SEPTEMBER 2024

TOWN OF EATONVILLE VISION ZERO ACTION PLAN

EATONVILLE VISION ZERO ROAD TO ZERO

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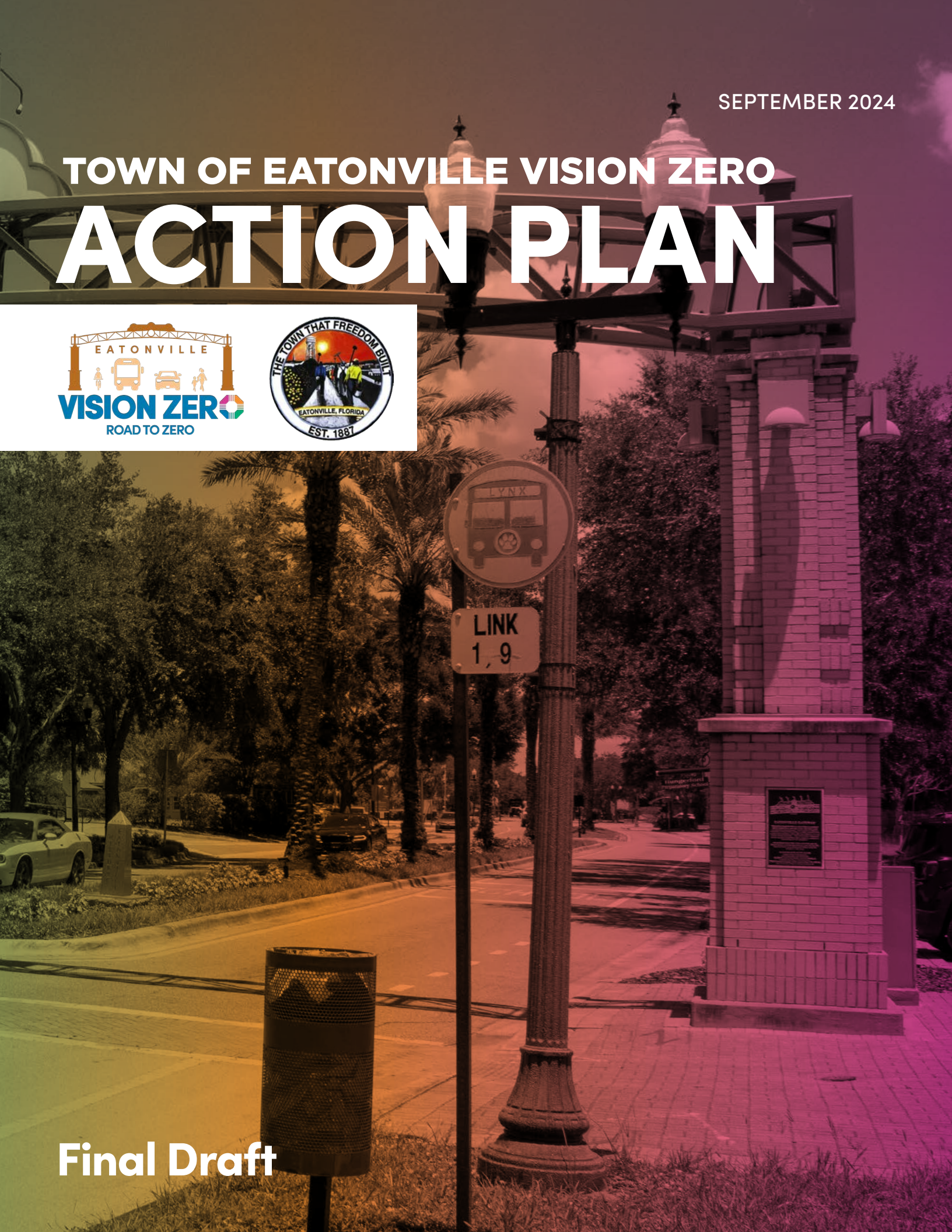

Final Draft

Thank you to everyone who helped with this plan!

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Key terms

Crash – An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, animal, road debris, or other moving or stationary obstruction, such as a tree, pole, or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single-party or multiple parties.

High Injury Network - A collection of streets where a disproportionate number of crashes that result in someone being seriously injured or killed occur.

Kinetic Energy -In the safety context, Kinetic Energy refers to the combination of mass and speed of a vehicle or other road user, like a bicyclist, involved in a collision. Depending on the angle of the crash, the higher the combination of mass and speed, the more likely the crash is to result in a serious injury or death, with the impact severity increasing exponentially as the speed o vehicle is driven increases.

Disadvantaged Community – A US Department of Transportation designation for communities where people experience greater transportation inequities to access jobs, housing, food, health care, education, and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances a lack of prior investment in the transportation system.

Safe System Approach – A guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

Serious injury – May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to a medical facility.

Vision Zero – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

Vulnerable road user – For the purposes of this Safety Action Plan, a person outside of a car or truck, which includes pedestrians, bicyclists, or motorcyclists. This also includes people in wheelchairs and on e-mobility devices, like scooters.

List of abbreviations

ADA – Americans with Disabilities Act

ATP – Active transportation plan

CAC – Community advisory committee

CAV – Connected and autonomous vehicle

CBO – Community-based organization

CIP – Capital improvement plan

DUI – Driving under the influence

EMS – Emergency medical services

ETC – Equitable Transportation Community

FDOT – Florida Department of Transportation

FHP – Florida Highway Patrol

FHWA – Federal Highway Administration

HIN – High-Injury Network

ITS – Intelligent transportation systems

KSI - fatal or serious injury crash

LPI – Leading pedestrian interval

NHTSA – National Highway Traffic Safety Administration

PHB – Pedestrian hybrid beacon

RRFB – Rectangular rapid-flashing beacon

SRTS – Safe Routes to School

TAC – Technical advisory committee

USDOT – United States Department of Transportation

Final Draft

Town of Eatonville Vision Zero Action Plan

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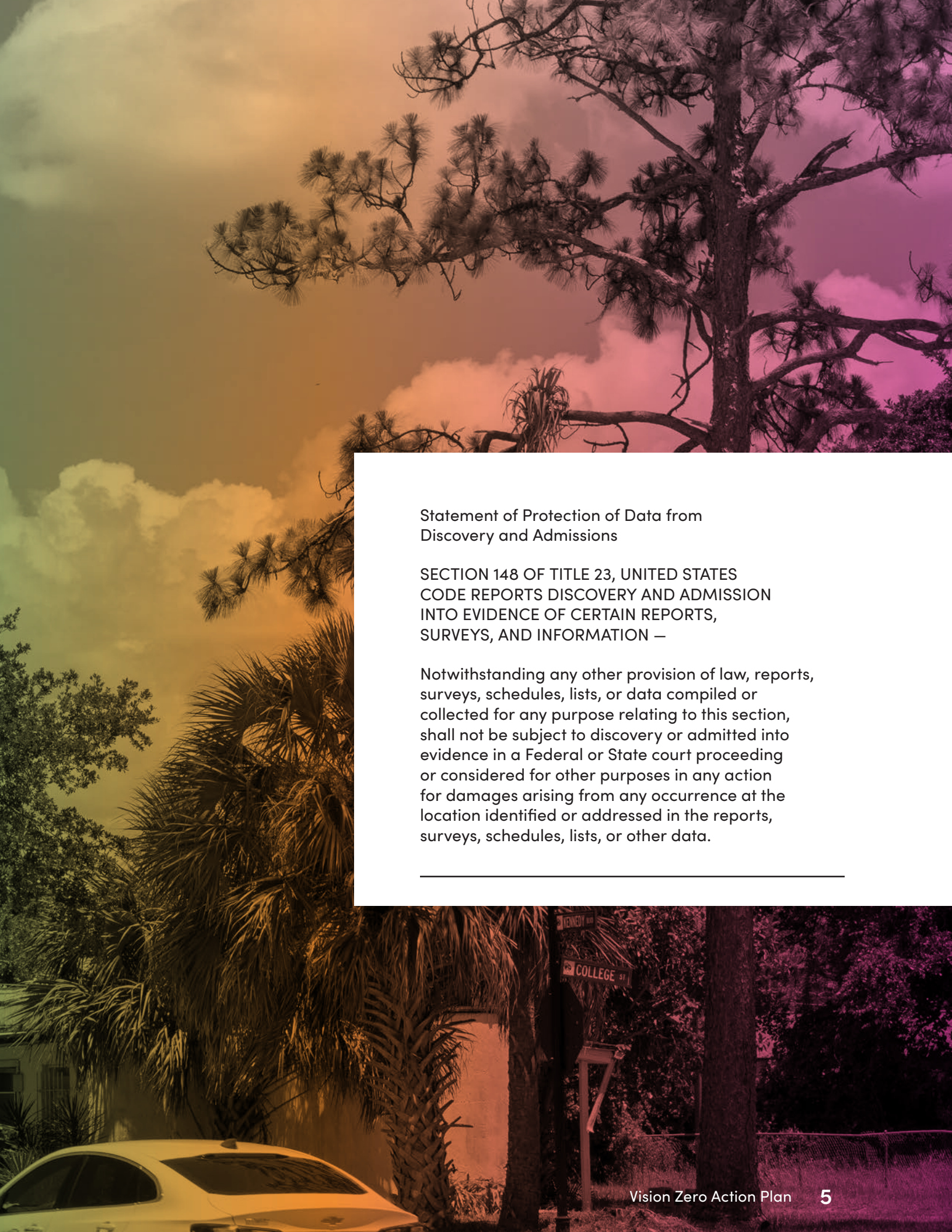
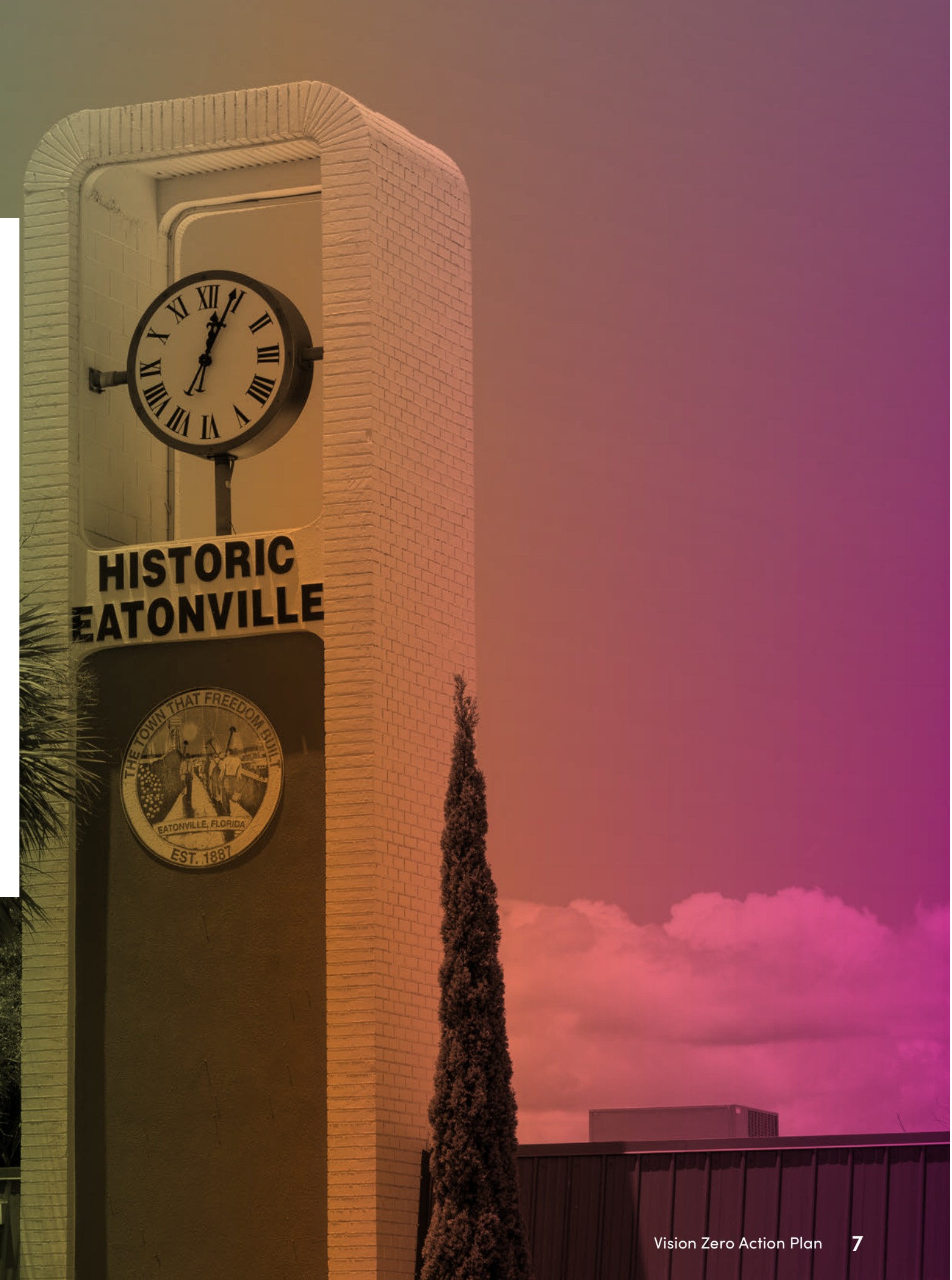


Statement of Protection of Data from Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES CODE REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION —

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

Executive Summary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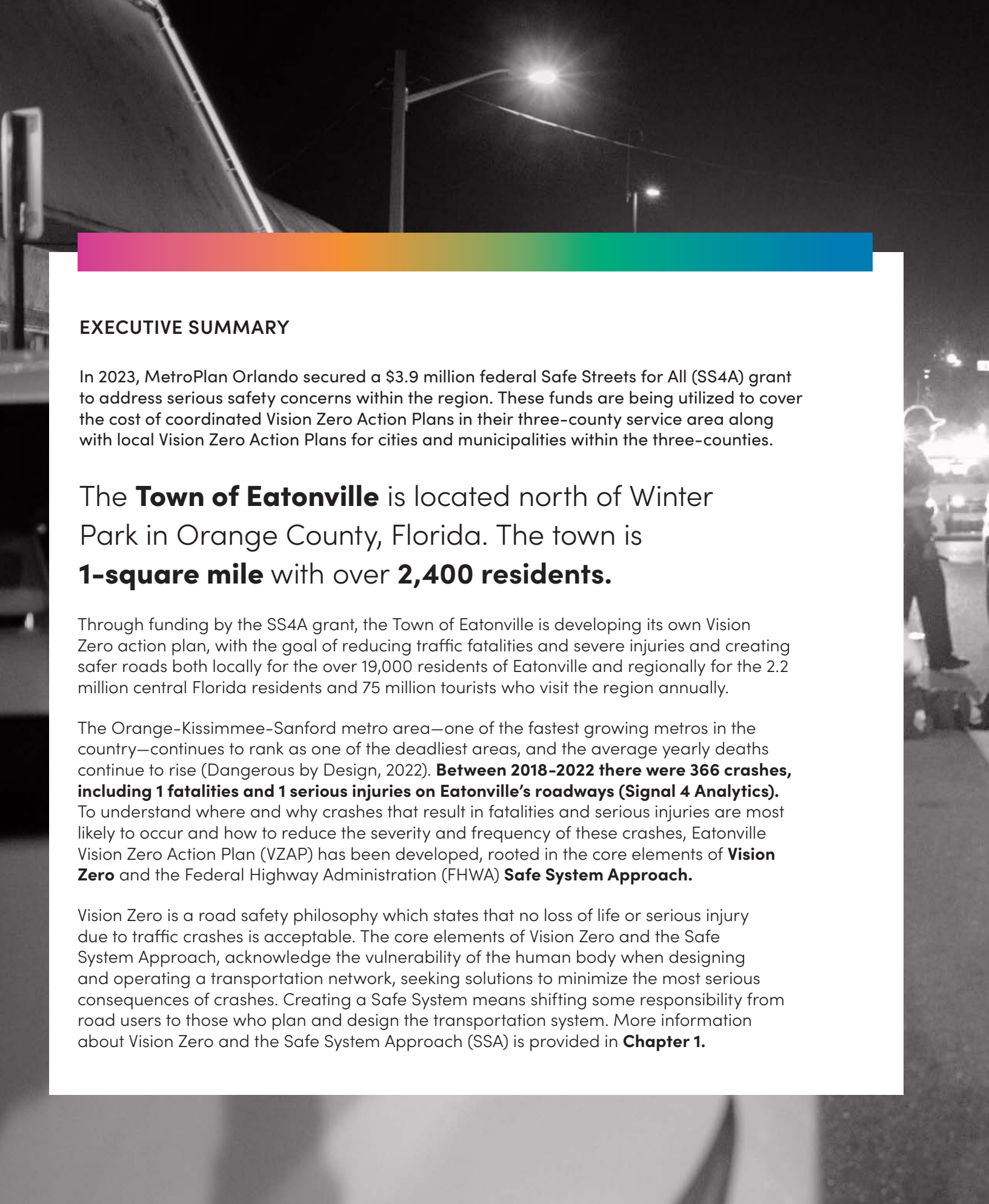


EXECUTIVE SUMMARY

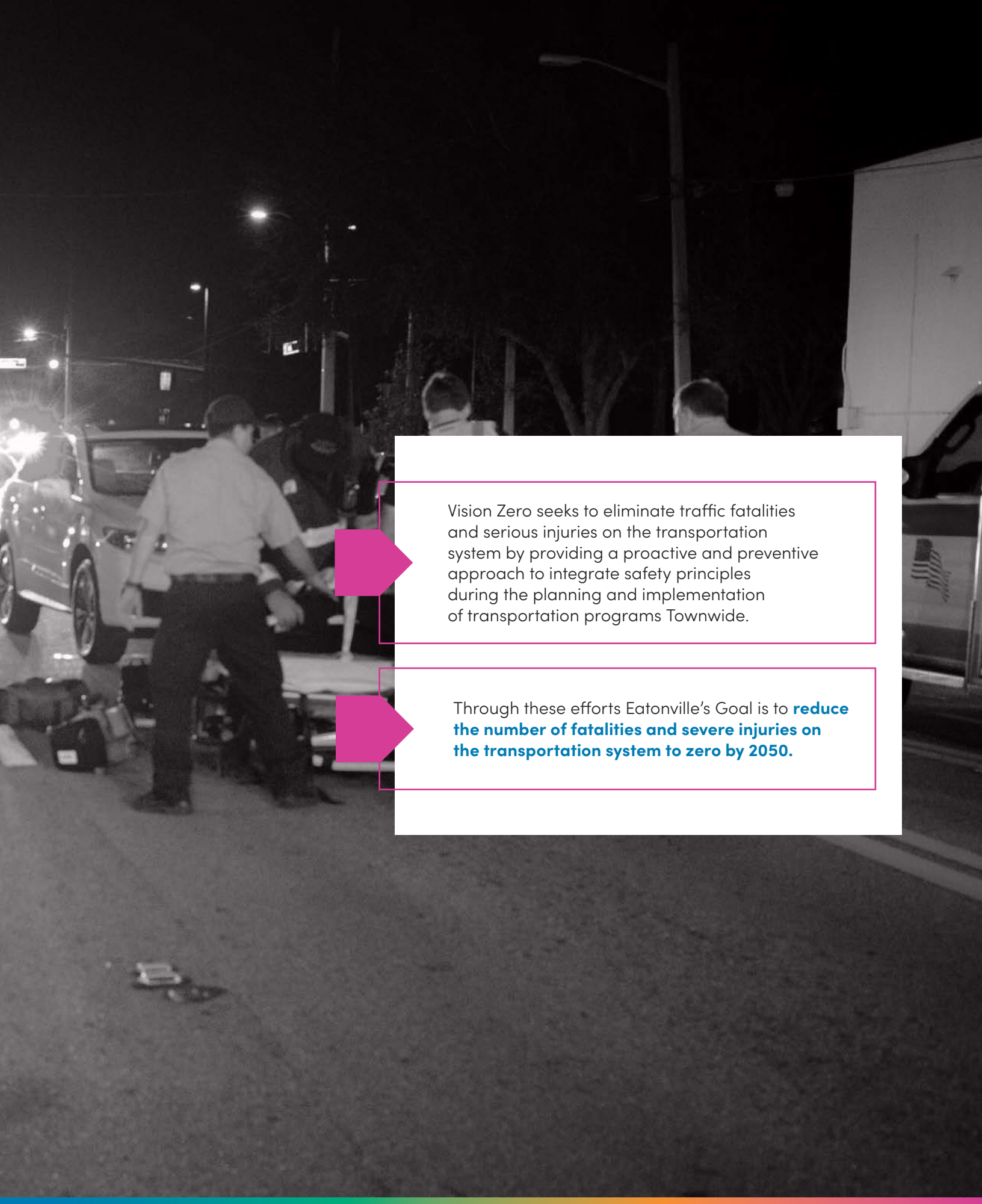
In 2023, MetroPlan Orlando secured a $3.9 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds are being utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area along with local Vision Zero Action Plans for cities and municipalities within the three-counties.

The **Town of Eatonville** is located north of Winter Park in Orange County, Florida. The town is **1-square mile** with over **2,400 residents.**

Through funding by the SS4A grant, the Town of Eatonville is developing its own Vision Zero action plan, with the goal of reducing traffic fatalities and severe injuries and creating safer roads both locally for the over 19,000 residents of Eatonville and regionally for the 2.2 million central Florida residents and 75 million tourists who visit the region annually.

The Orange-Kissimmee-Sanford metro area—one of the fastest growing metros in the country—continues to rank as one of the deadliest areas, and the average yearly deaths continue to rise (Dangerous by Design, 2022). **Between 2018-2022 there were 366 crashes, including 1 fatalities and 1 serious injuries on Eatonville's roadways (Signal 4 Analytics).** To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, Eatonville Vision Zero Action Plan (VZAP) has been developed, rooted in the core elements of **Vision Zero** and the Federal Highway Administration (FHWA) **Safe System Approach.**

Vision Zero is a road safety philosophy which states that no loss of life or serious injury due to traffic crashes is acceptable. The core elements of Vision Zero and the Safe System Approach, acknowledge the vulnerability of the human body when designing and operating a transportation network, seeking solutions to minimize the most serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System Approach (SSA) is provided in **Chapter 1.**



Vision Zero seeks to eliminate traffic fatalities and serious injuries on the transportation system by providing a proactive and preventive approach to integrate safety principles during the planning and implementation of transportation programs Townwide.

Through these efforts Eatonville's Goal is to **reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**

What are the Transportation Safety Issues?

This Action Plan was developed using a data-driven analysis to understand where the Town may strategically deploy its resources in order to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than 6 vehicle travel lanes, posted speeds between 40 and 55 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle. Additional details about crash trends in the region are provided in Chapter 2.

Community outreach was a core component of identifying transportation safety issues within the Town and developing a consistent foundation for all local agencies needed to establish comprehensive changes to transportation safety. Town officials, along with stakeholders, advocated for the Vision Zero Action Plan by supporting the plan development process and educating the public about the importance of traffic safety and the goal of reducing traffic fatalities to zero. Chapter 3 describes the community outreach that was conducted as a part of this plan, and how that feedback was incorporated.

How will we get to Zero Traffic Deaths and Serious Injuries?

There is no one solution to reach zero traffic deaths and serious injuries. Rather, it will require a multidisciplinary and collaborative approach. Chapters 4, 5 and 6 provide details on the recommended engineering and non-engineering countermeasures such as enforcement and engagement that the Town will implement to help reach its goal. These chapters also outline an implementation plan to understand where improvements will be prioritized, and specific actions that Eatonville will take in collaboration with other agencies in the region.

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners community stakeholders. A foundational element of developing this plan lies in analyzing crash trends, community and roadway characteristics to understand road user behavior and elements of the built environment that are leading to severe crashes. Data was compiled, analyzed, and mapped to identify causational relationships and then corresponding solutions to empower decision makers to thoroughly understand safety concerns and take action to mitigate them. By identifying and focusing on high-incidence locations or recurring types of accidents, Eatonville can pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. In addition to physical changes to the roadway system including lighting upgrades, intersection improvements, pedestrian or bicycle improvements, additional behavioral interventions like public safety campaigns are shared in this report.

How will we track our Progress?

Monitoring our progress will be an important part of the process. On an annual basis, the Town of Eatonville will reflect on our progress towards reaching zero traffic fatalities through an assessment of the crash trends from the prior year and comparing them to the trends documented in the Action Plan. Progress will be shared at an Annual Safety Summit hosted by MetroPlan Orlando where best practices and lessons learned from across the region will be shared.

What action does the Town need to take?

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from important stakeholders of the community and Town staff. Through the data-driven process and conversations with key stakeholders of the community, the Town of Eatonville has identified priority areas and design-appropriate safety countermeasures across the state roadway system's most dangerous corridors, as outlined in next table. By identifying specific countermeasures and focusing on high-incidence locations, the Town of Eatonville is well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. These solutions will help empower decision makers to thoroughly understand safety concerns and take action to mitigate them.

Proposed Engineering Countermeasures for Consideration

- Install speed humps, cushions, or tables
- Install speed feedback signs
- Assess appropriate speed limits in conjunction with speed management strategies to accommodate all road users

- Upgrade to roundabouts or signalized intersections
- Install neighborhood traffic circles
- Reduce curb radii / turning radii
- Conduct study to improve access management with median treatments and reduction in driveway conflicts

- Provide high-emphasis crosswalks at intersections
- Consider installation of transit infrastructure (benches, shelters, etc.)
- Co-locate midblock crossings with high visibility markings and pedestrian refuge islands with bus stops
- Provide low-cost, quick-build opportunity with upgrades to high emphasis crosswalks
- Install PHB, RRFB or other pedestrian signalization with high-visibility crosswalk

- Install low-cost quick-build solution with bicycle signage and pavement markings

- Provide leading bike or pedestrian interval recall signalization

- Provide enhanced landscaping with canopy trees in landscaped medians
- Complete gaps in tree canopy along existing sidewalks
- Proposed lane narrowing to accommodate buffered bike lane or multi-use path
- Address gaps in roadway lighting and/or upgrade to LEDs

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CHAPTER 1

Introduction


EATONVILLE

SAVING LIVES. That's what it's all about. The only acceptable number for traffic deaths is zero, because the Town of Eatonville's 2,400+ residents deserve to travel safely.

The purpose of the Eatonville Vision Zero Action Plan is to articulate its commitment towards achieving zero road fatalities and serious injuries. This plan outlines a comprehensive, data-driven approach to improving road safety for all users, utilizing the Safe System approach. We acknowledge that every life is valuable, and no loss of life is acceptable on our roads. Our vision is not just to reduce but to systematically eliminate fatalities and serious injuries (KSI) caused by road traffic crashes. We pledge to put safety at the core of our decision-making processes, working collaboratively with local partners, stakeholders, and the community to achieve our collective goal.

No one entity or agency can fix road safety problems alone. This Vision Zero Action Plan results from a coordinated planning effort led by Eatonville's Public Works Department, in partnership MetroPlan Orlando, and the Florida Department of Transportation. With this Vision Zero Action Plan, Eatonville has joined communities around the world that are working to stop traffic deaths through the Safe System Approach. This plan:

- **Identifies High Injury Networks** – roads with the highest risk of death and serious injury crashes.

- **Accounts for transportation underserved communities** that have been disproportionately affected by traffic crashes.

- **Prioritizes feasible projects** that will have the greatest safety impacts. The Town of Eatonville will work with our regional partners to implement changes and monitor long-term progress on safety.

About MetroPlan Orlando and the Town of Eatonville

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole counties within Central Florida with a primary responsibility to help the region create a vision for transportation 25 years into the future, with an emphasis on safety for all Central Floridians. To help create that vision, MetroPlan Orlando is leading the preparation of this regional Vision Zero Action plan in collaboration with all the jurisdictions in the region that have their own unique transportation safety challenges, including the Town of Eatonville.

The Central Florida region is known for high rates of tourism to theme parks as well as a wide range of other recreational amenities. Most of the travel demand in the region from residents as well as visitors is accommodated via motor vehicles, with multimodal traffic safety being a growing concern due to suburban land use patterns and the concentration of activities on major roads that are intended to serve not only commuter and regional through traffic, but local walking, bicycling and transit trips.

Historic auto-oriented land use patterns and a focus on reducing vehicle delay/ congestion over multimodal accessibility and comfort have led to environments throughout the region where walking and bicycling are uncomfortable and safety concerns have arisen. To that end, this plan focuses on holistic interventions to decrease KSI crashes on all non-limited access roads through the region.

Safe System Principles

The Safe System Approach acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

The Safe System is Built On The Following Principles:

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

This plan focuses on eliminating crashes resulting in death and serious injuries in Maitland by 2050.

HUMANS MAKE MISTAKES

Everyone (people walking, bicycling, driving, etc.) makes mistakes that can lead to a crash. The goal of the SSA is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.

HUMANS ARE VULNERABLE

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.

RESPONSIBILITY IS SHARED

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.

SAFETY IS PROACTIVE

Rather than waiting for a crash to occur, transportation agencies should seek to proactively identify and address dangerous situations.

REDUNDANCY IS CRUCIAL

Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.

Five Elements of the Safe System Approach

The SSA addresses the five elements of a safe transportation system—safer people, safer vehicles, safer speeds, safer roads, and post-crash care—in an integrated manner, through a wide range of interventions.

SAFER PEOPLE

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.

POST-CRASH CARE

Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.

SAFER ROADS

Prioritize roadway design changes throughout the MetroPlan Orlando region that address the factors contributing to severe injury and fatal crashes.

SAFER SPEEDS

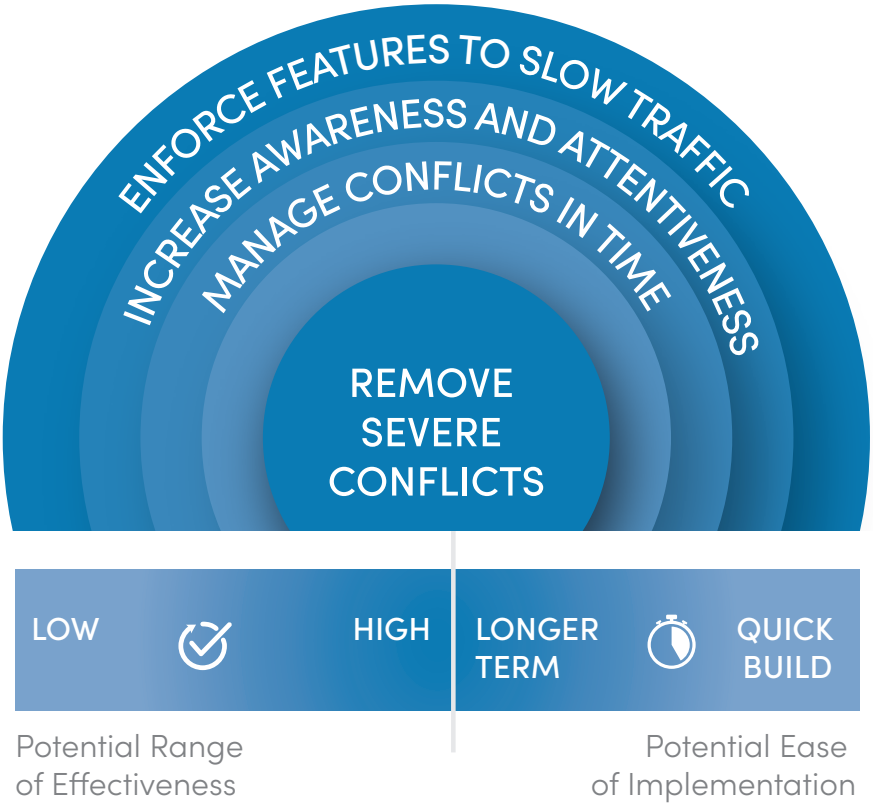
Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crash.

Safe System Strategy

Consistent with the Safe System Approach Framework, the planning, design, and operation of facilities within the Town of Eatonville should anticipate human error and consider human vulnerabilities. The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe Systems Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- Separate users in space by providing road users moving at different speeds or different directions, such as turning vehicles, dedicated space to minimize conflicts with other road users.
- Separate users in time when road users need to occupy the same space on the roadway, such as an exclusive pedestrian crossing phase or a dedicated turn phase.
- Alert users to potential hazards – through strategies that increase visibility and increase attentiveness, as well as reducing impairment.
- Accommodate human injury tolerance through interventions that reduce speed or impact force, like physical design treatments and occupant protection.

These elements provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a draft Safe Systems Solutions Hierarchy (January 2024) within the Safe System elements of Safe Roads. Following this framework, the most effective strategies are those that remove severe conflicts and minimize conflict and speed, providing adequate reaction time for drivers to make adjustments and save lives.



CHAPTER 2

Crash Trends and Analysis

TOWN OF EATONVILLE CRASH TRENDS

The following represents an overview of the crash trends on the roadway network in the Town of Eatonville:

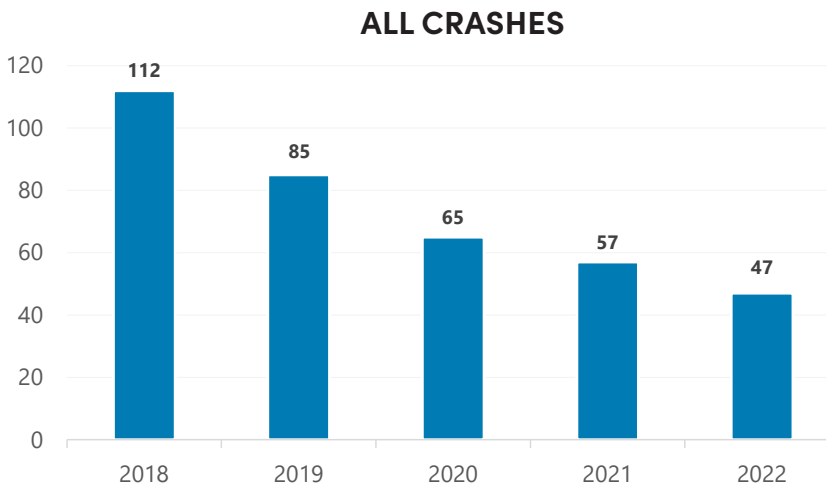
YEARS OF CRASH DATA:	TOTAL CRASHES:	TOTAL FATAL CRASHES:	TOTAL SERIOUS INJURY CRASHES:
2018-2022	366	1	1

CRASHES BY YEAR:

Overall, the town has seen tremendous progress toward reaching its Vision Zero goal.

Within the 5-year analysis period, the total number of crashes has continued to drop with the highest number of annual crashes (112) occurring in 2018. The lowest number of annual crashes (47) was in 2022.

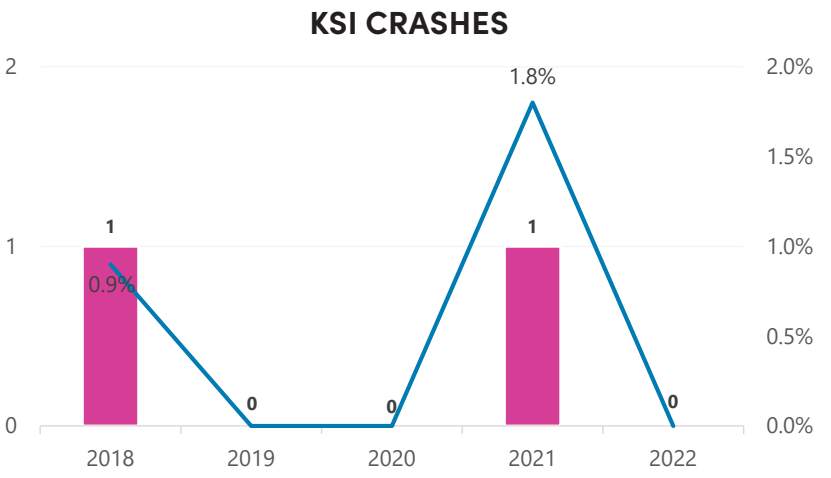
In review of KSI crashes, a single KSI crash was recorded in 2018 and 2021. The rate of KSI crashes is lower in 2018 compared to 2021 (0.9% and 1.8%, respectively), due to the higher number of crashes in 2018.



There has been a 58.0% decrease in overall crashes in the five year period.

CRASHES BY INJURY SEVERITY:

KSI crashes accounted for just 0.5% of all crashes in the Town; however, people walking, bicyclilng, or travelling via motorcycle were much more at risk of a fatality or serious injurty in instance of a crash.

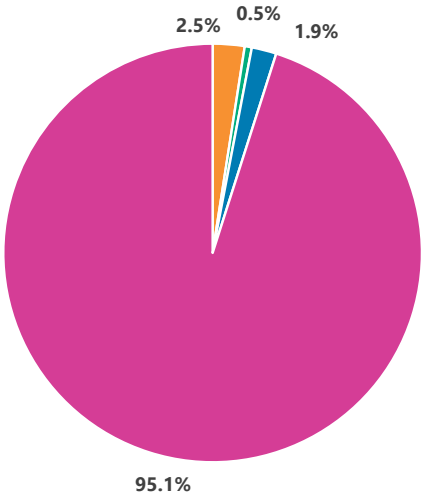


KSI crashes have generally remained low in the five year period

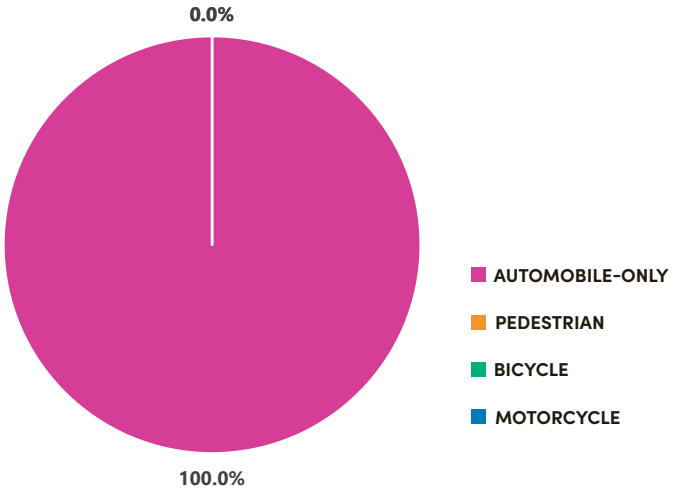
CRASHES BY MODE:

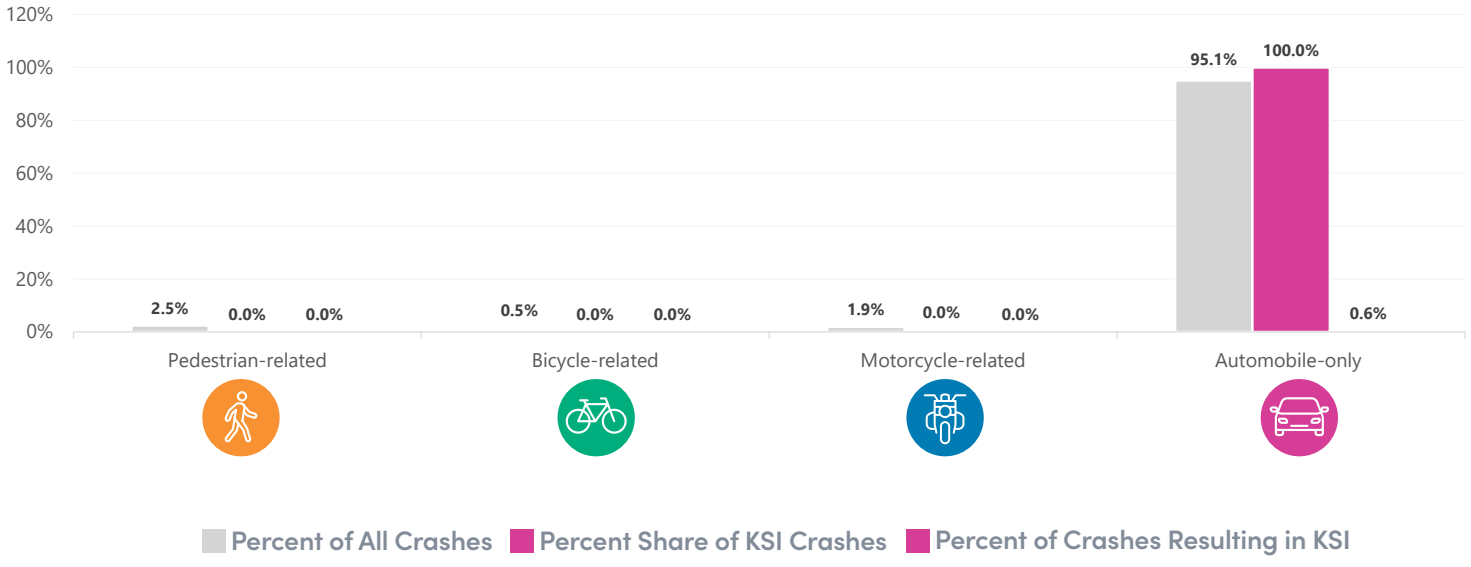
- **PEDESTRIAN-INVOLVED:** Pedestrian-involved crashes made up 2.5% of all crashes and no pedestrian crashes resulted in a fatality or serious injury.
- **BICYCLE-INVOLVED:** Bicycle-involved crashes made up 0.5% of all crashes and recorded no KSI crashes.
- **MOTORCYCLE-INVOLVED:** Motorcycle-involved crashes made up 1.9% of all crashes and no motorcycle crashes resulted in a fatality or serious injury.
- **AUTOMOBILE-ONLY:** Automobile-only crashes made up 95.1% of all crashes, 100% of total KSI crashes, and only 0.6% of every automobile-only crash resulted in a fatality or serious injury.

PERCENT SHARE OF CRASHES



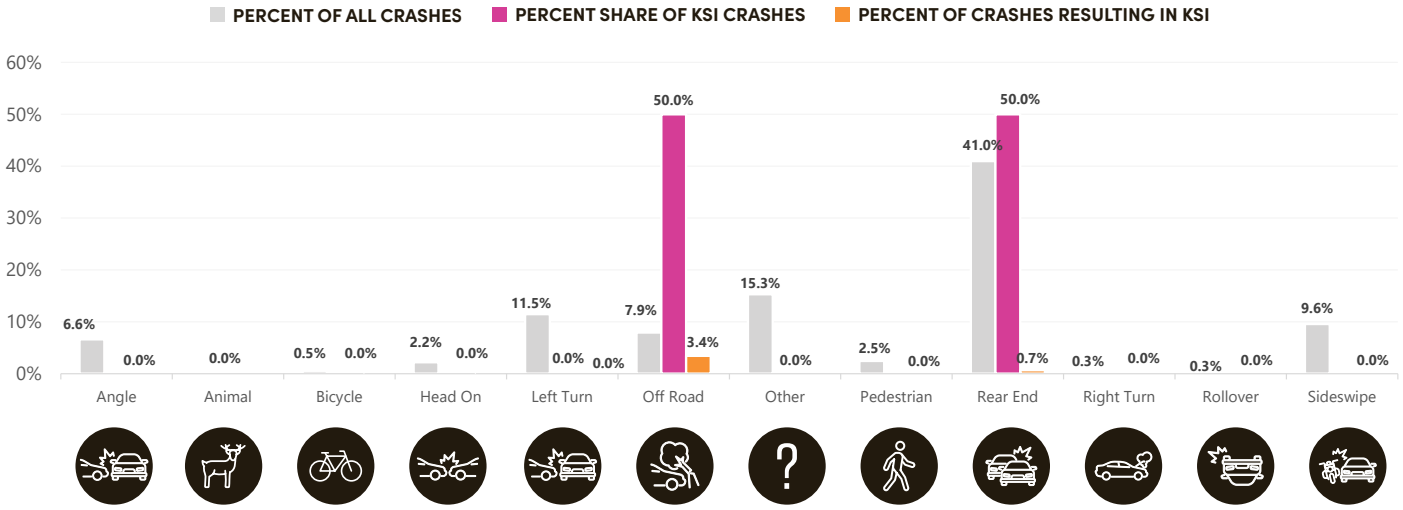
PERCENT SHARE OF KSI CRASHES





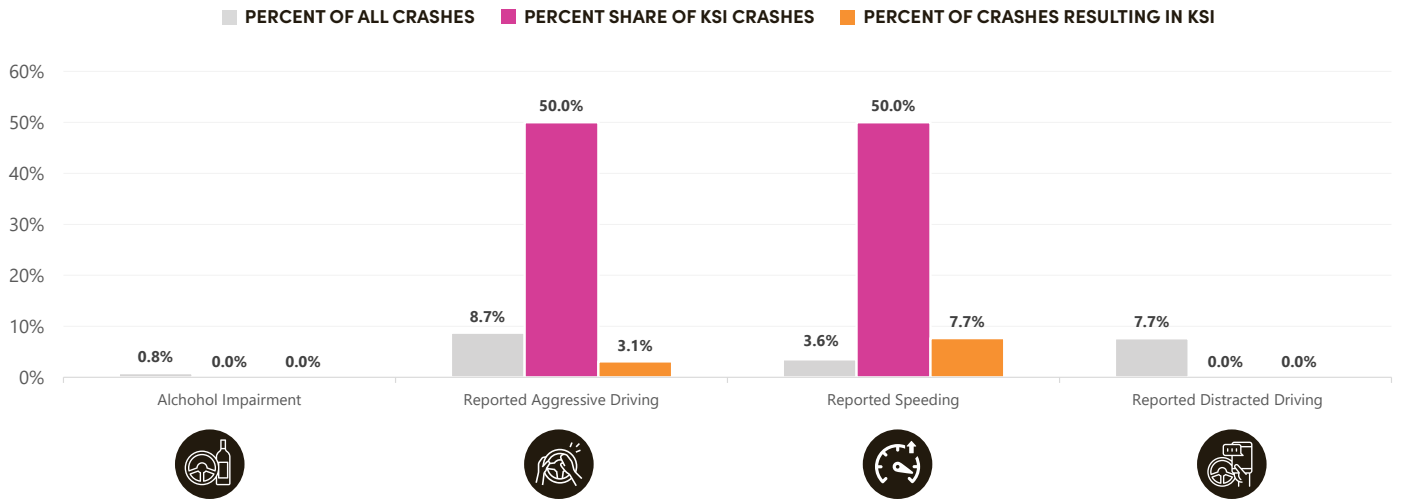
CRASHES BY TYPE:

Rear end crashes were the most common type of crash with 41.0% of the total crashes and 50.0% of the total KSI crashes. Off road crashes comprised 7.9% of total crashes and included the only other KSI crash. Crashes recorded as "other" were the second most common crash type overall, followed by left turn crashes.



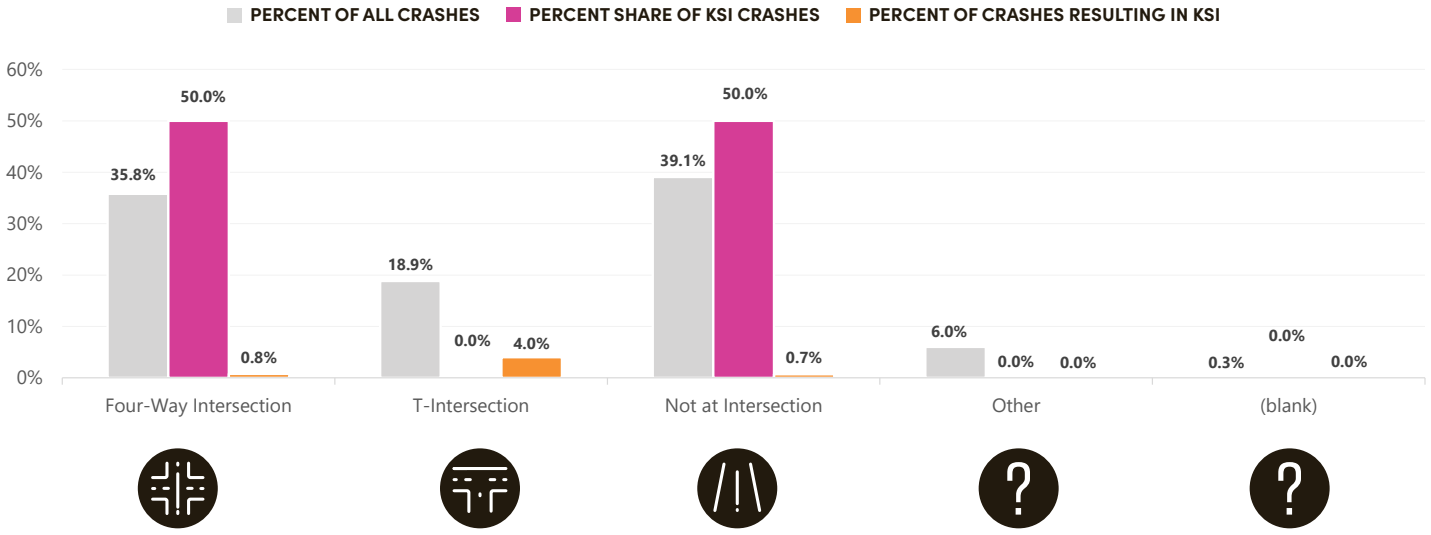
BEHAVIORAL FACTORS:

- **ALCOHOL IMPAIRMENT:** Crashes that involved alcohol impairment comprised 0.8% of all crashes and included no fatalities or serious injuries.
- **REPORTED AGGRESSIVE DRIVING:** Crashes that involved aggressive driving comprised 8.7% of all crashes and one of these crashes resulted in a KSI.
- **REPORTED SPEEDING:** Crashes that involved speeding comprised 3.6% of all crashes, and one of these crashes resulted in a KSI.
- **REPORTED DISTRACTED DRIVING:** Crashes that involved distracted driving comprised 7.7% of all crashes and no KSI crashes.



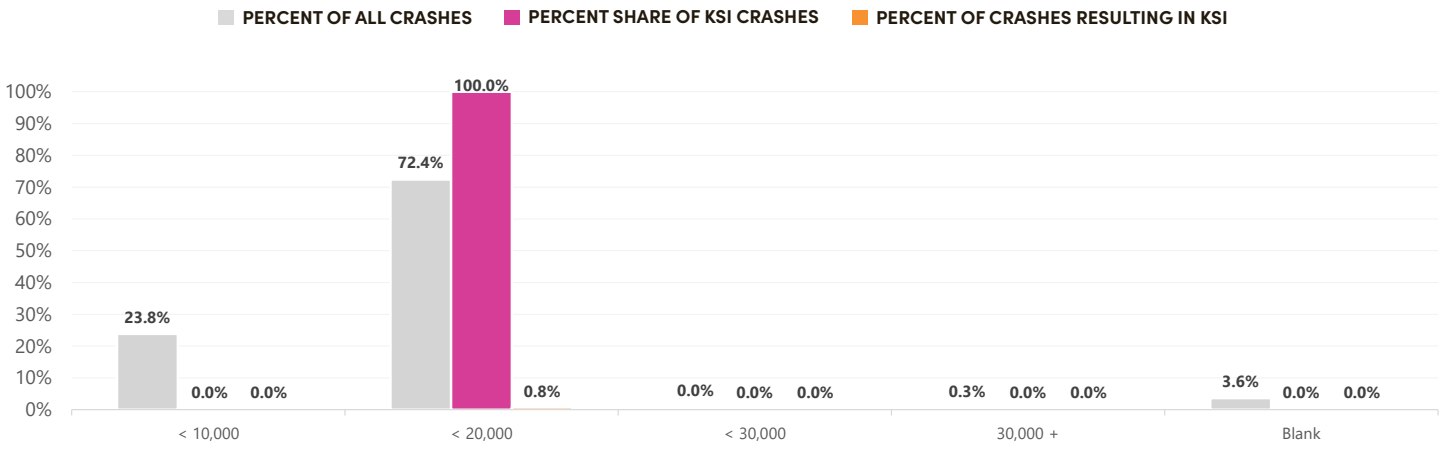
CRASHES BY LOCATION:

- **FOUR-WAY INTERSECTION:** 35.8% of all crashes and 50.0% of total KSI crashes occurred at a 4-way intersection.
- **T-INTERSECTION OR Y-INTERSECTION:** 18.9% of all crashes but no KSI crashes occurred at a T-intersection.
- **NOT AT INTERSECTION OR "SEGMENT":** 39.1% of total crashes and 50.0% of total KSI crashes occurred on a roadway segment.



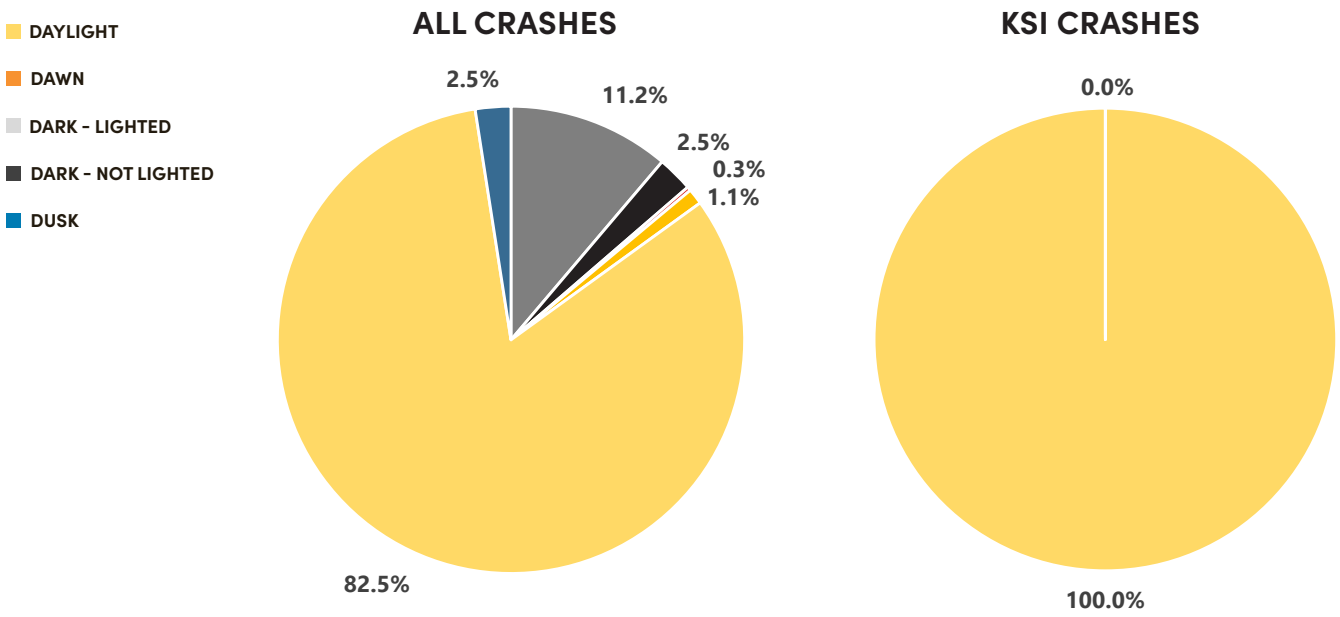
ROADWAY VOLUME (AADT):

72.4% of all crashes and 100% of KSI crashes occurred on roadways with traffic volumes between 10,000 and 20,000 daily trips.



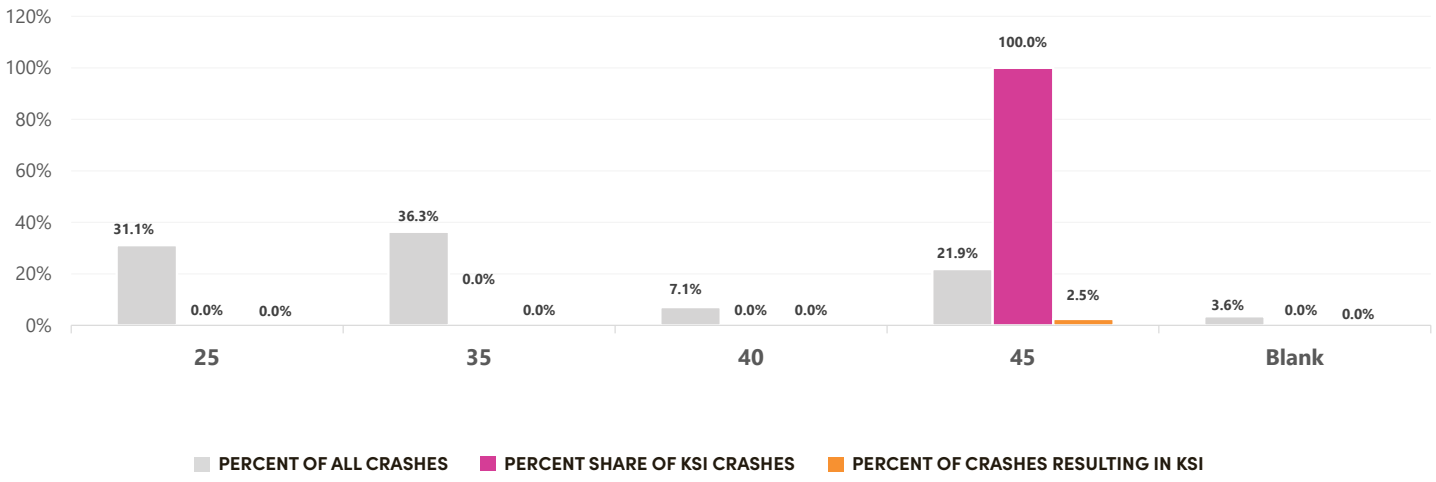
LIGHTING CONDITIONS:

Most crashes occurred during daylight conditions (82.5%); 100% of KSI crashes occurred during daylight hours. 80.4% of crashes that occurred at night were recorded in dark - lighted conditions.



POSTED SPEED LIMIT:

12.19% of total crashes and 100% of the KSI crashes occurred on roadways where the posted speed is 45 MPH. This is followed by 36.3% and 31.1% of total crashes that occurred in locations where the posted speed limit is 35 MPH and 25 MPH, respectively.



High Injury Network

The next step in creating the Vision Zero Action Plan was to identify the High-Injury Network (HIN) for the roadways in Eatonville. A High Injury Network (HIN) is a collection of corridors and intersections where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. The HIN for Eatonville was based on a thorough review and analysis of crash data to identify locations with a high number of severe injuries and fatalities in the past five years (2018-2022). The Project Team also checked the quality and accuracy of crash citation records to verify the location of crashes occurred only on the roadway system instead of parking lots. The approach to developing the HIN, as well as the associated collision profiles from the crash analysis, intentionally excludes limited access (LA) facilities such as Interstate 4.

In total, the identified HIN covers 2.1 centerline miles and includes 3 roadways. These roadways accounted for all of the KSI crashes in the Town. There were 154 total crashes reported on these roadways and 2 KSI crashes.

In addition to the identification of the HIN, a supplementary analysis was completed based on a combination of equity and crash factors to prioritize segments for future action. This establishes alignment with the ultimate goal of targeting solutions where they will have the most direct impact in reaching zero fatalities and serious injuries.

The HIN corridors are identified below:

Overall Rank (Worst Segment)	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)	Automobile Crashes (KSI Crashes)	Pedestrian Crashes (KSI Crashes)	Bicycle Crashes (KSI Crashes)	Motorcycle Crashes (KSI Crashes)
1	West Kennedy Blvd	City Boundary	Bethune Ct	1.03	129 (2)	122 (2)	2 (0)	1 (0)	4 (0)
2	Clark St	Gabriel Ave	East St	0.62	9 (0)	8 (0)	0	0	1 (0)
3	West St	Clark St	Fitzgerald Dr	0.44	16 (0)	12 (0)	0	1 (0)	1 (0)

Crash Profiles

After analyzing the crash trends and the HIN, 10 collision profiles were identified that show the primary causes of fatal and serious injuries on Eatonville's roadways. A decision tree analysis was used to examine other factors that contributed to the specific cases of KSI crashes for each of the collision profiles identified. By finding common elements and situations that cause severe crashes, Eatonville can better recognize patterns and trends that allow us to focus on and address specific behaviors, locations, types of road users, and/or times that have higher risks. Instead of treating crashes as separate incidents, the collision profiles show where dangerous collisions are a conjoining of a multitude of factors, allowing the of use resources effectively to deal with systemic issues and offer targeted solutions. The collision profiles are:

#	Crash Profile	Total Crashes	% of Total Crashes	KSI Crashes	% of Total KSI Crashes	% of Crashes Resulting in KSI
1	Speeding	13	3.6%	1	50%	7.7%
2	Aggressive Driving	32	8.7%	1	50%	3.1%
3	Off Road	29	7.9%	1	50%	3.4%
4	Rear End	150	41.0%	1	50%	0.7%
5	Left Turn	42	11.5%	0	0%	0%
6	Four Way Intersection	132	35.8%	1	50%	0.8%
7	Not at Intersection	143	39.1%	1	50%	0.7%
8	Speed Limit 45	80	21.9%	2	100%	2.5%
9	Bicyclist Involved	7	1.9%	0	0%	0%
10	Pedestrian Involved	9	2.5%	0	0%	0%

CHAPTER 3

Public Engagement

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The purpose of the Eatonville Vision Zero Action Plan is to identify projects, programs, and strategies that will achieve these outcomes for the Town's roadways. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Cross-disciplinary collaboration is required to ensure all aspects of the problem are engaged in a meaningful and equitable manner. To that end, successful development and implementation of the Plan will rely upon robust involvement from the community, leadership, and a variety of local stakeholders.

The action plan's **public engagement plan** is organized around an incremental and layered approach. **In-person engagement** was supplemented by **virtual and digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

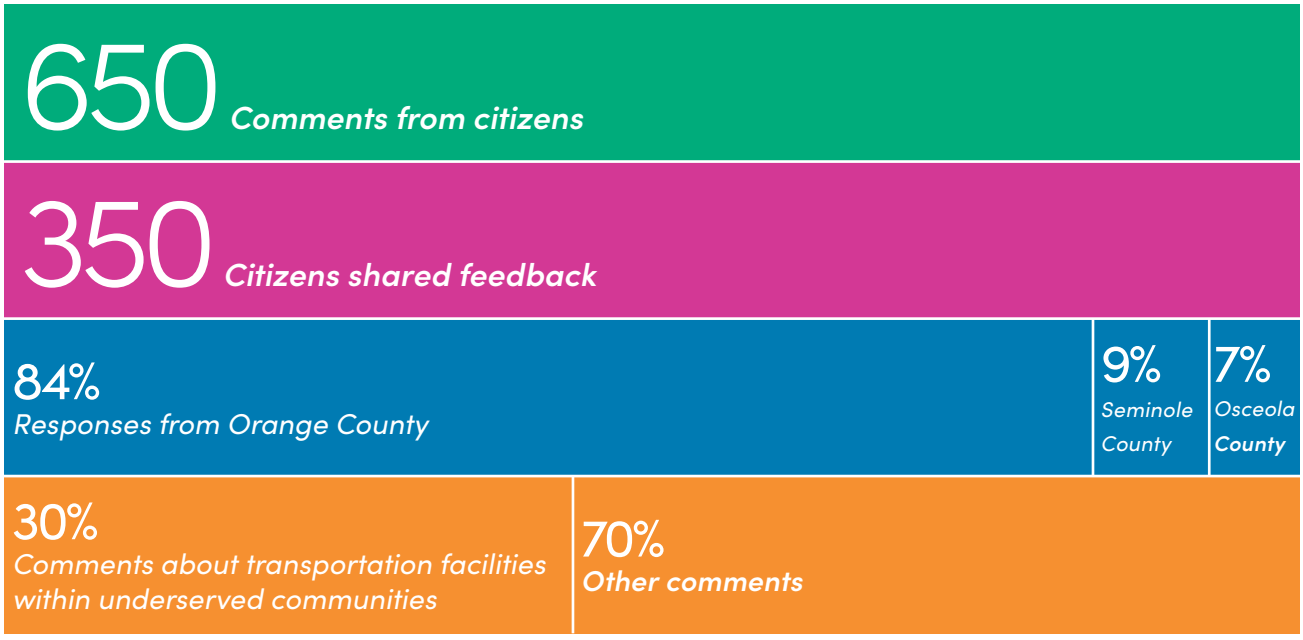
Brand Development

The Vision Zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Eatonville brand is easily recognizable, incorporating the character of the town into the larger vision zero goal: **to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**

EATONVILLE
VISION ZERO
ROAD TO ZERO

Engagement Strategy

Starting with the Project Team, engagement with the Eatonville Vision Zero Action Plan initiated with the establishment of a VZ Working Group which paved the way for ongoing training and awareness campaigns following plan implementation.



Source: Central Florida Regional Vision Zero Action Plan

Town Stakeholder Meetings

In Spring 2024, the Vision Zero team attended three of the Town's monthly Stakeholder Meetings where to share the progress and findings of the Vision Zero planning efforst. Presentation topics included updates on ongoing plan development, crash statistics, community feedback, and conversations about desired safety improvements.

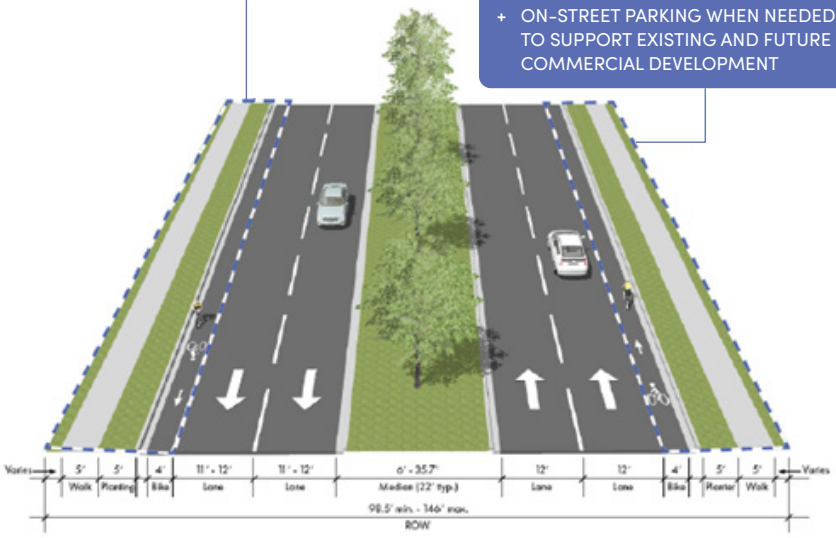
EPA Workshop

The Town of Eatonville received Technical Assistance through the US Environmental Protection Agency's (EPA) Hurricane Ian Recovery and Resiliency Partnership Project that provided planning and design services related to Hurricane Ian recovery efforts. One area of focus was the West Kennedy Blvd. and the need for improvements that address both disaster preparedness, recovery, and overall public safety. In April 2024 the Vision Zero team participated in an EPA-led workshop facilitated by OneArchitecture and Urbanism and GAI Community Solutions Group, that focused specifically on improvements to West Kennedy Blvd. and the identification of safety countermeasures for inclusion in the Action Plan.

PROPOSED TYPICAL SECTION 1:
FOREST CITY RD TO KINGSTON CT

CONSIDER THE RE-DESIGN OF THESE AREAS TO ACCOMODATE:

- A PROTECTED BICYCLE FACILITY
- A 6' PLANTING STRIP WITH STREET TREES AND PEDESTRIAN LIGHTS
- STORMWATER PLANTERS/SWALES
- BUS PULLOUTS/SHELTERS
- ON-STREET PARKING WHEN NEEDED TO SUPPORT EXISTING AND FUTURE COMMERCIAL DEVELOPMENT



Outcomes of the workshop included the following identification of goals and design elements:

- Safety for pedestrians, cyclists, and vehicles
- Neighborhood connectivity / cohesion (north-south and east-west)
- Bike network connectivity (multi-use trail facility)
- Improved climate resilience (mitigate extreme heat; manage stormwater)
- Placekeeping / placemaking
- Design elements for West Kennedy improved design
- Bus stop pullouts & shelters – transit enhancements
- Additional signal at Zora Drive
- Improved pedestrian crossings
- Adequate & protected bike facilities (e.g., multi-use path / cycle track)
- Shade trees and pedestrian lighting on sidewalks
- Green infrastructure for stormwater resilience
- Historic Eatonville markers and educational signage

CHAPTER 4

Policy Review & Benchmarking

There can be policy and procedural barriers to achieving Vision Zero, such as vehicle delay-based requirements that encourage streets to be designed and operated to accommodate high speed vehicle traffic. To facilitate a policy review for each jurisdiction in the region, a policy review guide was developed by MetroPlan Orlando and used in each jurisdiction to help inform action plan strategies. The policy review was conducted and helps inform the various strategies outlined in Chapter 6.

In coordination with Town of Eatonville staff, the following documents were reviewed due to their relevancy to the current and future transportation conditions and challenges:

- Land Development Code
- Comprehensive Plan Traffic Circulation Element
- Kennedy Boulevard Widening Project
- Hungerford Safe Routes to School Program

The review process is comprised of the following steps:

1. 1. Identify and review relevant documents and procedures
2. 2. Review and refine review matrix as relevant to Vision Zero
3. 3. Conduct initial review
4. 4. Facilitate focused discussion with stakeholders with knowledge of planning, engagement, project delivery and other elements contained within the review matrix
5. 5. Identify opportunities for policy enhancements and barriers to change
6. 6. Incorporate findings into Action Plan

The Town's existing policies and programs were reviewed in relation to the previously described Vision Zero Core Elements, with the benchmarks informed by the policy review. Each element is assigned one of the following benchmarks:

- **Institutionalized Practice** – The town has already adopted policies or practices that address the element's intent.
- **Occasional/Partially Institutionalized Practice** - The town has adopted policies or practices that address components of the element's intent. These are opportunities to strengthen or expand the practices.
- **Not an Existing Practice** – The town has not adopted policies or practices that implement the intent of the element. These are opportunities to develop new policies or programs as an outcome of the VZAP.
- **Unknown** – These are areas where the presence of implementing policies or programs is unclear. These are opportunities for further engagement with town staff.

Land Development Code

The Land Development Code (LDC) is a set of regulations that govern how land can be used and developed in the Twon. The LDC affects various aspects of land use and transportation system, such as zoning, subdivision, design, and roads. The LDC aims to implement the city's comprehensive plan and vision for future growth and development. As such, various elements of these chapters meet certain elements to the Safe Systems approach, some including, but not limited to:

Included Countermeasures:

- Sidewalks at least four feet in width shall be provided on each side of all streets and for block crosswalks, except where marginal access streets are constructed; the required sidewalk shall be placed beside the marginal access street on the side opposite the arterial street.

Safe Roadways and Safe Speeds: Limited policies to promote safe roads or safe speeds.

Potential policy changes for this document include a series of helpful options including reduction of the minimum and maximum block size requirements, removal of the allowance for development of wider than necessary streets, reducing corner radii, and consideration in including safety countermeasures directly into intersection design.

Comprehensive Plan Traffic Circulation Element

The Town of Eatonville's Comprehensive Plan – Traffic Circulation Element is a document that guides the development and management of the transportation system in the town. It covers all modes of travel, including driving, walking, biking, and transit. It also addresses the needs and concerns of the community, such as safety, mobility, accessibility, livability, and sustainability.

Various elements of this plan meet certain elements to the Safe Systems approach, including:

Included Countermeasures:

- **Policy 2.4.10** – Eatonville shall continue to enforce provisions that require sidewalks and promote walking include sidewalk requirements.
- **Policy 2.4.11** – The Town Land Development Regulations shall continue to enforce provisions for bikeways.

Safe Roadways and Safe Speeds: Multiple policies promoting safe roadways, but no reference to safe speeds.

Data-Driven Approach: The Transportation Element does not include a data driven approach to safety but does include data related to determining level of service.

Transparency and Accountability: The Transportation Elements promotes community engagement and involvement in the planning process

Potential policy changes to the Comprehensive Plan include incorporating pedestrian and bicyclist safety criteria in access standards, more specific access safety criteria, language committing to elimination of traffic fatalities and serious injuries, and including language on enhancing multimodal safety and implementation language on Vision Zero policies and countermeasures.

Kennedy Boulevard Widening Project

The Kennedy Boulevard Roadway Widening Project presentation to the Eatonville Town Council on February 6, 2024, outlines a plan for significant roadway widening infrastructure along Kennedy Boulevard. The project's objectives include enhancing traffic flow, increasing pedestrian safety, and improving access under I-4. The presentation details interim improvements, project needs, proposed improvements with specific construction segments, and a projected schedule.

Various elements of this plan meet certain elements to the Safe Systems approach, including:

Included Countermeasures:

- **Construction of Sidewalks and Bike Lanes:** To support pedestrian and cyclist safety.
- **Roadway Dimensions Adjustments:** To accommodate increased traffic flow and safety features.
- **Realignment of Intersections:** To improve traffic flow and safety.
- **Addition of Pedestrian Crossings:** To enhance pedestrian safety and accessibility.
- **Installation of Traffic Signals:** For better traffic management and pedestrian safety.

Data-Driven Approach: Implied by the identification of project needs and improvements.

Safe Road Users: By introducing traffic signals and pedestrian crossings.

Safe Speeds: Not directly addressed. Increase in speed limit projected for widened road may be considered counter-intuitive to Safe Speeds standards.

Safe Roads: By realigning intersections and adding sidewalks and bike lanes.

Though not a direct policy change, alterations to the proposed plan may include reconsideration of lane widths to be narrower, adopting a design speed and incorporating appropriate speed management measures, developing additional pedestrian facilities such as bulb outs, and either maintain or decreasing the roadway speed limit in finalized plans.

Hungerford Safe Routes to School Program

The "Hungerford Safe Routes to School Exhibit" document, dated January 23, 2024, presents a detailed plan for enhancing pedestrian safety and accessibility around Hungerford Elementary School. Developed by Protean Design Group, the project focuses on creating safer pathways for students through the construction and reconstruction of sidewalks, including upgrades with brick pavers.

Various elements of this plan meet certain elements to the Safe Systems approach, including:

Included Countermeasures:

- **Sidewalk Enhancements:** Introducing new sidewalks and upgrading existing ones with brick pavers for safer and more attractive walking routes.
- **Crossing Safety:** Introducing high visibility crosswalks and other elements.

Safe Roadways and Safe Speeds: By improving pedestrian infrastructure around a school, the project aligns with the goal of creating safe environments for all road users.

Equity and Engagement: Focuses on the safety of school children, ensuring equitable access to safe walking routes.

Safe Road Users: Encourages safe walking practices among students.

Safe Roads: Through the development of safer pedestrian pathways.

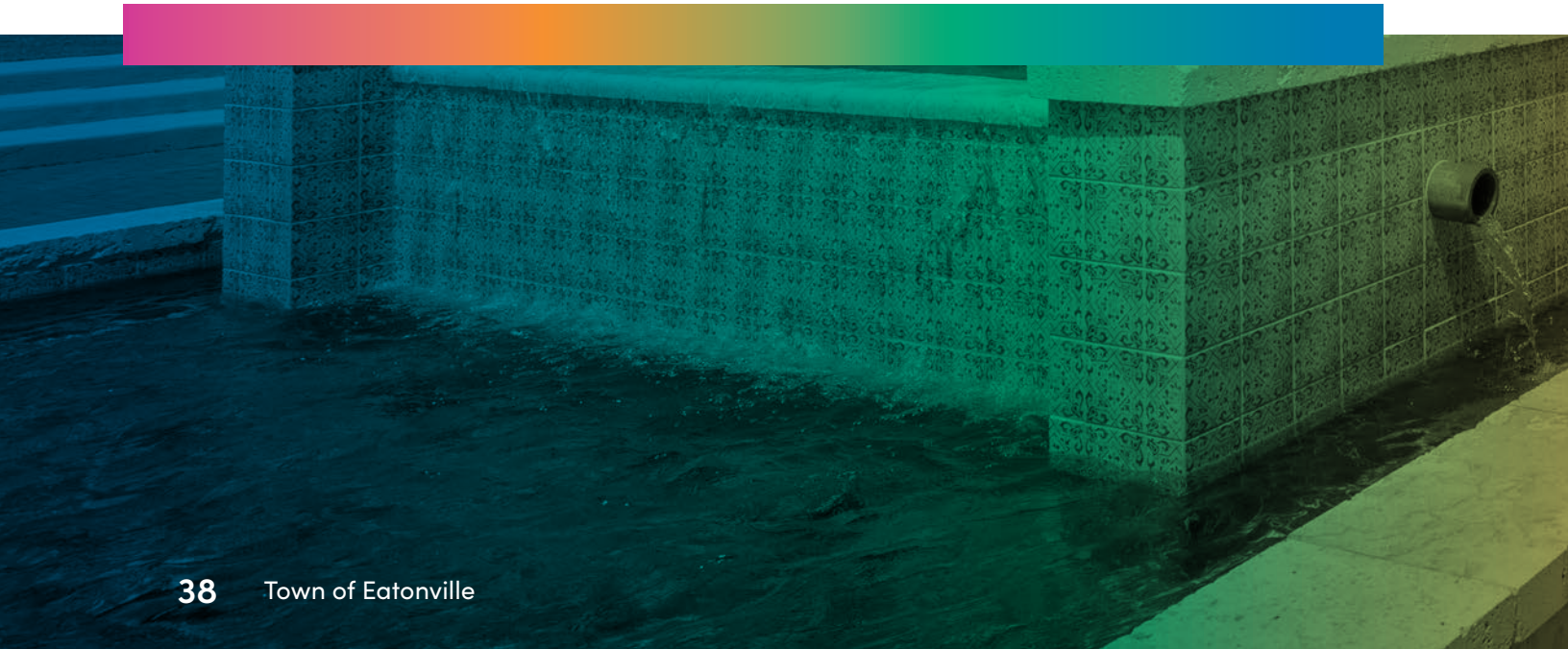
Post-Crash Care: Not directly addressed but implied through the overall enhancement of pedestrian safety.

Potential policy changes discussed include recommending further expansion of sidewalk projects around schools, inventory and improve the street tree canopy along relevant road and ensuring adequate bicycle parking. Additionally, it is recommended that stakeholders consider additional traffic calming measures along the identified safe routes to school.

The expanded results of the benchmarking exercise, as well as the full benchmarking matrix, are provided in the appendix.

CHAPTER: 5

Toolkit and Prioritization



The **Non-Engineering** and **Engineering Countermeasure Toolkits** were developed to help inform various safety solutions around the region. The toolkits are provided in the appendix with a high-level summary provided in this chapter.

NON-ENGINEERING COUNTERMEASURES aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns, high-visibility enforcement and publicized.

The toolkit presents non-engineering countermeasures organized into the five categories of the Safe System Approach, which include Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles.

The non-engineering countermeasures included in the toolkit are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. The toolkit provides references to source documents and users of the guide are encouraged to review applicable source documents related to their specific safety issues and goals.

Non-engineering countermeasure toolkit organization

Safer people

- Public information, social marketing, and educational campaigns
- Enforcement

Safer speeds

- Speed limit setting
- High-visibility enforcement
- Automated enforcement

Safer vehicles

- Emergency technology
- Vehicle maintenance

Safer roads

- Improved data sharing
- Pilot and demonstration projects
- Road maintenance and maintenance of traffic
- Policies and standards
- Grant opportunities

Post-crash care

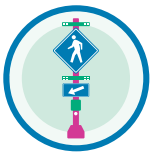
- Emergency medical services
- Trauma care
- Fatal crash response team
- Traffic incident management
- Post-crash strategies

ENGINEERING COUNTERMEASURES

The purpose of the Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System strategy. The key objectives of the Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines. The Engineering Countermeasure Toolkit is not intended to be a menu from which community members can request safety tools for their street. Before a specific countermeasure is selected, analysis must be conducted to understand the existing safety issue and feasibility.



Signing and Striping

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve vulnerable roadway user safety on City of Edgewood's streets.

Pedestrian Facilities

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also support ongoing pedestrian safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors among drivers and pedestrians alike. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve pedestrian safety on the city's streets.

Speed Management

Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes. The first step to identifying appropriate speeds involves identifying potential conflicts on the road, which may include sharp bends, high-traffic zones, location of community assets such as schools, or areas with a large number of vulnerable roadway users. Once these potential safety concerns have been identified, comprehensive analyses need to be carried out to identify appropriate design speed and target speed.

Determined safe speeds can be implemented through continuous observation of roads, conditions, and speeds, and making necessary adjustments, thus ensuring careful and considerate driving. Continuous monitoring and enforcement may be undertaken, making sure that the selected speed is suitable for the circumstances. Regular reviewing of the effectiveness of the speed choice is essential, as it will assist in identifying necessary amendments to be made.

Other Engineering Strategies

Other engineering strategies represent cross-cutting transportation safety countermeasures that apply a broad approach to enhance safety across multiple modes of transport, addressing the needs of motorists, cyclists, and pedestrians alike. These countermeasures, implemented in an integrated manner, can contribute significantly to making transportation systems safer and more efficient such as lighting and access management.

Design speed and target speed are two critical terms that come into play when considering traffic safety and road design. Both design speed and target speed play a key role in promoting safe, efficient, and user-friendly transportation systems for all roadway users.

Design speed is essentially the maximum safe speed that can be maintained on a particular section of the roadway when conditions are most favorable. It is the speed used by engineers during the geometric design of a roadway. This encompasses the determination of features such as horizontal and vertical alignment, lane width, and separation distances.

On the other hand, target speed, also known as 'operating speed', refers to the speed at which drivers feel comfortable driving on a certain road segment under normal conditions. It is not necessarily the legal speed limit, but rather, is based on factors such as the route's physical characteristics, surrounding environment, and the vehicle's capabilities.

While design speed ensures the road is constructed to cater to a certain speed, the target speed is essential to understand driver behavior and safety. Therefore, the setting of appropriate target speeds must consider the road environment, roadside development, vulnerable road users, and the function of the road to help traffic move smoothly and safely.

In an ideal scenario, the design speed and target speed should be closely aligned to ensure that the road infrastructure can safely cope with the speeds at which drivers choose to travel. However, if there's a significant disparity between the two, it may lead to increased risks of crashes, necessitating modifications to the road design or adjustments to speed limits and other traffic management measures to enhance safety.

Bikeways

Ensuring bicycle safety is an essential part of building safer roads. Deploying countermeasures such as the creation of dedicated bike lanes, bike boxes, and bicycle-specific traffic signals can help cater to the need of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance together can also help to ensure direct, smooth and obstacle-free bike travel to substantially foster safer bike travel. By incorporating these bicycle safety improvements in a comprehensive transportation safety framework, the city can become more bike-friendly and safer for all road users.

Intersection and Roadways

Intersection enhancements are a crucial aspect of enhancing road safety since intersections frequently serve as points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of the intersection, too, plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes streamline traffic flow and minimize points of conflict.

Roadway countermeasures can be designed specifically to prevent roadway departures, where a vehicle unintentionally strays away from its designated lane. Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Tools such as roadside barriers, which include guardrails and median barriers, play an essential role in preventing vehicles from colliding with fixed objects or veering off steep slopes. Furthermore, the utilization of rumble strips or wider edge lines offer effective methods to alert possibly distracted or fatigued drivers when their vehicle begins to divert out of its lane and space to react accordingly.

Signals

Improvements in signalization are a significant factor in ensuring safer roadways. Enhancing elements of traffic control can considerably impact driver behavior, reducing confusion, uncertainty, and errors that may lead to accidents. Safe roadways rely heavily on clear, visible signage and signalization. Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic signs that change based on real-time conditions, such as digital warning signs can further enhance safety.

A focus on technology

Technology plays an important role in improving transportation safety, preventing crashes from happening, contributing to faster emergency response times, and providing more detailed analytics about why crashes are happening. This all helps identify and apply the most appropriate crash countermeasures. Some examples of safety technology in the region include:

- Wrong-way detection
- Emergency vehicle preemption
- Near-miss analysis
- Red light camera
- Automated speed enforcement
- Automated school bus enforcement
- IP targeted safety messaging
- Ignition interlock devices
- Traffic incident management programs

The MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan identifies specific technologies that are being planned for in the region, with this plan periodically updated to evaluate and incorporate new technologies.

*As more autonomous and connected vehicles join the region's vehicle fleet, there are opportunities for **ADDITIONAL SAFETY TECHNOLOGIES** to be implemented:*

PedSafe

This pedestrian and bicycle crash avoidance system is designed to operate via connected vehicle technologies. Drivers will be alerted when a pedestrian or cyclist is in the area. Also, traffic signals will be designed to become aware of pedestrians crossing the road or intersection.

Speed harmonization

Mobile traffic sensors send real-time conditions at a congested location to a traffic management center. A computer uses this information to calculate optimal speeds for vehicles approaching congestion and sends the speeds to connected vehicles. The drivers receive the recommended speeds and can adjust accordingly, or, in an automated vehicle, the vehicle could adjust to the recommended speed automatically.

Crash prediction and response deployment

Mobile traffic sensors send real-time conditions to a traffic management center where conditions are evaluated to determine if a crash is likely based on past crash patterns in the region. Law enforcement or emergency response can be deployed before a crash occurs, which can prevent a crash from happening, or place a first responder in closer proximity to improve response times.

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CHAPTER: 6

Plan Recommendations

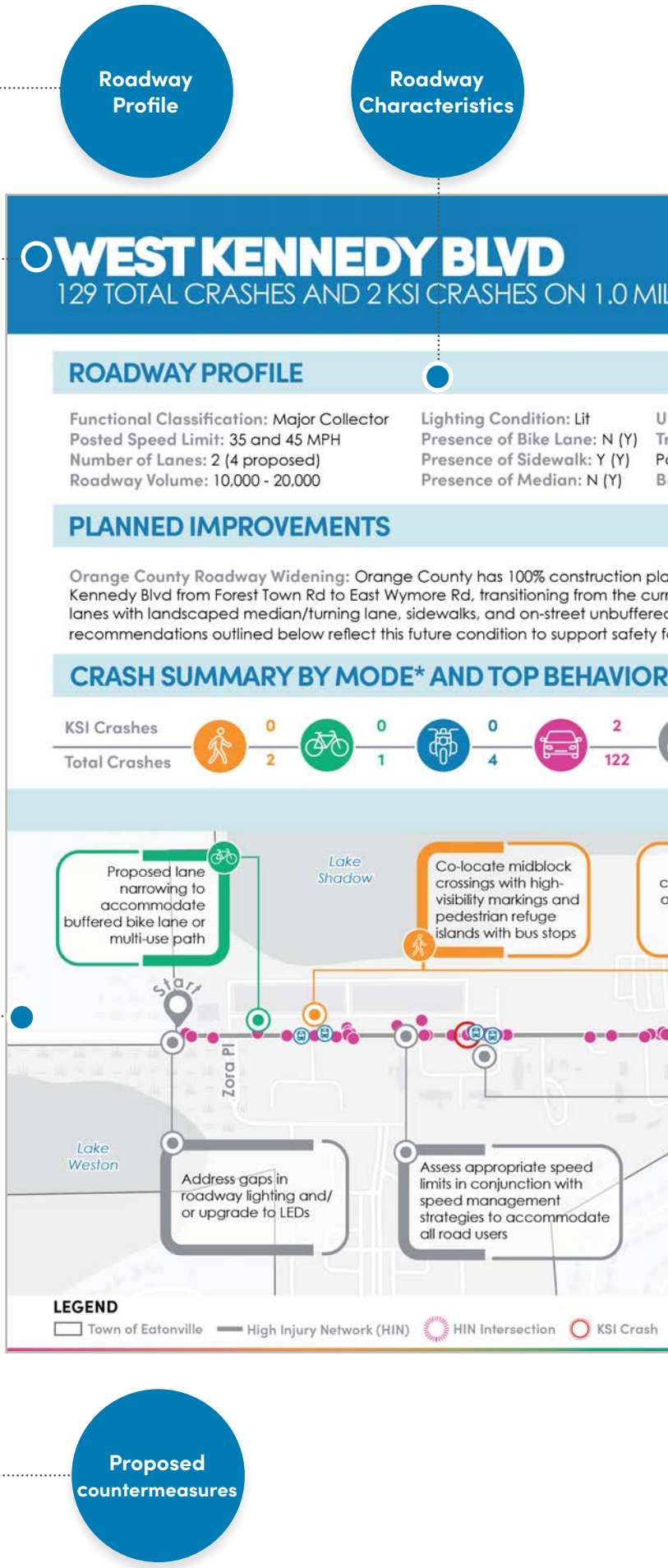

OUTPOST
ONLY

Project Prioritization: HIN Corridor Profiles and Proposed Countermeasures

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Corridor prioritization is essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific corridors for safety projects helps ensure that countermeasures are both meaningful and cost-effective. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are fairly distributed.

The following roadway profile pages provide a comprehensive summary of the characteristics, crash data, rankings, and prioritized countermeasures identified in this Vision Zero Action Plan. The pages highlight specific elements of each corridor, such as length, location, design, traffic volume, and other physical characteristics. An overview of crash type data and crash profile data offers vital insight into the frequency, type and severity of accidents that have occurred on these corridors, along with determining high-risk zones. The profile pages are organized to reflect the rankings, a measure of corridor safety that takes into account various elements identiied in the corridor prioritization framework. Lastly, a prioritized list of countermeasures has been identified for future improvement of safety along each corridor.

The crash data visualized on these cut sheets, combined with the available roadway information, helps to visualize what specific interventions will be most valuable as well as where they should be located.



Crash Statistics and Contribution Factors

LE

EATONVILLE VISION ZERO ROAD TO ZERO

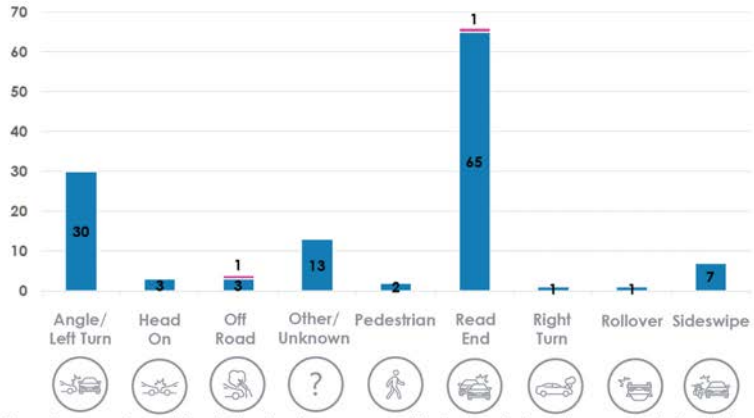
S DOT ETC: 100%
ransit Route: LINK 9 - Winter
ark/Rosemont
oardings/Alightings: 22,500

ns for the widening of West
rent condition of 2 lanes to 4
d bike lanes. Countermeasure
or all roadway users.

AL FACTORS

0 / 7 — 1 / 10

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



Total Non-KSI Crashes

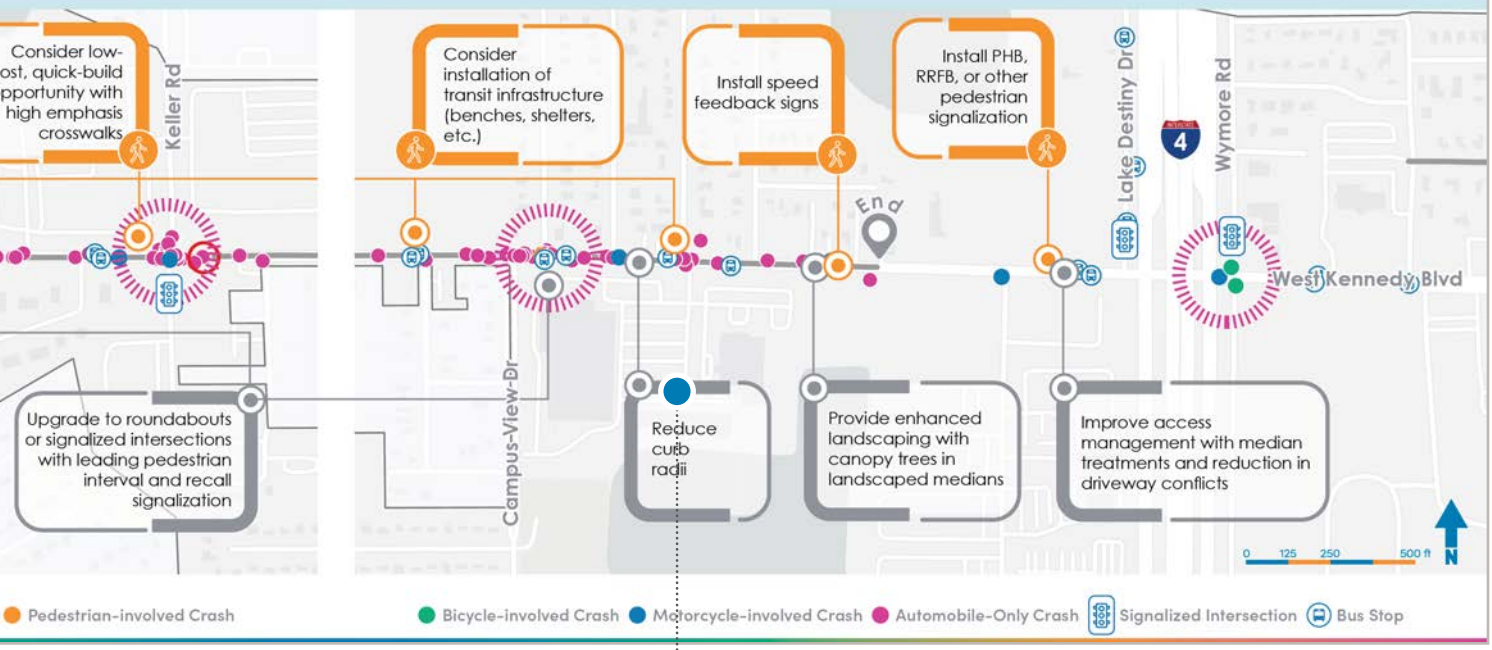
Total KSI Crashes

82% occurred in locations without presence of median

59% occurred in locations not at an intersection

57% occurred in locations with a posted speed limit 45 MPH

*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.



Map With Location of Crashes

WEST KENNEDY BLVD

129 TOTAL CRASHES AND 2 KSI CRASHES ON 1.0 MILE

ROADWAY PROFILE

Functional Classification: Major Collector
Posted Speed Limit: 35 and 45 MPH
Number of Lanes: 2 (4 proposed)
Roadway Volume: 10,000 - 20,000

Lighting Condition: Lit
Presence of Bike Lane: N (Y)
Presence of Sidewalk: Y (Y)
Presence of Median: N (Y)

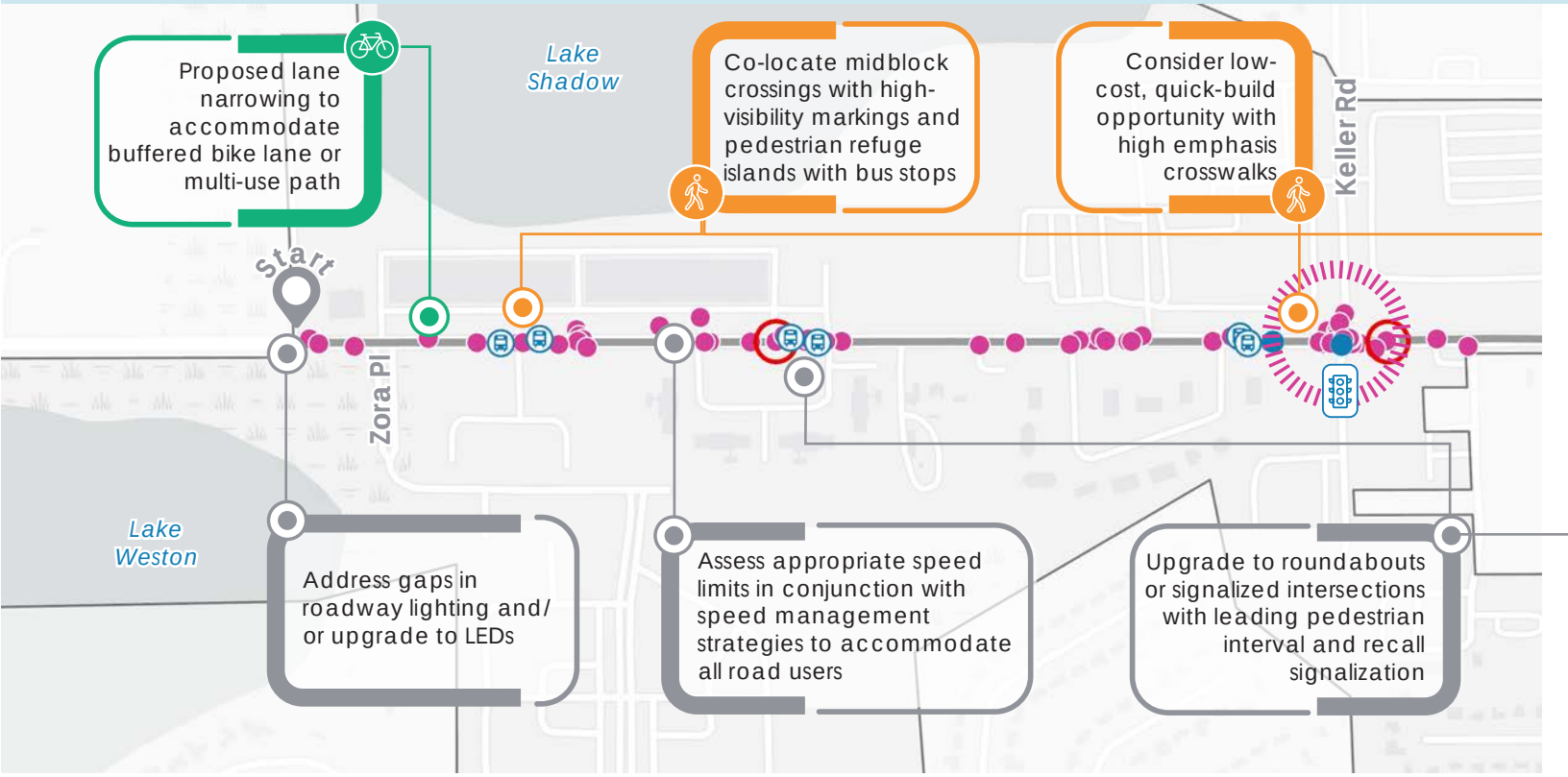
US DOT ETC: 100%
Transit Route: LINK 9 - Winter Park/Rosemont
Boardings/Alightings: 22,500

PLANNED IMPROVEMENTS

Orange County Roadway Widening: Orange County has 100% construction plans for the widening of West Kennedy Blvd from Forest Town Rd to East Wymore Rd, transitioning from the current condition of 2 lanes to 4 lanes with landscaped median/turning lane, sidewalks, and on-street unbuffered bike lanes. Countermeasure recommendations outlined below reflect this future condition to support safety for all roadway users.

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

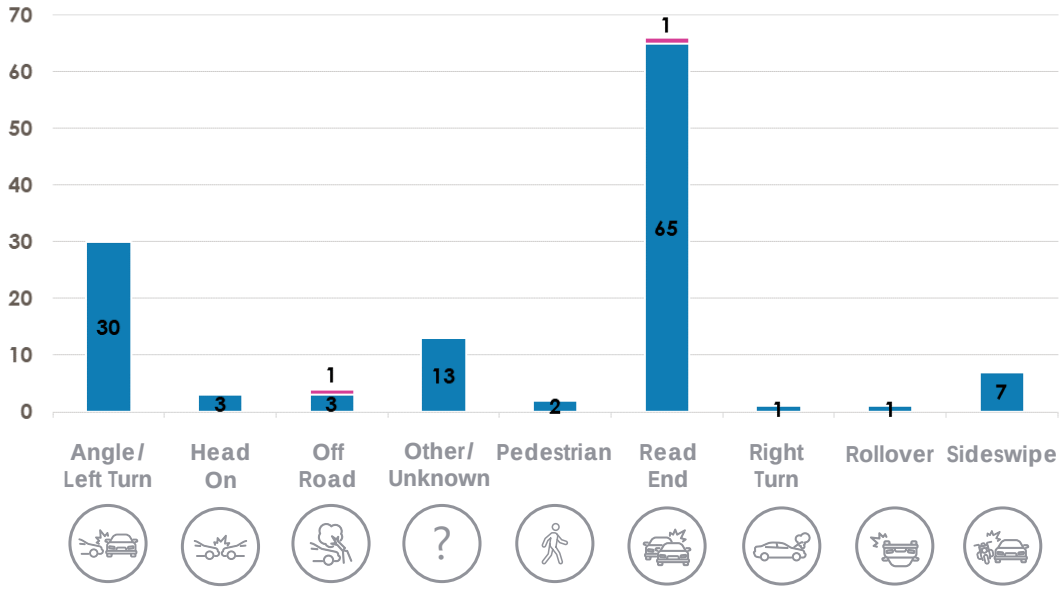
	Pedestrian	Bicycle	Motorcycle	Car	Other	Unknown
KSI Crashes	0	0	0	2	0	1
Total Crashes	2	1	4	122	7	10



LEGEND

Town of Eatonville | High Injury Network (HIN) | HIN Intersection | KSI Crash | Pedestrian-involved Crash

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



Total Non-KSI Crashes

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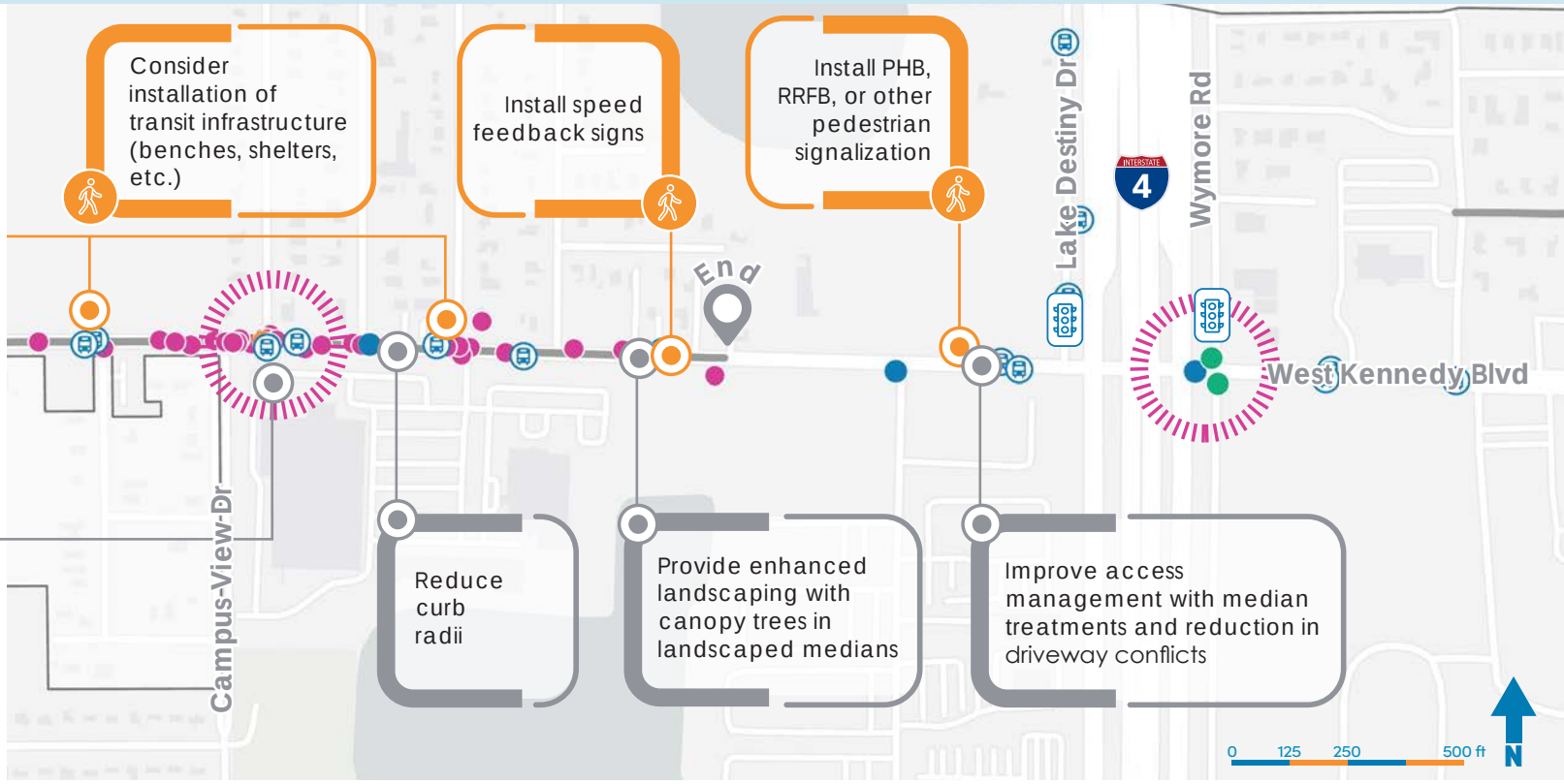
**The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.*



Bicycle-involved Crash | Motorcycle-involved Crash | Automobile-Only Crash | Signalized Intersection | Bus Stop

CLARK ST

9 TOTAL CRASHES AND 0 KSI CRASHES ON 0.5 MILE

ROADWAY PROFILE

Functional Classification: Local Road
Posted Speed Limit: 25 MPH
Number of Lanes: 2
Roadway Volume: <10,000

Lighting Condition: Lit
Presence of Bike Lane: N
Presence of Sidewalk: Y
Presence of Median: N

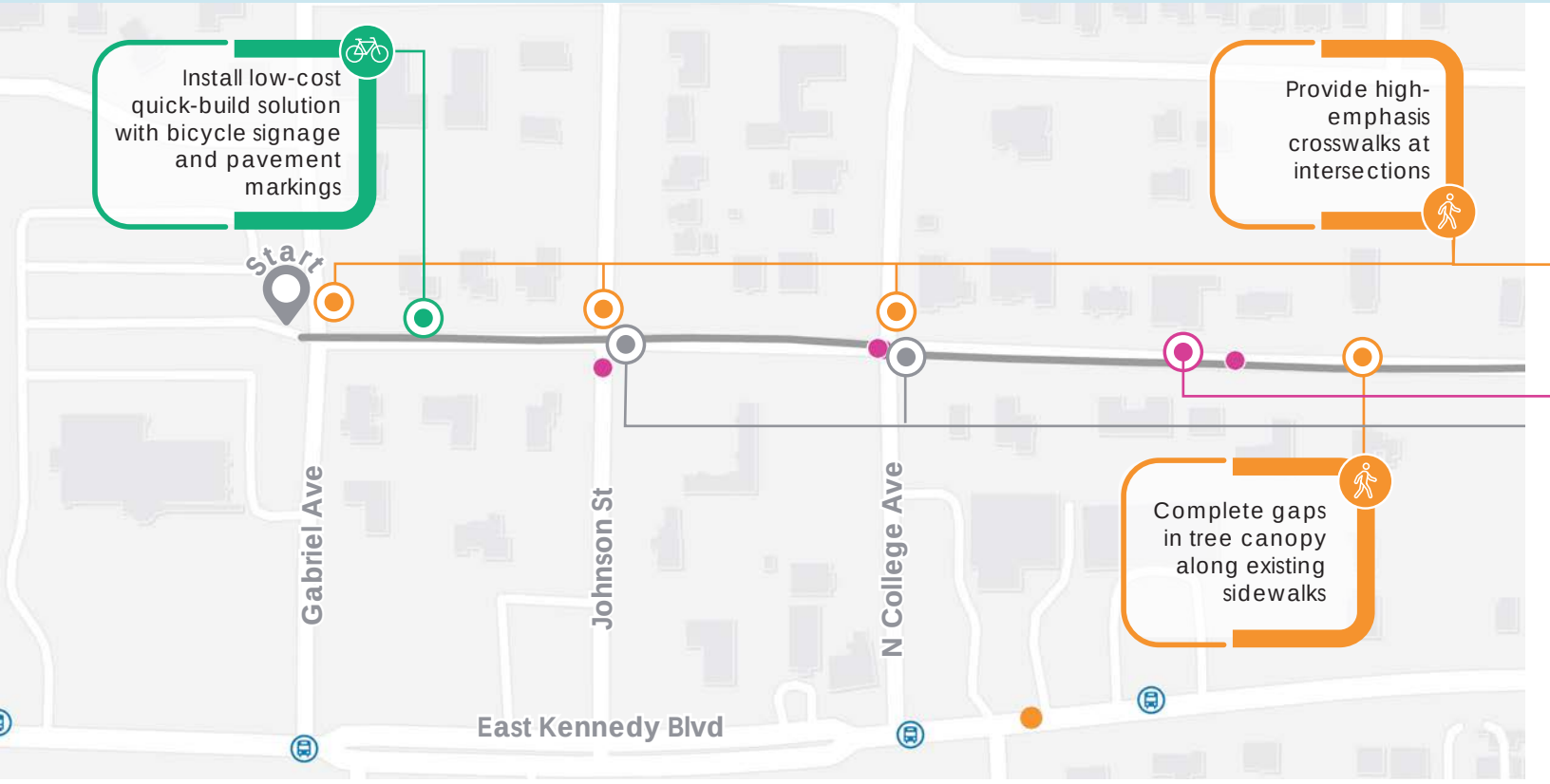
US DOT ETC: 100%
Transit Route: N
Boardings/Alightings: N/A

PLANNED IMPROVEMENTS

No Planned Improvements

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

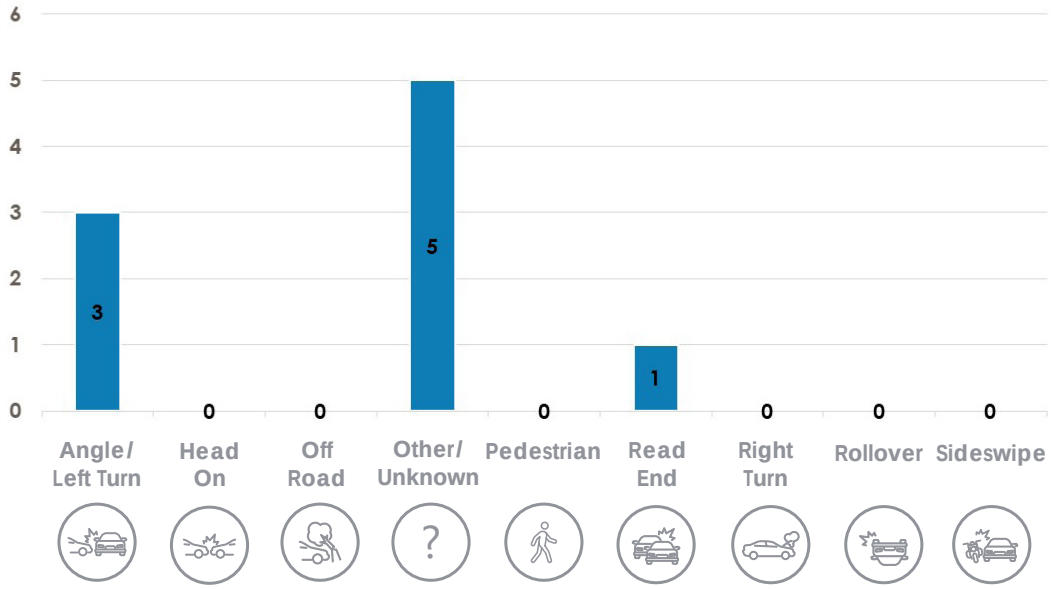
KSI Crashes	0		0		0		0		0		0	
Total Crashes	0		0		1		8		1		1	



LEGEND

Town of Eatonville | High Injury Network (HIN) | HIN Intersection | KSI Crash | Pedestrian-involved Crash

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



Total Non-KSI Crashes

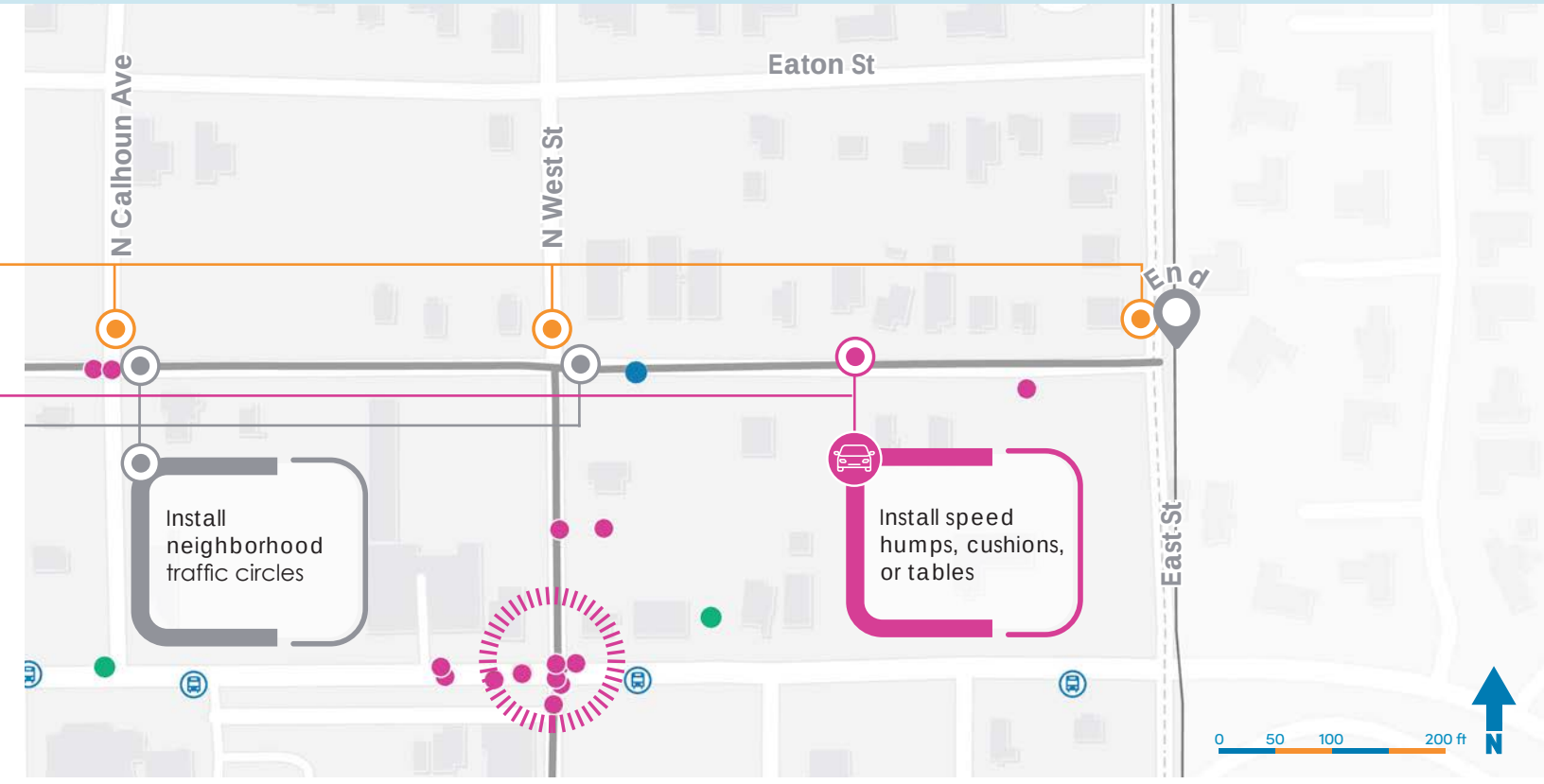
Total KSI Crashes

33%
occurred with a parked vehicle

67%
occurred at four-way intersections

67%
occurred in daylight

**The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.*



Bicycle-involved Crash · Motorcycle-involved Crash · Automobile-Only Crash · Signalized Intersection · Bus Stop

WEST ST

16 TOTAL CRASHES AND 0 KSI CRASHES ON 0.5 MILE

ROADWAY PROFILE

Functional Classification: Local Road
Posted Speed Limit: 25 MPH
Number of Lanes: 2
Roadway Volume: <10,000

Lighting Condition: Lit
Presence of Bike Lane: N
Presence of Sidewalk: Y
Presence of Median: N

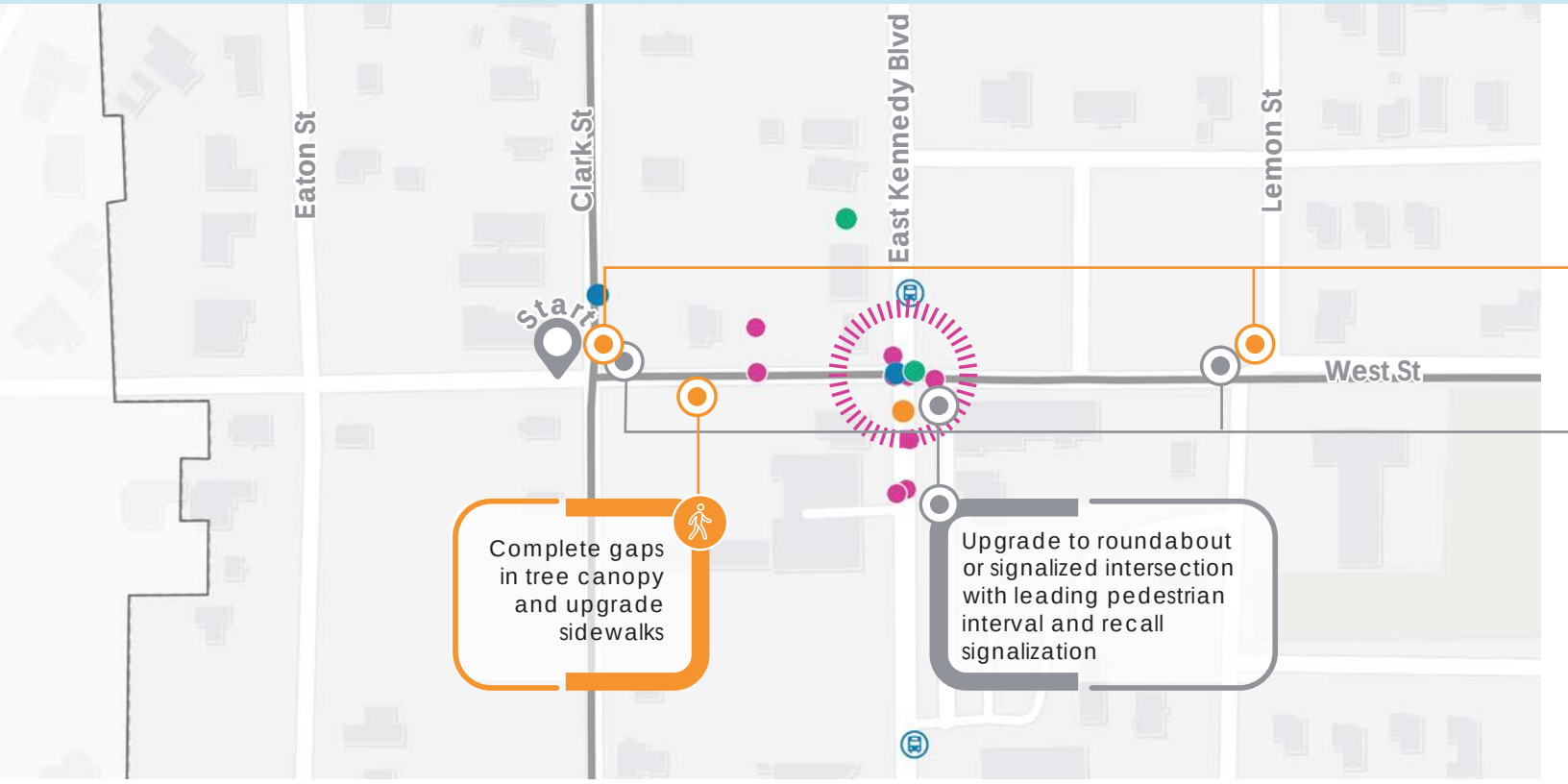
US DOT ETC: 100%
Transit Route: N
Boardings/Alightings: N/A

PLANNED IMPROVEMENTS

Hungerford Elementary Safe Routes to School Program: As a part of a Safe Routes to School application, the Town of Eatonville will be adding new sidewalks to the east side of West Ave between Ruffel St. and Fitzgerald Dr and reconstructing the existing sidewalks along the west side of West Ave. Additionally, crosswalk enhancements will be installed at Ruffel St., Wigman St., Vereen Dr., and Fitzgerald Dr.

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

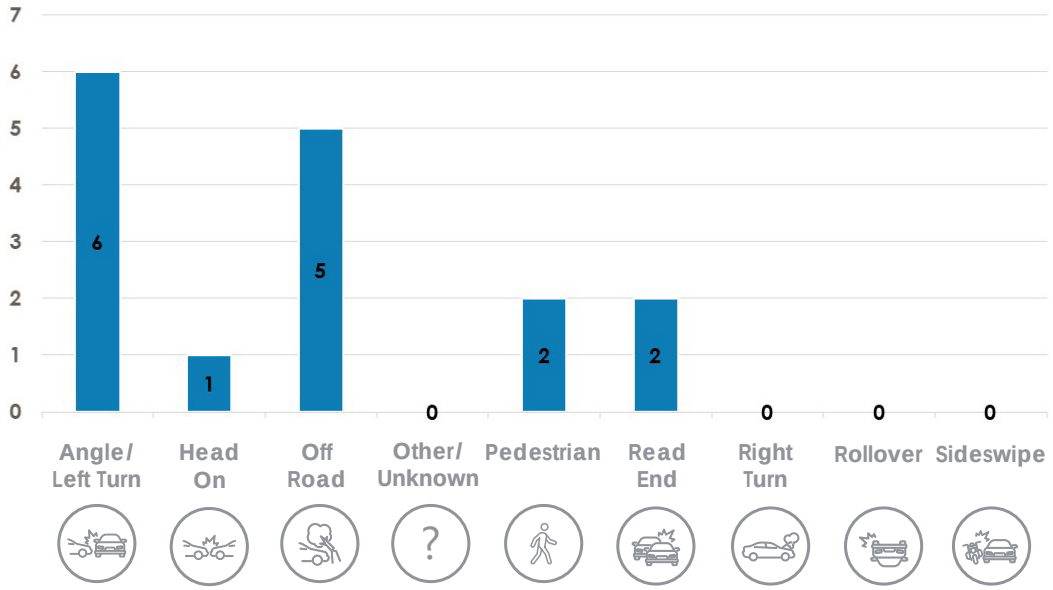
KSI Crashes	0		0		0		0		0	
Total Crashes	2		1		1		12		3	5



LEGEND

Town of Eatonville | High Injury Network (HIN) | HIN Intersection | KSI Crash | Pedestrian-involved Crash

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS

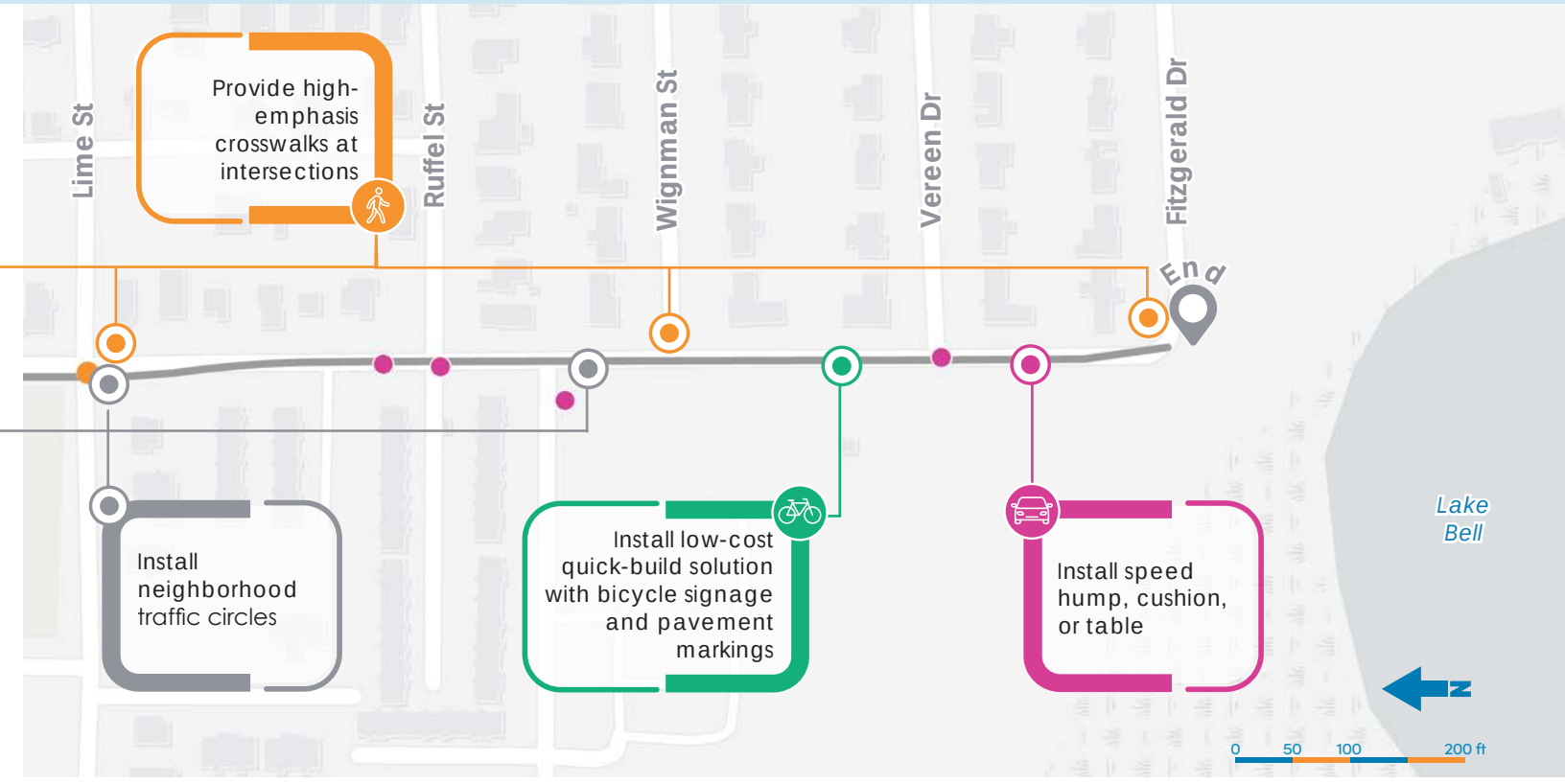


88%
occurred between Monday - Friday

63%
occurred at four-way intersections

75%
occurred in daylight

**The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.*




HISTORIC TOWN OF
EATONVILLE
2012
WE ♥ OUR COMMUNITY
Please Help Keep It CLEAN!

APPENDIX

VISION ZERO ACTION PLAN COST ESTIMATES

Date: August 18, 2024

Prepared for: Town of Eatonville

Subject: Town of Eatonville Vision Zero Action Plan (VZAP) – Cost Estimates

INTRODUCTION

The Town of Eatonville Vision Zero Action Plan places a focused effort to address the top High Injury Network corridors, where the frequency of traffic-related serious injuries and fatalities is notably high. The VZAP considers diverse infrastructure enhancements, such as sidewalk improvements and pedestrian crossings, the implementation of bicycle infrastructure, other traffic calming measures like speed feedback signs and curb extensions, signalization and lighting upgrades. Each of these countermeasures are proposed in light of for future Safe Streets and Roads for All (SS4A) implementation grant funding. **Table 1** in this Appendix outlines the order of magnitude cost estimates for these proposed improvements to guide budgeting and planning needs.

Proposed cost estimates are provided in alignment with those proposed by the larger MetroPlan Orlando regional Vision Zero effort and specific improvements for the intersection of Orange Avenue and Holden Avenue/Gatlin Avenue as proposed by Orange County. Each estimate includes a 20% contingency cost to accommodate potential variances in material costs, labor rates, unforeseen site conditions, and design modifications. The inclusion of this contingency cost is vital as it addresses uncertainties and ensures adequate funding allocation to cover all potential expenditures, aligning with best practices in project management and financial planning. It provides a necessary buffer to manage cost overruns and project complexities, ensuring project timelines and quality standards are maintained while mitigating risks effectively. These cost estimates serve as a foundational basis for future budgeting and planning efforts as the Town of Eatonville progresses towards achieving its Vision Zero goals.

Table 1: Order of Magnitude Present Day Cost Estimates for Plan Recommendations

HIN Segment	From / To	Planning Level Cost for Proposed Improvements
West Kennedy Blvd	from City Limits to Lake Destiny Dr	$2,913,600.00
Clark Street	from Gabriel Ave to East St	$402,000.00
West Street	from Clark St to Fitzgerald Dr	$890,400.00
TOTAL		**$4,206,000.00**