

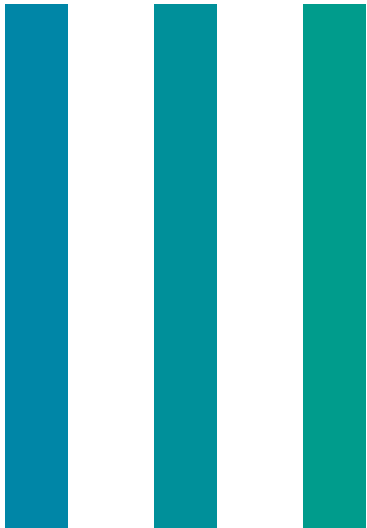
VISION ZERO
CENTRAL FLORIDA

Vision Zero **ACTION PLAN**

SEMINOLE COUNTY



AUGUST 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 Seminole County Vision Zero Safety Action Plan was developed from a coordinated planning effort led by MetroPlan Orlando, in partnership with 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 County seeks to eliminate traffic deaths and serious injuries on our roads by 2050.



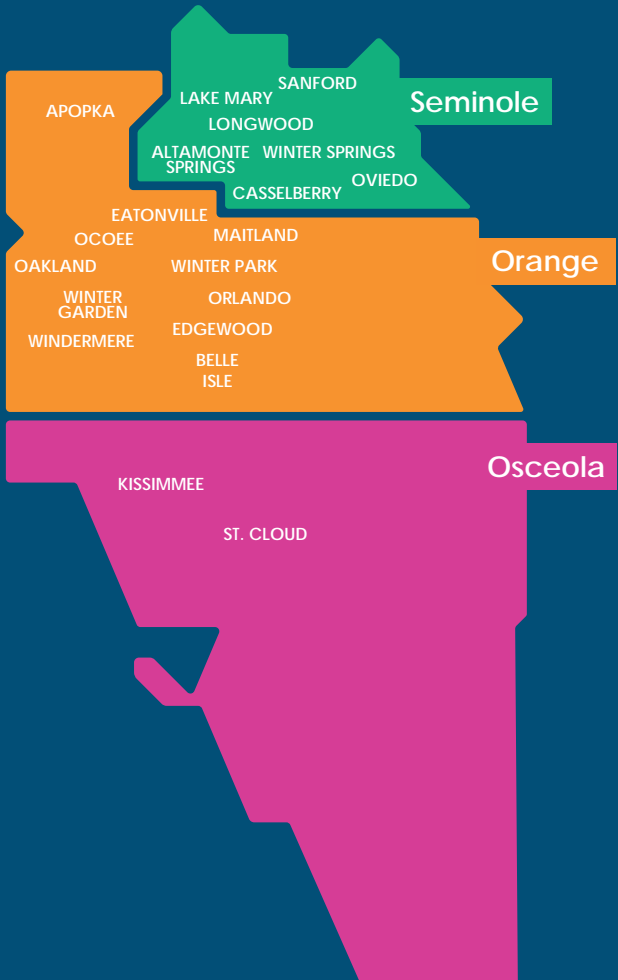
What Is Vision Zero Central Florida & Why Do We Need to Take Action?

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. While this plan is specific to Seminole County, action plans were created for the three county region, as well as each county and city. The Regional 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. These tailored plans 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 Seminole County

Nearly half a million people call Seminole County home. The community chooses Seminole County for its plentiful recreational opportunities, strong leadership, and an enjoyable pace of living. Safety is a top priority.

Unfortunately, on average about 36 people lose their lives to traffic crashes every year in Seminole County. People who walk, bike, and ride motorcycles are at the greatest risk. One in every six crashes involving these vulnerable users will result in death or serious injury.

Speed is a major factor in survival rate. Roads with posted speed limits of 40 miles per hour or higher account for 70% of all deaths and serious injuries. The time of day is another major factor. The hours of 3 PM to 6 PM have the highest number of deadly or serious traffic crashes compared to other times of day. The most common deadly or serious injury crashes are off-road or left-turn collisions.

The road to zero is long, but Seminole County is positioned to make progress. The countywide trend in traffic deaths and serious injury crashes is in a slight downtrend. Deadly and serious injury crashes occurred 228 times in 2018. Five years later in 2022, they occurred 176 times. That’s a reduction of 23%. There is more work to be done. This plan outlines steps to get there.

SEMINOLE COUNTY (2018-2022)

181

people were killed on our roadways, including:

123

motorist deaths

27

pedestrian deaths

21

motorcyclist deaths

4

bicyclist deaths

excludes limited access facilities

Seminole County Mission Statement:

"The Seminole County Government dedicates our efforts to provide for the safety and welfare of the public through the preservation of life, health, property and the environment."

3-COUNTY REGION (2018-2022)

325,775

total crashes

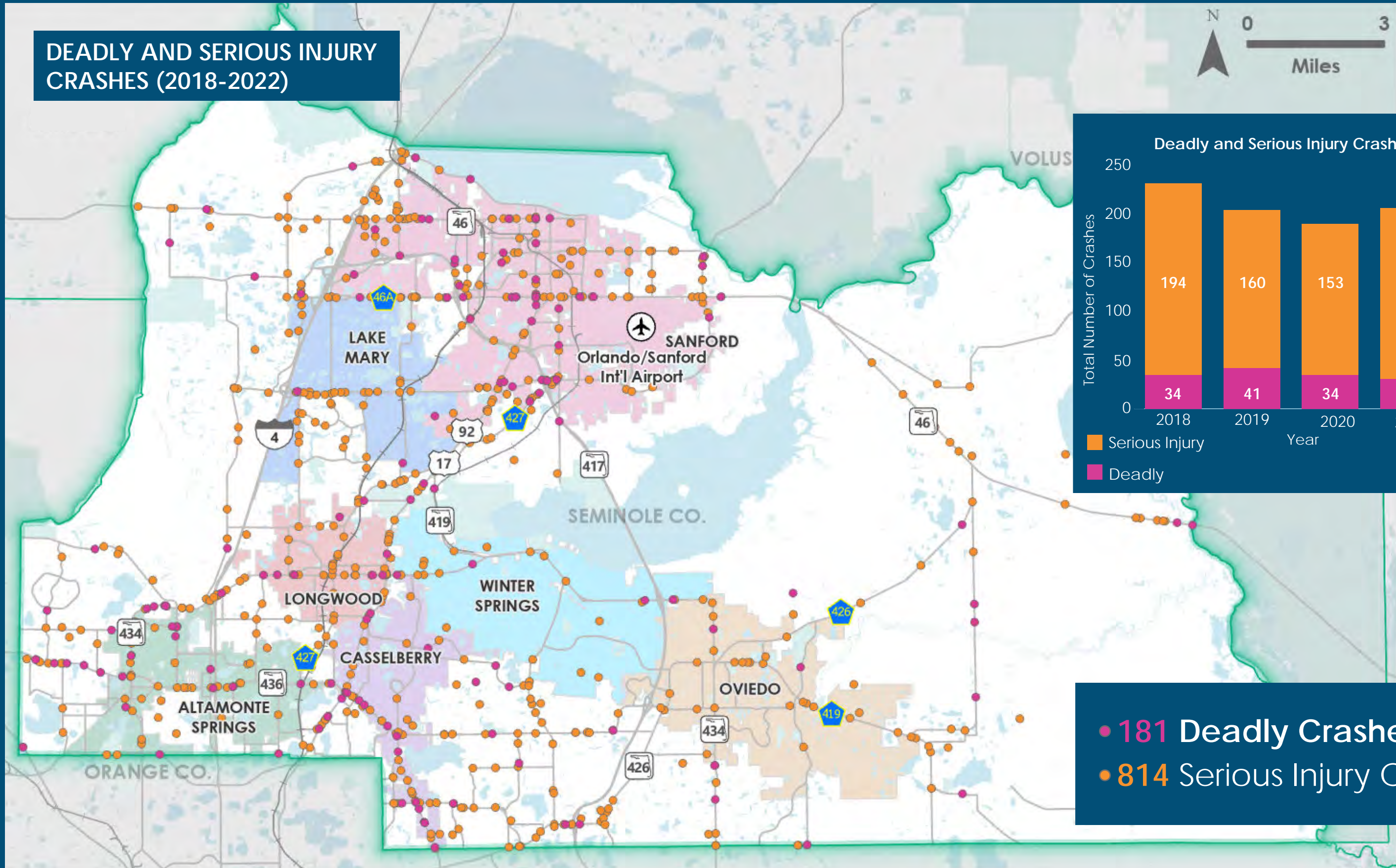
1,466

deaths

9,500

serious injuries

DEADLY AND SERIOUS INJURY CRASHES (2018-2022)



• **181** Deadly Crashes
• **814** 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 county 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 applying for the Implementation Grant through the Safe Streets for All Grants program and updating this action plan every five years.

Projects

Additionally, a needs list of projects was identified to strengthen the safety on our roads. There are 39 prioritized projects on county roads and 30 prioritized projects on state 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 county’s current plans and initiatives. A few key plans include:

- 2045 Transportation Mobility Plan - Guides future transportation improvements and investment decisions. Includes the goal to improve safety for all users, especially pedestrians and bicyclists.
- Envision Seminole 2045 - A vision for the next 20 years of growth, change, and conservation. Goals include protecting wildlife, maintaining rural places, growing walkable communities, getting active, and being green.
- Trails Master Plan - Sets a vision for providing greenways, trails, and bikeways and a vital element to maintain and improve the quality of future development and community revitalization efforts.

Seminole County Action Plan Summary



SAFER ROADS

- Prioritize Bicycle and Pedestrian Projects
- Implement Leading Pedestrian Intervals
- Conduct Traffic Signal Retiming to Match Target Speeds
- Implement Quick-Build Lane Repurposing
- Deploy Near-Miss Camera Technology
- Expand Rectangular Rapid Flashing Beacon Guidance in Engineering Standards Manual
- Develop Traffic Calming Plan and Travel Time Evaluation
- Enhance Transit Stop Crossings
- Coordinate Safety Improvements with Utility Projects



SAFER SPEEDS

- Install Speed Feedback Signs
- Develop Target Speed Plan
- Prioritize Speed Management Countermeasures
- Pilot School Zone Speed Limit Cameras



SAFER ROAD USERS

- Partner with Motorcycle Safety Organization, Emphasize Helmet Usage
- Coordinate Traffic Safety Presentations with Schools
- Consider Expanding Driver’s Education Program in Public Schools
- Engage in Youth Traffic Safety Programs
- Conduct Targeted Enforcement and High Visibility Enforcement Operations
- Launch Vision Zero Outreach Campaign
- Recommend a Countywide “Do Not Disturb” Policy for Staff



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

- Meet with First Responders Regularly
- Track Response and Transport Times
- Supplement Crash Data with First Responder, Hospital, and Trauma Center Data
- Promote CPR / Emergency First Aid Training



CONTINUING PROGRESS

- Develop Vision Zero Status Report
- Host Vision Zero Workshop Twice a Year
- Update Action Plan Every 5-Years
- Assign / Create Dedicated Transportation Safety Staff Position
- Convene a Fatal Crash Review Commission

Acknowledgements

Seminole County Steering Committee

Bill Wharton, Public Works
Arturo Perez, Public Works
Doug Robinson, Planning and Development
Charlie Wetzel, Traffic Engineering
Bill Pandos, Parks and Recreation
Matt Kinley, Fire Department
Alan Harris, Emergency Management
Lt. Brad McDaniel, Sheriff's Office
Mark Mullins, Seminole County Public Schools
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Emily Bush, Bike Walk Central Florida
Patrick Panza, Bike Walk Central Florida
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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.

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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
- 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**

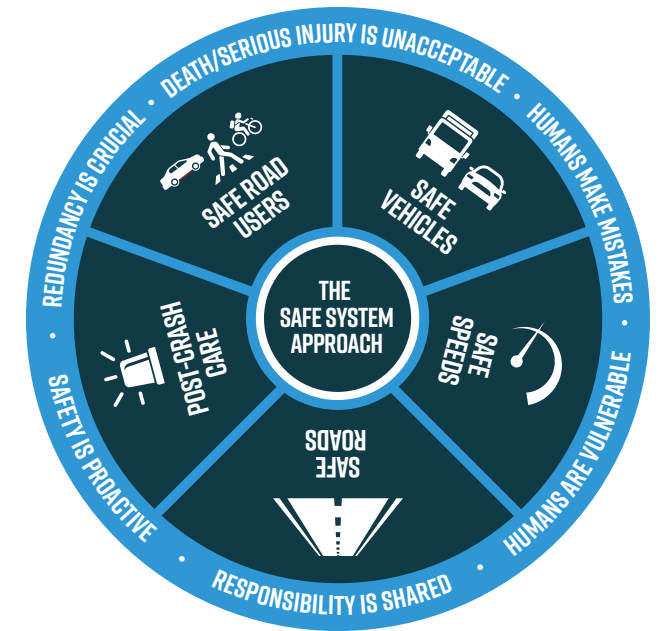
Source: Vision Zero Network

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, non-drivers, walkers, cyclists, motorcycle riders, bus riders, bus drivers, and beyond.



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

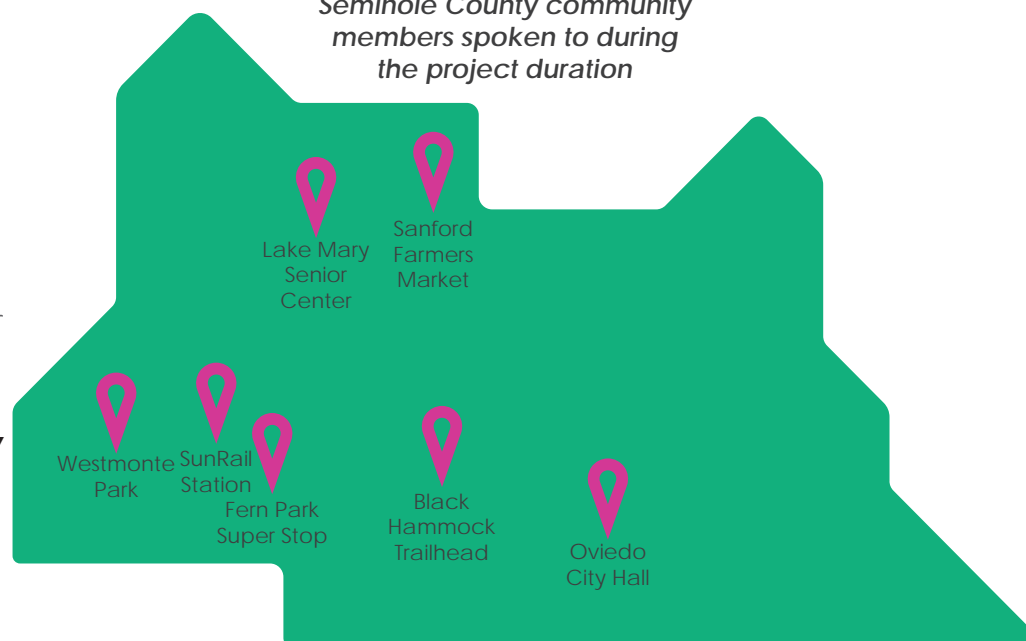
As a part of the Vision Zero Action Plan development, Seminole County hosted open houses and pop-up events in each municipality to educate the public about the purpose of Vision Zero, and to better understand the transportation issues from a community based perspective rather than just relying on crash 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.

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.

1500+

Seminole County community members spoken to during the project duration



How Community Feedback Enhances the Plan

Crash data alone does not tell the whole story - community conversations were vital to confirming and adding context to high crash areas within Seminole County. Feedback was used to guide emphasis areas and identify perceived roadway risk that may show up as near misses today, but could be deadly in the future.

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.

speed
roundabouts
education
sidewalks
multimodal
lighting
trails
agreeable
connectivity
walkability
enforcement
speed bumps



Lake Mary Senior Center Open House



Oviedo City Hall Open House



Altamonte Springs SunRail Station Pop-Up



Winter Springs Winter Wonderland Pop-Up

Seminole County Community Key Themes

SUPPORT: Majority of community members were excited to see support for zero deaths and serious injuries

RESPONSIBILITY: Community expressed a need for shared responsibility, nervous when interacting with other drivers

CONCERN: Some community members worry zero is unrealistic

EDUCATION: Education was discussed at all events, wanting the future generation to practice safer transportation habits

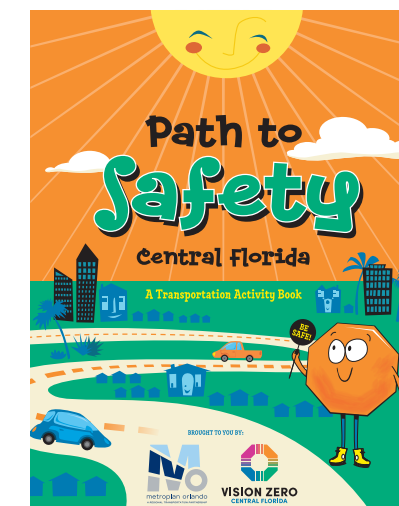
GROWTH: Community members noted the growth in population as a potential cause for traffic crashes

WALKING SAFETY: Community requests for more transit stops and pedestrian crossing signals across County

LIGHTING: Difficulty seeing at night or in the early morning hours when the sun rises

DISTRACTED DRIVING: Rise of smart phone usage and larger vehicle screens distracting drivers from paying attention to the roadways, all events expressed seeing people on their phones when driving, walking, or biking

EVENT MATERIALS



PERSONAL STORIES

During community events, many citizens shared personal stories of how traffic crashes impacted their lives:

- A mother with brain injury and neurological damage due to a car crash
- Man in early 20s who had a finger detached due to a motorcycle crash
- A sister with paraplegia due to car crash three weeks before her wedding
- Elderly woman who was in a life-threatening crash while crossing the street as a teenager
- An elected official who lost their nephew in a traffic crash
- Girlfriend who was in a traffic crash and suffered a spinal injury, now afraid to get back in the car
- Two children surprised by the number of motorcycle deaths and serious injuries, thought about their dad and how he rides a motorcycle
- Families who expressed losing loved ones throughout their lives

TALKING TO OUR
COMMUNITY

Local Community Concerns &
Collaboration

In addition to Seminole County open houses and pop-up events, each of the seven municipalities had their own 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



LYNX Fern Park Super Stop Pop-Up



Holiday Concert - Altamonte Springs Pop-Up



District 2 Community Meeting - Sanford

Focusing on Our Users

This section highlights crash insights and the High Injury Network.



FOCUSING ON OUR USERS

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.



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. There were 181 deadly crashes and 814 serious injury crashes between 2018 and 2022 in Seminole County. On county roads alone, there were 89 deadly crashes and 458 serious injury crashes. This is unacceptable. While the downward trend in deadly and serious injury crashes is encouraging, 2022 was still the worst year for traffic deaths.

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?

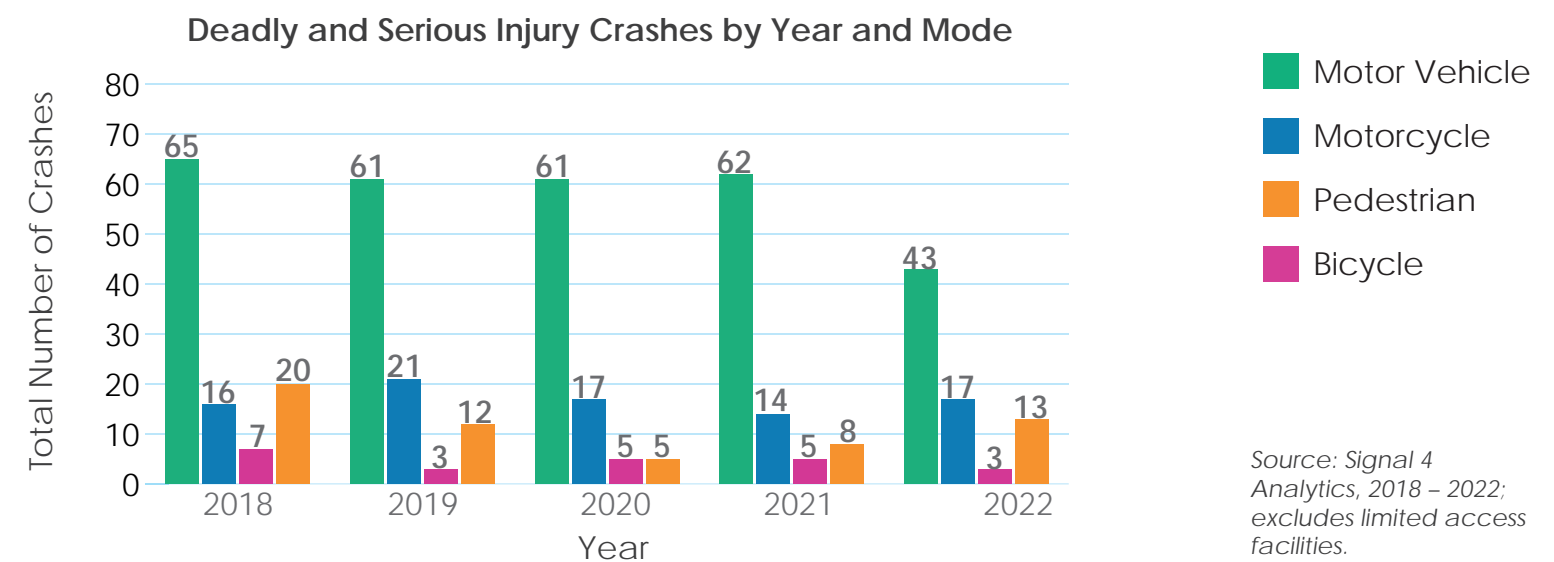
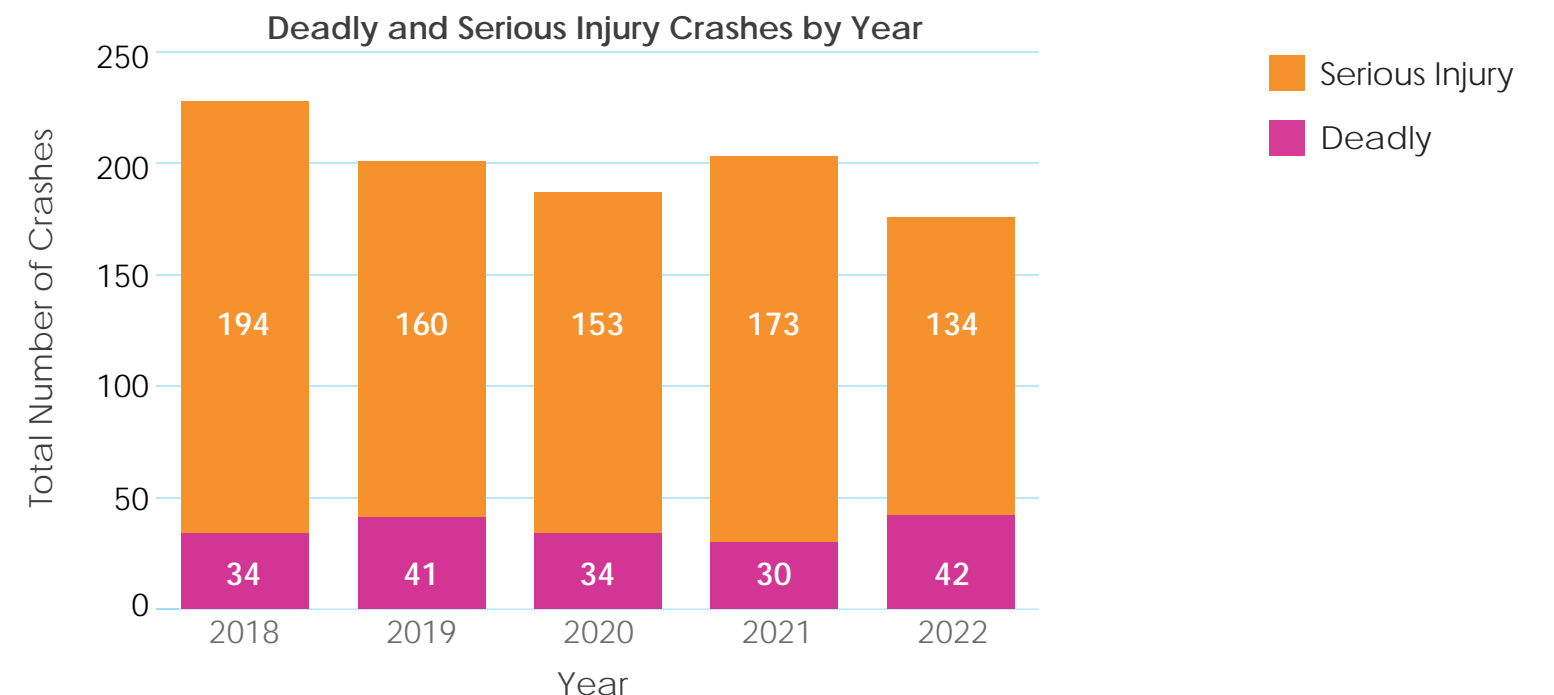
Vulnerable users are those outside of a vehicle. People who are walking, biking, or driving a motorcycle. They are physically unprotected and are at greater risk of death or serious injury in a collision. Vulnerable users make up 36 percent of the deadly and serious injury crashes in Seminole County.

What is a crash type?

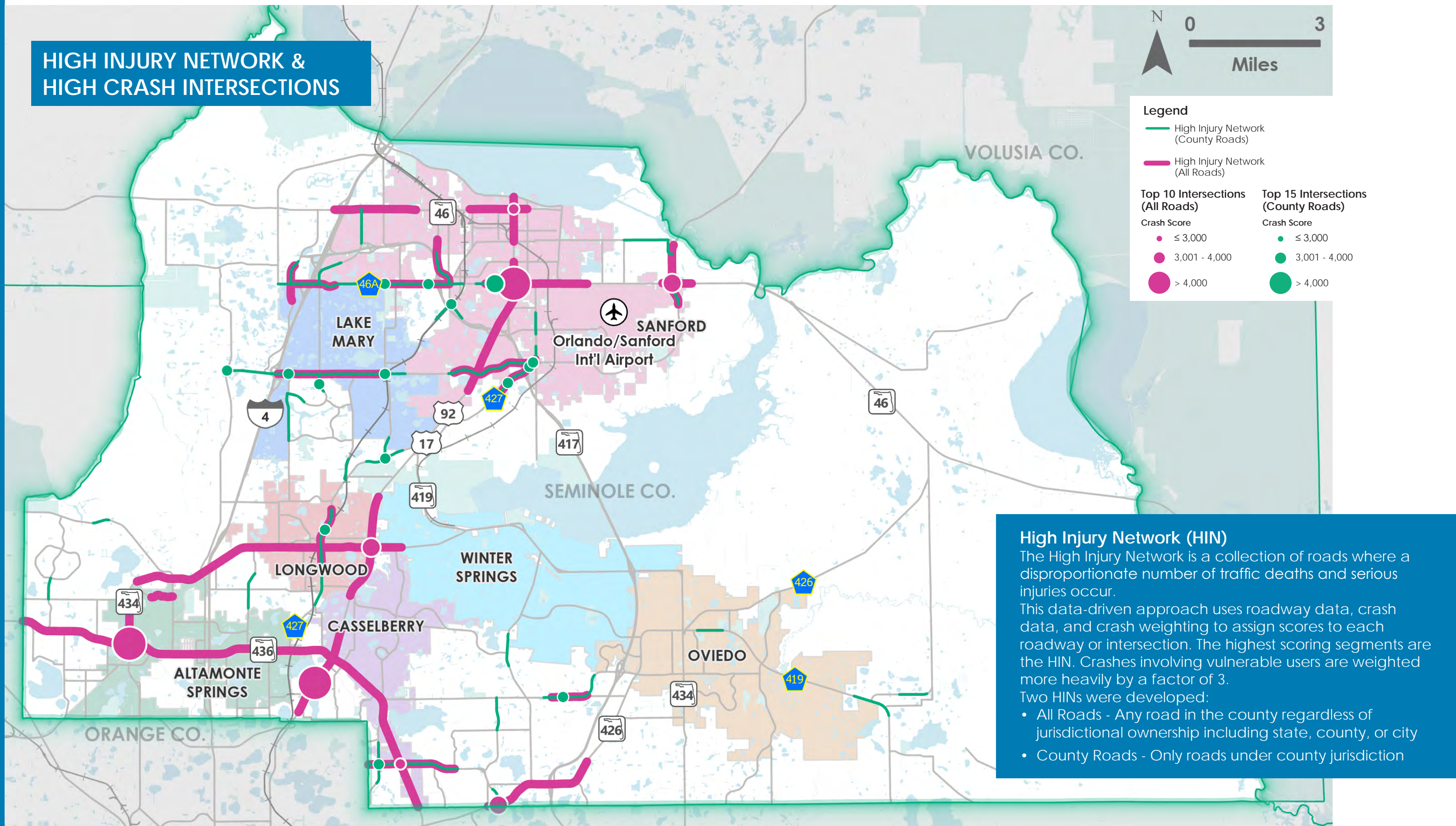
A crash type describes how the motorist or vulnerable user collided with another traveler or object. Crashes that involve turning are called "left-turn" or "right-angle" collisions. Some crashes only involve one motorist and are considered "off-road" or "single-vehicle" collisions.

The countywide trend in traffic deaths and serious injury crashes is in a slight downtrend. Deadly and serious injury crashes occurred 228 times in 2018. Five years later in 2022, they occurred 176 times. That's a reduction of 23%. While this trend is encouraging, the 42 deaths in 2022 cannot be ignored. 2022 was the worst year for traffic deaths.

For each travel mode, the overall deadly and serious injury crashes has decreased over the past five years, but pedestrians and motorcyclists crashes have not. The number of pedestrian traffic deaths or serious injury crashes has doubled from the 2020 low. While not as high as 2018, the uptick is cause for increased concern. Motorcyclist deaths and serious injuries have remained flat since 2020, though overall, motorcyclists account for the highest number of vulnerable user deadly and serious injury crashes.



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



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

FOCUSING ON
OUR USERS

High Injury Network and High Crash
Intersections

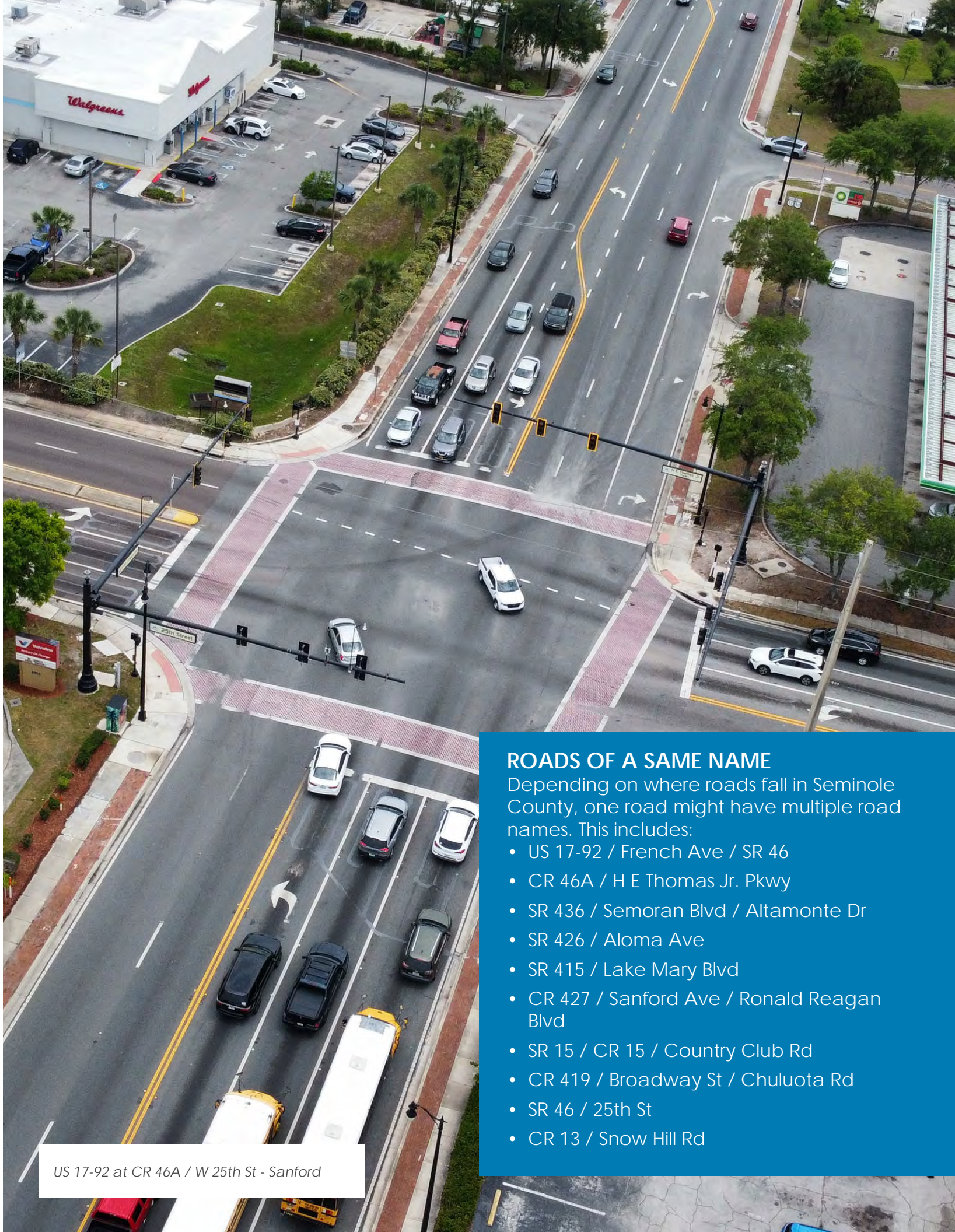
These are the intersections of greatest traffic crash concern in the county, as shown on the previous map. These intersections have the highest “crash scores” and have seen the greatest number of deaths and serious injuries.

High Crash Intersections
(All Roads):

- 1. US 17-92 at CR 46A
- 2. SR 436 at SR 434
- 3. US 17-92 at Lake of the Woods Blvd
- 4. SR 426 at Hall Rd
- 5. US 17-92 at SR 434
- 6. CR 46A at Hartwell Ave
- 7. SR 46 at SR 415
- 8. US 17-92 at SR 46 / W 1st St
- 9. 436 at Howell Branch Rd
- 10. CR 427 at Lake Mary Blvd

High Crash Intersections
(County Roads):

- 1. CR 46A at Hartwell Ave
- 2. CR 427 at Lake Mary Blvd
- 3. CR 46A at Casa Verde Blvd
- 4. Lake Mary Blvd at Flagg Ln
- 5. CR 427 at Keyes Ct
- 6. Red Bug Lake Rd at Citrus Rd
- 7. Howell Branch Rd at Lake Howell Rd
- 8. CR 427 at Downing St
- 9. CR 427 at Orange Ave
- 10. CR 427 at CR 15
- 11. Lake Mary Blvd at SR 15 / CR 15
- 12. Old Lake Mary Blvd at W Airport Blvd
- 13. Lake Mary Blvd at Markham Woods Rd
- 14. 14. S Sun Dr at Greenwood Blvd
- 15. CR 46A at Rantoul Ln

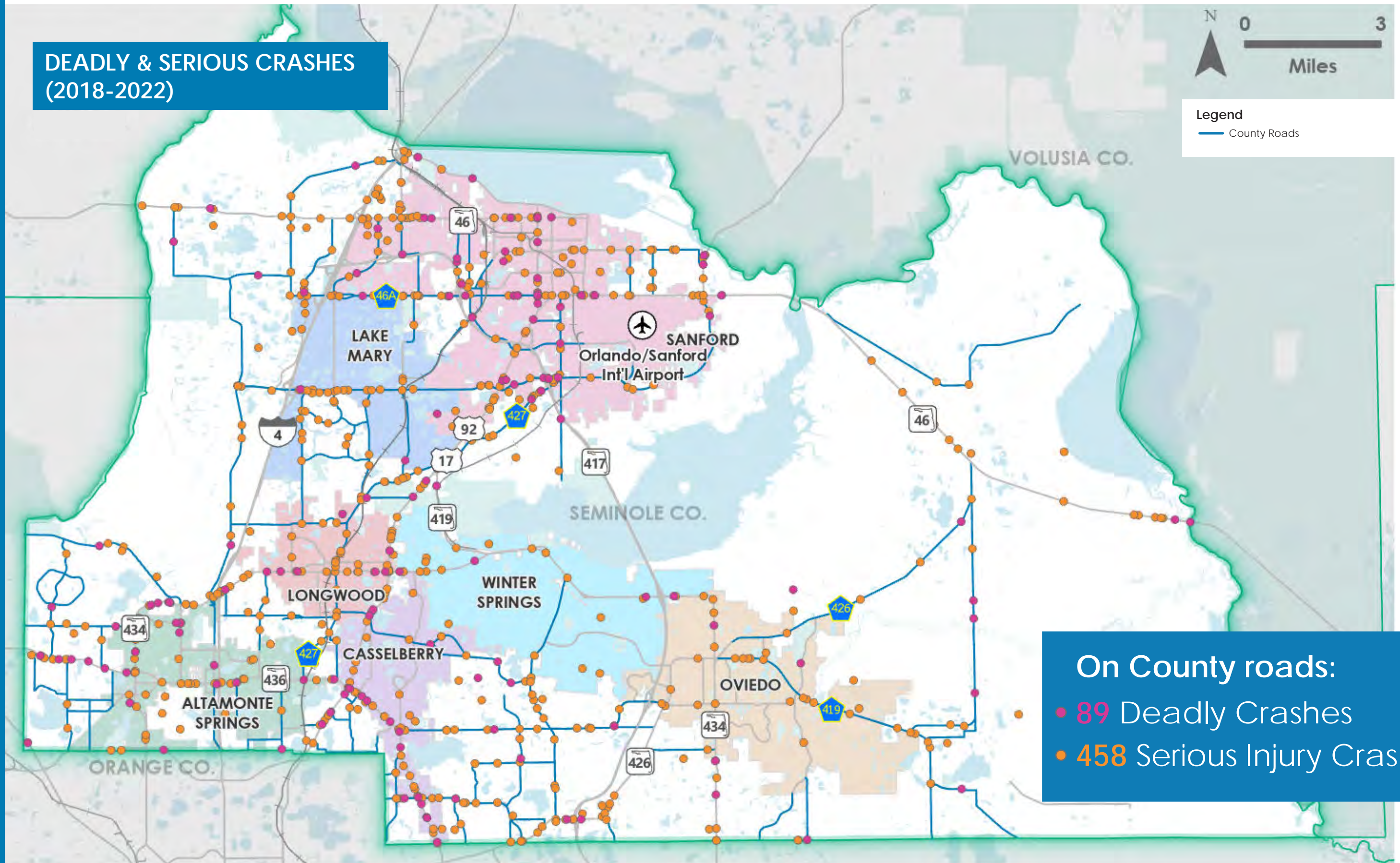


ROADS OF A SAME NAME

Depending on where roads fall in Seminole County, one road might have multiple road names. This includes:

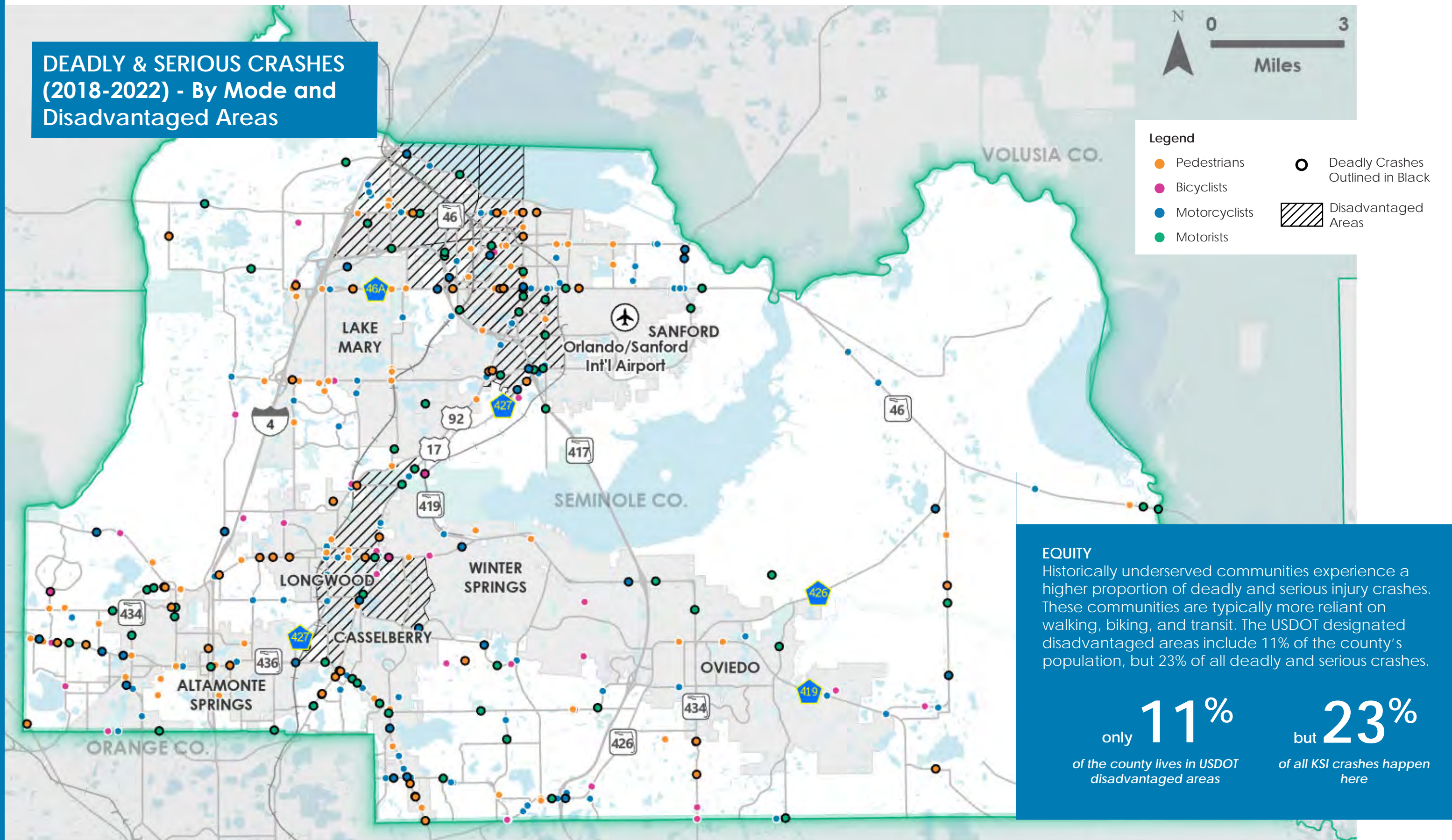
- US 17-92 / French Ave / SR 46
- CR 46A / H E Thomas Jr. Pkwy
- SR 436 / Semoran Blvd / Altamonte Dr
- SR 426 / Aloma Ave
- SR 415 / Lake Mary Blvd
- CR 427 / Sanford Ave / Ronald Reagan Blvd
- SR 15 / CR 15 / Country Club Rd
- CR 419 / Broadway St / Chuluota Rd
- SR 46 / 25th St
- CR 13 / Snow Hill Rd

DEADLY & SERIOUS CRASHES (2018-2022)



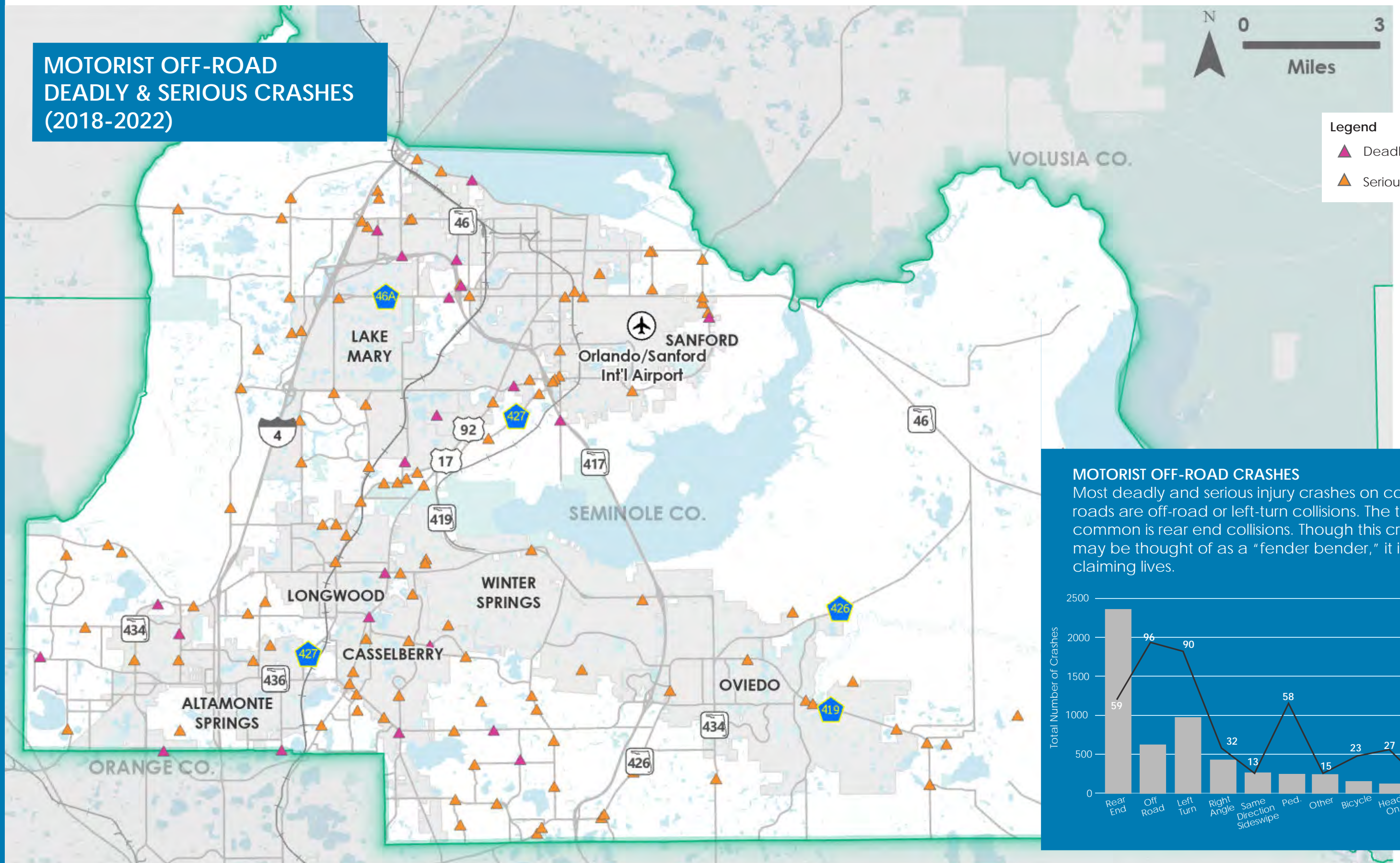
Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS CRASHES (2018-2022) - By Mode and Disadvantaged Areas



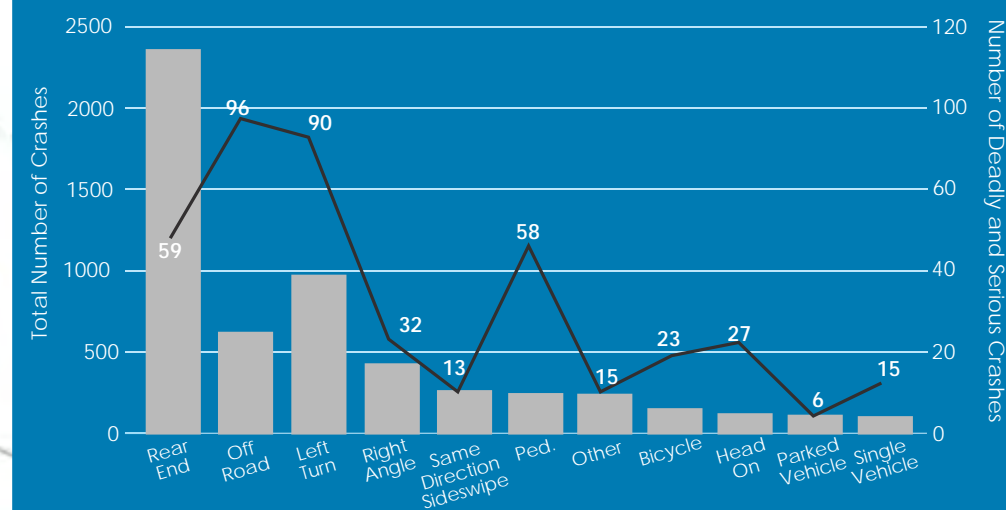
Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

MOTORIST OFF-ROAD DEADLY & SERIOUS CRASHES (2018-2022)



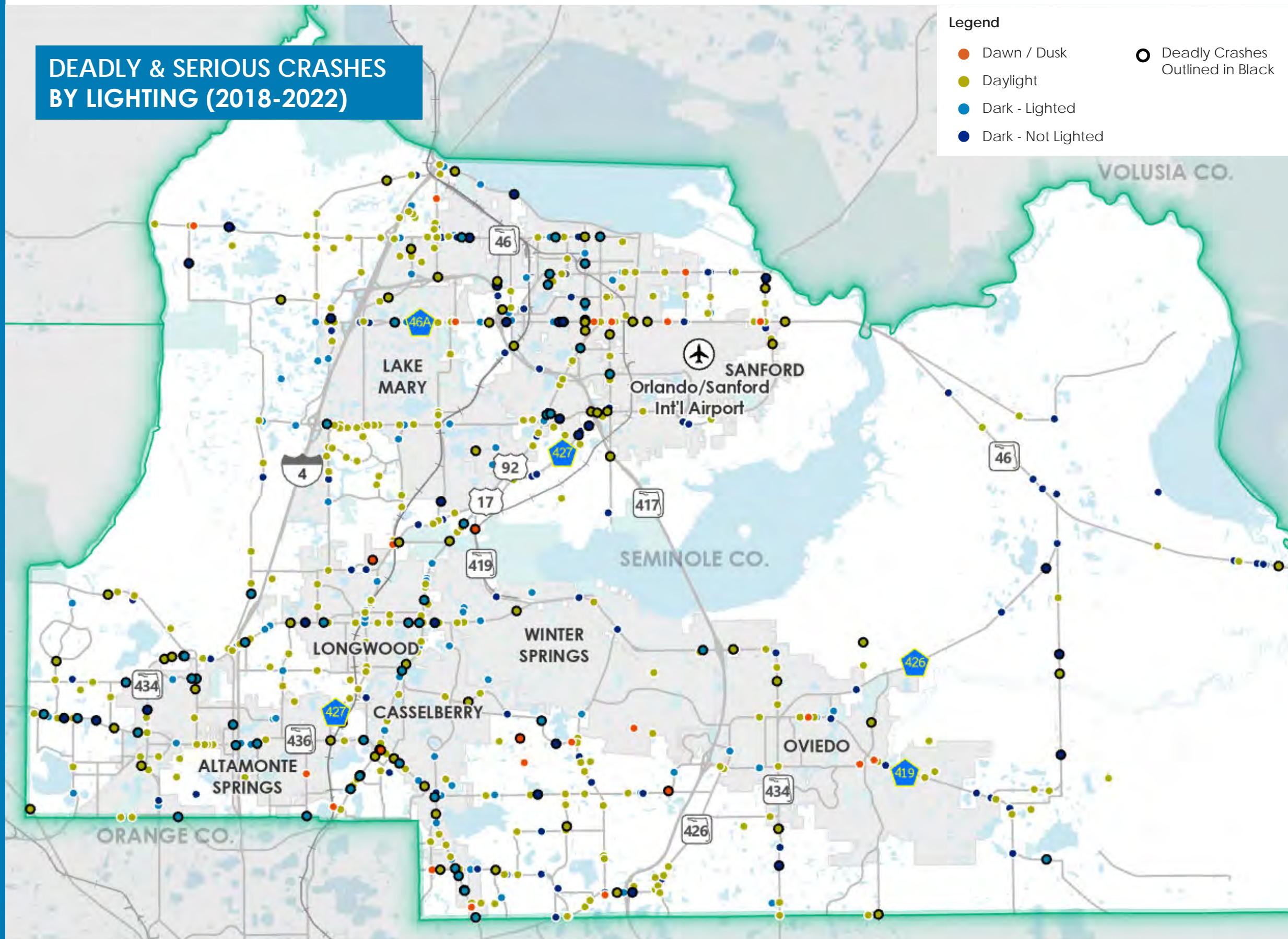
MOTORIST OFF-ROAD CRASHES

Most deadly and serious injury crashes on county roads are off-road or left-turn collisions. The third most common is rear end collisions. Though this crash type may be thought of as a “fender bender,” it is also claiming lives.



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

DEADLY & SERIOUS CRASHES BY LIGHTING (2018-2022)

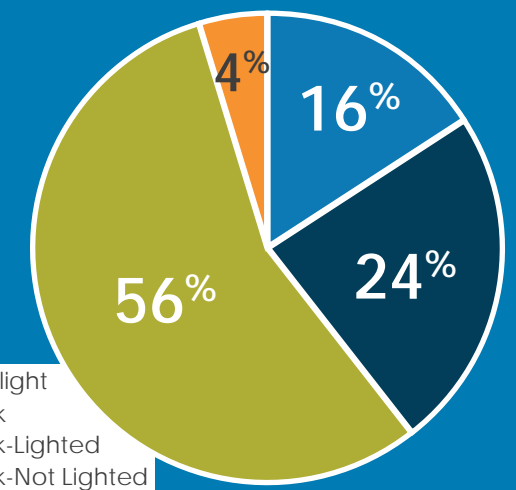


LIGHTING/TIME OF DAY

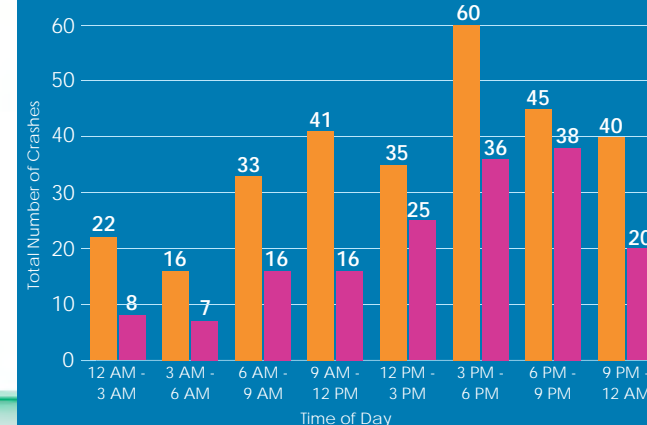
The later in the day it gets, the more deadly and serious injury crashes occur. This is true for both motorists and vulnerable users. The hours of 3 PM to 9 PM account for 39% of deadly and serious injury crashes, though those six hours are just 25% of day. As daylight turns to dusk, lighting becomes a more important roadway characteristic. Of the deadly and serious injury crashes that occurred in the dark, 60% were in locations without lighting.

24%

of deadly or serious injury crashes happened in locations without lighting



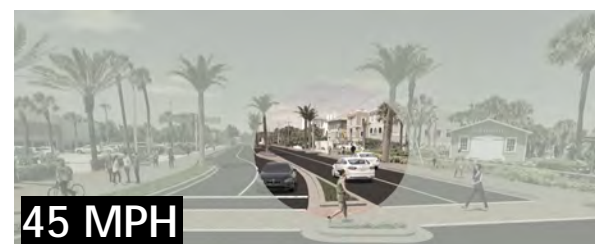
Daylight
Dusk
Dark-Lighted
Dark-Not Lighted



Motor Vehicle Death or Serious Injury
Bike, Ped, or Motorcycle Death or Serious Injury

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

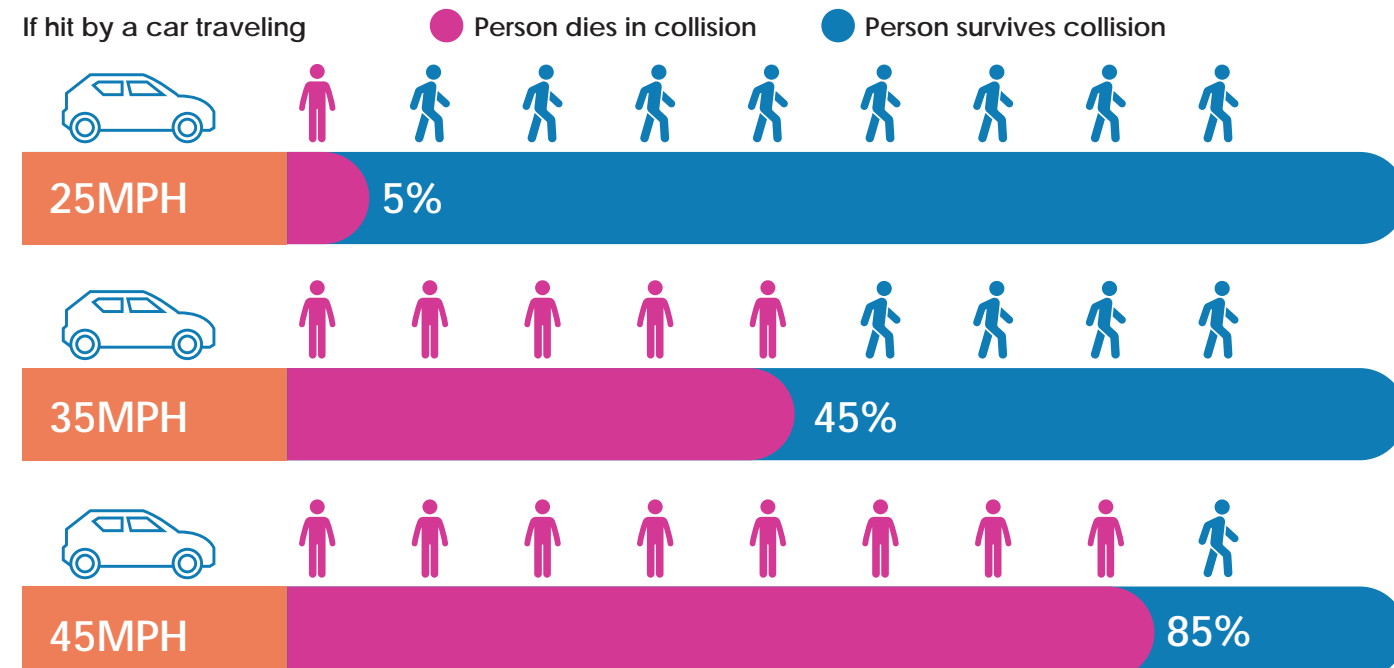
FOCUSING ON OUR USERS



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 serious injury crashes involves distracted driving.
- 1 in 14 deadly crashes involves drunk driving.
1 in 25 involves drugs.
- Only 17% of drivers are teens, but are in 23% of serious injury crashes.
- 6% of all serious injury crashes are hit-and-runs. That number **doubles** when the person hit is walking or biking.

Getting to Zero

This section highlights agency coordination and the toolbox of strategies and countermeasures.

To achieve zero deaths and serious injuries, Seminole County 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

Regional Vision Zero Task Force

The Regional Vision Zero Task Force was structured to develop a framework for continued action for the implementation and monitoring phases of the Action Plan at a regional level. This Task Force includes a diverse set of regional perspectives and county and local agency staff to help inform what materials should be prepared at the regional level to help support the County and Local Vision Zero Action Plans.

Seminole County Steering Committee

The Seminole County Steering Committee is comprised of Seminole County staff and local municipal staff, as well as local leaders who can support the County and Local Action Plans. Vision Zero relies on shared responsibility and authentic engagement.

Local Municipality Working Groups

The Working Groups are composed of city staff who can promote Vision Zero through different departments and actions. The Working Groups are similar to the Regional Task Force and the County-level Steering Committee to include participation from multiple city departments. They are tasked with carrying out the Action Plan following its adoption.

STEERING COMMITTEE MEMBERS

Bill Wharton, Public Works
 Arturo Perez, Public Works
 Doug Robinson, Planning and Development
 Charlie Wetzel, Traffic Engineering
 Bill Pandos, Parks and Recreation
 Matt Kinley, Fire Department
 Alan Harris, Emergency Management
 Lt. Brad McDaniel, Sheriff's Office
 Mark Mullins, Seminole County Public Schools
 Jordan Smith, Seminole County Public Schools
 James Miller, Seminole State College
 Steve Fussell, Sanford Airport
 Venise White, Florida Department of Public Health
 Janelle Dunn, True Health
 Loreen Bobo, FDOT
 Emily Bush, Bike Walk Central Florida
 Patrick Panza, Bike Walk Central Florida
 Cody Johnon, LYNX
 Lenny Barden, City of Altamonte Springs
 Kelly Brock, City of Casselberry
 Chris Carson, City of Lake Mary
 Shad Smith, City of Longwood
 Paul Yeargain, City of Oviedo
 Adam Mendenhall, City of Sanford
 Terrilyn Rolle, City of Winter Springs

STEERING COMMITTEE ADVISORS

Tony Nelson, County Engineer
 Jean Jreij, Public Works Director

Strategize with Key Stakeholders

The Seminole County Steering Committee met five times throughout the plan development. As the Action Plan is completed and adopted, the Steering Committee will shift their focus on implementation and monitoring of projects within the plan and monitoring the serious injury and fatal crashes within the county limits. Additionally, the Steering Committee will strive to follow the goals and timelines set forth in the Action Plan.

During each committee meeting, there was opportunity for questions and conversations. Some of the questions and answers are summarized below:

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

- ▶ **Distracted Driving**
- ▶ **Perception that Complete Streets is "taking things away"**
- ▶ **Need More Enforcement**
- ▶ **Financial Costs / Funding**

What are your thoughts after reviewing the crash data for Seminole County?

- ▶ **Some locations are not surprising**
- ▶ **FDOT currently looking at lighting projects**
- ▶ **Review homeless encampment data against crash data**

What countermeasures have been successful for you?

- ▶ **High-visibility crosswalks**
- ▶ **Rumble Strips**
- ▶ **Leading pedestrian intervals and RRFBs**

What countermeasures would you like to see recommended or implemented in the future?

- ▶ **Raised Medians**
- ▶ **Green conflict striping for bike lanes/trails**
- ▶ **Roundabouts**
- ▶ **Segment Lighting**
- ▶ **Lane Repurposing**

Steering Committee Dates

- **Steering Committee Meeting #1**
- **October 27, 2023:**
Kickoff - What is Vision Zero?
UF/IFAS Extension Seminole County 250 W. County Home Road, Sanford FL, 32773
- **Steering Committee Meeting #2**
- **January 12, 2024:**
High Injury Network
UF/IFAS Extension Seminole County 250 W. County Home Road, Sanford FL, 32773
- **Steering Committee Meeting #3**
- **February 8, 2024:**
Benchmarking Policies
Virtual Meeting
- **Steering Committee Meeting #4**
- **April 2, 2024:**
Countermeasures
UF/IFAS Extension Seminole County 250 W. County Home Road, Sanford FL, 32773
- **Steering Committee Meeting #5**
- **July 18, 2024:**
Reveal Draft Plan & Next Steps
Virtual Meeting



Steering Committee Meeting #2



Steering Committee Meeting #4



Steering Committee Meeting #1

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.

Did you know?

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

LIGHTING

28% on roadways

38% at intersections

42% at intersections (pedestrians)













LEADING PEDTRIAN INTERVALS














13% at intersections (vehicle-pedestrian crashes)

ROUNABOUTS

78% at intersections (converted from signal)

82% at iantersections (converted from stop sign)

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

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

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.



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

ACTION PLAN SUMMARY



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
Prioritize Bicycle and Pedestrian Projects	Building on the Seminole County Trails Master Plan and the Mobility Plan, projects on the HIN that coincide with these plans should be prioritized for implementation. The existing county plans have identified needs and connectivity opportunities. Streamlining these projects can advance safety and mobility. It is recommended that a formal process be evaluated to integrate coinciding projects into the 5-year capital improvement program.	Documented policy/ process	Start Year 2	Public Works Engineering Division (Lead), Parks and Recreation (Support), Board of County Commissioners (Support)	\$	2045 Mobility Plan, Trails Master Plan, Capital Improvement Program
Implement Leading Pedestrian Intervals	LPIs can reduce vehicle-pedestrian crashes by up to 13%. It is recommended the County and FDOT work together to implement LPIs as a system wide improvement, especially in each city’s core downtown area.	Number of intersections evaluated for LPIs and number implemented	Start Year 1	Public Works Traffic Engineering Division	\$	-
Conduct Traffic Signal Retiming to Match Target Speeds	Traffic signal timing is a combination of minimizing vehicle delay and optimizing safety for all users. Minor modifications to signal progression and timing settings should be reviewed for both high injury network segments and roadways of similar context as a proactive measure. It is recommended the progression speed be set to the target speed.	Number of corridors retimed with speed reduction	Start Year 2	Public Works Traffic Engineering Division	\$-\$\$	Travel Time and Delay Study
Implement Quick-Build Lane Repurposings	Excess roadway capacity lends itself to higher vehicle speeds. Lane repurposings should be targeted for 4-lane roadways with an average annual daily traffic volume less than 20,000. Historic and future growth should be considered for lane repurposing candidates. Truck traffic should also be considered.	Miles of roadway repurposed	Start Year 2	Public Works Engineering Division	\$\$-\$\$\$	FDOT Lane Repurposing Guidebook
Deploy Near-Miss Camera Technology	Monitoring technology can be deployed to proactively identify hotspots and apply countermeasures before crashes occur. The Vision Zero crash analysis has identified high-crash intersections. Near-miss camera technology can be deployed to these intersections and nearby intersections with similar contextual and signal timing characteristics. This data will inform which movements are in greatest conflict and provide an opportunity to assess effectiveness of low-cost signal timing countermeasures prior to any infrastructure projects.	Number of near miss hot spots identified	Start Year 2	Public Works Traffic Engineering Division	\$\$	Vision Zero Regional Action Plan

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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
Expand RRFB Guidance in Engineering Standards Manual	The county has successfully used Rectangular Rapid Flashing Beacons (RRFBs) at trail crossing locations. As a low-cost solution with potential to reduce pedestrian crashes by up to 47%, it is recommended RRFB guidance be expanded to other crossing contexts. RRFBs are approved in the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) released in December 2023. The Florida Design Manual can be used to supplement county guidance.	Manual update	Start Year 1	Public Works Engineering Division (Lead) and Traffic Engineering Division (Support)	\$	County Engineering Standards Manual, Florida Design Manual (FDM)
Develop Traffic Calming Plan and Travel Time Evaluation	Using the County's Traffic Calming Measures and Design Guidelines, a comprehensive county-wide plan is recommended to evaluate the interaction of strategies and potential impact to emergency response routes. A holistic plan will provide a streamlined opportunity to gain consensus on approach. It is anticipated that individual locations of traffic calming tactics will be visualized on a map. Fire department locations, hospitals, and other emergency service facilities would be included in the visual mapping. Travel times and impacts to emergency response routes should be evaluated.	Development of plan	Start Year 2	Public Works Engineering Division (Lead) and Traffic Engineering Divisions (Support), Fire Department (Support)	\$\$	Traffic Calming Measures and Design Guidelines
Enhance Transit Stop Crossings	Transit users rely on the walking and biking to access bus stops. However, many transit stops do not have marked crosswalks or signalized crossings. Convenient access to controlled crossing opportunities becomes more critical for those with disabilities, families with strollers, and our elderly population. It is recommended the County continue working with LYNX to identify stops with the highest ridership and enhance pedestrian connectivity.	Number of transit stops modified	Start Year 2	LYNX (Lead), Public Works Engineering Division (Support)	\$\$\$\$	-
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 markings. A policy should be developed to routinely coordinate utility and safety projects.	Documented policy/ process	Start Year 1	Public Works Roads-Stormwater Division	\$	County Standard Operating Procedures (SOPs)

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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
Install Speed Feedback Signs	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that speed feedback signs be implemented on high injury network segments with excessive speeding. Signs should be located between traffic signals where vehicles typically gain the most speed. Actual speed data should be tracked to evaluate the impact of the sign.	Number of roadways with speed feedback signs	Start Year 1	Public Works Traffic Engineering Division	\$	-
Develop Target Speed Plan	Expand on MetroPlan Orlando’s critical speed management network analysis and assign target speeds for all county roads. This plan should use new guidance from the 11th Edition of the MUTCD (December 2023) on setting context appropriate speed limits. Setting these target speeds can help further the Envision Seminole 2045 goal of creating more walkable communities and the strategy of spurring development in centers and corridors.	Adoption of plan	Start Year 2	Public Works Engineering Division (Lead), Development Services (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022), Envision Seminole 2045 Walkable Strategy
Prioritize Speed Management Countermeasures	The County is continually emphasizing safety in transportation projects. Speed management countermeasures (such as lane repurposing, lane narrowing, curve signage, speed cushions, roundabouts, and speed feedback signs) should continue to be an area of focus and prioritized in roadway projects.	Percentage of roadway projects with speed management countermeasures included	Start Year 2	Public Works Engineering Division (Lead) and Traffic Engineering Division (Support)	\$ - \$\$\$	-
Pilot School Zone Speed Limit Cameras	Automated enforcement of school zone speed limits is now permitted under Florida law (July 2023). Drivers going faster than 10 mph over the speed limit can be issued a fine. Several communities across Florida have moved to approve this technology (Osceola County, City of Eustis, Manatee County). It is recommended this technology be piloted in school zones on the high injury network with observed speeding issues, such as: Sanford Middle School on US 17-92, Lyman High School on CR 427, Winter Springs Elementary School on SR 434, Jackson Heights Middle school on CR 419. The first three schools are also in a USDOT disadvantaged area.	Percentage of roadway projects with speed management countermeasures included	Start Year 2	County Sheriff’s Office (Lead) Public Works Traffic Engineering (Support), County School Board (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022)

ACTION PLAN SUMMARY

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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.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Partner with Motorcycle Safety Organizations, Emphasize Helmet Usage	Motorcycle crashes account for 18% of all deadly and serious injury crashes -- the highest of any vulnerable road user. Almost half the people killed on motorcycles in Central Florida were not wearing helmets. Partnering with motorcycle safety organizations, such as Ride Smart Florida, can help increase awareness throughout the county and emphasize the shared responsibility of all road users. Opportunities for partnership may include joint tabling events, social media campaigns, and collaborative meetings for sharing latest trends and progress.	Number of joint activities per year	Start Year 1	Office of Communications (Lead), Public Works Engineering Division (Support)	\$	-
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 schools reached	Start Year 3	Public Works Engineering Division (Lead), Office of Communications (Support), Seminole County Public Schools (Support)	\$-\$\$\$	-
Consider Expanding Driver's Education Program in Public Schools	As noted above, the summer school driver's education program is an excellent option. It is recommended the School Board consider expanding this program to be offered during the school year. It may be considered as an elective or an after-school activity to provide year-round access. The partnership with the Florida Safety Council for free behind-the-wheel instruction should continue. The number of applicants for the summer program should be reviewed to right-size the year-round program. If applicants are low, an outreach strategy to publicize and promote the program should be pursued.	Program evaluation Number of students reached	Start Year 3	Seminole County Public Schools (Lead)	\$-\$\$\$	-
Engage in Youth Traffic Safety Programs	In Central Florida, only 6% of drivers are teens but they're in 13% of serious injury crashes. It is recommended that the Vision Zero team and Seminole County School Board engage with youth traffic safety programs such as FDOT's Teen Driver Safety Program, the FDOT Battle of the Belts Program, and the Florida Sheriff Association's Teen Driver Challenge. The Teen Driver Safety Program targets teen drivers aged 15 through 19 to educate peers, parents, and communities about teen safe driving by means of coaching and empowerment.	Number of students engaged	Start Year 2	Seminole County Public Schools (Lead), Public Works Engineering Division (Support), Office of Communications (Support), FDOT (Support)	\$-\$\$	-

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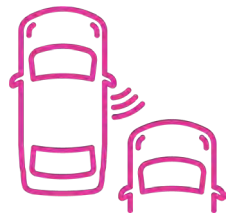
SAFER ROAD
USERS

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.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Conduct Targeted Enforcement and High Visibility Enforcement Operation	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that a targeted enforcement operation is conducted on roadways with operating speeds 10 mph above the posted speed limit. MetroPlan Orlando's Speed Management Study identified these roadways. Target county corridors for enforcement are: Martin Luther King Jr Boulevard, Howell Branch Road, Lake Mary Boulevard south of SR 46, Celery Avenue, CR 427 from Longwood Hills Road to US 17/92, Red Bug Lake Road east of Tuskawilla Road, Dodd Road.	Number of drivers reached	Start Year 2	Sheriff's Office (Lead), Office of Communications (Support), Public Works Engineering and Traffic Engineering Divisions (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022)
Launch Vision Zero Outreach 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 county staffing commitments and responsibilities. An overarching set of Vision Zero awareness campaign material is developed as part of this action plan.	Number of social interactions	Start Year 2	Office of Communications (Lead)	\$	-
Recommend a Countywide "Do Not Disturb" Policy for Staff	Seminole County can recommend an internal countywide policy for staff to utilize the "Do Not Disturb" feature implemented in modern smart phones while driving. This promotes a culture of safety and understanding amongst colleagues that understands a text or call can wait. This is a policy that FDOT currently implements.	Number of staff utilizing "Do Not Disturb" on their smart phones	Start Year 1	Office of Communications (Lead), All Other Departments including Environmental Services (Support)	\$	FDOT "Do Not Disturb" Staff Policy

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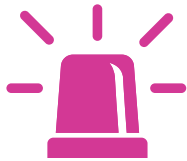
SAFER VEHICLES

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	<p>Vehicles are regulated by the National Highway Traffic Safety Administration (NHTSA). NHSTA implements laws from Congress. Vehicle seatbelt requirements are 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 coordinate membership efforts to coalesce behind policy strengthening the transportation field. The American Society of Civil Engineers (ASCE) maintain policy positions to reduce traffic deaths and injuries, including collaboration for connected and autonomous vehicles, and often make supportive statements to Congress.</p> <p>Additionally, organizations that lobby to the Legislature and vehicle companies should focus on accessibility or funding for free safety features that would normally be subscription service based, such as connected vehicle technology.</p>	Number of Staff in Professional Organizations	Start Year 1	Public Works Engineering and Traffic Engineering Divisions (Lead), Development Services (Support)	\$	-
Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles	<p>NHTSA has identified rulemaking initiatives for increasing vehicle safety. It is recommended the county 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.</p>	Fleet vehicles evaluated	Start Year 3	Fleet and Facilities	\$-\$\$\$	Rulemaking Reference: Transportation.gov/NRSS/SaferVehicles
Publicize the Availability of the "SAFERCAR" Phone Application for Recall Notifications	<p>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. This application will become especially timely as more autonomous vehicles join our roads -- a failure in autonomous technology can have serious and sudden consequences.</p>	Social notification	Start Year 1	Office of Communications	\$	-

ACTION PLAN SUMMARY

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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
Meet with First Responders Regularly	To continue the best practices and data exchange upon the completion of this action plan, it is recommended that Public Works staff, first responders, and medical professionals meet at a defined interval each year to discuss how the barriers and opportunities for reaching Vision Zero are materializing.	Annual meeting	Start Year 2	Fire Department (Lead), Sheriff's Office (Support), Public Works Engineering Division (Support)	\$	-
Track Response Time and Transport Times	Seconds can save lives. To better understand what segments of the transportation system have the best opportunities to maximize response time, and which have the biggest barriers, it is recommended this data be tracked and shared with the Public Works Engineering Division to inform project priority lists.	Crashes tracked per year	Start Year 2	Fire Department (Lead), Sheriff's Office (Support), Public Works Engineering Division (Support)	\$	-
Supplement Crash Data with First Responder, Hospital, and Trauma Center Data	Using data to supplement Signal4 Analytics and police crash reports can help better understand crash outcomes, such as how a serious injury crash became a deadly crash. Data gaps can include crashes that are not reported to the police or crashes where the police may not be able to collect all relevant information.	Crashes supplemented per year	Start Year 2	MetroPlan Orlando (Lead), Public Works Engineering Division (Support), Fire Department (Support)	\$-\$\$	-
Promote CPR / Emergency First Aid Training	Promoting CPR / Emergency First Aid Training to the community can encourage those trained to support another person in any potentially deadly situation. While waiting for emergency services to arrive on scene of a crash, it can serve as a temporary measure until professional EMS arrives.	CPR courses offered	Start Year 2	Fire Department (Lead)	\$-\$\$	-

ACTION PLAN SUMMARY

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\$\$\$ = 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 County’s Vision Zero webpage be updated biannually with a status report on Action Plan progress. Basic information should include the list of actions, the status of each action (ongoing, complete, not started), and a summary of recent activities. Recent deadly and serious injury crash data should also be included. MetroPlan Orlando’s crash dashboard can be leveraged to populate crash data.	Annual meeting Development of plan/progress report	Start Year 1	Public Works (Lead), Office of Communications (Support)	\$	-
Host County Vision Zero Committee Workshop Twice a Year	To maintain momentum in the Vision Zero Action Plan, it is recommended the County Steering Committee meet twice a year to discuss progress, outstanding actions, and emerging trends would provide productive touch points. The County Committee should meet 3-months in advance of publishing a Vision Zero Status Report to discuss and preview the data.	Adoption of committee	Start Year 1	County Manager's Office (Lead)	\$	Regional Vision Zero Task Force
Update Action Plan Every 5-Years, Offset from Transportation Mobility Plan	Similar to the Transportation Plan being updated every five years, it is recommended this Vision Zero Action Plan be updated at the same frequency. Updating both concurrently would provide an opportunity to streamline the safety and crash analysis, however it also requires a greater staff workload commitment. To distribute resources more evenly, it is recommended the Vision Zero plan be updated two to three years prior to the Transportation Mobility Plan update.	Adoption of updated plan	Start Year 5	Public Works Engineering Division	\$	2045 Transportation Mobility Plan
Create / Assign a Dedicated Transportation Safety Staff Position	Similar to how FDOT is organized with a Safety Office, it is recommended the County consider organizing staff resources to create a dedicated Safety Planner or Engineer position. This staff position could 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 actions in this plan, track progress, and coordinate with partner organizations.	Establishment of the position	Start Year 1	County Manager's Office (Lead), Board of County Commissioners (Support)	\$-\$\$\$	-
Convene a Fatal Crash Review Commission	A Fatal Crash Review Commission for Seminole County should include emergency medical services such as law enforcement and first responders, engineers, planners, legislators, and government employees to review fatal crash circumstances in depth and make recommendations for potential improvements.	Deadly crashes reviewed	Start Year 2	MetroPlan Orlando (Lead), County Community Traffic Safety Team (Support)	\$-\$\$	-

ACTION PLAN
SUMMARY

Safety Projects, Implementation, and
Project Prioritization

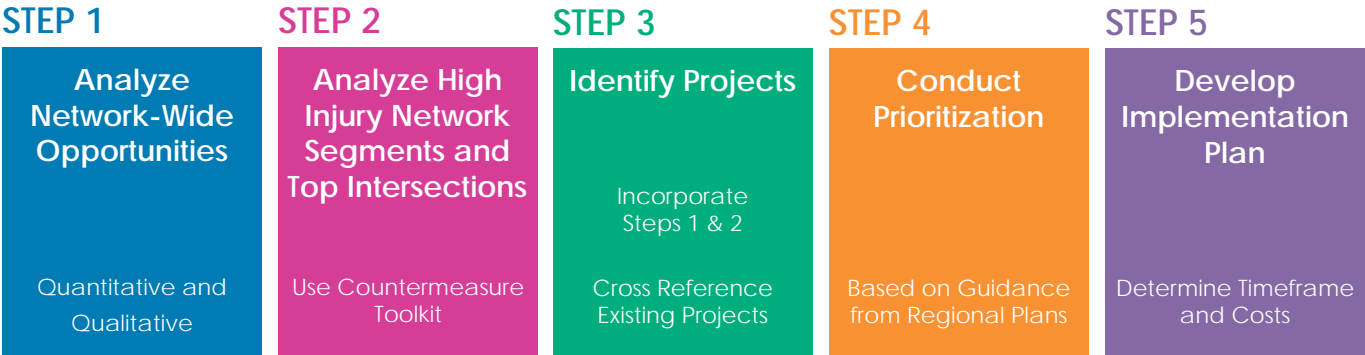
Safety projects were developed collaboratively, using insights from the crash trends, high-injury networks, direction from the county steering committee, and community feedback. The process for identifying projects included a system-wide evaluation and a roadway-specific evaluation. High injury intersections are included in the roadway-specific evaluation. Anticipated project costs and an implementation time were 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 state roads and for county 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. Projects on city roads are identified in each city's Vision Zero Action Plan.

Project Planning Process



Top 5 County Road Project Priority Needs List (Full List in Appendix)

1. CR 427 from Palmetto Ave to SR 434 (0.38 miles)
Safety improvements to match context and increase pedestrian connectivity.
2. 25th St from Hardy Ave to US 17-92 (0.88 miles)
Safety improvements to increase pedestrian connectivity and reduce speeds.
3. Lake Mary Blvd from SR 46 to Canyon Pt (0.52 miles)
Safety improvements to manage off-road crashes.
4. Howell Branch Rd from Bear Gully Rd to SR 426 (0.41 miles)
Safety improvements to improve bicycle safety and connectivity with trail.
5. CR 46A from Bright Meadow Dr to Old Lake Mary Rd (2.79 miles)
Safety improvements to manage speeds and improve pedestrian connectivity.

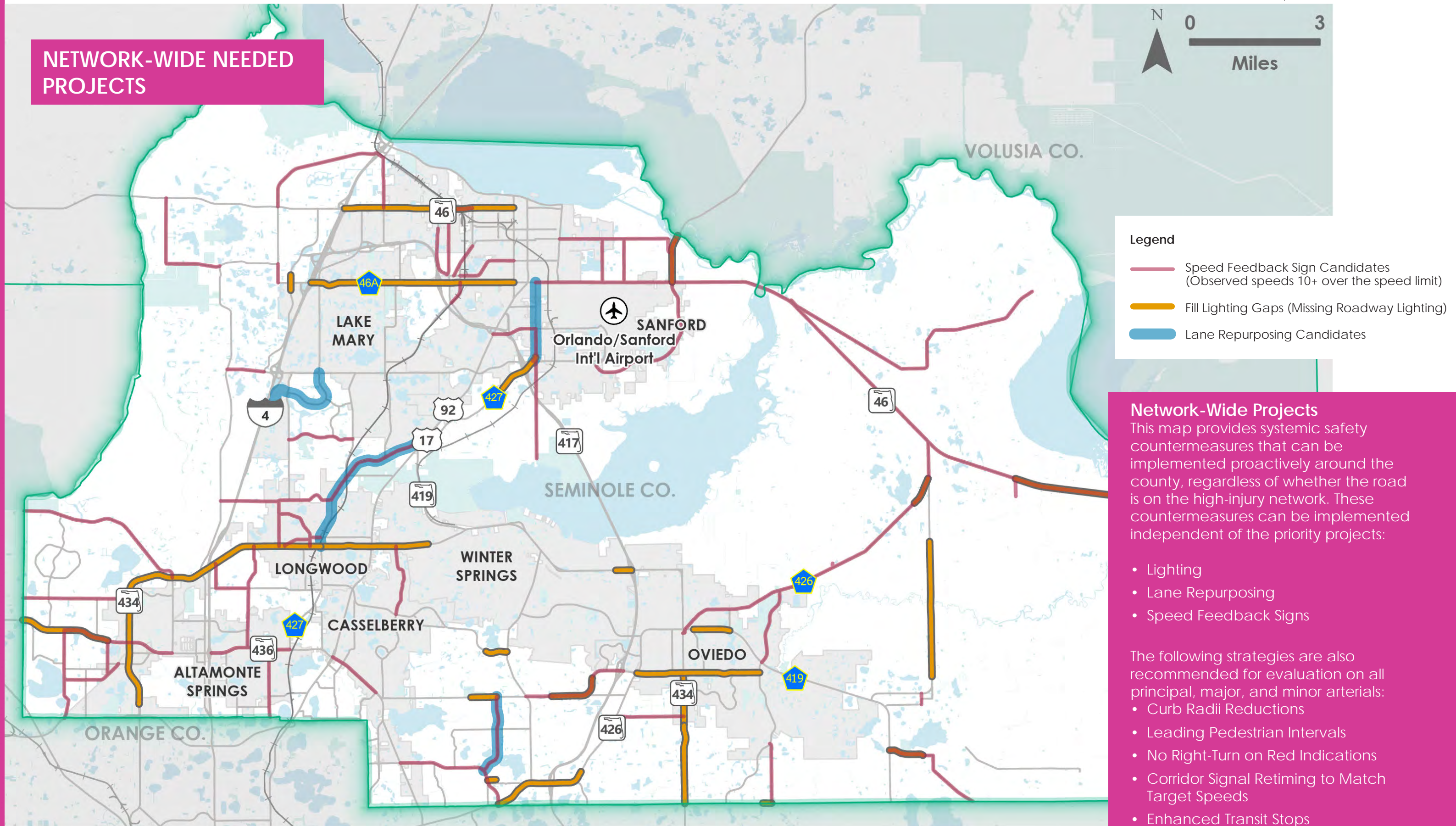
Top 5 State Road Project Priority Needs List (Full List in Appendix)

1. SR 434 from Wilma St to US 17-92 (1.31 miles)
Safety improvements to manage visibility and multimodal transportation safety.
2. SR 46 from Avocado Ave to US 17-92 (0.44 miles)
Safety improvements to manage speeds and increase active transportation.
3. US 17-92 from Seminole Blvd to 13th St (1.03 miles)
Safety improvements to increase active transportation safety and use.
4. SR 46 from Terwillinger Ln to Avocado Ave (0.58 miles)
Safety improvements to reduce speeds and angle crashes.
5. US 17-92 from 20th St to 27th St (1.1 miles)
Safety improvements to increase active transportation safety and use.

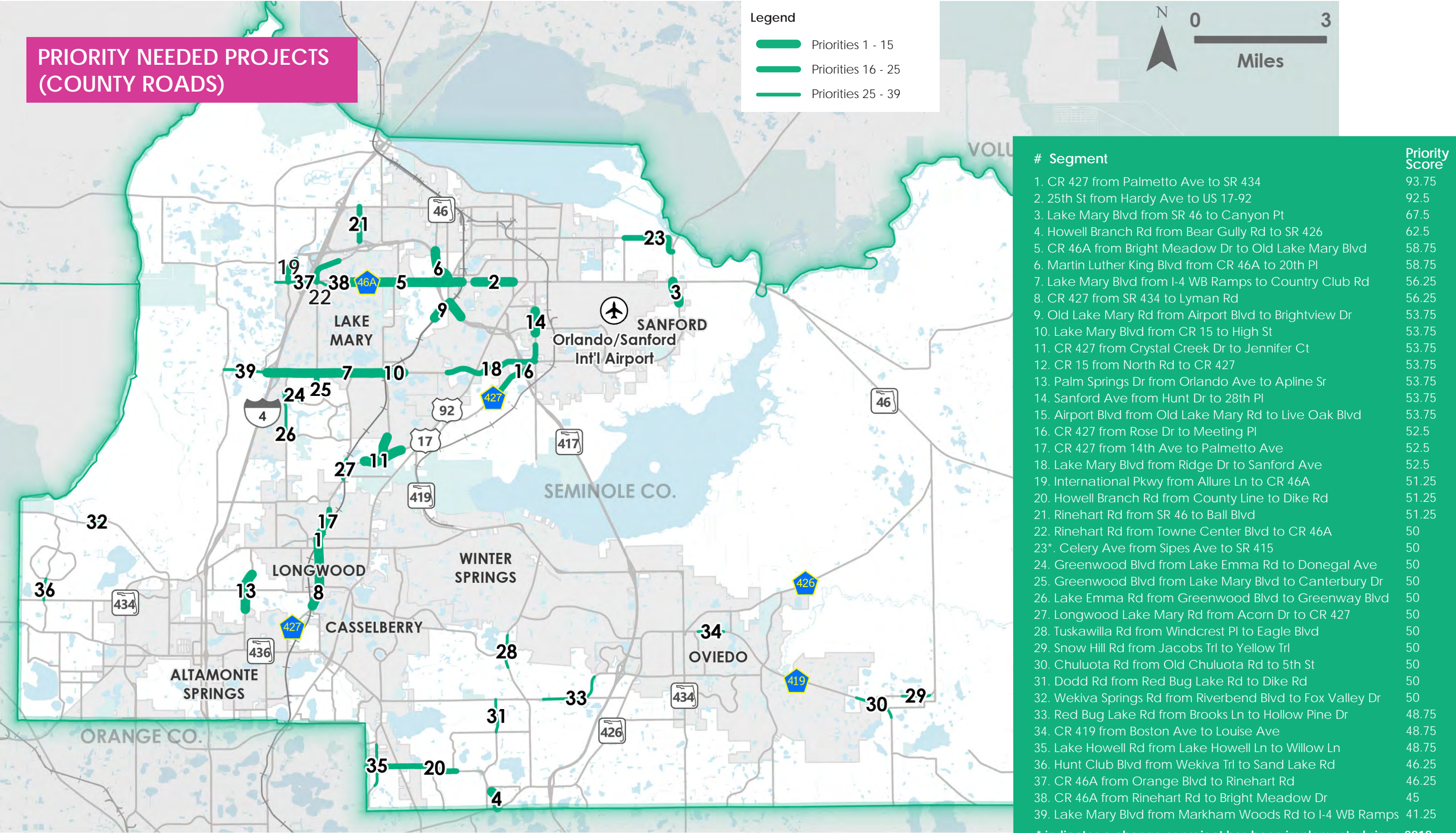
The next steps for implementation of these projects may include road safety audits, concept development plans, and feasibility studies.

All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

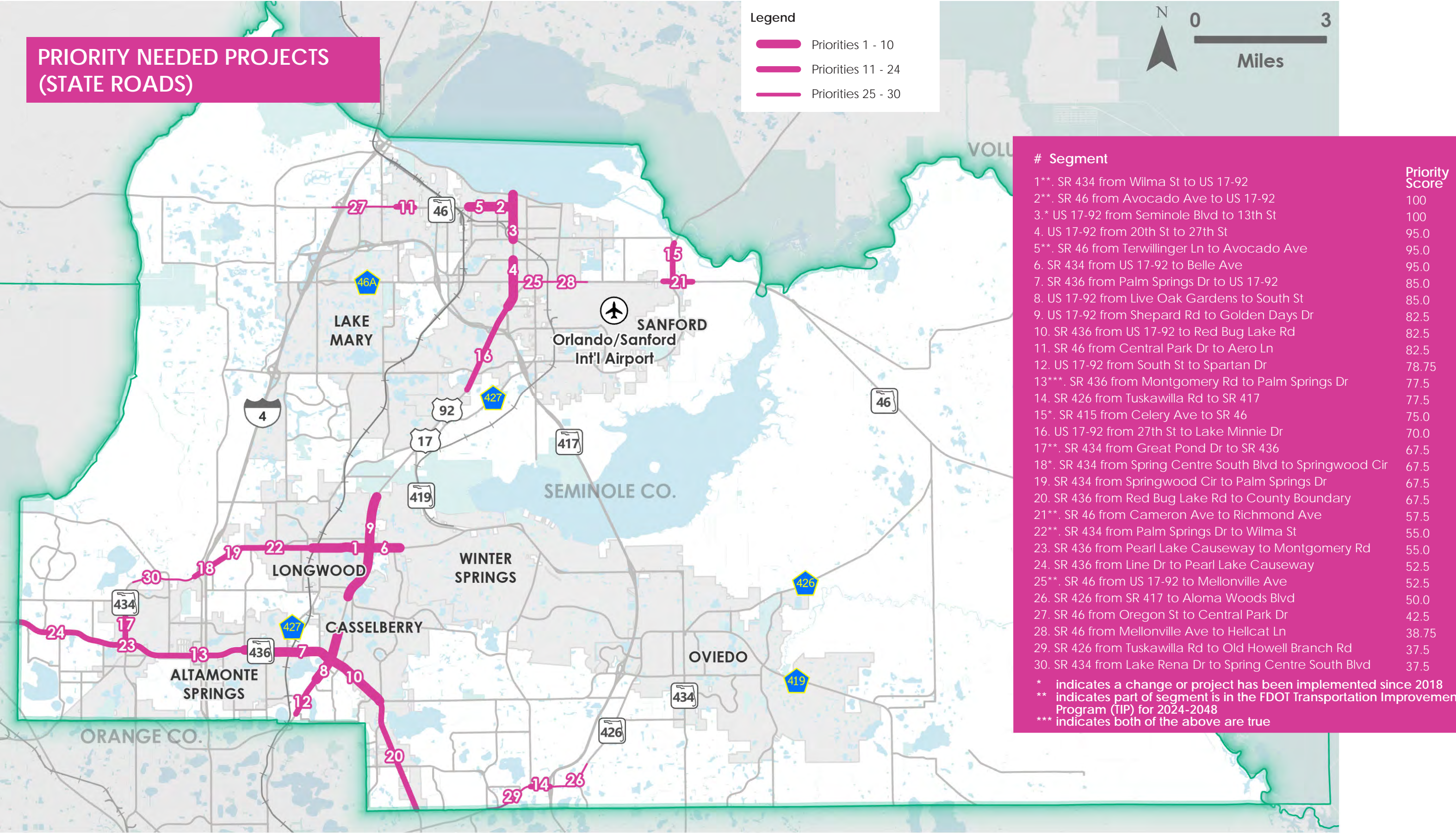
NETWORK-WIDE NEEDED PROJECTS



All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

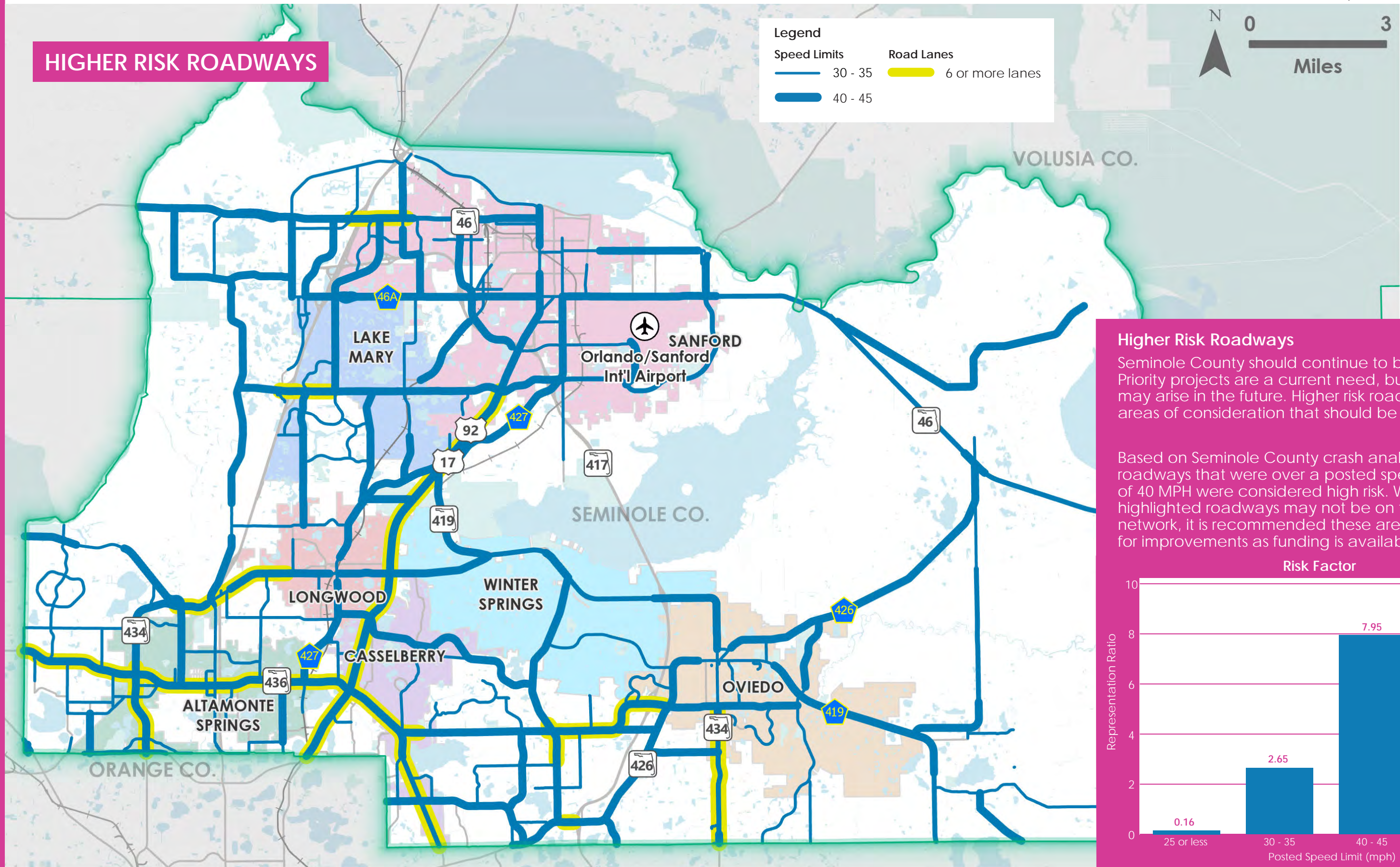


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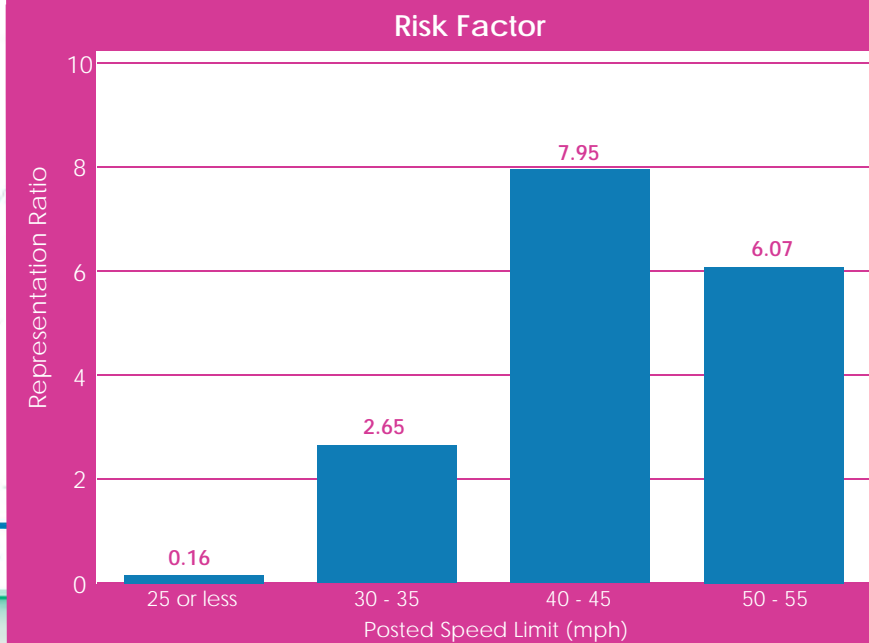
HIGHER RISK ROADWAYS



Higher Risk Roadways

Seminole County 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.



All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

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

VDOT



Painted pedestrian refuge island, Pipestone, MN

MnDOT



Rubber speed cushion, Charlotte, NC

The Charlotte Ledger



Painted curb extension, Denver, CO

HDR



Painted curb return radius reduction, New Hope, MN

MnDOT



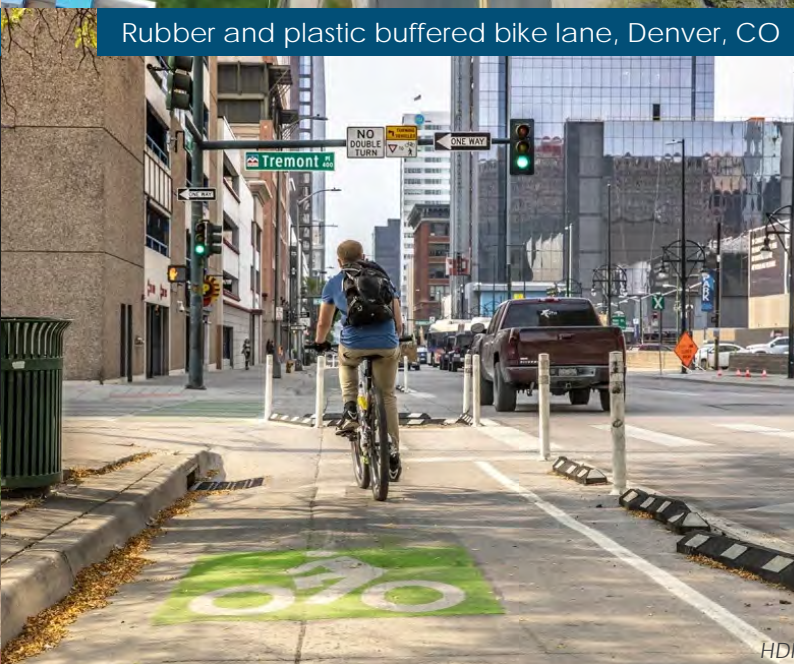
Paint and planter buffered bike lane, St. Petersburg, FL

HDR



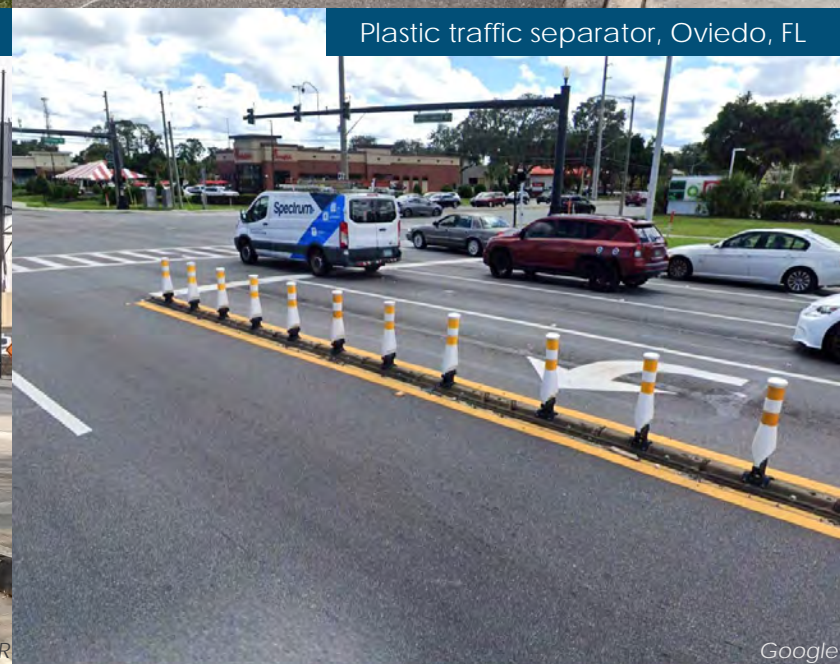
Rubber raised crosswalk, Minneapolis, MN

MnDOT



Rubber and plastic buffered bike lane, Denver, CO

HDR



Plastic traffic separator, Oviedo, FL

Google

Vision Zero Resolution

The Vision Zero Resolution was adopted by the Seminole County Board of County Commissioners on 08/27/2024. The resolution year for Vision Zero is 2050.

RESOLUTION

of the

SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS

SUPPORTING SEMINOLE COUNTY'S VISION ZERO PLAN TO ELIMINATE ALL TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero was first implemented in Sweden in the 1990s, has proved successful across Europe, and now it is gaining momentum in major American cities; and

WHEREAS, the Florida Department of Transportation adopted a Target Zero initiative and included the program in their Central Florida Safety Strategic Plan; and

WHEREAS, MetroPlan Orlando was awarded a federal grant under the 2022 Safe Streets and Roads for All Action Plan program to help develop Vision Zero Safety Action Plans for Orange, Osceola, and Seminole counties, and many of the cities within them; and

WHEREAS, Vision Zero is founded on a 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, vehicle crashes that result in fatalities and serious injury are not inevitable, and fatalities and serious injuries are not an acceptable cost for using the public roadway system in the County; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted pedestrians, cyclists, people of color, low income households, older adults and youth, people with disabilities, and households with limited vehicle access; and

WHEREAS, from 2018 to 2022 there have been a total of 181 fatalities and 814 serious injuries from traffic crashes in Seminole County, which averages to three fatalities and 14 serious injuries per month for the past five years in Seminole County; and

WHEREAS, the County is hereby recognizing that these crash statistics are not acceptable for citizens, commuters, and visitors who live, work, and play in Seminole County; and

WHEREAS, the County recognizes that if these crash trends continue for the foreseeable future, they would put into jeopardy the future growth of the residential population, employment base, visitors, and the County’s reputation as a desirable county for future generations; and

WHEREAS, the County will hereby commit to decreasing the crash statistics by endorsing Vision Zero, which is a safe systems approach and strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Seminole County, in partnership with MetroPlan Orlando will create a Vision Zero Action Plan for the County that focuses on safety as a primary objective through engineering, enforcement, and educational strategies.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Seminole County, Florida that:

Section 1. Incorporation of Recitals. The above recitals represent the legislative findings of the Seminole County Board of County Commissioners supporting the need for this Resolution.

Section 2. Adopt a Goal of Zero Fatalities and Serious Injuries. The Board of County Commissioners hereby adopts a goal of eliminating traffic serious injuries and fatalities by 2050 and endorses Vision Zero as a comprehensive and collaborative approach that involves all County departments to achieve this goal.

Section 3. Establishment of a Vision Zero Task Force. A multi-disciplinary county-wide Vision Zero Task Force is to be formed to advise on the development and implementation of a Vision Zero Action Plan and will comprise organizations and agencies with expertise in transportation, education, engineering, public health, emergency response, equality, transit, biking and walking activities.

Section 4. Implementation of Vision Zero Action Plan Projects. County staff shall work beside and in cooperation with fellow jurisdictions, agencies, and stakeholders to implement the projects identified in the Vision Zero Action Plan.

Section 5. Effective Date. This Resolution will become effective upon adoption by the Board of County Commissioners.

ADOPTED this 27 day of August, 2024

ATTEST:
GRANT MALLOY
Clerk to the Board of
County Commissioners of
Seminole County, Florida

BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA
By: JAY ZEMBOWER, Chairman

DGS
07/09/2024
T:\Users\Legal Secretary CSB\Public Works\Resolutions\Seminole County VZ Resolution rev1.docx

Certified Copy - Grant Maloy
Clerk of the Circuit Court and Comptroller
Seminole County, Florida



Seminole County Clerk of the Circuit Court and Comptroller
eCertified at 08/29/2024 19:57:49 -04:00
eCertified Id: FFDF-0FHB-F153
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Certified Copy - Grant Maloy
Clerk of the Circuit Court and Comptroller
Seminole County, Florida



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eCertified at 08/29/2024 19:57:49 -04:00
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CHANGE TAKES TIME

This is Only the First Step

The Action Plan recommends improvements to many of the corridors and intersections in Seminole County. 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 Seminole County:

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 County Roads:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

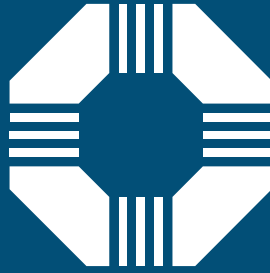
Number of serious injury crashes

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

Seminole County is not alone — all Counties and Cities in the MetroPlan Orlando Region are working together to **Get to Zero. Together.**



VISION ZERO

CENTRAL FLORIDA

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Bill Wharton - wwharton@seminolecountyfl.gov