

VISION
ZERO



SAFER STREETS FOR
FORT LAUDERDALE

ZER@ING IN 2022

Vision Zero Fort Lauderdale Five-Year Action Plan








CITY OF FORT LAUDERDALE
Transportation and Mobility Department
www.fortlauderdale.gov/visionzero





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APPENDIX D: **LIST OF ABBREVIATIONS**

ADA	Americans with Disabilities Act
BC	Broward County
BCT	Broward County Transit
BCPS	Broward County Public Schools
BSO	Broward Sheriff's Office
CMO	City Manager's Office, City of Fort Lauderdale
CVB	Greater Fort Lauderdale Convention & Visitors Bureau
DSD	Department of Sustainable Development, City of Fort Lauderdale
DMV	Florida Department of Highway Safety and Motor Vehicles
FDOT	Florida Department of Transportation
FHP	Florida Highway Patrol
FLPD	Fort Lauderdale Police Department
FPCA	Florida Police Chiefs Association
FR	Fire-Rescue Department, City of Fort Lauderdale
FTL	City of Fort Lauderdale
GHSA	Governors Highway Safety Association
HR	Human Resources, City of Fort Lauderdale
MOT	Maintenance of Traffic
MPO	Broward Metropolitan Planning Organization
NAT	Neighborhood Action Teams
NS	Neighbor Support Office, City of Fort Lauderdale
P&R	Parks & Recreation Department, City of Fort Lauderdale
PW	Public Works, City of Fort Lauderdale
SCO	Strategic Communications Office, City of Fort Lauderdale
TAM	Transportation and Mobility Department, City of Fort Lauderdale
VIP	Vision Implementation Partners

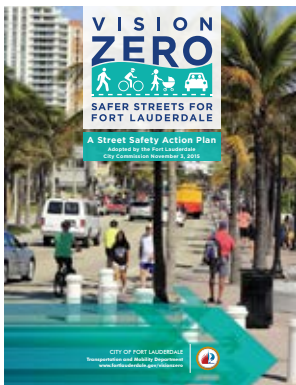


**VISION
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Welcome to *Zeroing In 2022*, the City of Fort Lauderdale’s five-year action plan for Vision Zero Fort Lauderdale. This plan includes the 12 objectives and 35 strategies the City and its partners will advance over the next five years in an effort to achieve one less traffic death and serious injury each year on City streets.



The City of Fort Lauderdale first committed to working toward the goal of reducing traffic-related fatalities and serious injuries on City streets through the unanimous adoption of its long-range street safety action plan, *Vision Zero Fort Lauderdale*, on November 3, 2015. Adopting *Vision Zero Fort*

Lauderdale set into motion a new collaboration between City departments and partner agencies who have long been working toward safe streets and mobility through individual efforts. These partners came to the table with their expertise to develop specific and actionable strategies based on the foundation of Vision Zero Fort Lauderdale’s three core principles:

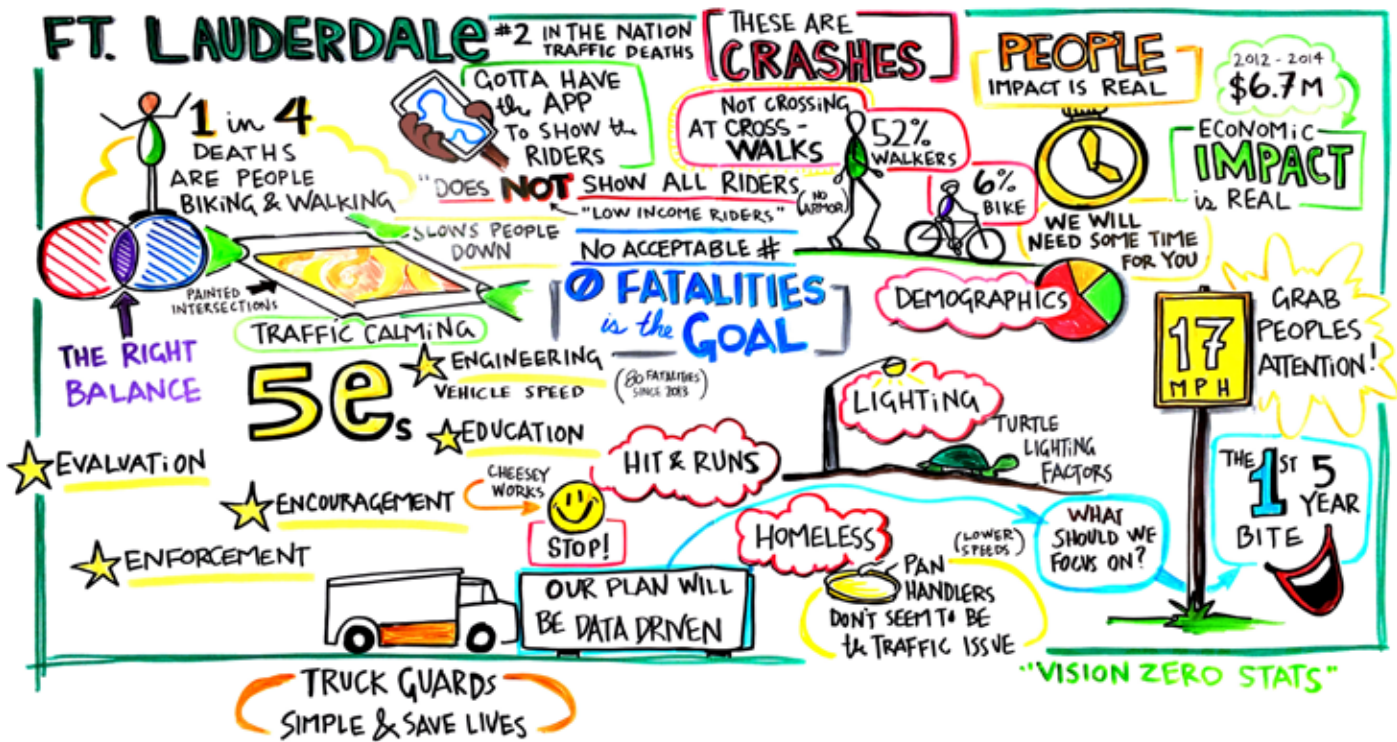
Principle 1: There is not an acceptable level of fatality or injury on our streets.

Principle 2: Traffic deaths and injuries are not accidents; they are preventable crashes.

Principle 3: The public should expect safe behavior on City streets and actively participate in efforts to make them safer.

Zeroing In 2022 attacks crash reduction from every angle by leveraging resources from existing programs and developing new initiatives to affect change. This five-year action plan builds upon efforts to redesign City streets for all users, especially vulnerable users, through **Engineering** solutions such as changing geometry, pavement marking design, and technology improvements (e.g., signal timing). This plan also recognizes the role **Enforcement** plays in behavior change by holding those who use our streets, regardless of travel mode, accountable for unlawful conduct that contributes to crashes. Opportunities for further **Encouragement** of safe behaviors through demonstration and engagement events are also identified in this plan. In addition, joint interagency advocacy will help influence local, state, and federal traffic safety policies and programs needed to achieve zero fatalities and serious injuries on Fort Lauderdale’s streets. The City can also direct investment and monitor the performance of the Vision Zero implementation strategies more effectively through a more granular approach to the crash data **Evaluation** process. Finally, *Zeroing In 2022* identifies the need for **Education** efforts to alert neighbors and visitors about this call to action to effectively widen the circle of implementers and provide information on safe behaviors.





Scribe from Vision Zero workshop on May 19, 2016

THE PLANNING PROCESS

On May 19, 2016, Vision Zero Champions and Vision Implementation Partners (VIPs) assembled at the Fort Lauderdale Woman’s Club for half-day workshops to learn about Vision Zero from a national, regional, and local perspective and to review lessons from other Vision Zero cities, including New York City.

The Vision Zero Champions participated in a prioritization process during their workshop to identify objectives Fort Lauderdale should address within the first five years. The VIPs then collaborated during their workshop to create the specific strategies needed to achieve the objectives set forth by the Champions.

The objectives and strategies that resulted from these two half-day workshops were compared to the original 40 objectives and 90 strategies outlined in the *Vision Zero Street Safety Action Plan*, along with current and projected resources needed. The outcome of this prioritization process formed the foundation for the *Zeroing In 2022 Five-Year Action Plan*.

During the final development of this plan, meetings were held with individual VIP agencies over several months to further consolidate and refine the plan strategies,

which were presented to the Vision Champions on April 12, 2017. The input received from the Champions was utilized to finalize this plan.

IMPLEMENTATION

The *Zeroing In 2022* strategies will be implemented by the City and partner agencies that have jurisdiction over parcels, streets, and/or services in the City, as well as other stakeholders from the public and private sectors, area businesses, universities, and not-for-profit organizations.

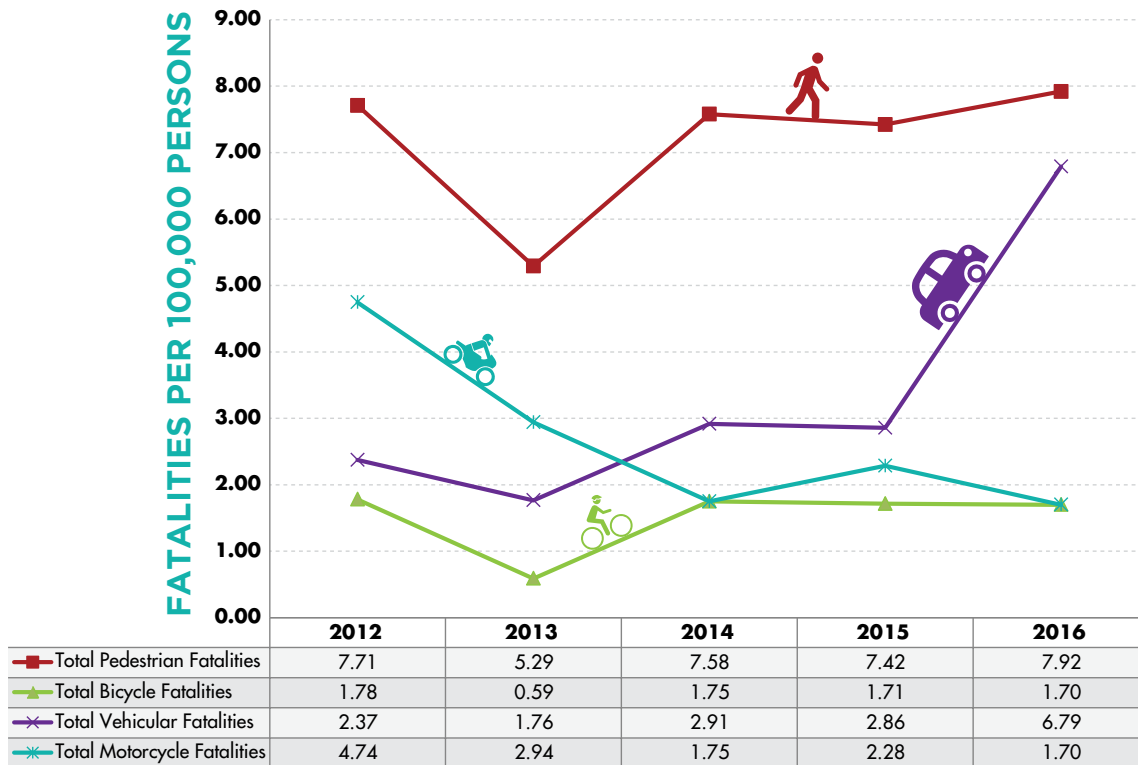
The development of this plan required a collaborative process that could be well-understood and crafted to increase implementation by all partners, and this approach will be ongoing. It will take everyone’s cooperation, from neighbors and guests to city, county, and state employees, to implement this plan and create the cultural shift needed to change the mindset of how street safety is viewed.

Zeroing In 2022 provides the framework to unite efforts in transportation safety in order to reach zero fatalities efficiently and holistically by leveraging existing programs and resources to the fullest extent possible.





Figure 1: Fort Lauderdale fatal traffic crashes per 100,000 persons 2012-2016.



MEASURING PROGRESS

Reaching zero fatalities and serious injuries on City streets is a long-term commitment. An essential component of *Zeroing In 2022* includes measuring and evaluating progress to determine whether actions taken are effectively moving the City toward its overall goal of reducing traffic fatalities and serious injuries on its streets to zero.

Numerous performance measures were developed for this five-year action plan, which are outlined in Appendix A. The City of Fort Lauderdale will report on the progress of these performance measures in the Biennial Progress Report. *Zeroing In 2022* updates will also be available on the Vision Zero web page at www.fortlauderdale.gov/visionzero.

UNDERSTANDING BASELINE CONDITIONS

Evaluation is essential to measuring progress. As a prerequisite to the *Zeroing In 2022* evaluation process,

the City conducted a preliminary baseline assessment to establish a standard for monitoring, measuring, tracking, and reporting Vision Zero progress throughout the course of this plan.

LOCAL TRENDS

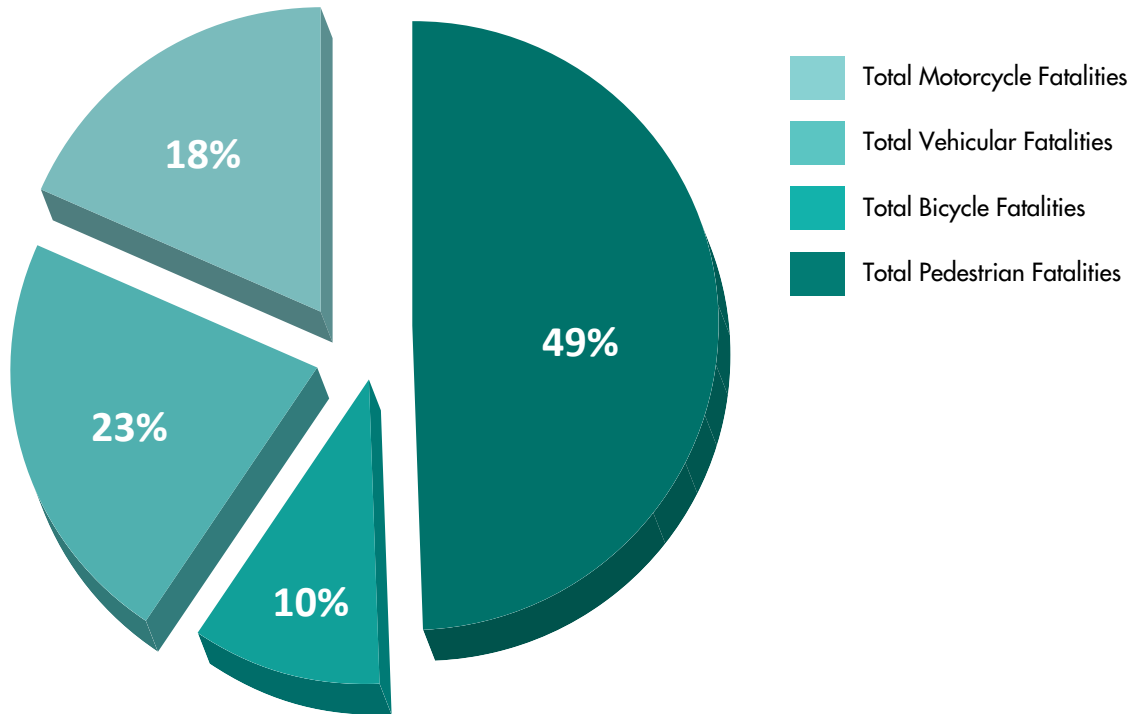
Since traffic fatalities fluctuate from year-to-year, a comprehensive baseline conditions analysis of Fort Lauderdale-specific fatal and severe bodily injury traffic crashes that occurred between 2012 and 2016 was conducted. This analysis was performed to determine prevailing conditions and to develop priorities for current and future implementation strategies to achieve the overarching goal of zero fatalities and serious injuries on City streets.

The findings for the five-year baseline conditions analysis indicate the following fatal crash trends:

- The fatal vehicular crash rate per 100,000 persons increased 186.2% since 2012 (Figure 1).
- Fatal pedestrian crashes per 100,000 persons increased by 2.7% since 2012 (Figure 1).



Figure 2: Fort Lauderdale fatal traffic crash distribution 2012-2016.



- Fatal pedestrian crashes made up 49% of all fatal traffic crashes (Figure 2).
- Fatal vehicular crashes accounted for nearly a quarter of all fatal traffic crashes (Figure 2).

For severe bodily injuries, the following trends were revealed for the period between 2012 to 2016:

- Between 2012 and 2016, the rate of severe bodily injuries decreased by 44.4%.
- Overall, the rate of total traffic severe bodily injuries decreased among all modes except vehicular crashes, which increased by 90.8%.
- The rate of severe bodily injury crashes per 100,000 persons decreased by 52.3% for both pedestrians and motorcyclists.
- Severe bodily injuries rates per 100,000 persons decreased among bicyclists by 4.6%.

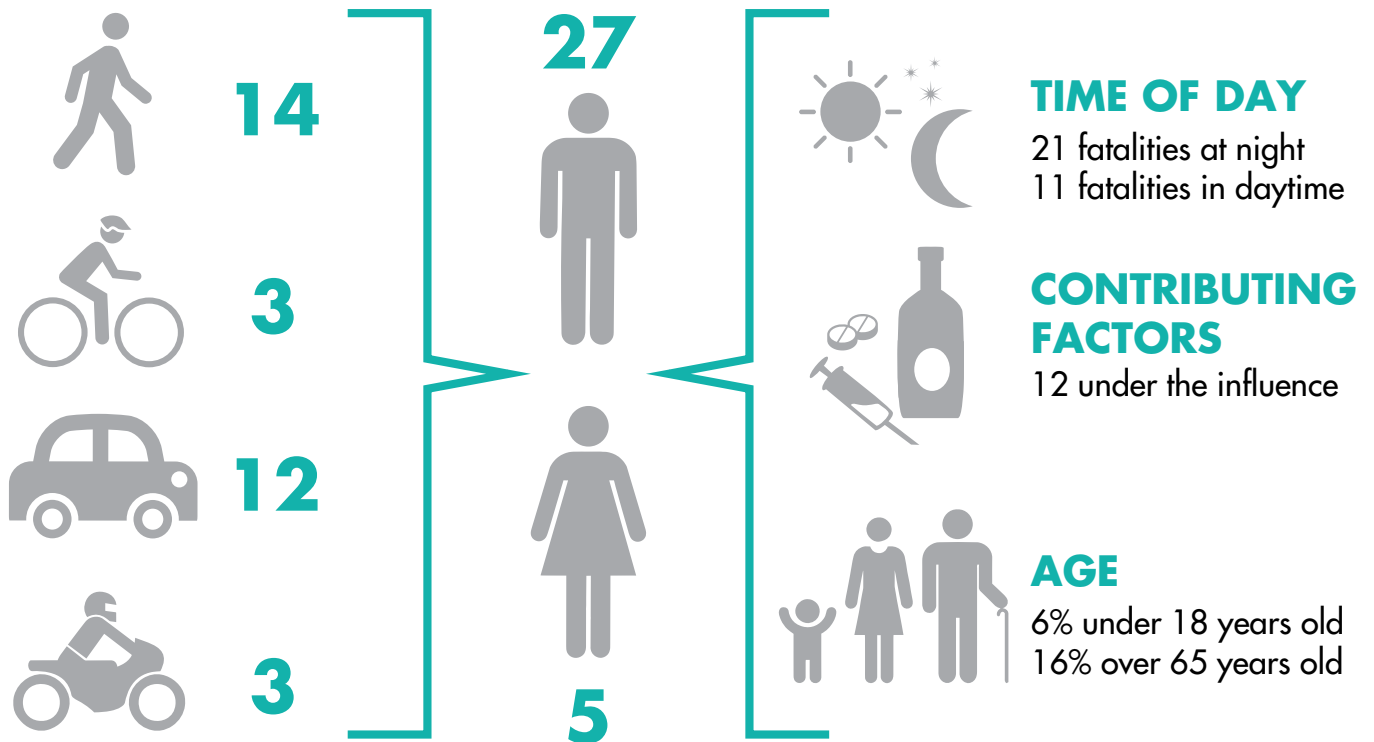
- Pedestrian crashes that resulted in severe bodily injury accounted for 46% of all severe bodily injury traffic crashes.
- Vehicular crashes resulting in severe bodily injury made up 29% of all severe bodily injury traffic crashes.
- Motorcycle crashes resulting in severe bodily injury accounted for 19.5% of all severe bodily injury traffic crashes.
- Bicycle crashes resulting in severe bodily injury accounted for 2.4% of all severe bodily injury traffic crashes.

In order to see the spatial distribution of all traffic crashes and areas where there are higher crash densities from 2012 to 2016, please see the the Crash Density Map in Appendix B.





Figure 3: Fort Lauderdale fatal traffic crash characteristics 2016.



To further establish context-sensitive solutions for key corridors and intersections, the 32 traffic fatalities that occurred in Fort Lauderdale in 2016 were analyzed to identify the fatal crash characteristics and the contributing factors. The following trends, as shown in Figure 3, were identified:

- Pedestrians made up approximately 44% of fatal traffic crashes in 2016.
- Vehicular crashes represented approximately 38% of fatal crashes.
- Nearly 85% of the traffic fatalities involved men.
- Sixty-five percent of the fatal crashes in 2016 occurred at night.
- More than three-quarters of the fatal crashes represented individuals between 18 and 64 years old, a population age group outside the typical vulnerable age group range (e.g., children under the age of 18 and elderly older than 64 years old.).



NATIONAL TRENDS

Nationally, fatal pedestrian crashes are on the rise. Based on 2016 preliminary data from the Governors Highway Safety Association (GHSA), Figure 4 reveals that the national average of fatal pedestrian crashes has increased by nearly 22% since 2014, and approximately 11% since 2015.

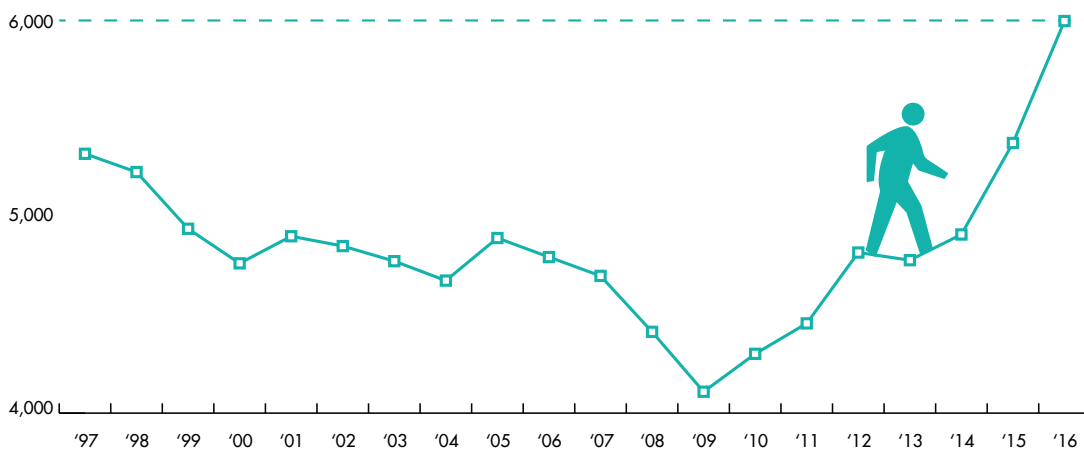
The GHSA speculates that the rise in pedestrian fatalities may be due to several factors, including improved economic conditions and low gas prices; an increase in motor vehicle miles traveled; an increase in walking for health, transportation, economic, or environmental reasons; and an increase in smartphone use, which contributes to distracted driving and walking.

Similar to national trends, both Florida and the City of Fort Lauderdale also experienced an increase in pedestrian fatalities in 2016.

Figure 4: National fatal pedestrian crash trends, GHSA 2016 preliminary data.



2016 could be the first year in more than two decades with **6,000*** pedestrian deaths.



* 2016 estimate based on preliminary data

Source: GHSA

An aerial photograph of a city skyline, featuring several prominent high-rise buildings. A river or canal winds through the lower portion of the image, with several boats visible. The city extends into the distance under a clear blue sky. The text is overlaid on a dark blue semi-transparent box on the right side of the image.

THE STRATEGIES

The strategies outlined in the following section form the foundation of the *Zeroing In 2022 Five-Year Action Plan*. The City and its partners will aim to achieve one less traffic death and serious injury each year by implementing these strategies over the next five years as we zero in on Vision Zero.

The strategies are organized by the five Es — Engineering, Education, Encouragement, Enforcement, and Evaluation — and each E has overarching objectives with specific action strategies. Information on the status of each strategy is also provided, including whether the strategy is in the conceptual phase, is underway, or is an existing strategy that needs to be expanded. Where ever possible, lead and partner implementation agencies are identified, as well as the proposed implementation time frame that falls within the five-year timeline.

The VIPs will meet approximately every two months and the Champions will meet every six months to report on progress, share achievements, review relevant legislative items, and identify new resources and opportunities for implementation, all in an effort to keep pushing toward zero.



ENGINEERING

Engineering strategies create safe and convenient environments to drive, bike, and walk through the implementation of Complete Streets projects in accordance with the City of Fort Lauderdale's Complete Streets Policy and other transportation initiatives.





Table 1: Vision Zero Fort Lauderdale Engineering Strategies.

ENGINEERING							
Objective	Objective Number	Strategy	Conceptual	Underway	Expand	Implementing Partner Agencies	Timeline (2018-2022)
Reduce crashes at targeted hotspot locations through design	1.1	Conduct lighting study along corridors with history of deadly crashes and serious injuries during hours of reduced light, and recommend enhancements.	✓			TAM, Parks & Recreation, PW, FPL, FDOT, BC	2018-2019
		a. Work with Partners to implement lighting improvements	✓			TAM, Parks & Recreation, PW, FPL, FDOT, BC	2018-2022
	1.2	Develop a policy (e.g., procedure, ordinance, etc.) requiring projects at defined, targeted hotspot locations to be designed with vertical separation (e.g., curbs, delineators, parking, planters, etc.) between moving vehicles and bicyclists/pedestrians	✓			BC, FDOT, MPO, TAM	2019
	1.3	Design infrastructure for the desired vehicular speed, as identified by speed studies		✓	✓	TAM	2018-2022
	1.4	Install new crosswalks and enhance existing crosswalks through project design		✓	✓	BC, FDOT, TAM	2018-2022
	1.5	Advocate for relocating bus stops or aligning crosswalks with bus stop locations to create safer crossings and integrate innovative signage/ marking(s) to encourage crossing adherence			✓	BC, BCT, MPO, FDOT, TAM	2018-2022
	1.6	Advocate for the elimination of high-speed right turns at defined, targeted hotspot intersections	✓			BC, FDOT, TAM	2018-2022
	1.7	Implement innovative signal improvements for pedestrian safety (e.g., all walk signalization, pre-timed signal operations, Leading Pedestrian Interval, etc.)	✓			BC, TAM	2018-2022
Reduce conflict with trucks/large vehicles and vulnerable users	1.8	Identify priority truck routes to minimize conflict with other modes	✓			DSD, FDOT, MPO, TAM	2019





EDUCATION

Educational strategies include an array of approaches aimed at teaching neighbors and citizens of all ages and abilities best practices to safely use Fort Lauderdale's streets.





Table 2: Vision Zero Fort Lauderdale Education Strategies.

EDUCATION							
Objective	Objective Number	Strategy	Conceptual	Underway	Expand	Implementing Partner Agencies	Timeline (2018-2022)
Raise awareness and educate through marketing and outreach of Vision Zero	2.1	Create a Vision Zero marketing plan	✓	✓	✓	SCO, TAM	2018
	a.	Develop Vision Zero City Community Builder awareness program	✓			CMO, HR, PW (Sustainability), TAM	
	b.	Develop advertisements for digital awareness campaign using location-based technology and social media platforms	✓			CVB, FDOT, SCO	
	c.	Have Vision Zero representation at City-sponsored events		✓	✓	FLPD, TAM	
	d.	Conduct at least two Vision Zero presentations a year to include Council of Fort Lauderdale Civic Associations and individual civic associations		✓	✓	BC, FDOT, FTL, MPO	
	2.2	Create a public education/engagement plan for safe behaviors	✓	✓	✓	FLPD, FR, MPO, SCO, TAM	2018
	a.	Develop a Vision Zero component to be incorporated into the safety training for fleet driver education programs and Community Builder orientation programs	✓			BCT, HR, PW (Sustainability), Sun Trolley	
	b.	Develop an educational campaign for all new infrastructure projects to increase safe behaviors (e.g., project signage, pamphlets, public meeting notices, Maintenance of Traffic (MOT) closure notices, traffic advisories, etc.)		✓	✓	BC, FDOT, FLPD, FR, MPO, NS, PW, TAM	
	c.	Develop a safety training program for school-aged children		✓	✓	BC, FLPD, P&R, ReadingPals, SCO, WalkSafe	
	d.	Develop a campaign to educate motorists on signal timing and proper behavior	✓			BC, FDOT, NS, SCO, TAM	
	e.	Develop a campaign to educate bicyclists/pedestrians on proper behavior, including targeting top 10 crash corridors	✓			BCT, FDOT, MPO, NS, SCO, TAM	
	f.	Develop a campaign to educate transit riders on safe behaviors		✓	✓	BCT, SCO, Sun Trolley, TAM	





ENCOURAGEMENT

Encouragement strategies promote and encourage behavior change and participation through new and existing resources, public outreach, and special events. This section also includes strategies that influence local, regional, state, and federal traffic-related safety policies and programs through collaboration and joint advocacy.





Table 3: Vision Zero Fort Lauderdale Encouragement Strategies.

ENCOURAGEMENT							
Objective	Objective Number	Strategy	Conceptual	Underway	Expand	Implementing Partner Agencies	Timeline (2018-2022)
Utilize City facilities, programs, and equipment to encourage safer behavior	3.1	Create an internal Vision Zero Task Force comprised of Community Builders from City departments to operationalize Vision Zero		✓		SCO, TAM	2018
	3.2	Explore creating a City Bicycle Ambassadors Program	✓			CMO, HR, PW (Sustainability), TAM	2019
Encourage safe behavior through activities and events	3.3	Host annual street safety events at top 10 crash intersections to provide educational materials and training on proper street behavior		✓	✓	CVB, FDOT, SCO	2018-2022
	3.4	Execute four neighborhood-led safety events each year	✓			FLPD, TAM	2018-2022
Promote legislative/policy changes to encourage all modes of travel	3.5	Incorporate Vision Zero policies and principles into the City Comprehensive Plan	✓			BC, FDOT, FTL, MPO	2019
	3.6	Incorporate Vision Zero principles pertaining to land use, urban design, multimodal street design, and safety engineering strategies into the Unified Land Development Regulations (ULDR), Development Review Committee criteria, and other related policies	✓			FLPD, FR, MPO, SCO, TAM	2019
	3.7	Propose a policy to develop an educational traffic diversion program for traffic violators that receive citations to encourage safe behaviors	✓			BCT, HR, PW (Sustainability), Sun Trolley	2019-2020
	3.8	Update the City's MOT ordinance to require all MOT plans to include maintenance for travel by all modes		✓	✓	BC, FDOT, FLPD, FR, MPO, NS, PW, TAM	2018-2019
	3.9	Create City policy to require safe pedestrian and bicycle access plans for all large special events	✓			BC, FLPD, P&R, ReadingPals, SCO, WalkSafe	2018-2019
	3.10	Work with partners to develop annual local, state, and federal legislative priorities to guide state and federal advocacy for Vision Zero supportive legislation	✓			BC, FDOT, NS, SCO, TAM	2018
	a.	Work with partners to develop and adopt a bus stop location/relocation policy	✓			BCT, FDOT, MPO, NS, SCO, TAM	BC, BCT, FDOT, MPO, NS, SCO, TAM
	b.	Enhance Florida driving test to include questions for improved knowledge of rights and required behavior	✓			BCT, SCO, State Legislature, Sun Trolley, TAM	
	c.	Evaluate Florida statutes and identify the feasibility to require traffic violators to appear in court for penalty assessment	✓				
	d.	Evaluate feasibility to improve safety through reallocation of funding from motor vehicle violation fees or license tags	✓				
	e.	Enhance the Florida Crash Reporting Form to allow officers to expand upon the data being collected pertaining to crash conditions and contributing factors (e.g., lighting, safety gear worn, clothing color) to further understand the factors that contribute to crashes and how to mitigate them	✓				
	f.	Work with partners to develop policies that allow for flexibility in engineering design standards and technical requirements in urban areas	✓				
		1. Revise the criteria and technical process to allow for additional crosswalks	✓				
	2. Reduce speed limits within urban areas	✓					
	3. Establish Pedestrian Priority Zone policy	✓					





ENFORCEMENT

Enforcement strategies create awareness to encourage motorists to slow down and observe traffic laws. These strategies emphasize enforcement in targeted high crash corridors and identified speeding zones.





Table 4: Vision Zero Fort Lauderdale Enforcement Strategies.

ENFORCEMENT							
Objective	Objective Number	Strategy	Conceptual	Underway	Expand	Implementing Partner Agencies	Timeline (2018-2022)
Strategically deploy enforcement resources based on identified hotspot locations and violations	4.1	Focus enforcement agencies on the defined top 10 crash corridors and focus violations on top 3 violations during peak crash times		✓	✓	BSO, FDOT, FHP, FLPD, TAM	2018
	4.2	Develop and implement training for all FLPD officers on Vision Zero principles, including the review of pedestrian/bicyclist laws and crash statistics		✓	✓	FLPD	2018
Encourage safe behavior through activities and events	4.3	Develop a Crash Facts report for Neighborhood Action Teams (NAT) to report on at assigned monthly neighborhood association meetings		✓	✓	FLPD	2019
Promote legislative/policy changes to encourage all modes of travel	4.4	Focus multimodal enforcement campaigns following the opening of new projects to increase safety on various roadway features (e.g., roundabouts, buffered bike lanes, etc.)	✓			FLPD, SCO, TAM	2018





EVALUATION

Evaluation strategies will be used to collect data to measure the successes of the multiple Vision Zero strategies being implemented to achieve *Vision Zero Fort Lauderdale*.



Big Data Solutions and Examples





Table 5: Vision Zero Fort Lauderdale Evaluation Strategies.

EVALUATION							
Objective	Objective Number	Strategy	Conceptual	Underway	Expand	Implementing Partner Agencies	Timeline (2018-2022)
Increase the amount and usefulness of data collected to support data-driven application of resources and 5E initiatives	5.1	Develop a procedure to perform an in-depth analysis of crashes to include roadway classifications, volumes, and crash conditions to support identifying the appropriate “E” solution(s)	✓			FDOT, FLPD, FR, TAM	2019
	5.2	Develop targeted performance measures based on data analysis tools to measure success of implementation strategies	✓			TAM	2018
	5.3	Develop a template for conducting speed studies for streets to use in partnership with FLPD on an ongoing basis	✓			TAM	2019
	5.4	Identify/develop additional tools (e.g., crash reporting, data collection, etc.) to support data-driven application of resources		✓	✓	FDOT, FLPD, MPO, TAM	2018-2019
	5.5	Collect mode share information for elementary, middle, and high school students residing in, or attending school in, the City of Fort Lauderdale	✓			BCPS, TAM	2019
	5.6	Require traffic studies to include, at a minimum, three years of traffic crash data		✓	✓	DSD, TAM	2018
	5.7	Complete traffic studies at the top 10 high crash intersections to identify needed improvements	✓			FDOT, TAM	2018-2019
Enhance decision-making through the use of data	5.8	Conduct an evaluation of projects where temporary/tactical urbanism infrastructure projects can be implemented		✓	✓	TAM	2019
	5.9	Include crash data metrics in the annual prioritization process of the City’s Community Investment Projects		✓	✓	PW, TAM	2018
	5.10	Incorporate crash data metrics into the City’s Development Review Process		✓	✓	TAM	2018
Make measured progress toward realizing Vision Zero	5.11	Develop a reporting procedure that includes survey data, field data, and crash data to evaluate before and after conditions of Vision Zero projects, programs, and infrastructure projects		✓	✓	TAM	2018



APPENDIX A: PERFORMANCE MEASURES SCORECARD

Table A1, A2, and A3 communicate the existing conditions for the five years prior to the implementation of Zeroing In 2022. Table A1 lists the combined performance measure counts for traffic deaths and serious injuries on Fort Lauderdale’ streets, as well as counts transportation mode.

Table A2 lists the performance measure rates for traffic deaths and serious injuries overall and by transportation mode, and Table A3 lists benchmarking measures for City, state, and national population, as well as state and national deadly crash and serious injury rates.

Figure A displays the target path to achieve zero deaths. The target counts are based on a reduction of one less death each year from the baseline five-year average of deadly traffic crashes.

Table A1: Street Safety Baseline Conditions – Counts.

Performance Measures Counts		Source	2012	2013	2014	2015	2016	Five-Year Average
All Travel Modes (Combined Total)	Deaths	City of Fort Lauderdale Police Crash Data	28	18	24	25	32	28
	Serious injuries		12	10	5	7	7	8
	Crashes	Signal Four Analytics (Non-Interstate)	4,001	6,937	7,588	8,014	8,135	6,935
Pedestrians	Deaths	City of Fort Lauderdale Police Crash Data	13	9	13	13	14	12
	Severe injuries		6	6	2	2	3	4
Bicycles	Deaths		3	1	3	3	3	3
	Severe injuries		0	1	0	0	0	0
Motorcycles	Deaths		8	5	3	4	3	5
	Severe injuries		4	0	1	1	2	2
Vehicles	Deaths		4	3	5	5	12	6
	Severe injuries		1	3	2	4	2	2



Table A2: Street Safety Baseline Conditions – Rates.

Performance Measure Rates		Source	2012	2013	2014	2015	2016	Five-Year Average
Total Crashes	Total crash rate per 100,000 people	Signal Four Analytics (combines PD, BSO and FHP reports)	2372.86	4079.03	4423.35	4576.21	4602.62	4010.82
	Percent Change			71.90%	8.44%	3.46%	0.58%	21.09%
Deadly Traffic Crashes	Total traffic death rate per 100,000 people	City of Fort Lauderdale Police Crash Data	16.61	10.58	13.99	14.28	18.10	14.71
	Percent Change			-36.26%	32.18%	2.04%	26.82%	6.20%
	Vehicular death rate per 100,000 people	City of Fort Lauderdale Police Crash Data	2.37	1.76	2.91	2.86	6.79	3.34
	Percent Change			-25.64%	65.23%	-2.04%	137.79%	43.84%
	Pedestrian death rate per 100,000 people	City of Fort Lauderdale Police Crash Data	7.71	5.29	7.58	7.42	7.92	7.18
	Percent Change			-31.36%	43.20%	-2.04%	6.70%	4.12%
	Bicyclist death rate per 100,000	City of Fort Lauderdale Police Crash Data	1.78	0.59	1.75	1.71	1.70	1.51
	Percent Change			-66.95%	197.41%	-2.04%	-0.92%	31.88%
	Motorcycle death rate per 100,000	City of Fort Lauderdale Police Crash Data	4.74	2.94	1.75	2.28	1.70	2.68
	Percent Change			-38.03%	-40.52%	30.61%	-25.69%	-18.41%
Severe Injury Traffic Crashes	Total serious injury traffic rate per 100,000 people	City of Fort Lauderdale Police Crash Data	7.12	5.88	2.91	4.00	3.96	4.77
	Percent Change			-17%	-50%	37%	-1%	-8%
	Vehicular severe injury rate per 100,000 people	City of Fort Lauderdale Police Crash Data	0.59	1.76	1.17	2.28	1.13	1.39
	Percent Change			197%	-34%	96%	-50%	52%
	Pedestrian severe injury rate per 100,000 people	City of Fort Lauderdale Police Crash Data	3.56	3.53	1.17	1.14	1.70	2.22
	Percent Change			-1%	-67%	-2%	49%	-5%
	Bicyclist severe injury rate per 100,000	City of Fort Lauderdale Police Crash Data	0.00	0.59	0.00	0.00	0.00	0.12
	Percent Change			Increase	-100%	No Change	No Change	-100%
	Motorcycle severe injury rate per 100,000	City of Fort Lauderdale Police Crash Data	2.37	0.00	0.58	0.57	1.13	0.93
	Percent Change			-100%	Increase	-2%	98%	-1%





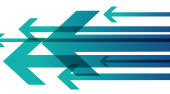
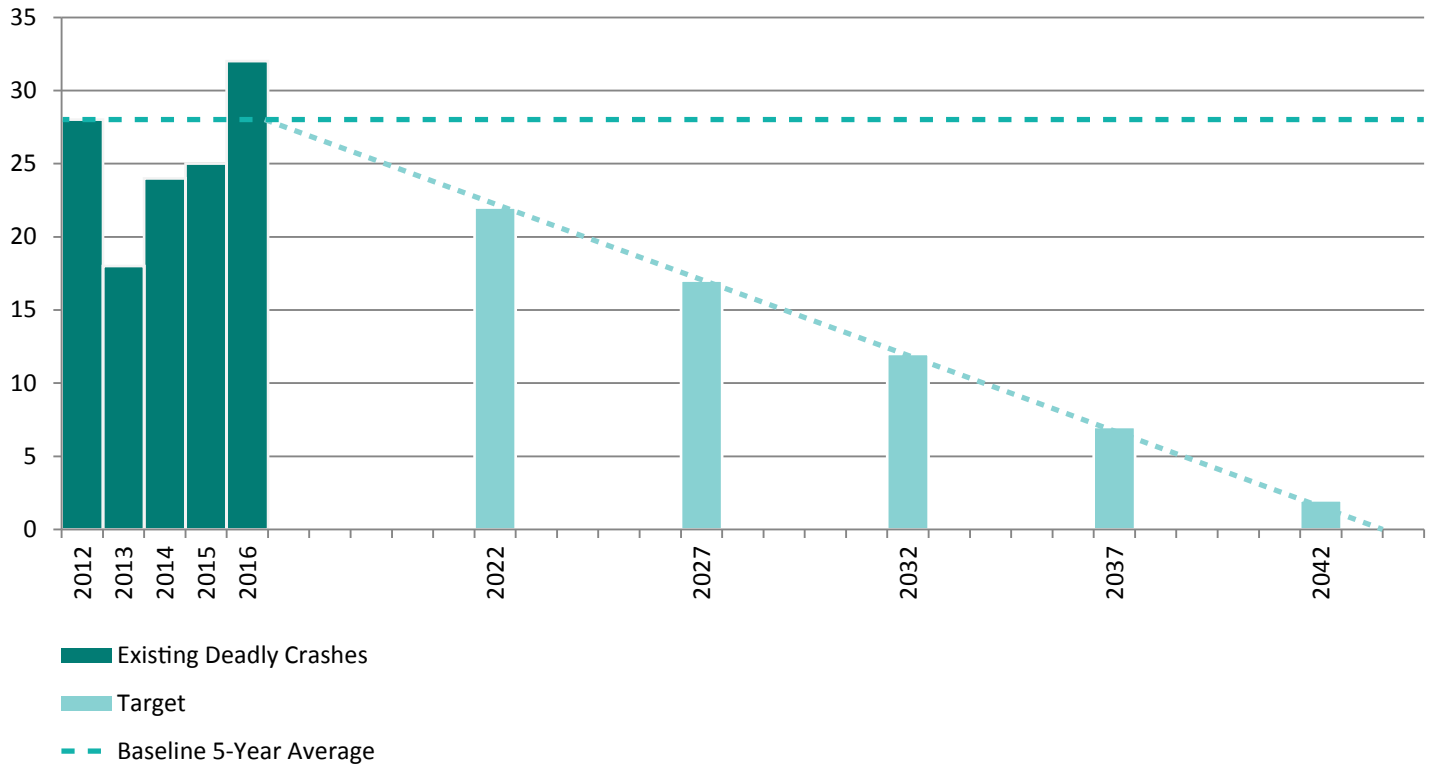
Table A3: Baseline Condition Benchmarking Measures.

Benchmarking Measures	Source	2012	2013	2014	2015	2016	Five-Year Average
Population							
Fort Lauderdale	Bureau of Economic & Business Research	168,615	170,065	171,544	175,123	176,747	172,419
Florida	National Highway Traffic Safety Administration	19,318,000	19,553,000	19,893,000	20,271,000	NA ⁱ	
National		313,914,000	316,129,000	318,857,000	321,419,000	NA ⁱ	
State and National Traffic Death Counts & Rates							
Florida traffic deaths	National Highway Traffic Safety Administration	2,424	2,407	2,494	2,939	NA ⁱ	
Florida deaths rate		12.55	12.31	12.54	14.50	NA ⁱ	
National traffic deaths		33,561	32,719	32,675	35,092	NA ⁱ	
National deaths rate		10.69	10.35	10.25	10.92	NA ⁱ	





Figure A1: Deadly Crash Target Reduction Path 2012-2044.



FUTURE PERFORMANCE MEASURES

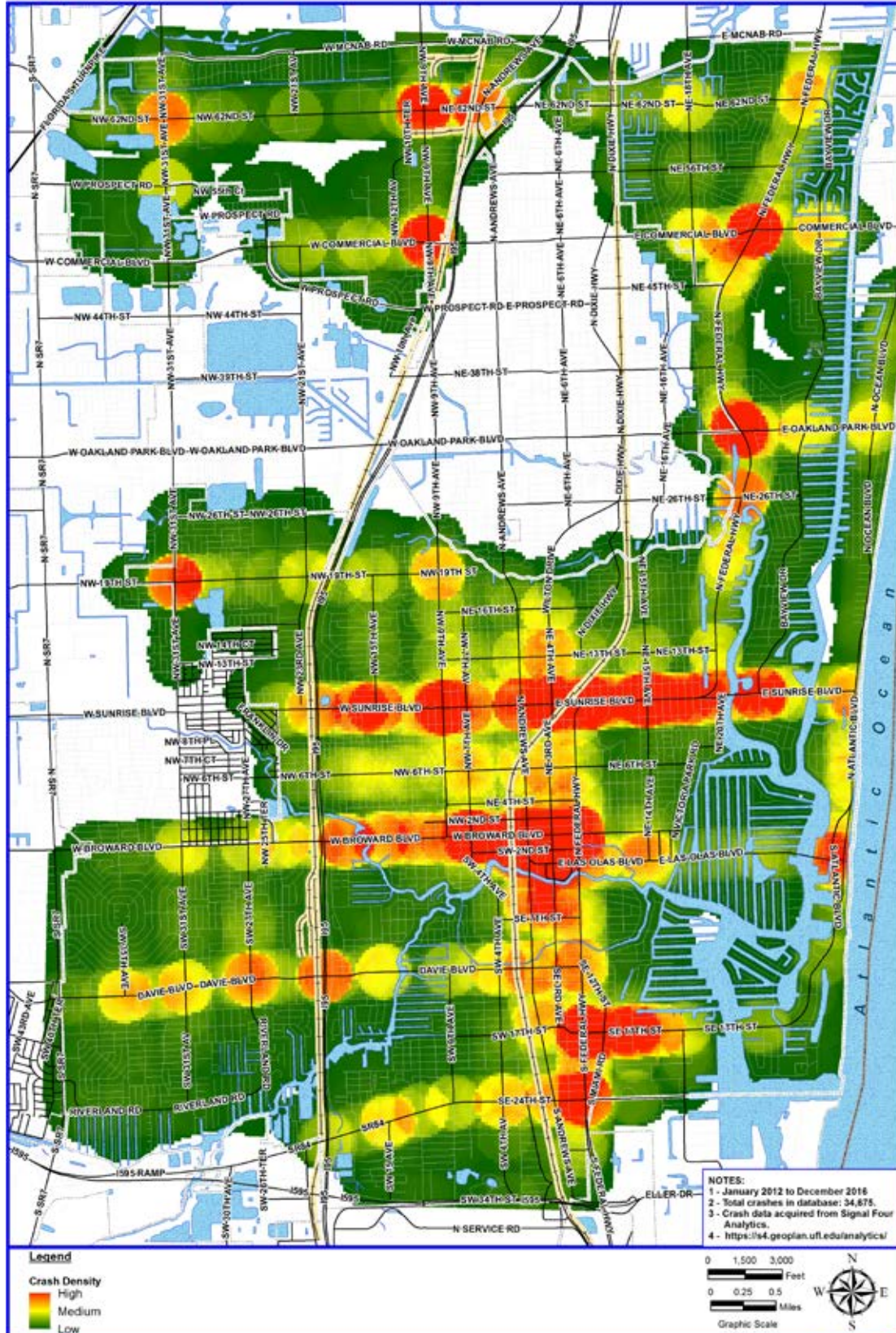
Future Vision Zero performance will be evaluated based on a defined set of performance measures. Once the data becomes available, future performance measures will be incorporated into the Vision Zero Scorecard. Performance measures may include, but are not limited to, the following:

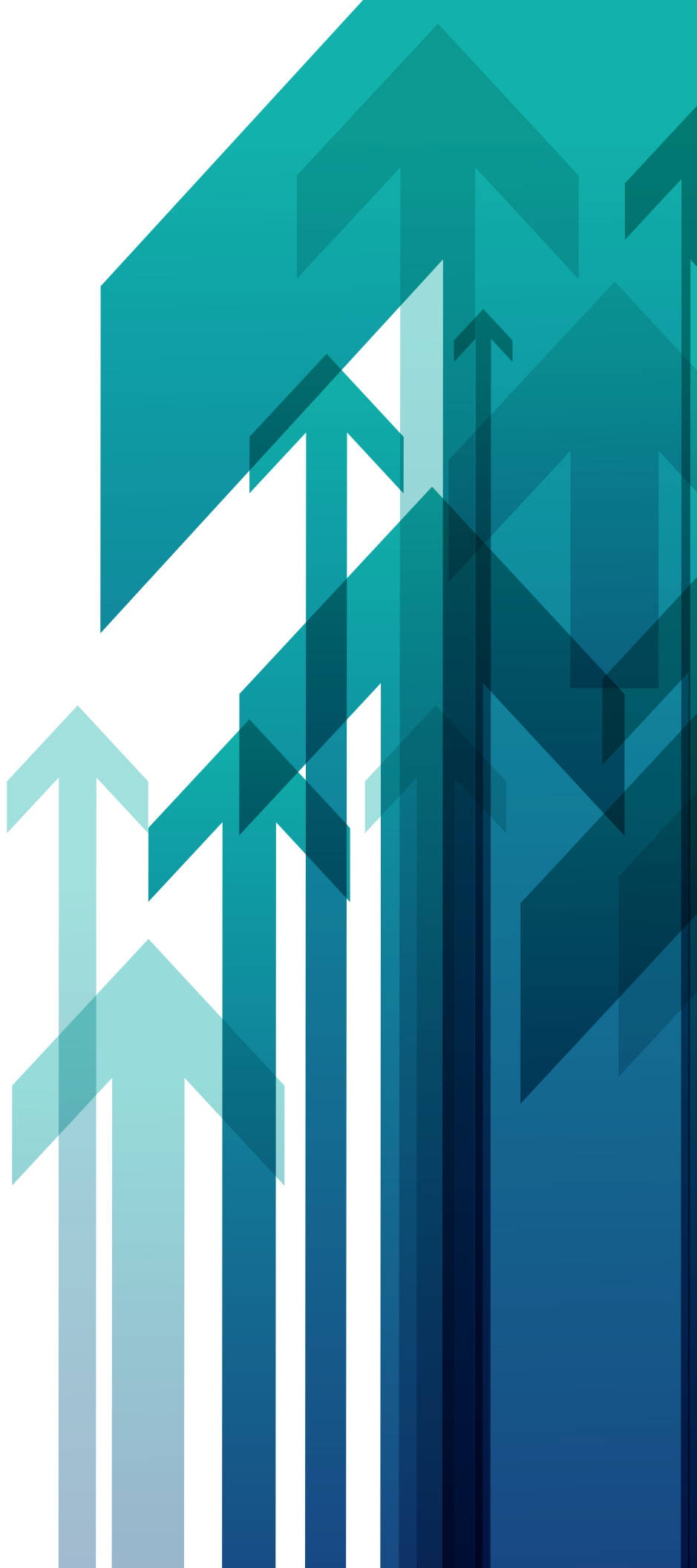
- Engineering strategies (percent completed)
- Enforcement strategies (percent completed)
- Evaluation strategies (percent completed)
- Education strategies (percent completed)
- Encouragement strategies (percent completed)
- Number of ADA upgrades through projects
- Overall crash reduction in top 10 corridors
- Overall crash reduction in top 12 intersections
- Monitor top three moving violations associated with crashes
- Monitor top three moving violations associated with fatal and severe crashes
- Number/length of engineering elements (e.g., protected bike lanes, sidewalks, landscape buffers, signal improvements, etc.)
- Before and after project results for safety related behaviors (e.g., speeding, number of crashes, etc.)
- Number of participants at Vision Zero awareness safety events and number of events
- Number of Community Investment Projects funded that address traffic safety
- Number of Community Builders/fleet drivers that received traffic safety training
- Number of local, state, and federal policies and legislation changes/adoptions
- Annual reduction of fatal/serious bodily injury crashes citywide
- Annual City of Fort Lauderdale Neighbor Survey results pertaining to satisfaction and safety of biking/walking



APPENDIX B: CRASH DENSITY MAP

Figure B1: Crash Density Map January 2012-December 2016.







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