LAKE-SUMTER VISION ZERO SAFETY ACTION PLAN

May 2026

Lake-Sumter MPO
Metropolitan Planning Organization

UCF-SST

UCF

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SAFE STREETS AND ROADS FOR ALL (SS4A) CHECKLIST

This document responds directly to the requirements of the SS4A Self-Certification Eligibility Worksheet by the grantor, the U.S. Department of Transportation. The Lake-Sumter MPO Board will adopt this plan in June 2026 to meet the requirements of a certified Safety Action Plan.

1. Leadership Commitment and Goal Setting	Refer to page vi, 2	☑
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EXECUTIVE SUMMARY

Between 2015 and 2024 **4,539** killed and serious injury crashes occurred in the Lake-Sumter region.

Killed and serious injury crashes account for 4.2% of all crashes in the region, almost double the statewide average for Florida at **2.4%.** These crashes are preventable.

In 2024, UCF received a **$689,992** Safe Streets and Roads for All Grant from USDOT and FHWA to create the Lake-Sumter Vision Zero Action Plan. This plan creates an action-oriented list of policies and projects to achieve safer streets using the Safe System Approach.

Killed & Serious Injury (KA) Quick Facts

KA is killed or serious injury.

Killed (K) refers to a fatal injury that results in death at the scene or within 30 days after the motor vehicle crash in which the injury occurs.

Serious Injury (A) is any injury other than fatal that results in one or more of the following: Severe laceration, significant loss of blood, broken or distorted extremity, crush injuries, severe skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns, unconsciousness when taken from the crash scene, paralysis.

Source: Florida HSMV Uniform Traffic Crash Report Manual, https://www.flhsmv.gov/pdf/courts/crash/crashmanualcomplete.pdf

4,539	Killed & Serious Injury Crashes on Surface Streets* (2015-2024)
707	Fatal Crashes (K)
3,832	Serious Injury Crashes (A)
$11.1 Billion	Economic impact to the Lake-Sumter region.

The Lake-Sumter MPO has adopted a goal of zero killed and serious injury crashes by the year 2050 to align with MPO's 2050 Long-Range Transportation Plan and statewide initiatives. While the MPO is not an implementing agency, it works to program and fund transportation projects and support policies aligned with the LSMPO Vision Zero Action Plan. The commitment to zero killed and serious injury crashes by 2050 will be accomplished through a variety of regional partnerships including FDOT, Lake County, Sumter County, and local municipalities.

The regional crash analysis revealed:

- Rural roads KA crash rates are **50%** higher than urban roads.
- **70%** of intersection KA crashes happen at non-signalized intersections.
- **84%** of KA crashes fall within the following four crash types: Off-Road/Rollover, Rear-End, Angle (Left/Right), and Pedestrian/Bicycle.
- Highest rate of KA crashes happens among the youngest drivers **aged 15-29**.
- Males are **twice** as likely to be involved in a KA crash than females.

Purpose: This action plan identifies the high-risk network, high risk corridors, high-risk intersections, and specific safety actions to implement that are aligned with FHWA best practices and policies.

Impact: In the last 10 years, a total of **73,555** crashes have cost Lake and Sumter Counties approximately $14.5 billion, with 77% of those costs coming from 4,539 killed and serious injury crashes.

Engagement: Public engagement was a central element of the Lake–Sumter MPO Vision Zero Safety Action Plan, providing insight into community perceptions of transportation safety and helping to inform data-driven and publicly supported strategies. Outreach included presentations to the MPO's Community Advisory Committee (CAC) and Technical Advisory Committee (TAC), as well as a public online survey conducted from October 2, 2025 to December 11, 2025.

Vision: Together, through action, we can prevent killed and serious injury crashes to achieve safer streets and more livable communities in our region.

CHAPTER 1 INTRODUCTION

The University of Central Florida was awarded a $689,992 grant from USDOT Safe Streets for All (SS4A) program to work in coordination with the Lake-Sumter MPO to create the Lake-Sumter Vision Zero Action Plan. This plan emphasizes data-driven methods to identify high-risk locations and identify targeted interventions to reduce all killed and serious injury crashes to zero in the Lake-Sumter region.

The Lake-Sumter MPO focuses on creating comprehensive, multi-modal transportation systems that enhance connectivity, safety, and mobility for residents and visitors. The organization works closely with local governments, state and federal agencies, and the community to identify transportation priorities, allocate funding, and implement projects that support economic growth and improve the quality of life.

Lake and Sumter counties, located in Central Florida, are known for their diverse demographics and rapidly growing populations. Lake County, established in 1887, spans approximately 1,156 square miles and boasts a population of over 367,000 residents as of 2020. Sumter County, though smaller in size with an area of around 580 square miles, has experienced significant population growth, particularly due to The Villages, a large and fast-growing retirement community. As of 2020, Sumter County's population exceeded 130,000, with a significant proportion of residents being retirees. The county's demographics reflect this, with a higher median age compared to the statewide average. The region is also known for its agricultural heritage, scenic landscapes, and a mix of rural and suburban living environments.

Figure 1-1: Location Map

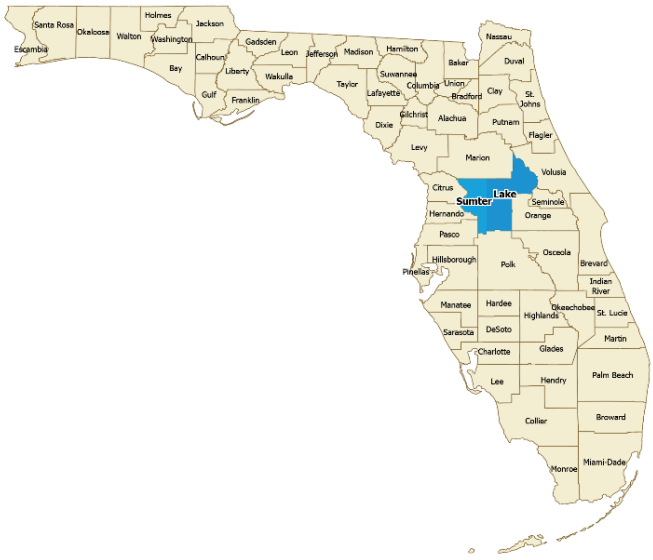
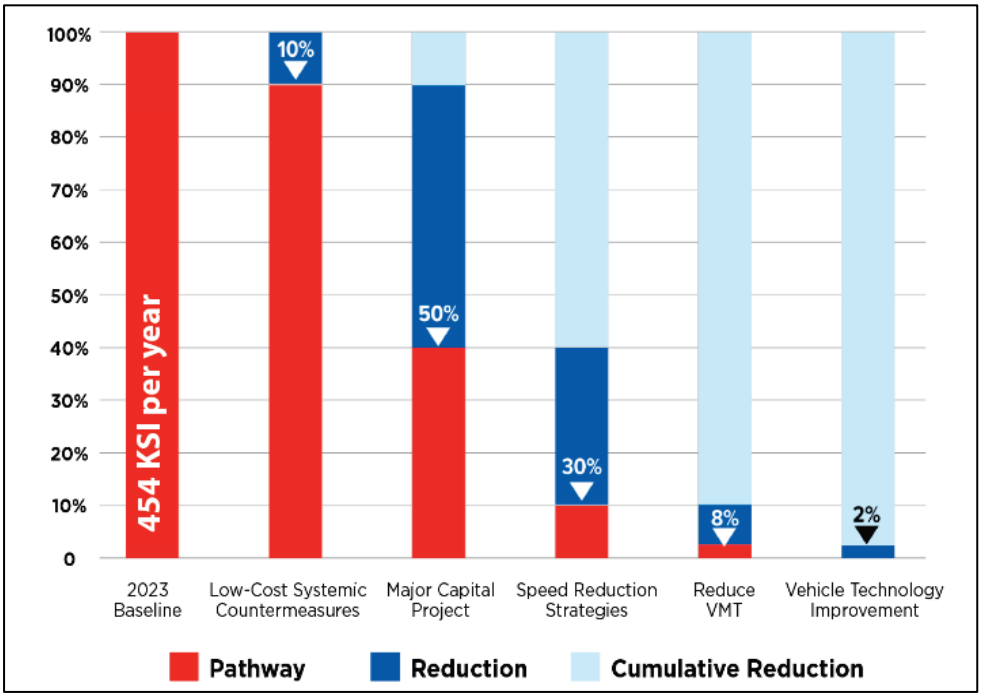


Figure 1-2: Safe System Dial graphic

In February 2018, the Lake-Sumter MPO Governing Board adopted a target of zero traffic-related fatalities and serious injuries and renews this commitment annually. This commitment to Vision Zero promotes a culture of safety grounded in several key principles: traffic-related fatalities and serious injuries are preventable and unacceptable, human life takes priority over mobility, human error is inevitable, therefore the transportation system should allow for it to happen without death or serious injury. This Vision Zero Safety Action Plan will provide a system-level approach to safety using the Safe System Approach, Shown in **Figure 1-3**, to create a holistic strategy focused on eliminating fatal and serious injury crashes to include the five key elements: Safer Road Users, Safer Vehicles, Safer Roads, Safer Speeds, and Post Crash Care.

Figure 1-3: Path to Zero Fatalities



The annual economic burden of crashes was calculated using the Florida Department of Transportation (FDOT) Annual Average Crash Cost. Crash costs include emergency services, medical services, lost wages and fringe benefits, household productivity loss, insurance, workplace costs, legal costs, congestion impacts, property damage, and the monetization of lost quality of life. Over the past 10 years, crashes have created $14.5 billion in economic burden to Lake and Sumter Counties.

A comprehensive approach with parallel action on several paths will create tangible and sustainable progress towards reaching our regional safety goal. Practitioners across the region have a shared responsibility to achieve safer streets through all phases of implementation, maintenance, operations, planning, design, and construction. As noted in Figure 1-4, a holistic approach utilizing the noted strategies could reduce traffic deaths to zero by 2050. This comprehensive strategy will be advanced through the policies and projects by the Lake-Sumter MPO to reduce risk and create a safer tomorrow for all that travel in our region. The Lake-Sumter MPO Board is committed to the goal of reducing fatal and serious injury crashes to zero by 2050 with the adoption of this plan.

CHAPTER 2 CRASH TRENDS AND SAFETY ANALYSIS

A crash analysis was completed utilizing Signal 4 Analytics crash data between January 2015 and December 2024 within street segments, signalized intersections, and unsignalized intersections in Lake and Sumter Counties. A total of 73,555 crashes including **4,539 fatal and serious injury (incapacitating injury)** occurred in this period, excluding crashes on limited access highways (I-75, FL-91, SR-91). Crashes were divided into five severity levels according to the KABCO injury classification scale and definitions established by the Federal Highway Administration (FHWA) shown in Table 2-1. Fatal (K) and Serious Injury (A), noted KA, crashes are the most severe and the targeted crash type to reduce to zero within this action plan.

The distribution of these severe crashes across the region is shown in Figure 2-1.

Figure 2-1: Map of Fatal and Serious Injury Crashes

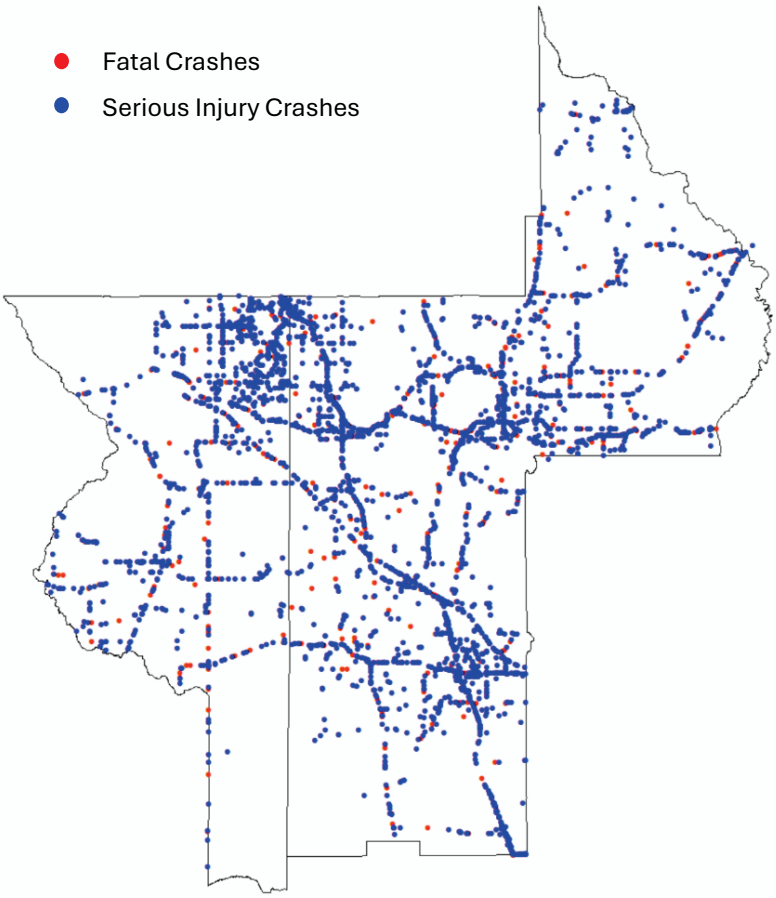


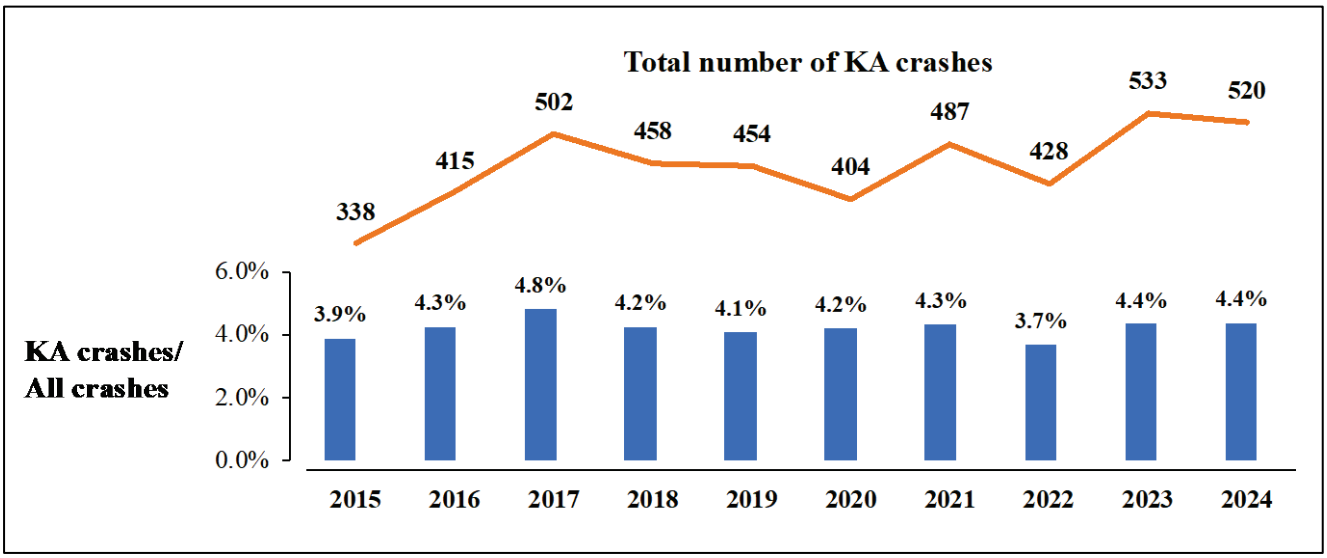
Table 2-1: Definition of Crash Severity in SS4A.

KABCO Injury Classification Scale	Description	Crashes 2015-2024
K (Fatal Injury)	Fatalities within 30 Days	707
A (Serious Injury)	Incapacitating Injuries	3,832
B (Non-Incapacitating Injury)	Non-Incapacitating Injuries	9,565
C (Possible Injury)	Possible Injuries	15,493
O (No Injury)	Property Damage Only	73,555

Data Source: https://highways.dot.gov/media/20141

The rate of KA crashes annually in the MPO region is 4.2% of total crashes (shown in **Figure 2-2**). This KA rate is above the Florida average of 2.4%. While the total crash rate is less, the severity of those crashes is almost double the statewide average. In the last 10 years, a total of 73,555 crashes have cost the Lake and Sumter communities approximately $14.5 billion, with 77% of those crash costs resulting from 4,539 killed and serious injury crashes.

Figure 2-2: Number and Ratio of KA crashes in the Region, 2015-2024

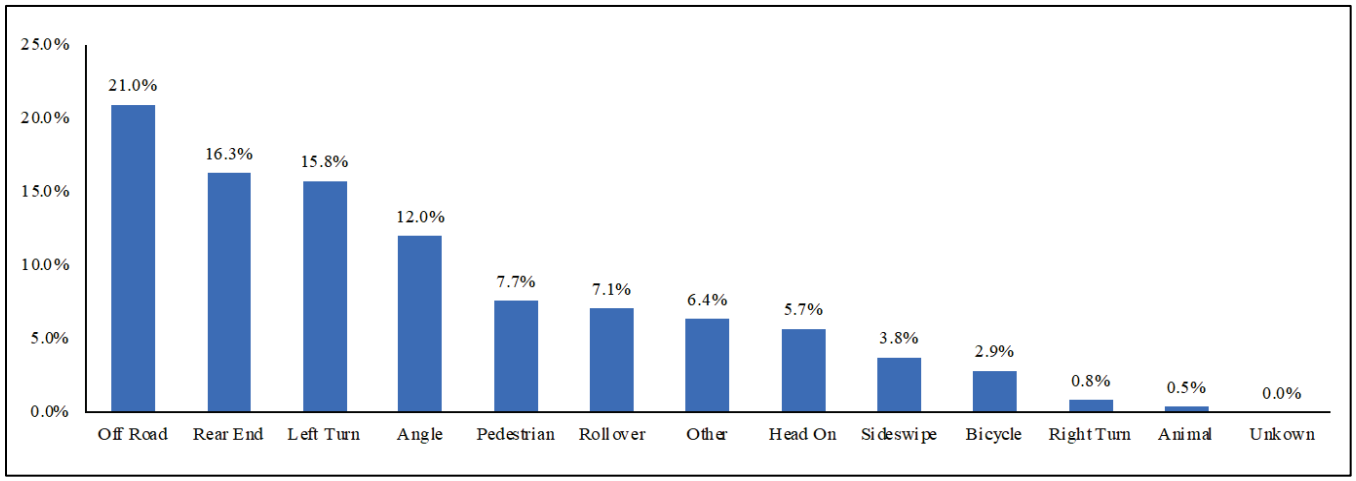


To understand these severe crashes, a full analysis is included in Appendix A and summarized below:

- **Crash Types:** Seven typical crash types including off-road/roll over (28.1%), left turn/angle (27.8%), rear-end (16.3%), and pedestrian/bicycle (10.6%) crashes, accounted for about 84.9% of the total KA crashes between 2015 and 2024 as shown in **Figure 2-3**.
- **Peak Crash Hours:** The highest peak hours for KA crashes are between 3:00pm to 7:00pm. The day of the week with the highest percentage of KA crashes with Fridays accounting for 15.5% or 1/6 of total crashes in a week. The months of the year with the highest risk are December, March, October, and April.
- **Crash Demographics:** Male drivers are twice as likely to be involved in a KA crash than women. Among non-motorists (pedestrians and bicyclists), two-thirds of severe crashes involved males. The highest rate of crash risk was associated with drivers aged 15 to 29.
- **Major Crash Types:** The type of vehicle with the highest percentage of KA crashes was passenger cars accounting for 37%. Roadway segments accounted for 62% of KA crashes while intersections were 38%. Breaking down the intersection's crashes, the highest percentage of KA crashes happened within non-signalized/non-controlled intersections at 35% with the second highest within STOP controlled intersections at 32%. An analysis of the

segments revealed the highest risk for KA crashes were along two-lane undivided roadways at 62%. A majority of severe crashes happened within rural areas at 54% versus urban areas at 46%. Further analysis of road segment types shows 74% of severe crashes of fixed control intersections are left turn and angle crashes. Left-turn crashes are the predominant crash type at signalized intersections.

Figure 2-3: Percent of KA Crash Types, 2015-2024



Based on the type of intersection control or type of roadway segment configuration, the following are the major crash types identified for the LSMPO region as shown in **Table 2-2**.

Table 2-2:Predominant KA Crash Type by Location

Location Type	Predominant KA Crash Type
Non-Controlled Intersection	Left-Turn
STOP controlled Intersection	Angle
Signalized Intersection	Left-Turn
Undivided Two-Lane Segment	Off-Road
Undivided Multi-lane Segment	Rear-End
Divided Multi-lane Segment	Rear-End
Two-lane Segment with Center Turn Lane	Off-Road

A safety analysis was completed for KA crashes to compare the five years from 2015 to 2019 to the last five years, 2020 to 2024, to understand if crash trends are improving and if so, where they are improving. A summary of those results is shown in **Table 2-3**.

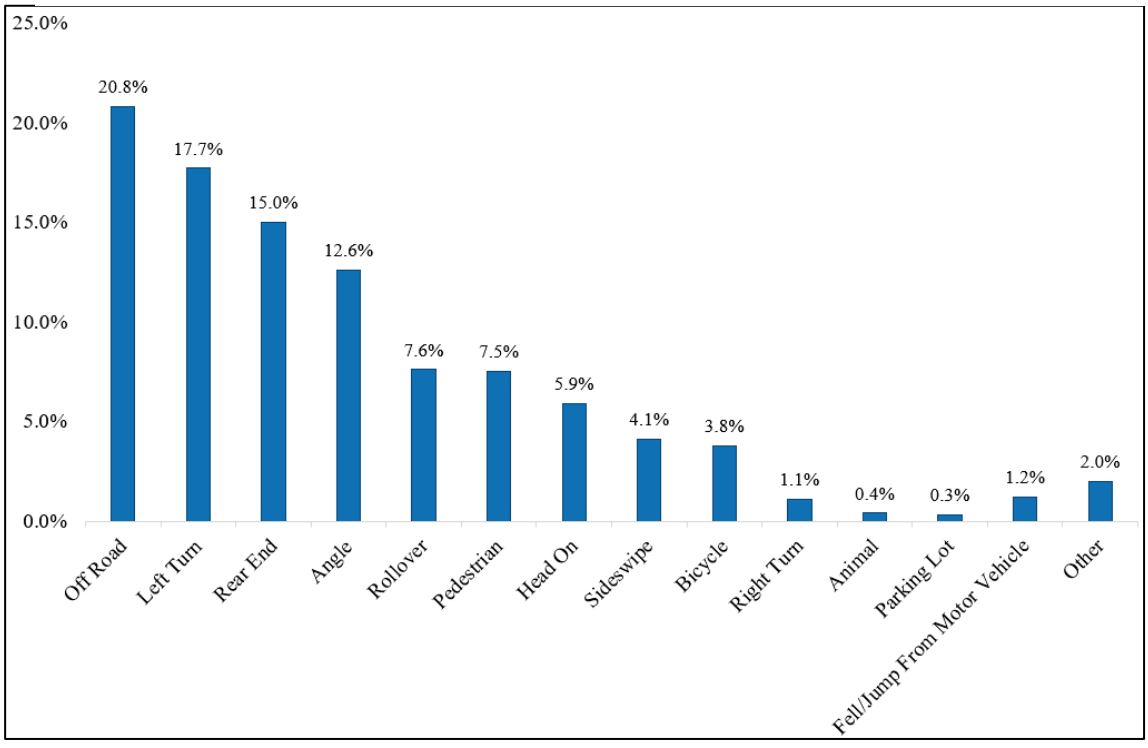
Table 2-3: Comparative KA crash analysis: 2015-2019 vs. 2020-2024

Condition	2015-2019	2020-2024	Change
Crash Type: Off-Road/Rollover	55	51.2	Decrease
Crash Type: Left-Turn/Angle	49.9	54.6	Increase
Crash Type: Rear-End	34.8	27.1	Significant Decrease
Crash Type: Pedestrian/Bicycle	19.3	20.4	Increase
Lighting Condition: Daylight	108.5	115.6	Increase
Lighting Condition: Dark-Lighted	45.4	33.2	Significant Decrease
Lighting Condition: Dark-Not Lighted	18.5	14.9	Decrease
Lighting Condition: Daybreak/Dusk	14.4	15.8	Increase
Intersection Type: Non-Signalized	90.7	98.0	Increase
Intersection Type: Signalized	44.9	38.0	Decrease

Note: Crash Type and Lighting Condition comparisons in KA crash rate is per million vehicle miles traveled (MVMT) while Intersection Type is KA crash rate is per million Annual Average Daily Traffic (AADT).

A detailed assessment of the KA crashes over the five-year period, 2020 to 2024, reveals that the 85% of all crashes in Lake and Sumter County are within the following four crash types: left-turn /angle, off-road/rollover, rear-end, and pedestrian/bicycle as shown in **Figure 2-4**. A summary of

Figure 2-4: Distribution of Total KA Crash Types, 2020 to 2024



crash analysis for the top four crash types is included in **Table 2-4** and detailed in Appendix A.

Table 2-4: Top 4 Severe Crash Type Analysis for last 5 years

1. Left-Turn KA Crash Analysis (717 KA Crashes)	2020 to 2024
Intersection Crashes (vs. Segments)	83.4%
Stop Controlled Intersection	40.2%
4-Way Intersections	54.3%
2-lane, 2-way Roads	53.8%
Urban (vs. Rural)	57.2%
Daylight Crashes	73.6%
Elevated Severe Crash Hours	1:00 to 6:00 pm
Highest KA crash day of week	Friday
Highest KA crash month	December
2. Rollover/Off-Road KA Crash Analysis (673 KA Crashes)	**2020 to 2024**
Segment Crashes (vs. Intersections)	84.3%
Uncontrolled Intersections	56.2%
T-Intersection Crashes	71.3%
2-lane, 2-way Roads	75.9%
Rural (vs. urban)	65.8%
Daylight Crashes	54.1%
Elevated Crash Hours	2:00 to 8:00pm
Highest KA Crash Day of Week	Saturday/Sunday
Highest KA Crash Month	April
3. Rear-End KA Crash Analysis (356 KA Crashes)	**2020 to 2024**
Segment Crashes (vs. Intersections)	62.9%
Uncontrolled Intersections	50.4%
4-Way Stop and T-Intersection Crashes	97.4%
2-lane, 2-way Undivided Roads	44.6%%
Urban (vs. Rural)	61.5%
Daylight Crashes	74.4%
Elevated Crash Hours	4:00 to 5:00pm
Highest KA Crash Day of Week	Wednesday
Highest KA Crash Month	March
4. Pedestrian/Bicycle KA Crash Analysis (268 KA Crashes- 179 Pedestrians & 89 Bicyclists)	**2020 to 2024**
Segment Crashes (vs. Intersections)	71.2%
Uncontrolled Intersections	46.1%
T-Intersection Crashes	47.4%
2-lane, 2-way Undivided Roads	58.4%
Urban (vs. Rural)	57.4%
Daylight Crashes	48.1%
Elevated Crash Hours	8:00 to 11:00pm
Highest KA Crash Day of Week	Friday
Highest KA Crash Month	October

Severe crash rates (including fatality and incapacitating injury crashes) have been a decreasing trend in Florida, while severe crash rates have been increasing in Lake and Sumter counties. Across the 10-year analysis period, the KA crash rate in Lake and Sumter exceeded the statewide average. Crash types including off-road, left turn, rear-end and angle crashes hold the highest risk while two-way, two-lane undivided roads exhibit the highest crash rates among roadway types. Comparing the last five years (2020-2024) to the previous five years (2015-2019), the analysis shows a significant 20% decrease in rear-end and lighted crash type, but roughly a 10% increase in left turn/angle and crashes happening at dusk or dawn.

See the detailed Crash Trends and Safety Analysis in **Appendix A**.

CHAPTER 3 NETWORK SCREENING & HIGH INJURY NETWORK

A key component to a safety action plan is to identify the highest risk areas. This entails the development of a High-Injury Network (HIN) which highlights the roadways where a disproportionate number of fatal and serious injury crashes occur. Using the latest five years of crash data (2020-2024), the highest crash corridors, segments, and intersections were identified. All crashes in the analysis period were equated to an appropriate EPDO (Equivalent Property Damage Only) value. For the five crash severity categories (KABCO), the Florida Department of Transportation has an associated comprehensive crash cost. If a property damage crash is equal to 1, then the crash weighting factor can be calculated using values as shown in **Table 3-1** below.

Table 3-1: Predominant KA Crash Type by Location

Crash Severity	Comprehensive Crash Cost	Crash Weighting Factor
Fatal (K)	$10,890,000	1414
Severe Injury (A)	$888,030	115
Moderate Injury (B)	$180,180	23
Minor Injury (C)	$103,950	14
Property Damage Only (O)	$7,700	1

Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CARS) System, analysis years 2015 through 2019. Published by FDOT State Safety Office on 2/23/2022.

By assigning these values to all the crashes across the MPO region, a sliding window methodology using a length of 1-mile is pulled across the network to identify the segments to determine segment scores, then rank them from highest EPDO score to lowest.

The HIN includes the highest scoring corridors to include 50% of the KA crashes and a total of 158 miles (equivalent to 14% of region's network). Each corridor has an average length of 1.5 miles. The average number of KA crashes is 10.7 per corridor, including the highest observed of 45 KA crashes and lowest with 3 KA crashes. This High-Injury Network includes 74 pedestrian involved KA crashes (41% of all pedestrian KA crashes), 52 bicyclists-involved KA crashes (52% of all bicycle KA crashes), and 180 motorcycle involved KA crashes (51% of all motorcycle KA crashes). The High-Injury Network includes 108 unique corridors and 70 intersections.

Safety analysis was completed to understand the highest priority segments, intersections, and corridors. The full analysis and HIN methodology can be found in **Appendix B**.

HIGH-INJURY CORRIDORS

A total of 108 high-injury corridors were identified across the MPO region including 59 corridors in Lake County and 49 corridors in Sumter County. The corridors in Lake County account for 633 KA crashes within 99 miles. The corridors in Sumter County account for 518 KA crashes over 59 miles. A map of the corridors is shown in Figure **3-1** and a listing of the Top 20 corridors is included in **Table 3-2**.

Figure 3-1: Top 106 High-Injury Corridors in Sumter County and Lake County

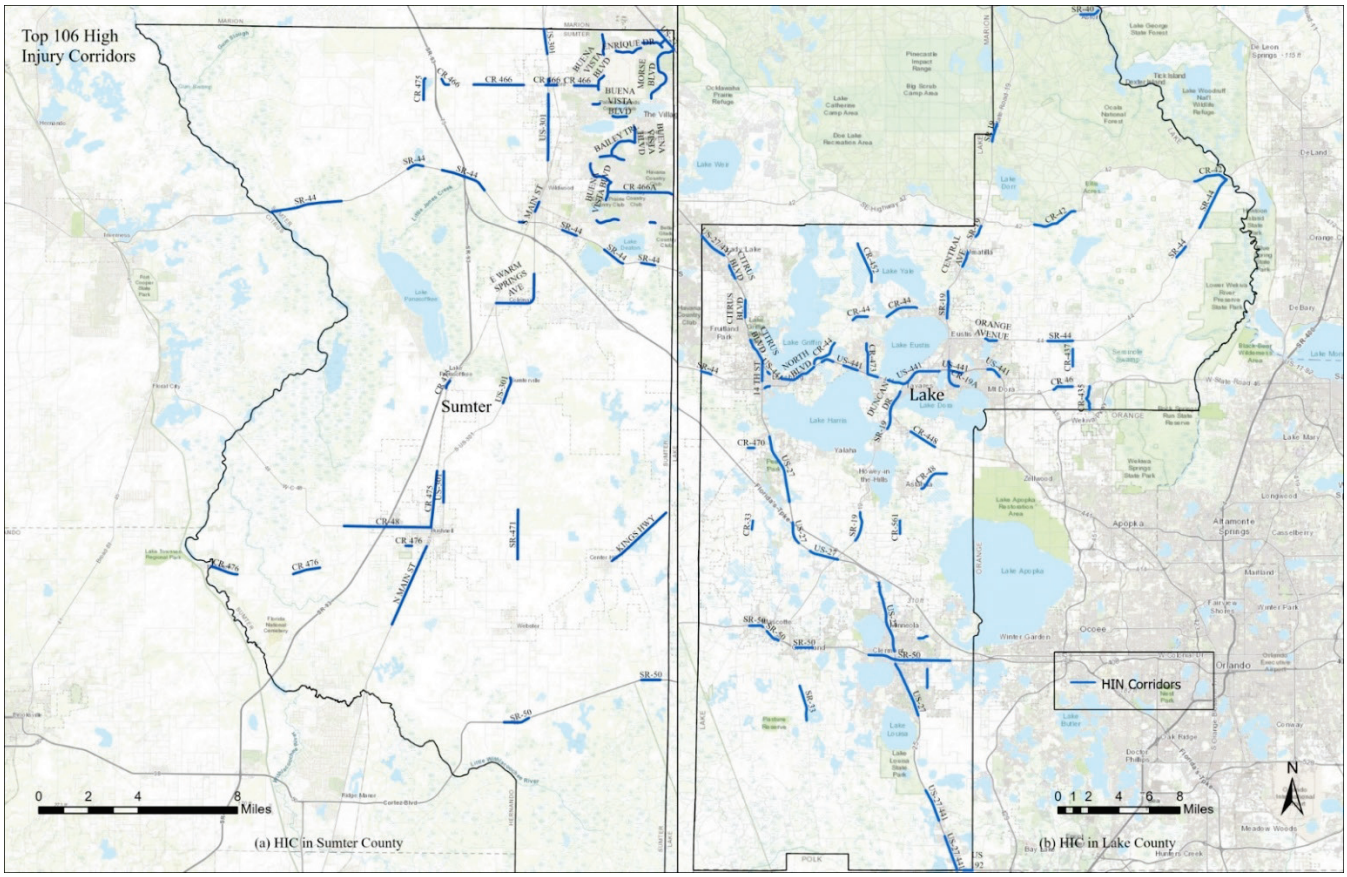


Table 3-2: Top 20 High Injury Corridors

No	Name	County	From Intersecting Road	To Intersecting Road	All Crashes (KABCO)	Total Severe Crashes (KA)	Total Pedestrian Involved KA Crashes	Total Bicyclist Involved KA Crashes	Total Motorcycle Involved KA Crashes	Per mile EPDO	Length (mile)
1	**S.R. 44**	Sumter	Morse Blvd	Vivienne Dr	177	24	0	0	3	13519	0.56
2	**U.S. 192**	Lake	Kersey St	Outdoor Resorts	278	14	6	0	2	12482	0.60
3	**U.S. 301**	Sumter	NE 120 Xing	CR 466	200	15	0	0	0	10174	0.26
4	**CR 475**	Sumter	Ramp 18130016	Ramp 18130020	50	6	0	0	0	10133	0.34
5	**DIXIE AVE**	Lake	Mckenzie St	S 9th St	80	5	1	0	4	9991	0.35
6	**U.S. 27/441**	Sumter	Marion Cnty Line	Morse Blvd	430	45	1	0	2	9443	1.01
7	**CR 33**	Lake	Austin Merritt Rd	Charter Ln	60	7	0	0	0	9014	0.58
8	**S.R. 44**	Sumter	Powell Rd	Buena Vista Blvd	123	6	1	0	0	8547	0.62
9	**S.R. 44**	Lake	Spruce Dr	Rory Ln	35	7	1	1	1	8134	0.93
10	**14TH ST**	Lake	CR 44a/Griffin Rd	W Main St	558	12	2	4	2	7863	1.19
11	**CITRUS BLVD**	Lake	Palm St	Graffin Rd	677	21	4	1	2	7208	1.74
12	**U.S. 441**	Lake	11010005 WB Off	Spring Harbor Blvd	257	8	0	0	0	5702	0.81
13	**CR 19A**	Lake	W Charlotte Ave	Old US-441	367	18	4	3	5	5701	2.03
14	**NORTH BLVD**	Lake	N Lake St	CR 44	788	22	2	0	7	5490	2.45
15	**S.R. 44**	Sumter	CR 231	CR 44a	321	23	4	1	1	5407	1.95
16	**S.R. 50**	Lake	Pearl St	Villa City Rd	134	6	0	2	1	5335	0.99
17	**CR 470**	Lake	Palmetto Ave	CR 33	36	5	0	0	2	4927	0.41
18	**BUENA VISTA BLVD**	Sumter	Southern Trace	Parr Dr	121	13	0	2	1	4912	0.66
19	**BUENA VISTA BLVD**	Sumter	St Charles Pl	Pinellas Pl	116	8	0	0	1	4782	0.80
20	**U.S. 441**	Lake	Professional Dr	Tavares Ave	89	5	1	0	2	4506	0.83

HIGH-INJURY INTERSECTIONS

A total of 70 high-injury intersections were identified across the MPO region and include 27 signalized and 43 unsignalized intersections. Intersection selection criteria required the KA crash frequency to be equal or greater than 3 KA crashes within 5 years. The intersections were ranked by total KA crash frequency, fatal (K) crash frequency, and KA crash rate (calculated using the total entering vehicular volume). The 70 intersections are mapped in **Figure 3-2** and Top 20 intersections are listed in **Table 3-3** and **Table 3-4**.

Figure 3-2: Top 70 High-Injury Intersections in Sumter County and Lake County

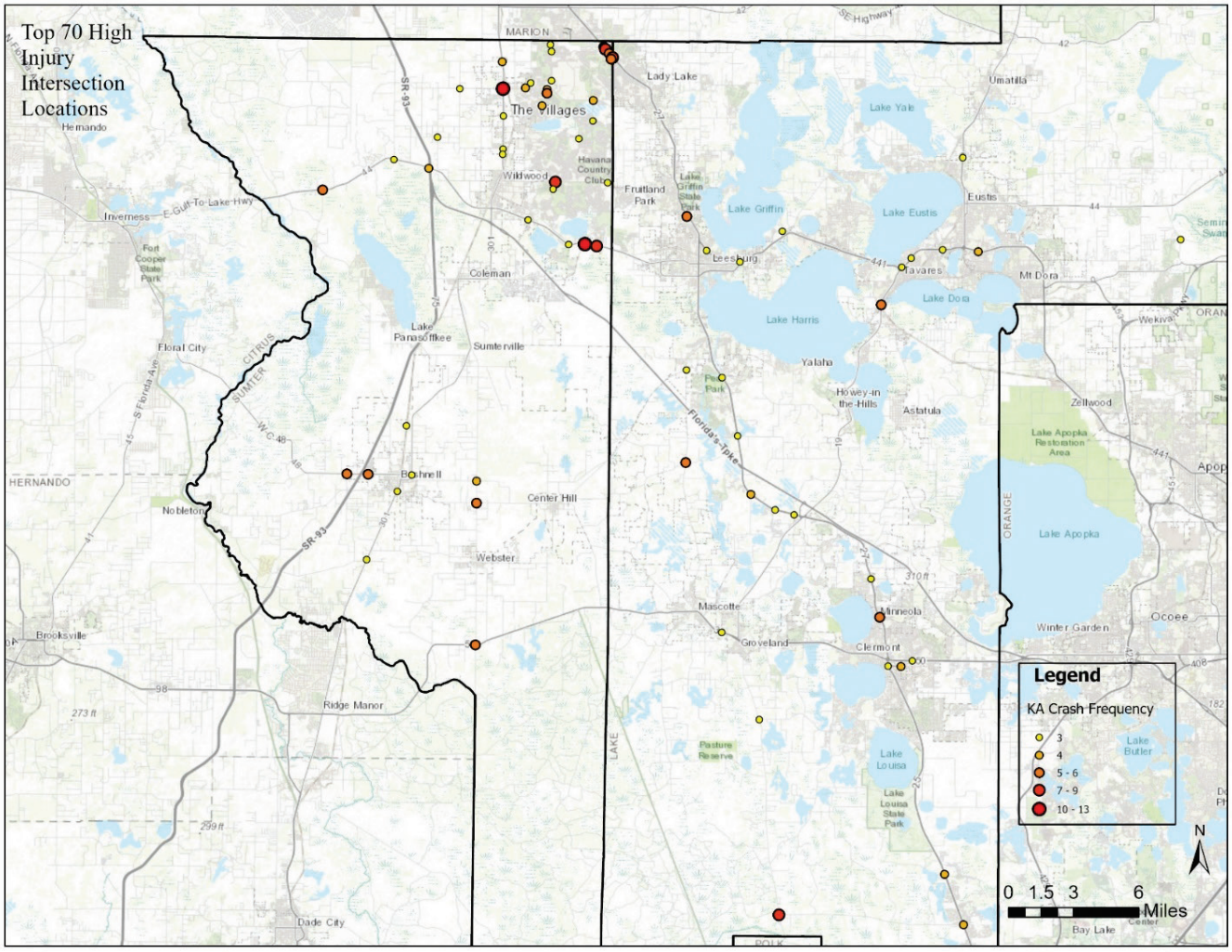


Table 3-3: Top 10 High Injury Intersections, Signalized

Priority	County	Intersection Type	Area	Major Roadway	Minor Roadway	KA	K	BCO	KA Crash Rate
1	Sumter	Four Way Intersection	Urban	U.S. 301	CR 466	13	0	167	0.23
2	Sumter	Four Way Intersection	Urban	S.R. 44	Morse Blvd	11	1	96	0.17
3	Sumter	Four Way Intersection	Urban	U.S. 27/441	Morse Blvd	8	0	75	0.08
4	Sumter	Four Way Intersection	Urban	U.S. 27/441	NE136th Ave	7	0	91	0.10
5	Sumter	Four Way Intersection	Rural	S.R. 50	SR 471	6	1	27	0.22
6	Sumter	T Intersection	Rural	CR 48	Lowery St	6	0	30	0.59
7	Sumter	Four Way Intersection	Urban	U.S. 27/441	Dr MLK Jr Blvd	5	1	44	0.06
8	Sumter	Four Way Intersection	Rural	S.R. 471	E Southland Ave	5	0	20	0.19
9	Sumter	Four Way Intersection	Urban	U.S. 27/441	Bella Cruz Dr	5	0	38	0.07
10	Lake	Four Way Intersection	Urban	U.S. 27	Washington St	5	0	35	0.06

Table 3-4: Top 10 High Injury Intersections, Unsignalized

Priority	County	Intersection Type	Area	Major Roadway	Minor Roadway	KA	K	BCO	KA Crash Rate
1	Lake	T Intersection	Rural	S.R. 33	CR 474	9	1	35	0.29
2	Sumter	T Intersection	Urban	S.R. 44	Vivienne Dr	8	1	27	0.19
3	Sumter	Four Way Intersection	Urban	CR 466A	Buena Vista Blvd	8	1	71	0.15
4	Lake	Four Way Intersection	Urban	CR 33	Bridges Rd	6	2	46	0.41
5	Lake	Four Way Intersection	Urban	S.R. 19	CR 561	6	2	24	0.10
6	Sumter	T Intersection	Rural	S.R. 44	CR 470	6	0	25	0.18
7	Sumter	T Intersection	Rural	CR 48	CR 616	5	2	11	0.49
8	Sumter	Roundabout	Urban	Morse Blvd	El Camino Real	5	1	104	0.08
9	Sumter	Four Way Intersection	Urban	Buena Vista Blvd	Parr Dr	5	0	14	0.23
10	Lake	T Intersection	Urban	U.S. 27/441	-	5	0	16	0.07

HIGH-INJURY SEGMENTS

A total of 40 segments were identified as high-injury segments within the MPO region. These segments experienced a KA crash frequency of greater than or equal to 3 KA crashes in the five years analyzed. Each of the segments was ranked by the KA crash rate over million vehicle miles (MVM), total KA frequency, and fatal (K) crash frequency. Figure **3-3** below shows the locations of the high-injury segments while a listing of the Top 20 segments is included in **Table 3-5**.

Figure 3-3: Top 40 High-Injury Segments in Sumter County and Lake County

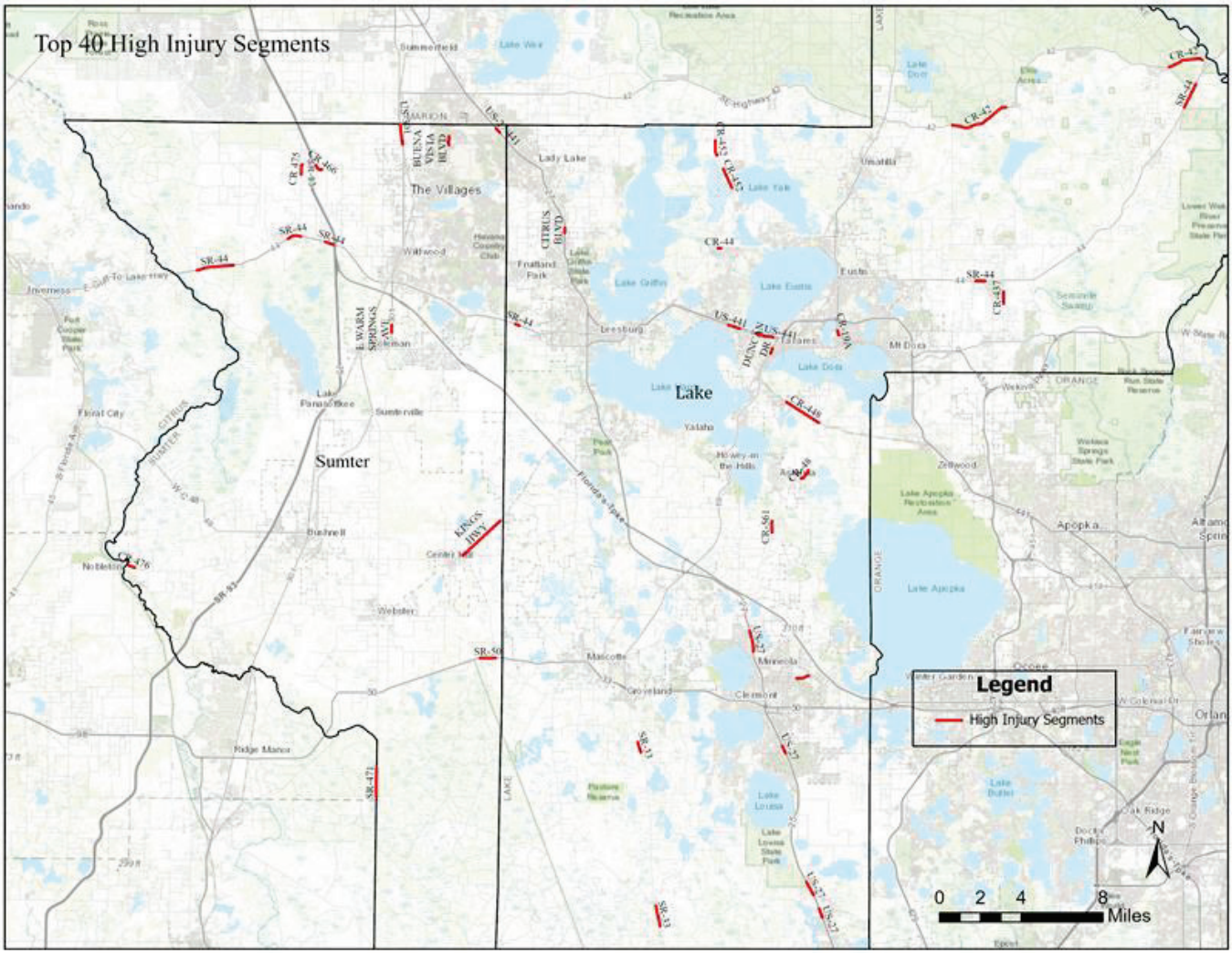


Table 3-5: Top 20 High Injury Segments

No	Roadway Name	County	From Intersecting Road	To Intersecting Road	Functional Class	Context Classification	Lane Per Direction	Speed (mph)	Total KA	Total BCO	KA Crash Rate
1	**CR 476**	Sumter	CR 647	CR 659	Rural Major Collector	-	1	45	3	16	1.274
2	**CR 44**	Lake	Emeralda Ave	Rhett Rd	Urban Major Collector	C3R	1	40	3	12	1.062
3	**U.S. 27/441**	Sumter	NE 138th	Lowe's	Urban Principal Arterial-Other	C3C	3	45	8	43	0.782
4	**CR 42**	Lake	Tenth St	River Forest Blvd	Rural Major Collector	-	1	55	8	24	0.699
5	**CR 19A**	Lake	Bay Rd	Dodson Cutoff	Urban Minor Arterial	C3C	1	45	3	23	0.651
6	**CR 475**	Sumter	CR 245 E	CR 246 S	Rural Major Collector	-	1	45	3	6	0.626
7	**S.R. 44**	Sumter	CR 231	18120021 SB On-Ramp	Rural Principal Arterial-Other	C3C	2	45	5	73	0.590
8	**CR 561**	Lake	Double Run Rd	White Cypress Rd	Rural Major Collector	C2	1	50	4	7	0.498
9	**CR 48**	Lake	Lalaine Dr	Ranch Rd	Rural Major Collector	-	1	55	3	10	0.498
10	**E WARM SPRINGS AVE**	Sumter	NE 41 Ln	NE 37 Pl	Urban Principal Arterial-Other	C2	1	55	5	13	0.478
11	**S.R. 44**	Lake	Forest Dr	Tomahawk Trl	Rural Principal Arterial-Other	C2	1	55	3	8	0.474
12	**CR 466**	Sumter	CR 475	N Main St	Rural Major Collector	-	1	45	3	16	0.465
13	**CR 42**	Lake	CR 439	Clearwater Lake Rec	Rural Major Collector	-	- 1	55	7	40	0.357
14	**S.R. 44**	Lake	Countryside Blvd	Unsigned	Urban Principal Arterial-Other	C3R	2	55	3	8	0.353
15	**OLD HIGHWAY 50**	Lake	N Hancock Rd	Black Still Lake Rd	Urban Major Collector	-	1	35	3	16	0.314
16	**S.R. 33**	Lake	Groveland Farms Rd	McGill Rd	Urban Principal Arterial-Other	C2	1	60	3	10	0.310
17	**U.S. 27/441**	Sumter	Lowe's	NE 136th	Rural Minor Arterial	C3C	3	45	3	52	0.310
18	**S.R. 44**	Sumter	CR 243	CR 475	Rural Principal Arterial-Other	C2	2	60	4	18	0.309
19	**KINGS HWY**	Sumter	CR 702	CR 558	Rural Minor Collector	-	1	45	5	22	0.300
20	**S.R. 471**	Sumter	S Carter Rd	N Grade Rd	Rural Minor Arterial	-	1	60	3	6	0.273

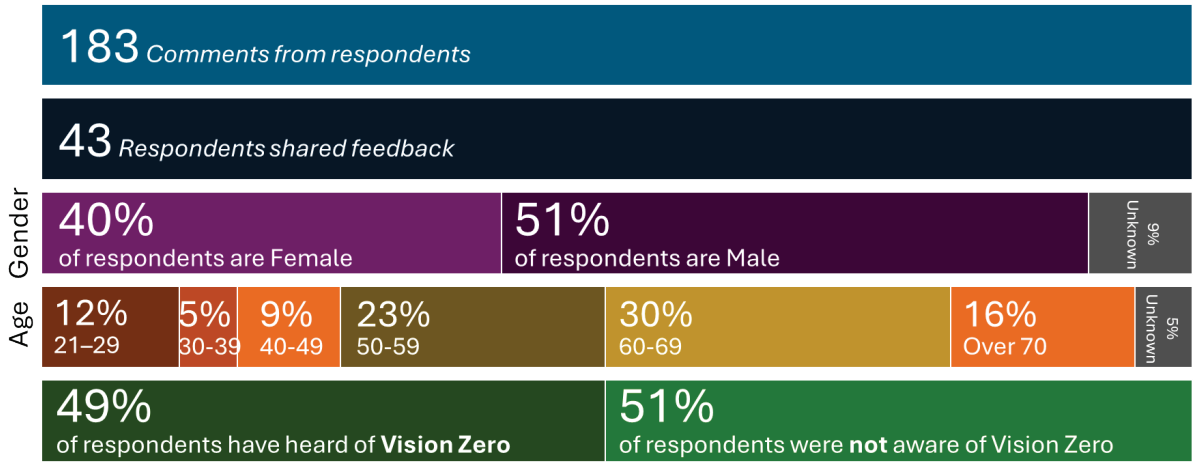
See the full Network Screening and High Injury Network in **Appendix B**.

CHAPTER 4 ENGAGEMENT AND COLLABORATION

Public engagement was a central element of the Lake–Sumter MPO Vision Zero Safety Action Plan, providing insight into community perceptions of transportation safety and helping to inform data-driven and publicly supported strategies. Engagement activities were designed to capture input on unsafe behaviors, infrastructure deficiencies, and priority locations for safety improvements. Outreach included presentations to the MPO's Community Advisory Committee (CAC) and Technical Advisory Committee (TAC), as well as a public online survey conducted from October 2, 2025 to December 11, 2025. Together, these efforts ensured that the Safety Action Plan reflects both technical analysis and community experience.

The online survey received responses from 43 participants and generated 183 comments (see **Figure 4-1**). Respondents represented a mix of residents, commuters, visitors, and workers in Lake and Sumter Counties, with a notable share identifying as government staff, elected officials, or advisory committee members. Survey respondents primarily relied on personal vehicles for daily travel. Walking, bicycling, and transit use were reported at very low levels, indicating that safety perceptions captured through the survey largely reflect the experience of drivers. This context is important when interpreting the findings, particularly those related to pedestrian and bicycle safety.

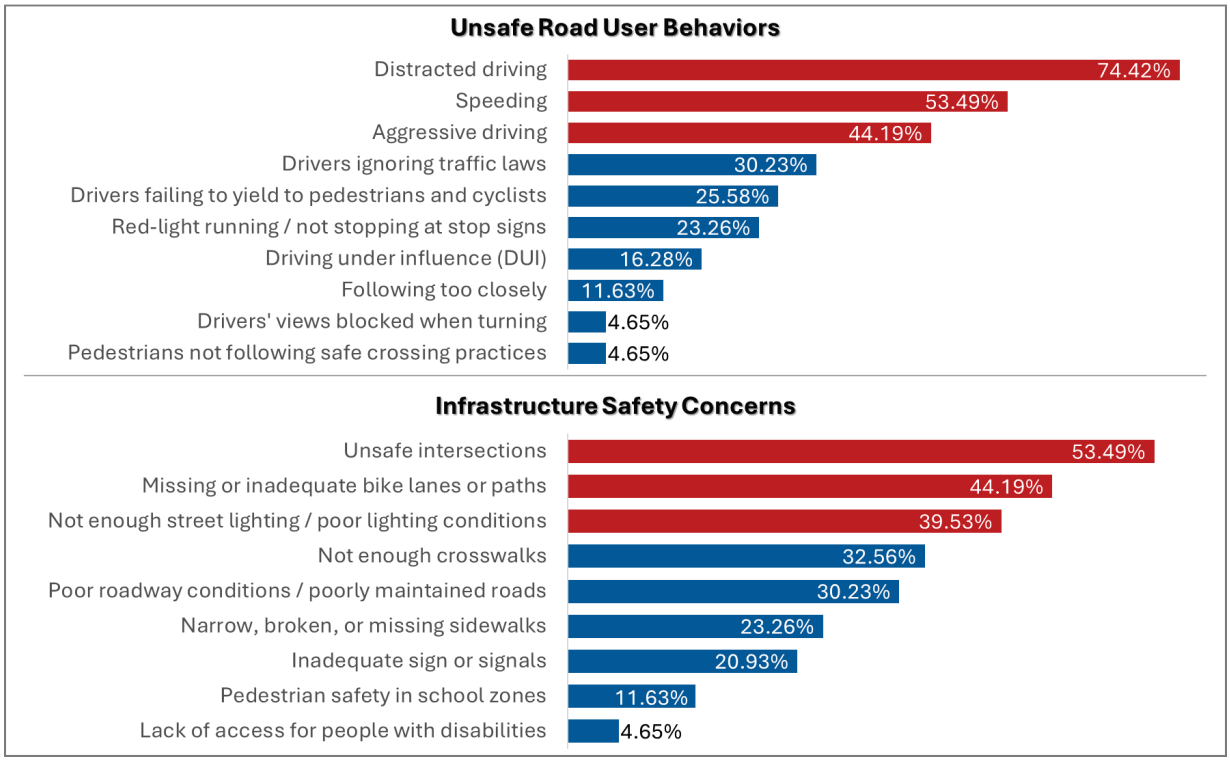
Figure 4-1: Summary of Survey Respondents' Demographics



Survey participants identified unsafe road user behavior as the most significant contributor to transportation safety issues in the region, with distracted driving being the most frequently cited concern, followed by speeding and aggressive driving.

Infrastructure-related concerns most notably identified unsafe intersections, inadequate or missing bicycle facilities, and poor street lighting or nighttime visibility as major safety issues. These findings (shown in **Figure 4-2**) highlight that safety challenges in Lake and Sumter Counties include both behavioral and physical factors, underscoring the need for integrated strategies that address roadway design, operations, enforcement, and education.

Figure 4-2: Key Safety Concerns Identified by Respondents



Note: Red bars indicate the top three items in each category.

Survey respondents also provided location-based input identifying areas perceived as unsafe for driving, as well as for walking, bicycling, or crossing roadways. Reported unsafe driving locations were concentrated along major regional corridors; while walking and bicycling concerns were more frequently associated with wide, high-speed roadways, commercial areas, and multi-lane crossings. A substantial share of the reported unsafe locations overlapped with the High-Injury Network (HIN), demonstrating strong alignment between community perception and crash-based safety analysis. Locations identified by respondents frequently exhibited recurring issues such as difficult turning movements, inadequate traffic signal operations, poor intersection design, limited pedestrian crossing opportunities, and lack of sidewalks or bicycle facilities.

Survey responses revealed mixed perceptions regarding existing transportation safety infrastructure. Sidewalk availability emerged as a notable concern. Roadway signs and pavement markings were generally viewed more positively, with many respondents indicating that markings are visible and understandable. Perceptions of pedestrian and bicycle facilities varied, with a large share of respondents selecting neutral responses, suggesting inconsistent conditions or limited exposure to non-motorized travel. School zone safety received relatively favorable feedback, with most respondents indicating that drivers generally comply with posted school zone speed limits and that enforcement is adequate. While these findings are encouraging, continued monitoring and targeted improvements remain important.

Public Support for Transportation Safety Strategies

Survey participants expressed strong support for a range of transportation safety strategies, particularly those focused on infrastructure improvements. The highest levels of agreement were recorded for roadway design improvements, enhanced pedestrian crossings, and increased investment in sidewalks and pedestrian facilities. These results indicate clear public prioritization of safer, more accessible infrastructure for pedestrians and other vulnerable road users.

Respondents also demonstrated strong support for protected bicycle facilities, improved street lighting, traffic enforcement, and education and awareness initiatives. Collectively, these responses suggest that the public favors a comprehensive approach that combines engineering, enforcement, and education to improve safety outcomes.

Open-ended comments reinforced these findings, with respondents frequently emphasizing pedestrian and bicycle safety, concerns about speeding and aggressive driving, and the need for safer roadway design. Additional themes included the importance of interagency coordination, public education, and dedicated funding to support long-term safety improvements.

In addition to the public survey, the project team conducted four meetings with the MPO's CAC and TAC between October 2025 and February 2026. These meetings included both in-person and virtual sessions and focused on project initiation, crash analysis findings, High-Injury Network development, public engagement results, and proposed safety countermeasures. Feedback from committee members helped validate analytical findings, identify priority concerns, and refine proposed strategies. This collaborative process ensured that the Safety Action Plan aligns with local priorities, technical feasibility, and broader regional transportation goals.

Public engagement findings indicate that transportation safety concerns in Lake and Sumter Counties are driven primarily by perceived unsafe driving behaviors and infrastructure deficiencies, particularly at intersections and along major corridors. While most respondents rely on personal vehicles, there is strong recognition of the need to improve safety for pedestrians and bicyclists through enhanced crossings, sidewalks, lighting, and roadway design.

The strong alignment between community-identified unsafe locations and the High-Injury Network highlights the value of integrating public input with crash-based analysis. Survey results demonstrate broad public support for infrastructure-focused safety strategies, complemented by enforcement, education, and interagency coordination. Together, these findings provide a clear foundation for prioritizing safety investments that address both documented crash risk and community-identified needs across Lake and Sumter Counties.

A full reporting of the Public Engagement activities can be found in **Appendix C**.

CHAPTER 5 STRATEGIES AND PRIORITIZATION, AND PROJECT SELECTIONS

The preceding chapters examined ten years of crash trends (2015–2024), conducted an in-depth analysis of recent crashes (2020–2024), identified the High Injury Network across the two counties, and performed data-driven risk assessment to understand the patterns contributing to severe and recurring safety concerns. This chapter transitions from diagnosis to implementation. It presents a comprehensive set of strategies designed to reduce crash frequency and severity while advancing the Vision Zero goal of eliminating traffic fatalities and serious injuries. The strategies outlined herein incorporate both engineering and other countermeasures to address infrastructure-related deficiencies and safety risk factors consistent with the Safe System approach.

Recommended countermeasures were selected based on nationally recognized, evidence-based safety resources to ensure technical credibility and demonstrated effectiveness. Infrastructure and operational treatments are aligned with the Proven Safety Countermeasures published by the Federal Highway Administration (FHWA). Quantitative estimates of expected crash reduction are supported by documented Crash Modification Factors (CMFs) obtained from the CMF Clearinghouse. Additionally, behavioral, enforcement, and policy-related safety strategies are informed by "Countermeasures That Work" document by the National Highway Traffic Safety Administration. Collectively, these nationally recognized references provide an evidence-based foundation to ensure that proposed safety interventions are consistent with current transportation safety research and best practices.

The chapter is organized to present the major safety challenges and targeted responses, then outlines a project prioritization framework, and concludes with corridor-specific countermeasure recommendations for the Top 30 High Injury Corridors.

ENGINEERING COUNTERMEASURES:

Table 5-1 below outlines the specific safety countermeasures aligned with the predominant severe crash types in Lake and Sumter Counties based on the 2020 to 2024 dataset. A full description of the individual crash reductions by countermeasure is detailed in **Appendix D, section 5.3.1**.

Table 5-1: LSMPO Proposed Safety Countermeasures

Crash Type	Countermeasures	Crash Reduction Potential
Left-Turn/Angle-Unsignalized **528 KA crashes (30.3%)**	• Double-Up Oversized Advanced Signage w/ Street Name Plaques and Flashing Beacons • Retroreflective Sheeting on Sign Posts • Enhanced Edge Line Pavement Markings • Doubled-up STOP AHEAD & STOP Signs	**10-27% reduction**
Left-Turn/Angle-Signalized **189 KA crashes (26.4%)**	• Protected Left-Turn Phasing • Red-Light Cameras • Yellow Change Interval Optimization • Signal Backplates • Roadway Lighting • Upgrade Signing/Marking & Advance Beacons	**8-77% reduction**
Roadway Departure **673 KA Crashes (28.3%)**	• Edge Line Longitudinal Rumble Strips • Centerline Longitudinal Rumble Strips • Wide Edge Line Striping • Retroreflective Sign Posts, Enhanced Delineators, Sequential Dynamic Chevron Signs • Guardrail Systems • Safety Edge Treatment • High Friction Surface Treatment • Automated Speed Enforcement Cameras	**13-64% reduction**
Rear-End **356 KA Crashes (15.0%)**	• Speed Limit Evaluation/Reduction • Traffic Calming Treatments • Speed Enforcement Devices • Variable Speed Limits • Dynamic “Queue Ahead” Warning Signs • Lane Width Reductions • High Friction Surface Treatment • Yellow Change Interval Optimization • Extension of All-Red Clearance • Dynamic Signal Warning Flashers • Traverse Rumble Strips	**6-67% reduction**
Bicycle/Pedestrian **268 KA Crashes (11.3%)**	• Pedestrian Hybrid Beacons (PHBs) • Rectangular Rapid Flashing Beacons (RRFBs) • Midblock Pedestrian Signals • Sidewalks on Both Sides of Roadway • Roadway Lighting • High-Visibility Crosswalk Markings • Leading Pedestrian Interval Signal Timing • Advanced STOP Bars & Signage • Pedestrian Median Refuge Islands • Pedestrian Countdown Signal Heads • Traverse Rumble Strips • Dedicated Bike Facilities (standard, buffered, protected)	**14-75% reduction**

PRIORITIZATION FRAMEWORK

The prioritization framework developed for this Vision Zero Action Plan is data driven. It emphasizes crash severity, expected safety effectiveness of proposed countermeasures, relative implementation cost, and project readiness. The purpose of this prioritization process is to:

- Ensure that locations with the greatest safety need receive highest attention,
- Prioritize treatments with demonstrated crash reduction effectiveness,
- Consider implementation feasibility and relative cost, and
- Provide a transparent and replicable scoring methodology.

The total prioritization score is calculated out of 100 points, distributed across four categories. The Safety Risk Score is based on KA crash frequency and KA crash rate, Safety Benefit reflects the crash reduction related with safety countermeasures, Relative Cost is based on scale and complexity of implementing proposed countermeasures, and Timeline for Implementation is assigned based on the delivery period. See the full scoring methodology in **Appendix D, Section 5.4**.

Using the prioritization scoring methodology, the top 30 highest corridors were identified. For each corridor, a fact sheet was developed to summarize roadway characteristics, crash patterns, contributing patterns and factors, and proposed countermeasures. These targeted improvement strategies serve as an implementation guide. Each corridor was evaluated for location specific safety countermeasures, then mapped at specific high-risk locations. A listing of the countermeasures is shown in **Table 5-2** and a summary of the 30 corridors is included in **Table 5-3**. The full summary and map for each corridor is included in **Appendix D**.

This plan focuses on defining evidence-based countermeasures designed to reduce crash frequency and severity. Both engineering and complementary safety strategies are proposed using nationally recognized safety guidance to ensure technical credibility and consistency with current best practices. A data-driven prioritization framework was developed to systematically evaluate safety risk, expected safety benefit, relative cost, and implementation timeline. This approach provides a transparent and replicable method for sequencing projects based on both safety need and feasibility. The chapter presented the Top 30 High-Injury Corridors, incorporating crash statistics, contributing factors, narrative-based crash pattern analysis, and both corridor-level and location-specific countermeasures. Countermeasures were selected through a structured review process that examined detailed crash narratives, identified recurring crash mechanisms, and screened candidate treatments to ensure context-appropriate and evidence-based recommendations. Collectively, the strategies, prioritization framework, and corridor-specific profiles establish a comprehensive and actionable safety improvement plan for the Lake-Sumter MPO region.

Table 5-2: Safety Countermeasures Labeled

No.	Countermeasure	No.	Countermeasure
A	Lighting	**Q**	Center/Edge Rumble Strips
B	Refresh Pavement Markings	**R**	Dynamic Speed Feedback Signage
C	Advanced STOP Ahead Signs	**S**	Vehicles Entering When Flashing Signage
D	Reduce Lane Width	**T**	Reflective Sheeting on Sign Posts
E	Pavement Friction Surface Treatment	**U**	Remove Sight Distance Limitations
F	Leading Pedestrian Interval	**V**	Double-Up Advanced Warning Signage
G	Automated Speed Enforcement Cameras	**W**	Queue Ahead Signage
H	Sidewalks	**X**	Access Management Study
I	High Visibility Crosswalks	**Y**	Safety Edge Treatment
J	Pedestrian Hybrid Beacon (PHB)	**Z**	Optimized Signal Timing
K	Pedestrian Refuge Island	**AA**	Dynamic Signal Warning Flashers
L	Road Safety Audit	**BB**	Signal Backplates
M	Variable Speed Limits	**CC**	Prohibit Right-Turns During Pedestrian Phase
N	Transverse Rumble Strips	**DD**	Traffic Calming Infrastructure
O	Enhance Curve Delineation	**EE**	Roundabout
P	Wide Edge Lines	**FF**	Protected Bike Lane

Table 5-3: Top 30 Corridors

Priority	County	Corridor Name	Begin Limit	End Limit	Fatal (K)	Serious Injury (A)	Major KA Crash Type	Safety Countermeasures (Table 5-2)
1	Sumter	SR 44	Morse Blvd	Vivienne Dr	3	21	Left-Turn/Angle	A-G, BB
2	Lake	US 192	Kersey St	Outdoor RV Resorts	3	11	Rear-End	A-D, G-M, BB
3	Sumter	US 301	NE 120	CR 466	0	15	Left-Turn/Angle	A, B, E, F, BB
4	Sumter	CR 475	Ramp 18130016	Ramp 18130020	2	4	Left-Turn/Angle	A-B, N-R, BB
5	Lake	Dixie Ave	McKenzie St	S 9th St	2	3	Off-Road/Rollover	A, B, P, S-V, BB
6	Sumter	US27/441	Marion County Line	Morse Blvd	2	44	Left-Turn/Angle	A,B,D-F, L, W, X,V, BB
7	Lake	CR 33	Austin Merritt Rd	Charter Ln	3	4	Left-Turn/Angle	A, B, E, R, Y, BB
8	Sumter	SR 44	Powell Rd	Buena Vista Blvd	3	3	Rear-End	A, B, D, F, Z, AA, BB
9	Lake	SR 44	Spruce Dr	Rory Ln	5	2	Left-Turn/Angle	B, Q, Y, E, A, H, R ,BB
10	Lake	Citrus Blvd	Palm St	Griffin Rd	5	18	Left-Turn/Angle	X, A, B, E, L, V, I, J, K, F, BB
11	Lake	14th St	W Main St	Griffin Rd	4	6	Left-Turn/Angle	A, B, X, L, CC, J, K, BB
12	Sumter	Buena Vista Blvd	St Charles Pl	Pinellas Pl	2	15	Left-Turn/Angle	DD, I, E, A, B, BB, O, R, EE
13	Lake	CR 19A	W Charlotte Ave	Old US 441	6	12	Left-Turn/Angle	H, FF, V, I, J, K, C, A, B, L, CC, G, BB
14	Lake	US 441	Off Ramp 11010005 WB	Spring Harbor Blvd	2	6	Left-Turn/Angle	A, B, W, E, F, CC, L, G, BB
15	Sumter	Buena Vista Blvd	Southern Trace	Parr Dr	1	15	Left-Turn/Angle	B, A, F, V, BB, O, T, S
16	Lake	North Blvd	N Lake St	CR 44	5	17	Left-Turn/Angle	S, B, Z, W, M, P, E, H, I, F, FF, A, L, G, BB
17	Sumter	SR 44	CR 231	CR 44A	5	18	Left-Turn/Angle	A, V, F, L, C, BB, U, S, X, B, Q, E, R
18	Lake	SR 50	Pearl St	Villa City Rd	3	3	Left-Turn/Angle	A, B, FF, C, R, BB, H, I, Z
19	Lake	US 441	Perkins St	Lee St	0	4	Left-Turn/Angle	Z, BB, W, A, F, K, B, V
20	Lake	CR 470	Palmetto Ave	CR 33	1	4	Left-Turn/Angle	B, A, E, H, C, T, U, Q, Y, BB, I
21	Lake	US 441	Professional Dr	Tavares Ave	2	3	Left-Turn/Angle, Off-Road/Rollover, Head-On	B, P, Q, T, E, C, U, V, G, R
22	Lake	SR 19	CR 561	Progressive Aerodyne	3	9	Left-Turn/Angle	C, V, E, A, B, R, S, N, Q
23	Lake	SR 50	West Ave	CR 455	8	23	Left-Turn/Angle	I, F, K, H, FF, A, V, S, X, Z, BB, W, M, E, G
24	Lake	US 441	Hilltop Rd	Dillard Rd	7	23	Left-Turn/Angle	I, F, K, FF, V, S, X, Z, BB, W, M, A, B, O, E, L, G
25	Sumter	CR 466	CR 201	CR 106	0	8	Left-Turn/Angle	A, B, E, F, BB, C, T, U,
26	Lake	US 27/441	Golden Eagle Blvd	US Hwy 192	3	18	Left-Turn/Angle	Z, BB, W, M, E, S, F, I, K, H, V, FF, A, B, L
27	Lake	US 27	Hawthorne Rd	Dewey Robbins Rd	10	16	Left-Turn/Angle	Z, BB, W, M, E, U, S, F, I, K, H, FF, V, A, B
28	Sumter	Morse Blvd	El Camino Rd	CR 466	5	20	Left-Turn/Angle	S, Z, I, BB, DD, Q, E, B, A, O, EE, R
29	Lake	US27/441	Frank Jarrell Rd	Holly Grove Blvd	4	15	Left-Turn/Angle	Q, W, M, A, B, R, BB, E, U, S
30	Sumter	Hillsborough Trl	Enterprise Dr	Morse Blvd	0	6	Off-Road/Rollover	B, A, S, DD, E, P, EE, R

CHAPTER 6 POLICY AND PROCESS CHANGES

Accomplishing the LSMPO Vision Zero Action Plan goals relies on the integration of safety policies and projects led by LSMPO, Lake and Sumter Counties, FDOT, and all the municipalities. This strategy ensures that each initiative addresses systemic challenges, optimizes resource allocation, and delivers impactful results.

Policies establish guiding principles and process changes necessary for consistent and effective project execution.

Projects represent tangible outcomes of the planning process, translating strategic visions into real-world improvements.

Policies and project actions can be achieved through four phases:

Phase 1: Assessment. This phase is completed within this report to identify needs, set priorities, and prepare the groundwork. This plan prepares the groundwork for the programming of the projects and identify the policy improvements needed.

Phase 2: Early Implementation. This phase allows the testing of strategies and the ability to demonstrate quick wins to build momentum and stakeholder confidence. Policies include the expansion of educational outreach with partners and seeking grant funding for partners like Safe Routes to School and Highway Safety Improvement Program (HSIP). Project implementation can be the deployment of maintenance related upgrades like signal backplates, striping upgrades, and signal timing upgrades.

Phase 3: Full Implementation. This phase creates transformative change to the High-Injury Network for improved safety, accessibility, and mobility. Policies include the formalization of safety policies embedded in regulatory and planning frameworks to guarantee adherence to the safe system approach. Project implementation of large-scale infrastructure projects to include permanent safety upgrades, speed management infrastructure, and multimodal facilities.

Phase 4: Monitoring, Evaluation, and Adjustment. Phase 4 includes measuring performance to gauge effectiveness and making improvements to create a continuous process for success. The output from this phase will provide opportunities for data-driven refinements to sustain long-term success. Monitoring the compliance and effectiveness of implemented policies and adjust as needed based on outcomes and evolving needs. Conduct post-implementation project evaluations to measure impact (i.e., crash reductions, improved mobility) and address any unintended consequences.

Actions within policies are listed with **Table 6-1**. Time frames are given in four categories: Annual (yearly), Short-Term is less than two years, Mid-Term is 2 to 5 years, and Long-Term is greater than 5 years.

Table 6-1: LSMPO Policy Actions

Policy Action	Term	Lead Agency	Partner Agency
Prepare annual report to track progress	Annual	LSMPO	-
Meet annually with LSMPO Board to review progress and performance towards goal of meeting zero by 2050.	Annual	LSMPO	-
Meet with Lake and Sumter County to discuss safety projects and enforcement opportunities	Annual	LSMPO	Lake County/ Sumter County
Prioritize fatal and serious injury crashes in all traffic studies, planning documents, and safety assessments prepared for LSMPO	Short-Term	LSMPO	-
Integrate High-Injury Network assessment into the next LRTP development and update the list of highest priority corridors.	Mid-Term	LSMPO	-
Integrate lighting upgrades to meet latest FDOT criteria on all projects.	Short-Term	LSMPO	FDOT/Counties/ Municipalities
Develop a policy to promote and encourage lighting improvements for pedestrians to create safe nighttime connectivity between crosswalks and transit stops.	Mid-Term	LSMPO	Counties/ Municipalities
Support local municipalities to explore the feasibility of 20 mph speed limits for residential districts to align with Florida Statutes.	Mid-Term	LSMPO	Municipalities
Utilize FDOT context classification and speed management practices within the Florida Design Manual to support target speeds within project planning and design phase to integrate target speeds into design phase.	Short-Term	LSMPO	Counties/ Municipalities
Explore opportunities to collaborate on emerging technologies with public and private partners.	Mid-Term	LSMPO	FDOT/Counties/ Municipalities

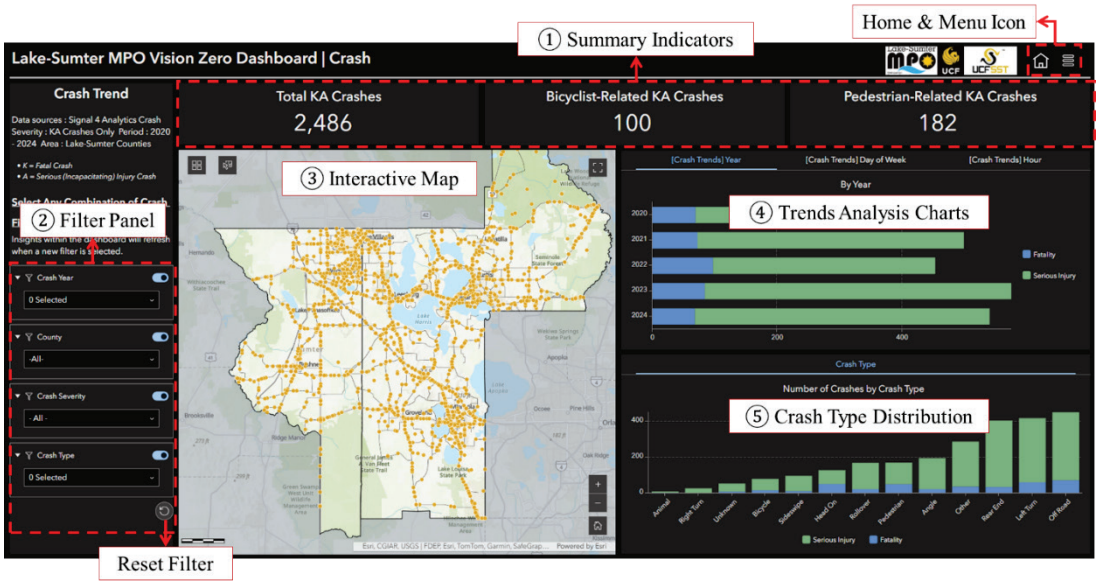
CHAPTER 7 PROGRESS MONITORING AND TRANSPARENCY

Annual monitoring requires on-going evaluation of the plans actions to achieve the region's goal of achieving zero killed and serious injury crashes by the year 2050. The Lake-Sumter MPO Technical Advisory Committee and Governing Board will review and evaluate the program and outcomes on an annual basis. Two tools are available to measure progress – the Lake-Sumter Vision Zero Safety Action Plan Annual Report which will be available annually and the Vision Zero Dashboard. The document sand dashboard will be publicly accessible at www.lakesumtermpo.com.

The Lake-Sumter Vision Zero Action Plan Annual Report will provide an annual status of the crash metrics from the previous year. This report will focus on killed and serious injury crashes specifically and report on an array of information regarding those crashes.

The Lake-Sumter MPO Vision Zero Dashboard integrates regional crash trend analysis and High-Injury Network (HIN) screening into a unified, interactive decision-support platform. The Crash Trends component provides a system-level overview of fatal and serious injury crashes across time, geography, and crash type, enabling users to monitor patterns and assess overall safety conditions within the region. The High-Injury Network Dashboard identifies and ranks corridors, segments, and intersections with elevated concentrations of severe crashes. The dashboard provides detailed crash diagnostics and countermeasure summaries, supporting targeted safety improvements and strategic investment for the Top 30 ranked High-Injury Corridors. See **Appendix G** for complete Vision Zero Dashboard users guide.

Figure 7-1: Crash Trends Dashboard Interface and Major Components



These components allow users to move seamlessly from regional safety monitoring to location-specific diagnostic review, facilitating data-informed planning and advancing Vision Zero objectives for the Lake-Sumter MPO region.

Lake-Sumter MPO Annual Safety Report Template

Lake-Sumter Vision Zero Action Plan Adopted 2026

Report Year:

Crash Statistics: January XXXX through December XXXX

The Lake-Sumter MPO Annual Safety Report provides an annual performance update which progress towards achieving zero killed and serious injury (KSI) crashes in the Lake-Sumter MPO region is measured. This report utilizes data from Signal Four Analytics for all crashes in the region, excluding Interstate 75.

Year XXXX Crashes

Fatal/Killed Crashes	Serious Injury Crashes	Total KSI Crashes

KSI Crash Trend: Last 5 years

Year	Fatal/Killed Crashes	Serious Injury Crashes
Year 0		
Year -1		
Year -2		
Year -3		
Year -4		
Year -5		

Year XXXX vs. Previous Year (XXXX) KSI Crashes by Mode:

MODE	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Mode
Vehicle:			
Motorcycle:			
Bicycle:			
Pedestrian:			

Year XXXX KSI Crashes by Type:

CRASH TYPE	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Crash Type
Left-Turn:			
Angle:			
Rear-End:			
Off-Road:			
Sideswipe:			
Right-Turn:			
Bicycle:			
Pedestrian:			
Other:			

Lake-Sumter Vision Zero Action Plan Adopted 2026 (Continued)

Year XXXX KSI Crashes vs. Previous Year by Lighting Conditions: vs. Previous Year

	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Lighting Conditions
Daylight:			
Dark-Lighted			
Dark-Not Lighted			
Dawn			
Dusk			

Year XXXX KSI Crashes by Road Context vs. Previous Year

	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Road Context
Rural			
Urban			

Year XXXX KSI Crashes by Road Type vs. Previous Year

	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Road Type
Segments (Between Intersections)			
Intersections			

Year XXX KSI Crashes by Contributing Factors vs. Previous Year

CONTRIBUTING FACTOR	Current Year, XXXX	Last Year, XXXX	KSI Crash Trend by Contributing Factor
Hit & Run			
Red-Light Running			
Alcohol/Drugs			
Speeding			
Aggressive Driving			
Distracted Driving			

Projects programmed in Year XXXX from Vision Zero Action Planned.

Project Name	County (Lake/Sumter)	Phase & Year (Example: Design, FY29)	Safety Countermeasures included in Scope

Summary: (summarize trends and outcome from year's report above)

Submitted to USDOT: (Date)

APPENDICES

**Appendices published under separate cover*

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