



VISION ZERO
CENTRAL FLORIDA



Vision Zero **ACTION PLAN**

OVIEDO



SEPTEMBER 2024



Executive Summary

Vision Zero is a strategy to eliminate all traffic deaths and serious injuries while increasing safe, healthy, equitable mobility for all.

This City of Oviedo Safety Action Plan was developed from a coordinated planning effort led by MetroPlan Orlando, in partnership with Seminole County, local governments and the Florida Department of Transportation (FDOT).

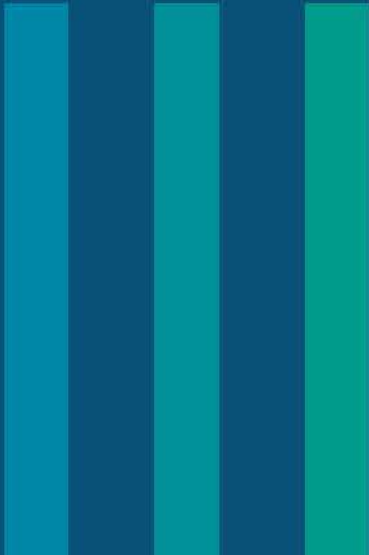
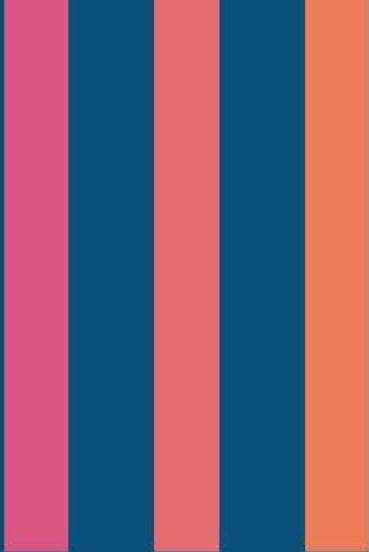
As a region (Orange, Osceola, and Seminole counties), more than 5 people are killed and 35 people are seriously injured on our roadways every week - a higher rate than elsewhere in Florida and the Nation. Thirty percent of people killed on our roadways are walking or biking. These aren't just numbers, but represent people in our communities. Co-workers, neighbors, friends, and family members. Each of these deaths and serious injuries leaves our community with pain and loss.

Achieving zero traffic deaths and serious injuries is an ambitious goal, requiring a cultural change and a shift in how we plan, operate, and use our transportation system. It represents a shared responsibility among all stakeholders, including all road users, decision makers, agency staff, law enforcement, and vehicle manufacturers.

This plan is grounded in the Safe System Approach which aims to eliminate deadly and serious injury crashes on our roads by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

Every week, 5 people die and 35 are seriously injured in Central Florida crashes.

The City of Oviedo seeks to eliminate traffic deaths and serious injuries on our roads by 2045.



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

Saving lives. That's what it's all about. The only acceptable number for traffic deaths is zero, because everyone deserves to travel safely around Central Florida.

No one entity or agency can fix road safety problems alone. This Vision Zero Central Florida Safety Action Plan results from a coordinated planning effort led by MetroPlan Orlando, in partnership with local governments and the Florida Department of Transportation. We're the only place in the nation where a regional organization worked alongside every single county and city government in the area to coordinate safety planning on this scale. Action plans tailored for each county and city have identified opportunities to change roadway designs, educational needs, and enforcement strategies.

The plans include:

- **High Injury Network:** Identifying places on the transportation system with the highest risk of deadly and serious injury crashes so we can focus on our most important problem areas.
- **Equity:** Identifying and prioritizing efforts in disadvantaged communities that are disproportionately affected by traffic crashes.
- **List of Priority Streets and Intersections:** Producing a list of feasible projects that have the most safety impact.
- **Educational and Enforcement Programs:** Identifying key behavioral changes needed to reduce crashes and methods for encouraging those changes.
- **Sustained Effort:** Establishing a defined process and responsibilities for carrying out, updating, and monitoring progress.
- **Outreach Events:** Public engagement is a key part of the study.



Reason For Concern In Oviedo

Nearly 40,000 people call the City of Oviedo home. People choose to live in the City of Oviedo for its urban downtown, family-friendly environment, and an enjoyable pace of living. Safety is a top priority as the City redefines its roadways.

Unfortunately, two people lost their lives to traffic crashes in the past five years in the City of Oviedo. Though the City of Oviedo sets the example for other municipalities within Seminole County by having the least amount of deaths or serious injuries, no death is acceptable. The road to zero deaths and serious injuries begins with acknowledging those who have died and moving forward to reform our roadways to prevent future deaths and serious injuries.

Distracted driving was a major factor for both deaths within the City of Oviedo. The time of day is another major factor. The hours of 3 PM to 6 PM have the highest number of deadly or serious traffic crashes compared to other times of day. The most common deadly or serious injury crashes are off-road or left-turn collisions.

The road to zero is long, but the City of Oviedo is positioned to make progress. The citywide trend in traffic deaths and serious injury crashes is in a slight upward trend. **There is more work to be done. This plan outlines steps to get there.**

OVIEDO (2018-2022)

2

people were killed on our roadways, including:



2

motorist deaths



0

pedestrian deaths



0

motorcyclist deaths



0

bicyclist deaths

excludes limited access facilities

3-COUNTY REGION (2018-2022)

325,775

total crashes

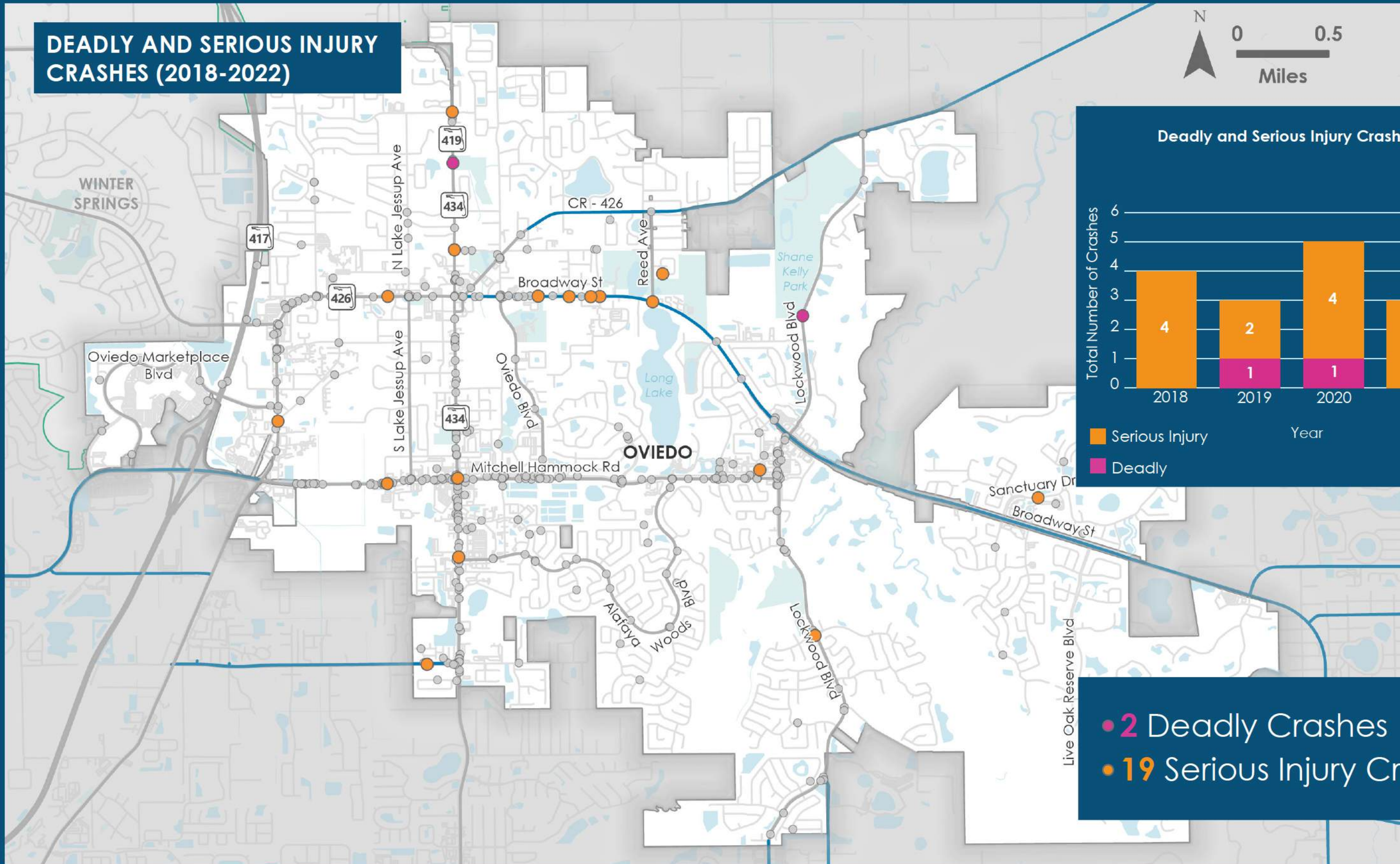
1,466

deaths

9,500

serious injuries

DEADLY AND SERIOUS INJURY CRASHES (2018-2022)



Deadly and Serious Injury Crashes by Year



● 2 Deadly Crashes
● 19 Serious Injury Crashes

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

Key Highlights and Recommendations from This Plan

Actions

The list of actions in this plan are organized around the Safe System Approach. Infrastructure alone cannot solve the traffic safety crisis. **It will take a combination of safety strategies related to our roads, travel speeds, road users, vehicles, and post-crash care.** Each of the actions in this plan has a performance measure, a target year for initiation, a responsible party within county departments, and a relative cost. Some actions can be done right away. Some have longer lead times to account for coordination, funding, and strategic planning. Tracking progress on each of the actions is critical for evaluating and refining strategies over time. A separate section of actions is dedicated to future progress. It includes strategies such as updating this action plan every five years.

Projects

Additionally, a list of priority projects was identified to strengthen the safety on our roads. **There are 3 prioritized projects on City roads and 2 prioritized projects on County and State roads.** Each project includes recommendations for engineering countermeasures, such as roadway lighting. Network-wide projects, ones that can be done before, during, or after roadway specific projects are included as well. These network-wide projects address crash factors such as speeding. Project implementation will require a coordinated effort between the county, the state, and local city partners.

Outcome

Completing the actions in this plan is more than a check mark. It is tangible action to touch the lives of our community. It can translate into less pain and suffering from traffic deaths. Fewer parents worrying as their children walk to school or become drivers. Fewer funerals for our loved ones. **This plan is a major milestone in shifting our transportation system to a safer system.** Together we start our quest to zero traffic deaths. Together we drive to zero.

Relationship to Other County Efforts

This Vision Zero Action plan is meant to complement the county's current plans and initiatives. A few key plans include:

- *2045 Comprehensive Plan* - Overall long range planning document that include the goals, vision, mission, strategies and recommendations for the future growth of the city through 2045.
- *2045 Mobility Plan* - The purpose of the 2045 Mobility Plan is to develop an efficient, safe, and connected transportation system for all users over the future 22 year horizon.
- *10-Year Mobility Plan* - The 10-Year Mobility Plan provides a prioritized list of capital improvement projects, programs, transit projects/programs, and other mobility strategies for the City of Oviedo to address within a 10 year span.

Oviedo Action Plan Summary



SAFER ROADS

- Formalize Safety Policy for Resurfacing in CIP Projects and Underground Utility Projects
- Support Implementation of Leading Pedestrian Intervals
- Update Required Pavement Widths in Land Development Code
- Develop Complete Street Design Guide
- Pilot Quick Build Projects, Including Lane Repurposing Projects



SAFER SPEEDS

- Deploy "Twenty is Plenty" Speed Limit Strategy
- Develop Systemwide Traffic Calming Plan, Finalize and Adopt Traffic Calming Guidelines
- Install Speed Feedback Signs
- Pilot Open Streets Program



SAFER ROAD USERS

- Partner with Motorcycle Safety Organizations
- Conduct Educational Traffic Stop Program
- Launch Vision Zero Public Campaign
- Support the Expansion of Driver's Education in Schools



SAFER VEHICLES

- Collaborate with Professional Organizations Furthering Safe Vehicle Requirements
- Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles
- Publicize the availability of the "SAFERCAR" Phone Application for Recall Notifications



POST CRASH CARE

- Supplement Crash Data with First Responder, Hospital, and Trauma Center Data
- Promote CPR / Emergency First Aid Training



CONTINUING PROGRESS

- Develop Vision Zero Status Report
- Host Biannual Vision Zero Workshop
- Update Action Plan Every 5-Years
- Create Dedicated Transportation Safety Staff Position

Acknowledgment

City of Oviedo Working Group
Bryan Cobb, City Manager
Paul Yeargain, Assistant City Engineer/Engineering Manager
Tom Radzai, Engineer II
Teresa Correa, Development Services Director
Lisa McDonald, Communications Manager
Dale Coleman, Chief of Police

City of Oviedo Advisors
Patrick Kelly, Assistant City Manager
Debra Pierre, Planning Division Manager
Michael Woodward, Fire Chief
Bobby Wyatt, Public Works Director

MetroPlan Orlando
Lara Bouck, Project Manager
Slade Downs, Deputy Project Manager
Mighk Wilson, Regional Project Manager
Adriana Rodriguez, Program Manager
Mary Ann Horne, Communications Lead
Cynthia Lambert, Public Information Manager
Taylor Laurent, Manager of Transportation Planning
Alex Trauger, Principal / Director of Transportation Planning

Consultant Project Team (HDR)
Megan Ferguson, Project Manager
Jeff Arms, Project Principal
Melissa Porcaro, Deputy Project Manager
Sean Murphy
Cheryl Isenberg
Alexandra Laporte
Sydney Benson
Laura Agudelo
Tyler Swafford
Stephen Alianiello
Anna Perry
Taylor Belinger
Jay Aber
Mei Jiang

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Statement of Protection of Data from Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES CODE
REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION —
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

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Guiding Principles & Safe Systems Approach

Vision Zero is the strategy to eliminate all traffic deaths and serious injuries, while increasing safe, healthy, and equitable mobility for all.



WHAT IS VISION ZERO?

Vision Zero reframes traffic deaths as preventable.

Vision Zero is an international movement with nearly 20 years of success around the world that is now making its way through America. It acknowledges we all make mistakes AND aims to establish a safe system through data driven decision making.

Being a Vision Zero community is more than a tagline. Vision Zero communities must meet these minimum standards:

- Set clear goal of eliminating traffic deaths and severe injuries
- Elected officials have committed publicly to Vision Zero
- Data driven, equity-focused decision making is used
- Actionable Strategies are developed
- Key agency departments (including police, transportation, public health) are engaged

Like all ambitious goals, Vision Zero is not without its challenges. Some hurdles observed in other Vision Zero

- Communities include:
- Rapid population growth
 - Availability of funding
 - Inability to gain consensus on specific strategies and projects
 - Spot improvements alone without system wide improvements
 - Failing to adapt as trends and technology changes

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

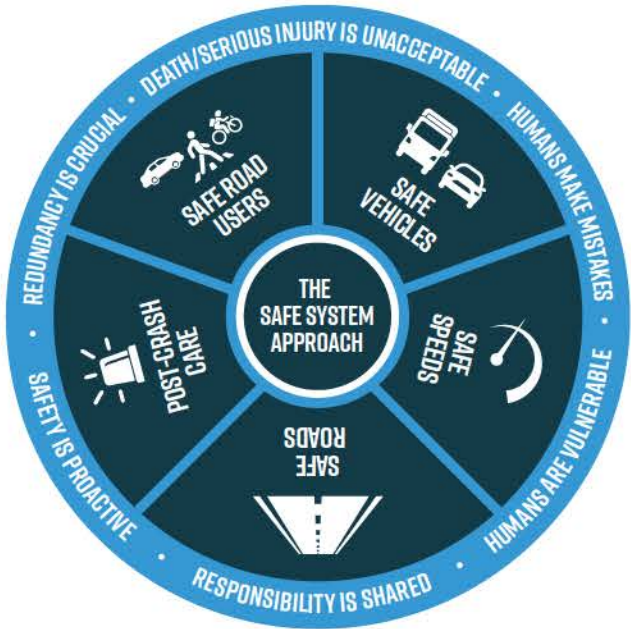
Source: Vision Zero Network

SAFE SYSTEM APPROACH

The Safe System Approach acknowledges safety is a shared responsibility.

This data-driven, holistic, and equitable method to improve roadway safety is adopted by the U.S. Department of Transportation (USDOT). It acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies to improve safety. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

The Safe System Approach acknowledges that no one entity or agency can fix road safety problems alone. Instead, coordination, cooperation, resources, and focus from other agencies within the region, the State and Federal Governments are necessary for success.



THE SAFE SYSTEMS APPROACH IS CENTERED AROUND THE FOLLOWING:

6 SAFE SYSTEM PRINCIPLES

- Death/Serious Injury is Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

5 SAFE SYSTEM ELEMENTS

- Safer Road Users
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Talking to Our Community

This section highlights feedback and outreach events. Vision Zero is successful when we engage everyone. Everyone is involved in transportation. Everyone has a stake: drivers, non-drivers, walkers, cyclists, motorcycle riders, bus riders, bus drivers, and beyond.



City of Oviedo Community Key Themes

The project team engaged the public at several events throughout the project. One notable event was at the City's annual Martin Luther King Jr. Day Parade and Celebration, which celebrates the life and legacy of Dr. Martin Luther King Jr. In addition to the parade, the event hosted a DJ, vendors, food trucks, a fashion show from local students, and more. The project team spoke with Oviedo Mayor Sladek about safety countermeasures like roundabouts.

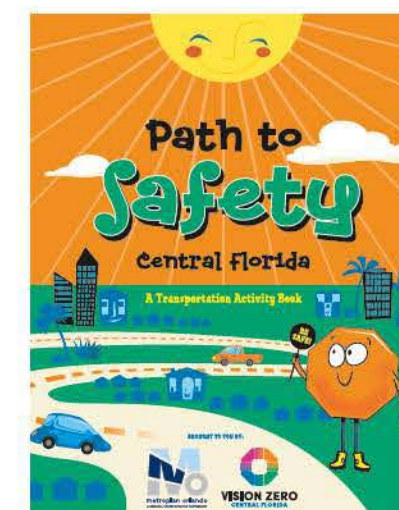
Another engagement was The Taste of Oviedo which was hosted by the Oviedo-Winter Springs Chamber of Commerce. This all-day annual event had local food and drinks from all over Central Florida for residents to enjoy.

CEOviedo at Versus Games is a local video game tournament run by Juicy Game Night hosted out of the Oviedo Mall. This local game tournament sees over a hundred people every month. The project team used the event to reach a different demographic, speaking to teens, young adults, couples, and families.

An online survey was also offered as an outlet for residents to share their personal experiences with the project team. Two notable comments from the survey include:

- "I frequently go to Round Lake and I have always had difficulty finding the entrance as there is no signage. When the clocks turned back and I was driving at night I found locating the entrance even more difficult."
- "While pulling out from Panera to head toward Alafaya Trail, the bushes and landscaping blocked the sidewalk and I nearly collided with a bicyclist. Visibility is limited and at night it is difficult to see."

EVENT MATERIALS



City of Oviedo Open House & Pop-Up Events

- **January 15, 2024: Martin Luther King Jr. Day Celebration and Parade**
Round Lake Park, 891 E Broadway Street, Oviedo, FL 32765
- **March 23, 2024: Taste of Oviedo**
Oviedo Mall, 1700 Oviedo Mall Blvd, Oviedo, FL 32765
- **April 3, 2024: Seminole County Open House in Oviedo**
Oviedo City Hall, 400 Alexandria Blvd, Oviedo, FL 32765
- **June 15, 2024: CEOviedo at Versus Games**
Oviedo Mall, 1320 Oviedo Mall Blvd Oviedo, FL 32765
- **July 22, 2024: City Council**
Oviedo City Hall, 400 Alexandria Blvd, Oviedo, FL 32765



Martin Luther King Jr. Celebration Day and Parade



CEOviedo at Versus Games



Martin Luther King Jr. Celebration Day and Parade

TALKING TO OUR COMMUNITY

Seminole County Open House & Pop-Up Events

- **April 2, 2024: Lake Mary**
Lake Mary Senior Center, 911 Wallace Ct, Lake Mary, FL 32746
- **April 3, 2024: Oviedo**
Oviedo City Hall, 400 Alexandria Blvd, Oviedo, FL 32765
- **April 11, 2024: Altamonte Springs**
Westmonte Park, 624 Bills Ln, Altamonte Springs, FL 32714
- **May 29, 2024: Altamonte Springs**
Altamonte Springs SunRail Station, 2741 S Ronald Reagan Blvd, Altamonte Springs, FL 32701
- **June 1, 2024: Sanford**
Sanford Farmer's Market 150 E 1st St, Sanford, FL 32771
- **June 1, 2024: Winter Springs**
Black Hammock Trailhead 1571 E State Rd 434, Winter Springs, FL 32708
- **June 6, 2024: Casselberry**
LYNX Fern Park Super Stop, Fernwood Blvd & Oxford Rd, Fern Park, FL 32730

Seminole County Community Concerns & Priorities

As a part of the Vision Zero Action Plan development, Seminole County hosted open houses and pop-up events in each municipality to educate the public about the purpose of Vision Zero, and to better understand the transportation issues from a community based perspective rather than just relying on crash data. The project team displayed informational boards that describe what Vision Zero and the Safe Systems Approach are, and where the local High Injury Network crashes have occurred. To collect feedback from the community, the project team utilized an online comment form created by the Vision Zero Regional Team.

The first three open houses were hosted in Lake Mary and Oviedo in the evening, and Altamonte Springs during the mid-day hours respectively. Following the open houses, Seminole County hosted four pop-up events. These events focused on the "meeting people where they are at" approach.

1500+

Seminole County community members spoken to during the project duration



How Community Feedback Enhances the Plan

As a part of public engagement efforts, the Vision Zero Central Florida website has a "Help Identify Safety Problems" tab for the public to provide feedback noting specific locations in the region that feel unsafe to travel in.

“Speed bump(s) needed. Cars hit 50mph daily in a 25mph zone. Too long of a straight road without bumps for a neighborhood. Very unsafe.”

“I would like to see more multimodal paved trails around the county.”

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



Seminole County Open House in Oviedo

TALKING TO OUR COMMUNITY

Local Community Concerns & Collaboration

In addition to city events and county open houses and pop-up events, the other municipalities in the county hosted pop-events for their own respective Vision Zero Action Plans. Overall, the Vision Zero project team attended over 22 events in 10 months. Concerns and collaboration are further detailed in each City Action Plan.

ALTAMONTE SPRINGS

- **December 15, 2023:** Holiday Concert
- **February 14, 2024:** Senior Fair
- **May 11, 2024:** Family Fest

LONGWOOD

- **December 9, 2023:** Farmer's Market
- **February 3, 2024:** MFMC's 37th Annual Mustang & Ford Roundup
- **April 27, 2024:** Longwood 2nd Annual Walk for Autism Awareness & Inclusion

WINTER SPRINGS

- **November 8, 2023:** Winter Springs Bicycle and Pedestrian Advisory Committee
- **December 2, 2023:** Winter Wonderland
- **March 30, 2024:** Egg-Citing Egg Hunt 2024

CASSELBERRY

- **February 9, 2024:** Food Trucks and Mardi Gras Party
- **March 16, 2024:** Spring Jazz & Arts Festival
- **April 27, 2024:** Earth Fest

OVIEDO

- **January 15, 2024:** Martin Luther King Jr. Day Celebration and Parade
- **March 23, 2024:** Taste of Oviedo
- **June 15, 2024:** CEOviedo at Versus Games

LAKE MARY

- **December 9, 2023:** Farmer's Market
- **April 17, 2024:** Mind, Body, & Spirit: A Celebration of Seniors
- **April 26, 2024:** Arbor Day Park Party

SANFORD

- **April 6, 2024:** 39th Annual British Car Club Car Show
- **April 25, 2024:** District 2 Community Meeting
- **May 1, 2024:** Sanford Community Redevelopment Agency (CRA) Meeting
- **June 27, 2024:** District 2 Community Meeting



Black Hammock Trailhead Pop-Up Event



Taste of Oviedo Pop-Up Event



District 2 Community Meeting - Sanford

Focusing on Our Users

This section highlights crash insights and the High Injury Network.



FOCUSING ON OUR USERS

Serious Injury: May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to a medical facility.



Evaluating Crash Data & Trends

In striving toward Vision Zero, a data-driven approach is critical to uncover the details of deadly and serious injury crashes. This includes reviewing locations, frequency, and contributing factors. Understanding where and why these crashes happen is key.

Even one life lost is too many. Oviedo lost two people over the five year analysis period from 2018 to 2022. These two deaths and the 19 other serious injuries over the same analysis period are unacceptable. Deadly and serious injury crashes in Oviedo show an increasing trend over time. There is work to be done. Getting to, and staying at, zero deaths and serious injuries is a partnership effort.

What are major contributing factors to crashes?

Contributing causes to crashes includes environmental factors such as the time of day or day of week, human factors such as age or distracted driving, and roadway factors such as speed and lighting condition.

Roadway

- Speed
- Number of Lanes
- Lighting Condition

Human Factors

- Aggressive Driving
- Impaired Driving
- Driver Inattention

Environmental

- Time of Day
- Day of Week

Who are vulnerable users?

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

What is a crash type?

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

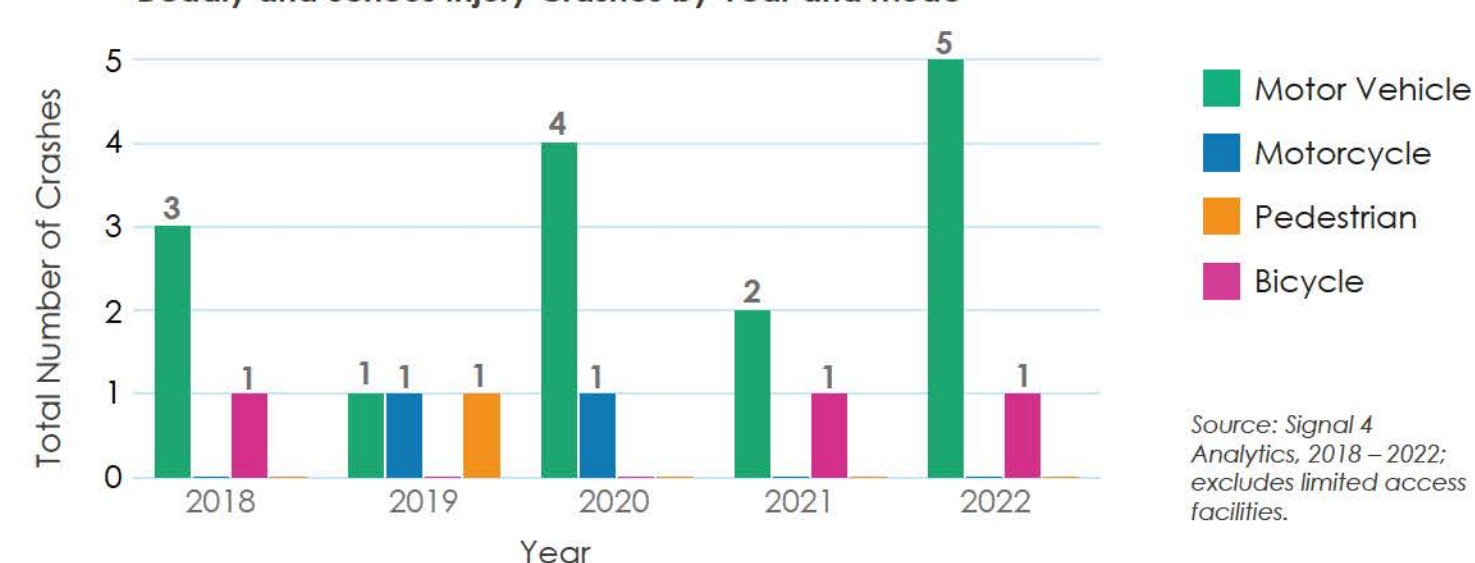
The citywide trend in traffic deaths and serious injury crashes is in a slight upward trend. Serious injury crashes occurred 4 times in 2018. Five years later in 2022, they occurred 6 times. That's an increase of 50%. Getting to, and staying at, zero deaths and serious injuries is a partnership effort. One of the deaths was a head on collision along Lockwood Boulevard. The other death was on SR 434, where a motor vehicle overtook a bicyclist. 2019 and 2020 were the worst years for traffic deaths.

For each travel mode, the deadly and serious injury crashes have held at a similar rate over the past five years with one exception – motorists. Pedestrian, motorcyclist, and bicyclist deaths and serious injuries have remained at the same level since 2018, though overall, they account for the highest number of vulnerable user deadly and serious injury crashes.

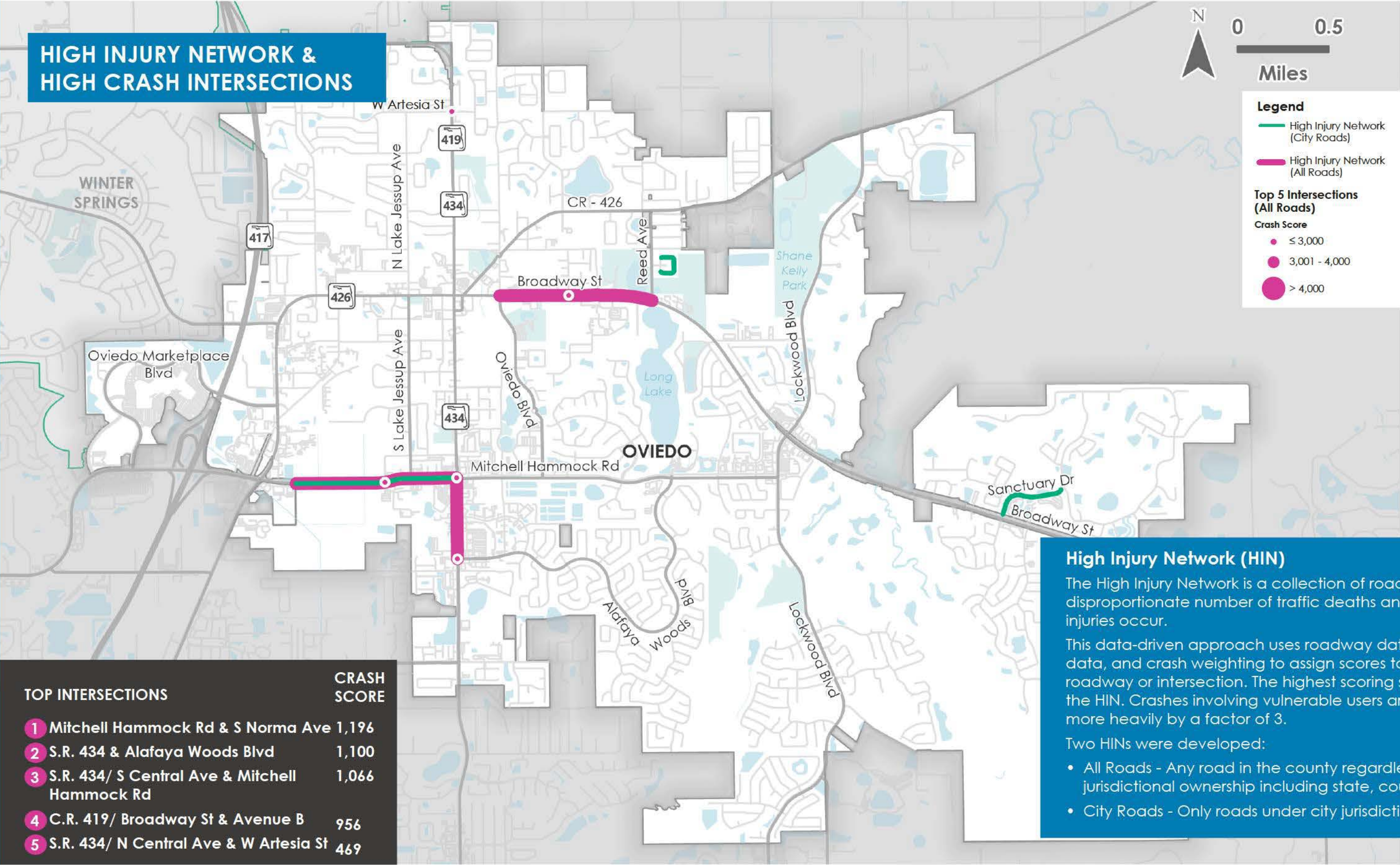
Deadly and Serious Injury Crashes by Year



Deadly and Serious Injury Crashes by Year and Mode



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



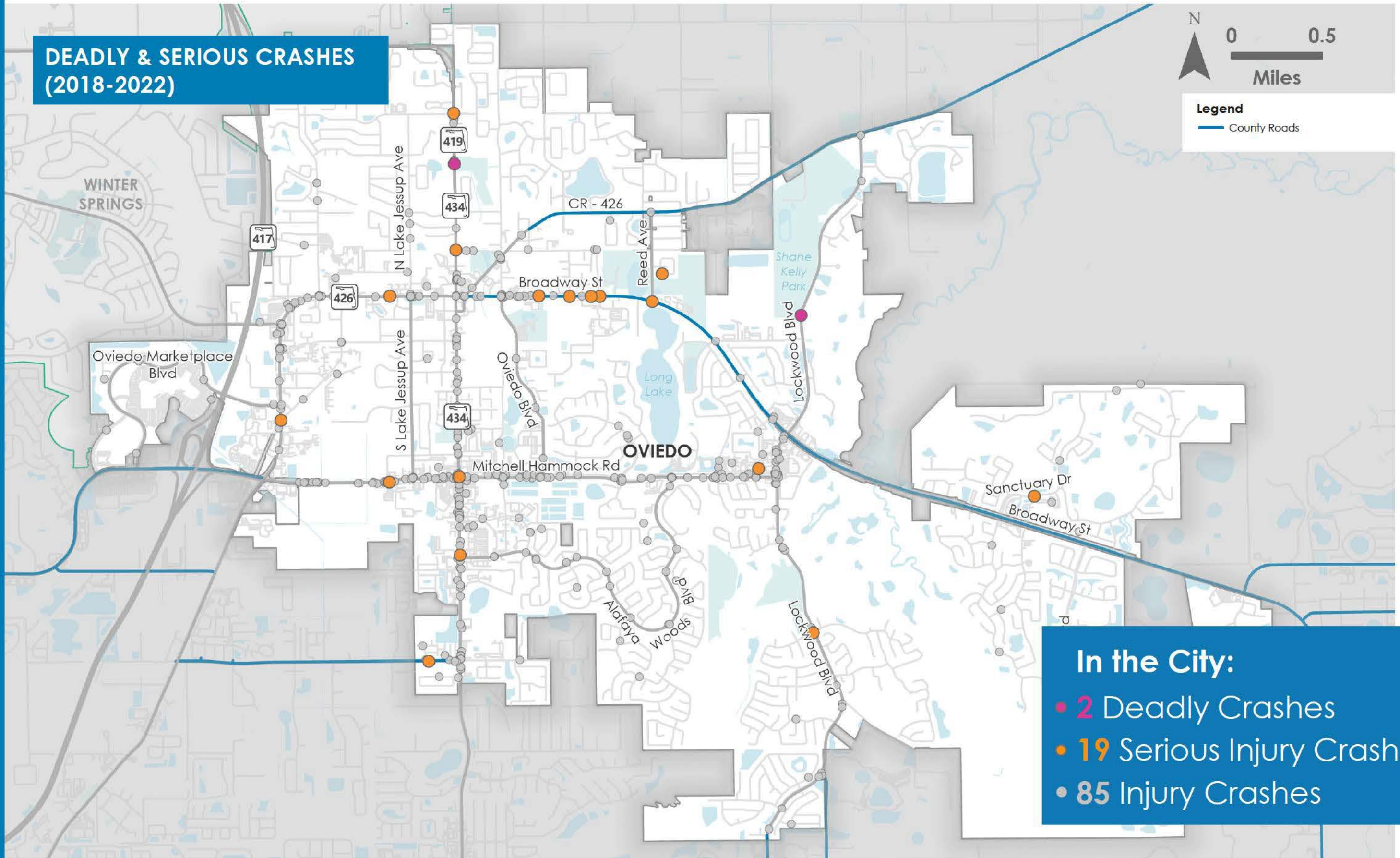
Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS CRASHES (2018-2022)



Legend

County Roads

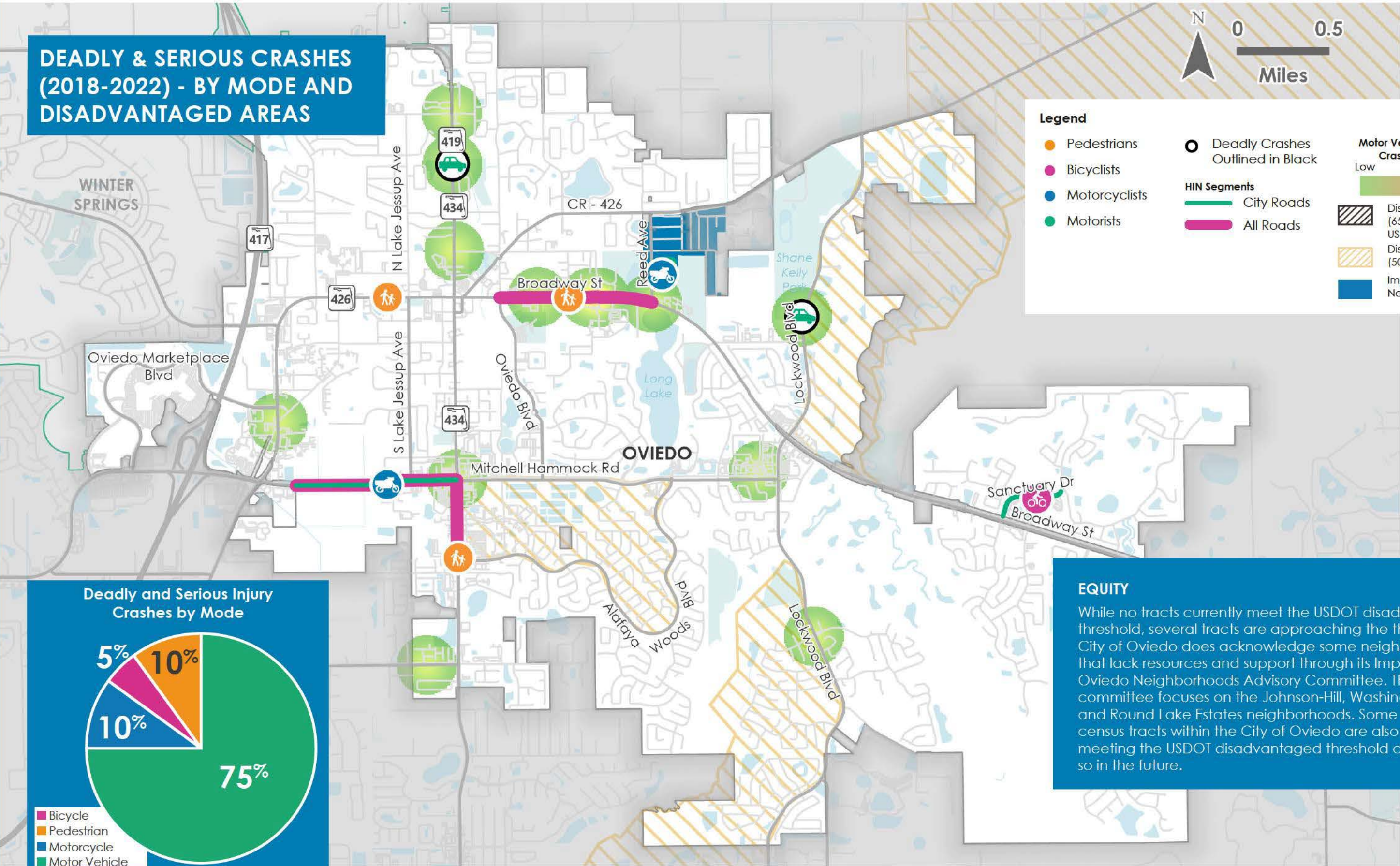


In the City:

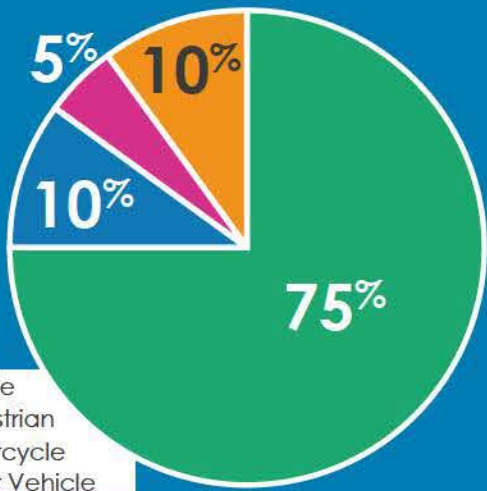
- 2 Deadly Crashes
- 19 Serious Injury Crashes
- 85 Injury Crashes

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

DEADLY & SERIOUS CRASHES
(2018-2022) - BY MODE AND
DISADVANTAGED AREAS



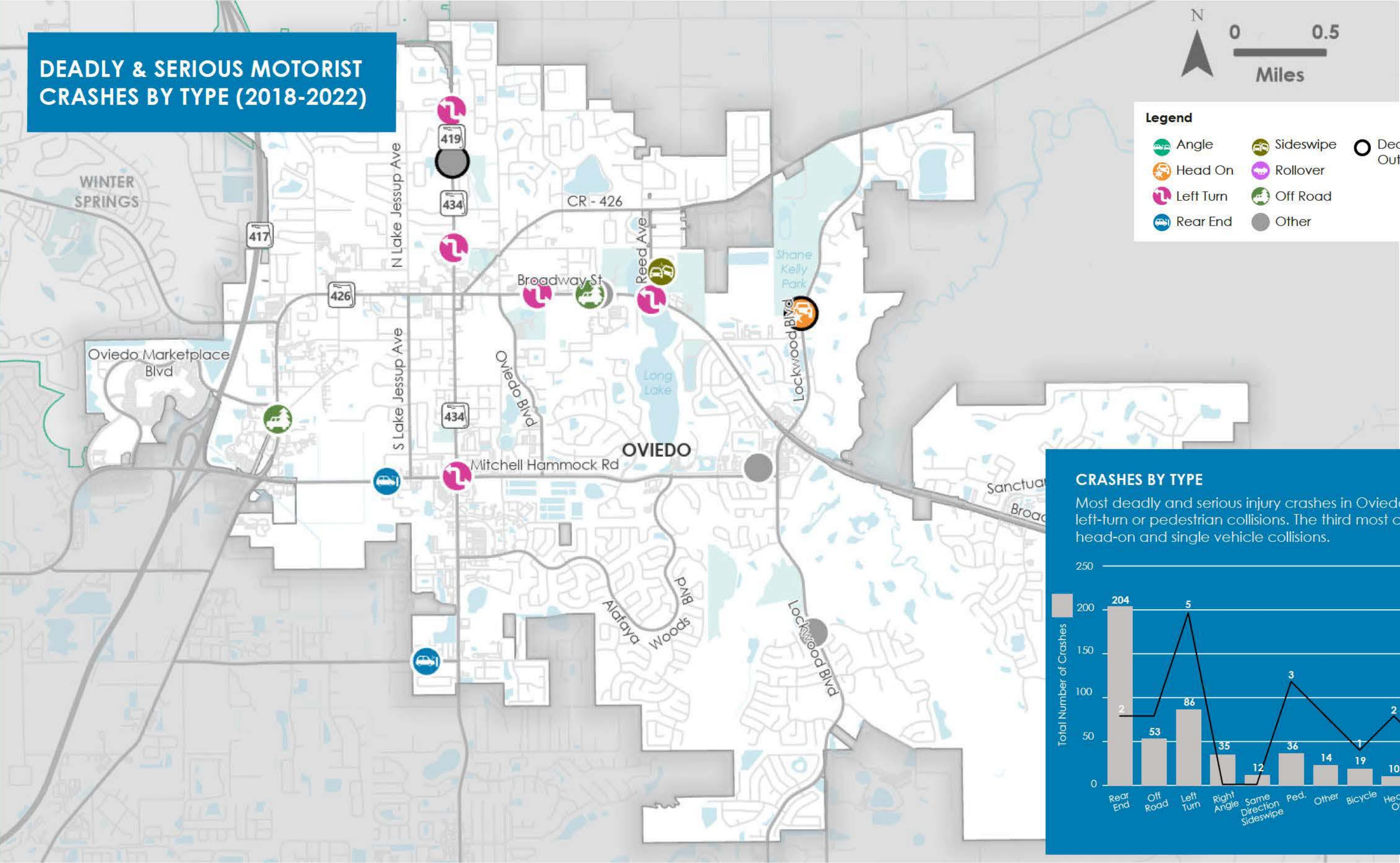
Deadly and Serious Injury Crashes by Mode



EQUITY

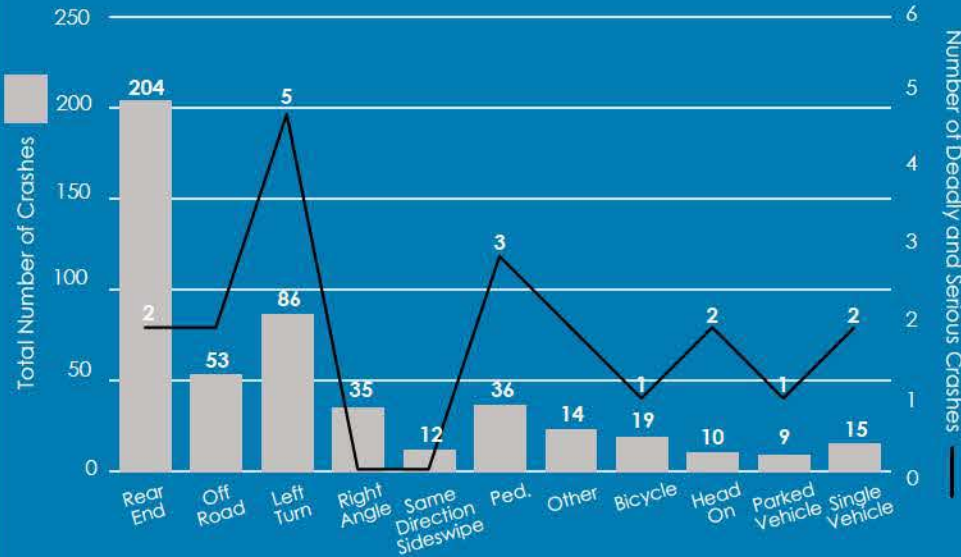
While no tracts currently meet the USDOT disadvantaged threshold, several tracts are approaching the threshold. The City of Oviedo does acknowledge some neighborhoods that lack resources and support through its Improving Oviedo Neighborhoods Advisory Committee. This committee focuses on the Johnson-Hill, Washington Heights and Round Lake Estates neighborhoods. Some of the census tracts within the City of Oviedo are also close to meeting the USDOT disadvantaged threshold and may do so in the future.

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



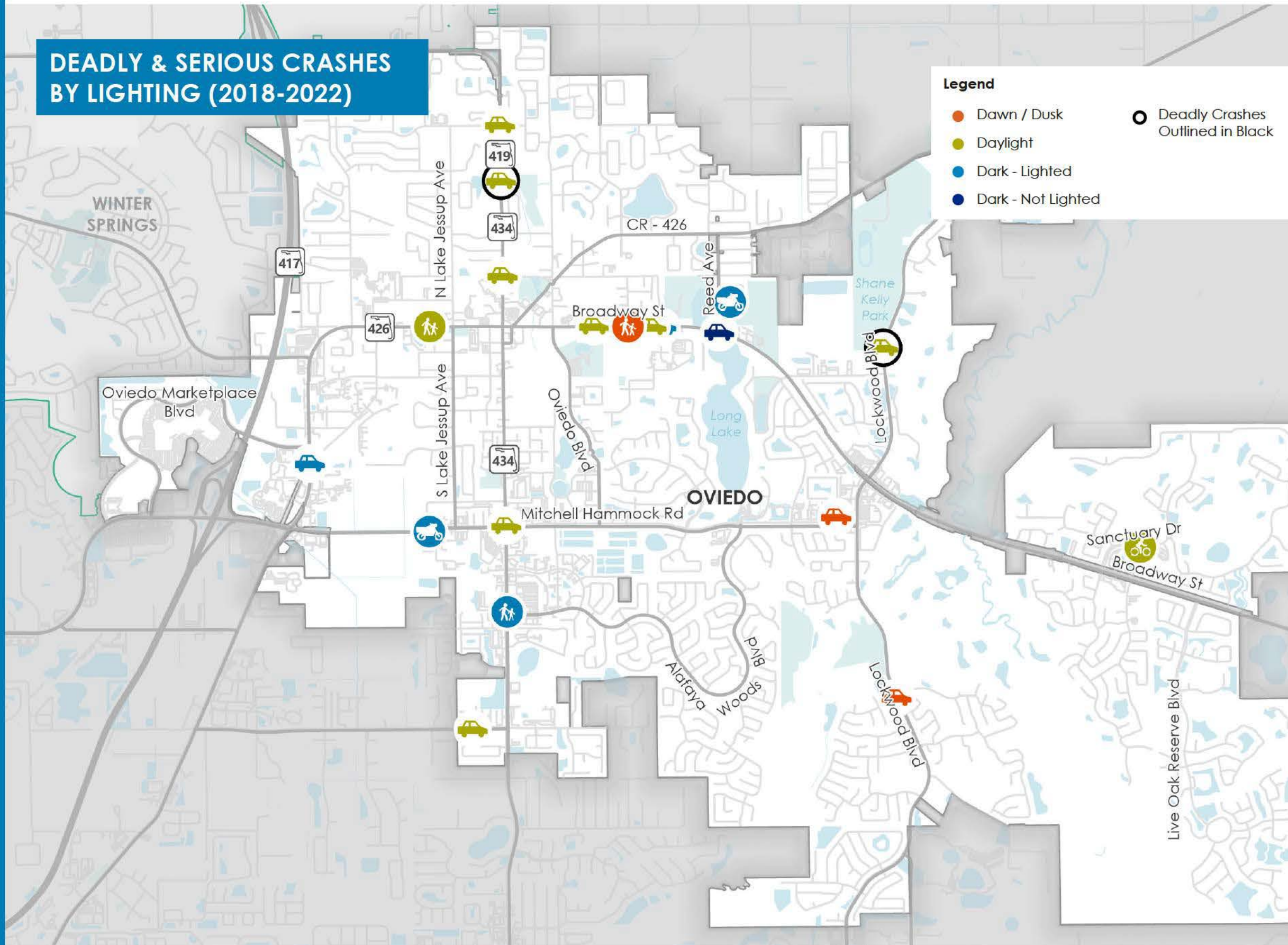
CRASHES BY TYPE

Most deadly and serious injury crashes in Oviedo are left-turn or pedestrian collisions. The third most common is head-on and single vehicle collisions.



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

DEADLY & SERIOUS CRASHES BY LIGHTING (2018-2022)

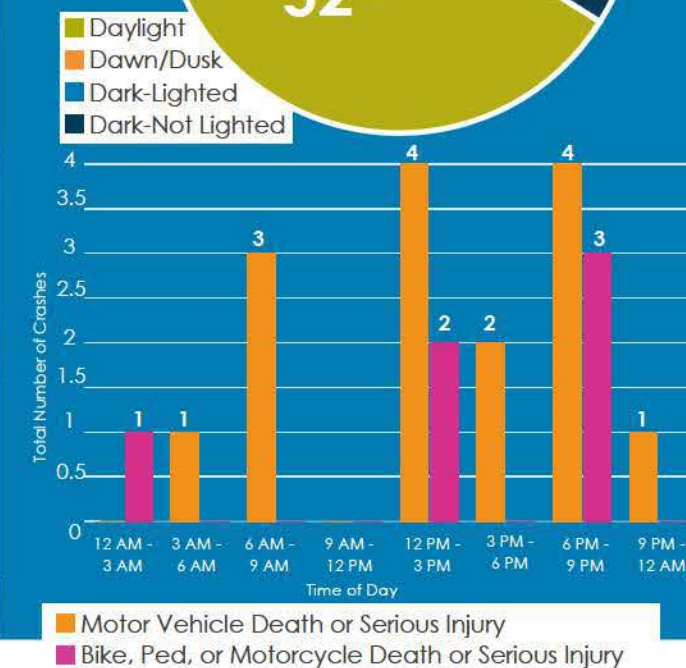
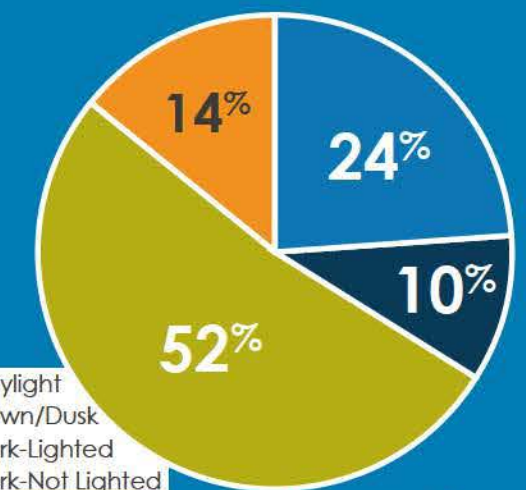


LIGHTING/TIME OF DAY

The later in the day it gets, the more deadly and serious injury crashes occur. This is true for both motorists and vulnerable users. 71% of deadly and serious injury crashes happened between 12 PM to 9PM. Another 14% of deadly and serious injury crashes occurred between 6AM to 9AM. These trends hint that typical traffic pattern peaks (AM, Midday, and PM Peak periods) are causing KSI crashes. Of the deadly and serious injury crashes, about 10% were in dark locations without lighting.

48%

of deadly or serious injury crashes happened outside of daylight hours



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities. Roadway lighting data obtained from Seminole County.

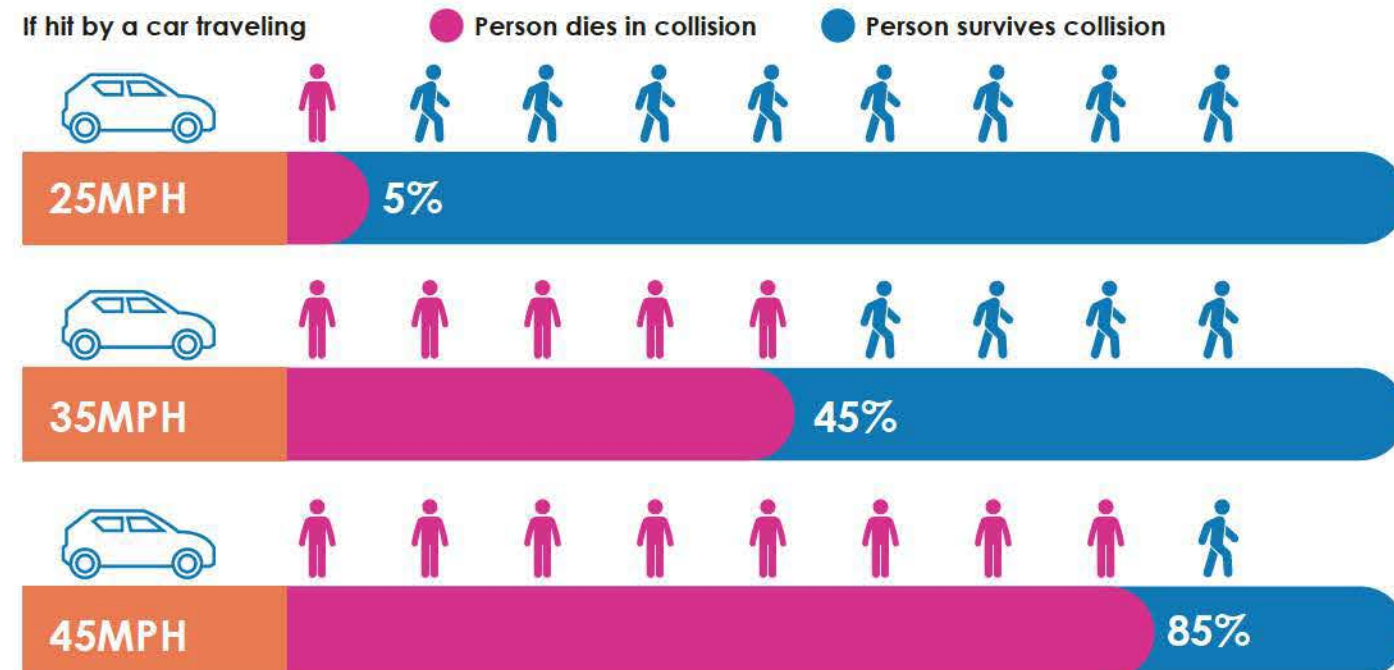
FOCUSING ON OUR USERS



The Impact of Speed on Survival

Speed is a major factor in survival rate. 71% of all traffic deaths and serious injuries in the County were on roads with posted speed limits of 40 miles per hour or higher. This data does not consider the speed at which the collision occurred, which could be much higher than the posted speed limit.

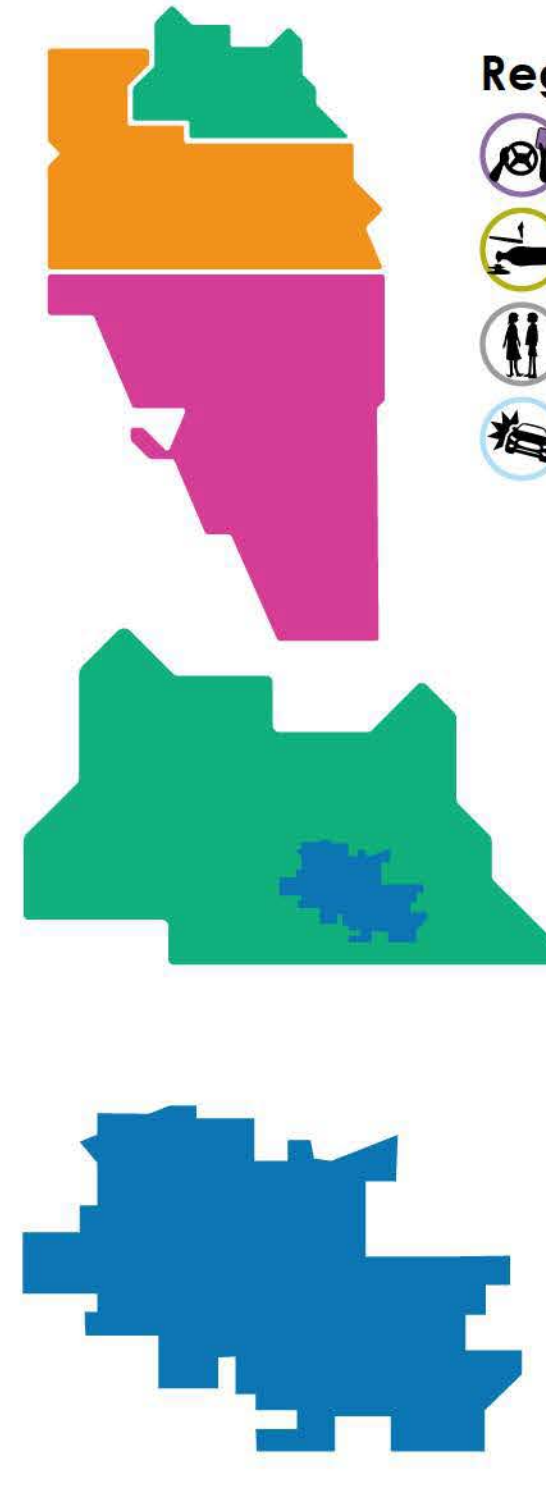
High speed is particularly impactful for vulnerable roadway users involved in crashes with vehicles. National data shows that nearly any pedestrian hit by a vehicle traveling at 45 mph or above will be killed. There is only a 15% chance of survival. As speed increases, the toll on the human body increases and the driver's cone of vision decreases. Deploying roadway design changes to reduce speeds is critical to Vision Zero.



Data Source: National Traffic Safety Board (2017)

The Impact of Human Factors Survival

Humans make mistakes. Behavioral factors such as drinking and driving can influence the outcome of a crash. Younger and older people are especially vulnerable to serious injury.



Regional

- 1 in 3** serious injury crashes involves distracted driving.
- 1 in 5** deadly crashes involves drunk driving.
- 1 in 6** involves drugs.
- Only **6%** of drivers are teens, but are in **13%** of serious injury crashes.
- 10%** of all serious injury crashes are hit-and-runs. That number **doubles** when the person hit is walking or biking.

Seminole County

- 1 in 8** deadly or serious injury crashes involved distracted driving.
- 1 in 14** deadly and serious injury crashes involves drunk driving. **1 in 25** involves drugs.
- Only **17%** of the County is age 65 or older - they are involved in **23%** of deadly and serious injury crashes.
- 6%** of all deadly and serious injury crashes are hit-and-runs.

City of Oviedo

- Both fatal crashes involved distracted driving. **1 in 4** serious injury crashes involved distracted driving.
- Zero** deadly or serious injury crashes involved drunk driving or drugs.
- 1 of the 2** fatal crashes was a teen. **5%** of serious injury crashes involved a teen.
- 1 of the 2** deadly crashes were hit-and-runs.

Getting to Zero

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

To achieve zero deaths and serious injuries, the City of Oviedo should collaborate and rely on proven strategies and countermeasures.

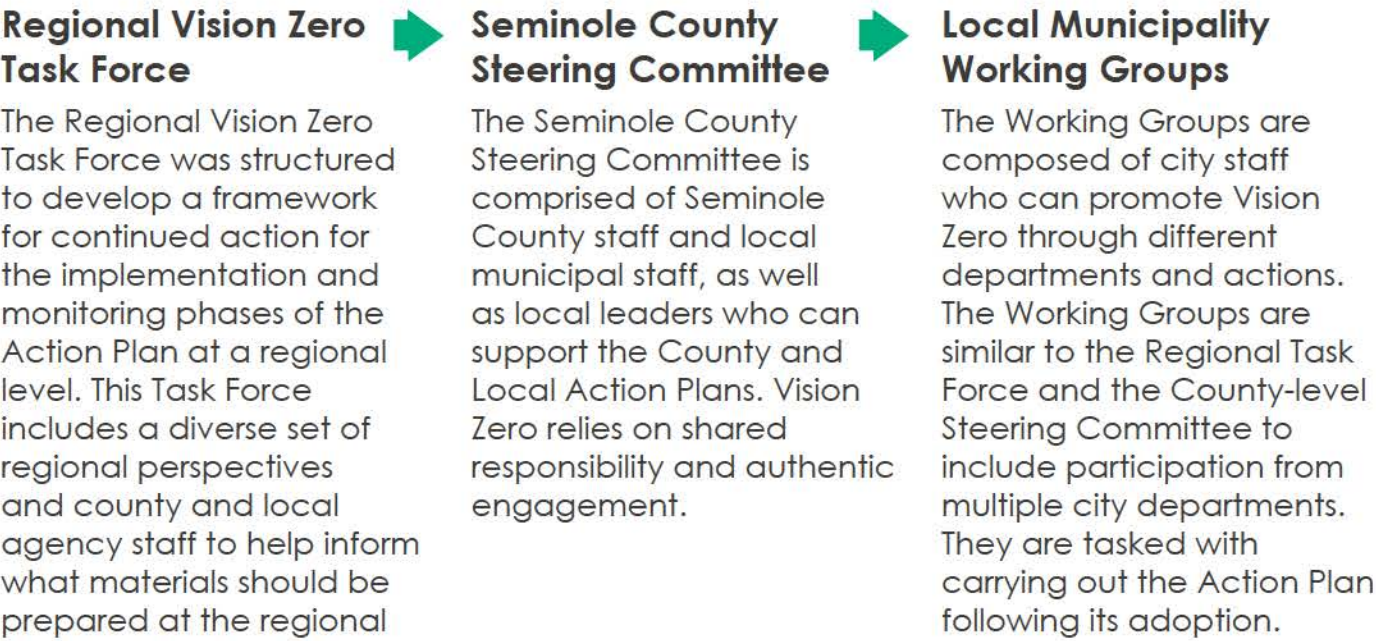


VISION ZERO CENTRAL FLORIDA BY THE NUMBERS

Vision Zero Central Florida has been a monumental effort. Public engagement strategies were aimed at collecting feedback from residents and visitors and included a range of in-person and online opportunities.

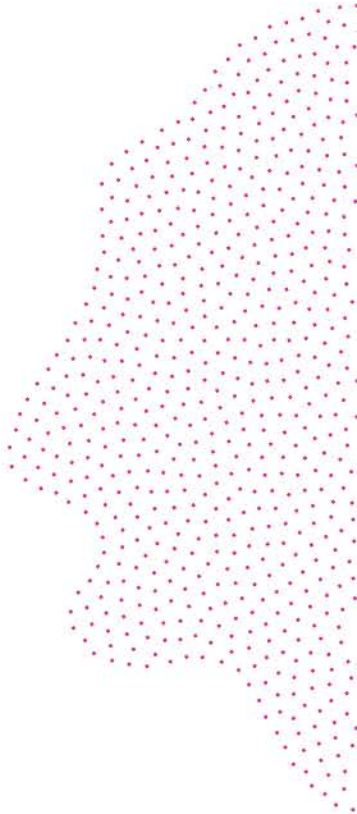


Strategize with Key Stakeholders



- WORKING GROUP MEMBERS**
- Bryan Cobb, City Manager
 - Paul Yeargain, Assistant City Engineer/Engineering Manager
 - Tom Radzai, Engineer II
 - Teresa Correa, Development Services Director
 - Lisa McDonald, Communications Manager
 - Dale Coleman, Chief of Police













- WORKING GROUP ADVISORS**
- Patrick Kelly, Assistant City Manager
 - Debra Pierre, Planning Division Manager
 - Michael Woodward, Fire Chief
 - Bobby Wyatt, Public Works Director



GETTING TO ZERO

Using Proven Safety Countermeasures










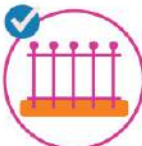



The Federal Highway Administration (FHWA) has 28 proven safety countermeasures. These countermeasures have been used in many states and on roads of many kinds. This list is a starting point for project identification, though countermeasures don't end here. Over 100 different countermeasures were considered as part of this action plan. Most countermeasures have what's called a Crash Modification Factor (CMF). This research-backed factor tells us the potential crash reduction percentage.

Signals	Speed Management	Pedestrian Facilities
 Extend Yellow and All Red Time	 Appropriate Speed Limits	 Add Sidewalk
 Leading Pedestrian Interval	 Speed Cameras	 Pedestrian Hybrid Beacon
Signing and Striping	 Variable Speed Limits	 Rectangular Rapid Flashing Beacon
 Chevron Signs on Horizontal Curves		
 Curve Advance Warning Sign		
	Bikeways	
	 Bike Lane/Buffered/Separated Bike Lane	
	 Separated Bikeway	

Did you know?

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

LIGHTING	LEADING PEDTRIAN INTERVALS	ROUNABOUTS
28% on roadways		
38% at intersections	13% at intersections (vehicle-pedestrian crashes)	78% at intersections (converted from signal)
42% at intersections (pedestrians)		82% at intersections (converted from stop sign)

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

Action Plan

This section outlines the recommendations, projects, and next steps following plan adoption.

These actions are ambitious, but achievable through collaboration and measurable goals.



ACTION PLAN SUMMARY

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



SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Formalize Safety Policy for Resurfacing in CIP Projects and Underground Utility Projects	An ongoing strategy in the City's strategic plan is a resurfacing program to achieve a high level of maintenance for the City's roadway network. It is recommended guidelines, or a "resurfacing checklist," be developed to identify opportunities for bundling quick build safety projects into routine resurfacing. Some safety improvements are achievable with roadway markings such as lane narrowing, lane repurposing, crosswalk marking, bicycle lane installation, and curb-radii reductions. This policy should also apply to underground utility projects.	Documented policy/ process	Start Year 1	City Manager's Office (Lead), Pubic Works Engineering Division (Support)	\$-\$\$	City Strategic Plan
Support Implementing Leading Pedestrian Intervals	LPIs can reduce vehicle-pedestrian crashes by up to 13%. It is recommended the City support the County and FDOT in working together to implement LPIs as a system wide improvement, especially along the high injury network and near pedestrian attractors and generators.	Number of intersections evaluated for LPIs and number implemented	Start Year 2	Public Works Engineering Division (Lead)	\$	Seminole County Vision Zero Action Plan
Update Required Pavement Width and Bicycle Widths in Land Development Code	The Land Development Code (Article XI, Section 11.1) states bicycle paths shall be at least 4-feet in width. It is recommended this be updated to require 7-foot buffered bicycle lanes for new development. This is consistent with the standard for new construction in the Florida Design Manual. It is also recommended the travel lane width be reduced from 12-feet per lane to the range of 10- to 12-feet per lane.	Updated code	Start Year 1	Public Works Engineering Division (Lead)	\$	Land Development Code
Develop Complete Street Design Guide	The City's mobility plan identified several new roadways, from two-lane roads to four-lane divided roads. It is recommended the city develop a complete street guide to steer the design of any new road in the City. If we do not change the way our streets are designed going forward, we may end up with the same issues 20 years down the road with additional retrofitting required to eliminate deadly and severe crashes. The design guidelines should emphasize context and mobility of all users. This should include traditional non-motorized users such as walkers and bikers, but also potential micromobility users and autonomous shuttles.	Completed guide	Start Year 3	Public Works Engineering Division (Lead), City Manager's Office (Support)	\$-\$\$	Comprehensive Plan Policy 2-1.10.1 Complete Streets, Mobility Plan

ACTION PLAN SUMMARY

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SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Pilot Quick Build Projects, Including Lane Repurposing Projects	<p>Quick build infrastructure projects are temporary, lower cost installations that can be constructed in a condensed timeframe, achieve safety goals, and inspire permanent change. It is recommended the city pilot these types of safety projects, which can include lane repurposings, median installations, mini roundabouts, and protected bicycle lanes. The City's Mobility Plan identifies Alafaya Woods Blvd (10-year plan) and Oviedo Blvd (2045 Plan) as candidates for road diets. It is recommended these projects be implemented as pilots and later be converted to permanent configurations should the pilot be successful based on crash history, community feedback, vehicle travel times, and observed speeds. Another candidate is the Mitchell Hammock Road project, a high scoring project in the 10-year Mobility Plan but lower ranked priority due to funding considerations.</p>	Number of projects implemented	Start Year 2	Public Works Engineering Division (Lead), City Manager's Office (Support)	\$-\$\$\$	Integrates with Comprehensive Plan, Mobility Plan
Deploy "Twenty is Plenty" Speed Limit Strategy	<p>Speed kills. Speed is a major factor in the outcome of a traffic crash, especially for our children and elderly population. The City will evaluate deploying a "Twenty is Plenty" strategy on residential streets. This would include a default posted speed limit of 20 mph on most residential streets. The City's Mobility Plan has a comprehensive set of solutions for most other roads. The "Twenty is Plenty" strategy will compliment the surrounding roadway plans and set a precedent for all residential streets, where both City's vulnerable user serious injury crashes on city roads occurred. The City may also offer yard signs for residents to support this strategy. The City will evaluate this initiative and will look to deploy this strategy if it is determined to be feasible.</p>	Updated code and percentage of roadways changed to 20 mph	Start Year 2	City Manager's Office (Lead), Public Works Engineering Division (Support), Police Department (Support)	\$	Code of Ordinances Section 50-21

ACTION PLAN SUMMARY

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SAFER SPEEDS

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Develop Systemwide Traffic Calming Plan, Finalize and Adopt Traffic Calming Guidelines	A comprehensive city-wide traffic calming plan is recommended to evaluate the interaction of strategies, potential impact to travel routes, and integration with the City's Mobility Plan projects. The plan will complement the future planning consideration for "traffic calming streets" identified in the 2045 Mobility Plan. A holistic plan will provide a streamlined opportunity to gain consensus on approach and validate the City's draft traffic calming guide. It is recommended the guide also be revisited and formalized. It should emphasize streamlining implementation and confirming warrants are consistent with context as a proactive measure.	Development of plan, Adopted guidelines	Start Year 3	Public Works Engineering Division (Lead), Fire Department (Support)	\$-\$\$\$	Mobility Plan, Draft Traffic Calming Guidelines
Install Speed Feedback Signs	Prior to the development of the action plan, the City has initiated installing speed feedback signs at a few locations in the City. It is recommended that speed feedback signs continue to be implemented on roadway segments with excessive speeding. City roadways with speeding that are candidates for speed feedback signs include: Lockwood Blvd (10+ miles over the speed limit), Lake Jessup Ave and Mitchell Hammock Rd (5+ miles over the speed limits). Speed data was obtained from the MetroPlan Orlando Speed Management Study. Signs should be located between traffic signals where vehicles typically gain the most speed. Actual speed data may be tracked to evaluate the impact of the sign.	Number of roadways with speed feedback signs and measured speeds after implementation	Ongoing	Public Works Engineering Division (Lead)	\$	MetroPlan Orlando Speed Management Study (2022)
Pilot Open Streets Program	Open Streets is the concept of temporarily shutting down a roadway to vehicle traffic and opening them up to people on foot. Part of Vision Zero is prioritizing our vulnerable road users and changing behavior to a shared responsibility, especially regarding "who has the right-of-way". An Open Streets program can help foster a communal roadway environment, promote active transportation, and furthers the city's comprehensive plan policy (2-1.13.5) of "reimagining and repurposing the right of way". It is recommended that an Open Streets Program is held at regular intervals (weekly, monthly, seasonally, etc.) as opposed to once a year.	Number of open street events	Ongoing	Public Works (Lead), City Manager's Office (Support)	\$-\$\$\$	Integrates with Comprehensive Plan Transportation Element, Open Streets Guide

ACTION PLAN SUMMARY



SAFER ROAD
USERS

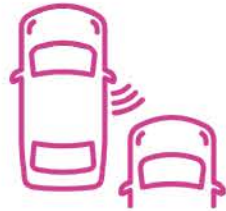
Safe road users means safe people. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Relative Cost Description:
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ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Partner with Motorcycle Safety Organizations, Emphasize Helmet Usage	Partnering with motorcycle safety organizations, such as Ride Smart Florida, can help increase awareness throughout the county and emphasize the shared responsibility of all road users. Opportunities for partnership may include joint tabling events, social media campaigns, and collaborate meetings for sharing latest trends and progress.	Number of organizations collaborated with	Start Year 1	Office of Public Information (Lead), Public Works Engineering Division (Support), Motorcycle Organizations (Support)	\$	MetroPlan Orlando Speed Management Study (2022)
Conduct Educational Traffic Stop Program	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that a targeted enforcement operation is conducted on roadways with the most excessive speeding. MetroPlan Orlando's Speed Management Study used big data to identify roadways with speeding. City corridors experiencing speeding are Lockwood Boulevard and Reed Avenue. County and state roadways experiencing speeding are SR 434, CR 426, are CR 419.	Number of programs per year	Start Year 2	Police Department (Lead), Coordination with Office of Public Information (Support), and Public Works Engineering Division (Support)	\$-\$\$\$	-
Launch a Vision Zero Public Campaign	An ongoing outreach campaign is important to maintain awareness and momentum around the goal of zero traffic deaths. The scale of this campaign can be tailored to match city staffing commitments and responsibilities. An overarching set of Vision Zero awareness campaign material is developed as part of this action plan.	Number of residents reached	Start Year 2	Office of Public Information (Lead)	\$	-
Support the Expansion of Driver's Education in Schools	It is recommended that introductory traffic safety information is made available to students who are unable to attend the Seminole County driver education program or do not yet have learner's permits. Traffic safety education is recommended at all levels of schooling, from elementary to high school.	Number of Students participating	Start Year 1	Seminole County Public Schools (Lead), Public Works and Office of Communications	\$	-

ACTION PLAN SUMMARY

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\$\$\$ = Higher Funding Required



SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Collaborate With Professional Organizations Furthering Safe Vehicle Requirements	Vehicles are regulated by the National Highway Traffic Safety Administration (NHTSA). NHSTA implements laws from Congress. Vehicle seatbelt requirements is an example of this. As autonomous driving, distracted driving, and impaired driving continue, emerging legislation is a tool to reaching zero traffic deaths. Several professional organizations organize membership efforts to coalesce behind policy strengthening the transportation field. The American Society of Civil Engineers (ASCE) maintains policy positions to reduce traffic deaths and injuries, including collaboration for connected and autonomous vehicles, and often make supportive statements to Congress.	Number of vehicles with safety systems	Start Year 1	Public Works Engineering Division (Lead), Professional Societies (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022)
Consider Emerging Vehicle Safety Systems When Purchasing New Fleet Vehicles	NHTSA has identified rulemaking initiatives for increasing vehicle safety. It is recommended the city compare the year of planned fleet vehicle purchases against the year of potential rule enactments to line up purchases with advanced safety features. For example, automatic emergency braking will be standard in cars and light trucks starting in 2029. This automatic braking will detect both vehicles and pedestrians in both daylight and nighttime hours.	Number of vehicles with safety systems	Start Year 2	Public Works Fleet Services Division (Lead), City Manager's Office (Support)	\$\$\$	-
Publicize The Availability Of The "Safercar" Phone Application For Recall Notifications	NHTSA developed the "SaferCar" phone application for tracking active recalls. This application will deliver an alert when a recall is published. NHTSA estimates that millions of vehicle recalls each year are not addressed.	Number of Safercar phone applications	Start Year 1	Office of Public Information (Lead)	\$	-

ACTION PLAN SUMMARY

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POST CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Supplement Crash Data with EMS and/or Hospital/Trauma Center Data	Using crash data from additional sources besides Signal4 / police crash reports can help fill in missing data gaps. Data gaps can include crashes that are not reported to the police, or crashes where the police may not be able to collect all relevant information. Additionally, using EMS / Hospital crash data can help to better understand crash outcomes, such as how a serious injury crash became a fatal crash, etc.	Data Collection	Start Year 1	MetroPlan Orlando (Lead), Public Works Engineering Division (Support), Fire Department (Support)	\$-\$\$	-
Promote CPR / Emergency First Aid Training to the General Public	Seconds can save lives, especially when waiting for EMS to arrive on the scene of the crash. Promoting CPR / Emergency First Aid Training to residents can encourage those trained to support another person in any potentially deadly situation, but specifically can support someone who has been in a traffic crash until professional EMS arrives.	CPR courses offered	Start Year 2	Fire Department (Lead)	\$-\$\$\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
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\$\$\$ = Higher Funding Required



Maintaining momentum to zero traffic deaths and serious injuries requires a sustained effort. These overarching actions will help us get there.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Develop Vision Zero Status Report to Track Progress	It is recommended the city's Vision Zero Action Plan project webpage be maintained and updated biannually with a status report on Vision Zero progress. Basic information should include the list of actions, the status of each action (ongoing, complete, not started), and a summary of recent activities. The most recent deadly and serious injury crash data should also be made available in the status report.	Development of progress report	Start Year 1	Public Works (Lead), Office of Communications (Support)	\$	-
Formalize Vision Zero Working Group	To maintain momentum in the Vision Zero Action Plan, it is recommended the city's working group continue to meet periodically. A biannual meeting to discuss progress, outstanding actions, and emerging trends would provide productive touch points. The working group should meet 3-months in advance of publishing a Vision Zero Status Report to discuss the data and progress on initiatives.	Establishment of working group	Start Year 1	City Council (Lead), City Manager's Office (Support), Public Works Engineering Division (Support)	\$	Regional Vision Zero Task Force and County Steering Committee
Update Action Plan Every 5-Years	Vision Zero Action Plans may fail without sustained effort. It is recommended this plan be updated at a regular frequency. This is critical to adapting strategies as our community evolves. The uptick in national traffic deaths started in 2010 and has been increasing since. Our approach to traffic safety needs to be both proactive and responsive. A plan update allows for in-depth crash analysis, evaluation of previously deployed strategies, a fresh set of ideas, and a renewed commitment to zero.	Adoption of updated plan	Start Year 5	Public Works Engineering Division	\$	-
Create / Assign a Dedicated Transportation Safety Staff Position	Similar to how the Florida Department of Transportation is organized with a Safety Office, it is recommended the city consider organizing staff resources to create a dedicated Safety Planner or Engineer position. This staff position would organizationally fit under Public Works and be responsible for overseeing safety on all project phases from planning to construction. This position would drive the execution of all actions in this plan, track progress, and coordinate with partner organizations.	Establishment of the position	Start Year 1	City Manager's Office (Lead), City Council (Support)	\$\$\$\$	-

ACTION PLAN
SUMMARY

Safety Projects, Implementation, and
Project Prioritization

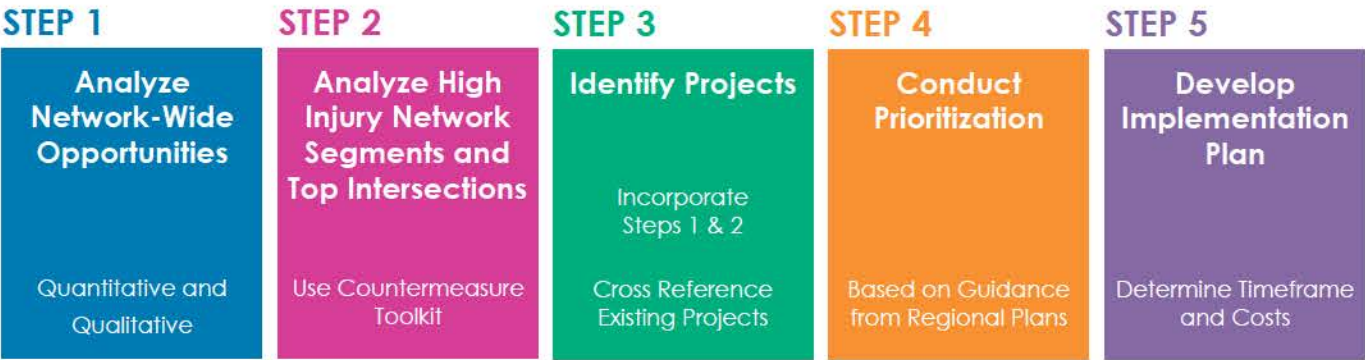
Safety projects were developed collaboratively, using insights from the crash trends, high-injury networks, direction from the City working group, and community feedback. The process for identifying projects included a system wide evaluation and a roadway-specific evaluation. High injury intersections are included in the roadway specific evaluation. Anticipated project costs and an implementation timeline was also evaluated. Projects were then prioritized based on:

Crash scores

- Crash scores
- Being within a transportation underserved area
- Anticipated safety benefit
- Being on multiple high injury networks including the
- Regional, Seminole County, and City Action Plans
- Implementation timeline (higher scores for projects that may be completed in 5 years)

This prioritization approach was also used at the regional level, based on priorities identified by the MetroPlan Orlando Board. A priority list was completed separately for county and state roads. The maps on the next pages highlight the priority segments. Details of each safety project and the full list of projects is in the Appendix.

Project Planning Process



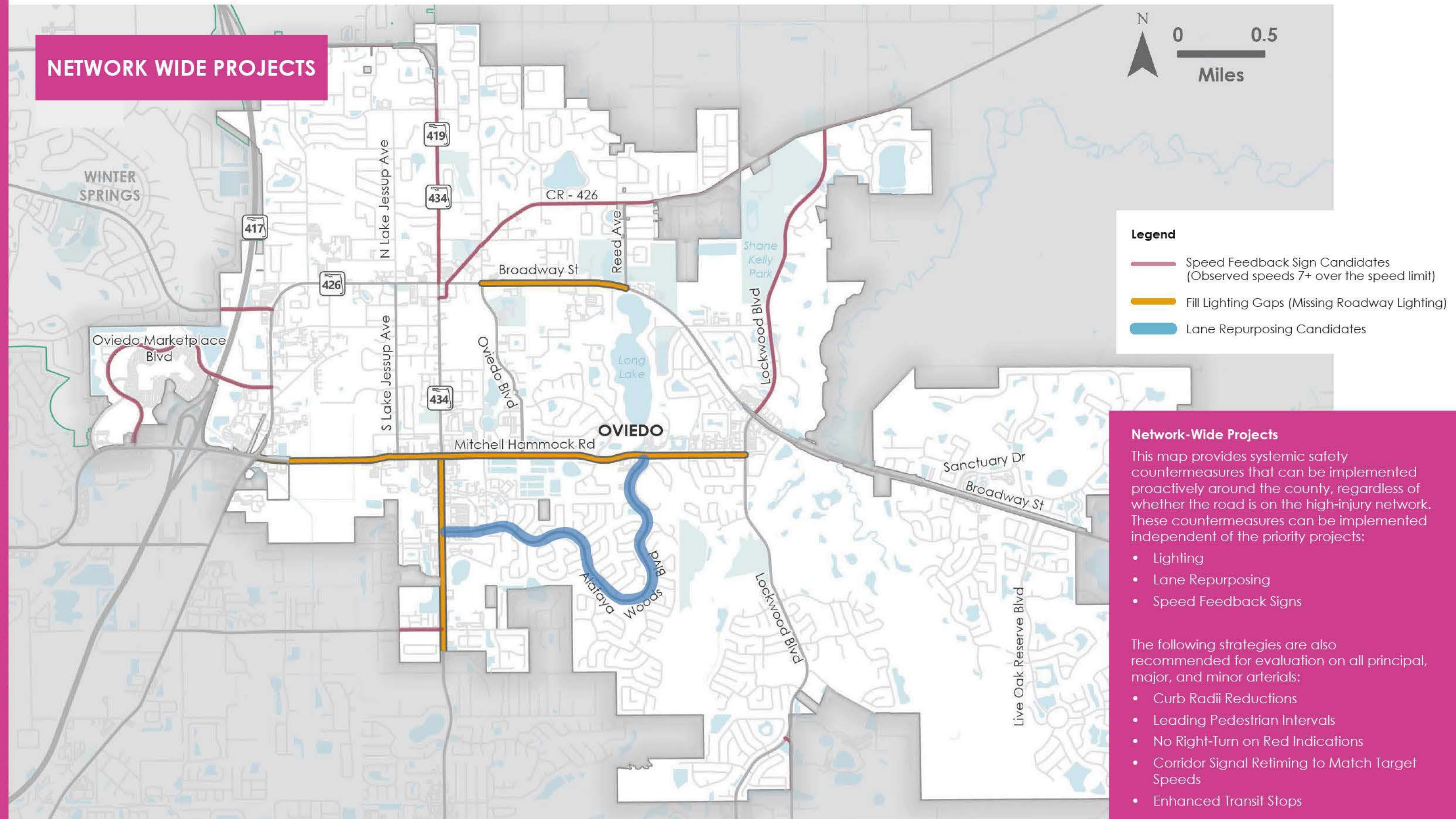
Top 3 City Road Project Priority List

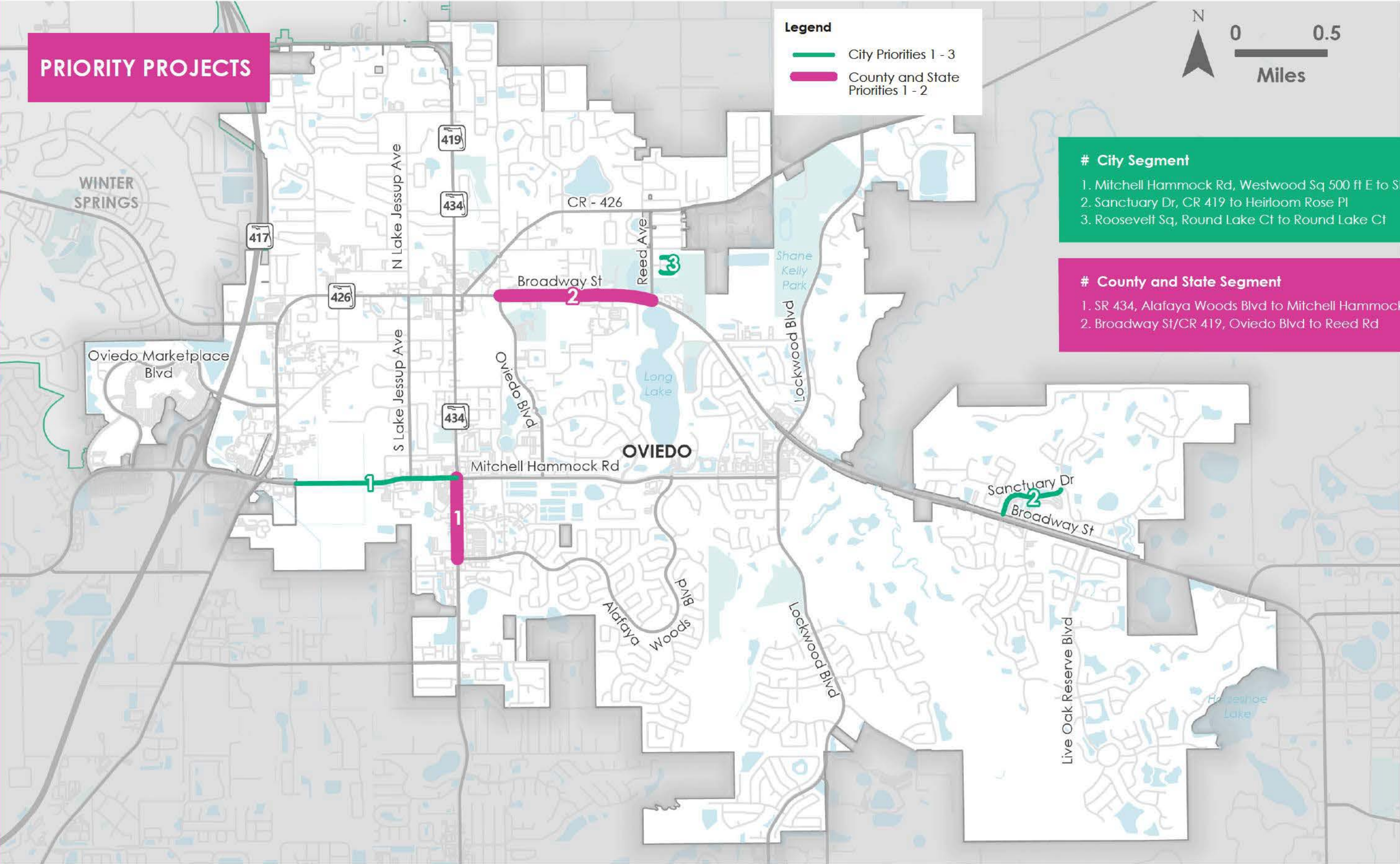
1. Mitchell Hammock Rd from Westwood Sq to SR 434 (0.88 miles)
- Safety improvements to manage accesses. Add access management, segment lighting, improve crossings at all driveways, and a median along Mitchell Hammock Road.
2. Sanctuary Dr from CR 419 to Heirloom Rose Pl (0.39 miles)
- Safety improvements to manage accesses. Add access management, segment lighting, improve crossings at all driveways, and directional median openings to restrict left turn movement.
3. Roosevelt Sq from Round Lake Ct to Round Lake Ct (0.22 miles)
- Safety improvements to manage accesses. Add access management, segment lighting, and improve crossings at all driveways.

Top 2 County and State Road Project Priority List

1. SR 434 from Alafaya Woods Blvd to Mitchell Hammock Rd (0.44 miles)
- Safety improvements to increase pedestrian safety. Add access management, leading pedestrian intervals and pedestrian recall, high visibility crosswalks, extend pedestrian crossing time, and co-locate bus stops and pedestrian crossings.
2. Broadway St/CR 419 from Oviedo Blvd to Reed Rd (0.84 miles)
- Safety improvements to increase pedestrian safety. Add access management, leading pedestrian intervals and pedestrian recall, high visibility crosswalks, extend pedestrian crossing time, and co-locate bus stops and pedestrian crossings.

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





QUICK BUILD HIGHLIGHTS

Quick build infrastructure projects are temporary, low-cost installations that can be constructed in a short timeframe, achieve safety goals, and inspire permanent change.

Quick build installations can be achieved with materials such as paint, plastic, rubber, concrete, asphalt, and even foliage! When selecting treatments and materials, consider*:

- Safety for all users
- Traffic calming
- Visibility and reflectivity
- Size
- Aesthetics
- Ease of procurement
- Accessibility
- Cost
- Target speed
- Ease of installation
- Stormwater impacts
- Durability and duration of installation
- Maintenance
- Climate
- Traffic volume and delay
- Roadway class

Countermeasures eligible for quick build projects include but are not limited to:

- Lane repurposing
- Horizontal deflections
- Speed tables/cushions
- Parklets
- Lane narrowing
- Medians
- Slow turn wedge
- Crosswalks
- Roundabouts
- Refuge islands
- Buffered bike lanes
- Curb extensions

The planning phase of a quick build project ranges from 2-6 months, with around 1-3 days needed for installation.

*adapted from *Tactical Urbanist's Guide to Materials and Design*, from The Street Plans Collaborative



Recycled plastic roundabout, Annandale, VA



Painted pedestrian refuge island, Pipestone, MN



Rubber speed cushion, Charlotte, NC



Painted curb extension, Denver, CO



Painted curb return radius reduction, New Hope, MN



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



Rubber raised crosswalk, Minneapolis, MN



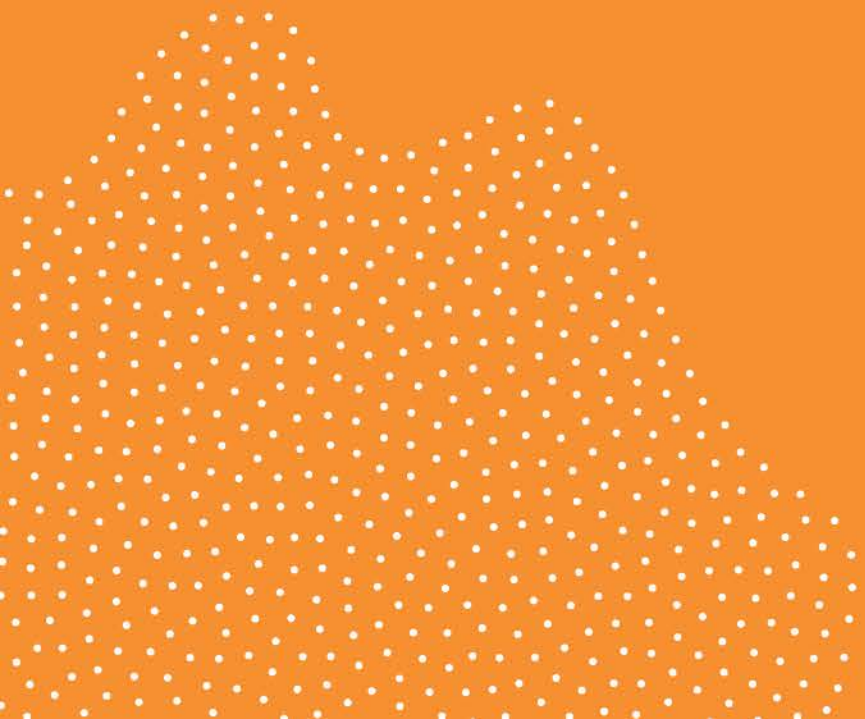
Rubber and plastic buffered bike lane, Denver, CO



Plastic traffic separator, Oviedo, FL

Vision Zero Resolution

The Vision Zero Resolution was adopted by the City of Oviedo Council on September 16, 2024. The resolution year for Vision Zero is 2045.



RESOLUTION NO. 4504-24

A RESOLUTION OF THE CITY OF OVIEDO, FLORIDA, ADOPTING THE VISION ZERO ACTION PLAN FOR THE CITY OF OVIEDO; ADOPTING THE VISION GOAL OF ELIMINATING TRAFFIC DEATHS AND SEVERE INJURIES BY 2045; APPROVING THE FORMATION OF A VISION ZERO WORKING GROUP; AND PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS, SCRIVENER'S ERRORS, CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Oviedo, is responsible for the planning, design, operation, and maintenance of the City transportation network; and

WHEREAS, the City of Oviedo recognizes that deadly and severe crashes are not inevitable, and death and severe injury are not an acceptable cost for using our public roadway system; and

WHEREAS, human life and health are paramount and should take priority over mobility and other objectives of the transportation system; and

WHEREAS, the City of Oviedo roadways have been identified to have a need to prioritize vehicle throughput at lower speeds to increase health and safety of all roadway users; and

WHEREAS, motorcyclists, pedestrians, and bicyclists are the most vulnerable road users and account for 3 pedestrians, 1 bicycle, and 2 motorcyclists crashes of all traffic deaths and severe injuries in Oviedo between 2018-2022; and

WHEREAS, the City of Oviedo recognizes vehicle speeds have been identified as major causes of traffic deaths; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System approach; and

WHEREAS, the Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, measures to make the City of Oviedo streets safer for all road users, particularly those who are most physically vulnerable, such as seniors, youth, and people with disabilities, will further encourage people of all ages and abilities to walk, bike and take transit through education, engineering, and policy implementation; and

WHEREAS, the City of Oviedo utilized Vision Zero's data-driven strategy to eliminate all traffic deaths and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the City of Oviedo will implement USDOT's Safe System approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

WHEREAS, Vision Zero jurisdictions are implemented across Seminole County Florida, which is expected to increase regional efforts significantly in the coming years.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OVIEDO, FLORIDA, AS FOLLOWS:

SECTION 1. Adoption of the City of Oviedo Vision Zero Action Plan. The City Council adopts the City of Oviedo Vision Zero Action Plan provided in Exhibit 1.

SECTION 2. Adoption of the Vision Zero Goal. The City Council adopts the Vision Zero goal of eliminating traffic deaths and severe injuries by 2045.

SECTION 3. Formation of a Vision Zero Working Group. The City Council approves the formation of a multi-disciplinary Vision Zero Working Group to advise the City of Oviedo on the development and implementation of a Vision Zero Action Plan and shall be comprised of organizations and agencies with expertise in transportation, education, public health, emergency response, equity, transit, biking, and walking.

SECTION 4. Implementing Administrative Actions. The City Manager is hereby authorized and directed to take such actions as he may deem necessary and appropriate in order to implement the provisions of this Resolution. The City Manager may, as deemed appropriate, necessary and convenient, delegate the powers of implementation as herein set forth to such City employees as deemed effectual and prudent.

SECTION 5. Scrivener's Errors. Typographical errors and other matters of a similar nature that do not affect the intent of this Resolution, as determined by the City Clerk and City Attorney, may be corrected.

SECTION 6. Conflicts. All Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.


SECTION 7. Severability. If any Section or portion of a Section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Resolution.

SECTION 8. Effective Date. This Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED this 16th day of September 2024.

ATTEST:


ELIANNE RIVERA
CITY CLERK


MEGAN SLADEK
MAYOR of the City of Oviedo, Florida





CHANGE TAKES TIME

This is Only the First Step

The Action Plan recommends improvements to many of the corridors and intersections in the City of Oviedo. As those areas are improved, new needs will emerge — *Vision Zero is iterative by its nature.*

The next steps include initiating Year 1 Actions and pursuing Federal funding.



Monitoring Progress is Critical to Evaluating Success

These performance measures are recommended for yearly tracking. They will help identify crash trends in real-time instead of waiting another five years. These performance measures help us understand our progress as we embark on zero traffic deaths by the year 2045.

Recommended Performance Measures

In the City of Oviedo

2024 2025 2026 2027 2028

Number of deadly traffic crashes

Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

On City Roads:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

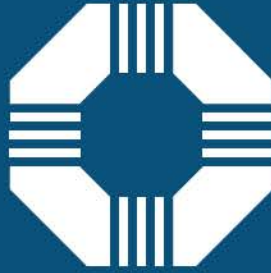
Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

The City of Oviedo is not alone — all Counties and Cities in the MetroPlan Orlando Region are working together to **Get to Zero. Together.**



VISION ZERO

CENTRAL FLORIDA

MetroPlan Orlando Project Manager:
Lara Bouck - lara.bouck@metroplanorlando.gov

City of Oviedo Project Manager:
Paul Yeargain - pyeargain@cityofoviedo.net