City of Orlando Vision Zero

Orlando's Vision Zero MISSION is to eliminate traffic deaths and serious injuries within the City by 2040.

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

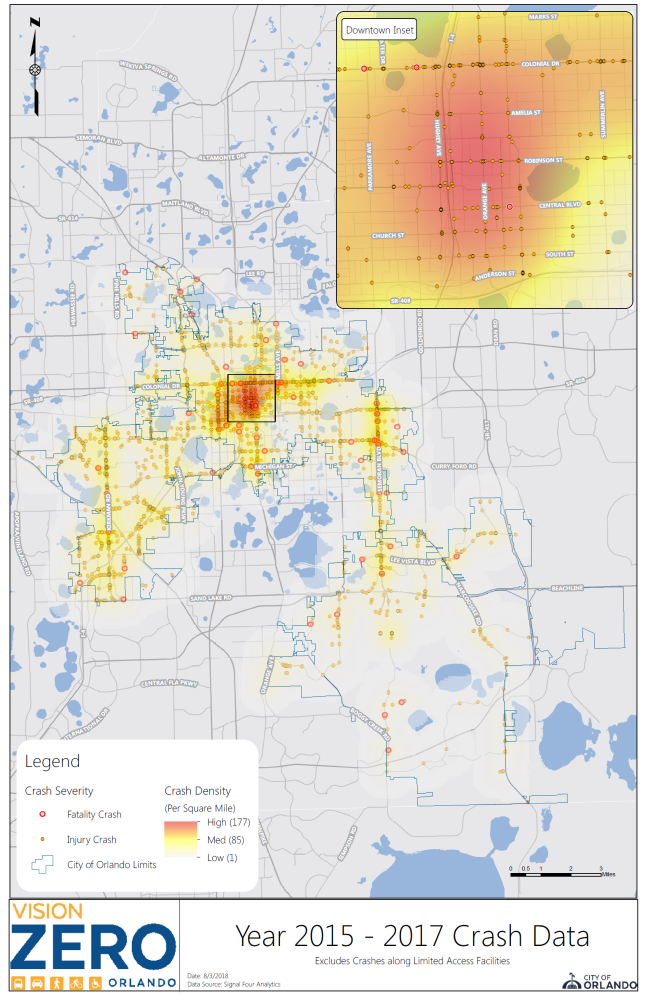
Citywide Crash Data

Crash Statistics 2015 – 2017

City of Orlando

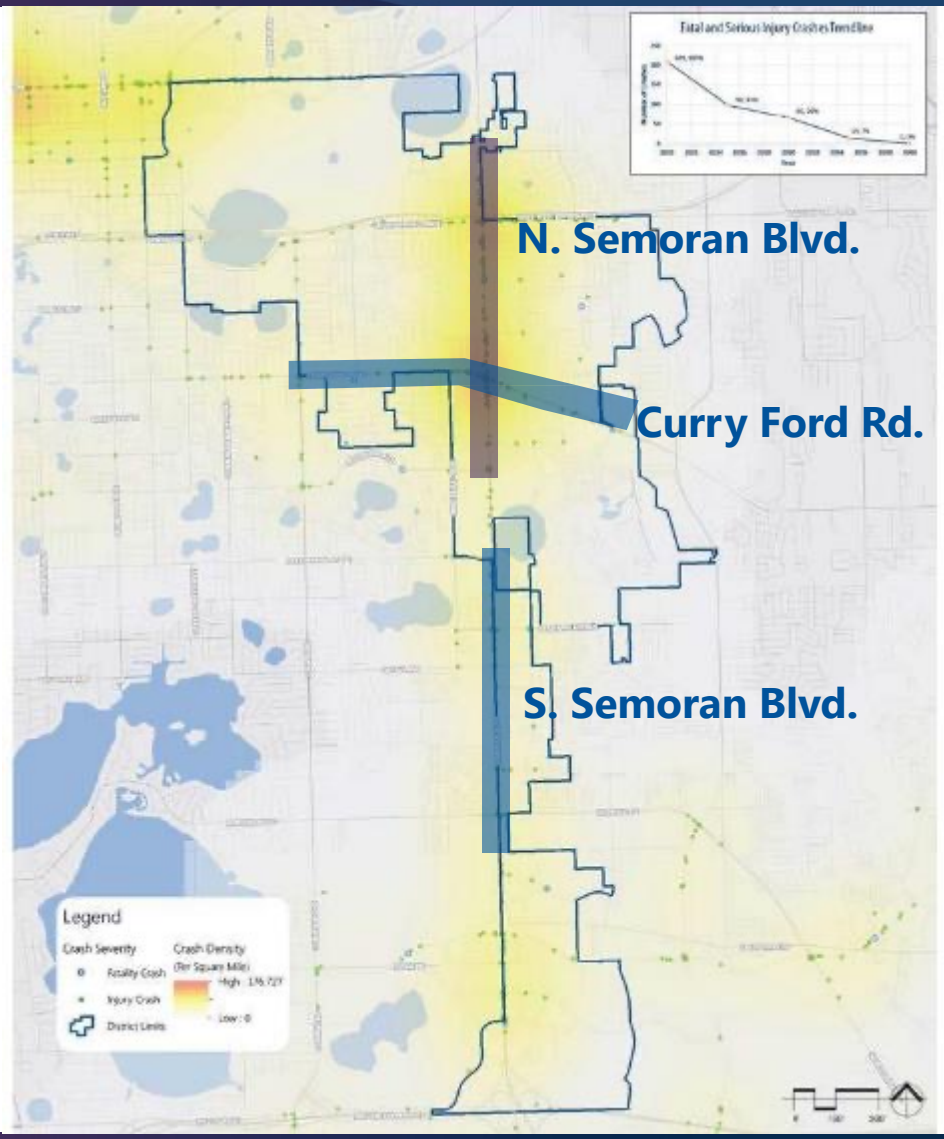
	Fatalities & Injuries	Fatalities	Injuries	Pedestrian	Bicycle	Motorcycle/Moped
Citywide	2768	61	2707	268	199	255
Commissioner District 1	391	11	380	18	16	48
Commissioner District 2	349	13	336	34	25	35
Commissioner District 3	416	11	405	39	41	39
Commissioner District 4	491	10	481	41	39	50
Commissioner District 5	635	9	626	99	53	39
Commissioner District 6	486	7	479	37	25	44

*These numbers do not account for crashes along Limited Access Facilities



District Two High Injury Network

- 349 total crashes
- N. Semoran Blvd.
  - 119 crashes
  - 34% of all crashes
- Curry Ford Rd.
  - 89 crashes
  - 25% of all crashes
- S. Semoran Blvd.
  - 69 crashes
  - 20% of all crashes



VISION ZERO ORLANDO

FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

Vision Zero Task Force Goals

Adopt a safe systems approach in roadway design, operation and maintenance

Increase everyone's understanding of the leading causes of crashes resulting in fatalities and serious injuries

Support law enforcement efforts to eliminate behaviors leading to fatal and serious injury crashes

Demonstrate continuous progress toward Vision Zero

Improve access and travel time to Level 1 Trauma Center and other hospitals

Prioritize investments and programs in communities of concern

VISION ZERO ORLANDO

FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

City Safety Initiatives

Bike/Walk Central Florida

- Best Foot Forward ($60,000/year)

Active in:

- Vision Zero Network
- National Complete Streets Coalition
- National Association of City Transportation Officials

Training

- Conducting Road Safety Audits
- Developing a Pedestrian Safety Action Plan
- Designing for Pedestrian Safety (101 & 201)
- Traffic Engineering Fundamentals for First Responders & RSA

Driver Speed Feedback Signs

City Safety Projects

- Safe Streets Academy Demonstration Project
- Mercy Dr. Crosswalks/Rectangular Rapid Flashing Beacons (RRFBs)
- Virginia Dr. Crosswalks/RRFBs
- Amelia St. Crosswalks/RRFBs
- Washington St./Summerlin Ave. Crosswalks/RRFBs
- Primrose Dr. Road Diet/Crosswalks/RRFBs
- Dowden Rd. Roundabout Corridor Access Plan

Orange Ave/Magnolia Two- Way Conversion

VISION ZERO NETWORK

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**

Vision Zero International

Sweden

Vision Zero – 1995 Launch

60-70%

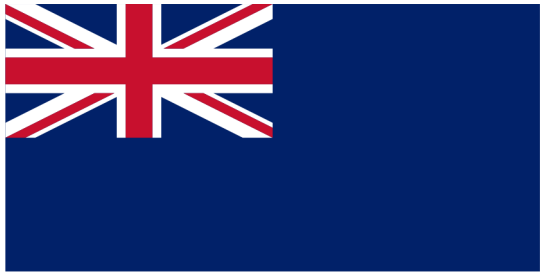
Reduction in fatalities 1994-2015

Netherlands

Sustainable Safety

50-60%

Reduction in fatalities 1994-2015

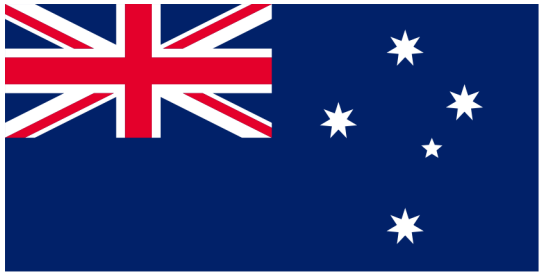


Australia

Safe System

50-60%

Reduction in fatalities 1994-2015



New Zealand

Safer Journeys

50-60%

Reduction in fatalities 1994-2015

Core Elements for Vision Zero Communities

- Leadership and Commitment
  - Public, High-Level and Ongoing Commitment
  - Authentic Engagement
  - Strategic Planning
  - Project Delivery

- Safe Roadways and Safe Speeds
  - Complete Streets for All
  - Context Appropriate Speeds

- Data Driven Approach, Transparency and Accountability
  - Equity Focused Analysis and Programs
  - Proactive, Systemic Planning
  - Responsive Hot Spot Planning
  - Comprehensive Evaluation and Adjustment

Meeting Design Standards = Safe Streets?

- **Normative Safety**

  Normative safety is achieved when a design meets applicable standards for design and construction regardless of the systems actual safety history.

- **Substantive Safety**

  Substantive or objective safety occurs when the real-world safety history is favorable, whether or not standards are met.

- **Perceived Safety**

  Perceived or subjective safety refers to the users' level of comfort and perception of risk, without consideration of standards or safety history. (Example, traffic signals are perceived as safe, yet they can increase traffic crashes at an intersection. Modern roundabouts are significantly safer than signals, yet often make drivers nervous)