

CITY OF OCALA

LOCAL ROAD SAFETY PLAN

“Shaping Ocala’s Safer Streets Future”



MAY 2026

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1. Executive Summary

The City of Ocala has created a Local Road Safety Plan (LRSP) acting as a framework for developing safety improvements on the City's transportation network. This LRSP was developed as part of the City of Ocala's Safe Streets and Roads for All Planning (SS4A) Studies, funded by the awarded Fiscal Year 2023 Safe Streets and Roads for All grant program.

The LRSP was developed to support the Ocala Marion Transportation Planning Organization (TPO)'s Commitment to Zero Safety Action Plan, with the same mission of achieving the goal of zero fatal and serious injury crashes by 2045, with a focus on city-maintained roadways. The LRSP aims to address the safety of all road users, including pedestrians, bicyclists, motorists, and public transportation users.

Included as part of this LRSP, a five-year collision history (January 1, 2020 to December 31, 2024) was analyzed to identify high crash severity locations and develop a High Injury Network of City-maintained roadways. Crash data was also analyzed on an aggregate basis to examine citywide trends and patterns in contributing circumstances. Based on this analysis, emphasis areas were identified by comparing the City of Ocala's crash rates to regional and statewide averages, as well as by considering predominant trends in the citywide crash data, the demographic information of the area, and information gathered from the public involvement effort initiated as part of this plan. Each emphasis area includes goals aimed at supporting the overall vision of the plan.

Five emphasis areas were identified:

- Vulnerable Road Users
- Intersection Crashes
- Distracted Driving
- Speeding and Aggressive Driving
- Aging Road Users

Recommended countermeasures are included to target each emphasis area, and a countermeasure 'toolbox' was developed. Low-cost countermeasures were prioritized and consist of both engineering and non-engineering solutions. On-site field reviews of each High Injury Network segment were conducted to identify solutions and develop priority project recommendations to provide the greatest impact in reducing fatal and serious

injuries within the City. Additionally, low-cost programs were recommended for systemic citywide implementation to reduce certain crash trends.

The projects identified as part of this LRSP include the following High Injury Network Segments:

- 1) Segment A: SW 27th Ave (SW 42nd St to south of SR 40)
- 2) Segment B: SW 20th St (SW 60th Ave to west of SW 27th Ave)
- 3) Segment C: Easy Street (east of SW 27th Ave to south of SW 17th St)
- 4) Segment D: SE 1st Ave (S Pine Ave to south of E Silver Springs Blvd)
- 5) Segment E: SE 31st St (east of US 301 to SE 36th Ave)
- 6) Segment F: SE 36th Ave (south of SE 24th St to NE 8th Pl)
- 7) Segment G: NE 25th Ave (north of NE 14th St to NE 28th St)
- 8) Segment H: NE 27th Ave (Old Blitchton Rd to NW 35th St)
- 9) Segment I: NW MLK Jr. Ave (NW 21st St to NW 35th St)
- 10) Segment J: NE 36th Ave (NE 17th Pl to NE 42nd Pl)
- 11) Segment K: NE 8th/Jacksonville Rd (NE 14th St to NE 35th St)
- 12) Segment L: NE 28th St (N Pine Ave to NE Jacksonville Rd)

The recommended citywide, low-cost countermeasure programs include:

- Installing flexible retroreflective signal head backplates at all signalized intersections
- Providing Leading Pedestrian Intervals at signalized intersections with designated school crossings or within the Downtown District
- Short-term application of pavement markings and RPMS between resurfacing cycles

The identified projects on the High Injury Network are recommended to be prioritized for completion, with the low-cost countermeasure programs intended to be implemented while funding is obtained for higher cost projects. To help guide the prioritization of future projects and those to be implemented as part of the recommended programs, a prioritization method was developed. The prioritization method includes site characteristics, crash data, speed data, and equity considerations.

Evaluation metrics were included as part of the LRSP to ensure continued progress in the completion of projects and the implementation of the recommended countermeasures. These evaluation metrics serve to illustrate a high level of commitment to the mission and help to achieve the goal of zero deaths and serious injuries on the City's transportation system by 2045.

2. Introduction

The City of Ocala is located within the heart of north central Florida in Marion County. Known for its equestrian industry and proximity to Silver Springs State Park, the City of Ocala is home to 63,591 people (2020 Census) and growing, with the Ocala Metro Area (includes Marion County) ranked number one for growth among metro areas nationwide between 2023 and 2024 per the Census Bureau. With unprecedented growth in the area, the need for traffic safety improvements has increased.

The City of Ocala was awarded a Fiscal Year 2023 Safe Streets and Roads for All (SS4A) grant to perform supplement planning studies to support and enhance the adopted Ocala Marion Transportation Planning Organization (TPO) Commitment to Zero Safety Action Plan. The supplemental planning studies (the “Planning Studies”) include the development of a Local Road Safety Plan and a Speed Management / Traffic Calming Plan focusing on City-maintained roadways.

This document describes the process and analysis performed for the development of the LRSP. The plan outlines the vision and goals and identifies key safety partners. Additionally, crash data analysis was performed and included identifying high crash severity locations and citywide trends in contributing factors. A High Injury Network was developed, and emphasis areas were identified to focus efforts on risk factors and locations where improvements may have the biggest impact in saving lives and reducing injuries. The plan also includes recommended strategies and programs to reduce fatal and serious injury crash risk with a prioritization method for implementation.

The City of Ocala recognizes the importance of improving traffic safety within the City. This LRSP aims to provide a foundation to champion safety improvements within the City of Ocala’s transportation system and provide guidance on implementing programs and strategies to reduce fatal and serious injuries occurring on the City’s roadways.

3. Vision and Mission

Improving safety and accessibility is at the heart of this LRSP, serving as the two key principles that drive the analysis and recommendations included in this plan. This section outlines the vision and mission statements of the LRSP to demonstrate the commitment toward these goals and objectives.

3.1 Vision Statement

The City of Ocala is committed to providing safe, accessible transportation for all users – whether walking, biking, rolling, using transit, or driving. Our vision includes a vibrant, walkable downtown area and safe routes for students walking, biking, and riding the bus to school. The City of Ocala strives for a transportation system where every trip is safe, with zero fatalities or serious injuries resulting from transportation-related crashes.

3.2 Mission Statement:

On November 29, 2022, the Ocala/Marion County TPO adopted and published the Commitment to Zero Safety Action Plan (Vision Zero), a road map for future transportation planning efforts to eliminate fatal and serious injury crashes by 2045. A Commitment to Zero Pledge was signed by the Ocala/Marion County TPO Board, which included the Mayor of the City of Ocala and City Commissioners, demonstrating a high level of commitment to this mission.

This City of Ocala’s Mission through its LRSP is to achieve that same goal of zero fatal and serious injury crashes by 2045, with a focus on city-maintained roadways.

4. Safety Partners and Stakeholders

Residents and business owners play a vital role in shaping the City of Ocala’s LRSP. To ensure broad representation, a diverse Stakeholder Advisory Group was convened to provide input and feedback throughout the plan’s development. The Stakeholder Advisory Group will also continue to advise the City on implementation and monitoring after plan adoption. The following organizations and agencies were invited to join the Stakeholder Advisory Group and provide input through the development of the LRSP:

- Ocala Marion TPO
- Marion County
- Florida Department of Transportation, District Five
- Marion County Public Schools
- City of Ocala Police Department
- City of Ocala Fire Rescue
- Ocala SunTran
- Ocala Metro Chamber & Economic Partnership

- Ocala Downtown Business Alliance
- Ocala Main Street
- Marion County Community Traffic Safety Team
- Bike/Walk Central Florida
- Ocala Mountain Bike Association
- HCA Florida West Marion Hospital
- Marion Senior Services
- Department of Elderly Affairs
- Center for Independent Living
- Agency for Person with Disabilities
- Florida Center for the Blind

5. Plan Development Process

The City of Ocala's LRSP builds upon plans developed by two important safety partners: The Ocala Marion TPO and the Florida Department of Transportation (FDOT).

The Ocala Marion TPO's Commitment to Zero Action Plan, adopted by the TPO board in November 2022, is a call to action to eliminate traffic fatalities and serious injuries on the roadways of Ocala/Marion County. This plan includes agreed upon actions and strategies and is based on the four cornerstones of Education and Awareness, Public and Partner Engagement, Safety Analysis, and Action Planning. The Ocala City Council President served as the TPO Board Chair and City Councilmembers served on the TPO Board during the development and adoption of the plan.

The FDOT Central Florida Safety Strategic Plan (CFSSP), dated May 2024, is a bold framework on how state and local communities will work together across Central Florida to address safety challenges on our roads. The document emphasizes collaboration, teamwork, and partnerships to "achieve zero serious injuries and fatalities together". The City of Ocala provides representation on the CFSSP Steering Committee and is actively involved in committee discussions related to action steps and direction to focus groups.

The development of the City of Ocala's LRSP was guided by these two plans, as well as by an existing policy and literature review and public engagement effort. This section outlines the considerations and processes included in the development of the LRSP.

5.1 Policy and Literature Review

A review of guidance documents, literature surrounding traffic calming and speed management policy, and action plans of other local agencies were performed as part of the Planning Studies. These existing policies and documents were reviewed with the intention of identifying opportunities for improving existing City policies and incorporating best practices into the LRSP. This policy review specifically included review of the City's Speed Hump Program and the development of a Traffic Calming Policy to replace it. This new policy is included in the Speed Management/Traffic Calming Plan.

The Research and Literature Review Technical Memorandum produced as part of the policy and literature review includes a detailed summary of all reviewed documents and highlights the applicability of strategies and best practices for inclusion in the City of Ocala's Planning Studies. The Research and Literature Review Technical Memorandum is included in **Appendix A**.

5.2 Safe System Approach

The Safe System Approach represents a shift from the conventional safety approach by focusing on both human mistakes and human vulnerabilities to design a transportation system where fatal and serious injury crashes can be eliminated.

Adopted by the U.S. Department of Transportation, the Safe System Approach is comprised of six principles and five elements that act as a guiding paradigm to address roadway safety. Displayed in **Figure 1**, the six principles (outer ring) are the fundamental beliefs of which the approach is built on, with the five elements (inner ring) representing the conduits for which the approach can be implemented.



Figure 1: The Safe System Approach (Source: USDOT)

Aligning this LRSP with the holistic view of the Safe System Approach helps to strengthen this plan’s goals while providing best practices in developing and applying strategies to reduce fatal and serious injuries on the City’s roadways.

The Safe System Approach was infused in this report at every step through the identification of stakeholders, the use of holistic safety data, and the recommendation of proven safety solutions. Solutions and strategies are recommended with a focus on redundancy by reducing risk on all parts of the transportation system, a key aspect in following the Safe System Approach.

5.3 Public Engagement and Collaboration Efforts

Public engagement and collaboration are essential in fostering trust and ensuring community commitment to the goals and objectives outlined in the City of Ocala’s LRSP. To ensure that public input was utilized to help guide the development of the LRSP, two stakeholder meetings and two public meetings were held to distribute information and receive input regarding the City of Ocala’s Safe Streets for All Planning Studies. Additionally, an interactive survey and comment map were produced to garner input from the public and gather locations where citizens felt safety concerns were present.

The stakeholder meetings were attended by the Stakeholder Advisory Group, comprised of representatives from organizations such as the Florida Department of Transportation District 5, Ocala Marion County TPO, Marion County Public Schools, Ocala Chamber of Commerce and Economic Development organizations, hospitals, senior centers, social

service providers, and walking and biking advocacy groups. These meetings were held to gather feedback on relevant action items and strategies. The community meetings were open to the public and served to inform citizens of on-going progress and to collect input on safety concerns within the City of Ocala.

Public outreach efforts, results of the survey, and comments received from the interactive comment map and written comments forms are detailed in the Public and Stakeholder Engagement Memorandum included in **Appendix B**.

5.4 Problem Identification Process

Crash analysis, field visits, and public input were used to determine crash factors and locations of concern. The methodology used to analyze crash data and the identification of emphasis areas are further described in **Section 7** and **Section 10**, respectively.

Problem identification focused on a holistic approach that considered not just the crash locations, but on the circumstances surrounding crashes so that similar risk factors may be addressed systemically across the entire network to prevent future deaths and injuries. Additionally, the perception of safety risks by the public was considered, and any additional needs were incorporated into the identification process to help foster a positive and active safety culture.

5.5 Equity Considerations

Historically underserved communities and groups are often disproportionately affected by traffic violence. These communities are characterized by economic indicators such as low income and underemployment; they are typically associated with low vehicle ownership rates and higher usage of alternative transportation methods.

The City of Ocala's Safe Streets and Roads for All Planning Studies aim to make the transportation network safe and accessible for all road users. To ensure that every community's needs are evaluated, the historic crash analysis included in **Section 7** provides an examination of fatal and serious crash rates in transportation disadvantaged communities. Additionally, equity is recommended to be considered as part of the prioritization method in **Section 11.5** where projects serving transportation disadvantaged communities may be weighted in the scoring process.

5.6 Plan Timeline

The LRSP plan includes a generalized plan timeline. Discussed in **Section 12**, the City of Ocala’s LRSP serves as a living document to guide the development of safety projects and implementation and is to be periodically updated to continue reaching for the goal of zero serious injuries and fatalities on the City’s roadways by 2045. This plan timeline considers the initial development of the plan through the continued implementation and evaluation of recommended strategies and countermeasures.

5.6.1 Plan Development

The City of Ocala’s Safe Streets and Roads for All Planning Studies were initiated in July 2025 and are scheduled to be completed and adopted in April 2026. The project schedule is included in **Figure 2**.

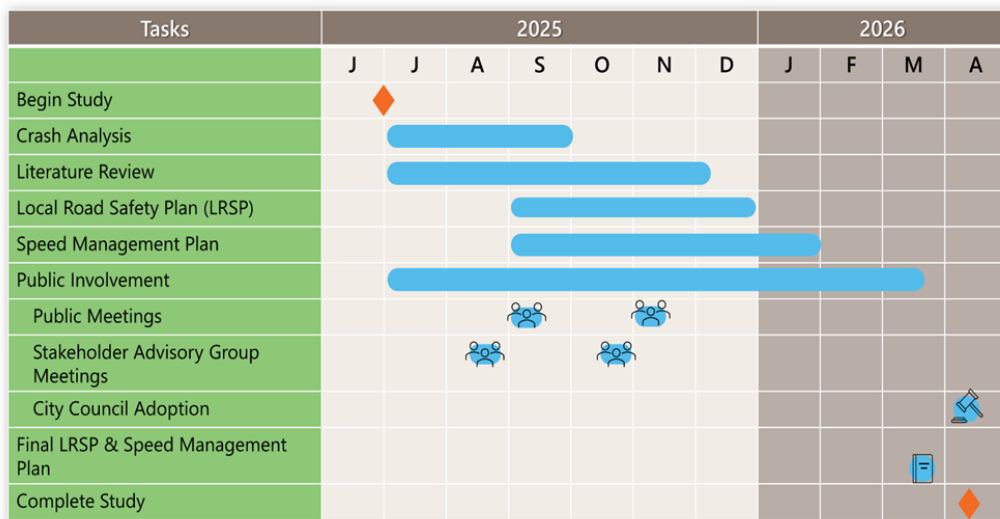


Figure 2: Project Schedule

5.6.2 Implementation and Evaluation

As part of the LRSP, programs and projects at varying relative costs are recommended to help improve safety on the City of Ocala’s roadways. Recommended projects, low-cost safety programs, and a suggested prioritization method for implementation is discussed in **Section 11**.

The implementation timeline is dependent on available funding. Low-cost programs are described in **Section 11.2** and may be implemented while grants and additional sources of funding are being pursued to provide immediate safety results. Additionally, low-cost countermeasures described for each identified emphasis area in **Section 10** may also be applied along the High Injury Network segments where applicable, while higher-cost projects may be programmed as funding becomes available.

After the adoption of the LRSP, periodic evaluation will be performed to determine the progress made in implementing the recommended strategies, as well as advancement made in reducing fatal and serious injuries on the City's transportation network. Additionally, as a living document, the LRSP will be updated as needed to best serve the City's goals and provide guidance. Evaluation metrics are further described in **Section 12**.

6. Existing City Efforts to Improve Safety

Existing policies and efforts were reviewed at the start of the LRSP process to determine opportunities to improve and to prioritize transportation safety within the City. Efforts and policies reviewed include the following:

Safety & ADA Review Process for Resurfacing/Maintenance Projects: An informal process is currently in place regarding the review of proposed resurfacing and maintenance projects for the addition of safety and ADA improvements. This includes the use of contractors for sidewalk and ramp improvements, as well as the evaluation of lane narrowing and bike lane widening opportunities. Lane repurposing is also evaluated with these projects.

On-going and Current Involvement in Safety Campaigns: The City is currently involved as a member of the CFSSP Steering Committee working to address action steps in the CFSSP, specifically related to targeted infrastructure and changing road-user behavior. Additionally, the City participates in the Ocala Marion TPO-led Vision Zero efforts. The City is a member of the Technical Advisory Committee and is a stakeholder in the Ocala Marion TPO Long Range Transportation Plan.

On-going and Current Outreach Events: The City engages residents through outreach at popular local events, such as Light Up Ocala, and publishes monthly safety-focused articles in local magazines. Additional safety-related outreach is provided to local electric customers through email newsletters.

Short-term safety and mobility enhancement projects: Quick-build projects have been implemented within the City of Ocala utilizing low-cost channelization methods, such as Qwick Kurb and tubular markers, along with temporary traffic controls to restrict movements prior to construction of a signalized intersection.

Speed Data Collection and Targeted Speeds: The City of Ocala currently has one speed trailer in operation and is in the process of acquiring a second. The City lowers speed limits at requested locations based on the 85th percentile speed. Residential streets are required to have a 20-mph speed limit based on city code but may be lowered following a speed study.

City Academy: A civic engagement program is currently in place that allows residents to learn about the local government and how city departments serve residents daily. This program has the potential to add Vision Zero topics into the curriculum.

City Fleet Driver Safety Programs: Driver training for fleet vehicle drivers is provided by the City of Ocala. Drive Cams are installed in city vehicles that are triggered when drivers engage in unsafe behavior that can lead to crashes, such as following too closely, hard braking, or speeding.

Downtown Ocala Complete Streets Project: The City of Ocala won the Project Award at the 2024 FDOT District 5 Central Florida Safety Summit for its Downtown Ocala Complete Streets Project that included sidewalk widening, the addition of bicycle lanes, on-street parking, and intersection control changes by implementing a road diet along Magnolia Avenue and First Avenue.

7. Data Analysis and Summary

Historical crash data collected from the University of Florida's Signal 4 Analytics for the five-year period from 2020 to 2024 was analyzed to determine where fatal and serious injury crashes are occurring, how they are occurring, and who they are occurring to on the City of Ocala's roadway network. This analysis served to provide insight into safety challenges occurring within the City of Ocala's transportation system and to identify areas and opportunities to improve.

7.1 Citywide Crash Analysis:

Data obtained from the University of Florida’s Signal 4 Analytics indicated a total of 20,136 crashes occurring within the City of Ocala roadway network during the study period. Among these crashes, 108 (0.5%) were fatal, and 446 (2.2%) resulted in serious injury. Since 2020, the total number of Killed/Serious Injury (KSI) crashes has decreased by 50%, with both serious injuries and fatal crashes showing significant reduction. Although KSI crashes are trending in the right direction, the City remains committed to achieving zero fatalities and serious injuries as the only acceptable outcome.

The annual distribution of crashes and their severities is presented in **Table 1**.

Table 1: Annual Distribution of KSI and Non-KSI Crashes (2020–2024)

Year	Serious Injury Crashes	Fatal Crashes	Total KSI Crashes	% of Total KSI Crashes	Non-KSI Crashes	% of Total Non-KSI Crashes
2020	103	33	136	24%	3647	18%
2021	75	20	95	17%	4026	21%
2022	132	26	158	29%	3725	19%
2023	82	12	94	17%	4269	22%
2024	54	17	71	13%	3915	20%
Total	446	108	554	100%	19,582	100%

Additionally, the distribution of KSI crashes by roadway maintenance jurisdiction was examined. During the study period, the majority of KSI crashes occurred on the State Highway System (259 crashes), followed by city-maintained roadways (176 crashes).

Table 2 summarizes the KSI crashes by road jurisdiction within the City limits; **Figure 3** displays the location of KSI and non-incapacitating injury crashes within the City.

Table 2: KSI and Non-KSI Crashes by Road Jurisdiction (2020-2024)

Road Jurisdiction	Serious Injury Crashes	Fatal Crashes	Total KSI Crashes	% of Total KSI Crashes	Non-KSI Crashes	% of Total Non-KSI Crashes
County	57	12	69	12.3%	1455	7.4%
Interstate	31	5	36	6.7%	1729	8.8%
City	141	35	176	31.6%	6297	32.2%
State Highway System	205	54	259	46.9%	9765	49.9%
All Other	12	2	14	2.5%	336	1.7%
Total	446	108	554	100%	19,582	100%

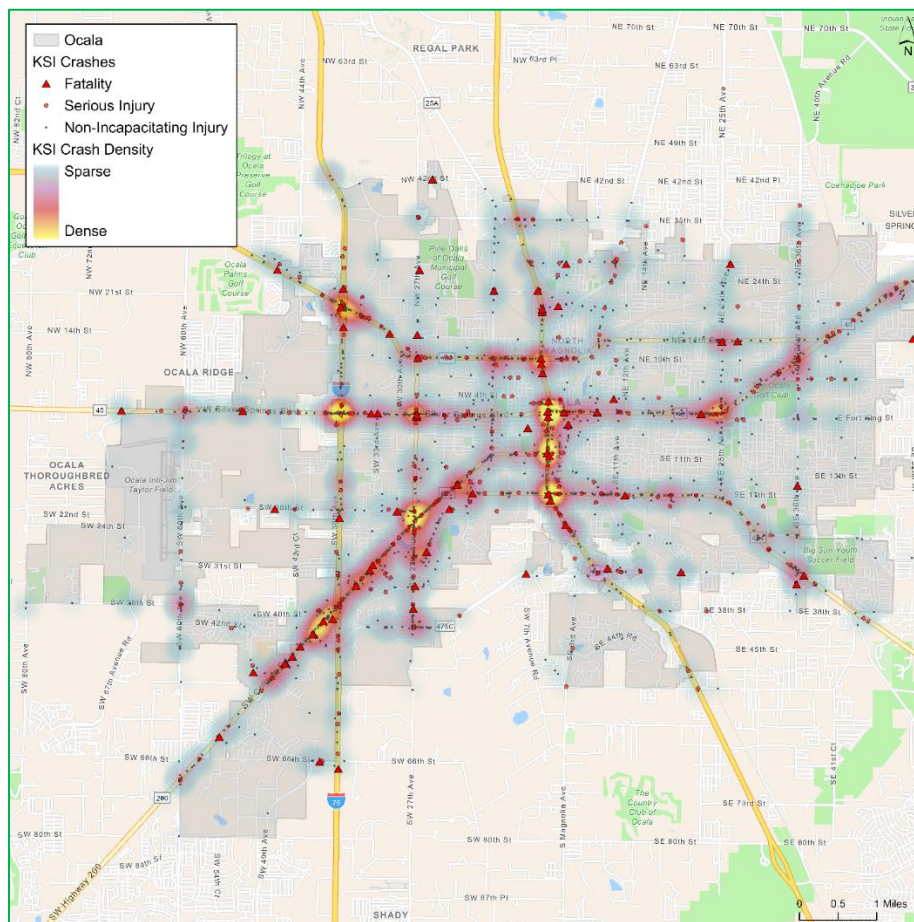


Figure 3: KSI Crashes and Non-Incapacitating Injury Crashes

7.2 KSI Crash Types:

During the analysis period, left-turn crashes accounted for the highest number of serious injury crashes (87) and pedestrian crashes accounted for the highest number of fatal crashes (25). Other frequent crash types occurring within the City of Ocala are rear-end (84 serious injury crashes, 5 fatal crashes) and “other” crashes (65 serious injury crashes, 17 fatal crashes). The full distribution of KSI crashes is depicted in **Figure 4**.

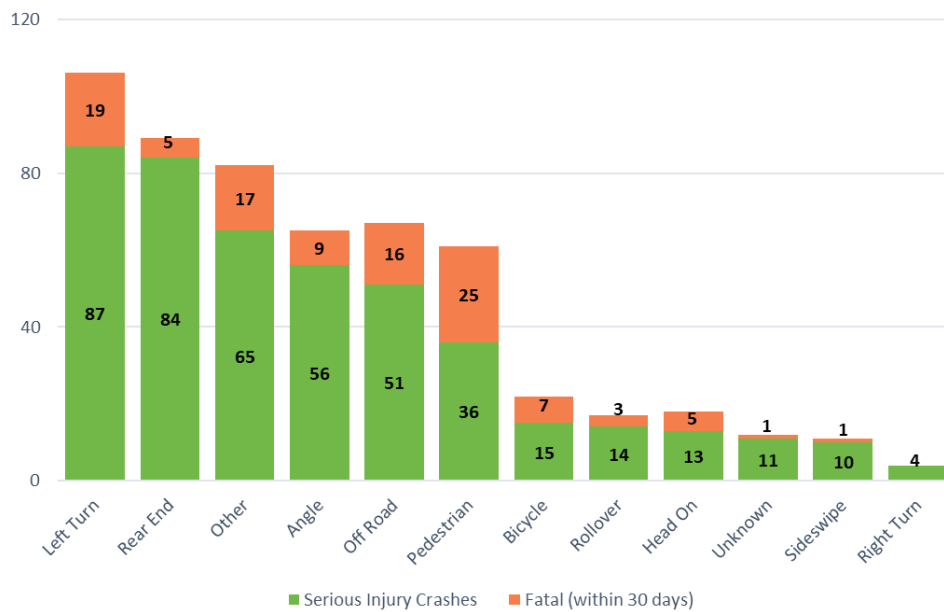


Figure 4: KSI Crashes by Type (2020-2024)

7.3 Crashes by Time of Day:

Over half of all KSI crashes (53%) during the study period occurred between 1 p.m. and 9 p.m. Fatal crashes occurred most frequently at 6:00 p.m, with 11 crashes. Serious injury crashes occurred most frequently at 2:00 p.m. and 5:00 p.m, with 33 occurrences each. The distribution of fatal and serious injury crashes by hour of the day is displayed in **Figure 5**.

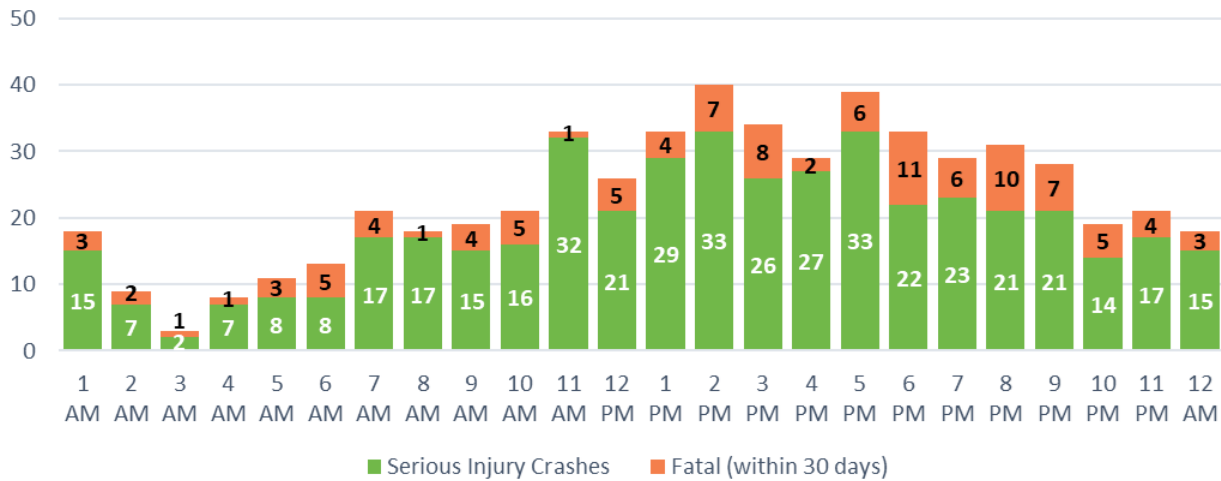


Figure 5: KSI Crashes by Hour of the Day (2020-2024)

7.4 KSI Roadway Conditions:

Roadway conditions, including lighting and roadway surface conditions, influence how drivers interact with the road. These external factors may contribute to higher frequencies of KSI crashes.

In the City of Ocala, a significant portion of KSI (42.1%) and fatal crashes (54.6%) occurred during non-daylight conditions. This indicates a potential correlation between lighting conditions and crash severity within the City. The KSI crash distribution by different lighting conditions is summarized in **Table 3**.

Table 3: KSI crashes by Lighting Condition

Lighting Condition	% Serious Injury Crashes	% Fatal Crashes	% of total KSI Crashes	% of total Non-KSI Crashes
Daylight	61.0%	45.5%	57.9%	76.6%
Dawn	1.1%	3.7%	1.7%	1.7%
Dusk	5.8%	4.6%	5.6%	3.2%
Dark - Lighted	19.7%	25.9%	20.9%	13.1%
Dark - Not Lighted	11.7%	19.4%	13.2%	5.1%
Dark - Unknown Lighting	0.7%	0.9%	0.7%	0.2%
Unknown	0.0%	0.0%	0.0%	0.1%

During the analysis period, most KSI crashes occurred on dry roadway conditions (90%). This may indicate that wet surface conditions may not be a primary driver of the majority of KSI crashes happening within the City of Ocala. The crash distribution by road surface condition is included in **Table 4**.

Table 4: KSI Crashes by Road Surface Condition

Road Surface Condition	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Dry	90.6%	88.9%	90.2%	86.8%
Wet	9.2%	10.2%	9.4%	12.9%
Mud, Dirt, Gravel	0.0%	0.0%	0.0%	0.1%
Other	0.2%	0.0%	0.2%	0.0%
Unknown	0.0%	0.9%	0.2%	0.2%

7.5 Vulnerable Road Users

Vulnerable Road Users (VRUs) are the least physically protected group of road users, including pedestrians, bicyclists, and motorcyclists. Due to a lack of physical protection, these users are often at an increased risk of serious injury and death from vehicular crashes.

As shown in **Table 5**, motorcycle-involved crashes accounted for 44.5% of the VRU KSI crashes and 35.3% of the VRU fatal crashes. Pedestrian involved crashes accounted for 38.5% of the VRU KSI crashes and 48.5% of the VRU fatal crashes, making pedestrian involved crashes the crash type with the most deaths.

Table 5 summarizes the distribution of fatal and serious injury crashes by the type of vulnerable road user involved. It is important to note that the distribution of crashes in **Table 5** may differ from those in **Figure 4**; this is because the VRU-involved crashes depicted in **Table 5** consider all circumstances where a VRU may be involved in a crash, whereas **Figure 4** categorizes VRU crash types where VRUs are directly related to the manner of collision or cause of the crash.

Table 5: KSI crashes by Vulnerable Road User Type

Vulnerable Road User Involved	Serious Injury Crashes		Fatal Crashes		KSI Crashes	
	Crashes	% of VRU	Crashes	% of VRU	Crashes	% of VRU
Pedestrian	51	33.5%	33	48.5%	84	38.2%
Bicycle	27	17.8%	11	16.2%	38	17.3%
Motorcycle	74	48.7%	24	35.3%	98	44.5%

7.6 Transportation Disadvantaged Area Analysis

Equity is an important factor to consider when prioritizing project implementation and ensuring the transportation needs of all citizens are met. Often areas categorized as transportation disadvantaged experience disproportionate rates of traffic-related fatalities and serious injuries. An analysis was performed to evaluate the extent to which KSI crashes occurred in areas that meet one or more criteria for transportation disadvantaged communities. These criteria include:

- **People living in poverty** – block groups with higher than county average and at least 500 households
- **Minorities** – block groups with higher than county average and at least 500 individuals
- **People without a vehicle** – block groups from Transit Oriented Index created as part of the Transit Development Plan
- **Seniors** – block groups from Transit Oriented Index created as part of the Transit Development Plan
- **Youth** – block groups from Transit Oriented Index created as part of the Transit Development Plan

The locations of KSI crashes were examined to determine the total number of listed transportation disadvantaged criteria that each KSI crash location met. In total, 81% of all KSI crashes occurred in a location that met at least one of the above listed criteria. Fifty-four KSI crashes (15%) occurred in areas that met three of the listed transportation disadvantage criteria.

Table 6 summarizes the KSI crash distribution by the number of transportation disadvantaged criteria the crash location met. **Figure 6** shows areas within and adjacent to the City of Ocala that met one or more of the listed criteria.

Table 6: KSI Crashes by Number of Transportation Disadvantaged Criteria Met

Crash Severity	KSI Crashes				Total Crashes
	# Transportation Disadvantaged Criteria Met				
	0	1	2	3	
Fatality	15	14	30	8	67
Serious Injury	53	64	121	46	284
All KSI	68	78	151	54	351

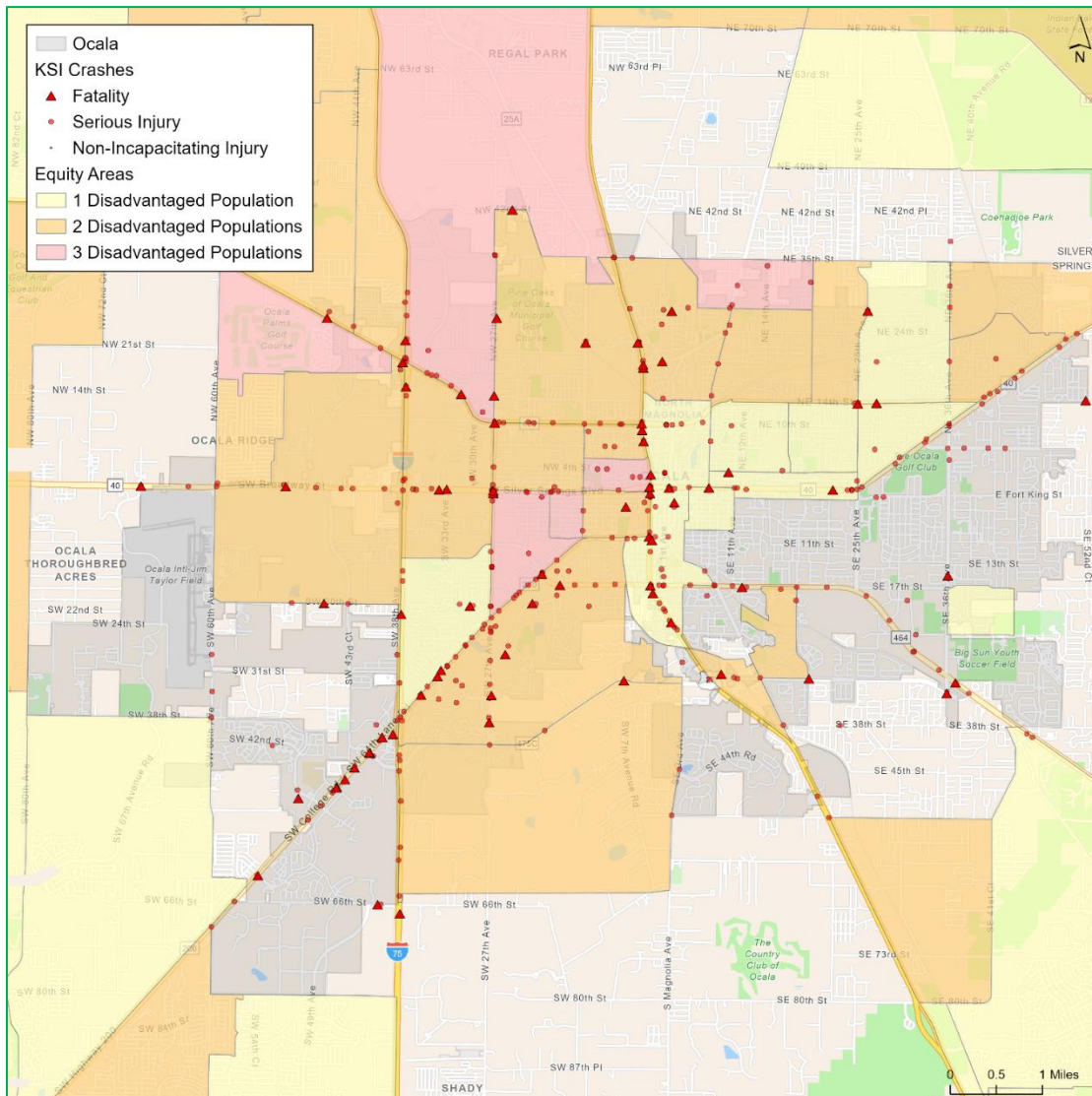


Figure 6: Transportation Disadvantaged Populations

7.7 Regional and Statewide Comparisons

The Florida Strategic Highway Safety Plan has identified 14 emphasis areas acting as the primary focus of safety improvement efforts in Florida. An analysis was performed to compare the historical crash trends for the City of Ocala to regional (Ocala Marion TPO) and statewide crash averages. This comparison was preformed to identify emphasis areas for which crashes are overrepresented in the City of Ocala.

The results of the regional and statewide crash rate comparison are included in **Table 7**.

Table 7: Emphasis Area Comparison to Regional and Statewide KSI Crashes (2020-2024)

Strategic Highway Safety Plan (SHSP) Emphasis Area	Ocala	Ocala Marion TPO		Statewide	
	% of KSI Crashes	% of KSI Crashes	Percent Difference	% of KSI Crashes	Percent Difference
Lane Departures	30.9%	45.0%	-14.1%	35.3%	-4.4%
Intersections	37.6%	35.7%	+1.9%	36.8%	+0.8%
Work Zones	1.2%	1.2%	-0.0%	1.8%	-0.6%
Rail Crossings	1.2%	0.0%	+1.2%	0.2%	+1.0%
Occupant Protection	12.8%	15.3%	-2.5%	10.7%	+2.1%
Commercial Motor Vehicle Operators	6.4%	14.6%	-8.2%	6.7%	-0.3%
Aging Road Users (65+)	26.4%	29.2%	-2.8%	23.6%	+2.8%
Teen Drivers (15-19)	9.7%	12.3%	-2.6%	10.5%	-0.8%
Impaired Driving	6.5%	23.7%	-17.2%	11.0%	-4.5%
Distracted Driving	9.2%	4.6%	+4.6%	15.1%	-5.9%
Speeding and Aggressive Driving	8.2%	6.5%	+1.7%	9.1%	-0.9%
Drowsy and Ill Driving	3.5%	2.5%	+1.0%	4.7%	-1.2%
Pedestrians and Bicyclists	22.0%	15.0%	+7.0%	19.0%	+3.0%
Motorcyclists	17.7%	15.6%	+2.1%	16.4%	+1.3%

Source: Signal 4 Analytics Dashboard

8. The High Injury Network

The local High Injury Network (HIN) was developed to focus efforts on a collection of roadway segments with a disproportionately high number of KSI crashes. Because many of the KSI crashes within the City of Ocala occurred along the State highway system, which was excluded from the HIN, Ocala's city street HIN considered both KSI crashes and non-incapacitating injury crashes. To better adhere to the Safe System Approach, KSI crashes were weighted five times the weight of non-incapacitating injury crashes, but by including these less serious injury crashes, it helped to more clearly identify crash clusters and define the HIN.

The following calculation was used to prioritize HIN segments:

$((\text{KSI crashes} \times 5) + \text{non-incapacitating injury crashes}) / \text{length}$

The local HIN is comprised of twelve roadway segments totaling 20.6 centerline-miles of roadway that are associated with 51 KSI crashes, of which 12 were fatal. These twelve segments make up only 3.8% of the locally maintained roadway network, but account for 23.3% of the KSI crashes and 25.5% of fatal crashes along locally maintained roadways.

By identifying the HIN and prioritizing efforts here, the City of Ocala will focus limited resources on areas most likely to benefit in terms of high severity crash reduction. **Figure 7** depicts the Local High Injury Network; **Table 8** provides a summary of the High Injury Network segments and their priority ranking.

The High Injury Network makes up only 3.8% of City- maintained roadways, but accounts for 23.3% of KSI crashes and 25.5% of fatal crashes along City- maintained roads.



Figure 7: Local High Injury Network (HIN)

Table 8: Local HIN Segments

ID	Priority Rank	On Street	From/To Street	Jurisdiction	Length (Miles)	Non-KSI Crashes	Injury Crashes	KSI Crashes	Serious Injury Crashes	Fatal Crashes
A	1	SW 27 th Ave	SW 42 nd St to S of SR 40	City	2.416	509	174	13	12	1
B	8	SW 20 th St	SW 60 th Ave to W of SW 27 th Av	City	2.976	173	47	5	3	2
C	2	Easy St	E of SW 27 th Ave to S of SW 17 th St	City	1.174	166	69	5	3	2
D	3	SE 1 st Ave	S Pine Ave to S of E Silver Springs Blvd	City	0.664	114	29	4	3	1
E	12	SE 31 st St	E of US 301 to SE 36 th Ave	City	2.631	82	27	4	2	2
F	4	SE 36 th Ave	S of SE 24 th St to NE 8 th Pl	City	2.231	194	67	3	2	1
G	6	NE 25 th Ave	N of NE 14 th St to NE 28 th St	City	0.988	52	22	2	1	1
H	11	NE 27 th Ave	Old Blitchton Rd to NW 35 th St	City/County	1.668	30	16	3	2	1
I	7	NW MLK Jr. Ave	NW 21 st St to NW 35 th St	City/County	1.048	36	17	2	1	1
J	10	NE 36 th Ave	NE 17 th Pl to NE 42 nd Pl	City/County	1.962	73	25	3	3	0
K	5	NE 8 th / Jacksonville Rd	NE 14 th St to NE 35 th St	City/County	1.728	83	41	4	4	0
L	9	NE 28 th St	N Pine Ave to NE Jacksonville Rd	City/County	1.114	32	12	3	3	0

The Crash Analysis Technical Memorandum is provided as **Appendix C**.

9. Crash Tree Diagrams

As part of this LRSP, trends in fatal and serious injury crashes on local roadways were analyzed to identify high risk locations, facility types, road features, and other factors that may contribute to crash frequency and severity. Crash tree diagrams were developed for both intersection and segment crash locations, and the conditions that resulted in the highest percentage of crashes were identified. Because crashes are random, crash tree diagrams are useful for determining crash countermeasures that can be applied systemically to the roadway network where similar risk factors exist and before crashes occur.

9.1 Intersection Crashes

A total of 76 fatal and serious injury crashes occurred at intersections on local roadways maintained by the City of Ocala. Of these, the majority (68%) occurred at unsignalized

intersections, with 22 crashes occurring at unsignalized four-way intersections, 21 crashes at unsignalized t-intersections, and 9 crashes at other unsignalized intersection types.

All signalized intersection crashes occurred at four-way intersections, with the predominant crash types occurring at these intersections being angle crashes (8 crashes) and left turn crash (7 crashes).

The crashes occurring at the greatest frequency among all fatal and serious injury intersection crashes were daytime angle crashes at unsignalized four-way intersections, as well as day-time left turn crashes at signalized four-way intersections.

The crash tree diagram for intersection crashes can be found in **Figure 8**.

9.1 Roadway Segment Crashes

A total of 99 fatal and serious injury crashes occurred on local roadway segments, outside of intersections. Of these, a majority were off road crashes (32%), followed by crashes classified as 'other'.

Of the off-road crashes, the top three first harmful events (or the initial event of a crash) were collisions with a utility pole or light support (8 crashes), with the curb (7 crashes), and with a standing tree (5 crashes). The crashes occurring at the greatest frequency among the fatal and serious injury segment crashes were nighttime off-road crashes involving a collision with a utility or light support pole.

The crash tree diagram for roadway segment crashes can be found in **Figure 9**.

Figure 8: Intersection Crash Tree Diagram

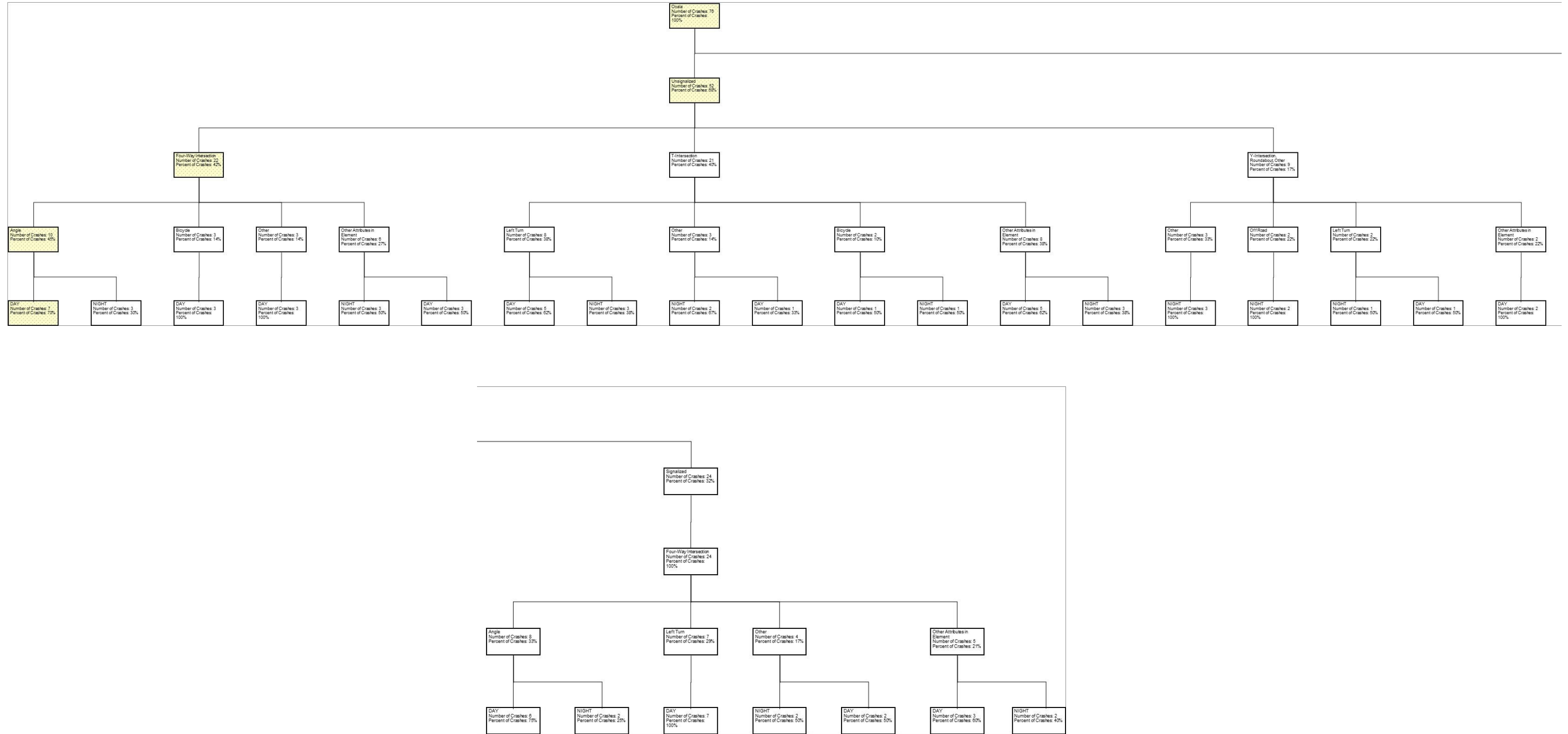
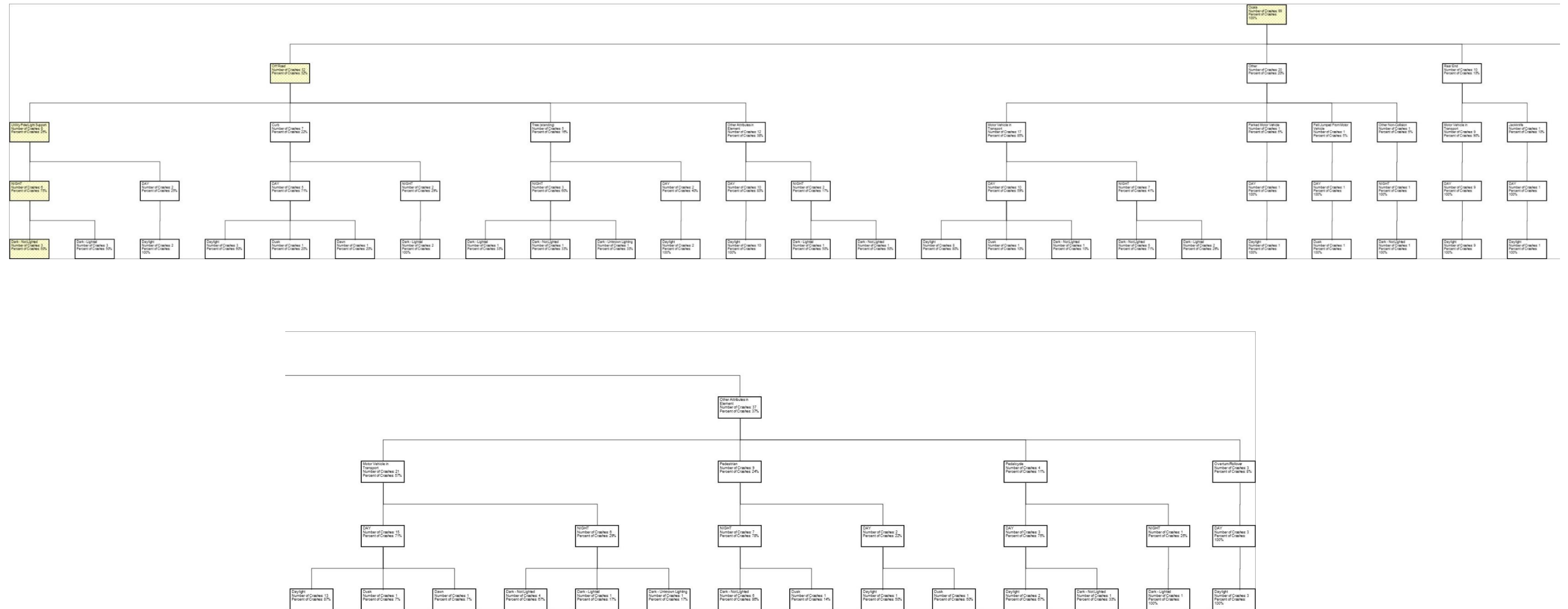


Figure 9: Roadway Segment Crash Tree Diagram



10. Emphasis Areas and Countermeasures

Following the evaluation of historical crash data, existing policies, and goals, emphasis areas were established to focus efforts and funding priorities on opportunities that will provide the greatest benefit in improving transportation safety. Emphasis areas were established based on contributing factors/behaviors and populations of road users that had both high frequencies of KSI crashes and were overrepresented in crash data percentages compared to statewide or regional averages.

The purpose of establishing emphasis areas is to provide targeted countermeasures and measurable goals to ensure progress in improving safety within the City’s transportation system. The following sections discuss the emphasis areas, along with goals and strategies to improve safety in each emphasis area. Strategies include both engineering and non-engineering strategies and are grouped and sorted by relative cost to implement, as shown by the “\$” symbol. No-cost or low-cost (\$) strategies are sorted at the top of each list, followed by strategies with increasing costs (\$\$ and \$\$\$) to implement.

10.1 Vulnerable Road Users

Vulnerable road users, including pedestrians, bicyclists, and motorcyclists, were overrepresented within the historical crash data compared to both regional (Marion County TPO) and statewide KSI crash percentages. Pedestrians were the top crash type for fatalities within the City of Ocala, comprising 23.1% of all fatalities. Due to this overrepresentation, and the fact that vulnerable road users are placed at disproportionate risk for serious injuries, this demographic was established as an emphasis area.



10.1.1 Goals and Strategies

Goal #1: Improve safety for students walking and bicycling to school

Goal #2: Improve safety for students at school bus stops

Goal 1 and 2 Strategies:

- Establish a Student Pedestrian Safety Committee that meets regularly to address student safety issues. Include City of Ocala Engineering, Marion County Public Schools Transportation, Ocala Police Department, Marion County Sheriff’s Office School Crossing Guard administrator (\$)

- Involve Parent-Teacher Associations and Parent-Teacher Organizations in discussions related to needs and improvements for individual schools (\$)
- Policy - Use proximity to a school as part of a weighting criteria for prioritization of CIP projects (\$)
- Work with the high school Students Against Destructive Decisions (SADD) club to help reinforce safety messaging to students (\$)
- Pursue federal grants for safety improvements (\$, if providing local match)
Note: The City of Ocala and Marion County Public Schools submitted a Safe Routes to School (SRTS) grant application for Howard Middle School in January 2026.
- Consider establishing a pilot Walking School Bus program for one school with guidance from Bike/Walk Central Florida and school and parental support (\$)
- Conduct a Walk & Roll to School Day event each year for a school within the City of Ocala. [Resources](#) (\$)
- Hold a bike rodeo to teach students safe bicycling practices and include bike helmet fittings (\$)
- Participate in the National Highway Traffic Safety Administration’s Pedestrian Safety Awareness Month in October. [Resources](#) (\$)
- Participate in the National Highway Traffic Safety Administration’s Bicycle Safety Awareness Month in May. [Resources](#) (\$)
- Conduct high-visibility school crosswalk enforcement in partnership with the City of Ocala Police Department and Bike/Walk Central Florida (\$)
- Conduct reduced speed school zone enforcement (\$)
- Conduct a Walk Audit of at least one walking route to school per year, identified with partner agency input. Use the Safe Routes Partnership Walk Audit Toolkit as a guide. [walk_audit_toolkit_2018.pdf](#) (\$)
- Create driver Arrival/Dismissal Procedures for each school and post on the school website. Example: [Arrival/Dismissal Procedures | Field Elementary School](#) (\$) (Marion County Public Schools)



- Upgrade school related signs to fluorescent yellow-green reflective sheeting (\$)
- Update school zone signs and pavement markings to FDOT Speed Zoning Manual criteria, including alignment of SCHOOL pavement messages with beacons and installation of overhead beacons, where feasible, on multilane roadways (\$-\$\$\$\$)
- Implement speed management strategies identified in the Speed Management Plan, as needed, along walking routes to school, including speed feedback signs in school zones (\$-\$\$\$\$)
- Improve street lighting near school bus stops and along walking routes to school (\$-\$\$\$\$)
- Add sidewalk/fill sidewalk gaps along walking routes to school (\$-\$\$\$\$)
- Consider a school speed zone safety camera program (\$\$\$)

Goal #3: Eliminate high-severity pedestrian and bicycle crashes

Goal 3 Strategies:

- Conduct high-visibility crosswalk enforcement in partnership with the City of Ocala Police Department and Bike/Walk Central Florida (\$)
- Implement Leading Pedestrian Intervals (LPIs) at signalized intersections (\$)
- Refresh stop bars at intersections (\$)
- Provide advance stop bars at mid-block crosswalks (\$)
- Pilot a “Quick-Build” project to reduce intersection corner turning radius with bulb-outs (\$)
- Provide Target Zero pedestrian/bike safety TIP cards and education at community events and already scheduled community meetings (\$)
- Upgrade to special-emphasis crosswalks at signalized and mid-block locations as part of road resurfacing (\$)
- Evaluate opportunities to narrow travel lanes and widen or buffer bike lanes as part of road resurfacing (\$)
- Pursue federal Highway Safety Improvement Program (HSIP) grants through FDOT District 5 (\$, depending on any local match)
- Policy - Develop a micromobility ordinance to set citywide rules for use of ebikes/scooters and other micromobility devices. Combine with safety messaging. (\$)
- Evaluate the feasibility of providing bike “keyhole” lanes, where needed, as part of road resurfacing (\$-\$)

- Provide hardened centerlines or pedestrian refuge islands at intersections, where feasible (\$-\$\$)
- Remove sight obstructions to pedestrian landing areas at intersections (\$-\$\$)
- Implement Flashing Yellow Arrow (FYA) signal heads, where feasible, with Omit by Ped timing to eliminate conflicts between left turning vehicles and pedestrians with the WALK indication (\$-\$\$)
- Address ADA compliance issues (\$-\$\$), including ADA mat alignment with crosswalks for the visually impaired
- Add lighting to mid-block crosswalks (\$\$)
- Enhance mid-block crosswalks with rectangular rapid flashing beacons (RRFBs) on low-speed roads where needed and Pedestrian Hybrid Beacons (PHBs) on higher-speed roads, when warranted (\$\$_\$\$\$)
- Add sidewalk/fill sidewalk gaps, where feasible (\$\$_\$\$\$)
- Implement speed management strategies identified in the Speed Management Plan, as needed, along roadways near parks/activity centers (\$-\$\$\$)

Goal #4: Eliminate high-severity motorcycle crashes

Goal 4 Strategies:

- Attend Florida Motorcycle Safety Coalition meetings to help implement strategies and action steps identified in the Motorcycle Safety Strategic Plan (Ocala PD)
- Participate in the National Highway Traffic Safety Administration’s Motorcycle Safety Awareness Month in May. [Resources](#). (\$)
- Partner with the Florida Motorcycle Safety Coalition to conduct motorcycle safety outreach during regular Ocala motorcycle events such as Harley-Davidson events and Downtown Ocala Bike Nights (\$)
- Install new Motorcycle Use Caution (FTP-206A-25) warning signs on roadways with uneven pavement, especially in work zones (\$)
- Conduct enforcement details, including DUI initiatives and enforcement of proper licensing/endorsement requirements (\$)
- Install advance warning signs for conditions that may be hazardous to motorcyclists (\$)



- Implement protected left turn signal phasing where appropriate or when warranted (\$)
- Install temporary speed trailers and/or permanent dynamic speed feedback signs on popular motorcyclist routes (\$-\$\$)
- Reduce conflict points through access management (\$-\$\$\$)

10.2 Intersection Crashes

Based on the evaluated historical crash data, intersection-related crashes were overrepresented compared to both regional and statewide fatal and serious injury crash percentages. Additionally, left turn crashes accounted for the highest percentage of total fatal and serious injury crashes (19.1%), and resulted in the greatest number of serious injury crashes overall. Other crash types that predominantly occur at intersections include rear end and angle crashes, both of which are within the top five crash types resulting in fatal and serious injuries in the City. Rear-end crashes accounted for the second highest percentage of KSI crashes (16%) and angle crashes accounted for the fourth highest percentage of KSI crashes (12%).

10.2.1 Strategies and Goals

Goal #1: Eliminate high severity left turn and angle collisions at intersections

Goal 1 Strategies:

- Optimize and adjust yellow change and red clearance intervals at signalized intersections, taking approach grade into account (\$)
- Evaluate the potential for protected left turn phasing at signalized intersections (\$)
- Positively offset left turn lanes for improved visibility where feasible (\$\$)
- Evaluate the need for and feasibility of providing auxiliary turn lanes (\$\$)
- Evaluate the feasibility of replacing existing 5-section signal heads with flashing yellow arrow (FYA) signal heads (\$\$)
- Evaluate potential access management adjustments at



- median openings to reduce conflicts (\$\$)
- Evaluate the feasibility of providing channelization for turning movements (\$\$)
- Evaluate signal warrants and roundabout feasibility for unsignalized intersections based on left turn/angle crash frequency, and implement (\$\$\$)

Goal #2: Improve visibility and conspicuity at intersections

Goal 2 Strategies:

- Install flexible retroreflective signal head backplates (\$)
- Provide oversized stop signs at unsignalized intersections per the MUTCD as needed (\$)
- Add red reflective strips to stop sign posts as needed (\$)
- Provide delineation of median noses using retroreflective treatments (\$)
- Remove obstructions impeding sight distance (\$-\$\$)
- Evaluate the feasibility of and need for supplemental signal heads at signalized intersections with a high crash frequency (\$\$)
- Apply a systemic application of multiple low-cost countermeasures at stop-controlled intersections (\$\$)
- Evaluate the need for lighting at intersections on the local HIN, and provide or upgrade intersection lighting where needed (\$\$\$)
- Evaluate the implementation of an intersection conflict warning system (\$\$\$)

10.3 Distracted Driving

Crashes that involve or that result from a distracted driver are noted at the time of the crash by the reporting police officer. Fatal and serious injury crashes that involve distracted driving are overrepresented compared to regional trends but are not overrepresented compared to statewide data. However, distracted driving is a factor in 9.2% of all fatal and serious injury crashes that occur in the City and represents a significant issue relating to transportation safety. As a behavioral factor in crashes, strategies will focus on encouraging safe driving behaviors, especially in young drivers who often engage in distracted driving activities or behavior.

10.3.1 Strategies and Goals

Goal #1: Champion policies and legislation to discourage distracted driving

Goal 1 Strategies:

- Implement Graduated Driver Licensing (GDL) passenger limits for young drivers (\$)
- Enforce cell phone laws (\$)

Goal #2: Participate in campaigns targeting distracted driving**Goal 2 Strategies:**

- Work with the high school Students Against Destructive Decisions (SADD) club to help reinforce safety messaging to students (\$)
- Participate in the National Highway Traffic Safety Administration’s “Don’t Drive Distracted. Eyes Forward” campaign (\$)
- Participate in the National Highway Traffic Safety Administration’s “Put the Phone away or Pay” National High-visibility Enforcement Campaign (\$)
- Participate in FDOT’s “Put It Down” campaign (\$)
- Provide educational materials regarding distracted driving at traffic stops (\$)

**10.4 Speeding and Aggressive Driving**

Similar to crashes involving distracted driving, speeding or any behavior that may indicate aggressive driving is noted at the time of the crash by the responding police officer. Actions such as red light running and following too closely may be considered as aggressive driving behavior. Speeding and Aggressive Driving crashes are overrepresented when compared to regional fatal and serious injury crash percentages but are not overrepresented compared to statewide data. However, of all KSI crashes, 8.2% of crashes involved speeding and aggressive driving as a factor. Furthermore, speeding and aggressive driving was selected as an emphasis area to align with the Speed Management Plan being developed as the second supplemental planning study and an additional focus of the Safe Streets for All (SS4A) grant.

Goals for this emphasis area are listed, and countermeasures and efforts aimed at encouraging safer speeds are detailed in the City’s Speed Management/Traffic Calming Plan.

10.4.1 Goals

Goal #1: Deploy enforcement efforts to reduce unsafe driving behaviors

Goal #2: Implement speed management techniques and infrastructure improvements to encourage lower speeds

Goal #3: Participate in speeding and aggressive driving safety campaigns and outreach

10.5 Aging Road Users

Road users that are age 65 or older are considered aging road users. This demographic of road users is involved in a significant percentage of fatal and serious injury crashes on the City's transportation system with 26.4% of all KSI crashes involving at least one aging road user. This demographic is overrepresented in the crash data compared to statewide KSI crash percentages, despite not being overrepresented in the regional crash trends. This is likely because 21% of the statewide population is older than 65 years old according to FDOT's Safe Mobility for Life dashboard, while 30% of the Marion County population is 65 years and older, per FDOT's [etraffic \(eTraffic Applications | SDIS Public\)](#) website. Although Marion County is not a Safe Mobility for Life Priority County, the population of those age 65 and older is expected to increase through 2035, per the University of Florida's Bureau of Economic and Business Research (BEBR) population projections.



10.5.1 Strategies and Goals

Goal #1: Support aging-in-place efforts and improve infrastructure to encourage aging road users to consider alternative transportation methods

Goal 1 Strategies:

- Support legislation and screening regarding driver's licensing for aging road users (\$)
- Encourage participating in the CarFit Educational program. [Resources](#) (\$)
- Participate in the National Highway Traffic Safety Administration's Older Driver Safety Awareness Week during the first week of December. [Resources](#) (\$)

- Work with agency partners to educate aging road users on ridesharing and assist with setting up senior accounts using the “simplified app experience” mode available for Uber and the “Lyft Silver” program available for Lyft. (\$)
- Provide formal courses for aging drivers (\$\$)
- Evaluate the feasibility of implementing wider sidewalks (\$\$)
- Provide accessibility improvements at intersections and pedestrian signals (\$\$)
- Evaluate the implementation of pedestrian scaled lighting (\$\$\$) in high activity locations
- Reduce transit headways along routes frequently used by aging road users (\$\$\$)

Goal #2: Implement traffic operation and infrastructure improvements to accommodate aging drivers

Goal 2 Strategies:

- Adjust signal timings at intersections to accommodate reaction times of aging drivers (\$)
- Provide advance signing (\$)
- Improve visibility of pavement markings (\$)
- Provide infrastructure improvements designed to reduce conflicts at intersections such as right-turn channelization (\$\$)

Regardless of emphasis area, **overall strategies** to eliminate fatal and serious injuries are:

- To review all fatal and serious injury crash reports monthly
- To use geo-fencing technology to target social media messaging to specific geographic locations
- To continue to use technology advances, such as Big Data and “smart” signal and work zone technology, and to pursue and deploy innovative and demonstrative technologies, such as unmanned aerial systems (UAS), to support safer, more efficient post-crash response, improve data collection, and inform ongoing, systemwide safety improvement.

11. Projects and Strategies

As part of this LRSP, potential projects were identified to further the goals outlined for each emphasis area by providing targeted countermeasures and strategies aimed at reducing fatal and serious injuries within the City's transportation system. These projects were identified through the analysis and evaluation of the HIN, as well as by examining high frequency crash types and contributing conditions throughout the City. As such, projects were identified and developed to address safety issues along the HIN, with additional projects identified that may be applied systemically citywide.

The following sections describe the identified projects, the prioritization method, and the recommended funding strategies to aid in the implementation of safety improvements.

11.1 HIN Projects

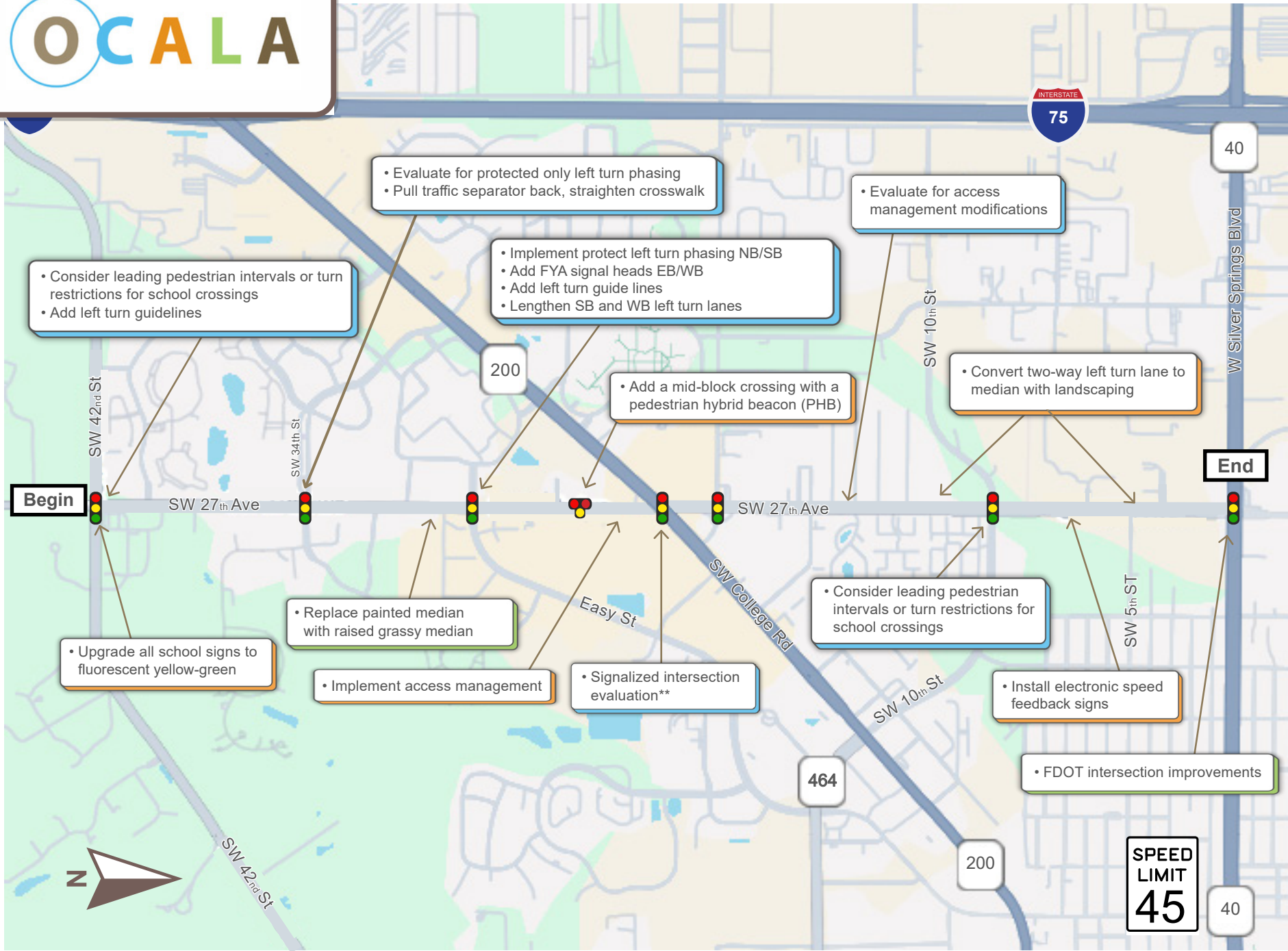
The High Injury Network was evaluated to determine potential countermeasures that may be implemented as safety projects.

A safety evaluation was performed for each segment, including a field investigation, with safety concerns and potential solutions noted for each one. Special consideration was given to concerns outlined by the identified emphasis areas, and low-cost, high-impact countermeasures were prioritized to provide cost-effective safety improvements. Similar trends in safety concerns were observed throughout the HIN; as a result, many countermeasures may be applied throughout the network. The evaluation also produced localized and targeted countermeasures for each segment.

The following figures depict the recommended countermeasures for the High Injury Network segments, with each segment serving as a potential safety project. These HIN segment projects are to be prioritized; any additional projects along the HIN will be implemented based on the prioritization method discussed in **Section 11.4**.

Recommended Safety Countermeasures - Segment A:

SW 27th Ave from SW 42nd Street to SR 40

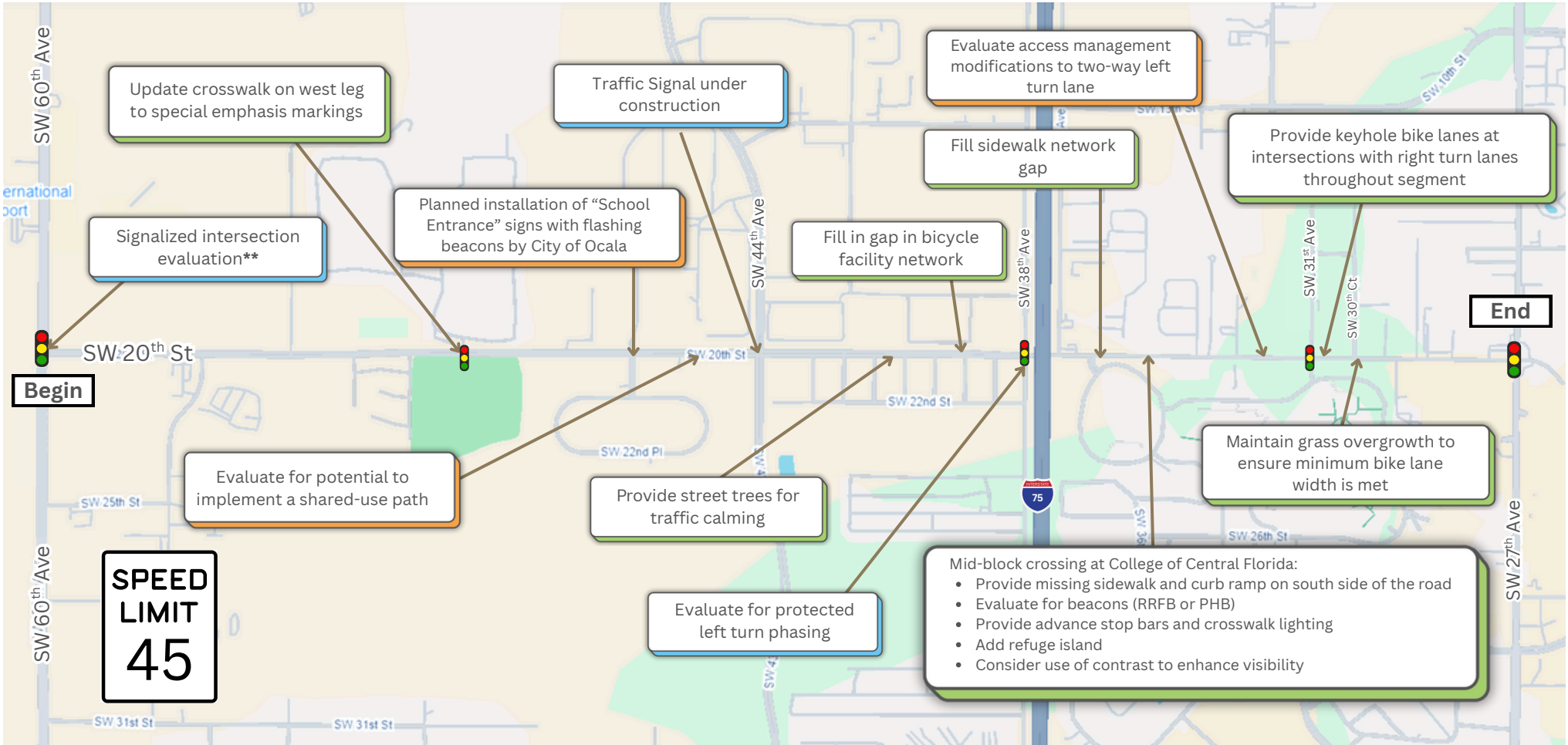


** For all signalized intersections:

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats



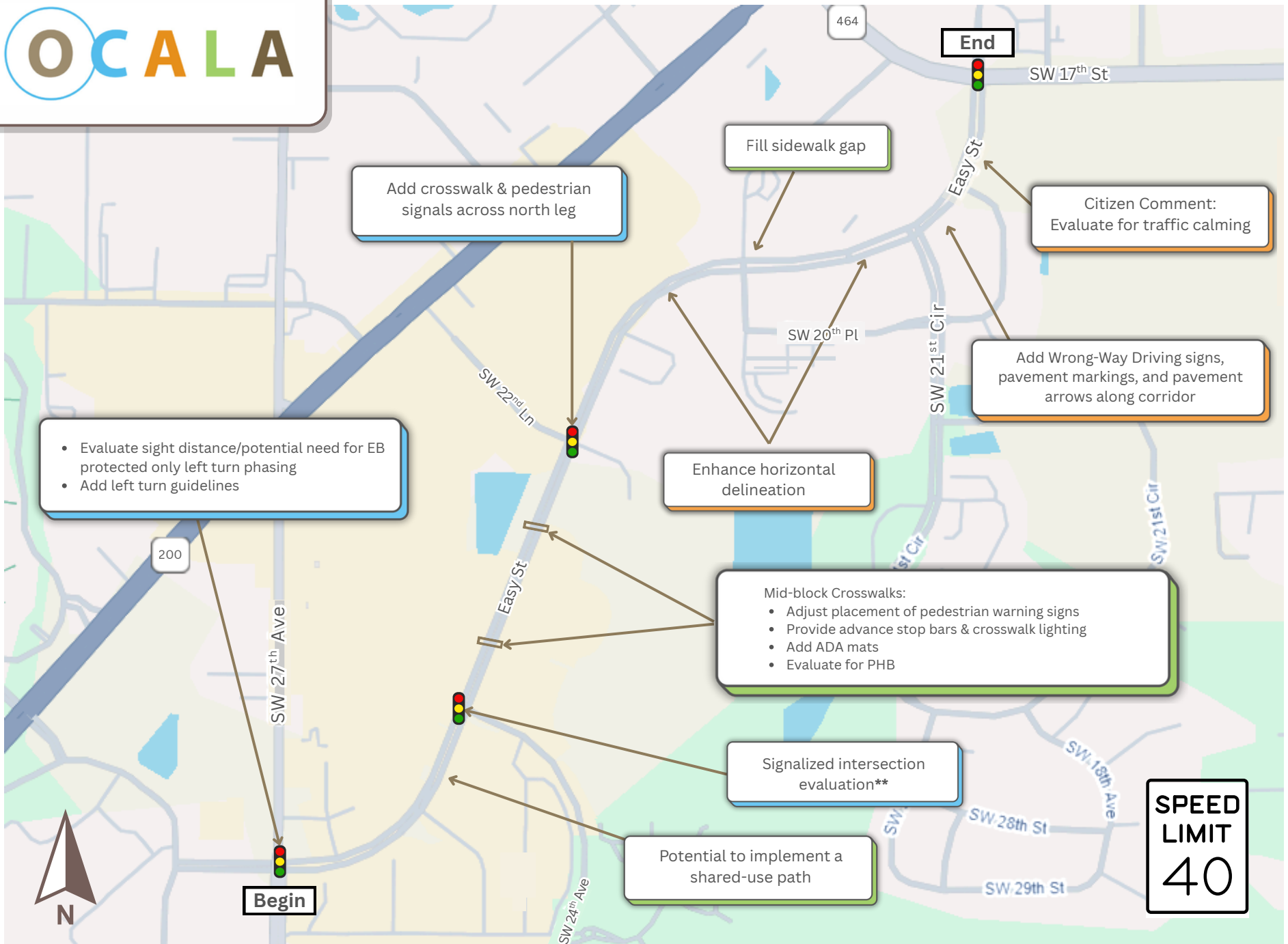
Recommended Safety Countermeasures - Segment B: SW 20th St from SW 60th Ave to W of SW 27th Ave



** For all signalized intersections:

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads;
 ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

Recommended Safety Countermeasures - Segment C:
Easy Street from SW 27th Ave to SW 17th Street

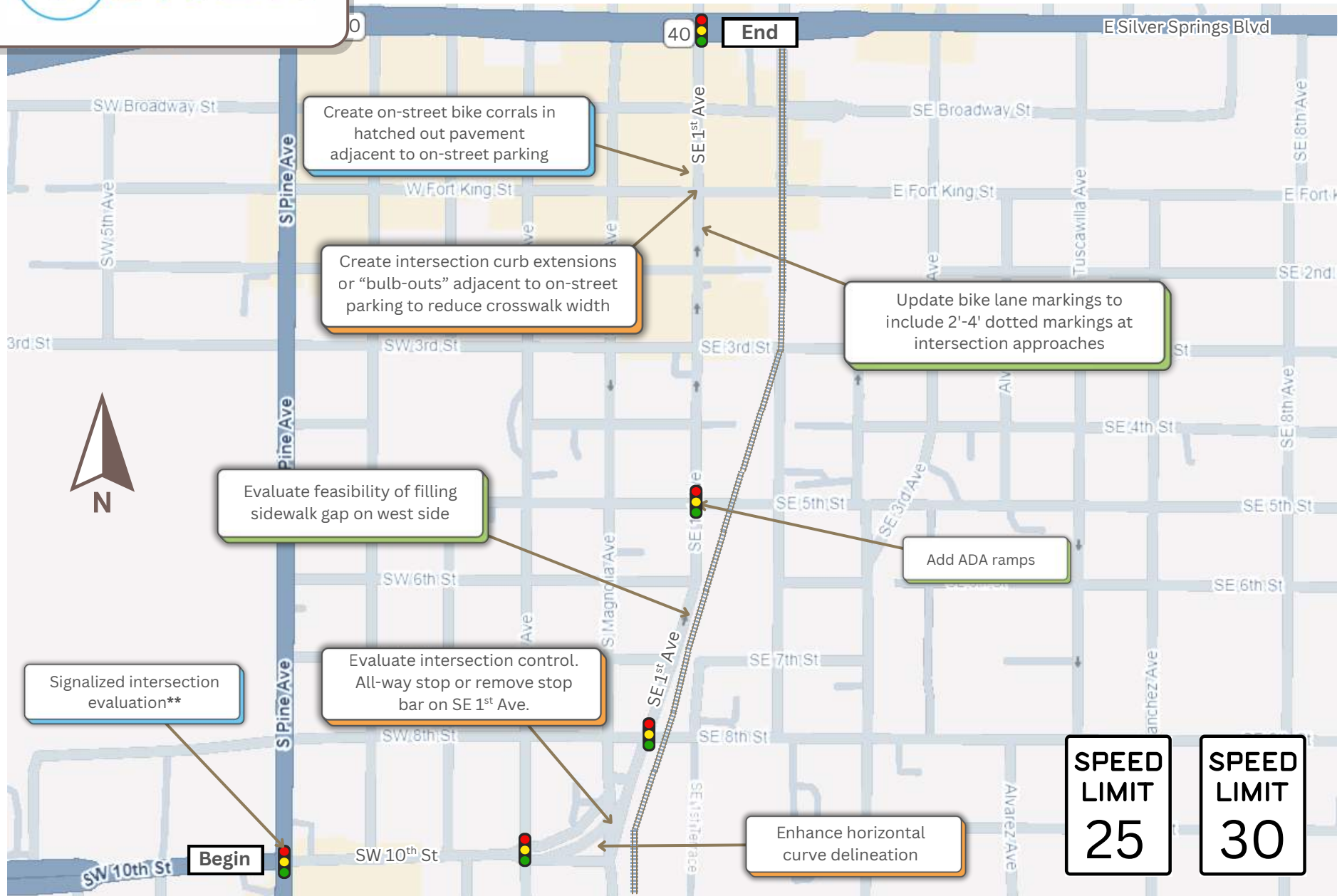


**** For all signalized intersections:**

Add flexible reflective border signal head backplates; provide/enhance crosswalk lighting; verify yellow clearance timing; evaluate feasibility of FYA signal heads; ADA - pushbutton reach, orientation, & separation (APS); ADA mats



Figure 13 - Recommended Safety Countermeasures - Segment D:
SE 1st Ave from S Pine Ave to SR 40

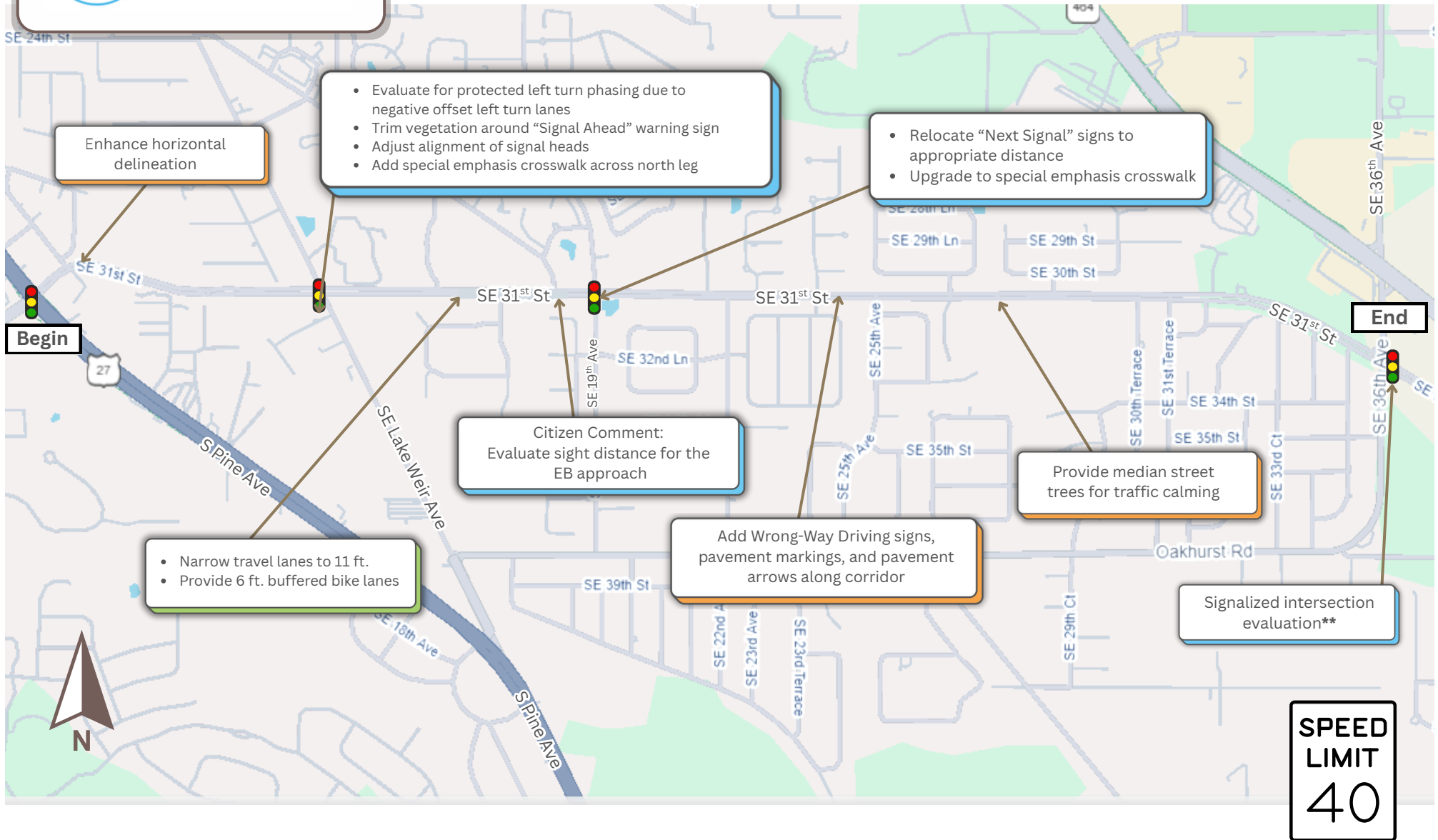


** For all signalized intersections:

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats



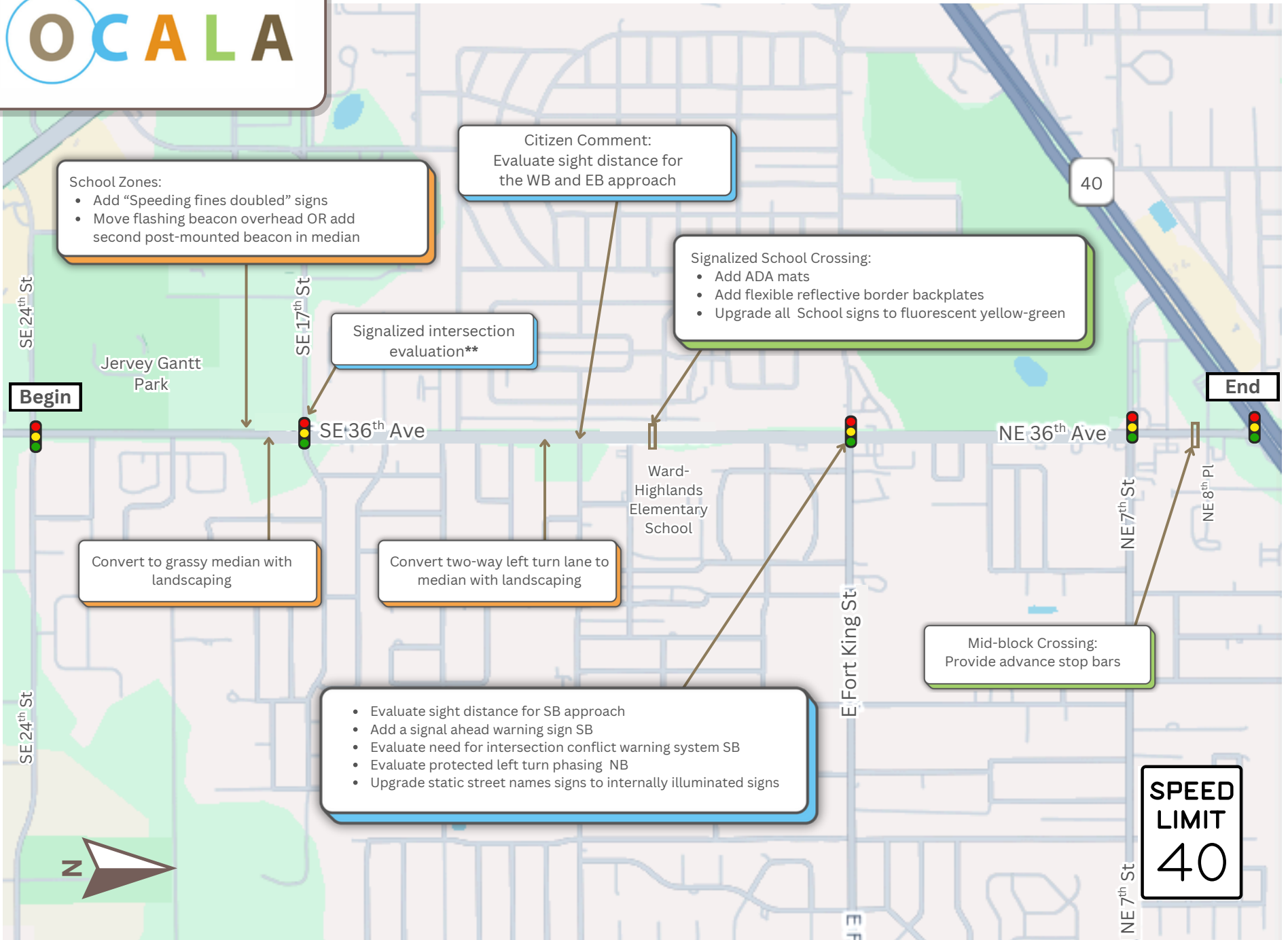
Recommended Safety Countermeasures - Segment E: SE 31st St from S Pine Ave to SE 36th Ave



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

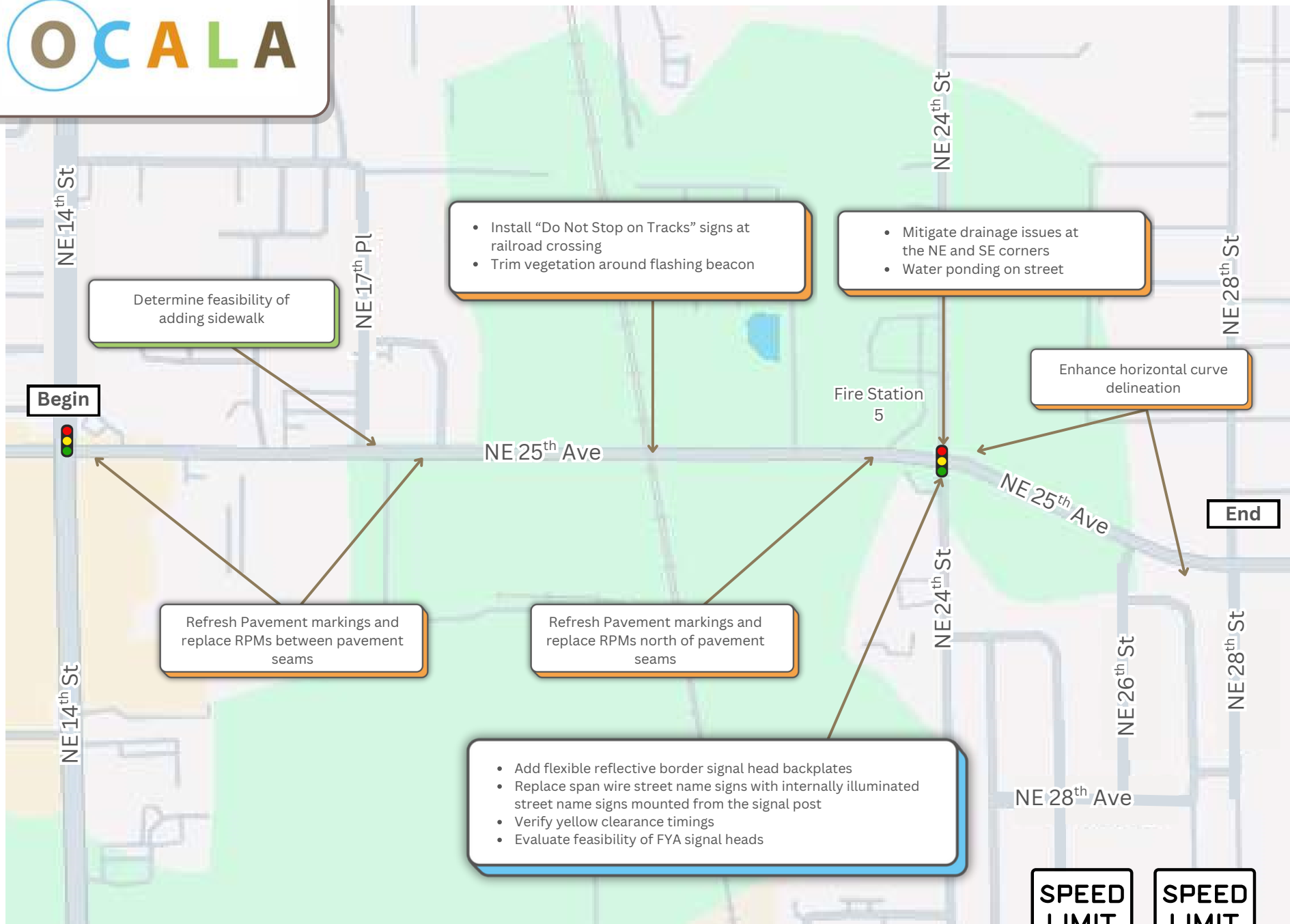
Recommended Safety Countermeasures - Segment F:
SE 36th Ave from SE 24th Street to NE 8th Place



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

Figure 16 - Recommended Safety Countermeasures - Segment G:
NE 25th Ave from north of NE 14th Street to NE 28th Street



Determine feasibility of adding sidewalk

- Install “Do Not Stop on Tracks” signs at railroad crossing
- Trim vegetation around flashing beacon

- Mitigate drainage issues at the NE and SE corners
- Water ponding on street

Enhance horizontal curve delineation

Begin

End

Refresh Pavement markings and replace RPMs between pavement seams

Refresh Pavement markings and replace RPMs north of pavement seams

- Add flexible reflective border signal head backplates
- Replace span wire street name signs with internally illuminated street name signs mounted from the signal post
- Verify yellow clearance timings
- Evaluate feasibility of FYA signal heads



SPEED LIMIT
40

SPEED LIMIT
35



Recommended Safety Countermeasures - Segment H:
NE 27th Ave from Old Blitchton Rd to NW 35th Street

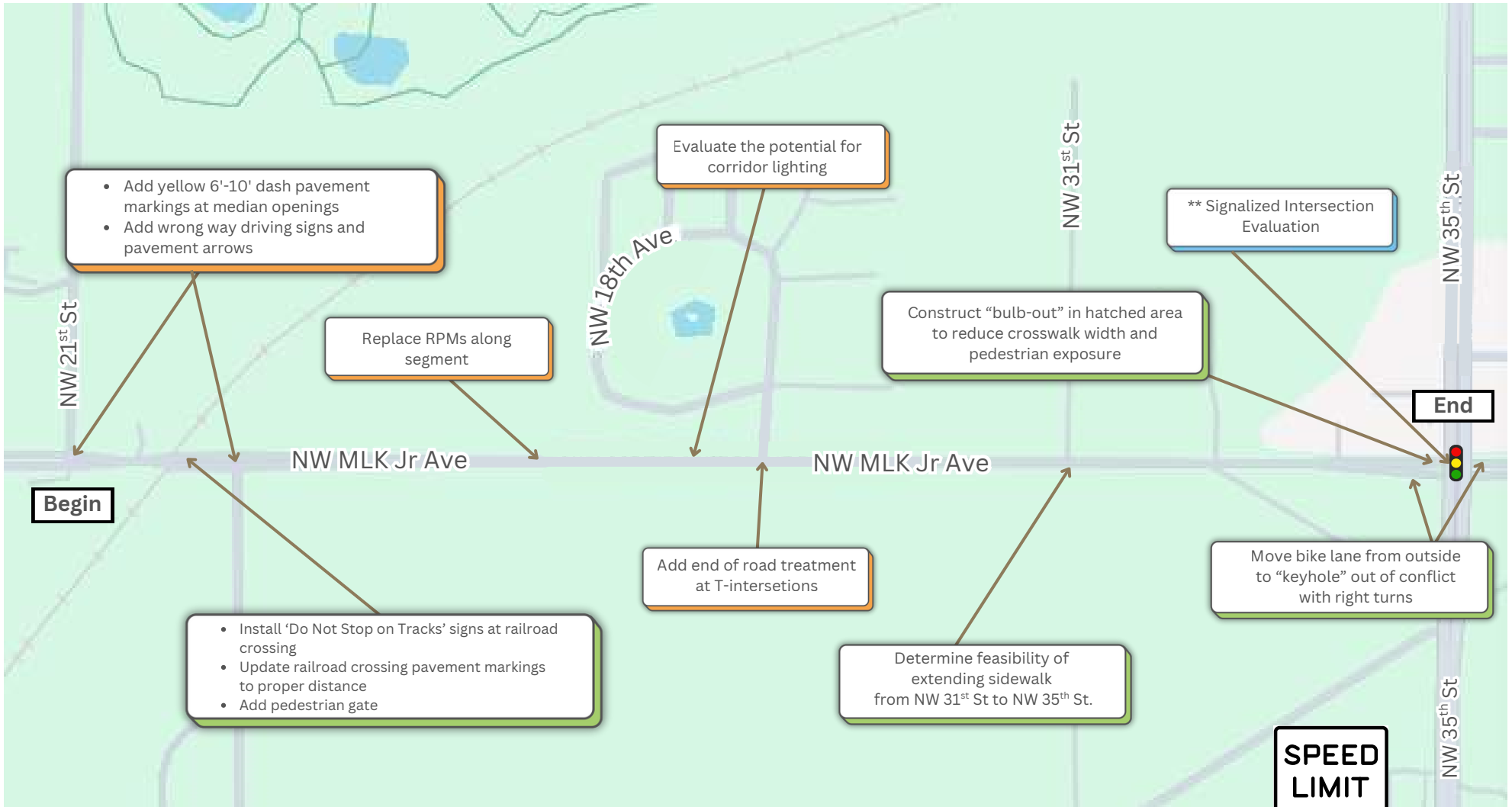


**** Signalized intersection Evaluation:**

Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS)



Figure 18 - Recommended Safety Countermeasures - Segment I:
NW MLK Jr. Ave from NW 21st Street to NW 35th Street



**** Signalized Intersection Evaluation:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings
ADA compliance - pushbutton reach, orientation, & separation (APS)

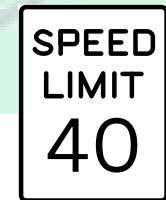




Figure 19 - Recommended Safety Countermeasures - Segment J:

NE 36th Ave from NE 16th Place to NE 42nd Place

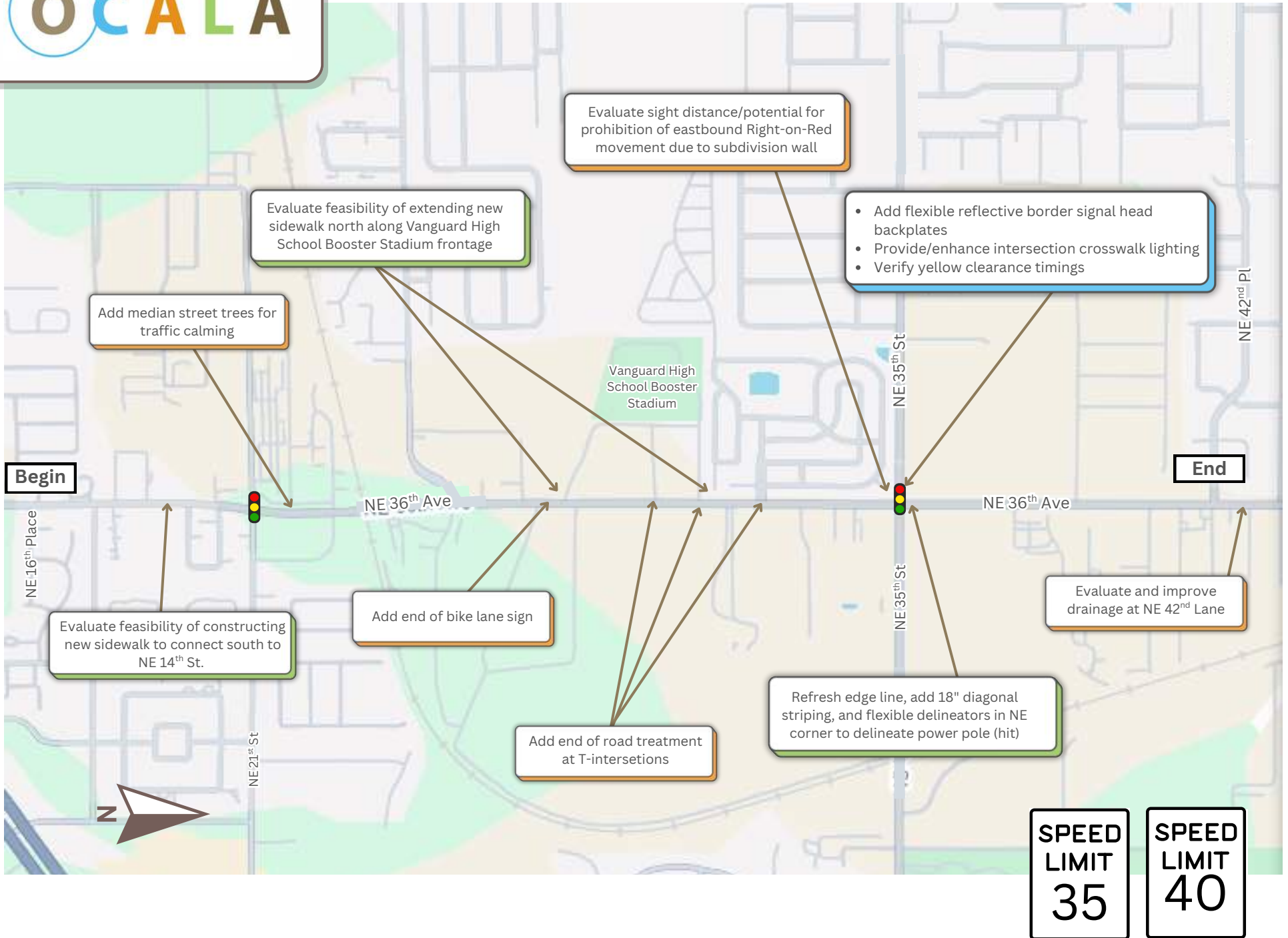
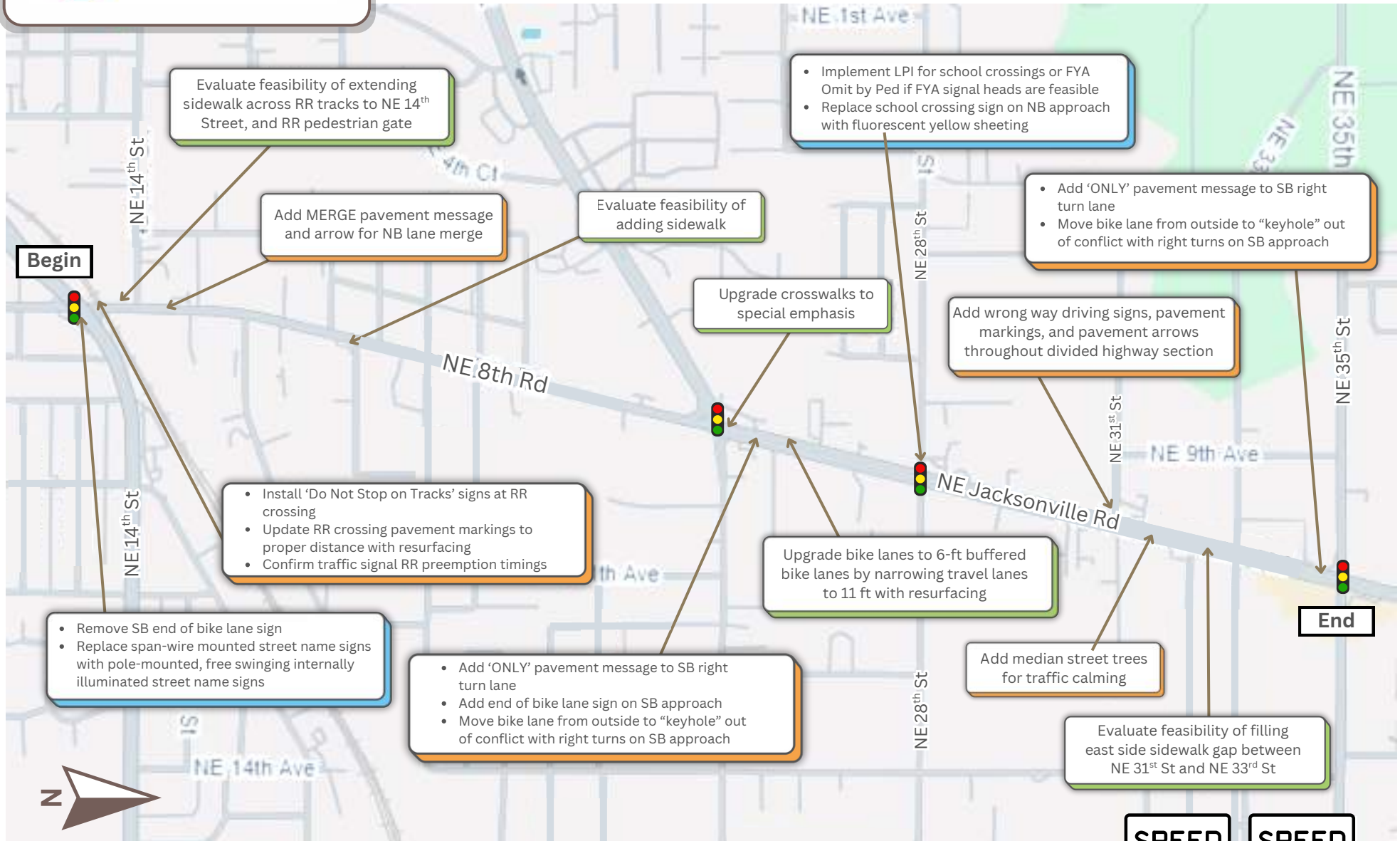




Figure 20 - Recommended Safety Countermeasures - Segment K:

NE 8th Road/Jacksonville Road from NE 14th Street to NE 35th Street



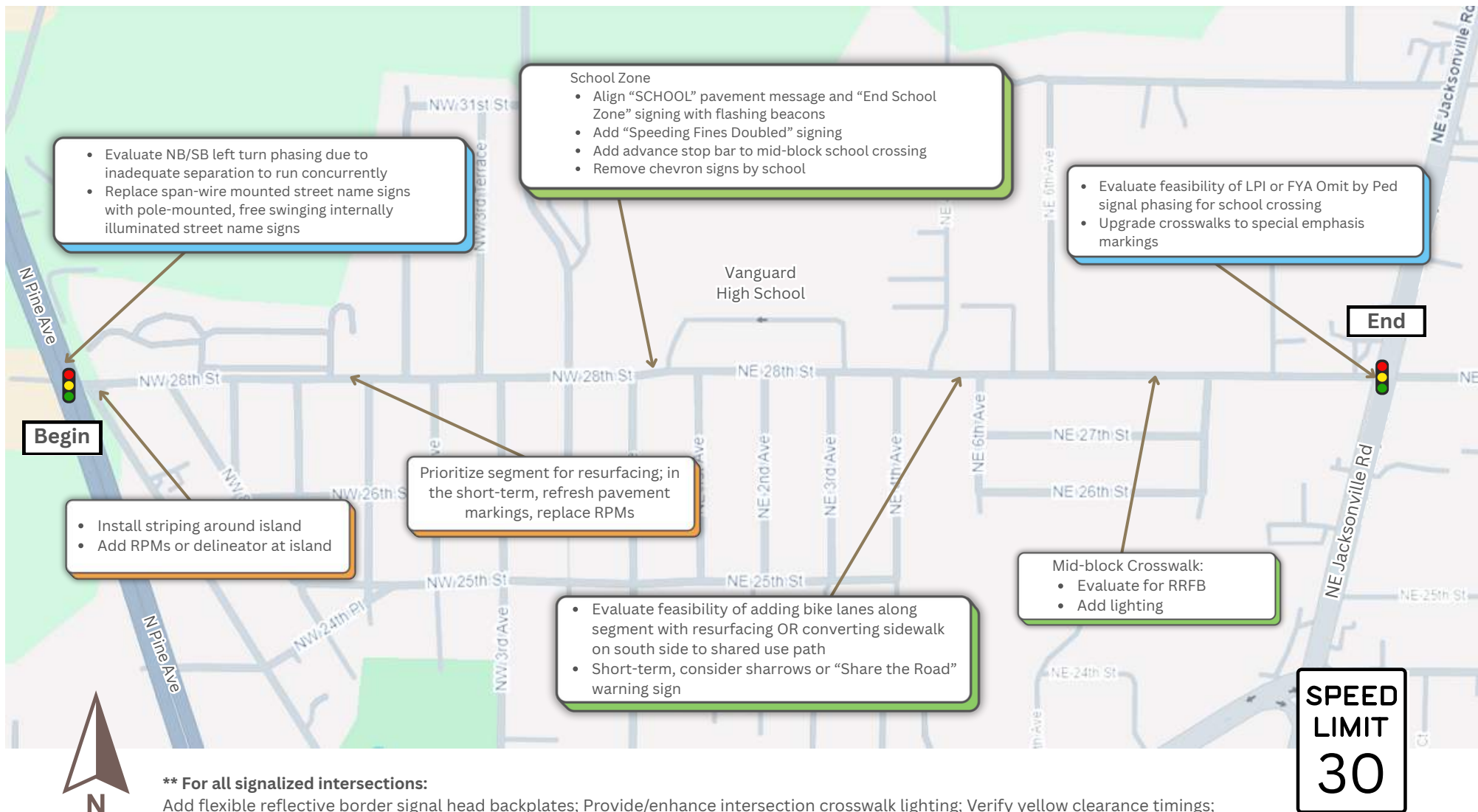
**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads

ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats



Figure 21 - Recommended Safety Countermeasures - Segment L:
NE 28th Street from N Pine Ave to NE Jacksonville Road



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads
 ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

11.2 Low-Cost Systemic Safety Programs

In addition to projects identified for the High Injury Network, low-cost high-impact solutions were identified with the potential to be applied systemically to local roadways and intersections citywide. These solutions were identified based on common safety concerns observed throughout the HIN, as well as high-frequency crash conditions identified through the crash data analysis and crash tree diagrams. Additionally, comments received from the community as part of the public outreach effort (as included in **Appendix B**) were used to inform the recommended solutions.

Low-cost programs are recommended to be established to provide the following countermeasures citywide. Locations will be evaluated for feasibility by the City prior to the implementation of the countermeasures and prioritized based on the prioritization method discussed in **Section 11.4**.

11.2.1 Flexible Retroreflective Signal Head Backplates at all Signalized Intersections

Retroreflective signal head backplates are a cost-effective and high-impact countermeasure that may significantly reduce crashes occurring at intersections. This treatment improves the visibility and conspicuity of signals and provides up to a 15% reduction in total crashes at intersections for all crash types (CMF 1410). The FDOT Traffic Engineering Manual (TEM) states that research and structural evaluations using flexible retroreflective backplates have shown negligible wind loading impacts to mast arm and span wire support structures, making them suitable for signal retrofits.

A program is recommended to be established to apply this treatment to existing signal heads without backplates in a citywide effort to reduce intersection-related crashes.

11.2.2 Leading Pedestrian Intervals at Signalized Intersections with Designated School Crossings or within the Downtown District

A Leading Pedestrian Interval (LPI) increases the visibility of pedestrians crossing at an intersection by providing the opportunity for pedestrians to enter the intersection prior to parallel traffic receiving the green indication. This allows pedestrians to

Source: FHWA



establish their presence in a crosswalk and reduce conflict with turning vehicles, accounting for an overall 13% reduction in pedestrian-vehicle crashes at an intersection when implemented (CMF 9918). An LPI is a low-cost solution requiring only signal timing adjustments using existing infrastructure.

At signalized intersections with designated school crossings and within the downtown area, LPIs are recommended to be implemented systemically to help protect vulnerable road users and provide safe routes to schools.

11.2.3 Short-term Application of Pavement Markings and RPMs between Resurfacing Cycles

Retroreflective pavement markings and raised pavement markers (RPMs) help delineate the roadway and improve nighttime or low-light visibility of roadway features. Based on the historical crash data, there is a correlation between fatal and serious injury crashes and non-daylight conditions within Ocala. In addition, nighttime off-road crashes were the top crash type on the City’s roadway segments. While pavement markings and RPMs are typically re-applied during resurfacing projects, a program may be established to re-apply pavement markings and RPMs between resurfacing cycles at needed locations. This provides a low-cost benefit to ensure roadway features remain conspicuous in low-light conditions as a short-term solution prior to the resurfacing of the roadway.

11.2.4 Street Improvements Near Schools

The City of Ocala has a disconnected sidewalk network, and efforts should be made to fill sidewalk gaps, especially near schools where sidewalks can improve safety and mobility for children walking and biking to school. The need for sidewalks was frequently mentioned in comments provided by the public through the survey and interactive comment map. Provision of walkways is an FHWA Proven Safety Countermeasure.

Many of the school zones within the City of Ocala do not currently meet standards of the FDOT Speed Zoning Manual. School-related pavement markings should be brought to standard during scheduled maintenance resurfacing. Reduced speed school flashing beacons on multi-lane roadways should be mounted overhead where feasible, and speed feedback signs added to school zone flashers to bring increased awareness and compliance with reduced speeds.



11.3 Safety Countermeasures Toolbox

A safety countermeasure ‘toolbox’ was created for use in safety projects citywide. This toolbox was developed with consideration of the identified emphasis areas and includes both engineering and non-engineering countermeasures. While a focus was placed on low-cost countermeasures, additional countermeasures ranging from a mid to high relative cost were also included due to the substantial safety benefit they may provide.

The safety countermeasure toolbox produced as part of this LRSP can be found **Appendix D**.

11.4 Prioritization Method

To ensure needs at high-priority locations are met, and that selected projects serve an equitable goal, a prioritization method was developed to guide the implementation of recommended projects and programs. Prioritization was weighed heavily by location, with projects along the High Injury Network and those serving transportation disadvantaged populations designated a higher priority through a point system. Projects with higher points are recommended to be implemented first.

Criteria for prioritization is described in **Table 9**.

Table 9: Project Prioritization Criteria

Category	Criteria	Weight	Description
Location	High Injury Network	3 Points	<i>The project is in an area that has been identified as part of the HIN.</i>
	Historically Disadvantaged Communities	3 Points	<i>The project is in an area designated as a Historically Disadvantaged Community. (Historically Disadvantaged Communities Map)</i>
	Proximity to Schools, Parks, or other Pedestrian Generating Facilities	3 Points	<i>The project is located within a 2 miles radius of a school or contains a designated school crossing, or the project contains a presence of pedestrian generating facilities on the roadway.</i>
	Speed Management Corridor	3 Points	<i>The project is located on a Speed Management Corridor designated by the Speed Management Plan.</i>
Crash Data	Presence of KSI Crashes	1 Point per KSI Crash (up to 10 points)	<i>The project exists outside of the HIN network and crash data indicates the presence of fatal and serious injury crashes.</i>
Speed Data	Presence of Speeding	1 Point if the 85 th percentile speed is 0-8 mph greater than posted speed; 3 Points if the 85 th percentile speed is 8-10 mph greater than posted speed; 5 Points if the 85 th percentile speed is 10 mph greater than posted speed	<i>The project exists at a location outside of a Speed Management Corridor where the 85% vehicle speed exceeds the posted speed limit.</i>
Public Engagement	Public Engagement	1 Point	<i>The project area was identified with safety concerns or a need for improvement through the public engagement process.</i>

11.5 Budget and Funding Opportunities and Strategies

Funding is essential to implementing safety improvements within the City of Ocala. Additional resources are available to supplement existing funding, and it is recommended that the City seek out available grant opportunities from state and federal sources.

Currently, funds used to provide necessary transportation improvements share a budget with resurfacing projects, with a total budget of \$12 million annually. Based on field evaluation of the HIN and other local roadways within the City, many local roadways showed a need for maintenance and resurfacing improvements. Asphalt pavement in Florida has a typical life span of 15 to 20 years. The current annual transportation budget is unable to provide this resurfacing cycle, and any additional needed transportation improvements reduce the budget available for roadway resurfacing.

To fund safety projects and improvements identified as part of this LRSP, strategies to manage and obtain funding are discussed. Potential funding opportunities are also listed, along with eligibility requirements.

11.5.1 Increase the Annual Transportation Budget

Due to the significant need for resurfacing of many City-maintained roadways, it is recommended to increase the annual transportation budget, with dedicated funding for resurfacing to expedite the resurfacing of roadways that have exceeded a 20-year cycle and to maintain a 15 to 20-year resurfacing cycle for all roadways. The maintenance of roadways is essential to ensure they are safe and accessible. Even a temporary increase of the annual transportation budget would provide a significant positive impact on safety within the City's transportation system.

11.5.2 Supplement the Transportation Budget by Pursuing Grant Funding

Pursuing available grants for non-maintenance transportation projects will help protect the annual resurfacing budget and help fund the safety improvement projects and programs developed as part of this LRSP. Many grants are available from state and federal sources. This section outlines grants recommended to be pursued by the City of Ocala.

Safe Streets and Roads for All (SS4A) Implementation Grants:

The implementation grants provided as part of the SS4A program are federal funds used to implement projects and strategies identified as part of a comprehensive

safety action plan. This LRSP qualifies as a comprehensive safety action plan, making the City's identified projects eligible for SS4A Implementation grants.

Eligible activities that an implementation grant may fund include low-cost safety treatments, pedestrian safety enhancements, speed management strategies, and other infrastructure improvements or behavioral activities that address safety concerns.

To receive funding, applications for this grant must address safety problems using strategies outlined in the safety action plan within 5 years of the grant agreement. Additionally, the locations of the safety risks to be addressed must be identified and should primarily exist on the jurisdiction's HIN, and a list of strategies and projects aiming to address safety issues should be provided.

The Safe Streets and Roads for All grant program requires 20% of total project funding to come from non-federal sources.

Safe Routes to Schools Program:

The Safe Routes to Schools (SRTS) program provides federal funding to aid in the development and implementation of projects that improve safety within the vicinity of schools. SRTS programs are guided by the State Departments of Transportation; applications for this grant are sent to FDOT District 5.

Eligible projects include engineering improvements and non-engineering activities and must be intended to primarily serve students attending elementary or middle schools. Projects must be located approximately within two miles of a primary or middle school.

No state or local matching funds are required for this program.

Highway Safety Improvement Program:

The Highway Safety Improvement Program (HSIP) is a federal program that provides flexible lump sum funding to each state for use in projects to improve safety and performance on both state and local roadways.

For a project to meet HSIP eligibility requirements it must implement a safety countermeasure or improve safety data collection and be consistent with an emphasis area or strategy outlined in the Florida Strategic Highway Safety Plan. It must also demonstrate an estimated benefit-cost ratio of 1.0 or greater and address

a serious crash risk or safety problem. It must likely result in a reduction of fatalities and serious injuries.

HSIP projects require a 10% state match in funding.

FDOT State Safety Office Subgrants:

The FDOT State Safety Office provides subgrants to traffic safety partners that undertake priority area programs and activities in effort to improve traffic safety. This funding comes from the National Highway Traffic Safety Administration, which allots funding to states annually.

Organizations such as state, local, city and county government agencies are eligible to apply for these subgrants. Applicants must submit a concept paper identifying a traffic safety problem and solutions that will be implemented with the funding provided. The concept paper must also include documentation of the safety problem.

Applying agencies that serve a city or county ranked in the top 40% of its population group for the priority area for which funds are being requested per the Florida Highway Safety Matrix are prioritized to receive this funding. The Florida Highway Safety Matrix ranks the City of Ocala high for all safety priority areas; the City will be prioritized for funding if the application meets the required criteria. The Florida Highway Safety Matrix for Florida Cities can be found in **Appendix E**.

Additional Funding Opportunities:

Additional funding opportunities are available to pursue in addition to those already discussed. These include opportunities for pedestrian and bicycle safety improvements under the U.S. Department of Transportation surface transportation funding programs. A table listing the programs and their potential eligibility is included in **Appendix E**.

11.5.3 Prioritize Low-Cost Programs and Improvements

Transportation safety improvements often require substantial funding. To maximize impact early on, the City of Ocala should first implement low-cost, high-impact countermeasures, such as retroreflective signal backplates, leading pedestrian intervals, and signing and pavement marking solutions, which have proven crash reduction factors (CRFs). Prioritizing and implementing these low-cost safety

countermeasures first, allows for “quick-wins” while the City seeks funding for higher-cost projects and programs.

11.5.4 Fund and staff a personnel position dedicated to overseeing the City’s safety efforts

To sustain momentum and accelerate implementation of the safety improvements, programs, and priorities outlined in this LRSP, the City of Ocala should create a Transportation Safety Program Coordinator or Manager position dedicated to leading coordination across departments, engaging external partners, and driving accountability for safety initiatives. This position would have the responsibility for overseeing project delivery, managing stakeholder collaboration, and providing transparent, data-driven progress reports and LRSP updates to the City Council and the public. By creating this position, the City of Ocala will strengthen its commitment to achieving its 2045 zero fatal and serious injuries goal and ensure continuous improvement in roadway safety.

12. Implementation and Evaluation

The City of Ocala will set annual goals for implementation of projects and completion of LRSP action items, with evaluations using performance measures and reporting of progress toward implementation.

The City of Ocala will include evaluation and reporting on annual goals toward low-cost systemic safety improvement programs.

Example Performance Measures:

- Number or percentage of signalized intersections outfitted with retroreflective border signal head backplates
- Number of LPs installed or percentage of downtown traffic signals and school crossings with LPs
- Number of miles of pavement markings re-applied on roadways

The City of Ocala will include evaluation and reporting on annual goals toward improvements on the HIN.

Example Performance Measures:

- Number of HIN projects or safety countermeasures completed
- Number of grant applications submitted/awarded

The City of Ocala should include evaluation and reporting on progress toward other areas of concern.

Example Performance Measures:

- Number of street lighting installations at intersections or roadway segments
- Number of sidewalk gaps connected
- Number of miles sidewalk installed
- Response time for pothole repairs once reported or discovered

The City of Ocala should include evaluation and reporting on progress toward outreach and education goals.

Example Performance Measures:

- Number of safety outreach campaigns and events conducted and/or attended
- Number of safety-related social media posts toward minimum monthly posts goal

Ultimately, progress reporting **MUST** include progress toward fatal and serious injury crash reduction toward the 2045 goal of zero.

Example Performance Measures:

- Reduction in number of transportation related fatalities
- Reduction in number of transportation related serious injuries

The City has chosen for this Local Road Safety Plan to be a Living Document with the ability to be updated and revised as needed. The Stakeholder Advisory Group will be reconvened bi-annually to assist with progress monitoring and to continue to advise the City on implementation. For transparency with the public, the Local Road Safety Plan will be accessible and posted on the City website. The City will annually report progress toward meeting its goals and post this progress on the Local Road Safety Plan webpage. Progress toward reducing roadway fatalities and serious injuries will be included on an annual basis.



Appendix A

**Research and Literature Review Technical
Memorandum**

Date: September 29, 2025

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Ardurra Group, Inc.

Prepared For: Noel Cooper, PE, PTOE, PTP, Deputy City Engineer
City of Ocala

Subject: Research and Literature Review Technical Memorandum

1. Introduction

Task C required a review of guidance documents, literature surrounding traffic calming and speed management policy, and the safety action plans that other local agencies have developed to reduce fatalities and serious injuries on their roadways. The goal of this review is to apply the best practices research to identify opportunities for incorporation into the City of Ocala’s Local Road Safety Plan (LRSP), Speed Management Action Plan, and Traffic Calming Policy, together the “Planning Studies”, in order to significantly reduce or eliminate fatal and serious injuries within the City of Ocala’s local roadways.

2. Review of Guidance Documents

As part of Task C, Ardurra has reviewed the following documents to establish an understanding of the scope and intent of the SS4A Planning Studies, to ensure that they are in accordance with federal requirements, and promote the vision outlined by the Ocala/Marion County Transportation Planning Organization (TPO).

The following documents were reviewed:

- Ocala/Marion County Transportation Planning Organization’s (TPO’s) Commitment to Zero Action Plan
- FY 2023 Notice of Funding Opportunity (NOFO) by the United States Department of Transportation (USDOT) Safe Streets and Roads for All Discretionary Grant Programs

- USDOT's Safe System Approach
- USDOT's National Road Safety Strategy (NRSS)
- Executive Order 14008

2.1 Ocala/Marion County TPO's Commitment to Zero Action Plan

The Commitment to Zero Action Plan is the call to action to eliminate traffic-related fatal and serious injury crashes by 2045. The purpose is to establish a strategic and data-driven approach to provide a safe transportation system. The Plan is founded on four principles: Education and Awareness, Public and Partner Engagement, Safety Analysis, and Action Planning. It provides a framework on how proactive initiatives and community engagement can develop a safe system for road users and prevent "Killed or Seriously Injured" (KSI) crashes.

An extensive crash analysis study was performed for the six-year period from 2015 to 2020 focusing on fatal and serious injury crashes. Crash trends, crash types, contributing factors, and high crash locations were analyzed to understand the KSI crashes in Marion County. A High Injury Network (HIN) was established to provide an overview of roadway segments where KSI crashes occurred most frequently. These HIN segments were then prioritized to develop a project list.

The Commitment to Zero Action Plan:

- Involved the community in workshops and public meetings, where they were given the opportunity to share their concerns. Surveys and interactive comments maps were used to encourage the public and stakeholders to participate in the planning process and spread safety awareness throughout the community.
- Summarized national, state, and local safety initiatives.
- Summarized the Safe System Approach and how it differs from the traditional approach to transportation safety.
- Built recommendations on the five elements of the Safe System Approach: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care (expanded to include Pre-Crash Care & Data Management).
- Presented the proposed approach, strategies, and emphasis areas to meet the goal of the Action Plan.

2.2 FY 2023 Notice of Funding Opportunity (NOFO) by the USDOT Safe Streets and Roads for All Discretionary Grant Programs

The NOFO provides applicants with guidance for Safe Streets and Roads for All (SS4A) grants. Typically, two major grants are considered for funding for SS4A program: 1) Planning and Demonstration Grants and 2) Implementation Grants.

For the Planning and Demonstration Grant program, there are three different activities that may be funded: Action Plans, Supplemental Planning, and Demonstration Activities. Action Plans are considered as the foundation of the grant program, and include the following components:

- Leadership Commitment and Goal Setting
- Planning Structures
- Safety Analysis
- Engagement and Collaboration
- Equity Considerations
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

Supplemental Planning activities support or enhance existing action plans. The City of Ocala's SS4A grant was awarded under this category since it builds upon the existing Ocala/Marion County TPO's Commitment to Zero Action Plan with expanded data collection, more recent crash data, and a focus on local roadways. It also includes the development of a sub-plan focused on speed management.

Demonstration Activities inform an Action Plan by testing proposed project and strategy approaches to determine potential benefits and future scope. Demonstration activities are temporary.

Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems. They may also fund supplemental planning and demonstration activities, as well as the planning, design, and development activities for projects and strategies identified in an Action Plan. Applicants must have an existing Action Plan to apply for an Implementation Grant.

The NOFO lists SS4A grant priorities and states that successful grant applications will:

- Promote safety to prevent death and serious injury on public roadways
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
- Ensure equitable investment in the safety needs of underserved communities
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies
- Demonstrate engagement with a variety of public and private stakeholders, and
- Align with the Department's mission and Strategic Goals such as safety; climate change and sustainability, equity and Justice40, and workforce development, job quality, and wealth creation.

The document also contains information on federal awards, eligibility, the application and submission process, application review, federal award administration, and provides federal awarding agency contacts, and other information.

2.3 USDOT's Safe System Approach

The Safe System Approach is a proactive strategy that aims for zero fatal and serious injuries for all road users. The USDOT defines the Safe System Approach as, "a guiding principle to address the safety of all road users. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives."

The Safe System Approach includes five elements, with all elements working together to form a safe system:

Safer People: Encouraging responsible behavior of roadway users

Safer Roads: Facilitating safe travels for roadway users and mitigating human mistakes

Safer Vehicles: Incorporating safe system features that can prevent crashes

Safer Speeds: Promoting safe speeds through context-appropriate roadway design, education, campaigns and enforcements

Post-Crash Care: Enhancing the accessibility of emergency responses and adopting strategic traffic incident management practices

The Safe System Approach moves away from a reactive approach and toward a proactive, holistic, and comprehensive approach to road safety with multiple layers of protection and redundancy. It is comprised of the following Safe System Principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

The structure of this approach is different from traditional road safety practices. The Safe System Approach anticipates human errors and accommodates human injury tolerance. Instead of relying solely on improving human behavior, the Safe System Approach focuses on designing the transportation system to reduce the likelihood of fatal or serious injury crashes. The differences between traditional road safety practices and the Safe System Approach are summarized below:

Traditional Approach to Safety	Safe System Approach
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

2.4 National Roadway Safety Strategy (NRSS)

The USDOT NRSS, published in 2022, begins by outlining the roadway safety problem in the United States. Almost 95% of the Nation’s transportation deaths occur on its streets, roads, and highways, and they are on the rise. The NRSS provides roadway fatalities and fatality rates by state for 2019. The document states that we face a crisis on our roadways, and it is both unacceptable and solvable.

The NRSS presents a vision for nationwide safety on roadways where zero is the only acceptable number of deaths on our highways, roads, and streets. Safety on roadways is the top priority of USDOT and zero is the targeted number of fatalities nationwide. To achieve this goal, USDOT is working with the entire transportation community, which requires a major cultural shift from treating roadway deaths as unavoidable to treating roadway deaths as unacceptable and preventable.

The USDOT adopts the Safe System Approach as the guiding paradigm to address safety on roads, and incorporates the six principles of the Safe System Approach. These principles are adopted for guidance to safety actions.

The NRSS acknowledges historic and current inequalities that have affected certain groups on our roadways, and that must be overcome to achieve the zero-fatality goal. Executive Order 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government and Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad have been discussed in this document with a focus on overall roadway safety.

Implementation of the NRSS is arranged around five complementary objectives corresponding to the Safe System Approach elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The NRSS outlines safety actions according to these objectives. The NRSS states that a comprehensive Safe System Approach involves using all available tools, including education, outreach, engineering solutions, and enforcement.

The Safe System Approach is similar to the Swiss cheese model emphasizing each layer's importance and aligning with the Safe System principles. The contributing factors of all layers are critical to prevention, protection, and mitigation. The document briefly discusses each objective, how they are related to the Safe System Approach and key USDOT actions to achieve those objectives.

2.5 Executive Order 14008

Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad", was signed by President Joe Biden on January 27, 2021. As per section 219 of Executive Order 14008, this policy was established to secure environmental justice and spur economic opportunity for disadvantaged communities. The order states that these communities have been deprived of adequate housing, opportunities, transportation, water, and health

care. The goal of the executive order was to invest in those areas that are suffering from the resultant effects of climate change and take actions to mitigate the consequences.

Under this executive order, President Biden established the Justice40 Initiative and created the Climate & Economic Justice Screening Tool (CEJST) to spatially define “disadvantaged communities” based on various climate, public health, transportation, and energy justice indicators.

An initial requirement of SS4A grant funding, and included in the FY 2023 grant funding cycle under which the City of Ocala was awarded grant funding, was to provide equity analysis in the identification and prioritization of transportation safety.

The Trump Administration rescinded President Biden’s Executive Order 14008 on January 20, 2025, through his Executive Order 14148, “Initial Rescissions of Harmful Executive Orders and Actions”. This rescission terminates the Justice 40 Initiative, the EJ Scorecard, and the Climate & Economic Justice Screening Tool (CEJST).

3. Review of Traffic Calming Guidelines

Literature review included the review of traffic calming guidelines in order to inform the development of the City of Ocala’s Speed Management Action Plan and Traffic Calming Policy.

The following documents were reviewed:

- City of Ocala Speed Hump Guidelines
- [Institute of Transportation Engineers \(ITE\) Traffic Calming Guidelines](#)
- [Federal Highway Administration \(FHWA\) Traffic Calming ePrimer Website](#)
- The U.S. Traffic Calming Manual

The reviewed documents provide an overview of the traffic calming guidelines currently followed by the City of Ocala, a comprehensive summary of various traffic calming measures, including practices, goals, and expected impacts. **Table 3-1** summarizes the reviewed traffic calming guidelines.

Table 3-1: Summary Review of Traffic Calming Guidelines

Document Name	Description	Safety Policies and Goals	Safety Data and Analysis	Countermeasures and/or Strategies	Recommendations for Potential Policy Change or Document Update
City of Ocala Speed Hump Guidelines	The City of Ocala Speed Hump Guidelines outlines the purposes and requirements of speed hump installation and discusses the advantages and disadvantages of speed humps.	The document provides the criteria for speed hump installation to address speeding and cut-through traffic in residential neighborhoods. To install speed humps in a neighborhood, the City of Ocala requires a minimum of 60% of property owners within the neighborhood to sign a petition supporting the installation of speed humps.	To qualify for speed hump installation, the project score should be at least 55 points using the following Point System: 1. Accident History: One point for each collision 2. Pedestrian Generators: Two points for parks, recreational facilities and other public facilities and three points for schools 3. Vehicles Speeding: zero to fifty points; five points for each mile per hour above the posted speed limit 4. Vehicles Volumes: zero to fifty points; using their criteria of ADT exceeding 500 vehicles, one point for each 100 vehicles	Speed humps are effective for speed control at the location of installation and are also found to reduce traffic volumes. Speed humps are the only traffic calming strategy currently used in the City of Ocala neighborhoods. Speed humps will remain installed until a re-evaluation is complete after a year of implementation. The City Traffic must approve any adjustments made during the duration of implementation.	Provide additional traffic calming strategies in addition to speed humps, including the applicability and effectiveness of each. Include data collection requirements of a traffic calming study (crash data, speed study, traffic counts) Require a neighborhood meeting to discuss traffic calming options prior to property owner vote. Include information on the cost of traffic calming installation and the funding source. Recommendations will be summarized in the updated City of Ocala Traffic Calming Policy. Develop a traffic calming study and approval process flowchart for inclusion in the City of Ocala's Traffic Calming Policy.
FHWA's Traffic Calming ePrimer website Traffic Calming ePrimer	This is an online, open resource for public use; provides thorough details of traffic calming practices, and documents the results of several decades of traffic calming experience in the U.S.	The stated goal of traffic calming is to reduce automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling.	Lists of data to be compiled throughout the affected area include some or all of the following: <ul style="list-style-type: none"> • Roadway functional classification – such as local residential street, collector street with predominantly residential uses, and arterial road with commercial • Speed – posted speed, average speed and 85th percentile speed in each direction • Vehicle volume – daily and with directional splits for peak hours • Graphical representation of all traffic control devices in affected area, including signs, markings, and signals • Description of physical characteristics of roadways in affected area, including width, pavement condition, sidewalks, crosswalks, bicycle facilities, curb and gutter versus shoulder • Adjacent arterial streets – are mobility or safety problems on an arterial street contributing to the perceived local street problem or issue? • Crash data – recent by type • Parking – location and use • Pedestrian activity – volume and origin-destination patterns • Bicyclist activity – volume and origin-destination patterns • Designated emergency response routes • Transit routes and bus stops • Locations of schools, parks, senior housing, medical services, and other unique trip generators 	Types of Traffic calming measures: Horizontal Deflection: Lateral Shift, Chicane, Realigned Intersection, Traffic Circle, Small Modern & Mini-Roundabout, Roundabout Vertical Deflection: Speed Hump, Speed Cushion, Speed Table, Offset Speed Table, Raised Crosswalk, Raised Intersection Street Width Reduction: Corner Extension, Choker, Median Island, On-Street Parking Routing Restriction: Diagonal Diverter, Full Closure, Half Closure, Median Barrier, Forced Turn Island	

Table 3-1: Summary Review of Traffic Calming Guidelines

Document Name	Description	Safety Policies and Goals	Safety Data and Analysis	Countermeasures and/or Strategies	Recommendations for Potential Policy Change or Document Update
<p>FHWA's Traffic Calming ePrimer website Traffic Calming ePrimer, Cont'd</p>	<p>The resource includes several modules of traffic calming basics, individual Traffic Calming Measures, effects of motor vehicle speed and volume, non-personal passenger vehicles, non-motorized users, different programs related to traffic calming and planning processes.</p> <p>The resource provides applicability and acceptability of individual traffic calming measures in terms of either intersection or segment, roadway functional classification and other attributes such as emergency services access requirements, or presence of a transit route.</p> <p>The cost estimation of individual traffic calming measures is also discussed based on five key factors: size, scale, landscaping, drainage and utility access points</p>			<p>Components of Traffic Calming Programs and Planning Processes:</p> <ol style="list-style-type: none"> 1. Public participation 2. Identification of a problem or issue that is appropriate for traffic calming 3. Quantification of the problem or issue to be resolved 4. Development of a traffic calming plan 5. Approval of plan 6. Implementation of plan 7. Evaluation (and refinement) of traffic calming plan 	<p>Per Module 7 of the ePrimer, develop the City of Ocala's Traffic Calming Policy to address these 7 steps/components:</p> <ul style="list-style-type: none"> - Public Participation - Identification of the Problem - Quantification of the Problem - Plan Development - Approval - Installation - Evaluation
<p>ITE Traffic Calming guidelines Traffic Calming - Institute of Transportation Engineers</p>	<p>The resource provides information about traffic calming, such as the definition, goals, and objectives of traffic calming measures. It includes fact sheets of various traffic calming measures, which provide details on their appropriate applications and impacts, installation issues, and range of costs.</p> <p>The resource also includes selected reports: Traffic Calming ePrimer and State of the Art: Residential Traffic Management — FHWA, 1980</p>	<p>The goals of traffic calming measures include:</p> <ul style="list-style-type: none"> • increasing the quality of life • incorporating the preferences and requirements of the people using the area along the street(s), or at intersection(s) • creating safe and attractive streets • helping to reduce the negative effects of motor vehicles on the environment • promoting pedestrian, cycle and transit use 		<p>Fact sheets for the following countermeasures are included as part of this resource:</p> <p>Chicane, Choker, Closure, Corner Extension/Bulb-Out, Diagonal Diverter, Lateral Shift, Median Barrier/Forced Turn Island, Median Island, Mini Roundabout, On-Street Parking, Raised Intersection, Realigned Intersection, Roundabout, Speed Cushion, Speed Hump, Speed Table, Traffic Circle</p> <p>Each countermeasure fact sheet includes a description of the countermeasures, as well as appropriate applications, design/installation issues, potential impacts, emergency response, and typical cost.</p>	<p>Provide additional traffic calming strategies in addition to speed humps, including the applicability and effectiveness of each.</p> <p>Consider emergency response as part of the selection of appropriate traffic calming measures and their locations.</p>

Table 3-1: Summary Review of Traffic Calming Guidelines

Document Name	Description	Safety Policies and Goals	Safety Data and Analysis	Countermeasures and/or Strategies	Recommendations for Potential Policy Change or Document Update
The U.S. Traffic Calming Manual	The Manual provides general guidance regarding the appropriate use and design of traffic calming measures to aid engineers, planners, developers, and local officials with the implementation of traffic calming measures. It was produced by the American Planning Association in association with the American Society of Civil Engineers, and published in 2009.		A discussion regarding traffic calming implementation in Europe is included. Comparisons are drawn between traffic calming within Europe and the U.S., and lessons learned are provided regarding the development of traffic calming policies as well as the implementation of speeding countermeasures.	<p>The manual includes the process of developing a traffic calming program by which residents can request and initiate a traffic calming study including project development, approval, and post-implementation evaluation.</p> <p>The Manual presents a process for selecting countermeasures as well as a toolbox of measures with discussion regarding appropriate applications, design guidance, and considerations for implementation. Accommodation for bicyclists and pedestrians is also discussed with the implementation of certain measures.</p> <p>Traffic calming measures are organized by intention, such as volume control, vertical speed control, and horizontal speed control.</p> <p>Guidance is provided regarding the signing and marking of traffic calming measures, including guidance from the MUTCD as well as providing sign design examples outside of existing MUTCD signs</p>	<p>Include a post-implementation evaluation once traffic calming has been installed to gauge its effectiveness.</p> <p>Consider pedestrians and bicyclists as part of the selection of appropriate traffic calming measures.</p>

4. Speed Management and Traffic Calming Policies in Florida

As part of Task C, a literature review was performed of different speed management and traffic calming techniques and policies implemented by local agencies in Florida. The review was conducted with the purpose of evaluating whether certain components of these traffic calming policies should be incorporated into the City of Ocala's Speed Management Plan and Traffic Calming Policy.

The following documents were reviewed as part of the literature review:

- [City of Orlando's Steps of a Traffic Calming Study](#)
- [Seminole County's Traffic Calming Criteria](#)
- Hillsborough County's Traffic Calming Guidelines
- Hernando County's Traffic Calming Guidelines

The reviewed documents discuss the components of traffic calming policies, such as the applicable types of roadways for installing traffic calming measures, maximum posted speed, and maximum volume of such roadways. They also describe the process for installation of a traffic calming measure, including how to initiate a request, who is eligible to make the request, etc. The documents also offer details on the evaluation process after installation and the removal process if the implemented traffic calming device needs to be removed for specific reasons. Some documents provide re-installation restriction information following the removal of the measure.

Table 4-1 summarizes the components of the different traffic calming policies.

Table 4-1 – Traffic Calming Policies Literature Review

Components of Traffic Calming Policies	City of Orlando	Seminole County	Hillsborough County	Hernando County
Applicable Roadway Type	Neighborhood	Local Street or Minor Collector	Neighborhood Local Street	Local Street
Maximum Roadway Volume	None specified	3000 AADT	None specified	3000 AADT
Maximum Posted Speed	None specified	30 mph	None specified	30 mph
Who can request a traffic calming study/initiate the process?	Citizens	None specified	Property Owners, Regulatory Agency, Public Service Agency, County Staff	Property Owners and possibly Tenants
Minimum petition signatures required to initiate the process	10	None specified	5	5 and/or HOA President
Application fee to initiate the petition process	None	None	None	\$250.00
Traffic/Warrant/Field Study Required?	Yes	Yes	Yes	Yes
Speed Study Required?	Yes	<p>Yes, if the measured 85th percentile speed is at least 5 mph or more over the posted limit, then non-restrictive measures will be considered first.</p> <p>If the scenario does not change after a minimum of 60 days, another non-restrictive measure will be considered for a minimum of another 60 days.</p> <p>If the issue remains unchanged, the measured 85th percentile speed is at least 8 mph or more over the posted limit, then installation of traffic calming measures will be considered.</p>	<p>Yes, if the measured 85th percentile speed is less than 12 mph over the posted speed limit, then increased enforcement may be requested.</p> <p>If the measured 85th percentile speed is 12 mph or greater over the posted speed limit, then traffic calming measures can be considered.</p>	Not explicitly required
Required components of the traffic calming study	<ul style="list-style-type: none"> • Field study • Research of previous traffic studies • Review of crash histories • Collection of daily vehicle volumes and speeds <p>Once the priority is set, a city staff member or a designated consultant will conduct the feasibility study and further define the scope as follows:</p> <ul style="list-style-type: none"> • Specific traffic problems • Develop a preliminary plan to show locations of proposed devices • Determine the project's impact area • Prepare maps • Petition for pertinent documents • Prepare necessary presentation boards and/or materials 	<ul style="list-style-type: none"> • Speed study • Volume study 	<p>Any or all of the following, depending on the scope of the concern:</p> <ul style="list-style-type: none"> • Traffic conditions at the location • Existing traffic signs and pavement markings • Motorists' travel patterns • Effect of the roadway system in the vicinity • Construction in the nearby area • Traffic or roadway plans for the vicinity and contributing roadway system • Time of day, day of week relationship • Apparent causes of concern • History of the location • Determination of roadway classification (local, collector or arterial) • Video tape location • Emergency and Service Bureau concerns <p>Data collection that may be needed:</p> <ul style="list-style-type: none"> • 24-hour traffic count (ADT) • 85th percentile speed • turning movement counts • pedestrian counts • crash summary • collision diagram 	<p>Planned and designed in keeping with sound engineering practices. Follow the ITE guidelines and best practices and Florida Greenbook in the development of the plan.</p> <p>Recommends forming a neighborhood traffic advisory committee to work with the County during the traffic study process.</p>

Table 4-1 – Traffic Calming Policies Literature Review

Components of Traffic Calming Policies	City of Orlando	Seminole County	Hillsborough County	Hernando County
Agency Coordination/Approval Process	The proposed plan is circulated internally with the City (police, fire, solid waste, etc.) and external agencies (utilities, etc.) for review and comment.	Traffic Engineering will assess and estimate a solution and then forward recommendations to the Fire Department. If the Fire Department does not deny the request based on their initial criteria (route type, response time, travel time), they will determine the area beyond the initial roadway that may be impacted by increased response times.	Comments/Inputs required before installing traffic calming measures: <ul style="list-style-type: none"> • Fire Rescue • Sheriff's Office • School Board • Hartline (Hillsborough Transit Authority) • Planning and Growth Management Action required before ballot vote: <ul style="list-style-type: none"> • Hearing Master Preliminary Analysis • Hearing Master Public Hearing • Hearing Master Recommendation of Traffic Calming Measures and Designation of Affected Area for Petition 	Public Safety Department
Is a neighborhood meeting required?	A meeting is held with either the neighborhood or a neighborhood traffic committee.	No	A public hearing is required.	Two public meetings are required before petition signing as following: First Public Meeting: Staff will establish an impact area boundary for the project. Second /Public Meeting: A draft of conceptual traffic calming plan for the project and a draft of impact area boundary are required to be presented
Who has the authority to sign the ballot?	Only Property Owners	Only Property Owners	Only Property Owners	Only Property Owners
Minimum percentage of property owners within the affected area required to vote and return the ballot	None specified	None specified	90%	30%
Timeframe for returning the ballot	180 days	None specified	180 days (90 days initially, can be extended for 90 more days)	30 days
Minimum percentage of property owners required in support of traffic calming implementation	65% (within the affected area)	65% (within the affected area)	75% for volume calming; 60% for speed calming (within the affected area)	50% + 1 (of returned ballots)
Who approves the request?	District Commissioner (for funding)	Board of County Commissioners; County staff (for funding)	Board of County Commissioners	Board of County Commissioners
Funding Source	District's neighborhood traffic management funds	No dedicated funding; Municipal Service Benefit Unit (MSBU) – a fund where affected neighbors will pay an amount annually for a determined number of years	Annual budget by Hillsborough County Board of County Commissioners	No dedicated funding; proportional shared assessment of affected property owners for all costs
Project Evaluation after construction	180 days	None specified	None specified	None specified
Removal of Traffic Calming Restriction (minimum)	None specified	None specified	3 years	3 years
Reinstallation Restriction (minimum)	None specified	None specified	None specified	5 years

5. Review of Similar Local Agency Safety Action Plans

The Consultant has reviewed four safety action plans of local agencies within Florida with the intent of identifying the best practices that may be incorporated into the City of Ocala's Local Road Safety Plan to help eliminate roadway fatalities and serious injuries.

The following Action Plans were reviewed:

- City of Orlando Vision Zero Action Plan
- City of Tampa Vision Zero Action Plan
- Hillsborough County Vision Zero Action Plan
- City of Gainesville Vision Zero Action Plan

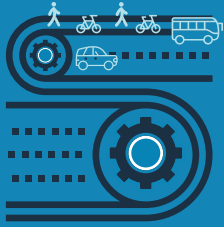
For each of the Action Plans, the safety data collected as part of the plan was noted, as well as the Action Plan's safety policies, goals, and strategies/countermeasures. Additionally, Vision Zero Core Element and Safe System Element links were identified for each countermeasure. The Vision Zero Network's Core Elements for Vision Zero Communities is presented as Exhibit A. Strategies and countermeasures with the potential for inclusion as best practices within the City of Ocala were also noted.

City of Orlando Vision Zero Action Plan

The City of Orlando published its Vision Zero Action Plan in 2021, with the goal of eliminating all fatal and serious injuries within the City's transportation system by 2040. As part of the development process, a multidisciplinary Vision Zero Task Force was established to guide the development of the action plan, including addressing challenges as they arose, and refining strategies and countermeasures.

Orlando's High Injury Network was created using a blended dataset from Signal Four Analytics and the State Safety Office Geographic Information System. This analysis excluded crashes occurring outside of the City's boundaries and on limited access facilities. A scoring methodology was produced to allow for the spatial analysis of crashes across all crash types as well as by mode, including pedestrian, bicycle, and motorcycle crashes. A Risk-Based Analysis was also performed to identify the root causes of crashes by mode and to identify contributing factors citywide.

EXHIBIT A



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

Leadership and Commitment

1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

Safe Roadways and Safe Speeds

5. Complete Streets for All. Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-driven Approach, Transparency, and Accountability

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

8. Proactive, Systemic Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Read on for more information about implementing these Vision Zero Core Elements in your community.

Vision Zero Core Principles Goals:

The Vision Zero Task Force adopted six goals as the foundation for the City's Vision Zero program. These were established to enable multidisciplinary collaboration, to ensure consistent use of data, fair and targeted enforcement, and the dissemination of information and policies.

Goal 1: Adopt a safe system approach in roadway design, operation and maintenance

The Action Plan includes a framework and toolkit to aid in countermeasure selection on high-risk roadways and intersections. A Risk-Based Analysis was also performed to determine environmental and behavioral contributing factors for fatal and serious injury crashes citywide and to identify potential actions for crash reduction.

Goal 2: Increase everyone's understanding of the leading causes of crashes resulting in fatalities and serious injuries

To empower the community to stay informed and get involved, the action plan emphasizes community outreach strategies and the public availability of crash data. This includes public education campaigns and partnerships with other agencies to distribute information.

Goal 3: Support law enforcement efforts to eliminate behaviors leading to fatal or serious injury crashes

The Action Plan recognizes law enforcement for their ability to support the data-driven approach to Vision Zero through accurate and timely crash reporting and through education efforts. Additionally, the use of new traffic management technology in combination with law enforcement is recommended as a strategy to promote safer road use.

Goal 4: Demonstrate continuous progress toward Vision Zero

The Vision Zero effort requires community buy-in. The Action Plan outlines how progress should be documented and analyzed and shared through public channels; Projects and programs are to be selected that prove effective in improving transportation safety.

Goal 5: Improve access and travel time to Level 1 Trauma Center and other hospitals

The Action Plan includes strategies to improve response time and access to emergency facilities, as a means of improving essential post-crash care to treat injuries and reduce fatalities.

Goal 6: Prioritize investments and programs in communities of concern

The Action Plan advocates for the safety and mobility of everyone across all modes of travel, with a focus on improving transportation safety for communities of concern that disproportionately experience traffic violence.

Table 5-1 provides a summary of the reviewed City of Orlando Vision Zero Action Plan.

Table 5-1: Summary Review of Orlando Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Orlando	<p>The High Injury Locations were identified using crash data analyzed by the Commissioner District and did not include limited access roadways</p> <p>The High Injury Network was created using a blended dataset that did not include limited access facilities.</p> <p>The scoring methodology allowed for geographic extent for the locations of the crashes to overlap one another to create a heat map.</p> <p>Crash trends were identified through a Risk-Based Analysis (RBA) to determine the root cause, with crashes involving pedestrians, bicyclists, motorcyclists, and automobiles all analyzed separately. Contributing factors were identified.</p> <p>Communities of Concern were identified via seven socio-economic indicators</p> <p>Proximity of communities of concern to the HIN were analyzed, as well as the proximity of schools to the HIN</p>	<p>Adopt a safe system approach in roadway design, operation and maintenance</p> <p>Increase everyone's understanding of the leading causes of crashes resulting in fatalities and serious injuries</p> <p>Support law enforcement efforts to eliminate behaviors leading to fatal and serious injury crashes</p>	<p>Identify and implement proven countermeasures to address crash types that most often lead to fatalities and serious injuries in Orlando</p> <p>Prioritize sites where systemic safety treatments should be implemented and implement the countermeasures</p> <p>Modify the land development code and/or policies to include safe multimodal accommodations, specifically target speeds</p> <p>Develop a public education campaign to explain the relationship between individual behaviors and crashes</p> <p>Create partnerships with allied agencies to distribute campaign messages and materials</p> <p>Raise awareness of Vision Zero Orlando within the city and with the public. Encourage city staff to lead by example in promoting the Vision Zero safety culture.</p> <p>Provide resources and training to law enforcement on the importance of accurate crash reports, laws related to vulnerable road users and positive enforcement methods</p>	<p>Strategic Planning</p> <p>Proactive, Systemic Planning</p> <p>Complete Streets for All</p> <p>Authentic Engagement</p> <p>Proactive, Systemic Planning</p>	<p>Safe Roads</p> <p>Safe Roads</p> <p>Safe Speeds</p> <p>Safe People</p> <p>Safe People</p>	<p>Identify a targeted toolbox of countermeasures. Train staff on implementation of countermeasures.</p> <p>Develop an annual list of priority sites for implementation of countermeasures or interventions.</p> <p>Incorporate target speeds.</p> <p>Develop educational materials. Create multi-platform and multi-lingual marketing and distribution plan to support Vision Zero outreach efforts. Promote Vision Zero in press releases.</p> <p>Leverage the Vision Zero Network, FDOT Alert Today, Alive Tomorrow campaign resources and ReThink program resources for community outreach events.</p> <p>Provide annual Vision Zero-focused traffic safety training to all staff.</p> <p>Increase number of officers and businesses attending training on pedestrian/bicycle crash laws, causes/factors, and Vision Zero strategies.</p>

Table 5-1: Summary Review of Orlando Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Orlando, Cont'd		Demonstrate Continuous Continuous Progress Towards Vision Zero Orlando	Conduct ongoing law enforcement campaigns along high-crash corridors and report changes in crash type, severity and contributing behaviors over time	Context-Appropriate Speeds	Safe Speeds	Monitor and maintain speed reduction on high-crash corridors. Develop enforcement operations plans for priority sites.
			Identify, budget and purchase new technology to reduce undesirable behaviors such as speeding, red-light running and distracted driving	Project Delivery	Safe People	Purchase and install behavior-influencing technologies for use at priority sites; document outcomes where the technology is being used.
			Monitor transportation system user behavior over time	Comprehensive Evaluation and Adjustments	Safe People	Conduct observational surveys at priority sites annually.
		Improve access and travel time to Level 1 Trauma Center and other hospitals	Annually review, refine and re-evaluate strategies and performance measures for effectiveness		Safe Roads	Create interagency Vision Zero team to meet annually to review, refine and re-evaluate performance measures and update strategies.
			Report changes in fatality and serious injury rates using the webpage and annual evaluation reports			Update the Local Road Safety Plan webpage and provide annual reports to reflect changing behaviors, trends, and outreach strategies.
		Prioritize investments and programs in communities of concern	Identify corridors that have barriers/impediments to the Level 1 Trauma Center and other hospitals	Proactive, Systemic Planning	Post-Crash Care	Integrate new technology to allow for emergency access route alternatives per real-time traffic data.
Partner with medical and public health community to obtain available health data and correlate to crash locations				Maintain and enhance real-time communication system for police, Emergency Management services and hospitals to improve coordination during severe injury crashes.		
Prioritize investments and programs in communities of concern	Break down cultural and socio-economic barriers to traffic safety	Equity-Focused Analysis and Program	Safe People	Convene focus groups or citizen task forces in communities of concern to discuss barriers to traffic safety.		
	Conduct ongoing campaigns in communities of concern			Incorporate implicit bias training for law enforcement.		

City of Tampa Vision Zero Action Plan

Finalized in 2021, The City of Tampa adopted its vision Zero Action Plan with a focus on short-term and immediate strategies to reduce fatal and serious injuries within the City's transportation system. The plan was developed to act as a living document to be continuously updated, with an initial focus on the first five years following the document's adoption. At the initial development stage, extensive community input was garnered through virtual meetings and surveys. A Vision Zero Task Force was created to inform the Action Plan and sub-committees were developed to focus on three main areas of concern: crashes and countermeasures, equity and engagement, and City policy and program.

The High Injury Network for the City was developed with a tiered evaluation that first identified the highest tier of severe crash corridors, followed by a second-tier analysis to identify lower-volume roadways that still encompassed a high proportion of the City's fatal and serious injury crashes. The first tier of the evaluation identified primarily state-owned, high-speed roadways, while the second tier included more City and County-owned roadways.

Vision Zero Core Principles and Goals

The City of Tampa's Vision Zero efforts were organized based around the Safe System Approach. The creation of strategies and action items were developed with input from the crash analysis, community outreach, and the Vision Zero Task Force.

Goal 1: Safer Streets

To promote appropriate road user behavior and to develop redundancy within the transportation system, the Action Plan outlines strategies focused on updating codes and policies, improving the multi-modal transportation network, and prioritizing safety improvements on the High-Injury Network.

Goal 2: Safer Speeds

Strategies included in the Action Plan to manage vehicle speeds include updating manuals and guidance to support speed reductions, lowering posted speeds and implementing traffic calming roadway design measures.

Goal 3: Safer People

To promote safe road user behavior and to garner support of the Vision Zero effort, the Action Plan outlines strategies to involve and empower the community and to create a positive safety culture.

Goal 4: Safer Vehicles

The Action Plan includes strategies involving the City's role in maintaining a vehicle fleet and improving infrastructure to support future emerging technologies.

Goal 5: Safety Data and Post-crash Care

The use of accurate tools is needed to collect, evaluate, and manage data to support the success of Vision Zero. The Action Plan includes coordination with first responders to ensure quick response times and the addressing of known safety concerns.

Goal 6: Implementation Success

To support the Vision Zero effort, permanent funding is allocated and opportunities for grants and additional funding is to be pursued as part of this Action Plan. Strategies also include reoccurring meetings with Vision Zero leadership to ensure a commitment to the effort.

Table 5-2 provides a summary of the reviewed Tampa Vision Zero Action Plan.

Table 5-2: Summary Review of Tampa Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
<p>Vision Zero Tampa</p>	<p>2 Tiers of HIN. Highest tier of severe crash corridors (mostly state roads). Second tier of lower-volume roads (mostly city and county-owned roads).</p>	<p>Safer Streets - Design streets to guide appropriate road user behavior and forgive predictable mistakes</p>	<p>Create safer streets for all road users</p>	<p>Complete Streets for All</p>	<p>Safe Roads</p>	<p>Develop a Quick-Build Program to support cost-effective rapid deployment of safety and multimodal treatments.</p>
			<p>Expand the City's walk, bike, and transit network</p>	<p>Complete Streets for All</p>	<p>Safe Roads</p>	<p>Integrate systemic safety best practices into all aspects and processes of the transportation department.</p>
			<p>Prioritize vulnerable road users</p>	<p>Complete Streets for All</p>	<p>Safe Roads</p>	<p>Continuously assess and enhance traffic signal operations on the HIN.</p>
			<p>Change codes, policies, and laws to support Vision Zero</p>	<p>Public, High-Level, and Ongoing Commitment</p>	<p>Safe Roads</p>	<p>Elevate the walking and biking experience by increasing the comfort/convenience of choosing active transportation.</p>
<p>Safer Speeds- Prevent deadly and life-altering crashes by managing vehicle speeds</p>	<p>Update codes, manuals and guidance to support speed reductions</p>	<p>Context-Appropriate Speeds</p>	<p>Safe Speeds</p>	<p>Celebrate and promote use of the multimodal system.</p> <p>Enhance the City's Maintenance of Traffic process and procedures to prioritize and protect vulnerable users.</p> <p>Conduct Walk/Bike Road Safety Audits on all of the corridors on the HIN.</p> <p>Develop a Vision Zero Development Review and Safe Site Access Checklist.</p> <p>Host an annual legislative round table with local state legislators.</p> <p>Champion automated Speed Enforcement camera legislation in Florida.</p> <p>Implement the City's new Traffic Calming Policy</p>		

Table 5-2: Summary Review of Tampa Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Tampa, Cont'd		<p>Safer People- Empower Tampanians to spread Vision Zero messaging, take community action, and promote a culutre of safe mobility</p> <p>Safer Vehicles- Address the City's role in regulating and maintaining a state-of-the-art vehicle fleet and providing city streets with infrastructure that supports future emerging technologies</p>	<p>Lower posted speeds and implement road designs to achieve target speeds</p> <p>Work with the police department and FDOT to inform and implement speed reduction efforts</p> <p>Empower citizens to be Vision Zero stewards</p> <p>Create a culture of roadway safety and understanding throughout the City of Tampa organization</p> <p>Host community focused activities and events</p> <p>Manage a safe fleet of city drivers and vehicles</p> <p>Leverage technological innovations in mobility and micromobility</p>	<p>Context-Appropriate Speeds</p> <p>Authentic Engagement</p> <p>Authentic Engagement</p> <p>Complete Streets for All</p>	<p>Safe Speeds</p> <p>Safe People</p> <p>Safe Vehicles</p> <p>Safe Roads</p>	<p>Implement the City's new Speed Management Plan</p> <p>Conduct high visibility enforcement efforts to reduce speeding on HIN streets and others with reported concerns.</p> <p>Collect speed data from speed feedback signs to inform engineering and enforcement efforts.</p> <p>Produce annual Vision Zero public education campaigns based on crash data to raise awareness.</p> <p>Support senior citizens with Safe Mobility for Life and through aging in place efforts</p> <p>Develop an internal city staff communication and education plan to expand awareness of City's Vision Zero effort and how each department is involved.</p> <p>Develop an Open Streets program and host events annually.</p> <p>Use City fleet vehicles as moving billboards for Vision Zero.</p> <p>Provide regular training and feedback loop for City drivers.</p> <p>Implement a curb management program.</p>

Table 5-2: Summary Review of Tampa Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Tampa, Cont'd		<p>Safety Data and Post-Crash Care Use quality data and the latest analytical tools to prioritize actions and track Vision Zero progress. Coordinate efforts with other related departments, such as Tampa Police Department and Tampa Fire Rescue, to ensure rapid response to serve crashes and addressing known safety concerns</p> <p>Implementation Success- Ensure the success of the Vision Zero Action Plan through funding and accountability measures</p>	<p>Expand and elevate the role of public transit in creating a safer transportation system</p> <p>Collect, evaluate and manage data to support Vision Zero Success</p> <p>Augment funding for Vision Zero Programs and projects</p> <p>Convene recurring meetings of Vision Zero Leadership, the Multi-Agency Task Force, and implementation team</p> <p>Measures of success, metrics, and targets</p>	<p>Complete Streets for All</p> <p>Comprehensive Evaluation and Adjustments</p> <p>Project Delivery</p> <p>Public, High-Level, and Ongoing Commitment</p> <p>Comprehensive Evaluation and Adjustments</p>	<p>Safe Roads</p> <p>Post-Crash Care</p> <p>Safe Roads</p>	<p>Create a Safe Routes to Transit "First Mile/Last Mile" program.</p> <p>Collaborate on implementing safe transit infrastructure and operations.</p> <p>Develop a public-facing crash dashboard.</p> <p>Track and report out on Vision Zero activities.</p> <p>Identify a permanent, dedicated amount of funding each year for Vision Zero.</p> <p>Continue pursuing available grant funds.</p> <p>Convene the Vision Zero leadership team at least once per year.</p> <p>Form and convene a Vision Zero Implementation Team.</p> <p>Identify and implement metrics of success and targets.</p>

Hillsborough County Vision Zero Action Plan

The Hillsborough County Vision Zero Action Plan was adopted in 2017, with the Hillsborough Metropolitan Planning Organization (MPO) spearheading the effort in partnership with Hillsborough County and the Cities of Tampa, Temple Terrace, and Plant City. With extensive existing state and local safety programs, Hillsborough County's Vision Zero program aimed to provide an umbrella for which existing efforts can be organized and connected, and as a means to establish new efforts in reducing fatal and serious injuries. To guide the development of the action plan, a multi-disciplinary Vision Zero Coalition was created and organized into four action tracks: Paint Saves Lives, Consistent and Fair, One Message-Many Voices, and the Future will not be like the Past.

The Top 20 Severe Crash Corridors within Hillsborough County were identified and analyzed as part of the Action Plan, serving as a High-Injury Network. These crash corridors were identified based on the number of crashes per mile occurring over the last five years. Along with identifying the overall top crash corridors, corridors with a high frequency of vulnerable road user crashes, crashes involving aggressive driving, and crashes occurring in dark, no lighting conditions were identified and mapped.

Vision Zero Core Principles and Goals

Strategies and countermeasures included within the Action Plan were organized by the four action tracks created by the Vision Zero Coalition. Each action track consisted of separate goals, strategies and actions to reduce fatal and serious injuries.

Action Track 1: Paint Saves Lives

This Action track focuses on raising driver awareness of people walking and biking through the use of high-visibility markings, and implementing low-cost treatments.

Action Track 2: One Message Many Voices

To influence safer behavior on roadways, this action track focuses on actions for increasing awareness of Vision Zero and outlines the public outreach strategies of the Action Plan.

Action Track 3: Consistent and Fair

This action track focuses on developing a community law enforcement partnership and developing a Vision Zero 'Consistent and Fair' corridor program.

Action Track 4: The Future will not be like the Past

Policy, standard, and procedure updates are goals of this action track to promote a safety culture in the planning and design of roadways. Additionally, it aims to create a safe multimodal transportation system.

Table 5-3 provides a summary of the reviewed Hillsborough Vision Zero Action Plan.

Table 5-3: Summary Review of Hillsborough Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Hillsborough	<p>Risk factors contributing to severe crashes were analyzed within the limits of the county</p> <p>Severe crash corridors were created and analyzed, including crash corridors for crashes involving vulnerable users as well as aggressive driving and dark, no lighting conditions</p>	<p>Paint Saves Lives- Low cost retrofits and pop-up treatments</p> <p>One Message, Many Voices- Public education strategies</p>	<p>Raise driver awareness of people walking and biking by using high-visibility markings on the transportation network</p> <p>Implement low-cost treatments to improve safety of roadway, particularly for vulnerable users</p> <p>Increase awareness of vision zero to influence safer behaviors on roadways</p>	<p>Complete Streets for All</p> <p>Authentic Engagement</p> <p>Complete Streets for All</p> <p>Authentic Engagement</p> <p>Authentic Engagement</p>	<p>Safe Roads</p> <p>Safe People</p> <p>Safe Roads</p> <p>Safe People</p> <p>Safe People</p>	<p>Install crosswalk markings where they are missing or in poor conditions.</p> <p>Install green bike lane markings and additional safety countermeasures along high-crash corridors.</p> <p>Hold a contest with high school students inviting them to design wraps for traffic control boxes.</p> <p>Add Leading Pedestrian Intervals (LPI) to signalized intersections.</p> <p>Engage neighborhood organizations to hold events around pop-up treatments for traffic calming.</p> <p>Create and sustain a Facebook page to broaden reach of Vision Zero message.</p> <p>Partner with other agencies to hold a Safe Streets Summit.</p> <p>Create a Speakers Bureau with a calendar of speaking engagements.</p> <p>Provide governmental staff an orientation on Vision Zero to integrate it into the lexicon and institutional knowledge of all government departments and agencies.</p> <p>Develop a coordinated program to brand Vision Zero-consistent projects.</p>

Table 5-3: Summary Review of Hillsborough Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Vision Zero Hillsborough, Cont'd		<p>Consistent and Fair- Community-oriented law enforcement</p> <p>The Future will not be like the Past- Facilitating culture change through policies and programs</p>	<p>Engage with victims of traffic Violence and their families to provide them with a support sytem and a platform to be heard</p> <p>Leverage the capabilities and existing resources of the community traffic safety team as a community law enforcement partnership</p> <p>Establish a Vision Zero "Consistent and Fair" corridor program</p> <p>Update policies, standards and procedures to foster culture of safety in planning and design of the Transportation System</p> <p>Create a safe multimodal transportation system though good design, lighting, and connected facilities</p>	<p>Authentic Engagement</p> <p>Equity-Focused Analysis and Program</p> <p>Equity-Focused Analysis and Program</p> <p>Strategic Planning</p> <p>Proactive, Systemic Planning</p>	<p>Safe People</p> <p>Safe People</p> <p>Safe People</p> <p>Safe Roads</p> <p>Safe Roads</p>	<p>Hold a press conference on Vision Zero with families of victims of traffic violence.</p> <p>Work with media and hospitals to identify methods for learning about victims of crashes and personalize the stories and elevate the discussion.</p> <p>Engage law enforcement and the Community Traffic Safety Team in Vision Zero.</p> <p>Develop and implement a media plan to publicize the Community Traffic Safety Team and its periodic enforcement activities.</p> <p>Ensure that HIN corridors are percieved as fair and consistent and sensitive to concerns among minority communities regarding policing practices.</p> <p>Revisit and update MOT Plan policies related to bicyclist/pedestrian considerations.</p> <p>Develop context classifications and target speeds within identified HIN Corridors.</p> <p>Construct new bicycle facilities in locations with high bicycle crash fatalities and no bicycle facilities, and with high pedestrian crash fatalities and no sidewalk or crosswalk facilities.</p> <p>Evaluate implementation of modern roundabouts at intersections with high crash rates.</p>

City of Gainesville Vision Zero Action Plan

The City of Gainesville adopted its Vision Zero Action Plan in 2020, with an update to the Action Plan occurring in 2024, with the goal of eliminating traffic-related deaths and serious injuries in the City's transportation system by 2040. The updated Action Plan advances the efforts outlined in the original Action plan with enhanced data analysis and a focus on implementation. A Vision Zero Workgroup was formed to guide the development of the action plan through a multi-disciplinary approach.

The Action Plan includes the development of a High-Risk Network, identified based on fatal and severe crash concentrations, the overall number of injury crashes, traffic volumes, infrastructure features, and equity measures. Additional crash analysis included the citywide evaluation of top contributing factors including the Florida Strategic Safety Plan emphasis areas, location of pedestrian and bicycle crashes, speed, and seasonal patterns. Additionally, the High-Risk Network was further analyzed considering predominant crash types, roadway jurisdictions, traffic volumes, predominant intersection types, and environmental conditions. The High-Risk Network was evaluated for equity considerations, as well as post-crash care.

Vision Zero Core Principles and Goals

The City of Gainesville Action plan is organized around six proposed initiatives developed based on the needs indicated from the results of the analysis. Each proposed initiative includes separate goals and strategies.

Initiative 1: Data Management

Emphasis on data accuracy, uniformity and access is included as part of this action plan to aid in safety analysis, planning, and collaboration.

Initiative 2: Enhanced Collaboration

As part of this initiative, strategies relating to public outreach, collaboration on project design and funding, and collaboration between agencies are outlined to support the Vision Zero goal.

Initiative 3: Priorities and Funding

Establishment of a dedicated budget is necessary to support education, enforcement, and engineering strategies. This initiative outlines goals and strategies to maintain, source, and manage funding.

Initiative 4: Improve Infrastructure

The application of proper design measures can induce safer behavior and reduce the severity of crashes. In particular, the action plan emphasizes design measures focused on speed management, intersection improvements, and safety of VRUs.

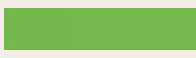
Initiative 5: Effective and Post-Crash Care

As part of this initiative, enforcement strategies, particularly automated enforcement, are outlined, as well as improved post-crash responses.

Table 5-4 provides a summary of the reviewed the City of Gainesville Vision Zero Action Plan.

Table 5-4: Summary Review of Gainesville Vision Zero Action Plan

Document Name	Safety Data and Analysis	Safety Policies and Goals	Strategy or Countermeasure	VZ Core Element Link	Safe System Element Link	Potential Actions for Incorporation into the City of Ocala Planning Studies
Gainesville Vision Zero Action Plan, Cont'd		Priorities and Funding sources	Increase collaboration on project design and funding	Project Delivery	Safe Roads	Develop a standard procedure as part of the project application process to identify opportunities to add safety improvements.
			Post-crash outreach	Authentic Engagement	Safe People	
			Identify funding sources for Vision Zero initiatives	Project Delivery	Safe Roads	
			Set aside funds for pilot programs and rapid deployment			
		Improve Infrastructure	Maintain a list of needs	Proactive, Systemic Planning	Safe Roads	Develop and maintain a list of locations that can benefit from low-cost countermeasures based on crash indicators and public input.
			Enhance the safety of VRUs	Complete Streets for All	Safe Roads	Develop a Citywide Bicycle and Pedestrian Master Plan.
			Provide safe speed	Context-Appropriate Speeds	Safe Speeds	Audit existing sidewalk and bicycle facilities for deficiencies, including ADA deficiencies.
			Decrease conflicts at intersections			Establish a multi-modal program with dedicated funding to improve and maintain the sidewalk and bicycle network.
Conduct road safety analysis	Proactive, Systemic Planning	Safe Roads	Update the City's traffic calming regulations and develop a speed management plan.			
			Perform road safety audits at targeted locations along the HIN.			
			Evaluate signal operations at intersections along the HIN specifically regarding permissive left-turns and conflict points.			



Appendix B

Public and Stakeholder Engagement Memorandum

Date: December 15, 2025

Prepared By: Anna Pindara
Christy Lofye, PE, PTOE, RSP₁
Ardurra Group, Inc.

Prepared For: Noel Cooper, PE, PTOE, PTP, Deputy City Engineer
City of Ocala

Subject: Public & Stakeholder Engagement Memorandum

1. Introduction

The City of Ocala recognizes that public engagement is essential to building trust and fostering transparency in the community to ensure the success of any transportation improvement. The purpose of this memorandum is to document the public and agency participation accomplished throughout the study process. The program focused on soliciting community participation regarding local issues and concerns throughout the project development process. The balance of this report describes the following components of the program: stakeholder and public communications (emails, newsletters, website, media coverage, etc.), presentations and meetings, and agency presentations. The final project schedule showing these milestones is shown in **Figure 1**.

1.1 Project Description

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

The City of Ocala's supplemental planning studies include:

1. Developing a city-wide Local Road Safety Plan (LRSP) to identify, analyze, and prioritize roadway safety improvements on local roads for all road users; and

2. Developing a Speed Management/Traffic Calming Plan targeting safer speeds in residential areas and around schools.

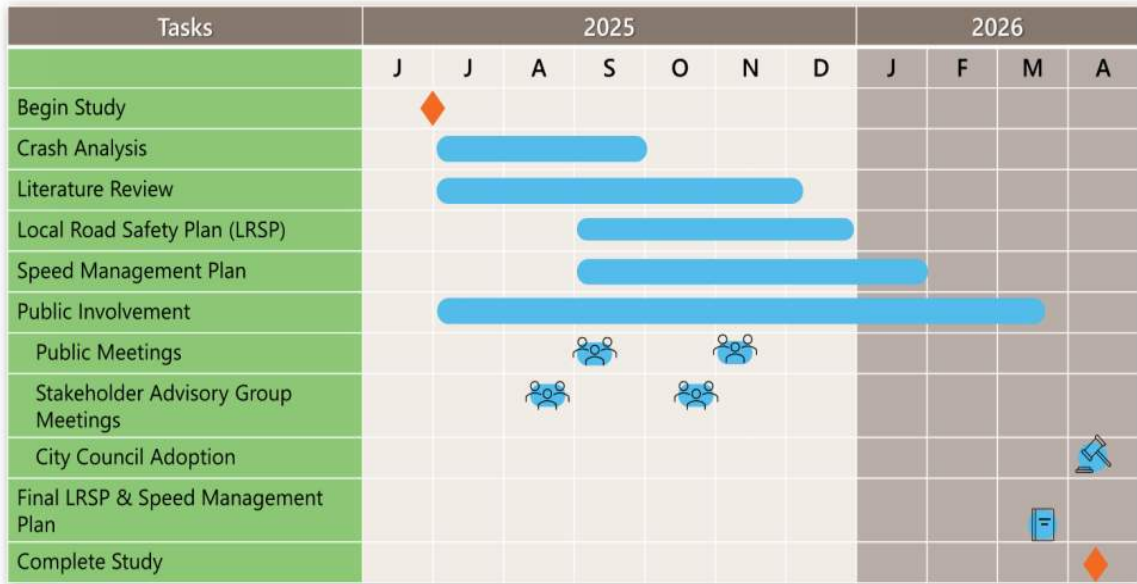


Figure 1: Final Project Schedule

The project location map, shown in **Figure 2**, illustrates the location and limits of the study to include city-managed local roads.

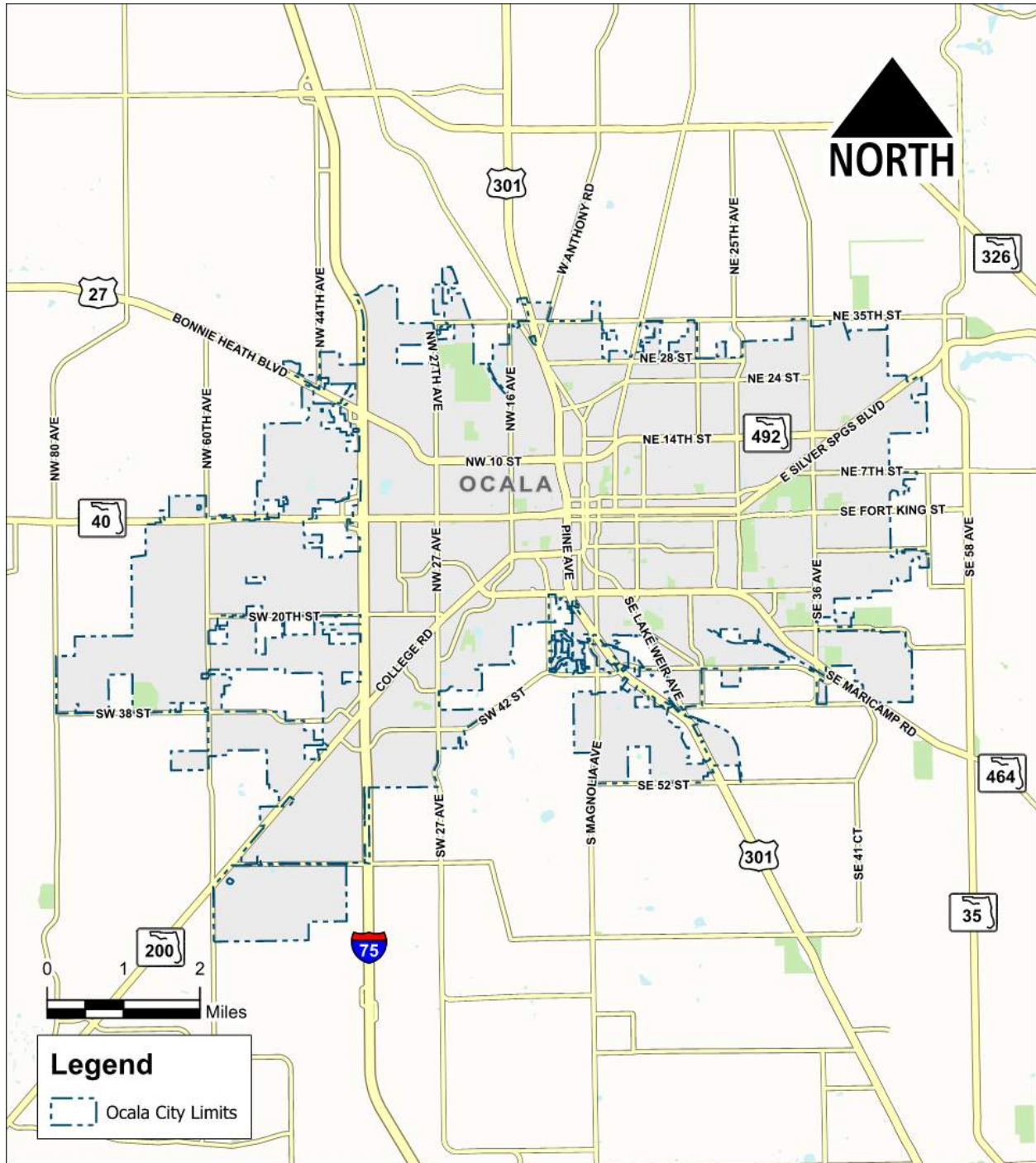


Figure 2: Project Location Map

2 Stakeholder Advisory Group

The project team worked with the City of Ocala to identify a Stakeholder Advisory Group that served to provide feedback on relevant action items and strategies. This group included diverse representations from various groups and organizations that included City and County officials, Marion County Public Schools officials, Florida Department of Transportation (FDOT) District 5, Ocala Marion County TPO, Ocala Chamber of Commerce and Economic Development, hospitals, senior centers, social service providers, and walking and bicycling advocacy groups. A list of Stakeholders Advisory Group members is included in **P.E. Memo Appendix A**. The stakeholder meetings were held one week in advance of the scheduled Public Meetings and are detailed in the subsequent sections.

2.1 Stakeholder Advisory Group Meeting 1 – August 28, 2025

The first Stakeholder Advisory Group meeting was a hybrid meeting held both in-person at the City of Ocala Complex and virtually through Teams on August 28, 2025. There were six attendees at the meeting in-person in addition to project team members. Six additional attendees joined virtually. The presentation and additional documentation, including sign-in sheets, can be found in **P.E. Memo Appendix B**.

The meeting began with introductions, followed by a discussion of the need for Vision Zero and the method to get there, the Safe System Approach. Preliminary crash data was presented along with key findings. An overview of the work to be performed through this project was presented, and the project schedule and next steps were discussed. Discussion questions centered around the sharing of personal experience with serious injury crashes, the stakeholder's role in the Vision Zero/Safe System Approach to transportation safety, the challenges to a successful Local Road Safety Plan and Speed Management Plan for the City, and how stakeholders can champion these plans.

Discussion included Bike/Walk Central Florida's (BWCF) agreement with Marion County and the inclusion of support for the City of Ocala. BWCF is able to support the City by providing education for vulnerable road users, coordination with high-visibility crosswalk enforcement, and assisting with applications for grant funding to implement infrastructure improvements.

2.2 Stakeholder Advisory Group Meeting 2 – October 29, 2025

The team presented to stakeholders for a second time on October 29, 2025. There were sixteen attendees at the virtual meeting in addition to the project team members. The presentation and additional documentation from these meetings, including virtual sign-in sheets, can be found in **P.E. Memo Appendix C**.

The meeting began with a project overview and included a recap of the work being performed and summary of the major components on the planning studies: research and literature review, crash analysis, public outreach, speed management priority corridors, and next steps.

The discussion included feedback that the Crash Analysis supports the Local Road Safety Plan (LRSP) and is like the crash data on the TPO dashboard, especially regarding the disproportionate number of vulnerable road users in crashes and high frequency of run off the road crashes in the County. Clarification was provided on the exclusion of crashes on SR 200 and SR 40 in the data analysis as they fall under state jurisdiction.

A distinction was made for micro-mobility and pedestrians, with micro-mobility being an emerging emphasis area statewide and including electric scooters or e-bicycles. Coordination with local hospitals could provide additional data for analysis and policy considerations in this area. Survey map data review led to a discussion on accessibility and crosswalks.

The presentation highlighted five emphasis areas: Intersection crashes, vulnerable road users, distracted driving, speeding and aggressive driving, and aging road users. Feedback included discussion on adjusting the vulnerable road user emphasis areas to focus instead on pedestrians, or to separate motorcycles from pedestrians and bicycles. The decision was made to keep the broader vulnerable road user emphasis area, but to separate safety countermeasures for each road user type.

This will be a living document updated periodically, and grants will be sought for higher cost improvements by the City. Stakeholders agreed that further investigation of technology improvements like social media geo-fencing for school areas, and right-turn-on-red restrictions should be explored. Regarding Speed Management Priority Corridors, discussion focused on a recent fatality, causation of pedestrian and bicycle crashes, and the effectiveness of education as a tool for different populations.

3 Public Meetings

Two public meetings were held during the study period, further described below.

3.1 Public Meeting – September 4, 2025

The City of Ocala conducted an in-person public meeting to introduce the planning studies, to present safety information, and to gather feedback from the public related to safety concerns. The meeting was held on Thursday, September 4, 2025, at the Mary Sue Rich Community Center at Reed Place, 1821 NW 21st Ave., Ocala, FL 34475, from 5:00 p.m. to 7:00 p.m.

As attendees entered the meeting, the project team explained the various stations and comment process. The meeting provided the opportunity to view a project overview video, ask questions to the project team, visit interactive stations, and provide comments.

The following project-related information was on display:

- Roll plots of the City of Ocala limits
- Project location map
- Ocala KSI Crashes – All Roadways
- Ocala KSI Crashes – Pedestrian and Bicycle
- Ocala KSI Crashes – Local Roadways
- Welcome Board
- Schedule
- Title VI

Separate tables for a 3D roundabout model, interactive survey and comment map, FHWA Proven Safety Countermeasures, and children’s transportation safety literature and coloring sheets were available to the public.

The City provided opportunities for the public to share their safety experiences within the project area in several ways, including an in-person and online interactive comment map, an online survey, and comment forms. At the meeting, attendees were able to leave written comments and submit comments online via the interactive survey map. All other comments were submitted either by email, website, or by mail. Five comment forms were received at the in-person meeting. Additional comments were received through the online survey and interactive comment map and are detailed in Section 5.0 of this memorandum.

Commenters noted concerns along SR 200 and the need to use U-turns in lieu of left-hand turn opportunities, the desire for pedestrian safety with requests to add sidewalks and streetlights throughout the city and subdivisions, congestion and safety surrounding

Vanguard High School at pick-up and drop-off periods, and the need to address potholes.

Sixteen (16) attendees and eight (8) project team members signed in at the public meeting. Project team attendees included City officials and the project consultants. The public meeting was advertised on the City’s official Facebook page beginning on September 2, 2025. A press release was distributed to local media on September 2, 2025, and local radio station WXUS aired a Public Service Announcement prior to the meeting, in addition to segments on WCJB. Subsequent social media posts on September 5 and 9, 2025, featured the event on the City’s Facebook page and thanked attendees for participating.

The public meeting notifications, including social media posts and press release are provided in **P.E. Memo Appendix D**. The sign-in sheets, all meeting materials, comment sheets from the meeting, as well as those received in the 26 days following, can be found in **P.E. Memo Appendix E**.

Comments submitted as part of the online survey and comment map are included in Section 5.0 of this memorandum.

3.2 Public Meeting – November 5, 2025

The City of Ocala conducted a second in-person public meeting to present the results of safety analysis conducted for the planning studies including the proposed High Injury Network and Speed Management Priority Corridors, to present safety information, and to gather feedback from the public related to safety concerns. The meeting was held on Wednesday, November 5, 2025, at the Institute for Human and Machine Cognition, 15 SE Osceola Ave., Ocala, FL 34471, from 5:00 p.m. to 7:00 p.m.

As attendees entered the meeting, the project team explained the various stations and comment process. The meeting provided the opportunity to view two traffic safety information videos, ask questions to the project team, visit interactive stations, and provide comments.

The following project-related information was on display:

- Roll plots of the City of Ocala limits
- Ocala KSI Crashes – All Roadways
- Ocala KSI Crashes – Pedestrian and Bicycle
- Ocala KSI Crashes – Local Roadways
- Ocala – High Injury Network
- Ocala – Speed Management Priority Segments
- Speed Management Infographic
- Welcome Board
- Schedule
- Title VI

Separate tables for a 3D roundabout model, interactive Safe Driving station, interactive Survey and Comment map, FHWA Proven Safety Countermeasures, and children's transportation safety literature and coloring sheets were available to the public.

The City provided opportunities for the public to share their safety experiences within the project area in several ways, including an in-person and online interactive comment map, an online survey, and comment forms. At the meeting, attendees were able to leave written comments and submit comments online via the interactive survey map. All other comments were submitted either by email, website, or by mail. Two comment forms were received at the in-person meeting. Additional comments received through the online survey and interactive comment map are detailed in Section 5.0 of this memorandum.

Commenters noted the benefits of stop signs slowing drivers and increasing awareness of pedestrians and bicyclists, consideration of pedestrian/bicyclist barriers, recent fatalities along school routes and the need for more safety measures along school routes. Speeding and clear sight lines, along with additional lighting were also mentioned in comments.

Nineteen (19) attendees and eight (8) project team members signed in at the public meeting. Project team attendees included City officials and the project consultants. The public meeting was advertised on the City's official Facebook page beginning on November 4, 2025. A press release was distributed to local media on October 24, 2025, and location radio station WXUS ran a Public Service Announcement prior to the meeting. Subsequent social media posts on November 6 and 20, 2025, thanked attendees for participating and reminded the community the comment period would close on November 21st.

The community meeting notifications, including social media posts and radio advertisements are provided in **P.E. Memo Appendix F**. The sign-in sheets, all meeting materials, comment sheets from the meeting, as well as those received in the 16 days following, can be found in **P.E. Memo Appendix G**. Comments submitted as part of the online survey and comment map are included in Section 5.0 of this memorandum.

4 Agency Coordination

Meetings were requested with the Marion County Community Traffic Safety Team (Marion County CTST) and the City of Ocala Police Department (OPD) to gain a deeper understanding of safety issues, concerns, and actions taken to-date.

The project team met with OPD on October 1, 2025, via Microsoft Teams. Attendees included Noel Cooper (City of Ocala Project Manager), Lou Biondi (OPD), and Ardurra consultant staff. The project team provided information about the SS4A Planning Studies and discussed past and current efforts to address speeding within the City including safety campaigns, speeding complaints, police team growth, ticketing and crash trends, and OPD's needs related to speed enforcement. The meeting also included discussion on traffic enforcement jurisdictions at the state and county level, noting that OPD is deputized for county-wide jurisdiction. Specific locations were noted where a high number of speeding citations are issued, and attendees discussed specific areas where the speed limits should be reviewed. Lastly, attendees reviewed driver attitudes towards speeding, publication of speed campaigns, and high visibility crosswalk enforcement.

The project team met with Ken Odum, Marion County CTST Chair, via Microsoft Teams. The project team provided information about the SS4A Planning Studies and discussed City and County safety team coordination, concerns, and activities. The meeting concluded with suggestions to improve safety and grants available through the Marion County TPO such as Safe Routes to School.

Meeting minutes for these meetings are included in **P.E. Memo Appendix H**.

5 Interactive Comment Map and Online Survey

The project team developed an online survey and interactive comment map available online via the project website, with QR code and website links published on notifications and meeting materials. The survey and comment map were live and available to the public from September 3, 2025, to November 21, 2025.

5.1 Interactive Comment Map

The interactive comment map allowed users to place a point on the map where they had a safety concern or idea and include a comment. Multiple points could be placed by one user for more than one safety concern or idea. The map included basic instructions for

contributing on a pop-up screen prior to viewing the map and promoted the survey in a separate link.

Users added 94 comments to the interactive map during the open period. Safety concern or idea categories included: Driver Safety, Pedestrian Safety, Bicycle Safety, Accessibility/ADA Safety, and General. A screenshot of the interactive comment map as viewed by users is included in **Figure 3**.



Figure 3: Screenshot of Interactive Comment Map

The comments were categorized by emphasis area for review by the project team and findings are available in the LRSP. Examples of analysis categories include maintenance, congestion/traffic, intersection-related, and vulnerable road users, with subcategories for pins placed near schools. The analysis of these comments also noted if the location was placed along one of the High Injury Network segments identified by the project team. Comment data are included in **P.E. Memo Appendix I**.

5.2 Online Survey

The online survey was comprised of ten questions that included users’ experience with traffic crashes and roadway safety, and their viewpoints on contributing factors to traffic crashes, crash reduction strategies, and the planning studies’ goals. Demographic information collected from the survey included survey taker’s age and home zip code. The full list of survey questions, and screenshots of the online survey are included in **P.E. Memo Appendix J**.

Sixty responses were collected during the survey period. The highest participating zip codes included 33470 and 34471. Ages of respondents ranged from 15-79 with 5% of respondents providing no answer. The highest participation came from the following age ranges: 30-39 (18.3%), 40-49 (21.7%), 50-59 (15%), and 60-69 (21.7%). Of the 60 survey responses, 35 said they have been involved in a traffic crash, and 36 said they know someone seriously injured or killed in a traffic crash.

The top 5 factors contributing to fatal and serious injury crashes listed by respondents were distraction/inattention while driving; aggressive driving behavior; design of streets and intersections; poorly maintained infrastructure; and motorists driving too fast. Additional responses ranked by respondents are included below in **Figure 4**.

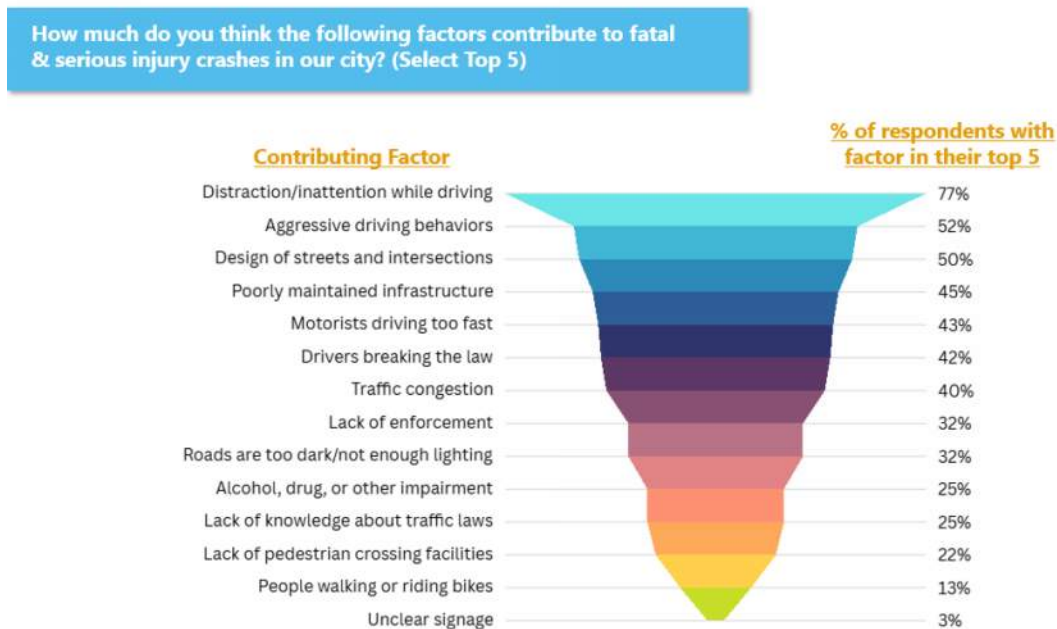


Figure 4: Survey Results – Contributing Factors

Respondents were also asked to rank what they believe to be the top 5 most effective safety measures in reducing fatal and serious injury crashes. The top 5 responses included: more sidewalks or connecting sidewalk gaps; separated bike lanes and paths; enforcement of unsafe behavior; better designed streets and intersections; and improved roadway and intersection lighting. Additional responses ranked by respondents are included below in **Figure 5**.

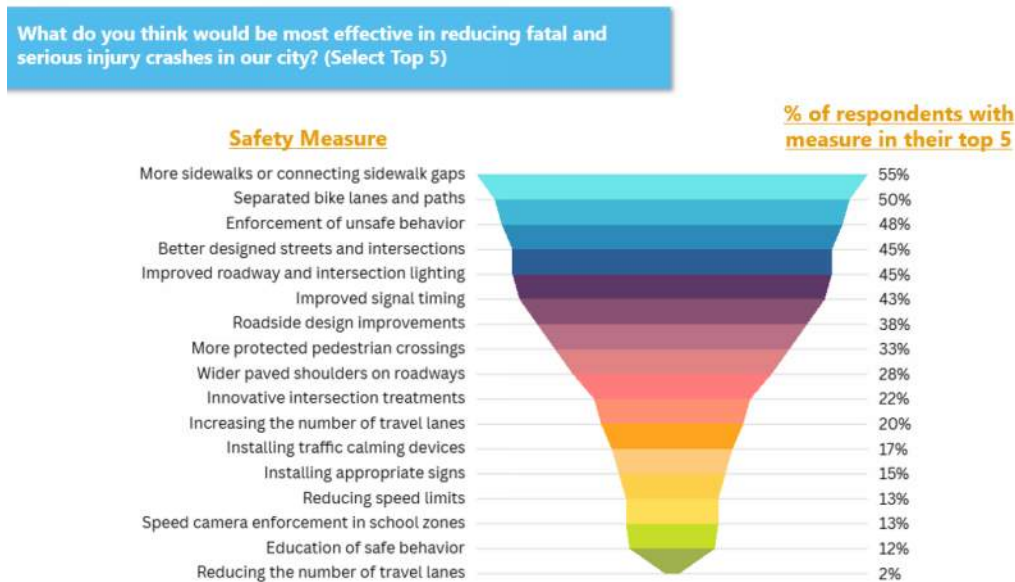


Figure 5: Survey Results – Effective Safety Measures

6 Other Public Outreach Activities

6.1 Project Website

A project website was available at [Safe Streets and Roads for All Planning Studies | City of Ocala](https://www.ocalafl.gov/government/city-departments-a-h/city-engineer-s-office/transportation-engineering/safe-streets-and-roads-for-all-planning-studies) (<https://www.ocalafl.gov/government/city-departments-a-h/city-engineer-s-office/transportation-engineering/safe-streets-and-roads-for-all-planning-studies>). The website was updated regularly to keep the public apprised of the project’s status. The website featured links to the Ocala Marion Transportation Planning Organization Safety Action Plan, U.S. Department of Transportation SS4A Grant program website, and subsequent stakeholder meeting presentations. The project website also included links to the interactive comment map and the online survey. Screenshots of the initial project website can be found in **P.E. Memo Appendix K**.

6.2 Media Releases

Additional media coverage of this project was published in the following articles:

- January 2, 2024 – Congresswoman Kat Cammack Announces City of Ocala Grant to Improve Local Road Safety – *Cammack.House.Gov*
- September 5, 2025 – City of Ocala Hosts Public Meeting Promoting Safer Streets and Road – *352today.com*
- November 6, 2025 – Ocala Roads Initiative -*Ocala Gazette*

These additional media releases for the project can be found in **P.E. Memo Appendix L.**

List of Appendices

- P.E. Memo Appendix A: Stakeholder Mailing List
- P.E. Memo Appendix B: Stakeholder Meeting 1
- P.E. Memo Appendix C: Stakeholder Meeting 2
- P.E. Memo Appendix D: Public Meeting 1 Notifications
- P.E. Memo Appendix E: Public Meeting 1 Exhibits and Materials
- P.E. Memo Appendix F: Public Meeting 2 Notifications
- P.E. Memo Appendix G: Public Meeting 2 Exhibits and Materials
- P.E. Memo Appendix H: Agency Coordination
- P.E. Memo Appendix I: Interactive Comment Map
- P.E. Memo Appendix J: Online Survey
- P.E. Memo Appendix K: Project Website
- P.E. Memo Appendix L: Media

*P.E. Memo Appendix A:
Stakeholder Mailing List*

OCALA SS4A ACTION PLAN STAKEHOLDER ADVISORY GROUP CONTACTS

Title	First Name	Last Name	Position	Organization	Address 1	Address 2	City	State	Zip code	Email
				Chamber of Commerce/Business						
Ms.	Tamara	Fleischhaker	Interim CEO and Chief eXperience Officer	Ocala Metro Chamber & Economic Partnership	310 SE 3rd St.		Ocala	FL	34471	Tamara@OcalaCEP.com
	Rusty	Juergens	President	Ocala Downtown Business Alliance						rwjuergens@gmail.com
	Jessica	Fieldhouse	Executive Director	Ocala Main Street						ocalamainstreet@gmail.com
				Marion County						
Mr.	Steve	Cohoon	County Engineer	Marion County	412 SE 25th Ave		Ocala	FL	34471	steven.cohoon@marionFL.org
	Kenneth	Odom	Transportation Planner	Community Traffic Safety Team Chair						Kenneth.Odom@marionfl.org
				Marion County Public Schools						
Mr.	Eric	Ostanik	Supervisor of Transportation	Marion County Public Schools	1614 East Fort King St		Ocala	FL	34471	eric.ostanik@marion.k12.fl.us
	Lauren	Debick	Community Engagement Director	Marion County Public Schools						Lauren.Debick@marion.k12.fl.us
				Ocala Marion Transportation Planning Organization (TPO)						
Mr.	Rob	Balmes, AICP CTP	TPO Director	Ocala Marion Transportation Planning Organization (TPO)	2710 E. Silver Springs Blvd		Ocala	FL	34470	rob.balmes@marionfl.org
				Florida Department of Transportation (FDOT), District 5						
Mr.	Joe	Steward	District CTST Coordinator	FDOT District 5 (Safety Office)	719 South Woodland Boulevard		Deland	FL	32720	Joe.Steward@dot.state.fl.us
				City of Ocala						
Mr.	Darren	Park	Public Works Director	City of Ocala	1805 NE 30th Ave	Building 300	Ocala	FL	34470	pubworks@ocalafl.org
Ms.	Aubrey	Hale	Planning Director	City of Ocala	201 SE 3rd St	2nd Floor	Ocala	FL	34471	ahale@ocalafl.gov
Chief	Clint	Welborn	Fire Chief	City of Ocala	3000 NE 8th Pl		Ocala	FL	34770	fire@ocalafl.org
Chief	Mike	Balken	Police Chief	City of Ocala	402 South Pine Ave		Ocala	FL	34471	mbalken@ocalapd.gov
Ms.	Julie	Johnson	Recreation and Parks Director	City of Ocala	828 NE Eighth Ave		Ocala	FL	34770	jjohnson@ocalafl.gov
Mr.	Steven	Neal	General Manager	SunTran	201 SE 3rd St	2nd Floor	Ocala	FL	34470	sneal@ocalafl.gov
Mr.	Sean	Lanier	City Engineer	City of Ocala						slanier@ocalafl.gov
				Hospitals						
Ms.	Katelyn	Wilson Butler	Director of Communications and Community Engagement	HCA Florida West Marion Hospital	1431 SW 1st Ave		Ocala	FL	34471	kaityn.wilsonbutler@hcahealthcare.com
				Senior Center						
Ms.	Jennifer	Martinez	Executive Director	Marion Senior Services	1101 SW 20th Ct					jmartinez@marionseniorservices.org
	Susan	Hanley	Program Operations Administrator	Department of Elderly Affairs						Hanleys@elderaffairs.org
				Social Service Providers						
	Andrea	Melvin	Office Manager	Center for Independent Living, Ocala Office	2760 SE 17th St	STE 300	Ocala	FL	34471	Amelvin@CILNCF.org
	Tracey	Alesiani	Human Service Counselor III	Agency for Persons with Disabilities						Tracey.Alesiani@Apdcares.org
	Anissa	Pieriboni	President/ CEO	Florida Center for the Blind						APieriboni@fblind.org
				Walking and Bicycling Advocacy Groups						
Ms.	Lynnor	Goodwin	Safety Officer	Ocala Mountain Bike Association						info@omba.org
Ms.	Emily	Bush	Executive Director	Bike/Walk Central Florida	100 E. Pine St.	Suite 110-74	Orlando	FL	32801	emily@bikewalkcf.org

*P.E. Memo Appendix B:
Stakeholder Meeting 1*



City of Ocala Safe Streets For All (SS4A) Planning Studies
 Stakeholder Advisory Group Meeting #1
 Thursday, August 28, 2025

Sign-In Sheet

Name (please print)	Organization (please print)	Mailing Address (please print)	E-mail Address/Phone (please print)
Ken Odom	MARION COUNTY GS	KENNETH.ODOM@MARIONFL.GOV →	
Eric Ostanik	MCPS	eric.ostanik@marion.k12.fl.us →	
Rob Balnes	TPO	rob.balnes@marionfl.org →	
Darren Park	City of Ocala	dparke@ocalafl.gov	1805 NE 30 th Ave, Bldg 300 Ocala, FL 34470
Sean Lanier	City of Ocala, City Engineer		SLanier@Ocalafl.gov
Mike Balken	City of Ocala, Chief of Police		MBalken@OcalaPD.gov

This Sign-in sheet is part of the project record and is available for viewing by the public and media.

1. Summary

Meeting title	Stakeholder Advisory Group Meeting #1 - City of Ocala Safe Streets & Roads For All (SS4A) Planning Studies
Attended participants	7
Start time	8/28/25, 3:47:33 PM
End time	8/28/25, 5:00:55 PM
Meeting duration	1h 13m 22s
Average attendance time	53m 25s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email	Participant ID (UPN)	Role
Christy Lofye	8/28/25, 3:51:53 PM	8/28/25, 5:00:55 PM	1h 9m 2s	clofye@ardurra.com	clofye@ardurra.com	Organizer
Steven Neal	8/28/25, 3:52:43 PM	8/28/25, 5:00:40 PM	1h 7m 57s	sneal@ocalafl.gov	sneal@ocalafl.gov	Presenter
Tammy Warren	8/28/25, 3:52:44 PM	8/28/25, 3:53:04 PM	20s	Twarren@ocalafl.gov	TWarren@ocalafl.gov	Presenter
Aubrey Hale	8/28/25, 3:52:45 PM	8/28/25, 4:55:43 PM	1h 2m 58s	ahale@ocalafl.gov	ahale@ocalafl.gov	Presenter
Andrea Melvin (Unverified)	8/28/25, 3:58:46 PM	8/28/25, 4:55:24 PM	56m 37s			Presenter
Emily Bush (External)	8/28/25, 4:01:25 PM	8/28/25, 5:00:37 PM	59m 12s	emily@bikewalkcf.org	emily@bikewalkcf.org	Presenter
Miller, Demian	8/28/25, 4:03:01 PM	8/28/25, 5:00:50 PM	57m 49s	dwmiller@benesch.com	dwmiller@benesch.com	Presenter

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
Christy Lofye	8/28/25, 3:51:53 PM	8/28/25, 5:00:55 PM	1h 9m 2s	clofye@ardurra.com	Organizer
Steven Neal	8/28/25, 3:52:43 PM	8/28/25, 5:00:40 PM	1h 7m 57s	sneal@ocalafl.gov	Presenter
Tammy Warren	8/28/25, 3:52:44 PM	8/28/25, 3:53:04 PM	20s	Twarren@ocalafl.gov	Presenter
Aubrey Hale	8/28/25, 3:52:45 PM	8/28/25, 4:55:43 PM	1h 2m 58s	ahale@ocalafl.gov	Presenter
Andrea Melvin (Unverified)	8/28/25, 3:58:46 PM	8/28/25, 4:55:24 PM	56m 37s		Presenter
Emily Bush (External)	8/28/25, 4:01:25 PM	8/28/25, 5:00:37 PM	59m 12s	emily@bikewalkcf.org	Presenter
Miller, Demian	8/28/25, 4:03:01 PM	8/28/25, 5:00:50 PM	57m 49s	dwmiller@benesch.com	Presenter



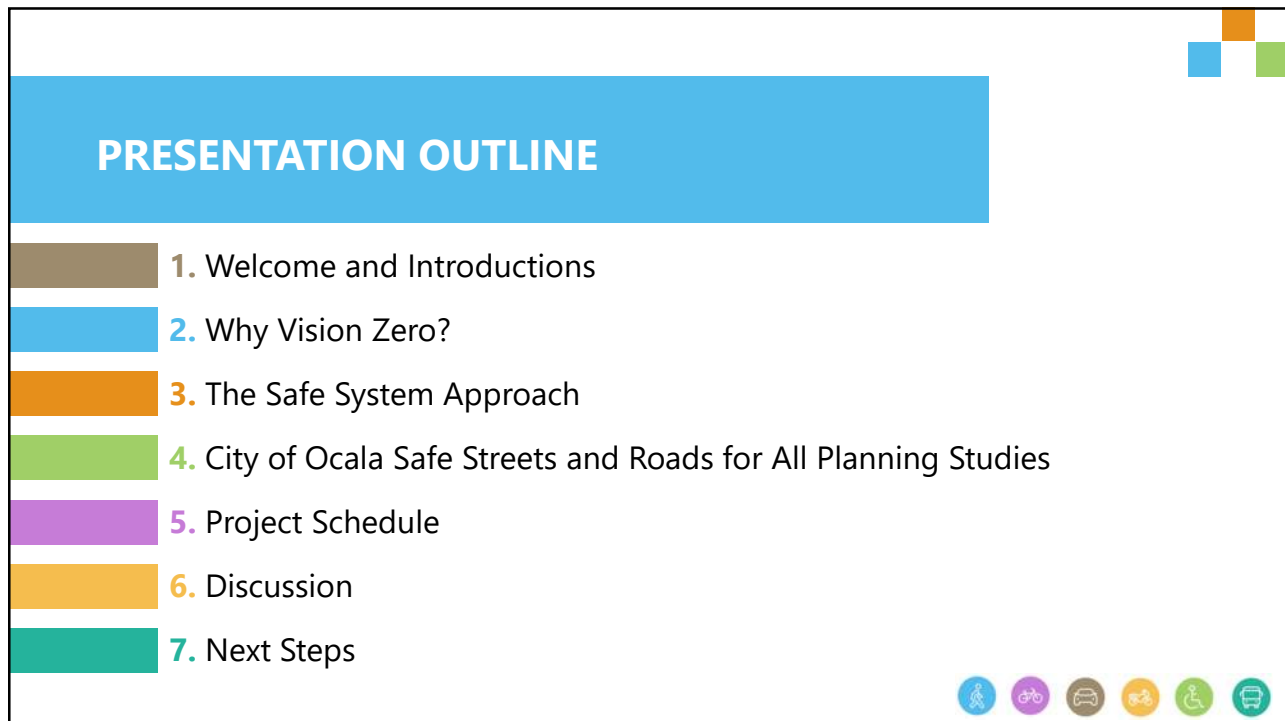
CITY OF OCALA
Safe Streets and Roads For All
Planning Studies

Stakeholder Advisory Group - Meeting 1
August 28th, 2025
Reaching ZERO Together

CITY OF OCALA
MARION COUNTY, FLORIDA
GOD BE WITH US

Icons: Pedestrian, Bicycle, Car, Motorcycle, Wheelchair, Bus

1

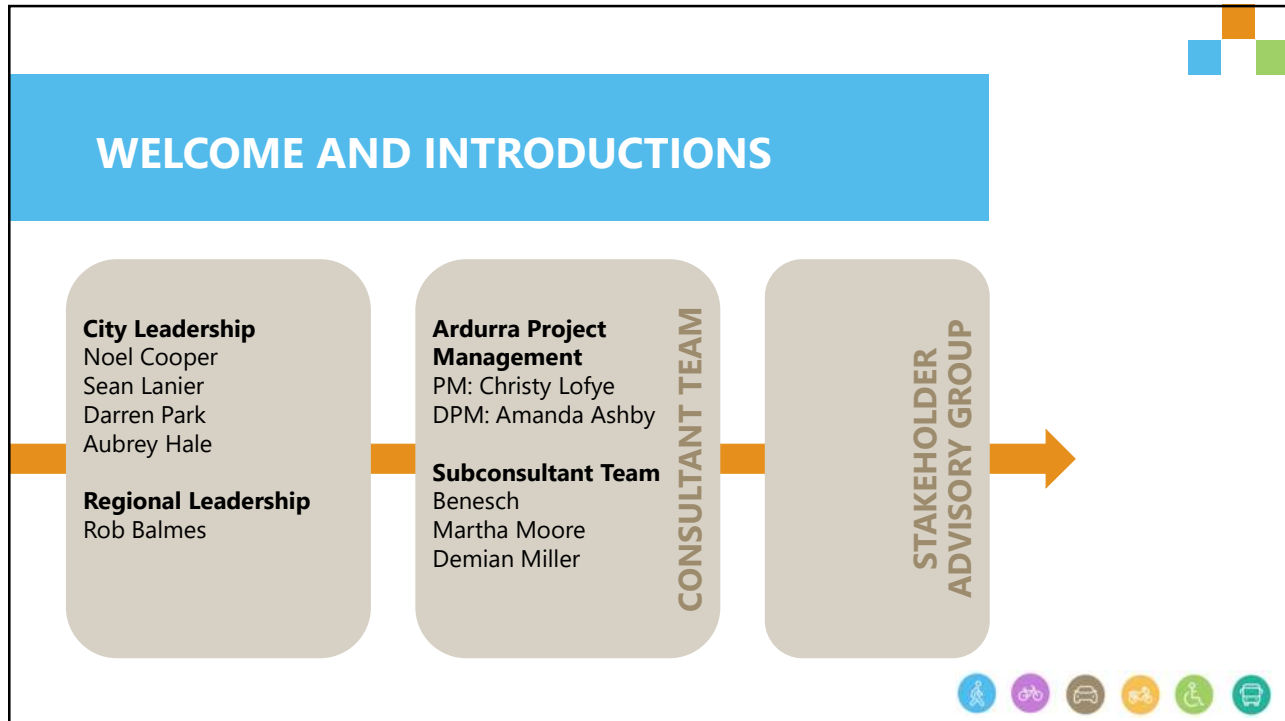


PRESENTATION OUTLINE

1. Welcome and Introductions
2. Why Vision Zero?
3. The Safe System Approach
4. City of Ocala Safe Streets and Roads for All Planning Studies
5. Project Schedule
6. Discussion
7. Next Steps

Icons: Pedestrian, Bicycle, Car, Motorcycle, Wheelchair, Bus

2



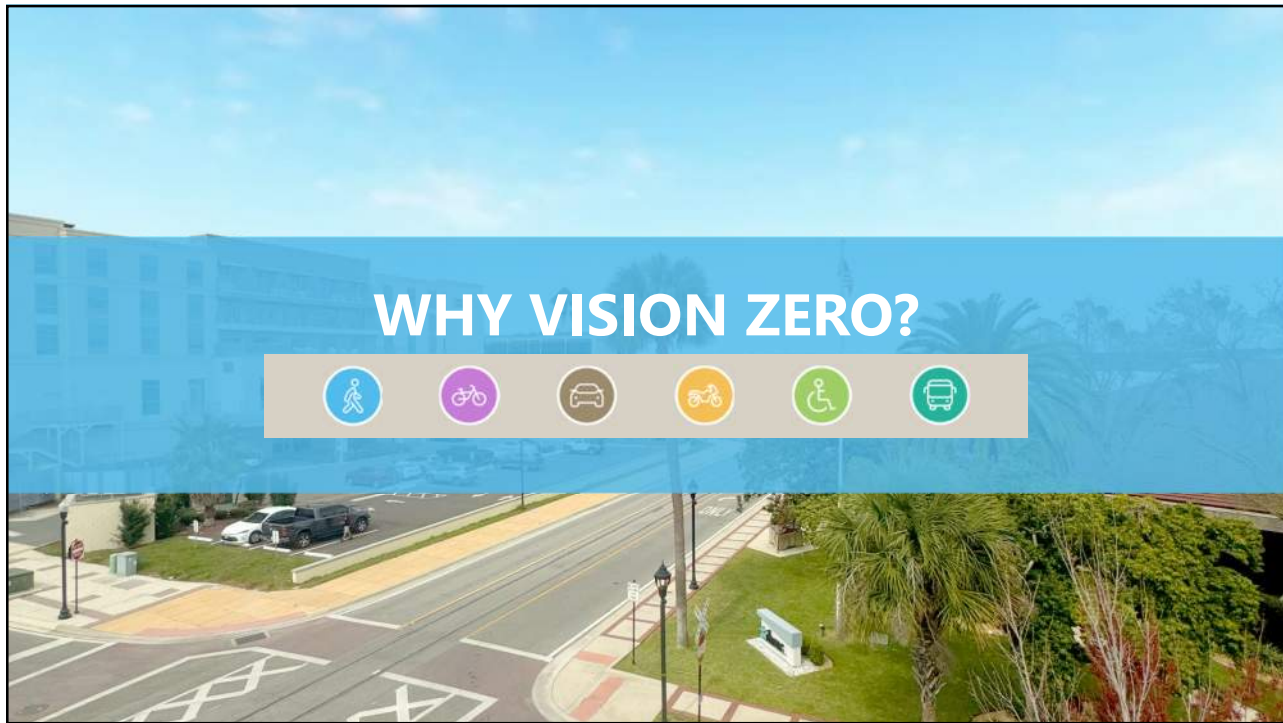
3

PERSONAL EXPERIENCE

- Have you ever been in an injury crash or know someone who has been killed or seriously injured in a crash?
- How did it affect you?

The slide features a light beige background. At the bottom left, there are six circular icons representing different modes of transport: pedestrian, bicycle, car, motorcycle, wheelchair, and bus. At the bottom right is the official seal of the City of Ocala, Marion County, Florida, which includes the text 'CITY OF OCALA', 'GOD BE WITH US', and 'MARION COUNTY, FLORIDA' around a central illustration of a person on a boat.

4



5

NATIONAL TRENDS

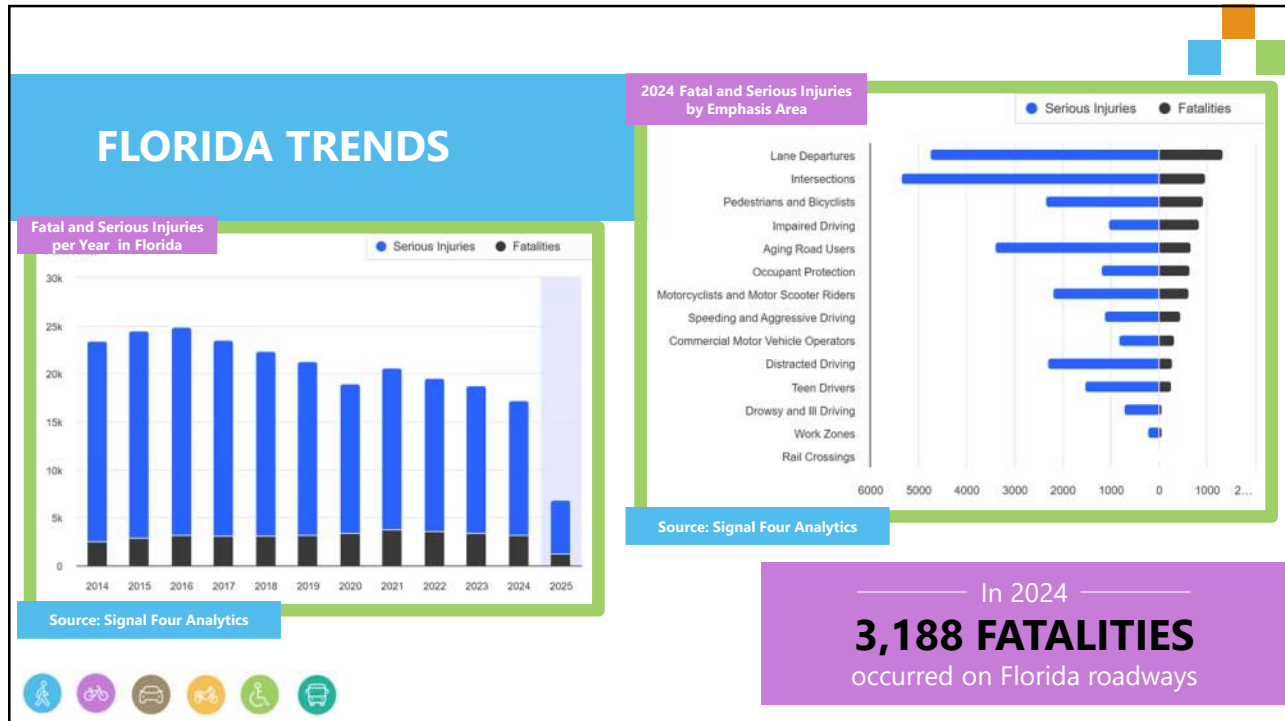
Year	Fatal Crashes
1984	35,000
1985	36,000
1986	36,000
1987	36,000
1988	36,000
1989	36,000
1990	36,000
1991	36,000
1992	36,000
1993	36,000
1994	36,000
1995	36,000
1996	36,000
1997	36,000
1998	36,000
1999	36,000
2000	36,000
2001	36,000
2002	36,000
2003	36,000
2004	36,000
2005	36,000
2006	36,000
2007	36,000
2008	36,000
2009	30,000
2010	30,000
2011	30,000
2012	30,000
2013	30,000
2014	30,000
2015	30,000
2016	30,000
2017	30,000
2018	30,000
2019	30,000
2020	30,000
2021	35,000
2022	38,000
2023	37,654

Source: NHTSA FARS

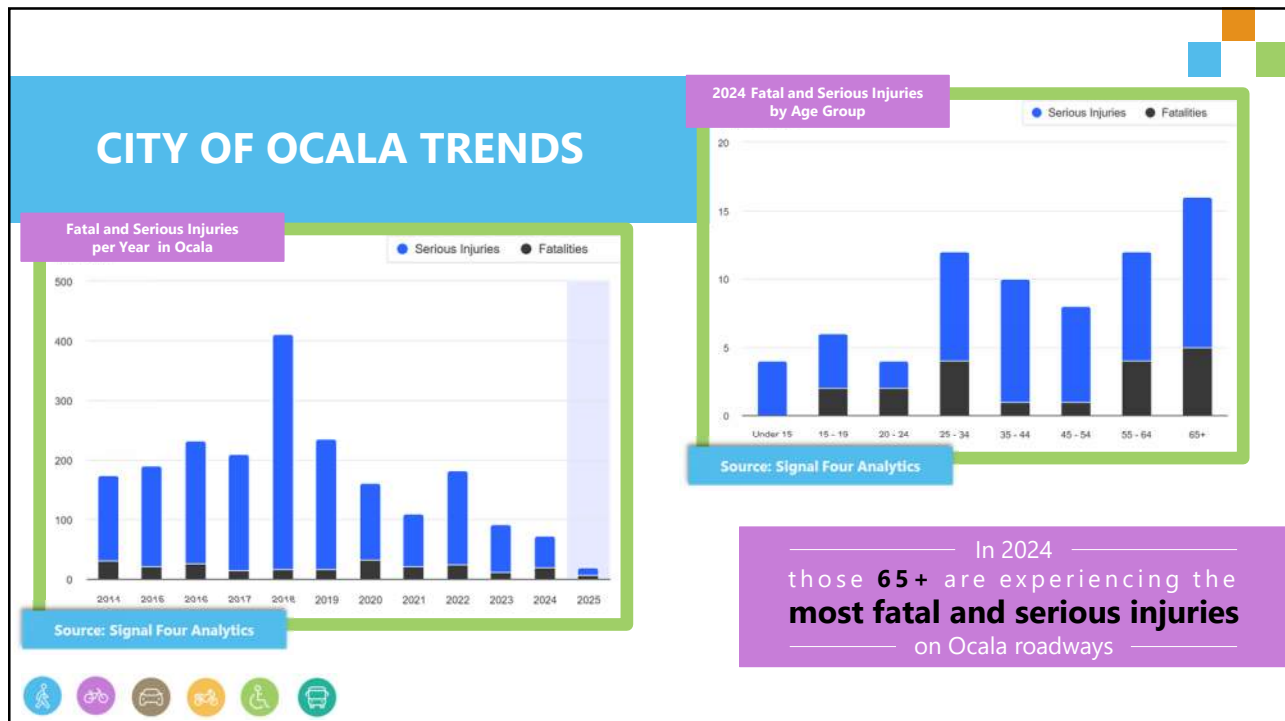
"A total of 37,654 police-reported fatal motor vehicle traffic crashes occurred in the United States in 2023" (NHTSA)

"Fatal traffic crashes decreased by 4.5 percent from 2022 to 2023" (NHTSA)

6



7



8

Ocala passenger killed after car runs red light on SR 200

By Staff Report
July 16, 2025

Lanes reopen after deadly crash on I-75 blocks traffic southbound in Marion County

By Ryan Wyatt Turbeville
Published: Aug. 4, 2023 at 5:11 PM EDT

OCALA, Fla. (WCJB) - State troopers reported a deadly crash on Interstate 75 that blocked southbound lanes on Monday evening in Marion County.

UPDATE: FHP: 17-year-old arrested for crash on I-75 after teen dies, others hurt

Troopers say the crash happened at Mile Marker 333 near the Villages.

Troopers blocked lanes and started diverting traffic at the Highway 484 Exit in Marion County. Lanes have since reopened.

Pedestrian killed in hit-and-run in Silver Springs Shores. FHP needs help finding driver.

Austin L. Miller
Ocala Star-Banner
July 24, 2025, 9:02 a.m. ET

Key Points *All-assisted summary*

- Florida Highway Patrol is searching for a driver who fatally struck a pedestrian on July 23, 2025, in Silver Springs Shores.
- The incident occurred around 11:25 p.m. on County Road 264, where a 66-year-old male pedestrian was hit by a westbound vehicle.
- The suspect vehicle likely has damage to the front grille/hood area, with a gray-colored front grille.

Multi-vehicle crash kills man in Marion Oaks

MULTI-VEHICLE CRASH
MARION COUNTY

OCALA

WEATHER Ocala TUESDAY HI 82 LOW 73 WEDNESDAY HI 90 LOW 74 THURSDAY HI 91 LOW 74

9

In 2024

19 FATALITIES & 53 SERIOUS INJURIES

Occurred on Ocala roadways

2024 Fatal and Serious Injuries by Emphasis Area

● Serious Injuries ● Fatalities

Emphasis Area	Serious Injuries	Fatalities
Intersections	25	10
Pedestrians and Bicyclists	15	10
Impaired Driving	5	5
Teen Drivers	10	5
Speeding and Aggressive Driving	5	5
Aging Road Users	15	5
Lane Departures	10	5
Occupant Protection	5	5
Motorcyclists and Motor Scooter Riders	10	5
Drowsy and Ill Driving	5	5
Distracted Driving	5	5
Work Zones	5	0
Commercial Motor Vehicle Operators	5	0
Rail Crossings	5	0

Source: Signal Four Analytics

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WHY VISION ZERO?

- A fundamentally different way to approach traffic safety**
- A proactive, data-driven approach**
- Aiming to prevent fatal and serious injury crashes**

COMPONENTS OF VISION ZERO ACTION PLAN

- Building and sustaining leadership, collaboration, and accountability
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths
- Prioritizing equity and community engagement
- Managing speed to safe levels
- Setting a timeline to achieve the goal and ensure transparency on progress and challenges

Safe System = Safe Mobility

System Planners & Policy Makers
Responsible for prioritizing safety in designs, policies

If road users make mistakes
Designs & policies analyzed for safety improvements

Individual Road Users
Responsible for following rules

11



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THE SAFE SYSTEM APPROACH

ZERO IS OUR GOAL.
A SAFE SYSTEM IS HOW WE WILL GET THERE.

Imagine a world where nobody has to die from vehicle crashes

DEATH/SERIOUS INJURY IS UNACCEPTABLE

HUMANS MAKE MISTAKES

HUMANS ARE VULNERABLE

RESPONSIBILITY IS SHARED

SAFETY IS PROACTIVE

REDUNDANCY IS CRUCIAL

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Roads

Post-Crash Care

THE SAFE SYSTEM APPROACH

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1. DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE

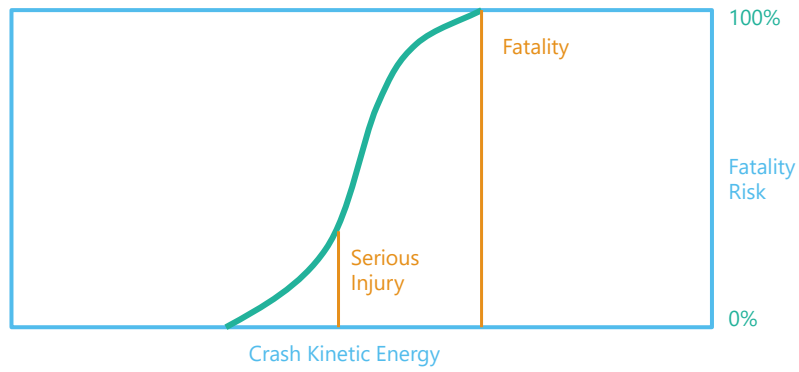
14

2. HUMANS MAKE MISTAKES



15

3. HUMANS ARE VULNERABLE




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3. HUMANS ARE VULNERABLE

Hit by a Vehicle Traveling at:

HIT BY A VEHICLE TRAVELING AT:


20 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:


30 MPH



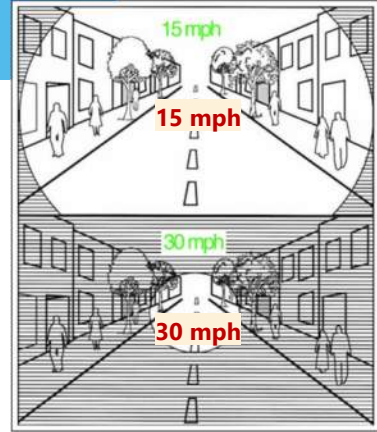
5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

40 MPH



Only 1 out of 10 pedestrians survives



SPEED is a Factor



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4. RESPONSIBILITY IS SHARED

System Managers

Planners, designers, builders, operators, maintenance workers

Vehicle Manufacturers

Law Enforcement Personnel

Post-crash Personnel

System Users



And...
YOU

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5. SAFETY IS PROACTIVE

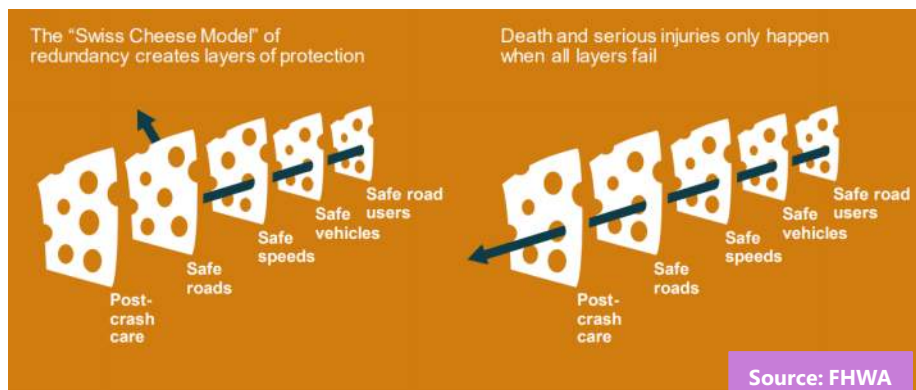
Identify and Mitigate Risks



19

BB1

6. REDUNDANCY IS CRUCIAL



20

WHAT DO YOU THINK?

What is your role in the Vision Zero/Safe System Approach to Transportation Safety?



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CITY OF OCALA SAFE STREETS AND ROADS FOR ALL PLANNING STUDIES

- Builds upon Ocala Marion TPO's Commitment to Zero Safety Action Plan
- Focuses on local roadways within the City of Ocala limits

Development of a Local Road Safety Plan (LRSP) -

- development of high injury network
- assessment of current policies and standards
- coordination with the TPO and other location agencies
- creation of a prioritized list of issues and improvement



Development of a Citywide Speed Management Action Plan and Traffic Calming Policy -

- data collection and analysis
- development of appropriate speed limits/target speeds
- indication of appropriate countermeasures and strategies
- creation of a policy for speed management



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FUNDING AND SCOPE

FY 2023 Safe Streets and Roads for All Planning and Demonstration Grant

- Provided by USDOT for supplemental planning activities
- Provides 80% of Funding

City Ocala

- Provides 20% of Funding

Project Tasks

Task A: Project Administration

Task B: Crash Analysis

Task C: Research and Literature Review

Task D: Public Involvement

Task E: Local Road Safety Plan

Task F: Speed Management Plan and Traffic Calming Policy

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TASK B: CRASH ANALYSIS

Types of Data

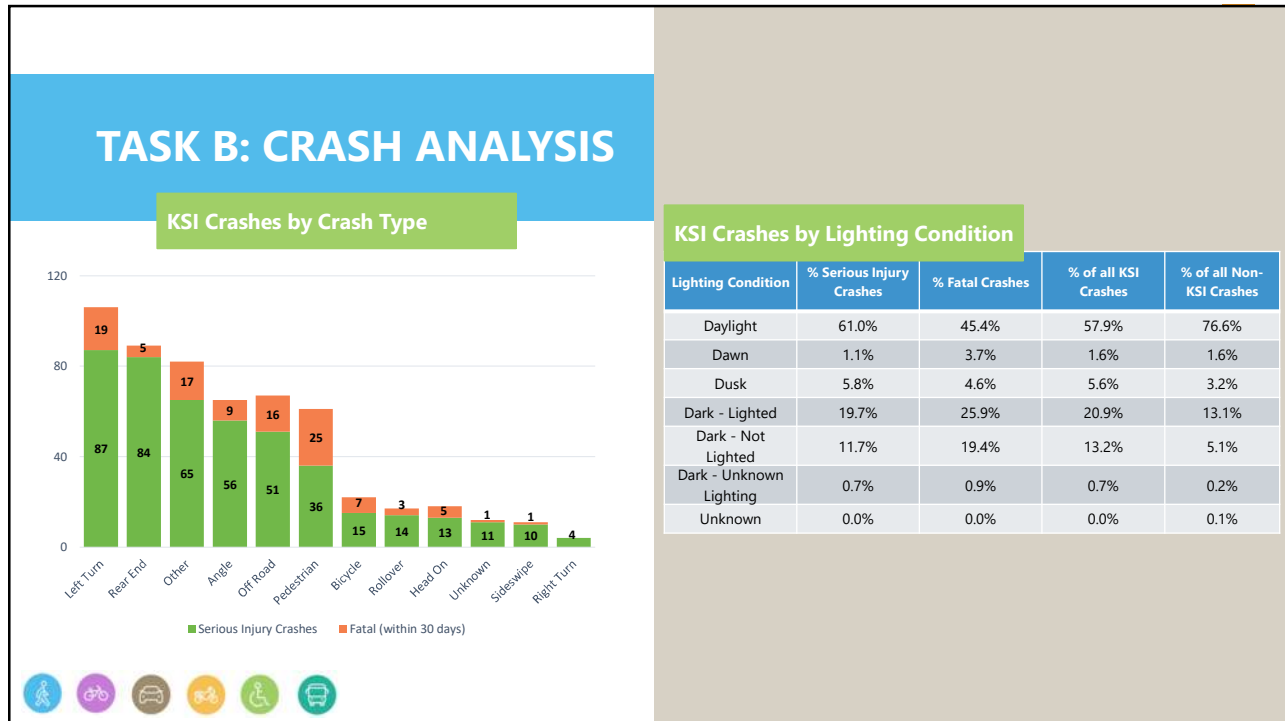
- Historic Crash Data
- Roadway Types/Jurisdictions
- Demographic Data
- Environmental/Lighting Conditions
- Behavioral Crash Data
- Vulnerable Road Users

KSI Crashes by Road Jurisdiction

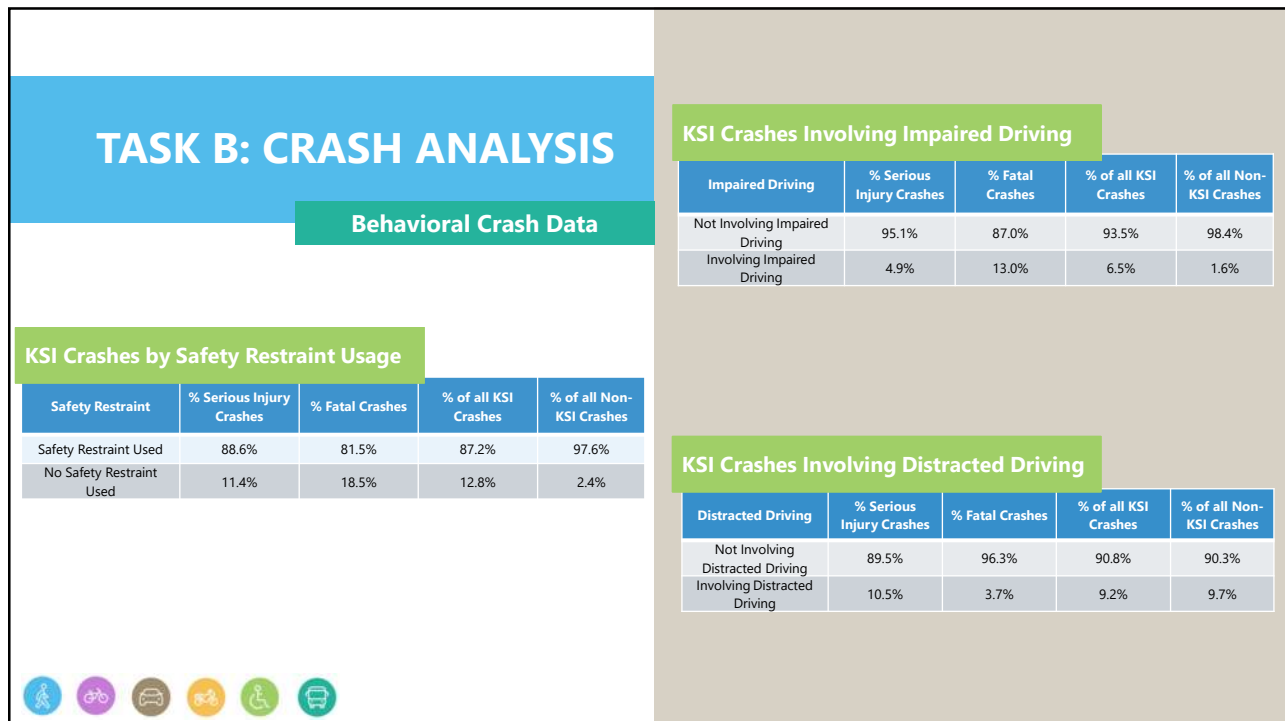
Road Jurisdiction	Serious Injury Crashes	Fatal Crashes	KSI Crashes Subtotal	Non-KSI Crashes Subtotal	% of all KSI Crashes	% of all Non-KSI Crashes
County	56	12	68	1455	12.3%	7.4%
Interstate	32	5	37	1729	6.7%	8.8%
City	140	35	175	6297	31.6%	32.2%
State Highway System	206	54	260	9765	46.9%	49.9%
All Other	12	2	14	336	2.5%	1.7%

Annual Distribution of Serious Injury and Fatal Crashes

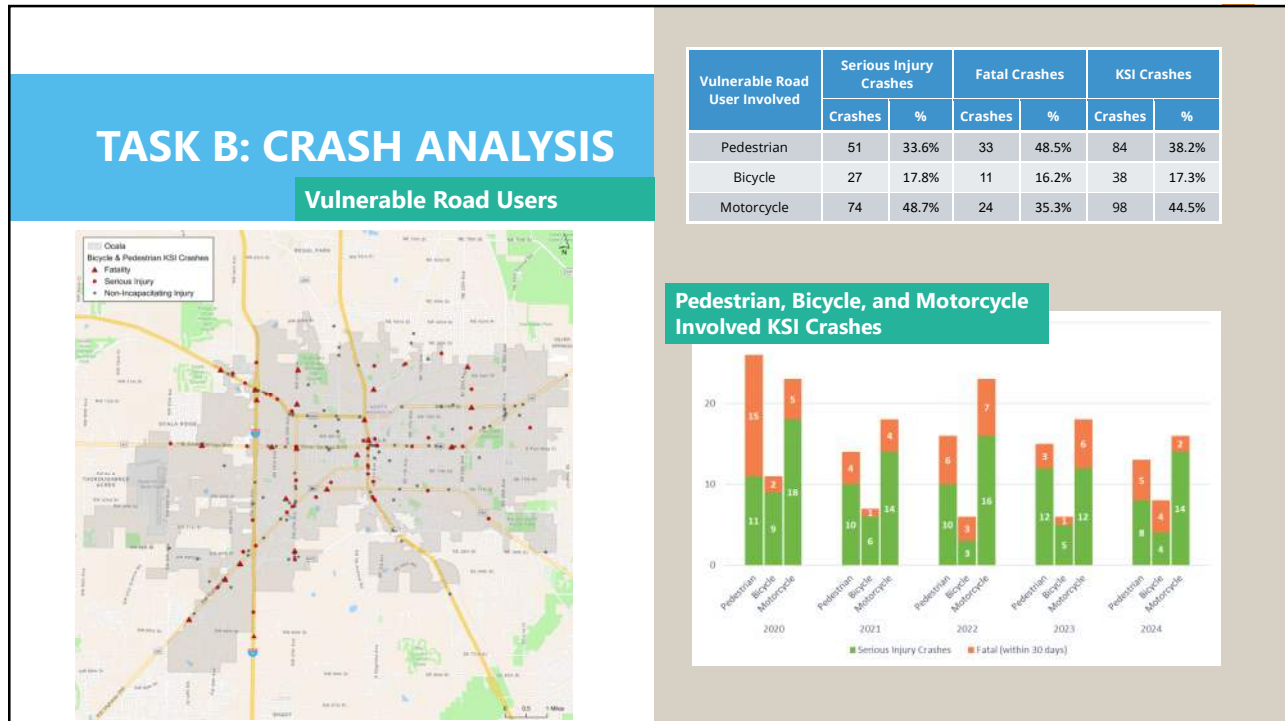
24



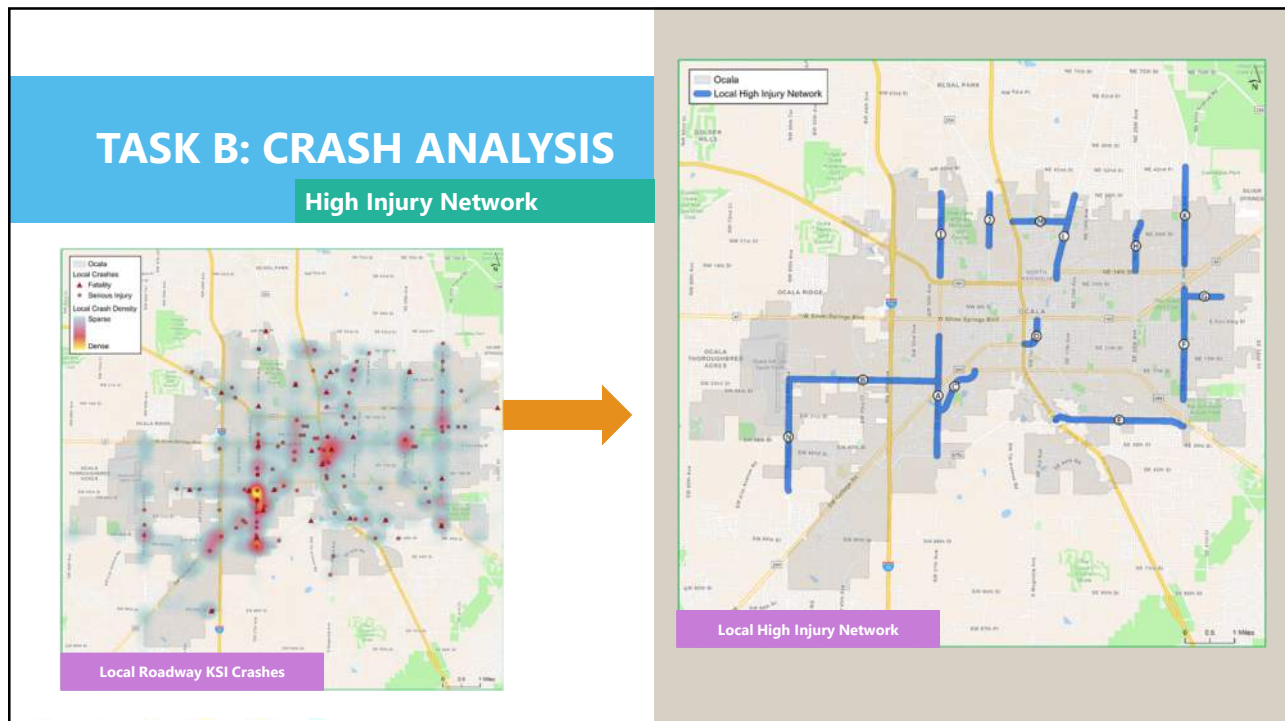
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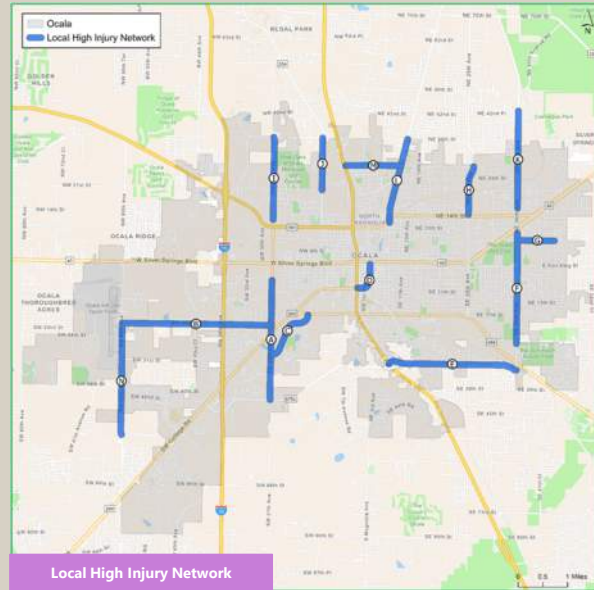


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TASK B: CRASH ANALYSIS

High Injury Network

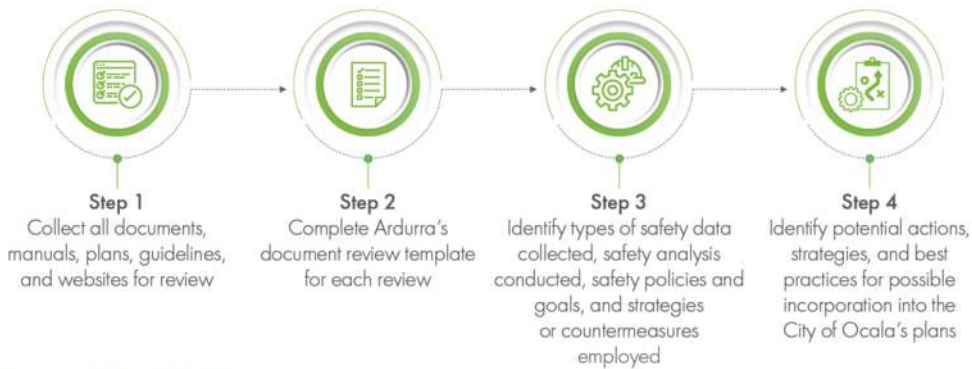
ID	On Street	From/To Street	Jurisdiction	Length (Miles)	Non-KSI Crashes	Injury	KSI Crashes	Serious Injury Crashes
A	SW 27 th Av	SW 42 nd St to S of SR 40	County	2.416	536	101	15	14
B	SW 20 th St	SW 31 st Av to W of SW 27 th Av	County	2.976	195	29	5	3
C	Easy St	E of SW 27 th Av to S of SW 17 th St	County	1.174	166	41	5	3
D	SE 1 st Av	SW 10 th St to S of E Silver Springs Blvd	County	0.664	117	13	4	3
E	SE 31 st St	E of US 301 to W of SR 464	County	2.631	129	25	8	4
F	SE 36 th Av	S of SE 24 th St to NE 8 th Pl	County	2.231	196	38	3	2
G	NE 7 th St	E of SE 36 th Av to NE 44 th Av	County	0.681	24	8	3	3
H	NE 25 th Av	N of NE 14 th St to NE 28 th St	County	0.988	52	12	2	1
I	NE 27 th Av	Old Blitchton Rd to NW 35 th St	County	1.668	36	9	3	2
J	NW MLK Jr. Av	NW 21 st St to NW 35 th St	County	1.048	41	15	2	1
K	NE 36 th Av	NE 17 th Pl to NE 42 nd Pl	County	1.962	86	13	4	4
L	NE 8 th Jacksonville Rd	NE 14 th St to NE 35 th St	County	1.728	90	23	5	5
M	NE 28 th St	N Magnolia Av to NE Jacksonville Rd	County	1.114	32	6	3	3
N	SW 60 th Ave	SW 52 nd St to S of SW 20 th St	County	2.161	112	32	3	3



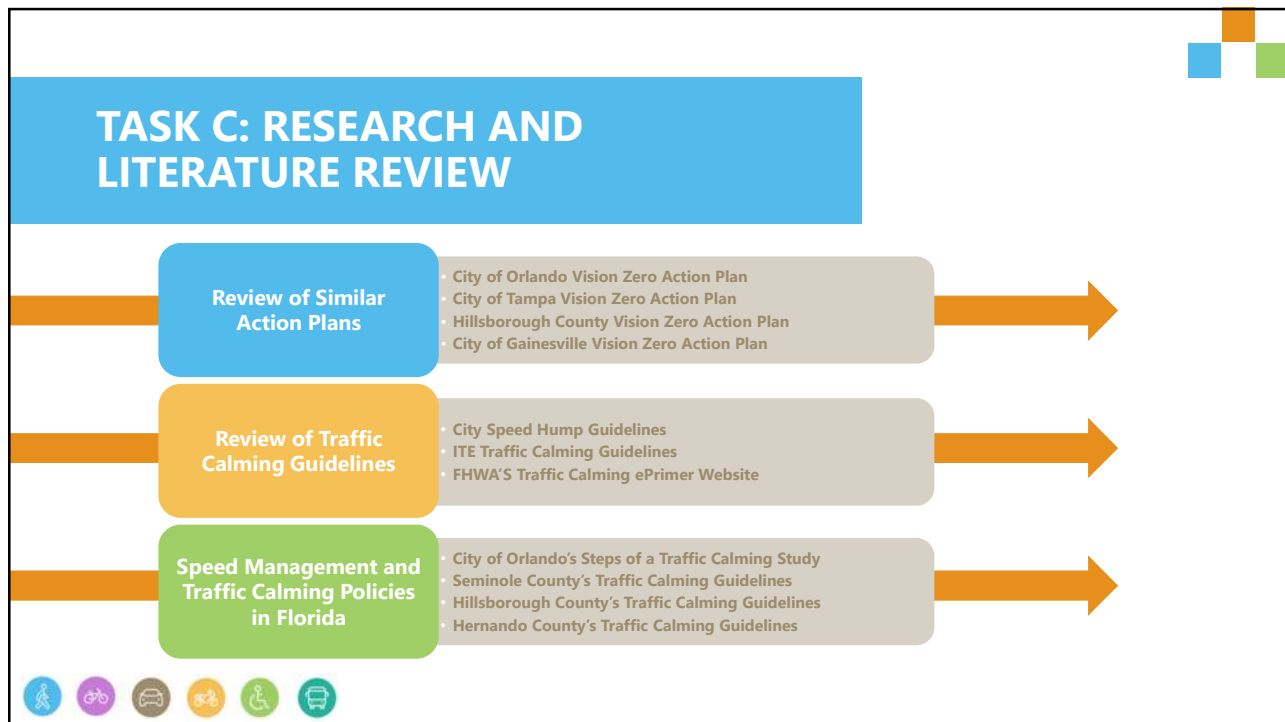
29

TASK C: RESEARCH AND LITERATURE REVIEW

Steps to conduct the Research and Literature Review:



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TASK E: LOCAL ROAD SAFETY PLAN



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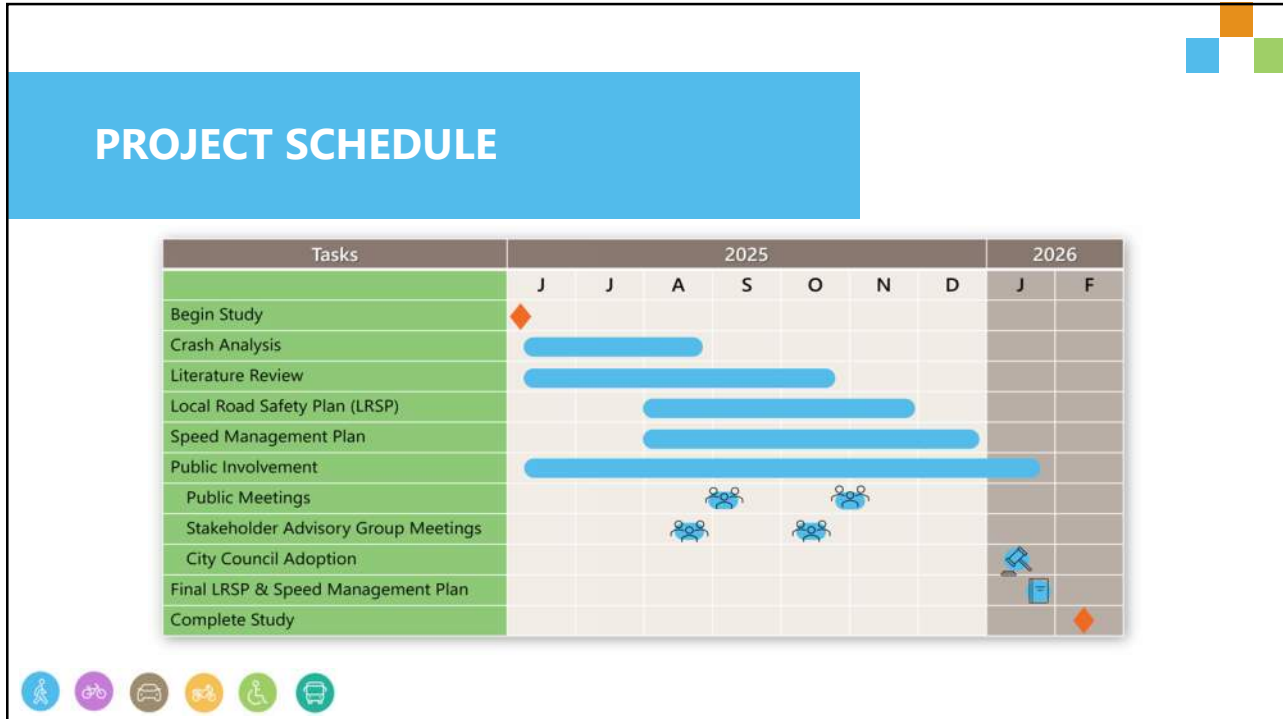
TASK E: LOCAL ROAD SAFETY PLAN

Provides **Low-cost, high-impact** countermeasures with the greatest potential for **fatal and severe injury crash reduction**

EMPHASIS AREA	COUNTERMEASURE TOOLBOX
Road Departure Crashes	horizontal curve enhancement, high-friction surface treatment, audible vibratory treatment, SafetyEdge, advisory speeds
Unsignalized Intersection Angle or Left Turn Crashes	Access modifications, offset left turn improvements, speed management, intersection control evaluation, removal of visibility obstructions
Signalized Intersection Angle or Left Turn Crashes	Left turn phasing evaluation, signal timing/coordination, intersection control evaluation, near-miss analysis
Vulnerable Road User Crashes	sidewalk improvements, keyhole lanes, shared-use paths, mid-block crossings, RRFBs, PHBs, signal timing strategies, improved lines of sight, education and awareness campaigns
Night-time Crashes	Intersection or corridor lighting enhancement, signing and pavement marking improvements
Speed-Related Crashes	Traffic calming strategies, lane narrowing, landscaping, roundabouts, speed feedback signs, education and awareness campaigns



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STAKEHOLDER ADVISORY GROUP

A framework for continued action to guide and support the development of the City's Local Road Safety Plan and Speed Management Plan

1st Meeting

- Date: August 28th, 2025
- Introduction to the Action Plan

2nd Meeting

- Date: late October/early November
- Proposed Projects, Programs, Strategies

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DISCUSSION

What hurdles do you see to a successful Local Road Safety Plan and Speed Management Plan for the City of Ocala?



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DISCUSSION

How do you plan to Champion these plans?



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NEXT STEPS

Public Meeting #1

- Date: September 4th, 2025
- Time: 5:00 PM – 7:00 PM
- Location: Mary Sue Rich Community Center

Attend and invite others!

Thanks for your help in making our roadways safe!



Interactive Comment Map and Survey



- Drop pins by mode to identify safety concerns
- Complete the survey
- Encourage those you know to participate!

*P.E. Memo Appendix C:
Stakeholder Meeting 2*

1. Summary

Meeting title	Stakeholder Advisory Group Meeting #2 - City of Ocala Safe Streets & Roads for All (SS4A) Planning Studies
Attended participants	19
Start time	10/29/25, 2:19:21 PM
End time	10/29/25, 4:09:16 PM
Meeting duration	1h 49m 54s
Average attendance time	1h 33m 46s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email	Participant ID (UPN)	Role
Christy Lofye	10/29/25, 2:19:57 PM	10/29/25, 4:09:11 PM	1h 42m 44s	clofye@ardurra.com	clofye@ardurra.com	Organizer
Amanda Ashby	10/29/25, 2:21:05 PM	10/29/25, 4:09:11 PM	1h 41m 16s	aashby@ardurra.com	aashby@ardurra.com	Presenter
Brenna Boylan	10/29/25, 2:27:34 PM	10/29/25, 4:09:13 PM	1h 41m 38s	bboylan@ardurra.com	bboylan@ardurra.com	Presenter
Steven Neal	10/29/25, 2:27:58 PM	10/29/25, 4:09:14 PM	1h 41m 16s	sneal@ocalafl.gov	sneal@Ocalafl.gov	Presenter
Andrea Melvin (Guest) (Unverified)	10/29/25, 2:27:58 PM	10/29/25, 4:09:10 PM	1h 41m 11s			Presenter
Gary Anson	10/29/25, 2:27:58 PM	10/29/25, 4:09:12 PM	1h 41m 14s	GAnson@Ocalafl.gov	GAnson@Ocalafl.gov	Presenter
William Rodriguez-Cayro	10/29/25, 2:27:59 PM	10/29/25, 4:09:12 PM	1h 41m 13s	wcayro@ocalafl.gov	wcayro@Ocalafl.gov	Presenter
Beth McCall (External)	10/29/25, 2:27:59 PM	10/29/25, 4:09:09 PM	1h 41m 10s	beth@ocalacep.com	Beth@ocalacep.com	Presenter
Tammy Warren	10/29/25, 2:28:00 PM	10/29/25, 4:09:10 PM	1h 41m 10s	Twarren@Ocalafl.gov	TWarren@Ocalafl.gov	Presenter
Aubrey Hale	10/29/25, 2:28:12 PM	10/29/25, 4:09:10 PM	1h 40m 58s	ahale@ocalafl.gov	ahale@Ocalafl.gov	Presenter
Mike Balken (External)	10/29/25, 2:29:50 PM	10/29/25, 4:05:51 PM	1h 36m 1s	mbalken@ocalapd.gov	mbalken@ocalapd.gov	Presenter
Noel J. Cooper	10/29/25, 2:30:20 PM	10/29/25, 4:09:12 PM	1h 38m 51s	NCooper@ocalafl.gov	NCooper@Ocalafl.gov	Presenter
Ostanik, Eric - Transportation	10/29/25, 2:30:20 PM	10/29/25, 4:09:11 PM	1h 38m 50s	Eric.Ostanik@marion.k12.fl.us	Eric.Ostanik@marion.k12.fl.us	Presenter
Balmes, Rob (External)	10/29/25, 2:30:20 PM	10/29/25, 4:00:26 PM	1h 30m 5s	Rob.Balmes@marionfl.org	Rob.Balmes@marionfl.org	Presenter
Mackenzie Anderson (External)	10/29/25, 2:30:25 PM	10/29/25, 4:09:12 PM	1h 38m 46s	mackenzie@bikewalkcf.org	mackenzie@bikewalkcf.org	Presenter
Anissa Pieriboni (External)	10/29/25, 2:31:02 PM	10/29/25, 4:01:57 PM	1h 30m 54s	APieriboni@flblind.org	apieriboni@flblind.org	Presenter
Parthkumar Jayani	10/29/25, 2:31:23 PM	10/29/25, 4:09:16 PM	1h 37m 53s	pjayani@ocalafl.gov	pjayani@Ocalafl.gov	Presenter
Sean Lanier	10/29/25, 2:33:39 PM	10/29/25, 4:09:11 PM	1h 35m 32s	SLanier@ocalafl.gov	SLanier@Ocalafl.gov	Presenter
Chuck Pigeon	10/29/25, 2:48:25 PM	10/29/25, 2:49:16 PM	51s	cpigeon@ardurra.com	cpigeon@ardurra.com	Presenter

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
Christy Lofye	10/29/25, 2:19:57 PM	10/29/25, 2:20:56 PM	59s	clofye@ardurra.com	Organizer
Christy Lofye	10/29/25, 2:27:26 PM	10/29/25, 4:09:11 PM	1h 41m 45s	clofye@ardurra.com	Organizer
Amanda Ashby	10/29/25, 2:21:05 PM	10/29/25, 2:22:05 PM	59s	aashby@ardurra.com	Presenter
Amanda Ashby	10/29/25, 2:28:54 PM	10/29/25, 4:09:11 PM	1h 40m 17s	aashby@ardurra.com	Presenter
Brenna Boylan	10/29/25, 2:27:34 PM	10/29/25, 4:09:13 PM	1h 41m 38s	bboylan@ardurra.com	Presenter
Steven Neal	10/29/25, 2:27:58 PM	10/29/25, 4:09:14 PM	1h 41m 16s	sneal@ocalafl.gov	Presenter
Andrea Melvin (Guest) (Unverified)	10/29/25, 2:27:58 PM	10/29/25, 4:09:10 PM	1h 41m 11s		Presenter
Gary Anson	10/29/25, 2:27:58 PM	10/29/25, 4:09:12 PM	1h 41m 14s	GAnson@Ocalafl.gov	Presenter
William Rodriguez-Cayro	10/29/25, 2:27:59 PM	10/29/25, 4:09:12 PM	1h 41m 13s	wcayro@ocalafl.gov	Presenter
Beth McCall (External)	10/29/25, 2:27:59 PM	10/29/25, 4:09:09 PM	1h 41m 10s	beth@ocalacep.com	Presenter
Tammy Warren	10/29/25, 2:28:00 PM	10/29/25, 4:09:10 PM	1h 41m 10s	Twarren@Ocalafl.gov	Presenter

Aubrey Hale	10/29/25, 2:28:12 PM	10/29/25, 4:09:10 PM	1h 40m 58s	ahale@ocalafl.gov	Presenter
Mike Balken (External)	10/29/25, 2:29:50 PM	10/29/25, 4:05:51 PM	1h 36m 1s	mbalken@ocalapd.gov	Presenter
Noel J. Cooper	10/29/25, 2:30:20 PM	10/29/25, 4:09:12 PM	1h 38m 51s	NCooper@ocalafl.gov	Presenter
Ostanik, Eric - Transportation	10/29/25, 2:30:20 PM	10/29/25, 4:09:11 PM	1h 38m 50s	Eric.Ostanik@marion.k12.fl.us	Presenter
Balmes, Rob (External)	10/29/25, 2:30:20 PM	10/29/25, 4:00:26 PM	1h 30m 5s	Rob.Balmes@marionfl.org	Presenter
Mackenzie Anderson (External)	10/29/25, 2:30:25 PM	10/29/25, 4:09:12 PM	1h 38m 46s	mackenzie@bikewalkcf.org	Presenter
Anissa Pieriboni (External)	10/29/25, 2:31:02 PM	10/29/25, 4:01:57 PM	1h 30m 54s	APieriboni@flblind.org	Presenter
Parthkumar Jayani	10/29/25, 2:31:23 PM	10/29/25, 4:09:16 PM	1h 37m 53s	pjayani@ocalafl.gov	Presenter
Sean Lanier	10/29/25, 2:33:39 PM	10/29/25, 4:09:11 PM	1h 35m 32s	SLanier@ocalafl.gov	Presenter
Chuck Pigeon	10/29/25, 2:48:25 PM	10/29/25, 2:49:16 PM	51s	cpigeon@ardurra.com	Presenter

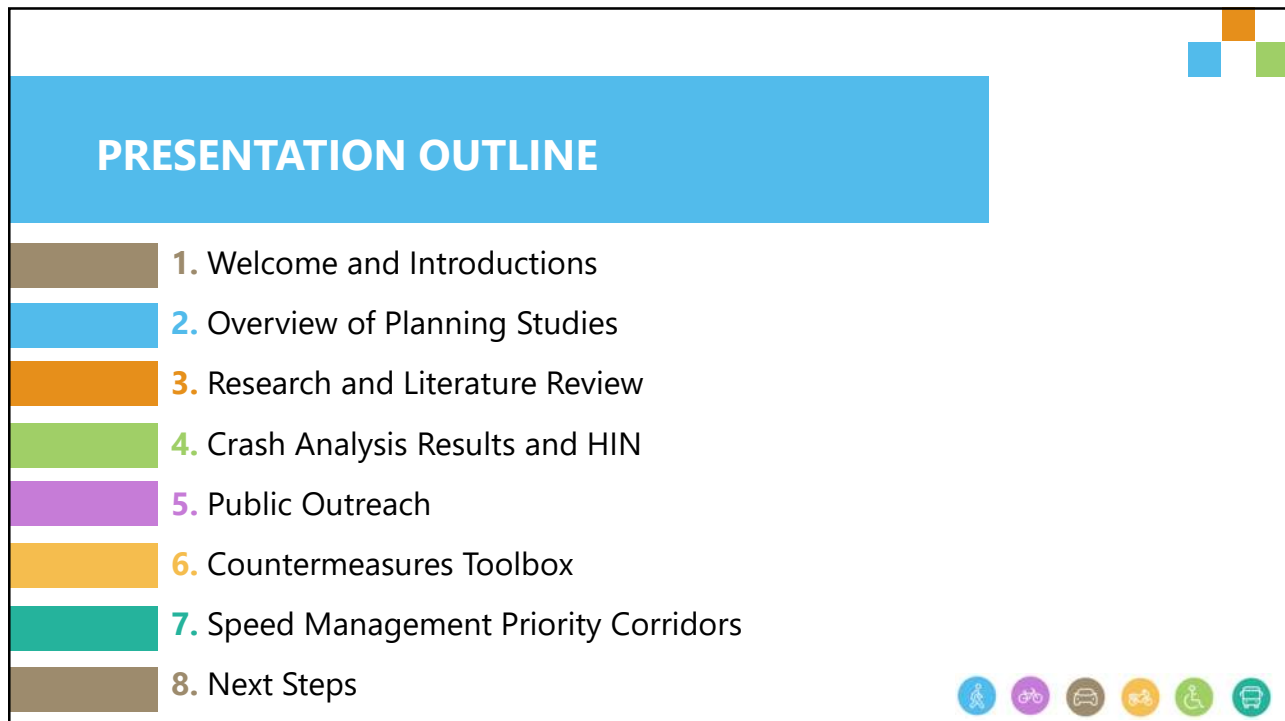


CITY OF OCALA
Safe Streets and Roads For All Planning Studies

Stakeholder Advisory Group - Meeting 2
October 29th, 2025
Reaching ZERO Together

Icons: Pedestrian, Bicycle, Car, Motorcycle, Wheelchair, Bus

1

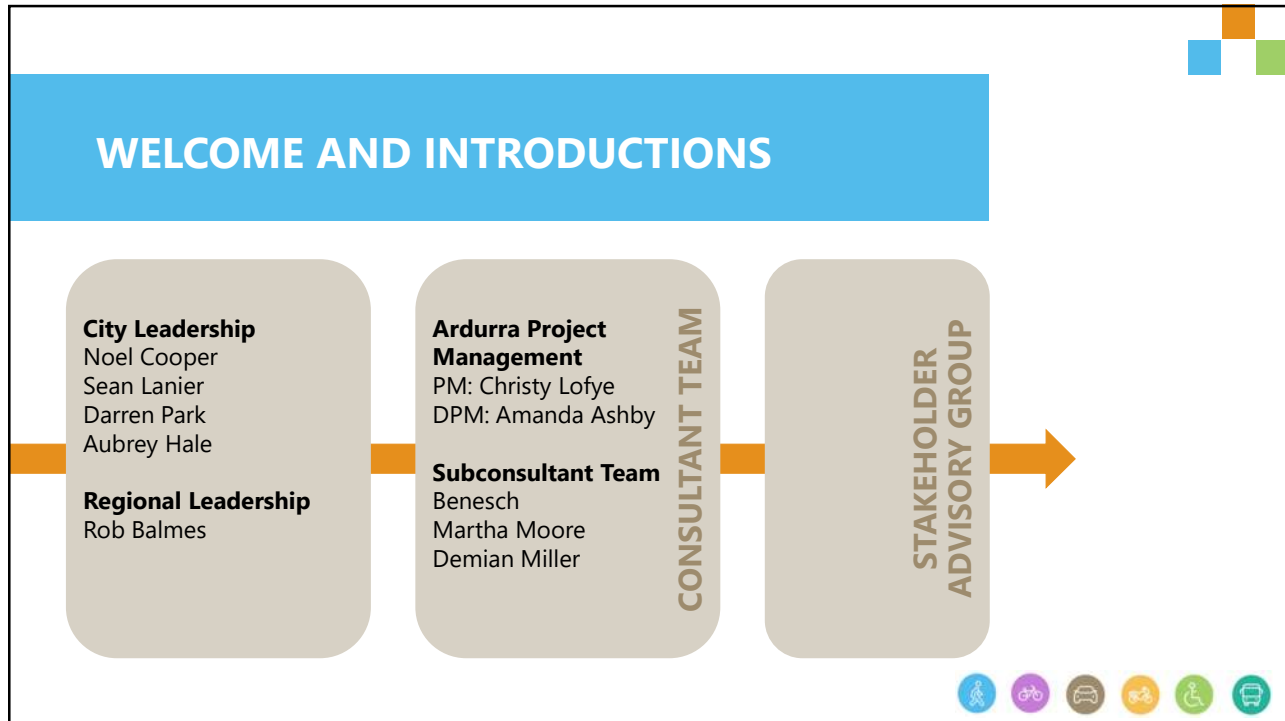


PRESENTATION OUTLINE

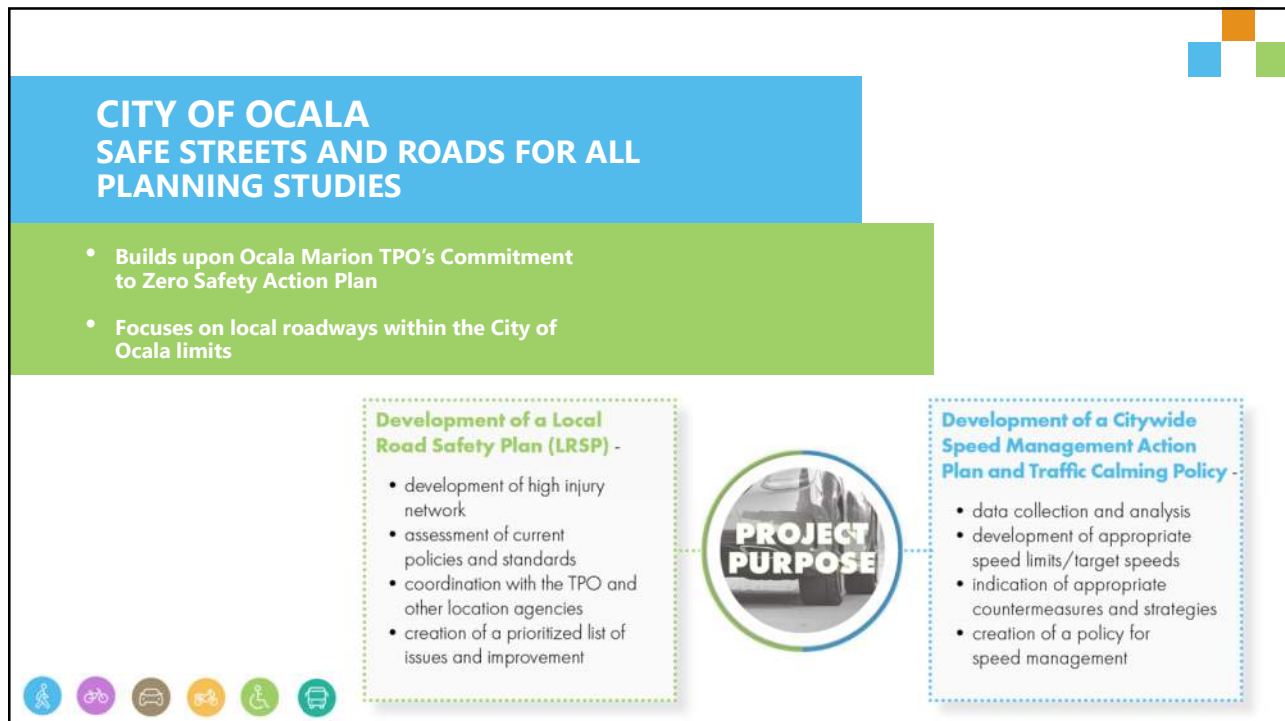
- 1. Welcome and Introductions
- 2. Overview of Planning Studies
- 3. Research and Literature Review
- 4. Crash Analysis Results and HIN
- 5. Public Outreach
- 6. Countermeasures Toolbox
- 7. Speed Management Priority Corridors
- 8. Next Steps

Icons: Pedestrian, Bicycle, Car, Motorcycle, Wheelchair, Bus

2



3



4

FUNDING AND SCOPE

FY 2023 Safe Streets and Roads for All Planning and Demonstration Grant

- Provided by USDOT for supplemental planning activities
- Provides 80% of Funding

City Ocala

- Provides 20% of Funding

Project Tasks

Task A: Project Administration

Task B: Crash Analysis

Task C: Research and Literature Review

Task D: Public Involvement

Task E: Local Road Safety Plan

Task F: Speed Management Plan and Traffic Calming Policy

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CITY OF OCALA TRENDS

Fatal and Serious Injuries per Year in Ocala

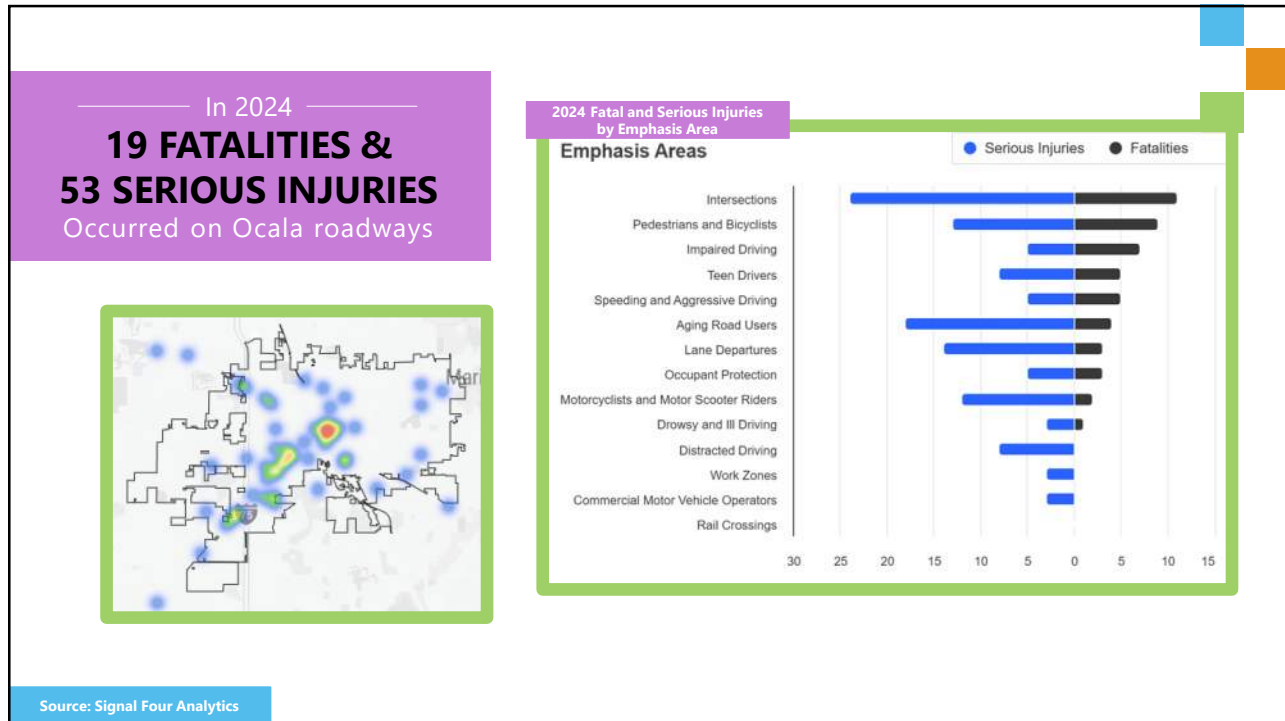
Source: Signal Four Analytics

2024 Fatal and Serious Injuries by Age Group

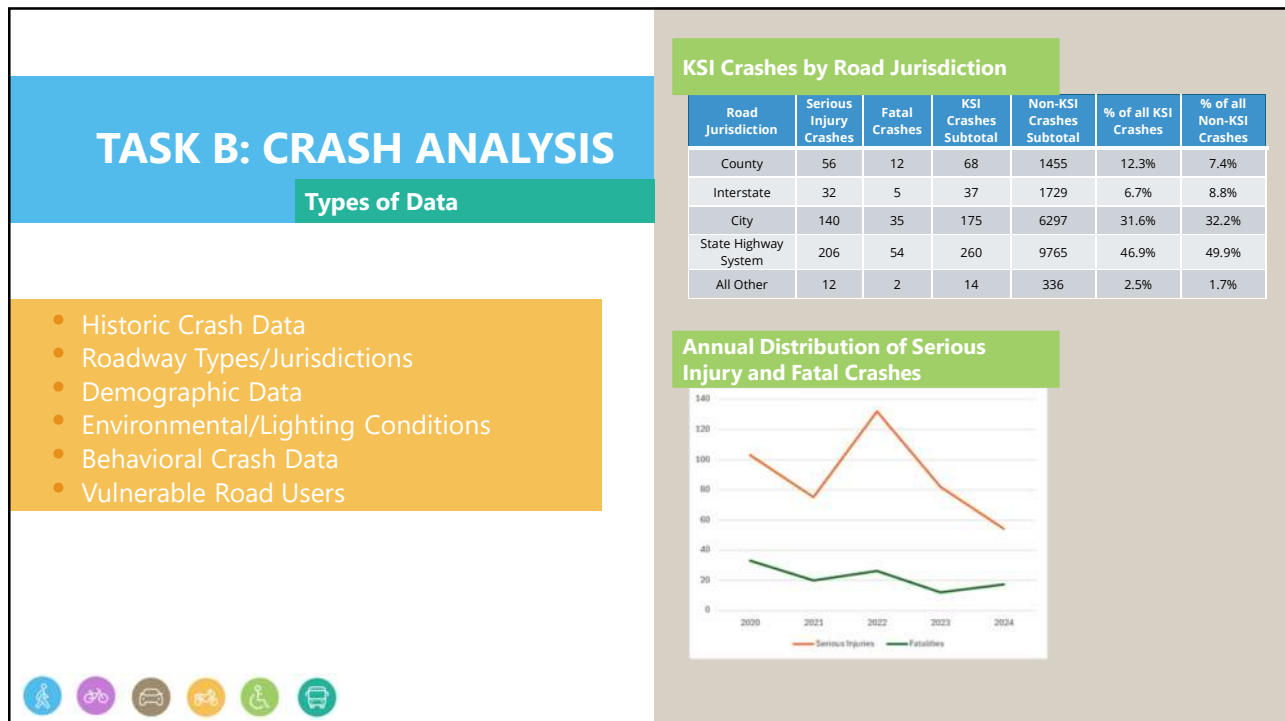
Source: Signal Four Analytics

In 2024 those **65+** are experiencing the **most fatal and serious injuries** on Ocala roadways

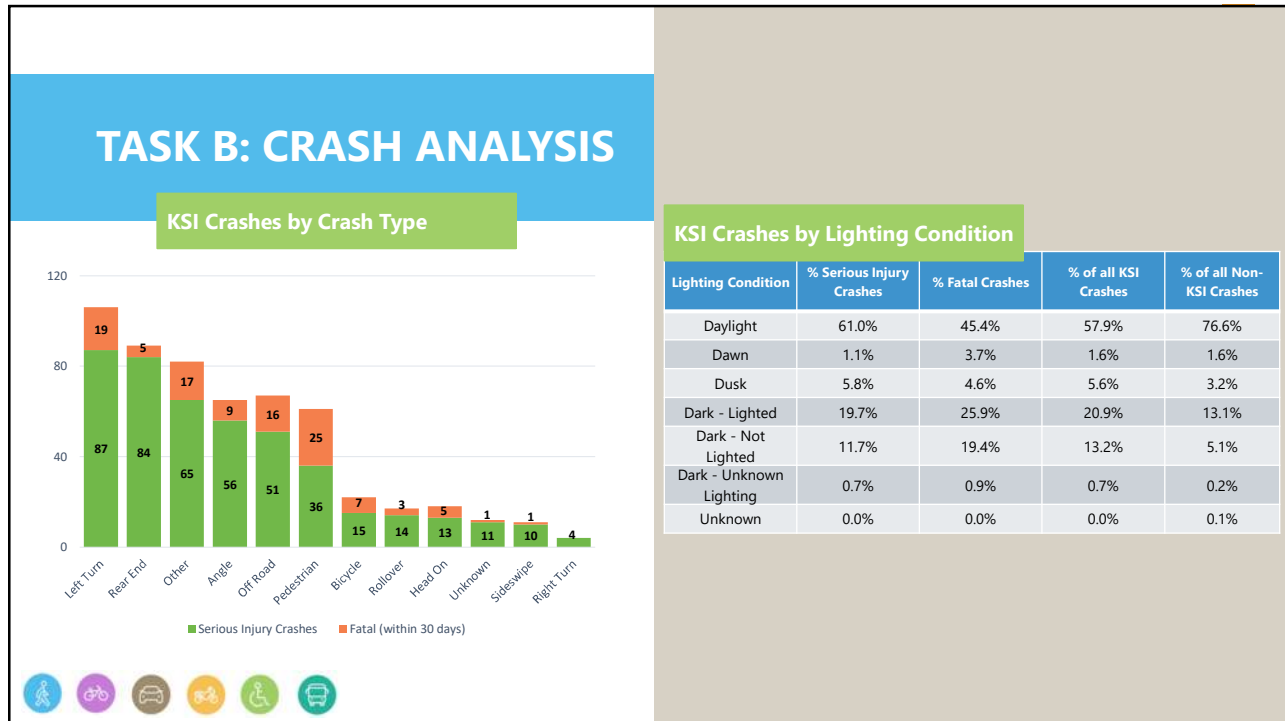
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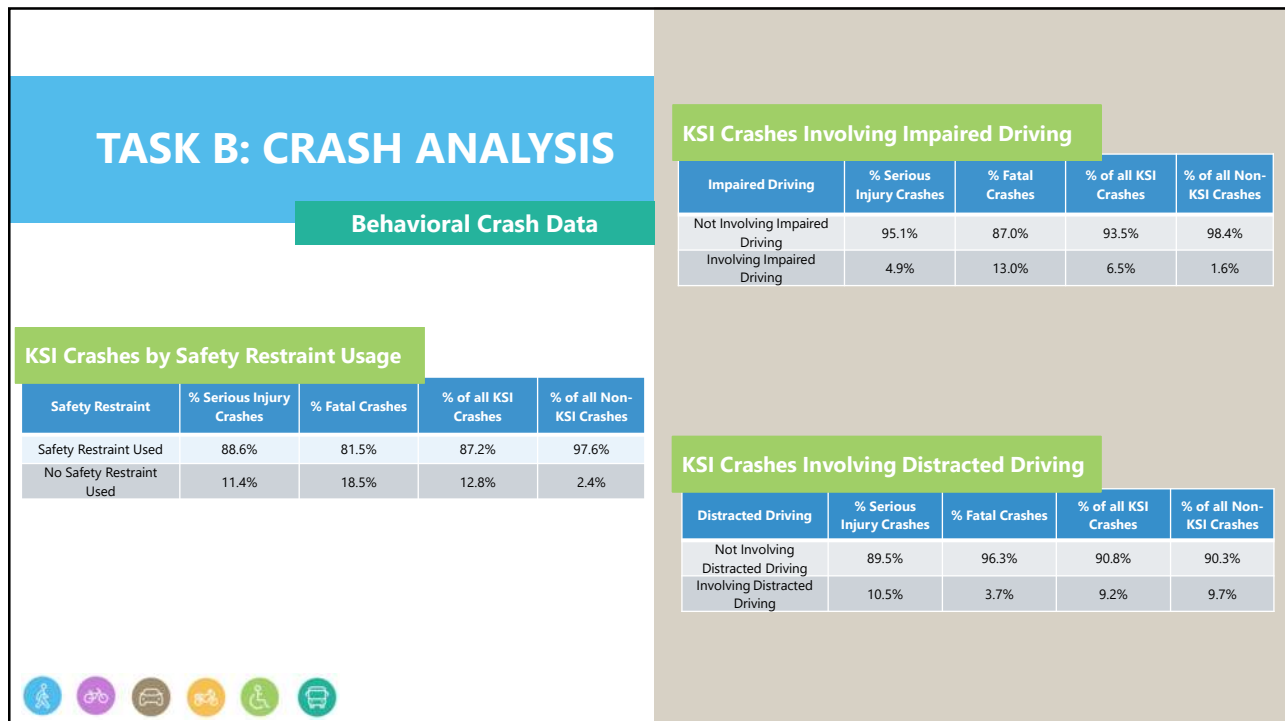
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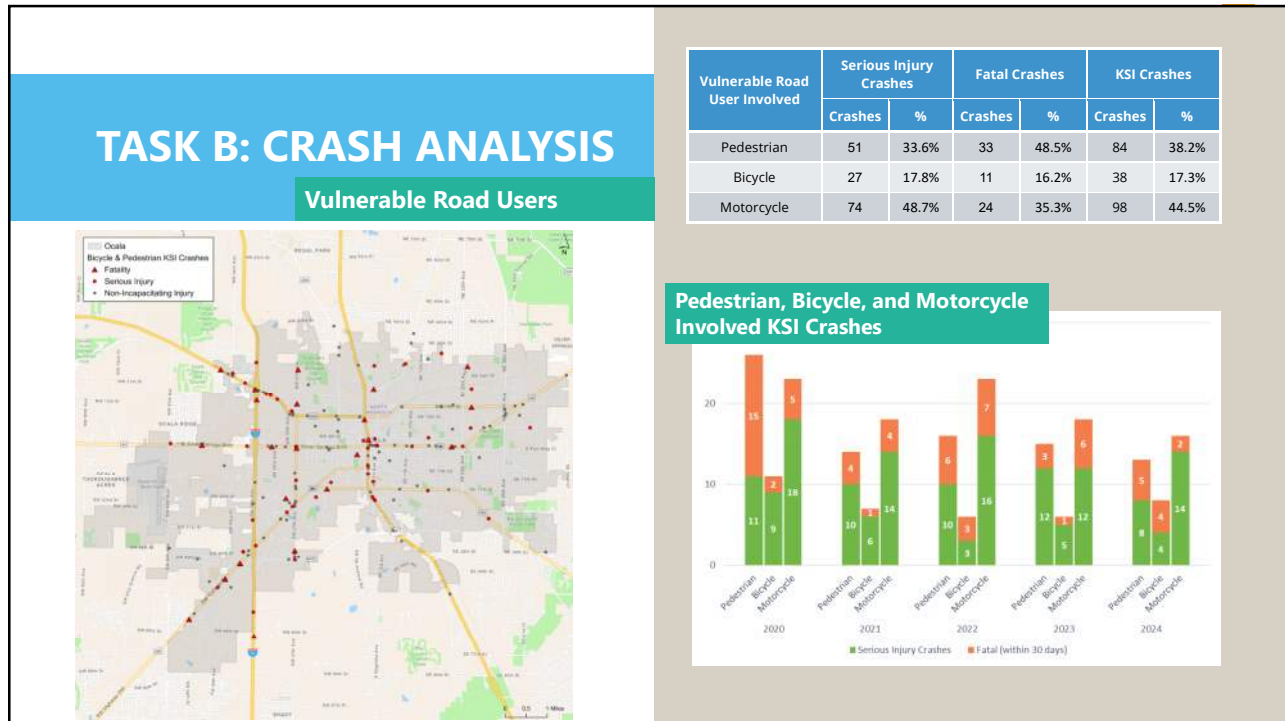
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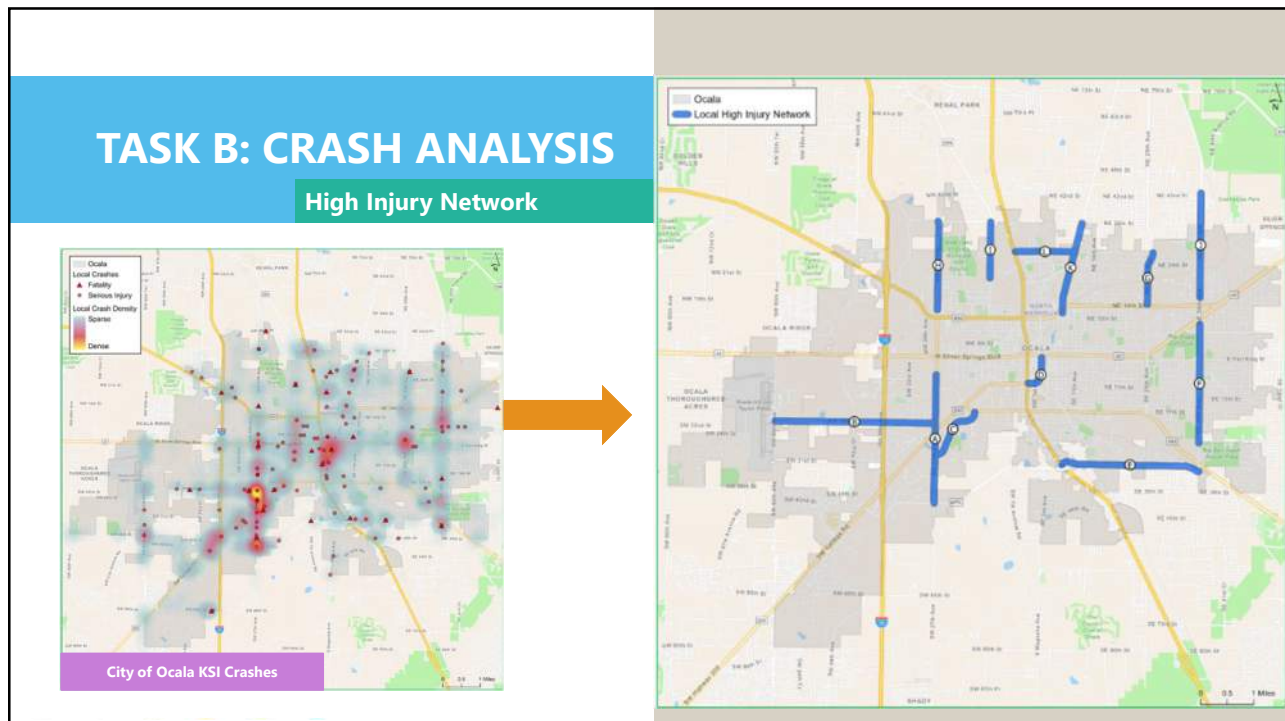
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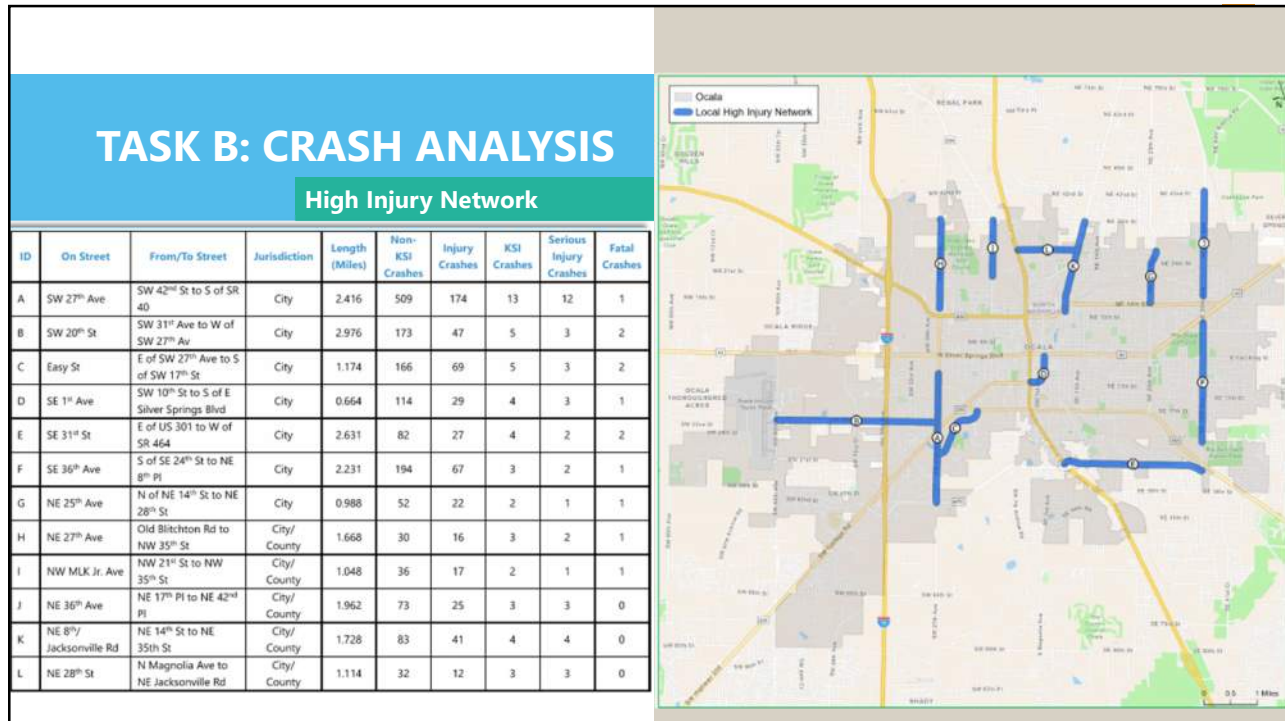
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DISCUSSION

Thoughts and feedback on the Crash Analysis?

On the HIN?

Did anything surprise you?

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TASK C: RESEARCH AND LITERATURE REVIEW

Example of Literature Review Template



Document Name	Description	Safety Policies and Goals	Safety Data and Analysis	Countermeasures and/or Strategies	Recommendations for Potential Policy Change or Document Update
The U.S. Traffic Calming Manual	The Manual provides general guidance regarding the appropriate use and design of traffic calming measures to aid engineers, planners, developers, and local officials with the implementation of traffic calming measures. It was produced by the American Planning Association in association with the American Society of Civil Engineers, and published in 2009.		A discussion regarding traffic calming implementation in Europe is included. Comparisons are drawn between traffic calming within Europe and the U.S., and lessons learned are provided regarding the development of traffic calming policies as well as the implementation of speeding countermeasures.	The manual includes the process of developing a traffic calming program by which residents can request and initiate a traffic calming study including project development, approval, and post-implementation evaluation.	Include a post-implementation evaluation once traffic calming has been installed to gauge its effectiveness.

Key take-aways!

Strategies should...

- Be organized by Goals
- Include both engineering and non-engineering methods
- Emphasize interagency collaboration
- Include data collection and revision of policies/codes
- Include implementation and funding mechanisms



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TASK C: RESEARCH AND LITERATURE REVIEW

Sampling of Recommended Strategies from Literature Review

Collaboration and Engagement:


- Provide annual Vision Zero-focused traffic safety training to all City staff
- Hold a contest with high school students inviting them to design safety-themed wraps for traffic controller cabinets.
- Organize, Promote, and Participate in Walk and Roll to School Day Events
- Support senior citizens with Safe Mobility for Life and aging in place efforts

Engineering:

- Evaluate signal operations at intersections along the HIN specifically regarding permissive left turns
- Develop a Quick-Build Program
- Develop a Vision Zero Development Review and Safe Site Access Checklist
- Incorporate safety review into resurfacing schedule

Non-Engineering and Data Collection:

- Conduct Road Safety Audits on all High Injury Network corridors.
- Coordinate with hospitals to report and share injury data regarding under-reported crash types (ex: micro-mobility crashes)
- Conduct high visibility enforcement efforts to reduce speeding on the Speed Management Priority Segments
- Continue pursuing available grant funds



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DISCUSSION

Thoughts and feedback on the Research and Literature Review key takeaways?

On some of the early recommendations for transferability to the City of Ocala's plans?



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TASK D: PUBLIC ENGAGEMENT

2 Stakeholder Advisory Group Meetings
1st hybrid (in-person and virtual), 2nd virtual

2 In-person Public Meetings

1 City Council Workshop

Project Webpage with Interactive Comment Map and Survey



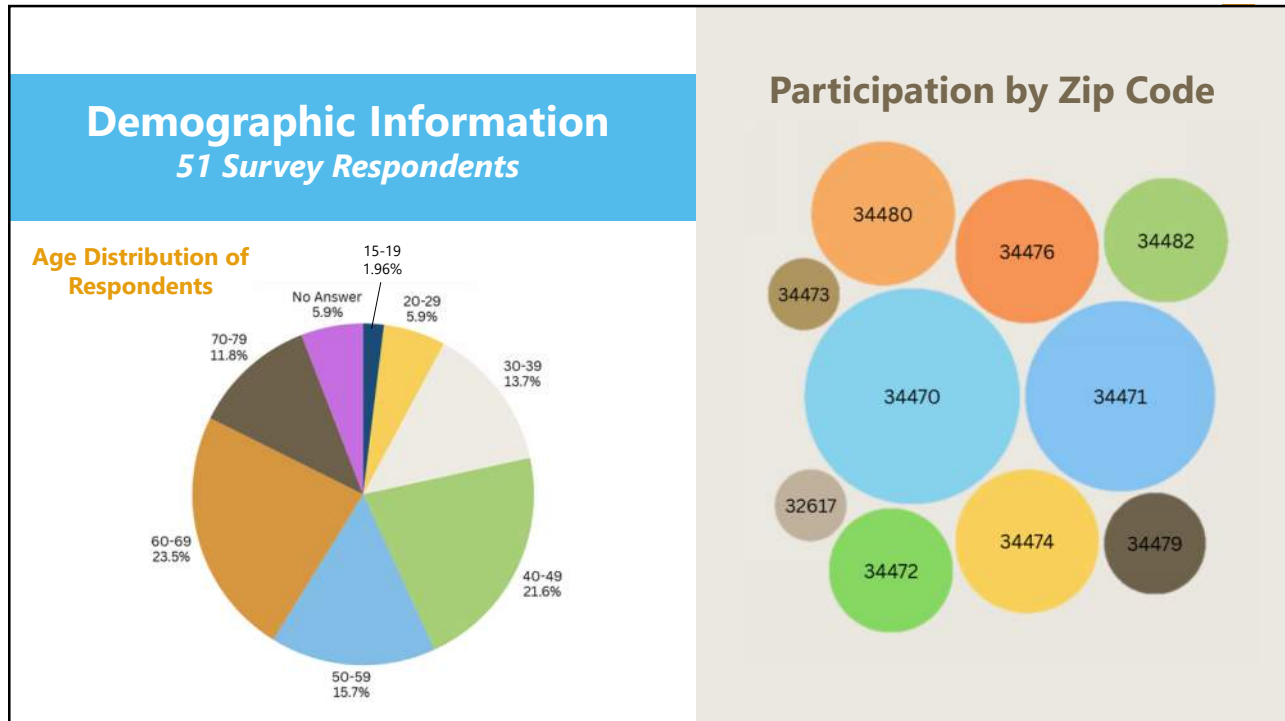
Displays and Activities at Vision Zero Meeting



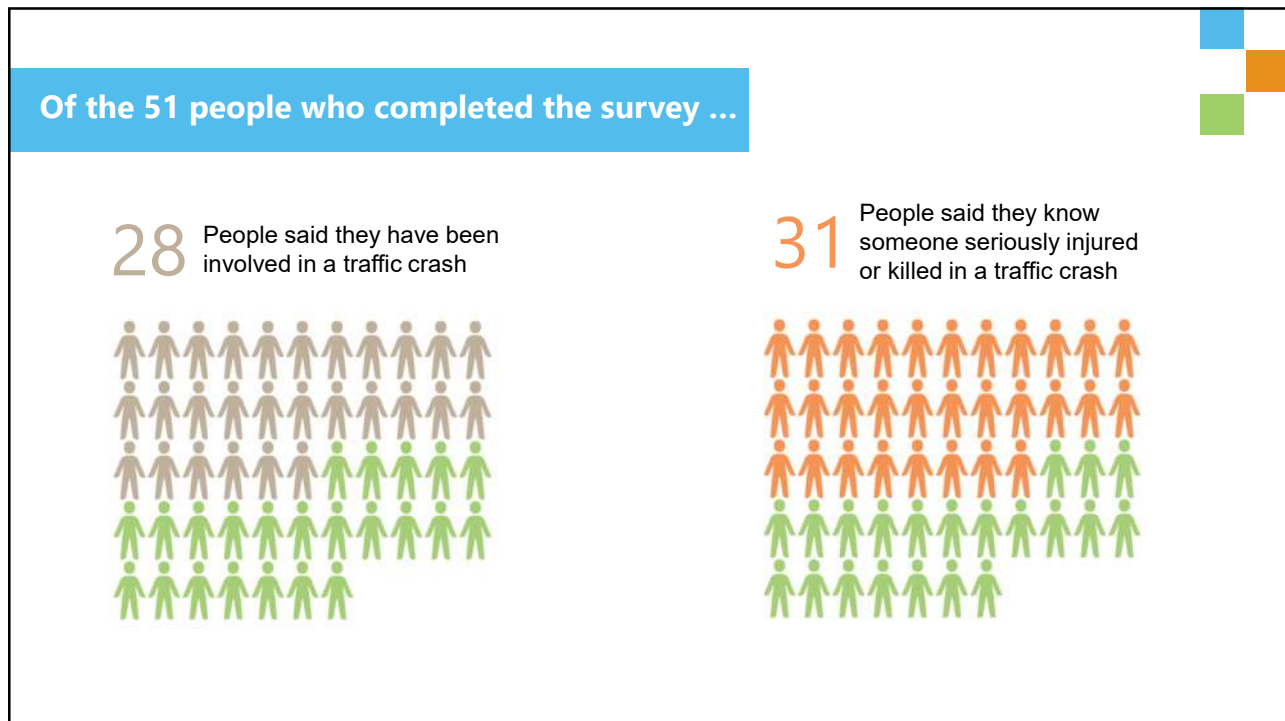
Presenting at Vision Zero Workshop



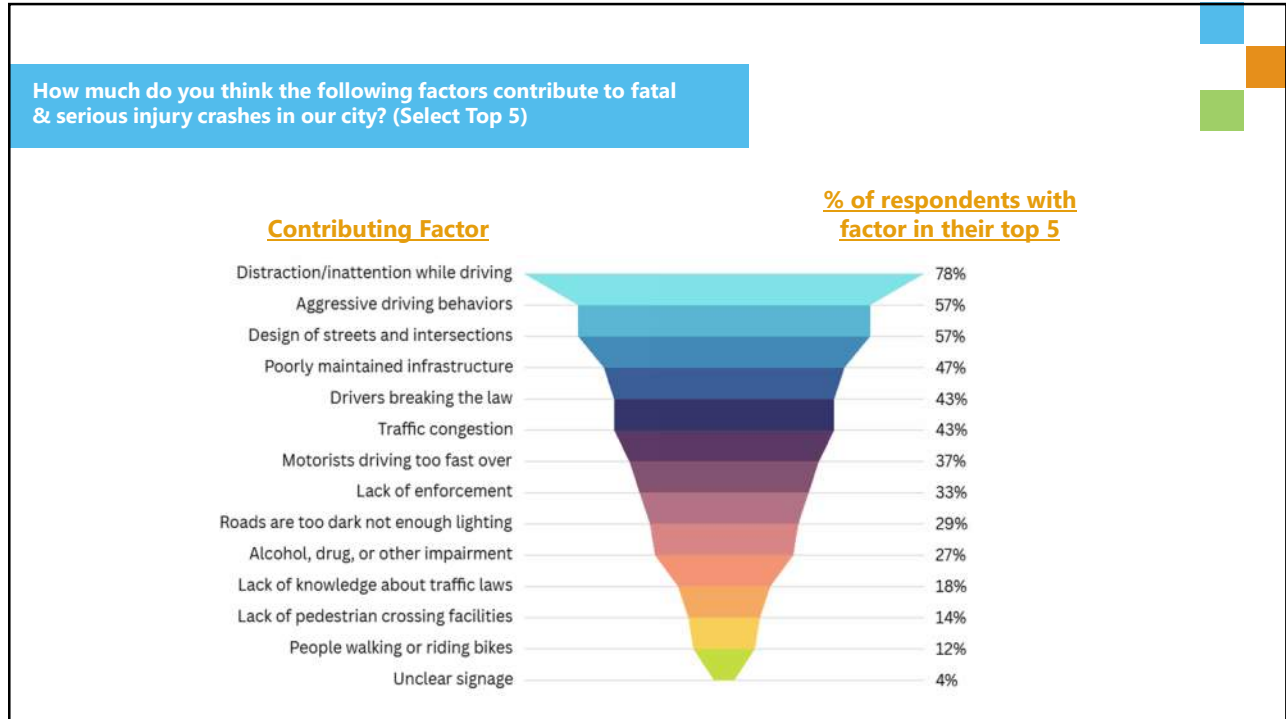
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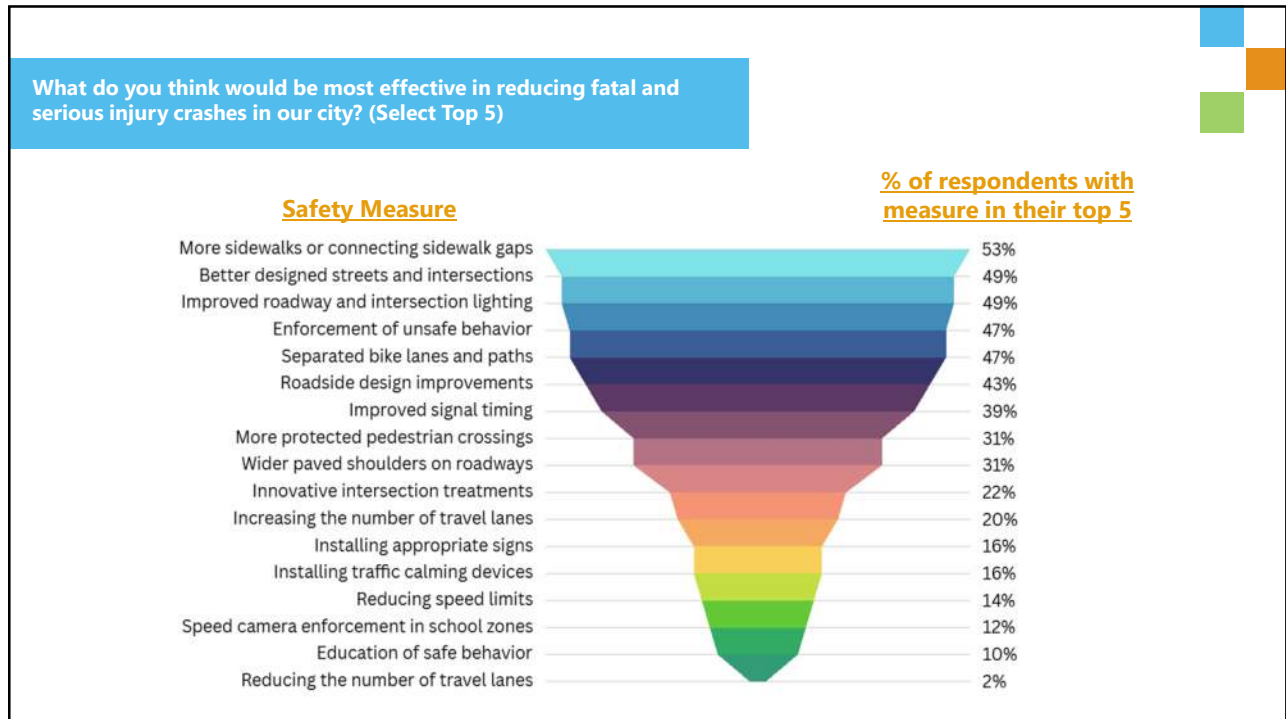
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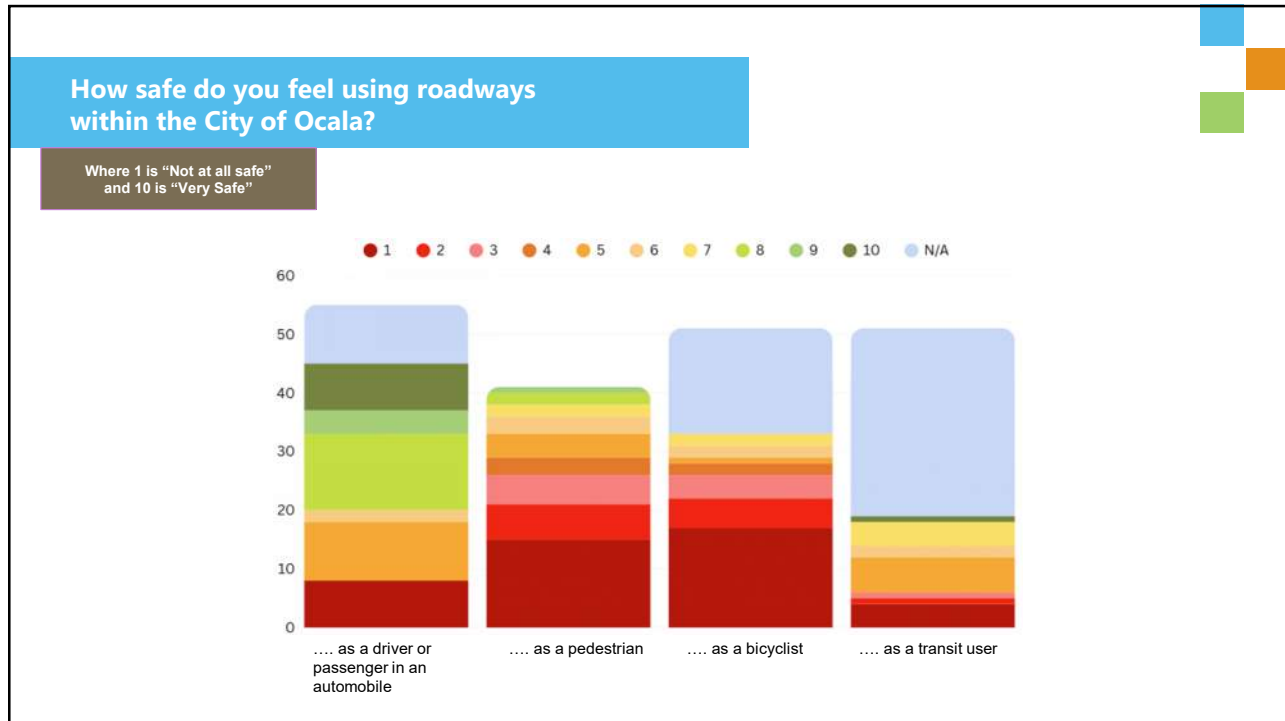
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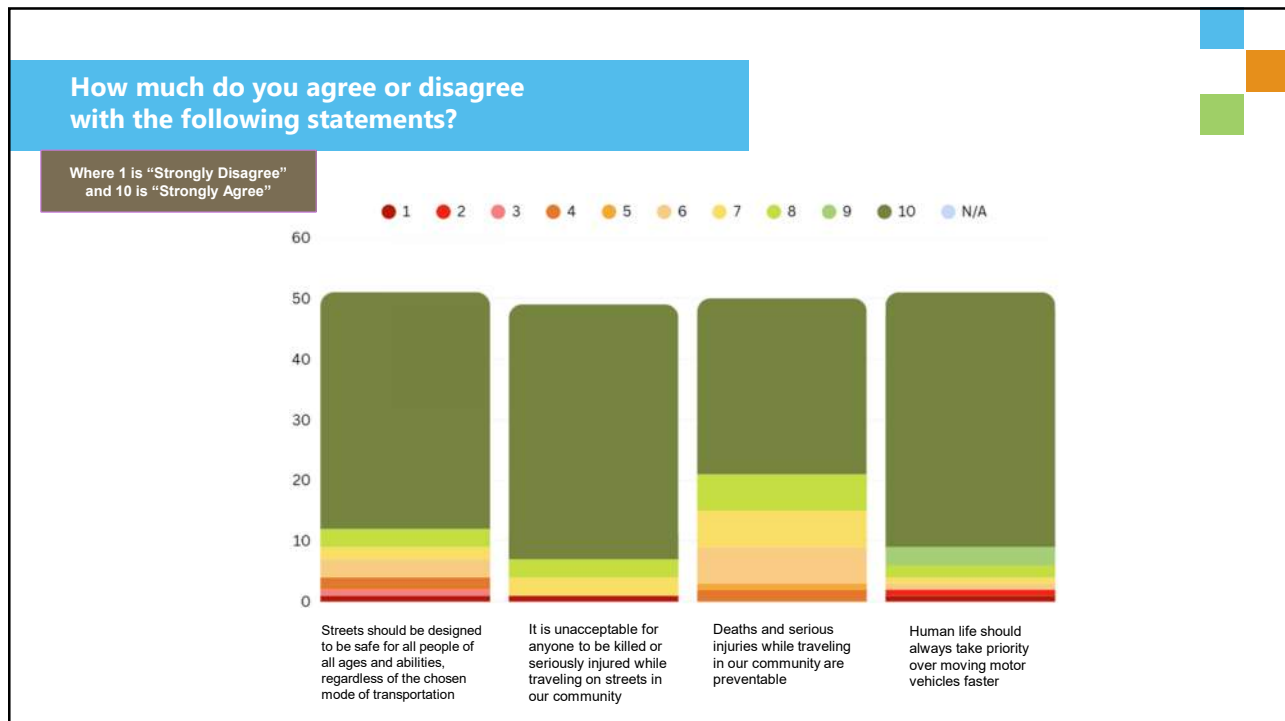
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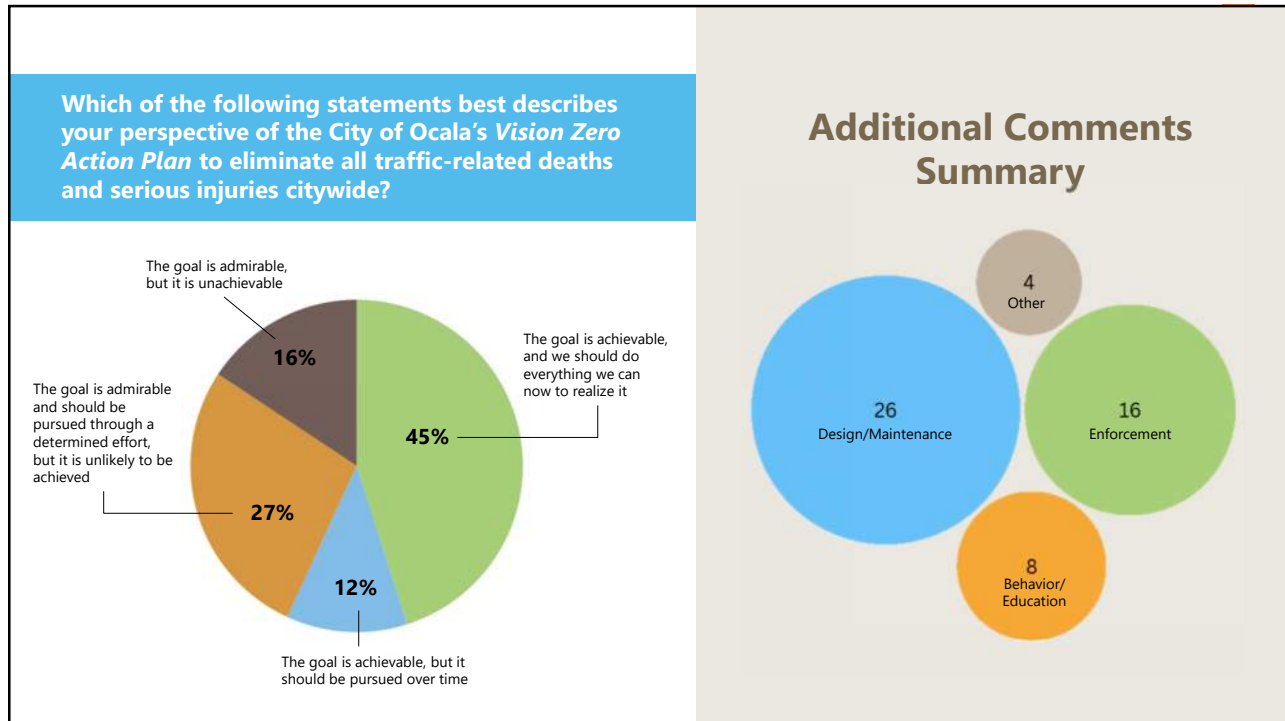
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DISCUSSION

Thoughts and feedback on the survey results and web map comments?

Did any surprise you?

Icons: Pedestrian, Bicycle, Car, Motorcycle, Wheelchair, Bus

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TASK E: LOCAL ROAD SAFETY PLAN

Step 1: Identify Stakeholders

Step 2: Use Safety Data

Step 3: Choose Proven Solutions

Step 4: Implement Solutions

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

Identify Stakeholders: Local Government, Residents, Businesses, Schools, Law Enforcement, Emergency Services, Transportation Planning, and the Public.

Choose Proven Solutions: Channel, Roundabouts, Targeted Enforcement, and Calming.

Use Safety Data: Crash Data, Roadway Inventory, and Traffic Volume.

Implement Solutions: Prioritize, Communicate, and Monitor.

Local Road Safety Plan: A Plan that Prioritizes Safer Roads.

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TASK E: LOCAL ROAD SAFETY PLAN

Provides **Low-cost, high-impact** countermeasures with the greatest potential for **fatal and severe injury crash reduction**

Process to Identify Emphasis Areas

- Analyzed data for top crash types for fatal and serious injuries
- Identified overrepresented crash types compare to regional and statewide averages
- Included driver behavior and population

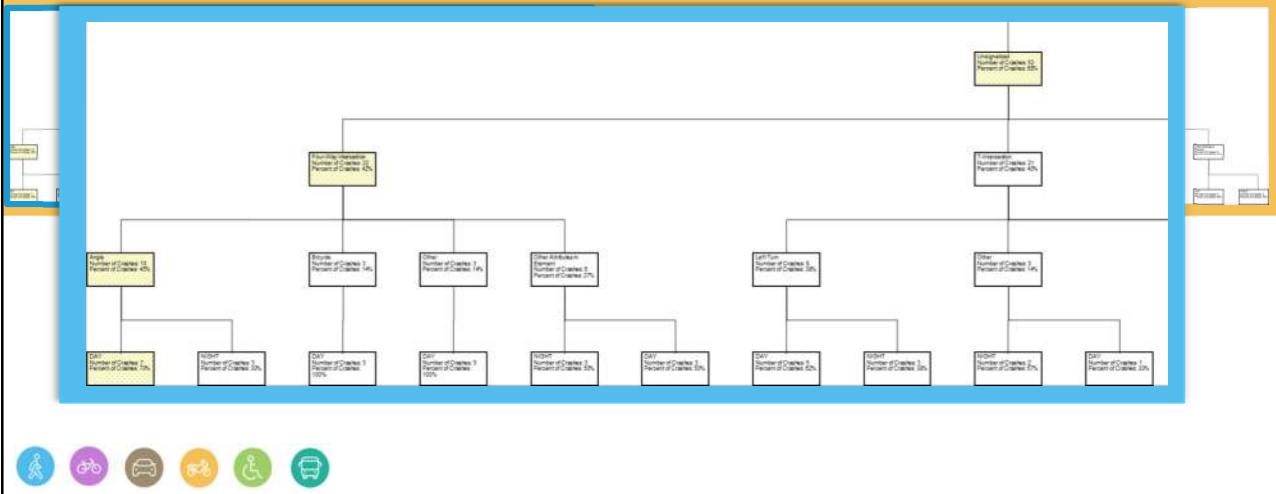
Emphasis Areas:

- Intersection Crashes
- Vulnerable Road Users
- Distracted Driving
- Speeding and Aggressive Driving
- Aging Road Users

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TASK E: LOCAL ROAD SAFETY PLAN

Crash Tree Diagram



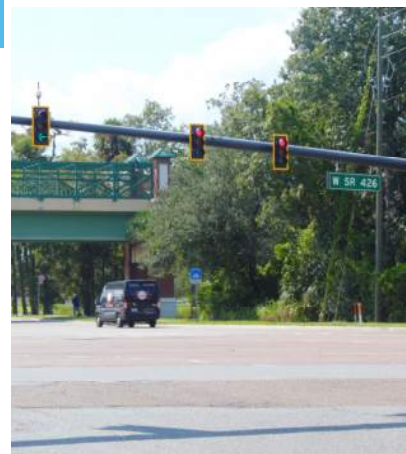
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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasures Toolbox – Intersection Crashes

- Left Turn is the #1 crash type for KSI crashes (19.1% of KSI crashes)
- Rear-end is the 2nd ranked KSI crash type
- Angle is the 4th ranked KSI crash type

Countermeasure	Application	Predominant Crash Type	Type (Engineer)	Crash Reduction Factor	CHF ID
Flexible Retroreflective Signal Head Backplates	Signalized Intersection	All	Engineering	15%	1410
Increase All Red Clearance Intervals	Signalized Intersection	Rear-end	Engineering	20%	4213
					FHWA Proven Safety
Adjust Yellow Change Intervals	Signalized Intersection	Left Turn	Engineering	8-14%	
Protected Left Turn Phasing	Signalized Intersection	All	Engineering	43%	10746
Install 4-section Flashing Yellow Arrow (FYA) Signal Heads	Signalized Intersection	Left Turn	Engineering	16%	7696
Positively Offset Left-turn Lanes	Intersection	All	Engineering	26%	278
Remove Obstructions Impeding Sight Distance	Intersection	All	Engineering	48%	307
Upgrade/Add Intersection Lighting	Intersection	All	Engineering	42%	436
Convert Intersection to a Roundabout	Unsignalized Intersection	All	Engineering	82%	211
Restrict or eliminate turning maneuvers by providing channelization or closing median openings	Signalized Intersection	All	Engineering	78%	226
	Intersection	Left Turn/Angle	Engineering		




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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasures Toolbox – Vulnerable Road Users

- Pedestrians - Top crash type for fatalities – (23.1% of fatalities)
- Pedestrian, bicycle, and motorcycle crashes all overrepresented compared to regional and statewide KSI crash percentages

Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID
Accessible Pedestrian Signal Upgrades	Signalized Intersection	Pedestrian	Engineering	-	-
Install High-Visibility Crosswalk	Intersection	Pedestrian	Engineering	40%	4123
Leading Pedestrian Interval	Signalized Intersection	Pedestrian	Engineering	13%	9916
Upgrade/Add Crosswalk Lighting	Intersection/Mid-block	Pedestrian	Engineering	42%	436
Pedestrian Refuge Islands	Intersection	Pedestrian	Engineering	56%	175
Update/Upgrade School Zone treatments	Intersection, Segment	Pedestrian	Engineering	-	-
Restrict Right Turn on Red Movements	Signalized Intersection	Pedestrian, Bicycle	Engineering	-	-
Pavement-change warning signs	Segment	Motorcycle	Engineering	-	-
Host Outreach and Encouragement Events like Walk and Roll to School Days	Intersection, Segment	Pedestrian, Bicycle	Non-Engineering	-	-
Conduct High Visibility Crosswalk Enforcement	Intersection, Segment	Pedestrian	Non-Engineering	-	-




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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasures Toolbox – Distracted Driving

- A factor in 9.2% of all KSI crashes
- Overrepresented compared to regional KSI crashes

Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)
Graduated Driver Licensing (GDL) Passenger Limits for Young Drivers	Everywhere	All	Non-Engineering
Conduct Age-specific Distracted Driving Campaigns	Everywhere	All	Non-Engineering
Encourage Participation in "Put the Phone Away or Pay" National High-visibility Enforcement Campaign	Everywhere	All	Non-Engineering
Install rumble strips and rumble striping	Segment	Road Departures	Engineering



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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasures Toolbox – Aging Road Users

- Involved in 26.4% of KSI crashes
- Overrepresented compared to statewide KSI crashes
- 65+ Population expected to increase through year 2035 (BEBR projections)
- Ocala has been an AARP Age-Friendly Community since 2019



Countermeasure	Application	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID
Legislation and Licensing	Everywhere	Non-Engineering	-	-
- License Screening and Testing				
- Licensing Agency Referrals				
- License Restrictions				
- Medical Review Protocols				
- In-Person Renewal and Vision Test				
Formal Courses for Older Drivers (classroom + on-road feedback)	Everywhere	Non-Engineering	-	-
Encourage Participation in CarFit Educational Program	Everywhere	Non-Engineering	-	-
Improved transit services (increased routes, reduced headways, increased amenities (shelters, benches))	Intersection, Segment	Non-Engineering	-	-
Limit Turning Movement by Raised Grassy Medians	Intersection	Engineering	-	-
Decorated Glass Beads/Raised Pavement Markings (Visibility Improvements)	Intersection, Segment	Engineering	-	-
Declination of Median Noses using Retroreflective Treatments	Intersection	Engineering	-	-
Pedestrian-scaled Lighting	Segment	Engineering	-	-
Right-Turn Channelization Design	Intersection	Engineering	38%	11152
Advance notification through advance street name signs, advance warning signs	Intersection, Segment	Engineering	-	-
Reflective border signal head backplates	Intersection	Engineering	-	-
Longer Walk Times	Intersection, mid-block crosswalk	Engineering	-	-

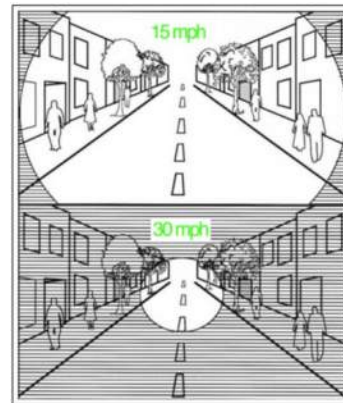


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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasures Toolbox – Speeding & Aggressive Driving

- A factor in 8.2% of KSI crashes
- Overrepresented compared to regional KSI crashes
- Safe Speeds is an element of the Safe System Approach
- Development of a Speed Management Plan is a focus of the SS4A grant



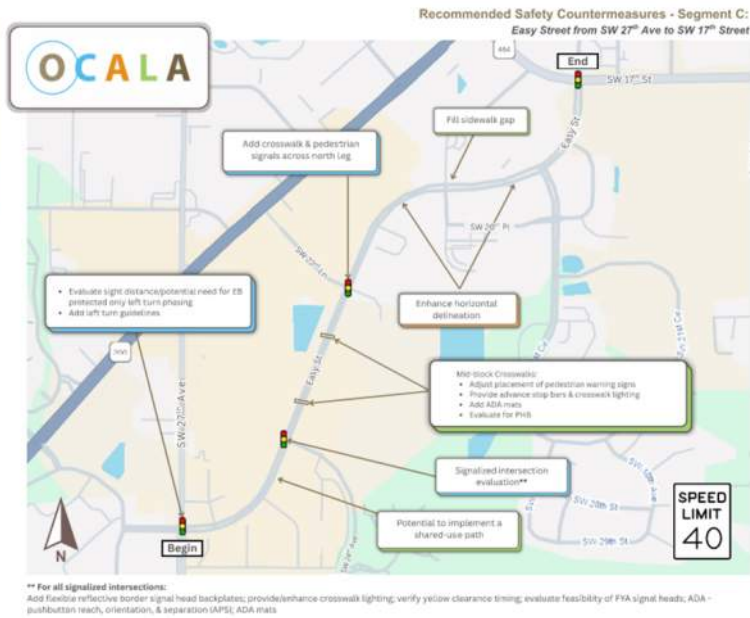
Source: America Walks



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TASK E: LOCAL ROAD SAFETY PLAN

Countermeasure Exhibits



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DISCUSSION

**Thoughts and feedback on the Emphasis Areas?
On the low-cost countermeasures?**



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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

A Safe System Approach strives to manage speeds so that impact forces experienced by road users are not beyond their physical tolerances

5-Stage Framework

1. Establish a vision and building consensus for speed management
2. Collect and analyze speed and safety data
3. Prioritize locations for speed management proactively
4. Select speed management countermeasures
5. Conduct ongoing monitoring, evaluation, and adjustment

Source: FHWA Safe System Approach for Speed Management

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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

A Safe System Approach strives to manage speeds so that impact forces experienced by road users are not beyond their physical tolerances

Current Efforts and Collaboration

- Speed Trailers – City of Ocala, Ocala PD
- Speed Campaigns – Ocala PD
- Speed Studies – City of Ocala
- Targeted Enforcement – Ocala PD
- Operation Southern Slowdown – Ocala PD
- Drive-Cams – City of Ocala
- Education through TIP cards – Ocala PD
- Speed Hump Program – City of Ocala

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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

Data Sources

1. Crashes with speeding as a contributing factor
2. Locations of speeding complaints
3. UrbanSDK speed data (differential between 85th percentile speed and posted speed)

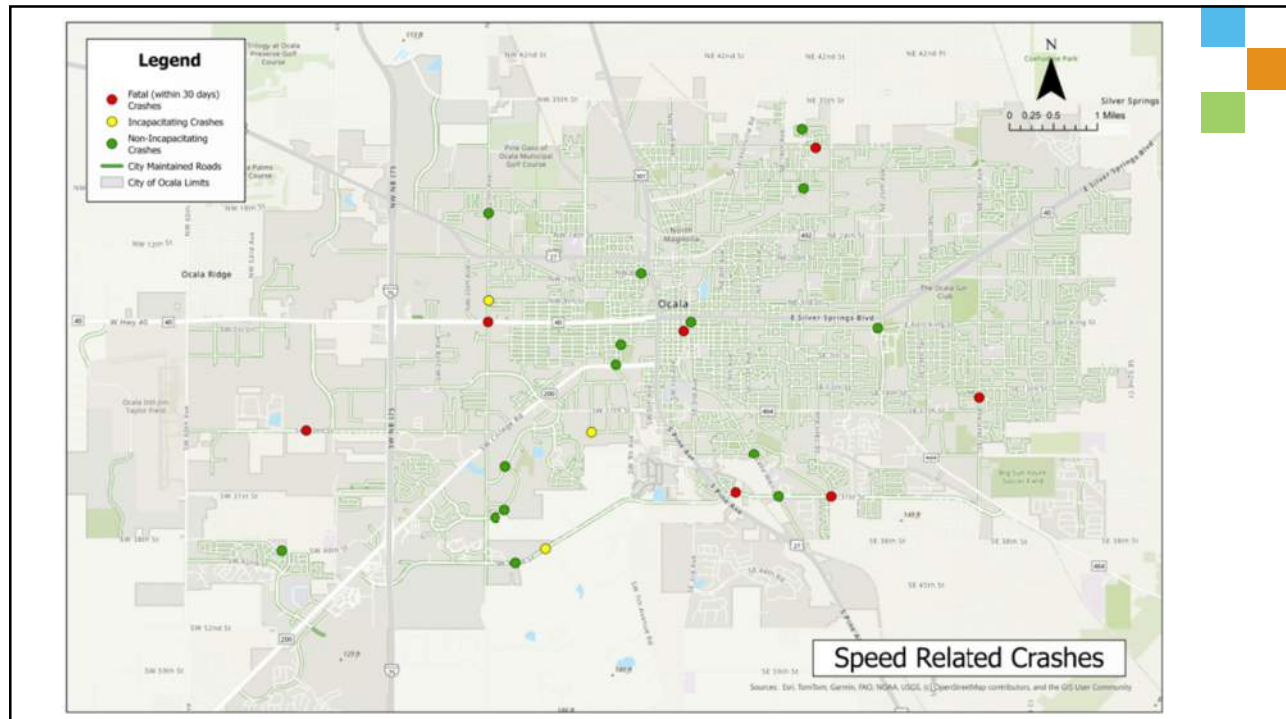
Collect and analyze speed and safety data

Additional Considerations - Priorities

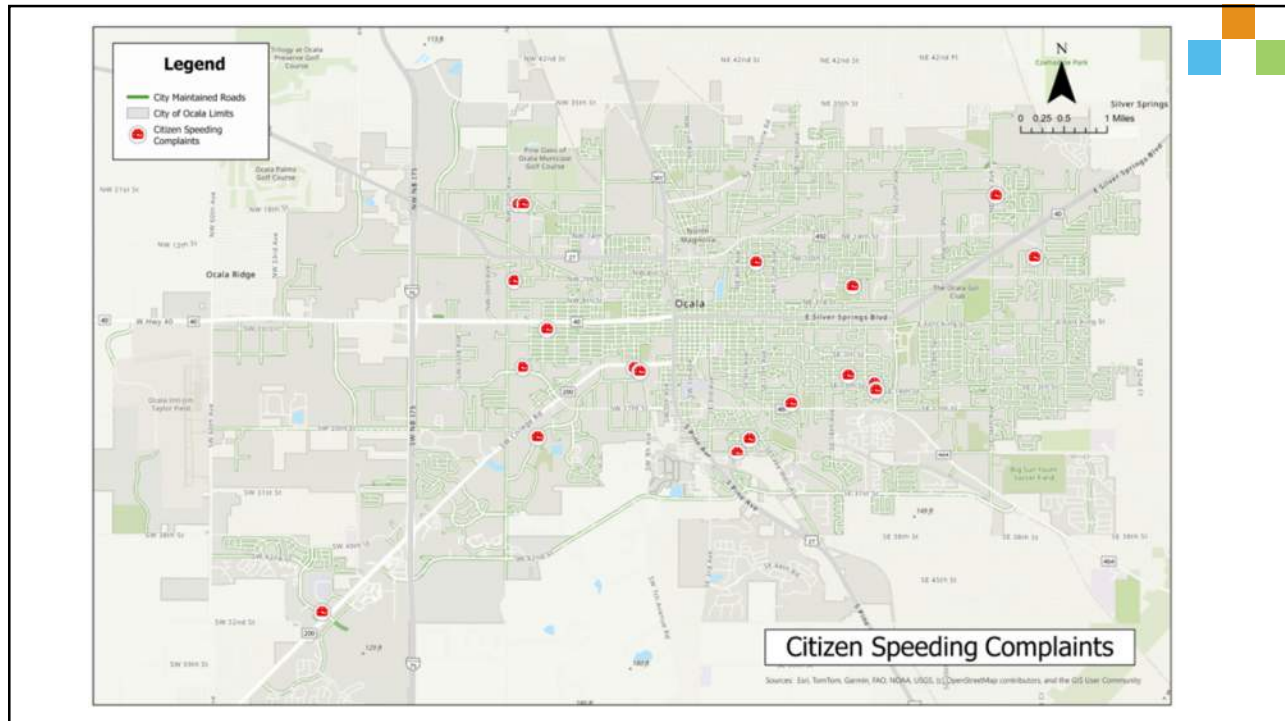
1. High Crash Severity
2. Safety Near Schools
3. Pedestrians in Downtown



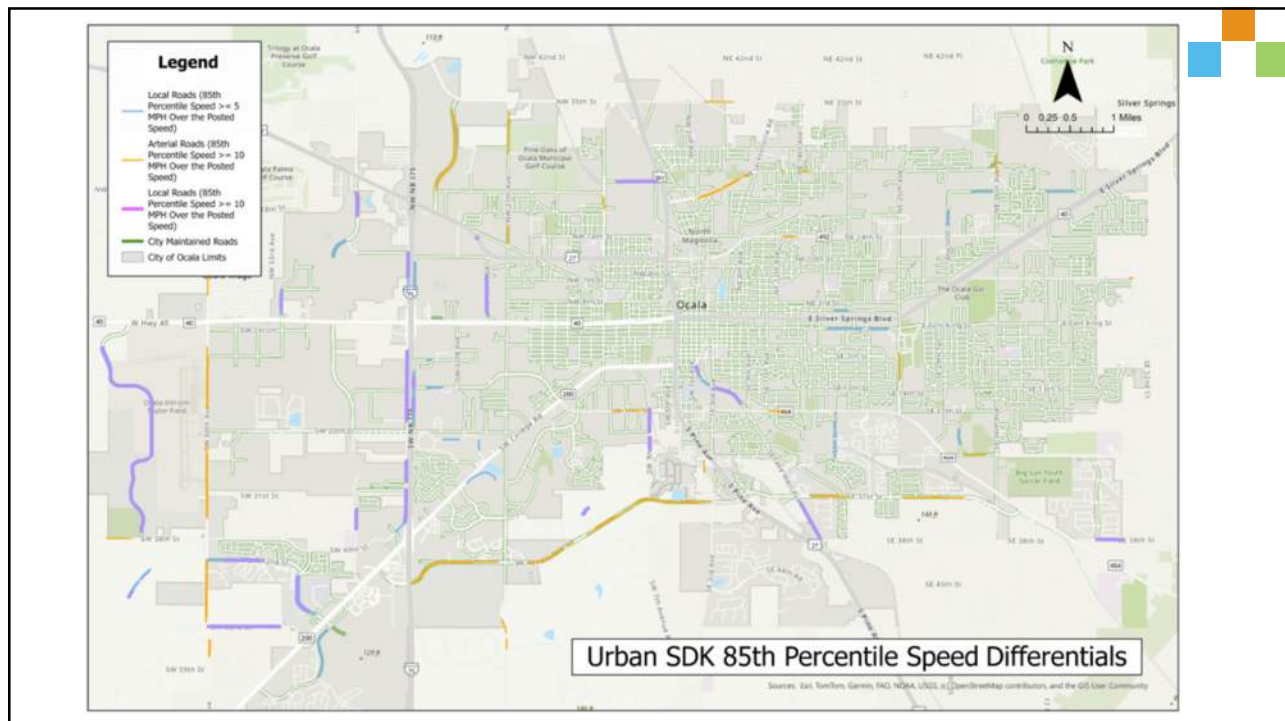
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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

Point System for Prioritization

85 th Percentile Speed > 5 mph over posted speed for local road	1 point
85 th Percentile Speed > 10 mph over posted speed for local road	1 point
85 th Percentile Speed > 10 mph over posted speed for arterial road	1 point
Location of a speeding complaint	1 point
Location of a speed-related crash	1 point
Within HIN	2 points
Within 1 mile of a school	2 points
Within downtown limits	2 points

Prioritize locations for speed management
proactively



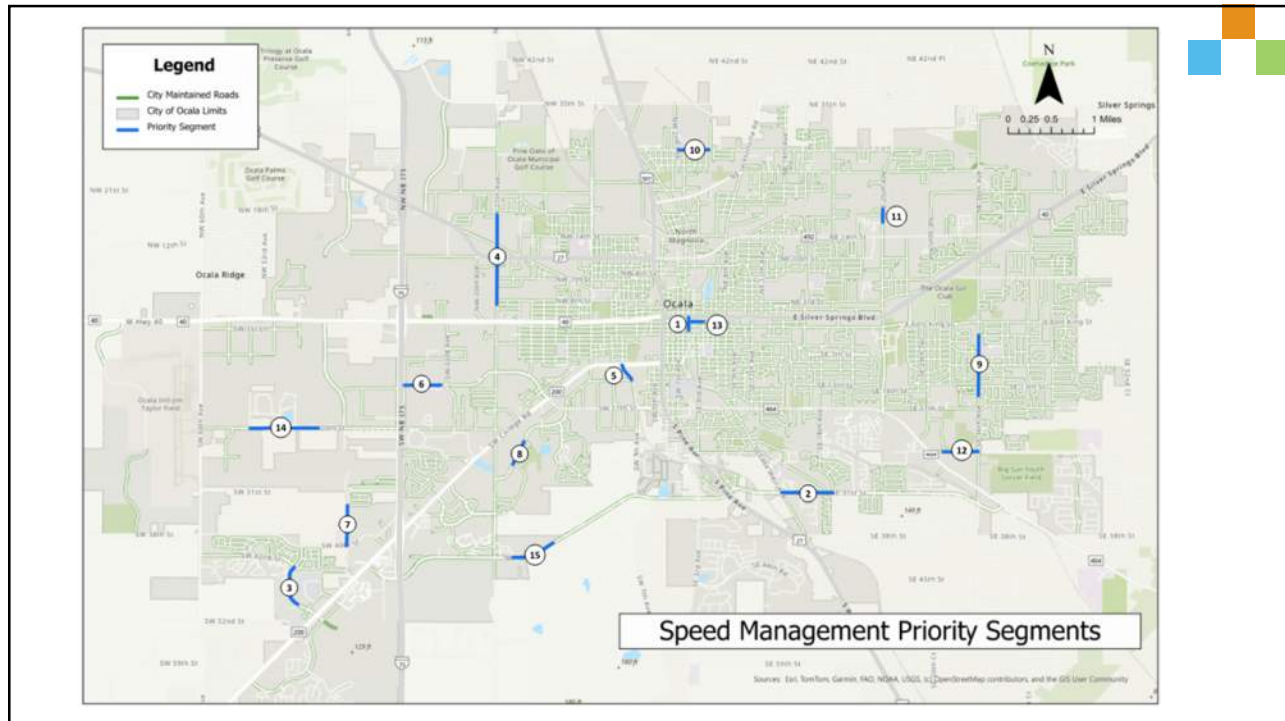
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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

Segment Rank	Street Name	Street From	Street To	Functional Classification (local/arterial)	Number of Lanes	Posted Speed	UrbanSDK 85th %ile Speed
1	SE 1st Ave	SE 2nd St	SR 40	Local	1	25	not available
2	SE 31st St	Lake Weir Ave	SE 19th Ave	Arterial	4	45	55
3	SW 48th Ave	SW 49th Pl	SW 42nd St	Local	4	30	41
4	NW 27th Ave	NW 3rd St	NW 17th St	Arterial	4	35	46
5	SW 7th Rd	SR 200	SW 12th St	Local	2	35	not available
6	SW 13th St	SW 37th Ave	College Park Elementary Bus Loop	Local	2	35	42
7	SW 43rd Ct	SW 40th St	SW 33rd St	Local	2	30	48
8	SW 19th Ave Rd/ Easy St	SW 24th Ave	SW 22nd Ln	Local	4	40	not available
9	SE 36th Ave	SE 15th St	SE 3rd St	Local	4	40	not available
10	NW 28th St	SW 2nd Ave	NE 4th Ct	Local	2	30	not available
11	NE 25th Ave	NE 16th St	NE 18th Pl	Local	2	40	not available
12	SE 24th St	SE 32nd Ave	SE 36th St	Arterial	2	35	42
13	Broadway St	SE 1st Ave	E Watula Ave	Local	2	25	not available
14	SW 20th St	SW 54th Ct	SW 47th Ave	Local	4	45	not available
15	SW 42nd St	SW 24th Terrace Rd	SW 20th Ave	Arterial	4	40	50



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TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY

We have some challenges!

- MUTCD 11th Edition has been published, but not yet adopted by FDOT
 - Provides greater flexibility in setting speed limits
 - Considers more than 85th percentile speed, including context
- FDOT Speed Zoning Manual is being updated

Spot Speed Study Location Summary									
Segment Number	Street Name	Street From	Street To	Posted Speed Limit	50 th Percentile Speed	85 th Percentile Speed	10 MPH Pace	Roadway Type	Context Classification
2	SE 31st St	Lake Weir Ave	SE 19th Ave	45	45	47	38-47	4LD	C3R - Suburban Residential
3	SW 48th Ave	SW 49th Pl	SW 42nd St	30	41	45	34-43	4LD	C3R - Suburban Residential
4	NW 27th Ave	NW 3rd St	NW 17th St	35	45	49	40-49	5L	C3C - Suburban Commercial
5	SW 10th Rd	SR 200	SW 12th St	35	33	39	28-37	2LU	C3R - Suburban Commercial
7	SW 43rd Ct	SW 40th St	SW 33rd St	30	43	49	40-49	2LU	C3R - Suburban Residential
8	SW 19th Ave Rd/ Easy St	SW 24th Ave	SW 22nd Ln	40	41	47	36-45	2LU	C3R - Suburban Residential
9	SE 36th Ave	SE 15th St	SE 3rd St	40	47	51	42-51	5L	C3R - Suburban Residential
12	SE 24th St	SE 32nd Ave	SE 36th St	35	41	45	38-47	2LU	C3C - Suburban Commercial
14	SW 20th St	SW 54th Ct	SW 47th Ave	45	49	53	44-53	4LD	C3R - Suburban Residential
15	SW 42nd St	SW 24th Terrace Rd	SW 20th Ave	40	51	55	46-55	4LD	C3R - Suburban Residential

48

TASK F: SPEED MANAGEMENT ACTION PLAN AND TRAFFIC CALMING POLICY



chicane



Raised crosswalk



Traffic circle



Speed hump



median island



curb extension (bulb-out)



roundabout

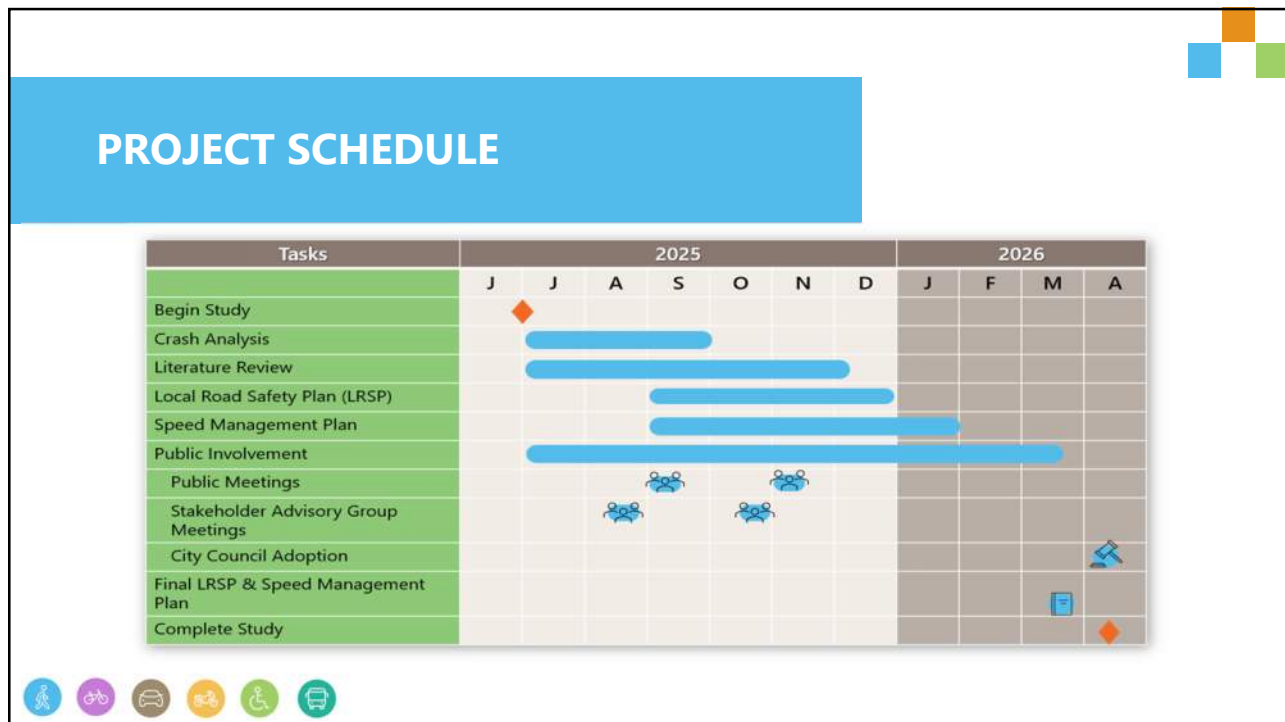


Select Speed Management Countermeasures

DISCUSSION

Thoughts and feedback on the Speed Management Priority Corridors?





51

STAKEHOLDER ADVISORY GROUP

A framework for continued action to guide and support the development of the City's Local Road Safety Plan and Speed Management Plan

1st Meeting

- Date: August 28th, 2025
- Introduction to the Action Plan

2nd Meeting

- Date: Today, October 29th, 2025
- Proposed Projects, Programs, Strategies

52

DISCUSSION

What hurdles do you see to a successful Local Road Safety Plan and Speed Management Plan for the City of Ocala?



53

DISCUSSION

How do you plan to Champion these plans?



54

NEXT STEPS

Public Meeting #2

- Date: November 5th, 2025
- Time: 5:00 PM – 7:00 PM
- Location: Institute for Human and Machine Cognition (15 SE Osceola Avenue)

Attend and invite others!

Thanks for your help in making our roadways safe!



Interactive Comment Map and Survey



- Drop pins by mode to identify safety concerns
- Complete the survey
- Encourage those you know to participate!

Comment Map



Survey



Stakeholder Advisory Meeting #2 Notes

October 29, 2025, Microsoft Teams

In attendance:

- Ardurra Group, Inc.
 - Christy Lofye
 - Amanda Ashby
 - Brenna Boylan
- City of Ocala
 - Noel Cooper
 - Tammy Warren
 - Steven Neal
 - Aubrey Hale
 - Sean Lanier
 - Gary Anson, Engineering
 - Parthkumar Jayani, Engineering
 - William Rodriguez-Cayro, Parks and Recreation
- Center for Independent Living North Central Florida
 - Andrea Melvin
- Florida Center for the Blind
 - Anissaa Periboni
- Marion County
 - Rob Balmes
- Ocala Metro Chamber and Economic Partnership, Marion County Children's Alliance
 - Beth McCall
- Bike Walk Central Florida
 - Mackenzie Anderson, Best Foot Forward Program Coordinator
- Marion County Public Schools
 - Eric Ostanic
- Ocala Police Department
 - Mike Balkan
- Additional Attendee
 - Julia Jones

First Discussion Question: Thoughts and feedback on Crash Analysis? On the High Injury Network? Did anything surprise you?

- Aubrey: The LRTP focused on intersection enhancements and Aubrey feels this crash analysis helps support this decision.
- Rob Balmes: Rob discusses that there are similarities with the crash data on the TPO dashboard, especially in regard to the disproportionate number of vulnerable road user crashes. He also mentions the high frequency of run-of-the-road crashes in the county.
- Anissa: She asked for clarification on if SR 200 and State highway 40 were excluded in the data analysis.
 - o Christy responded that the data is available, but that they were excluded from the HIN since they fall under state jurisdiction.
- Aubrey: He asked a clarification question on what counts as part of the aging road user involved statistic.
 - o Christy confirmed that it is any crash that involved someone older than 65, and it doesn't necessarily mean that the crashes were caused by the aging road user.

Second Discussion Question: Thoughts and feedback on the Research and Literature Review key takeaways? On some of the early recommendations for transferability to the City of Ocala's plans?

- Aubrey: How do we make distinction between micro-mobility and pedestrians?
 - o Christy: Christy discusses how micro-mobility references electric scooters or e-bicycles, etc, and how it is an emerging emphasis area state-wide. Regions are developing ordinances relating to micro-mobility. She discusses how getting information from hospitals can help determine the frequency and location of these crashes.
 - o Aubrey: He asks a follow-up question if regular bicycles fall in this category.
 - o Mackenzie: Christy asks Mackenzie what her organization considers, and Mackenzie discusses how e-scooters and e-bikes are what is predominantly considered, and normal bicyclists don't necessarily fall in this category.
 - o Aubrey: He expresses concern on how these injuries are documented at the hospital and if they will have the information needed.
 - o Christy: She agrees that coordination with hospitals will be needed to see how they document these injuries and what is available to share.
 - o Aubrey: He suggests seeing if first responders are able to make those distinctions during the time of the crash event.
 - o Christy: She discusses that training may be needed for first responders to differentiate the micro-mobility from regular bikes and to properly document it.

Third Discussion Question: Thoughts and feedback on the survey results and web map comments? Did any surprise you?

- Anissa: Pedestrian is important for her clientele and she comments on how the results of the survey show overwhelming concern for ped/bike safety. She wanted to point out that there is more and more traffic on state highways, and that it pushes traffic onto the city roads as vehicles are trying to avoid congestion.
 - o Last week she took her teens on a walk and noticed that there a bunch of truncated domes that are missing at intersections, and that on the square across from Harry's to Mark's Steakhouse, some of the curb cuts don't line up. She mentions that those visual impaired would find the truncated dome and head straight across, but the crosswalk is not perpendicular. She had some of her teens trip because of this.
 - o The cut across from Harry's is at a 45 degree angle and would put them in the middle of the intersection toward the light. There is also not a curb cut on the hotel side.
 - o She emphasizes that these things are important for people with disabilities.
 - o Christy: She thanks her for sharing and asks if she can send her a list of intersection cross streets where these issues are occurring.
 - Anissa: She says she will and she is willing to meet as well. She can send some pictures as well.

Fourth Discussion Question: Thoughts and feedback on the Emphasis Areas? On the low-cost countermeasures?

- Christy: Asks if we should we narrow down vulnerable road users to just pedestrians.
 - o Gary: Believes that it is a good idea to keep them grouped together, but it might also be a good idea to separate out the motorbikes from the pedestrians and bicycles.
 - o Christy: Discusses that as we are developing the toolbox, the countermeasures for the motorcycles will be grouped together compared to the ped/bike countermeasures
- Aubrey: He asks how often will this be updated.
 - o Christy: She mentions that this should be a living document.
 - o Noel: He discusses that it will be a living document and will be periodically updated. Emphasis areas may change over time and grants will be sought to help address some higher cost improvements.

- Aubrey: Is curious about technology improvements with vehicles and if that can be addressed or included in future versions of the plan. Like geo-fencing for school areas and parks that provide a notification to drivers, etc.
- Chrissy: Agrees it should be investigated further and potentially included in the action plan. There are school speed clocks that do communicate with some phone apps.
- Aubrey: He mentions that it could help them out with work zone or construction areas to warn drivers of changing conditions.
- Anissa: She wants to emphasize wanting to look on right-turn-on red. She has seen a lot of people turn right on red and only paying attention to their left and not on their right. She also gives kudos to the team for the presentation and how detailed it is.
 - She wants to bring attention to the older population regarding a behavior aspect. Older people are less apt to acknowledge that maybe they shouldn't be driving any more, and that we need to understand how deeply people do not want to give up their independence. She has heard that people won't give up driving because 'their doctor hasn't told them not to drive'. This is a bigger overall issue.
 - Christy: She asks what would be needed to help convince them that there are other options instead of driving, like transit?
 - Anissa: She says yes, and that the TPO and CTC do a fantastic job, but everything is limited by funding. It all depends on who qualifies for it and how available it is. There are pockets of elderly communities that may be beneficial to focus on, like maybe a routine shuttle. She mentions how the Villages has golf cart routes that help their population. Since the elderly population continues to grow, and even the villages is nearing capacity, and there a lot more elderly drivers visiting the city, she thinks it is important to emphasize aging road users.
 - Christy: She discusses that this isn't out of the realm of our study and includes road user behavior as well.
 - Anissa: She doesn't know how often license renewals happen, but maybe they need to be more frequent. She also mentions that Sr 200 is becoming more and more dangerous, and drivers that can't see well and with decreased reflexes, it is a recipe for disaster.

Fifth discussion question: Thoughts and feedback on the Speed Management Priority Corridors?

- Mike Balken: He discusses how they just had an 18-year old woman killed at a bus stop the other day. They want to focus on the causation of ped/bike crashes. In the ones they have investigated, 70% of ped/bike had alcohol or drugs, and 86% of them were found

to have the pedestrians were at-fault. Pedestrians are crossing 6-lane roads when under the influence. He would countermeasures on how to target this behavioral issue, and would like to see it included in the report.

- Christy: She discusses a similar situation near UCF with students walking under the influence, and how Orange County has installed pedestrian channelization barriers that help curb this behavior.
- Mike Balken: He discusses how in the City of Ocala, the offenders are 50-60 year old drug addicts that education efforts are not as effective with.
- Eric: He suggests also looking at students and younger populations and how we can place our resources there and educate them when they are still young. And that we can focus improvements in those areas.
- Beth: She mentions that there are Students Against Destructive Decisions clubs in middle school and high schools, and they work with peers on prevention. There are some things they are doing that we can get involved with. She mentions the clubs and Hillary Jackson would love to be a part of this. 300 students are involved in these clubs.

Sixth Discussion Question: What hurdles do you see to a successful Local Road Safety Plan and Speed Management Plan for the City of Ocala?

*P.E. Memo Appendix D:
Public Meeting 1
Notifications*



City of Ocala

110 SE Watula Ave.

Ocala, FL 34471

352-629-2489

FOR IMMEDIATE RELEASE

CITY OF OCALA TO HOST PUBLIC INPUT MEETING ON ROAD SAFETY

OCALA, Fla. (Sept. 2, 2025) – The City of Ocala Engineering Department will host a Community Road Safety Planning meeting Thursday, Sept. 4, from 5 to 7 p.m. at the Mary Sue Rich Community Center at Reed Place, 1821 NW 21st Ave.

The meeting is part of a Fiscal Year 2023 Safe Streets and Roads for All grant, which provides funding for planning studies that will guide the development and implementation of safety action plans. These plans will address the needs of all roadway users, including motorists, pedestrians and bicyclists.

The City of Ocala is leading the project in partnership with the State of Florida, the Ocala Marion Transportation Planning Organization and Marion County, with the long-term goal of eliminating fatalities and serious injuries on local roadways.

Studies will focus on strategies such as improving safety of city roads and creating traffic calming and speed management plans to encourage safer driving, particularly in residential areas and school zones.

Community members are encouraged to attend the meeting and share feedback to help shape the project's direction.

For more information, contact the City of Ocala Engineering Department at 352-351-6775 or visit www.ocalafl.gov/engineering.

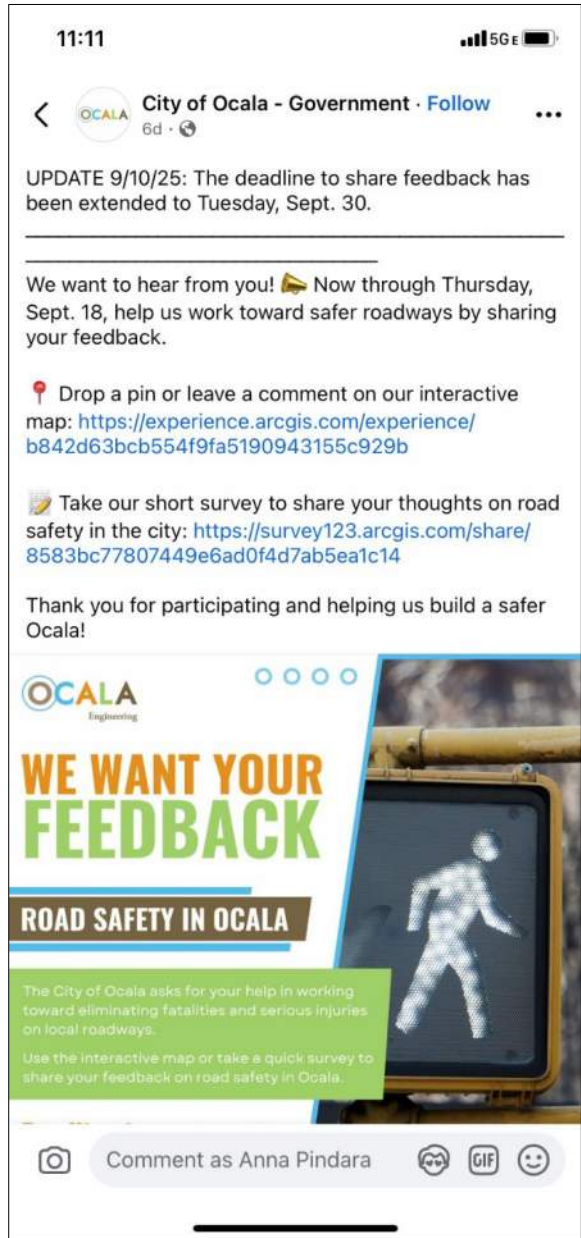
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Media Contact: Gregory Davis, Public Information Officer

Phone: 352-804-1525, Email: gdavis@ocalafl.gov



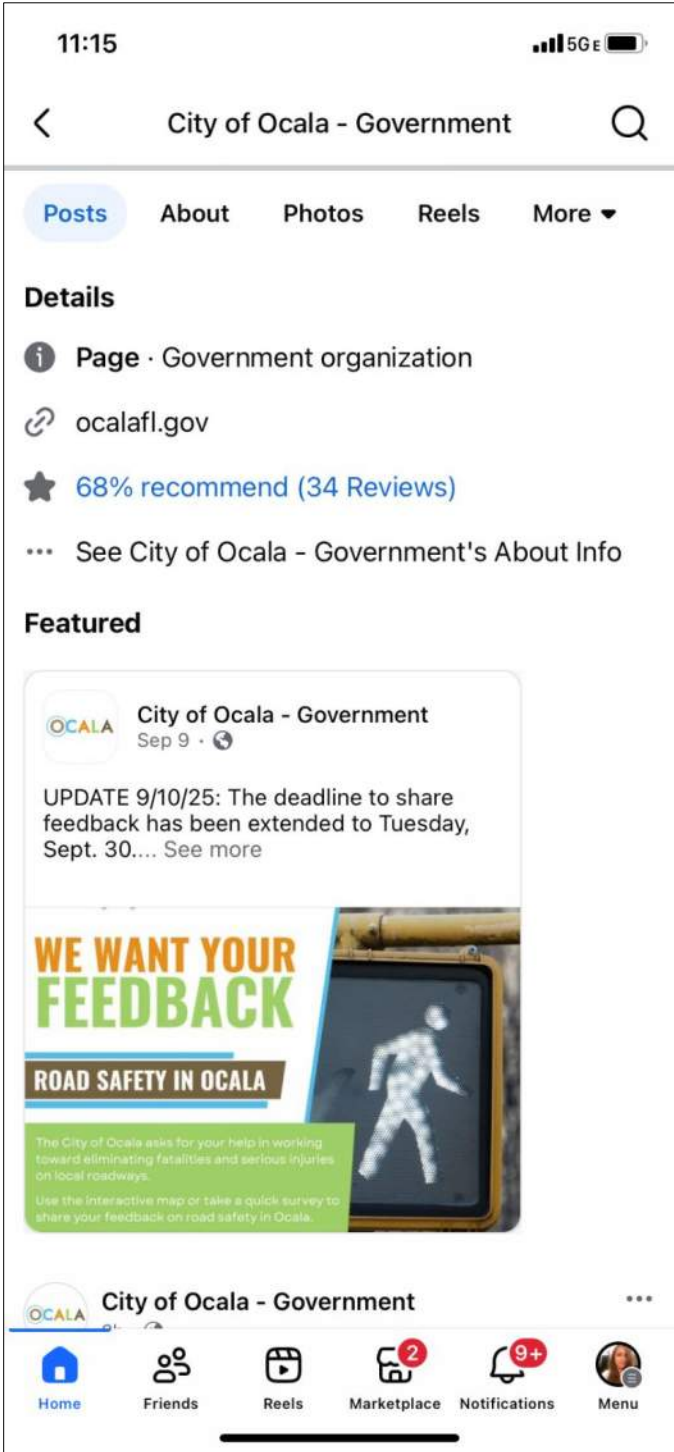
Initial Event post and Event creation on City of Ocala Facebook



Event Reminder and Comment Reminder on City of Ocala Facebook



Post Meeting Thank You and Recap Post on City of Ocala Facebook



Featured Post on City of Ocala Facebook

*P.E. Memo Appendix E:
Public Meeting 1
Exhibits & Materials*



WELCOME!

Public Meeting

***City of Ocala
Safe Streets and Roads for All (SS4A)
Planning Studies***

Thursday, September 04, 2025

Mary Sue Rich Community Center at Reed Place

1821 NW 21st Ave., Ocala, FL 34475

5:00 PM - 7:00 PM

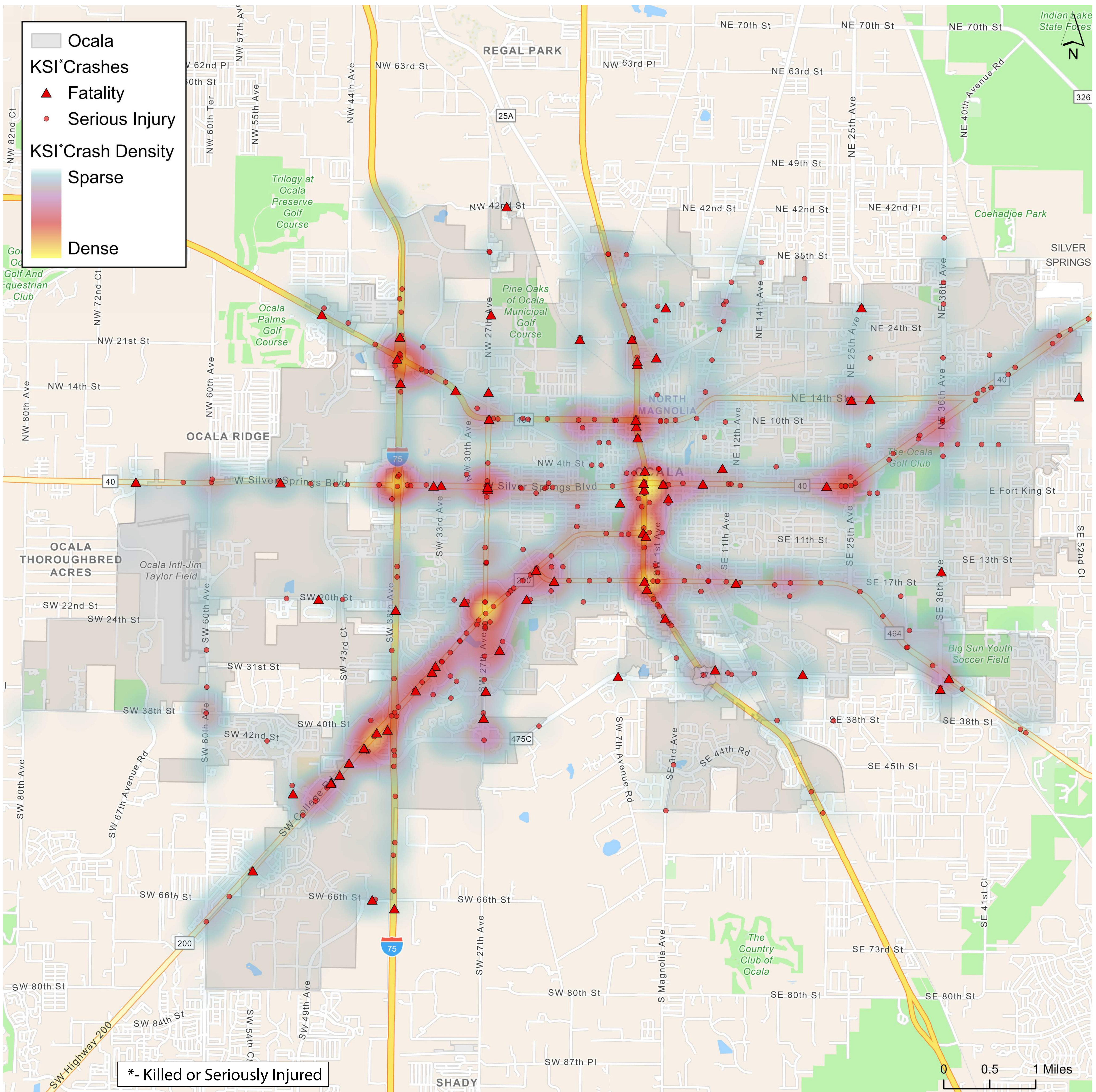


The City of Ocala is required to comply with various Non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

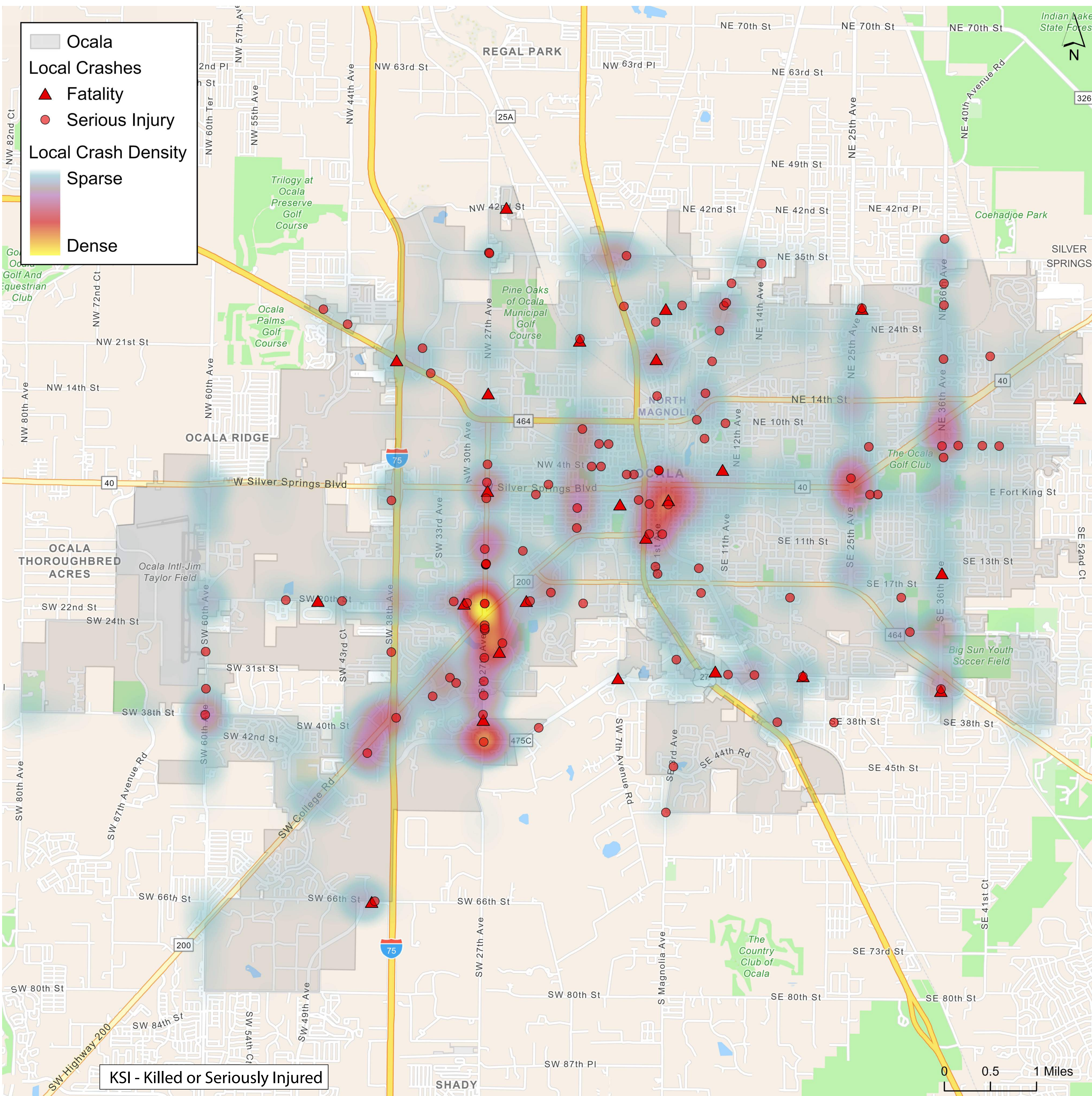
Public participation is solicited without regard to race, color, national origin, age, sex, religion, income, disability, or familial status.

Persons wishing to express their concerns relative to City compliance with Title VI and/or persons wishing to express their concerns relative to the Americans with Disabilities Act of 1990 (ADA) may do so by contacting:

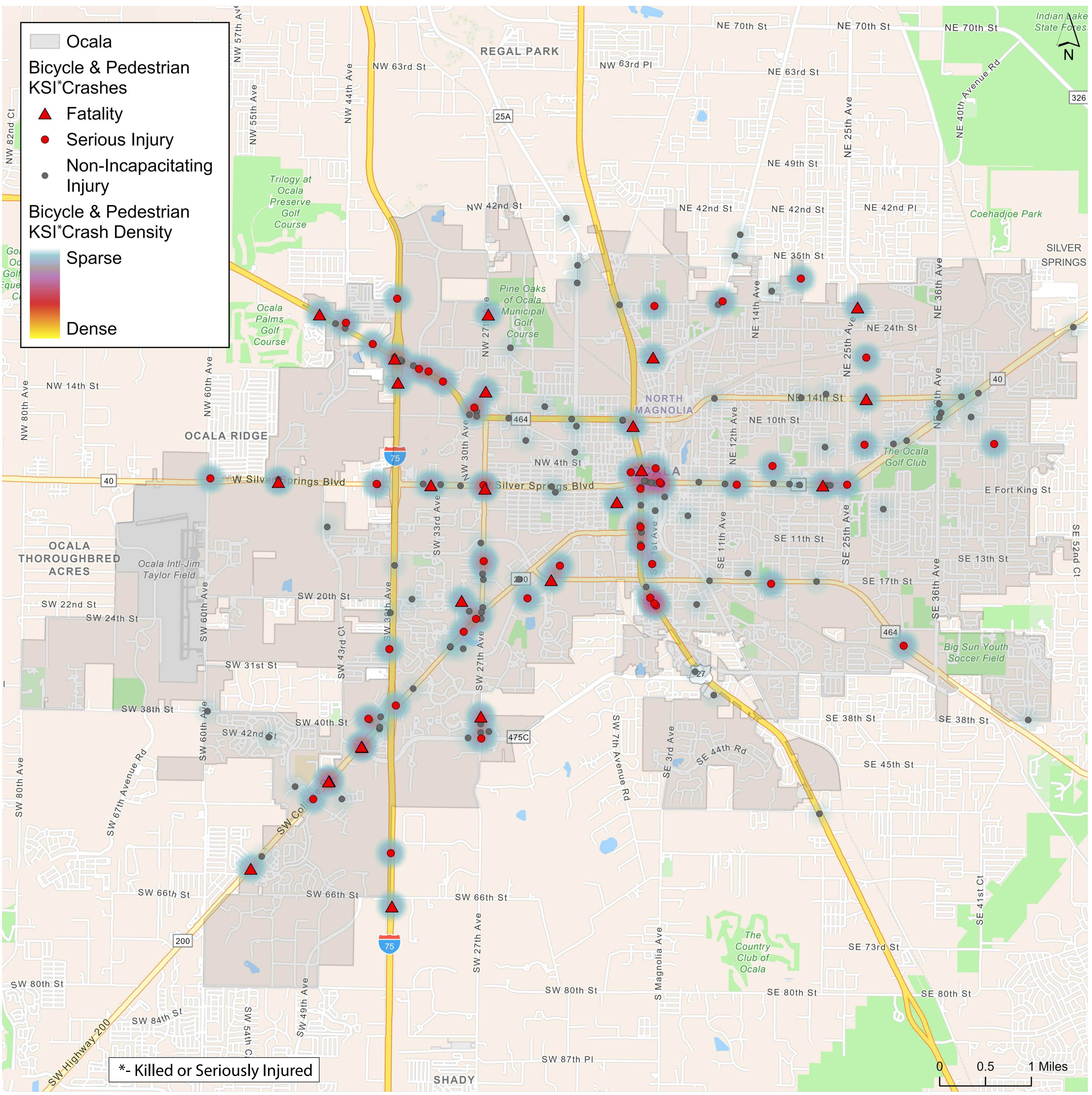
**Devan Kikendall
City of Ocala's ADA/Title VI Coordinator
110 SE Watula Avenue, Ocala, FL 34471
352-629-8205
dkikendall@ocalafl.gov**



OCALA KSI CRASHES — LOCAL ROADWAYS



OCALA PEDESTRIAN AND BICYCLE KSI CRASHES



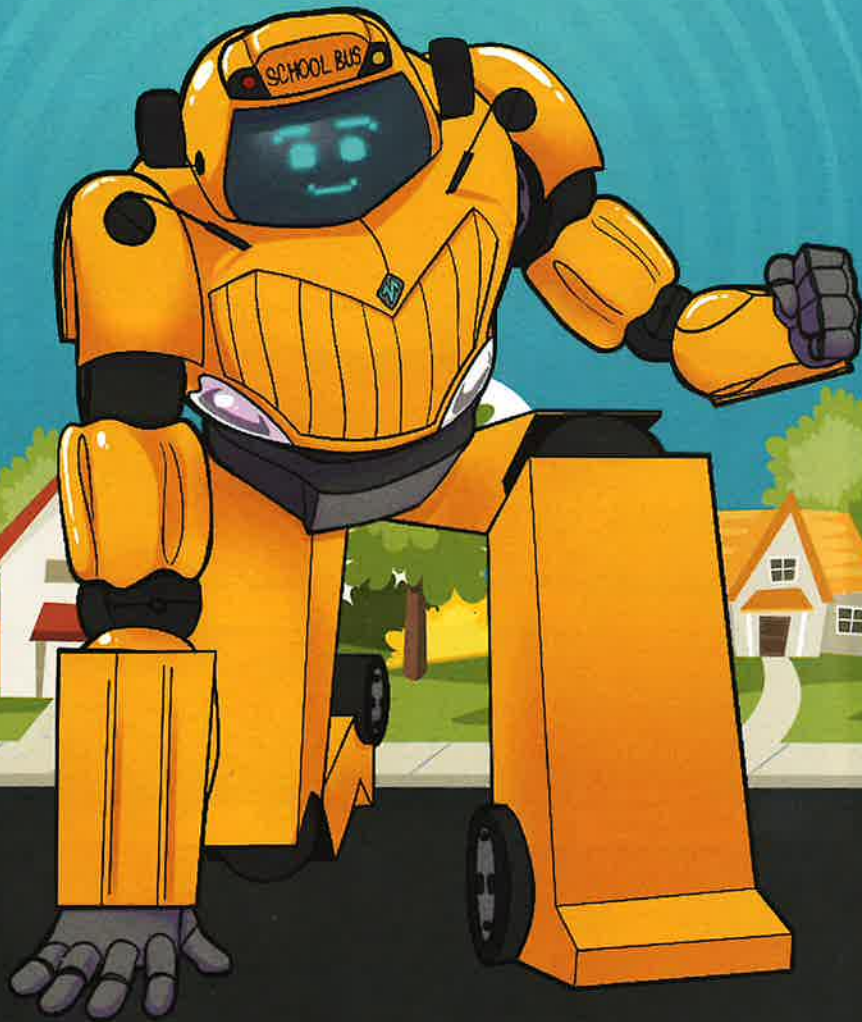


#6 OCT

GUARDIANS OF ROADWAY SAFETY

\$0.00 FREE

METRO



#1 AUG

\$0.00 FREE

THE SUPERHERO SAFETY SQUAD

GUARDIANS OF ROADWAY SAFETY



Sara and Her Bike

- Sara always rides her bicycle with her helmet on. She knows that a bike helmet will keep her head and brain safe if she falls.
- Sara always sits down when she rides her bike. She rides in the same direction as traffic.
- She knows that young children should not ride at night.

What else does Sara know?

- She should always put her helmet on before she starts riding her bicycle.
- She knows the helmet should be low on her forehead and two finger widths above her eyebrows. The two sidestraps on both sides of the helmet should make a “V” shape under each ear.
- Sara knows her bicycle fits her because she can put both feet flat on the ground when she sits on the bike seat.
- Sara only rides her bike during the day. She wears brightly colored clothing so drivers can see her.

Look how safe and smart Sara is! She's riding her bicycle with her helmet on.

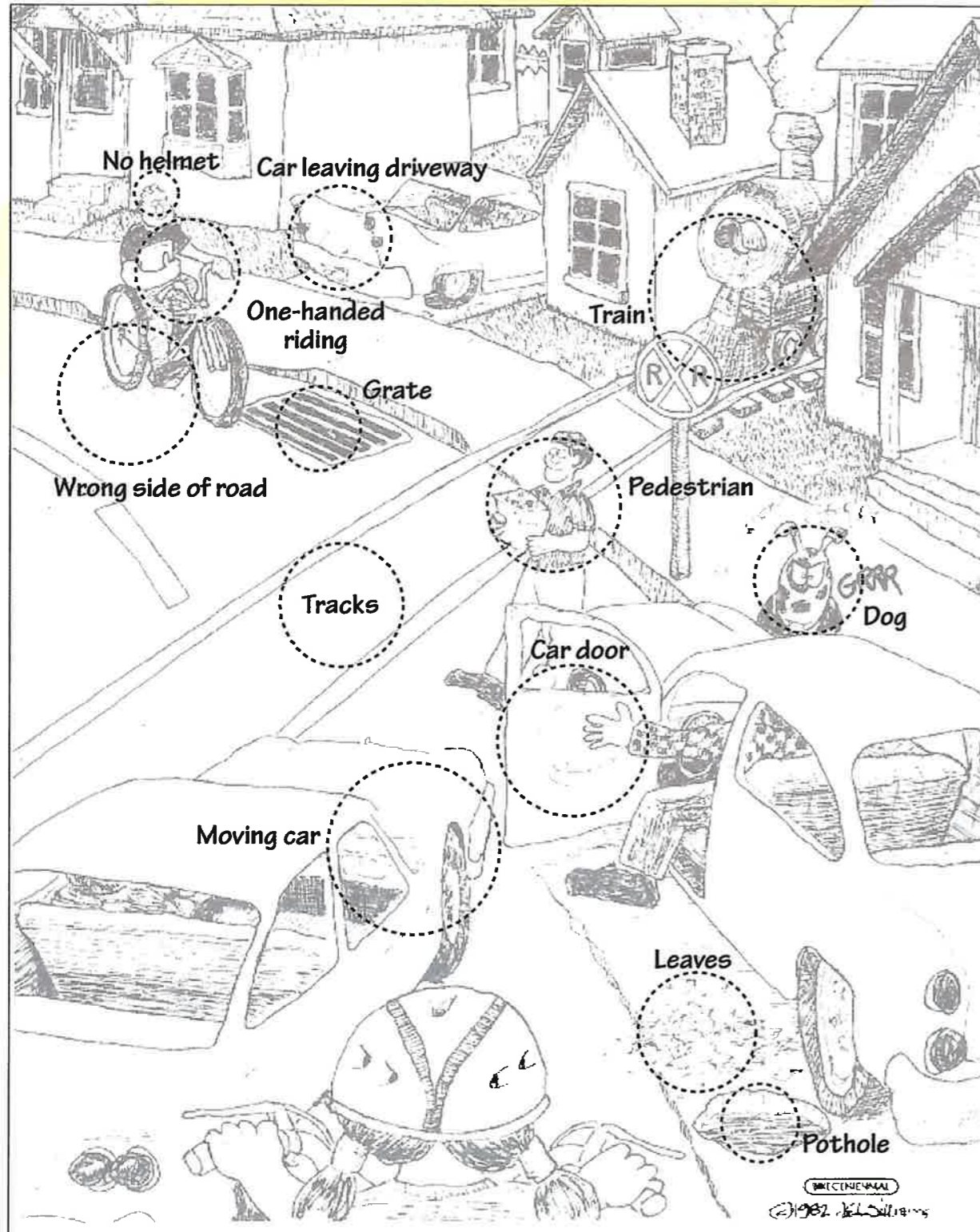


Color this picture on the next page!





Bike Riding Dangers Answer Key



Find the Hazards Worksheet - Answers and Explanations

1. Male bicyclist is riding his bicycle against the flow of traffic. The law requires bicyclists to ride with the flow of traffic. This is safer for several reasons:
 - a. Motorists look for and expect all traffic to move in one direction and may not see bicyclists riding the wrong way.
 - b. Traffic signs and lights face traffic flowing in one direction only. Bicyclists going against traffic will be unable to read and follow traffic signs and signals.
 - c. The reaction time of motorists is greatly reduced when bicyclists ride toward vehicles.
2. Male bicyclist is not wearing a helmet. Research shows that up to 90 percent of fatal bicycle crashes are the result of head trauma. A properly worn and certified bicycle helmet cushions and protects the head from injurious impacts with hard surfaces such as asphalt and concrete.
3. Male bicyclist is driving with only one hand on the handle bar. Riding a bicycle with one hand limits the reaction time to hazards and dangerous traffic situations. Bicyclists should always keep both hands on the handle bars except when signaling. Books, packages, and other items should be carried in a backpack or basket.
4. Car backing out of driveway. Bicyclists should stop or slow down at every intersection (including driveways) and watch for traffic. Parked vehicles can begin to move at any time. Look and listen to detect any movement from nearby vehicles. Do not cross in front of or behind an occupied vehicle without communicating your intentions through the use of hand signals and eye contact with the driver.
5. Oncoming train. Stop, look, and listen for oncoming trains and let them pass before crossing the tracks. Use eyes and ears to detect the status of nearby trains. A nearby train will

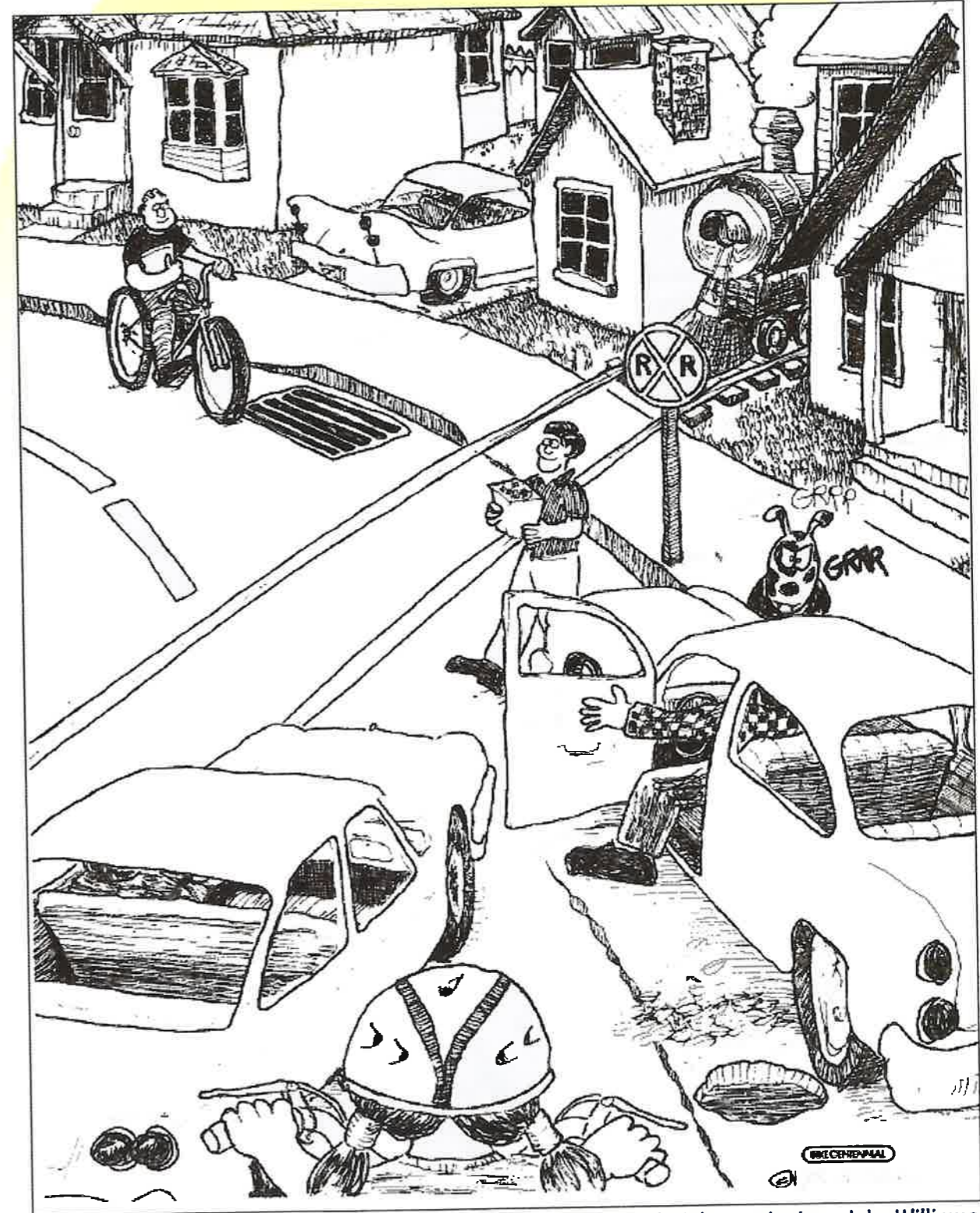


typically send a warning whistle and crossing areas are usually marked clearly with flashing red lights and signs.

6. Railroad tracks. When crossing train tracks, either walk or ride your bicycle across with your wheels perpendicular to the tracks to avoid getting tires caught.
7. Pedestrian crossing street with packages. Bicyclists should always be observant of pedestrians. Pedestrians are often unpredictable, as in this example, and sometimes neglect to search for traffic before entering the street.
8. Opened door of parked car. Bicyclists should always scan parked vehicles for passengers who might open doors. When passing parked cars, allow enough room between the bicycle and vehicles to avoid opening doors. Always scan behind for oncoming traffic before swerving into another lane.
9. Loose dog. If a dog approaches while cycling, yell loudly "No!" or "Go home!" and keep control of your bicycle. If the dog threatens to bite or attack, get off your bicycle, put it between you and the dog, and back away slowly. Do not try to outrun or hit the animal.
- 10, 11, and 12. Sewer grate, pot hole, and leaves/debris. Bicyclists need to dodge surface hazards without swerving into the path of oncoming traffic. Bicyclists constantly need to search ahead for obstacles and hazards, steering around or dodging them when necessary.
13. Car crossing the path of the girl bicyclist. Motorists sometimes cross in front of bicyclists and then either stop or slow down to turn. This often occurs when the motorist does not see the bicyclist or misjudges the bicyclist's speed. Bicyclists must always **BE VISIBLE, BE SEEN**. Wear bright-colored clothing, helmet, reflectors, and lights, especially at night. In high-traffic areas, bicyclists should ride slowly to improve their ability to react to the actions of motorists. Cycle defensively and be prepared to use your brakes at all times.

Bike Riding Dangers

Pretend you are the person riding the bicycle at the bottom of the picture. Can you see all the things that put you at risk as a bicyclist? There are 13 bike riding dangers in all.



Reprinted with permission: John Williams



TARGET
ZERO
FATALITIES & SERIOUS INJURIES



Public Comment Form

Name Kearsten Angel Phone 352-598-6264

Address 2055 SE 50th Terr

City Ocala State FL Zip Code 34480

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets for All (SS4A). You can leave your completed form in the comment box at this meeting, with a member of the project team today, or mail it, postmarked by Thursday, September 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: The traffic pattern along all of SR 200 is causing major problems. The lack of medians on the highway is causing a lot of accidents + deaths. People are now being forced to make u-turns in order to make left hand turns. This is causing a number of accidents. I have been told there is now at least a 100% increase in accidents along the highway. This is a community wide problem. Every mtg I attend this is a MAJOR discussion topic. Please, please please change this policy. I would be willing to attend a work session re this topic.

Please mail comment form to:
Noel Cooper, P.E.
Deputy City Engineer
1805 NE 30th Ave., Bldg 300
Ocala, FL 34470
Telephone: (352) 351-6708
E-mail: ncooper@ocalafl.gov

Public Meeting
Thursday, September 04, 2025
5:00 p.m. - 7:00 p.m.
Mary Sue Rich Community Center at Reed Place
1821 NW 21st Ave.
Ocala, FL 34475



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

Public Comment Form

Name Jasmine Brown Phone 904-556-1124

Address 1995 NE 97th St Rd D

City Anthony State FL Zip Code 32617

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets for All (SS4A). You can leave your completed form in the comment box at this meeting, with a member of the project team today, or mail it, postmarked by Thursday, September 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: I would love to see sidewalks added to our area as well as street lights and some form of safety measure for the vegetation.

Please mail comment form to: Noel Cooper, P.E. Deputy City Engineer 1805 NE 30th Ave., Bldg 300 Ocala, FL 34470 Telephone: (352) 351-6708 E-mail: ncooper@ocalafl.gov

Public Meeting Thursday, September 04, 2025 5:00 p.m. - 7:00 p.m. Mary Sue Rich Community Center at Reed Place 1821 NW 21st Ave. Ocala, FL 34475



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

Public Comment Form

Name Patricia Ferguson Phone _____

Address 3401 NE 28th Ave

City Ocala State FL Zip Code 34479

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets for All (SS4A). You can leave your completed form in the comment box at this meeting, with a member of the project team today, or mail it, postmarked by Thursday, September 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: I've noticed that there are many subdivisions without sidewalks.

Children have to walk in the streets going to & from school. No sidewalks

Please mail comment form to: Noel Cooper, P.E. Deputy City Engineer 1805 NE 30th Ave., Bldg 300 Ocala, FL 34470 Telephone: (352) 351-6708 E-mail: ncooper@ocalafl.gov

Public Meeting Thursday, September 04, 2025 5:00 p.m. - 7:00 p.m. Mary Sue Rich Community Center at Reed Place 1821 NW 21st Ave. Ocala, FL 34475



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

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Public Comment Form

Name Bobby Kelly Phone 904-416-4419

Address 805 NE 28th St

City OCALA State FL Zip Code 34470

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets for All (SS4A). You can leave your completed form in the comment box at this meeting, with a member of the project team today, or mail it, postmarked by Thursday, September 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: There's SERIOUS TRAFFIC PROBLEMS NEAR VANGUARD High School NO PASSING LANES FOR PARENTS PICKING UP STUDENTS NEED MORE LANES FOR DROPPIN OFF & PICKING EXTRA LANE NEEDED BAD TRAFFIC CONGESTION HORRIBLE

Please mail comment form to: Noel Cooper, P.E. Deputy City Engineer 1805 NE 30th Ave., Bldg 300 Ocala, FL 34470 Telephone: (352) 351-6708 E-mail: ncooper@ocalafl.gov

DURING DAYS SCHOOL

Public Meeting Thursday, September 04, 2025 5:00 p.m. - 7:00 p.m. Mary Sue Rich Community Center at Reed Place 1821 NW 21st Ave. Ocala, FL 34475



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

32

Public Comment Form

Name Walter Washington Phone 352-425-3278

Address 805 NE 28st.

City Ocala State FL Zip Code 34470

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets for All (SS4A). You can leave your completed form in the comment box at this meeting, with a member of the project team today, or mail it, postmarked by Thursday, September 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: Fix Pot hoses

Multiple horizontal lines for additional comments.

Please mail comment form to: Noel Cooper, P.E. Deputy City Engineer 1805 NE 30th Ave., Bldg 300 Ocala, FL 34470 Telephone: (352) 351-6708 E-mail: ncooper@ocalafl.gov

Public Meeting Thursday, September 04, 2025 5:00 p.m. - 7:00 p.m. Mary Sue Rich Community Center at Reed Place 1821 NW 21st Ave. Ocala, FL 34475



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

Public Meeting
 Thursday, September 4, 2025
 5:00PM - 7:00PM

Sign-In Sheet

Add to Project Mailing List

Name (please print)	Organization (please print)	Mailing Address (please print)	E-mail Address (please print)	Add to Project Mailing List <input checked="" type="checkbox"/>
Tara Morgan-Johnson	Poinsett Heights	1622 S.W. 5th St.	Tmjoh1354@gmail.com	<input checked="" type="checkbox"/>
ERIC SMITH	CITY OF OCALA	201 SE 3RD AVE	ESMITH@OCALAFL.GOV	<input type="checkbox"/>
Angelica Forbes	Fifth Third Bank	2605 NW 46th Terrace 34482	angelica.forbes@53.com	<input type="checkbox"/>
MILAGROS PAULE			MILAGROSPAULE@gmail.com	<input checked="" type="checkbox"/>
Theresa Glenn		4818 SE 7th PL 34471	tb6725@aol.com	<input type="checkbox"/>
Bobby Kelly	Vet	805 NE 28th St #31	Schoolboy1954@gmail.com	<input type="checkbox"/>
Barbara Delfosse		4428 E Fort King St		<input type="checkbox"/>
Patricia Ferguson				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

Public Meeting

Thursday, September 4, 2025

5:00PM - 7:00PM

Sign-In Sheet

Name (please print)	Organization (please print)	Mailing Address (please print)	E-mail Address (please print)	Add to Project Mailing List ✓
Leirsten Angel	citizen	2055 SE 50 th Terr Ocala, FL 34480	leirsten.angel@gmail.com 1234	✓
Katherine Ruddy		1111 SW 6th ST OCALA FL 34475	skyyjettalson@gmail.com	
Jasmine Brown	citizen		Jasminbrown55@yahoo.com	
Jasmine Powell	Citizen	35 Pecan Curve Loop	PowellJasmine@gmail.com	
Danielle Marciano	Citizen	605 SE 4th St.	dani-t-marne@valer.com	
Ben Baugh	352 Today		bbaugh@NCFMgroup.com	
Walter Washington	352-425-3278	805 ^{NE} 28 st . 212	WashingtonWalter25@gmail.com	



City of Ocala Safe Streets and Roads for All (SS4A) Planning Studies

Public Meeting

Thursday, September 4, 2025

5:00PM - 7:00PM

Staff Sign-In Sheet

Name
(please print)

Organization
(please print)

Noel Cooper	City of Ocala
Theresa Walker	City of Ocala
Amanda Agby	Arduca
Diana Tibur	Arduca
Hawziya Faraha Aman	Arduca
Anna Pindara	n
GARY ANSON	CITY OF OCALA
Christy Coffey	Arduca

This Sign-in sheet is part of the project record and is available for viewing by the public and media.

Mary Sue Rich Community Center at Reed Place - 1821 NW 21st Ave., Ocala, FL 34475

*P.E. Memo Appendix F:
Public Meeting 2
Notifications*



Initial Event post on City of Ocala Facebook



City of Ocala

110 SE Watula Ave.

Ocala, FL 34471

352-629-2489

FOR IMMEDIATE RELEASE

CITY OF OCALA TO HOST SECOND PUBLIC INPUT MEETING ON ROAD SAFETY

OCALA, Fla. (Oct. 24, 2025) – The City of Ocala Engineering Department will host its second Community Road Safety Planning meeting Wednesday, Nov. 5, from 5 to 7 p.m. at the Institute for Human and Machine Cognition (IHMC), 15 SE Osceola Ave.

The City of Ocala has received a Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Grant and is utilizing it to make local roads safer for everyone. The meeting will provide an opportunity for residents to learn more about two major planning efforts designed to reduce and eliminate serious injuries and fatalities on Ocala's roadways:

- **Local Road Safety Plan:** Identifying and prioritizing safety improvements across the city's local roads.
- **Speed Management and Traffic Calming Plan:** Target safer driving speeds in neighborhoods and near schools.

Community members are encouraged to attend to meet the project team, view project displays and share ideas and feedback to help shape Ocala's road safety.

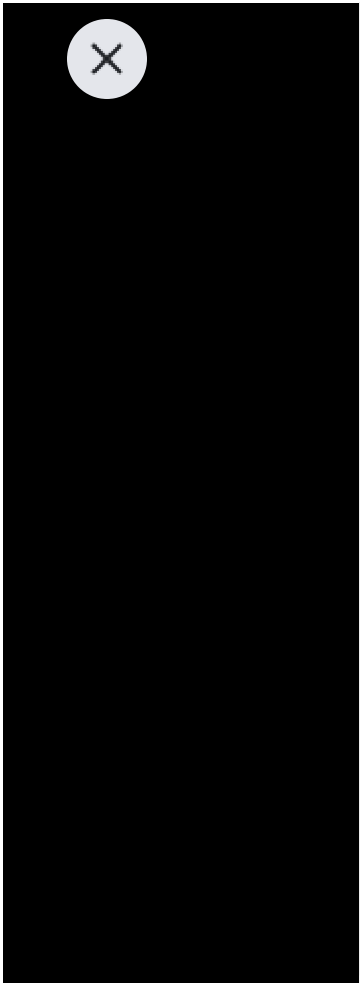
The City of Ocala is leading this effort in partnership with the State of Florida, the Ocala Marion Transportation Planning Organization and Marion County. Together, these partners are working toward the long-term goal of elimination roadway fatalities and serious injuries.

For more information, contact the City of Ocala Engineering Department at 352-351-6775 or visit www.ocalafl.gov/engineering.

###

Media Contact: Gregory Davis, Public Information Officer

Phone: 352-804-1525, Email: gdavis@ocalafl.gov



Second Community Road Safety Planning Meeting



OCALA
Engineering

NOV. 5 5 - 7 p.m.

*Institute for Human and Machine Cognition (IHMC)
15 SE Osceola Ave., Ocala, FL 34471*

HELP SHAPE OCALA'S SAFER STREETS FUTURE

The City of Ocala has received a 2023 Safe Streets and Roads for All (SS4A) Grant, and we're putting it to work to make our roads safer for everyone.

What's Happening:
We're performing two major planning efforts to support our focus on reducing and eliminating serious injuries and fatalities on roadways:

- **Local Road Safety Plan (LRSP):** Identifying and prioritizing safety improvements across Ocala's local roads.
- **Speed Management & Traffic Calming Plan:** Targeting safer speeds in neighborhoods and near schools.

Join the Conversation!
We're hosting our second Community Road Safety Planning Meeting, and you're invited!

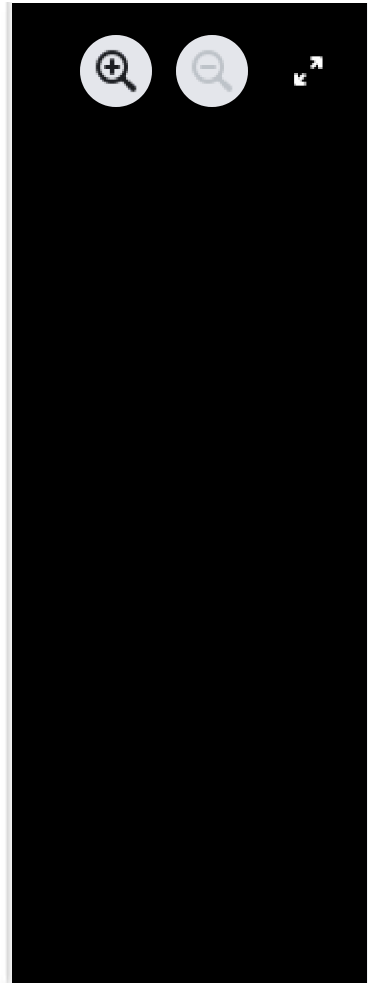
- **Meet the team**
- **View project displays**
- **Share your ideas and feedback**

JOIN THE ROAD SAFETY MOVEMENT



Scan the QR code to learn more.
Explore the Ocala Marion Transportation Planning Organization Safety Action Plan and the U.S. Department of Transportation Safe Streets and Roads for All Grant program.



Family Times Magazine

October 24 · 🌐



Hey Ocala! Save the date for this meeting! If you have an opinion on road safety, this meeting is for YOU!

 Like

 Comment



No comments yet
Be the first to comment.

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or

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Disability

WWW.HIGHTOWERANDHIGHTOWER.COM

TRAVEL

City hosting meeting to get public's input on road safety

by Staff Report

October 27, 2023



Cars along SW College Road near College of Central Florida

Download Google Chrome
 Chrome is fast for everything you do online. Download for your computer.

Google Chrome

Download



1800s-themed festival at Fort King this weekend

December 3, 2023



Ocala Mayor reaffirms anti-kratom stance after residents share tearful testimonies

December 3, 2023



Too much golf cart parking at Publix near Ocala retirement community

December 2, 2023

Ocala will host a public meeting next week to collect feedback from local residents on road safety, speed management, and traffic calming plans to improve travel across the community.

The city's engineering department will host its second Community Road Safety Planning meeting on Wednesday, November 5, from 5 p.m. to 7 p.m. at the Institute for Human and Machine Cognition (IHMC) (15 SE Osceola Avenue).

The meeting will provide local residents the opportunity to learn about two planning efforts designed to reduce and eliminate serious injuries and fatalities on Ocala's roadways, according to a statement from the city.

The two planning efforts that will be discussed are the city's local road safety plan to identify and prioritize safety improvements across local roads, as well as its speed management and traffic calming plan, which calls for implementation of safer driving speeds in neighborhoods and near schools.

Here Are 29 of the Coolest Gifts for This 2025

Meeting attendees will be able to meet the team behind the projects, view displays associated with the improvements, and share feedback that will help "shape Ocala's road safety," according to the city.

Related



Marion County officials working on Safety Action Plan to improve



FDOT public meeting on safety improvements at busy Ocala intersection



City hosting public meeting for bigger bike lanes, wider sidewalks on



Florida Institute for Human & Machine
15 SE Osceola Ave, Ocala, FL 34471

2 went · 10 interested

Public · Anyone on or off Facebook

About

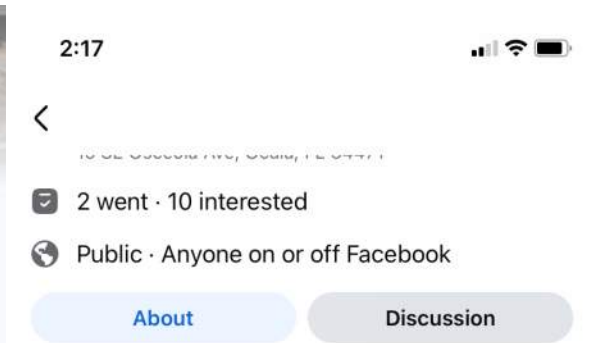
Discussion

What to expect

Join the City of Ocala Engineering Department for its second Community Road Safety Planning meeting on Wednesday, Nov. 5, from 5-7 p.m. at the Institute for Human and Machine Cognition, located at 15 SE Osceola Ave.

Learn about two key plans to reduce serious injuries and fatalities on Ocala roads:

- Local Road Safety Plan: Prioritizing safety improvements on local roads.
- Speed Management and Traffic Calming Plan: Promoting safer speeds in neighborhoods and near schools.



What to expect

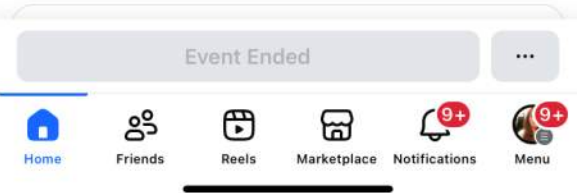
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Learn about two key plans to reduce serious injuries and fatalities on Ocala roads:

- Local Road Safety Plan: Prioritizing safety improvements on local roads.
- Speed Management and Traffic Calming Plan: Promoting safer speeds in neighborhoods and near schools.

The meeting is part of a Fiscal Year 2023 Safe Streets and Roads for All grant, in partnership with the State of Florida, Ocala Marion Transportation Planning Organization and Marion County.

Meet your host



Event creation on City of Ocala Facebook

2:15

City of Ocala - Government

Posts About Photos Reels More

City of Ocala - Government
Nov 6

Thank you to those who joined us last night for our second Community Road Safety Planning Meeting.

If you missed the chance to provide feedback, you have until Nov. 21 to share your input!

Interactive Comment Map: Click the link to drop a pin or leave a comment: <https://experience.arcgis.com/experience/b842d63bcb554f9fa5190943155c929b>

Survey: Click the link for a quick survey to share your thoughts on road safety in Ocala: <https://survey123.arcgis.com/share/8583bc77807449e6ad0f4d7ab5ea1c14>

Thank you for participating and helping to pave the way for safer roads and a safer Ocala!

Florida Department of Transportation FDOT Central
Florida Ocala Marion TPO Marion County, Florida

Home Friends Reels Marketplace Notifications 9+ Menu

Like Comment Share

City of Ocala - Government's post

Like Comment Share

Like Comment Share

Like Comment Share

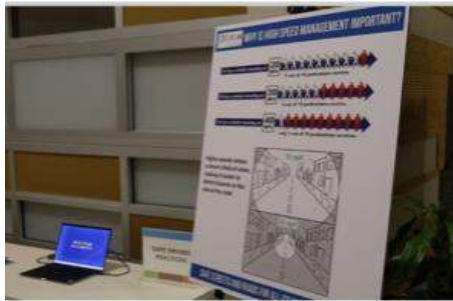
1
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Like Comment Share



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3 1 comment Like Comment Share



1 Like Comment Share



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Post Meeting Thank You and Recap Post on City of Ocala Facebook

*P.E. Memo Appendix G:
Public Meeting 2
Exhibits & Materials*



WELCOME!

Public Meeting

City of Ocala

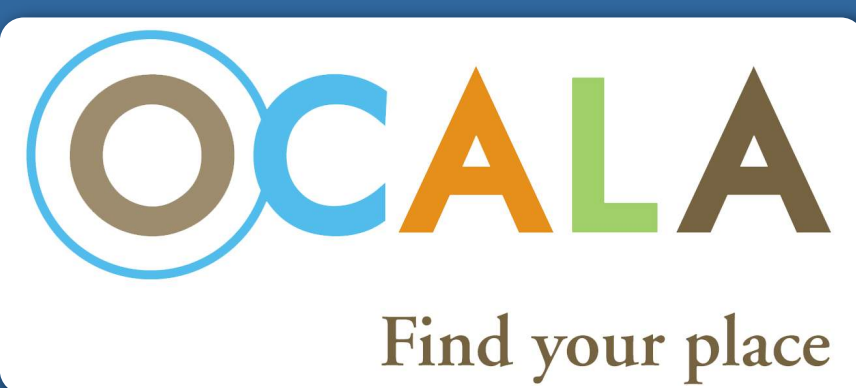
***Safe Streets and Roads for All (SS4A)
Planning Studies***

Wednesday, November 5th, 2025

Institute for Human and Machine Cognition

15 SE Ocala Ave, Ocala, FL 34471

5:00PM - 7:00 PM



OCALA'S PLANNING STUDIES BUILD UPON THESE PLANS



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**



Find your place

**CENTRAL FLORIDA
SAFETY STRATEGIC PLAN**
Achieving **ZERO** serious injuries and fatalities
TOGETHER

FDOT **TARGET ZERO**
FATALITIES & SERIOUS INJURIES
May 2024

**COMMITMENT
TO ZERO**

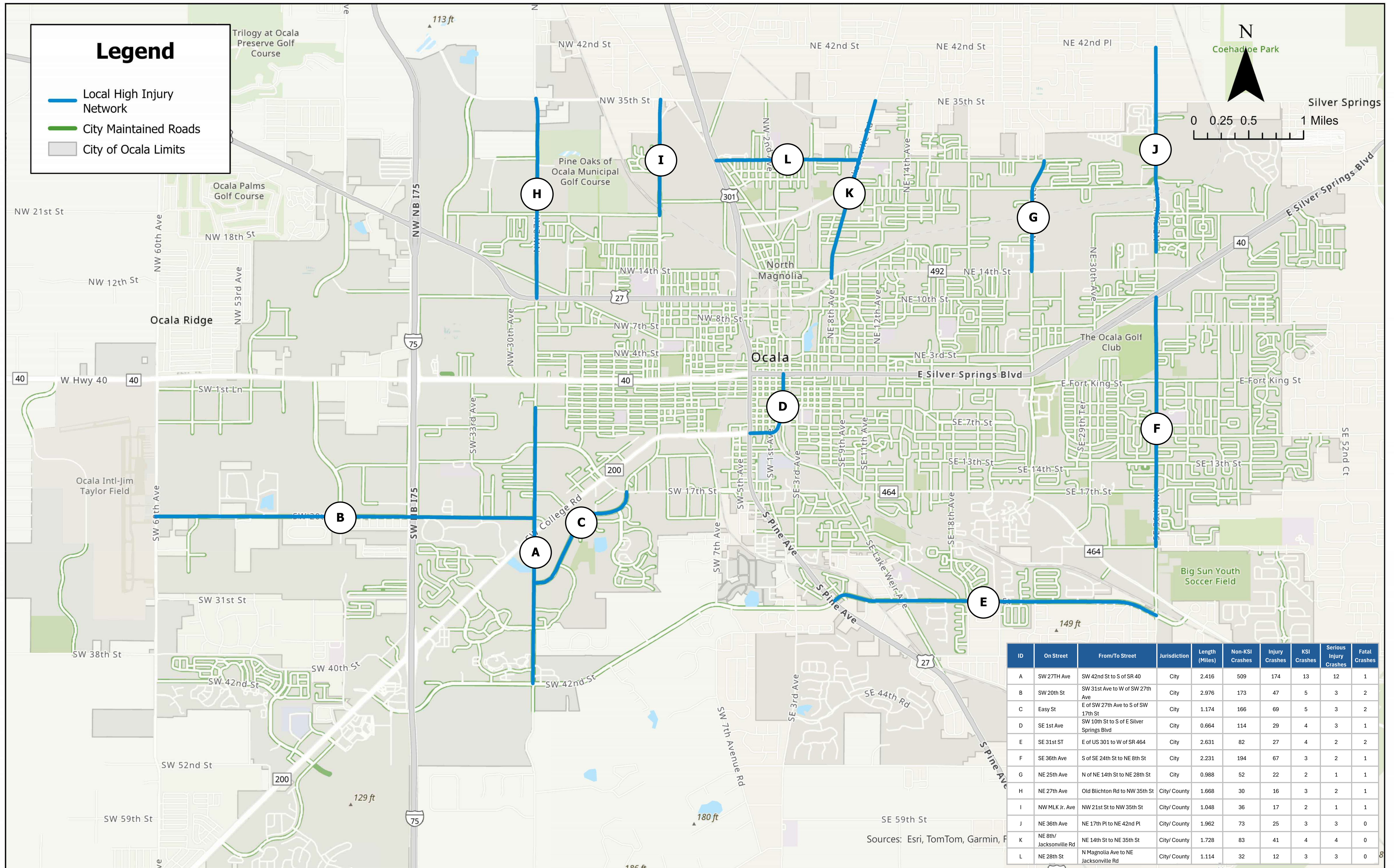
An Action Plan >>> for Safer Streets in Ocala Marion

Adopted November 29, 2022
Amended June 27, 2023

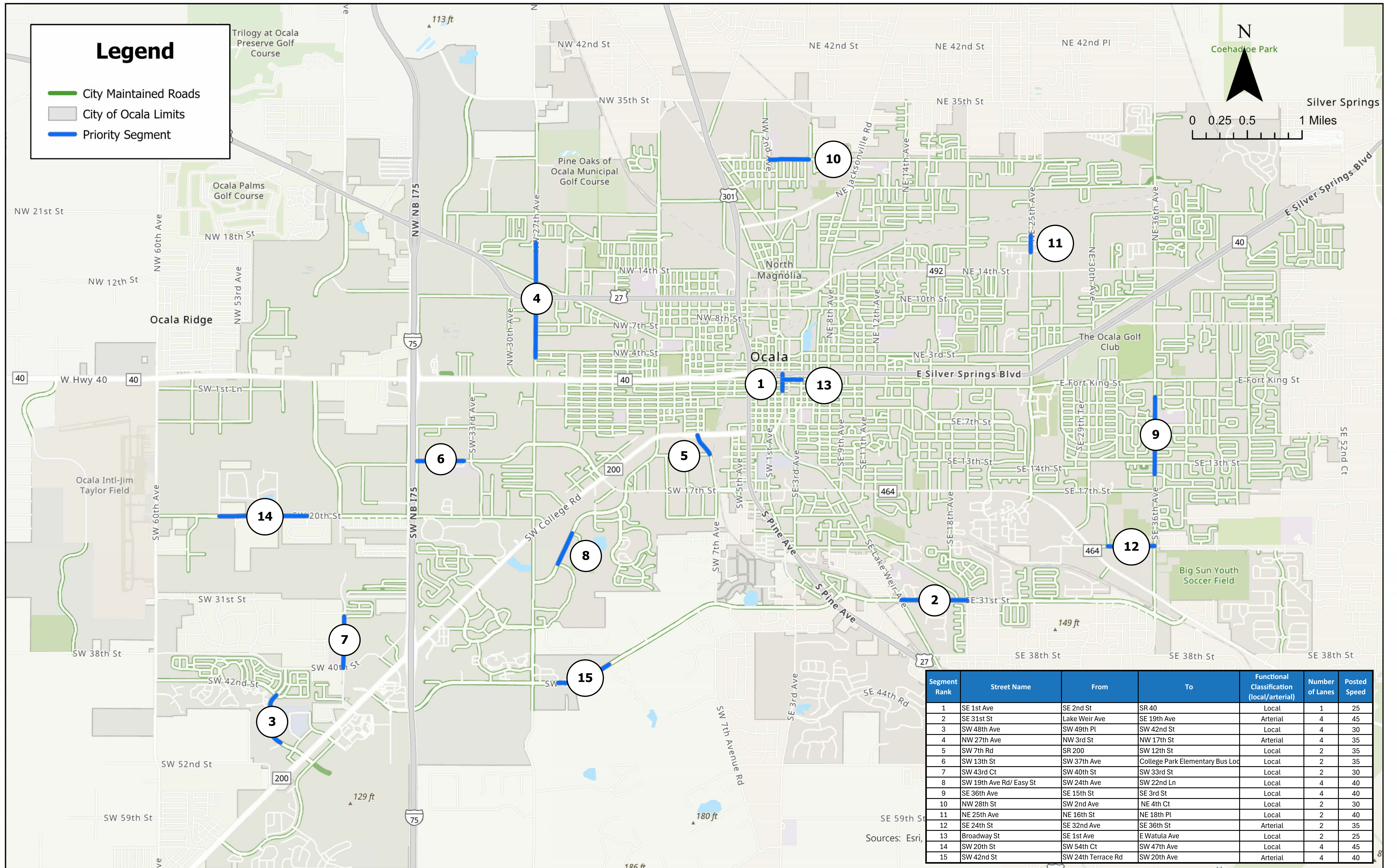
TPO **OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

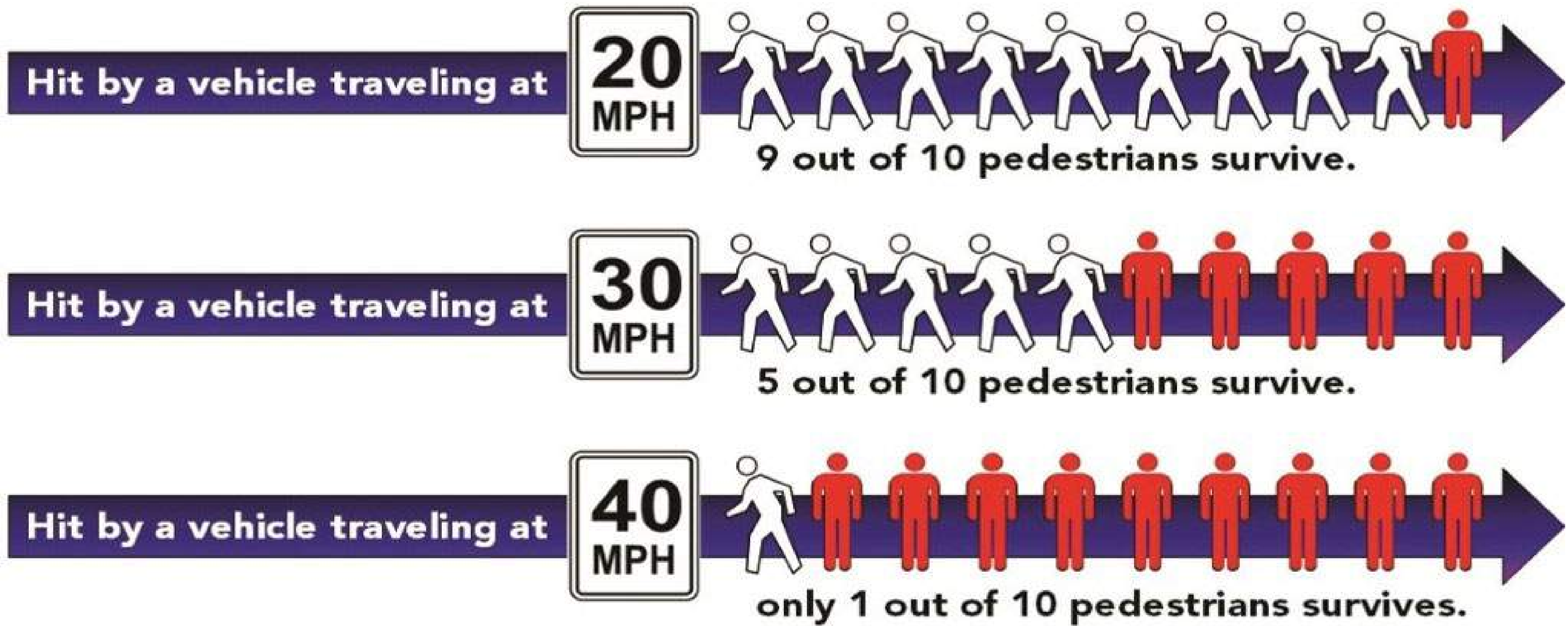
SAFE STREETS AND ROADS FOR ALL (SS4A) PLANNING STUDIES

LOCAL HIGH INJURY NETWORK

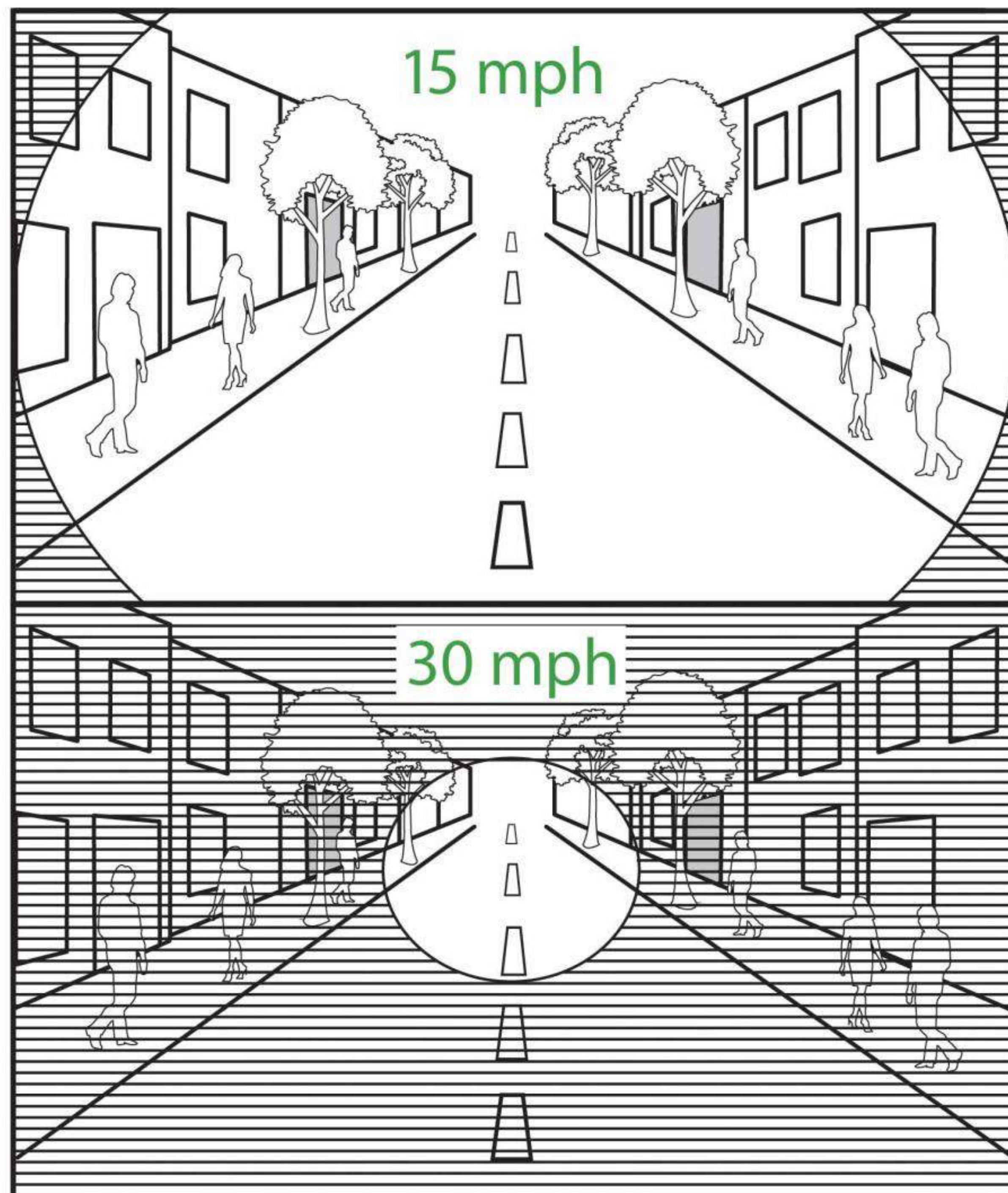


SPEED MANAGEMENT PRIORITY SEGMENTS

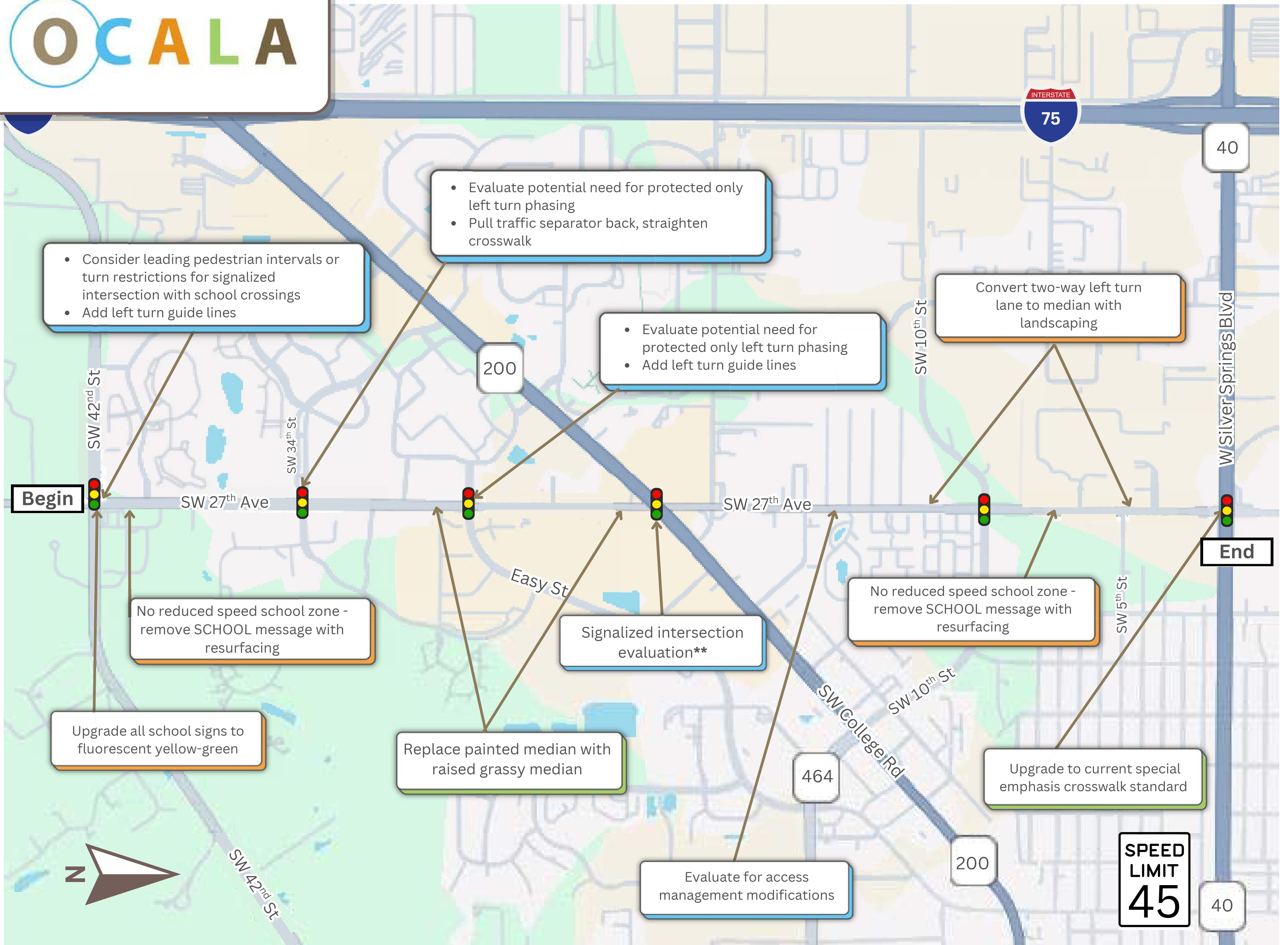




Higher speeds reduce a driver's field of vision, making it harder to detect hazards on the side of the road



Recommended Safety Countermeasures - Segment A:
SW 27th Ave from SW 42nd Street to SR 40

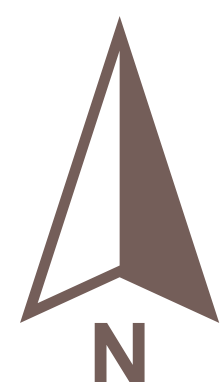
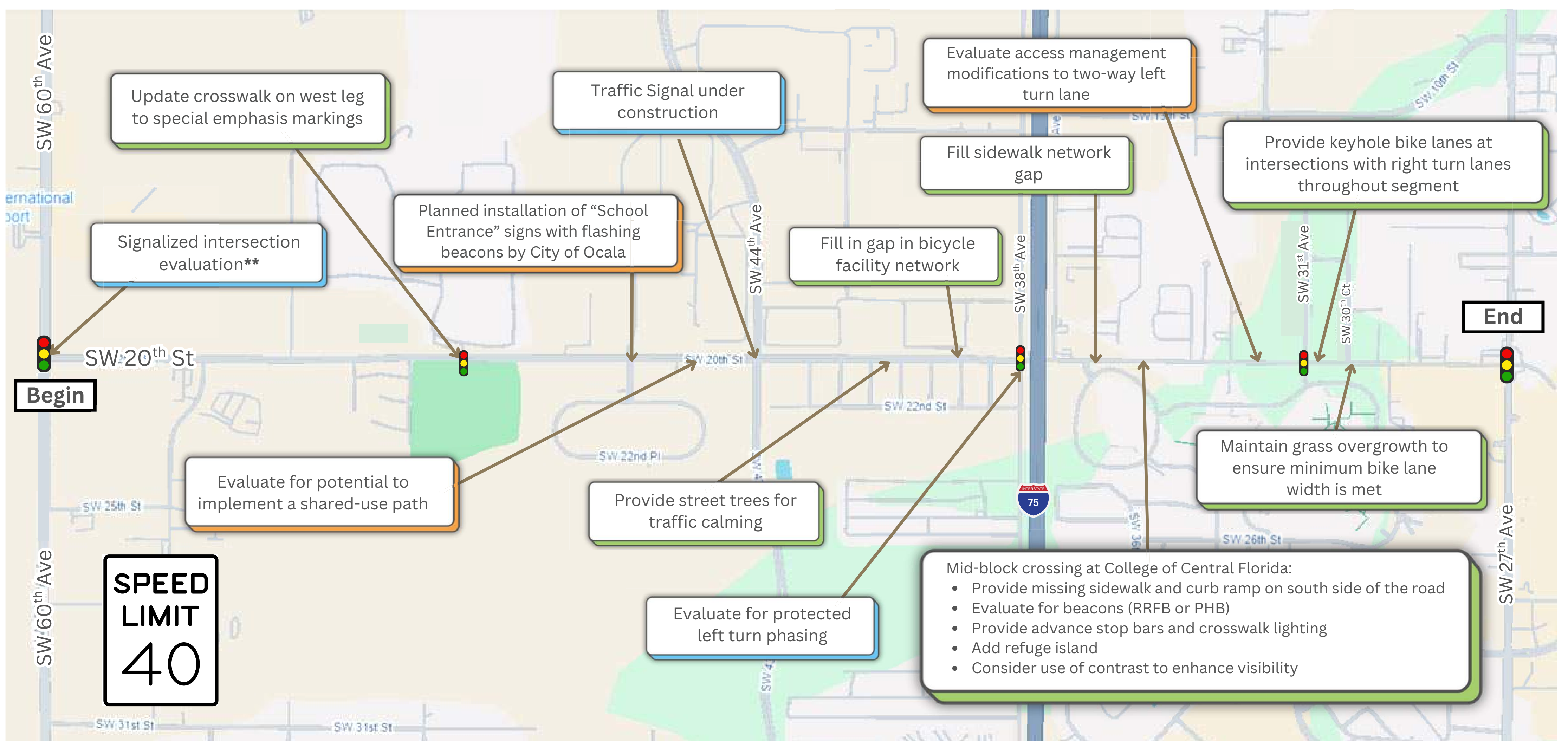


**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS)- ADA mats



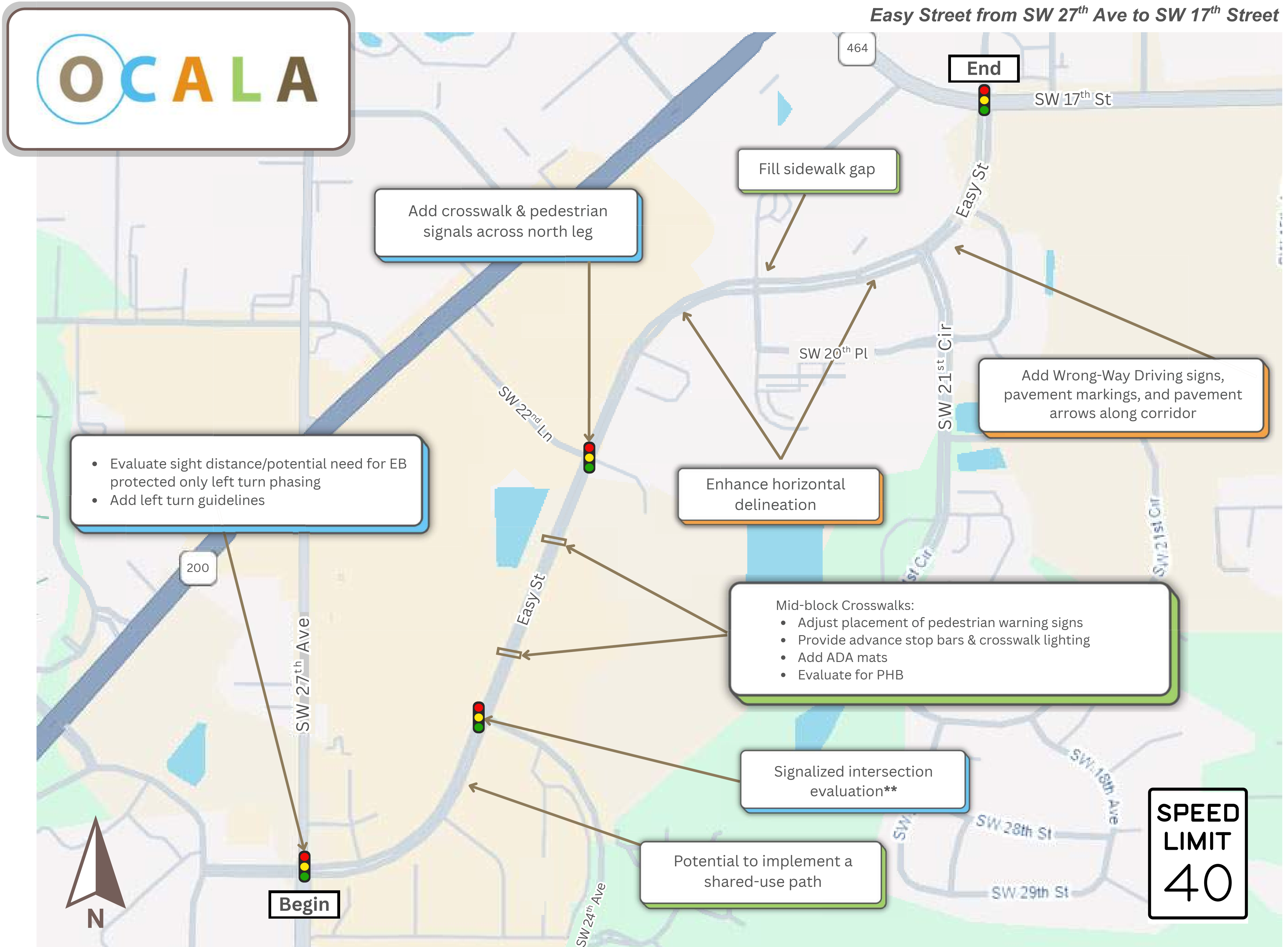
Recommended Safety Countermeasures - Segment B:
SW 20th St from SW 60th Ave to W of SW 27th Ave



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

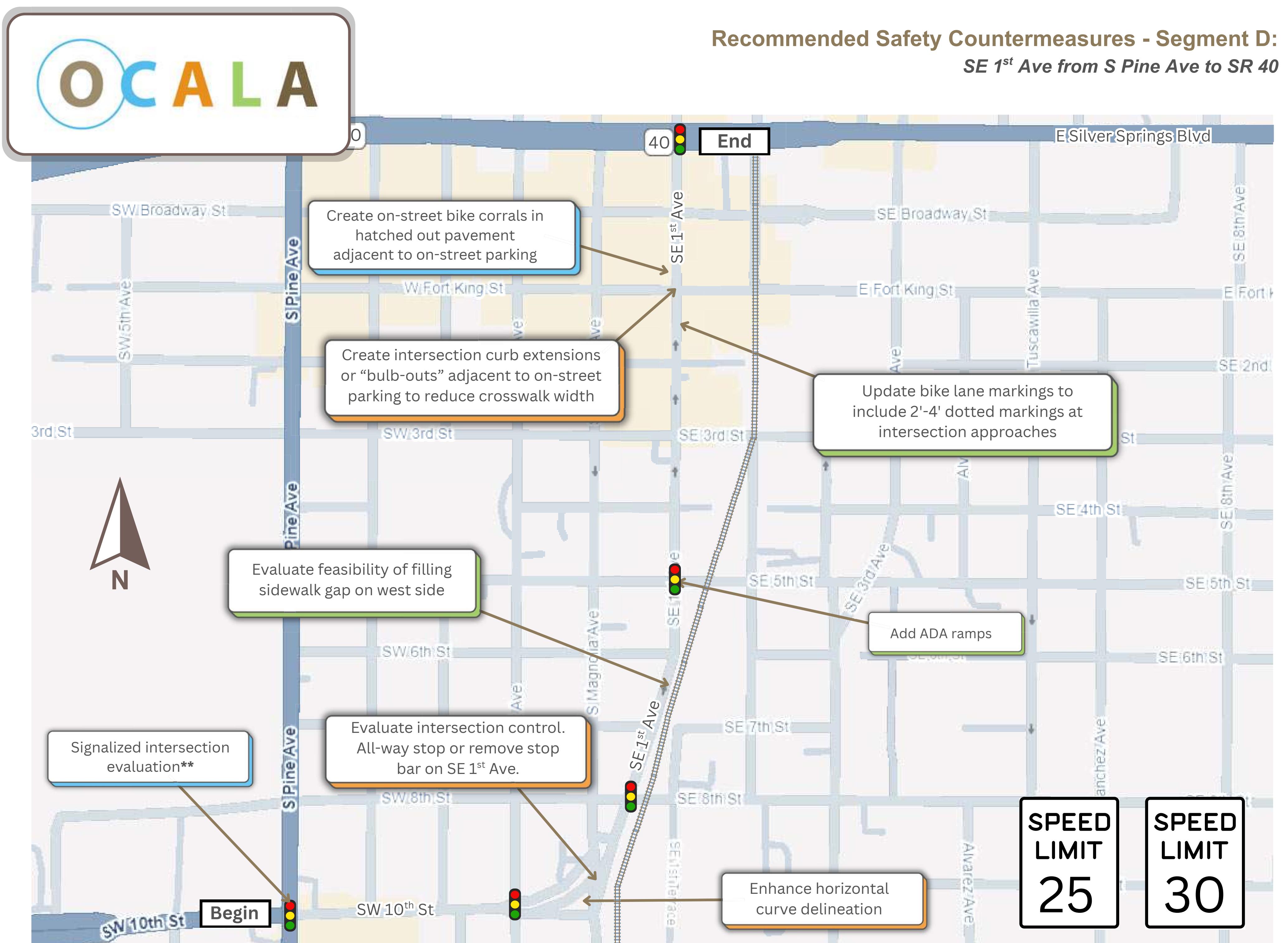
**Recommended Safety Countermeasures - Segment C:
Easy Street from SW 27th Ave to SW 17th Street**



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; provide/enhance crosswalk lighting; verify yellow clearance timing; evaluate feasibility of FYA signal heads; ADA - pushbutton reach, orientation, & separation (APS); ADA mats

**Recommended Safety Countermeasures - Segment D:
SE 1st Ave from S Pine Ave to SR 40**

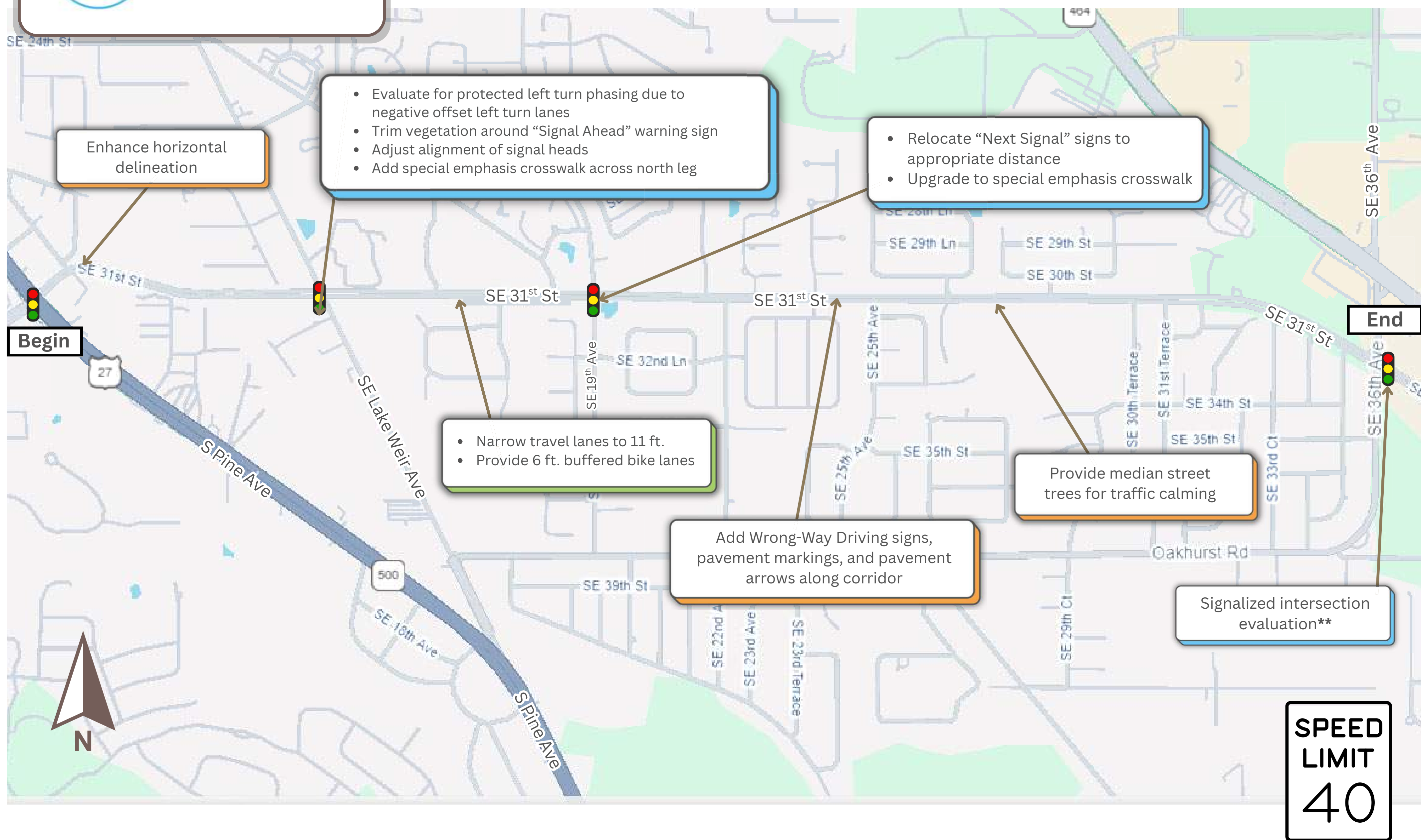


**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats



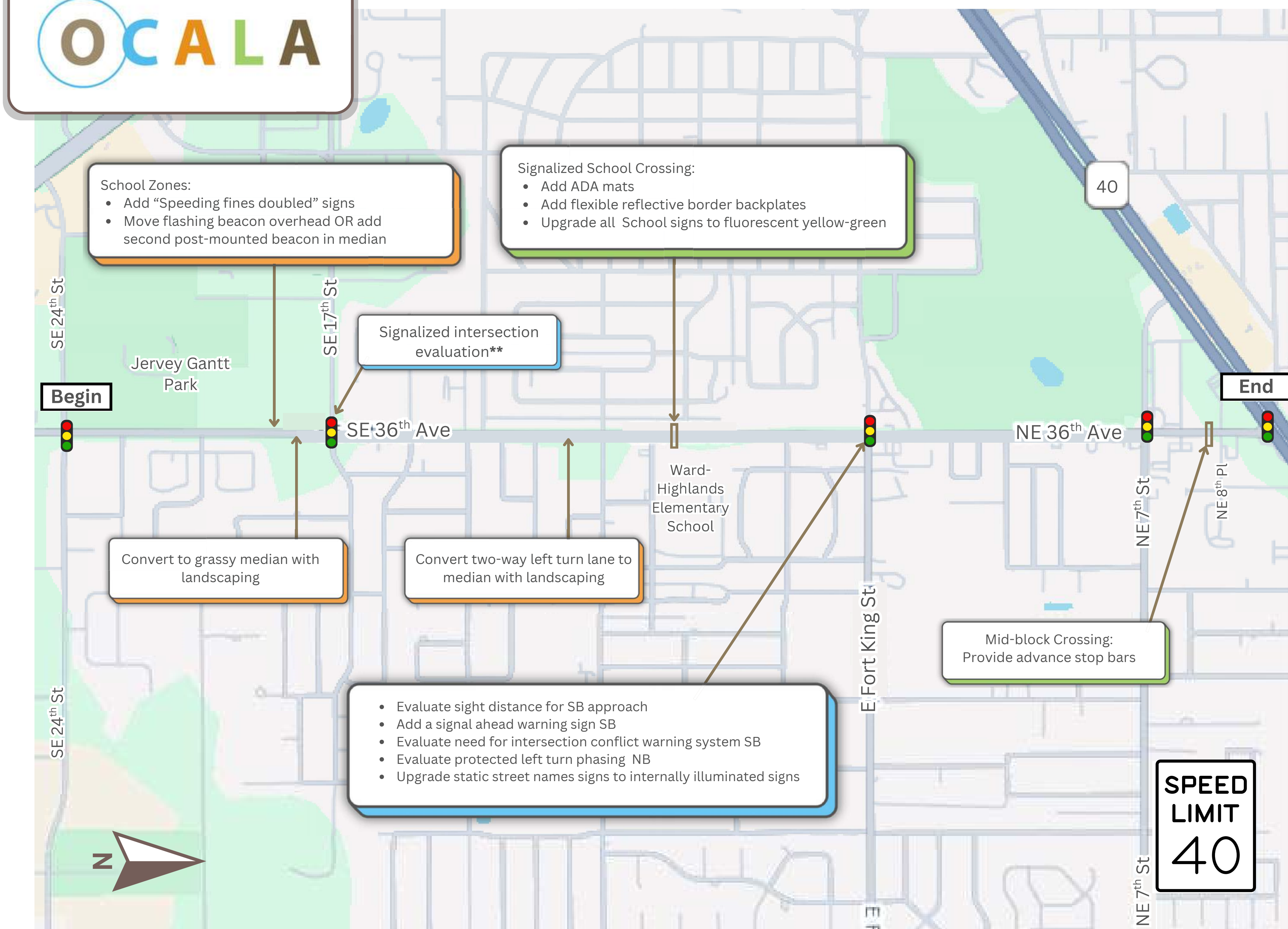
Recommended Safety Countermeasures - Segment E: SE 31st St from S Pine Ave to SE 36th Ave



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS); ADA mats

Recommended Safety Countermeasures - Segment F: SE 36th Ave from SE 24th Street to SR 40



**** For all signalized intersections:**

Add flexible reflective border signal head backplates; Provide/enhance intersection crosswalk lighting; Verify yellow clearance timings; Evaluate feasibility of FYA signal heads; ADA compliance - pushbutton reach, orientation, & separation (APS)- ADA mats

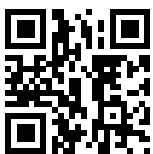
For more resources, visit:
SafeMobilityFL.com



How to Use Find a Ride Florida



Find a Ride Florida is an online listing of transportation service providers across Florida's 67 counties.



Developed and maintained by



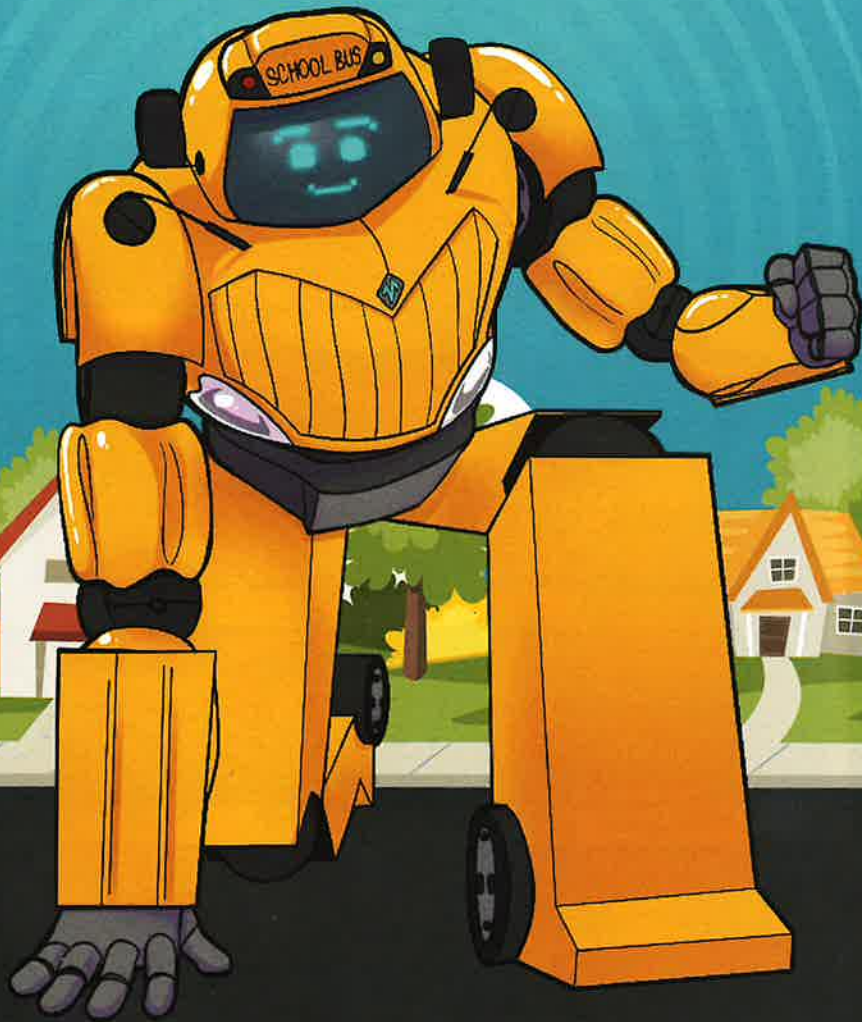
FindaRideFlorida.org

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#1 AUG

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THE SUPERHERO SAFETY SQUAD

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Sara and Her Bike

- Sara always rides her bicycle with her helmet on. She knows that a bike helmet will keep her head and brain safe if she falls.
- Sara always sits down when she rides her bike. She rides in the same direction as traffic.
- She knows that young children should not ride at night.

What else does Sara know?

- She should always put her helmet on before she starts riding her bicycle.
- She knows the helmet should be low on her forehead and two finger widths above her eyebrows. The two sidestraps on both sides of the helmet should make a “V” shape under each ear.
- Sara knows her bicycle fits her because she can put both feet flat on the ground when she sits on the bike seat.
- Sara only rides her bike during the day. She wears brightly colored clothing so drivers can see her.

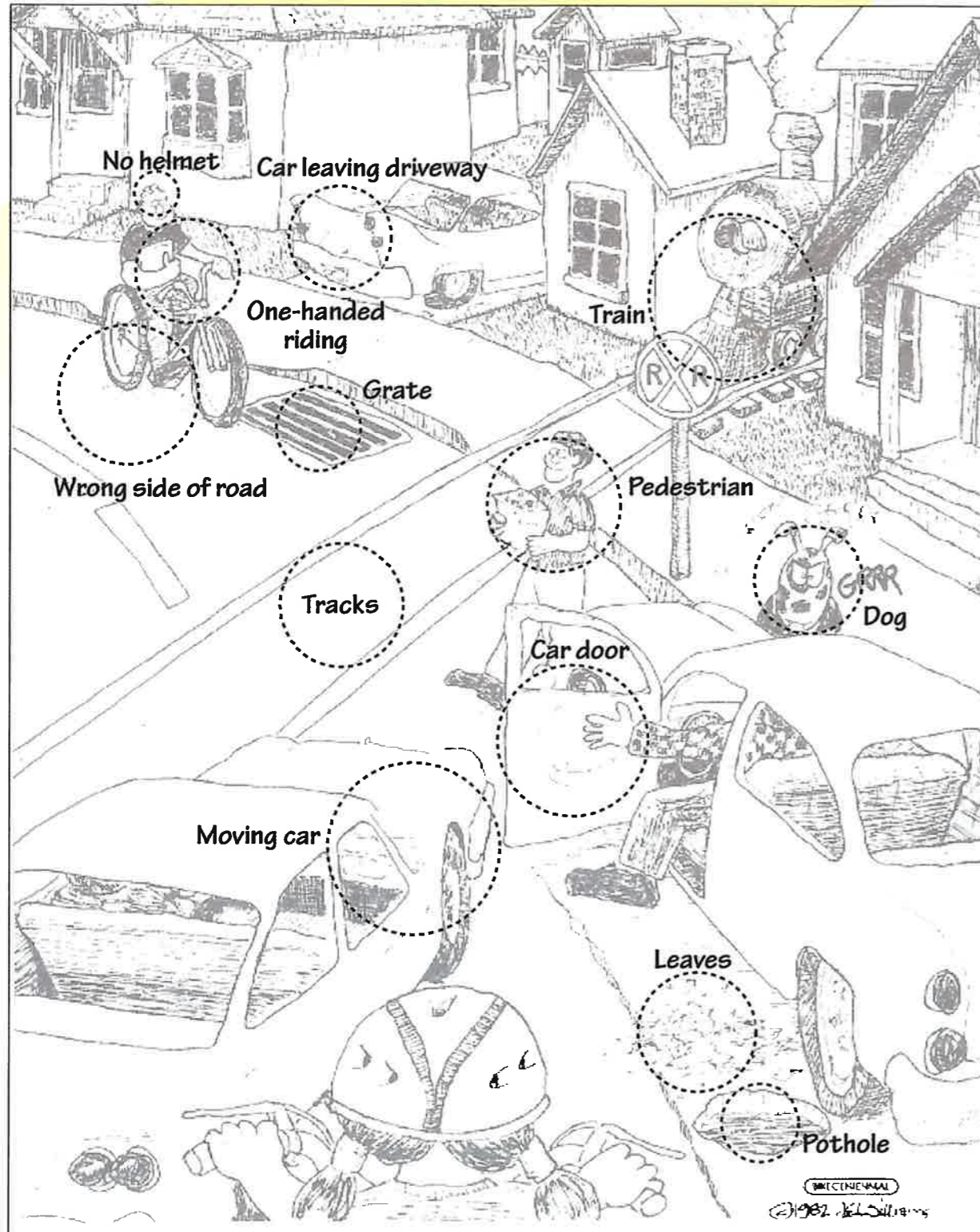
Look how safe and smart Sara is! She's riding her bicycle with her helmet on.



Color this picture on the next page!



Bike Riding Dangers Answer Key



Find the Hazards Worksheet - Answers and Explanations

1. Male bicyclist is riding his bicycle against the flow of traffic. The law requires bicyclists to ride with the flow of traffic. This is safer for several reasons:
 - a. Motorists look for and expect all traffic to move in one direction and may not see bicyclists riding the wrong way.
 - b. Traffic signs and lights face traffic flowing in one direction only. Bicyclists going against traffic will be unable to read and follow traffic signs and signals.
 - c. The reaction time of motorists is greatly reduced when bicyclists ride toward vehicles.
2. Male bicyclist is not wearing a helmet. Research shows that up to 90 percent of fatal bicycle crashes are the result of head trauma. A properly worn and certified bicycle helmet cushions and protects the head from injurious impacts with hard surfaces such as asphalt and concrete.
3. Male bicyclist is driving with only one hand on the handle bar. Riding a bicycle with one hand limits the reaction time to hazards and dangerous traffic situations. Bicyclists should always keep both hands on the handle bars except when signaling. Books, packages, and other items should be carried in a backpack or basket.
4. Car backing out of driveway. Bicyclists should stop or slow down at every intersection (including driveways) and watch for traffic. Parked vehicles can begin to move at any time. Look and listen to detect any movement from nearby vehicles. Do not cross in front of or behind an occupied vehicle without communicating your intentions through the use of hand signals and eye contact with the driver.
5. Oncoming train. Stop, look, and listen for oncoming trains and let them pass before crossing the tracks. Use eyes and ears to detect the status of nearby trains. A nearby train will

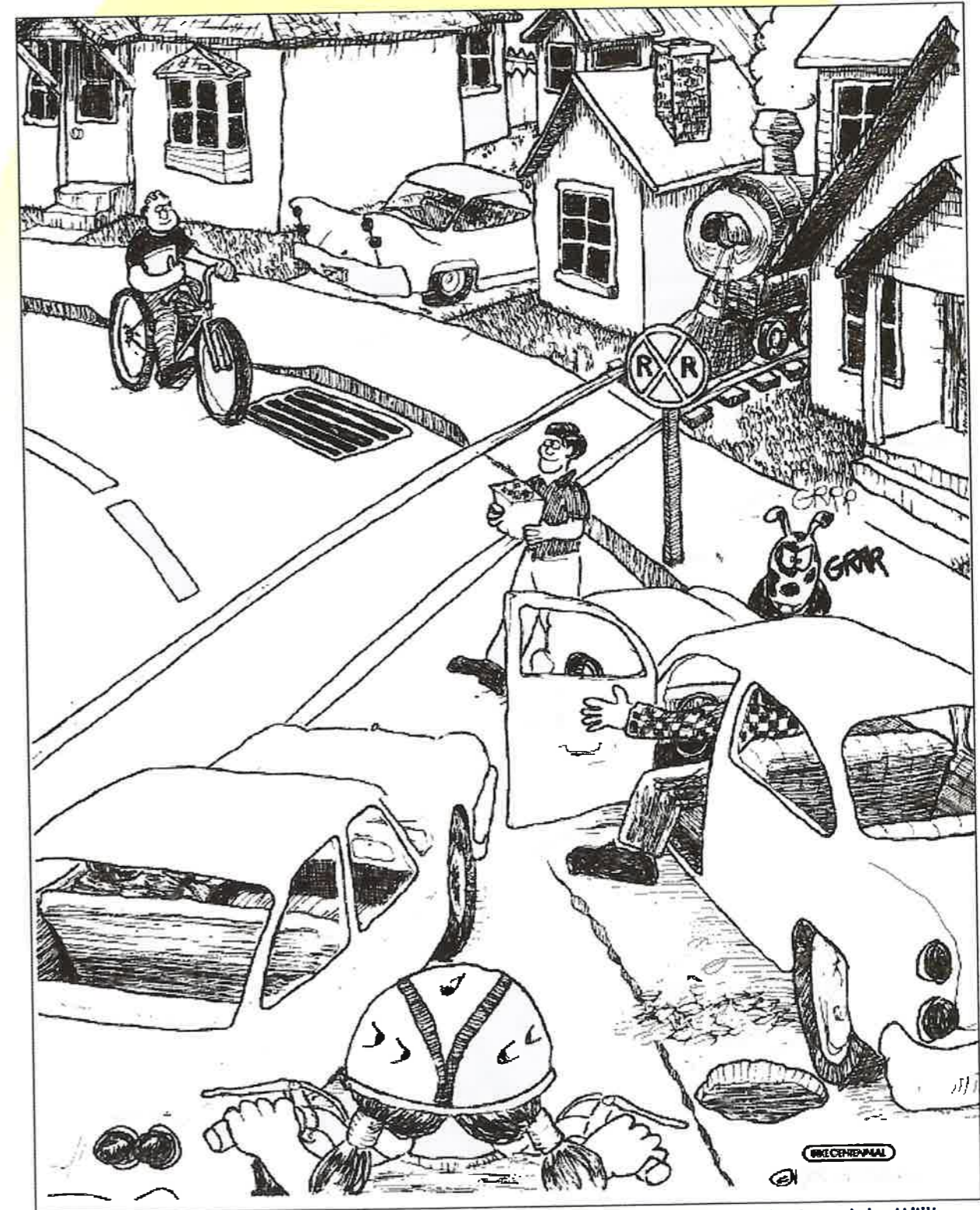


typically send a warning whistle and crossing areas are usually marked clearly with flashing red lights and signs.

6. Railroad tracks. When crossing train tracks, either walk or ride your bicycle across with your wheels perpendicular to the tracks to avoid getting tires caught.
7. Pedestrian crossing street with packages. Bicyclists should always be observant of pedestrians. Pedestrians are often unpredictable, as in this example, and sometimes neglect to search for traffic before entering the street.
8. Opened door of parked car. Bicyclists should always scan parked vehicles for passengers who might open doors. When passing parked cars, allow enough room between the bicycle and vehicles to avoid opening doors. Always scan behind for oncoming traffic before swerving into another lane.
9. Loose dog. If a dog approaches while cycling, yell loudly "No!" or "Go home!" and keep control of your bicycle. If the dog threatens to bite or attack, get off your bicycle, put it between you and the dog, and back away slowly. Do not try to outrun or hit the animal.
- 10, 11, and 12. Sewer grate, pot hole, and leaves/debris. Bicyclists need to dodge surface hazards without swerving into the path of oncoming traffic. Bicyclists constantly need to search ahead for obstacles and hazards, steering around or dodging them when necessary.
13. Car crossing the path of the girl bicyclist. Motorists sometimes cross in front of bicyclists and then either stop or slow down to turn. This often occurs when the motorist does not see the bicyclist or misjudges the bicyclist's speed. Bicyclists must always **BE VISIBLE, BE SEEN**. Wear bright-colored clothing, helmet, reflectors, and lights, especially at night. In high-traffic areas, bicyclists should ride slowly to improve their ability to react to the actions of motorists. Cycle defensively and be prepared to use your brakes at all times.

Bike Riding Dangers

Pretend you are the person riding the bicycle at the bottom of the picture. Can you see all the things that put you at risk as a bicyclist? There are 13 bike riding dangers in all.



Reprinted with permission: John Williams



Step 1: Visit FindARideFlorida.org

Enter your starting location and destination. Select any additional criteria and click “Find a ride”.

Traveling from: ?

Starting location

Use my current location ?

Traveling to: (optional) ?

Destination



Step 2: Browse your results

Providers include your county’s Community Transportation Coordinator, public transit agency, and private transportation providers. Below is an example of a results page to help find a provider that best fits your needs.

Ride options that meet your needs

The providers listed below may be a good fit for your trip from **Gainesville**.

39 results shown in alphabetical order.

New Search

Print Summary

Narrow your search

Community
Transportation
Coordinator for Alachua
County

(352) 375-2784 ext. 2



Step 3: Choose your provider

Call the phone number listed or click the “More Info” button to view additional details about their services.

Gainesville Regional
Transit System (RTS)

Customer Service: (352) 334-2600

Plan your trip with Google
Transit.

More Info

Need further assistance? Contact the Find a Ride Helpline at (352) 273-9624.

DISTRACTED DRIVING

WHAT YOU SHOULD KNOW!

WHAT IS DISTRACTED DRIVING?

ANY activity that can take a person's attention from the primary task of driving.



THREE TYPES OF DISTRACTION:

COGNITIVE DISTRACTION



Cognitive distraction occurs when a driver diverts his or her attention to another mentally demanding task. Talking on a hands-free cell phone and using a voice-activated electronic system are two activities that produce almost purely cognitive distraction. Many other distractions, such as texting, adjusting in-vehicle controls and eating, have a physical as well as cognitive component.

VISUAL DISTRACTION



Visual distractions are the most common type of distraction – basically, anything that takes a driver's eyes from the road or even for a split-second, changes their visual focus from driving. It could be looking for items in the vehicle, looking at the scenery around them, or they could be looking down at their device to view a text message or watch a YouTube video.

PHYSICAL DISTRACTION



Manual distractions, as you might imagine, can be combined with visual distractions. A manual distraction involves the driver taking their hands off the steering wheel for any reason. It may be to change the radio station or lower the volume, answer a call or send a text message, grab their cup of coffee, or eat that breakfast burrito on the way to the work or school.

THE FIGHT TO END DISTRACTED DRIVING STARTS WITH YOU!

WHAT CAN YOU DO?

NEVER TEXT OR TALK ON YOUR CELL PHONE WHILE DRIVING:

Even though hands-free systems seem helpful, they're not the solution. Keep your mind on the road and just drive.

MAKE A PLAN: Know where you are going before you get in the car. Program the GPS **before** you drive. Check out weather and road conditions too so you can be prepared.

MANAGE YOUR TIME: Don't be in such a hurry that you have to speed, multi-task, or drive aggressively on the road.

SCAN AND LOOK AHEAD: Look down the roadway to make sure that you are aware of others on the road at all times. Be prepared for the unpredictability of others.

CONCENTRATE: Think about what you are doing while driving. Make sure you are not upset or tired when getting on the road. Keep passengers quiet and calm.

PULL OVER: If you need to do something that will take your eyes and/or mind off of the road, pull over and stop first. Do not reach or lean.

SLOW DOWN: Drive at a safe speed so you can be aware of what other drivers are doing and have time to react.

BUCKLE UP: Always wear your seat belt and make sure your friends are buckled up too. You are less likely to be distracted or involved in a crash if you and your passengers are secured in your seat.

KNOW THE FACTS:

- **Texting** is considered the most dangerous form of distraction because it involves all three types (cognitive, visual, and physical).
- The **impairment** caused by a person using a cell phone while driving can be as extreme as a drunk driver.
- You're **23X** more likely to crash if you text while you drive.
- Distractions aren't just phones. Other dangerous distractions can include: eating, grooming, reading, smoking, interacting with car infotainment systems, adjusting the radio, and **PASSENGERS**.



Did You Know?

- > Some TNCs allow you to schedule your ride in advance or request a ride for another adult.
- > Many TNC smartphone applications have accessibility settings for riders who are blind or have low vision.
- > The total cost of your trip will be listed prior to requesting a driver. If the cost seems higher than normal, it could be caused by “surge pricing” which is used to encourage more drivers to a certain area with a high demand, either due to bad weather, rush hour, or special events.
- > There are services available to request a ride over the phone. Uber has a toll-free option at **1-833-USE-UBER**. There are also fee-based services like GoGoGrandparent, which manage rides as well as providing other services, like grocery, meal, and prescription delivery. For availability and more information, call **1-855-GOGO-USA**.
- > uberASSIST is designed to provide extra assistance for older adults and people with disabilities. Check to see if services like uberASSIST are available in your area.



How to Request a Ride Without a Smartphone

Both Uber and Lyft allow you to hail a ride from a computer by replacing the "www" in their web address with an "m".

Example: "m.lyft.com" or "m.uber.com"

Keep in mind you must have a cellphone that is capable of getting texts and you may have to create an account prior to ordering your first ride.

- > Many TNCs also offer services for groceries, prescriptions, or meal delivery. Delivery rides will show up just like a passenger ride request, without you having to leave your location.
- > A TNC driver must comply with all applicable laws relating to accommodation of service animals.
- > Both Uber and Lyft have platforms to rate and check a driver's rating. Additionally, they have ways to rate you as a rider!

Safe Mobility for Life Resource Center

Florida's Safe Mobility for Life Coalition develops many other resources to help aging road users stay safe and mobile. Please contact the resource center to request outreach materials:

Visit:

safemobilityfl.com/ResourceCenter.htm

Email:

contact@safemobilityfl.com

Call:

1-833-930-2952



TRANSPORTATION NETWORK COMPANIES

Tips on How to Use Transportation Options in Florida



SafeMobilityFL.com



SafeMobilityFL.com

What is a Transportation Network Company?

Companies which provide on-demand transportation services to passengers through a smartphone app are called **Transportation Network Companies (TNCs)**. TNCs connect customers with drivers to automate reservations and payment. You may be familiar with other terms such as “Ridehailing” or “App Rides.” The most well-known examples are Uber and Lyft.

This brochure can help you determine if using a TNC is an option for you to get around in your community, along with some tips to make you more confident on your first trip.

Who is a TNC Driver?

TNCs contract private drivers to use their personal 4-door vehicle that must pass an inspection. Drivers must be at least 21 years of age, have a valid U.S. driver license for at least 1 year, and agree to a background check.



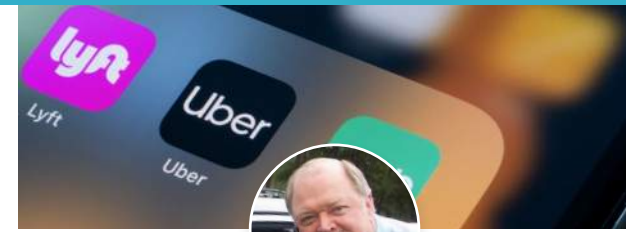
Things to Consider When Selecting a TNC

The answers to these questions can be found on the company’s website, usually under the FAQ or Customer Service sections.

- Q: Does their website include information such as insurance coverage, safety policies, background check procedures, cancellation policies, etc.?
- Q: Are there restrictions in the hours or locations? Can I schedule my trip in advance?
- Q: What is the cost and how do I pay?
- Q: How do I make a reservation? Do I need a smartphone or computer? Do I need to pre-register with the service?
- Q: Does the company have any references? Can you ask friends, family, or a neighbor if they can recommend a company that is available in your community?

How Do I Find My Options?

If you are unsure of what transportation options are available in your community, visit **FindaRideFlorida.org** to find a list of providers in your area.



Buddy

Toyota Prius - ABC123

2,009
Trips

5.0 ★
Rating

4
Years

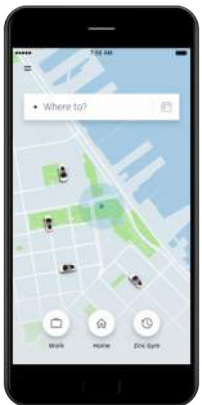
Getting Ready to Ride

Once a driver has accepted your request, you will have the opportunity to contact the driver via call or text.

- Q: How many bags can I bring along with me, and is there someone who can help me with them?
- Q: Is there anyone who can provide special assistance to people with physical or health needs?
- Q: Am I allowed to bring a pet?

Staying Safe While Riding

1. Request your ride at a safe location, such as from inside your home, a coffee shop, grocery store, etc.
2. Check the driver photo, make and model of the vehicle, and license plate number before getting into the car. This information is shared with you in advance so make sure the driver matches what you have been provided.
3. Sit in the backseat unless you are sharing a ride with friends or family. This allows you to safely exit on either side of the car.
4. **Remember to always buckle up!**
5. Stay awake and alert to make sure that you are taken to the correct location.
6. Consider asking a friend, family member, or caregiver to ride with you for your first trip.
7. It’s always good practice to share your trip details with your friends or family.



“A TNC driver shall comply with all applicable laws relating to accommodation of service animals. A TNC may not impose additional charges for providing services to a person who has a physical disability because of the person’s disability.” - Section 627.748, Florida Statutes



City of Ocala Safe Streets and Roads for All Action Plan

Public Comment Form

Name MICHELLE C. SHEARER Phone 352.817.0180

Address 2301 SE 85th ST

City OCALA State FL Zip Code 34480

Check here to be added to the project mailing list.

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets and Roads for All Action Plan. You can leave your completed form in the comment box at this meeting, with a member of the project team today or mail it, postmarked by Wednesday, November 19, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: 1. 4 WAY STOPS SEEM TO BE SLOWING DRIVERS DOWN AND MAKING THEM PAY ATTENTION.

2. A ^{NEW} BARRIER TO KEEP PEDESTRIANS & CYCLISTS SAFE NEEDS TO BE CONSIDERED.

Please mail comment form to:
Noel Cooper, P.E.
Deputy City Engineer
1805 NE 30th Ave., Bldg 300
Ocala, FL 34470
Telephone: (352) 351-6708
E-mail: ncooper@ocalafl.gov

Public Meeting 2
Wednesday, November 05, 2025
5:00 p.m. - 7:00 p.m.
Institute for Human and Machine Cognition
15 SE Osceola Avenue
Ocala, FL 34471

140, 128, 137, 136, 117, 130



City of Ocala Safe Streets and Roads for All Action Plan

Public Comment Form

Name _____ Phone _____

Address _____

City _____ State _____ Zip Code _____

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Comments: NE 25th Ave or SE1

Offset lanes, hard to see NB vehicles

• RW is narrow on 36th, issues with clear sight

• SE 24th has sight issues as well

• 32nd/42nd, ~~to~~ the road has narrow median, issue with 2 stage left turns

• Fort King has huge speeding issues, E of 36th

• 1st and Magnolia downtown has pedestrian concerns

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Comments: _____

• Overcapacity at 17th and 25th intersection
• Speeding occurs here frequently on 17th; "People are flying through here."
• 25th by public, congestion issues, access management issues

Please mail comment form to:
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Ocala, FL 34471



City of Ocala Safe Streets and Roads for All Action Plan

Public Comment Form

Name Kiersten Weldon Phone 352-572-9511

Address 4601 SE 37th Ct.

City Ocala State FL Zip Code 34480

Check here to be added to the project mailing list. k.weldon@live.com

Please use this comment form to express your opinions regarding the City of Ocala Safe Streets and Roads for All Action Plan. You can leave your completed form in the comment box at this meeting, with a member of the project team today or mail it, postmarked by Wednesday, November 19, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.

Comments: Many of the routes our students walk and bike to school are unsafe for pedestrian traffic. There is a great need for sidewalks, street lights, signage and traffic calming measures throughout the city. Our youngest and most vulnerable students often walk in the dark and some are even required to cross busy 4-lane roads with no crossing guard. The concerns for their safety extends to our bus riders as well since many of them walk and wait unsupervised while drivers ignore flashing bus lights. In my time with MCPS, I have personally been affected by the deaths of two students lost to traffic fatalities on their way to school, and that is TWO too many! Please prioritize the safety of our children in this plan.

Please mail comment form to:
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Deputy City Engineer
1805 NE 30th Ave., Bldg 300
Ocala, FL 34470
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Comments: _____

Handwritten comment: "Please Stop at SE Magnolia ext, when checks users crossing street not at crossing w/out of accessibility issues"

Please mail comment form to:
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City _____ State _____ Zip Code _____

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Comments: _____

bridge over rd crossing needed

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Comments: Nw Old Birchton Road E of Nw 22nd Int.

- lighting concerns
- recent pedestrian crash

Please mail comment form to:
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Deputy City Engineer
1805 NE 30th Ave., Bldg 300
Ocala, FL 34470
Telephone: (352) 351-6708
E-mail: ncooper@ocalafl.gov

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Institute for Human and Machine Cognition
15 SE Osceola Avenue
Ocala, FL 34471

#154 155



City of Ocala Safe Streets and Roads for All Action Plan

Public Comment Form

Name _____ Phone _____

Address _____

City _____ State _____ Zip Code _____

Check here to be added to the project mailing list.

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Comments: _____

• Crosswalk Crossing 40 + 23rd, Southwest

• 3 way stop on 24th and 2nd st

• Sidewalks on 24th Ave and 2nd st

Please mail comment form to:
Noel Cooper, P.E.
Deputy City Engineer
1805 NE 30th Ave., Bldg 300
Ocala, FL 34470
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Public Meeting 2
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Institute for Human and Machine Cognition
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Ocala, FL 34471



**City of Ocala Safe Streets and Roads For All (SS4A)
 Planning Studies
 Public Meeting
 Wednesday, November 5, 2025**

Sign-In Sheet

Name (please print)	Organization (please print)	Mailing Address (please print)	E-mail Address/Phone (please print)
Ben Baugh	352 TODAY		bbaugh@NCFMGGroup.com
Sean Larier	City of Ocala		slarier@ocala.fl.gov
Sandra Hensley	Resident SWFL		SLHen23@hotmail.com
Jennifer Heckman	Kimley-Horn	1700 SE 17 th St, Ste 200, Ocala, FL 34471	jennifer.heckman@kimley-horn.com
Rob Bg (mes)	Ocala-MARION TPO		Rob.bg(mes)@mariontfl.org
PETER COLES	RESIDENT	214 NE 11TH AVE	
Jeff Walczak	Ocala PD		jwalczak@ocalapd.gov
MICHELLE SHEPHERD	CAC	2301 SE 85 th ST Ocala FL 34480	SEAHORSE22722@gmail.com
Amber Gartner	resident	4501 SE 7th Pl Ocala FL 34471	amber@profibeng.com



City of Ocala Safe Streets and Roads For All (SS4A)
Planning Studies
 Public Meeting
 Wednesday, November 5, 2025

Sign-In Sheet

Name (please print)	Organization (please print)	Mailing Address (please print)	E-mail Address/Phone (please print)
Andy Fillmore	Oc. Gazette	afillmore575 @ocloud.com	
Anthony Barriner - Massa		352.Commission@gmail.com →	
Linda Wilkerson	West side	2351 SW 2nd St Ocala, FL 34411	
Ken Whitehead	Ocala		Kwhitehead@oculafl.gov
Kiersten Weldon		4601 SE 37th Ct 34480	k.weldon@live.com
Darren Park	City of Ocala Public Works	1805 NE 30th Ave Ocala, FL 34470	dpark@oculafl.gov
Jeff Strum	City of Ocala	201 SE 3rd Ocala	jstrum@oculafl.gov
Linda Pigeon	Ardurra	925 SE 17th St, Suite A	LPigeon@Ardurra.com
Ty Lemmel	Kinley-horn		
Chuck Pigeon	ARDURRA	925 S.E. 17th St.	CPigeon@ARDURRA

*P.E. Memo Appendix H:
Agency Coordination*

Project: Ocala SS4A Planning Studies **Date:** October 1, 2025
FPID: N/A **Time:** 8:30 AM
Description: Ocala Speed Management Plan/Traffic Calming Policy **Location:** Teams
Meeting Title: Ocala Police Department Coordination
Attendees: Noel Cooper (Ocala), Lou Biondi (Ocala PD), Christy Lofye, Adam Burnett, Brenna Boylan, Neida Lopez (Ardurra)

1. Efforts that have occurred or are currently underway to address speeding by the City and the Ocala Police Department Team
 - a. Safety Campaigns
 - i. Participates in Slow Down Campaign
 - ii. Participates in FDOT speeding campaigns throughout the year
 - iii. Biondi states that the OPD has a grant from FDOT for speeding and aggressive driving management
 - iv. Biondi states that STEER operations take place once a month in Ocala
 - v. Biondi states that someone from the department attends CTST meetings
 1. Cooper states that Ken Odum would be a good point of contact for information regarding the CTST meetings.
 - b. Addressing Speeding Complaints
 - i. Speeding complaints are received primarily from citizens
 - ii. Speeding complaints are handled within the police department, and coordination occurs with the engineering department when there is a trend in complaints.
 - iii. Coordination occurs with the engineering department when performing spot speed studies.
 - c. Team Growth
 - i. Biondi states that his team is growing, with hopes to expand team up to eight officers in the future.
 - ii. Currently, the team consists of one sergeant and four officers.
 - d. Ticketing and Crash Trends
 - i. For the year to date, 5,000 speeding tickets have been issued
 - ii. Biondi states that traffic stops are education-focused, not ticketed-focused.
 - iii. Biondi explains that hot-spot mapping for traffic stops is available.
 - iv. Biondi states that crashes are primarily caused by the failure to yield right-of-way, rather than speeding-related.
 - e. Traffic Enforcement Jurisdiction
 - i. FHP can enforce violations state-wide.
 - ii. The Marion County Police Department can enforce within the county.

- iii. The OPD is deputized, so they can have county-wide jurisdiction with deputized officers.
 - iv. In regard to crash investigations, the OPD normally performs it only within the city limits, though on rare occasion they can do so outside of the city limits.
- 2. Locations where speeding citations indicate that speeding is a common issue
 - a. US 441
 - i. Biondi states that drivers usually travel at 45 to 50 mph, when the road has a speed limit of 35 mph.
 - b. SE 17th Street
 - i. Biondi states that drivers usually travel at 45 to 50 mph, when the road has a speed limit of 35 mph.
 - ii. Many tickets are issued on this roadway.
 - iii. Biondi states that from Pine Avenue to the 1400 block, the speed limit is 35 mph; from the 1400 block to Maricamp Road the speed limit increases.
 - c. Maricamp Road
 - i. Biondi explains that this roadway used to have a 55-mph speed limit that was lowered to 50 mph. Drivers travel between 55 to 60 mph through the roadway.
 - d. Fort King Street
 - i. Biondi explains this roadway is less traveled and so it is easier to speed.
 - ii. Biondi states that the City has done a good job with roundabouts for traffic calming.
 - E. Biondi explains that the PD sees more speeding on arterials than on local roads.
- 3. Experience with driver attitudes toward speeding
 - a. Biondi explains that the OPD has Target Zero flyers that are handed out at traffic stops about speeding and aggressive driving.
 - b. In Biondi's experience, the drivers are very receptive when receiving the flyers in lieu of a ticket.
- 4. Where should the speed limits be reviewed
 - a. Biondi states that he has not come across any roadways with inappropriate speed limits and believes that the engineering department is great at completing traffic studies for the posted speed limit.
 - b. Before enforcement is deployed when citizen complaints are received, the City deploys pneumatic tubes to see if the citizen's perception is accurate.
- 5. Ocala PD's needs related to speed enforcement
 - a. Biondi states that FDOT and other branches take care of them very well, and every year they get 6 to 10 new radars and other measurement devices.
 - b. The OPD currently has speed trailers to gather information, as well as speed trailers with displays that compare the posted speed to drivers' speeds.
 - i. Speed trailers are deployed at locations where they receive complaints, as well as in areas the PD feels are speed problematic.

- ii. Speed trailers are deployed first before enforcement efforts.
 - iii. The city has need of another speed trailer and is in the process of requesting it.
- 6. Are speed campaigns publicized ahead of time?
 - a. Biondi states that the Slow Down campaign was publicized.
 - b. Biondi explains that DUI check points were once publicized, but they aren't done anymore.
- 7. High visibility crosswalk enforcement
 - a. Biondi states that there has not been any high visibility crosswalk enforcement performed yet.
 - b. Biondi explains that they have received a pedestrian safety grant from FDOT to focus on driver yielding and pedestrian enforcement.
- 8. Relationships with other organizations/departments
 - a. Biondi states that he feels there is good collaboration between the OPD and the City staff, and that they have a good working relationship
 - b. Biondi states that he feels the PD has a good relationship with the TPO.
 - c. Biondi states that while it can be harder to get things done on a state level, their requests have never been shut down by the state.

Action Items

1. Biondi will provide the hot-spot mapping of traffic stops.
2. Ardurra will incorporate the discussions within the Speed Management Plan.



Meeting Minutes

3452 Lake Lynda Drive, Suite 200, Orlando, Florida 32817 | P:407-971-8850 | www.ardurra.com

Project: Ocala SS4A Planning Studies **Date:** October 30, 2025
FPID: N/A **Time:** 8:30 AM
Description: Ocala Local Road Safety Plan **Location:** Teams
Meeting Title: CTST Coordination
Attendees: Ken Odum (Marion County CTST), Christy Lofye (Ardurra)

1. Level of Participation
 - a. Ken stated that there is good presence in the CTST from the City of Ocala
 - i. 1 representative from Public Works, 1 representative from the Engineer's Office, and 1 representative from Ocala Police Department
2. CTST Safety Concerns
 - a. SR 200 from east of I-75 to west of SW 60th was a recent project by FDOT
 - i. Not everyone is happy with the improvements
 - ii. City of Ocala maintains the signal timings along the corridor (out of sync)
 - iii. Articles in Ocala News or Ocala Star Banner
3. CTST Activities
 - a. The Department of Health sponsors the meetings
 - b. There is good representation from agencies at the meetings
 - c. There are two major events per year
 - i. Walk your Kids to School Day – they currently do one per year but could consider doing multiple. Maybe one school in unincorporated Marion County and one school in the City of Ocala
 - ii. The second major event the CTST puts on is a Mock DUI around time for high school Prom. This is a very elaborate event that uses students involved in theater. This is held at a single school per year.
4. Suggestions to Improve Safety
 - a. Ken recommends that the City of Ocala submit Safe Routes to Schools grants, which are cycled through the TPO. He has been able to receive grants for bike racks and sidewalks in the past.

*P.E. Memo Appendix I:
Interactive Comment Map*

**Ocala Safe Streets and Roads for All (SS4A) Planning Studies
Interactive Comment Map Summary**

Comment #	Comments	Location	Latitude	Longitude	Applicable Emphasis Area 1	Applicable Emphasis Area 2	HIN Segment
1	Speed limit needs to be lowered to 35 on Easy Street. Cars going too fast with the curves and businesses	Easy Street, (pin placed at the curve north of SW 22nd Ln)	29.16654458	-82.16352681	Speeding and Aggressive Driving		Segment C
2	This intersection needs to be better lit at night.	Easy Street at SW 27th Avenue intersection	29.15948179	-82.16890683	Intersection-Related		Segment C
3	27th needs a median installed - the yellow hashed area is a mess -cars use it to merge, a turn lane, etc.	SW 27th Avenue at the Shady Oaks Shopping Center Access intersection (South of SR 200)	29.16503608	-82.16891067	Intersection-Related		Segment A
4	Children play on this street and a sign is needed.	NW 6th Terrace	29.19064597	-82.14312629	Vulnerable Road Users		N/A
5	There is a blind spot with all the trees and plants and difficult to see if a driver is coming in from Highway 40.	NE 49th Terrace at SR 40; NE 49th Terrace is used as an access for Walmart; NE 49th Terrace/SR 40 is an RCUT intersection. The pin is placed SE of the Caliber Car Wash, at the entrance of the parking lot of Walmart	29.20995217	-82.06540044	Maintenance		N/A
6	Traffic problem during pickup/drop off. No passing lanes for parents picking up students. Horrible congestion during school days	NE 28th St at NW 2nd Ave, adjacent to Vanguard High School	29.21531134	-82.13770316	Congestion/Traffic	Vulnerable Road Users - Adjacent to school	Segment L
7	Serious traffic problem during school pickup/drop off times	NE 28th St, adjacent to Vanguard High School	29.21536959	-82.13599012	Congestion/Traffic	Vulnerable Road Users - Adjacent to school	Segment L
8	Fix Pot Holes	NE 28th St, adjacent to Vanguard High School	29.21534549	-82.13587131	Maintenance		Segment L
9	Traffic back up during school pickup/drop off, need extra lane to allow for passing	NE 28th St, adjacent to Vanguard High School	29.21533612	-82.13486816	Congestion/Traffic	Vulnerable Road Users - Adjacent to school	Segment L
10	fix pot holes	NE 28th St, adjacent to Vanguard High School	29.21532208	-82.13486816	Maintenance		Segment L
11	Many subdivisions without sidewalks. Peds walking to/from school/school activities.	NE 36th Ave, near the Vanguard High Booster Stadium	29.2151789	-82.08703623	Vulnerable Road Users		Segment J
12	Many neighborhoods without sidewalks for children to be safe walking to school.	NE 8th St at NE 9th St, but they are referring to the general residential area surrounding this intersection	29.19497861	-82.11926873	Vulnerable Road Users		N/A
13	This road is travelled frequently by pedestrians and bicycles. There is no shoulder or sidewalks to allow for safe travel on the road.	SW 38th Ave (pin placed near SW 28th Pl intersection)	29.16025034	-82.1855674	Vulnerable Road Users		N/A
14	There is no sidewalk along this section of road. The sidewalk that starts at SW 36th and SW 24th should be continued to the light at 27th.	SW 34th St, between SW 26th Ave and and SW 27th Ave; this is a very short sidewalk gap on the south side of the road	29.15360409	-82.16817241	Vulnerable Road Users		N/A, but SW 34th intersects with Segment A. Comment is a small stretch on SW 34th but near intersection with Segment A (SW 27th Ave)
15	Crosswalks on FL492 are half a mile apart. Need more to prevent dangerous crossings.	NE 14th Street (SR 492), east of NE 25th street	29.20056044	-82.09927499	Vulnerable Road Users		N/A
16	The crosswalk going from the corner McDonald's is on to where the mall is does not work when you push the button.	SW 27th at East Street, north east quadrant pushbutton	29.1594801	-82.16891915	Maintenance		Segment A
17	The crosswalks crossing 200 only work one way, one side going to the mall and one side away from it. This should be fixed asap since 200 is a dangerous road to begin with with.	SR 200 at SW 26th Street intersection	29.16182876	-82.17329506	Maintenance		N/A
18	A stoplight would be nice to be able to get onto Maricamp after school.	SE Maricamp Road at Oak Rd intersection	29.07803023	-81.98163405	Intersection-Related		N/A
19	Needs the previously promised stop light. People are coming across from stop sign and blocking line of sight for those with right of way.	SE Maricamp Road at SE 30th Ave intersection	29.16642695	-82.09728537	Intersection-Related		N/A
20	People are still making a left turn dispute right turn only.	SE Maricamp Road at SE 25th Ave intersection	29.17101245	-82.10317507	Intersection-Related		N/A
21	200 is too dark. Add lighting	SR 200, North of SW 44th Ct	29.14125902	-82.19405129	Other- Segment		N/A
22	Create more turning lanes, traffic is too heavy, add turning lanes	SW 27th Ave at SW 66th St	29.12090809	-82.16885471	Congestion/Traffic	Intersection Related	N/A
23	Sidewalk near each park entrance	SE 58th Ave, near Baseline Trail Park	29.14966903	-82.0534657	Vulnerable Road Users		N/A
24	Sidewalk to park entrance	Pecan Rd at Pecan Course Cir, but I believe they are referencing the nearby Baseline Trail Park	29.14461802	-82.0449789	Vulnerable Road Users		N/A
25	Fix railroad and road bump	Railroad crossing on SE 80th Street, west SE 35th Ave	29.10620086	-82.08631544	Maintenance		N/A
26	Railroad track doesn't align with road which is uneven while driving	Railroad crossing on SE 80th Street, west SE 35th Ave	29.10627283	-82.09088999	Maintenance		N/A
27	Crossing from CF to the Paddock Mall	SR 200 at SW 32nd Ave	29.15861188	-82.17663045	Vulnerable Road Users		N/A
28	Add a turn light on 17th/18th Ave turning North	SE 17th Street at SE 18th Ave	29.17159698	-82.11394105	Intersection-Related		N/A
29	Add traffic sign for no traffic cars to cross over both ways from the TD Bank	SE 25th Ave at TD Bank driveway (full median opening)	29.17167603	-82.10330471	Intersection-Related		N/A

Comment #	Comments	Location	Latitude	Longitude	Applicable Emphasis Area 1	Applicable Emphasis Area 2	HIN Segment
30	Secondary road to eliminate traffic congestion	SE Maricamp Road at SE 64th Ave Rd	29.13527618	-82.04532838	Congestion/Traffic	Intersection Related	N/A
31	Accident occurrence, I saw motorists accident due signage	SE Maricamp Road at Locust Road	29.06667845	-81.9532625	Maintenance	Intersection Related	N/A
32	Dangerous free for all four way stop with lanes blocked and work trucks and workers in the roadway every day lowering visibility and adding obstacles. What's the end game? city CIP page has 2017 info and no info about this project	SW 38th Street and SW 43rd Ct; based on my research, looks like SW 38th is being widened to 4 lanes and a shared-use path is being added	29.1482344	-82.19400442	Maintenance	Intersection Related	N/A
33	This is a popular crossing and cars come in hot.	NE 8th Ave at NE 9th street	29.19568266	-82.12977118	Speeding and Aggressive Driving	Vulnerable Road Users	N/A
34	Lighting and sidewalks	NE 3rd street at NE 22nd Ave	29.1896839	-82.10791648	Vulnerable Road User		N/A
35	Lighting and sidewalks	NE 3rd street at NE 18th Ave	29.18958679	-82.11341156	Vulnerable Road User		N/A
36	This is a road with a lot of residential communities. For Canter Apartments, there are no pedestrian crossings between 200 and the roundabout just to the north. Crossing the street is dangerous as people speed. We need crosswalks and maybe speed bumps.	SW 48th Ave at Canter Luxury Apartment Homes Driveway Access	29.14045524	-82.20375571	Vulnerable Road User	Speeding and Aggressive Driving	N/A
37	This road has a lot of residential communities. For Canter Apartments, there is no pedestrian crosswalk between 200 and the roundabout to the north. Cars always speed and it is dangerous to cross. We need crosswalks and maybe speed bumps to slow down car	SW 48th at SW 49th PI intersections	29.13822391	-82.20238804	Vulnerable Road Users	Speeding and Aggressive Driving	N/A
38	A new community is being built on the east side of this road and will share the turning lanes with Canter Apartments. I am concerned as both a driver and pedestrian. We may need a stoplight and crosswalk here.	SW 48th Ave at Canter Luxury Apartment Homes Driveway Access; SW 48th at SW 49th PI intersections	29.14045365	-82.20353769	Intersection-Related		N/A
39	Cars speed and do not slow down appropriately coming into the roundabout. I watched a teenage girl struggle to cross and helped her. We definitely need speed bumps or a mechanism to slow down cars. They ignore speed limit and pedestrian signs.	SW 48th Ave at SW 42nd Street Roundabout (individual pins with the same comment were placed at all approaches)	29.14418279	-82.2032222	Speeding and Aggressive Driving	Vulnerable Road Users	N/A
40	There is no sidewalk leading into this shopping center. If you are walking to Bonefish grill, you must walk in the road to enter the center.	SW 48th Ave at Shoppes of Ocala Driveway Access, west of SR 200 (full median opening)	29.13727441	-82.1998225	Vulnerable Road Users		N/A
41	Again, there are no pedestrian crosswalks to cross SW 48th Ave between 200 and the roundabout to the north. As more residential communities are built, this is more of a concern.	SW 48th Ave at SW 48th Road	29.13742548	-82.20050086	Vulnerable Road Users		N/A
42	There are way too many cars trying to turn left into the new Chick-Fil-A for the way this intersection is set up. I've seen some close calls.	SW 48th Ave at Chick-fil-A Driveway Access, west of SR 200, across from Bonefish (same full median opening)	29.13710727	-82.19996397	Intersection-Related		N/A
43	There are no pedestrian crosswalks between the roundabout and SW 40th St to the north.	SW 48th Ave, north of the roundabout at SW 48th Ave/SW 42nd Street intersection	29.14610539	-82.20170422	Vulnerable Road Users		N/A
44	I've almost been hit as a pedestrian crossing this intersection as a lot of cars (especially trucks) do not come to a full stop or do not stop for the pedestrian's turn. The traffic light system should be restored around the square.	NE 1st Ave at SW Broadway Street Intersection; S Magnolia Ave at SW Broadway Street	29.18624462	-82.13602725	Vulnerable Road Users	Speeding and Aggressive Driving	Segment D
45	Need more crosswalks on these streets. Also, cars don't really respect the pedestrian crossings. Some type of light system might help?	E fort King Street, in the area of SE Tusawilla Ave	29.18546439	-82.1318759	Vulnerable Road Users		N/A
46	There have been numerous accidents on the bend leading into this intersection, with damage to residential mailboxes, fences, and power poles. Needs slowing mechanism. People speed on this road and especially on the bend.	NW 100th Avenue at NW 28th PI (individual pins with the same comment were placed for both approaches along NW 100th Avenue)	29.21811674	-82.28475743	Speeding and Aggressive Driving		N/A
47	This is a very popular road for cyclists but there are not bike paths at all.	NW 100th Ave, near NW 28th PI	29.21779588	-82.28476867	Vulnerable Road Users		N/A
48	This is a popular road for walkers/joggers but there are no sidewalks at all.	NW 28th pl near NW 100th Ave	29.21766557	-82.28653621	Vulnerable Road Users		N/A
49	People regularly speed at 60-70 miles on this road.	NW 100th Avenue (Miller Road) from SR 40 to north of NW 28th PI (three pins with the same comment were used to indicate the stretch of roadway speeding is occurring)	29.22361389	-82.28021579	Speeding and Aggressive Driving		N/A
50	People regularly speed on this narrow road.	NW 28th pl, west of NW 100th Ave	29.21679152	-82.29139347	Speeding and Aggressive Driving		N/A
51	Seconding the other comment about "Dangerous free for all four way stop with lanes blocked and work trucks and workers in the roadway every day lowering visibility and adding obstacles." We need stoplights here!	SW 38th Street and SW 43rd Ct; based on my research, looks like SW 38th is being widened to 4 lanes and a shared-use path is being added	29.14819786	-82.19393272	Maintenance	Intersection Related	N/A
52	We need stoplights here!	SW 20th St at SW 44th Ave	29.16823743	-82.19444555	Intersection-Related		Segment B
53	There are children who walk to school in this neighborhood. Vehicles FREQUENTLY speed down this road and it is unsafe, especially in the dark mornings. There are no sidewalks, speedbumps, or signs/flashing signals on 13th to keep pedestrians safe.	SE 13th Street, west of SE 36th Ave	29.17528952	-82.08384911	Vulnerable Road Users	Speeding and Aggressive Driving	N/A
54	Put a light or roundabout here. Turning left out of the neighborhood is dangerous, and there are no lights connected to the neighborhood. Can be very dangerous turning left depending on the time of day and traffic.	SE 17th Street at SE 14th Ave	29.17156372	-82.12026994	Intersection-Related		N/A
55	VERY dangerous when one car approaching from the east needs to turn left on SE 14th (to the south) and a driver approaching from west needs to turn left on SE 14th (to the north). Both cars try to occupy same space on the median, leading to near accident	SE 17th Street at SE 14th Ave	29.17157512	-82.12016454	Intersection-Related		N/A

Comment #	Comments	Location	Latitude	Longitude	Applicable Emphasis Area 1	Applicable Emphasis Area 2	HIN Segment
56	Connect the road here between 14th and 15th. This would provide access to an intersection with a light onto Mericamp for the neighborhood between 18th/14th Ave	Roadway gap between SE 14th Ave and SE 15th Ave	29.16872825	-82.11917333	Intersection-Related		N/A
57	Please implement ANY of the recommendations from the SE Neighborhood Traffic Calming Study on SE 18th Ave. The speeding makes the road inaccessible to pedestrians.	SE 18th Ave, north of SE 17th street	29.17259901	-82.1139086	Speeding and Aggressive Driving	Vulnerable Road Users	N/A
58	extend the raised median past 18th ave, which would allow cars traveling north or south on 18th Ave to only make right or left turns. The city has done nothing to mediate the traffic/speeding on 18th north of 464.	SE 17th street at SE 18th Ave	29.17156674	-82.11383304	Intersection-Related	Speeding and Aggressive Driving	N/A
59	When is the city going to TRY and implement any of the study recommendations like the chicane?	SE 18th Ave, north of SE 17th street	29.17311601	-82.1138651	Speeding and Aggressive Driving		N/A
60	add a lighted crosswalk for pedestrians like what was recently added to 200	Fort King St at S Pine Ave	29.18552867	-82.14047066	Vulnerable Road Users		N/A
61	there are not enough safe ways for pedestrians to cross in this stretch of 40	SR 40, West of S Pine Ave	29.18630842	-82.14530486	Vulnerable Road Users		N/A
62	Please consider adding something - anything - to decreased speeding on 18th Avenue. Cars use 18th Avenue as a cut-through to Ft. King, and in the mornings/evenings, it is very dangerous. Please consider implementing recommendations from the study.	SE 18th Ave, north of SE 17th street	29.17663239	-82.11364447	Speeding and Aggressive Driving		N/A
63	Pedestrian Concern & General Safety	NW Old Blitchton Road	29.19637191	-82.16257424	Vulnerable Road Users		N/A
64	Pedestrian, Bus Stops	NW Old Blitchton Road at NW 7th Street	29.19342685	-82.15604157	Vulnerable Road Users		N/A
65	Pedestrian , School Bus Stops, General Safety	NE 7th Street at NW 23rd Ave	29.19351704	-82.16242026	Vulnerable Road Users		N/A
66	Speeding	NW Old Blitchton Rd between US 27 and NW 7th street (individual pins with the same comment were used to indicate the stretch of roadway speeding is occurring)	29.19620193	-82.1622176	Speeding and Aggressive Driving		N/A
67	Speeding	NW 7th Street between NW 27th Ave and NW Old Blitchton Rd	29.19350143	-82.16477464	Speeding and Aggressive Driving		N/A
68	Sidewalks & Lighting	NW Old Blitchton Road	29.19611643	-82.16198415	Vulnerable Road Users		N/A
69	Sidewalks, lighting, street signs	NW Old Blitchton Road	29.19472889	-82.1592324	Vulnerable Road Users		N/A
70	Sidewalks, lighting, street signs	NW 7th Street	29.19344541	-82.16108015	Vulnerable Road Users		N/A
71	The traffic pattern along 911 of SR 200 is causing major problems. The lack of medians on the highway is causing a lot of accidents and deaths. People are not being forced to make U-turns in order to make left hand turns.	Access management along SR 200, in the area north of SW 60th St	29.12577289	-82.20882491	Intersection-Related		N/A
72	I have been told that there is now at least a 16% increase in accidents along the highway. This is a community wide problem.	SR 200, in the area north of SW 60th St	29.12551636	-82.20885161	Other- Segment		N/A
73	Every meeting I attend this is a MAJOR discussion topic. Please, change this policy! I would be willing to attend a work session on this topic.	SR 200, in the area north of SW 60th St	29.12564462	-82.20859799	Other- Segment		N/A
74	Sidewalks on 24th Ave and 2nd Street	SW 24th Ave and NW 2nd St	29.18847749	-82.16451464	Vulnerable Road Users		N/A
75	3-way stop on 24th and 2nd St	SW 24th Ave and NW 2nd St	29.18836095	-82.16478161	Intersection-Related		N/A
76	Crosswalk crossing 40 + 23rd SW	SR 40 at SW 23rd Ave	29.18609289	-82.16247404	Vulnerable Road Users		N/A
77	Pedestrian fatality 10-27-25, unlit, no sidewalks. https://mynews13.com/fl/orlando/news/2025/10/28/ocala-high-school-student-hit-and-killed	NW Old Blitchton Road, North of NW 7th Street	29.19397044	-82.15724731	Vulnerable Road Users		N/A
78	Southbound turn lane extension needed, excessive queueing	N pine Ave at Bonnie Heath Blvd	29.19698427	-82.1418923	Intersection-Related		N/A
79	Ped concerns	W Fort King Street at S Magnolia Ave	29.18548905	-82.13693465	Vulnerable Road Users		N/A
80	SE 24th has issues with clear sight	SE 24th Rd at SE 31st Street	29.15733094	-82.11305461	Intersection-Related		Segment E
81	RW is narrow on 36th, issues with clear sight	SE 36th Ave at SE 8th Street	29.17891476	-82.08682248	Intersection-Related		Segment F
82	Fort King has huge speeding issues east of 36th	E Fort King Street, East of SE 36th Ave	29.18624517	-82.0754646	Speeding and Aggressive Driving		N/A
83	NE 25th Ave at SR 40, offset lanes, hard to see NB vehicles	NE 25th Ave at SR 40	29.18720412	-82.10321182	Intersection-Related		N/A
84	Speeding vehicles, unsafe walking/biking conditions for children. Walking to school (Ward Highlands Elem.) SE 13th St.	SE 13th Street, near SE 16th Ave	29.17560885	-82.11598504	Vulnerable Road Users	Speeding and Aggressive Driving	N/A
85	NE 8th Rd/NE 8th Ave - Pavement marking changes that have previously been done; which reduced 4-lane to 2-lane with parking on each side (Tusawilla area) need to go back to 4-lane. Traffic is horrible take 2+ rounds at light @US 27/NE 14th St to get thr	NE 8th Road near Tusawilla Park, US 27 at NE 14th Street intersection	29.18711415	-82.12983735	Congestion/Traffic		N/A

Comment #	Comments	Location	Latitude	Longitude	Applicable Emphasis Area 1	Applicable Emphasis Area 2	HIN Segment
86	Bridge over RR Xing needed	Railroad crossing on NE 25th Ave, north of NE 14th street	29.20795219	-82.10327008	Other- Segment		Segment G
87	32nd/42nd, the road has narrow median, issue with 2 stage left turns	SW 42nd St (SW 32nd Street) at SW 7th Ave	29.15684938	-82.14463899	Other- Segment		N/A
88	NE 36th Ave needs to be 4-laned from NE 14th St NORTH to NE 35th St	NE 36th Avenue between NE 14th Street and NE 35th Street intersections	29.2010241	-82.08682894	N/A		Segment J
89	Lighting concerns, pedestrian crash	NW Old Blitchton Road	29.19570048	-82.16111541	Vulnerable Road Users		N/A
90	Over capacity at 17th and 25th intersection	SE 25th Ave at SE 17th Street (the comment was unclear, and could indicate NE 25th Ave/NE 17th Pl, but based on this person's comment on speeding and proximity to a Publix, it is most likely SE 25th Ave at SE 17th Street)	29°10'16.92"N	82° 6'11.31"W	Intersection-Related		N/A
91	25th by publix, congestion issues, access management issues	SE 25th Avenue near the Publix on SE Maricamp Rd	29.16477751	-82.09581064	Intersection-Related		N/A
92	Speeding occurs frequently on 17th "people are flying through here"	SE 17th Street	29.17153961	-82.09878635	Speeding and Aggressive Driving		N/A
93	Bus Stop at SE Magnolia Extension - wheelchair users not using crosswalk to cross street/other accessibility issues in this area.	S Magnolia Avenue, near the rehabilitation center	29.17507723	-82.13318035	Vulnerable Road Users		N/A
94	bus stop at SE magnolia ext, wheelchair users not using crosswalk to cross street. A lot of accessibility issues.	S Magnolia Avenue, near the rehabilitation center	29.17161547	-82.12859001	Vulnerable Road Users		N/A

*P.E. Memo Appendix J:
Online Survey*

Ocala SS4A Action Plan – Public Survey

1. Have you ever been involved in a traffic crash?
 - Yes
 - No

2. Has someone you know been seriously injured or killed in a traffic crash?
 - Yes
 - No

3. How safe do you feel using roadways within the City of Ocala? (Scale of 1 – 10, where 1 is “Not at All” and 10 is “Very Safe”)
 - As a driver or passenger in an automobile
 - As a pedestrian
 - As a bicyclist
 - As a transit user

4. How much do you think the following factors contribute to fatal and serious injury traffic crashes in our city? (Select your top 5)
 - Design of streets and intersections
 - Distraction/inattention while driving (e.g., texting and driving)
 - Alcohol, drug, or other impairment
 - Lack of knowledge/education about traffic safety and laws
 - Lack of enforcement
 - Drivers breaking the law
 - People walking or riding bikes breaking the law
 - Roads are too dark, not enough street lighting
 - Motorists driving too fast, over the speed limit
 - Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)
 - Traffic congestion
 - Lack of pedestrian crossing facilities
 - Poorly maintained infrastructure (potholes, cracked sidewalks, faded crosswalk markings)
 - Unclear signage

5. What do you think would be most effective in reducing fatal and serious injury crashes in our city? (Select your top 5)
- Improved roadway and intersection lighting
 - Reducing speed limits
 - Separated bike lanes and paths
 - More sidewalks or connecting sidewalk gaps
 - More protected (signalized) pedestrian crossings
 - Education of safe behavior
 - Enforcement of unsafe behavior (i.e., speeding tickets)
 - Better designed streets and intersections
 - Wider paved shoulders on roadways
 - Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.
 - Reducing the number of travel lanes
 - Increasing the number of travel lanes
 - Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)
 - Installing appropriate signs
 - Speed camera enforcement in school zones
 - Improved signal timing
 - Installing traffic calming devices / speed humps
6. How much do you agree or disagree with the following statements? (Where 1 is “Strongly Disagree” and 10 is “Strongly Agree”)
- Streets should be designed to be safe for all people of all ages and abilities, regardless of the chosen mode of transportation.
 - It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.
 - Deaths and serious injuries while traveling in our community are preventable.
 - Human life should always take priority over moving motor vehicles faster.
7. The primary goal of the City of Ocala’s Vision Zero Action Plan is to eliminate all traffic-related deaths and serious injuries citywide. Which of the following statements best describes your perspective of this goal?
- 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.

8. Do you have any further comments on how to improve transportation safety and reduce the number of transportation-related deaths and serious injuries in the City of Ocala?

- N/A
- Design/ Maintenance
- Enforcement
- Behavior/ Education
- Irrelevant
- Other Responses

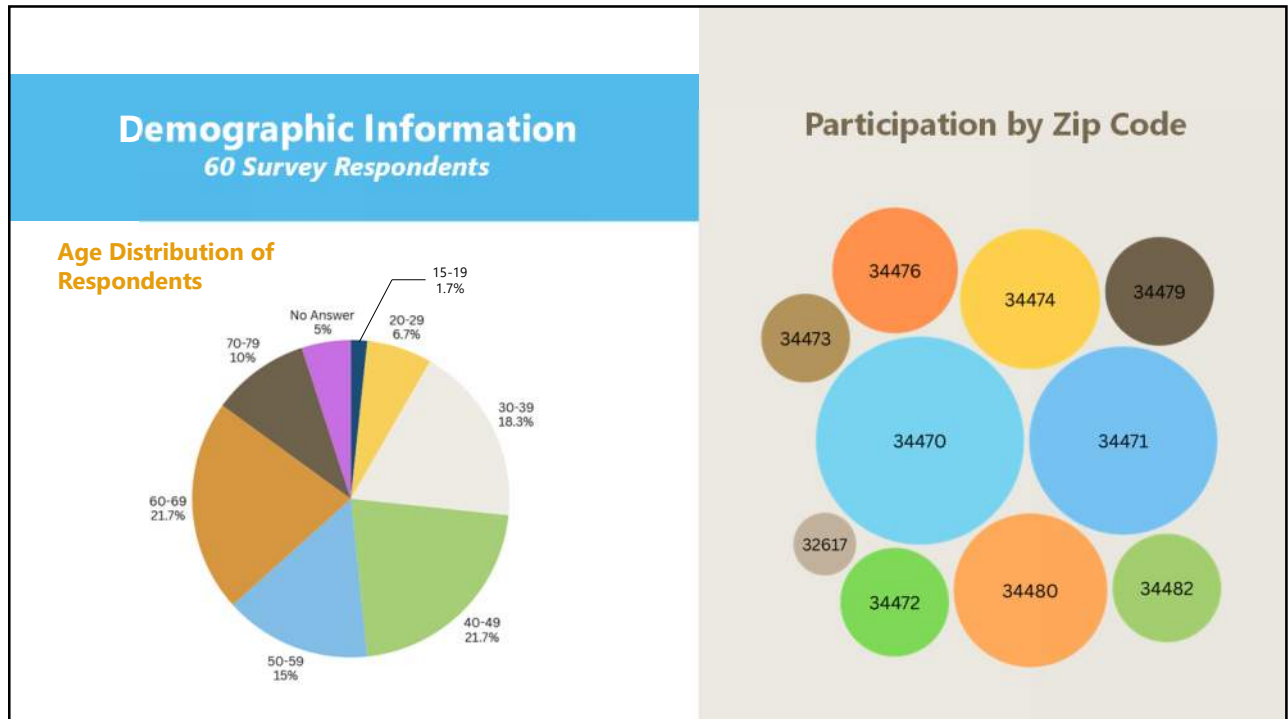
9. What is your age?

- Prefer not to answer
- Under 15
- 15-19
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80-89
- 90 or Older

10. What is your home Zip Code?



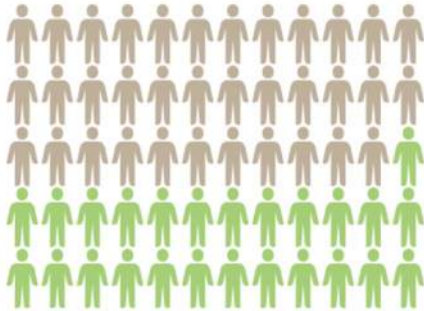
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Of the 60 people who completed the survey ...

35 People said they have been involved in a traffic crash

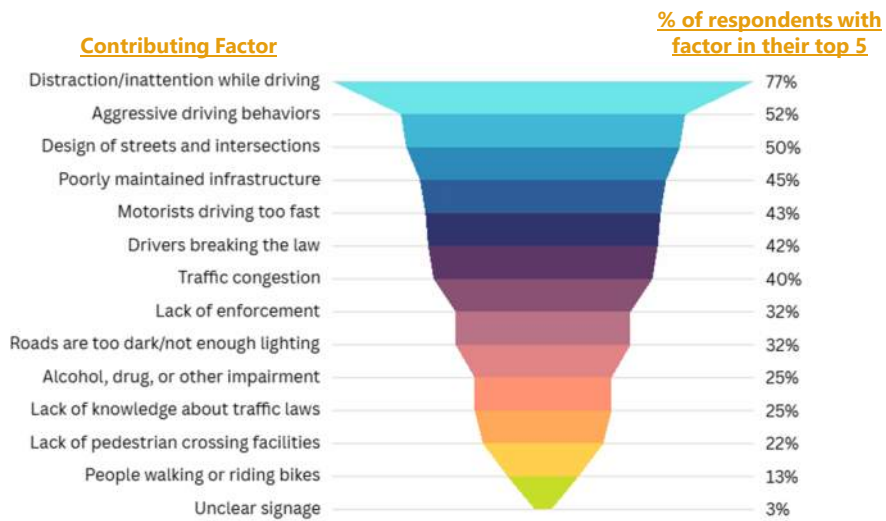


36 People said they know someone seriously injured or killed in a traffic crash

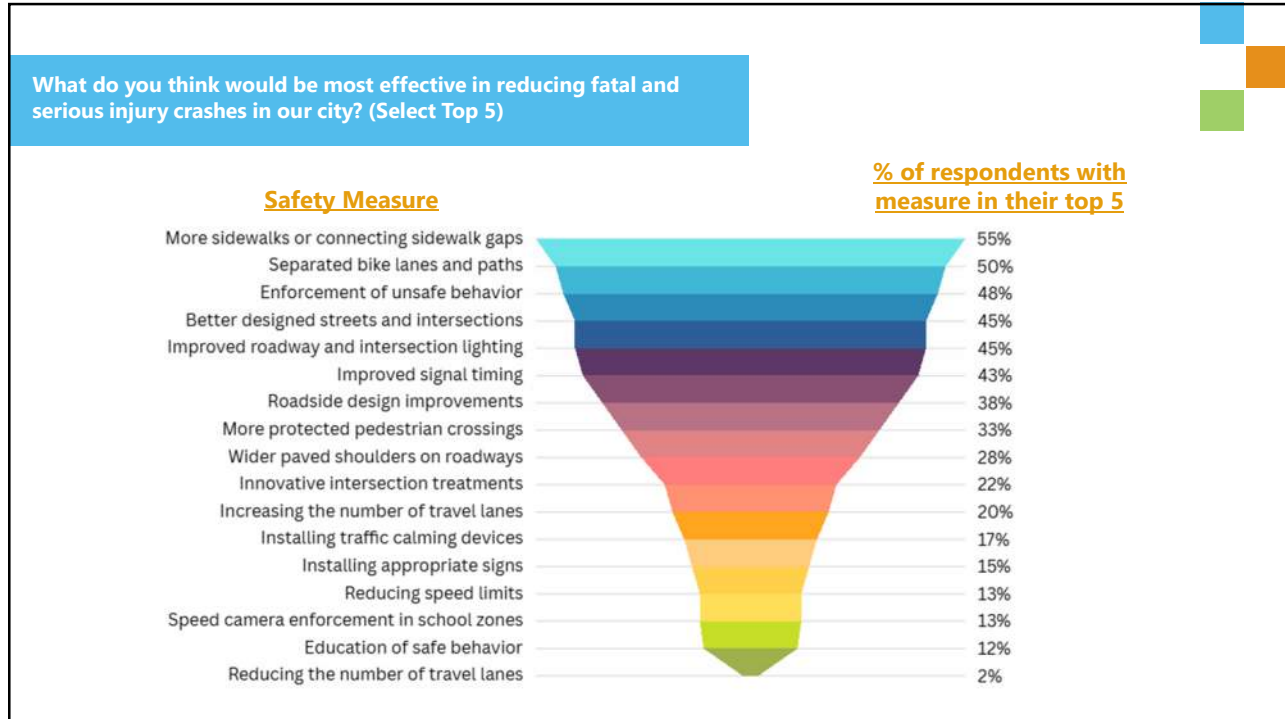


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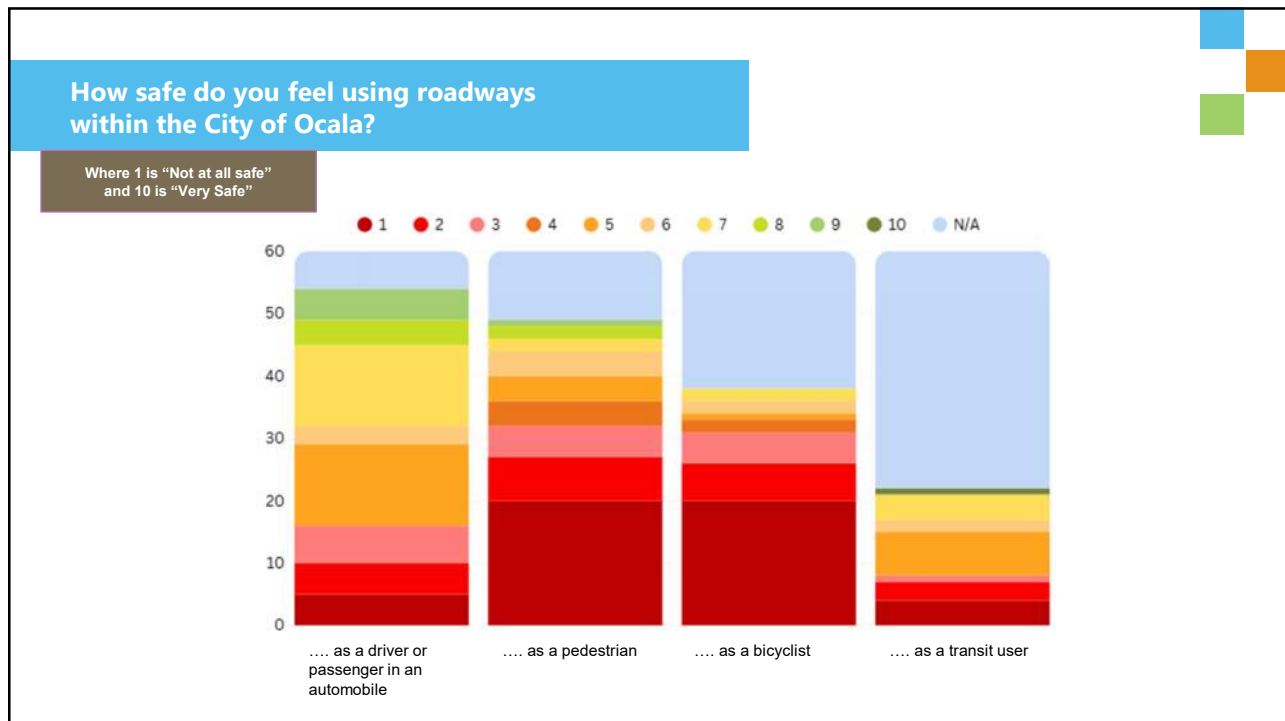
How much do you think the following factors contribute to fatal & serious injury crashes in our city? (Select Top 5)



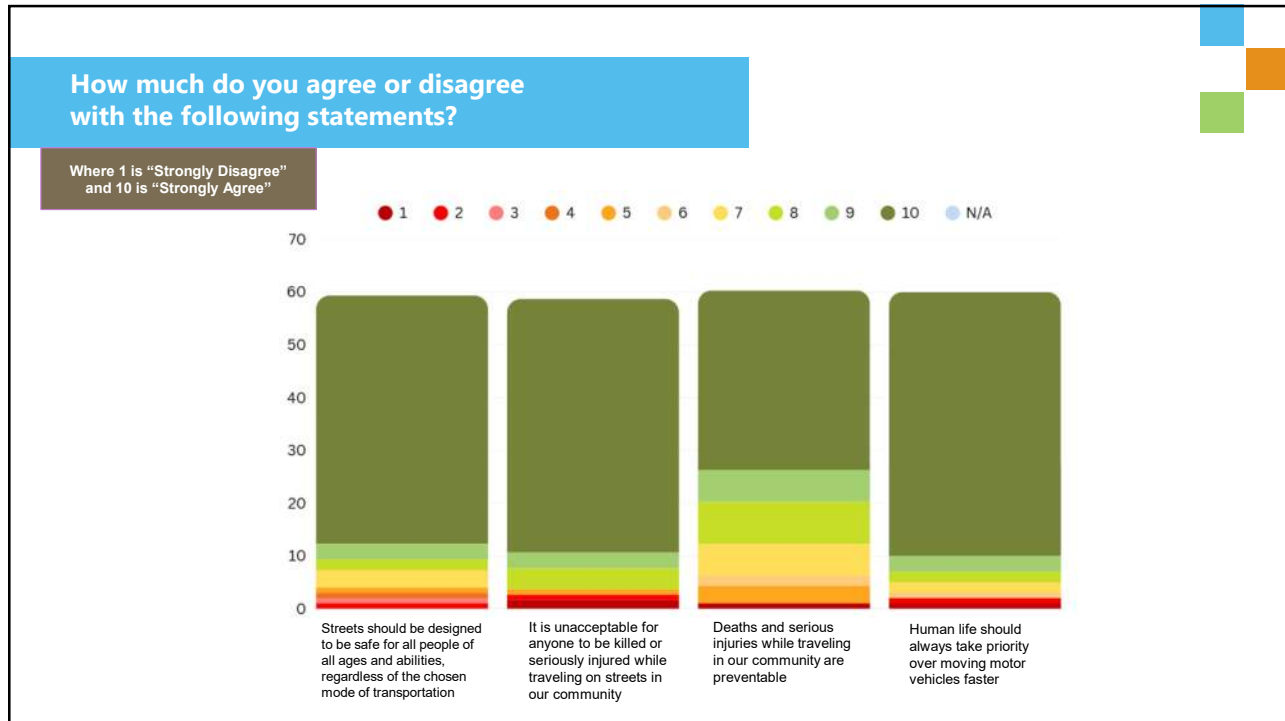
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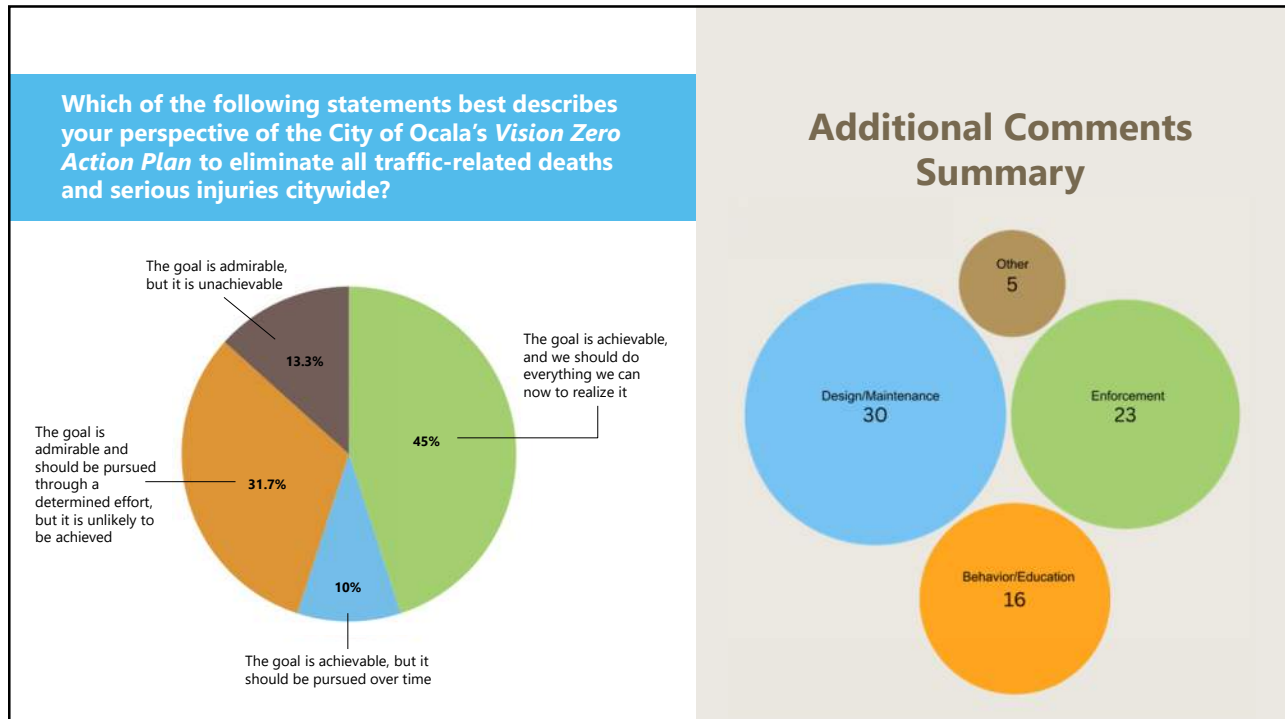
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**Ocala Safe Streets and Roads for All (SS4A) Planning Studies
Survey Comment Summary**

Comment #	Response #	Comments	Applicable Emphasis Area 1	Applicable Emphasis Area 2
1	9	Check sidewalks on 5th Street...down from Jones Elementary.	Vulnerable Road Users	
2	17	Roads are poorly maintained and designed for the volume of traffic. Recent redesign of SR200 is a debacle. Proposed traffic plan for 80th Ave near Westport High School with two roundabouts is going to be a disaster.	Congestion/Traffic	
3	18	The City Council needs to stop approving home building until the infrastructure is improved	Maintenance	
4	19	Additional comment not related to this survey, but certainly to traffic and accidents would be the planned roundabouts on SW 80th Ave and SW 38th St sound horrific, similar to a figure 8 at a race track, roundabouts are terrible at high traffic areas. Stop lights are wonderful, as they clearly indicate who is to go and who is to stop and general don't require a Hail Mary while passing through.	Congestion/Traffic	
5	20	Fix SR 200 / time the lights @ merricamp / more lanes to the shores	Congestion/Traffic	
6	21	Unprotected left hand turns (left on flashing yellows) is dangerous on Pine, especially in the mornings	Intersection-Related	
7	22	Roundabouts are a waste , people already have trouble navigating straight roads, the people have no idea how they work, they cause more congestion	Congestion/Traffic	
8	26	You need to put clear signs of each street name upcoming on ALL main roads in the center medias, as well as posted speed limits on BOTH sides of the street direction (i.e. SR 200) so that traffic traveling east has 2 signs on the left and right lane. You also should take some pride in Ocala and put the city's name like other cities do on the new street signs above traffic lights You should also have blinking pedestrian paths like they do on A1A on the coast at any crossing intersection.	Vulnerable Road Users	Intersection-Related
9	27	I used the crosswalk with an active walk signal to cross SE 17th St at SE 25th Ave. Drivers LAYED ON THE HORN and gestured in anger that I had the audacity to use the crosswalk and obstruct their rolling right on red from E on 25th to S on 17th. There is a fundamental education and expectation problem with drivers in the area. They don't even understand basic pedestrian infrastructure or how people can use it safely.	Vulnerable Road Users	Speeding and Aggressive Driving
10	32	Too many times I witness people breaking traffic laws without enforcement.	Other	
11	34	Convert stroads back to streets or roads. Slow streets are for business entrances, roads are for travelling at speed to a destination. Create safer alternative transportation for pedestrians and cyclists. More bus routes and more frequent busses. Neckdowns at intersections. Narrow roads to make drivers slow down instead of giving them wide roads where they will speed without realizing it.	Vulnerable Road Users	Speeding and Aggressive Driving
12	35	Why cannot Ocala monitor SE 8th St. between 36th Avenue and 46th Ct? It's supposed to be 30 MPH, but every day there are scores of speeders and illegal golf carts being driven by children!	Speeding and Aggressive Driving	
13	36	I have watched people blow through red lights, speed, pass/changing lanes in intersections with cops also at light while they just sat there and did nothing to enforce the law.... so people don't think laws matter!	Speeding and Aggressive Driving	
14	37	There should be classes in schools for bike, scooter safety.	Vulnerable Road Users	
15	38	Between the snowbirds going 20 under the speed limit and the idiots pulling u-turns from the right lane on Silver Spring Blvd., this town is crazy. And pedestrians who have never driven think a car (or large loaded truck) can stop on a dime!	Other	
16	39	The growth in Ocala/Marion County is out of control. My opinion is this is the reason for all the traffic issues. The infrastructure hasn't changed and that's absolutely wrong!!	Congestion/Traffic	
17	40	I personally have almost been hit several time in downtown Ocala while walking IN THE CROSSWALK between Harry's and Cantina. People ignore the stop sign. I would like to see a traffic signal at this particular intersection. 200 is a nightmare with all the medians now in place. More accidents have occurred since they have been put in place.	Vulnerable Road Users	Intersection-Related

Comment #	Response #	Comments	Applicable Emphasis Area 1	Applicable Emphasis Area 2
18	42	I ride my bike from NE 6th Street to Fort King on my way to the public library on NE 25 street. There is a section of Fort King where you are actually riding next to the cars & trucks. Why not put in a sidewalk ? There is no sidewalk from Baseline Road & Fort King until you reach NE 48 or 46 street. There is no sidewalk on NE 7th street either. From Baseline Road up to NE 36 street .. traveling on NE 7th street.	Vulnerable Road Users	
19	43	Sw 7th Avenue Road and Sw 35th Street need help. We can't walk in our neighborhood or ride a bike. Speed limit is 15 near the curve and cars are constantly speeding down 7th Avenue road. We at least need speed bumps. Also the intersection nearby, SW 32nd Street which goes to SW 42nd Street cars are also speeding and difficult to make a left turn. We might need a traffic light.	Vulnerable Road Users	Speeding and Aggressive Driving
20	47	More attention during the planning stage of roads if traffic signals needed this should be included during planning stage. Law enforcement need to do better at enforcing traffic laws. Take a more aggressive approach instead of being lazy about traffic enforcement.	Intersection-Related	
21	49	Please add trees and wider walkways to help with heat/ slowing down traffic/ giving people alternative modes of transportation and help beauty of the city. Make sure it's accessible for disabled/ aging population but also ease for working people/ families	Vulnerable Road Users	Speeding and Aggressive Driving
22	50	We have way too many red light runners. Install cameras or position officers. 11th Ave n and sr40 is very bad. Pedestrian safety in Ocala really does not exist. People have to walk in the street due to lack of sidewalks. Street lighting is pretty much non existent in the Tuscawilla area. There are way too many poor roads. Fix them!! 11th ave between sr40 and 17th st is bad. 2nd st n by tuscawilla park is atrocious. 3rd st n by 16th ave and the cemetery is awful. 2nd st n east of 16th ave is terrible. The list goes on. Potholes are everywhere. Roads are falling apart. The city must know this....but why is nothing being done? When you install Pedestrian crossing put in flashing lights.	Speeding and Aggressive Driving	Vulnerable Road Users
23	51	Ocala is a terrible place to run. Mote bike lanes please. I spent 30 yrs running the streets of NYC and felt safer there. On pine street between silver springs and 2nd st. There are 2 marked cross walks. Nobody stops including the police!!	Vulnerable Road Users	
24	52	200 should have turning lanes in the median where they decided to cover it up with concrete medians. People now back up traffic at the lights because people have to do u turns in order to get to certain businesses. Traffic lights should allow for more time for people who are turning to be able to make it through the light if always seems to be the turning lanes that get most backed up. There should be a no turn on red sign when turning onto 200 from 27 by Michael's because so many people cause traffic if people are trying to do a u turn or pedestrians trying to cross it is just ac accident waiting to happen there.	Intersection-Related	Vulnerable Road Users
25	56	Please revisit the area from Charlie Horse to Taco Bell on the Blvd. This area is the most dangerous as my 17 year old mentioned it to me 5 years ago. Have the city engineers take a look.	Other	
26	57	Road maintenance is necessary to ensure incidents don't occur due to road conditions	Maintenance	
27	59	The mayor wants a healthy Ocala which includes getting out and walking. I am a member of an urban hiking club. There are no sidewalks, no safe places to cross. Drivers do not stop at designated crosswalks! Turning cars are supposed to yield to pedestrians with a walk sign. They do not. Nothing is done to make Ocala downtown/Tuscawilla pedestrian and bicycle friendly. It is a huge miss in our community especially with the growing restaurant and brewery businesses.	Vulnerable Road Users	
28	61	I don't have much hope for the police department. I've seen trucks coal roll, speed, and swerve toward the sidewalk to intimidate protesters at the downtown square on 40, while the police officers just look on. So...I don't know how much we can expect in the way of enforcement. What we really need is for roads to be designed to be more friendly to pedestrians and other non-automobile travelers. The UK has no left turn on red (equivalent of no right turn on red here) and it's fantastic. You worry less about someone trying to turn and hit hit you because they didn't stop for their red light. We need more sidewalks and dedicated paths for non-auto travelers, stronger and wider barriers between auto and non-auto traveling paths, and mechanisms to slow cars down for people for pedestrians crossing the road. People won't slow down or stop unless you make them with speed bumps, warning lights/red lights for pedestrians crossing, etc.	Vulnerable Road Users	

Comment #	Response #	Comments	Applicable Emphasis Area 1	Applicable Emphasis Area 2
29	62	<p>Many students in our community walk along roads that lack adequate lighting, signage, or safe crosswalks. This creates a dangerous situation, especially during the darker months of the year. I believe improvements such as enhanced street lighting, flashing school zone beacons, clearly marked crosswalks, and traffic calming measures could significantly reduce the risk of accidents.</p> <p>Could your office evaluate high-traffic school walking routes and consider implementing additional safety measures? I'd also appreciate guidance on how residents can support or initiate a Safe Routes to School program in partnership with the city. Thank you.</p>	Vulnerable Road Users	
30	63	<p>red light running is rampant. my wife was almost hit while crossing 40 by a red light runner. I wrote an email to the police chief...no response. where is any enforcement?? there is a tragic lack of sidewalks in my neighborhood, north of the social security office on 40. Lots of traffic and people walking. It is a disaster waiting to happen. The city needs effective pedestrian crosswalks which flash. Eustis has just installed them. They are all over St Petersburg. Where are the signs stating that vehicles must stop when people are in a crosswalk??? that should be an easy fix!! Please improve road markings...all over the city they have all but vanished.</p>	Speeding and Aggressive Driving	Vulnerable Road Users
31	64	<p>Educational campaigns in high schools (distracted driving, speeding, using roundabouts). Promoting the TPO safety matters series in our classrooms.</p>	Other	
32	65	<p>I'd like to focus on the recent incident involving Shannon Rushing, a young woman who was struck by SUV while walking in the roadway on our way to the bus stop. I visited the 1900 block of old bulletin Road near NW. 7th St. Heading toward the main road there is no sidewalk in the area, and it's very poorly with this. Makes it extremely unsafe for anyone walking. Especially early in the morning or late at night my question to the city when are we going to change How soon can improvements be done in this area some of my suggestions include installing flashing crosswalks and high traffic areas adding street lights over or near crosswalks to improve visibility, ensuring that every city maintain road has at least one continuous sidewalk on one side is a simple steps that could prevent future tragedies and make our community safer for everyone, especially for people who rely on walking or public transportation.</p>	Vulnerable Road Users	
33	67	<p>Continue to sweep areas with enforcement in known accident areas.</p>	Other	

*P.E. Memo Appendix K:
Project Website*

- CITY ENGINEER'S OFFICE
 - + Capital Projects
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 - Real Estate
 - + Stormwater Engineering
 - Survey
 - Transportation Engineering
 - [SE Neighborhood Traffic Calming Study](#)
 - Safe Streets and Roads for All Planning Studies**
 - Water Resources Engineering
- Contact**
Deputy City Engineer: Noel Cooper
Phone: 352-351-6708
ncooper@ocalaf1.gov

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Safe Streets and Roads for All Planning Studies

Print Feedback Font Size: + -

The City was awarded a Fiscal Year (FY) 2023 Safe Streets and Roads for All (SS4A) grant to perform supplemental planning studies to support and enhance the adopted Ocala Marion Transportation Planning Organization (TPO) Commitment to Zero Safety Action Plan. The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

Supplemental planning studies include:

1. Developing a city-wide Local Road Safety Plan (LRSP) to identify, analyze, and prioritize roadway safety improvements on local roads for all road users; and
2. Developing a Speed Management/Traffic Calming Plan targeting safer speeds in residential areas and around schools.

Consultant: Ardurra Group, Inc

Expected completion: Spring 2026

Important Links:

- [Ocala Marion Transportation Planning Organization Safety Action Plan](#)
- [U.S. Department of Transportation SS4A Grant Program website](#)
- [City of Ocala SS4A Stakeholders Meeting Presentation 1](#)

[U.S. Department of Transportation SS4A Grant Program website](#)

[City of Ocala SS4A Stakeholders Meeting Presentation 1](#)



<https://experience.arcgis.com/experience/b842d63bcb554f9fa5190943155c929b>

Click the above link or scan the QR code to open Ocala's Interactive Comment Map. Drop a pin, leave a comment, and help make our streets safer.



<https://survey123.arcgis.com/share/8583bc77807449e6ad0f4d7ab5ea1c14>

Click the above link or scan the QR code to take a quick survey and share your thoughts on road safety in Ocala. Every response helps shape a safer future for our community.



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Congresswoman Kat Cammack Announces City Of Ocala Grant To Improve Local Road Safety

January 2, 2024 [Press Release](#)

GAINESVILLE, FL — Today, Congresswoman Kat Cammack announced the City of Ocala received a \$104,000 grant from the Safe Streets and Roads for All (SS4A) program. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries.

The City of Ocala will use the grant to conduct supplemental planning to develop a city-wide Local Road Safety Plan (LRSP) and a Speed Management Plan targeting safer speeds in residential areas and around schools.

"I'm excited to see the City of Ocala making excellent use of this grant," said Congresswoman Kat Cammack. "Safer roadways are important for motorists, pedestrians, and cyclists in Ocala, ensuring everyone makes it to their destination and back home safely. I look forward to seeing the City's thoughtful planning in action."

The Office of Congresswoman Kat Cammack provides assistance to municipalities seeking grant funding opportunities from the federal government. To learn more about available awards and how to stay updated with grant announcements, click [here](#).

###

Issues: [Economy](#)



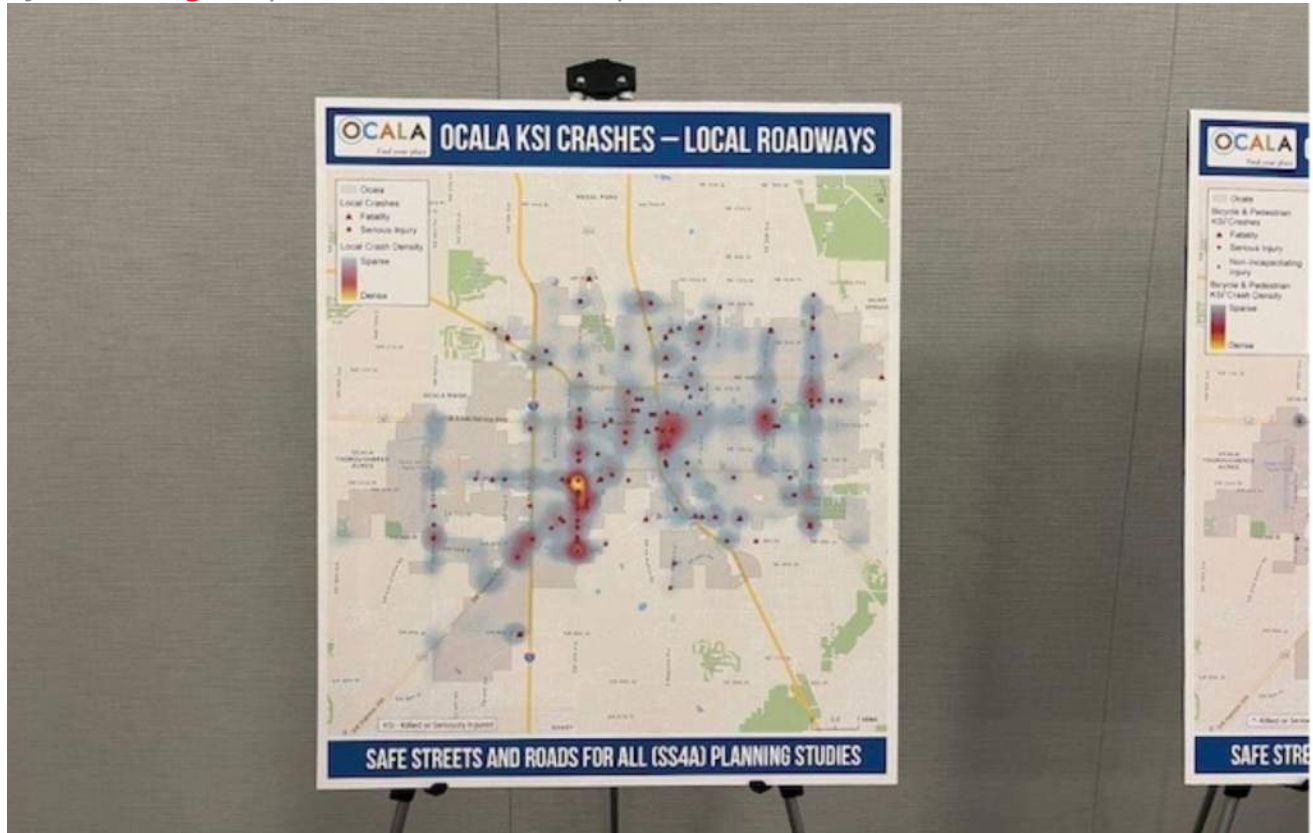
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City of Ocala Hosts Public Meeting Promoting Safer Streets and Roads

A public meeting was held by the City of Ocala for the municipality's initiative for Safe Streets and Roads for all on Sept. 4.

By [Ben Baugh](#) September 5, 2025 4:36 pm



352todayben-baugh-352-today A public meeting was held by the City of Ocala to help promote their initiative to keep our streets safer, piggybacking on the efforts of the Ocala/Marion County Transportation and Organization, and working in concert with the county and state. Depicted is a map showing an area where crashes often occur, with the red marks denoting the scene of the incidents. Courtesy: Ben Baugh/352today

OCALA, FL ([352today.com](https://www.352today.com)) – The [City of Ocala](#) held a public meeting for Safe Streets and Roads for All, Sept. 4, 2025, at the Mary Sue Rich Community Center at Reed Place.



The objective of the program is to achieve zero fatalities and zero serious injuries by the year 2045, as part of the Florida Department of Transportation's Target Zero campaign. The City of Ocala is piggybacking off of the initiative of the FDOT and the Ocala/Marion County Planning and Transportation Organization to make the area's roadways safer.

There are a number of variables that will help to make streets safer, and that can be done through behavior modification, education, technology, communication and engineering, said Noel Cooper, City of Ocala civil engineer.

"From a city point of view, we want to be able to design safer roads according to current standards," said Cooper, with schools and residential areas being a target of the study.

One way to make roads safer, is to make those citizens operating vehicles on the road understand that their behavior plays an important role, whether it's distracted or aggressive driving, to reduce the number of crashes, said Cooper.

"Drivers need to understand and realize, it only takes a second for them to be distracted, taking their eyes off the road and be in a collision," said Cooper.

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The project has two phases, a local road safety plan, and there’s also a speed management action plan and traffic calming policy. It’s extremely important to be aware of those vulnerable road users such as pedestrians and bicyclists.

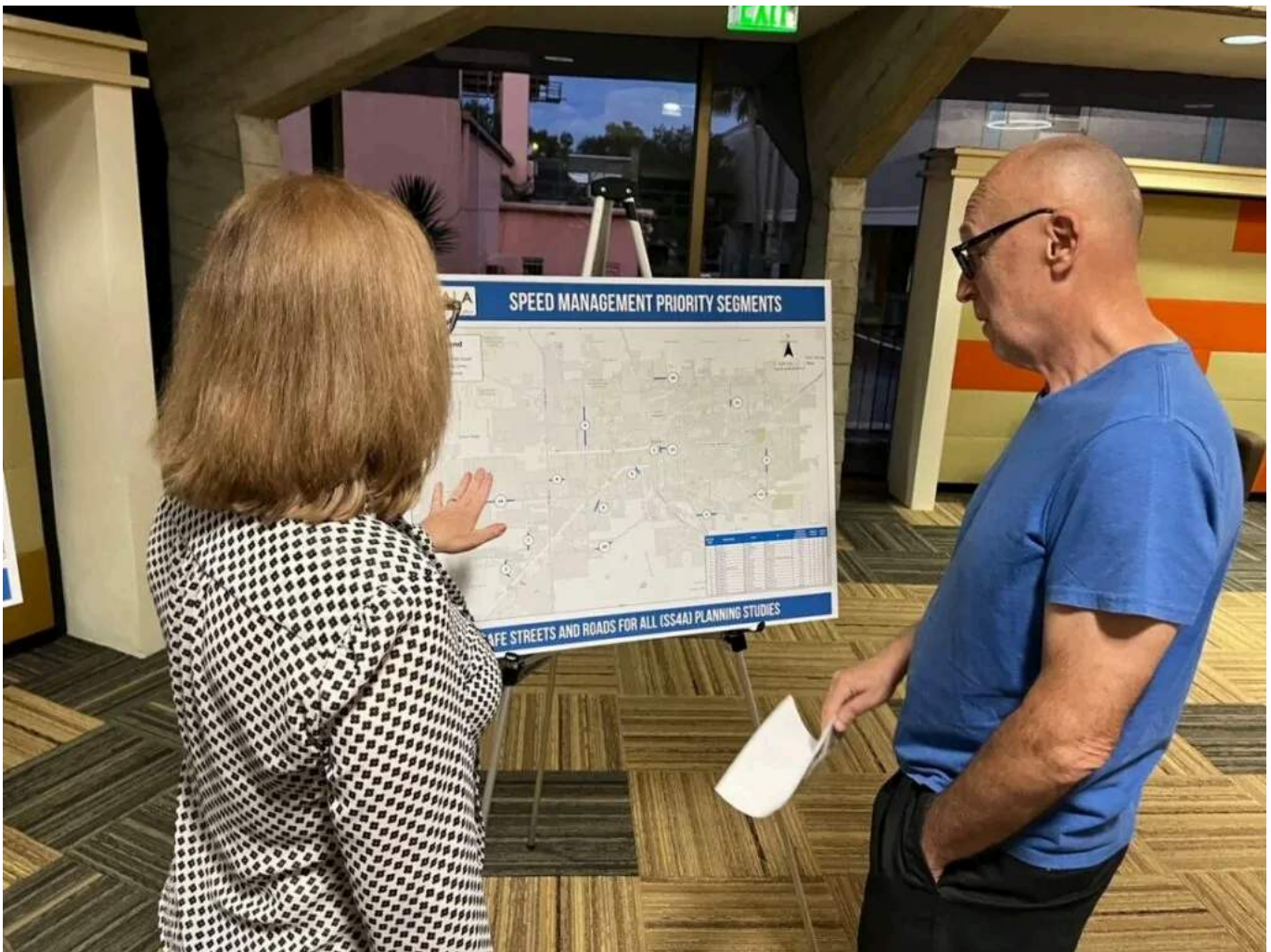
“Speed management and driving at safe speeds is a huge part of this,” said Christy Lafoye, Ardurra Group consultant. “We have proven safety counter measures that come out from FHWA (Federal Highway Administration). People need to be aware of their surroundings. We want people to get home safely. If a pedestrian is hit at 40 mph, there’s only a 10% chance of survival.”

Traffic calming devices can also be incorporated into the city’s policies, said Lafoye.

Thursday, December 4th, 2025

Ocala roads initiative

A two-prong study is underway to assess safety, speed management and traffic calming in the city.



Christy Loyfe, Traffic and Safety Team Leader with traffic consultant Ardurra Group, Inc., goes over a graphic that explains locations identified to date as areas of concern for vehicle speed in Ocala with Peter Coles, an Ocala resident with complaints about local traffic like red light runners. The two were at an Ocala Community Road Safety planning meeting on Nov. 5 at the Florida Institute for Human and Machine Cognition in downtown Ocala. [Photo by Andy Fillmore/Ocala Gazette]

[Home](#) » [Community](#)

Posted November 6, 2025 | **By Andy Fillmore, andy@ocalagazette.com**

Citizen input like a pedestrian near miss and a need for sidewalks on a neighborhood roadway were heard at a second city of Ocala Community Road Safety planning meeting on Nov. 5.

The theme of the meeting, which took place at the Florida Institute for Human and Machine Cognition building in downtown Ocala, was “Help Shape Ocala’s Safer Streets Future.”

The public meeting was held to hear feedback and discuss two city studies in progress, titled “Local Road Safety Plan” and “Speed Management and Traffic Calming Plan.”

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Ocala Mayor Ben Marciano looks over a model of an enhanced type of roundabout proposed for the Ocala area

The two-pronged study, which covers multiple aspects of road safety and vehicle speed analysis, began in June, 2025 and ends in November. The study project was funded by a \$104,000 U.S. Department of Transportation 2023 Safe Streets SS4A grant and \$26,000 in matching city funds.

Members of the city’s Engineering Department and representatives of the study consultant firm, Ardurra Group, headquartered in Miami, were on hand at the Nov. 5 session.

with members of the city of Ocala Engineering Department at an Ocala Community Road Safety planning meeting on Nov. 5. [Photo by Andy Fillmore/Ocala Gazette]

The study will use crash and other data from 2020 through 2024 with an “appendix” of citizen input from the two public meetings to make recommendations to present to the Ocala City Council for decisions in 2026.

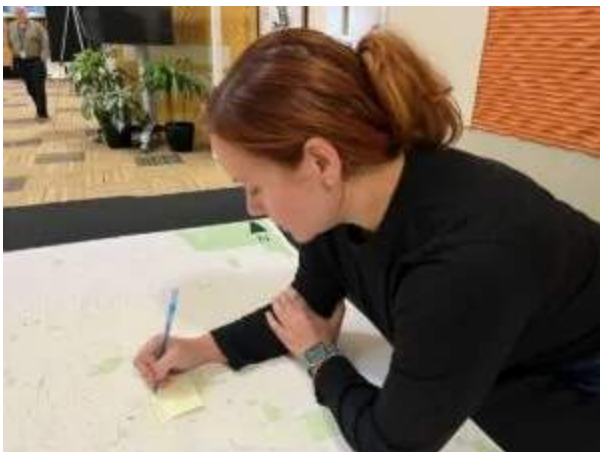
A joint statement notes that the five-year history view is the “best practice” for the study.

“A five-year history including the most recent full five years of crash data is considered a best engineering practice to produce safety plans. However, the city of Ocala continues to monitor crash data available from Signal Four Analytics, especially fatal crashes, on an ongoing basis,” according to the statement.

The Nov. 5 meeting was posted Oct. 24 on the city’s website, three days before the tragic death of Forest High School senior Shannon Rushing, 18, who was struck by a car while walking in the 2200 block of Old Blitchton Road at 6:18 a.m.

Shannon’s sister, Shanta Norton, has spearheaded an effort to enhance pedestrian roadway safety.

Norton entered a petition on change.org, a “platform for change,” calling for the “installation of adequate street lighting on all state and county roads that see pedestrian traffic” to be mandated by a proposed “Shannon’s Law.”



Forest High School teacher Kiersten Welden places a Post-it note on a city map indicating the location of her concerns for traffic conditions and pedestrian safety in the vicinity of Southeast 13th Street near Ward Highlands Elementary School. [Photo by Andy Fillmore/Ocala Gazette]

“Roads like NW Blitchton should be safe environments for pedestrians, not potential death traps. Shannon’s tragic death must serve as a call to action, a catalyst for change, so no family has to endure such a loss again,” stated the petition, which had garnered 2,964 votes by Nov.6.

The city and Ardurra released a joint statement following the meeting.

“Old Blitchton Road was not identified as a top High Injury Network (HIN) segment based on historical crash data from 2020-2024, since there were no fatal or incapacitating injury crashes on NW Old Blitchton Road within the five-year period,” according to the statement.

“There were also no injury crashes (incapacitating or otherwise) reported on Old Blitchton Road from 2020-2024. However, once the crash report

is available for review by the city, the circumstances and any contributing causes of the crash will be reviewed for potential safety improvements. This crash will also be noted and described within the ‘Local Road Safety Plan’ being prepared by the city’s consultant,” the statement read.

The meeting included a model of a traffic roundabout or circle, which Florida Department of Transportation literature claims lead to a “76% reduction in injury crashes” and lower vehicle speed while increasing traffic flow. There are multiple traffic roundabouts currently installed on east Fort King Street. The model displayed at the meeting depicted a larger and enhanced type of roundabout.

Rob Balmes, director of the Ocala Marion County Transportation Planning Organization, stated in an email that the TPO is part of a city advisory group on the roadway study and is supporting the city in pursuing “federal and state funding opportunities.”

The joint city/Adurra statement indicated “public feedback received through November 19th will be documented (in an appendix to the study data). One thing to note, in addition to the stakeholders that were mentioned last night, the Stakeholder Advisory Group also includes representation by Bike/Walk Central Florida, a pedestrian and bicycle advocacy nonprofit, and by Marion County Public Schools, who have provided feedback for the planning studies through this engagement process.”

The city study took factors like schools nearby when looking at road conditions and recommendations could be made to roadway layout and more to enhance safety.

City engineer Sean Lanier said sidewalk installation requires consideration of drainage, the topography and right-of-way.

Maintenance of the city’s roads uses a large portion of a \$12 million dollar transportation budget, according to officials.

Lanier said his department often depends upon citizen input about the need for road maintenance.

Several attendees expressed their concerns in 17 Post-it notes with remarks on a particular roadway on a large city map.

One note pointed out “horrible traffic” at Northeast 8th Road and Northeast 8th Avenue and delays at a traffic light, with a suggestion to widen the road from two to four lanes.

Some 56 citizens entered their remarks into a computer set out for public use by organizers

Peter Coles’ wife was nearly struck recently while walking across Silver Springs Boulevard at Northeast 11th Avenue by a driver who ran a red light. He said he would like to see the city do more for pedestrian safety in Ocala.

Kiersten Welden, a teacher at Forest High School, commented on conditions on Southeast 13th Street near Ward-Highlands Elementary, noting children’s safety on the road and a need for sidewalks, signage and lighting and “prioritizing of safety.”

Sandra Hensley is concerned about high-speed traffic and commercial trucks on neighborhood roads around York, which appeared to be in the unincorporated area of the county. An attendee suggested Hensley contact the county commissioner for her area. The roads, with some portions

possibly unpaved, are used by residents from south of the area to access main arteries like State Road 40, Hensley indicated.

Hensley's concern is that a traffic fatality may have to occur before she sees officials take action in the area.

"Somebody's got to get killed? That's not the answer I want to hear," she said.

For information, go to ocalafl.gov and ocalamariontpo.org

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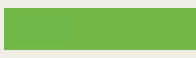
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Appendix C

Crash Analysis Technical Memorandum

Date: September 15, 2025

Prepared By: Demian Miller, AICP
Martha L. Moore, PE, PTOE, RSP₁
Alfred Benesch & Company

Prepared For: Noel Cooper, PE, PTOE, PTP, RSP₁

Subject: Crash Analysis Technical Memorandum

1. Introduction

A safety action plan should be treated as a dynamic “living” document that can be updated to address the most recent crash data, community needs, and funding opportunities. This crash analysis serves as an initial framework for the City of Ocala to assess and address the safety challenges within its roadway network.

Analysis of historic crash data (2020–2024) to determine where fatal and severe injury crashes are occurring, how they are occurring, and who they are occurring to is foundational to adopting a Safe System Approach to address roadway safety. Identification of a High Injury Network (HIN), that conveys where the highest concentrations of fatal and serious injury crashes occur will allow the City of Ocala to align proven countermeasures with priority areas, key locations, and communities.

For this analysis, fatal crashes are defined as an event where a death occurred as a result of a crash within 30 days following the crash event. A serious or incapacitating injury crash is an event that results in a disabling injury, such as broken bones, severe burns, severed limbs, etc. and usually require hospitalization and transport to medical facilities. Together these are referred to as Killed/Serious Injury (KSI) crashes

In addition to a citywide analysis of KSI crashes, this technical memorandum provides an analysis of crash patterns and defines the City’s High Injury Network (HIN).

2. Citywide Crash Analysis

2.1. Annual Distribution of Fatal and Serious Injury Crashes

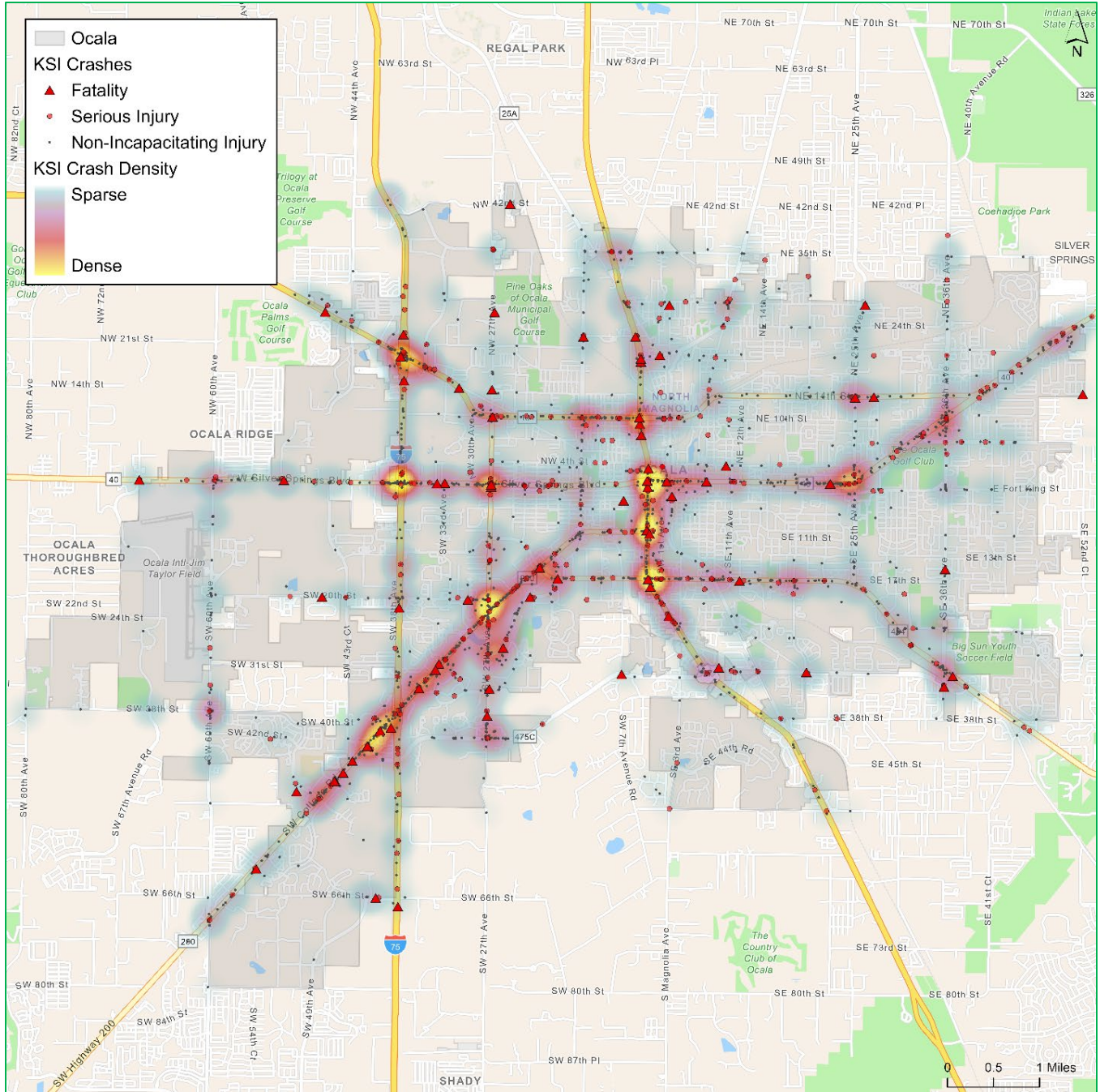
Data obtained from the University of Florida Signal 4 Analytics traffic crash reports show that from 2020 to 2024, City of Ocala roadways had a total of 20,136 crashes. Among these, 108 (0.5%) were fatal, and 446 (2.2%) caused serious injuries. Despite seeming like a small piece of the larger pool of crashes, statistics often mask the magnitude of consequences stemming from an individual event, as is in the case of crashes where someone is killed or seriously injured (KSI). The rippling effect of a death from a crash is difficult to measure from a statistical standpoint and serious injuries resulting from a traffic crash often have catastrophic impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs.

Table 1 presents the annual distribution of crashes in the City of Ocala for the analysis period and Map 1 depicts the location of KSI and Non-Incapacitating Injury crashes.

Table 1: Annual Distribution of KSI and Non-KSI Crashes (2020–2024)

Year	Serious Injuries	Fatalities	KSI Crashes Subtotal	% of total KSI Crashes	Non-KSI Crashes	% of total Non-KSI Crashes
2020	103	33	136	24%	3647	18%
2021	75	20	95	17%	4026	21%
2022	132	26	158	29%	3725	19%
2023	82	12	94	17%	4269	22%
2024	54	17	71	13%	3915	20%
Total	446	108	554	100%	19,582	100%

Since 2020, the total number of KSI crashes has decreased by approximately 50%, with both serious injuries and fatal crashes showing significant reductions. Despite this progress, there is still room for improvement to further enhance road safety in the City of Ocala.



Map 1: KSI Crashes and Non-Incapacitating Injury Crashes

The remainder of this section provides an analysis of:

- Temporal Crash Trends
- Crash Types
- Roadway Conditions
- Demographic and Behavioral Characteristics
- Vulnerable Road Users

2.2. Temporal Crash Trends

The distribution of fatal and serious injury crashes by month; day of the week; and hour of the day are shown in Figures 1–3. Fatal crashes in the analysis period occurred most frequently in June; on Friday’s; and at 6:00 p.m. and 8:00 p.m. Serious Injury crashes occurred most frequently in May; on Wednesday’s; and at 2:00p.m. and 5:00 p.m.

2.2.1. Crashes by Month

Between 2020–2024, the greatest total number of KSI crashes in the City of Ocala occurred in the month of June, (~10%) with the rest of the months fluctuating within the same margin. Fatal crashes alone also occurred most frequently in June (~16%).

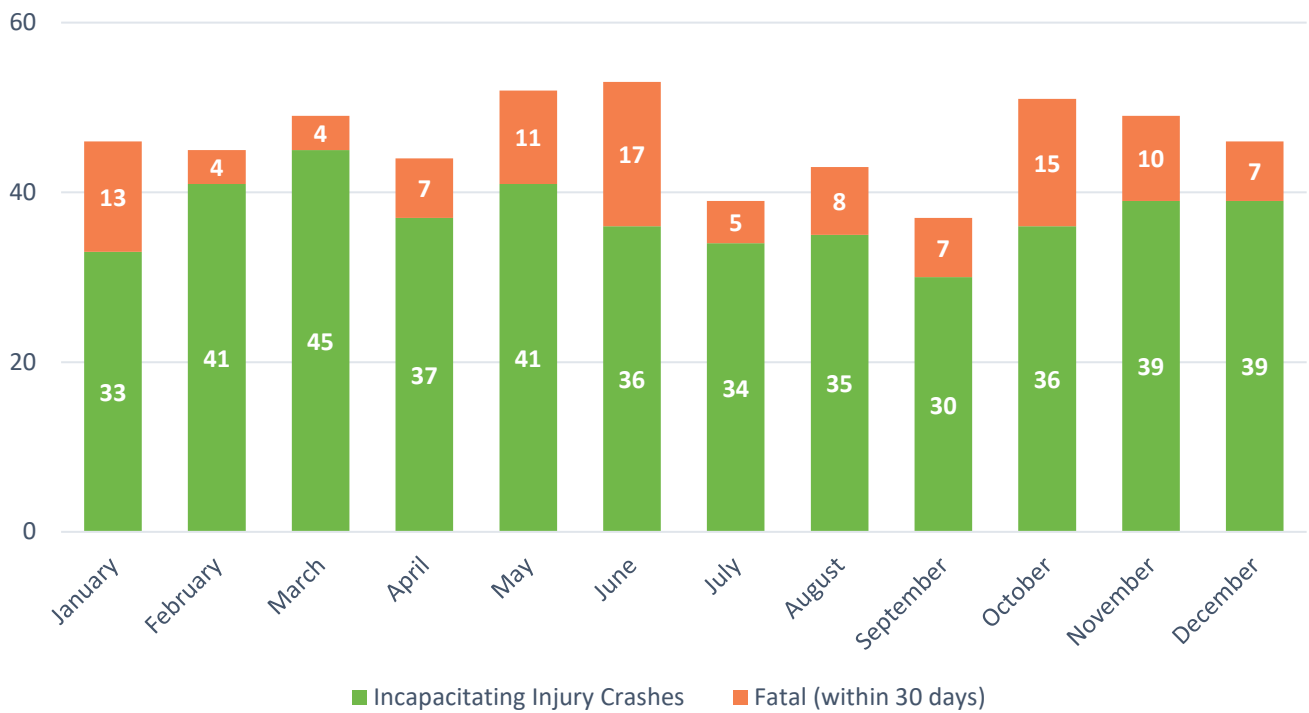


Figure 1: KSI Crashes by Month (2020–2024)

2.2.2. Crashes by Day of Week

Between 2020 and 2024, the highest percentage of KSI crashes occurred on Fridays (~18%). When counted separately, serious injury crashes were most common on Wednesday's (~17%), while fatal crashes occurred most frequently on Fridays (~18%).

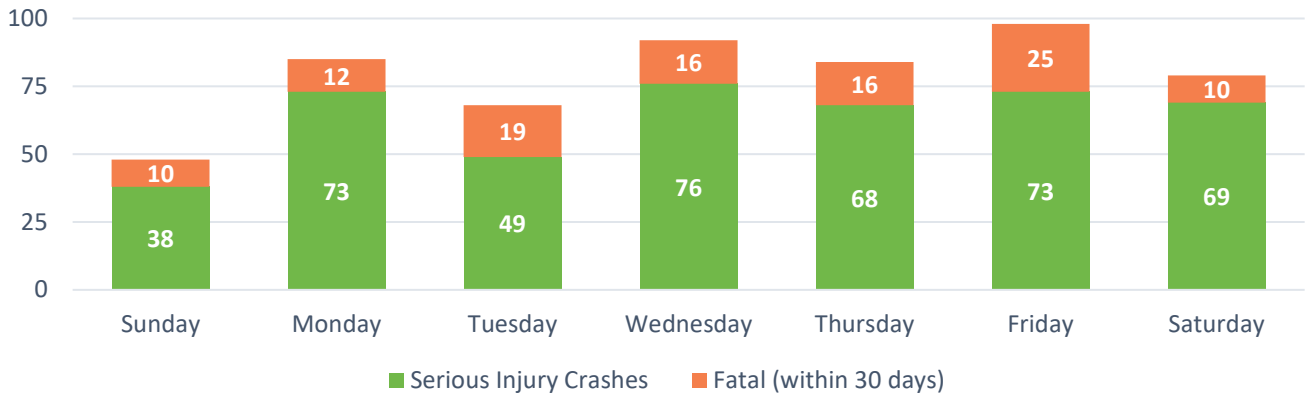


Figure 2: KSI Crashes by Day of the Week (2020–2024)

2.2.3. Crashes by Time of Day

Just over half (53%) of the KSI crashes occurred between 1 p.m. and 9 p.m. Serious injury crashes occurred most frequently at 2 p.m. and at 5 p.m., with 33 occurrences each. The highest frequency of fatal crashes is at 6 p.m. with 11 occurrences. Approximately 35% (195) of KSI crashes happened between the hours of 7 p.m. and 5 a.m.

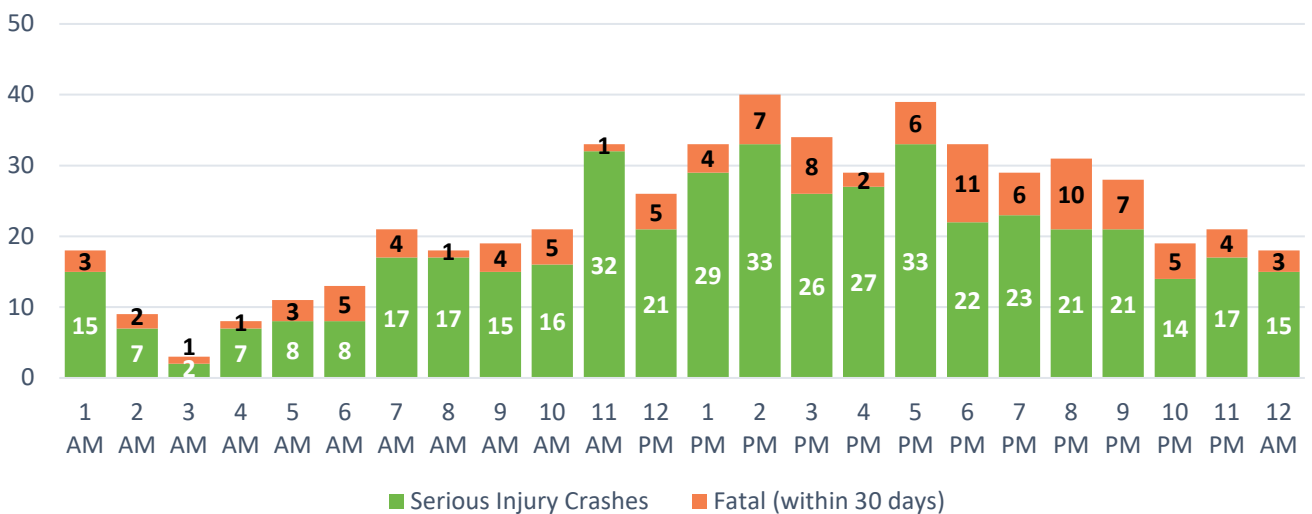


Figure 3: KSI Crashes by Hour of the Day (2020–2024)

2.3. Crash Types

During the analysis period, left-turn crashes accounted for the highest number of serious injury crashes (87) and pedestrian crashes accounted for the highest number of fatal (25) crashes. Rear-end (84 serious injury crashes, 5 fatal crashes) and “other” crashes (65 serious injury crashes, 17 fatal crashes) are other notably frequent crash types in the City of Ocala. The full distribution of KSI crashes is depicted in Figure 4.

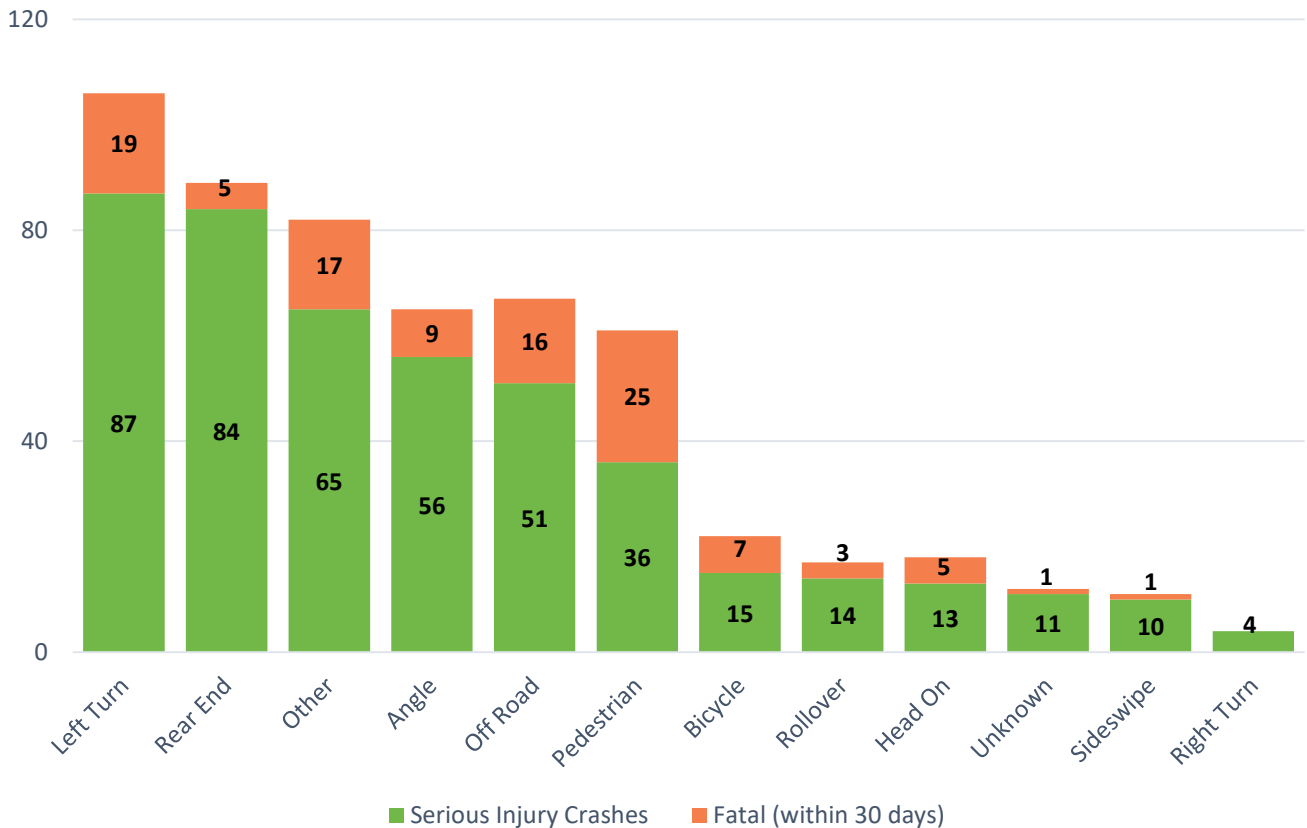


Figure 4: KSI Crashes by Type (2020–2024)

Pedestrian crashes accounted for the largest share (23.1%) of fatal crashes in the City of Ocala. Thirteen percent (13%) of all crashes involving pedestrians during the analysis period were fatal. Left turn (17.6%) and Other (15.7%) crashes round out the top three most frequent fatal crash types. Left turn (19.5%), rear-end (18.8%) and other (14.6%) were the most frequently occurring crashes resulting in serious injury. Countywide, pedestrian crashes are among the top three fatal crash types by percentage, with roadway departure crashes as the top fatal crash type (21.5%). Table 2 provides the full breakdown of KSI crashes by reported crash type and severity.

Table 2: KSI Crashes by Type¹

Crash Type	% Serious Injury Crashes	% Fatal Crashes	% of total KSI Crashes	% of total Non-KSI Crashes
Angle	12.6%	8.3%	11.7%	8.6%
Bicycle	3.4%	6.5%	4.0%	0.6%
Head On	2.9%	4.6%	3.2%	1.0%
Left Turn	19.5%	17.6%	19.1%	14.4%
Roadway Departure	11.4%	14.8%	12.1%	5.8%
Other	14.6%	15.7%	14.8%	12.3%
Pedestrian	8.1%	23.1%	11.0%	0.6%
Rear End	18.8%	4.6%	16.1%	38.6%
Right Turn	0.9%	0.0%	0.7%	2.1%
Rollover	3.1%	2.8%	3.1%	0.7%
Sideswipe	2.2%	0.9%	2.0%	11.6%
Unknown	2.5%	0.9%	2.2%	3.3%

¹ Slight variation in totals due to rounding

2.4. Roadway Conditions

Roadway conditions refer to external factors that can affect how drivers interact with the road surface. This includes environmental elements, like lighting and the road surface condition at the time of the crash, as well as roadway characteristics, such as the posted speed limit or the type of roadway.

Lighting conditions (particularly nighttime and dark conditions), road surface conditions, and weather are factors that often contribute to higher frequencies of KSI crashes. Tables 3–5 provide a distribution of KSI crashes during the five-year analysis period for these categories.

2.4.1. Lighting Conditions

In the City of Ocala, 42.1% of KSI crashes happened in non- “daylight” lighting conditions. Slightly over half (54.6%) of all fatal crashes occurred during non- “daylight” lighting conditions as well.

Compared to the distribution of the County’s total crashes in non- “daylight” lighting conditions (approximately 28%), KSI (and fatal crashes in particular) occurred most frequently during non- “daylight” conditions. This indicates a potential correlation between lighting conditions and crash severity in the City of Ocala.

Table 3: KSI Crashes by Lighting Condition

Lighting Condition	% Serious Injury Crashes	% Fatal Crashes	% of total KSI Crashes	% of total Non-KSI Crashes
Daylight	61.0%	45.5%	57.9%	76.6%
Dawn	1.1%	3.7%	1.7%	1.7%
Dusk	5.8%	4.6%	5.6%	3.2%
Dark - Lighted	19.7%	25.9%	20.9%	13.1%
Dark - Not Lighted	11.7%	19.4%	13.2%	5.1%
Dark - Unknown Lighting	0.7%	0.9%	0.7%	0.2%
Unknown	0.0%	0.0%	0.0%	0.1%

2.4.2. Roadway Surface Conditions

During the analysis period, most KSI crashes happened on dry roadway conditions (90%). Combining all non-dry conditions together accounts for 10% of KSI crashes, this trend is present within the separate serious injury and fatal crash groups as well. This may indicate that roadway surface conditions are not a primary driver of the majority of KSI crashes happening within the City of Ocala.

Table 4: KSI Crashes by Road Surface Condition

Road Surface Condition	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Dry	90.6%	88.9%	90.2%	86.8%
Wet	9.2%	10.2%	9.4%	12.9%
Mud, Dirt, Gravel	0.0%	0.0%	0.0%	0.1%
Other	0.2%	0.0%	0.2%	0.0%
Unknown	0.0%	0.9%	0.2%	0.2%

2.4.3. Weather Conditions

During the analysis period, most KSI crashes happened in clear weather conditions (77.4%). Combining all non-clear conditions together accounts for approximately 23% of KSI crashes. While weather, especially rain, is often associated with more unsafe roadway conditions, the data indicates that non-clear weather conditions are not a major factor in the severity of crashes.

Table 5: KSI Crashes by Weather Condition

Weather Condition	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Clear	76.9%	79.6%	77.4%	75.5%
Cloudy	15.7%	13.9%	15.4%	15.3%
Fog, Smog, Smoke	1.3%	1.9%	1.4%	0.6%
Other	0.0%	0.9%	0.2%	0.2%
Rain	6.1%	3.7%	5.6%	8.4%

2.5. Roadway Characteristics

Table 6 provides the distribution of KSI crashes within City of Ocala during the analysis period categorized by roadway maintenance jurisdiction.

Table 6: KSI Crashes by Road Jurisdiction

Road Jurisdiction	Serious Injury Crashes	Fatal Crashes	KSI Crashes Subtotal	Non-KSI Crashes Subtotal	% of all KSI Crashes	% of all Non-KSI Crashes
County	57	12	69	1455	12.3%	7.4%
Interstate	31	5	36	1729	6.7%	8.8%
City	141	35	176	6297	31.6%	32.2%
State Highway System	205	54	259	9765	46.9%	49.9%
All Other	12	2	14	336	2.5%	1.7%

2.6. Demographic and Behavioral Characteristics

Behavior factors and choices by individuals play a significant role in the occurrence and 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. Using data from crash reports to look at these behaviors provides the foundation for more effective infrastructure countermeasures and education and programming strategies tailored for City of Ocala safety needs.

2.6.1. Aging Road Users

“Aging Road Users” are drivers 65 years of age or older. Whenever at least one of the drivers involved in a crash matches this demographic, the crash is categorized as such. During the analysis period, approximately 26% of the KSI crashes and 30% of the fatal crashes involved Aging Road Users (ARUs).

Table 7: KSI Crashes Involving Aging Road Users

Aging Road User (ARU)	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Not Involving ARU	74.4%	70.4%	73.6%	73.1%
Involving ARU	25.6%	29.6%	26.4%	26.9%

2.6.2. Teen Drivers

Teen Drivers, drivers between the ages of 15 and 19, were involved in approximately 10% of KSI crashes and 10.2% of fatal crashes.

Table 8: KSI Crashes Involving Teen Drivers

Teen Drivers	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Not Involving Teen Driver	90.4%	89.8%	90.3%	85.9%
Involving Teen Driver	9.6%	10.2%	9.7%	14.1%

2.6.3. Impaired Driving

Impaired Driving crashes involve at least one driver that has tested positive for drugs or alcohol or were suspected of being impaired and refused to submit to a drug or alcohol test.

Statewide, impaired driving is attributed to over 11% of all KSI crashes; in the City of Ocala these crashes accounted for approximately 6.5% of KSI crashes and 13% of fatal crashes. The data suggests that while impaired driving can be a factor in serious injury crashes, it is a major factor in fatal crashes. Addressing this issue could result in a significant reduction in fatal crashes.

Table 9: KSI Crashes Involving Impaired Driving

Impaired Driving	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Not Involving Impaired Driving	95.1%	87.0%	93.5%	98.4%
Involving Impaired Driving	4.9%	13.0%	6.5%	1.6%

2.6.4. Distracted Driving

Distracted Driving crashes occur when a driver is engaged in a behavior that takes their attention away from the vital task of driving, this can include texting, talking on a hands-free device, eating, talking to a passenger, or even daydreaming. By its definition, it is challenging to accurately capture the role of distraction in crash occurrence and severity of crashes. Using the data available in the crash reports, distracted driving was attributed to approximately 9.2% of KSI crashes and 3.7% of fatal crashes. It should be noted that the data indicates that 10.5% of the serious injury crashes involved distracted driving.

Table 10: KSI Crashes Involving Distracted Driving

Distracted Driving	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Not Involving Distracted Driving	89.5%	96.3%	90.8%	90.3%
Involving Distracted Driving	10.5%	3.7%	9.2%	9.7%

2.6.5. Usage of Safety Restraints

Crashes where at least one driver or passenger involved was not using a safety restraint are classified as a “no restraint used” crash. These types of crashes accounted for 12.8% of KSI crashes, 18.5% of fatal crashes, and 11.4% of serious injury crashes.

Table 11: KSI Crashes by Safety Restraint Usage

Safety Restraint	% Serious Injury Crashes	% Fatal Crashes	% of all KSI Crashes	% of all Non-KSI Crashes
Safety Restraint Used	88.6%	81.5%	87.2%	97.6%
No Safety Restraint Used	11.4%	18.5%	12.8%	2.4%

2.7. Vulnerable Road Users

Vulnerable Road Users (VRUs)¹ are the least physically protected group of road users, this includes pedestrians, bicyclists, and motorcyclists. Due to the lack of physical protection from an automobile, these users are at an increased risk of injury and death from vehicular crashes. These users were involved in 4.7% of all crashes in the City of Ocala, following a similar trend to the County’s crashes, but accounted for approximately 40% of KSI crashes and 63% of fatal crashes. Over half of the county’s fatal crashes involved a VRU. This ratio highlights the severity of crashes involving these users and the importance of addressing VRU safety as part of an overall strategy to eliminate KSI crashes.

Table 12 shows a breakdown of the number and percentage of pedestrian, bicyclist, and motorcyclist crashes during the five-year analysis period. As shown in the table, motorcycle involved crashes accounted for 44.5% of the VRU KSI crashes and 35.3% of the VRU fatal crashes. Pedestrian involved crashes accounted for 38.5% of the VRU KSI crashes and 48.5% of the VRU fatal crashes, making pedestrian involved crashes the crash type with the most deaths. The figures in Table 12 differ from those in Table 2 as a VRU involved crash is inclusive of additional circumstances where the VRU was involved in a less direct way to the manner of collision or cause of the crash. Table 12 classifies the crash types based on the manner of collision and harmful events crash fields.

¹ Vulnerable Road Users (VRUs) are the least physically protected group of road users: unshielded pedestrians, cyclists, and motorcyclists who are at an increased risk of injury and fatality from vehicular accidents. [ITS for Vulnerable Road Users | ITS Deployment Evaluation](#)

Table 12: KSI Crashes by Vulnerable Road User Type

Vulnerable Road User Involved	Serious Injury Crashes		Fatal Crashes		KSI Crashes	
	Crashes	% of VRU	Crashes	% of VRU	Crashes	% of VRU
Pedestrian	51	33.5%	33	48.5%	84	38.2%
Bicycle	27	17.8%	11	16.2%	38	17.3%
Motorcycle	74	48.7%	24	35.3%	98	44.5%

2.7.1. VRU KSI Crashes by Lighting Condition

Slightly over a quarter of VRU KSI crashes happen during “dark-lighted” conditions (28.2%), which is approximately twice the percentage of crashes occurring during a similar lighting condition for the County’s total KSI crashes (15.2%). When looking at the specific type of VRU, pedestrian involved crashes occur with a higher frequency than motorcycle and bicycle crashes during in “dark-lighted” conditions.

Table 13: VRU KSI Crashes by Lighting Condition

Lighting Condition	Pedestrian		Bicycle		Motorcycle		Total VRU	
	KSI Crashes	% of VRU	KSI Crashes	% of VRU	KSI Crashes	% of VRU	KSI Crashes	%
Daylight	21	25.0%	22	57.9%	63	64.3%	106	48.2%
Dawn	0	0.0%	0	0.0%	3	3.1%	3	1.4%
Dusk	6	7.1%	2	5.3%	3	3.1%	11	5.0%
Dark - Lighted	29	34.6%	9	23.7%	24	24.5%	62	28.2%
Dark - Not Lighted	27	32.1%	4	10.5%	5	5.0%	36	16.3%
Dark - Unknown Lighting	1	1.2%	1	2.6%	0	0.0%	2	0.9%

2.7.2. VRU KSI Crashes by Roadway Type

More than half (58.3%) of pedestrian and bicycle involved (52.6%) KSI crashes occur on state roads. In addition, almost half of motorcycle involved (48%) KSI crashes occur on state roads.

Table 14: VRU KSI Crashes by Roadway Type

Road Jurisdiction	Pedestrian		Bicycle		Motorcycle		Total VRU	
	KSI Crashes	% of VRU	KSI Crashes	% of VRU	KSI Crashes	% of VRU	KSI Crashes	%
County	9	10.7%	2	5.3%	7	7.1%	18	8.2%
Interstate	6	7.1%	0	0.0%	3	3.1%	9	4.1%
City	19	22.6%	15	39.5%	40	40.8%	74	33.6%
State Highway System	49	58.4%	20	52.6%	47	48.0%	116	52.7%
All Other	1	1.2%	1	2.6%	1	1.0%	3	1.4%

2.7.3. Pedestrian, Bicycle and Motorcycle Involved KSI Crashes

From 2020 to 2024, the City of Ocala recorded an average of approximately 17 pedestrian-involved KSI crashes per year, approximately 8 bicycle-involved KSI crashes per year, and 20 motorcycle-involved KSI crashes per year. Figure 5 illustrates the annual distribution of these incidents and Map 2 shows the location and frequency of these crashes.

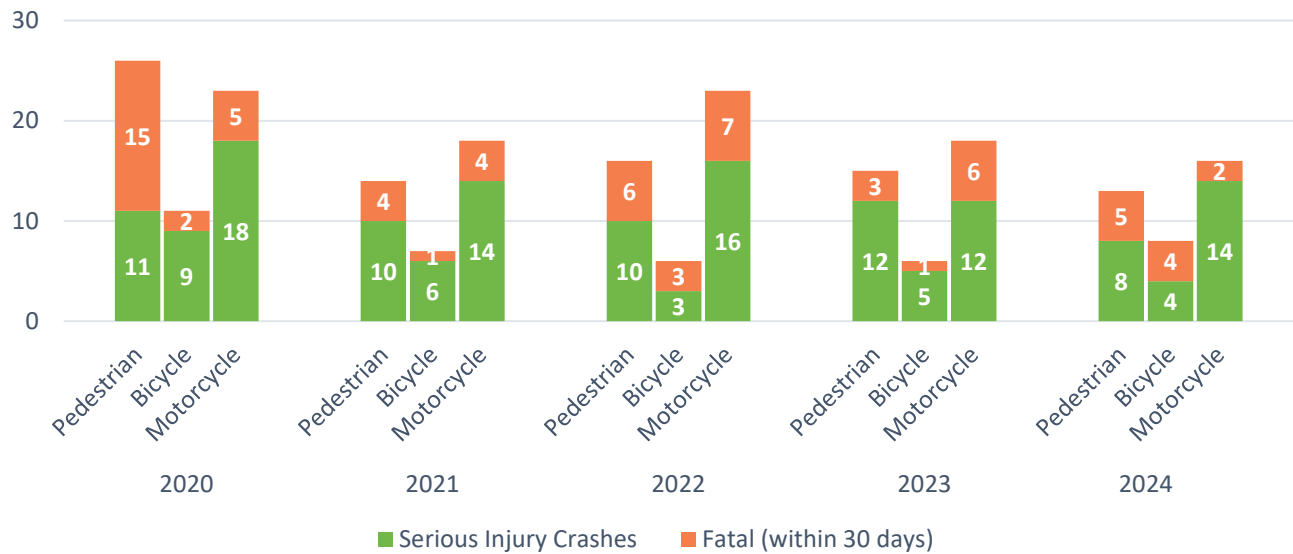
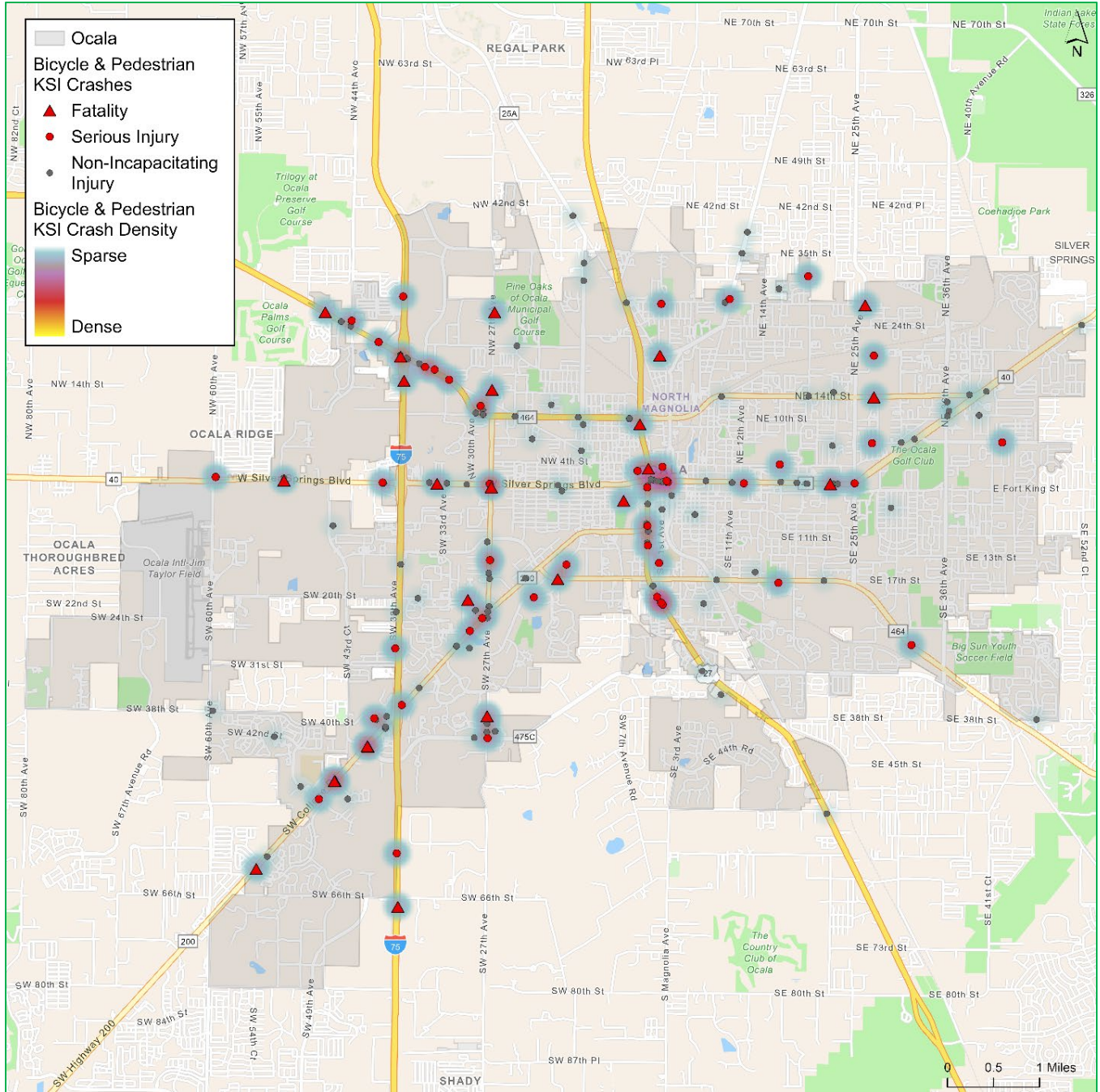


Figure 5: Pedestrian, Bicycle and Motorcycle Involved KSI Crashes (2020–2024)



Map 2: Pedestrian and Bicycle Involved KSI Crashes (2020-2024)

3. High-Injury Network

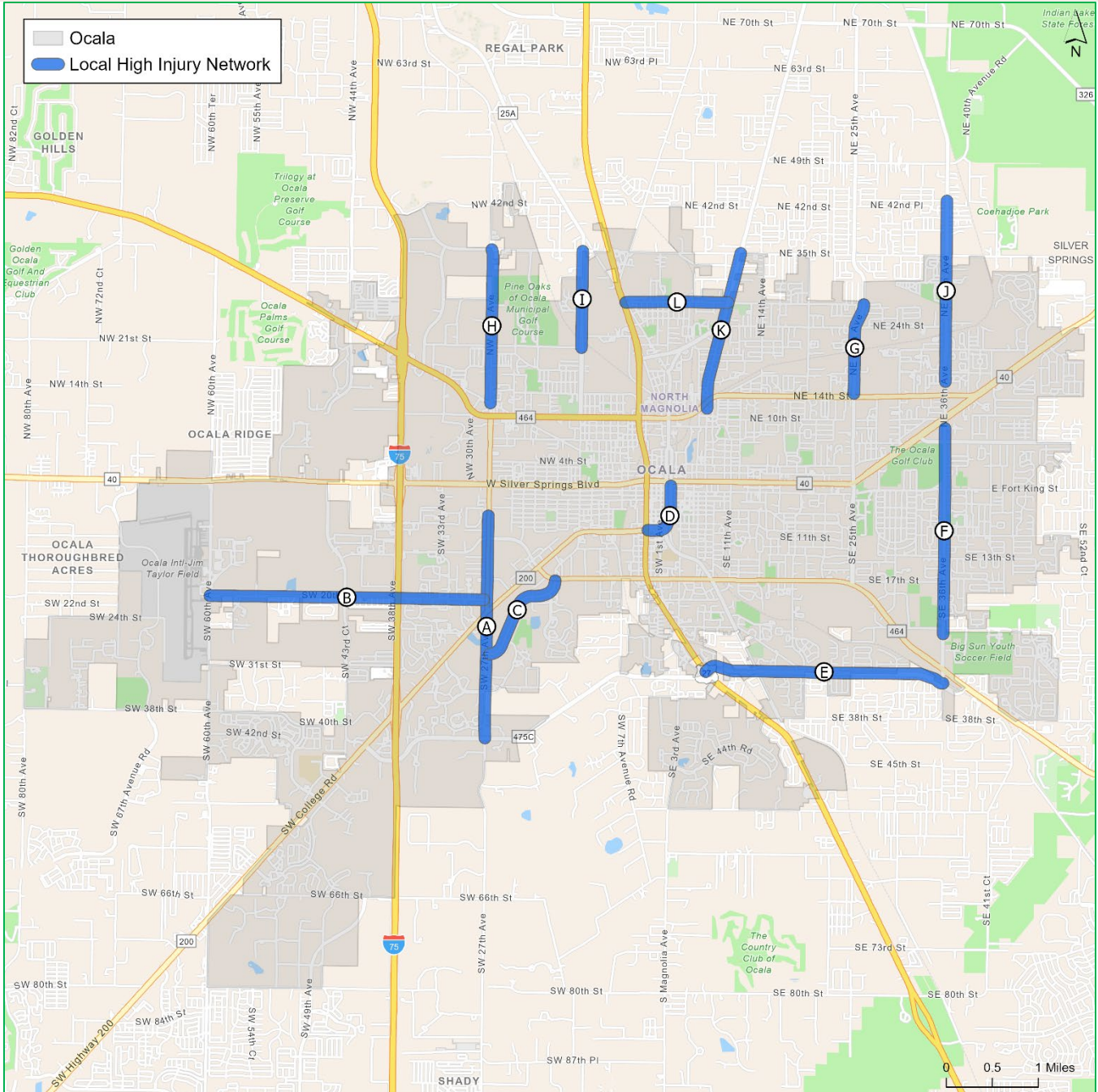
Eliminating traffic-related deaths and serious injuries will require data-informed decisions on where safety programs and investments should be made. The development of a High Injury Network (HIN), a collection of roadway segments with a disproportionately high number of KSI crashes, helps to provide that guidance. Addressing safety along the HIN will help to accelerate progress towards eliminating all traffic-related deaths and serious injuries by focusing on the area's most dangerous roadways.

Because many of the City's KSI crashes were along the State Highway System, Ocala's City Street HIN network considered both KSI crashes and non-incapacitating injury crashes. To better adhere to the principles of the Safe Systems Approach, KSI crashes were weighted at 5:1 compared with non-incapacitating injury crashes, but the inclusion of these less severe injury crashes helped to more clearly identify crash clusters and provide for a more clearly defined HIN.

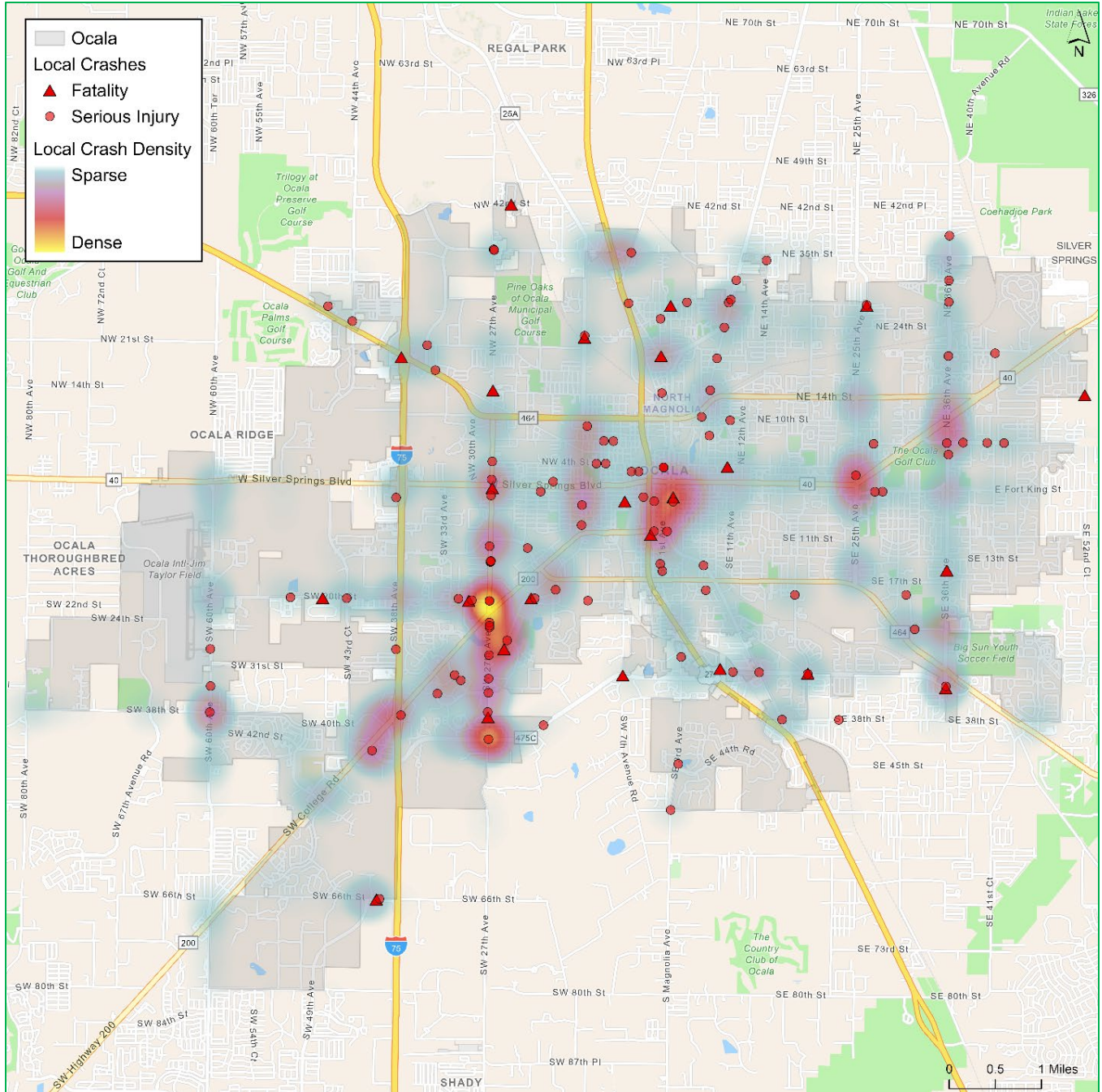
Developing the HIN involved assigning non-interstate related KSI crashes to individual roadway segments, ranking those segments based on the number of KSI crashes, analyzing and combining individual segments to create the HIN shown in Map 3 and listed in Table 15.

The local HIN, which is a collection of non-state-maintained roadways, is comprised of 12 segments that make up 20.6 centerline miles of roadway, which is approximately 3.8% of the locally maintained roadway network. These segments are associated with 51 KSI crashes, of which 12 were fatal. Map 4 depicts KSI crashes distribution on local HIN segments.

The local HIN KSI crashes represent 9.8% of the non-interstate KSI crashes and 23.3% of the KSI crashes that occurred along locally maintained roadways. For fatal crashes, the local HIN is associated with 11.1% of all fatal crashes in the City of Ocala, accounting for 11.4% of all fatal crashes on non-interstate roads and 25.5% of the fatal crashes along locally maintained roadways.



Map 3: Local High Injury Network



Map 4. Local Roadway KSI Crashes

Table 15: Local High Injury Network Summary

ID	On Street	From/To Street	Jurisdiction	Length (Miles)	Non-KSI Crashes	Injury Crashes	KSI Crashes	Serious Injury Crashes	Fatal Crashes
A	SW 27 th Ave	SW 42 nd St to S of SR 40	City	2.416	509	174	13	12	1
B	SW 20 th St	SW 60 th Ave to W of SW 27 th Ave	City	2.976	173	47	5	3	2
C	Easy St	E of SW 27 th Ave to S of SW 17 th St	City	1.174	166	69	5	3	2
D	SE 1 st Ave	S Pine Ave to S of E Silver Springs Blvd	City	0.664	114	29	4	3	1
E	SE 31 st St	E of US 301 to SE 36 th Ave	City	2.631	82	27	4	2	2
F	SE 36 th Ave	S of SE 24 th St to NE 8 th Pl	City	2.231	194	67	3	2	1
G	NE 25 th Ave	N of NE 14 th St to NE 28 th St	City	0.988	52	22	2	1	1
H	NE 27 th Ave	Old Blitchton Rd to NW 35 th St	City/County	1.668	30	16	3	2	1
I	NW MLK Jr. Ave	NW 21 st St to NW 35 th St	City/County	1.048	36	17	2	1	1
J	NE 36 th Ave	NE 17 th Pl to NE 42 nd Pl	City/County	1.962	73	25	3	3	0
K	NE 8 th / Jacksonville Rd	NE 14 th St to NE 35 th St	City/County	1.728	83	41	4	4	0
L	NE 28 th St	N Pine Ave to NE Jacksonville Rd	City/County	1.114	32	12	3	3	0

4. Transportation Disadvantaged Area Analysis

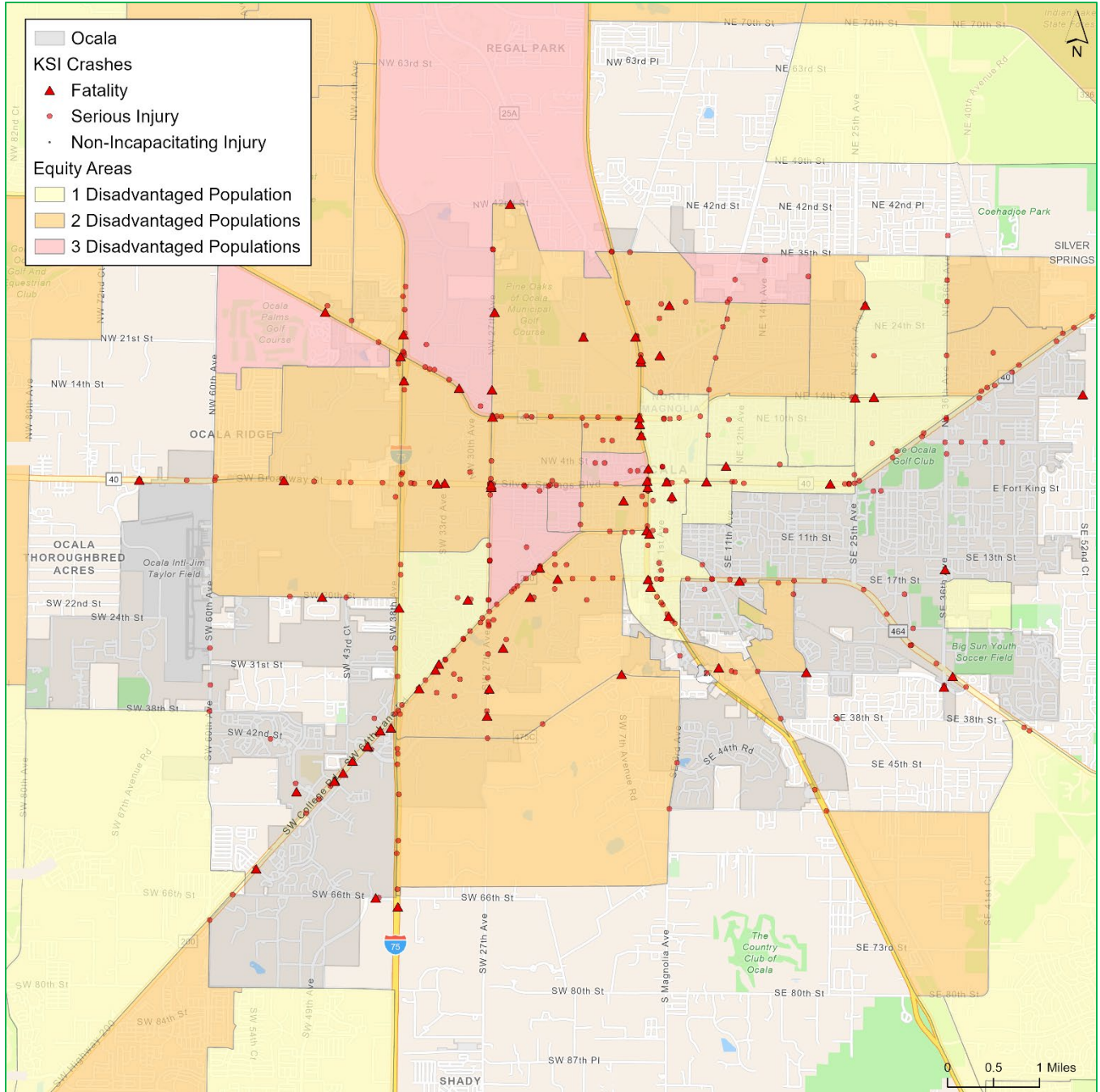
As part of the Ocala-Marion Transportation Planning Organization’s Vision Zero Action Plan, an analysis was performed to evaluate the extent to which KSI crashes occurred in areas that meet one or more criteria for transportation disadvantaged communities. These criteria include:

- People living in poverty – block groups with higher than county average and at least 500 households
- Minorities – block groups with higher than county average and at least 500 individuals
- People without a vehicle – block groups from Transit Oriented Index created as part of the Transit Development Plan
- Seniors – block groups from Transit Oriented Index created as part of the Transit Development Plan
- Youth – block groups from Transit Oriented Index created as part of the Transit Development Plan

Map 5 shows areas within and adjacent to the City of Ocala meeting one or more of these criteria. Table 16 provides a summary of how KSI crash points are associated with different areas based on their cumulative transportation disadvantaged criteria.

Table 16: KSI Crashes by Transportation Disadvantaged Criteria

Crash Severity	No. Transportation Disadvantaged Criteria				Total
	0	1	2	3	
Fatality	15	14	30	8	67
Serious Injury	53	64	121	46	284
All KSI	68	78	151	54	351



Map 5. Transportation Disadvantaged Populations

APPENDIX A

HIN Existing Conditions Crash Statistics

Summary

Table 1 to Table 12 provide a summary of local HIN existing roadway characteristics. Also included are crash statistics for the individual roadways, with a summary of total crashes along the segment, top five crash categories, crashes by surface conditions, lighting conditions, injury crashes, strategic highway safety plan and crashes by year.

The “Top Five Crash Categories” include only crashes that fall within the five most common categories. The “Other” category does not represent all remaining crash types, but only those explicitly coded as “Other” in the police crash reports.

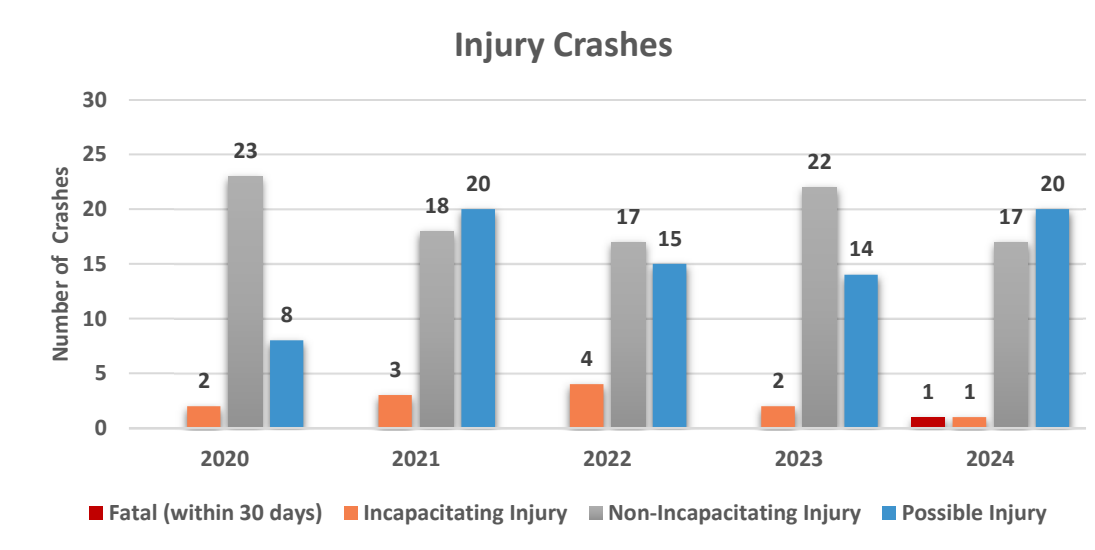
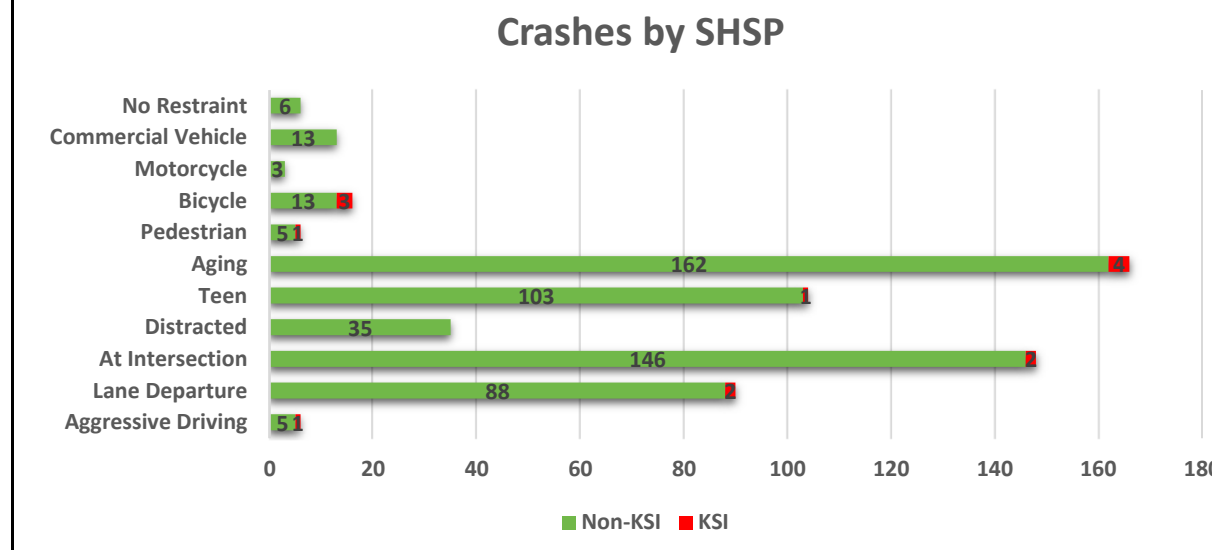
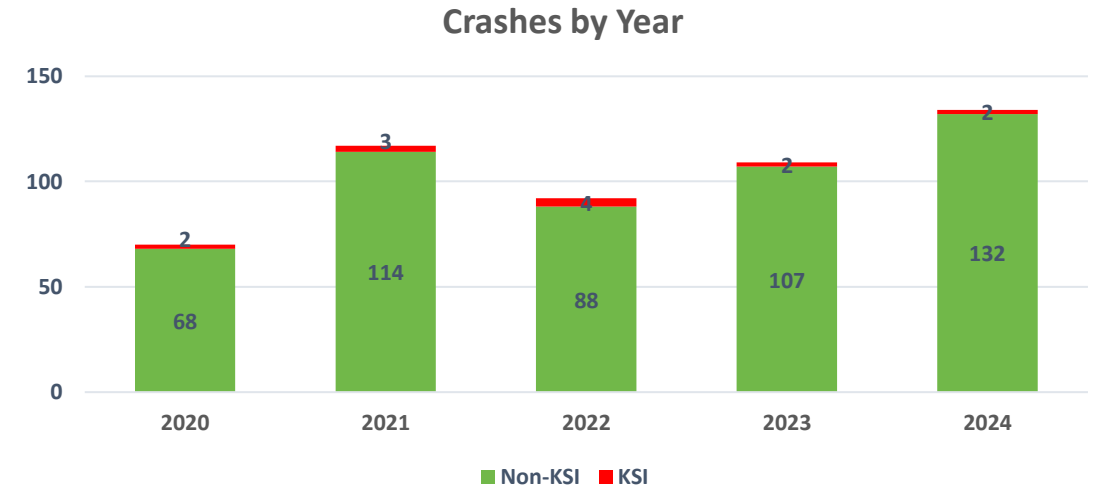
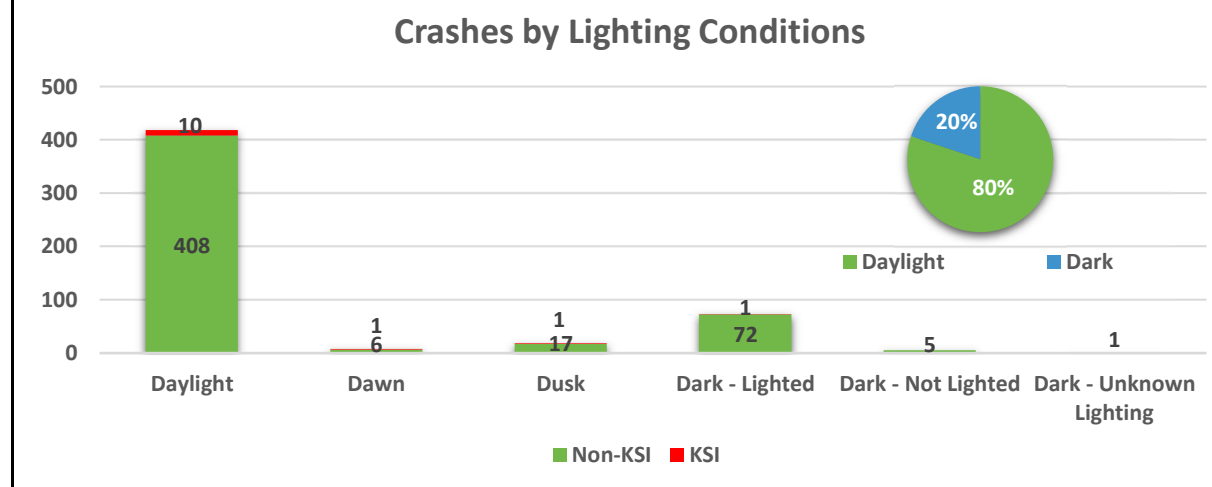
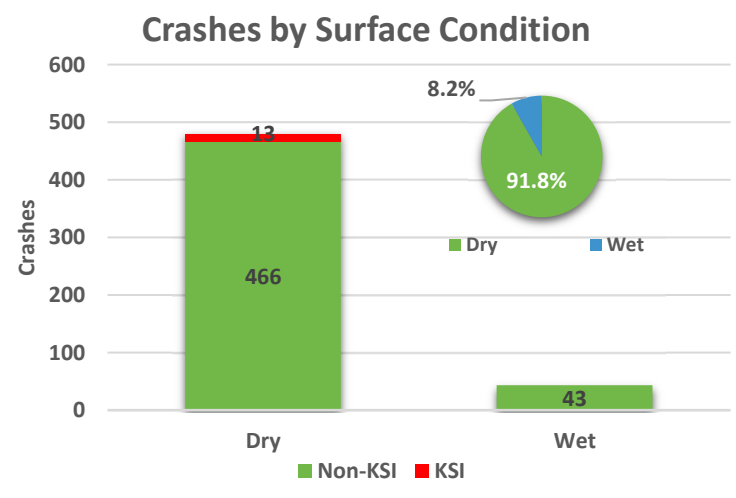
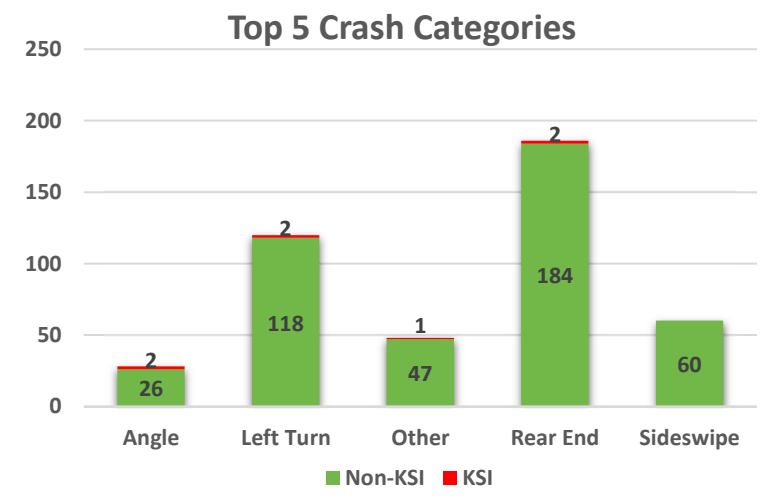
Table 1: SW 27th Avenue

Characteristic	Description
Roadway	SW 27 th Ave
Limits	SW 42 nd St to South of SR 40/W Silver Springs St
AADT	25,700 - SW 34th Street to SW 42nd Street
	18,400 – SW College Rd to SR 40
Cross Section	SW 42 nd St to Easy St: Four-lane divided suburban Easy St to SR 40: Four-lane undivided suburban with a center TWLTL
Functional Classification	Arterial
Posted Speed Limit	45 mph
Traffic Signals	SW 27 th Ave & SR 42 SW 27 th Ave & SW 34 th St SW 27 th Ave & Easy St SW 27 th Ave & SW College Rd SW 27 th Ave & SW 20 th St SW 27 th Ave & SW 10 th St SW 27 th Ave & W Silver Springs St
Pedestrian Facilities	Sidewalk on both sides of roadway
Bicycle Facilities	None
Mid-Block Crossings	None
General Land Use	Commercial, Residential

SW 27TH AVE
SW 42ND ST TO SOUTH OF SR 40/ W SILVER SPRINGS BLVD

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	2	23	8	37	70
2021	0	3	18	20	76	117
2022	0	4	17	15	56	92
2023	0	2	22	14	71	109
2024	1	1	17	20	95	134
TOTAL	1	12	97	77	335	522
% of Total	0.2%	2.3%	18.6%	14.8%	64.2%	

Crash Statistics 2020 - 2024



Project Location

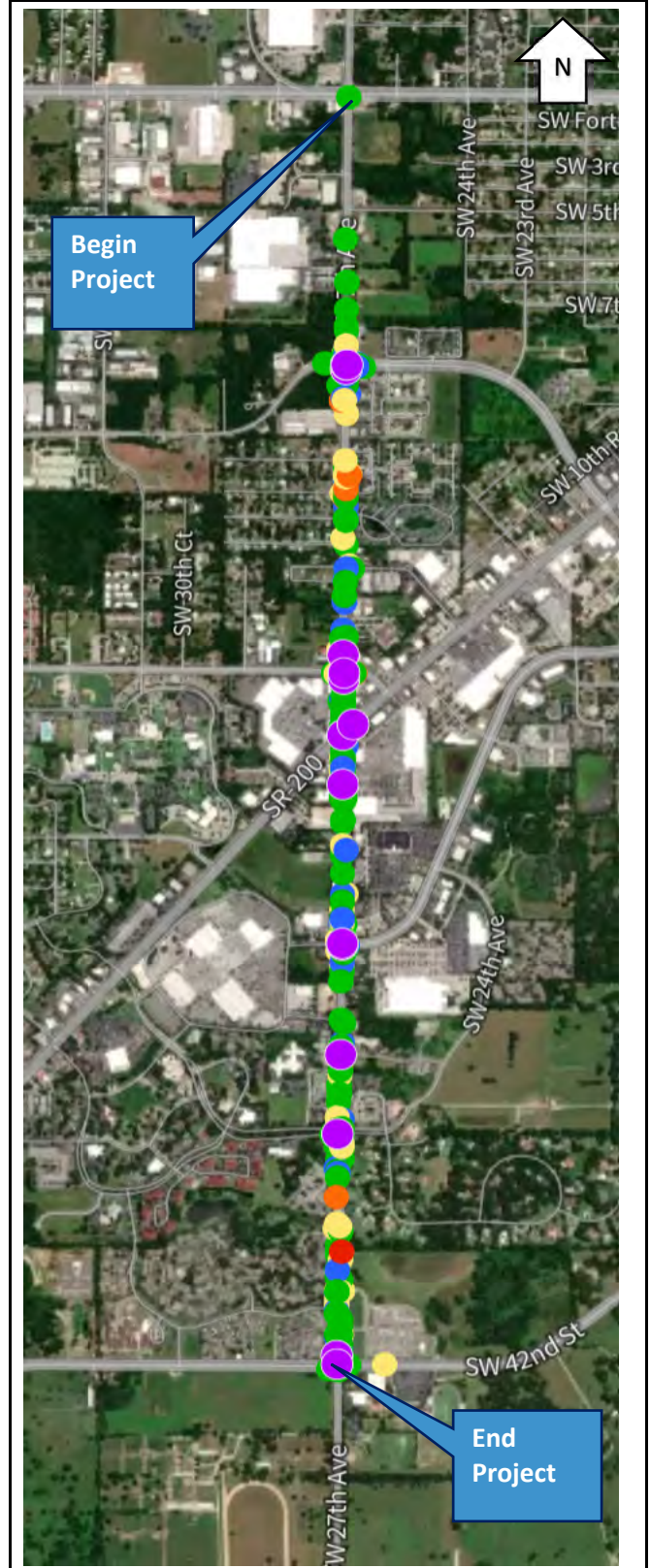


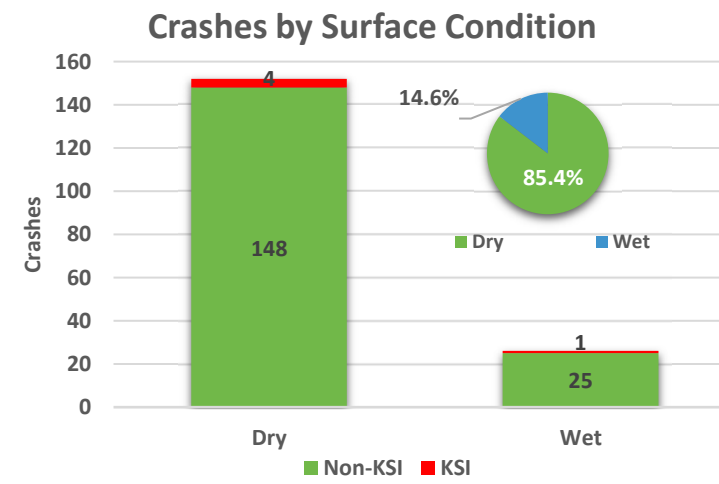
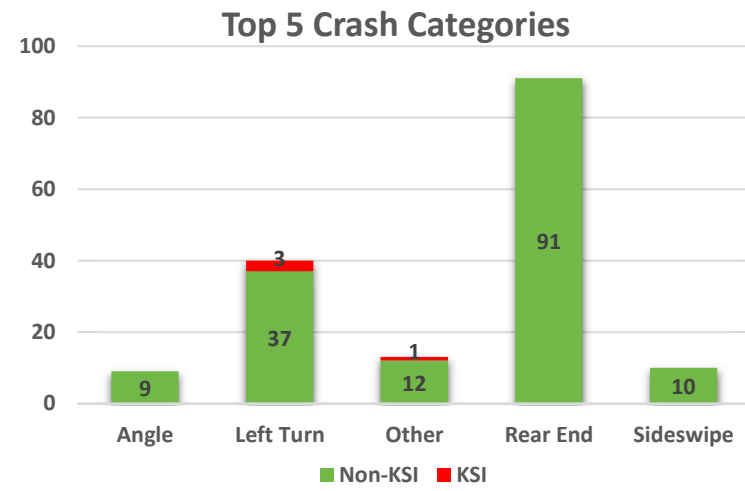
Table 2: SW 20th Street

Characteristic	Description
Roadway	SW 20 th St
Limits	SW 60 th Ave to W of SW 27 th Ave
AADT	15,300 - SW 38 th Ave to SW 31 st St
Cross Section	E of SW 60 th Ave to W of SW 57 th Ave: Four-lane undivided urban with a center TWLTL
	SW 57 th Ave to SW 38 th Ave: Four-lane divided urban
	SW 38 th Ave to SW 27 th Ave: Two-lane undivided urban with a center TWLTL
Functional Classification	Collector
Posted Speed Limit	45 mph
Traffic Signals	SW 20 th Ave St & SW 60 th Ave SW 20 th Ave St & Carlton Arms SW 20 th Ave St & SW 38 th Ave SW 20 th Ave St & SW 27 th Ave
Pedestrian Facilities	SW 60 th Ave to SW 57 th Ave: Missing sidewalk on both sides of the roadway
	SW 57 th Ave to SW 38 th Ave: Sidewalk on both sides of the roadway
	SW 38 th Ave to SW 34 th Ct: Missing sidewalk on both sides of the roadway
	SW 31 st Ave to SW 27 th Ave: Sidewalk on both sides of the roadway
Bicycle Facilities	SW 38 th Ave to SW 27 th Ave: Bicycle lanes on both sides of the roadway
Mid-Block Crossings	None
General Land Use	Commercial, Industrial, Residential

SW 20TH ST
SW 60TH AVE TO WEST OF SW 27TH AVE

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	1	3	3	11	18
2021	0	0	7	5	24	36
2022	1	0	3	4	32	40
2023	1	1	6	2	23	33
2024	0	1	7	7	36	51
TOTAL	2	3	26	21	126	178
% of Total	1.1%	1.7%	14.6%	11.8%	70.8%	

Crash Statistics 2020 - 2024



Project Location

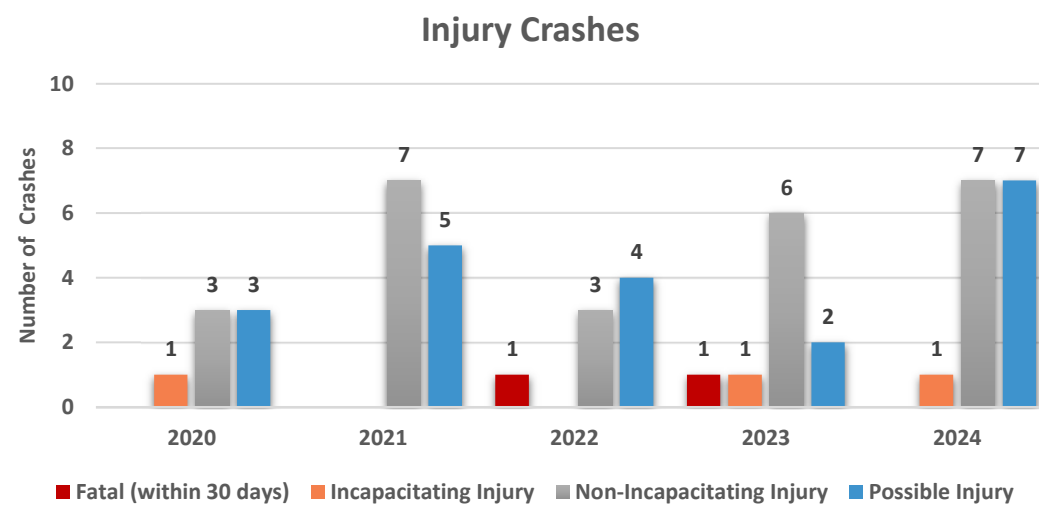
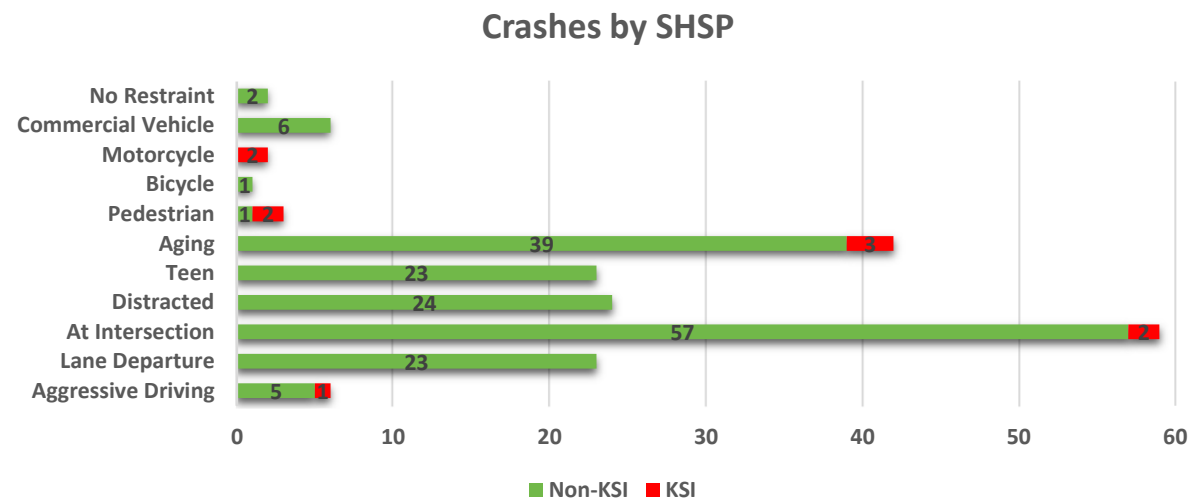
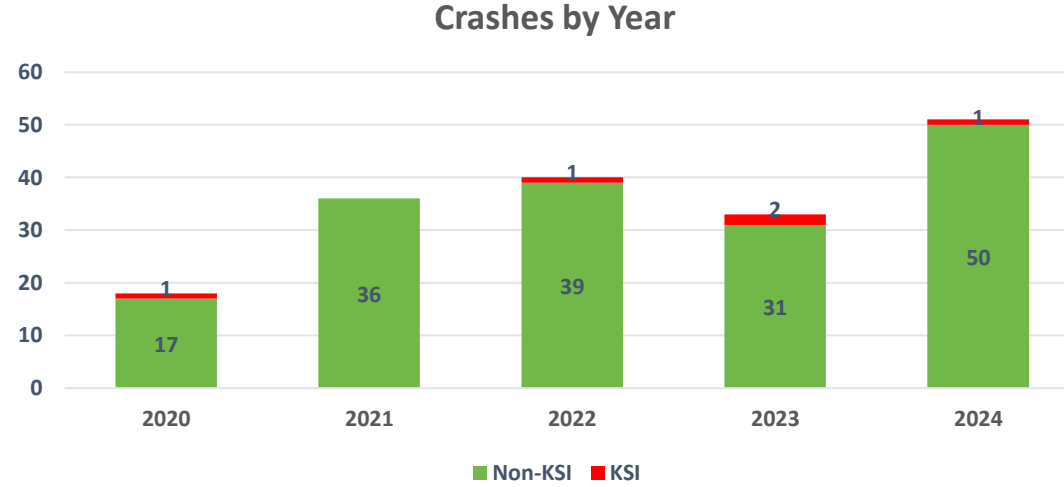
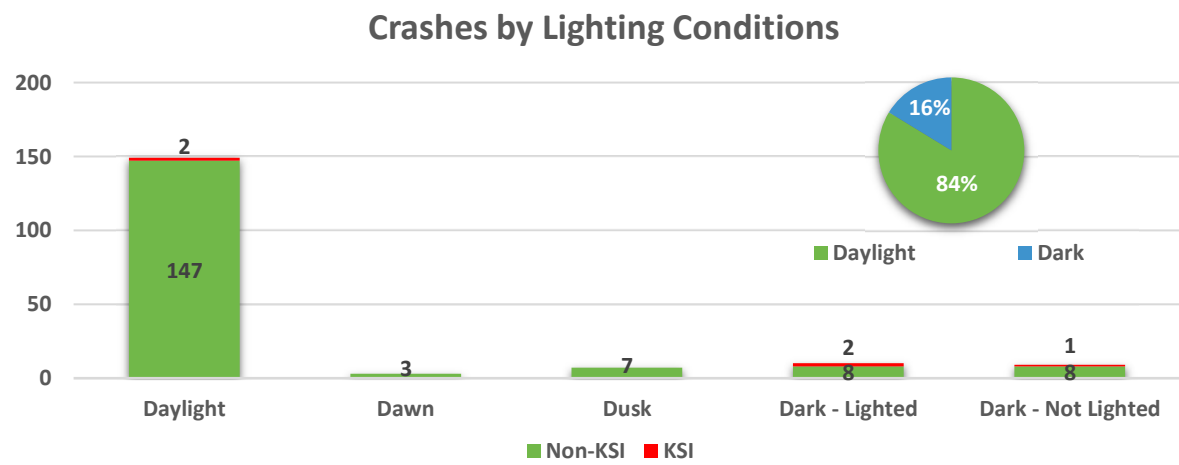


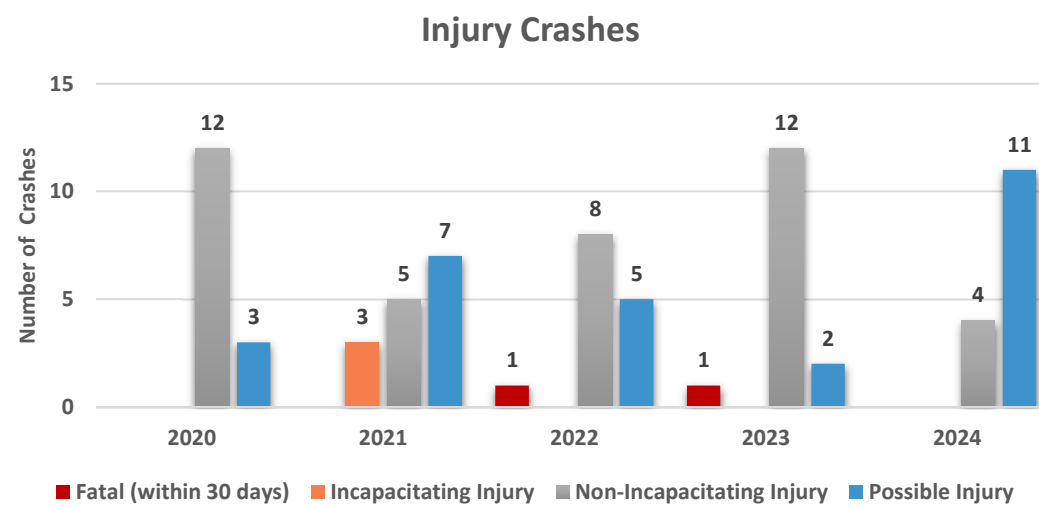
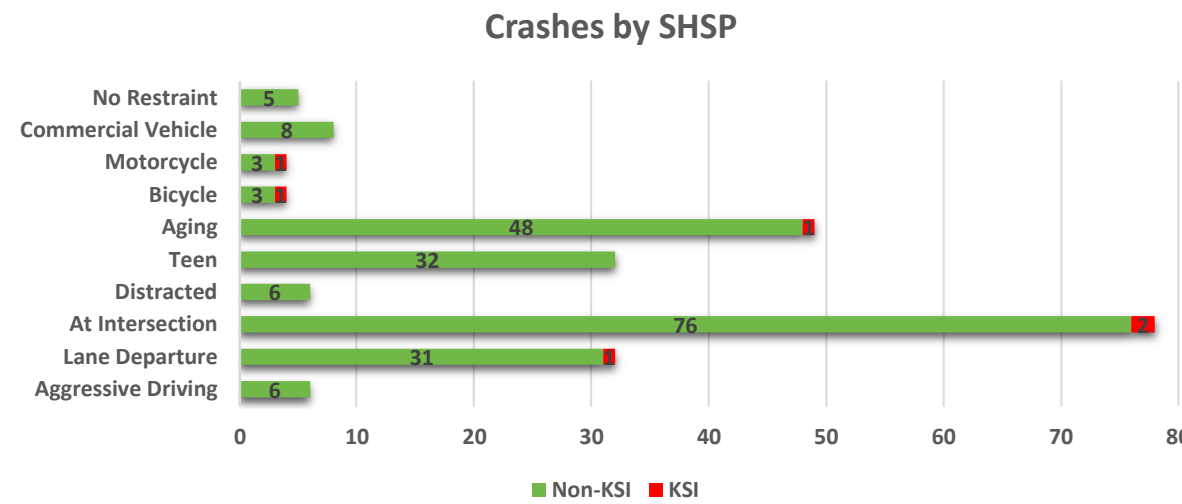
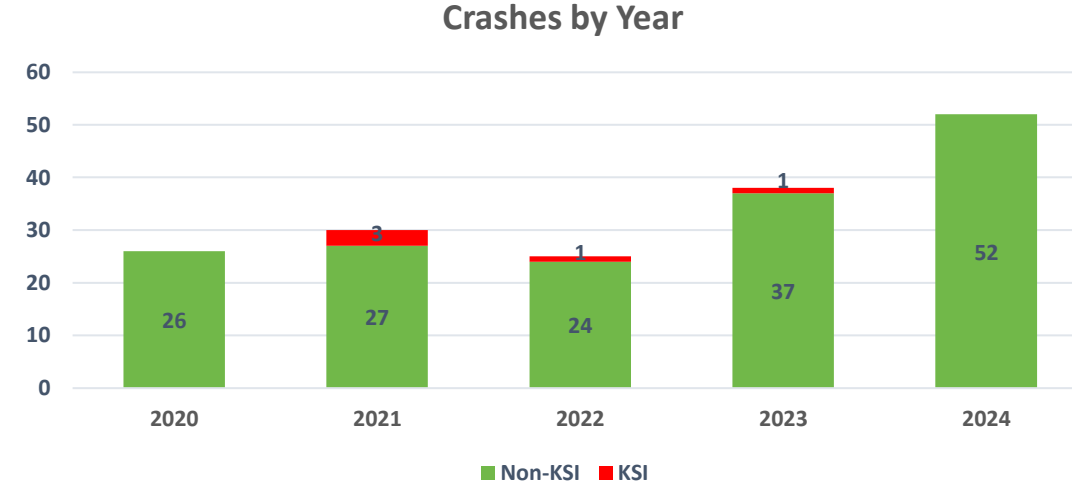
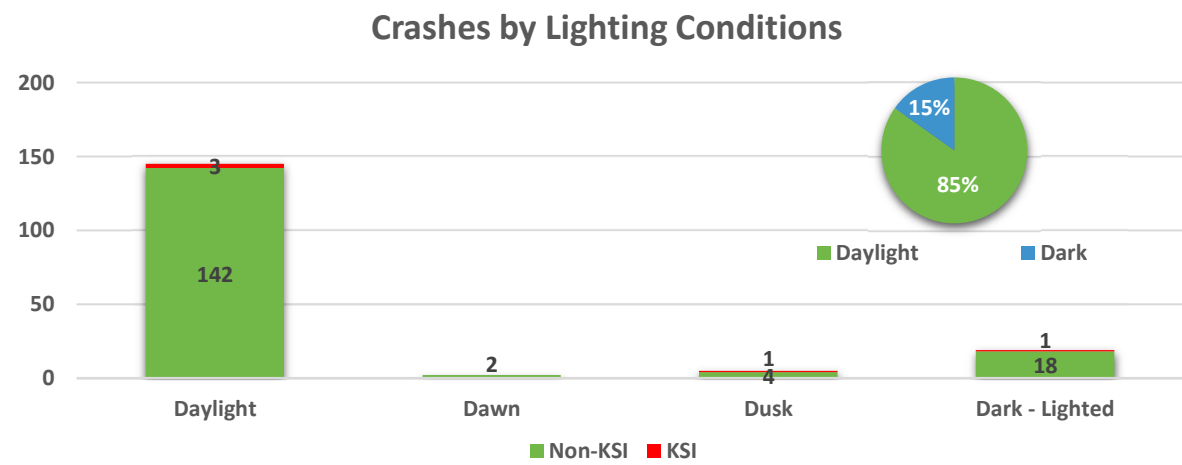
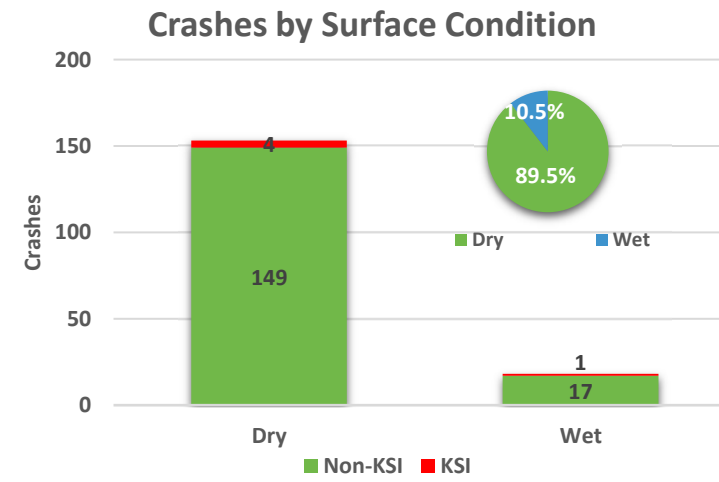
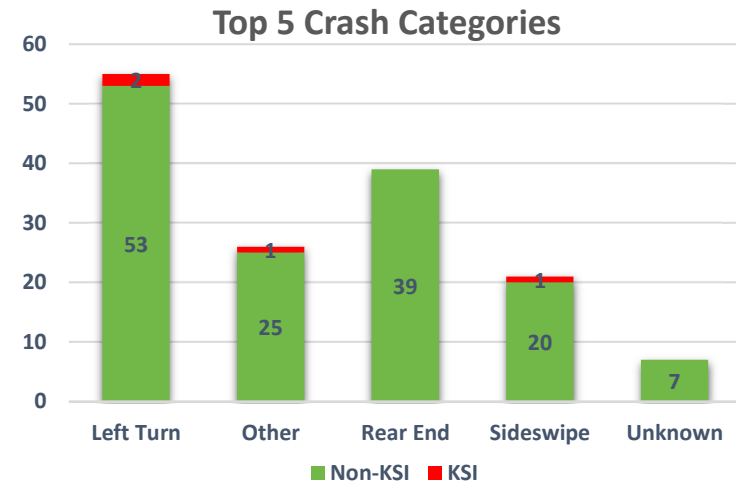
Table 3: SW 19th Avenue/Easy Street

Characteristic	Description
Roadway	SW 19 th Ave/Easy St
Limits	E of SW 27 th Ave to S of SW 17 th St
AADT	16,900 - SW 27 th Ave to SW 24 th St
	16,000 – SR 464 to SW 24 th Ave
Cross Section	Four-lane divided urban
Functional Classification	Collector
Posted Speed Limit	40 mph
Traffic Signals	Easy St & SW 27 th Ave Easy St & SW 24 th Ave Easy St & SW 22 nd Ave Easy St & SW 17 th Ave
Pedestrian Facilities	SW 27 th Ave to W of SW 21 st Ave: Sidewalk on both sides of roadway
	SW 27 th Ave to S of SW 17 th St: Sidewalk on one side of the roadway
Bicycle Facilities	None
Mid-Block Crossings	SW 24 th Ave to SW 22 nd Ave: 2 mid-block crosswalks
General Land Use	Commercial

SW 19TH AVE/EASY ST
EAST OF SW 27TH AVE TO S OF SW 17TH ST

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	0	12	3	11	26
2021	0	3	5	7	15	30
2022	1	0	8	5	11	25
2023	1	0	12	2	23	38
2024	0	0	4	11	37	52
TOTAL	2	3	41	28	97	171
% of Total	1.2%	1.8%	24.0%	16.4%	56.7%	

Crash Statistics 2020 - 2024



Project Location



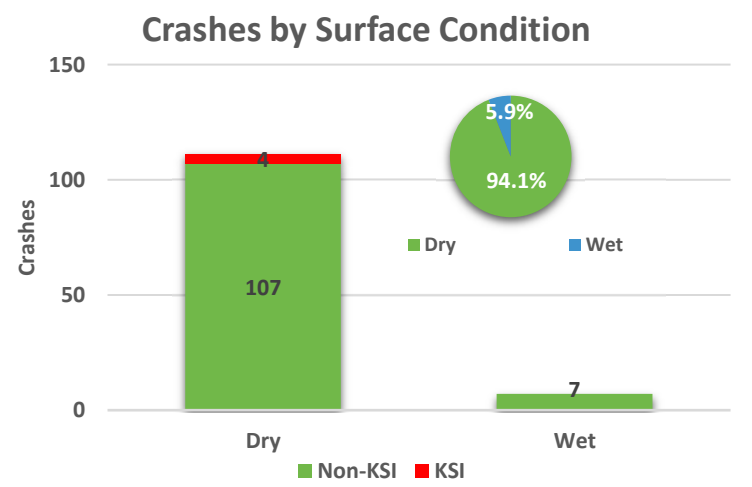
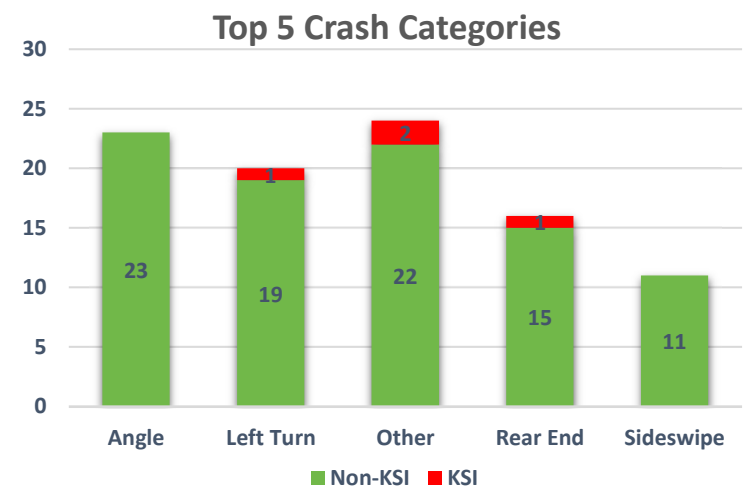
Table 4: SE 1st Avenue

Characteristic	Description
Roadway	SE 1 st Ave
Limits	S Pine Ave to S of E Silver Springs Blvd
AADT	2,700 - SW 10th St to SE 8 th St
Cross Section	S Pine Ave to SW 1 st Ave: Four-lane undivided urban with a center TWLTL
	SW 1 st Ave to S Magnolia Ave: Four-lane divided urban
	S Magnolia Ave to SE 3 rd St: Two-lane undivided urban
	SE 3 rd St to SE Broadway St: One-lane urban
	SE Broadway St to E Silver Springs Blvd: Three-lanes undivided one way
Functional Classification	Collector
Posted Speed Limit	S Pine Ave to SE 8 th St: 30 mph
	SE 8 th St to E Silver Springs Blvd: 25 mph
Traffic Signals	SE 1 st Ave & SE 8 th St SE 1 st Ave & SE 5 th St SE 1 st Ave & SE 3 rd St SE 1 st Ave & E Silver Springs Blvd
Pedestrian Facilities	No Sidewalk between SW 10 th St and SE 6 th St
	Sidewalk on both sides of roadway between SE 5 th St and E Silver Springs Blvd
Bicycle Facilities	Buffered Bike lanes from SE 3 rd St to SE Broadway St
Mid-Block Crossings	None
General Land Use	Commercial

SE 1ST AVE
S PINE AVE TO SOUTH OF E SILVER SPRINGS BLVD

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	1	1	1	3	14	20
2021	0	0	1	4	17	22
2022	0	0	2	1	20	23
2023	0	1	7	3	17	28
2024	0	1	2	5	17	25
TOTAL	1	3	13	16	85	118
% of Total	0.8%	2.5%	11.0%	13.6%	72.0%	

Crash Statistics 2020 - 2024



Project Location

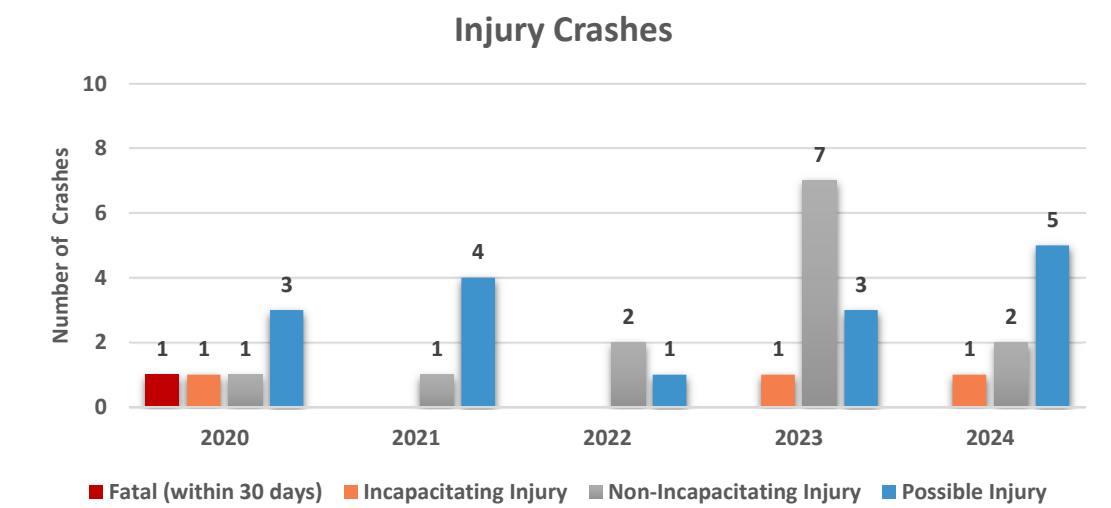
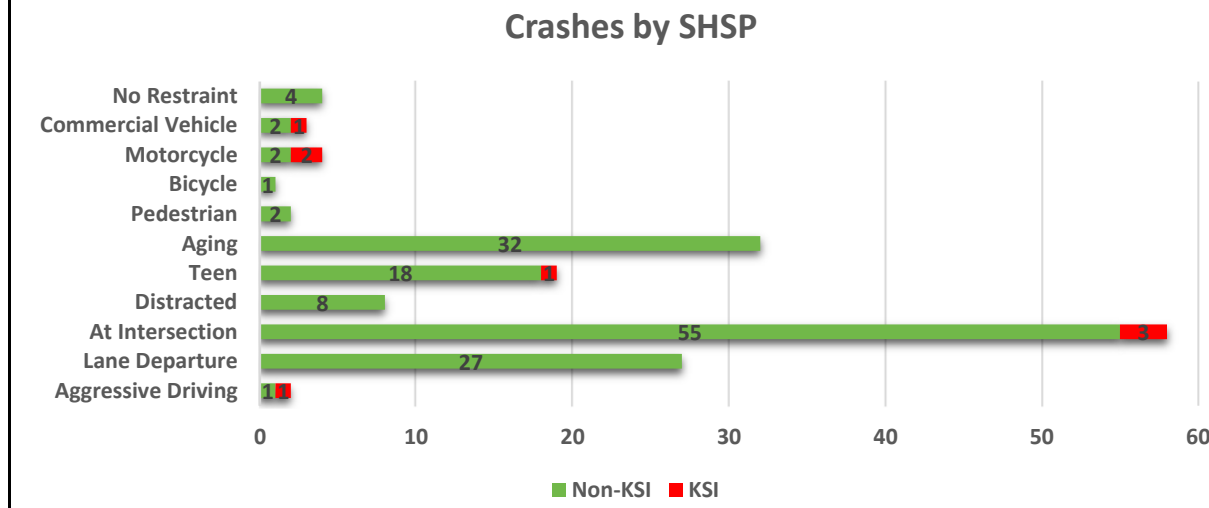
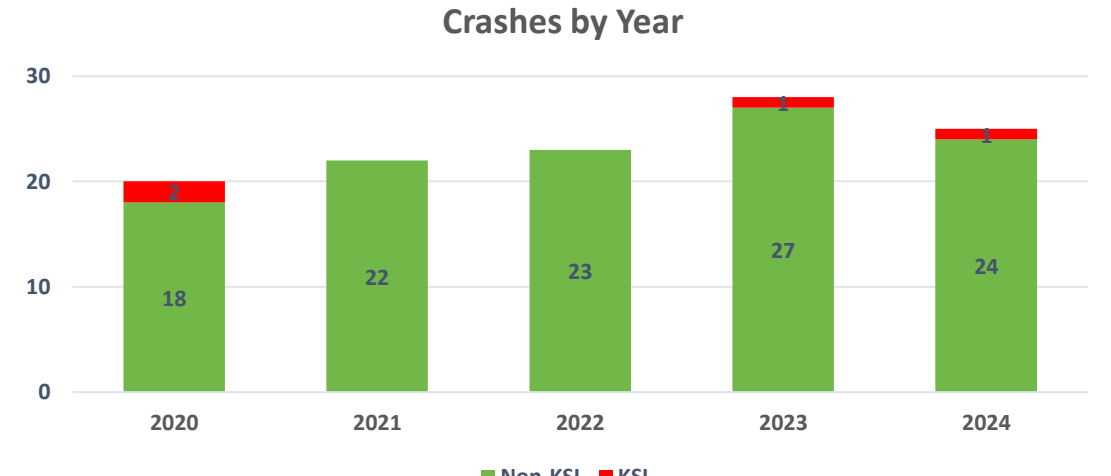
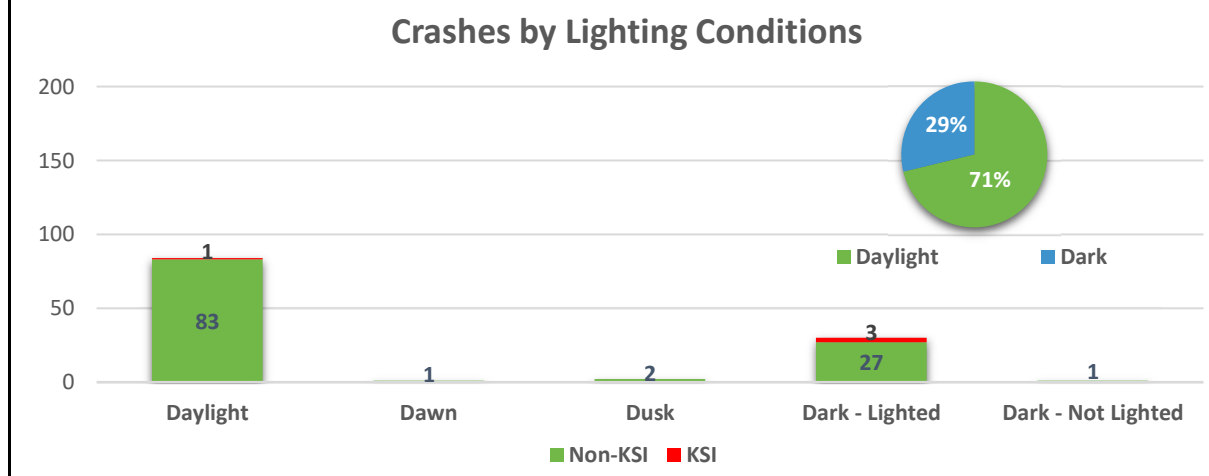


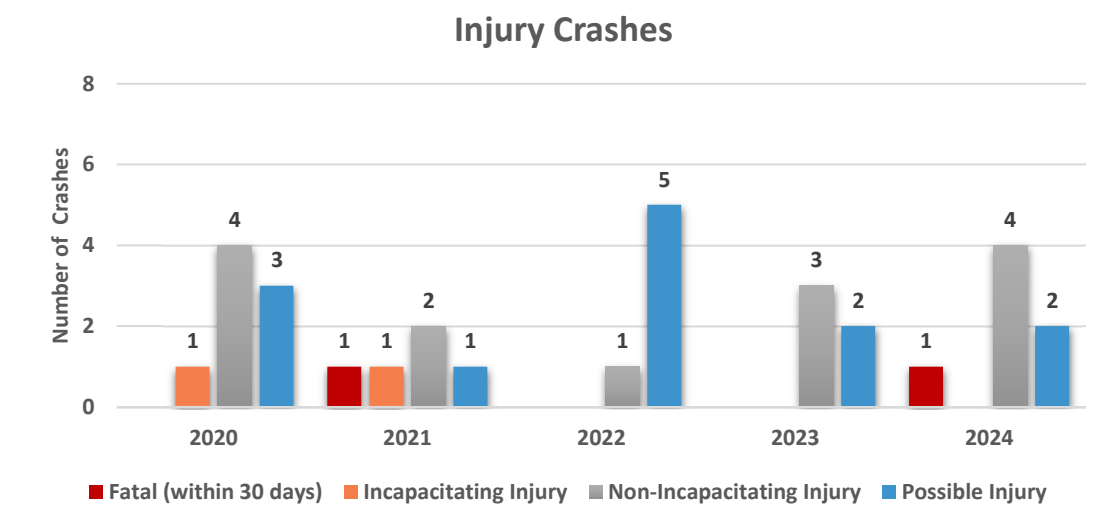
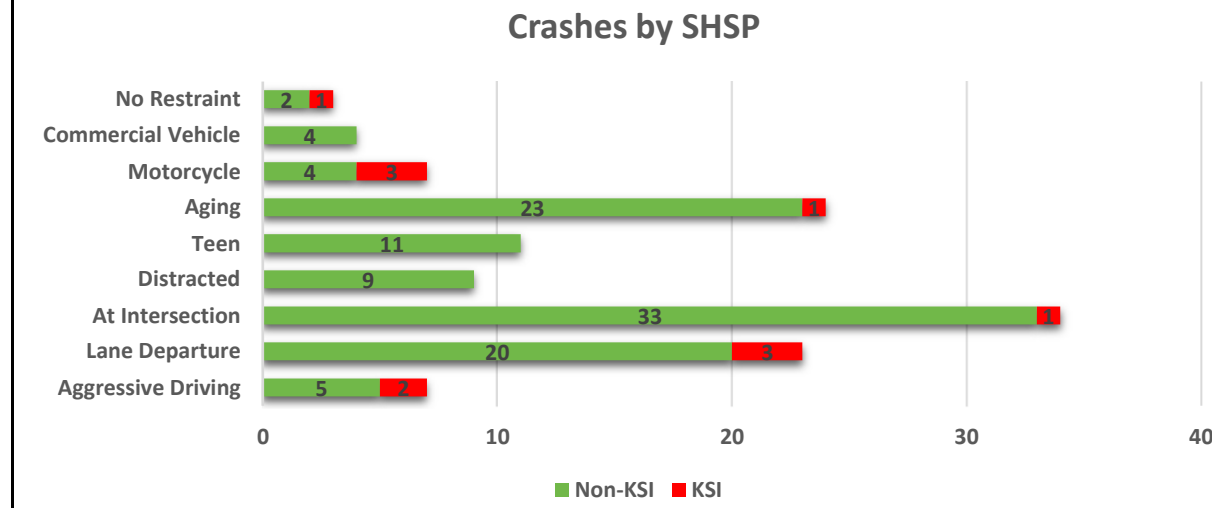
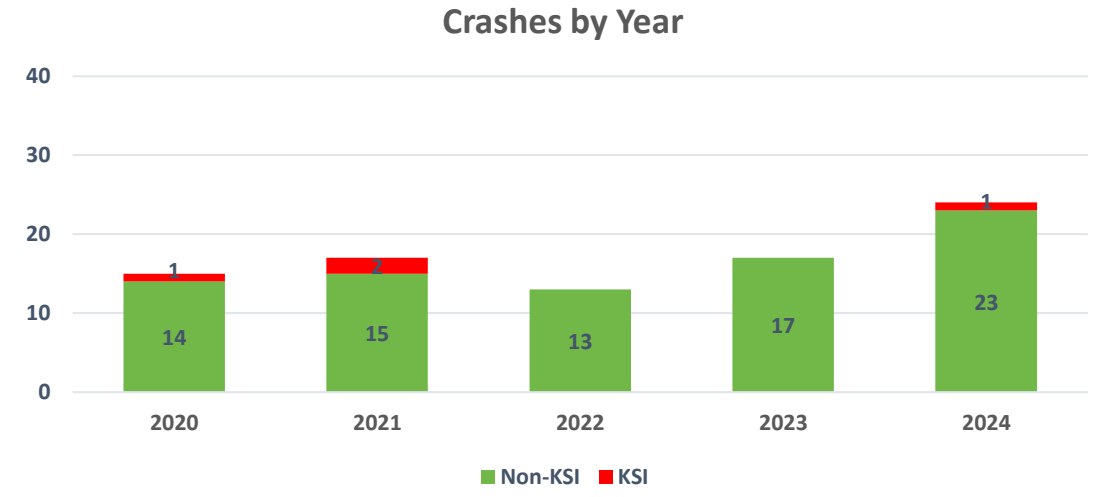
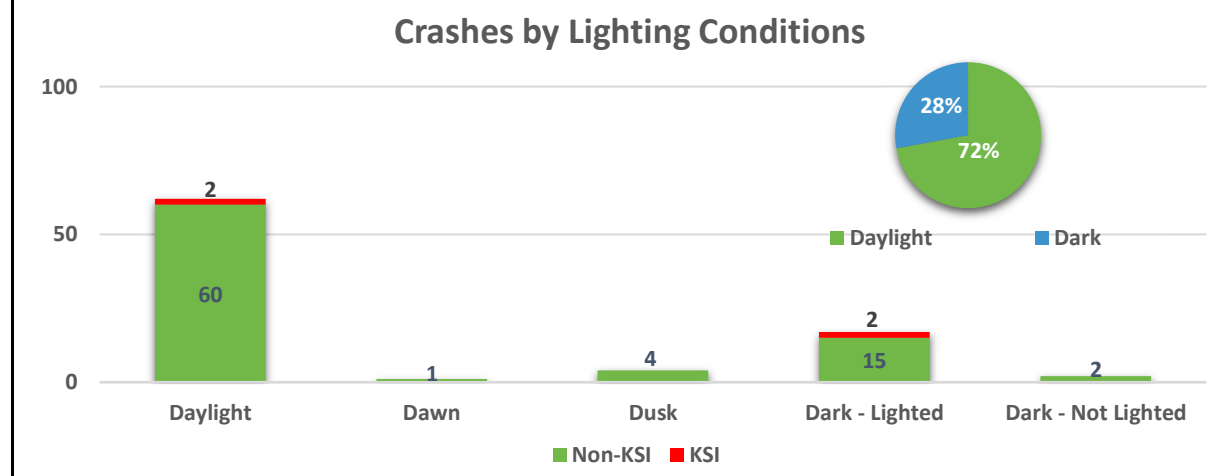
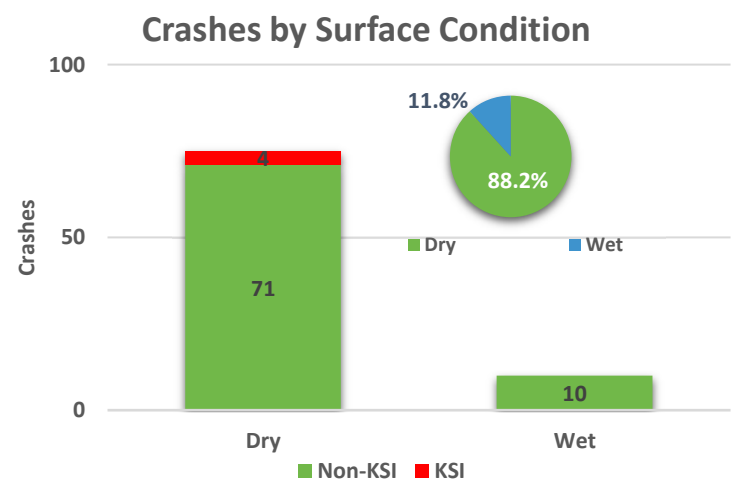
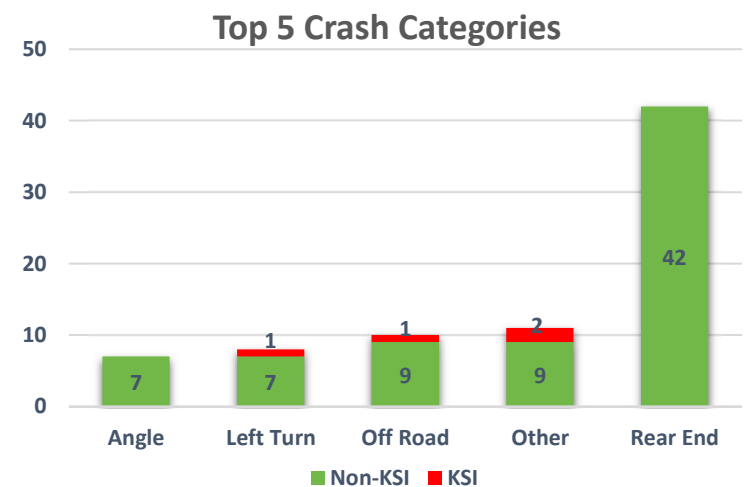
Table 5: SE 31st Street

Characteristic	Description
Roadway	SE 31 st St
Limits	E of US 301/S Pine Ave to SE 36 th Ave
AADT	18,700 – US 441 to SE Lake Weir Ave
	25,800 – CR 475 to US 441
	8,100 – SE 22 nd Ave to SE 36 th Ave
	5,100 – SE 36 th Ave to SR 464
Cross Section	Four-lane divided suburban
Functional Classification	Arterial
Posted Speed Limit	40 mph
Traffic Signals	SE 31 st St & US 301/S Pine Ave SE 31 st St & SE Lake Weir Ave SE 31 st St & SE 19 th Ave SE 31 st St & SE 36 th Ave
Pedestrian Facilities	Sidewalk on both sides of roadway
Bicycle Facilities	Bike Lanes on both sides of the roadway
Mid-Block Crossings	None
General Land Use	Residential

SE 31ST ST
EAST OF US 301/ S PINE AVE TO SE 36TH AVE

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	1	4	3	7	15
2021	1	1	2	1	12	17
2022	0	0	1	5	7	13
2023	0	0	3	2	12	17
2024	1	0	4	2	17	24
TOTAL	2	2	14	13	55	86
% of Total	2.3%	2.3%	16.3%	15.1%	64.0%	

Crash Statistics 2020 - 2024



Project Location



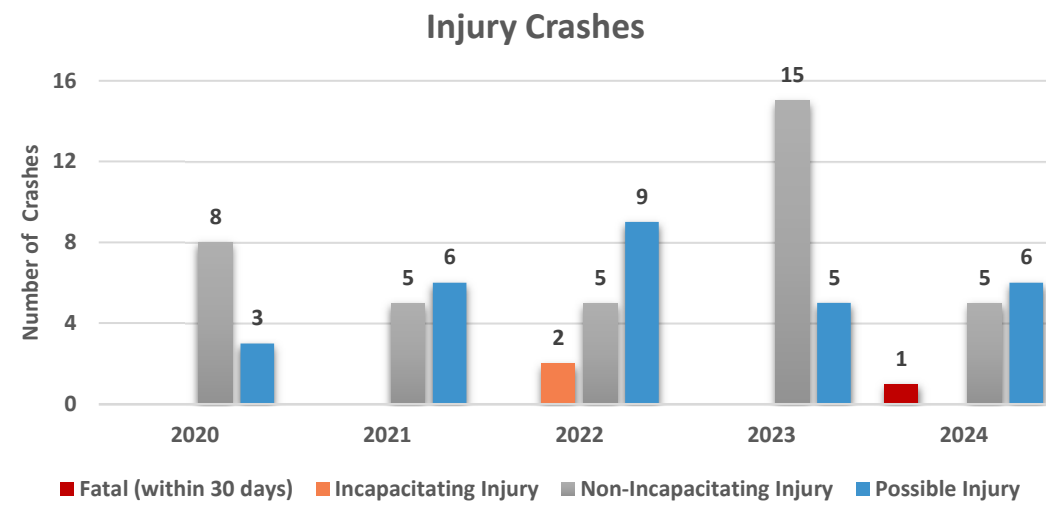
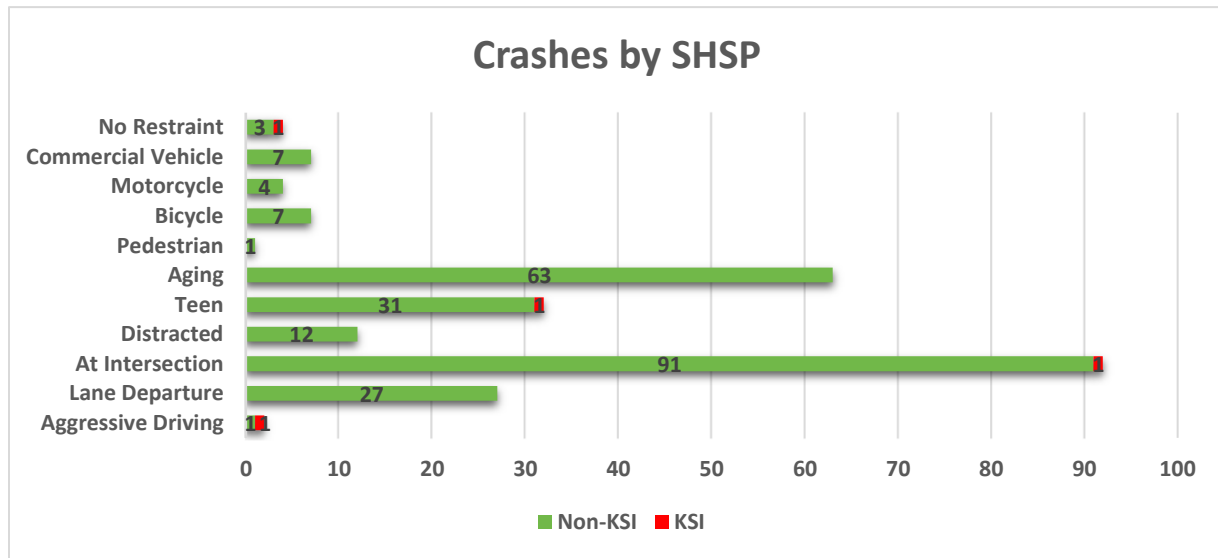
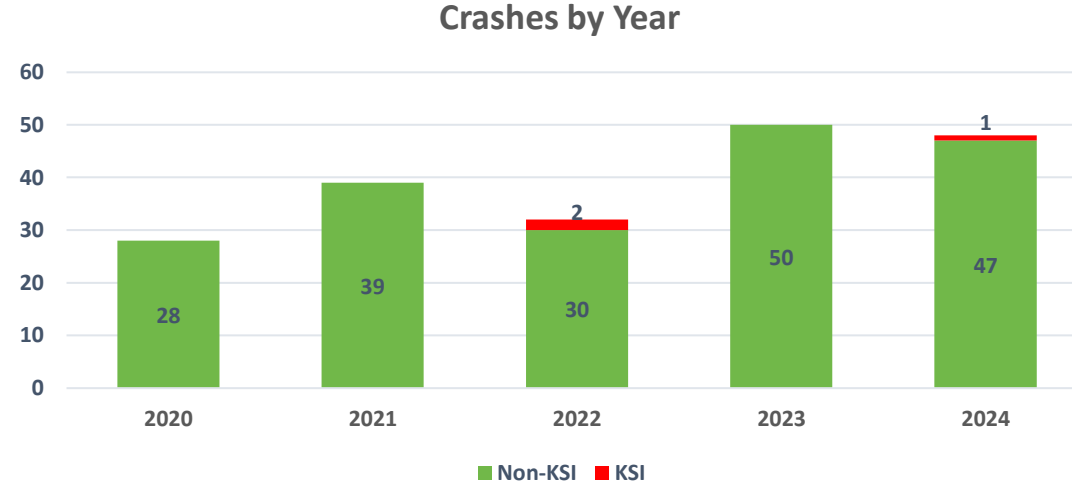
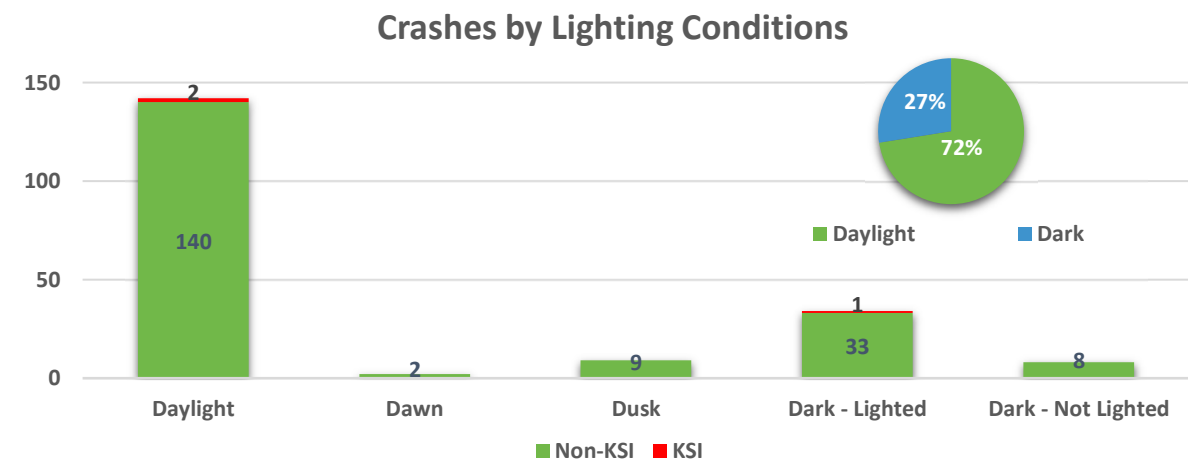
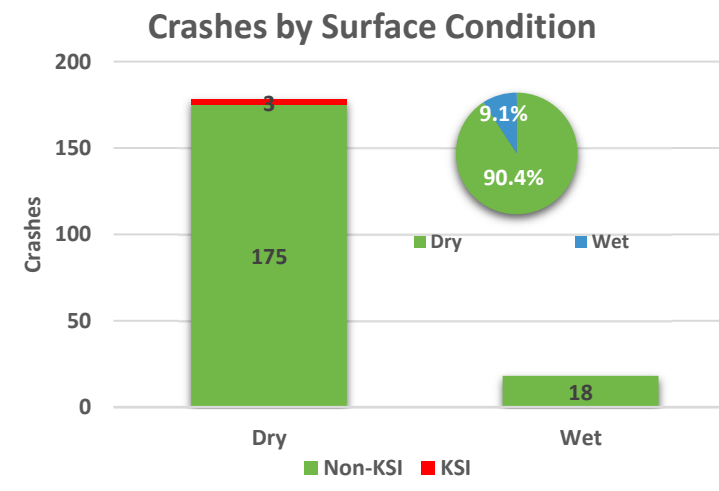
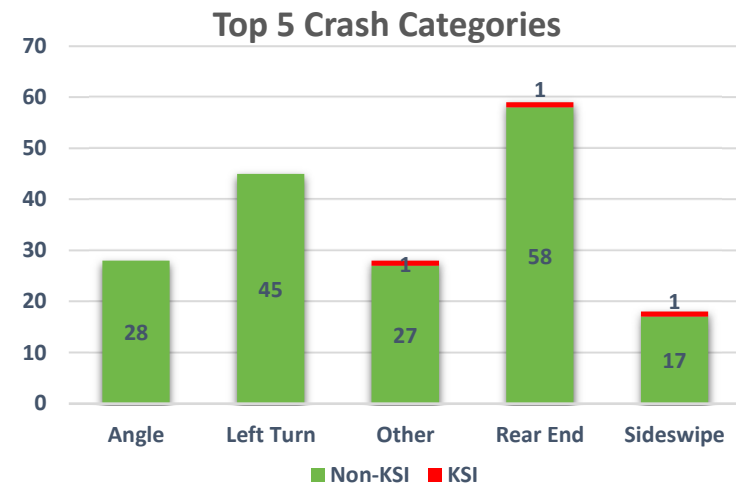
Table 6: SE 36th Avenue

Characteristic	Description
Roadway	SE 36 th Ave
Limits	S of SE 24 th St to NE 8 th Pl
AADT	16,200 – SE 24 th St to SE 17 th St
	18,800 – SE 17 th St to SE 6 th St
	19,200 – SE 6 th St to Fort King St
	15,300 – SR 40 to NE 14 th St
	17,100 – NE 14 th St to NE 21 st St
Cross Section	Four-lane undivided with a TWLTL suburban
Functional Classification	Arterial
Posted Speed Limit	40 mph
Traffic Signals	SE 36 th Ave & SE 24 th St SE 36 th Ave & SE 17 th St SE 36 th Ave & E Fort King St SE 36 th Ave & NE 7 th St
Pedestrian Facilities	Sidewalk on both sides of roadway
Bicycle Facilities	None
Mid-Block Crossings	SE 7 th St to SE 6 th St: Mid-block crosswalk NE 7 th St to NE 8 th Pl: Mid-block crosswalk
General Land Use	Residential, Commercial

SE 36TH AVE
SOUTH OF SE 24TH ST TO NE 8TH PL

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	0	8	3	17	28
2021	0	0	5	6	28	39
2022	0	2	5	9	16	32
2023	0	0	15	5	30	50
2024	1	0	5	6	36	48
TOTAL	1	2	38	29	127	197
% of Total	0.5%	1.0%	19.3%	14.7%	64.5%	

Crash Statistics 2020 - 2024



Project Location

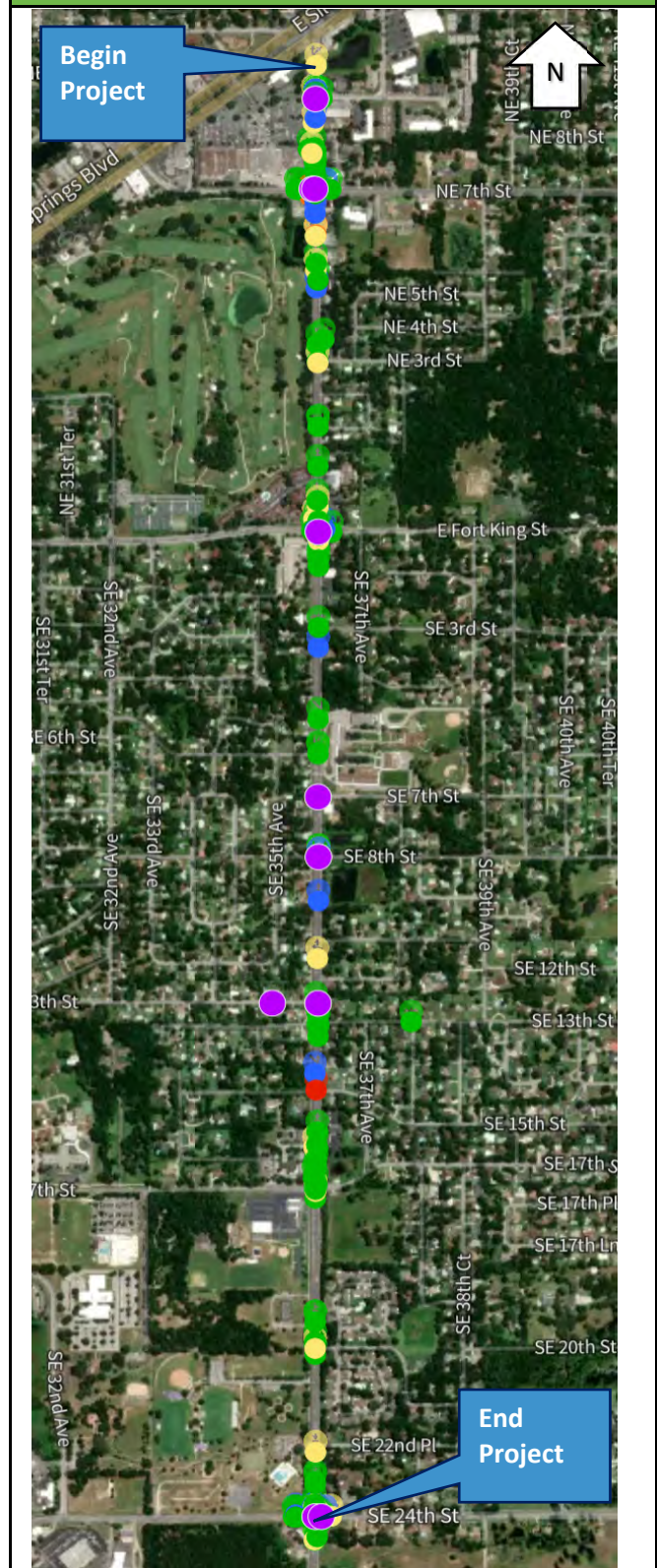


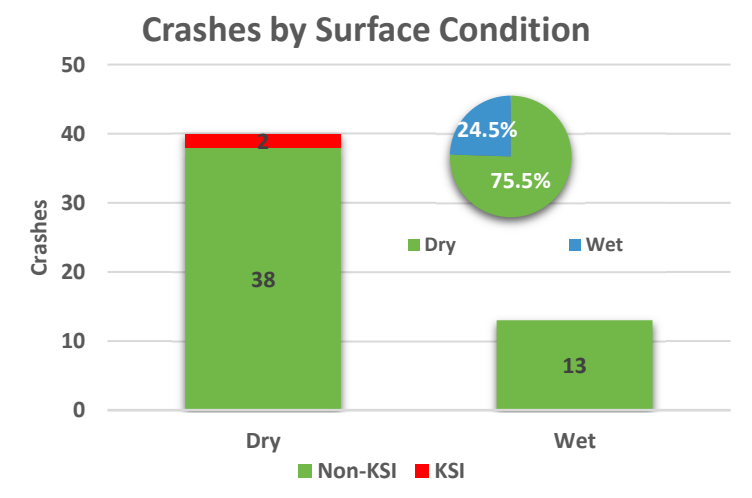
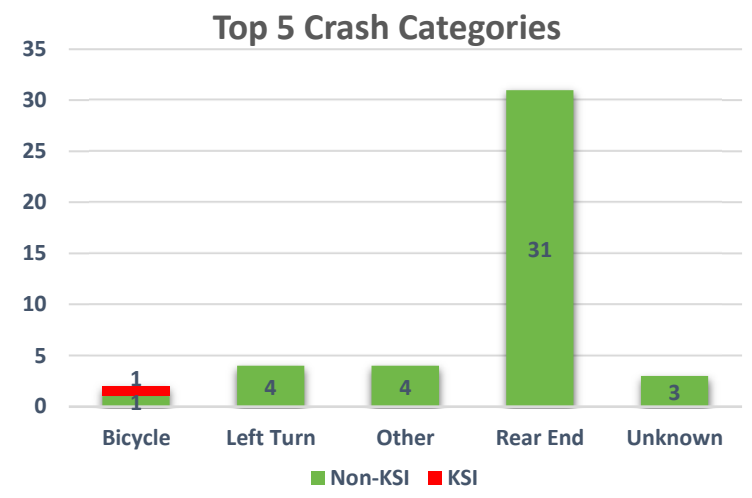
Table 7: NE 25th Avenue

Characteristic	Description
Roadway	NE 25 th Ave
Limits	N of NE 14 th St to NE 28 th St
AADT	10,400 – NE 14 th St to NE 24 th St
	18,400 – NE 24 th St to NE 28 th St
Cross Section	Two-lane undivided suburban
Functional Classification	Collector
Posted Speed Limit	35 mph
Traffic Signals	NE 25 th Ave & NE 14 th St NE 25 th Ave & NE 24 th St
Pedestrian Facilities	None
Bicycle Facilities	None
Mid-Block Crossings	None
General Land Use	Commercial, Residential

NE 25TH AVE
NORTH OF NE 14TH ST TO NE 28TH ST

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	1	0	1	3	7	12
2021	0	1	1	3	7	12
2022	0	0	3	2	5	10
2023	0	0	3	2	2	7
2024	0	0	3	1	8	12
TOTAL	1	1	11	11	29	53
% of Total	1.9%	1.9%	20.8%	20.8%	54.7%	

Crash Statistics 2020 - 2024



Project Location

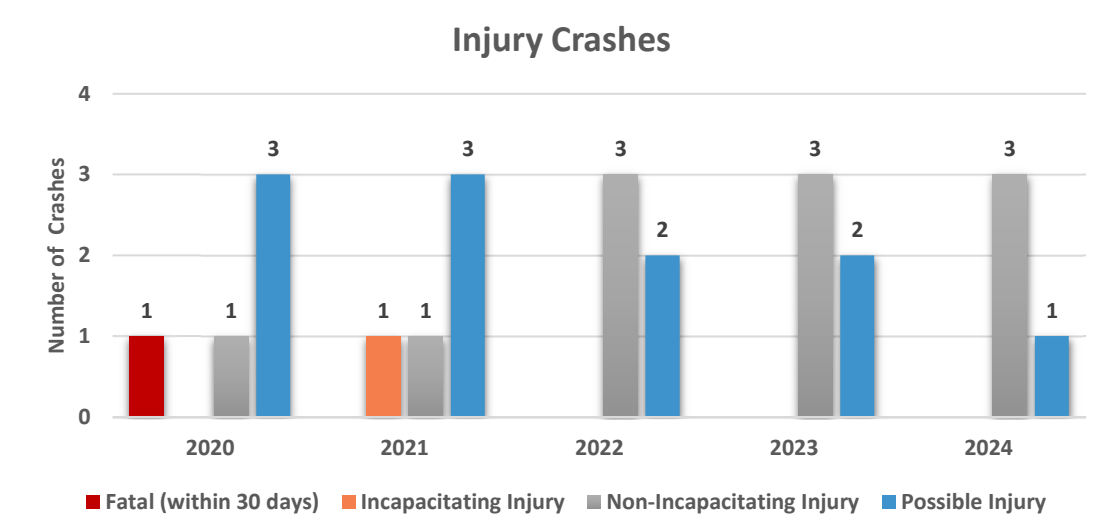
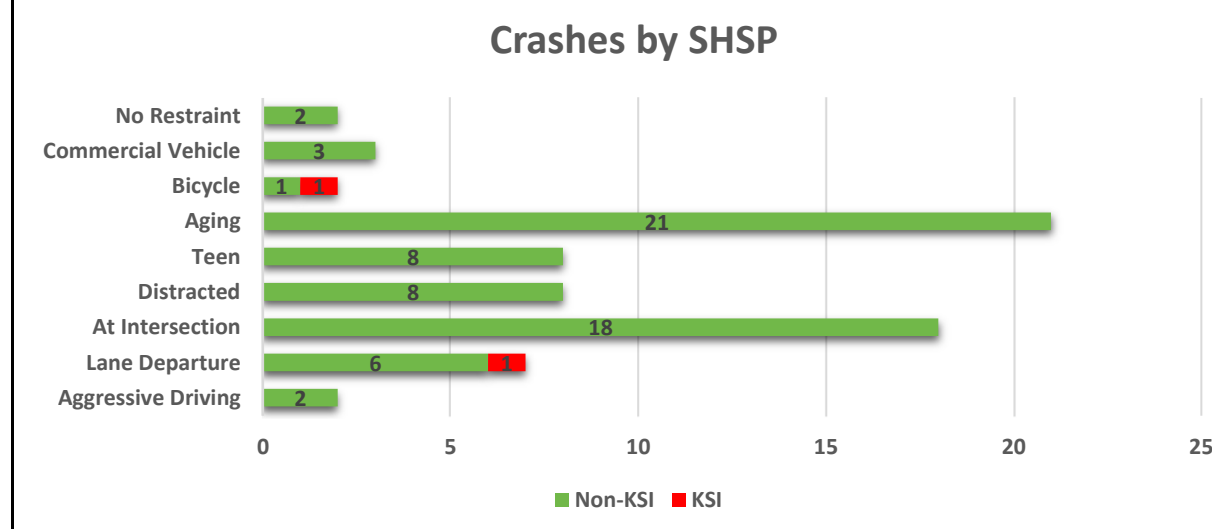
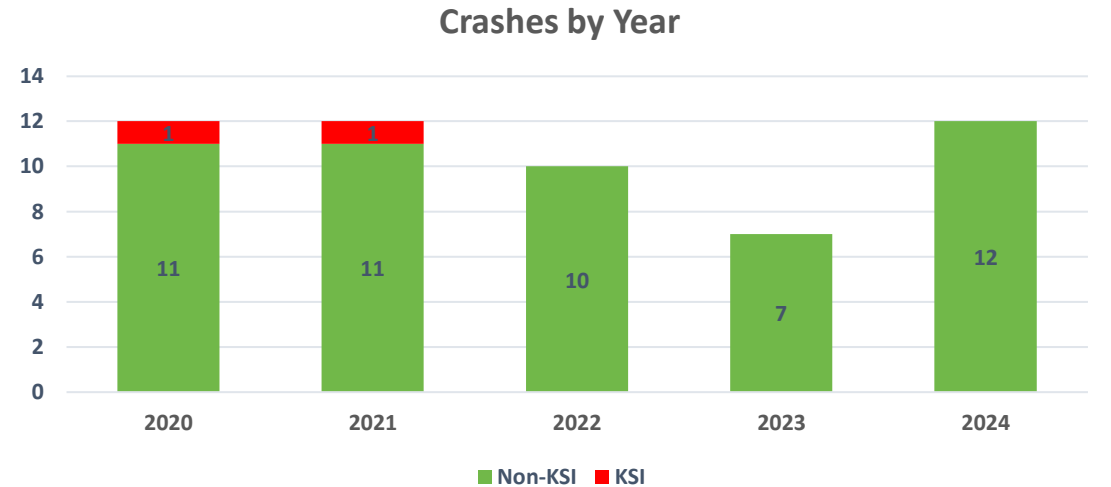
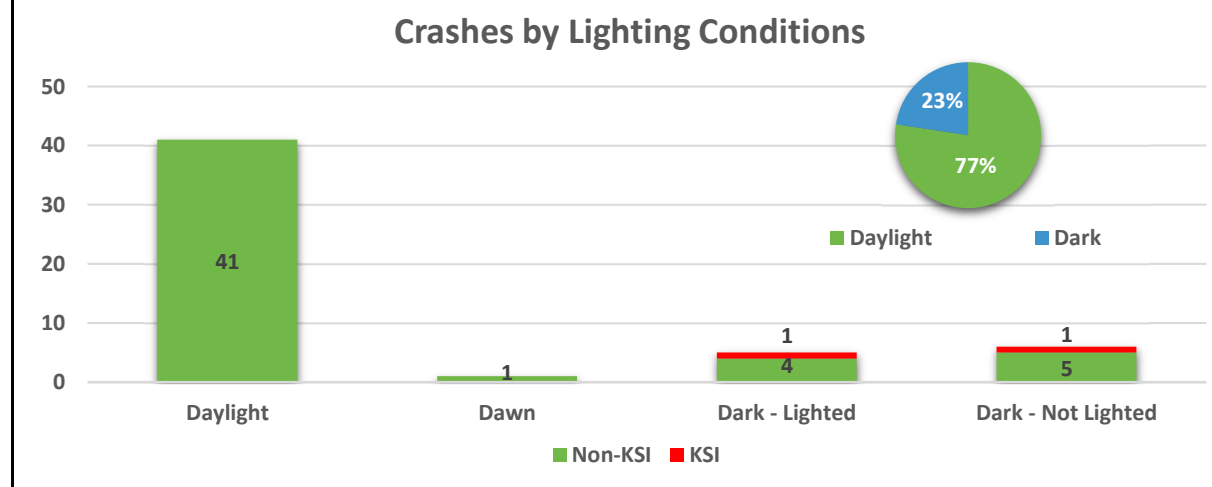
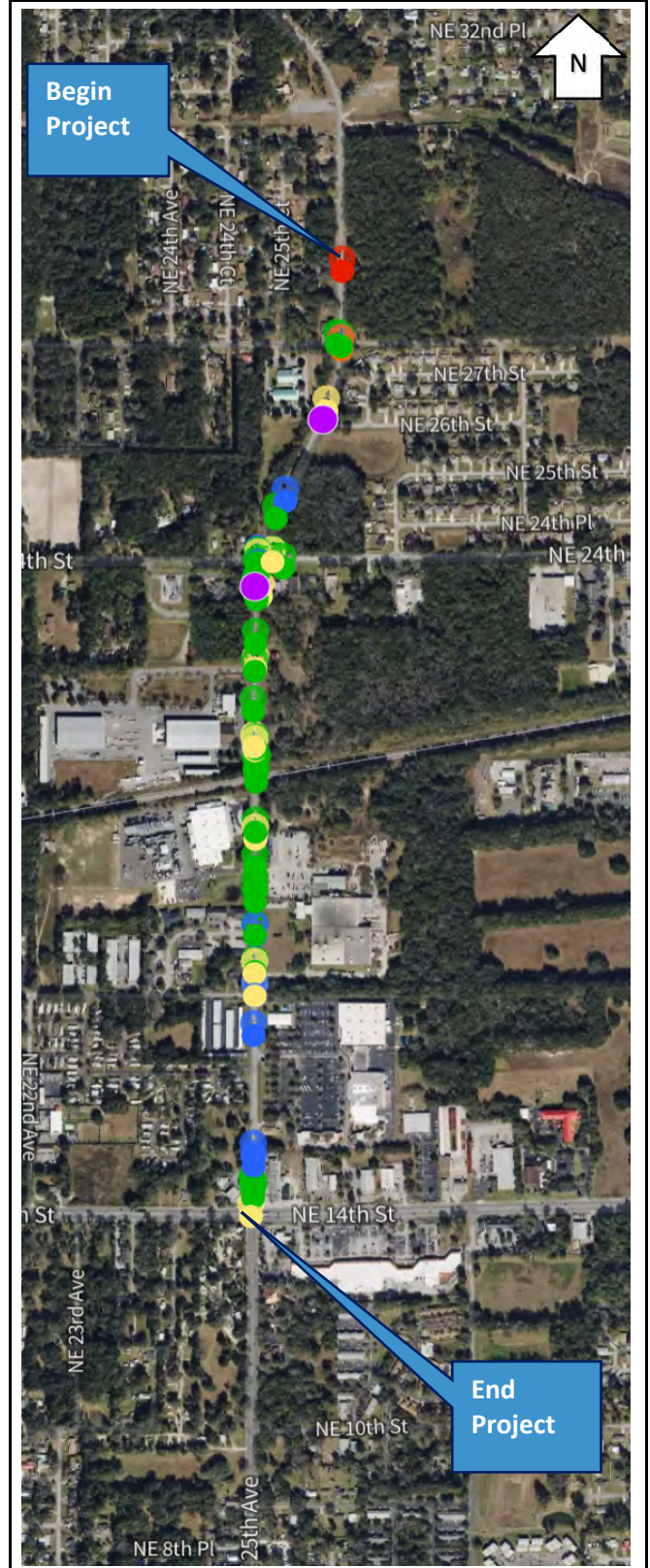


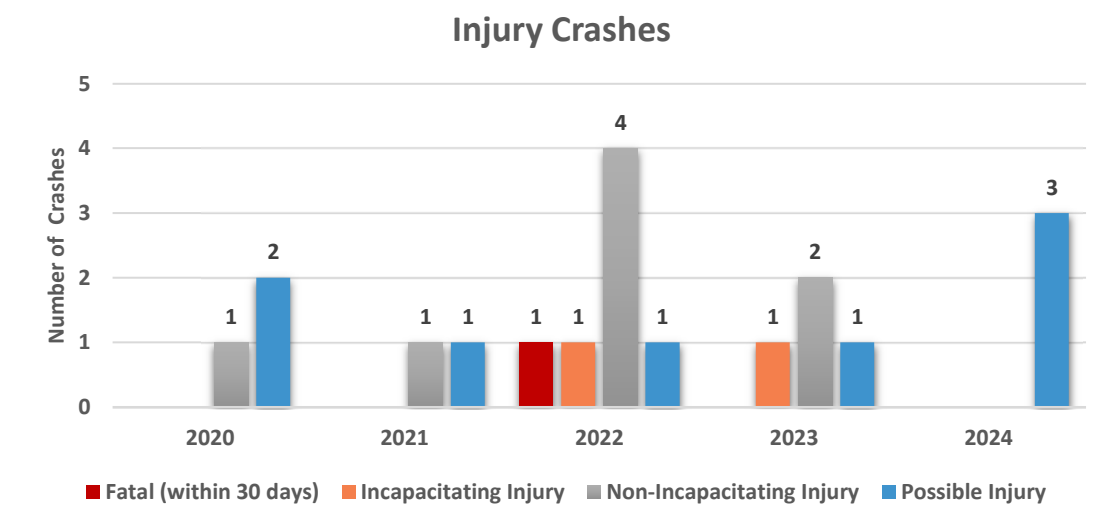
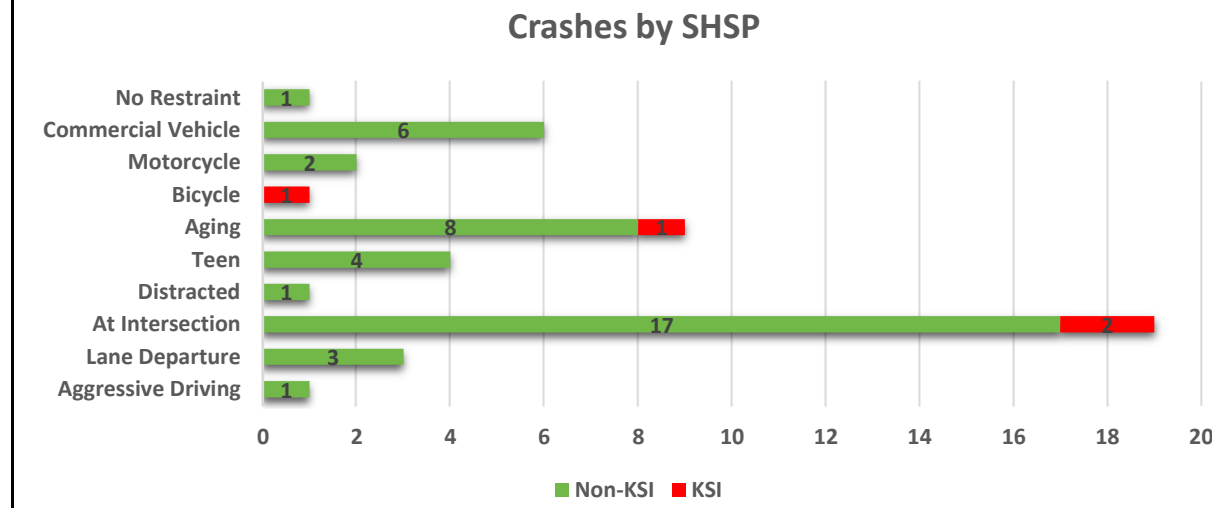
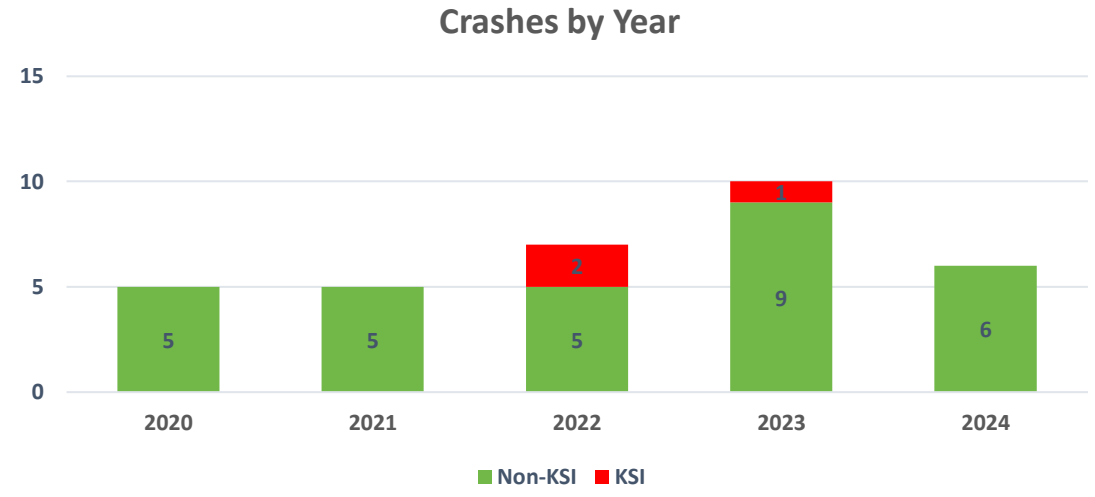
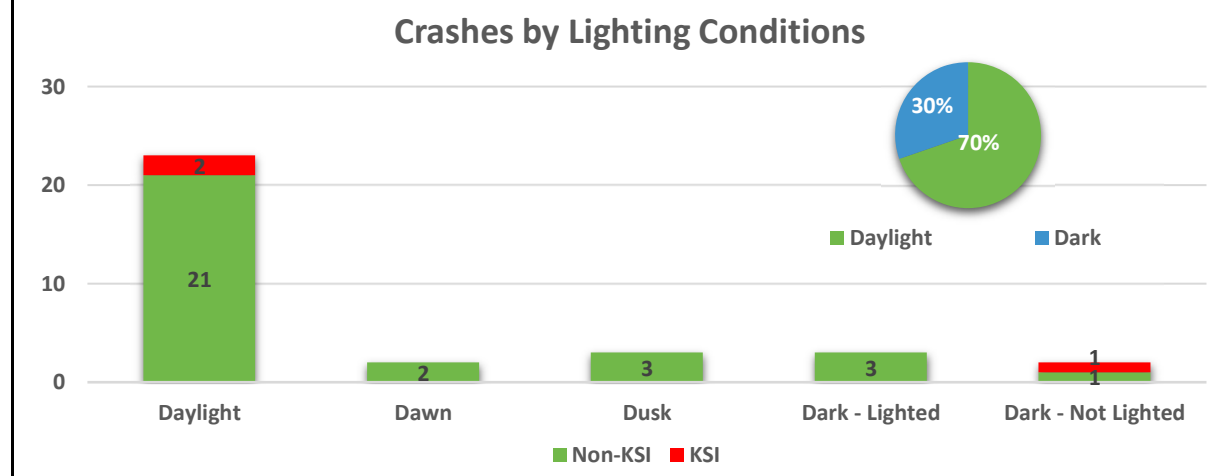
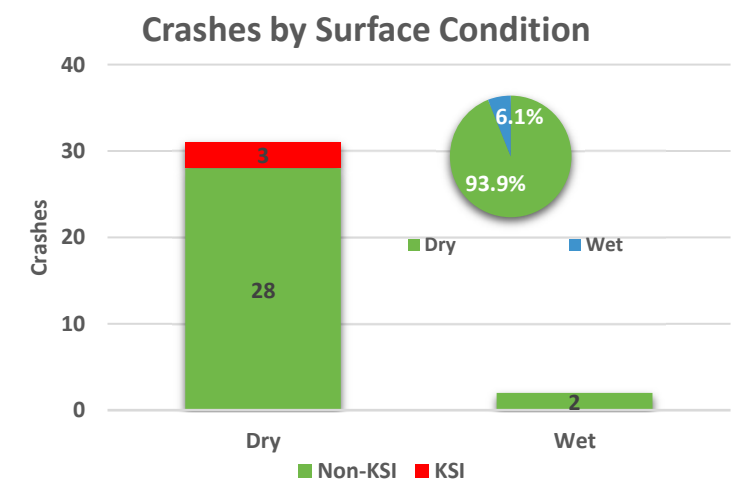
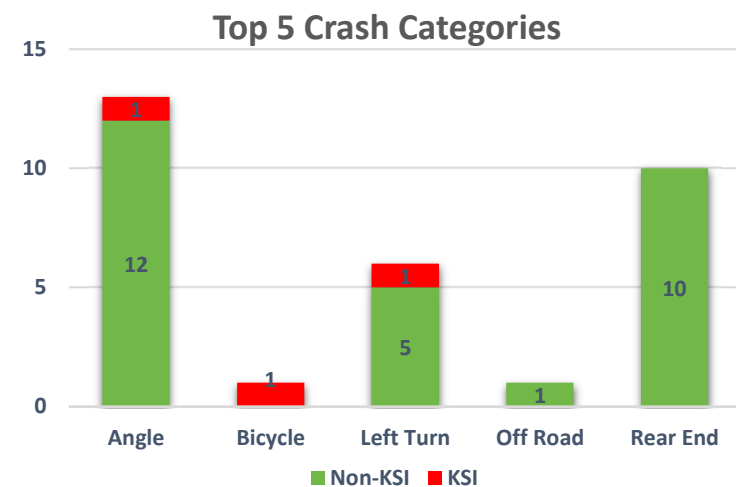
Table 8: NE 27th Avenue

Characteristic	Description
Roadway	NE 27 th Ave
Limits	NW Old Blitchton Rd to NW 35 th St
AADT	6,400 - NW 21 st St to US 27/ NW 10 th St
Cross Section	Two-lane undivided suburban
Functional Classification	Collector
Posted Speed Limit	35 mph
Traffic Signals	NW 27 th Ave & NW 35 th St
Pedestrian Facilities	None
Bicycle Facilities	None
Mid-Block Crossings	None
General Land Use	Commercial, Residential

NE 27TH AVE
NW OLD BLITCHTON RD TO NW 35TH ST

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	0	1	2	2	5
2021	0	0	1	1	3	5
2022	1	1	4	1	0	7
2023	0	1	2	1	6	10
2024	0	0	0	3	3	6
TOTAL	1	2	8	8	14	33
% of Total	3.0%	6.1%	24.2%	24.2%	42.4%	

Crash Statistics 2020 - 2024



Project Location

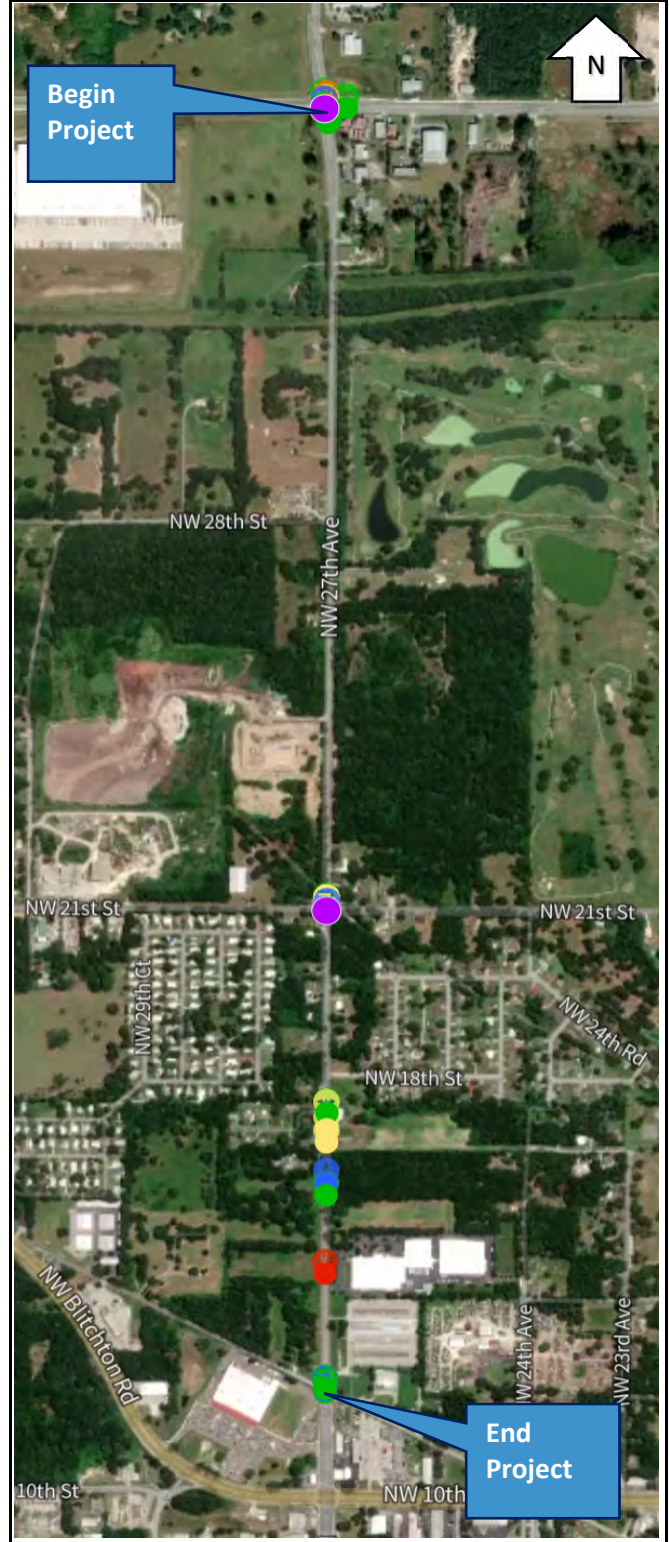


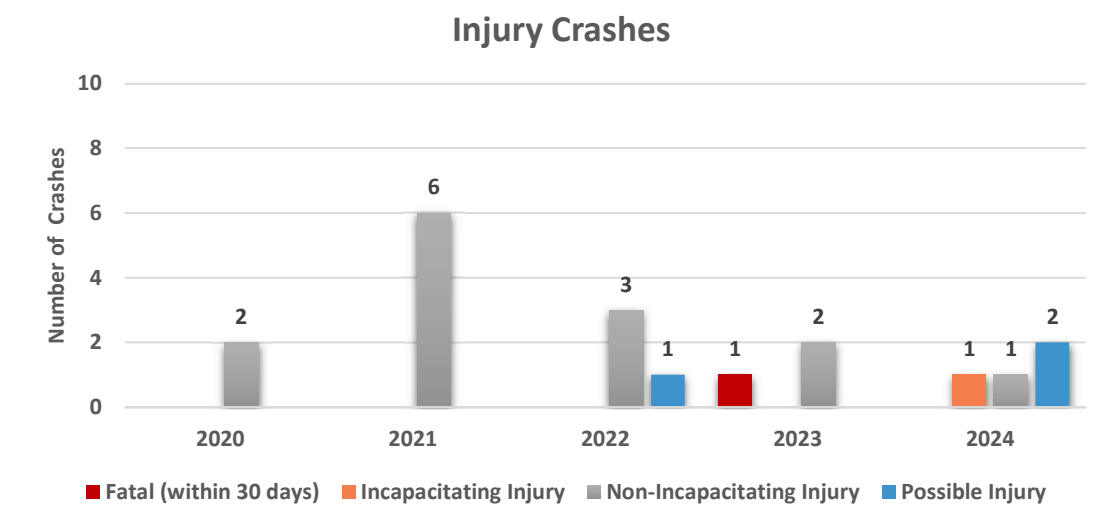
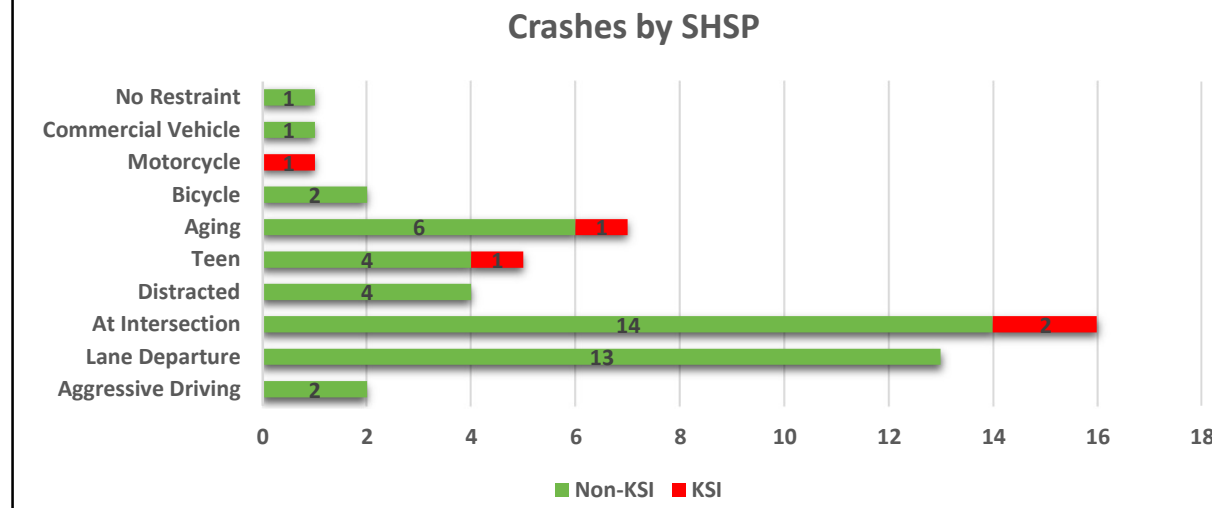
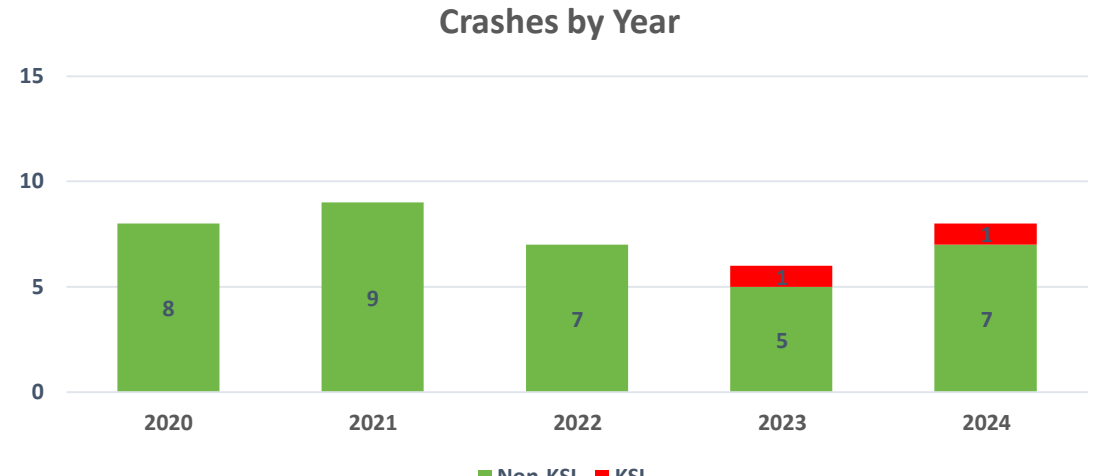
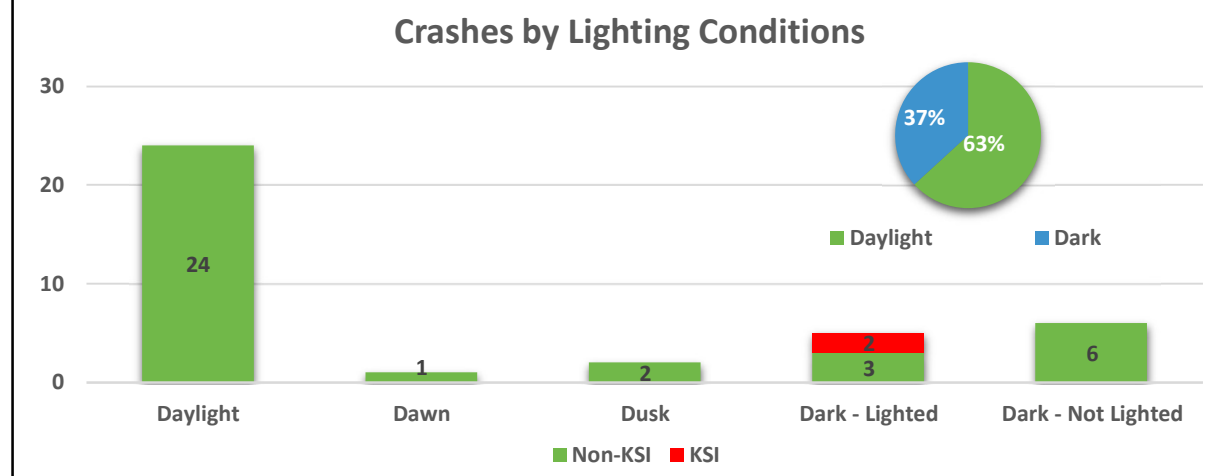
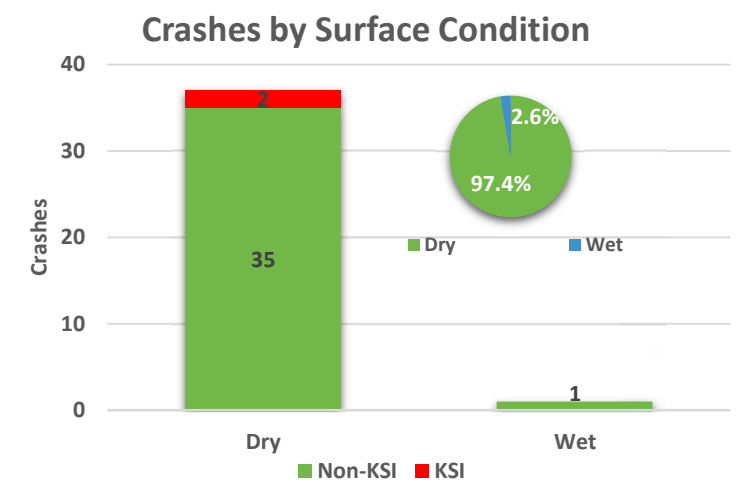
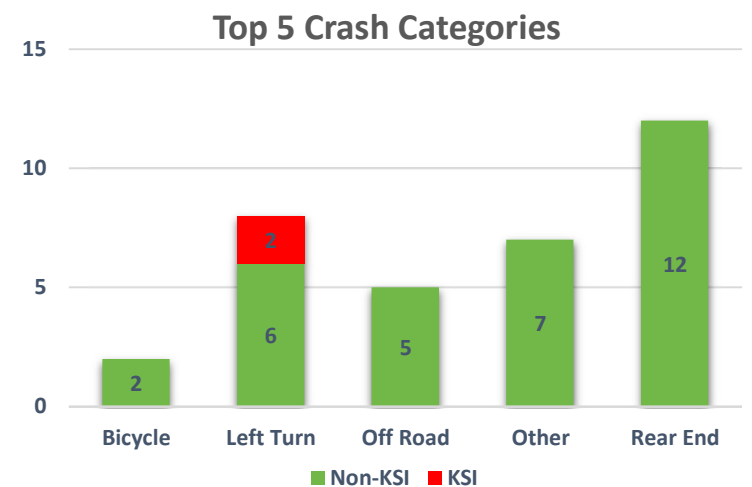
Table 9: NW 16th Avenue/NW MLK Jr. Avenue

Characteristic	Description
Roadway	NW 16 th Ave/ NW MLK Jr. Ave
Limits	NW 21 st St to NW 35 th St
AADT	7,100 - NW 22 nd St to NW 31 st St
Cross Section	NW 21 st St to N of NW 22 nd St: Four-lane divided suburban
	N of NW 22 nd St to S of NW 35 th St: Two-lane undivided suburban
Functional Classification	Collector
Posted Speed Limit	40 mph
Traffic Signals	NW 16 th Ave & NW 35 th St
Pedestrian Facilities	NW 21 st St to NW 22 nd St: Sidewalk on both sides of roadway
Bicycle Facilities	None
Mid-Block Crossings	None
General Land Use	Residential/ Agricultural

NW 16TH AVE/ NW MLK JR AVE
NW 21ST ST TO NW 35TH ST

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	0	2	0	6	8
2021	0	0	6	0	3	9
2022	0	0	3	1	3	7
2023	1	0	2	0	3	6
2024	0	1	1	2	4	8
TOTAL	1	1	14	3	19	38
% of Total	2.6%	2.6%	36.8%	7.9%	50.0%	

Crash Statistics 2020 - 2024



Project Location

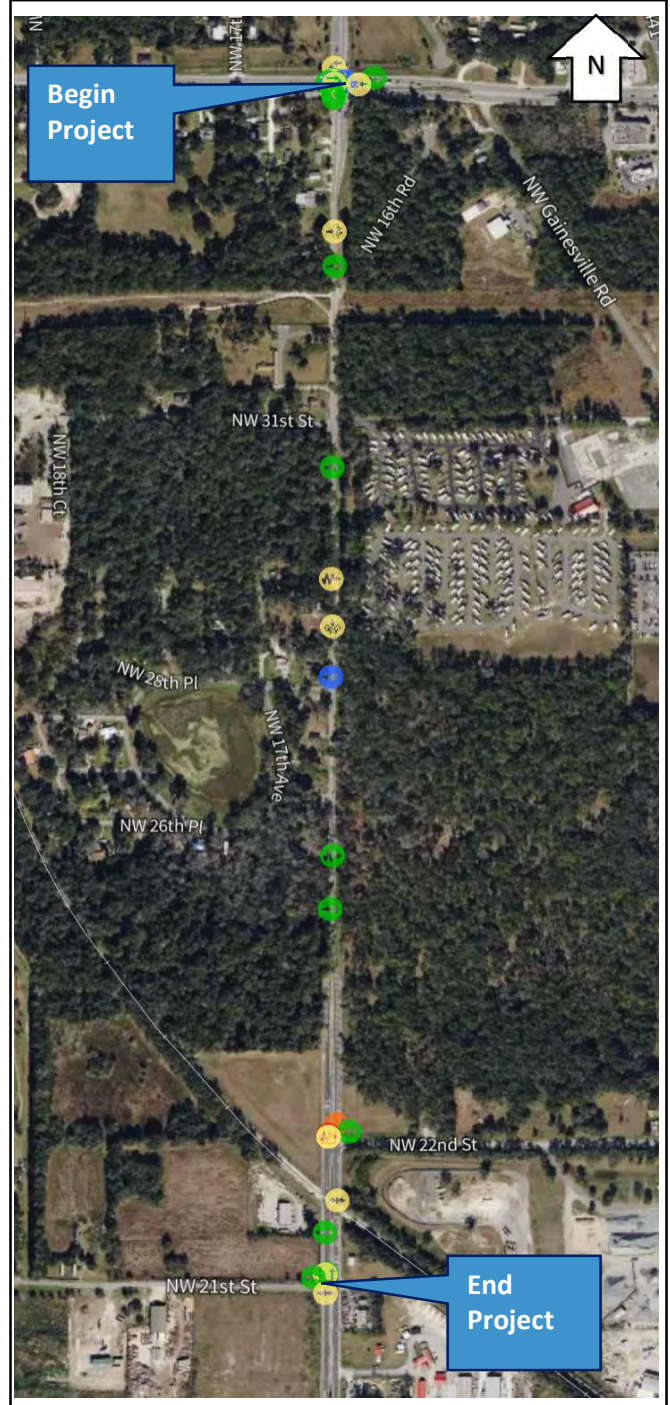


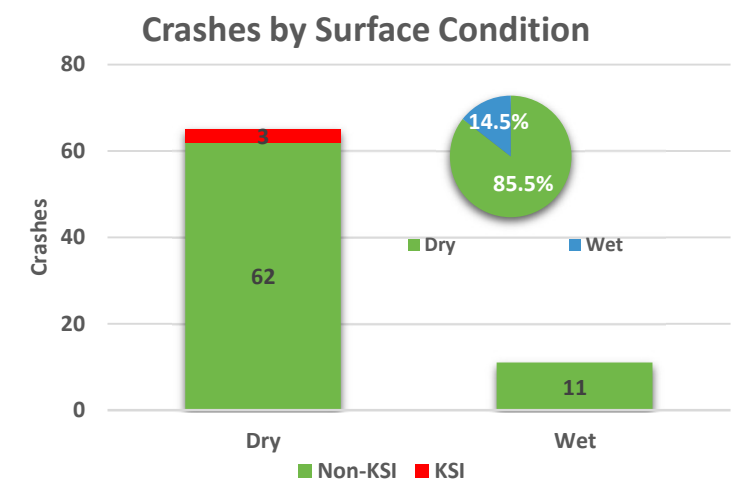
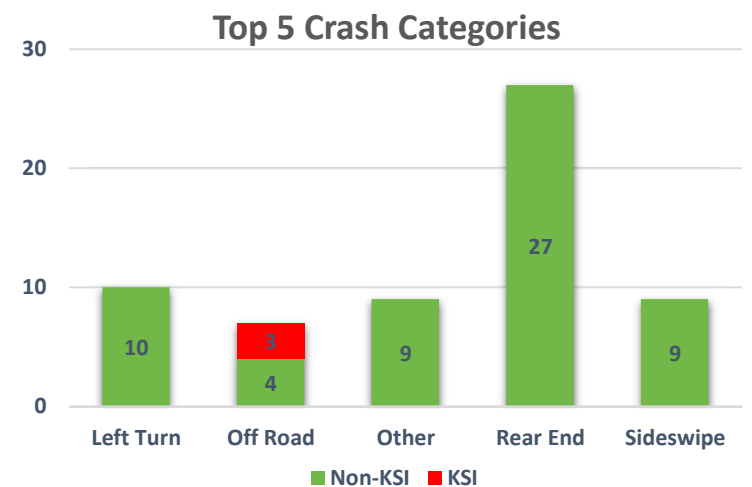
Table 10: NE 36th Avenue

Characteristic	Description
Roadway	NE 36 th Ave
Limits	NE 16 th PI to NE 42 nd PI
AADT	12,700 – NE 21 st St to NE 35 th St
	9,400 – N of NE 35 th St
Cross Section	NE 16 th PI to S of NE 19 th PI: Two-lane undivided suburban
	NE 19 th PI to NE 25 th St: Four-lane divided suburban
	NE 25 th St to NE 42 nd PI: Two-lane undivided suburban
Functional Classification	Arterial: NE 17 th St to NE 35 th St
	Collector: NE 35 th St to NE 42 nd St
Posted Speed Limit	40 mph
Traffic Signals	NE 36 th Ave & NE 21 st St NE 36 th Ave & NE 35 th St
Pedestrian Facilities	NE 19 th PI to NE 25 th St: Sidewalk on both sides of roadway
Bicycle Facilities	None
Mid-Block Crossings	None
General Land Use	Commercial, Residential

NE 36TH AVE
NE 16TH PL TO NE 42ND PL

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	1	4	2	9	16
2021	0	0	3	2	7	12
2022	0	0	1	0	10	11
2023	0	1	3	6	9	19
2024	0	1	0	4	13	18
TOTAL	0	3	11	14	48	76
% of Total	0.0%	3.9%	14.5%	18.4%	63.2%	

Crash Statistics 2020 - 2024



Project Location

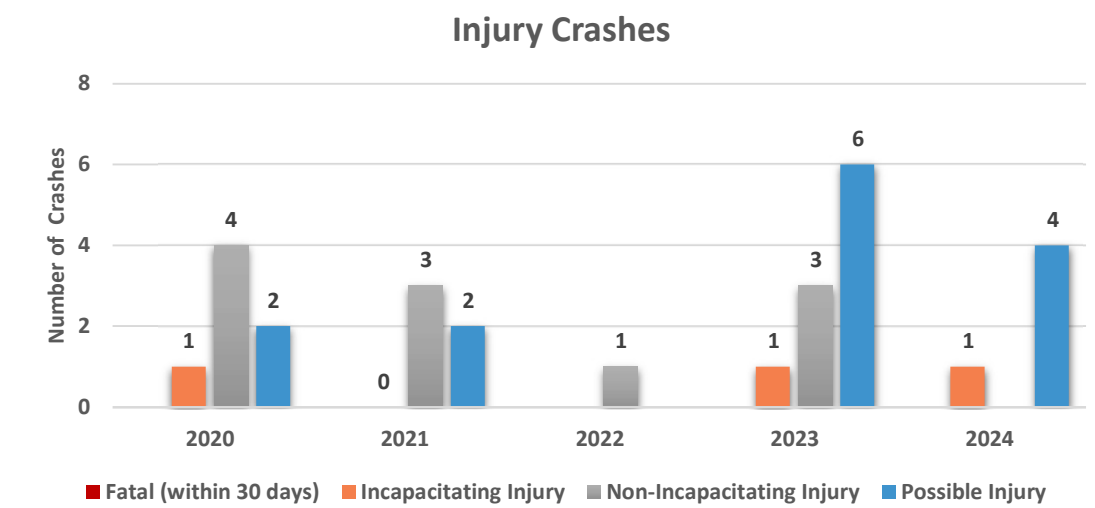
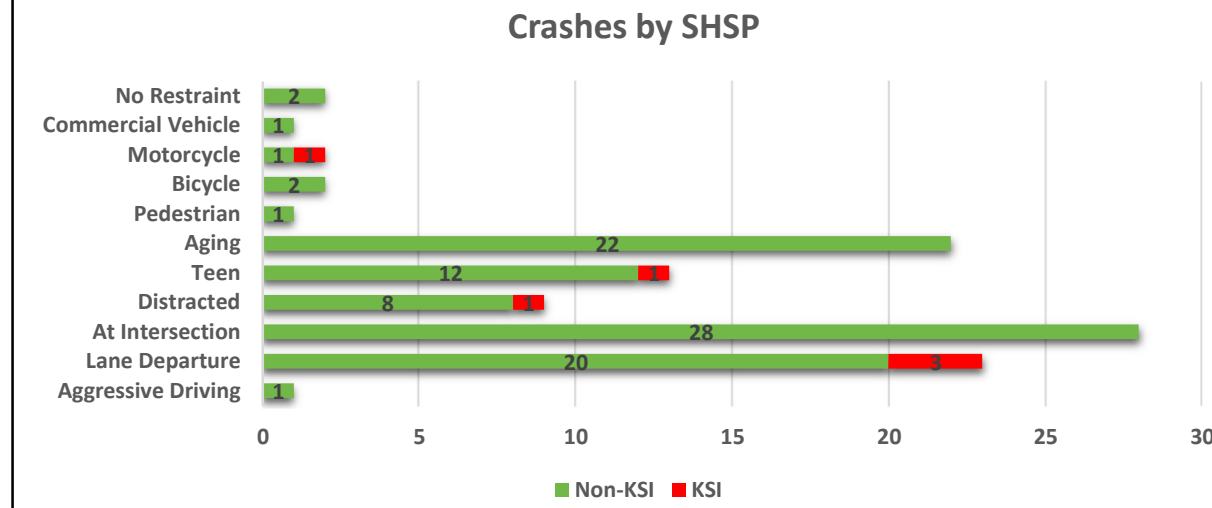
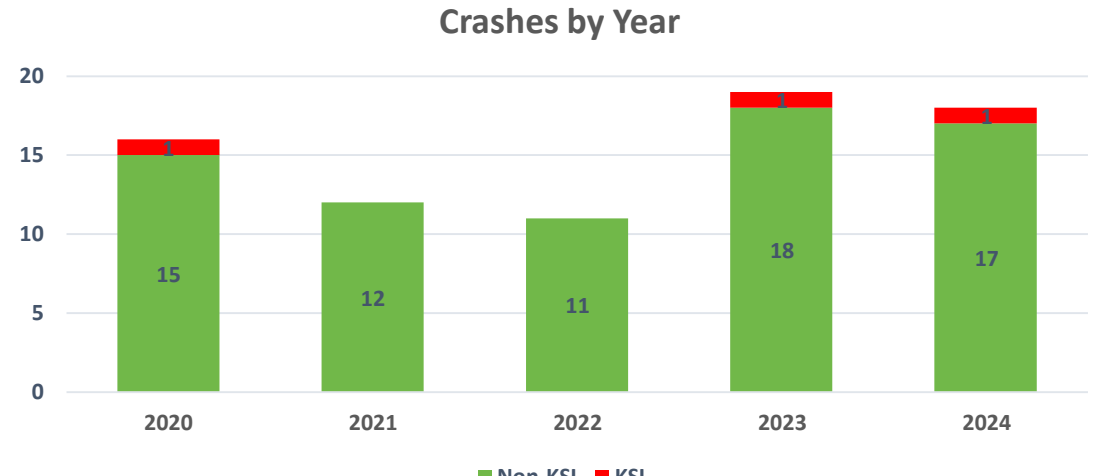
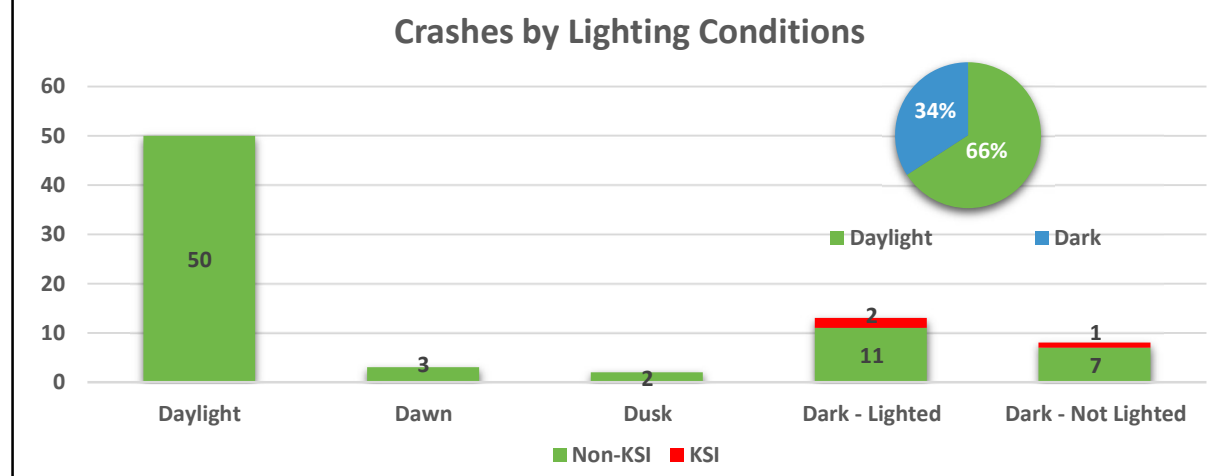


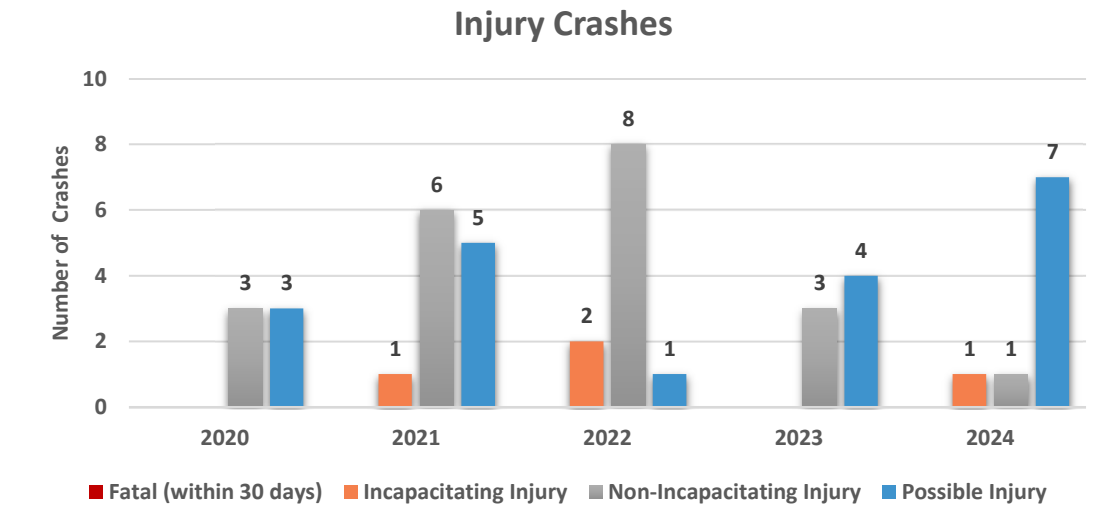
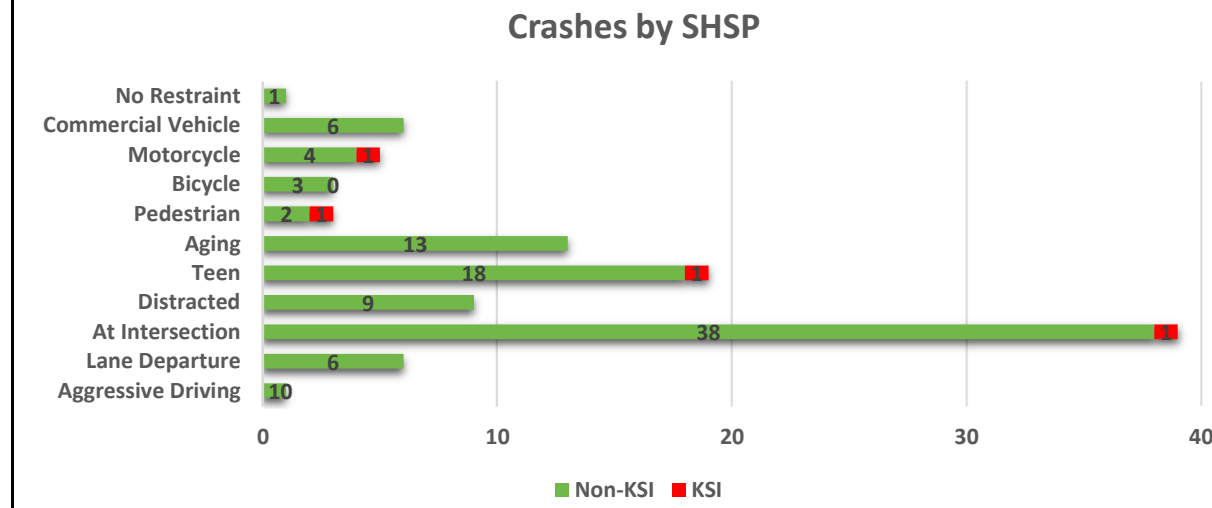
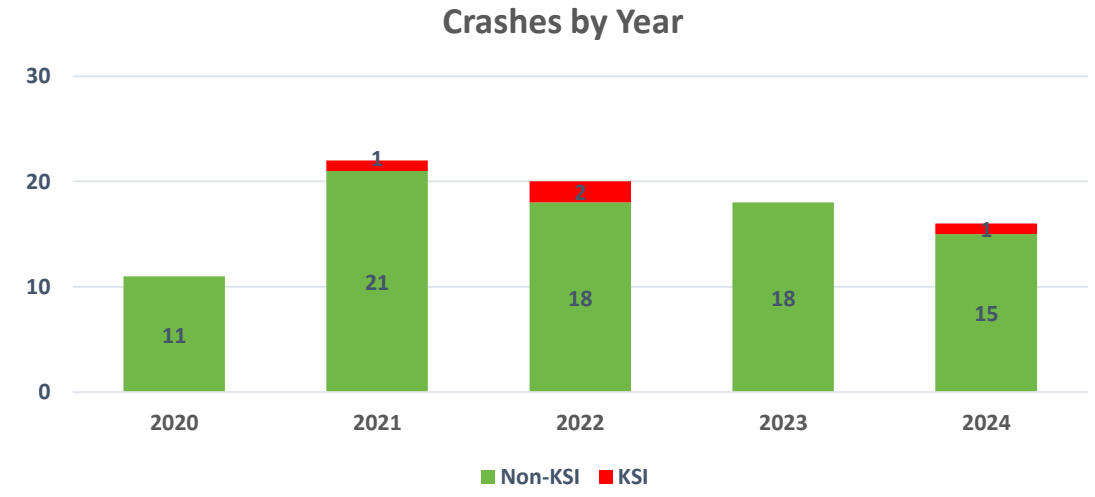
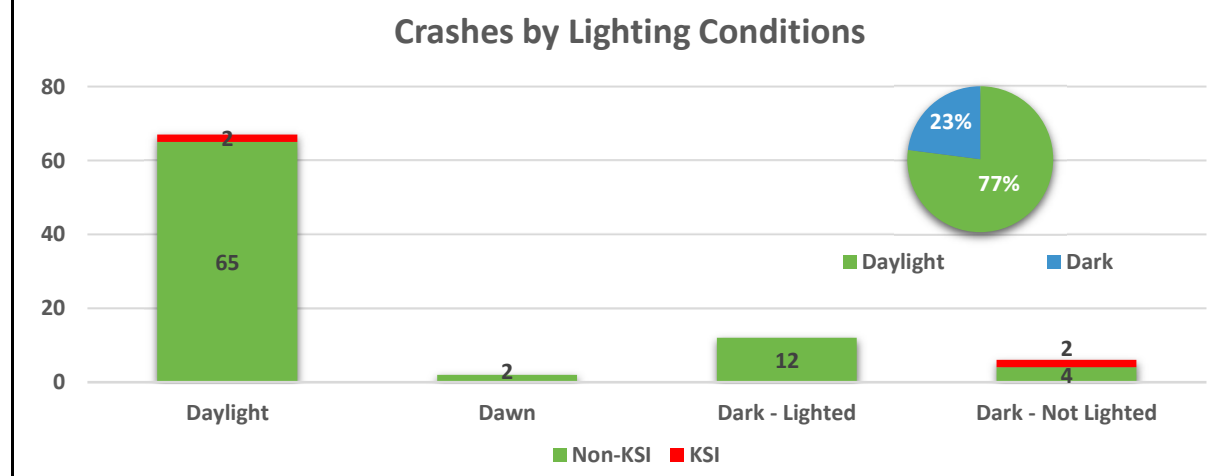
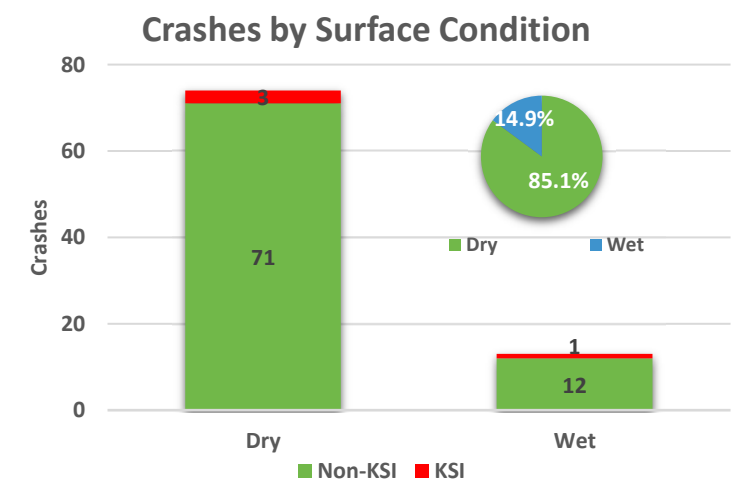
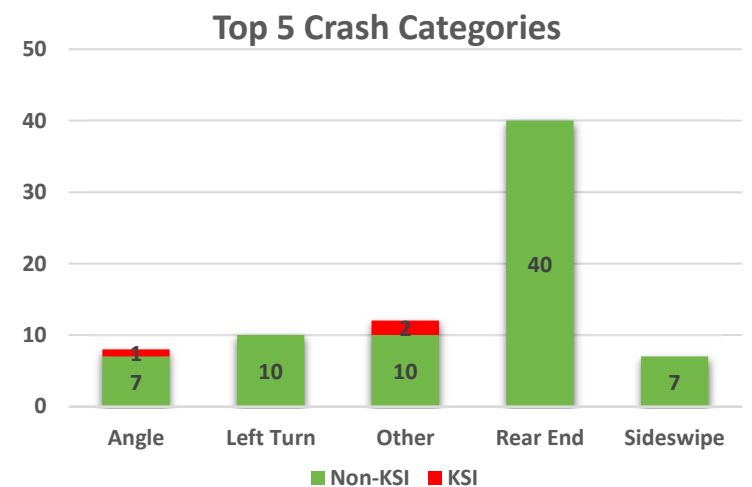
Table 11: NE 8th Road/ NE Jacksonville Rd

Characteristic	Description
Roadway	NE 8 th Rd/ NE Jacksonville Rd
Limits	NE 14 th St to NE 35 th St
AADT	7,700 – NE 24 th St to NE 14 th St
	10,500 – S of NE 35 th St
Cross Section	NE 14 th St to NE 24 th St: Two-lane undivided suburban
	NE 24 th St to NE 35 th St: Four-lane divided suburban
Functional Classification	Collector
Posted Speed Limit	35 mph: NE 14 th St to S of NE 24 th St
	40 mph: S of NE 24 th St to NE 35 th St
Traffic Signals	NE 8 th Ave & NE 24 th St NE 8 th Ave & NE 28 th St NE 8 th Ave & NE 35 th St
Pedestrian Facilities	NE 8 th Ave to NE 24 th St: None
	NE 24 th St to NE 31 st St: Sidewalk on both sides of roadway
	NE 31 st St to NE 33 rd St: Sidewalk on one side of roadway
	NE 33 rd St to NE 35 th St: Sidewalk on both sides of roadway
Bicycle Facilities	NE 24 th St to NE 35 th St: Bike Lanes on both sides of roadway
Mid-Block Crossings	None
General Land Use	Commercial, Residential

NE 8TH ROAD/NE JACKSONVILLE RD
NE 14TH ST TO NE 35TH ST

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	0	3	3	5	11
2021	0	1	6	5	10	22
2022	0	2	8	1	9	20
2023	0	0	3	4	11	18
2024	0	1	1	7	7	16
TOTAL	0	4	21	20	42	87
% of Total	0.0%	4.6%	24.1%	23.0%	48.3%	

Crash Statistics 2020 - 2024



Project Location

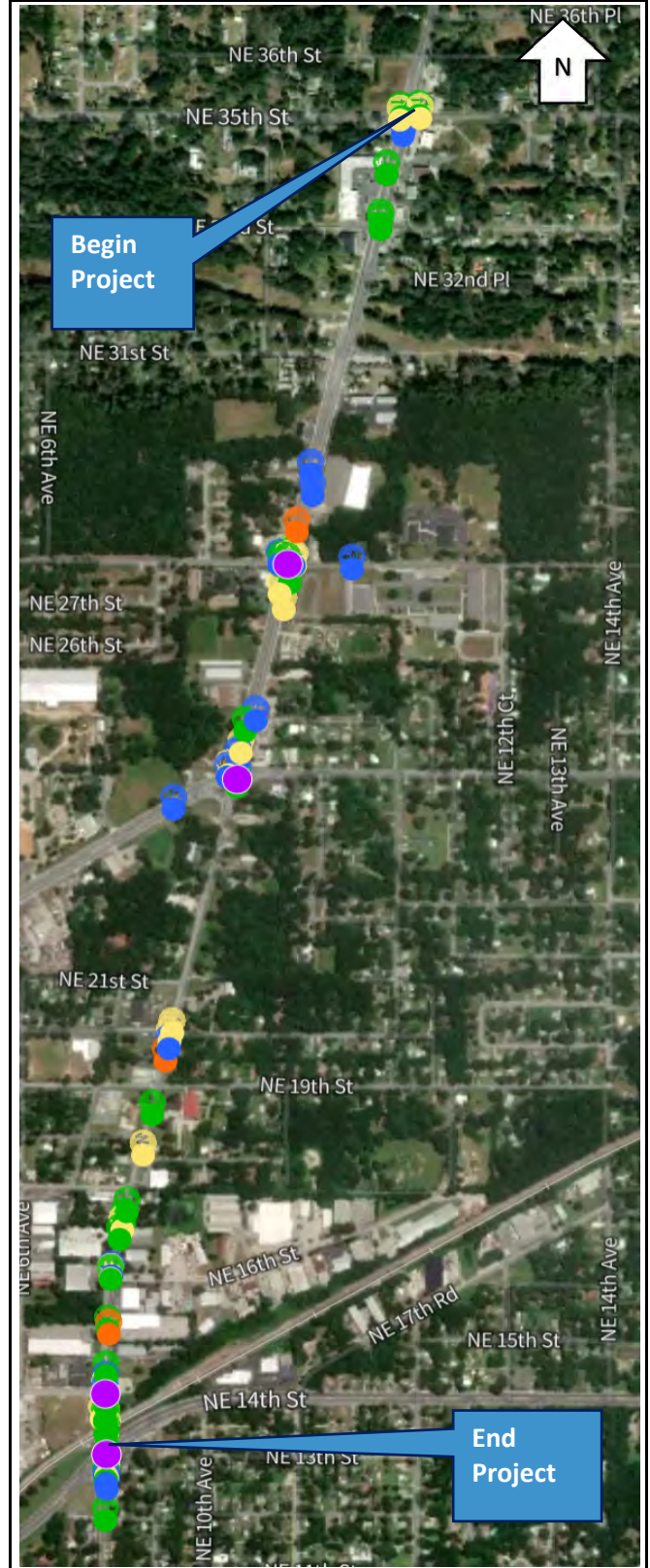


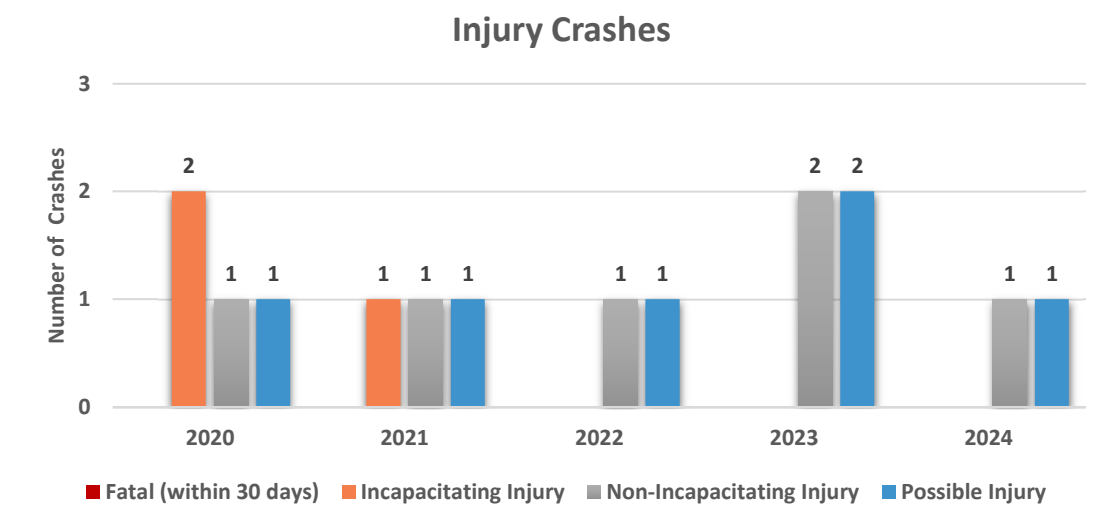
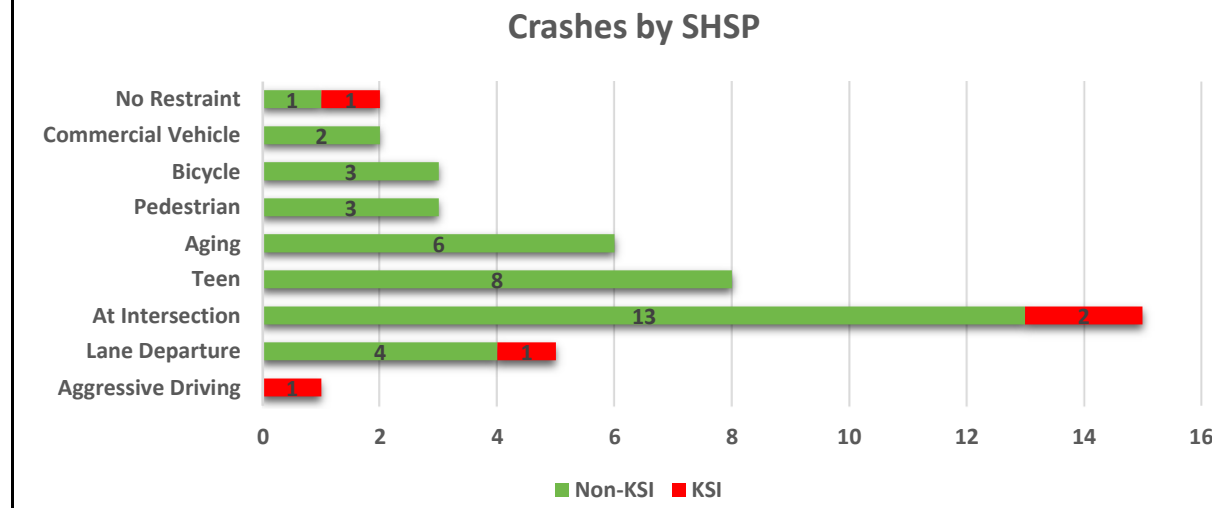
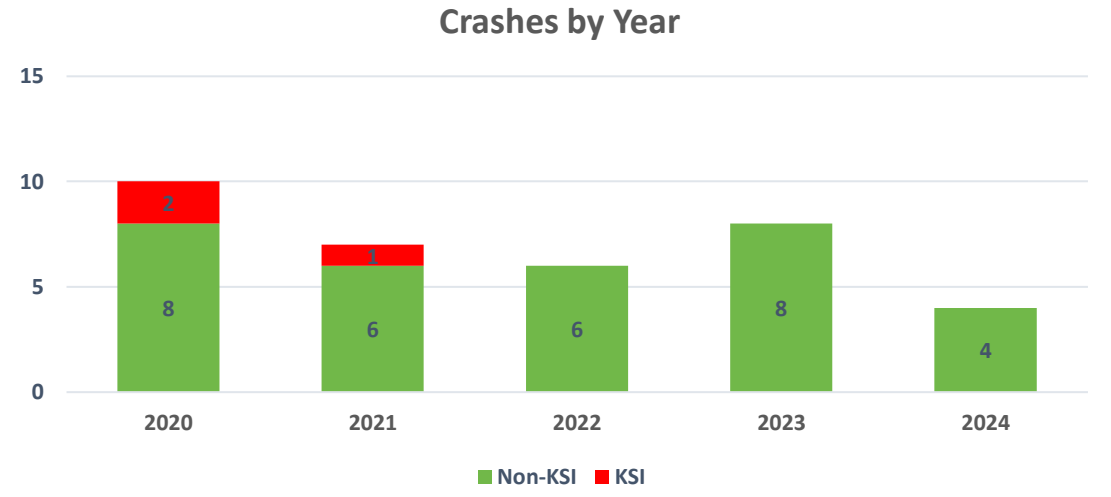
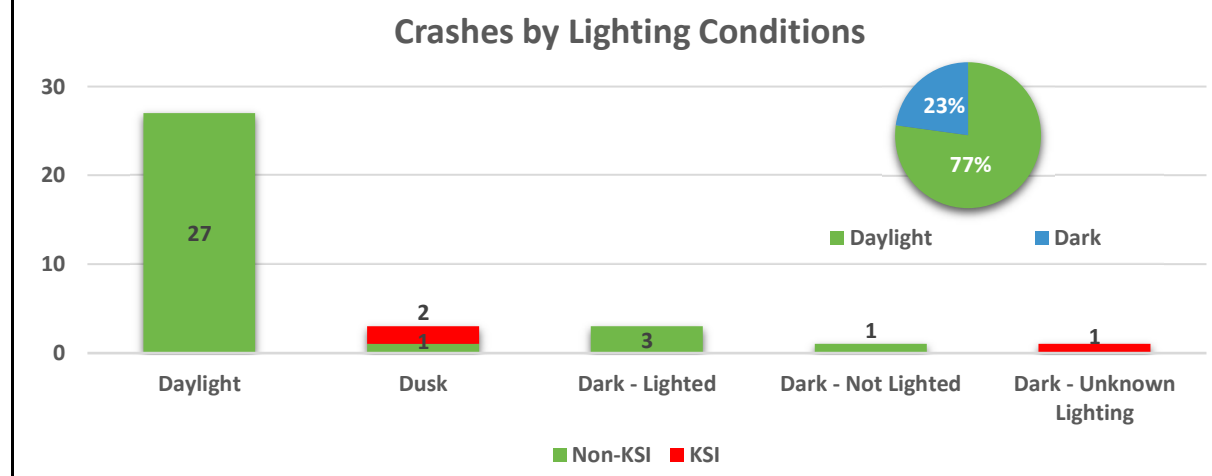
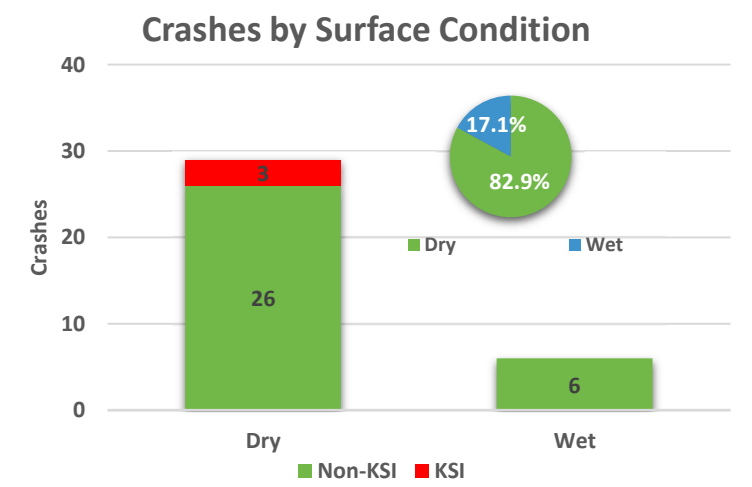
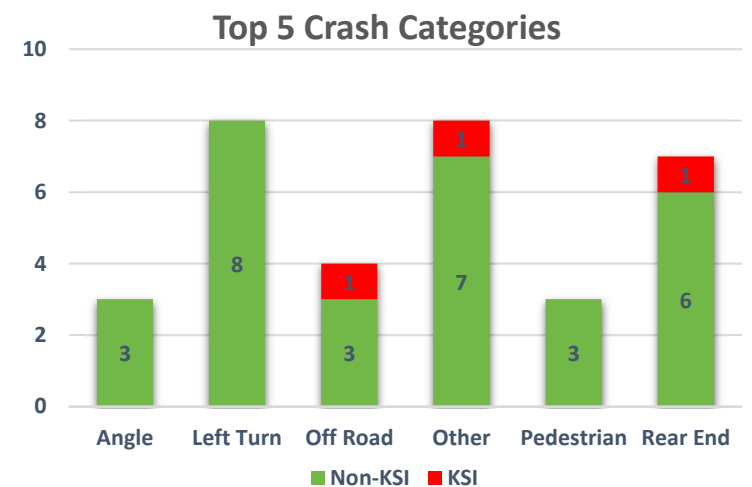
Table 12: NE 28th Street

Characteristic	Description
Roadway	NE 28 th St
Limits	N Pine Ave to NE Jacksonville Rd
AADT	3,500 – US 441 to CR 200A/ NE Jacksonville Rd
Cross Section	NE 28 th St to NE Jacksonville Rd: Two-lane undivided suburban
Functional Classification	Collector
Posted Speed Limit	30 mph
Traffic Signals	NE 28 th St & SR 441/ N Pine Ave NE 28 th St & NE Jacksonville Rd
Pedestrian Facilities	N Pine Ave to NE 8 th Ave: Sidewalk on south side of the roadway
	W of NE 8 th Ave to E of NE 8 th Terrace: Sidewalk on both sides of the roadway
	E of NE 8 th Terrace to NE Jacksonville Rd: Sidewalk on south side of the roadway
Bicycle Facilities	None
Mid-Block Crossings	NW 1 st Ave to NE 1 st Ave: One Midblock Crosswalk
	NE 6 th Ave to NE 8 th Ave: One Midblock Crosswalk
General Land Use	Residential

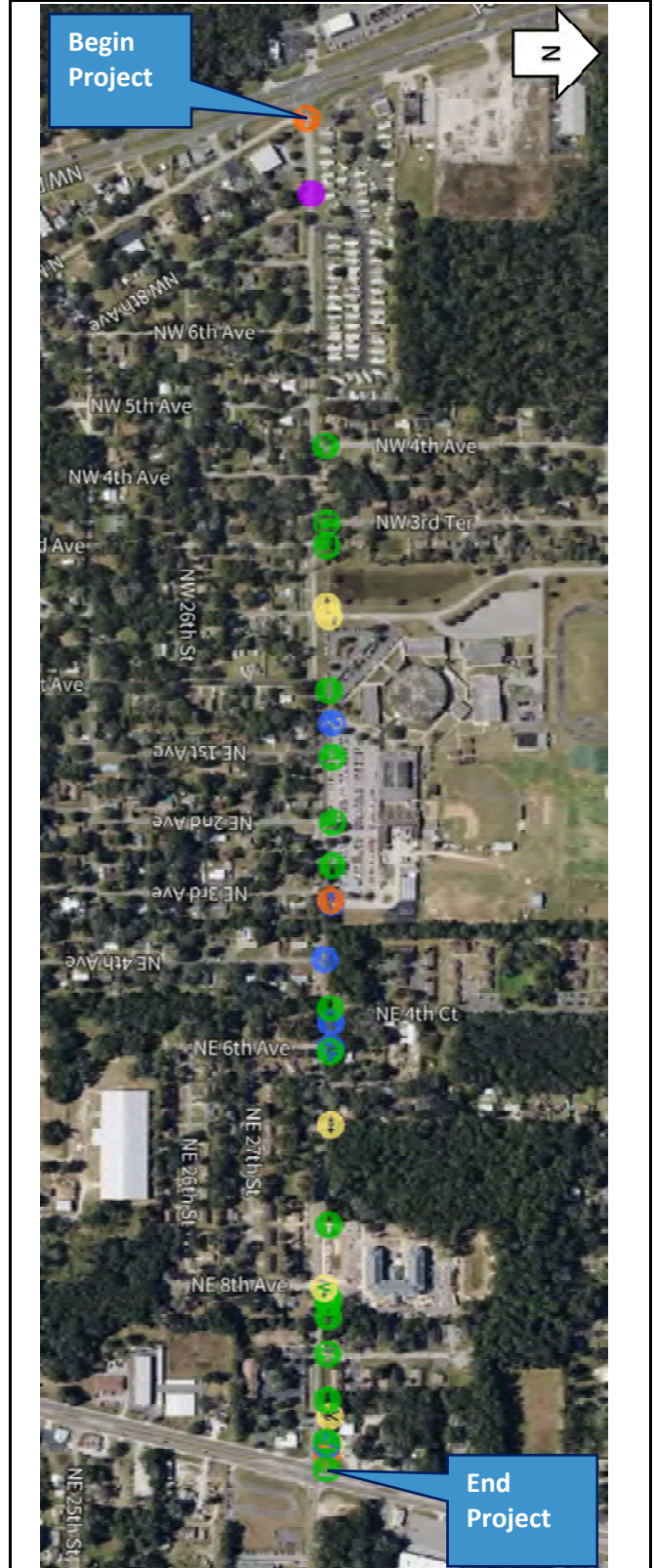
NE 28TH ST
NORTH PINE AVE TO NE JACKSONVILLE RD

TOTAL CRASHES						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2020	0	2	1	1	6	10
2021	0	1	1	1	4	7
2022	0	0	1	1	4	6
2023	0	0	2	2	4	8
2024	0	0	1	1	2	4
TOTAL	0	3	6	6	20	35
% of Total	0.0%	8.6%	17.1%	17.1%	57.1%	

Crash Statistics 2020 - 2024



Project Location





Appendix D

Safety Countermeasure Toolbox

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Vulnerable Road Users

Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID	Comments
Vulnerable Road Users	Accessible Pedestrian Signal Upgrades	Signalized Intersection	Pedestrian	Engineering	-	-	Accessibility accommodation
Vulnerable Road Users	Extend Pedestrian Crossing Time	Signalized Intersection	Pedestrian	Engineering	51%	5252	Increase length of signal phases to allow pedestrians more crossing time
Vulnerable Road Users	Extended Time Pushbutton	Signalized Intersection	Pedestrian	Engineering	-	-	Accessibility accommodation where longer button press allots additional time
Vulnerable Road Users	Install High-Visibility Crosswalk	Intersection	Pedestrian	Engineering	40%	4123	
Vulnerable Road Users	Stop for Pedestrian Sign	Intersection	Pedestrian	Engineering	25%	9017	
Vulnerable Road Users	Bike Lane/Buffered Bike Lane	Segment	Bicycle	Engineering	49%	10738	Crash Type: All
Vulnerable Road Users	Parking Buffer/On street parking	Segment	Pedestrian, Bicycle	Engineering	52%	9253	Allow parking on both sides of road; Crash Type: Pedestrian
					53%	11296	Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts
					49%	10738	On urban 4-lane undivided collectors and local roads; Crash Type: All
Vulnerable Road Users	Separated Bikeway	Segment	Bicycle	Engineering	30%	10742	On urban 2-lane undivided collectors and local roads; Crash Type: All
Vulnerable Road Users	Bike Box	Signalized Intersection	Bicycle	Engineering	-	-	see FDM restrictions
Vulnerable Road Users	Bike Detection	Signalized Intersection	Bicycle	Engineering	-	-	
Vulnerable Road Users	Leading Pedestrian Interval	Signalized Intersection	Pedestrian	Engineering	13%	9918	
					65-89%	FHWA Proven Safety Countermeasure	Study: Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).
Vulnerable Road Users	Add Sidewalk	Segment	Pedestrian	Engineering	40%	11246	
Vulnerable Road Users	Add Shared-use Path	Segment	Pedestrian, Bicycle	Engineering	25%	9250	
Vulnerable Road Users	Rectangular Rapid Flashing Beacon	Mid-block	Pedestrian	Engineering	47%	9024	
Vulnerable Road Users	Pedestrian Hybrid Beacon	Mid-block	Pedestrian	Engineering	55%	9020	
Vulnerable Road Users	Upgrade/Add Crosswalk Lighting	Intersection/Mid-block	Pedestrian	Engineering	42%	436	Providing intersection illumination
Vulnerable Road Users	Curb Extensions	Intersection	Pedestrian	Engineering	-	-	
Vulnerable Road Users	Pedestrian Refuge Islands	Intersection	Pedestrian	Engineering	56%	175	
Vulnerable Road Users	Median with Marked Crosswalk	Intersection	Pedestrian	Engineering	46%	175	
Vulnerable Road Users	Raised Crosswalk	Intersection	Pedestrian	Engineering	46%	136	
Vulnerable Road Users	Advance Stop Bars	Mid-block	Pedestrian	Engineering	67%	1692	Adding centerline and STOP bar, replace 24-inch with 30-inch stop signs; Crash Type: Angle
Vulnerable Road Users	Cycling Skills Clinics/Bike Fairs/Bike Rodeos	N/A	Bicycle	Non-Engineering	-	-	
Vulnerable Road Users	Update/Upgrade School Zone treatments	Intersection, Segment	Pedestrian	Engineering	-	-	Update to current standards/guidance
Vulnerable Road Users	Child Pedestrian and Bicyclist Education Programs	N/A	Pedestrian	Non-Engineering	-	-	
Vulnerable Road Users	High Visibility Crosswalk Enforcement	Intersection	Pedestrian	Non-Engineering	-	-	
Vulnerable Road Users	Walking School Buses Program	N/A	Pedestrian	Non-Engineering	-	-	FDOT Program: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/floridasrts/walking-school-bus-guide.pdf?sfvrsn=8d7041ef_2
Vulnerable Road Users	Graduated Driving Licenses for Motorcyclists	N/A	Motorcycle	Non-Engineering	-	-	
Vulnerable Road Users	Restrict Right Turn on Red Movements	Signalized Intersection	Pedestrian, Bicycle	Engineering	-	-	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5194
Vulnerable Road Users	Fix or remove surface irregularities	Intersection, Segment	Motorcycle	Engineering	-	-	
Vulnerable Road Users	Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions	Intersection, Segment	Motorcycle	Non-Engineering	-	-	
Vulnerable Road Users	High Friction Surface Treatment with Textured Pavement Markings	Intersection, Segment	Motorcycle	Engineering	-	-	Study: https://ridesmartflorida.com/wp-content/uploads/2022/02/dot_37560_DS1.pdf
Vulnerable Road Users	Pavement-change warning signs	Segment	Motorcycle	Engineering	-	-	Study: https://ridesmartflorida.com/wp-content/uploads/2022/02/dot_37560_DS1.pdf
Vulnerable Road Users	Removal of roadway debris from the roadway and roadside	Intersection, Segment	Motorcycle	Non-Engineering	-	-	Study: https://ridesmartflorida.com/wp-content/uploads/2022/02/dot_37560_DS1.pdf
Vulnerable Road Users	Provide Wider Sidewalk	Segment	Pedestrian	Engineering	-	-	Negative CRF (CMF 413)
Vulnerable Road Users	Pedestrian-scaled Lighting	Segment	Pedestrian	Engineering	-	-	
Vulnerable Road Users	Right-Turn Channelization Design	Intersection	All	Engineering	38%	11152	
Vulnerable Road Users	Road Diet/Lane Repurposing	Segment	All	Engineering	*	ex: 199, 2841	*Depends on type of reconfiguration
Vulnerable Road Users	School Speed Zone Safety Camera Program	Segment	Pedestrian	Non-Engineering	-	-	
Vulnerable Road Users	Upgrade all school related signs to fluorescent yellow-green	Segment	Pedestrian	Engineering	-	-	

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Intersection Crashes

Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID	Comments
Intersection Crashes	Flexible Retroreflective Signal Head Backplates	Signalized Intersection	All	Engineering	15%	1410	
Intersection Crashes	Increase All Red Clearance Intervals	Signalized Intersection	Rear-end	Engineering	20%	4213	
Intersection Crashes	Adjust Yellow Change Intervals	Signalized Intersection	Left Turn	Engineering	8-14%		Safety Countermeasure reduction in total crashes
Intersection Crashes	Protected Left Turn Phasing	Signalized Intersection	All	Engineering	43%	10746	
Intersection Crashes	Install 4-section Flashing Yellow Arrow (FYA) Signal Heads	Signalized Intersection	Left Turn	Engineering	16%	7696	
Intersection Crashes	Supplemental Signal Heads	Signalized Intersection	All	Engineering	7%	1430	Improvements included one or more of the following: signal lens size upgrade, installing new backboards, adding reflective tape to existing backboards, and installing additional signal
Intersection Crashes	Signal Preemption for Emergency Vehicles	Signalized Intersection	Emergency Response	Engineering	-	-	
Intersection Crashes	Implement new Traffic Signal	Unsignalized Intersection	All	Engineering	44%	325	
Intersection Crashes	Convert to Directional Median Opening	Unsignalized Intersection	Left Turn	Engineering	57%	5458	
Intersection Crashes	High Friction Surface Treatment	Intersection	All	Engineering	20%	2259	
Intersection Crashes	Reduced Left Turn Conflict Intersection	Intersection	All	Engineering	54%	5556	Two-Way Stop-Controlled to Restricted Crossing U-turn (RCUT); Crash Type: All
					22%	9985	Signalized Intersection to Signalized RCUT; Crash Type: All
					63%	4884	Unsignalized Intersection to Unsignalized RCUT; Crash Type: All
					30%	10867	Median U-turn; Crash Type: All
Intersection Crashes	Positively Offset Left-turn Lanes	Intersection	All	Engineering	26%	276	Introducing zero or positive offset left-turn lane on crossing roadway
Intersection Crashes	Right-Turn Lane	Intersection	All	Engineering	14%	285	Provide a right-turn lane on one major-road approach
		Intersection	All	Engineering	26%	289	Provide a right-turn lane on both major-road approaches
Intersection Crashes	Oversized Stop Signs	Unsignalized Intersection	All	Engineering	67%	1692	Adding centerline and STOP bar, replace 24-inch with 30-inch stop signs; Crash Type: All
Intersection Crashes	Access Management/Reduce Driveway Density	Unsignalized Intersection	All	Engineering	25%	179	Reducing driveways from 10-24 to less than 10 per mile
		Unsignalized Intersection			31%	178	Reducing driveways from 26-48 to 10-24 per mile
Intersection Crashes	Remove Obstructions Impeding Sight Distance	Intersection	All	Engineering	48%	307	Increasing triangle sight distance
Intersection Crashes	Upgrade/Add Intersection Lighting	Intersection	All	Engineering	42%	436	Providing intersection illumination
Intersection Crashes	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Unsignalized Intersection	All	Engineering	10%		Safety Countermeasure Reduction of fatal and injury crashes at all locations/types/areas.
Intersection Crashes	Convert Intersection to a Roundabout	Unsignalized Intersection	All	Engineering	82%	211	Reduction in fatal and injury crashes
		Signalized Intersection	All	Engineering	78%	226	Reduction in fatal and injury crashes
Intersection Crashes	Upgrade/Add Intersection Lighting	Intersection/Mid-block	Pedestrian	Engineering	42%	436	Providing intersection illumination
Intersection Crashes	Delineation of Median Noses using Retroreflective Treatments	Intersection		Engineering	-	-	
Intersection Crashes	Right-Turn Channelization Design	Intersection	All	Engineering	38%	11152	
Intersection Crashes	Raised intersection	Intersection	All	Engineering	-	-	Negative CRF (CMF 414) See FDM Restrictions.
Intersection Crashes	Intersection Conflict Warning System	Intersection	All	Engineering	*	-	*Varies by installation (https://highways.dot.gov/media/3911)
Intersection Crashes	Restrict or eliminate turning maneuvers by providing channelization or closing median openings	Intersection	Left Turn/Angle	Engineering			Unsignalized RCUTs, directional median openings, etc.

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Aging Road Users

Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID	Comments
Aging Road Users	Legislation and Licensing - License Screening and Testing - Licensing Agency Referrals - License Restrictions - Medical Review Protocols - In-Person Renewal and Vision Test	Intersection, Segment	All	Non-Engineering	-	-	
Aging Road Users	Formal Courses for Older Drivers (classroom + on-road feedback)	Intersection, Segment	All	Non-Engineering	-	-	
Aging Road Users	Limit Turning Movement by Raised Grassy Medians	Intersection	Rear-end	Engineering	-	-	For continuous center-turn lanes
Aging Road Users	Oversized Glass Beads/Raised Pavement Markings (Visibility Improvements)	Intersection, Segment	All	Engineering	-	-	
Aging Road Users	Delineation of Median Noses using Retroreflective Treatments	Intersection		Engineering	-	-	
Aging Road Users	Continuous Ramp Wrapping around the Corner from one crosswalk to the other	Intersection, mid-block crosswalk		Engineering	-	-	
Aging Road Users	Combine Visual and Audible Signals at Wider Crosswalks	Intersection, mid-block crosswalk		Engineering	-	-	
Aging Road Users	Provide Wider Sidewalk	Segment		Engineering	-	-	Negative CRF (CMF 413)
Aging Road Users	Pedestrian-scaled Lighting	Segment		Engineering	-	-	
Aging Road Users	Apply Fluorescent Retroreflective Sheeting for Signs (Horizontal Delineation)	Intersection, Segment	All	Engineering	35%	2434	For non-intersection curve signs
Aging Road Users	Apply Prismatic Retroreflective Sheeting for Signs	Intersection, Segment	All	Engineering	-	-	High Retroreflectivity
Aging Road Users	Right-Turn Channelization Design	Intersection	Right turn, Pedestrian	Engineering	38%	11152	
Aging Road Users	Passive Warning Sign (Vertical Alignment)	Intersection, Segment		Engineering	-	-	While sight distance is restricted by a crest vertical curve (for hills)
Aging Road Users	Encourage Participation in CarFit Educational Program	Intersection, Segment	All	Non-Engineering	-	-	AARP: https://car-fit.org/

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Distracted Driving

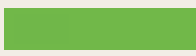
Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Comments
Distracted Driving	Graduated Driver Licensing (GDL) Passenger Limits for Young Drivers	Intersection, Segment	All	Non-Engineering	
Distracted Driving	Implementing/Enforcing Cell Phone Laws	Intersection, Segment	All	Non-Engineering	
Distracted Driving	Conduct Age-specific Distracted Driving Campaigns	Intersection, Segment	All	Non-Engineering	
Distracted Driving	Encourage Participation in "Don't Drive Distracted. Eyes Forward." Social Norming Campaign	Intersection, Segment	All	Non-Engineering	National Highway Traffic Safety Administration (NHTSA) (https://www.trafficsafetymarketing.gov/safety-topics/distracted-driving/dont-drive-distracted-eyes-forward)
Distracted Driving	Encourage Participation in "Put the Phone Away or Pay" National High-visibility Enforcement Campaign	Intersection, Segment	All	Non-Engineering	National Highway Traffic Safety Administration (NHTSA) (https://www.nhtsa.gov/campaign/distracted-driving)

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Speeding and Aggressive Driving

Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID	Comments
Speeding and Aggressive Driving	Speed Cameras	Intersection, Segment	All	Engineering	54%	2915	
Speeding and Aggressive Driving	Setting Appropriate Speed Limits	Intersection, Segment	Speed-related Crashes	Engineering	-	FHWA Proven Safety Countermeasure	FHWA: https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users
Speeding and Aggressive Driving	Chicane	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Landscape roadside buffer	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Landscaping in Medians	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Lane Narrowing	Segment	All	Engineering	24%	7825	Convert 12' lanes to 11' foot lanes
Speeding and Aggressive Driving	Speed Feedback Signs	Segment	All	Engineering	5%	6885	
Speeding and Aggressive Driving	Speed Sensitive Rest on Red	Signalized Intersection	Speed-related Crashes	Engineering	-	-	"Rest in red" traffic safety technology Portland.gov
Speeding and Aggressive Driving	Raised intersection	Intersection	Speed-related Crashes	Engineering	-	-	Negative CRF (CMF 414) See FDM Restrictions.
Speeding and Aggressive Driving	Road Diet/Lane Repurposing	Segment	All	Engineering	*	ex: 199, 2841	*Depends on type of reconfiguration
Speeding and Aggressive Driving	Median Islands on segment	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Lateral Shift	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Choker	Segment	Speed-related Crashes	Engineering	-	-	
Speeding and Aggressive Driving	Conversion of 2-way left turn lane (TWLTL) into median/directional median openings	Segment	All	Engineering	23%	2514	Replace 2-way left turn lane (TWLTL) with raised median
Speeding and Aggressive Driving	Increase Penalties for Speeding	Segment	Speed-related Crashes	Non-Engineering	-	-	
Speeding and Aggressive Driving	High Visibility Enforcement for Speeding	Segment	Speed-related Crashes	Non-Engineering	-	-	
Speeding and Aggressive Driving	Speed Safety Campaigns	Intersection, Segment	Speed-related Crashes	Non-Engineering	-	-	
Speeding and Aggressive Driving	Parking Buffer/On street parking	Segment	Pedestrian, Bicycle	Engineering	52%	9253	Allow parking on both sides of road; Crash Type: Pedestrian
Speeding and Aggressive Driving	Convert Intersection to a Roundabout	Unsignalized Intersection	All	Engineering	82%	211	Reduction in fatal and injury crashes
		Signalized Intersection	All	Engineering	78%	226	Reduction in fatal and injury crashes

Local Road Safety Plan- Safety Countermeasure Toolbox
Emphasis Area - Lane Departure

Emphasis Area	Countermeasure	Application	Predominant Crash Type	Type (Engineering/Non-Engineering)	Crash Reduction Factor	CMF ID	Comments
Lane Departure	In-Lane Curve Warning Pavement Markings	Segment	All	Engineering	35%	10312	Rural Two-lane Highways
Lane Departure	Install sequential dynamic chevrons	Segment	All	Engineering	60%	10362	Rural Two-lane Highways, for fatal and injury crashes
Lane Departure	Install high friction surface treatment (HFST)	Segment	All	Engineering	64%	10342	Reduction at horizontal curves
Lane Departure	Safety Edge treatment	Segment	Run off road	Engineering	35%	9731	
Lane Departure	Center Line Rumble Strips	Segment	Head on,Sideswipe	Engineering	64%	3356	
Lane Departure	Shoulder Rumble Strips	Segment	All	Engineering	13%	3425	
Lane Departure	Install chevron signs on horizontal curves	Segment	All	Engineering	25%	2439	
Lane Departure	Install oversized chevron signs	Segment	All	Engineering	15%	8978	
Lane Departure	Install new fluorescent curve signs or upgrade existing curve signs to fluorescent sheeting	Segment	All	Engineering	18%	2431	
Lane Departure	Provide 2-ft paved shoulders (both sides)	Segment	Run off road	Engineering	18%	10414	
Lane Departure	Install roadside barrier	Segment	Run off road	Engineering	51%	6402	
Lane Departure	Reduce roadside slope	Segment	Single Vehicle	Engineering	8%-12%	4627, 4632	1V:3H to 1V:4H, 1V:4H to 1V:6H
Lane Departure	Increase the distance to roadside features	Segment	All	Engineering	22%	35	CMF for distance increase from 3.3 ft to 16.7 ft
Lane Departure	Install edgelines	Segment	All	Engineering	15.2%	10243	Installing on tangent and curves. Low volume roadways



Appendix E

Funding Opportunities




FY2026 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2019-2023)



Group II - Population of 15,000-74,999 - 105 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	61	32	58	70	60	41	50	63	7	Niceville	22	5	40	65	40	67	23	5	61
Apopka	27	1	7	26	8	12	9	4	17	North Lauderdale	80	67	90	71	76	42	62	70	67
Auburndale	73	87	71	62	88	48	72	57	94	North Miami	52	66	57	42	44	22	48	30	45
Aventura	62	40	87	87	77	36	74	71	53	North Miami Beach	70	73	86	47	74	45	98	67	69
Bartow	66	81	60	44	71	88	44	51	60	Oakland Park	53	63	63	40	30	27	39	27	36
Belle Glade	79	88	73	93	39	79	61	80	98	Ocala	2	4	1	1	1	1	1	1	14
Bonita Springs	38	48	10	22	35	46	28	36	64	Ocoee	34	17	14	49	28	19	12	19	35
Bradenton	43	51	29	32	51	18	60	55	33	Opa-locka	75	47	61	53	43	53	20	45	101
Casselberry	85	79	89	69	62	65	70	62	56	Ormond Beach	6	21	6	2	20	17	6	35	68
Clermont	11	7	15	18	4	25	4	3	5	Oviedo	84	34	96	73	92	83	81	85	52
Cocoa	9	8	4	3	5	8	2	13	9	Palm Beach Gardens	31	28	34	55	10	55	21	34	32
Coconut Creek	76	82	51	66	11	70	38	40	47	Palm Springs	81	95	33	56	53	54	41	39	81
Cooper City	88	56	91	80	78	96	76	86	76	Palmetto Bay	86	102	99	84	95	81	92	76	84
Coral Gables	15	16	54	33	45	20	75	37	18	Panama City	21	3	2	11	6	16	11	25	15
Crestview	63	33	48	74	64	71	34	59	38	Panama City Beach	50	43	9	6	7	23	15	6	27
Cutler Bay	77	98	101	86	82	72	90	95	66	Parkland	102	84	97	101	101	92	101	92	73
Dania Beach	33	64	21	29	31	32	43	64	8	Pensacola	30	10	12	24	19	9	36	31	24
DeBary	65	65	79	58	85	93	86	88	87	Pincrest	91	96	95	104	99	91	103	84	95
DeLand	13	13	43	12	17	14	52	7	37	Pinellas Park	8	25	5	4	16	4	16	26	4
Delray Beach	1	22	3	17	12	2	7	2	11	Plant City	26	36	18	25	2	31	37	15	50
Dunedin	54	85	46	61	68	60	82	82	74	Port Orange	4	26	41	7	21	6	64	9	62
Edgewater	46	76	66	48	57	61	67	83	85	Punta Gorda	47	80	72	52	80	82	55	90	91
Estero	17	30	44	68	55	76	69	38	26	Riviera Beach	98	104	70	90	61	84	54	96	72
Eustis	23	20	37	23	37	77	22	22	20	Rockledge	72	57	35	41	63	74	25	65	57
Florida City	95	94	81	79	65	69	84	75	104	Royal Palm Beach	71	69	55	72	29	73	53	81	51
Fort Pierce	32	19	17	14	13	13	13	24	65	Safety Harbor	92	92	85	100	100	102	83	104	100
Fort Walton Beach	59	18	59	45	54	52	46	89	90	Saint Augustine	28	23	13	9	15	10	10	8	29
Greenacres	25	52	30	60	36	58	68	46	49	Saint Cloud	45	11	28	27	22	38	35	23	43
Groveland	58	37	26	77	38	98	77	47	89	Sanford	16	12	24	8	3	11	5	16	2
Haines City	57	74	47	51	69	85	29	50	75	Sarasota	14	41	16	10	27	3	17	33	23
Hallandale Beach	56	68	69	50	83	33	65	49	70	Sebastian	82	101	83	94	90	97	85	99	82
Hialeah Gardens	97	103	92	98	86	86	99	93	58	Seminole	48	91	38	43	91	29	47	74	92
Jacksonville Beach	87	83	27	57	96	50	42	77	86	Stuart	10	71	39	19	24	44	26	11	41
Jupiter	20	6	25	35	23	51	27	14	63	Sunny Isles Beach	101	89	93	95	97	62	89	102	88
Key West	49	31	36	13	70	21	30	53	39	Sweetwater	104	90	103	103	103	94	104	103	59
Lady Lake	36	93	74	75	41	68	80	61	13	Tamarac	44	44	62	34	48	37	8	29	30
Lake Mary	74	15	49	64	81	75	33	101	3	Tarpon Springs	39	70	31	39	32	43	88	43	83
Lake Wales	51	59	84	63	33	63	45	44	22	Tavares	35	58	32	30	50	78	56	54	40
Lake Worth	40	53	20	21	25	5	24	28	25	Temple Terrace	78	100	65	92	79	80	32	68	80
Lauderdale Lakes	68	46	88	91	67	47	57	58	54	Titusville	7	29	8	5	9	15	3	12	34
Lauderhill	64	60	68	38	34	26	31	48	42	Venice	60	75	78	83	84	57	59	87	79
Leesburg	5	24	11	15	14	28	14	18	16	Vero Beach	42	49	50	85	46	66	87	69	102
Longwood	55	9	53	54	58	49	79	42	10	Wellington	37	62	42	89	42	64	19	21	44
Lynn Haven	99	77	94	96	87	101	95	78	28	West Melbourne	93	86	82	82	94	89	91	98	78
Maitland	83	35	67	78	75	90	78	91	12	West Park	89	72	105	76	102	87	93	66	105
Marco Island	94	97	75	97	98	99	97	105	103	Weston	96	50	56	46	66	59	63	52	31
Margate	3	45	76	36	18	7	49	10	46	Wildwood	69	61	22	81	56	100	58	73	19
Miami Lakes	103	99	98	102	89	104	102	97	77	Winter Garden	67	27	77	67	59	56	100	56	6
Minneola	105	105	104	105	104	105	105	100	96	Winter Haven	29	55	45	28	26	40	18	41	48
Mount Dora	100	54	100	99	105	103	96	94	97	Winter Park	41	2	64	20	52	24	66	17	1
Naples	24	14	23	59	47	39	51	79	93	Winter Springs	90	78	102	88	93	95	94	72	71
New Port Richey	12	39	52	37	73	30	73	20	99	Zephyrhills	19	38	80	31	72	35	71	60	21
New Smyrna Beach	18	42	19	16	49	34	40	32	55										

Legend
 Highest 40% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 407.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf -- Updated October 17, 2025

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors may integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects.

Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	Federal Highway Administration													Federal Lands			Loan	OST Grant				OST Loan		FTA		NHTSA			
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AOPT	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting, shade)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	\$		\$						\$	\$	\$		\$		\$	\$					\$					\$	~\$		
ADA compliance retrofits; removal of accessibility barriers	\$	\$	\$				\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Battery exchange kiosk; charging station for electric bicycles and scooters	\$		\$	\$					\$	\$	\$				\$	\$													
Bicycle plans	\$		\$					\$	\$	\$		\$			\$	\$	\$				\$				\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$				\$	\$SRTS		\$				\$													\$
Bicycle helmets (safety promotion)	~\$				\$				\$	\$SRTS		\$				\$													
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	~\$	~\$	\$	~\$	~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$		\$	\$	\$			\$	\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$				
Bicycle racks on transit	\$		\$	\$					\$	\$					\$	\$					~\$	~\$	~\$	~\$	~\$	\$			
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$		~\$		~\$	~\$	~\$	~\$	~\$	~\$	\$			
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	~\$	\$			
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	\$		\$	\$					\$	\$					\$	\$		\$		~\$	~\$	~\$	~\$	~\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$	\$	~\$	~\$	\$				
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	\$SRTS		\$				\$					~\$								
Community Capacity Building (develop organizational skills and processes)	~\$											\$			\$						~\$					~\$	~\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$			\$	\$	\$				~\$	~\$	~\$	~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	~\$	\$	\$	\$	\$		~\$	~\$	\$	~\$	~\$	
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	\$				\$	\$			\$	\$	\$				\$	\$	\$	\$			\$								
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$				\$	\$		\$	\$	~\$	~\$	\$		\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians	~\$		~\$	\$	\$				\$	\$SRTS	\$	\$				\$					~\$								
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows).	~\$		~\$	~\$					\$	\$	\$				\$	\$	\$	\$			~\$								
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$		\$		~\$	~\$	~\$	~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		\$	~\$	~\$	~\$	~\$	~\$	~\$	\$				
Lighting (pedestrian/bicyclist scale with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$		\$			\$						\$				\$				
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations/outlets; not operations)	\$		\$	\$					\$	\$					\$	\$		\$		\$	~\$	\$	~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	~\$	\$	\$	\$	~\$	~\$	~\$	\$	\$		
Pedestrian plans	\$		\$						\$	\$		\$			\$	\$			~\$	~\$	\$	\$			\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	~\$				\$				\$	\$SRTS		\$				\$					\$							\$	\$
Public involvement to inform decisionmaking	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

Activity or Project Type	Federal Highway Administration														Federal Lands			Loan	OST Grant				OST Loan		FTA			NHTSA	
	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	SIBs	INFRA	BUILD	SS4A	RTA	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$	\$	\$	\$					
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$		\$		\$	~\$	\$		~\$					
Resilience improvements to pedestrian/bicycle facilities to protect or enhance use.	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	note	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	~\$					
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	\$	~\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$		\$	\$	\$	~\$	\$			~\$				
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	~\$	\$	~\$				
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$	\$			\$			~\$		~\$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	SSRTS		\$				\$		\$			\$				~\$	~\$	\$	\$	
Safety education positions					\$				SSRTS	SSRTS		\$				\$					\$							\$	
Safety enforcement (including police patrols)					\$				SSRTS	SSRTS		\$				\$					\$							\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				SSRTS	SSRTS		\$			\$	\$					\$							\$	
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Shared use paths, transportation trails, rail-trails, rails-with-trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Sidewalks (new, rehabilitation, or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$				
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use or correct problems)	\$		\$	~\$	\$	\$			\$	\$	\$	\$			\$	\$	\$	\$	\$	~\$	\$	\$	~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts	\$				\$	\$	\$	\$	\$	\$	\$	note			\$	\$	\$	\$	\$	\$	~\$	\$	~\$	~\$	\$	note	note		
Technical Assistance (see Cross-cutting notes)	~\$			~\$	\$				\$	\$	\$	note			\$	\$	\$				~\$								
Traffic calming	\$		\$		\$		\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$	\$				
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$	\$	~\$	~\$	\$				
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	\$		~\$						\$	\$	\$				~\$	~\$	~\$				~\$		~\$	~\$					
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	~\$	~\$					
Trailside and trailhead facilities (restrooms, water, electric charging, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$		\$		~\$		~\$	~\$						
Training related to program goals	~\$			\$	\$				\$	\$	\$	\$				\$					\$					~\$	~\$	\$	
Training for law enforcement on pedestrian and bicyclist safety laws	~\$			~\$	\$				SSRTS	SSRTS		\$				\$					\$					~\$	~\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
Vulnerable Road User Safety Assessment (23 U.S.C. 148(1))	\$				\$				\$	\$	\$	\$				\$	\$	\$							~\$	~\$			

Abbreviations (alphabetical order)

<p>ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p>AoPP: Areas of Persistent Poverty Program</p> <p>ATIIP: Active Transportation Infrastructure Investment Program [web link under development]</p> <p>BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program</p> <p>BUILD: Better Utilizing Investments to Leverage Development</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement Program</p> <p>CRP: Carbon Reduction Program</p> <p>FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program</p> <p>FTA: Federal Transit Administration Capital Funds</p> <p>HSIP: Highway Safety Improvement Program</p> <p>IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58)</p>	<p>INFRA: Infrastructure for Rebuilding America Discretionary Grant Program</p> <p>NHPP: National Highway Performance Program</p> <p>NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program</p> <p>NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)</p> <p>NSBP: National Scenic Byways Program</p> <p>PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p>PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p>RHCP: Railway-Highway Crossings (Section 130) Program</p> <p>RRIF: Railroad Rehabilitation and Improvement Financing (loans)</p> <p>RTA: Rural and Tribal Assistance Pilot Program</p> <p>RTP: Recreational Trails Program</p> <p>SIBs: State Infrastructure Banks</p> <p>SRTS: Safe Routes to School Program (and related activities)</p> <p>SS4A: Safe Streets and Roads for All</p>
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STBG: Surface Transportation Block Grant Program
TAP: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)

TOD: Transit-Oriented Development
TTP: Tribal Transportation Program
TTPSE: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors may consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TAP](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TAP](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Bicycle Lanes](#), [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Medians and Pedestrian Refuge Islands](#), [Pedestrian Hybrid Beacons](#), [Rectangular Rapid Flashing Beacons](#), and [Walkways](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, efficient, and comfortable multimodal networks.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.
- [Grants+](#) is a toolkit to find support for infrastructure projects. It streamlines access to a wide range of funding and financing options. It describes local match, funding sources, innovative finance, and accelerated delivery.

Non-Federal Matching: Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non-Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a [guide to understanding non-Federal match requirements](#). FHWA released a [memorandum on non-Federal matching requirements in 2019](#). The Coordinating Council on Access and Mobility (CCAM) has a [Federal Fund Braiding Guide](#) to provide information on matching funds.

Program-specific notes: DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#); [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects. See also [Proven Safety Countermeasures](#).
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).
- [TAP](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Also eligible under STBG.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- **FLTTP** (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- **TTP** (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- **TTPSF** (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

FHWA Loan Program

- **SIBs** (23 U.S.C. 610): Loans for any highway, transit, or other transportation projects, including rail, aviation, and intermodal facilities, eligible for financing or aid under any Federal act or program. SIBs can make loans or provide other forms of credit assistance to public or private entities for eligible projects using funds from their highway, transit, or rail accounts. They can also make loans for rural infrastructure projects using funds from the rural projects fund. Loans or credit assistance can be subordinated to other debt financing. The maximum amount of assistance varies. Loans or credit from the highway, transit, or rail accounts can cover up to 100 percent of the project costs. Loans from the rural projects fund can cover up to 80 percent of the project costs.
- The IIIA allows **SIBs** to borrow from **TIFIA** at a reduced interest rate to capitalize a Rural Projects Fund to lend to sponsors of rural infrastructure projects.

OST Grant Programs

- **INFRA** (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- **BUILD** (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and access.
- **SS4A** (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- **RTA**: (IIJA § 21205): Provides funding for planning and design phase activities for rural and tribal infrastructure projects.

OST Loan Programs

- **RRIF** (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- **TIFIA** (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- **FTA** (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [FTA Program Guidance](#), [Flex Funding for Transit Access](#), and the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#).
 - Formula fund programs (49 U.S.C. 5303, 49 U.S.C. 5305, 49 U.S.C. 5307, 49 U.S.C. 5309, 49 U.S.C. 5339, 49 U.S.C. 5310, and 49 U.S.C. 5311) such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- **FTA AoPP** Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- **FTA TOD**: Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing. Only funds planning activities: capital project funding and purchases are not eligible.

NHTSA Programs

- NHTSA **402** (23 U.S.C. 402): Project activity must be included in the State’s Annual Grant Application. See: <https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications>.
- NHTSA **402** (23 U.S.C. 402) Public Participation and Engagement (Involvement) to inform the State Highway Safety Office’s decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA **405** (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Annual Grant Application. The IIIA expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project.