Commitment to Zero
2025 Safety Report

August 2025

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

TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Ocala-Marion Transportation Planning Organization
2710 East Silver Springs Boulevard, Ocala, FL 34470

www.ocalamariontpo.org

Commitment to Zero Pledge

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

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

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CRASH SUMMARY (2020 TO 2024) PUBLIC ROADWAYS IN MARION COUNTY

ALL CRASHES	**TOTAL CRASHES**	**AVG. CRASHES PER YEAR**	**AVG. ANNUAL INCREASE**
	45,414	**9,083**	**4.8%**
FATAL CRASHES	**NUMBER OF CRASHES**	**NUMBER OF FATALITIES**	**FATALITIES and SERIOUS INJURIES by MONTH**
	458	**515**	**Highest: MAY and MARCH Lowest: AUGUST**
SERIOUS INJURY CRASHES	**NUMBER OF CRASHES**	**SERIOUS INJURIES**	**SERIOUS INJURIES IN FATAL CRASHES**
	1,408	**1,735**	**138**
AVG. PER YEAR	**FATALITIES**	**SERIOUS INJURIES**	**BICYCLE-PEDESTRIAN Fatalities and Serious Injuries**
	103	**347**	**52**

ROAD *RELATED	**INTERSECTION**	**WEATHER Clear Conditions**	**LOCAL ROADS**	**DARK Not Lighted**
	36%	**69.5%**	**54%**	**26%**

DRIVER *RELATED	**DRIVER AGE**	**PASSGENGER AGE**	**NO SEAT BELT FATALITIES**	**ALCOHOL/DRUG RELATED**
	28% 60+ Years Old	**15% Under 15 Years Old**	**26%**	**15%**

CRASH TYPES	**TOP 3 TOTAL CRASHES**	**TOP 3 FATALITY**	**TOP 3 SERIOUS INJURY**
	Rear End Fixed Object/Run-Off Road Same Direction-Sideswipe	**Fixed Object/Run-Off Road Pedestrian Left Turn**	**Fixed-Object/Run-Off Road Left Turn Rear End**

*Fatal and Serious Injury crashes only

Crash Data Source: Signal Four Analytics: https://signal4analytics.com

Crashes on public roadways in Marion County (excludes private driveways, parking lots, forest roads, private roads)

INTRODUCTION

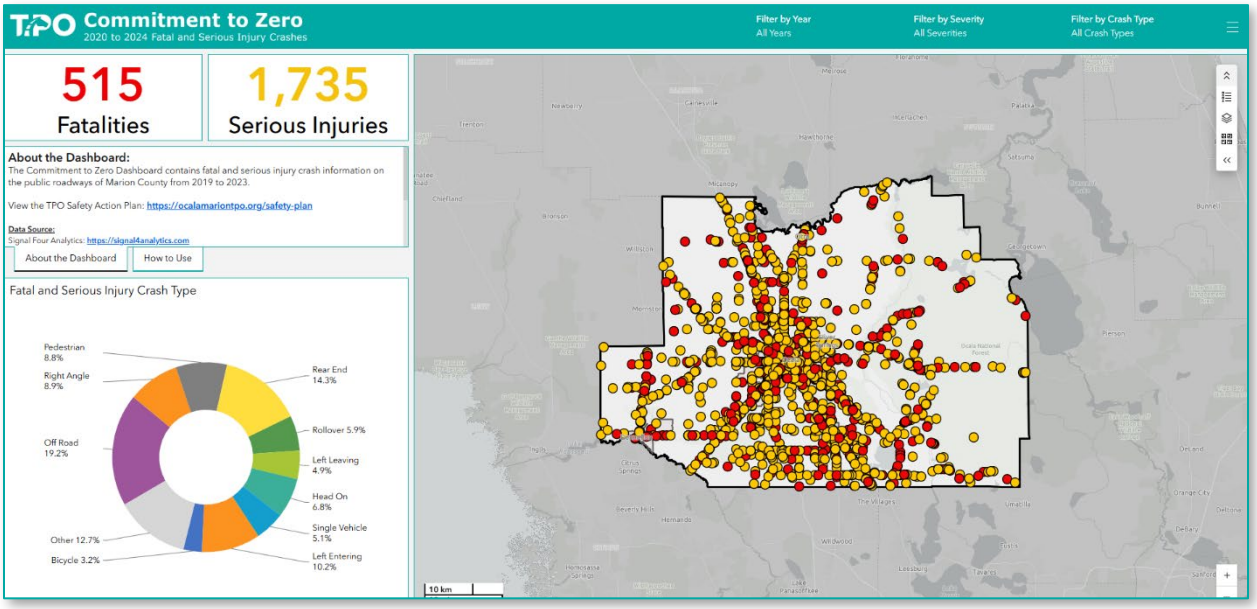
Commitment to Zero is the TPO's call to action to eliminate traffic-related fatalities and serious injuries by **2045**

Transportation Safety is a primary emphasis area 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 or effort isolated to the TPO. Commitment to Zero is a comprehensive initiative and how the community talks about, approaches, and addresses traffic safety. **Safety Action Plan**: (https://ocalamariontpo.org/safety-plan/).

The **goal** of Commitment to Zero is to achieve **zero fatalities** and **zero serious injuries** by **2045**. On an annual basis, the TPO Governing Board sets measurable targets to monitor and report on progress toward achieving this goal. The TPO's commitment to safety also includes the obligation of meeting federal reporting requirements and performance-based planning. This process represents an outcome-driven program that can be tracked transparently and adjusted as necessary.

The **2025 Commitment to Zero Safety Report** includes a five-year snapshot of safety activities and crash information on the public roadways in Marion County. The report is intended to be a resource for the citizens of Marion County. This report is supplemented by the **Commitment to Zero Dashboard** (**Figure 1**) located on the TPO website: (https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/).

Figure 1: 2025 Commitment to Zero Dashboard



The 2025 Safety Report is organized by three sections:

- **Community Safety Highlights**: Highlights of major safety activities, initiatives and projects in 2024 and 2025.
- **Total Crashes:** Summary of the most recent five-year period (2020 to 2024) of all traffic related crashes on *public roadways.
- **Fatal and Serious Injury Crashes:** Summary of the most recent five-year period (2020 to 2024) of fatal and serious injury crashes on public roadways.

*Crashes on public roadways in Marion County excludes private driveways, parking lots, forest roads, rail lines and private roads
Crash Data Source: Signal Four Analytics, https://signal4analytics.com

COMMUNITY SAFETY HIGHLIGHTS

SAFETY MATTERS

Marion County and the TPO launched the Safety Matters initiative to promote roadway safety through community education. Supported by 14 partners, the initiative highlights the shared responsibility of all road users. It received an Outreach Award from the Florida Department of Transportation (FDOT) at the 2025 Safety Summit and a Achievement Award from the National Association of Counties (NACo) for its impactful messaging.

Bike Lane Design Contest 2024
Ward Highlands Elementary

Bike Lane Design Contest 2025
Madison Street Academy

Bike Lane Design Contest

The TPO partnered with FDOT for a bike lane design contest at Ward Highlands and Madison Street Elementary Schools. Students showcased their creativity by using a bike lane marking template to create unique designs. The winning entries were installed by the FDOT maintenance crew on the school campus, promoting both artistic expression and bicycle safety.

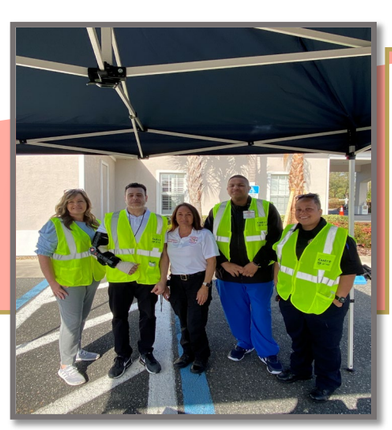
STOP ON RED WEEK

National Stop on Red Week raises awareness about the dangers of red-light running. To support this effort, the National Coalition for Safer Roads (NCSR), Ocala Marion TPO, and FDOT hosted pop-up events at State Road 40 and NE 25th Avenue in 2024, and at US 301 and US 441 in Belleview in 2025, to educate the public and encourage safer driving behaviors.

COMMUNITY SAFETY HIGHLIGHTS

Bike/Walk Central Florida

Since 2024, the Best Foot Forward for Pedestrian Safety program has been working successfully in Marion County. With assistance from FDOT's Target Zero initiative, the program has built a strong coalition of stakeholders focused on pedestrian safety.



HCA Florida Healthcare®

CarFit 2025 and Senior Lifestyles & Injury Prevention Program
In 2025, Marion County Fire Rescue, the Florida Department of Health, Strive! Physical Therapy, and HCA Florida Ocala Hospital hosted a CarFit event to help older adults improve safety and mobility by ensuring their vehicles fit them properly. HCA Florida Ocala Hospital also delivered "On the Right Road" and "Stepping Out Safely" presentations on vehicle and pedestrian safety to large retirement communities across the county.

MARION COUNTY COMMUNITY TRAFFIC SAFETY TEAM

The Marion County Community Traffic Safety Team (CTST)

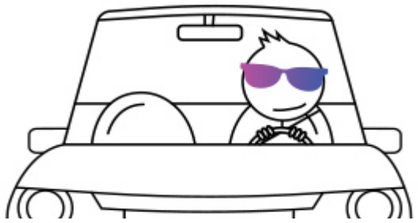
The Marion County CTST is a locally based group of professionals devoted to coordinating the improvement of traffic safety throughout Marion County. Representatives of the CTST come from law enforcement, fire rescue, local, regional and state government, health care, schools and non-profits. The CTST meets monthly to collaborate and help solve local traffic safety problems, and support greater public awareness.

COMMUNITY SAFETY HIGHLIGHTS

Marion County Fire Rescue took part in several community safety initiatives, including Back to School Bash events with Safe Kids and Advent across the county and at the World Equestrian Center, where they provided bike helmet fittings and distributed safety materials to children. They also participated in multiple CarFit events for seniors and supported a Safe Kids pedestrian and bicycle safety event at Eighth Street Elementary.

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Early. On time. A little late.
JUST GET THERE SAFELY.



FDOT

FDOT District Five began construction in fall 2024 on S.R. 200/Southwest College Road from east of I-75 to U.S. 301/U.S. 441/South Pine Avenue in Ocala. With Marion County among the nation's fastest-growing areas, traffic along this corridor has surged. To improve safety and operations, FDOT is replacing sections of the center turn lane with a raised median, adding segmented left-turn lanes, and installing three pedestrian hybrid beacons at key crosswalks. These upgrades support FDOT's Target Zero goal of getting everyone home safely.

COMMUNITY SAFETY HIGHLIGHTS

Through a grant award, Marion County is enhancing safety on County Road (CR) 475A. High Friction Surface Treatment and Paved Shoulders with Safety Edge are being installed at curves to reduce lane departure crashes, which account for nearly 50% of incidents on the corridor. The improvements are projected to prevent 6.6 crashes annually, with an estimated yearly savings of $736,920 and cost-benefit ratio of 4.08 to 1.

CR 475A Currently

Example of the completed project

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 City of Ocala received a FY 2023 Safe Streets and Roads for All (SS4A) grant to support the TPO Commitment to Zero Safety Action Plan. This grant aims to enhance roadway safety by reducing fatalities and serious injuries through planning and implementation efforts for all road users. The funding will develop a Local Road Safety Plan (LRSP) and a Speed Management Plan to improve safety on local roads, especially in neighborhoods and near schools.

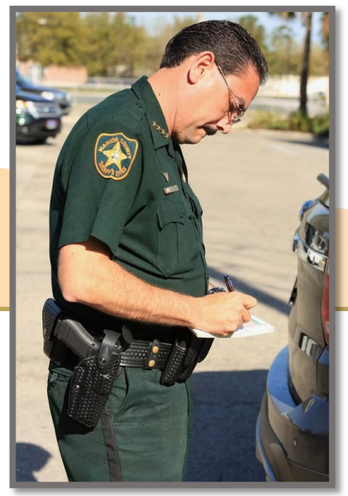
The City of Belleview, in coordination with Marion County, received $1.1 million of funding from the Florida Department of Transportation to construct a bicycle and pedestrian connection. This project will provide citizens a safe connection from Lake Lillian Park to US 441/301 along SE 52nd Court, and the Cross Florida Greenway at Santos Trailhead.

Marion County, in coordination with the City of Dunnellon, is constructing two new crosswalks on County Road 484/ West Pennsylvania Avenue east of Adams Street and east of Palmetto Way. The project also includes a barrier with railing over the Rainbow River Bridge and shared-use path connection on the south side to Blue Run Park.

COMMUNITY SAFETY HIGHLIGHTS

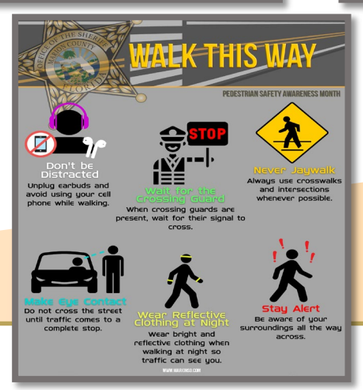
The Marion County Sheriff's Office Traffic Unit Enforcement Operations have been making our roads safer in Marion County!

STEER (Safety Through Engineering, Education and Responsibility) in collaboration with Ocala Police Department, Belleview Police Department and Florida Highway Patrol, monthly patrols have been conducted in high-crash, reckless-driving areas using layered enforcement (radar, marked/unmarked units, speed mitigation).



Partnering with the Best Foot Forward Crosswalk Enforcement

Plainclothes "decoy" pedestrians cross while uniformed deputies monitor and stop violators. Crosswalk yield compliance has risen at key locations from 40% to 56% after enforcement



High-Visibility Enforcement (HVE) and Pedestrian/Bicyclist Safety

Enforcement took place at locations with a history of pedestrian and bicyclist crashes. Flyers were distributed prior to enforcement to educate motorists on Florida's yield laws. Bicycle lights were also distributed, followed by targeted stops for non-compliance.

COMMUNITY SAFETY HIGHLIGHTS

Since mid 2024, The Ocala Police Department (OPD) is taking an aggressive approach to traffic enforcement. OPD added three more officers to better address traffic concerns and roadways with higher crashes. In the first half of 2025 alone, OPD issued a 94% increase in citations issued on traffic stops from 2024. There was also a 34% increase in overall traffic stops over the first 6 months of 2025 compared to 2024.

HIGH-VISIBILITY ENFORCEMENT TO REDUCE SPEEDING AND AGGRESSIVE DRIVING

High-Visibility Enforcement (HVE) and Pedestrian/Bicyclist Safety

OPD has been a successful recipient of the full use of HVE grants to support enforcement and education contacts in the City of Ocala. Over 865 hours have been logged, 4,479 contacts made and over 240 bike lights distributed to citizens.

TOTAL CRASH SUMMARY

This section provides a summary of the most recent five-year period of traffic crashes on public roadways in Marion County from 2020 to 2024.

Methodology

The source of the data used for the crash statistics summarized in this report are derived from Signal 4 Analytics and the Florida Department of Transportation (FDOT) Public Road Mileage and Travel (DVMT) reports. The TPO followed the FDOT Safety Crash Data Guidance[1] when gathering and reviewing the data for this report. Appendix A contains a summary of the process used to download and refine the data. Full documentation is available on the FDOT website.

Five-Year Summary Snapshot

A five-year summary of total traffic crashes is completed by the TPO on an annual basis to ensure consistency with the federally required safety performance measures target setting process. As displayed in Table 1, total crashes, including fatalities and serious injuries, has fluctuated over the past five years. On average, approximately 9,000 crashes, 100 fatalities and 350 serious injuries occurred annually on public roadways from 2020 to 2024.

Table 1: Five-Year Crash Summary (2020 to 2024)

Safety Performance Measure	2020	2021	2022	2023	2024	5-Year Average
Total Crashes	7,828	9,306	9,362	9,577	9,341	9,083
Crash Rate (Per 100 million VMT)	174.3	203.6	196.7	193.9	177.9	---
Total Fatalities[2]	104	91	109	97	114	103
Fatality Rate (Per 100 million VMT)	2.32	1.99	2.29	1.96	2.17	2.15
Total Serious Injuries[3]	292	250	469	422	302	347
Serious Inj. Rate (Per 100 million VMT)	6.55	5.56	9.85	8.54	5.75	7.22
Pedestrian Fatalities	22	18	17	13	21	18
Pedestrian Serious Injuries	14	16	15	28	23	19
Bicycle Fatalities	2	3	5	5	10	5
Bicycle Serious Injuries	12	8	14	9	5	10

[1] Crash Data Systems and Mapping: https://www.fdot.gov/Safety/safetyengineering/crash-data-systems-and-mapping

[2] Federal Highway Administration (FHWA) source. A crash is classified as **Fatal** if an injury sustained from the incident results in death within a 30-day period after the event. Serious/Incapacitating injuries resulting from a crash have major impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A **Serious Injury** crash includes: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at/or when taken from the scene.

Current Five-Year Trend

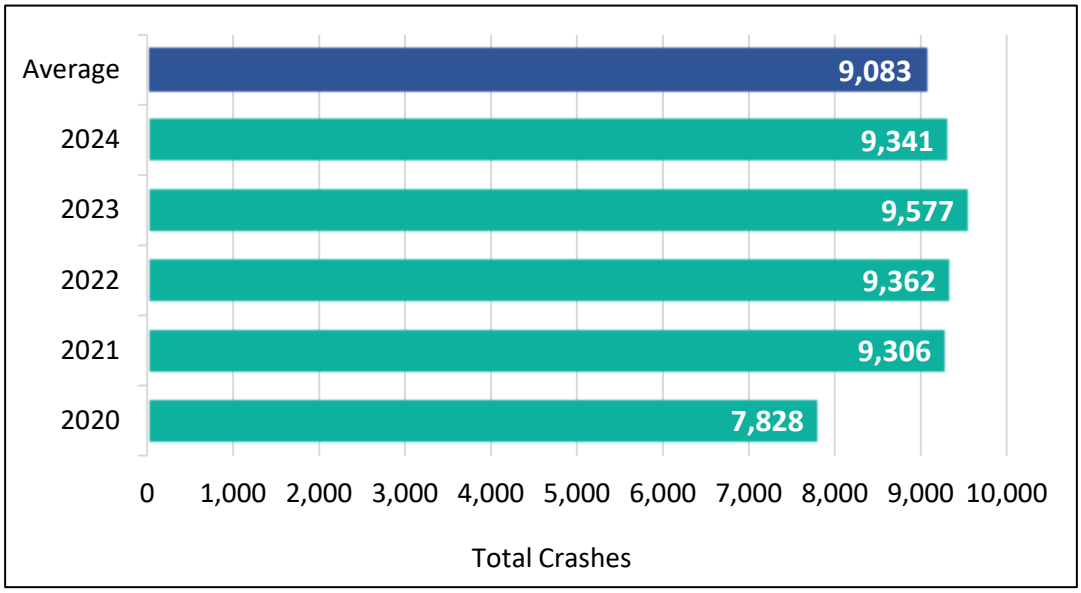
On average, approximately **9,000** traffic crashes occurred annually on public roads in Marion County resulting in the loss of life to about **100** people and seriously injuring **350**.

Over the five-year period, an average of 150 pedestrian and bicycle related crashes occurred each year in Marion County. This includes an average of 5 bicycle fatalities and 18 pedestrian fatalities, and 10 bicycle serious injuries and 19 pedestrian serious injuries. Further detailed information on all fatality and serious injury crashes are summarized in the next section.

Total Crashes

From 2020 to 2024, just over 45,000 crashes occurred on public roadways in Marion County (45,414). Figure 2 illustrates the annual number of crashes in Marion County over the past five years, including the five-year average.

Figure 2: Annual Countywide Crashes, 2020 to 2024

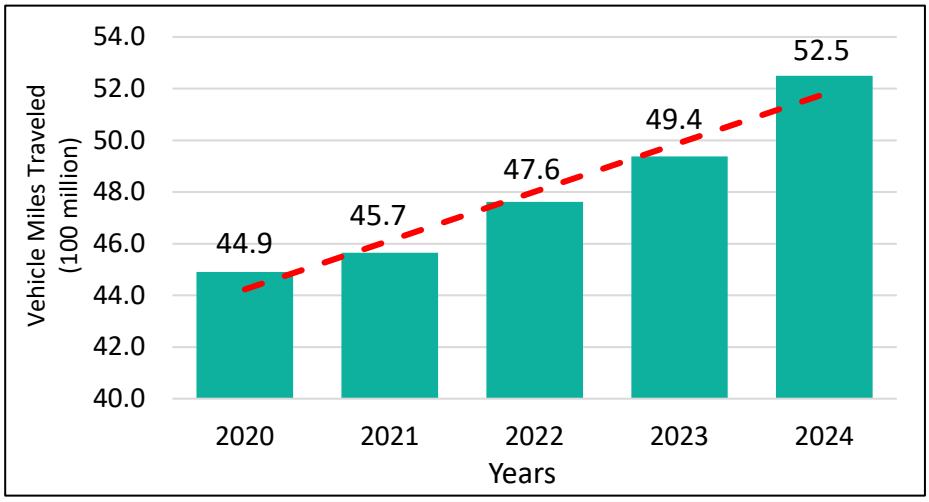


Countywide Traffic Growth

The summary results of crashes in Marion County over the past five years are statistics that can be misleading, if assessed in isolation. The increase of traffic in a growing community like Marion County must be considered as part of the analysis of crash trends. **Vehicle miles traveled (VMT)** is used to measure the level of traffic and distance traveled by motorists. VMT data helps to support "normalizing" crash data based on traffic growth in the respective area of study. VMT is used specifically in the calculation of crash rates, which involves the number of crashes compared to the level of traffic. Reviewing VMT supports a better understanding of the relationship between increased and/or decreased driving and impacts on crashes.

Figure 3 displays the total VMT (in 100 million) on public roadways in Marion County from 2020 to 2024. As displayed, a steady upward trend of VMT growth is evident since 2020. The average annual percent growth of VMT over the five-year period was 4%.

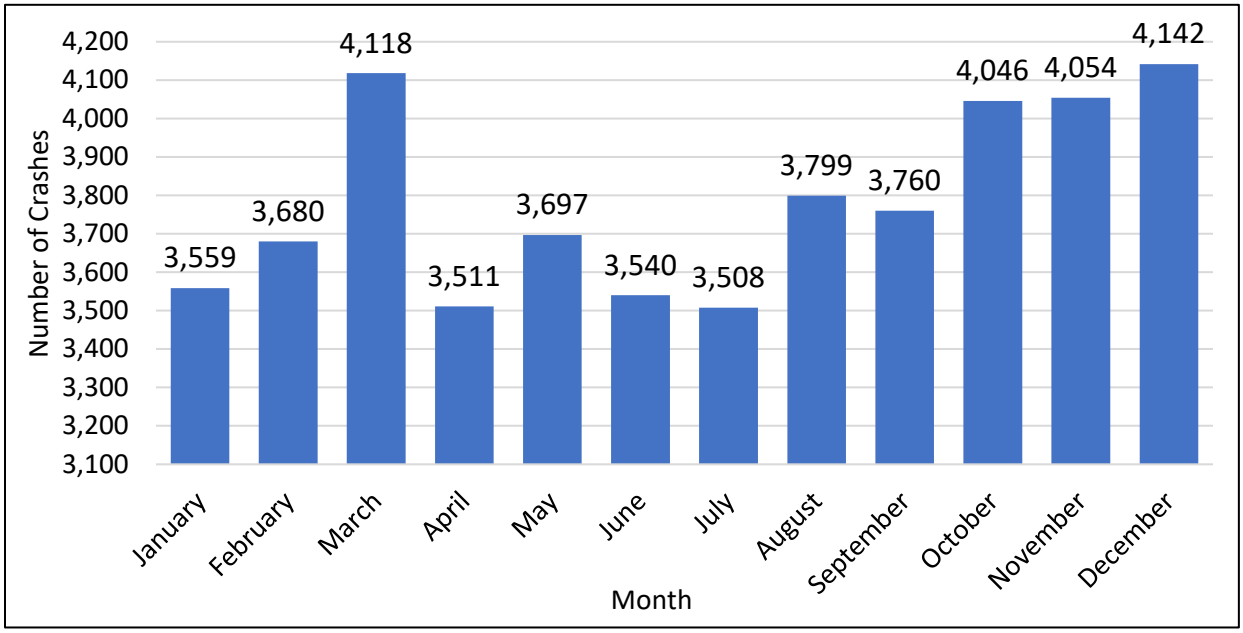
Figure 3: Vehicle Miles Traveled (100 Million), Marion County



Total Crashes by Month

Figure 4 displays the total number of crashes by month between 2020 and 2024. December and March were the two months with the highest five-year total crashes. July and April were the two lowest months for total number of crashes.

Figure 4: Five-Year Total Crashes by Month



Highest Months and Most Common Type of Crashes

December and **March** were the two highest months for total crashes

Rear End collisions were the most common type of crash (36%)

Top Five Crash Types

An analysis conducted of all crashes by type indicate that over one-third of all crashes (36.1%) on public roads over the five-year period were Rear End collisions. Table 2 summarizes the top five crash types and their respective percentages among all crashes from 2020 to 2024.

Table 2: Top Five Crash Types

Crash Type	Number of Crashes	Percentage
Rear End	16,411	36.1%
Fixed-Object/Off-Road	4,858	10.7%
Same Direction Sideswipe	4,557	10.0%
Right Angle/Turn	3,712	8.2%
Left Entering	3,407	7.5%

Top Crash Frequency Areas – Heat Map Summary

Figures 5 and 6 (next page) display total crashes on public roadways from 2020 to 2024 in summary heat maps. The maps display the frequency of crashes on Marion County roadways. As displayed, the highest visible concentrations of crashes are located within the City of Ocala and Central Marion County, and include major roadways, such as SR 200, SR 40, and US 27/US 301/US 441 and SR 464/Maricamp Road.

Figure 5: Heat Map of Total Countywide Crashes

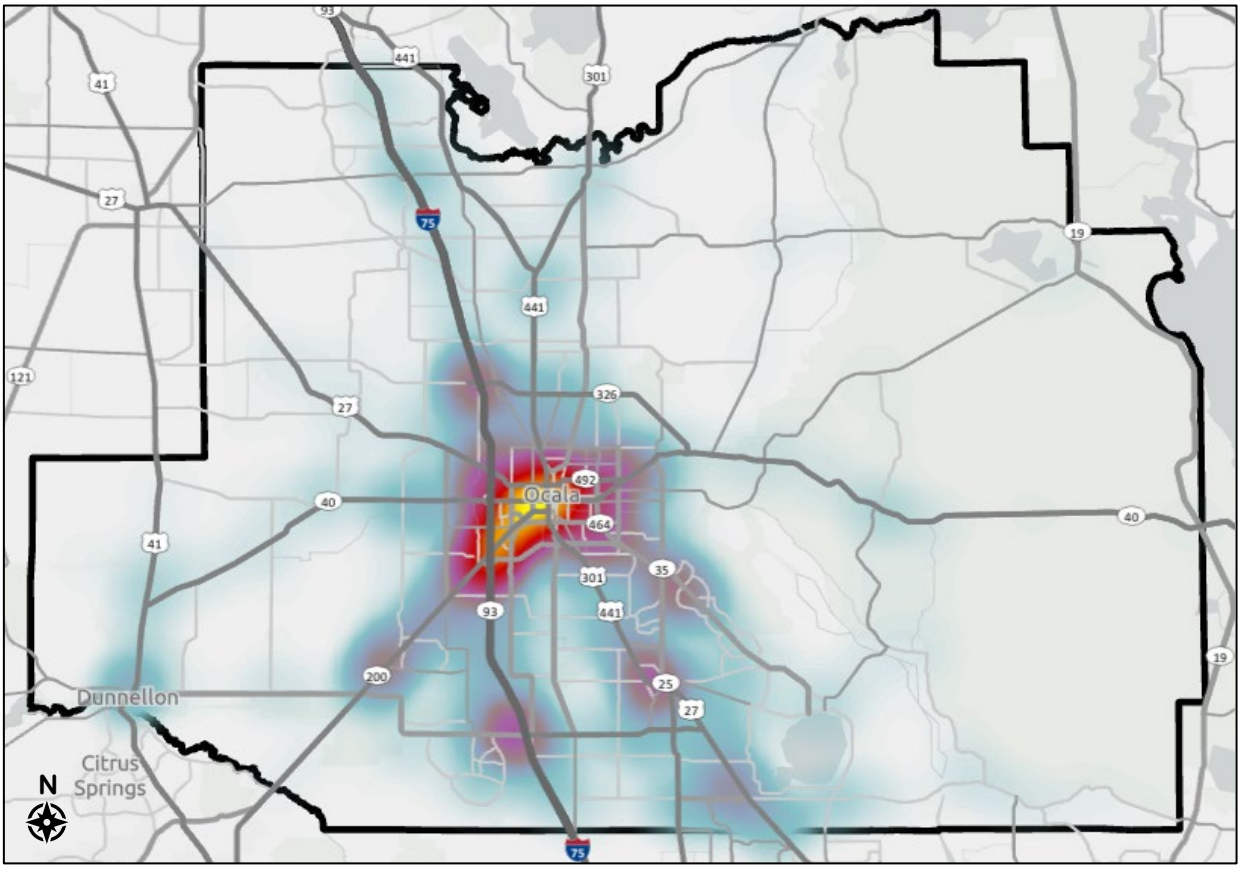
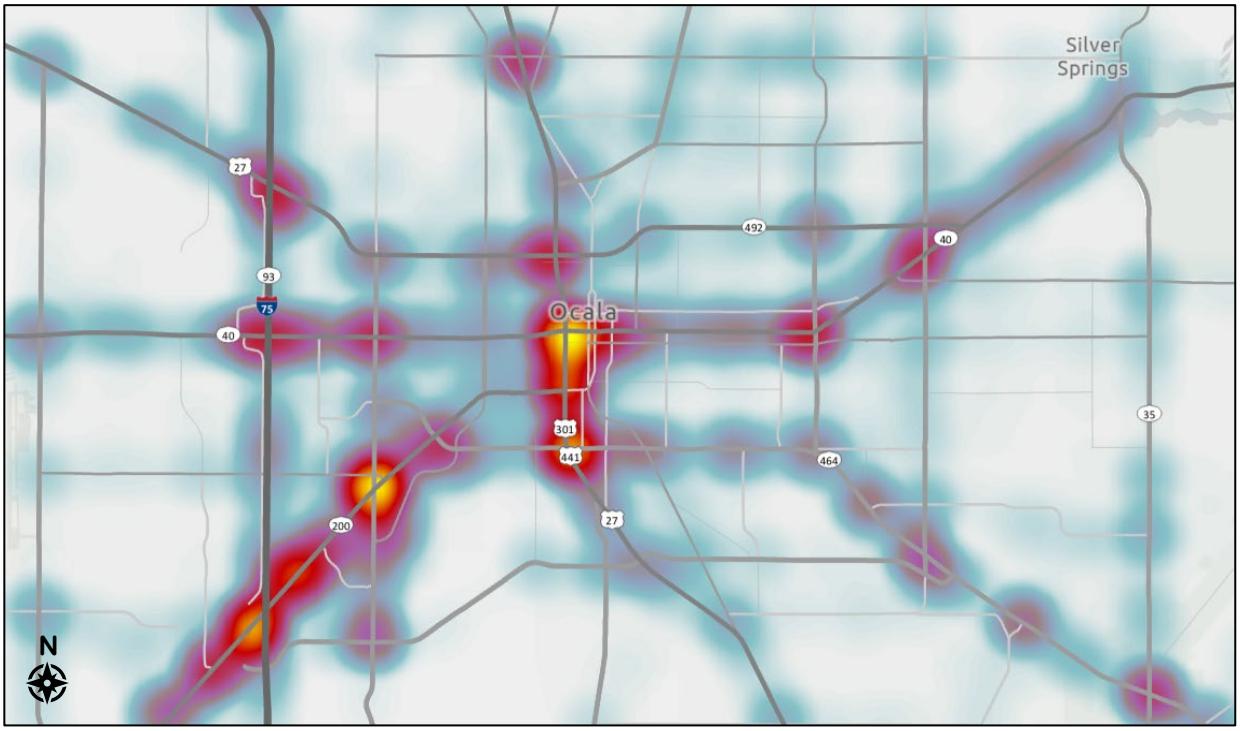


Figure 6: Heat Map of Total Crashes, Central Marion County



FATAL AND SERIOUS INJURY CRASH SUMMARY

This section provides a comprehensive summary of the most recent five-year period of fatal and serious injury crashes in Marion County from 2020 to 2024.

Crash Severity Analysis: Fatalities

From 2020 to 2024, a total of 458 crashes resulted in 515 fatalities on the public roadways of Marion County. As displayed in Figure 7, fatalities resulting from severe crashes fluctuated from a low of 91 in 2021 to a high of 114 in 2024. During this five-year period, the fatality crash rate ranged from 1.96 to 2.32 (Figure 8). The average number of fatalities per year was 103, including an annual growth rate of 3.4%, an overall upward trend. The average fatality rate was 2.15. The statewide average fatality rate for a similar time period (2019-2023) was 1.54.

Figure 7: Total Fatalities

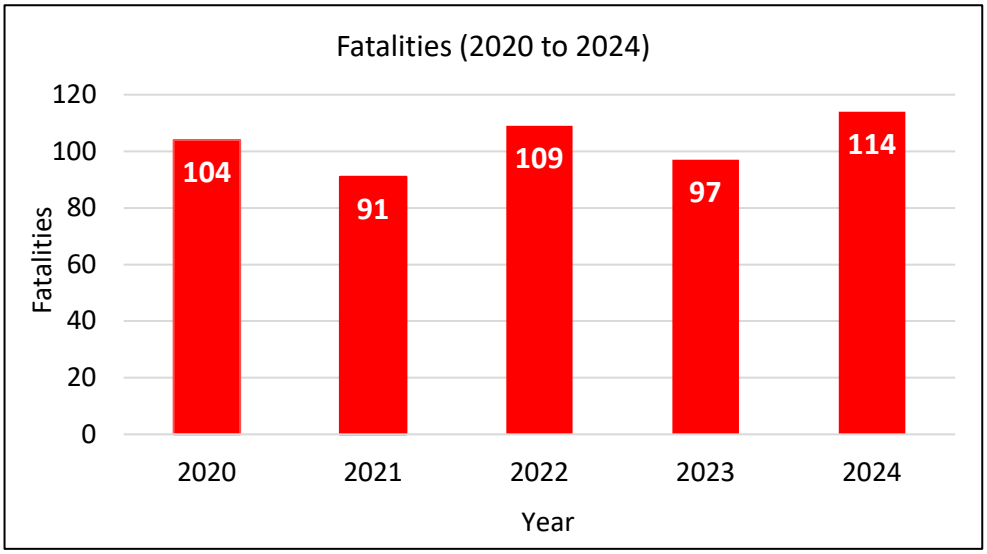
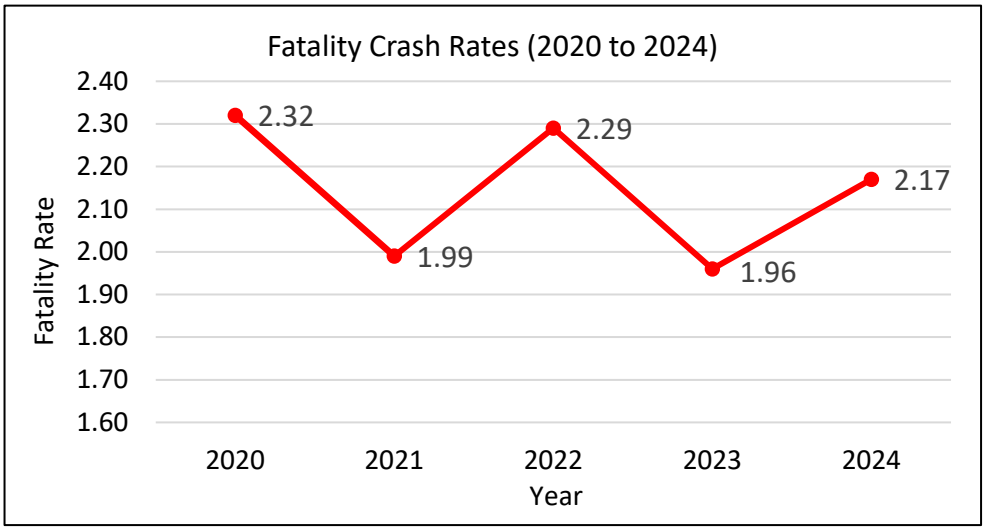


Figure 8: Fatality Crash Rates



The average Fatalities from severe crashes were 103 per year

Fatalities grew at an average rate of 3.4% per year from 2020 to 2024

Top Three Fatal Crash Types

An analysis conducted of fatal crashes by type indicate that Fixed-Object/Run-Off road collisions were the highest at 22%. Table 3 displays the top three crash types and their respective percentages among all fatal crashes from 2020 to 2024. The top three types constituted 55% of all fatal crashes.

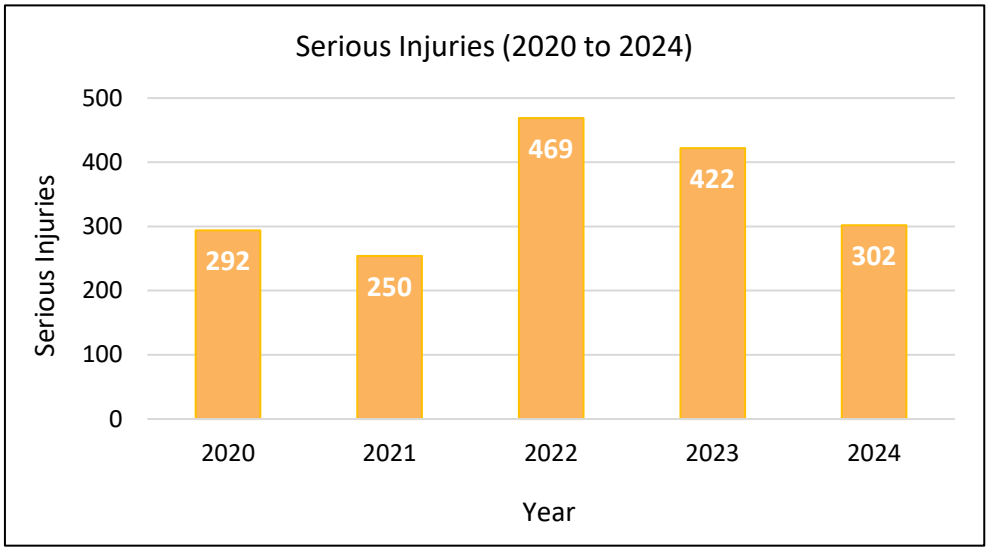
Table 3: Top Three Fatal Crash Types

Crash Type	Number of Crashes	Percentage
Fixed-Object/Off-Road	100	22%
Pedestrian	81	18%
Left Turns	68	15%

Crash Severity Analysis: Serious Injuries

From 2020 to 2024, a total of 1,408 crashes resulted in 1,735 serious injuries on the public roadways of Marion County. As displayed in Figure 9, serious injuries resulting from severe crashes ranged from a low of 250 in 2021 to a high of 469 in 2022. During this five-year period, the serious injury crash rate ranged from 5.56 to 9.85 (Figure 10). The average number of serious injuries per year was 347, including an annual growth rate of 8.7%. However, this growth was tied mainly to one year (2022) of a significant increase. Serious injuries declined in 2023 and 2024. The average serious injury rate was 7.22. The statewide average fatality rate for a similar time period (2019-2023) was 7.36.

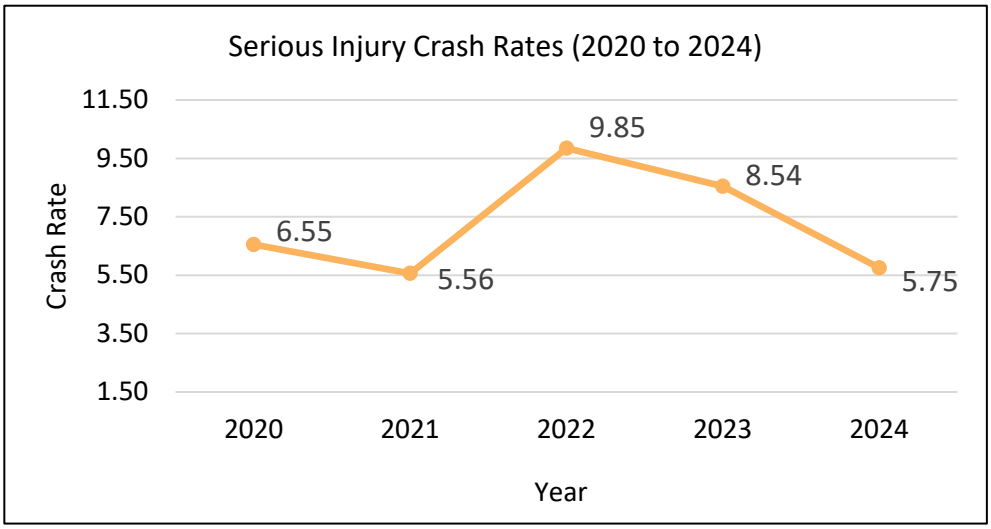
Figure 9: Total Serious Injuries



The average Serious Injuries from crashes were 347 per year

Serious Injuries declined in 2023 and 2024 after a significant increase in 2022

Figure 10: Serious Injury Crash Rates



Top Three Serious Injury Crash Types

An analysis conducted of serious injury crashes by type, indicate that Fixed-Object/Run-Off Road collisions were the highest at 19%, with Left Turn and Rear End collisions at 18%. Table 4 displays the top three crash types and their respective percentages among all serious injury crashes from 2020 to 2024. The top three types constituted 55% of all serious injury crashes.

Table 4: Top Three Serious Injury Crash Types

Crash Type	Number of Crashes	Percentage
Fixed-Object/Off-Road	245	19%
Left Turn	233	18%
Rear End	233	18%

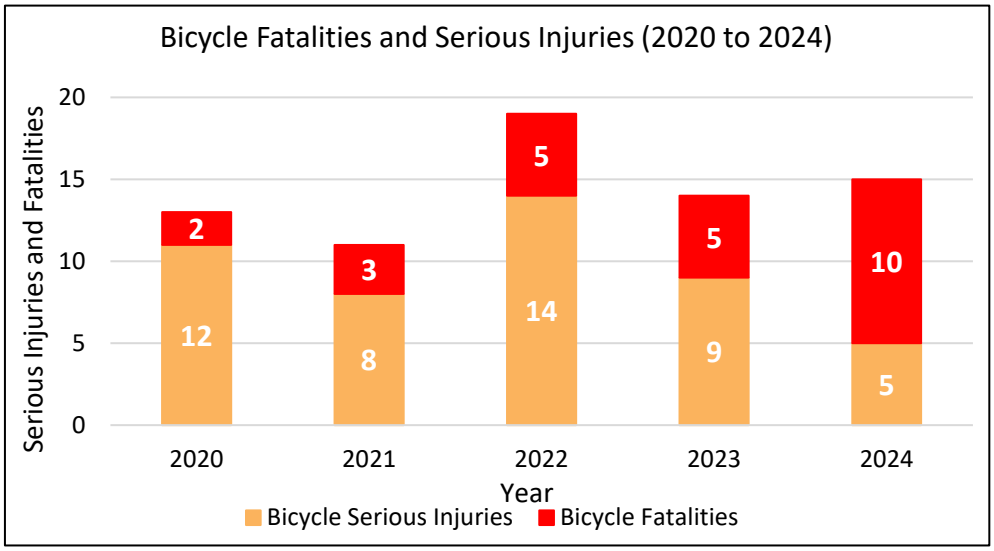
Crash Severity Analysis: Bicycle and Pedestrian Crashes

From 2020 to 2024, a total of 260 bicycle and pedestrian related fatalities and serious injuries occurred in crashes on the public roadways of Marion County (52 average per year). This statistic constitutes 11% of all fatalities and serious injuries during the five-year period. As displayed in Figure 11, bicycle fatalities and serious injuries ranged from a low of 11 in 2021 to a high of 19 in 2022. During this five-year period, Marion County experienced an average of 5 bicycle fatalities and 10 bicycle serious injuries per year. There was no evident upward or downward trend during the five-year period.

Bicycle and Pedestrian Fatalities and Serious Injuries

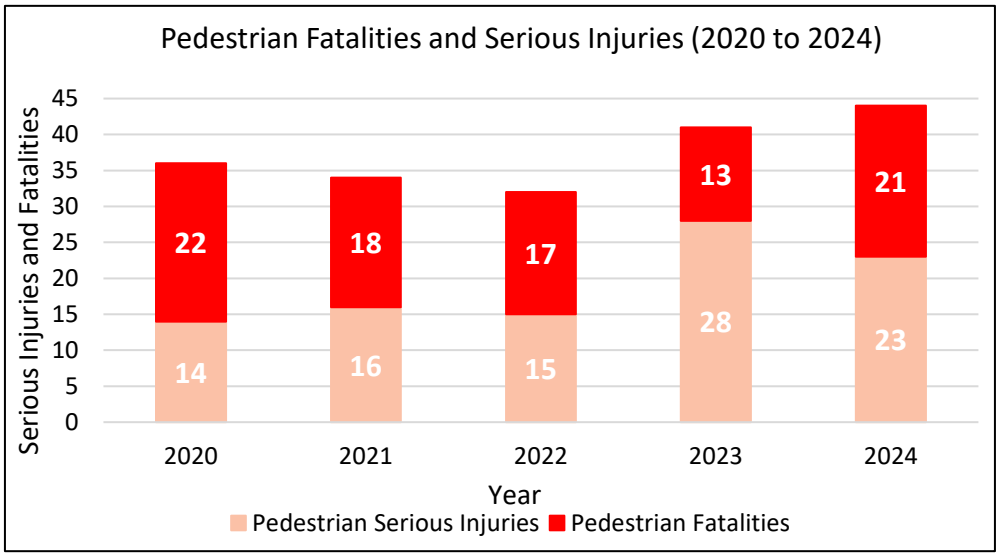
260 Bicycle and Pedestrian Fatalities and Serious Injuries
11% of all Fatalities and Serious Injuries involved Bicyclists and Pedestrians
An average of **52** Fatalities and Serious Injuries per year involved Bicyclists and Pedestrians

Figure 11: Bicycle Fatalities and Serious Injuries



As displayed in Figure 12, pedestrian fatalities and serious injuries ranged from a low of 32 in 2022 to a high of 44 in 2024. During this five-year period, Marion County experienced an average of 18 pedestrian fatalities and 19 pedestrian serious injuries per year. The last two years reflected an upward trend in the total of pedestrian fatalities and serious injuries.

Figure 12: Pedestrian Fatalities and Serious Injuries

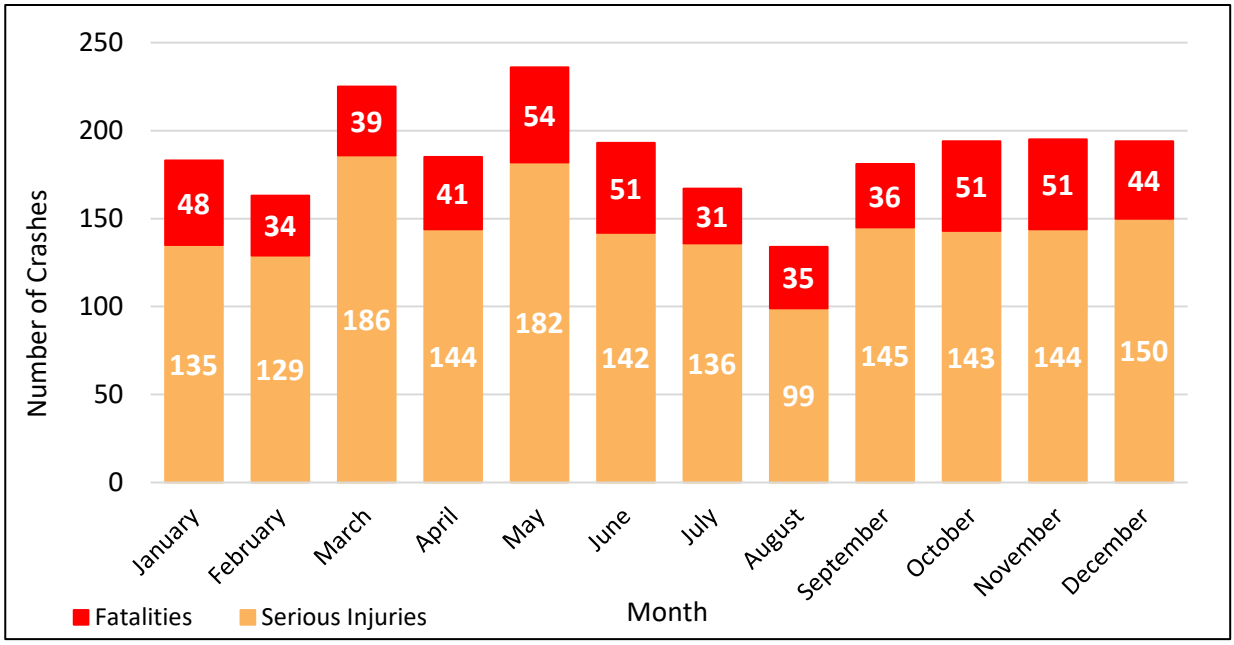


Fatality and Serious Injury Crash Profile

Total Fatal and Serious Injuries by Month

Figure 13 displays the total number of fatalities and serious injuries from severe crashes by month from 2020 to 2024. As shown, the two highest months for fatalities and serious injuries were May (236) and March (225). The lowest month was August (134).

Figure 13: Fatalities and Serious Injuries by Month



Highest Months of Fatalities and Serious Injuries

May and **March** were the two highest months
August was the lowest month

Top Crash Frequency Areas – Heat Map Summary

Figures 14 and 15 (next page) display fatality and serious injury crashes on public roadways from 2020 to 2024 in summary heat maps. The maps display the frequency of severe crashes on Marion County roadways. As displayed, the distribution of fatal and serious injury crashes is widespread the roadway network of Marion County, with the highest visible concentrations located within Central Marion County, including the most heavily traveled major roadways, such as I-75, SR 200, SR 40, and US 27/US 301/US 441.

Figure 14: Heat Map of Fatal and Serious Injury Crashes (2020 to 2024)

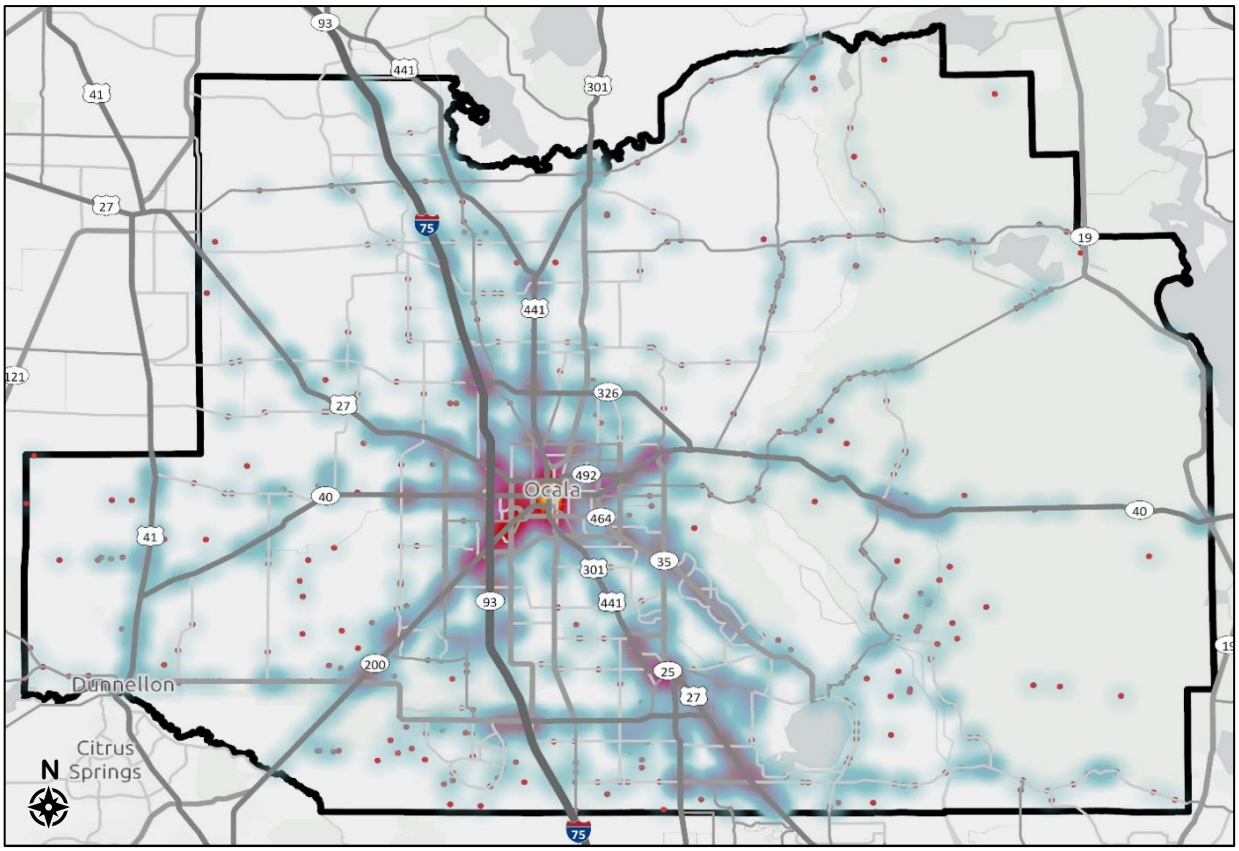
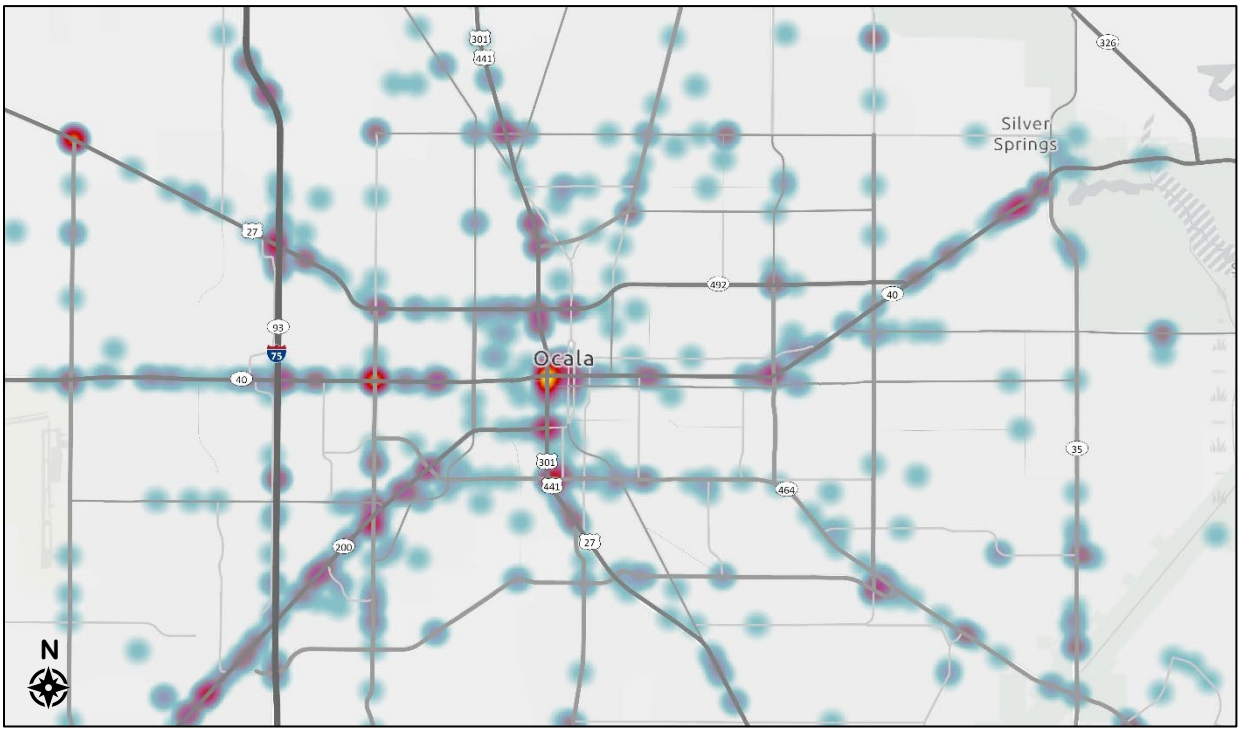


Figure 15: Heat Map of Fatal and Serious Injury Crashes, Central Marion County (2020 to 2024)

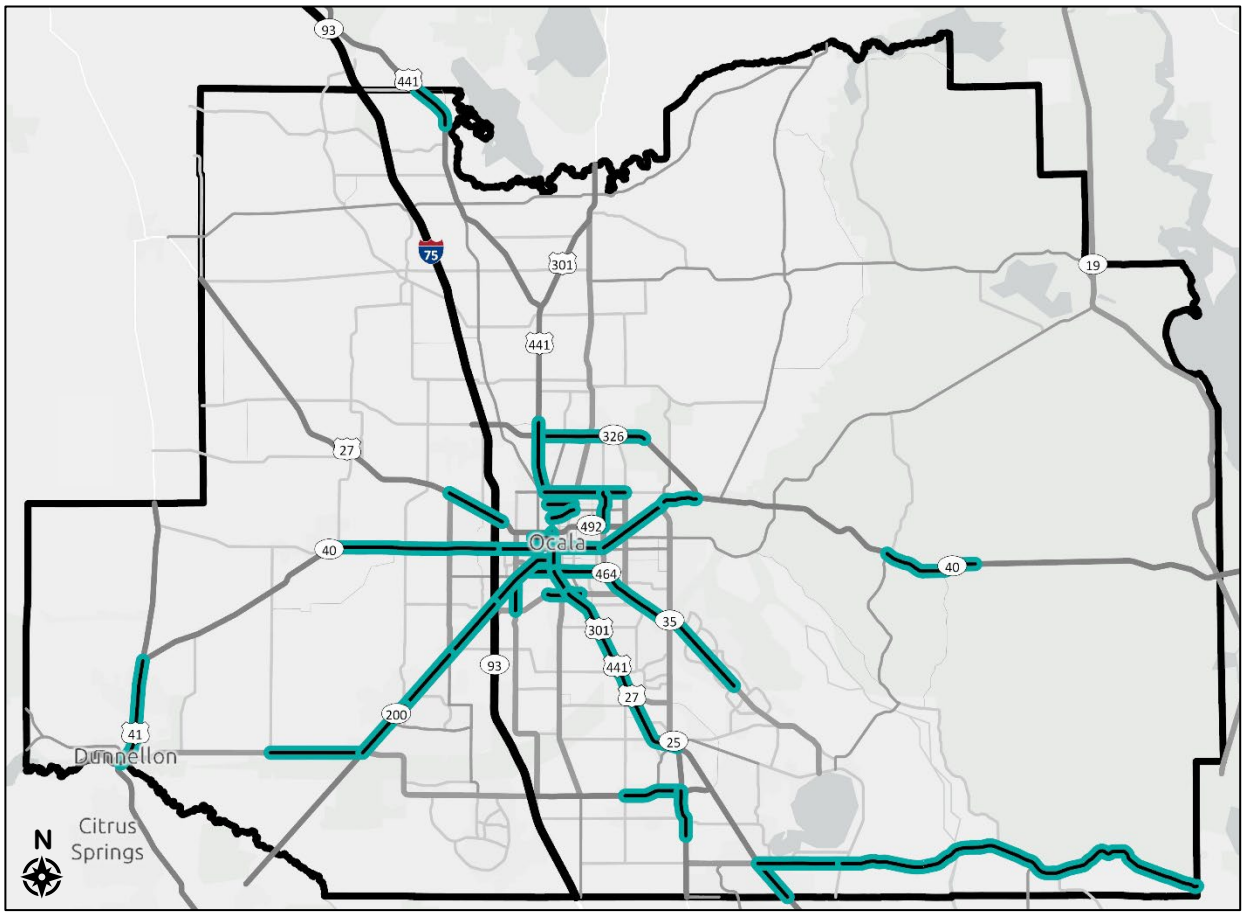


High Injury Network (HIN) Analysis

As part of the TPO's Commitment to Zero Safety Action Plan, a High Injury Roadway Network (HIN) was created in 2022. This network, as displayed in Figure 16, identifies where fatal and serious injury crashes occurred most often relative to traffic conditions or in the highest concentrations for all road users over a 7-year period. These corridor segments and intersections also reflect high priorities for implementing safety improvements, and state and local coordination. Appendix B contains the HIN roadway segments and identification map.

From 2020 to 2024, there were 132 fatal crashes on the HIN resulting in 143 fatalities or 28% of all fatalities. During the same time period, there were 372 serious injury crashes on the HIN resulting in 448 serious injuries or 26% of all serious injuries.

Figure 16: Commitment to Zero High Injury Network (HIN)



143
Fatalities on the HIN (28%)

448
Serious Injuries on the HIN (26%)

Fatal and Serious Injury Crash Characteristics and Conditions

A summary of fatal and serious injury crashes by ages of drivers, lighting conditions, weather and several other factors can help illuminate contributing factors. Crashes under different conditions are summarized as follows.

Age Groups

Figure 17 summarizes age groups of drivers fatally or seriously injured in crashes from 2020 to 2024. Drivers 60 plus years old (28%), followed by drivers 20 to 29 (20%), were the top two highest age groups involved in fatal or serious injury crashes. A total of 98 Teen Drivers (ages 15 to 19) and 311 Senior Drivers (65+) were in fatal and/or serious injury crashes.

Figure 17: Driver Ages in Fatal and Serious Injury Crashes

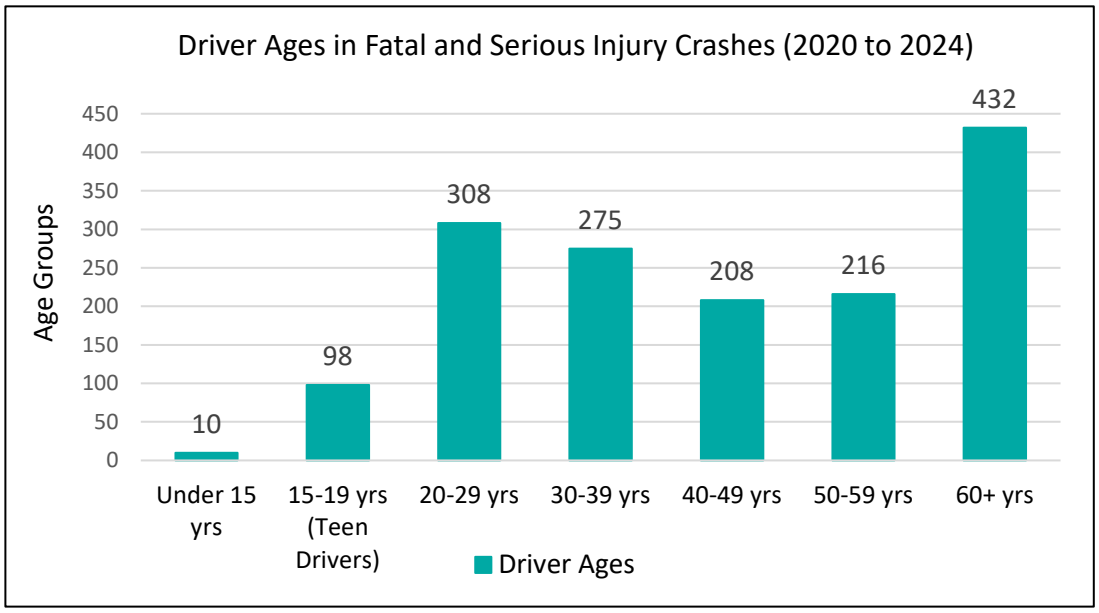
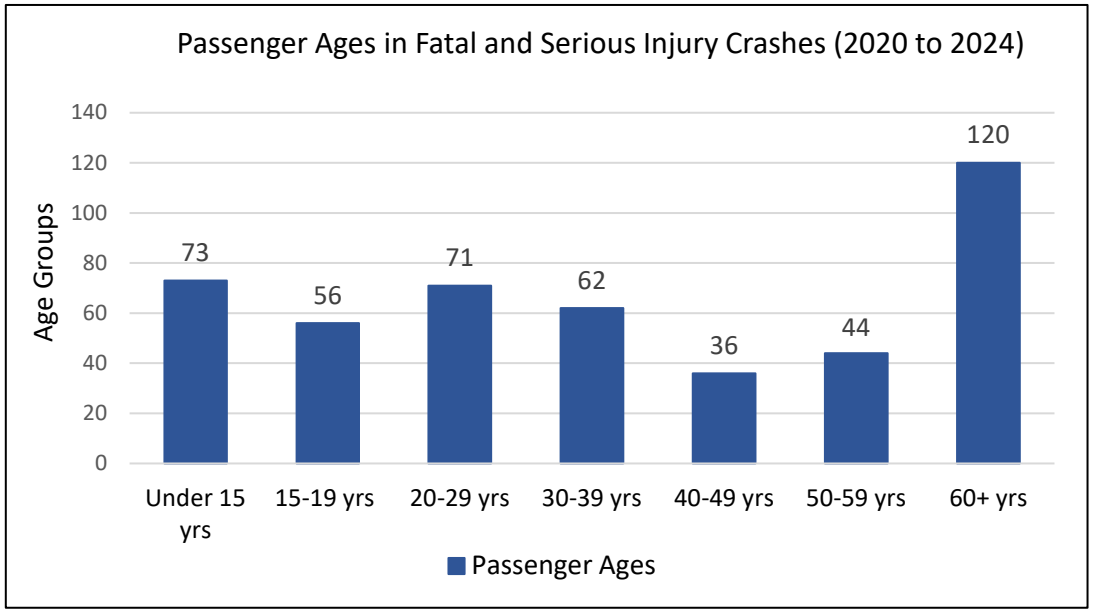


Figure 18 (next page) summarizes fatal and serious injury crashes by age groups for passengers involved in fatal and serious injury crashes from 2020 to 2024. Passengers 60 plus years old (26%) had the most fatalities and serious injuries, followed by passengers under 15 years old and 20 to 29 years old (15%).

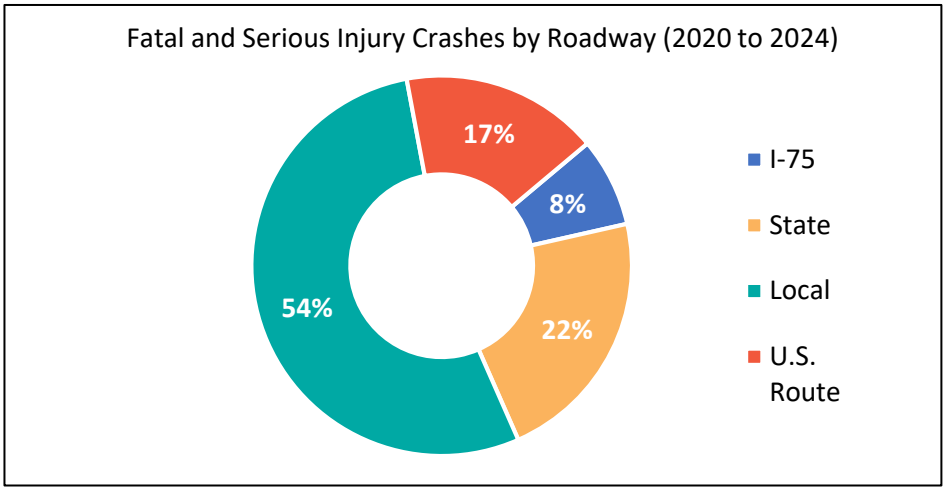
Figure 18: Passenger Ages in Fatal and Serious Injury Crashes



Roadway Type

Figure 19 depicts the distribution of road types where fatal and serious injury occurred from 2020 to 2024. Approximately 54% of all fatal and serious injury crashes occurred on local roadways and 46% on state-maintained roadways (I-75, US Routes, State Roads).

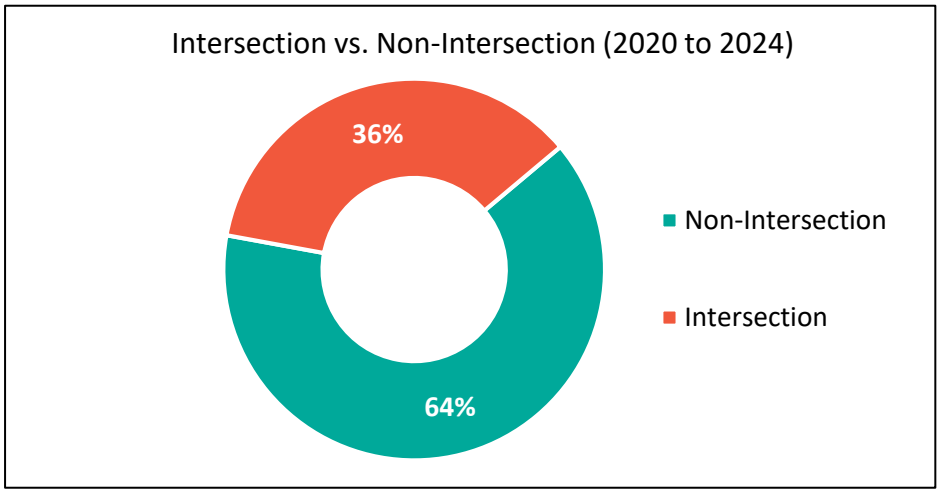
Figure 19: Fatal and Serious Injury Crashes by Roadway



Intersection vs. Non-Intersection Related

Figure 20 displays the breakdown of fatal and serious injury crashes at intersection and non-intersection related locations from 2020 to 2024. As shown, 64% of fatal and serious injury crashes occurred at non-intersection locations and 36% at intersections, as reported by law enforcement.

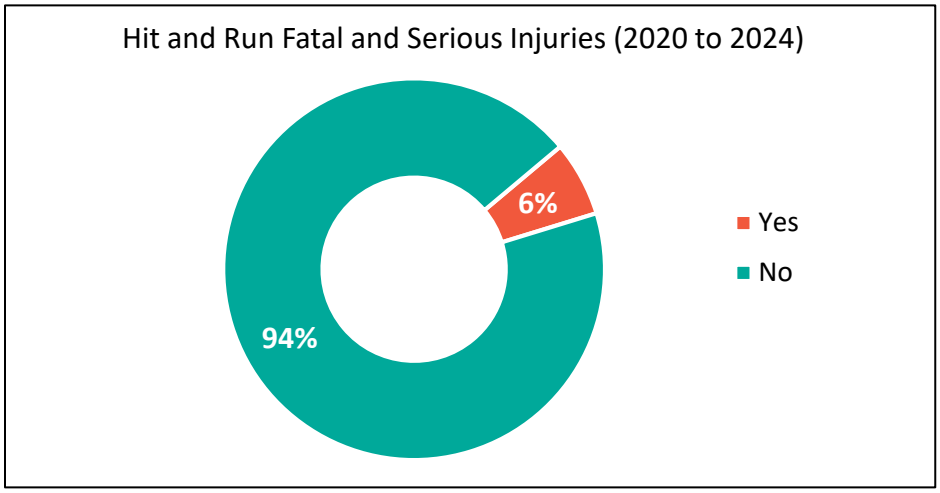
Figure 20: Intersection vs Non-Intersection, Fatal and Serious Injury Crashes



Hit and Run

A total of 6% of fatal and serious injuries from 2020 to 2024 were due to Hit and Run crashes, as reported by law enforcement, and illustrated in Figure 21.

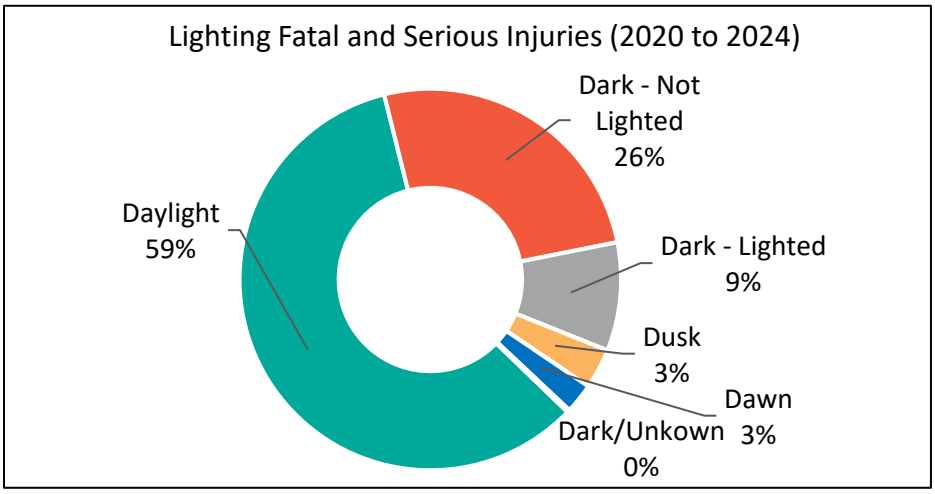
Figure 21: Hit and Run Fatal and Serious Injury Crashes



Lighting Conditions

Lighting conditions for fatal and serious injury crashes from 2020 to 2024 are displayed in Figure 22. A total of 59% of fatal and serious injury crashes occurred during daylight hours and 26% in dark-not lighted conditions.

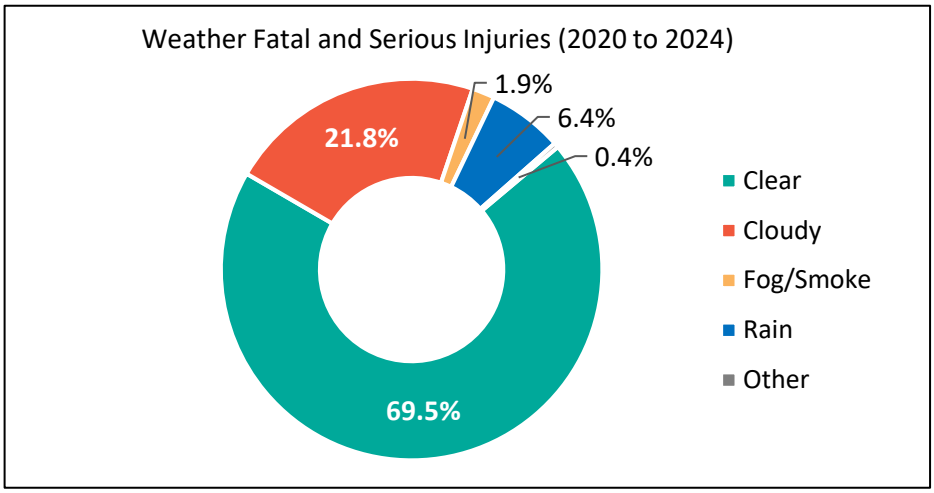
Figure 22: Lighting Conditions Fatal and Serious Injury Crashes



Weather Conditions

Statistics on weather conditions during fatal and serious injury crashes indicate that 69.5% of fatal and serious injury crashes occurred in clear conditions; the second most common condition was cloudy, with 21.8% of all crashes as displayed in Figure 23.

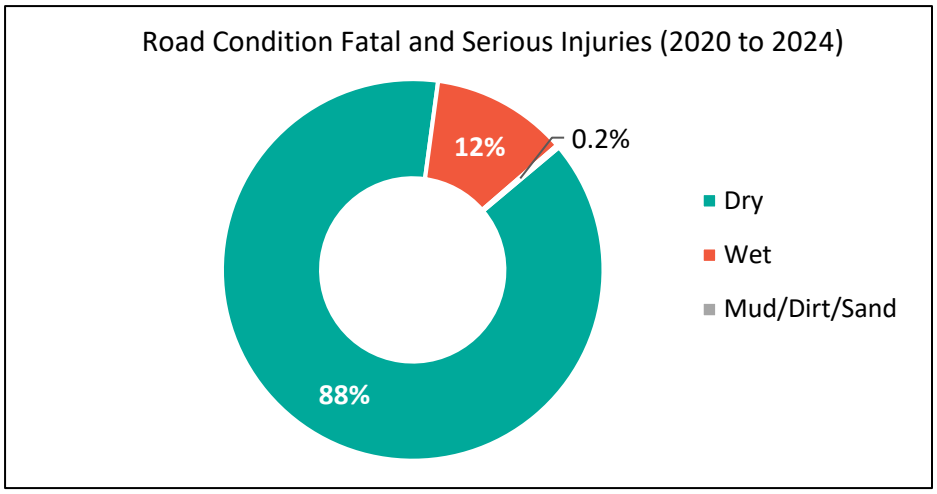
Figure 23: Weather Conditions for Fatal and Serious Injury Crashes



Road Surface Conditions

Figure 24 shows that 88% of fatal and serious injury crashes from 2020 to 2024 occurred on dry road surfaces, and 12% occurred on wet road surfaces.

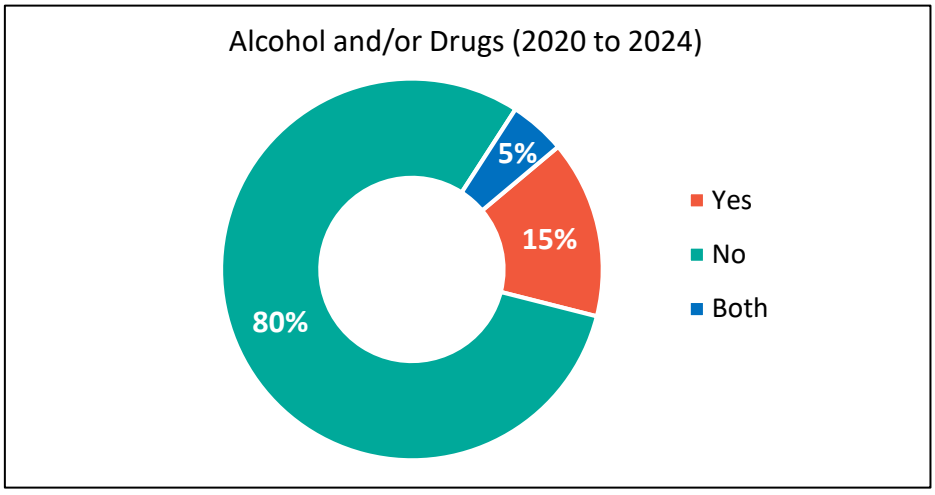
Figure 24: Road Surface Condition of Fatal and Serious Injury Crashes



Alcohol and/or Drugs Confirmed

Figure 25 illustrates that 15% of fatal and serious injury crashes from 2020 to 2024 occurred with at least one driver under the influence of alcohol and/or drugs. A total of 5% of fatal and serious injury crashes were reported by law enforcement as involving both alcohol and drugs.

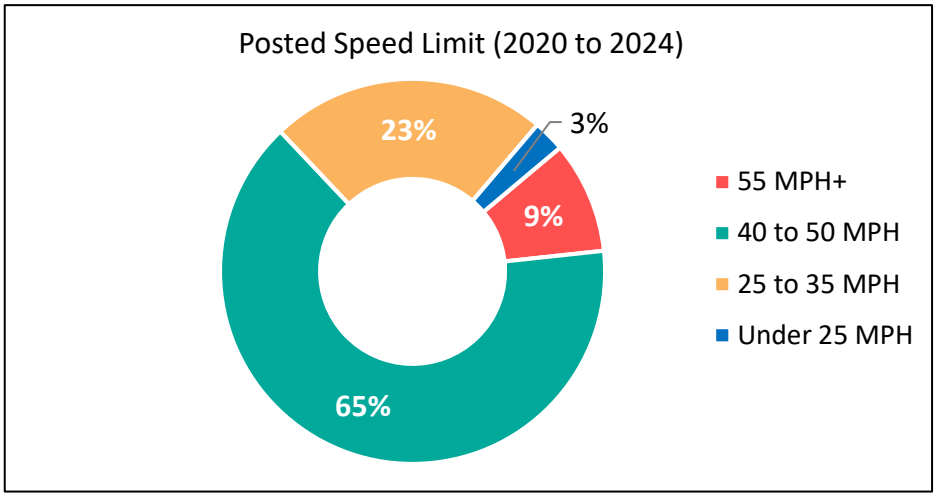
Figure 25: Alcohol and/or Drugs Confirmed for Fatal and Serious Injury Crashes



Posted Speed Limit

Figure 26 illustrates that 65% of fatal and serious injuries occurred on roadways with posted speed limits of 40 to 50 miles per hour (MPH). The next highest category was 25 to 35 MPH.

Figure 26: Posted Speed Limit of Roadways, Fatal and Serious Injuries



Transported by Emergency Medical Services (EMS)

A total of 2,586 victims of fatal and serious injury crashes were transported by Emergency Medical Services, as reported by law enforcement from 2020 to 2024.

2,586 victims of Fatal and Serious injury crashes were transported by EMS

Restrained vs. Unrestrained (Seatbelt Use)

As reported by law enforcement, a total of 209 Unrestrained (no seatbelt) Serious Injuries from crashes occurred from 2020 to 2024. This statistic represents 12% of total serious injuries. A total of 136 Unrestrained Fatalities from crashes occurred from 2020 to 2024. This statistic represents 26% of total fatalities.

26% of Fatalities and **12%** of Serious Injuries were unrestrained by a seatbelt

Motorcycles

From 2020 to 2024, there were 1,058 crashes involving 1,216 motorcyclists on public roads, resulting in 90 fatalities and 235 serious injuries. The average over five years was 210 motorcycle-related crashes, resulting in 65 fatalities and serious injuries.

An average of **210 crashes** involving motorcyclists resulted in **65 Fatalities** and **Serious Injuries** per year on public roadways

ACTION PLAN EMPHASIS AREAS

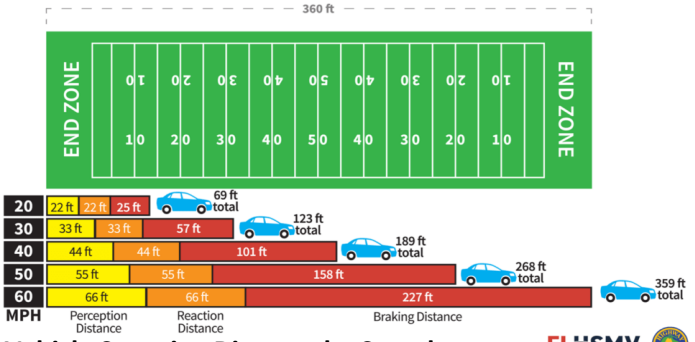
The **Commitment to Zero Safety Action Plan** outlines a systemic approach to improving safety based on the major causes of fatal and serious injury crashes in Marion County. The following five emphasis areas provide a framework to continue the ongoing commitment to achieving the goal of zero fatalities and serious injuries.

Culture of Safety

A commitment to zero deaths and serious injuries requires a change in culture, both within public agencies and organizations and from the citizens of Ocala/Marion County. Traffic-related **deaths** must be recognized as **unacceptable** and **preventable**. This includes shared responsibility from all users, including drivers, pedestrians and bicyclists.

Speed Management

Speed is a fundamental predictor of crash survival. **Speed** directly contributes to **crash severity**. Setting Target Speeds and/or lowering speed limits on major arterials, along with increased traffic enforcement, are strategies to mitigate fatal and serious injury crashes.



Vehicle Stopping Distance by Speed

Source: Florida Highway Safety Motor Vehicles

Non-Motorized Users

Without the protection of an automobile, the human body has limited tolerance for speeds higher than 20 mph. Speed is an even bigger factor for non-motorized users. People walking and riding a bicycle, especially those who are young or old, are more likely to be seriously injured or killed in a crash. Although people walking and biking are involved in a small percentage of total crashes, they represented **11%** of those **killed** and **seriously injured** from 2020 to 2024.

Separated multi-use pathways, lighting, crosswalk/crossing enhancements, and leading pedestrian interval (LPI) signals are examples of a toolbox of strategies available to improve safety for bicyclists and pedestrians, which represent some of the most vulnerable users of transportation.

Run-Off Road Crashes

Fixed-Object/Run-Off road collisions were the highest type of fatal and serious crashes in Marion County from 2020 to 2024, accounting for **22%** of the **traffic-related deaths**. There are many factors that contribute to a vehicle leaving a roadway, including high speeds, distractions, impairment, lighting conditions, roadway surface conditions, and roadway edge or shoulder conditions.

Working together to advance roadway designs that are more forgiving to driver error or provide visual and audible cues to the driver either through the physical environment, such as rumble strips and wide paved shoulders, have potential to help mitigate run off road crashes, especially when combined with other strategies like lighting enhancements and speed management.

Intersection Operations

36% of all **fatal** and **serious injury crashes** occurred at **intersections** from 2020 to 2024. Generally, there are greater opportunities for conflict and collisions at intersections due to the number of vehicles and other users crossing paths and making complex maneuvers. Identifying opportunities that limit conflicts between vehicles and vehicles with bicyclists and pedestrians, can help reduce the severity and overall number of crashes at intersections. Exploring opportunities for geometric improvements and innovative intersection designs, such as roundabouts, flashing left-turn signals, protected turn signals, improved lighting and enhanced crosswalks, should be part of the standard design process for all projects.

APPENDIX A: CRASH DATA ANALYSIS METHODOLOGY

SAFETY CRASH DATA GUIDANCE

WHY WAS THIS GUIDE DEVELOPED?

To guide Transportation Professionals in building a complete crash data set using the most recent crash data available for a specific project or location, as required in FDOT's manuals for various safety analyses.

WHO IS THE INTENDED AUDIENCE?

Transportation Planners and Engineers, including FDOT Staff, Partnering Agencies, and Consultants who download and review crash data to perform safety analyses.

WHAT IS THE INTENDED USE OF THE GUIDE?

Apply this process when a safety analysis is needed on any project or location on the State Highway System. The process can also be applied to the off-system roadway network.

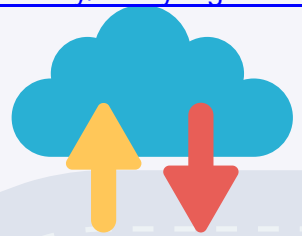
WHICH AGENCIES ARE RESPONSIBLE FOR THE RECOMMENDED DATABASES?

- Crash Data:
  - Signal Four Analytics (Signal Four) - GeoPlan Center, University of Florida
  - State Safety Office Geographic Information System (SSOGis) - State Safety Office, FDOT
- Crash Reports:
  - Signal Four Analytics - Florida Highway Safety and Motor Vehicles (FLHSMV)

04.17.2023

Full Documentation available at:
https://www.fdot.gov/Safety/safetyengineering/crash-data-systems-and-mapping

CRASH DATA PROCESS



1 DOWNLOAD DATA

Obtain access to the Crash Data and Crash Reports
- Signal Four – FDOT Project Manager to request New User Access*
- SSOGis– Publicly available

When downloading crash data, consider:
- Data years required
- Injury Severity
- On- or Off- State Highway System

2 CLEAN DATA

Remove crashes based on the following characteristics:
- Occurred outside the project limits
- Occurred in parking lots or outside of the study limits' influence area

Recode "blank" and "non-traffic fatality" crash severities to "No Injury."
Recode any miscoded / uncoded crash types (e.g., "left-turn", "angle", "head-on", "unknown", "other") based upon reviews of crash reports.

4 SAFETY ANALYSIS

Begin safety analysis with clean dataset:
Determine the level of analysis required for evaluation based on available data

3 SUMMARIZE DATA

Summarize clean dataset in a spreadsheet tool
Identify crash patterns and trends (e.g., by year, month, day, time, crash type, injury levels)

CLICK NEXT

* Staff with a valid FDOT email have access to the databases, watch the trainings for additional guidance on requesting access (e.g., AARF)

GETTING STARTED: AVAILABLE DATA

FIND THE PATH THROUGH THE FOLLOWING QUESTIONS

WHEN TO PULL CRASH DATA?

- When you are performing safety analysis as required by FDOT manuals and guidelines, or otherwise evaluating historical crash patterns and trends to make safety related recommendations.

WHEN TO PULL CRASH REPORTS?

- When verification of crash data attributes and greater understanding of the cause and result of a crash is needed.
- When information from the crash narrative and/or the collision diagram is needed.

HOW IS ACCESS TO THE CRASH DATABASES OBTAINED?

- Coordinate with your FDOT Project Manager to request access to Signal Four - Event Analysis.
- Note that the **Signal Four** - Florida Traffic Safety Dashboard and **SSOGis** are publicly available and no login information is required.

WHAT IS THE DIFFERENCE BETWEEN A SHORT AND LONG-FORM CRASH REPORT?

LONG-FORM CRASH REPORT PER F.S.316.066

- Completed by law enforcement when any of the following are met:
  - The crash resulted in death of, personal injury to, or any indication of complaints of pain or discomfort by any of the parties or passengers involved in the crash.
  - A driver leaves the scene of a crash resulting in property damage without providing information and/or rendering aid.
  - An involved road user was under the influence of alcohol or drugs.
  - The crash required an involved vehicle to be removed by a wrecker.
  - The crash involved a commercial motor vehicle.
- Contains a collision diagram and narrative.

SHORT-FORM CRASH REPORT

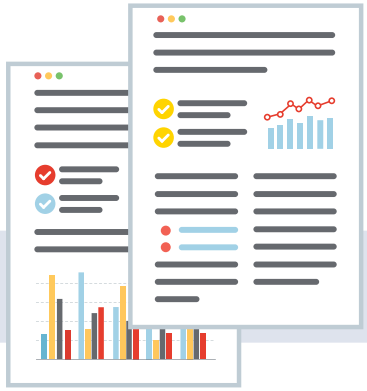
- Completed by law enforcement for crashes not meeting the long-form conditions.
- A collision diagram and narrative are not required.
- Note that driver exchange information is not included in the crash databases.

WHICH CRASH DATA SOURCES SHOULD BE USED?

- Signal Four should be used to download crash data within the study limits.
- The Florida Highway Safety and Motor Vehicles (FLHSMV) is the official repository of crash records for the State of Florida.

WHAT ARE THE DIFFERENCES BETWEEN THE TWO CRASH DATABASES?

- Signal Four receives the crash records from the FLHSMV, including short and long-form crash reports on all public roadways. The database have different timeliness, geolocation processes, and data features based on the crash severity.
- Signal Four - Event Analysis is restricted to authorized users; refer to the **Available Data** section of this Guide for more information on obtaining access. **Signal Four** - Florida Traffic Safety Dashboard and **SSOGis** are publicly available.



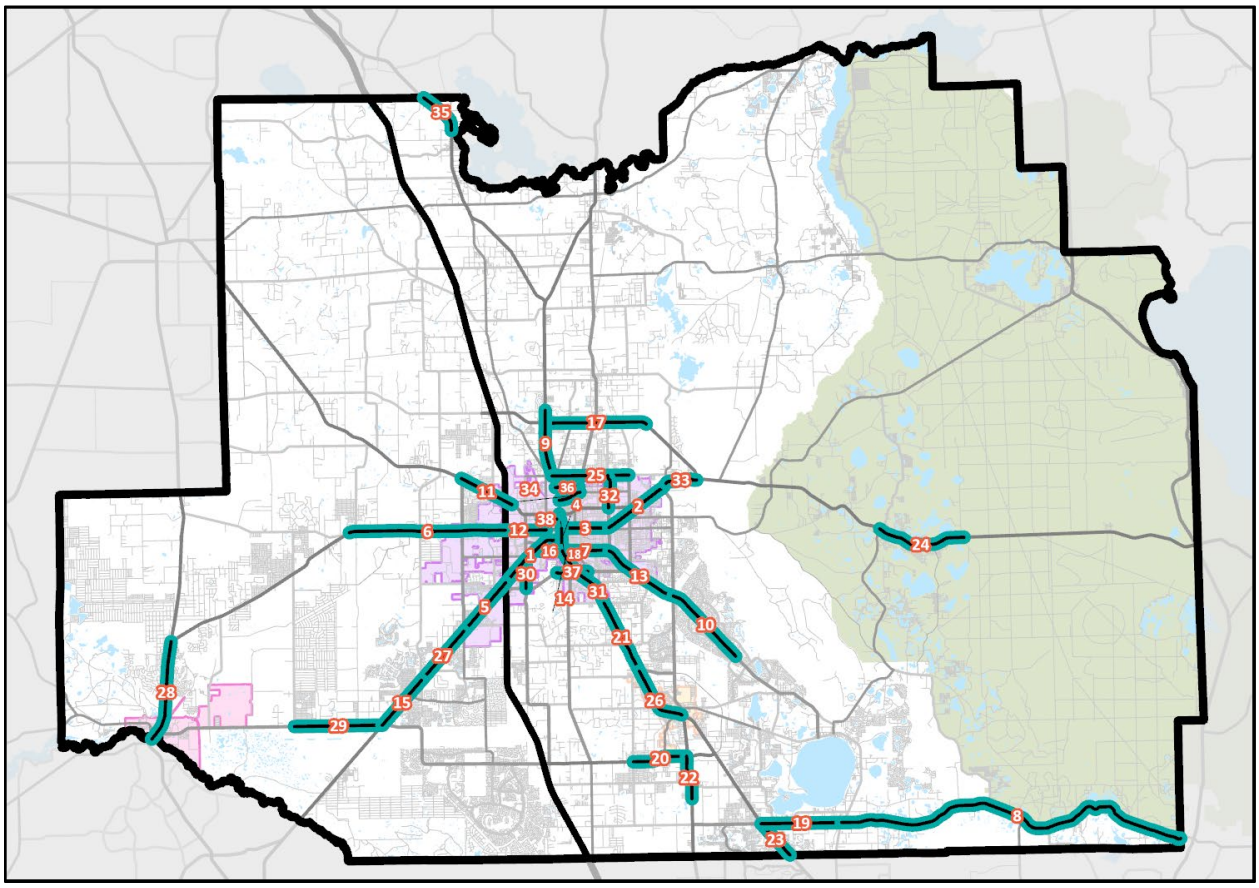
QUESTION/DATABASE	SIGNAL FOUR	SSOGis
WHICH CRASH RECORDS ARE INCLUDED?	Short and long-form crashes for all public roadways on and off State Highway System.	Long-form crashes for all public roadways on and off State Highway System.
HOW OFTEN IS THE DATABASE UPDATED?	Nightly	Weekly*
HOW LONG DOES IT TAKE FOR A CRASH TO BE AVAILABLE IN THE DATABASE?**	All crashes severity levels are available within one day of receipt from the FLHSMV. It can take up to 100 days from the date of the crash for fatal and serious injury crashes to be available in the database.	It can take up to 110 days from the date of the crash for fatal and serious injury crashes to be location verified and available in the database. All other crashes are location verified and available in the database within 10 months after annual data is finalized by the FLHSMV.
HOW ARE CRASHES GEOLOCATED?	It can take up to 110 days from the date of the crash for fatal and serious injury crashes to be location verified and available in the database. All other crashes are location verified and available in the database within 10 months after annual data is finalized by the FLHSMV.	Crash locations are taken from Signal Four.
IS ROADWAY CHARACTERISTICS INVENTORY (RCI) DATA INCLUDED IN THE DATASET?	Yes	Yes
ARE FLAGS FOR THE STRATEGIC HIGHWAY SAFETY PLAN (SHSP) EMPHASIS AREAS INCLUDED IN THE DATASET?	Yes	Yes
DATABASE OUTPUTS		Crash data extracts in .csv and GIS shapefile formats.
CRASH REPORTS	Yes	No
DATABASE ACCESS	The download of crash data records through the Event Analysis feature is restricted to authorized users. The Florida Traffic Safety Dashboard is open to the public.	Open to the public.
OTHER INFORMATION	Unmapped crashes will show on the table export.	Does not include non-geolocated crash records received from the FLHSMV.

** Not regularly following the completion of a verified year.*

***Refer to the **Crash Record Processing Timeline** for additional details on when to anticipate a crash record to be reflected in each database.*

APPENDIX B: COMMITMENT TO ZERO HIGH INJURY NETWORK

Commitment to Zero High Injury Network Map and Table



ID	Roadway	From	To
1	SR 200/College Road	I-75	S Pine Avenue
2	SR 40/Silver Springs Blvd.	25th Avenue	36th Avenue
3	SR 40/Silver Springs Blvd.	US 301/Pine Avenue	25th Avenue
4	US 27/301/441/S Pine Avenue	SE 17th Street	SR 40/Silver Springs Blvd
5	SR 200/College Road	SE 60th Avenue	I-75
6	SR 40	NW 113th Circle	I-75
7	SR 464/SE 17th Street	US 301/Pine Avenue	SE 25th Avenue
8	County Road 42	S HWY 25	Lake County Line
9	US 441	NE 35th Street	N of 77th Street
10	SR 464/Maricamp Road	SE 58th Avenue	Emerald Road
11	US 27/Blitchton Road	W of NW 60th Avenue	NW 34th Avenue
12	SR 40/Silver Springs Blvd.	I-75	NW Martin L King Ave.

ID	Roadway	From	To
13	SR 464/Maricamp Road	SE 25th Avenue	SE 58th Avenue
14	US 27/301/441/S Pine Avenue	SE 32nd Street	SE 17th Street
15	SR 200/College Road	SW County Road 484	SW 80th Avenue
16	SR 464/SW 17th Street	SR 200/College Road	S Pine Avenue
17	SR 326/NE 70th Street	US 441	NE 36th Avenue Road
18	US 27/301/441/N Pine Avenue	SR 40/Silver Springs Blvd.	NW 10th Street
19	County Road 42	US 441	S County Road 25
20	SE CR 484/SE 132nd Street Rd	SE 36th Avenue	US 301
21	US 27/301/441/S Pine Ave	SE 92nd Place Rd	SE 52nd St
22	US 301	S. of 151st Street	SE 132 Street Road
23	US 441	Marion/Sumter Co. Line	County Road 42
24	SR 40	S Hwy 314A	196th Terrace
25	NE 35th Street	US 441	NE 36th Avenue
26	US 27/301/441/SE Abshier Blvd	SE 62nd Avenue	SE 92nd Place Road
27	SR 200/College Road	SW 80th Avenue	SW 60th Avenue
28	US 41/Williams Street	Marion/Citrus County Line	SR 40
29	County Road 484	SW 104th Avenue	SR 200/College Road
30	SW 27th Avenue	SW 42nd Street	SR 200/College Road
31	US 27/301/441/S Pine Avenue	SE 52nd Street	SE 32nd Street
32	NE 25th Avenue	NE 14th Street	NE 35th Street
33	SR 40/Silver Springs Blvd	NE 35th Avenue	E Hwy 326
34	20th St/Jacksonville Rd/CR 200A and NE 24th Street	US 441/301/N Pine Ave	NE 10th Court
35	US 441	NW 214th Lane	NW 230th Street
36	NE 28th Street	US 441/301/N Pine Ave	Jacksonville Road
37	SW 32nd Street	SW 7th Avenue	SE Lake Weir Avenue
38	NW 7th Street	NW Old Blitchton Road	NW 6th Terrace