**RESOLUTION NO. ____**

**PROPOSED RESOLUTION NO. 25-018**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA ADOPTING THE VISION ZERO ACTION PLAN AND EXPRESSING SUPPORT FOR TRANSPORATION SAFETY INITIATIVES THROUGHOUT LAKELAND AND POLK COUNTY; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Lakeland Comprehensive Plan: Our Community 2030 includes a "Safe and Convenient Mobility Options" element with a stated Number One Goal, "To provide a safe, efficient, financially feasible, multi-modal transportation system on which fatalities and serious injuries are eliminated (Vision Zero Goal), which is responsive to community needs, is consistent with future land use policies, is environmentally sound, and fosters economic vitality"; and

**WHEREAS**, between 2019 and 2023 an average of nine (9) people died and forty-four (44) people were seriously injured daily on Florida's roadways; and

**WHEREAS**, the 2024 *Dangerous by Design* report released by Smart Growth America and National Complete Streets Coalition ranked Florida as the 2nd most dangerous state and the Lakeland-Winter Haven Metropolitan Area as the 21st most dangerous for pedestrians nationally; and

**WHEREAS**, during the 2023-2024 School Year within Polk County, 25 students were involved in vehicle-pedestrian crashes, 14 students were transported to a hospital and 13 students died; and

**WHEREAS**, between 2020 and 2024, Lakeland suffered 127 fatalities and 9,183 injuries on roadways within our community, with a total societal cost of $4.5 Billion; and

**WHEREAS,** in 2024 alone, Lakeland experienced 19 fatalities, 84 serious injuries and 4,801 total crashes; and

**WHEREAS**, these figures represent life-ending or life-altering impacts to families, friends and community members; and

**WHEREAS**, there is a direct correlation between travel speeds and the survivability of a crash, with the National Traffic Safety Board (2017) estimating that a person stands a 95% chance of surviving a crash if hit by a vehicle traveling at 20 miles per hour and only a 15% chance of surviving if hit by a car traveling at 40 miles per hour; and

**WHEREAS**, a vehicle speed study conducted for the City of Lakeland by Verra Mobility in May 2024 calculated almost 3,000 potential school zone speed limit violations per day within our community; and

**WHEREAS**, the City of Lakeland has developed a Vision Zero Action Plan to eliminate fatal and serious injury crashes by Year 2040; and

**WHEREAS**, the Action Plan utilizes a multi-layered “safe systems” approach, with strategies and resources centered around Safe Streets, Safe Speeds, Safe Vehicles, Safe Behaviors, Post-Crash Investigation & Care and Data-Driven Decision-Making; and

**WHEREAS**, every City Department plays a role in implementing the Action Plan and on-going partnerships between the City, Polk County, Florida Department of Transportation, Polk Transportation Planning Organization, Polk County Public Schools, the Citrus Connection, and every resident, visitor, business and health care provider are critical to the Action Plan’s success;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA:**

**SECTION 1.** The Lakeland City Commission adopts the *Vision Zero Lakeland Action Plan* dated March 14, 2025, attached hereto as Exhibit "A."

**SECTION 2.** The City Commission will consider the approval of school zone safety cameras and additional red light camera locations for implementation in Calendar Year 2025.

**SECTION 3.** The City will accomplish Safe Streets for All (SS4A) Planning & Demonstration Projects in Fiscal Years 2025 and 2026.

**SECTION 4.** Each City Department will immediately begin implementing Vision Zero Action Plan items.

**SECTION 5.** The City will continue to partner with other agencies and community stakeholders to inform and educate the public about its role in making our streets safer for all users.

**SECTION 6.** This Resolution shall become effective upon passage.

**PASSED AND CERTIFIED AS TO PASSAGE** this 17th day of March, A.D. 2025.

_____
MICHAEL MUSICK
MAYOR PRO TEM

ATTEST: _____
KELLY S. KOOS
CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS: _____
PALMER C. DAVIS
CITY ATTORNEY


# City of Lakeland

## VISION ZERO ACTION PLAN

## March 14, 2025

# Table of Contents



CITY OF Lakeland
www.lakelandgov.net

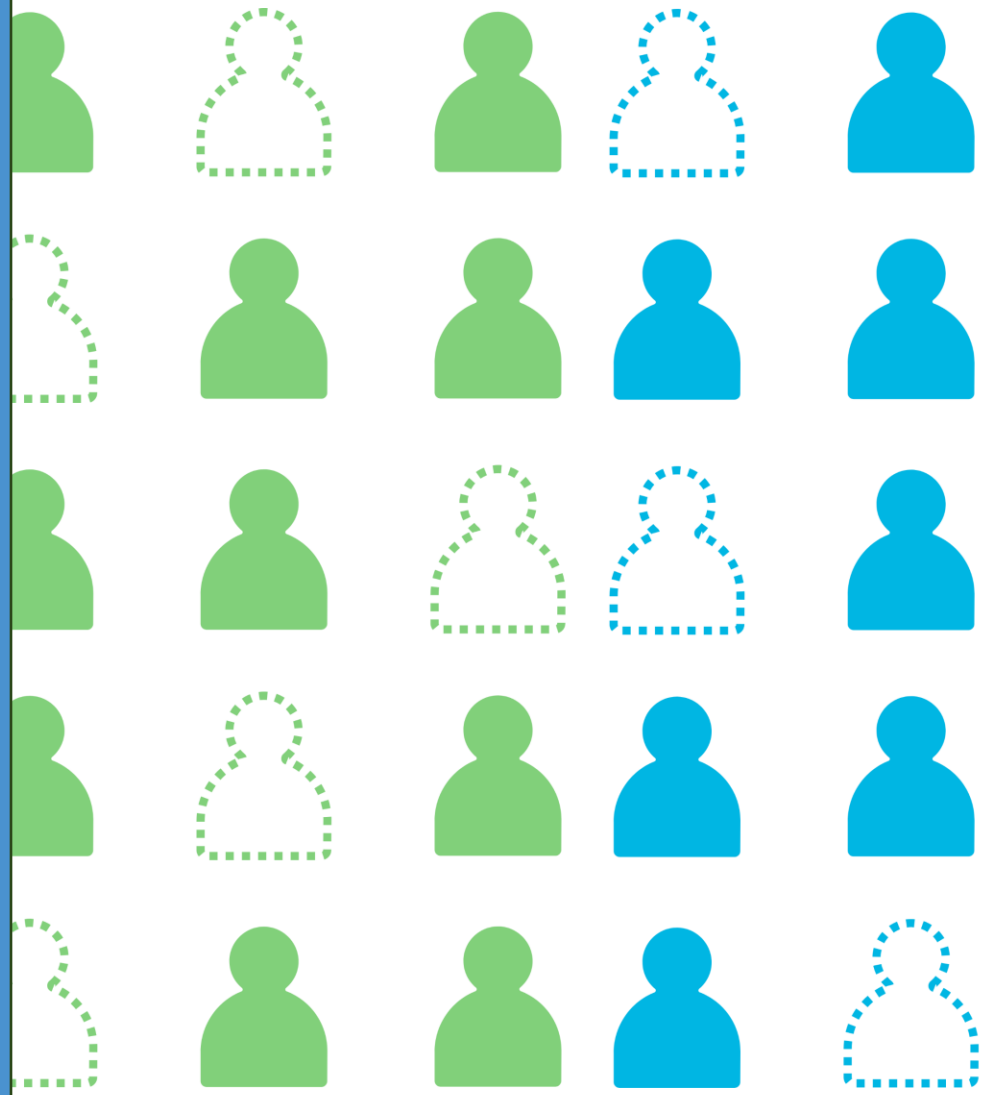
# 1. Introduction: What is Vision Zero?

The Vision Zero Action Plan is a comprehensive strategy aimed at eliminating all traffic-related fatalities and severe life-altering injuries in Lakeland.


SAFETY
EQUITY
MOBILITY
ZERO
LOSS OF LIFE OR
SERIOUS INJURIES

VISION ZERO LAKELAND

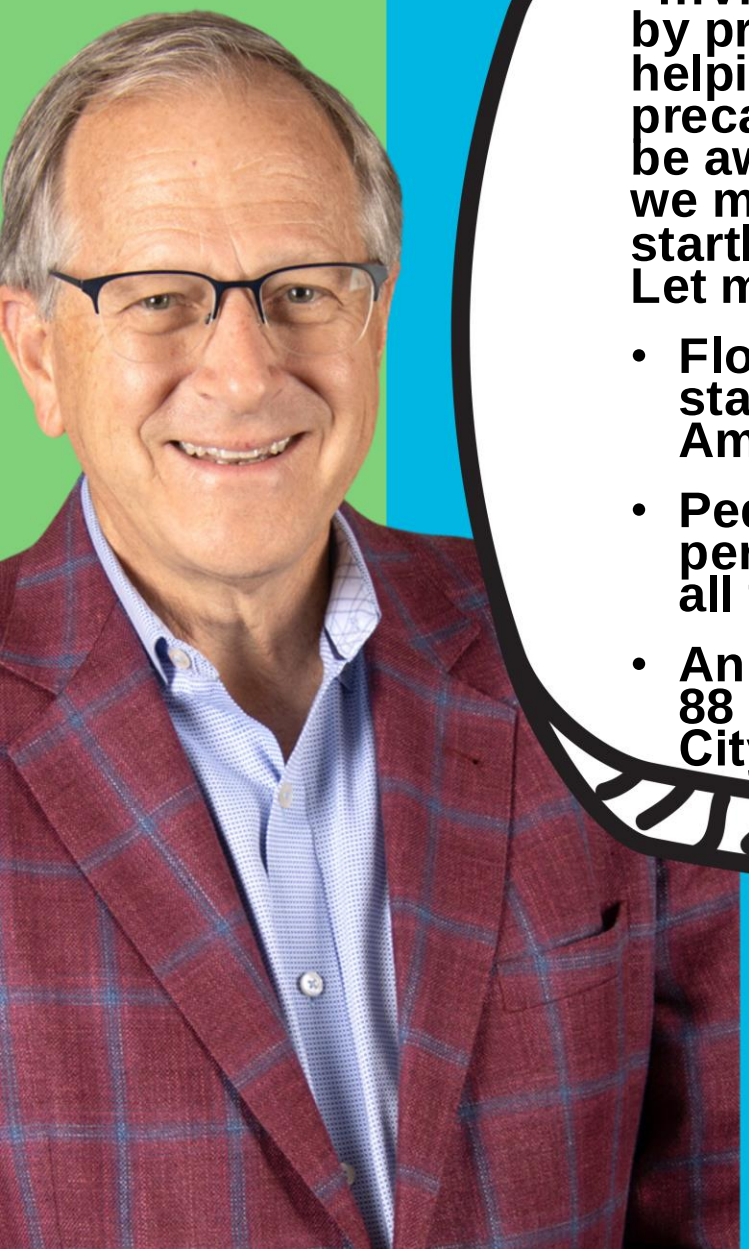
# Introduction: Who is involved?




CITY OF
Lakeland
Polk Transportation
Planning Organization
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA
FDOT
VISION
ZERO

# Vision Zero Committee

**ADA**
**Communications**
**Community & Economic Development**
**Fire**
**GIS**
**Innovation & Strategy**
**IT**
**LPD**
**Parks & Rec**
**Public Works**
**Risk Management**



**"…Vision Zero strives to Honor Everyone by providing for their plannable safety and helping raise awareness of WHY certain precautions are necessary. You may not be aware of the staggering responsibilities we must share, illustrated by some of the startling realities of traffic-related deaths. Let me share just a few of them:**

- **Florida was named #2 most dangerous state for pedestrians by Smart Growth America in 2022.**
- **Pedestrian crashes account for 3 percent of all crashes, but 29 percent of all fatal crashes in Lakeland**
- **An average of 26 people are killed and 88 severely injured within Lakeland's City limits each year…"**

Mayor H. William "Bill" Mutz

**“…I invite you to join us in this crucial initiative. In the coming weeks, we will be launching specific projects and initiatives outlined in our Vision Zero Action Plan.**

**I encourage you to get involved in promoting traffic safety in your daily life to achieve our shared goal of zero traffic fatalities and severe injuries. Together, we can make a significant difference in our community, saving lives and creating a safer, more sustainable future for all.”**

Shawn Sherrouse – City Manager

VISION ZERO LAKELAND

# Introduction: What does Vision Zero hope to accomplish?

Eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

# BENEFITS

## Reduced Traffic Fatalities and Injuries

Vision Zero aims to eradicate traffic fatalities and severe injuries through road safety enhancements and targeted interventions, leading to a decrease in traffic-related deaths and injuries.

## Enhanced Public Safety

Safer roads benefit all users, promoting active transportation methods like walking and cycling for better public health and reduced air pollution.

## Improved Quality of Life

Vision Zero promotes walkable, bike-friendly neighborhoods with well-designed streets to create livable communities, fostering community bonds, social interactions, and local business support.

## Economic Benefits

Reducing traffic crashes can save costs by lowering healthcare and emergency response expenses, reducing lost productivity, and attracting more visitors for local economic growth.

## Equity & Social Justice

Vision Zero aims to enhance safety for all, irrespective of age, income, or transportation mode, by reducing traffic fatalities and injuries in vulnerable communities with high crash rates.

# Introduction: Efforts Informing This Plan

- Multi-Modal Levels of Service adopted
- Pathways Plan originally published in 2009
- Complete Streets Policy Adopted in 2012
- Bronze level Bike-Friendly Community designation from the League of American Bicyclists in 2012
- Vision Zero Goal adopted in Comprehensive Plan 2021
- Mayor Mutz VZ Resolution in 2022
- Polk TPO Vision Zero Conditions Assessment 2023
- Lakeland Vision Zero Committee Formed 2023
- Polk TPO Safe Streets for All Grant awarded 2023
- Lakeland Safe Streets for All Grant awarded 2024

# Traditional vs. Vision Zero

**Traffic deaths are inevitable**

**Traffic deaths are preventable**


**Perfect human behavior**

**Integrate human failing in approach**

**Prevent collisions**

**Prevent fatal and severe crashes**

**Individual responsibility**

**Systems engineering approach**

**Saving lives is expensive**

**Saving lives is not expensive**

# What is the Safe System Approach?

The way roadway engineers approached safety in the past was to ensure their designs met a set of design standards and criteria. I If the design met the standards, they deemed that road "safe" and held the attitude that if anyone was killed on their "safe" road then it was that person's fault.

Under the Safe System approach, human failing and the limited human tolerance to crash impacts are central to design. The management of the transfer of kinetic energy (the energy of motion) to the human body within survivable limits is key to designing and operating a road system with the Safe System philosophy.

## TRADITIONAL APPROACH

- Traffic deaths are **INEVITABLE**
- **PERFECT** human behavior
- Prevent **COLLISIONS**
- **INDIVIDUAL** responsibility
- Saving lives is **EXPENSIVE**

## VISION ZERO

- Traffic deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** in approach
- Prevent **FATAL AND SEVERE CRASHES**
- **SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**

# Safe System Principles

Death/Serious Injury is unacceptable

Humans make mistakes

Humans are vulnerable


Responsibility is shared

Safety is proactive

Redundancy is crucial

The six principles that form the basis of the Safe System approach, shown around the outside ring of the graphic, are the fundamental beliefs that the approach is built on. A successful Safe System approach weaves together all six principles. It also requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

Source: FHWA

# Safe System Elements

Making a commitment to zero traffic deaths means addressing all aspects of safety through the five Safe System elements, which are highlighted in the center ring of the graphic that, together, create layers of protection for road users:

- safe road users
- safe vehicles
- safe speeds
- safe roads
- post-crash care

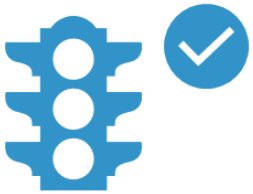
These layers of protection and shared responsibility promote a holistic approach to safety across the entire roadway system. The safe system elements are described in detail on the following pages.


Source: FHWA

# The Safe System Elements

## Safe Road Users

**Not distracted or impaired**



**Follow rules**

**Act within the limits of the road design**

We all make mistakes, but we all need to acknowledge the limits of our capabilities, so it is our responsibility to comply with the rules to ensure that we act within the limits of the road system's design. Transportation system managers and law enforcement can use techniques like traffic or DUI enforcement, speed feedback signs, and education campaigns to promote compliance with rules.

Source: FHWA

# The Safe System Elements

## Safe Vehicles

### Active safety

Measures to reduce the chance of a crash occurring

- Lane departure warning
- Autonomous emergency braking

### Passive safety

Protective systems for when crashes do occur

- Seatbelts and airbags
- Crash-absorbing vehicle crumple zones

Source: FHWA

# The Safe System Elements

## Safe Speeds

**Hit by a vehicle traveling at**

**23**

**MPH**

10% risk of death

**Hit by a vehicle traveling at**

**42**

**MPH**

50% risk of death

**Hit by a vehicle traveling at**

**58**

**MPH**

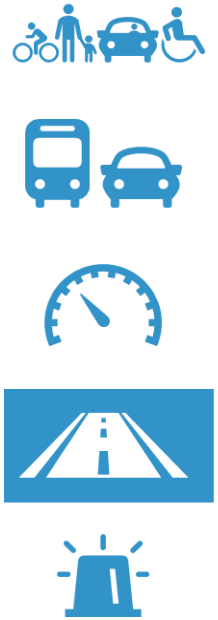
90% risk of death

There is a direct link between safe speeds and our ability to survive a crash. Put simply, humans are unlikely to survive high-speed crashes. Adjusting speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

There is a direct relationship between the speed at which a vehicle is traveling and the likelihood of survival for the person being hit. 9 out of 10 pedestrians are likely to survive if hit by a vehicle traveling around 20 MPH, while only 1 in 10 pedestrians will likely survive an impact at around 60 MPH.

Source: FHWA

# The Safe System Elements



## Safe Roads

Safe roads are designed and operated to:

1. **Prevent crashes among all users**
2. **Keep impacts on the human body at tolerable levels**

Source: FHWA

# The Safe System Elements

## Safe Roads

Avoiding crashes involves:

**Separating users in space**

**Separating users in time**

**Increasing attentiveness and awareness**

Source for all images: Fehr & Peers

Source: FHWA

# The Safe System Elements

## Safe Roads

Managing crash kinetic energy involves:


Managing speed

Managing crash angles

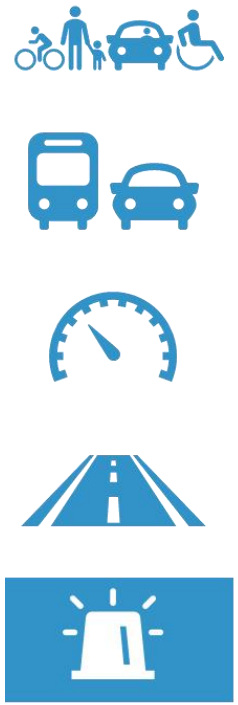
Managing crash energy distribution

Source: Fehr & Peers

Source: City of Carmel, IN

Source: FHWA

# The Safe System Elements



## Post-Crash Care

First responders

Crash investigation

Medical care


Source: Ron Moore

Source: FHWA

# The Safe System Approach

- Holistic approach to roadway safety includes Engineering, Education, Enforcement, and Post-Crash Care
- Focus attention on making roadway environments safer at the systemwide level.
- Design and manage road infrastructure to keep the risk of a mistake low.
- When a mistake leads to a crash, the impact on the human body should not result in a fatality or serious injury.
- Design and manage streets to encourage safe speeds and appropriate crash angles to reduce injury severity.


Source: FHWA.

# 2. Vision Zero Pledge

Because I know my choices matter, I pledge to respect the safety of my community and eliminate all traffic-related injuries in deaths in Lakeland by 2040 by committing the following actions:

I Pledge to:

- ❑ Yield to the most vulnerable road user, regardless of the rules of the road.
- ❑ Follow all laws and regulations governing the use of Lakeland's Streets.
- ❑ Always look out for pedestrians at crosswalks and turn slowly around corners. When I see a pedestrian crossing the street, I will yield the right of way.
- ❑ Never park where I obstruct visibility in a crosswalk. Parking too close to a crosswalk is not only illegal, but it also blocks sightlines for approaching pedestrians, bicyclists, and other drivers.

VISION ZERO LAKELAND

# 2. Vision Zero Pledge cont.

- ❑ Look out by looking up. While distracted driving is one of the leading causes of crashes, it is also one of the most preventable. Therefore, when I'm behind the wheel, I will keep my eyes on the street. Never drive if I am impaired, even slightly, by drugs or alcohol.
- ❑ Drive extra slowly and cautiously around schools and parks. If I am dropping a child off at school, I pledge not to park in a manner that prevents pedestrians, bicyclists, and other drivers from safely using the street.
- ❑ Remember that when I am behind the wheel, my vehicle can take someone's life or cause serious harm, regardless of which user violated the rules.
- ❑ Never flee a crash scene and always call 911 if I hit a pedestrian or cyclist.
- ❑ Not to exceed 25 MPH on local streets in Lakeland, realizing that the likelihood of causing serious injury to a pedestrian increases significantly at speeds above 20 mph.

# 3. Vision and Goals

## VISION

Our vision is to create a transportation system that ensures zero fatalities and severe injuries, making our city's streets safe, accessible, and enjoyable for pedestrians, cyclists, motorists, and public transit users alike. We strive to foster a culture of responsibility, respect, and mutual consideration among all road users.

## GOAL

Reduce traffic-related fatalities and severe injuries in Lakeland to zero by 2040.

# 3. Vision and Goals

## OBJECTIVES

- Implement infrastructure improvements and safety measures to mitigate risks and enhance road safety.
- Prioritize equity and ensure that vulnerable road users, such as children, the elderly, and people with disabilities, have equal access to safe streets.
- Foster public awareness and education to promote safe behaviors and responsible road use.
- Collaborate with community stakeholders, government agencies, and law enforcement to jointly work towards our shared goal of zero traffic fatalities and severe injuries.

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# 4. Key Components

- **Safe Streets Infrastructure:** Identify high-risk areas and implement engineering solutions such as traffic calming measures, improved crosswalks, protected bike lanes, pedestrian refuge islands, and better signage to enhance safety for all road users.
- **Data-Driven Approach:** Utilize real-time data analysis to identify patterns, hotspots, and high-risk locations, allowing for evidence-based decision-making and resource allocation.
- **Education and Outreach:** Develop educational campaigns to raise awareness about road safety, targeting both drivers and vulnerable road users. These initiatives will emphasize the importance of responsible behavior, obeying traffic laws, and mutual respect among all road users.

# 4. Key Components

- **Equity and Accessibility:** Prioritize safety enhancements in underserved and disadvantaged neighborhoods, ensuring that safety benefits are equitably distributed across all communities.
- **Public Transit and Active Mobility:** Promote the use of public transportation, cycling, and walking as safe and sustainable alternatives to private vehicles.
- **Enforcement and Legislation:** Collaborate with law enforcement agencies to enforce traffic laws rigorously and support legislative measures that align with Vision Zero objectives.

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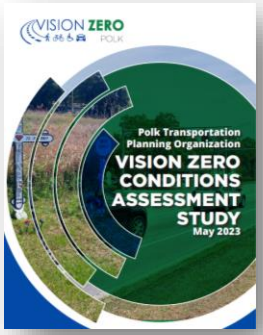
# 5.Coordination with State and County Efforts

# Polk TPO Vision Zero Timeline

Polk Transportation Planning Organization






**<u>2022</u>- County Formed Vision Zero Task Force w/ the City of Lakeland as a member**

**<u>May 2023</u>- Completed Vision Zero Conditions Assessment Study**

**<u>2023-</u> Polk County awarded federal Safe Streets for All (SS4A) Action Plan Grant**

**<u>Jan. 2025</u>- SS4A Action Plan Grant project to begin**

VISION ZERO LAKELAND

# 6. Crash Data

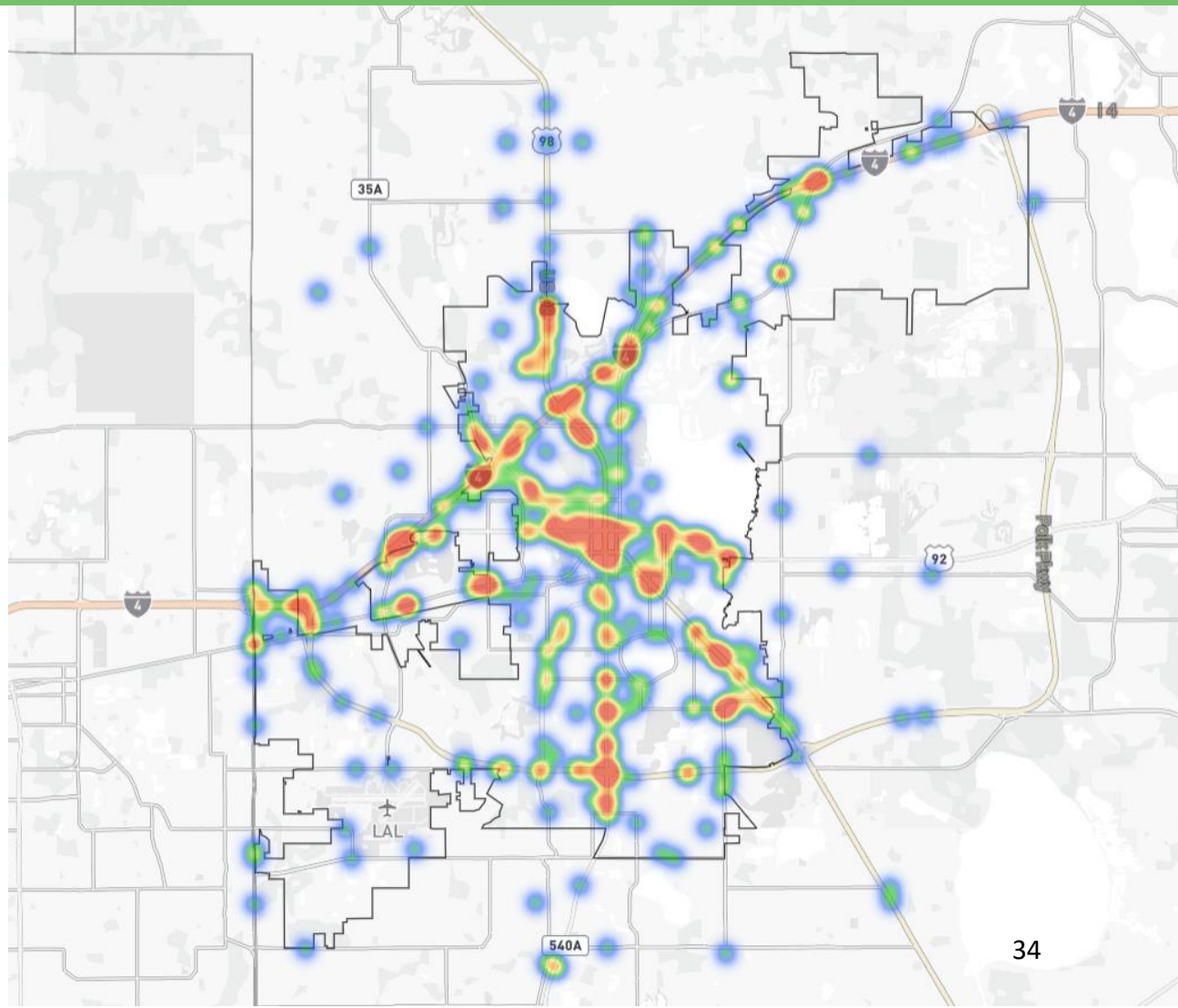
**The Lakeland Vision Zero Committee analyzed crash records for City-owned streets over the five-year period from 2020 through 2024**

# High-Injury Network (HIN)

**A High-Injury Network (HIN) is a network of streets and intersections with a disproportionately high number of traffic-related injuries and fatalities**

Severe Crashes
2020-2024

Source: Signal 4 Database



# Overall High-Injury Network Top 10

1. Interstate 4
2. South Florida Avenue (SR 37)
3. US 98 North
4. Bartow Road (US 98)
5. E Memorial Boulevard (US 92)
6. George Jenkins Boulevard (US 98/SR 60/SR 548)
7. Polk Parkway (SR 570)
8. Kathleen Road (SR 539)
9. W Memorial Boulevard (US 92)
10. Harden Boulevard (SR 563)

*Based on total number of severe (fatal or serious injury) crashes 2020-2024

# City-Owned High Injury Network Top 10

1. E Edgewood Drive
2. Lakeland Highlands Road
3. W 10th Street/Parkview Place
4. N Socrum Loop Road
5. Sleepy Hill Road
6. Lake Hollingsworth Drive
7. E Main Street from N Fern Road to Longfellow Boulevard
8. Griffin Road
9. N Lincoln Avenue
10. Olive Street

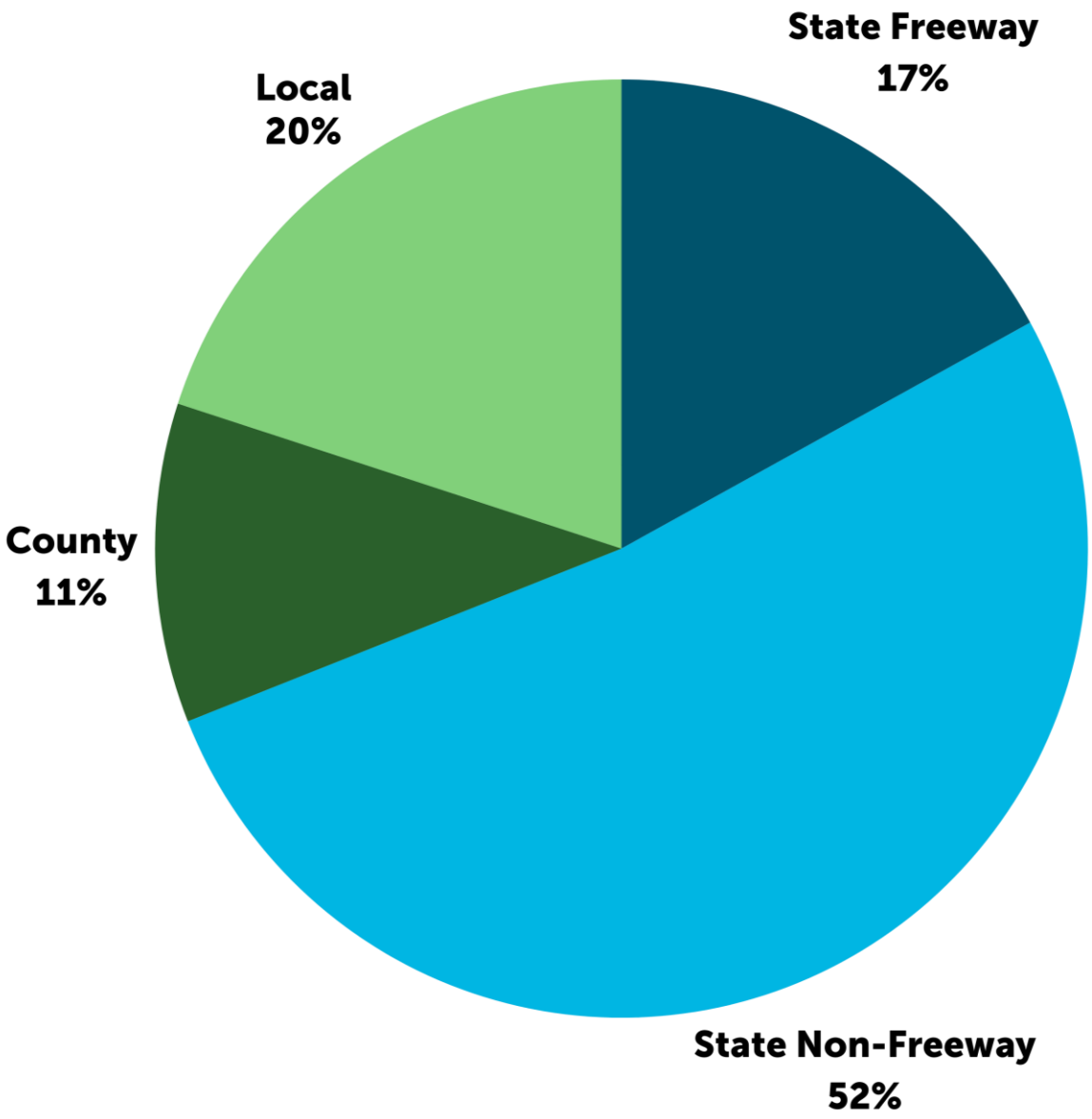
*Based on total number of severe (fatal or serious injury) crashes 2020-2024

**Average of 26 fatalities per year in Lakeland.**
**That's two losses of life a month.**
**That's a loss of life every two weeks.**

**Average of 88 incapacitating injuries per year.**
**That's approximately 8 life-changing injuries a month.**
**That's 2 life-changing injuries a week.**

Data from Signal 4 crash database

# Where are severe crashes occurring?




Source: Signal 4 crash database

# Crash Type Trends (2019-2024)

37% of severe crashes in Lakeland were intersection-related.

30% of severe crashes in Lakeland over the five-year period involved lane departures.

19% of fatal crashes in Lakeland involved unrestrained occupants.

11% of fatal crashes in Lakeland involve an impaired driver.

# Nighttime Crashes

50% of severe crashes on City-owned streets occurred at night, which is disproportionate considering only 25% of crashes overall occur at night. Nighttime driving safety risks include:

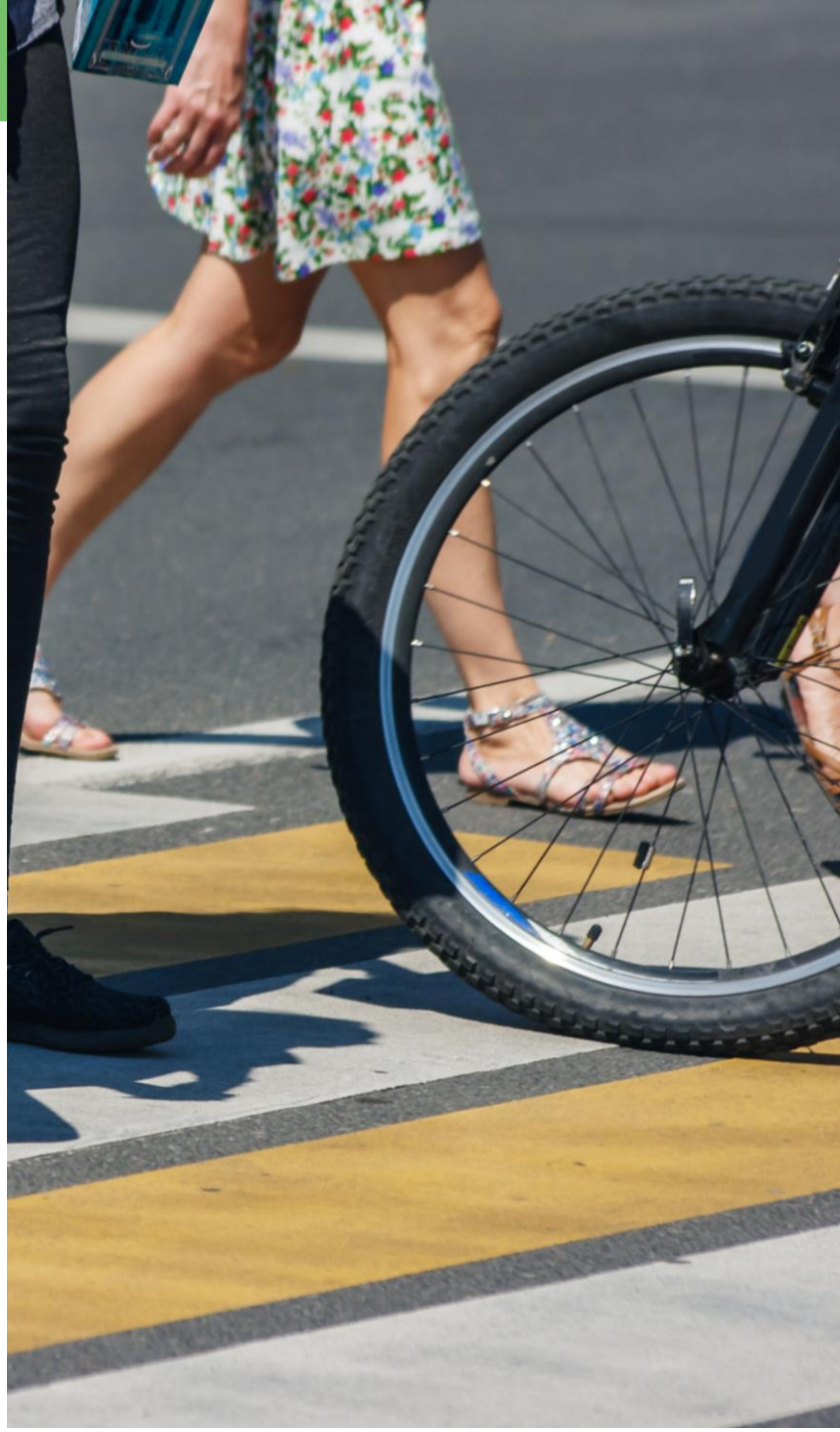
- Reduced visibility
- Drowsy Driving
- Increased Impaired Driving
- Wildlife Activity
- Lack of Street Lighting
- Pedestrian and Cyclist Visibility
- Speeding
- Decreased Visibility of Road Markings
- Reduced Enforcement

# Vulnerable Road Users

- **Pedestrians and Bicyclists:** 3% of crashes in Lakeland involve a pedestrian or bicyclist. 19% of severe crashes involve a pedestrian or bicyclist.

- **Socially and Economically Disadvantaged Areas:** residents in these neighborhoods, including children and the elderly, tend to make more trips on foot or by bicycle, which leads to a disproportionate number of fatalities.

- **Motorcyclists:** Less than 2% of motor vehicle crashes in Lakeland involve a motorcyclist, but 18% of fatal crashes in Lakeland involve a motorcyclist.



VISION ZERO LAKELAND

# 7. Community Outreach


TRANSPORTATION ENGINEERS
EDUCATION
URBAN PLANNING
HEALTHCARE
LAW ENFORCEMENT
PUBLIC OUTREACH

# Lakeland Vision Zero Dashboard


**Monitors Progress:** Allows city officials, policymakers, and the public to track the progress of road safety projects and initiatives and assess the effectiveness of various interventions. Measures Vision 0 success.

**Engages the Public:** Increasing accessibility encourages public engagement and participation.

**Promotes Transparency and Accountability:** Openly shares road safety data and progress reports. It holds authorities accountable for their commitment to reducing traffic-related fatalities and injuries.

# 8. Action Items

The City of Lakeland's Vision Zero Action Items are framed within the context of the City's Vision Zero goals and objectives and will consist of a set of strategies and tactics for planning and achieving the desired outcome.

Action items will focus on the following areas:

- Safe Streets
- Safe Speeds
- Safe Vehicles
- Safe Behaviors
- Post-Crash Investigation and Care
- Data-Driven Decisions

# Safe Streets

Safe streets are critical for long-term and sustainable crash and trauma reduction.

- Establish a dedicated funding source for safety projects
- Identify a list of quick-build safety projects with implementation dates
- Identify a list of long-term safety projects with implementation dates
- Conduct road safety audits for corridors and intersections on the high-injury network and develop lists of recommendations for improvements
- Conduct a systemic review of crosswalks for lighting and other safety enhancements
- Conduct a systemic review of intersection and corridor  lighting needs

# Safe Speeds

Lower Speeds= decrease in risk of serious injury/death

- Implement speed-reduction projects on high-injury segments, transition areas from rural county roads into the city, and in advance of T-intersections with a severe crash history.

- Amend the land use code to require slow points/traffic calming devices in the street design for new developments

- Evaluate and adopt a data solution for evaluating speeds to proactively identify and target streets for speed limit changes and traffic calming rather than reactively responding to citizen complaints.

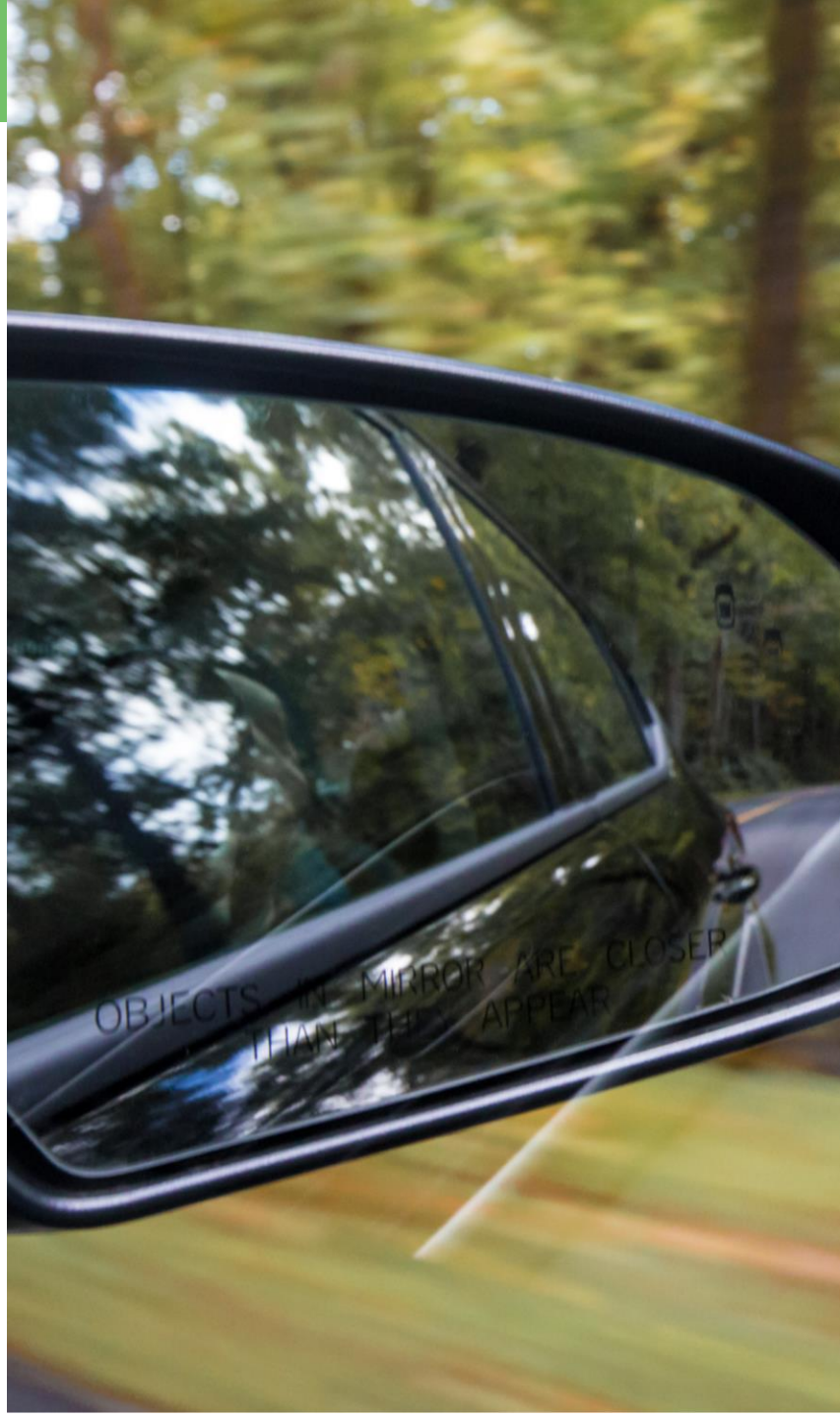
- Use high-visibility targeted enforcement of speed limits. Review speed data and locations of citations to inform selection of locations.

- Install school speed zone cameras (currently allowed by state statute) and develop a plan for the use of speed cameras in other areas with a severe crash history should state statute allow it in the future.

# Safe Vehicles

Actions for safe vehicles focus on educating the public about safety features and encouraging the use of smaller vehicles and micromobility when possible.

- Develop a policy for using safety technologies in city fleet vehicles
- Right-size city-owned vehicles to the smallest vehicle practical for meeting business needs.
- Develop a plan for more fully utilizing telematics in city vehicles, including the driver behavior feedback component.
- Install after-market 360-degree camera systems and/or use passenger employee as a spotter for large city vehicles.



# Safe Behaviors

Road users should operate within the boundaries set by the road system designers. This can include wearing seatbelts, using helmets, and driving at or below posted speeds.

- Develop a comprehensive communications plan of programmed traffic safety outreach (i.e. social media posting schedule, coordinated with other outreach) that aligns with NHTSA's national safety campaigns
- Develop relationships with partners to offer free rides home for intoxicated individuals, particularly during events and holidays.
- Develop relationships with motorcycle dealerships to help disseminate safety information and training resources.
- Develop Vision Zero safety videos on topics including bicycle safety, pedestrian safety, roundabouts, move over for first responders, car seats, 4-way stop control, etc.
- Focus enforcement efforts on behaviors that lead to severe crashes (i.e. speeding, aggressive driving, DUI, seatbelt use).

# Safe Vehicles

Rapid response by trained medical professionals is the final safety net to increase the probability that victims survive. After, comprehensive investigation and communication actions can increase the City's understanding of the underlying causes of crashes at the scene and improve reporting to the public.

- Investigate the use of GPS traffic signal pre-emption for emergency response vehicles (ambulance and fire).

- Train in Traffic Incident Management (TIM) to reduce on-scene time for crash response.

- Review availability of fire and medical facilities to determine where new facilities are needed to improve travel times and medical outcomes for crash victims

# Data-Driven Decisions

VISION ZERO LAKELAND


<u>Collecting and reviewing data on traffic safety leads to safer roads.</u>

- Evaluate progress toward Vision Zero goal on an annual basis
- Establish a Vision Zero Dashboard webpage with public information about severe crashes
- Establish a mechanism for triggering before and after crash data analysis as infrastructure projects are completed
- Report severe crashes and trends in annual report to City leadership
- Create a central repository for Traffic Operations and LPD to share data from traffic counts and radar speed signs
- Upgrade crash mapping software and hardware to improve crash reporting quality

# 9. Implementation

The City's progress toward Vision Zero will be tracked by continuously monitoring and evaluating the effectiveness of the safety measures from the Vision Zero Action Plan as they are implemented within the community.

Progress will be tracked and reported using the set of performance measures outlined on the following page. The Vision Zero Committee will review these performance measures and update the Action Plan Items on an annual basis.

# Performance Measures

| Measure | Unit | Target |
|---|---|---|
| Severe Crashes | Total Number of traffic-related fatalities and severe injuries in Lakeland | 0 |
| Fatal Crashes | Total number of Fatal crashes in Lakeland | 0 |
| Severe Injury Crashes | Total number of severe injury crashes in Lakeland | 0 |
| Pedestrian Crashes | Total number of KSI pedestrian crashes in Lakeland | 0 |
| Bicycle Crashes | Total number of KSI bicycle crashes in Lakeland | 0 |
| Lane Departure Crashes | Total number of KSI lane departure crashes in Lakeland | 0 |
| Intersection Crashes | Total number of KSI intersection-related crashes in Lakeland | 0 |
| Safety Projects | Percentage of high-injury network segments addressed with comprehensive safety projects | 100% |
| Systemic Improvements | Percentage of identified systemic safety improvements implemented | 100% |

# Appendices

A – Vision Zero Action Item List

# Appendix A - City of Lakeland Vision Zero Action Items

## 1. Safe Streets

| Item No. | Item | Who | Timeframe | Status |
|---|---|---|---|---|
| 1.1 | Establish a dedicated funding source for Vision Zero safety projects | City Leadership | Short-term | |
| 1.2 | Update the City's engineering standards to promote traffic safety | | | |
| 1.2a | Establish a policy and design standards to prioritize roundabouts for intersection control before considering traffic signals | CED/Engineering/TOPS | Short-term | |
| 1.2b | Develop standards for tactical safety treatments that can be implemented quickly until longer-term solutions can be constructed | CED/Engineering/TOPS | Short-term | |
| 1.2c | Update engineering design standards to include recommendations for target speeds | CED/Engineering/TOPS | Short-term | |
| 1.2d | Update engineering design standards to include recommendations for lighting at crosswalks | CED/Engineering/TOPS | Mid-term | |
| 1.2e | Update engineering design standards to include recommendations for lane widths to control speeds | CED/Engineering/TOPS | Short-term | |
| 1.2f | Update engineering design standards to include recommendations for the use of refuge islands at mid-block crossing locations. | CED/Engineering/TOPS | Short-term | |
| 1.2g | Update engineering design standards to include recommendations for minimizing the length of crosswalks at intersections. | CED/Engineering/TOPS | Short-term | |
| 1.2h | Update engineering design standards to incorporate proven safety countermeasures and to recommend the use of Crash Modification Factors (CMFs) for selecting appropriate safety countermeasures. | CED/Engineering/TOPS | Mid-term | |
| 1.3 | Design safety improvements for the city-owned High Injury Network streets and crash hotspots | | | |
| 1.3a | Conduct road safety audits for corridors and intersections on the high-injury network and develop lists of recommendations for improvements. | CED/Engineering/TOPS | Mid-term | |
| 1.3b | Identify a list of quick-build safety projects with target dates. | CED/Engineering/TOPS | Short-term | |
| 1.3c | Identify a list of longer-term safety projects with target dates. | CED/Engineering/TOPS | Short-term | |
| 1.3d | Identify a list of lane departure hotspots and design roadside improvements | CED/Engineering/TOPS | Mid-term | |
| 1.3e | Design improvements for streets on the city-owned high injury network (HIN) | Engineering | Mid-term | |
| 1.3f | Construct roadway improvements on the city-owned high-injury network (HIN) | Engineering/C&M | Long-term | |
| 1.4 | Conduct systemic assessments of geometric features and other factors associated with severe crashes | | | |
| 1.4a | Review high-pedestrian areas to determine if right turns on red should be restricted at signalized intersections | TOPS | Short-term | |
| 1.4b | Review City-owned bicycle facilities for safety and appropriateness and work with FDOT to address unprotected bike lanes on high-speed state-owned facilities | CED/Engineering/TOPS | Long-term | |
| 1.4c | Conduct a systemic assessment of crosswalks for lighting and other enhancements | Engineering/TOPS/GIS | Short-term | |
| 1.4d | Conduct a systemic assessment of horizontal curves and install enhanced curve delineation | TOPS/GIS | Short-term | |
| 1.4e | Conduct a systemic assessment of intersection lighting needs. | LE/Engineering/GIS | Mid-term | |

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|---|---|---|---|---|
| 1.4f | Conduct a systemic assessment of stop-controlled intersections and install appropriate countermeasures | Engineering/TOPS/GIS | Mid-term | |
| 1.4g | Install permanent radar speed feedback signs in advance of horizontal curves at high-crash locations | TOPS/LPD | Short-term | |
| 1.5 | Enact policies that support safe streets | | | |
| 1.5a | Establish a policy for using Safety Edge in paving projects where appropriate | C&M | Short-term | |
| 1.5b | Establish a policy for maintaining bicycle facilities to ensure they are free of debris that can pose a hazard to cyclists | C&M/Parks & Rec | Short-term | |
| 1.5c | Establish a policy for maintaining landscaping at intersections and crosswalks to ensure sight lines are unobstructed | Parks & Rec/TOPS | Short-term | |

## 2. Safe Speeds

| Item No. | Item | Who | | Status |
|---|---|---|---|---|
| 2.1 | Enact policies that support safe speeds | | | |
| 2.1a | Review the City policy for setting speed limits. Conduct a city-wide speed limit study to investigate reducing speed limits for streets in residential neighborhoods and downtown. | TOPS/Engineering | Short-term | |
| 2.1b | Amend the land use code to require designs that include slow points and/or traffic calming in new developments | CED/TOPS | Short-term | |
| 2.1c | Require speed limiters for any future motorized micromobility options | LDDA/CED | Mid-term | |
| 2.2 | Design systemic engineering improvements that promote safe speeds | | | |
| 2.2a | Implement speed-reduction projects on high-injury segments, transition areas from rural county roads into the city, and in advance of T-intersections with crash history. | CED/Engineering/TOPS | Long-term | |
| 2.2b | Restore brick streets where feasible. | C&M/Engineering | Long-term | |
| 2.2c | Include landscaping, street trees, street furniture, etc. in street designs to introduce friction and slow vehicle speeds. | Engineering/CED/CRA | Short-term | |
| 2.3 | Use law enforcement measures to promote safe speeds | | | |
| 2.3a | Use high-visibility targeted enforcement of speed limits. Review speed data and locations of citations to inform selection of locations. | LPD | Short-term | |
| 2.3b | Install school speed zone cameras (currently allowed by state statute) and develop a plan for the use of speed cameras in other areas with a severe crash history should state statute allow it in the future. | LPD/TOPS | Short-term | |

## 3. Safe Vehicles

| Item No. | Item | Who | | Status |
|---|---|---|---|---|
| 3.1 | Enact policies that support safe vehicles | | | |
| 3.1a | Develop a policy for using safety technologies in city fleet vehicles. | Fleet | Short-term | |
| 3.1b | Develop a policy for right-sizing city-owned vehicles to the smallest vehicle practical for meeting business needs. | Fleet | Short-term | |
| 3.1c | Develop a policy for using shared micromobility for City staff making short trips | Fleet | Short-term | |
| 3.1d | Develop a policy for allowing micromobility options downtown and within residential neighborhoods | | Short-term | |
| 3.1e | Develop a policy for large delivery vehicles in the core of downtown and other areas where significant pedestrian activity is present. | TOPS | Mid-term | |
| 3.2 | Utilize technologies that support safe vehicles | | | |

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|---|---|---|---|---|
| 3.2a | Develop a plan for more fully utilizing telematics in City vehicles, including the driver behavior feedback component. | Fleet | Short-term | |
| 3.2b | Develop a policy for installing after-market 360-degree camera systems and/or use passenger employee as a spotter for large city vehicles. | Fleet | Short-term | |

## 4. Safe Behaviors

| Item No. | Item | Who | | Status |
|---|---|---|---|---|
| 4.1 | Promote safe driving behaviors through education by developing a comprehensive communications plan of programmed traffic safety outreach (i.e. social media posting schedule, coordinated with other outreach) that aligns with NHTSA's national safety campaigns | TOPS/Communications/LPD | Short-term | |
| 4.1a | Develop Vision Zero safety videos on topics including bicycle safety, pedestrian safety, roundabouts, move over for first responders, car seats, 4-way stop control, etc. | TOPS/Communications/LPD | Short-term | |
| 4.1b | Provide traffic safety education at high schools through Prom Promise | Communications/LPD | Short-term | |
| 4.1c | Produce a PSA video message featuring a traffic death notification using traffic homicide detective | Communications/LPD | Short-term | |
| 4.1d | Host a community bike helmet fitting/bike festival/bike rodeo event | TOPS/Communications/LPD | Short-term | |
| 4.1e | Partner with Citrus Connection for bus wrap promoting Vision Zero | Communications | Short-term | |
| 4.1f | Develop relationships with motorcycle dealerships to help disseminate safety information/training resources | TOPS/Communications | Mid-term | |
| 4.1g | Host a car seat inspection event with possible voucher for car seat discount at Common Ground Park | Parks & Rec/Communications | Mid-term | |
| 4.1h | Highlight parks that have safe transportation alternatives - biking paths/walking paths | Parks & Rec/Communications | Short-term | |
| 4.1i | Develop a speed limit PSA campaign which includes ticket cost, impacts, and personal testimonials | Communications/LPD | Short-term | |
| 4.1j | Work with neighborhood associations to distribute safety information and to engage residents in tactical safety projects | CED/TOPS | Short-term | |
| 4.2 | Promote safe driving behaviors through employee training | | | |
| 4.2a | Provide internal training to city staff - looking out for things like sight distance, roadside hazards, unsafe conditions and reporting to management/TOPS | Public Works/Parks & Rec | Mid-term | |
| 4.2b | Develop a mandatory driver safety training/defensive driving class for Lakeland fleet drivers | Risk/Fleet | Mid-term | |
| 4.3 | Promote safe driving behaviors through enforcement | | | |
| 4.3a | Focus enforcement efforts on behaviors that lead to severe crashes (i.e. speeding, aggressive driving, DUI, seatbelt use) | LPD | Short-term | |
| 4.3b | Conduct high-visibility targeted enforcement events with Vision Zero branding | LPD | Short-term | |
| 4.3c | Consider adding a VZ component to LPD Citizens Academy | LPD | Mid-term | |
| 4.3d | Enforce parking restrictions near stop signs and crosswalks to ensure drivers have a clear sight line to pedestrians crossing the street. | LPD | Short-term | |
| 4.4 | Promote safe driving behaviors through policy and program changes | | | |
| 4.4a | Develop relationships with partners to offer free rides home for intoxicated individuals, particularly during events and holidays. | TOPS/LPD/Communications | Short-term | |
| 4.4b | Provide incentives for teens who complete driver education/defensive driving classes | TOPS/Polk Schools | Mid-term | |

## 5. Post-Crash Care

| Item No. | Item | Who | | Status |
|---|---|---|---|---|
| 5.1 | Train city staff in Traffic Incident Management (TIM) to reduce on-scene time for crash response | LPD/LFD/TOPS | Mid-term | |
| 5.2 | Investigate the use of GPS traffic signal pre-emption for emergency response vehicles (ambulance and fire) | LFD/TOPS | Mid-term | |
| 5.3 | Review availability of fire and medical facilities to determine where new facilities are needed to improve travel times and medical outcomes for crash victims | CED | Mid-term | |

## 6. Data-Driven Solutions

| Item No. | Item | Who | | Status |
|---|---|---|---|---|
| 6.1 | Evaluate progress toward Vision Zero goal on an annual basis using the measures of effectiveness outlined in the Lakeland Vision Zero Action Plan. | TOPS | Short-term | |
| 6.2 | Annually update the Vision Zero Dashboard webpage with public information about severe crashes. | Communications/CED/TOPS | Short-term | |
| 6.3 | Establish a mechanism for triggering before and after crash data analysis as infrastructure projects are completed | Engineering/TOPS/GIS | Short-term | |
| 6.4 | Report severe crashes and trends in annual report to City leadership | TOPS | Short-term | |
| 6.5 | Expand Red light camera program based on locations with red-light-running-related angle crashes | LPD/TOPS | Mid-term | |
| 6.6 | Create a central repository for Traffic Operations and LPD to share data from traffic counts and radar speed signs | LPD/TOPS/GIS | Mid-term | |
| 6.7 | Evaluate and adopt a software solution for evaluating safety data to proactively identify and target streets for safety improvements | TOPS/IT | Short-term | |
| 6.8 | Upgrade crash mapping software and hardware to improve the quality of crash reporting | LPD | Mid-term | |

Short-term = 1-2 years, Mid-term = 3-5 years, Long-term = 5+ years