

VISION ZERO
CENTRAL FLORIDA

Vision Zero **ACTION PLAN**

SANFORD



AUGUST 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 Sanford Safety Action Plan was developed from a coordinated planning effort led by MetroPlan Orlando, in partnership with 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 Sanford seeks to eliminate deaths and serious injuries on our roads by 2050.



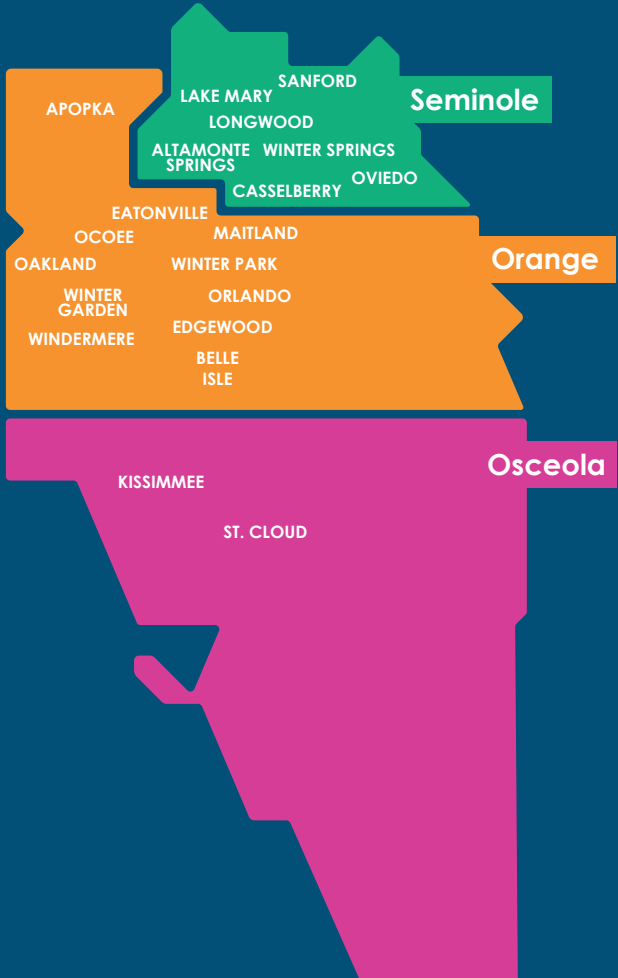
What Is Vision Zero Central Florida & Why Do We Need to Take Action?

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 Sanford

Nearly 40,000 people call Sanford home. The community chooses Sanford for its plentiful recreational opportunities, strong leadership, and an enjoyable pace of living. Safety is a top priority.

Unfortunately, twenty- eight people lost their lives in Sanford over a five year period. People who walk, bike, and ride motorcycles are at greatest risk. Both of the deaths were motorcyclists due to left-turn collisions.

Speed is a major factor in survival rate. Speeding related crashes account for 1 out of 2 deaths and serious injuries. The time of day is another major factor. The hours of 6 PM to 12 AM 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 and left-turn collisions.

The road to zero is long, but the City of Sanford is positioned to make progress. The countywide trend in traffic deaths and serious injury crashes is in a slight downtrend. Deadly and serious injury crashes occurred 7 times in 2018. Five years later in 2022, they occurred 1 time. That's a reduction of 86%. There is more work to be done. This plan outlines steps to get there.

SANFORD (2018-2022)

28 people were killed on our roadways, including:

	14 motorist deaths
	11 pedestrian deaths
	3 motorcyclist deaths
	0 bicyclist deaths

excludes limited access facilities

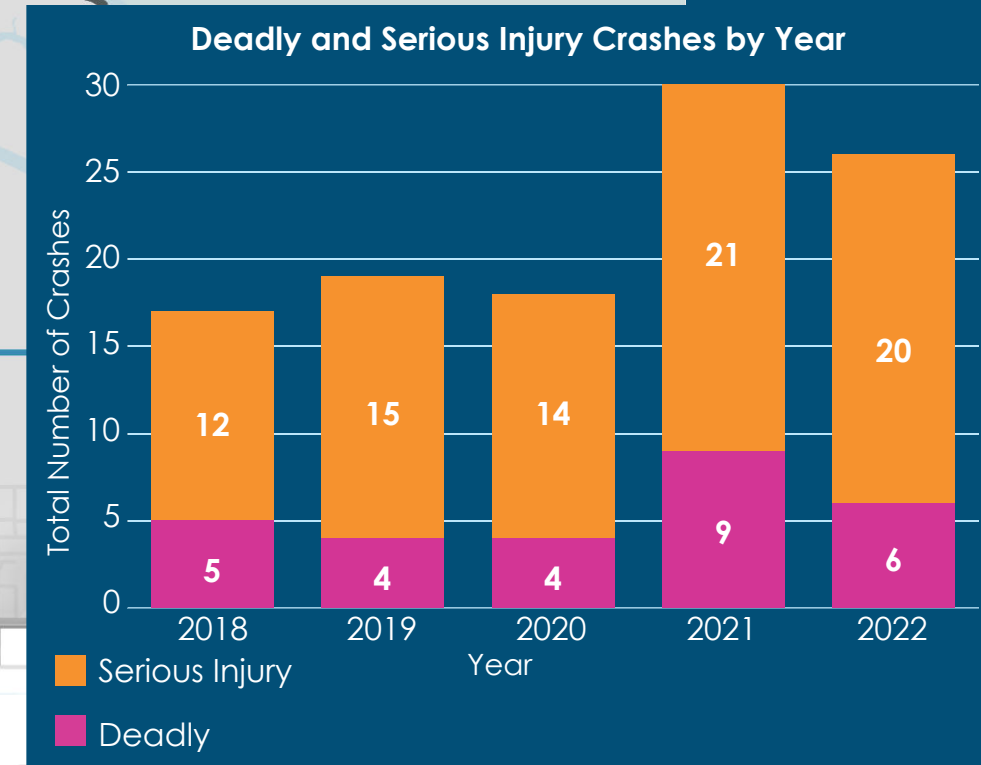
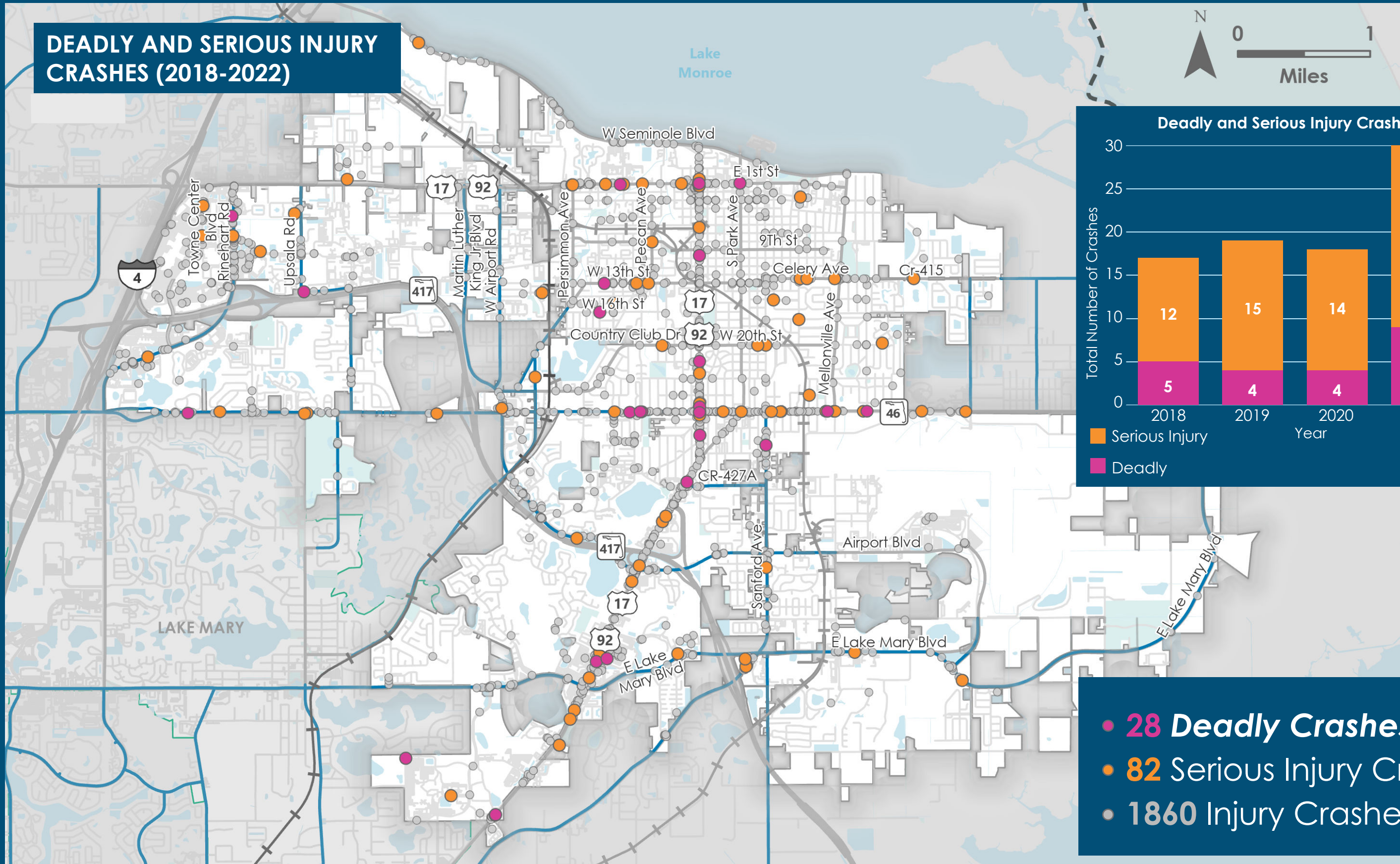
Sanford Mission Statement:

“The City of Sanford is dedicated to the delivery of a high standard of service that cultivates a vibrant business and citizen partnership and fosters a well-connected, economically thriving community that celebrates its distinctive historical, natural, social and cultural character.”

3-COUNTY REGION (2018-2022)

325,775 total crashes	1,466 deaths	9,500 serious injuries
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DEADLY AND SERIOUS INJURY CRASHES (2018-2022)



- **28 Deadly Crashes**
- **82 Serious Injury Crashes**
- **1860 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 enhancement 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 11 prioritized projects on city roads and 8 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 city, Seminole County, and the state.

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 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:

- *2018-2030 Comprehensive Plan* - The Comprehensive Plan Guides the vision of the community for the future.
- *Code of Ordinances* - The VZAP supports the existing Code of Ordinances or makes suggestions for ordinance improvements to be adopted in the future.
- *Land Development Regulations* - The Land Development Regulations list infrastructure requirements for new projects within City limits. The City of Sanford is currently experiencing a large number of developments being constructed at this time.

Sanford Action Plan Summary



SAFER ROADS

- Update Land Development Regulations
- Participate In / Hold Development Review Training Focused on Transportation Safety and Connectivity
- Conduct a Pedestrian Travel Demand and Safety Study
- Develop and Adopt a Complete Streets Policy
- Support Sanford Trolley



SAFER SPEEDS

- Install Speed Feedback Signs
- Support Traffic Signal Retiming Strategy and Lowest Target Speeds
- Develop a Traffic Calming Study



SAFER ROAD USERS

- Partner with Motorcycle Safety Organization, Emphasize Helmet Usage
- Coordinate Traffic Safety Presentations with Schools and Community Organizations



SAFER VEHICLES

- Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles
- Publicize the availability of the "SAFERCAR" Phone Application for Recall Notifications



POST CRASH CARE

- Meet with First Responders Regularly
- Promote CPR / Emergency First Aid Training



CONTINUING PROGRESS

- Develop Vision Zero Status Report to Track Progress
- Formalize Vision Zero Working Group
- Update Action Plan Every 5-Years
- Assign Dedicated Vision Zero Staff Position

Acknowledgment

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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**

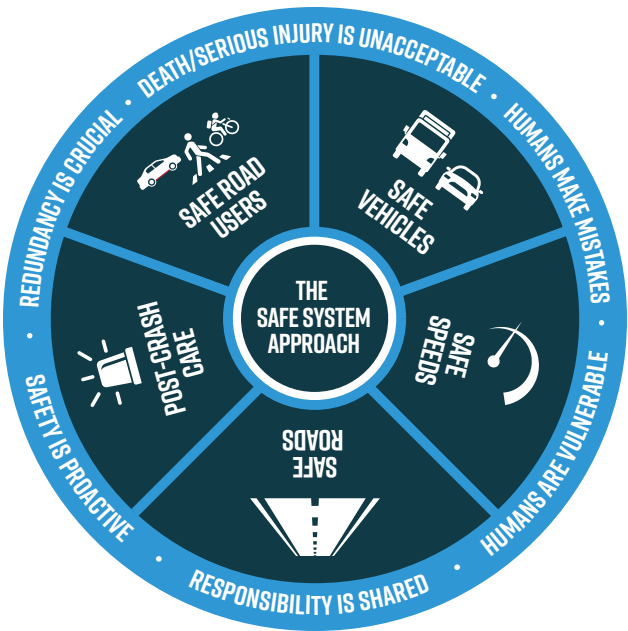
Source: Vision Zero Network

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 Sanford Community Key Themes

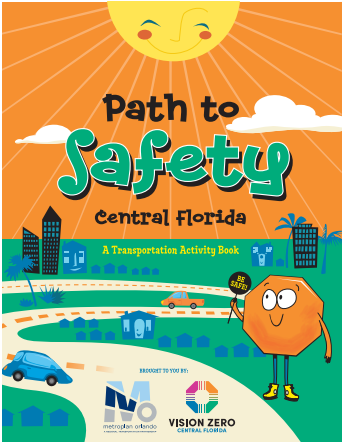
Community engagement was critical to this Plan. The project team attended four City specific pop-up events from the beginning of the study during data analysis through Plan development.

The first pop-up event in the City was the 39th Annual British Car Club Car Show, hosted by the British Car Club of Central Florida. Those who visited the Vision Zero tent discussed their experiences as locals and as car club members. The Vision Zero team presented to the Sanford Community Redevelopment Agency (CRA). While the CRA sunsets at the end of 2025, they still have opportunity to coordinate and collaborate within the City and County to assist with transportation safety improvements. The Vision Zero project team presented twice at City Commissioner Wiggins' District 2 Community Meeting. These monthly community meetings provide local residents with updates regarding new and ongoing initiatives in their area. The project team spoke with members of a motorcycle riding group. They communicated fear of not being seen while riding, and using loud music as a way to gain driver attention. Other community members who live in the area expressed a desire for more speed humps. The speed humps on Historic Goldsboro Boulevard were referenced as examples.

An online outreach comment from the survey:

- “Park Ave/Dr and SR 46 in Sanford. There is an extreme amount of red light running at this intersection. We have witnessed several close calls. The way the intersection is designed for turning vehicles/those going straight it is very confusing.”

EVENT MATERIALS



City of Sanford Open House & Pop-Up Events

- **April 6, 2024:**
39th Annual British Car Club Car Show
Henry's Depot
212 W 1st St, Sanford, FL 32771
- **April 25, 2024:**
Commissioner Wiggins' District 2 Community Meeting
Westside Community Center, 919 S Persimmon Ave, Sanford, FL 32771
- **May 1, 2024:**
Sanford Community Redevelopment Agency (CRA) Meeting
Sanford City Hall, 300 N Park Ave, Sanford FL, 32771
- **June 27, 2024:**
Commissioner Wiggins' District 2 Community Meeting
Westside Community Center, 919 S Persimmon Ave, Sanford, FL 32771



39th Annual British Car Club Car Show



Sanford CRA Meeting



Sanford District 2 Community Meeting

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

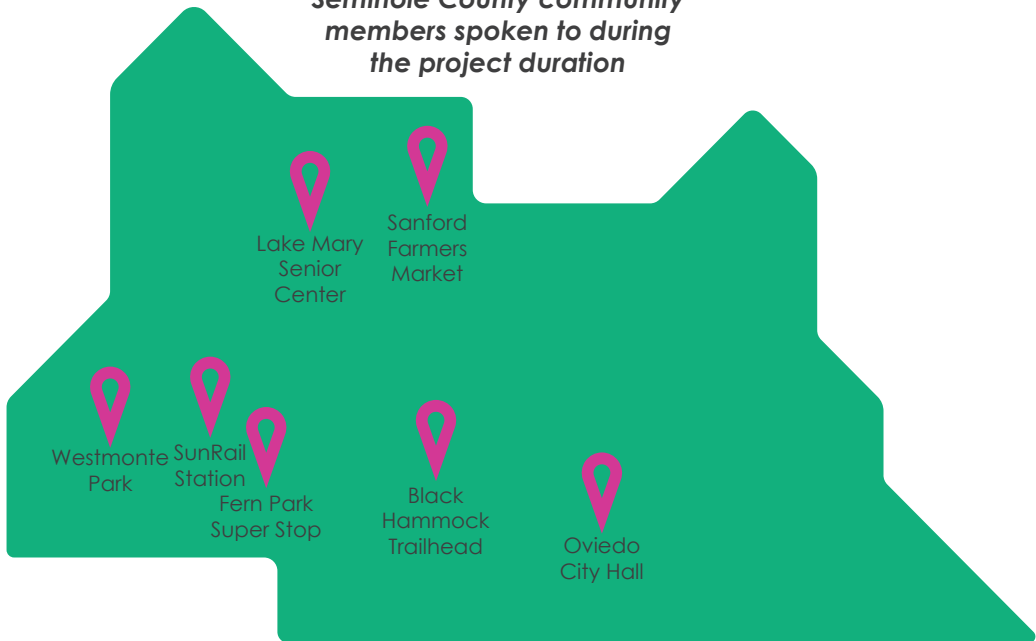
As a part of the Vision Zero Action Plan development, Seminole County hosted open houses and pop-up events in each municipality to educate the public about the purpose of Vision Zero, and to better understand the transportation issues from a community based perspective rather than just relying on crash 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.

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.

1500+

Seminole County community members spoken to during the project duration



How Community Feedback Enhances the Plan

Crash data alone does not tell the whole story - community conversations were vital to confirming and adding context to high crash areas within Seminole County. Feedback was used to guide emphasis areas and identify perceived roadway risk that may show up as near misses today, but could be deadly in the future.

“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.”



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



LYNX Fern Park Super Stop Pop-Up



Holiday Concert - Altamonte Springs



Sanford District 2 Community Meeting

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. Sanford lost 28 people over the five year analysis period from 2018 to 2022. These deaths and the 82 other serious injuries over the same analysis period in Sanford are unacceptable. Deadly and serious injury crashes in Sanford are increasing 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.

<u>Roadway</u>	<u>Human Factors</u>	<u>Environmental</u>
• Speed	• Aggressive Driving	• Time of Day
• Number of Lanes	• Impaired Driving	• Day of Week
• Lighting Condition	• Driver Inattention	

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.

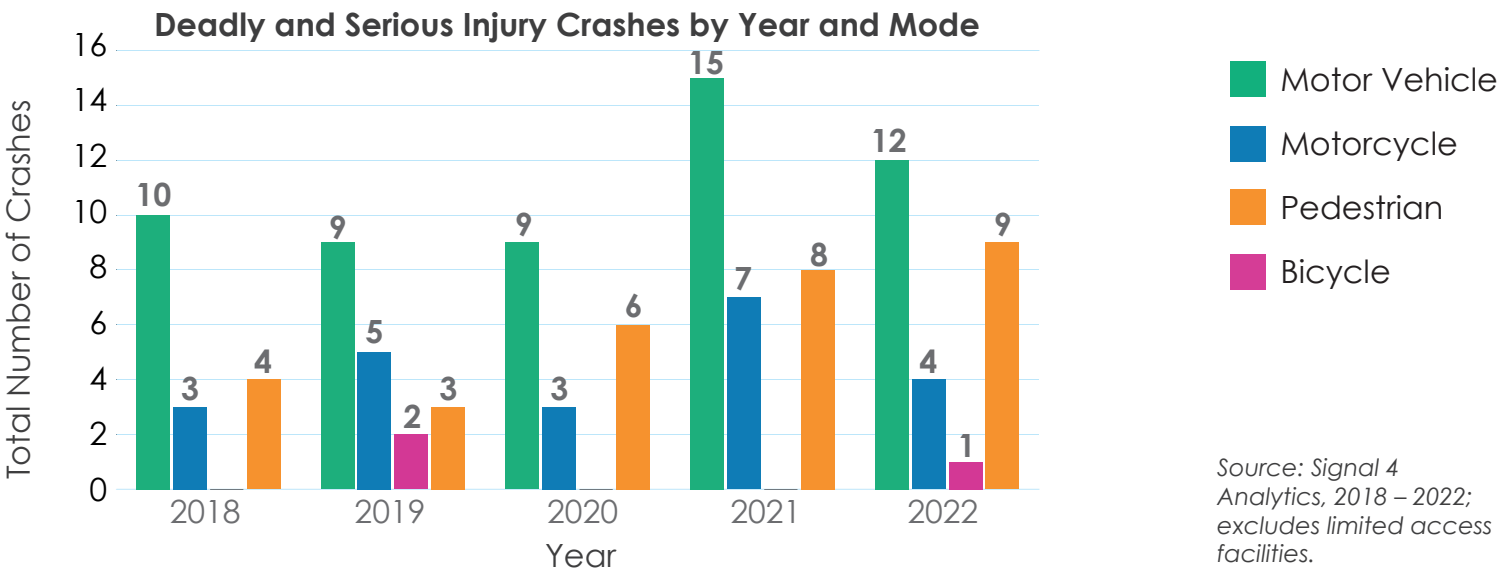
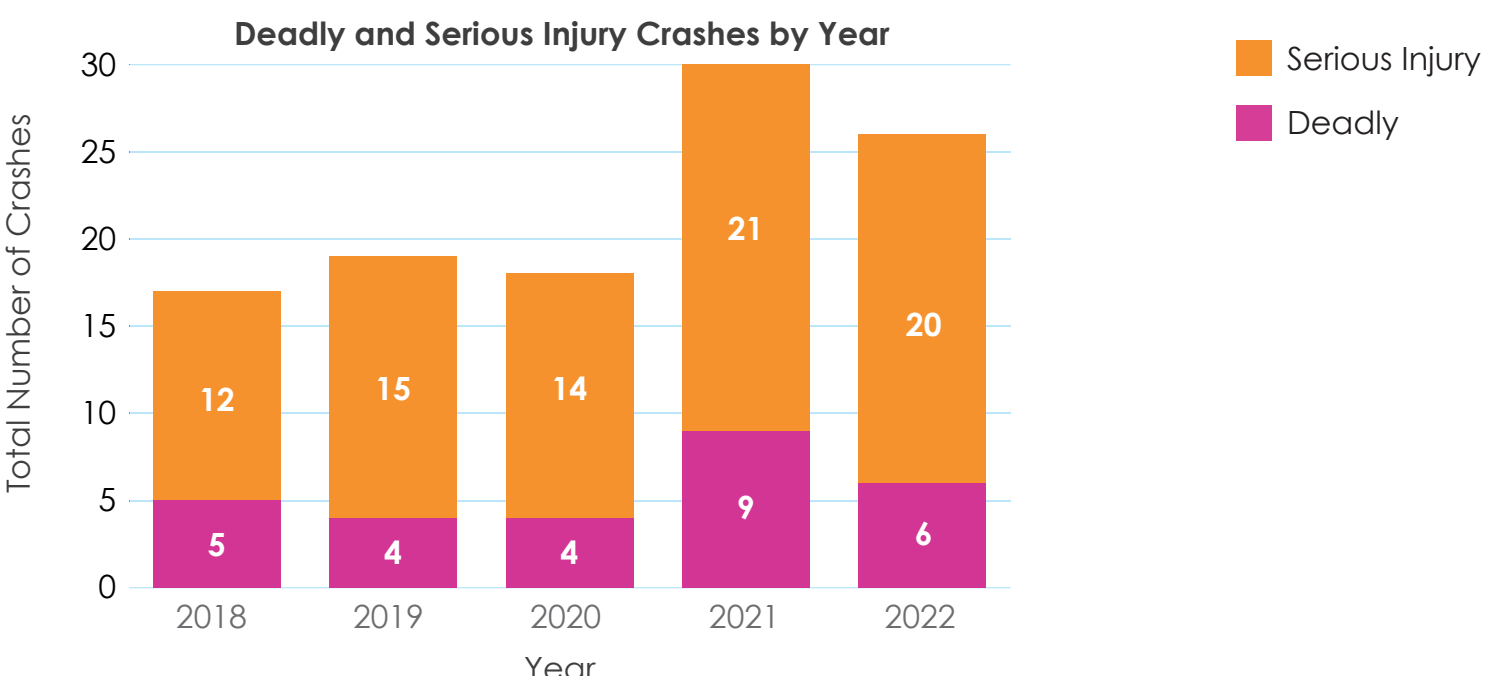
What is a crash type?

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.

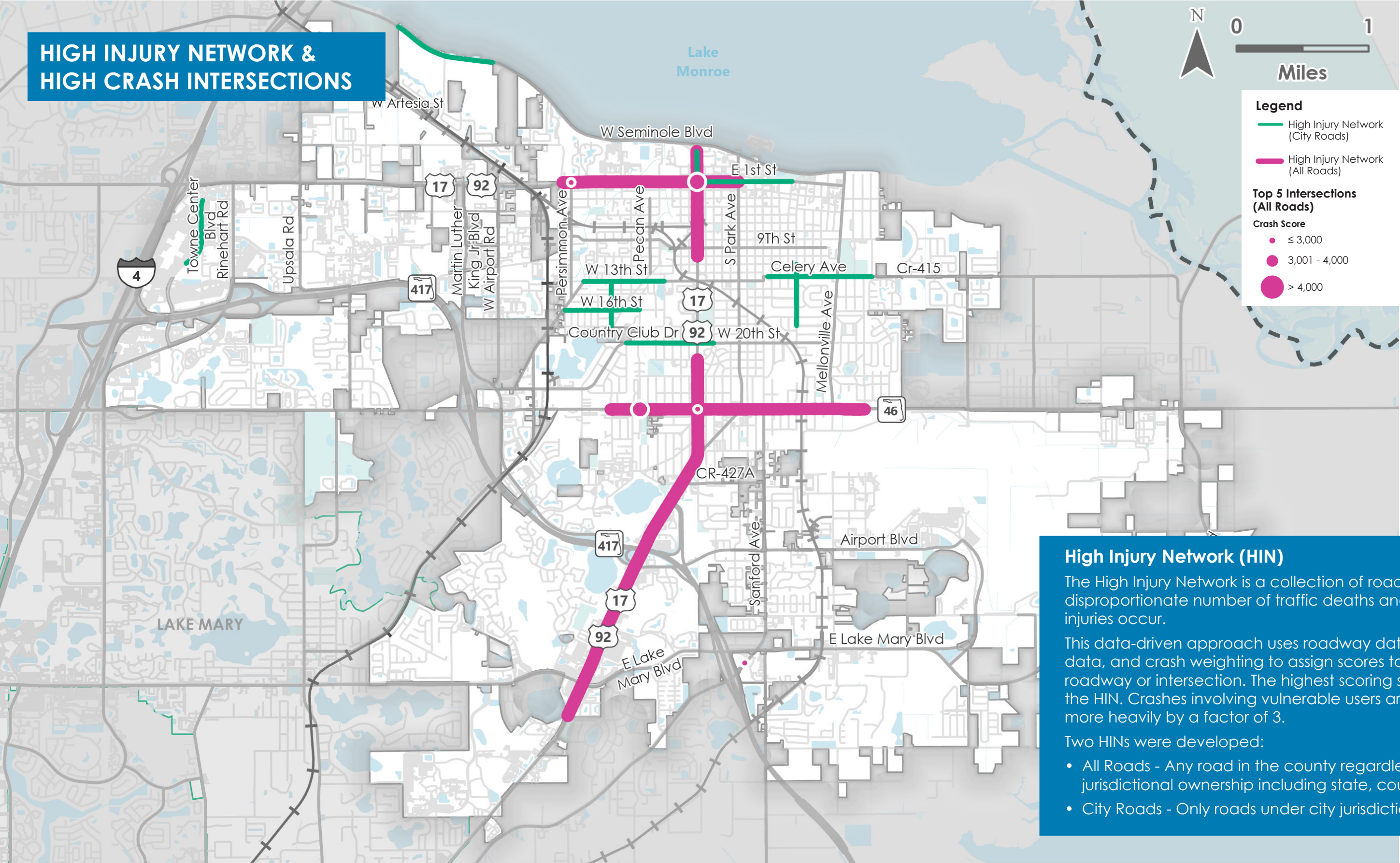
Evaluating Crash Data & Trends

The City trend in traffic deaths and serious injury crashes is in an upward trend. Deadly and serious injury crashes occurred 17 times in 2018. Five years later in 2022, they occurred 26 times. That's a increase of 53%. This increase, especially the jump in 2021, is alarming.

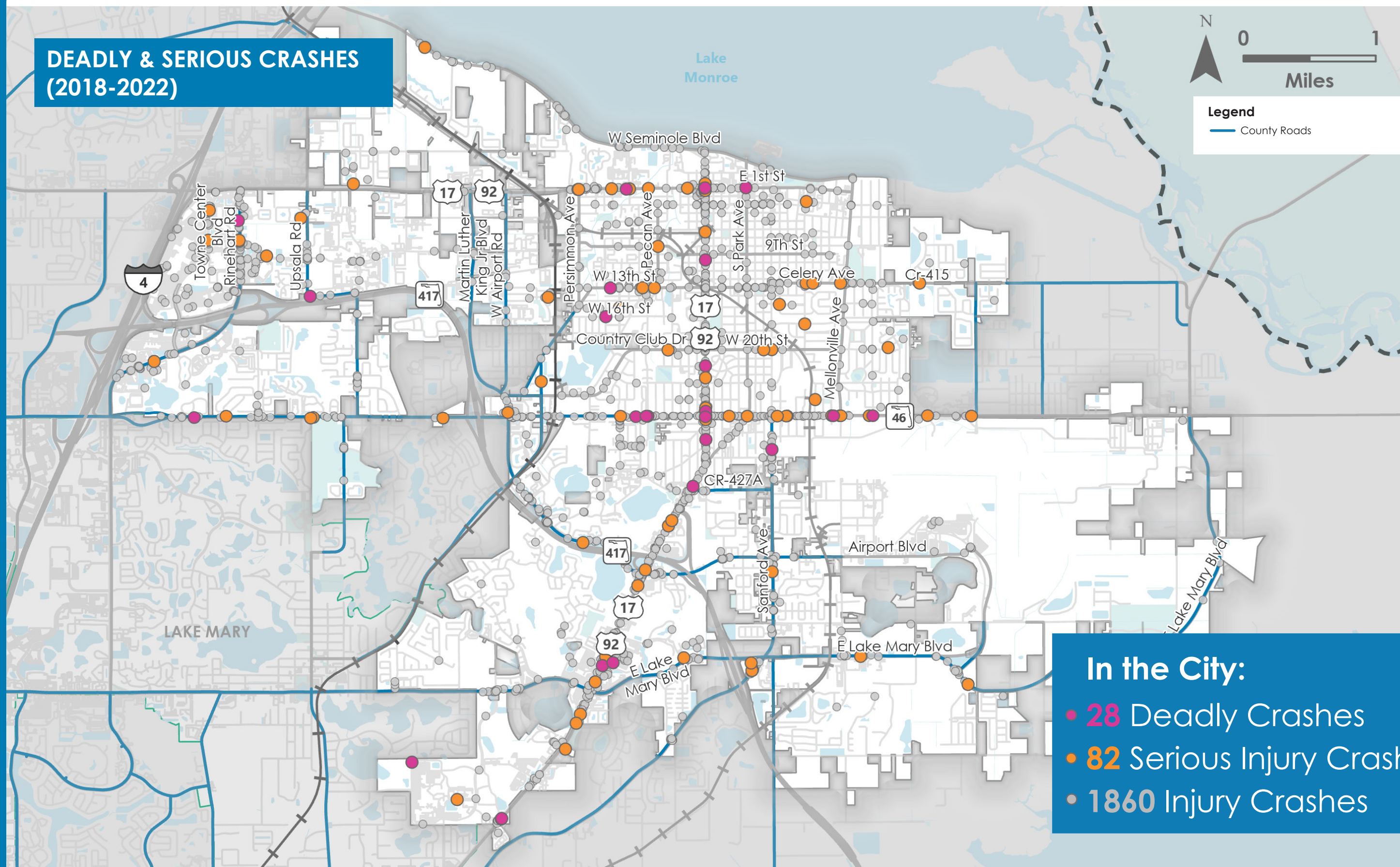
Vulnerable users make up 50% of the deadly and serious injury crashes. Pedestrian crashes occurred in clusters on SR 46, CR 46A, US 17-92 but also in isolated areas throughout the City's residential neighborhoods. Both pedestrian and motorcyclist crashes have generally increased since 2018. However, bicycle crashes have decreased over the five year period. This trend may need further study to understand whether this is due to safer behaviors or reduced bicycle volumes due to a lack of bicycle facilities.



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

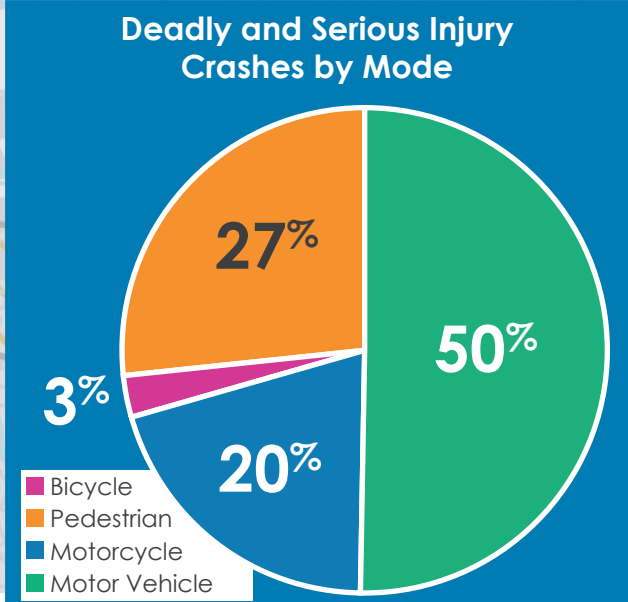
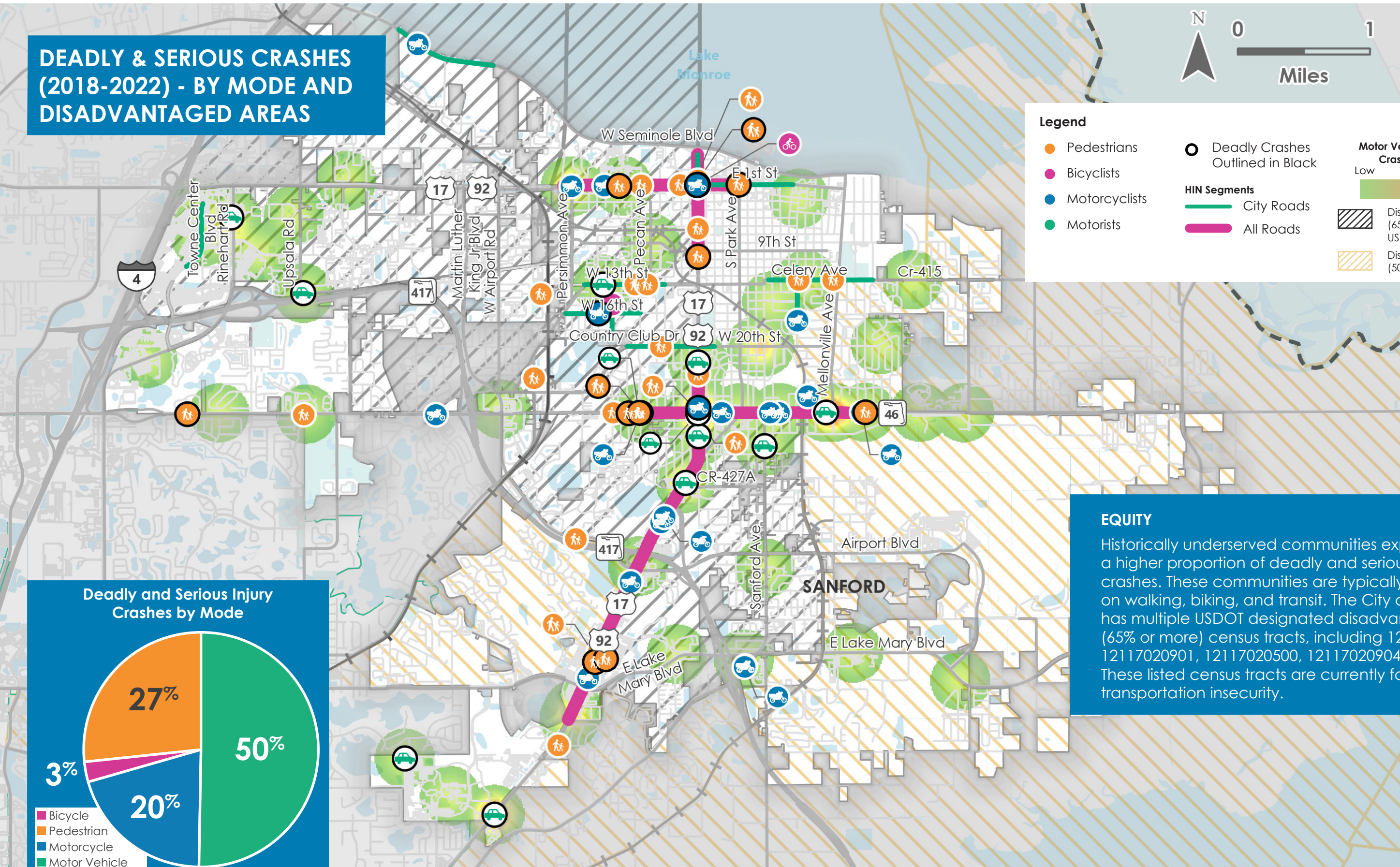


Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.



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

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

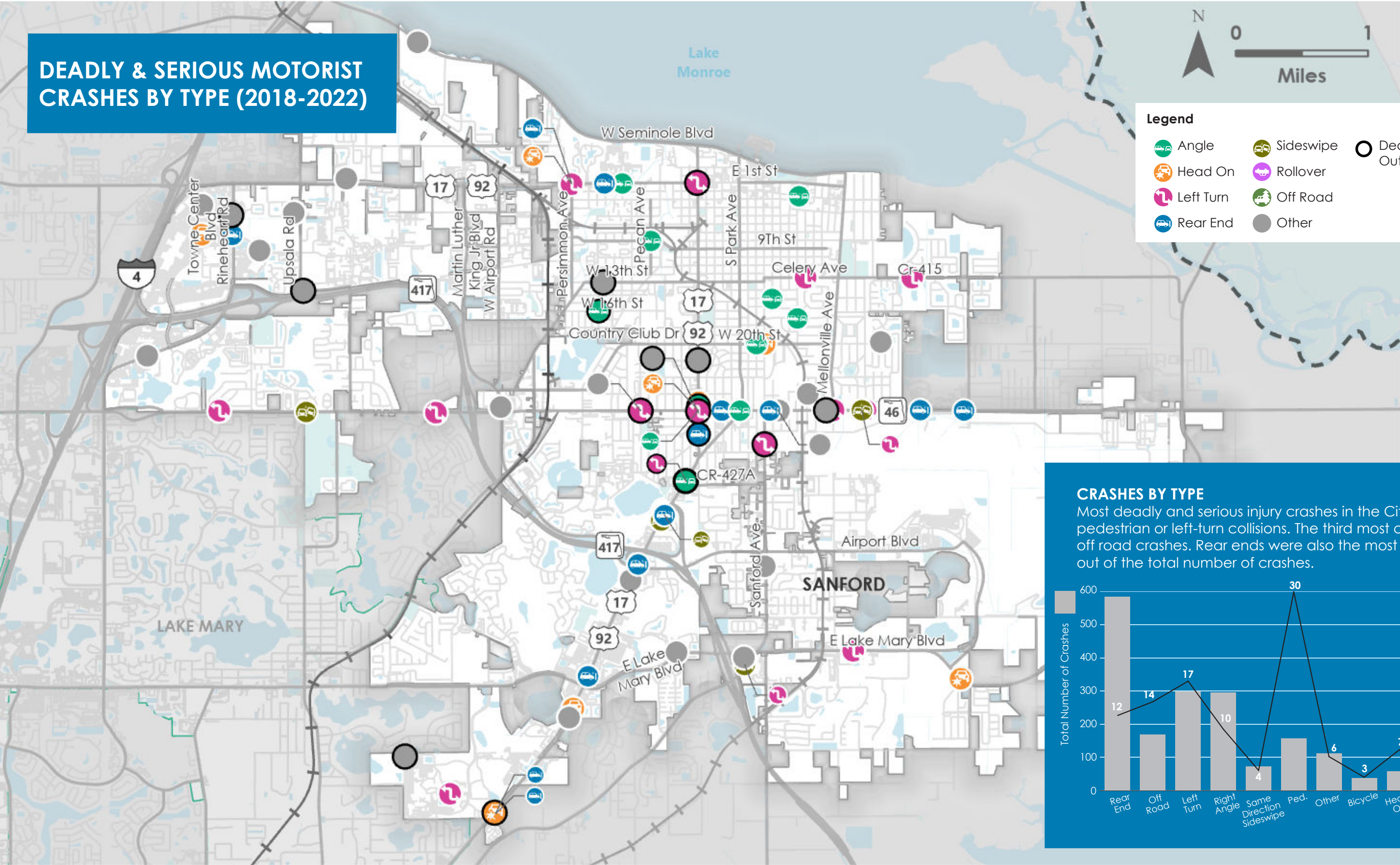


EQUITY

Historically underserved communities experience a higher proportion of deadly and serious injury crashes. These communities are typically more reliant on walking, biking, and transit. The City of Sanford has multiple USDOT designated disadvantaged (65% or more) census tracts, including 12117020601, 12117020901, 12117020500, 12117020904 and more. These listed census tracts are currently facing transportation insecurity.

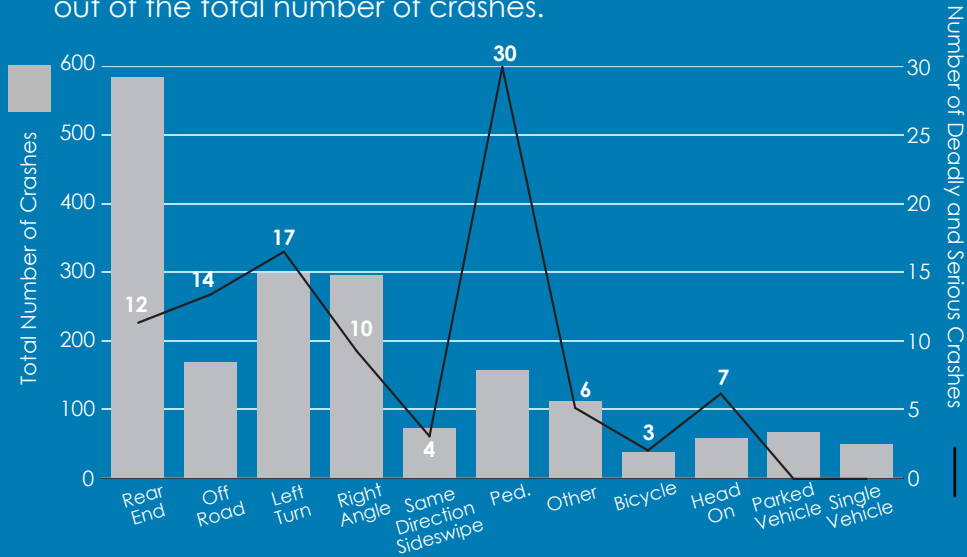
Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS MOTORIST
CRASHES BY TYPE (2018-2022)



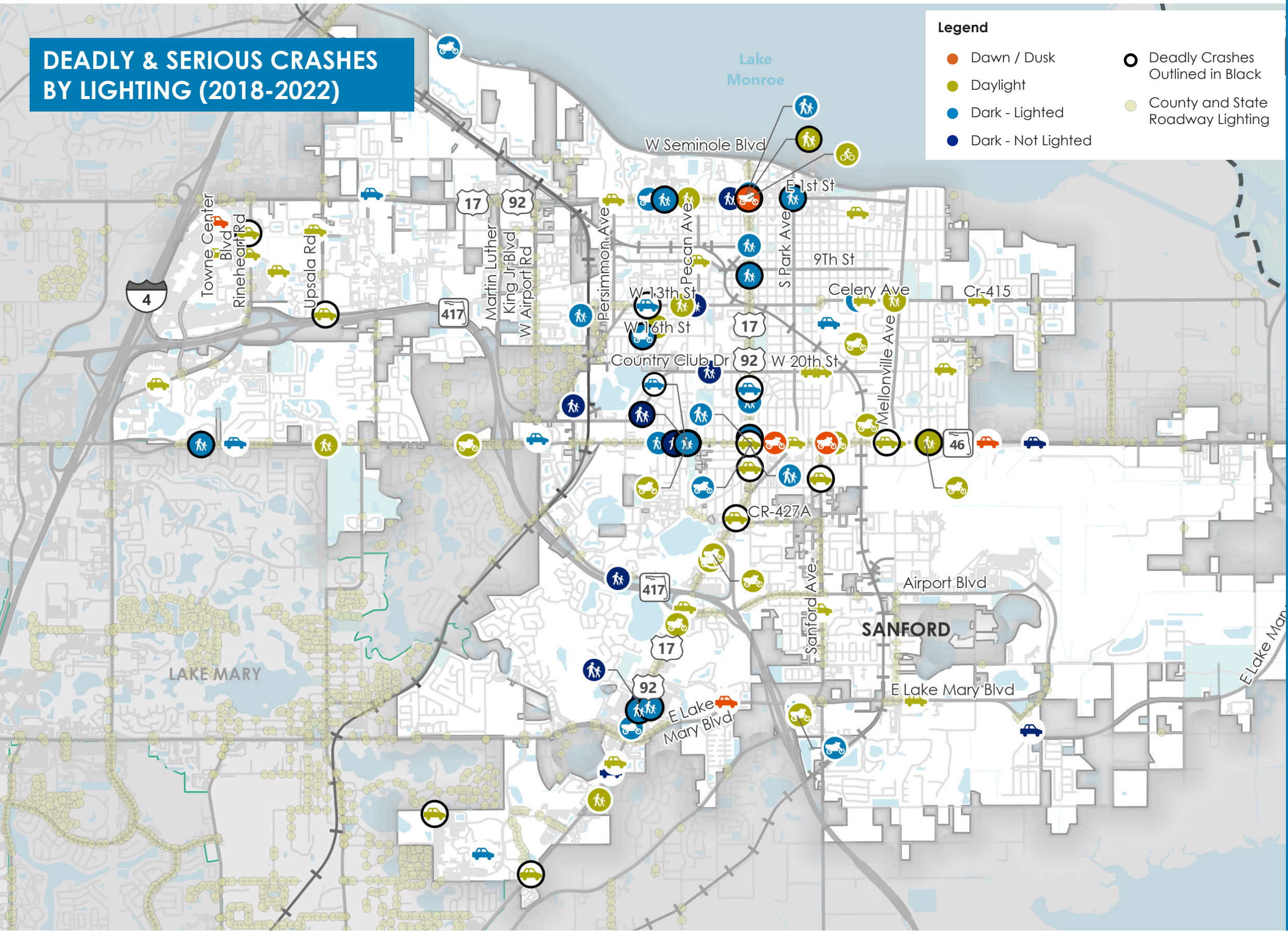
CRASHES BY TYPE

Most deadly and serious injury crashes in the City are pedestrian or left-turn collisions. The third most common is off road crashes. Rear ends were also the most frequent out of the total number of crashes.



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

DEADLY & SERIOUS CRASHES BY LIGHTING (2018-2022)



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

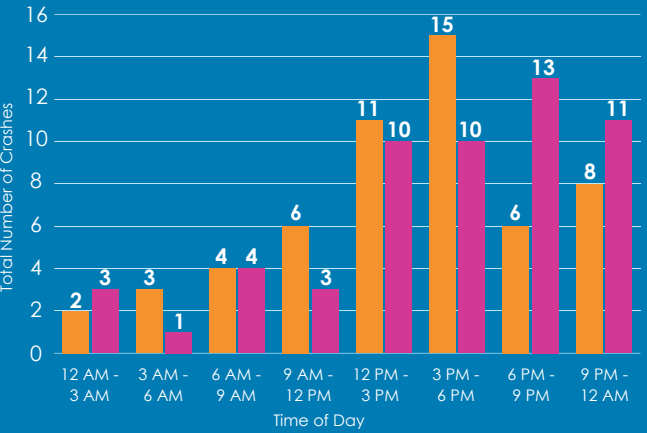
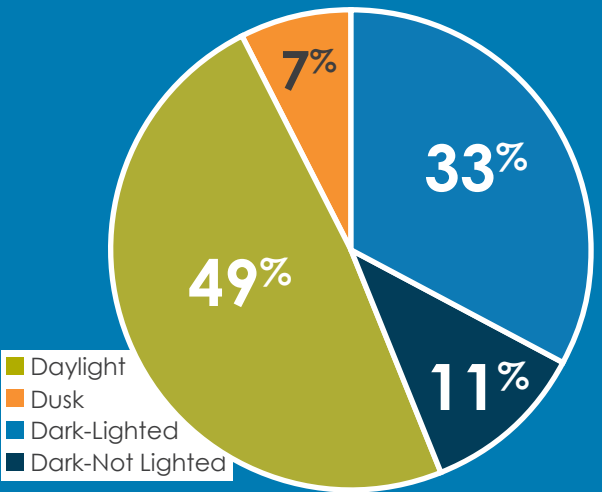
Currently there is a 2024 lighting project on SR 46, west of US 17-92

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. The hours of 6 PM to 12 AM account for 57% of deadly and serious injury crashes, though those six hours are just 25% of day.

As daylight turns to dusk, lighting becomes a more important roadway characteristic. Of the total deadly and serious injury crashes that occurred, 11% were in locations without lighting.

51%
of deadly or serious injury crashes happened outside of daylight hours



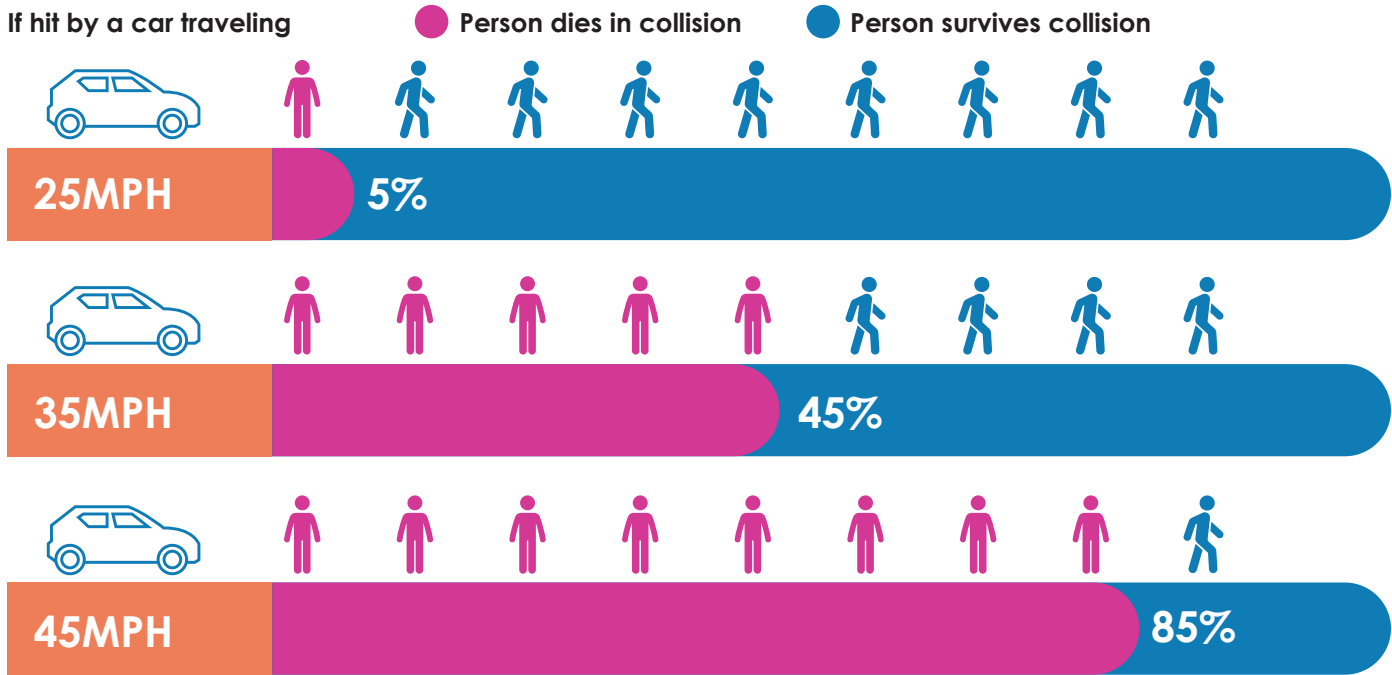
FOCUSING ON OUR USERS



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 Sanford

- 1 in 18 deadly or serious injury crashes involved distracted driving.
- 1 in 7 deadly crashes involved drunk driving. 11% of deadly crashes involved drugs.
- 11% of serious injunt crashes was a teen driver. One deadly crash was a teen driver.
- 11% of deadly crashes and 12% of serious injury 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 Sanford 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.

23
Vision Zero
Action Plans

{

1
Regional Task Force

3
County Steering Committees

19
Local Working Groups

40+
community events with

1,000+
interactions with
the public

150+
local government
meetings

400+
views of Call-to-Action
video

15+
updates to MetroPlan
Orlando Board and
committees

30+
mentions on local media
outlets

Over
10,000
views by over

3,400
unique users of
VisionZeroCFL.gov

5
Safety Champion Speaker
Series Events

1
Regional Press Conference













345+
survey responses



GETTING TO ZERO

Using Proven Safety Countermeasures

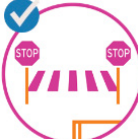
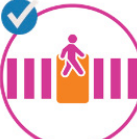







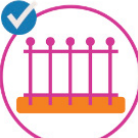



The Federal Highway Administration (FHWA) has 28 proven safety countermeasures. These countermeasures have been used in many states and on roads of many kinds. This list is a starting point for project identification, though countermeasures don't end here. Over 100 different countermeasures were considered 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		Bikeways
 Curve Advance Warning Sign		 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, needs projects, and next steps following plan adoption.

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



ACTION PLAN SUMMARY



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.

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

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Update Land Development Regulations	Vision Zero acknowledges that traditional roadway design must be modified to achieve a safer system. Some roadway design elements that lend themselves to a safer system are tighter turns, narrower lanes, increased lighting, and protected multimodal facilities. The City is already working toward regulations strengthening the safe system approach, such as the landscape buffer requirements. It is recommended the City's Land Development Regulations be reviewed for opportunity to build on the safe system approach. Potential opportunities include: updating lighting standards to prioritize pedestrian scale lighting, updating roadway widths to match planned surrounding context, and updating intersection turn radii standards. FHWA maintains a lighting guidebook to that can be referenced. NACTO maintains guidance for street design such as recommending turn radiis as 15-feet and lane widths as 10-feet in urban areas.	Updated Land Development Code	Start Year 1	Development Services (Lead), Public Works & Utilities (Support),	\$-\$\$	Land Development Code, FHWA Lighting Primer, NACTO Urban Street Design Guide
Participate In / Hold Development Review Training Focused on Transportation Safety and Connectivity	With the rapid growth and development in the City, it is important to both retrofit streets on the HIN and proactively implement safer street designs to mitigate new crash hotspots from developing. It is recommended that a transportation safety course / program be attended by all City staff who perform development reviews. The purpose of this presentation is to identify safety countermeasures that should be considered given the surrounding roadway network and land use, such as bus stops, crosswalks, and multimodal facilities. A presentation may also be made to the Planning and Zoning Commission. At least once a year is recommended to keep the training fresh and to account for member turnover.	Number of Trainings	Start Year 1	Development Services (Lead), Public Works & Utilities (Support)	\$	Land Development Code
Conduct a Pedestrian Travel Demand and Safety Study	The City saw 30 deadly and serious injury pedestrian crashes from 2018 to 2022. This is nearly double the amount of any other deadly or serious injury crash types in the City. To reach zero for pedestrians, the City must better understand where pedestrians are going to and coming from, especially as City growth accelerates.	Number of Trainings	Start Year 2	Development Services (Lead), Public Works & Utilities (Support)	\$-\$\$	2018 - 2030 Comprehensive 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
Develop and Adopt a Complete Streets Policy	The City can utilize the Complete Streets policies and guidelines developed by the Florida Department of Transportation (FDOT) and MetroPlan Orlando to accommodate a range of travel modes as the City reviews its roadway network and future modifications. The City, through the Complete Streets policy, shall design, build, and maintain a safe, reliable, efficient, integrated and connected multimodal transportation network that will provide access, mobility, safety and connectivity for all users.	Adopted Complete Streets Policy	Start Year 1	Development Services (Lead), Public Works & Utilities (Support), City Commission (Support)	\$-\$\$	Policy M.1.1.2, 2018 - 2030 Comprehensive Plan
Support Sanford Trolley	The Sanford Trolley provides free service to and from the Sanford SunRail station to downtown Sanford. The trolley provides essential connections to transit that do not require the use of a motor vehicle, and supports pedestrians and bicyclists. The City should consider tracking safety and ridership information of the Sanford Trolley and potential expansions for the trolley network.	Trolley Ridership	Start Year 2	Economic Development (Lead), Development Services (Support), Sanford CRA (Support)	\$\$	2018 - 2030 Comprehensive Plan

ACTION PLAN SUMMARY

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\$\$\$ = Higher Funding Required



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
Install Speed Feedback Signs	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that speed feedback signs be implemented on high injury network segments with excessive speeding. Signs should be located between traffic signals where vehicles typically gain the most speed. Actual speed data should be tracked to evaluate the impact of the sign.	Number of roadways with speed feedback signs and measured speeds after implementation	Start Year 1	Development Services (Lead), Public Works & Utilities (Support), Coordination with Seminole County	\$	MetroPlan Orlando Speed Management Study (2022)
Support Traffic Signal Timing Strategy and Lowest Target Speeds	Traffic signal timing is a combination of minimizing delay and optimizing safety. Minor modifications to signal progression speed and left-turn phasing can be reviewed to target intersection conflict points. Additionally, the City should expand on MetroPlan Orlando's critical speed management network analysis and assign target speeds for all county roads. This plan should use new guidance from the 11th Edition of the MUTCD (December 2023) on setting context appropriate speed limits. Setting these target speeds can help further the Envision Seminole 2045 goal of creating more walkable communities and the strategy of spurring development in centers and corridors.	Adoption of Plan	Start Year 2	Development Services (Lead), Public Works & Utilities (Support)	\$-\$\$	2018 - 2030 Comprehensive Plan MetroPlan Orlando Speed Management Study (2022)
Develop a Traffic Calming Study	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 2018-2030 Comprehensive Plan policies. A holistic plan will provide a streamlined opportunity to gain consensus on an approach. Additionally, traffic calming was discussed with residents during community outreach as something they wanted to see.	Adoption of Study	Start Year 2	Development Services (Lead), Public Works & Utilities (Support)	\$ - \$\$	2018 - 2030 Comprehensive Plan

ACTION PLAN SUMMARY



SAFER ROAD
USERS

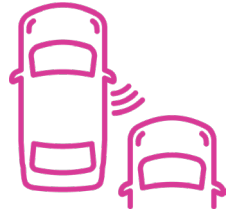
Safe road users means safe people. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

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	Motorcycle crashes account for 20% of all deadly and serious injury crashes in the City. Almost half the people killed on motorcycles in Central Florida were not wearing helmets. 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 collaborative meetings for sharing latest trends and progress.	Number of organizations reached	Start Year 1	Communications (Lead), Development Services (Support), Public Works & Utilities (Support), Motorcycle Organizations (Support)	\$	-
Coordinate Traffic Safety Presentations with Schools and Community Organizations	The summer school driver's education program offered by Seminole County Public Schools is an excellent option for new drivers. It is recommended that introductory traffic safety information is made available to students who are unable to attend the 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, as well as other community organizations where youth frequent, such as the local Boys and Girls Club.	Number of schools reached	Start Year 3	Development Services (Lead), Communications (Support), Seminole County Public Schools (Support)	\$\$\$\$	-

ACTION PLAN SUMMARY

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



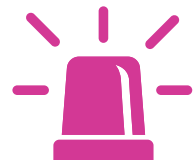
SAFER VEHICLES

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
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.	Fleet vehicles evaluated	Start Year 3	City Manager's Office (Lead), Parks and Recreation (Support), Seminole County Traffic Engineering Division (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	Communications (Lead)	\$	-

ACTION PLAN SUMMARY

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



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
Meet with First Responders Regularly	To promote knowledge sharing and exchange of ideas, it is recommended that Development Services staff, first responders, and medical professionals meet at a defined interval each year to discuss barriers and opportunities for reaching Vision Zero.	Meeting at defined interval annually	Start Year 2	Police Department (Lead), Fire Department (Support), Sheriff's Office (Support), Development Services (Support)	\$	-
Promote CPR / Emergency First Aid Training to the General Public	Promoting CPR / Emergency First Aid Training to the community can encourage those trained to support another person in any potentially deadly situation. While waiting for emergency services to arrive on scene of a crash, it can serve as a temporary measure until professional EMS arrives.	CPR courses offered	Start Year 2	Police Department (Lead), Communications (Support)	\$\$	-

ACTION PLAN SUMMARY



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

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

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 develop a Vision Zero webpage to be updated biannually with a status report on Action Plan progress. Basic information should include the list of actions, the status of each action (ongoing, complete, not started), and a summary of recent activities. Recent deadly and serious injury crash data should also be included. MetroPlan Orlando's crash dashboard can be leveraged to populate crash data.	Development of plan/progress report	Start Year 1	Development Services (Lead), Public Works & Utilities (Support), Communications (Support)	\$	-
Formalize Vision Zero Working Group	To maintain momentum in the Vision Zero Action Plan, it is recommended City staff develop and formalize a working group 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.	Biannual meetings	Start Year 1	Development Services (Lead), Public Works & Utilities (Support), Communications (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 Vision Zero Action Plan be updated at a regular frequency. Updating both concurrently would provide an opportunity to streamline the safety and crash analysis, however it also requires a greater staff workload commitment. To distribute resources more evenly, it is recommended the Vision Zero plan be updated two to three years off-cycle from the Transportation Plan.	Adoption of updated plan	Start Year 5	Development Services (Lead), Public Works & Utilities (Support)	\$	-
Assign Dedicated Vision Zero Staff Position	Similar to how the Florida of Department Transportation is organized with a Safety Office, it is recommended the City consider organizing staff resources to assign a dedicated Vision Zero staff position. This staff position could organizationally fit under Public Works & Utilities or Development Services and be responsible for overseeing safety on all project phases from planning to construction. This position would drive the execution of actions in this plan, track progress, and coordinate with partner organizations.	Assignment of the position	Start Year 1	Development Services (Lead), City Manager's Office (Support), City Commissioners (Support)	\$\$\$\$	-

ACTION PLAN SUMMARY

Safety Projects, Implementation, and Project Prioritization

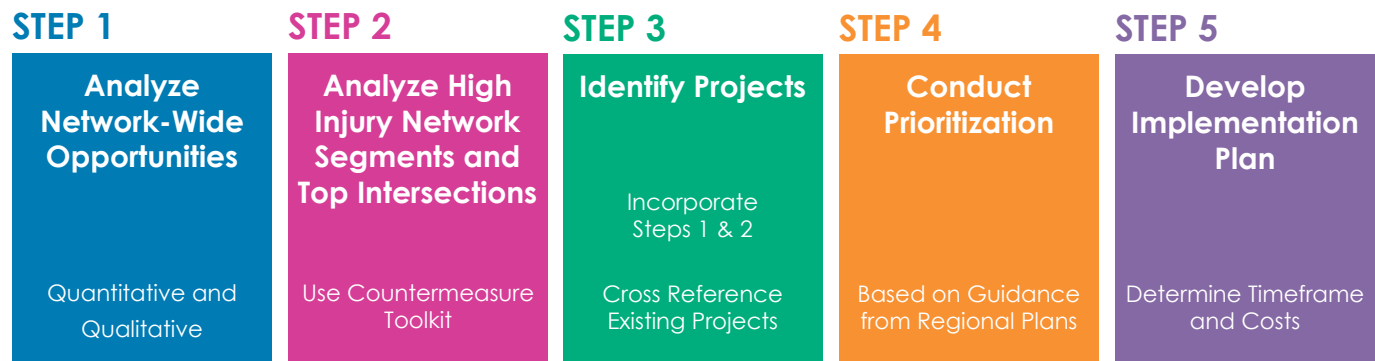
Safety projects were developed collaboratively, using insights from the crash trends, high-injury networks, direction from the county steering committee, and community feedback. The process for identifying projects included a system-wide evaluation and a roadway-specific evaluation. High injury intersections are included in the roadway-specific evaluation. Anticipated project costs and an implementation time were also evaluated.

Projects were then prioritized based on:

- Crash scores
- Being within a transportation underserved area
- Anticipated safety benefit
- Being on multiple high injury networks
- 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 state roads and for county roads. Any city roads on the high injury network are prioritized in the respective city action plan. 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. Projects on city roads are identified in each city's Vision Zero Action Plan.

Project Planning Process



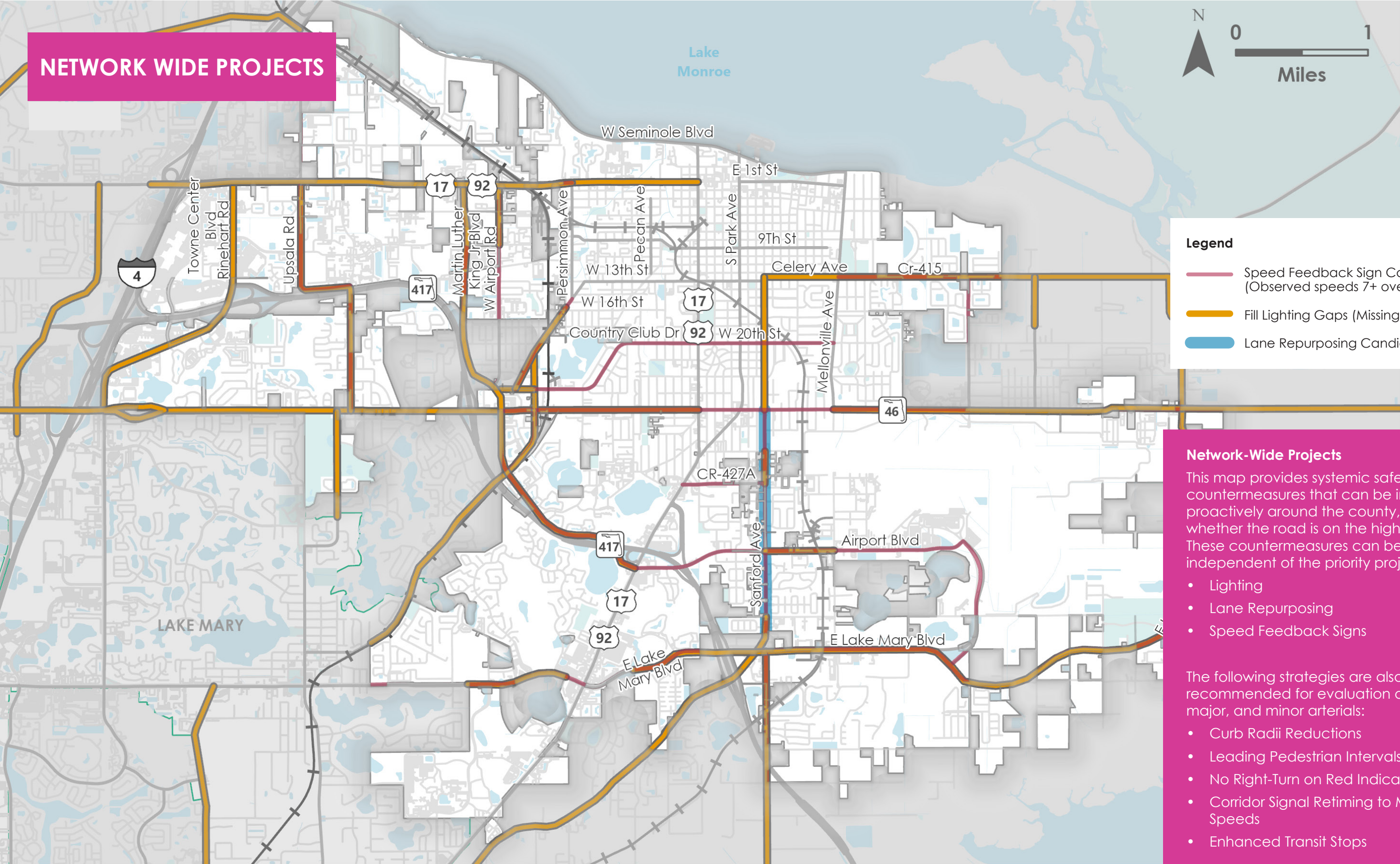
Top 5 City Road Project Priority List

- 1. N French Ave from Seminole Blvd to 1st St (0.23 miles)**
Safety improvements to manage speeds and increase active transportation safety..
- 2. Historic Goldsboro Blvd from Southwest Blvd to Lake Ave / William Clark Ave (0.61 miles)**
Safety improvements to manage speeds and improve pedestrian safety.
- 3. 1st St from French Ave to Sanford Ave (0.50 miles)**
Safety improvements to increase visibility and pedestrian safety.
- 4. 16th St from Roosevelt Ave to Bell Ave (0.57 miles)**
Safety improvements to increase visibility and intersection safety.
- 5. 20th St from Hays Drive to Elm Ave (0.66 miles)**
Safety improvements to manage speeds and increase active transportation safety.

Top 5 County and State Road Project Priority List

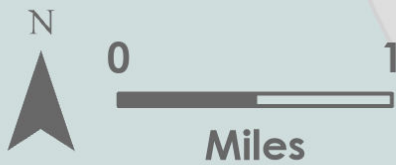
- 1. 25th St from Club Rd / Ridgewood Ave to Chase Ave (0.34 miles)**
Safety improvements to increase active transportation visibility and safety.
- 2. 25th St from Chase Ave to French Ave (0.31 miles)**
Safety improvements to increase active transportation visibility and safety.
- 3. 25th St from Mellonville Ave to Summerlin Ave (0.24 miles)**
Safety improvements to increase visibility.
- 4. US 17-92 / French Ave / Orlando Dr from Florida St / 27th St to Fairmont Dr (1.95 miles)**
Safety improvements to increase visibility.
- 5. SR 46 / 1st from Terwilliger Ln to French Ave (1.02 miles)**
Safety improvements to increase active transportation safety.

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



PRIORITY PROJECTS

- Legend
- City Priorities 1 - 11
 - County and State Priorities 1 - 8



# City Segment	Priority Score
1. N French Ave, Seminole Blvd to 1st St	117.5
2. Historic Goldsboro Blvd, Southwest Blvd to Lake Ave / William Clark Ave	82.5
3. 1st St, French Ave to Sanford Ave	87.5
4. 16th St, Roosevelt Ave to Bell Ave	67.5
5. 20th St, Hays Drive to Elm Ave	67.5
6. 1st St, Sanford Ave to Chapman Ave	62.5
7. Oleander Ave, Historic Goldsboro Ave to 18th St	62.5
8. Towne Center Blvd, Towne Rd to Onyx Way	62.5
9. US 17-92, Walnut Crest Run to Walnut Crest Run	62.5
10. Celery Ave, Sanford Village Way to Scott Ave	52.5
11. Locust Ave, 11th St to Escambia Dr	52.5

# County and State Segment	Priority Score
1. 25th St, Club Rd/Ridgewood Ave to Chase Ave	125
2. 25th St, Chase Ave to French Ave	90
3. 25th St, Mellonville Ave to Summerlin Ave	80
4. US 17-92 / French Ave / Orlando Dr, Florida St / 27th St to Fairmont Dr	77.5
5. **SR 46 / 1st, Terwilliger Ln to French Ave	70
6. *French Ave, Seminole Blvd to 10th St	65
7. French Ave, 22nd St / Colonial Way to Florida St / 27th St	65
8. **25th St, French Ave to Mellonville Ave	52.5

* indicates a change in project has been implemented since 2018
** indicates part of segment is in the FDOT Transportation Improvement Program (TIP) for 2024-2048

PRIORITY PROJECTS

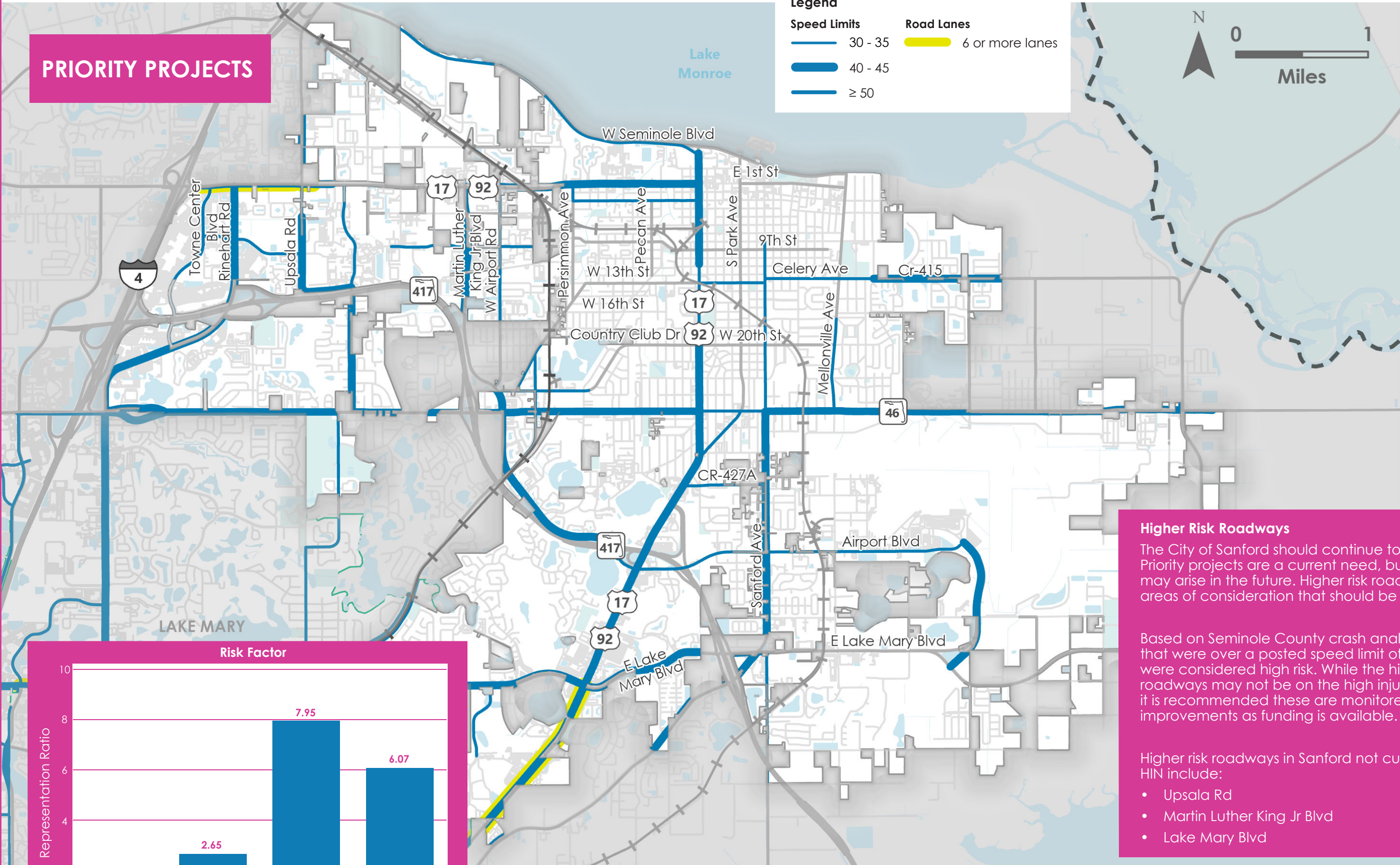
Legend

Speed Limits

- 30 - 35
- 40 - 45
- ≥ 50

Road Lanes

- 6 or more lanes



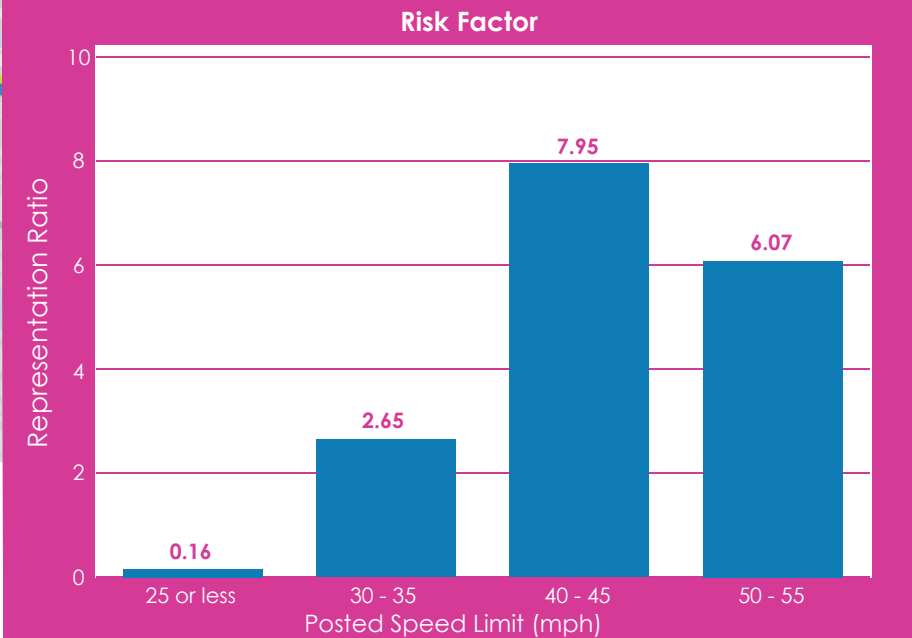
Higher Risk Roadways

The City of Sanford should continue to be proactive. Priority projects are a current need, but new ones may arise in the future. Higher risk roadways are areas of consideration that should be monitored.

Based on Seminole County crash analysis, roadways that were over a posted speed limit of 40 MPH were considered high risk. While the highlighted roadways may not be on the high injury network, it is recommended these are monitored for improvements as funding is available.

Higher risk roadways in Sanford not currently on the HIN include:

- Upsala Rd
- Martin Luther King Jr Blvd
- Lake Mary Blvd



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 Sanford City Commission on August 26, 2024. The resolution year for Vision Zero is 2050.

Resolution No. 2024-3286

A resolution of the City Commission of the City of Sanford, Florida relating to the Vision Zero Action Plan and related and associated matters; providing for implementing administrative actions; providing for a savings provision; providing for conflicts; providing for severability and providing for an effective date.

Whereas, it is critical for the City of Sanford to prioritize individual Vision Zero plans to build safe streets and begin to prioritize the safety of our pedestrians, cyclists and road users of all ages and abilities;

Whereas, the City of Sanford recognizes 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 Sanford roadways have historically been designed to prioritize vehicle throughput at high speeds and high volumes with wider roadways to the detriment of health and safety; and

Whereas, motorcyclists, pedestrians, and bicyclists are the most vulnerable road users and there were 11 pedestrian deaths and 3 motorcyclists deaths in Sanford between 2018-2022; and

Whereas, vehicle speeds and wide roadways with increased number of lanes for people walking and biking have been identified as major causes of traffic deaths; and

Whereas, the United States Department of Transportation (USDOT) 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 Sanford 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; and

Whereas, the City of Sanford has performed a Vision Zero data-driven strategy to identify areas of need that will help to eliminate all traffic deaths and severe injuries, while increasing safe, healthy, equitable mobility for all; and

Whereas, the City of Sanford 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; and

Whereas, the City Commission of the City of Sanford hereby finds that the adoption of this Resolution serves an essential public purpose and will benefit the citizens, business owner, property owners and visitors to the City,

Now, Therefore, Be it adopted and resolved by the City Commission of the City Of Sanford, Florida as follows:

Section 1. Legislative Findings And Intent.

(a). The above recitals (whereas clauses) are adopted by the City Commission of the City of Sanford and made a substantive part of this Resolution. Additionally, the City Commission agenda memorandum relating to this matter is adopted as a part of this Resolution evidencing the legislative intent of the City Commission.

(b). The City of Sanford has complied with all requirements and procedures of Florida law in processing and advertising this Resolution.

Section 2. Actions Relating To Vision Zero Action Plan; Specific Implementation.

(a). The City Commission of the City of Sanford hereby:

(1). Adopts the Vision Zero goal of eliminating traffic deaths and severe injuries by the year 2050.

(2). Directs that a multi-disciplinary Vision Zero Working Group will be formed to advise the City of Sanford 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.

(3). States and affirms that, as a matter of City policy, the City Commission is committed to equity in all aspects of Vision Zero including, but not limited to, data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically under-invested communities and enforcement strategies that protect against racial profiling and follow data driven approaches.

(4). Adopts the 2050 Vision Zero Action Plan as attached to this Resolution as the exhibit hereto.

(b). The Director of Planning, or her designee, is hereby designated as the authorized representative of the City to execute any documents to implement the provisions of this Resolution is further authorized to represent the City in carrying out the City's responsibilities under the provisions of this Resolution with the concurrence of the City Manager.

Section 3. General Implementing Administrative Actions.

The City Manager, or designee, is hereby authorized and directed to implement the provisions of this Resolution by means of such administrative actions as may be deemed necessary and appropriate.

Section 4. Savings.

The prior actions of the City of Sanford relating to the adoption of the planning matters, issues and programs relating to the City's transportation facilities, as well as any and all related activities, are hereby ratified and affirmed.

Section 5. Conflicts.

All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed.

Section 6. Severability.

If any section, sentence, phrase, word, or portion of this Resolution is determined to be invalid, unlawful, or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

Section 7. Effective Date.

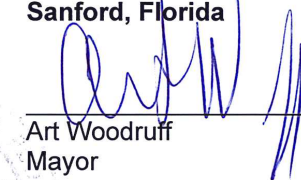
This Resolution shall become effective immediately upon enactment.

Passed and adopted this 26th day of August, 2024.

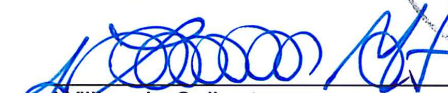

Attest:

City Commission of the City of
Sanford, Florida


Traci Houchin, MMC, FCRM
City Clerk


Art Woodruff
Mayor

Approved as to form
and legal sufficiency.


William L. Colbert
City Attorney

Lonnie N. Moody
ACA



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 Sanford. 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 2050.

Recommended Performance Measures

In the City of Sanford:

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

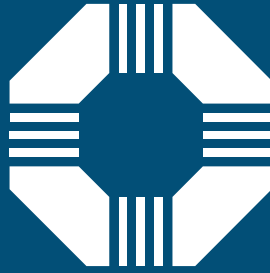
Number of serious injury crashes

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



VISION ZERO

CENTRAL FLORIDA

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