

VISION ZERO: FORT LAUDERDALE

A Street Safety Action Plan

October 2015

DRAFT

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TABLE OF CONTENTS

Executive Summary	3
Section 1: Background.....	3
Section 2: Defining the Problem	5
Section 3: Benefits of Pedestrian and Bicycle Safety	14
Section 4: Actions to Vision Zero	17
Engineering	17
Education	18
Encouragement	18
Enforcement	19
Evaluation.....	19

EXECUTIVE SUMMARY

Background

Vision Zero: Fort Lauderdale - is a response to citizens' concerns about safety for the traveling public, via walking, biking, bus, train, or car. Neighbors prioritized a connected multimodal transportation network where the pedestrian is first in the City's Fast Forward Fort Lauderdale 2035 Vision Plan completed in 2013. Since that time, our neighbors have placed a priority on improving safety and connectivity of the transportation network.

In the 2014 Neighbor Survey, residents ranked the safety of biking as the highest priority within the transportation and mobility category. In addition, the most important capital project type for leaders to fund was walkable/ bikeable streets, greenways, and paths. The need for improvements was also seen in the 2013 Neighbor Survey where a desire for more sidewalks, bikeable streets, and improved multimodal options was identified.

Neighbor Survey Questions Related to walking and biking infrastructure and safety	2012	2013	2014
<i>Percentage of respondents that are very satisfied and satisfied with:</i>			
Availability of sidewalks	60%	52%	53%
Condition of sidewalks	49%	42%	43%
Safety of walking	43%	39%	37%
Availability of biking paths and amenities	34%	24%	26%
Safety of biking	30%	24%	25%

* Neighbor Survey started in 2012, no previous data

Problem

This community concern is supported by crash data for the City including the fact that the Fort

Lauderdale has the second highest pedestrian fatality rate in the country (5.86 per 100,000 people) according to the 2012 Fatality Analysis Reporting System (FARS) produced by the U.S. Department of Transportation. Fort Lauderdale also ranks the highest in Florida and fifth in the nation for overall traffic fatalities (16.98 per 100,000 people) according to FARS.

Over the past five years, there has been an average of 20 fatalities on streets within the city each year including an average of 9 pedestrians, and 2 bicycle fatalities annually. On average bicycle and pedestrian incidents involve a much higher fatality rate. In 2014 according to the FIRES crash reporting system, approximately 3% of all crashes involving bicycles or pedestrians resulted in a fatality, while only 0.04% of vehicle accidents resulted in a fatality.

Benefit

The creation of a safer transportation network has a variety of benefits for all neighbors and visitors. The safety on our streets impacts all users from pedestrians to bicyclists to vehicle drivers.

Crashes are tragic to those involved and the family members of those victims. Creating safer streets where all modes of transportation have a place within the right of way creates a predictable transportation system for all users.

The addition of safe accommodations will help to alleviate some vehicle congestion by allowing users to make some trips by modes other than the vehicle. It will also help improve the overall health of our community by providing the ability to choose active transportation modes. The creation of walkable, bikable corridors helps to increase economic vitality through the creation of places where people want to stop and explore while allowing those neighbors access to daily needs and employment.

Fort Lauderdale's vehicle transportation system is built out in terms of available right of way. As the City continues to grow, the improvement of our multimodal transportation network needs to be a focus in order to be more sustainable and improve the quality of life for all neighbors. A component of that success is the improvement to the safety of pedestrian and bicycle modes of transportation.

Vision Zero

Vision Zero is a global movement to create transportation systems with zero-fatalities or serious injuries. The City of Fort Lauderdale is dedicated to joining the efforts of other municipalities around the world in changing the way we build community – making Fort Lauderdale a wonderful place to live, work, and play and be the *City you never want to leave*.

To make Fort Lauderdale a great place to walk and bike, *Vision Zero: Fort Lauderdale* will outline action strategies intended to improve safety for all users. This plan focuses on three key points:

- There is not an acceptable level of injury or death/fatality on our streets.
- Traffic deaths and injuries are not accidents but instead are preventable crashes.
- The public should expect safe behavior on City streets and participate in behavior change to make them safer.

Action

To achieve a zero fatality transportation network, this action plan recommends action strategies focusing on the "Five Es": Engineering, Education, Encouragement, Enforcement, and Evaluation.

Engineering Strategies include the continuation of the implementation of Complete Streets in accordance with the adopted Policy, including adding appropriate accommodations for all

users in streets such as crosswalks, bike lanes, access to transit and access during construction for all users.

Educational Strategies include an array of approaches to teach neighbors of all ages practices for the safe use of streets including yielding to pedestrians in crosswalks, the importance of crossing at crosswalks, Safe Routes to Schools, Walk Safe and Bike Safe in the schools, the three-foot law, and the laws for bicyclists needing to follow roadway laws.

Encouragement Strategies include the continuation of safety gear distribution to neighbors such as helmets and bike lights, and the hosting of events such as Open Streets and Bike to Work Day.

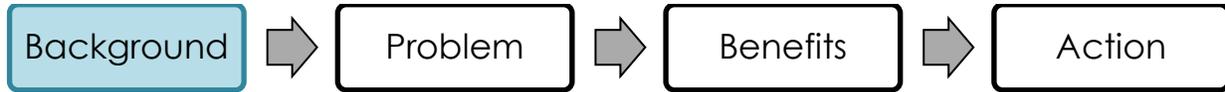
Enforcement Strategies include high emphasis enforcement in targeted corridors, enforcement campaigns in school zones, and implementing educational components with violations.

Evaluation Strategies will frame data collection for quantifying the successes of the wide array of methods being used. Data collection and evaluation will include all modes of transportation, crash data, speed, and volume data. Studies will include collection before and after engineering and educational campaigns to track progress.

Action Strategies include working with a wide array of partners including state, county, and local representatives to create a holistic approach to creating a paradigm shift in the way that we address safety on our streets.

The prioritization of action strategies will continue through the development of the Vision Zero Steering Committee. This steering committee will oversee the implementation of the action strategies and be representative of all partners.

SECTION 1: BACKGROUND



In 2013, the City of Fort Lauderdale adopted a comprehensive vision, *Fast Forward Fort Lauderdale*, to move the City into the future. *Press Play Fort Lauderdale*, the City's five-year action plan, includes specific steps towards achieving the City's vision. Together, both plans provide the foundation for shifting the transportation approach from moving cars to moving people effectively throughout our City. By shifting our approach, all policies, programs, and projects will improve safety and access for pedestrians, bicyclists, transit and vehicles.

This paradigm shift is important because Fort Lauderdale has the second highest pedestrian fatality rate in the United States according to the 2012 National Highway Transportation Safety Administration Fatality Analysis Reporting System (FARS). *Vision Zero: Fort Lauderdale* incorporates the City's vision into specific objectives towards achieving a zero fatality transportation network, setting out to achieve the following goals:

GOAL 1: THERE IS NOT AN ACCEPTABLE LEVEL OF FATALITY OR INJURY ON OUR STREETS.

GOAL 2: TRAFFIC DEATHS AND INJURIES ARE NOT ACCIDENTS BUT PREVENTABLE CRASHES.

GOAL 3: THE PUBLIC SHOULD EXPECT SAFE BEHAVIOR ON CITY STREETS AND ACTIVELY PARTICIPATE IN EFFORTS TO MAKE THEM SAFER.

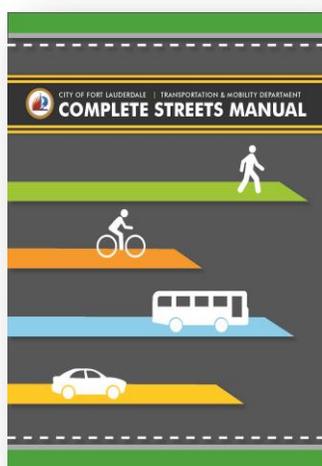
Vision Zero Fort Lauderdale is divided into four parts. Section 1 will describe the background, policy changes, and goals. Section 2 will define the problem, providing analytical evidence describing the need for *Vision Zero: Fort Lauderdale*. Section 3 discusses the benefits of moving in a new direction. Section 4 defines the implementation actions to improve safety while reducing injuries and fatalities. The implementable actions steps are based on the current best practices, detailed fieldwork, and input from partners and stakeholder groups. These action steps will help to satisfy the implementation objectives that are realistic and achievable.

The City of Fort Lauderdale is the sixth largest city in Florida and the largest city in Broward County. Fort Lauderdale is home to a culturally diverse population of 172,389 residents (2013 Census Data). According to the Fort Lauderdale Convention and Visitors Bureau, more than 14 million visitors passed through Fort Lauderdale in 2014.

Improving pedestrian and bicycle infrastructure will take time and dedication of resources. Implementation requires efforts from both private and public partners at the City, County, State, and Federal Government levels. This plan was developed in partnership with a wide range of partners as listed below. The implementation of the plan will utilize the continued support of these partners as well as continue to build new partnerships into the future.

VISION PARTNERS

Broward Metropolitan Planning Organization (MPO)	Local non-profits: University of Miami Walksafe and BikeSafe Programs, Broward BCycle
Broward County	Business Community, Downtown Development Authority, Fort Lauderdale Chamber of Commerce
Florida Department of Transportation, District 4	City of Fort Lauderdale Police Department, Public Works, Parks & Recreation, Neighbor Support, Sustainable Development, Transportation & Mobility
Future partners	

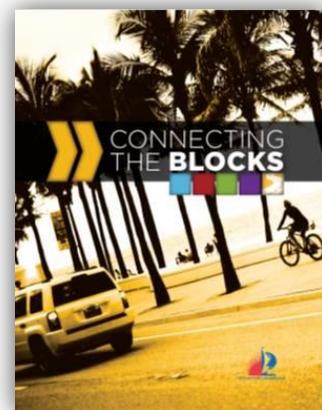


One of the priorities outlined in *Fast Forward Fort Lauderdale 2035* is to transform Fort Lauderdale into a fully connected, pedestrian-friendly, multi-modal city that improves pedestrian, bicyclist and motorist safety through a complete streets approach which offers safe access for all ages and abilities.

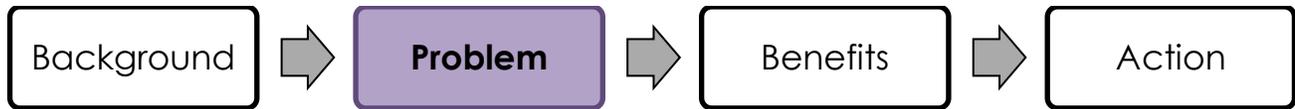
From the direction given by our neighbors, the City Commission adopted the Complete Streets Policy and Manual in 2013 to design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, motor vehicles, mass transit vehicles and riders, freight carriers, emergency responders, and adjacent land users. The guidelines are categorized to allow for context sensitive design for the various types of streets, such as Residential Street, or Urban Boulevard.

From that Vision the City developed an implementation program entitled *Connecting the Blocks* to identify the needs of each major street segment to bring it to a Context Sensitive Complete Street. Those actions have been prioritized based on a series of weighted criteria shaped by City Commission Priorities such as user safety and completing the connectivity gaps between street segments.

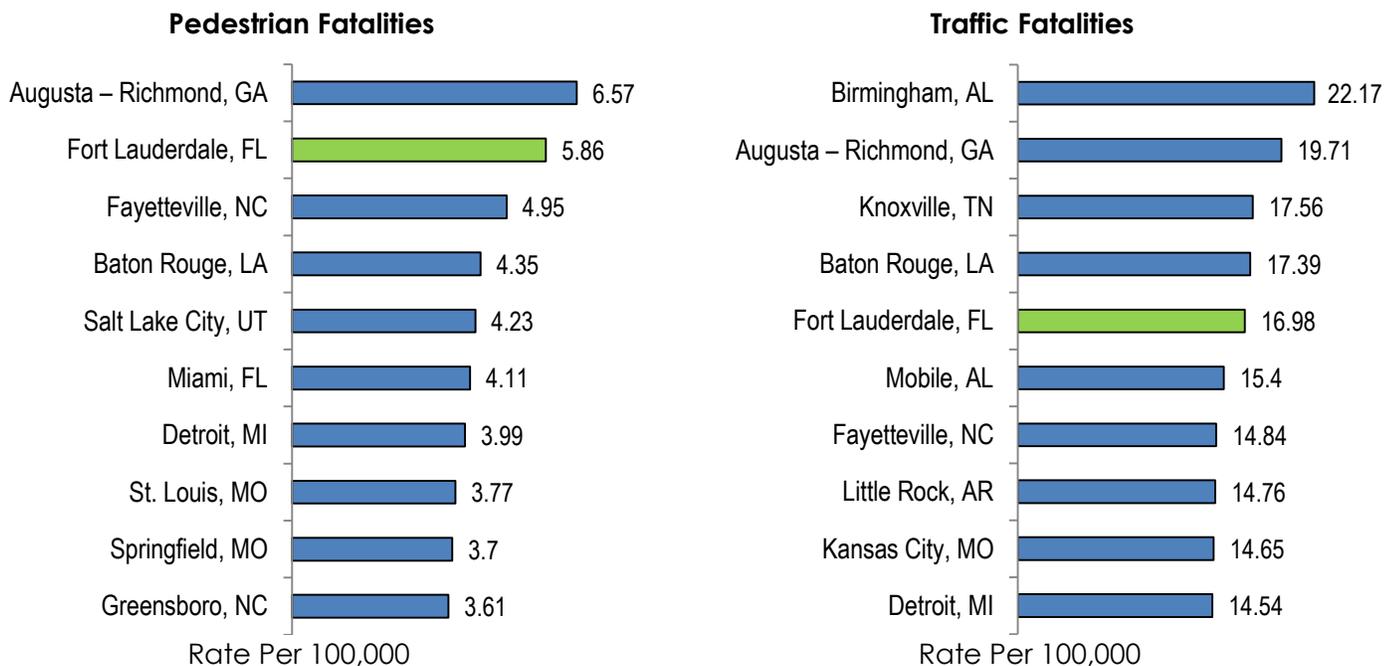
While complete streets engineering design will improve safety for all users, construction projects take time and do little to change behavior in the near future. A critical behavior shift is needed in how people in Fort Lauderdale utilize the street; therefore, the City is committed to educational outreach, encouraging users to share the road, enforcing existing laws and evaluating results of efforts while using available resources to monitor and track progress.



SECTION 2: DEFINING THE PROBLEM



In 2012, Fort Lauderdale had a pedestrian fatality rate of 5.86 per 100,000 residents, second (2nd) highest in the nation¹ while the number of total traffic fatalities in Fort Lauderdale ranks fifth in the nation. Numerous factors contribute to the fatality rate including: a lack of pedestrian and bicycle friendly infrastructure, a lack of alternative transportation options, dangerous driver behavior, dangerous pedestrian and bicyclist behavior, and a lack of knowledge on how to safely share the street. The following section highlights key fatality statistics.



Analyzing local and state crash data using *Signal 4 Analytics* software in years 2009, 2010, 2011, 2012, 2013, and 2014 the following data resulted for the City of Fort Lauderdale.

CITY OF FORT LAUDERDALE (2009-2014)							
	2009	2010	2011	2012	2013	2014	TOTAL
Total Traffic Crashes	4,720	4,910	3,933	6,198	10,133	10,879	40,773
Total Traffic Fatalities	28	20	16	28	18	24*	134
Total Pedestrian Fatalities	11	10	4	11	9	12*	57
Total Bicycle Fatalities	4	2	1	3	1	3*	14
Total Pedestrian Injury Crashes	134	119	133	144	189	162	881
Bicycle Injury Crashes	111	95	55	102	110	95	568

*Does not include fatalities which are still under investigation.

¹ The United States Department of Transportation and the National Coalition of Complete Streets measure national data regarding pedestrian and bicycle safety. National databases include the 2012 Fatality Analysis Reporting System (FARS) and General Estimates System (GES). These databases provide national, statewide, and regional information.



CITY OF FORT LAUDERDALE PEDESTRIAN & BICYCLE CRASH FACTS

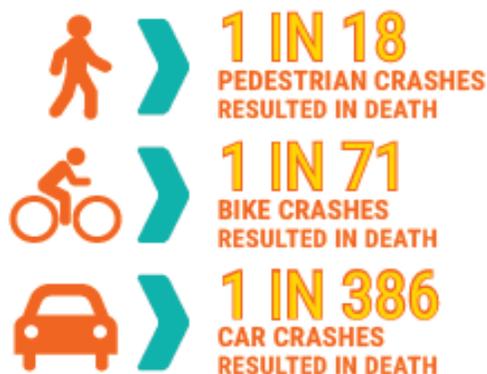
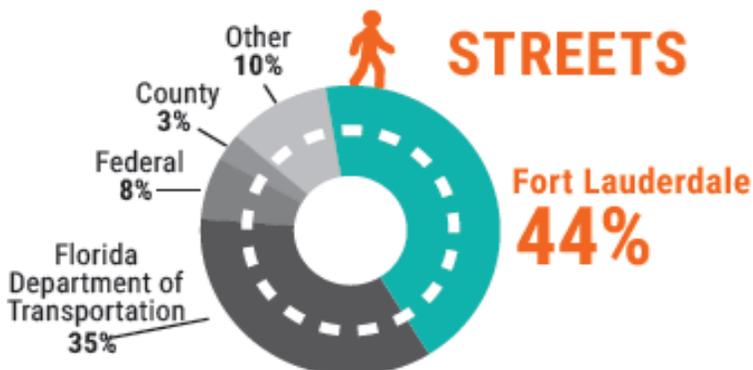
CRASHES COMMONLY OCCUR



FRIDAYS
2 PM - 8 PM

SEPTEMBER THROUGH APRIL

Numbers represent "total reported injury crashes per month"



BETWEEN 2009-2014 | **51** DEATHS **813** INJURIES | **9** DEATHS **535** INJURIES

82% NON-INTERSECTIONS | **18% INTERSECTIONS**

73% OF DEATHS OCCURED BETWEEN 4 PM - 4 AM

ALCOHOL INVOLVED IN 23% OF DEATHS

CRASH CONDITIONS

65% DURING THE DAY

83% IN CLEAR WEATHER

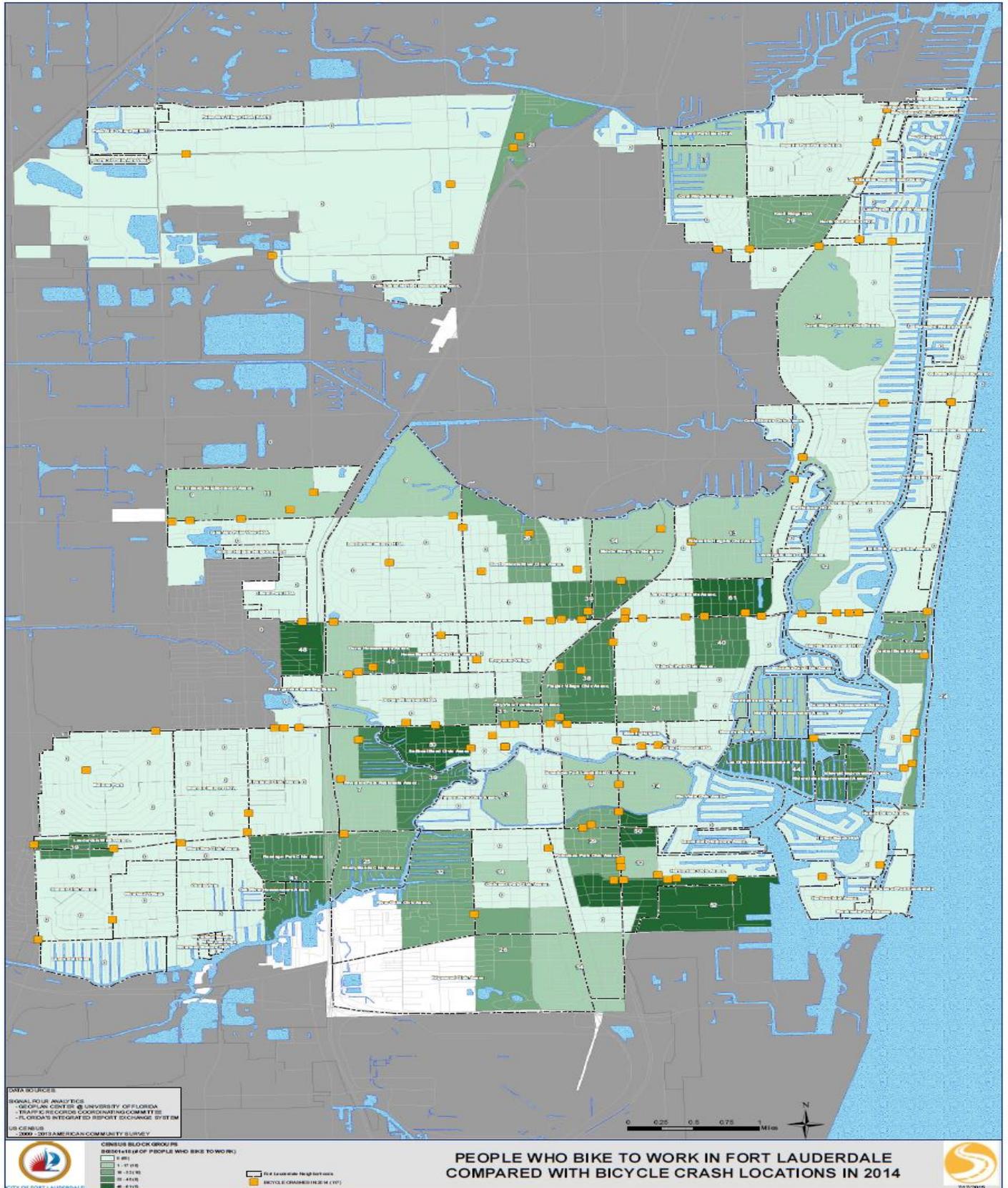
89% ON DRY ROADS

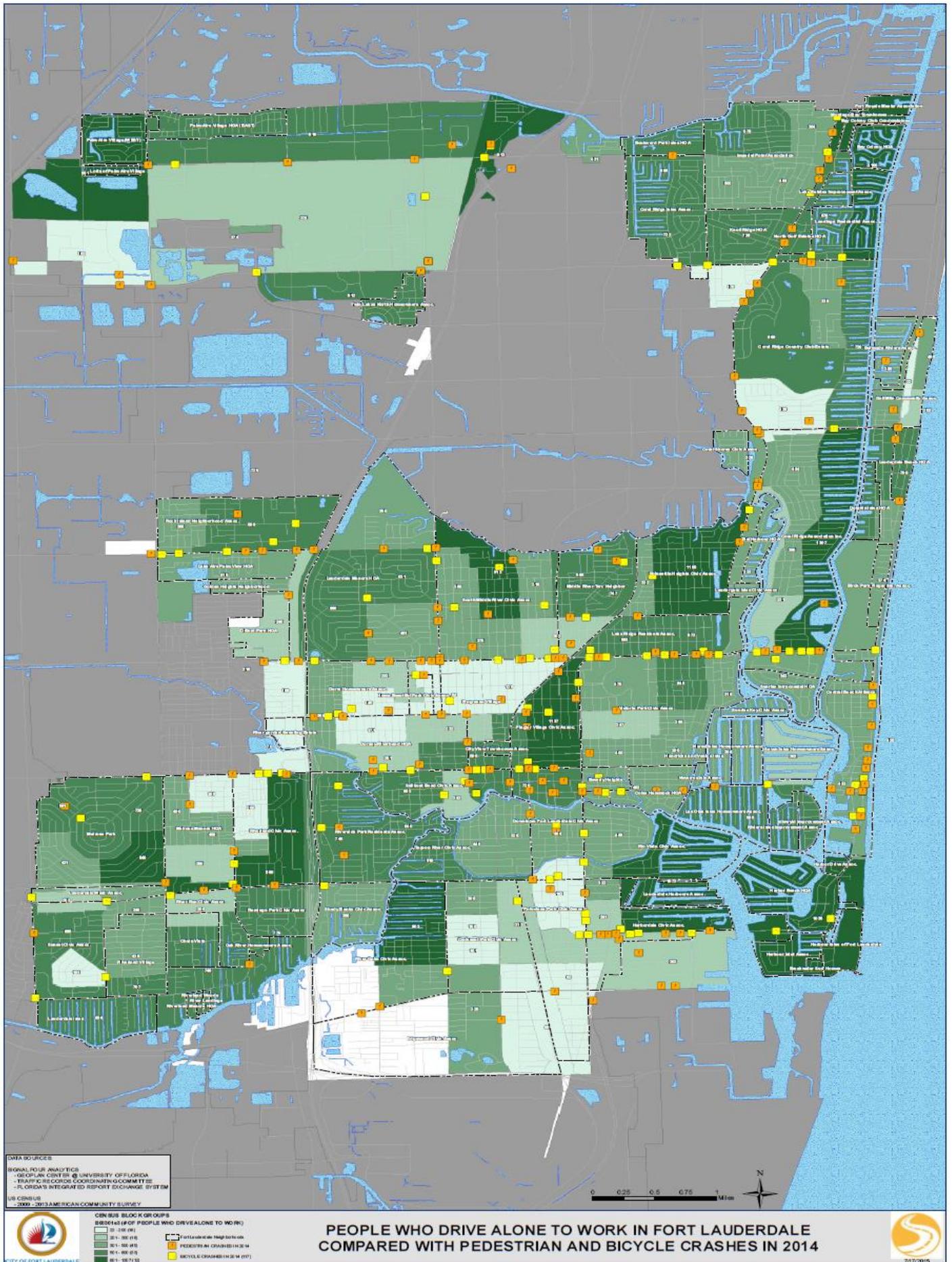
11% IN CLOUDY WEATHER

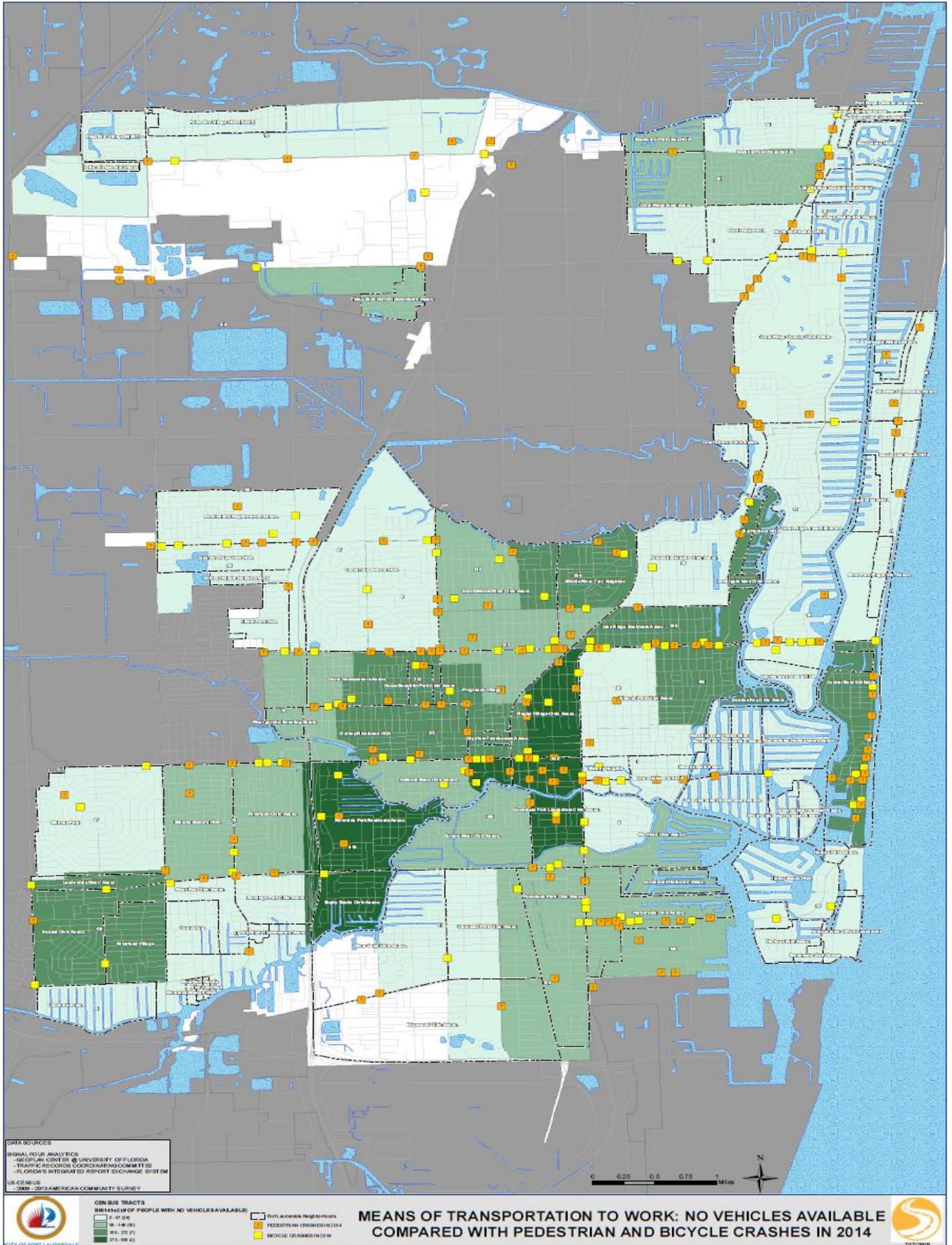
10% ON WET ROADS

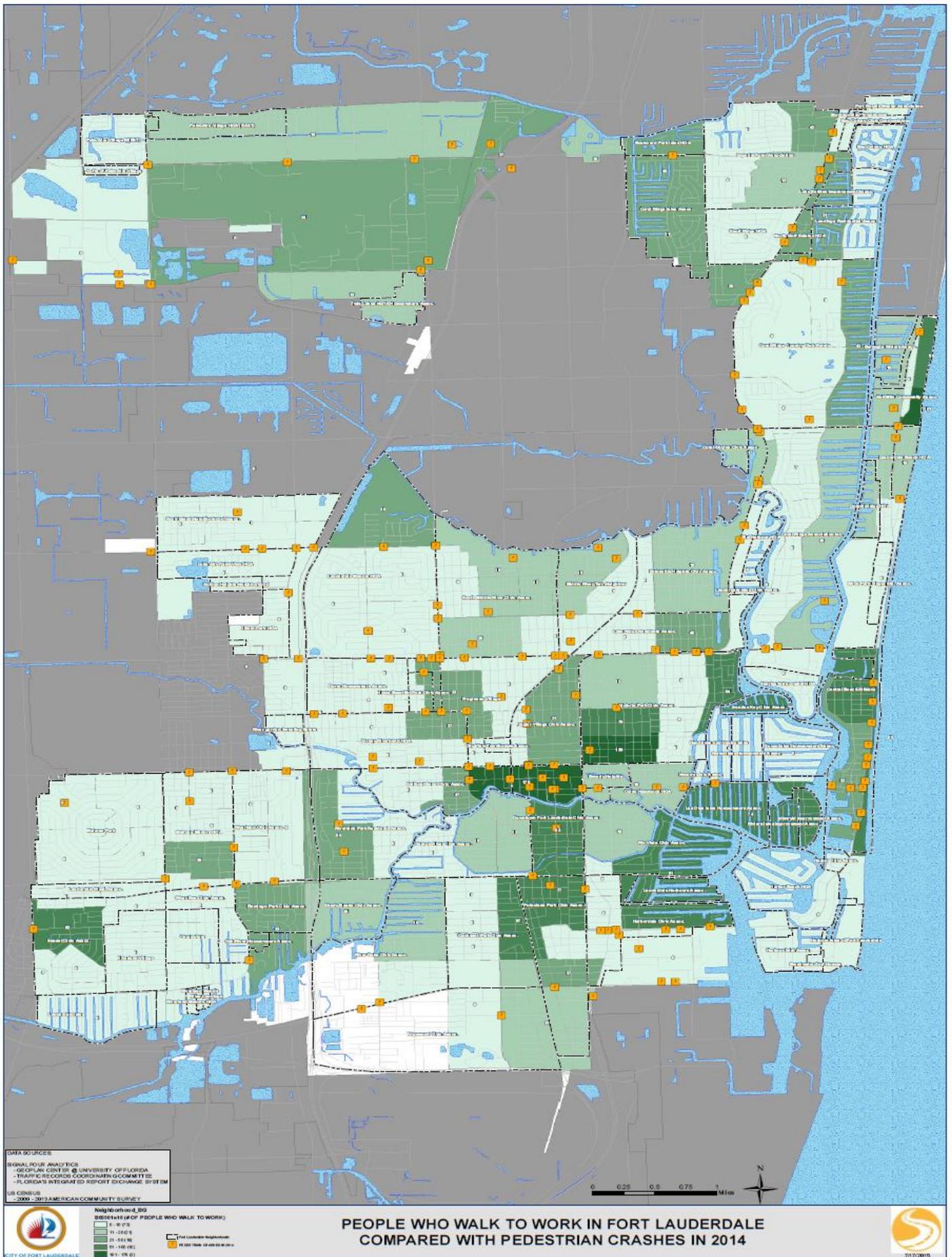
Source: Signal Four Analytics, 2009-2014

The following four maps will show a demographic breakdown of pedestrian and bicycle crashes and fatalities throughout the City of Fort Lauderdale.

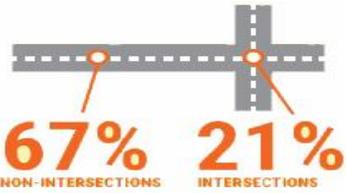
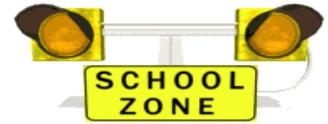








There is no acceptable level of fatality or injury on our streets. Over 1,400 pedestrians and bicyclists suffered injuries in Fort Lauderdale streets between 2009 and 2014. Fifty-four children, ages 6 to 19, were involved in accidents walking or riding a bike to or from school.



Traffic fatalities are often preventable crashes. Eighty-two percent of accidents involving pedestrians occurred at non-intersections from 2009 to 2014. Of these recorded incidents, only 18% occurred at an intersection. Transit/bus stops are located both at intersections and mid-block locations creating unsafe pedestrian crossing behavior for transit users to reach destinations.

Nationally, dangerous driver choices, such as speeding and failure to yield, are sole or contributing causes in a majority of pedestrian fatalities. Peak afternoon traffic hours are the most dangerous times for pedestrians and bicyclists, but those same hours during the week are often the best hours to enjoy the weather and spend time outside. Friday between 2 p.m. and 8 p.m. is the most dangerous time to walk or ride a bike in Fort Lauderdale.



On average, **alcohol is a factor in 23% of all traffic deaths** including 28% of pedestrian and bicycle related fatalities, but a factor in only 7% of injuries. Alcohol is a factor for motorists as well as pedestrians and bicyclists.

The public should expect safe behavior on City Streets and participate in efforts to make them safer. September through April is when a majority of pedestrians or bicyclists are involved in accidents. September through April represents increased tourism, K-12 schools in session, college classes in session, and improved weather conditions to encourage more walking and biking in the City of Fort Lauderdale.

Where are the accidents occurring? What are the problem priorities for Vision Zero?

The following map shows the pedestrian and bicycle fatalities and crashes for the City of Fort Lauderdale. Using density mapping hot spots, the City and its partners can identify the high priority roads and locations where strategies can be implemented to reduce fatalities and crashes from a holistic perspective.

The two tables following the City hot spot map identify the top priorities that Vision Zero will seek to improve within the first 5 years of plan implementation. The tables identify the top problem streets for the City in terms of pedestrian and bicyclist crashes and fatalities.

TOP PRIORITY STREETS FOR VISION ZERO

Based on crash data, 2009- 2014, the corridors and intersections below show street corridors and intersections with the highest number of crashes in the City.

TOP PRIORITY CORRIDORS: CITY OF FORT LAUDERDALE

PRIORITY	STREET	BEGIN*	END**	CRASHES ***	FATALITIES ****	OWNER
1	Sunrise Blvd	I-95	A1A	57	4	FDOT
2	Broward Boulevard	I-95	US1/Federal Highway	23	1	FDOT
3	Las Olas Blvd	Andrews Avenue	SE 15 th Avenue	15	1	City of Fort Lauderdale
4	SE 17 th Street	SE 3 rd Avenue	Causeway Bridge	15	0	FDOT
5	A1A	Bahia Mar Drive	Seville Street	13	3	FDOT
6	Andrews Avenue	New River	NE 4 th Street	10	0	Broward County
7	US1/Federal Highway	SE 19 th Street	SE 14 th Court	8	0	FDOT
8	SE/SW 2 nd Street	Powerline Road	NE 3 rd Avenue	7	0	City of Fort Lauderdale
9	US1/Federal Highway	New River	Broward Boulevard	4	0	FDOT
10	Davie Boulevard	SW 4 th Avenue	US1/Federal Highway	4	0	FDOT

*Begin point shall include entire intersection, **End point shall include entire intersection, ***Crashes- Pedestrian and Bike Crashes from 2009-2014 (Signal Four Analytics), ****Reported fatalities only (pedestrian and bike)

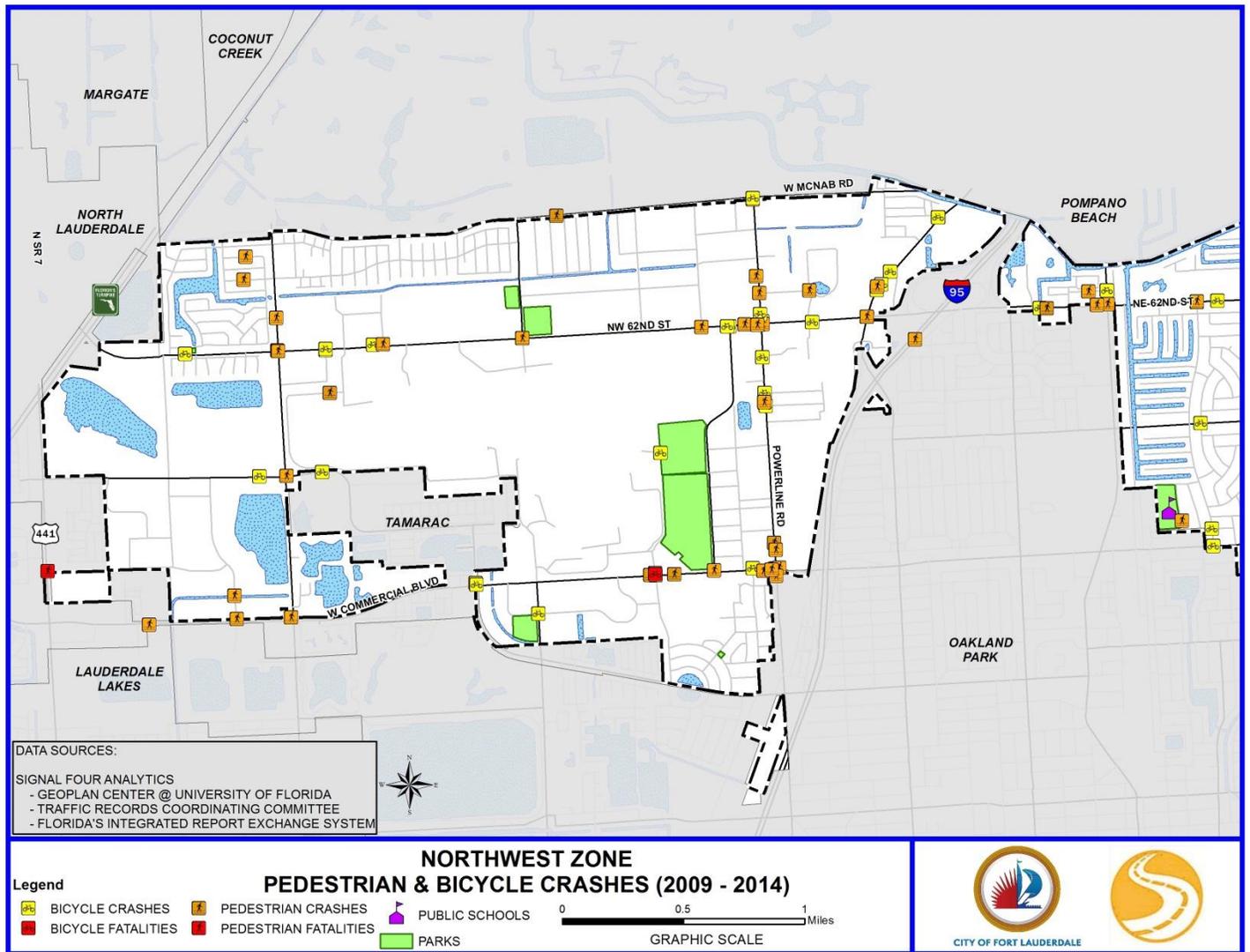
TOP PRIORITY INTERSECTIONS: CITY OF FORT LAUDERDALE

PRIORITY	INTERSECTION	CRASHES ***	FATALITIES ****	OWNER	NOTES
1	US1 @ Commercial Blvd	12	1	FDOT	Crashes within ¼ mile each leg
2	A1A @ Oakland Park Blvd	10	0	FDOT	Crashes within ¼ mile each leg
3	US1 @ 62 nd Street	9	1	FDOT	Crashes within ¼ mile each leg
4	US1 @ Oakland Park Blvd	9	0	FDOT	Crashes within ¼ mile each leg
5	Powerline Rd @ Commercial Blvd	9	0	FDOT	
6	SW 31 st Avenue @ Davie Blvd	8	1	FDOT	Crashes within ¼ mile each leg
7	SW 35 th Avenue @ Davie Blvd	6	0	FDOT	
8	NW 27 th Avenue @ Davie Blvd	6	1	FDOT	
9	A1A/Seabreeze Blvd @ Harbor Drive/Holiday Drive	4	2	FDOT	
10	SR7 @ Davie Blvd	3	1	FDOT	Crashes within ¼ mile along SR 7
11	US1 @ 26 th Street	4	0	FDOT	

The following six city maps pinpoint where reported incidents occurred within the last 5 years, where pedestrians and bicyclists are at risk, and where action is needed to mitigate the dangerous conditions in our City. The maps are broken into six zones to help localize the data and provide insight into major corridors, regional hotspots, and targeted school zones. Each map includes identifies major street corridors, regional hotspots for crashes, and the location of pedestrian and bike fatalities/injuries.

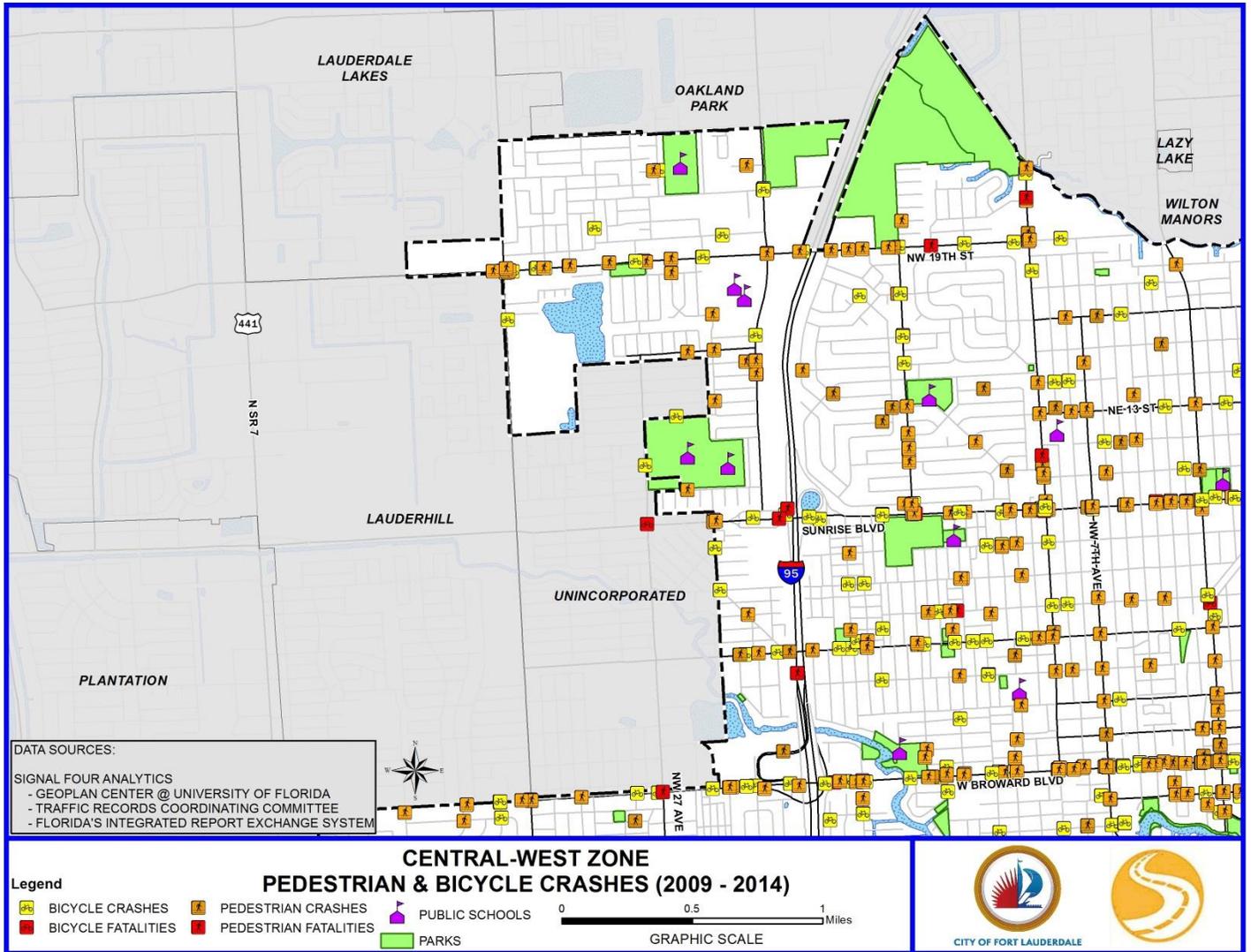
Northwest Zone Problem Areas

Major transportation corridors in the Northwest include Commercial Boulevard, Powerline Road, and I-95. This zone is a commercial hub and there is minimal residential housing. This area includes the Uptown Neighborhood that consists of office buildings, commercial and industrial land uses in a vehicle-centric land use pattern. Limited pedestrian and bicycle accommodations, as well as, limited access to transit create regional hotspots along large arterials like Powerline Road.



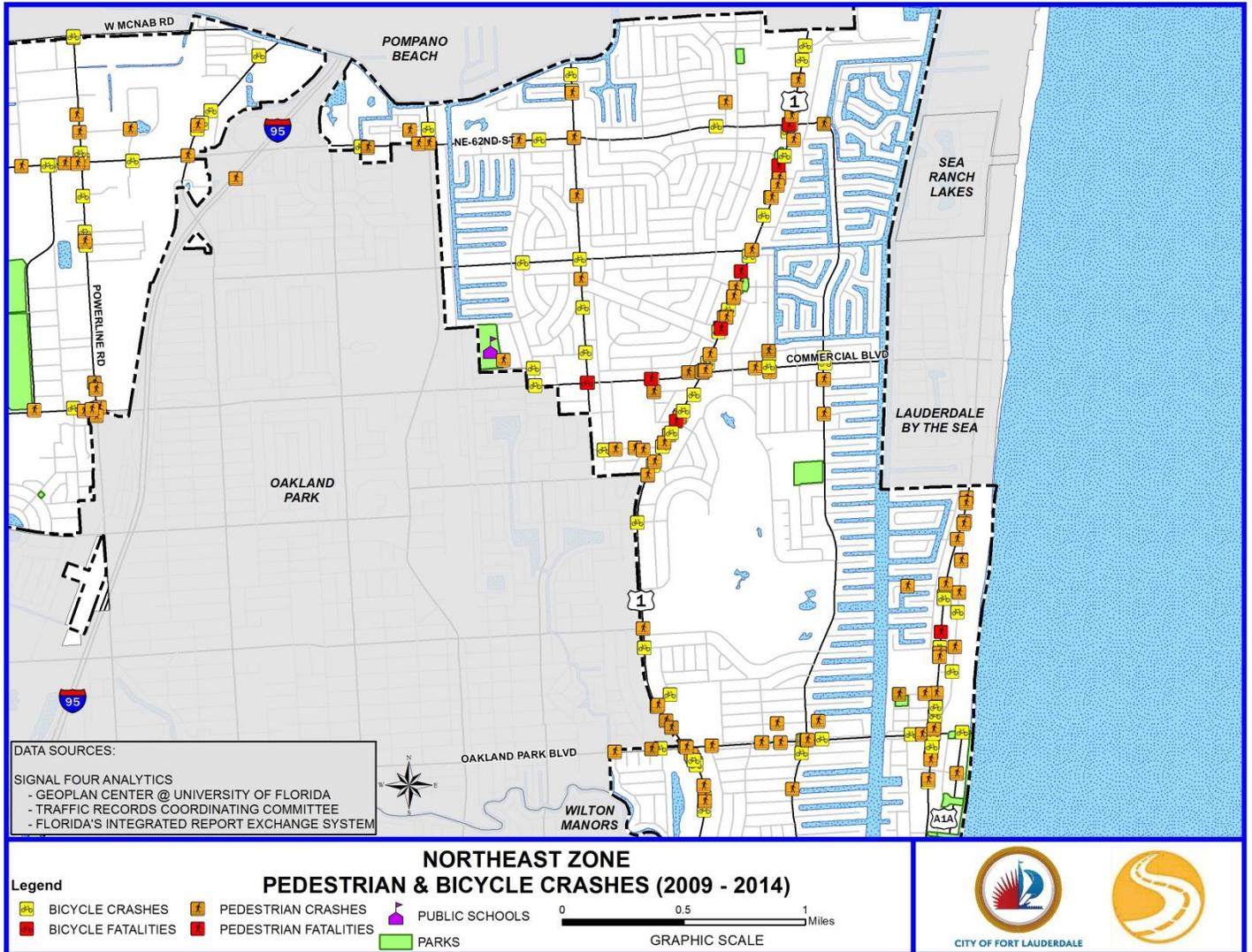
Central-West Zone Problem Areas

Major corridors in the Central-West Zone include Sunrise Boulevard, Sistrunk Boulevard, NE 3rd Avenue, Broward Boulevard, and Andrews Avenue. This area contains a mix of uses including commercial corridors along the arterial streets, surrounded by multifamily and single family residential areas. Several large parks in this zone create a demand for walking and biking to cross major corridors. This zone includes the largest number of schools, increasing the population of at-risk users commuting to daily activities. Incidents involving pedestrians and bicyclists occur widespread throughout this area. Regional hotspots include NW 19th Street, NW 15th Avenue, Sunrise Boulevard, and NW 7th Street. A corridor approach is necessary to address the widespread issues involving all "Five E" strategies.



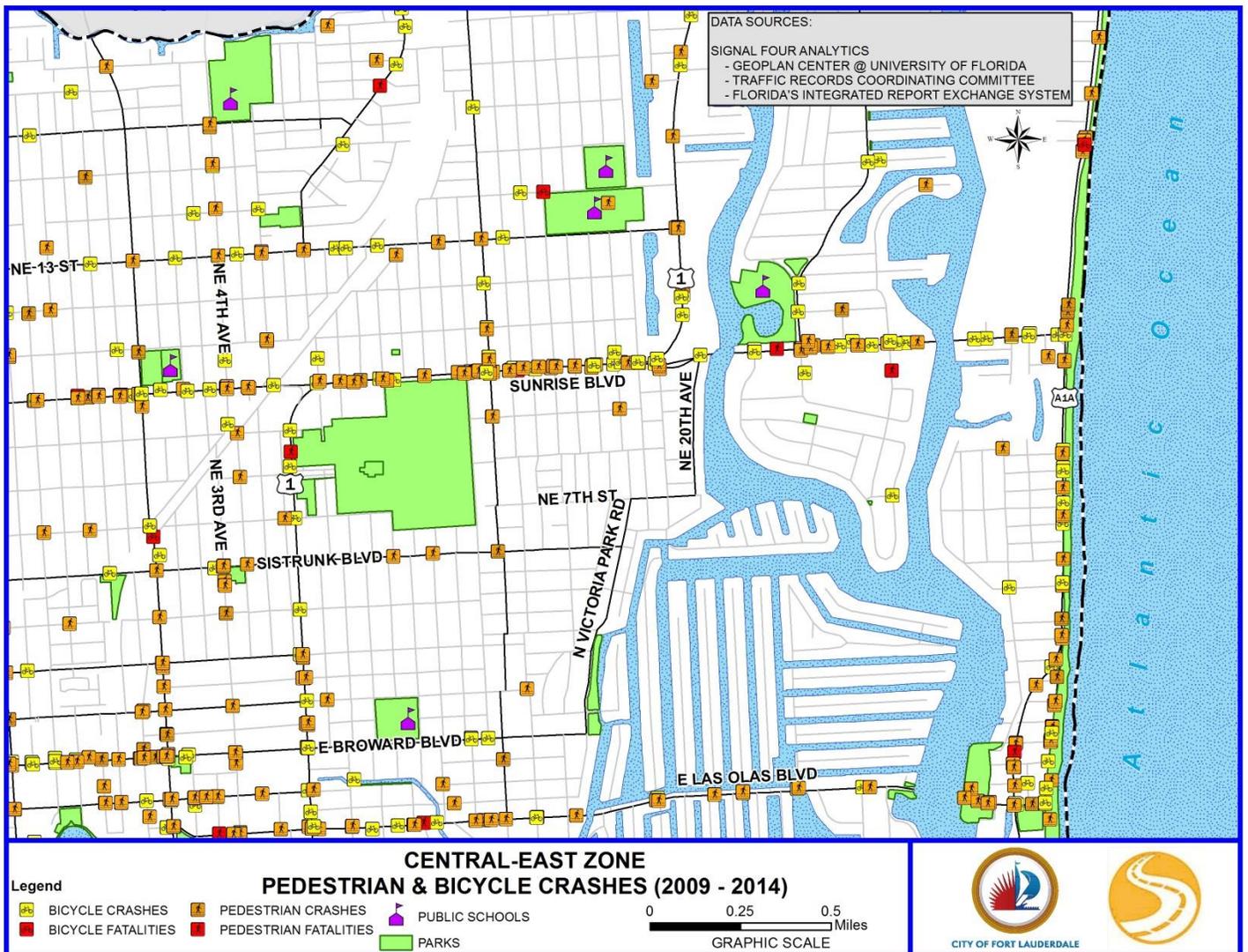
Northeast Zone Problem Areas

US1/Federal Highway and SR A1A are major corridors in this residential and commercial area. North Federal Highway creates high vehicle speeds and lacks safe multimodal infrastructure. Sidewalks include impediments, such as power poles, benches, lighting and signal poles, which restrict safe pedestrian activity, as well as restrict mobility for handicapped neighbors. Additional zone-specific hotspots include SR A1A, US1/Federal Highway and E. Oakland Park Boulevard.



Central-East Zone Problem Areas

The Central-East Zone encompasses downtown Fort Lauderdale. The downtown area contains a mix of land uses with increasing density of residential areas along arterial corridors. Commercial and office uses are focused along arterials with the highest density between Broward Boulevard and New River, Andrews Avenue and US1/Federal Highway. This zone includes a high number of major accident corridors, partially attributed to the volume of users on the streets. Broward Boulevard and Sunrise Boulevard are major East-West traffic corridors with limited bicycle and pedestrian infrastructure. Las Olas Boulevard is also a heavy vehicular volume street with high pedestrian traffic. Federal Highway is a major traffic corridor with limited bicycle and pedestrian infrastructure. Regional hotspots include intersections exist along A1A/Seabreeze Boulevard, SW 2nd Street, and Sunrise Boulevard. For a variety of reasons, these intersections are dangerous for pedestrian and bicycle traffic. As identified in the *Fort Lauderdale Connecting the Blocks Multimodal Infrastructure Plan*, the lack of bicycle infrastructure causes major challenges in this zone.

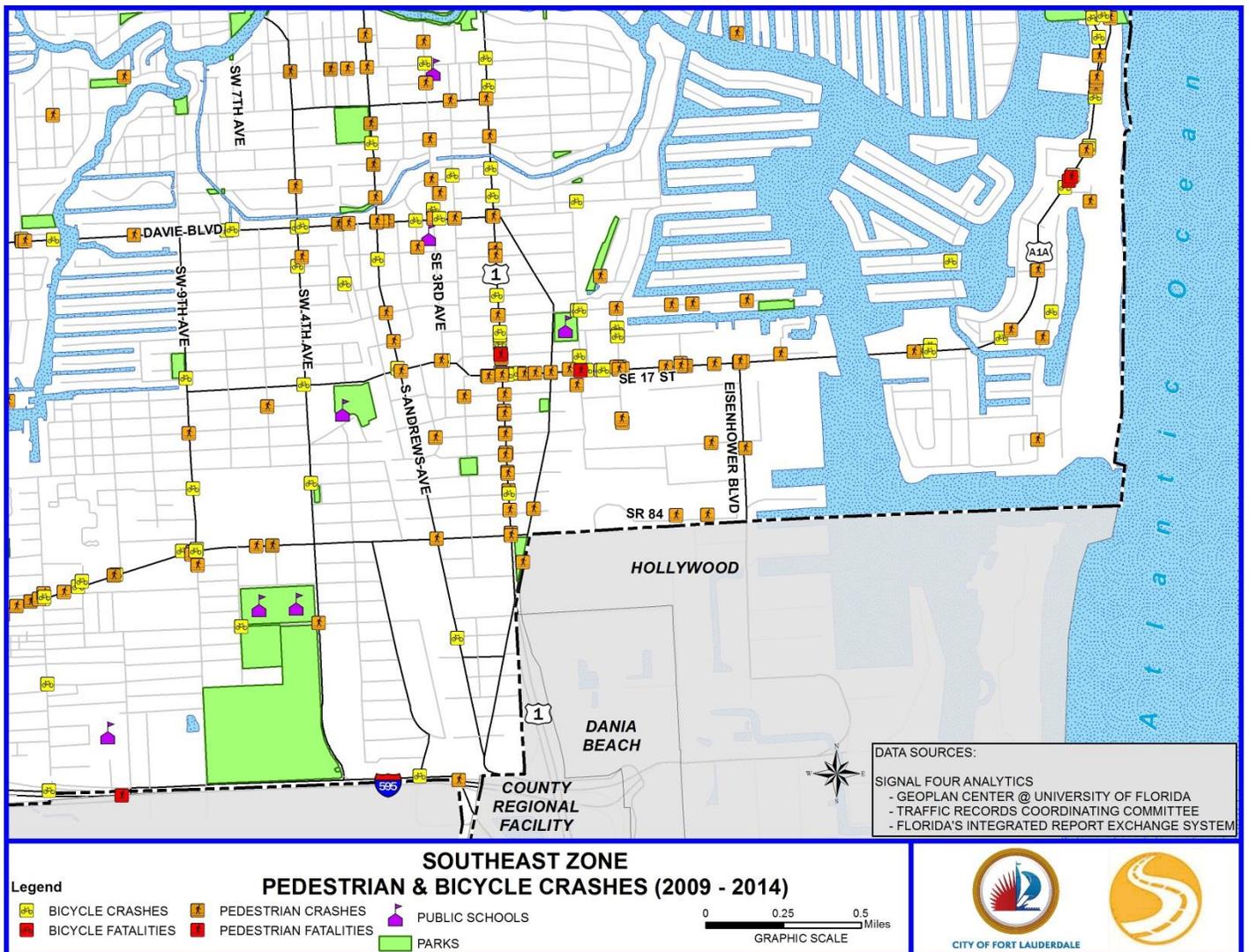


Southeast Zone Problem Areas

Major accident corridors flow north/south through the Southeast Zone. Andrews Avenue, SE 3rd Street and Federal Highway are high-risk corridors. These corridors are adjacent to commercial establishments, intermingled with residential uses. This combination of residential, commercial, and industrial uses mix pedestrians, bicyclists, and cars with large trucks.

SE 17th Street is a heavy traffic corridor due to its commercial uses, hotels and restaurants, proximity to Port Everglades, Fort Lauderdale International Airport, and Broward Convention Center, as well as serving as the primary connection to the beach and barrier island. These factors contribute to the zone's high risk and designation as a hotspot corridor.

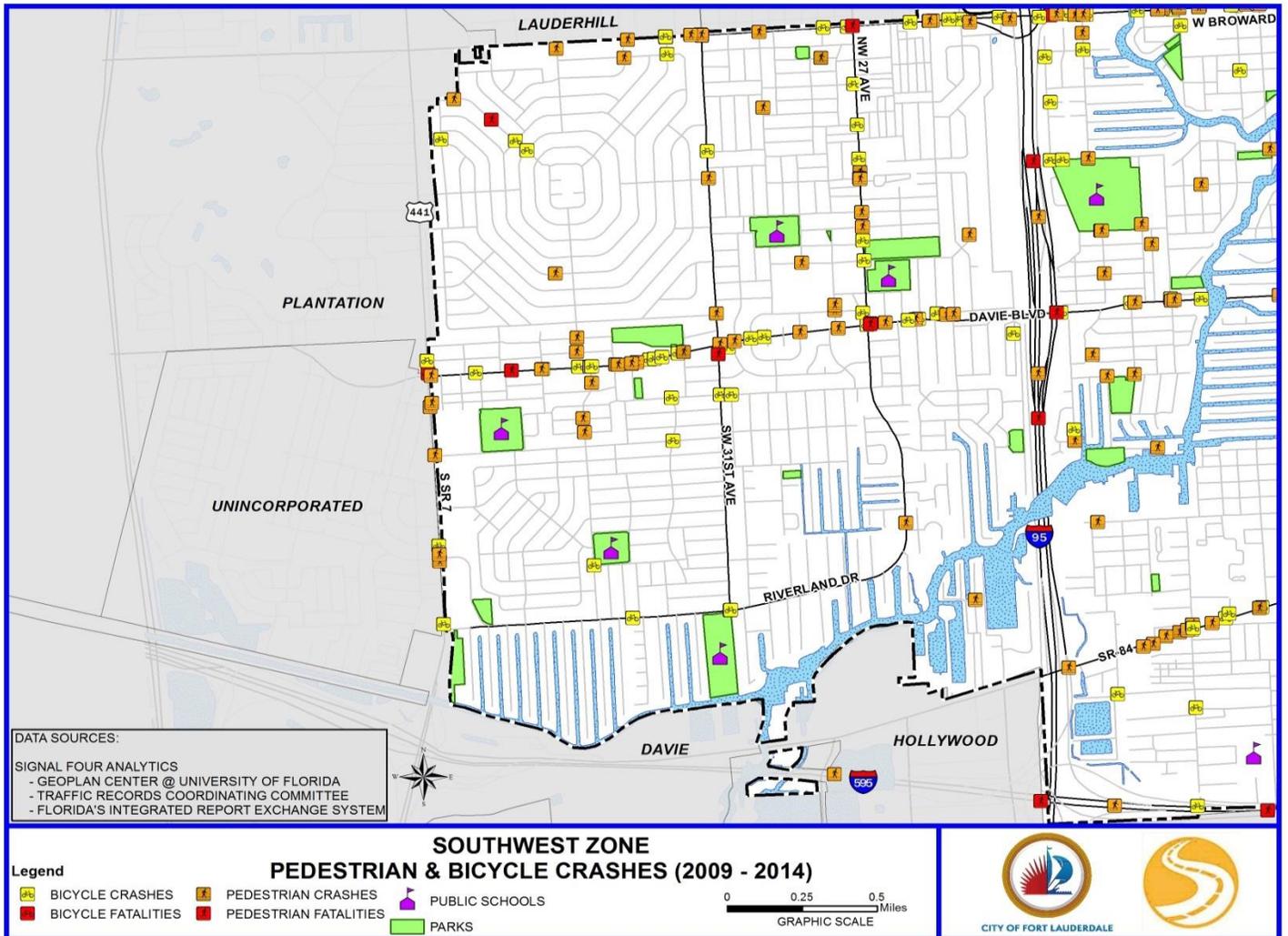
The surrounding residential neighborhoods have a higher percentage of multimodal trips for work due to the median incomes and close proximity to employment. This combined with the large tourist population in this area creates a large need for safe, non-vehicular travel.



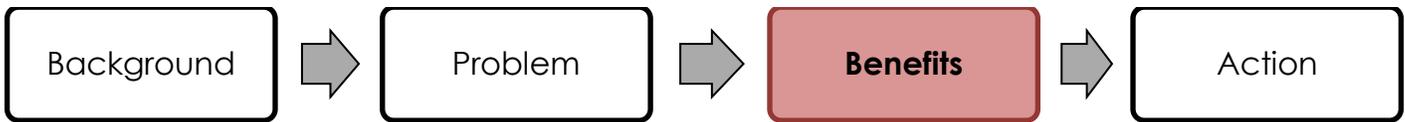
Southwest Zone Problem Areas

The Southwest Zone is primarily residential uses with a few major traffic corridors. This zone is defined to the north by Broward Boulevard, to the south by State Route 84, with Davie Boulevard cutting across the middle of the zone. Interstate 95 cuts the zone into two halves, with pockets of commercial establishment interspersed throughout.

Recorded pedestrian and bicyclists incidents closely parallel major traffic corridors. Intersections along Davie Boulevard are particularly dangerous. Hotspots in the area surround St. Thomas Aquinas High School, Independence High School, Riverland Elementary School, and Stranahan High School.



SECTION 3: BENEFITS OF PEDESTRIAN AND BICYCLE SAFETY



Unsafe conditions for pedestrians and bicyclists contribute to crashes, injuries, and fatalities. As seen in Section 2, each zone has unique challenges requiring specific action. Fort Lauderdale strives to be *The City You Never Want to Leave*; therefore, the City is working to improve pedestrian and bicycle safety; improving the experience of residents and tourists.



Protecting Life and Health

The lifetime economic cost to society for each fatality is \$1.4 million². Crashes are not only expensive, but lessen residents' and tourists' experiences and impressions of Fort Lauderdale. Motor vehicle crashes affect all age groups in Fort Lauderdale, affecting not only the victim, but also dependent family members.



Safer, pedestrian-friendly streets help prevent crashes and encourage everyday walking, an important part of a healthy lifestyle. People residing in areas with safer pedestrian-friendly streets and bike lanes are more likely to engage in a healthy and active lifestyle. Furthermore, safe and pedestrian-friendly streets connected to schools help alleviate parental concerns about child safety, encouraging parents to view walking and biking to school as a viable alternative to traditional methods of transportation. Children with additional transportation options can engage in afterschool recreational activities, helping decrease childhood obesity rates. Access to outdoor recreation or active transportation to work or school improves overall health, including mental, physical, and social well-being.



Reduce Congestion

Developing a connected city that is safe for pedestrians and bicyclists encourages individuals to reduce driving trips and engage in bicycling and walking. This produces the positive effect of moving people from the streets to the sidewalks, or into other forms of public transportation to reduce the number of vehicles on streets. Reduced congestion from reduction in crashes to reduction in vehicle miles traveled, makes travel more efficient and safe for everyone.

2. The Economic and Social Impact of Motor Vehicle Crashes, 2010, Published May 2015 by the National Highway Traffic Safety Administration (NHTSA)

Economic



In 2012, The U.S. Department of Transportation examined the total costs of motor vehicle crashes by state. Florida's total cost of motor vehicle crashes was an estimated \$15 billion. Improved pedestrian and bicycle safety can also help revitalize economic corridors, increase private investment, bolster property values, promote tourism, and support the development of a great business climate. Nationally, cities are seeing walkable thoroughfares have higher property values and attract greater economic investment.

Equity

An estimated one third of the population of a city's residents does not drive. Reasons include age, disability, cost, and choice. To ensure this segment of the population has access to employment and recreational opportunities, the City's transportation system must provide safe access to viable transportation options.

In a national poll conducted by the AARP, 50% of adults older than 50 reported an inability to safely cross the main roads near their places of residency. Half of the older adults who responded reported a desire to walk more if conditions improved.

Sustainability

As Fort Lauderdale continues to grow, the most sustainable and cost-effective way to expand the transportation system will be the utilization of transit and non-motorized modes. Currently, safety risks, both real and perceived, are factors limiting the use of non-motorized modes of transportation, especially for children and seniors.



Additionally, sea levels are rising. The immediate concern is flooding and maintaining multimodal transportation infrastructure during those events. Infrastructure projects of today must meet the needs of future generations. Therefore, projects enhancing pedestrian and bicycle safety must incorporate sustainable features to ensure they have longer life cycles and are functional and usable in the distant future.

Using alternate modes of transportation outside of the personal automobile is also a sustainable practice that reduces the City's contribution to greenhouse gases (GHG). This is significant in the City as 45% of GHG emissions are contributed by the transportation sector compared to **28% nationally**. The transportation sector is the largest single source of regional GHG emissions.

Quality of Life

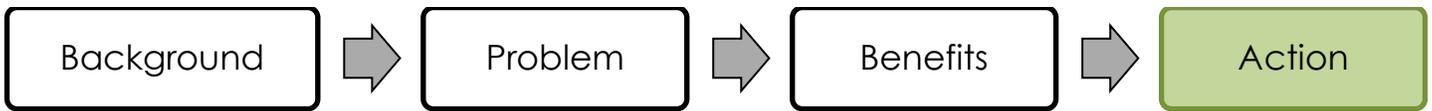
Street safety is a major quality of life concern. Implementing traffic calming improvements while reducing vehicular speed and traffic volume, are all strongly linked to increased home values and the increased vibrancy of street corridors. Creating a safe and walkable city can create an economically vibrant, attractive community to live in.



Creating a safe, connected network of transportation corridors was a top ranked issue of Fort Lauderdale neighbors. According to the 2014 Neighbor Survey, completed as a part of

the *Fast Forward 2035* visioning process, only 43% of residents feel safe walking in the City. The #1 concern was "Safety of Biking". Residents who ride a bike regularly increased to 47%, while 28% of residents use public transportation on a regular basis. When asked how capital monies should be utilized, residents want investments in more walkable/bikeable streets, greenways, and paths. By committing to improved pedestrian and bicycle safety, it will create an environment where people are encouraged to interact while developing a greater sense of community. People who live in a walkable community are more likely to engage socially, be healthier, and happier.

SECTION 4: SAFETY ACTION PLAN RECOMMENDATIONS

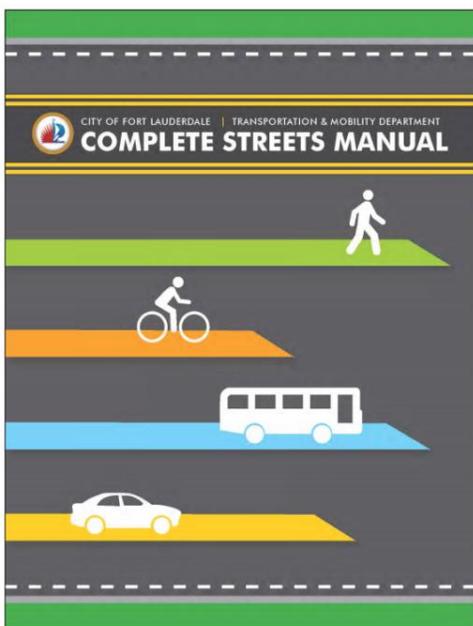


Vision Zero Fort Lauderdale recommendations identify areas requiring improvement and contain key implementation strategies for improving pedestrian and bicycle safety. This section introduces the Five Es—Engineering, Education, Encouragement, Enforcement, and Evaluation – to include action strategies intended to increase the walkability and bikability of Fort Lauderdale.



Example of a street transformation using a Complete Streets approach

Needed pedestrian and bicycle safety improvements within Fort Lauderdale are not specific to any location or geographic region; however, in order to measure change in a succinct way, initial efforts should be targeted where incidents are highest.



CURRENT “FIVE E” ACTIONS INCLUDE:

A. Engineering Control Measures

The City of Fort Lauderdale Complete Streets Manual, adopted in 2013, guides best practice for street infrastructure projects across the City. The City of Fort Lauderdale Complete Streets design approach includes reducing the width of travel lanes, widening sidewalks, landscaping buffers and shade, enhanced crosswalks, pedestrian signals, and bikeways. Quality complete streets incorporate all forms of transportation in a safe, effective manner. In the Complete Streets Manual, specific pedestrian and bicycle related design measures are identified to illustrate the type of desired implementation strategies to create safe streets.

B. Education

Education is a key component to achieving a zero fatality transportation system. These efforts include educating drivers on laws protecting pedestrians and bicyclists and explaining how to safely share a roadway. An educational program is needed in partnership with the existing Florida Department of Transportation (FDOT) *Alert Today, Alive Tomorrow* campaign, to help educate residents and tourists on roadway safety. This program should be distributed through various outlets including media, homeowners associations, and local businesses. Examples of educational campaigns are included below:

Safe Routes to School Programs – *Safe Routes to School* provides educational information for schools and school age children. This program includes education and safety measures that will improve the safety for children walking to school each day. The City strives to expand current efforts.

Ambassador Program - The City piloted a City Ambassador program designed to educate our neighbors on pedestrian safety. The pilot involved volunteers that were stationed at an intersection where new crossing technology and pedestrian flags were provided.

Bicycle Education – The Parks and Recreation Department offers bicycle safety education during summer programs to all participants.

Driver Education- Partnering with Florida DMV, Broward County Transit, Fort Lauderdale Police Department, and City fleet drivers to educate all drivers on proper road rules when driving on city streets to include yielding procedures, clear passing requirements, and safe turning/merging behavior.

City of Fort Lauderdale Transportation Summit- This annual event hosts transportation professionals, residents, and local political leaders

to discuss best practices in engineering, education and evaluation. In 2015, this event educated over 130 attendees regarding partnering opportunities with non-profits, innovative engineering/planning principles, and current regional policies regarding transportation funding and design.

C. Encouragement

Encouragement is necessary to promote behavioral changes and better utilization of existing resources. Additionally, encouragement can include evaluating existing laws and regulations to determine how to promote better practices. The City provides legislative policy priorities and recommendations at the state and federal level every year and contributes to stakeholder priorities including the Broward Metropolitan Planning Organization (MPO) and the Southeast Florida Regional Climate Change Compact. Membership in National Association of City Transportation Officials (NACTO), Urban Land Institute (ULI), Institute of Transportation Engineers (ITE), and other groups provides additional opportunities to influence state and federal policy regulations. Current encouragement activities led by the City include:

Family Fun Ride- In 2015, the City hosted its first Family Fun Ride and Moonlight Movie Night to include a safety hour of helmet fitting/giveaways, bike light giveaways, bike mechanic to check tire pressure/seat height, bike registration with FLPD, and bike rodeo to teach road safety skills.

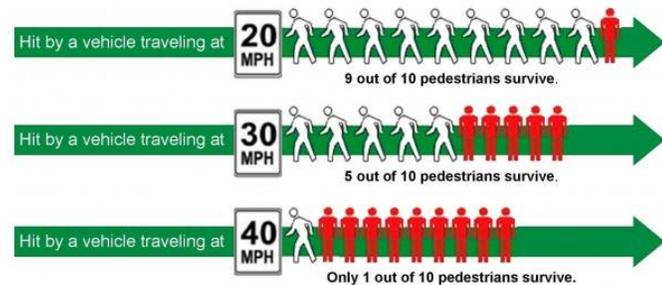
City Employee Bike Share – The City of Fort Lauderdale government campus is spread across downtown and the city at large. Therefore, the City is developing a bike-sharing program in 2015, with hopes of future expansion. The program will place bicycles at City facilities to encourage City employees to bike to close locations; instead of driving in cars.



Open Streets Event – Open Street events temporarily close streets and intersections to vehicle traffic so people may enjoy the streets for walking, jogging, bicycling, dancing, exercising, and skateboarding. These events create a sense of community and provide opportunities to educate the public about pedestrian and bicycle safety. The City held its first Open Streets event on Las Olas Boulevard in November 2014. Street safety was highlighted through activities including a bike rodeo and a crosswalk simulation.

D. Enforcement

Engineering design and education/encouragement can help improve traffic safety; however, enforcement is a key piece of the overall strategy. Enforcement is needed to create a vigilant presence among motorists to slow down and obey traffic laws. High speeds play a fatal role in the crashes involving pedestrians and bicyclists. The City actively attempts to enforce speeding violations.



Targeted Enforcement - A targeted approach is required to create an effective enforcement

strategy. The Fort Lauderdale Police Department's Traffic Motor Unit has limited resources and is responsible for traffic enforcement and accident investigations within the City's 33 square miles.

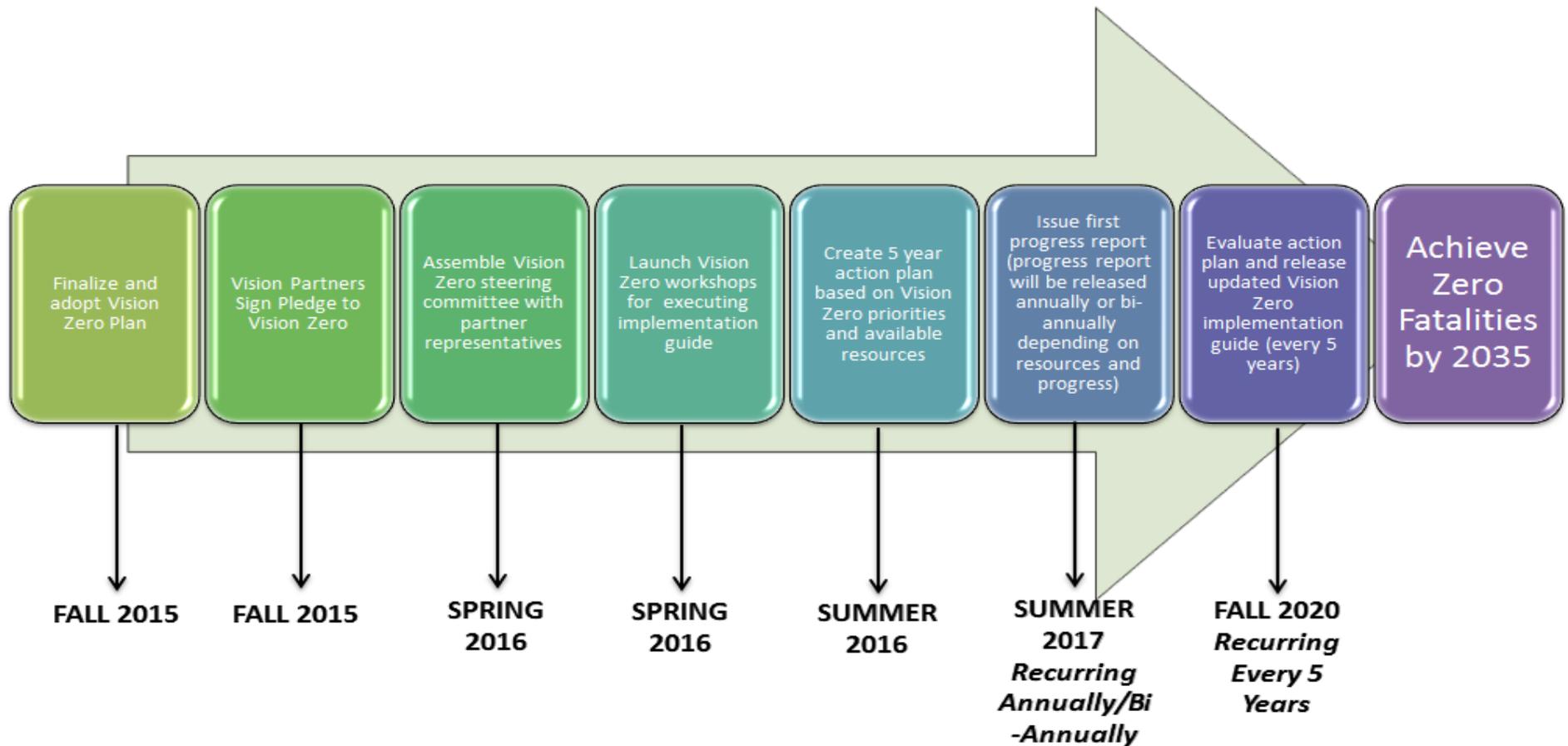
E. Evaluation

Signal Four Analytics – The City collects and analyzes data from Signal-4 Analytics and has adopted the business practice to collect volume and speed data for pre and post improvement projects. The City also uses its annual survey as a way to gauge community perception of issues including traffic and safety. These results are communicated in perspective with the City Vision Scorecard along with the independent Walk Score results.

Vision Zero Fort Lauderdale: Implementation Guide

IMPLEMENTATION TIMELINE

Beginning in fall 2015 the City of Fort Lauderdale will begin implementing the Vision Zero Plan. Once adopted by the City commission, the Vision Partners who will collaborate in order to achieve Vision Zero: Fort Lauderdale, will sign a pledge of commitment to the Vision Zero movement within the City. A Vision Zero Champions committee will then be assembled with representatives from participating Vision Partner. The Vision Zero Champions committee will meet as needed in order to measure progress in the implementation of the 5 E's of Vision Zero. An annual (or bi-annual depending on progress and resources) progress report will be released to the public along with an action plan every 5 years that will determine which strategies will be the priority for the Vision Partners. The timeline graphic below is a visual representation on how the City of Fort Lauderdale and our partners will achieve Zero Fatalities by 2035.



COLLABORATIVE IMPLEMENTATION METHODS

In order to achieve Vision Zero by 2035, this plan must be implemented in collaboration with all current and future Vision Partners. The table below describes the various collaborative techniques that will be used to effectively implement Vision Zero and the 5E's. The collaboration methods are identified in the following implementation table.

COLLABORATION METHOD	METHOD DESCRIPTION
Funding and Resources	By coordinating with our partners, the Vision Zero objectives can be completed through additional funding sources while decreasing the economic burden on any one partner.
Policy Initiatives	To show legislators the importance of Vision Zero to the City of Fort Lauderdale all Vision Partners must be unified in support of the Vision Zero Plan and the 5E's that comprise it. Sample collaborative policy initiatives include but are not limited to: No Turn on Red in high pedestrian volume intersections, amendment of the current warrant for new pedestrian crossings, pedestrian priority zones, and land use regulations that encourage dense mixed use development including mobility hubs, TOD, etc.
Engagement and Outreach	Since Vision Zero is a plan for all the neighbors of Fort Lauderdale, all Partners must engage in community outreach in order to inform all neighbors of Vision Zero and how they can take part in achieving Zero fatalities
Private Sector Involvement	Reaching out to businesses within Fort Lauderdale to inform them of Vision Zero and how they can become involved as a partner with some of the objectives and strategies of can help achieve zero fatalities faster and more comprehensively.

HOW TO USE THIS GUIDE

The public and private entities within the City of Fort Lauderdale are all stakeholders in the implementation of a zero-fatality transportation system. There are many potential contributors for each action strategy in this Implementation Guide, and other adopted Commission plans. The purpose of this guide is to provide guidance and specific action strategies for implementation. Recognizing that implementation can be a daunting task, the information presented here is intended to serve as a starting point. As City staff collects and synthesizes additional data, action strategies can be updated and added as needed. The action strategies are broken into the respective “Five E” category.



VISION ZERO 2035

ENGINEERING

Objective Number	Objective	Strategy	Lead Vision Partner	Supporting Vision Partner	Strategic Outcome	Collaboration Areas				
						Legislative Action	Potential Funding Sources		Use of existing plans, materials, resources	Potential Private Sector Partners
							City Funding Available (will be available) or Needed	Potential funding through partner collaboration		
	Implement Connecting the	All projects shall complete the Connecting	City Transportation	Broward County, and	Increase in completed	No	Yes	Yes	No	Yes

1.1	Blocks Plan	the Blocks Checklist prior to initiating engineering design	and Mobility	Florida Department of Transportation	connecting the blocks projects					
1.2	Reduce bicyclist exposure	Implement separate space for bike right-of-way from vehicles and continue bike lane accommodations through intersection, such as bike lane striping, green paint, bike boxes, etc.	City Transportation and Mobility	Broward County, and Florida Department of Transportation , Broward MPO	Increase in number of separate bike right of way spaces	No	Yes	Yes	Yes- implement separate space for bicyclists in existing improvement t plans	No
1.3	Reduce pedestrian exposure	Ensure pedestrian safety through lead signal phasing, striping high intensity crosswalks, evaluating the need for pedestrian signals, stripping all legs of signalized intersections and implementing pedestrian timed signals	City Transportation and Mobility	Broward County, and Florida Department of Transportation , Broward MPO	Identificati on of high need pedestrian safety streets and intersection s	No	Yes	Yes	Yes- incorporate in existing improvement t plans	No
1.4	Improve development through site plan review	Reference current City plans during project (both public and private) review	Development Review Committee	City Transportation and Mobility, Florida Department of Transportation	N/A	Yes- Incorporatio n of City plans in DRC Review	No	No	No	Yes- work with developer s to integrate mobility options found in City Plans
		All public and private projects shall be reviewed by TAM representative for accordance with City complete streets policy and guidelines	City Transportatio n and Mobility,	Florida Department of Transportation	N/A		No	No	No	Yes- work with developer s to implemen t complete streets in project scope
	Attain vehicle	Design City streets to	City	Broward	Increase in					

1.5	desired speed through design	reduce vehicle speed in target areas using the following traffic calming methods: lane width reduction, executing a lane elimination process, designing vertical elements, access management etc	Transportation and Mobility	County, and Florida Department of Transportation	diverse traffic calming methods used on City streets	No	Yes	Yes	Yes- partner with organizations to incorporate speed calming initiatives into existing plans	No
		Implement traffic calming elements from City Traffic Calming Toolbox on a case-by-case basis for Q-Alert Requests	City Transportation and Mobility		Change Q Alert reporting system to incorporate Calming Toolbox	No	Yes	No	No	No
1.6	Improve Safety through lighting improvements	Evaluate all street projects to meet proper street and sidewalk luminance criteria to meet national standards (IESNA)	City Transportation and Mobility		City pedestrian and street lighting master plan	Yes- Interdepartmental Collaboration on City Lighting Standards Guide	Yes	No	Yes- determine if current IESNA evaluation exists	No
		Create a City guideline for street and pedestrian lighting standards to be utilized on all public and private projects in the City ROW		City Neighbor Support, Parks and Recreation, and Public Works				Yes	Yes- use existing lighting guidelines to create master plan	No
		Advocate for pedestrian lighting to be added in high multimodal volume areas	Broward County, and Florida Department of Transportation, Private Public Works, City Parks and Recreation, and Public Works			No	Yes	Yes	Yes- investigate existing efforts to improve pedestrian lighting and expand them	No

1.7	Improve MOT plans for all modes during developments and roadway construction	Create revised MOT plan requirements to require safe accommodations for pedestrians, vehicles, and bicyclist through all work zones	City Transportation and Mobility	Broward County, Florida Department of Transportation, and Private Developers	Update MOT guidance and application with new requirements	Yes- MOT guidelines incorporation of safe accommodations	No	No	No	No
1.8	Safe access to schools	Partner with schools to identify gaps in sidewalks infrastructure and create prioritized project lists for implementation	Broward County Schools	City Transportation and Mobility, Florida Department of Transportation	School sidewalk evaluation	No	No	Yes	No	No
		Implement safe route identification through measures such as “follow the sun” signage			Evaluation of safe route and posting of safe route signage	No	No	No	No	No
1.9	Improve Transit Connectivity	All projects shall review existing/future needs for pedestrian and bike accommodations at transit locations to ensure the best transit amenities are placed based on the forecasted ridership and right-of-way constraints	City Transportation and Mobility	Broward County Transit, Broward MPO, Florida Department of Transportation, Federal Transit Administration	N/A	Yes- requirement of ped/bike accommodations in project plan review	No	No	No	No
		Place transit stops in locations that allow safe access to and from stops, including signalized intersections and bike racks			Increase number of transit stops in safe locations	No	No	Yes- Partner with current BCT funding	No	Yes- have private companies sponsor a bus stop (give funds in exchange for promo)
		All projects to incorporate “last mile” accommodations in each			Incorporation of last	Yes- Incorporate “last mile”	No	No	No	Yes- work with

		project			mile in projects within City limits	requirement in project plan requirements				developers to ensure last mile is incorporated in project plan
1.10	Improve signal operations to promote multi-modal priority	Introduce leading pedestrian interval, all walk, and bike detection into signals with high ped/bike movements	City Transportation and Mobility	Broward County, and Florida Department of Transportation	Properly timed signals for safe crossing and movement	No	No	Yes	No	No
		Implement Transit Signal Priority system so that buses/WAVE streetcar have headway efficiencies				No	No	Yes	No	No
		Support ATMS implementation on arterials with reduced cycle lengths to support pedestrian movements				No	No	Yes	No	No
		Improving safety at crosswalks by retiming signals and reducing cycle length to support pedestrian use				No	No	No	Yes- using BC existing signal system	No
1.11	Improve ADA accommodations on streets	Improve ADA accommodations through measures such as compliant ramps, audible signals and brail	City Transportation and Mobility	Broward County Transit, and Florida Department of Transportation	N/A	No	Yes	Yes	No	No

EDUCATION

Objective Number	Objective	Strategy	Lead Vision Partner	Supporting Vision Partner	Strategic Outcome	Collaboration Areas				
						Legislative Action	Potential Funding Sources		Use of existing plans, materials, resources	Potential Private Sector Partnership
							City Funding Available (will be available) or Needed	Funding through partner collaboration		
2.1	Educate vehicle drivers with informative materials	Develop an array of educational materials for all audiences to communicate to all languages on important topics	City Transportation and Mobility	City Public Information Office, Neighbor Support, and Police Department, Broward County, Florida Department of Transportation, BPAC and CTST	Increase in the amount of ped/bike educational materials being distributed	No	Yes	Yes	Yes- determine if partner organizations currently have educational materials to use	Yes- use existing materials from private sector to distribute
		Partner with Florida Department of Transportation on "Alert Today, Alive Tomorrow" safety campaign for materials and outreach activities			- Host Alert Today Alive Tomorrow events within Fort Lauderdale City limits	No	Yes	Yes	Yes- Coordinate with FDOT/Alert Today Alive Tomorrow to host event as high priority intersections	Yes- partner with private sector to sponsor activities during events and/or provide educational materials

		Evaluate Florida DMV driver test to identify areas of improvements regarding multimodal safety and advocate for policy change if necessary	Florida Department of Transportation (Motor Vehicle Division)	City Transportation and Mobility, CTST, BPAC, Broward MPO Complete Street TAC and City Public Affairs Office	New questions regarding bike/ped safety laws added	Yes-advocate for additional questions with partners to be added to DMV exam	No	No	Yes-Coordinate with FDOT efforts	Yes-collaborate with private insurance firms
		Distribute informational materials during City events	Broward County Transit	City Transportation and Mobility, Florida Department of Transportation	Increase in number of events where Ped/Bike safety materials are distributed	No	Yes	Yes	Yes-distribute existing materials by partner organizations	Yes-partner with private sector to sponsor activities during events and/or provide educational materials
		Install educational materials on buses and bus stops (benches/shelters)			Increase in number of bus stops with safety materials	No	Yes	Yes	No	Yes-have private companies sponsor a bus stop (give funds in exchange for promo)
2.2	Educate public on innovative technology	Install signage to educate public how and why new technology is implemented (Example- ALL WALK pedestrian	City Transportation and Mobility	Broward County Public Works, Broward County Transit,	Increase in educational signage among designated	No	Yes	Yes	No	No

		Phase and pedestrian countdown signals)		Florida department of Transportation	streets and intersections					
2.3	Educate Pedestrians through creative signage and programs	Implement innovative educational elements into streetscape that will be able to communicate to all Neighbors	City Transportation and Mobility	Broward County, City Public Affairs Office and Neighbor Support, Florida department of Transportation	Increase in educational signage in high priority streets and intersections	No	Yes	Yes	Yes- use existing creative elements and replicate in addition to new ideas	Yes- have private sector partners sponsor creative elements by businesses or for promotional credit
		Implement educational programs to increase pedestrian awareness such as the WalkSafe program in elementary schools City camps, and Safe Routes to School program	City Transportation and Mobility	City Parks and Recreation and Broward County Schools, WalkSafe, City Public Affairs Office and Neighbor Support Florida department of Transportation	Increase in number of educational programs within the City	No	Yes	Yes	Yes- expand existing programs such as WalkSafe while introducing new programs	Yes- partner with private sector for potential funding or outreach resources
		Pedestrian signage in tourist areas shall communicate to all languages			Increase in multilingual safety signage/materials	No	Yes	Yes	No	Yes- potential funding partnership
	Educate Bicyclists through creative	Implement BikeSafe program into one middle school annually	Broward County Schools	City Transportation and Mobility, BikeSafe	BikeSafe pilot program conducted in one middle	Yes- advocate for integration	No	Yes	Yes- expand existing program	No

2.4	signage and programs				school	of BikeSafe program in public schools			into City	
		Create bike safety educational materials communicating to all languages including subjects of sidewalk riding, how to signal, proper equipment laws, using sharrows, sharing the road, and how to interact with WAVE streetcar/tracks	City Transportation and Mobility	City Public Information Office, City Neighbor Support, Broward County Public Works, Florida Department of Transportation	Increase in multilingual safety signage/materials	No	Yes	Yes	Yes- use any existing multilingual materials for distribution	Yes- use existing materials from private sector to distribute
		Explore the use of three foot rule signage on existing vehicles including buses and commercial vehicles			Increase in number of vehicles with three foot rule signage	No	Yes	No	Yes- expand any current signage on vehicles	No
		Integrate bike rodeo into all City TAM events	City Parks and Recreation	City Transportation and Mobility	Increase in the number of TAM events with bike rodeos	No	Yes	No	Yes- use existing bike rodeo resources	Yes- have private firms sponsor a bike rodeo
		Post educational materials annually in all bike stores including new bikes sold, bike rental locations and parked bikes in Fort Lauderdale	City Transportation and Mobility	Bicycling and Pedestrian Advisory Committee, and City Public Affairs Office	Increase in the amount of ped/bike educational materials being distributed	No	Yes	Yes	Yes- use existing bike educational materials to distribute	Yes – partner with bike stores to distribute educational materials
2.5	Educate Pedestrians through creative	Implement educational programs to increase pedestrian awareness	City Parks and Recreation	Broward County Schools, Florida Department of	Increase in number of educational programs	No	Yes	Yes	Yes- expand current educational	Yes- partner with private

	signage and programs			Transportation, City Transportation and Mobility	within the City				programs	sector firms currently conducting programs
2.6	Educate City staff on Pedestrian and Bicycle Safety to lead by example	Integrate street safety materials into City-wide emails	City Public Affairs Office	City Transportation and Mobility	Increase in number of City emails with bike/ped safety tips	No	No	No	Yes- incorporate safety tips into existing City-wide emails	No
		Implement a rewards program for staff members who use alternate modes of transportation to get to work	City Manager's Office	City Health and Wellness Center	Creation of a rewards program for multimodal transportation	No	Yes	No	No	No
		Conduct training for all fleet vehicle operators	City Transportation and Mobility	City Police Department, BCT Drivers, and Sun Trolley	Mandatory training sessions for all vehicle operators	No	No	No	Yes- integrate with existing vehicle training	No
		Participation of City Staff in continuing education webinars and conferences which provide innovative solutions and lessons learned on Five Es	City Transportation and Mobility	All City Departments	Increase in number of City employees who attend bike/ped safety educational opportunities	No	Yes	No	No	No
		Partner with Health program for Walk with Mayor event to do a short presentation before walk on safety, benefits, and laws	City Health and Wellness Center	City Transportation and Mobility	Addition of bike/ped presentation during Walk with Mayor event	No	No	No	Yes- incorporate into existing event and distribute existing	No

									educational materials	
2.7	Increase training for Pedestrian and Bicycle laws for law enforcement agencies	Recommend all law enforcement agencies to participate in the National Highway and Transportation Safety Administration's pedestrian training for law enforcement	City Police Department	City Transportation and Mobility, Department of Highway Safety and Motor Vehicles	Increase in number of law enforcement agencies participating in pedestrian training	No	No	No	No	No
		Have every officer carry a quick reference guide for all safety laws	City Police Department	Florida Department of Transportation, Department of Highway Safety and Motor Vehicles	Creation of bike/ped reference guide for all officers	No	No	No	Yes- use any existing reference guides	No
2.8	Partner with Business Community	Organize an education campaign with local businesses for educational materials posted	City Neighbor Support	Downtown Development Authority, City Transportation and Mobility	More business led bike/ped educational campaigns for the community	No	No	Yes	Yes- use any existing educational campaigns organized by businesses	Yes
2.9	Support efforts to educate on the dangers of texting and driving	Partner with organizations to support efforts to educate through distribution of collateral materials	City Transportation and Mobility	Florida Department of Transportation, City Police and other partners	Increase in the amount of ped/bike educational materials being distributed	No	No	Yes	Yes- distribute existing materials by partner organizations	Yes- use existing materials from private sector to distribute
2.10	Conduct outreach in Neighborhood Associations	Work with Neighborhood Associations to distribute safety educational materials	City Neighbor Support	City Transportation and Mobility, Public Affairs Office and Police	Increase in the amount of ped/bike educational materials being distributed	No	Yes	Yes	Yes- distribute existing materials by partner organizations	Yes- use existing materials from private sector to distribute

ENCOURAGEMENT

Objective Number	Objective	Strategy	Lead Vision Partner	Supporting Vision Partner	Strategic Outcome	Collaboration Areas				
						Legislative Action	Potential Funding Sources		Use of existing plans, materials, resources	Potential Private Sector Partnership
							City Funding Available (will be available) or Needed	Funding through partner collaboration		
3.1	Improve awareness of safety improvements with partner agencies	Collaborate with Vision Partners to support existing and future events and campaigns to improve awareness (such as Alert Today, Alive Tomorrow)	City Transportation and Mobility	Other Vision Partners	Increase in number of events attended and collaborated by Vision Partners	No	Yes	Yes	Yes- attend/support existing and future events on bike/ped safety	Yes- collaborate with private firms to sponsor events
		Advise of best practices in design/engineering on all street projects through meeting participation	City Transportation and Mobility	Florida Department of Transportation	Increase use of best practices in design/engineering on all street projects	Yes/no- Incorporation of best practices in design/engineering on all street projects may lead to policy action	No	No	No	No
3.2	Utilize City facilities, programs, and equipment to encourage safer behavior	Mount educational materials to promote safe behaviors at City parks, police stations, fire stations, fleet vehicles, and other City facilities	City Transportation and Mobility	City Police Department, Fire Department, Public Works Fleet, Parks & Recreation, Florida department of Transportation	Increase in the amount of ped/bike educational materials being distributed	No	Yes	Yes	Yes- distribute existing materials by partner organizations	Yes- use existing materials from private sector to distribute
		Distribute safety	City	Other Vision	Increase in	No	Yes	Yes	Yes-	Yes- use

		equipment including bike lights, helmets, bells, reflectors at City events	Transportation and Mobility	Partners	the amount of safety equipment being distributed				distribute existing safety equipment by partner organizations	existing equipment from private sector to distribute
		Install Changeable Message Boards on City streets with safety messages such as “Don’t Text and Drive” and “Share The Road”	City Police Department	City Transportation and Mobility, Florida department of Transportation	Increase in the amount of ped/bike educational materials being distributed	No	Yes	No	Yes- use existing message boards	No
3.3	Providing encouragement through events	Hold multimodal transportation events for neighbors	City Transportation and Mobility	City Parks and Recreation, Neighbor Support and Police Department	Increase in amount of multimodal transportation events	No	Yes	Yes	Yes- partner with existing multimodal transportation events being held by partners	Yes- collaborate with private firms to sponsor events
		Provide Bike Parking at all City and private events over 5,000 people and include bike parking options on marketing materials	City Transportation and Mobility- Parking Division	Private Sector partners and City Parks and Recreations	Increase in the number of events with bike parking available	No	Yes	Yes	Yes- use existing bike parking resources provided by partners	Yes- collaborate with private firms to sponsor bike parking
		Host an annual Bike to Work event	City Transportation and Mobility	Broward MPO, Broward County, all City Departments	Creation of annual Bike to Work event	No	Yes	No	No	No
		Host events to promote biking and walking, including Open Streets and Family Fun Bike rides.			Increase in amount of multimodal transportation events	No	Yes	Yes	Yes- collaborate with partners for sponsorship, materials, and staff resources	Yes- collaborate with private firms to sponsor events

3.4	Encourage Alternate Mode Travel	Partner with schools for national "Walk to School" Day and other walking events	Broward County Schools	City Transportation and Mobility	Increase in number of events attended and collaborated by Vision Partners	No	No	Yes	Yes	No
		Partner with schools and neighbors to establish walking school buses and bike trains			Increase in number of schools with walking school buses and bike trains	Yes-advocate for program creation with BC Schools	No	Yes	Yes- partner with existing efforts to create walking school buses and bike trains	No
3.5	Encourage MPO, State, and Federal legislative branches to adopt pedestrian and bike friendly legislation	Keep City MPO delegates informed about best practices for multi-modal improvement projects	City Transportation and Mobility	Broward MPO	Incorporation of best practices in multi-modal improvement projects	Yes-advocate for best practices with MPO improvement projects	No	Yes	Yes- use existing best practices and funded/planned projects	NO
		Create letters of support from local partners for state investment in pedestrian/bicycle facilities	City Transportation and Mobility		Increase in State Investment in pedestrian/bicycle facilities	Yes-advocate for State Investment in pedestrian/bicycle facilities in collaboration with Vision Partners	No	No	Yes- incorporate/participate in existing partner efforts	Yes- collaborate with partners to show support for state investment in pedestrian/bicycle facilities

ENFORCEMENT

Objective Number	Objective	Strategy	Lead Vision Partner	Supporting Vision Partner	Strategic Outcome	Collaboration Areas				
						Legislative Action	Potential Funding Sources		Use of existing plans, materials, resources	Potential Private Sector Partnership
							City Funding Available (will be available) or Needed	Funding through partner collaboration		
4.1	Enforcement campaigns to promote safe travel behaviors	Provide all officers with educational materials to deliver with tickets/warnings	City Police Department	Broward Sheriff's Office, and Florida Highway Patrol	Increase in the amount of ped/bike educational materials being distributed	No	Yes	Yes	Yes- distribute existing materials by partner organizations	Yes- use existing materials from private sector to distribute
	Speed enforcement on targeted corridors on a monthly basis	City Police Department	Broward Sheriff's Office, and Florida Highway Patrol	Increase in amount of citations distributed in indicated corridors	No	Yes- resources for additional officers needed	No	No	No	
	Continue targeted aggressive driving enforcement unit for targeted enforcement	City Police Department			No		No	No	No	
	Coordinate through FDOT Safety Coordinator to educate City enforcement officers on pedestrian and bicycle laws/campaigns in adjacent cities and Broward County	City Police Department	City Transportation and Mobility, FDOT Safety Coordinator	Increase in trained officers on ped/bike laws	No	Yes	No	Yes- use FDOT and other training materials/courses	No	
	Improve the number of school zones that can be enforced each day	City Police Department	City Transportation and Mobility	Increase in Police monitored school zones each day	No	Yes- resources for additional officers	No	No	No	

							needed			
4.2	Create laws for improved safety motorists, pedestrians, and bicyclists	Evaluate City laws and ordinances to identify revisions to improve safety for all modes such as right on red.	City Transportation and Mobility	City Police Department	Creation of additional laws for motorists, pedestrians, and bicyclists	Yes-advocate and lobby for additional laws needed	No	No	Yes-collaborate on additional efforts to add laws	Yes-provide support when needed
4.3	Incorporate training opportunities as corrective actions	Evaluate driver safety training program to include safe behaviors to include bike and pedestrians	City Transportation and Mobility	City Police Department and Florida Department of Transportation	Additional safety training components regarding bike/ped safety	No	No	No	Yes-incorporate/participate in existing partner efforts	No
		Create bicycle/pedestrian training (online) course for violations by non-vehicular offenders	City Transportation and Mobility		Creation of safe behavior training programs for bicyclists and pedestrians	No	No	No	Yes-incorporate/participate in existing partner efforts	No
4.4	Continue Bike Registration Program	Advertise City Bike Registration program through education and events	City Police Department	City Transportation and Mobility	Increase in amount of registered bikes within the City	No	No	No	Yes-expand current registration efforts	Yes-work with bicycle businesses for encouragement and help with registration

EVALUATION

Objective Number	Objective	Strategy	Lead Vision Partner	Supporting Vision Partner	Strategic Outcome	Collaboration Areas				
						Legislative Action	Potential Funding Sources		Use of existing plans, materials, resources	Potential Private Sector Partnership
							City Funding Available (will be available) or Needed	Funding through partner collaboration		
5.1	Improve Incident Reporting	Review and revise the police reporting document to include more specific information regarding pedestrian and bicycle incidents	Florida Department of Transportation	City Police Department, Transportation and Mobility, BPAC, CTST, and Complete Street TAC	Comprehensive reporting document for pedestrian and bicycle incidents	Yes-advocate with State to incorporate reporting document changes	No resources needed	No	Yes-incorporate/participate in existing partner efforts	Yes-provide support when needed
5.2	Increase data collection	Require all traffic studies for private and public projects to include vehicular, pedestrian, and bicycle counts	City Transportation and Mobility	Broward MPO, Florida Department of Transportation, Broward County, and Private Developers	Incorporation of multimodal traffic counts in all traffic studies	No	No resources needed	No	No	Yes-incorporate multimodal traffic counts in all traffic studies
		Coordinate with FDOT to install permanent bike and pedestrian count technology to supplement the vehicle ADT data	Florida Department of Transportation	City Transportation and Mobility, Broward MPO	Additional data for bicycle and pedestrian counts	No	No resources needed	Yes	Yes-incorporate/participate in existing partner efforts	No
		Collaborate with City PD to share documentation of speeding reports, fatality locations, high crash locations, etc.	City Police Department	City Transportation and Mobility	Readily available reports on speeding, fatality	No	Yes- more resources needed for staff to process	No	No	No

					locations, high crash locations, etc.		reports/trac k data			
		Collect transit ridership data along targeted corridors	Broward County Transit	Broward MPO and Florida Department of Transportation	More available data on BCT ridership	No	No resources needed	No	No	No
		Add questions to Annual Neighbor Survey on satisfaction of biking and walking	City Manager's Office	City Transportation and Mobility	Additional questions in City Neighbor Survey on satisfaction of biking and walking	No	No resources needed	No	Yes- add questions to existing neighbor survey	No
5.3	Improved Multi-modal evaluation	Implement before and after studies on all complete streets projects to include traffic volumes (all modes), speeds, crash data, economic development, and property values	City Transportation and Mobility	Florida Department of Transportation, Broward MPO, City Department of Sustainable Development	Increase in before and after studies on complete streets projects	No	Yes	No	Yes- incorporate/ participate in existing partner efforts	No
5.4	Monitor and synthesis pedestrian and bike crash data on regular basis	Ensure all traffic studies include crash data for all modes within last three years	City Transportation and Mobility	Florida department of Transportation	Incorporation of multimodal crash data in all traffic studies	No	No resources needed	No	No	Yes- incorporate multimodal crash data in all traffic studies
		Identify data sources and the agencies responsible for collecting, maintaining, and disseminating related data.			Increase in the amount of available data	No	No resources needed	No	Yes- use/research existing data collected by partners	No
		Track annual crash data by mode and create simple chart for public access.			Creation of public chart of multimodal crash data	No	No resources needed	No		No

		Train additional staff on Signal Four Analytics			Increase in amount of City staff trained on Signal Four Analytics	No	No resources needed	No	No	No
5.5	Increase Walk Audits	Partner with MPO to implement an annual walk audit with local partners	Broward MPO	City Transportation and Mobility, Florida department of Transportation	Creation of annual walk audit	No	No	No	Yes-incorporate/participate in existing partner efforts	No
5.6	Create and Update GIS Maps	Create annual updates to GIS Maps to include: City Bike Facilities, Bike Rack Locations, Hot Spot crash map by mode, demographics and transit ridership	City Transportation and Mobility	Florida department of Transportation	Increase in the amount of new and updated GIS maps	No	Yes-additional resources for staff	No	Yes-use/research existing data collected by partners	No
5.7	Integrate improvements in transportation into other City Department Plans	Actively participate in the City General Plan update to evaluate integration of best practices	City Transportation and Mobility	City Manager's Office	Integrated best practices into City General Plan	Yes-advocate for use of best practices in City General Plan creation	No	No	No	No
		Actively participate in Parks Master Plan Update to integrate connectivity of bikes and pedestrians between Parks	City Transportation and Mobility	City Parks and Recreation	A completed Parks Master Plan with integration of connectivity of bikes and pedestrians between Parks	Yes-advocate for integration of connectivity of bikes and pedestrians between Parks	No	No	No	No
		Actively participate in the update to the Sustainability Action Plan to integrate	City Transportation and Mobility	City Sustainability Division	A completed Sustainability Action Plan with	Yes-advocate for the integration	No	No	No	No

		transportation elements into measures for sustainability evaluation			integrated transportation elements into measures for sustainability evaluation	of transportation elements into measures for sustainability evaluation				
5.8	Improved access to transit stops	Determine effectiveness of transit stops based on proximity to crosswalks, spacing, seating, lighting, headways, ADA accommodations, and shade	Broward County	City Transportation and Mobility, Florida department of Transportation	Increase number of transit stops in safe locations	No	Yes	Yes	No	No
		Evaluate bus stop locations in relation to pedestrian accidents and crossing locations to identify relocation needs				No	Yes	Yes	No	No
5.9	Evaluate Pedestrian Priority	Review pedestrian signal crossing timing to provide adequate crossing time	Broward MPO	City Transportation and Mobility, Florida department of Transportation	Increase or decrease in pedestrian crossing time in appropriate locations	No	No	No	Yes- incorporate/ participate in existing partner efforts	No
		Evaluate locations with high pedestrian and vehicle counts for ALL WALK signal installation	City Transportation and Mobility	Broward County, Florida department of Transportation	Increase in incorporation of ALL WALK signal installation	No	No	Yes	Yes- incorporate/ participate in existing partner efforts	No
5.10	Evaluate trucks on city streets	Determine if current truck routes are serving the current/future needs to reduce conflict with other modes	Florida Department of Transportation	City Transportation and Mobility, Broward MPO	Designation of safe freight/truck routes	Yes- advocate for designation of truck/freight	No	No	Yes- incorporate/ participate in existing partner efforts	No

		Coordinate with merchants to understand needs for trucks to evaluate City policy for truck/delivery times to avoid peak hour				ht routes and roads	No	No	Yes- incorporate/ participate in existing partner efforts	No
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MEASURING THE PROGRESS OF VISION ZERO

To measure the progress of Vision Zero, there will be ten performance indicators recorded. The table below lists the performance measures, the direction of desired change, and the E's that the measures will track.

Performance Measure	Desired Direction of Change	Action E's Measured
Percent of commuters that walk or bike to work	Increase	Engineering, Education, Encouragement
Number of new crosswalks installed	Increase	Engineering, Encouragement, Evaluation
Number of linear feet of bicycle lanes, greenways, pedestrian lighting, and sidewalks installed	Increase	Engineering, Evaluation
Percent of residents that perceive the overall feeling of safety in the City as excellent or good	Increase	Enforcement, Education, Encouragement
Number of accidents involving pedestrians	Decrease	All E's
Number of accidents involving bicyclists	Decrease	All E's
Number of pedestrian fatalities	Decrease	All E's
Number of bicyclist fatalities	Decrease	All E's
Number of strategies currently in progress	Increase	All E's
New partners pledged to Vision Zero	Increase	All E's

The performance indicators are key measures currently recorded by City Departments and will be used to measure the completion of the 5E's. The Vision Zero task force will be collecting these measures and presenting them to the public in the form of a progress report.