

# VISION ZERO



**SAFER STREETS FOR  
FORT LAUDERDALE**

## QUICK GUIDE





# A VISION OF ZERO FATALITIES

Vision Zero Fort Lauderdale is a response to citizens’ concerns about safety for the traveling public, whether walking, biking, driving, or riding a train or bus.

Vision Zero Fort Lauderdale incorporates the City’s vision into specific objectives and strategies developed to achieve a zero fatality transportation network with the following guiding principles:

- PRINCIPLE 1:** *There is not an acceptable level of fatality or injury on our streets.*
- PRINCIPLE 2:** *Traffic deaths and injuries are not accidents but preventable crashes.*
- PRINCIPLE 3:** *The public should expect safe behavior on city streets and actively participate in efforts to make them safer.*

Improving pedestrian and bicycle infrastructure will take time and resources. Implementation requires efforts from both private and public partners at the City, county, state, and federal government levels.

VISION ZERO PARTNERS	
Broward Metropolitan Planning Organization (MPO)	Local non-profits: University of Miami Walksafe and BikeSafe Programs, Broward B-cycle
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 and Mobility
Future partners	



# THE IMPORTANCE OF VISION ZERO

In the 2014 City of Fort Lauderdale Neighbor Survey, “safety of biking” ranked as the number one concern, while “safety of walking” and “availability of trails” ranked in the top 10 concerns.

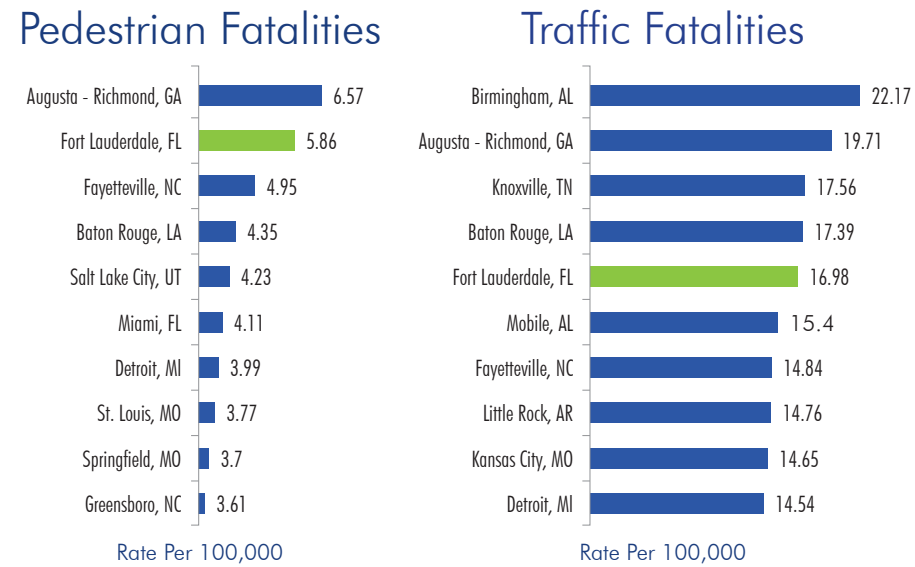
In the City of Fort Lauderdale’s 2013 Neighbor Survey, neighbors expressed a desire for more sidewalks, bikeable streets, and improved multimodal transportation options.

Neighbor Survey Questions Related to walking and biking infrastructure and safety	2012*	2013	2014
Percentage of respondents that are very satisfied and satisfied with:			
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%
Management of traffic flow and congestion	41%	22%	21%

\* Neighbor Survey started in 2012, no previous data

# THE IMPORTANCE OF VISION ZERO

Our neighbors’ desire for safer streets is also supported by high pedestrian and bicyclists fatalities and crashes within the City. In 2012, Fort Lauderdale had a pedestrian fatality rate of 5.86 per 100,000 residents, the second highest in the nation. The total number of Fort Lauderdale traffic fatalities ranked fifth in the nation.



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 that 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



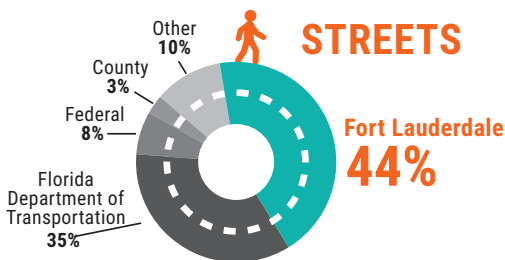
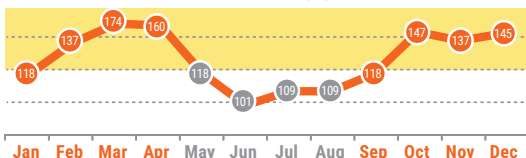
## CRASHES COMMONLY OCCUR



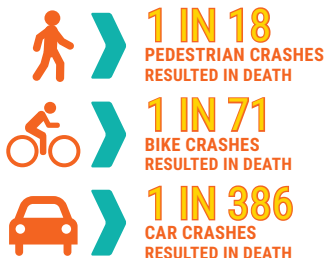
**FRIDAYS**  
2 PM - 8 PM

### SEPTEMBER THROUGH APRIL

Numbers represent "total reported injury crashes per month"



### STREETS



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

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

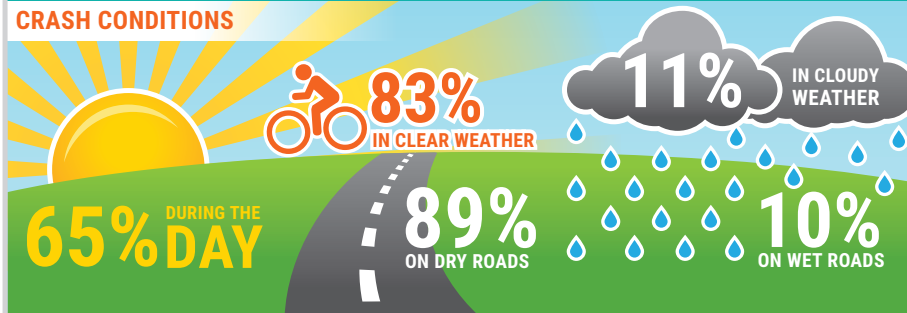


**73% OF DEATHS OCCURED  
BETWEEN 4 PM - 4 AM**



**ALCOHOL INVOLVED  
IN 23% OF DEATHS**

### CRASH CONDITIONS



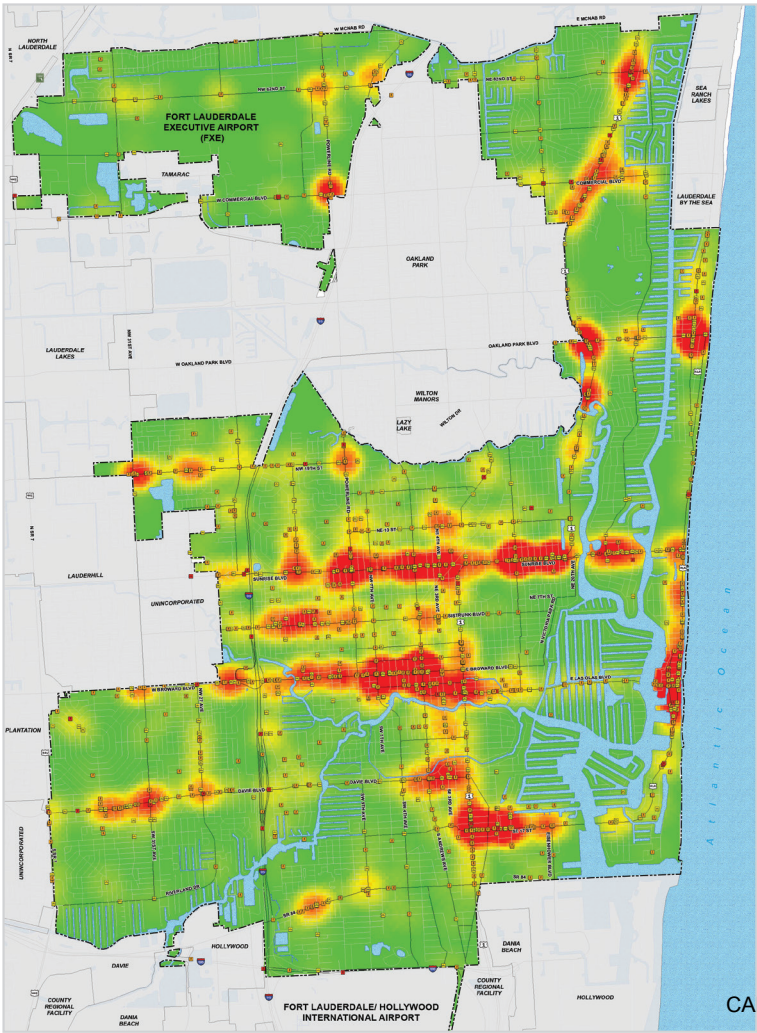
Source: Signal Four Analytics, 2009-2014

CAM #15-1305  
Exhibit 1  
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# IDENTIFYING PRIORITIES

A key component of Vision Zero is recognizing areas for improvement and utilizing strategies identified by our partners and the Vision Zero plan. The following map shows pedestrian and bicycle fatalities and crashes for the City of Fort Lauderdale from 2009 to 2014. Using density mapping hot spots and other tools and data, 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 comprehensive approach.

City of Fort Lauderdale | Pedestrian & Bicycle Crashes (2009 - 2014)



CAM #15-1305  
Exhibit 1  
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# ACHIEVING THE VISION

Vision Zero Fort Lauderdale recommendations identify areas that require improvement and contain key objectives for improving pedestrian and bicycle safety.

This section introduces the Five Es – **Engineering**, **Education**, **Encouragement**, **Enforcement**, and **Evaluation** – which include specific objectives intended to increase Fort Lauderdale’s walkability and bikability.





# ENGINEERING

**Create safe and convenient environments to drive, bike, and walk through the implementation of the Complete Streets policy and other transportation initiatives.**

## **ENGINEERING OBJECTIVES**

- » 1.1 Implement Connecting the Blocks Plan
- » 1.2 & 1.3 Reduce bicyclist and pedestrian exposure
- » 1.4 Improve engineering through review
- » 1.5 Attain desired vehicle speed through design
- » 1.6 Improve neighbor safety through lighting improvements
- » 1.7 Improve Maintenance of Traffic plans for all modes
- » 1.8 Improve safe access to schools
- » 1.9 Improve transit connectivity
- » 1.10 Improve signal operations
- » 1.11 Improve ADA accommodations





# EDUCATION

**Educate neighbors of all ages and abilities on best practices to safely use streets.**

## **EDUCATION OBJECTIVES**

- » 2.1 Educate vehicle drivers with informative materials
- » 2.2 Educate public on innovative technology
- » 2.3 & 2.4 Educate all users through creative signage and programs
- » 2.5 Educate City staff on pedestrian and bicycle safety
- » 2.6 Increase training for pedestrian and bicycle laws for law enforcement agencies
- » 2.7 Support efforts to educate on the dangers of texting and driving
- » 2.8 Conduct outreach in neighborhood associations





# ENCOURAGEMENT

**Promote and encourage behavioral change and participation through new and existing resources, public outreach and special events.**

## **ENCOURAGEMENT OBJECTIVES**

- » 3.1 Improve awareness of safety improvements with partner agencies
- » 3.2 Utilize City facilities, programs, and equipment to encourage safer behavior
- » 3.3 Provide encouragement through events
- » 3.4 Encourage alternate mode travel
- » 3.5 Encourage Broward Metropolitan Planning Organization, state, and federal legislative branches to adopt pedestrian and bike friendly legislation





# ENFORCEMENT

**Create awareness to encourage motorists to slow down and observe traffic laws.**

## ENFORCEMENT OBJECTIVES

- » 4.1 Implement enforcement campaigns to promote safe travel behaviors
- » 4.2 Create laws for improved safety motorists, pedestrians, and bicyclists
- » 4.3 Incorporate training opportunities as corrective actions





# EVALUATION

**Collect data to measure the successes of the multiple strategies being used to help reduce traffic-related fatalities as outlined in Vision Zero.**

## **EVALUATION OBJECTIVES**

- » 5.1 Improve incident reporting
- » 5.2 Increase data collection
- » 5.3 Improve multi-modal evaluation
- » 5.4 Monitor and compose pedestrian and bike crash data on regular basis
- » 5.5 Increase walk audits
- » 5.6 Create and update GIS maps
- » 5.7 Integrate transportation improvements into other City department plans and projects
- » 5.8 Improve access to transit stops
- » 5.9 Evaluate pedestrian priority



# VISION ZERO TIMELINE

Beginning in fall 2015, the City of Fort Lauderdale will begin implementing the Vision Zero plan. Once the Fort Lauderdale City Commission formally adopts the plan, a steering committee will be assembled with representatives from each participating partner organization.

The Vision Zero steering committee will meet to measure progress on Vision Zero strategies.

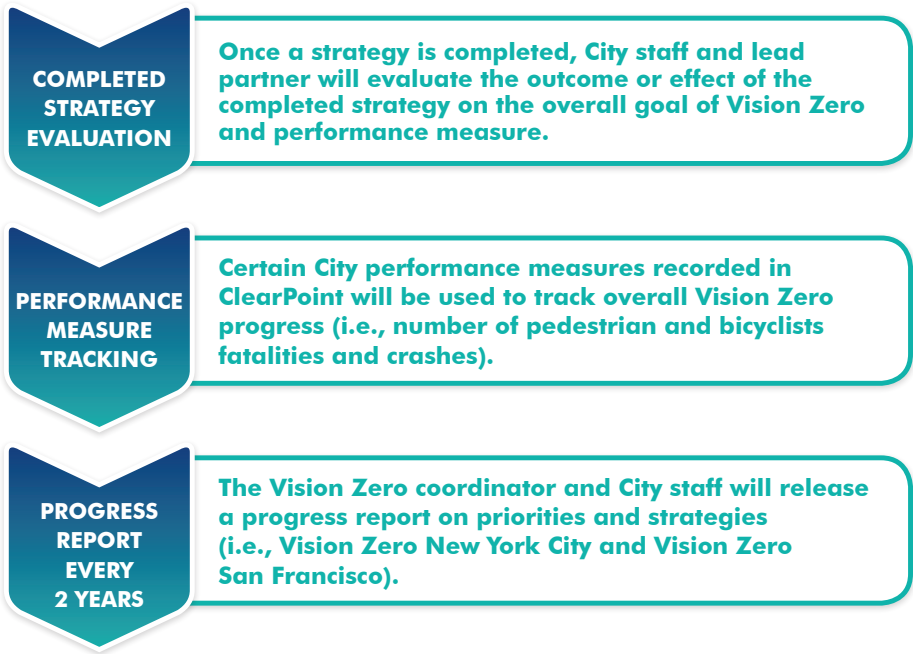
An annual progress report (or biannual depending on progress and resources) will be released to the public along with an action plan every five years that will highlight the Vision Partners’ prioritized strategies.

The timeline graphic below is a visual representation of how the City of Fort Lauderdale and its partners will achieve a zero fatality transportation network.



# MEASURING PROGRESS

Evaluating and documenting the City’s progress toward achieving zero fatalities in Fort Lauderdale is pivotal to the success and value of Vision Zero. Three performance tracking methods will be used to measure the progress and effectiveness of Vision Zero objectives.





## CITY OF FORT LAUDERDALE

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[www.fortlauderdale.gov](http://www.fortlauderdale.gov)



**WE BUILD COMMUNITY**

