

## Working Group Meeting #2

April 14, 2022





#### Introductions









### 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 not have all the answers
- It will be a guide for addressing a complex issue
- It will be collaborative and data-driven
- It will identify actionable strategies and performance measures
- It will need to be monitored and updated
- It will be a marathon, not a sprint



#### Establish a framework for coordination, education, and engagement.

**Action Plan do?** 

 Focus efforts on proven mitigation strategies and performance measures to monitor progress.

• Align the TPO's safety vision with Federal

and State initiatives, vision, and goals.

What will the Commitment to Zero Safety

• Kick-Start Commitment to Zero





### **Working Group Recap**



#### 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



#### Crash Data Update and High Injury Network







### **Crashes by Roadway Type**



Туре	% of Fatal	% of Serious Injury	% KSI	% of Network	% of VMT
Highway	9.62%	4.17%	5.28%	0.95%	22.51%
Arterial	46.37%	57.54%	55.26%	7.77%	37.07%
Collector	31.41%	24.19%	25.67%	14.73%	20.48%
Local	12.39%	11.96%	12.05%	76.56%	19.94%
Other	0.21%	2.14%	1.75%	NA	NA



### **Crashes by Posted Speed**



Posted Speed	Fatal Crashes	% of Fatal	Serious Injury Crashes	% of Serious Injury	KSI Crashes	% KSI
30 mph	49	10.47%	260	14.26%	309	13.49%
35 mph	30	6.41%	148	8.12%	178	7.77%
40 mph	9	1.92%	60	3.29%	69	3.01%
45 mph	123	26.28%	596	32.69%	719	31.38%
50 mph	5	1.07%	23	1.26%	28	1.22%
55 mph	206	44.02%	620	34.01%	826	36.05%
60 mph	0	0.00%	1	0.05%	1	0.04%
70 mph	46	9.83%	77	4.22%	123	5.37%
Unknown	0	0.00%	38	2.08%	38	1.66%
		15 + mnh - 81.20		45 + mnh - 72.20	6	15 + mnh - 71.10

45+ *mph* = 81.2%

45+ *mph* = 72.2%



14.5% of the centerline network has a posted speed of 45+ mph



### **Crashes by Maintaining Agency**

Maintaining Jurisdiction	% of Fatal	% of Serious Injury	% KSI		
State (FDOT)	49.6%	49.9%	49.8%		
County	43.8%	34.9%	36.8%		
Ocala	3.2%	10.1%	8.7%		
Private	0.4%	2.7%	2.2%		
Unknown/Other	1.7%	1.8%	1.8%		
Belleview	0.6%	0.3%	0.3%		
Forestry	0.6%	0.2%	0.3%		

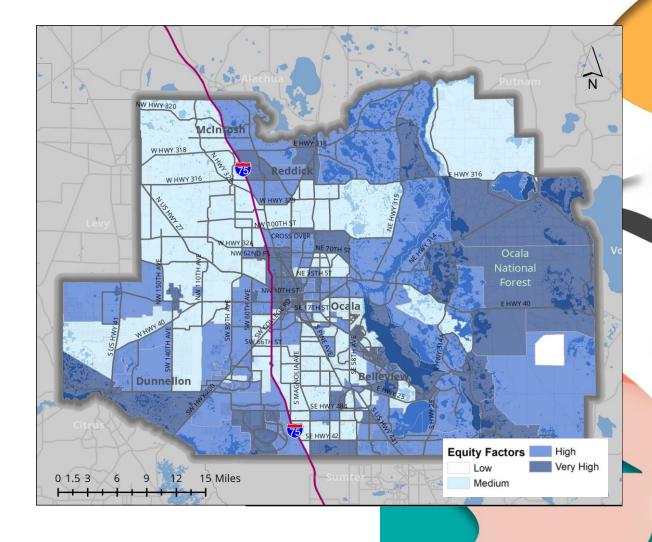




### **Crashes by Equity Area**



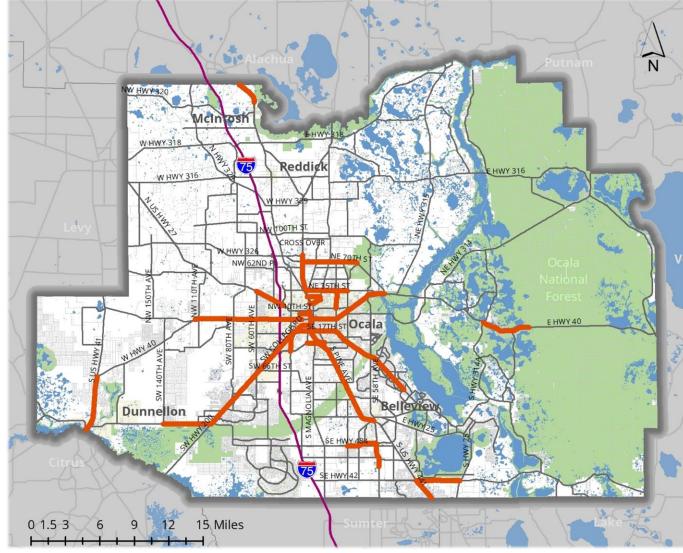
Equity Factors	% of Fatal	% of Serious Injury	% KSI		
Low	0.0%	0.0%	0.0%		
Medium	70.3%	64.0%	65.3%		
High	17.5%	16.2%	16.5%		
Very High	12.2%	19.8%	18.2%		











ID	Segment	Serious Injury Crashes	Fatal Crashes
1	SR 200/College Rd, I-75 to S Pine Ave	62	5
2	SR 40/Silver Springs Blvd, 25th Ave to NE 35th Ave	50	6
3	SR 40/Silver Springs Blvd, Pine Ave to 25th Ave	46	8
4	US 27/301/441/S Pine Ave, SE 17th St to SR 40/Silver Springs Blvd	47	4
5	SR 200/College Rd, SE 60th Ave to I-75	39	11
6	SR 40, NW 113 <sup>th</sup> Cir to I-75	39	6
7	SR 494/SE 17 <sup>th</sup> St, S Pine Ave to SE 25 <sup>th</sup> Ave	42	3
8	US 441, NE 35 <sup>th</sup> St to N of 77 <sup>th</sup> St	29	5
9	SR 464/Maircamp Rd, SE 58 <sup>th</sup> Ave to Emerald Rd	30	3
10	US 27/Blitchton Rd, W of NW 60th Ave to NW 34th Ave	25	7
11	SR 40/Silver Springs Blvd, I-75 to NW Martin L King Ave	30	2
12	SR 464/Maircamp Rd, SE 25 <sup>th</sup> Ave to SE 58 <sup>th</sup> Ave	26	5
13	US 27/301/441/S Pine Ave, SE 32 <sup>nd</sup> St to SE 17 <sup>th</sup> St	27	3
14	SR 200/College Rd, SW Hwy 484 to SW 80th Ave	23	5
15	SR 464/SW 17 <sup>th</sup> St, SR 200/College Ave to S Pine Ave	26	1
16	SR 326/NE 70 <sup>th</sup> St, US 441 to NE 36 <sup>th</sup> Avenue Rd	20	6
17	US 27/301/441/N Pine Ave, SR 40/Silver Springs Blvd to NW 10 <sup>th</sup> St	25	1
18	SE Hwy 42, US 441 to S Hwy 25	17	8
19	SE Hwy 484/SE 132 <sup>nd</sup> Street Rd, SE 26 <sup>th</sup> Ave to US 301	17	7
20	US 27/301/441/S Pine Ave, SE 92 <sup>nd</sup> Place Rd to SE 52 <sup>nd</sup> St	17	7
21	US 301, S of 151 <sup>st</sup> St to SE 132 <sup>nd</sup> Street Rd	16	7
22	US 441, Marion/Sumter County Line to SE Hwy 42	19	4
23	SR 40, S Hwy 314A to 196 <sup>th</sup> Ter	15	7
24	NE 35 <sup>th</sup> St, US 441 to NE 36 <sup>th</sup> Ave	20	2
25	US 27/301/441/SE Abshier Blvd, SE 62 <sup>nd</sup> Ave to SE 92 <sup>nd</sup> Place Rd	16	5
26	SR 200/College Rd, SW 80th Ave to SW 60th Ave	18	3
27	US 41/Williams St, Marion/Citrus County Line to SR 40	17	3
28	SW Hwy 484, SW 104 <sup>th</sup> Ave to SR 200/College Rd	15	3
29	SW 27 <sup>th</sup> Ave, SW 42 <sup>nd</sup> St to SR 200/College Rd	17	0
30	US 27/301/441/S Pine Ave, SE 52 <sup>nd</sup> St to SE 32 <sup>nd</sup> St	11	5
31	NE 25 <sup>th</sup> Ave, NE 14 <sup>th</sup> St to NE 35 <sup>th</sup> St	15	1
32	SR 40/Silver Springs Blvd, NE 35 <sup>th</sup> Ave to E Hwy 326	11	2
33	20 <sup>th</sup> St/Jacksonville Rd/Hwy 200A/NE 24 <sup>th</sup> St, US 441/301/N Pine Ave to NE 10 <sup>th</sup> Ct	9	3
34	US 441, NW 214 <sup>th</sup> Ln to NW 230 <sup>th</sup> St	9	2
35	NE 28 <sup>th</sup> St, US 441/301/N Pine Ave to Jacksonville Rd	8	2
36	SW 32 <sup>nd</sup> St, SW 7 <sup>th</sup> Ave to SE Lake Weir Ave	10	0
37	NW 7 <sup>th</sup> St. NW Old Blichton Rd to NW 6 <sup>th</sup> Ter	8	0

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

- HIN helps in identifying high-risk street segments
- Better understanding of contributing characteristics
- Help focus future study efforts
- Prioritize improvements





2.5% of all centerline miles
42% of total KSI crashes
33% of all Fatal Crashes
44% of all Serious Injury Crashes







81% 45 MPH or Higher Posted Speed
87% Designated as Arterial Road
70% 4 or More Travel Lanes
73% Maintained by FDOT





65% Don't have Roadway Lighting
32% Have Complete Sidewalks
7% Have a Dedicated Bicycle Facility
51% Located Near a School or Park







#### Safe Systems Focus Areas Safe Road Users



- Regular Education Campaigns
  - Social media, print/TV, community signage, etc.
- Establish a Culture of Safety
  - Safety courses, targeting a variety of groups, etc.
- Hold Regular Engagement Events
  - Street teams, presence at large events, etc.



Courtesy Marion County (above) and Local DVM (below)





#### Safe Systems Focus Areas Safe Vehicles



- Safe Government Fleets
  - Safety education, safer vehicles, interface with Marion Transit
- Pursuing Technology & Innovation
  - Level 3+ AVs, Advanced Crash Tech, Crash Prediction



Courtesy City of Ocala (above) and Robotics Business Review (below)





### Safe Systems Focus Areas Safe Speeds & Safe Roads

- Prioritize and Implement Projects
  - Emphasize safety, and then construct those projects
- Design Guidelines for Safe Streets
  - Design roads with safety as a primary focus
- Establish and Pursue Safety Emphasis Areas
  - Review crash trends, and target those most impacted
- Enhanced Policy and Enforcement
  - Targeted enforcement campaigns, speed cameras, diversion programs, etc.





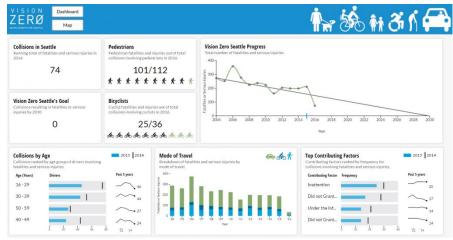
#### Safe Systems Focus Areas Pre- and Post- Crash Care



- Data Management
  - Track crash trends, provide public access, etc.
- Public Safety Professionals
  - Equip and train professionals

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Courtesy State of Florida (above) and Wedgwood Community Council (below)





## Safe Road Users

# **Safe Vehicles**

# Safe Speeds & Safe Roads

# Pre- and Post-Crash Care

# Safe Road Users

# **Safe Vehicles**

# Safe Speeds & Safe Roads

# Pre- and Post-Crash Care

### **Next Steps**

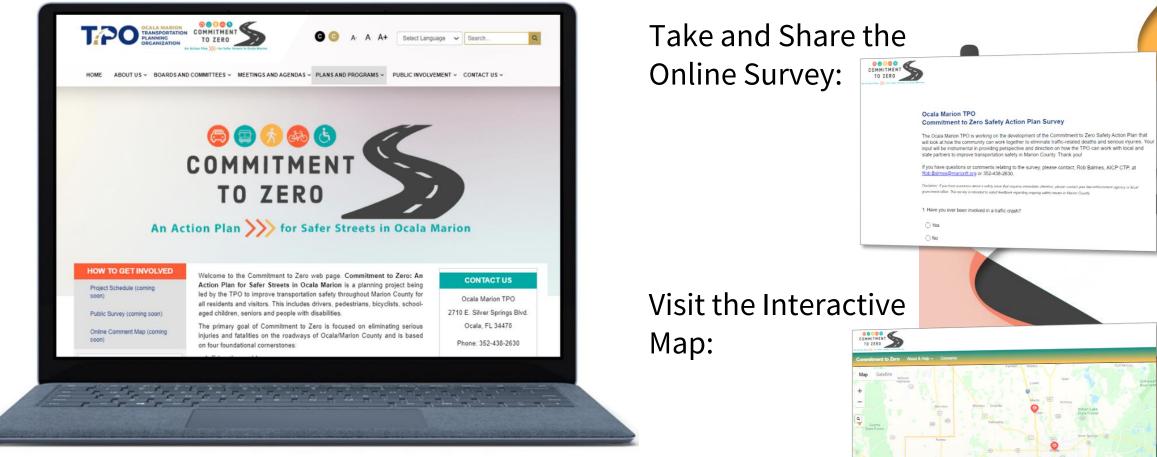
- Public Engagement
  - Workshop (Today)
  - Stakeholder Meeting (May)
- Establish and Vet Action Strategies
- Working Group Meeting #3 (July)
- Produce Draft Action Plan
- Present Findings and Receive Feedback
- Finalize Safety Action Plan





#### **Get and Stay Involved**





#### https://ocalamariontpo.org/safety-plan/



## Working Group Meeting #2

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