Palm Beach TPA
Vision Zero Workshop

Summary Report & Next Steps

March 30, 2020

Background

An estimated 100 people die each day in the U.S. in traffic crashes, in the range of 35,000-40,000 lives lost each year. Many millions more are injured, some severely. The tragic losses and suffering touch far more friends, family and community members. In addition to this human suffering, there are additional societal costs of $433 billion annually related to vehicle traffic crashes, according to the National Safety Council (statistical costs of traffic safety in the U.S.).

Community members, policymakers, and transportation, public health, and law enforcement professionals across the country are stepping up in bold and encouraging ways to address these largely preventable losses. They recognize their roles in shifting the paradigm from this tragic status quo to one in which *all* people can move about safely in their communities, regardless of their age, social status, choice of transportation mode, or various backgrounds.

Goals of Vision Zero Workshop

The Palm Beach Transportation Planning Agency (TPA) serves as the Metropolitan Planning Organization (MPO) for Palm Beach County. The TPA's Vision for Palm Beach County is a safe, efficient and connected multimodal transportation system. The TPA is one of a growing number of government agencies across the U.S. who have committed to Vision Zero: the goal of zero traffic deaths or severe injuries among all road users. To advance the goal of safe mobility for all and to support local government agencies within Palm Beach County, the TPA hosted a Vision Zero workshop on December 13, 2019. The event drew 37 people ranging from transportation planners and engineers to school and health officials to elected leaders from across the county.

The workshop was facilitated by the Vision Zero Network, a nonprofit group based in San Francisco, California that supports learning and implementation of Vision Zero principles and strategies across the nation.

The following report includes background information on Vision Zero, key takeaways, opportunities and next steps to advance Vision Zero efforts in Palm Beach County.
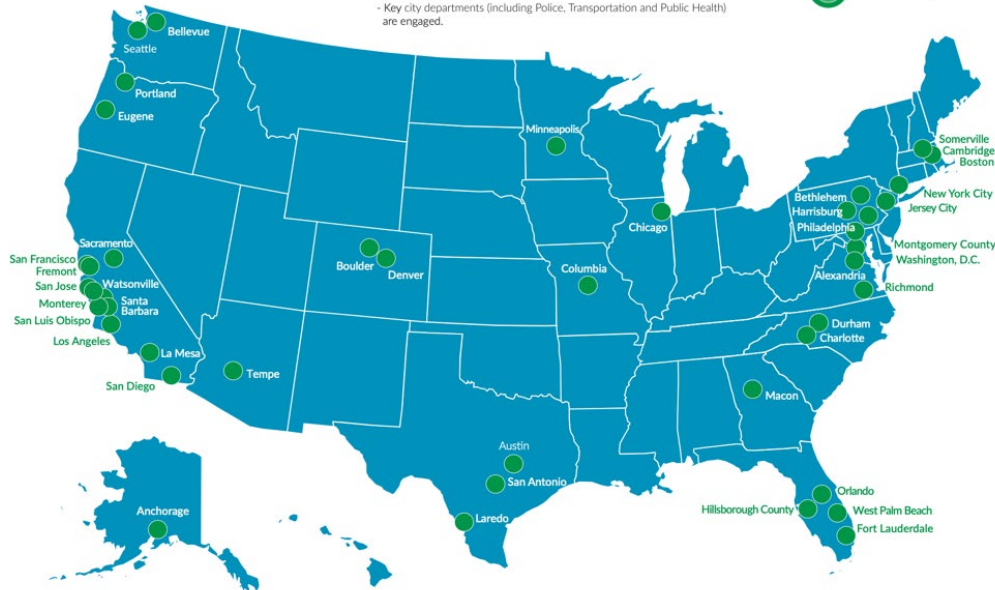
Vision Zero Overview

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users and to ensure safe, healthy, equitable mobility for *all*. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities. To date more than 40 communities – local and regional – have made official Vision Zero commitments.
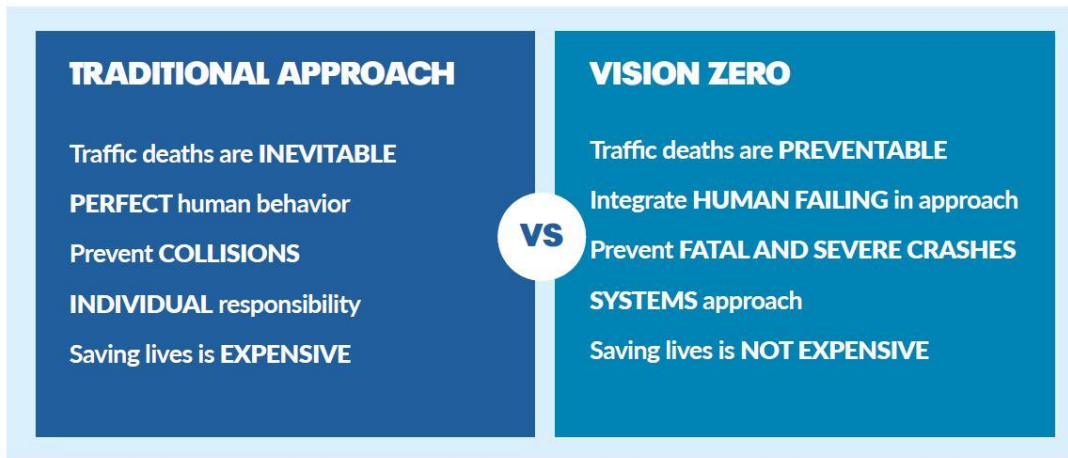
Source: Vision Zero Network

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share responsibility with road users to ensure safe systems for travel.

The Vision Zero approach recognizes that people will sometimes make mistakes, so the transportation system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment (such as Complete Streets for all road users), policies (such as managing speed for safety), and prioritize safety in all related transportation systems in order to prevent serious crashes and to lessen the severity of crashes that do happen.

Vision Zero is not a slogan, a tagline, or even just a program. It is a fundamentally different way to approach transportation safety. Communities that want to succeed at Vision Zero need to acknowledge that systemic changes are needed to make meaningful progress. Effective communities will recognize and commit to core Vision Zero principles and strategies.

Source: Vision Zero Network

Committing to Vision Zero will take the following strategies:

- Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members;

- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations;

- Prioritizing equity and community engagement;

- Managing speed to safe levels; and

- Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

View more background on the Vision Zero Core Elements.

Workshop Summary

Objectives & Overview of Workshop

The TPA's Vision Zero Workshop on December 13, 2019 focused on the following objectives:

- Build understanding and support for Vision Zero amongst TPA stakeholders;

- Encourage local governments to consider the Vision Zero approach;

- Share opportunities to access TPA as a resource for advancing safe mobility efforts; and

- Identify next steps for action and foster interest in solutions.

Appendix A provides the workshop agenda.

Issues and Opportunities

The Palm Beach TPA has adopted the target zero for traffic related fatalities and serious injuries. As detailed in its 2019 **Vision Zero Action Plan** , MPOs, such as the Palm Beach TPA, are uniquely positioned to identify actions and policies that local governments, the Florida Department of Transportation (FDOT), and other regional partners can implement to reach zero traffic-related deaths and serious injuries for people walking, bicycling and driving.

Florida consistently ranks as the most dangerous state for pedestrians in the nation, and Palm Beach County averages over 1,250 fatalities and serious injuries annually, with over 200 of these involving pedestrians or bicyclists.

Recognizing these tragedies are largely predictable and preventable, the TPA's Vision Zero Action Plan aims to eliminate fatalities and serious injuries by utilizing a data-driven decision-making framework, monitoring progress with measurable action items, and aligning with Vision Zero partners. The TPA's Vision Zero Action Plan includes policy, funding, and cultural actions. One of these actions is to hold a Vision Zero Workshop to bring partners together to identify opportunities to work collaboratively towards Vision Zero and encourage more local governments to adopt Vision Zero. The TPA's Vision Zero Workshop on December 13, 2019 was organized to accomplish this action.

The workshop included presentations and an interactive discussion on the following items:

1. Vision Zero & Examples of U.S. communities advancing Vision Zero

2. Vision Zero Approach in Florida: Examples from City of West Palm Beach & Hillsborough County

3. Safe Systems Approach as the Foundation of Vision Zero

4. TPA as a Resource for Vision Zero

5. Moving from Vision to Action: Next Steps

Workshop presentations can be viewed at: www.PalmBeachTPA.org/meetings

Key Takeaways from each of the workshop focus areas follow:

1. Vision Zero & U.S. communities advancing Vision Zero

Leah Shahum, Founder and Executive Director of the Vision Zero Network, emphasized the scale of the problem of severe traffic crashes – nationally one of the leading causes of preventable deaths and a public health crisis – and, particularly, in the State of Florida, which ranks the worst in the nation for pedestrian safety.
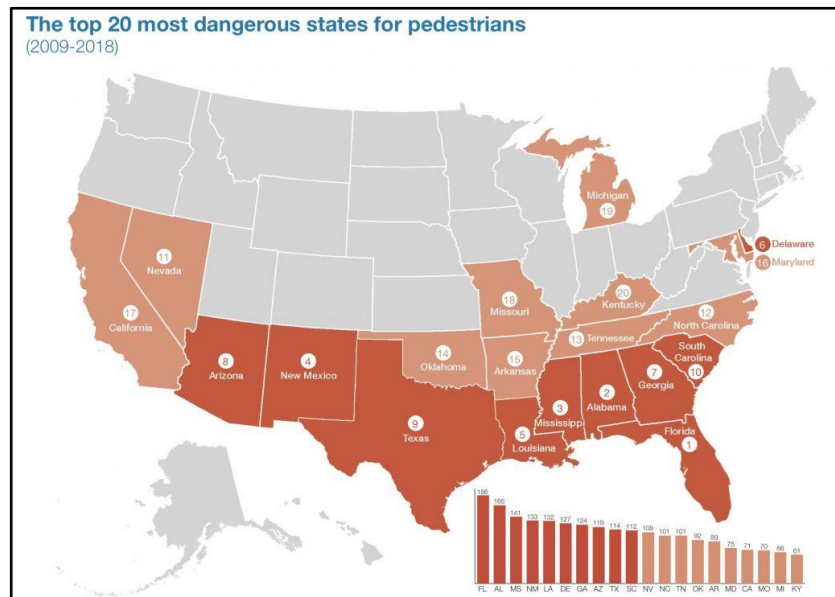

Source: Smart Growth America, 2020 Dangerous By Design

Communities across the state and nation are recognizing that a more proactive, systems-based approach to traffic safety *can* prevent these tragedies. The Vision Zero approach can be applied to communities of any type or size – urban, suburban or rural and big or small. Included in the 40+ U.S. communities making public commitments to Vision Zero are a growing number of Florida communities, including Hillsborough County and the cities of West Palm Beach, Boynton Beach, Orlando, Fort Lauderdale, and Tampa, and Hillsborough County, as well as others in the process. These communities, amongst others, as well as FDOT and the Federal Highway Administration (FHWA) participated in a Zero Deaths Workshop in Spring 2019 in Jacksonville, Florida. The State of Florida has set a target of zero traffic related fatalities. In addition, the U.S. DOT is supporting the National Road to Zero effort, which has also set a goal of zero traffic deaths by 2050 in the U.S. (see report here).

Leah Shahum outlined the underlying principles of the Vision Zero approach to traffic safety. There was additional emphasis on the importance of gathering, analyzing and using data to ensure safety measures are focused most effectively and efficiently on those locations and behaviors that are most problematic. So, this data-component is a key early step in any community committing to Vision Zero, or any systemic approach to safety. In this analysis of injury/fatality data, it is often discovered that a relatively small number of locations account for an outsized part of the traffic safety problem, which helps focus attention. In addition, this analysis also often calls out the inequities in our transportation and related systems, showing that some communities suffer disproportionately due to traffic crashes, including low-income people, people of color, seniors and children, and people walking and bicycling.

Communities with Sidewalks

high income **90%**

low income **49%**
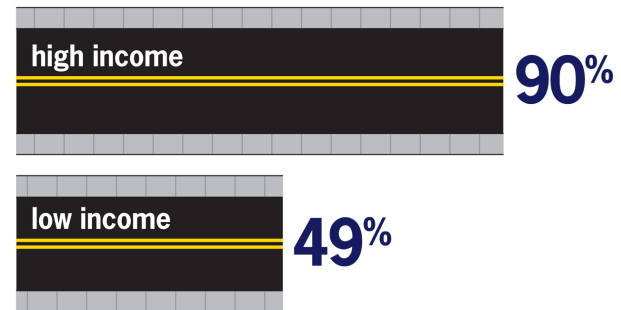
Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

© 2015 Safe Routes to School National Partnership

People Killed While Walking

African American — **2x** as likely

Latino — **2x** as likely

White

Governing, August 2014

© 2015 Safe Routes to School National Partnership

People Killed While Walking by Income

Low-Income — **2x** as likely

High-Income

Governing, August 2014

© 2015 Safe Routes to School National Partnership

The presentation then focused on the types of strategies that are most effective in the Vision Zero approach to ensuring safety. While all of the traditional "E's" of traffic safety are important (Engineering, Education, Enforcement, Evaluation, Emergency Medical Services, as well as newer recognition of Equity and Engagement), Vision Zero elevates the importance of Engineering (Ex. Complete Streets, roadway design that serves as the foundation of all other "E's") and Policy (Ex. setting and managing speeds for safety). In short, we cannot Educate nor Enforce our way out of this problem. Those levers can be complimentary when we build upon a strategy of designing (or re-designing) Complete Streets and implementing safety-first policies, particularly related to managing speed.
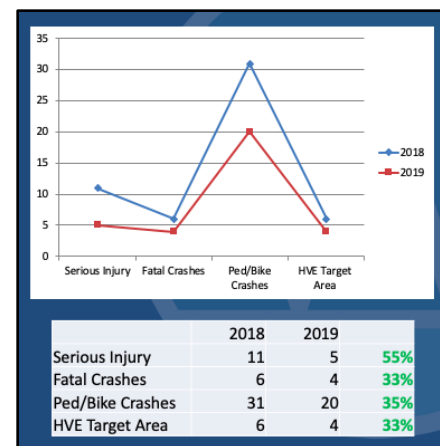
2. **Vision Zero Approach in Florida: Examples from the City of West Palm Beach & Hillsborough County**

Representatives from the City of West Palm Beach and Hillsborough County MPO shared their experiences and recommendations regarding their commitments to Vision Zero.

West Palm Beach

Tara Applebaum, Vision Zero Coordinator, and Uyen Dang, City Traffic Engineer, described the City of West Palm Beach's experiences, successes and lessons learned since its commitment to Vision Zero in 2018. The early results of the City's efforts are encouraging, as evidenced by the reduction in serious traffic injuries and fatalities.

In addition to engaging a large and diverse stakeholder taskforce that meets and coordinates regularly, the City has embarked in a variety of community engagement, education, and enforcement activities. For more information visit their website.

	2018	2019	
Serious Injury	11	5	55%
Fatal Crashes	6	4	33%
Ped/Bike Crashes	31	20	35%
HVE Target Area	6	4	33%

A significant part of the City's progress can be attributed to an emphasis on redesigning streets for slower, safer use by all road users as well as strong marketing and police efforts to educate, enforce and encourage safe behaviors. City leaders and system designers recognize the urgency of the traffic safety problem, as well as their capacity to address it, largely through street design and policy influence. Their approach includes taking advantage of the street maintenance schedule to optimize safety improvements more expeditiously and regularly, as well as optimizing Quick-Build projects that can be installed more swiftly. They focus on adding known traffic-calming measures, including sidewalks where missing; speed humps where travel speeds are too high; and focusing on safe school zones. The City has also expanded the bike network significantly, focusing on physically protected bikeways separated from car traffic and/or lowering auto speeds where cars and bikes are likely to be. Other focus areas in West Palm Beach's Vision Zero program include improving street lighting, especially for the visibility of people walking and biking.

Hillsborough County MPO

Next, Gena Torres, Executive Planner and Vision Zero Coordinator of the Hillsborough MPO, shared an overview of their Vision Zero efforts, which date back to 2016. The Hillsborough MPO has set a goal of reducing crash fatalities by 51% by 2040, which equates to an average of 3.4% reduction each year. This includes a focus on managing speed for safety. As increasingly true for Vision Zero communities at the local and regional levels, the MPO invested in a countywide speed study to analyze the depth of the problem and key troubled areas, as well as identifying which countermeasures would be most effective. They are focusing on implementing traffic calming measures more rapidly and broadly, including road diets, speed humps, mini-traffic circles, narrowing travel lanes, leading pedestrian intervals, and more. (See Hillsborough's Vision Zero Action Plan here.)

Hillsborough MPO's efforts also include a robust messaging campaign aimed at raising awareness about traffic safety, generally, and humanizing the issue to engage the community and illustrate the potential for change, which is core to Vision Zero. The MPO also regularly measures their work and publicizes the findings. Such evaluation is key to Vision Zero's approach, ensuring transparency and accountability amongst key stakeholders and the public. See the Hillsborough MPO's quarterly progress reports here.

Notably, the largest city in the Hillsborough MPO region – Tampa, Florida – has also recently launched its own Vision Zero effort, with a commitment from the Mayor and planning underway to set out clear goals, strategies, and measurables to help the city reach its goal of zero traffic deaths and severe injuries (date not yet set). Hillsborough's model is helpful for local communities in the Palm Beach County, where municipalities can benefit from building upon the TPA's early Vision Zero initiatives to leverage their own efforts more effectively.

3. Safe Systems Approach as the Foundation of Vision Zero

Leah Shahum delved deeper into the Safe Systems approach sharing specific examples of how communities across the U.S. – large and small – are incorporating this into their traffic safety work. The Safe Systems premise starts with the acknowledgement that people will sometimes make mistakes, so system designers and policymakers must plan and run "systems" that significantly lessen the likelihood of those inevitable crashes being fatal or severe. So, while we certainly need to continue to educate individual road users to behave safely and to promote safety, we will be even more effective in focusing more energy and resources in the "upstream" systems that influence individual behavior "downstream."

Figure 2.1 | Principles of the Safe System Approach

Humans Make Errors
Humans Are Vulnerable to Injury
Responsibility Is Shared
No Death or Serious Injury is Acceptable
Proactive vs. Reactive

Hit by a vehicle traveling at 20 MPH
9 out of 10 pedestrians survive.

Hit by a vehicle traveling at 30 MPH
5 out of 10 pedestrians survive.

Hit by a vehicle traveling at 40 MPH
only 1 out of 10 pedestrians survives.

Source: World Resource Institute

A key example of this is managing speed for safety, a core tenet of an effective Vision Zero effort. As shown in the graphic below, higher speeds are a major predictor of the severity of injuries in a crash, particularly for those outside of motor vehicles (people walking, bicycling and riding motorcycles). Not only is the severity of injuries significantly increased at higher speeds, but also the likelihood of crashes, as drivers have less time to stop when traveling at higher speeds and their field of vision is narrowed at higher speeds, decreasing visibility of issues on the road.

Fortunately, the following are proven countermeasures to manage speed for safety:

New York City, the first U.S. community to adopt Vision Zero, has experienced a nearly one-third decrease in traffic deaths during its first four years of commitment since 2014. City leaders and planners credit this largely to a focus on redesigning streets for safer travel, especially for those walking and biking, and to a focus on managing speed for safety. In 2014, NYC lowered its citywide prima facie speed limits from 30mph to 25mph and began adding automated speed enforcement, or safety cameras, in school zones. In the first two years of the safety camera program, the number of speeding violations issued in the camera zones decreased by 63%, injuries were down 17% and fatalities were down 55%. The safety camera program originally included 140 school zones and will expand to 2,000 cameras by the end of 2021.

As was the case in many states, including Florida, NYC officials needed to have these changes – both speed limit lowering and safety cameras – approved by the state legislature before proceeding. Thanks to clear data on the effectiveness of other efforts worldwide, as well as strong advocacy from local elected and community-based leaders, their efforts have been successful.

Other U.S. cities have seen similar, encouraging improvements in street safety when using safety cameras and/or lowering speed limits. For instance, a study by the Insurance Institute of Highway Safety of Boston's experience in lowering the citywide prima facie speed limits from 30mph to 25mph as part of its Vision Zero effort (similar to NYC), showed a decrease in people driving higher speeds, even though the speed limit lowering was the only notable change (i.e. no cameras or street design changes were implemented). Most notably in the Boston experience, there was a 30% reduction in the most dangerous, high-end speeders, those traveling over 35mph in a 25mph zone.

Notably, cities including Portland, OR; Cambridge, MA; Charlotte, NC; Seattle, WA and others are also focusing on managing speed for safety as part of their Vision Zero efforts, recognizing that this systems-level approach is critical to making real change community-wide and influencing public perceptions about the appropriateness of high speeds.

It is important to note that designing (or re-designing) the roads for the desired, safer speeds is fundamental to all this work. While lowering speed limits and using safety cameras can be effective, complimentary tools, they should be used in addition to a robust traffic-calming program intended to ensure Complete Streets for all road users.

An example of taking measures to calm and slow the vehicle traffic in order to improve safety is a recent project on Busch Boulevard in Tampa, Florida. As part of a resurfacing project, changes were made to the street, which is a busy commercial, multi-lane street with long distances between crosswalks. It is posted at 45mph, with actual travel speeds often higher, causing less-than-ideal conditions for those walking. The MPO worked to improve safety, especially for those walking, by making signal time enhancements at a high school on the street, adding protected left-turn lanes, extending the pedestrian crossing time, adding speed feedback signs for drivers, upgrading lighting, and changing the signals so that pedestrians can push the button to get priority to cross, among other on-street improvements. A speed study conducted after the initial round of changes (more are planned) showed an average speed reduction of 4.5mph. This led to lowering the official speed limit from 45 to 40mph. Expectations are that these safety improvements will result in a significant reduction of crashes, injuries, and public funding spent.

New York City: Queens Boulevard

Vision Zero improvements included lowering speed limits, decreasing the number of travel lanes, adding physically separated bikeways, and adding additional pedestrian crossing zones and time to cross.

300+ crashes each year	⬇**49%** in Pedestrian injuries
65+ crashes with injuries each year	⬇**49%** in Bicyclist injuries
	⬇**4%** in Injury crashes

Seattle: Rainier Avenue

Vision Zero improvements included reducing travel lanes and adding a middle-turn lane for autos, adding a bus lane, added corner bulb-outs and raised crosswalks and leading-pedestrian intervals at key locations, and lowered speed limits from 30mph to 25mph. Find out more here.

1 crash per day on average	⬇**16%** 50th percentile speeds
11 people killed in 10-year period	⬇**40%** Total crashes
1,700 people injured in 10-year period	⬇**30%** in Injury crashes
	⬇**30%** in Bicycle/Pedestrian crashes

To learn more about nationally recognized traffic calming measures, see the Federal Highway Administration's (FHWA) Proven Safety Countermeasures. It should be emphasized that the Vision Zero approach does not claim to bring a new "toolbox" to traffic safety work, as much as it elevates those measures that are proven effective, bringing greater urgency and leadership to making change, even when it means a change to the status quo.

As part of the workshop, Shahum emphasized not only the importance of implementing proven strategies – such as Complete Streets design and managing speed for safety – but also the importance of ensuring internal buy-in to the Vision Zero approach, including prioritizing cross-agency collaboration. Many Vision Zero communities report that their Vision Zero work has encouraged agencies to move out of

"IT FEELS MUCH SAFER. CARS ARE GOING MUCH SLOWER. AND I ALSO THINK IT'S GOOD FOR BUSINESS BECAUSE DRIVERS ARE SEEING WHAT'S IN THE AREA AND HOPEFULLY, THEY'LL STOP AND GO TO THOSE STORES."

- Susan Davis, Executive Director of the Rainier

their unintentional but unconstructive "siloes" to work more collaboratively and effectively.

This includes setting up a diverse Vision Zero taskforce with representatives from not only the typical transportation and public works agencies, but also leaders within public health and law enforcement agencies and policymakers' offices (such as the City Manager, Mayor, and/or City Council), as well as key community constituencies who are most affected by traffic safety issues (such as pedestrian and bicycle safety groups, senior and youth groups, and neighborhood representatives from the areas most impacted by traffic hazards). For more information about managing a diverse and effective cross-agency Vision Zero taskforce, see these two examples from NYC: here and here. And an example of the City of Los Angeles strengthening its Vision Zero work through a joint-departmental budgeting process for traffic safety can be found here.

4. TPA as a Resource

The Palm Beach TPA's mission is to collaboratively plan, prioritize and fund transportation to create a safe, efficient and connected multimodal transportation system for all users. The TPA Governing Board of 21 local elected officials (five county commissioners, 15 municipal officials and one port commissioner) has unanimously adopted Vision Zero, a commitment to zero traffic-related fatalities and serious injuries supported by an action plan with specific; steps toward that outcome. These steps include working collaboratively with local partners to construct better streets that are designed and operated to enable safe access for all transportation system users of all ages and abilities; work with local law enforcement agencies to curb unsafe practices and promote legal travel behaviors; and grow our partnerships with local municipalities and the Palm Beach County School District to educate and encourage residents and visitors of all ages to follow the rules of the road and navigate our streets as safely as possible.

The TPA looks forward to continuing working with its local municipalities and partner agencies to accomplish the actions outlined in its Vision Zero Action Plan and serve as a resource for safety information, crash data, roadway facilities data, and funding for transportation safety projects. For more information on the TPA's funding programs, visit: www.PalmBeachTPA.org/Funding

Next steps for the TPA include:
- Annually updating and sharing its Vision Zero Action Plan crash data and maps
- Creating Vision Zero Community Profiles for each municipality
- Sharing funding opportunities with local agencies for safety projects and initiatives
- Updating Lane Repurposing Candidates map to overlay with crash maps for municipalities
- Reviewing upcoming resurfacing projects to identify safety improvements opportunities
- Identifying Complete Streets opportunities on the Federally Aid Roadway System and working with roadway owners for funding and implementation
- Collecting pedestrian and bicycle count data at high crash intersections
- Prioritize funding for safety projects through agency grant programs
- Offering to present to municipality boards to encourage the local adoption of Vision Zero
- Encouraging the Palm Beach County School District to implement pedestrian, bicycle and driver safety education in all K-12 Schools
- Collect data and performance measures for safety projects.
- Participate on FDOT Florida Transportation Plan Safety Committee to advance transportation safety at a statewide level.
- Collaborate with partner agencies (i.e. School District of Palm Beach County, Office of Community Revitalization)

5. Moving from Vision to Action: Next Steps

Throughout the workshop, presenters and participants identified promising strategies for local communities in the Palm Beach TPA region, building on examples from around the nation and the world.

The following ideas were shared by participants toward the end of the workshop, highlighting their takeaways on how they could advance a Safe Systems approach, such as Vision Zero, in their communities:
- Need more systematic approach to implement projects when resurfacing
- Work interdepartmentally
- Quantify least safe roadways
- Invest in technology to collect data (i.e. bicycle counters)
- Proactive data collection and process existing data
- Identify diverse key target audiences
- Engage key influencers to be a part of decision team
- Diverse/positive enforcement strategies
- Implement Complete Streets, VZ Plan

- Promotion and buy-in of officials and public
- Bicycle network plan
- Speed limit reduction
- Executive orders and ordinances that commit to safety
- Analysis of traffic hot spots
- Community outreach
- Comprehensive Street Guidelines, Comp Plan Amendments
- Municipality adoption of mobility plans
- Speed management
- Safe Routes to School
- Tactical Urbanism
- Intersection LED Lighting & Retrofitting
- Mid-block crossings with RRFBs and In-ground lighting
- Leading Pedestrian Intervals
- Lane Repurposing

Potential Next Steps for Local Communities to Advance Vision Zero Goals

Near-Term:

- Present Vision Zero, Safe Systems concepts, workshop overview to key stakeholders (Ex. City Manager, department leadership, inter-departmental teams working on traffic safety, City Council). Reach out to Palm Beach TPA for support with presentations, background information, resources
- Identify key stakeholders in elevating focus to traffic safety, Safe Systems approach (including partners in transportation, public health, police, city manager/mayors/city council offices, community members, School District, key neighborhood and constituent groups in areas with traffic safety concerns)
- Conduct safety analysis: Review historic injury crash data, noting high-injury locations, behaviors, and other trends. Identify your community's High-Injury Network, in order to focus limited resources
- Map injury crash data and create visuals to showcase issues & share w/ key stakeholders, public, media to build understanding. This includes a focus on ensuring equitable outcomes in traffic safety, recognizing that some communities have been disproportionately impacted, in terms of street safety.
- Identify near-term safety projects to integrate Safe Systems approach & share compelling stories to build engagement, awareness (consider pilot projects, high-visibility tactical urbanism projects)

Mid-Term:

- Upon building understanding of and buy-in for vision Zero, develop and adopt an official Vision Zero Resolution (City Council) and/or Executive Order (Mayor/City Manager) that

lays out clear direction and timelines for city staff to create actionable, measurable plans. Examples of Vision Zero resolutions and directives are here.

- Create a diverse Vision Zero Taskforce, which meets regularly (at least monthly in early years), to guide and track the efforts. This should be multi-departmental and, ideally, include key community representatives involved in traffic safety efforts.
- Develop a Vision Zero Action Plan, which incorporates key principles of the Safe Systems approach. Guidance for creating effective Vision Zero Action Plans is available here.
- Develop opportunities to engage community members to identify opportunities for improvement, recognizing that while a data-driven approach is central to Vision Zero, it should be complimented by community input, given that data does not tell the full story. Examples from Philadelphia here and other communities here.
- If not already in place, adopt Complete Streets Policy and Design Guidelines.
- If not already in place, develop commitments and measurable actions toward equitable processes and outcomes through your community's Vision Zero work.
- Develop cross-departmental Walking Audits and post-fatal assessment teams to visit sites in person to better understand issues and develop safety strategies. In addition to transportation professionals, this should include representatives from public health, law enforcement, and local policymakers' offices, as well as local community representatives, as all may have different perspectives on issues.
- Develop a budget plan for Vision Zero efforts. New funding is not required to start work and most communities have started Vision Zero efforts by re-allocating existing funds toward clear safety priorities. Once your community has identified its top priorities, budget priorities should follow. Note: many communities have succeeded in increasing their traffic safety funds, overall, by promoting Vision Zero with the public and policymakers (ex: local streets bonds, sales tax measures, and increased budget proportions safety).

Long-Term:

- Commit staff positions and budgets to ongoing Vision Zero efforts and evaluation
- Apply for funding for Vision Zero planning and implementation
- Construct Pilot projects and quick-build projects to speed up safety implementation and make Vision Zero efforts more visible
- Continue cross-departmental leadership via the Vision Zero taskforce meeting regularly (beyond the creation of the Action Plan)
- Ensure transparency and accountability by publishing regular, public-facing evaluations (such as this city-issued annual Vision Zero Report) and sharing updates regularly at public meetings of decision-making bodies, such as City Council
- Integrate Vision Zero goals and strategies into other, related City Plans
- Invest in marketing efforts to grow the public's awareness of and support for Vision Zero safety goals and actions

On behalf of the Palm Beach TPA, thank you to all who contributed to and participated in the Vision Zero workshop. The learnings and resources in this report are intended to build understanding and support for Vision Zero, encourage municipalities to consider the Vision Zero approach; identify potential next steps for action and foster interest in solutions; and share opportunities to access TPA as a resource for advancing safe mobility efforts. The TPA looks forward to collaborating with local governments and serving as a partner agency to advance Vision Zero efforts in Palm Beach County.

For more information about the TPA, visit www.PalmBeachTPA.org or contact the TPA at info@palmbeachtpa.org.

Appendix A: Workshop Agenda

Palm Beach TPA Vision Zero Workshop Agenda

Date: December 13, 2019

Location: Palm Beach TPA | 301 Datura Street | West Palm Beach, FL

Time	Topic	Presenter
9:00 - 9:30 a.m.	Registration, Coffee & Refreshments	
9:30 - 10:00 a.m.	Welcome, Introductions, & TPA Vision Zero Overview	Nick Uhren, TPA Valerie Neilson, TPA
10:00 - 10:30 a.m.	Introduction to Vision Zero	Leah Shahum, Vision Zero Network (VZN)
10:30 - 10:45 a.m.	Q & A	
10:45 - 12:00 p.m.	Vision Zero Approach in Florida: Examples from City of West Palm Beach & Hillsborough County	Tara Applebaum & Uyen Dang, West Palm Beach Gena Torres, Hillsborough County
12:00 - 12:30 p.m.	*Lunch* (to be provided by TPA)	
12:30 - 1:00 p.m.	Safe Systems Approach = Foundation of Vision Zero	Leah Shahum, VZN
1:00 - 1:30 p.m.	Group Exercise: Safe Systems in Your Community	
1:30 - 1:45 p.m.	Report-Out from Groups	
1:45 - 2:00 p.m.	TPA as a Resource for Vision Zero	Andrew Uhlir, TPA
2:00 - 2:15 p.m.	Q & A	
2:15 - 2:30 p.m.	Moving from Vision to Action	Leah Shahum, VZN
2:30 - 3:00 p.m.	Group Exercise: Ideas for Action	
3:00 - 3:15 p.m.	Report Out from Groups	
3:15 - 3:30 p.m.	Key Takeaways, Next Steps & Closing Remarks	Leah Shahum, VZN Valerie Neilson, TPA
3:45 - 4:30 p.m.	Optional Session: Small-Group Facilitated Discussions for Next Steps	