speeds and evaluate effectiveness of strategies.

Enforcement/Emergency Response

- Program, fund, and conduct more high visibility enforcement campaigns aimed at increasing awareness and compliance of safe speeds.
- Coordinate with emergency response on balancing traffic calming and speed management measures with response times.

Safe Roads

Roadway design plays a primary role in reducing speed and conflict while improving safety for all road users. Creating a transportation system that encourages safe behaviors, proactively addresses safety concerns, and quickly responds to new issues is essential to achieving the goal of Commitment to Zero.

Advocacy

- Advocate for improved roadway design guidelines at the national, state, and local level; urge that safety be the primary decision point in future transportation projects.
- Support legislation to increase funding available for safety projects aimed at eliminating KSI crashes and efforts to establish a reliable, dedicated funding source that allows funds to be directly received by local governments.
- Work with partner and peer agencies to convene a legislative platform to advocate for legislative changes that promote and support Commitment to Zero efforts to eliminate KSI crashes.
- Leverage funding sources, new and existing, to increase the number of safety projects throughout the county.
- Prioritize safety improvements on roadways for all people in historically under-severed communities.
- Identify potential legislative barriers to achieving better safety outcomes and identify steps to work through those barriers.
- Continue to participate and contribute to regional, state, and national conversations related to eliminating traffic-related deaths and serious injuries.
- Focus on school-specific safety studies and improvements and Safe Routes to Schools grants.
- Pursue additional resources through outside funding to implement Commitment to Zero projects and programs. Convene a team to identify and pursue funding opportunities.
- Provide grant-writing support to partner agencies for transportation safety-related project funding.

Education

- Develop and organize pop-up safety demonstrations that can be used to show how Commitment to Zero focused strategies and improvements can be implemented, e.g., curb extensions with planters and/or paint, separated bike lanes with temporary flex posts, etc.
- Implement tactical urbanism techniques to enhance safety and increase awareness of Commitment to Zero; engage with local arts and cultural departments and groups and local artists on efforts.

Engagement

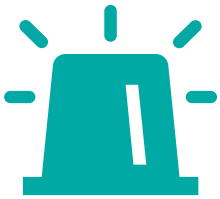
- Organize events (e.g., Open Streets) that focus on the livability aspect of the community's streets.
- Participate in state and regional Safe Street Summits and events that focus on transportation safety and on the successful implementation of safety projects.

Engineering/Planning

- Apply a proactive, systems-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.
- Provide feedback on FDOT and local agency partners' roadway design manual updates and other roadway design strategies and guidance.
- Evaluate resurfacing and pavement maintenance programs and projects for opportunities to expand safety enhancements.
- Implement countermeasure projects to improve safety along the High Injury Network (HIN) corridors. Complete Road Safety Audits (RSAs) to identify short to long range improvements along HIN corridors.
- Implement projects that make it safer to walk, bicycle, and take transit, and work to make these modes of travel more accessible and comfortable.
- Continue to expand and enhance existing sidewalk and bicycle facility networks and create public spaces that are safe and attractive for people to walk and ride a bicycle.
- Incorporate complete streets principles where roadway design reflects the context of the surrounding area.
- Encourage the strengthening of development review standards and traffic study guidelines to incentivize traffic safety enhancements.
- Incentivize enhanced scoring based on positive safety aspects for projects seeking funding through the TPO.

- Encourage updates to local land development codes and comprehensive plans to reflect and support Commitment to Zero goal and principles.
- Establish a systematic lighting enhancement program to evaluate, identify, and improve lighting along roadways.
- Plan and implement safety countermeasure projects to improve transportation safety.
- Encourage the collaboration with utility and stormwater/drainage projects to incorporate safety improvements, especially if significant roadway or curb work is involved.
- Support the initiation of a quick-build program (e.g., design-build push button) to support quick implementation of safety enhancements.
- Work with partner agencies to evaluate existing maintenance of traffic (MOT) processes and requirements to ensure that all roadway users are prioritized and protected, with an emphasis on ensuring walking and bicycling mobility and access.
- Perform systematic reviews of existing conditions through Road Safety Audits (RSA) and safety assessments.
- Conduct regular and expedient reviews of KSI crashes to identify if there are immediate actions that can take place to mitigate future crashes.
- Work with local transit partners to conduct a detailed safety analysis of transit stop locations; focus on higher ridership stops located in locations with higher frequency of KSI crashes.
- Provide technical assistance at the county and municipal level, including incentivizing these jurisdictions to launch their own programs aimed at improving roadway design guidelines.
- Pursue the design of larger street signs and fonts with greater reflectivity in support of visibility and the growing aging driver population.
- Consider the implementation of red-light cameras at targeted high crash intersection locations.
- Track the effectiveness and success of safety-focused projects through before and after studies.
- Incorporate crash reduction factors into the annual TPO Performance Management Safety Target reporting.
- Review and update safety projects annually for the TPO's List of Priority Projects (LOPP) process. Reference LOPP safety projects to the Commitment to Zero Safety Action Plan.

Pre- and Post-Crash Care & Data Management



Understanding why serious injuries and fatal crashes occurred historically is the first step towards eliminating them altogether. When crashes do happen, the ability of first responders to quickly reach and treat the injured person is critical.

Advocacy

- Advocate for full staffing of law enforcement traffic control groups, fire rescue, emergency medical service (EMS), and other crash response personnel.
- Work with partner agencies to ensure that first responders are appropriately equipped to respond to crash scenes safely and quickly.

Education

- Organize training for partner agency staff on how to speak to the public and media about KSI crashes and efforts to eliminate them.
- Provide training opportunities for crash scene management with an emphasis placed towards preventing secondary crashes.

Engagement

- Convene a Commitment to Zero leadership panel consisting of elected officials from various partner agencies to discuss safety efforts, promote safety initiatives, and establish local safety priorities.

Enforcement/Emergency Response

- Monitor and report crash response times, work to identify opportunities to reduce response times.
- Collaborate with emergency responders to identify priority routes and to ensure rapid response to known frequent KSI crash locations.
- Utilize Transportation Management Centers (TMCs) to enhance response times, including expanding these services from the Interstate Highway System to the arterial and major collector roadway network.

- Expand the role of the Community Traffic Safety Team (CTST) and include their input on safety-focused projects aimed at eliminating KSI crashes.
- Partner with local law enforcement agencies and healthcare providers to provide crash reporting and crash-related injury coding best practices to improve the accuracy and value of crash data analysis. Emphasize the importance of data related to speed, impairment, and distractions.
- Re-focus an emphasis on coordination between first responders, including law enforcement and EMS professionals.
- Coordinate with law enforcement and legal systems (prosecutors and defense attorneys) to review and analyze traffic citations and court convictions. Use findings to inform enhanced penalties for driving offenses that lead to loss of life and repeat offenders.

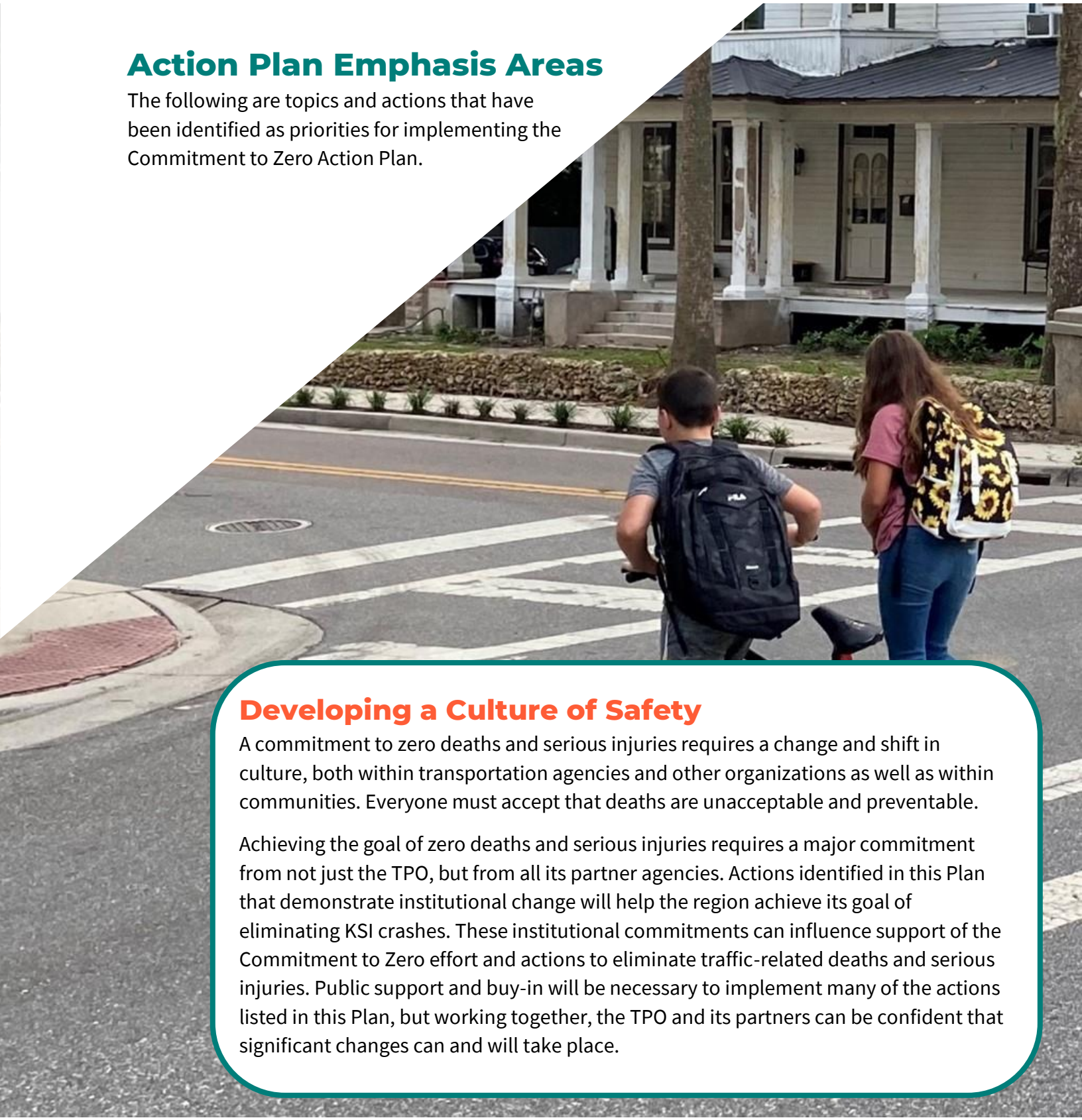
Data

- Annually report on Commitment to Zero progress, including crash statistics, safety-focused projects, and performance measures.
- Continue to work with safety partners to develop a more comprehensive crash and traffic safety database and utilize data to inform evidence-based strategies and interventions.
- The performance and implementation of all safety actions are routinely evaluated, made public, and shared with decision-makers to inform priorities, budgets, and updates to the Action Plan.
- Track KSI crashes on a regular basis, making redacted crash report information available through a Commitment to Zero public-facing crash dashboard.
- Establish regular pedestrian and bicycle counts and traffic speed data at consistent locations.
- Leverage new and emerging technologies for collecting traffic safety data, e.g., Bluetooth data.
- Encourage media partners to become better educated on how to talk about roadway safety and crashes, e.g., eliminating the term accident and replacing it with crash.
- Coordinate with media partners to ensure the timing of social media and reporting is respectful of a crash incident, the victims, and their families.
- Coordinate with navigation routing services (e.g., Waze, Google, etc.) to provide government data for safe re-routing in response to major crash events.
- Utilize Variable Message Signs to alert drivers of potential routing changes to avoid secondary crash events.

- Ensure that informational materials and resources are available in multiple languages and formats.
- Streamline roadway safety concern submissions through a centralized database that can respond to community traffic safety concerns in a timely manner.

Action Plan Emphasis Areas

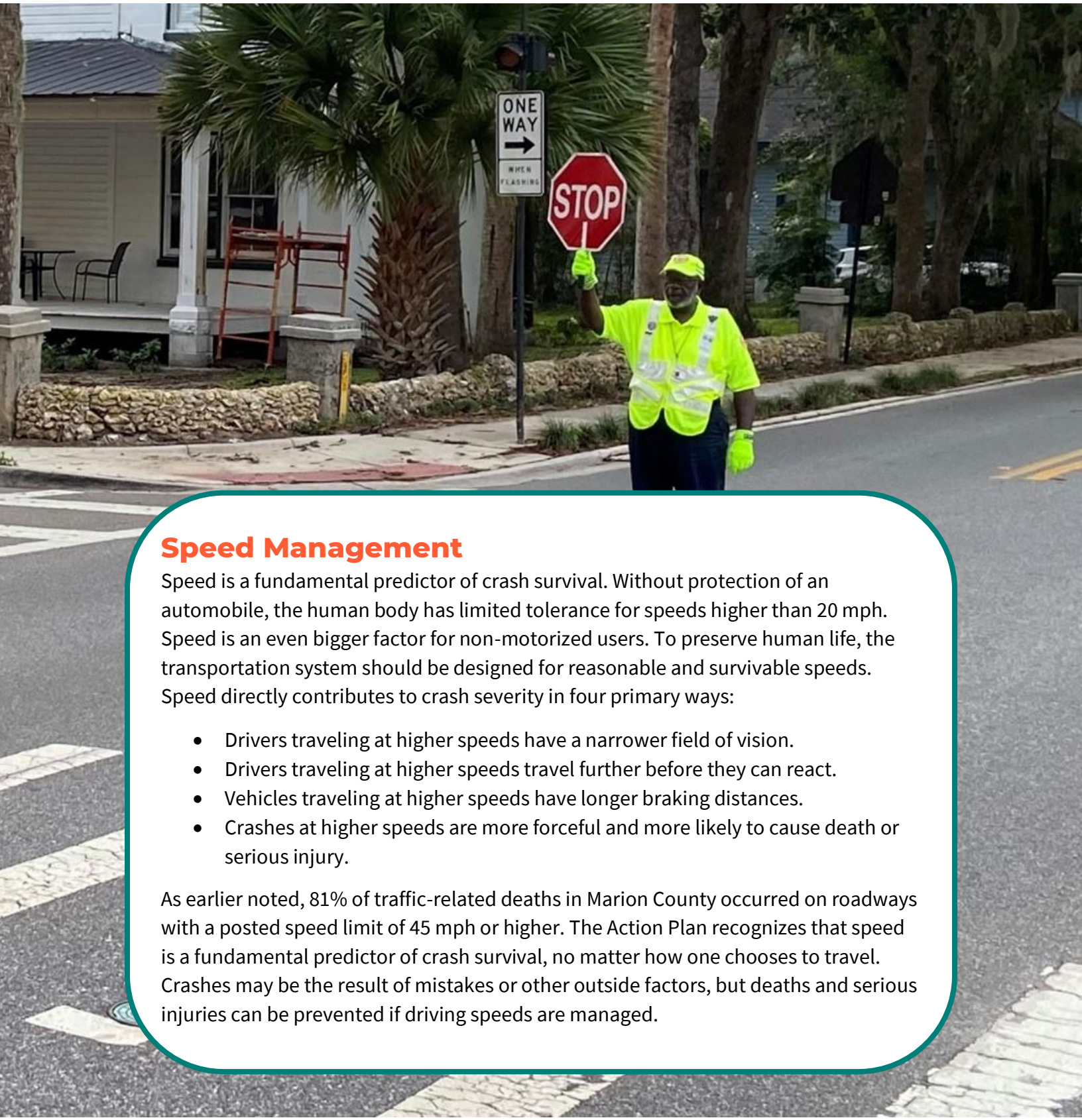
The following are topics and actions that have been identified as priorities for implementing the Commitment to Zero Action Plan.



Developing a Culture of Safety

A commitment to zero deaths and serious injuries requires a change and shift in culture, both within transportation agencies and other organizations as well as within communities. Everyone must accept that deaths are unacceptable and preventable.

Achieving the goal of zero deaths and serious injuries requires a major commitment from not just the TPO, but from all its partner agencies. Actions identified in this Plan that demonstrate institutional change will help the region achieve its goal of eliminating KSI crashes. These institutional commitments can influence support of the Commitment to Zero effort and actions to eliminate traffic-related deaths and serious injuries. Public support and buy-in will be necessary to implement many of the actions listed in this Plan, but working together, the TPO and its partners can be confident that significant changes can and will take place.

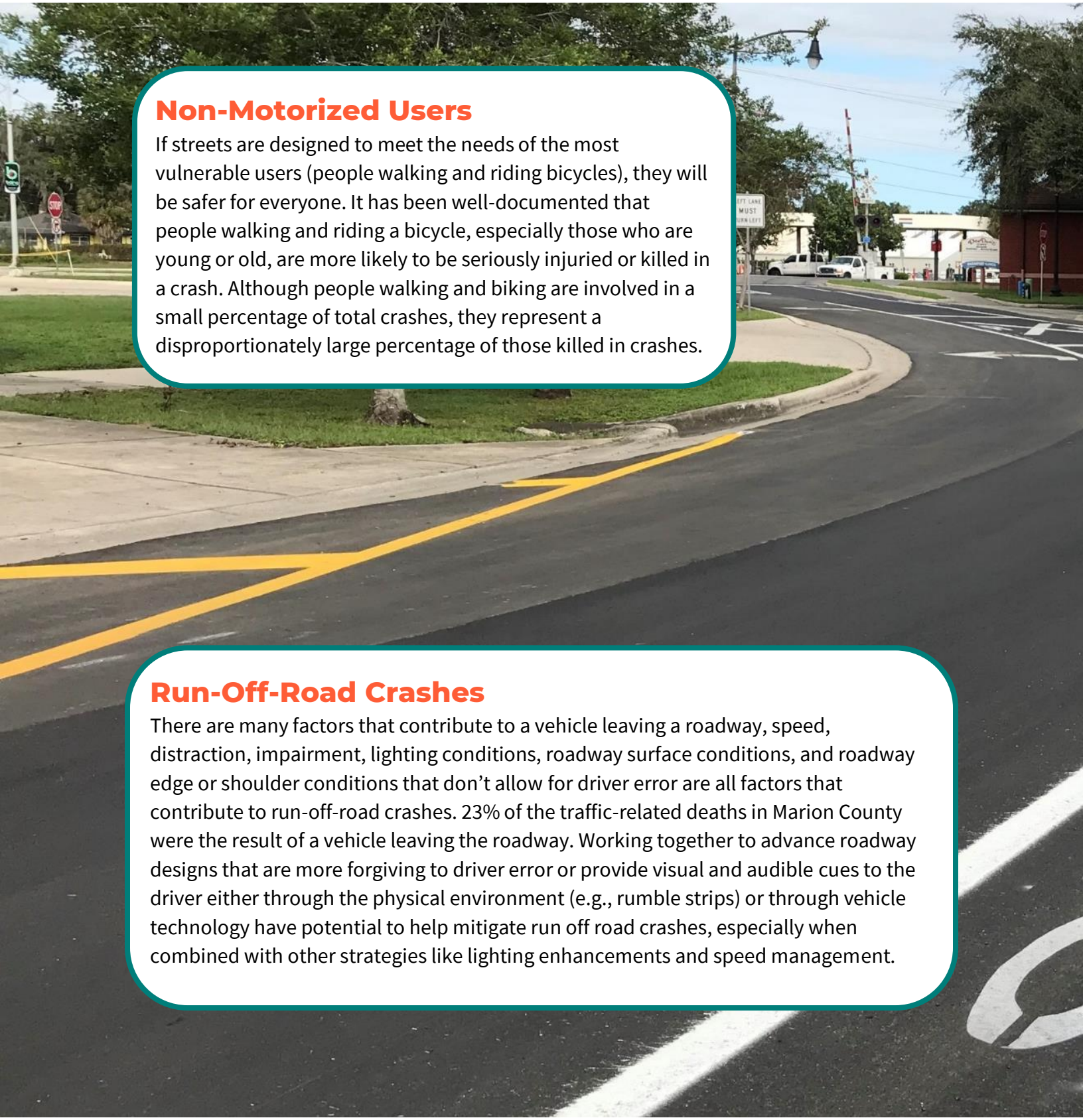


Speed Management

Speed is a fundamental predictor of crash survival. Without protection of an automobile, the human body has limited tolerance for speeds higher than 20 mph. Speed is an even bigger factor for non-motorized users. To preserve human life, the transportation system should be designed for reasonable and survivable speeds. Speed directly contributes to crash severity in four primary ways:

- Drivers traveling at higher speeds have a narrower field of vision.
- Drivers traveling at higher speeds travel further before they can react.
- Vehicles traveling at higher speeds have longer braking distances.
- Crashes at higher speeds are more forceful and more likely to cause death or serious injury.

As earlier noted, 81% of traffic-related deaths in Marion County occurred on roadways with a posted speed limit of 45 mph or higher. The Action Plan recognizes that speed is a fundamental predictor of crash survival, no matter how one chooses to travel. Crashes may be the result of mistakes or other outside factors, but deaths and serious injuries can be prevented if driving speeds are managed.



Non-Motorized Users

If streets are designed to meet the needs of the most vulnerable users (people walking and riding bicycles), they will be safer for everyone. It has been well-documented that people walking and riding a bicycle, especially those who are young or old, are more likely to be seriously injuried or killed in a crash. Although people walking and biking are involved in a small percentage of total crashes, they represent a disproportionately large percentage of those killed in crashes.

Run-Off-Road Crashes

There are many factors that contribute to a vehicle leaving a roadway, speed, distraction, impairment, lighting conditions, roadway surface conditions, and roadway edge or shoulder conditions that don't allow for driver error are all factors that contribute to run-off-road crashes. 23% of the traffic-related deaths in Marion County were the result of a vehicle leaving the roadway. Working together to advance roadway designs that are more forgiving to driver error or provide visual and audible cues to the driver either through the physical environment (e.g., rumble strips) or through vehicle technology have potential to help mitigate run off road crashes, especially when combined with other strategies like lighting enhancements and speed management.

Intersection Operations

Intersections, by design, have higher opportunities for conflict and collisions with the number of vehicles and other users crossing paths and making complex manuvers. Identifying opportunities that limit conflicts between vehicles and vehicles and other users can help reduce the severity and overall number of crashes at intersection locations. Exploring opportunities for geometric improvements and innovative intersection designs should become part of the regular project review process.

Performance Measures

Evaluating and measuring progress over time is critical to understanding if the Ocala Marion region is moving towards its goal of zero traffic-related deaths and serious injuries. Tracking progress also provides insight into what is working well and what could be done better in the future. As with the strategies, performance measures should evolve to reflect successes and highlight continued and new needs. While the goal is zero deaths and serious injuries, the following measures serve as key indicators of progress towards implementation of the Action Plan and achieving the goal.

Data

- Total traffic-related deaths and serious injuries.
- The number of traffic-related deaths and serious injuries by crash type.
- The number of traffic-related deaths and serious injuries by crash factors, e.g., roadway type, posted speed limit, lighting condition, impairment, distraction, etc.
- Incorporation of equity measures in crash data analysis and transportation project decision-making.
- Progress towards coordination with public health officials on obtaining data to enhance crash and crash severity reporting.
- Average crash response and clearance times.
- Percentage of traffic stops based on contributing crash factors, i.e., speed, aggressive behavior, distracted driving, impaired driving, seatbelt, etc.

Engagement

- Level of participation in engagement activities in historically underserved communities.
- The number of community members reached by Commitment to Zero engagement activities.
- Number of neighborhoods/communities visited.
- Activity related to online and social media posts about Commitment to Zero.
- The number of Commitment to Zero and safety-focused events held.
- The number of safety demonstrations and pop-up events provided.
- The number of schools visited or spoken to about Commitment to Zero.
- Progress on developing and implementing a public awareness campaign.
- The number and type of agency and community members represented in Commitment to Zero working groups or similar activities.

Engineering/Planning

- The number of safety improvements completed in communities identified as environmental justice areas.
- The number of Commitment to Zero training sessions held with local agency staff.
- The number of safety-focused projects implemented, miles of streets and intersections receiving safety treatments.
- Total number and percentage of street reconstruction projects with multimodal safety needs and improvements made to address those needs.
- The number of completed RSAs and safety assessments.
- The number of roadway miles and intersections where lighting was enhanced.
- The number of speed management studies completed.
- The number of roadway miles where posted speed limits were reduced.
- The number of new/enhanced sidewalk miles installed/completed.
- The number of dedicated bicycle facility miles installed.
- Local policy changes to support and advance Commitment to Zero.
- The number of local governments that adopt Commitment to Zero or a similar Vision Zero approach.
- The number of law enforcement training sessions conducted.
- The number/percentage of intersections enhanced to include priority pre-emption signal technology.
- Progress towards advancing identified legislative priorities.

Conclusion – Working Together

Commitment to Zero requires a comprehensive and collaborative approach to succeed. Solutions to the fatal and serious injury crashes in Ocala/Marion County will not be achieved overnight and will require steadfast determination and perseverance.

The Commitment to Zero Safety Action Plan is intended to be a living document that will grow and change as initiatives and projects are completed, new types of interventions are explored, and objectives are refined to reflect outcomes and data. The Ocala/Marion community must remain fully engaged with policies and procedures that reflect a Commitment to Zero. As the the community moves forward, we will see the components of the Action Plan lead to the further development of a transportation system that reflects and prioritizes the well-being, health, and lives of the citizens and visitors to the region.

To stay engaged with the Commitment to Zero Action Plan and ongoing community activities, please visit the TPO's Safety Action Plan webpage and follow the TPO on social media.

https://ocalamariontpo.org/safety-plan
Commitment to Zero Webpage

https://www.facebook.com/ocalamariontpo
TPO Facebook

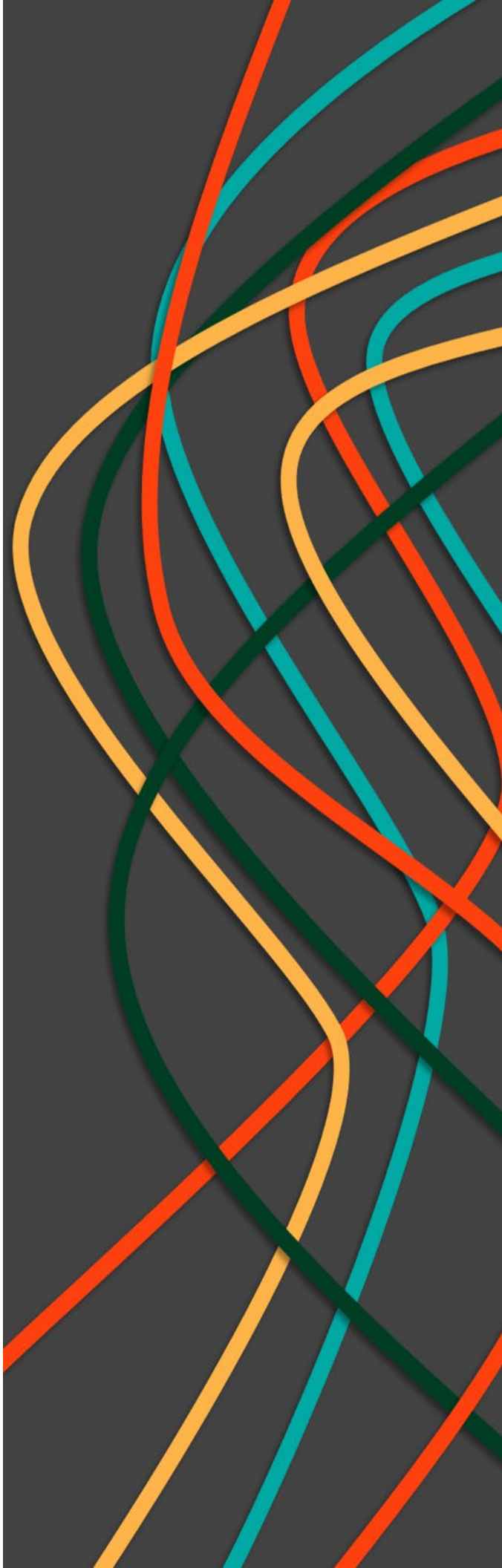
https://twitter.com/ocalamariontpo
TPO Twitter

COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion

Appendix A Commitment to Zero Projects

June 27, 2023



TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

COMMITMENT TO ZERO PROJECTS

The Commitment to Zero Action Plan includes a listing of projects to address safety challenges in the Ocala/Marion County community. Projects identified in the most current list are based on the TPO's annual formalized List of Priority Projects (LOPP) process, safety emphasis areas and submissions from local government partners. The 2023 project list was reviewed by the TPO's Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) and approved by the TPO Board on June 27.

The projects identified are all deemed eligible for federal grants, and federal and/or state funding programmed annually by the Florida Department of Transportation (FDOT).

Project Ranking Methodology

The TPO's priority project ranking criteria is used to support the development of the **Commitment to Zero** project list based on the following ten categories and is summarized as follows:

1. **Prior Year Rank**: An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment**: Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships**: Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety**: Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes (2018 to 2022). Additional points for projects located on the Commitment to Zero Plan High Injury Network (HIN).
6. **Congestion Management**: Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal**: A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience**: Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics**: Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity**: Projects that are located in at least one or more equity-based transportation disadvantaged areas of Marion County as identified and mapped in the 2045 Long-Range Transportation Plan (LRTP). The equity areas include: Poverty higher than county average; Minority higher than county average; No vehicle higher than county average; Senior (over 65) higher than county average; and youth (under 16) higher than county average.

Project rankings are then adjusted based on applying a safety emphasis and local government input through a strategic refinement process at TPO committee and/or board meetings. A complete summary of the LOPP ranking and scoring methodology is available on the TPO website (https://ocalamariontpo.org/priority-project-list/).

Commitment to Zero Project List

The following page provides the most current (2023) Commitment to Zero Safety and Operations Projects as identified by local government partners. The projects and planning studies are identified for implementation over the next six fiscal years (2024 to 2029).

The projects and planning studies are listed/ranked in order based on four primary criteria:

- Location on the Commitment to Zero High Injury Network (HIN)
- Five-year history of fatalities and serious injuries (2018-2022)
- Location in a 2045 LRTP Equity Area
- 2023 LOPP Ranking

COMMITMENT TO ZERO
An Action Plan for Safer Streets in Ocala Marion

2023 Commitment to Zero Project List

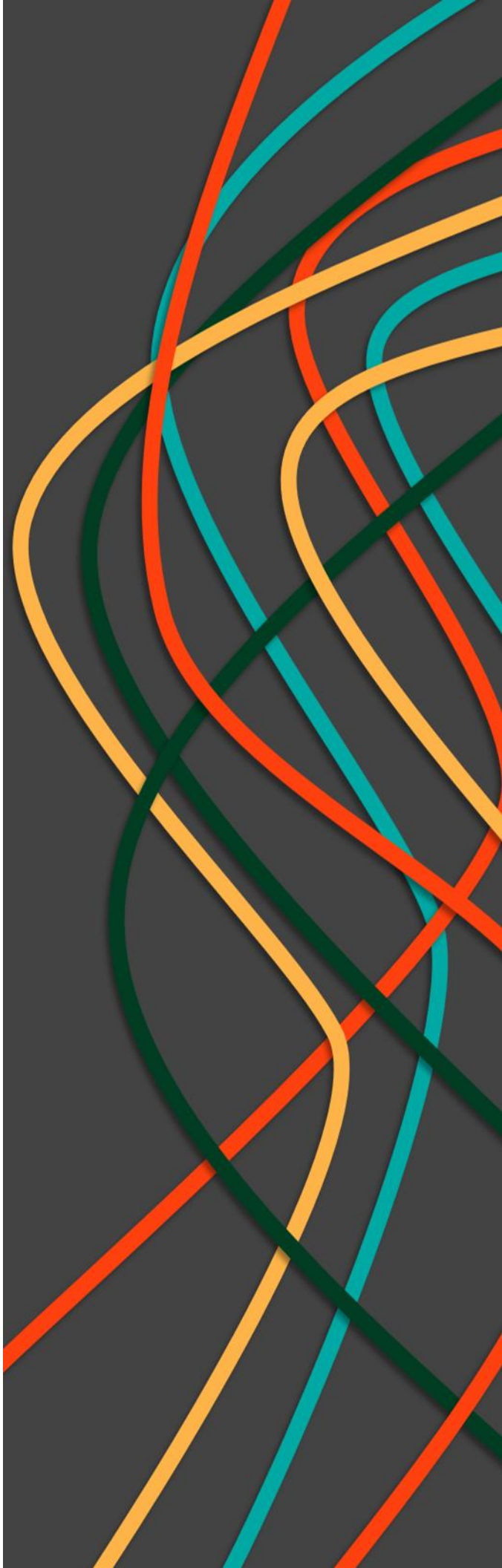
High Injury Network (Y/N)	Fatalities, Serious Injuries (2018-2022)	2045 Equity Area (Y/N)	2023 LOPP Rank	Project Name/Limits	Description	Current TPO TIP/FDOT Tentative Work Program Phase(s)	Current TPO TIP/Tentative FDOT Work Program Funding	Proposed Phase(s) Fiscal Years 2024 to 2029	Funding Requested Fiscal Years 2024 to 2029
Projects									
Yes	21	Yes	8	US 301 Corridor South from County Line to US 441 in Belleview	Fiber/ITS Connectivity and Traffic Signal Coordination			CST	TBD
Yes	12	Yes		SW 27th Avenue from SW 42nd St to SR 200	Safety project planning			PE, CST	
Yes	9	Yes		CR 42 from CR 25 to Lake County Line	Curve correction, paved shoulder addition, intersection improvements			PE, CST	$18,500,000
Yes	8	Yes	6	SR 40 Intersection at SW 27th Avenue	Intersection operational and safety improvements	PE, CST	$1,595,576		
Yes	8	Yes		NE 25th Avenue from NE 14th St to NE 35th St	Safety project planning			PE, CST	
Yes	7	Yes	3	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	$3,388,554		
Yes	2	Yes	1	SR 40 Intersection at SW 40th Avenue	Traffic operations, turn lanes near I-75 interchange at SW 40th intersection on SR 40	ROW	$617,748	CST	$5,100,000
Yes	2	Yes	10	SW 40th/SW 38th Realignment at SR 40	Intersection operational and safety improvements			ROW, CST	TBD
Yes	2	No	7	SR 200 at SW 60th Avenue	Intersection improvements	PE, CST	$723,118		
Yes	0	Yes	5	CR 42 at CR 25 Intersection Improvements	Intersection operational and safety improvements	PE, CST	$583,730		
Yes	0	Yes	11	West Pennsylvania Avenue at US 41 redesign and intersection improvements	Intersection operational and safety improvements			Planning, DES, CST	TBD
Yes	0	No	2	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	$18,600,000
No	2	Yes	4	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	$4,452,800		
No	2	Yes	9	SR 35 intersections at CR 25A, Foss Road, Robinson Road	Intersection operational and safety improvements			Design, ROW, CST	TBD
No	2	Yes		CR 484 at Marion Oaks Boulevard	Intersection turn lane additions, signal modifications	CST	$490,705		
No	1	No	13	SW 66th Avenue at CR 475A	Construction of a roundabout at the intersection			Design, ROW, CST	$500,000
No	0	Yes		CR 484 at SW 135th Street Road	Intersection turn lane construction	CST	$381,542		
No	0	No	12	CR 475 at SE 80th Street	Intersection improvements			Design, ROW, CST	$500,000
Planning Studies									
City of Ocala				Citywide Speed Management/Traffic Calming	Develop a speed management/traffic calming policy for the City of Ocala				

COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion

Appendix B Crash Assessment

November 2022



TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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Crash Assessment Overview

The Commitment to Zero crash assessment reviewed fatal and serious (incapacitating) injury (KSI) crashes that occurred on the streets of Marion County during the 2015 to 2020 timeframe. The following are highlights from the assessment. Additional information and details on fatal and serious injury crashes are included in this document.

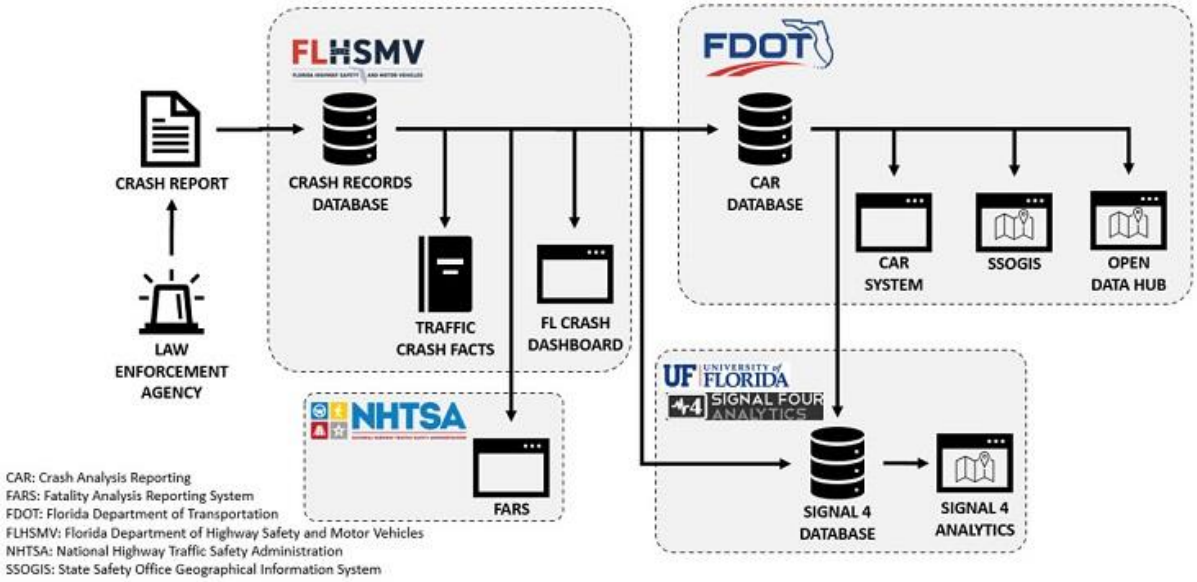
- During the 6-year assessment period from 2015 to 2020 there were 469 fatal crashes and 1,828 serious injury crashes, totaling 509 deaths and 2,371 serious injuries.
- While annual KSI crashes have decreased since peaking in 2018, the number of KSI crashes has been trending upward during the assessment period.
    - The number of fatal crashes has continued to increase throughout the assessment period.
- Approximately 59% of the KSI crashes occurred during daylight conditions, with 35% occurring during dark (with and without street lighting) conditions, and 7% during dawn/dusk conditions.
    - Approximately 51% of the Fatal crashes occurred during Dark conditions, with 9% of fatal crashes occurring in dark conditions with street lighting and 42% of fatal crashes occurring in dark with no street lighting conditions.
- The crash data shows that 13% of the KSI crashes involved confirmed alcohol use; 35% of the fatal crashes involved confirmed alcohol use.
- The crash data shows the 10% of the KSI crashes involved confirmed drug use; 38% of the fatal crashes involved confirmed drug use.
- 55% of the KSI crashes and 46% of the fatal crashes occurred on Arterial roadways; by comparison, arterial roadways are approximately 8% of the transportation system's centerline miles and carry approximately 37% of the traffic volumes.
- Speed is a well-documented factor in the severity of crashes, 74% of KSI crashes occurred on roadways with a posted speed limit of 45 mph or greater, 81% of fatal crashes occurred on roadways with a posted speed limit of 45 mph or greater.
- 50% of the KSI crashes occurred on state-maintained roadways.
- The crash types associated with the most KSI crashes include Angle/Left Turn crashes (25%), Rear End crashes (19%), Run Off Road crashes (17%), and Bike/Pedestrian crashes (11%).
    - The crash types associated with the most fatal crashes include Run Off Road crashes (23%), Bike/Pedestrian crashes (20%), and Angle/Left Turn crashes (17%).

Introduction

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

Data Source

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



Crash Trends

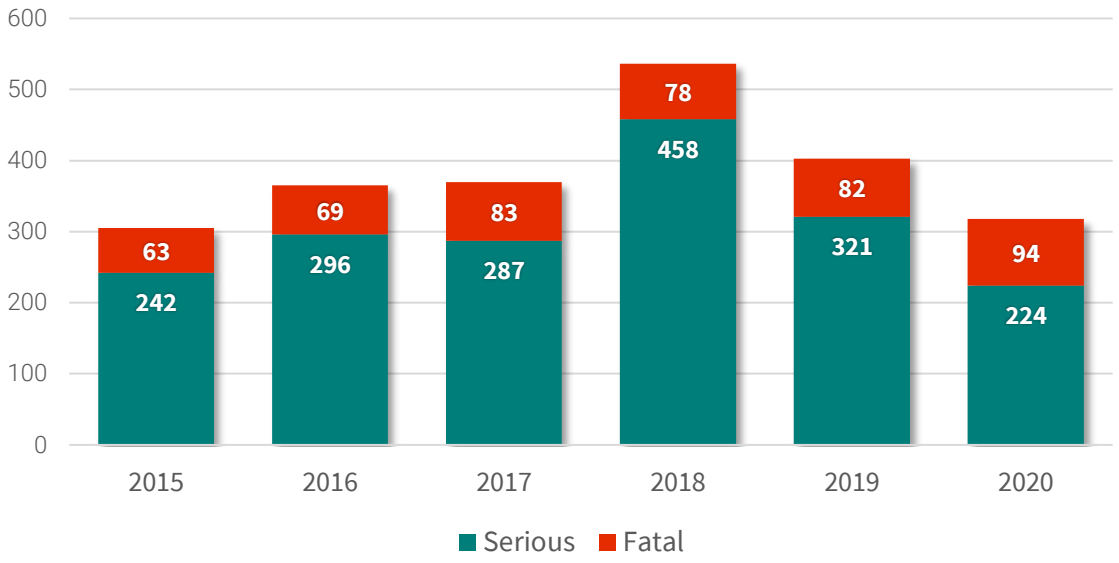
To better understand which interventions will have the highest safety benefit, an analysis of five-year crash data was undertaken to identify crash trends within Ocala / Marion County. An additional sixth year, 2015, was included to account for the unusual circumstances in 2020 stemming from the initial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

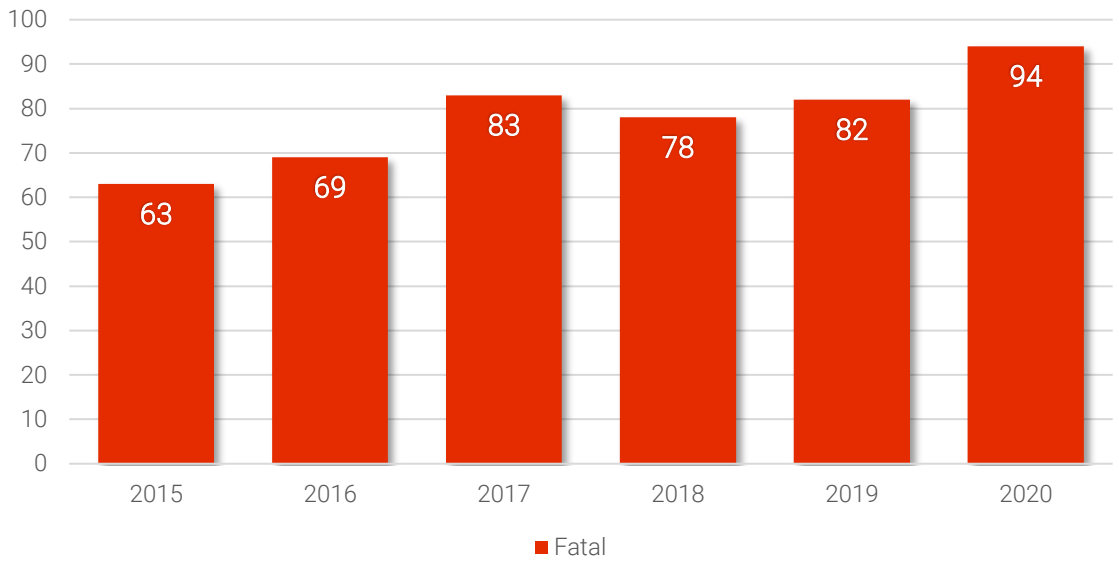
Seasonality

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

Annual Crashes

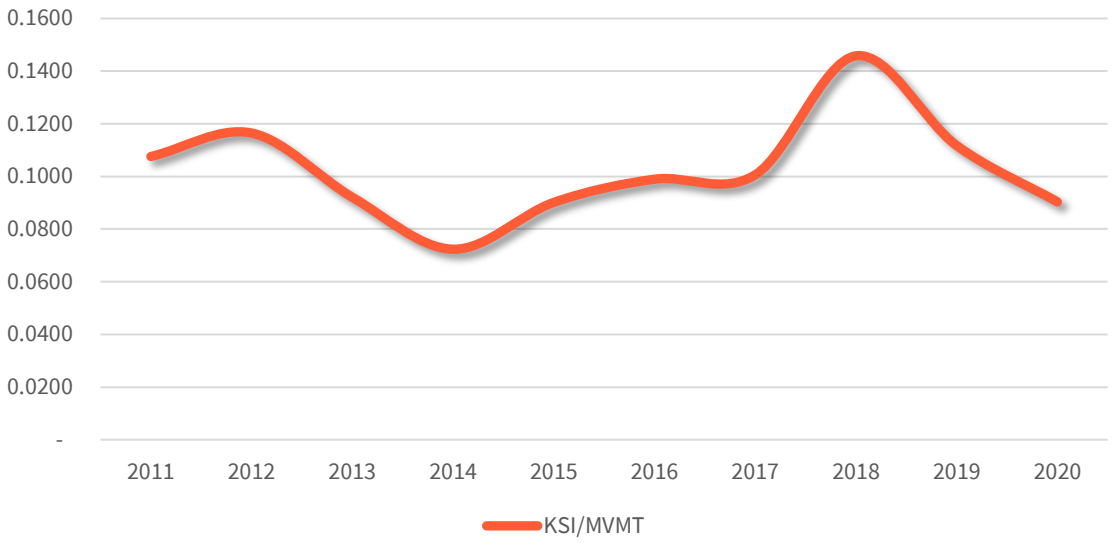
On an annual basis, KSI crashes have been progressively increasing. In 2018 there was a noted spike in serious injury crashes. Although total KSI crashes were lower in 2020, the proportion of fatal crashes to serious injury crashes was higher than in any other reviewed year. Fatal crashes have increased throughout the 6-year assessment period, with 2020 having approximately 49% more fatal crashes compared to 2015.



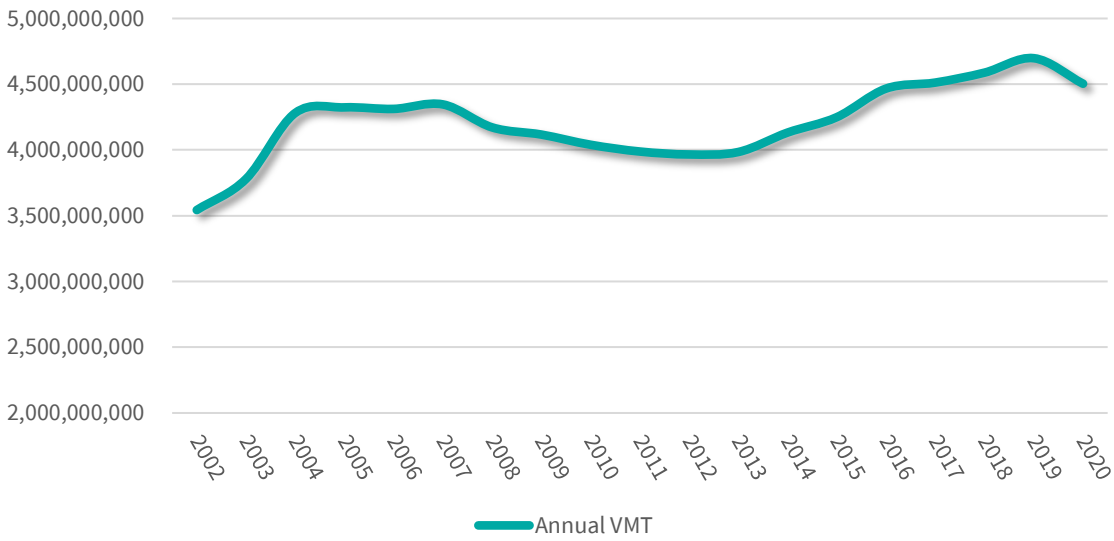


Annual Crash Rates

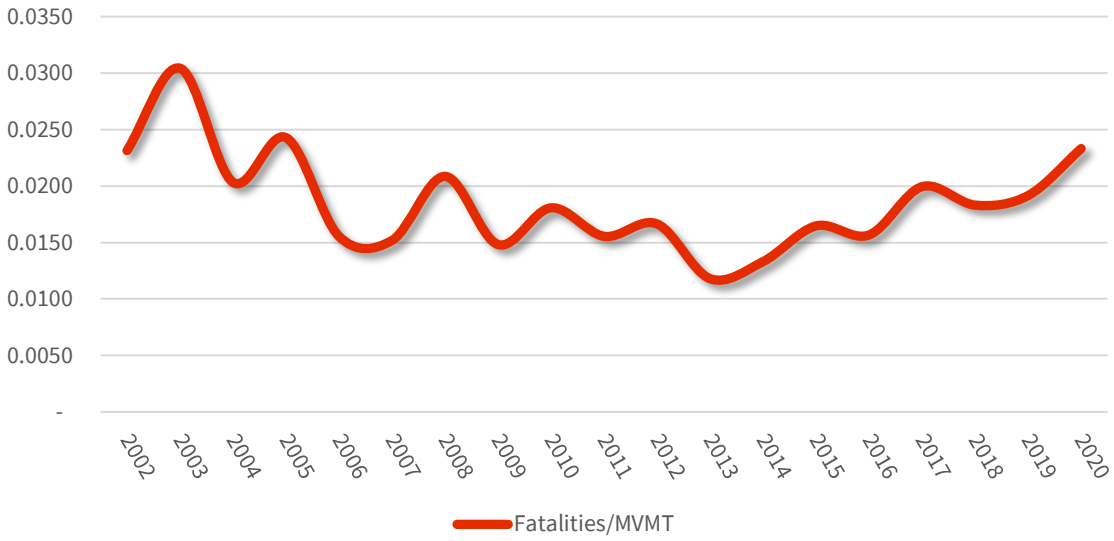
How does vehicle miles travel (VMT) impact KSI crash statistics? Looking at crash rates normalized by VMT, it is possible to observe the relationship between increased and decreased driving impact KSI crashes. Evaluating the number of fatalities and serious injuries against the amount of traffic provides a baseline for how traffic might impact KSI crashes. The figure below shows the rate of KSIs per million VMT from 2011 through 2020. While the KSI rate decreased in 2020, the 10-year trend has been increasing.

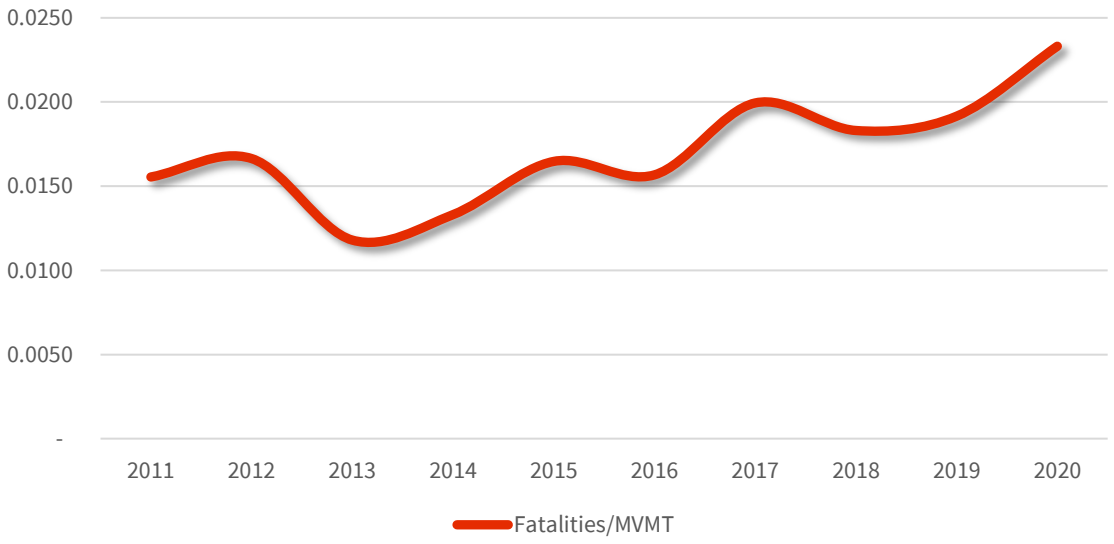


The following figure shows annual VMTs for Marion County for the years 2002 through 2020. As shown VMTs were relatively stable through the mid-2000s, began to decrease during the recession beginning in 2008, and then started rising again starting in 2014.



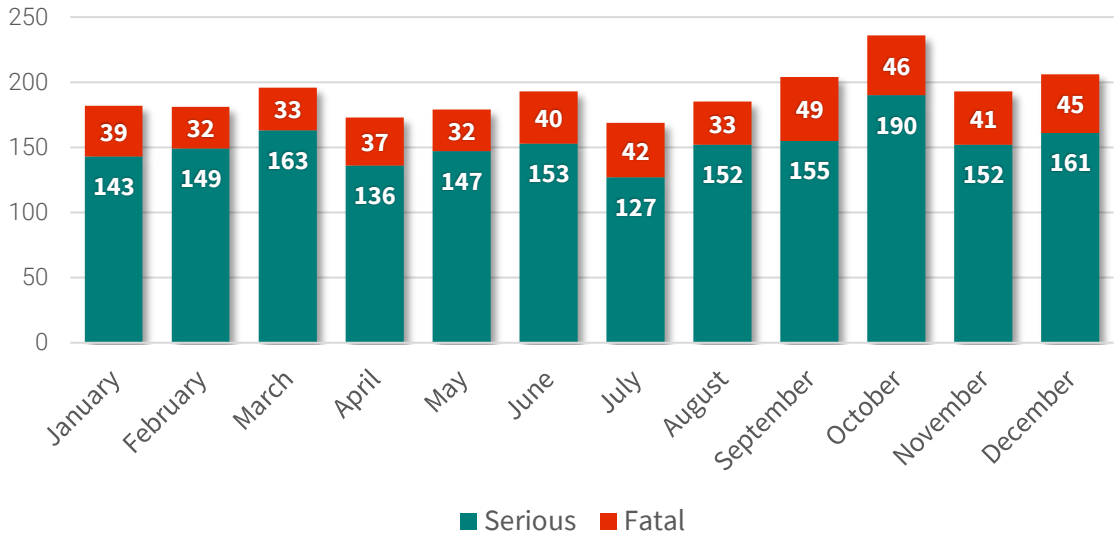
The rate of fatalities per million VMT is shown in the following figures. The first figure shows the fatality rate from 2002 through 2020, as shown the fatality rate has decreased during the 19-year period but starting in 2014 the fatal crash rate has increased. The next figure shows the fatality rate for the years 2011 through 2020, and how that rate has continued to increase during the past decade.





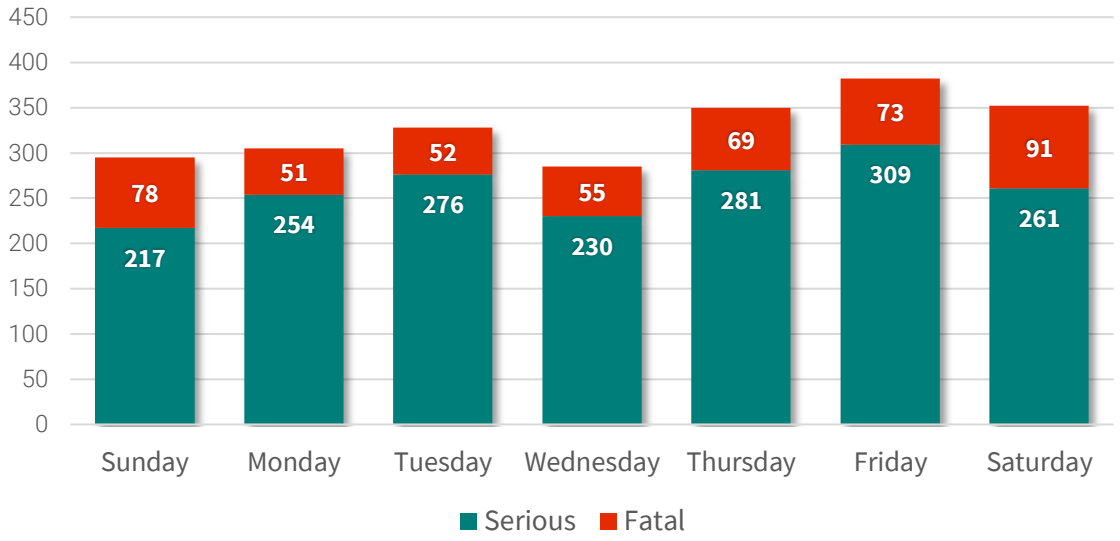
Monthly Crashes

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



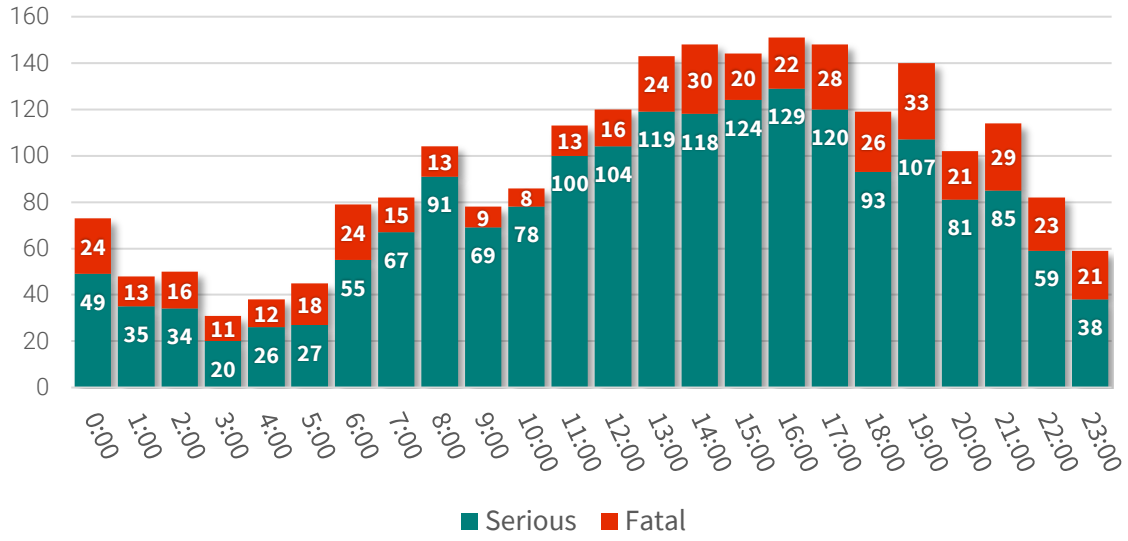
Daily Crashes

By day of the week, Thursdays and Fridays had the highest frequency of KSI crashes. Saturdays had the highest number of crashes resulting in death with 91; combined the two weekend days (Saturday and Sunday) had approximately 36% of the fatal crashes.



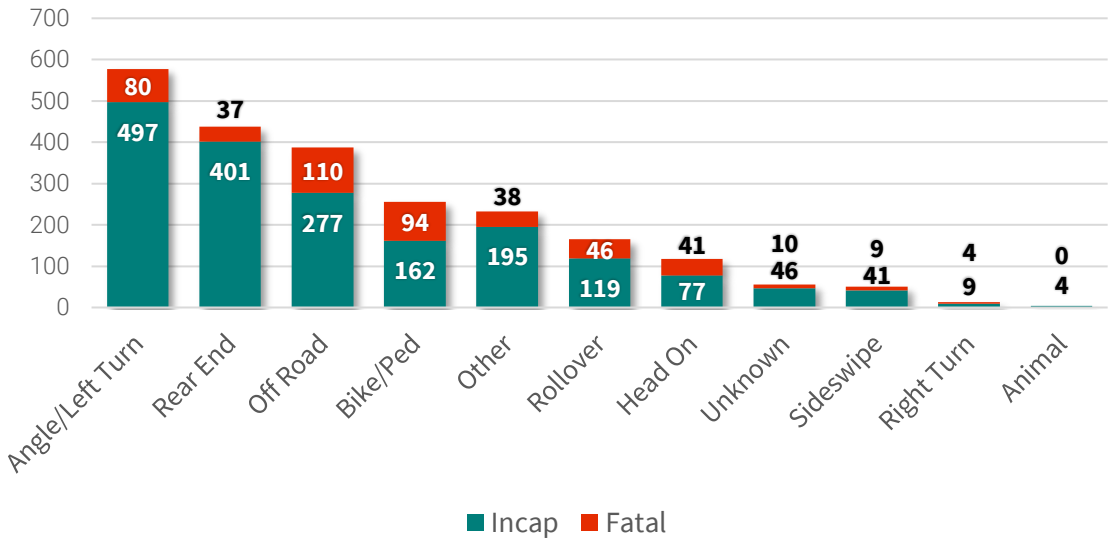
Hourly

Examining KSI crashes by time of day shows a distinct peak in crash frequency through the afternoon and early evening hours between 1 pm and 6 pm. The highest number of crashes resulting in serious injuries occurred during the 4 pm hour, with 129 severe injury crashes. The 7 pm hour had the highest frequency of fatal crashes with 33. Approximately 32% of the KSI crashes occurred during the 5-hour period between 1 pm and 6 pm.



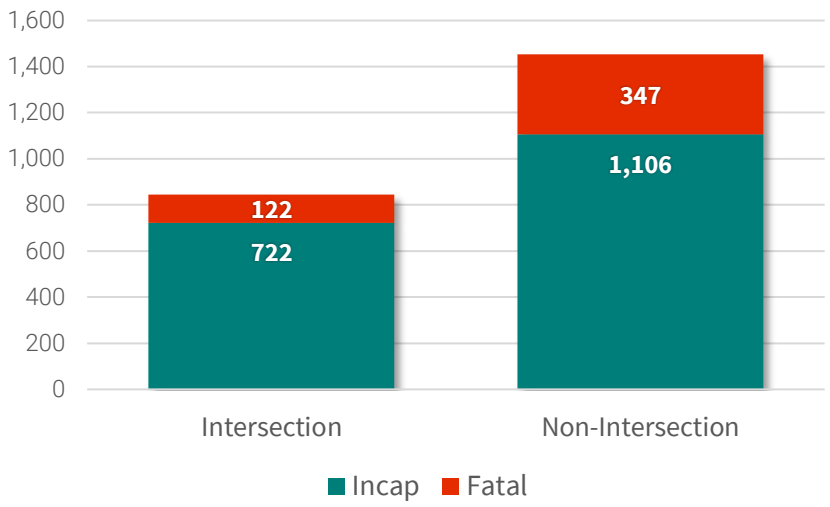
Crash Types

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



Relation to Intersection

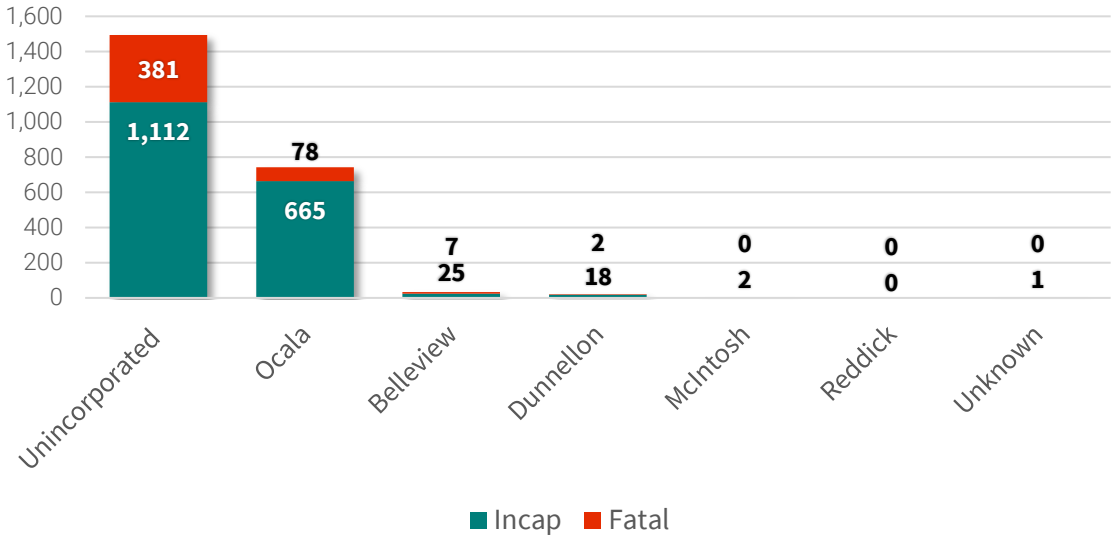
Crashes were categorized based on the crash locations relationship to an intersection. 63.3% of KSI crashes occurred at non-intersection locations, these locations include driveways, side street locations, and the areas between formal intersections. The proportion of fatal crashes at non-intersection locations was higher compared to intersection crashes, with 23.9% of the non-intersection KSI crashes resulting in a death compared to 14.5% of the intersection related crashes.



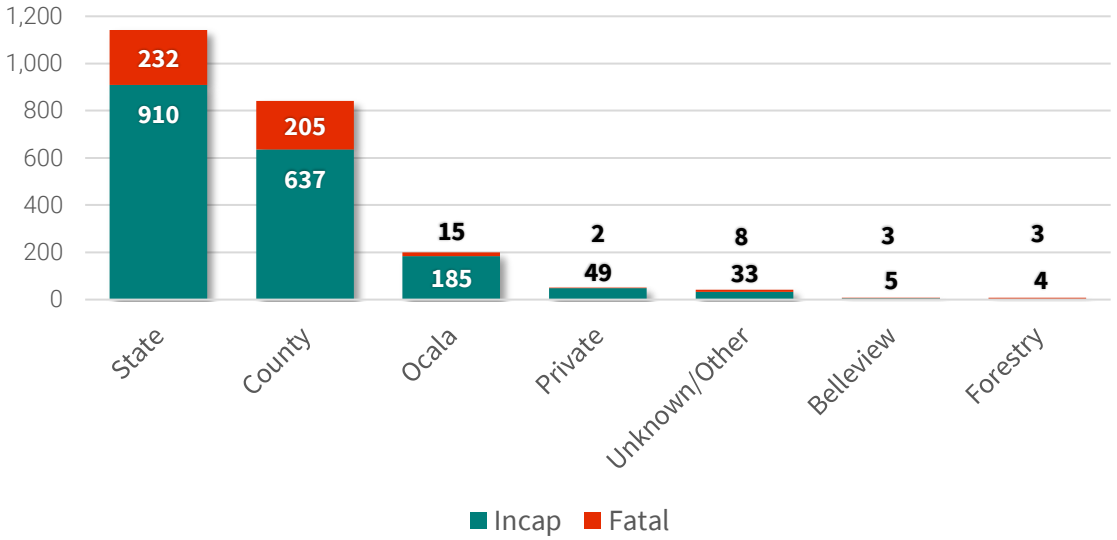
Roadway and Locational Trends

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

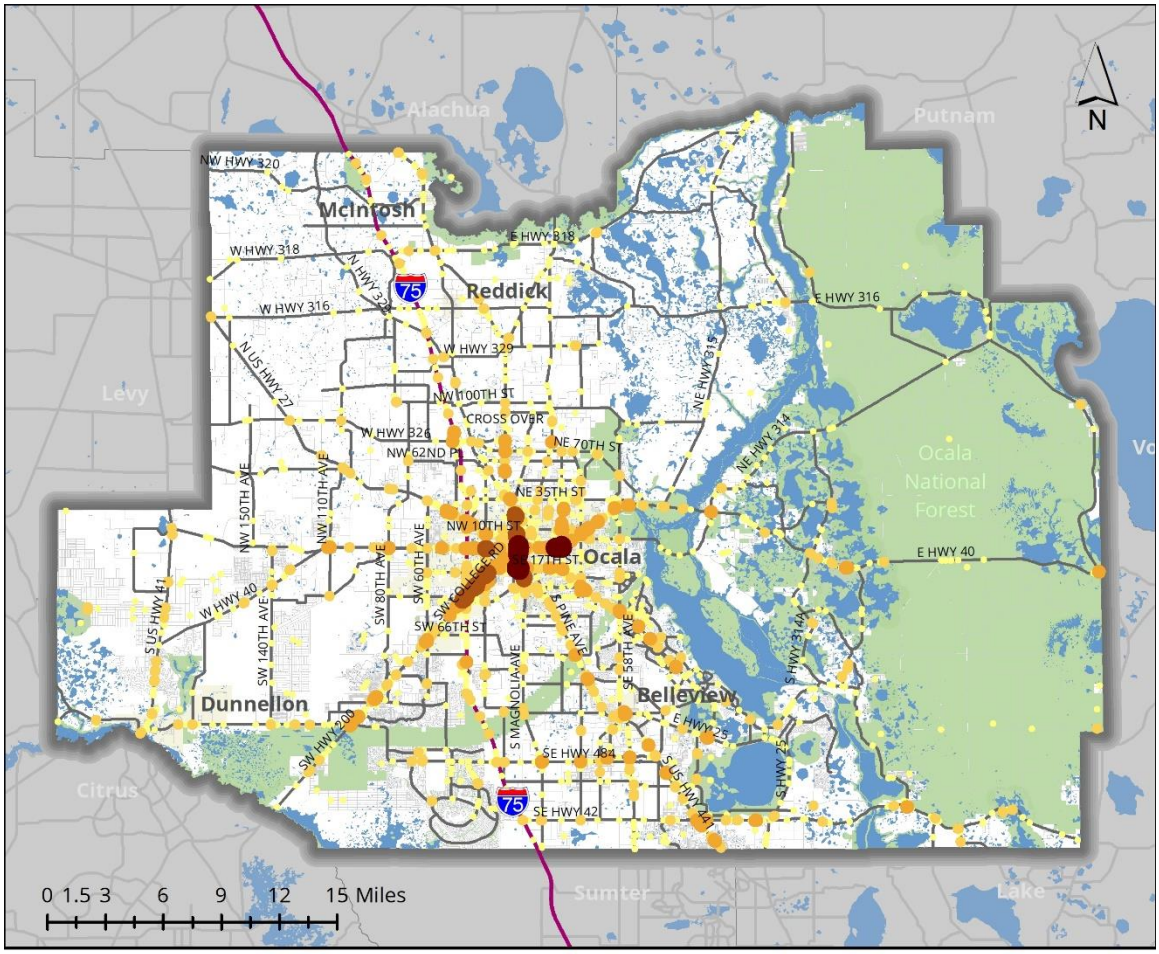
Most crashes are documented as occurring within unincorporated Marion County and the City of Ocala. Together, the lane miles of roads within these areas make up for about 98% of total miles, matching their total share of about 98% of KSI crashes.



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



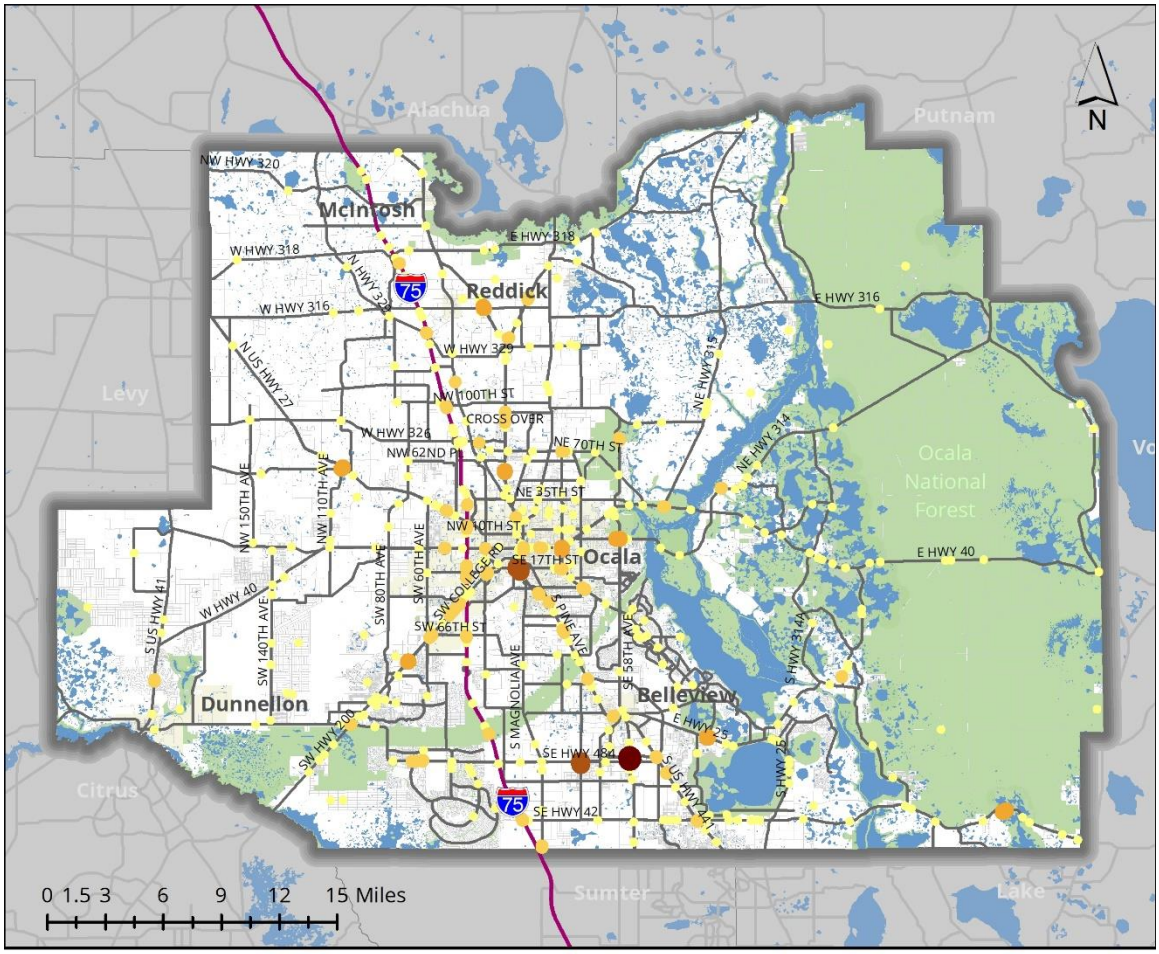
The following maps show the location and frequencies of KSI and Fatal crashes. As shown, the highest concentration of KSI crashes is in the most urban areas of the county, specifically within and near the City of Ocala. Fatal crashes are a little more dispersed throughout the county.



KSI Crashes

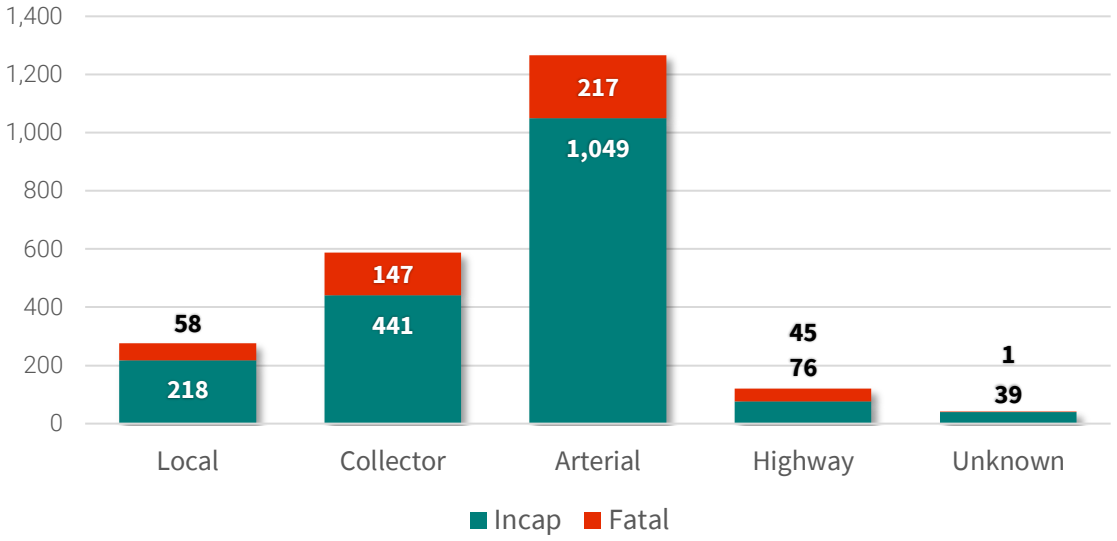
- 1
- 2 - 3
- 4 - 10
- 11 - 15
- > 15 (max. 36)

- Municipalities
- Environmental Land

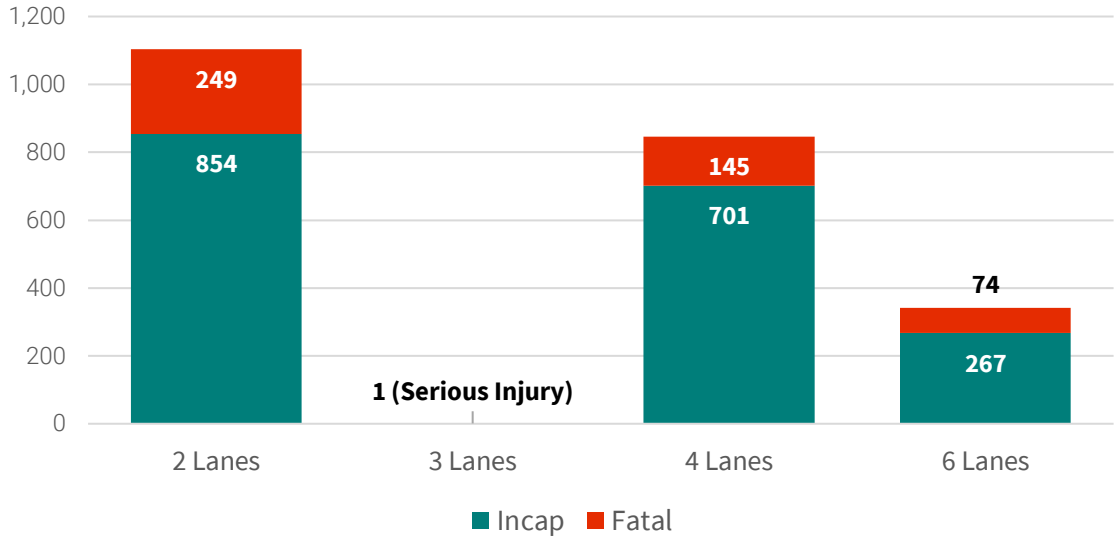


Fatal Crashes 1 2 3 4 5 Municipalities Environmental Land

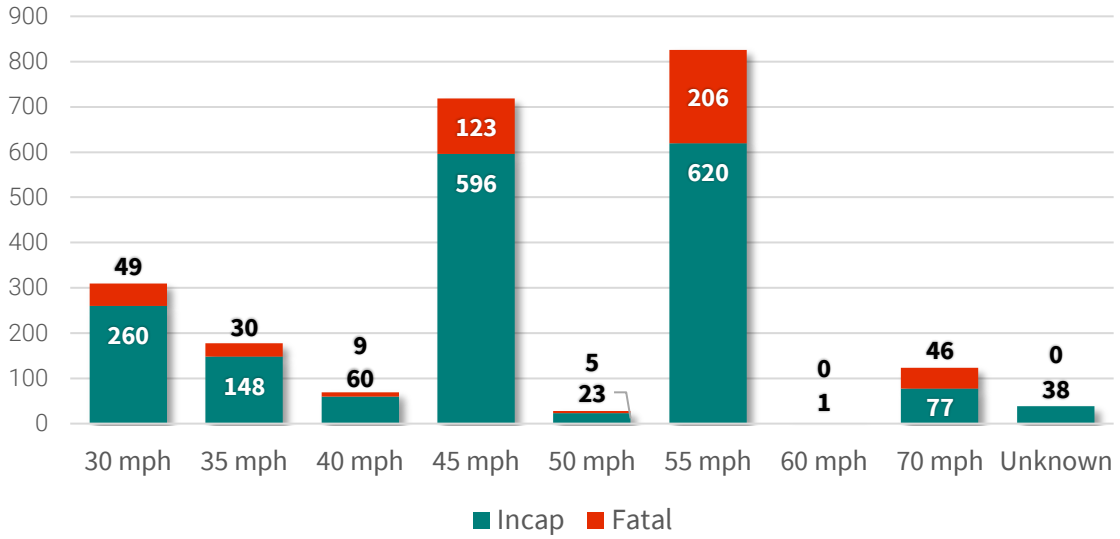
Arterial roadways make up about 8% of total centerline miles in Marion County, carry approximately 37% of the traffic, yet have 55% of total KSI crashes and 46% of total fatal crashes. Collector streets, which make up about 15% of total centerline miles and carry about 20% of the traffic, have about 26% of the total KSI crashes. Conversely, local streets, which make up 77% of total centerline miles and 20% of the traffic, have 12% of total KSI crashes – including 12% of serious injury crashes and 12% of fatal crashes. This is due in part to the much lower volume and speed encountered on local roads compared to their arterial and collector counterparts.



Most KSI crashes occurred on 2-lane roadways, with 48% of the KSI crashes. 4-lane roadways had 37% of the KSI crashes and 31% of the fatal crashes.



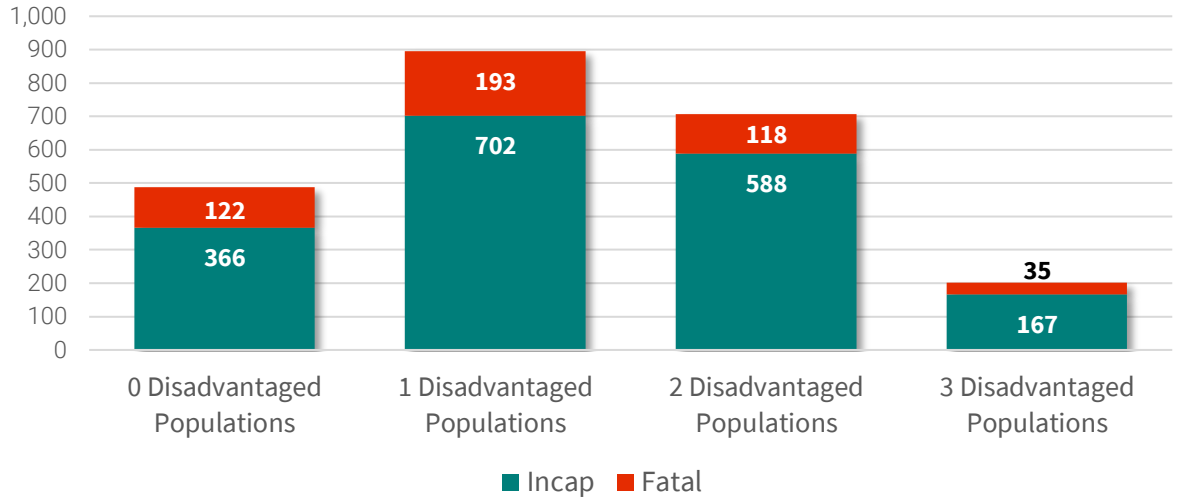
Roads with a posted speed limit of 45 MPH or 55 MPH made up about two-thirds of total KSI crashes. Additionally, roads with a posted speed limit of 55 MPH made up 44% of fatal crashes, despite only making up 36% of total KSI crashes.

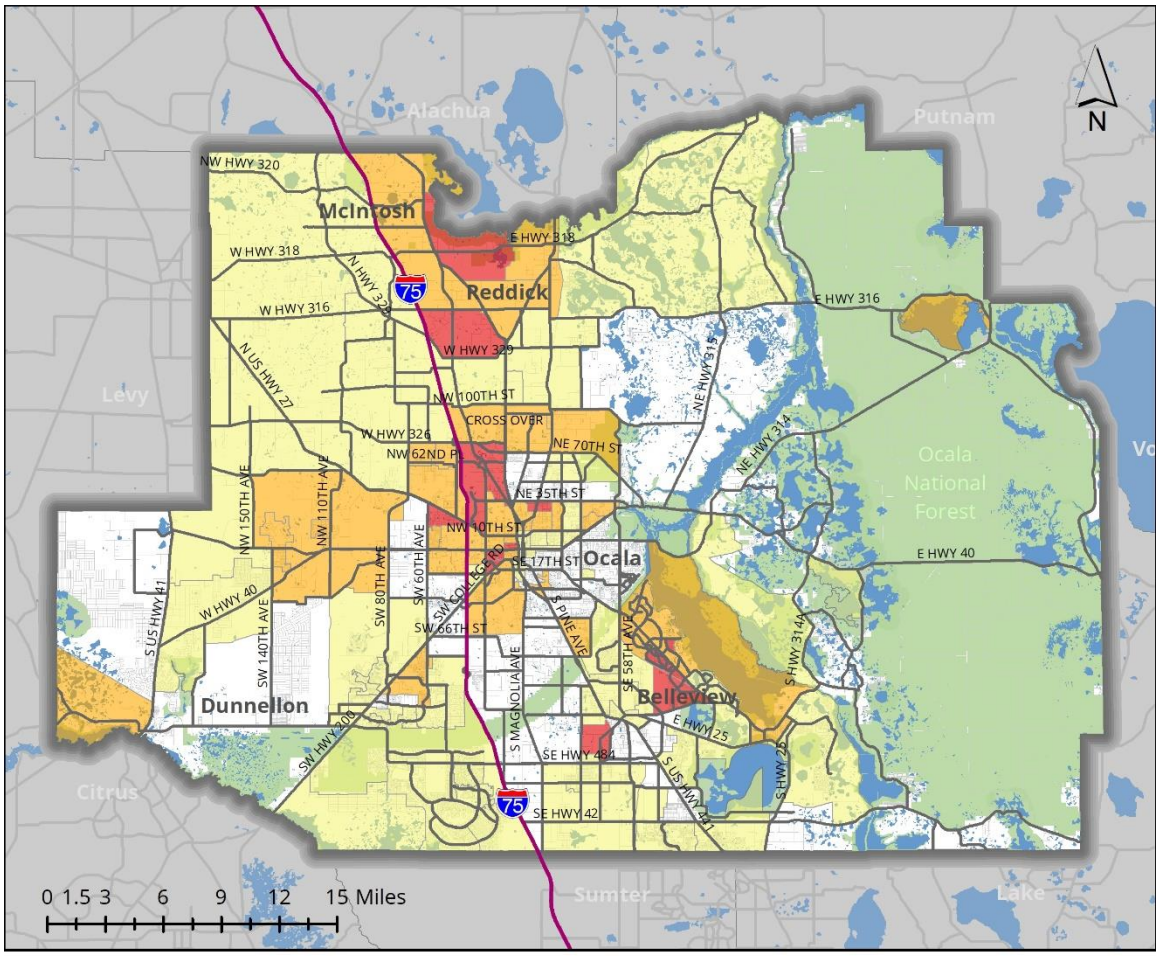


Equity Assessment

Demographic and socioeconomic factors including age, race/ethnicity, household poverty, and zero-vehicle households were obtained and analyzed at the Census block group level. The composite equity score identifies concentrations of these factors relative to the County as a whole. Block groups with one or more demographic/socioeconomic indicators were identified; crashes that occurred within these areas were also identified.

A low equity score has a lower concentration of demographic/socioeconomic indicators that are often associated with increased barriers to mobility. Locations with a High and Very High equity score represent locations that have higher percentages indicators. Approximately 65.3% of the KSI crashes occurred in medium equity indicator locations, 16.5% in high equity indicatory locations, and 18.2% in very high equity indicator locations.





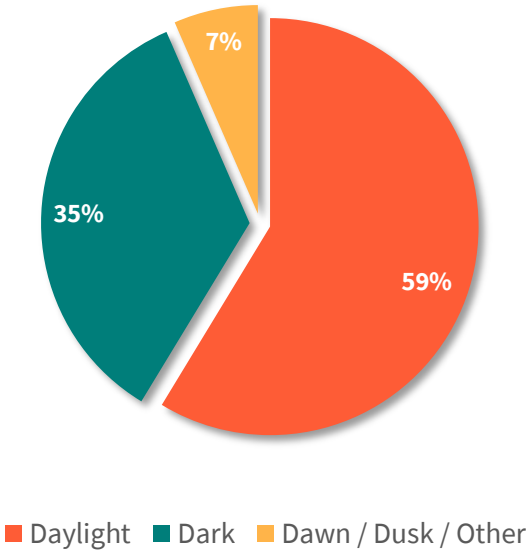
Equity Areas 1 Disadvantaged Populations 3 Disadvantaged Populations
2 Disadvantaged Populations

Environmental Trends

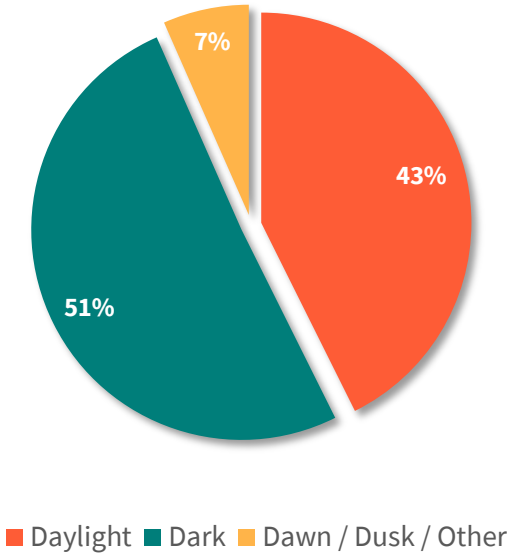
Lighting

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

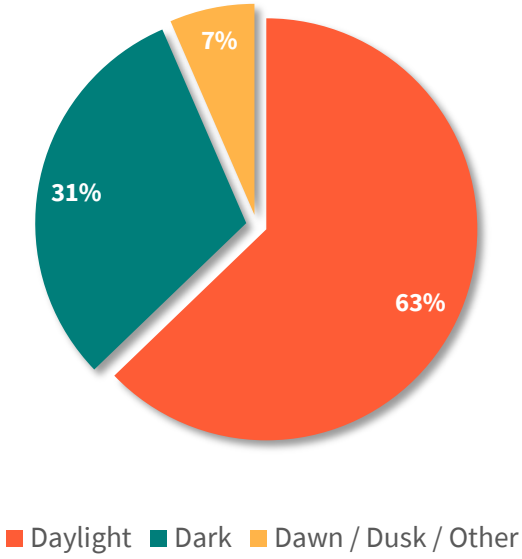
Total KSI



Fatal



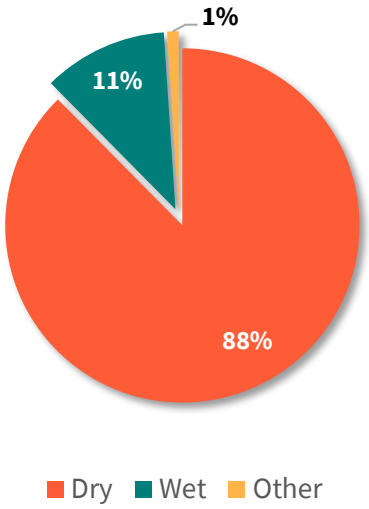
Serious Injury



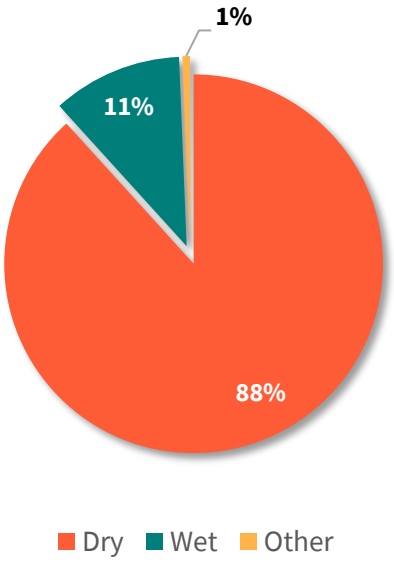
Road Surface Condition

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

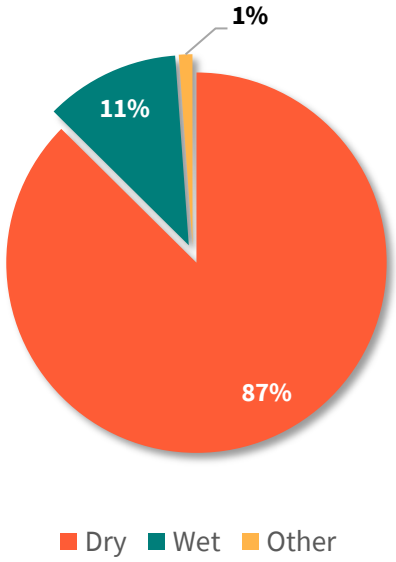
Total KSI



Fatal



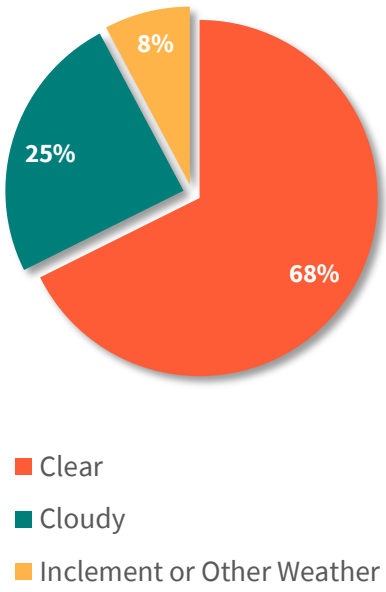
Serious Injury



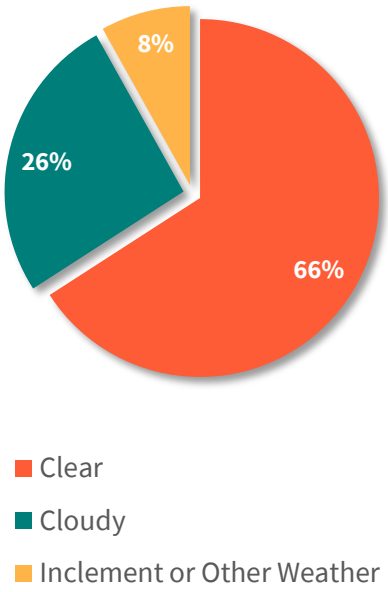
Weather Condition

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

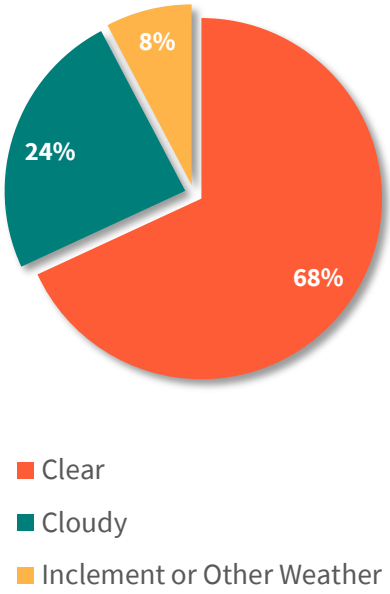
Total KSI



Fatal



Serious Injury

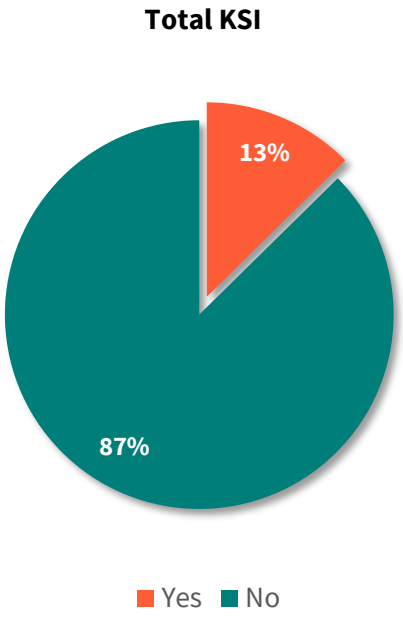


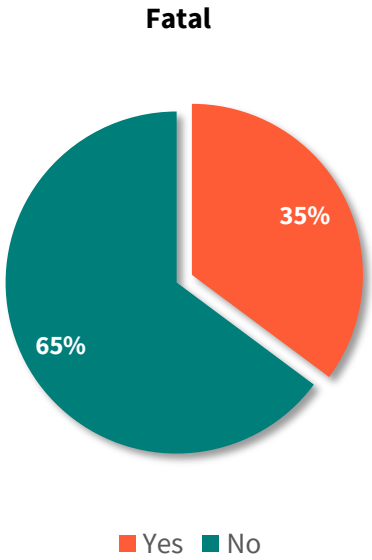
Behavioral Trends

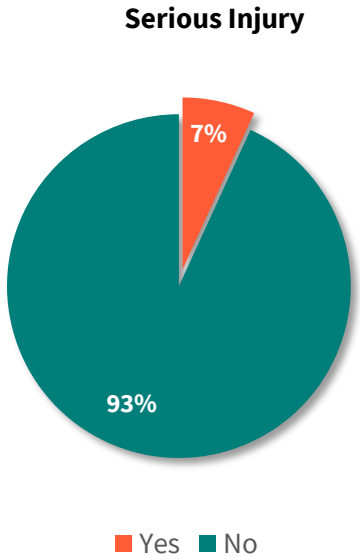
Studying contributing behavior is another way to better understand how crashes occurred, and thus how they can be prevented from reoccurring. The reliability of behavioral trend data is limited to cases where the behavior could be confirmed by a reporting officer. Actual occurrences of these behavioral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

Confirmed Alcohol Use

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



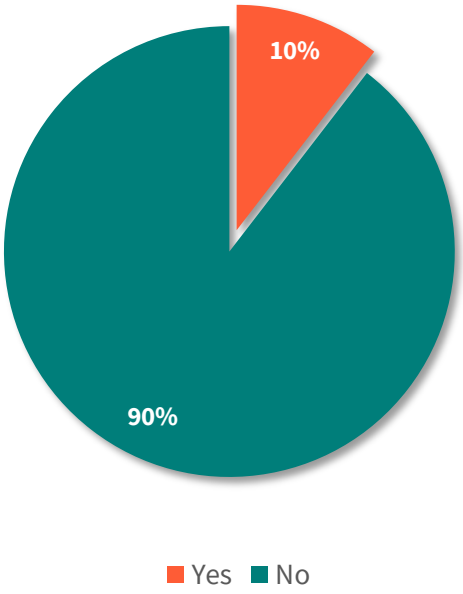




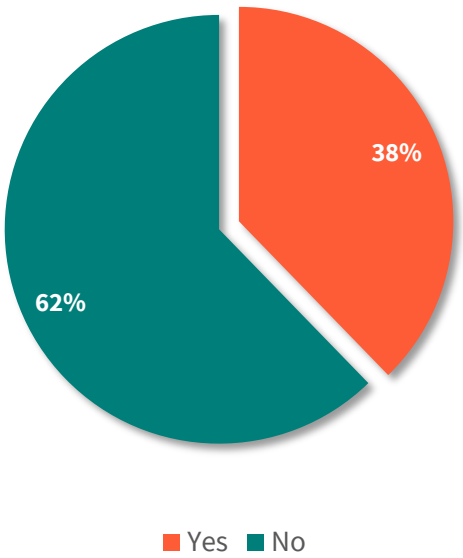
Confirmed Drug Use

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

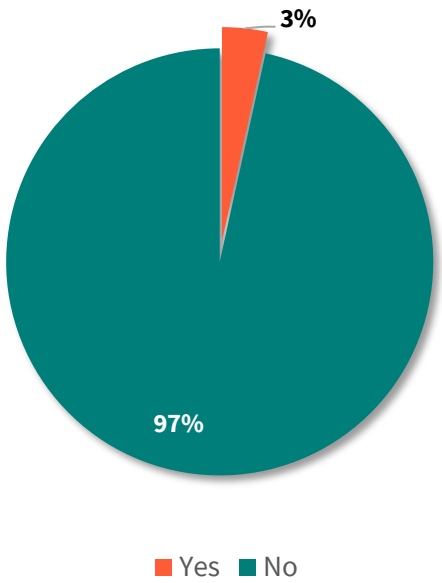
Total KSI



Fatal



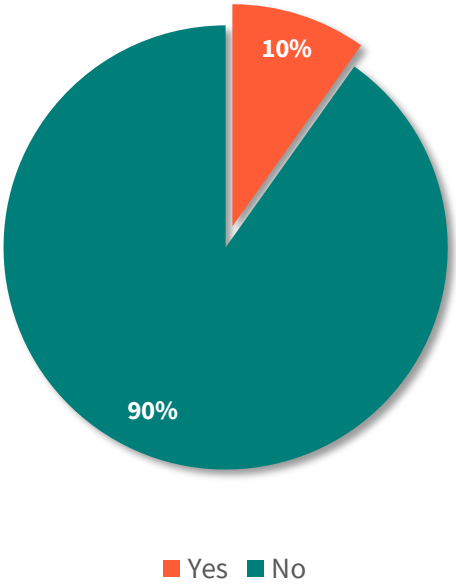
Serious Injury



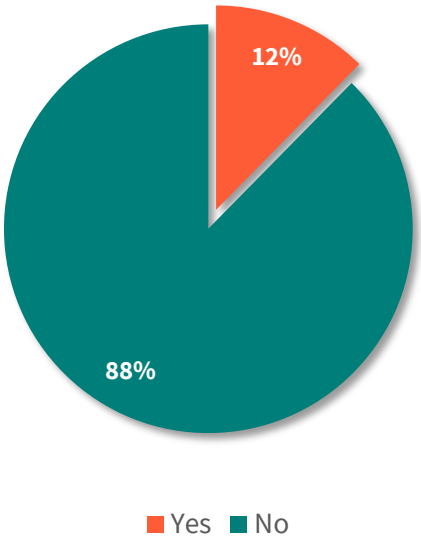
Confirmed Distraction

According to the crash report data, distraction isn't a significant indicator in the severity of a KSI crash.

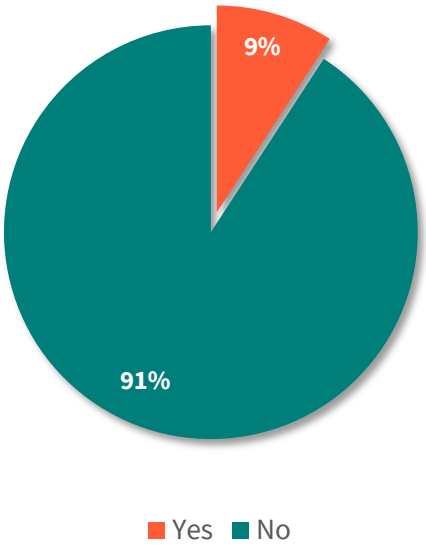
Total



Fatal



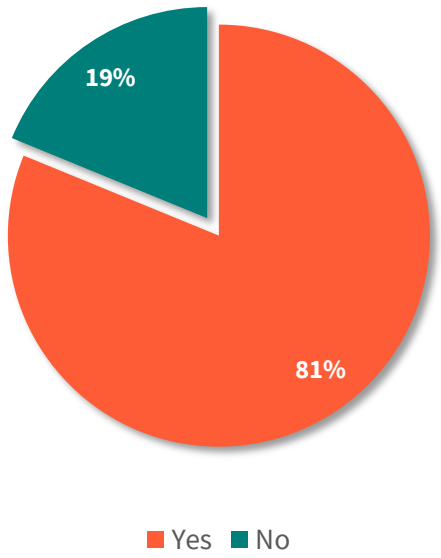
Serious Injury



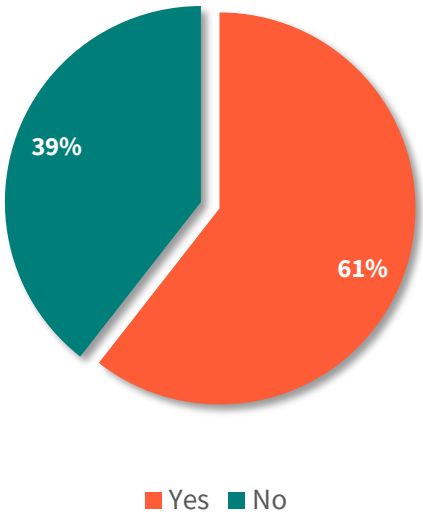
Passenger Restraints

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

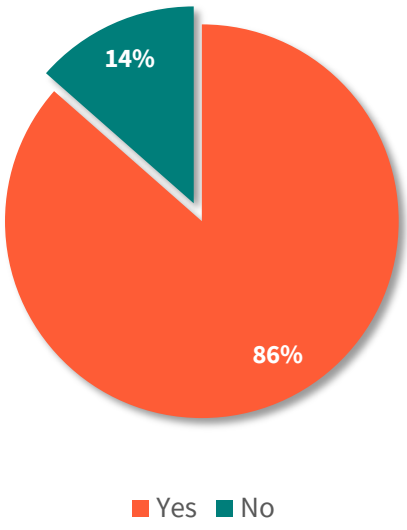
Total KSI



Fatal

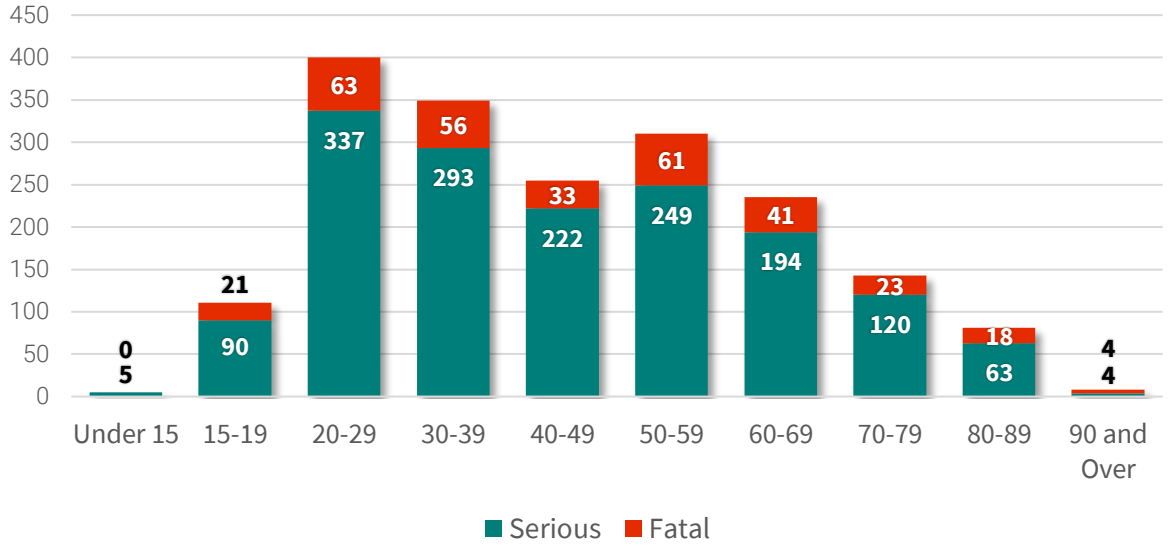


Serious Injury

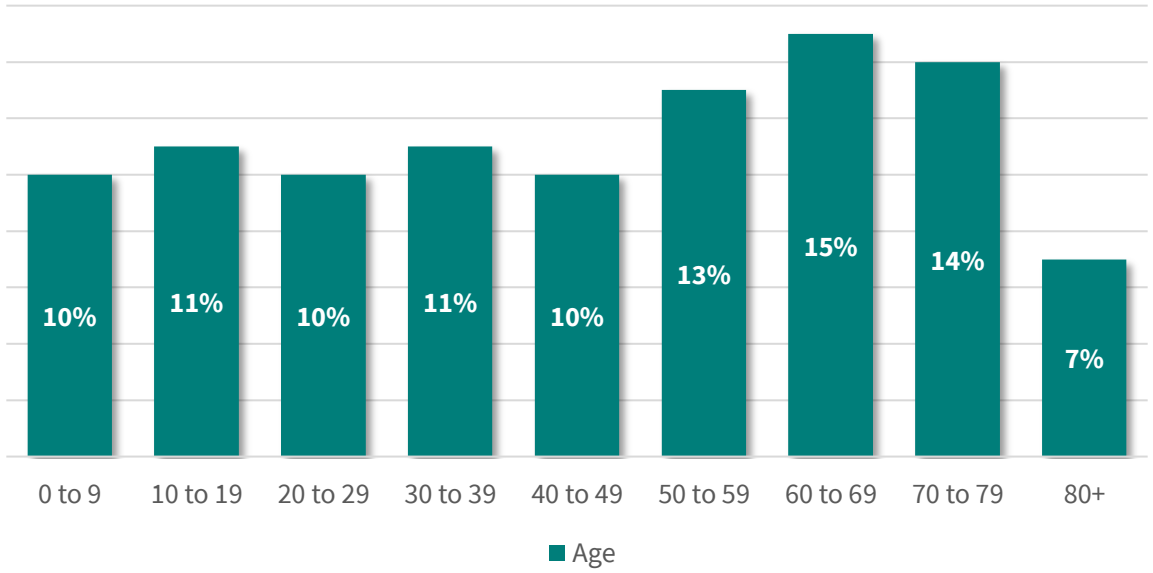


Age of Involved Parties

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



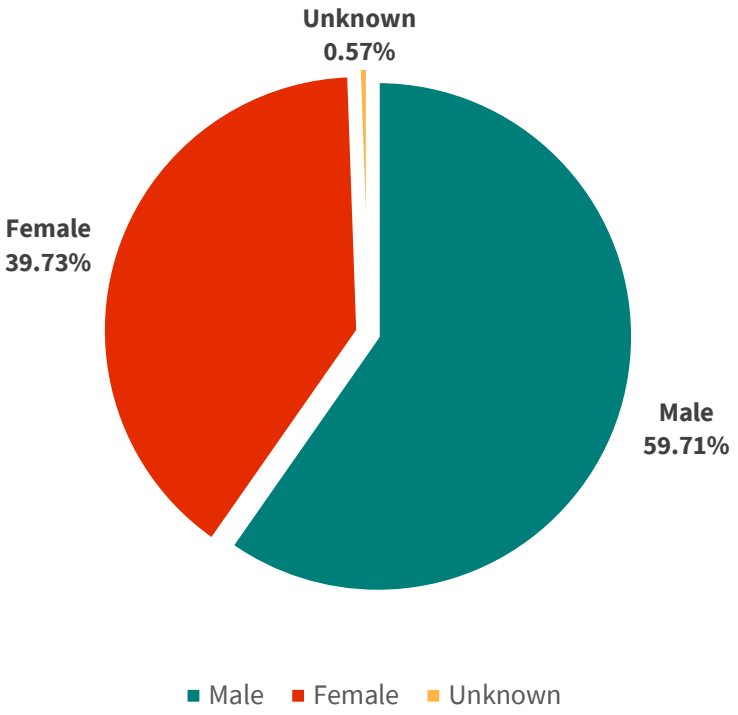
Upon a review of ACS 2019 data, seen in figure below, the disproportionate share of total crashes compared to total population for the 20 to 29 and 30 to 39 age groups becomes more apparent.



Source: ACS 2019

Gender of Involved Parties

A review of the gender of involved parties was completed, showing that approximately 60% of the fatal and serious injuries were to males; nearly 68% of the fatalities were males. According to the U.S. Census Bureau 2019 American Community Survey (ACS) data, approximately 48% of Marion County's population is male, this highlights a disproportionate involvement of males in KSI crashes.



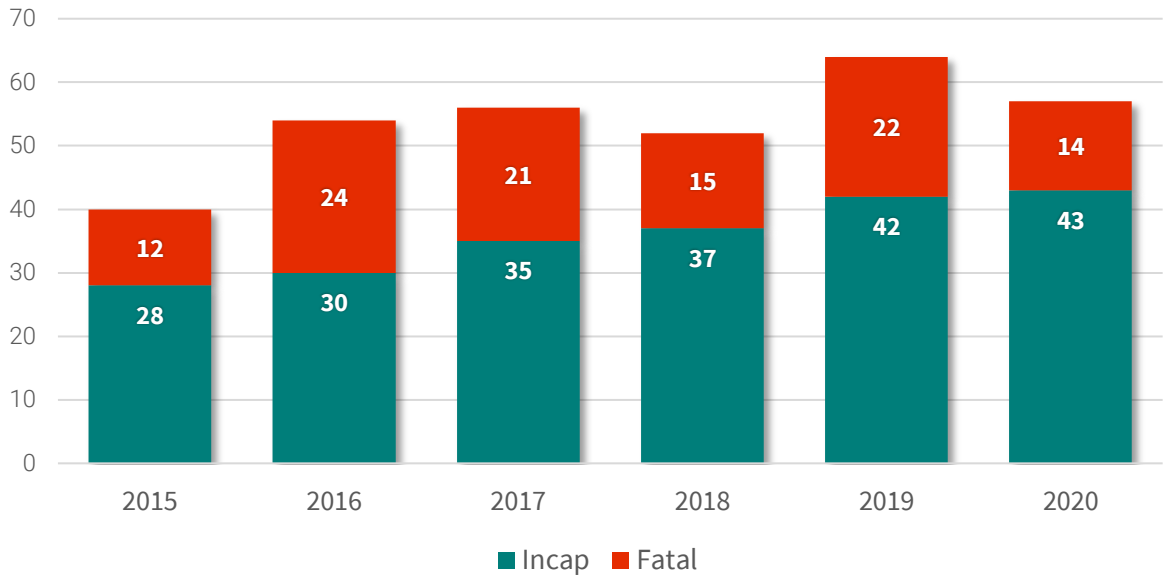
Vulnerable Road Users

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

Seasonality

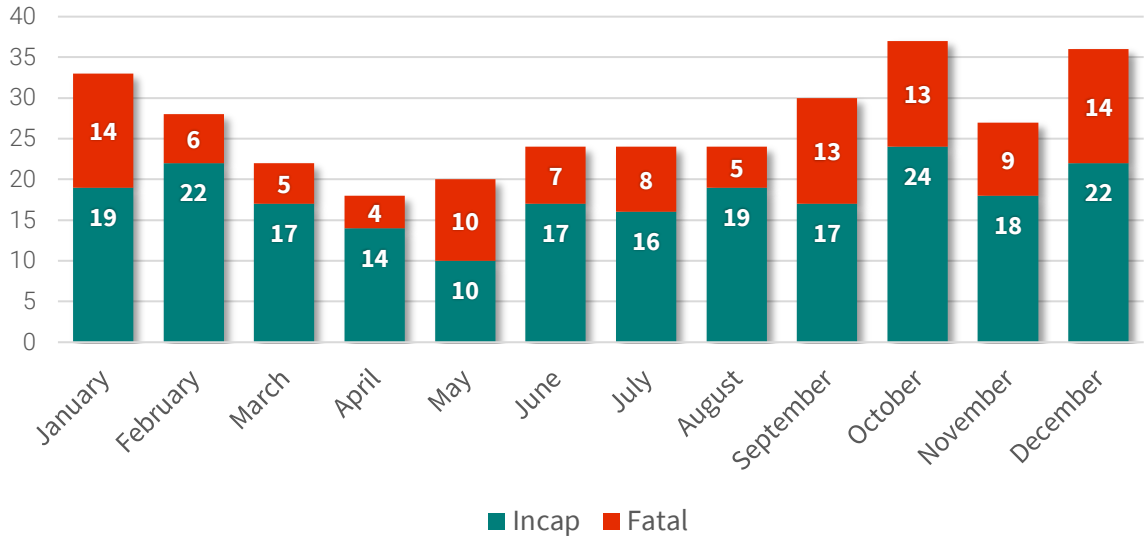
Annual Crashes

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



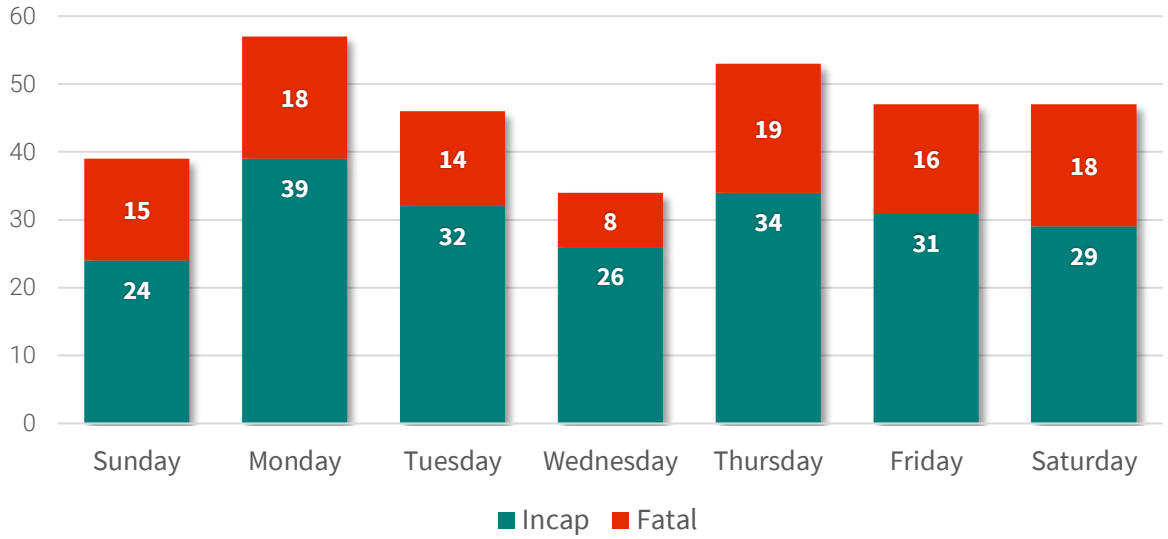
Monthly Crashes

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



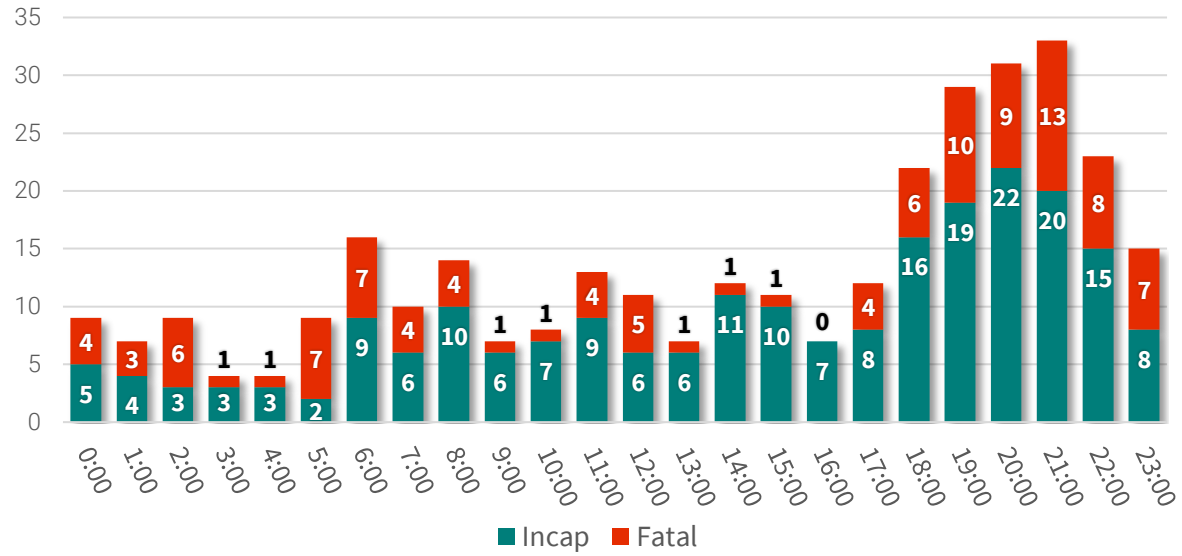
Daily Crashes

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



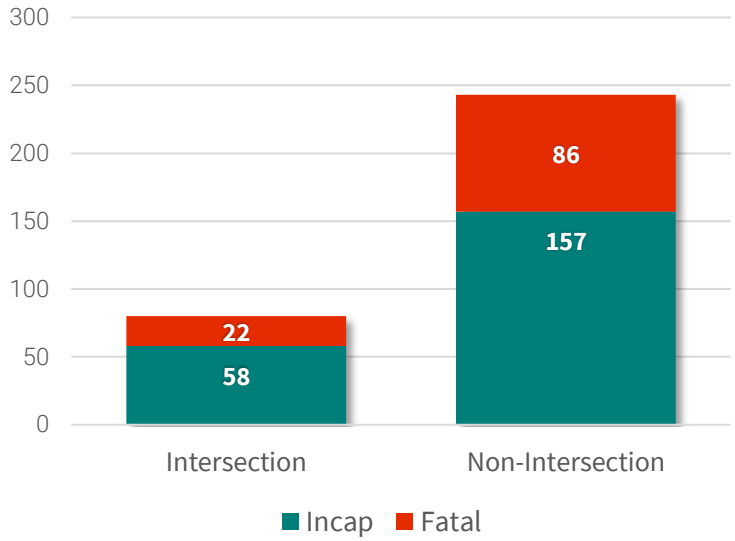
Crashes By Hour

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



Relation to Intersection

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

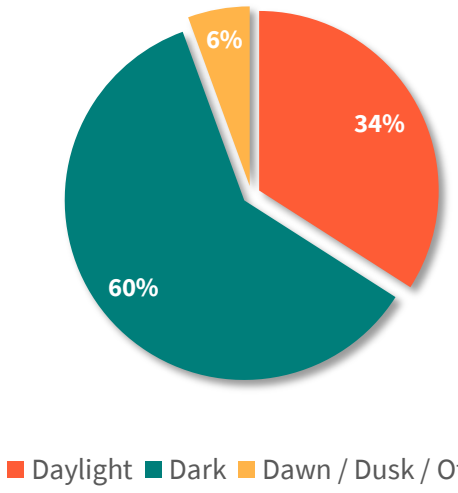


Environmental Trends

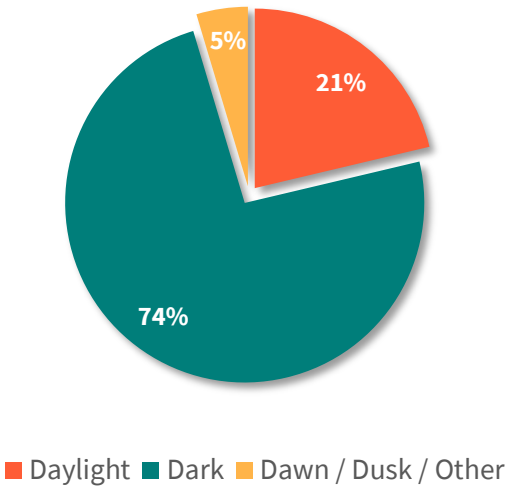
Lighting

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

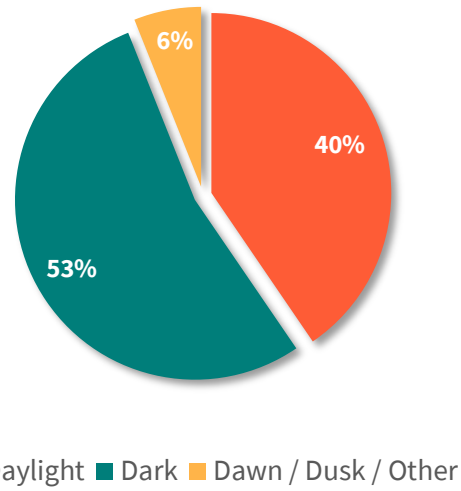
Total Vulnerable KSI



Fatal



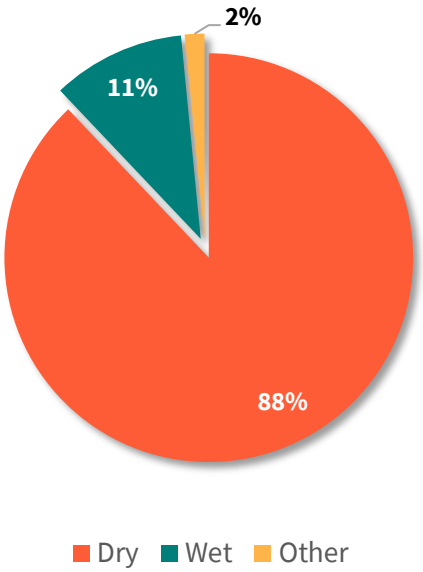
Serious Injury



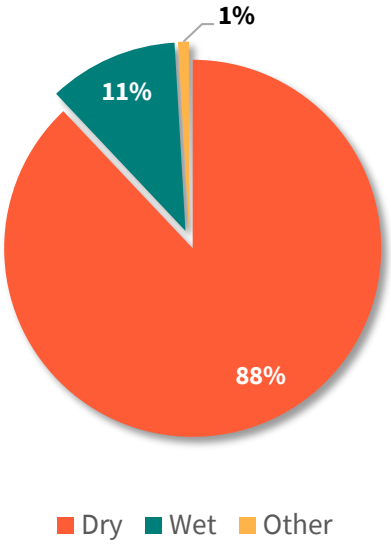
Road Surface Condition

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

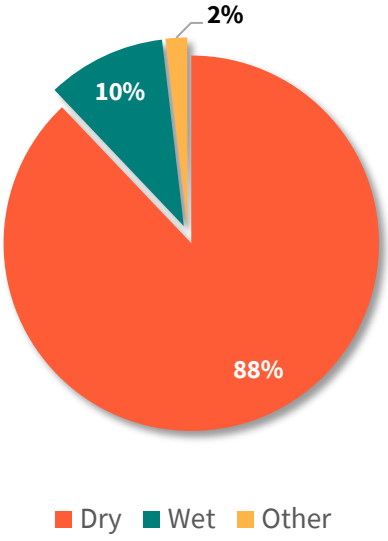
Total Vulnerable User KSI



Fatal



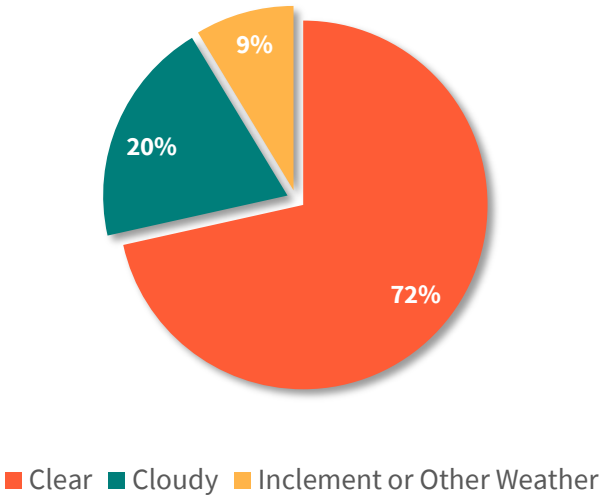
Serious Injury



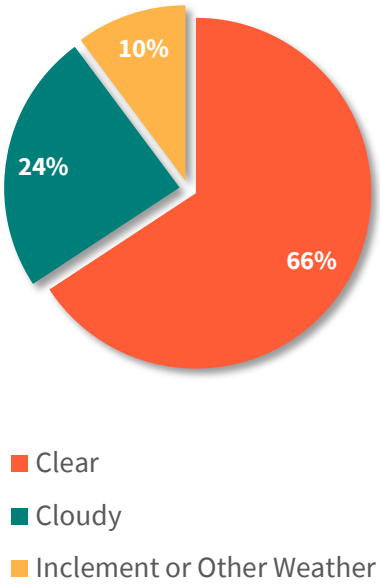
Weather Condition

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

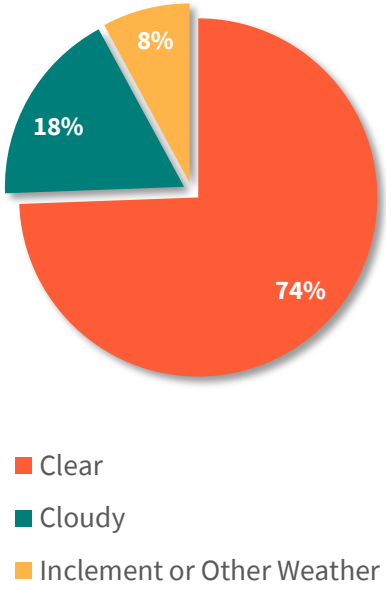
Total Vulnerable User KSI



Fatal



Serious Injury

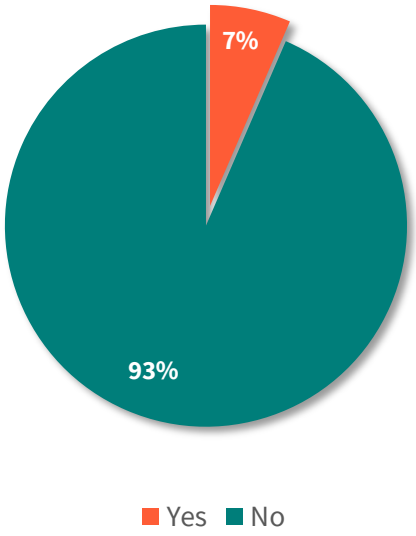


Behavior

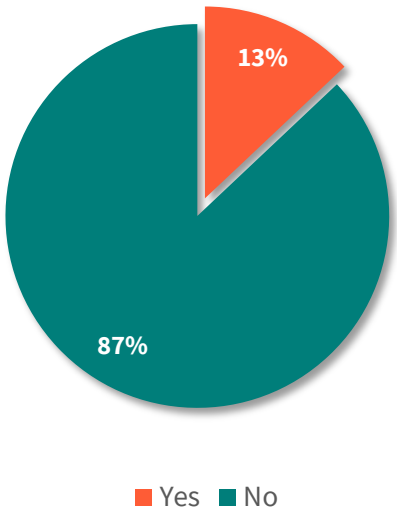
Confirmed Alcohol Use

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

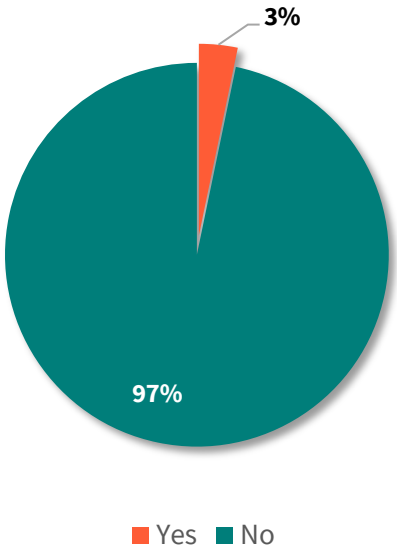
Total KSI



Fatal



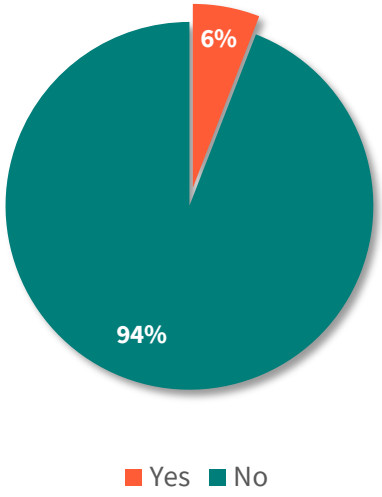
Serious Injury



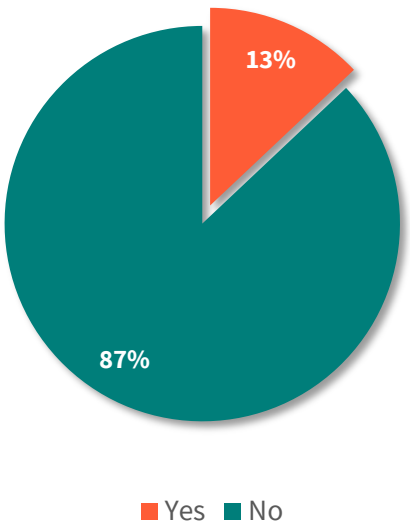
Confirmed Drug Use

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

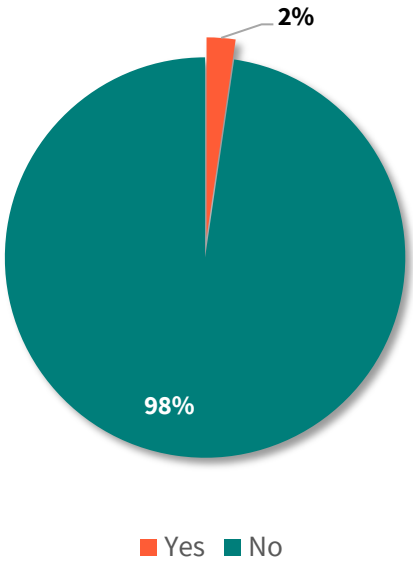
Total KSI



Fatal

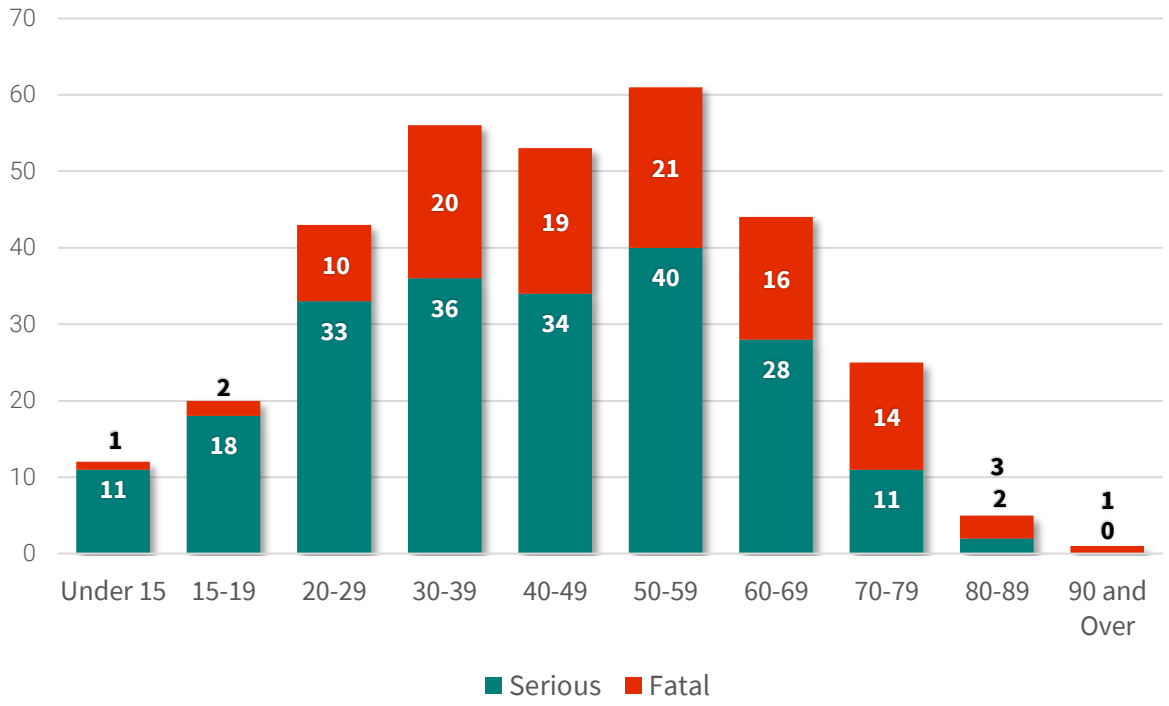


Serious Injury



Age of Involved Parties

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

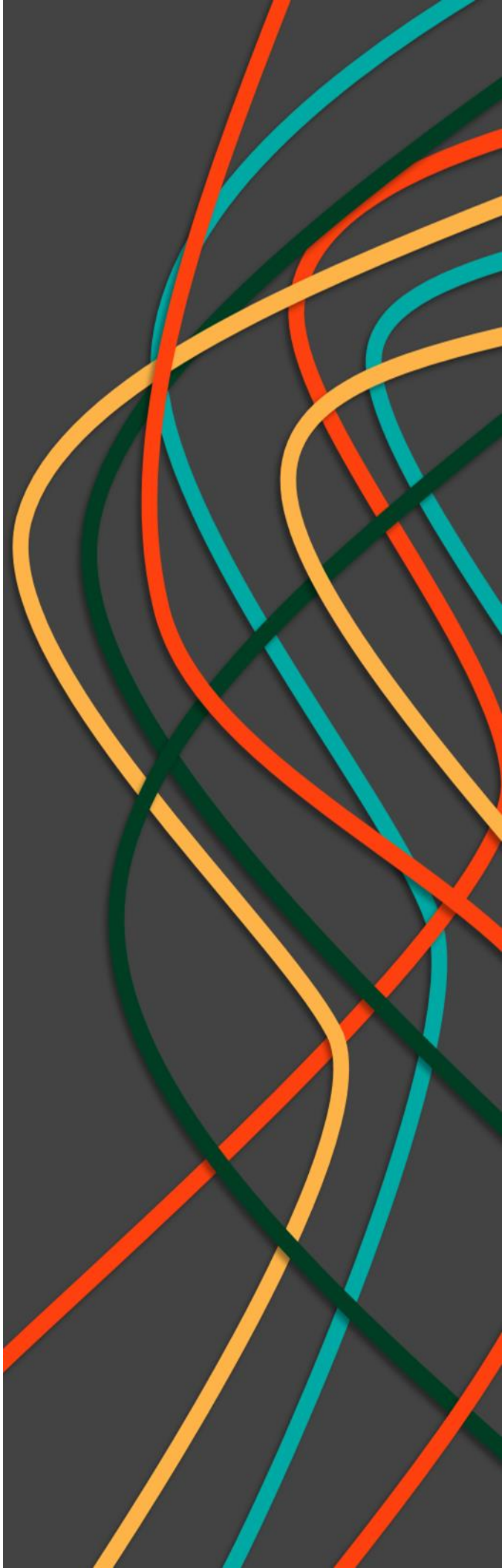


COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion

Appendix C High Injury Network

November 2022



OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

High Injury Network

While Commitment to Zero follows the Safe System approach that focuses on system-wide improvements and the notion that KSI crashes can occur anywhere and we should work to eliminate KSI crashes everywhere, it recognizes that there are streets where KSI crashes are more prevalent. As part of Commitment to Zero's data-driven approach, the streets with some of the highest frequencies of KSI crashes have been identified to create the High Injury Network (HIN). One purpose of the HIN is to help understand where KSI crashes are occurring by identifying high-risk street segments, but the HIN can also be used to gain a better understanding of characteristics that contribute to KSI crashes, and it can be used to help focus safety efforts and prioritize improvements on the streets that historically have the highest frequencies of KSI crashes.

Development of the HIN focused on identifying street segments that support multiple modes, users, and engage with the community; I-75 was not included in the HIN development process since it only accommodates vehicular traffic through limited points of access. Using 2015 – 2020 crash data, the street segments with the highest frequencies of KSI crashes were identified and added to the HIN. The result of the HIN identification process was 38 street segments, these segments, which make-up approximately 2.9% of the total (centerline) street network, accounted for 40.7% of the total KSI crashes (32.4% of fatal crashes and 42.9% of serious injury crashes). The following are some additional observations of the HIN:

- 25 (65.8%) of the 38 segments are in the Urban portions of the county.
- 31 (81.6%) segments have posted speeds of 45 mph or greater, with 17 (44.7%) have posted speeds of 55 mph.
- 26 (68.4%) segments have four or more travel lanes,
- 32 (84.2%) segments are classified as Arterial roadways
- 25 (65.8%) segments don't have roadway lighting and 4 segments have significant lighting gaps
- 12 (31.6%) segments have complete sidewalks along both sides of the street
- 7 (18.4%) segments have a dedicated bicycle facility (i.e., bike lane or path)
- 20 (52.6%) segments are located near a school or park
- 27 (71.1%) segments are streets that are maintained by FDOT
- 30.3% of the HIN KSI crashes were Angle/Left Turn crashes
- 12.5% of the HIN KSI crashes were pedestrian/bicycle crashes (9.9% pedestrian crashes)
- 7.6% of the HIN KSI crashes were run-off-road crashes

The figure and table on the following pages show and list the HIN segments. Additional information on each of the HIN segments is provided on the pages following the figure and table.

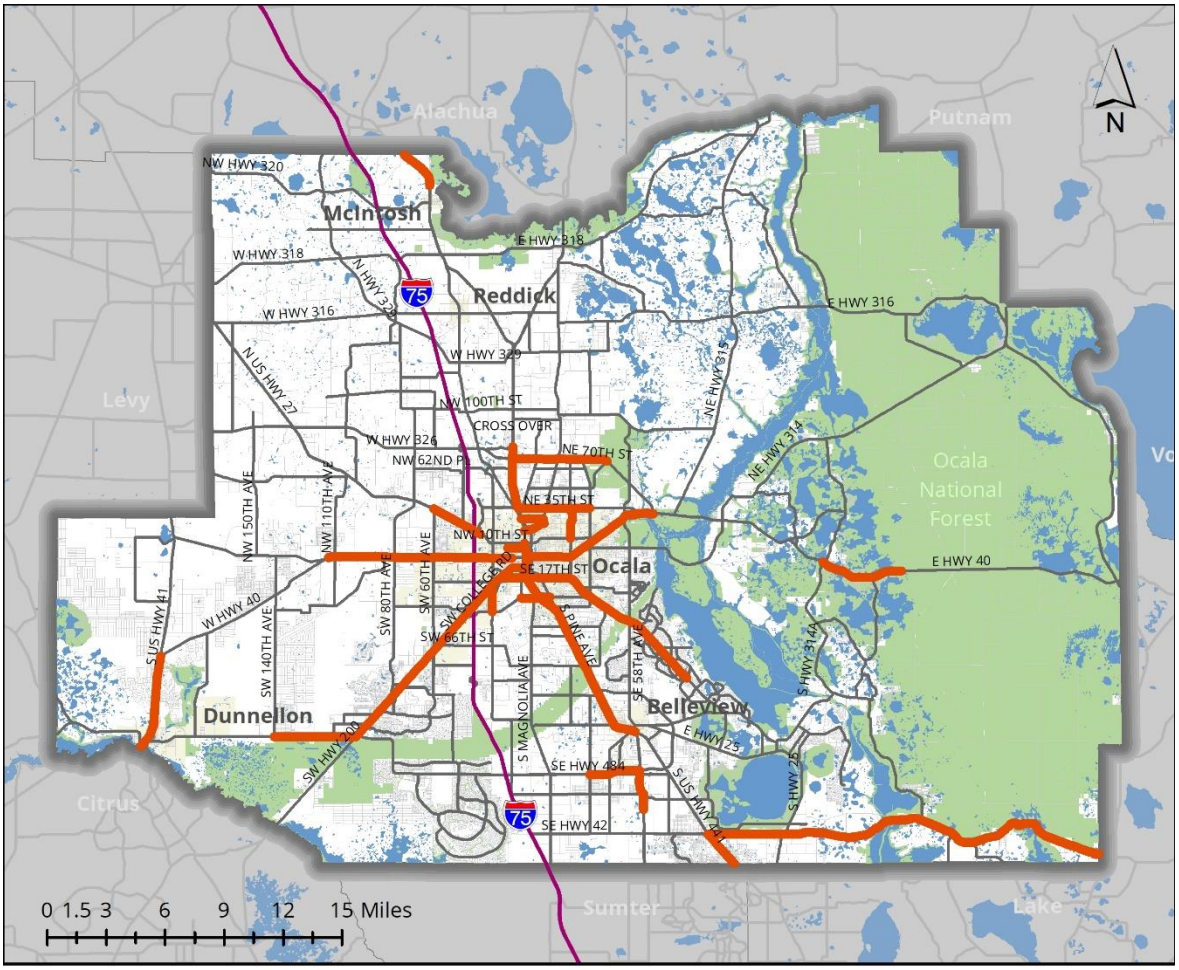


Figure 1: High Injury Network

Table 1: High Injury Network Segments

ID	Segment	Length (Miles)	SI Crashes	K Crashes	KSI Crashes	Maintaining Jurisdiction
1	SR 200/College Rd, I-75 to S Pine Ave	3.511	62	5	67	FDOT
2	SR 40/Silver Springs Blvd, 25th Ave to NE 35th Ave	3.432	50	6	56	FDOT
3	SR 40/Silver Springs Blvd, Pine Ave to 25th Ave	2.248	46	8	54	FDOT
4	US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd	1.064	47	4	51	FDOT
5	SR 200/College Rd, SE 60th Ave to I-75	3.044	39	11	50	FDOT
6	SR 40, NW 113th Cir to I-75	7.414	39	6	45	FDOT
7	SR 464/SE 17th St, S Pine Ave to SE 25th Ave	2.234	42	3	45	FDOT
8	SE Hwy 42, S Hwy 25 to County Line	17.523	24	12	36	Marion County
9	US 441, NE 35th St to N of 77th St	3.153	29	5	34	FDOT
10	SR 464/Maircamp Rd, SE 58th Ave to Emerald Rd	4.145	30	3	33	FDOT
11	US 27/Blitchton Rd, W of NW 60th Ave to NW 34th Ave	2.718	25	7	32	FDOT
12	SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	1.941	30	2	32	FDOT
13	SR 464/Maircamp Rd, SE 25th Ave to SE 58th Ave	3.742	26	5	31	FDOT
14	US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St	1.214	27	3	30	FDOT
15	SR 200/College Rd, SE Hwy 484 to SW 80th Ave	2.838	23	5	28	FDOT
16	SR 464/SW 17th St, SR 200/College Rd to S Pine Ave	1.228	26	1	27	FDOT
17	SR 326/NE 70th St, US 441 to NE 36th Avenue Rd	4.823	20	6	26	FDOT
18	US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St	0.698	25	1	26	FDOT
19	SE Hwy 42, US 441 to S Hwy 25	3.814	17	8	25	Marion County
20	SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301	2.572	17	7	24	Marion County
21	US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St	3.664	17	7	24	FDOT
22	US 301, S of 151st St to SE 132 Street Rd	2.076	16	7	23	FDOT
23	US 441, Marion/Sumter County Line to SE Hwy 42	2.025	19	4	23	FDOT
24	SR 40, S Hwy 314A to 196th Ter	4.265	15	7	22	FDOT
25	NE 35th St, US 441 to NE 36th Ave	3.650	20	2	22	Marion County
26	US 27/301/441/SE Abshier Blvd, SE 62nd Ave to SE 92nd Place Rd	3.135	16	5	21	FDOT
27	SR 200/College Rd, SW 80th Ave to SW 60th Ave	3.075	18	3	21	FDOT
28	US 41/Williams St, Marion/Citrus County Line to SR 40	4.825	17	3	20	FDOT
29	SW Hwy 484, SW 104th Ave to SR 200/College Rd	4.174	15	3	18	Marion County
30	SW 27th Ave, SW 42nd St to SR 200/College Rd	1.382	17	0	17	Ocala
31	US 27/301/441/S Pine Ave, SE 52nd St to SE 32nd St	2.050	11	5	16	FDOT
32	NE 25th Ave, NE 14th St to NE 35th St	1.601	15	1	16	Ocala
33	SR 40/Silver Springs Blvd, NE 35th Ave to E Hwy 326	1.516	11	2	13	FDOT
34	20th St/Jacksonville Rd/Hwy 200A and NE 24th St, US 441/301/N Pine Ave to NE 10th Ct	1.079	9	3	12	Marion County/Ocala
35	US 441, NW 214th Ln to NW 230th St	2.132	9	2	11	FDOT
36	NE 28th St, US 441/301/N Pine Ave to Jacksonville Rd	1.131	8	2	10	Ocala
37	SW 32nd St, SW 7th Ave to SE Lake Weir Ave	1.537	10	0	10	Ocala
38	NW 7th St, NW Old Blitchton Rd to NW 6th Ter	0.734	8	0	8	Ocala

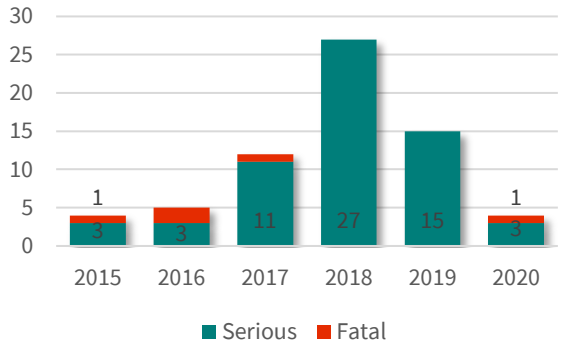
1. SR 200/College Rd, I-75 to S Pine Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.511	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45	6	22,000 – 42,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	Yes

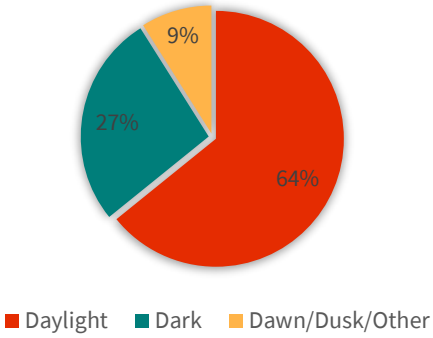
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
67	5	5	62	73

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	23	34.3%	0	0%	23	37.1%
Angle/Left Turn	21	31.3%	1	20%	20	32.3%
Unknown	8	11.9%	0	0%	8	12.9%
Other	7	10.4%	2	40%	5	8.1%
Head On	3	4.5%	0	0%	3	4.8%
Off Road	2	3%	1	20%	1	1.6%
Bicycle/Pedestrian	1	1.5%	0	0%	1	1.6%
Sideswipe	1	1.5%	0	0%	1	1.6%
Rollover	1	1.5%	1	20%	0	0%
Total	**67**	**100%**	**5**	**100%**	**62**	**100%**

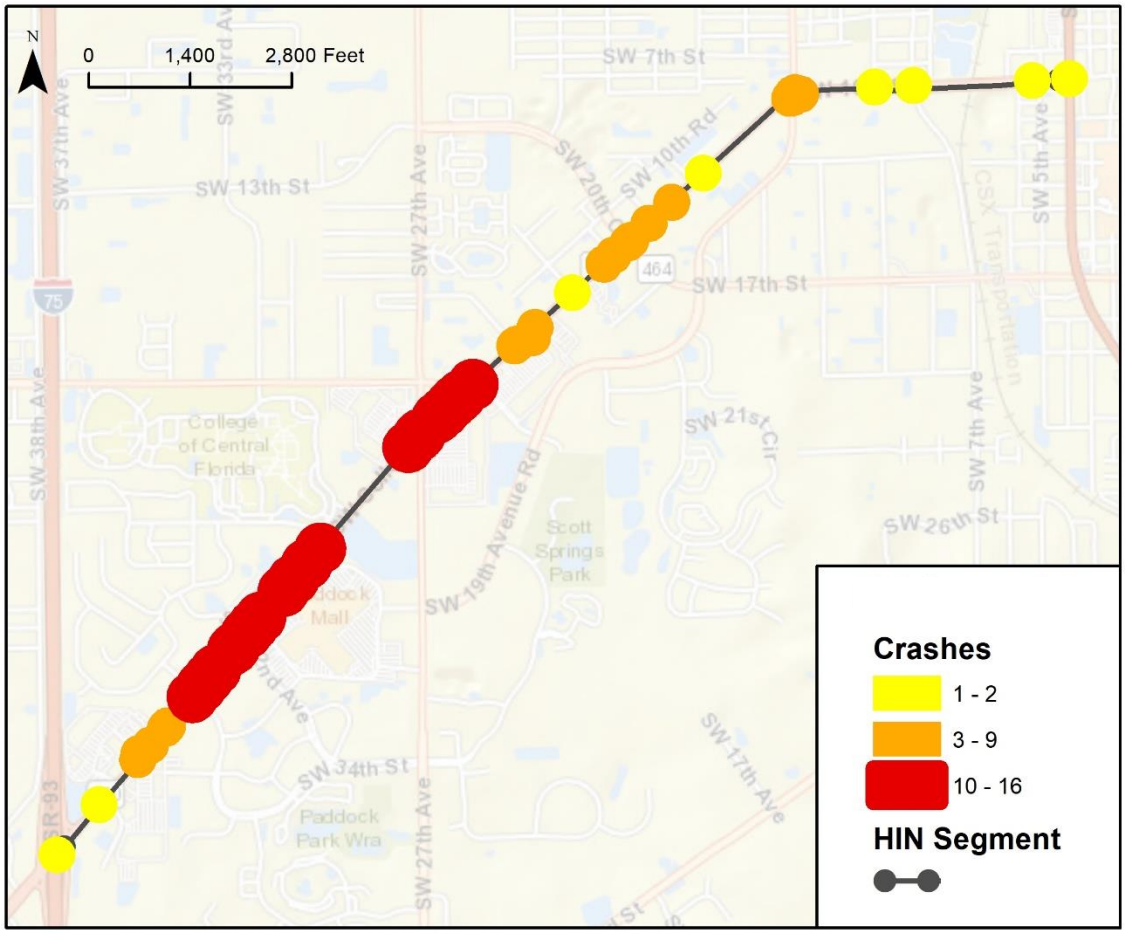


Image Source: Google Streetview

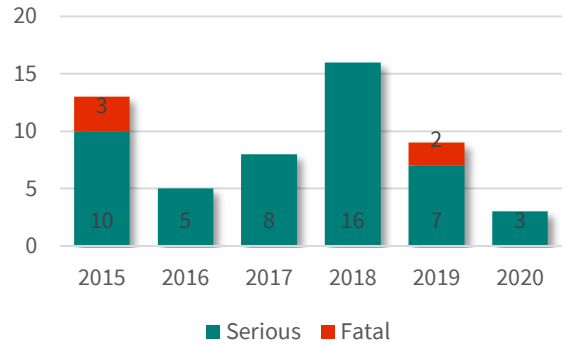
2. SR 40/Silver Springs Blvd, 25th Ave to NE 36th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.432	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45	4	24,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

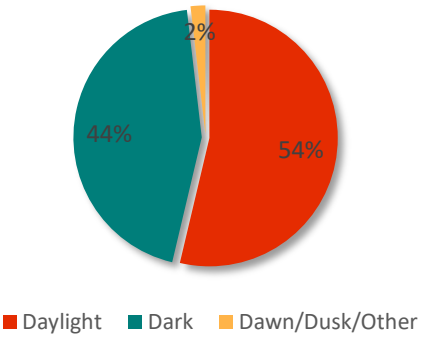
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
54	5	5	49	52

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	19	35.2%	1	20%	18	36.7%
Rear End	13	24.1%	0	0%	13	26.5%
Bicycle/Pedestrian	11	20.4%	3	60%	8	16.3%
Other	6	11.1%	0	0%	6	12.2%
Off Road	2	3.7%	1	20%	1	2%
Rollover	2	3.7%	0	0%	2	4.1%
Sideswipe	1	1.9%	0	0%	1	2%
Total	**54**	**100%**	**5**	**100%**	**49**	**100%**

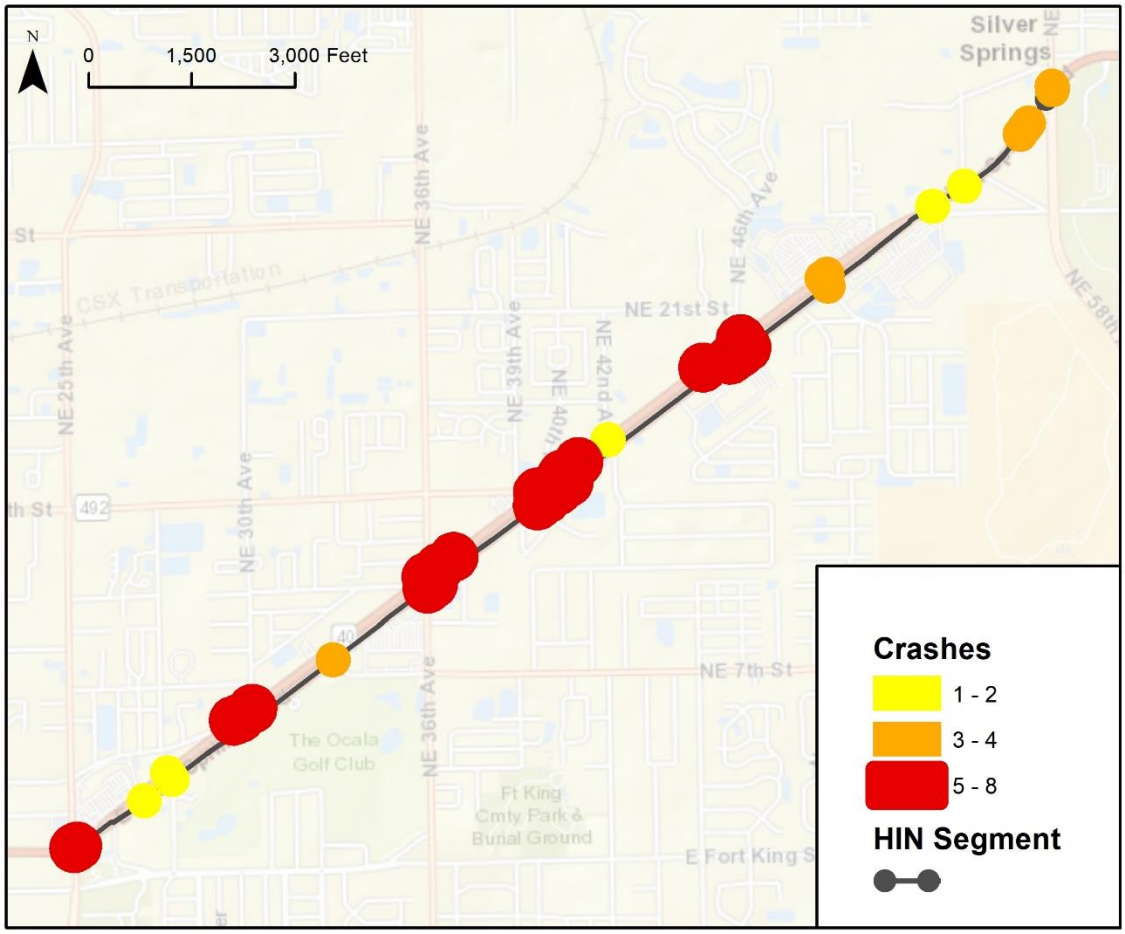


Image Source: Google Streetview

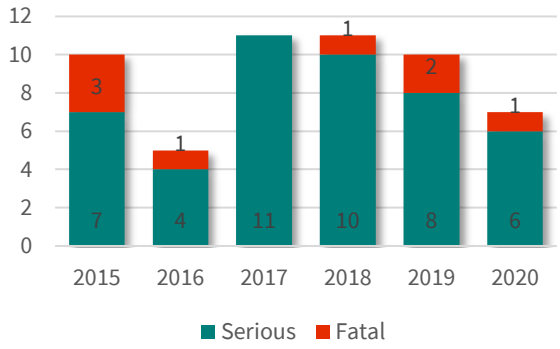
3. SR 40/Silver Springs Blvd, Pine Ave to 25th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.248	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
30 - 40	4	27,000 - 31,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

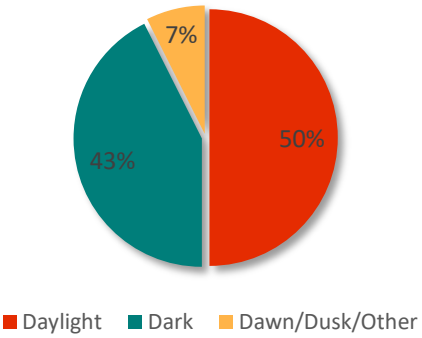
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
54	8	9	46	58

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	19	35.2%	4	50%	15	32.6%
Bicycle/Pedestrian	10	18.5%	1	12.5%	9	19.6%
Rear End	9	16.7%	0	0%	9	19.6%
Other	7	13%	1	12.5%	6	13%
Off Road	4	7.4%	1	12.5%	3	6.5%
Unknown	2	3.7%	0	0%	2	4.3%
Head On	1	1.9%	0	0%	1	2.2%
Sideswipe	1	1.9%	0	0%	1	2.2%
Right Turn	1	1.9%	1	12.5%	0	0%
Total	**54**	**100%**	**8**	**100%**	**46**	**100%**

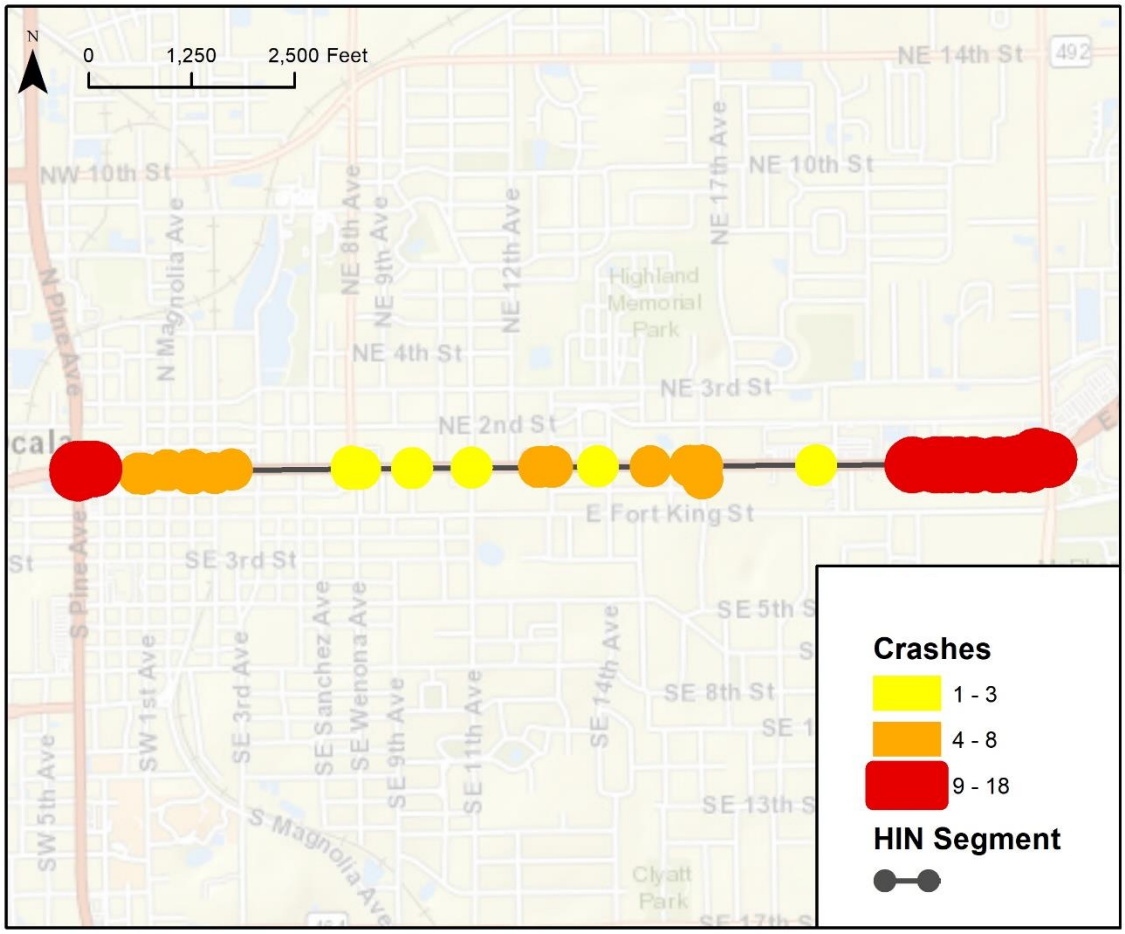


Image Source: Google Streetview

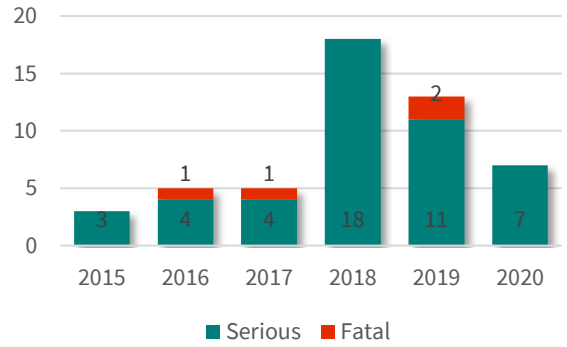
4. US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.064	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35	6	26,000 - 34,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

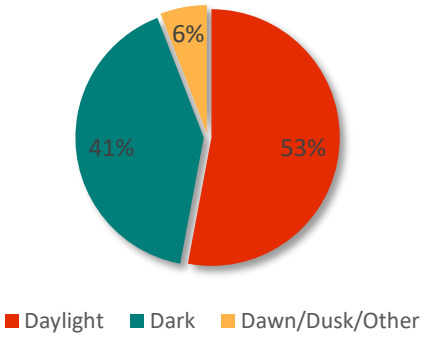
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
51	4	4	47	55

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	23	45.1%	1	25%	22	46.8%
Rear End	12	23.5%	0	0%	12	25.5%
Bicycle/Pedestrian	7	13.7%	2	50%	5	10.6%
Other	4	7.8%	1	25%	3	6.4%
Off Road	2	3.9%	0	0%	2	4.3%
Head On	1	2%	0	0%	1	2.1%
Right Turn	1	2%	0	0%	1	2.1%
Unknown	1	2%	0	0%	1	2.1%
Total	**51**	**100%**	**4**	**100%**	**47**	**100%**

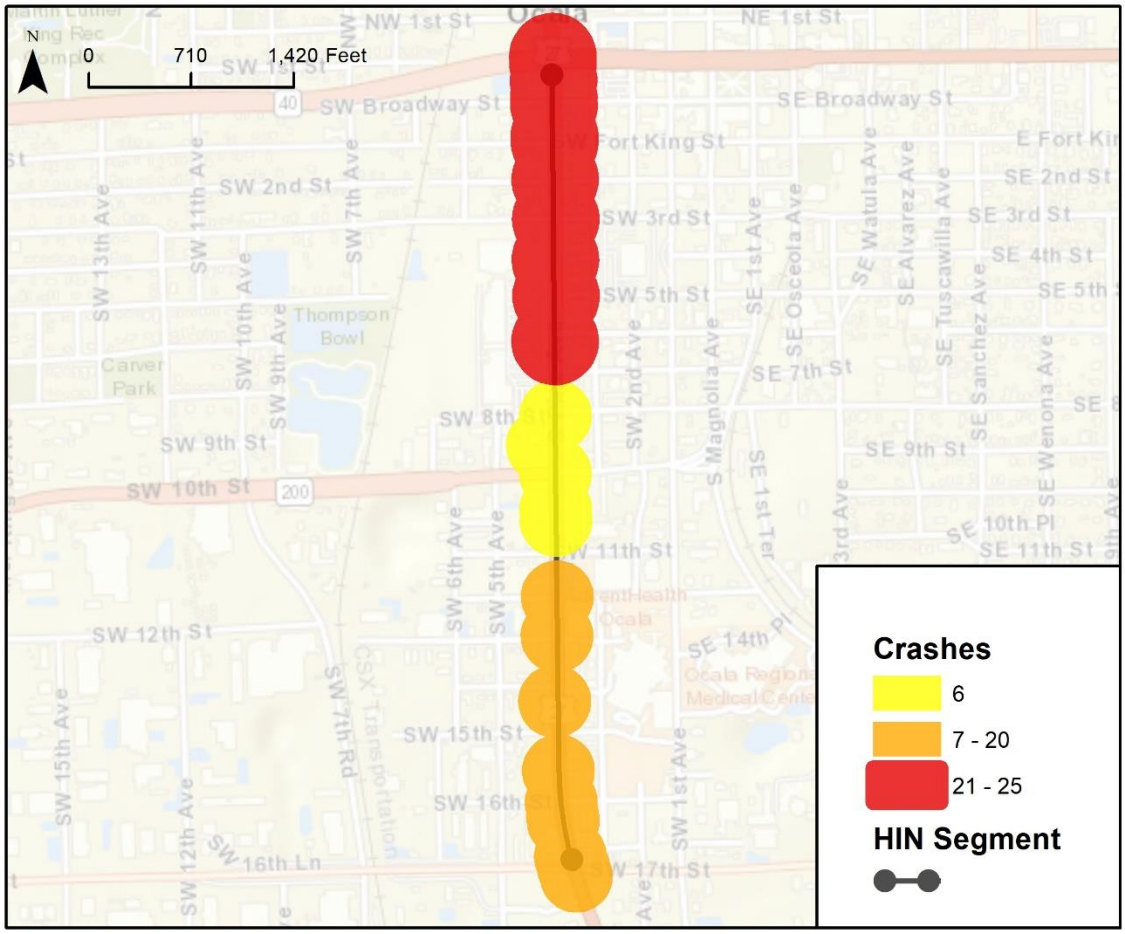


Image Source: Google Streetview

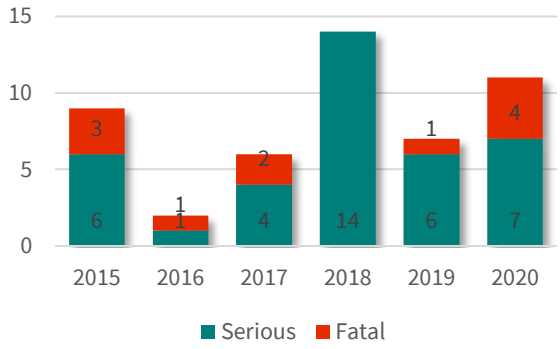
5. SR 200/College Rd, SE 60th Ave to I-75

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.044	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45 - 50	6	41,000 - 49,900
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	No

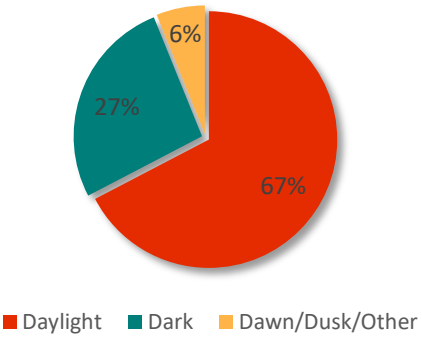
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
49	11	11	38	52

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	24	49%	0	0%	24	63.2%
Bicycle/Pedestrian	11	22.4%	7	63.6%	4	10.5%
Angle/Left Turn	5	10.2%	1	9.1%	4	10.5%
Other	4	8.2%	1	9.1%	3	7.9%
Sideswipe	2	4.1%	0	0%	2	5.3%
Rollover	2	4.1%	1	9.1%	1	2.6%
Unknown	1	2%	1	9.1%	0	0%
Total	**49**	**100%**	**11**	**100%**	**38**	**100%**

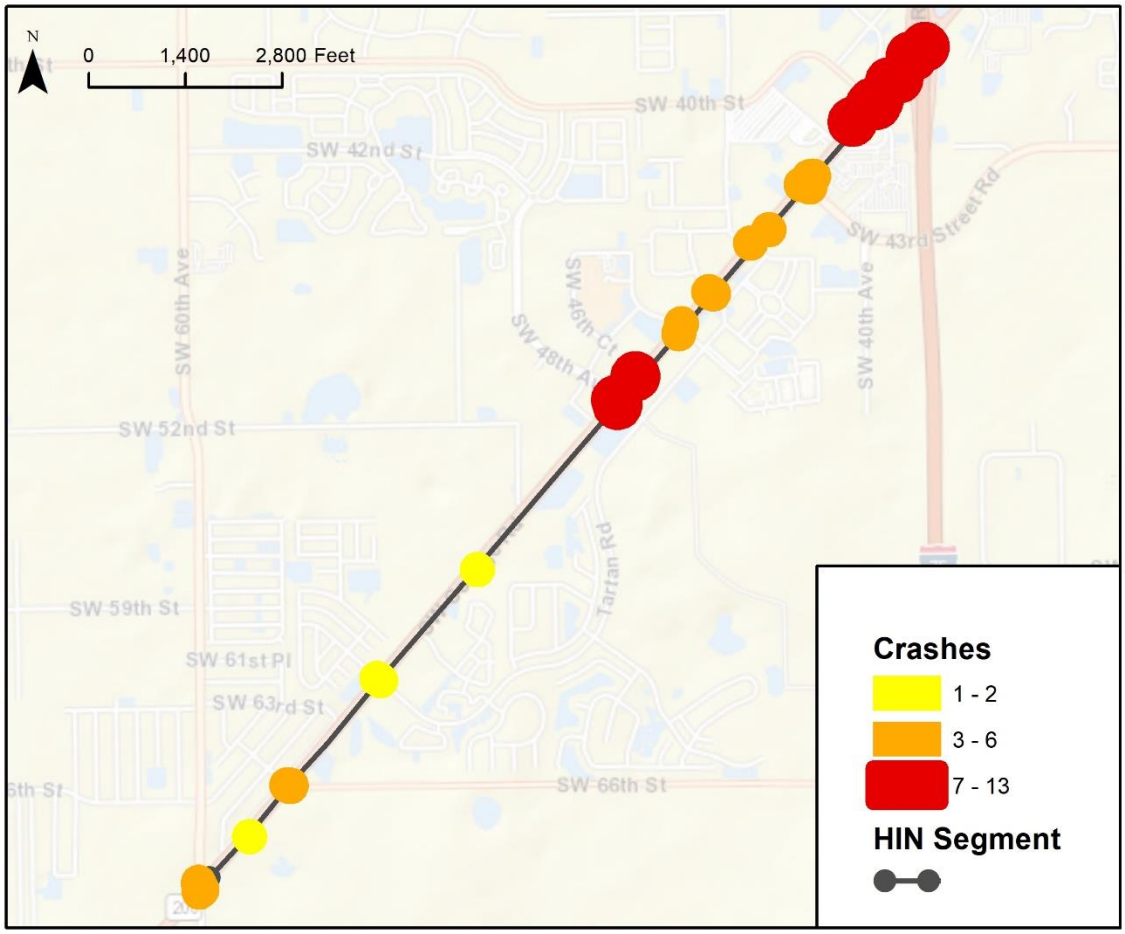


Image Source: Google Streetview

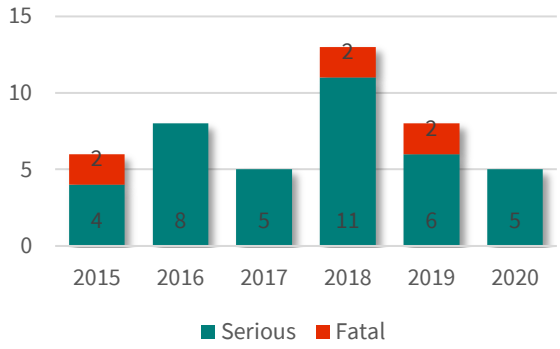
6. SR 40, NW 113th Cir to I-75

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	7.414	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
50	4	21,700 - 30,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	No

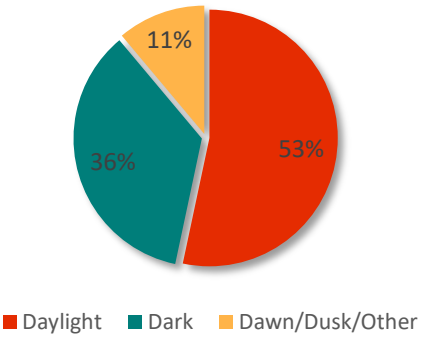
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
45	6	6	39	46

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	13	28.9%	1	16.7%	12	30.8%
Rear End	13	28.9%	2	33.3%	11	28.2%
Other	7	15.6%	2	33.3%	5	12.8%
Bicycle/Pedestrian	5	11.1%	1	16.7%	4	10.3%
Rollover	2	4.4%	0	0%	2	5.1%
Head On	1	2.2%	0	0%	1	2.6%
Unknown	1	2.2%	0	0%	1	2.6%
Off Road	1	2.2%	0	0%	1	2.6%
Sideswipe	1	2.2%	0	0%	1	2.6%
Right Turn	1	2.2%	0	0%	1	2.6%
Total	**45**	**100%**	**6**	**100%**	**39**	**100%**

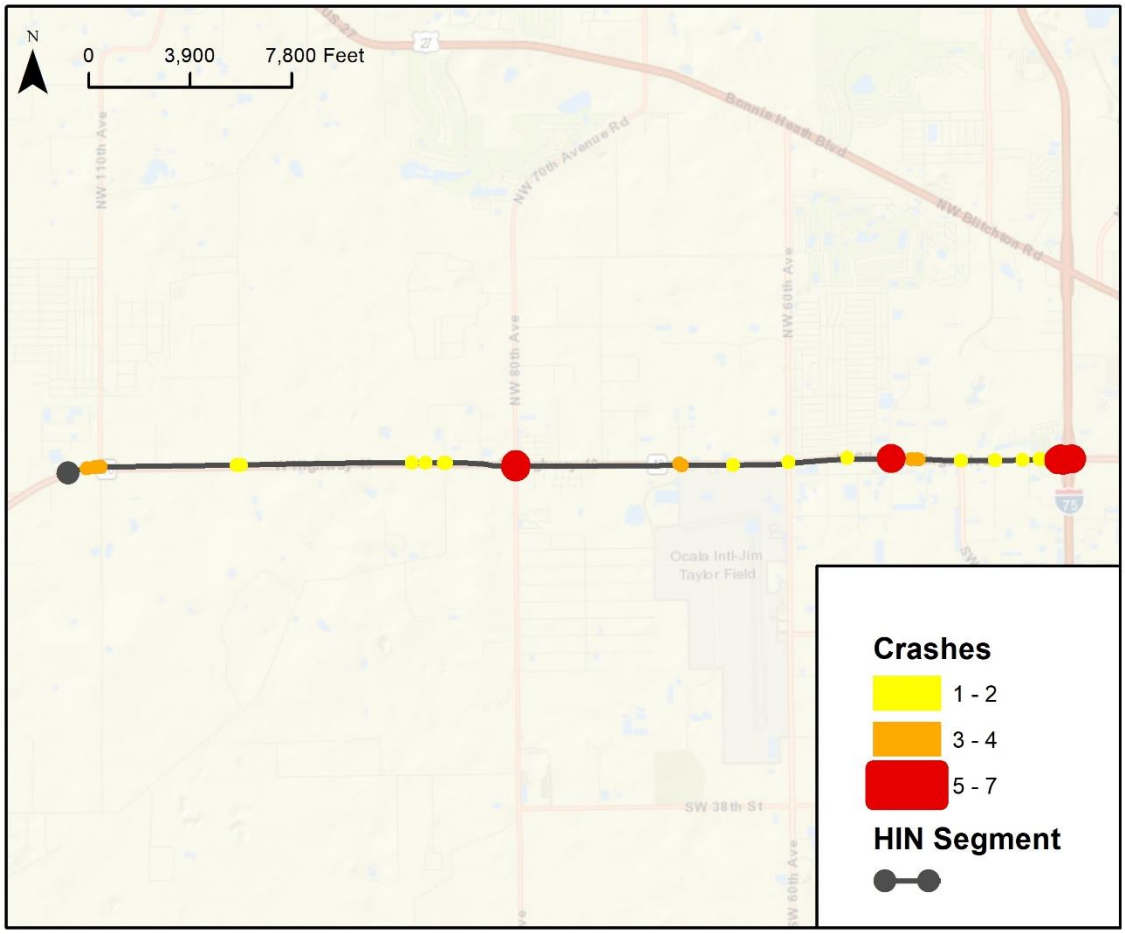


Image Source: Google Streetview

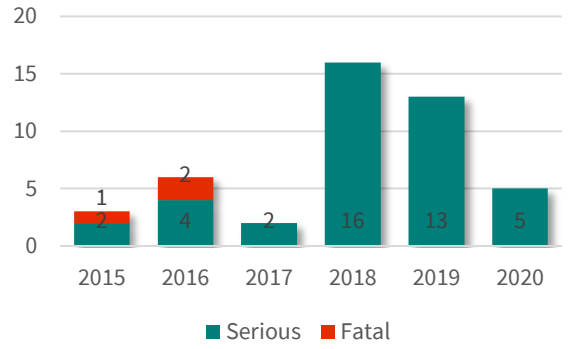
7. SR 464/SE 17th St, S Pine Ave to SE 25th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.234	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
40 - 50	4	29,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	Yes (Gaps)

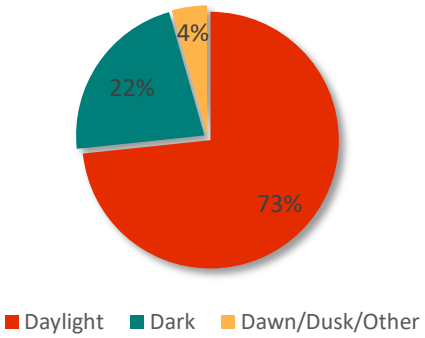
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
45	3	4	42	55

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	18	40%	0	0%	18	42.9%
Rear End	16	35.6%	1	33.3%	15	35.7%
Other	4	8.9%	0	0%	4	9.5%
Bicycle/Pedestrian	3	6.7%	1	33.3%	2	4.8%
Head On	2	4.4%	1	33.3%	1	2.4%
Unknown	1	2.2%	0	0%	1	2.4%
Rollover	1	2.2%	0	0%	1	2.4%
Total	**45**	**100%**	**3**	**100%**	**42**	**100%**

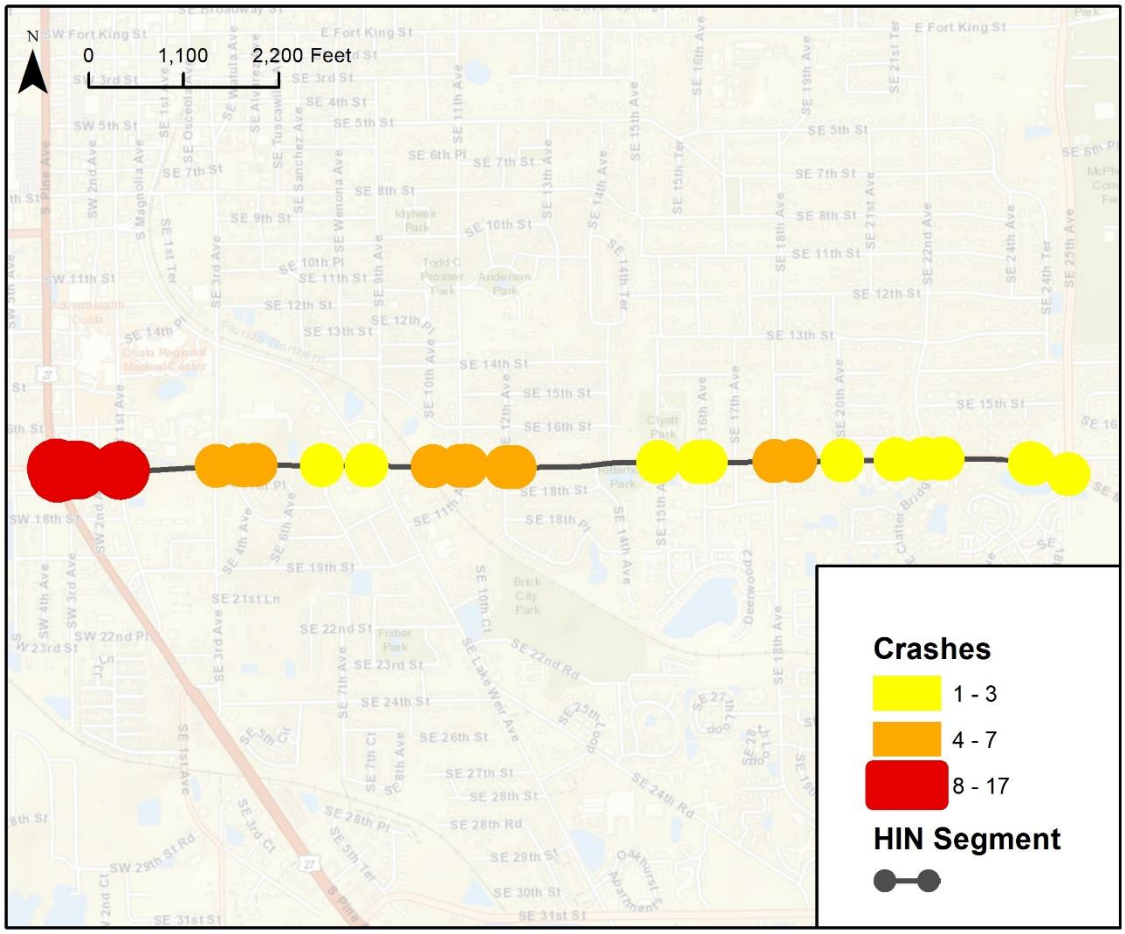


Image Source: Google Streetview

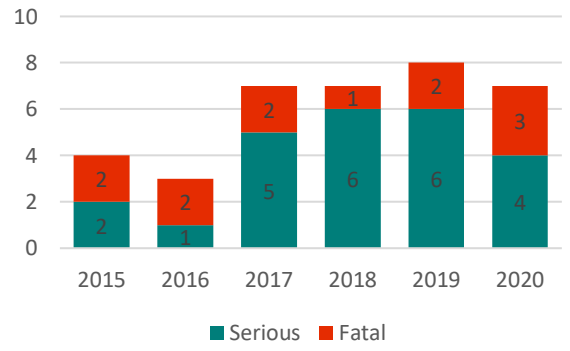
8. SE Hwy 42, S Hwy 25 to County Line

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	17.523	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	2	4,100 – 10,600
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

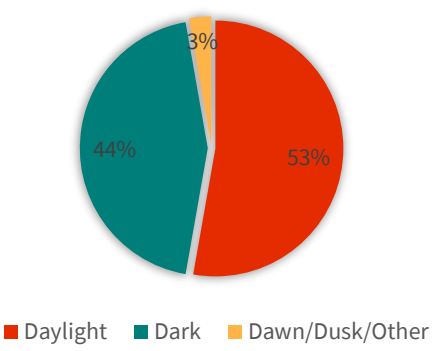
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
36	12	12	24	29

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Off Road	14	38.9%	5	41.7%	9	37.5%
Angle/Left Turn	6	16.7%	0	0.0%	6	25.0%
Head On	4	11.1%	3	25.0%	1	4.2%
Rear End	4	11.1%	0	0.0%	4	16.7%
Rollover	4	11.1%	2	16.7%	2	8.3%
Other	2	5.6%	1	8.3%	1	4.2%
Pedestrian	1	2.8%	1	8.3%	0	0.0%
Sideswipe	1	2.8%	0	0.0%	1	4.2%
Total	**36**	**100%**	**12**	**100%**	**24**	**100%**

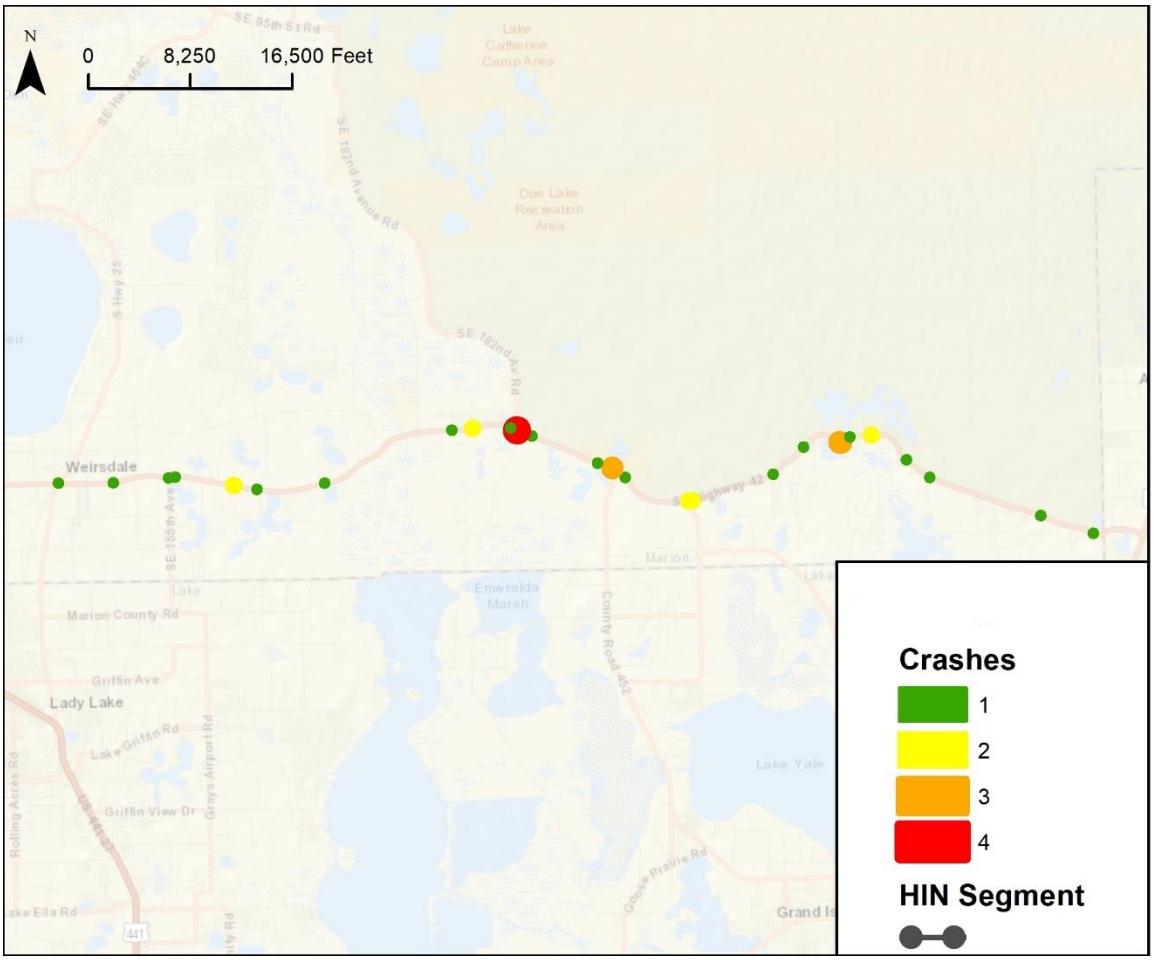


Image Source: Google Streetview

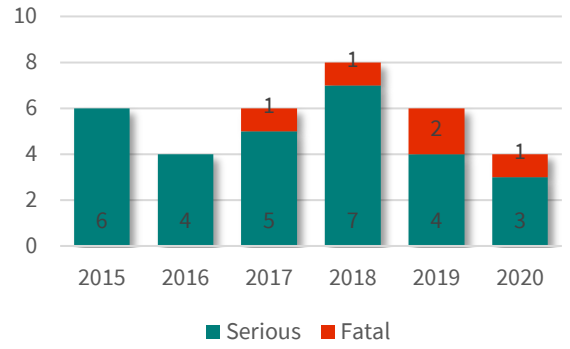
9. US 441, NE 35th St to N. of 77th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.153	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	16,300 - 22,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

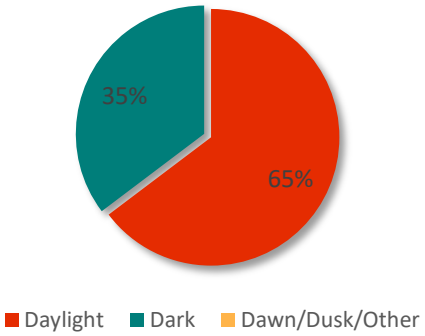
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
34	5	5	29	42

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	12	35.3%	1	20%	11	37.9%
Angle/Left Turn	10	29.4%	1	20%	9	31%
Bicycle/Pedestrian	4	11.8%	2	40%	2	6.9%
Unknown	2	5.9%	0	0%	2	6.9%
Off Road	2	5.9%	0	0%	2	6.9%
Head On	1	2.9%	0	0%	1	3.4%
Other	1	2.9%	0	0%	1	3.4%
Right Turn	1	2.9%	1	20%	0	0%
Rollover	1	2.9%	0	0%	1	3.4%
Total	**34**	**100%**	**5**	**100%**	**29**	**100%**

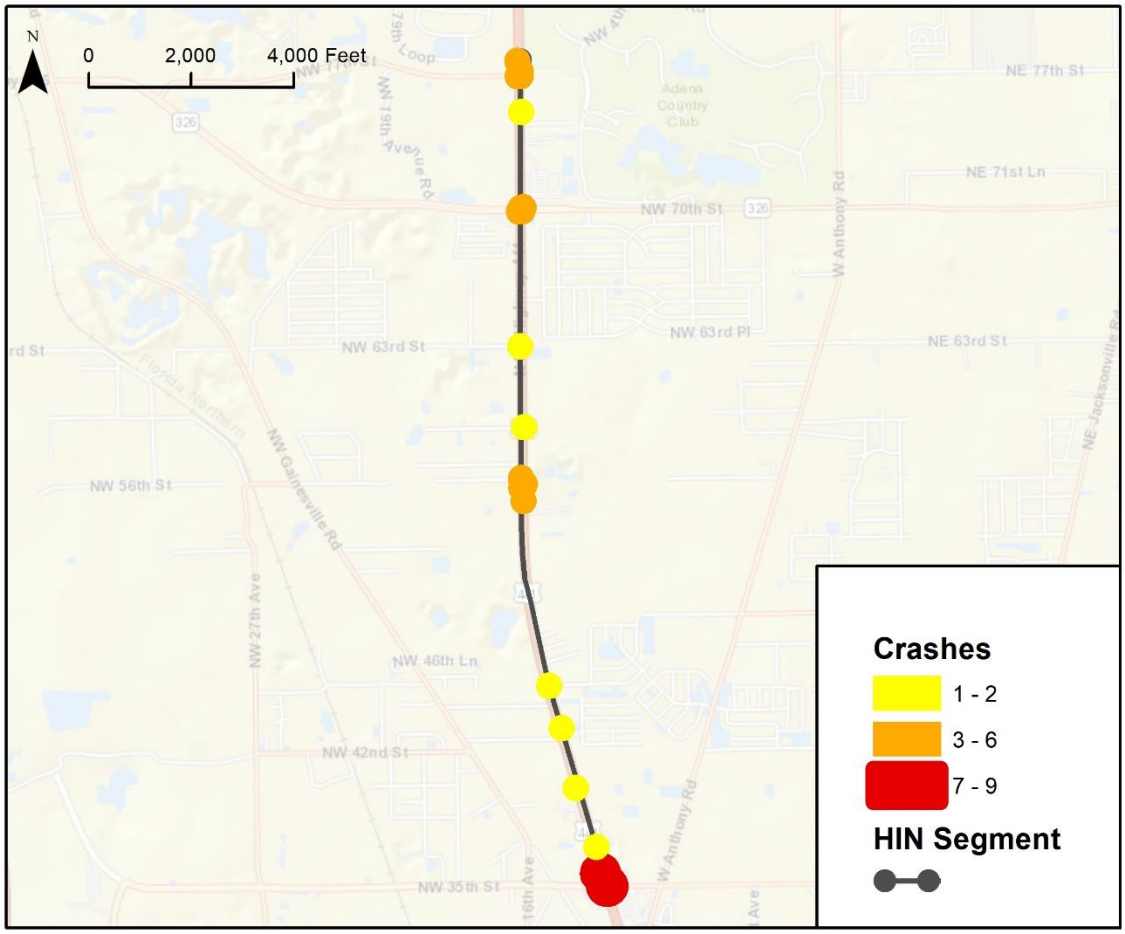


Image Source: Google Streetview

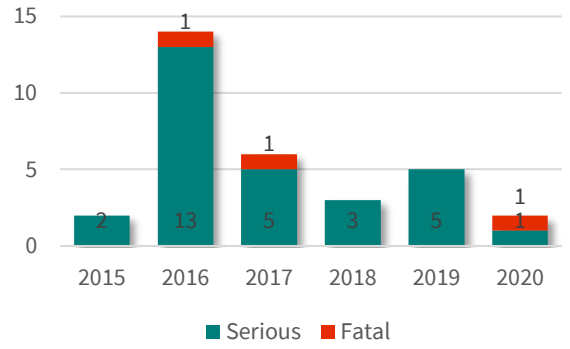
10. SR 464/Maircamp Rd, SE 58th Ave to Emerald Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.145	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
50	4	35,900
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	No

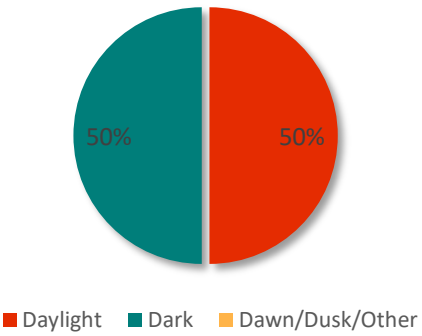
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
32	3	3	29	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	15	46.9%	1	33.3%	14	48.3%
Rear End	10	31.3%	0	0%	10	34.5%
Bicycle/Pedestrian	3	9.4%	1	33.3%	2	6.9%
Rollover	3	9.4%	1	33.3%	2	6.9%
Off Road	1	3.1%	0	0%	1	3.4%
Total	**32**	**100%**	**3**	**100%**	**29**	**100%**

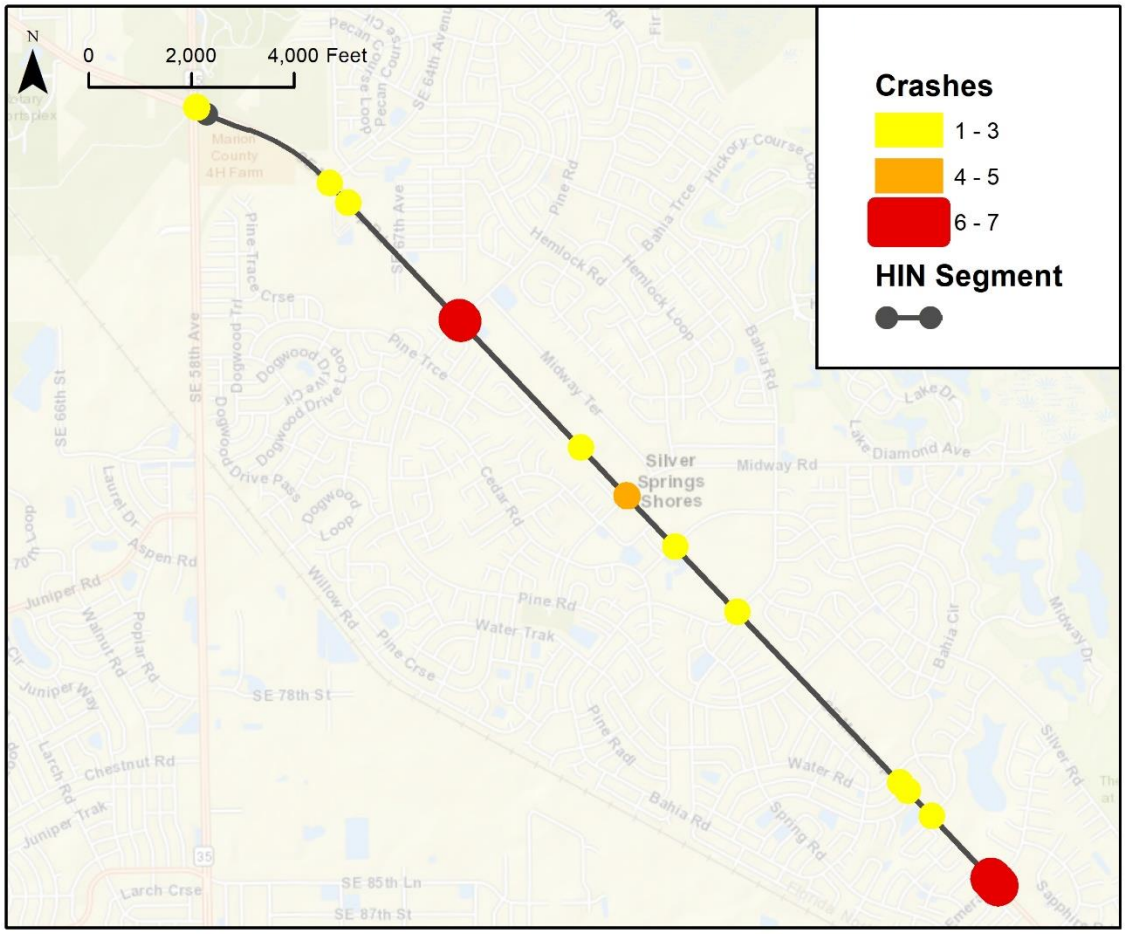


Image Source: Google Streetview

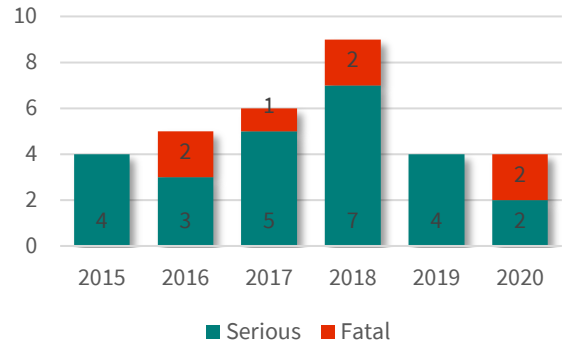
11. US 27/Blitchton Rd, W. of NW 60th Ave to NW 34th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.718	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45-55	4	21,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	Yes	No

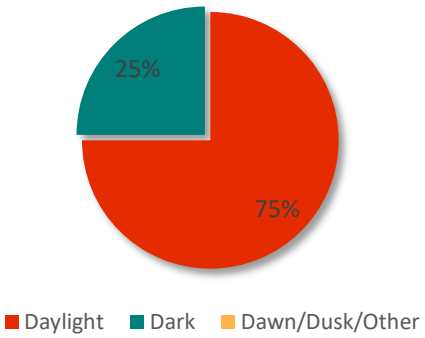
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
32	7	7	25	26

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	10	31.3%	2	28.6%	8	32%
Angle/Left Turn	6	18.8%	0	0%	6	24%
Bicycle/Pedestrian	4	12.5%	2	28.6%	2	8%
Off Road	4	12.5%	1	14.3%	3	12%
Other	3	9.4%	0	0%	3	12%
Rollover	3	9.4%	1	14.3%	2	8%
Head On	1	3.1%	1	14.3%	0	0%
Sideswipe	1	3.1%	0	0%	1	4%
Total	**32**	**100%**	**7**	**100%**	**25**	**100%**

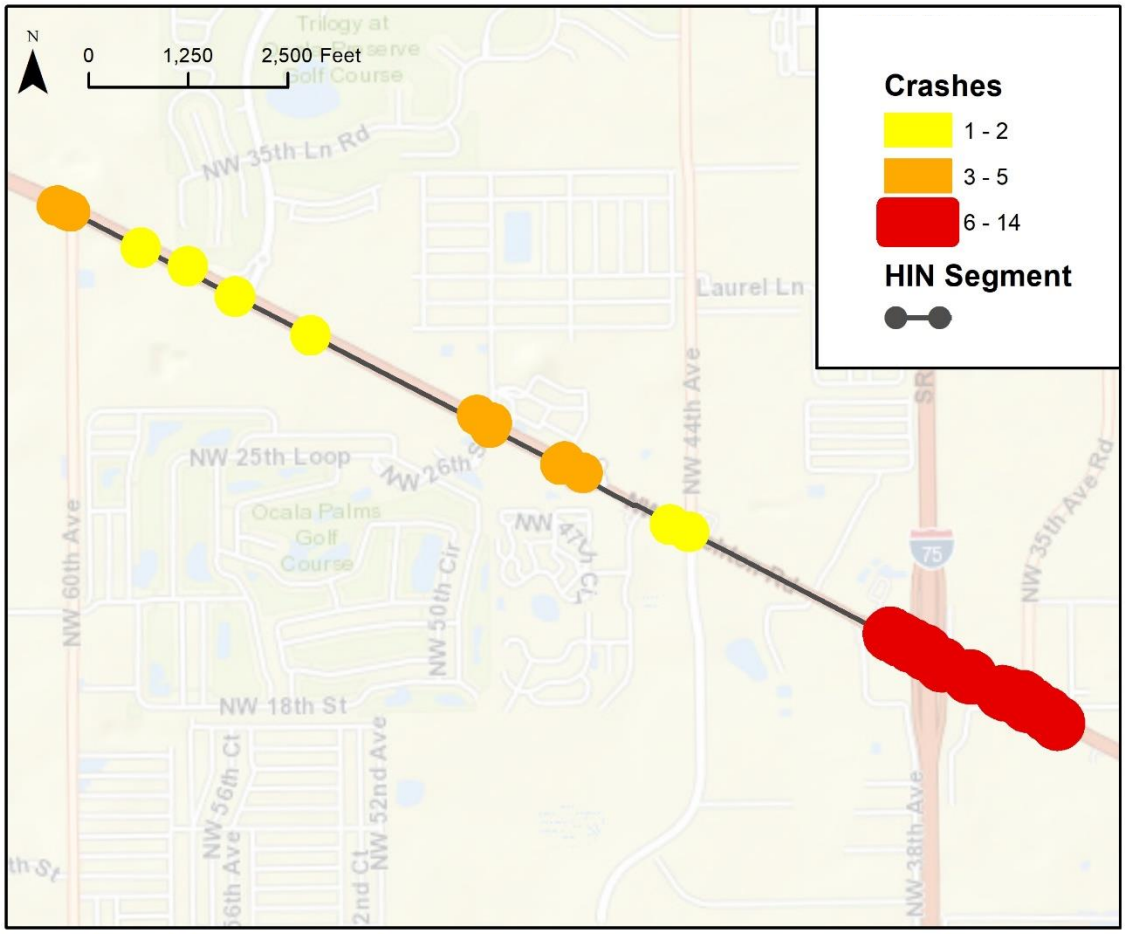


Image Source: Google Streetview

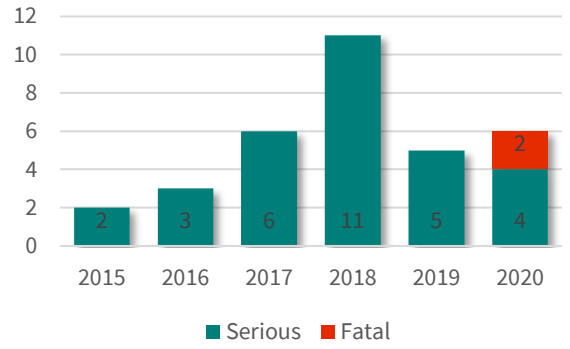
12. SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.941	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45	4	23,000 - 33,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

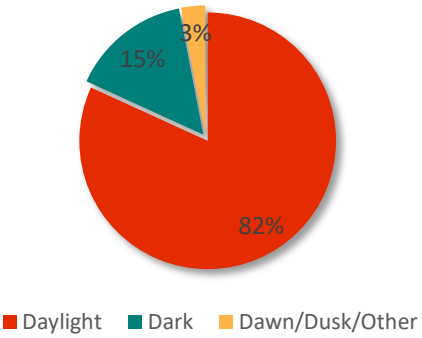
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
33	2	2	31	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	12	36.4%	1	50%	11	35.5%
Rear End	12	36.4%	0	0%	12	38.7%
Other	4	12.1%	0	0%	4	12.9%
Bicycle/Pedestrian	3	9.1%	1	50%	2	6.5%
Head On	1	3%	0	0%	1	3.2%
Unknown	1	3%	0	0%	1	3.2%
Total	**33**	**100%**	**2**	**100%**	**31**	**100%**

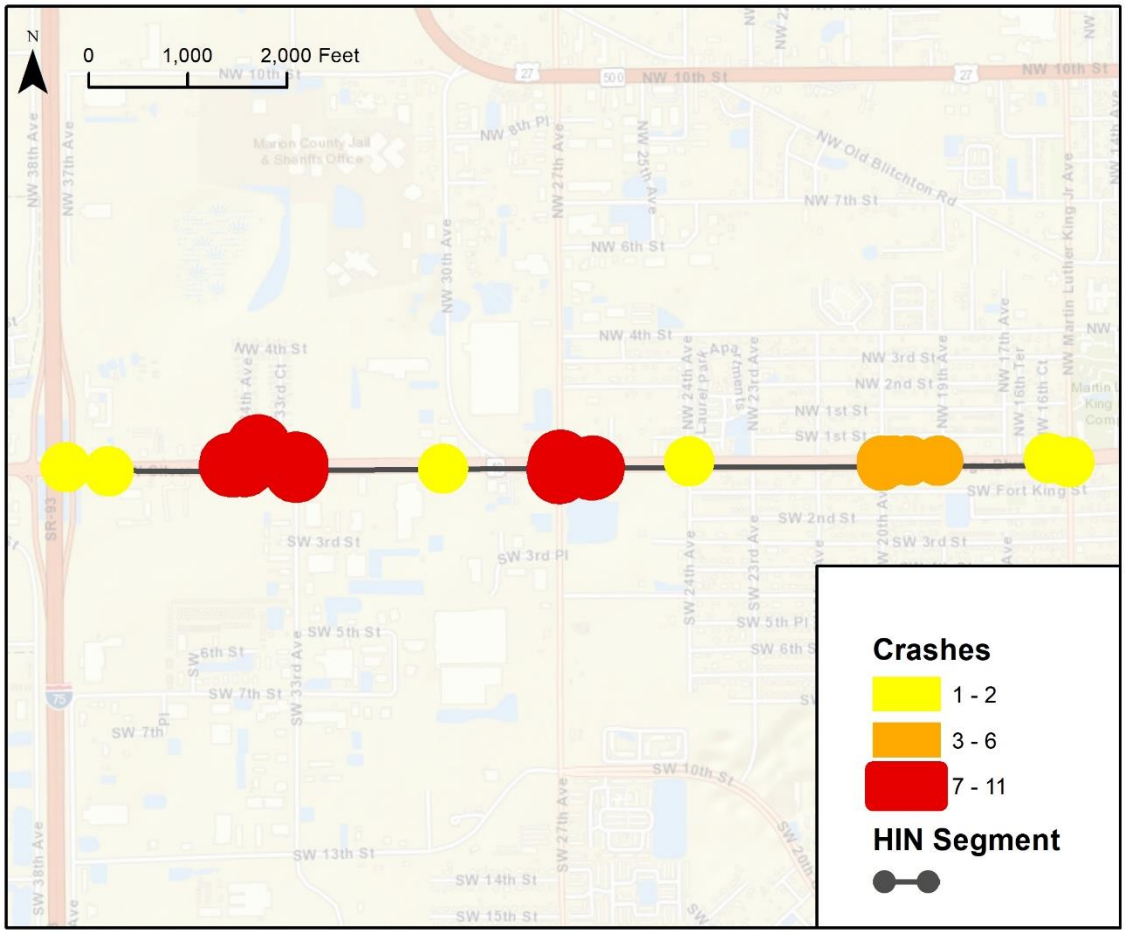


Image Source: Google Streetview

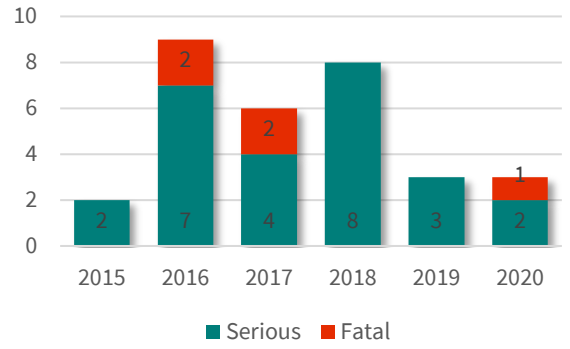
13. SR 464/Maircamp Rd, SE 25th Ave to SE 58th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.941	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45	4	23,000 - 33,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

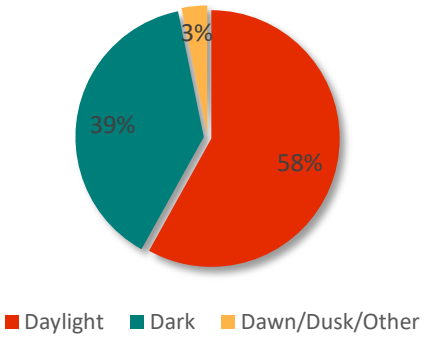
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
33	2	2	31	34

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	13	41.9%	1	20%	12	46.2%
Angle/Left Turn	5	16.1%	0	0%	5	19.2%
Other	4	12.9%	2	40%	2	7.7%
Bicycle/Pedestrian	4	12.9%	1	20%	3	11.5%
Off Road	2	6.5%	0	0%	2	7.7%
Rollover	2	6.5%	1	20%	1	3.8%
Head On	1	3.2%	0	0%	1	3.8%
Total	**31**	**100%**	**5**	**100%**	**26**	**100%**

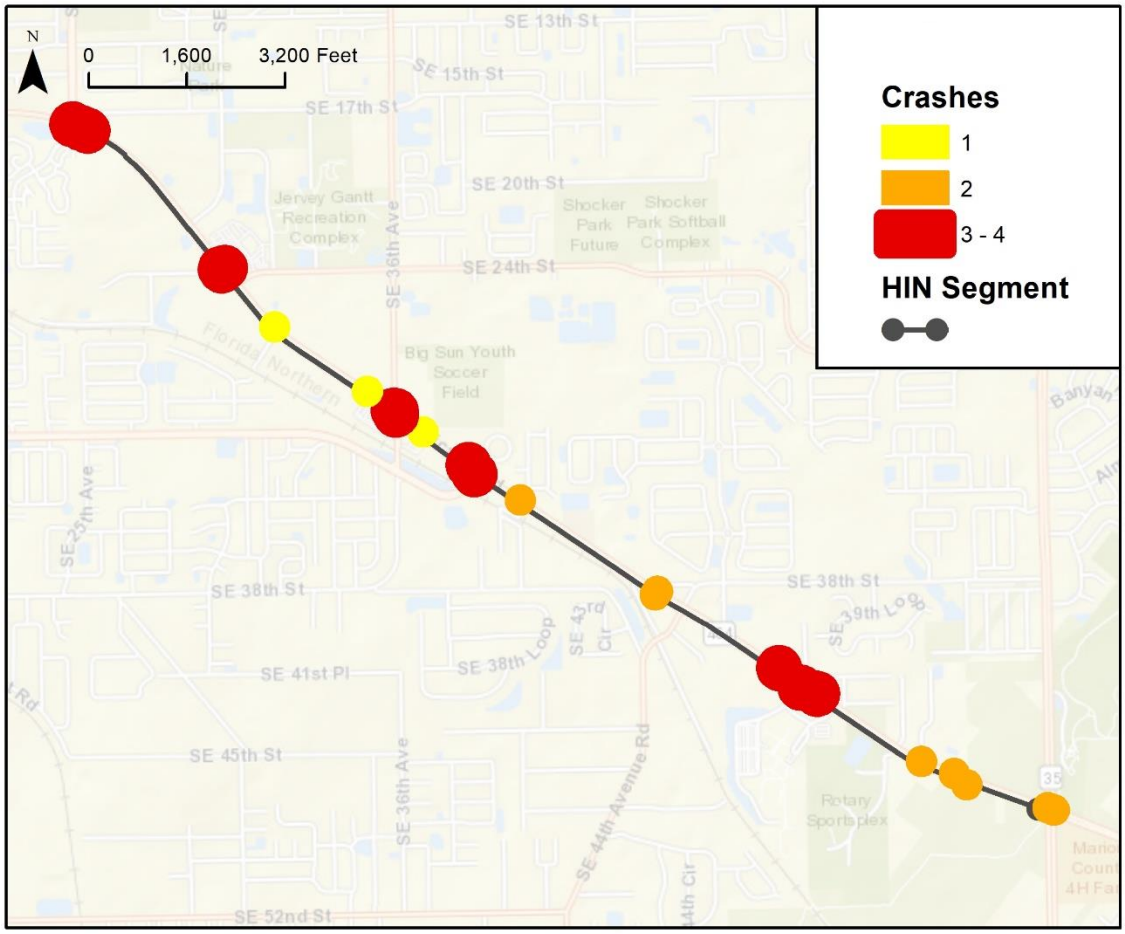


Image Source: Google Streetview

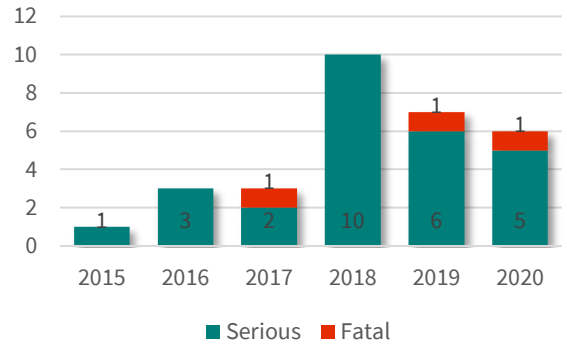
14. US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.214	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35 - 50	4 to 6	25,500 - 30,300
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

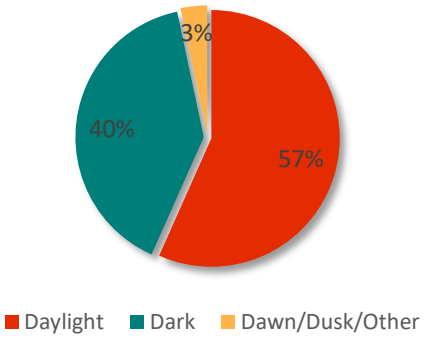
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
30	3	3	27	32

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	14	46.7%	0	0%	14	51.9%
Rear End	7	23.3%	0	0%	7	25.9%
Bicycle/Pedestrian	5	16.7%	1	33.3%	4	14.8%
Other	3	10%	2	66.7%	1	3.7%
Right Turn	1	3.3%	0	0%	1	3.7%
Total	**30**	**100%**	**3**	**100%**	**27**	**100%**

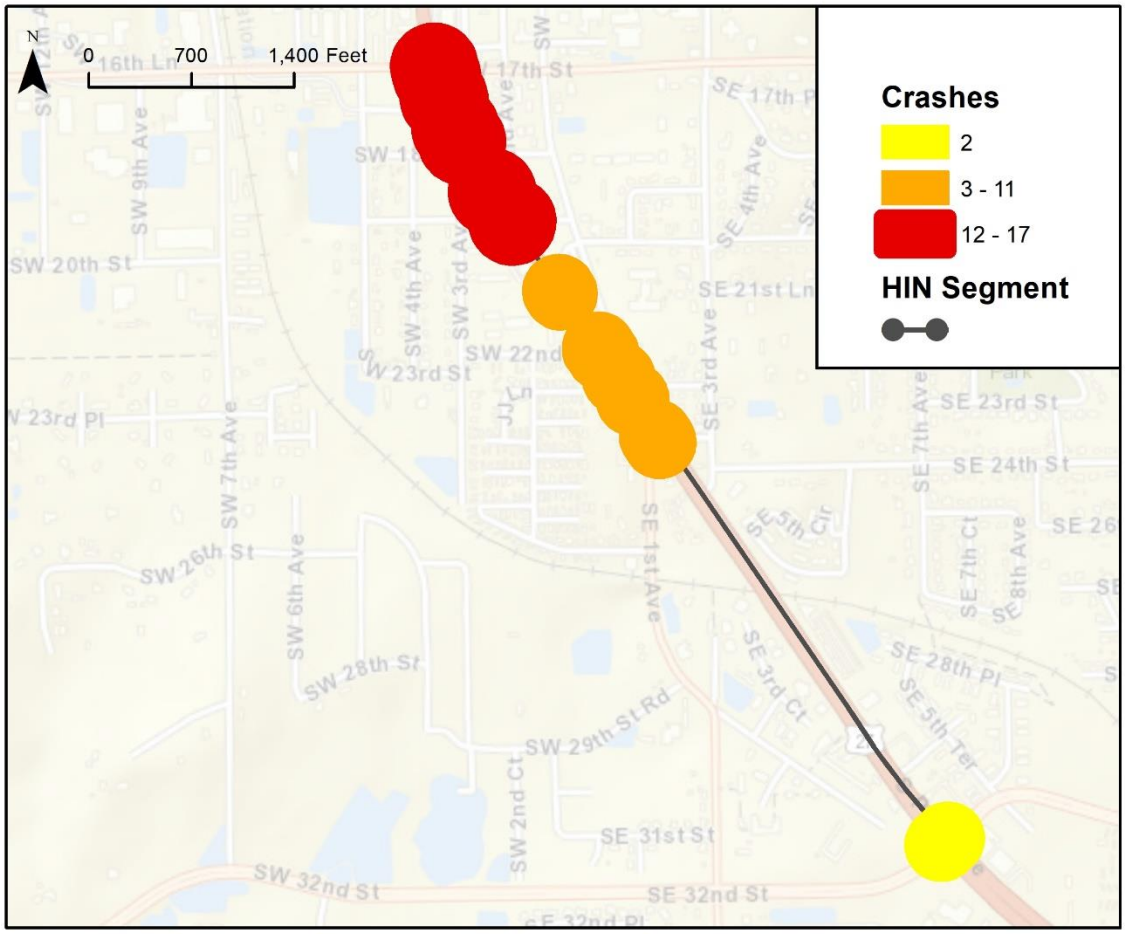


Image Source: Google Streetview

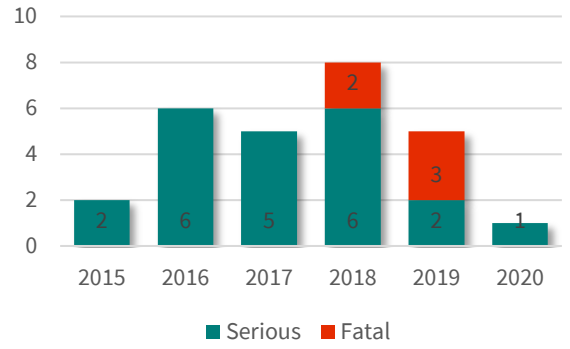
15. SR 200/College Rd, SW Hwy 484 to SW 80th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.838	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
50	6	21,000 - 30,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	No

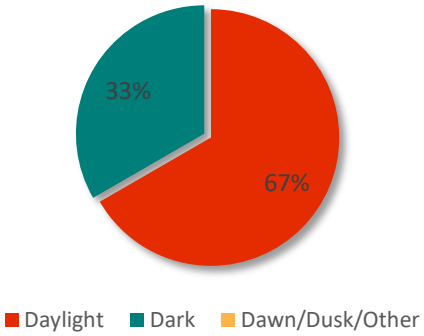
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
27	5	6	22	26

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	10	37%	2	40%	8	36.4%
Rear End	10	37%	0	0%	10	45.5%
Bicycle/Pedestrian	5	18.5%	3	60%	2	9.1%
Other	1	3.7%	0	0%	1	4.5%
Sideswipe	1	3.7%	0	0%	1	4.5%
Total	**27**	**100%**	**5**	**100%**	**22**	**100%**

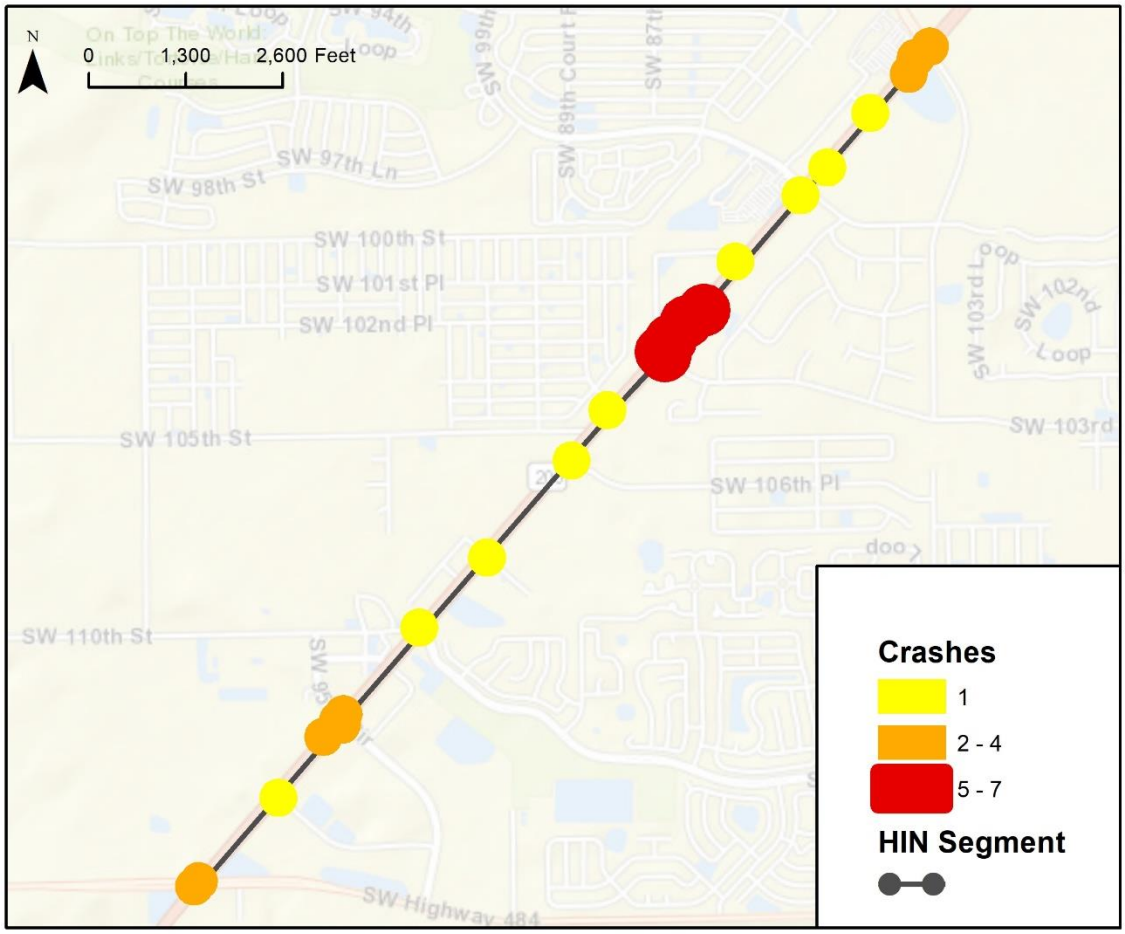


Image Source: Google Streetview

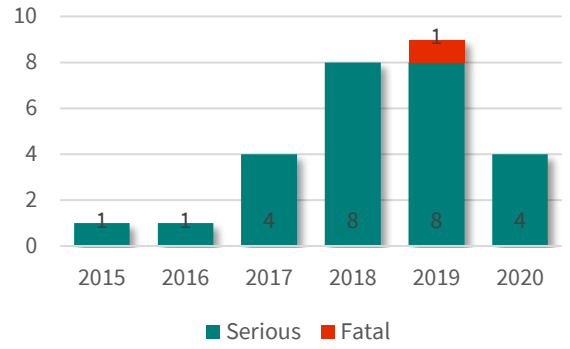
16. SR 464/SW 17th St, SR 200/College Rd to S Pine Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.228	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35 45	4	25,500 - 31,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	Yes (Gaps)

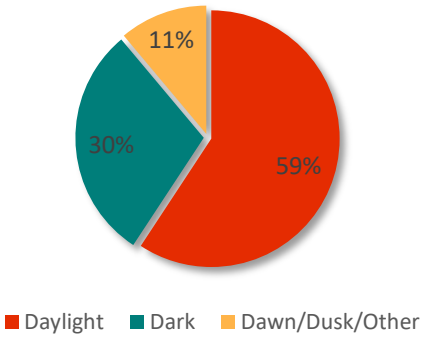
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
27	1	1	26	32

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	10	37%	0	0%	10	38.5%
Rear End	10	37%	0	0%	10	38.5%
Other	3	11.1%	1	100%	2	7.7%
Bicycle/Pedestrian	3	11.1%	0	0%	3	11.5%
Off Road	1	3.7%	0	0%	1	3.8%
Total	**27**	**100%**	**1**	**100%**	**26**	**100%**

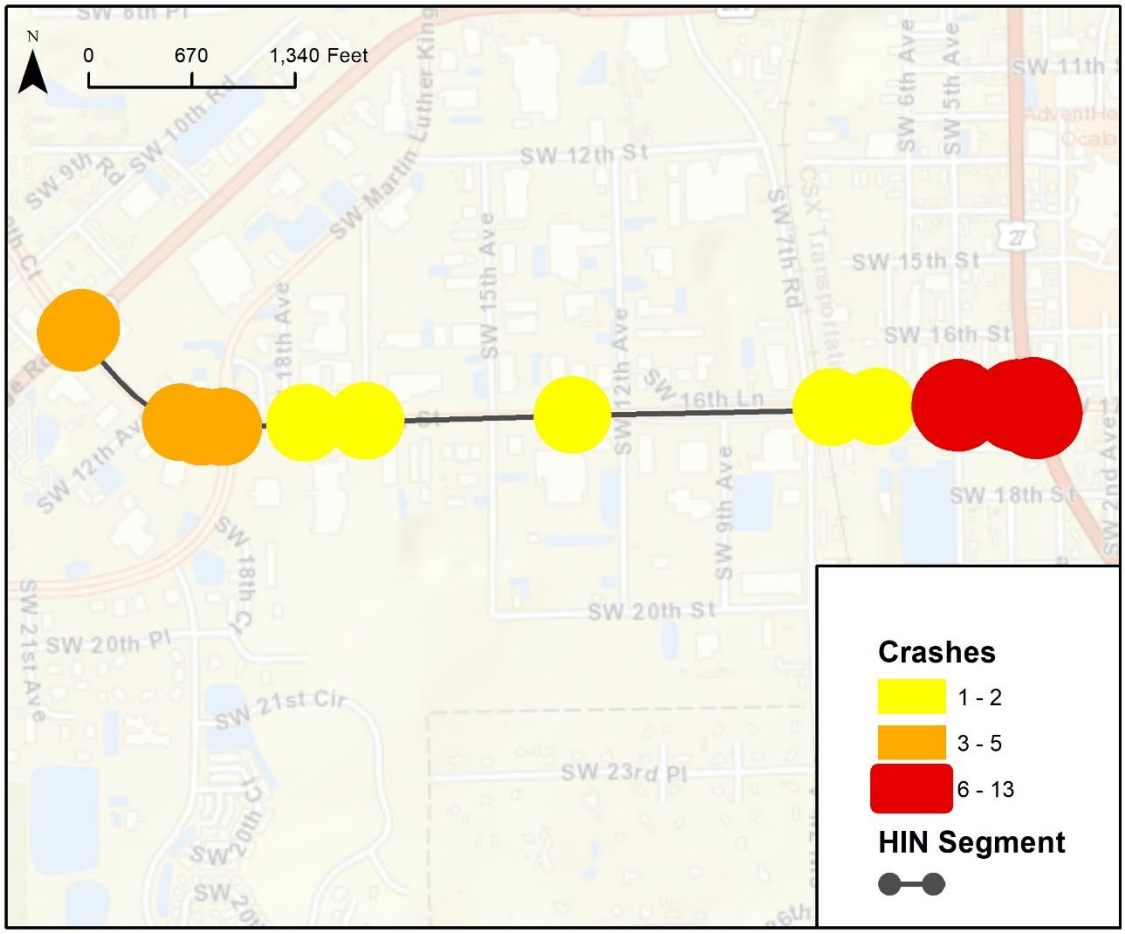


Image Source: Google Streetview

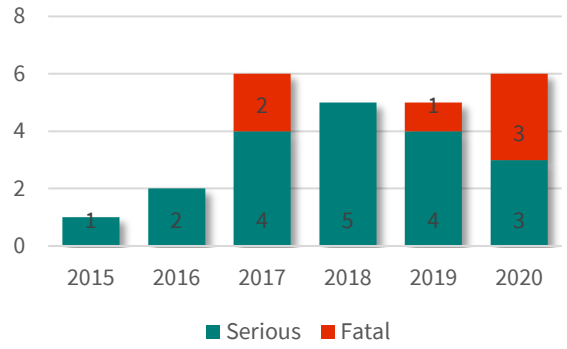
17. SR 326/NE 70th St, US 441 to NE 36th Avenue

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.823	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45 - 55	2	11,400 - 12,300
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

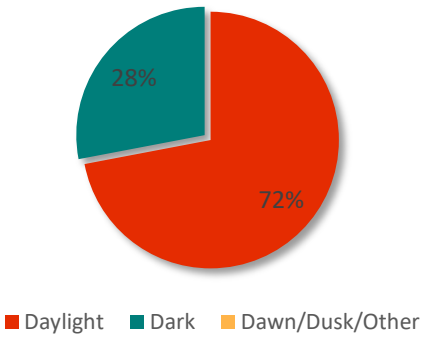
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
25	6	8	19	28

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	6	24%	2	33.3%	4	21.1%
Rear End	6	24%	0	0%	6	31.6%
Off Road	4	16%	2	33.3%	2	10.5%
Other	3	12%	0	0%	3	15.8%
Rollover	3	12%	1	16.7%	2	10.5%
Bicycle/Pedestrian	2	8%	1	16.7%	1	5.3%
Head On	1	4%	0	0%	1	5.3%
Total	**25**	**100%**	**6**	**100%**	**19**	**100%**

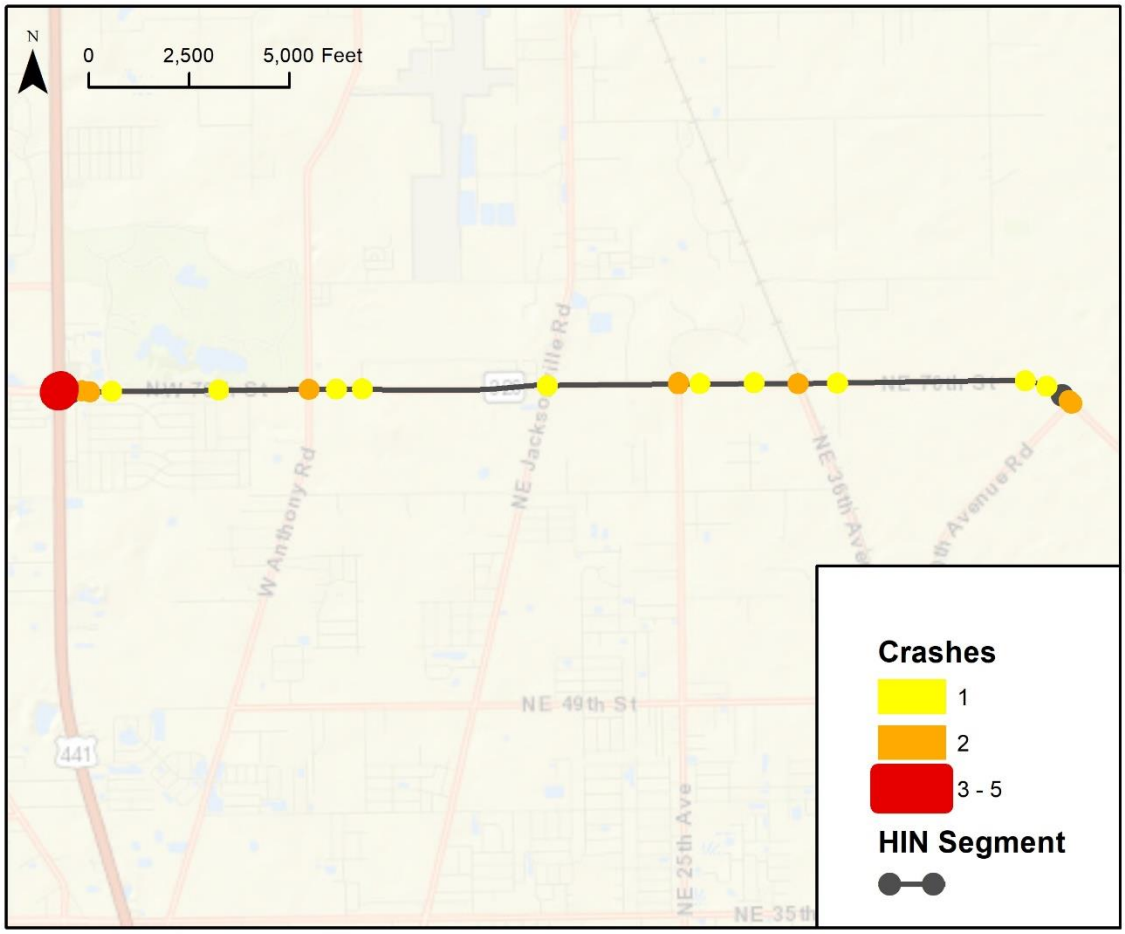


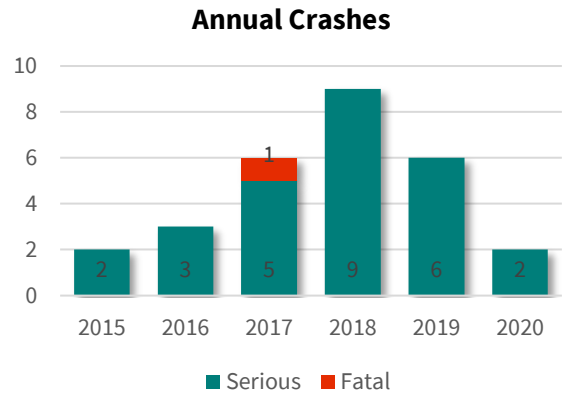
Image Source: Google Streetview

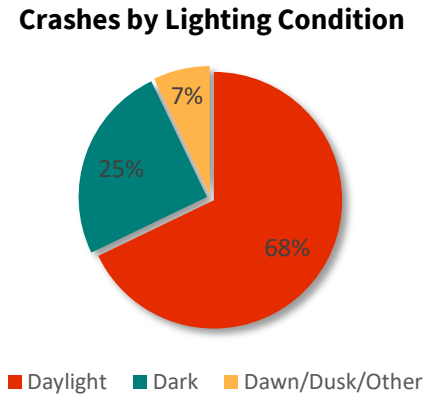
18. US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	0.698	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35 -45	4 to 6	28,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	Yes

Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
28	1	1	27	36





Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	10	35.7%	1	100%	9	33.3%
Rear End	8	28.6%	0	0%	8	29.6%
Other	3	10.7%	0	0%	3	11.1%
Bicycle/Pedestrian	2	7.1%	0	0%	2	7.4%
Unknown	2	7.1%	0	0%	2	7.4%
Off Road	2	7.1%	0	0%	2	7.4%
Sideswipe	1	3.6%	0	0%	1	3.7%
Total	**28**	**100%**	**1**	**100%**	**27**	**100%**

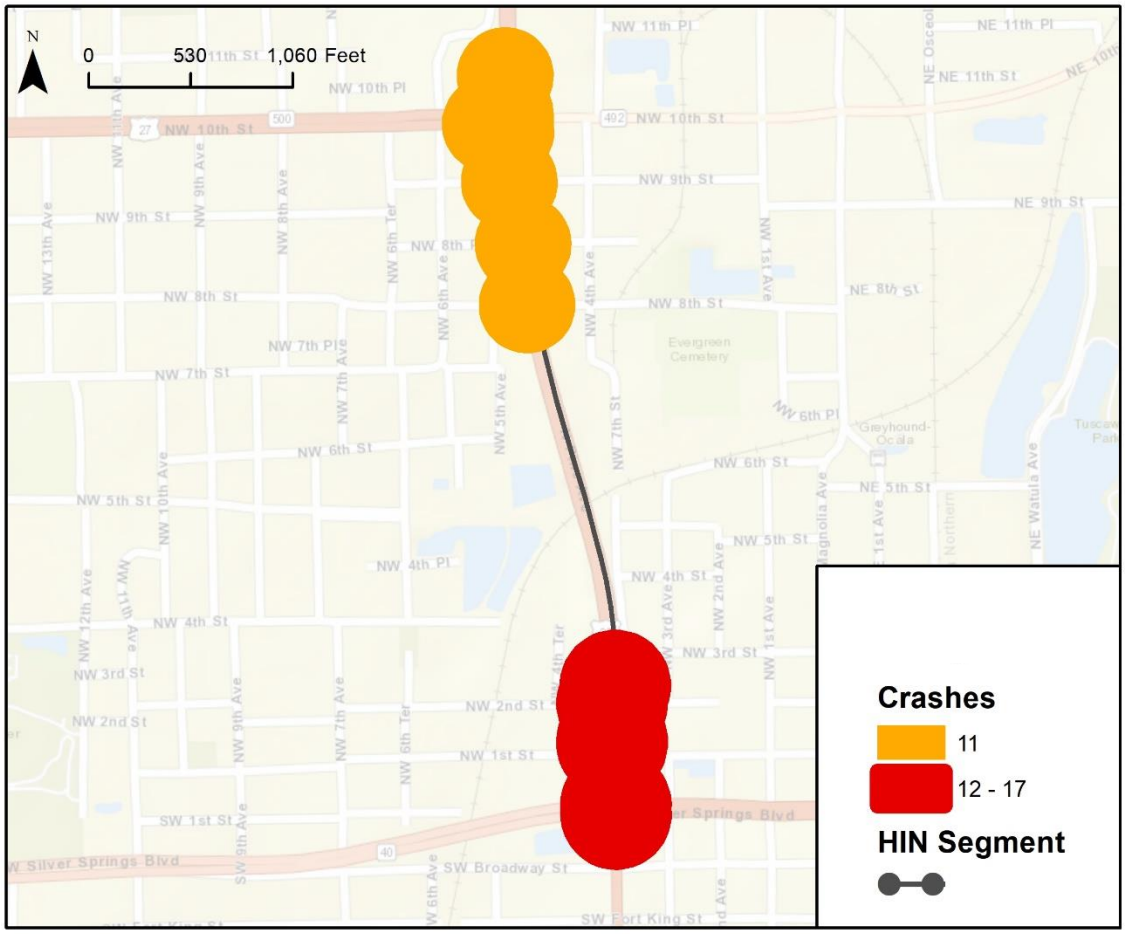


Image Source: Google Streetview

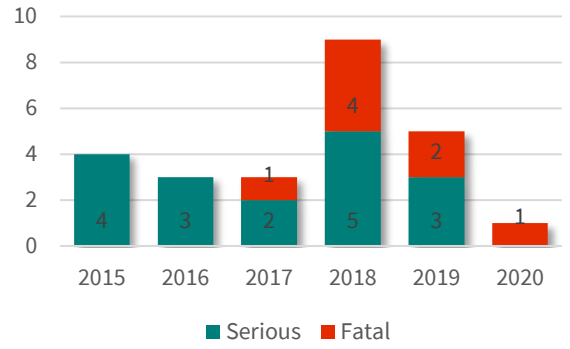
19. SE Hwy 42, US 441 to S Hwy 25

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	3.814	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	2	10,700 to 9,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

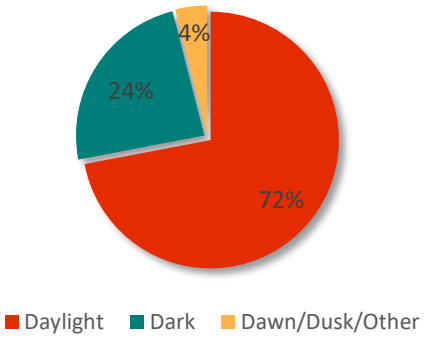
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
25	8	8	17	31

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	9	36%	2	25%	7	41.2%
Rear End	6	24%	2	25%	4	23.5%
Off Road	3	12%	2	25%	1	5.9%
Rollover	3	12%	1	12.5%	2	11.8%
Head On	1	4%	1	12.5%	0	0%
Other	1	4%	0	0%	1	5.9%
Bicycle/Pedestrian	1	4%	0	0%	1	5.9%
Right Turn	1	4%	0	0%	1	5.9%
Total	**25**	**100%**	**8**	**100%**	**17**	**100%**

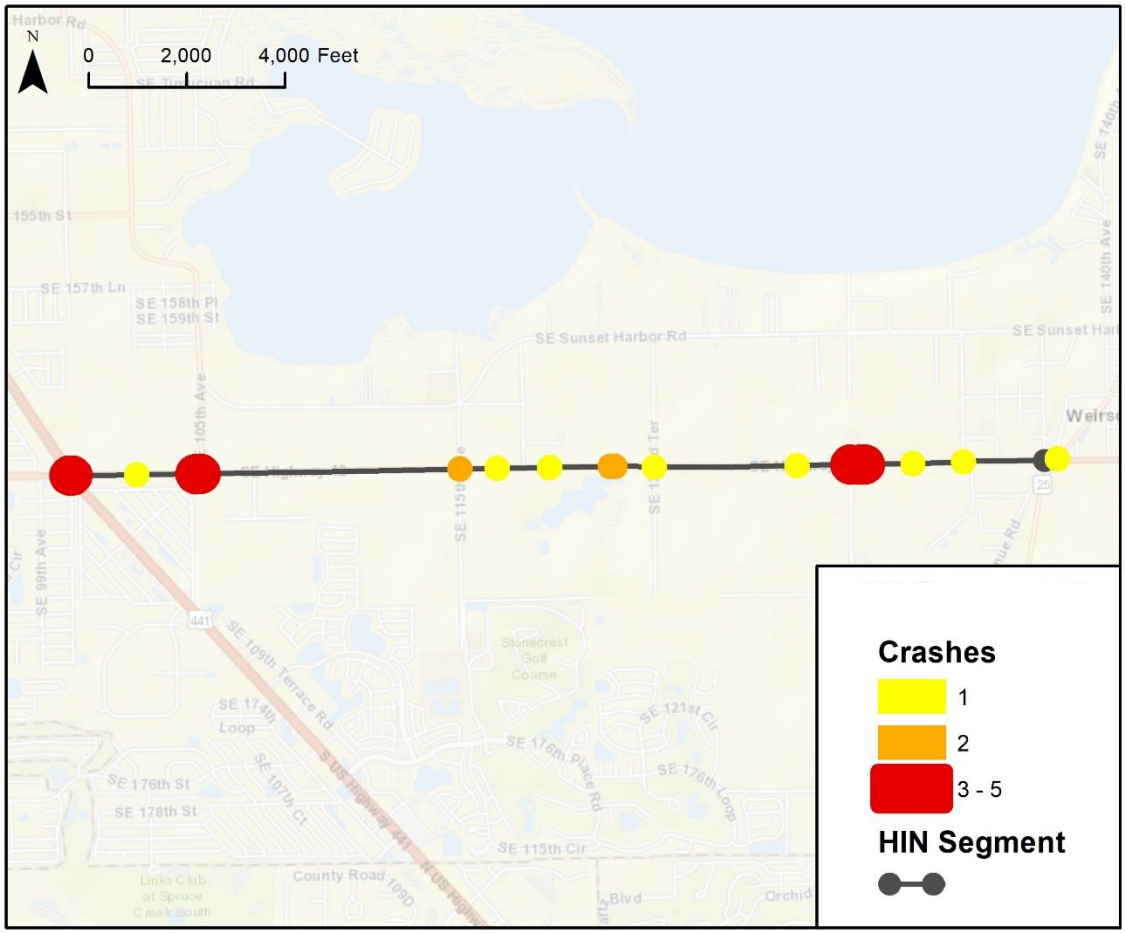


Image Source: Google Streetview

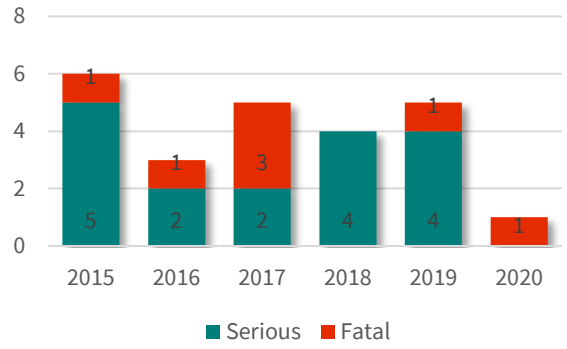
20. SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	2.572	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45 to 55	4	11,200 to 18,300
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

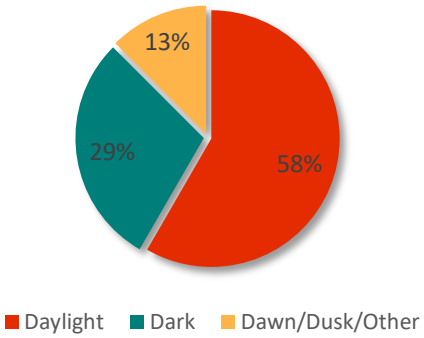
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
24	7	11	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	14	58.3%	6	85.7%	8	47.1%
Rear End	5	20.8%	0	0%	5	29.4%
Other	3	12.5%	0	0%	3	17.6%
Bicycle/Pedestrian	1	4.2%	1	14.3%	0	0%
Rollover	1	4.2%	0	0%	1	5.9%
Total	**24**	**100%**	**7**	**100%**	**17**	**100%**

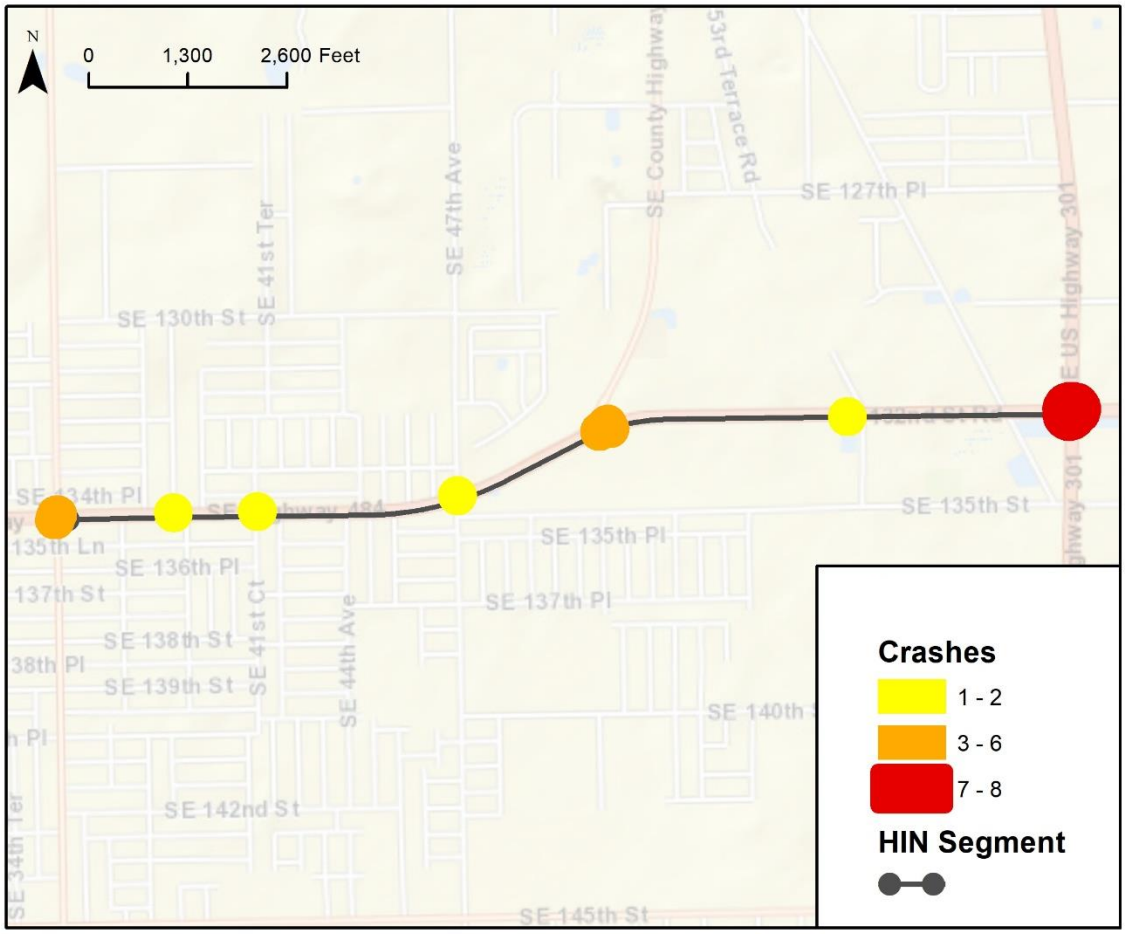


Image Source: Google Streetview

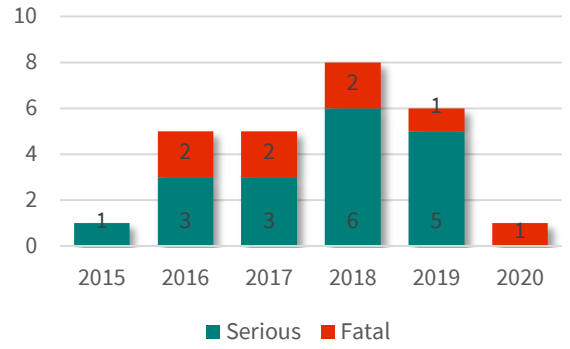
21. US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.664	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	28,500 to 29,800
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

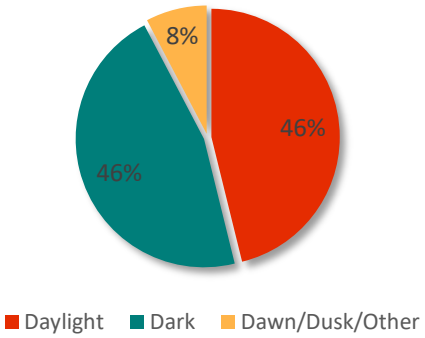
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
26	8	10	18	29

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	8	30.8%	3	37.5%	5	27.8%
Bicycle/Pedestrian	4	15.4%	3	37.5%	1	5.6%
Off Road	4	15.4%	1	12.5%	3	16.7%
Rear End	3	11.5%	0	0%	3	16.7%
Rollover	3	11.5%	0	0%	3	16.7%
Unknown	2	7.7%	1	12.5%	1	5.6%
Other	1	3.8%	0	0%	1	5.6%
Sideswipe	1	3.8%	0	0%	1	5.6%
Total	**26**	**100%**	**8**	**100%**	**18**	**100%**

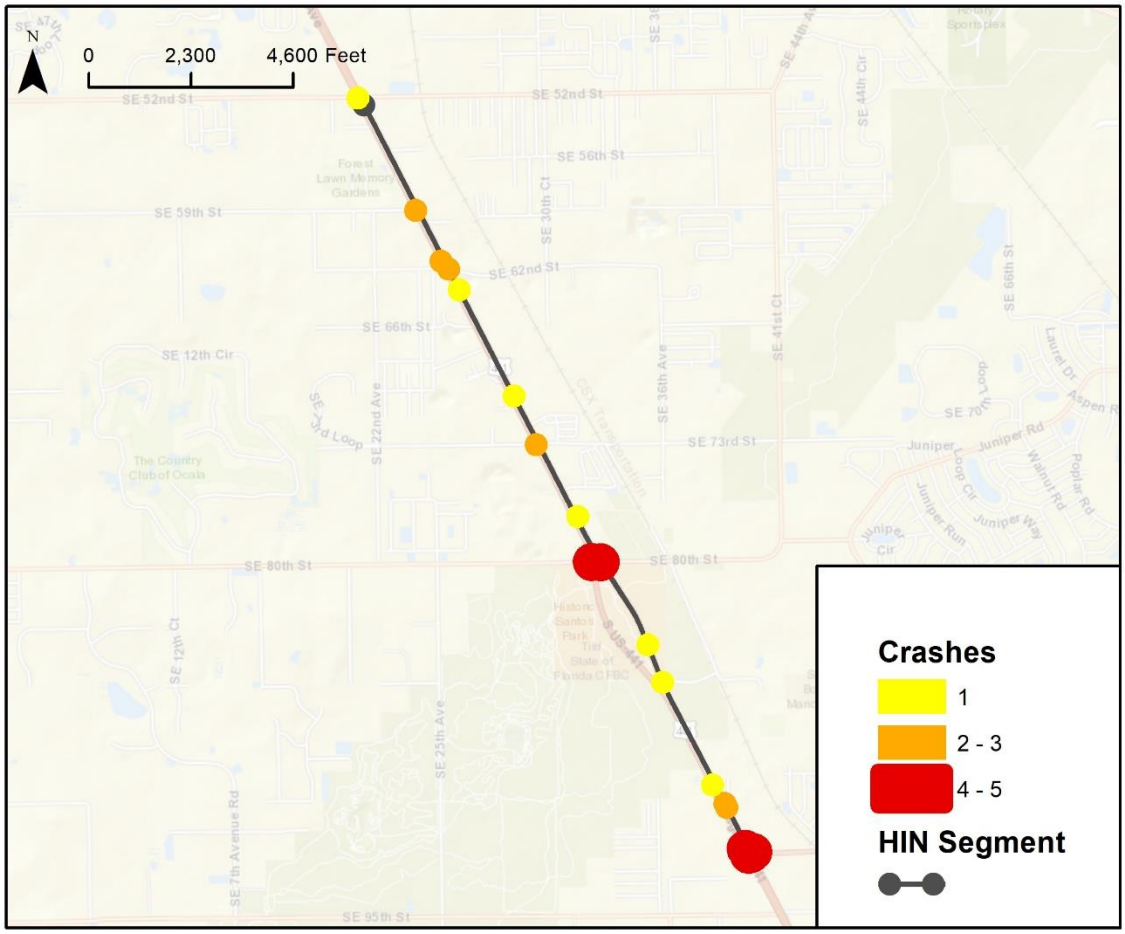


Image Source: Google Streetview

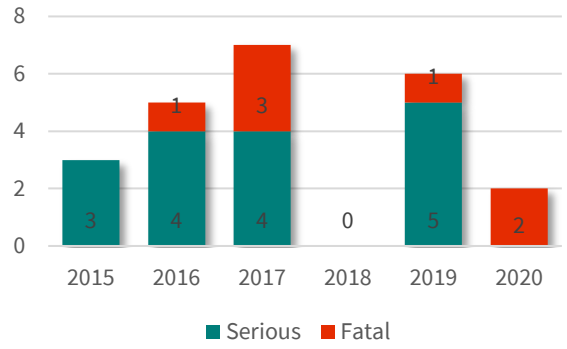
22. US 301, S. of 151st St to SE 132 Street Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.076	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	2 to 4	Unknown
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

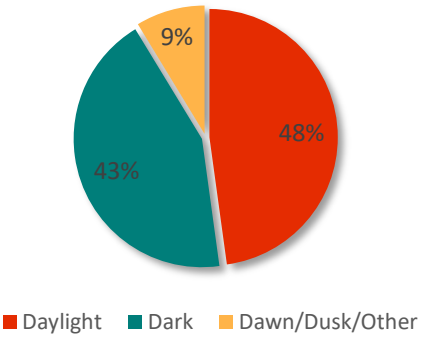
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	4	4	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	11	47.8%	4	57.1%	7	43.8%
Head On	3	13.0%	1	14.3%	2	12.5%
Other	2	8.7%	0	0%	2	12.5%
Sideswipe	2	8.7%	0	0%	2	12.5%
Rollover	2	8.7%	1	14.3%	1	6.3%
Rear End	1	4.3%	0	0%	1	6.3%
Bicycle/Pedestrian	1	4.3%	1	14.3%	0	0%
Off Road	1	4.3%	0	0%	1	6.3%
Total	**23**	**100%**	**7**	**100%**	**16**	**100%**

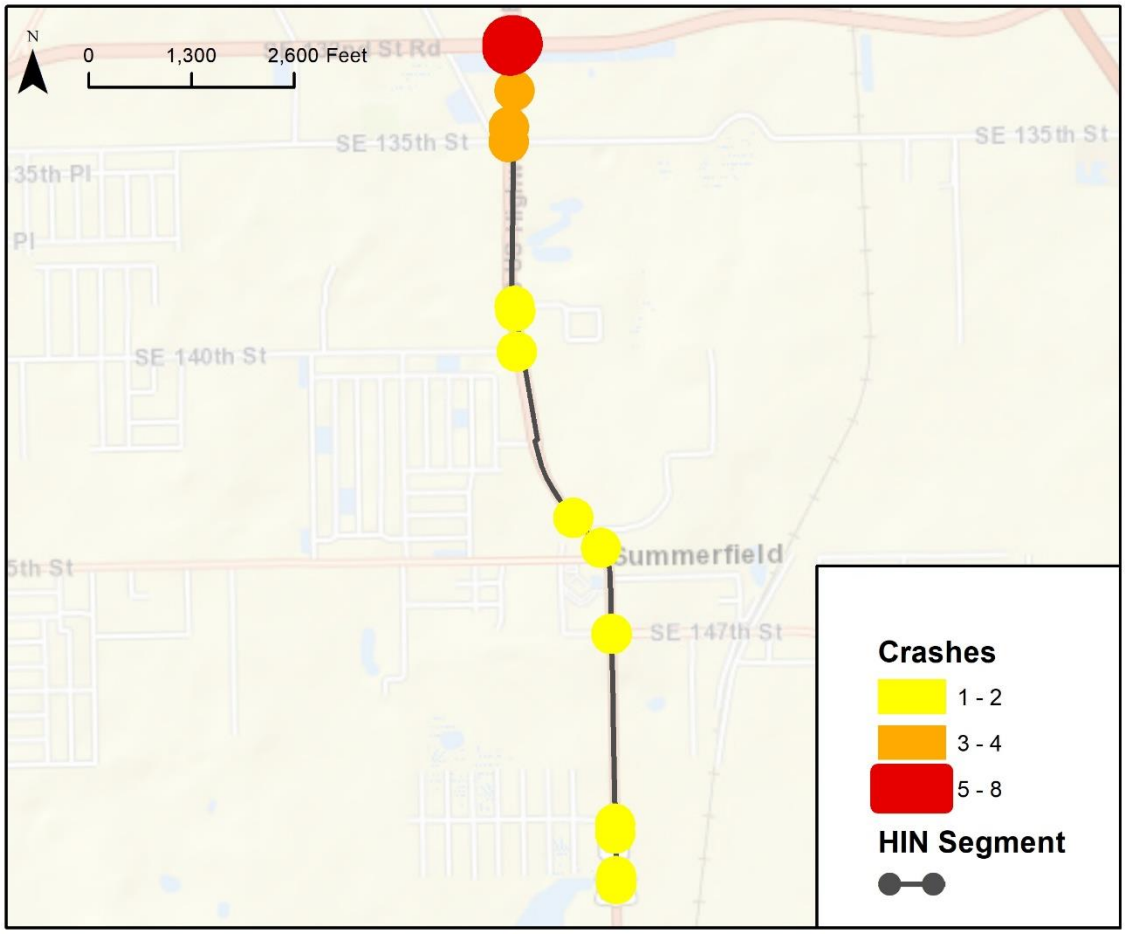


Image Source: Google Streetview

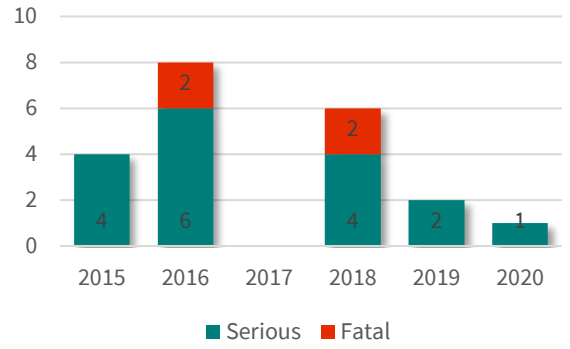
23. US 441, Marion/Sumter County Line to SE Hwy 42

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.025	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	37,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

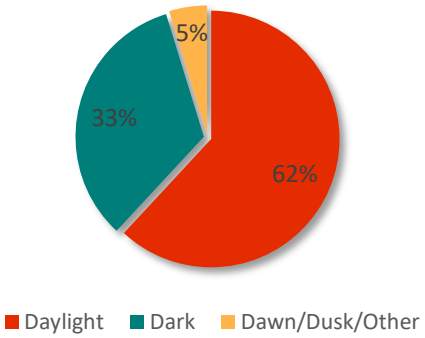
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	4	4	17	23

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	7	33.3%	1	25%	6	35.3%
Rear End	6	28.6%	1	25%	5	29.4%
Bicycle/Pedestrian	5	23.8%	2	50%	3	17.6%
Rollover	2	9.5%	0	0%	2	11.8%
Off Road	1	4.8%	0	0%	1	5.9%
Total	**21**	**100%**	**4**	**100%**	**17**	**100%**

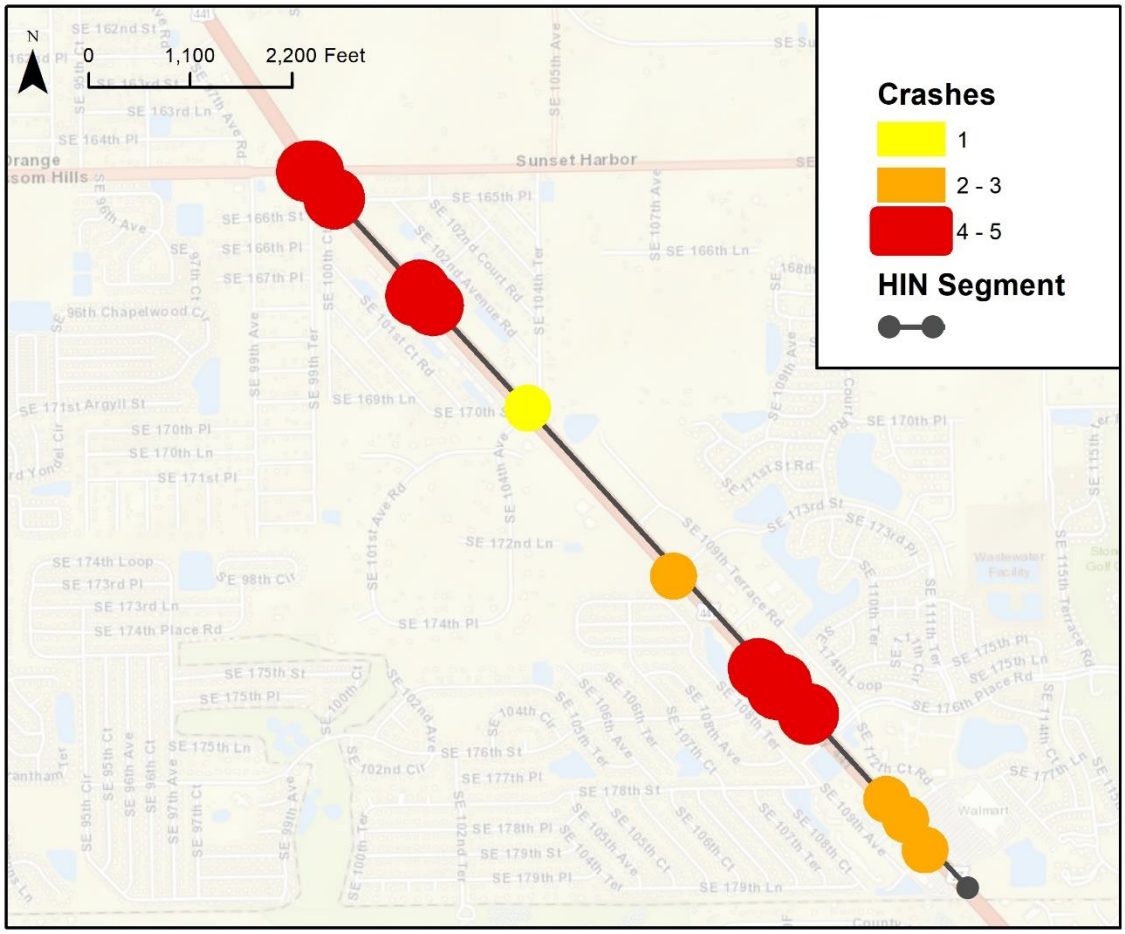


Image Source: Google Streetview

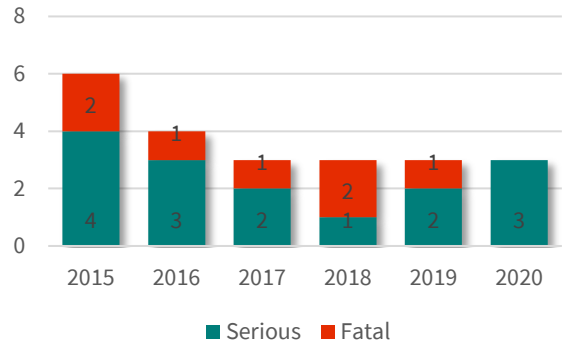
24. SR 40, S Hwy 314A to 196th Ter

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.265	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	2	8,100
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

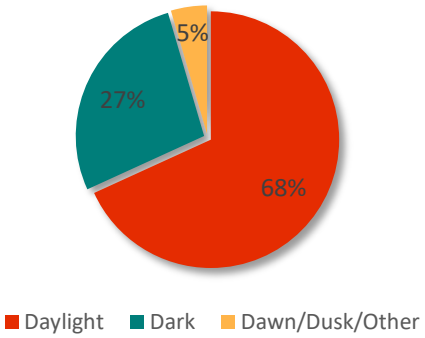
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	7	7	15	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	10	45.5%	4	57.1%	6	40%
Rear End	4	18.2%	1	14.3%	3	20%
Bicycle/Pedestrian	4	18.2%	1	14.3%	3	20%
Other	2	9.1%	0	0%	2	13.3%
Head On	1	4.5%	1	14.3%	0	0%
Off Road	1	4.5%	0	0%	1	6.7%
Total	**22**	**100%**	**7**	**100%**	**15**	**100%**

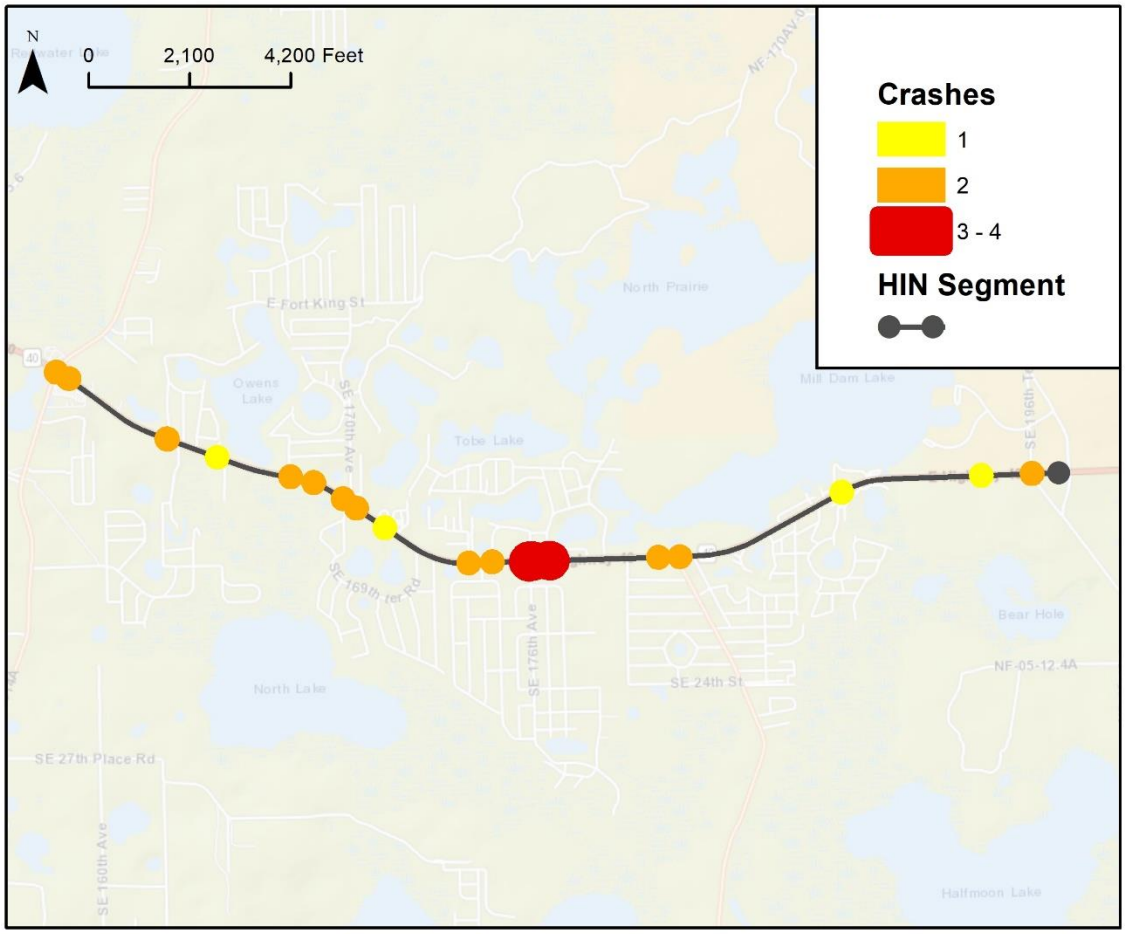


Image Source: Google Streetview

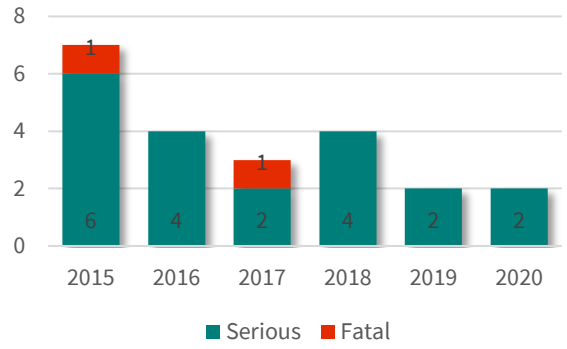
25. NE 35th St, US 441 to NE 36th Ave

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	3.65	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35	2 to 4	7,900 to 9,800
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

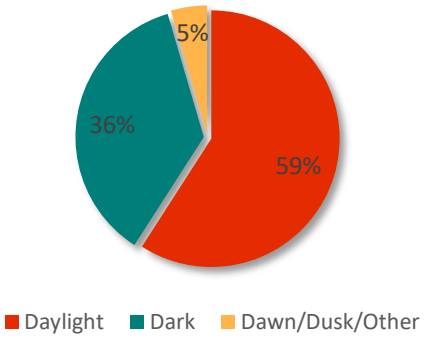
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	2	2	20	36

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	10	45.5%	2	100%	8	40%
Rear End	6	27.3%	0	0%	6	30%
Off Road	2	9.1%	0	0%	2	10%
Head On	1	4.5%	0	0%	1	5%
Other	1	4.5%	0	0%	1	5%
Bicycle/Pedestrian	1	4.5%	0	0%	1	5%
Unknown	1	4.5%	0	0%	1	5%
Total	**22**	**100%**	**2**	**100%**	**20**	**100%**

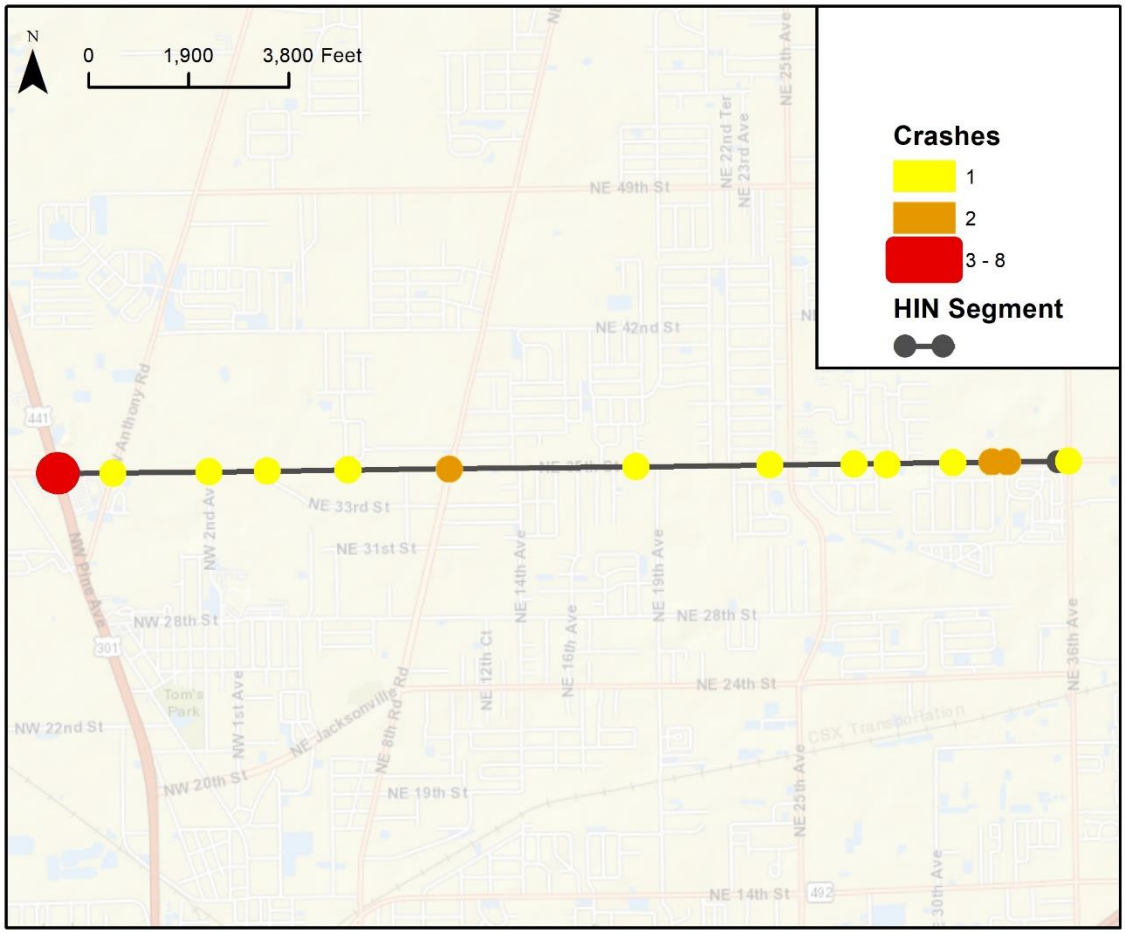


Image Source: Google Streetview

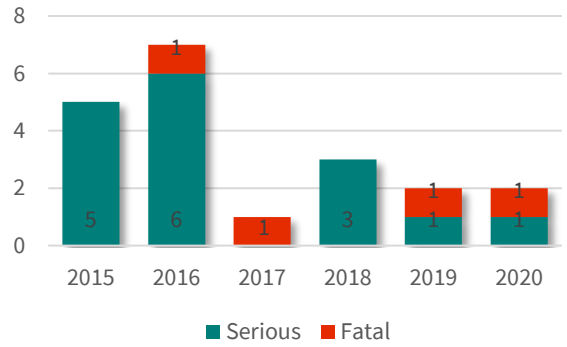
26. US 27/301/441/SE Abshier Blvd, SE 62nd Ave to SE 92nd Place Rd

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.135	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	28,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

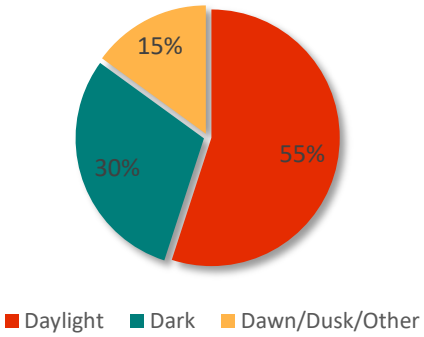
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
20	4	5	16	21

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	8	40%	2	50%	6	37.5%
Rear End	4	20%	0	0%	4	25%
Bicycle/Pedestrian	2	10%	2	50%	0	0%
Off Road	2	10%	0	0%	2	12.5%
Sideswipe	2	10%	0	0%	2	12.5%
Head On	1	5%	0	0%	1	6.3%
Other	1	5%	0	0%	1	6.3%
Total	**20**	**100%**	**4**	**100%**	**16**	**100%**

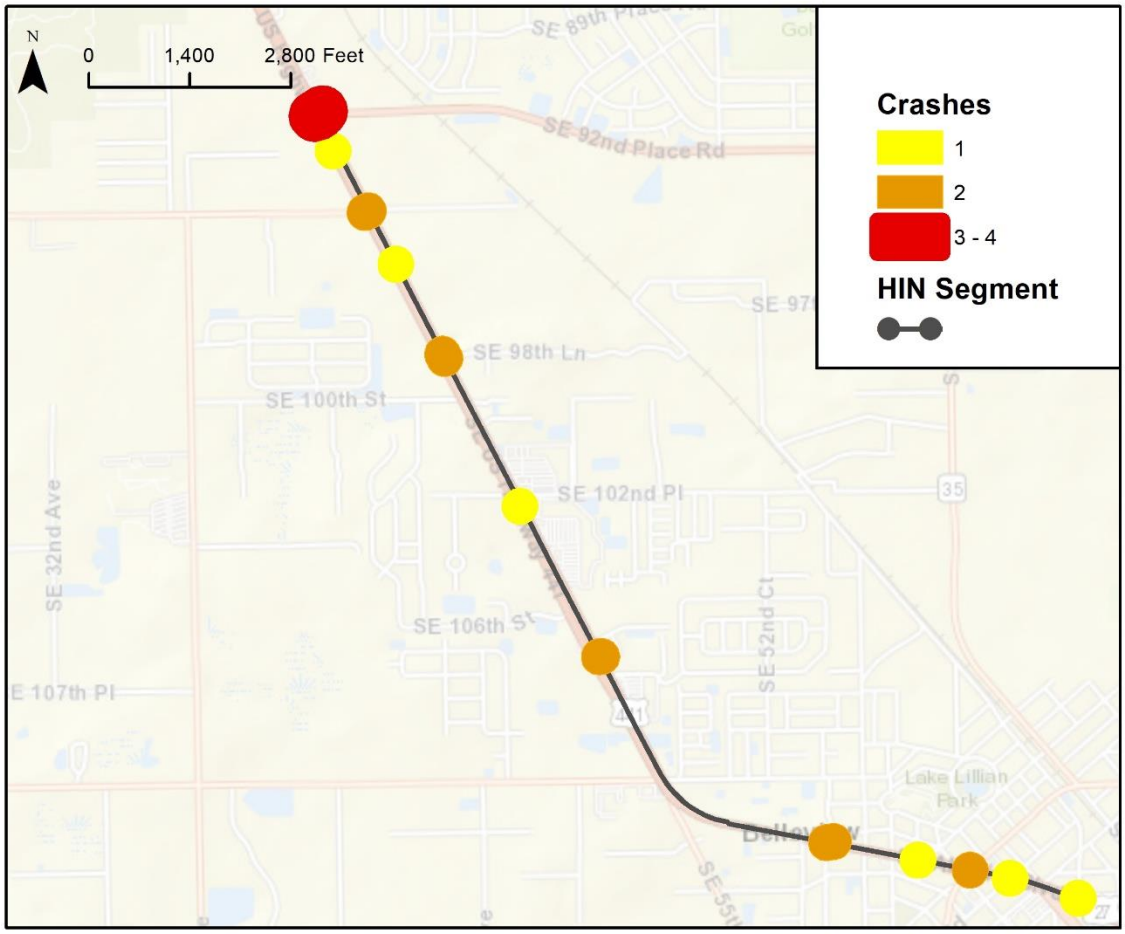


Image Source: Google Streetview

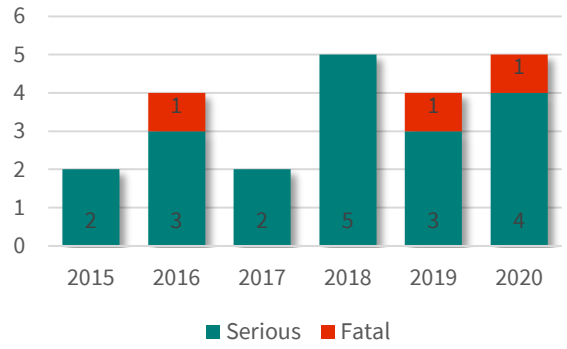
27. SR 200/College Rd, SW 80th Ave to SW 60th Ave

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	3.075	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
50	6	27,600
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	No

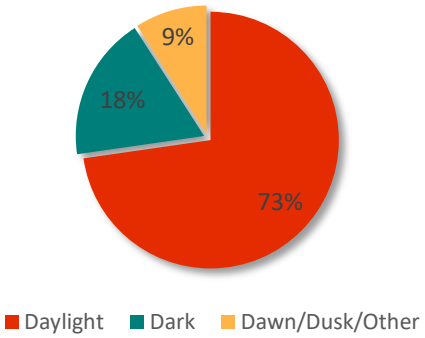
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
22	3	3	19	25

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	9	40.9%	2	66.7%	7	36.8%
Rear End	7	31.8%	0	0%	7	36.8%
Bicycle/Pedestrian	2	9.1%	1	33.3%	1	5.3%
Off Road	2	9.1%	0	0%	2	10.5%
Unknown	1	4.5%	0	0%	1	5.3%
Rollover	1	4.5%	0	0%	1	5.3%
Total	**22**	**100%**	**3**	**100%**	**19**	**100%**

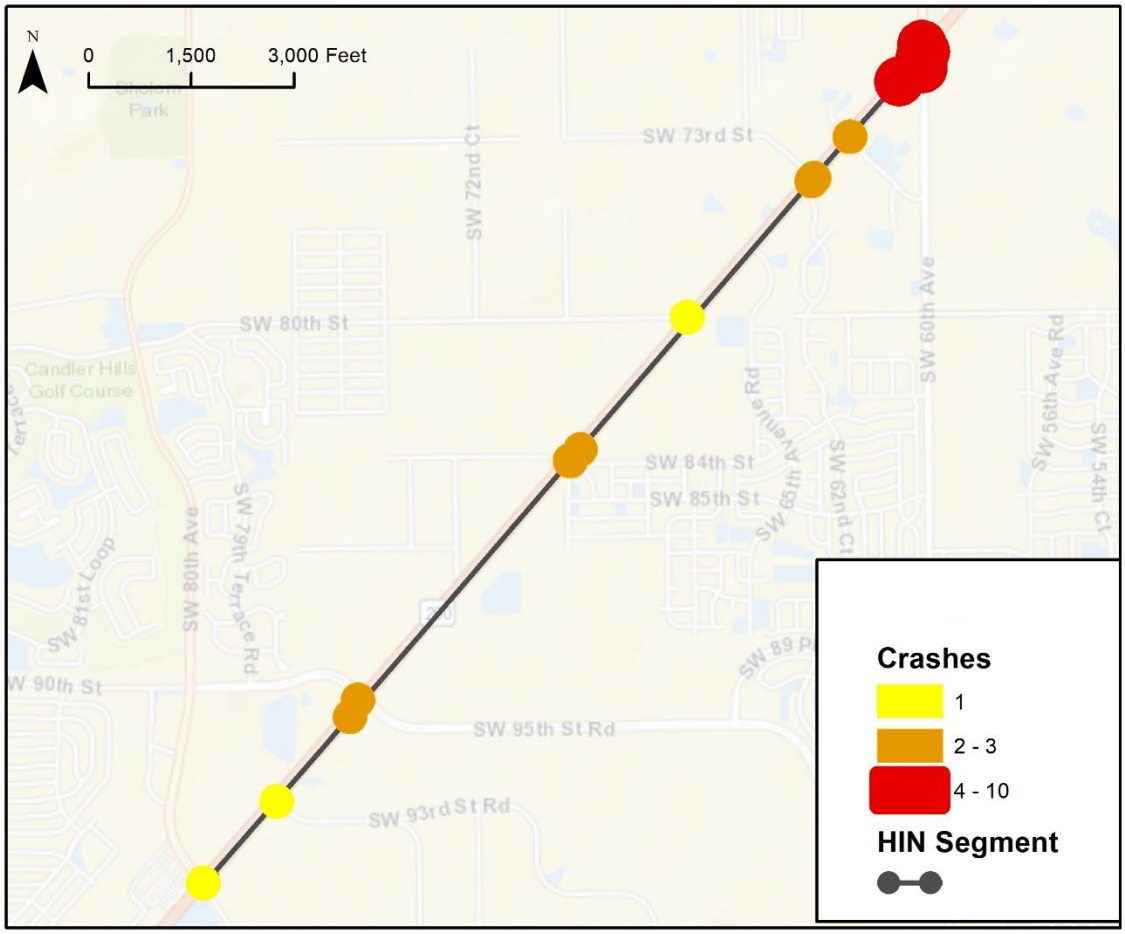


Image Source: Google Streetview

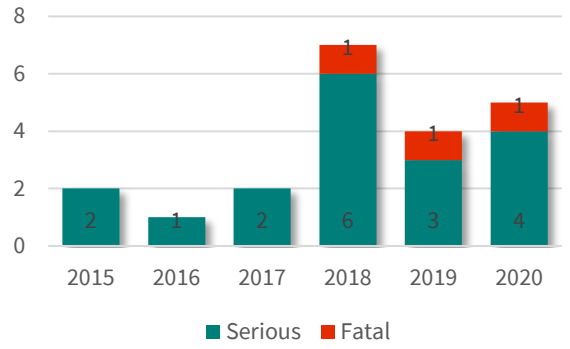
28. US 41/Williams St, Marion/Citrus County Line to SR 40

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	4.825	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35 to 55	2 to 4	21,000 to 26,000
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	No

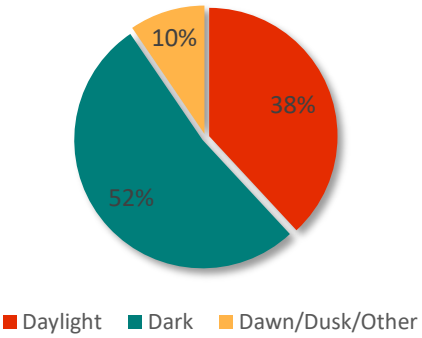
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
21	3	3	18	25

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	7	33.3%	0	0%	7	38.9%
Angle/Left Turn	5	23.8%	1	33.3%	4	22.2%
Head On	3	14.3%	1	33.3%	2	11.1%
Bicycle/Pedestrian	3	14.3%	0	0%	3	16.7%
Off Road	2	9.5%	1	33.3%	1	5.6%
Rollover	1	4.8%	0	0%	1	5.6%
Total	**21**	**100%**	**3**	**100%**	**18**	**100%**

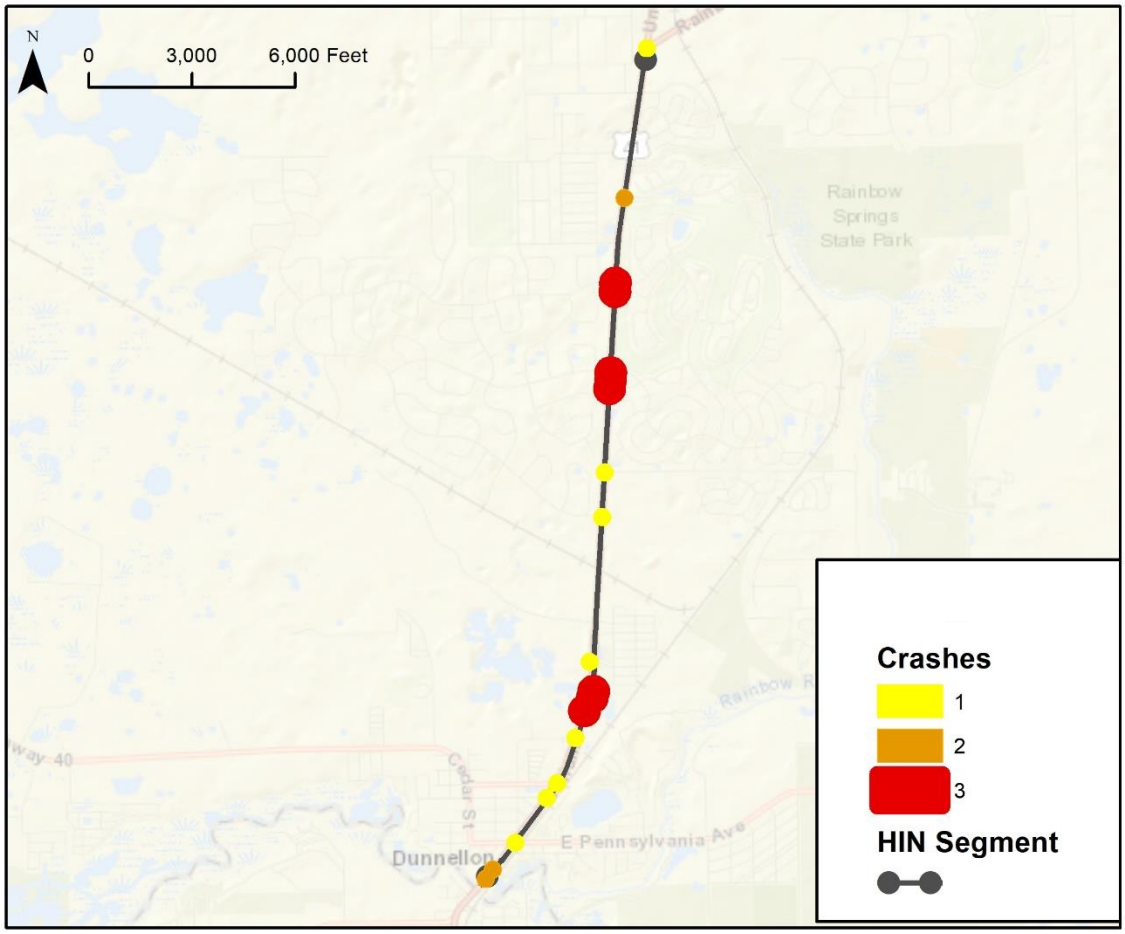


Image Source: Google Streetview

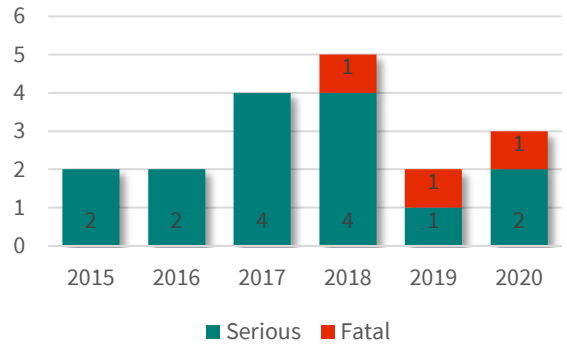
29. SW Hwy 484, SW 104th Ave to SR 200/College Rd

Maintaining Jurisdiction	Segment Length	Location Type
Marion County	4.174	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	2	11,300
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

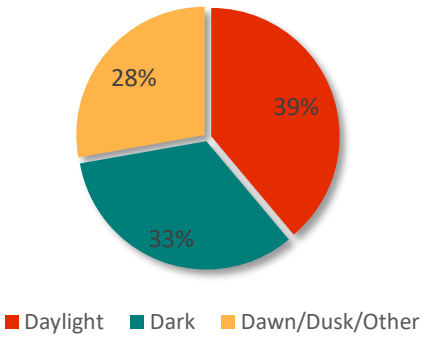
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
18	3	7	15	20

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	27.8%	2	66.7%	3	20%
Head On	3	16.7%	1	33.3%	2	13.3%
Off Road	3	16.7%	0	0%	3	20%
Sideswipe	3	16.7%	0	0%	3	20%
Rear End	2	11.1%	0	0%	2	13.3%
Bicycle/Pedestrian	2	11.1%	0	0%	2	13.3%
Total	**18**	**100%**	**3**	**100%**	**15**	**100%**

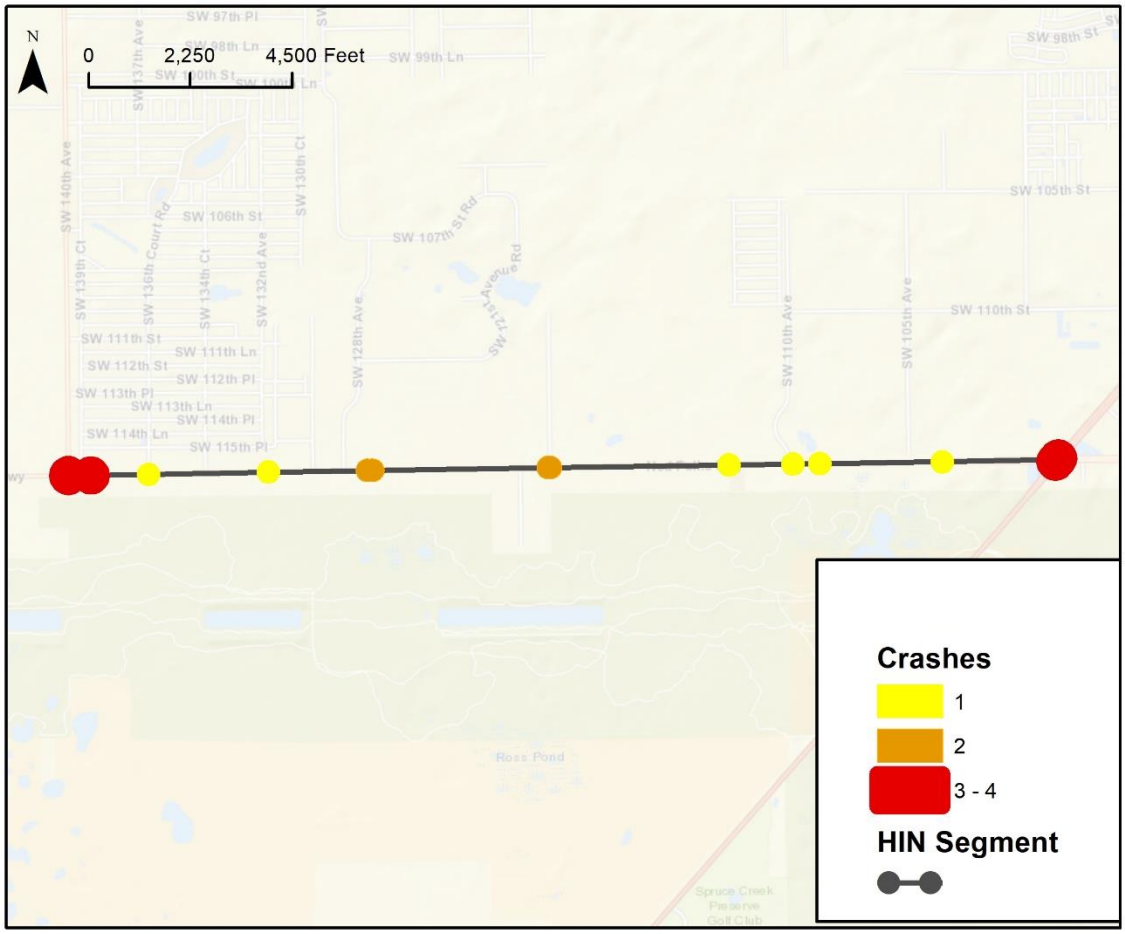


Image Source: Google Streetview

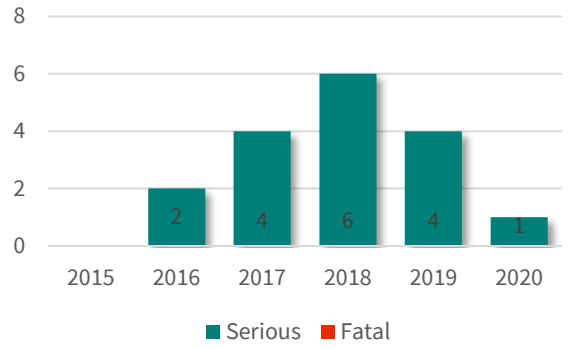
30. SW 27th Ave, SW 42nd St to SR 200/College Rd

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.382	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
45	4	17,200 to 18,800
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes

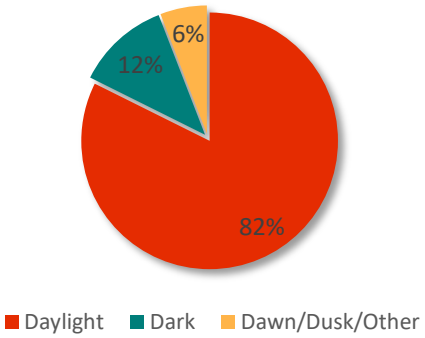
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
17	0	0	17	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	10	58.8%	0	0%	10	58.8%
Other	3	17.6%	0	0%	3	17.6%
Angle/Left Turn	2	11.8%	0	0%	2	11.8%
Head On	1	5.9%	0	0%	1	5.9%
Unknown	1	5.9%	0	0%	1	5.9%
Total	**17**	**100%**	**0**	**0%**	**17**	**100%**

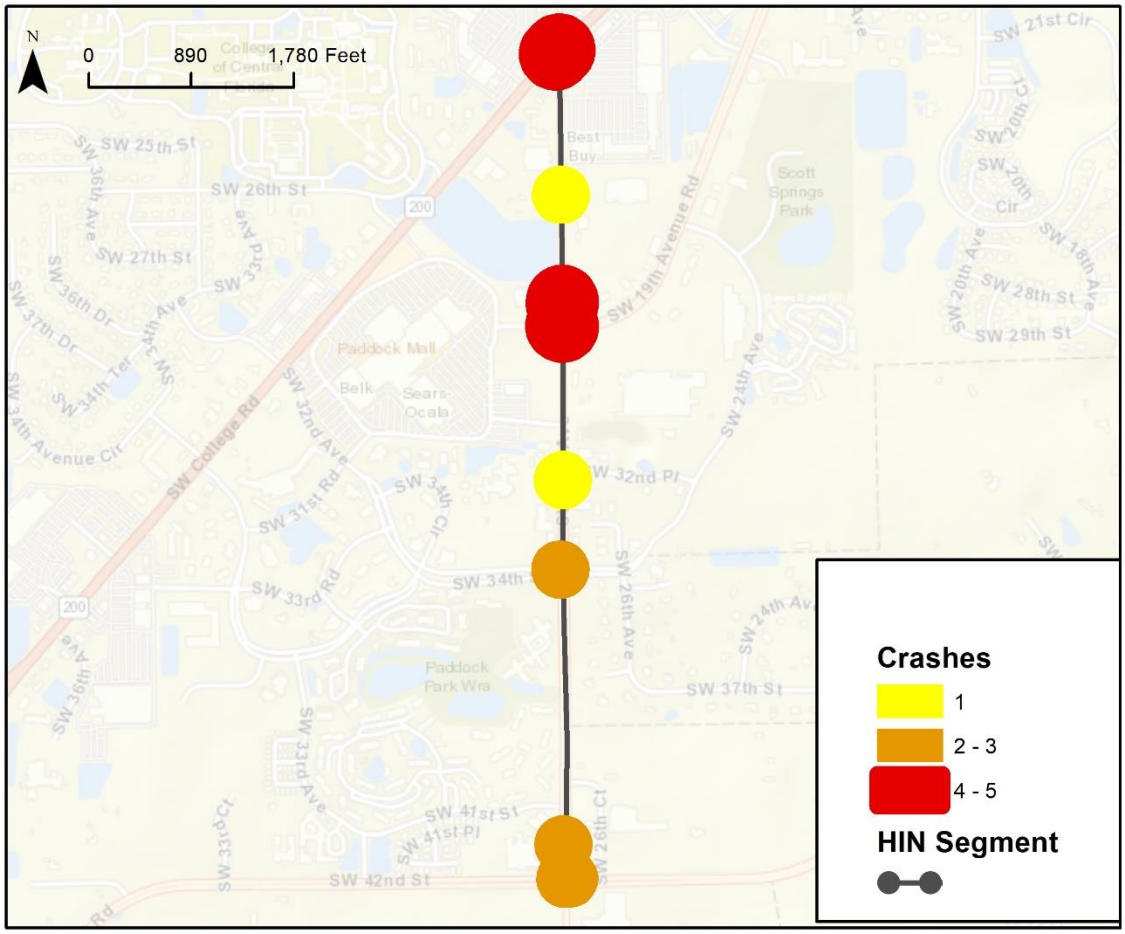


Image Source: Google Streetview

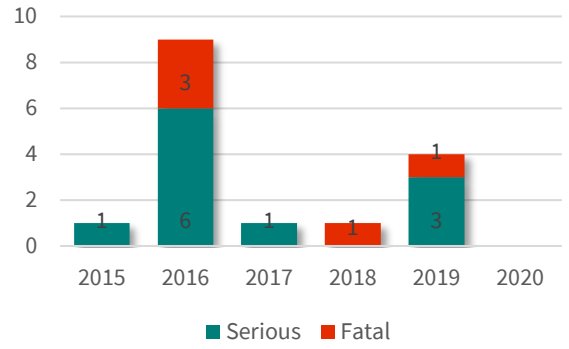
31. US 27/301/441/S Pine Ave, SE 52nd St to SE 32nd St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.05	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	30,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

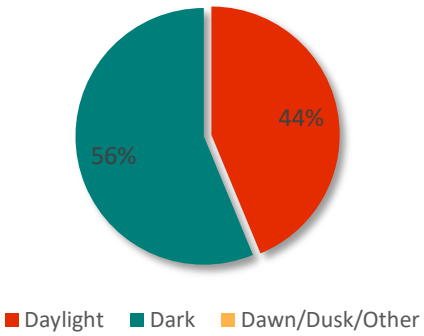
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
16	5	5	11	13

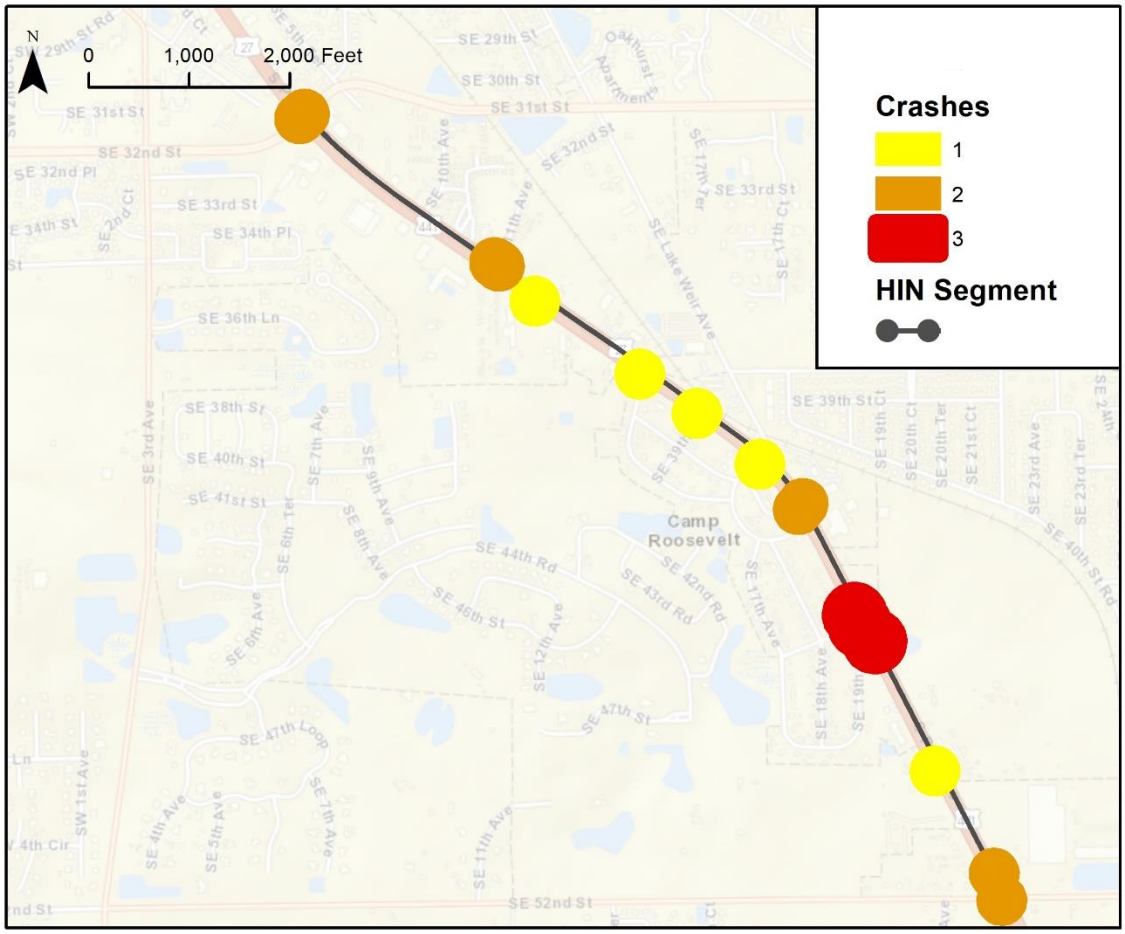
Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	7	43.8%	0	0%	7	63.6%
Angle/Left Turn	3	18.8%	1	20%	2	18.2%
Bicycle/Pedestrian	3	18.8%	2	40%	1	9.1%
Off Road	2	12.5%	2	40%	0	0%
Other	1	6.3%	0	0%	1	9.1%
Total	**16**	**100%**	**5**	**100%**	**11**	**100%**



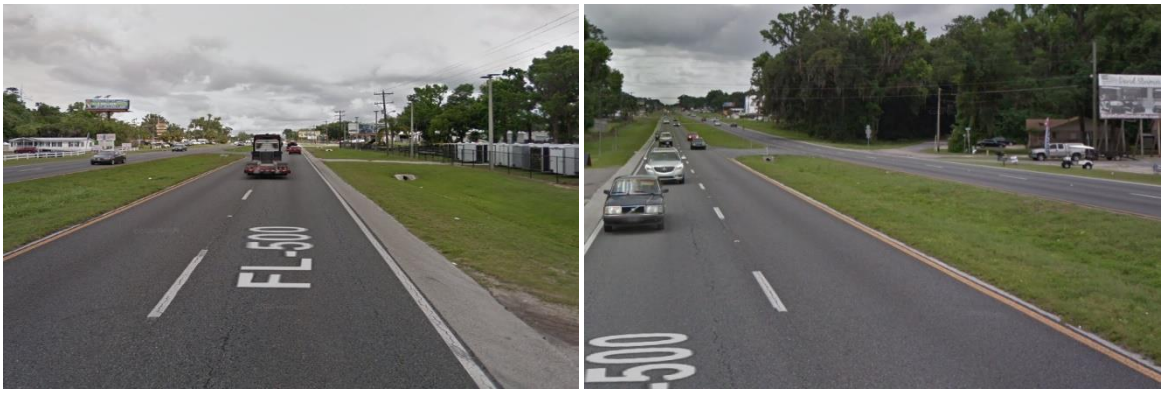


Image Source: Google Streetview

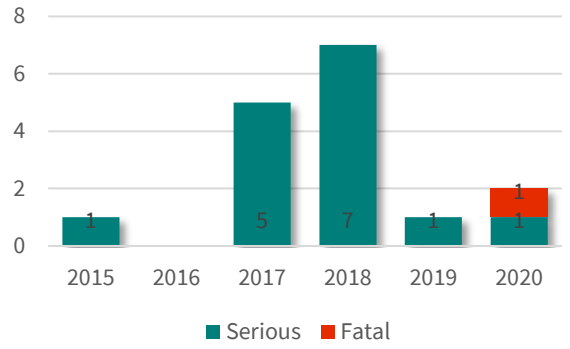
32. NE 25th Ave, NE 14th St to NE 35th St

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.601	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35	2	8,800 to 11,400
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

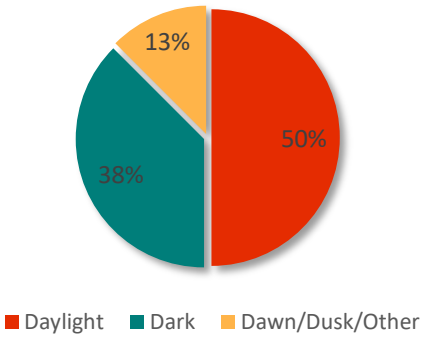
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
16	1	1	15	20

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	31.3%	0	0%	5	33.3%
Rear End	3	18.8%	0	0%	3	20%
Bicycle/Pedestrian	3	18.8%	1	100%	2	13.3%
Head On	2	12.5%	0	0%	2	13.3%
Other	2	12.5%	0	0%	2	13.3%
Unknown	1	6.3%	0	0%	1	6.7%
Total	**16**	**100%**	**1**	**100%**	**15**	**100%**

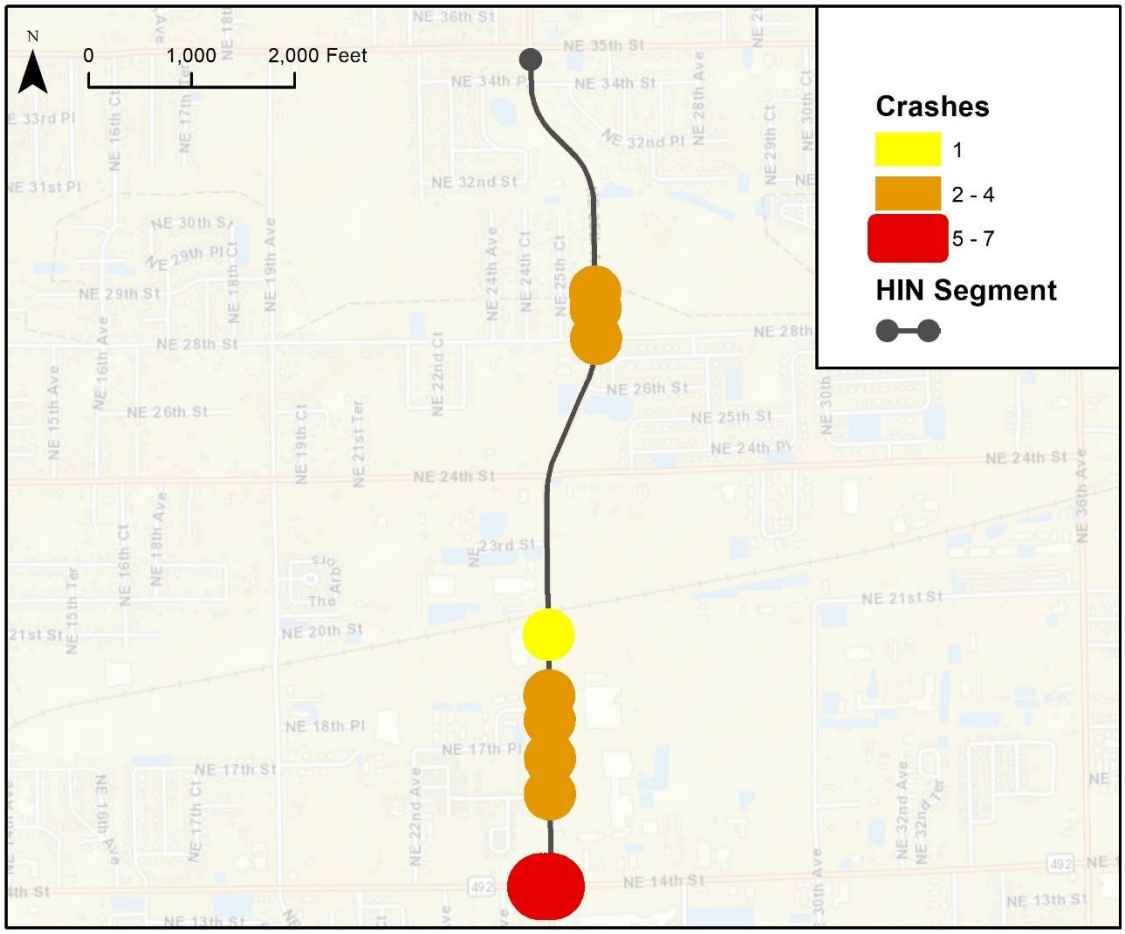


Image Source: Google Streetview

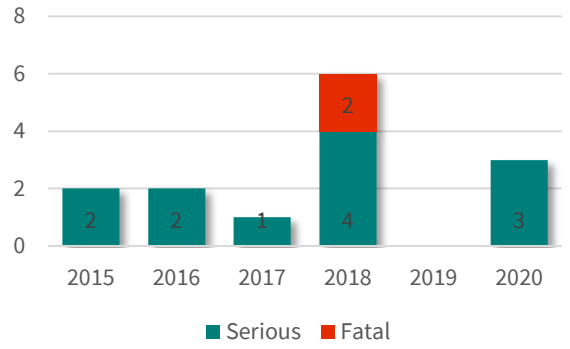
33. SR 40/Silver Springs Blvd, NE 35th Ave to E Hwy 326

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	1.516	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
40 to 55	2 to 4	12,800 to 22,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	Yes (Gaps)

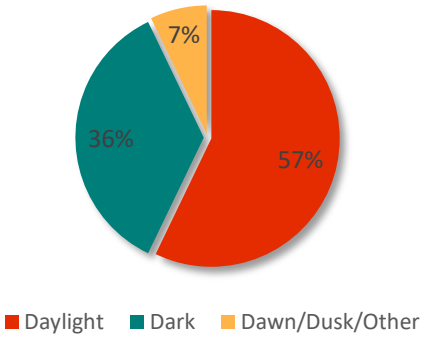
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
14	2	3	12	19

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	4	28.6%	1	50%	3	25%
Other	3	21.4%	0	0%	3	25%
Rear End	3	21.4%	0	0%	3	25%
Off Road	2	14.3%	1	50%	1	8.3%
Bicycle/Pedestrian	1	7.1%	0	0%	1	8.3%
Rollover	1	7.1%	0	0%	1	8.3%
Total	**14**	**100%**	**2**	**100%**	**12**	**100%**

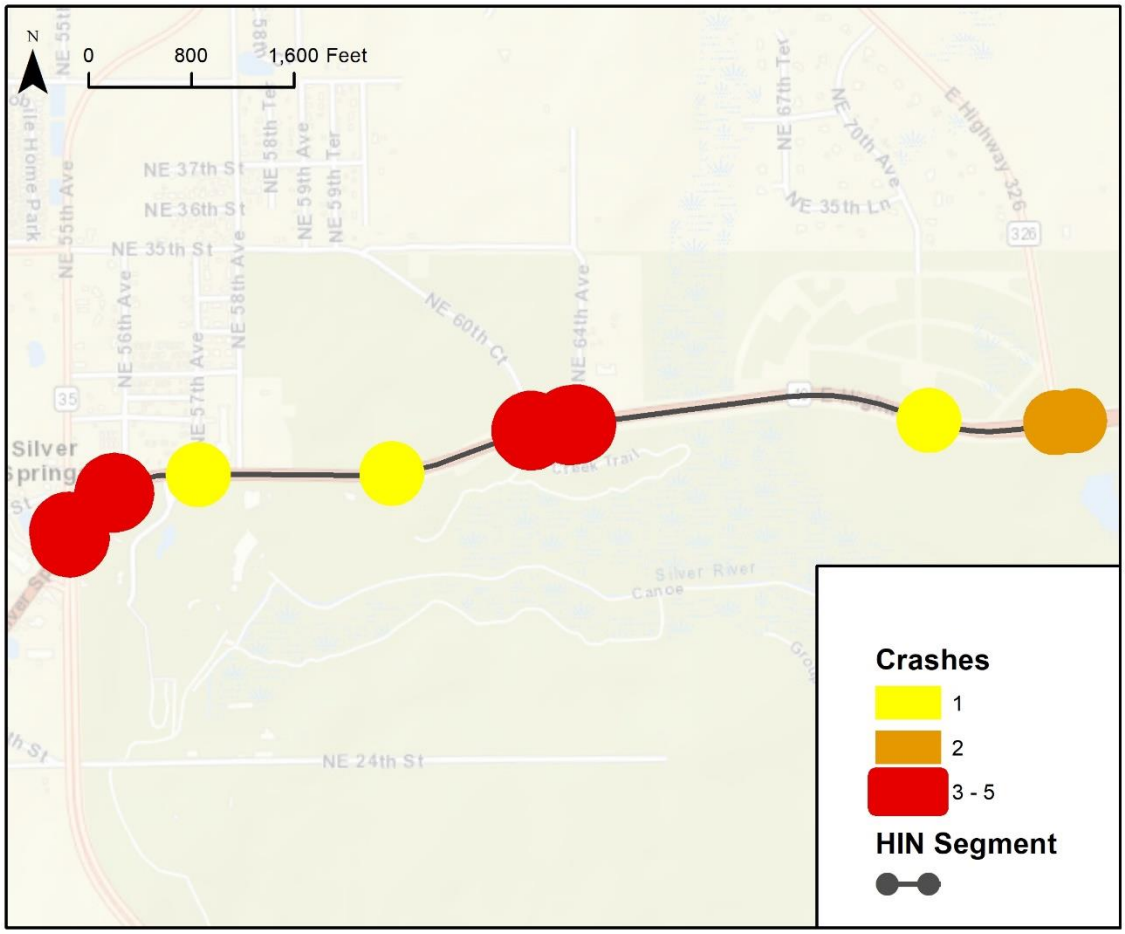


Image Source: Google Streetview

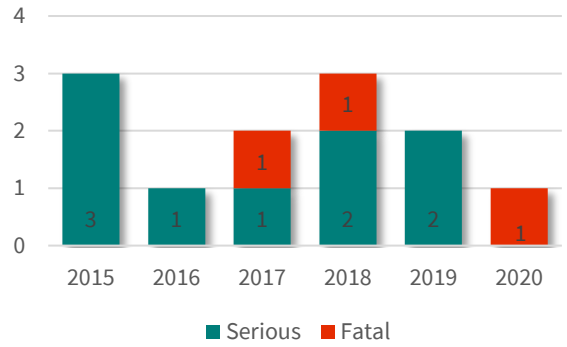
34. 20th St/Jacksonville Rd/Hwy 200A and NE 24th St, US 441/301/N Pine Ave to NE 10th Ct

Maintaining Jurisdiction	Segment Length	Location Type
Marion County/Ocala	1.079	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35	4	4,300 to 9,200
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	No

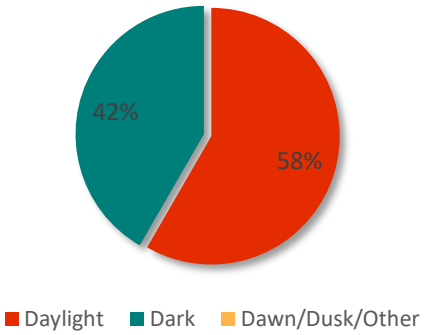
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
12	3	3	9	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	41.7%	1	33.3%	4	44.4%
Bicycle/Pedestrian	3	25%	1	33.3%	2	22.2%
Other	1	8.3%	0	0%	1	11.1%
Rear End	1	8.3%	0	0%	1	11.1%
Unknown	1	8.3%	0	0%	1	11.1%
Off Road	1	8.3%	1	33.3%	0	0%
Total	**12**	**100%**	**3**	**100%**	**9**	**100%**

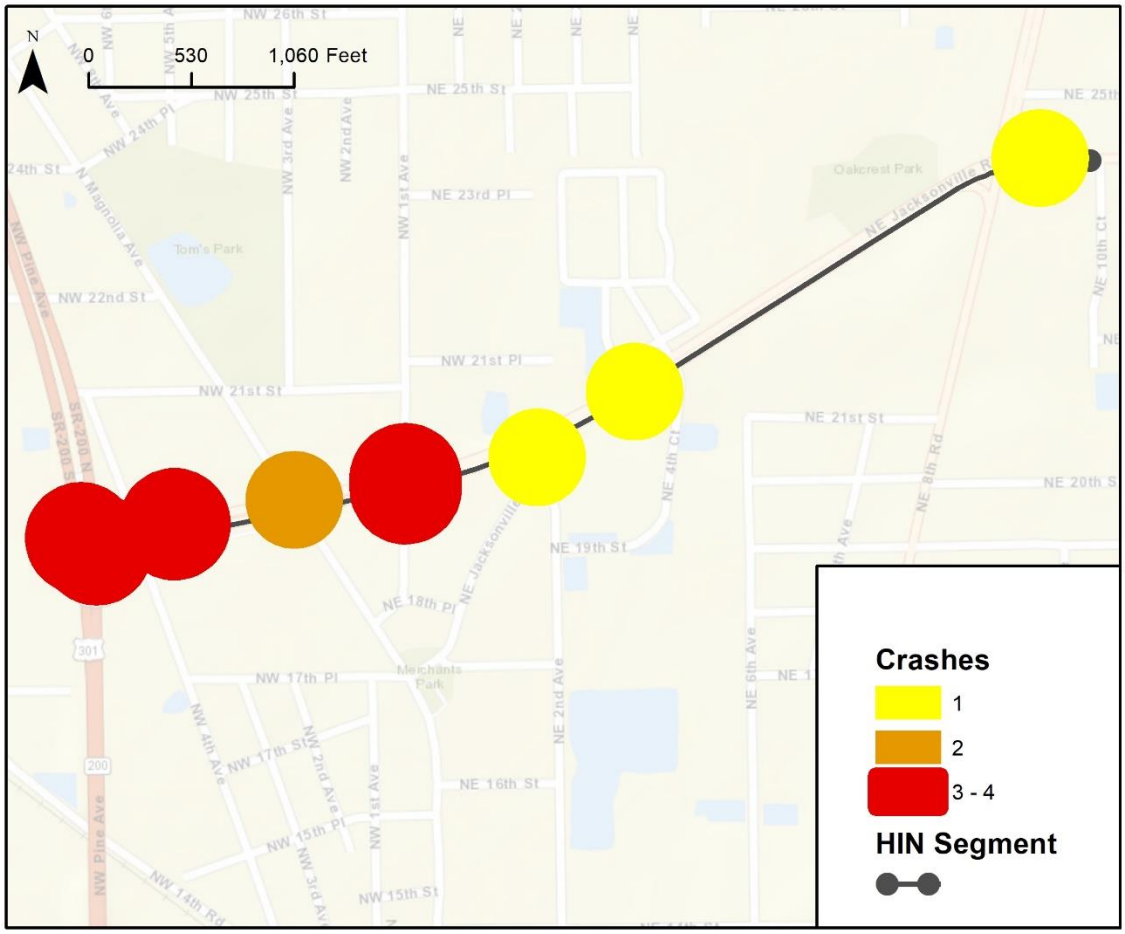


Image Source: Google Streetview

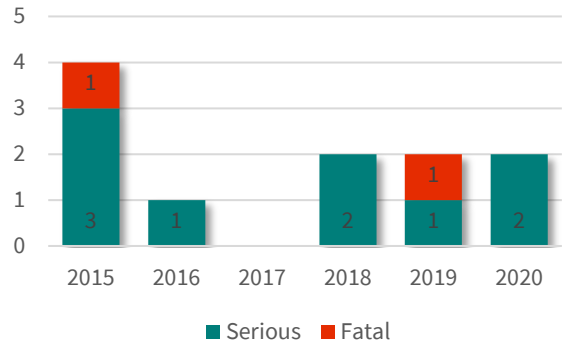
35. US 441, NW 214th Ln to NW 230th St

Maintaining Jurisdiction	Segment Length	Location Type
FDOT	2.132	Rural
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
55	4	5,300
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
No	No	No

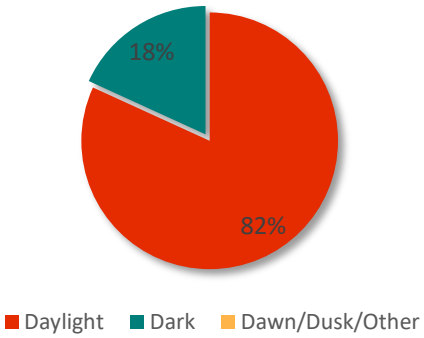
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
11	2	3	9	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Rear End	3	27.3%	0	0%	3	33.3%
Off Road	2	18.2%	2	100%	0	0%
Angle/Left Turn	1	9.1%	0	0%	1	11.1%
Other	1	9.1%	0	0%	1	11.1%
Bicycle/Pedestrian	1	9.1%	0	0%	1	11.1%
Sideswipe	1	9.1%	0	0%	1	11.1%
Animal	1	9.1%	0	0%	1	11.1%
Rollover	1	9.1%	0	0%	1	11.1%
Total	**11**	**100%**	**2**	**100%**	**9**	**100%**

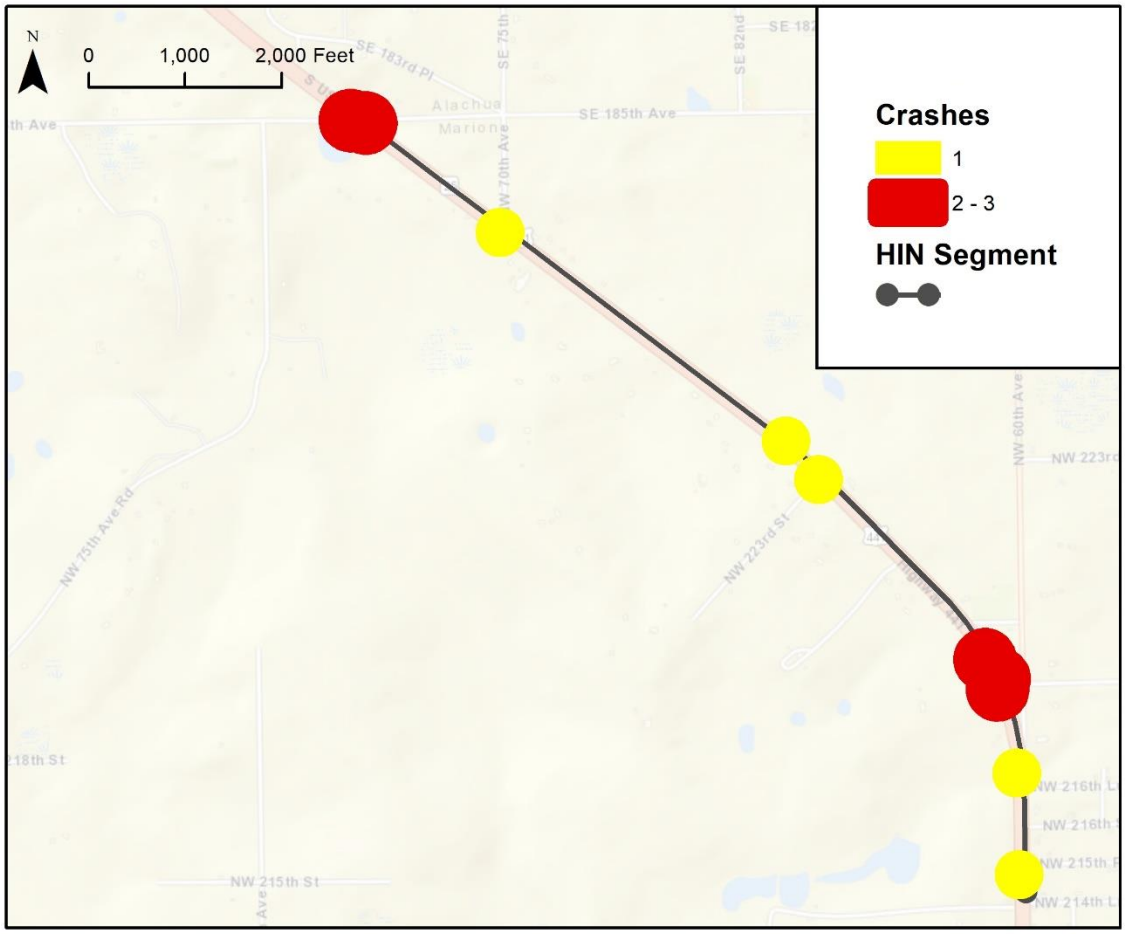


Image Source: Google Streetview

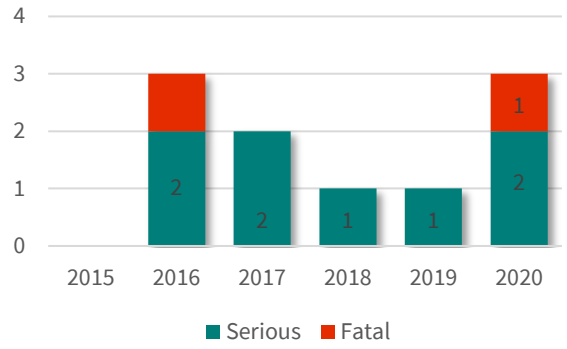
36. NE 28th St, US 441/301/N Pine Ave to Jacksonville Rd

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.131	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
30	2	3,300 to 16,500
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	Yes
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes (Gaps)	No	No

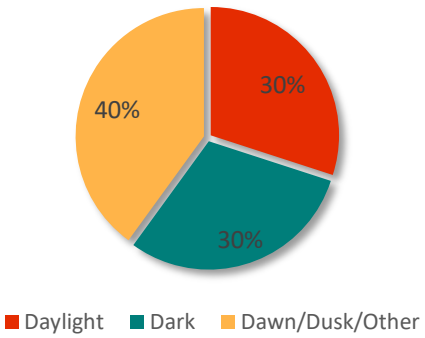
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
10	2	2	8	10

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	5	50%	1	50%	4	50%
Rear End	2	20%	0	0%	2	25%
Other	1	10%	0	0%	1	12.5%
Unknown	1	10%	0	0%	1	12.5%
Off Road	1	10%	1	50%	0	0%
Total	**10**	**100%**	**2**	**100%**	**8**	**100%**

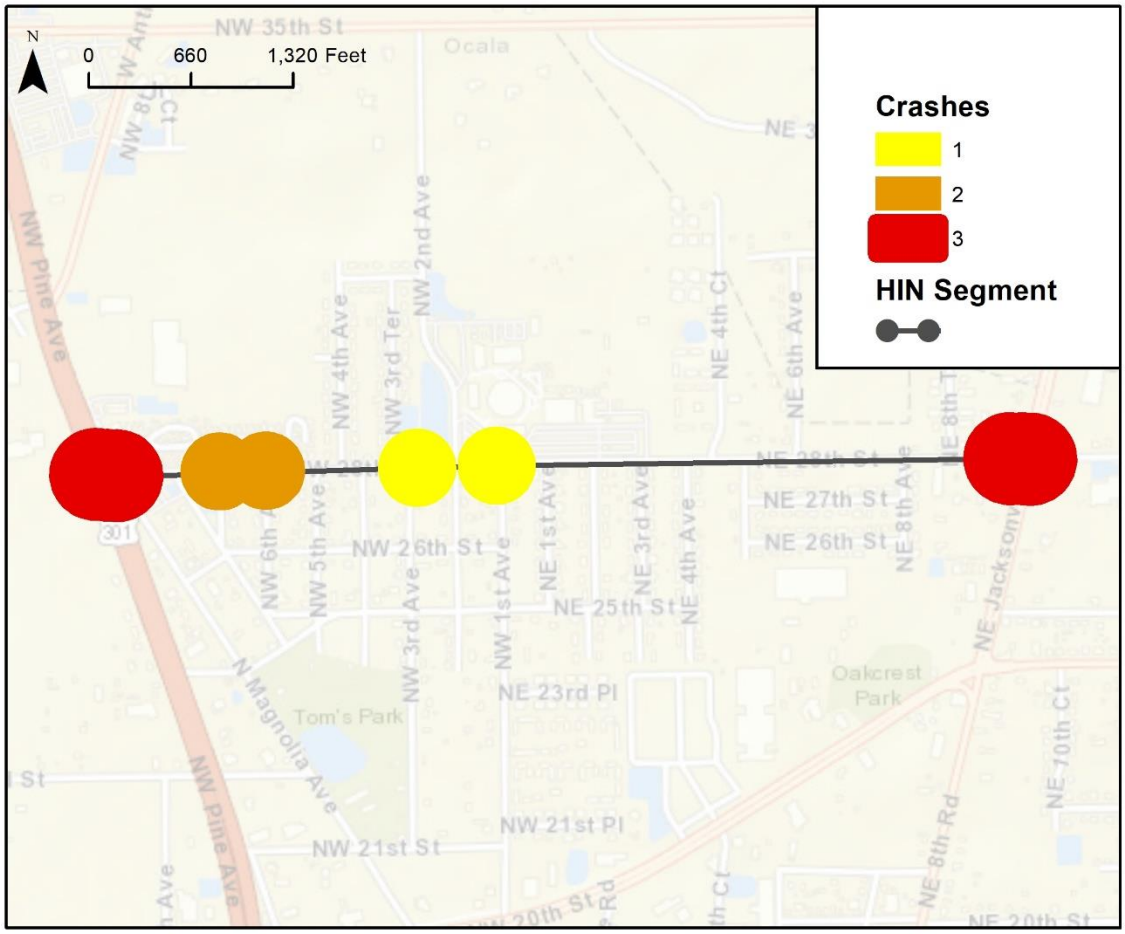


Image Source: Google Streetview

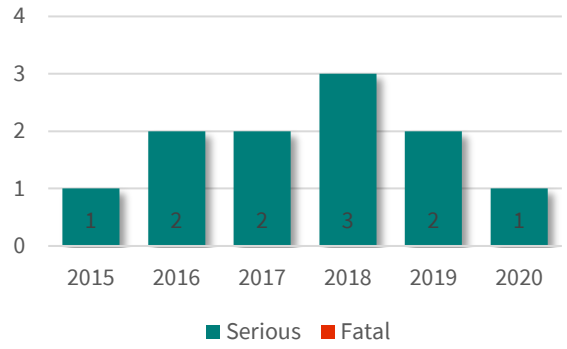
37. SW 32nd St, SW 7th Ave to SE Lake Weir Ave

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	1.537	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
35 to 40	4	19,200 to 20,600
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Arterial	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	Yes	Yes

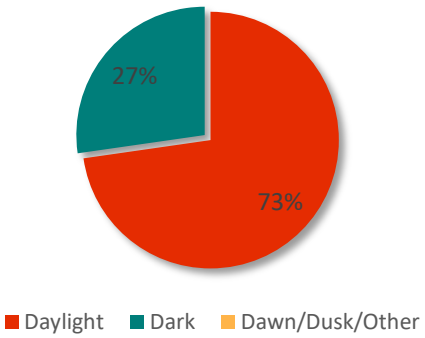
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
11	0	0	11	17

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Angle/Left Turn	3	27.3%	0	0%	3	27.3%
Off Road	3	27.3%	0	0%	3	27.3%
Other	2	18.2%	0	0%	2	18.2%
Rear End	2	18.2%	0	0%	2	18.2%
Unknown	1	9.1%	0	0%	1	9.1%
Total	**11**	**100%**	**0**	**0%**	**11**	**100%**

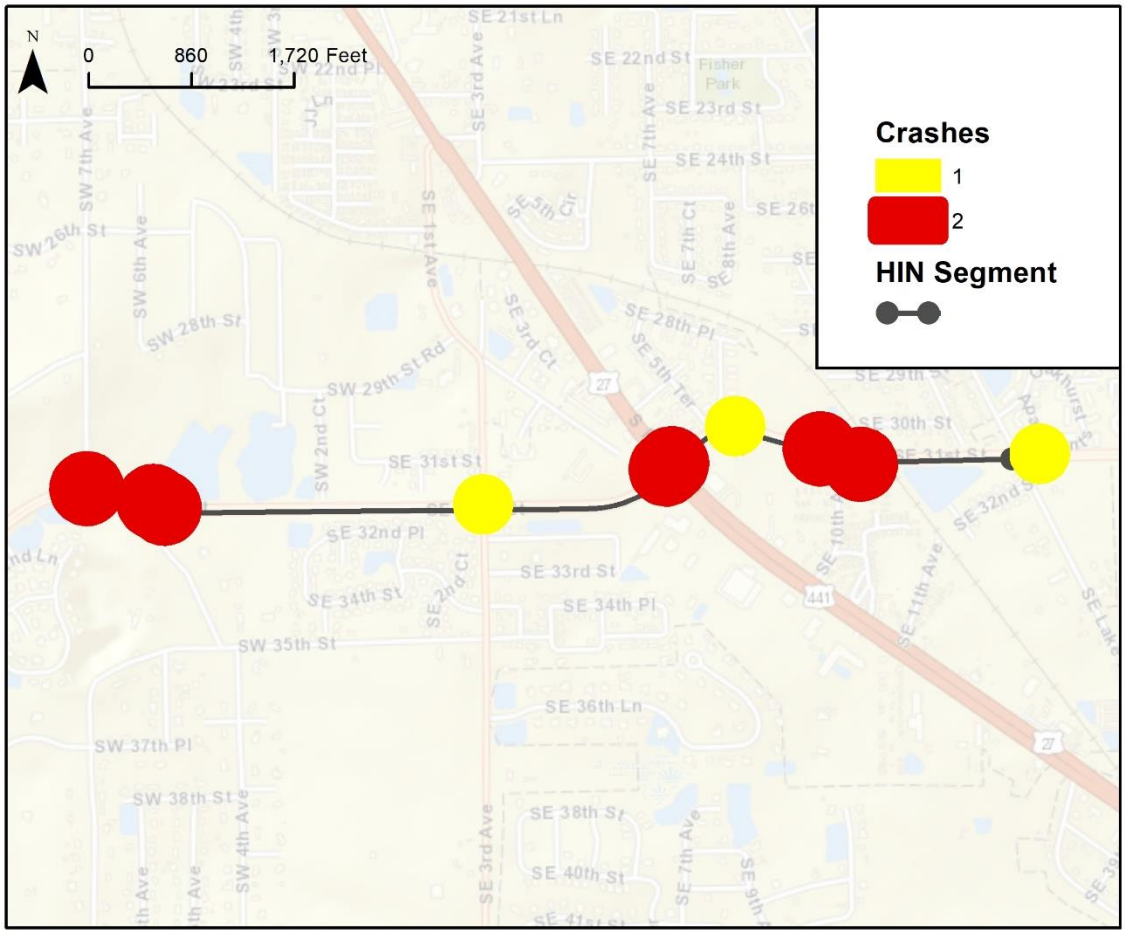


Image Source: Google Streetview

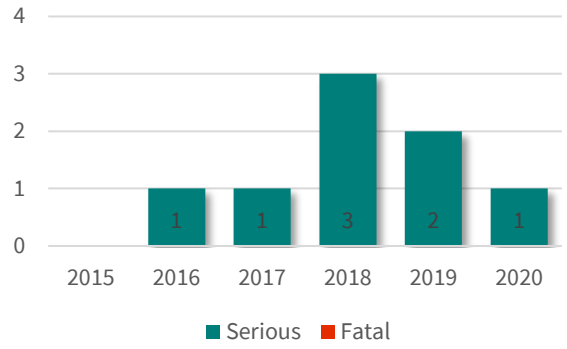
38. NW 7th St, NW Old Blitchton Rd to NW 6th Ter

Maintaining Jurisdiction	Segment Length	Location Type
Ocala	0.734	Urban
Posted Speed Limit	**Number of Travel Lanes**	**AADT (2020)**
30	2	Unknown
Functional Class	**Within Equity Area**	**Near School, Park, etc.**
Collector	Yes	No
Existing Sidewalks	**Existing Bicycle Facilities**	**Street Lighting**
Yes	No	Yes (Gaps)

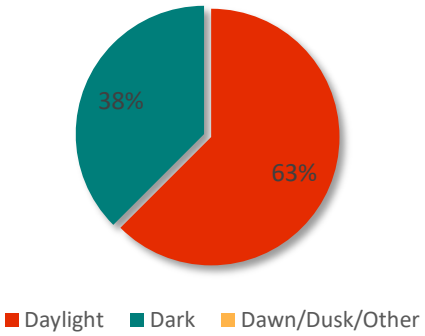
Crash History (2015 to 2020)

Total KSI Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries
8	0	0	8	8

Annual Crashes



Crashes by Lighting Condition



Crash Type	KSI		Fatal		Serious Injury	
Other	5	62.5%	0	0%	5	62.5%
Angle/Left Turn	1	12.5%	0	0%	1	12.5%
Bicycle/Pedestrian	1	12.5%	0	0%	1	12.5%
Off Road	1	12.5%	0	0%	1	12.5%
Total	**8**	**100%**	**0**	**0%**	**8**	**100%**

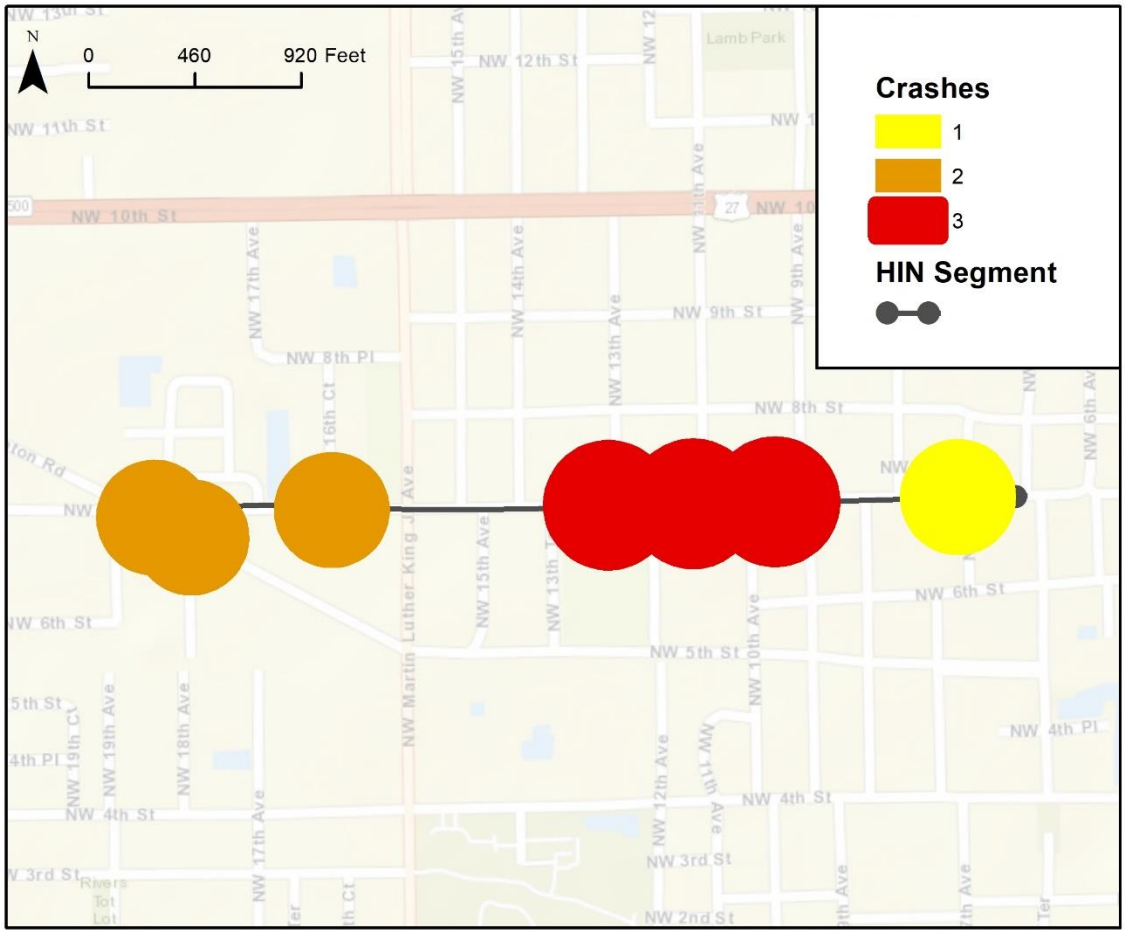


Image Source: Google Streetview

HIN Segment Detailed Overview

ID	Segment	Jurisdiction	Location	Length (Miles)	Lanes	Speed Limit	Max AADT	Class	Equity Area	School/ Park	Sidewalk	Bike Facility	Lighting	SI Crashes	K Crashes	KSI Crashes	Serious Injuries	Fatalities	SI per Mile	K per Mile	KSI per Mile	SI Rate	K Rate	KSI Rate
1	SR 200/College Rd, I-75 to S Pine Ave	FDOT	Urban	3.511	6	45	22,000 - 42,500	Arterial	Yes	Yes	Yes (Gaps)	No	Yes	62	5	67	73	5	17.66	1.42	19.08	1.138	0.092	1.230
2	SR 40/Silver Springs Blvd, 25th Ave to NE 35th Ave	FDOT	Urban	3.432	4	45	24,500	Arterial	Yes	Yes	Yes	No	Yes	49	5	54	52	5	14.28	1.46	15.73	1.597	0.163	1.759
3	SR 40/Silver Springs Blvd, Pine Ave to 25th Ave	FDOT	Urban	2.248	4	30-40	27,000 - 31,000	Arterial	Yes	Yes	Yes	No	Yes	46	8	54	58	9	20.46	3.56	24.02	1.808	0.315	2.123
4	US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd	FDOT	Urban	1.064	6	35	26,000 - 34,500	Arterial	Yes	No	Yes	No	Yes	47	4	51	55	4	44.17	3.76	47.93	3.508	0.299	3.806
5	SR 200/College Rd, SE 60th Ave to I-75	FDOT	Urban	3.044	6	45-50	41,000 - 49,900	Arterial	Yes	No	Yes	Yes	No	38	11	49	52	11	12.48	3.61	16.10	0.685	0.198	0.884
6	SR 40, NW 113th Cir to I-75	FDOT	Urban	7.414	4	50	21,700 - 30,000	Arterial	Yes	No	Yes	Yes	No	39	6	45	46	6	5.26	0.81	6.07	0.480	0.074	0.554
7	SR 464/SE 17th St, S Pine Ave to SE 25th Ave	FDOT	Urban	2.234	4	40-50	29,000	Arterial	Yes	Yes	Yes (Gaps)	No	Yes (Gaps)	42	3	45	55	4	18.80	1.34	20.14	1.776	0.127	1.903
8	SE Hwy 42, S Hwy 25 to County Line	County	Rural	17.523	2	55	10,600	Collector	Yes	Yes	No	No	No	24	12	36	29	12	1.37	0.68	2.05	0.354	0.177	0.531
9	US 441, NE 35th St to N of 77th St	FDOT	Urban	3.153	4	55	16,300 - 22,000	Arterial	Yes	No	No	No	No	29	5	34	42	5	9.20	1.59	10.78	1.145	0.197	1.343
10	SR 464/Maircamp Rd, SE 58th Ave to Emerald Rd	FDOT	Urban	4.145	4	50	35,900	Arterial	Yes	Yes	Yes (Gaps)	No	No	29	3	32	34	3	7.00	0.72	7.72	0.534	0.055	0.589
11	US 27/Blitchton Rd, W of NW 60th Ave to NW 34th Ave	FDOT	Urban	2.718	4	45-55	21,000	Arterial	Yes	No	Yes (Gaps)	Yes	No	25	7	32	26	7	9.20	2.58	11.77	1.200	0.336	1.536
12	SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	FDOT	Urban	1.941	4	45	23,000 - 33,000	Arterial	Yes	Yes	Yes	No	Yes	31	2	33	34	2	15.97	1.03	17.00	1.326	0.086	1.412
13	SR 464/Maircamp Rd, SE 25th Ave to SE 58th Ave	FDOT	Urban	3.742	4	50-55	29,000 - 34,500	Arterial	Yes	Yes	Yes (Gaps)	No	No	26	5	31	35	5	6.95	1.34	8.28	0.552	0.106	0.658
14	US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St	FDOT	Urban	1.214	4 - 6	35-50	25,500 - 30,300	Arterial	Yes	No	Yes	No	Yes	27	3	30	32	3	22.24	2.47	24.71	2.011	0.223	2.234
15	SR 200/College Rd, SE Hwy 484 to SW 80th Ave	FDOT	Urban	2.838	6	50	21,000 - 30,000	Arterial	Yes	Yes	Yes	Yes	No	22	5	27	26	6	7.75	1.76	9.51	0.708	0.161	0.869
16	SR 464/SW 17th St, SR 200/College Rd to S Pine Ave	FDOT	Urban	1.228	4	35 45	25,500 - 31,000	Arterial	Yes	No	No	No	Yes (Gaps)	26	1	27	32	1	21.17	0.81	21.99	1.871	0.072	1.943
17	SR 326/NE 70th St, US 441 to NE 36th Avenue Rd	FDOT	Rural	4.823	2	45-55	11,400 - 12,300	Arterial	Yes	No	No	No	No	19	6	25	28	8	3.94	1.24	5.18	0.877	0.277	1.155
18	US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St	FDOT	Urban	0.698	4 - 6	35-45	28,000	Arterial	Yes	No	Yes (Gaps)	No	Yes	27	1	28	36	1	38.68	1.43	40.11	3.785	0.140	3.925
19	SE Hwy 42, US 441 to S Hwy 25	County	Rural	3.814	2	55	9,500 - 10,700	Collector	Yes	Yes	No	No	No	17	8	25	31	8	4.46	2.10	6.55	1.141	0.537	1.678
20	SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301	County	Rural	2.572	4	45-55	11,200 - 18,300	Arterial	Yes	No	No	No	No	17	7	24	23	11	6.61	2.72	9.33	0.990	0.407	1.397
21	US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St	FDOT	Rural	3.664	4	55	28,500 - 29,800	Arterial	Yes	Yes	No	No	No	18	8	26	29	10	4.91	2.18	7.10	0.452	0.201	0.652
22	US 301, S of 151st St to SE 132 Street Rd	FDOT	Rural	2.076	2 - 4	55	13,300 - 17,100	Arterial	Yes	Yes	No	No	No	16	7	23	23	9	7.71	3.37	11.08	1.235	0.540	1.775
23	US 441, Marion/Sumter County Line to SE Hwy 42	FDOT	Urban	2.025	4	55	37,500	Arterial	Yes	No	No	No	No	17	4	21	23	4	8.40	1.98	10.37	0.613	0.144	0.758
24	SR 40, S Hwy 314A to 196th Ter	FDOT	Rural	4.265	2	55	8,100	Arterial	Yes	Yes	No	No	No	15	7	22	19	7	3.52	1.64	5.16	1.190	0.555	1.745

ID	Segment	Jurisdiction	Location	Length (Miles)	Lanes	Speed Limit	Max AADT	Class	Equity Area	School/ Park	Sidewalk	Bike Facility	Lighting	SI Crashes	K Crashes	KSI Crashes	Serious Injuries	Fatalities	SI per Mile	K per Mile	KSI per Mile	SI Rate	K Rate	KSI Rate
25	NE 35th St, US 441 to NE 36th Ave	County	Rural	3.650	2 - 4	35	7,900 - 9,800	Collector	Yes	No	No	No	No	20	2	22	36	2	5.48	0.55	6.03	1.532	0.153	1.685
26	US 27/301/441/SE Abshier Blvd, SE 62nd Ave to SE 92nd Place Rd	FDOT	Rural	3.135	4	55	28,500	Arterial	Yes	Yes	No	No	No	16	4	20	21	5	5.10	1.28	6.38	0.491	0.123	0.613
27	SR 200/College Rd, SW 80th Ave to SW 60th Ave	FDOT	Urban	3.075	6	50	27,600	Arterial	Yes	Yes	Yes	Yes	No	19	3	22	25	3	6.18	0.98	7.15	0.613	0.097	0.710
28	US 41/Williams St, Marion/Citrus County Line to SR 40	FDOT	Rural	4.825	2 - 4	35-55	21,000 - 26,000	Arterial	Yes	Yes	Yes (Gaps)	No	No	18	3	21	25	3	3.73	0.62	4.35	0.393	0.066	0.459
29	SW Hwy 484, SW 104th Ave to SR 200/College Rd	County	Rural	4.174	2	55	11,300	Arterial	Yes	No	No	No	No	15	3	18	20	7	3.59	0.72	4.31	0.871	0.174	1.046
30	SW 27th Ave, SW 42nd St to SR 200/College Rd	Ocala	Urban	1.382	4	45	17,200 - 18,800	Arterial	Yes	Yes	Yes	No	Yes	17	0	17	19	0	12.30	0.00	12.30	1.793	0.000	1.793
31	US 27/301/441/S Pine Ave, SE 52nd St to SE 32nd St	FDOT	Urban	2.050	4	55	30,500	Arterial	Yes	No	No	No	No	11	5	16	13	5	5.37	2.44	7.80	0.482	0.219	0.701
32	NE 25th Ave, NE 14th St to NE 35th St	Ocala	Rural	1.601	2	35	8,800 - 11,400	Collector	Yes	No	No	No	No	15	1	16	20	1	9.37	0.62	9.99	2.252	0.150	2.402
33	SR 40/Silver Springs Blvd, NE 35th Ave to E Hwy 326	FDOT	Urban	1.516	2 - 4	40-55	12,800 - 22,500	Arterial	Yes	Yes	Yes (Gaps)	No	Yes (Gaps)	12	2	14	19	3	7.92	1.32	9.23	0.964	0.161	1.124
34	20th St/Jacksonville Rd/Hwy 200A and NE 24th St, US 441/301/N Pine Ave to NE 10th Ct	County/ Ocala	Urban	1.079	4	35	4,300 - 9,200	Arterial	Yes	Yes	Yes	Yes	No	9	3	12	10	3	8.34	2.78	11.12	2.484	0.828	3.312
35	US 441, NW 214th Ln to NW 230th St	FDOT	Rural	2.132	4	55	5,300	Arterial	Yes	No	No	No	No	9	2	11	10	3	4.22	0.94	5.16	2.182	0.485	2.667
36	NE 28th St, US 441/301/N Pine Ave to Jacksonville Rd	Ocala	Urban	1.131	2	30	3,300 - 16,500	Collector	Yes	Yes	Yes (Gaps)	No	No	8	2	10	10	2	7.07	1.77	8.84	1.174	0.294	1.468
37	SW 32nd St, SW 7th Ave to SE Lake Weir Ave	Ocala	Urban	1.537	4	35-40	19,200 - 20,600	Arterial	Yes	No	Yes	Yes	Yes	11	0	11	17	0	7.16	0.00	7.16	0.952	0.000	0.952
38	NW 7th St, NW Old Blitchton Rd to NW 6th Ter	Ocala	Urban	0.734	2	30	NA	Collector	Yes	No	Yes	No	Yes (Gaps)	8	0	8	8	0	10.90	0.00	10.90	NA	NA	NA

Crash rates are represented at the number of crashes per 1,000,000 vehicle miles traveled (VMT); VMT was calculated using the segment length and AADTs.

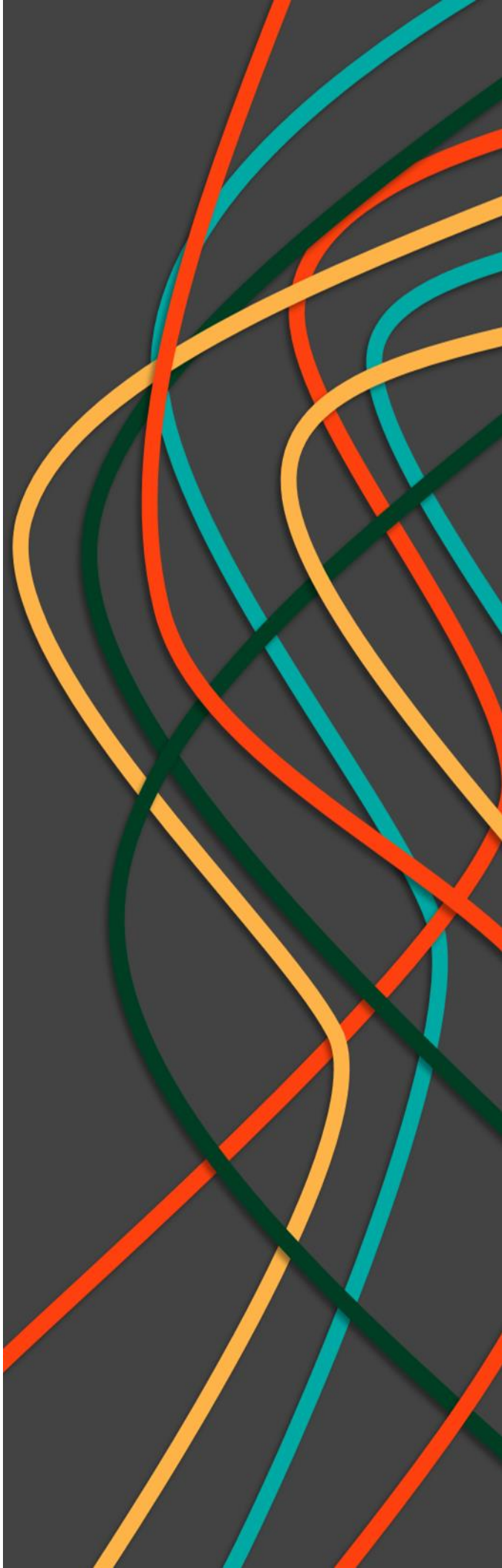
COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion

Appendix D Engagement Summary

November 2022

TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION



Introduction

A series of public involvement activities were established to better gauge the opinions of residents, practitioners, and other stakeholders and guide the development of Commitment to Zero. These activities were generally placed into in-person meetings targeting the public and those who specialize in an aspect of transportation safety, and in the form of online public engagement. This document describes these activities in detail.

Public Kick-Off Meeting

A public kick-off event was held on January 12, 2022, to observe the start of the Commitment to Zero effort and generate enthusiasm and knowledge amongst members of the public. Approximately 40 attendees were welcomed by Commissioner Michelle Stone and then provided a broad overview of Commitment to Zero and current safety-focused efforts from County staff, law enforcement, fire rescue, and the Florida Department of Transportation (FDOT).

The Kick-Off Meeting focused on what makes the Commitment to Zero and the Safe System approach framework different from past traffic safety approaches and punctuated the unnecessary loss of life to traffic deaths in the region. Attendees were provided a fact sheet explaining the project and had the opportunity to browse meeting boards that explained the project timeline and the principles of the Safe System approach.

Working Group Meetings

A series of three Commitment to Zero Working Group meetings were facilitated throughout the development of the Action Plan. The Working Group was hosted be the Marion County Community Traffic Safety Team (CTST). The CTST is made up of a group of interdisciplinary individuals who are focused on discussing issues related to crashes and potential solutions to mitigate those crashes. The Working Group was provided with background information on the goals and principles of Commitment to Zero, including an overview of the Safe Systems approach, participated in a brainstorming session on potential strategies and actions, and provided general input and guidance towards developing the Action Plan and future implementation of the Plan. As mentioned, the Working Group met three times, a summary of those meetings is provided below:

- ***Working Group Meeting #1, February 10, 2022***: The first Working Group meeting provided an overview of the TPO's Commitment to Zero effort and the development of an Action Plan to support Commitment to Zero. A review of the Safe Systems approach to transportation safety was provided, an overview of crash data and crash factors was provided, and a discussion on observed issues and behaviors and discussions on what the Action Plan is looking to specifically address were held.
- ***Working Group Meeting #2, April 14, 2022***: The second Working Group meeting looked at the crash history data in greater detail and included a more in-depth discussion on factors and behavioral trends that may influence the occurrence and severity of crashes. An introduction to the High Injury Network (HIN) was provided and a discussion ensued on how the HIN could be used to focus efforts and prioritize future projects. The meeting concluded with a group brainstorming session to discuss and identify potential actions and strategies that could be developed into the Action Plan to address fatal and serious injury crashes.

- ***Working Group Meeting #3, July 14, 2022***: The third and final meeting included a review of the public engagement and summary of received input. A large portion of the meeting was dedicated to reviewing the proposed strategies and actions and on identifying potential emphasis areas that should be highlighted in the Action Plan. Finally, the meeting concluded with a discussion on performance measures and how the success of the Commitment to Zero effort should be measured.

Public Workshop

A public workshop was help on the evening of April 14, 2022, at the College of Central Florida's Klein Center. The workshop was opened by the TPO Board Chair, Councilmember Ire Bethea. Following Councilmember Bethea's opening statements, Commissioner Michelle Stone spoke to the audience about the importance of Commitment to Zero and the TPO's commitment to eliminating traffic-related deaths and serious injuries. TPO Director Rob Balmes introduced the consultant team which provided an overview of the Commitment to Zero and Action Plan process and background information. Following the brief presentation, the meeting shifted to an open house style event where participants could engage with TPO, agency, and consultant staff to express their thoughts and ideas on areas, both traffic-related and geographical, that should be reviewed as part of the Action Plan development. Participants were also encouraged to complete the online survey, comment on the online map, and were provided with information that they could share with others.

Stakeholder Meeting

On May 12, 2022, a Stakeholder Group Meeting was held to inform a mix of government agency staff, law enforcement, fire rescue, and public participants on the status of Commitment to Zero and to solicit input on the formation to actionable strategies. The meeting covered the Safe System approach and how it differs from the traditional transportation safety approach, a summary of the crash evaluation and key take-aways related to crash types and factors, and a discussion on potential strategies for the Action Plan.

Transportation Disadvantaged Local Coordinating Board Workshop

On June 16, 2022, following the Transportation Disadvantaged Local Coordinating Board (TDLCB) meeting a workshop was held to inform the TDLCB members about the efforts related to Commitment to Zero and the development of the Action Plan. Input and feedback were solicited through discussions focused on how Commitment to Zero could benefit transportation disadvantaged persons and the community in general.

Online Survey

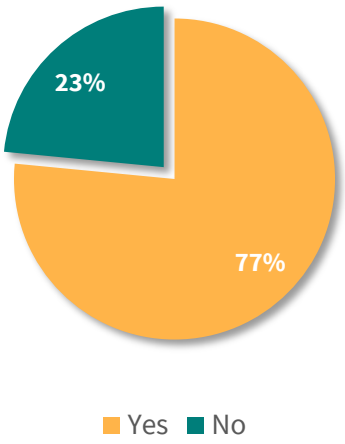
An online survey was developed and hosted on the TPO's Safety Action Plan webpage. Open from January 12, 2022, through July 1, 2022, the survey was used to solicit feedback from the public on issues associated with crashes and traffic safety concerns in the community. 196 participants completed the survey by answering questions and providing comments. The following provides a summary of the results of the survey by question.

Relationship to Crashes

Respondents were asked a pair of questions to understand how traffic crashes have impacted them personally.

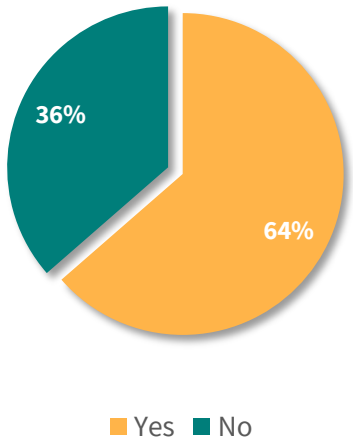
Have you ever been involved in a traffic crash?

Of 196 total responses, a wide 77% of respondents indicated that they had been involved in a traffic crash.



Has someone you know been seriously injured or killed in a traffic crash?

Of 195 total responses, 64% indicated that someone they know had been killed or seriously injured in a traffic crash, demonstrating a clear personal connection between most respondents and the core concept of Commitment to Zero.



Crash Factors

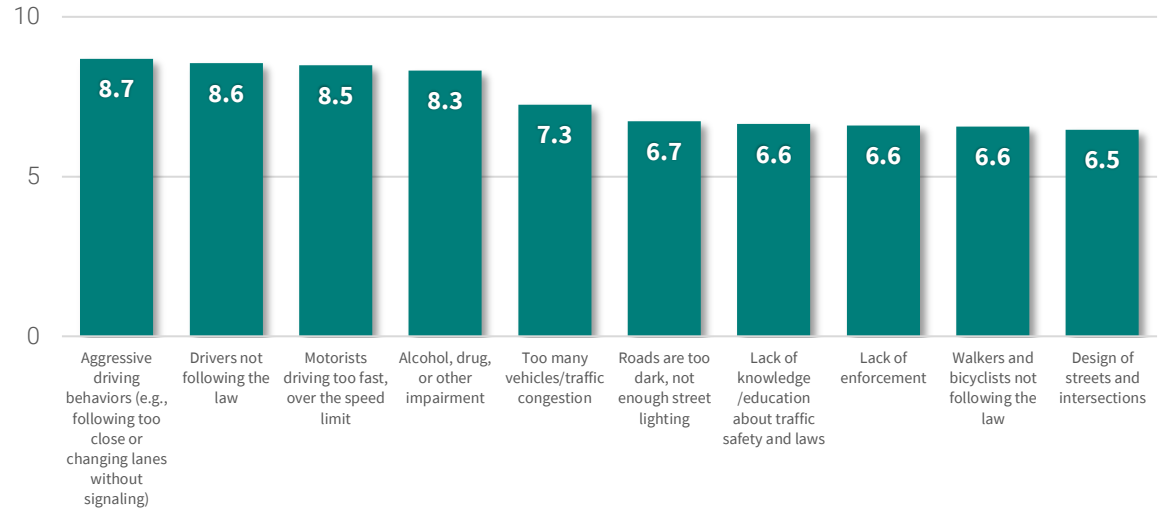
Respondents were asked a series of questions about their sentiments towards the contributing factors to crashes, and how to best counteract these factors.

How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community?

For this question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)
- Alcohol, drug, or other impairment
- Design of streets and intersections
- Distraction/inattention while driving (e.g., texting and driving)
- Drivers not following the law
- Lack of enforcement
- Lack of knowledge/education about traffic safety and laws
- Motorists driving too fast, over the speed limit
- Roads are too dark, not enough street lighting
- Too many vehicles/traffic congestion
- Walkers and bicyclists not following the law

Next, a weighted average was applied to the results, yielding that most respondents felt that crashes were caused by aggressive driving, drivers disobeying the law generally, drivers exceeding the speed limit, and road users acting under the influence of drugs or alcohol. The fewest respondents ranked the design of roads as a contributing factor.



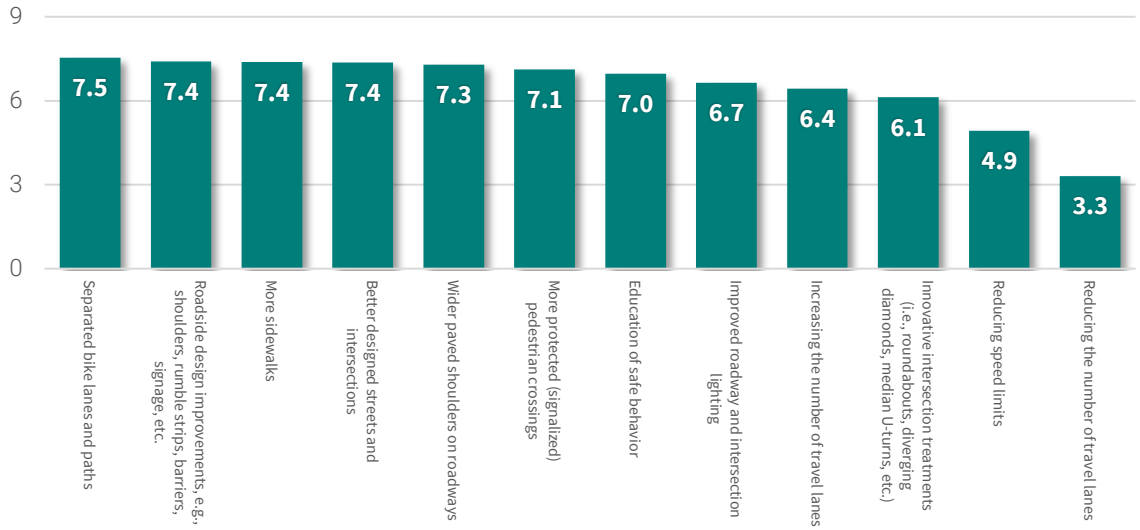
Respondents were also given the opportunity to specify their own cause with an “Other, please specify” choice. Those who did so generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.

What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community?

Similar to the previous question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Better designed streets and intersections
- Education of safe behavior
- Enforcement of unsafe behavior (i.e., speeding tickets)
- Improved roadway and intersection lighting
- Increasing the number of travel lanes
- Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)
- More protected (signalized) pedestrian crossings
- More sidewalks
- Reducing speed limits
- Reducing the number of travel lanes
- Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.
- Separated bike lanes and paths
- Wider paved shoulders on roadways
- Other (please specify)

Using a weighted average, respondents rated separated bike lanes, roadway design improvements, more sidewalks, and better designed streets and intersections as the most effective ways to reduce fatal and serious injury crashes. The design approach of reducing the total number of travel lanes was ranked as the most ineffective, followed by reducing speed limits.



Respondents were also given the opportunity to specify their own cause with an "Other, please specify" choice. The perception that the rapid growth of Marion County is outpacing the capacity of its roads was a major theme of these comments. The other free response comments generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.

Sentiments on Achieving Zero

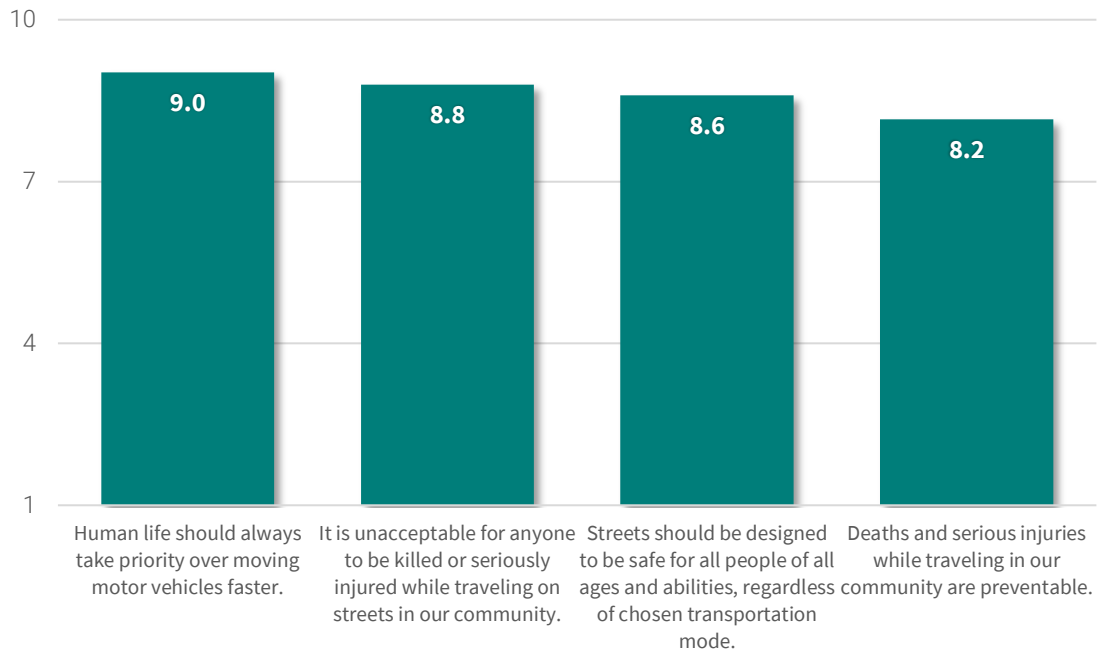
Respondents were asked a pair of questions to better understand their feelings on the need and probability of the goal to achieve zero traffic-related serious injuries and deaths.

How much do you agree or disagree with the following statements?

To gauge their sentiments towards whether serious injuries and deaths on Ocala / Marion roads are preventable, respondents were asked to rank the following statements from 1 to 10. Items ranked 1 were considered strong disagreements, and items ranked 10 were considered strong agreement. All 197 respondents chose to answer this question.

- Deaths and serious injuries while traveling in our community are preventable.
- Human life should always take priority over moving motor vehicles faster.
- It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.
- Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.

Based on the weighted average of responses, most respondents agreed with all statements, with the statement that human life should always take priority over moving cars quickly having the strongest support.

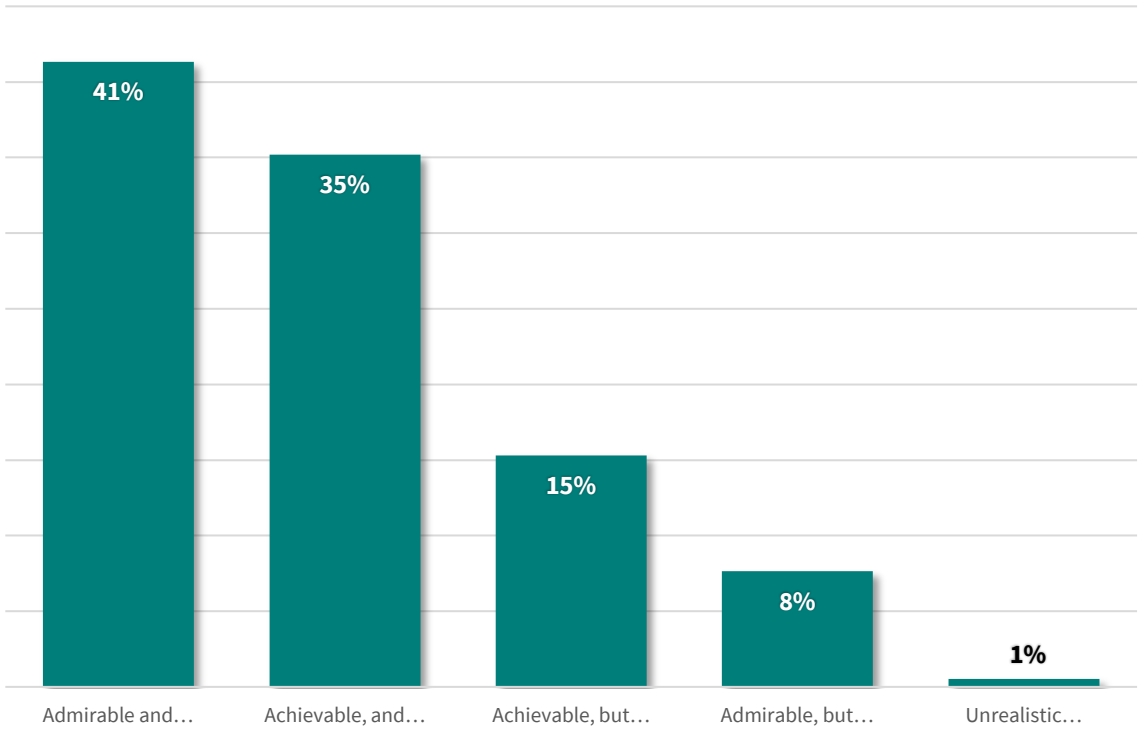


The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?

To understand to what degree respondents, support the concept of Commitment to Zero, they were asked to select which of the following statements most closely represented their view:

- The goal is achievable, and we should do everything we can now to realize it.
- The goal is achievable, but it should be pursued over time.
- The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.
- The goal is admirable, but it is unachievable.
- The goal is unrealistic, unachievable, and should not be pursued.

Based on these responses, most respondents (76%) feel that the goal is achievable and should be pursued either immediately (41%) or over time (35%). A smaller share of respondents (15%) feel that the goal is admirable, and just one respondent of 196 total respondents felt that the goal is unrealistic, unachievable, and should not be pursued.



Free Response

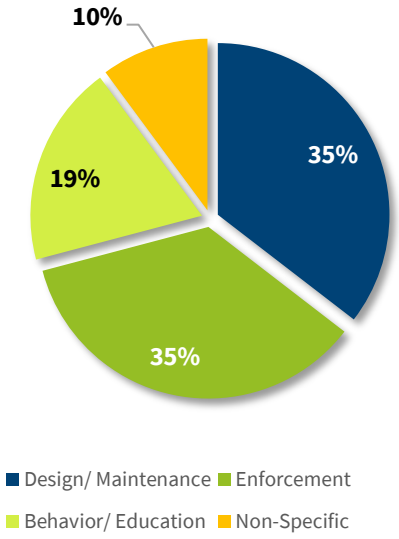
Respondents were asked: *Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?*

Of the 79 responses, several dominant themes arose including Design and Maintenance, Enforcement, Behavior and Education, and Non-Specific comments. The following are examples representative of each category:

- Design and Maintenance: *"We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK."*
- Enforcement: *"More enforcement and increased citation penalties for driving infractions directly related to dangerous driving"*
- Behavior and Education: *"Educate drivers on how to safely pass cyclists and pedestrians."*
- Non-Specific: *"I thought I was going to be able to comment on a specific intersection issue."*

35% of the total comments received related to Behavior and Education or Design and Maintenance, while 19% of responses were related to Behavior and Education, and 10% were considered non-specific.

The full free responses can be found at the end of this document.

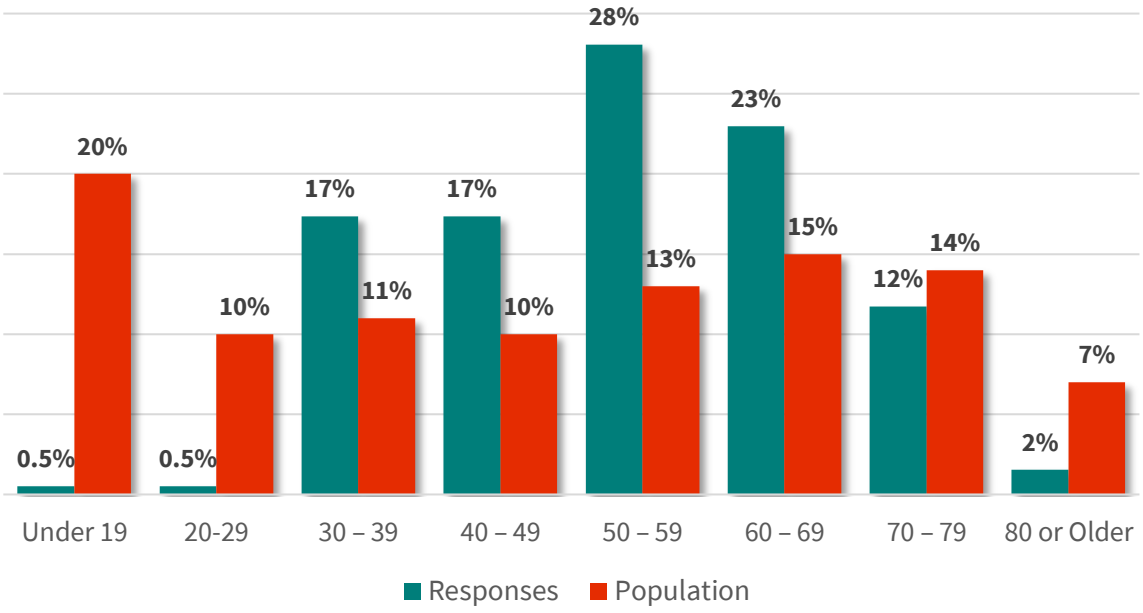


Demographics

Age

Respondents were asked to share their age, with 196 responses received. Most of the respondents, 64%, reported being above the age of 50, with 50-59 being the largest age group, at 28% of respondents.

The reported age of respondents was then compared to US Census data related to the age of residents of Marion County. As shown in the chart below, younger people, those under 29 years old, were significantly underrepresented, while the views of people in their middle age, between 400 and 69, were overrepresented.

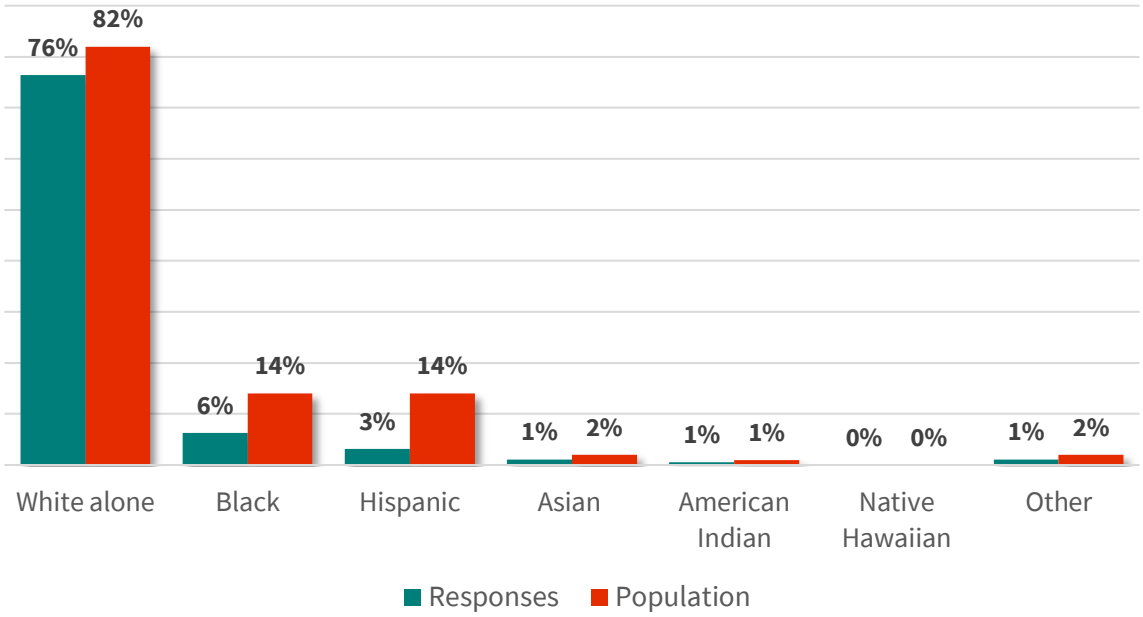


Source: ACS 2019

Full survey results, including the complete responses to the free response prompts, are available at the end of this document.

Race & Ethnicity

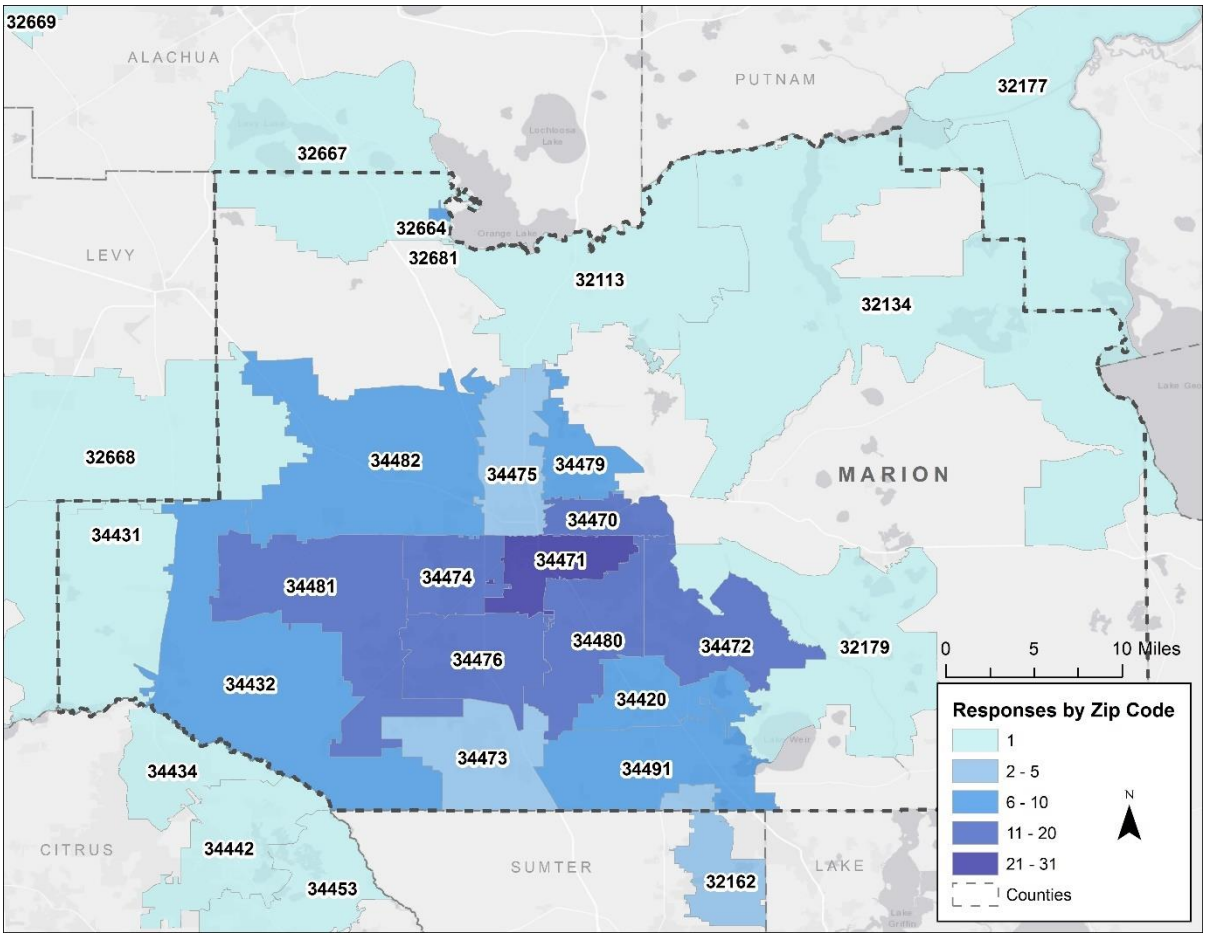
To understand how the reported race and ethnicity of respondents matches the demographics of the county, US Census data were reviewed. 169 total respondents chose to answer this question while 28 chose to skip this question, including 22 who elected "I prefer not to answer." When compared to the total population, those who identify as Black or Hispanic were underrepresented, while people who identified as White Alone were slightly overrepresented.



Source: US Census 2020 QuickFacts

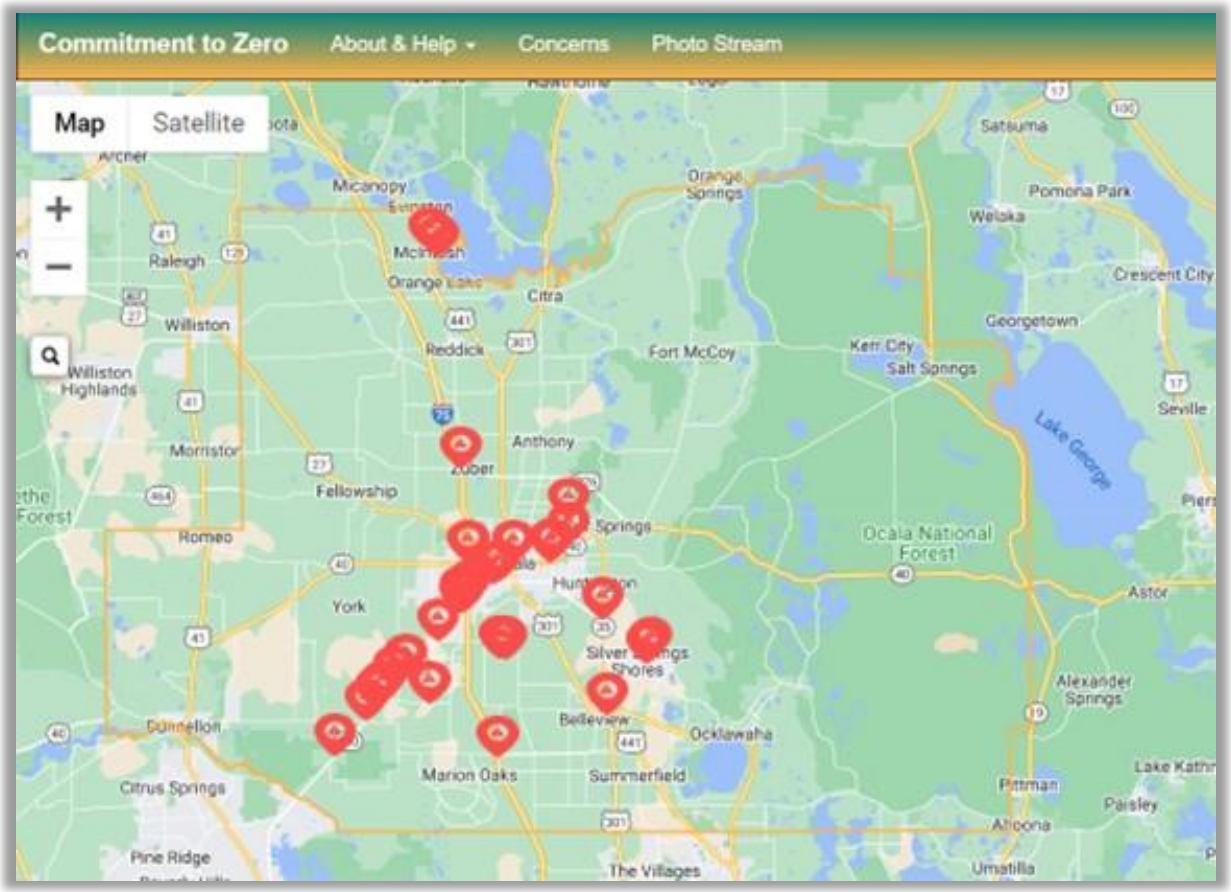
Home Zip Code

Respondents were asked to share their home zip code to better understand how that may shape their view of transportation safety. 193 total respondents submitted a response. The zip codes comprising the City of Ocala and its immediate vicinity made up most responses. A small number of responses were also received from each county adjacent to Marion County. The results of this question are shown in the map below.



Interactive Comment Map

At the same time as the online survey, an interactive map was made available for residents and visitors to comment on. The map provides users with the ability to comment on any road anywhere in the county, offering concerns about existing designs. It also allows other users to comment on and to "like" or "dislike" existing comments. 33 initial comments were received, with 9 of those comments being responses, likes, or dislikes.



Full Survey Results

1. Have you ever been involved in a traffic crash?

Answered: 196; Skipped: 1

Answer Choices	Responses	Count
Yes	77%	150
No	23%	46

2. Has someone you know been seriously injured or killed in a traffic crash?

Answered: 195; Skipped: 2

Answer Choices	Responses	Count
Yes	64%	124
No	36%	71

3. How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community? (Scale of 1 – 10, where 1 is "Not at All" and 10 is "Very Much")

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Design of streets and intersections	6.5	10	5	19	10	28	17	31	24	14	36
Distraction/inattention while driving (e.g., texting and driving)	9.1	3	0	1	0	4	3	5	34	36	109
Alcohol, drug, or other impairment	8.3	4	1	3	2	11	10	16	39	31	79
Lack of knowledge /education about traffic safety and laws	6.6	4	8	14	12	30	24	22	28	14	38
Lack of enforcement	6.6	13	12	7	9	32	13	26	23	13	47
Drivers not following the law	8.6	3	0	3	2	5	9	25	24	38	86
Walkers and bicyclists not following the law	6.6	10	8	15	8	32	16	17	34	24	32
Roads are too dark, not enough street lighting	6.7	3	9	13	16	29	18	20	30	14	43
Motorists driving too fast, over the speed limit	8.5	4	2	1	2	8	10	20	28	29	92
Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)	8.7	3	0	4	3	6	8	15	19	39	99
Too many vehicles/traffic congestion	7.3	4	4	9	8	26	16	29	33	13	54
Other, see 35 responses below.											

Other Responses
Tailgating, racing
Safe bike ing and walking sidewalks and paved paths would reduce traffic congestion. I would ride my bike to work, but there is no safe route.
For impairment, age of drivers needs to have its own category, not bulked in with booze and drugs.
Intentional run downs
Hello, cyclist here drivers in Ocala are the worst.
Sidewalks, sidewalks, sidewalks... so needed everywhere
Need to lower speed limit on 441 from 326 to split at 329. 65 is too fast
2 lane roads should be designed with wider shoulders for safety or maybe bike lanes if feasible.
Poor design/implementation of traffic control devices
Officers staking out low speed areas in retirement communities. Get out on the public road ways with lots more cars.
For goodness sake, PLEASE enforce the speed limits
Motorists fall sleep because long wait time before traffic move. Construction workers and equipment roads work doesn't have safety measures in place and clearly marked or far enough warning for drivers. Police officers do an excellent in keeping unsafe areas safe.
lack of safe areas for people to walk or use bicycle
People are selfish and do not consider others.
I just moved to Ocala and the police can't be everywhere, install cameras, start giving out fines. There is no walkways or bike line's.
Not clear intersection or road signage
Reactionary planning lacks vision and follows poor choices. We are always fixing, not anticipating. There is little room for all these drivers who can't maintain a lane, point and drive as if wearing blinders. A media campaign filming bad drivers and blasted might help. More traffic cops, as well.
Poor road conditions causing the need to try to avoid potholes resulting in bad driving by people (on the wrong side of the road often) NE 42nd Place
To much growth to fast. Road system not able to handle growth. Stop approving growth until road system is brought up tp a reasonable standard to handle traffic. Really simple fix. Safety before dollars.
poor signal timings contribute to impatience by drivers and need to be addressed and pick better company to do studies and recommendations that just big national company that has a poor reputation.
Intersection at SW 66th St and SW 27th Ave. SW 27th Ave is way to congested year around. The back up on SW 27th Ave is getting longer and longer. SW 27th Ave needs expanded from SW 42nd Street to SW Co Hwy 484. Keep in mind that this gets even worse during times when 75 Hwy is backed up, which is happening more and more.
484 and 75 NEEDS TO BE REWORKED! 484 is a disaster and too many people crashing or like the 17 year old girl, killed. Thanks to Dollar Tree, WAY TO MUCH traffic now.

Other Responses
We need to start addressing traffic congestion aggressive driving and other fatality contributions
Obstruction of view at enter sections.
There is a dire need to educate drivers of Marion County. Notifications about litter on tv etc. are telling the public information they already know but proper lane usage on multi lane highways is something that many don't know. It is frustrating for people that have places to go only to be held up by people that impede the traffic flow.
Too many 18 wheelers in left lanes. RV drivers and pulling trailers , should be more in slow lanes . People who drive under speed limit in left lane impeding flow of traffic.
Double lefts at an intersection should be designed as a round about. Let go of the stigma and imbrace new design standards
People on the roadways not paying attention, being distracted, not being stopped and punished for lack of driving atte speeders, and traffic-law breakersntion on the road.
Uninsured motorist
More roads could eliminate congestion when drivers have greater choices with alternative routes
Unclear traffic patterns
Our leadership in this county has done a very poor job of managing infrastructure. There are way too many projects being approved without prior traffic studies. We have a huge influx of people to this area but improvements have not been made fast enough to accomodate the growth. Traffic has become an absolute nightmare. No wonder there are so many accidents.
Older people going 30 mph in the left and middle lane on hwy 200. Causing bottle necks and cars having to pass on the right. I see this every day! Ticket the people sitting in the left lane going below the speed limit
Drivers fail to realize key features (turn signals, headlights, ect) are on the vehicle as a form of communication. Failure to communicate with turn signals is the biggest issue I see. Secondly, there are drivers that drive the speed limit but aggressive drivers are tailgating and flashing lights for the lawful driver to move out of the way or drive faster. Every driver should have to go through refresher (non-fee) course. Finally, with the increase of drivers on the streets, I'm surprised adequate sidewalks, lighting, bicycle lanes are not available. Time to keep up with infrastructure - you can't want a community to grow (jobs and people) but ignore the infrastructure needs that should come with growth. Planners needs to know how to design and elected officials need to listen to the needs. This meeting is overdue but, nevertheless, I commend Commissioner Stone and others for this call of action. Moving forward a proactive SMART approach is needed.
SPEED AND HEAVILY CONGESTED ROADWAYS EQUAL ACCIDENTS.

4. What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community? (Where 1 is "Least Effective" and 10 is "Most Effective")

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Improved roadway and intersection lighting	6.7	6	12	8	13	28	16	29	25	14	40
Reducing speed limits	4.9	23	7	26	27	45	17	18	12	6	13
Separated bike lanes and paths	7.5	5	6	4	6	28	13	20	26	21	67
More sidewalks	7.4	4	7	2	9	28	18	18	29	24	55
More protected (signalized) pedestrian crossings	7.1	5	10	4	10	27	22	18	30	14	55
Education of safe behavior	7.0	7	11	11	15	22	13	15	23	19	59
Enforcement of unsafe behavior (i.e., speeding tickets)	8.0	6	3	5	4	18	9	21	22	20	87
Better designed streets and intersections	7.4	5	4	7	7	32	21	16	16	24	64
Wider paved shoulders on roadways	7.3	6	5	5	8	26	23	26	17	22	59
Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.	7.4	3	5	3	11	22	22	28	26	25	52
Reducing the number of travel lanes	3.3	62	19	29	16	39	13	13	1	1	1
Increasing the number of travel lanes	6.4	13	12	6	9	27	20	33	27	15	32
Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)	6.1	21	11	16	9	21	19	27	18	12	40
Other, see 28 responses below.											

Other Responses
Roundabouts work great to slow traffic down and keep traffic flowing smoothly through intersections
Incorporate bike lanes & sidewalks countywide not just city limits.
We need more bike lanes and separate bike paths. Crazy that we live in this climate and there isn't better infrastructure for cycling
With the growth in Marion County we will see many more deaths without major changes.
No one knows how to use the current roundabouts correctly as it is.
City and county out grew the current traffic's laws
create more public transport options such as busses, walkable areas, safe places to ride bikes, passenger trains to reduce traffic
No round about, they are confusing. Install turning lanes. More traffic police officers.
The shared middle turn-lanes on our major highways is a major hazard. When you have cars coming from opposite directions that have to turn at the same place using the same lane while merging out of the flow of traffic is dangerous.
Run a looper trolley on 200 from 484 to the Downtown Square and back with stops at major shopping centers. Reduce traffic.
Law enforcement needs to enforce lane changes without signaling; every 5 years after the age of 70 drivers be tested on driving skills and roadway courtesy!
better signal timings, especially for main heavily traveled state and County roadways as many intersections you have it backwards and let side ride have too much time and then traffic backs up on main roads making drivers impatient and thus be more aggressive in their driving.
Motorcycle helmet law for everyone. Head lights required at all times on all vehicles.
NO ROUNDABOUTS! What is a diverging diamond?
I am not a supportive of round abouts.
Education
Innovative intersection treatments only if education is provided on how to use them. The new roundabout at the SW Ocala Veterans Hospital is a perfect concept for the area, but many drivers currently do not use it properly.
traffic calming through measures other than speed limit reductions and enforcement (i.e. visual or physical roadway treatments to encourage slower speeds)
embrace new designs
speed tables are effective in decreasing speeding
Speed radars to keep a closer eye on traffic and those not abiding by the speed limits would help officers stop unruly trafficker's.
More specific traffic Violation tickets.
Designated trucking routes (except local delivery), more overpasses and service roads

Other Responses
I'm not so sure that more crosswalks would be helpful without education and enforcement. You can see people on a daily basis walk a few feet past a crosswalk signal and walk out into traffic. SW 27th Ave & SW 10th St can be one of the worst with the apartment complexes being right there.
Ticketing slow driving people
I think the biggest thing to help is enforcement of speed laws! Motorists drive too fast in many areas of the county and they do so because they know they will not be caught.
Speed traps are not problem solvers to this issue. Giving more tickets that most citizens cannot afford should be the final item to address. However, giving out warning tickets should be enforced.
ROAD DESIGNE AND TECHNOLOGY CAN IMPROVE SAFETY.

5. How much do you agree or disagree with the following statements? (Where 1 is "Strongly Disagree" and 10 is "Strongly Agree")

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.	8.6	2	5	3	1	13	9	12	16	22	114
It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.	8.8	4	4	3	0	12	4	10	12	15	131
Deaths and serious injuries while traveling in our community are preventable.	8.2	4	2	1	6	19	6	26	25	21	86
Human life should always take priority over moving motor vehicles faster.	9.0	3	2	2	1	7	3	9	18	19	131

6. The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?

Answered: 196; Skipped: 1

Answer Choices	%	Number of Responses
The goal is achievable, and we should do everything we can now to realize it.	35%	69
The goal is achievable, but it should be pursued over time.	15%	30
The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.	41%	81
The goal is admirable, but it is unachievable.	8%	15

7. Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?

Answered: 79; Skipped: 118

Tag	Count
Design/ Maintenance	28
Enforcement	27
Behavior/ Education	16
Irrelevant	8

Other Responses
Vehicle inspection. Too many vehicles on the road with lights that don't work, no tags, pulling trailers with no fenders that throw debris from the road into others. Trailers with broken lights and on and on
Clear road debris from bike lanes on a schedule. Baseline road bike lanes are FULL of dangerous goass, car parts, random car parts, metals…
Design of complete streets aids in all the goals stated.
As long as people drive distracted, use their phones while driving and make aggressive and dangerous maneuvers to save seconds of their time, deaths and serious injuries will occur.
Right around 2020 se 17 street. There is an accident almost monthly. Surely something could be done
Reflectors on the shoulders/bike lanes to keep drivers aware that they are "off" the travel lanes. I see many drivers that hug or drive across the bike lane/shoulders.
Seriously, sometimes Darwin wins.
Make the community aware that bicyclists are allowed 3 ft and that needs to be inforced.
I'm a road cyclist. I ride on roads in Marion county 2-6 times a week. Bike lanes are very limited in Marion county requiring me to ride on the road with drivers often not giving me 3 feet of clearance when passing and often times not passing in proper areas (not following road markings for allowed passing areas) and bike lanes are always very littered and dangerous to cyclists. Cyclists have to avoid debris on right side of bike lanes and attempt to not swerve into the road way in front of traffic. The road debris can cause a flat tire and hurt someone and the car driving up from behind us can hurt someone. It's very scary.
Put in left turn lights at several intersections that need them. Push for the extension of the Greenway Trail going west to connect with the Dunnellon Trail.
In this day and age I regrettable don't have any suggestions. I can only say good luck and thank you for caring.
Make Marion county a cycling Mecca

Other Responses
Safer methods of travel for bicycles. More bike lanes, wider bike lanes, and cross walks in the county.
The relief on some of our major road ways that are only 2 lanes and need to be 4 ie. 66th ave. and those that are 2 and need to be 4 (ie. 484, especially from coming from the west to the east all the way up to 75. This gets backed up for over an hour in the mornings and is only a 2.5 mile stretch. Having a southern route down through Marion Oaks to highway 44 will allow better traffic flow and will also allow our first responders to move from exit 341 to exit 329 much faster and will allow that congestion to release.
More tickets for aggressive driving, road rage, and excessive speeding
Educate drivers on how to safely pass cyclists and pedestrians
Marketing our community as bicycle friendly as we move closer and closer to becoming bicycle friendly. This will keep our focus on the strategy and start to effect the way the average local responds to cyclists and pedestrians etc.
75 is death trap. Idk solution. More education. Dont pass on right laws?
Improve roadways lane counts (new or wider roadways) to meet volume demands, stop adding inadequate roundabouts… should be at least 100 ft between adjoining road exit/entry points. Jug-handle type intersections to deal with left/u-turn traffic more safely.
I thought I was going to be able to comment on a specific intersection issue.
Work to make streets go where people need to go! Example: how can you go N-S west of I-75 without using I-75 and contributing to that mess?
Have better "Pedestrian Crossings" with blinking lights. Look at what other communities and college campus are doing.
enforcement of existing laws would go a long way to improvement.
Enforce the traffic laws
Everyone being held accountable.
I feel that most of the traffic problems can be prevented starting with more enforcement of the present road signals and signs.
Add more police officers back on the streets
Get rid of stroads (high speed streets with multiple entrances/exits - the cause of many fatal crashes). High speed streets should be only used to get from one place to another, and only low speed roads should be used to enter and exit businesses and houses. Increase the availability and convenience of public transport, walking, and safe bicycle lanes to reduce traffic on the roads. Use more mixed use development to create smaller walkable communities that you don't need to drive to get to. To reduce car fatalities we need to get away from car dependency (which will not be easy since America was designed around cars but it IS achievable).
Enforce the current laws regarding cellular devices and speed limits. Perhaps it is also time for red light cameras. Bars must stop serving alcohol beyond two drinks unless you can prove a dd or Uber. Pedestrians and cyclists must also be taught to obey traffic laws.

Other Responses
We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK. Pedestrians need a safe way to cross. It's a mile between those two intersections. It is not okay to expect the residents on foot to travel farther in such an extreme way compared to go to travel by car.
To many aggressive drivers, to many semi's trucks on the main roads. You have a nightmare to address.
Slow the traffic down and pick them up! Give speeding tickets out! Remove trees, signs, shrubs that hinder the visibility when pulling out of driveways and intersections. I appreciate all law enforcement does for the community. I don't know if they are allowed but put up cameras that give out the speeding tickets, Cedar Rapids Iowa has them as you go through there city, seems that most people realize it and do go the speed limit. We have experienced people driving 70 and above on hey 200 and 60th. It's ridiculous. Majority of drivers do not stop at stop signs.
I think they should remove or properly trim all bushes and trees that are within 100 yards of stop signs and traffic light. There are several areas that this needs to be done
Setting up speed-traps on 4-lane roads that have a speed limit of 35 is not the answer. Making speed limits more appropriate for the number of lanes and amount of traffic would improve the traffic flow. Speeding enforcement should be targeted to areas that have a higher speed limit (50 or higher) as the crashes of speeds higher than that are more serious. Someone going 40 in a 30 zone isn't the problem. We also need better pedestrian crossing points on our busier highways (441, 301, 200 and 40)
Talk to the County Commissioners about proper traffic planning when approving development, and make them drive to work on 2-lane SW 20th St behind CF, or 2-lane SW 66th St, where they opened 49th Ave w/o ensuring the the electric poles were reset and a traffic light installed. Developments just beginning and bottlenecks already. Ray Charles could have seen this. Good luck.
Stop approving multiple subdivisions and putting more vehicles on the roads. If you don't have the infrastructure, don't build!!!
Have retesting for ALL ages of drivers every 10 years
Make the current road system better, repairs the roads. More traffic lights and enforcement of laws.
Until we remove the human factor (fully autonomous vehicles), Vision Zero is likely unattainable, but we should do all we can to move in that direction. Serious injuries and fatalities on our roadways devastate tens of thousands of families every year. It's unacceptable. The safety of our emergency response partners who respond to traffic incidents should also be a top priority.
Drivers need to be held accountable for reckless driving; i.e. not using signals, swerving in and out of traffic, passing in non-passing lanes etc.
Devote more funding towards safety-related improvements. This includes redesign of roadways with more ped/bike users, such as Maricamp Rd in Silver Springs Shores.
Aggressive enforcement of driving laws; auto inspections; driver re-testing and re-education in courtesy at age 70.

Other Responses
More policing of the roadways. Every single day we see speeding, improper lane change, aggressive driving, Driving used to be a pleasure, but those who do not obey the law and only think of self have ruined it.
more cops writing tickets for running red lights and speeding well over the posted limit, not stopping at redlights while making turns, more right turn lanes as aggressive drives almost run up your rear end if you turn off a major road when no turn lane, more directional left median openings as people don't know how to navigate a full median opening, address really poor signal timings throughout the County.
Create passing lanes on CR 314 & CR 316
More engagement from the public. I personally contacted FDOT because i was fed up with an intersection that my family and friends use daily. This intersection was deemed unsafe after FDOT did a study and will be putting in a traffic light.
Too many businesses on 200 causing delays, accidents etc. needs to be widened and business need to be built off 200 back from the main roadway. Example, Chick Fil A. Major traffic jams daily because of one business….unacceptable.
Push alcohol/drug influence automated testing to start vehicles.
More accessible community workshops via local libraries, schools, community centers, parks, churches, and media outlets.
More lighting on all roads.
More enforcement and increased citation penalties for driving infractions directly related to dangerous driving including speeding, improper lane changes, texting while driving, running/pushing lights, etc.
Traffic lights at known accident sites regardless of interfering with traffic flow. Safety first.
Education of lane usage. Ticket drivers driving slow and impeding traffic in the far left lane or lanes
More consideration should be taken when approving new businesses. Example: Liberty Middle School and the intersections around it are a real mess during school drop off and pickup. I fear everyday that a child will be hit by a vehicle. The amount of walkers if very high. The new 7-Eleven coming to that corner is going to make matters worse.
Enforce speeding to the actual speed limit and penalize DUI's much more severely
A thorough study of crash reports to determine the issues causing the accidents to better know how to fix the problem. Example, if speed is a major factor, posting lower speed limits won't fix the problem, but more funding to hire more law enforcement would. Many of the problems we see are human error problems not necessarily the roadway in my opinion.
Appropriate design and construction is extremely important - but many of the serious crashes are due to inappropriate driving. Education, awareness, and enforcement are also important.
I don’t know how reduce transportation safety and traffic because most accidents or near misses I have seen are from distracted driving. Enforcement of the laws when an accident happens is important. I have watched officers witness at best “reckless driving” but they drove by offenders.
Yes, Get Officers out of their honey holes and be more visable on long stretches through the county. Teenagers need more mandatory classes and stop giving 16 year olds a license . Get

Other Responses
Judges to stop letting DUI's and people texting go. Use heavier fines the first time and no less than 30 days the first time and lose license for a year the first time. Take a minor's license away until 25 years old. Police Officers are out there doing their job and Judges are letting offenders go to keep their docket cleaned up. Put out more effective materials about death statistics and overall effects of the community, show real pictures while not showing faces or names of those who caused a death or died. Don't be so optimistic and nice with materials, show the reality, talk the reality.
install better lighting - do the hard work of right of way acquisition and update to round abouts at several intersections
Enforcement of existing laws is critical. If there are no consequences, the behaviors will be repeated.
A person should have to retake the driver's test and questionnaire test every 5 years. Since we have so many people moving to Marion County, they should also be required to take the driver & questionnaire test prior to receiving a Florida DL. If they dont pass, they should have their driving privileges revoke while in Florida.
Most stop lines are accurate with the road visibility
Do not lead this effort into mandating autonomous vehicles or mandating pedestrian beacons.
Emphasize more on education at the middle school and high school levels about safety. More lighting at major intersections, especially downtown areas and other busy areas with people and bicycles and cars all interacting. Lobby Tallahassee and the Governor to better fund police and fire. They are way underfunded and not appreciated.
As long as drivers are paying attention to the road at all time while driving, it can be realized that no one be killed on the roads, However, as I have noticed, not being able ti drive myself, there are many people on the road too busy looking at their phone, texting or calling through Bluetooth/smart devices and speeding drivers. It is, unfortunately, a long way away for SOME drivers.
I live on 14th/Bonnie Heath and 24 hours a day people are driving like maniacs on this road and I've never seen any of them pulled over. My daughter was about killed the other day by someone going at least 80 then skidded into a big circle at the light were she was sitting, 36th and Bonnie Heath. I have had my mailbox taken out at 5 a.m. by someone flying down the road. I feel like law enforcement is never on this road!
stop loading fl road with illegals and unassured motorists and texting and driving and drunk driving Nd drugs on old or Is medically handicapped people drive to streets.
Better lighting. Seems a great majority of accidents happen on poorly lit roads and intersections. Fining drivers is a definite deterrent but equally necessary is fining pedestrians and cyclists who's action including no signal ineffective lighting on bikes and clothing and pedestrians sense of right of way entitlement often cause catastrophic and fatal accidents.
The education of traffic safety should begin at early ages, certainly age & content appropriate.
Until major changes happen with the way leadership handles growth in this area, traffic accidents and deaths are not likely to significantly decrease. I am third generation Marion County. I have definitely seen some changes.

Other Responses
Local and state government MUST invest more in law enforcement. Our law enforcement agencies are understaffed and justifiably must focus on more critical crimes. Additional staffing would enable more enforcement which could change behaviors. Education is not going to change behaviors. Our citizens fully understand they are not making good choices.
I'm happy to hear that there is this committee. I believe the main problem is distracted driving. we've all seen the cars next to us looking on their cellphones and driving. That will never stop. I've read a lot about pedestrian being struck and killed and it seem like the excuse was it was dark and they were wearing dark clothing. If it's dark than the car must of had their lights on. If you are actually paying attention and going with the speed limit you most likely won't hit anybody.
Do something about the light timings being off and the slow drivers blocking the left 2 lanes on w hwy 200. Below the speed limit is just as deadly
The motorists who need to adhere to this message will fall through the cracks. This information needs to be shared in a variety of ways including school aged who ride with adults who drive too fast, impaired, etc. They can impact change similar to how seat belt awareness was rolled out. My sister who was a toddler at the time had learned about seatbelts in daycare and would refuse to ride or make a lot of noise until she saw and heard your seatbelt click in place. This is serious and if we don't address it to the entire community, more fatalities will occur.
This is a lofty goal to achieve.
Zero accidents in a manufacturing environment has been proven doable. It requires consistent leadership and accountability, and cultural and behavioral change.
To me, it really boils down to enforcement. We see people running red lights (blatantly), stop signs and ignoring the stop bar at intersections and plowing through crosswalks without thinking "there could be a pedestrian crossing." How many of us see LEOs staring at their laptops while driving down the road or parked in a median. They are just as distracted from doing their job as people are texting and driving. LEOs should be setting the example instead of being so egotistical.
Lighting needs to be looked into for sure in the County. A lot of dark roadways. Reducing speed limits does no good it will not stop people from speeding at all. More lanes are needed as the community continues to grow rapidly!

8. What is your age?

Answered: 196; Skipped:1

Answer Choices	%	Total Responses
Under 15	0%	0
15-19	1%	1
20-29	1%	1
30 – 39	17%	34
40 – 49	17%	34
50 – 59	28%	55
60 – 69	23%	45
70 – 79	12%	23
80 – 89	2%	3
90 or Older	0%	0

9. What is your race/ethnicity?

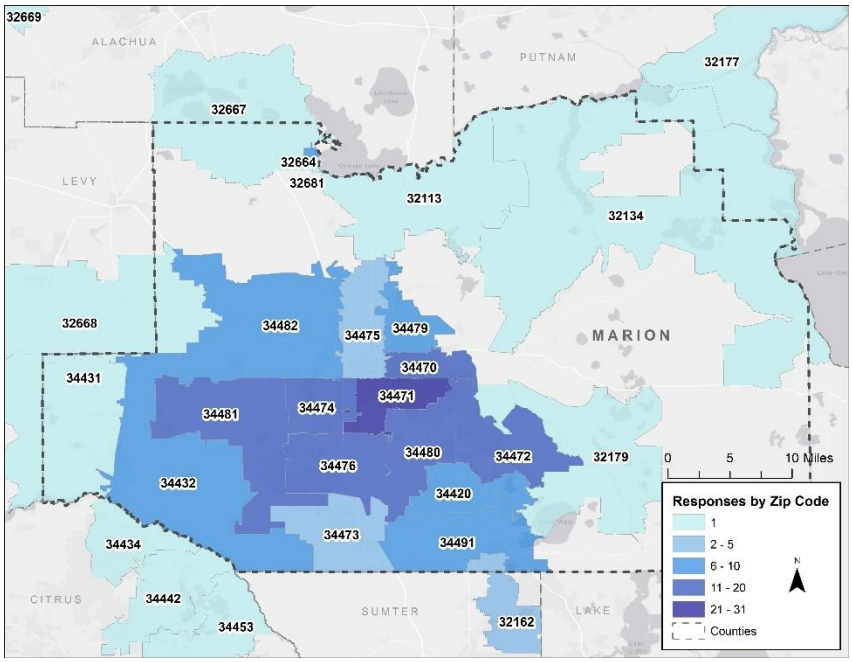
Answered: 191; Skipped:6

Answer Choices	%	Total Responses
White	76%	146
Black or African American	6%	12
Hispanic, Latino, or Spanish	3%	6
Asian	1%	2
American Indian or Alaska Native	0.5%	1
Native Hawaiian or Other Pacific Islander	0.0%	0
Other	1%	2
I prefer not to answer	12%	22

10. What is your home Zip Code?

Answered 192; Skipped:5

Zip Code	Number of Responses
34471	31
34476	18
34480	18
34470	13
34472	12
34474	12
34481	12
34482	10
34491	9
34479	8
34420	7
34432	7
32664	6
34473	4
34475	4
32162	2
32779	2
32071	1
32113	1
32134	1
32177	1
32179	1
32667	1
32668	1
32669	1
32681	1
33543	1
34431	1
34434	1
34442	1
34453	1
34478	1
37741	1
34471	1
34481	1



Interactive Map Comments

Map Comments	Comment Likes	Comment Dislikes
Speed	0	0
The left hand turn lanes to turn SW on SR200 are too short and insufficient. These should be isolated to only be turn lanes all the way back to the shopping center entrance. Barriers should be placed to disallow any vehicles from SR200 to turn left into the bank.	0	1
Highway 200 should be no more than 45 mph.	4	1
I Agree	-	-
I Disagree	-	-
The speed limit should not be any slower than 55 mph.	-	-
This intersection needs safety for pedestrians crossing. Focal point of downtown but not very accessible to people.	1	0
The part of this roadway in McIntosh needs slower speed limit. Cars blast through downtown at high speeds.	0	0
This intersection has a high number of accidents. Even though this is a "newer" intersection, it should have been designed as a round about. There is enough right of way and the high incident rate at this location would warrant this intersection being redesigned. Additionally, it would move traffic throught the intersection faster which would help rush hour commutes for residents.	1	2
I Disagree, as most people still do not yield in traffic circles and traffic circles themselves are annoying. They also make it very difficult to see traffic when landscaping is added.	-	-
The entire sections from Baseline to Water road needs redone. It is unsafe and cannot accomodate the new and proposed growth in this area safely. The suicide lane needs removed!! I live in this area and see cars using it as a passing lane! It is an inforcment issue, however the police have bigger fish to fry. Directionalize the area. Lighting is necessary as well as sidewalks.	1	0
Numberous children are forced to walk in the streets to access the Communtiy Center. Put in sidewalks. I know your thinking about government housing in the area. The infastructure is not currently here to accomodate that type of developement.	0	1
The Sams Club gas station area backs up on to SR 200. I have witnessed this on multiple locations. People stop on the side street or at the entrance which prevents cars from behind from entering the parking lot. Make pumps pump faster to move more vehicles and have the employee that stands at the pumps move people away from the entrance. This was a horrible design and should NEVER have been approved.	1	0
Finish this extension	2	0

Map Comments	Comment Likes	Comment Dislikes
If you are from out of state, this area is a night mare. A round about needs installed at this location. It is very unsafe for individuals coming off SE Babb Rd trying to get on S 441. I accidently went the wrong way on 301!!!! Please redo this intersection.	2	0
I Disagree, traffic circles are completely unnecessary and very annoying. Only stop signs and traffic lights should be used at an intersection.	-	-
Remove drop curb at this location. It should not have been installed according to design standards. It caused cars to almost stop and I have witnessed 2 fender benders due to the valley gutter. One at the Home Depot entrance and the other at the Lowes entrance.	0	1
Complete SW 43rd St Road and then provide access to sams from either SW 40th or the side parcel	0	0
I-75 NB EXIT 358 HWY 326 WEST TURN GREEN LIGHT IS EXCESSIVELY LONG FOR THE LACK OF VEHICLES EXITING. THIS IS CAUSING WEST BOUND HWY 326 TO QUICKLY BACK UP. PLEASE SHORTEN THIS GREEN LIGHT!!!	2	0
I Agree. WESTBOUND TRAFFIC ON HWY 326 RESULTS IN EXCESSIVE TRAFFIC BACK UP THROUGHOUT MANY HOURS OF THE DAY.	-	-
My aunt had 2 cars totaled at this intersection by people going above the speed limit who ran red lights.	1	0
Many accidents at the intersection of SR200 & CR484. How many people have to die before something is done?	1	0
People drive WAY TO FAST on SR200 between CR484 and the Citrus County line. The existing lanes are too narrow.	2	0
I Agree	-	-
Easy Street speed limit is too high. It is 40 mph. Curves and high speeds not safe.	0	2
The speed limit should be increased to 45 mph.	-	-
The west side of this intersection could use a right turn lane to alleviate traffic back ups in the morning.	1	0
The left turn lanes on 40 to turn onto the I-75 entrance ramps are too short. Only 5 or 6 cars can fit in them and then the remaining vehicles stack up in the through lanes causing congestion.	2	0
I Agree	-	-
SW 66th Street at SR 200 needs a right turn lane installed. As soon as a vehicle is stopped at the light that wants to turn left or go straight when the light turns green all the other vehicles stack up behind it. There is no room to make a right turn on red and this creates a lot of back up especially during rush hour.	1	0
2/18/22 took out my fencing hit and run not the first time has happened 10 times since 2016. Have replaced mail box 4 times as well. Very dangerous intersection. Marion County will not do anything until 11 people die....yup that your county working hard to protect...	1	0

Map Comments	Comment Likes	Comment Dislikes
Huge dip in the road at the stop sign needs repaired causes accidents 2/18/22 and beyond.	0	0
Marion County needs to trim the trees so people can see the stop signs too many wrecks into homeowners yards.	1	0
Major speeding on this road and nobody cares.	0	0
Narrow roadway, no sidewalks or designated waiting area for bus users. No crosswalk at bus stops. People get off the bus and walk behind and out into traffic to cross the street and oncoming traffic cannot see them.	0	1
No sidewalks. No crosswalks. Heavily used cyclist and pedestrian area.	1	0
This intersection needs a traffic light bad. There is too much confusion with the left turn lane at a 4 way stop.	0	0
This overpass is overwhelmed with the amount of traffic flowing from all directions. Traffic seems to be backed up most of the time.	0	0
Palm Cay 800 residences have only one access. Entering westbound from Ocala requires making a left turn across three lanes of traffic on FL 200. Egress from Palm Cay is only eastbound, complicated by westbound traffic making a U-turn in the same area, confusing Palm Cay egress traffic on who has right-of-way. Egress from Palm Cay to go westbound requires right turn onto FL 200 eastbound and then immediately crossing three lanes of traffic to access left-turn lane at traffic light at Pine Run entrance to make a U-turn to go westbound on FL 200. This entire situation creates conditions for a serious accident just waiting to happen.	0	0
SW 17 is like a landing strip, wide open, high speeds, no shoulders for bicycling or sidewalks.	0	0

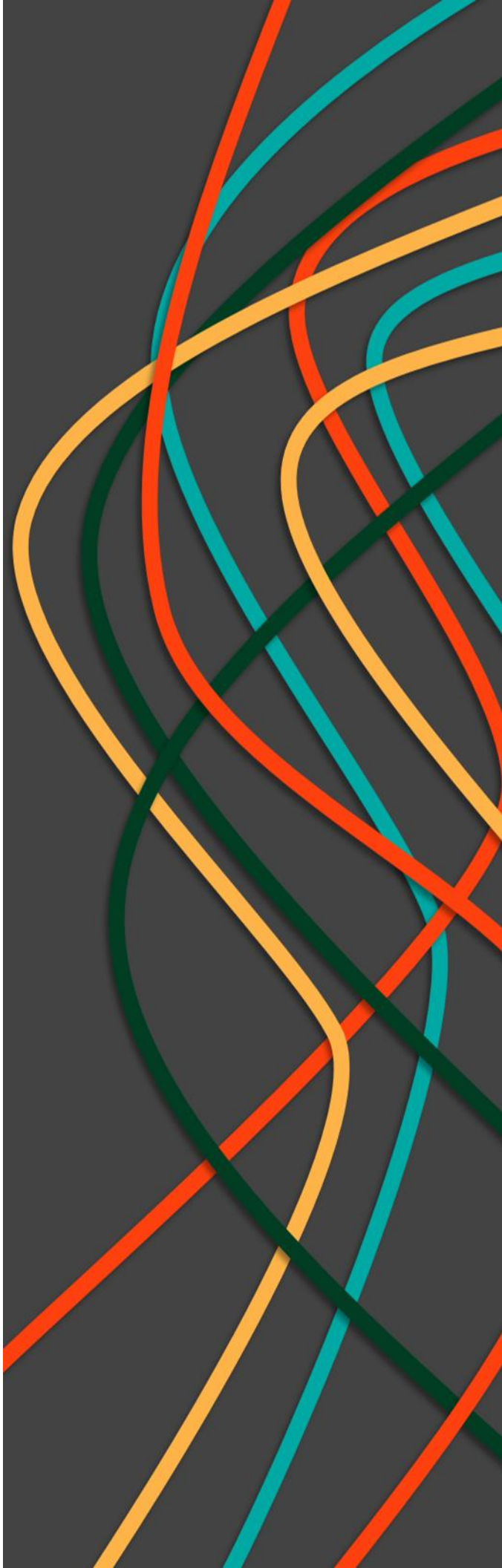
COMMITMENT TO ZERO

An Action Plan for Safer Streets in Ocala Marion

Appendix E Best Practice Review

November 2022

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION



Introduction

The purpose of this best practice review is to evaluate the approaches that selected advocacy groups and agencies across all levels of government are taking to attain safe streets for all roadway users. Lessons learned from real-world national, statewide, and local examples can be applied to Commitment to Zero, ensuring that the TPO's program is on the forefront of safety planning.

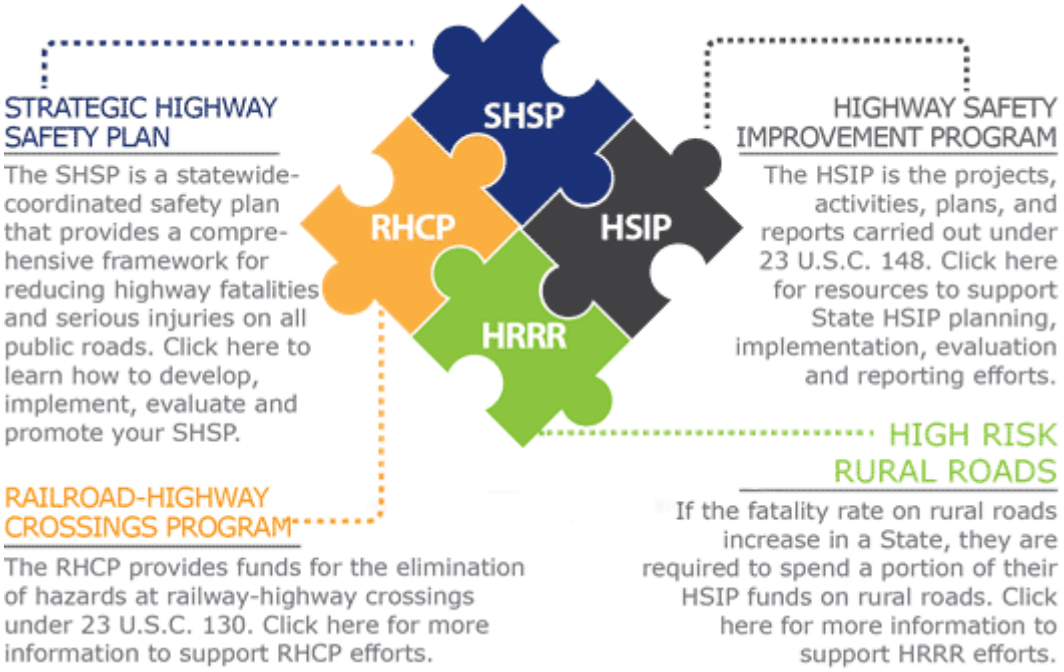
National Best Practices

Highway Safety Improvement Program

According to the Federal Highway Administration (FHWA), the Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on safety performance.

The program consists of four main components:

1. Strategic Highway Safety Plan (SHSP)
2. Railway-Highway Crossing Program
3. High-Risk Rural Roads Program (HRRR)
4. Highway Safety Improvement Program (HSIP)



Source: Federal Highway Administration

Strategic Highway Safety Plan Program

The SHSP was originally created under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which helped establish HSIP as a core federal program. This has since evolved into the Fixing America's Surface Transportation (FAST) Act which sustains the HSIP as a core federal-aid program. The SHSP is developed and maintained by each state department of transportation and is intended to create data-driven, coordinated plans that provide the framework for the reduction of traffic-related fatalities on all public roadways in the state.

The SHSP (the Plan) serves as the building blocks to state, local, and tribal safety plans. Conversely, the Plan must also look to the results from municipalities, tribal, and state governments' safety planning outcomes. The Plan itself consists of data-driven problem identification. All data are included to identify highway safety problems and potential areas for safety improvement on all public roads.

According to the FHWA, states shall develop the SHSP in consultation with the following stakeholders identified in 23 U.S.C. 148(a)(11)(A):

- A highway safety representative of the Governor of the state;
- Regional transportation planning organizations and metropolitan planning organizations;
- Representatives of major modes of transportation;
- State and local traffic enforcement officials;
- A highway-rail grade crossing safety representative of the Governor of the State;
- Representatives conducting a motor carrier safety program under certain sections of Title 49;
- Motor vehicle administration agencies;
- County transportation officials;
- State representatives of nonmotorized users; and
- Other major Federal, State, tribal, and local safety stakeholders

The Federal Highway Administration provides a guidebook to the states that highlights best practices for the development, implementation, and evaluation of their SHSPs. Included in the book is a checklist for the development and implementation of:

- ✓ Identify one or more SHSP Champion.
- ✓ Keep SHSP leaders engaged and actively involved.
- ✓ Establish an organizational structure to oversee the SHSP process.
- ✓ Involve organizations representing engineering, education, enforcement, and EMS in developing the SHSP.
- ✓ Identify both traditional and nontraditional safety partners and enlist their support in the SHSP effort.
- ✓ Establish strategies to support ongoing collaborative efforts.
- ✓ Establish regular communication with safety partners.

The guide suggests that states partner with data improvement programs such as the Crash and Roadway Data Improvement Program, the Roadway Data Improvement Program, and the National Highway Transportation Safety Administration's traffic records assessments. These programs ensure the accuracy and timeliness of transportation data and are designed to assess the strengths and weaknesses of State safety data systems.

Additionally, the guidebook highlights the need for emphasis areas and developing goals and objectives for these focuses. The State of Texas applied these emphasis areas in this way based on prevalent traffic safety issues. An example of a goal and objective for an emphasis area is:

- **Emphasis Area:** Lane and Roadway Departure
    - **Goal:** Reduce the occurrence and consequence of leaving the lane/roadway.
        - **Objective:** By 2025, reduce the number of fatalities attributed to vehicles leaving the roadway by 15 percent from their 2020 level.

Source: Texas A&M Transportation Institute

Railway-Highway Grade Crossing Program

Another component of the HSIP is the Railway-Highway Grade Crossing Program. This program has the goal of reducing the number of fatalities and injuries surrounding railway grade crossings by eliminating hazards that may be present in these areas (e.g., lack of protective devices or improper markings).

All public crossings including roadways, bike trails, and pedestrian paths are eligible under this program. To prevent deaths, this program targets the installation of safety improvements such as flashing lights, audible warnings, passive treatments (signage, pavement markings, etc.), flashing signal improvements, and channelization.

High-Risk Rural Roads

The HRRR was established to aside funds for construction on various other operational improvements to any roadway functionally classified as a rural major collector, rural minor collector, or rural local road with significant safety risks, as identified by the State Strategic Highway Safety Plan. The FAST Act and Bipartisan Infrastructure Law (BIL) requires a state to obligate a defined share of funds to the HRRR should the statewide fatality rate increase during a two-year period.

FHWA has identified key practices for implementing the HRRR program. These practices broadly address crash data collection/analysis/ use, project selection, local agency coordination, and HRRRP administration and policies. Regarding crash data, FHWA has recognized several states for using effective alternatives to data collection in the absence of a comprehensive statewide crash and roadway data system. These approaches include estimating exposure data using:

- Lane miles of roadway.
- Per capita data, including registered vehicles and/or licensed drivers.
- National data systems such as the Highway Performance Monitoring System and the FHWA's Highway Statistics.
- Alternate analyses, including basic comparisons of State vs. local fatalities and incapacitating injuries.
- Projected growth patterns identified by Metropolitan Planning Organizations, city/county planning organizations, and growth management organizations. This can help identify roads likely to have an increase in fatalities and incapacitating injuries.

Source: FHWA Implementing the High Risk Rural Roads Program

Project selection was also highlighted by FHWA as being an area to apply innovative processes. States have aligned project selection to match existing SHSP strategies and traffic safety

emphasis areas, which provides synergy for both initiatives. Moreover, in some states, the DOT has provided data to local agencies and given locals the authority to select projects based on their own priorities, thus providing local government partners a significant incentive to become involved. Additionally, states have given priority to local-level HRRRP projects that show a tie to other State safety programs.

The third and fourth emphasis areas for best practices were local agency coordination and HRRP administration and policies. State practice related to coordination with local agencies has taken the form of providing support to local government agencies' staffs as well as HRRRP-specific training and technical workshops on low-cost safety improvements and Highway Safety Improvement Program (HSIP) processes. On the administration and policy side, the use of public forces for labor and bulk materials purchases has allowed States to effectively "multiply" the HRRRP funds and on-call contracts have decreased the amount of time that elapses between project selection and completion. Moreover, some states have augmented DOT staffing with outside resources for HRRRP data analysis, problem identification, project selection, and administration.

ITE Vision Zero

The Institute of Transportation Engineers (ITE) is dedicated to eliminating traffic-related deaths and injuries through its Vision Zero program. ITE's Vision Zero is framed around rethinking roadway design and target speed, human behavior, existing and advanced technology, among other factors, can achieve zero traffic-related deaths.

According to ITE, Vision Zero is different from traditional safety planning approaches for two primary reasons. The first is that Vision Zero acknowledges that deaths on our roadways are preventable, not inevitable, and that the only acceptable target within this way of thinking is zero deaths. The second difference is that Vision Zero is multidisciplinary. Although cross-discipline cooperation is precedented, it was not considered the normal way to approach traffic safety. Under Vision Zero, traffic engineers, planners, law enforcement, policymakers, and public health professionals work together to address the factors that contribute to safe mobility.

Vision Zero Toolbox

ITE also maintains the Vision Zero Toolbox, an encyclopedia for information and data on studies and resources to help aid in planning and mitigating traffic-related injuries and deaths. The toolbox is an interactive collection of practice-ready resources from across disciplines. Users of this powerful tool can tailor their search by type of resource, mode of travel, safety pillar, world region, and topic.

Safe Systems

ITE identifies Safe Systems, which approaches traffic safety differently than the traditional approach by focusing on human-centric solutions. Safe Systems accomplishes this by recognizing that human error will occur and that the human body is not tolerant of crash forces. In this recognition, Safe Systems puts into place a human-centered safety net, meaning that inevitable

mistakes will not lead to the sorts of crash forces that result in death or serious injury. By adopting this policy, practitioners are able to rethink the way transportation systems are designed to the benefit of the end user: vulnerable human beings.

Speed Management

Another ITE focus area is on Speed Management. According to ITE, one third of all roadway deaths each year are at least partially related to excess speed. One particular focus of ITE related to speed management is setting target speeds appropriate to the roadway context, which is set by the publication Noteworthy Speed Management Practices. This guide is based around eight target areas:

1. Strategic Speed Management
2. Self-Enforcing Roadways
3. Setting Credible Speed Limits
4. High Visibility Enforcement
5. Safety Cameras
6. Targeted Reporting
7. Consistent Speed Limits for Vulnerable Users
8. Network Approach to Setting Speed Limits

Urban and Suburban Street Safety

ITE has established separate focus areas for specific contexts, such as the unique difficulty of managing speed on urban and suburban streets due in part to the relatively high number of distractions and the confluence of modes sharing limited right-of-way. Additionally, there is a focus area addressing the tendency of suburban roadways to be pedestrian-hostile, with wide lanes and high posted speed limits. Safety approaches are distilled into individual emphasis areas, including:

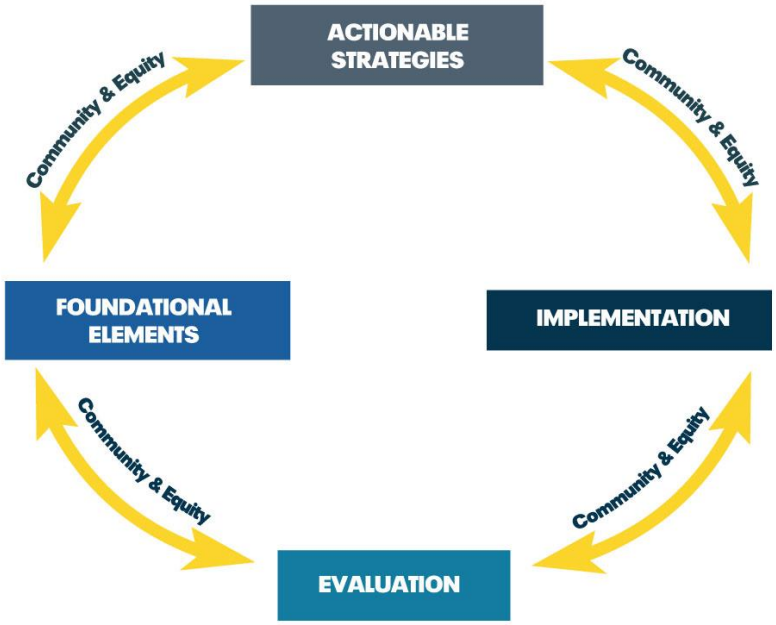
- Unsignalized Intersection Improvement Guide
- School Site planning and Design
- Complete Streets Council
- Railroad Grade Crossing Safety
- Traffic Calming
- Roundabout Standing Committee

Vision Zero Network

The Vision Zero Network is a nonprofit aimed at helping communities reach their goals of zero traffic deaths. Among other services, the Network provides the guiding document *Vision, Strategies, Action: Planning an Effective Road Map for Action*.

Vision, Strategies, Action: Planning an Effective Road Map for Action

The Vision Zero Network, together with the Livable Streets Alliance and the Massachusetts Vision Zero Coalition, produced this guidebook aimed at aiding the development of action driven, contextual, and community-serving Action Plans. This document distills the process into three interlinked topic areas: Actionable Strategies, Evaluation, and Foundational Elements; the sum of these categories is successful implementation. Each of the four topic areas are linked to one another by Community and Equity.



Foundational Elements

Vision, Strategies, and Action sets four foundational elements as crucial to any Action Plan:

1. **Build a Robust Data Framework.** Answer questions about crashes, like where, when, and who is most likely to be involved in a crash?
2. **Set Measurable Goals with a Clear Timeline for Implementation.** Define what success looks like: What is the timeline? Who is responsible for achieving the timeline? What are the potential limitations to success? How are you addressing disparities between communities?

3. **Be Accountable.** Is the strategy achievable with available funding? Will you need additional resources, like training or staff? Who else outside of your organization will need to be involved?
4. **Ensure Transparency.** Provide regular updates on the progress on a publicly accessible website. Seek opportunities for third-party assessment, such as through partnerships with universities. Continue dialogue with residents on how they perceive the progress, and what they'd like to see done differently.

Actionable Strategies

Four broad categories of actionable strategies are addressed by the document:

1. **Prioritize Roadway Design.** Roadway design is a primary crash factor, particularly in encouraging slower speeds. The High Injury Network should be used to target capital projects, with other areas proactively identified based on apparent trends. Rapid response should be enabled, and solutions should put transit and Complete Streets first.
2. **Focus on Speed Management.** Slower speeds mean fewer deaths and serious injuries. Starting with the High Injury Network, and moving towards other streets, slower target speeds should be identified and achieved. Automated speed enforcement is an effective and equitable way to promote safer speeds, along with neighborhood traffic calming.
3. **Utilize Impactful Education Strategies.** Select strategies based on best practices from comparable areas. Look towards establishing Safe Routes programs for schoolchildren, seniors, and people with disabilities. Establish Vision Zero training programs for frequent drivers, like those who utilize government fleet vehicles.
4. **Ensure Enforcement is Equitable.** Focus on the most dangerous behaviors, such as speeding and failing to yield to people walking, instead of vehicle tint or broken taillights. Be transparent with speed enforcement, reporting where and how many stops were initiated. Support community policing techniques to build the trust of residents and provide opportunities to participate in diversion programs.

Evaluation

Evaluation is an important component of an Action Plan as it allows practitioners to understand whether their efforts are successful and inform changes to achieve future successes.

1. **Highlight and Celebrate Accomplishments, But Be Real About Challenges.** If you don't achieve an established goal, be transparent and seek to understand why – and recommend changes to meet success.
2. **Revisit the Foundational Elements Every Time You Modify a Goal or Strategy.** Any Action Plan should be a "living document" – with changes made as needed in response to real data, but in line with the established foundational elements.
3. **Utilize the Community Engagement and Equity Strategies.** Get feedback throughout the entire process, as people living within your community are those impacted most by the success of Vision Zero.

Statewide Best Practices

Florida Transportation Plan (FTP)

According to FDOT, the Florida Transportation Plan (FTP) is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The vision for the state set by the Florida Transportation Plan (FTP) is broken down into seven primary goals:

1. Safety and security for residents, visitors, and businesses;
2. Agile, resilient, and quality transportation infrastructure;
3. Connected, efficient, and reliable mobility for people and freight;
4. Transportation choices that improve accessibility and equity;
5. Solutions that strengthen Florida's economy;
6. Transportation systems that enhance Florida's communities; and
7. Transportation solutions that enhance Florida's environment.

The FTP expresses a direct commitment to Vision Zero at the state level, with a focus on "4Es": Engineering, Education, Enforcement, and Emergency Response. To achieve this, FDOT will:

- **Create safer communities** through coordinated land use, urban design, and traffic operations to create safer modes for all forms of traffic
- **Reduce disparities** among socioeconomic groups
- **Expand vision zero** fatalities to include all modes of transportation such as rail, transit, shared mobility, and micro-mobility
- **Engage** with a broad range of partners on Vision Zero goals and plans
- **Design infrastructure** to consider access needs for first responders
- **Strategically allocate and align resources** to advance Florida's vision for zero fatalities through higher funding priority for projects with safety benefits

Strategic Highway Safety Plan (SHSP) & Target Zero

In committing to Vision Zero, the FTP set the tone of the 2025 Strategic Highway Safety Plan 's approach to safety. The Strategic Highway Safety Plan (SHSP) expands this through Target to Zero. This program is built on a commitment to the Safe Systems Approach. Target Zero seeks to categorize crashes into roadway, road user, and road user behavior. Importantly, the SHSP also expands implementation strategies beyond the 4Es to include Information, Intelligence, Innovation, Insight into Communities, and Investments and Policies.

Key Strategies:

In line with the Florida Transportation Plan, the SHSP expands upon the 4Es:

- **Engineering.** The engineering topic area focuses on the built environment and direct interaction with infrastructure. This includes identifying, developing, and deploying best practices aimed at reducing deaths and strengthening FDOT's collaboration with MPOs and local governments.
- **Education.** Recognizing the importance of road users having the knowledge to interact safely with new and existing infrastructure, the SHSP seeks to develop and implement targeted outreach to raise awareness of safety topics, to educate and train new road users, and to educate new safety professionals.
- **Enforcement.** To mitigate those who are educated by choose to take risks, the SHSP envisions enforcement as providing law enforcement with the training and tools necessary to carry out their jobs, to conduct focused enforcement to target individual

behaviors, and to coordinate with the courts system to prosecute and adjudicate traffic safety cases.

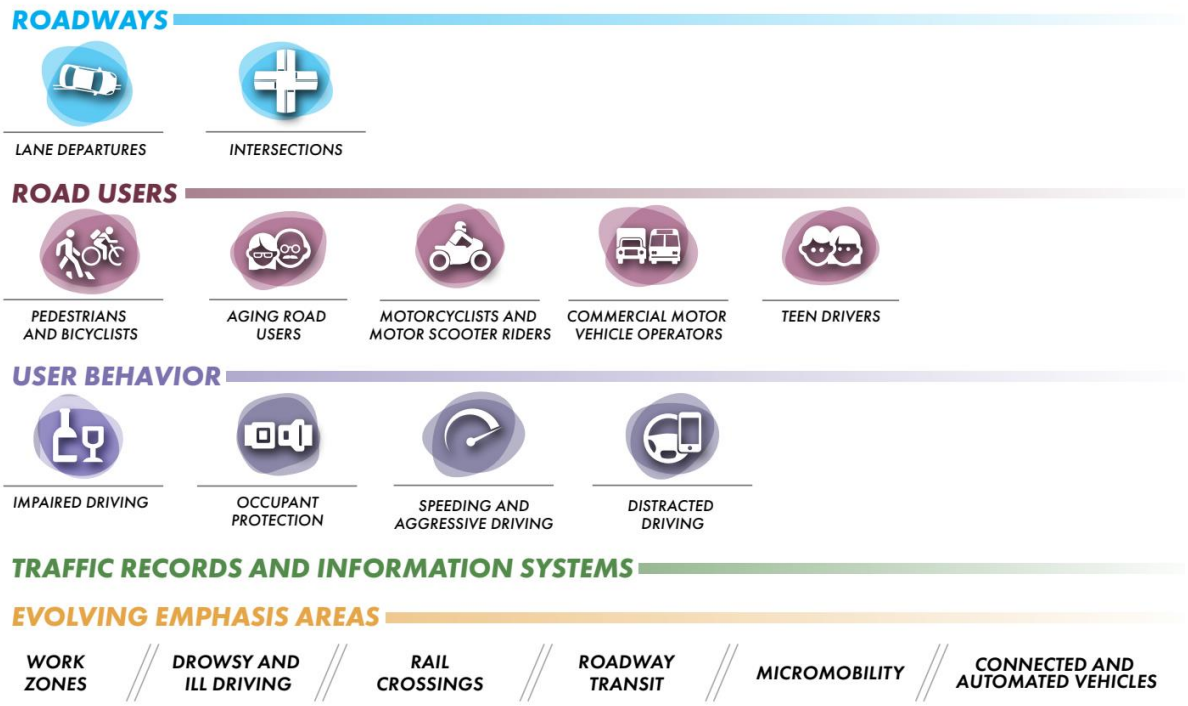
- **Emergency Response.** Quick emergency response is an important tool to prevent serious injuries from progressing to deaths. The SHSP seeks to accelerate the implementation of existing and emerging best practices to enhance response times for particular crash types, keep emergency response professionals safe en route to a crash, and implement measures to more quickly clear vehicles, preventing additional crashes and mitigating traffic.

To think more broadly towards the goal of zero deaths, the SHSP also introduces the concept of the 4Is.

- **Information Intelligence.** Information intelligence involves the collection and analysis of data. The SHSP promotes the collection, analysis, and distribution of crash data to stakeholders as a means of identifying crash trends, like high-risk locations, in real-time and expanding this collection to respond to new trends like micromobility.
- **Innovation.** The SHSP seeks to engage and deploy advancements in transportation safety as they occur. This is achieved through the rapid implementation of these new technologies, the acceleration of new countermeasures, and the analysis of the safety potential for autonomous vehicle technology.
- **Insight into communities.** The SHSP recognizes that community-wide changes are needed rather than just the employment of individual countermeasures. In recognizing this, the SHSP calls for creating safer communities through enhanced public input, promoting a broader range of modal choices, and reducing risk disparities among socioeconomic groups.
- **Investments and Policies.** Investment is needed to implement change. To accomplish this, the SHSP seeks to employ flexible funding strategies, prioritize projects that demonstrate a real impact on safety, integrate safety into all levels of decision-making, pursue legislation and policies proven to reduce death and serious injury, and enhance the expertise of staff involved in safety.

Emphasis Areas

To aid in effective implementation and provide focus, the SHSP categorizes crashes into the primary emphasis areas of Roadway, Road Users, and User Behavior. Each emphasis area is complete with sub-areas which, along with the emphasis areas themselves, were selected based on a review of crash data based on which crash types make up a disproportionate share of fatal and serious injury crashes. For example, a review of crash data revealed that intersection crashes make up a large share of total fatal and serious injury crashes, justifying its inclusion as an emphasis area sub-area.



Within each emphasis area, the SHSP addresses how each of the 4Es and 4Is work to reduce roadway deaths to zero.

Local Best Practices

City of Orlando

The City of Orlando finalized its Vision Zero Action Plan in 2021. Orlando's plan has a timeline of 2040 to achieve zero deaths and is contemplated as being a "first edition," leaving flexibility for future endeavors.

To guide the plan's development, the Vision Zero Orlando Task Force was convened. The Task Force was multidisciplinary, with members representing planning, engineering, transit, public safety, higher education, the public school system, healthcare, and advocacy groups like the AARP and Bike/Walk Central Florida. The Task Force helped guide the development of the Action Plan and meets to discuss the progress and challenges of the adopted plan.

Vision Zero Core Principles and Goals

Similar to the SHSP, Orlando expanded upon the core 4Es – Engineering, Education, Evaluation, Enforcement – to a total of 6Es. The fifth and sixth Es added under Orlando's framework are Equity, which engages historically underrepresented groups in the process, and Economics, which

examines the economic detriment to communities of fatal and serious injury crashes and the significant economic benefits that come with eliminating those types of crashes.

Orlando's High Injury Network, which was created utilizing fatal and serious injury crash data for roadways within the city limits and excluding limited access highways, reviewed modes as an aggregate and individually. Separate maps were made demonstrating focus areas for crashes involving people walking, biking, riding motorcycles, and driving cars. Further, a Risk-Based Analysis was created to identify the root causes of crashes by mode.

Based on the findings of the data analysis, the Vision Zero Task Force helped to shape the development of six primary goals to guide the implementation of the plan:

1. Adopt a Safe Systems approach in roadway design, operation, and maintenance.
2. Increase everyone's understanding of the leading causes of crashes resulting in fatalities or serious injuries.
3. Support law enforcement efforts to eliminate behaviors leading to fatal or serious injury crashes.
4. Demonstrate continuous progress toward Vision Zero.
5. Improve access to travel time to Level 1 Trauma Center and other hospitals.
6. Prioritize investments and programs in communities of concern.

Toolbox of Countermeasure

To streamline implementation of countermeasures, a Toolbox of Countermeasures was created:

Toolbox of Countermeasures	
Engineering Countermeasures	**Education Campaigns**
• Lighting • Pedestrian Priority Traffic Signals • Crosswalk Enhancements • Intersection Control • Sidewalk Network • On-Street Parking Program • Crosswalk Density	• Crosswalk Use • Wrong-Way Cycling **Enforcement Concentrations** • Yielding on High Injury Network • Speeding on High Injury Network

Space Coast TPO

The Space Coast Transportation Planning Organization's (TPO) action plan for achieving zero traffic deaths aligns with the Vision Zero Network's goals and recommendations for action plans. To guide the development of the plan, the TPO created a high injury network broken down by mode, location, and the behaviors of those involved in the crash. Using these results, the TPO developed their action plan broken down into four areas, which are highlighted below.

Action Plan:

- **Leadership.** A steering committee consisting of parties from different departments and jurisdictions charged with implementing Vision Zero was initiated. The TPO also welcomed community involvement by maintaining a list of partner safety collations in the community, sharing updates and initiatives on their website, to community traffic safety teams, and at outreach meetings.
- **Safer Speeds, Engineering, and Enforcement.** Working with FDOT and cities within the TPO's jurisdiction, this goal focuses on implementing best practices such as setting target speeds, zoning, parking, and retrofitting roadways for ADA compliance, especially at transit stops. By investing in public transportation, the TPO hopes to achieve safer roadways with less injury and zero deaths.
- **Education.** A large emphasis was placed on the education of the community on proactive safety habits to prevent serious injury and death, as education solutions are significantly less expensive than engineering solutions. The TPO utilized a messaging campaign to foster a community that has a culture around safety, being sure to target more at-risk populations in particular. These efforts also included targeting partners like the school system, broadening the campaign's reach. Examples of the campaign are shown below.

- **Data-Driven Approach.** Using a data-driven approach, the TPO was able to maintain transparency and accountability throughout the implementation of their Action Plan. To achieve this, the TPO maintained a safety dashboard and webpage. These resources allowed for informed decision making, evaluation of methods, and resource allocation. To further this commitment to data-driven transparency, an annual Vision Zero Report created by TPO tracks progress annually, monitoring crash trends and the progress towards implementing the Action Plan's goals and policies.