



## Online Survey

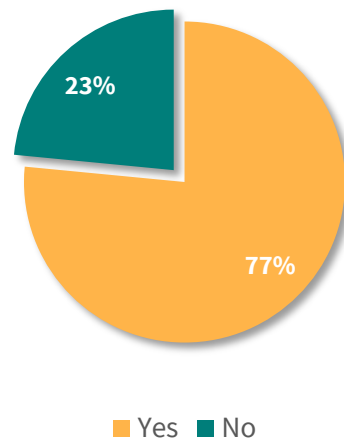
An online survey was developed and hosted on the TPO’s Safety Action Plan webpage. Open from January 12, 2022, through July 1, 2022, the survey was used to solicit feedback from the public on issues associated with crashes and traffic safety concerns in the community. 196 participants completed the survey by answering questions and providing comments. The following provides a summary of the results of the survey by question.

### Relationship to Crashes

Respondents were asked a pair of questions to understand how traffic crashes have impacted them personally.

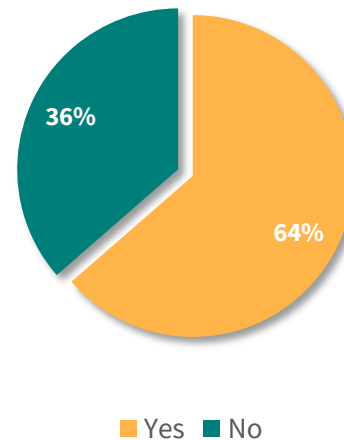
#### Have you ever been involved in a traffic crash?

Of 196 total responses, a wide 77% of respondents indicated that they had been involved in a traffic crash.



#### Has someone you know been seriously injured or killed in a traffic crash?

Of 195 total responses, 64% indicated that someone they know had been killed or seriously injured in a traffic crash, demonstrating a clear personal connection between most respondents and the core concept of Commitment to Zero.



## Crash Factors

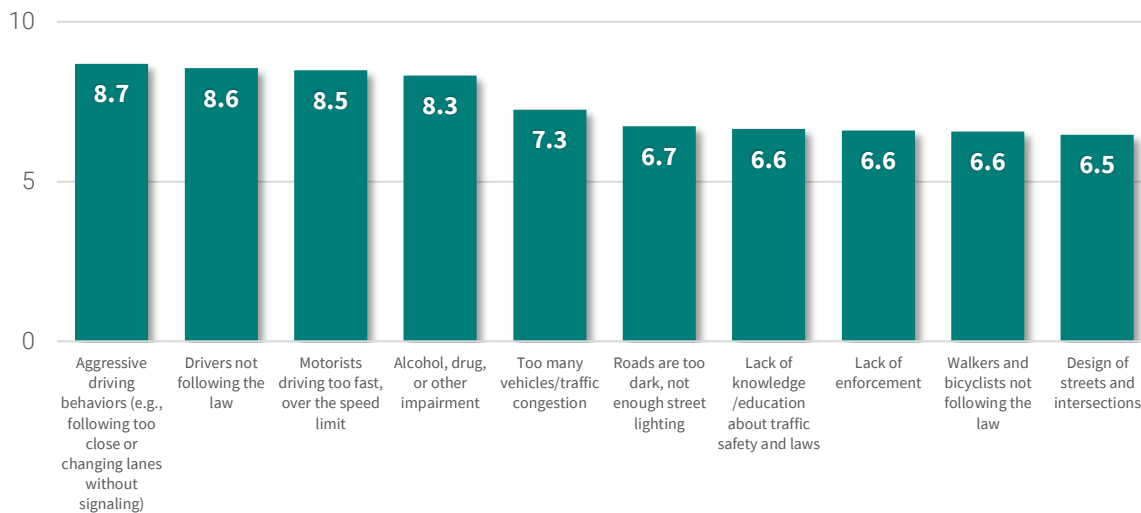
Respondents were asked a series of questions about their sentiments towards the contributing factors to crashes, and how to best counteract these factors.

### How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community?

For this question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)
- Alcohol, drug, or other impairment
- Design of streets and intersections
- Distraction/inattention while driving (e.g., texting and driving)
- Drivers not following the law
- Lack of enforcement
- Lack of knowledge/education about traffic safety and laws
- Motorists driving too fast, over the speed limit
- Roads are too dark, not enough street lighting
- Too many vehicles/traffic congestion
- Walkers and bicyclists not following the law

Next, a weighted average was applied to the results, yielding that most respondents felt that crashes were caused by aggressive driving, drivers disobeying the law generally, drivers exceeding the speed limit, and road users acting under the influence of drugs or alcohol. The fewest respondents ranked the design of roads as a contributing factor.



Respondents were also given the opportunity to specify their own cause with an “Other, please specify” choice. Those who did so generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.

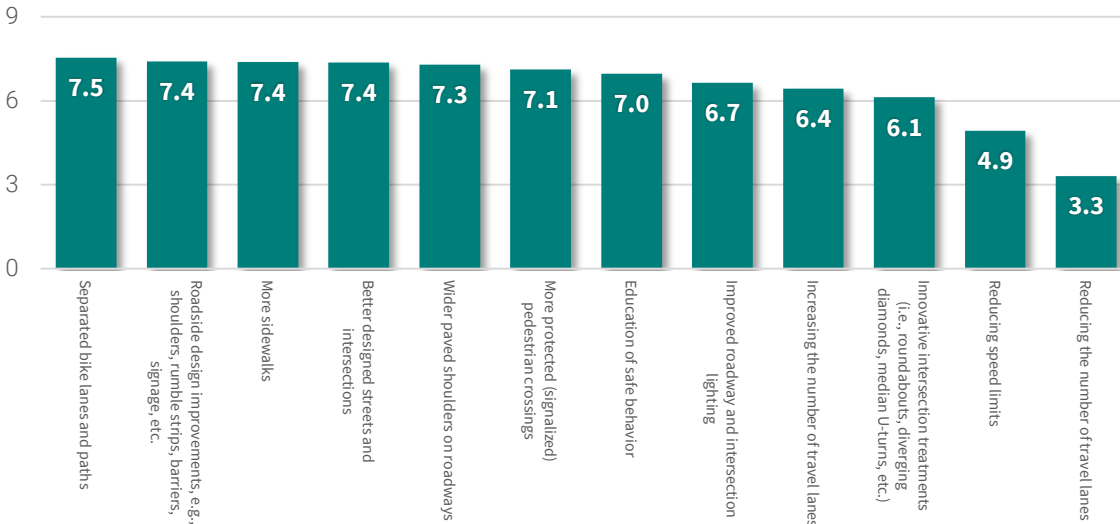


## What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community?

Similar to the previous question, respondents were asked to rank the following items from 1 to 10, with items ranked 1 as not contributing at all, and items ranked 10 as contributing very much. All 197 respondents chose to answer this question. The following choices were provided:

- Better designed streets and intersections
- Education of safe behavior
- Enforcement of unsafe behavior (i.e., speeding tickets)
- Improved roadway and intersection lighting
- Increasing the number of travel lanes
- Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)
- More protected (signalized) pedestrian crossings
- More sidewalks
- Reducing speed limits
- Reducing the number of travel lanes
- Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.
- Separated bike lanes and paths
- Wider paved shoulders on roadways
- Other (please specify)

Using a weighted average, respondents rated separated bike lanes, roadway design improvements, more sidewalks, and better designed streets and intersections as the most effective ways to reduce fatal and serious injury crashes. The design approach of reducing the total number of travel lanes was ranked as the most ineffective, followed by reducing speed limits.



Respondents were also given the opportunity to specify their own cause with an “Other, please specify” choice. The perception that the rapid growth of Marion County is outpacing the capacity of its roads was a major theme of these comments. The other free response comments generally described options offered above or suggested location-based design interventions. The full free responses can be found in the full survey detail section.



## Sentiments on Achieving Zero

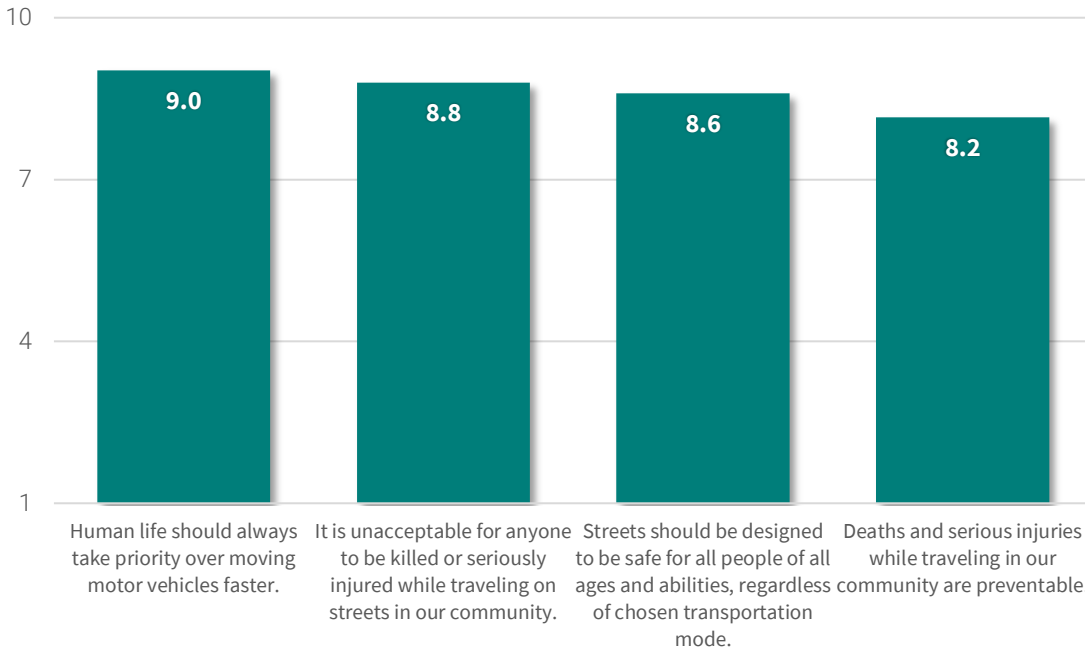
Respondents were asked a pair of questions to better understand their feelings on the need and probability of the goal to achieve zero traffic-related serious injuries and deaths.

### How much do you agree or disagree with the following statements?

To gauge their sentiments towards whether serious injuries and deaths on Ocala / Marion roads are preventable, respondents were asked to rank the following statements from 1 to 10. Items ranked 1 were considered strong disagreements, and items ranked 10 were considered strong agreement. All 197 respondents chose to answer this question.

- Deaths and serious injuries while traveling in our community are preventable.
- Human life should always take priority over moving motor vehicles faster.
- It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.
- Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.

Based on the weighted average of responses, most respondents agreed with all statements, with the statement that human life should always take priority over moving cars quickly having the strongest support.



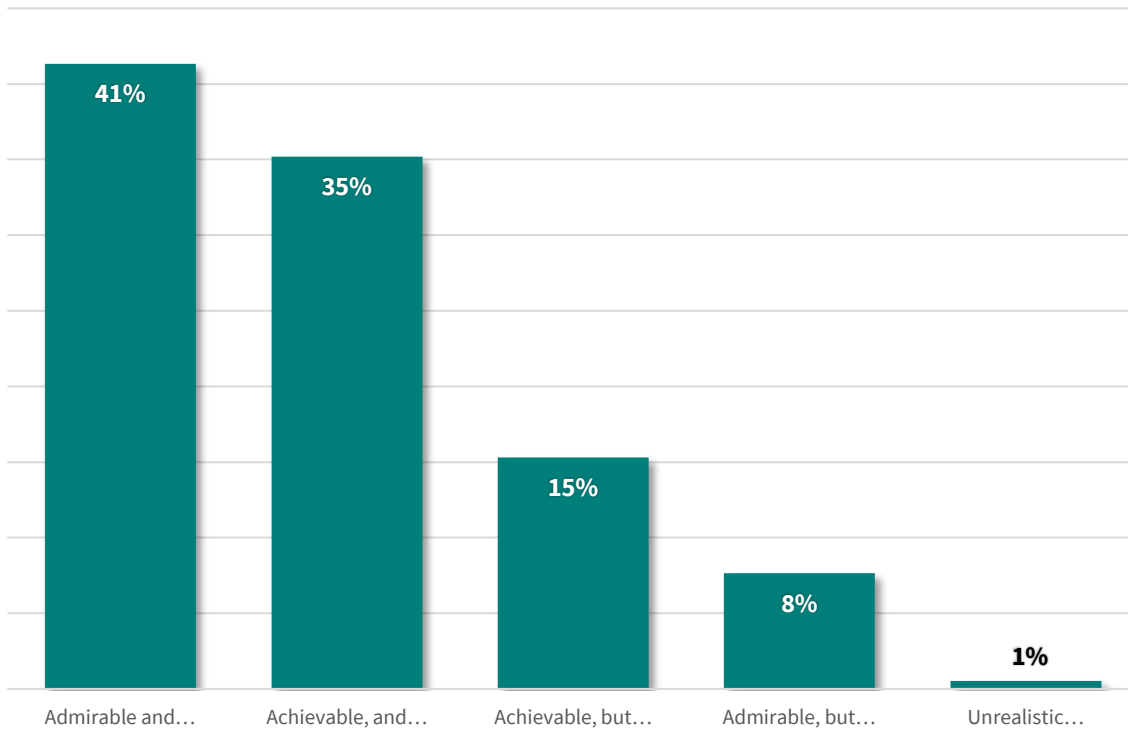


**The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?**

To understand to what degree respondents, support the concept of Commitment to Zero, they were asked to select which of the following statements most closely represented their view:

- The goal is achievable, and we should do everything we can now to realize it.
- The goal is achievable, but it should be pursued over time.
- The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.
- The goal is admirable, but it is unachievable.
- The goal is unrealistic, unachievable, and should not be pursued.

Based on these responses, most respondents (76%) feel that the goal is achievable and should be pursued either immediately (41%) or over time (35%). A smaller share of respondents (15%) feel that the goal is admirable, and just one respondent of 196 total respondents felt that the goal is unrealistic, unachievable, and should not be pursued.





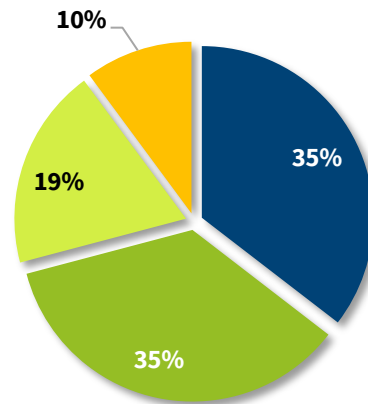
## Free Response

Respondents were asked: *Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?*

Of the 79 responses, several dominant themes arose including Design and Maintenance, Enforcement, Behavior and Education, and Non-Specific comments. The following are examples representative of each category:

- Design and Maintenance: *“We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK.”*
- Enforcement: *“More enforcement and increased citation penalties for driving infractions directly related to dangerous driving”*
- Behavior and Education: *“Educate drivers on how to safely pass cyclists and pedestrians.”*
- Non-Specific: *“I thought I was going to be able to comment on a specific intersection issue.”*

35% of the total comments received related to Behavior and Education or Design and Maintenance, while 19% of responses were related to Behavior and Education, and 10% were considered non-specific.



The full free responses can be found at the end of this document.

■ Design/ Maintenance ■ Enforcement  
■ Behavior/ Education ■ Non-Specific

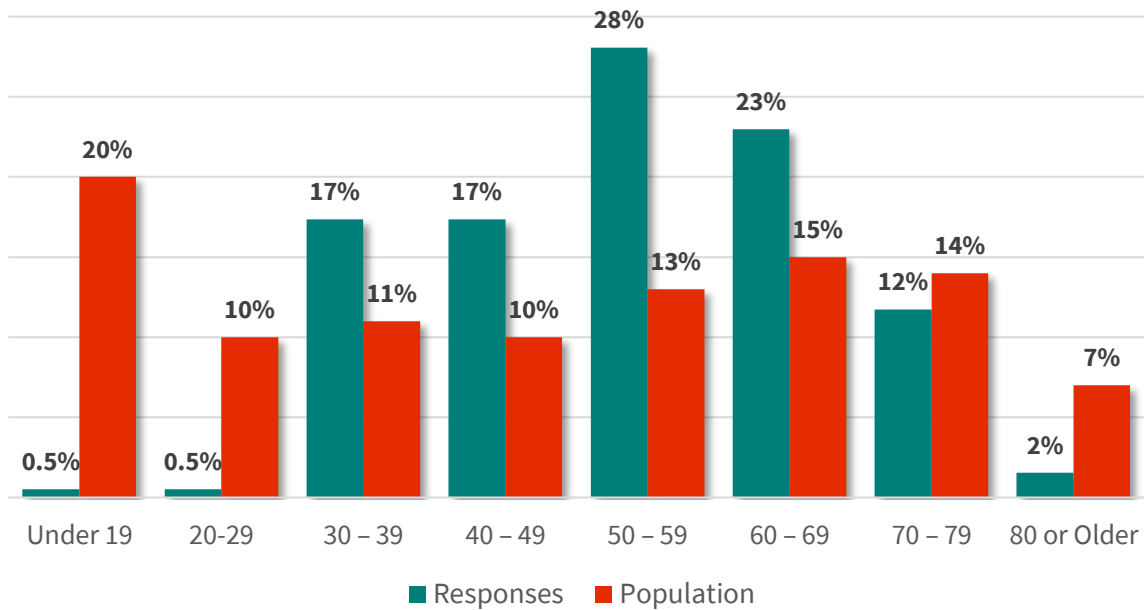


## Demographics

### Age

Respondents were asked to share their age, with 196 responses received. Most of the respondents, 64%, reported being above the age of 50, with 50-59 being the largest age group, at 28% of respondents.

The reported age of respondents was then compared to US Census data related to the age of residents of Marion County. As shown in the chart below, younger people, those under 29 years old, were significantly underrepresented, while the views of people in their middle age, between 40 and 69, were overrepresented.



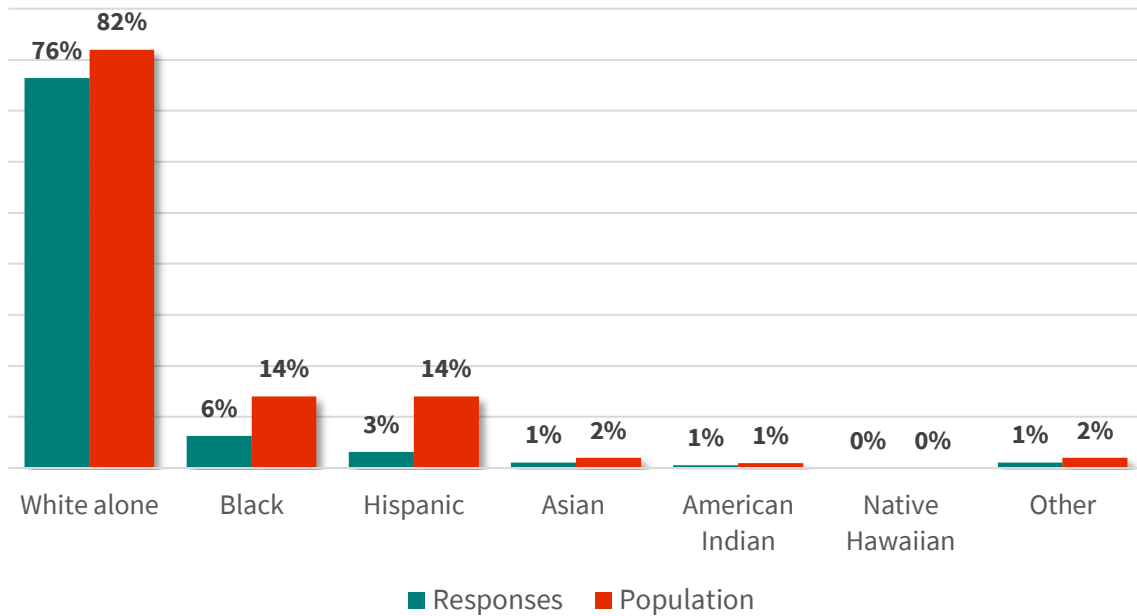
Source: ACS 2019

Full survey results, including the complete responses to the free response prompts, are available at the end of this document.



## Race & Ethnicity

To understand how the reported race and ethnicity of respondents matches the demographics of the county, US Census data were reviewed. 169 total respondents chose to answer this question while 28 chose to skip this question, including 22 who elected “I prefer not to answer.” When compared to the total population, those who identify as Black or Hispanic were underrepresented, while people who identified as White Alone were slightly overrepresented.



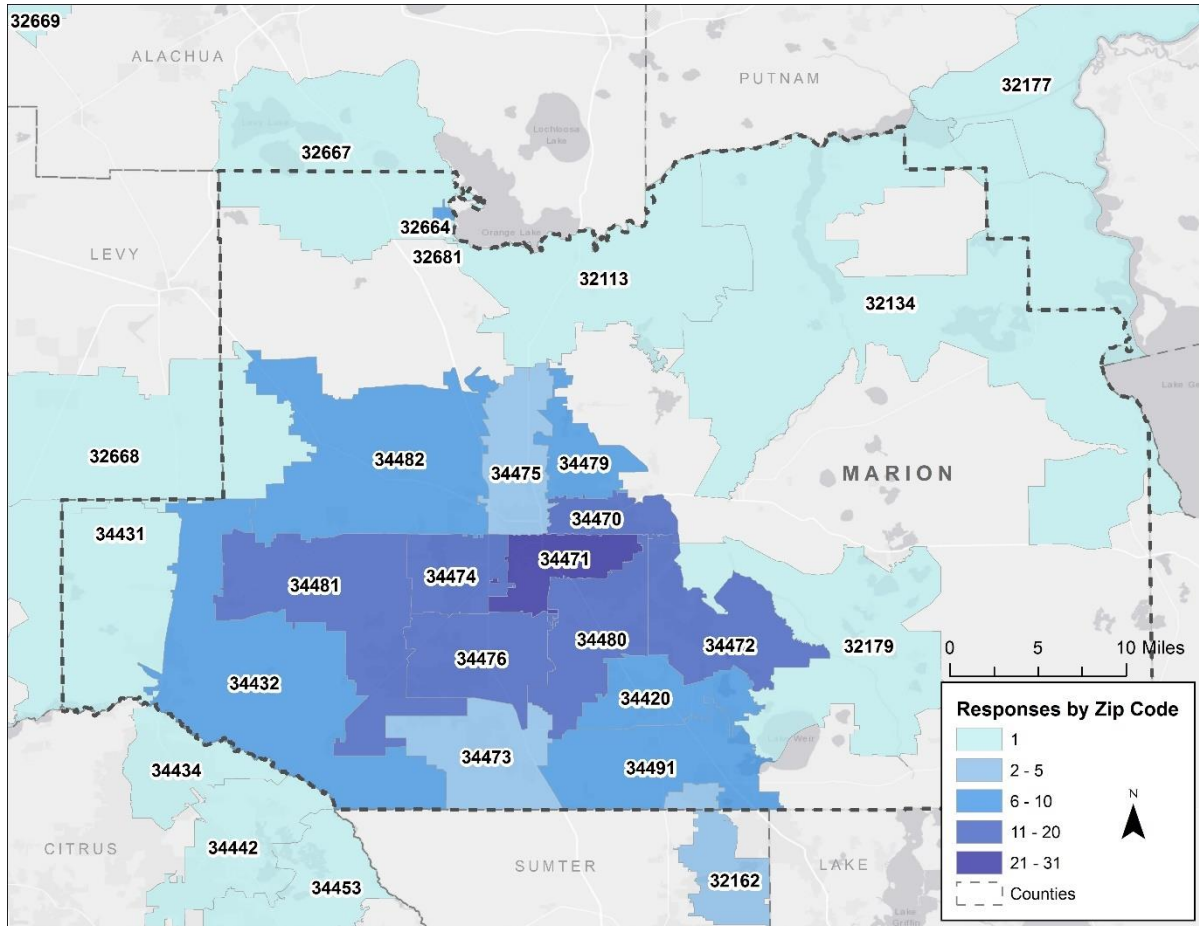
Source: US Census 2020 QuickFacts





## Home Zip Code

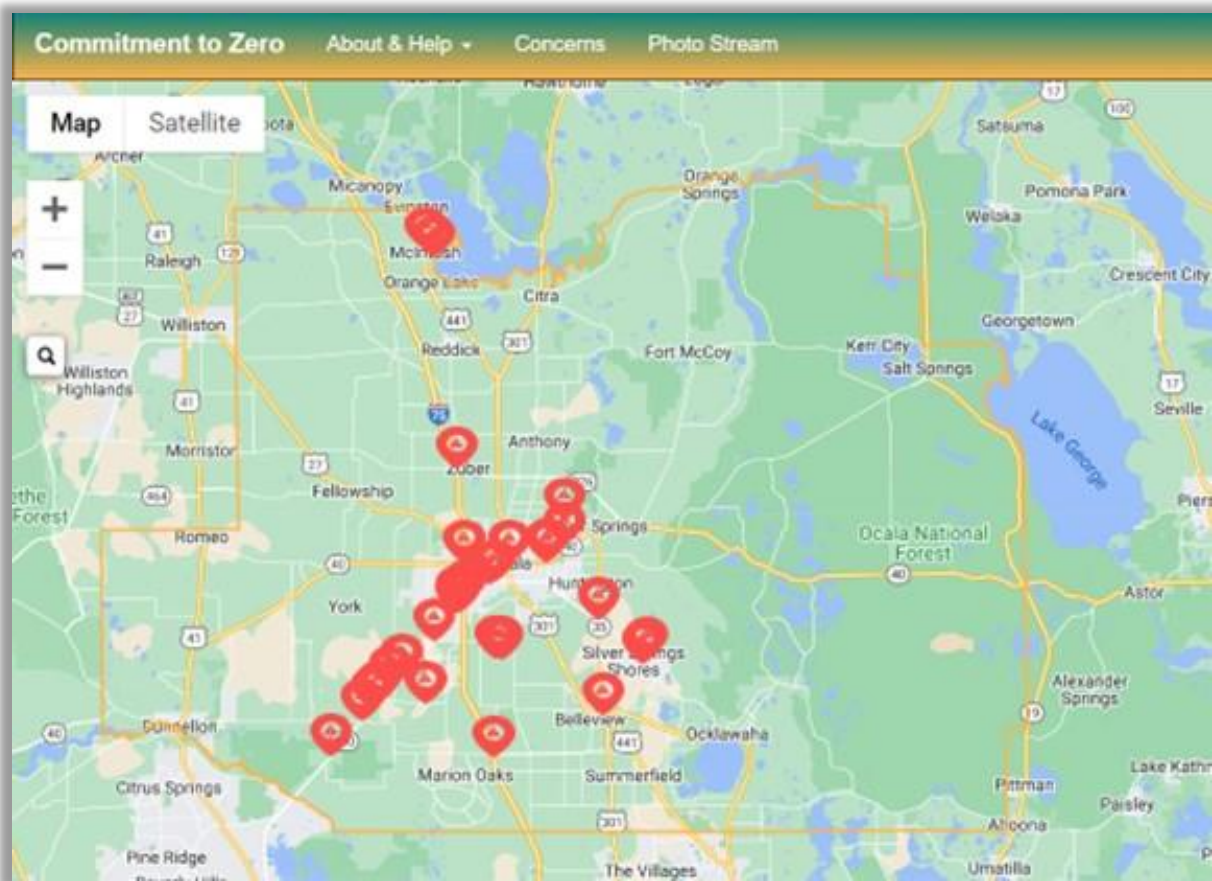
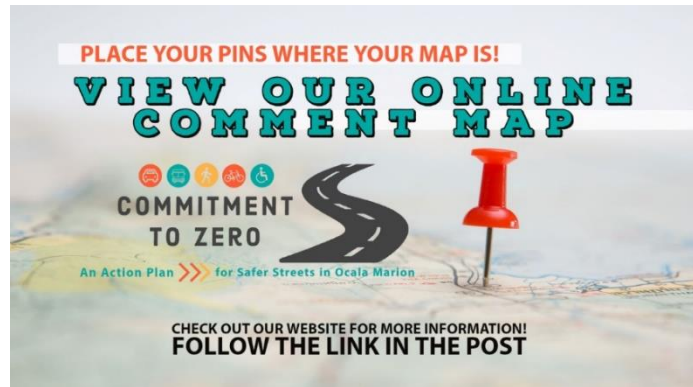
Respondents were asked to share their home zip code to better understand how that may shape their view of transportation safety. 193 total respondents submitted a response. The zip codes comprising the City of Ocala and its immediate vicinity made up most responses. A small number of responses were also received from each county adjacent to Marion County. The results of this question are shown in the map below.





## Interactive Comment Map

At the same time as the online survey, an interactive map was made available for residents and visitors to comment on. The map provides users with the ability to comment on any road anywhere in the county, offering concerns about existing designs. It also allows other users to comment on and to “like” or “dislike” existing comments. 33 initial comments were received, with 9 of those comments being responses, likes, or dislikes.





## Full Survey Results

### 1. Have you ever been involved in a traffic crash?

Answered: 196; Skipped: 1

Answer Choices	Responses	Count
Yes	77%	150
No	23%	46

### 2. Has someone you know been seriously injured or killed in a traffic crash?

Answered: 195; Skipped: 2

Answer Choices	Responses	Count
Yes	64%	124
No	36%	71



### 3. How much do you think the following factors contribute to fatal and serious injury traffic crashes in our community? (Scale of 1 – 10, where 1 is “Not at All” and 10 is “Very Much”)

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Design of streets and intersections	6.5	10	5	19	10	28	17	31	24	14	36
Distraction/inattention while driving (e.g., texting and driving)	9.1	3	0	1	0	4	3	5	34	36	109
Alcohol, drug, or other impairment	8.3	4	1	3	2	11	10	16	39	31	79
Lack of knowledge /education about traffic safety and laws	6.6	4	8	14	12	30	24	22	28	14	38
Lack of enforcement	6.6	13	12	7	9	32	13	26	23	13	47
Drivers not following the law	8.6	3	0	3	2	5	9	25	24	38	86
Walkers and bicyclists not following the law	6.6	10	8	15	8	32	16	17	34	24	32
Roads are too dark, not enough street lighting	6.7	3	9	13	16	29	18	20	30	14	43
Motorists driving too fast, over the speed limit	8.5	4	2	1	2	8	10	20	28	29	92
Aggressive driving behaviors (e.g., following too close or changing lanes without signaling)	8.7	3	0	4	3	6	8	15	19	39	99
Too many vehicles/traffic congestion	7.3	4	4	9	8	26	16	29	33	13	54
Other, see 35 responses below.											



Other Responses
Tailgating, racing
Safe bike ing and walking sidewalks and paved paths would reduce traffic congestion. I would ride my bike to work, but there is no safe route.
For impairment, age of drivers needs to have its own category, not bulked in with booze and drugs.
Intentional run downs
Hello, cyclist here 🙋 drivers in Ocala are the worst.
Sidewalks, sidewalks, sidewalks... so needed everywhere
Need to lower speed limit on 441 from 326 to split at 329. 65 is too fast
2 lane roads should be designed with wider shoulders for safety or maybe bike lanes if feasible.
Poor design/implementation of traffic control devices
Officers staking out low speed areas in retirement communities. Get out on the public road ways with lots more cars.
For goodness sake, PLEASE enforce the speed limits
Motorists fall sleep because long wait time before traffic move. Construction workers and equipment roads work doesn't have safety measures in place and clearly marked or far enough warning for drivers. Police officers do an excellent in keeping unsafe areas safe.
lack of safe areas for people to walk or use bicycle
People are selfish and do not consider others.
I just moved to Ocala and the police 🚔 can't be everywhere, install cameras, start giving out fines. There is no walkways or bike 🚲 line's.
Not clear intersection or road signage
Reactionary planning lacks vision and follows poor choices. We are always fixing, not anticipating. There is little room for all these drivers who can't maintain a lane, point and drive as if wearing blinders. A media campaign filming bad drivers and blasted might help. More traffic cops, as well.
Poor road conditions causing the need to try to avoid potholes resulting in bad driving by people (on the wrong side of the road often) NE 42nd Place
To much growth to fast. Road system not able to handle growth. Stop approving growth until road system is brought up tp a reasonable standard to handle traffic. Really simple fix. Safety before dollars.
poor signal timings contribute to impatience by drivers and need to be addressed and pick better company to do studies and recommendations that just big national company that has a poor reputation.
Intersection at SW 66th St and SW 27th Ave. SW 27th Ave is way to congested year around. The back up on SW 27th Ave is getting longer and longer. SW 27th Ave needs expanded from SW 42nd Street to SW Co Hwy 484. Keep in mind that this gets even worse during times when 75 Hwy is backed up, which is happening more and more.
484 and 75 NEEDS TO BE REWORKED! 484 is a disaster and too many people crashing or like the 17 year old girl, killed. Thanks to Dollar Tree, WAY TO MUCH traffic now.



Other Responses
We need to start addressing traffic congestion aggressive driving and other fatality contributions
Obstruction of view at enter sections.
There is a dire need to educate drivers of Marion County. Notifications about litter on tv etc. are telling the public information they already know but proper lane usage on multi lane highways is something that many don't know. It is frustrating for people that have places to go only to be held up by people that impede the traffic flow.
Too many 18 wheelers in left lanes. RV drivers and pulling trailers , should be more in slow lanes . People who drive under speed limit in left lane impeding flow of traffic.
Double lefts at an intersection should be designed as a round about. Let go of the stigma and imbrace new design standards
People on the roadways not paying attention, being distracted, not being stopped and punished for lack of driving atte speeders, and traffic-law breakersntion on the road.
Uninsured motorist
More roads could eliminate congestion when drivers have greater choices with alternative routes
Unclear traffic patterns
Our leadership in this county has done a very poor job of managing infrastructure. There are way too many projects being approved without prior traffic studies. We have a huge influx of people to this area but improvements have not been made fast enough to accomodate the growth. Traffic has become an absolute nightmare. No wonder there are so many accidents.
Older people going 30 mph in the left and middle lane on hwy 200. Causing bottle necks and cars having to pass on the right. I see this every day! Ticket the people sitting in the left lane going below the speed limit
Drivers fail to realize key features (turn signals, headlights, ect) are on the vehicle as a form of communication. Failure to communicate with turn signals is the biggest issue I see. Secondly, there are drivers that drive the speed limit but aggressive drivers are tailgating and flashing lights for the lawful driver to move out of the way or drive faster. Every driver should have to go through refresher (non-fee) course. Finally, with the increase of drivers on the streets, I'm surprised adequate sidewalks, lighting, bicycle lanes are not available. Time to keep up with infrastructure - you can't want a community to grow (jobs and people) but ignore the infrastructure needs that should come with growth. Planners needs to know how to design and elected officials need to listen to the needs. This meeting is overdue but, nevertheless, I commend Commissioner Stone and others for this call of action. Moving forward a proactive SMART approach is needed.
<b>SPEED AND HEAVILY CONGESTED ROADWAYS EQUAL ACCIDENTS.</b>



## 4. What do you think would be most effective in reducing fatal and serious injury traffic crashes in our community? (Where 1 is “Least Effective” and 10 is “Most Effective”)

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Improved roadway and intersection lighting	6.7	6	12	8	13	28	16	29	25	14	40
Reducing speed limits	4.9	23	7	26	27	45	17	18	12	6	13
Separated bike lanes and paths	7.5	5	6	4	6	28	13	20	26	21	67
More sidewalks	7.4	4	7	2	9	28	18	18	29	24	55
More protected (signalized) pedestrian crossings	7.1	5	10	4	10	27	22	18	30	14	55
Education of safe behavior	7.0	7	11	11	15	22	13	15	23	19	59
Enforcement of unsafe behavior (i.e., speeding tickets)	8.0	6	3	5	4	18	9	21	22	20	87
Better designed streets and intersections	7.4	5	4	7	7	32	21	16	16	24	64
Wider paved shoulders on roadways	7.3	6	5	5	8	26	23	26	17	22	59
Roadside design improvements, e.g., shoulders, rumble strips, barriers, signage, etc.	7.4	3	5	3	11	22	22	28	26	25	52
Reducing the number of travel lanes	3.3	62	19	29	16	39	13	13	1	1	1
Increasing the number of travel lanes	6.4	13	12	6	9	27	20	33	27	15	32
Innovative intersection treatments (i.e., roundabouts, diverging diamonds, median U-turns, etc.)	6.1	21	11	16	9	21	19	27	18	12	40
Other, see 28 responses below.											



Other Responses
Roundabouts work great to slow traffic down and keep traffic flowing smoothly through intersections
Incorporate bike lanes & sidewalks countywide not just city limits.
We need more bike lanes and separate bike paths. Crazy that we live in this climate and there isn't better infrastructure for cycling
With the growth in Marion County we will see many more deaths without major changes.
No one knows how to use the current roundabouts correctly as it is.
City and county out grew the current traffic's laws
create more public transport options such as busses, walkable areas, safe places to ride bikes, passenger trains to reduce traffic
No round about, they are confusing. Install turning lanes. More traffic police 🚔 officers.
The shared middle turn-lanes on our major highways is a major hazard. When you have cars coming from opposite directions that have to turn at the same place using the same lane while merging out of the flow of traffic is dangerous.
Run a looper trolley on 200 from 484 to the Downtown Square and back with stops at major shopping centers. Reduce traffic.
Law enforcement needs to enforce lane changes without signaling; every 5 years after the age of 70 drivers be tested on driving skills and roadway courtesy!
better signal timings, especially for main heavily traveled state and County roadways as many intersections you have it backwards and let side ride have too much time and then traffic backs up on main roads making drivers impatient and thus be more aggressive in their driving.
Motorcycle helmet law for everyone.
Head lights required at all times on all vehicles.
NO ROUNDABOUTS! What is a diverging diamond?
I am not a supportive of round abouts.
Education
Innovative intersection treatments only if education is provided on how to use them. The new roundabout at the SW Ocala Veterans Hospital is a perfect concept for the area, but many drivers currently do not use it properly.
traffic calming through measures other than speed limit reductions and enforcement (i.e. visual or physical roadway treatments to encourage slower speeds)
embrace new designs
speed tables are effective in decreasing speeding
Speed radars to keep a closer eye on traffic and those not abiding by the speed limits would help officers stop unruly trafficker's.
More specific traffic Violation tickets.
Designated trucking routes (except local delivery), more overpasses and service roads





## Other Responses

I'm not so sure that more crosswalks would be helpful without education and enforcement. You can see people on a daily basis walk a few feet past a crosswalk signal and walk out into traffic. SW 27th Ave & SW 10th St can be one of the worst with the apartment complexes being right there.

Ticketing slow driving people

I think the biggest thing to help is enforcement of speed laws! Motorists drive too fast in many areas of the county and they do so because they know they will not be caught.

Speed traps are not problem solvers to this issue. Giving more tickets that most citizens cannot afford should be the final item to address. However, giving out warning tickets should be enforced.

ROAD DESIGNE AND TECHNOLOGY CAN IMPROVE SAFETY.



**5. How much do you agree or disagree with the following statements? (Where 1 is “Strongly Disagree” and 10 is “Strongly Agree”)**

Answered: 197; Skipped: 0

Answer Choices	Weighted Average	1	2	3	4	5	6	7	8	9	10
Streets should be designed to be safe for all people of all ages and abilities, regardless of chosen transportation mode.	8.6	2	5	3	1	13	9	12	16	22	114
It is unacceptable for anyone to be killed or seriously injured while traveling on streets in our community.	8.8	4	4	3	0	12	4	10	12	15	131
Deaths and serious injuries while traveling in our community are preventable.	8.2	4	2	1	6	19	6	26	25	21	86
Human life should always take priority over moving motor vehicles faster.	9.0	3	2	2	1	7	3	9	18	19	131



**6. The primary goal of the Commitment to Zero Safety Action Plan is to eliminate all traffic-related deaths and serious injuries countywide. Which of the following statements best describes your perspective of this goal?**

Answered: 196; Skipped: 1

Answer Choices	%	Number of Responses
The goal is achievable, and we should do everything we can now to realize it.	35%	69
The goal is achievable, but it should be pursued over time.	15%	30
The goal is admirable and should be pursued through a determined effort, but it is unlikely to be achieved.	41%	81
The goal is admirable, but it is unachievable.	8%	15




## 7. Do you have any further comments on how to improve transportation safety and reduce the number of traffic-related deaths and serious injuries in Marion County?

Answered: 79; Skipped: 118

Tag	Count
Design/ Maintenance	28
Enforcement	27
Behavior/ Education	16
Irrelevant	8

Other Responses
Vehicle inspection. Too many vehicles on the road with lights that don't work, no tags, pulling trailers with no fenders that throw debris from the road into others. Trailers with broken lights and on and on
Clear road debris from bike lanes on a schedule. Baseline road bike lanes are FULL of dangerous goass, car parts, random car parts, metals...
Design of complete streets aids in all the goals stated.
As long as people drive distracted, use their phones while driving and make aggressive and dangerous maneuvers to save seconds of their time, deaths and serious injuries will occur.
Right around 2020 se 17 street. There is an accident almost monthly. Surely something could be done
Reflectors on the shoulders/bike lanes to keep drivers aware that they are "off" the travel lanes. I see many drivers that hug or drive across the bike lane/shoulders.
Seriously, sometimes Darwin wins.
Make the community aware that bicyclists are allowed 3 ft and that needs to be enforced.
I'm a road cyclist. I ride on roads in Marion county 2-6 times a week. Bike lanes are very limited in Marion county requiring me to ride on the road with drivers often not giving me 3 feet of clearance when passing and often times not passing in proper areas ( not following road markings for allowed passing areas) and bike lanes are always very littered and dangerous to cyclists. Cyclists have to avoid debris on right side of bike lanes and attempt to not swerve into the road way in front of traffic. The road debris can cause a flat tire and hurt someone and the car driving up from behind us can hurt someone. It's very scary.
Put in left turn lights at several intersections that need them. Push for the extension of the Greenway Trail going west to connect with the Dunnellon Trail.
In this day and age I regrettable don't have any suggestions. I can only say good luck and thank you for caring.
Make Marion county a cycling Mecca



Other Responses
Safer methods of travel for bicycles. More bike lanes, wider bike lanes, and cross walks in the county.
The relief on some of our major road ways that are only 2 lanes and need to be 4 ie. 66th ave. and those that are 2 and need to be 4 (ie. 484, especially from coming from the west to the east all the way up to 75. This gets backed up for over an hour in the mornings and is only a 2.5 mile stretch. Having a southern route down through Marion Oaks to highway 44 will allow better traffic flow and will also allow our first responders to move from exit 341 to exit 329 much faster and will allow that congestion to release.
More tickets for aggressive driving, road rage, and excessive speeding
Educate drivers on how to safely pass cyclists and pedestrians
Marketing our community as bicycle friendly as we move closer and closer to becoming bicycle friendly. This will keep our focus on the strategy and start to effect the way the average local responds to cyclists and pedestrians etc.
75 is death trap. Idk solution. More education. Dont pass on right laws?
Improve roadways lane counts (new or wider roadways) to meet volume demands, stop adding inadequate roundabouts... should be at least 100 ft between adjoining road exit/entry points. Jug-handle type intersections to deal with left/u-turn traffic more safely.
I thought I was going to be able to comment on a specific intersection issue.
Work to make streets go where people need to go! Example: how can you go N-S west of I-75 without using I-75 and contributing to that mess?
Have better "Pedestrian Crossings" with blinking lights. Look at what other communities and college campus are doing.
enforcement of existing laws would go a long way to improvement.
Enforce the traffic laws
Everyone being held accountable.
I feel that most of the traffic problems can be prevented starting with more enforcement of the present road signals and signs.
Add more police  officers back on the streets
Get rid of stroads (high speed streets with multiple entrances/exits - the cause of many fatal crashes). High speed streets should be only used to get from one place to another, and only low speed roads should be used to enter and exit businesses and houses. Increase the availability and convenience of public transport, walking, and safe bicycle lanes to reduce traffic on the roads. Use more mixed use development to create smaller walkable communities that you don't need to drive to get to. To reduce car fatalities we need to get away from car dependency (which will not be easy since America was designed around cars but it IS achievable).
Enforce the current laws regarding cellular devices and speed limits. Perhaps it is also time for red light cameras. Bars must stop serving alcohol beyond two drinks unless you can prove a dd or Uber. Pedestrians and cyclists must also be taught to obey traffic laws.



## Other Responses

We need a crosswalk in Ocala on SR 40 between 27th Ave and MLK. Pedestrians need a safe way to cross. It's a mile between those two intersections. It is not okay to expect the residents on foot to travel farther in such an extreme way compared to go to travel by car.

To many aggressive drivers, to many semi's trucks on the main roads. You have a nightmare to address.

Slow the traffic down and pick them up! Give speeding tickets out!  
Remove trees, signs, shrubs that hinder the visibility when pulling out of driveways and intersections. I appreciate all law enforcement does for the community. I don't know if they are allowed but put up cameras that give out the speeding tickets, Cedar Rapids Iowa has them as you go through there city, seems that most people realize it and do go the speed limit. We have experienced people driving 70 and above on hey 200 and 60th. It's ridiculous. Majority of drivers do not stop at stop signs.

I think they should remove or properly trim all bushes and trees that are within 100 yards of stop signs and traffic light. There are several areas that this needs to be done

Setting up speed-traps on 4-lane roads that have a speed limit of 35 is not the answer. Making speed limits more appropriate for the number of lanes and amount of traffic would improve the traffic flow. Speeding enforcement should be targeted to areas that have a higher speed limit (50 or higher) as the crashes of speeds higher than that are more serious. Someone going 40 in a 30 zone isn't the problem. We also need better pedestrian crossing points on our busier highways (441, 301, 200 and 40)

Talk to the County Commissioners about proper traffic planning when approving development, and make them drive to work on 2-lane SW 20th St behind CF, or 2-lane SW 66th St, where they opened 49th Ave w/o ensuring the the electric poles were reset and a traffic light installed. Developments just beginning and bottlenecks already. Ray Charles could have seen this. Good luck.

Stop approving multiple subdivisions and putting more vehicles on the roads. If you don't have the infrastructure, don't build!!!

Have retesting for ALL ages of drivers every 10 years

Make the current road system better, repairs the roads. More traffic lights and enforcement of laws.

Until we remove the human factor (fully autonomous vehicles), Vision Zero is likely unattainable, but we should do all we can to move in that direction. Serious injuries and fatalities on our roadways devastate tens of thousands of families every year. It's unacceptable. The safety of our emergency response partners who respond to traffic incidents should also be a top priority.

Drivers need to be held accountable for reckless driving; i.e. not using signals, swerving in and out of traffic, passing in non-passing lanes etc.

Devote more funding towards safety-related improvements. This includes redesign of roadways with more ped/bike users, such as Maricamp Rd in Silver Springs Shores.

Aggressive enforcement of driving laws; auto inspections; driver re-testing and re-education in courtesy at age 70.



Other Responses
More policing of the roadways. Every single day we see speeding, improper lane change, aggressive driving, Driving used to be a pleasure, but those who do not obey the law and only think of self have ruined it.
more cops writing tickets for running red lights and speeding well over the posted limit, not stopping at redlights while making turns, more right turn lanes as aggressive drives almost run up your rear end if you turn off a major road when no turn lane, more directional left median openings as people don't know how to navigate a full median opening, address really poor signal timings throughout the County.
Create passing lanes on CR 314 & CR 316
More engagement from the public. I personally contacted FDOT because i was fed up with an intersection that my family and friends use daily. This intersection was deemed unsafe after FDOT did a study and will be putting in a traffic light.
Too many businesses on 200 causing delays, accidents etc. needs to be widened and business need to be built off 200 back from the main roadway. Example, Chick Fil A. Major traffic jams daily because of one business....unacceptable.
Push alcohol/drug influence automated testing to start vehicles.
More accessible community workshops via local libraries, schools, community centers, parks, churches, and media outlets.
More lighting on all roads.
More enforcement and increased citation penalties for driving infractions directly related to dangerous driving including speeding, improper lane changes, texting while driving, running/pushing lights, etc.
Traffic lights at known accident sites regardless of interfering with traffic flow. Safety first.
Education of lane usage. Ticket drivers driving slow and impeding traffic in the far left lane or lanes
More consideration should be taken when approving new businesses. Example: Liberty Middle School and the intersections around it are a real mess during school drop off and pickup. I fear everyday that a child will be hit by a vehicle. The amount of walkers if very high. The new 7-Eleven coming to that corner is going to make matters worse.
Enforce speeding to the actual speed limit and penalize DUI's much more severely
A thorough study of crash reports to determine the issues causing the accidents to better know how to fix the problem. Example, if speed is a major factor, posting lower speed limits won't fix the problem, but more funding to hire more law enforcement would. Many of the problems we see are human error problems not necessarily the roadway in my opinion.
Appropriate design and construction is extremely important - but many of the serious crashes are due to inappropriate driving. Education, awareness, and enforcement are also important.
I don't know how reduce transportation safety and traffic because most accidents or near misses I have seen are from distracted driving. Enforcement of the laws when an accident happens is important. I have watched officers witness at best "reckless driving" but they drove by offenders.
Yes, Get Officers out of their honey holes and be more visable on long stretches through the county. Teenagers need more mandatory classes and stop giving 16 year olds a license . Get



## Other Responses

Judges to stop letting DUI's and people texting go. Use heavier fines the first time and no less than 30 days the first time and lose license for a year the first time. Take a minor's license away until 25 years old. Police Officers are out there doing their job and Judges are letting offenders go to keep their docket cleaned up. Put out more effective materials about death statistics and overall effects of the community, show real pictures while not showing faces or names of those who caused a death or died. Don't be so optimistic and nice with materials, show the reality, talk the reality.

install better lighting - do the hard work of right of way acquisition and update to roundabouts at several intersections

Enforcement of existing laws is critical. If there are no consequences, the behaviors will be repeated.

A person should have to retake the driver's test and questionnaire test every 5 years. Since we have so many people moving to Marion County, they should also be required to take the driver & questionnaire test prior to receiving a Florida DL. If they don't pass, they should have their driving privileges revoke while in Florida.

Most stop lines are accurate with the road visibility

Do not lead this effort into mandating autonomous vehicles or mandating pedestrian beacons.

Emphasize more on education at the middle school and high school levels about safety. More lighting at major intersections, especially downtown areas and other busy areas with people and bicycles and cars all interacting.

Lobby Tallahassee and the Governor to better fund police and fire. They are way underfunded and not appreciated.

As long as drivers are paying attention to the road at all time while driving, it can be realized that no one be killed on the roads, However, as I have noticed, not being able to drive myself, there are many people on the road too busy looking at their phone, texting or calling through Bluetooth/smart devices and speeding drivers. It is, unfortunately, a long way away for SOME drivers.

I live on 14th/Bonnie Heath and 24 hours a day people are driving like maniacs on this road and I've never seen any of them pulled over. My daughter was about killed the other day by someone going at least 80 then skidded into a big circle at the light where she was sitting, 36th and Bonnie Heath. I have had my mailbox taken out at 5 a.m. by someone flying down the road. I feel like law enforcement is never on this road!

stop loading fl road with illegals and unassured motorists and texting and driving and drunk driving and drugs on old or is medically handicapped people drive to streets.

Better lighting. Seems a great majority of accidents happen on poorly lit roads and intersections. Fining drivers is a definite deterrent but equally necessary is fining pedestrians and cyclists who's action including no signal ineffective lighting on bikes and clothing and pedestrians sense of right of way entitlement often cause catastrophic and fatal accidents.

The education of traffic safety should begin at early ages, certainly age & content appropriate.

Until major changes happen with the way leadership handles growth in this area, traffic accidents and deaths are not likely to significantly decrease. I am third generation Marion County. I have definitely seen some changes.





## Other Responses

Local and state government MUST invest more in law enforcement. Our law enforcement agencies are understaffed and justifiably must focus on more critical crimes. Additional staffing would enable more enforcement which could change behaviors. Education is not going to change behaviors. Our citizens fully understand they are not making good choices.

I'm happy to hear that there is this committee. I believe the main problem is distracted driving. we've all seen the cars next to us looking on their cellphones and driving. That will never stop. I've read a lot about pedestrian being struck and killed and it seem like the excuse was it was dark and they were wearing dark clothing. If it's dark than the car must of had their lights on. If you are actually paying attention and going with the speed limit you most likely won't hit anybody.

Do something about the light timings being off and the slow drivers blocking the left 2 lanes on w hwy 200. Below the speed limit is just as deadly

The motorists who need to adhere to this message will fall through the cracks. This information needs to be shared in a variety of ways including school aged who ride with adults who drive too fast, impaired, etc. They can impact change similar to how seat belt awareness was rolled out. My sister who was a toddler at the time had learned about seatbelts in daycare and would refuse to ride or make a lot of noise until she saw and heard your seatbelt click in place. This is serious and if we don't address it to the entire community, more fatalities will occur.

This is a lofty goal to achieve.

Zero accidents in a manufacturing environment has been proven doable. It requires consistent leadership and accountability, and cultural and behavioral change.

To me, it really boils down to enforcement. We see people running red lights (blatantly), stop signs and ignoring the stop bar at intersections and plowing through crosswalks without thinking "there could be a pedestrian crossing." How many of us see LEOs staring at their laptops while driving down the road or parked in a median. They are just as distracted from doing their job as people are texting and driving. LEOs should be setting the example instead of being so egotistical.

Lighting needs to be looked into for sure in the County. A lot of dark roadways. Reducing speed limits does no good it will not stop people from speeding at all. More lanes are needed as the community continues to grow rapidly!



## 8. What is your age?

Answered: 196; Skipped:1

Answer Choices	%	Total Responses
Under 15	0%	0
15-19	1%	1
20-29	1%	1
30 - 39	17%	34
40 - 49	17%	34
50 - 59	28%	55
60 - 69	23%	45
70 - 79	12%	23
80 - 89	2%	3
90 or Older	0%	0

## 9. What is your race/ethnicity?

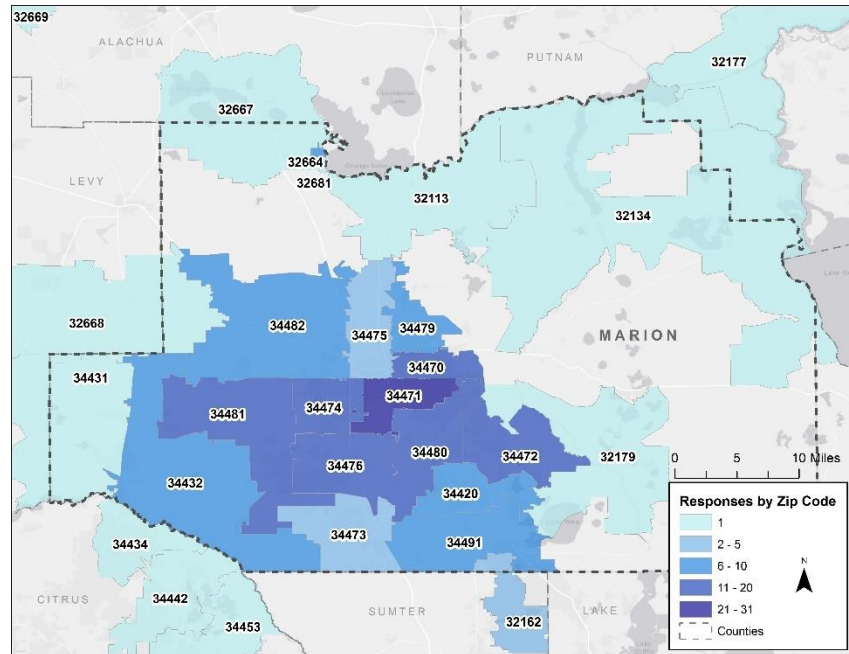
Answered: 191; Skipped:6

Answer Choices	%	Total Responses
White	76%	146
Black or African American	6%	12
Hispanic, Latino, or Spanish	3%	6
Asian	1%	2
American Indian or Alaska Native	0.5%	1
Native Hawaiian or Other Pacific Islander	0.0%	0
Other	1%	2
I prefer not to answer	12%	22

## 10. What is your home Zip Code?

Answered 192; Skipped:5

Zip Code	Number of Responses
34471	31
34476	18
34480	18
34470	13
34472	12
34474	12
34481	12
34482	10
34491	9
34479	8
34420	7
34432	7
32664	6
34473	4
34475	4
32162	2
32779	2
32071	1
32113	1
32134	1
32177	1
32179	1
32667	1
32668	1
32669	1
32681	1
33543	1
34431	1
34434	1
34442	1
34453	1
34478	1
37741	1
34471	1
34481	1





## Interactive Map Comments

Map Comments	Comment Likes	Comment Dislikes
Speed	0	0
The left hand turn lanes to turn SW on SR200 are too short and insufficient. These should be isolated to only be turn lanes all the way back to the shopping center entrance. Barriers should be placed to disallow any vehicles from SR200 to turn left into the bank.	0	1
Highway 200 should be no more than 45 mph.	4	1
I Agree	-	-
I Disagree	-	-
The speed limit should not be any slower than 55 mph.	-	-
This intersection needs safety for pedestrians crossing. Focal point of downtown but not very accessible to people.	1	0
The part of this roadway in McIntosh needs slower speed limit. Cars blast through downtown at high speeds.	0	0
This intersection has a high number of accidents. Even though this is a "newer" intersection, it should have been designed as a round about. There is enough right of way and the high incident rate at this location would warrant this intersection being redesigned. Additionally, it would move traffic through the intersection faster which would help rush hour commutes for residents.	1	2
I Disagree, as most people still do not yield in traffic circles and traffic circles themselves are annoying. They also make it very difficult to see traffic when landscaping is added.	-	-
The entire sections from Baseline to Water road needs redone. It is unsafe and cannot accomodate the new and proposed growth in this area safely. The suicide lane needs removed!! I live in this area and see cars using it as a passing lane! It is an inforcment issue, however the police have bigger fish to fry. Directionalize the area. Lighting is necessary as well as sidewalks.	1	0
Numberous children are forced to walk in the streets to access the Communtiy Center. Put in sidewalks. I know your thinking about government housing in the area. The infastructure is not currently here to accomodate that type of development.	0	1
The Sams Club gas station area backs up on to SR 200. I have witnessed this on multiple locations. People stop on the side street or at the entrance which prevents cars from behind from entering the parking lot. Make pumps pump faster to move more vehicles and have the employee that stands at the pumps move people away from the entrance. This was a horrible design and should NEVER have been approved.	1	0
Finish this extension	2	0



Map Comments	Comment Likes	Comment Dislikes
If you are from out of state, this area is a night mare. A round about needs installed at this location. It is very unsafe for individuals coming off SE Babb Rd trying to get on S 441. I accidentally went the wrong way on 301!!!! Please redo this intersection.	2	0
I Disagree, traffic circles are completely unnecessary and very annoying. Only stop signs and traffic lights should be used at an intersection.	-	-
Remove drop curb at this location. It should not have been installed according to design standards. It caused cars to almost stop and I have witnessed 2 fender benders due to the valley gutter. One at the Home Depot entrance and the other at the Lowes entrance.	0	1
Complete SW 43rd St Road and then provide access to sams from either SW 40th or the side parcel	0	0
I-75 NB EXIT 358 HWY 326 WEST TURN GREEN LIGHT IS EXCESSIVELY LONG FOR THE LACK OF VEHICLES EXITING. THIS IS CAUSING WEST BOUND HWY 326 TO QUICKLY BACK UP. PLEASE SHORTEN THIS GREEN LIGHT!!!	2	0
I Agree. WESTBOUND TRAFFIC ON HWY 326 RESULTS IN EXCESSIVE TRAFFIC BACK UP THROUGHOUT MANY HOURS OF THE DAY.	-	-
My aunt had 2 cars totaled at this intersection by people going above the speed limit who ran red lights.	1	0
Many accidents at the intersection of SR200 & CR484. How many people have to die before something is done?	1	0
People drive WAY TO FAST on SR200 between CR484 and the Citrus County line. The existing lanes are too narrow.	2	0
I Agree	-	-
Easy Street speed limit is too high. It is 40 mph. Curves and high speeds not safe.	0	2
The speed limit should be increased to 45 mph.	-	-
The west side of this intersection could use a right turn lane to alleviate traffic back ups in the morning.	1	0
The left turn lanes on 40 to turn onto the I-75 entrance ramps are too short. Only 5 or 6 cars can fit in them and then the remaining vehicles stack up in the through lanes causing congestion.	2	0
I Agree	-	-
SW 66th Street at SR 200 needs a right turn lane installed. As soon as a vehicle is stopped at the light that wants to turn left or go straight when the light turns green all the other vehicles stack up behind it. There is no room to make a right turn on red and this creates a lot of back up especially during rush hour.	1	0
2/18/22 took out my fencing hit and run not the first time has happened 10 times since 2016. Have replaced mail box 4 times as well. Very dangerous intersection. Marion County will not do anything until 11 people die....yup that your county working hard to protect...	1	0



Map Comments	Comment Likes	Comment Dislikes
Huge dip in the road at the stop sign needs repaired causes accidents 2/18/22 and beyond.	0	0
Marion County needs to trim the trees so people can see the stop signs too many wrecks into homeowners yards.	1	0
Major speeding on this road and nobody cares.	0	0
Narrow roadway, no sidewalks or designated waiting area for bus users. No crosswalk at bus stops. People get off the bus and walk behind and out into traffic to cross the street and oncoming traffic cannot see them.	0	1
No sidewalks. No crosswalks. Heavily used cyclist and pedestrian area.	1	0
This intersection needs a traffic light bad. There is too much confusion with the left turn lane at a 4 way stop.	0	0
This overpass is overwhelmed with the amount of traffic flowing from all directions. Traffic seems to be backed up most of the time.	0	0
Palm Cay 800 residences have only one access. Entering westbound from Ocala requires making a left turn across three lanes of traffic on FL 200. Egress from Palm Cay is only eastbound, complicated by westbound traffic making a U-turn in the same area, confusing Palm Cay egress traffic on who has right-of-way. Egress from Palm Cay to go westbound requires right turn onto FL 200 eastbound and then immediately crossing three lanes of traffic to access left-turn lane at traffic light at Pine Run entrance to make a U-turn to go westbound on FL 200. This entire situation creates conditions for a serious accident just waiting to happen.	0	0
SW 17 is like a landing strip, wide open, high speeds, no shoulders for bicycling or sidewalks.	0	0