

Meeting Summary



VISION ZERO
CENTRAL FLORIDA

Counting down to zero traffic deaths



Subject: Vision Zero Central Florida – Task Force Meeting #3
Summary

Date & Time: November 28, 2023 (3:00 pm to 4:30 pm)

Time:

Location: Virtual Meeting – Zoom

Attendees

The people who attended the third Task Force meeting are summarized in [Table 1](#).

Table 1: Task Force Meeting Attendees

Task Force Members	MetroPlan Orlando Staff
Bill Wharton, Seminole County	Mighk Wilson (MPO Staff / Safety Planning Co-Lead)
Josh DeVries, Osceola County	Adriana Rodriguez (MPO Staff / Safety Planning Co-Lead)
Kelly Brock, City of Casselberry	Cynthia Lambert (MPO Staff / Communications Lead)
Patrick Panza, Bike Walk Central Florida	Alex Trauger
Cody Johnson, LYNX	Lara Bouck
Laura Hardwicke, City of Orlando	Mary Ann Horne
Loreen Bobo, FDOT	Sarah Larsen
Lauren Torres, National Safety Council	Slade Downs
Doug Robinson, Seminole County	Taylor Laurent
Adam Zubritsky, OCPS	
Humberto Castellero, Orange County	Consultant Team
Lt. Tara Crescenzi, FHP	Kathrin Tellez, AICP, Fehr & Peers
RJ Muller, Citizen Advocate	Stephen Spana, Fehr & Peers
David Sibila, Citizen Advocate	Nicole Waldheim, Fehr & Peers
Jordan DeWitt, Orlando Economic Partnership	PJ Smith, xGeographic
Venise White, Florida Department of Public Health	
Marianne Arneberg, Osceola County	

Steering Committee Members not in Attendance

Laura Cantwell, AARP

Nilisa Council, Citizen Advocate

Christina Cabrea, UCF Student Government

Neika Berry, Citizen Advocate

Sanjay Pattani, Advent Health

Courtney Gleaton, Orlando Health

Vacant, City of St. Cloud

Recording

The meeting was held over Zoom and was recorded. A link to the recording is here:

<https://www.youtube.com/watch?v=xCaRgrWRy5s>

Presentation Agenda

The third Vision Zero Central Florida Task provided an update on overall project efforts, with a focus on potential countermeasures, including policy changes. There was also an update on planned public engagement activities. The meeting followed this agenda.

1. Welcome and Recap of Task Force Meeting 1 + 2 (summaries provided in advance of meeting)
2. Public Engagement Update
3. HIN Highlights
4. Countermeasure Opportunities
5. Policy Benchmarking (initial results provided in advance of meeting)
6. Reduction Goals
7. Next Steps and Additional Discussion
8. Public Comment

Discussion and Feedback

During the presentation, there were several key comments and discussions around the following topics, with the comment summarized along with how that feedback will be incorporated into the process shown in *Italic text*:

- Systemic Approach – the importance of applying a systemic approach was highlighted as people in the region travel across boundaries and there needs to be a consistent application of strategies. *As a part of the Regional Plan, a high-risk network will also be identified. These are corridors that are not currently high crash locations, but they have the potential to become high crash corridors. A process or policy to flag roadway projects that have the potential to become high crash corridors may also be considered as a part of the Action Plan. The Countermeasure Toolkit will also provide a consistent starting point for the identification of countermeasures.*
- On-Going Improvements – it was noted that on some roadways and intersections identified as part of the High Injury Network, improvements have been made recently or there are planned improvements to address safety concerns. *As projects are identified for the HIN, they should be categorized by the status of potential projects, including those where improvements have recently been implemented or are under construction for future monitoring, locations where improvements are planned in the next 2-5 years where there may be opportunities to refine the safety elements of those projects, and locations where there are no near-term planned projects that may be opportunities to implement a low-cost/quick build solution in the near-term and identify longer term improvements to program and prioritize.*
- Target Speed – a consistent approach in establishing a target speed that considers the potential evolution of a corridor. Many roadways in the region have been designed for high speeds, that may not be compatible with the evolving context as well as the goal of reaching zero fatalities. *Within the Countermeasure Toolkit, some guidance on Target Speed is provided.*
- Policy Framing – how policies would be developed and implemented at the regional, county, and local levels was discussed as it will be important for the policies across the region to be complementary, but also reflect the different demographics, land use patterns and safety issues within each community.
- Crash Reduction Scenarios – Funding was noted as the limiting factor to achieve high levels annual crash reductions. Some additional scenarios were proposed:
 - Phased approach to prioritize low cost/quick build, outreach, enforcement, and educational strategies within first few years. In subsequent years, look to accelerate progress as additional funding sources become available.
 - Conduct more before and after studies of improvements in the region to document benefits in the local context.
 - Accelerate projects as much as possible within the existing funding.

- As most of the severe crash problems are on FDOT roadways, what will FDOT's role be on the implementation of improvements?

Consensus was not reached on the crash reduction scenarios. The regional goal will likely be a compilation of jurisdiction goals. As each jurisdiction progresses with their plans, this will be a topic of discussion where the outcomes will be folded into the regional plan.

- Challenges and Opportunities – several challenges and opportunities were discussed that could help inform action plan goals and policies:
 - Funding
 - Within agency structures, there can be a disconnect between planning, design, operations, and maintenance staff, which can lead to missed opportunities, duplication of efforts, and project implementation not aligning with the goals of Vision Zero and the Safe System. Are there opportunities to operationalize safety within all processes?
 - Look for additional funding sources that have safety co-benefits. For example, a roundabout can help achieve resilience goals as well as safety goals.

Upcoming Meetings

A focused Benchmarking meeting is planned for early January, in advance of the next Task Force meeting, which is scheduled for January 16, 2024. The focus of that meeting will be potential action plan policies, project identification on the HIN and prioritization metrics.