



VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths

VISION ZERO PLAN UPDATE



APRIL 2024



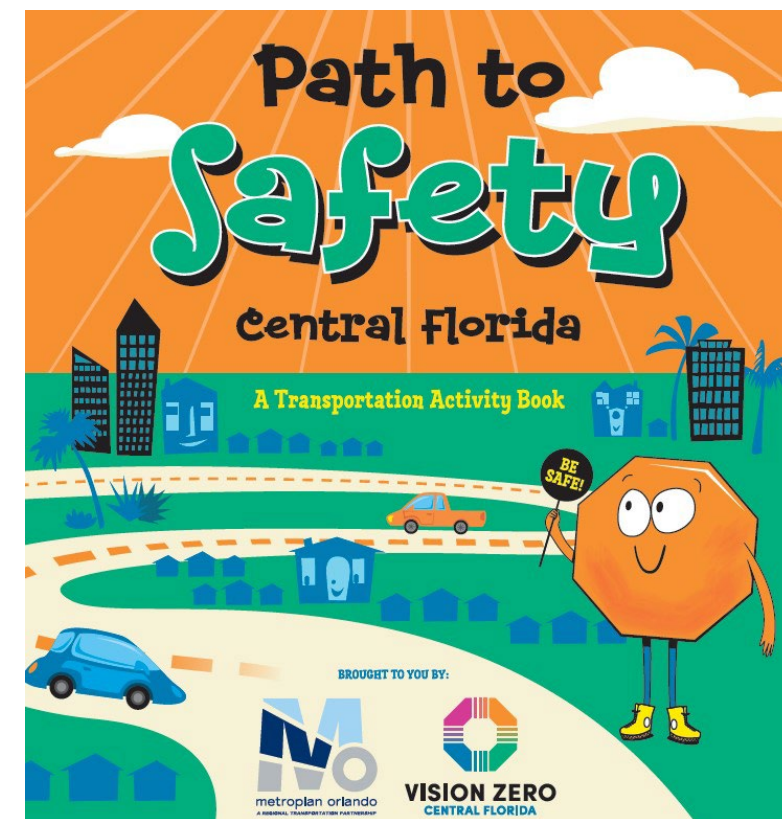
metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

PUBLIC ENGAGEMENT



Engagement Highlights

- **40+ Community events with 1,000 of interactions with the public**
- **150+ local government meetings**
- 5 Regional Task Force Meetings
- 15+ updates to MetroPlan Orlando Board and committees
- 345+ survey responses
- 1 Regional Press Conference
- 4 Safety Champion Speaker Series Events
- 11 Office Hour Meetings
- Over 30 mentions on local media outlets
- 400+ views of Call-to-Action video
- Over **10,000** views by over **2,700** unique users of VisionZeroCFL.gov
- **5,500** kids activity books printed and distributed
- Newsletter



Social Media Templates

- Highlighting the high fatal crash rate
- Dangers of driving under the influence of drugs and/or alcohol
- Seatbelt use
- Helmet use
- Following traffic rules
- Distracted driving
- Teen driving
- Bicyclist, pedestrian and motorcyclist awareness
- Hit-and-Run

1 in 3 serious injury
crashes in Central
Florida involves
distracted
driving.



PAYING ATTENTION CAN SAVE A LIFE.



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Speaker Series Events

- World Day of Remembrance for Road Traffic Victims (Nov. 15, 2023)
- Moving the Needle on Pedestrian and Bicyclist Safety, Rebecca Sanders, PhD (April 4, 2024)
- Centering Safety and Equity, Charles Brown, [May 23](#)
- From the Perspective of those Left Behind, Melissa Wandall, [June 4](#)
- A Plan of Action for Walking & Cycling, Dan Burden, [June 13](#)
- Stories of Speed Management, Loreen Bobo, Whit Blanton, Makenzie Rasey (LADOT), [August/September](#)

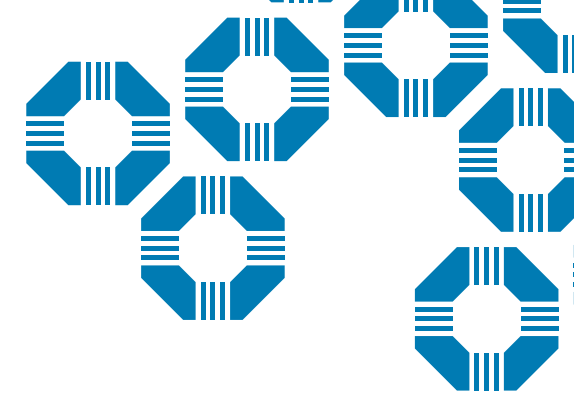
TASK FORCE MEETING #5



Vision Zero Resolution

MetroPlan Orlando has set a goal of eliminating death and serious injuries on our roads by 2050.

Policy Framework



Goal #1: Safety & Security

Provide a safe and secure transportation system for all users

MetroPlan Orlando and its planning partners are committed to improving public safety and security. In February 2019, the MetroPlan Orlando board unanimously supported the Florida Department of Transportation's Vision Zero statewide safety performance targets. This policy acknowledges human life and health is paramount and that no loss of life is acceptable. Safety and security are shared responsibilities between transportation users and the professionals that plan, design and operate the regional system.



Indicators:

- **Number of fatalities, serious injuries and crashes by mode/user**
- **Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users**
- **Number of evacuation route lane miles per 1,000 households**
- **Average emergency response time by incident occurrence and notification time**
- **Average crash/incident clearance time (return to baseline operating capacity)**

Potential Prioritization Categories



Transportation
Underserved

Safety History

Safety Benefit

Regional
Benefit

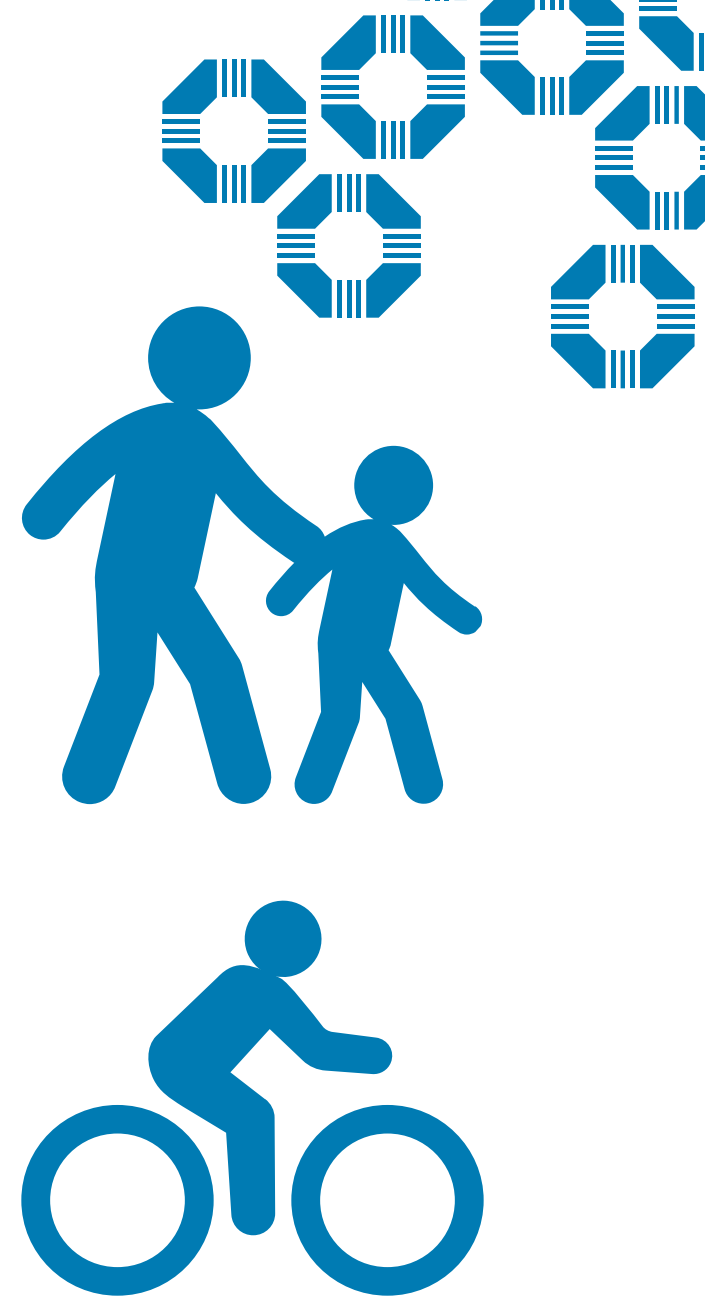
Implementation
Timeline

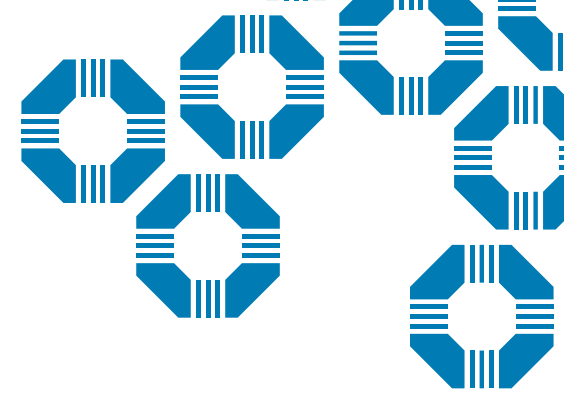
SUPPLEMENTAL ANALYSIS



Transit Stop Analysis

- In 2022, over 30,000,000 boardings and alightings on LYNX network
- 50% occurs on the High Injury Network (2% of road network)
- Identified overlap of transit stop locations, high injury network and pedestrian/bicyclist crash locations





Emergency Response

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM UPDATE

(Electronic Version)

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Date of Crash 21/May/2021 06:49 PM	Time of Crash 21/May/2021 06:49 PM	Date of Report 21/May/2021 12:00 AM	Invest. Agency Report Number 2021TA005623	HSMV Crash Report Number 24260593
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CRASH IDENTIFIERS

County Code 17	City Code 44	County of Crash SEMINOLE	Place or City of Crash OVIEDO	Within City Limits Yes	Time Reported 21/May/2021 06:49 PM	Time Dispatched 21/May/2021 06:51 PM
Time on Scene 21/May/2021 06:55 PM	Time Cleared Scene 21/May/2021 07:50 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement



Crash Response Takeaways | MetroPlan Orlando Region



- Average Response Time increases with distance from a police or fire station.
- Slight increase in response time at night (less than 1-minute).
- Negligible response time difference for transportation disadvantaged areas.
- Most countermeasures unlikely to appreciably change response times but are likely to reduce calls for service.



ACTION PLAN OUTLINE



Action Plan Chapters

Executive Summary

Chapter 1: Need for a Transportation Safety Plan

Chapter 2: Understanding the Crash Trends

Chapter 3: Listening to the Community

Chapter 4: Toolkit of Strategies

Chapter 5: Project Development

Chapter 6: Plan of Action

Chapter 7: Implementation and Tracking

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A Safe System is built on six principles.

At the highest level, a Safe System acknowledges that while humans make mistakes, death and serious injury are unacceptable outcomes of using our transportation system.

The Six Safe System Principles



DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

While eliminating all crashes is an eventual goal, this plan focuses on eliminating crashes that result in death and serious injuries on state roads in Manatee County.



HUMANS MAKE MISTAKES

Everyone makes mistakes that can lead to a crash. The goal of the Safe System Approach 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 crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.

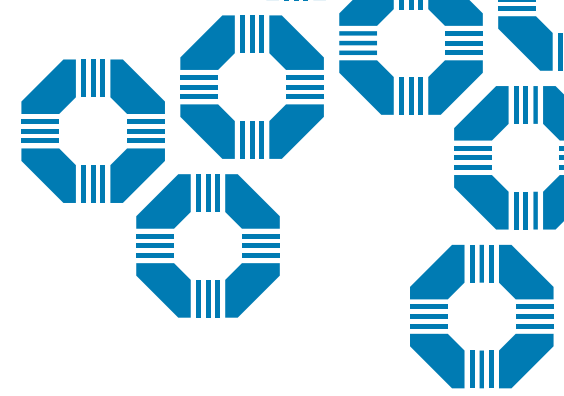


REDUNDANCY IS CRUCIAL

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.

NEXT STEPS





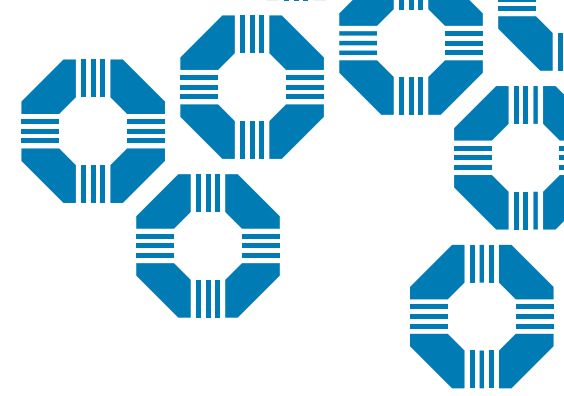
Demonstration Projects & 2024 SS4A Grant Cycle

Discussing
Demonstration
Projects With
Counties:
Thru 2025

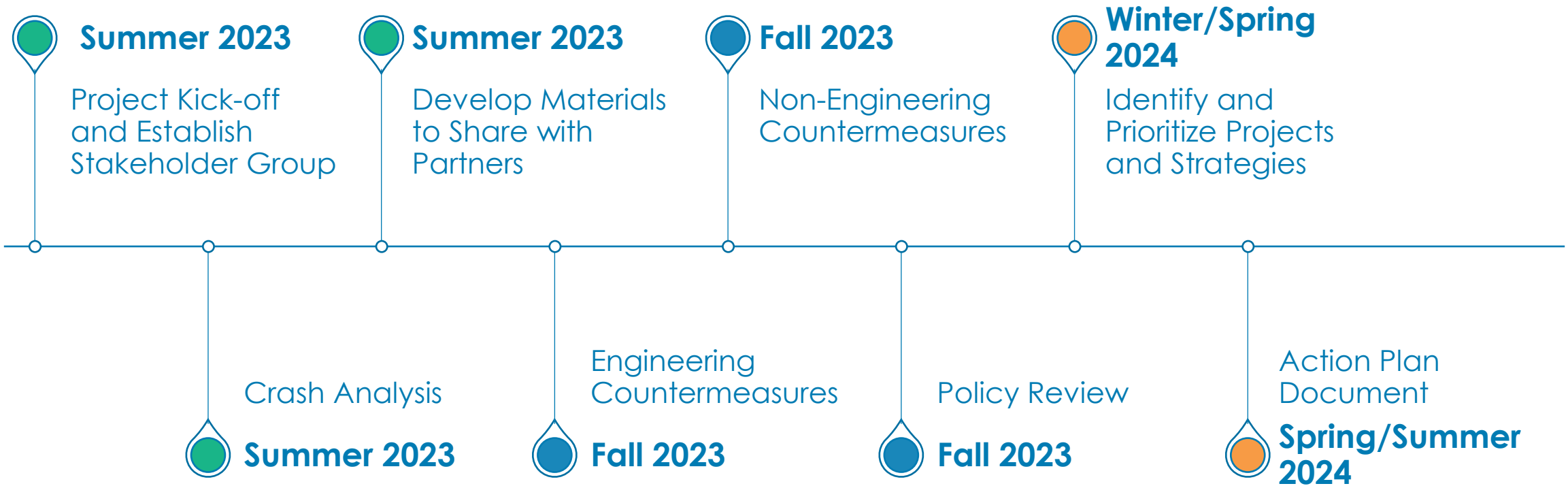
Internal
Discussions on
Supplemental
Planning and
Demonstration
Projects

Applications for
planning or
demonstration
grants:
April 4
May 16
August 29

<https://www.transportation.gov/grants/ss4a/how-to-apply>



Project Schedule





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Thank You!

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