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A REGIONAL TRANSPORTATION PARTNERSHIP

VISION ZERO TASK FORCE MEETING

September 23, 2025

AGENDA

I. Welcome
II. FHWA-Led RSAs: Overview & Findings
III. Speed Setting Exercise
IV. Annual Report Roundtable
V. Member Spotlight
VI. Wrap Up

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FHWA-LED RSAs:
Overview & Findings

POINCIANA BOULEVARD RSA

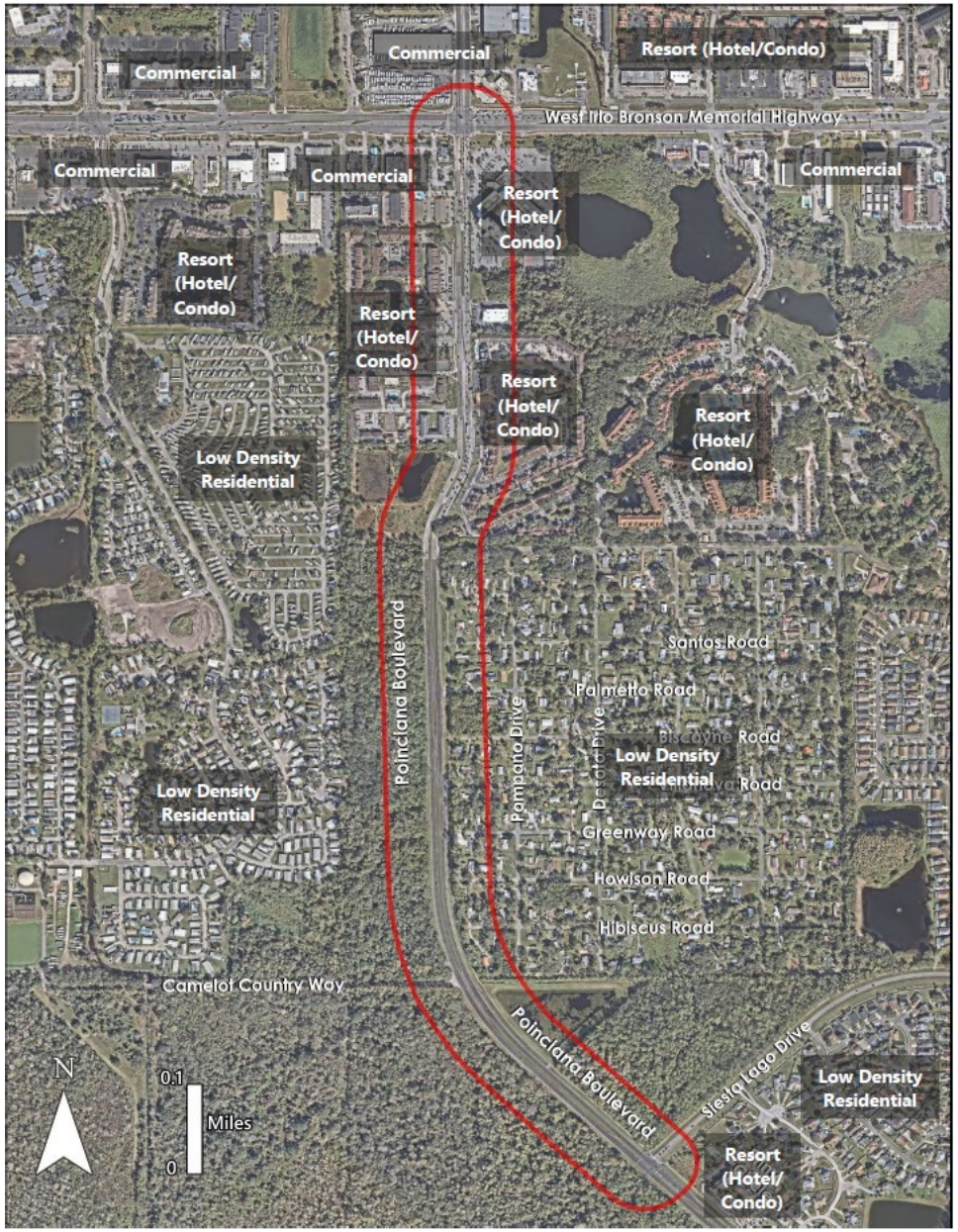
Poinciana Boulevard

Study Area Overview

N. Poinciana Boulevard

From Siesta Lago Drive to US 192

JURISDICTION	Osceola County
TRAVEL LANES	4-lane / Grass median
LENGTH	1.28 miles
POSTED SPEED	40-45 mph
85TH PERCENTILE SPEED	64 mph
MULTIMODAL FACILITIES?	Partial sidewalks, no transit



POINCIANA BOULEVARD RSA

RSA Team

- Orange County
  - Transportation Planning
  - Traffic Engineering
- MetroPlan Orlando
- Seminole County Commissioner
- Bike/Walk Central Florida
- FHWA Resource Center
- Consultant Support

February 4-7, 2025

	Day 1
8:30 – 10:30 AM	* RSA Kick-off Meeting –
	Introduction of stakeholders and RSA team
	Overview to the RSA process
	Overview of project characteristics
10:30 AM – 12:00 PM	~ Initial Review
12:00 – 1:00 PM	*Lunch Break*
1:00 – 5:00 PM	~ Detailed Site Review
	RSA Team Discussion
7:00 – 8:30 PM	^ Evening Site Review
	Day 2
7:30 – 8:30 AM	^ Morning Site Review
8:30 – 12:00 AM	~ Detailed Site Review
12:00 – 1:00 PM	*Lunch Break*
1:00 – 5:00 PM	~ RSA Team Discussion – Issues & Measures
	Day 3
8:30 – 11:30 AM	* Preliminary Findings Meeting

Roadway Characteristics

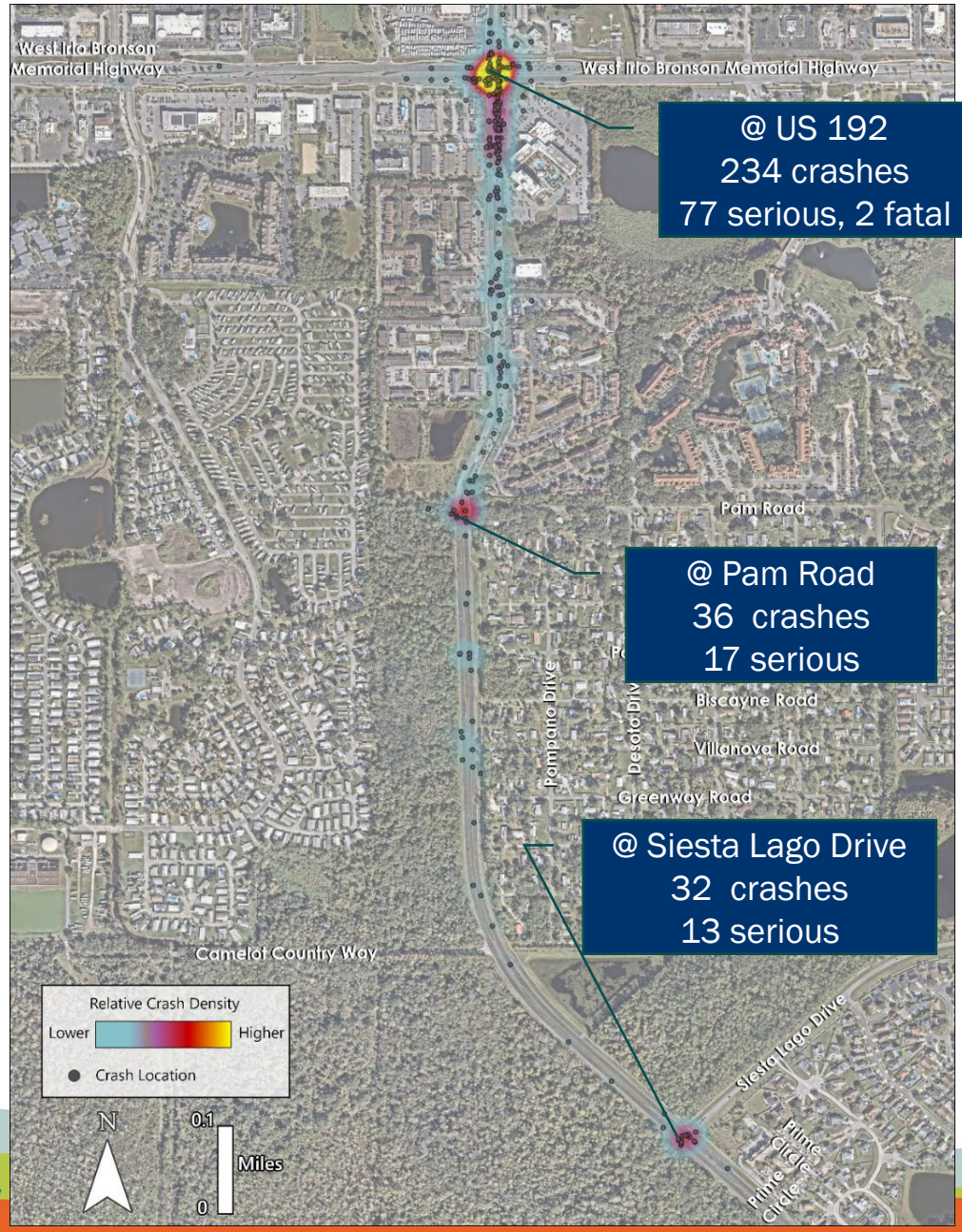
POINCIANA BOULEVARD RSA

Characteristics	Description
Orientation	North-South
Functional Classification	Principal Arterial
Estimated Annual Average Daily Traffic (AADT)	33,000 vehicles per day
Speed Limit (miles per hour)	40 mph (north of Howison Road) 45 mph (south of Howison Road)
Number of Lanes	4 (two in each direction)
Lane Widths (feet)	11’ (typical)
Roadway Features	Divided roadway with landscaped median with left- and right-turn lanes for most access points and at intersections throughout the corridor.
Land Uses	Medium- to High-Density Residential, Resorts and Hotels, Commercial (stores and restaurants on US-192). Low- to Medium Density Residential south of Pam Road.
Transit Presence	1 stop in each direction at Siesta Lago Drive Lynx: Route 306
Pedestrian Facilities	Sidewalk present on east side of the road for the entire corridor and on the west side from US 192 to Florida Vacation Villas Driveway). Signalized, marked crosswalks are provided at the US 192 at Poinciana Boulevard intersection.
Bicycle Facilities	No bicycle facilities located within the study area.

Crash Overview (2019-2023)

POINCIANA BOULEVARD RSA

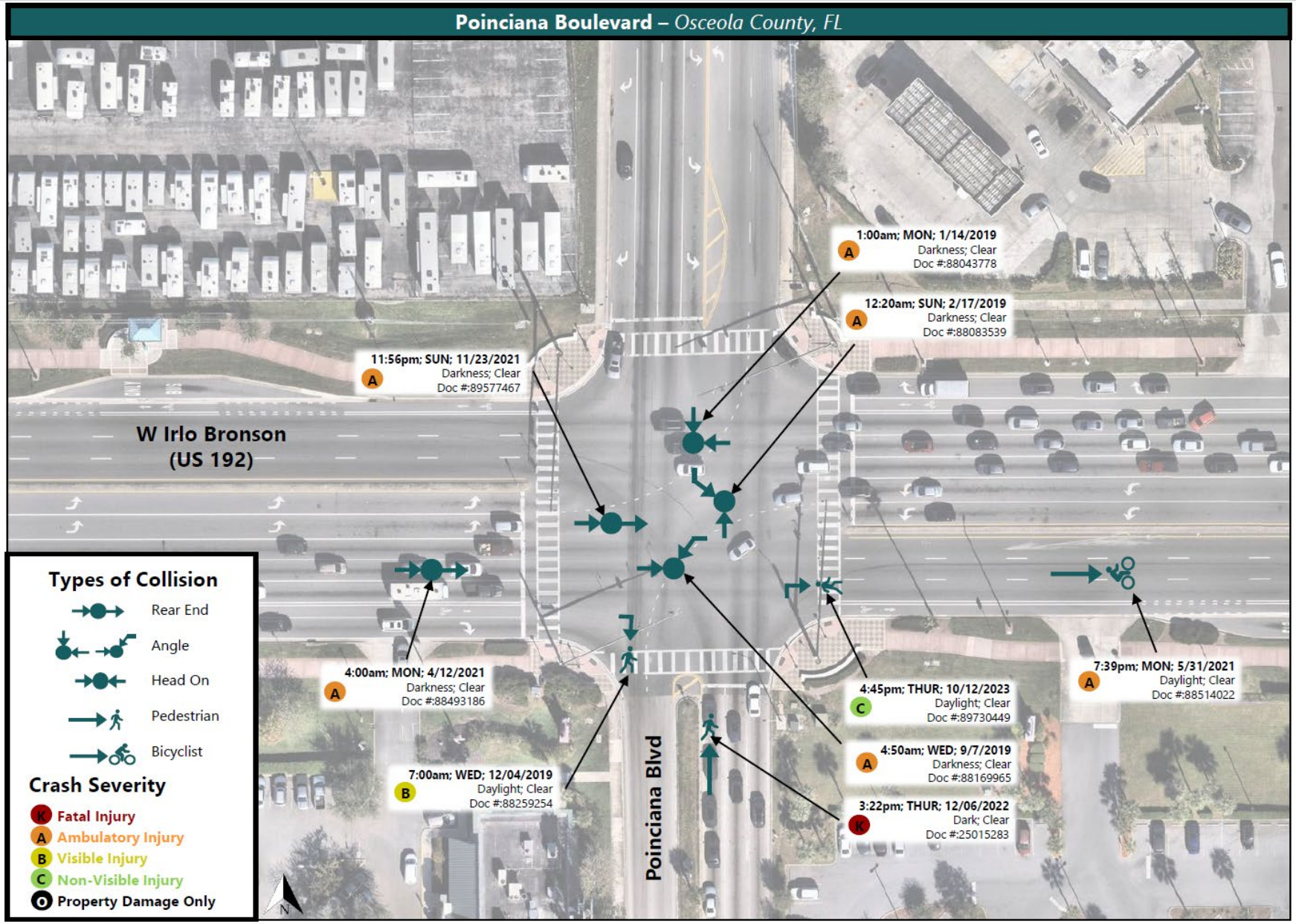
	Fatality	Serious Injury	Injury	No Injury	Grand Total
Angle			9	6	15
Bicycle		1	1		2
Head On			1	2	3
Left Turn	1	4	36	37	78
Off Road		3	14	25	42
Other		1	7	30	38
Pedestrian	1	1	3		5
Rear End		2	69	123	194
Right Turn			4	18	22
Rollover				2	2
Sideswipe			7	80	87
Unknown			1	5	6
Grand Total	2	12	152	328	494



Pedestrian, Bicyclist, Fatal, and Serious Injury Crashes

POINCIANA BOULEVARD RSA

CRASH DATE	TIME	LOCATION	KABCO SEVERITY	CRASH TYPE	LIGHT	WEATHER
1/14/2019	1:00	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	LEFT ENTERING	DARKNESS	CLEAR
2/17/2019	12:20	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	LEFT ENTERING	DARKNESS	CLEAR
9/7/2019	4:50	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	LEFT ENTERING	DARKNESS	CLEAR
12/4/2019	7:00	POINCIANA BOULEVARD & US 192	MINOR INJURY (B)	PEDESTRIAN	DAYLIGHT	CLEAR
4/12/2021	4:00	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	REAR END	DARKNESS	CLEAR
5/31/2021	19:39	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	BICYCLE	DAYLIGHT	CLEAR
11/23/2021	23:56	POINCIANA BOULEVARD & US 192	SEVERE INJURY (A)	REAR END	DARKNESS	CLEAR
12/6/2022	21:38	POINCIANA BOULEVARD & US 192	FATAL INJURY (K)	PEDESTRIAN	DARKNESS	CLEAR
10/12/2023	16:45	POINCIANA BOULEVARD & US 192	POSSIBLE INJURY (C)	PEDESTRIAN	DAYLIGHT	CLEAR
9/21/2022	9:31	2800 BLOCK OF POINCIANA BOULEVARD	FATAL INJURY (K)	LEFT ENTERING	DAYLIGHT	CLEAR
6/30/2019	10:09	2800 BLOCK OF POINCIANA BOULEVARD	SEVERE INJURY (A)	LEFT ENTERING	DAYLIGHT	CLEAR
12/15/2022	15:22	2700 BLOCK OF POINCIANA BOULEVARD	MINOR INJURY (B)	BICYCLE	DAYLIGHT	CLEAR
5/22/2019	7:15	2700 BLOCK OF POINCIANA BOULEVARD	SEVERE INJURY (A)	OFF ROAD	DAYLIGHT	CLEAR
2/6/2021	16:37	2700 BLOCK OF POINCIANA BOULEVARD	MINOR INJURY (B)	PEDESTRIAN	DAYLIGHT	CLEAR
12/24/2023	13:10	POINCIANA BOULEVARD & PAM ROAD	SEVERE INJURY (A)	OFF ROAD	DAYLIGHT	CLEAR
8/17/2020	15:17	POINCIANA BOULEVARD & SANTOS ROAD	SEVERE INJURY (A)	PEDESTRIAN	DAYLIGHT	RAIN
4/24/2021	3:45	POINCIANA BOULEVARD NORTH OF CAMELOT COUNTRY WAY	SEVERE INJURY (A)	OFF ROAD	DARKNESS	CLEAR
4/29/2021	22:50	POINCIANA BOULEVARD NORTH OF SIESTA LAGO DRIVE	SEVERE INJURY (A)	PARKED VEHICLE	DARKNESS	CLEAR



- Review conditions in the field
- Review crash report narratives
- Review prompt lists

Example Prompt Questions

Location	Physical Environment / Infrastructure					
	Presence/Placement	Quality/Condition	Connectivity/ Consistency	Visibility	Lighting	Transit
Universal Considerations for Study Area	• Do facilities address ped and bike needs, including those with disabilities? • If future changes are proposed to the transportation system or surrounding land use, will those needs still be met?	• Are ped and bike facilities in good condition and accommodate users with disabilities?	• Are safe, continuous, and convenient ped and bike routes provided throughout the study area?	• Do obstructions block the view of roadway users? • What obstructions block the view of pedestrian and bicycle facilities (e.g., crosswalks, traffic control devices, signs)? • Does the sun create visibility issues at certain times of day?	• Are ped and bike facilities well-lit? • Can peds and bikes be seen by motorists during dark conditions?	• How does transit infrastructure interact with ped and bike facilities?
Along Street (including driveways)	• How are peds and bikes accommodated on both sides of the road? • Are facilities shared, separate, or buffered? • What is the comfort level for users? • Are ped and bike facilities appropriate for the adjacent land use? • Do parked vehicles obstruct ped paths? • Does parking adversely affect bike safety?	• Are the bike/ped facilities in good condition and well-maintained? • Are there obstacles (e.g. utility poles or signs) in the pedestrian travel path? • Are the sidewalks wide enough for two people to walk together? • Does vegetation or debris infringe on pedestrian or bicyclists facilities? • Is the pavement free of obstacles (e.g., potholes, drainage grates, longitudinal joints)?	• How are peds accommodated at driveways/ access points? • Are ped walkways continuous? • Are bike routes continuous?	• Are there obstructions blocking the driver's view of peds and bikes? • Are driveways designed with peds and bikes in mind (e.g., less driveway density, access management, proper signage, pavement markings)?	• Are sidewalks and bicycle facilities adequately lit?	• Are there sufficient boarding areas (5 feet along curb, 8 feet perpendicular to curb line) and visibility at transit stops? • Do ped and bike facilities connect to transit stops?

POINCIANA BOULEVARD RSA

Existing Positive Safety Features

- Landscaping and amenities on US 192
- Ped recall on Poinciana Boulevard/US 192 crosswalk + pedestrian timing
- Landscaped median allows for crossing opportunities
- Pedestrian and bicyclist activity
- Lighting was sufficient for corridor
- Portions of sidewalk in southern part of corridor are comfortably set back from the roadway
- Sightlines in southern portion allow for easier access to Poinciana Blvd (though result in high-speed conflict points)
- Working pushbuttons present at each signal, placed in line with PROWAG requirements (though APS is needed)

POINCIANA BOULEVARD RSA

Overarching Roadway Safety Concerns:

Prioritized Issues

1. Lack of sidewalk facilities/gaps
2. Lack of crosswalks and midblock crossings
3. Operations/queuing impacts from Poinciana Boulevard and US 192
4. High overall corridor speeds
5. Lack of crossing opportunities at transit stops

Other Concerns

- Lack of bicyclist facilities on Poinciana Boulevard
- Access management
  - Potential ped/bike conflict points at driveways
  - Sight lines
  - Unsignalized access across multiple lanes
- Permissive left turn phasing for NB/SB Poinciana Blvd at US 192
- Sight lines of left turns/U-turns at Poinciana Blvd and Siesta Lago Drive
- Pavement marking visibility (nighttime)

Suggestions for Improvements: Guidelines

- Constructive and realistic
- Appropriate for stage of project
- Appropriate for all road users
- Short term suggestions
  - Changing signage pavement markings, removing vegetation, enforcement, etc.
- Intermediate suggestions
  - Adding traffic signal, sidewalks within ROW, etc.
- Long-term suggestions
  - Changes requiring additional ROW, separated paths, etc.

Issue 1: Lack of sidewalk facilities/gaps

RSA Team Brainstorming

- Short Term: No immediately implementable recommendations can be made, though pedestrians have made use of the existing Red Lion Hotel parking lot and narrow grass strip on west curb.
- Intermediate Term: Coordinate with Red Lion Hotel property owner to acquire ROW for sidewalk within existing parking lot.
- Long Term: Reconfigure cross-section to minimize median width and gain space for a 5’ minimum sidewalk.

POINCIANA BOULEVARD RSA

POINCIANA BOULEVARD RSA

Other Recommendations

- Roadway Maintenance
  - Pavement marking upgrades
  - Sidewalk repairs
- Speed Management
  - Dynamic Speed Feedback Signs
  - High Visibility Enforcement
  - Raised Crosswalks
- Curb Extensions
- Driveway Improvements

- Site Specific Recommendations
  - *Poinciana Boulevard @ US 192*
  - *2700/2800 Block of Poinciana Boulevard*
  - *Poinciana Boulevard and Pam Road*
  - *Poinciana Boulevard and Biscayne Blvd*
  - *Poinciana Boulevard between Palmetto Road & Villanova Road*
  - *Poinciana Boulevard and Siesta Lago Drive*

Moving into Implementation

POINCIANA BOULEVARD RSA

Location	Recommendation	Action	Cost	Responsible Party
Corridor-Level	New Controlled Crosswalks		Medium to High	
	Pavement Marking Upgrades		Low	
	Sidewalk Repairs		Medium to High	
	Dynamic Speed Feedback Signs		Low	
	High Visibility Enforcement		Low	
	Raised Crosswalks		Low	
	Curb Extensions		Varies	
	Driveway Improvements		Low to Medium	
	Access Management		Low to Medium	
	Separated Bike Lanes		High	
	Sidewalk Network Improvements		High	
Poinciana Boulevard and US-192	Backplates with Retroreflective Borders		Low	
	ITS Improvements		Medium	
	Leading Pedestrian Interval		Low	
	No Turn on Red / Flashing Arrow for Right Turns		Low to Medium	
	Protected Left-Turn Phasing		Low	
	Bus Rapid Transit on US-192		High	
2700 and 2800 Block of Poinciana Boulevard	Median Opening Closure / Consolidation		Low to Medium	
	Roundabout or RCUT at The Villas of Somerset and Florida Vacation Club		High	
	Right Turn Lane Consolidation		Low	
	High Friction Surface Treatment		Low	

UNIVERSITY BOULEVARD RSA

University Boulevard

Dean Road to Alafaya Trail - Study Area Overview

HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION
ORANGE COUNTY

FUNCTIONAL CLASSIFICATION
URBAN MINOR ARTERIAL

CONTEXT CLASSIFICATION
SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH
2.24 MILES

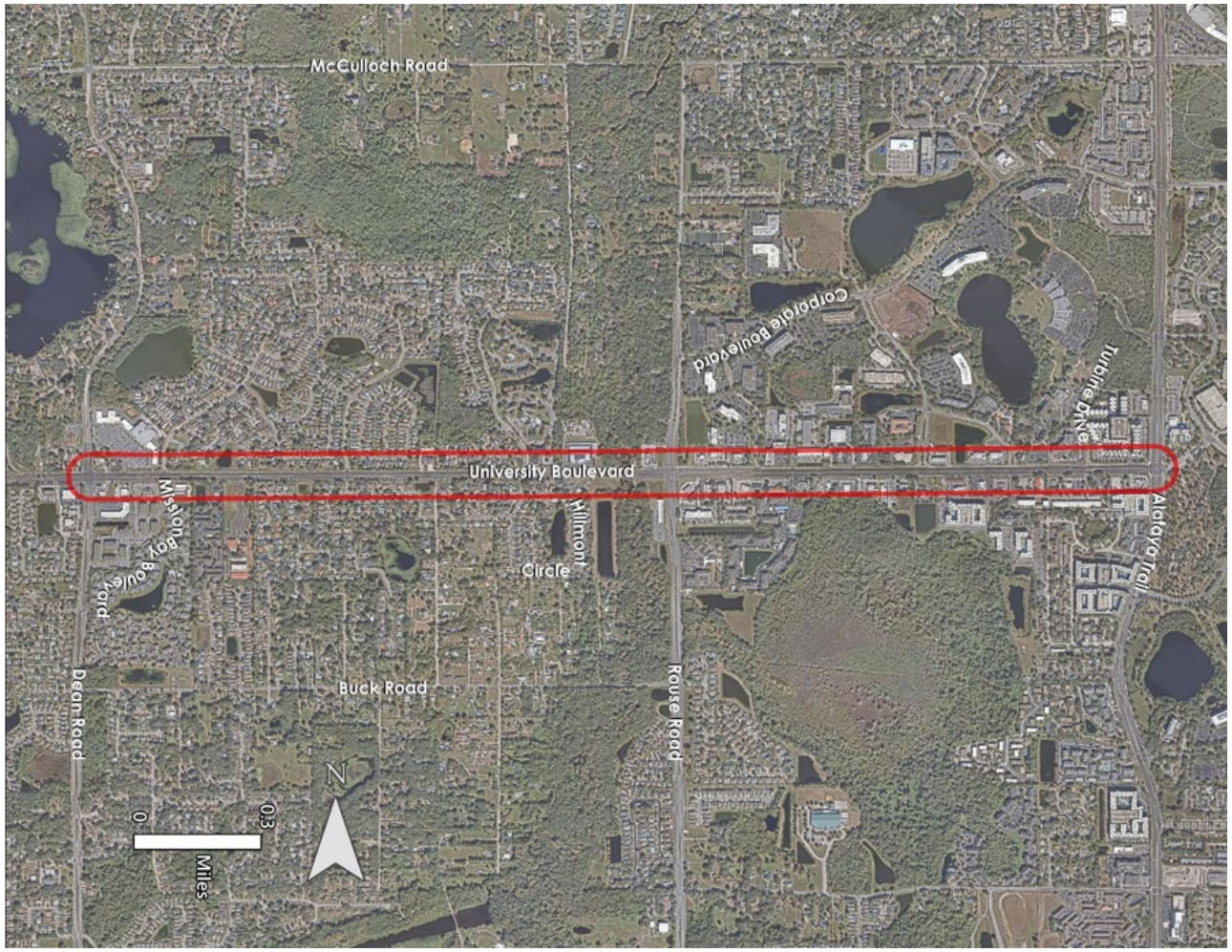
AVERAGE POSTED SPEED
45 MPH

AVERAGE PREVAILING SPEED
55.7 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA
0%

TRANSIT ROUTES /ANNUAL BOARDINGS & ALIGHTINGS (2022)
LINK 13/58,224

TRAVEL LANES / MEDIAN TYPE
6 LANES / CURB & VEGETATION



RSA Team

- Osceola County – Transportation and Transit
  - Transportation Planning
  - Traffic Engineering
- MetroPlan Orlando
- City of Kissimmee
- Bike/Walk Central Florida
- FHWA Resource Center
- Consultant Support

February 3-4, 2025

	Day 1
8:30 – 10:30 AM	* RSA Kick-off Meeting –
	Introduction of stakeholders and RSA team
	Overview to the RSA process
	Overview of project characteristics
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12:00 – 1:00 PM	*Lunch Break*
1:00 – 5:00 PM	~ Detailed Site Review
	~ RSA Team Discussion
7:00 – 8:30 PM	^ Evening Site Review
	Day 2
7:30 – 8:30 AM	^ Morning Site Review
8:30 – 11:30 AM	~ Detailed Bike Site Review
11:30 – 12:30 PM	*Lunch Break*
12:30 – 3:00 PM	~ RSA Team Discussion – Issues & Measures
3:00 – 5:00 PM	Preliminary Findings Meeting

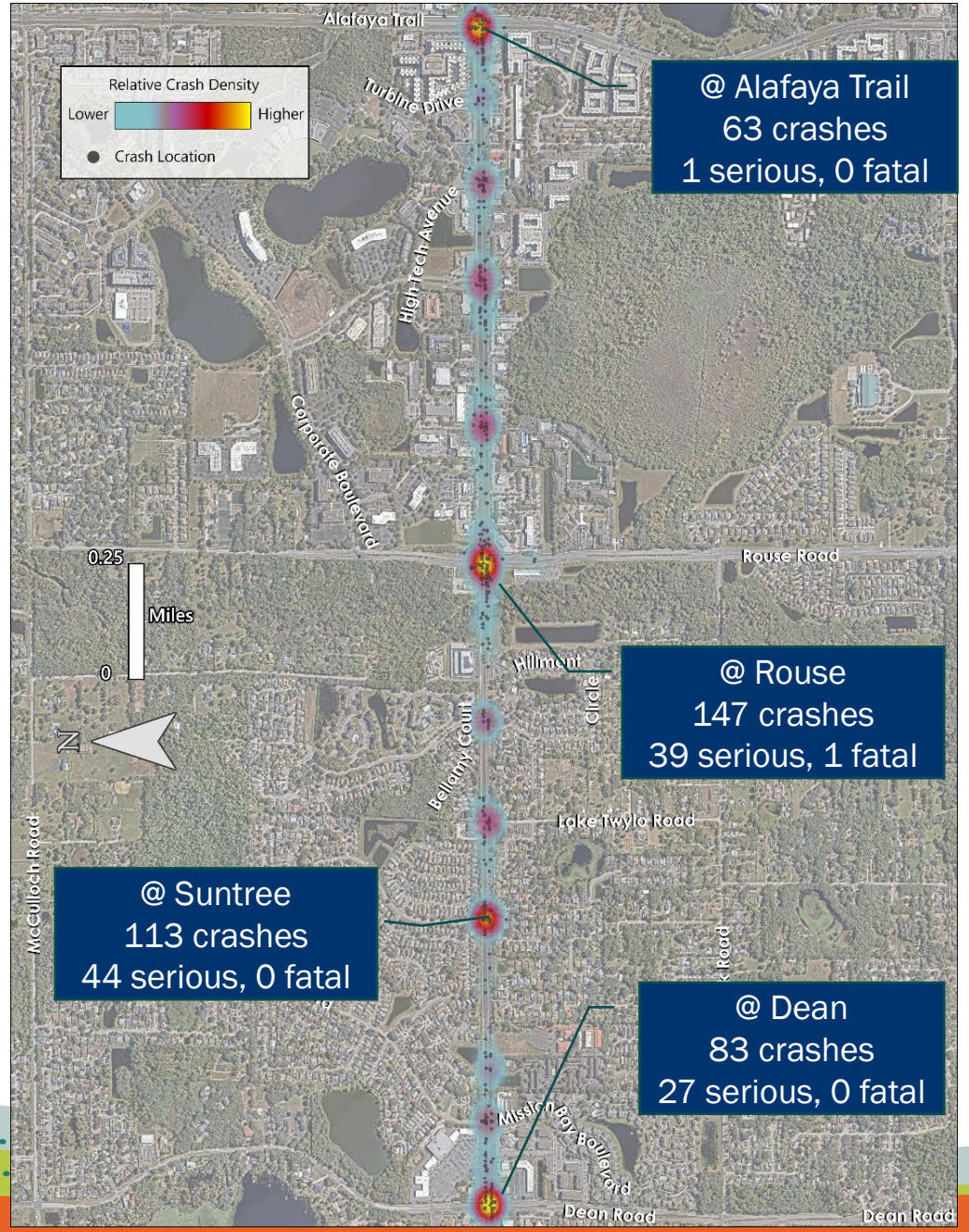
Roadway Characteristics

Characteristics	Description
Orientation	East-West
Functional Classification	Principal Arterial
Estimated Annual Average Daily Traffic (AADT)	45,000 vehicles per day
Speed Limit (miles per hour)	45 mph
Number of Lanes	6 (3 in each direction)
Lane Widths (feet)	11’ (typical)
Roadway Features	Divided roadway with landscaped median with left- and right-turn lanes for access points and at intersections throughout the corridor.
Land Uses	Medium- to High-Density Residential, Commercial (Shopping plazas and stores), Institutional (University of Central Florida).
Transit Presence	10 stops in each direction Lynx: Route 13 & 104
Pedestrian Facilities	Sidewalk present along both sides for the entire corridor. Marked crosswalks are provided at signalized intersection and several side streets.
Bicycle Facilities	Bike lanes on intersecting Rouse Road.

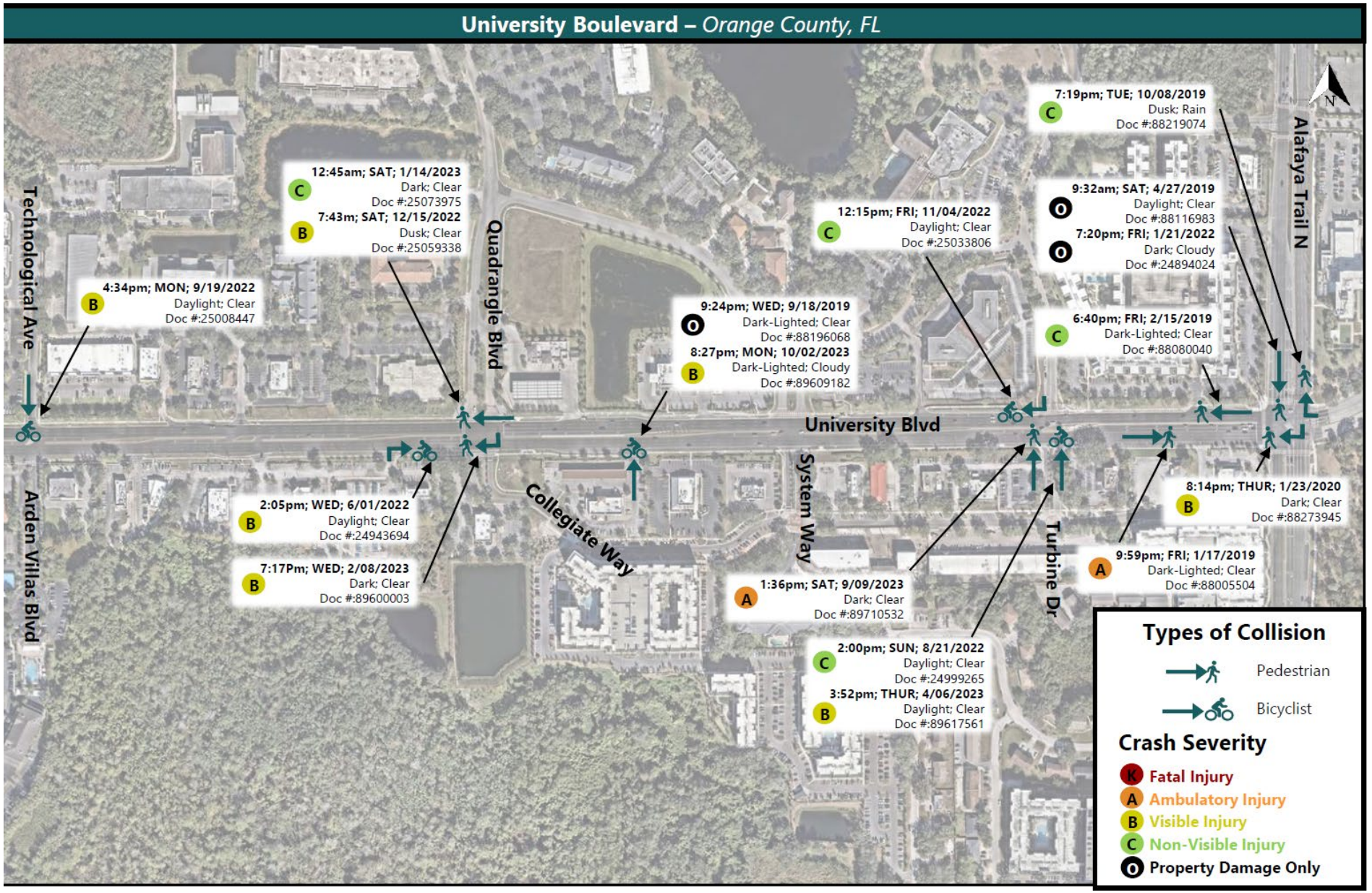
Crash Overview (2019-2023)

UNIVERSITY BOULEVARD RSA

	Fatality	Serious Injury	Injury	No Injury	Grand Total
Angle			15	22	37
Bicycle		1	8	1	10
Head On			2	6	8
Left Turn		7	37	50	94
Off Road			5	26	31
Other		3	20	44	67
Pedestrian	4	2	9	3	18
Rear End		11	128	275	414
Right Turn		1	8	30	39
Rollover		1			1
Sideswipe			10	74	84
Unknown			4	6	10
Grand Total	4	26	246	537	813



UNIVERSITY BOULEVARD RSA



- Review conditions in the field
- Review crash report narratives
- Review prompt lists

Existing Positive Safety Features

- Landscaped center median (where present)
  - Median was wide enough for pedestrian refuge
- Sidewalks along both sides
- RCUTs/Directional Medians
- New crosswalk at Turbine Drive
- Pedestrian signals and pushbuttons present (though not PROWAG compliant)
- New fencing consolidating multiple desire lines
- Transit stops with shade and amenities
- Good sidewalk separation from road (landscape buffer)
- Red light cameras
- Speed feedback sign installed previously (needs fixed)
- Pedestrian beacons
- New lighting at University Boulevard and Alafaya Trail
- Connection between the parcels and access on side streets
- Sight lines from straight road (aside from speed effects)

Overarching Roadway Safety Concerns:

Prioritized Issues

1. High overall corridor speeds
2. Lack of midblock/marked crossings
3. Bicyclist facilities (lacking/mixing with peds)
4. Ped/Bike interaction at driveways (and driver sightlines)
5. Lack of marked crosswalks at transit stops

Other Concerns

- Pavement marking visibility (nighttime)
- Large curb radii
- Lighting conditions
- Drivers not stopping/yielding for ped/bikes
- Indicators of roadway departures
- Pavement condition (potholes)
- Pavement marking conditions

UNIVERSITY BOULEVARD RSA

Overarching Roadway Safety Concerns:

Other Concerns

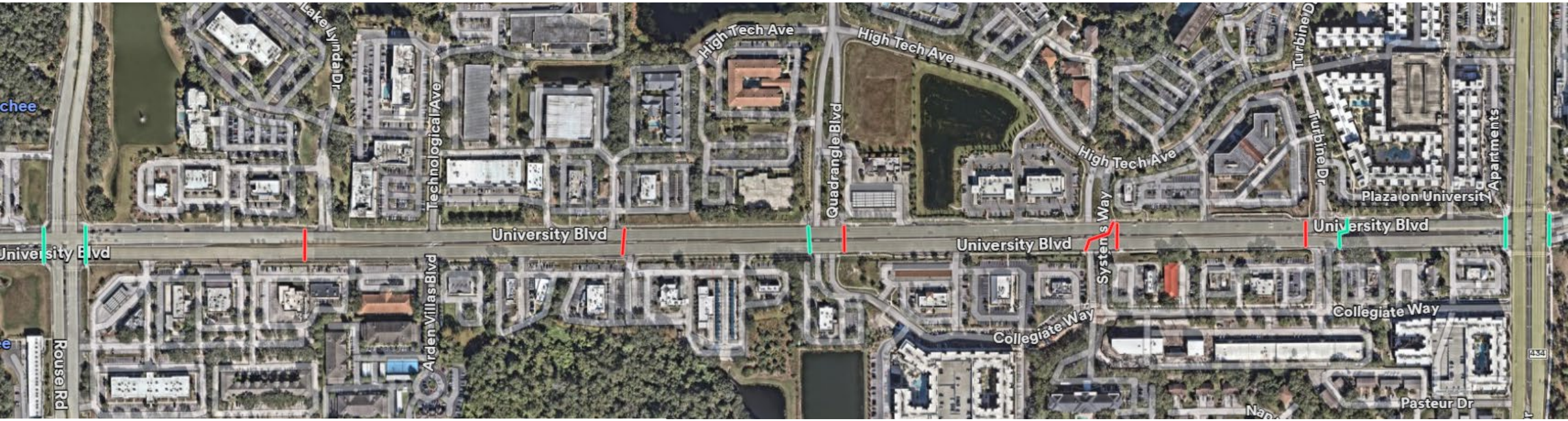
- None of the intersections have PROWAG compliant curb ramps, ped pushbuttons, or signals
- Low landscaping/foliage/branches blocking sidewalk and pushbutton at Turbine Drive
- Sidewalk conditions on south curb near Dean Road
- Crosswalk condition/texture/rutting
- Cycle lengths and signal phasing
- Open electrical boxes
- Sightlines for WBR at Rouse Road
- Context change between western and eastern portion
- Repaving timeline - many markings are not thermoplastic

Suggestions for Improvements: Guidelines

- Constructive and realistic
- Appropriate for stage of project
- Appropriate for all road users
- Short term suggestions
  - Changing signage pavement markings, removing vegetation, enforcement, etc.
- Intermediate suggestions
  - Adding traffic signal, sidewalk within ROW, etc.
- Long term suggestions
  - Changes requiring additional ROW, separated paths, etc.

Issue: Lack of midblock/marked crossings

- Eastern Portion between Alafaya Trail and Rouse Road: Potential for 3 new marked crosswalks with installation of new signals/PHBs
- Opportunity for additional crosswalks at intersections with existing signals



Existing crosswalk

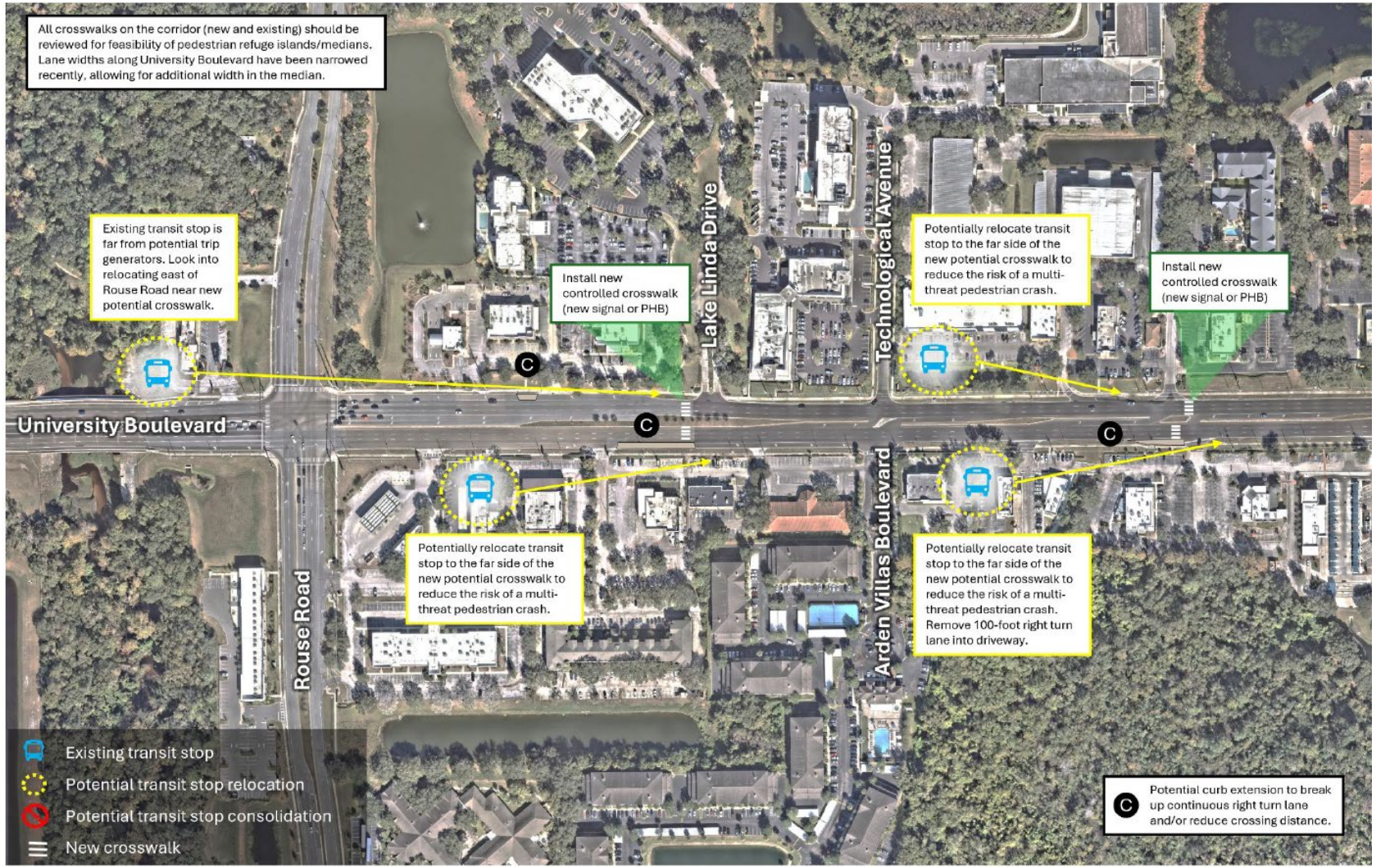
Potential proposed crosswalk location

UNIVERSITY BOULEVARD RSA

Issue: Access to Transit

Issue: Access to Transit

Issue: Access to Transit



Issue: Access to Transit

Other Recommendations

- Access Management
- Roadway Maintenance
  - Landscape Maintenance
  - Pavement Maintenance
  - Signage
- Speed Management
  - MM Context and Target Speeds
  - Dynamic Speed Feedback Signs
  - Speed Limit Pavement Markings
  - Gateway Treatments
- Curb Extensions
- Signal Strategies
  - Backplates w/retroreflective borders
  - Leading Pedestrian Intervals (LPIs)
  - No Turn on Red (right turns)
  - Flashing Yellow Arrows (FYAs) (left turns)
- Driveway Improvements
- Lighting Improvements
- PROWAG Upgrades
- Site Specific Recommendations @ each intersection

Moving into Implementation

UNIVERSITY BOULEVARD RSA

Location	Recommendation	Action	Cost	Responsible Party
Corridor-wide	Landscaping Maintenance		Low	
	Pavement Maintenance		Medium	
	Pavement Marking Upgrades		Low	
	Lighting Improvements		High	
	Curb Ramp Improvements		Low (per location)	
University Boulevard and Dean Road	High visibility crosswalk markings		Low	
	Retroreflective signal backplates		Low	
	ADA/PROWAG improvements (including APS)		Low to Medium	
	Street name sign maintenance		Low	
	LPI and NTOR		Medium	
University Boulevard and Mission Bay Drive	Fix dynamic speed feedback sign		Low	
	Relocate transit stops shelter out of Publix driveway sightline or look to make driveway one-way in		High	
	Install new controlled crosswalk		High	
University Boulevard and Gathering Drive	Consolidate transit stops with new controlled crosswalk		High	
University Boulevard and Suntree Boulevard	High visibility crosswalk markings		Low	
	ADA/PROWAG improvements (including APS)		Low to Medium	
	LPI and NTOR		Medium	
	Use extra space in median for new pedestrian refuge		Medium	
University Boulevard and Lake Twylo Road	High visibility crosswalk markings		Low	
	ADA/PROWAG improvements (including APS)		Low to Medium	
	LPI and NTOR		Medium	

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SPEED LIMIT SETTING TOOLS

MetroPlan Orlando Region

Speed & Speeding KSI Statistics

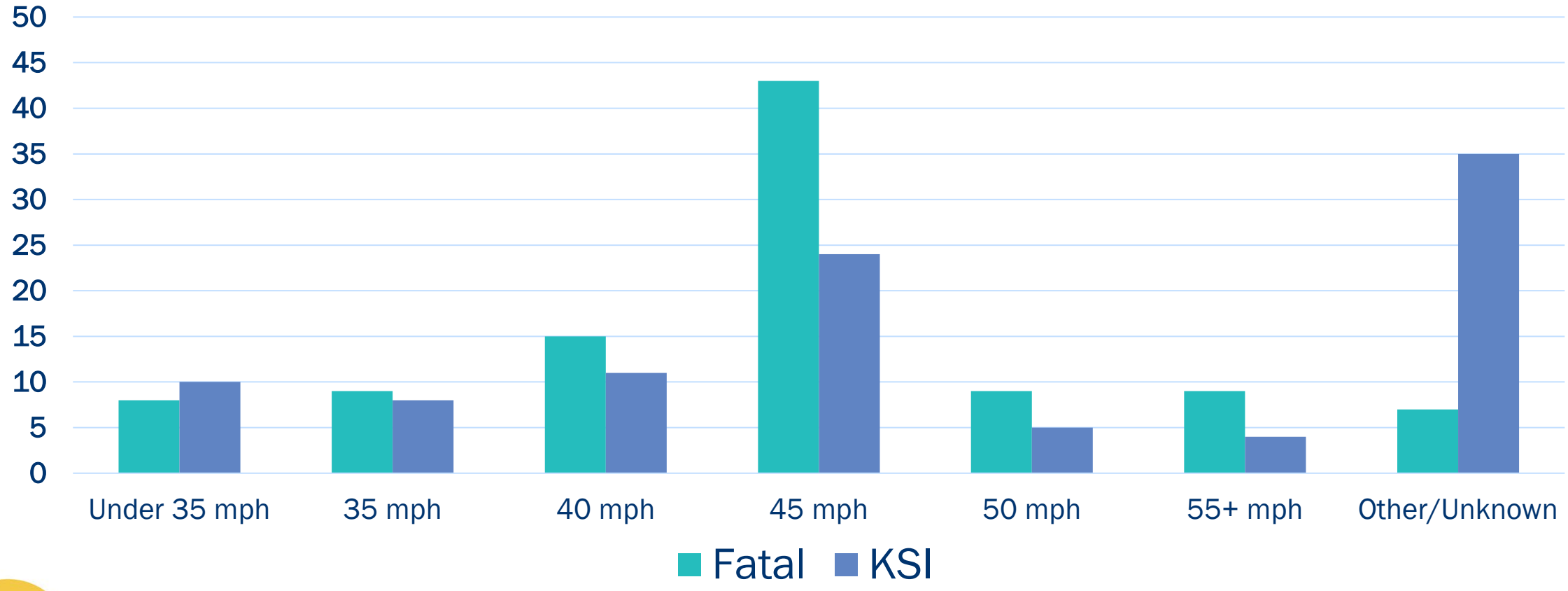
8% of Fatalities
and
3% of KSI Crashes
are "Speeding Related"

3% & 1% "Exceeding Posted"
2% & 1% "Too Fast for Conditions"

Source: Signal Four Analytics based on data from 2014 through 2024.

Percent of Crashes by Posted Speed

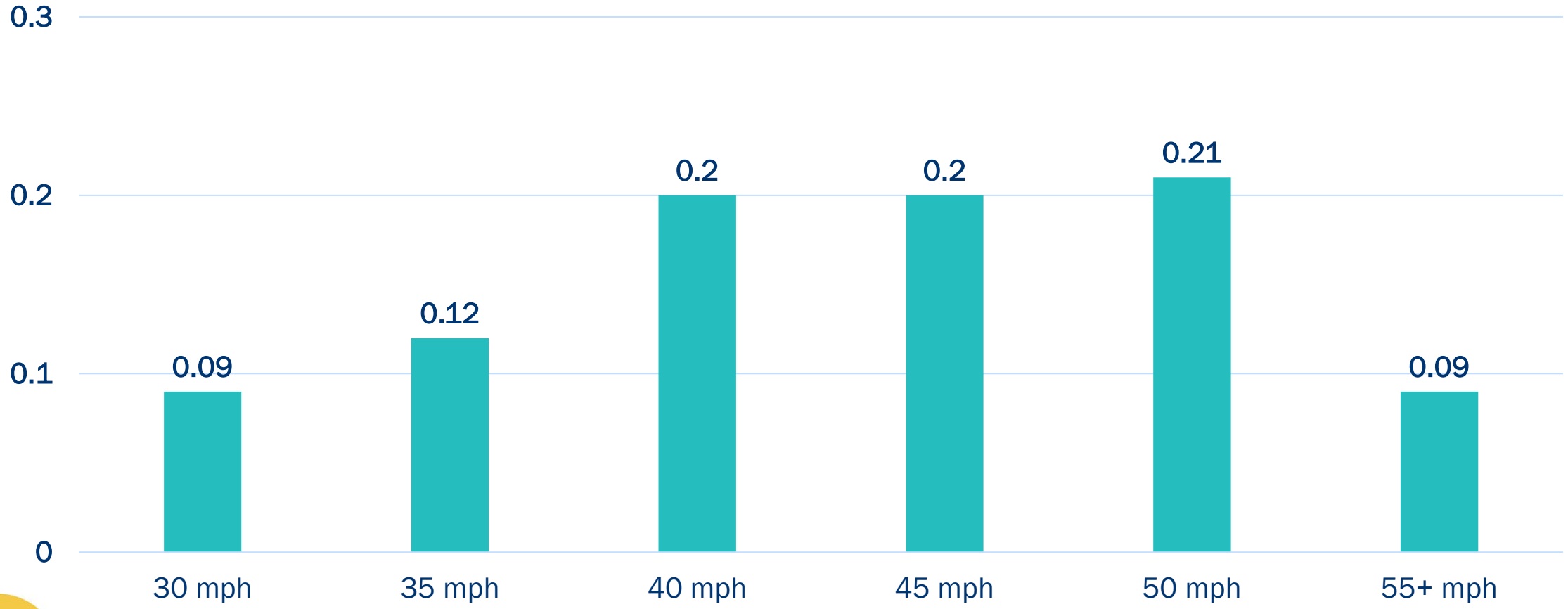
Speed & Speeding KSI Statistics



Source: Signal Four Analytics based on data from 2014 through 2024.

KSI Crash Rate Per Centerline Mile

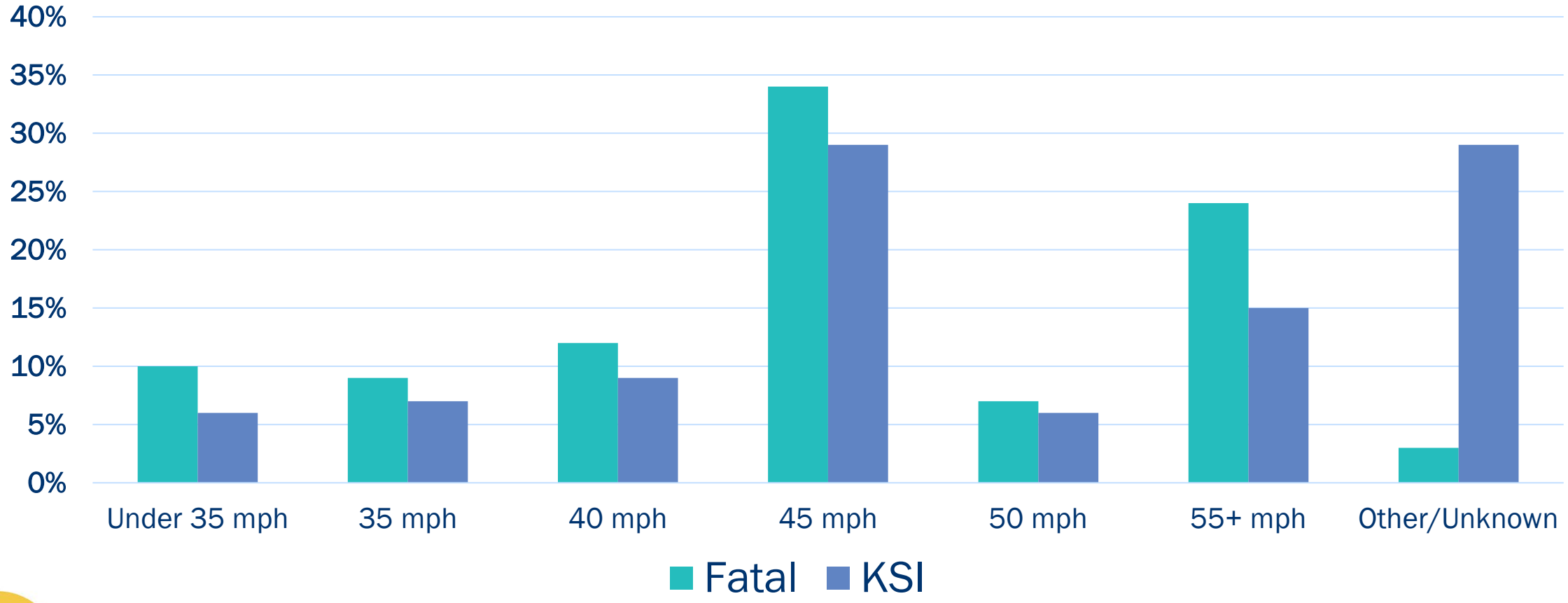
Speed & Speeding KSI Statistics



Source: Signal Four Analytics based on data from 2014 through 2024.

Percent of Non-Motorist Crashes by Posted Speed

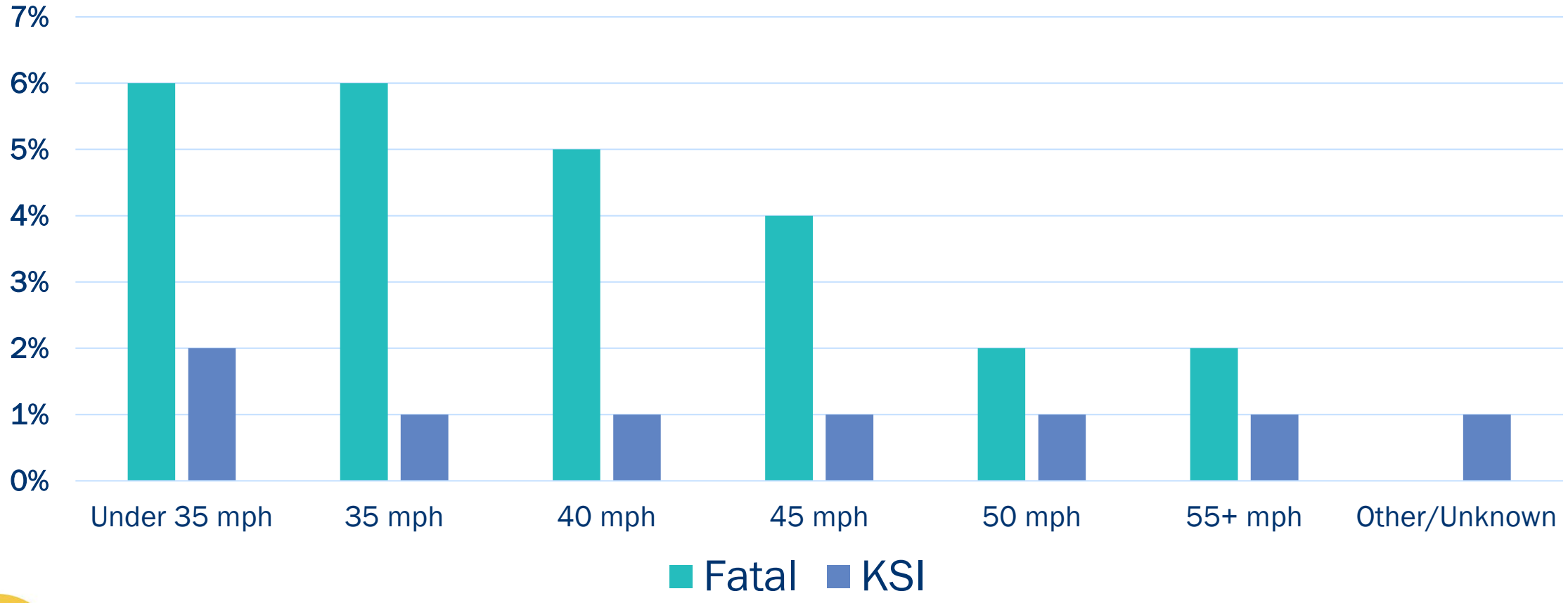
Speed & Speeding KSI Statistics



Source: Signal Four Analytics based on data from 2014 through 2024.

Percent Involving Driver Exceeding Posted Speed

Speed & Speeding KSI Statistics



Source: Signal Four Analytics based on data from 2014 through 2024.

FHWA Speed Limit Setting Handbook

Speed Limit Setting Handbook

- How to conduct an engineering study to set an appropriate non-statutory speed limit based on
  - Roadway environment and roadway characteristics
  - Geographic context
  - Crash experience
  - Speed distribution of free-flowing vehicles
  - Past studies to identify trends in operating speeds

FHWA Speed Limit Setting Handbook

- MUTCD requires that non-statutory speed limits be established based on an engineering study
  - Changes to road context and land use
  - Changes in road-user patterns or volumes
  - Changes in road geometry
  - Safety concerns identified from crash history, systemic safety study, or road safety audit findings
  - Construction or modification of multimodal facilities
  - Changes in road access management

FHWA Speed Limit Setting Handbook

Refine Speed Limit Recommendation

- Target speed policy
  - Jurisdiction has already set a target speed for a roadway or for its combination of functional and context classifications
- Outreach
  - Identify any non-apparent conditions that the engineering study did not uncover
  - Share the engineering study findings and recommendations with affected jurisdictions and the public
  - Input from partner agencies – law enforcement, city/county traffic engineers

Target Speed

The target speed is the highest desired operating speed given land-use contexts, multimodal activity, and vehicular mobility.

FDOT Speed Zoning Manual

Speed Zoning Manual

- Provide guidelines and recommended procedures for establishing uniform speed zones on State, Municipal, and County roadways
  - Florida Statutes require an engineering and traffic investigation to be conducted for any alteration of speed limits

Target speed

Highest speed at which vehicles should operate in a specific context, consistent with the level of multi-modal activity to provide mobility for motor vehicles and a safe environment for pedestrians, bicyclists, and public transit users.

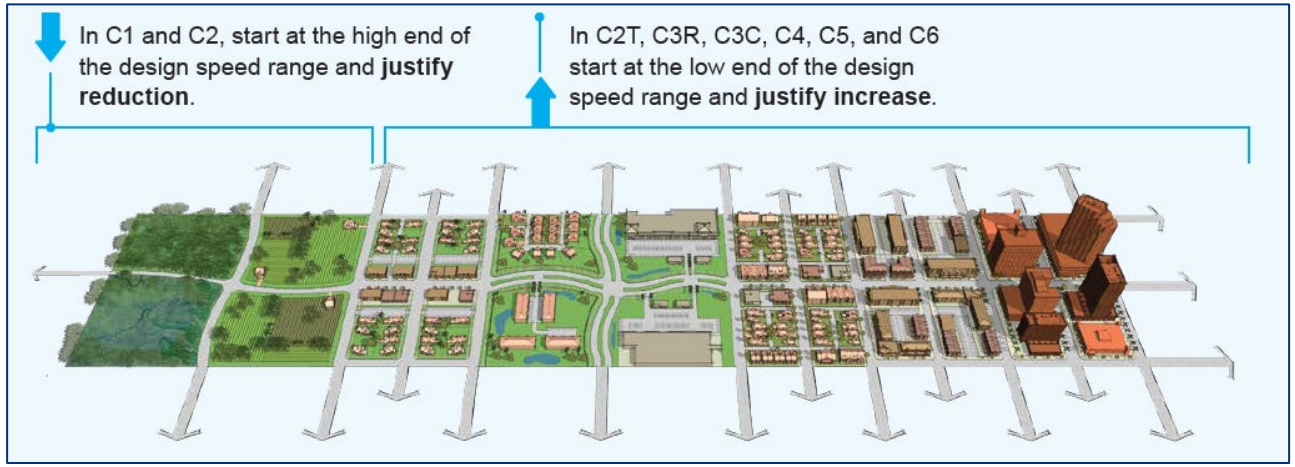
FDOT Speed Zoning Manual

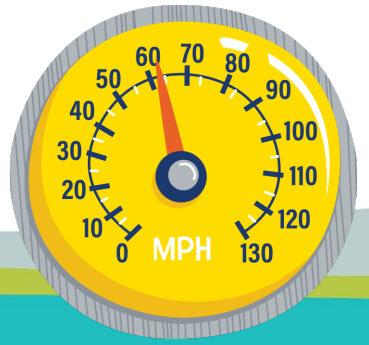
Zone Type	Typical Speed Range	Example Scenario
Standard Speed Zone	Based on 85th percentile	Urban arterial with posted 45 mph
Transition Zone	Stepped reductions (10 mph max drop per step)	55 → 45 → 35 approaching a town
School Speed Zone	15–20 mph (specific hours)	Road near elementary school
Municipal / Residential Area Zone	Typically 25 mph	City subdivision
Special Area Zone	15–35 mph (varies)	State park road or manatee zone
Work Zone Speed Limit	Typically 10–20 mph lower than normal	Road under resurfacing
Subdivision Streets	20–25 mph	Gated community or cul-de-sac street
Area-Wide Speed Zone	25–35 mph (set by city/county)	Downtown business district
Advisory Speed Zone	Varies (non-regulatory)	Curve with 25 mph advisory

FDOT Context Classification Guide

Steps to Determine Target Speed

- Florida Design Manual consistency
- Identify starting point for target speed
- Identify project needs
- Document target speed
- Review potential countermeasures and design speed





Speed Limit Setting Tools

FHWA Speed Limit Setting Handbook Tools

- USLIMITS2 - Safety | Federal Highway Administration
  - Web-based expert system developed under for recommending the maximum speed limit for a given stretch of roadway.
- Speed Limit Setting (SLS) Tool
  - NCHRP Research Report 966: Posted Speed Limit Setting Procedure and Tool: User Guide
  - Spreadsheet-based tool that applies research-based decision rules to recommend a speed limit for a roadway section.

City Limits NACTO

City Limits - NACTO

- Provides a consistent, rational, scalable approach to urban speed limit setting, from citywide strategies to corridor-by-corridor methods
- Includes a Safe Speed Study methodology that is consistent with a safe systems approach

The technical guidance and recommended maximum speed limits in this document are based on input from NACTO member agencies, academic studies about speeds that minimize conflict and risk, and best practices in cities across the world

Speed Limit Setting Tools Comparison

Tool	Analysis Factors	Applicability	Additional Considerations
City Limits	Conflict density Activity level	Urban	Speed management Post implementation evaluation
USLIMITS2	Crash data Speed distribution Roadway characteristics Geographic Context	Limited Access Freeway Develop Area Undeveloped Area	If crash rate above critical implement corrective actions for engineering and traffic control deficiencies. Speed limit should only be reduced as a last measure
SLST		Rural Suburban Urban	Recommended speed should always be evaluated against the overall study objective and the local roadway context to check that the recommended speed would result in safe conditions for all users

Note: Florida Statutes require an engineering and traffic investigation to be conducted for any alteration of speed limits

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ANNUAL REPORTING ROUNDTABLE

Annual Report

Monitor progress to improve outcomes.

1. Crash Data Update
2. Actions and Strategies Progress
3. Next Steps and Lessons Learned

PERFORMANCE MEASURE	DATA SOURCE
Total fatalities by jurisdiction with regional total	Signal Four
Fatality rate by jurisdiction	Signal Four, US Census Bureau
Total serious injuries by jurisdiction with regional total	Signal Four
Serious injury rate by jurisdiction	Signal Four, US Census Bureau
Non-motorized fatalities and serious injuries by jurisdiction with regional total	Signal Four
Number of KSI crashes within Transportation Underserved areas	Signal Four, US Census Bureau
Percentage change in KSI crash types	Signal Four
KSI crashes by context classification or functional classification	Signal Four, road network datasets
Occupant protection assessment (percent of people killed not wearing a helmet or seatbelt as compared to prior year)	Signal Four
Impaired driving assessment (percent of people killed or seriously injured in a DUI crash as compared to prior year)	Signal Four
Non-auto involved rail incidents	Florida Department of Transportation Modal Development Office
Non-auto involved walking and bicycling crashes (including micromobility devices)	Florida Injury Surveillance System, local hospitals
Citations for key behaviors	Signal Four, Florida Highway Patrol, local law enforcement
Implemented safety improvements in prior calendar year	All jurisdictions in region
Progress made on specific actions	Safety Action Committee, MetroPlan Orlando, all jurisdictions in region
Update safety dashboard	Signal Four
Before/after study completion	Various studies
Number and outcome of non-engineering countermeasures	Florida Department of Transportation, Best Foot Forward, and local jurisdictions

Source: MetroPlan Orlando, 2024.

Annual Report – Agency Coordination

- Projects or safety initiatives that have been implemented since Plan adoption
- Follow up on actions in the plan
  - Missing information
  - Current status for each action
- Opportunities for collaboration
- Lessons learned thus far
- Planned next steps

Action Plan Consolidation Database

MetroPlan Orlando Action	Description	Jurisdictions with Similar Action	MetroPlan Orlando Timeframe
Advance a regional 20 mile per hour residential speed limit	Research and guidance for **20 is Plenty** efforts to help local jurisdiction understand the process for establishing 20 miles per hour as the defacto speed limit on residential streets.	Altamonte Springs Kissimmee Longwood Oviedo St. Cloud Winter Springs	Within three years of plan adoption
Develop a complete streets policy template	Development of a **Complete Street** resolution that can be adapted and then adopted by local jurisdictions, pivoting from the Complete Streets resolution that MetroPlan Orlando already has developed.	Casselberry Kissimeee Longwood Oakland Ocoee Oviedo Sanford St. Cloud Winter Garden Winter Park	Within two years of plan adoption
Pilot use of signal timing to regulate speeds / Formalize target speed setting	Compilation of best practices related to **traffic calming, target speed setting and speed management** to help jurisdictions set appropriate target speeds and identify engineering and other countermeasures to help achieve the target speed.	All jurisdictions	Within three years of plan adoption / within one year of plan adoption
Report on annual crash data and serve as a regional data clearinghouse	Continued compilation and updates to regional **crash data**. Most jurisdictions have some action related to monitoring crash outcomes, evaluating effectiveness of different countermeasures and reporting back to the public.	All jurisdictions	Annually / within three years of plan adoption

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MEMBER SPOTLIGHT: CASSELBERRY

ENVISIONING CASSELBERRY:

ACHIEVING ZERO WHILE BECOMING CENTRAL FLORIDA'S MOST WALKABLE, ROLLABLE, & BIKEABLE CITY

Vision Zero Task Force Meeting
September 23, 2025

Presented by

Kelly Hans Brock, Ph.D., P.E., ENV SP
Public Works Director
City of Casselberry

CASSELBERRY

THIS IS CASSELBERRY

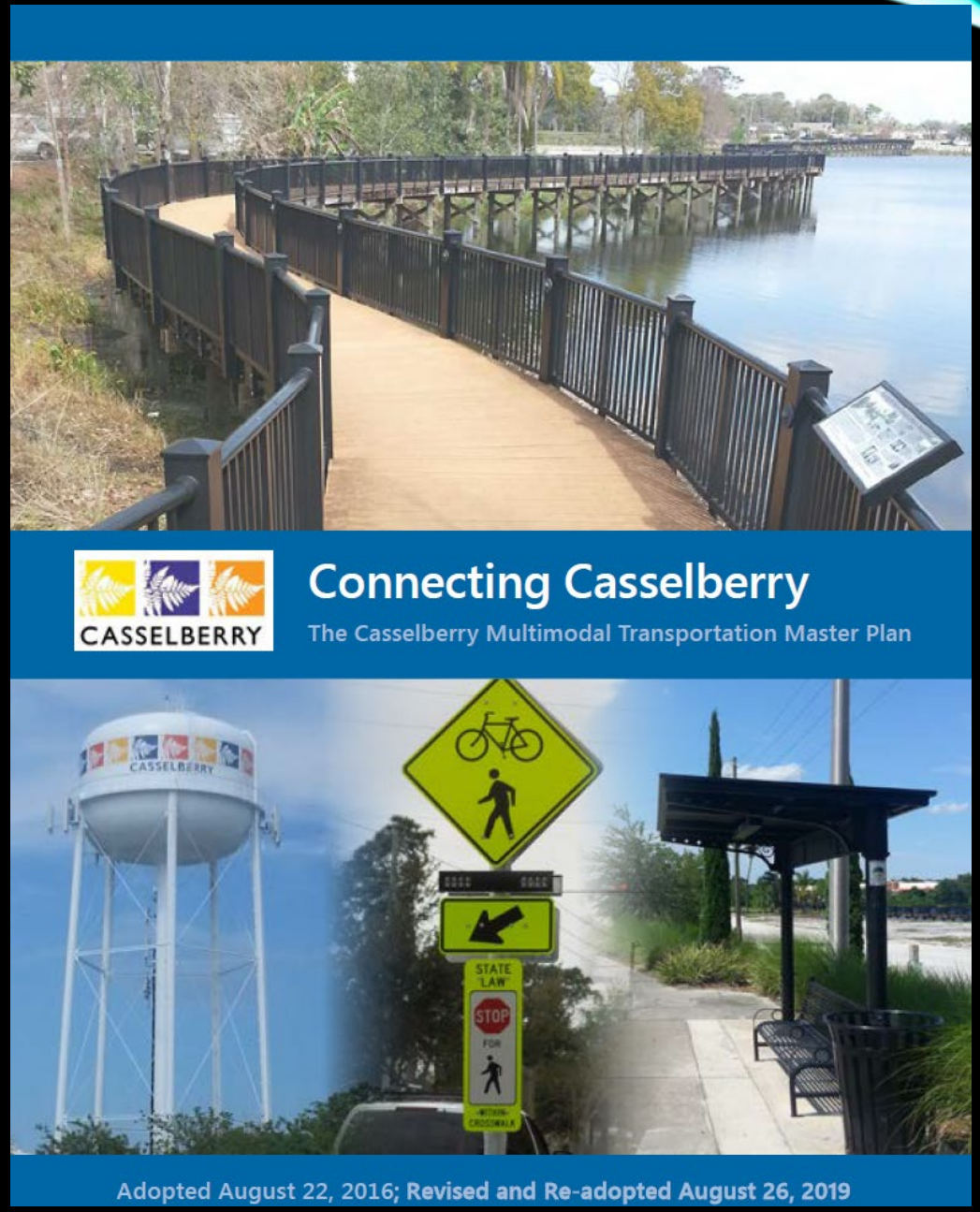
- Less than 10 miles north of Orlando
- Population approximately 30,000
- Approx 7.5 square miles
- Numerous parks, trails, and quiet streets

THIS IS ALSO CASSELBERRY

- Land use: suburban form, no traditional Town Center, autocentric
- **Stroads** galore (SR 436, US 17-92, SR 434)

CASSELBERRY'S SAFETY INITIATIVES ARE INTERWOVEN WITH COMPLETE STREETS

- 2016: first ever Multimodal Transportation Master Plan (MTMP) included *Complete Streets Policy and Design guidelines*
- 2019: MTMP received major update to Policy
  - *Healthy Community Complete Streets Policy and Design Guidelines*
  - *New goal*

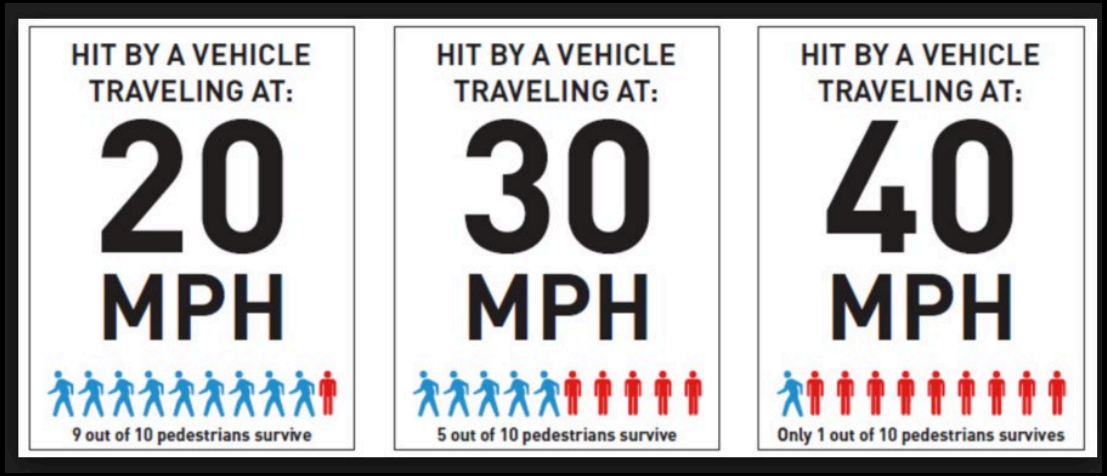


COMPLETE STREETS POLICY: GOAL

By 2040, with a balanced multimodal transportation system, the City of Casselberry will become the most walkable, rollable, and bikeable City in Central Florida, where active transportation becomes a viable and routine choice for daily mobility needs, thereby increasing community health, equity, economic vitality, and environmental stewardship.

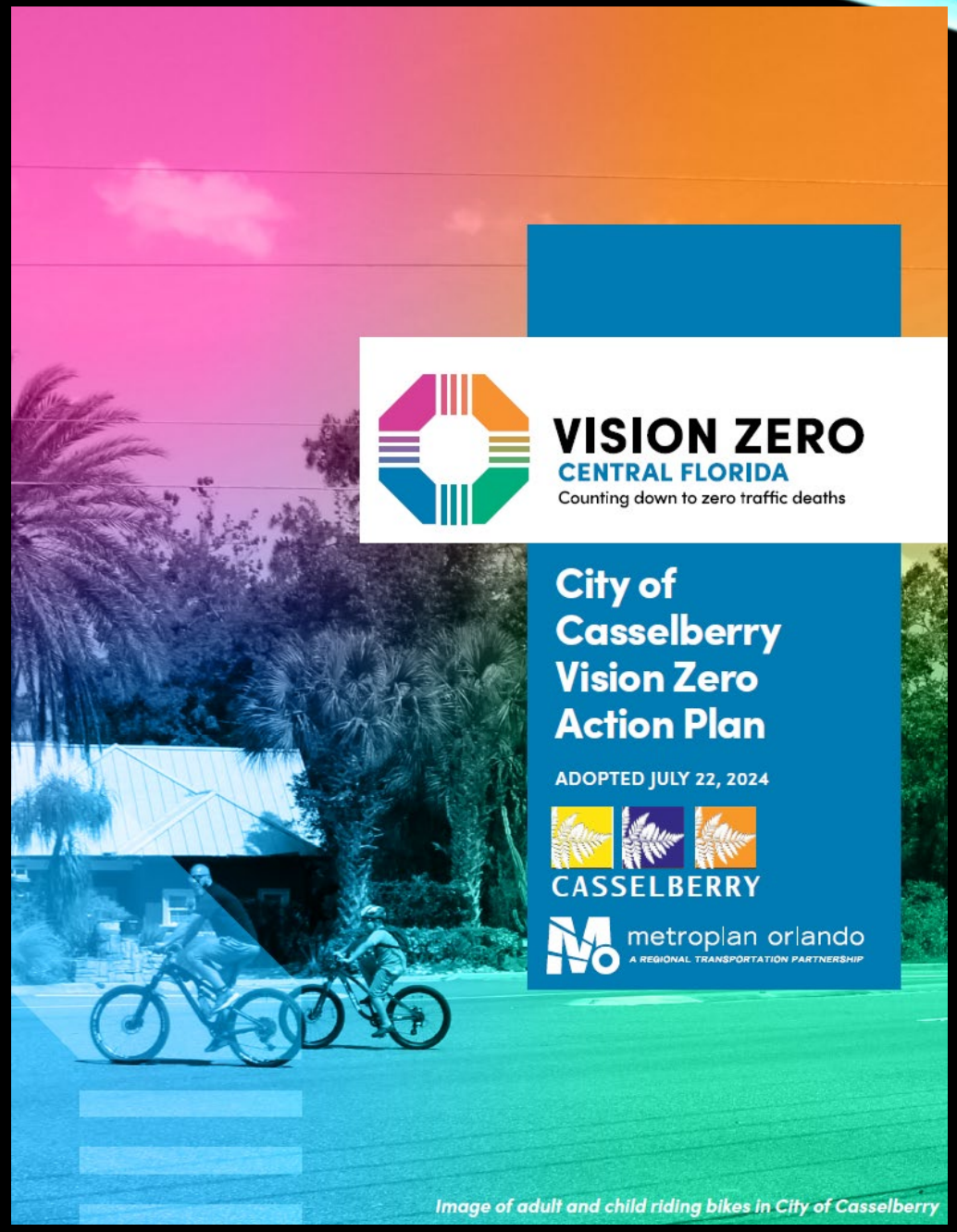
CASSELBERRY COMPLETE STREETS POLICY

- 2019 updated Policy
  - *Recognized **influence of built environment on physical activity levels**/community health*
  - *Clarified broad applicability to both public and private development and streets*
  - *Enhanced design guidelines with **design speed = posted speed = target speed** approach, 10 ft default travel lane width, and 25 mph default target speed*



RECENT MOBILITY & SAFETY PLANNING

- 2023: began developing the Mobility and Access Plan (MAP), a successor to the MTMP
- 2024: adopted a Vision Zero Goal and Vision Zero Action Plan to achieve zero fatalities and severe injuries on City-owned streets by 2030 and all streets in the City by 2040
  - Part of a concerted effort with the entire MetroPlan Orlando region



CASSELBERRY MOBILITY & SAFETY PROJECTS

- 2019: **N Oxford Road**
- 2019: **Casselton Drive**
- 2021: Concord Drive
- 2022: Quail Pond Circle
- 2023: Lake Kathryn Circle
- 2024: **Sunset Drive**
- 2024: **Southcot Drive**
- 2025+: **Winter Park Drive** & more…

Casselberry Greenway Trail at Quail Pond

Source: Google Streetview

2015

N Oxford Rd

Source: Google Streetview

2019

N Oxford Rd

N Oxford Rd

Bike/Walk Central Florida WHEEL OF ACHIEVEMENT AWARDS

WINNER

N Oxford Rd

2014

Casselton Dr

2019

Casselton Dr

Source: Google Streetview

2021

S Sunset Dr

2024

S Sunset Dr

Source: Google Streetview

2023

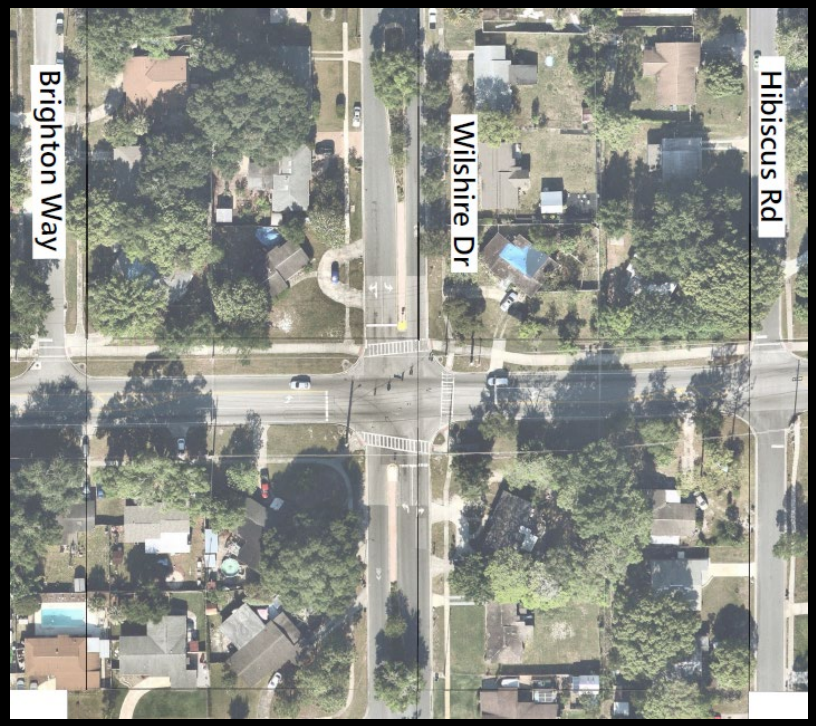
Southcot Dr

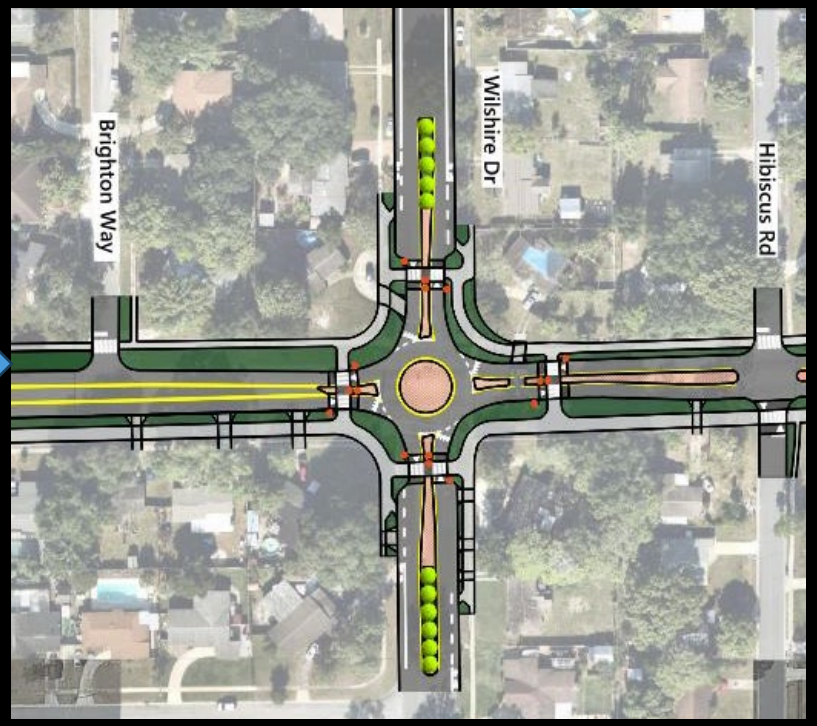
2024

Southcot Dr

- November 2019 Average speed: 27 mph
- November 2024 Average speed: 22 mph

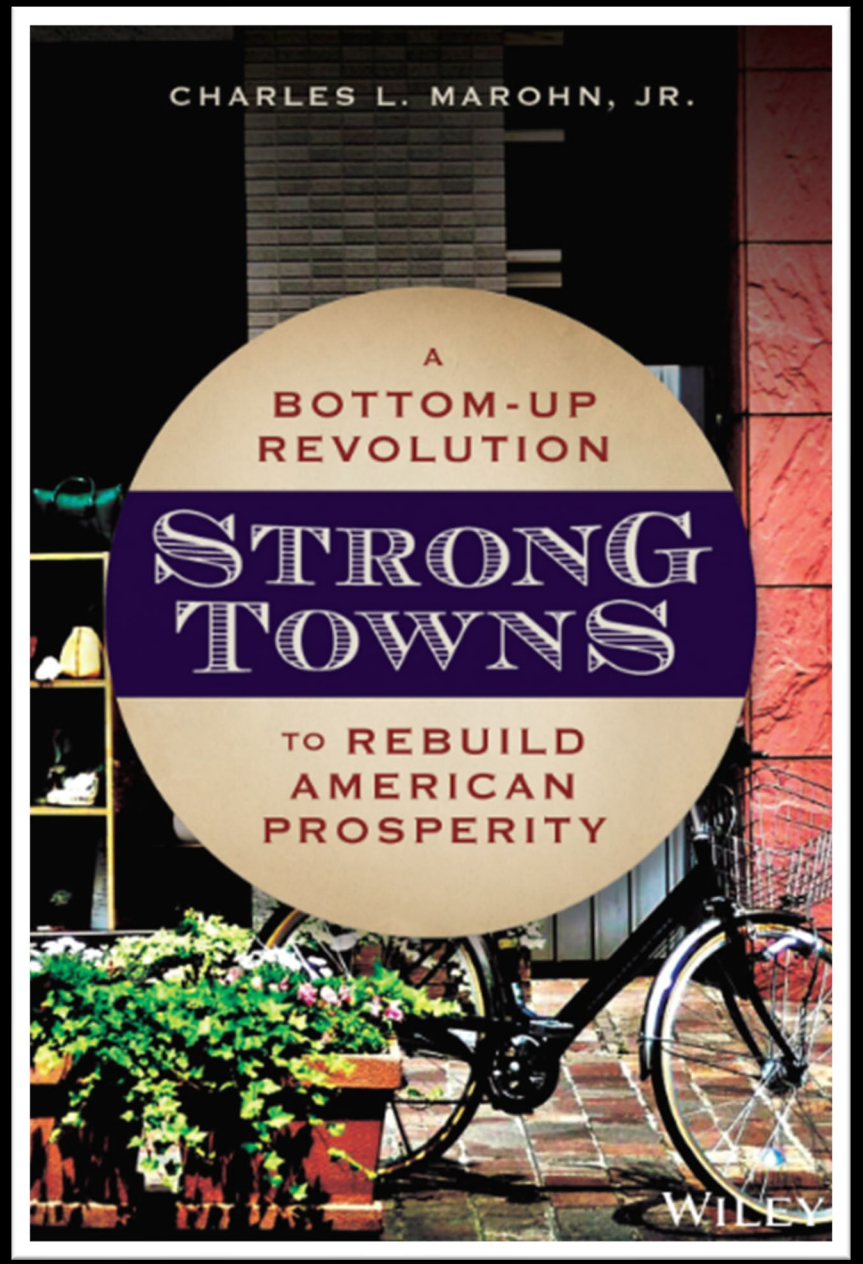
Southcot Dr





Winter Park Drive Complete Street Improvements (Red Bug Lake Rd to SR 434)

THE VALUE OF INCREMENTAL CHANGE



2017

Evergreen Cemetery @ S Cypress Way

2023

Evergreen Cemetery @ S Cypress Way

Source:
Google
Streetview

April 2025

Bay St @ Secret Lake Park

July 2025

Bay St @ Secret Lake Park

Source: Google Streetview

2022

Wyndham Way @ Bridle Path

2025 (Construction in progress)

Wyndham Way @ Bridle Path

Source:
Google
Streetview

April 2025

N Winter Park Dr @ Wheel Park

August 2025

N Winter Park Dr @ Wheel Park

Source: Google Streetview

2020

W Melody Ln

2023

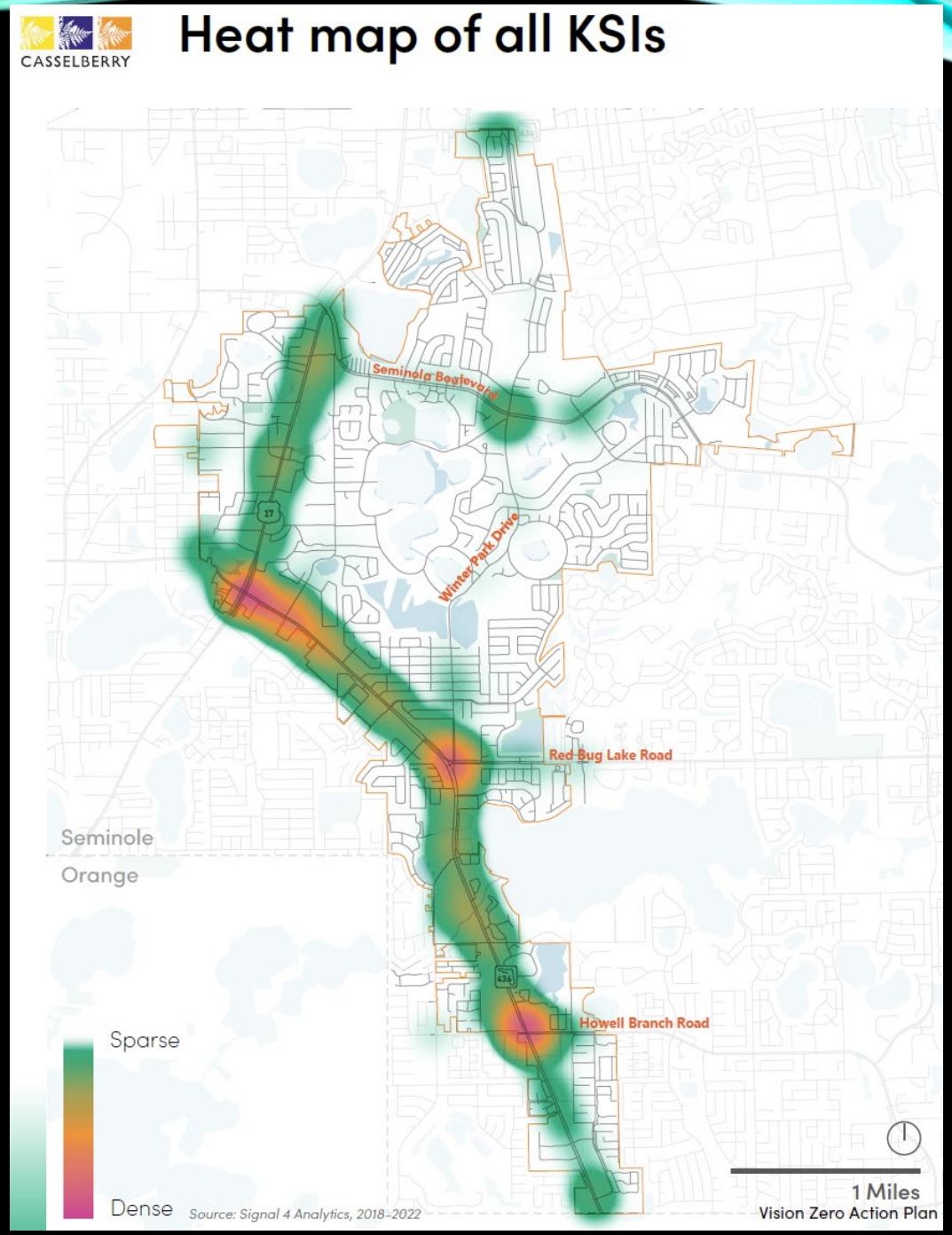
W Melody Ln

BFF+CASSELBERRY POLICE & PUBLIC WORKS: EVALUATION, EDUCATION, ENFORCEMENT, & ENGINEERING

- Cooperative effort gets us out of “silos”
- Education, outreach, and enforcement raise awareness and influence behavior
- Data collection helps verify issues and efficacy of engineering solutions to further change behavior

IMPLEMENTING VISION ZERO

- Completion of the new Mobility and Access Plan (MAP)
  - SS4A funding awarded
  - Policy Updates
  - New Projects to complete the City's active transportation network
- Implement & evaluate Quick-build Demonstration Projects
  - SS4A funding awarded
- Implement Winter Park Drive
- Track implementation and update the Vision Zero Action Plan
- Coordinate with partners and leverage local funds to help "fix" SR 436 and other arterials



MANY CHALLENGES, MANY STRENGTHS

- Community values safety
- Small size + stable Commission + trust in Staff + passionate Staff = Ability to adapt quickly
- Partnerships (MetroPlan Orlando, FDOT, Seminole County, Bike/Walk Central Florida, nearby Cities)
- Funding (Sales Tax, Federal Funding through MPO process & grants)

THANK YOU

Find our Complete Streets Policy, Vision Zero Action Plan, Winter Park Drive Study, and more at:

www.casselberry.org/go

CASSELBERRY

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MEETING WRAP UP

Vision Zero Safety Speaker Series

- Next Session: October 14, 2025

  Noon-1:15PM
- Topic: e-Micromobility Safety

https://bit.ly/VZplaylist

Call for CyclingSavvy Instructors

- Requirement for teaching Middle School Bike Club Program
- Able to teach CyclingSavvy courses through ABEA
- Basic CyclingSavvy course – 10 hours
- Advanced Certification (Instructor Training)
  - Six online modules
  - Optional Zoom sessions
  - Three-day in-person weekend certification seminar

RSA – Call for Projects - Deadline is 9/30!

- Supplemental Planning Grant Activities
  - Step up outreach activities
  - Data refinements/updates
  - Road Safety Audits/Evaluations
    - Goal is to advance near-term projects
    - Projects on any HIN are eligible
    - Projects on multiple HINs desirable
  - Updates to Regional VZAP

- Project Sponsor Requirements
  - Local Project Manager
  - Walk Audit Availability
  - Location for **kick-off** and **findings review** meetings
  - Timely reviews

- Seeking volunteers
  - Inform outreach approach
  - Review RSA requests

MEMBER COMMENTS

Additional Member Discussion

How to Make a Public Comment

Virtually

Use “Raise Hand” feature (Or dial *9 if on the phone)

Fill out electronic card at:
MetroPlanOrlando.gov/SpeakerCard

After you are recognized, state your name and address and give your comment within 2 minutes

Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

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