

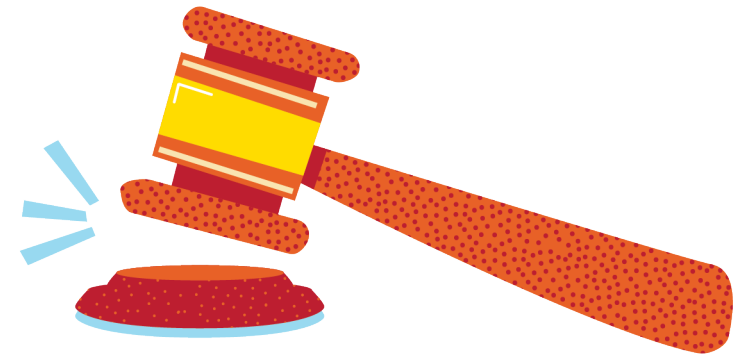
VISION ZERO TASK FORCE MEETING

July 14, 2026



AGENDA

- I. Welcome and Farewell to Mighk
- II. Vision Zero Regional Update
- III. Annual Report Summary
- IV. Before/After for Safety Projects
- V. Emergency Response & Speed Management White Paper
- VI. Citian Crash Platform
- VII. Other Items
- VIII. Public Comment
- IX. Meeting Wrap Up



Happy Retirement!



Mighk Wilson
Sr. Transportation
Planner



VISION ZERO REGIONAL UPDATE

July 2026



Road Safety Audits

Group 1 Corridors (7)

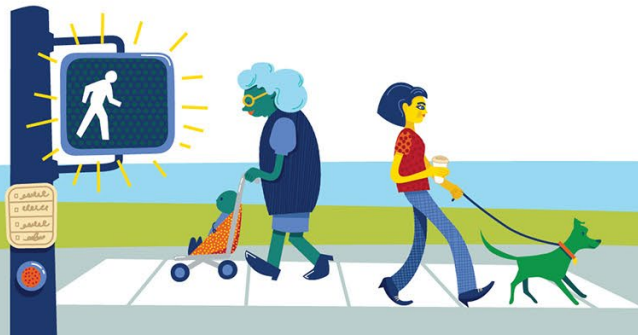
- US 17-92 from 18th to 27th St
- 25th St from Hardy Ave to Park Drive
- US 17-92 from S of SR 434 to Longdale Ave
- SR 436 from Wilshire to Seminole/Orange Co Line
- SR 426 from Driver Ave to I-4
- US 17-92 from Monroe Ave to Seminole/Orange Co Line
- Westmoreland Drive from Washington St to Gore St



Road Safety Audit Prompt List

Road Function, Classification, and Environment

Use this list of prompts as a reference during your review of the corridor to assist with thinking about broader issues and identifying specific areas of concern.

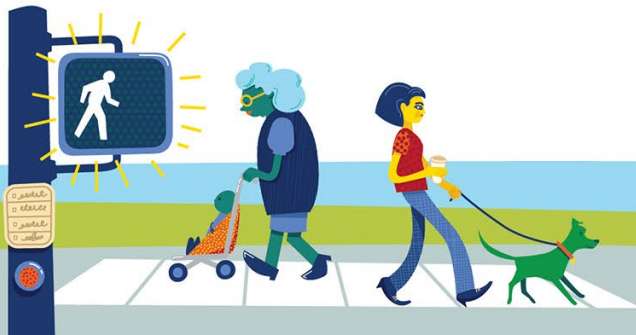


Road Safety Audits (next steps)

TASK	HIN Countermeasure Refinement	RSA (FHWA)	RSA+	Planning Corridor/ Feasibility Study
Duration (months)	1-2	4-5	8	16
Agency: Comment/Approval	✗	✓	✓	✓
Safety Analysis	✓	✓	✓	✓
Traffic Analysis	✗	✓	✓	✓
Cut Sheets	✓	✓	✓	✓
Roll Plots	✗	✗	✓	✓
Cost Estimation	← Planning Level →		← Engineer's Opinion of Probable Costs →	
Final Deliverables	Graphic/Memo	Report	Report	Reports (Traffic Study, Feasibility Analysis)
Planning Study Cost	\$	\$	\$	\$
Agency Time Commitment	Low	Low-Med	Med	High
Public Participation	Low	Low-Med	Med	High

Group 2 Corridors

- Timing
 - Confirm Corridor + RSA Type: **July/August**
 - Scoping: **August/September**
 - NTP: **September**
- Orange County
 - 2 corridors
- Osceola County
 - 1-2 corridors
- Seminole County
 - 3 corridors



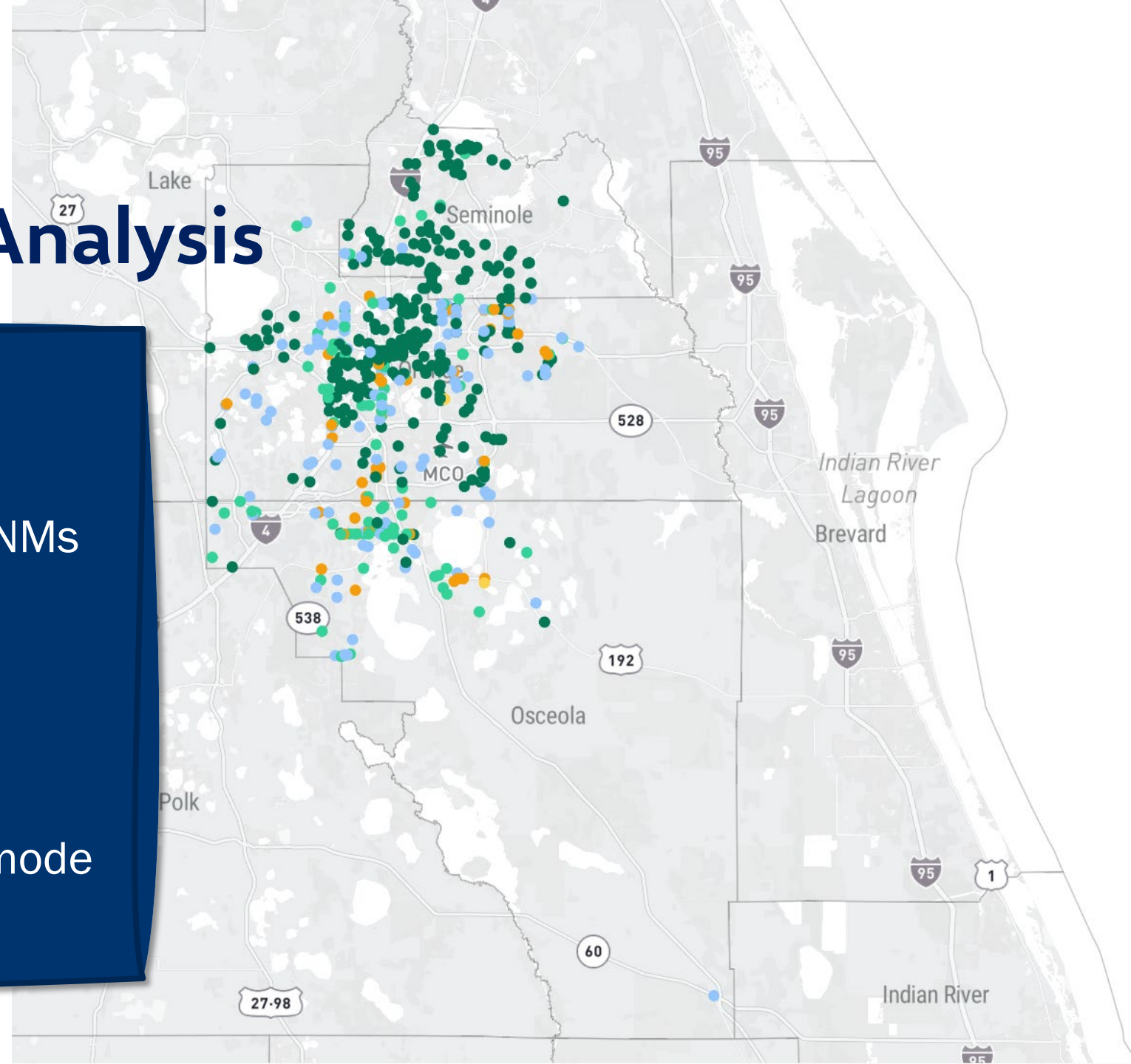
Pedestrian & Bicycle Crash Analysis Tool (PBCAT) Project Findings



MetroPlan Orlando E-Micromobility Analysis

Overview

- 2025 Bike/Ped Crash Data
- 2,219 crash reports involving NMs
- **Micromobility Analysis Topics:**
 - Crashes by age group
 - KSI rates between modes
 - Speed-related crashes by mode
 - Lateral position by mode



Key Questions



Are e-micromobility users **more vulnerable** to crashes? What kinds of crashes?



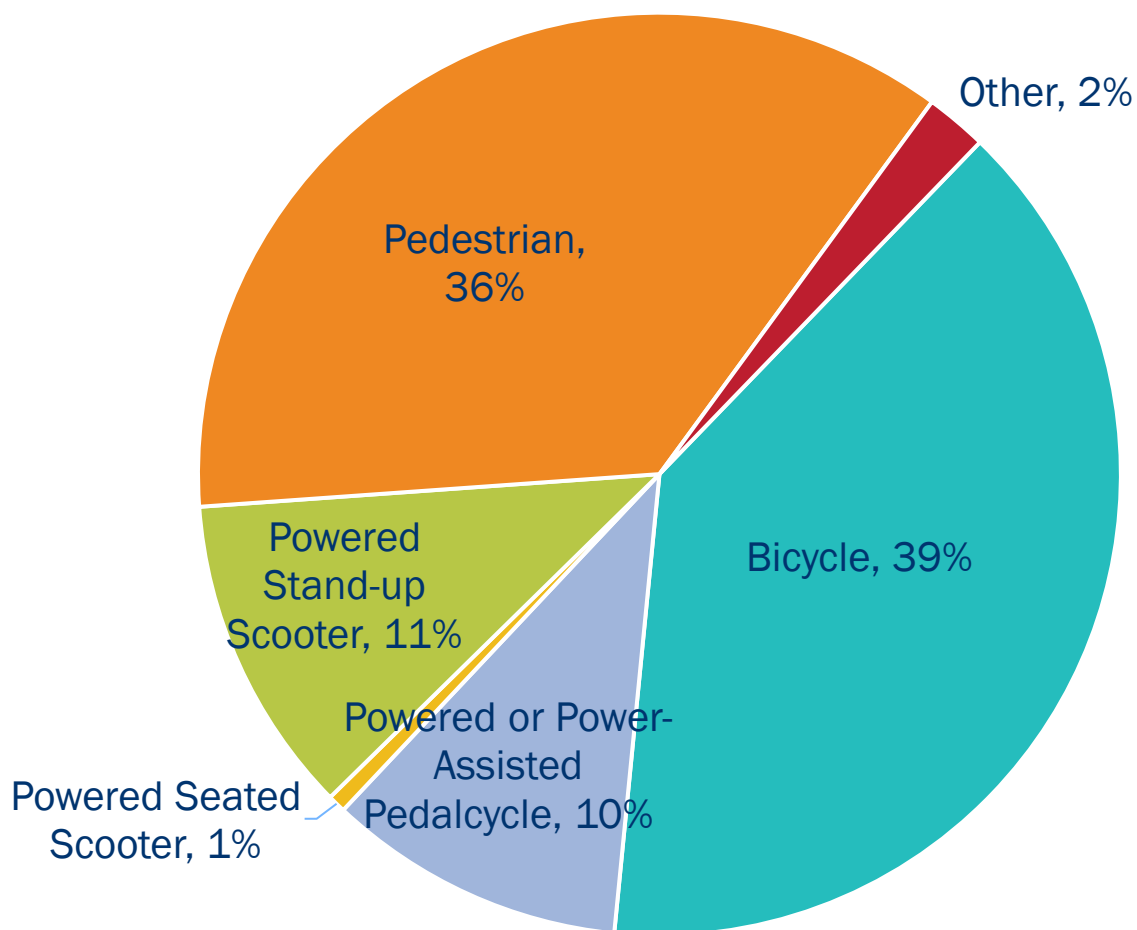
How do e-bikes affect **speed, facilities used, and KSI** (Killed or Seriously Injured) **rates**?



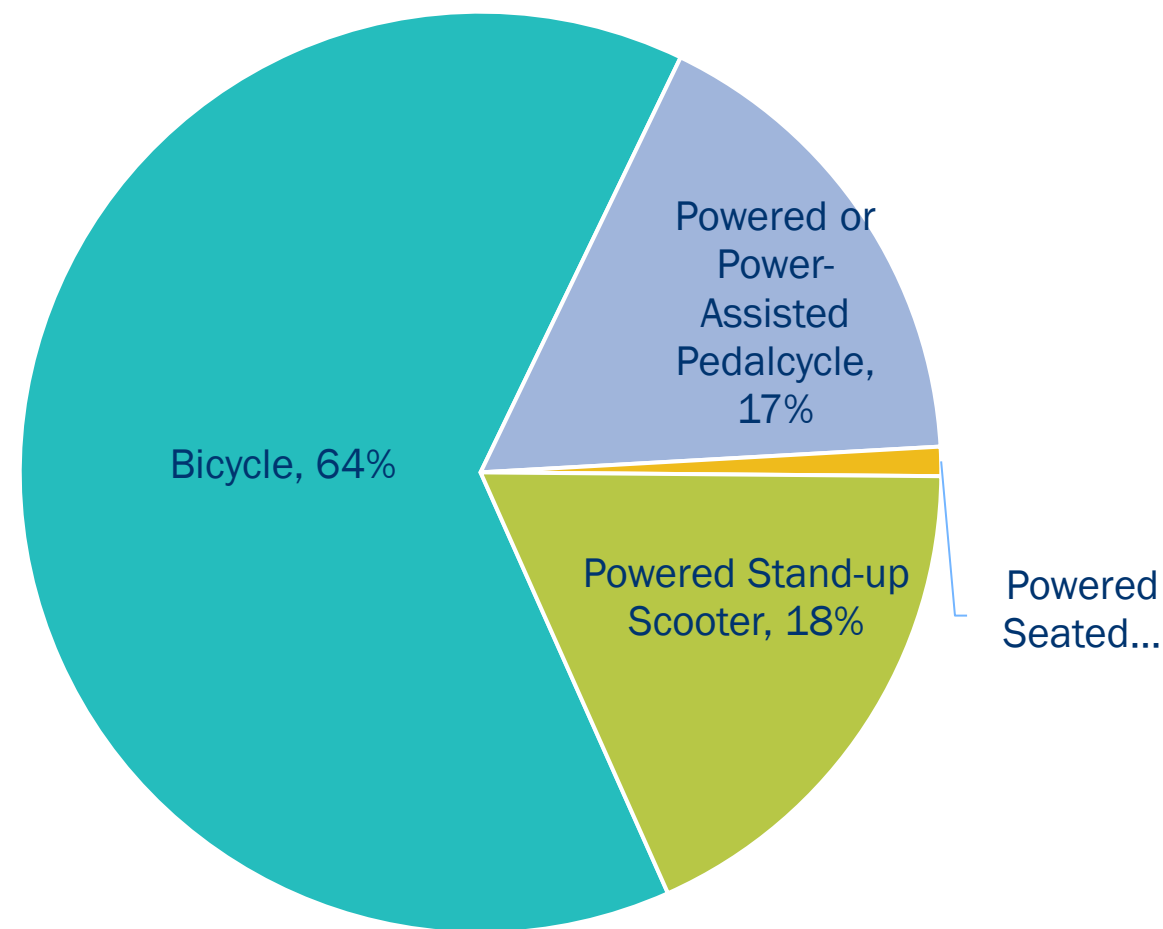
What **age groups** are more likely to experience crashes?

Micromobility Crashes by the Numbers

Percent of All Non-Motorists
(2,219 crash reports from 2025)



Percent of Bicyclist & Scooters
(1,368 crash reports from 2025)





Micromobility Crashes by Age Grouping

(of 1,368 crash reports from 2025)

Age Grouping		Bicycle	Powered or Power-Assisted Pedalcycle	Powered Stand-up Scooter	All Pedalcycles & Scooters
Percent of All Ages	Under 15	12%	13%	22%	14%
	15 to 18	10%	19%	19%	13%
	19 to 29	18%	22%	18%	19%
	30 to 64	41%	37%	29%	38%
	65+	7%	3%	0%	5%

Over-represented Age Grouping in Red



Micromobility by Injury Severity

(of 1,368 crash reports from 2025)

	Bicycle	Powered or Power-Assisted Pedalcycle	Powered Stand-up Scooter	All Pedalcycles & Scooters
Total Crashes	873	232	249	1,368
KSI Crashes	74	16	18	111
% KSI	9%	7%	7%	8%
% of All	64%	17%	18%	99%
% of KSI	67%	14%	16%	97%

Under-represented Mode in Green



Speed-Related Crashes by Mode

(of 1,368 crash reports from 2025)

Percent of Total Crashes by Mode

	Bicycle	Powered or Power-Assisted Pedalcycle	Powered Stand-up Scooter	All Pedalcycles & Scooters
Motorist Drive-Outs	4%	5%	4%	4%
Motorist Right Hooks	7%	13%	9%	8%
Motorist Left Crosses	2%	4%	3%	2%
Combined	12%	22%	16%	14%

Over-represented Mode in Red



Lateral Position by Mode

(of 1,368 crash reports from 2025)

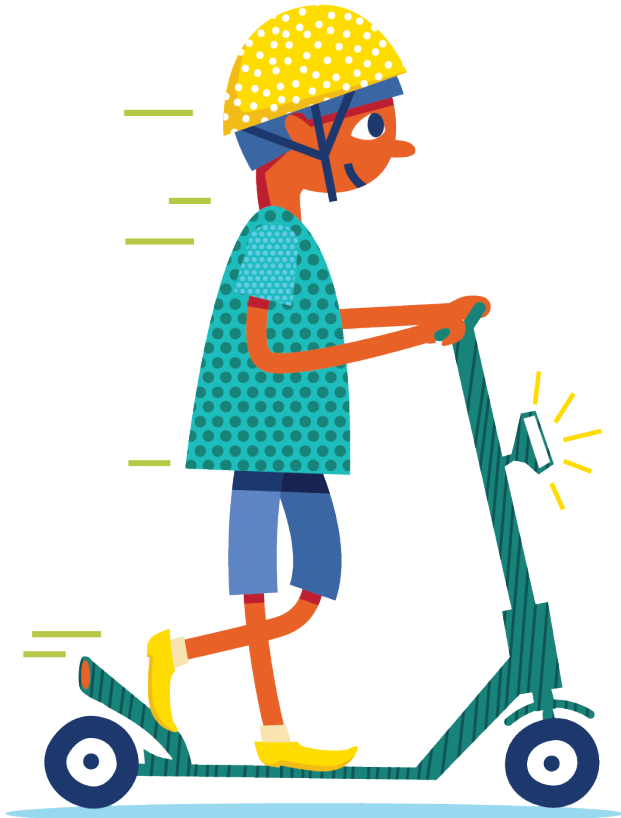
Percent of Total Crashes by Mode

	Bicycle	Powered or Power-Assisted Pedalcycle	Powered Stand-up Scooter	All Pedalcycles & Scooters
Sidewalk/Sidepath/Crosswalk	52%	41%	54%	51%
Bike Lane or Paved Shoulder	5%	9%	6%	6%
Travel Lane	16%	17%	10%	15%

Under-represented Mode in Green

Over-represented Mode in Red

E-merging Trends



E-micromobility users still underrepresented in overall crash data

E-bikes more likely to use bicycle and travel lanes compared to other modes

E-bikes more vulnerable to speed-related crashes

E-scooters more likely to use sidewalks and sidepaths

Younger riders gravitate toward e-scooters





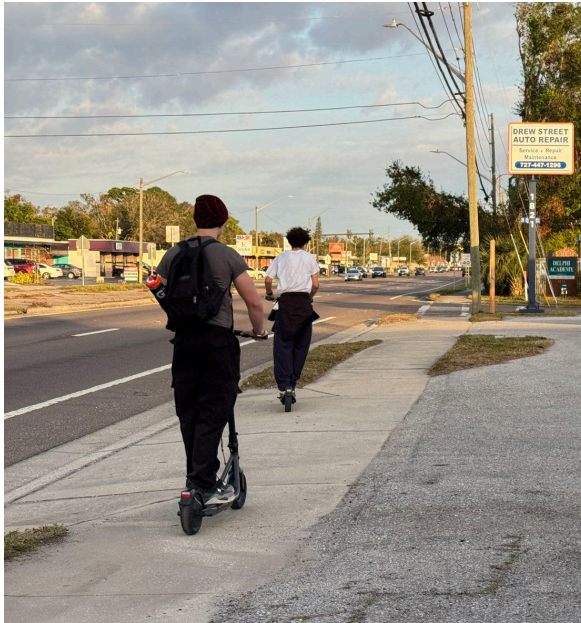
metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

E-Bike Education Pilot Program Progress Update



Purpose for Pilot

E-bikes are increasingly popular with teens...



...but most young riders have no formal training on traffic laws, safe riding, and equipment.

There has been a corresponding increase in e-bike related crashes in Central Florida and beyond.

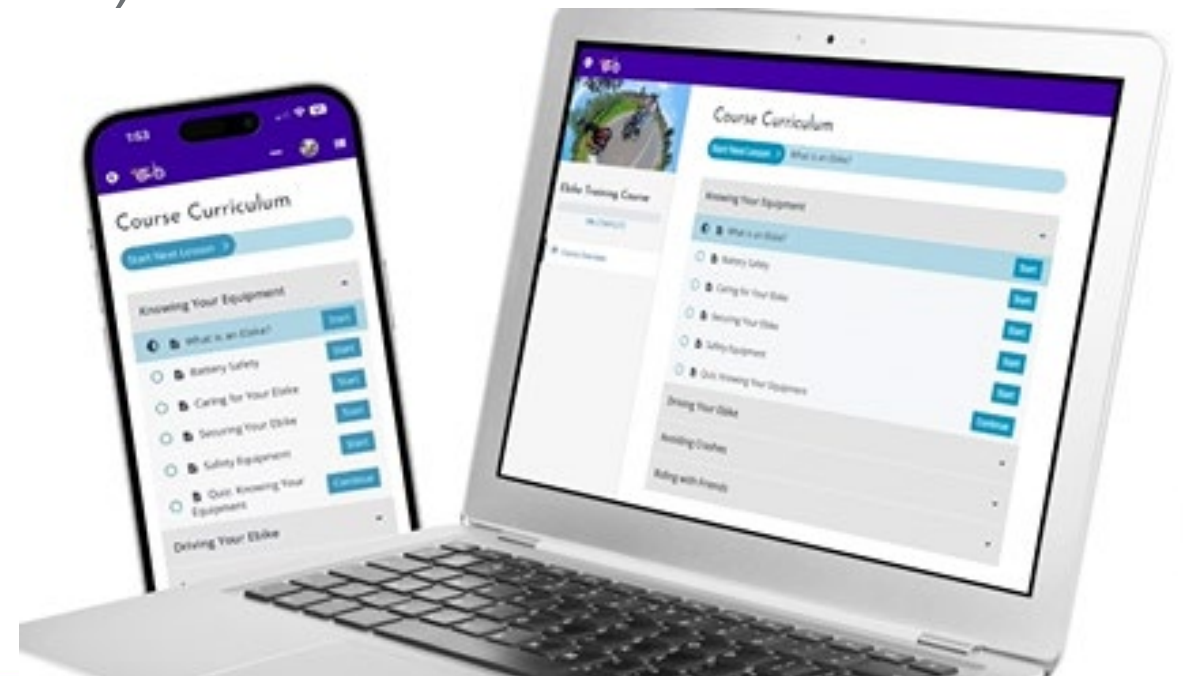


Source: ABC Action News, Tampa Bay 28



Online E-Bike Training Opportunity

- Course developed and administered by the American Bicycling Education Association
- 21 Video Modules (60 Min.)
- Includes Quizzes and Pre- and Post-Course Surveys



Program Snapshot

An online e-bike safety course for middle and high school students across Orange, Osceola, and Seminole Counties.



Now on Canvas

Self-paced, online course, now built into district Canvas; can be delivered in class or self-paced



3 Counties

Orange, Osceola and Seminole School Districts



Up to 500

Pilot goal:
9 schools (3/County)



Grades 7–10

Target audience:
Teen e-bike riders

Outreach Approach

Direct outreach to all three county school districts

Partnered with ABEA to configure the online course, tracking dashboard, and coupon codes

- Purchased 500 course seats (up to 1,000 authorized).

Courses deployed in coordination with:

- Orange County Public Schools (OCPS)
- School District of Osceola County (SDOC)
- Luminary Middle School (Orange County)
- Timber Springs Middle School (Orange County)

KEY MILESTONES

- **Jan 2026**
Project kickoff; district outreach begins
- **Feb 2026**
District meetings; MetroPlan Board & CAC briefings
- **Mar–Apr 2026**
Osceola County after-school sessions (Celebration K-8/HS, Discovery MS)
- **May 2026**
Luminary MS deployment in Orange: 268 students
- **Jun 2026**
Task extended through December 2026



Orange County (OCPS): Pilot Success

Luminary Middle School: Strongest deployment with high completion and scores

268

students completed
at Luminary Middle School
(grades 6–7)

96.11%

average grade
strong quiz performance across the
course

WHAT WORKED

- ✓ Delivered during the school day through social studies classes, not voluntary after-school sessions.
- ✓ OCPS Canvas live: data-privacy agreement and single sign-on resolved.
- ✓ Strong engagement: feedback received from the school that students enjoyed the videos and the clear, specific content.
- ✓ A second school, Timber Springs Middle, was configured in Canvas; year-end rollout paused in OCPS review and is queued for fall 2026.
- ✓ District identified high-ridership schools (Water Spring MS, Horizon HS) to scale.



Lessons Learned

How to improve engagement?

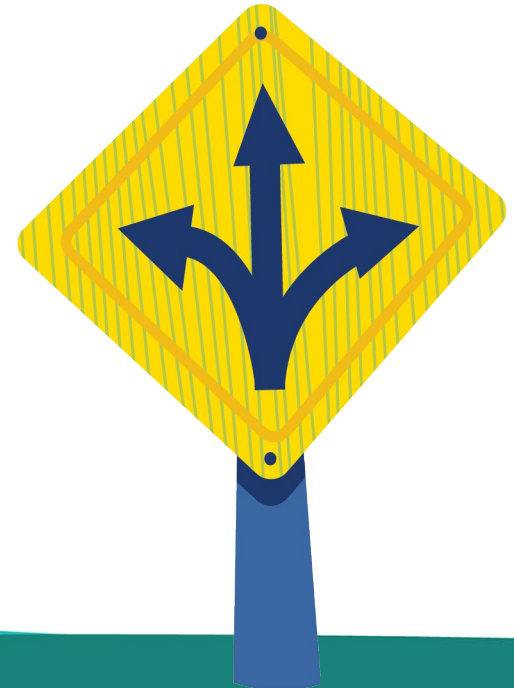
- An internal school or district champion is essential to launch.
- Launch earlier in the year; end-of-year device collection compresses the window.
- Incentives are helpful but do not guarantee participation.



Lessons Learned

How to scale or grow the program?

- Self-paced, in-class Canvas delivery far outperforms voluntary in-person sessions (268 students vs. 3)
- Data-privacy, single sign-on, and Canvas setup is critical; Now solved for OCPS and replicable
- Embedding the course in existing class time (e.g., social studies) drives completion



Next Steps

Building on early successes

- Pursue opportunities to engage Florida Virtual School.
- Repeat the in-class, self-paced Canvas model.
- Target Luminary MS and Timber Springs MS (already configured in Canvas), with potential to add other OCPS schools.
- Re-engage Osceola and Seminole Public Schools to attempt to offer the self-paced Canvas approach.
- Course and survey completion cutoff around October 30th to protect the pilot evaluation window.

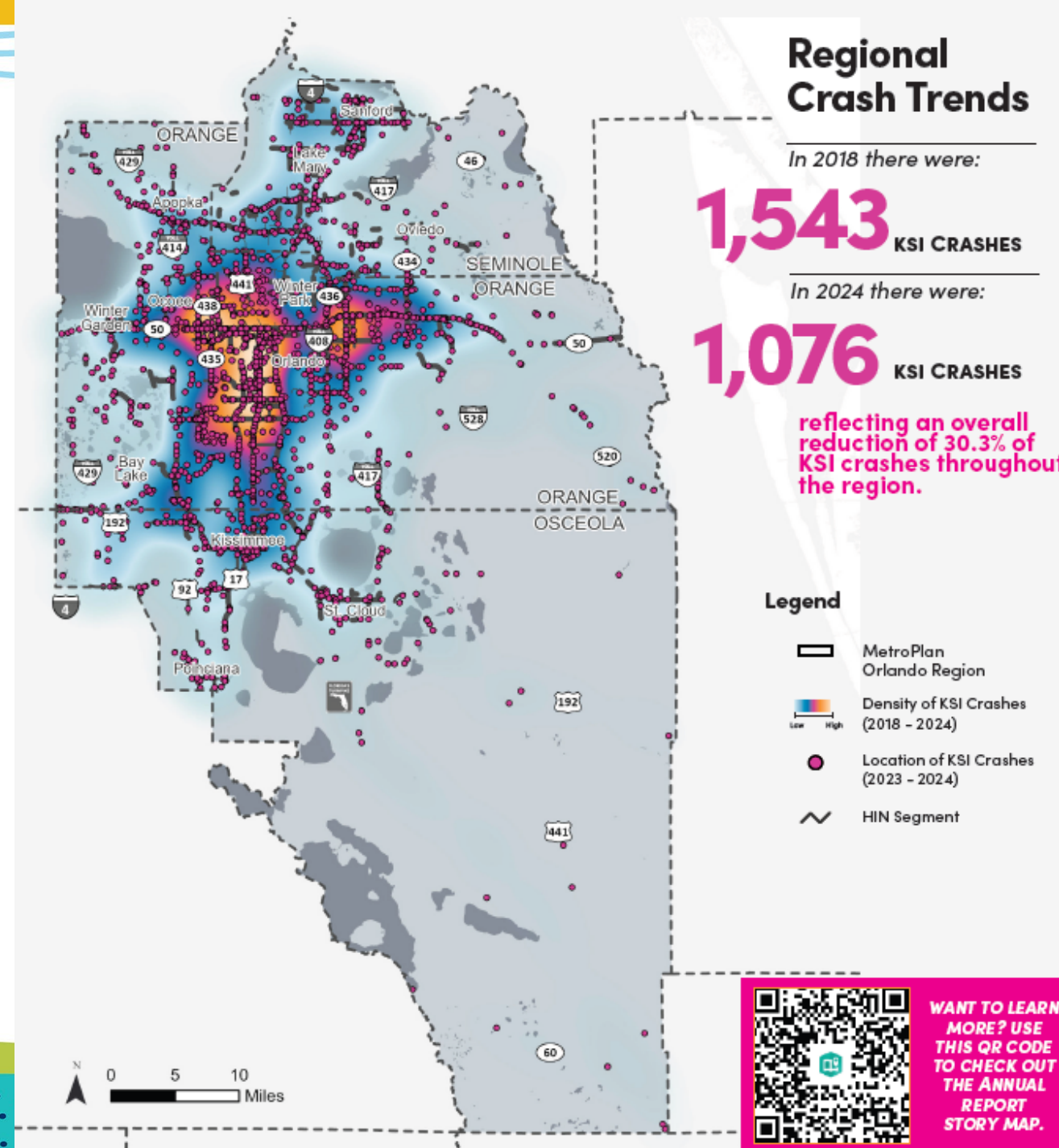


VISION ZERO CENTRAL FLORIDA ANNUAL REPORT



Crash Trends

Since 2018, deadly and serious injury crashes have steadily declined, with KSIs decreasing by **30.3%** through 2024.



KSI Trends by Jurisdiction

- **Twelve** jurisdictions reached zero traffic fatalities (♥)
- **Belle Isle, Lake Buena Vista, and Oakland** achieved zero KSI crashes



Fatality Trends

Between 2018 and 2024, there has been a **20.1% reduction** of fatal crashes in the region, with the highest number of fatal crashes (248) in 2022 and the lowest number of fatal crashes (196) in 2024.

Orange County

4.8% reduction in deadly crashes

Osceola County

10.2% reduction in deadly crashes

Seminole County

50.0% increase in deadly crashes



Serious Injury Trends

Between 2018 and 2024, there has been a **33.8% reduction** of serious injury crashes in the region, with the lowest serious injury crash rates of 1.8% in 2023 and 2024.

Orange County

31.1% reduction in serious injury crashes

Osceola County

59.3% reduction in serious injury crashes

Seminole County

18.4% reduction in serious injury crashes

In 2024, the cities shown below had zero fatalities:



Data Source: Signal Four Analytics

Driving and Riding Behaviors

- KSI crashes involving drugs or alcohol have declined, along with KSI crashes involving unrestrained occupants
- Citations for distracted driving and hit-and-run offenses have declined

Continued education and enforcement efforts aimed at reducing impaired driving, along with the expansion of rideshare options, are likely contributing to declines in high-risk behaviors

45%

decrease in alcohol-involved crashes

41%

decrease in drug-involved crashes

25%

decrease in crashes involving a person not wearing a seatbelt

22%

decrease in hit and runs

15%

decrease in distracted driving



Crash Type

- Most crash types show notable reductions in fatal and serious injury (KSI) outcomes, between 2018 and 2024
- The most significant reductions in KSI rates have occurred in rear-end, angle, and rollover crashes

54% decrease in rear end crashes

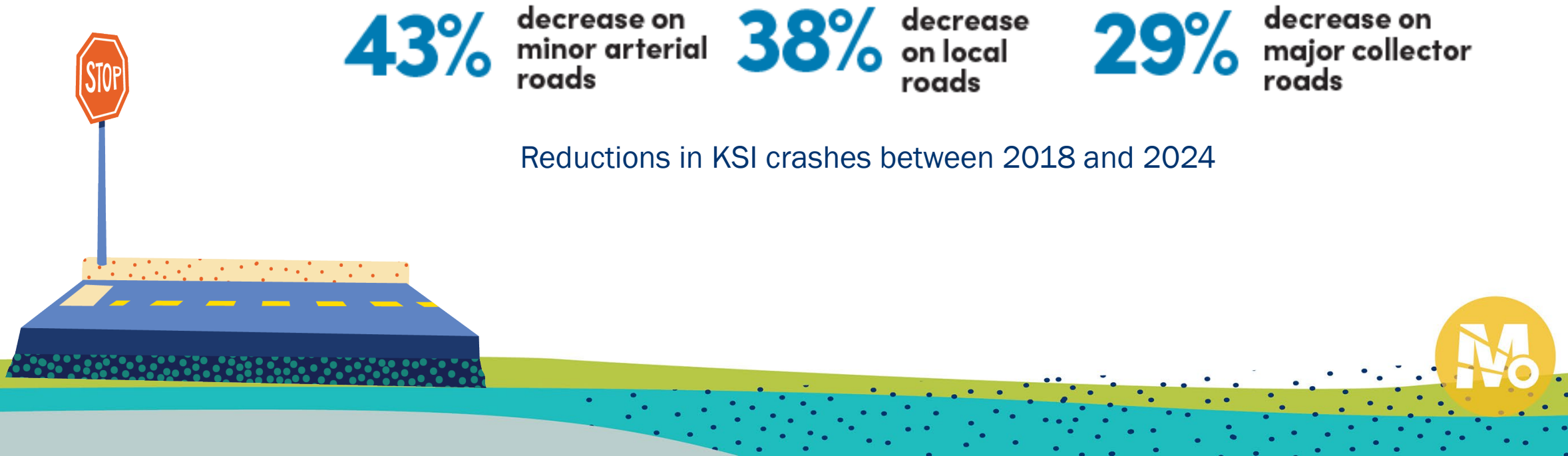
42% decrease in rollover crashes

39% decrease in angle crashes



Roadway Characteristics

- Local roads and minor arterials roads continue to be safer. Reduced speeds give drivers more time to react and significantly lower the severity and likelihood of crashes.

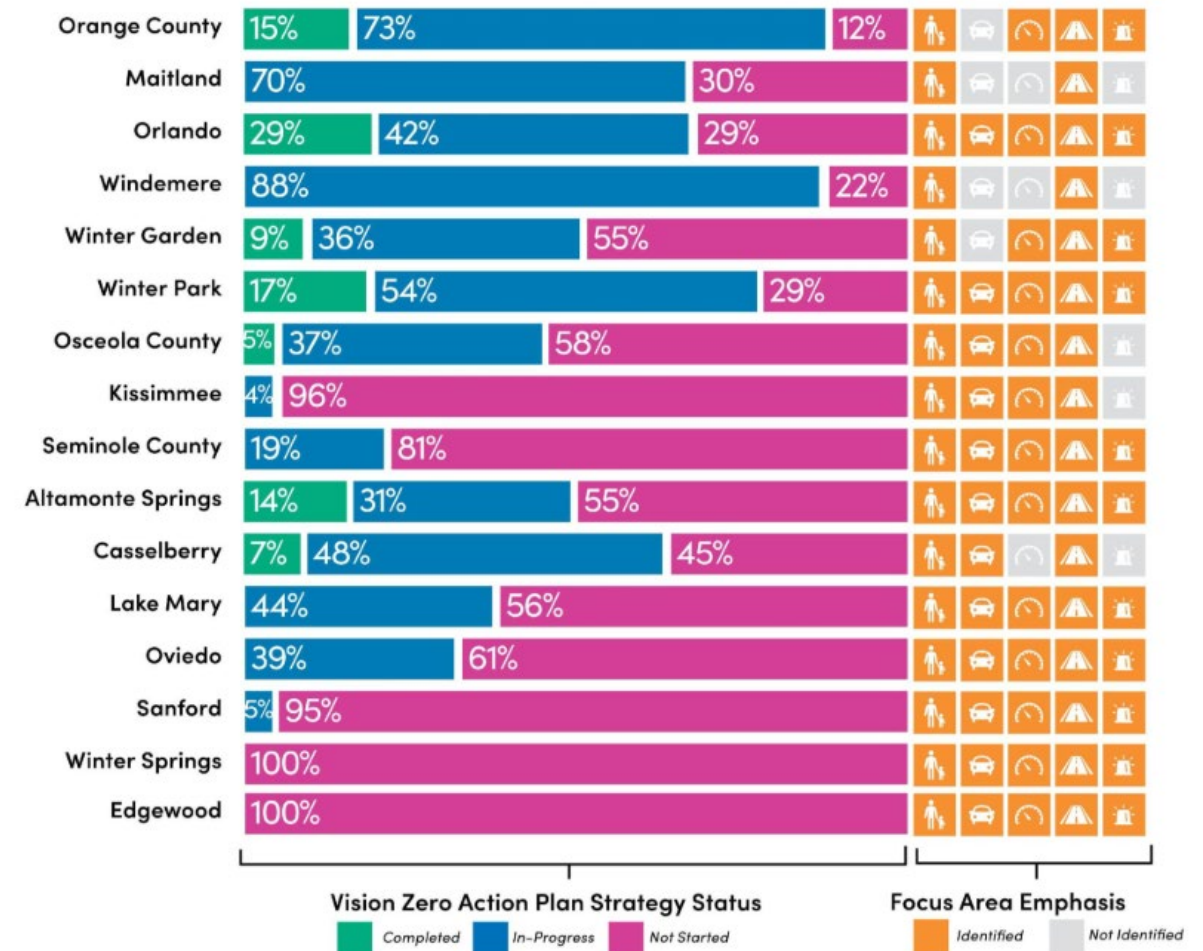


Regional Collaboration

Of the 570 action items identified for the local safety actions plans, **6%** have been completed and **26%** are in progress



Local Safety Action Plan Progress and Emphasis Areas



Safety Projects

Across the region, jurisdictions are implementing projects that improve roadway safety and support progress toward Vision Zero goals



Safety Projects

As part of the Vision Zero Central Florida annual update local jurisdictions were surveyed to determine the changing landscape of roadway safety in the region.

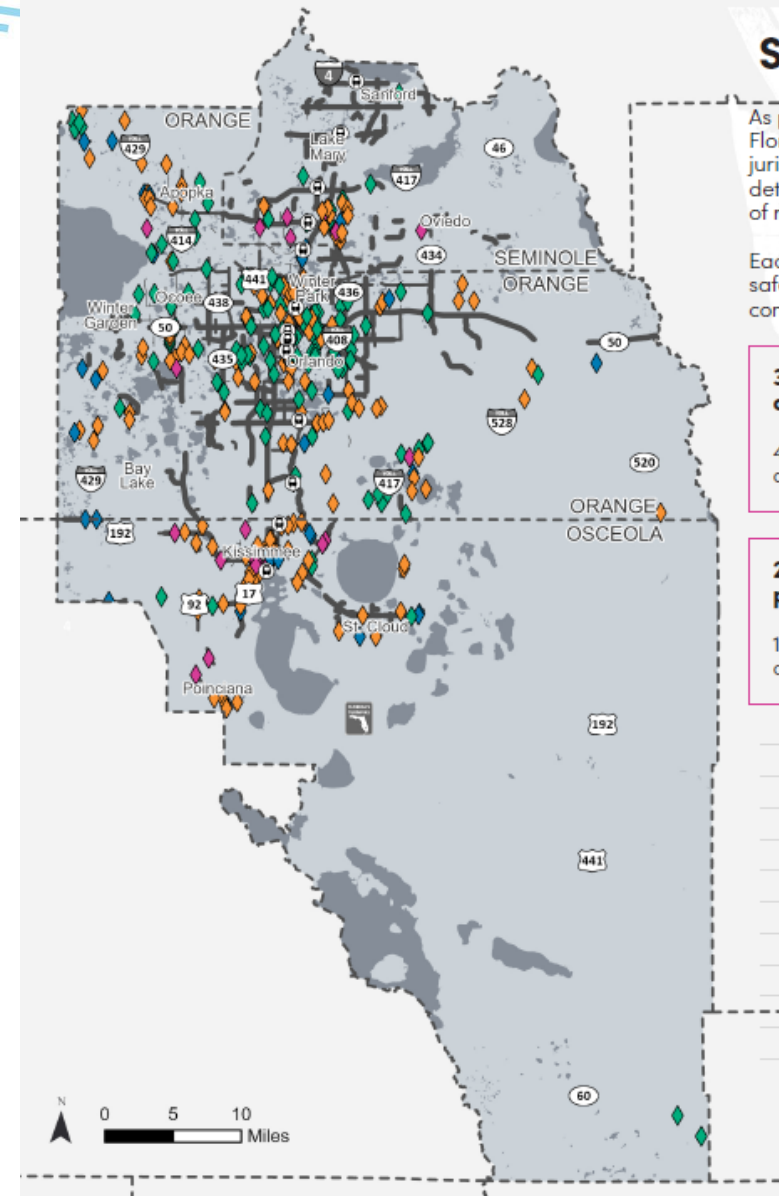
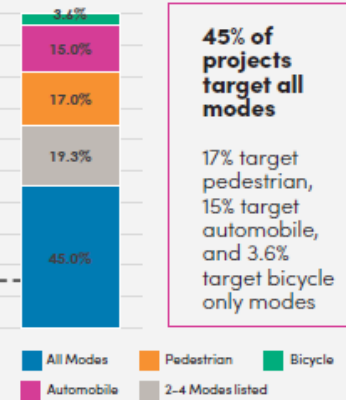
Each jurisdiction was asked to identify safety projects in their jurisdictions contributing to roadway safety.

349 safety projects identified across the region

40% completed and 17% in design or construction phases

29% of completed safety projects are located on the HIN

15 on the regional HIN, 8 on county HINs, and 18 on city HINs



Legend

- MetroPlan Orlando Region
- Planning Phase
- Construction Phase
- HIN Segment
- Design Phase
- Complete

What projects are helping the region?

A wide array of engineering improvements, targeted enforcement efforts, and safety education initiatives have been implemented to reduce crashes and create safer streets for all users



BWCF BIKE RODEOS
Bike/Walk Central Florida



BIKE CLUB IN A BOX
MetroPlan Orlando



SUNSET DR LIVABLE STREETS
FDOT District 5



OPERATION BEST FOOT FORWARD
City of Kissimmee



RALEIGH ST IMPROVEMENTS
City of Orlando and Orange County



RIDE SMART FLORIDA
FDOT District 5



"STOP ON RED" CAMPAIGN
City of Orlando



NEAR MISS VIDEO ANALYTICS
Osceola County



132

Roadway Design Projects



185

Walking and Biking Enhancement Projects



124

Lighting Projects



173

Signage and Pavement Marking Projects



91

Traffic Signal and Signal Timing Projects

Future Areas of Focus

Specific actions that will be refined based on crash trends, implementation progress, and lessons learned are identified as part of the annual report process



ACTION ITEM KEY

-  Augment
-  Move up in priority
-  Modify

Existing VZCF Action	Description	Augmented Action
Regional		
 Continue targeted outreach	Targeted outreach and sharing of key safety information has been accomplished through committees and boards, demonstration projects, quarterly speaker series, and will continue with supplemental SS4A grants.	Use results of the trends analysis to offer targeted outreach in new high risk locations, especially for bicyclists and motorcyclists.
 Lead road safety audits on the HIN	MetroPlan Orlando intends to work with local jurisdictions and FDOT to conduct road safety audits on sections of the HIN.	Identify opportunity to conduct road safety audits at emerging crash hot spots, especially for walkers and bikers, not on the HIN.
 Explore using speed reduction as an evaluation criterion	Target speed reductions are being evaluated to be included in the prioritization criteria of the 2050 Metropolitan Transportation Plan.	Increase conversations with Vision Zero Task Force members to offer new guidance on speed reduction policies.
 Advance a regional 20 mile per hour residential speed limit	MetroPlan Orlando is working to draft a policy and strategy roadmap for local agencies to adopt a 20mph speed limit for local roads and hosted a speaker series on the topic.	Similar to above, increase conversations with Vision Zero Task Force members to offer new guidance on speed reduction policies.
 Develop emergency vehicle preemption plan	MetroPlan Orlando and local agencies are in progress of developing a plan for identifying routes to Level 1 Trauma Centers to install emergency vehicle preemption signalization.	Given focus on emergency services in recent SS4A grant awardees, prioritize this strategy for completion in the near term.
 Test new safety strategies in the region	MetroPlan Orlando and the Vision Zero Task Force are in the process of developing policy and guidance for supportive pilot projects in the region.	With continued focus on innovation in e-mobility options, consider piloting projects specific to this mode of transportation.
 Conduct before and after studies of projects	MetroPlan Orlando and local partners are currently working to develop a methodology for conducting before and after studies to document safety benefits.	Steps have been provided in this Annual Report to identify projects that are leading to deadly and serious injury crash reductions, which should be conducted in a more routine manner.

Emerging Hotspots

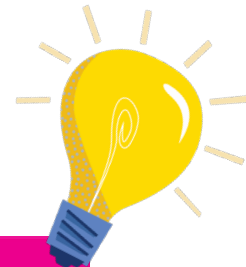
- Several communities experienced increases in KSI crashes in 2023 and 2024
- Emerging hotspots warrant new attention!



SCAN HERE
TO SEE
ANNUAL
REPORT
EXECUTIVE
SUMMARY



WANT TO LEARN
MORE? USE
THIS QR CODE
TO CHECK OUT
THE ANNUAL
REPORT
STORY MAP.



Jurisdiction	Emerging Hotspot Location
Pedestrian	
Orange County	Holden Heights / Clear Lake
Altamonte Springs	SR 436 at US 17-92
Bicycle	
Sanford	Downtown
Kissimmee	Downtown
Motorcycle	
Orange County	N Goldenrod Rd
Apopka	Main Street / SR 436
Motor Vehicle	
Orange County	W Sand Lake Blvd
St. Cloud	Downtown / Vine St



BEFORE/AFTER SAFETY PROJECT EVALUATION



Before/After Evaluations – Safety Projects

- Demonstrate effects of specific countermeasure treatments
- Quantify overall effectiveness and cost effectiveness
- Verify design assumptions
- Identify unintended consequences
- Enable continuous improvement



Scan me to visit
the Safety Tools
page!

Before/After Project Evaluation Toolkit

Countermeasures	The strategy or treatment being implemented based on the Engineering Countermeasure Toolkit developed by MetroPlan Orlando.
Description	A brief description of the countermeasure.
Modal Safety Emphasis	The primary mode (s) targeted (e.g., pedestrians, bicycles, motor vehicles).
Focus Crash Type	The crash patterns the countermeasure is intended to address.
Outcome Metrics	Primary safety outcome measures used to evaluate effectiveness and determine whether the countermeasure achieved its safety goals.
Exposure Metrics	Measures used to normalize outcome and behavior metrics over time , allowing for fair before-and-after comparisons. Exposure metrics consider the level of roadway, traffic, or user activity (e.g., volume by mode).
Behavior Metrics	Early indicator metrics that capture changes in road user behavior related to the countermeasure and help explain observed safety outcomes. These metrics can often be measured shortly after implementation.
Tradeoff Metrics	Metrics used to identify potential unintended or adverse effects associated with the countermeasure, such as changes in crash types, operational performance, or conflicts affecting other users.

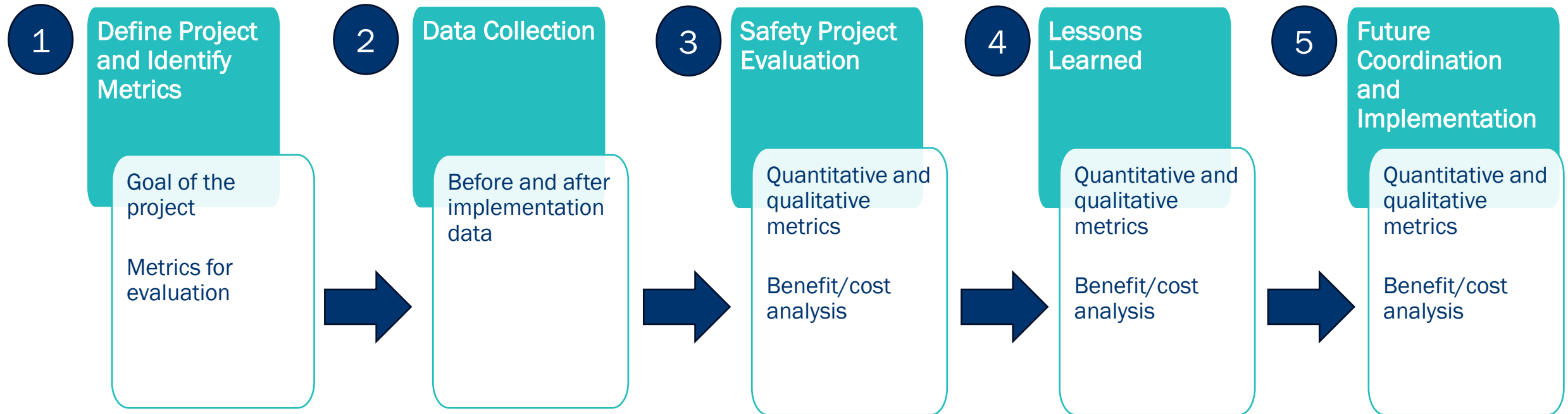


Before/After Evaluation Matrix – Sample

Counter-measures	Description	Modal Safety Emphasis	Focus Crash Type	Outcome Metrics	Exposure Metrics	Behavior Metrics	Tradeoff Metrics
Extend Green Time For Bikes	Prolonged green light time for cyclists when detected, allowing for more time to cross.		Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.	- Reduction in bicycle crashes - Reduction in near-miss incidents between bicyclists and turning vehicles - Change in severity	- Vehicle volume (AADT / peak hour) - Bicycle Volume (counts/hour) - Turning volumes (right turns, left turns)	Compliance with traffic control devices (bicyclist/vehicles)	Increase in delay
Extend Pedestrian Crossing Time	Increases time for pedestrian walk phases, especially to accommodate vulnerable populations, such as children and the elderly.		Through vehicle at signalized intersection.	- Reduction in pedestrian crashes - Reduction in near-miss incidents between pedestrians and vehicles - Pedestrian crossing time	- Vehicle volume (AADT / peak hour) - Pedestrian crossings (counts/hour)	Compliance with traffic control devices (pedestrians)	Increase in delay



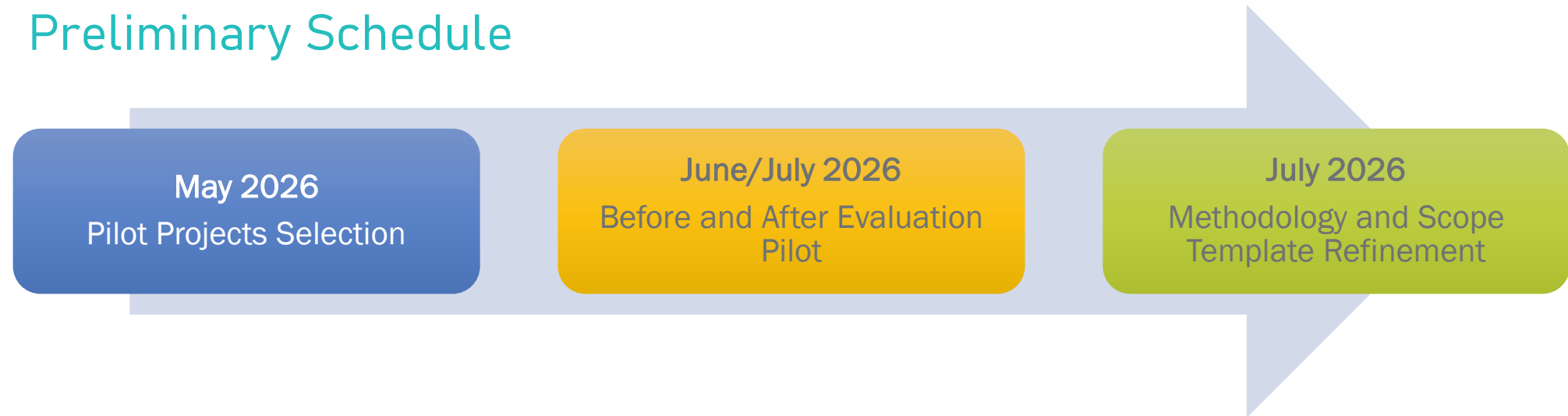
Before/After Scope Template



Before/After Evaluation Pilot Projects

Test and refine a before/after evaluation methodology and scope template to assess the effectiveness of safety countermeasures and support evidence-based implementation

Preliminary Schedule



Before/After Evaluation Pilot Projects

Seminole County –posted speed limit reduction:

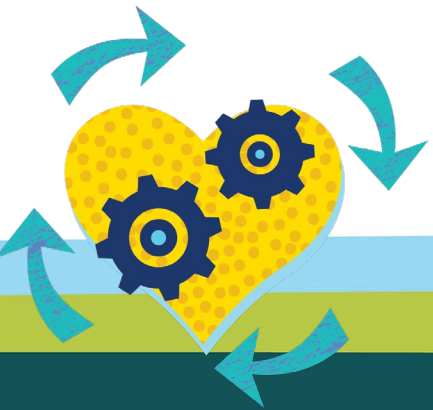
- International Pkwy - CR 46A to Colonial Grand Ln (45 MPH to 40 MPH)
- Southwest Rd - Country Club Rd to Roosevelt Ave (35 MPH to 30 MPH)
- Skyway Dr - E Lake Mary Blvd to end of road (35 MPH to 30 MPH)
- Kentucky St - Sipes Ave to Cameron Ave (35 MPH to 30 MPH)
- W 25 St - Old Lake Mary Rd to U.S. 17-92 (45 MPH to 40 MPH)



Before/After Evaluation Pilot Projects

Orange County Rio Grande Safety Project

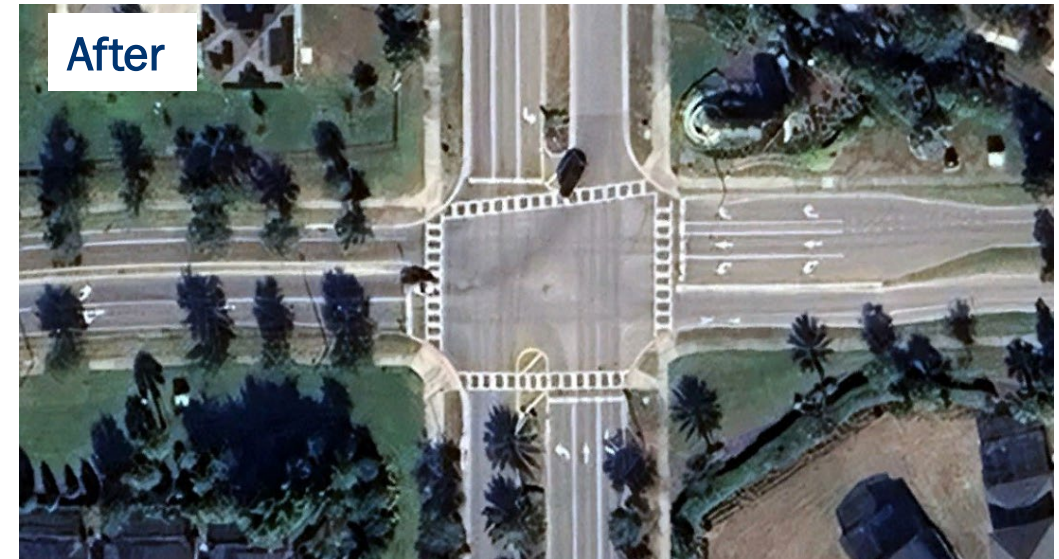
- Converted the 3-lane typical section including a Two-Way Left Turn Lane (TWLTL), from Holden Ave to 33 St, to a 3-lane typical section with left turn lanes and striped medians
- Converted the 5-lane typical including a TWLTL, from 33 St to W Gore St, to a 3-lane typical section with left turn lanes, striped medians, and buffered bicycle lanes in each direction



Before/After Evaluation Pilot Projects

Osceola County

- Converted Westside Blvd at Sand Mine Rd intersection from Two Way Stop Control (TWSC) to All Way Stop Control (AWSC)



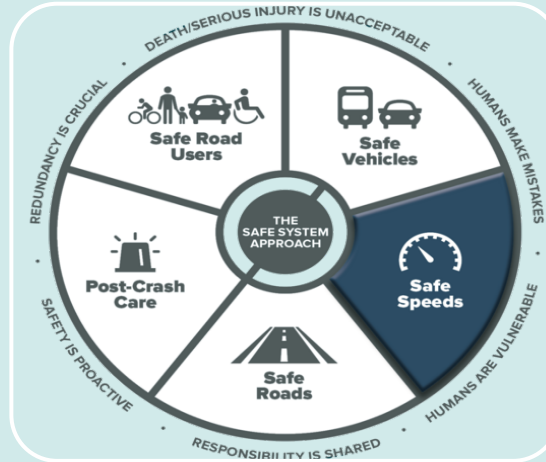
EMERGENCY RESPONSE & SPEED MANAGEMENT WHITE PAPER



Task 1: Literature Review



Task 1.1
ISO Class 1 Rating



Task 1.2
Speed Management
Strategies and
Emergency Response
Time Review



Task 1.3
Documentation:
Resource Review
Matrix

58+

Total
Resources
Reviewed



Task 2: Stakeholder Outreach

FIRST PRACTITIONER ROUNDTABLE

October 29th, 2025

Issues, Challenges, and Solutions for
emergency response on speed-managed
streets- included in White Paper

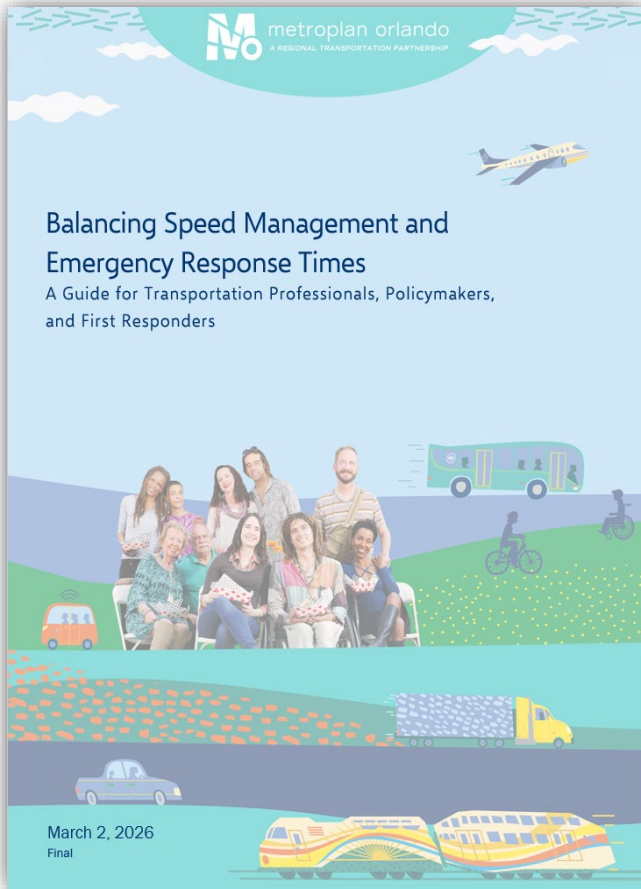
SECOND PRACTITIONER ROUNDTABLE

April 8th, 2026

Draft White Paper and Potential Next Steps



Task 3: White Paper Development



Emergency Response Considerations

- Review of ISO PPC rating and emergency response guidelines

Speed Management Considerations

- Design guidelines, effect on emergency response, implementation guideline, and speed management in practice

Stakeholder Outreach Summary

- Key takeaways from practitioner roundtable

Recommendations for Balancing Speed Management & Emergency Response



Misconceptions Found Relating to ISO PPC Rating and Speed Management

Myth 1:

Speed management measures jeopardize a community's ISO Class 1 rating

Myth 2:

ISO PPC response time requirements are equivalent to NFPA response time benchmarks

Myth 3:

Any increase in emergency vehicle travel time will negatively affect ISO scoring

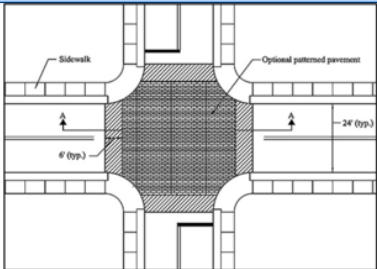
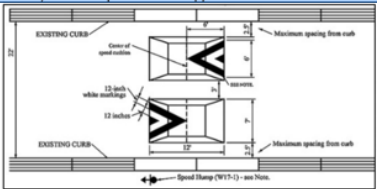
Myth 4:

Speed management and emergency response objectives are inherently incompatible

NOT A MYTH:

1. Death and serious injury are unacceptable.
2. Humans make mistakes and they are vulnerable.
3. Responsibility is shared & redundancy is crucial.
4. Slowing speeds & fast response times will save lives and this will require a **balance of speed management and emergency response**

Speed Management Strategies (Table 7)

Depiction	Typical Application	Primary Emergency Route Appropriateness**
Vertical Deflection Measures		
Raised intersections: Flat, raised areas covering an entire intersection with ramps on each approach (speed table covering entire intersection including crosswalks)		
 Source: ITE Traffic Calming Measures	• Intersections of collector/local/residential streets • Signalized/stop-controlled intersections with high pedestrian crossing demand • Target speed: 30 mph or less • Context class: C2T, C4, C5, C6*	Appropriate
Speed cushions: Two or more raised areas placed laterally across the roadway, with gaps or cutouts allowing vehicles with wide tracks (typically emergency vehicles) and bicycles to pass through with no vertical deflection		
 Source: ITE Traffic Calming Measures	• Often placed in series (260-500 feet apart) • Local/collector streets • Mid-block locations only • Typically 12-14 feet in length and 7 feet in width, 3-4 inches tall • Target speed: 30 mph or less • Context class: C2T, C4, C5, C6	Appropriate
Speed humps: Elongated mounds in the roadway pavement surface extending across the travel way, typically 3 inches in height and 12-14 feet in length, often placed in series (260-500 feet apart) to limit speeds of vehicles traversing them		
 Source: ITE Traffic Calming Measures	• Local streets and residential/neighborhood collectors (not used on major roads, bus routes, or primary emergency response routes) • Target speed: 30 mph or less • Context class: C2T, C4, C5, C6	Generally Not Appropriate (speed cushion or table is more appropriate)

Lists each speed management strategy with a depiction, typical recommended applications, and primary emergency route appropriateness

- Horizontal deflection
- Vertical deflection
- Street width reduction
- Routing restrictions
- Other measures

Recommendations to Balance Emergency Response and Speed Management

1. Coordinate Early & Continuously with Emergency Services

2. Apply a Context-Sensitive, Tiered Approach

3. Prioritize Safety Without Compromising Emergency Response

4. Design for Connectivity & System Efficiency

5. Build Consistency Through Standards & Shared Practice



Recommendations to Balance Emergency Response and Speed Management

1. Coordinate Early & Continuously with Emergency Services

Integrate fire/EMS in plan review, design decisions, and stakeholder meetings

Use prototypes and cone layouts to test vertical and horizontal treatments

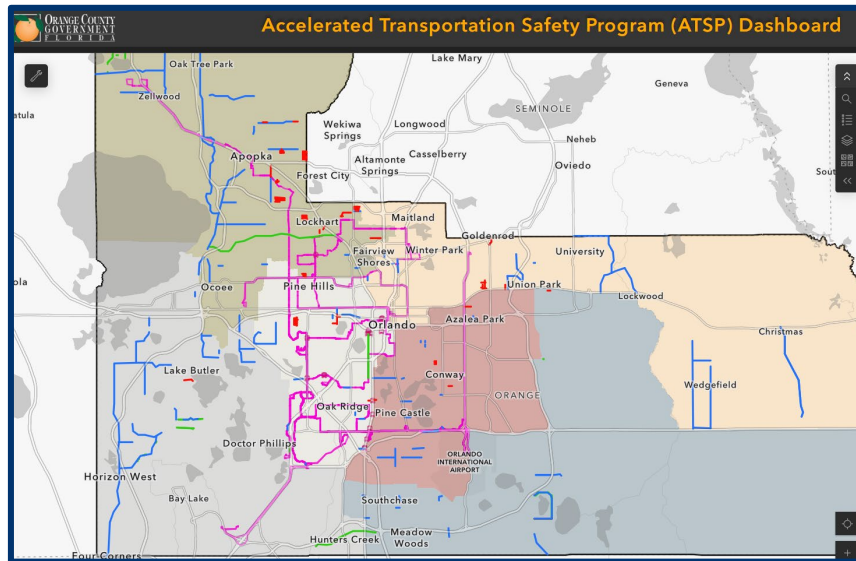
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Recommendations to Balance Emergency Response and Speed Management

1. Coordinate Early & Continuously with Emergency Services



2. Apply a Context-Sensitive, Tiered Approach

Start with least-restrictive tools (education, enforcement, markings, signage)

Match treatments to roadway function, context, and volume

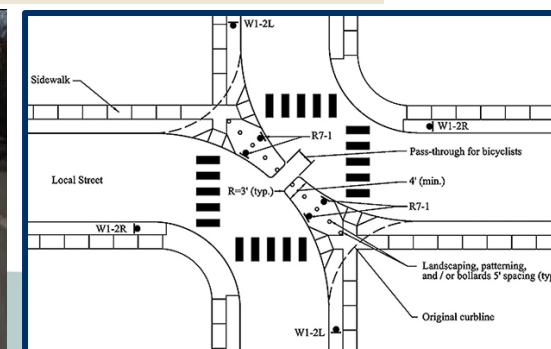
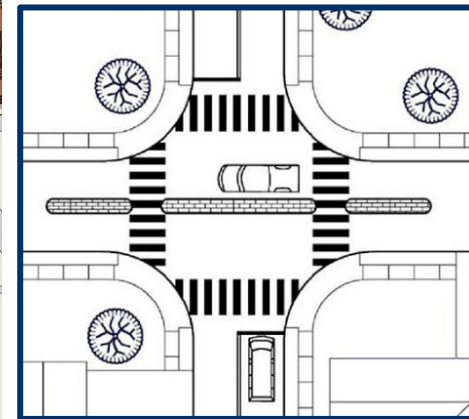
Reserve restrictive measures for low-speed, low-volume streets

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Recommendations to Balance Emergency Response and Speed Management

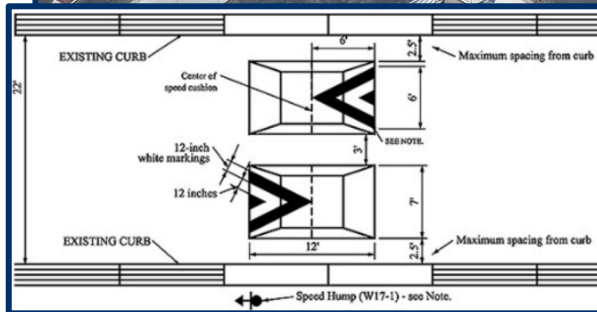
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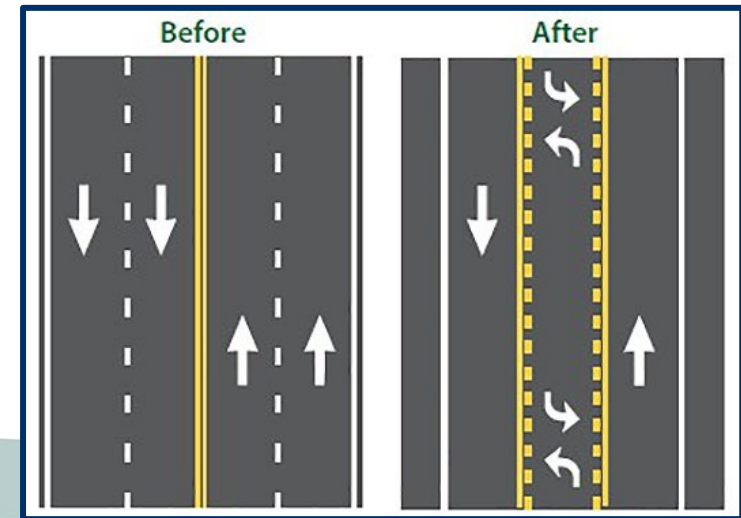
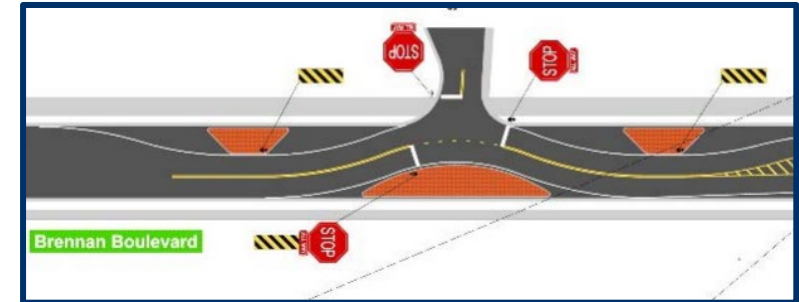
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Favor treatments with minimal delay (cushions, offset tables, horizontal deflection, roundabout, street width reduction)

Avoid restrictive measures (e.g., speed humps, routing restrictions) on primary emergency routes

Ensure all treatments maintain clear width, turning radii, and apparatus access



Recommendations to Balance Emergency Response and Speed Management

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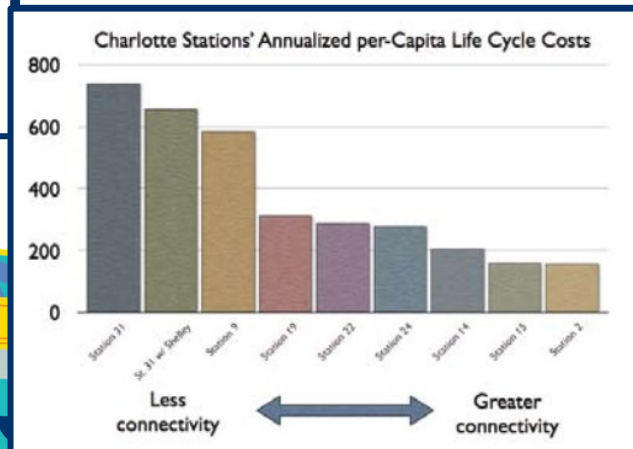
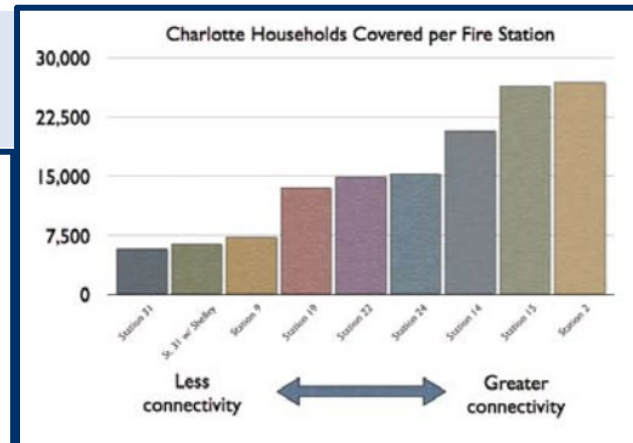
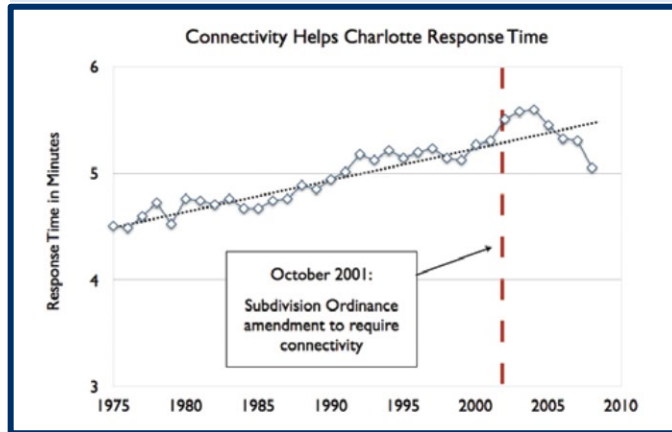
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Increased street connectivity has been proven to reduce response times and fire station per capita costs.



Institute ordinances requiring street connectivity

Plan for mountable, retractable, or bypass elements where routing restrictions are used

Address cut-through traffic through neighborhood-level planning



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Traffic Calming ePrimer

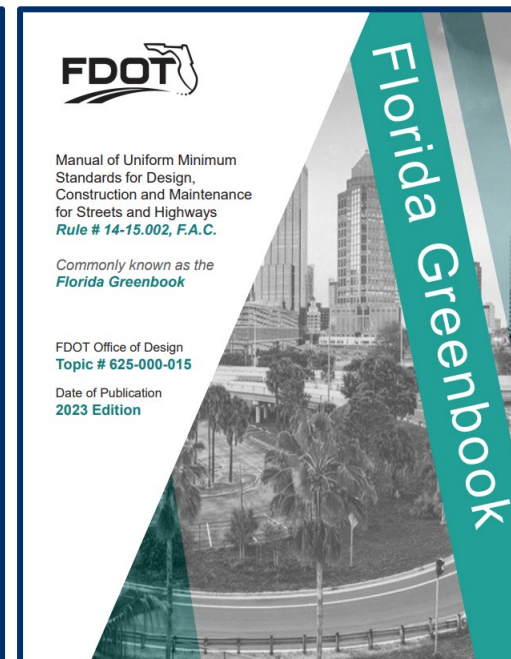


Engineering Countermeasures Toolkit



VISION ZERO
CENTRAL FLORIDA

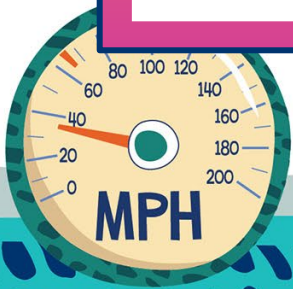
Counting down to zero traffic deaths
Updated April 2024



Develop regional standards (e.g., cushions, offset tables)

Use FDM, Greenbook, and FHWA guidance to align decisions

Establish a regional toolbox with clear application criteria



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Next Steps for Discussion

Regional Coordination

- **Coordinate Early and Continuously**
 - Maintain a shared speed-management database to support routing decisions
 - Need from local partners: shapefiles showing location of speed management devices
- **Build Consistency Through Standards & Shared Practice**
 - Request specifications for the largest vehicles/vehicles requested be used for auto-turn analysis
 - Develop regional standards / share design details that have been approved by FD in the region
 - Establish a regional toolbox with clear application criteria:
 - Preferred speed management devices
 - Appropriate contexts for deployment
 - Performance targets



CITIAN CRASH SYSTEM





Agenda

Introductions + What's Been Done

Feature Demo: Before & After Studies

More Ways to Put CRASH to Work

How to Get Access to CRASH

Meet the team

Your  Team



Theresa Hall

Client Success Manager

Reach out for:

Day-to-day contact

Administration support

Training & Onboarding

Coordinate with Engineering and Development resources

Contact Information:

Email: theresa@citiansolutions.com

Phone: (252) 801-4278

CITIAN PLATFORM:

One OS, two products

AI, digital twin & advanced analytics power solutions
for safety & asset management



CRASH

Traffic safety
analysis

Gives engineers a city-wide
view of traffic safety, and the
tools to **accelerate safety
analyses by up to 30x.**



ADAPT

Roadway asset
management

**Streamlines infrastructure
performance management
by over 20x** with AI capital
planning and work orders



One System, Three Core Functions

Digital twin, AI, & advanced analytics power solutions for **safety data intake, management, and interventions**

Automated crash data intake

Accelerates **processing in real-time**

Data refinement and management

Delivers **improved foundational data quality**

Outcome-driven analytics

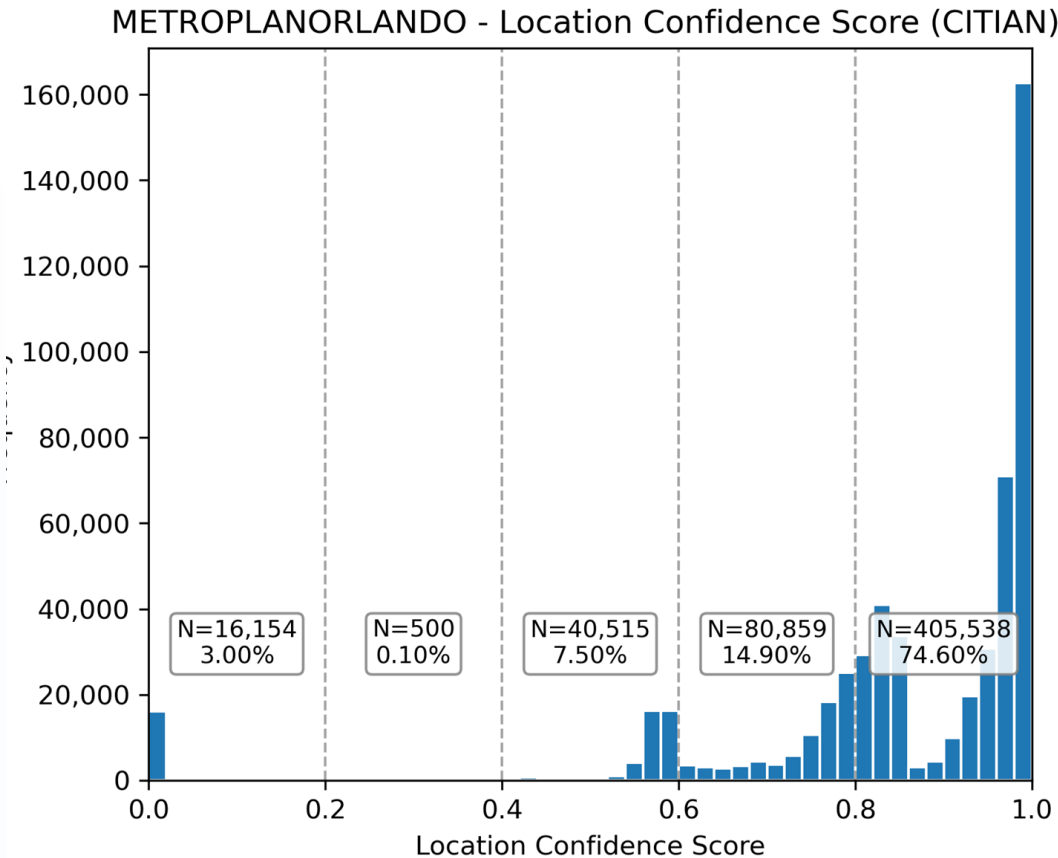
Moves beyond reporting to **prescribe targeted, high-impact safety investments**

Post Training Improvements

Items	Description
Updates to Base Data	Functional classification aligned with FDOT + HPMS, AADT refreshed and supplemented where needed, Ownership fields restructured, Roads names now match FDOT, HIN layer added, Sunrail, Amtrak line, rail crossings, schools, and zip codes now available within the tool
Relocation Logic	Crash location algorithm now aligned with updated base data, meaning confidence scores for 75% of crashes are now above 80% confidence scoring
Updates to Query Tool**	Local context layers and proximity search are now available, meaning you can pinpoint exact crash data sets more accurately
Fact Sheets Live**	Consolidate statistics and infographics based on Focus Areas. Each City, County, and MetroPlan Orlando have access to their specific jurisdiction data
Reverse Countermeasures**	Intelligence tool that predicts where a specific treatment will have the greatest safety impact. Surfacing ranked candidates across your network based on crash patterns, site conditions, and benefit-to-cost ratio

**** New features available in CRASH**

What's Been Done - Data Refinement



Location Confidence:

- 90% of crashes have high-confidence locations
- 10% have insufficient information to derive a reliable location. Examples of insufficient information include:
 - One cross street name – geocoding is unfeasible
 - No route/measure information available

MetroPlan Orlando Goals + CRASH

01 Safety Planning and Grant Support

- Pinpoint high-injury locations region-wide
- Build evidence-based plans tied to investment
- Strengthen SS4A grant narratives with data
- Help sub-agencies file stronger federal applications

02 VRU / Ped Bike Safety

- Pinpoint where and why VRUs get hurt
- Move from reactive lookups to proactive analysis
- Fill Florida's micro mobility gap with PBCAT typing
- Link VRU findings to Vision Zero targets

03 Before & After Evaluation

- Make before/after analysis routine on every project
- Consolidate multi-source data pulls
- Give small sub-agencies new analysis access
- Validate past investments and replicate success

Before & After Studies

Analysis that used to take months is pre-built into the system, and once you identify what works in one place, generating options for where to do it next takes minutes

01 Define a moment in time

Pick the date a project was completed; CRASH then splits crash data into before and after windows automatically

02 Compare what changed

Summarized KPI's, crash frequency, severity, collision type, and conditions are viewable in a side-by-side comparison

03 Scale what works

Once you know a countermeasure worked, use the reverse countermeasure tool to find every other location that needs the same treatment in a click

One of the region's high-crash corridors got an intervention.



Did it work? And where do we do it
next?

More Ways to Put CRASH to Work

From identifying where crashes are happening to proving what fixed them. One system supports audits, enforcement, board presentations, and grant applications across the entire region

Opportunity	Applicable Users	CRASH Solution
ID'ing high-injury ped/bike corridors	Planners, VZ task force, consultants, traffic engineers	VRU Dashboard, Custom Queries, Analyze Areas
Supporting enforcement prioritization	Sheriff's office, local PD, traffic ops	Crash Map, Crash Query Tool, HSIP ranking
Conducting road safety audits	Planners, consultants	Analyze Areas, Crash diagrams, Hot spot identification
Public transparency – preparing for council & board meetings	Agency directors, traffic ops, staff	Report summaries, collision diagrams, Fact Sheets

Don't have access? Reach Out!

To get access, email Theresa or Lara



theresa@citiansolutions.com



Email subject line: "{Jurisdiction} - Access to CRASH"



Thank you for making our
roads safer!

Other Items



PUBLIC COMMENT



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



MEETING WRAP UP



Member Comments

Additional Member Discussion



Vision Zero Safety Speaker Series

- Next Webinar: Fall 2026
- Topic: Automated Enforcement



Access past webinars at:
<https://bit.ly/VZplaylist>

A screenshot of a YouTube playlist interface. The playlist is titled "Vision Zero Central Florida - Counting Down to Zero Traffic Deaths" and is curated by MetroPlan Orlando. It contains five videos:

- Video 1: "Vision Zero Central Florida - Counting Down to Zero Traffic Deaths" (3:48 duration, 877 views, 2 years ago).
- Video 2: "Remembrance Video for Road Traffic Victims" (0:43 duration, 52 views, 2 years ago).
- Video 3: "Vision Zero Central Florida - Counting Down to Zero Traffic Deaths (clip)" (1:00 duration, 101 views, 2 years ago).
- Video 4: "Vision Zero Central Florida Safety Speaker Series: Uniting on a Quest for Zero Traffic Deaths" (1:02:15 duration, 98 views, Streamed 2 years ago).
- Video 5: "Vision Zero Safety Speaker Series & Best Foot Forward Summit with Rebecca Sanders" (1:17:44 duration, 206 views, Streamed 2 years ago).



Vision Zero Task Force

- Next Meeting
 - **Tuesday, September 22nd**
 - 2-3:30PM
 - **IN PERSON**
- Preliminary Agenda
 - Selling the Safe System Approach
 - Safety Performance Measures
 - Policy & Design Guidance





Questions? Thank you!

MetroPlanOrlando.gov | 407-481-5672

Lara Bouck | MetroPlan Orlando

Lara.Bouck@MetroPlanOrlando.gov

