

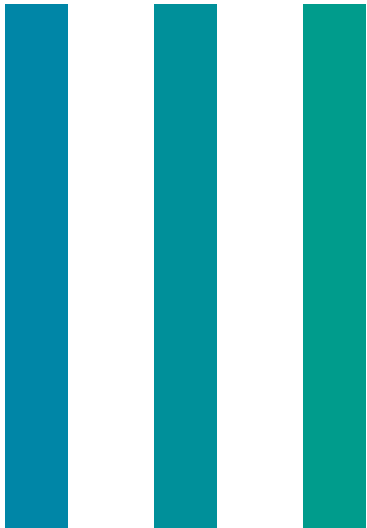
VISION ZERO
CENTRAL FLORIDA

Vision Zero **ACTION PLAN**

LAKE MARY



DECEMBER 2024



Executive Summary

Vision Zero is a strategy to eliminate all traffic deaths and serious injuries while increasing safe, healthy, equitable mobility for all.

This City of Lake Mary Safety Action Plan was developed from a coordinated planning effort led by MetroPlan Orlando, in partnership with Seminole County, local governments and the Florida Department of Transportation (FDOT).

As a region (Orange, Osceola, and Seminole counties), more than 5 people are killed and 35 people are seriously injured on our roadways every week - a higher rate than elsewhere in Florida and the nation. Thirty percent of people killed on our roadways are walking or biking. These aren't just numbers, but represent people in our communities. Co-workers, neighbors, friends, and family members. Each of these deaths and serious injuries leaves our community with pain and loss.

Achieving zero traffic deaths and serious injuries is an ambitious goal, requiring a cultural change and a shift in how we plan, operate, and use our transportation system. It represents a shared responsibility among all stakeholders, including all road users, decision makers, agency staff, law enforcement, and vehicle manufacturers.

This plan is grounded in the Safe System Approach which aims to eliminate deadly and serious injury crashes on our roads by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

Every week, 5 people die and 35 are seriously injured in Central Florida crashes.

The City of Lake Mary seeks to eliminate deaths and serious injuries on our roads by 2050.



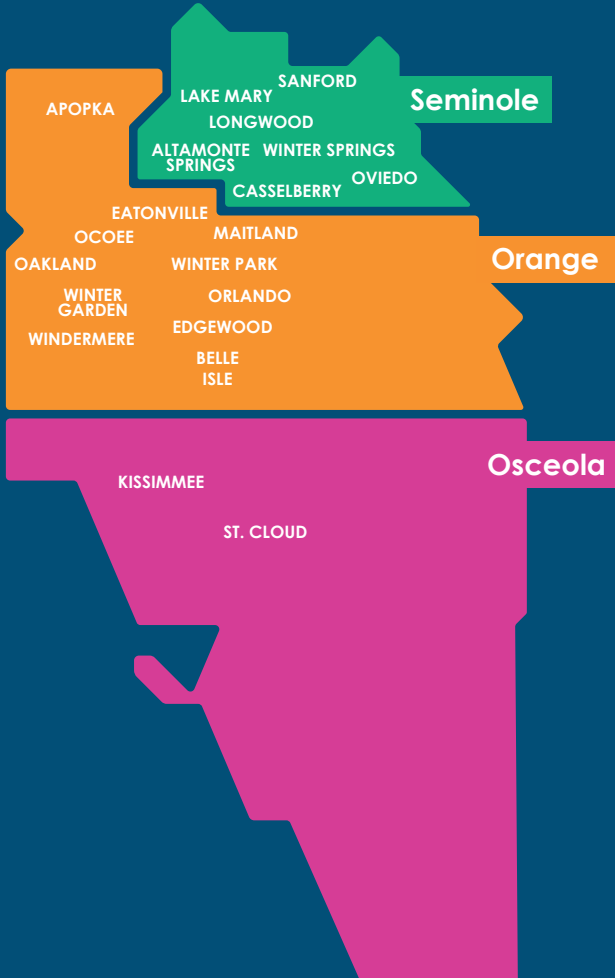
What Is Vision Zero Central Florida & Why Do We Need to Take Action?

Saving lives. That's what it's all about. The only acceptable number for traffic deaths is zero, because everyone deserves to travel safely around Central Florida.

No one entity or agency can fix road safety problems alone. This Vision Zero Central Florida Safety Action Plan results from a coordinated planning effort led by MetroPlan Orlando, in partnership with local governments and the Florida Department of Transportation. We're the only place in the nation where a regional organization worked alongside every single county and city government in the area to coordinate safety planning on this scale. Action plans tailored for each county and city have identified opportunities to change roadway designs, educational needs, and enforcement strategies.

The plans include:

- **High Injury Network:** Identifying places on the transportation system with the highest risk of deadly and serious injury crashes so we can focus on our most important problem areas.
- **Equity:** Identifying and prioritizing efforts in disadvantaged communities that are disproportionately affected by traffic crashes.
- **List of Priority Streets and Intersections:** Producing a list of feasible projects that have the most safety impact.
- **Educational and Enforcement Programs:** Identifying key behavioral changes needed to reduce crashes and methods for encouraging those changes.
- **Sustained Effort:** Establishing a defined process and responsibilities for carrying out, updating, and monitoring progress.
- **Outreach Events:** Public engagement is a key part of the study.



Reason For Concern In Lake Mary

Nearly 17,000 people call the City of Lake Mary home. The community chooses the City of Lake Mary for its strong amenities, ideal location with natural beauty, and overall quality of life.

Unfortunately, two people lost their lives to traffic crashes in the past five years. Another 22 were seriously injured. Though the City of Lake Mary has fewer traffic deaths compared to other areas in the region, no death is acceptable. The road to zero deaths or serious injuries begins with acknowledging those who have died and moving forward to reform our roadways to prevent future deaths and serious injuries.

Speed is a major factor in survival rate. Roads with posted speed limits of 40 mph or higher account for 71% of all deaths and serious injuries, even though these roads account for just 8% of the roadway network in the City. Time of day and lighting condition is another factor. Of deadly and serious injury crashes, 38% occurred in dark conditions – even with street lighting present. The most common deadly or serious injury crash types are off-road, pedestrian, and rear ends.

The road to zero is long, but the City of Lake Mary is positioned to make progress. The citywide trend in traffic deaths and serious injuries is in a slight upward trend. **There is work to be done. This plan outlines the steps to get there.**

LAKE MARY (2018-2022)

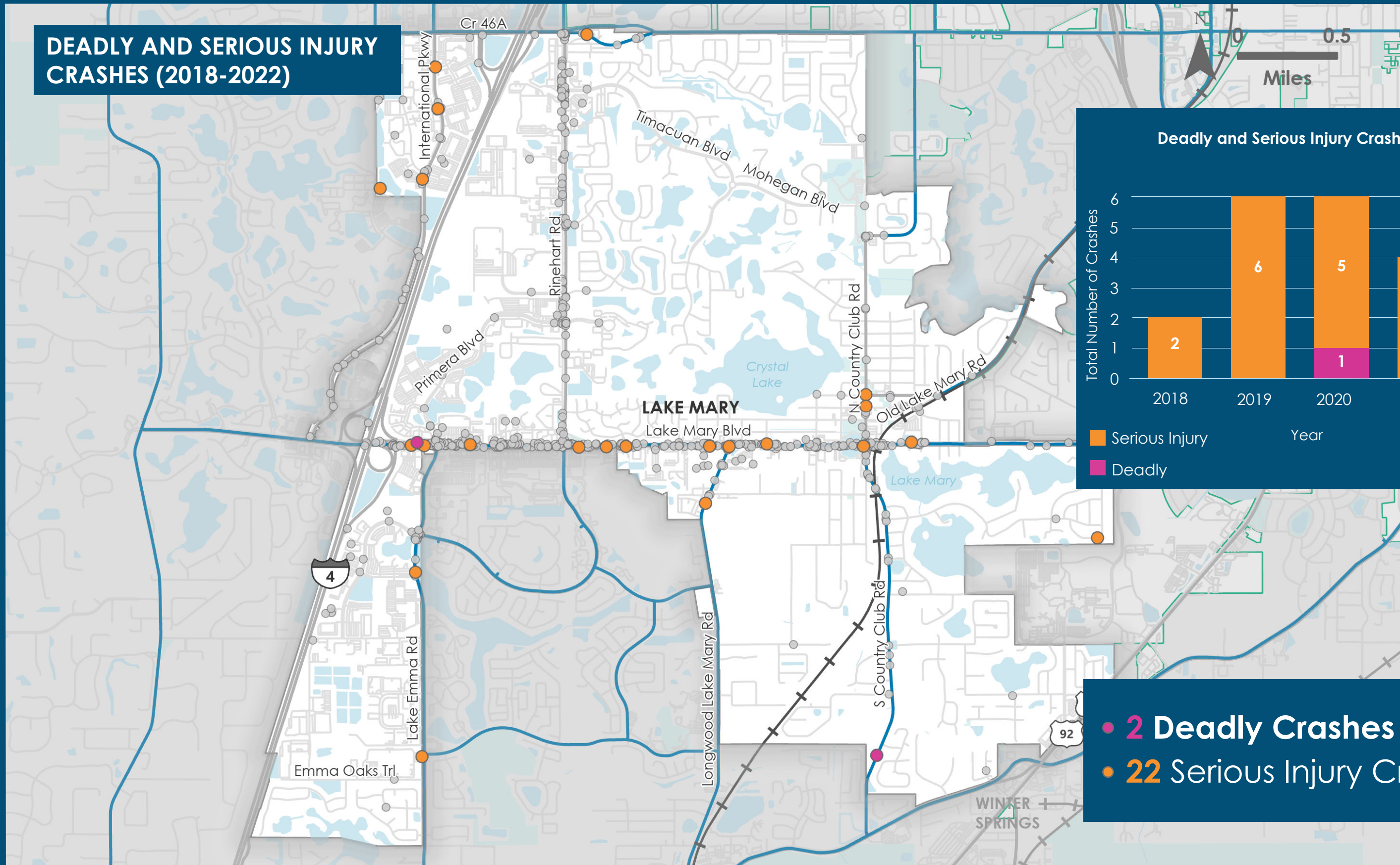
	2	people were killed on our roadways, including:
	1	motorist deaths
	1	pedestrian deaths
	0	motorcyclist deaths
	0	bicyclist deaths

excludes limited access facilities

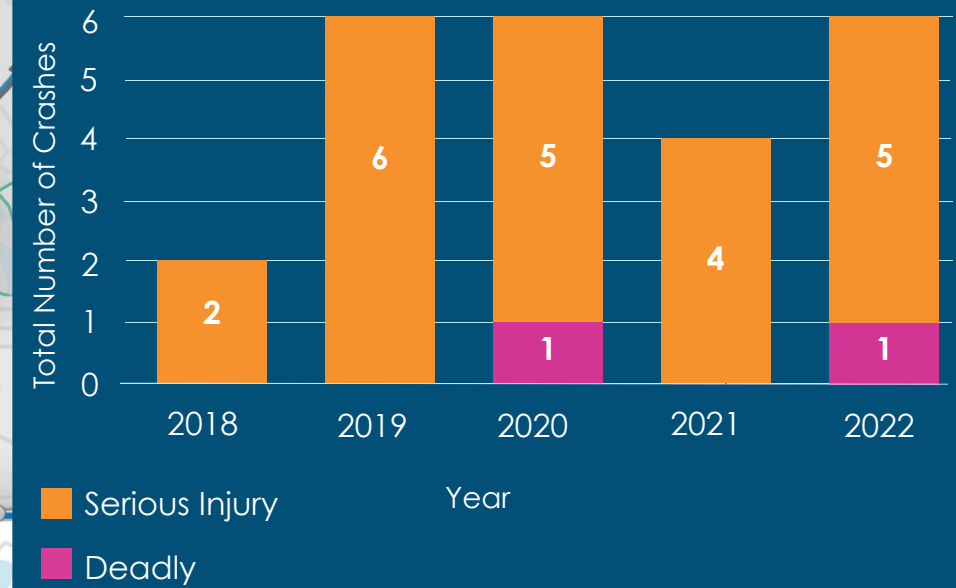
3-COUNTY REGION (2018-2022)

325,775	total crashes	1,466	deaths	9,500	serious injuries
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DEADLY AND SERIOUS INJURY CRASHES (2018-2022)



Deadly and Serious Injury Crashes by Year



• **2 Deadly Crashes**
• **22 Serious Injury Crashes**

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

Key Highlights and Recommendations from This Plan

Actions

The list of actions in this plan are organized around the Safe System approach. Infrastructure alone cannot solve the traffic safety crisis. **It will take a combination of enhancement to our roads, travel speeds, road users, vehicles, and post-crash care.** Each of the actions in this plan has a performance measure, a target year for initiation, a responsible party within City departments, and a relative cost. Some actions can be done right away. Some have longer lead times to account for coordination, funding, and strategic planning. Tracking progress on each of the actions is critical for evaluating and refining strategies over time. A separate section of actions is dedicated to future progress. It includes strategies such as updating this action plan every five years.

Projects

Additionally, a list of priority projects was identified to strengthen the safety on our roads. There are 2 prioritized projects on city roads and 1 prioritized project on state and county roads. Each project includes recommendations for engineering countermeasures, such as roadway lighting. Network-wide projects, ones that can be done before, during, or after roadway specific projects are included as well. These network-wide projects address crash factors such as speeding. Project implementation will require a coordinated effort between the county, the state, and local city partners.

Outcome

Completing the actions in this plan is more than a check mark. It is tangible action to touch the lives of our community. It can translate into less pain and suffering from traffic deaths. Fewer parents worrying as their children become drivers. Fewer funerals for our loved ones. This plan is a major milestone in shifting our transportation system to a safer system. Together we start our quest to zero traffic deaths. Together we drive to zero.

Relationship to Other County Efforts

This Vision Zero Action plan is meant to complement the city's current plans and initiatives. A few key plans include:

- *Comprehensive Plan 2030 Vision* - Guides the City's growth and development over the next 10+ years.
- *Downtown Transect Plan* - Outlines the transition of density and land uses across the City.
- *Downtown Streetscape* - A part of downtown Lake Mary's full renovation includes planned streetscapes, parking, parks, and playground updates.

Lake Mary Action Plan Summary



SAFER ROADS

- Implement Pedestrian Lighting with Downtown Streetscape
- Include Safety Countermeasures in Development Agreements
- Support Implementing Leading Pedestrian Intervals
- Coordinate Safety Improvements with Utility Projects



SAFER SPEEDS

- Pilot Changeable Message Signs or Speed Feedback Signs on International Parkway
- Support Traffic Signal Retiming to Match Target Speeds, Especially for Lake Mary Boulevard



SAFER ROAD USERS

- Partner with Motorcycle Safety Organizations, Emphasize Helmet Usage
- Coordinate Traffic Safety Presentations with Schools
- Conduct Targeted Enforcement and High Visibility Enforcement Operations
- Support Regional / County Vision Zero Public Campaign



SAFER VEHICLES

- Collaborate with Professional Organizations Furthering Safe Vehicle Requirements
- Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles
- Publicize the availability of the "SAFERCAR" Phone Application for Recall Notifications



POST CRASH CARE

- Expand CPR / Emergency First Aid Training Offerings



CONTINUING PROGRESS

- Develop Vision Zero Status Report to Track Progress
- Formalize Vision Zero Working Group
- Update Action Plan Every 5-Years
- Create / Assign a Dedicated Transportation Safety Staff Position

Acknowledgment

City of Lake Mary Working Group

Chris Carson, Senior Planner
Danielle Koury, Public Works Director
Sabreena Colbert, Community Development Director
Kevin Pratt, Police Chief
Michael Biles, Police Chief (ret)
Lily Sexton, Fire Marshal
Bryan Nipe, Parks and Recreation Director
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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.

CONTENTS

Executive Summary	2
Guiding Principles & Safe Systems Approach	8
Talking to Our Community	10
Focusing on Our Users	14
Getting to Zero	23
Action Plan	26
Vision Zero Resolution	40



Guiding Principles & Safe Systems Approach

Vision Zero is the strategy to eliminate all traffic deaths and serious injuries, while increasing safe, healthy, and equitable mobility for all.



WHAT IS VISION ZERO?

Vision Zero reframes traffic deaths as preventable.

Vision Zero is an international movement with nearly 20 years of success around the world that is now making its way through America. It acknowledges we all make mistakes AND aims to establish a safe system through data driven decision making.

Being a Vision Zero community is more than a tagline. Vision Zero communities must meet these minimum standards:

- Set clear goal of eliminating traffic deaths and severe injuries
- Elected officials have committed publicly to Vision Zero
- Data driven, equity-focused decision making is used
- Actionable Strategies are developed
- Key agency departments (including police, transportation, public health) are engaged

Like all ambitious goals, Vision Zero is not without its challenges. Some hurdles observed in other Vision Zero

- Communities include:
- Rapid population growth
 - Availability of funding
 - Inability to gain consensus on specific strategies and projects
 - Spot improvements alone without system wide improvements
 - Failing to adapt as trends and technology changes

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

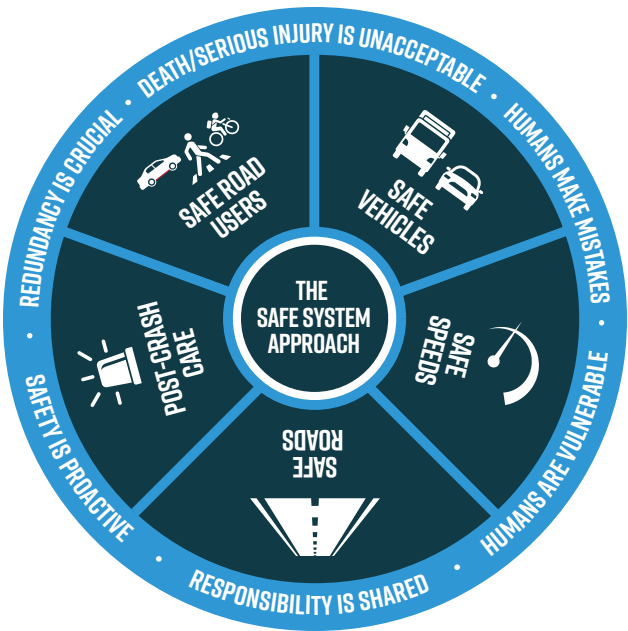
Source: Vision Zero Network

SAFE SYSTEM APPROACH

The Safe System Approach acknowledges safety is a shared responsibility.

This data-driven, holistic, and equitable method to improve roadway safety is adopted by the U.S. Department of Transportation (USDOT). It 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 to improve safety. 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 Approach acknowledges that no one entity or agency can fix road safety problems alone. Instead, coordination, cooperation, resources, and focus from other agencies within the region, the State and Federal Governments are necessary for success.



THE SAFE SYSTEMS APPROACH IS CENTERED AROUND THE FOLLOWING:

6 SAFE SYSTEM PRINCIPLES

- Death/Serious Injury is Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

5 SAFE SYSTEM ELEMENTS

- Safer Road Users
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Talking to Our Community

This section highlights feedback and outreach events. Vision Zero is successful when we engage everyone.

Everyone is involved in transportation.

Everyone has a stake: drivers, nondrivers, walkers, cyclists, motorcycle riders, bus riders, bus drivers, and more.



TALKING TO OUR COMMUNITY

Seminole County Open House & Pop-Up Events

- **April 2, 2024: Lake Mary**
Lake Mary Senior Center, 911 Wallace Ct, Lake Mary, FL 32746
- **April 3, 2024: Oviedo**
Oviedo City Hall, 400 Alexandria Blvd, Oviedo, FL 32765
- **April 11, 2024: Altamonte Springs**
Westmonte Park, 624 Bills Ln, Altamonte Springs, FL 32714
- **May 29, 2024: Altamonte Springs**
Altamonte Springs SunRail Station, 2741 S Ronald Reagan Blvd, Altamonte Springs, FL 32701
- **June 1, 2024: Sanford**
Sanford Farmer's Market 150 E 1st St, Sanford, FL 32771
- **June 1, 2024: Winter Springs**
Black Hammock Trailhead 1571 E State Rd 434, Winter Springs, FL 32708
- **June 6, 2024: Casselberry**
LYNX Fern Park Super Stop, Fernwood Blvd & Oxford Rd, Fern Park, FL 32730

Seminole County Community Concerns & Priorities

As a part of the Vision Zero Action Plan development, Seminole County hosted open houses and pop-up events in each municipality to educate the public about the purpose of Vision Zero, and to better understand the transportation issues from a community based perspective rather than relying solely on crash data. The project team displayed informational boards that describe what Vision Zero and the Safe Systems Approach are, and where the local High Injury Network crashes have occurred. To collect feedback from the community, the project team utilized an online comment form created by the Vision Zero Regional Team.

The first three open houses were hosted in Lake Mary and Oviedo in the evening, and Altamonte Springs during the mid-day hours respectively. Following the open houses, Seminole County hosted four pop-up events. These events focused on the “meeting people where they are at” approach.

1500+
Seminole County community members spoken to during the project duration



How Community Feedback Enhances the Plan

As a part of public engagement efforts, the Vision Zero Central Florida website has a “Help Identify Safety Problems” tab for the public to provide feedback noting specific locations in the region that feel unsafe to travel in.

“Speed bump(s) needed. Cars hit 50mph daily in a 25mph zone. Too long of a straight road without bumps for a neighborhood. Very unsafe.”

“I would like to see more multimodal paved trails around the county.”



Altamonte Springs SunRail Station Pop-Up Event

City of Lake Mary Community Key Themes

The City of Lake Mary Farmer's Market is a staple of the community, having started in 2007, with vendors, produce, plants, crafts, and food trucks to explore. Everyone who visited the Vision Zero tent at the first pop up event shared about what transportation issues they have seen and experienced.

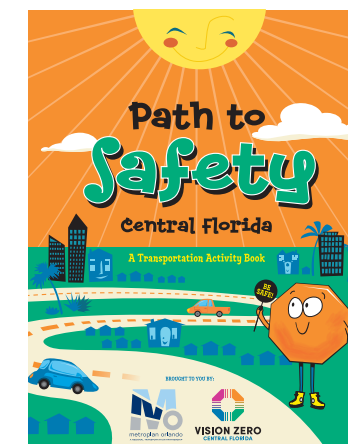
The second pop-up event was the Mind, Body, and Spirit: A Celebration of Seniors event hosted annually by the City. The purpose of this event is to showcase services, doctors, and activities available to senior residents. Vision Zero promotes saving lives, which support overall safety, wellness, and the health of the community.

The Lake Mary Arbor Day Park Party is a monthly event that brings local vendors, food trucks, and entertainment to downtown Lake Mary, as well as live bands, movies, and more.

Lake Mary online outreach comments from the survey:

- "This intersection needs stop control. The amount of cut through traffic on Orange Blvd makes making a left turn from Oregon St to Orange Blvd very dangerous."

EVENT MATERIALS



City of Lake Mary Open House & Pop-Up Events

- **December 9, 2024: Lake Mary Farmer's Market**
100 N Country Club Rd,
Lake Mary, FL 32742 -
Behind City Hall in Central Park
- **April 17, 2024: Mind, Body, and Spirit: A Celebration of Seniors**
Lake Mary Events Center,
260 N Country Club Rd,
Lake Mary, Florida 32746
- **April 26, 2024: Lake Mary Arbor Day Park Party**
100 N Country Club Rd,
Lake Mary, FL 32742 -
Behind City Hall in Central Park
- **July 18, 2024: City Commission**
City Hall, 100 N Country Club Rd, Lake Mary, FL 32742



Lake Mary Farmer's Market



Mind, Body, and Spirit: A Celebration of Seniors



Lake Mary Arbor Day Park Party

TALKING TO OUR COMMUNITY

Local Community Concerns & Collaboration

In addition to city events and county open houses and pop-up events, the other municipalities in the county hosted pop-events for their own respective Vision Zero Action Plans. Overall, the Vision Zero project team attended over 22 events in 10 months. Concerns and collaboration are further detailed in each City Action Plan.

ALTAMONTE SPRINGS

- **December 15, 2023:** Holiday Concert
- **February 14, 2024:** Senior Fair
- **May 11, 2024:** Family Fest

LONGWOOD

- **December 9, 2023:** Farmer's Market
- **February 3, 2024:** MFMC's 37th Annual Mustang & Ford Roundup
- **April 27, 2024:** Longwood 2nd Annual Walk for Autism Awareness & Inclusion

WINTER SPRINGS

- **November 8, 2023:** Winter Springs Bicycle and Pedestrian Advisory Committee
- **December 2, 2023:** Winter Wonderland
- **March 30, 2024:** Egg-Citing Egg Hunt 2024

CASSELBERRY

- **February 9, 2024:** Food Trucks and Mardi Gras Party
- **March 16, 2024:** Spring Jazz & Arts Festival
- **April 27, 2024:** Earth Fest

OVIEDO

- **January 15, 2024:** Martin Luther King Jr. Day Celebration and Parade
- **March 23, 2024:** Taste of Oviedo
- **June 15, 2024:** CEOviedo at Versus Games

LAKE MARY

- **December 9, 2023:** Farmer's Market
- **April 17, 2024:** Mind, Body, & Spirit: A Celebration of Seniors
- **April 26, 2024:** Arbor Day Park Party

SANFORD

- **April 6, 2024:** 39th Annual British Car Club Car Show
- **April 25, 2024:** District 2 Community Meeting
- **May 1, 2024:** Sanford Community Redevelopment Agency (CRA) Meeting
- **June 27, 2024:** District 2 Community Meeting



Lake Mary Farmer's Market



Seminole County Open House - Lake Mary



Altamonte Springs Family Fest

Focusing on Our Users

This section highlights crash insights and the High Injury Network.



FOCUSING ON
OUR USERS

Evaluating Crash Data & Trends

In striving toward Vision Zero, a data-driven approach is critical to uncover the details of deadly and serious injury crashes. This includes reviewing locations, frequency, and contributing factors. Understanding where and why these crashes happen is key.

Even one life lost is too many. Lake Mary lost one life in 2020 and another in 2022. These deaths and the 22 other serious injuries in Lake Mary are unacceptable. Deadly and serious injury crashes in Lake Mary are increasing over time. There is work to be done. Getting to, and staying at, zero deaths and serious injuries is an effort that will require partnership.

What are major contributing factors to crashes?

Contributing causes to crashes includes environmental factors such as the time of day or day of week, human factors such as age or distracted driving, and roadway factors such as speed and lighting condition.

- Roadway
 - Speed
 - Number of Lanes
 - Lighting Condition
- Human Factors
 - Aggressive Driving
 - Impaired Driving
 - Driver Inattention
- Environmental
 - Time of Day
 - Day of Week

Who are vulnerable users?

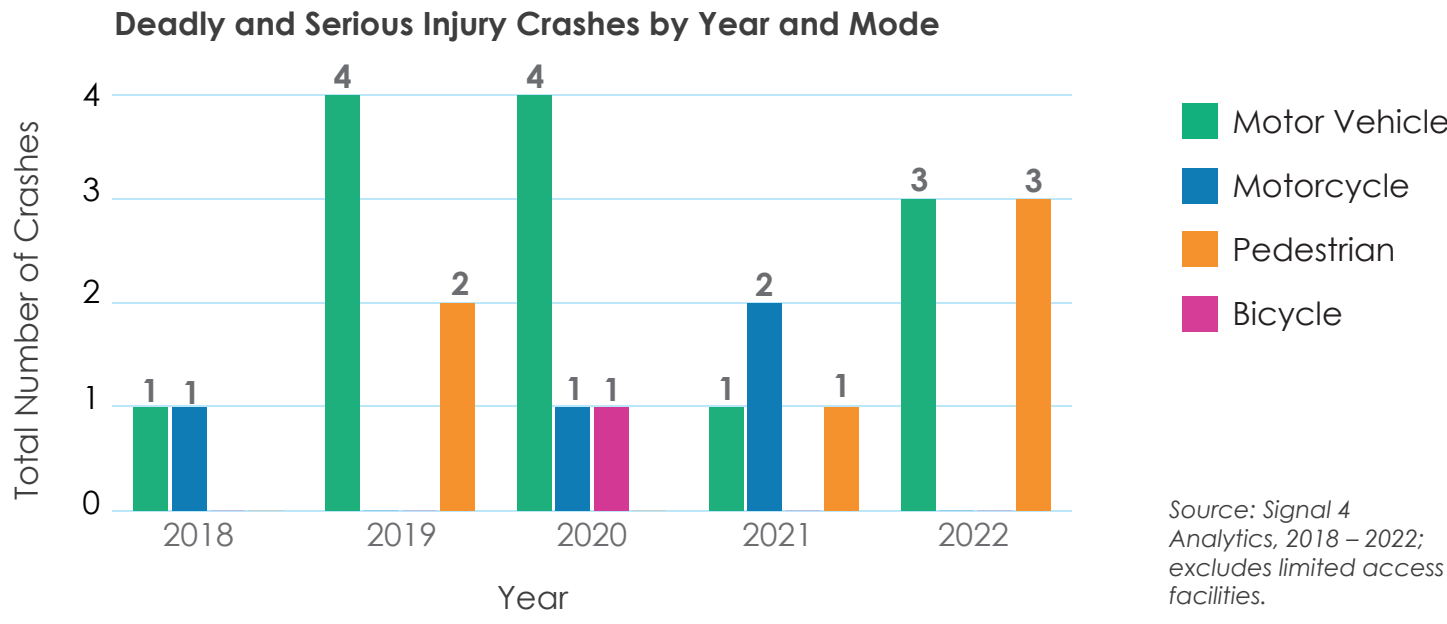
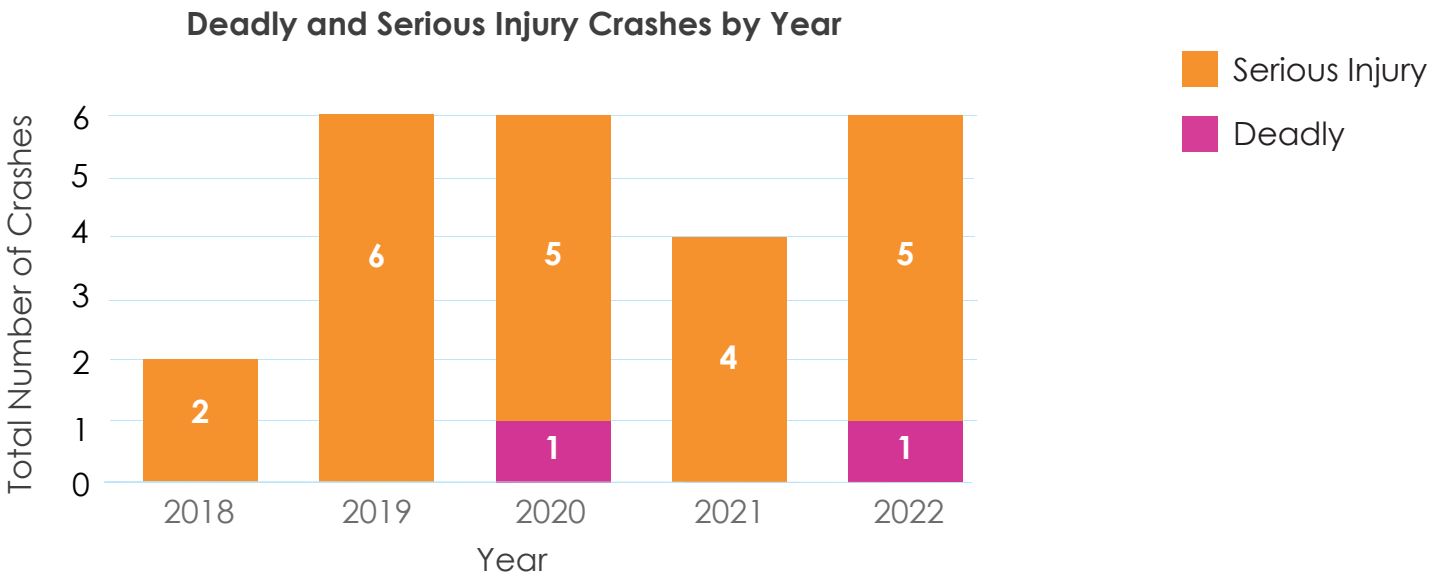
Vulnerable users are those outside of a vehicle. People who are walking, biking, or driving a motorcycle. They are physically unprotected and are at greater risk of death or serious injury in a collision. Vulnerable users make up 36 percent of the deadly and serious injury crashes in Seminole County.

What is a crash type?

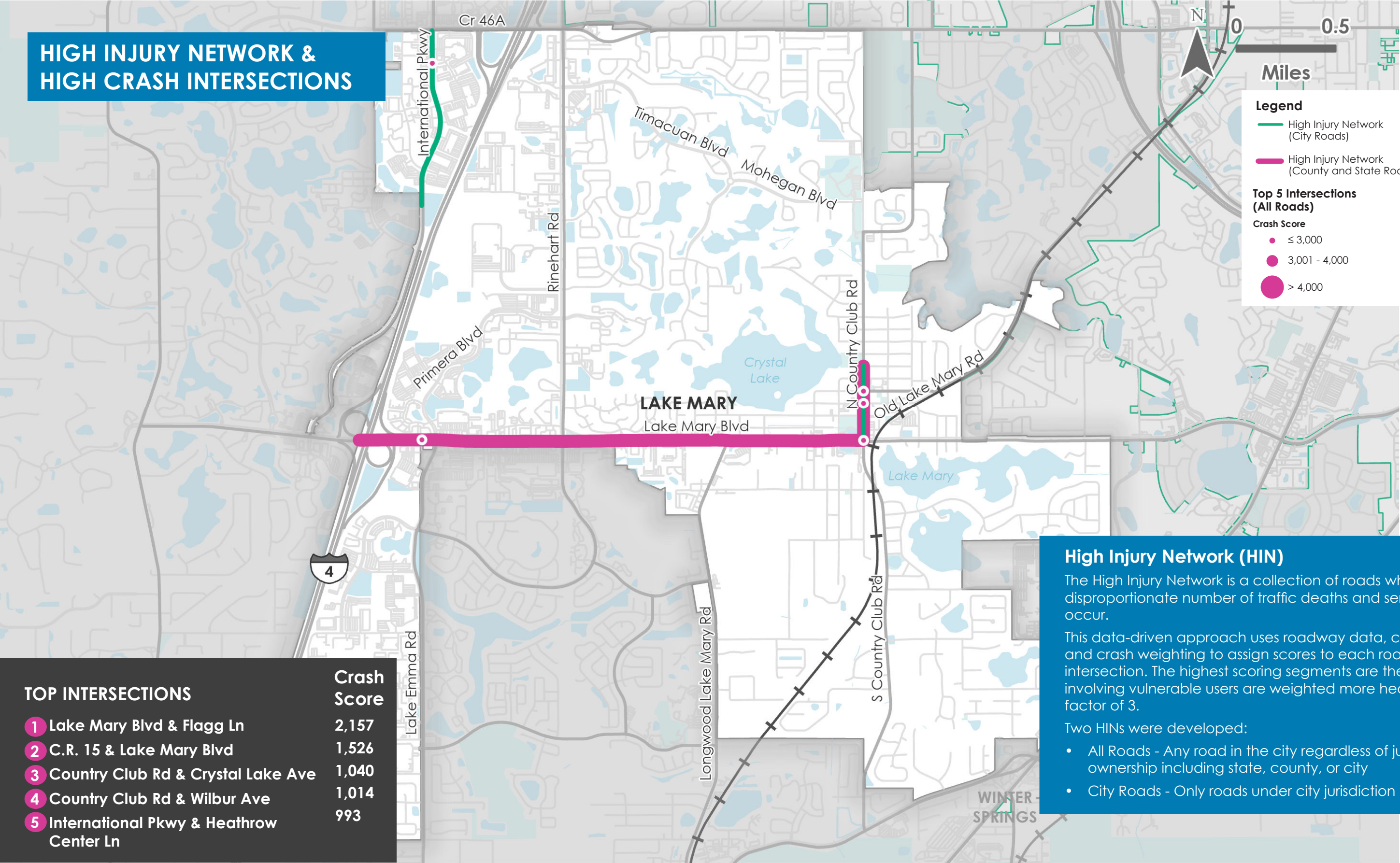
A crash type describes how the motorist or vulnerable user collided with another traveler or object. Crashes that involve turning are called “left-turn” or “right-angle” collisions. Some crashes only involve one motorist and are considered “off-road” or “single-vehicle” collisions.

One of the deaths was an off road collision along S Country Club Road. The other death was on Lake Mary Boulevard, where a pedestrian was struck at a crossing.

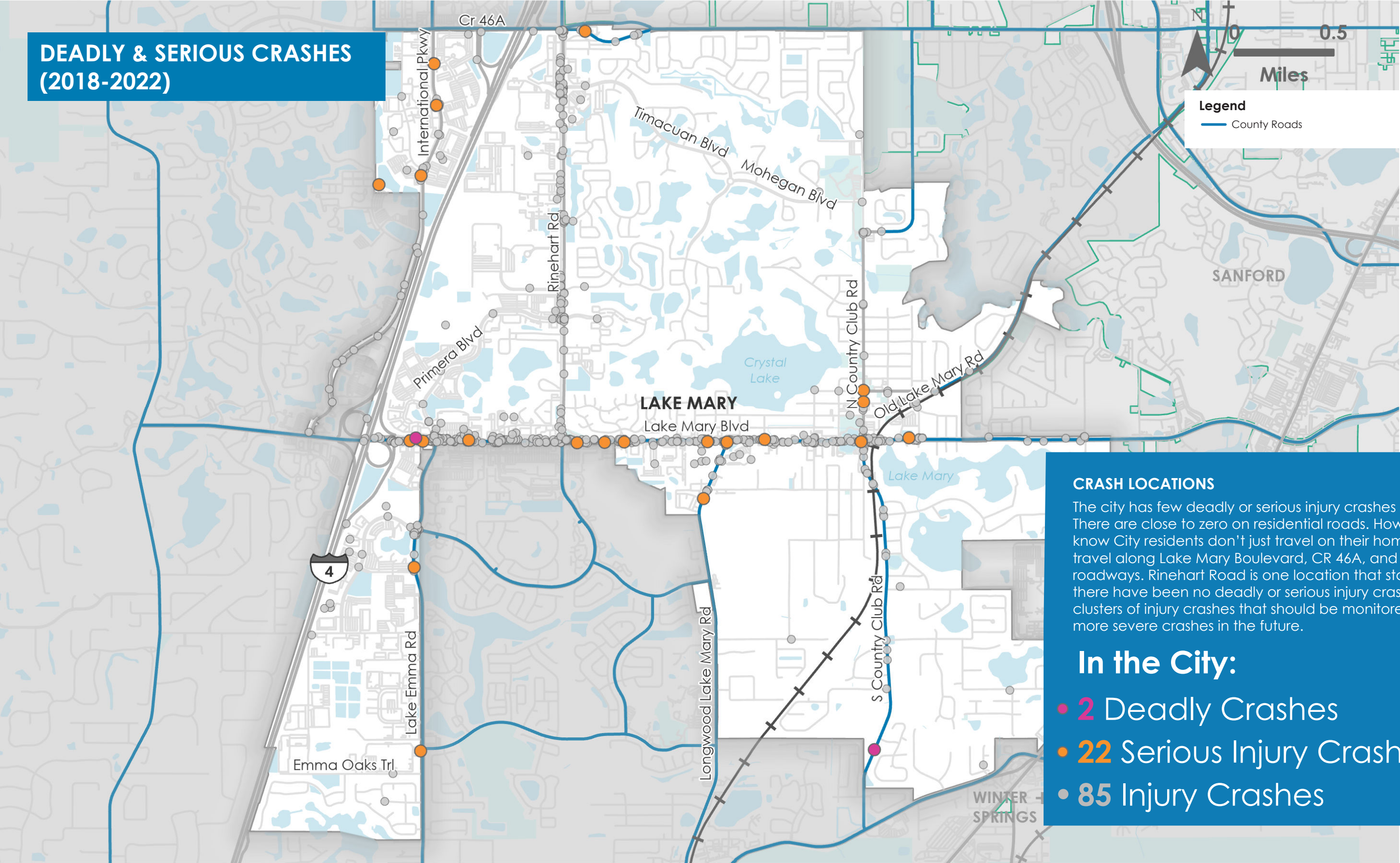
The deadly and serious injury crashes for pedestrians and motorcyclists were the highest during the most recent two years of the analysis period. All four motorcyclist deadly or serious injury crashes occurred on either Lake Mary Boulevard or CR-46A. Three of the six pedestrian deadly or serious injury crashes occurred on city roads. Motor vehicle deadly and serious injury crashes peaked in 2019 and 2020. While 2021 began showing signs of decreasing crashes, the uptick in 2022 is cause for increased concern.



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

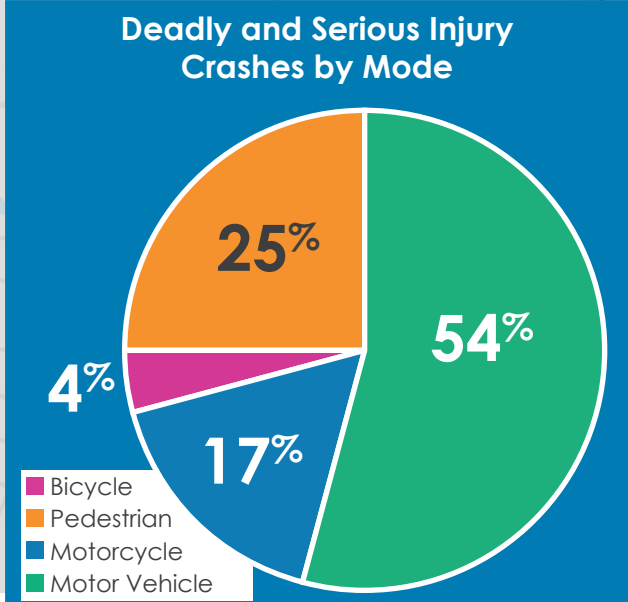
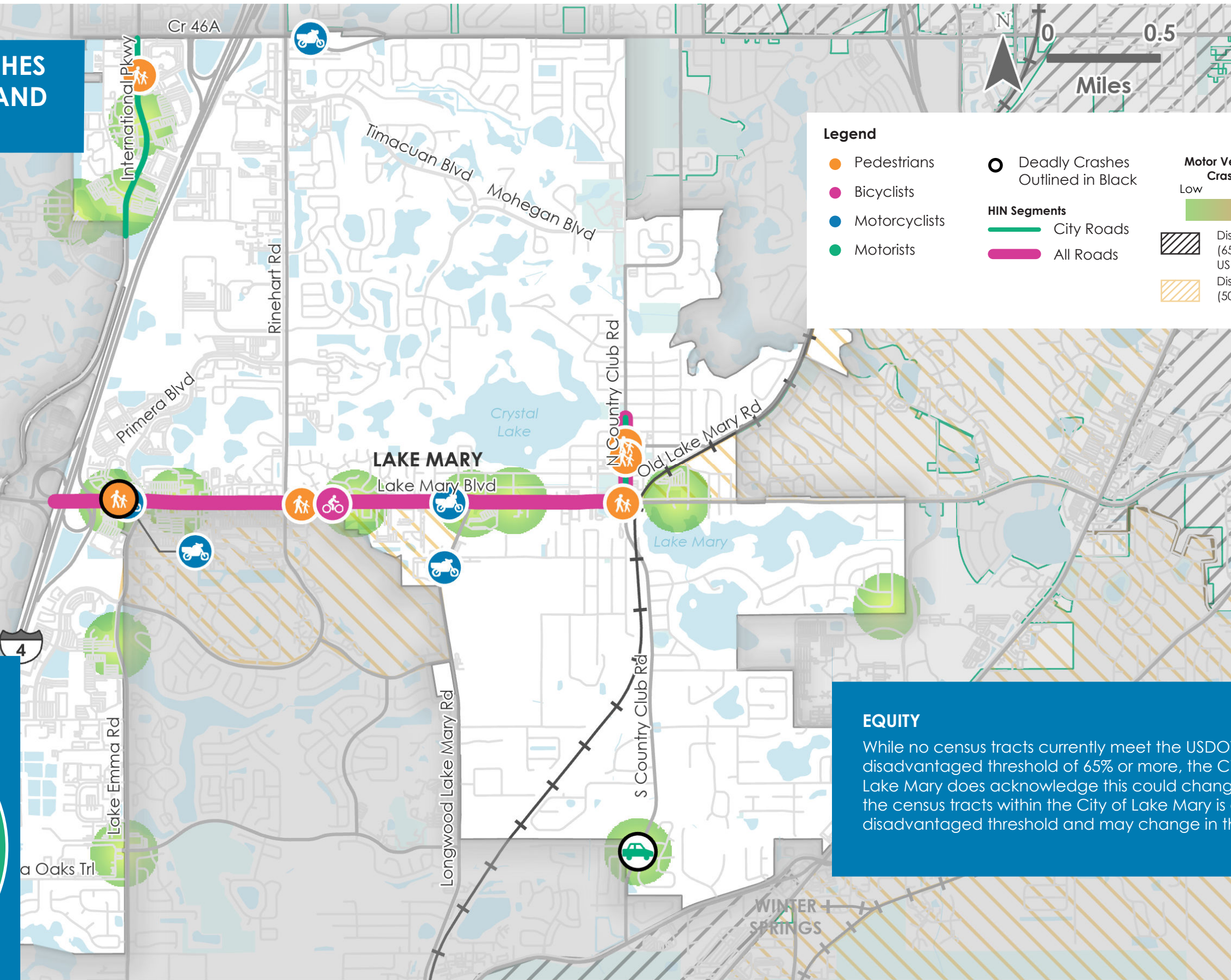


Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS CRASHES (2018-2022) - BY MODE AND DISADVANTAGED AREAS

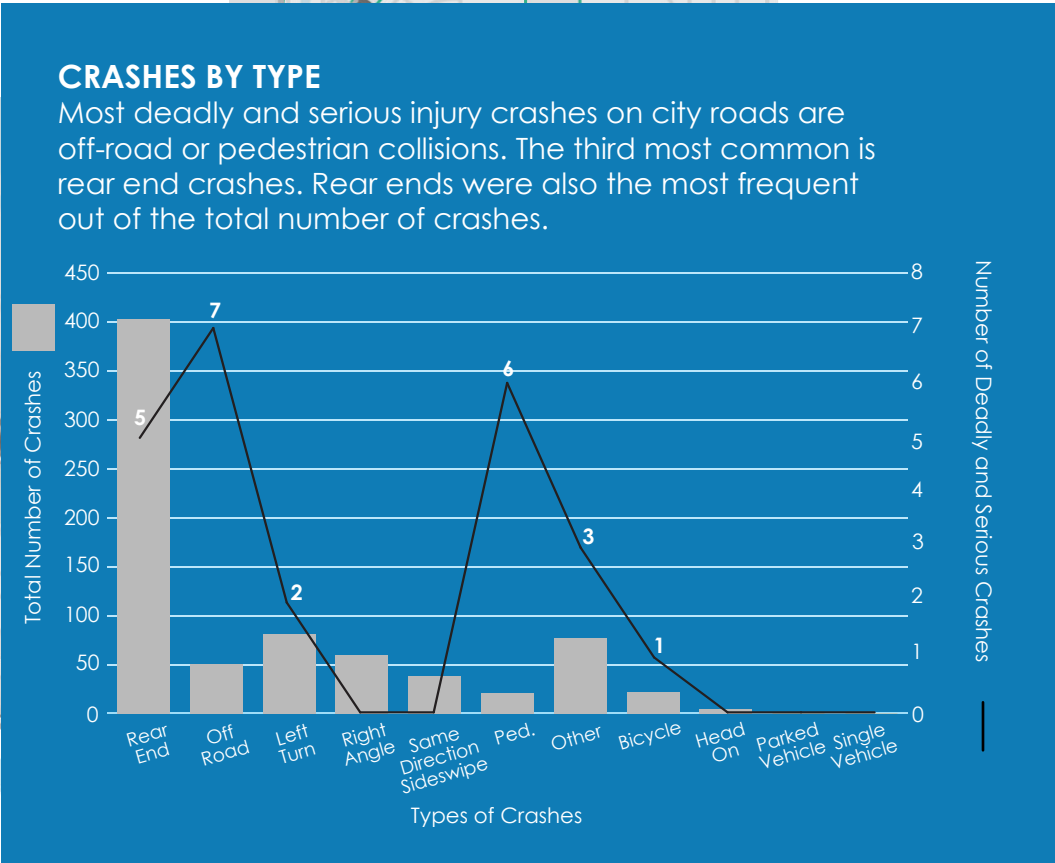
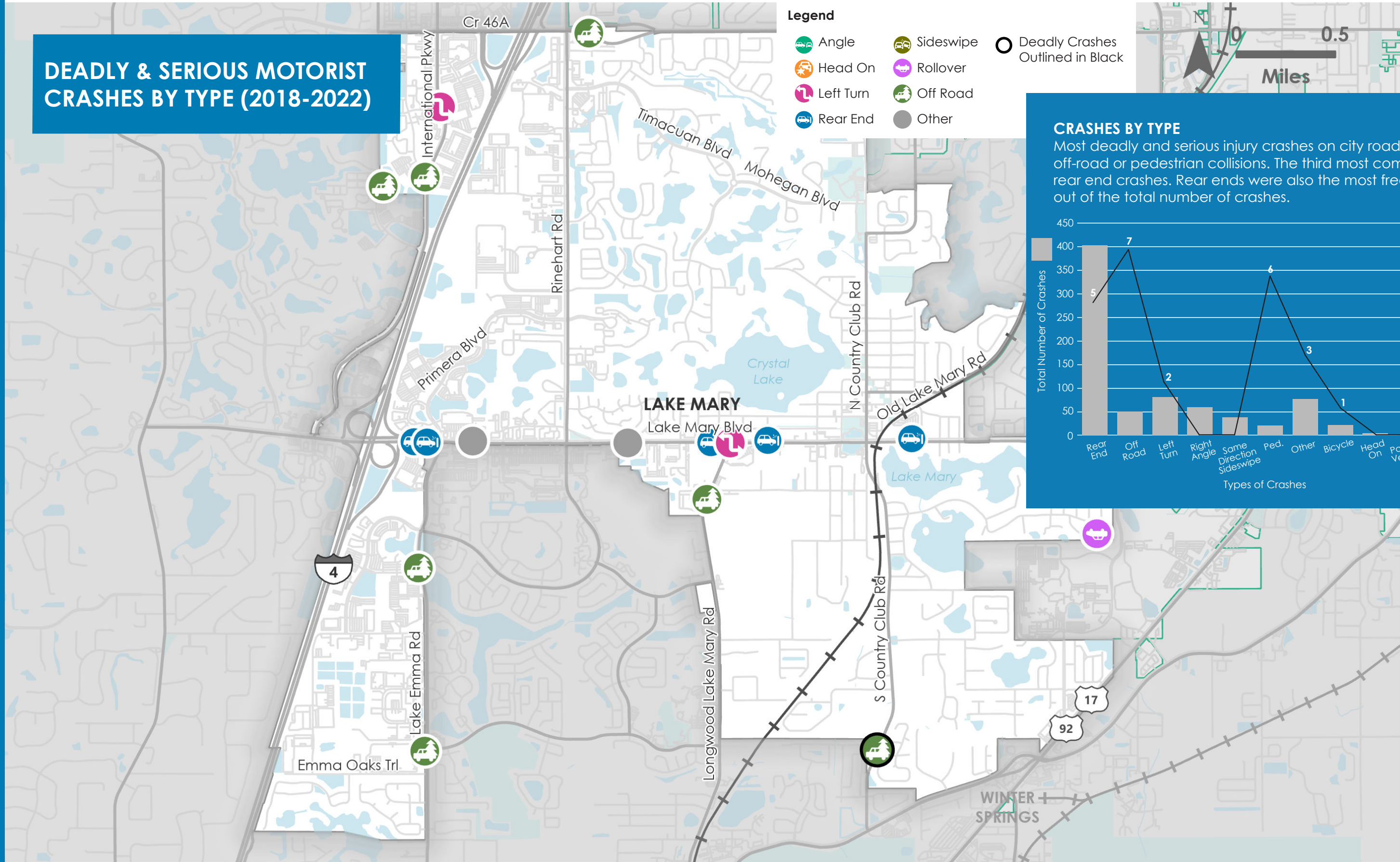


EQUITY

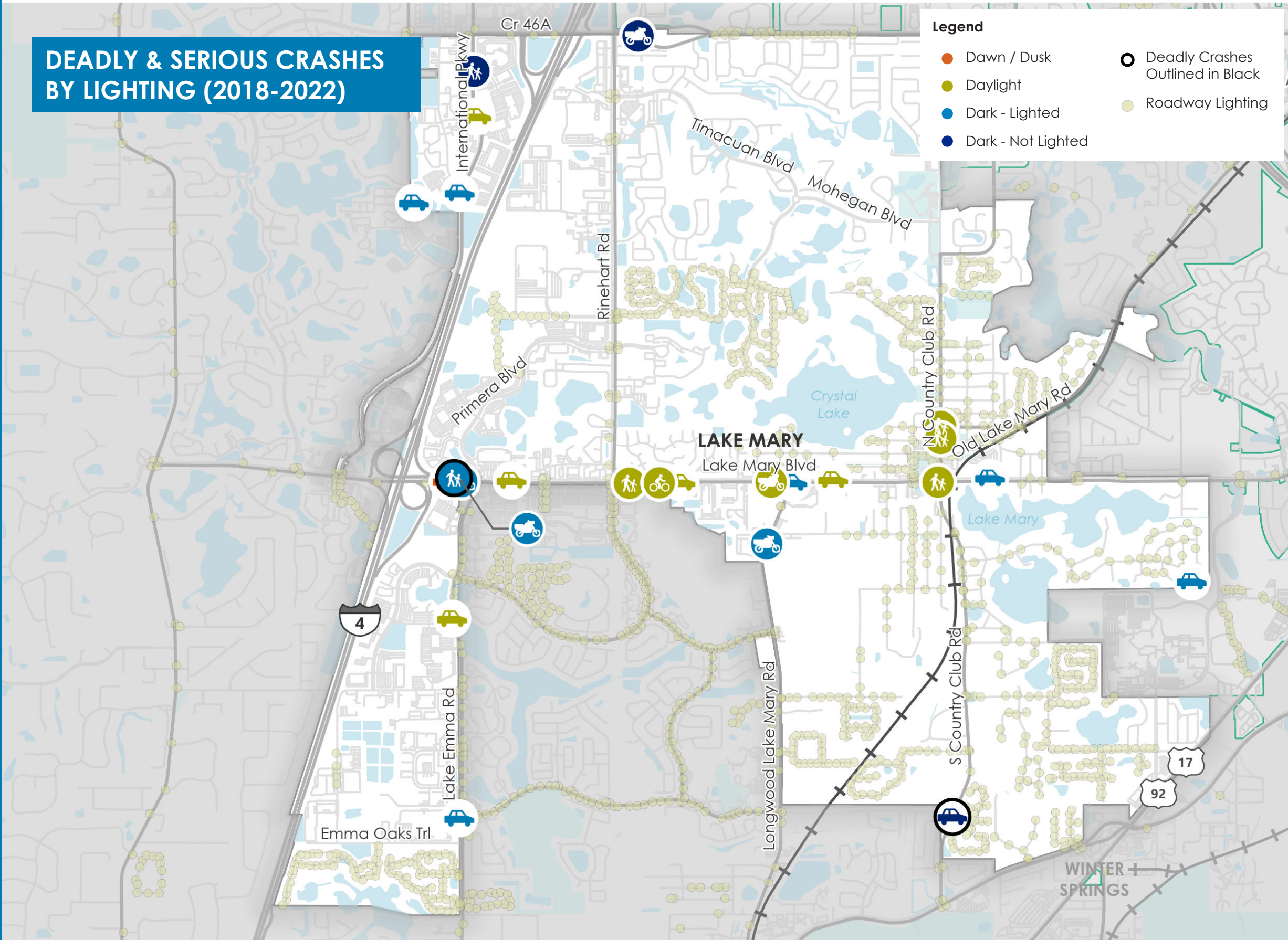
While no census tracts currently meet the USDOT disadvantaged threshold of 65% or more, the City of Lake Mary does acknowledge this could change. One of the census tracts within the City of Lake Mary is at a 50% disadvantaged threshold and may change in the future.

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS MOTORIST CRASHES BY TYPE (2018-2022)



DEADLY & SERIOUS CRASHES BY LIGHTING (2018-2022)



Legend

● Dawn / Dusk

● Daylight

● Dark - Lighted

● Dark - Not Lighted

○ Deadly Crashes Outlined in Black

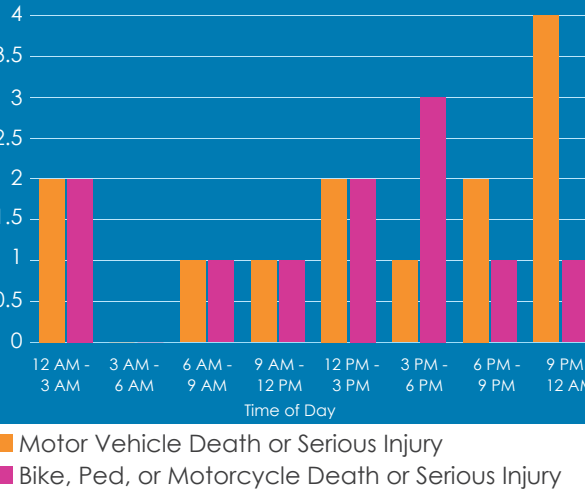
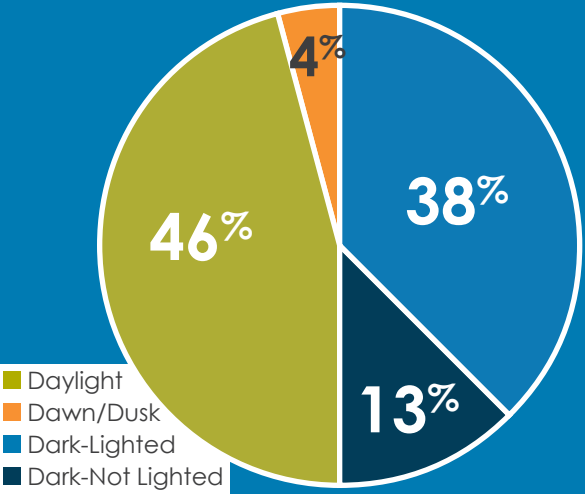
● Roadway Lighting

LIGHTING/TIME OF DAY

The later in the day it gets, the more deadly and serious injury crashes occur. The most motor vehicle deadly and serious injuries happened between 9 PM to 12 AM. The most pedestrian deadly and serious injury crashes happened between 3 PM to 6 PM. Of the deadly and serious injury crashes that occurred in the dark, about 13% were in locations without lighting.

55%

of deadly or serious injury crashes happened outside of daylight hours



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities. Roadway lighting data obtained from Seminole County.

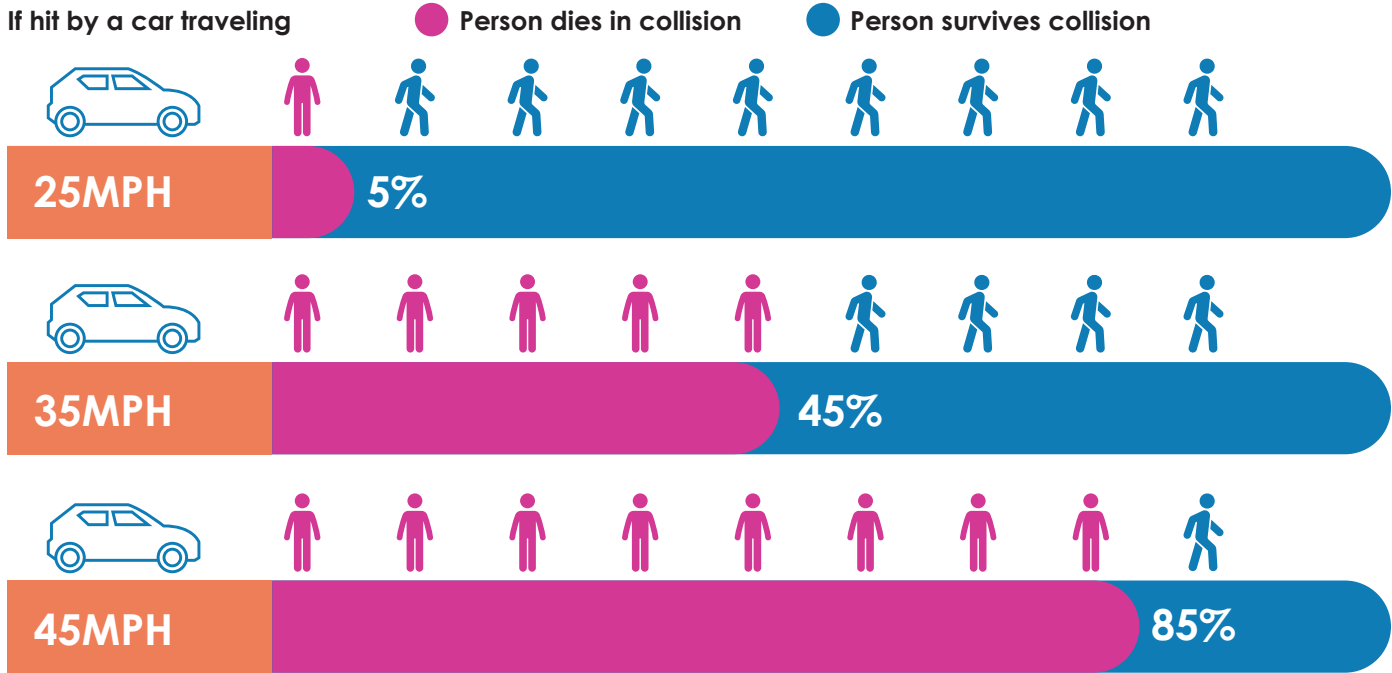
FOCUSING ON OUR USERS



The Impact of Speed on Survival

Speed is a major factor in survival rate. 71% of all traffic deaths and serious injuries in the County were on roads with posted speed limits of 40 miles per hour or higher. This data does not consider the speed at which the collision occurred, which could be much higher than the posted speed limit.

High speed is particularly impactful for vulnerable roadway users involved in crashes with vehicles. National data shows that nearly any pedestrian hit by a vehicle traveling at 45 mph or above will be killed. There is only a 15% chance of survival. As speed increases, the toll on the human body increases and the driver's cone of vision decreases. Deploying roadway design changes to reduce speeds is critical to Vision Zero.



Data Source: National Traffic Safety Board (2017)

The Impact of Human Factors Survival

Humans make mistakes. Behavioral factors such as drinking and driving can influence the outcome of a crash. Younger and older people are especially vulnerable to serious injury.



Regional

- 1 in 3 serious injury crashes involves distracted driving.
- 1 in 5 deadly crashes involves drunk driving.
1 in 6 involves drugs.
- Only 6% of drivers are teens, but are in 13% of serious injury crashes.
- 10% of all serious injury crashes are hit-and-runs. That number doubles when the person hit is walking or biking.

Seminole County

- 1 in 8 deadly or serious injury crashes involved distracted driving.
- 1 in 14 deadly and serious injury crashes involves drunk driving. 1 in 25 involves drugs.
- Only 17% of the County is age 65 or older - they are involved in 23% of deadly and serious injury crashes.
- 6% of all deadly and serious injury crashes are hit-and-runs.

City of Lake Mary

- 2 in 11 deadly or serious injury crashes involved distracted driving.
- 1 in 2 deadly crashes involved drunk driving or drugs.
- Zero fatal crashes was a teen.
1 in 22 of serious injury crashes involved a teen.
- Zero of deadly or serious injury crashes were hit-and-run crashes.

Getting to Zero

This section highlights agency coordination and the toolbox of strategies and countermeasures. To achieve zero deaths and serious injuries, the City of Lake Mary should collaborate and rely on proven strategies and countermeasures.

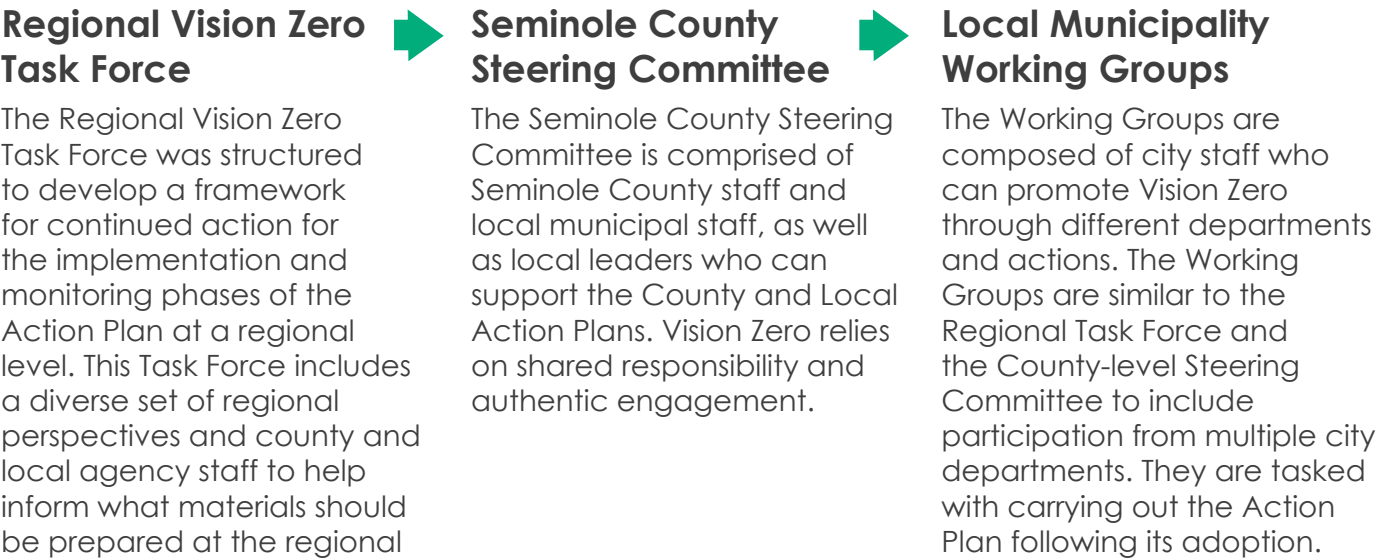


VISION ZERO CENTRAL FLORIDA BY THE NUMBERS

Vision Zero Central Florida has been a monumental effort. Public engagement strategies were aimed at collecting feedback from residents and visitors and included a range of in-person and online opportunities.







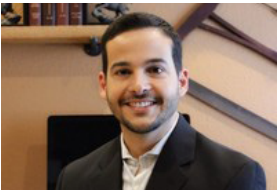
Strategize with Key Stakeholders



WORKING GROUP MEMBERS

- Chris Carson, Senior Planner*
Danielle Koury, Public Works Director
Sabreena Colbert, Community Development Director
Kevin Pratt II, Police Chief
Michael Biles, Police Chief (Retired)
- Lily Sexton, Fire Marshal*
Bryan Nipe, Parks and Recreation Director
Miguel Conde, City Engineer
Michael Lopez, Planner
Michael Johansmeyer, Fire Chief

CITY OF LAKE MARY WORKING GROUP MEMBERS

Photo Unavailable	Photo Unavailable			Photo Unavailable
Chris Carson Senior Planner	Danielle Koury Public Works Director	Michael Biles Police Chief (Retired)	Lillian Sexton Fire Marshall	Michael Lopez Planner
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Michael Johansmeyer Fire Chief	Sabreena Colbert Community Development Director	Kevin Pratt II Police Chief	Bryan Nipe Communications Manager	Miguel Conde City Engineer

Zoom to Pan

OBJECTID	246775
REPORT_NUMBER	24131214
S4_LATITUDE	28.749526
S4_LONGITUDE	-81.302819
CRASH_YEAR	2021
CRASH_DATE_AND_TIME	10-FEB-2021 10:58 PM
TOTAL_NUMBER_OF_VEHICLES	1
TOTAL_NUMBER_OF_PERSONS	2
RURAL_OR_URBAN	Urban
ON_STREET_ROAD_HIGHWAY	SHADY OAKS CIR
STREET_ADDRESS_NUMBER	

Working Group Meeting #2 - Crash Analysis
Discussion from Vision Zero Hub Site

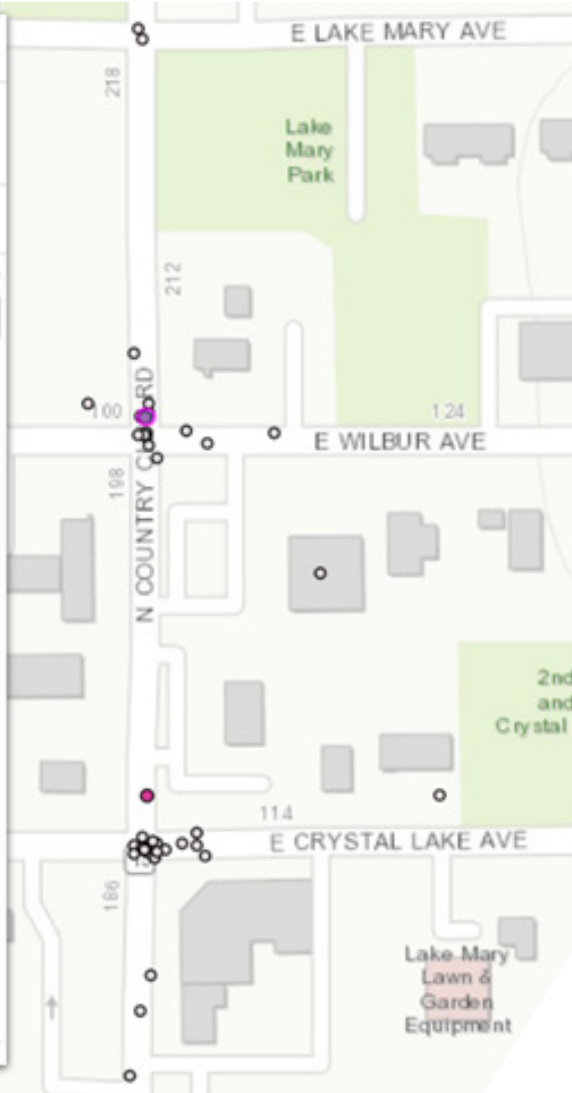
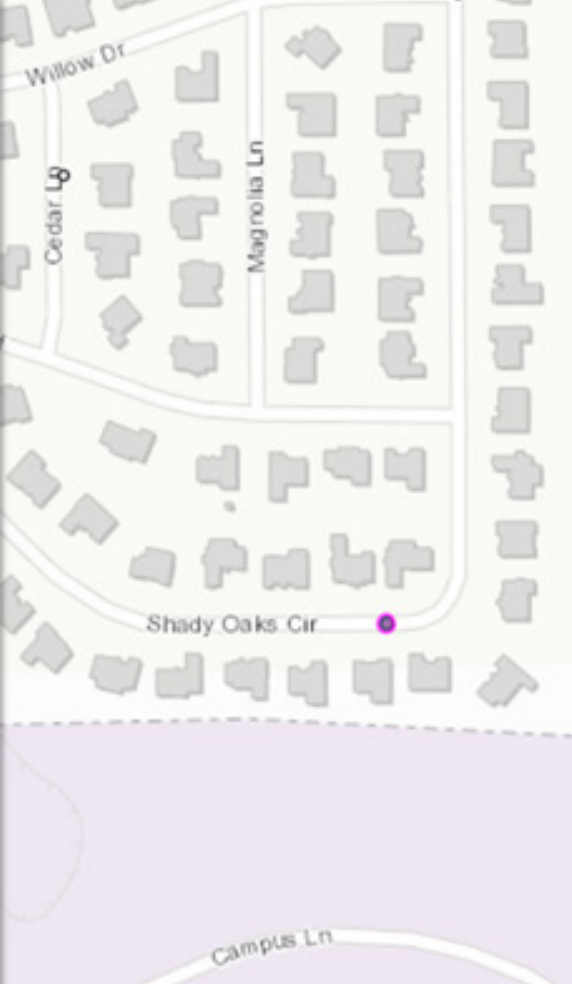
< > 1 of 4

SR-15/SR-600/CR-15

Zoom to Pan

OBJECTID	10598
REPORT_NUMBER	24131938
S4_LATITUDE	28.759972
S4_LONGITUDE	-81.322070
CRASH_YEAR	2022
CRASH_DATE_AND_TIME	29-APR-2022 05:24 PM
TOTAL_NUMBER_OF_VEHICLES	1
TOTAL_NUMBER_OF_PERSONS	5
RURAL_OR_URBAN	Urban
ON_STREET_ROAD_HIGHWAY	N COUNTRY CLUB RD
FEET_FROM_INTERSECTION	23

Working Group Meeting #2 - Crash Analysis
Discussion from Vision Zero Hub Site



Strategize with Key Stakeholders

The City of Lake Mary Working Group met three times throughout the plan development. As the Action Plan is completed and adopted, the Working Group will shift their focus to implementation and monitoring of projects within the plan and monitoring the serious injury and fatal crashes within the county limits. Additionally, the Working Group will strive to follow the goals and timelines set forth in the Action Plan.

During the first working group meeting, there was a question and answer opportunity in between each section of the presentation. Questions and answers are summarized below:

How would you describe the roadway safety culture in your community?

- Geared towards safety
- School zone speeds taken seriously
- Afraid of I-4
- Roundabouts not an issue on new roads

Are there any roadways within the community that make residents uncomfortable to use?

- SR 46A near Rinehart Road
- S Country Club Road near Evansdale Road

What do you think are the biggest barriers to reaching zero traffic deaths and serious injuries?

- Cost of improvements
- Public afraid or unwilling to bring up change
- Improvements for all users seen as “taking things away”



SR 46A Crosswalk













Working Group Dates

- Working Group Meeting #1 - October 26, 2023:
Kickoff - What is Vision Zero? Virtual Meeting
- Working Group Meeting #2 - December 12, 2023:
High Injury Network and Crash Analysis Virtual Meeting
- Working Group Meeting #3 - April 9, 2024:
Countermeasures and Policy Assessment Virtual Meeting

GETTING TO ZERO

Using Proven Safety Countermeasures

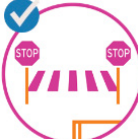
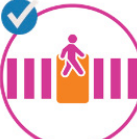







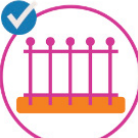



The Federal Highway Administration (FHWA) has 28 proven safety countermeasures. These countermeasures have been used in many states and on roads of many kinds. This list is a starting point for project identification, though countermeasures don't end here. Over 100 different countermeasures were considered as part of this action plan. Most countermeasures have what's called a Crash Modification Factor (CMF). This research-backed factor tells us the potential crash reduction percentage.

Signals	Speed Management	Pedestrian Facilities
 Extend Yellow and All Red Time	 Appropriate Speed Limits	 Add Sidewalk
 Leading Pedestrian Interval	 Speed Cameras	 Pedestrian Hybrid Beacon
Signing and Striping	 Variable Speed Limits	 Rectangular Rapid Flashing Beacon
 Chevron Signs on Horizontal Curves		Bikeways
 Curve Advance Warning Sign		 Bike Lane/Buffered/Separated Bike Lane
		 Separated Bikeway

Did you know?

These countermeasures have the potential to reduce deadly and serious injury crashes by up to:

LIGHTING	LEADING PEDTRIAN INTERVALS	ROUNABOUTS
28% on roadways		
38% at intersections	13% at intersections (vehicle-pedestrian crashes)	78% at intersections (converted from signal)
42% at intersections (pedestrians)		82% at intersections (converted from stop sign)

Intersections and Roadways		Other Engineering Strategies			
	Doubled-Up, Oversized Stop Signs		Refuge Island		Intersection Lighting
	High Friction Surface Treatment		Retroreflective Signal Backplates		Segment Lighting
	Lane Repurposing		Roundabout		Access Management/Close Driveway
	Median Barrier		Rumble Strips		
	Raised Median				
	Reduced Left-Turn Conflict Intersection				

Action Plan

This section outlines the recommendations, needs projects, and next steps following plan adoption.

These actions are ambitious, but achievable through collaboration and measurable goals.



ACTION PLAN SUMMARY

Relative Cost Description:
\$ = Low or No Funding Required / Internal Staff Action,
\$\$ = Some Funding or Scope of Work Required,
\$\$\$ = Higher Funding Required



SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Implement Pedestrian Lighting with Downtown Streetscape	The City is preparing final design plans for the downtown streetscape. The plans include street trees and lighting. It is recommended the lighting type be reviewed and selected to maximize pedestrian visibility. Lighting may reduce pedestrian crashes at intersections by up to 42%. Light type, distribution, luminance, and mounting height should be considered in light selection for safety benefit. It is noted the pedestrian serious injury crashes on Country Club Road through downtown were daytime crashes and this is a proactive recommendation.	Completion of lighting assessment	Start Year 2	Public Works (Lead), Community Development Planning and Zoning Division (Support)	\$-\$\$	Downtown Streetscape, FHWA Pedestrian Lighting Primer
Include Safety Countermeasures in Development Agreements	The City is a strong economic center in the region with many new developments planned. It is recommended every development project include a safety review against the City's Vision Zero Action Plan. Crash history and future travel patterns should be considered to identify both corrective and proactive safety countermeasures such as curb radii-reductions, crosswalk additions and improvements, enhanced transit stops, and traffic signal improvements. Rinehart Road is a good example. The road does not currently have a history of deadly and serious crashes, though several developments are planned that may change the behavior along this roadway. It is noted the City currently requires sidewalks and bicycle facilities where appropriate.	Number of developments reviewed against Vision Zero Action Plan	Start Year 1	Community Development (Lead), Public Works (Support), City Manager's Office (Support)	\$	Development Dashboard, Comprehensive Plan Policy 8.2
Support Implementing Leading Pedestrian Intervals	LPIs can reduce vehicle-pedestrian crashes by up to 13%. It is recommended the City work with the County and FDOT to implement LPIs as a system wide improvement, especially along Lake Mary Boulevard and along Country Club Road where pedestrian deaths and serious injuries have occurred near existing signalized intersections.	Number of intersections evaluated for LPIs and number implemented	Start Year 1	Public Works Engineering Division (Lead)	\$	Seminole County Vision Zero Action Plan

ACTION PLAN SUMMARY

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SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Coordinate Safety Improvements with Utility Projects	Utility work such as replacing an underground water line often requires roadway excavation. This provides an opportunity for safety countermeasures to be implemented once the work is completed and the road is replaced. Projects such as lane narrowing with restriping, lane repurposing, crosswalk marking, bicycle lane installation, and curb-radii reductions are examples of safety improvements achievable with roadway marking. A policy should be developed to routinely coordinate utility and safety projects.	Documented policy / process	Start Year 1	Public Works (Lead), City Manager's Office (Support)	\$-\$\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
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SAFER SPEEDS

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Pilot Changable Message Signs or Speed Feedback Signs on International Parkway	Two vehicular and one pedestrian serious injury crash occurred on International Parkway. This roadway also experiences speeds of 7 miles per hour (mph) over the posted speed limit of 35 mph. It recommended that dynamic message signs or speed feedback signs are used to increase driver awareness. Signs should be located between traffic signals where vehicles typically gain the most speed. Actual speed data may be tracked to evaluate the impact of the signs.	Number of roadways with speed feedback signs, measured speeds before and after sign implementation	Start Year 2	Public Works (Lead)	\$	MetroPlan Orlando Speed Management Study (2022)
Support Traffic Signal Retiming to Match Target Speeds, Especially for Lake Mary Boulevard	Speed is a major factor in deadly and serious injury crashes. 12 deadly and serious injury crashes happened on Lake Mary Boulevard, the most of any roadway though the city. Five of the 12 were rear-end crashes. It is recommended the city support the implementation of a lower target speed for Lake Mary Boulevard and an accompanying traffic signal retiming. The operational changes should be balanced with the volume of traffic throughput required on this high-volume road.	Adoption of Plan	Start Year 1	Public Works (Lead), Seminole County Engineering Division (Support)	\$	Seminole County Vision Zero Action Plan

ACTION PLAN SUMMARY



SAFER ROAD
USERS

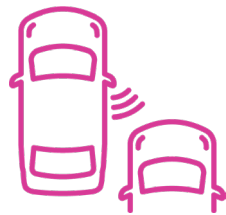
Safe road users means safe people. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Relative Cost Description:
\$ = Low or No Funding Required / Internal Staff Action,
\$\$ = Some Funding or Scope of Work Required,
\$\$\$ = Higher Funding Required

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Partner with Motorcycle Safety Organizations, Emphasize Helmet Usage	Partnering with motorcycle safety organizations, such as Ride Smart Florida, can help increase awareness throughout the city and emphasize the shared responsibility of all road users. Opportunities for partnership may include joint tabling events, social media campaigns, and collaboration meetings for sharing latest trends and progress.	Number of organizations collaborated with	Start Year 1	Community Development (Lead), Public Works & Utilities (Support)	\$	MetroPlan Orlando Speed Management Study (2022)
Coordinate Traffic Safety Presentations with Schools	The summer school driver's education program offered by Seminole County Public Schools is an excellent option for new drivers. It is recommended that introductory traffic safety information is made available to students who are unable to attend the driver education program or do not yet have learner's permits. Traffic safety education is recommended at all levels of schooling, from elementary to high school.	Number of presentations	Start Year 3	Fire Department (Lead), Seminole County Public Schools (Support)	\$	Seminole County Vision Zero Action Plan
Conduct Targeted Enforcement and High Visibility Enforcement Operations	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that a targeted enforcement operation is conducted on roadways with the most excessive speeding. MetroPlan Orlando's Speed Management Study used big data to identify roadways with speeding. City corridors experiencing speeding are International Pkwy and Lake Mary Blvd. Rinehart Road should be considered as an additional focus area as development continues within the City. County and state roadways experiencing speeding are CR46A.	Number of programs per year	Start Year 2	Police Department (Lead), Coordination with Office of Public Information (Support), and Public Works (Support)	\$-\$\$\$	-
Support Regional / County Vision Zero Public Campaign	An ongoing outreach campaign is important to maintain awareness and momentum around the goal of zero traffic deaths. The scale of this campaign can be tailored to match city staffing commitments and responsibilities. An overarching set of Vision Zero awareness campaign material is developed as part of the Regional and County action plans.	Number of residents reached	Start Year 2	MetroPlan Orlando (Lead), Seminole County Communications (Lead), Communications (Support)	\$	Regional Vision Zero Action Plan, Seminole County Vision Zero Action Plan

ACTION PLAN SUMMARY

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\$\$ = Some Funding or Scope of Work Required,
\$\$\$ = Higher Funding Required



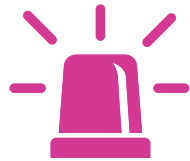
SAFER VEHICLES

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

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Collaborate With Professional Organizations Furthering Safe Vehicle Requirements	Vehicles are regulated by the National Highway Traffic Safety Administration (NHTSA). NHSTA implements laws from Congress. Vehicle seatbelt requirements is an example of this. As autonomous driving, distracted driving, and impaired driving continue, emerging legislation is a tool to reaching zero traffic deaths. Several professional organizations organize membership efforts to coalesce behind policy strengthening the transportation field. The American Society of Civil Engineers (ASCE) maintains policy positions to reduce traffic deaths and injuries, including collaboration for connected and autonomous vehicles, and often make supportive statements to Congress.	Number of vehicles with safety systems	Start Year 1	Public Works (Lead)	\$\$	MetroPlan Orlando Speed Management Study (2022)
Consider Emerging Vehicle Safety Systems When Purchasing New Fleet Vehicles	NHTSA has identified rulemaking initiatives for increasing vehicle safety. It is recommended the city compare the year of planned fleet vehicle purchases against the year of potential rule enactments to line up purchases with advanced safety features. For example, automatic emergency braking will be standard in cars and light trucks starting in 2029. This automatic braking will detect both vehicles and pedestrians in both daylight and nighttime hours.	Number of vehicles with safety systems	Start Year 2	Public Works (Lead)	\$\$\$	-
Publicize The Availability Of The “Safercar” Phone Application For Recall Notifications	NHTSA developed the “SaferCar” phone application for tracking active recalls. This application will deliver an alert when a recall is published. NHTSA estimates that millions of vehicle recalls each year are not addressed.	Number of Safercar phone applications	Start Year 1	Communications (Lead)	\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
\$ = Low or No Funding Required / Internal Staff Action,
\$\$ = Some Funding or Scope of Work Required,
\$\$\$ = Higher Funding Required



POST CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Expand CPR / Emergency First Aid Training Offerings	Seconds can save lives, especially when waiting for EMS to arrive on the scene of the crash. The City already has multiple CPR / First Aid resources offered on the city's Fire Department webpage. The City recently offered a free CPR course in their babysitting training course (geared toward middle and high-school aged children) sponsored by Orlando Health. It is recommended free CPR / First Aid training programs be expanded to more age groups in the City. Promoting CPR / Emergency First Aid Training to residents can encourage those trained to support another person in any potentially deadly situation, but specifically can support someone who has been in a traffic crash until professional EMS arrives.	Number of free CPR Courses and Attendees	Start Year 1	Fire Department (Lead), Public Works (Support), Orlando Health (Support)	\$-\$\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
\$ = Low or No Funding Required / Internal Staff Action,
\$\$ = Some Funding or Scope of Work Required,
\$\$\$ = Higher Funding Required



Maintaining momentum to zero traffic deaths and serious injuries requires a sustained effort. These overarching actions will help us get there.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Develop Vision Zero Status Report to Track Progress	It is recommended the City maintain a status report that is updated annually on Vision Zero progress. Basic information should include the list of actions, the status of each action (ongoing, complete, not started), and a summary of recent activities. The most recent deadly and serious injury crash data should also be made available in the status report. The City should consider posting the status report on their webpage or social media channels.	Development of progress report	Start Year 1	Community Development (Lead), Public Works (Support)	\$	-
Formalize Vision Zero Working Group	To maintain momentum in the Vision Zero Action Plan, it is recommended the City's working group continue to meet periodically. A biannual meeting to discuss progress, outstanding actions, and emerging trends would provide productive touch points. The working group should meet 3-months in advance of publishing a Vision Zero Status Report to discuss the data and progress on initiatives.	Establishment of working group	Start Year 1	City Commission (Lead), City Manager's Office (Support), Community Development (Support)	\$	Regional Vision Zero Task Force and County Steering Committee
Update Action Plan Every 5-Years	Vision Zero plans may fail without sustained effort. It is recommended this plan be updated at a regular frequency. This is critical to adapting strategies as our community evolves. The uptick in national traffic deaths started in 2010 and has been increasing since. Our approach to traffic safety needs to be both proactive and responsive. A plan update allows for in-depth crash analysis, evaluation of previously deployed strategies, a fresh set of ideas, and a renewed commitment to zero.	Adoption of updated plan	Start Year 5	Public Works (Lead)	\$	-
Create / Assign a Dedicated Transportation Safety Staff Position	Similar to how the Florida Department of Transportation is organized with a Safety Office, it is recommended the City consider organizing staff resources to create a dedicated Safety Planner or Engineer position. This staff position would organizationally fit under Public Works and be responsible for overseeing safety on all project phases from planning to construction. This position would drive the execution of all actions in this plan, track progress, and coordinate with partner organizations.	Establishment of the position	Start Year 1	City Manager's Office (Lead), City Council (Support)	\$-\$\$\$	-

ACTION PLAN
SUMMARY

Safety Projects, Implementation, and
Project Prioritization

Safety projects were developed collaboratively, using insights from the crash trends, high-injury networks, direction from the city working group, and community feedback. The process for identifying projects included a system-wide evaluation and a roadway-specific evaluation. High injury intersections are included in the roadway-specific evaluation. Anticipated project costs and an implementation timeline was also evaluated. Projects were then prioritized based on:

- Crash scores
- Being within a transportation underserved area
- Anticipated safety benefit
- Being on multiple high injury networks
- Implementation timeline (higher scores for projects that may be completed in 5 years)

This prioritization approach was also used at the regional level, based on priorities identified by the MetroPlan Orlando Board. A priority list was completed separately for county and state roads. Any city roads on the high injury network are prioritized in the respective city action plan. The maps on the next pages highlight the priority segments. Details of each safety project and the full list of projects is in the Appendix.

Top 2 City Road Project Priority List

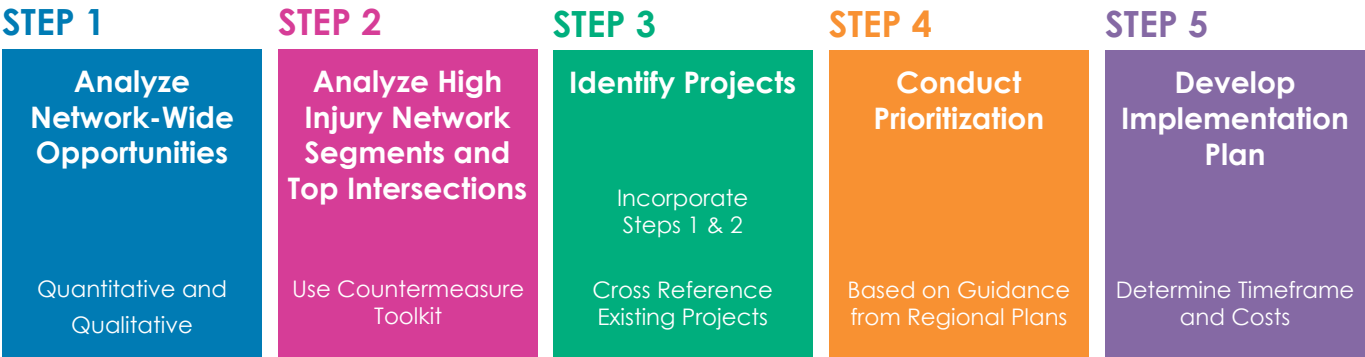
1. Country Club Rd from Grand Bend Ave to Lake Mary Blvd (0.36 miles)
- Safety improvements to manage speeds and increase pedestrian safety. Add refuge islands, segment lighting, appropriate speed limits, speed cushions, speed feedback signage, increased crosswalk density, lane narrowing, landscape buffers, raised crosswalks, a mini roundabout, and textured pavement.
2. International Pkwy, HE Thomas Jr Pkwy to Business Center Dr (0.91 miles)
- Safety improvements to increase visibility and manage speeds. Add refuge islands, intersection lighting, restripe crosswalks, lane narrowing, and curb return radius reduction.

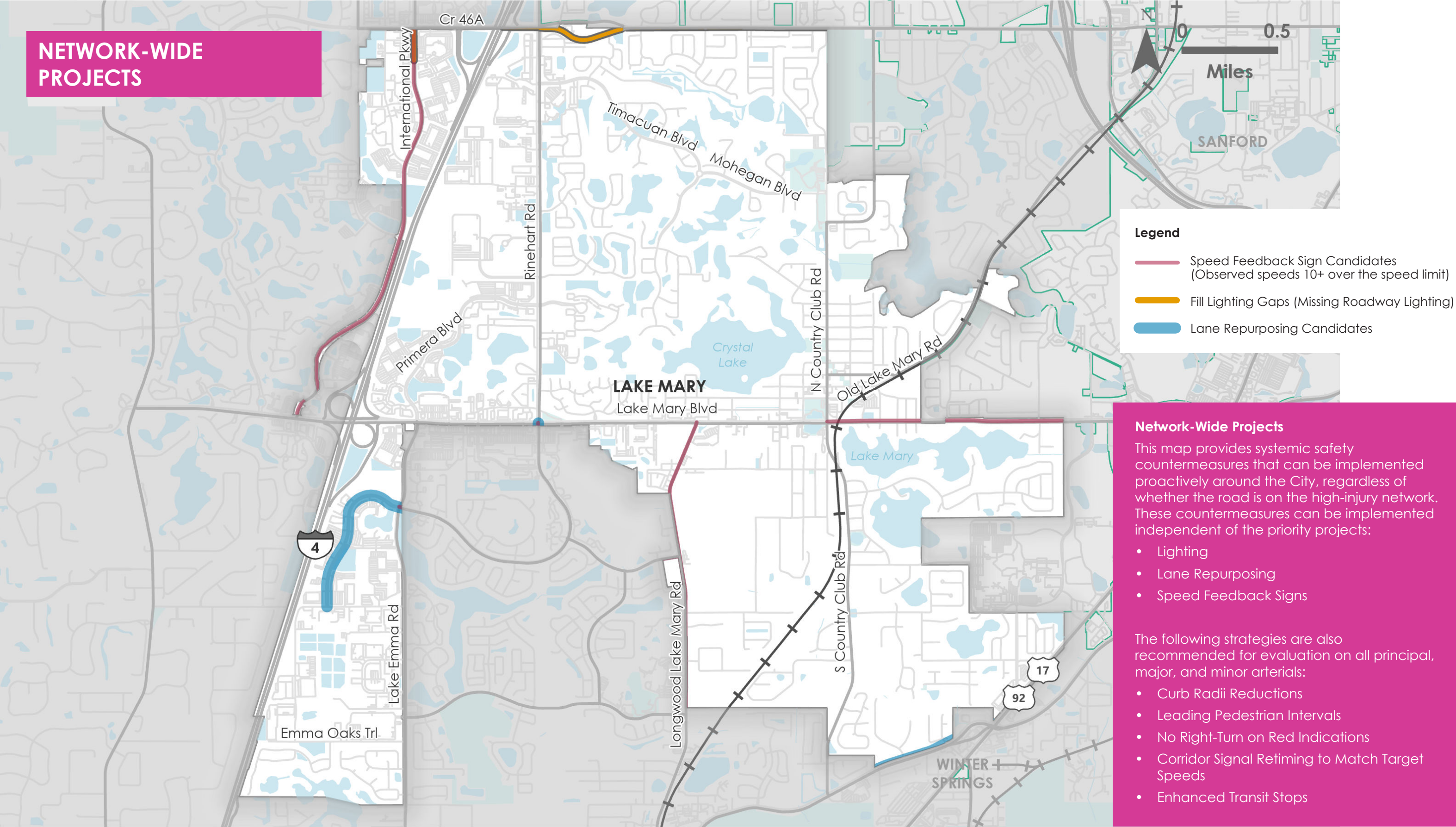
Top 1 County and State Road Project Priority List

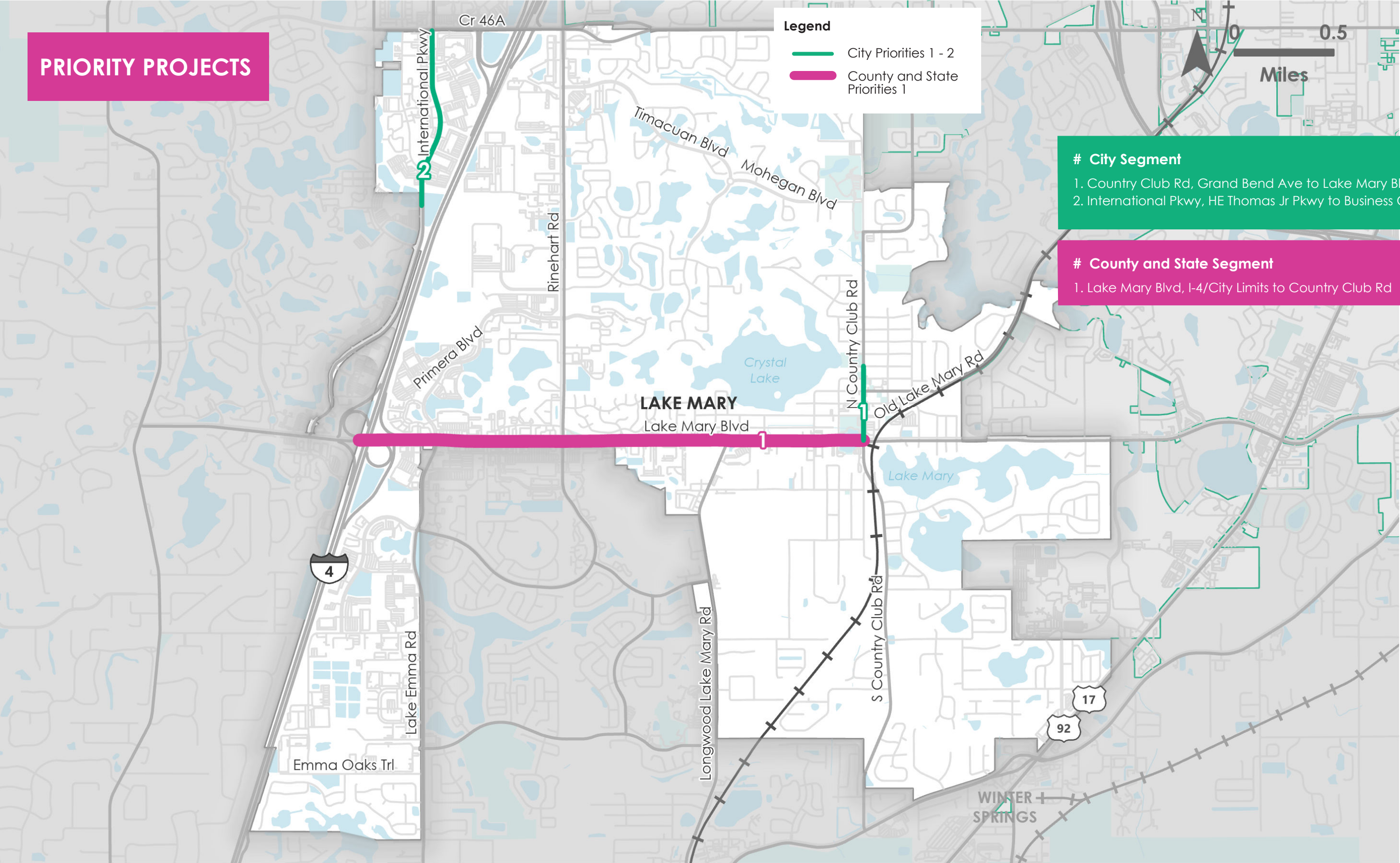
1. Lake Mary Blvd from I-4/City Limits to Country Club Rd (2.55 miles)
- Safety improvements to increase pedestrian safety and intersection safety. Add refuge islands, restricted crossing u-turn (RCUT), segment lighting, speed feedback signage, a landscape buffer, and high visibility crosswalks.

The next steps for implementation of these projects may include road safety audits, concept development plans, and feasibility studies.

Project Planning Process







HIGHER RISK ROADWAYS

Legend

Speed Limits

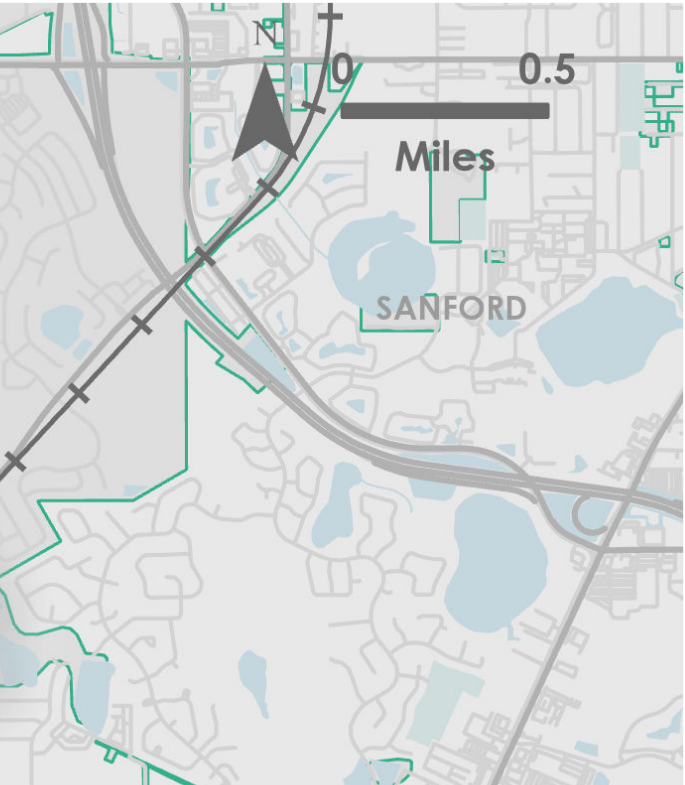
30 - 35

40 - 45

≥ 50

Road Lanes

6 or more lanes



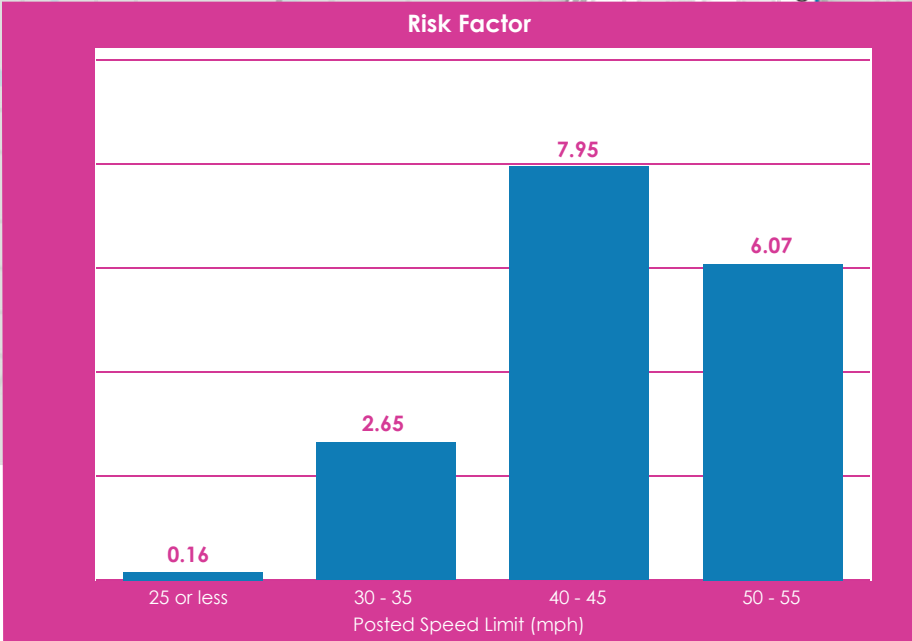
Higher Risk Roadways

The City of Lake Mary should continue to be proactive. Priority projects are a current need, but new ones may arise in the future. Higher risk roadways are areas of consideration that should be monitored.

Based on Seminole County crash analysis, roadways that were over a posted speed limit of 40 MPH were considered high risk. While the highlighted roadways may not be on the high injury network, it is recommended these are monitored for improvements as funding is available.

Higher risk roadways in Lake Mary include:

- Lake Mary Blvd
- Rinehart Rd
- S Country Club Rd from City Limits



QUICK BUILD HIGHLIGHTS

Quick build infrastructure projects are temporary, low-cost installations that can be constructed in a short timeframe, achieve safety goals, and inspire permanent change.

Quick build installations can be achieved with materials such as paint, plastic, rubber, concrete, asphalt, and even foliage! When selecting treatments and materials, consider*:

- Safety for all users
- Traffic calming
- Visibility and reflectivity
- Size
- Aesthetics
- Ease of procurement
- Accessibility
- Cost
- Target speed
- Ease of installation
- Stormwater impacts
- Durability and duration of installation
- Maintenance
- Climate
- Traffic volume and delay
- Roadway class

Countermeasures eligible for quick build projects include but are not limited to:

- Lane repurposing
- Horizontal deflections
- Speed tables/cushions
- Parklets
- Lane narrowing
- Medians
- Slow turn wedge
- Crosswalks
- Roundabouts
- Refuge islands
- Buffered bike lanes
- Curb extensions

The planning phase of a quick build project ranges from 2-6 months, with around 1-3 days needed for installation.

*adapted from Tactical Urbanist's Guide to Materials and Design, from The Street Plans Collaborative



Recycled plastic roundabout, Annandale, VA



Painted pedestrian refuge island, Pipestone, MN



Rubber speed cushion, Charlotte, NC



Painted curb extension, Denver, CO



Painted curb return radius reduction, New Hope, MN



Paint and planter buffered bike lane, St. Petersburg, FL



Rubber raised crosswalk, Minneapolis, MN



Rubber and plastic buffered bike lane, Denver, CO



Plastic traffic separator, Oviedo, FL

Vision Zero Resolution

The Vision Zero Resolution was adopted by Lake Mary City Commission on August 15, 2024. The resolution year for Vision Zero is 2050.

RESOLUTION NO. 1072

A RESOLUTION OF THE CITY OF LAKE MARY, FLORIDA, ADOPTING THE VISION ZERO GOAL OF ELIMINATING TRAFFIC DEATHS AND SEVERE INJURIES BY 2050, PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Lake Mary recognizes deadly and severe crashes are not inevitable, and death and severe injury are not an acceptable cost for using our public roadway system; and

WHEREAS, human life and health are paramount and should take priority; and

WHEREAS, the City of Lake Mary acknowledges roadways have historically been designed to prioritize vehicles throughout at high speeds by providing wider roadways with higher design speeds to the detriment of health and safety; and

WHEREAS, vehicle speeds have been identified as major causes of traffic deaths; and

WHEREAS, people walking, bicycling, or driving a motorcycle are the most vulnerable road users and account for 11 of the 24 total traffic crashes resulting in death or serious injury in Lake Mary between 2018-2022; and

WHEREAS, the U. S. Department of Transportation has adopted the Safe System approach; and

WHEREAS, the Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, the City of Lake Mary will utilize the Vision Zero data-driven strategy to eliminate all traffic deaths and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the City of Lake Mary will perform a Vision Zero data-driven strategy to identify areas of need that will help to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the City of Lake Mary will implement USDOT's Safe System approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

WHEREAS, Vision Zero jurisdictions are implemented across Seminole County Florida, which is expected to increase regional efforts significantly in the coming years.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKE MARY, FLORIDA, AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated in this Resolution by reference.

SECTION 2. The City Commission is committed to equity in all aspects of Vision Zero, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically under-invested communities, and enforcement strategies that protect against racial profiling and follow data driven approaches.

SECTION 3. The Vision Zero Staff Liaison, with support from other multi-disciplinary departments, will advise the City of Lake Mary on the strategies of the Vision Zero Action Plan and other matters related to transportation, education, public health, emergency response, equity, transit, bicycling, and walking to support innovation and mobility within the City.

SECTION 4. This Resolution applies to the Vision Zero goal of eliminating traffic deaths and severe injuries by 2050.

SECTION 5. The City Commission of the City of Lake Mary adopts the Vision Zero goal of eliminating traffic deaths and severe injuries by 2050.

SECTION 6. CONFLICTS. All Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 7. SEVERABILITY. If any Section or portion of a Section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Resolution.

SECTION 8. EFFECTIVE DATE: This Resolution shall take effect upon adoption.

PASSED and **ADOPTED** by a _____ vote at a regular meeting of the City Commission of the City of Lake Mary, this 15 day of August, 2024.

CITY OF LAKE MARY, FLORIDA


MAYOR, DAVID J. MEALOR

ATTEST:


CITY CLERK, AMBER BRANTON

Approved as to form and legality for use
and reliance upon by the City of Lake
Mary, Florida.


CATHERINE REISCHMANN
CITY ATTORNEY



CHANGE TAKES TIME

This is Only the First Step

The Action Plan recommends improvements to many of the corridors and intersections in the City of Lake Mary. As those areas are improved, new needs will emerge — ***Vision Zero is iterative by its nature.***

The next steps include initiating Year 1 Actions and pursuing Federal funding.



Monitoring Progress is Critical to Evaluating Success

These performance measures are recommended for yearly tracking. They will help identify crash trends in real-time instead of waiting another five years. These performance measures help us understand our progress as we embark on zero traffic deaths by the year 2050.

Recommended Performance Measures

In the City of Lake Mary:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

On City Roads:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

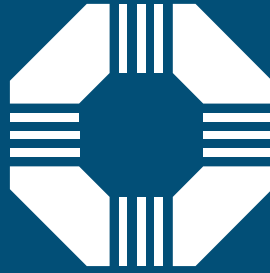
Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

The City of Lake Mary is not alone — all Counties and Cities in the MetroPlan Orlando Region are working together to Get to Zero. Together.



VISION ZERO

CENTRAL FLORIDA

MetroPlan Orlando Project Manager:
Lara Bouck - lara.bouck@metroplanorlando.gov

City of Lake Mary Project Manager:
Michael Lopez - mlopez@lakemaryfl.com