



FLORIDA STRATEGIC HIGHWAY
SAFETY PLAN



Vision Zero Workshop

May 6, 2019



U.S. Department of Transportation
Federal Highway Administration



Vision Zero Workshop

Find your table

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WELCOME

Florida DOT District 2 Secretary
Greg Evans



WELCOME

Florida DOT Secretary
Kevin Thibault



WELCOME

FHWA Florida Division Administrator
Jamie Christian



WELCOME

Florida DOT Chief Safety Officer
Lora Hollingsworth



Agenda

- Today
 - Welcome and Overview
 - Workshop Overview
 - Vision Zero Principles
 - Vision Zero In Florida
 - Connecting Effective Strategies
 - Examples
 - Table Discussions
- Tomorrow
 - Identifying New and Innovative Strategies
 - Presentations
 - Table Discussions/Strategy Development
 - Next Steps
- Please join us tomorrow afternoon for the Long-Range Visioning Session

Join an Amazing Race

- Choose a restaurant/location for dinner
- Make a plan on how you will arrive at your destination
 - Try to incorporate as many modes of transportation as you can
 - Jacksonville Skyway; Transit/bus network; Jacksonville Ferry; ridesharing; walking; bicycling; etc.
- Come back tomorrow and share the variety of transportation choices you used to get to and from dinner

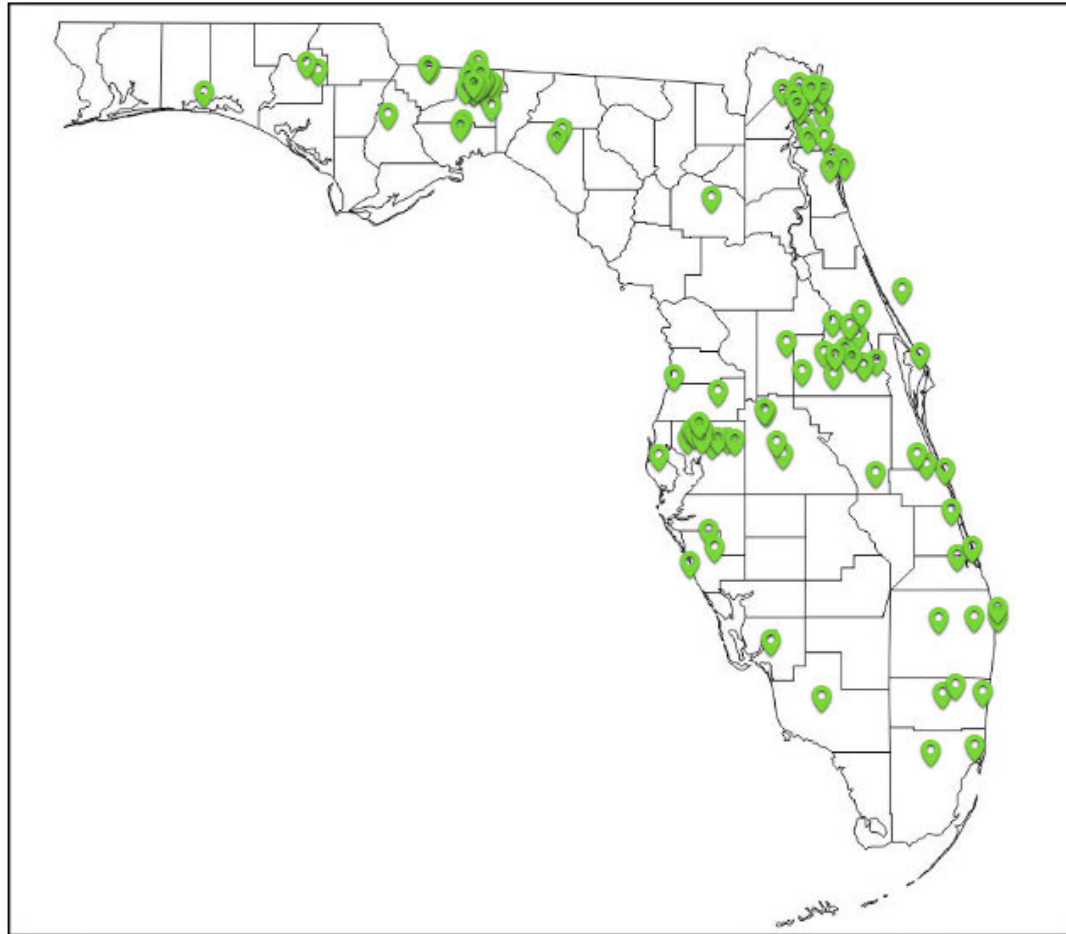
Let's Start Sharing

- Works best from app/website – no registration required
- Use www.pollev.com/VZLRV or the Poll Everywhere app to access the polling questions
- Respond to each question using your mobile device or laptop
- CONNECT TO THE WI-FI:
 - Network name: Omni Meeting
 - Password: FDOT2019 (case sensitive)



Where in Florida do you live?

Respond at [PollEv.com/vzlrw](https://www.poll-ev.com/vzlrw)



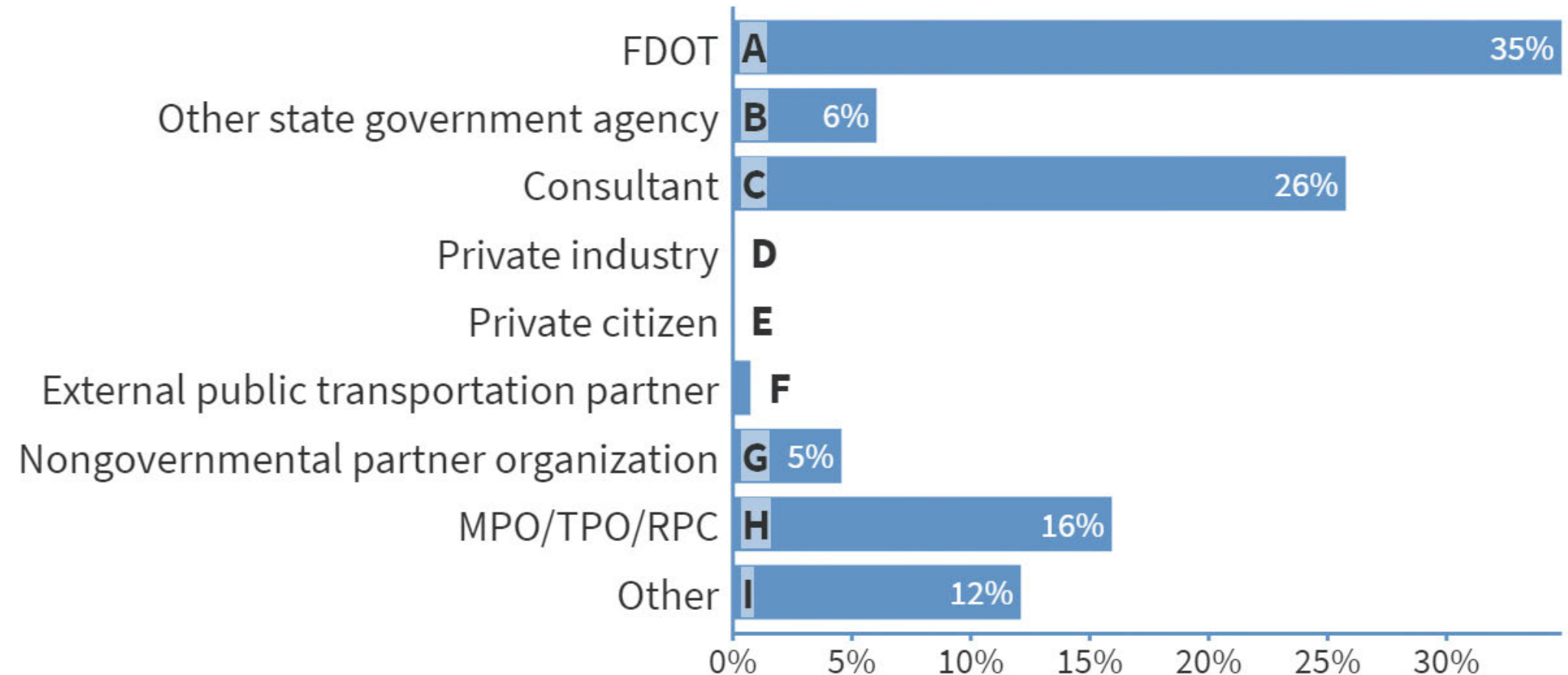
What type of organization do you represent?



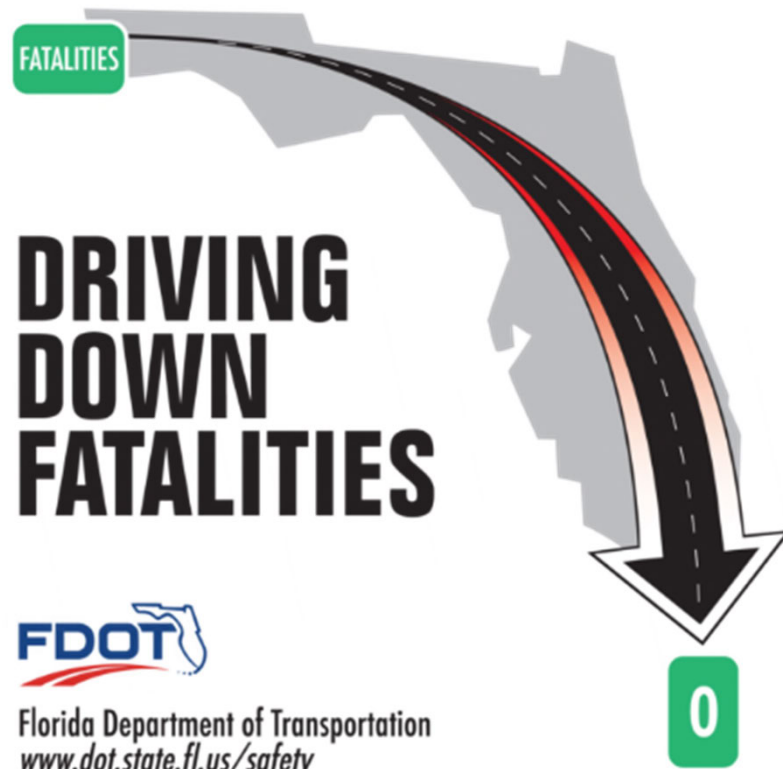
Respond at **PollEv.com/vzlr**



Text **VZLRV** to **22333** once to join, then **A, B, C, D, E...**



How Do We Get to Zero?



How Do We Update Our Plans?



VISION ZERO PRINCIPLES

Leah Shahum
Organization

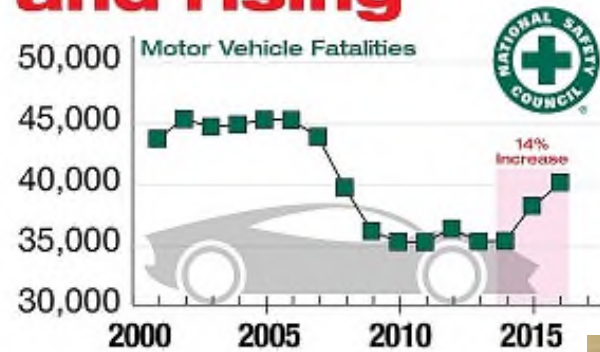


Vision Zero: Moving from Vision to Action

Florida Workshop: May 6, 2019



An estimated 40,000 deaths and rising



**“OUR
COMPLACENCY
IS KILLING US.”**

Debbie Hersman
President and CEO
National Safety Council

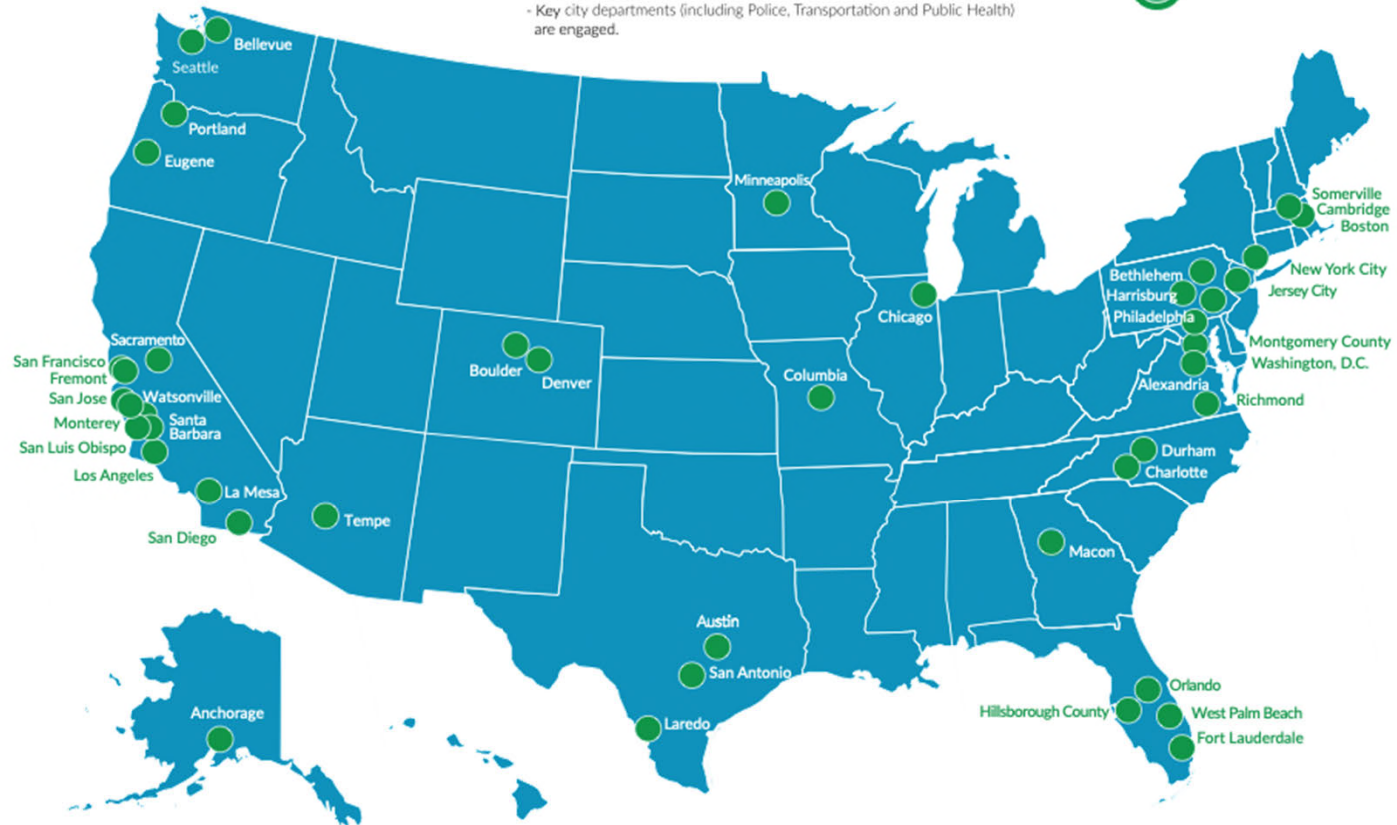
#FatalFacts



Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.





Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal

Leadership = essential!

CRASH

~~ACCIDENT~~



Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal

Leadership = essential!

The Spectrum of Prevention

Influencing Policy & Legislation

Changing Organizational Practices

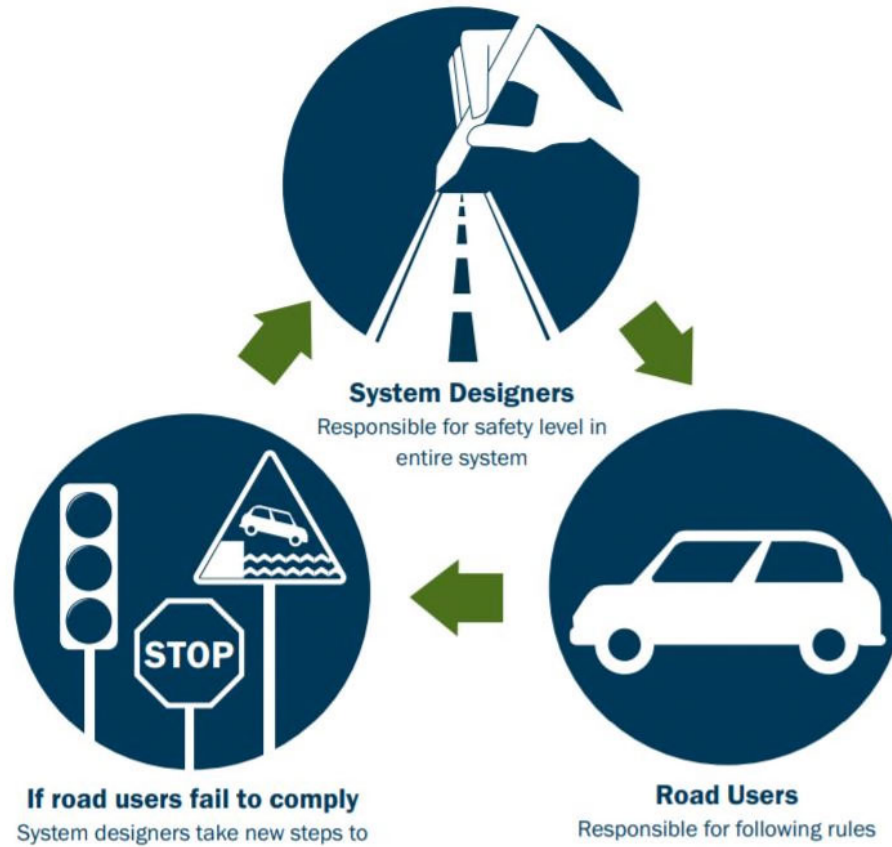
Fostering Coalitions & Networks

Educating Providers

Promoting Community Education

Strengthening Individual Knowledge & Skills

Vision Zero Ethical Platform





Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal


Leadership = essential!


Vision Zero Denver

50% of Denver's traffic fatalities
occur on just **5%** of our streets.

Arterial roadways are disproportionately dangerous for all modes in Denver*



 **6x** more pedestrians died on arterials than other roads

 **7x** more bicyclists died on arterials than other roads

 **4x** more drivers died on arterials than other roads

Data: Not all Communities' Safety is Treated Equitably

People Killed While Walking by Income



Governing, August 2014

© 2015 Safe Routes to School National Partnership

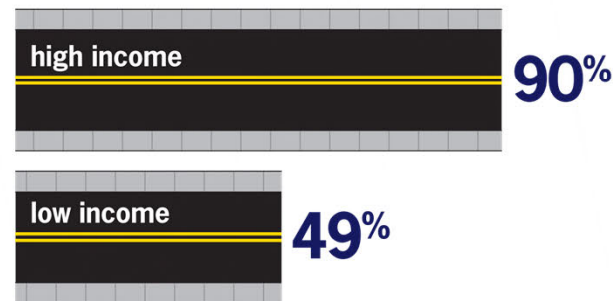
People Killed While Walking



Governing, August 2014

© 2015 Safe Routes to School National Partnership

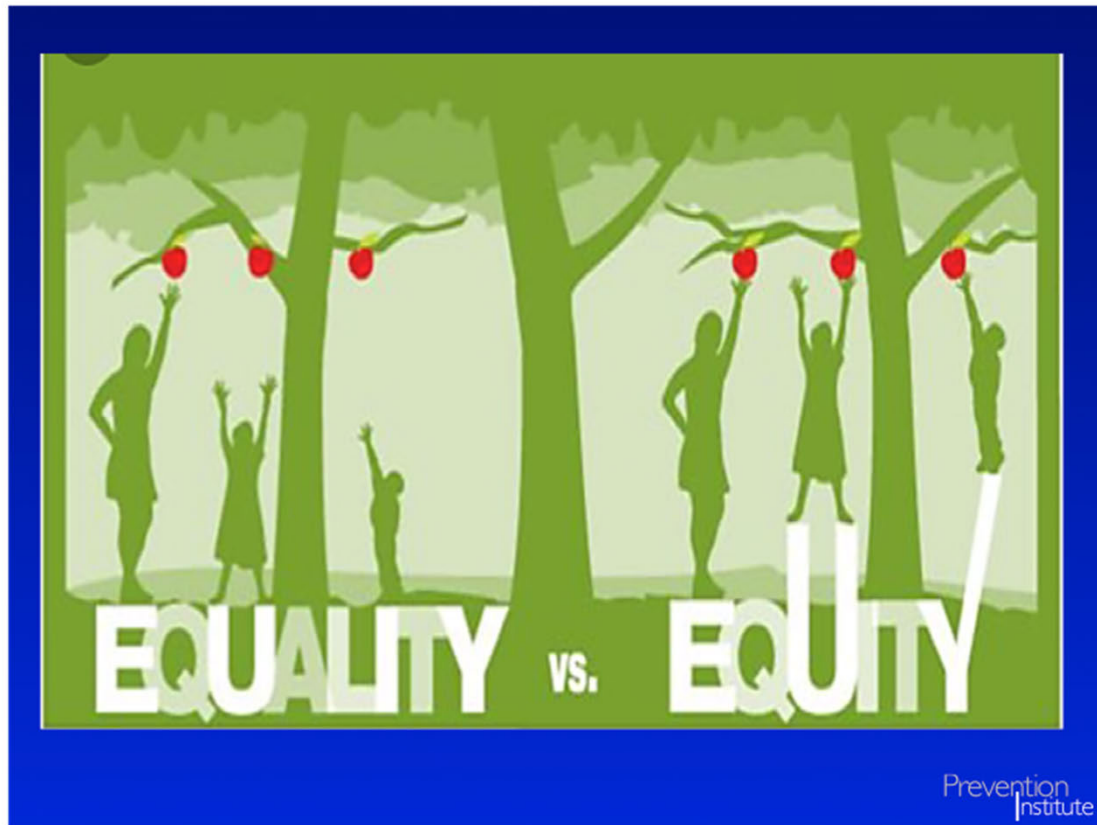
Communities with Sidewalks



Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

© 2015 Safe Routes to School National Partnership

Safe Systems, *not traffic stops*





Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal

Leadership = essential!



SAFE TRAVEL FOR ALL

SAFE STREETS

SAFE SPEEDS

SAFE VEHICLES

SAFE PEOPLE













Vision Zero Success = Managing Speed for Safety



SPEED CAMERA PROGRAMS



COULD HAVE PREVENTED
>22,000
DEATHS OR INJURIES
NATIONWIDE IN 2015



VISION ZERO NETWORK

SOURCE: INSURANCE INSTITUTE FOR HIGHWAY SAFETY, IIHS.ORG

NYC



Portland, OR



Fremont, CA



Macon, GA



Charlotte, NC



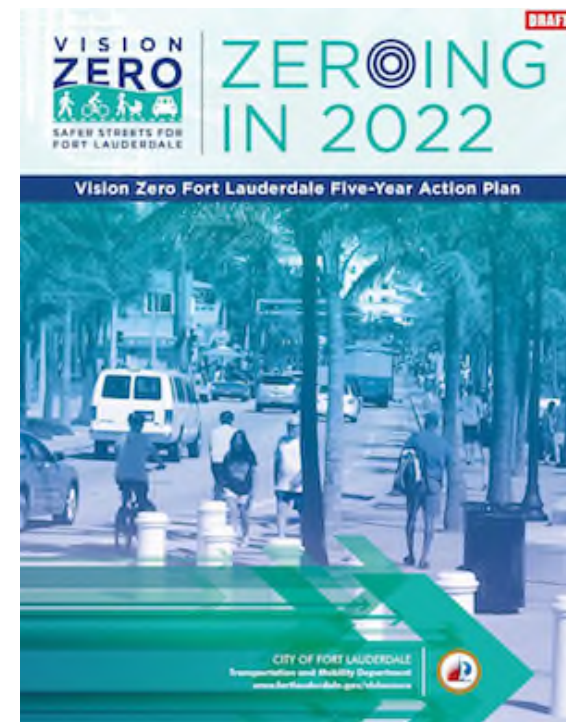
SAFER STREETS FOR CHARLOTTE

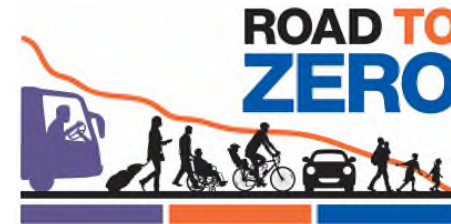
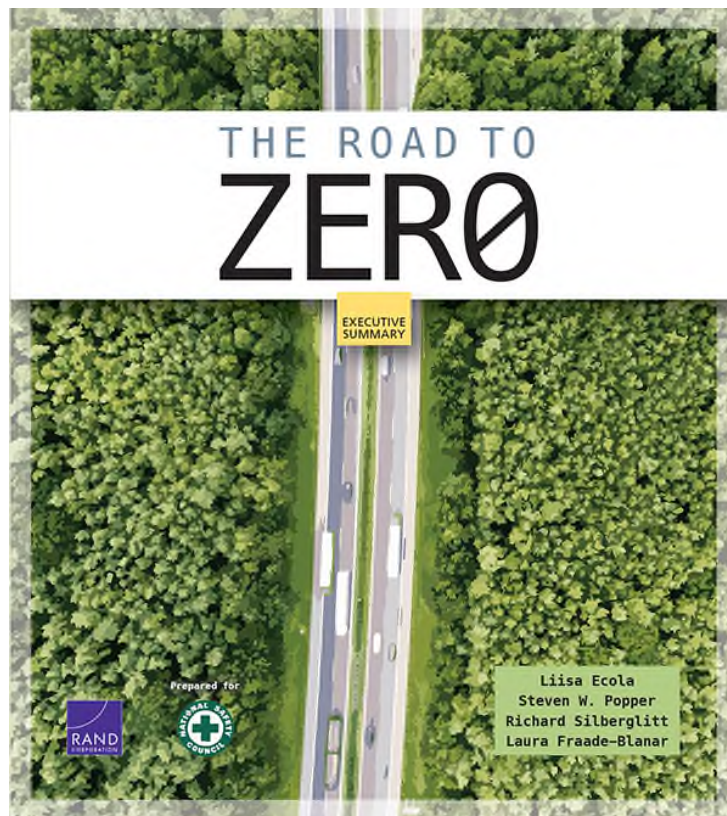
As a community, it's our responsibility to eliminate traffic deaths and serious injuries for all who share Charlotte streets by 2030.

- Vision Zero Commitment

**Get ready for lower speed limits, more speed humps
and more stop signs in Charlotte**

Fort Lauderdale, FL





Double Down on
What Works

Accelerate Advanced
Technology

Prioritize *Safe*
Systems

Safety in All Policies



Acknowledges that traffic losses are *preventable*

Takes *systems approach* to prevention

Is data-driven

Not all E's are created equal

Leadership = essential!

ZERO ^{IS} **ES** **MORE MÁS** 零更多 ししょうしゃゼロ 제로는 더 많다
ANG WALA AY MAS MARAMI BIRTHDAYS CUMPLEAÑOS 생일
学习 **LEARNING** 学び **APRENDIZAJE** 배움 **WONDER ASOMBRO**
CELEBRATIONS 庆祝活动 **MGA PAGDIRIWANG**幸せ **HAPPINESS**
MORE MÁS 更多 もっと 더 **LIFE VIDA**

Leah Shahum

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www.visionzeronetwork.org

[@visionzeronet](https://twitter.com/visionzeronet)

VISION ZERO IN FLORIDA

Lora Hollingsworth, Florida DOT



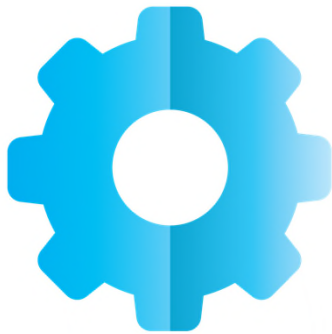
Why We Are Here

Brainstorm new opportunities to reach **zero traffic deaths**

Make new commitments to **Vision Zero**



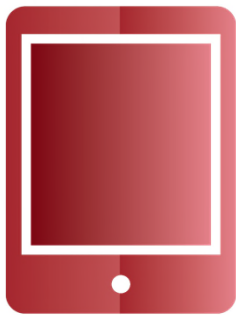
“4 Es” of Safety



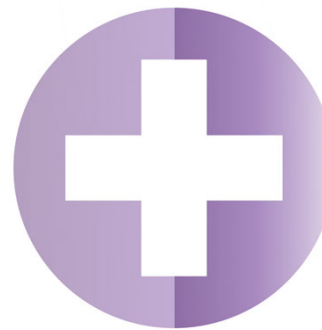
Engineering



Enforcement



Education



**Emergency
Response**

Why Vision Zero?



Vision:

**A Fatality-Free
Roadway System**

How Do We Update Our Plans?



What do you think?

Get ready to compete!

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

**How many fatalities occurred on Florida's
transportation system in 2017?**

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

How many fatalities occurred on Florida's transportation system in 2017?

Less than 2,500

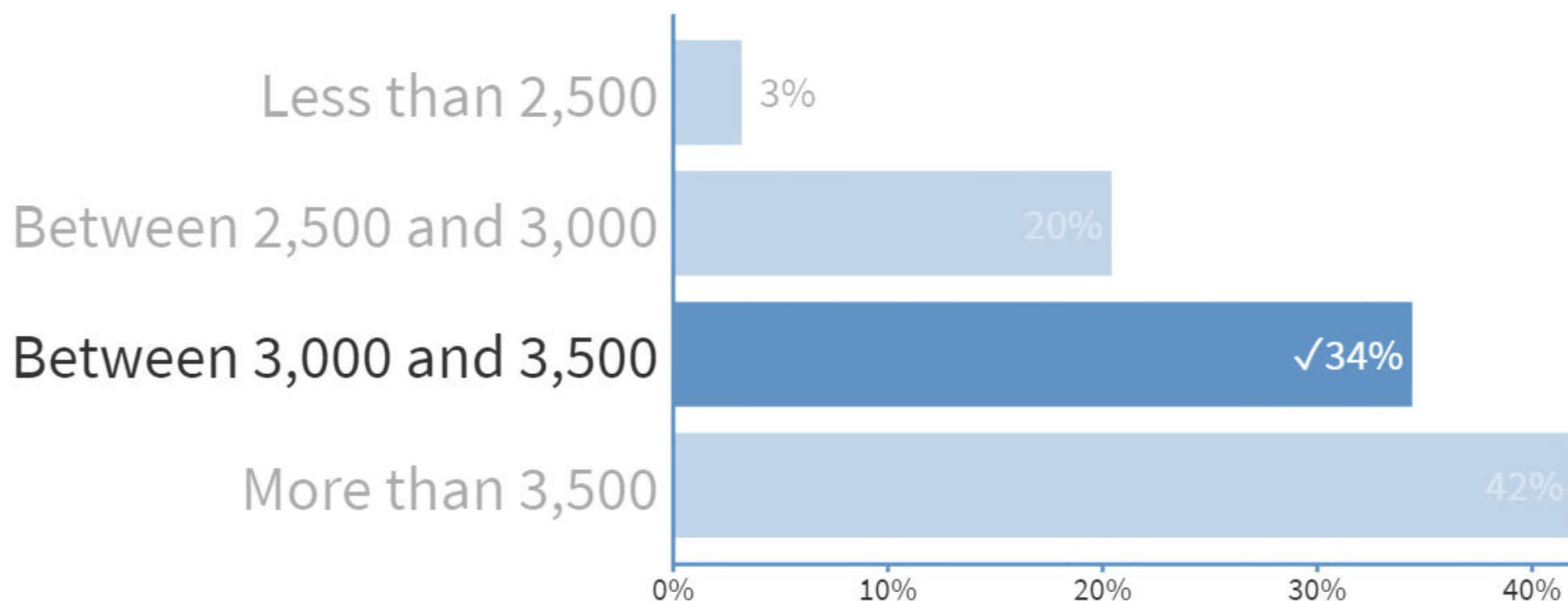
Between 2,500 and 3,000

Between 3,000 and 3,500

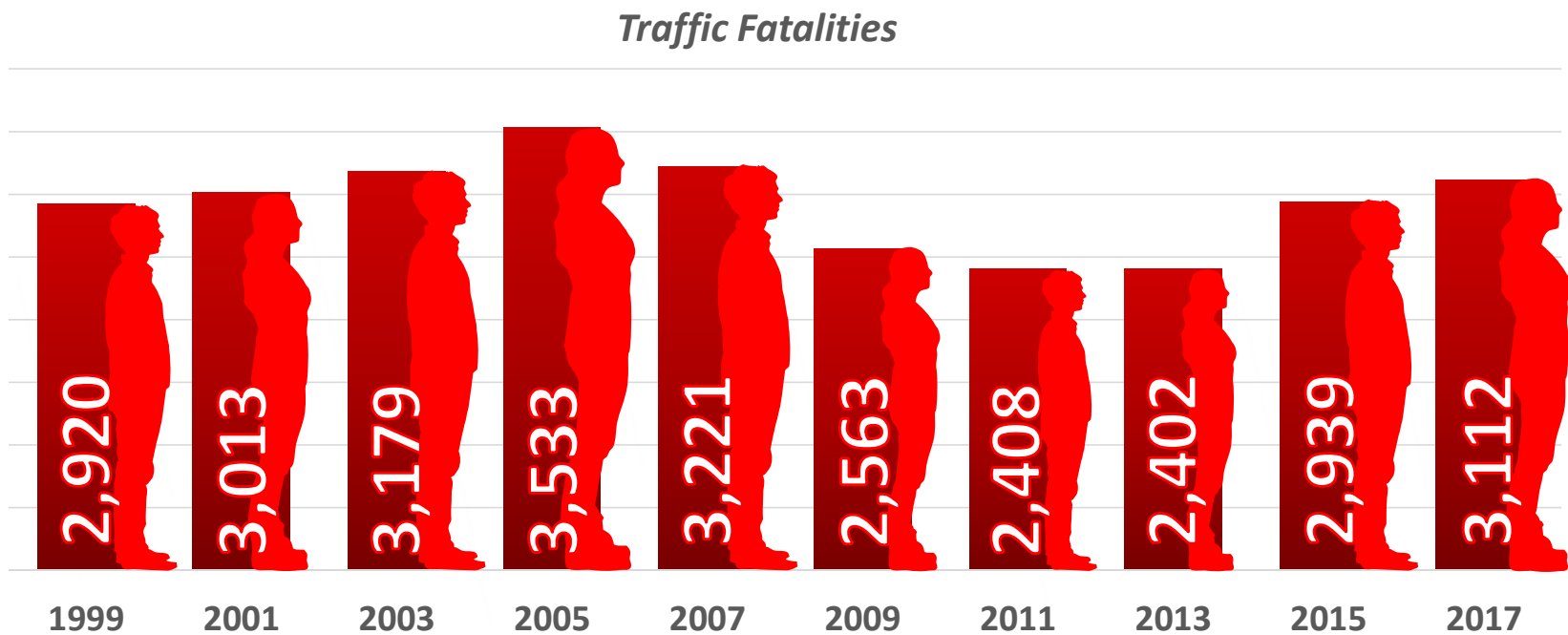
More than 3,500

How many fatalities occurred on Florida's transportation system in 2017?

 Poll locked. Responses not accepted.



What Do You Think?



What do you think?

Get ready to compete!

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

Has Florida's fatality rate gone up or down in the last 20 years?

Start the presentation to see live content. Still no live content? Install the app or get help at Pollev.com/app

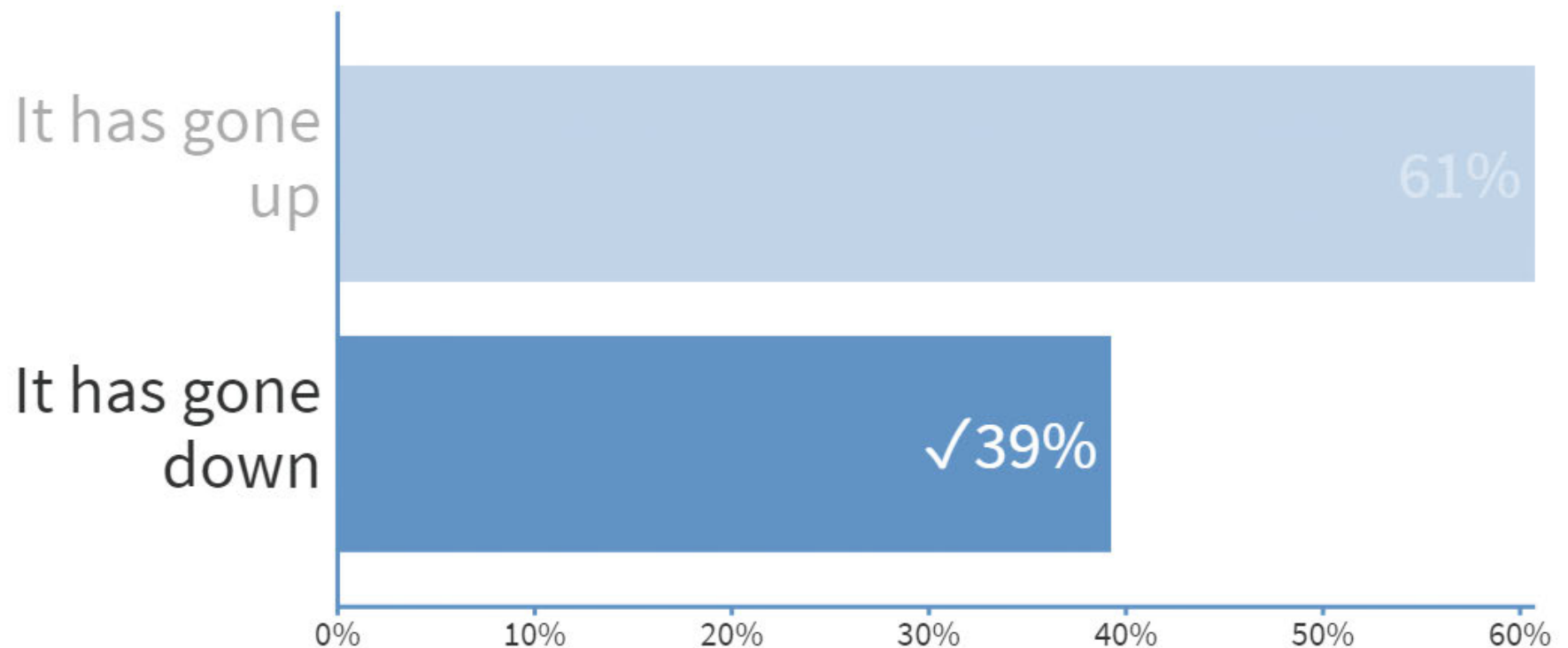
Has Florida's fatality rate gone up or down in the last 20 years?

It has gone up

It has gone down

Has Florida's fatality rate gone up or down in the last 20 years?

 Poll locked. Responses not accepted.



What Do You Think?

Traffic Fatalities



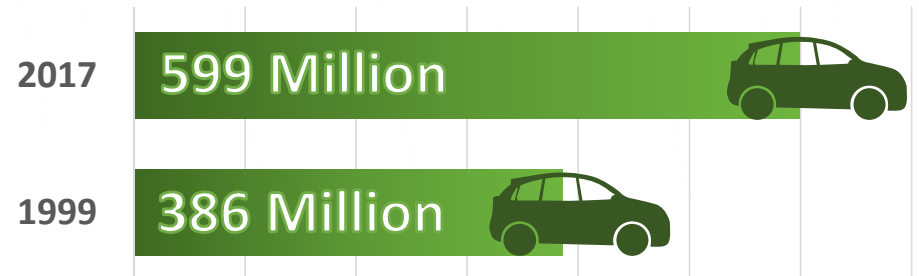
*Traffic Fatality Rate
(per 100M VMT)*



Population

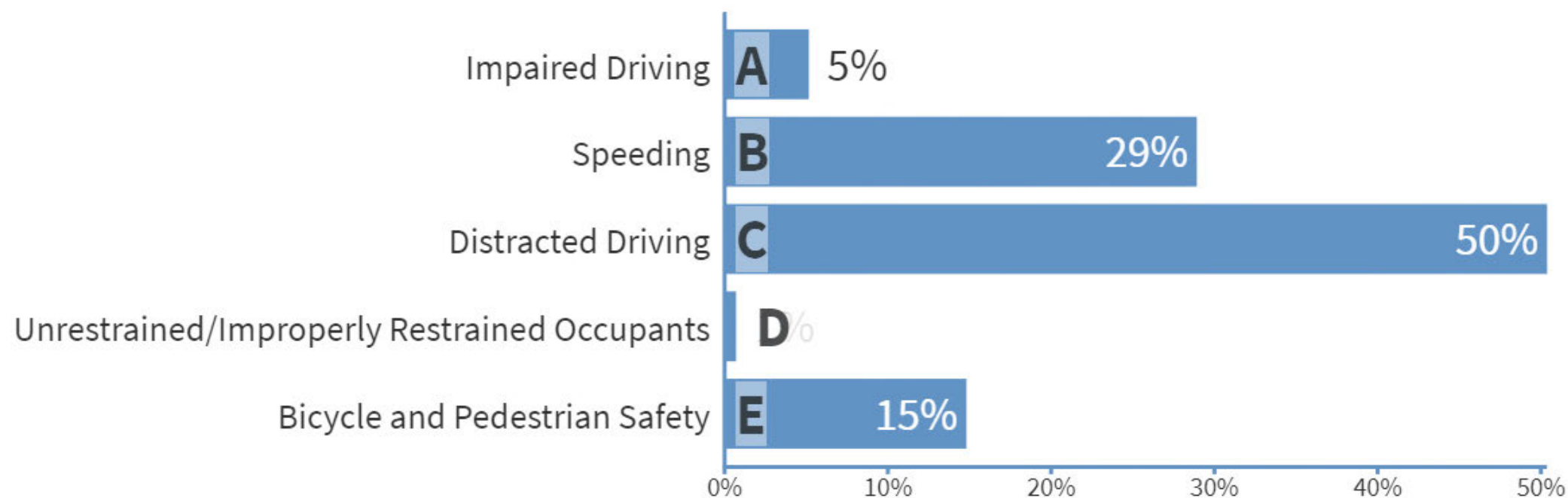


Daily VMT

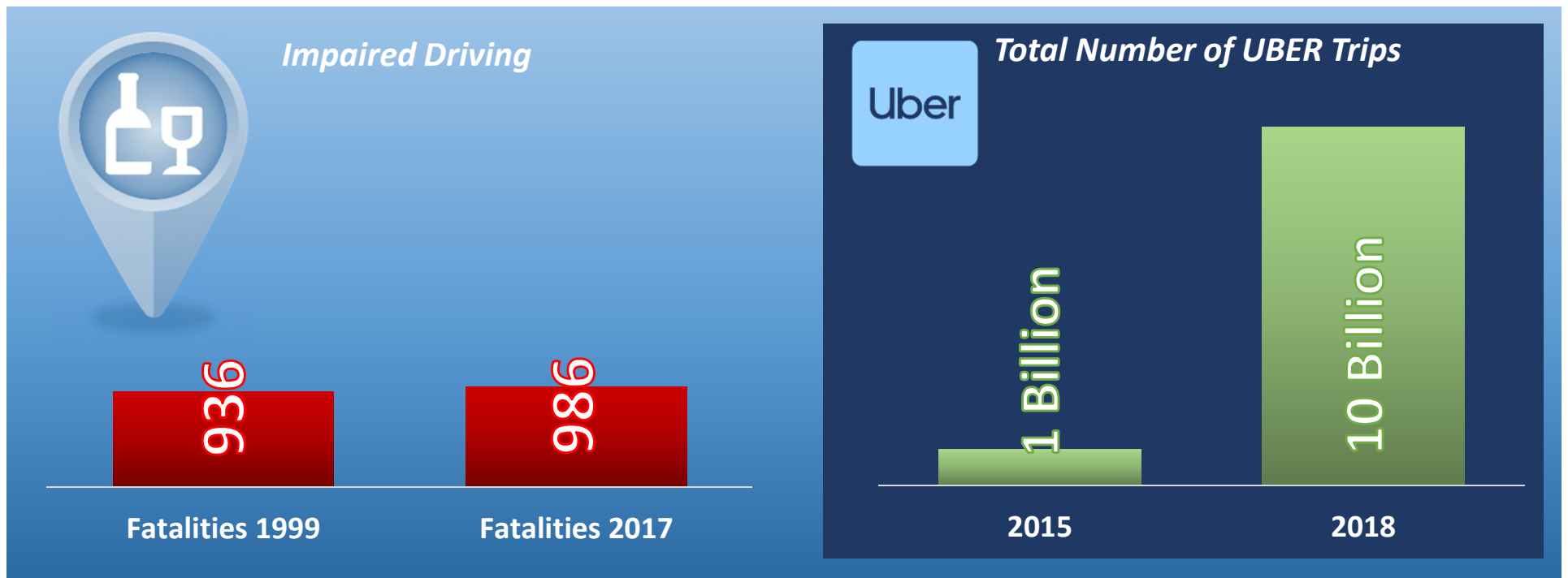


In your opinion, which of the following is the greatest challenge for Florida to overcome on the way to zero fatalities?

Respond at PollEv.com/vzlrn Text **VZLRN** to **22333** once to join, then **A, B, C, D, or E**



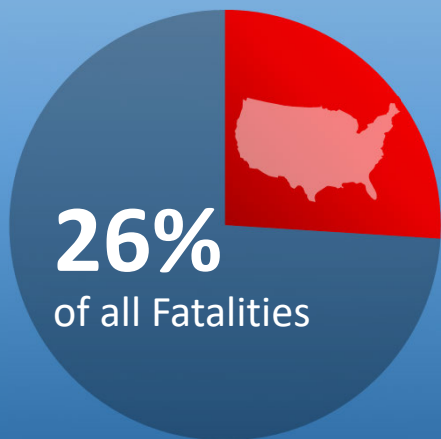
What Do You Think?



What Do You Think?

Speeding Fatalities

U.S.



Florida

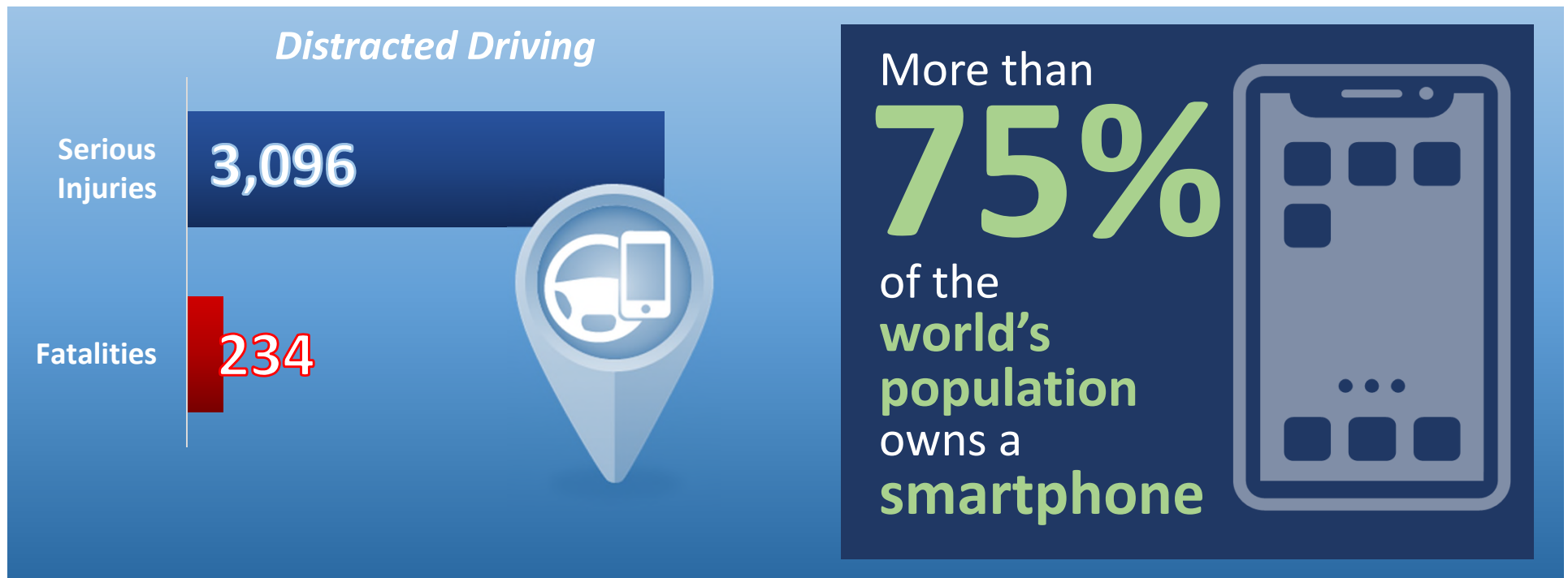


Miles Driven by **FULLY AUTONOMOUS VEHICLES**

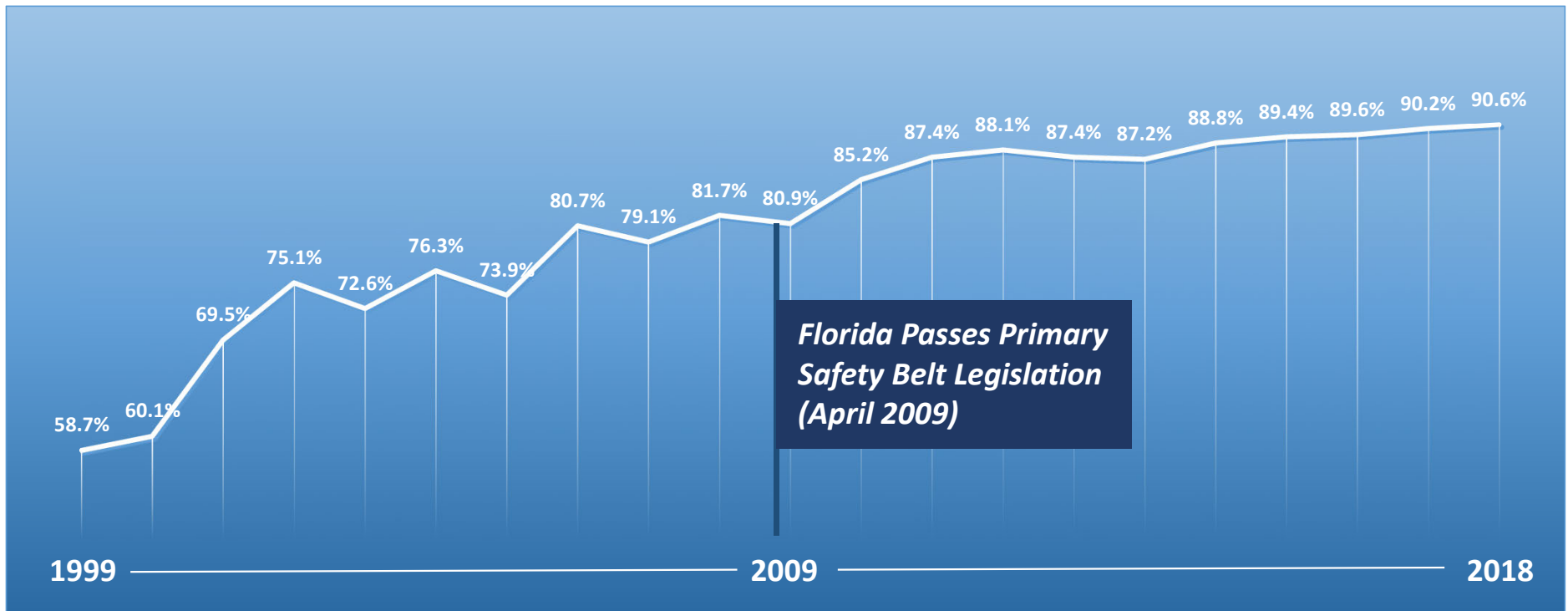
have increased **TENFOLD**
Since 2015



What Do You Think?



What Do You Think?

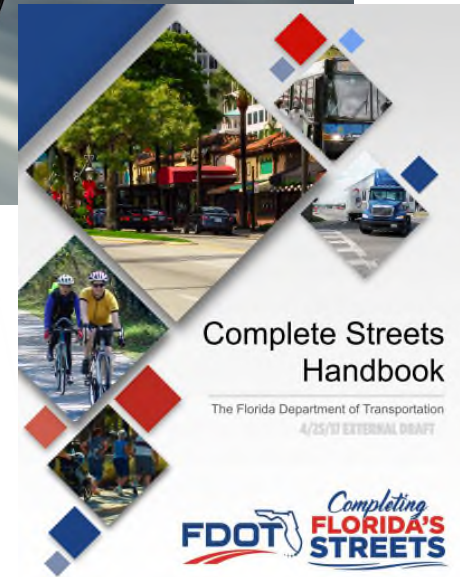


What Do You Think?

Bike/Ped Fatalities



Recent Success



Why We Are Here Today

- Think bold
- Go beyond 4Es
- Identify strategies for all of Florida's roadways
- Commit to change

CONNECTING EFFECTIVE STRATEGIES



Connecting Effective Strategies

- Three topics
 - Collaborating on state-owned roads in cities
 - Context-sensitive designs/applications
 - Managing speed for safety, all roads
- Format
 - Presentations
 - Table discussions
 - Shared dialogue

Collaborating on State Owned Roads in Cities

Beth Alden, Executive Director, Hillsborough MPO
David Gwynn, District 7 Secretary, FDOT





Collaborating on State-Owned Roads in Cities: Busch Blvd Case Study



Hillsborough MPO
Metropolitan Planning
for Transportation



**Why
would
anyone
do this?**



**Would you
run across
the road to
catch a bus?**

**What if the
next bus
doesn't come
for 30 or 60
minutes, and
you'll be fired
if you get to
work late?**



A black and white photograph of the Seattle skyline, featuring the Space Needle prominently in the center. The city is dense with skyscrapers, and a snow-capped mountain is visible in the background under a clear sky.

The average wage in #1 Seattle is \$70,129

#19 Tampa Bay is \$45,434

Over 51% of Raleigh-Durham millennials
have a Bachelor's degree or higher

#19 In Tampa Bay, it's 28%

T A M P A B A Y
P A R T N E R S H I P

❖ “Tampa Bay spends far less on transit each year than any other major metro area. It is the only top-20 metro region to spend less than \$213 million annually. Its \$141 million operating budget is on par with Bridgeport, CT and Buffalo, NY, each of which have 1.5 million fewer people.”

❖ “Tampa Bay’s system reaches the same number of jobs as those in places like Boise, ID, or Chattanooga, TN – except it serves five times as many people.”

❖ “On par with Sheboygan”



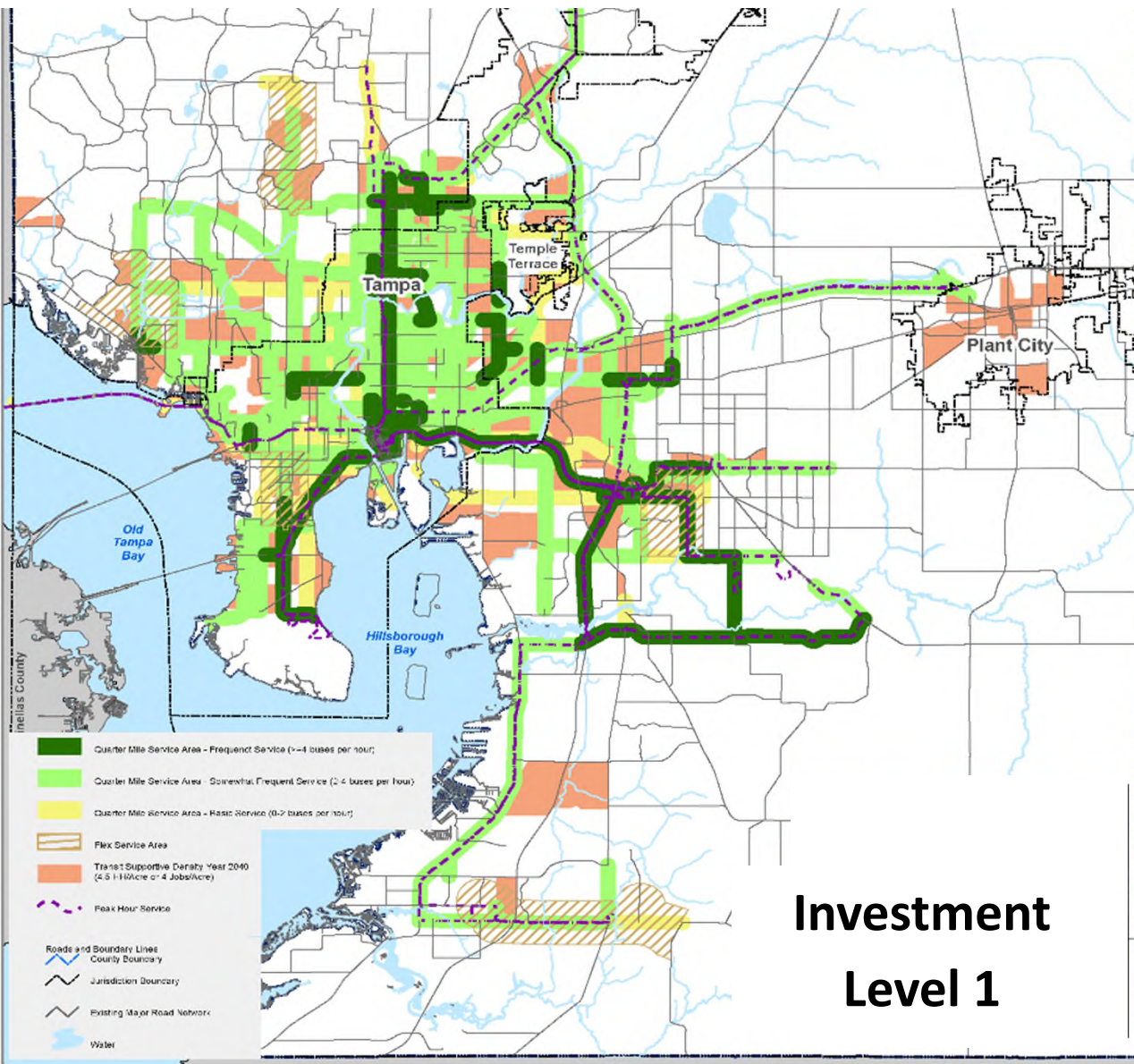
SCOTT KEELER | Times

Sabrena Lloyd, 42, spends 30 hours a week commuting from her home north of Fletcher Avenue to her job at Tampa International Airport. If she had a car, it would take her 25 minutes each way.

Tampa Bay has one of the worst public transit systems in America. Here's why.

By CAITLIN JOHNSTON and ELI ZHANG
Times Staff Writers

Feb. 16, 2017



Bus Services: Geographic Availability

PEOPLE & JOBS SERVED

Frequent Service

One in 6

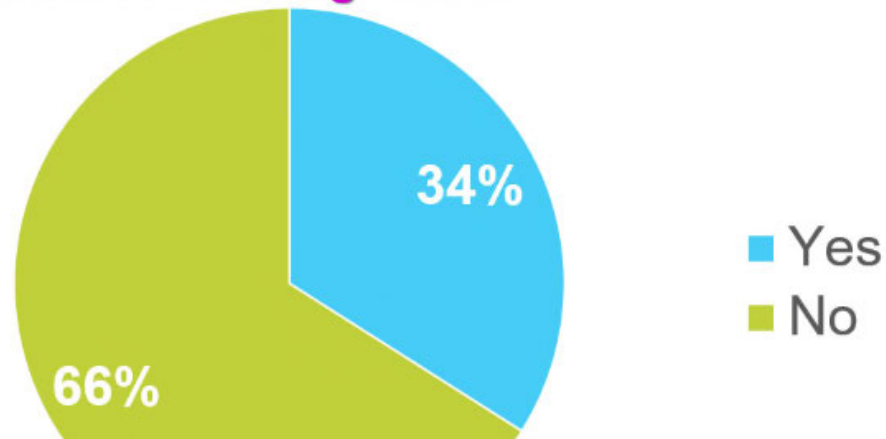
Somewhat Frequent

Two in 5

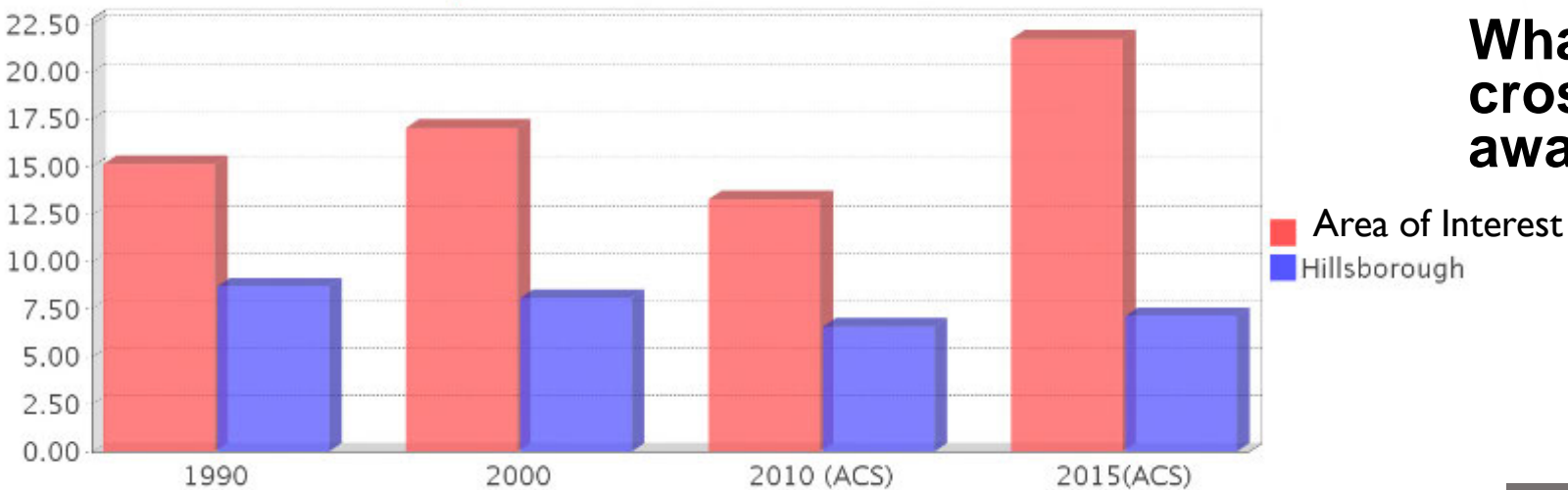
Good news: bus service expansion is coming! But that means more people crossing the street, not less!



During the past year, were there times when your household did not have enough food?



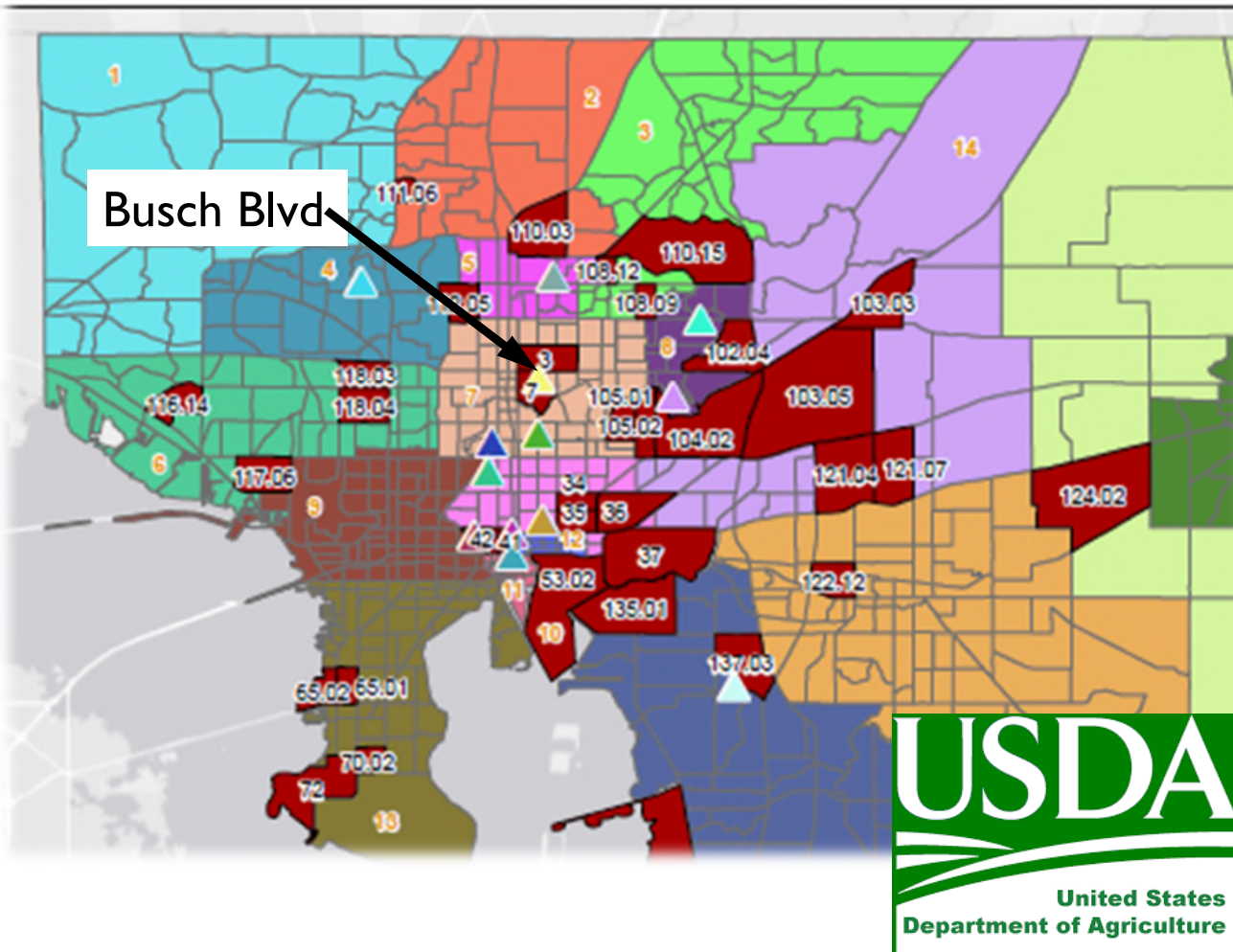
Occupied Units With No Vehicles Available



What if getting to the **grocery store** means crossing Busch Blvd? With bags? And kids?

What if the closest crosswalk is $\frac{1}{4}$ mile away?

Hillsborough County Food Desert Census Tracts

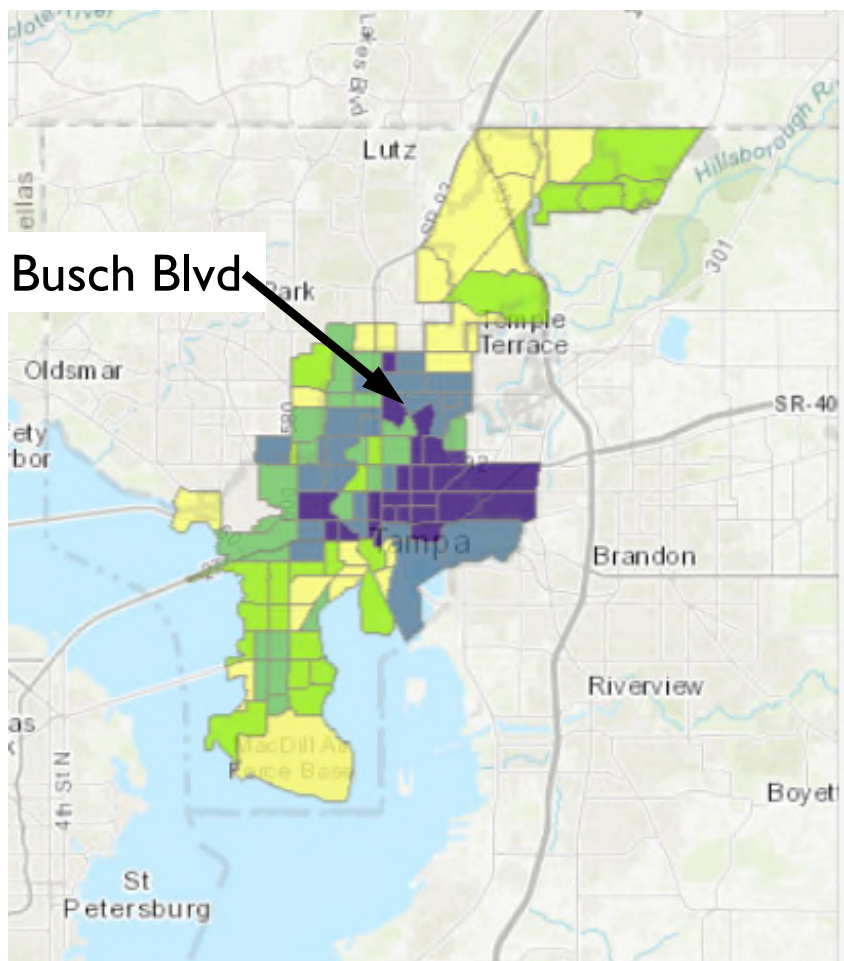


Access to Fresh Food

Child obesity is higher in neighborhoods further from grocery stores

(2012, American Journal of Preventative Medicine)





- ▼ Chronic Diseases
- Arthritis (Adults Over 18)
 - Asthma (Adults Over 18)
 - Coronary Heart Disease (Adults Over 18)
 - Diabetes (Adults Over 18)
 - Mental Health Reported Not for At Least 14 Days (Adults 18) (Adults Over 18)
 - No Leisure Time Physical Activity (Adults Over 18)
 - Obesity (Adults Over 18)
 - Physical Health Reported Not Good for At Least 14 Days (Adults 18) (Adults Over 18)

The Geography of Chronic Disease

(Diabetes shown here)

Census tract level data on chronic diseases from the CDC 500 Cities project



What about the crash data?



In our county.....

- 75% of fatal crashes occur on roads with posted speeds 40 mph +, whether they involve pedestrians, cyclists, or are strictly vehicular.
- 33% of fatal crashes involve aggressive driving. (It's 42% of fatal vehicular crashes.)
- 24% of fatal crashes involve lack of lighting. (It's 39% of fatal pedestrian crashes.)
- 23% of fatal crashes involve intoxication. (Lower than U.S. rate of 29%.)
- Pedestrian crashes that include injuries are more severe: one-third result in death or incapacitation. We average more than one pedestrian injury crash every day.

For every 1 fatal crash, 8 incapacitating injury crashes. Altogether ~1500 /year.

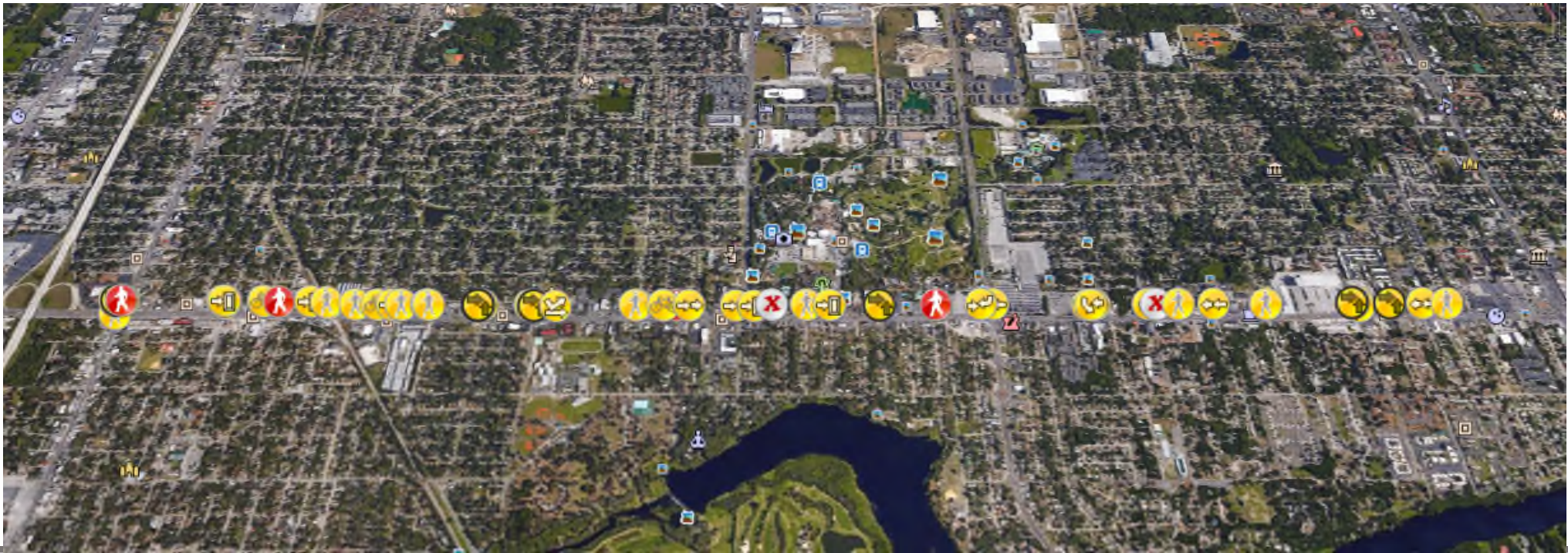
75% of them occur on only one-third of our roads.



Posted speeds 40+ mph:
three-quarters of fatal crashes



East Tampa, 45mph posted: Busch Boulevard
6-lane divided -- 15 fatalities & 110 serious injuries, 5 yrs



More than one person walking is injured every day
in our county



you really want me to cross where?

- Adjacent walkable neighborhoods, stores all along road
- Distance to the next signal-protected crosswalk is more than half a mile.
- Nine lanes to cross on Busch at this intersection (only 6 if I cross midblock)!
- No curb-protected place to wait in the median, if I do cross at the crosswalk!
- Survey: “Drivers don’t yield to walkers in crosswalk” anyway!



Busch Blvd & 40th St

Defining our Communities of Concern (COCs)

Using standard deviations from the mean

Minority

Low-Income

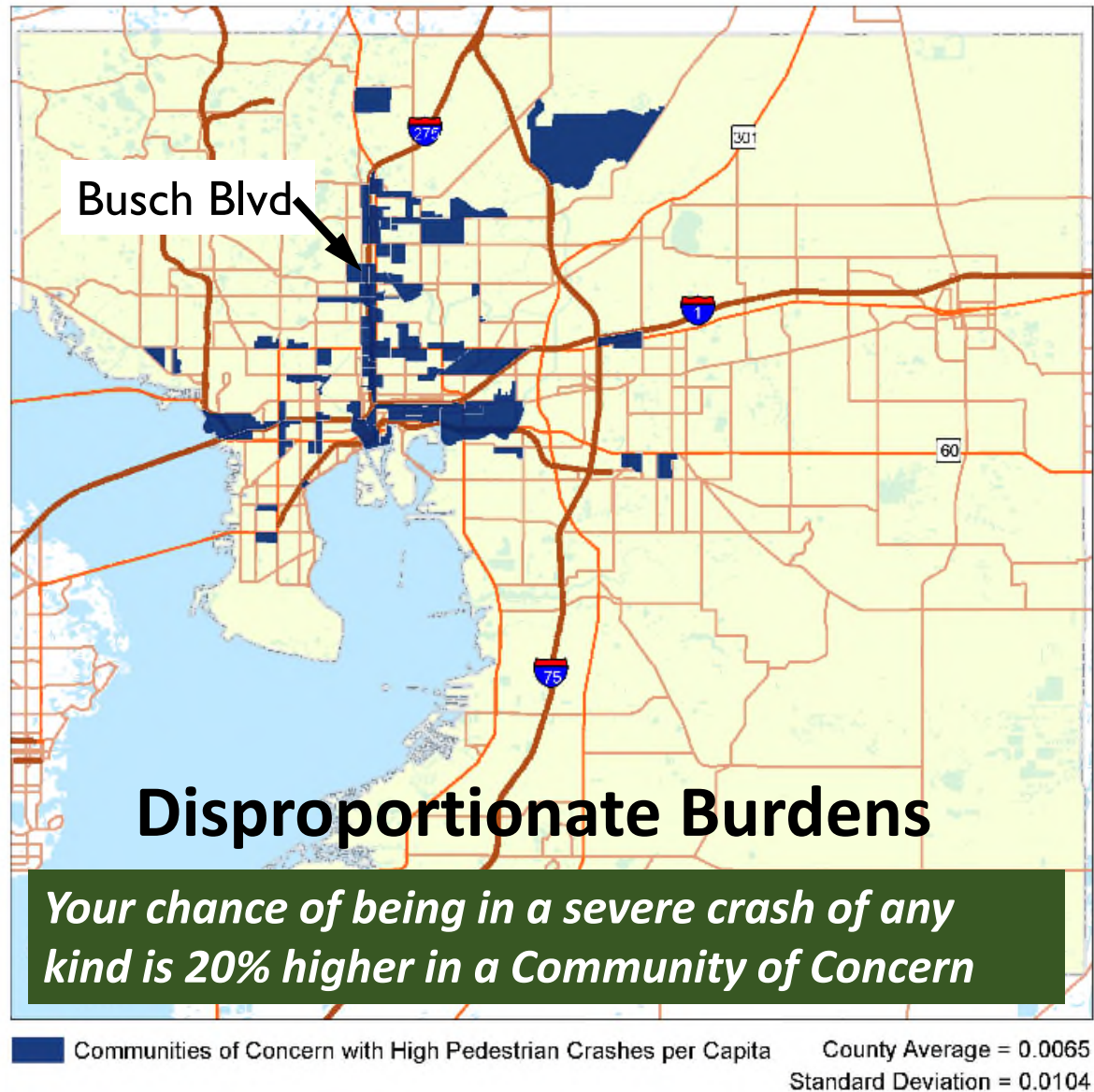
Zero-Vehicle

Youth <18

Elderly 65+

LEP

Disability



Citizen Advocacy



Valerie Jones, mother of Alexis Miranda

Tampa Bay Times

FLORIDA'S BEST NEWSPAPER

tampabay.com

SATURDAY, JANUARY 9, 2016

Hillsborough County traffic

Record fatal year: 51 pedestrians die



The 2015 deaths made Hillsborough County the most deadly place to walk in Tampa Bay.

STAFF PHOTO BY J. BROWN

A pedestrian crosses E Hillsborough Avenue at

292,000 new jobs keep U.S. perking

The hiring gains signal staying power, some analysts say.

Associated Press
WASHINGTON — The economy is motoring, a sign that the recovery is gaining momentum, despite slowing global growth that caused upheavals in financial markets around the world this week.
Employers added a record 282,000 jobs last month, an unemployment rate stayed at 6.6 percent, the Labor Department said Friday. Job gains in the October-December quarter averaged 284,000, the best three-month run since last January.
The strong hiring underscores the resilience of the United States at a time of global growth and financial markets. Healthy consumer spending, modest gains in home construction and an uptick in government spending should set the stage for continued growth this year, economists say.
The report immediately to put a lot of the worries about the U.S. economy will be undone due to the intense global headwinds coming from

Market still falter
The Dow Jones index fell 100 points, continuing the volatile week in the stock market.



e. Busch Blvd Collaboration #1

● **FDOT Resurfacing + City of Tampa + MPO Enhancements Program**

- Fix major sidewalk gaps
- Ped countdown signals
- Hi-visibility crosswalks, local streets
- Decorative crosswalks at major streets
- ADA curb ramps at all crossings
- Landscaping, including irrigation



Another nearby collaboration:

○ Fletcher Ave

FDOT Safety Grant + Hillsborough Co. Resurfacing + MPO Surface Transp. Priority

- New mid-block crossings with RRFB
- Fix sidewalk gaps, ADA curb ramps
- High-visibility crosswalks
- Posted speed reduction, lane narrowing, new bike lanes
- Xeriscaping: median obstacle



Intersection Spot-Treatment Collaboration

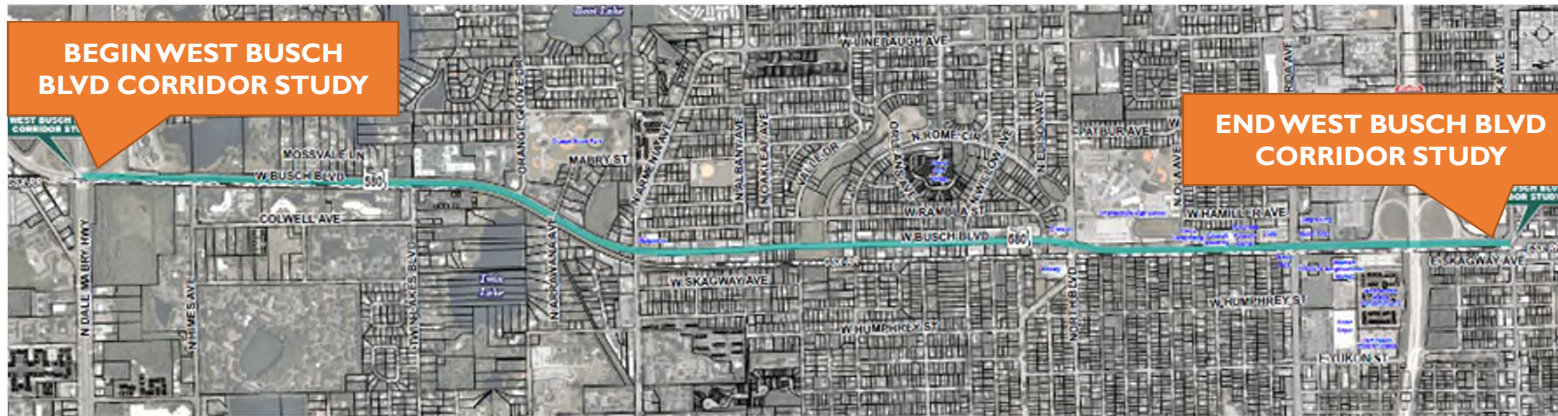
FDOT Safety Program + NHTSA Grant for Education & Enforcement

- ☐ \$2m Design/Build – Push Button contract
- ☐ Intersections selected based on corridor pedestrian crash history
- ☐ Approximately 400 signalized intersections
- ☐ Targeted enforcement at select intersections
 - Both Drivers and Pedestrians
- ☐ Extend “Stop & Look” pedestrian education



West Busch Boulevard Project

- 3.3 miles corridor length
- Within the City of Tampa and unincorporated Hillsborough County



Study Process

Collaborative Public Outreach

- Project Advisory Group
- Public Visioning Workshop
- Alternatives Public Meeting

Responsive Planning and Engineering

- Following the facts
- Pushing the limits
- Enacting the Vision

Innovative Project Management

- Planning Study to identify Vision
- Short improvements (coordination with Traffic Operations and local stakeholders)
- Mid-term improvements (straight to design)
- Long-term improvements (PD&E Study)

Study Stakeholders

Councilman Luis Viera, District 7



Plan
Hillsborough

Busch
Gardens



Hillsborough County
PUBLIC SCHOOLS
Preparing Students for Life



Hillsborough
County Florida

HART

Tampa Bay Black Chamber of
Commerce



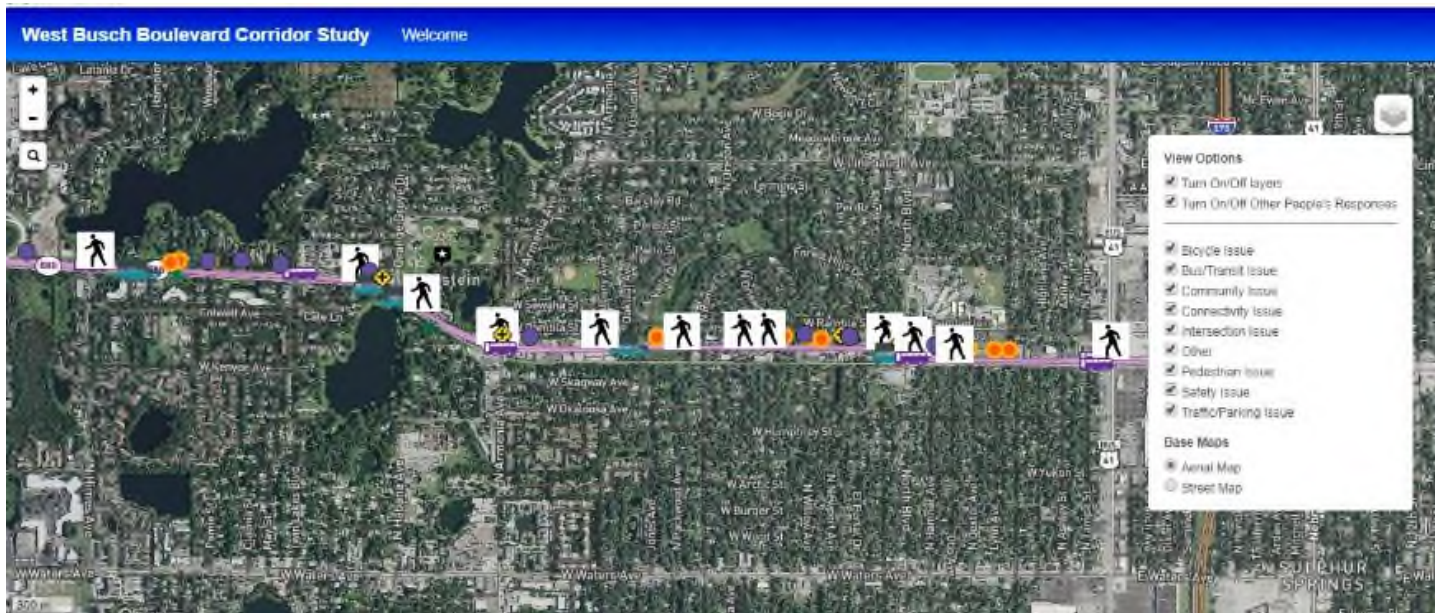
SIERRA
CLUB

!p



Public Outreach Activities

- Project Advisory Group meetings
- Visioning Workshop
- Online Wiki-mapping tool

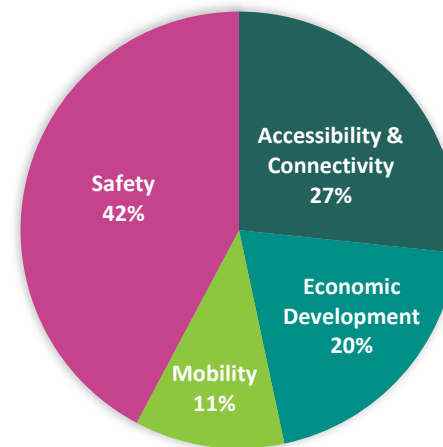


Public outreach feedback

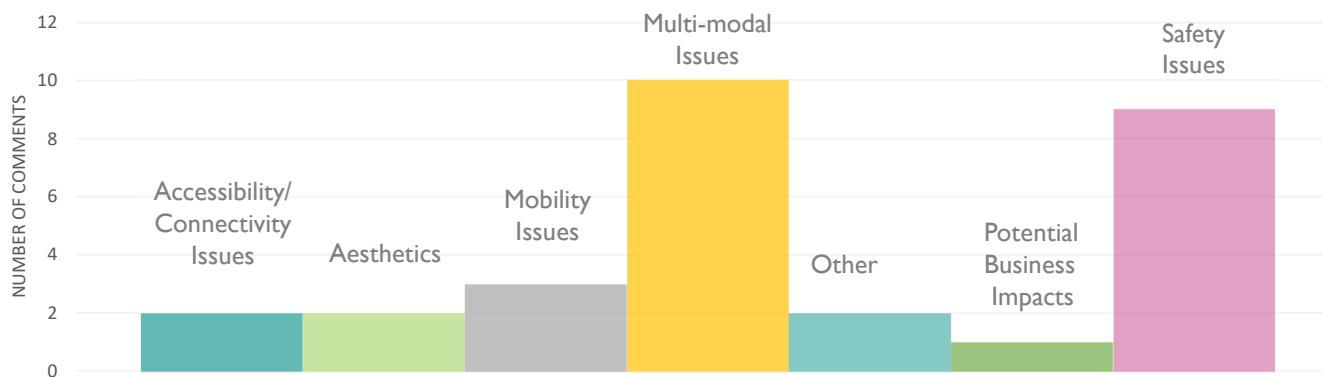
Identified Priorities:

- Safety
- Multi-modal accommodation
- Accessibility and Connectivity

RESPONSES BY GOAL

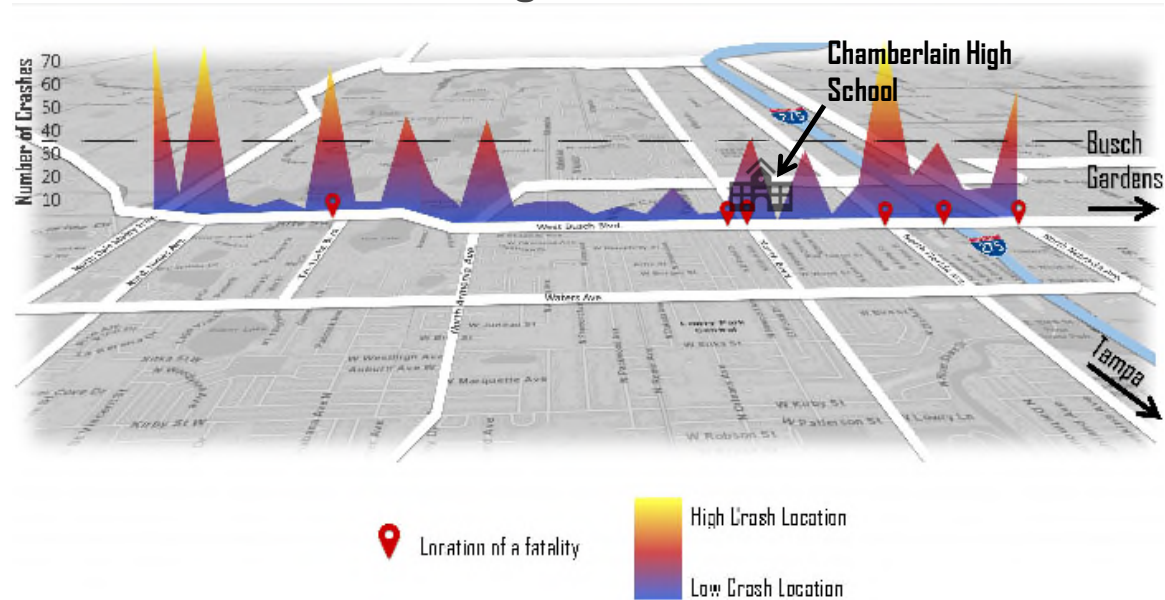


MAPPING EXERCISE FEEDBACK CATEGORIES



FOCUS AREA: safety

Crash Locations 2011 through 2015



#4

MPO Top 20 Severe Crash
corridors for people walking or biking
(Dale Mabry to 30th Street)

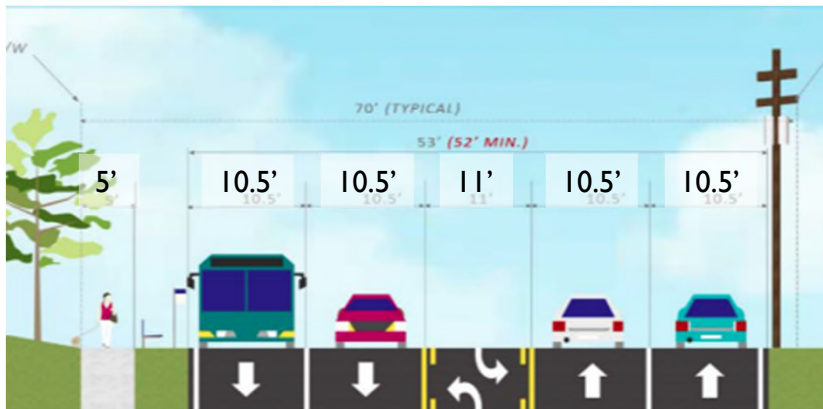
Chamberlain High School safety
study is **#1** on MPO School
Transportation Working Group list



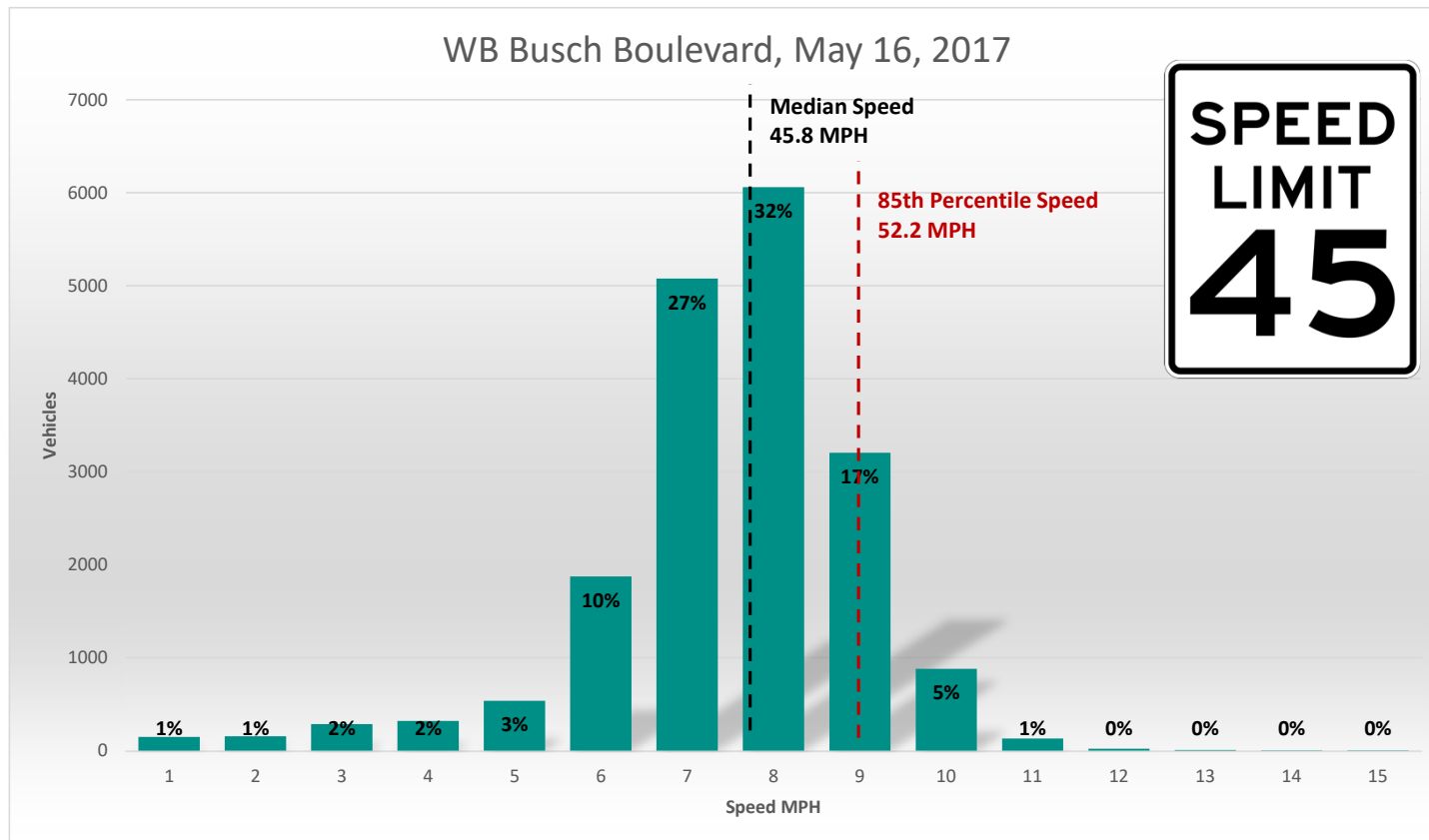
FOCUS AREA: multimodal deficiencies

- Sidewalk gaps on south side
- No bicycle lanes
- No mid-block crosswalks

Existing Typical Section



Focus area: corridor SPEEDING



○ Corridor vision statement:

“The Busch Boulevard corridor offers safe, comfortable and convenient access through and across the corridor for all users and all travel modes.”

Vision to be implemented through short, mid, and long-term actions

Implementing the vision: short-term

Signal timing enhancements

- Protected left turns and extended walk time at Chamberlain High School Crossing

Speed management strategies:

- Speed feedback signs installed along corridor
- FDOT funded speed enforcement program to begin May 2019

LED lighting upgrades along corridor in coordination with City of Tampa and TECO

Expanded traffic safety outreach to Chamberlain High School Students

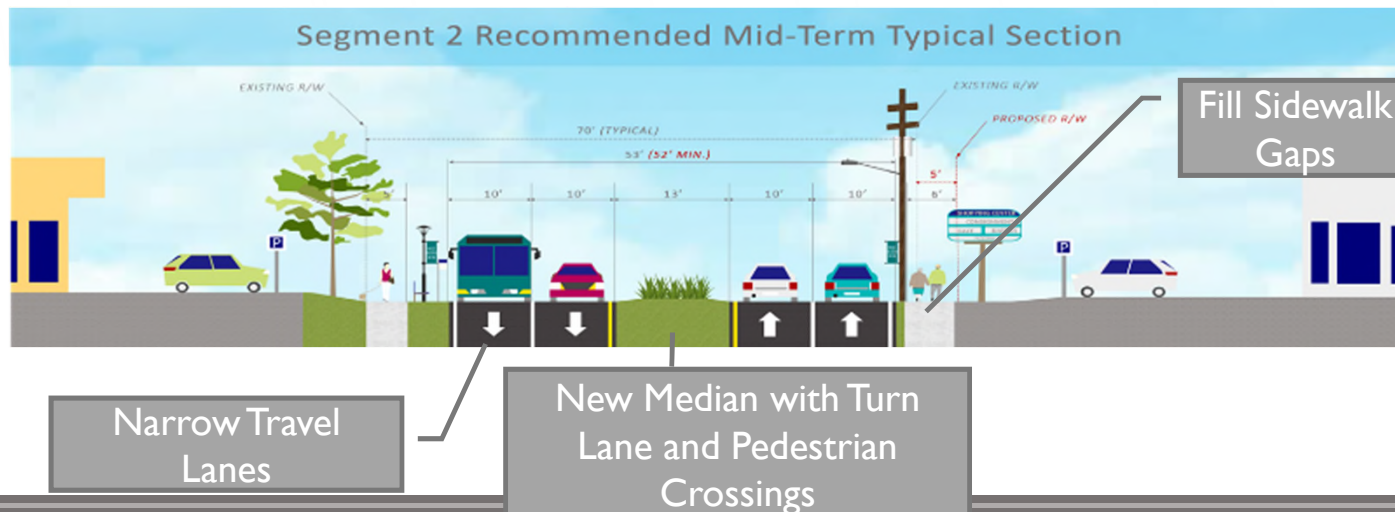
Implementing the vision: Mid-term

Resurfacing project: E of N Armenia to W of Florida Ave

- Construction to begin late Spring 2019
- Includes spot safety enhancements

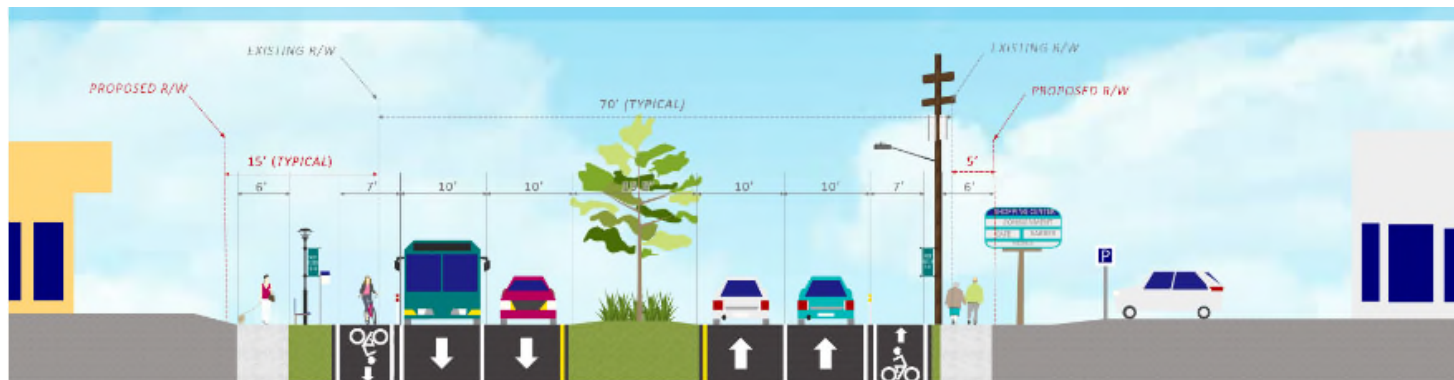
Urban Corridor Improvement project: Dale Mabry Hwy to Nebraska Ave

- Implement mid-term corridor study recommendations
 - Fill in sidewalk gaps, install medians, lighting enhancements
 - Speed management strategies
- Design funded, right-of-way and construction unfunded
- **#10 on MPO Priority list**



Implementing the vision: Long-term

- Long term-recommendations requiring significant right-of-way or other impacts to be evaluated further in future PD&E Study



Context Sensitive Design/Applications

Billy Hattaway, Transportation Director, City of Orlando

Michael Shannon, District 5 Secretary, FDOT



Connections Between Context & Vision Zero

Presented to: Vision Zero Workshop



Orlando's **VISION** is to ensure we are becoming the most sustainable City in the nation, keeping our community safe, making it easier to get around, generating jobs, improving quality of life, and ending homelessness.



Vision Zero Task Force

- Three Task Force Meetings
- Established Goals, Objectives, Action Strategies and Performance Metrics
- Representatives from:
 - MetroPlan Orlando
 - LYNX
 - FDOT – District Five
 - Orange County Transportation
 - Orlando Police Department
 - Orlando Fire Department
 - Orange County Sheriff's Office
 - Florida Highway Patrol
 - UCF Campus Police
 - Valencia College Campus Police
 - Florida Hospital
 - Orlando Health
 - Orange County Health Department
 - Orange County Public Schools
 - Bike/Walk Central Florida (Best Foot Forward)
 - Orlando Bike Coalition
 - AARP



Orlando's Vision Zero
MISSION is to eliminate
traffic deaths and
serious injuries within
the City by 2040.



VISION ZERO ORLANDO GOALS



Adopt a safe systems approach in roadway design, operation and maintenance



Increase everyone's understanding of the leading causes of crashes resulting in fatalities and serious injuries



Support law enforcement efforts to eliminate behaviors leading to fatal and serious injury crashes



Demonstrate continuous progress toward Vision Zero



Improve access and travel time to Level 1 Trauma Center and other hospitals



Prioritize investments and programs in communities of concern

- 94% of crashes are caused by human behavior (error or poor choice)
NHTSA report
- Distracted travelling is an increasing problem in crash causes
- Pedestrians don't use crosswalks to cross the street
- Bicyclists disobey the law
- Drivers tend to drive too fast for conditions
- Aggressive driving is an increasing issue
- Resources for law enforcement are limited
- The majority of people don't know or understand traffic laws

Community Outreach

- Six Commissioner District Meetings
- Intro to Vision Zero Public Outreach Kit
- Citywide Public Workshops

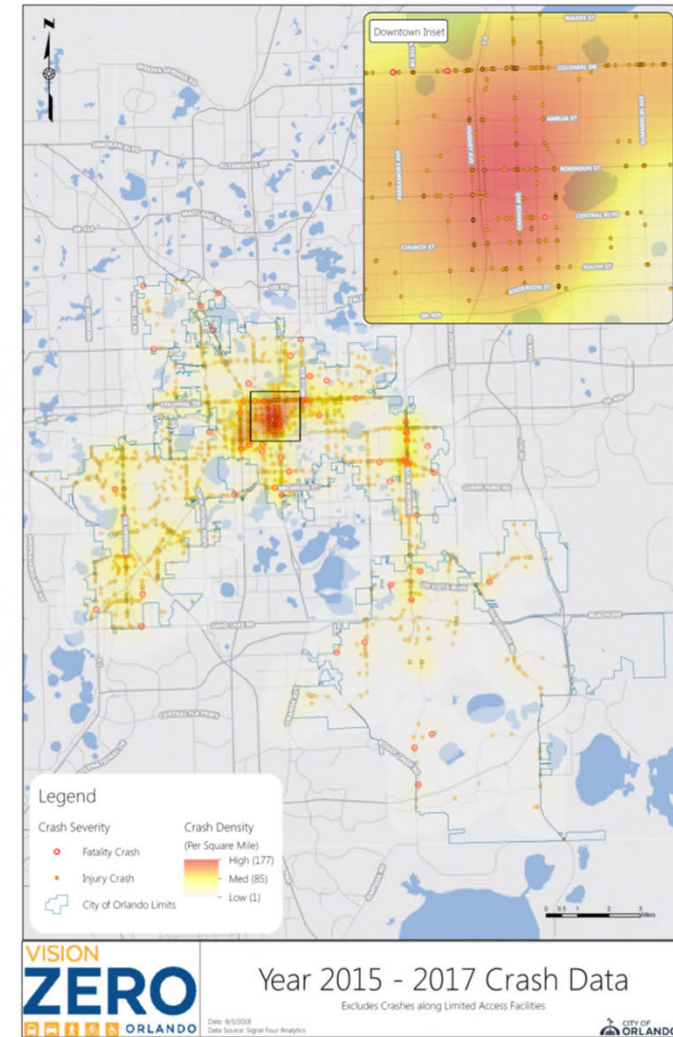


CITY WIDE CRASH DATA

Year 2015 -2017 Crash Statistics City of Orlando

	Fatal & Injury	Fatal	Injury	Pedestrian	Bicycle	Motorcycle/Moped
Citywide	2,768	61	2,720	268	199	255
Commissioner District 1	391	11	382	18	16	48
Commissioner District 2	349	13	337	34	25	35
Commissioner District 3	416	11	406	39	41	39
Commissioner District 4	491	10	487	41	39	50
Commissioner District 5	635	9	628	99	53	39
Commissioner District 6	486	7	480	37	25	44

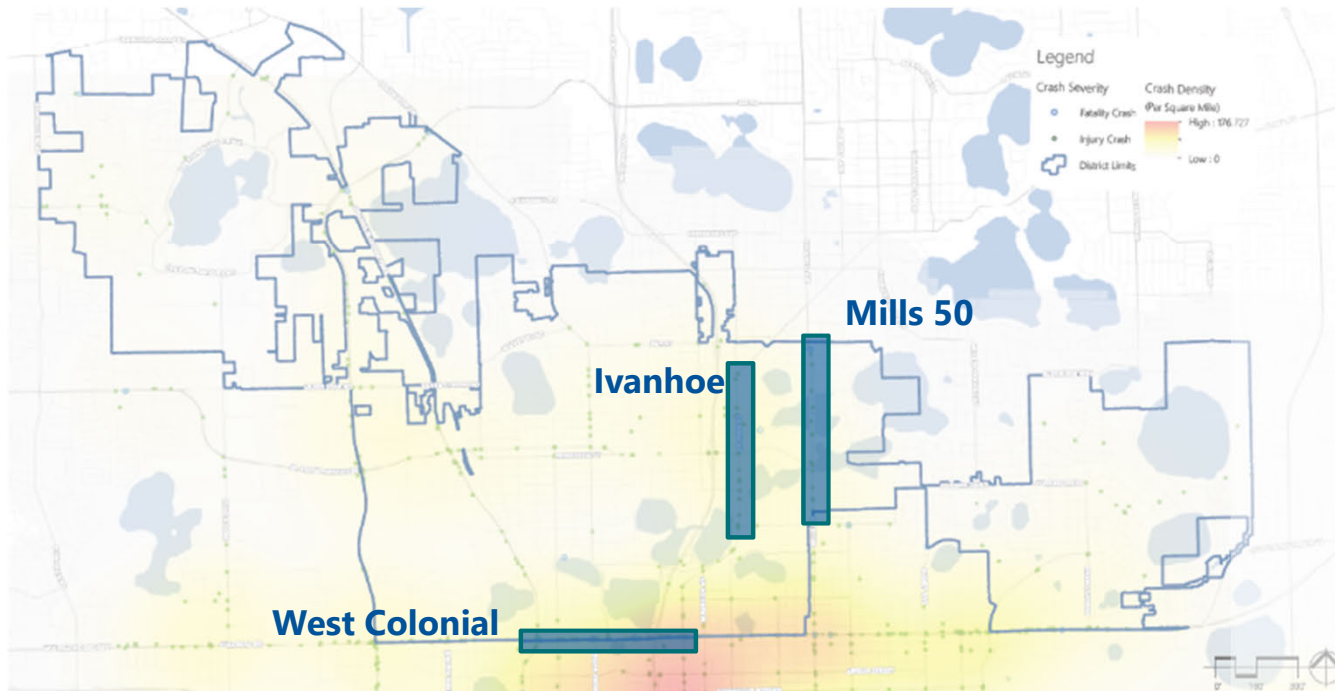
**These crashes do not account for crashes along Limited Access Facilities*



What is the national definition for serious injuries?

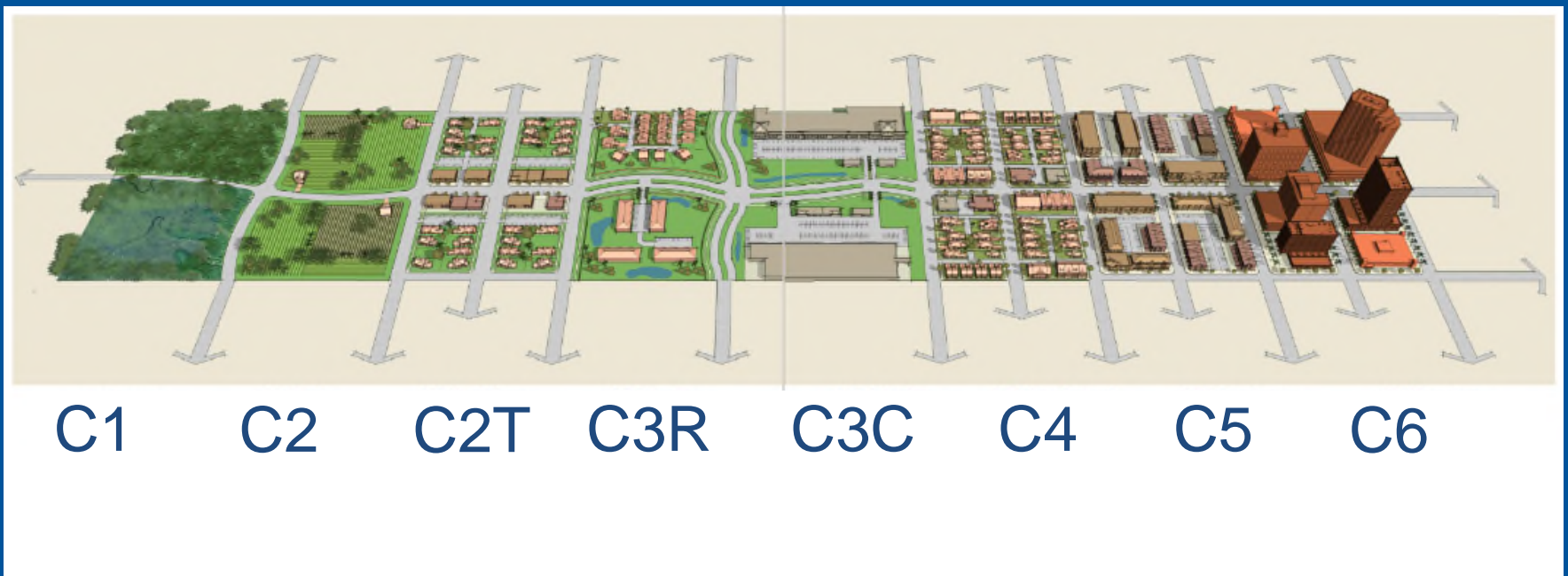
- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

D3 High Crash Corridors



- 416 total crashes
- West Colonial
 - 69 crashes
 - 17% of all crashes
- Ivanhoe – Orange Ave
 - 24 crashes
 - 6% of all crashes
- Mills Ave
 - 20 crashes
 - 5% of all crashes

Context Classification System

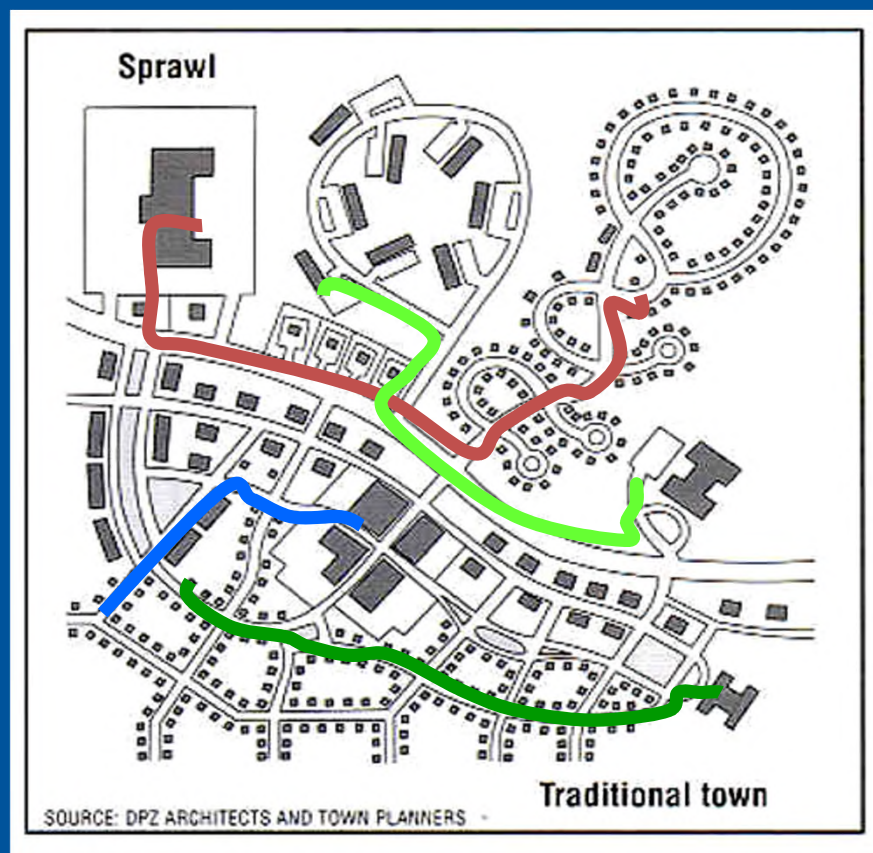


How We Got Here



Fowler Ave, Tampa

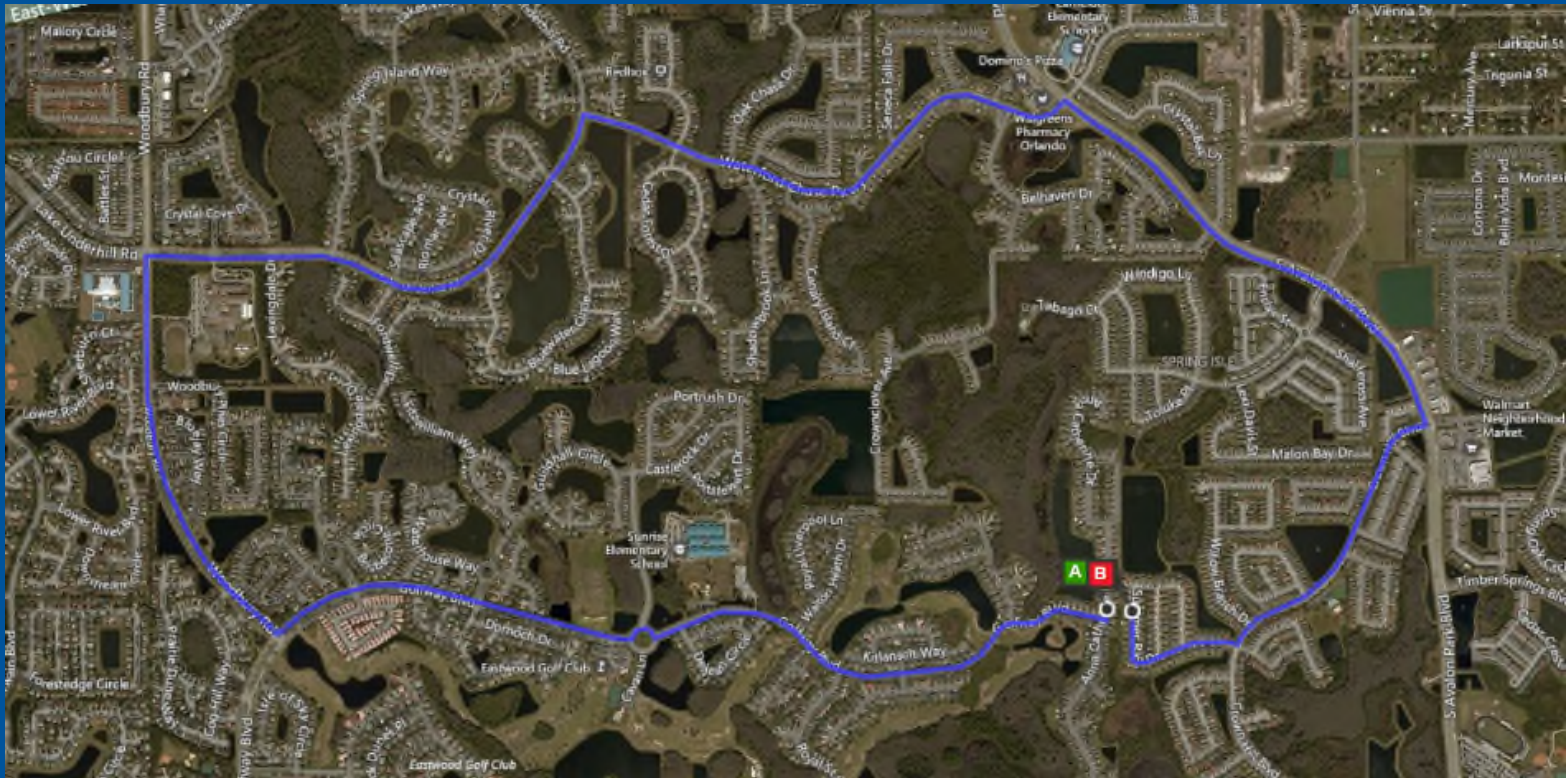
Land Development Patterns



Land Development Patterns



Land Development Patterns

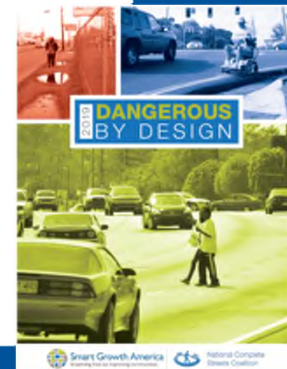
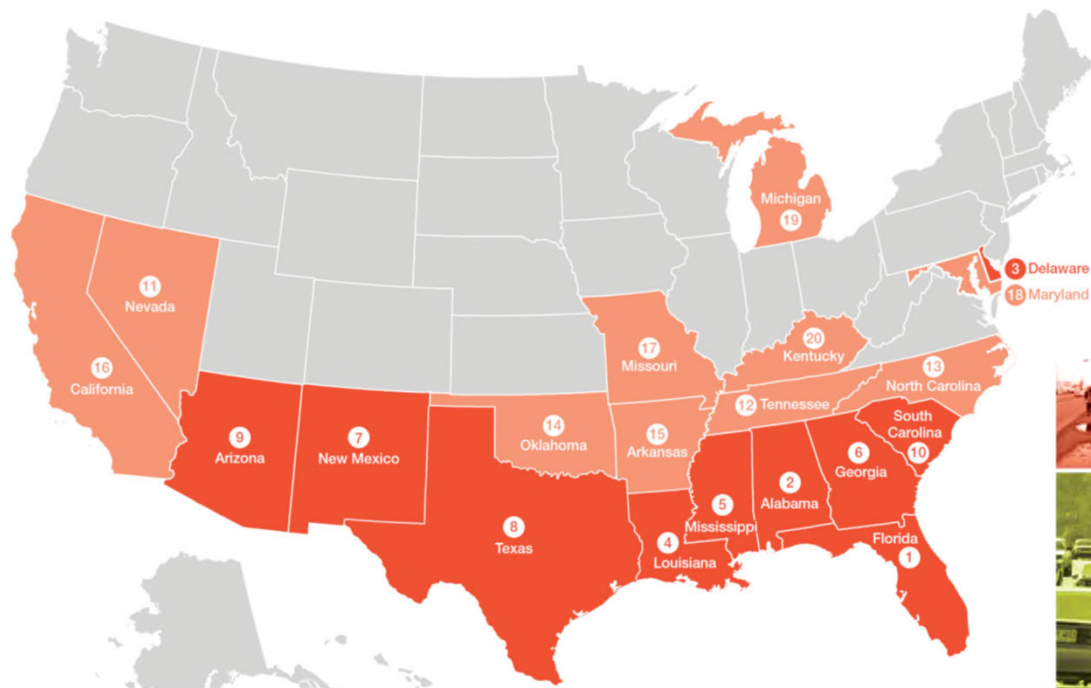


7.1 mile drive, yet only 70' apart

Florida's Challenges with Safety

THE TOP 20

Most Dangerous States for Pedestrians
(2008-2017)



City of Orlando Safety Initiatives

Bike/Walk Central Florida

- Best Foot Forward (\$60,000/year)

Vision Zero Network

- Vision Zero Action Plan
- Focus on High Crash Corridors/City/County/State

Training

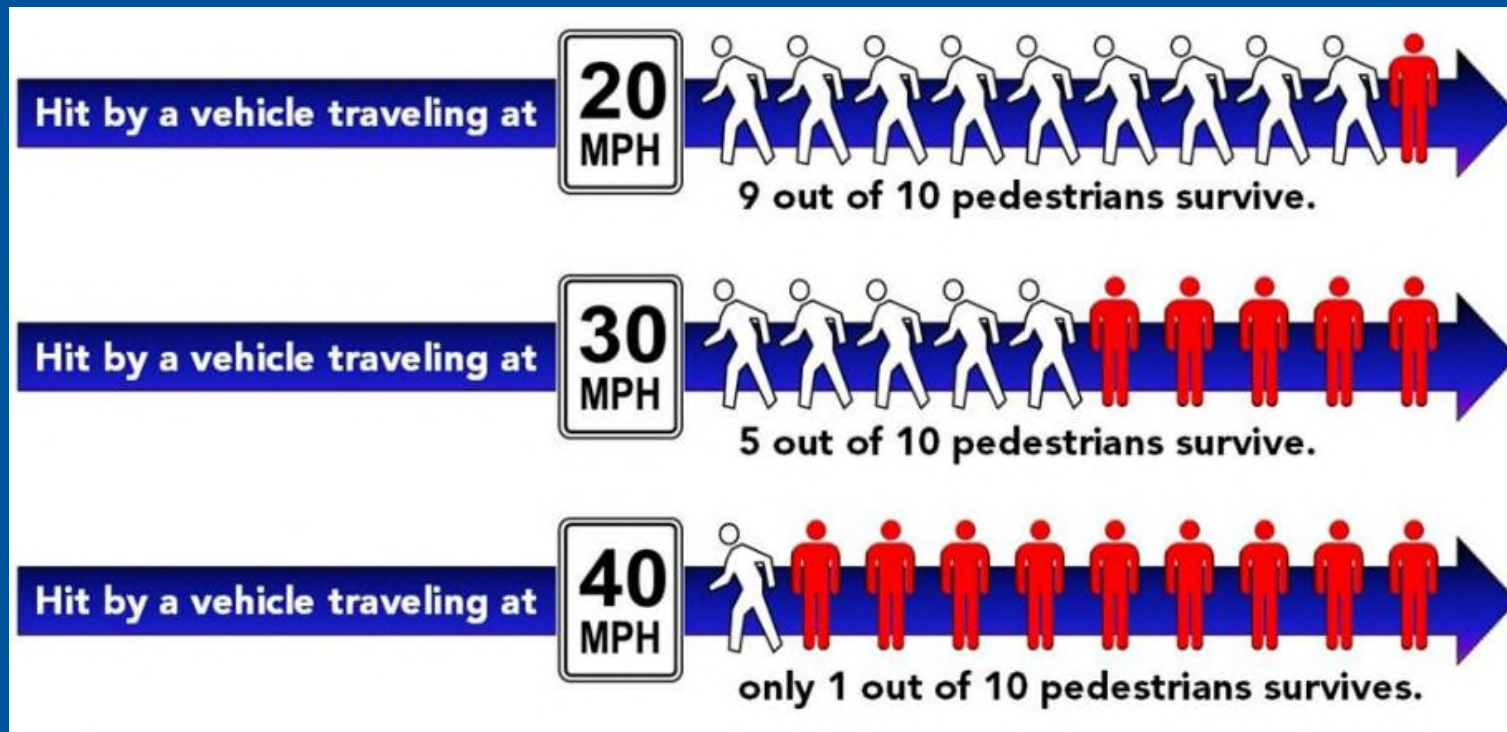
- Conducting Road Safety Audit
- Developing a Pedestrian Safety Action Plan
- Designing for Pedestrian Safety

National Complete Streets Coalition

- Safe Streets Academy

Street Network/Land Development Initiative

The Implications of Speed



Orlando: Complete Streets/Network

- 1,100 Acres
- **32 Street Connections**
- 18,000 Residents
- 125 Businesses
- Publix, CVS
- 20 Neighborhood Parks
- “A” Rated Schools
- 50 miles of Trails
- Single Family
- Town Homes
- Apartments
- Condominiums



City of Orlando Safety Initiatives

- Safe Streets Academy Demonstration Project
- Vision Zero Action Plan
- Mercy Drive pedestrian improvements
- Virginia Drive pedestrian improvements
- Primrose Street road diet

City of Orlando Safety Initiatives

- Speed Feedback Trailers
- Integrated Land Use/Corridor Studies
- Conversion of One-Way Streets
- Increased Use of Modern Roundabouts
- Expansion of Cycle Tracks/Trails/Routes

City of Orlando Safety Initiatives

Dangerous by Design 2019

- 8 of top 10 regions in Florida

Florida Statistics (2013-2018)

- | | |
|------------------------------|--------------|
| • Total Crashes: 400,661 | 21% increase |
| • Injuries: 253,820 | 17% increase |
| • Fatalities: 3,083 | 22% increase |
| • Pedestrian Fatalities: 681 | 26% increase |

State and Local Partnerships

Context Classification System

PPM - Classification	FDM – Context Classification	
	C1	Natural
	C2	Rural
Rural	C2T	Rural Town
Urban	C3	Suburban
	C4	Urban General
	C5	Urban Center
	C6	Urban Core

State and Local Partnerships

Changes in Design Speed

Context Classification		Allowable Design Speed Range (mph)	
		PPM	FDM
C1	Natural	55-70	55-70
C2	Rural	55-70	55-70
C2T	Rural Town	40-60	25-45
C3	Suburban	40-60	35-55
C4	Urban General	40-60	30-45
C5	Urban Center	40-60	25-35
C6	Urban Core	40-60	25-30

PPM – Plans Preparation Manual

FDM – Florida Design Manual

State and Local Partnerships

Lanes Widths for Travel Lanes

Context Classification		Minimum Lane Widths (ft)	
		PPM	FDM
C1	Natural	12	12
C2	Rural	12	12
C2T	Rural Town	11	11
C3	Suburban	11	10
C4	Urban General	11	10
C5	Urban Center	11	10
C6	Urban Core	11	10

25-35 mph

Robinson Street Corridor Study



Robinson Street Corridor Study



Central Business District – Concept Development



Alternative 2

Lake Eola District – Concept Development



Alternative 1B

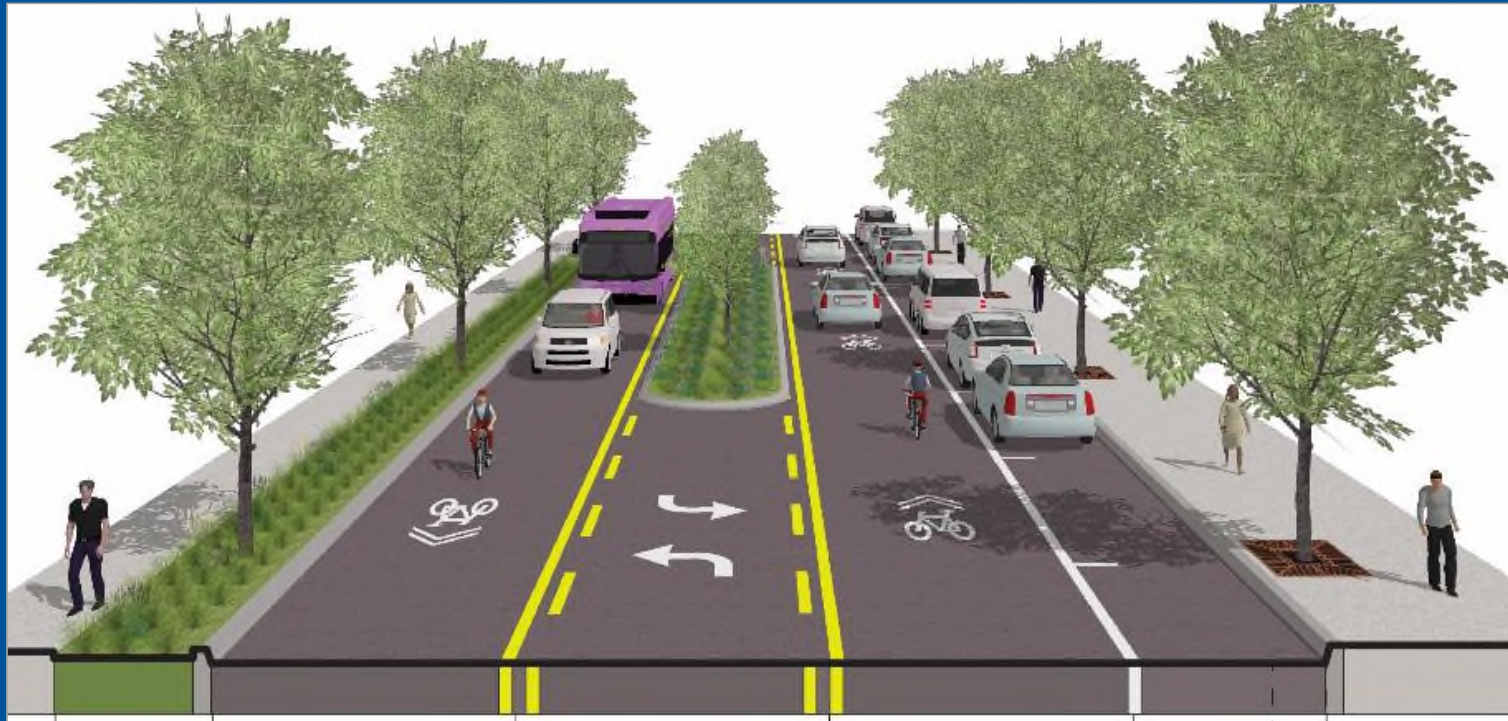
Neighborhood District – Concept Development



Alternative 1 or

Alternative 2/No Build

Milk District – Concept Development



Alternative 2B

Connections Between Context & Vision Zero

Presented to: Vision Zero Workshop



Managing Speed for Safety, All Roads
Josette Severyn, Vision Zero Coordinator, City of Ft.
Lauderdale
Gerry O'Reilly, District 4 Secretary, FDOT



VISION ZERO



**SAFER STREETS FOR
FORT LAUDERDALE**





Project Limits: Old Dixie Hwy from NE 13 St to Middle River Bridge ^{DS1}

Start Date: February 27, 2017

Completion Date: April 23, 2018

Estimated Construction Cost: \$3.4 Million

Funding: Neighborhood Community Investment Program (NCIP),
FDOT, MPO

Design and Project Management: FDOT

OLD DIXIE HIGHWAY PROJECT



Slide 136

DS1 Update based on Lora's response.
Daniel Shopf, 5/3/2019



2014 AADT: 5,300

Pre-Construction Speed Limit: 35 MPH & 30 MPH

Pre-Construction Deadly Crashes:

- Pedestrian Death: 2012
- Bicyclist Death: 2016


Pre-Construction Overall 5-Year Crash Average: 9

Pre-Construction 5-Year Min and Max: 3, 14

OLD DIXIE HIGHWAY PROJECT

PROJECT OVERVIEW



- 
- Neighborhood initiated project
 - Take the “Highway” out of Old Dixie Highway
 - Speeding in excess of 50 MPH
 - Traffic Control: Five Points and NE 13 St (1.32 miles)
 - Lack of speed management features
 - Pedestrian and bicycle safety

PUBLIC CONCERNS

SPEED MANAGEMENT

- Reduced speed limit to 25 MPH
- Reduced lane widths
- Constructed roundabout on raised intersection
- Constructed 8 raised intersections
- Constructed 6 raised crosswalks

PROJECT IMPROVEMENTS

PEDESTRIAN, BICYCLE, AND OTHER IMPROVEMENTS

- Constructed sidewalks
- Installed LED pedestrian lighting
- Added 4' green bike lanes
- Improved shoulders
- Expanded landscaping area
- Improved drainage swales

PROJECT IMPROVEMENTS (CONT.)



SPEED MANAGEMENT STRATEGIES





RAISED ROUNDABOUT



RAISED CROSSWALKS



RAISED INTERSECTIONS

OUTCOMES



A person with dark skin and curly hair, wearing a high-visibility yellow and orange vest, is seen from the side, holding a black ProLaser speed gun. The gun is pointed towards a street. In the background, there is a grassy area with trees, a black trash can, a black lamppost, a concrete sidewalk, and a road with a green-painted bike lane. A white U-Haul truck and a silver car are visible on the road. The sky is blue with some clouds.

PRELIMINARY OBJECTIVELY MEASURED SPEEDS

- MIN-MAX Range: 18 MPH – 39 MPH
- Average: 28 MPH
- Two locations observed
- Peak and non-peak hours observed

POST- SPEEDS

PEDESTRIAN AND BICYCLE OUTCOMES

- Observations of increased pedestrian activity
- Average of 105 bicyclists per day
 - Observed commuting pattern
 - Additional recreation pattern (Friday-Sunday)

WALK AND BIKEABILITY

VISION ZERO



**SAFER STREETS FOR
FORT LAUDERDALE**



fortlauderdale.gov/visionzero



[/cityoffortlauderdale](https://www.facebook.com/cityoffortlauderdale)



[@FTLCityNews](https://twitter.com/FTLCityNews)

[#VisionZeroFTL](https://twitter.com/VisionZeroFTL) [#VZFTL](https://twitter.com/VZFTL)

CHOOSE ZERO. SAVE LIVES.



BREAK



TABLE DISCUSSIONS



What are other effective strategies to improve safety on all of Florida's roadways?

How can you use these strategies in your own jurisdiction?

Can these strategies be adapted for other applications?



What are other effective strategies to improve safety on all of Florida's roadways?

How can you use these strategies in your own jurisdiction?

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What are other effective strategies to improve safety on all of Florida's roadways?

How can you use these strategies in your own jurisdiction?

Can these strategies be adapted for other applications?



REPORT OUT & RECAP OF AFTERNOON



● Share Your Thoughts

- What are other effective strategies to improve safety on all of Florida roadways?
- How can you use these strategies in your own jurisdiction?
- Can these strategies be adapted for other applications?

What are other effective strategies to improve safety on all of Florida roadways?



Respond at **PollEv.com/vzlr**



Text **VZLRV** to **22333** once to join, then text your message

“Remove funding silos - spend less on capacity and more on retrofitting corridors with safer multimodal facilities - table 15 ”

“1). Smart technologies to prevent jay walking ”

“Allow new flexibility with setting speed limits when there is a documented problem with severe crashes (table 1).”

“Table 13: Creation of an Innovative Safety Ideas Portal for FDOT to hear about ideas and concepts from Floridians, tourist and FDOT employees.”

“Enhance lighting standards ”

“Table 3 active signal management for safety not speed and throughput ”

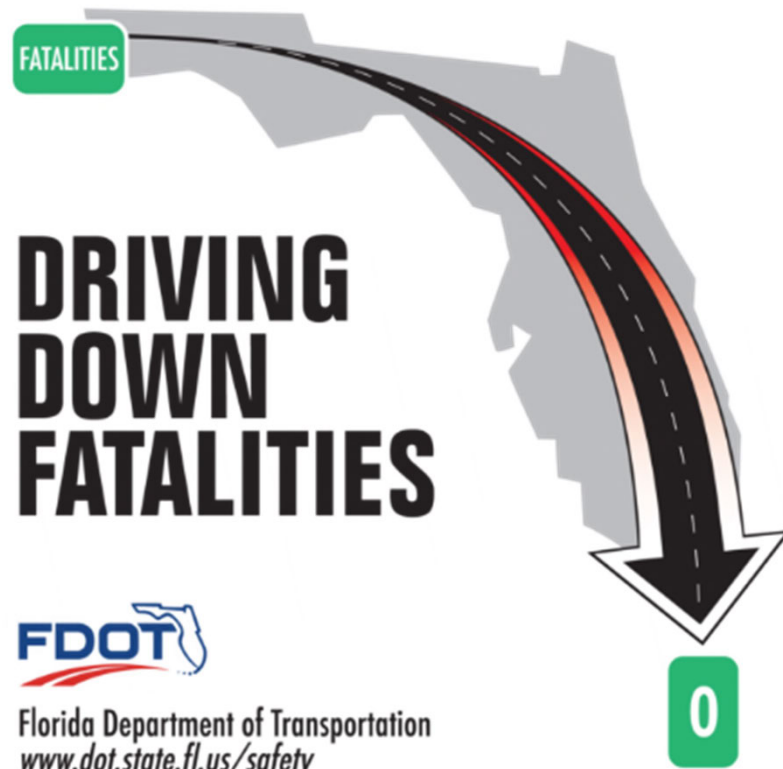
“Understand where people live, where they want to go and how can they safely get there without driving.”

“Table 12. Community investment and buy in from the start of the project. Make them feel like they have ownership of the project through the whole process.”

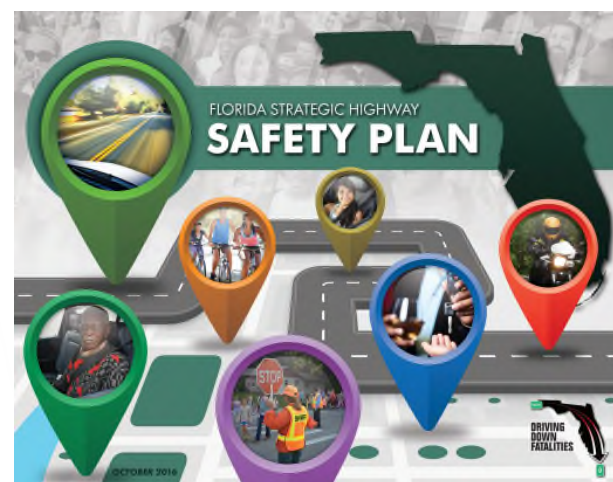
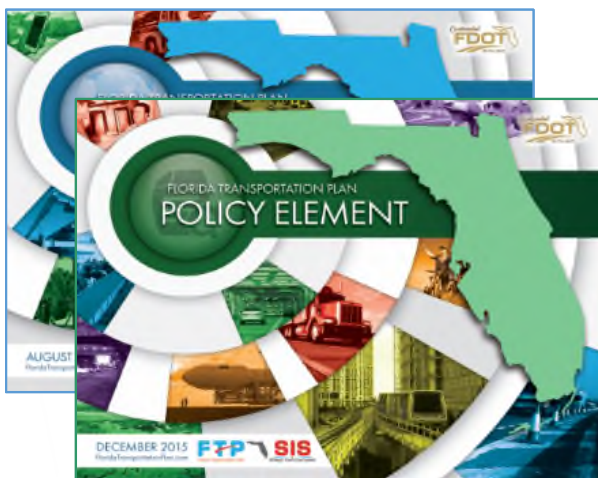
“Increase funding for speed enforcement ”

“Systematic Speed Reduction Strategies Table 8 ”

How Do We Get to Zero?



How Do We Update Our Plans?



What did you learn today? (Do not use spaces on multi-word answers)

 When poll is active, respond at **PollEv.com/vzlr**  Text **VZLRV** to **22333** once to join



● AICP Certification Maintenance Credits

- Vision Zero Workshop – 6.25 credits
- Long-Range Visioning Session – 3.5 credits
- AICP members can earn Certification Maintenance (CM) credits for these sessions. More information about AICP's CM program can be found at www.planning.org/cm



Join an Amazing Race

- Choose a restaurant/location for dinner
- Make a plan on how you will arrive at your destination
 - Try to incorporate as many modes of transportation as you can
 - Jacksonville Skyway; Transit/bus network; Jacksonville Ferry; ridesharing; walking; bicycling; etc.
- Come back tomorrow and share the variety of transportation choices you used to get to and from dinner

What To Expect Tomorrow

- Reconvene (8:30 am)
 - Identifying New, Bold Strategies
 - Presentations
 - Table Discussions/Strategy Development
 - Next Steps
- Lunch (on your own)
- Long-Range Visioning Session (1-5 pm)

Notes

- If you took notes today and are willing to share them with us, please email them to planning@dot.state.fl.us



Thank You