

**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

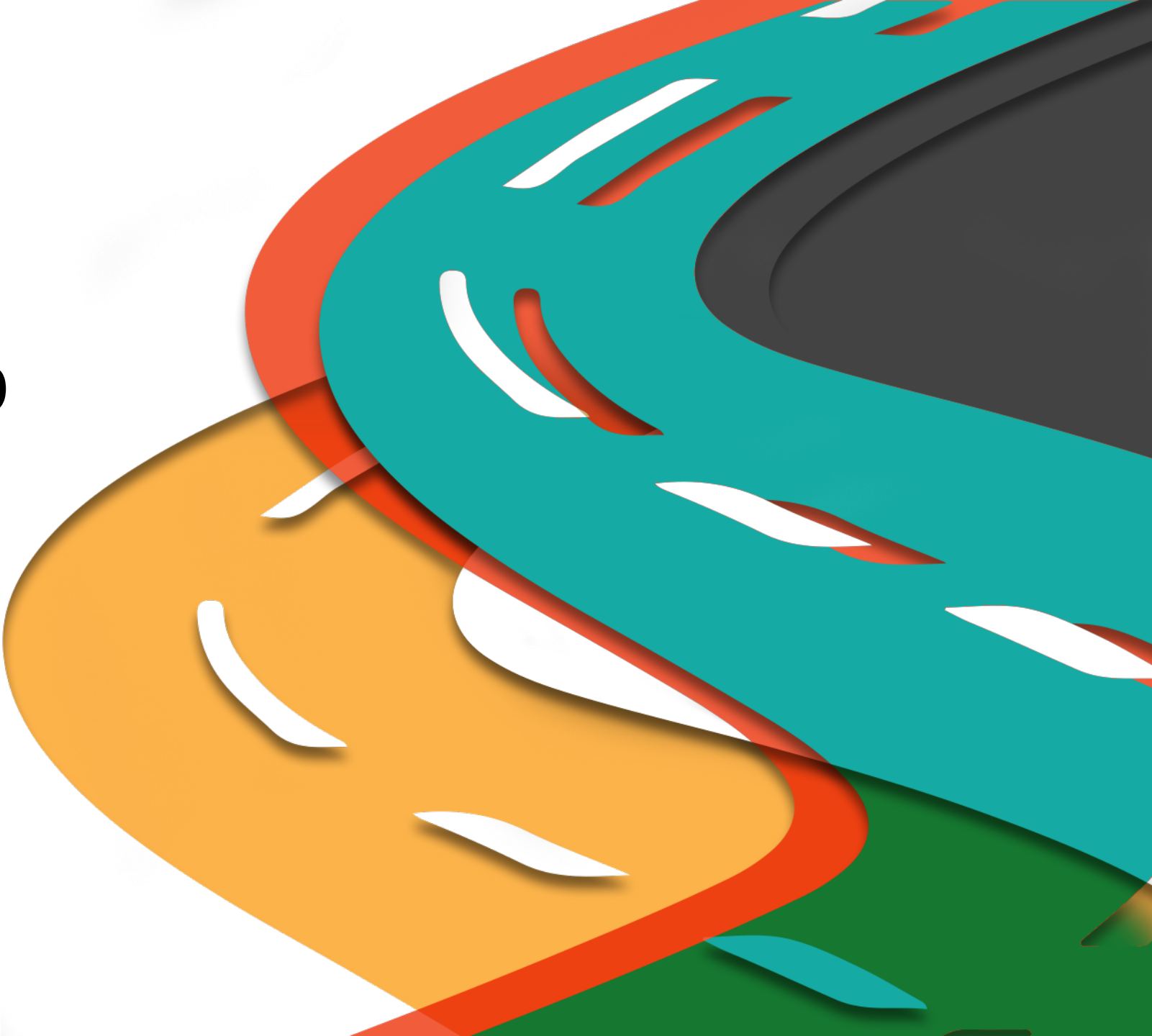
If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made.



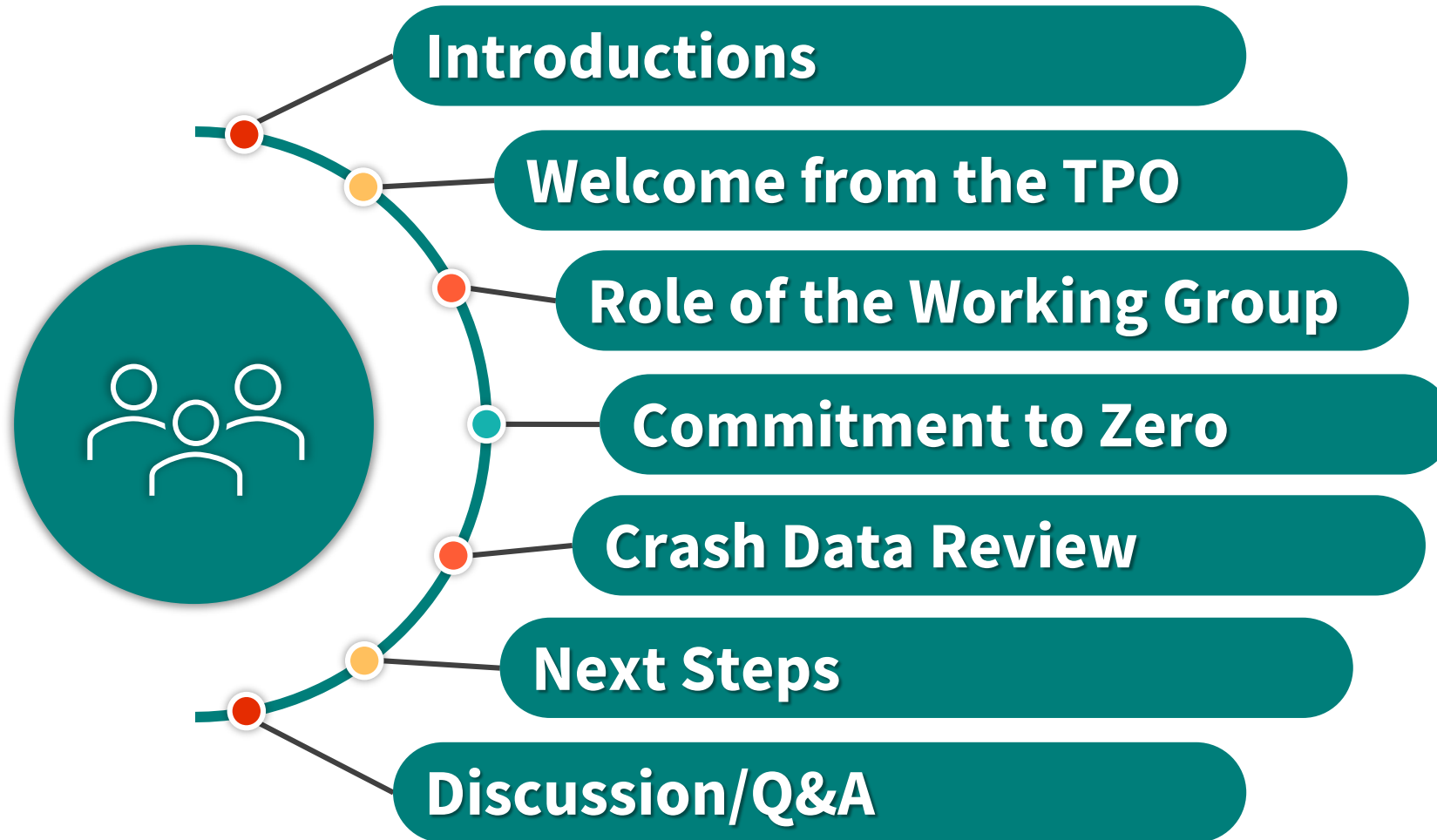
An Action Plan >>> for Safer Streets in Ocala Marion

Working Group Meeting #1

February 10, 2022



Today's Agenda



Introductions

HELLO

My Name Is

Working Group Role

Advisors and
Eventual
Implementors

Identify
Actionable
Strategies

*We Cannot Do
This Alone!*

Add Insight and
Context to Topics
and the Data

Champion Effort to
End Traffic-
Related Deaths
and Serious
Injuries

What is Commitment to Zero?



Commitment to Zero is focused on four key areas:



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



- Project Kick-Off**
- Begin to Develop Action Plan**
- Establish and Meet with Working Group**
- Prioritize Crash Types and Locations**
- Meet with Working Group**
- Develop Implementable Strategy Action Items**
- Public Workshop to Solicit Feedback**
- Draft Action Plan**
- Meet with Working Group**
- Adopt Final Action Plan**
- Begin Implementation**
- 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



FHWA, NHTSA, FMCSA, and NSC Initiative



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:

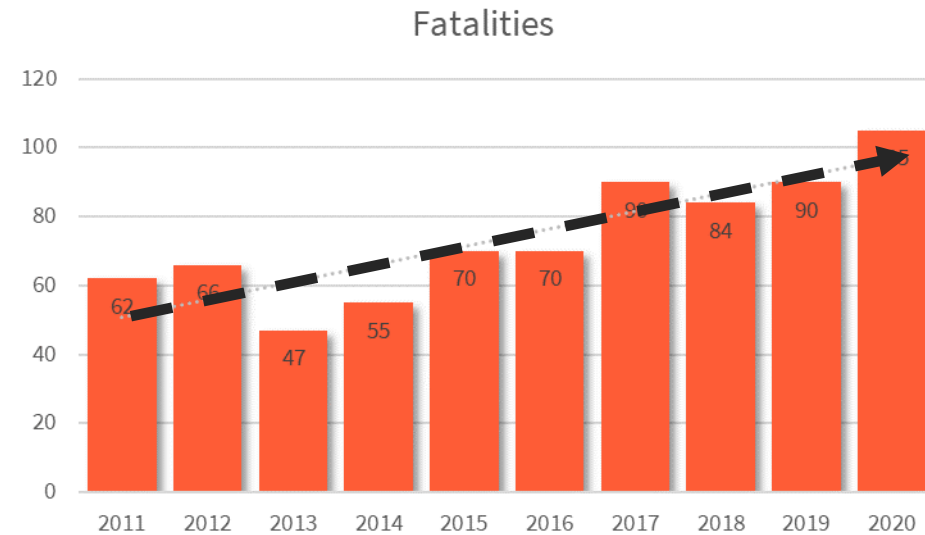
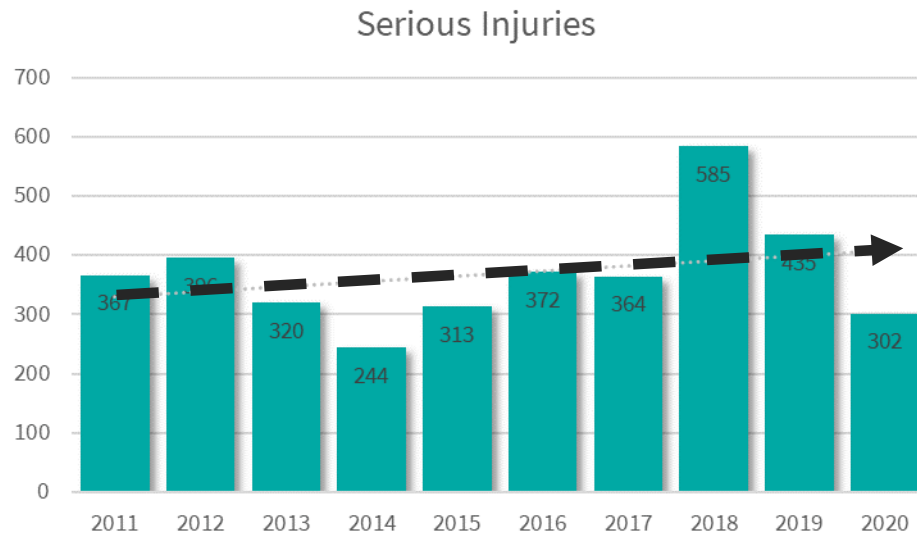
To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

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.

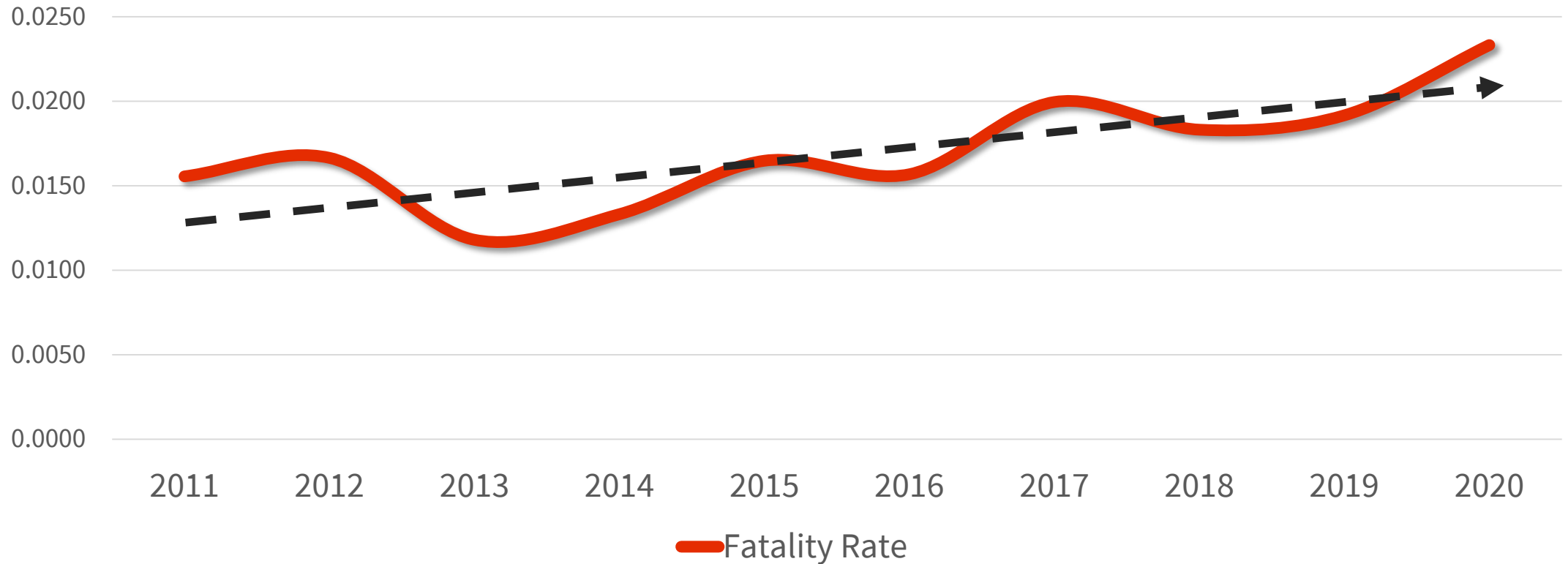


Trending Upward

Why Commitment to Zero?



Rate of Fatalities are Increasing.



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.

Mangled Cars and One Dead After Fatal Crash



Ocala Teen Dies in Fatal Crash, One Critical



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

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

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 Review

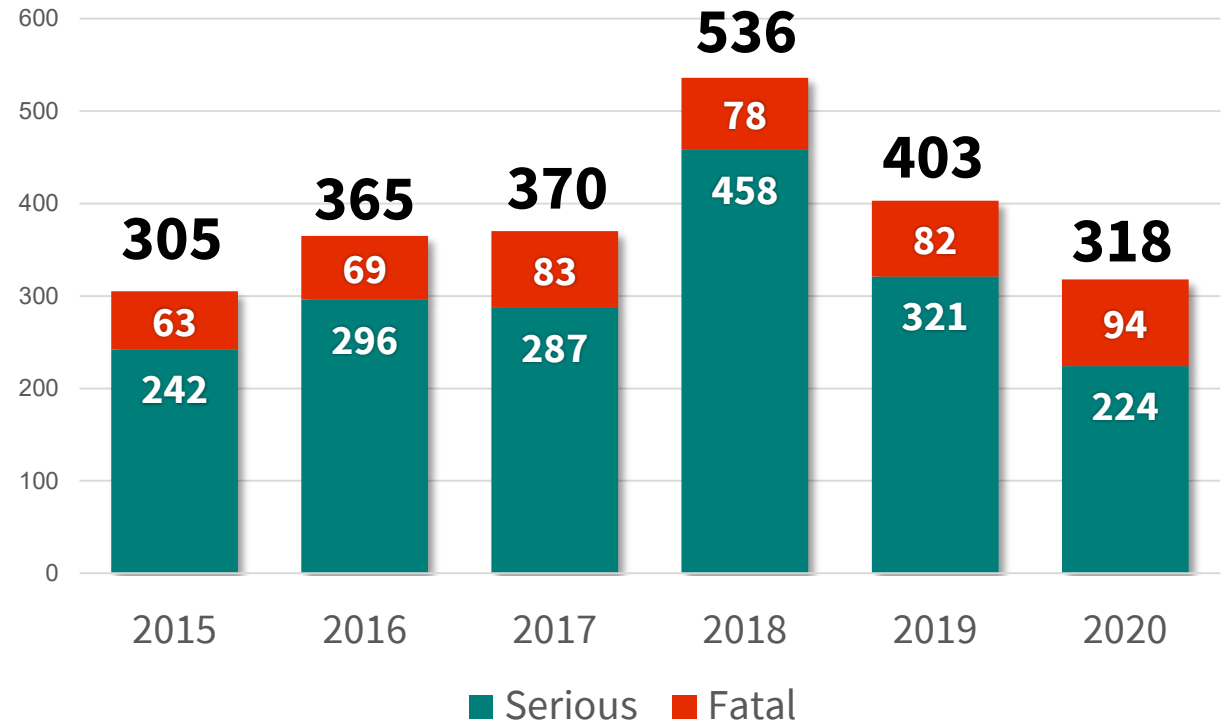


Crash History

Annual Crashes

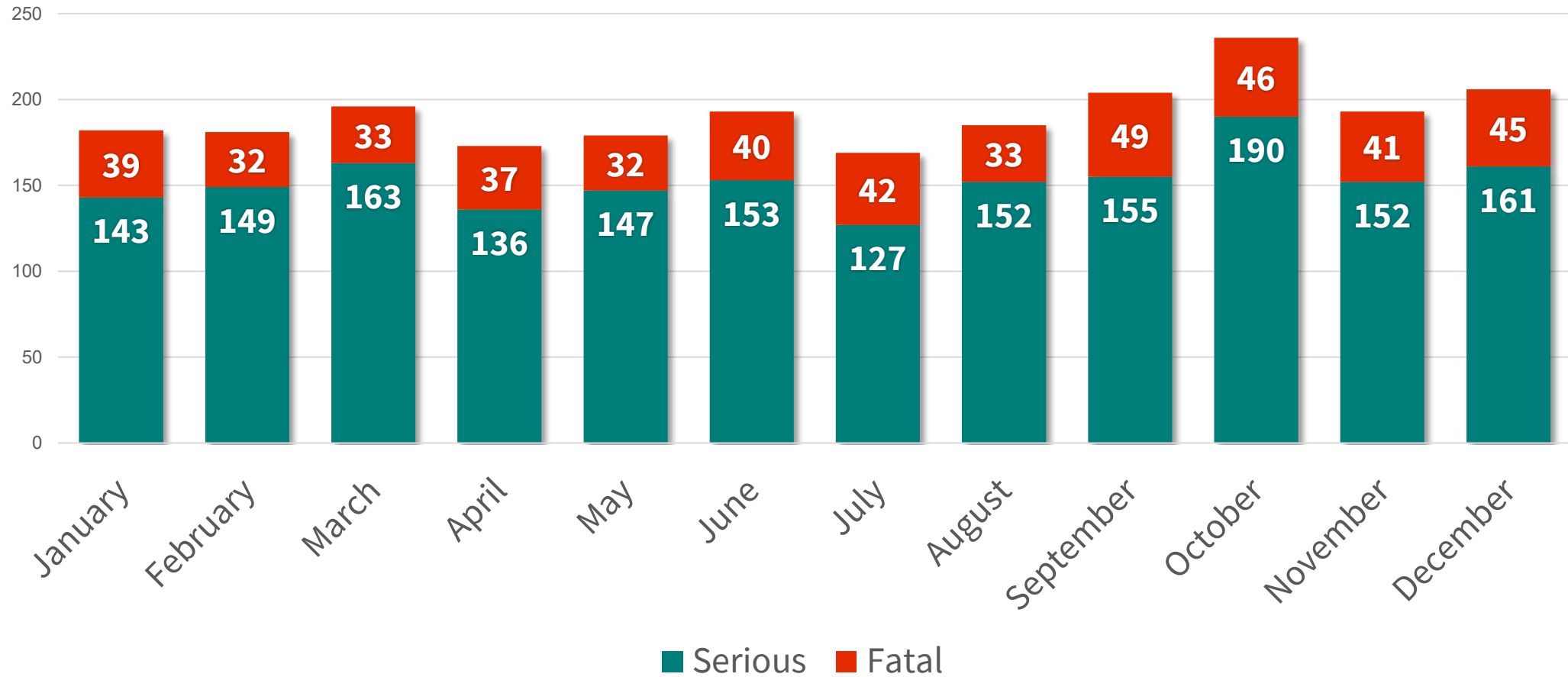
469 Fatal Crashes

1,828 Serious Injury Crashes



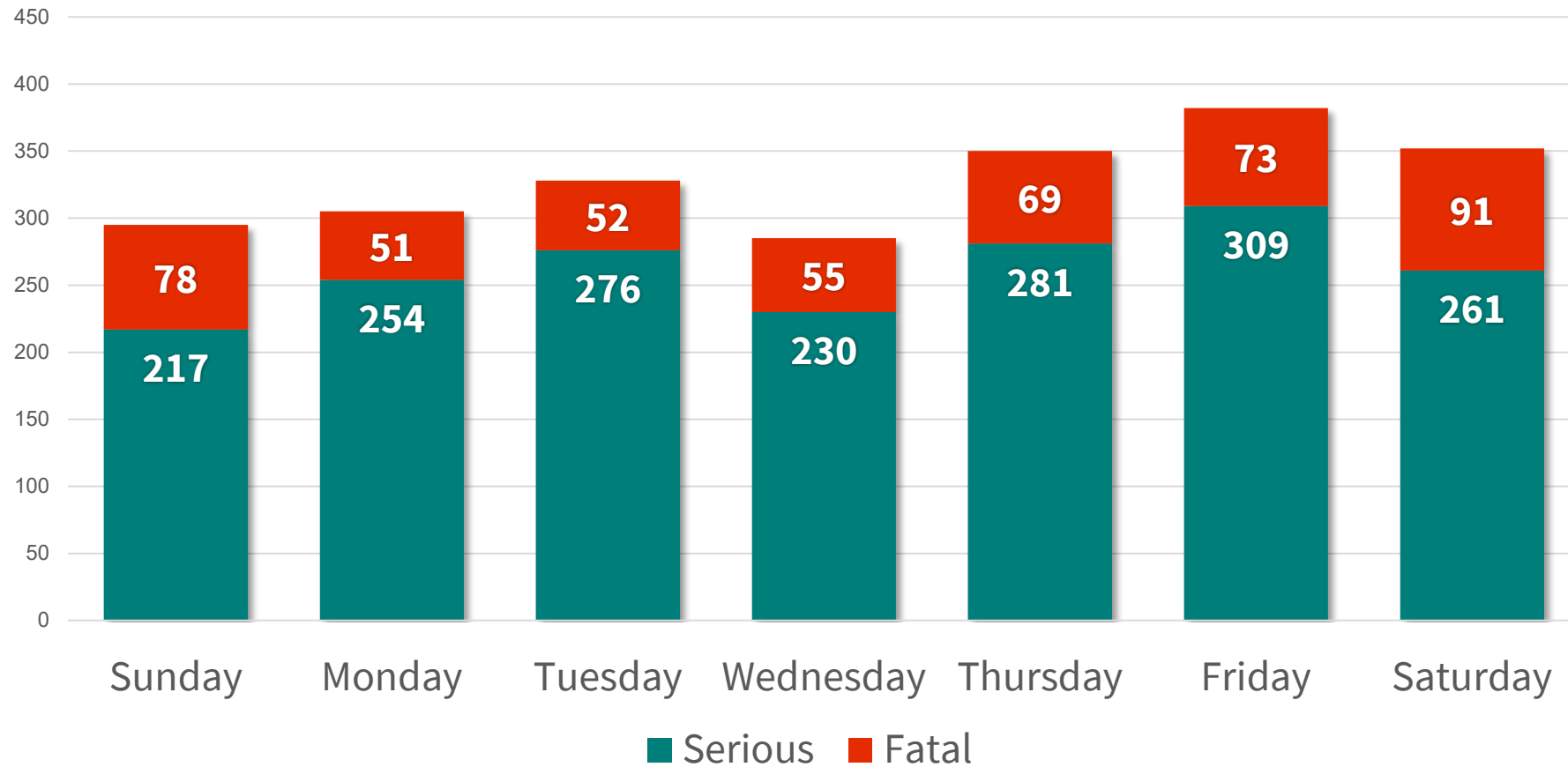
Crash History

Monthly Crashes



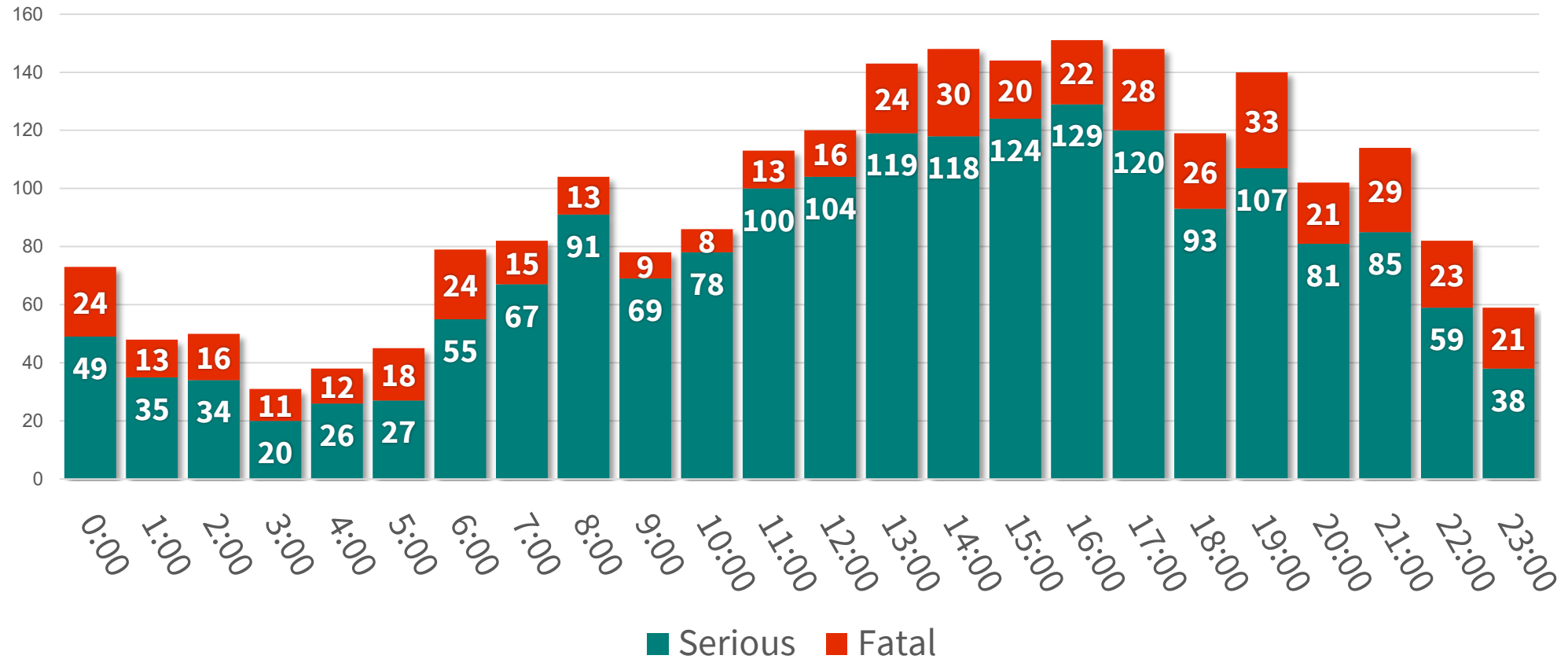
Crash History

Daily Crashes



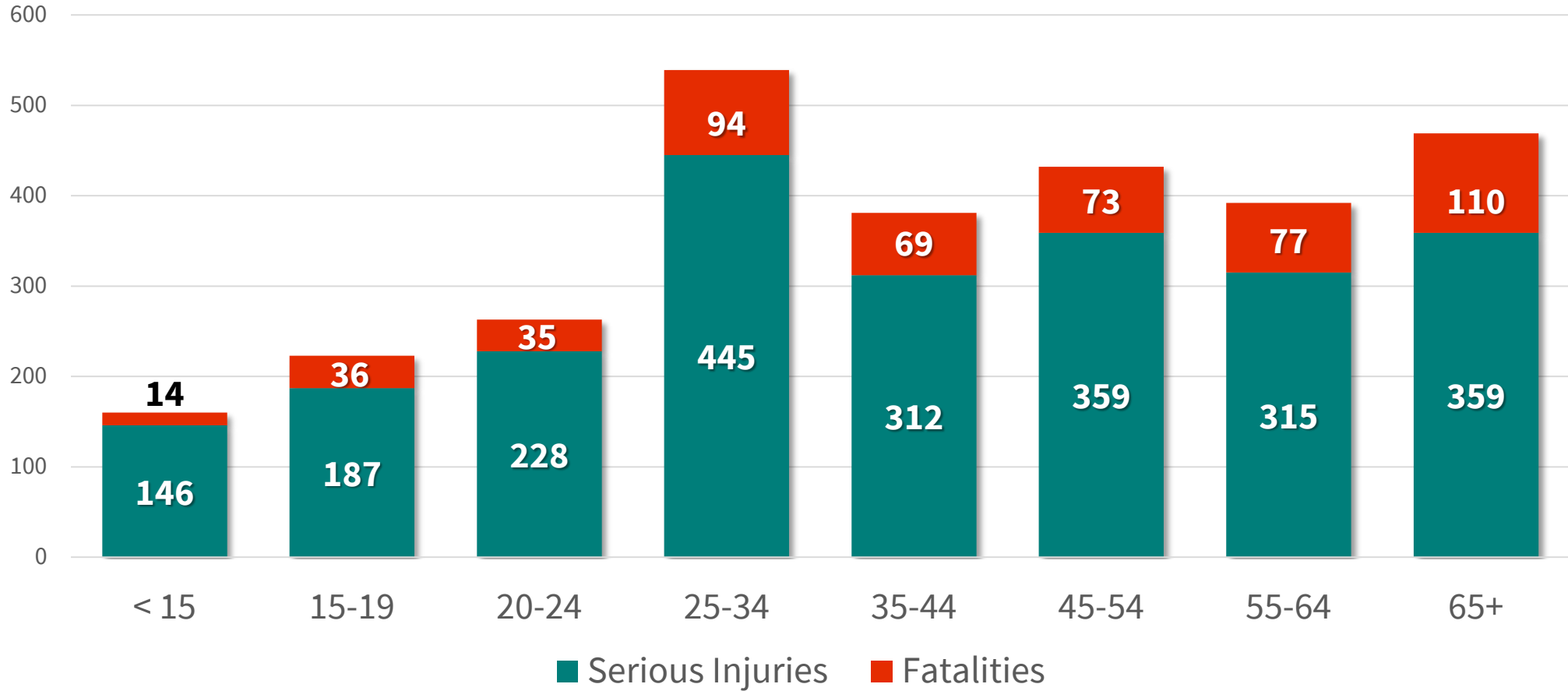
Crash History

Hourly Crashes



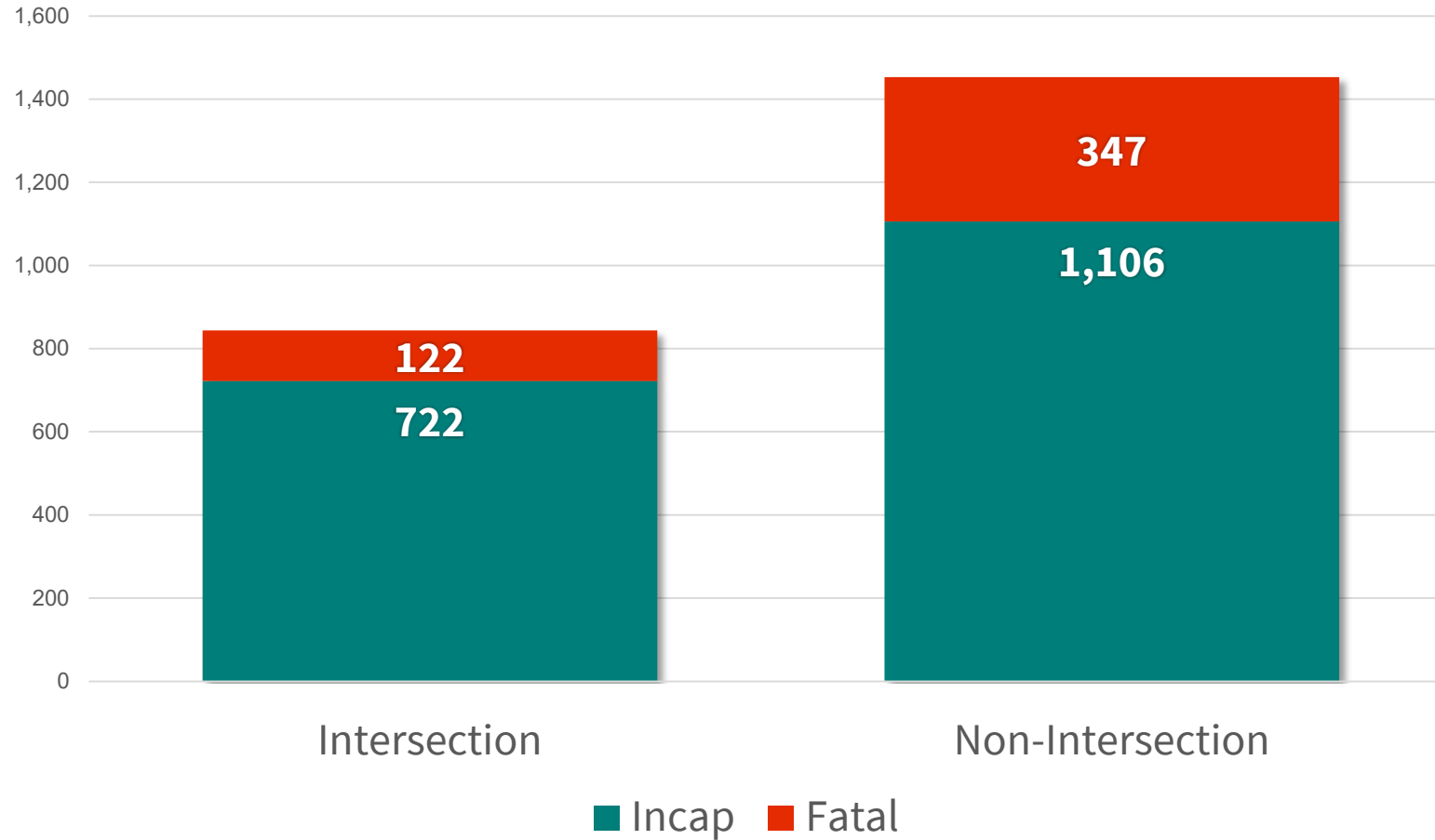
Crash History

Age



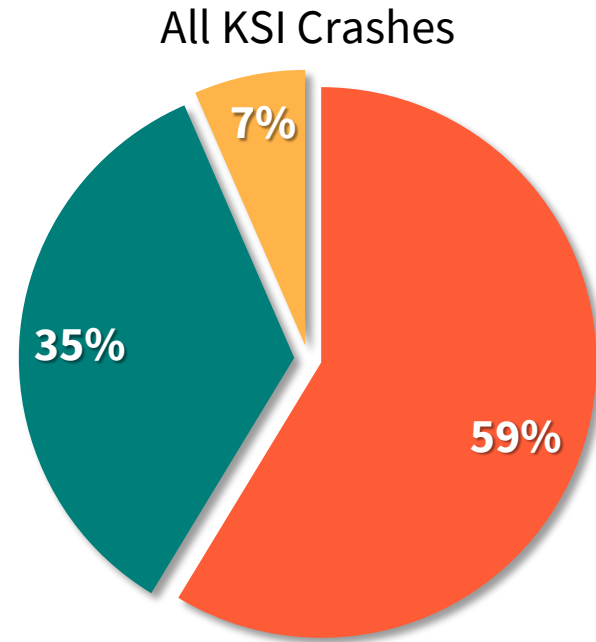
Crash History

Relation to Intersection

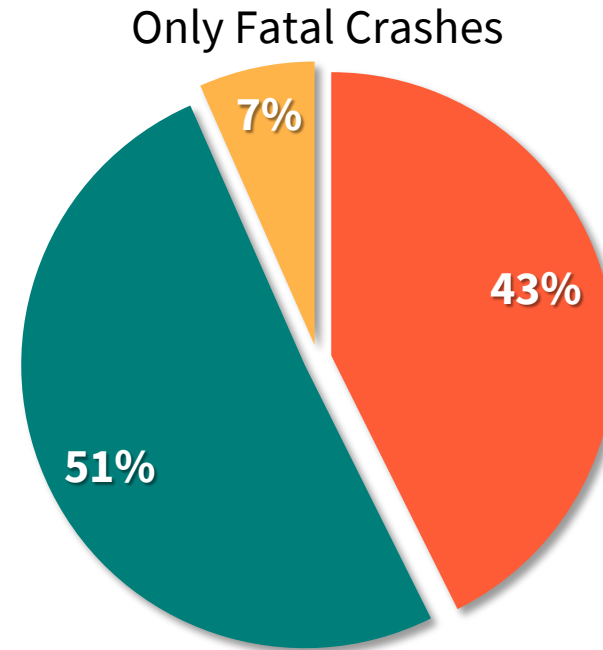


Crash History

Lighting Conditions



- Daylight
- Dark
- Dawn / Dusk / Other

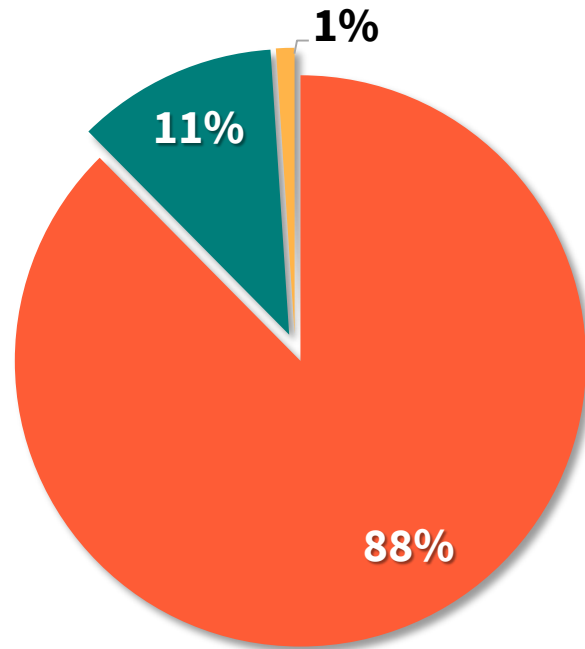


- Daylight
- Dark
- Dawn / Dusk / Other

Crash History

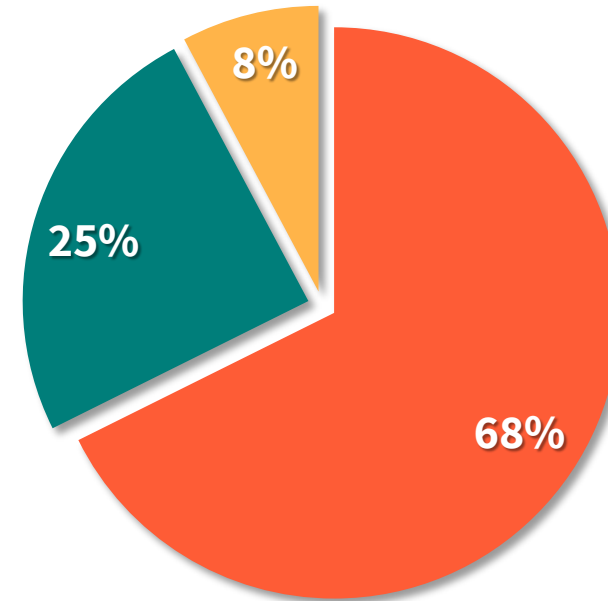
Road and Weather Conditions

Road Surface Conditions



■ Dry ■ Wet ■ Other

Weather Conditions

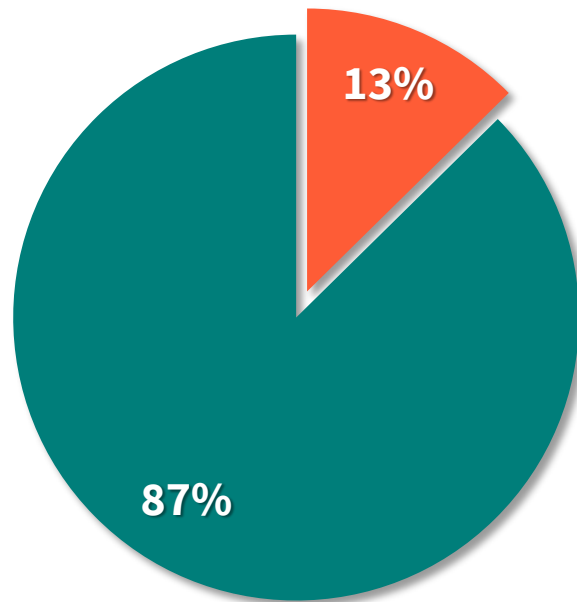


■ Clear
■ Cloudy
■ Inclement or Other Weather

Crash History

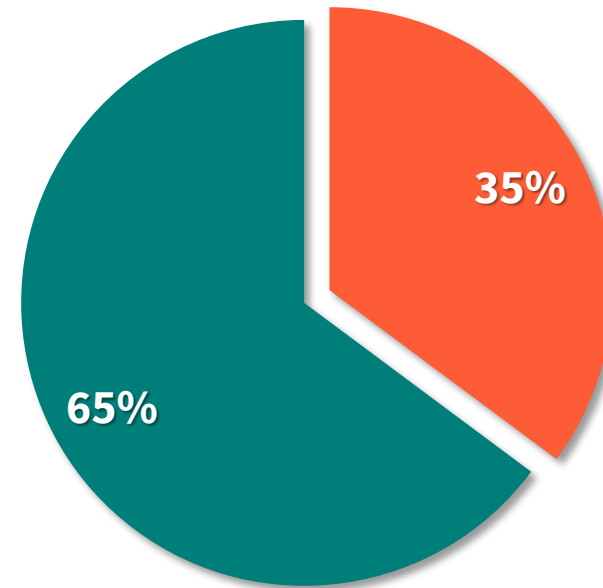
Confirmed Alcohol Use

All KSI Crashes



Yes No

Only Fatal Crashes

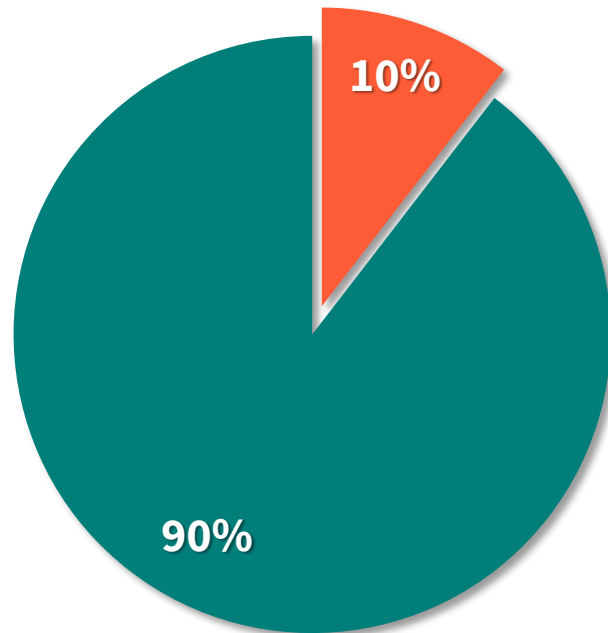


Yes No

Crash History

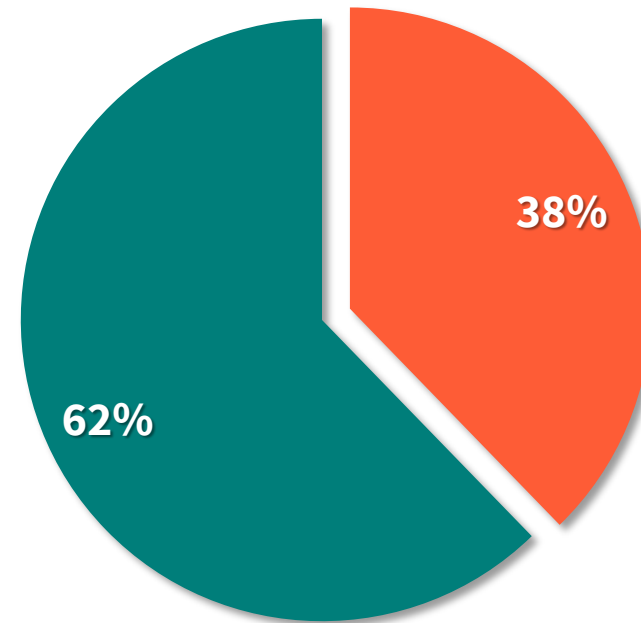
Confirmed Drug Use

All KSI Crashes



Yes No

Only Fatal Crashes

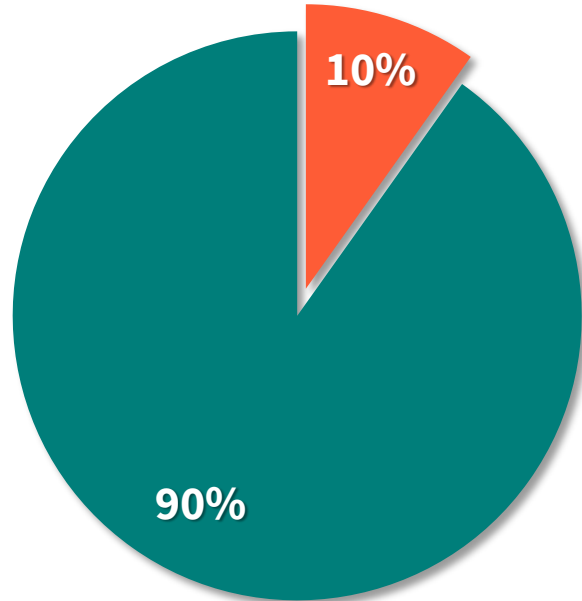


Yes No

Crash History

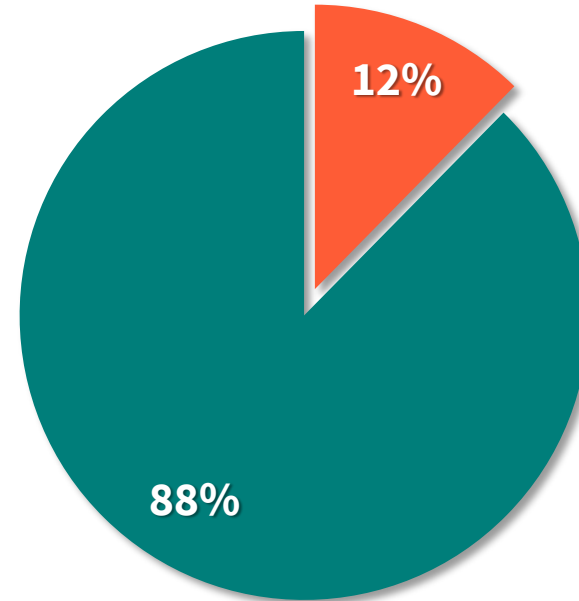
Confirmed Distraction

All KSI Crashes



Yes No

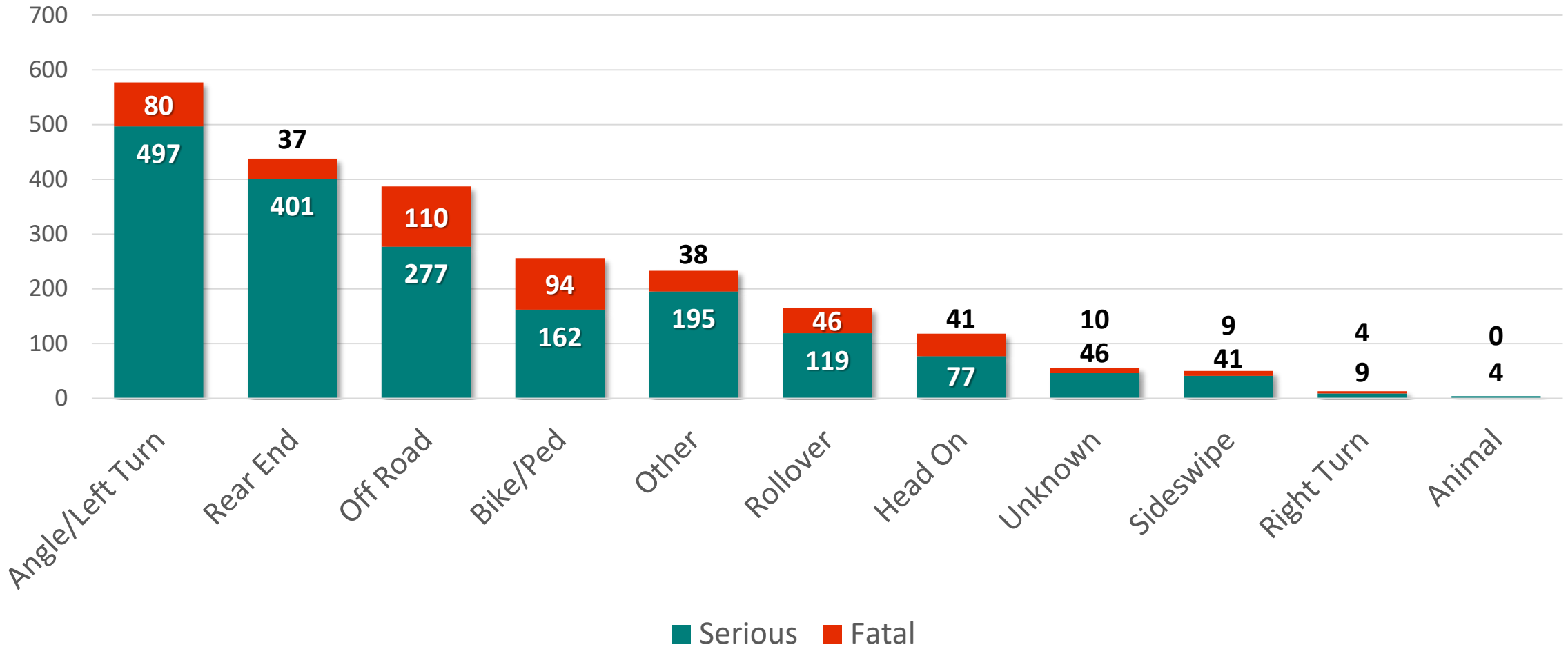
Only Fatal Crashes



Yes No

Crash History

Crash Types

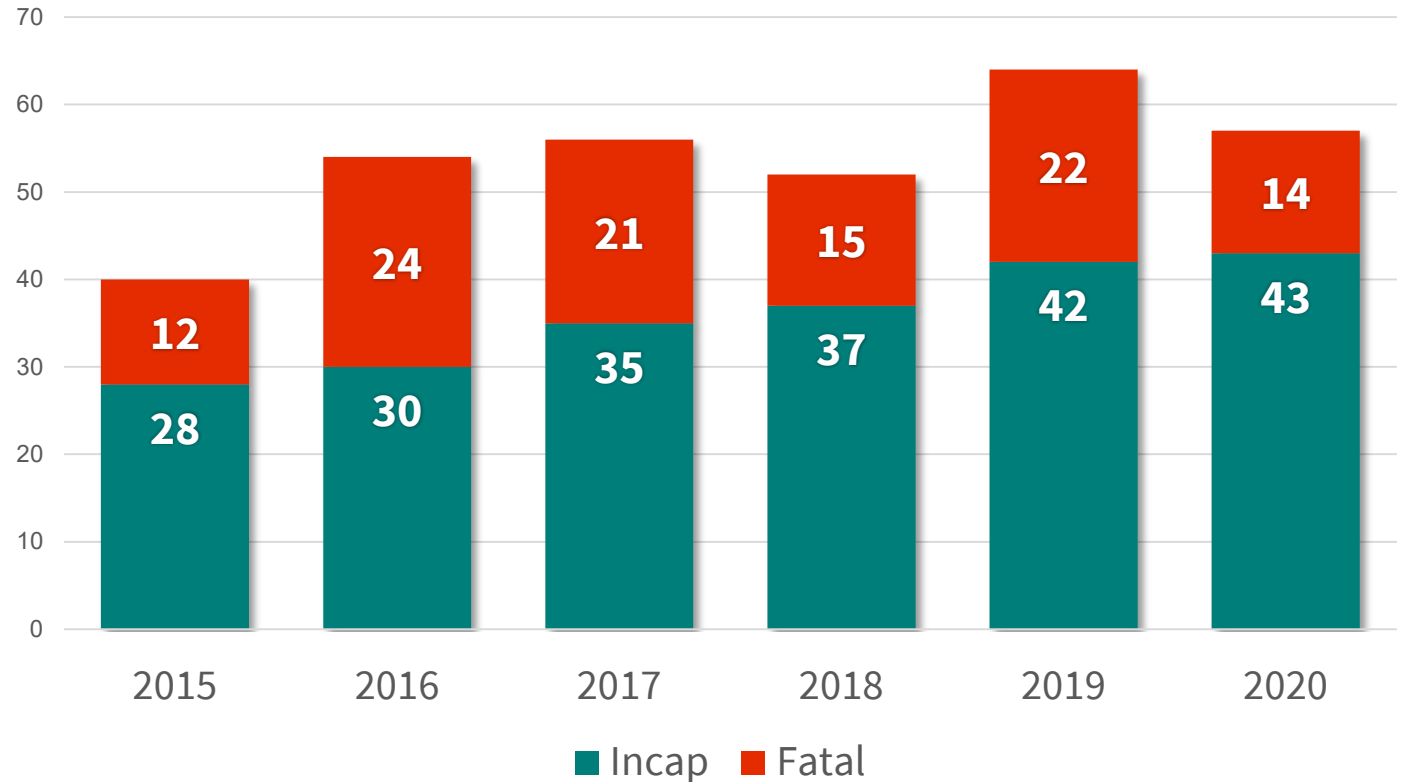


Crash History

Bike/Ped Crashes

108 Fatal Crashes

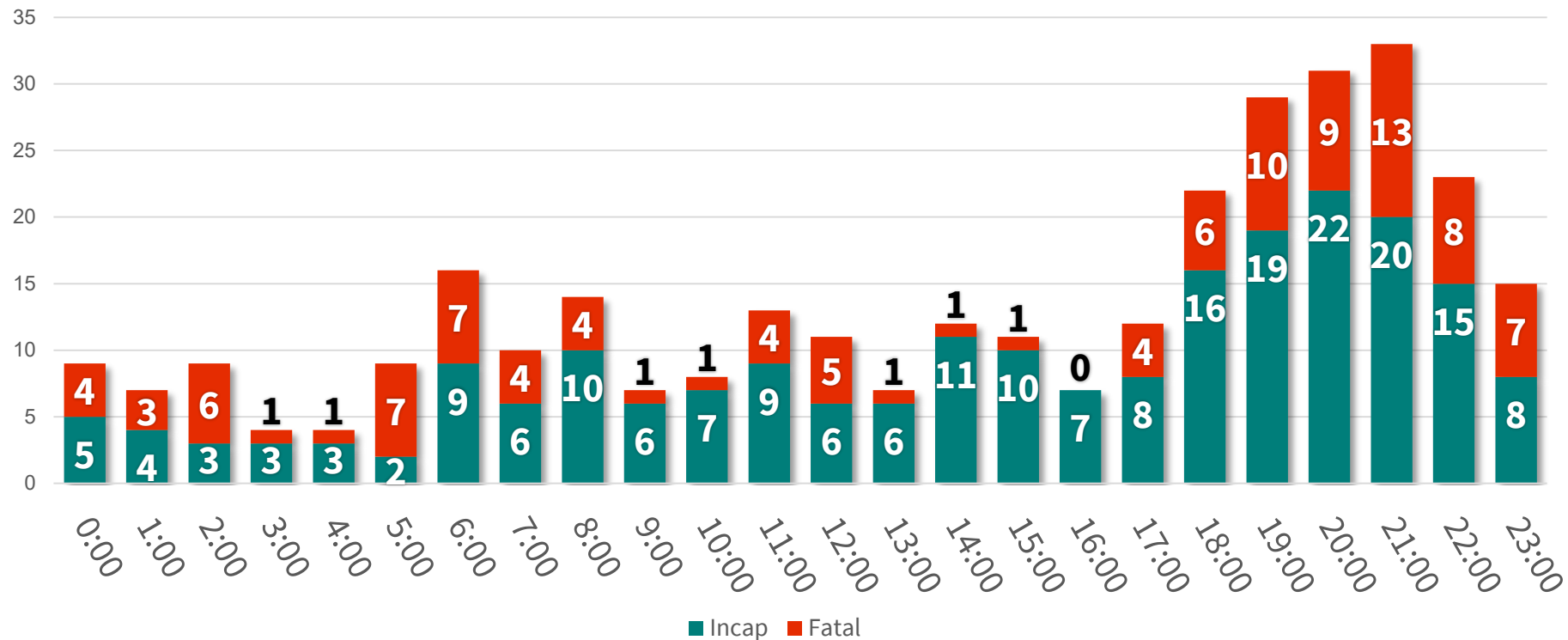
215 Serious Injury Crashes



Crash History

Bike/Ped Crashes

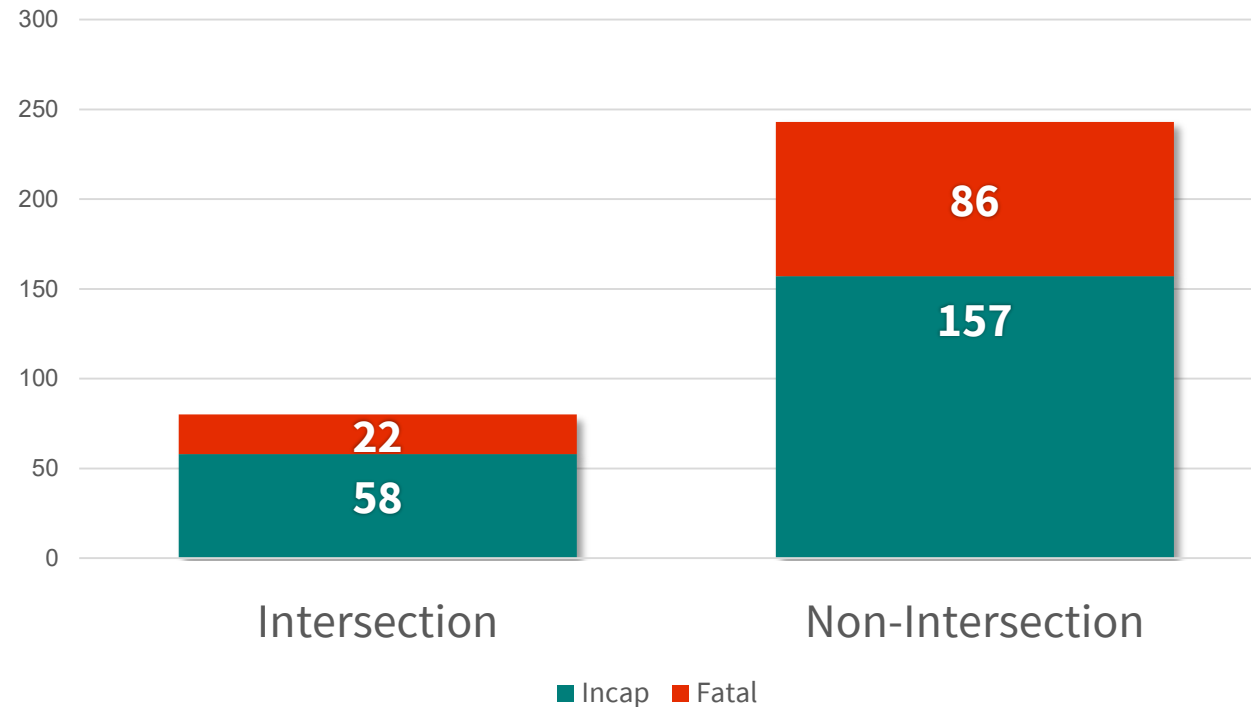
- More likely during night and early morning hours compared to total KSI crashes



Crash History

Bike/Ped Crashes

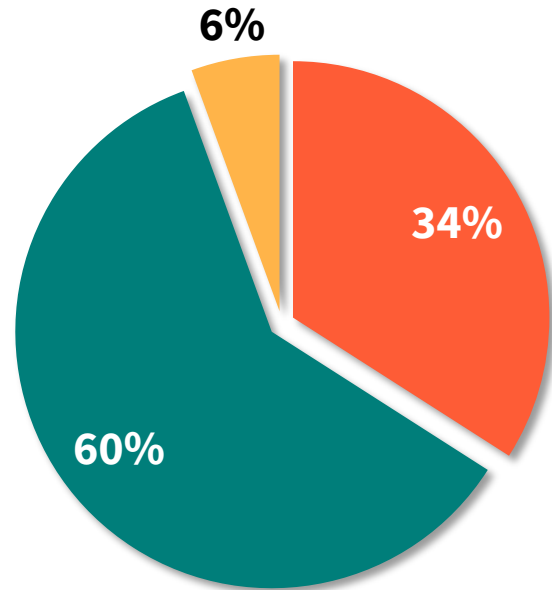
- More likely to occur at non-intersection locations compared to total KSI crashes



Crash History

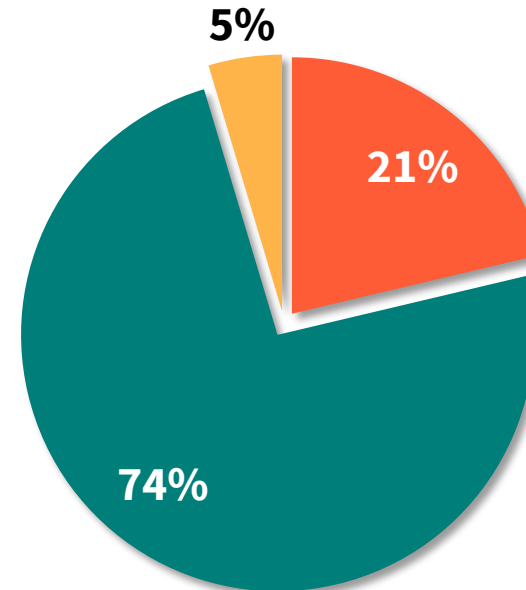
Bike/Ped Crashes

All KSI Crashes



- Daylight
- Dark
- Dawn / Dusk / Other

Only Fatal Crashes



- Daylight
- Dark
- Dawn / Dusk / Other

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



Top Crash Types

Run Off Road

387 total KSI crashes

17% of total KSI crashes

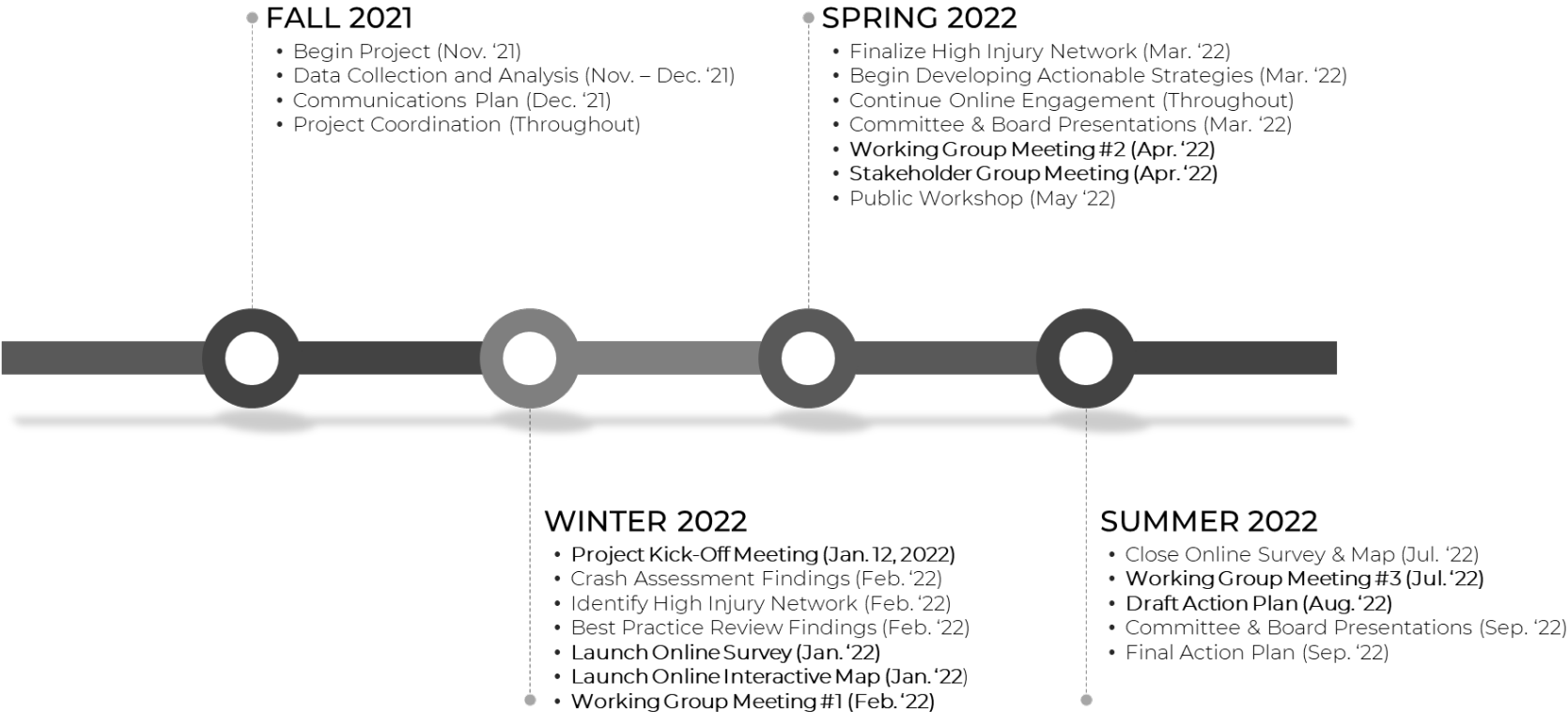
23% of all Fatal Crashes

15% of all Serious Injury

53% During Daylight Conditions



Next Steps



- 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)

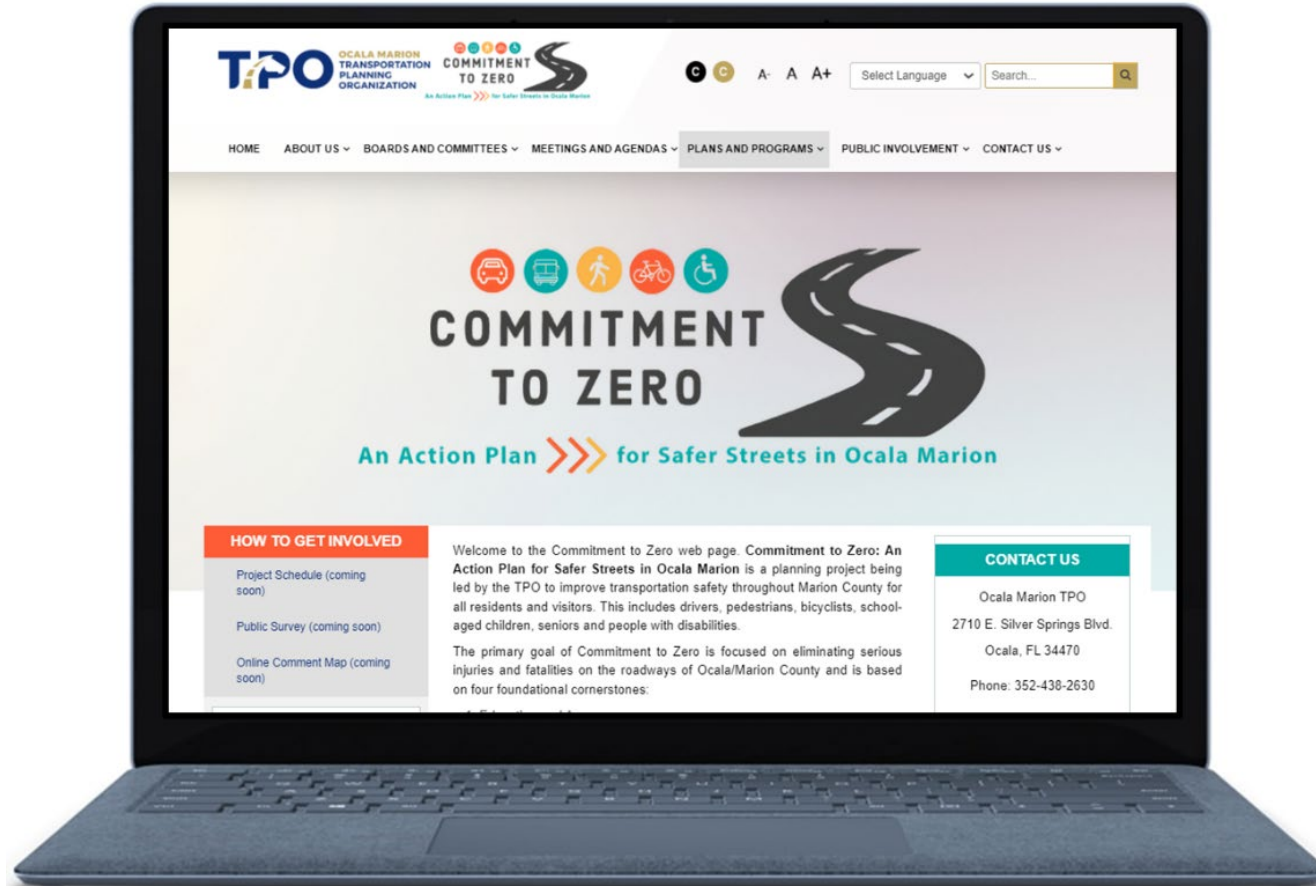
- High Injury Network Review
- Action Strategies Discussion and Brainstorm
- Engagement Update

Meeting #3

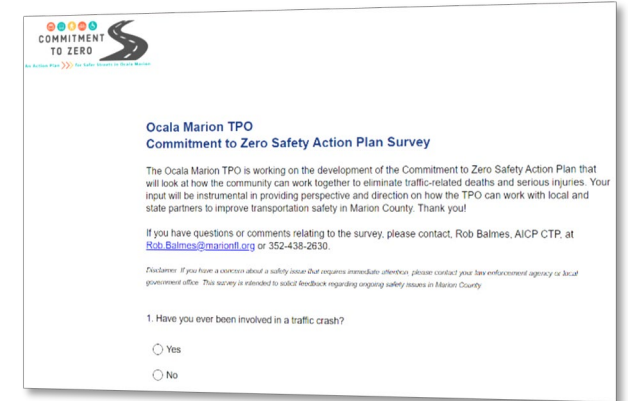
(July '22)

- Engagement Update
- Draft Action Plan Review
- Implementation Discussion

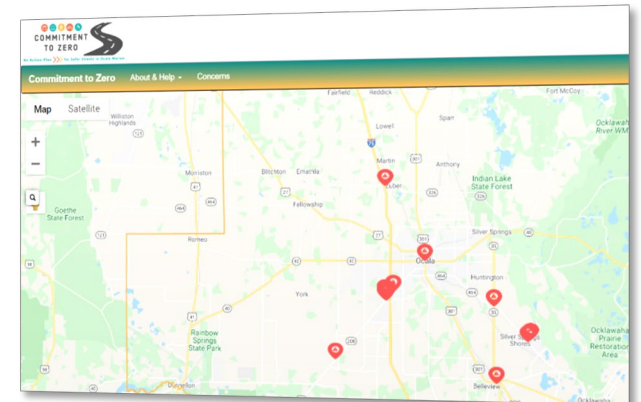
Get and Stay Involved



Take and Share the Online Survey:



Visit the Interactive Map:



<https://ocalamariontpo.org/safety-plan/>

Questions, Answers, and Discussion

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Consultant Contact: Chris Keller, AICP, cKeller@benesch.com