



COMMITMENT TO ZERO

Annual Safety Summary Report


**COMMITMENT
TO ZERO**

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



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

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CONTENTS

Introduction	4
Countywide Demand Growth (VMT)	4
Multimodal Safety	5
Safety Performance Measures	5
Crash Frequency Analysis	5
Rolling Five Years Summary	5
Annual Summary	6
Top crash frequency corridors	7
Crash Severity Analysis	8
Rolling Five Years Summary	8
Annual Summary (2018-2022)	8
Top crash severity corridors	9
Crash Trends by Mode	11
Annual Summary (2018-2022)	11
Top Crash Frequency & Severity Corridors by Mode ...	12
Countywide Safety Metrics	15
Crashes by Month	15
Top crash types	20
Fatal and serious injury crash summary	21
Appendix A	27
Appendix B	31



INTRODUCTION

Transportation Safety is one of the primary emphasis areas of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Ocala Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**. Commitment to Zero is the TPO’s call to action to eliminate traffic fatalities and serious injuries from the county’s transportation system. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety (<https://ocalamariontpo.org/safety-plan>).

The TPO’s commitment to safety includes the obligation of meeting federal reporting requirements mandating annual monitoring and performance-based planning. This process represents a robust outcome-driven program that can be tracked transparently and adjusted as necessary. The **Commitment to Zero Annual Safety Summary** report includes a 5-year snapshot of safety outcomes in Marion County and is intended to be a resource for citizens, elected leaders and public agencies with an interest in transportation safety trends. This report is supplemented by the Commitment to Zero Dashboard located on the TPO’s website (<https://experience.arcgis.com/experience/efaf16b5991c420cb7f018d001c1d52c>). The source of the data used in this report is from Signal 4 Analytics and FDOT Public Road Mileage and Travel (DVMT) Report. The five-year period is from **2018 to 2022**.

BACKGROUND ON COUNTYWIDE DEMAND GROWTH (VMT)

The number, type, and results of crashes that have occurred in Marion County over the past five years are statistics that can be misleading, if assessed in isolation. Vehicle miles traveled (VMT) is a measure of the level of traffic and distance traveled by motorists in the county that is used to normalize crash data. Reviewing VMT supports a better understanding of the relationship between increased and/or decreased driving and impacts on crashes. Figure 1 shows the VMT (in 100 million) on public roads in Marion County from 2018 to 2022. There was an upward trend in VMT from 2018 to 2022 despite the drop in 2020, which was the result of the COVID-19 pandemic.

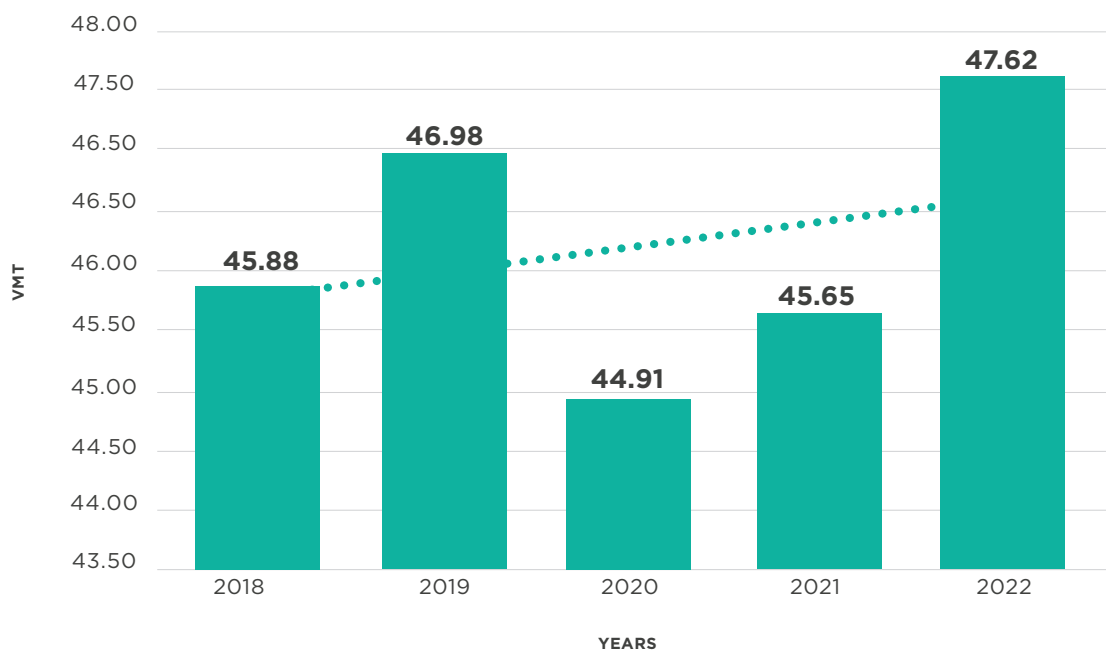


Figure 1: Vehicle Miles Traveled (100 Million)

MULTIMODAL SAFETY

Safety Performance Measures

The safety performance measures tracked by the TPO are consistent with federally defined safety performance measures, also known as PM1. Table 1 lists the statistics for those measures from **2018 to 2022**. As shown, the total annual fatality rate has increased in the past 5 years, and while the 2020 pandemic year featured the lowest total crash rate, it also saw the highest fatality rate across the five years, in terms of total fatalities per 100 million VMT.

Safety Performance Measure	2018-2022	2018	2019	2020	2021	2022
Annual Total Crashes	43,452	8,643	8,707	7,694	9,147	9,261
Annual Total Crash Rate (Per 100 million VMT)	188.07	188.38	185.34	171.31	200.35	194.48
Annual Fatalities	470	83	88	102	92	105
Annual Fatality Rate (Per 100 million VMT)	2.03	1.81	1.87	2.27	2.02	2.20
Annual Serious Injuries	1,973	560	412	287	241	473
Annual Serious Injury Rate (Per 100 million VMT)	8.54	12.21	8.77	6.39	5.28	9.93
# of Pedestrian Fatalities	88	10	21	21	20	16
Pedestrian Fatality Rate (Per 100 million VMT)	0.38	0.22	0.45	0.47	0.44	0.34
# of Pedestrian Serious Injuries	106	24	26	18	20	18
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.46	0.52	0.55	0.40	0.44	0.38
# of Bicycle Fatalities	15	4	1	2	4	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.09	0.02	0.04	0.09	0.08
# of Bicycle Serious Injuries	53	9	8	12	8	16
Bicycle Serious Injury Rate (Per 100 million VMT)	0.23	0.20	0.17	0.27	0.18	0.34

Table 1: Safety Performance Measure Results

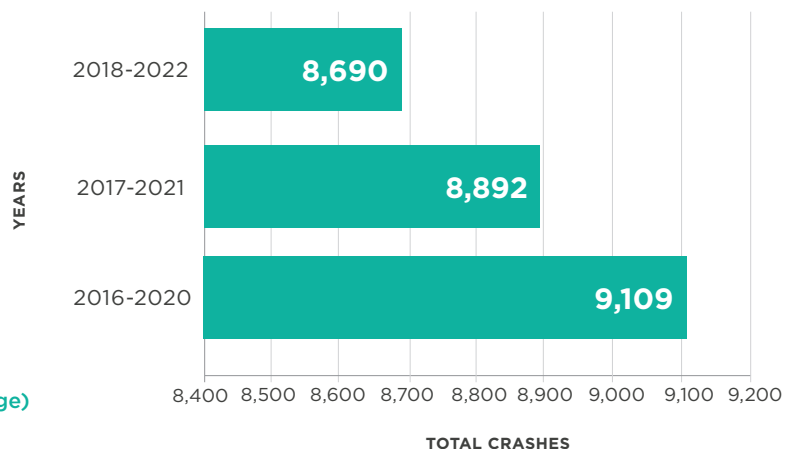
Crash Frequency Analysis

Rolling Five Years Summary

The frequency of crashes was analyzed for the 2018 to 2022 period and two preceding 5-year periods, based on a rolling 5-year average.

As shown in Figure 2, there has been a clear downward trajectory in total crashes in the three 5-year periods since 2016, indicating an improvement in transportation network safety over time.

Figure 2: Countywide Total Crashes (Rolling Five-Years Average)








Annual Summary (2018-2022)

From 2018 to 2022, over 40,000 crashes occurred in Marion County, including more than 30,000 on the Federal Aid Network, which is a mix of state highways and local roads and approximately 7,000 crashes on FDOT Strategic Intermodal System (SIS) highways, which includes SR 40, Interstate 75, US Highway 301, and State Road 326. Figures 3 to 5 illustrate the total annual number of crashes, annual crashes on the Federal Aid Network, and annual crashes on the SIS Network.

Several notable trends identified in the data include:

CRASHES FROM 2018-2022		
COUNTYWIDE:	FEDERAL AID NETWORK:	SIS ROADWAY:
 7.2% INCREASE	 11.1% INCREASE	 16.0% INCREASE

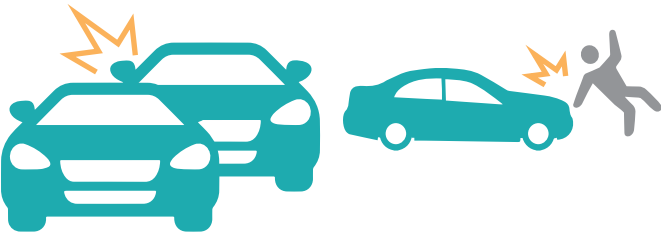


Figure 3: Countywide Annual Crashes

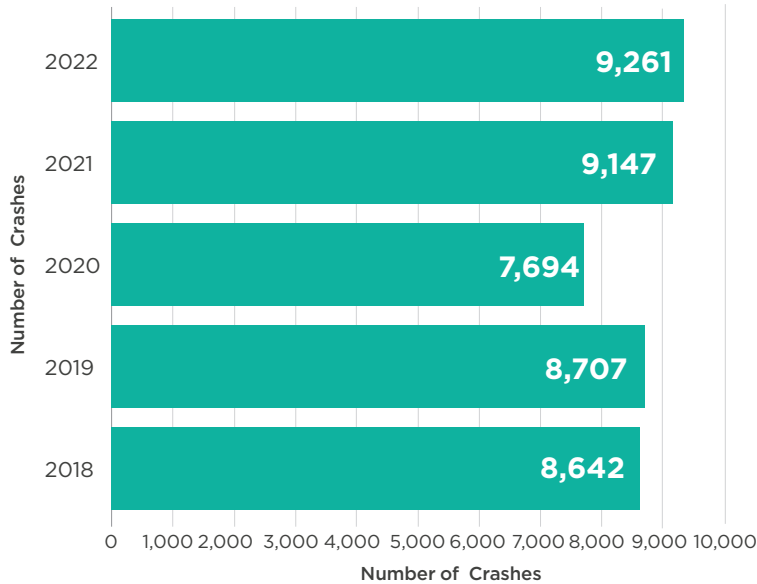


Figure 4: Federal Aid Network Annual Crashes

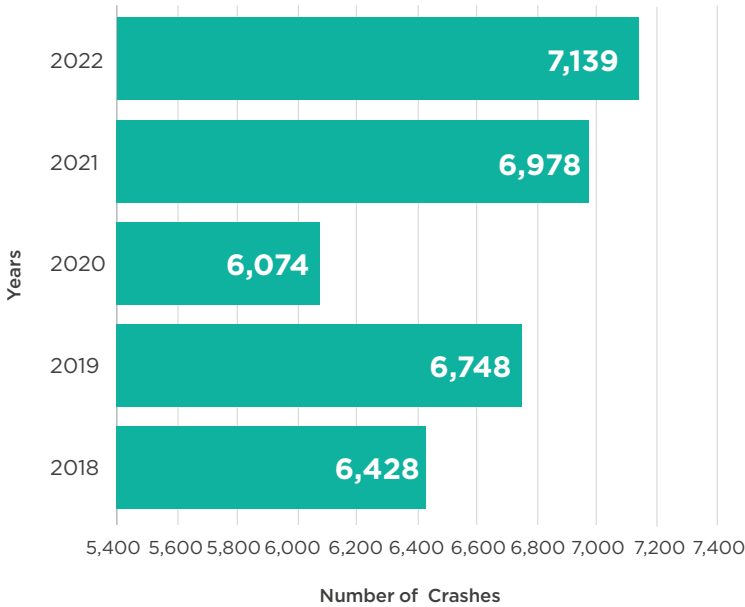
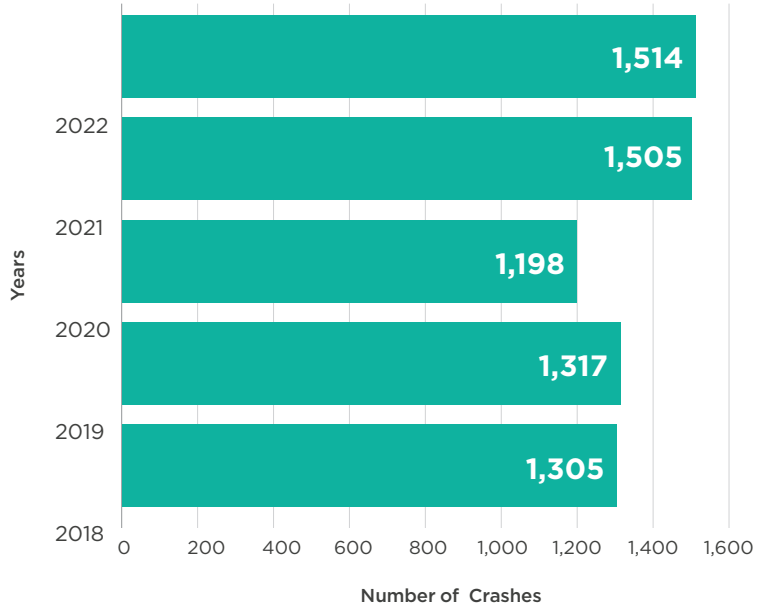


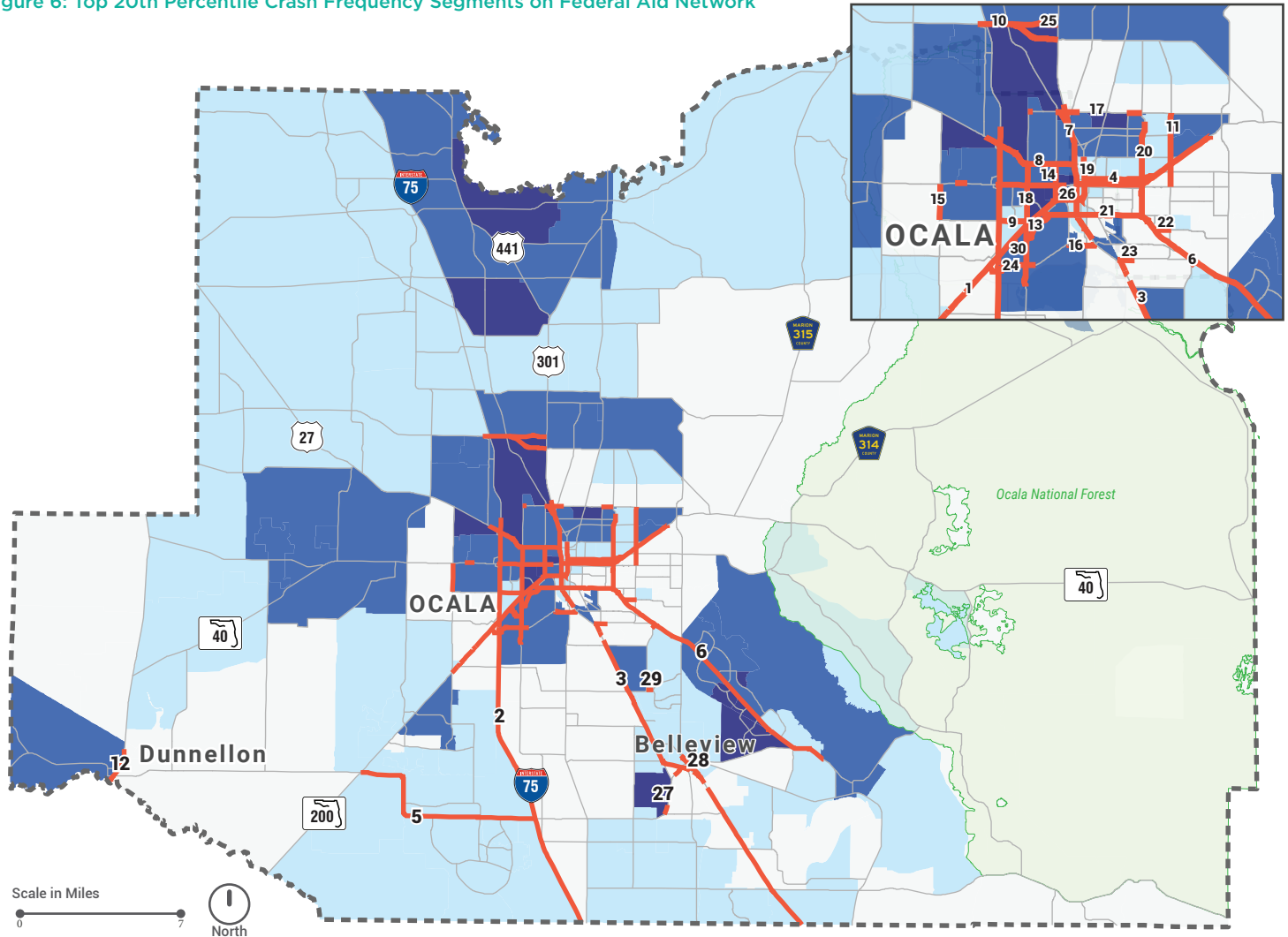
Figure 5: Annual SIS Roadway Crashes



Top Crash Frequency Corridors - Federal Aid Network

The 2018 to 2022 crash data were compiled for each federal aid network segment. The segments were then ranked by the annual number of crashes and normalized by the length of the respective segment. Segments ranked in the top 20th percentile are shown in red in Figure 6, a zoomed-in inset of the City of Ocala is included to make the segments within the city more legible. The maps shown in Figures 6, 11, and 15 to 17 include the TPO's 2045 Long Range Transportation Plan (L RTP) Equity areas as reference to locations of transportation disadvantaged. Most of the segments ranked in the top 20th percentile are in the City of Ocala, with also segments on I-75, US 441, SR 326, US 41, County Road 484 and State Road/ County Road 464.

Figure 6: Top 20th Percentile Crash Frequency Segments on Federal Aid Network



- | | | |
|--------------------------|---------------------|---------------------|
| 1: SR 200/SW College Rd. | 13: Easy St. | 26: SW 10th St. |
| 2: I-75/SR 93 | 14: SW 16th Ave. | 27: CR 484 |
| 3: US 441 | 15: SW 60th Ave. | 28: SE Baseline Rd. |
| 4: SR 40 | 16: SW 42nd St. | 29: SE 79th St. |
| 5: CR 484 | 17: NW 35th St. | 30: SW 32nd Ave. |
| 6: CR 464 | 18: SW 27th Ave. | |
| 7: US 301 | 19: N Magnolia Ave. | |
| 8: US 27 | 20: NE 36th Ave. | |
| 9: SW 20th St. | 21: SR 464 | |
| 10: SR 326 | 22: SE 24th St. | |
| 11: SE 36th Ave. | 23: SE 28th St. | |
| 12: US 41 | 24: SW 42nd St. | |
| | 25: NW 77th St. | |

LEGEND

- Marion County Boundary
- Federal Aid Network
- Top 20th Percentile Crash Frequency
- Marion County Equity Areas**
 - 3 Disadvantaged Populations
 - 2 Disadvantaged Populations
 - 1 Disadvantaged Populations
 - Not an Equity Area

Note: The numbers are for labeling purpose only, they do not represent the ranking of the segments.

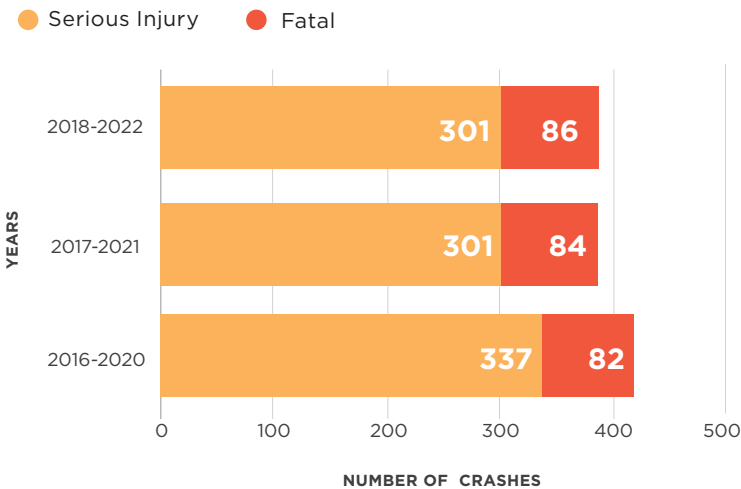
Crash Severity Analysis

The most severe crashes were isolated and summarized separately for the 2018 to2022 period. Crashes included in the crash severity summary are crashes resulting in fatalities or serious injuries.

Rolling Five Year Averages Summary

Figure 7 shows the average annual number of fatal and serious injury crashes in the last 3 five-year periods. There was a 7.6% decrease in total fatal and serious injury crashes from the 2016 to2020 period to the 2018 to 2022 period, with the largest difference in the number of serious injury crashes. Fatal crashes increased by 4.9% during the same period.

Figure 7: Countywide Fatal and Serious Injury Crashes (Rolling Five-Years Average)



Annual Summary (2018-2022)

Figure 8 to Figure 10 illustrate the number of crashes by severity for countywide total crashes, Federal Aid Network crashes, and SIS Roadway crashes. Several notable trends for fatal and serious injury crashes identified in the data include:

TYPES OF CRASHES FROM 2018-2022	COUNTYWIDE:	FEDERAL AID NETWORK:	SIS ROADWAY:
FATAL	<div>↑</div> <div>27%</div> <div>INCREASE</div>	<div>↑</div> <div>36.2%</div> <div>INCREASE</div>	<div>↓</div> <div>21%</div> <div>DECREASE</div>
SERIOUS INJURY	<div>↓</div> <div>16.3%</div> <div>DECREASE</div>	<div>↓</div> <div>17.1%</div> <div>DECREASE</div>	<div>↑</div> <div>5.7%</div> <div>INCREASE</div>

Figure 8: Annual Countywide Crashes by Injury Severity

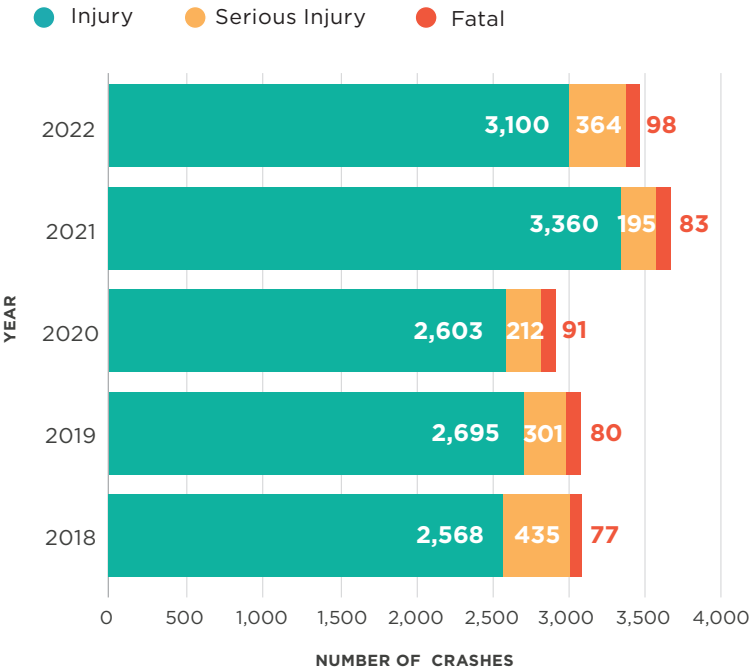


Figure 9: Annual Federal Aid Highway Crashes by Injury Severity

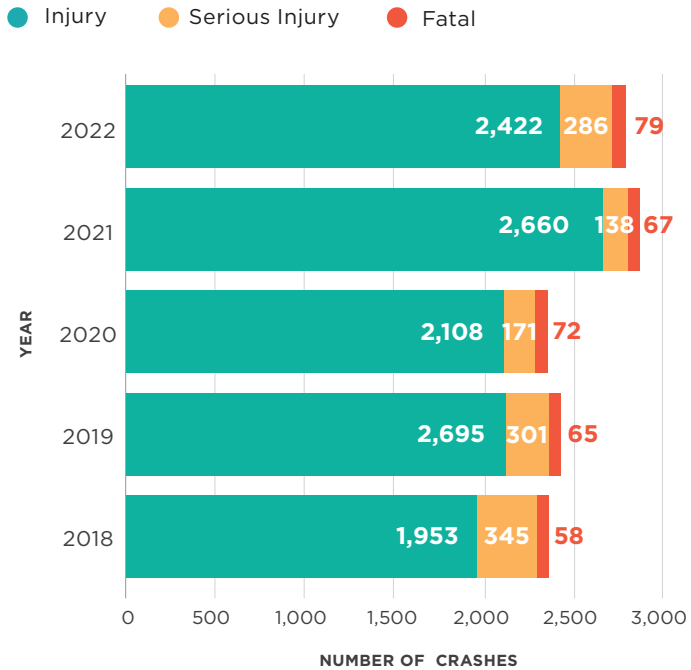
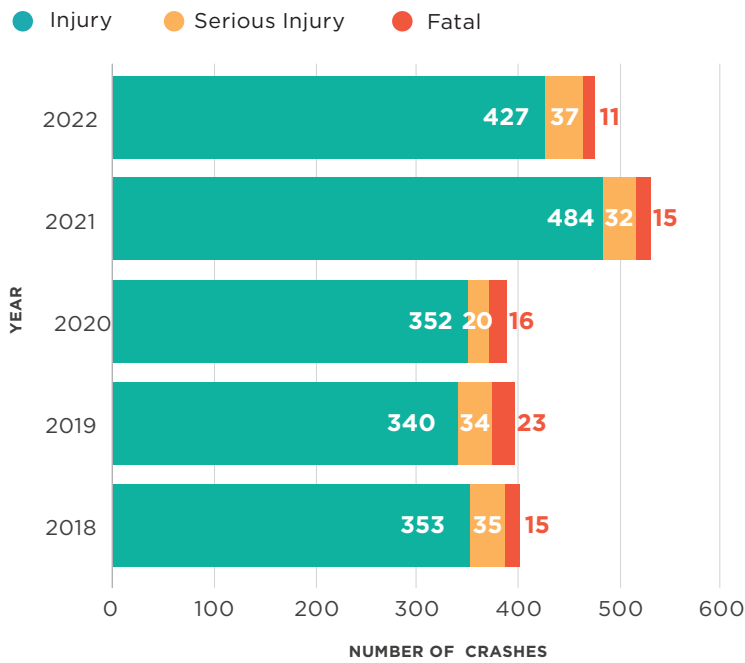


Figure 10: Annual SIS Roadway Crashes by Injury Severity



Top Crash Severity Corridors

Similar to the top crash frequency corridors, the top 20th percentile segments in terms of severe crashes were isolated as the top crash severity corridors. To determine the severity of crashes, a crash severity score was calculated for each federal aid network segment based on the Highway Safety Manual's Equivalent Property Damage Only (EPDO) Average Crash Frequency method. This method considers the FDOT crash costs for property damage, possible injury, non-incapacitating injury, and incapacitating injury and fatal crashes as defined by the 2021 FDOT Design Manual (FDM). The score is calculated by multiplying the number of fatal, incapacitating injury, non-incapacitating injury, possible injury, and PDO crashes at each intersection and corridor by a weighting factor developed based on the FDOT crash costs. These factors are shown in Table 2.

Weighting Factors for Crash Severity Score

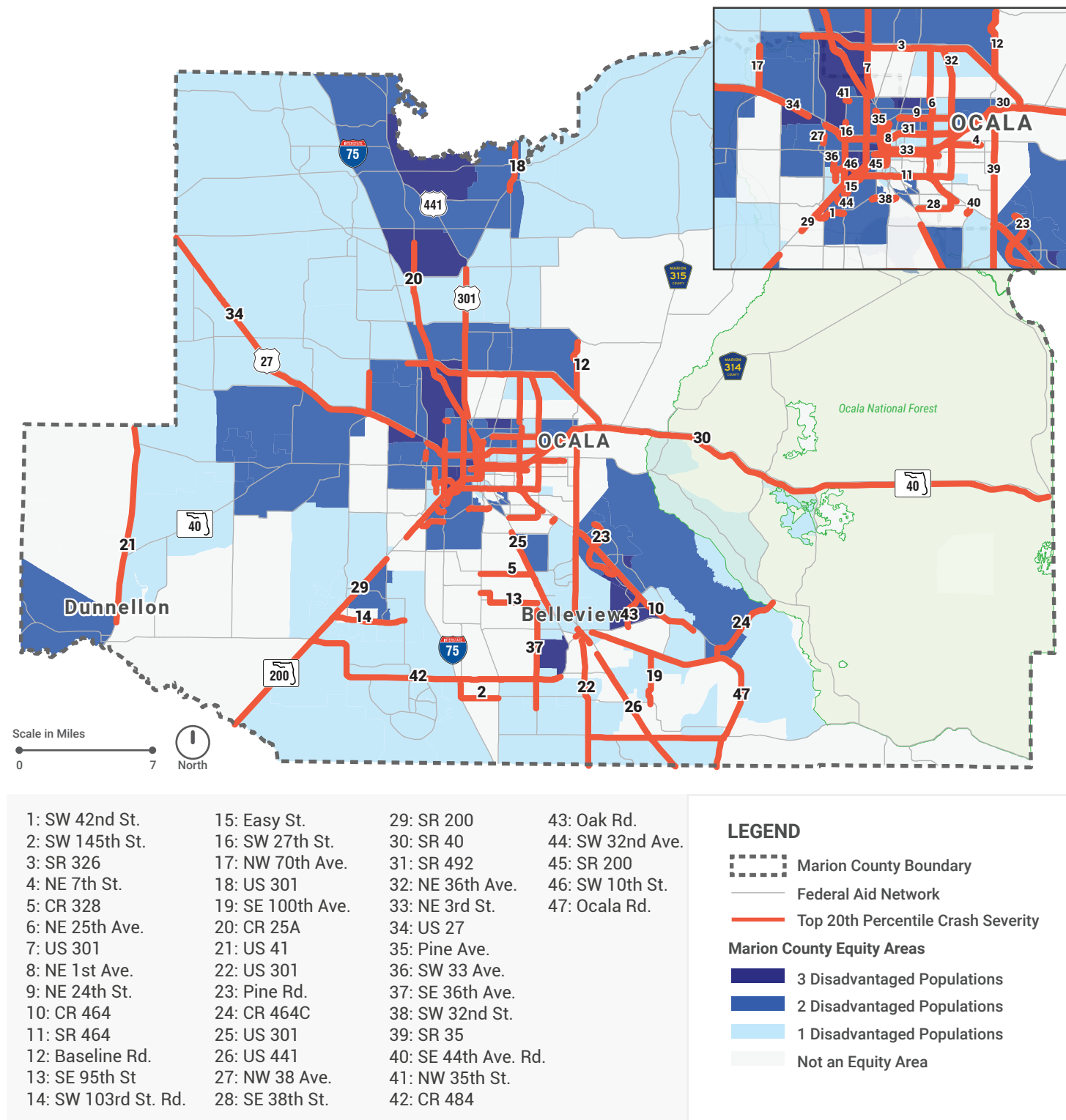
Severity	Crash Cost	Ratio	Weighting Factor
Fatal	\$10,670,000	$\$10,670,000 / \$7,700$	1,386
Incapacitating Injury	\$872,612	$\$872,612 / \$7,700$	113
Non-Incapacitating Injury	\$174,018	$\$174,018 / \$7,700$	22
Possible Injury	\$106,215	$\$106,215 / \$7,700$	14
Property Damage Only	\$7,700	$\$7,700 / \$7,700$	1

Table 2: EPDO Weighting Factor



The segments were then ranked by the crash severity score, normalized by the length of the segment. Segments ranked in the top 20th percentile are shown in red in Figure 11, a zoomed-in inset of the City of Ocala is included to make the segments within the city more legible. Similar to the top crash frequency segments, the top crash severity segments are mostly centered around the City of Ocala, but with more segments to the south and north of the city. For example, a segment of US 301 east of Orange Lake and CR 25A north of Ocala are also showing up in the top 20th percentile in terms of crash severity, while not ranked at the top in terms of crash frequency.

Figure 11: Top 20th Percentile Crash Severity Segments on Federal Aid Network



Note: The numbers are for labeling purpose only, they do not represent the ranking of the segments.

Crash Trends by Mode

Annual Summary (2018-2022)

The 2018 - 2022 crashes that occurred on the Federal Aid Network were analyzed by mode, distinguishing crashes involving motorized vehicles only from those involving bicyclists and/or pedestrians. Figure 12 to Figure 14 illustrate the annual number of crashes involving these three modes on the Federal Aid Network

Several notable trends identified in the data include:

In 2018-2022

PEDESTRIAN CRASHES



↑ 22% INCREASE

BICYCLE CRASHES



↑ 87% INCREASE

VEHICLE CRASHES



↑ 10% INCREASE

Figure 12: Annual Pedestrian Crashes on the Federal Aid Network

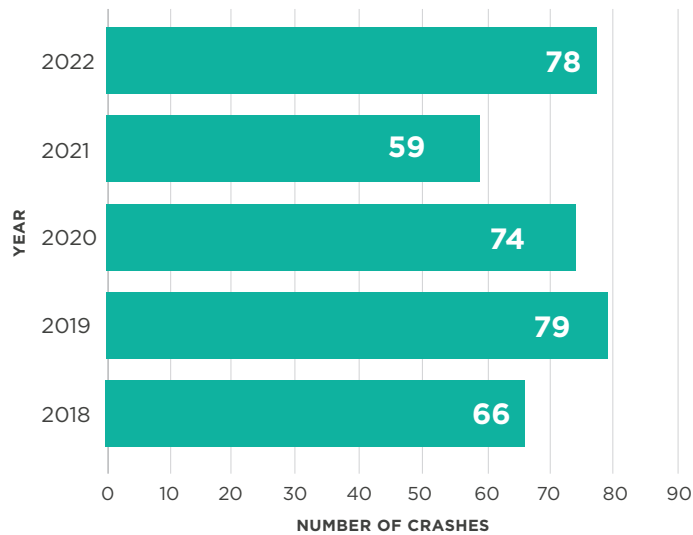


Figure 13: Annual Bicycle Crashes on the Federal Aid Network

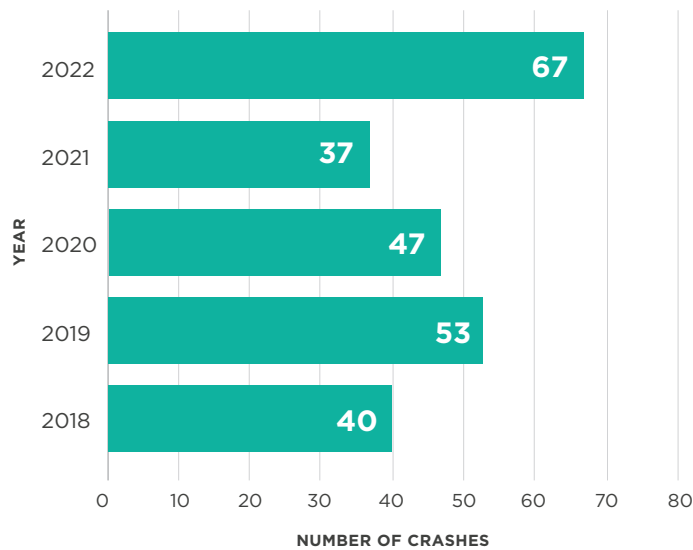
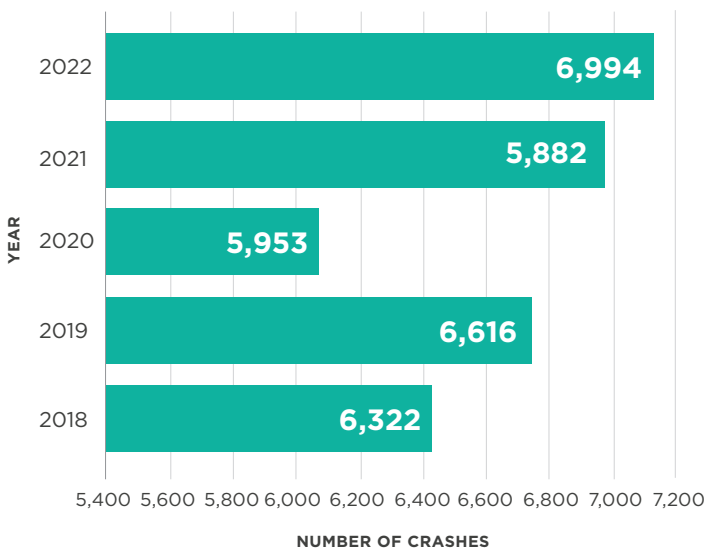


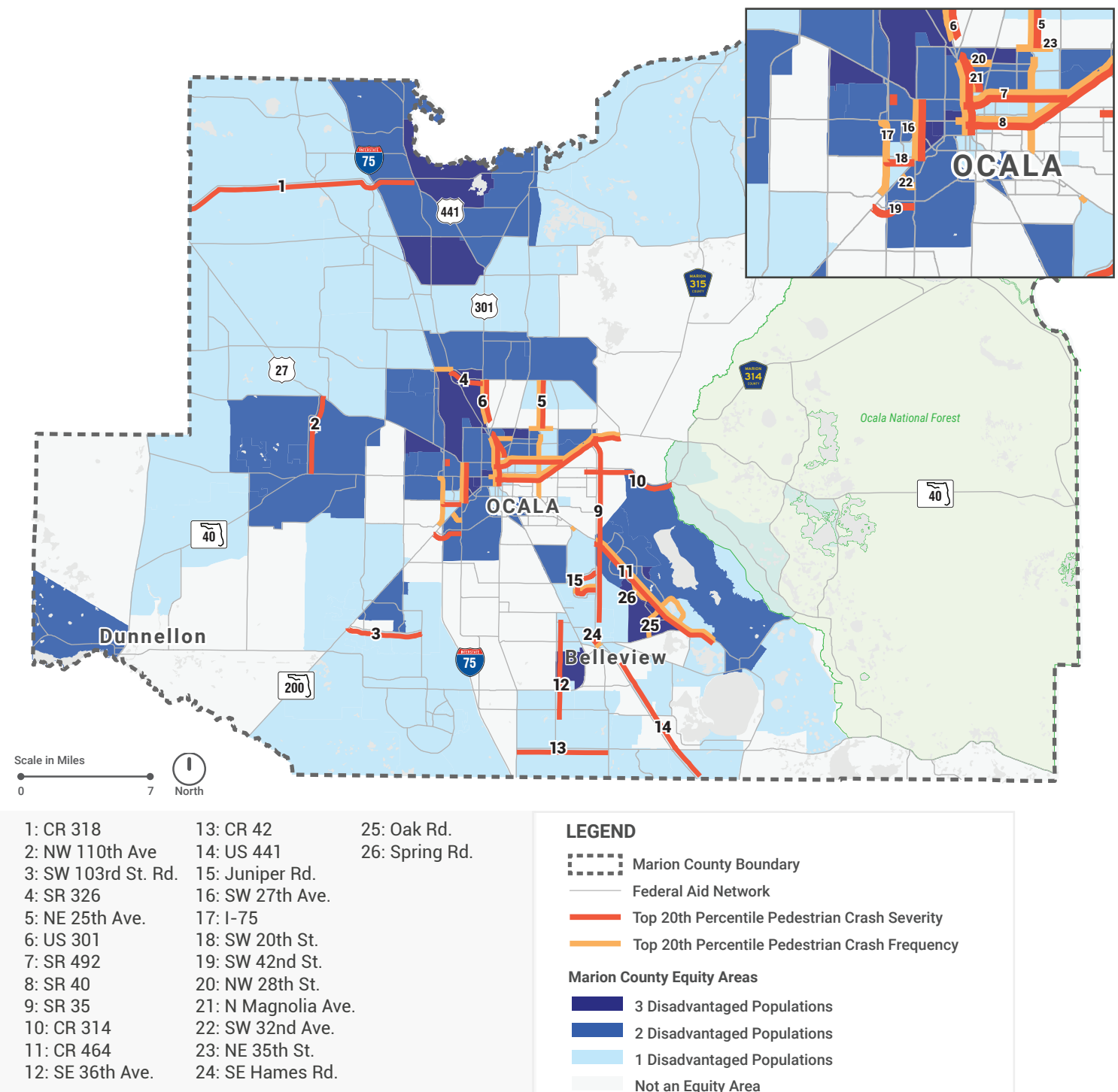
Figure 14: Annual Vehicle Crashes on the Federal Aid Network



Top Crash Frequency and Severity Corridors by Mode

The frequency of crashes by mode was analyzed and summarized for the 2018 to 2022 period on the Federal Aid Network. The segments were then ranked by the annual number of crashes, normalized by the length of the segment. Segments ranked in the top 20th percentile are shown in red in Figure 15 to Figure 17, a zoomed-in inset of the City of Ocala is included in each figure to make the segments within the city more legible. The 2018 to 2022 pedestrian crash data are also distinguished by crash severity in the figures.

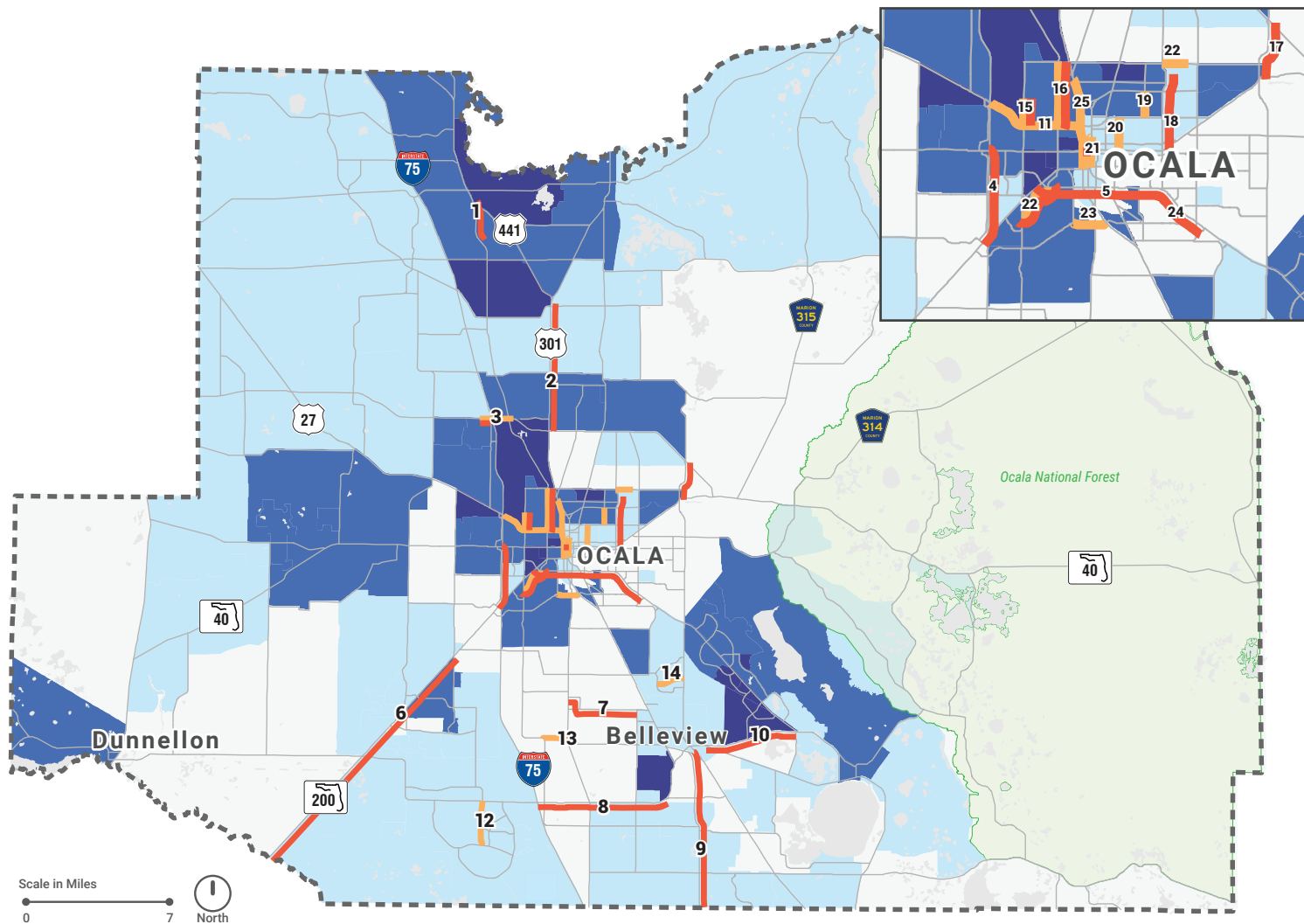
Figure 15: Top Pedestrian Crash Frequency and Severity Segments on the Federal Aid Network



Note: The numbers are for labeling purpose only, they do not represent the ranking of the segments.



Figure 16: Top Bicycle Crash Frequency and Severity Segments on the Federal Aid Network



- | | |
|---------------------|---------------------|
| 1: CR 25A | 14: Chestnut Rd. |
| 2: US 301 | 15: NW 27th Ave. |
| 3: SR 326 | 16: NW 16th Ave. |
| 4: I-75 | 17: Baseline Rd. |
| 5: SR 464 | 18: NE 25th Ave. |
| 6: SR 200 | 19: NE 19th Ave. |
| 7: SE 95th St. | 20: NE 12th Ave. |
| 8: CR 484 | 21: N Magnolia Ave. |
| 9: US 301 | 22: Easy St. |
| 10: SE 110 St. Rd. | 23: SW 32nd St. |
| 11: US 27 | 24: SR 464 |
| 12: Marion Oaks Cr. | 25: US 301 |
| 13: SW 107th Pl. | |

LEGEND

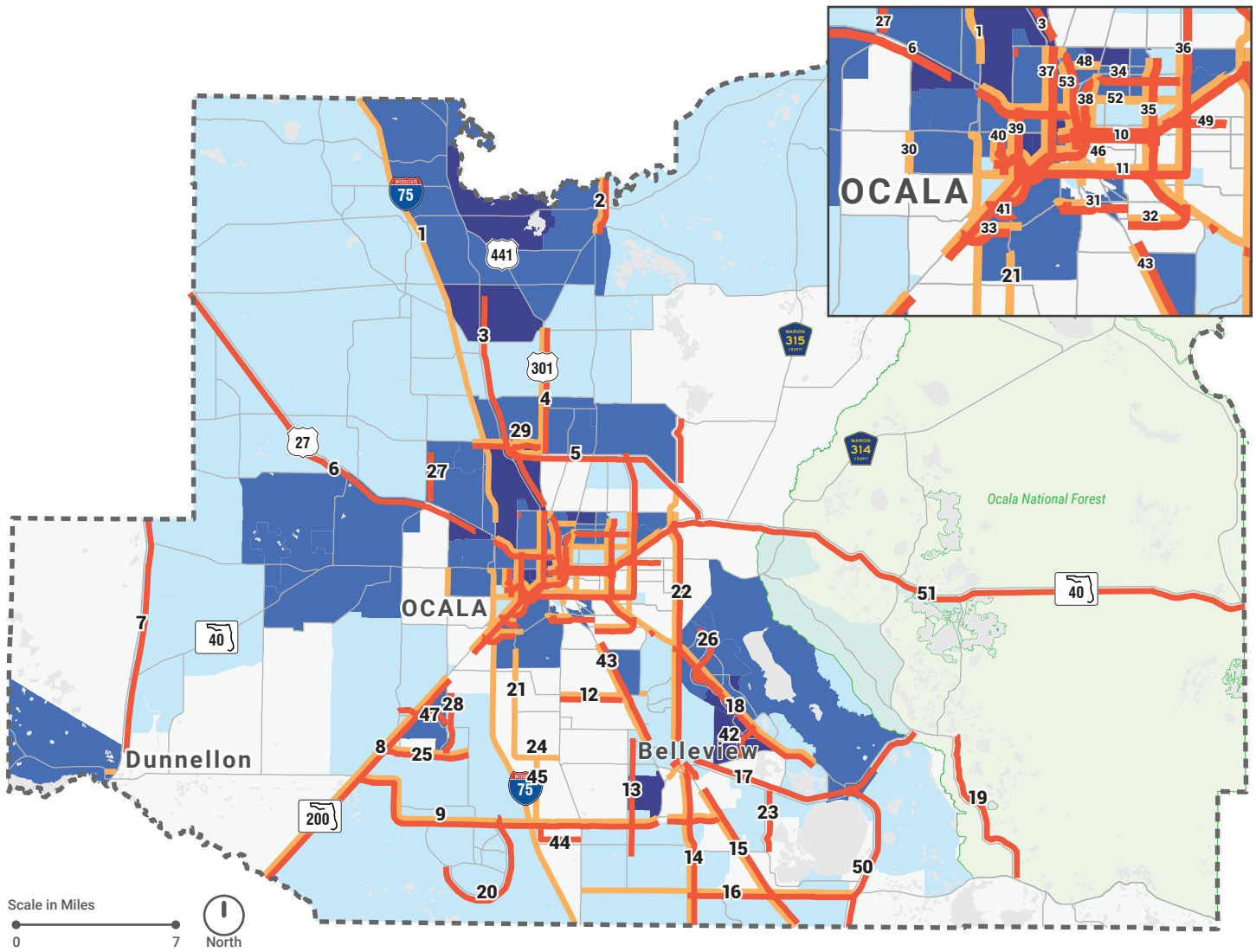
- Marion County Boundary
- Federal Aid Network
- Top 20th Percentile Bicycle Crash Severity
- Top 20th Percentile Bicycle Crash Frequency

Marion County Equity Areas

- 3 Disadvantaged Populations
- 2 Disadvantaged Populations
- 1 Disadvantaged Populations
- Not an Equity Area

Note: The numbers are for labeling purpose only, they do not represent the ranking of the segments.

Figure 17: Top Vehicle Crash Frequency and Severity Segments on the Federal Aid Network



- | | | | |
|------------------|-----------------------|---------------------|---------------------|
| 1: I-75/SR 93 | 16: CR 42 | 31: SW 32nd St. | 46: SE 11th Ave. |
| 2: US 301 | 17: CR 25 | 32: SE 38th St. | 47: SW 95th St. Rd. |
| 3: CR 25A | 18: CR 464 | 33: SW 42nd St. | 48: NW 28th St. |
| 4: US 441/US 301 | 19: SE 182nd Ave. Rd. | 34: NE 24th St. | 49: NE 7th St. |
| 5: SR 326 | 20: Marion Oaks Blvd. | 35: NE 25th Ave. | 50: Ocala Rd. |
| 6: US 27 | 21: SW 27th Ave. | 36: NE 36th Ave. | 51: SR 40 |
| 7: US 41 | 22: SR 35 | 37: NW MLK Jr. Ave. | 52: SR 492 |
| 8: SR 200 | 23: SE 100th Ave. | 38: N Magnolia Ave | 53: US 301 |
| 9: CR 484 | 24: SW 107th Pl. | 39: NW 27th Ave. | |
| 10: SR 40 | 25: SW 103rd St. Rd. | 40: SW 33rd Ave. | |
| 11: SR 464 | 26: Pine Rd. | 41: SW 32nd Ave. | |
| 12: CR 328 | 27: NW 70th Ave. | 42: Oak Rd. | |
| 13: SE 36th Ave. | 28: SW 60th Ave. | 43: US 301 | |
| 14: US 301 | 29: NW 77th St. | 44: SW 145th St. | |
| 15: US 441 | 30: SW 60th Ave. | 45: CR 475A | |

LEGEND

- Marion County Boundary
- Federal Aid Network
- Top 20th Percentile Vehicle Crash Severity
- Top 20th Percentile Vehicle Crash Frequency

Marion County Equity Areas

- 3 Disadvantaged Populations
- 2 Disadvantaged Populations
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Note: The numbers are for labeling purpose only, they do not represent the ranking of the segments.

Aside from identifying top corridors in terms of crash frequency and crash severity, an analysis on the county's High Injury Network (HIN) was included in [Appendix A](#).

Countywide Safety Metrics

The crash history from 2018 to 2022 is summarized by month in this section. The crash data summarized below represents an aggregate of the five years for each crash statistic. [Appendix B](#) includes the same analysis for each individual year from 2018-2022.

Crashes by Month

Total crashes

Figures 18 and 19 show the total number of crashes and the average number of crashes by month, respectively in the period between 2018 and 2022.

Figure 18: Five-Year Total Crashes by Month

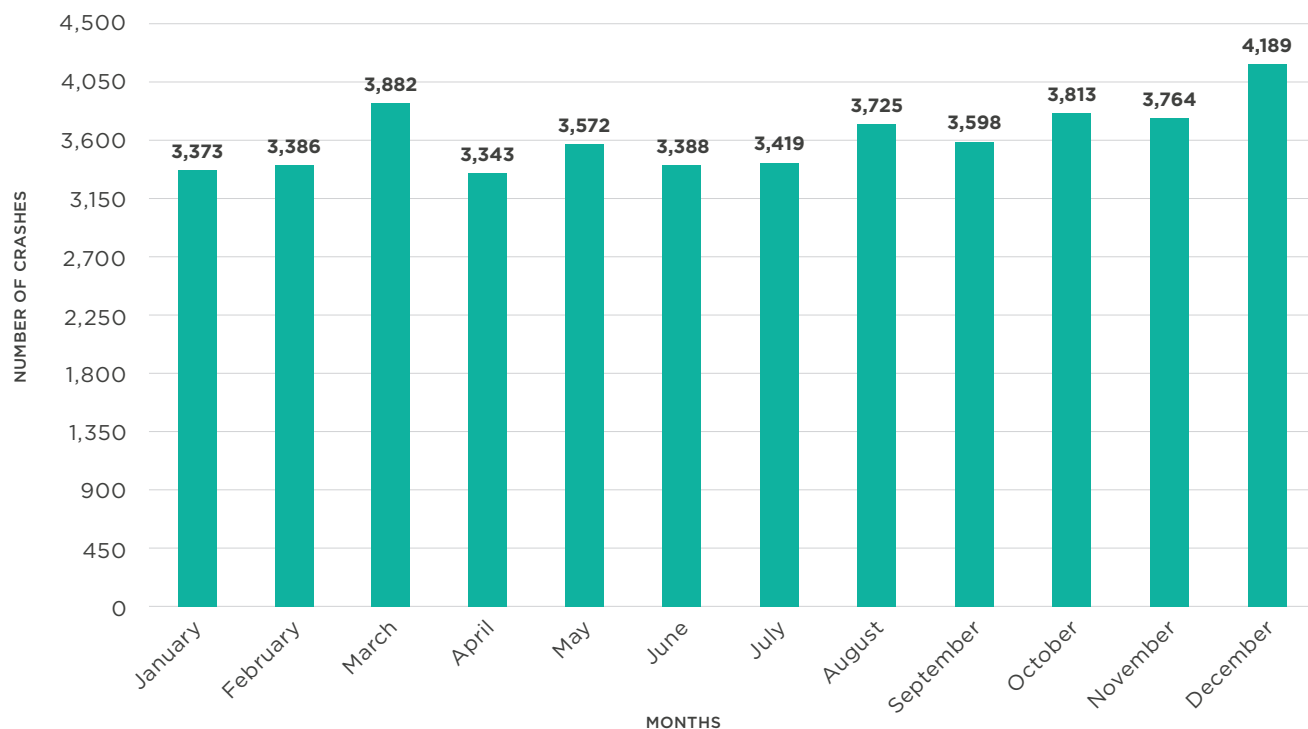
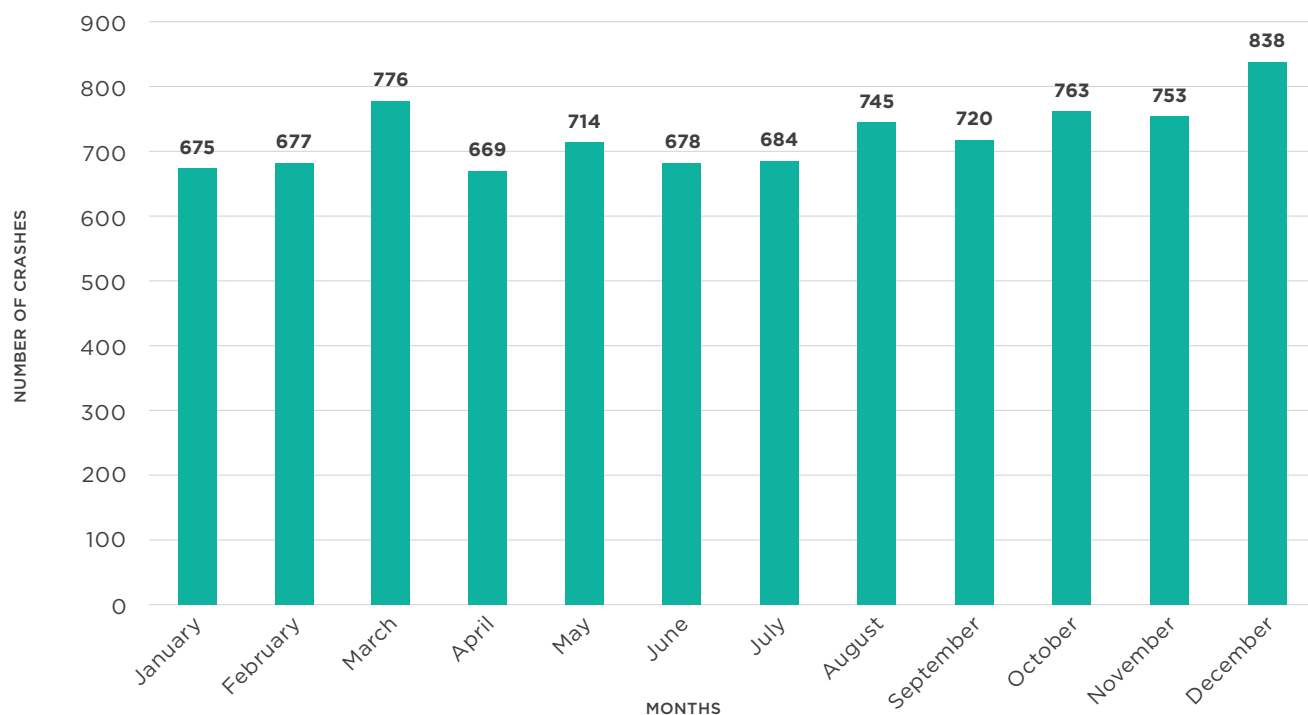


Figure 19: Five-Year Average Crashes by Month



Fatalities

Fatal crashes in the five-year period between 2018 to 2022 are summarized in Figure 20 to Figure 23 showing a distinct spike in number of fatal crashes between September and December, relative to other months. Figures 20 and 21 include total number of fatal crashes, while Figures 22 and 23 represent the fatal crashes in terms of number of fatalities.

Figure 20: Five-Year Total Number of Fatal Crashes by Month

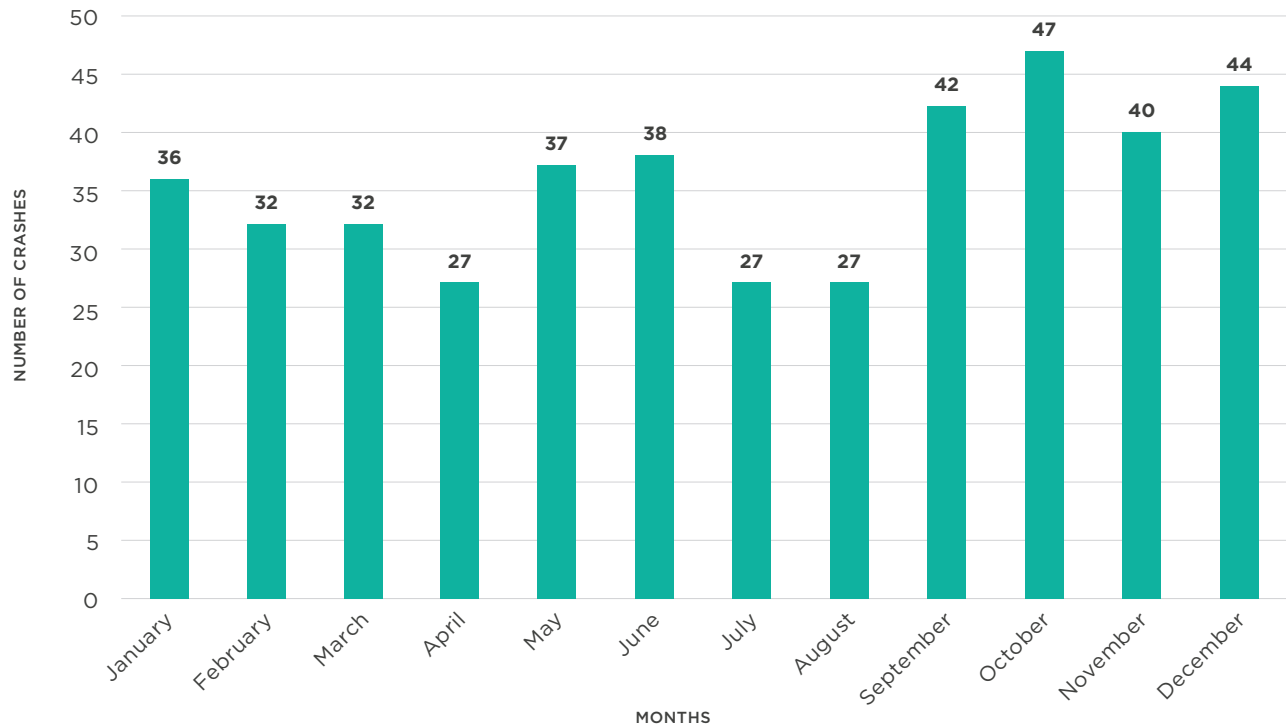


Figure 21: Five-Year Average Number of Fatal Crashes by Month

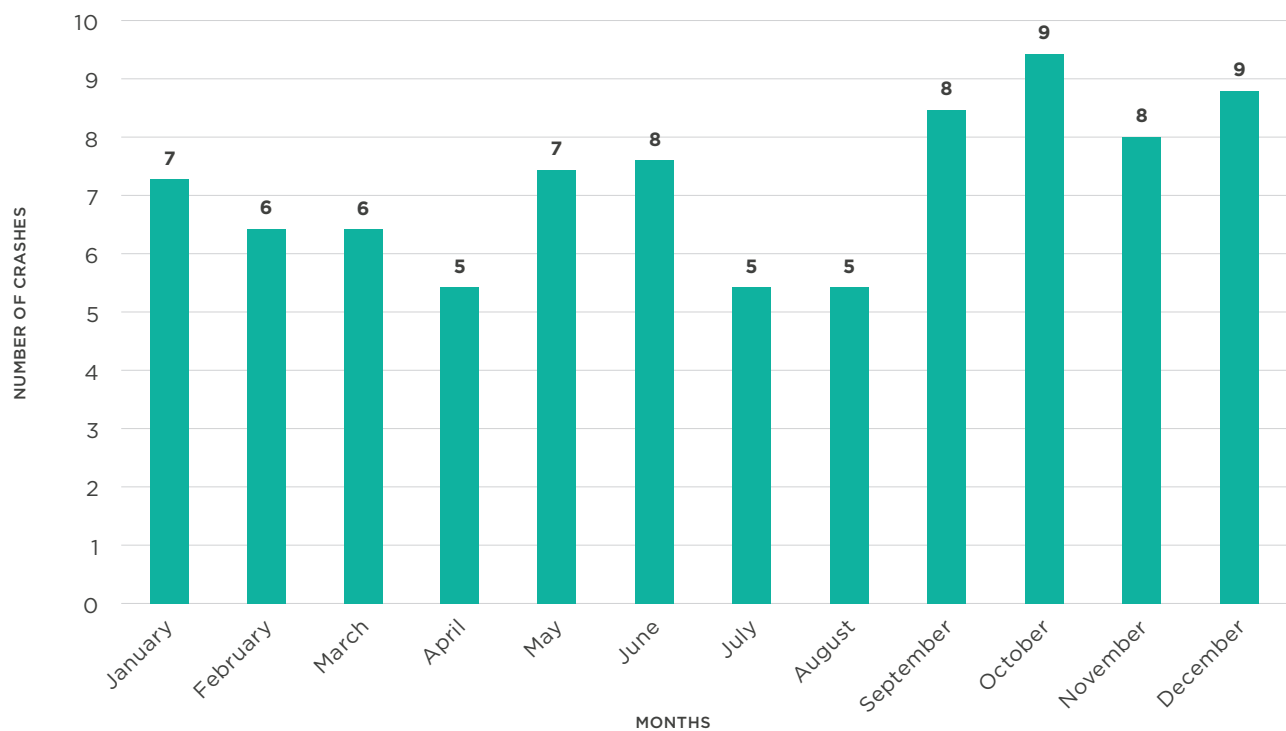




Figure 22: Five-Year Total Number of Fatalities by Month

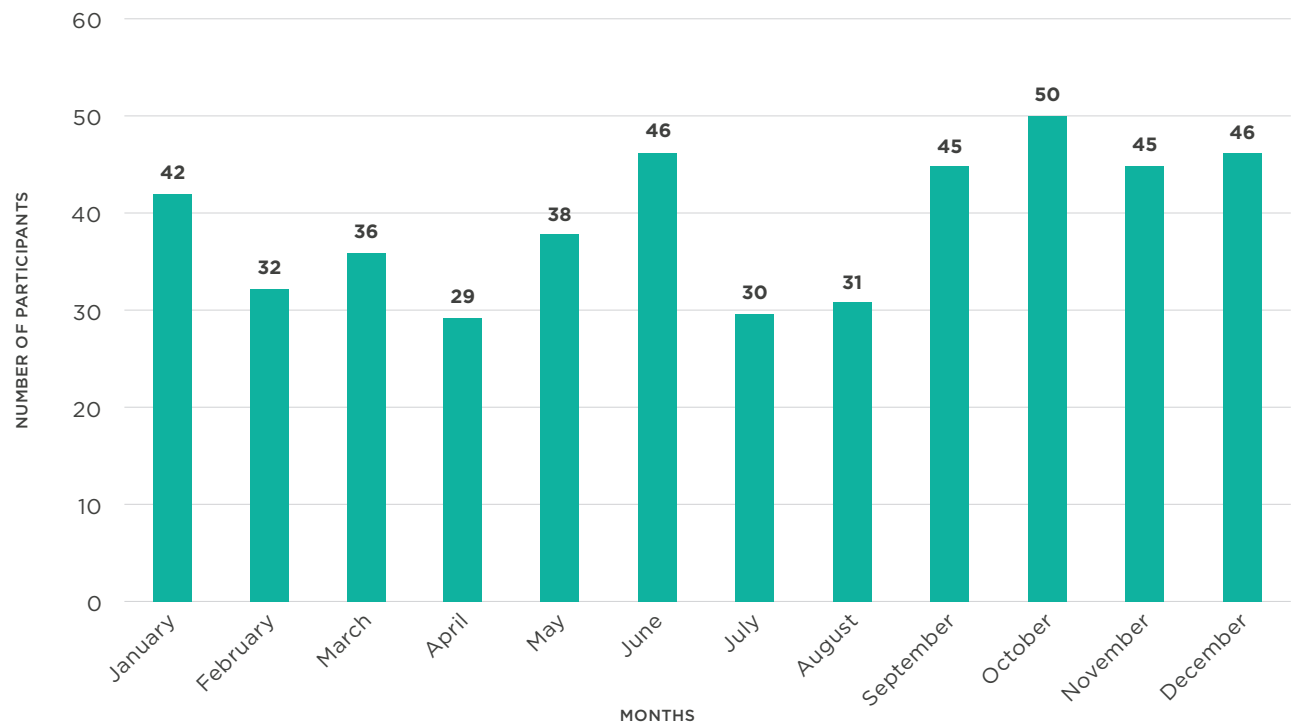
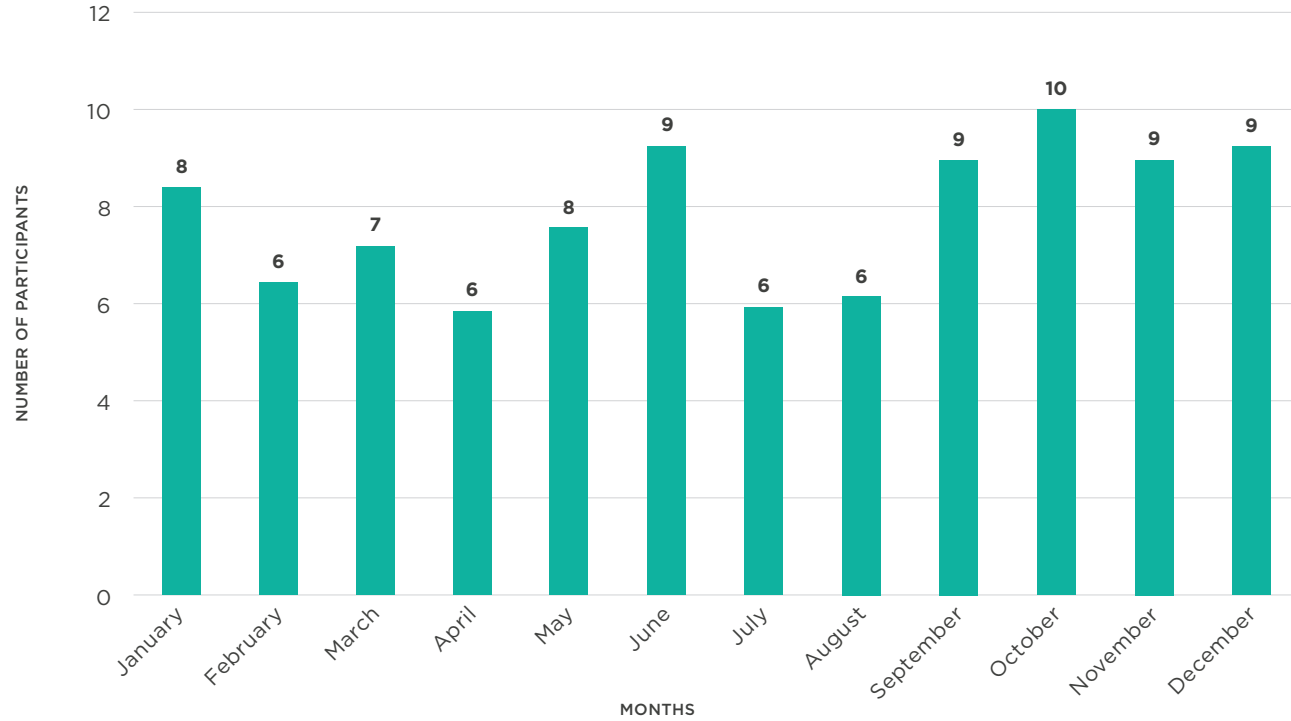


Figure 23: Five-Year Average Number of Fatalities by Month



Serious Injuries

Crashes resulting in serious injuries in the five-year period between 2018 and 2022 are summarized in Figure 24 to Figure 27. Figures 24 and 25 include total number of serious injury crashes, while Figures 26 and 27 represent the crashes in terms of number of seriously injured people.

Figure 24: Five-Year Total Number of Serious Injury Crashes by Month

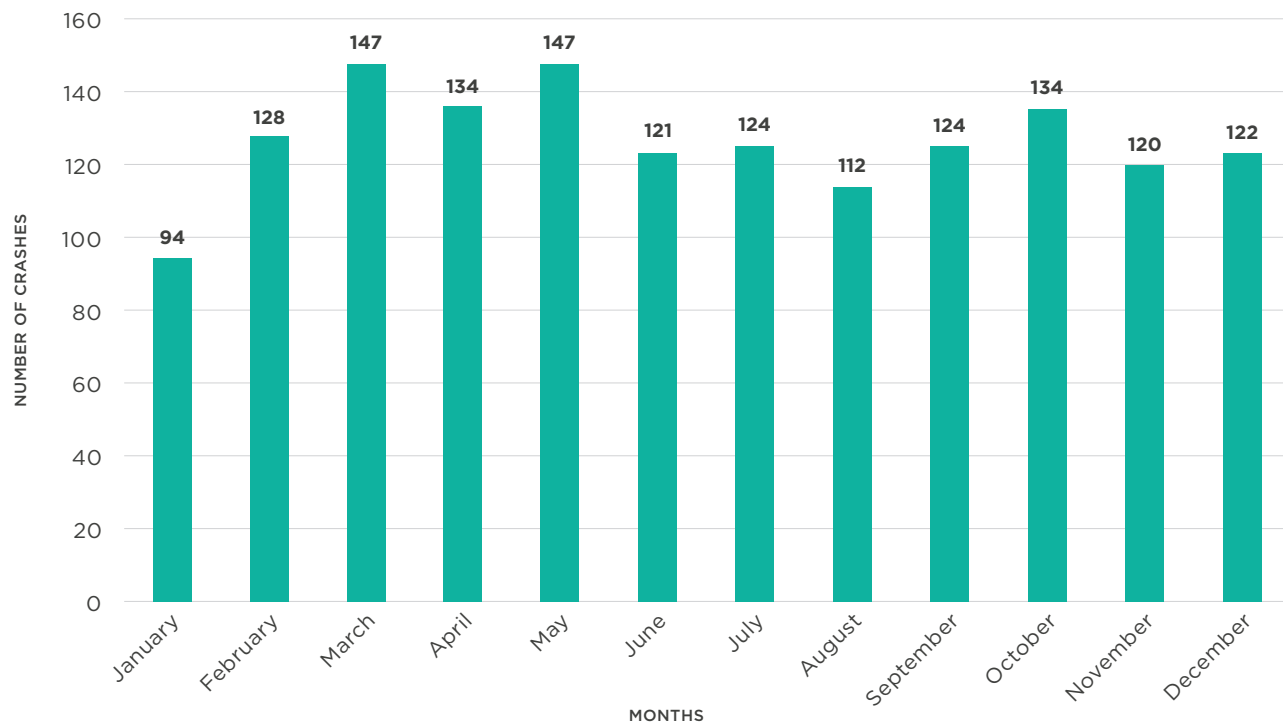


Figure 25: Five-Year Average Number of Serious Injury Crashes by Month

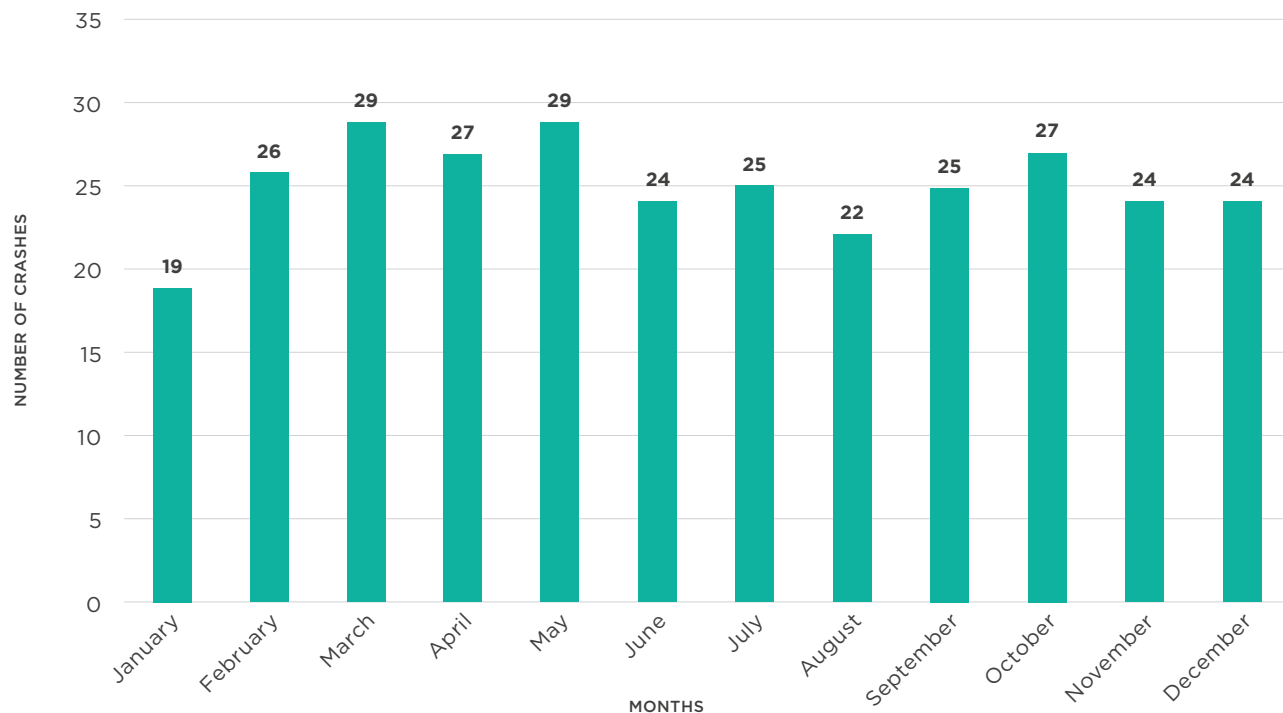




Figure 26: Five-Year Total Number of Serious Injuries

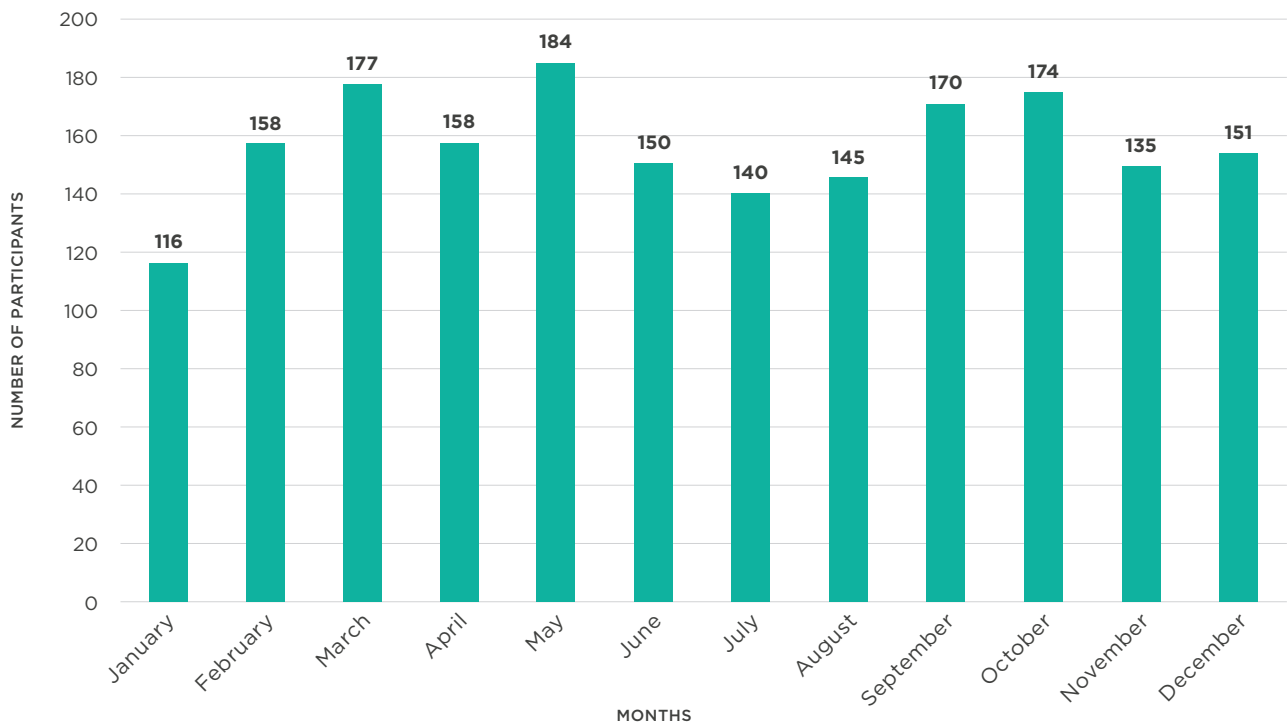
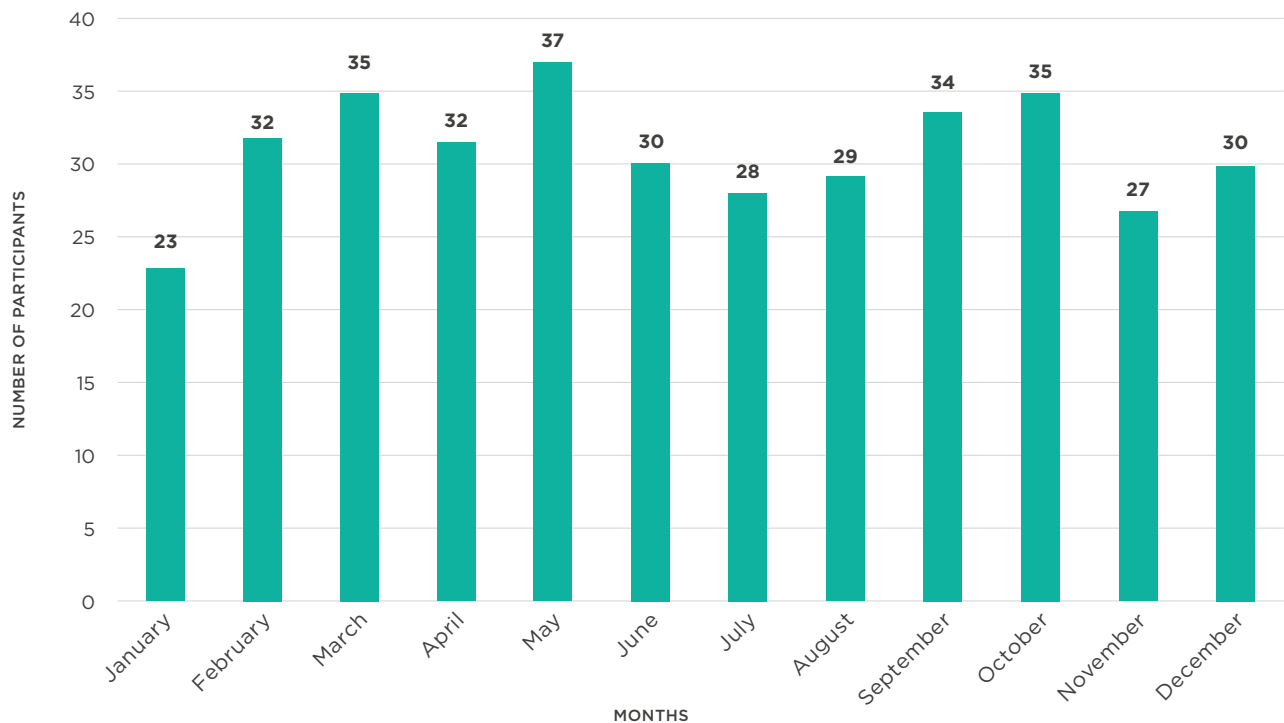


Figure 27: Five-Year Average Number of Serious Injuries



Top crash types

Top 5 overall crash types

Analysis of crashes by crash type indicates that 89% of crashes from 2018- to 2022 are Rear End, Fixed Object/Run-Off Road, Angle, Left Turn and Sideswipe. Table 3 summarizes these five crash types and their respective percentages among all crashes from 2018-2022.

2018-2022 Total






Top 5 Crash Types	Number of Crashes	Percentage
Rear End 	16,423	38%
Fixed Object/ Run-Off Road 	6,974	16%
Angle 	5,673	13%
Left Turn 	5,364	12%
Sideswipe 	4,164	10%

Table 3: EPDO Weighting Factor

Top 3 fatal crash types

The top 3 fatal crash types from 2018-2022 are Fixed Object/Run-Off Road, Pedestrian, and Angle. Table 4 shows the number of fatal crashes by the top three crash types and their respective percentages among all crashes from 2018-2022.




Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/ Run-Off Road 	143	33%
Pedestrian 	86	20%
Angle 	54	13%

Table 4: Top 3 Fatal Crash Types

Top 3 serious injury crash types

The top 3 serious injury crash types from 2018-2022 are Fixed Object/Run-Off Road, Rear End, and Left Turn. Table 5 shows the number of serious injury crashes by the top three crash types and their respective percentages among all crashes from 2018-2022.




Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/ Run-Off Road 	378	25%
Rear End 	322	21%
Left Turn 	247	16%

Table 5: Top 3 Serious Injury Crash Types

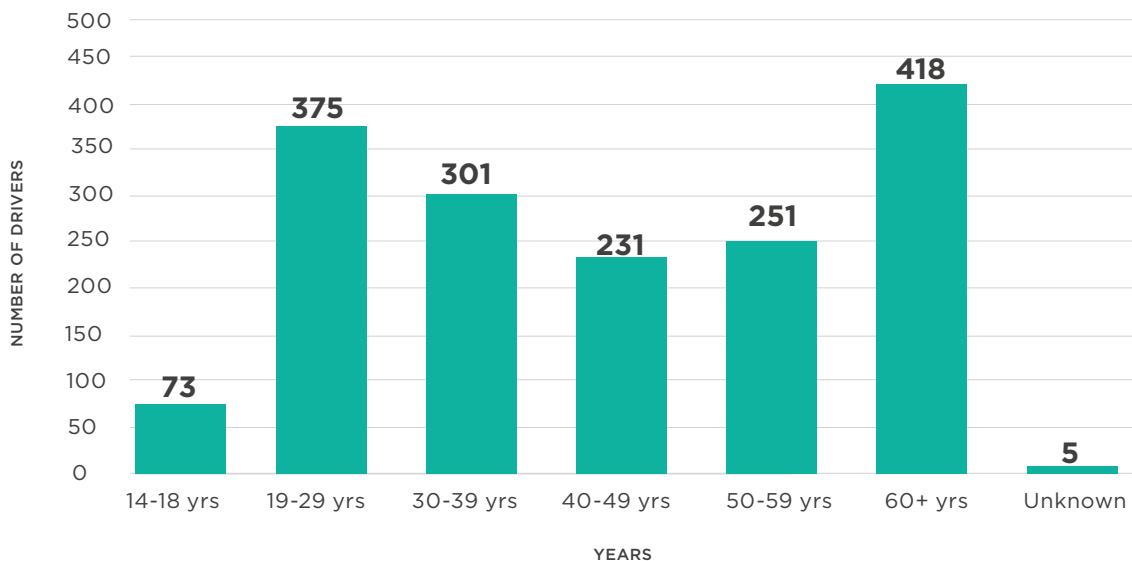
Fatal and serious injury crash summary

A summary of fatal and serious injury crashes by age of driver, weather conditions, lighting conditions, and several other factors can help illuminate contributing factors. Crashes under different conditions, including these and others are summarized below.

By Age group

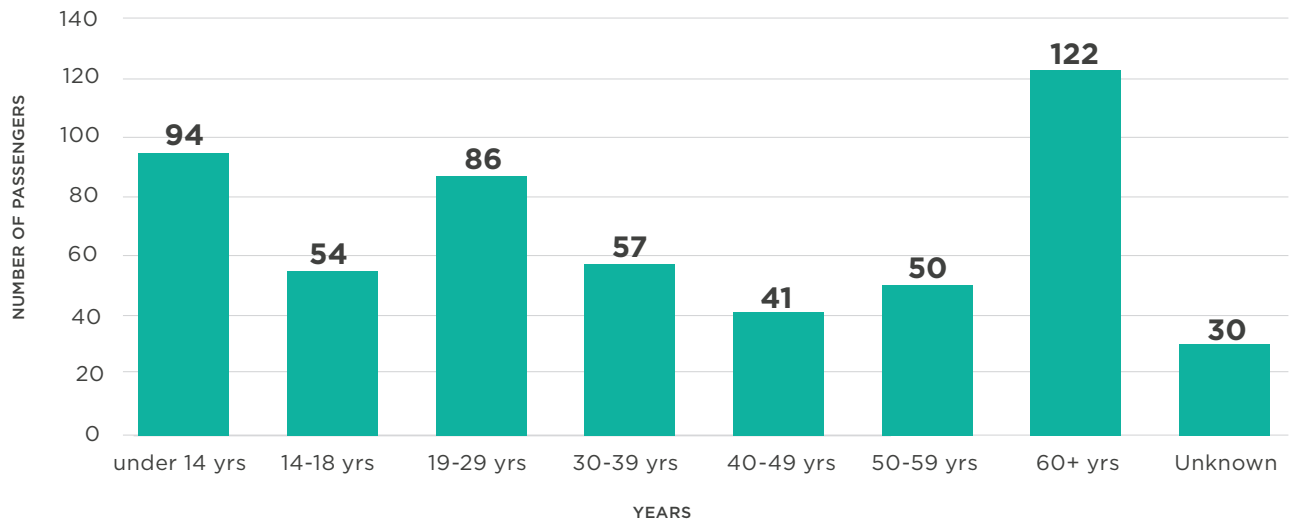
Figures 28 and 29 summarize fatal and serious injury crashes by age groups for drivers and passengers involved in fatal and serious injury crashes from 2018-2022. Drivers 60 years and older is the age group that has the most fatalities and serious injuries, followed by drivers 19-29 years of age.

Figure 28: Driver Ages in Fatal and Serious Injury Crashes



Passengers 60 years and older is the age group that has the most fatalities and serious injuries, followed by passengers under 14 years old.

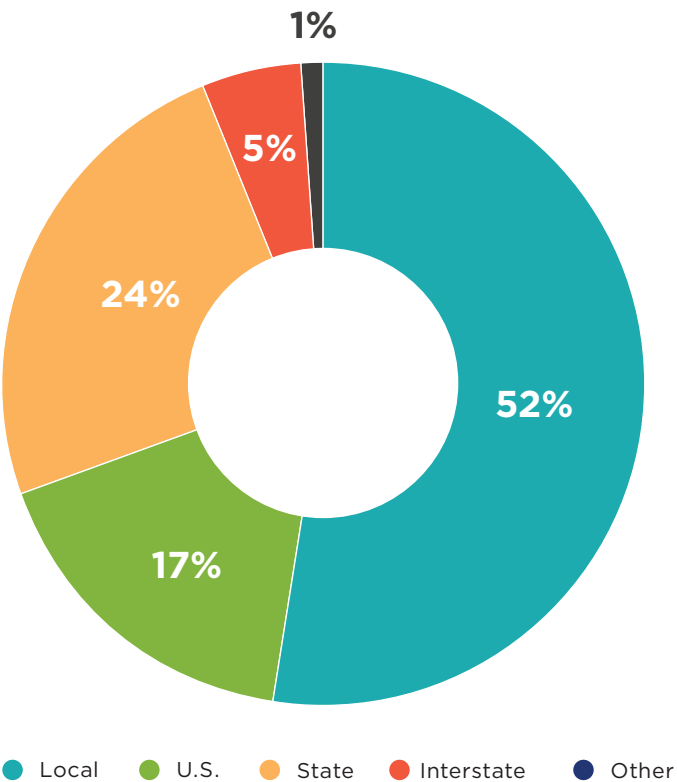
Figure 29: Passenger Ages in Fatal and Serious Injury Crashes



By Road type

Figure 30 depicts the distribution of road types where fatal and serious injury occurred from 2018-2022. Local roadways have the most fatal and serious injury crashes, with 52% of the total, followed by county state roads (24%).

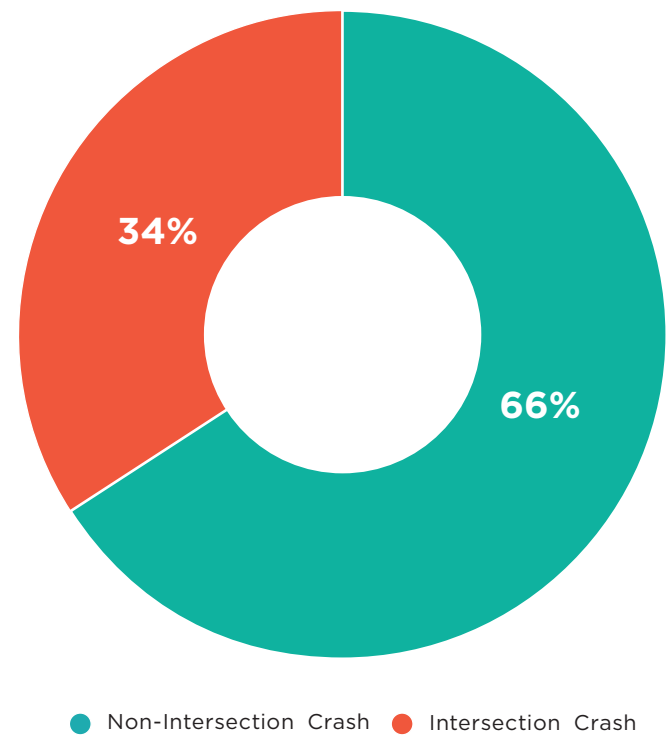
Figure 30: Road Types for Fatal and Serious Injury Crashes 2018-2022



By Intersection vs Non-Intersection

Figure 31 shows the distribution of fatal and serious injury crashes at intersection and non-intersection locations. As shown, 66% of fatal and serious injury crashes occurred at non-intersection locations.

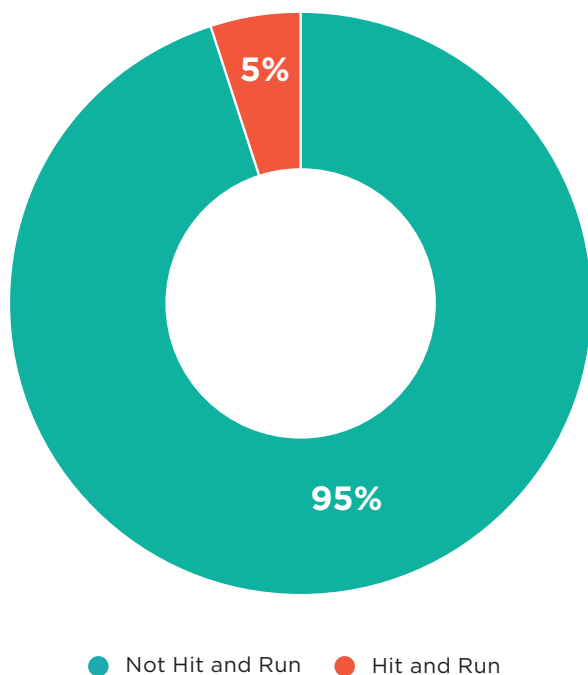
Figure 31: Intersection vs Non-intersection Crashes



Hit and Run

5% of fatal and serious injury crashes are hit and run crashes, as illustrated in Figure 32.

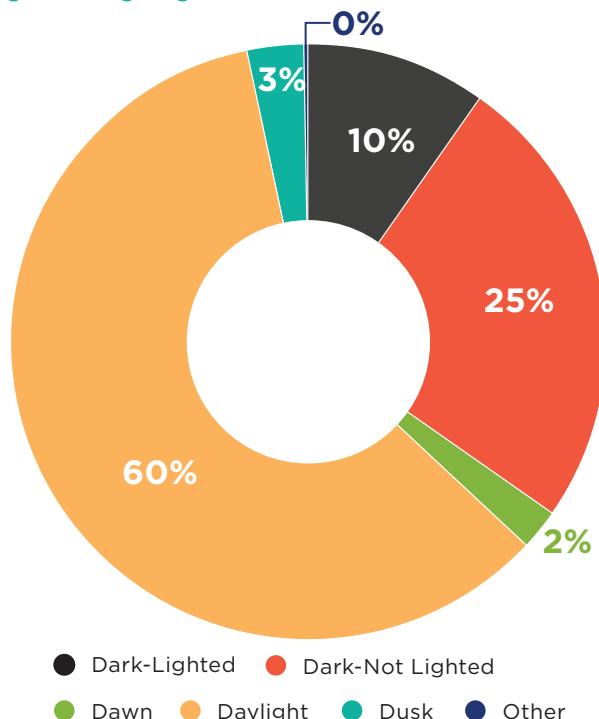
Figure 32: Hit and Run Crashes



Lighting condition

Lighting conditions for fatal and serious injury crashes are shown in Figure 33, with 60% of crashes occurring during daylight hours and 25% in dark-not lighted conditions.

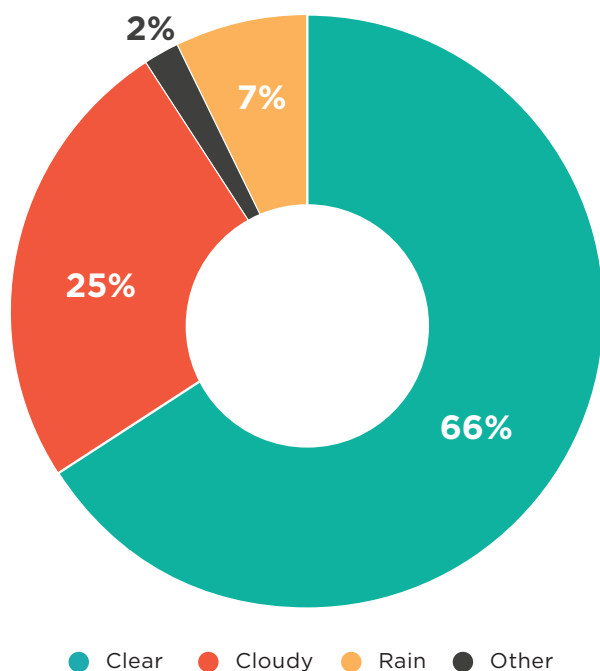
Figure 33: Lighting Conditions



Weather condition

Statistics on weather conditions during fatal and serious injury crashes indicate that 66% of fatal and serious injury crashes occurred in dry conditions, with the second most common condition being cloudy, with 25% of crashes as shown in Figure 34.

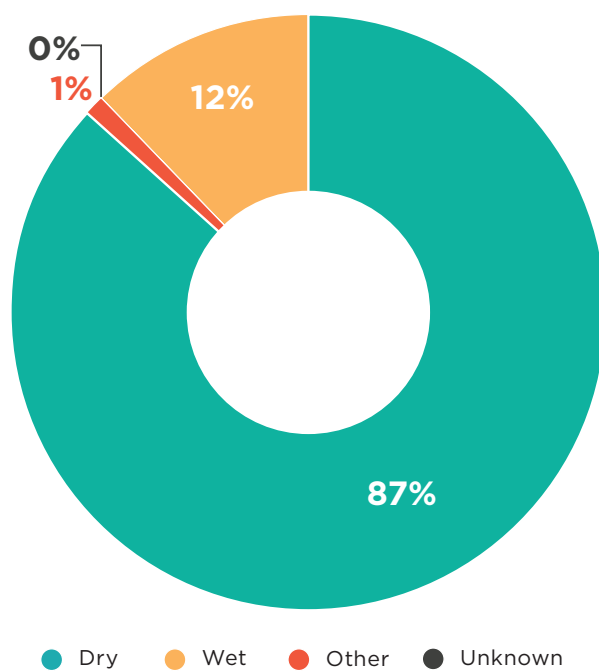
Figure 34: Weather Conditions



Road surface condition

Figure 35 shows that 87% of fatal and serious injury crashes from 2018-2022 occurred on dry road surfaces, and 12% occurred on wet road surfaces.

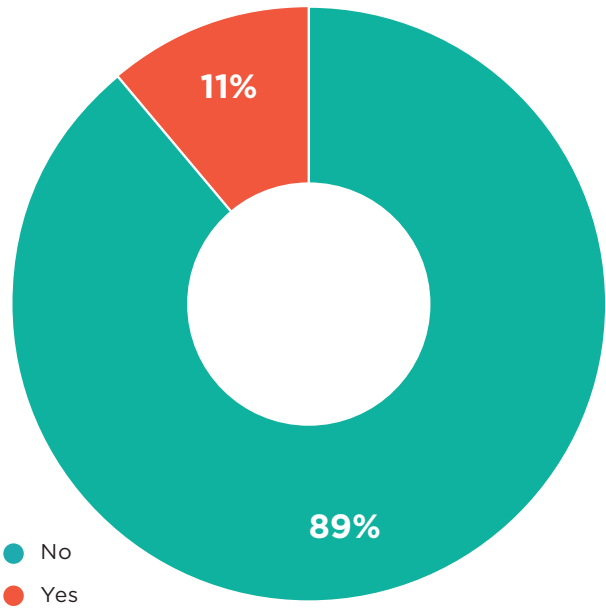
Figure 35: Road Surface Condition



Alcohol and/or drugs confirmed

Figure 36 illustrates that 11% of fatal and serious injury crashes from 2018-2022 occurred with at least one driver under the influence of alcohol or drugs.

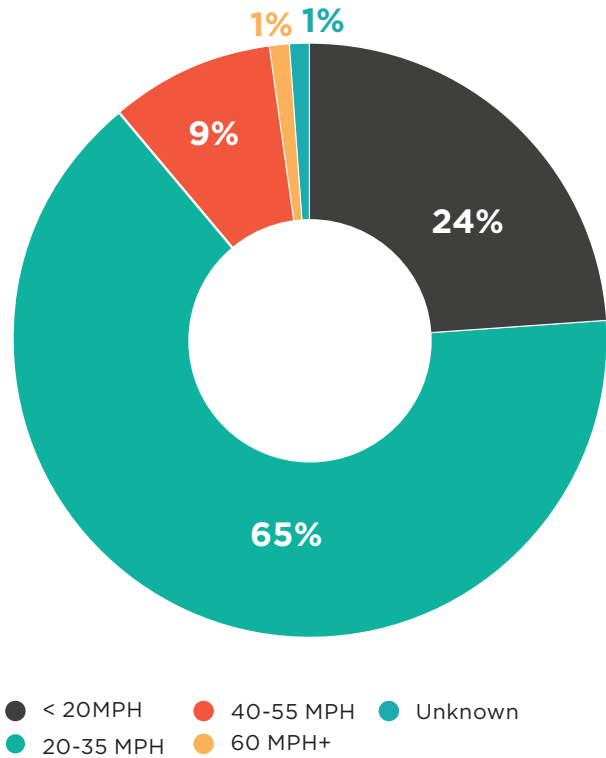
Figure 36: Alcohol and/or drugs Confirmed



Posted Speed

Figure 39 shows that 65% of fatal and serious injury crashes occurred on roadways with a posted speed of 40-55 miles per hour, with the next highest category of posted speed at 20-35 miles per hour.

Figure 39: Posted Speed



Restrained

Figures 37 and 38 display the incidence of drivers and passengers, respectively, wearing restraint devices or not in fatal and serious injury crashes.

Figure 37: Driver Restrained

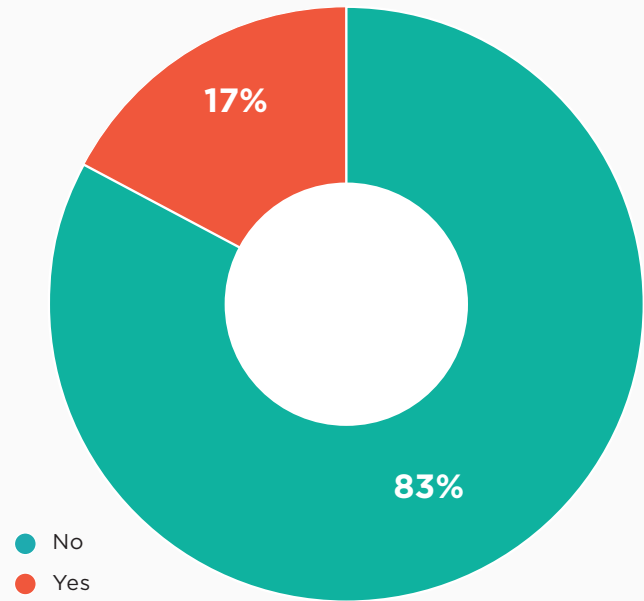
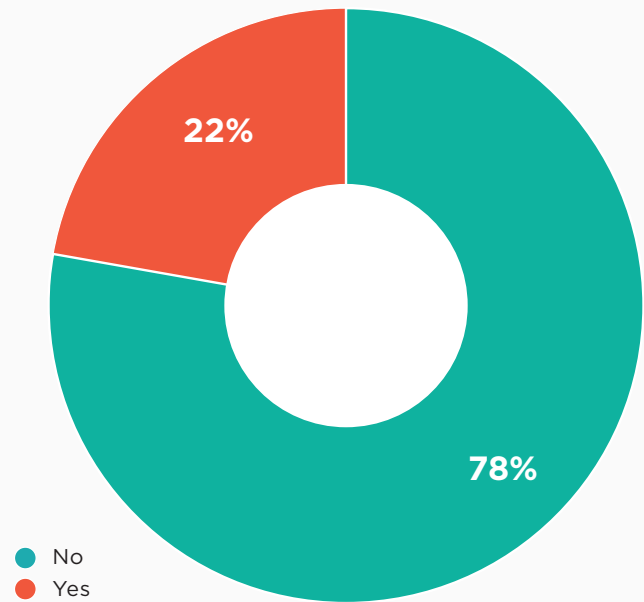


Figure 38: Passenger Restrained

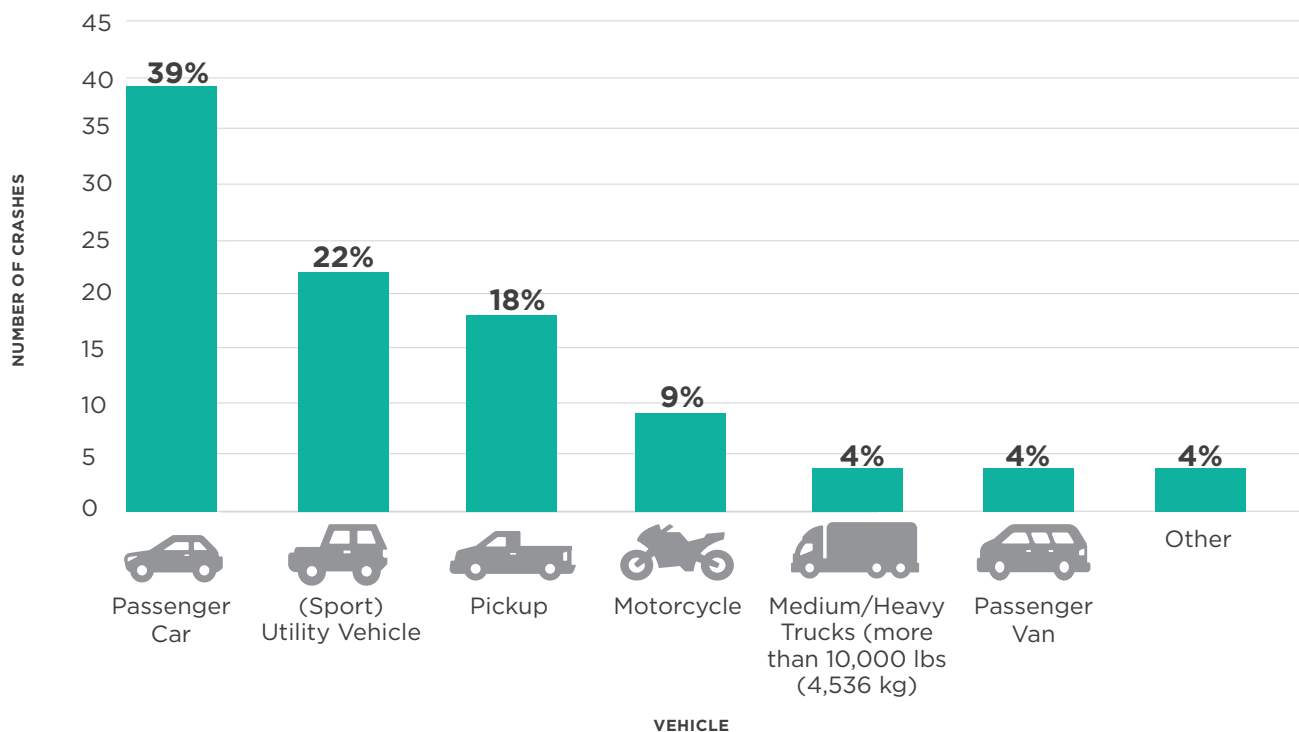




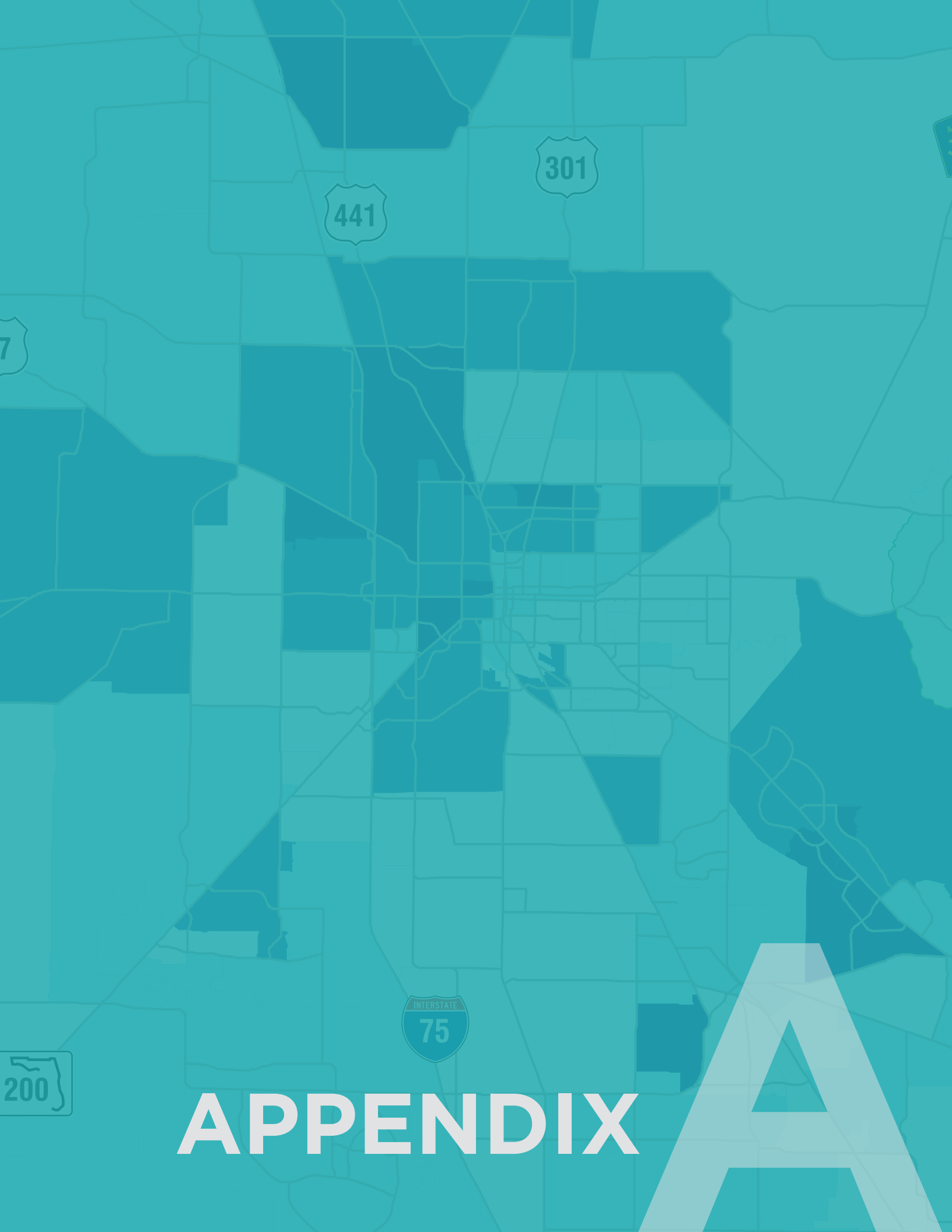
Vehicle Type

A summary of fatal and serious injury crashes by vehicle type in Figure 40 indicates that 39% involved passenger cars, with the next highest category of vehicle type being sport utility vehicles, at 22%.

Figure 40: Vehicle Types



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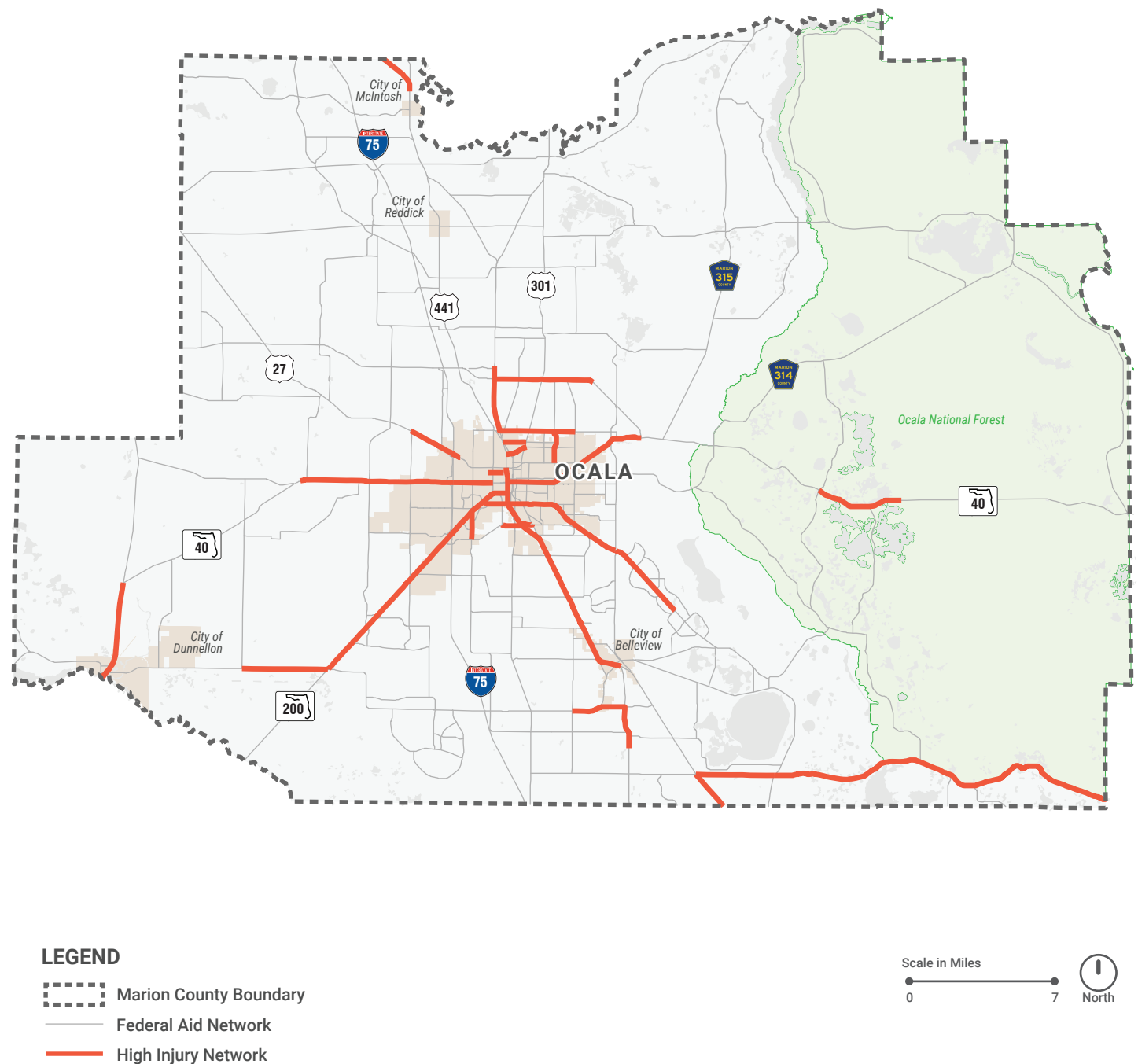


APPENDIX

APPENDIX A: HIGH INJURY NETWORK ANALYSIS

As part of the TPO's Commitment to Zero Safety Action Plan, a High Injury Roadway Network (HIN) was created. This network, shown in Figure 41, identifies where serious and fatal injury crashes occurred most often for all road users, Table 6 shows the limits of the HIN segments, their lengths and the maintaining jurisdictions. Crashes that occurred on this network from 2018 to 2022 were grouped based on road user type and severity of crash. Tracked over time, these statistics, shown in Figure 42 to Figure 44, help determine the success of strategies outlined in the Safety Action Plan in minimizing fatal and serious injury crashes on the HIN.

Figure 41: Marion County High Injury Network



Segment	Length (Miles)	Maintaining Jurisdiction
SR 200/College Rd, I-75 to S Pine Ave	3.5	FDOT
SR 40/Silver Springs Blvd, 25th Ave to NE 35th Ave	3.4	FDOT
SR 40/Silver Springs Blvd, Pine Ave to 25th Ave	2.24	FDOT
US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd	1.06	FDOT
SR 200/College Rd, SE 60th Ave to I-75	3.04	FDOT
SR 40, NW 113th Cir to I-75	7.41	FDOT
SR 464/SE 17th St, S Pine Ave to SE 25th Ave	2.2	FDOT
SE Hwy 42, S Hwy 25 to County Line	17.5	Marion County
US 441, NE 35th St to N of 77th St	3.15	FDOT
SR 464/Maricamp Rd, SE 58th Ave to Emerald Rd	4.1	FDOT
US 27/Blitchton Rd, W of NW 60th Ave to NW 34th Ave	2.7	FDOT
SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	1.9	FDOT
SR 464/Maricamp Rd, SE 25th Ave to SE 58th Ave	3.7	FDOT
US 27/301/441/S Pine Ave, SE 32nd St to SE 17th St	1.2	FDOT
SR 200/College Rd, SE Hwy 484 to SW 80th Ave	2.8	FDOT
SR 464/SW 17th St, SR 200/College Rd to S Pine Ave	1.2	FDOT
SR 326/NE 70th St, US 441 to NE 36th Avenue Rd	4.8	FDOT
US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10th St	0.70	FDOT
SE Hwy 42, US 441 to S Hwy 25	3.8	Marion County
SE Hwy 484/SE 132nd Street Rd, SE 36th Ave to US 301	2.57	Marion County
US 27/301/441/S Pine Ave, SE 92nd Place Rd to SE 52nd St	3.66	FDOT
US 301, S of 151st St to SE 132 Street Rd	2.08	FDOT
US 441, Marion/Sumter County Line to SE Hwy 42	2.04	FDOT
SR 40, S Hwy 314A to 196th Ter	4.27	FDOT
NE 35th St, US 441 to NE 36th Ave	3.65	Marion County
US 27/301/441/SE Abshier Blvd, SE 62nd Ave to SE 92nd Place Rd	3.14	FDOT
SR 200/College Rd, SW 80th Ave to SW 60th Ave	3.08	FDOT
US 41/Williams St, Marion/Citrus County Line to SR 40	4.8	FDOT
SW Hwy 484, SW 104th Ave to SR 200/College Rd	4.17	Marion County
SW 27th Ave, SW 42nd St to SR 200/College Rd	1.38	City of Ocala
US 27/301/441/S Pine Ave, SE 52nd St to SE 32nd St	2.05	FDOT
NE 25th Ave, NE 14th St to NE 35th St	1.60	City of Ocala
SR 40/Silver Springs Blvd, NE 35th Ave to E Hwy 326	1.52	FDOT
20th St/Jacksonville Rd/Hwy 200A and NE 24th St, US 441/301/N Pine Ave to NE 10th Ct	1.08	Marion County/Ocala
US 441, NW 214th Ln to NW 230th St	2.13	FDOT
NE 28th St, US 441/301/N Pine Ave to Jacksonville Rd	1.13	City of Ocala
SW 32nd St, SW 7th Ave to SE Lake Weir Ave	1.54	City of Ocala
NW 7th St, NW Old Blitchton Rd to NW 6th Ter	0.73	City of Ocala

Table 6: Commitment to Zero High Injury Network Segments.

Figure 42: Countywide Fatal and Serious Injury Crashes on HIN Network

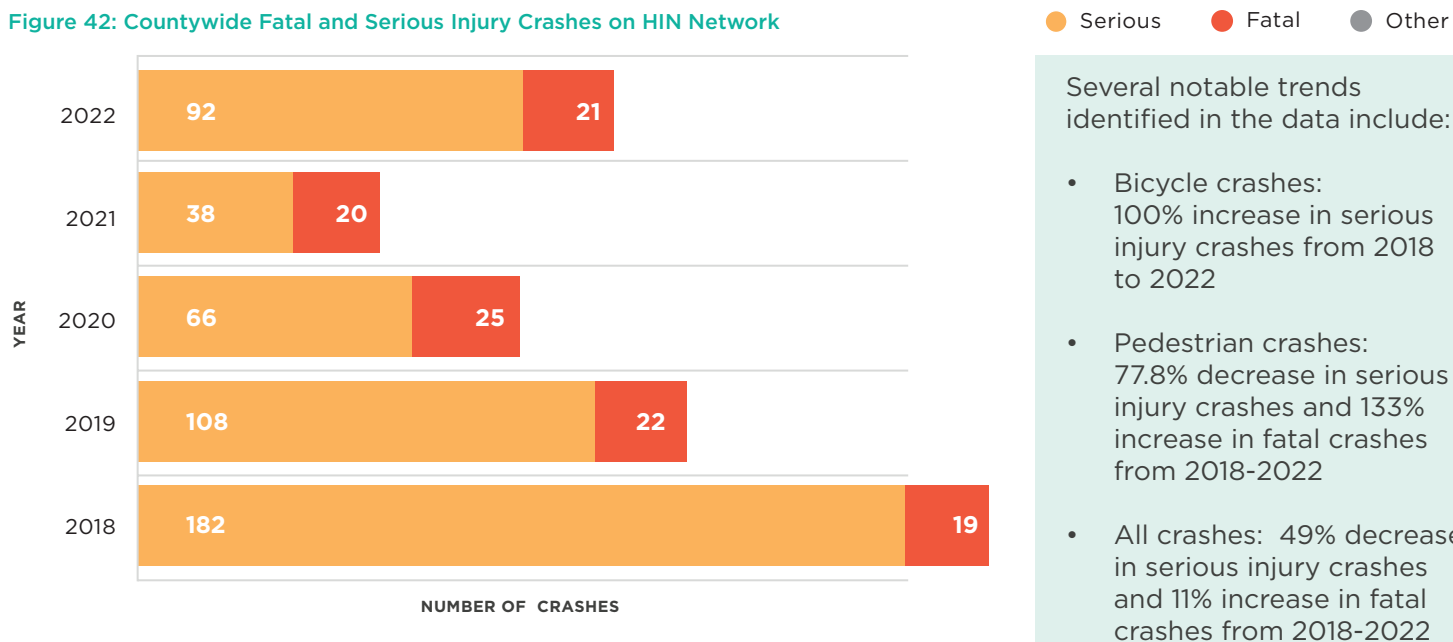


Figure 43: Bicycle Crashes on HIN Network by Injury Severity

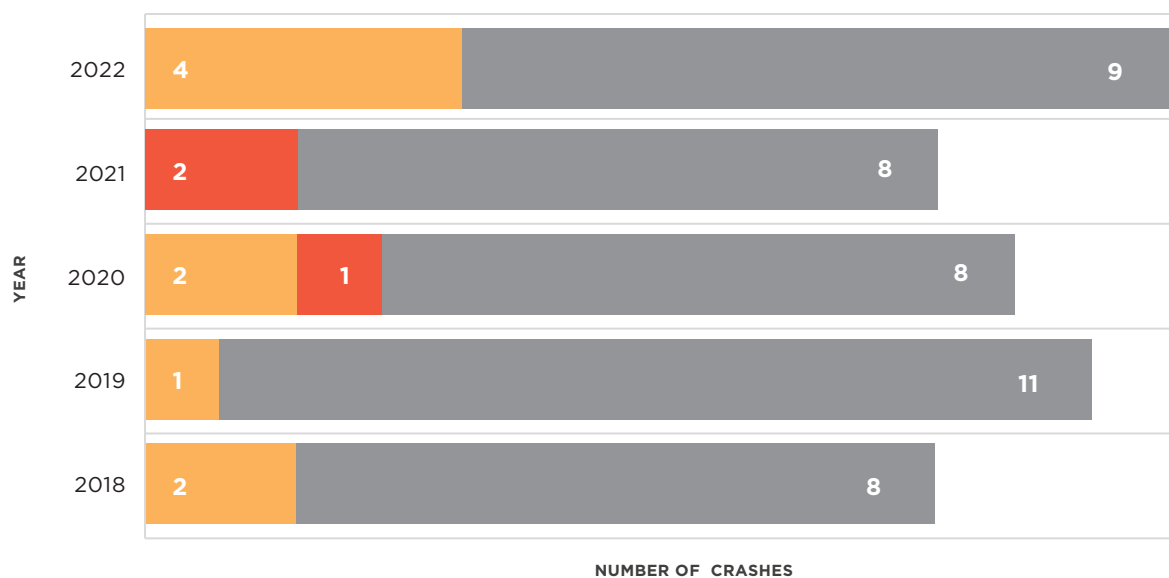
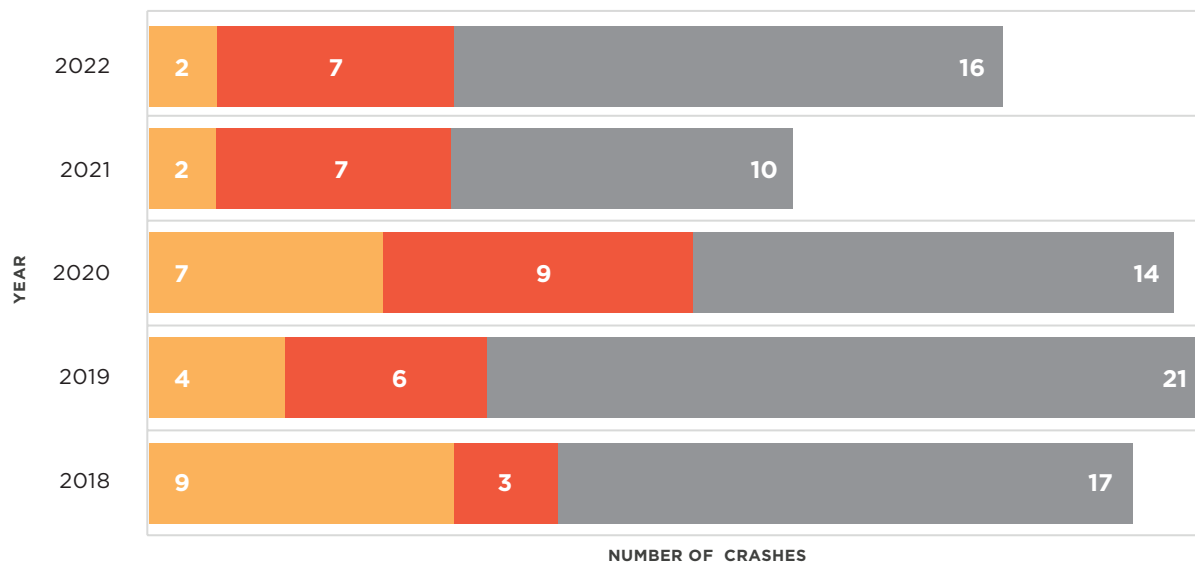
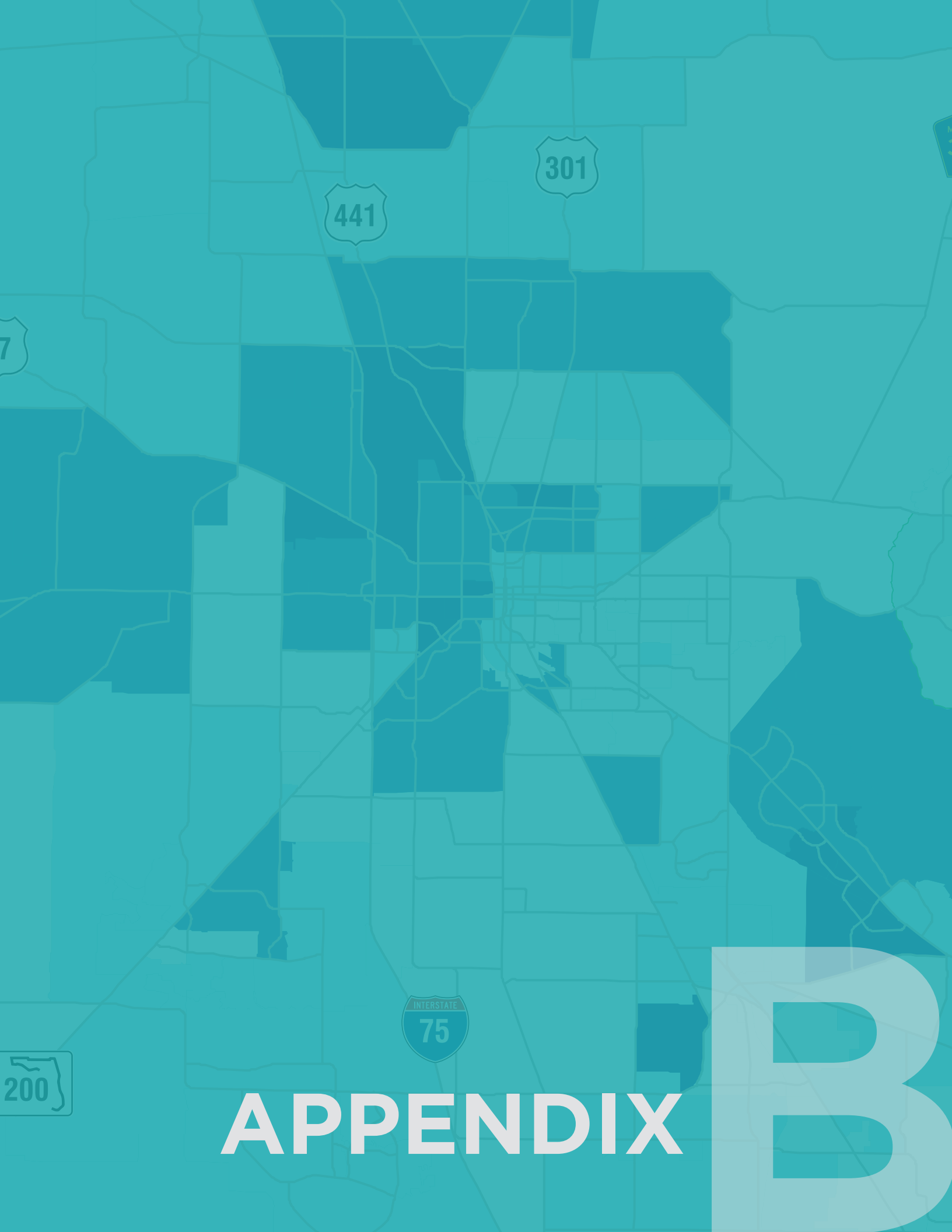


Figure 44: Pedestrian Crashes on HIN Network by Injury Severity





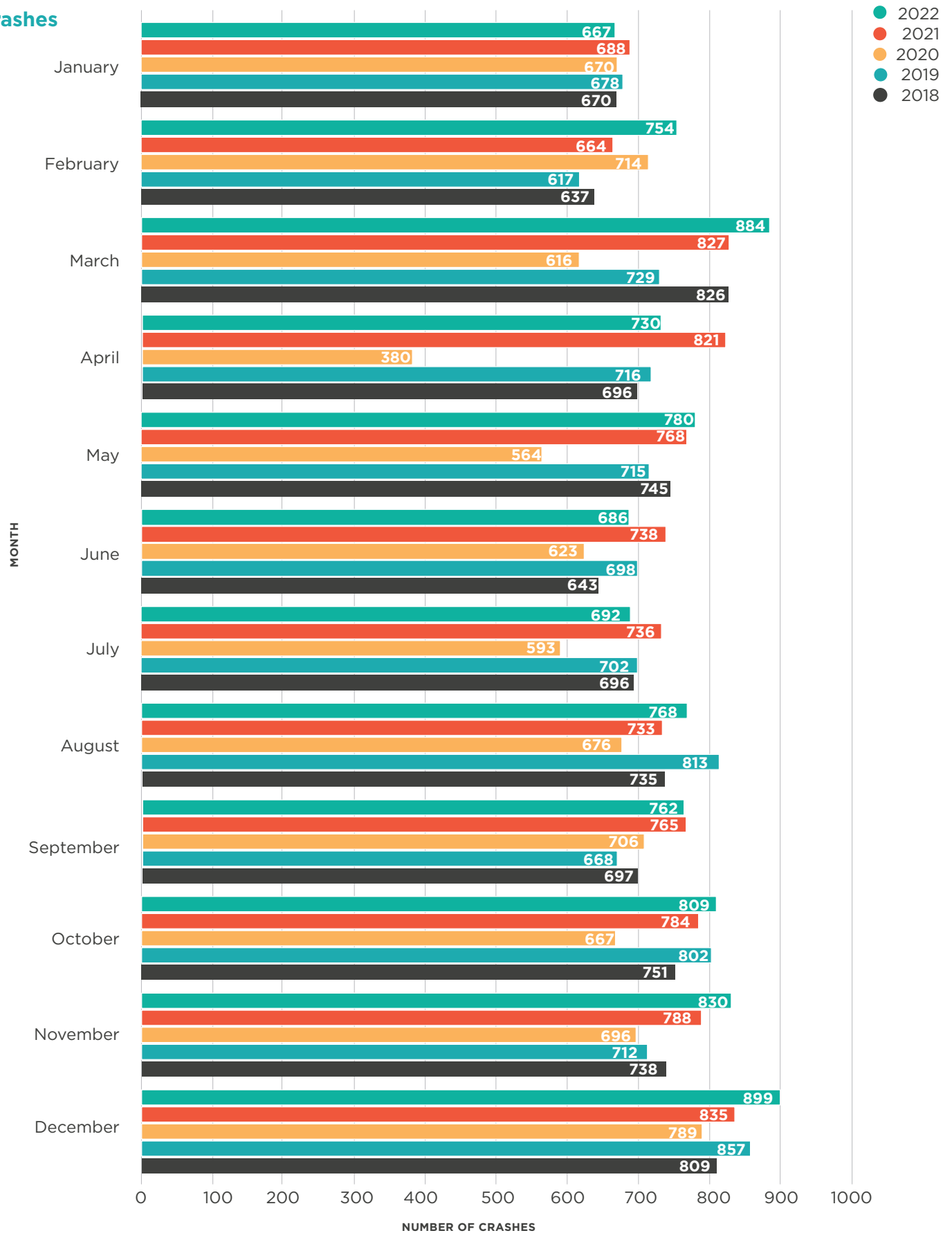
APPENDIX

B

APPENDIX B: ANNUAL METRICS

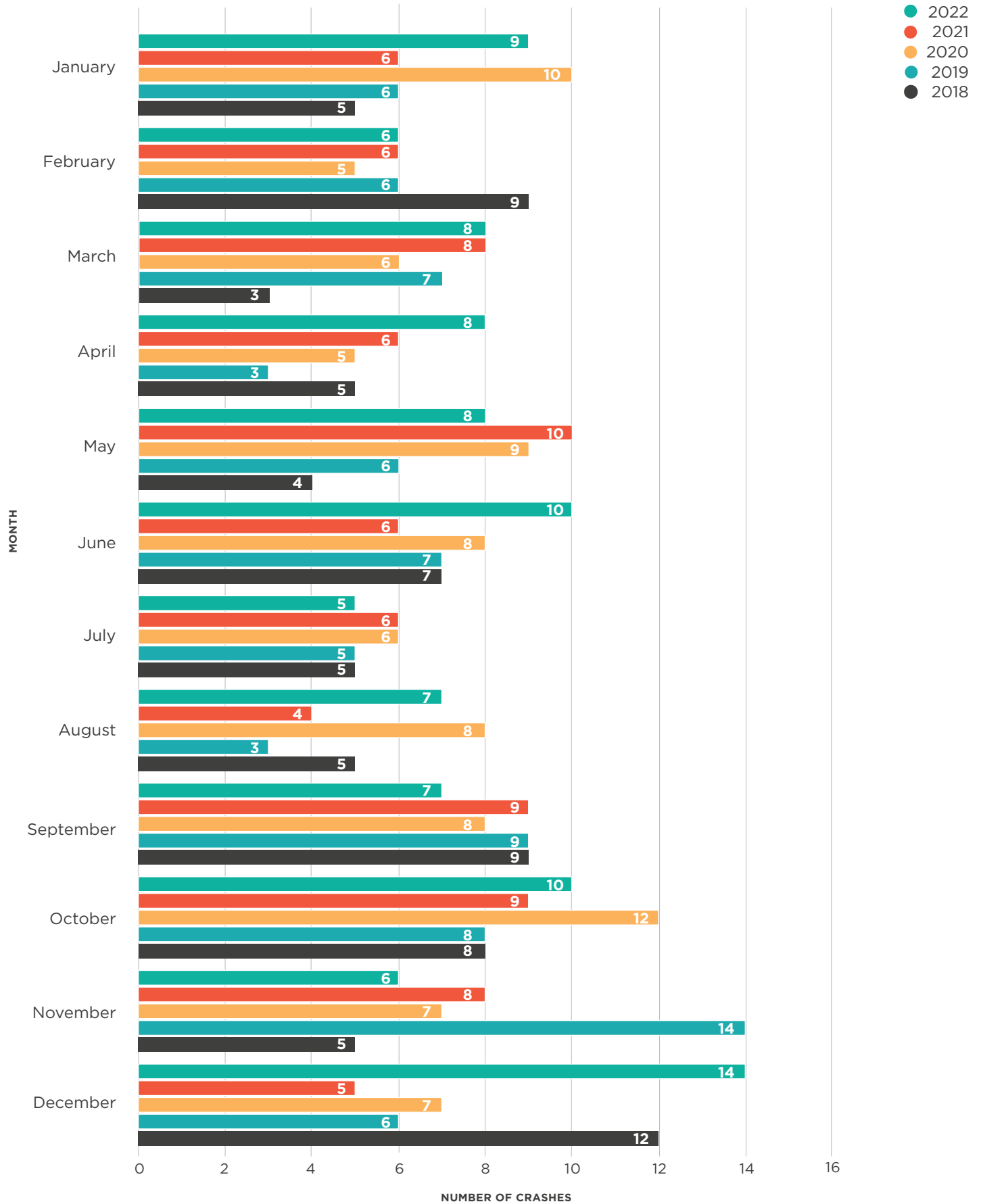
Crash By Month

All Crashes

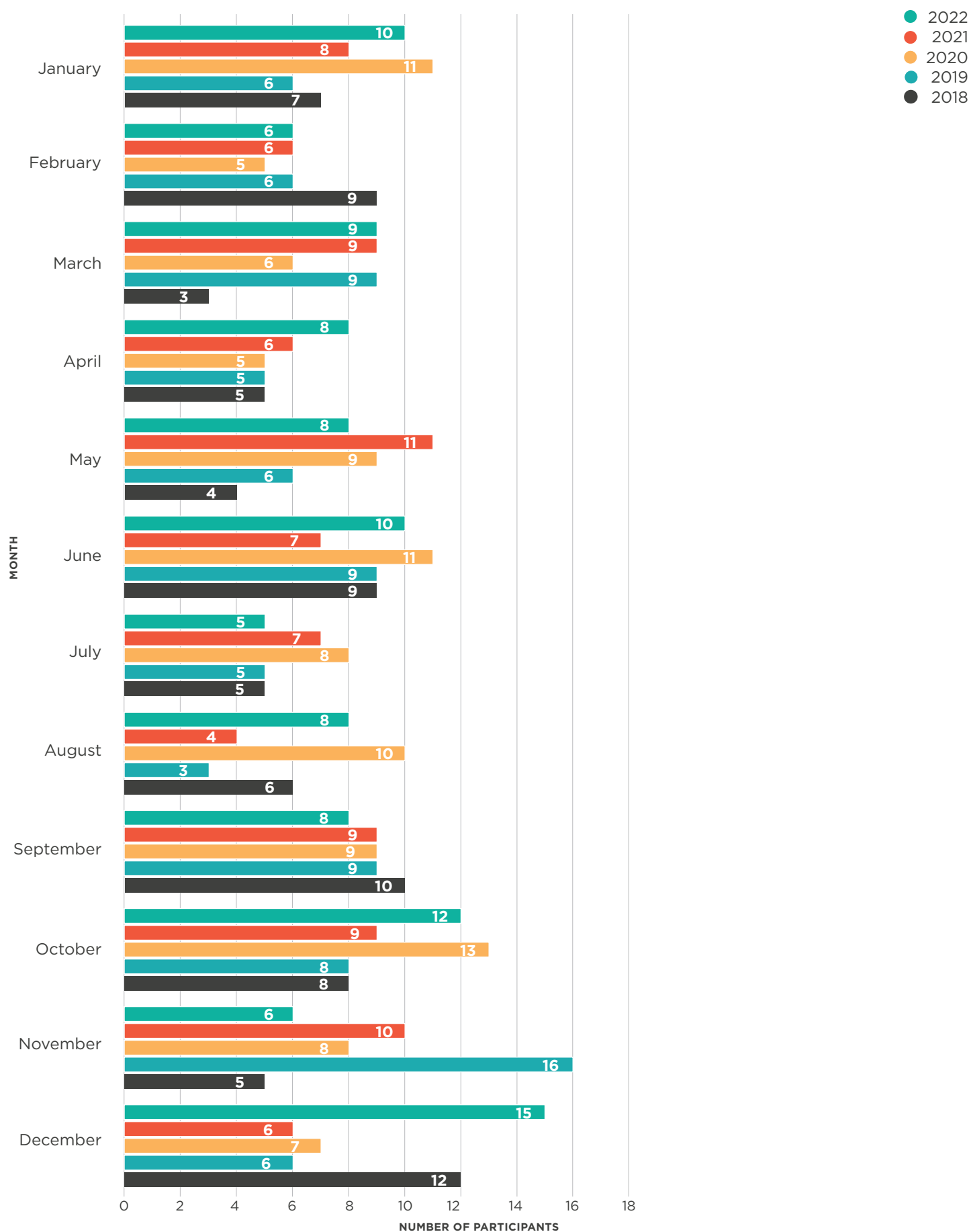


Fatalities

Annual Fatal crashes

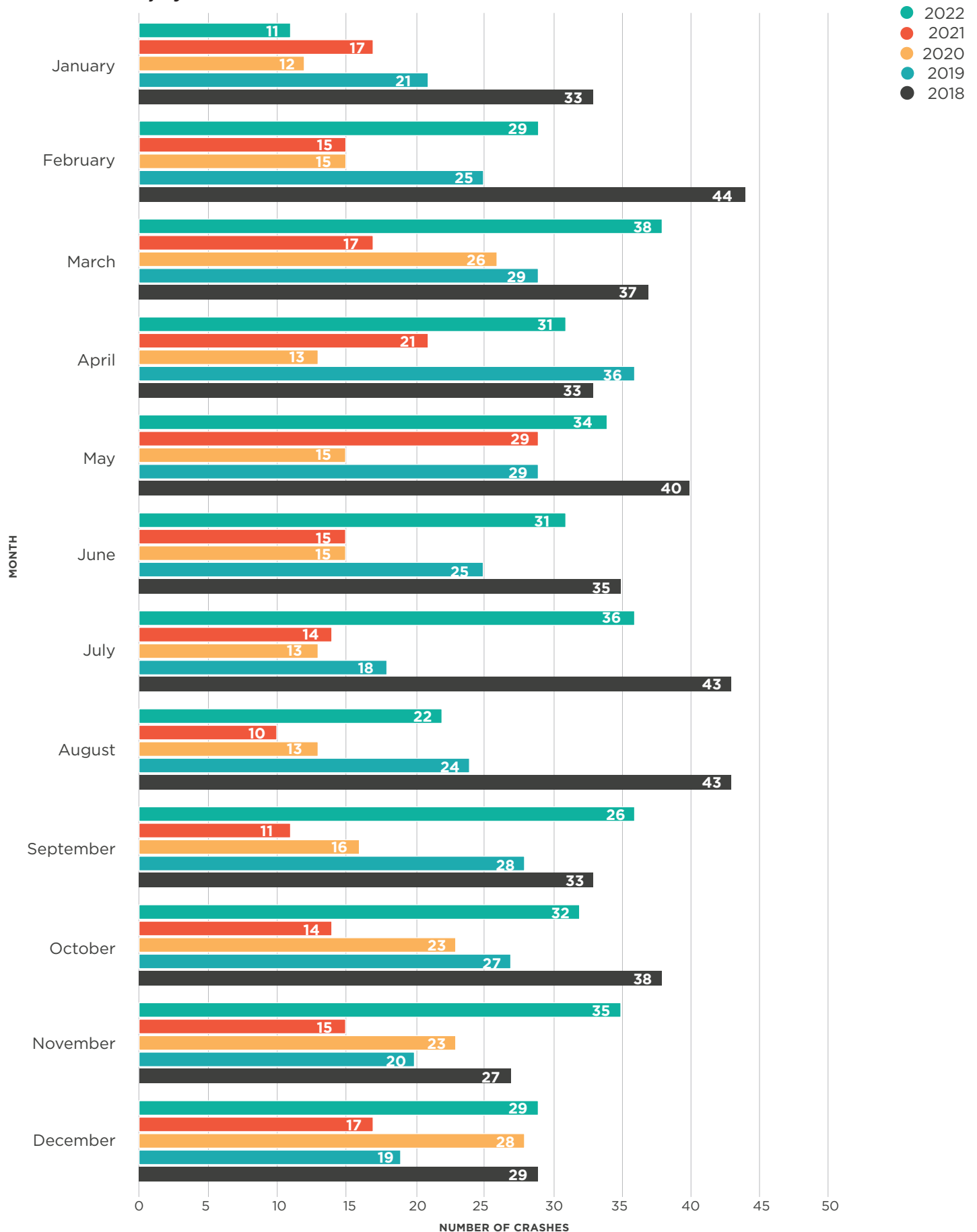


Annual Fatalities

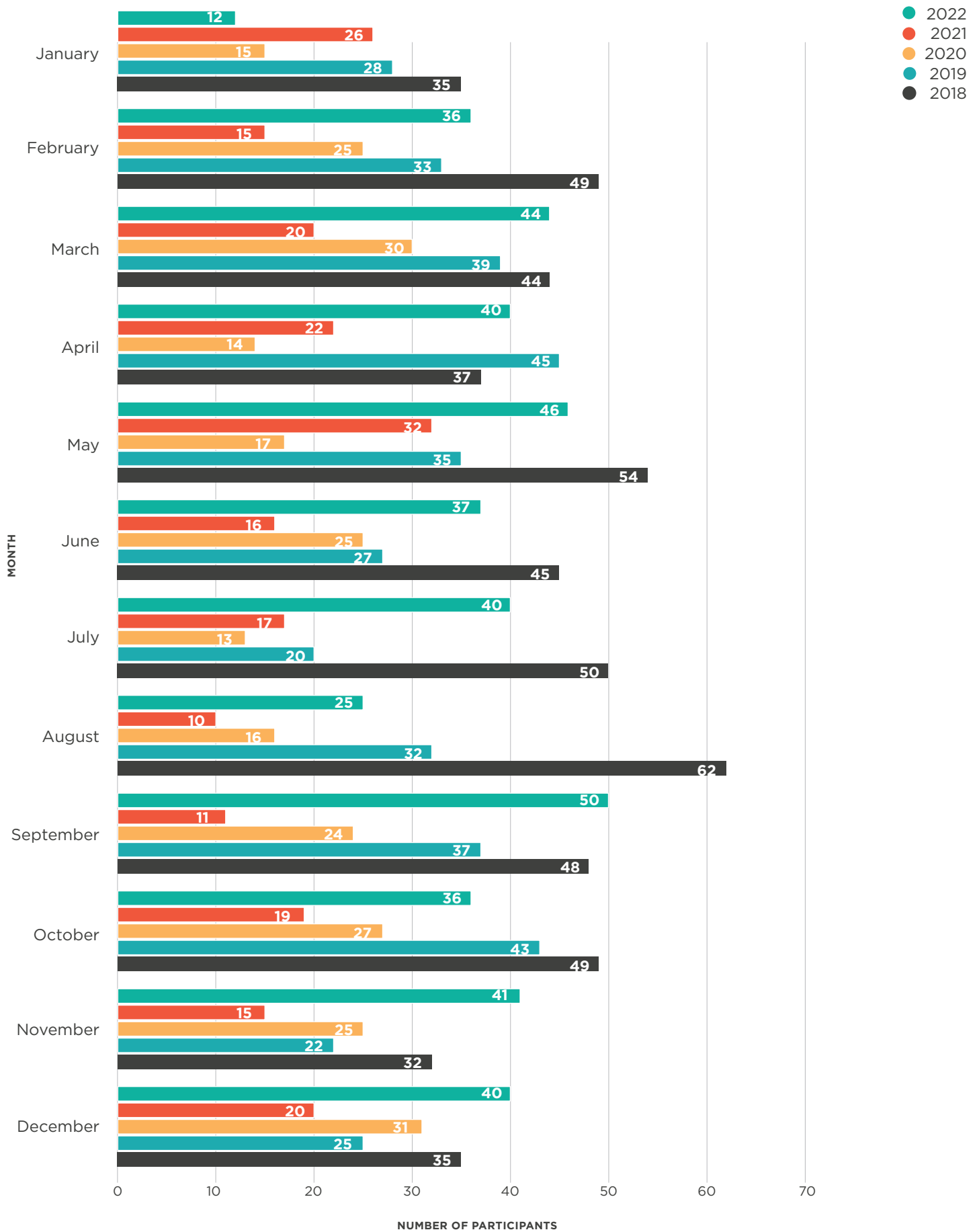


Serious injuries

Annual Serious injury crashes



Annual Serious Injuries



Top Crash Types

Top 5 Overall Crash Types

2018

Top 5 Crash Types	Number of Crashes	Percentage
Rear End	3,511	41%
Fixed Object/Run-Off Road	1,379	16%
Angle	1,094	13%
Left Turn	996	12%
Sideswipe	754	9%

2019

Top 5 Crash Types	Number of Crashes	Percentage
Rear End	3,445	40%
Fixed Object/Run-Off Road	1,317	15%
Angle	1,123	13%
Left Turn	1,045	12%
Sideswipe	788	9%

2020

Top 5 Crash Types	Number of Crashes	Percentage
Rear End	2,713	35%
Fixed Object/Run-Off Road	1,364	18%
Angle	982	13%
Left Turn	959	12%
Sideswipe	700	9%

2021

Top 5 Crash Types	Number of Crashes	Percentage
Rear End	3,417	37%
Fixed Object/Run-Off Road	1,464	16%
Angle	1,232	13%
Left Turn	1,124	12%
Sideswipe	908	10%

2022

Top 5 Crash Types	Number of Crashes	Percentage
Rear End	3,337	36%
Fixed Object/Run-Off Road	1,450	16%
Angle	1,242	13%
Left Turn	1,240	13%
Sideswipe	1,014	11%

Top 3 Fatal Crash Types

2018

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	32	42%
Angle	10	13%
Pedestrian	9	12%

2019

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	24	30%
Pedestrian	21	26%
Angle	12	15%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	31	34%
Pedestrian	21	23%
Head On	11	12%

2021

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	26	31%
Pedestrian	19	23%
Angle	9	11%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	30	31%
Left Turn	18	18%
Pedestrian	16	16%

Top 3 Serious Injury Crash Types

2018

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	129	30%
Fixed Object/Run-Off Road	94	22%
Left Turn	73	17%

2019

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	64	21%
Fixed Object/Run-Off Road	63	21%
Left Turn	54	18%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	58	27%
Left Turn	39	18%
Angle	30	14%

2021

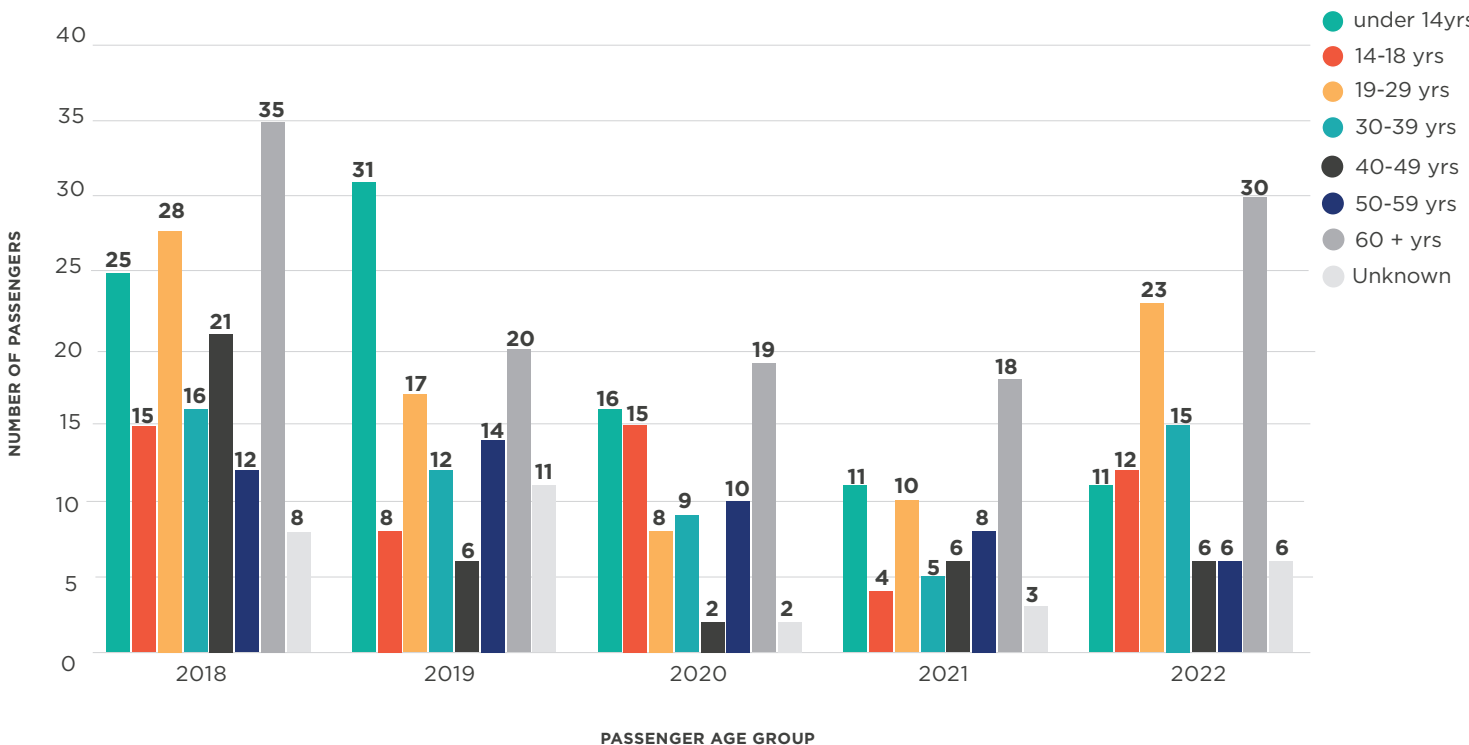
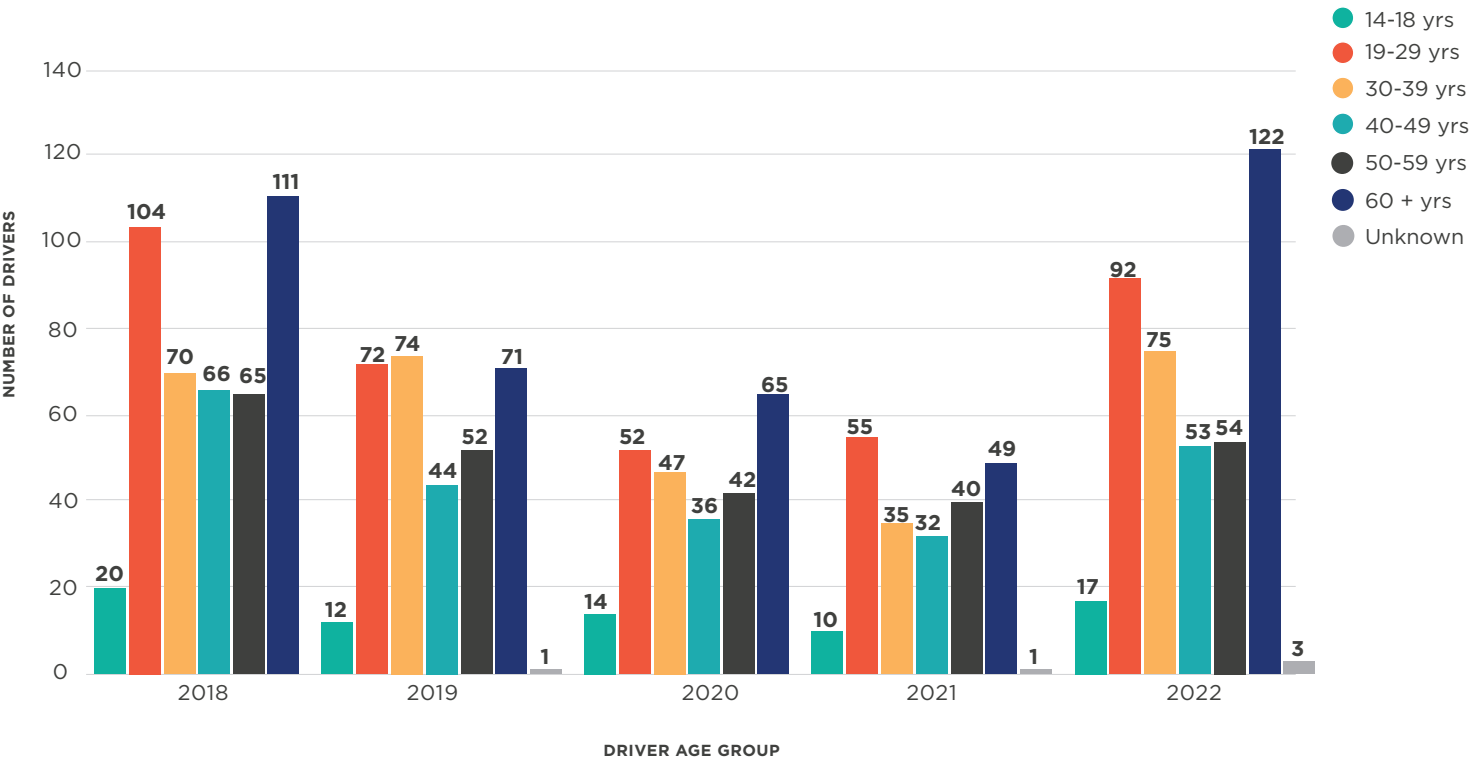
Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	59	30%
Rear End	35	18%
Left Turn	31	16%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Run-Off Road	104	29%
Rear End	68	19%
Angle	66	18%

Fatal and Serious Injury Crash Metrics

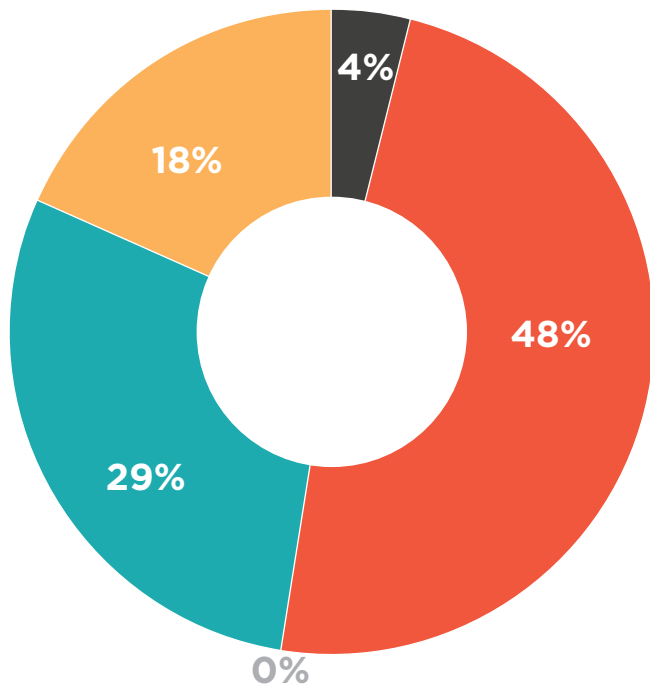
Age Groups



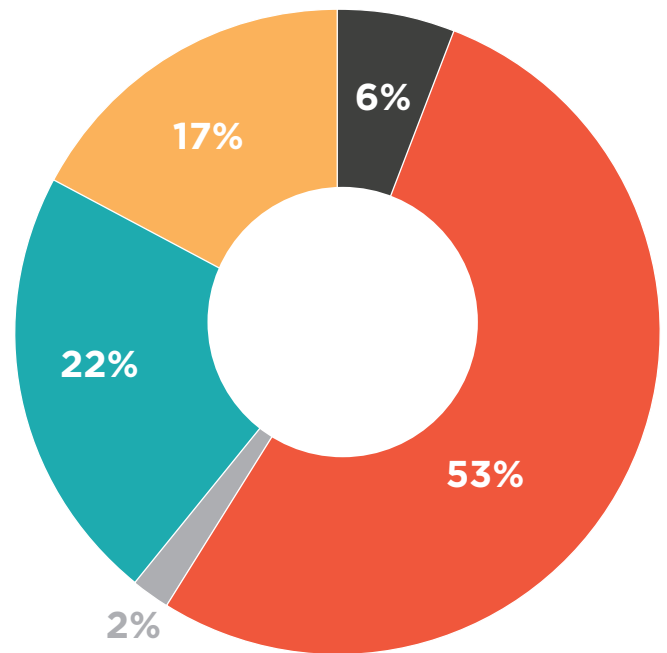
Road type

● Interstate ● Local ● State ● U.S. ● Other

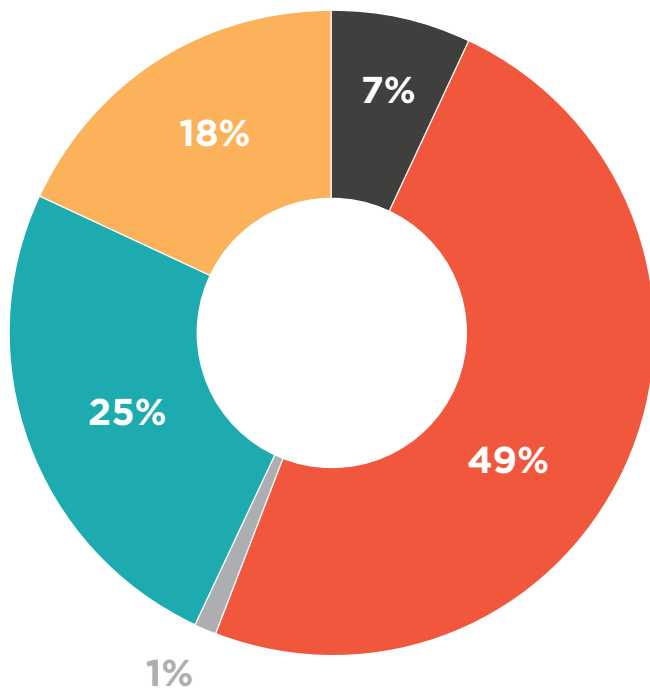
2018



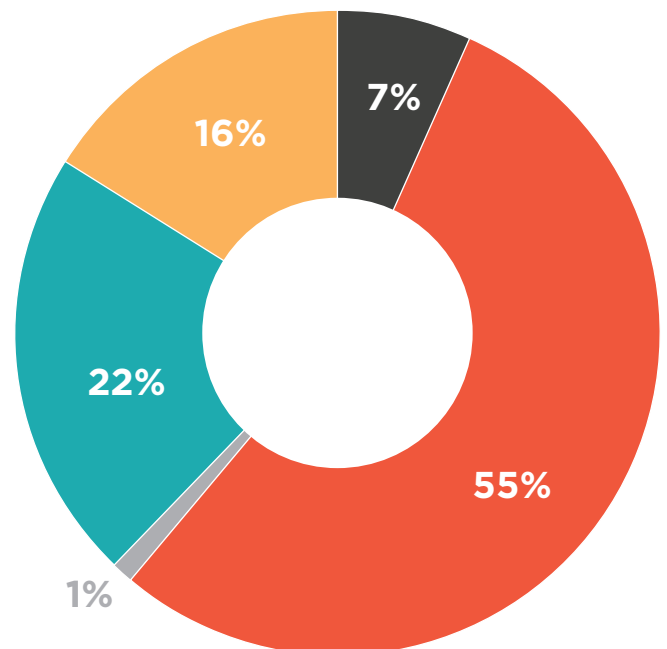
2020



2019



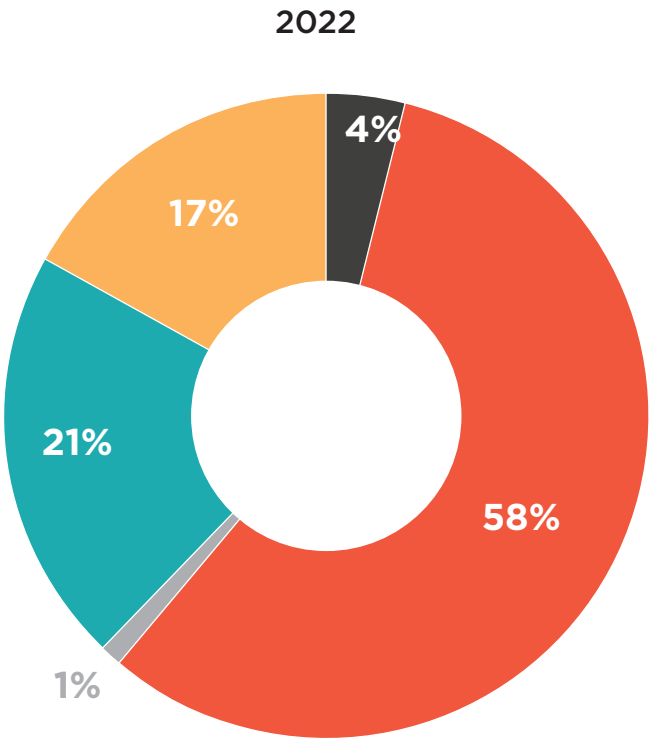
2021



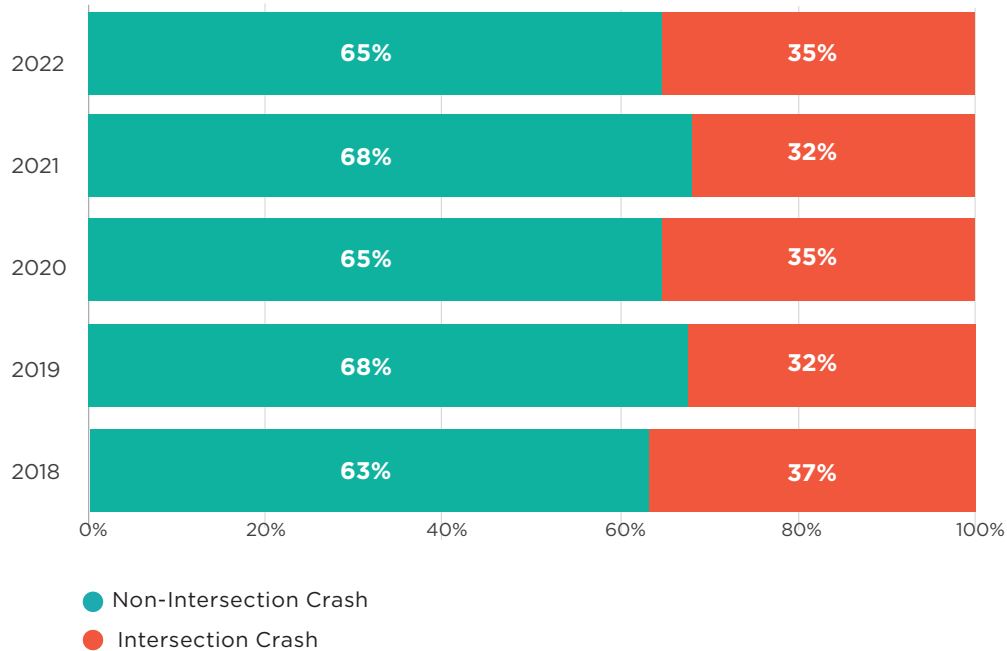


Road type continue

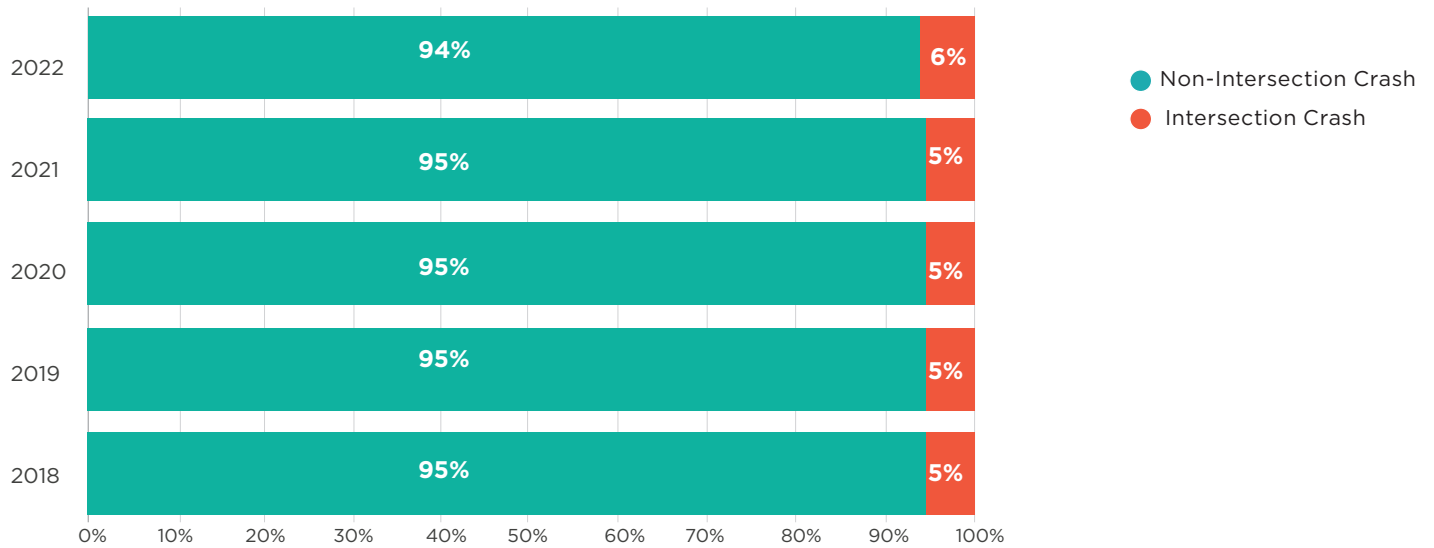
● Interstate ● Local ● State ● U.S. ● Other



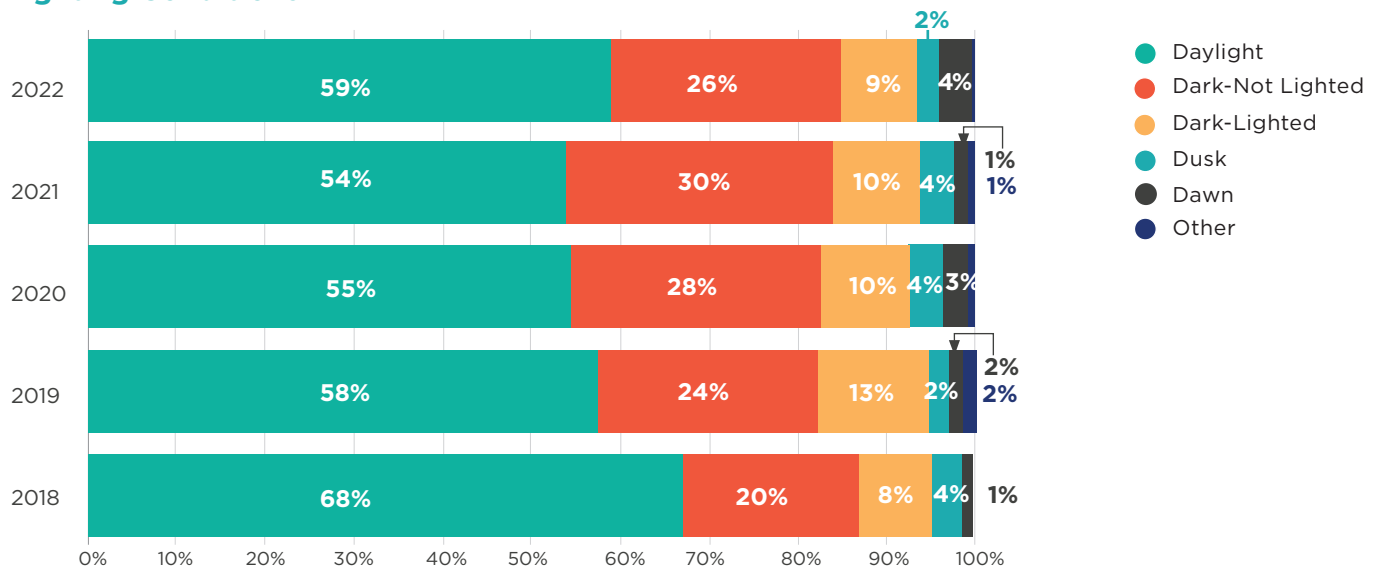
Intersection vs Non-intersection



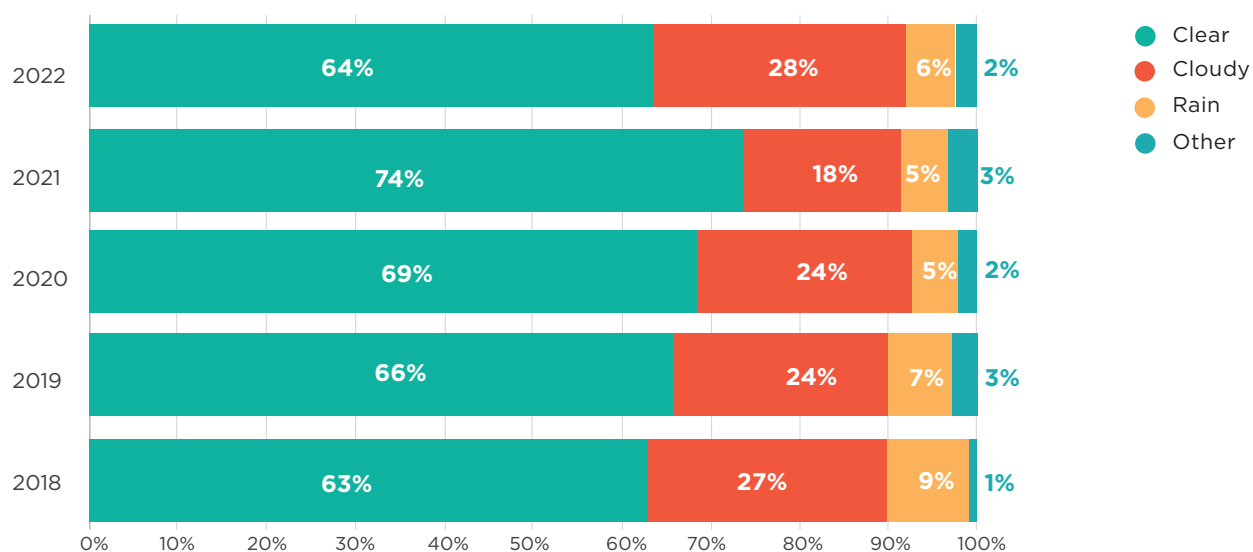
Hit and Run



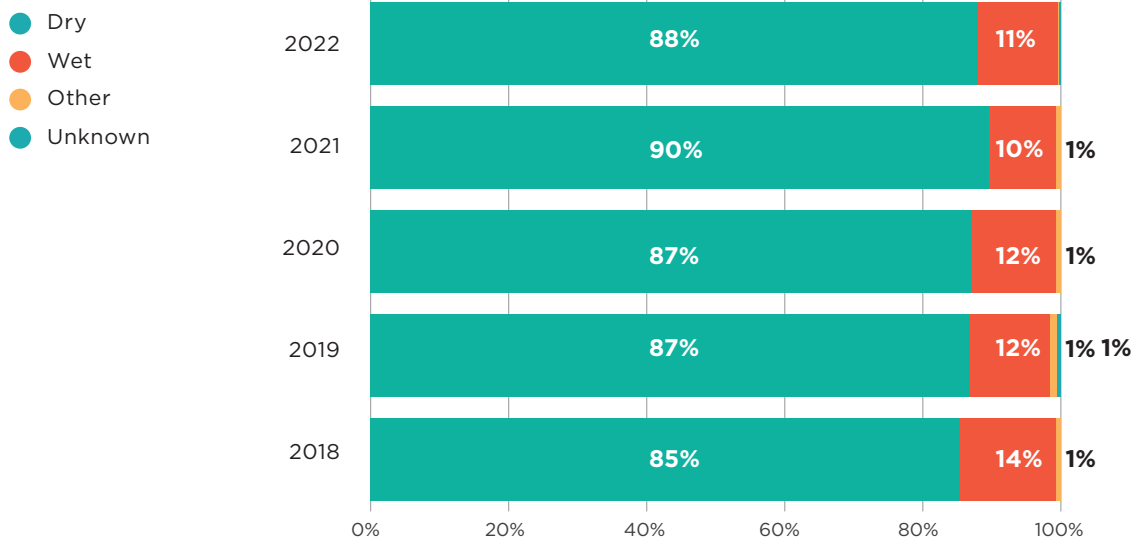
Lighting Conditions



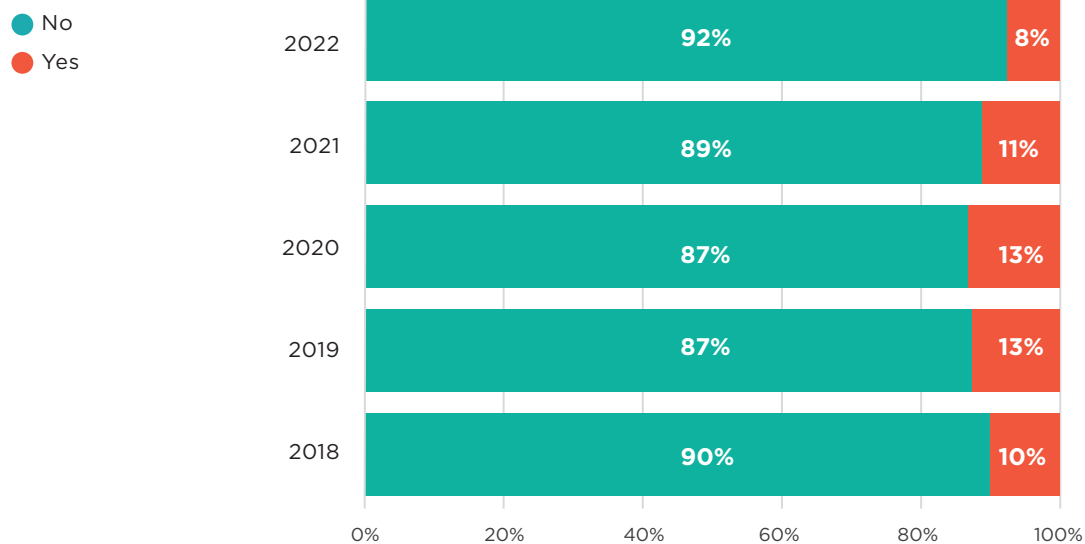
Weather Conditions



Road Surface Condition



Alcohol and/or drugs confirmed

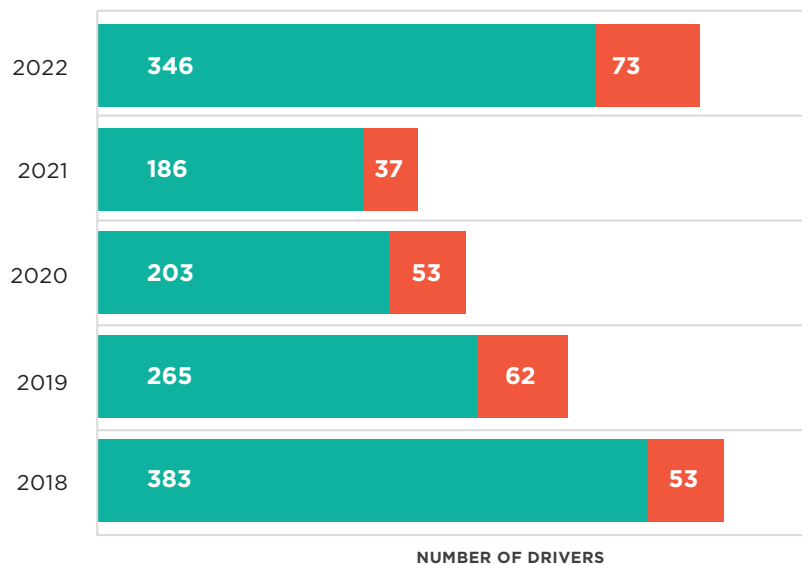




Restrained

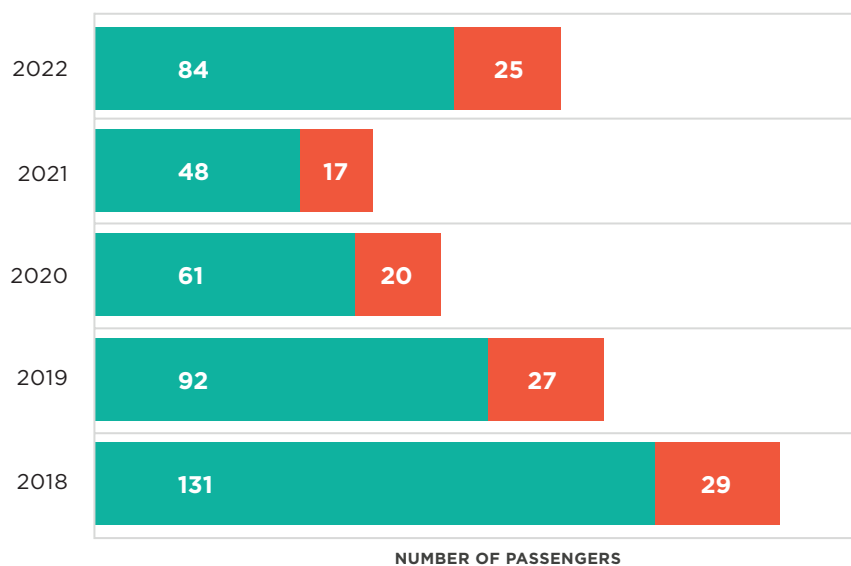
Driver Restrained

● No ● Yes



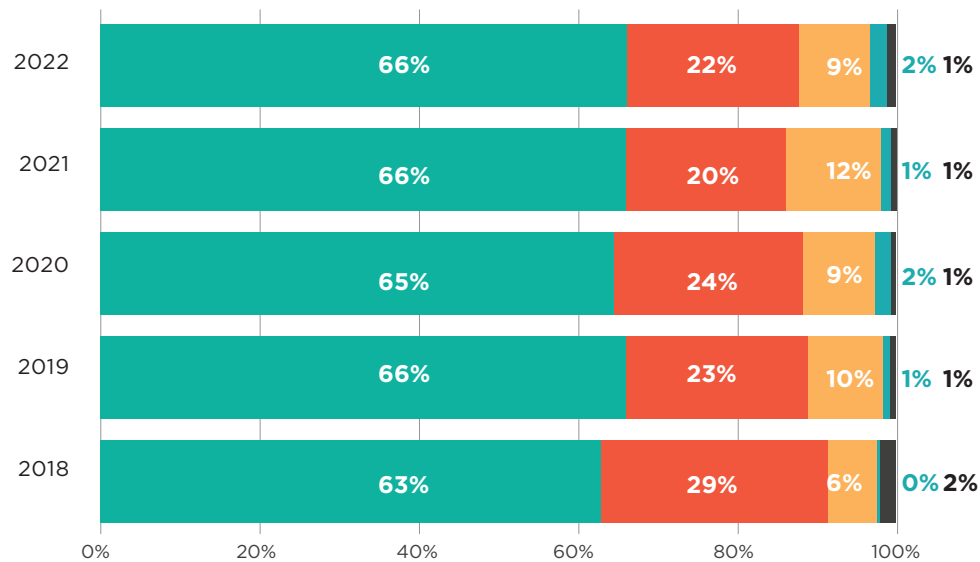
Passenger Restrained

● No ● Yes

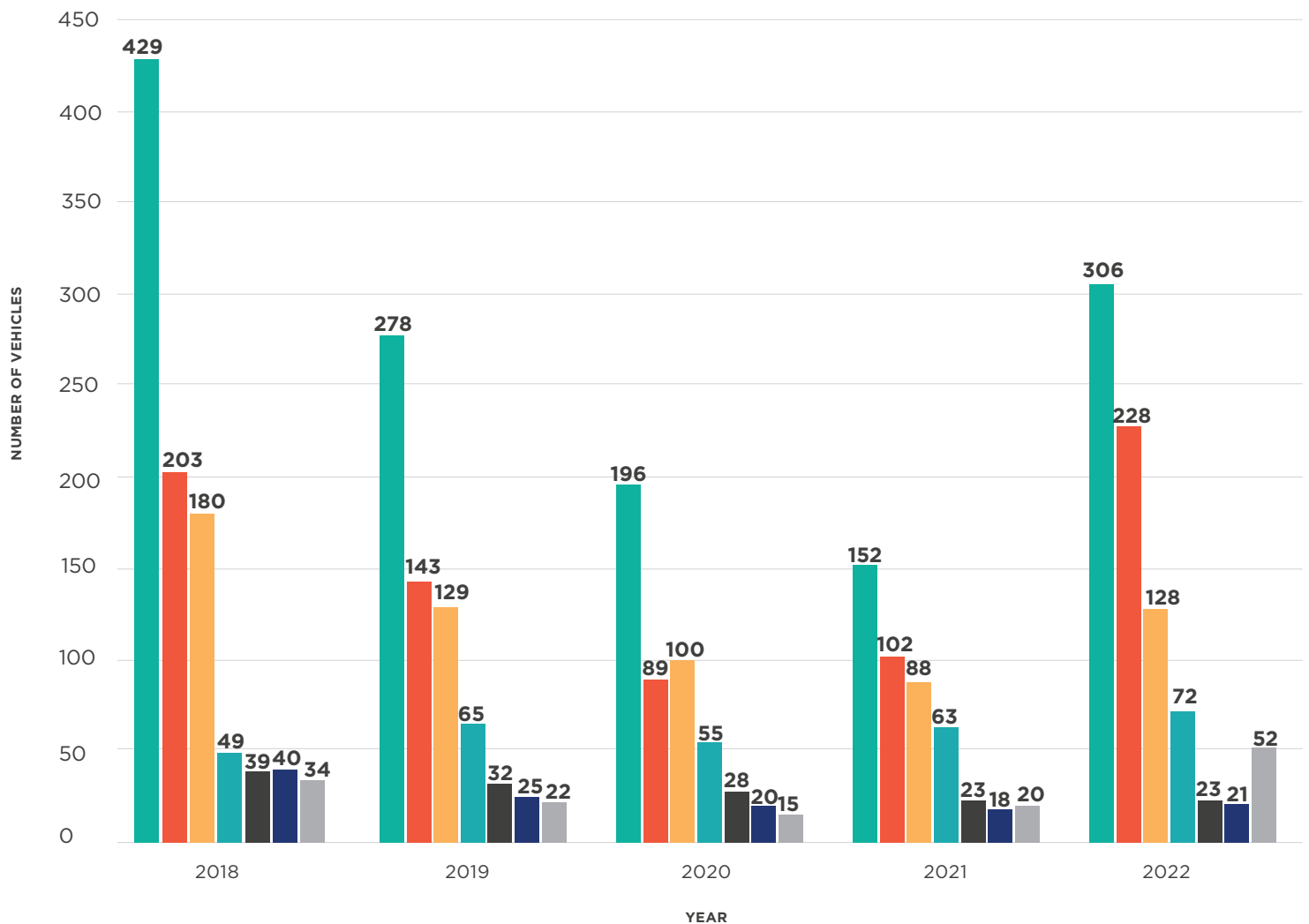


Posted Speed

- 40 - 55 MPH
- 20 - 35 MPH
- 60 MPH +
- <20 MPH
- Unknown



Vehicle Types



- Passenger Car
- (Sport) Utility Vehicle
- Pickup
- Motorcycle
- Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))
- Passenger Van
- Other