Ocala Marion Transportation Planning Organization (TPO)

Commitment to Zero Safety Action Plan

Working Group Meeting #1

Florida Highway Patrol Building
600 SE 25th Avenue, Ocala, FL 34471
February 10, 2022
9:00 AM to 10:30 AM

Incorporated into the monthly Community Traffic Safety Team (CTST) meeting agenda

**Working Group Meeting Agenda**

- Introductions
- Welcome from Ocala Marion TPO
- Commitment to Zero
  - What is it?
  - Why?
  - Safety Action Plan Development
  - Safety Action Plan Approach
- Crash Data Review
- Next Steps
- Discussion/Q&A

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made.
Today’s Agenda

- Introductions
- Welcome from the TPO
- Role of the Working Group
- Commitment to Zero
- Crash Data Review
- Next Steps
- Discussion/Q&A
Introductions

HELLO

My Name Is
Working Group Role

- We Cannot Do This Alone!

- Advisors and Eventual Implementors
- Add Insight and Context to Topics and the Data
- Identify Actionable Strategies
- Champion Effort to End Traffic-Related Deaths and Serious Injuries
What is Commitment to Zero?

Commitment to Zero is focused on four key areas:

<table>
<thead>
<tr>
<th>Education and Awareness</th>
<th>Public and Partner Engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Analysis</td>
<td>Action Planning</td>
</tr>
</tbody>
</table>
What is Commitment to Zero?

The TPO’s effort to eliminate traffic-related deaths and serious injuries, led by the development of the Commitment to Zero Safety Action Plan.

- It will be a guide for addressing a complex issue
- It will not have all the answers
- It will need to be monitored, tweaked, and updated
- It will be a marathon, not a sprint
What is Commitment to Zero?

**Collaborative**

Collective process involving citizens, elected officials, stakeholders, and public and private sector partners.

**Actionable**

An effort to improve the safety of our transportation system by working to eliminate fatal and serious injury traffic crashes.
Commitment to Zero Process

1. Project Kick-Off
2. Begin to Develop Action Plan
3. Establish and Meet with Working Group
4. Prioritize Crash Types and Locations
5. Meet with Working Group
6. Develop Implementable Strategy Action Items
7. Public Workshop to Solicit Feedback
8. Draft Action Plan
9. Meet with Working Group
10. Adopt Final Action Plan
11. Begin Implementation
12. Conduct Annual Updates and Evaluation
Why Commitment to Zero?

**Federal Commitment**

- FAST Act expansion of the TPO’s role
- Road to Zero
  - *The primary safety goal of FHWA is to reduce transportation-related fatalities and serious injuries across the transportation system, and for this reason it fully supports the vision of zero deaths.*
- Bipartisan Infrastructure Law

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**Secretary Pete Buttigieg** @SecretaryPete • Feb 4

Precisely because they’re all too common, we have come to accept the idea that monstrous numbers of traffic deaths are an inevitable fact of modern life. But they aren’t.

@USDOT is working to change that mindset and keep you safe on our roads.
Why Commitment to Zero?

State Commitment

Florida Strategic Highway Safety Plan (SHSP)

- Establishes “Target Zero,” a safety vision of zero transportation-related deaths or serious injuries
  - Safe System Approach
  - Recognizes complexity of crashes
  - Includes multidisciplinary approach to crash safety
  - Expands the 4E’s: Information Intelligence, Innovation, Insight into Communities, and Investments/Policies

- TPOs must consider document in updating Long Range Transportation Plans and capital improvement programs
Why Commitment to Zero?

*TPO Commitment*

**TPO Mission:**
To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

**TPO’s Vision:**
A transportation system that supports growth, mobility, and safety through leadership and planning.
Why Commitment to Zero?

In the last decade there were 3,698 serious injuries and 739 fatalities.

Trending Upward
Why Commitment to Zero?

Rate of Fatalities are Increasing.

Fatality Rate

Fatalities per Million Vehicle Miles
Why Commitment to Zero?

- As national and state trends move towards zero, the TPO must respond.
- Belief that we can do something to prevent fatal and serious injury crashes.
  - These are not just statistics; they are people in our community.
Why Commitment to Zero?

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

If you could, would you go back and do everything you could to prevent that crash from happening?
Safety Action Plan

What will the Commitment to Zero Safety Action Plan do?
• Align the TPO’s safety vision with Federal and State initiatives, vision, and goals.
• Guide the region toward the goal of ZERO traffic-related fatalities and serious injuries.
• Establish a framework for coordination, education, and engagement.
• Focus efforts on proven mitigation strategies.
• Define performance measures to monitor progress.
Safety Action Plan

Common questions:
• Isn’t this an ambitious goal?
• Can you assure that it will all go as planned?
• Won’t people have different opinions and views?
• Doesn’t this just seem too hard?

Questions we’re asking:
• Are we ok with people dying and being seriously injured on our streets?
• Are we willing to work towards making progress?
Safety Action Plan Approach

• Human-centered approach that focuses on design and operational changes rather than relying primarily on behavioral changes.
• Design and operate our transportation system to anticipate human error and accommodate human injury tolerances.
• Incorporate traditional safety approaches but be willing to try and evaluate non-traditional ideas and approaches.
• Must adopt and embrace a safety culture, where safety is prioritized first and included in all decisions.
Safe System Principles

No Death or Serious Injury is Acceptable
Traffic deaths and serious injuries are acknowledged to be preventable. While no crashes are desirable, the Safe Systems approach prioritizes crashes that result in death and serious injuries, on the transportation system.

Humans Make Errors
Recognizes that humans are human and that they will inevitably make mistakes that can lead to crashes. The transportation system should be designed and operated to accommodate these mistakes and avoid death and serious injury.

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

Responsibility is Shared
Life saving changes happen when we elevate the collective, or societal, responsibility for safe mobility. Safe Systems acknowledges the responsibility that rests with system designers — transportation planners and engineers — as well as policymakers in designing and maintaining a safe system for people to function within. Individuals share the responsibility to abide by the systems, laws and policies set. If safety problems persist, then the responsibility comes back to the system designers and policymakers to take further measures to ensure that crashes don’t lead to death or serious injury.

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

Redundancy is Crucial
Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.
Safe System Elements

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

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

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

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

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

### Traditional vs. Safe System Approach to Traffic Safety

<table>
<thead>
<tr>
<th>Traditional</th>
<th>Safe System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prevent Crashes</td>
<td>PreventDeaths and Serious Injuries</td>
</tr>
<tr>
<td>Improve Human Behavior</td>
<td>Design for Human Mistakes/Limitations</td>
</tr>
<tr>
<td>Control Speeding</td>
<td>Reduce System Kinetic Energy</td>
</tr>
<tr>
<td>Individuals are Responsible</td>
<td>Share Responsibility</td>
</tr>
<tr>
<td>React Based on Crash History</td>
<td>Proactively Identify and Address Risks</td>
</tr>
</tbody>
</table>

Traditional traffic safety generally strives to modify human behavior and prevent all crashes, the Safe System approach refocuses transportation system design and operation on anticipated human mistakes and reducing impact forces to reduce crash severity and save lives.
Crash History

Annual Crashes

469 Fatal Crashes

1,828 Serious Injury Crashes
Crash History

Monthly Crashes

<table>
<thead>
<tr>
<th>Month</th>
<th>Serious</th>
<th>Fatal</th>
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<tbody>
<tr>
<td>January</td>
<td>143</td>
<td>39</td>
</tr>
<tr>
<td>February</td>
<td>149</td>
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<tr>
<td>March</td>
<td>163</td>
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<td>April</td>
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<td>May</td>
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<td>June</td>
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<td>July</td>
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<td>August</td>
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<tr>
<td>September</td>
<td>155</td>
<td>49</td>
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<tr>
<td>October</td>
<td>190</td>
<td>46</td>
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<tr>
<td>November</td>
<td>152</td>
<td>41</td>
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<tr>
<td>December</td>
<td>161</td>
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Serious Fatal
Crash History

Daily Crashes

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<tr>
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<th>Fatal</th>
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<tbody>
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<td>78</td>
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<tr>
<td>Monday</td>
<td>254</td>
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<td>Tuesday</td>
<td>276</td>
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<td>Wednesday</td>
<td>230</td>
<td>55</td>
</tr>
<tr>
<td>Thursday</td>
<td>281</td>
<td>69</td>
</tr>
<tr>
<td>Friday</td>
<td>309</td>
<td>73</td>
</tr>
<tr>
<td>Saturday</td>
<td>261</td>
<td>91</td>
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</table>

- **Serious**
- **Fatal**
Crash History
Hourly Crashes

<table>
<thead>
<tr>
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<th>Fatal</th>
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<td>1:00</td>
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<td>21:00</td>
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<td>22:00</td>
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<td></td>
</tr>
<tr>
<td>23:00</td>
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Crash History

Age

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<tr>
<th>Age</th>
<th>Serious Injuries</th>
<th>Fatalities</th>
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<tr>
<td>15-19</td>
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<tr>
<td>20-24</td>
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<td>228</td>
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<tr>
<td>25-34</td>
<td>445</td>
<td>94</td>
</tr>
<tr>
<td>35-44</td>
<td>312</td>
<td>69</td>
</tr>
<tr>
<td>45-54</td>
<td>359</td>
<td>73</td>
</tr>
<tr>
<td>55-64</td>
<td>315</td>
<td>77</td>
</tr>
<tr>
<td>65+</td>
<td>359</td>
<td>110</td>
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</table>
Crash History

Relation to Intersection

<table>
<thead>
<tr>
<th></th>
<th>Incap</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection</td>
<td>722</td>
<td>122</td>
</tr>
<tr>
<td>Non-Intersection</td>
<td>1,106</td>
<td>347</td>
</tr>
</tbody>
</table>
Crash History

**Lighting Conditions**

**All KSI Crashes**
- Daylight: 59%
- Dark: 35%
- Dawn / Dusk / Other: 7%

**Only Fatal Crashes**
- Daylight: 43%
- Dark: 51%
- Dawn / Dusk / Other: 7%
Crash History

Road and Weather Conditions

Road Surface Conditions
- Dry: 88%
- Wet: 11%
- Other: 1%

Weather Conditions
- Clear: 68%
- Cloudy: 25%
- Inclement or Other Weather: 8%
Crash History

Confirmed Alcohol Use

All KSI Crashes
- Yes: 13%
- No: 87%

Only Fatal Crashes
- Yes: 35%
- No: 65%
Crash History

Confirmed Drug Use

**All KSI Crashes**
- Yes: 10%
- No: 90%

**Only Fatal Crashes**
- Yes: 38%
- No: 62%
Crash History

Confirmed Distraction

All KSI Crashes
- 10% Confirmed Distraction
- 90% No Confirmed Distraction

Only Fatal Crashes
- 12% Confirmed Distraction
- 88% No Confirmed Distraction
Crash History

Crash Types

- Angle/Left Turn: 497 Serious, 80 Fatal
- Rear End: 401 Serious, 37 Fatal
- Off Road: 277 Serious, 110 Fatal
- Bike/Ped: 162 Serious, 94 Fatal
- Other: 195 Serious, 38 Fatal
- Rollover: 119 Serious, 46 Fatal
- Head On: 77 Serious, 41 Fatal
- Unknown: 46 Serious, 10 Fatal
- Sideswipe: 41 Serious, 9 Fatal
- Right Turn: 4 Serious, 0 Fatal
- Animal: 0 Serious, 4 Fatal

Legend:
- Serious
- Fatal
Crash History

Bike/Ped Crashes

108 Fatal Crashes

215 Serious Injury Crashes
Crash History

Bike/Ped Crashes

• More likely during night and early morning hours compared to total KSI crashes
Crash History

Bike/Ped Crashes

• More likely to occur at non-intersection locations compared to total KSI crashes
Crash History

Bike/Ped Crashes

All KSI Crashes
- Daylight: 34%
- Dark: 60%
- Dawn / Dusk / Other: 6%

Only Fatal Crashes
- Daylight: 21%
- Dark: 74%
- Dawn / Dusk / Other: 5%
Top Crash Types

Angle/Left Turn

577 total KSI crashes

25% of total KSI crashes

17% of all Fatal Crashes

27% of all Serious Injury

70% During Daylight Conditions

Source: ABC-7 News
Top Crash Types

Run Off Road

387 total KSI crashes
17% of total KSI crashes
23% of all Fatal Crashes
15% of all Serious Injury
53% During Daylight Conditions

Source: University of Washington
Next Steps

- **FALL 2021**
  - Begin Project (Nov. '21)
  - Data Collection and Analysis (Nov. – Dec. '21)
  - Communications Plan (Dec. '21)
  - Project Coordination (Throughout)

- **SPRING 2022**
  - Finalize High Injury Network (Mar. '22)
  - Begin Developing Actionable Strategies (Mar. '22)
  - Continue Online Engagement (Throughout)
  - Committee & Board Presentations (Mar. '22)
  - Working Group Meeting #2 (Apr. '22)
  - Stakeholder Group Meeting (Apr. '22)
  - Public Workshop (May '22)

- **WINTER 2022**
  - Project Kick-Off Meeting (Jan. 12, 2022)
  - Crash Assessment Findings (Feb. '22)
  - Identify High Injury Network (Feb. '22)
  - Best Practice Review Findings (Feb. '22)
  - Launch Online Survey (Jan. '22)
  - Launch Online Interactive Map (Jan. '22)
  - Working Group Meeting #1 (Feb. '22)

- **SUMMER 2022**
  - Close Online Survey & Map (Jul. '22)
  - Working Group Meeting #5 (Jul. '22)
  - Draft Action Plan (Aug. '22)
  - Committee & Board Presentations (Sep. '22)
  - Final Action Plan (Sep. '22)

- **Continued Public Engagement (Survey and Map)**
- **Finalizing Crash Assessment**
- **High Injury Network Development**
- **Begin Action Strategies Development**
## Working Group Meetings

### Meeting #1
(February ‘22)
- Introduction
- What is Commitment to Zero?
- Why Commitment to Zero?
- Crash Data Review

### Meeting #2
(April ‘22)
- High Injury Network Review
- Action Strategies Discussion and Brainstorm
- Engagement Update

### Meeting #3
(July ‘22)
- Engagement Update
- Draft Action Plan Review
- Implementation Discussion
Get and Stay Involved

Take and Share the Online Survey:

Visit the Interactive Map:

https://ocalamariontpo.org/safety-plan/
Questions, Answers, and Discussion

TPO Contact: Rob Balmes, AICP, CTP, Rob.Balmes@marionfl.org
Consultant Contact: Chris Keller, AICP, cKeller@benesch.com