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An Action Plan for Safer Streets in Ocala Marion

Public Workshop

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OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Safe System Approach Principles

The Safe System approach is a recognized international road safety best practice that is rapidly gaining awareness and application in the United States. Other countries have been able to achieve significant reductions in traffic-related deaths and serious injuries by adopting Safe System Principles. Working to create a Safe System requires strengthening all elements of the system and leveraging collaborative partnerships.

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.

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Safe System Elements

Committing to reducing traffic deaths and serious injuries means addressing every aspect of crash risk through the five elements of a Safe System.

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 hazards and other road users.

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 activities.

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Safe System Approach vs. Traditional Road Safety Practices

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach refocuses transportation system design and operation on anticipated human mistakes and lessening impact forces to reduce crash severity and saves lives.

Traditional Approach		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

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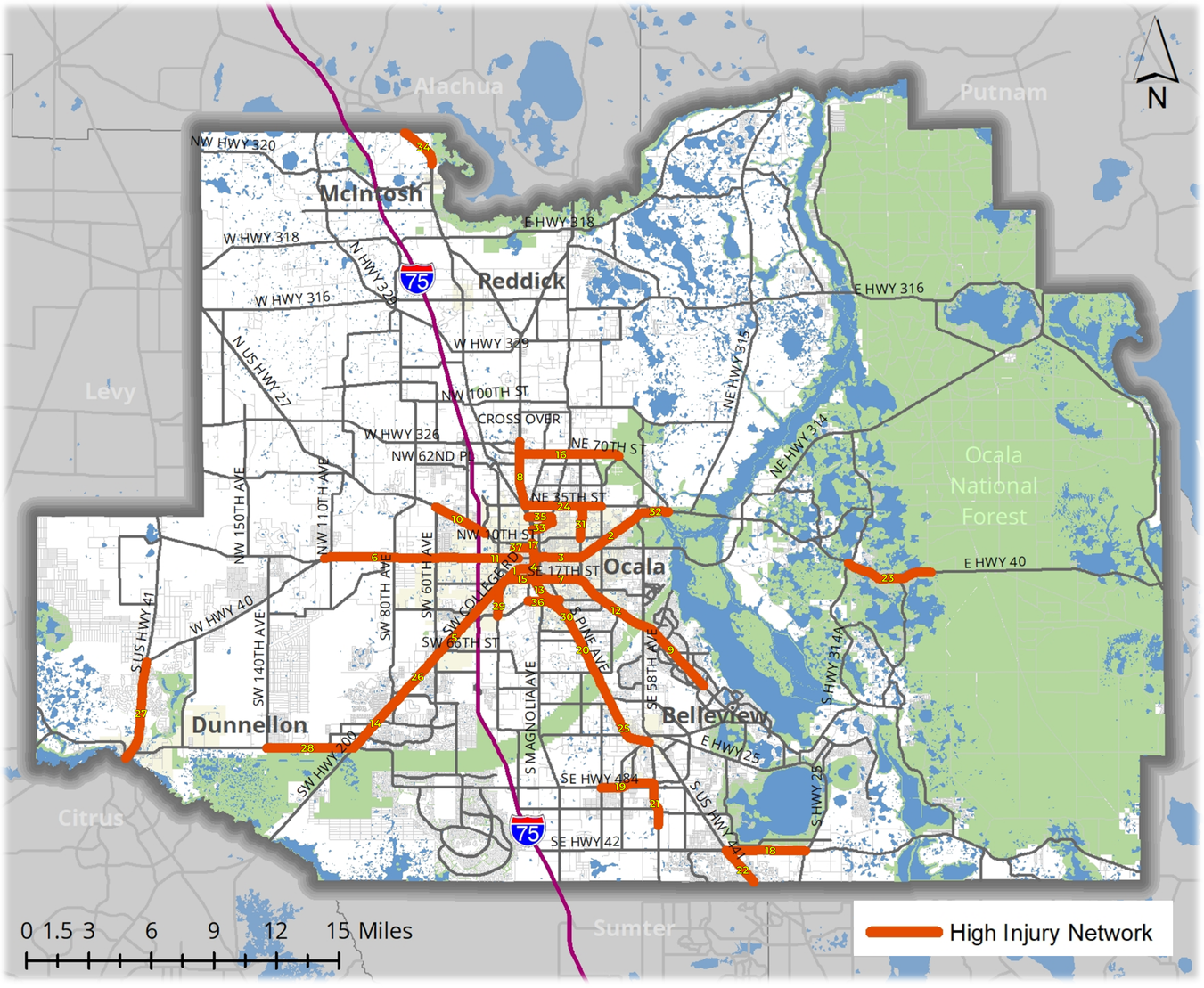
High Injury Network

2.5% of the Roadway Network, 42% of KSI Crashes (33% Fatal Crashes, 44% Serious Injury Crashes)



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

- 87% of segments classified as Arterials
- 70% of segments have 4+ travel lanes
- 81% of segments have posted speed of 45+ mph
- 65% of segments don't have roadway lighting
- 32% of segments have complete sidewalks
- 51% of segments located near a school or park
- 68% of segments located within Urban area
- 73% of HIN on State maintained roadways

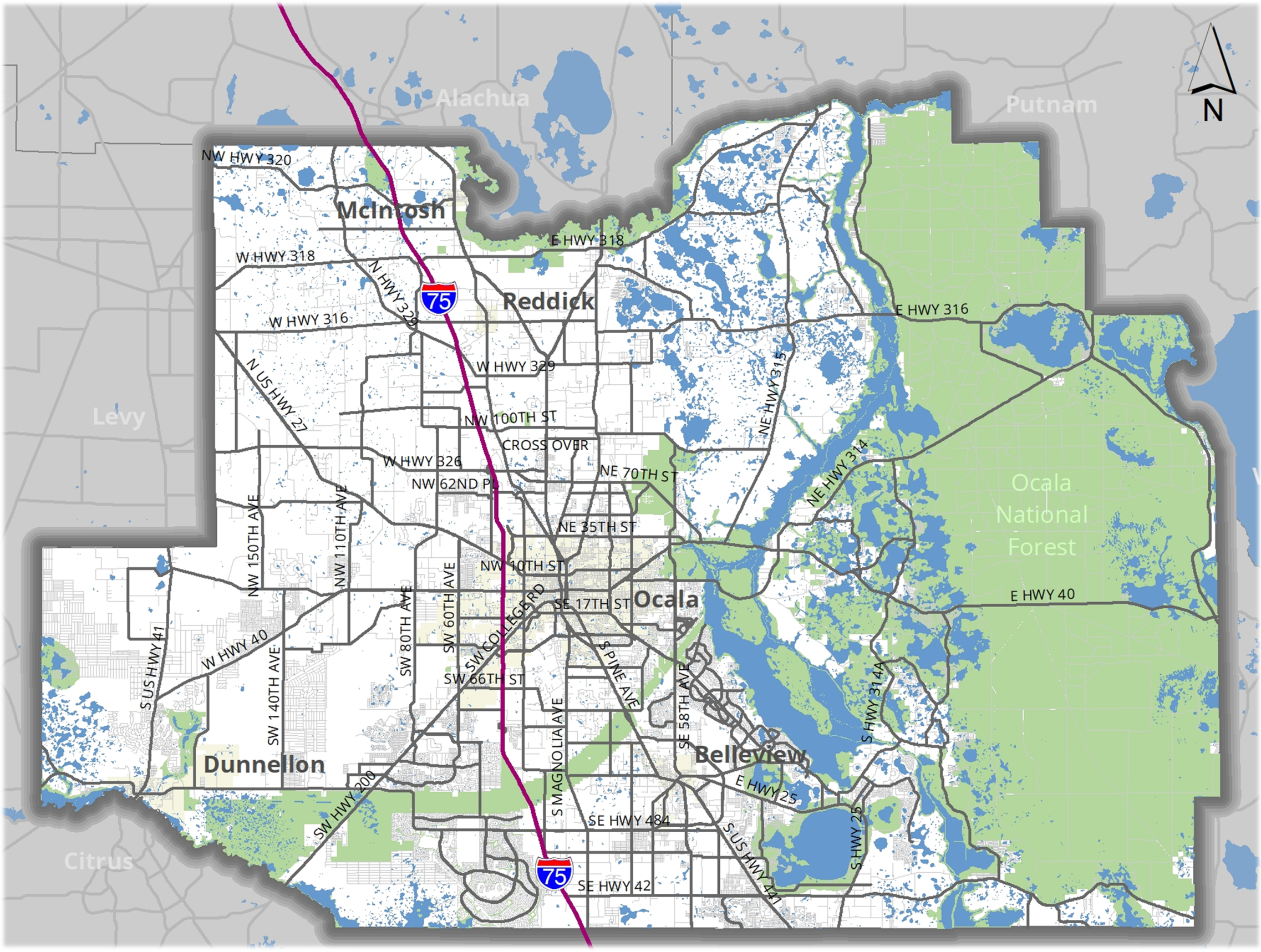
Audience Polling Questions

1.) In your opinion, which of the following are the greatest challenges to overcome in eliminating fatal and serious injury crashes? (Please indicate your top 3 on the provided ballot slip)

A. Impaired Driving
B. Traffic Speed and Speeding
C. Unrestrained/Improperly Restrained Occupants
D. Pedestrian and Bicycle Safety
E. Roadway Lighting
F. Distracted Driving
G. Political Will
H. Funding
I. Cooperation between Jurisdictions
J. New Drivers (Continued Growth)

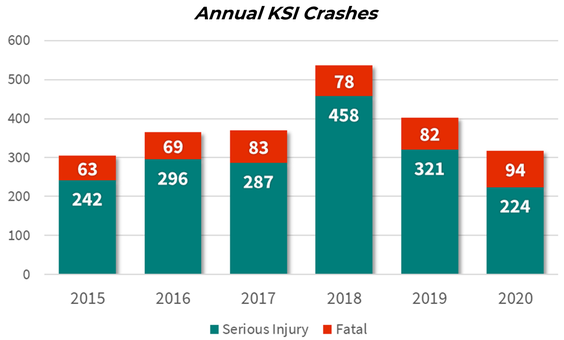
2.) In your opinion, what would be effective strategies towards improving safety on our roadways? (Please indicate your top 3 on the provided ballot slip)

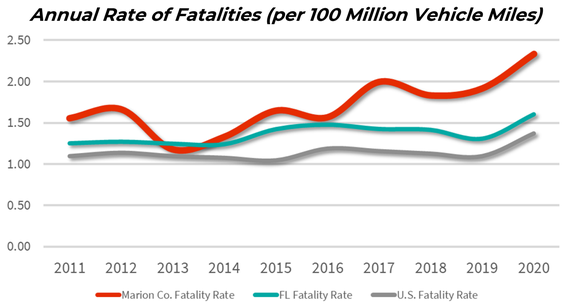
A. Enhanced Lighting
B. Smarter Technology/Infrastructure/ Vehicles
C. Better/More Signage
D. Speed Management
E. More Transportation Options
F. Increased Funding to Incorporate Safety Features
G. More/Targeted Enforcement
H. More Frequent Education
I. Redesigned Streets
J. Better Land Use Integration


Alachua
Putnam
Levy
Citrus
N
NW HWY 320
McIntosh
E HWY 318
W HWY 318
N HWY 329
75
Reddick
E HWY 316
W HWY 316
W HWY 329
N US HWY 27
NE HWY 315
NW 100TH ST
CROSS OVER
NE HWY 314
W HWY 326
NE 70TH ST
NW 62ND PL
Ocala National Forest
NE 35TH ST
NW 150TH AVE
NW 110TH AVE
NW 10TH ST
SW 60TH AVE
SW 80TH AVE
SW COLLEGE RD
SE 17TH ST
Ocala
E HWY 40
S US HWY 41
W HWY 40
SW 140TH AVE
SW 66TH ST
S PINE AVE
SE 58TH AVE
S HWY 314A
Dunnellon
S MAGNOLIA AVE
Belleview
E HWY 25
SW HWY 200
SE HWY 484
S US HWY 441
S HWY 25
75
SE HWY 42

Crash Information

Annual Trends





Between 2015 and 2020, 1 in every 25 crashes resulted in a death or serious injury.

- 469 Fatal Crashes, 509 Fatalities
- 1,828 Serious Injury Crashes, 2,371 Serious Injuries

Top 3 Fatal Crash Types

Run Off Road

23% of Fatal, 17% of KSI Crashes

Pedestrian/Bicycle

20% of Fatal, 11% of KSI Crashes

Angle/Left Turn

17% (25% of KSI Crashes)

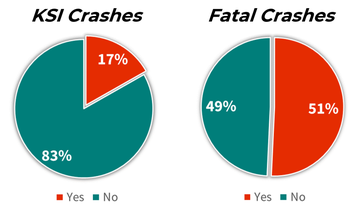
CRASH

NOT ACCIDENT

Traffic Crashes are not accidents, they are the result of preventable human error and systemic design decisions; they are fixable problems, and we should expect answers and solutions.

Impairment (Alcohol/Drug Use)

51% of the Fatal crashes and 17% of the Serious Injury crashes were impairment (Alcohol/Drug) related.

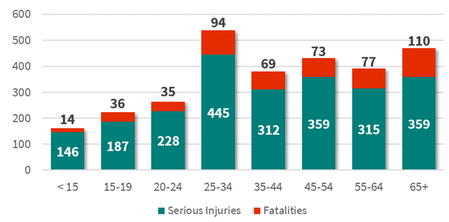


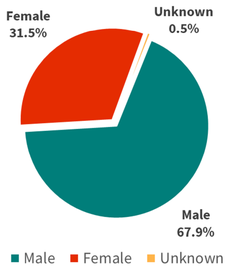
Passenger Restraint

39.4% of the Fatal crashes and 13.5% of the Serious Injury crashes involved people not wearing a seatbelt (properly restrained).

Age and Sex

The 26-34 and 65+ Age groups accounted for 34% of the serious injuries and 40% of the fatalities.





67.9% of the Fatalities and 57.7% of the Serious Injuries were Males.

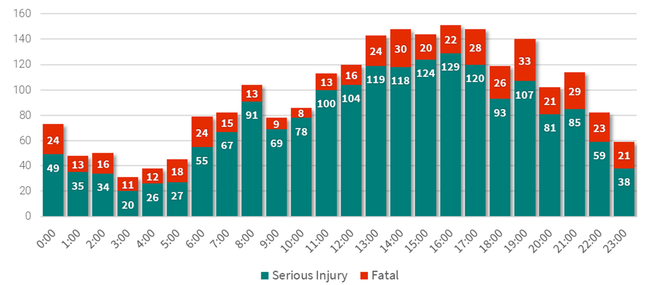
Locational Factors

Crashes by Roadway Type (Functional Classification)

Road Type	Total KSI Crashes	Fatal Crashes	% of Streets	% of Traffic
Highways (I-75)	5.3%	9.6%	1.0%	22.5%
Arterials	55.3%	46.4%	7.8%	37.1%
Collectors	25.7%	31.4%	14.7%	20.5%
Local	12.1%	12.4%	76.6%	19.9%
Other	1.8%	0.2%	NA	NA

74% of KSI and 81% of the Fatal crashes occurred on streets with a speed limit of 45 MPH or higher.

Time of Day/Lighting Condition



Lighting Condition	Total KSI Crashes	Fatal Crashes
Daylight	58.7%	42.6%
Dark with Lighting	10.8%	9.0%
Dark without Lighting	23.9%	41.6%
Dawn/Dusk	6.4%	6.6%
Other/Unknown	0.3%	0.2%