



Vision Zero

In 2018, 36,560 people were killed in traffic crashes on the Nation's roadways. In a concerted effort to reduce fatalities, most States have adopted a zero deaths vision or approach in their Strategic Highway Safety Plans (SHSPs). In addition, more than 40 communities have committed to Vision Zero, a strategy to eliminate traffic deaths and severe injuries at the local and regional level. This growing number of communities working to integrate a zero deaths vision and strategies into their traffic safety efforts has created renewed opportunities for coordination and collaboration at the State and local level.

The Federal Highway Administration (FHWA) Office of Safety promotes developing effective safety partnerships as a way to advance zero deaths efforts. To support this effort, FHWA has sponsored several State-based workshops where stakeholders gather to discuss their safety priorities and strategies to achieve their shared goal of zero traffic deaths. In addition to the workshops, the FHWA is conducting follow-up webinars and developing a resource to help other States and local communities coordinate their zero deaths efforts.

Toward Zero Death Efforts in Florida

In May 2019, FHWA helped to facilitate a workshop in Florida where stakeholders were charged with identifying opportunities for increased coordination and progress toward zero deaths. A follow-up webinar was held in July 2019 with local, regional, State, and Federal partners. The 1-hour webinar is available for viewing online at <https://vimeo.com/348494595>.

During the workshop and webinar, Florida shared a number of its initiatives and activities that

exemplify the coordination and collaboration taking place as a result of the common zero deaths goal. Several of these noteworthy practices are highlighted below.

Noteworthy Practices in Florida

- **Elevating Context Sensitive Design.** The Florida Department of Transportation (FDOT) encourages context sensitive design. The [FDOT Context Classification](#) system provides information about roadway users, regional and local travel demand, and challenges and opportunities for each roadway user. [This webinar series](#) provides training and case studies. The City of Orlando is applying context sensitive design as part of its commitment to Vision Zero and Complete Streets. Orlando's efforts include increased focus on pedestrian and bicyclist safety and conversion of one-way to two-way streets.
- **Humanizing Traffic Fatality Reports.** FDOT District 7 leadership shares a biweekly report with its team that identifies the individuals who died on roads in the District as mothers, brothers, sons, daughters, and friends. This approach helps humanize the losses and reminds traffic safety practitioners of the urgent value of their work. It is a worthwhile practice for others at the local and State levels to replicate.

Other Efforts Supporting Zero Traffic Deaths in Florida

- **Encouraging Appropriate Flexibility for Design.** The [FDOT Design Manual](#) provides greater flexibility for designers. Specifically, Table 202.3.1 helps engineers to apply speed management strategies for safety. It indicates the appropriate context classification, design speed range, and potential techniques that



may be applicable to achieve the indicated design speed, noting that “creativity, judgment, and experience in the use of low speed design strategies are encouraged.”

- **Focusing on Managing Speed for Safety.** Plan Hillsborough, a Metropolitan Planning Organization (MPO), is developing a Speed Management Action Plan that includes using data to focus attention on roads with the most severe crashes—75 percent of these occur on roads with posted speeds of 40 miles per hour (mph) or higher. The MPO is focusing on speed, aggressive driving, and safe lighting, in addition to initiating a Comprehensive Safety Audit for speed management purposes. This systemic focus on safety over speed can be adopted at local, regional, or State level.
- **Working Transparently to Build Public Engagement.** The City of Fort Lauderdale shares this [Vision Zero dashboard](#) online map that uses police-compiled injuries from the City's Police Department and Transportation and Mobility Team and shows a clear area for cooperation.

Opportunities for Further Traffic Safety Coordination in Florida

The Florida workshop highlighted the need for ongoing coordination between cities, MPOs, and FDOT District and State Offices. Local leaders noted that the majority of fatal and serious injury crashes occur on State-owned roads (for example, 80 percent of Orlando's High Injury Network is on State-owned roads). One suggestion was for FDOT to put meaningful performance measures for safety into place at the district level.

Florida is working to update its Strategic Highway Safety Plan (SHSP), which is an ideal time to focus on improving coordination efforts.

Further work on speed management—especially on State-owned roads—was also

noted as fundamental to reducing the occurrence and severity of injury crashes. Recommendations included:

- **Incentivize Strong Coordination at Local and State Levels.** The City of Ft. Lauderdale representatives described successful coordination with the Broward MPO and FDOT District 4 to improve safety on the Old Dixie Highway. Initiatives include a lane diet, reduced speed limits to 25 mph, expanded landscaping, roundabouts, and crosswalks. City and State stakeholders suggested encouraging more of this close cooperation for safety efforts.
- **Encourage Systems-level Approaches to Change.** FDOT District 7 uses a data-driven, systems approach to prioritize strategies for safety, including managing speed. The agency is working to take a more balanced approach, ensuring that auto travel speeds are not prioritized over safety. The established performance measures include safety, throughput, and travel-time reliability. This approach can be a model for others throughout the State and Nation.
- **Further Develop Speed Management Guidance.** There was support for the most recent iteration of the [Florida Design Manual](#), as it breaks down the speed ranges recommended within each street context. Additionally, workshop participants saw value in FDOT and FHWA providing guidance that allows for speed studies on existing roads to permit speed limit modification if the road character changes and the design speed is no longer appropriate. This would allow efforts to redesign the street, set a new speed limit, and determine other countermeasures needed to achieve a safe speed.

Resources and information on zero deaths vision can be found at:

<https://safety.fhwa.dot.gov/zerodeaths/> or contact Chimai Ngo (chimai.ngo@dot.gov).