VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths

# Safety Action Plan Technical Appendix

DRAFT
JULY 2024

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

PHOTO OF SR 436 IN THE CITY OF CASSELBERRY

Vision Zero Central Florida

# Technical Appendix

## Table of Contents

This appendix document contains the following documents that helped inform the development of the Safety Action Plan.


PAGE 02
**Chapter 2A: HIN Development**

PAGE 16
**Chapter 2B: Jurisdictional HIN Fact Sheets**

PAGE 61
**Chapter 2C: Crash Analysis**

PAGE 179
**Chapter 2D: MetroPlan Orlando Policy Benchmarking**

PAGE 210
**Chapter 2E: HIN Corridor Fact Sheets and Countermeasures**

PAGE 301
**Chapter 2F: Prioritization Criteria**

PAGE 317
**Chapter 2G: SS4A Action Plan Component Checklist**

PAGE 320
**Chapter 2H: Data Management Plan**

PAGE 326
**Chapter 2I: MetroPlan Orlando Vision Zero Resolution** (to be included upon plan Resolution Adoption)

# Appendix Part 2A: HIN Development

# Memorandum

Date: February 29, 2024

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

**Subject: Vision Zero Central Florida – Regional High Injury Network**

## Introduction

The MetroPlan Orlando metropolitan area has the unfortunate distinction of having one of the highest pedestrian fatality rates in the country, and the region's overall fatal crash rate (for all road users) is 15% higher than the national average and 10% higher than the statewide average. To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, MetroPlan Orlando is preparing a Regional Vision Zero Action Plan, rooted in the core elements of Vision Zero and the Safe System approach. The overall purpose of the Action Plan is to identify projects, programs and strategies that will eliminate fatalities and serious injuries on the region's roads by taking advantage of future rounds of implementation funding through the Safe Streets and Roads for All (SS4A) grant program. A SS4A planning grant is also funding the preparation of County and Local Vision Zero action plans in the region.

This memo summarizes the methodology to analyze crash trends and develop a high-injury network (HIN) for the MetroPlan Orlando region, with a focus on the non-access-controlled Federal Aid (MPO) network. The HIN is a collection of streets and roads where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. Together, these crash types are referred to as KSI crashes throughout this memo. In addition to identifying corridors where a disproportionate number of KSI crashes occur, top KSI crash intersections are also identified.

This work will culminate in the preparation of a Safety Action Plan for the region. Additionally, separate HINs were developed for each County and each local jurisdiction reflecting:

1. All roads within the jurisdiction regardless of ownership
2. All roads maintained by the jurisdiction

Based on the analysis, about 47% of KSI crashes occur on 2% of our roads throughout Orange, Osceola, and Seminole counties, representing 13% of the Federal Aid System centerline miles in the region. Of the roads on the regional HIN, 60% are FDOT roads, 30% are county roads and 10% are local roads.

The following describes the data sources that were used and the methodology employed to develop the HIN.

# Data Inputs

## Road Network

The road network that served as the basis for this analysis was obtained from the xGeographic Wave database, which is a land use, transportation, environmental and demographic mapping database, usable across geographic information system (GIS) mapping platforms, that has been built for the Orlando Metropolitan Area. For the purposes of developing the high injury network, limited access, and toll facilities (e.g., I-4 and the Turnpike) and their corresponding on/off ramps were removed from the network prior to the HIN analysis. Ramp terminal intersections were included in the analysis, including the ramp influence area of 100 feet. Preparation of the initial HIN included all non-limited access facilities in the network with non-Federal Aid roads removed from the final HIN for the region. This process identified the primary roads where a disproportionate number of crashes that result in a KSI occur in the region on roads where MetroPlan Orlando can provide funding for safety improvements through the Metropolitan Transportation Plan (MTP) process. The process also supports regional and local grant applications for implementation funding through future SS4A funding cycles.

## Crash Severity Weighting

The goal of Vision Zero within the Safe System approach is to eliminate all serious and fatal injury crashes on roads within the MetroPlan Orlando region, recognizing that while it is not feasible to prevent all crashes, implementation of safe system strategies can reduce the severity of crashes. To prioritize efforts at locations where crashes result in a fatality or severe injury, KSI crashes were assigned a weight factor. As presented in **Table 1**, crash weights are derived from comprehensive crash costs from the 2023 FDOT Design Manual, with the Highway Safety Manual (HSM) Equivalent Property Damage Only (EPDO) weighting applied.

Comprehensive crash costs include both economic costs and monetized pain and suffering costs. Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts resulting from the crash, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Application of the EPDO weighting (dividing the cost of each crash type by the cost of a property damage only crash) approach results in different crash types receiving a different weight factor. As shown in **Table 1**, application of the EPDO weight results in fatal crashes receiving a significantly higher weight which could skew the HIN. In many instances, a crash that results in a severe injury could have been a fatality under slightly different circumstances, such as a victim with underlying health issues. Conversely, a fatal crash involving someone not wearing a seatbelt could have been injury only if the victim was wearing a seatbelt. Additionally, only fatalities that occur within 30 days are reported in the crash dataset. If a serious injury crash resulted in a fatality more than 30 days after the crash, it would not be reflected in this analysis as a fatality. Consequently, a modified EPDO method was used that groups fatal and serious injury crashes together and groups property damage only and non-incapacitating injury crashes together. This approach has been used by agencies across the county. The approach to develop the regional HIN also includes all crashes – given the

low weight applied to property damage only crashes, only locations where there is high frequency of crashes would affect the HIN.

**Table 1: Crash Costs[1] and EPDO Weight Factors**

| Severity | Crash Cost | EPDO Weight | Modified EPDO Weight[2] |
|---|---|---|---|
| Fatal (K) | $10,890,000 | 1,414 | **317** |
| Incapacitating Injury (A) | $888,030 | 115 | |
| Non-Incapacitating Injury (B) | $180,180 | 23 | **17** |
| Possibly Injury (C) | $103,950 | 14 | |
| No Injury (0) | $7,700 | 1 | **1** |

1. Source: FDOT Design Manual, Table 122.6.2 FDOT KABCO Crash Costs
2. Based on an average weighted KA crash cost in Orange, Osceola and Seminole Counties of $2,438,850 for 2018 – 2022 and an average weighted BC crash cost in Orange, Osceola and Seminole Counties of $129,725.

### Crash Mode Weighting

In addition to applying a weight factor based on the severity of a crash, a weight factor was developed and applied based on the travel mode of crash victims. Review of the data indicates that people walking, bicycling, and riding motorcycles are disproportionately represented in crashes that result in a KSI. People outside of vehicles are involved in about 3 percent of all reported crashes but represent 25% of all serious injury crashes and 48% of fatal crashes. For the region, the resulting weight factor, based on the proportion of overall crashes involving someone outside a vehicle to crashes that resulted in an injury, is 3. **All crashes involving a person walking, bicycling, or riding a motorcycle were weighed by a factor of 3** in the development of the Regional HIN for the MetroPlan Orlando region. The factor, while based on local data, is in-line with weight factors used by other jurisdictions in the development of their HINs.

## HIN Development

### Sliding Window Approach

The HIN analysis was conducted using a sliding window approach, which uses overlapping windows to account for errors in crash location reporting. For a specific window length, performance measures are calculated for that window along a corridor (e.g., the number of fatal or serious injury crashes). The window is shifted along the corridor for a given offset distance and the analysis is repeated for the shifted window. Using this approach, a single location would be evaluated in several different windows, so any inaccuracies inherent within crash location reporting can be accounted for.

## Sliding Window Parameters

A 1-mile window length with a 0.2-mile offset distance was chosen for the regional HIN analysis. Analyses prepared for a smaller geography should consider a smaller scale, such as a 0.5-mile window and 0.1-mile offset for a city boundary. Any segment less than 1-mile in length was treated as a single segment without any offset shifting.

## Safety Score Summary

Crashes were summarized for each window using a 100-ft search radius. This radius was chosen by inspecting crash locations relative to the centerline network at various locations throughout the network. The crash summary for each window consisted of summing all weighted crash values within the search radius. For example, a window with 15 property-damage only, 10 minor injury crashes and 5 KSI crashes within 100 feet would receive a weighted score of 1,770 (15*1+10*17+ 5*317), presuming no pedestrians, bicyclists or motorcyclists were involved. For that same window, if a pedestrian, bicyclist, or motorcyclist was involved in 1 of the 15 property-damage only crashes, 3 of the 10 minor injury crashes and 3 of the 5 KSI crashes, that window would receive a weighted score of 3,776 (14*1+1*3*1+7*17+ 3*3*17+2*317+3*3*317). The weighted score is referred to as a **Safety Score**. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates a lower crash rate. A Safety Score of zero indicates no history of crashes at a location. Windows with the highest values for the segment or facility are identified as candidate HIN locations, with the final Safety Score for segments based on a weighted score per mile.

## HIN Development

After summarizing crashes in all windows throughout the network, the HIN draft was built using the Safety Score of each window. By visualizing the Safety Score throughout the network, potential HIN corridors could be identified, as shown on **Figure 1**.

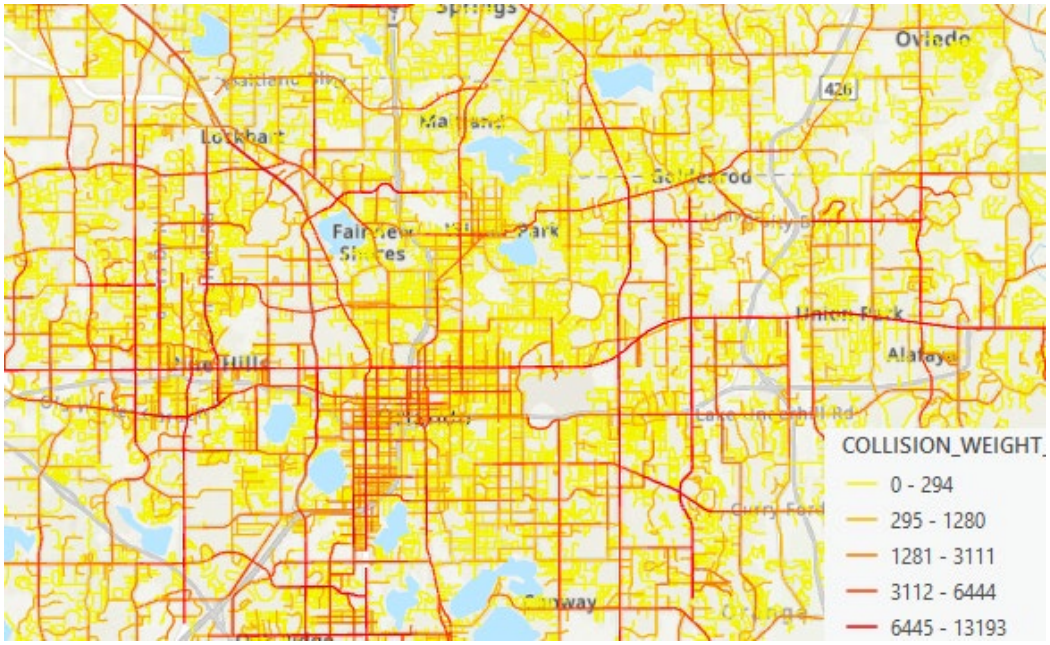



*Figure 1: Initial visualization of Crash Weight Summaries (Safety Score) Throughout Network*

The HIN draft was built by using the following iterative process, with the goal of achieving a network that accounts for approximately 50 percent of the KSI crashes in the region:

1. Select/flag window segments throughout the network with crash weight values above a certain threshold.
2. Adjacent high-scoring windows (flagged in the previous step) are aggregated into longer corridor segments (greater than 1 mile in length) when appropriate.
3. Cleaning/reasonableness check:
    a. Some high scoring windows on local roads which intersect with major ones were removed from consideration if it was discovered that the crash score was being skewed by the number of crashes on the major leg of the intersection.
    b. Any small gaps (<1/2 mile) in between the aggregated corridor segments in step 2 were added to the draft HIN for continuity.

## HIN and HIN Statistics

The resulting HIN can be viewed through this weblink. The MetroPlan Orlando Regional HIN contains about 260 centerline miles and includes road segments in all three counties, with a disproportionate number of roads in Orange County. Crashes that occur on the HIN segments account for 47% of all KSI crashes in the region. 61% of pedestrian KSI, 50% of bicyclist KSI, and 44% of motorcyclist KSI crashes also occur on these roads, as summarized in **Table 2**. Approximately 53% of the overall HIN is located within a transportation disadvantaged community.

**Table 2: MPO Network HIN Statistics**

| | All Roads* | All Federal Aid Road* | Regional HIN | HIN % All Roads | HIN % of Federal Aid Roads |
|---|---|---|---|---|---|
| Centerline miles | 10,728 | 1,966 | 258 | 2% | 13% |
| All Crashes | 272,523 | 229,278 | 98,975 | 36% | 43% |
| Deaths | 1,143 | 1,071 | 638 | 56% | 60% |
| KSI (All modes) | 7,146 | 6,398 | 3,378 | 47% | 53% |
| Ped KSI | 949 | 854 | 576 | 61% | 67% |
| Bike KSI | 327 | 285 | 164 | 50% | 58% |
| Motorcycle KSI | 956 | 864 | 416 | 44% | 48% |

Source: Signal 4 Analytics (2018-2022), Fehr & Peers.
Notes: * Excluding Toll facilities, access-controlled facilities, and parking lots. When accounting for centerline miles of limited access facilities, 47% of KSI crashes occur on 2% of all roads.

The 10 corridors on the HIN that received the highest Safety Score on a per mile basis are summarized in **Table 3,** with the full list provided as an attachment. The percent of each HIN segment that runs through a transportation disadvantaged community is also presented. Of ten segments that received the highest Safety Score, approximately 70% of the combined length is within a transportation disadvantaged community.

LYNX provided bus stop level boarding and alighting data reflective of 2022 ridership from their Automated Passenger County (APC) system installed on all buses. In 2022, there were approximately 30,000,000 instances of people getting onto or of a bus at stops throughout the region. Of the total stop level activity, approximately **50% of people in the region access a bus from a High Injury Network corridor**. Approximately 6% of regional ridership gets onto or off a bus along the top 10 corridors.

As part of a separate process, a HIN in for each County in the region as well as incorporated city was developed. The overlap between County and Local roadway HINs is also noted in the attached HIN summary sheet.

**Table 3: Top 10 HIN Corridors[1]**

| Road Name | From | To | Location | Safety Score [2] | Average Posted Speed | Average 85th Percentile Speed | % of HIN Segment Through TDC[3] |
|---|---|---|---|---|---|---|---|
| 1. John Young Parkway | SR 50 | Orange Center Blvd. | Orlando | 17,478 | 42 | 50 | 89% |
| 2. Sand Lake Road/ McCoy Road | Turkey Lake Rd. | Universal Blvd. | Orlando/ Orange County | 17,104 | 40 | 42 | 100% |
| 3. Chickasaw Trail | Frontage Rd. | Lake Underhill Rd. | Orange County | 14,589 | 40 | 49 | 9% |
| 4. Hiawassee Road | Silver Star Rd. (SR 438) | SR 50 | Orange County | 14,547 | 45 | 56 | 100% |
| 5. Oak Ridge Road | Millenia Blvd. | S. Orange Blossom Trail | Orlando/ Orange County | 14,296 | 40 | 51 | 100% |
| 6. Kirkman Road (SR 435) | SR 50 | Raleigh St. | Orlando/ Orange County | 14,130 | 46 | 53 | 100% |
| 7. S Goldenrod Road (SR 551) | SR 50 | Lake Underhill Rd. | Orange County | 14,129 | 37 | 56 | 0% |
| 8. S Semoran Boulevard (SR 436) | Lee Vista Rd. | TG Lee Blvd. | Orlando | 14,088 | 48 | 54 | 100% |
| 9. Pine Hills Road | SR 50 | Old Winter Garden Rd. | Orange County | 13,941 | 38 | 47 | 100% |
| 10. Alafaya Trail | SR 50 | Lake Underhill Rd. | Orange County | 13,564 | 45 | 53 | 0% |

Source: Signal 4 Analytics (2018-2022), Fehr & Peers.
Notes: 1. Excluding Toll facilities and access-controlled facilities.
2. The **Safety Score** is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates a lower crash rate. A Safety Score of zero indicates no history of crashes at the location.
3. TDC = **Transportation Disadvantaged Community.** Transportation disadvantage occurs when people are unable to access the needs of their daily life regularly, reliably, and safely. Approximately 25% of the regional population lives in a community designated as transportation disadvantaged. Additional information can be found on the US DOT website: https://www.transportation.gov/priorities/equity/justice40/etc-explorer.

## Top Intersections

In addition to developing a HIN, the intersections with the highest Safety Score were also identified based on a similar process as the HIN development. For this analysis, any crash that was within 250 feet of an intersection was considered as attributed to that intersection. The top 30 intersections are also shown on the HIN network, with a summary in **Table 4**. Of the top 30 intersections, none are off the HIN. Intersections where a disproportionate share of the KSI crashes involved a person outside a vehicle are noted in ***bold italics***. All but 1 (Goldenrod Road at Curry Ford Road) of the top 30 HIN intersections is within or adjacent to a transportation disadvantaged community.

Additional information and a map of the HIN are shown on the attached HIN Fact Sheet. If you have questions, please contact Mighk Wilson at mighk.wilson@metroplanorlando.gov.

Attachments:
Summary Statistics for Roads in HIN
HIN Fact Sheet

**Table 4: Top 30 HIN Intersections[1]**

| Intersection | Safety Score | Intersection | Safety Score |
|---|---|---|---|
| 1. John Young Parkway at Sand Lake Road[2] | 10,140 | 16. Colonial Drive at Econlockhatchee Trail | 6,480 |
| ***2. Alafaya Trail at Colonial Drive*** | ***10,103*** | 17. Powers Drive at Silver Star Road | 6,415 |
| ***3. Orange Blossom Trail at Holden Avenue*** | ***10,055*** | 18. Orange Blossom Trail at Conroy Road/Americana Boulevard | 6,401 |
| ***4. Hiawassee Road at Silver Star Road*** | ***9,630*** | ***19. Old Cheney Highway/Tucker Avenue at Colonial Drive*** | ***6,386*** |
| ***5. N Poinciana Boulevard at Irlo Bronson Memorial Highway*** | ***9,399*** | 20. Goldenrod Road at University Boulevard | 6,224 |
| 6. Pine Hills Road at Silver Star Road | 8,673 | 21. Alafaya Trail at Lokanotosa Trail | 5,905 |
| ***7. Semoran Boulevard at Old Cheney Hwy*** | ***8,509*** | 22. Semoran Boulevard at Curry Ford Road | 5,504 |
| 8. W Colonial Drive at N Kirkman Road | 7,097 | 23. S French Street at W 25th Street | 5,459 |
| 9. Goldenrod Road at Colonial Drive | 7,040 | 24. Hastings Street at Silver Star Road | 5,368 |
| 10. Simpson Road at Irlo Bronson Memorial Highway | 6,946 | 25. Orange Blossom Trail at Orlando Central Parkway | 5,160 |
| ***11. Orange Blossom Trail at Gore Street*** | ***6,769*** | 26. Orange Blossom Trail at Michigan Street | 4,924 |
| 12. N Kirkman Road at Old Winter Garden Road | 6,724 | ***27. Irlo Bronson Memorial Highway at Club Sevilla*** | ***4,812*** |
| 13. Goldenrod Road at Curry Ford Road | 6,715 | 28. Forsyth Road at University Boulevard | 4,722 |
| 14. John Young Parkway at Conroy Road | 6,699 | 29. N French Avenue at W 1st Street (US 17/92) | 4,294 |
| 15. Pine Hills Road at North Lane | 6,651 | 30. Orange Blossom Trail at Premier Row | 3,919 |

Source: Signal 4 Analytics (2018-2022), Fehr & Peers.
Note: 1. Intersections where a disproportionate share of the KSI crashes involved a person outside a vehicle are noted in ***bold italics***. Underline indicates intersection is not within or adjacent to a transportation disadvantaged community.
2. At the intersection of John Young Parkway at Sand Lake Road, improvements were completed in late 2019/early 2020 to convert an at-grade intersection to a single-point urban interchange (SPUI). The number of KSI crashes per year has reduced from approximately 9 per year (2018/2019) to an average of 3 per year (2020-2022). This intersection could be a candidate for more detailed analysis as part of the County plan to document the safety benefit associated with the SPUI and potentially identify additional countermeasures that could be implemented at the intersection.

# Central Florida Vision Zero
# Regional HIN Segments
# February 2024

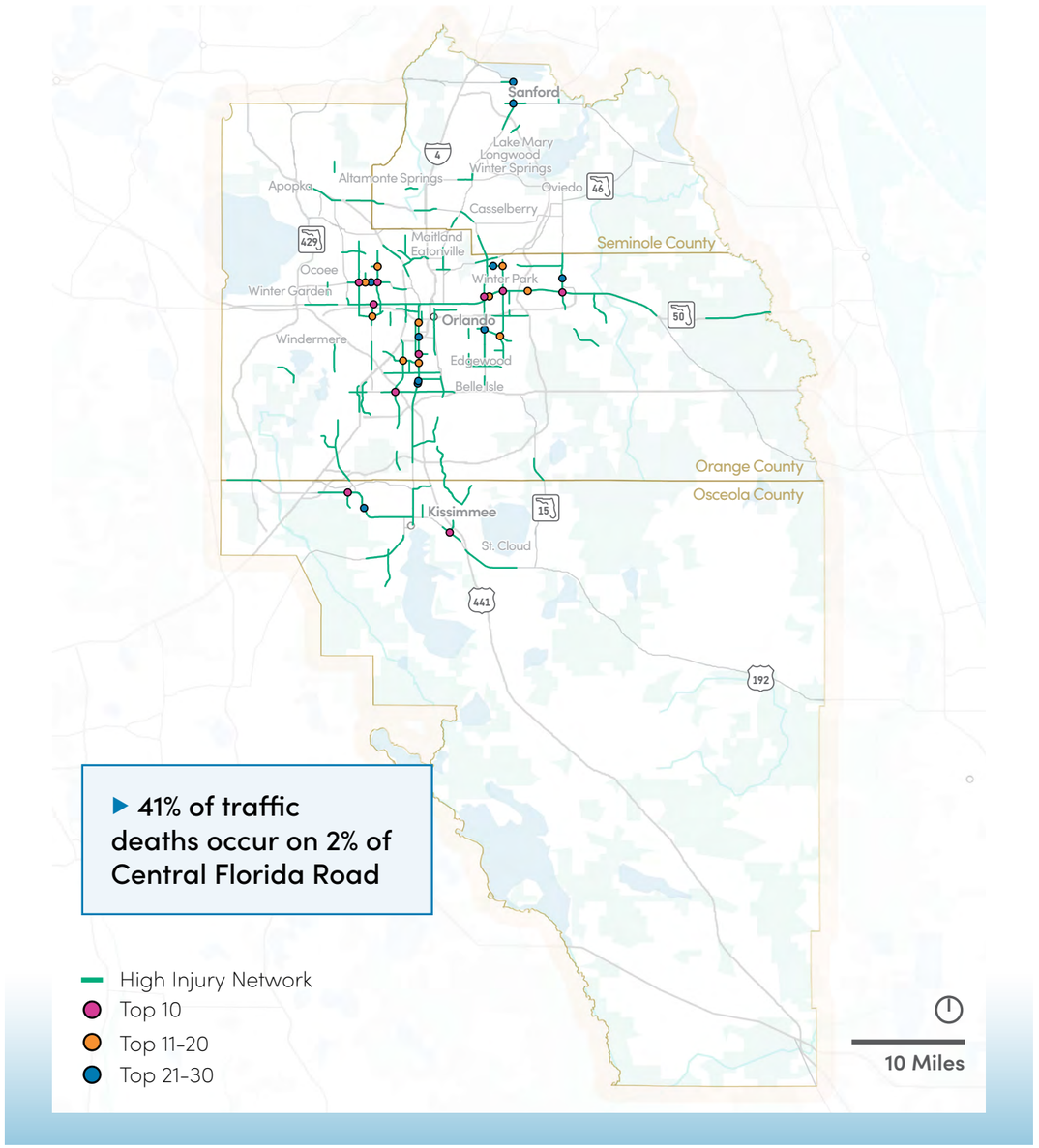
| Corridor Number | Road Name | Location | Total Weighted Score per Mile | From | To | Length (miles) | Mean Posted Speed | Mean 85 Percentile Speed | % of corridor in TDC* | Primary HIN Overlap | Secondary HIN Overlap |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | John Young Parkway | Orlando | 17,478 | SR 50 | Orange Center Boulevard | 1.45 | 42 | 50 | 89% | All Roads Orange County | |
| 2 | Sand Lake Road/McCoy Road | Orlando/Orange | 17,104 | Turkey Lake Road | Universal Boulevard | 0.74 | 40 | 42 | 100% | All Roads Orange County | |
| 3 | Chickasaw Trail | Orange County | 14,589 | Frontage Road | Lake Underhill Road | 0.46 | 40 | 49 | 9% | All Roads Orange County | County Roads Orange County |
| 4 | Hiawassee Road | Orange County | 14,547 | Silver Star Road (SR 438) | SR 50 | 1.76 | 45 | 56 | 100% | All Roads Orange County | County Roads Orange County |
| 5 | Oak Ridge Road | Orlando/Orange | 14,296 | Millenia Boulevard | S. Orange Blossom Trail | 2.78 | 40 | 51 | 100% | All Roads Orange County | County Roads Orange County |
| 6 | Kirkman Road (SR 435) | Orlando/Orange | 14,130 | SR 50 | Raleigh Street | 1.7 | 46 | 53 | 100% | All Roads Orange County | |
| 7 | S Goldenrod Road (SR 551) | Orange County | 14,129 | SR 50 | Lake Underhill Road | 2 | 37 | 56 | 0% | All Roads Orange County | |
| 8 | S Semoran Boulevard (SR 436) | Orlando | 14,088 | Lee Vista Road | TG Lee Boulevard | 0.69 | 48 | 54 | 100% | All Roads Orange County | All Roads Orlando |
| 9 | Pine Hills Road | Orange County | 13,941 | SR 50 | Old Winter Garden Road | 0.73 | 38 | 47 | 100% | All Roads Orange County | |
| 10 | Alafaya Trail | Orange County | 13,564 | SR 50 | Lake Underhill Road | 1.43 | 45 | 53 | 0% | All Roads Orange County | |
| 11 | S Kirkman Road (SR 435) | Orlando | 13,466 | LB Mcleod Road | Major Boulevard | 2.24 | 50 | 57 | 78% | All Roads Orange County | All Roads Orlando |
| 12 | Colonial Drive (SR 50) | Orlando | 13,415 | Orange Blossom Trail N. | N Bumby Avenue | 2.65 | 40 | 44 | 73% | All Roads Orange County | All Roads Orlando |
| 13 | North Lane | Orange County | 12,946 | Westgate Road | N Pine Hills Road | 0.53 | 35 | 48 | 100% | All Roads Orange County | County Roads Orange County |
| 14 | Hiawassee Road | Orange County | 12,344 | SR 50 | Old Winter Garden Road | 0.9 | 45 | 53 | 100% | All Roads Orange County | County Roads Orange County |
| 15 | Alafaya Trail (SR 434) | Orange County | 12,284 | McCulloch Road | SR 50 | 3.13 | 45 | 53 | 24% | All Roads Orange County | |
| 16 | Oak Ridge Road (CR 506) | Orange County | 12,054 | S. Orange Blossom Trail | Orange Ave S. | 1.67 | 45 | 47 | 98% | All Roads Orange County | County Roads Orange County |
| 17 | Lee Road | Orange County | 11,972 | N. Orange Blossom Trail | N. Wymore Road | 2.23 | 45 | 55 | 97% | All Roads Orange County | |
| 18 | University Boulevard | Orange County | 11,938 | S Semoran Boulevard (SR 436) | Lake Mirage Boulevard | 1.49 | 45 | 53 | 86% | All Roads Orange County | County Roads Orange County |
| 19 | Rosalind Avenue | Orlando | 11,526 | E. Livingston Street | S. Lucerne Circle | 1 | 30 | 37 | 81% | All Roads Orange County | County Roads Orange County |
| 20 | S Semoran Boulevard (SR 436) | Orlando | 11,419 | Lake Underhill Road | Lake Margaret Drive | 2.34 | 46 | 54 | 2% | All Roads Orange County | County Roads Orange County |
| 21 | W Irlo Bronson Memorial Highway | Osceola County | 11,347 | Celebration Avenue | Four Winds Boulevard | 4.98 | 45 | 56 | 94% | All Roads Osceola County | |
| 22 | S Goldenrod Road (SR 551) | Orange County | 11,182 | Lake Underhill Road | Beatty Drive | 3.94 | 45 | 57 | 27% | All Roads Orange County | |
| 23 | N Ronald Regan Boulevard | Seminole County | 10,951 | Eldersprings Circle | Jones Avenue | 0.93 | 45 | 57 | 100% | All Roads Seminole County | County Roads Seminole County |
| 24 | W First Street (US 17/92) | Sanford | 10,856 | N. Persimmon Avenue | N. Frence Avenue | 0.98 | 43 | 50 | 100% | All Roads Seminole County | County Roads Seminole County |
| 25 | Edgewater Drive/Highland Avenue | Orange County | 10,652 | Clarcona Ocoee Road | Lee Road | 1.38 | 43 | 51 | 100% | All Roads Orange County | |
| 26 | Conway Road | Orlando | 10,570 | Curry Ford Road | E. Michigan Street | 0.75 | 40 | 50 | 0% | All Roads Orange County | All Roads Orlando |
| 27 | Pershing Avenue | Orlando | 10,554 | Woodgate Boulevard | Goldenrod Road S. | 0.68 | 45 | 53 | 100% | All Roads Orange County | County Roads Orange County |
| 28 | John Young Parkway | Orange County | 10,510 | SR 528 Ramps | Lazio Lane | 0.85 | 55 | 58 | 100% | All Roads Orange County | |
| 29 | East Lake Mary Boulevard | Seminole County | 10,477 | North of Celery Avenue | SR 46 | 0.91 | 45 | 62 | 0% | All Roads Seminole County | |
| 30 | Poinciana Boulevard | Osceola County | 10,431 | US 192 | Siesta Lago Drive | 1.29 | 42 | 64 | 100% | All Roads Osceola County | County Roads Osceola County |
| 31 | Holden Avenue | Orange County | 10,402 | Rio Grande Avenue S. | Lake Holden Hills Drive | 0.93 | 35 | 45 | 100% | All Roads Orange County | County Roads Orange County |
| 32 | S Orange Blossom Trail | Kissimmee | 10,376 | E. Osceola Parkway | Ridgewood Avenue | 1.53 | 45 | 55 | 100% | All Roads Osceola County | |
| 33 | US-192/Vine Street | Kissimmee | 10,356 | South of Four Winds | N. John Young Parkway | 3.9 | 43 | 52 | 100% | All Roads Osceola County | All Roads Kissimmee |
| 34 | CR 435/Apopka Vineland Road | Orange County | 10,310 | Balboa Drive | SR 50 | 0.53 | 45 | 53 | 100% | All Roads Orange County | |
| 35 | Texas Avenue | Orange County | 10,255 | Americana Boulevard | W. Oak Ridge Road | 1 | 35 | 43 | 100% | All Roads Orange County | County Roads Orange County |
| 36 | Vineland Road | Orange County | 10,156 | I-4 | South of LBV Factory Shores Drive | 2.35 | 47 | 58 | 2% | All Roads Orange County | |
| 37 | Orange Avenue | Orlando | 10,131 | S. Lucerne Circle | Gatlin Avenue | 2.75 | 36 | 46 | 47% | All Roads Orange County | All Roads Orlando |
| 38 | Orange Blossom Trail | Orange County | 9,988 | Overland Road | Rosamond Drive | 1.77 | 47 | 57 | 100% | All Roads Orange County | |
| 39 | Ivey Lane | Orlando | 9,944 | Edgemoor Street | Raleigh Street | 1.02 | 35 | 53 | 100% | All Roads Orange County | County Roads Orange County |
| 40 | Orange Blossom Trail | Apopka | 9,928 | Drage Drive | S. McGee Avenue | 2.81 | 38 | 54 | 100% | All Roads Orange County | All Roads Apopka |
| 41 | Orange Blossom Trail | Orlando | 9,902 | Lee Road | Shader Road | 0.95 | 48 | 63 | 100% | All Roads Orange County | All Roads Orlando |
| 42 | Lancaster Road | Orange County | 9,900 | S. Orange Blossom Trail | Orange Avenue S. | 1.78 | 40 | 45 | 99% | All Roads Orange County | County Roads Orange County |
| 43 | Goldenroad Road | Orange County | 9,875 | North of Dwell Well Way | SR 50 | 2.5 | 45 | 54 | 100% | All Roads Orange County | |
| 44 | John Young Parkway | Orlando | 9,873 | LB McLeod Road | W. Sand Lake Road | 4.37 | 45 | 61 | 67% | All Roads Orange County | |
| 45 | US-17/92/Orlando Avenue | Seminole County | 9,853 | South Street | Spartan Drive | 0.89 | 45 | 55 | 0% | All Roads Seminole County | |
| 46 | S Orange Blossom Trail | Kissimmee | 9,546 | Ridgewood Avenue | Neptune Road | 1.34 | 41 | 49 | 100% | All Roads Osceola County | All Roads Kissimmee |
| 47 | Conroy Road/Americana Boulevard | Orlando | 9,495 | West of President Barack Obama Parkway | S. Orange Blossom Trail | 3.22 | 35 | 49 | 64% | All Roads Orange County | County Roads Orange County |
| 48 | John Young Parkway | Orange County | 9,488 | Deerfield Boulevard | South of Town Loop Boulevard | 1.56 | 45 | 55 | 0% | All Roads Orange County | |

* TDC = Transportation Disadvantaged Community

FACT SHEET

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **43**mph
- Average Prevailing Speed **53**mph
- **53%** of HIN in **Disavantaged Community** [1] (**25%** of the region is classified as disadvantaged)
- HIN includes:

  **60%** State Roads

  **30%** County Roads

  **10%** Local roads

1 **Disadvantaged Communities** experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations. More information can be found on the website: https://www.transportation.gov/priorities/equity/justice40/etc-explorer

## HIN NETWORK OVERALL STATISTICS

| | ALL ROADS* | HIN | % HIN | FEDERAL AID (FA) NETWORK | % HIN OF FA |
|---|---|---|---|---|---|
| CENTERLINE MILES | 10,728 | 258 | 2% | 1,965 | 13% |
| All Crashes | 272,523 | 98,975 | 36% | 229,278 | 43% |
| DEATHS | 1,143 | 638 | 56% | 1,071 | 60% |
| KSI | 7,146 | 3,378 | 47% | 6,398 | 53% |
| PEDESTRIAN KSI | 949 | 576 | 61% | 854 | 67% |
| BICYCLIST KSI | 327 | 164 | 50% | 285 | 58% |
| MOTORCYCLIST KSI | 956 | 416 | 44% | 864 | 48% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)
* All roads in HIN are on FA network

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data, learn more about safety, provide feedback and get details for upcoming events:

**VisionZeroCFL.gov**

## TOP 30 HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Intersection | Location | Safety Score [2] |
|---|---|---|---|
| 1. | John Young Parkway at Sand Lake Road | Orange County | 10,140 |
| 2. | Alafaya Trail at Colonial Drive | Orange County | 10,103 |
| 3. | Orange Blossom Trail at Holden Avenue | Orange County | 10,055 |
| 4. | Hiawassee Road at Silver Star Road | Orange County | 9,630 |
| 5. | N Poinciana Boulevard at Irlo Bronson Memorial Highway | Osceola County | 9,399 |
| 6. | Pine Hills Road at Silver Star Road | Orange County | 8,673 |
| 7. | Semoran Boulevard at Old Cheney Hwy | Orange County | 8,509 |
| 8. | W Colonial Drive at N Kirkman Road | Orange County | 7,097 |
| 9. | Goldenrod Road at Colonial Drive | Orange County | 7,040 |
| 10. | Simpson Road at Irlo Bronson Memorial Highway | Osceola County | 6,946 |
| 11. | Orange Blossom Trail at Gore Street | Orlando | 6,769 |
| 12. | N Kirkman Road at Old Winter Garden Road | Orange County | 6,724 |
| 13. | Goldenrod Road at Curry Ford Road | Orange County | 6,715 |
| 14. | John Young Parkway at Conroy Road | Orange County | 6,699 |
| 15. | Pine Hills Road at North Lane | Orange County | 6,651 |
| 16. | Colonial Drive at Econlockhatchee Trail | Orange County | 6,480 |
| 17. | Powers Drive at Silver Star Road | Orange County | 6,415 |
| 18. | Orange Blossom Trail at Conroy Road/Americana Boulevard | Orange County | 6,401 |
| 19. | Old Cheney Highway/Tucker Avenue at Colonial Drive | Orange County | 6,386 |
| 20. | Goldenrod Road at University Boulevard | Orange County | 6,224 |
| 21. | Alafaya Trail at Lokanotosa Trail | Orange County | 5,905 |
| 22. | Semoran Boulevard at Curry Ford Road | Orlando | 5,504 |
| 23. | S French Street at W 25th Street | Sanford | 5,459 |
| 24. | Hastings Street at Silver Star Road | Orange County | 5,368 |
| 25. | Orange Blossom Trail at Orlando Central Parkway | Orange County | 5,160 |
| 26. | Orange Blossom Trail at Michigan Street | Orange County | 4,924 |
| 27. | Irlo Bronson Memorial Highway at Club Sevilla | Osceola County | 4,812 |
| 28. | Forsyth Road at University Boulevard | Orange County | 4,722 |
| 29. | N French Avenue at W 1st Street (US 17/92) | Sanford | 4,294 |
| 30. | Orange Blossom Trail at Premier Row | Orange County | 3,919 |

1. The **Safety Score** is calculated based on the total number of crashes, the **highest level of injury** sustained in each crash, and the **travel mode** of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

## TOP 30 HIGH INJURY NETWORK CORRIDORS

| # | Road Name | From | To | Location | Safety Score [1] |
|---|---|---|---|---|---|
| 1. | John Young Parkway | SR 50 | Orange Center Blvd. | Orlando | 17,478 |
| 2. | Sand Lake Road/McCoy Road | Turkey Lake Rd. | Universal Blvd. | Orlando | 17,104 |
| 3. | Chickasaw Trail | Frontage Rd. | Lake Underhill Rd. | Orange County | 14,589 |
| 4. | Hiawassee Road | SR 438/Silver Star Rd. | SR 50 | Orange County | 14,547 |
| 5. | Oakridge Road | Millenia Blvd. | S. Orange Blossom Trail | Orlando | 14,296 |
| 6. | Kirkman Road (SR 435) | SR 50 | Raleigh St. | Orange County | 14,130 |
| 7. | Goldenrod Road (SR 551) | SR 50 | Lake Underhill Rd. | Orange County | 14,129 |
| 8. | Semoran Boulevard (SR 436) | Lee Vista Rd. | TG Lee Blvd. | Orlando | 14,088 |
| 9. | Pine Hills Road | SR 50 | Old Winter Garden Rd. | Orange County | 13,941 |
| 10. | Alafaya Trail | SR 50 | Lake Underhill Rd. | Orange County | 13,564 |
| 11. | Kirkman Road (SR 435) | LB Mcleod Rd. | Major Blvd. | Orlando | 13,466 |
| 12. | Colonial Drive | Orange Blossom Trail N. | N Bumby Ave. | Orlando | 13,415 |
| 13. | North Lane | Westgate Rd. | N Pine Hills Rd. | Orange County | 12,946 |
| 14. | Hiawassee Rd. | SR 50 | Old Winter Garden Rd. | Orange County | 12,344 |
| 15. | SR 434 | McCulloch Rd. | SR 50 | Orange County | 12,284 |
| 16. | Oak Ridge Road (CR 506) | S. Orange Blossom Trail | Orange Ave S. | Orange County | 12,054 |
| 17. | Lee Road | N. Orange Blossom Trail | N. Wymore Rd. | Orange County | 11,972 |
| 18. | University Blvd. | Semoran Blvd. (SR 436) | Lake Mirage Blvd. | Orange County | 11,938 |
| 19. | Rosalind Ave. | E. Livingston St. | S. Lucerne Cir. | Orlando | 11,526 |
| 20. | Semoran Boulevard | Lake Underhill Rd. | Lake Margaret Dr. | Orlando | 11,419 |
| 21. | US 192/Vine St. | Celebration Ave. | Four Winds Blvd. | Osceola County | 11,347 |
| 22. | Goldenrod Road | Lake Underhill Rd. | Beatty Dr. | Orange County | 11,182 |
| 23. | N Ronald Reagan Blvd. | Elder Springs Cir. | Jones Ave. | Seminole County | 10,951 |
| 24. | W First Street (US 17/92) | N. Persimmon Ave. | N French Ave. | Sanford | 10,856 |
| 25. | Edgewater Dr./Highland Ave. | Clarcona Ocoee Rd. | Lee Rd. | Orange County | 10,652 |
| 26. | Conway Road | Curry Ford Rd. | E. Michigan St. | Orlando | 10,570 |
| 27. | Pershing Ave. | Woodgate Blvd. | Goldenrod Rd. | Orlando | 10,554 |
| 28. | John Young Pkwy. | SR 528 Ramps | Lazio Ln. | Orange County | 10,510 |
| 29. | East Lake Mary Blvd. | North of Celery Ave. | SR 46 | Seminole County | 10,477 |
| 30. | Poinciana Blvd. | US 192 | Siesta Lago Dr. | Osceola County | 10,431 |

1. The **Safety Score** is calculated based on the total number of crashes, the **highest level of injury** sustained in each crash, and the **travel mode** of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. The roadway segment score was normalized on a per mile basis. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# Central Florida Vision Zero
# Regional HIN Segments
# February 2024

| Corridor Number | Road Name | Location | Total Weighted Score per Mile | From | To | Length (miles) | Mean Posted Speed | Mean 85 Percentile Speed | % of corridor in TDC* | Primary HIN Overlap | Secondary HIN Overlap |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 49 | University Boulevard | Orange County | 9,410 | Bibb Lane | Rouse Road | 3.66 | 45 | 56 | 11% | All Roads Orange County | County Roads Orange County |
| 50 | W Colonial Drive/Martin Luther King | Orange County | 9,406 | Economic Court | Good Homes Road | 2.57 | 45 | 57 | 100% | All Roads Orange County | |
| 51 | Westmoreland Drive | Orlando | 9,377 | SR 526/Washington Street | W. Gore Street | 0.87 | 25 | 36 | 100% | All Roads Orange County | All Roads Orlando |
| 52 | West 25th Street | Sanford | 9,328 | Club Road | S. Mellonville Avenue | 1.68 | 40 | 52 | 87% | All Roads Seminole County | All Roads Sanford |
| 53 | Osceola Parkway | Kissimmee | 9,281 | N. Orange Blossom Trail | Florida's Turnpike | 1.51 | 45 | 54 | 100% | All Roads Osceola County | County Roads Osceola County |
| 54 | US-17/92/Orlando Avenue/French Av | Seminole County | 9,122 | North of Longdale Avenue | SR 434 | 0.91 | 45 | 58 | 100% | All Roads Seminole County | |
| 55 | E Irlo Bronson Highway/Vine Street | Osceola County | 9,118 | Neocity Way | Pecan Street | 1.83 | 50 | 61 | 58% | All Roads Osceola County | |
| 56 | Altamonte Drive | Altamonte Springs | 9,083 | Montgomery Road | Palm Springs Drive | 1.76 | 42 | 50 | 0% | All Roads Seminole County | All Roads Altamonte Springs |
| 57 | Silver Star Road | Orange County | 9,070 | Mercy Drive | East of N. John Young Parkway | 1.06 | 45 | 57 | 100% | All Roads Orange County | |
| 58 | Orange Avenue | Orange County | 9,055 | Prince Street | Spruce Avenue | 1.72 | 45 | 53 | 9% | All Roads Orange County | |
| 59 | Orange Blossom Trail | Orange County | 9,038 | Consulate Drive | Town Center Boulevard | 4.34 | 49 | 54 | 93% | All Roads Orange County | |
| 60 | Old Winter Garden Road | Orange County | 8,868 | N. Hiawassee Road | Takoma Street | 2.03 | 42 | 55 | 100% | All Roads Orange County | County Roads Orange County |
| 61 | SR 434 | Seminole County | 8,843 | West of E. Lake Brantley | Oak Street | 0.95 | 45 | 52 | 0% | All Roads Seminole County | |
| 62 | Fairbanks Avenue | Winter Park | 8,816 | Clay Street | Pennsylvania Avenue S. | 1.03 | 35 | 44 | 0% | All Roads Orange County | All Roads Winter Park |
| 63 | Old Winter Garden Road | Orlando | 8,698 | SR 408 Exit Ramp | Orange Blossom Trail N. | 1.85 | 42 | 52 | 100% | All Roads Orange County | County Roads Orange County |
| 64 | Aloma Avenue | Orange County | 8,691 | West of Street Andrews | West of Tangerine Avenue | 1.8 | 40 | 47 | 100% | All Roads Orange County | |
| 65 | SR 434 | Orange County | 8,672 | Pembrook Drive | Edgewater Drive | 1.56 | 45 | 53 | 100% | All Roads Orange County | |
| 66 | Michigan Avenue | Kissimmee | 8,545 | E. Donegan Drive | E. Vine Street | 1.01 | 40 | 53 | 100% | All Roads Osceola County | County Roads Osceola County |
| 67 | Powers Drive | Orange County | 8,540 | Indian Hill Road | SR 438 | 0.72 | 35 | 44 | 100% | All Roads Orange County | County Roads Orange County |
| 68 | SR 436 | Casselberry | 8,485 | US 17-92 | Kewannee Trail | 1.3 | 45 | 54 | 2% | All Roads Seminole County | All Roads Casselberry |
| 69 | John Young Parkway | Orange County | 8,451 | Sand Lake Road | South of SR 528 Ramps | 2.17 | 54 | 65 | 100% | All Roads Orange County | County Roads Orange County |
| 70 | Rio Grande Avenue | Orange County | 8,446 | W. Gore Street | Holden Avenue | 2.52 | 35 | 53 | 100% | All Roads Orange County | County Roads Orange County |
| 71 | US-17/92/French Avenue | Sanford | 8,421 | W. 20th Street | W. 27th Street | 1.1 | 45 | 47 | 100% | All Roads Seminole County | All Roads Sanford |
| 72 | Chickasaw Trail | Orange County | 8,374 | SR 50 | Valencia College Lane | 1 | 40 | 45 | 100% | All Roads Orange County | |
| 73 | Curry Ford Road | Orange County | 8,218 | West of Frederica Drive | East of Excalibur Drive | 2.95 | 43 | 52 | 0% | All Roads Orange County | |
| 74 | Orlando Avenue | Winter Park | 8,217 | Lake Avenue | W. Fairbanks Avenue | 1.75 | 38 | 46 | 0% | All Roads Orange County | All Roads Winter Park |
| 75 | Buenaventura Boulevard | Osceola County | 8,171 | County Boundary | Simpson Road | 2.58 | 37 | 50 | 0% | All Roads Osceola County | County Roads Osceola County |
| 76 | Simpson Road | Osceola County | 8,139 | Harbor Town Drive | US 192 | 1.03 | 40 | 48 | 46% | All Roads Osceola County | County Roads Osceola County |
| 78 | Clark Road | Ocoee | 8,093 | Sparrow Song Lane | White Road | 1 | 45 | 53 | 100% | All Roads Orange County | |
| 77 | Wetherbee Road | Orange County | 8,093 | Orange Blossom Trail S. | Orange Avenue S. | 1.88 | 45 | 54 | 100% | All Roads Orange County | |
| 79 | Hoffner Avenue (SR 15) | Orange County | 8,083 | Conway Road | Goldenrod Road S. | 2.64 | 45 | 56 | 100% | All Roads Orange County | |
| 80 | SR 434 | Longwood | 8,076 | S. Ronald Reagan | US 17-92 | 1.17 | 45 | 50 | 100% | All Roads Seminole County | All Roads Longwood |
| 81 | Semoran Boulevard | Orlando | 8,053 | Lake Margaret Drive | Hoffner Avenue | 1.73 | 50 | 57 | 1% | All Roads Orange County | All Roads Orlando |
| 82 | Lake Underhill Road | Orange County | 7,611 | S. Oxalis Avenue | Econlockhatchee Trail N. | 2.9 | 42 | 49 | 0% | All Roads Orange County | County Roads Orange County |
| 83 | Conway Road | Orange County | 7,501 | Caitlin Avenue | Hoffner Avenue | 1 | 40 | 51 | 2% | All Roads Orange County | |
| 84 | Hiawassee Road | Orange County | 7,437 | Beggs Road | SR 438/Silver Star Road | 3.31 | 45 | 59 | 100% | All Roads Orange County | |
| 85 | SR 436 | Casselberry | 7,388 | Lake Howell Lane | County Boundary | 1.62 | 50 | 57 | 1% | All Roads Seminole County | All Roads Casselberry |
| 86 | Colonial Drive | Orange County | 7,358 | N. Avalon Park Boulevard | SR 520 | 5.44 | 51 | 69 | 13% | All Roads Orange County | |
| 87 | Robinson Street | Orlando | 7,204 | N. Rosalind Avenue | N. Primrose Road | 1.71 | 35 | 41 | 61% | All Roads Orange County | All Roads Orlando |
| 88 | John Young Parkway | Kissimmee | 7,052 | West of Ham Brown Road | Palmetto Avenue | 3.84 | 52 | 64 | 77% | All Roads Osceola County | |
| 89 | Turkey Lake Road | Orange County | 6,854 | Toscana Boulevard | South of Hillenmeyer Way | 2.22 | 44 | 63 | 20% | All Roads Orange County | County Roads Orange County |
| 90 | Clarcona-Ocoee Road | Orange County | 6,815 | Apopka Vineland Road N. | Powers Drive N. | 1.92 | 45 | 57 | 100% | All Roads Orange County | County Roads Orange County |
| 91 | Landstar Boulevard/Fairway Woods | Orange County | 6,702 | Fairway Woods Boulevard | County Boundary | 3.08 | 43 | 50 | 0% | All Roads Orange County | |
| 92 | Sand Lake Road | Orange County | 6,682 | Drive Phillips Boulevard | Turkey Lane Road | 0.62 | 45 | 48 | 3% | All Roads Orange County | County Roads Orange County |
| 93 | Irlo Bronson Memorial Highway | Orange County | 6,653 | Westside Boulevard | East of Inspiration Drive | 2.68 | 53 | 59 | 0% | All Roads Osceola County | |
| 94 | Colonial Drive | Orange County | 6,645 | Econlockhatchee Trail N. | N. Avalon Park Boulevard | 5.35 | 45 | 56 | 30% | All Roads Orange County | |
| 95 | International Drive | Orange County | 6,622 | West of Universal | Destination Parkway | 3.22 | 34 | 39 | 100% | All Roads Orange County | County Roads Orange County |
| 96 | Rock Springs Road N | Orange County | 6,606 | Faye Street | Welch Road E. | 0.88 | 45 | 57 | 0% | All Roads Orange County | |
| 97 | Semoran Boulevard | Orange County | 6,531 | Sheeler Avenue S. | Bear Lake Road | 3.03 | 45 | 55 | 67% | All Roads Orange County | |
| 98 | Boggy Creek Road | Orlando | 5,949 | Tradeport Drive | E. Wetherbee Road | 2.06 | 45 | 58 | 100% | All Roads Orange County | County Roads Orange County |

* TDC = Transportation Disadvantaged Community

# Central Florida Vision Zero
# Regional HIN Segments
# February 2024

| Corridor Number | Road Name | Location | Total Weighted Score per Mile | From | To | Length (miles) | Mean Posted Speed | Mean 85 Percentile Speed | % of corridor in TDC* | Primary HIN Overlap | Secondary HIN Overlap |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 99 | Narcoossee Road | Orange County | 5,777 | Tavistock Lake Boulevard | County Boundary | 1.94 | 45 | 59 | 0% | All Roads Orange County | |
| 100 | Colonial Drive | Orange County | 5,662 | N. Bumby Avenue | Econlockhatchee Trail N. | 6.28 | 47 | 58 | 92% | All Roads Orange County | |
| 101 | Avalon Park Boulevard | Orange County | 5,630 | SR 50 | South of Timber Springs | 2.76 | 45 | 54 | 0% | All Roads Orange County | |
| 102 | US-17/92/Orlando Avenue/French Av | Sanford | 5,568 | W. 27th Street | W. Lake Mary Boulevard | 1.66 | 45 | 50 | 100% | All Roads Seminole County | All Roads Sanford |
| 103 | Pleasant Hill Road (SR 531) | Osceola County | 5,405 | Marsh Road | South of Granada Boulevard | 3.05 | 45 | 61 | 47% | All Roads Osceola County | County Roads Osceola County |
| 104 | E Irlo Bronson Hwy/Vine Street | Street Cloud | 5,168 | West of Florida's Turnpike | Eastern Avenue | 4.57 | 45 | 57 | 0% | All Roads Osceola County | All Roads St. Cloud |
| 105 | Winter Garden Vineland Road | Orange County | 5,147 | Fiquette Road | Overstreet Road | 2.09 | 40 | 54 | 0% | All Roads Orange County | |
| 106 | Winter Garden Vineland Road | Orange County | 4,590 | E. Buena Vista Drive | S. Apopka Vineland Road | 1.81 | 45 | 56 | 0% | All Roads Orange County | County Roads Orange County |
| 107 | Boggy Creek Road | Osceola County | 4,451 | E. Osceola Parkway | Buenaventura Boulevard | 1.72 | 48 | 54 | 0% | All Roads Orange County | County Roads Orange County |
| 108 | W Colonial Drive | Orange County | 4,233 | Apopka Vineland Road N. | Orange Blossom Trail N. | 5.72 | 44 | 55 | 100% | All Roads Orange County | |
| 109 | Apopka Vineland Road | Orange County | 4,003 | North of Buena Vista Woods Boulevard | North of Vineland Avenue | 2.86 | 42 | 55 | 0% | All Roads Orange County | |
| 110 | Apopka Vineland Road | Orange County | 3,983 | Windy Ridge Road | Sandberry Boulevard | 2.41 | 45 | 59 | 0% | All Roads Orange County | |
| 111 | Alafaya Trail | Orange County | 3,161 | Golfway Boulevard | Innovation Way | 2.66 | 45 | 61 | 0% | All Roads Orange County | |
| 112 | Silver Star Road (SR 438) | Orange County | 3,031 | Apopka Vineland Road N. | Chantelle Avenue | 3.37 | 41 | 54 | 100% | All Roads Orange County | |
| 113 | Sand Lake Road | Orange County | 2,646 | Mandarin Drive | Jetport Drive | 5.88 | 47 | 58 | 84% | All Roads Orange County | |
| 114 | Orange Blossom Trail | Orlando | 2,530 | SR 50 | Holden Avenue | 4.06 | 36 | 48 | 100% | All Roads Orange County | |
| 115 | Semoran Boulevard | Orange County | 2,417 | County Boundary | SR 408 | 4.96 | 48 | 57 | 100% | All Roads Orange County | |
| 116 | Orange Blossom Trail | Orange County | 2,315 | Holden Avenue | Florida's Turnpike | 4.43 | 42 | 52 | 100% | All Roads Orange County | |
| 117 | Colonial Drive (SR 50) | Orange County | 1,667 | Fort Christmas Rd S. | County Boundary | 5.19 | 63 | 77 | 0% | All Roads Orange County | |
| 118 | Pine Hills Road | Orange County | 1,410 | Pinto Way | SR 50 | 4.37 | 41 | 55 | 100% | All Roads Orange County | County Roads Orange County |

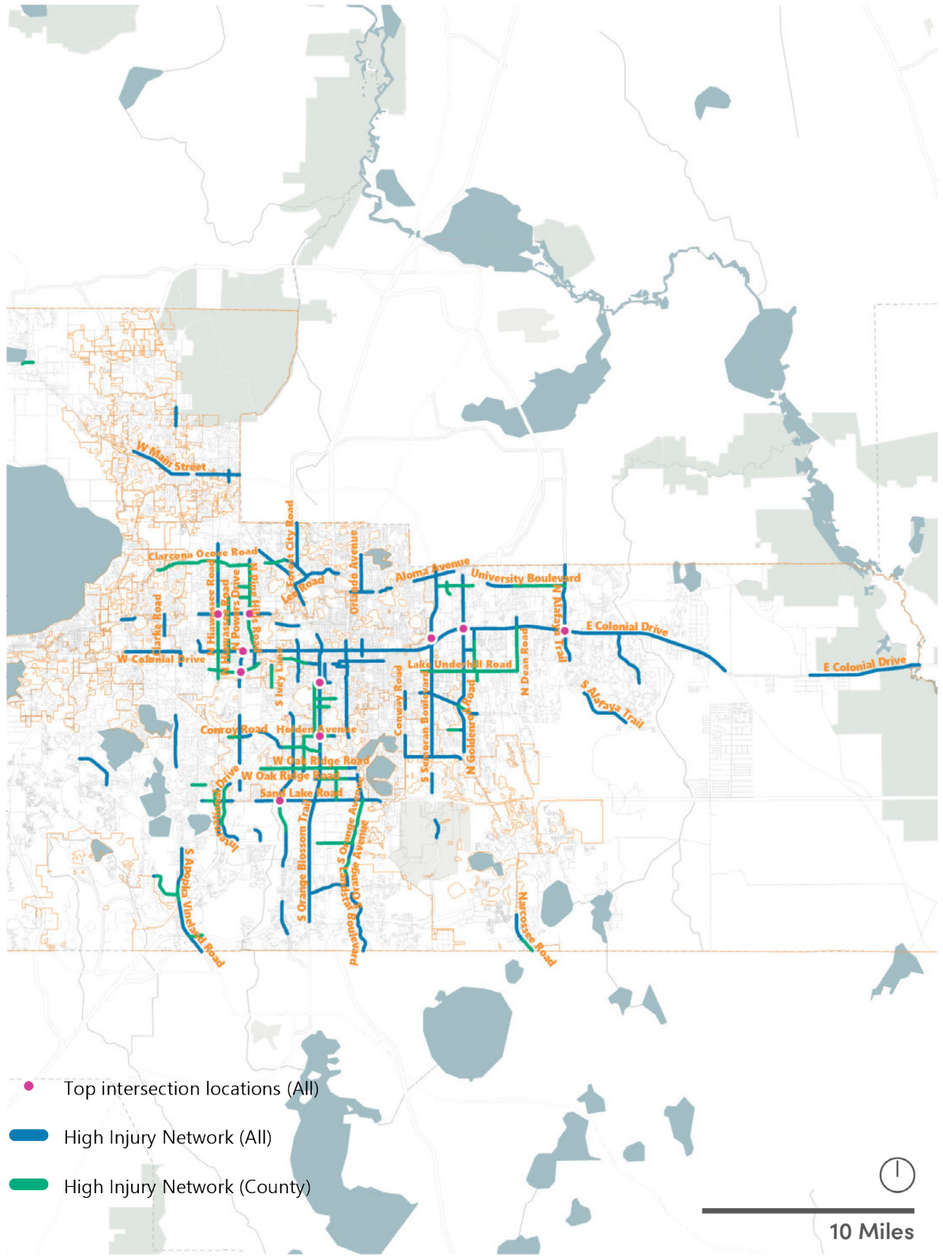
* TDC = Transportation Disadvantaged Community

# Appendix Part 2B: Jurisdictional HIN Fact Sheets

JURISDICTIONAL FACT SHEET | ORANGE COUNTY

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




Top intersection locations (All)

High Injury Network (All)

High Injury Network (County)

10 Miles

### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **42.9**mph
- % of HIN in Transportation Underserved[1] Area 67%
- Other Facts: 56% of fatal and severe injury crashes occur on 4% percent of roadways in Orange County

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 5,744 | 225 | 4% |
| All Crashes | 173,043 | 80,754 | 47% |
| DEATHS | 786 | 485 | 47% |
| KSI | 5,267 | 2,974 | 56% |
| PEDESTRIAN KSI | 703 | 491 | 70% |
| BICYCLIST KSI | 247 | 141 | 57% |
| MOTORCYCLIST KSI | 631 | 343 | 54% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 381 | 66 | 17% |
| All Crashes | 52,420 | 22,059 | 42% |
| DEATHS | 264 | 125 | 47% |
| KSI | 1,900 | 936 | 49% |
| PEDESTRIAN KSI | 214 | 142 | 66% |
| BICYCLIST KSI | 77 | 48 | 62% |
| MOTORCYCLIST KSI | 201 | 96 | 48% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Orange County.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### ORANGE COUNTY ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | S Orange Blossom Trail | Americana Boulevard | W Oak Ridge Road | 28,739 |
| 2. | S Orange Blossom Trail | I-4 | Americana Boulevard | 26,322 |
| 3. | Silver Star Road | N Hiawassee Road | N Pine Hills Road | 24,917 |
| 4. | Silver Star Road | N Pine Hills Road | North of Chantelle Road | 23,478 |
| 5. | N Pine Hills Road | North Lane | Silver Star Road | 20,487 |
| 6. | Silver Star Road | Apopka Vineland Road | N Hiawassee Road | 20,039 |
| 7. | N Alafaya Trail | Lokanotosa Trail | E Colonial Drive | 19,552 |
| 8. | N Kirkman Road | Old Winter Garden Road | Raleigh Street | 19,124 |
| 9. | S Orange Blossom Trail | W Oak Ridge Road | Sand Lake Road | 18,944 |
| 10. | W Colonial Drive | N Orange Blossom Trail | I-4 | 18,128 |

### ORANGE COUNTY COUNTY ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Pine Hills Road | North Lane | Silver Star Road | 19,482 |
| 2. | W Oak Ridge Road | S John Young Parkway | S Orange Blossom Trail | 17,830 |
| 3. | Lake Underhill Road | S Goldenrod Road | East of S Chickasaw Trail | 15,810 |
| 4. | N Pine Hills Road | Clarcona Ocoee Road | North Lane | 15,570 |
| 5. | N Pine Hills Road | Silver Star Road | W Colonial Drive | 15,397 |
| 6. | W Oak Ridge Road | S Orange Blossom Trail | Queen Street | 15,157 |
| 7. | S Chickasaw Trail | North of Pine Crossing Circle | Neighborhood Market Road | 13,767 |
| 8. | University Boulevard | Rouse Road | N Alafaya Trail | 13,408 |
| 9. | Americana Boulevard | S Texas Avenue | S Orange Blossom Trail | 13,322 |
| 10. | N Hiawassee Road | Clarcona Ocoee Road | South of Crooked Lane Trail | 13,255 |

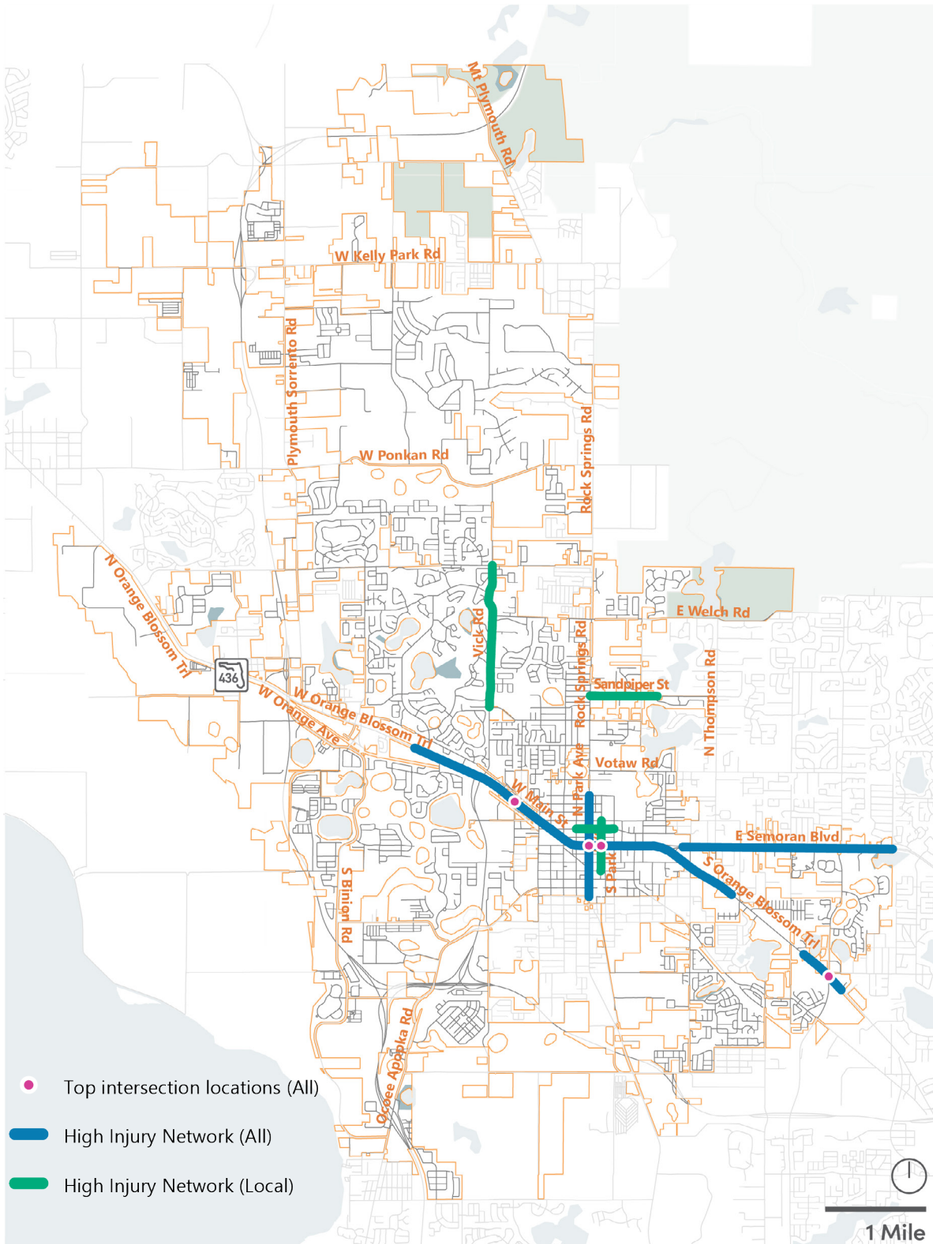
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | S John Young Parkway & W Sand Lake Road | 10,140 |
| 2. | E Colonial Drive & N Alafaya Trail | 10,103 |
| 3. | S Orange Blossom Trail & Holden Avenue | 10,055 |
| 4. | Silver Star Road & Lake Stanley Road | 9,630 |
| 5. | Silver Star Road & N Pine Hills Road | 8,673 |
| 6. | N Semoran Road & Old Cheney Highway | 8,509 |
| 7. | W Colonial Drive & N Kirkman Road | 7,097 |
| 8. | E Colonial Drive & N Goldenrod Road | 7,040 |
| 9. | S Orange Blossom Trail & W Gore Street | 6,769 |
| 10. | S Kirkman Road & Old Winter Garden Road | 6,724 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **39.1**mph
- % of HIN in Transportation Underserved[1] Area **100%**
- Other Facts: 61% of fatal and severe injury crashes occur on 1% percent of roadways in Apopka

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 254 | 7.3 | 1% |
| All Crashes | 4,999 | 2,737 | 55% |
| DEATHS | 27 | 15 | 56% |
| KSI | 109 | 67 | 61% |
| PEDESTRIAN KSI | 27 | 22 | 81% |
| BICYCLIST KSI | 3 | 3 | 100% |
| MOTORCYCLIST KSI | 11 | 5 | 45% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 233 | 3 | 1% |
| All Crashes | 1,120 | 166 | 15% |
| DEATHS | 3 | 1 | 33% |
| KSI | 14 | 7 | 50% |
| PEDESTRIAN KSI | 1 | 0 | 0% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 3 | 2 | 67% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Apopka.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF APOPKA ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | E Main Street/S Orange Blossom Trail | S Park Avenue | Century Lane | 10,746 |
| 2. | W Main Street | West of Errol Parkway | S Park Avenue | 8,763 |
| 3. | S Orange Blossom Trail | East of Tropicana Circle | East of Colour Place | 7,873 |
| 4. | SR 436 | West of Sheeler Avenue | Eastern City Limit | 6,187 |
| 5. | S Park Avenue | W Oak Street | W 10th Street | 5,234 |

### CITY OF APOPKA LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | E 2nd Street | S Central Avenue | S Highland Avenue | 2,839 |
| 2. | S Forest Ave | E 1st Street | E 7th Street | 2,161 |
| 3. | Vick Road | W Lester Road | W Martin Street | 2,125 |
| 4. | E Sandpiper Street | N Park Avenue | East of Ustler Road | 1,067 |

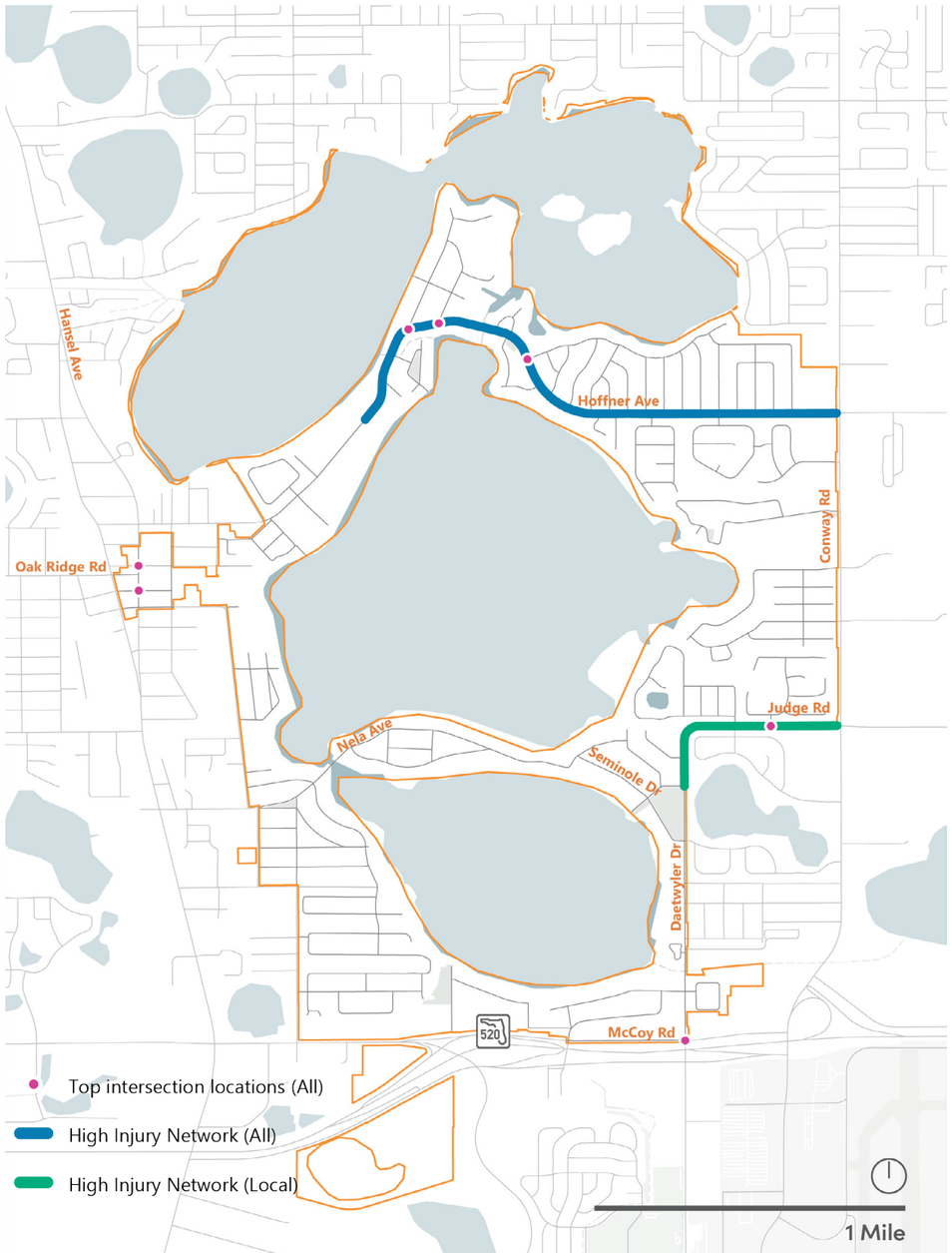
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Main Street at N Bradshaw Road | 2,944 |
| 2. | S Orange Blossom Trail at N Hiawassee Road | 2,927 |
| 3. | Main Street at S Park Avenue | 2,320 |
| 4. | Main Street at S Forest Avenue | 2,257 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **33.2**mph
- % of HIN in Transportation Underserved[1] Area **35%**
- Other Facts: 64% of fatal and severe injury crashes occur on 6% percent of roadways in Belle Isle

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 32.5 | 1.9 | 6% |
| All Crashes | 479 | 91 | 19% |
| DEATHS | 0 | 0 | 0% |
| KSI | 11 | 7 | 64% |
| PEDESTRIAN KSI | 1 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 2 | 2 | 100% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 29.5 | 0.7 | 2% |
| All Crashes | 115 | 36 | 31% |
| DEATHS | 0 | 0 | 0% |
| KSI | 3 | 2 | 67% |
| PEDESTRIAN KSI | 1 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 1 | 1 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Belle Isle.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF BELLE ISLE ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Hoffner Avenue | West of Venetian Drive | Conway Road | 2,260 |

### CITY OF BELLE ISLE LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Judge Road | Warren Park Road | Conway Road | 2,260 |

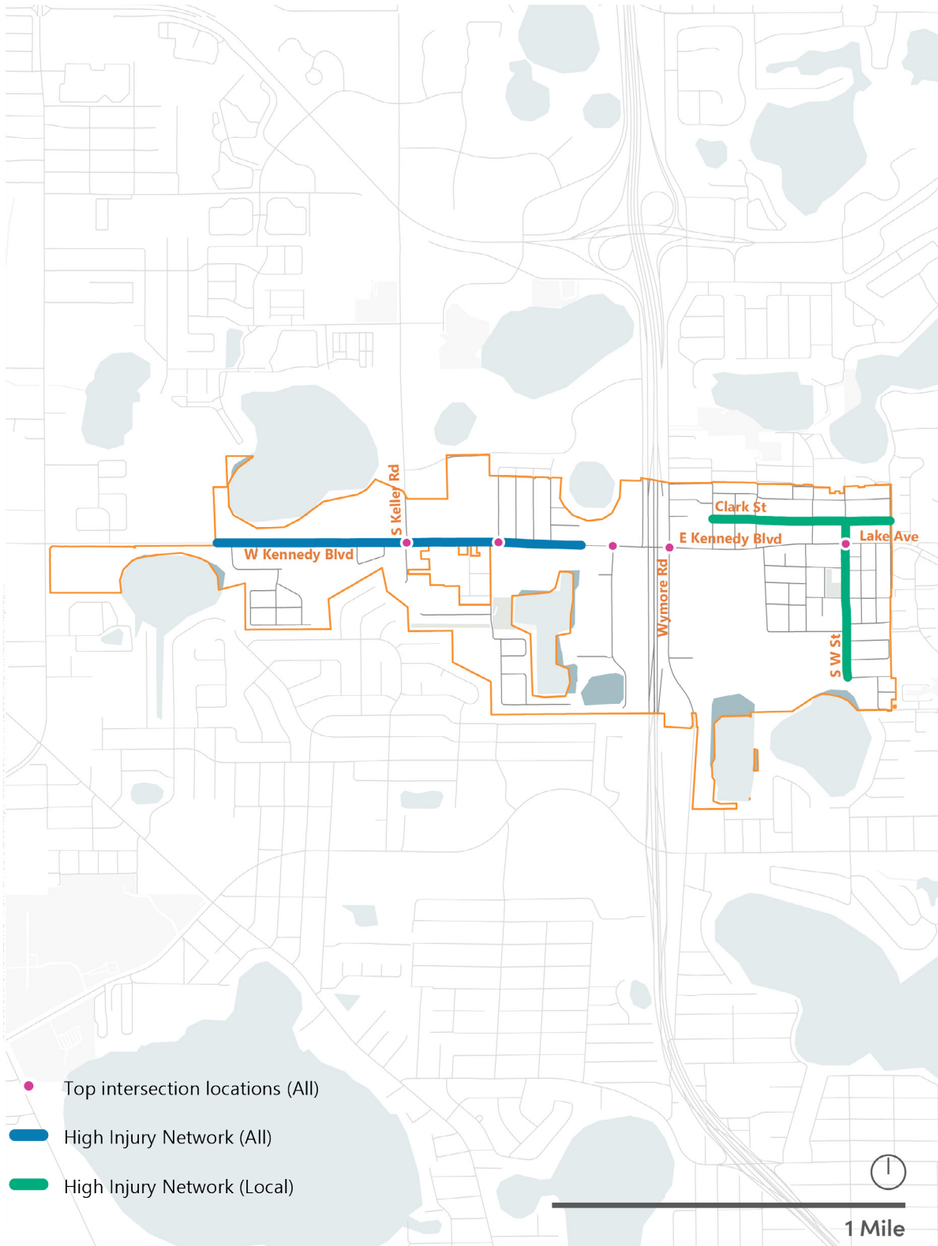
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Judge Road at Franconia Drive | 1,020 |
| 2. | Hoffner Avenue at Pleasure Island Road | 956 |
| 3. | McCoy Road at Daetwler Drive | 742 |
| 4. | Hansel Avenue at Waltham Avenue | 452 |
| 5. | Hansel Avenue at Fairlane Avenue | 410 |
| 6. | Hoffner Avenue at Oak Island Road | 341 |
| 7. | Hoffner Avenue at Cullen Lake Shore Drive | 340 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **40.4**mph
- % of HIN in Transportation Underserved[1] Area 100%
- Other Facts: 100% of fatal and severe injury crashes occur on 8% percent of roadways in Eatonville

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 12.8 | 1 | 8% |
| All Crashes | 350 | 132 | 38% |
| DEATHS | 1 | 1 | 100% |
| KSI | 2 | 2 | 100% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 0 | 0 | 0% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 10.1 | 1 | 9% |
| All Crashes | 52 | 16 | 31% |
| DEATHS | 0 | 0 | 0% |
| KSI | 0 | 0 | 0% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 0 | 0 | 0% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the Town of Eatonville.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### TOWN OF EATONVILLE ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | W Kennedy Boulevard | West of Zora Place | West of Lake Destiny Drive | 1,286 |

### TOWN OF EATONVILLE LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | West Street | Clark Street | Fitzgerald Drive | 281 |
| 2. | Clark Street | Gabriel Street | N East Street | 118 |

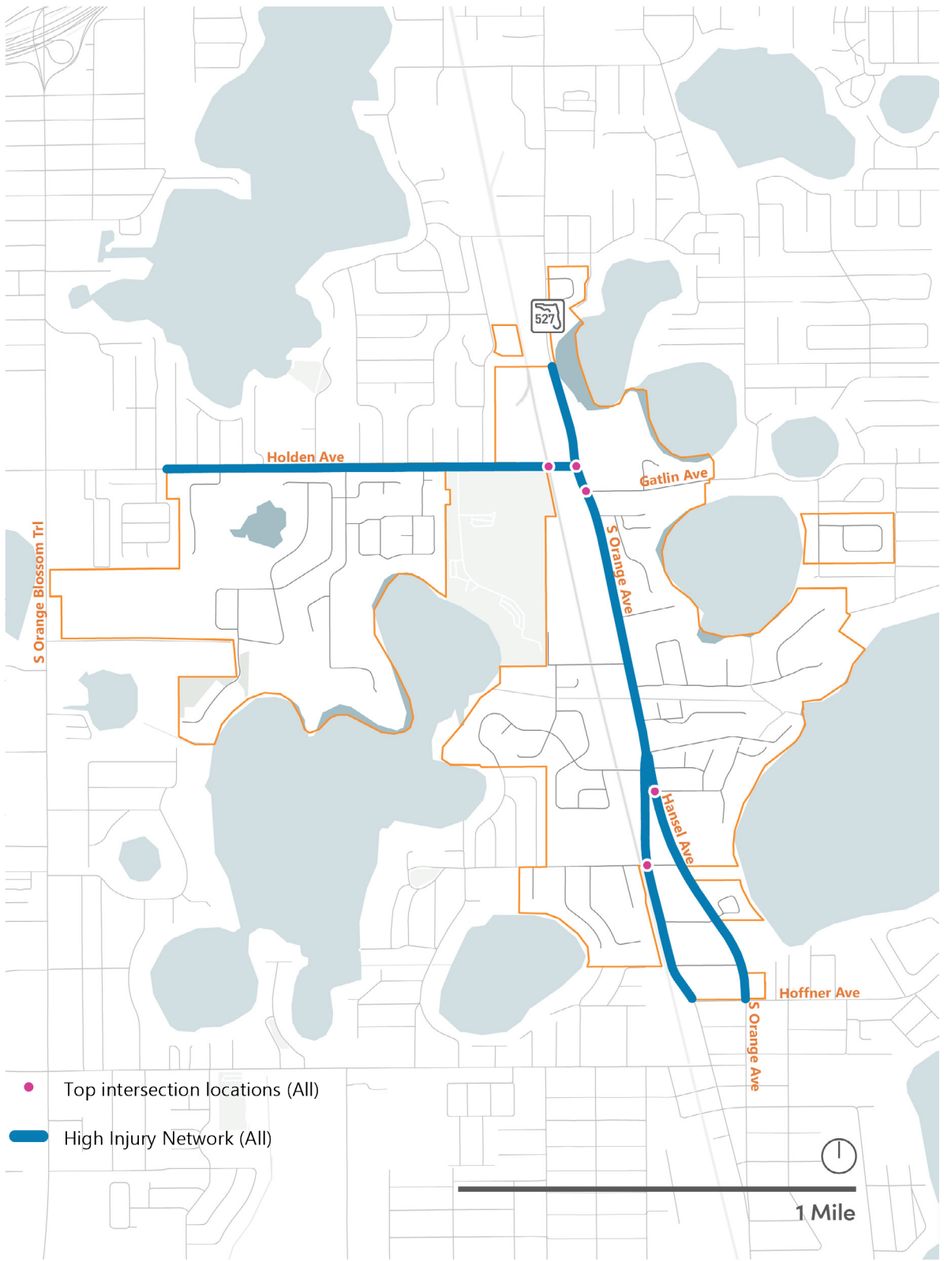
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Kennedy Boulevard at S Keller Road/Mustard Seed Lane | 536 |
| 2. | E Kennedy Boulevard at Wymore Road | 217 |
| 3. | W Kennedy Boulevard at Deacon Jones Boulevard | 131 |
| 4. | W Kennedy Boulevard at Lake Destiny Drive | 110 |
| 5. | E Kennedy Boulevard at West Street | 98 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **38.1**mph
- % of HIN in Transportation Underserved[1] Area **29%**
- Other Facts: 100% of fatal and severe injury crashes occur on 22% percent of roadways in Edgewood

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 15 | 3 | 22% |
| All Crashes | 702 | 653 | 93% |
| DEATHS | 4 | 4 | 100% |
| KSI | 18 | 18 | 100% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 7 | 7 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the ALL ROADS* HI?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT).

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF EDGEWOOD ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Orange Avenue | Kelsey Road | Mandalay Road | 7,489 |
| 2. | Hansel Avenue | Mandalay Road | Hoffner Avenue | 6,136 |
| 3. | Holden Avenue | West of S Shore Road | Orange Avenue | 3,156 |
| 4. | Orange Avenue | Mandalay Road | Hoffner Avenue | 2,079 |

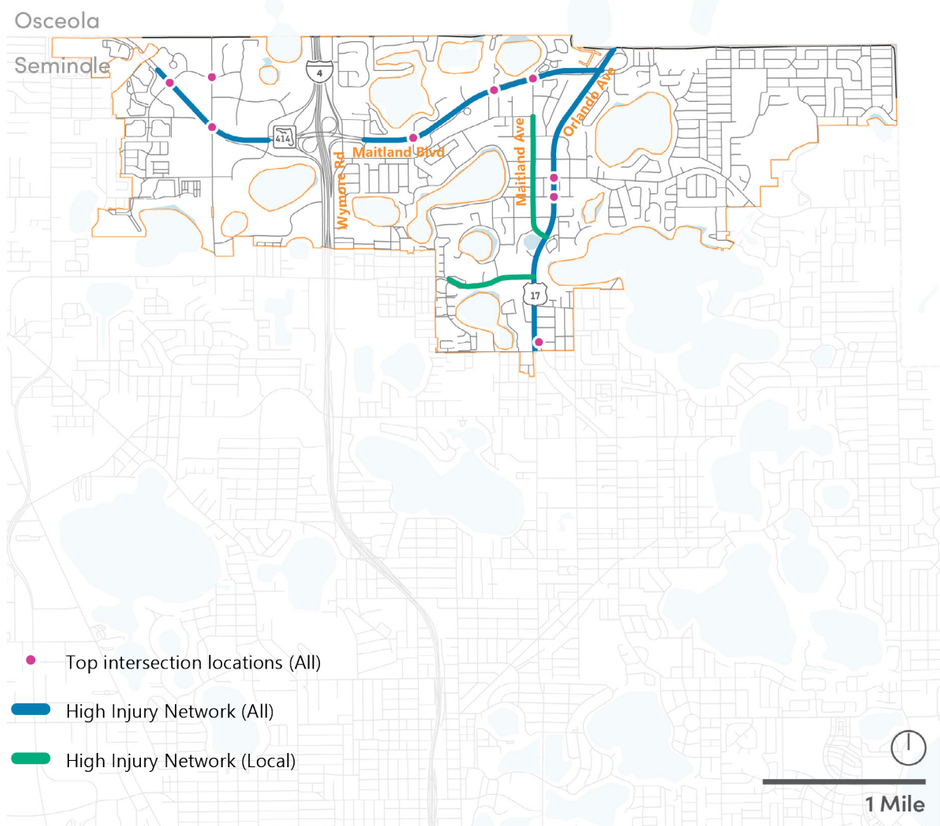
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Orange Avenue at Holden Avenue | 3,773 |
| 2. | Hansel Drive at Oak Lynn Drive | 322 |
| 3. | Orange Avenue at Gatlin Avenue | 301 |
| 4. | Orange Avenue at W Mary Jess Rd | 159 |
| 5. | Holden Avenue at Train Tracks | 113 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **43.7**mph
- % of HIN in Transportation Underserved[1] Area 0%
- Other Facts: 77% of fatal and severe injury crashes occur on 6% percent of roadways in Maitland

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 79.8 | 4.9 | 6% |
| All Crashes | 2,798 | 1,749 | 63% |
| DEATHS | 9 | 6 | 67% |
| KSI | 35 | 27 | 77% |
| PEDESTRIAN KSI | 3 | 3 | 100% |
| BICYCLIST KSI | 2 | 2 | 100% |
| MOTORCYCLIST KSI | 4 | 2 | 50% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 66 | 1.9 | 3% |
| All Crashes | 586 | 214 | 37% |
| DEATHS | 2 | 2 | 100% |
| KSI | 4 | 3 | 75% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 2 | 2 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Maitland.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF MAITLAND ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Orlando Avenue | Northern City Limit | Monroe Avenue | 4,718 |
| 2. | Maitland Boulevard | Northern City Limit | N Lake Destiny Road | 3,627 |
| 3. | Maitland Boulevard | N Wymore Road | N Orlando Avenue | 3,626 |

### CITY OF MAITLAND LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Keller Road | Maitland Summit Boulevard | Maitland Boulevard | 3,732 |
| 2. | Maitland Summit Boulevard | Maitland Boulevard | N Keller Road | 3,621 |
| 3. | Lake Avenue | Grove Street | S Orlando Avenue | 1,830 |
| 4. | N Maitland Avenue | Sandspur Road | S Orlando Avenue | 996 |

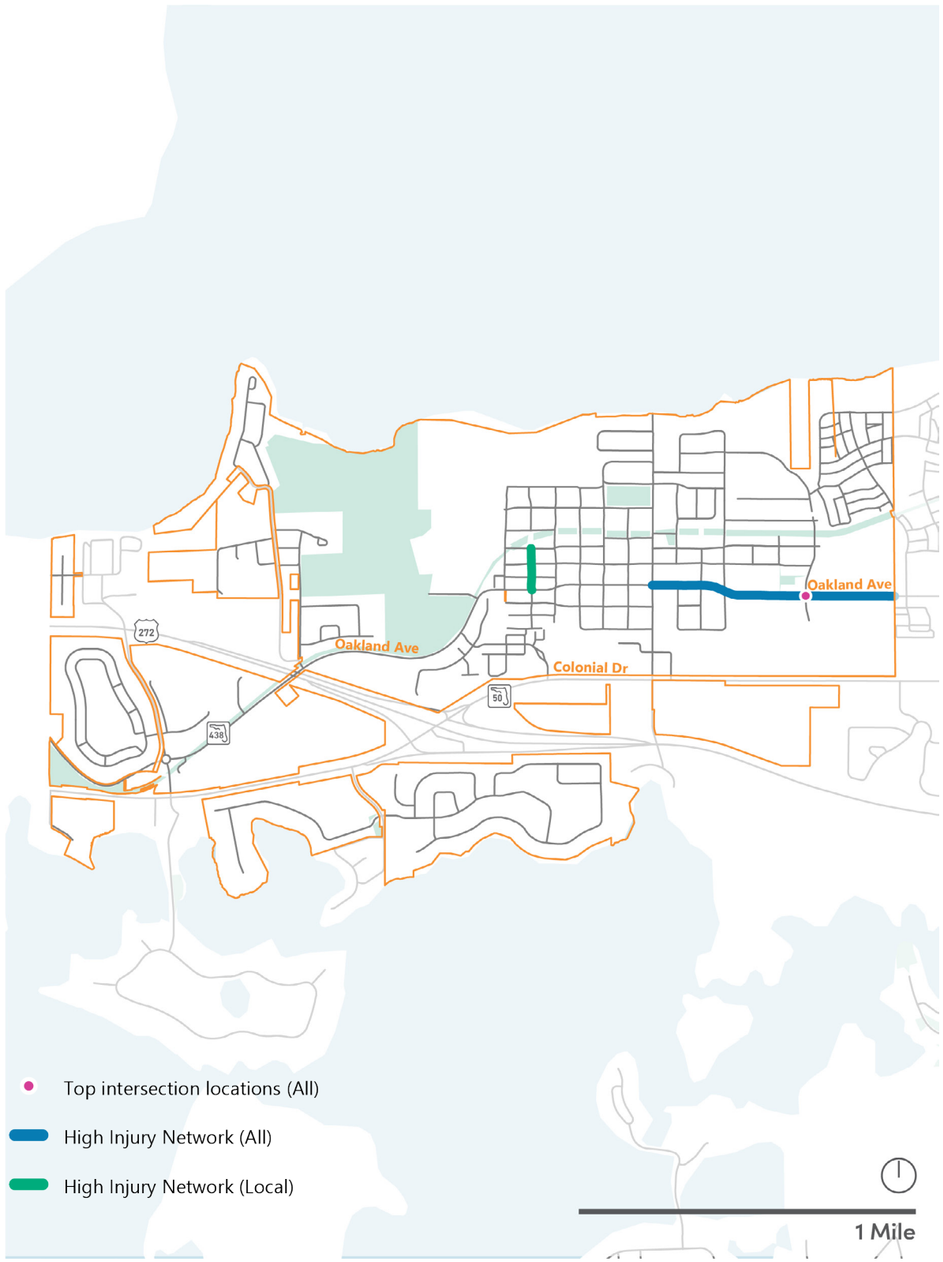
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | S Orlando Avenue at E Horatio Avenue | 1,697 |
| 2. | Maitland Boulevard at Vista Trelago | 1,547 |
| 3. | Maitland Boulevard at N Maitland Avenue | 1,395 |
| 4. | N Park Avenue at Alpine Drive | 1,338 |
| 5. | Maitland Boulevard at N Keller Road | 1,146 |
| 6. | Maitland Boulevard at W Lake Faith Dr | 1,100 |
| 7. | Maitland Summit Boulevard at N Keller Avenue | 1,098 |
| 8. | Maitland Boulevard at Maitland Summit Boulevard | 1,016 |
| 9. | S Orlando Avenue at E Packwood Avenue | 959 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **35**mph
- % of HIN in Transportation Underserved[1] Area **0%**
- Other Facts: 50% of fatal and severe injury crashes occur on 3% percent of roadways in Oakland

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 26 | 0.7 | 3% |
| All Crashes | 108 | 19 | 18% |
| DEATHS | 0 | 0 | 0% |
| KSI | 2 | 1 | 50% |
| PEDESTRIAN KSI | 1 | 1 | 100% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 1 | 0 | 0% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 26 | 0.1 | 0.50% |
| All Crashes | 82 | 2 | 2.40% |
| DEATHS | 0 | 0 | 0% |
| KSI | 2 | 1 | 50% |
| PEDESTRIAN KSI | 1 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 1 | 1 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the Town of Oakland.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### TOWN OF OAKLAND ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | W Oakland Avenue | S Tubb Street | West of Tilden Oaks Trail | 1,455 |

### TOWN OF OAKLAND LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Pollard Street | W Gulley Avenue | W Oakland Avenue | 8,508 |

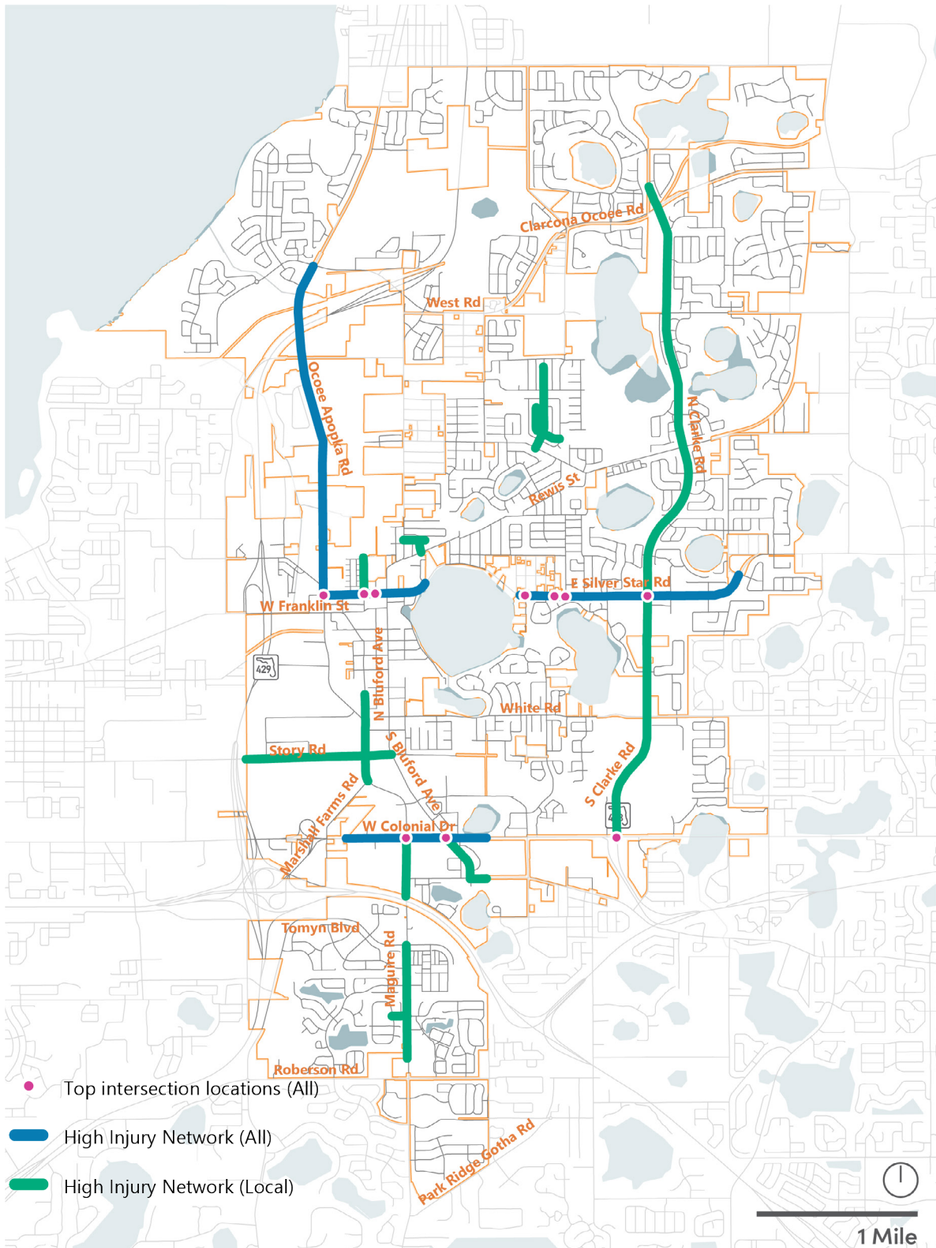
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Oakland Avenue & Motamassek Road | 975 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **42.7**mph
- % of HIN in Transportation Underserved[1] Area 87%
- Other Facts: 46% of fatal and severe injury crashes occur on 2% percent of roadways in Ocoee

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 178 | 3 | 2% |
| All Crashes | 3,260 | 1,272 | 39% |
| DEATHS | 0% | 0 | 0% |
| KSI | 103 | 47 | 46% |
| PEDESTRIAN KSI | 15 | 7 | 47% |
| BICYCLIST KSI | 3 | 2 | 67% |
| MOTORCYCLIST KSI | 12 | 6 | 50% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 156 | 9 | 5% |
| All Crashes | 1,419 | 831 | 59% |
| DEATHS | 5 | 5 | 100% |
| KSI | 40 | 33 | 83% |
| PEDESTRIAN KSI | 4 | 4 | 100% |
| BICYCLIST KSI | 2 | 2 | 100% |
| MOTORCYCLIST KSI | 6 | 6 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Ocoee.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF OCOEE ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | W Silver Star Road | Ocoee Apopka Road | Roberts Rise Drive | 9,336 |
| 2. | W Colonial Drive | West of Economic Court | East of Central Commerce Parkway | 9,065 |
| 3. | E Silver Star Road | West of 1st Street | Roddy Red Road | 5,832 |
| 4. | Ocoee Apopka Rd | West Road | W Silver Star Road | 3,416 |

### CITY OF OCOEE LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Christine Avenue | Mack Street | Rewis Street | 12,639 |
| 2. | Mack Street | Lakewook Avenue | East of Christine Avenue | 7,064 |
| 3. | Winshire Boulevard | Grovesmere Loop | Maguire Road | 6,934 |
| 4. | Clarke Road | Hobson Road | Hackney Prarie Road | 3,935 |
| 5. | N Clarke Road | Hackney Prarie Road | Citrus Elementary School | 3,801 |
| 6. | S Clarke Road | Citrus Elementary School | W Colonial Drive | 3,311 |
| 7. | Maureen Avenue | Perce Street | Mona Avenue | 3,198 |
| 8. | Bluford Avenue/Old Winter Garden Road | W Colonial Drive | SR 439 | 2,369 |
| 9. | Lady Avenue | South of Nicole Boulevard | Wurst Road | 1,885 |
| 10. | S Kissimmee Avenue/ Maguire Road | N of South Cumberland Avenue | Marshall Farms Road | 1,129 |
| 11. | Maguire Road | W Colonial Drive | South of Old Winter Garden Road | 1,108 |
| 12. | Maguire Road | Tomyn Boulevard | Publix Entrance | 1,105 |
| 13. | Story Road | East of SR 429 | SR 439 | 970 |
| 14. | N Kissimmee Avenue | Lee Street | Silver Star Road | 0 |

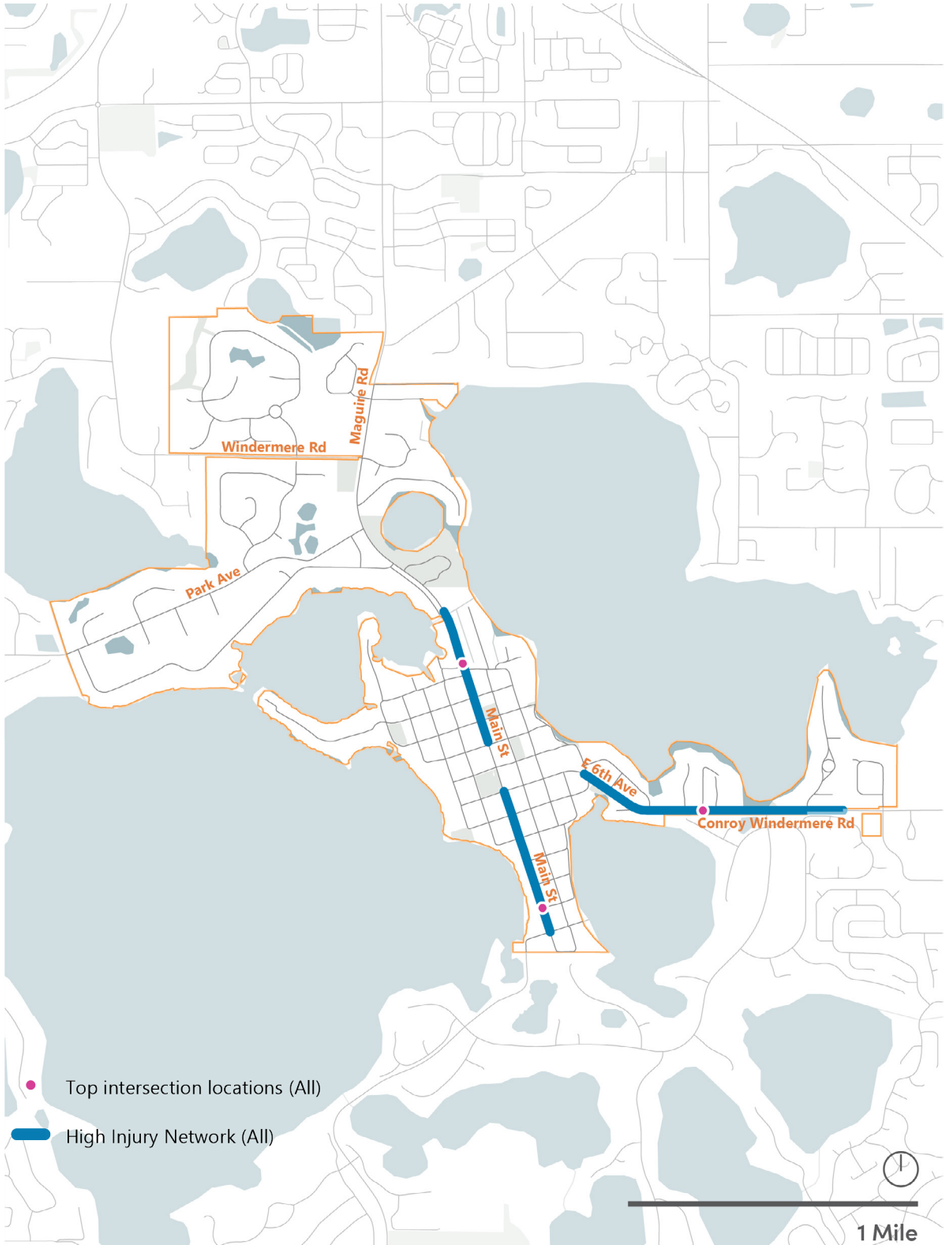
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | E Silver Star Road & N Clarke Road | 4,000 |
| 2. | W Colonial Drive & Maguire Road | 3,195 |
| 3. | W Silver Star Road & N Kissimmee Avenue | 2,239 |
| 4. | E Silver Star Road & 1st Street | 1,311 |
| 5. | W Silver Star Road & Ocoee Apopka Road | 1,295 |
| 6. | W Colonial Drive & S Bluford Avenue | 1,189 |
| 7. | E Silver Star Road & 3rd Street | 1,006 |
| 8. | W Silver Star Road & N Cumberland Avenue | 990 |
| 9. | E Silver Star Road & Ocoee Hills Road | 733 |
| 10. | W Colonial Drive & S Clarke Road | 149 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **25.8**mph
- % of HIN in Transportation Underserved[1] Area 0%
- Other Facts: 100% of fatal and severe injury crashes occur on 8% percent of roadways in Windermere

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 24 | 2 | 8% |
| All Crashes | 294 | 141 | 48% |
| DEATHS | 0 | 0 | 0% |
| KSI | 3 | 3 | 100% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 0 | 0 | 0% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the ALL ROADS* HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT).

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### TOWN OF WINDERMERE ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Main Street | W 6th Ave | Chase Road/E 12th Avenue | 845 |
| 2. | Main Street | South of Lake Down Circle | E 4th Avenue | 810 |
| 3. | Conroy Windermere Road | Lake Street/E 7th Avenue | E of Down Point Lane | 638 |

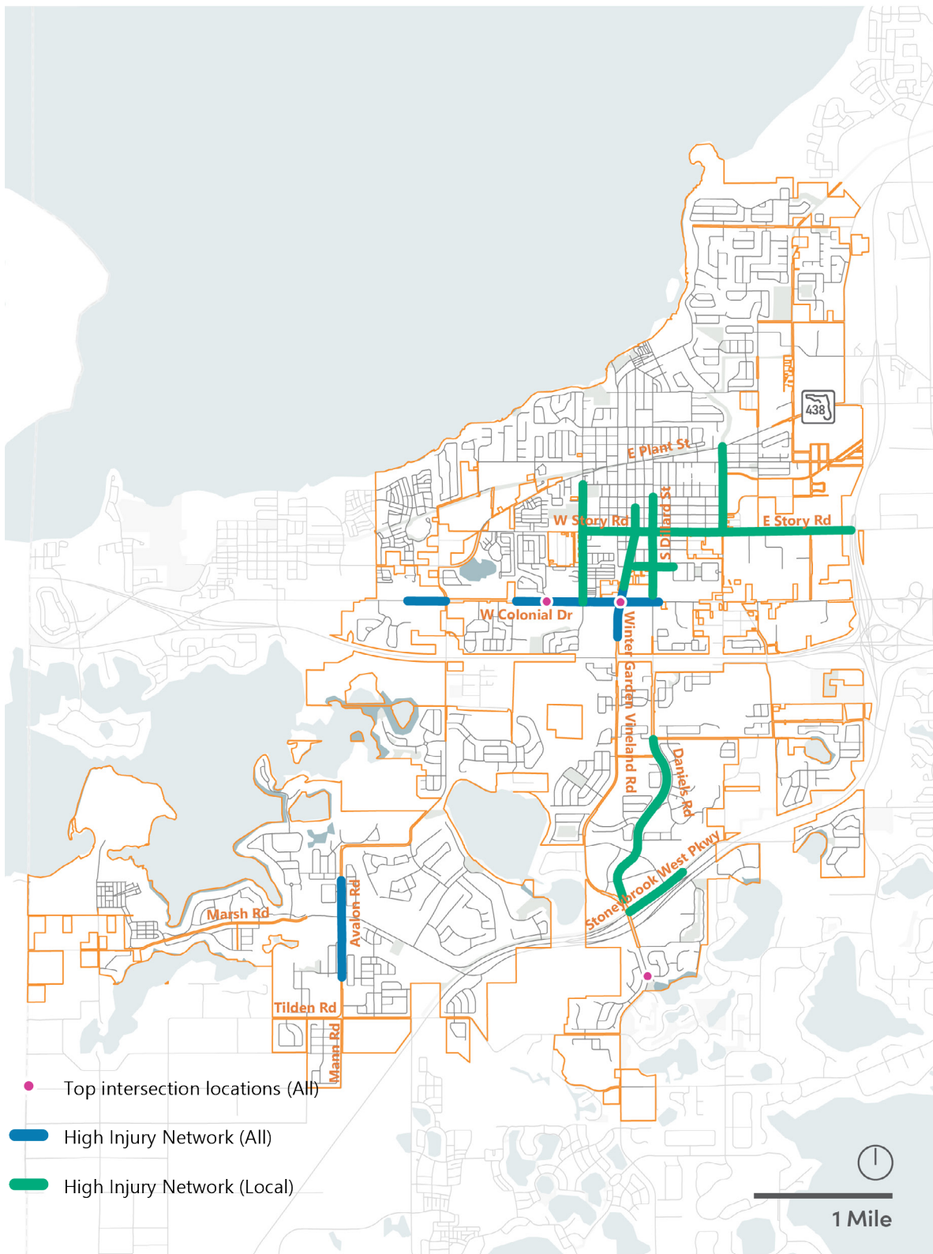
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Conroy Windermere Road & Rosser Road | 340 |
| 2. | Main Street & E 11th Avenue | 317 |
| 3. | Main Street & North Drive | 317 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **42.8**mph
- % of HIN in Transportation Underserved[1] Area 44%
- Other Facts: 29% of fatal and severe injury crashes occur on 1% percent of roadways in Winter Garden

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 183 | 2 | 1% |
| All Crashes | 3,312 | 828 | 25% |
| DEATHS | 7 | 2 | 29% |
| KSI | 24 | 7 | 29% |
| PEDESTRIAN KSI | 5 | 2 | 40% |
| BICYCLIST KSI | 3 | 1 | 33% |
| MOTORCYCLIST KSI | 4 | 1 | 25% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 169 | 3 | 2% |
| All Crashes | 1,876 | 836 | 45% |
| DEATHS | 4 | 4 | 100% |
| KSI | 13 | 10 | 77% |
| PEDESTRIAN KSI | 4 | 2 | 50% |
| BICYCLIST KSI | 2 | 2 | 100% |
| MOTORCYCLIST KSI | 2 | 2 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Winter Garden.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF WINTER GARDEN ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Vineland Road | W Morgan Street | Palm Crossing Boulevard | 5,000 |
| 2. | Avalon Road | N of Ardmore Drive | S of Longbeam Way | 3,425 |
| 3. | W Colonial Drive | Stage Stop Campground | S Dillard Street | 3,406 |
| 4. | W Colonial Drive | Winter Woods Apartments | Tildenville School Road | 3,388 |

### CITY OF WINTER GARDEN LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | E Palmetto Street | S Main Street | Grand Royal Circle | 4,870 |
| 2. | Dillard Street | E/W Maple Street | S of E Morgan Street | 2,956 |
| 3. | Stoneybrook W Parkway | Daniels Road | Winter Garden Village Entrance (Bealls) | 2,561 |
| 4. | S Main Street/Vineland Road | E Miller Street | W Morgan Street | 2,199 |
| 5. | 9th Street | Plant Street | E Streetory Road | 1,921 |
| 6. | Daniels Road | Roper Road | Winter Garden Vinelad Road | 1,825 |
| 7. | S Park Avenue | W Smith Street | W Colonial Boulevard | 1,523 |
| 8. | E Streetory Road | S Park Avenue | FL 429 | 733 |

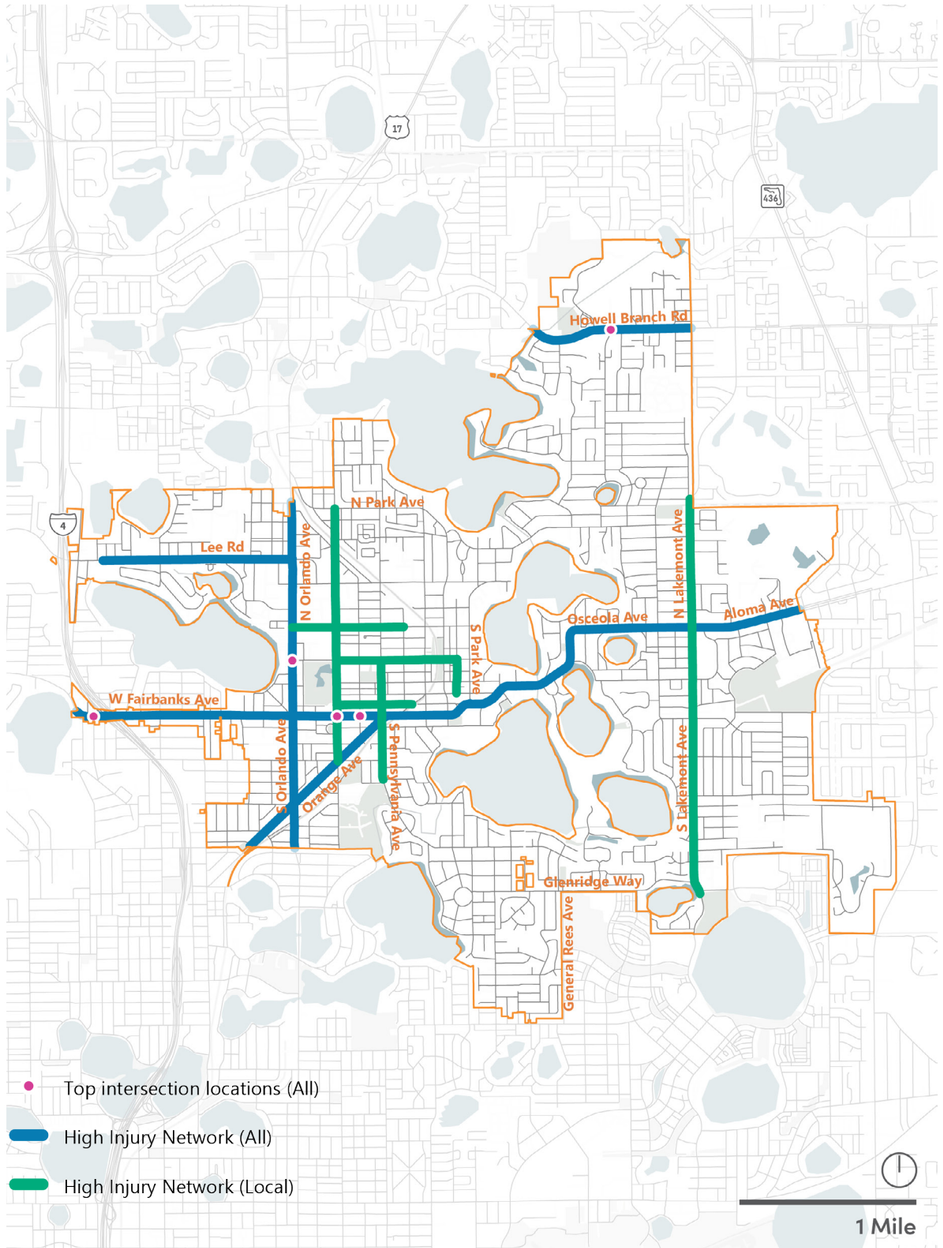
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Colonial Drive at Winter Garden Vineland Road | 1,776 |
| 2. | W Colonial Drive at Hyde Park Circle | 1,064 |
| 3. | Winter Garden Vineland Road at Lakeshore Grove Drive | 349 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **35**mph
- % of HIN in Transportation Underserved[1] Area **7%**
- Other Facts: 81% of fatal and severe injury crashes occur on 7% percent of roadways in Winter Park

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 139 | 9 | 7% |
| All Crashes | 5,996 | 3,918 | 65% |
| DEATHS | 7 | 7 | 100% |
| KSI | 62 | 50 | 81% |
| PEDESTRIAN KSI | 10 | 9 | 90% |
| BICYCLIST KSI | 7 | 4 | 57% |
| MOTORCYCLIST KSI | 16 | 14 | 88% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 129 | 6 | 5% |
| All Crashes | 1,643 | 590 | 36% |
| DEATHS | 0 | 0 | 0% |
| KSI | 10 | 6 | 60% |
| PEDESTRIAN KSI | 1 | 1 | 100% |
| BICYCLIST KSI | 3 | 1 | 33% |
| MOTORCYCLIST KSI | 2 | 2 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Winter Park.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF WINTER PARK ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Orlando Avenue | Elvin Avenue | W Fairbanks Avenue | 9,572 |
| 2. | E Fairbanks Avenue | S Orlando Avenue | West of Henkel Circle | 8,560 |
| 3. | W Fairbanks Avenue | West of Driver Avenue | S Orlando Avenue | 7,270 |
| 4. | Aloma Avenue | West of Henkel Circle | West of Balfour Drive | 6,200 |
| 5. | N Orlando Avenue | W Fairbanks Avenue | South of Norfolk Avenue | 4,680 |
| 6. | Lee Road | West of Gloriosa Avenue | N Orlando Avenue | 3,943 |
| 7. | N Orange Avenue | W Fairbanks Avenue | Berkshire Avenue | 3,805 |
| 8. | Howell Branch Road | West of Venetian Way | Eastern City Limit | 2,203 |

### CITY OF WINTER PARK LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | S Knowles Avenue | W Morse Boulevard | E Lyman Avenue | 5,435 |
| 2. | W Comstock Avenue | S Dennings Drive | End of Road | 2,348 |
| 3. | N Dennings Drive | W Canton Avenue | Minnesota Avenue | 2,107 |
| 4. | N Lakemont Avenue | Aloma Avenue | South of Glenridge Way | 1,893 |
| 5. | S Pennsylvania Avenue | W Morse Boulevard | Melrose Avenue | 1,763 |
| 6. | W Canton Avenue | N Orlando Avenue | N Virginia Avenue | 1,679 |
| 7. | N Dennings Drive | N Park Avenue | W Canton Avenue | 1,598 |
| 8. | W Morse Boulevard | N Dennings Drive | N Knowles Avenue | 1,114 |
| 9. | N Lakemont Avenue | Pine Avenue | Aloma Avenue | 536 |

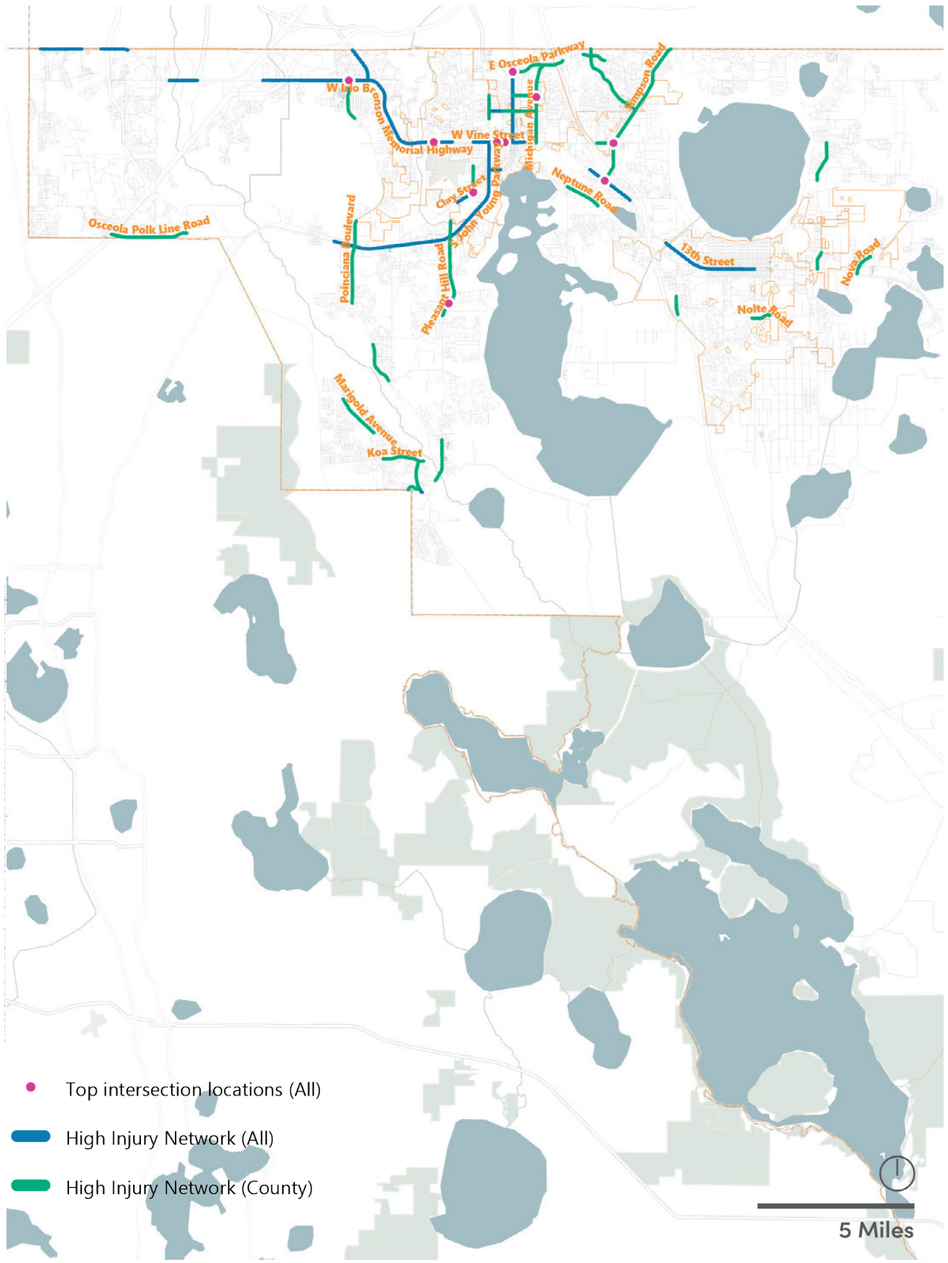
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Fairbanks Avenue at Overspin Drive | 2,380 |
| 2. | W Fairbanks Avenue at S Capen Drive | 2,014 |
| 3. | N Orlando Avenue at W Morse Boulevard | 1,628 |
| 4. | Howell Branch Road at Temple Drive | 1,481 |
| 5. | W Fairbanks Avenue at S Denning Drive | 1,416 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **44.7**mph
- % of HIN in Transportation Underserved[1] Area 57%
- Other Facts: 45% of fatal and severe injury crashes occur on 2% percent of roadways in Osceola County

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 2,686 | 51 | 2% |
| All Crashes | 44,173 | 18,911 | 43% |
| DEATHS | 271 | 111 | 41% |
| KSI | 1,120 | 509 | 45% |
| PEDESTRIAN KSI | 121 | 75 | 62% |
| BICYCLIST KSI | 47 | 26 | 55% |
| MOTORCYCLIST KSI | 187 | 90 | 48% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 1,044 | 38 | 4% |
| All Crashes | 24,887 | 9,596 | 39% |
| DEATHS | 148 | 59 | 40% |
| KSI | 689 | 305 | 44% |
| PEDESTRIAN KSI | 64 | 31 | 48% |
| BICYCLIST KSI | 34 | 13 | 38% |
| MOTORCYCLIST KSI | 112 | 50 | 45% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Osceola County.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### OSCEOLA COUNTY ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | W Irlo Bronson Memorial Highway | Seraigo Boulevard | Poinciana Boulevard | 16,299 |
| 2. | Simpson Road | Winners Circle | Fortune Road | 15,389 |
| 3. | S Orange Blossom Trail | W Donegan Avenue | E Vine Street | 14,292 |
| 4. | W Vine Street | N Thacker Avenue | Kelley Avenue | 13,589 |
| 5. | W Irlo Bronson Memorial Highway | Siesta Lago Drive | Old Vineland Road | 12,578 |
| 6. | W Irlo Bronson Memorial Highway | Old Vineland Road | East of Dyer Boulevard | 12,071 |
| 7. | W Irlo Bronson Memorial Highway | Poinciana Boulevard | Siesta Lago Drive | 11,928 |
| 8. | S John Young Parkway | East of Harris Boulevard | Pleasant Hill Road | 11,592 |
| 9. | Clay Street | Dawes Avenue | S Thacker Avenue | 11,090 |
| 10. | E Osceola Parkway | S Orange Blossom Trail | Bill Beck Boulevard | 10,515 |

### OSCEOLA COUNTY COUNTY ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Poinciana Boulevard | W Irlo Bronson Memorial Highway | Palmetto Road | 15,973 |
| 2. | Boggy Creek Road | East of Grande Boulevard | Simpson Road | 9,966 |
| 3. | Simpson Road | Fortune Road | E Irlo Bronson Memorial Highway | 9,819 |
| 4. | E Carroll Street | N Orange Blossom Trail | Michigan Avenue | 9,691 |
| 5. | Buenaventura Boulevard | County Boundary | South of Wagon Circle | 9,639 |
| 6. | E Osceola Parkway | N Orange Blossom Trail | Coralwood Circle | 9,109 |
| 7. | Michigan Avenue | E Carroll Street | E Vine Street | 8,713 |
| 8. | E Osceola Parkway | Advance Auto Parts/ Chevron Driveway | Sandalwood Drive | 8,550 |
| 9. | Poinciana Boulevard | Woodmont Boulevard | S Orange Blossom Trail | 8,485 |
| 10. | Pleasant Hill Road | S John Young Parkway | Suzette Drive | 8,396 |

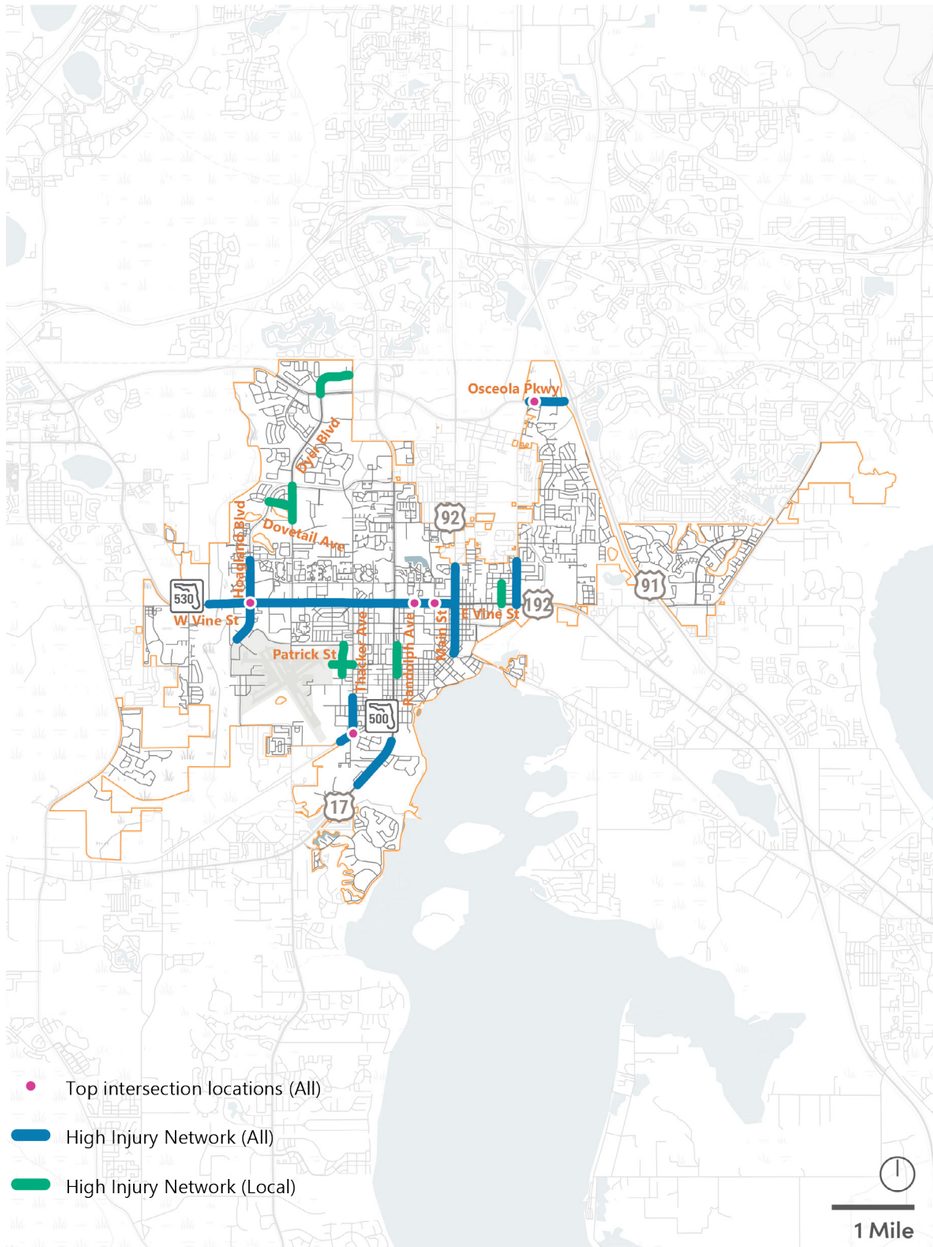
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | N Poinciana Boulevard & Irlo Bronson Memorial Highway | 9,399 |
| 2. | Irlo Bronson Memorial Highway at Simpson Road | 6,946 |
| 3. | W Vine Street at N Hoagland Boulevard | 5,196 |
| 4. | Simpson Road & Fortune Road | 4,510 |
| 5. | E Carroll Street & Michigan Avenue | 4,250 |
| 6. | W Vine Street & N Rose Avenue | 3,772 |
| 7. | S Orange Blossom Trail & Osceola Parkway | 3,734 |
| 8. | Clay Street & Thacker Avenue | 3,641 |
| 9. | Pleasant Hill Road & Pineridge Circle | 3,636 |
| 10. | W Vine Street & N Central Avenue | 3,635 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **40.6**mph
- % of HIN in Transportation Underserved[1] Area 100%
- Other Facts: 49% of fatal and severe injury crashes occur on 3% percent of roadways in Kissimmee

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 255 | 7 | 3% |
| All Crashes | 10,459 | 4,622 | 44% |
| DEATHS | 26 | 14 | 44% |
| KSI | 158 | 78 | 49% |
| PEDESTRIAN KSI | 21 | 9 | 43% |
| BICYCLIST KSI | 9 | 4 | 44% |
| MOTORCYCLIST KSI | 34 | 22 | 65% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 200 | 2 | 1% |
| All Crashes | 609 | 72 | 12% |
| DEATHS | 1 | 0 | 0% |
| KSI | 11 | 5 | 45% |
| PEDESTRIAN KSI | 2 | 2 | 100% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 3 | 1 | 33% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Kissimmee.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF KISSIMMEE ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | US 192 | N John Young Parkway | N Main Street | 18,358 |
| 2. | Osceola Parkway | West of Michigan Avenue | East of Bill Beck Boulevard | 16,088 |
| 3. | Michigan Avenue | South of Cherokee Drive | US 192 | 10,766 |
| 4. | US 192 | Yates Road | West of N Phillip Street | 9,587 |
| 5. | S Thacker Avenue/Clay Street | Brown Street | North of Schmidt Street | 9,468 |
| 6. | US 192 | West of N Phillip Street | N John Young Parkway | 8,583 |
| 7. | S John Young Parkway | North of Osceola Park Drive | John Henry Jones Boulevard | 7,889 |
| 8. | N Main Street | Poinciana Circle | Neptune Road | 7,734 |
| 9. | Hoagland Boulevard | Hideaway Bay Boulevard | Airpark Way | 6,557 |

### CITY OF KISSIMMEE LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Dovetail Avenue | W Carroll Street | Needlepoint Street | 3,711 |
| 2. | N Randolphe Avenue | North Extent | Emmett Street | 2,712 |
| 3. | Mabbette Street | West Extent | N Thacker Avenue | 1,400 |
| 4. | Nebraska Avenue | E Columbia Avenue | US 192 | 1,274 |
| 5. | N Alaska Avenue | Martin Luther King Boulevard | Emmett Street | 932 |
| 6. | Dyer Boulevard | W Carroll Street | W Donegan Avenue | 889 |
| 7. | Dyer Boulevard | W Osceola Parkway | West of N Thacker Avenue | 429 |

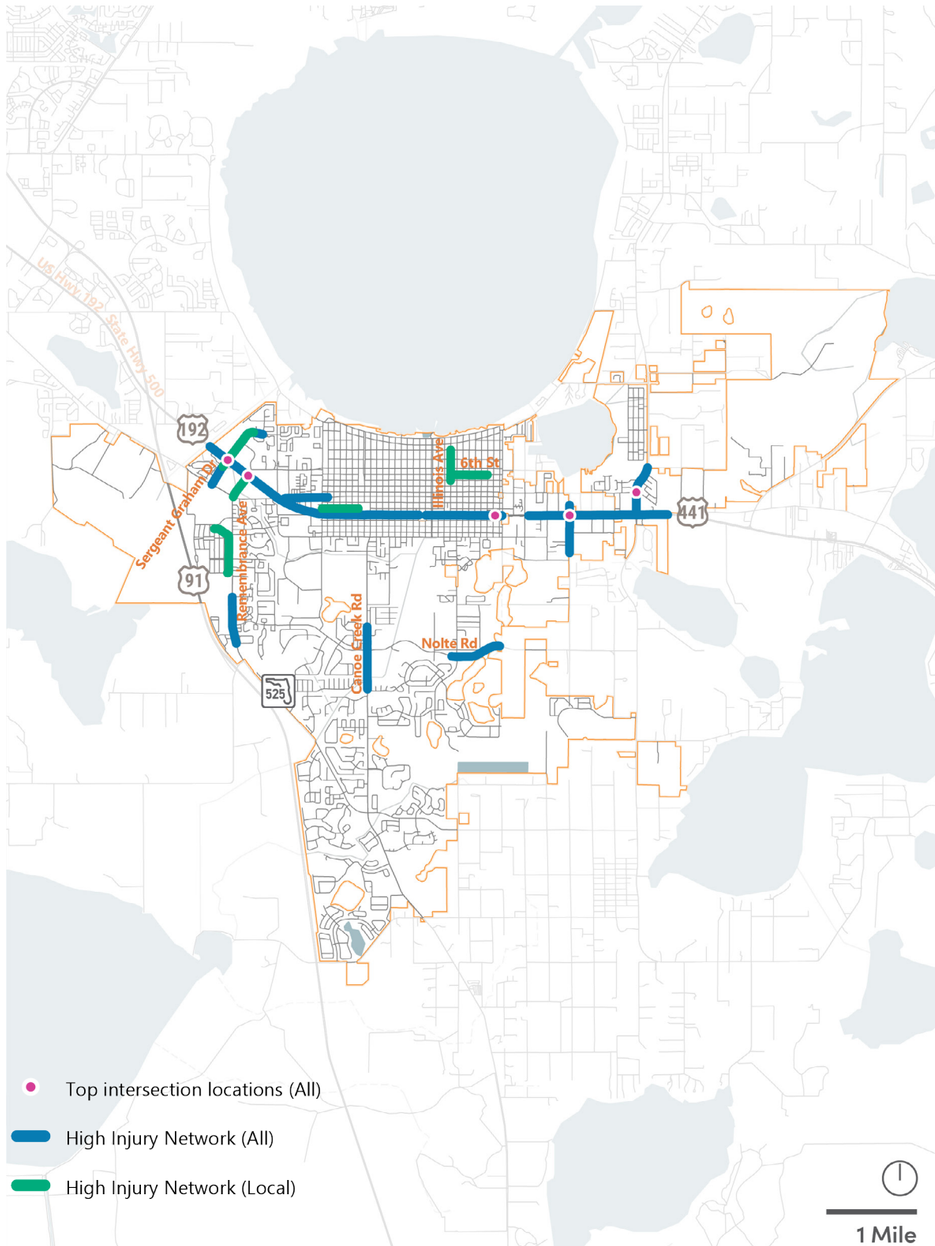
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Hoagland/Carroll Street & US 192 | 5,196 |
| 2. | N Rose Avenue & US 192 | 3,772 |
| 3. | S Thacker Avenue & Clay Street | 3,641 |
| 4. | Central Avenue & US 192 | 3,635 |
| 5. | Osceola Pkwy & Michigan Avenue | 3,401 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **42.8**mph
- % of HIN in Transportation Underserved[1] Area 0%
- Other Facts: 58% of fatal and severe injury crashes occur on 3% percent of roadways in St. Cloud

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 272 | 9 | 3% |
| All Crashes | 4,107 | 2,157 | 53% |
| DEATHS | 12 | 8 | 67% |
| KSI | 83 | 48 | 58% |
| PEDESTRIAN KSI | 8 | 3 | 38% |
| BICYCLIST KSI | 4 | 3 | 75% |
| MOTORCYCLIST KSI | 12 | 9 | 75% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 231 | 3 | 1% |
| All Crashes | 673 | 103 | 15% |
| DEATHS | 0 | 0 | 0% |
| KSI | 8 | 4 | 50% |
| PEDESTRIAN KSI | 2 | 1 | 50% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 1 | 1 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of St. Cloud.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF ST. CLOUD ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | US 192 | Western City Limits | Neptune Road | 5,965 |
| 2. | US 192 | Pennsylvania Avenue | Eastern Avenue | 5,122 |
| 3. | US 192 | Neptune Road | New York Avenue | 4,711 |
| 4. | Narcossee Road N | Lillian Lee Road | US 192 | 3,992 |
| 5. | Commerce Center Drive | Neptune Road | Blackberry Creek Drive | 3,803 |
| 6. | Old Hickory Tree Road | North of US 192 | South of Wilford Street | 3,483 |
| 7. | Old Canoe Creek Road | King Oak Circle | South of Teka Lane | 3,406 |
| 8. | US 192 | East of Orange Avenue | East of Tay West Drive | 3,155 |
| 9. | Tenth Street | US 192 | Montana Avenue | 3,105 |
| 10. | Canoe Creek Road | Pirie Pl | Indian Lakes Boulevard W | 2,800 |
| 11. | Nolte Road | West of Michigan Avenue | Southern Vista Loop | 2,799 |

### CITY OF ST. CLOUD LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Illinois Avenue | 3rd Street | 7th Street | 2,794 |
| 2. | 6th Street | Illinois Avenue | Wyoming Avenue | 2,327 |
| 3. | Commerce Center Drive | Henry C Yates Lane | Pemberly Pines Circle | 1,894 |
| 4. | 12th Street | Columbia Avenue | California Avenue | 800 |
| 5. | Rememberance Avenue | Patriot Way | East of Justice Lane | 536 |
| 6. | Old Canoe Creek Road | US 192 | Neptune Road | 309 |

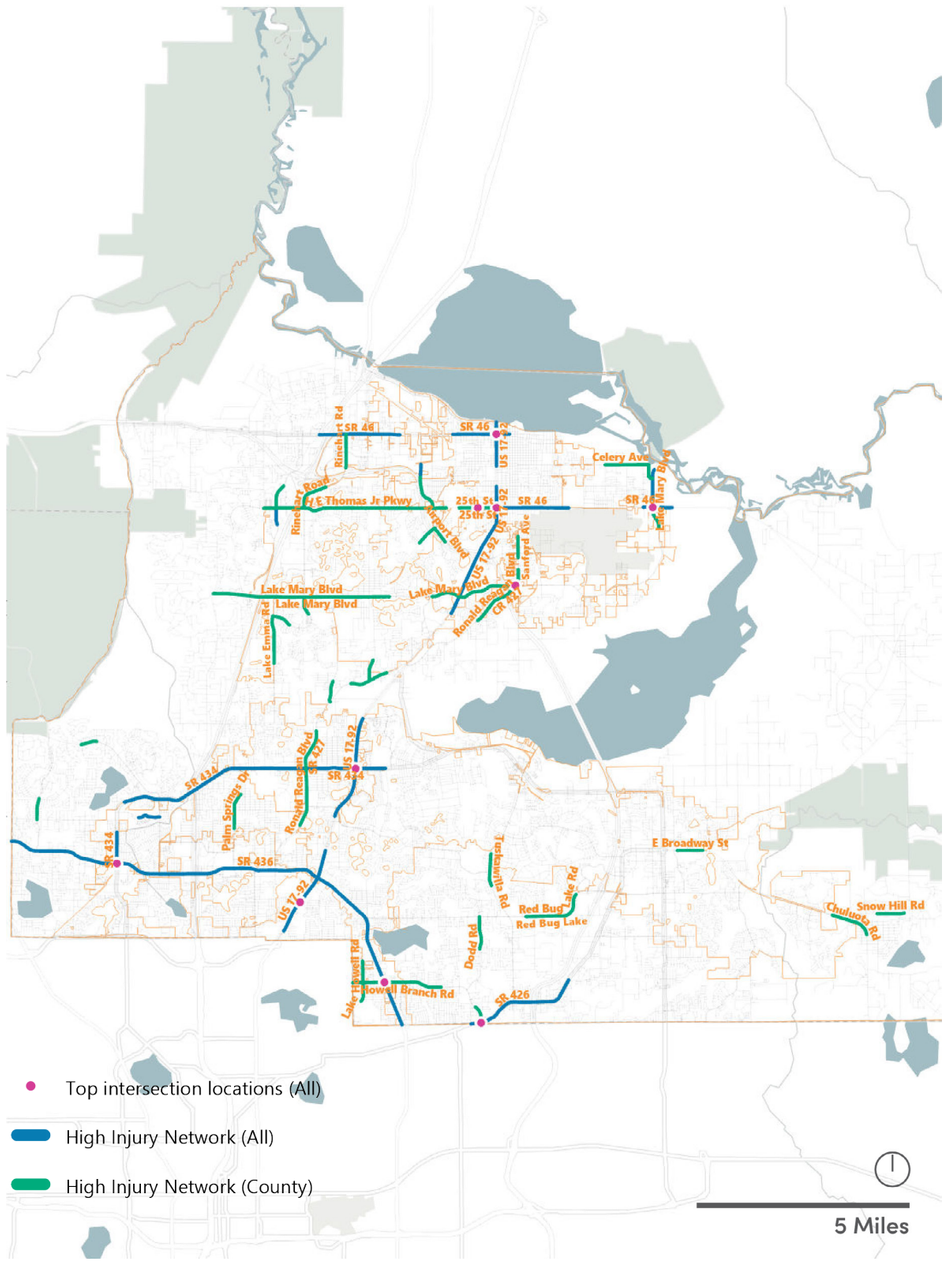
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Commerce Center Drive & US 192 | 2,307 |
| 2. | Hickory Tree Road & US 192 | 1,865 |
| 3. | Old Canoe Creek Road & US 192 | 1,813 |
| 4. | Narcoossee Road N & Ashton Park Boulevard | 1,317 |
| 5. | US 192 & Elm Street | 1,270 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **43.4**mph
- % of HIN in Transportation Underserved[1] Area 38%
- Other Facts: 48% of fatal and severe injury crashes occur on 2% percent of roadways in Seminole County

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 2,309 | 53 | 2% |
| All Crashes | 49,641 | 20,717 | 42% |
| DEATHS | 153 | 93 | 61% |
| KSI | 728 | 353 | 48% |
| PEDESTRIAN KSI | 123 | 77 | 63% |
| BICYCLIST KSI | 33 | 13 | 39% |
| MOTORCYCLIST KSI | 137 | 75 | 55% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 196 | 36 | 18% |
| All Crashes | 18,581 | 7,751 | 42% |
| DEATHS | 61 | 32 | 52% |
| KSI | 321 | 187 | 58% |
| PEDESTRIAN KSI | 43 | 28 | 65% |
| BICYCLIST KSI | 13 | 9 | 69% |
| MOTORCYCLIST KSI | 59 | 42 | 71% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Seminole County.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### SEMINOLE COUNTY ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | SR 434 | Wilma St | Ronald Reagan | 14,771 |
| 2. | SR 426 | Tuskawilla Rd | SR 417 | 10,300 |
| 3. | 25th St | Club Rd | US17 | 10,160 |
| 4. | US 17-92 | South St | Spartan Dr | 9,859 |
| 5. | SR 436 | Montgomery Rd | Palm Springs Dr | 8,912 |
| 6. | SR 436 | US 17-92 | Red Bug Lake Rd | 8,853 |
| 7. | US 17-92 | 20th St | 27th St | 8,602 |
| 8. | CR 427 | Carriage Cove Way | Jones Ave | 8,456 |
| 9. | Lake Mary Blvd | SR 46 | Cayon Pt | 8,288 |
| 10. | SR 46 | Terwilliger Ln | Avocado Ave | 8,220 |

### SEMINOLE COUNTY COUNTY ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | 25th St | Hardy Ave | US 17 | 9,039 |
| 2. | Ronald Reagan Blvd | Palmetto Ave | SR 434 | 8,923 |
| 3. | Lake Mary Blvd | SR 46 | Canyon Pt 320 ft S | 8,488 |
| 4. | Howell Branch Rd | Bear Gully Rd 670 ft S | SR 426 | 7,107 |
| 5. | Ronald Reagan Blvd | Rose Dr | Meeting Pl 230 ft S | 5,731 |
| 6. | Howell Branch Rd | County Line | Dike Rd/Tangerine Ave 400 ft E | 5,413 |
| 7. | International Pkwy | Allure Ln | H E Thomas Jr Pkwy/ CR 46A | 5,153 |
| 8. | Lake Mary Blvd | I-4 WB Ramps | N Country Club Rd | 5,116 |
| 9. | Old Lake Mary Road | Airport Blvd | Brightview Dr/ Egrets Landing Dr | 4,415 |
| 10. | Longwood Lake Mary Rd | Acorn Dr 230 ft N | Ronald Reagan Blvd | 4,308 |

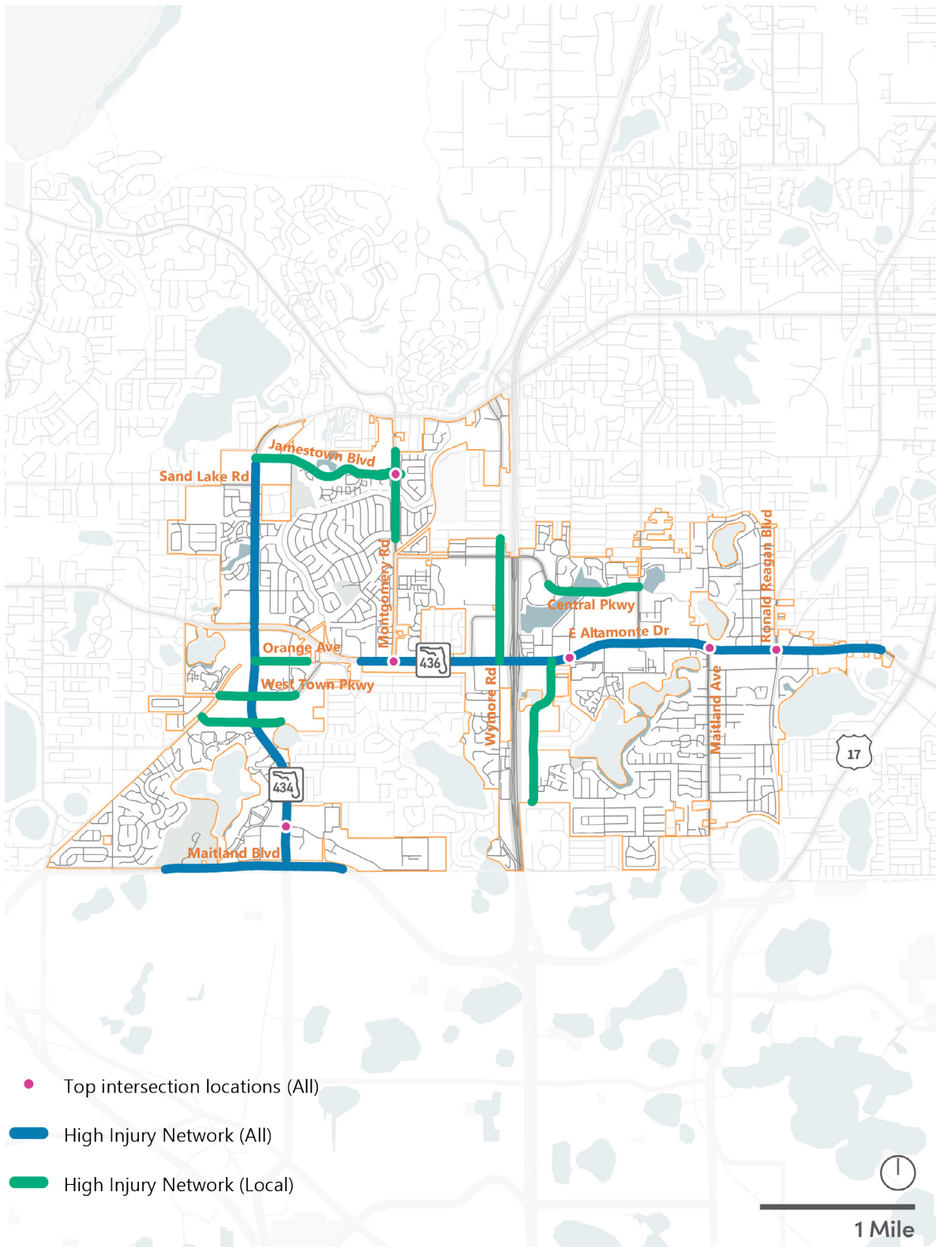
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | US 17/92 & W 25th Street | 5,245 |
| 2. | SR 436 & SR 434 | 4,204 |
| 3. | US 17/92 & Lake of the Woods Boulevard | 4,049 |
| 4. | Aloma Avenue & Howell Branch Road | 3,642 |
| 5. | US 17/92 & SR 434 | 3,533 |
| 6. | W 25th Street & Hartwell Avenue | 3,391 |
| 7. | E 25th Street & Lake Mary Boulevard | 3,217 |
| 8. | US 17/92 & W 1st Street | 3,180 |
| 9. | SR 436 & Howell Branch Road | 3,057 |
| 10. | E Lake Mary Boulevard & N Ronald Regan Boulevard | 2,941 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **40.9**mph
- % of HIN in Transportation Underserved[1] Area 7%
- Other Facts: 85% of fatal and severe injury crashes occur on 8% percent of roadways in Altamonte Springs

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 130 | 10.4 | 8% |
| All Crashes | 6,194 | 4,717 | 76% |
| DEATHS | 11 | 9 | 82% |
| KSI | 48 | 41 | 85% |
| PEDESTRIAN KSI | 11 | 10 | 91% |
| BICYCLIST KSI | 2 | 2 | 100% |
| MOTORCYCLIST KSI | 9 | 7 | 78% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 117 | 5.9 | 5% |
| All Crashes | 1,402 | 591 | 42% |
| DEATHS | 5 | 4 | 42% |
| KSI | 15 | 13 | 87% |
| PEDESTRIAN KSI | 5 | 5 | 100% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 3 | 3 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Altamonte Springs.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

VisionZeroCFL.gov

## CRASHES BY LOCATION (LIST)

### CITY OF ALTAMONTE SPRINGS ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | E Altamonte Drive | I-4 | Maitland Avenue | 8,762 |
| 2. | SR 436 | Weatherfield Avenue | I-4 | 7,819 |
| 3. | Jamestown Boulevard | E of Sant Michael Lane | Little Bend Road | 5,916 |
| 4. | W Town Parkway | Bunnell Road | Laurel Street | 4,391 |
| 5. | SR 434 | S of Jamestown Boulevard | SR 436 | 4,362 |
| 6. | E Altamonte Drive | Maitland Avenue | Anchor Road | 4,287 |
| 7. | Douglas Avenue | N of Loraine Drive | SR 436 | 3,936 |
| 8. | SR 434 | SR 436 | W Maitland Boulevard | 3,365 |
| 9. | E Central Parkway | E of Cranes Roost Drive | Palm Springs Drive | 3,351 |
| 10. | Montgomery Road | North Street | Greenbriar Boulevard | 3,318 |
| 11. | Maitland Boulevard | W of Lake Lotus Park Road | City Boundary | 2,706 |

### CITY OF ALTAMONTE SPRINGS LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Sun Ridge Place | Sun Ridge Entrance | End of Road | 13,020 |
| 2. | Jamestown Boulevard | SR 434 | Little Bend Road | 3,968 |
| 3. | Montgomery Road | North Street | Greenbriar Boulevard | 3,318 |
| 4. | Bunnell Road / West Town Parkway | W Town Parkway | East of Laurel Street | 3,297 |
| 5. | E Central Parkway | West of Cranes Roost Drive | Palm Springs Drive | 2,711 |
| 6. | Douglas Avenue | W Citrus Street | SR 436 | 1,820 |
| 7. | Sunshine Lane | Bunnell Road | End of Road | 1,673 |
| 8. | Northlake Boulevard | E Altamonte Drive | End of Road | 1,139 |
| 9. | Orange Avenue | SR 434 | East of Storage Facility | 557 |

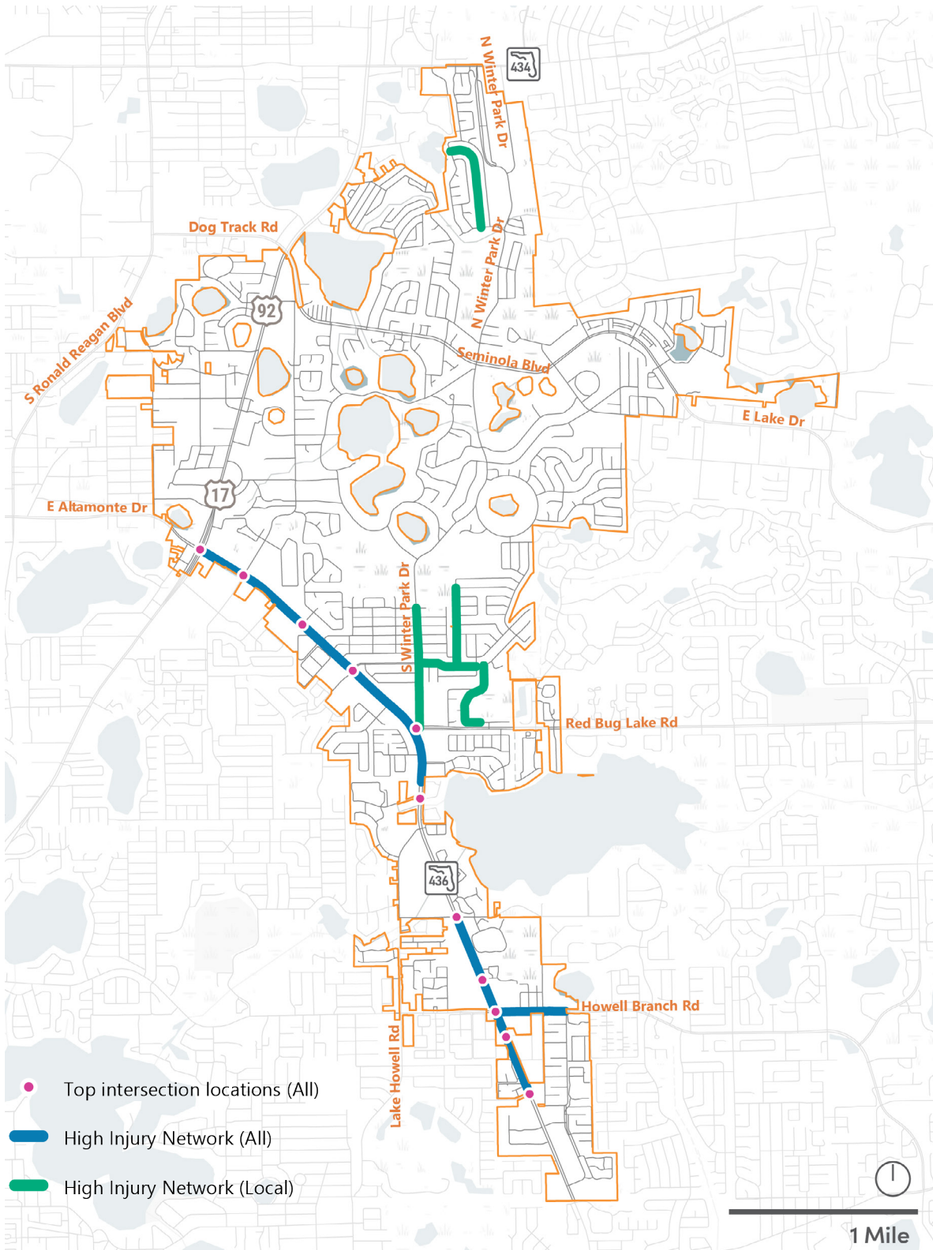
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | E Altamonte Drive & Cranes Roost Boulevard | 2,758 |
| 2. | SR436 & Montgomery Road | 2,004 |
| 3. | Montgomery Road & Clear Channel Drive | 1,885 |
| 4. | SR 434 & Gateway Drive | 1,704 |
| 5. | E Altamonte Drive & S Ronald Regan Boulevard | 1,626 |
| 6. | E Altamonte Drive & Maitland Avenue | 1,620 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **45.1**mph
- % of HIN in Transportation Underserved[1] Area **0%**
- Other Facts: 53% of fatal and severe injury crashes occur on 3% percent of roadways in Casselberry

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 109 | 3 | 3% |
| All Crashes | 4,923 | 2,295 | 47% |
| DEATHS | 15 | 12 | 80% |
| KSI | 47 | 25 | 53% |
| PEDESTRIAN KSI | 9 | 6 | 67% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 10 | 7 | 70% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 69 | 2 | 3% |
| All Crashes | 709 | 103 | 15% |
| DEATHS | 0 | 0 | 0% |
| KSI | 5 | 4 | 80% |
| PEDESTRIAN KSI | 1 | 1 | 100% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 10 | 1 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Casselberry.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

VisionZeroCFL.gov

## CRASHES BY LOCATION (LIST)

### CITY OF CASSELBERRY ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Semoran Boulevard | Lake Howell Lane | Winter Woods Boulevard | 8,580 |
| 2. | Howell Branch Road | Semoran Boulevard | Antilles Drive | 7,601 |
| 3. | Semoran Boulevard | US 17/92 | Georgetown Drive | 6,671 |

### CITY OF CASSELBERRY LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Wilshire Drive | S Winter Park Drive | Gregory Drive | 3,096 |
| 2. | Elm Drive | Ivanhoe Way | Wilshire Drive | 2,081 |
| 3. | Mark David Boulevard | Wilshire Drive | Red Bug Lake Road | 2,027 |
| 4. | S Winter Park Drive | Marigold Road | Red Bug Lake Road | 1,789 |
| 5. | Wolf Trail | Gee Creek Lane | Osceola Trail | 1,649 |

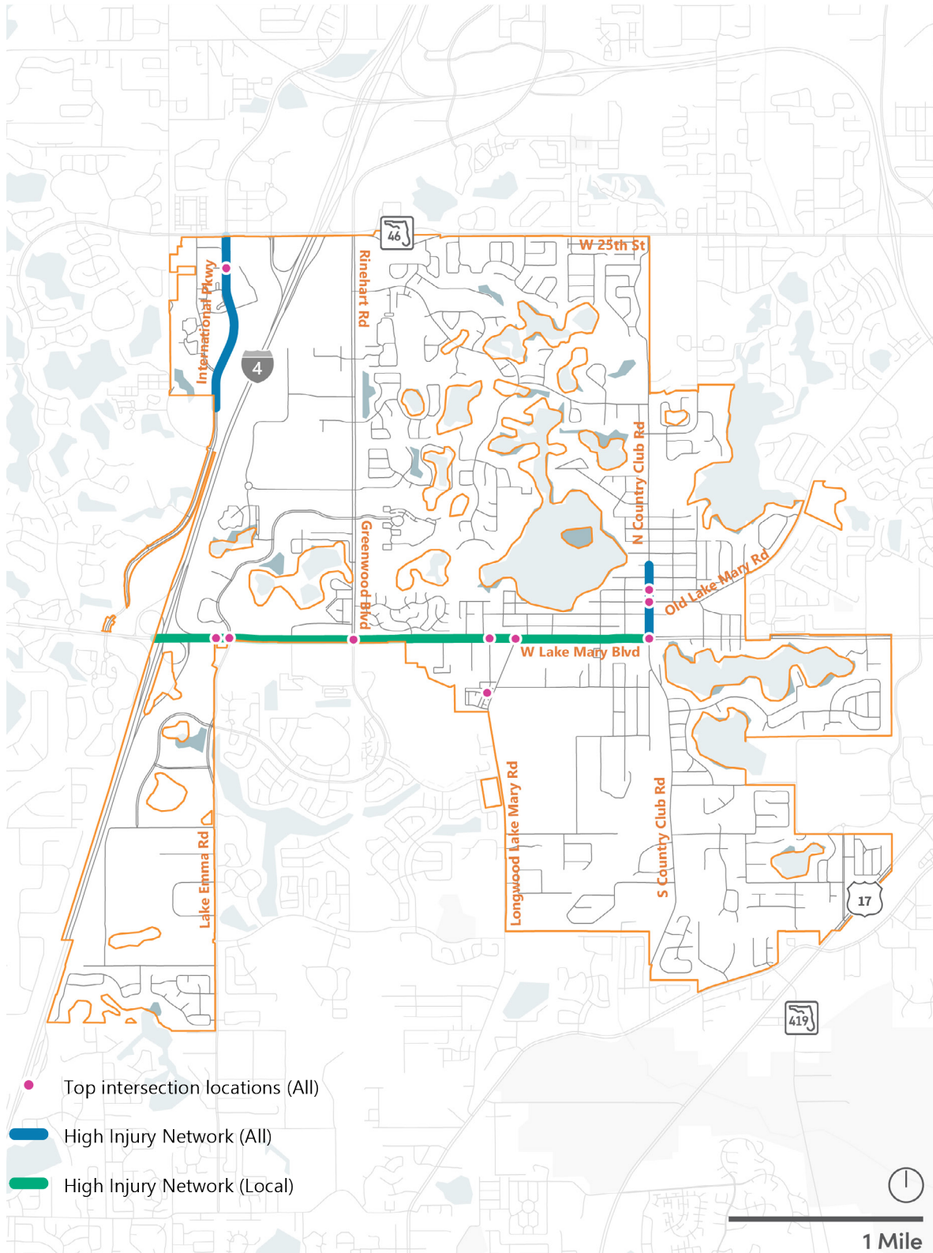
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Semoran Boulevard & Howell Branch Road | 3,066 |
| 2. | Semoran Boulevard & Winter Woods Boulevard | 2,368 |
| 3. | US 17-92 at Semoran Bouelvard | 2,230 |
| 4. | Semoran Boulevard at Sunset Drive | 1,693 |
| 5. | Semoran Boulevard at Wilshire Drive | 1,550 |
| 6. | Semoran Boulevard at Lake Howell Lane | 1,418 |
| 7. | Semoran Boulevard at Red Bug Lake Road | 1,365 |
| 8. | Semoran Boulevard at Cassel Creek Boulevard | 1,197 |
| 9. | Semoran Boulevard at Lamplight Way | 1,131 |
| 10. | Semoran Boulevard at Cedar Bay Point | 1,125 |
| 11. | Semoran Boulevard at Semoran North Circle | 1,015 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **42.4**mph
- % of HIN in Transportation Underserved[1] Area **0%**
- Other Facts: 57% of fatal and severe injury crashes occur on 3% percent of roadways in Lake Mary

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 93 | 3 | 3% |
| All Crashes | 2,786 | 1,533 | 55% |
| DEATHS | 2 | 1 | 50% |
| KSI | 23 | 13 | 57% |
| PEDESTRIAN KSI | 6 | 5 | 83% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 4 | 2 | 50% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 86 | 1 | 1% |
| All Crashes | 971 | 133 | 14% |
| DEATHS | 0 | 0 | 0% |
| KSI | 8 | 5 | 63% |
| PEDESTRIAN KSI | 3 | 3 | 100% |
| BICYCLIST KSI | 0 | 0 | 0% |
| MOTORCYCLIST KSI | 0 | 0 | 0% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Lake Mary.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF LAKE MARY ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Country Club Road | E Grandben Avenue | W Lake Mary Boulevard | 9,007 |
| 2. | W Lake Mary Boulevard | I-4 | Rinehart Road | 5,405 |
| 3. | W Lake Mary Boulevard | Rinehart Road | N Country Club Road | 5,200 |

### CITY OF LAKE MARY LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N Country Club Road | E Grandben Avenue | W Lake Mary Boulevard | 5,634 |
| 2. | International Parkway | CR 46A | South of Business Center Drive | 2,043 |

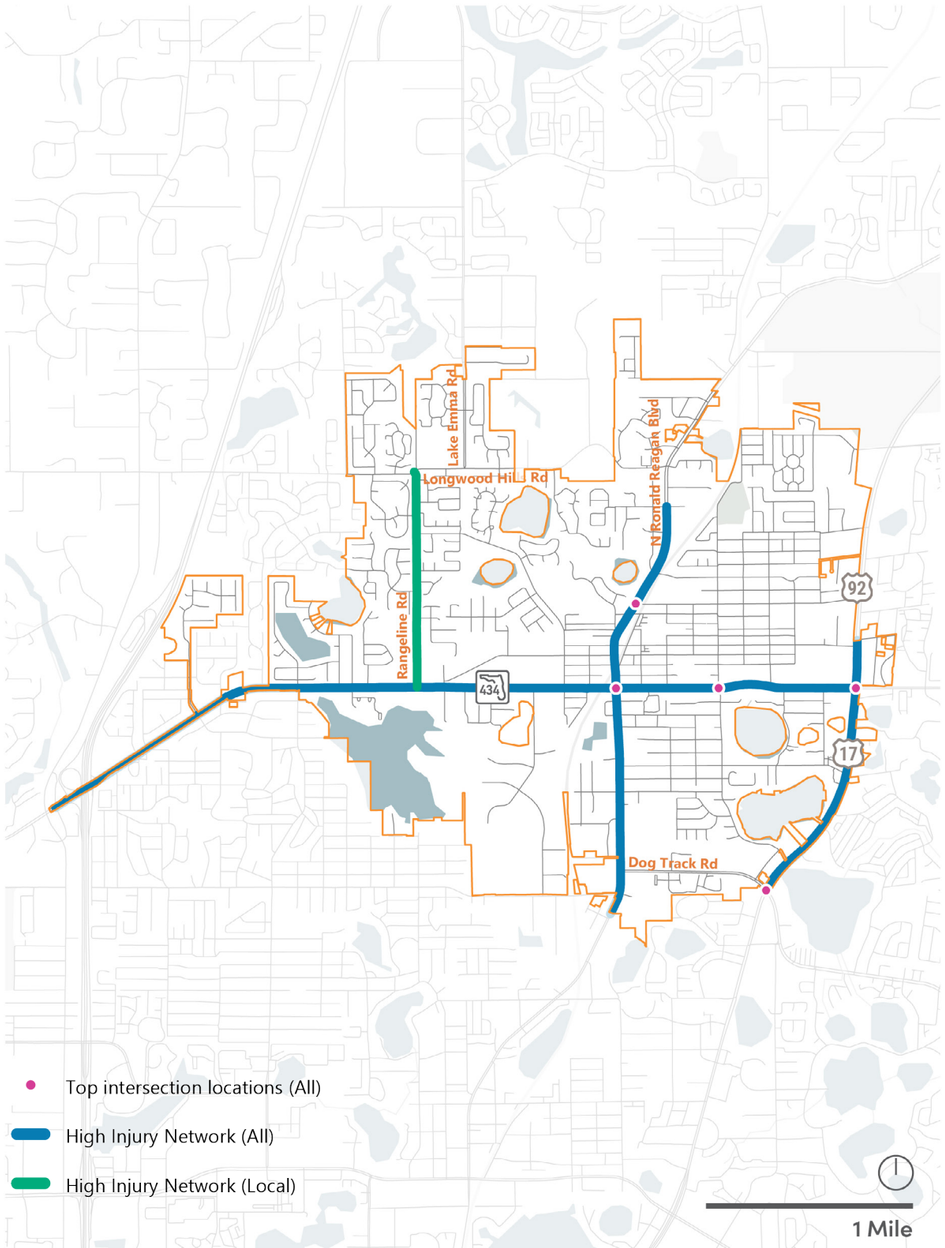
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | W Lake Mary Boulevard & Flagg Lane | 2,154 |
| 2. | W Lake Mary Boulevard & N Country Club Road | 1,526 |
| 3. | W Lake Mary Boulevard & Wheelhouse Lane | 1,116 |
| 4. | N Country Club Road & E Crystal Lake Avenue | 1,040 |
| 5. | N Country Club Road & W Lake Mary Boulevard | 1,014 |
| 6. | Heathrow Center Lane & International Parkway | 993 |
| 7. | Wheelhouse Lane & Mahonia Court | 951 |
| 8. | W Lake Mary Boulevard & Lake Emma Road | 860 |
| 9. | W Lake Mary Boulevard & Longwood Lake Mary Road | 744 |
| 10. | W Lake Mary Boulevard & Rinehart Road | 549 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **41.7**mph
- % of HIN in Transportation Underserved[1] Area **64%**
- Other Facts: 90% of fatal and severe injury crashes occur on 9% percent of roadways in Longwood

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 82 | 7 | 9% |
| All Crashes | 3,585 | 2,789 | 78% |
| DEATHS | 8 | 8 | 100% |
| KSI | 51 | 46 | 90% |
| PEDESTRIAN KSI | 13 | 12 | 92% |
| BICYCLIST KSI | 2 | 1 | 50% |
| MOTORCYCLIST KSI | 9 | 9 | 100% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 73 | 2 | 2% |
| All Crashes | 728 | 48 | 7% |
| DEATHS | 1 | 0 | 0% |
| KSI | 9 | 2 | 22% |
| PEDESTRIAN KSI | 2 | 0 | 0% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 2 | 0 | 0% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Longwood.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF LONGWOOD ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Ronald Reagan Boulevard | Palmetto Avenue | SR 434 | 11,235 |
| 2. | SR 434 | Commerce Park Dr | Springwood Circle | 8,283 |
| 3. | SR 434 | Ronald Reagan Boulevard | US 17/92 | 7,789 |
| 4. | US 17/92 | Oak Lane | Dog Track Rd/ Seminola Boulevard | 6,365 |
| 5. | SR 434 | Rangeline Road | Ronald Reagan Boulevard | 5,439 |
| 6. | Ronald Reagan Boulevard | SR 434 | Warren Street | 4,958 |
| 7. | Ronald Reagan Boulevard | Georgia Avenue | 14th Avenue | 4,670 |
| 8. | SR 434 | Springwood Court | Rangeline Road | 3,142 |

### CITY OF LONGWOOD LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Rangeline Road | EE Williamson Road/ Longwood Hills Road | SR 434 | 1,300 |

### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

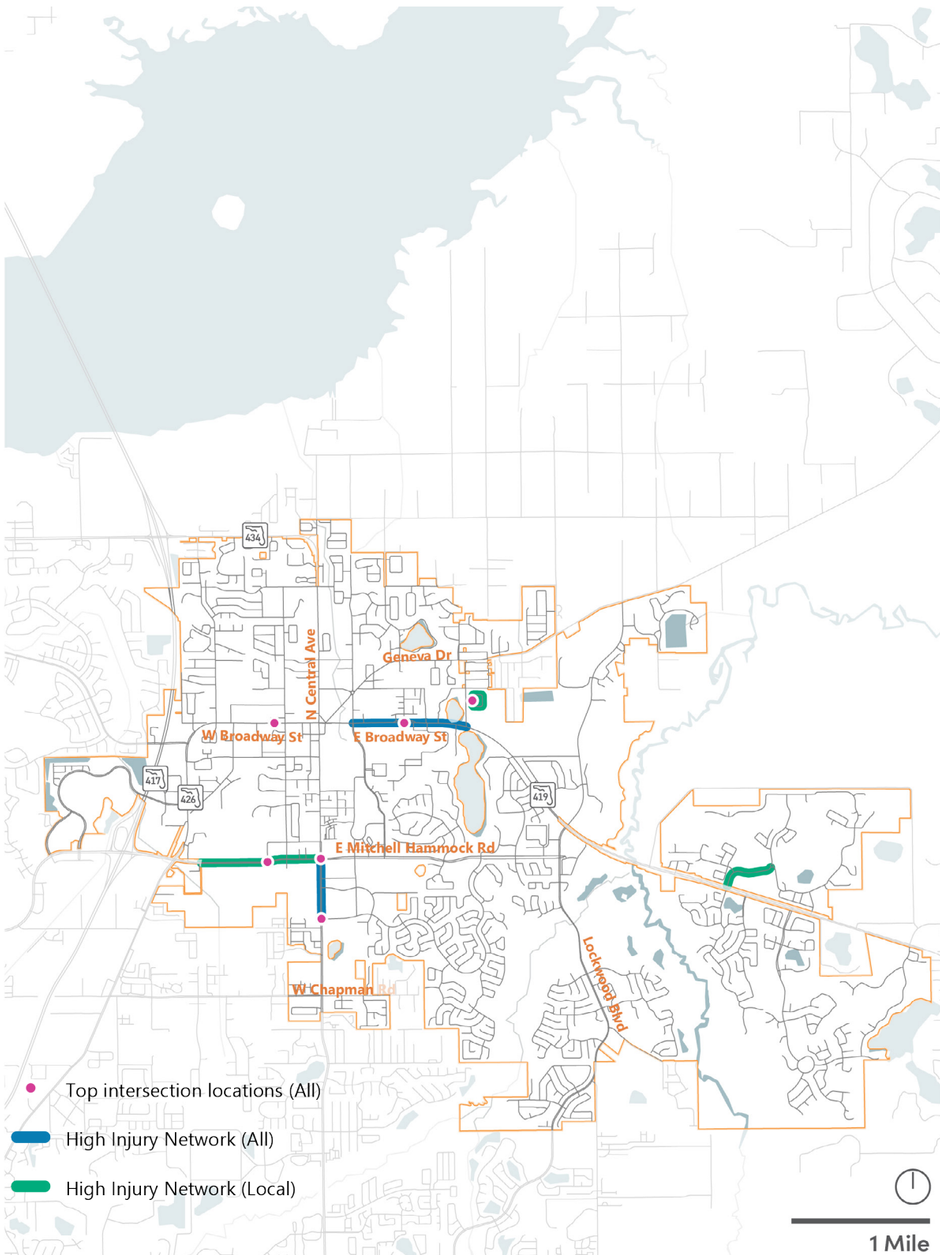
| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | US-17/92 & SR 434 | 3,137 |
| 2. | S Grant Street & SR 434 | 2,797 |
| 3. | Orange Avenue & Ronald Reagan Boulevard | 1,964 |
| 4. | Ronald Reagan Boulevard & SR 434 | 1,728 |
| 5. | US-17/92 & Dog Track Roadd/Seminola Boulevard | 1,610 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

JURISDICTIONAL FACT SHEET | OVIEDO

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **40.3**mph
- % of HIN in Transportation Underserved[1] Area 0%
- Other Facts: 42% of fatal and severe injury crashes occur on 1% percent of roadways in Oviedo

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 155 | 2 | 1% |
| All Crashes | 2,687 | 580 | 22% |
| DEATHS | 2 | 0 | 0% |
| KSI | 19 | 8 | 42% |
| PEDESTRIAN KSI | 3 | 2 | 67% |
| BICYCLIST KSI | 1 | 0 | 0% |
| MOTORCYCLIST KSI | 2 | 1 | 50% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 86 | 1 | 2% |
| All Crashes | 1,552 | 215 | 14% |
| DEATHS | 1 | 0 | 0% |
| KSI | 6 | 3 | 50% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 2 | 2 | 100% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Oviedo.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

VisionZeroCFL.gov

## CRASHES BY LOCATION (LIST)

### CITY OF OVIEDO ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Alafaya Trail/S Central Avenue | E Mitchell Hammock Road | Alafaya Woods Boulevard | 5,529 |
| 2. | W Mitchell Hammock Road | East of Westwood Square | Alafaya Trail | 3,017 |
| 3. | Broadway Street | Oviedo Boulevard | Reed Avenue | 2,990 |

### CITY OF OVIEDO LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Roosevelt Square | North of Round Lake Court | South of Round Lake Court | 4,347 |
| 2. | Sanctuary Drive | CR 419 | Heirloom Rose Place | 2,421 |
| 3. | W Mitchell Hammock Road | East of Westwood Square | Alafaya Trail | 1,990 |

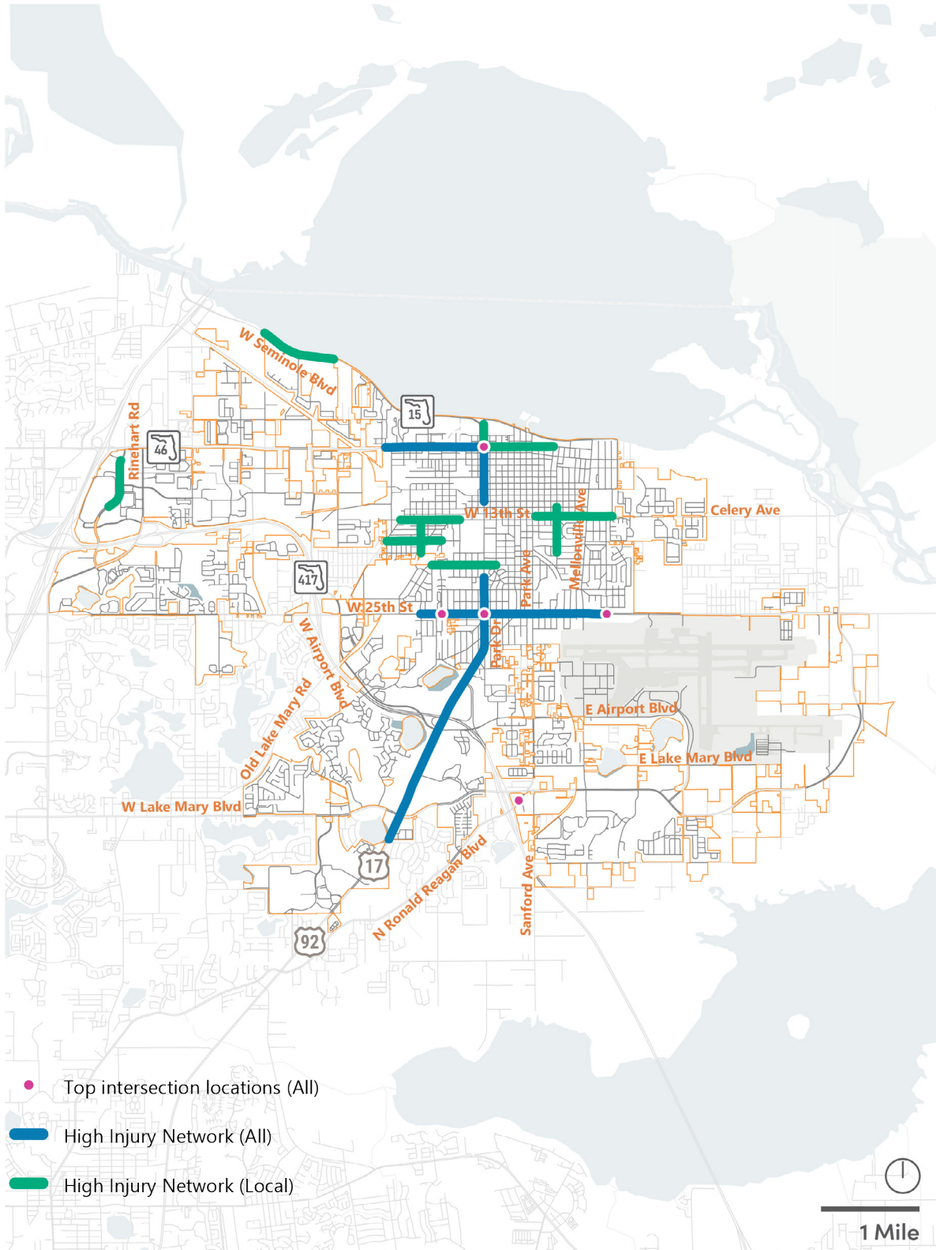
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | Mitchell Hammock Road & SR 434/Alafaya Trail | 1,126 |
| 2. | Mitchell Hammock Road & S Norma Ave | 1,126 |
| 3. | Alafaya Woods Boulevard & SR 434/Alafaya Trail | 1,096 |
| 4. | Avenue Boulevard & CR 419/Broadway Street | 959 |
| 5. | SR 426 / CR 426 & Tomoka Drive | 955 |
| 6. | Round Lake Court & Roosevelt Square | 951 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




## WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

## HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

## HIN FACTS

- Average Posted Speed **41.9**mph
- % of HIN in Transportation Underserved[1] Area **89%**
- Other Facts: 51% of fatal and severe injury crashes occur on 3% percent of roadways in Sanford

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

## HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 262 | 7 | 3% |
| All Crashes | 7,088 | 2,467 | 35% |
| DEATHS | 28 | 20 | 71% |
| KSI | 105 | 54 | 51% |
| PEDESTRIAN KSI | 28 | 18 | 64% |
| BICYCLIST KSI | 3 | 2 | 67% |
| MOTORCYCLIST KSI | 21 | 14 | 67% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 238 | 6 | 2% |
| All Crashes | 3,134 | 450 | 14% |
| DEATHS | 5 | 3 | 60% |
| KSI | 30 | 15 | 50% |
| PEDESTRIAN KSI | 8 | 7 | 88% |
| BICYCLIST KSI | 1 | 1 | 100% |
| MOTORCYCLIST KSI | 4 | 3 | 75% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Sanford.

## HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

**VisionZeroCFL.gov**

## CRASHES BY LOCATION (LIST)

### CITY OF SANFORD ALL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | 25th Street | Club Rd/Ridgewood Avenue | Chase Avenue | 17,655 |
| 2. | 25th Street | Mellonville Avenue | Summerlin Avenue | 12,171 |
| 3. | French Avenue | 22nd Street/ Colonial Way | Florida Street/27th Street | 9,710 |
| 4. | French Avenue | Seminole Boulevard | 10th Street | 8,771 |
| 5. | 25th Street | French Avenue | Mellonville Avenue | 8,272 |
| 6. | 1Street Street | Terwilliger Lane | French Avenue | 7,920 |
| 7. | US 17/92 / French Avenue / Orlando Drive | Florida Street/27th Street | Fairmont Drive | 6,189 |
| 8. | 1Street Street | French Avenue | Park Avenue | 3,586 |
| 9. | 25th Street | Chase Avenue | French Avenue | 2,139 |

### CITY OF SANFORD LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | N French Avenue | Seminole Boulevard | 1st Street | 9,768 |
| 2. | 1st Street | French Avenue | Sanford Avenue | 6,550 |
| 3. | Historic Goldsboro Boulevard | Southwest Road | Lake Avenue/William Clark Avenue | 4,403 |
| 4. | Celery Avenue | Sanford Village Way | Scott Avenue | 3,814 |
| 5. | Oleander Avenue | HiStreetoric Goldsboro Boulevard | 18th Street | 3,024 |
| 6. | Towne Center Boulevard | Towne Road | South of Onyx Way | 2,433 |
| 7. | Locust Avenue | South of 11th Street | Escambia Drive | 2,121 |
| 8. | 20th Street | Hays Drive | Elm Avenue | 2,049 |
| 9. | 16th Street | Roosevelt Avenue | Bell Avenue | 1,791 |
| 10. | US 17-92 | West of Walnut Crest Run | East of Walnut Crest Run | 1,501 |
| 11. | 1st Street | Sanford Avenue | Chapman Avenue | 107 |

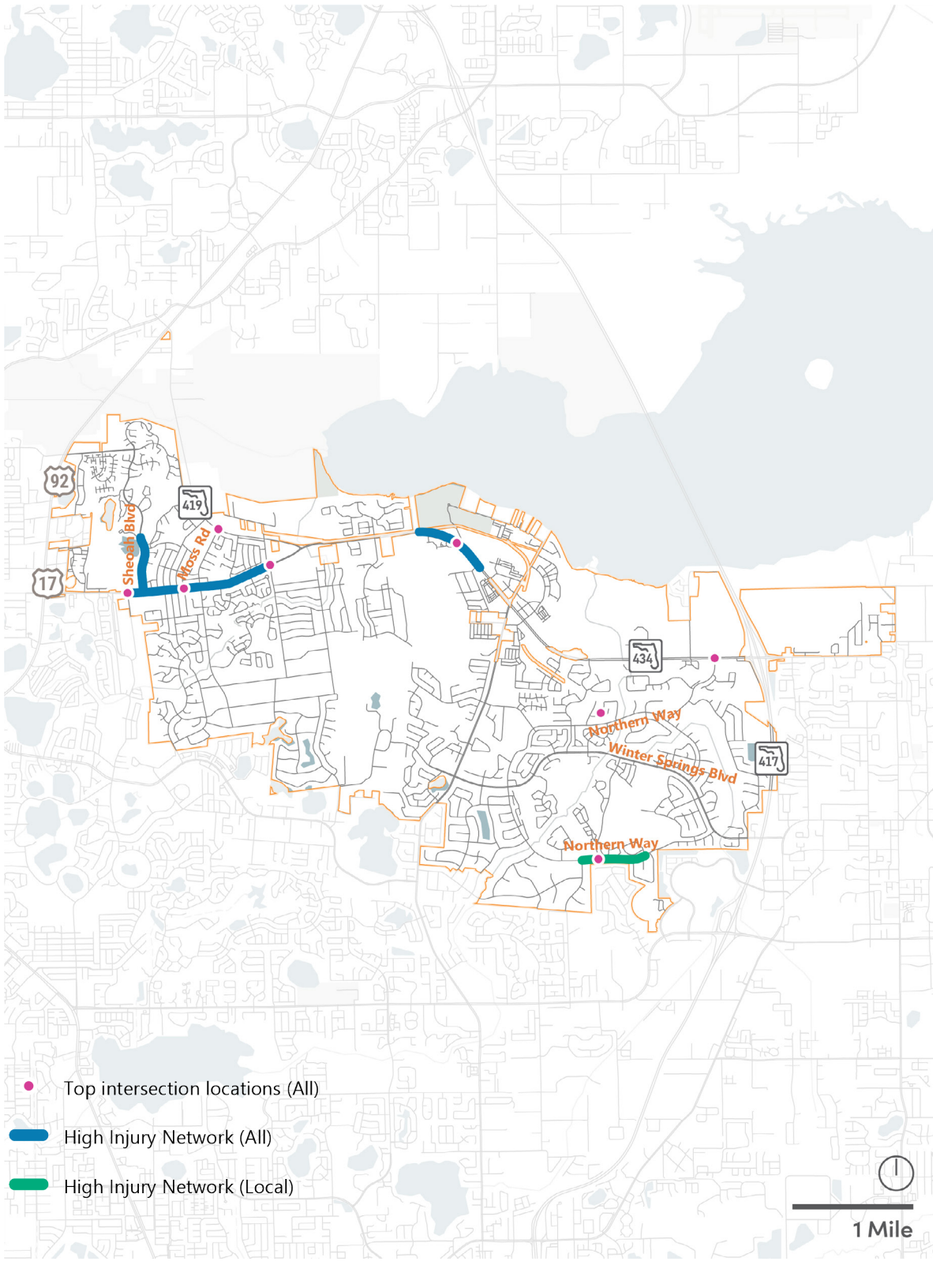
### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | 25th Street & S French Avenue | 5,245 |
| 2. | 25th Street & Hartwell Avenue | 3,391 |
| 3. | W 1st Street at N French Avenue | 3,180 |
| 4. | 25th Street & S Summerlin Avenue | 2,248 |
| 5. | N Ronald Regan Boulevard & Keyes Court | 2,082 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# High Injury Network (HIN)

## WORST ROADS & INTERSECTIONS FOR CRASH DEATHS AND SERIOUS INJURIES




### WHAT IS A HIGH INJURY NETWORK (HIN)?

A HIN is a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. This allows us to focus our efforts on the places where crashes are more likely to result in a KSI.

### HOW IS IT CALCULATED?

The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection.

### HIN FACTS

- Average Posted Speed **41.1**mph
- % of HIN in Transportation Underserved[1] Area 16%
- Other Facts: 56% of fatal and severe injury crashes occur on 1% percent of roadways in Winter Springs

1 Transportation Underseved communities experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations.

### HIN NETWORK OVERALL STATS

| | ALL ROADS* | HIN | % HIN |
|---|---|---|---|
| CL MILES | 157 | 2 | 1% |
| All Crashes | 1,523 | 380 | 25% |
| DEATHS | 2 | 1 | 50% |
| KSI | 16 | 9 | 56% |
| PEDESTRIAN KSI | 2 | 2 | 100% |
| BICYCLIST KSI | 3 | 1 | 33% |
| MOTORCYCLIST KSI | 3 | 1 | 33% |

| | LOCAL ROADS ONLY** | HIN | % HIN |
|---|---|---|---|
| CL MILES | 151 | 1 | 1% |
| All Crashes | 665 | 20 | 3% |
| DEATHS | 0 | 0 | 0% |
| KSI | 6 | 3 | 50% |
| PEDESTRIAN KSI | 0 | 0 | 0% |
| BICYCLIST KSI | 2 | 1 | 50% |
| MOTORCYCLIST KSI | 0 | 0 | 0% |

* All roads excluding limited access (interstate, toll roads, parking lots, etc.)

**What is the difference between the ALL ROADS* HIN and the LOCAL ROADS** HIN?**

The All roads HIN considers all roadways through the jurisdiction, regardless of the agency that maintains and operates the roadway, like the Florida Department of Transportation (FDOT). The local roadways HIN is reflective of only roadways maintained by the City of Winter Springs.

### HOW CAN YOU GET INVOLVED

This planning initiative encourages participation from people of all ages across our region, including community leaders, residents, and visitors. Join us in this quest to eliminate deaths and serious injuries on Central Florida's roads. We can save lives when each of us does our part and we all work together.

Visit our website to review crash data and learn more about our plans to improve transportation safety in your community:

VisionZeroCFL.gov

## CRASHES BY LOCATION (LIST)

### CITY OF WINTER SPRINGS ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | SR 434 | Belle Avenue | Hayes Road | 3,588 |
| 2. | SR 434 | Wagner Point | Apache Trail | 3,072 |
| 3. | Sheoah Boulevard | Silver Sea Road | SR 434 | 2,286 |

### CITY OF WINTER SPRINGS LOCAL ROADWAYS HIGH INJURY NETWORK CORRIDORS

| # | Roadway Name | From | To | Safety Score* |
|---|---|---|---|---|
| 1. | Northern Way | Shetland Avenue | Royal Oak Drive | 1,804 |
| 2. | Sheoah Boulevard | Silver Sea Road | SR 434 | 1,362 |

### TOP ALL ROADWAY NETWORK HIGH INJURY NETWORK INTERSECTION LOCATIONS

| # | Roadway Name | Safety Score* |
|---|---|---|
| 1. | SR 434 & Central Winds Drive | 1,461 |
| 2. | SR 434 & Belle Avenue | 1,129 |
| 3. | SR 434 & Vistawilla Drive | 1,023 |
| 4. | SR 434 & Hayes Road | 1,004 |
| 5. | SR 434 & N Fairfax Avenue | 994 |
| 6. | SR 434 & N Moss Road | 964 |
| 7. | Greenbriar Lane & Northern Way | 954 |
| 8. | Canopy Court & Mt Laurel Drive | 952 |

* The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury, or include a person outside a vehicle have different factors applied. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location.

# Appendix Part 2C: Crash Analysis

# Memorandum

Date: January 17, 2024

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

**Subject: Vision Zero Central Florida – Crash Analysis and Profiles**

## Introduction

The MetroPlan Orlando metropolitan area has the unfortunate distinction of having one of the highest pedestrian fatality rates in the country, and the region's overall fatal crash rate (for all road users) is 15% higher than the national average and 10% higher than the statewide average. To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, MetroPlan Orlando is preparing a Regional Vision Zero Action Plan, rooted in the core elements of Vision Zero and the Safe System approach. The overall purpose of the Action Plan is to identify projects, programs and strategies that will eliminate fatalities and serious injuries on the region's roads by taking advantage of the next round of implementation funding through the Safe Streets for All (SS4A) grant program. The SS4A program is also funding the preparation of County and Local Vision Zero action plans in the region.

This memo summarizes the methodology used to analyze the crash data, identify trends in the data and complete a contextual analysis to understand the characteristics of roads throughout the MetroPlan Orlando region where fatal and severe injury crashes are more likely to occur. This analysis is presented in a series of high-level descriptive summary tables to capture relationships between crash data, infrastructure data, and contextual variables. These tables explore overall crash trends and patterns that can be used to guide the selection of other variables warranting deeper analysis, new driver behavior programs, policy changes, or the selection of safety countermeasures for project development. Detailed crash matrices for the region and each county are provided as attachments at the end of this memorandum. The memorandum is organized as follows:

1. Key Findings
2. Methodology and Data Sources
3. Crash Trends
4. Contextual Analysis
    a. Behavioral Factors
    b. Road Factors
    c. Environmental Factors
5. Systemic Matrices

# Key Findings

Key findings from the crash analysis are summarized below. The crash analysis considered all reported vehicular crashes in the MetroPlan Orlando Region between January 1, 2018 and December 31, 2022, as well as supplemental information from the Florida Injury Surveillance System (FISS), and the Florida Department of Transportation (FDOT) Modal Office. Crash data was downloaded from Signal 4 Analytics in July 2023; data downloaded before or after this date may reflect different information, especially for the latter years of analysis as the datasets are continually being reviewed and updated. Throughout the report, crashes that result in someone being **killed or severely injured (KSI)** are referred to as **KSI crashes**.

## Overall

- During a typical week in the MetroPlan Orlando Region, which includes Orange, Osceola, and Seminole Counties, **5 people are killed and 35 people are seriously injured** in traffic crashes on our roads.
- Although only 25% of the regional population lives in a designated transportation disadvantaged community almost **50% of all crashes and 52% of fatal crashes** occur within or adjacent to **transportation disadvantaged** communities. The designation of transportation disadvantage considers many factors, including poverty rates, motor vehicle ownership, and access to destinations. Additional information is provided in the next section.
- Crashes involving people **outside a vehicle** – pedestrians, bicyclists and motorcyclists – accounted for about 3% of overall crashes, 25% of serious injury crashes and 48% of fatal crashes in the region.
- **Distraction** was a factor in 25% of overall crashes, 31% of serious injury crashes and 18% of fatal crashes.

## Car and Truck Involved Crashes

- 61% of **left-turn** KSI crashes are due to a failure to yield the right of way, with 15% related to disobeying the traffic control device (running red light or stop sign). Left-turn related crashes are more likely to result in a KSI as the total number of travel lanes and the posted speed limit increases.
- **Off-road** crashes are more prevalent on 2-lane, 40+ mile per hour speed limit roads without a raised median or shoulders,
- **Rollover** crashes are most prevalent on high-speed principal arterial roads, with operating the motor vehicle in a careless or negligent manner a contributing factor in over 40% of KSI crashes, driving too fast for conditions a contributing factor in 7% of KSI crashes, and swerving to avoid a hazard a contributing factor in 3% of KSI crashes.
- **Alcohol and/or drugs** are a factor in about 10% of KSI crashes, with alcohol/drug related crashes more likely to occur on a Friday or Saturday night/early morning.

- **Teens** comprise about 6% of licensed drivers in the region and are involved in 11% of KSI crashes. **Aging drivers** comprise about 15% of licensed drivers in the region and are involved in about 14% of KSI crashes.
- **Rear-end** crashes are more likely to occur on high-speed, multilane roads, comprising 19% of all KSI crashes.
- 38% of people who died in a car or truck crash in the region were **not wearing their seatbelt**.

## Pedestrian and Bicyclist

- 65% of pedestrian and 65% of bicyclist fatalities occur in **transportation disadvantaged communities**.
- Almost 20% of pedestrian KSI and 19% of bicyclist KSI crashes were **hit and run**, as compared to 9% of all crashes.
- Fatal and serious injury crashes involving a person walking or bicycling are more likely to occur at night, under **dark and dark-lighted conditions**.
- The percent of **KSI pedestrian and bicyclist** crashes increases as the number of lanes, the **volume of motor vehicles**, and the **posted speed limit increase**, with 71% of pedestrian KSIs occurring on roads with a posted speed limit higher than 40 miles per hour, 74% occurring on roads with 4 or more lanes, and 82% occurring on roads with more than 15,000 motor vehicle trips per day.
- Approximately 71% of KSI pedestrian crashes are **not at an intersection**.
- About 64% of **bicyclist hospital admissions** (over 100 per year) do not involve a motor vehicle.
- There are about 3 bicyclist fatalities per year that do **not involve a motor vehicle**.
- Non-motor-vehicle pedestrian **hospital admissions** have nearly doubled over the past decade from about 15 to 30 per year, with the increase corresponding to an increase in e-scooter use (and similar devices).

## Motorcyclist Crashes

- 43% of motorcyclists who died in a crash were **not wearing a helmet**.
- Crashes involving a motorcyclist are more likely to lead to a severe or fatal injury as posted **speed limit increases**.
- 30% of motorcyclist KSI crashes involve **left-turn** movements and 16% involve **rear-end** crashes.
- Motorcyclist crashes are more likely to result in a **fatality under dark-not lighted conditions**.
- About 10% of motorcyclist KSI are **single-motor vehicle** crashes.

## Railroad Crossings

- Of the 19 pedestrian fatalities along railroad **tracks or at railroad crossings**, 58% were determined to be suicides.

# Methodology and Data Sources

Several datasets were used to aid in the understanding of crash trends within the region, including data from Signal 4 Analytics (Signal 4)[1], the Florida Injury Surveillance System (FISS), and the Florida Department of Transportation (FDOT) Modal Office. Data from Signal 4 reflects all crashes in the region that were reported to law enforcement and that involve a motor vehicle. From the FISS dataset, deaths, emergency room visits and hospitalizations for people who were injured while walking and biking are provided, including information for people who were injured or killed while walking or bicycling when a motor vehicle was not involved. The FDOT Modal Office provided information related to trespassing incidents near train tracks in the region as incidents between people walking or bicycling and trains do not typically show up in crash reports that would be included in the Signal 4 dataset unless a motor vehicle was involved. Data reflective of 2018 to 2022 from Signal 4 downloaded in June 2023, data from October 2018 to March 2023 from the modal office, and data from 2011 to 2021 from FISS was considered in this analysis.

## Spatial Data

The road network that served as the basis for this analysis was obtained from the xGeographic Wave database, which is a land use, transportation, environmental and demographic mapping database, usable across Geographic Information System (GIS) mapping platforms, that has been built for the MetroPlan Orlando region. Information within the database that was considered in the analysis includes:

- Number of through lanes
- Number of turn lanes
- Average Annual Daily Traffic (AADT)
- Posted Speed
- Median Presence
- Presence of walking and biking facilities
- Functional Classification
- Context Classification
- Proximity to key destinations, such as public schools and transit stops

[1] The Signal 4 dashboard and analytics system receives data from Florida's statutory custodian of records, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV); all data is considered preliminary until the year is reconciled and closed out by the FLHSMV, and thus certain adjustments may be made to verify the data where clerical errors are noted. As such, data downloaded before or after the data download for this project (July 2023) may slightly differ from the data used in this analysis.

## Signal 4 Crash Dataset

All data from Signal 4 was mapped based on the geolocation associated with each crash record, which revealed some crashes with incomplete or incorrect information, such as crashes that did not actually occur in any of the three counties. After removing incorrectly geolocated crashes (i.e., those not actually located within the region), a total of 327,306 crashes, including 1,366 that resulted in a fatality, 7,484 that resulted in a serious injury, 89,957 that resulted in some injury, and 228,499 that resulted in no injury are considered in the analysis. Of the total reported crashes, approximately 3,950 occurred in parking lots, including 9 fatal crashes and 119 serious injury crashes. Of the total crashes, 50,850 reported crashes occurred on limited access facilities, including 214 fatal crashes and 1,363 serious injury crashes.

For some analyses presented in the subsequent sections, crashes that occurred on limited access facilities, like Interstate 4, and in parking lots, were not considered. Some high-level analyses incorporate all crashes, while most only consider crashes where someone was severely injured or killed. Additionally, total crashes are used as the unit of measurement (as opposed to total number of people involved), unless otherwise stated.

## US DOT Transportation Disadvantage

The US Department of Transportation's (DOT) has developed a metric to identify communities that experience transportation insecurity through transportation disadvantage. Transportation disadvantage occurs when people are unable to access the needs of their daily life regularly, reliably, and safely. There are five main components of transportation disadvantage with the indicators used to identity transportation disadvantaged communities summarized below:

1. **Transportation Insecurity** occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.
2. The **Environmental Burden** component of the index includes variables measuring factors such as pollution, hazardous facility exposure, and the built environment. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.
3. **Social Vulnerability** is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.
4. The **Health Vulnerability** category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.
5. **Climate and Disaster Risk Burden** reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

Each indicator is comprised of multiple factors. Additional information can be found on the US DOT website for Equitable Transportation Community (ETC): https://www.transportation.gov/priorities/equity/justice40/etc-explorer.

For each indicator, a score was developed by normalizing and then summing indicators within each component. Census Tracts/projects areas at "0%" are considered the least disadvantaged and "100%" are the most. US DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65 percentile (or higher) of all census tracts in the United States. The ranked Component Scores are then summed across all components to generate an Overall Score. The Transportation Insecurity component was double weighted in generating the final score. Census tracts that have an overall weighted score of 65% or higher are considered Transportation Disadvantaged.

As part of the preparation of a Regional Equity Profile, MetroPlan Orlando reviewed the US DOT data and made minor adjustments based on local data to remove a large census tract in southeast Osceola County that was skewing the results. A summary of the total transportation disadvantaged population in the MetroPlan Orlando region is provided in **Table 1**, which shows that about 25% of the regional population lives in a community considered to be transportation disadvantaged. For some crash statistics throughout the region presented in this memorandum, crash frequency and outcomes for crashes that occurred within transportation disadvantaged communities were compared to the overall regional data.

**Table 1: Transportation Disadvantaged Summary Statistics – MetroPlan Orlando Region**

| Criteria | Total Disadvantaged Population | Total Disadvantaged Census Tracts | Total Disadvantaged area (in Acres) |
|---|---|---|---|
| MetroPlan Orlando Equitable Transportation Community (ETC) Final Rank Score | 0.57M (25.2%) | 103 (24.9%) | 0.16M (9.6%) |
| Transportation Insecurity | 0.78M (34.7%) | 131 (31.6%) | 1.27M (78%) |

Source: Transportation for All; Overcoming Obstacles, Regional Equity Profile, MetroPlan Orlando; November 2023 and EquityIndex_V2 | Tableau Public

## Statistical Test Methodology

To test if a certain category of crashes had a significantly higher crash rate, the crashes were normalized based on available data, such as traffic volume or centerline miles in that specific category. For example, crashes that result in someone being killed or severely injured, referred to as KSI crashes, are over-represented for roads with 6+ lanes based on the number of crashes that occurred on roads with 6+ lanes and the proportion of centerline miles for roads with 6+ lanes in the data set. Throughout the report, results that were found to be higher or lower than regional averages or disproportionately represented are highlighted in **blue**. Where applicable, a comparative analysis was made between modes (i.e., all modes versus pedestrians and bicyclists), by severity (i.e., all crashes versus KSI crashes only), or transportation disadvantaged status.

## Limitations of the Data and Analysis

There are known limitations of the various datasets that are used for this analysis and the extent to which these limitations affect the overall dataset and subsequent analysis is not quantified. Some limitations include:

- **Only reported crashes** are included in the Signal 4 dataset. Some crash types may be underreported due to a variety of reasons, such as no apparent injuries, law enforcement response time, fear of law enforcement, lack of knowledge about the reporting process, lack of insurance or desire to not involve insurance, or legal status of people involved in crash.
- Potential for **incomplete or inaccurate data** within crash reports. While there are many layers of review that occur for crash reports, some information may not be correct. For example, in some instances, the reporting officer may use the GPS coordinates of where they completed the crash report, which could be a parking lot near the crash site, instead of the location of the first harmful event. Additionally, crashes involving a person in a wheelchair, or micromobility device, like an e-scooter, may be classified as pedestrian or bicyclist related, and a golf cart crash may be characterized as a motor vehicle crash as there are not fields within the crash report to denote the wide range of road users. While the details are often in the crash report, they are not available at this scale of analysis.
- **Only crashes involving a motor vehicle** are reported in the Signal 4 dataset. A crash between a bicyclist and a pedestrian or a bicyclist and a train would not be reflected in the Signal 4 dataset. As noted previously, other data sources were considered to better incorporate those crash types, but it may be difficult to compare trends with a variety of data resources that need to be compiled.
- Results are based on crash data and current attribute data from **2018-2022** and do not account for road improvements made during the study period. Locations where major safety improvements were made during that time frame may be candidates for before-and-after analysis to determine if the road improvements had any effect on crash severity, crash frequency, crash causes, and/or crash types. This type of analysis would also inform the effectiveness of road safety improvements within the study area.
- Some of the crash analyses are based on exposure by using the average annual daily traffic (AADT) volumes for motor vehicles, where available. However, pedestrian and bicyclist volumes are not readily available to adjust for exposure. Therefore, analyses reported here do not adjust for exposure rates based on volumes by modes, and results show crash density but not frequency of crashes based on how many people are walking, i.e., exposure. For example, in many communities, pedestrian crashes are more common during daylight conditions than dark conditions. This does not mean that daylight conditions are more dangerous than dark conditions. Rather, it reflects the fact that people are more likely to travel, and especially more likely to travel by walking, in light conditions than in dark conditions. Having volume by mode would provide some insight into exposure and frequency for non-motorized modes.

# Crash Trends

The following sections summarize crash data from 2018 through 2022 to provide statistical trends by year, by mode and by severity. While the data presented in this memorandum is at the regional scale, there are similarities between roads in the region, such that the takeaways from the regional crash analysis can be used by local jurisdictions to help identify common crash trends.

## Crashes by Year

The number of crashes by year by severity are is summarized in **Table 2** for reported crashes from 2018 through 2022 in the MetroPlan Orlando region. The severity level reflects the maximum injury severity of any crash participant and is reflected as:

- No Injury – crashes where no persons were reported to be injured. Also known as property damage only crashes.
- Injury – crashes where there is a possible injury or a non-incapacitated injury which may or may not require hospitalization.
- Serious Injury – crashes where there is an incapacitating injury, such as burns, lacerations, or broken bones that require hospitalization.
- Fatality – crash results in one or more fatalities within 30 days.

In 2018 and 2019, the total number of reported crashes was around 75,000 per year. In 2020, the number of reported crashes decreased by about 33%. This reduction in total crashes, with an increase in the percent of crashes that resulted in a fatality or sever injury was likely influenced by the COVID-19 pandemic, which led to a significant reduction in overall travel for a portion of 2020, an increase in severity for crashes that did occur as people tended to be driving faster, and an overall decrease in reporting for non-injury crashes related to social distancing.

**Table 2: Crash Summary by Year – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 53,529 (71.7%) | 19,252 (25.8%) | 1,651 (2.2%) | 262 (0.4%) | 74,694 |
| 2019 | 53,141 (71%) | 20,008 (26.7%) | 1,465 (2%) | 267 (0.4%) | 74,881 |
| 2020 | 35,972 (68.1%) | 15,217 (28.8%) | 1,399 (2.6%) | 249 (0.5%) | 52,837 |
| 2021 | 42,539 (67.8%) | 18,314 (29.2%) | 1,648 (2.6%) | 280 (0.4%) | 62,781 |
| 2022 | 43,318 (69.7%) | 17,166 (27.6%) | 1,321 (2.1%) | 308 (0.5%) | 62,113 |
| Total | 228,499 (69.8%) | 89,957 (27.5%) | 7,484 (2.3%) | 1,366 (0.4%) | 327,306 |

Source: Signal 4 Analytics; Notes: Includes limited access facilities

Crash summaries by facility type were also developed, as presented in **Table 3** for non-limited access facilities and in **Table 4** for limited access facilities. Limited access facilities include freeways and toll roads while non-limited access roads include surface streets that typically accommodate non-auto travel as well as transit. National data shows that the overall crash rate per million miles of vehicle travel is lower on limited access roads than on non-limited access roads because there are fewer conflicts on limited access roads, including driveways, and bicyclists and pedestrians are not allowed on limited access roads. Therefore, some data is presented for only non-limited access roads.

**Table 3: Crash Summary by Year Non-Limited Access Facilities – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 44,585 (71.4%) | 16,225 (26%) | 1,382 (2.2%) | 215 (0.3%) | 62,407 |
| 2019 | 44,509 (70.7%) | 16,937 (26.9%) | 1,244 (2%) | 226 (0.4%) | 62,916 |
| 2020 | 30,986 (68.3%) | 13,001 (28.7%) | 1,141 (2.5%) | 211 (0.5%) | 45,339 |
| 2021 | 36,259 (67.7%) | 15,766 (29.4%) | 1,318 (2.5%) | 245 (0.5%) | 53,588 |
| 2022 | 36,192 (69.3%) | 14,725 (28.2%) | 1,036 (2%) | 255 (0.5%) | 52,208 |
| Total | 192,531 (69.6%) | 76,654 (27.7%) | 6,121 (2.2%) | 1,152 (0.4%) | 276,458 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

**Table 4: Crash Summary by Year Limited Access Facilities Only – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 8,944 (72.8%) | 3,027 (24.6%) | 269 (2.2%) | 47 (0.4%) | 12,287 |
| 2019 | 8,632 (72.1%) | 3,071 (25.7%) | 221 (1.8%) | 41 (0.3%) | 11,965 |
| 2020 | 4,986 (66.5%) | 2,216 (29.6%) | 258 (3.4%) | 38 (0.5%) | 7,498 |
| 2021 | 6,280 (68.3%) | 2,548 (27.7%) | 330 (3.6%) | 35 (0.4%) | 9,193 |
| 2022 | 7,126 (71.9%) | 2,441 (24.6%) | 285 (2.9%) | 53 (0.5%) | 9,905 |
| Total | 35,968 (70.7%) | 13,303 (26.2%) | 1,363 (2.7%) | 214 (0.4%) | 50,848 |

Source: Signal 4 Analytics
Notes: Only limited access facilities

For crashes that occurred on non-limited access roads, the number of reported crashes within or 250 feet from of the boundary of a census tract that is identified as transportation disadvantaged was summarized, as presented in **Table 5**, which shows that while only 25% of people live in transportation disadvantaged Census Tracts, almost **50% of all crashes and 54% of fatal crashes occur within or adjacent to transportation disadvantaged communities.**

**Table 5: Crash Summary by Year on Non-Limited Access Roads in MetroPlan Orlando Transportation Disadvantaged Areas**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 21,904 (70.9%) | 8,194 (26.5%) | 677 (2.2%) | 123 (0.4%) | 30,898 |
| 2019 | 21,405 (69.2%) | 8,773 (28.4%) | 629 (2%) | 124 (0.4%) | 30,931 |
| 2020 | 15,432 (66.7%) | 6,997 (30.2%) | 603 (2.6%) | 113 (0.5%) | 23,145 |
| 2021 | 17,306 (65.7%) | 8,148 (30.9%) | 740 (2.8%) | 146 (0.6%) | 26,340 |
| 2022 | 16,728 (67.1%) | 7,507 (30.1%) | 585 (2.3%) | 120 (0.5%) | 24,940 |
| Total | 92,775 (68.1%) | 39,619 (29.1%) | 3,234 (2.4%) | 626 (0.5%) | 136,254 |
| Percent of Regional Tootal | 48% | 52% | 53% | 54% | 49% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Crashes by Mode

**Table 6** through **Table 9** summarize crashes by injury severity and mode for all roads, limited access roads, non-limited access roads, and roads within and adjacent to transportation disadvantaged communities. Overall, motor vehicle crashes accounted for most of the crashes with almost 97% of total crashes. This is expected as most trips in the region are typically made by motor vehicles. Motorcyclists, pedestrians, and bicyclists together account for about 3.3% of total crashes. On limited access facilities, like freeways and toll roads, people in cars and trucks were involved in 98.8% of all crashes, with pedestrians involved in 0.1% of crashes and motorcyclists involved in 1.1% of all crashes. There were no bicyclist involved crashes on limited access facilities reported during the analysis time frame.

While motor vehicle crashes accounted for the largest share of both overall crashes and KSI crashes, when vulnerable road users were involved in a crash (defined for the purposes of this memorandum as someone outside a motor vehicle, including a pedestrian, bicyclist, or motorcyclist) the risk of death or serious injury increased disproportionately. **Crashes involving vulnerable road users accounted for about 3% of overall crashes, 25% of serious injury crashes and 48% of fatal crashes** (see **Table 6**). In transportation disadvantaged communities, crashes involving pedestrians and bicyclists were even higher (**Table 9**) than for roads that are not in disadvantaged communities.

- **Pedestrians:** Pedestrians were involved in 1% of all crashes, 9% of crashes that resulted in a serious injury and 26% of crashes that resulted in a fatality (crashes involving a pedestrian where the pedestrian was unharmed or experienced minor injuries are underreported). **In transportation disadvantaged communities, pedestrians were involved in 35% of fatal crashes.** Pedestrians were also involved in 18 fatal crashes on limited access facilities. Most of these people were hit while on the side of the road with a disabled vehicle. Pedestrian coded crashes typically include skateboard, scooter and other micro-mobility devices, and the hospital injury data has shown a significant increase in "pedestrian" injuries that did not involve a motor vehicle (see **Table 14**). These are most likely injuries involving solo micro-mobility users.
- **Bicyclists:** People bicycling were involved in about 0.7% of all crashes, 4% of crashes that resulted in a serious injury and 4% of crashes that resulted in a fatality (crashes involving a bicyclist where the person bicycling was unharmed or experienced minor injuries are underreported). In transportation disadvantaged communities, bicyclists were involved in 5% of fatal crashes. Hospital injury data shows that an average of 64% of bicyclist hospitalizations do not invoive a motor vehicle (Table 13).
- **Motorcyclist:** Motorcycle crashes comprised 1.4% of all crashes, 12% of crashes that resulted in a serious injury and 18% of crashes that resulted in a fatality. Approximately 12% of motorcyclist KSI crashes are single vehicle crashes.
- **Cars and Trucks:** Crashes involving cars and trucks comprised 97% of all crashes, 75% of crashes that resulted in a serious injury and 53% of crashes that resulted in a fatality.

### Table 6: Crash Summary by Mode – MetroPlan Orlando Region (2018-2022)

| Mode | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Bicycle | 380 (0.2%) | 1,706 (1.9%) | **289 (3.9%)** | **52 (3.8%)** | 2,427 (0.7%) |
| Pedestrian | 409 (0.2%) | 2,600 (2.9%) | **702 (9.4%)** | **352 (25.8%)** | 4,063 (1.2%) |
| Motorcycle | 992 (0.4%) | 2,437 (2.7%) | **871 (11.6%)** | **245 (17.9%)** | 4,545 (1.4%) |
| Motor vehicles (including trucks) | 226,718 (99.2%) | 83,214 (92.5%) | 5,622 (75.1%) | 717 (52.5%) | 316,271 (96.6%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities; **Blue/Bold** indicates that crash type disproportionately results in a KSI.

### Table 7: Crash Summary by Mode on Limited Access Roads in MetroPlan Orlando Region (2018-2022)

| Mode | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Bicycle | 1 (0%) | 13 (0.1%) | 2 (0.1%) | 0 (0%) | 16 (0%) |
| Pedestrian | 10 (0%) | 27 (0.2%) | 18 (1.3%) | 18 (8.4%) | 73 (0.1%) |
| Motorcycle | 93 (0.3%) | 290 (2.2%) | 137 (10.1%) | 21 (9.8%) | 541 (1.1%) |
| Motor vehicles (including trucks) | 35,864 (99.7%) | 12,973 (97.5%) | 1,206 (88.5%) | 175 (81.8%) | 50,218 (98.8%) |
| Total | 35,968 | 13,303 | 1,363 | 214 | 50,848 |

Source: Signal 4 Analytics

### Table 8: Crash Summary by Mode on Non-Limited Access Roads in MetroPlan Orlando Region (2018-2022)

| Mode | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Bicycle | 379 (0.2%) | 1,693 (2.2%) | 287 (4.7%) | 52 (4.5%) | 2,411 (0.9%) |
| Pedestrian | 399 (0.2%) | 2,573 (3.4%) | 684 (11.2%) | 334 (29%) | 3,990 (1.4%) |
| Motorcycle | 899 (0.5%) | 2,147 (2.8%) | 734 (12%) | 224 (19.4%) | 4,004 (1.4%) |
| Motor vehicles (including trucks) | 190,854 (99.1%) | 70,241 (91.6%) | 4,416 (72.1%) | 542 (47%) | 266,053 (96.2%) |
| Total | 192,531 | 76,654 | 6,121 | 1,152 | 276,458 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

**Table 9: Crash Summary by Mode on Non-Limited Access Roads in Transportation Disadvantaged Areas in MetroPlan Orlando Region (2018-2022)**

| Mode | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Bicycle | 197 (0.2%) | 853 (2.2%) | **161 (5%)** | **34 (5.4%)** | 1,245 (0.9%) |
| Pedestrian | 216 (0.2%) | 1,359 (3.4%) | **433 (13.4%)** | **219 (35%)** | 2,227 (1.6%) |
| Motorcycle | 461 (0.5%) | 1,094 (2.8%) | 365 (11.3%) | 120 (19.2%) | 2,040 (1.5%) |
| Motor vehicles (including trucks) | 91,901 (99.1%) | 36,313 (91.7%) | 2,275 (70.3%) | 253 (40.4%) | 130,742 (96%) |
| Total | 92,775 | 39,619 | 3,234 | 626 | 136,254 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; **Blue/Bold** indicates that crash type disproportionately results in a KSI as compared to non-limited access roads not in transportation disadvantaged communities.

## Crashes by People Involved

The data in the prior section reflects crashes, which may involve multiple motor vehicles, people traveling by other modes, and result in numerous people in each crash being hurt, severely injured or killed. **Table 10** summaries the number of people involved crashes by injury severity by year, with **Table 11** summarizing total injuries by mode of travel. The trend shows that the number of people killed in the MetroPlan Orlando region is trending higher, with 1,465 people killed in crashes between 2018 and 2022, 9,500 people seriously injured and almost 150,000 people sustaining a moderate or minor injury. Of people who were hurt or killed on non-limited access facilities, crashes that resulted in in 52% of injuries or fatalities occurred within or adjacent to a transportation disadvantaged community. Although only 25% of the regional population lives in a transportation disadvantaged community, **65% of bicyclist fatalities and 65% of pedestrian fatalities occur in transportation disadvantaged communities (Table 12).**

**Table 10: Injury Summary by Year – MetroPlan Orlando Region**

| Year | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|
| 2018 | 31,407 (93%) | 2,084 (6.2%) | 278 (0.8%) | 33,769 |
| 2019 | 32,878 (93.8%) | 1,877 (5.4%) | 288 (0.8%) | 35,043 |
| 2020 | 25,068 (92.5%) | 1,769 (6.5%) | 271 (1%) | 27,108 |
| 2021 | 31,099 (92.8%) | 2,106 (6.3%) | 309 (0.9%) | 33,514 |
| 2022 | 28,469 (93.5%) | 1,662 (5.5%) | 319 (1%) | 30,450 |
| Total | 148,921 (93.1%) | 9,498 (5.9%) | 1,465 (0.9%) | 159,884 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 11: Total Injuries by Mode of Travel – MetroPlan Orlando Region (2018-2022)**

| Mode | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|
| Bicycle | 1,788 (1.2%) | **293 (3.1%)** | **52 (3.5%)** | 2,133 (1.3%) |
| Pedestrian | 2,874 (1.9%) | **723 (7.6%)** | **359 (24.5%)** | 3,956 (2.5%) |
| Motorcycle | 3,119 (2.1%) | **945 (9.9%)** | **252 (17.2%)** | 4,316 (2.7%) |
| Motor vehicles (including trucks) | 141,140 (94.8%) | 7,537 (79.4%) | 802 (54.7%) | 149,479 (93.5%) |
| Total | 148,921 | 9,498 | 1,465 | 159,884 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities; **Blue/Bold** indicates that crash type disproportionately results in a KSI.

**Table 12: Percent of Total Injuries by Mode of Travel in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Mode | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|
| Bicycle | 51% | 56% | 65% | 52% |
| Pedestrian | 54% | 63% | 65% | 57% |
| Motorcycle | 51% | 51% | 53% | 51% |
| Motor vehicles (including trucks) | 52% | 51% | 47% | 52% |
| Total | 52% | 52% | 54% | 52% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; when limited access facilities are included, the percent of vehicle occupants who are injured or killed decreases from 52% to 51%, and the percent of pedestrians who are injured or killed decreases from 57% to 56% largely due to the amount of through travel on limited access facilities. Approximately 25% of the region's population lives in a transportation disadvantaged community.

## Railroad Incidents (not involving a motor vehicle)

Data related to trespasser incidents between trains and bicyclists or pedestrians was obtained from the FDOT modal office for the period between October 2018 and March 2023. The data includes incidents that resulted in a fatality or severe injury, as well as near-misses. As mentioned previously, crash data at railroad crossings involving motor vehicles is included in the Signal 4 crash database, but incidents that do not involve motor vehicles are not reported to Signal 4. A full summary of the incidents by location is provided as **Attachment A,** with a summary of key findings presented below reflective of incidents between people walking or biking and trains operated by SunRail, CSX or Amtrak.

- 27 incidents that resulted in a serious injury or death and 55 near-misses that did not result in an injury were reported between October 2018 and March 2023, including:
    - 8 Injuries, with 2 suicide attempts
    - 19 fatalities, with 11 confirmed or apparent suicides
    - 55 near-misses that did not result in an injury

- Of the 27 KSI incidents, 9 (33%) occurred at a grade crossing and 18 (67%) occurred outside of a crossing area; of the near-miss incidents, 21 (38%) occurred at a crossing and 34 (62%) occurred outside of a crossing.
- Of the KSI incidents, 18 (67%) people were standing, sitting, kneeling, or lying on the railroad tracks, 4 (15%) were walking along the railroad tracks, 2 (7%) were walking across the railroad tracks, and the action was unknown in 3 (11%) of the incidents. Of the near-miss incidents, 22 (40%) people were standing, sitting, kneeling, or lying on the railroad tracks, 14 (25%) were walking along the railroad tracks, 14 (25%) were walking across the railroad tracks, and the action was unknown in 3 (9%) of the incidents.
- Frequency and type of railroad incidents by community:
    - 11 KSI and 22 near-misses in Orlando
    - 3 KSI and 8 near-misses in Winter Park
    - 3 KSI and 5 near-misses in unincorporated Osceola County
    - 3 KSI and 8 near-misses in Kissimmee
    - 2 KSI in Edgewood
    - 2 KSI and 2 near-misses in Longwood
    - 1 KSI and 4 near-misses in unincorporated Orange County
    - 1 KSI in Altamonte Springs
    - 1 KSI and 1 near-miss in Maitland
    - 5 near-misses in Sanford
    - 2 near-misses in Lake Mary

## Bicycle and Pedestrian Emergency Room Admission

Data from the Florida Injury Surveillance System (FISS) includes deaths, emergency room visits and hospitalizations for people who were injured while walking and biking, as well as information for people who were injured or killed while walking or bicycling when a motor vehicle was not involved, as summarized in **Table 13** for bicyclist and **Table 14** for pedestrians. These tables show hospital data for Emergency Room (ER) visits, hospitalizations, and fatalities. Data from Law Enforcement (LE) is also shown for comparison purposes. Pedestrian hospitalization data may also include people using electric-scooters (e-scooter) and other mobility devices.

**Table 13: Bicyclists Hospitalizations 2011 – 2021 – MetroPlan Orlando Region**

| Year | LE Fatal Bike Crash | Hospital Reported Fatalities - Motor Vehicle Involved | Hospital Reported Fatalities - Non-Motor Vehicle Involved | LE Incapacitating Bike Crashes | Hospitalizations: Motor Vehicle | Hospitalizations: Non-Motor Vehicle | ER: Motor Vehicle | ER: Non-Motor Vehicle |
|---|---|---|---|---|---|---|---|---|
| 2011 | 12 | 11 | 3 | 53 | 57 | 140 | 376 | 1,736 |
| 2012 | 11 | 20 | 0 | 70 | 63 | 156 | 393 | 1,692 |
| 2013 | 15 | 13 | 3 | 91 | 54 | 151 | 458 | 1,636 |
| 2014 | 13 | 12 | 2 | 127 | 48 | 141 | 379 | 1729 |
| 2015 | 18 | 14 | 4 | 160 | 56 | 137 | 535 | 1,533 |
| 2016 | 11 | 5 | 0 | 118 | 70 | 102 | 777 | 1,042 |
| 2017 | 13 | 10 | 5 | 83 | 72 | 82 | 791 | 1,323 |
| 2018 | 14 | 13 | 3 | 91 | 96 | 100 | 652 | 1,354 |
| 2019 | 12 | 13 | 3 | 66 | 78 | 125 | 430 | 1,040 |
| 2020 | 10 | 14 | 1 | 78 | 85 | 144 | 332 | 934 |
| 2021 | 17 | 12 | 5 | 75 | 98 | 125 | - | - |
| % Change 2011-13 to… | | | | | | | | |
| To 2014-16 | 11% | -30% | 0% | 89% | 0% | -15% | 38% | -15% |
| To 2017-20 | -3% | -15% | 50% | 11% | 43% | -24% | 35% | -31% |

Source: FISS and MetroPlan Orlando

**Table 14: Pedestrian Hospitalizations 2011 – 2021 – MetroPlan Orlando Region**

| Year | LE Fatal Ped Crash | Hospital Reported Fatalities - Motor Vehicle Involved | Hospital Reported Fatalities - Non-Motor Vehicle Involved | LE Incapacitating Bike Ped Crashes | Hospitalizations: Motor Vehicle | Hospitalizations: Non-Motor Vehicle | ER: Motor Vehicle | ER: Non-Motor Vehicle |
|---|---|---|---|---|---|---|---|---|
| 2011 | 62 | 46 | 4 | 125 | 141 | 15 | 606 | 84 |
| 2012 | 45 | 39 | 2 | 126 | 178 | 19 | 641 | 89 |
| 2013 | 55 | 37 | 7 | 160 | 146 | 18 | 684 | 73 |
| 2014 | 65 | 48 | 6 | 226 | 153 | 18 | 697 | 123 |
| 2015 | 64 | 41 | 4 | 234 | 121 | 22 | 640 | 202 |
| 2016 | 77 | 61 | 7 | 207 | 89 | 27 | 542 | 380 |
| 2017 | 88 | 70 | 6 | 156 | 108 | 30 | 523 | 434 |
| 2018 | 73 | 59 | 4 | 165 | 114 | 32 | 550 | 316 |
| 2019 | 89 | 68 | 8 | 171 | 136 | 30 | 429 | 218 |
| 2020 | 63 | 57 | 2 | 145 | 127 | 21 | 257 | 133 |
| 2021 | 81 | 85 | 6 | 176 | 178 | 29 | - | - |
| % Change 2011-13 to… | | | | | | | | |
| To 2014-16 | 27% | 23% | 31% | 62% | -22% | 29% | -3% | 187% |
| to 2017-20 | 45% | 56% | 15% | 16% | -22% | 63% | -32% | 236% |

Source: FISS and MetroPlan Orlando

Some key findings include:

- About 64%of bicyclist hospital admissions (over 100 per year) do not involve a motor vehicle.
- There are about 3 bicyclist fatalities per year that do not involve a motor vehicle.
- Non-motor-vehicle pedestrian admissions have nearly doubled over the past decade from about 15 to 30 per year, with the increase corresponding to the increase in e-scooter use (and similar devices). The biggest increases in both admissions and ER visits for pedestrians without motor vehicles are in Orange County, which has the most e-scooter use, especially in Downtown Orlando and near UCF. ER visits in Orange County increased by 370% from 2011-13 to 2017-19.
- A drop in the percent of non-motor vehicle bicyclist admissions and ER visits during the same time periods could indicate a shift from bicycling to scootering.

Additional details related to bicycling and pedestrian hospital visits have been requested from local hospitals, but at the time this report was prepared, the data was not provided.

## Crashes by Type

**Table 15** summarizes the crashes based on the recorded crash type for all crashes where a crash type is known and **Table 16** summarizes the contributing action of the first driver for the crash categories that disproportionately result in KSIs. Following the table, a definition of each crash type is provided with a summary of key takeaways. This information can be used to identify appropriate strategies to implement at high crash locations that reduce the frequency and severity of crashes.

**Table 15: Crash Summary by Type – MetroPlan Orlando Region (2018-2022)**

| Crash Type | No Injury | Injury | Serious Injury | Fatality | Total | Percent of Total Crashes | Percent of KSI |
|---|---|---|---|---|---|---|---|
| Angle | 10,754 | 7,173 | 549 | 67 | 18,543 | 5.7% | **7.0%** |
| Animal | 610 | 118 | 9 | 0 | 737 | 0.2% | 0.1% |
| Backed Into | 9,267 | 699 | 21 | 2 | 9,989 | 3.1% | 0.3% |
| Bicycle | 380 | 1706 | 289 | 52 | 2427 | 0.7% | **3.9%** |
| Head On | 1,746 | 1,244 | 211 | 93 | 3,294 | 1.0% | **3.4%** |
| Left Entering | 9,715 | 8,632 | 853 | 129 | 19,329 | 5.9% | **11.1%** |
| Left Leaving | 4,460 | 3,138 | 292 | 48 | 7,938 | 2.4% | 3.8% |
| Left Rear | 4,517 | 2,460 | 171 | 23 | 7,171 | 2.2% | 2.2% |
| Off Road | 17,268 | 6,934 | 1,010 | 227 | 25,439 | 7.8% | **14.0%** |
| Opposing Sideswipe | 1,737 | 462 | 33 | 2 | 2,234 | 0.7% | 0.4% |
| Other | 8,266 | 2,874 | 260 | 47 | 11,447 | 3.5% | 3.5% |
| Parked vehicle | 16,288 | 1,382 | 130 | 26 | 17,826 | 5.4% | 1.8% |
| Pedestrian | 409 | 2,600 | 702 | 352 | 4,063 | 1.2% | **11.9%** |
| Rear End | 89,393 | 38,494 | 1,802 | 121 | 129,810 | 39.7% | **21.7%** |
| Right/Left | 694 | 99 | 3 | 0 | 796 | 0.2% | 0.0% |
| Right/ Through | 3,556 | 1,190 | 85 | 4 | 4,835 | 1.5% | 1.0% |
| Right/U-Turn | 139 | 28 | 0 | 0 | 167 | 0.1% | 0.0% |
| Rollover | 942 | 973 | 171 | 40 | 2,126 | 0.6% | **2.4%** |
| Same Direction Sideswipe | 37,221 | 5,281 | 324 | 19 | 42,845 | 13.1% | 3.9% |
| Solo vehicle–Cars/Trucks | 5,355 | 2420 | 347 | 73 | 8,195 | 2.5% | **4.7%** |
| Solo vehicle–Motorcycle | 38 | 372 | 121 | 14 | 545 | 0.2% | **1.5%** |
| Unknown | 5,744 | 1,678 | 101 | 27 | 7,550 | 2.3% | 1.4% |
| Grand Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 | 100% | 100% |

Source: Signal 4 Analytics; Notes: Includes limited access facilities; **Blue/Bold** indicates that crash type disproportionately results in a KSI or has a high share of KSI.

**Table 16: KSI Crash Summary by Contributing Action of First Driver – MetroPlan Orlando Region**[1&2]

| Crash Type | Angle | Bicycle | Head On | Left Turn | Off Road | Pedestrian | Rear End | Right Turn |
|---|---|---|---|---|---|---|---|---|
| Disregarded Other Road Markings | 0.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| Disregarded Other Traffic Sign | 0.5% | 0.3% | 0.0% | 0.1% | 0.2% | 0.0% | 0.1% | 0.0% |
| Drove Too Fast for Conditions | 0.7% | 0.0% | 2.0% | 0.0% | 5.5% | 0.2% | 0.9% | 0.0% |
| Exceeded Posted Speed | 0.5% | 0.0% | 1.0% | 1.0% | 2.1% | 1.0% | 0.5% | 0.0% |
| Failed to Keep in Proper Lane | 1.0% | 1.7% | **23.8%** | 0.5% | **13.8%** | 1.5% | 1.5% | 0.0% |
| Failed to Yield Right-of-Way | **28.4%** | **24.4%** | 3.0% | **61.0%** | 0.3% | 11.8% | 1.4% | **62.2%** |
| Followed Too Closely | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.3% | 0.0% |
| Improper Backing | 0.0% | 0.3% | 0.0% | 0.0% | 0.2% | 1.7% | 0.0% | 0.0% |
| Improper Passing | 0.2% | 1.4% | 6.4% | 0.5% | 0.2% | 0.4% | 0.6% | 1.1% |
| Improper Turn | 1.9% | 0.7% | 0.7% | 3.0% | 0.6% | 0.2% | 0.3% | 8.9% |
| No Contributing Action[2] | 7.6% | **52.6%** | 4.4% | 6.0% | 8.6% | **65.6%** | 3.3% | 4.4% |
| Operated MV in Careless or Negligent Manner | 9.5% | 8.6% | **21.8%** | 5.9% | **42.2%** | 9.4% | **77.7%** | 1.1% |
| Operated MV in Erratic, Reckless or Aggressive Manner | 1.7% | 0.0% | 1.0% | 0.3% | 1.9% | 0.8% | 1.0% | 1.1% |
| Other Contributing Action | 6.1% | 6.9% | 5.0% | 7.1% | **13.7%** | 6.0% | 6.6% | 5.6% |
| Over-Correcting/ Over-Steering | 0.0% | 0.3% | 0.0% | 0.0% | 0.8% | 0.1% | 0.0% | 0.0% |
| Ran Off Road | 0.0% | 0.0% | 1.3% | 0.0% | **7.7%** | 0.4% | 0.1% | 0.0% |
| Ran Red Light | **23.5%** | 0.0% | 1.3% | 9.7% | 0.1% | 0.0% | 0.3% | 5.6% |
| Ran Stop Sign | **17.6%** | 2.1% | 0.7% | 4.6% | 0.5% | 0.3% | 0.2% | 10.0% |
| Swerved or Avoided | 0.0% | 0.0% | 0.3% | 0.0% | 1.2% | 0.6% | 0.3% | 0.0% |
| Wrong Side or Wrong Way | 0.7% | 0.7% | **27.2%** | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% |

Source: Signal 4 Analytics

Notes: 1. Includes limited access facilities; **Blue/Bold** indicates that contributing action is involved in a disproportionate number of KSI crashes.

2. The data in this table reflects the contributing action of Driver 1. Typically, Driver #1 is the at-fault party, but not always. In some instances where a person driving hits a pedestrian or cyclist, and the reporting officer determined the pedestrian or bicyclist was at-fault, the crash report will note "No Contributing Action" for Driver 1.

**Angle** crashes are when two motor vehicles traveling perpendicularly collide, such as a person driving across an intersection colliding with a motor vehicle traveling on the intersecting street. Some angle crashes may be referred to as a T-bone crash. This crash type reflects 5.7% of all crashes and 7% of KSI crashes – crashes where someone is seriously injured or killed. The top contributing factors in KSI angle on crashes are failure to yield the right-of-way (28%), running a red light (24%), running a stop sign (18%) and operating the motor vehicle in a careless or negligent manner (10%). 7% of motorcyclist KSIs and 11% of motorist KSIs are angle-crash related.

**Animal** involves an animal, which could range from a small animal such as a cat or dog, that would be unlikely to cause significant injury to heavier animals, such as deer or bears. Overall, animals are involved in 0.2% of all crashes and 0.1% of KSI crashes.

**Backed into** involves a driver backing into another road user. This crash type reflects 3.1% of all crashes and 0.3% of KSI crashes. The low proportion of these crashes resulting in KSI is likely due to the slow speed at which most people back-up.

**Bicycle** crashes involve someone bicycling and another motorized road user, typically someone in a motor vehicle, but sometimes a motorcycle. Crashes between two people bicycling are not included in the dataset. This crash type reflects 0.7% of all crashes and **3.9% of KSI crashes**. When people bicycling are involved in a crash, they are more likely to be seriously injured or killed. The top motorist contributing factors in KSI bicycle involved crashes are failure to yield right-of-way (24%) and operating the motor vehicle in a careless or negligent manner (9%). For 53% of bicyclist involved KSI crashes, no contributing action is noted for the motor vehicle driver, indicating that the person bicycling likely failed to yield the right-of-way in those crashes.

**Head-on** crashes occur when two motor vehicles traveling in the opposite direction collide head-on. This crash type reflects 1.0% of all crashes and **3.4% of KSI crashes**. The top contributing factors in KSI head on crashes are wrong-way driving (27%), failure to keep in proper lane (24%) and operating the motor vehicle in a careless or negligent manner (21%). Head-on crashes account for about 5% of motor vehicle KSI crashes.

**Left-turn** crashes are categorized as **left entering (Figure 1),** which are crashes that occur when a motor vehicle turning left collides with a through motor vehicle in the opposite direction of travel with both motor vehicles traveling on the same road in opposite directions prior to the crash, **left leaving (Figure 2),** which are crashes that occur when a motor vehicle turning left collides with a through motor vehicle on the other road, and **left rear (Figure 3)**, which are crashes that occur when one motor vehicle is making a left turn onto the same street as an approaching through motor vehicle. Overall, left-turn related crashes comprise about 11% of all crashes and **17% of KSI crashes**, with the left-entering crash type being the most prevalent. The top contributing factors in KSI left turn related crashes are failure to yield the right-of-way (61%) and running the red light or stop sign (15%). **30% of motorcyclist KSIs and 25% of motorist KSIs are left-turn related.**

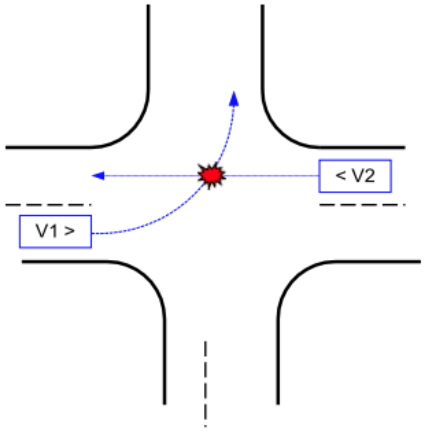



*Figure 1: Left Entering Crash Type*

**Off-road** crashes, also known as road departures, occur when the motor vehicle leaves the roadway. This crash type reflects 7.8% of all crashes and **14% of KSI crashes**. The top contributing factors in KSI off-road crashes are operating the motor vehicle in a careless or negligent manner (42%) and failure to keep in proper lane (14%).

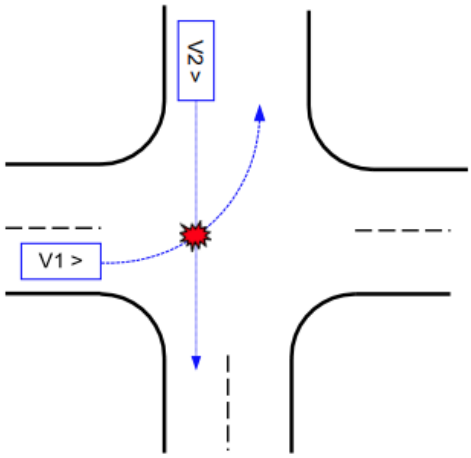



*Figure 2: Left Leaving Crash Type*

**Sideswipe** crashes can occur between motor vehicles traveling in the same or opposite direction and involve an impact between the sides of the motor vehicles with no significant involvement of the front or rear of the motor vehicle. The impact then swipes along the surface of the motor vehicle parallel to the direction of travel. Opposite direction sideswipe crashes represent about 0.7% of total crashes, and 0.4% of KSI crashes. Same direction sideswipe crashes represent about 13.1% of total crashes, and 3.9% of KSI crashes. About 4% of motor vehicle KSI and 5% of motorcyclist KSIs are related to sideswipes. The top contributing factors in KSI sideswipe crashes are failure to keep in proper lane (25%) and operating the motor vehicle in a careless or negligent manner (22%).

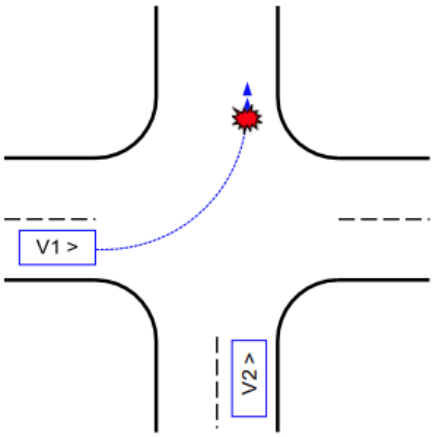



*Figure 3: Left-Rear Crash Type*

**Parked motor vehicle** crashes occur when a motor vehicle collides with a parked motor vehicle. These accounted for 5.4% of total crashes and 1.8% of KSI crashes.

**Pedestrian** related crashes occur between a person walking and a motor vehicle driver, including motorcyclists. This crash type reflects 1.2% of all crashes and **11.9% of KSI crashes**. No contributing action by a driver is noted in 66% of KSI pedestrian crashes (likely meaning that the pedestrian failed to yield the right-of-way to the person driving), with a person driving failing to yield the right-of-way a contributing factor in 11.8% of KSI crashes. Operating a motor vehicle in a careless or negligent manner is a contributing factor in 9.4% of pedestrian KSI crashes. **71% of pedestrian KSI crashes are not at an intersection (Table 52).**

**Rear-end** crashes occur when a motor vehicle crashes into the motor vehicle in front of it. This crash type reflects 39.6% of all crashes and **21.7% of KSI crashes**. Rear-end crashes are the most common crash type in the region. 78% of rear-end KSI crashes are caused by people operating the motor vehicle in a careless or negligent manner, including driver inattention or distraction. Following too closely was a contributing action in 5.3% of rear-end KSI crashes. **16% of motorcyclist KSIs and 24% of motorist KSIs are rear-end related** which could involve a motorcyclist running into the back of a motor vehicle or a motor vehicle running into the back of a motorcyclist**.**

**Right-turn** crashes include **right/left** crashes where a right-turning and left-turning motor vehicle were entering the same road in the same direction; **right/through** when a right-turning motor vehicle turns in front of a motor vehicle traveling through, with both motor vehicles traveling in the same direction after then respective maneuvers; **right/U-turn**, when a motor vehicle is turning right at the same time a motor vehicle is making a U-turn into the same lane. Overall, right-turn related crashes comprise about 1.8% of all crashes and 1% of KSI crashes, with the right-through crash type being the most prevalent. The top contributing factors in KSI right-turn related crashes are failure to yield the right-of-way (62%), running a red light or stop sign (15%), or improper turning (6%).

**Rollover** crashes occur when a motor vehicle tips on its side or roof during a crash. Depending on the force of the crash, a motor vehicle may roll just once, or it may roll multiple times before coming to a stop. Rollover crashes represent about 0.6% of total crashes, and **2.4%** of KSI crashes. The top contributing factor in KSI rollover crashes is operating the motor vehicle in a careless or negligent manner (41%).

**Single-motor vehicle** crashes involve only one motor vehicle. Single-car and truck vehicle crashes account for about 2.5% of total crashes and **4.7% of KSI crashes.** Single-motorcyclist crashes account for about 0.2% of total crashes and **1.5% of KSI crashes,** 10% of motorcyclist KSI are single-vehicle crashes.

## Time of Day

Crashes by time of day are summarized as percentages by the travel mode in **Table 17** for all crashes and **Table 18** for KSI crashes. Overall, crashes are most likely to occur between 3 and 6 PM, as that period typically reflects the busiest time on our roads. While crashes involving vulnerable road users are also high during this time, crashes involving people walking and motorcycling are also prevalent from 6 to 9 PM. Crashes involving bicyclists tend to occur throughout much of the day.

**Table 17: All Crash Summary by Time of Day by Mode – MetroPlan Orlando Region**

| Time of Day | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| 12-3 AM | 4% | 4% | 6% | 6% | 1% |
| 3-6 AM | 3% | 3% | 3% | 4% | 3% |
| 6-9 AM | 12% | 12% | 9% | 14% | 16% |
| 9-Noon | 14% | 14% | 10% | 10% | 16% |
| Noon-3 PM | 19% | 19% | 16% | 12% | 19% |
| 3-6 PM | 24% | 24% | 21% | 18% | 23% |
| 6-9 PM | 16% | 16% | **20%** | **23%** | 14% |
| 9-Midnight | 8% | 8% | **14%** | **13%** | 6% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; **Bold/Blue** indicates a disproportionate number of crashes occurs for this mode during the timeframe indicated.

KSI crashes are more likely to occur between 3 PM and midnight, with the percentage/number of KSI crashes involving vulnerable road users higher than for people in cars or trucks. Approximately 25% of pedestrian KSI crashes occur between 6 and 9 PM with another 22% occurring between 9 PM and midnight. Overall KSI crashes occur more frequently between 6 PM and 6 AM, indicating that darkness can be a contributing factor, in addition to other contributing factors, including less overall travel during that time period leading to faster speeds for people driving, and less light, which can make it difficult to see hazards in and along the roadway, including disabled vehicles or pedestrians.

**Table 18: KSI Crash Summary by Time of Day by Mode – MetroPlan Orlando Region**

| Time of Day | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| 12-3 AM | 9% | 9% | 8% | 10% | 4% |
| 3-6 AM | 6% | 7% | 3% | 7% | 5% |
| 6-9 AM | 12% | 14% | 9% | 10% | 15% |
| 9-Noon | 11% | 13% | 9% | 6% | 14% |
| Noon-3 PM | 13% | 14% | 14% | 7% | 14% |
| 3-6 PM | 16% | 16% | 19% | 10% | 15% |
| 6-9 PM | 17% | 15% | 19% | **26%** | 19% |
| 9-Midnight | 15% | 13% | 19% | **22%** | 12% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; **Bold/Blue** indicates a disproportionate number of KSI crashes occurs for this mode during the timeframe indicated.

## Day of Week

Crashes by day of week are summarized as percentages by travel mode in **Table 19** for all crashes and **Table 20** for KSI crashes. During a typical week, there are a similar number of crashes observed to occur Monday through Thursday, with Friday being slightly higher than other days. The overall number of crashes is lower on Saturday and Sunday. While crashes involving vulnerable road users are also the highest on Friday, crashes involving bicyclists tend to be higher on weekdays and lower on weekends.

**Table 19: All Crash Summary by Day of Week by Mode – MetroPlan Orlando Region**

| Day of Week | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Monday | 15% | 15% | 12% | 15% | 16% |
| Tuesday | 15% | 15% | 12% | 15% | 16% |
| Wednesday | 15% | 15% | 14% | 15% | 16% |
| Thursday | 15% | 15% | 15% | 15% | 17% |
| Friday | 17% | 17% | 17% | 17% | 16% |
| Saturday | 12% | 12% | 16% | 12% | 11% |
| Sunday | 10% | 10% | 14% | 11% | 8% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

Crashes that result in a severe injury or fatality are slightly more likely to occur on Friday and Saturday, except for bicyclists, which see the highest KSI crash rates on Thursdays and Saturdays. For bicyclist-involved crashes, the overall number of reported crashes involving a bicyclist is low compared to other modes so caution should be used when using this data. Alcohol may be a contributing factor in the slightly higher KSI crashes on Friday and Saturday as alcohol involved crashes are more likely to occur on a Friday or Saturday (see **Table 25**).

**Table 20: KSI Crash Summary by Day of Week by Mode – MetroPlan Orlando Region**

| Day of Week | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Monday | 14% | 14% | 12% | 12% | 16% |
| Tuesday | 14% | 14% | 12% | 15% | 14% |
| Wednesday | 14% | 14% | 13% | 15% | 13% |
| Thursday | 14% | 14% | 15% | 15% | 17% |
| Friday | 15% | 15% | 16% | 16% | 13% |
| Saturday | 16% | 15% | 17% | 15% | 17% |
| Sunday | 13% | 13% | 15% | 12% | 10% |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

# Contextual Analysis

This section provides additional information related to road user behavior, the environmental conditions and the roadway conditions to provide additional context about why crashes are occuring.

## Behavioral Factors

This section provides an overview of behavioral factors that contribute to crashes, including alcohol and drug impairment, aggressive aggressively, speeding, and occupant protection.

### Alcohol Impairment

**Table 21** summarizes crashes caused by alcohol impairment. These crashes include both when the alcohol level was reported as over the legal limit as well as when alcohol use was listed as a contributing crash factor in the crash report. Most crashes (98.5%) did not include an alcohol impaired driver. **Although only 1.5% of crashes involved alcohol impairment, alcohol involved crashes account for 3% of crashes where someone was seriously injured and 21% of fatal crashes in the region.**

**Table 21: Crash Summary by Alcohol Impairment – MetroPlan Orlando Region**

| Alcohol Involved | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 2,569 (1.1%) | 1,741 (1.9%) | **229 (3.1%)** | **282 (20.6%)** | 4,821 (1.5%) |
| No | 225,930 (98.9%) | 88,216 (98.1%) | 7,255 (96.9%) | 1,084 (79.4%) | 322,485 (98.5%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities, **Blue/Bold** indicates that behavioral factor disproportionately results in a KSI.

While the percent of crashes involving alcohol is slightly more likely to occur on non-limited access roads than on the road network overall, the percent of those crashes resulting in a fatality is slightly less than on the overall network, likely due to a slightly lower speed (**Table 22**). Alcohol is a factor in about 1.4% of all crashes and 15.7% of fatal crashes in transportation disadvantaged communities, a slightly lower rate than the regional average (**Table 23**). Of crashes on non-limited access roads, **51% of serious injury (95 of 187) and 44% of fatal crashes (98 of 224) involving alcohol** occur in transportation disadvantaged communities.

**Table 22: Crash Summary by Alcohol Impairment on Non-Limited Access Facilities – MetroPlan Orlando Region**

| Alcohol Involved | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 2,338 (1.2%) | 1,541 (2%) | **187 (3.1%)** | **224 (19.4%)** | 4,290 (1.6%) |
| No | 190,193 (98.8%) | 75,113 (98%) | 5,934 (96.9%) | 928 (80.6%) | 272,168 (98.4%) |
| Total | 192,531 | 76,654 | 6,121 | 1,152 | 276,458 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities.

**Table 23: Crash Summary by Alcohol Impairment on Non-Limited Access Facilities in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Alcohol Involved | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 1,064 (1.1%) | 703 (1.8%) | 95 (2.9%) | 98 (15.7%) | 1,960 (1.4%) |
| No | 91,711 (98.9%) | 38,916 (98.2%) | 3,139 (97.1%) | 528 (84.3%) | 134,294 (98.6%) |
| Total | 92,775 | 39,619 | 3,234 | 626 | 136,254 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities.

Crashes that involve alcohol are significantly more likely to result in a serious injury or fatality, as shown in **Table 24,** which shows that about 6% of alcohol involved crashes resulted in a fatality, as compared to 0.4% of all crashes (see Table 2).

**Table 24: Alcohol Involved Crashes by Severity by Year – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 606 (55.6%) | 365 (33.5%) | 60 (5.5%) | 58 (5.3%) | 1,089 |
| 2019 | 582 (53.3%) | 407 (37.3%) | 46 (4.2%) | 57 (5.2%) | 1,092 |
| 2020 | 401 (49.6%) | 324 (40.1%) | 30 (3.7%) | 53 (6.6%) | 808 |
| 2021 | 507 (54.3%) | 320 (34.3%) | 49 (5.3%) | 57 (6.1%) | 933 |
| 2022 | 473 (52.6%) | 325 (36.2%) | 44 (4.9%) | 57 (6.3%) | 899 |
| Total | 2,569 (53.3%) | 1,741 (36.1%) | 229 (4.8%) | 282 (5.8%) | 4,821 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

As shown in **Table 25**, alcohol involved crashes are more likely to occur on a Friday or Saturday, and as shown in **Table 26**, are more likely to occur late in the evening or early morning hours.

**Table 25: Alcohol Involved Crashes by Day of Week– MetroPlan Orlando Region**

| Day of Week | All Crashes | All KSI Crashes | All Crashes – Involving Alcohol | KSI Crashes Involving Alcohol |
|---|---|---|---|---|
| Monday | 15% | 14% | 11% | 13% |
| Tuesday | 15% | 14% | 8% | 6% |
| Wednesday | 15% | 14% | 10% | 10% |
| Thursday | 15% | 14% | 11% | 10% |
| Friday | 17% | 15% | 16% | 17% |
| Saturday | 12% | 16% | 21% | **23%** |
| Sunday | 10% | 13% | 22% | **21%** |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities or parking lots, **Blue/Bold** indicates that behavioral factor disproportionately results in crashes and KSI crashes during these days of week.

**Table 26: Alcohol Involved Crashes by Time of Day – MetroPlan Orlando Region**

| Day of Week | All Crashes | All Crashes KSI Crashes | All Crashes Involving Alcohol | All KSI Crashes Involving Alcohol |
|---|---|---|---|---|
| 12-3 AM | 9% | 4% | **26%** | **29%** |
| 3-6 AM | 6% | 3% | 11% | **16%** |
| 6-9 AM | 12% | 12% | 4% | 4% |
| 9-Noon | 11% | 14% | 2% | 5% |
| Noon-3 PM | 13% | 19% | 6% | 8% |
| 3-6 PM | 16% | 24% | 10% | 16% |
| 6-9 PM | 17% | 16% | 19% | 16% |
| 9-Midnight | 15% | 8% | **23%** | **19%** |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities or parking lots, **Blue/Bold** indicates that behavioral factor disproportionately results in crashes and KSI crashes during these time periods.

## Drug Impairment

**Table 21** summarizes crashes caused by drug impairment. Drugs can include illegal drugs, as well as prescription drugs. This finding is made when a drug test of a driver is positive, or a driver refused a test after being suspected of a drug impairment. Most crashes (99.5%) did not include a drug impaired driver. **Despite about 0.5% of crashes involving drug impairment, drug impaired crashes account for 16% of crashes where someone was killed in the region.**

**Table 27: Crash Summary by Drug Impairment – MetroPlan Orlando Region**

| Drug Impaired Driver? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 690 (0.3%) | 506 (0.6%) | 86 (1.1%) | **212 (15.5%)** | 1,494 (0.5%) |
| No | 227,809 (99.7%) | 89,451 (99.4%) | 7,398 (98.9%) | **1,154 (84.5%)** | 325,812 (99.5%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

The percent of crashes involving drugs on non-limited access roads is similar to the regional average, the percent of those crashes resulting in a fatality is slightly less than on the overall network, likely due to a slightly lower speed (**Table 28**). Drugs are a factor in about 0.4% of all crashes and 14.4% of fatal crashes in transportation disadvantaged communities, a slightly lower rate than the regional average (**Table 23**). Of crashes on non-limited access roads, **43% of serious injury (30 of 70) and 53% of fatal crashes (90 of 169) involving drugs** occur in transportation disadvantaged communities.

**Table 28: Crash Summary by Drug Impairment on Non-Limited Access Facilities – MetroPlan Orlando Region**

| Drug Impaired Driver? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 610 (0.3%) | 435 (0.6%) | 70 (1.1%) | 169 (14.7%) | 1,284 (0.5%) |
| No | 191,921 (99.7%) | 76,219 (99.4%) | 6051 (98.9%) | 983 (85.3%) | 275,174 (99.5%) |
| Total | 192,531 | 76,654 | 6,121 | 1,152 | 276,458 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities.

**Table 29: Crash Summary by Drug Impairment on Non-Limited Access Facilities in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Drug Impaired Driver? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 281 (0.3%) | 179 (0.5%) | 30 (0.9%) | 90 (14.4%) | 580 (0.4%) |
| No | 92,494 (99.7%) | 39,440 (99.5%) | 3,204 (99.1%) | 536 (85.6%) | 135,674 (99.6%) |
| Total | 92,775 | 39,619 | 3,234 | 626 | 136,254 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities.

Crashes that involve drug impairment are significantly more likely to result in a serious injury or fatality, as shown in **Table 30,** which shows that about **14% of drug involved crashes results in a fatality, as compared to 0.4% of all crashes** (see Table 2).

**Table 30: Drug Impaired Driver Involved Crashes by Severity by Year – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 179 (50.6%) | 114 (32.2%) | 17 (4.8%) | 44 (12.4%) | 354 |
| 2019 | 172 (49%) | 104 (29.6%) | 17 (4.8%) | 58 (16.5%) | 351 |
| 2020 | 109 (41.8%) | 103 (39.5%) | 16 (6.1%) | 33 (12.6%) | 261 |
| 2021 | 138 (45.7%) | 108 (35.8%) | 14 (4.6%) | 42 (13.9%) | 302 |
| 2022 | 92 (40.7%) | 77 (34.1%) | 22 (9.7%) | 35 (15.5%) | 226 |
| Total | 690 (46.2%) | 506 (33.9%) | 86 (5.8%) | 212 (14.2%) | 1,494 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

When both drugs and alcohol are factors in a crash, a serious injury or fatality is more likely to occur, as shown in **Table 31.**

**Table 31: Alcohol and Drug Involved Crashes by Severity by Year – MetroPlan Orlando Region**

| Year | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| 2018 | 75 (41.7%) | 64 (35.6%) | 12 (6.7%) | 29 (16.1%) | 180 |
| 2019 | 70 (41.9%) | 56 (33.5%) | 7 (4.2%) | 34 (20.4%) | 167 |
| 2020 | 41 (35%) | 51 (43.6%) | 8 (6.8%) | 17 (14.5%) | 117 |
| 2021 | 54 (40.3%) | 51 (38.1%) | 9 (6.7%) | 20 (14.9%) | 134 |
| 2022 | 38 (36.2%) | 38 (36.2%) | 12 (11.4%) | 17 (16.2%) | 105 |
| Total | 278 (39.5%) | 260 (37%) | 48 (6.8%) | 117 (16.6%) | 703 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

A comparison of crash outcomes when alcohol or drugs, or when both alcohol and drugs are involved is presented in **Figure 4**, which shows when alcohol or drugs are involved, a crash is more likely to result in an injury or fatality. When someone is under the influence of drugs or alcohol, their reaction time is slower than when not under the influence, contributing to worsening crash outcomes with drug and alcohol use.

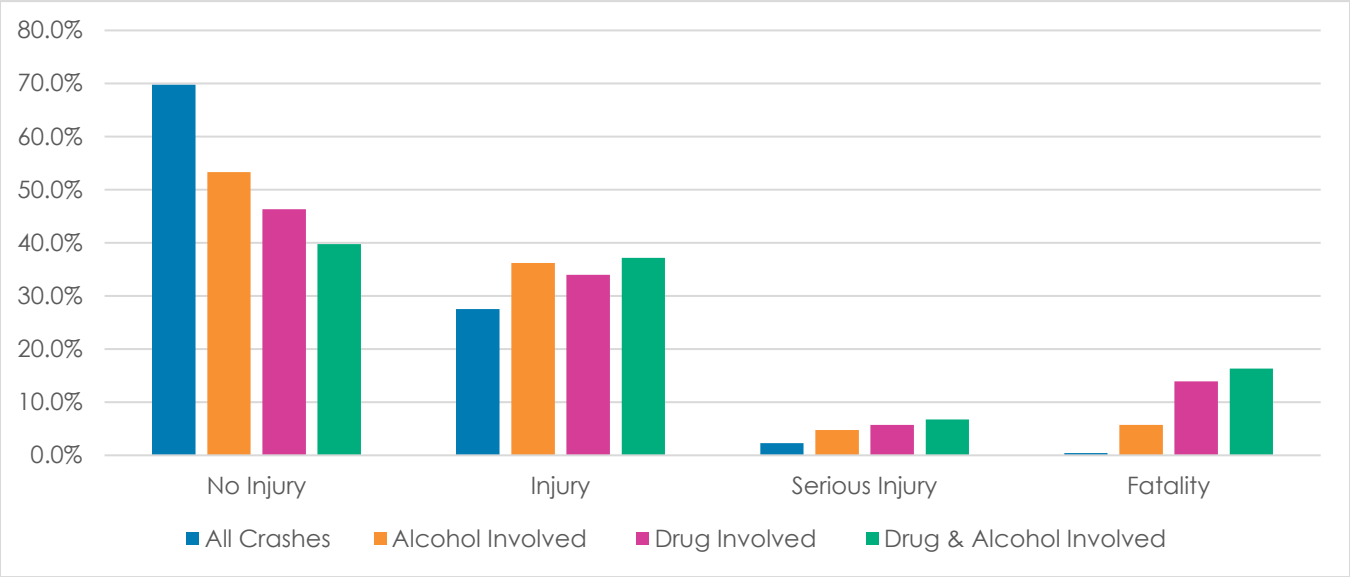



***Figure 4: Drug and Alcohol Crash Severity Comparison***

## Speeding

**Table 32** summarizes crashes where either exceeding the speed limit or driving too fast for the conditions was noted in the crash report. The approximately 6,000 crashes where speeding was noted as a factor made up about 1.8% of all crashes; however, **3.1% of the crashes listed as**

**speeding-related resulted in a serious injury and 8% resulted in a fatalit**y. As it can be difficult to prove speeding, the number of KSI crashes attributed to speeding is likely an undercount.

**Table 32: Crash Summary by Reported Speeding – MetroPlan Orlando Region**

| Speeding? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 3,616 (1.6%) | 2,100 (2.3%) | 230 (3.1%) | **109 (8%)** | 6,055 (1.8%) |
| No | 224,883 (98.4%) | 87,857 (97.7%) | 7,254 (96.9%) | 1,257 (92%) | 321,251 (98.2%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

Of crashes that involve speeding, they tend to be more fatal for people outside of vehicles. Of speeding crashes, 15% result in the fatality of a pedestrian and 25% result in the fatality of a motorcyclist, as presented in **Table 33**.

**Table 33: Crash by Mode with Reported Speeding Non-Limited Access Roads – MetroPlan Orlando Region**

| Mode | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Bicycle | 0 (0%) | 4 (0.3%) | 0 (0%) | 2 (2.1%) | 6 (0.1%) |
| Pedestrian | 17 (0.7%) | 12 (0.8%) | 7 (4.5%) | 14 (14.9%) | 50 (1.2%) |
| Motorcycle | 14 (0.6%) | 75 (5.3%) | 43 (27.7%) | 23 (24.5%) | 155 (3.9%) |
| Motor Vehicles (including trucks) | 2,321 (98.7%) | 1,333 (93.6%) | 105 (67.7%) | 55 (58.5%) | 3,814 (94.8%) |
| Total | 2,352 | 1,424 | 155 | 94 | 4,025 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Crashes by Age

A crash analysis of speeding and impaired drivers by age was conducted, with the results presented in **Figure 5** and **Figure 6**. Consistent with statewide and national data, younger drivers are more likely to be involved in speeding related and impaired crashes.

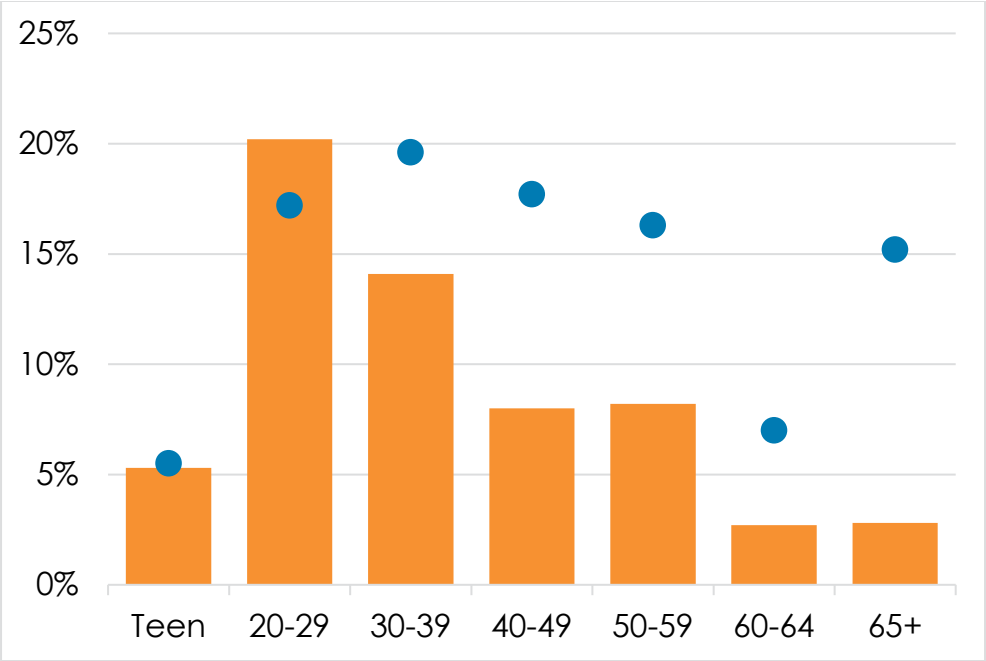



*Figure 5: Speeding Related KSI Crashes by Age*

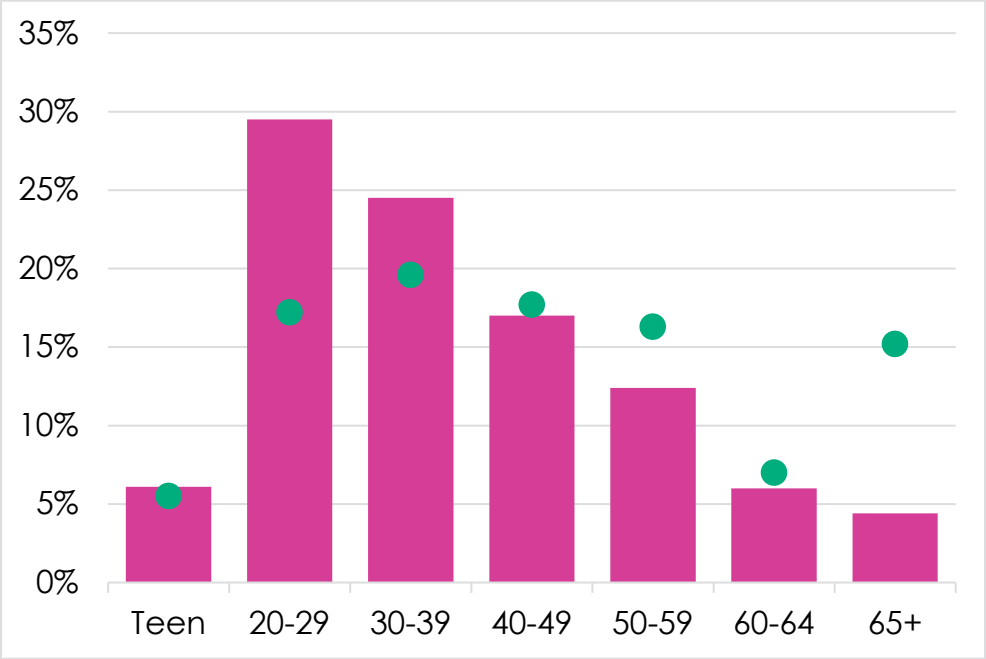



*Figure 6: Impaired KSI Crashes by Age*

Crashes that involve an aging driver (defined as a driver 65 or older) or teen driver are summarized in **Table 34** through **Table 37.** Aging drivers comprise about 15.2% of licensed drivers (from Florida Department of Highway Safety and Motor Vehicles Licensed Drivers by County, January 1, 2022).

in the region and are involved in about 14.4% of all crashes and 13.9% of KSI crashes. Aging drivers are less likely to be involved in a crash involving a vulnerable road user. Although the aging driver crash rates are proportional to the percentage of licensed drivers, it is likely that some people in the aging driver cohort maintain a license but do not drive frequently.

### Table 34: All Crash Summary Aging Drivers by Mode – MetroPlan Orlando Region

| Aging Driver? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 47,023 (14.4%) | 45,767 (14.5%) | 531 (11.7%) | 447 (11%) | 278 (11.5%) |
| No | 280,283 (85.6%) | 270,504 (85.5%) | 4014 (88.3%) | 3,616 (89%) | 2,149 (88.5%) |
| Total | 327,306 | 316,271 | 4,545 | 4,063 | 2,427 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

### Table 35: KSI Crash Summary Aging Drivers by Mode – MetroPlan Orlando Region

| Aging Driver? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 1,233 (13.9%) | 987 (15.6%) | 128 (11.5%) | 84 (8%) | 34 (10%) |
| No | 7,617 (86.1%) | 5352 (84.4%) | 988 (88.5%) | 970 (92%) | 307 (90%) |
| Total | 8,850 | 6,339 | 1,116 | 1,054 | 341 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Teens comprise about 5.5% of licensed drivers in the region and are involved in 12.5% of all crashes and 10.8% of KSI crashes.** Like aging drivers, they are more likely to be involved in a motor vehicle-to-motor vehicle crash than one with vulnerable road users. The inexperience of teen drivers is a large factor in their disproportionate representation in crashes.

### Table 36: All Crash Summary Teen Drivers by Mode – MetroPlan Orlando Region

| Teen Driver? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 40,931 (12.5%) | 40,219 (12.7%) | 411 (9%) | 182 (4.5%) | 119 (4.9%) |
| No | 286,375 (87.5%) | 276,052 (87.3%) | 4,134 (91%) | 3,881 (95.5%) | 2,308 (95.1%) |
| Total | 327,306 | 316,271 | 4,545 | 4,063 | 2,427 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

### Table 37: KSI Crash Summary Teen Drivers by Mode – MetroPlan Orlando Region

| Teen Driver? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 953 (10.8%) | 799 (12.6%) | 85 (7.6%) | 46 (4.4%) | 23 (6.7%) |
| No | 7,897 (89.2%) | 5,540 (87.4%) | 1,031 (92.4%) | 1,008 (95.6%) | 318 (93.3%) |
| Total | 8,850 | 6,339 | 1,116 | 1,054 | 341 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

Teen drivers and aging drivers were also less likely to be involved in crashes and KSI crashes on limited access facilities, potentially indicating a preference for travel on lower speed roadways.

## Aggressive Driving

**Table 38** summarizes crashes where aggressive driving was noted in the crash report. The approximately 8,700 crashes that involved aggressive driving comprise about 3% of all crashes; however, 5% of the crashes listed as aggressive driving related resulted in a serious injury and 10% resulted in a fatality.

**Table 38: Crash Summary by Reported Aggressive Driving – MetroPlan Orlando Region**

| Aggressive Driving? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 5,243 (2.3%) | 3,026 (3.4%) | 342 (4.6%) | 139 (10.2%) | 8,750 (2.7%) |
| No | 223,256 (98.2%) | 86,931 (97%) | 7,142 (95.5%) | 1,227 (89.8%) | 318,556 (97.3%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

## Distracted Driving

**Table 39** summarizes crashes where distracted driving was noted in the crash report. The approximately 83,000 crashes that involved distracted driving comprise about 25 % of all crashes; however, 30% of the crashes listed as distracted-driving related resulted in a serious injury and 18% resulted in a fatality.

**Table 39: Crash Summary by Reported Distracted Driving – MetroPlan Orlando Region**

| Distracted Driving ? | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 51,924 (22.7%) | 28,514 (31.7%) | 2,295 (30.7%) | 243 (17.8%) | 82,976 (25.4%) |
| No | 176,575 (77.3%) | 61,443 (68.3%) | 5,189 (69.3%) | 1,123 (82.2%) | 244,330 (74.6%) |
| Total | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

It should also be noted that multiple behavioral factors can collectively contribute to the occurrence of crashes. For example, a person driving under the influence of drugs may also be distracted and/or driving aggressively.

## Occupant Protection: Seatbelts & Helmets

A crash summary by use of occupant protection is provided in **Table 40** for people in motor vehicles (seatbelts) and in **Table 41** for motorcyclists (helmet use). In all motor vehicle crashes, 98.3% of occupants were wearing a seatbelt. As seatbelt usage declines, more injuries occur, **with 38% of motor vehicle occupants who died in the MetroPlan Orlando region not wearing a seatbelt**. 49% of motorcyclist who died were wearing a FDOT compliant helmet; **43% of motorcyclists who died where not wearing a helmet.**

**Table 40: Motor vehicle Crash Summary by Reported Occupant Seatbelt Use– MetroPlan Orlando Region**

| Occupant Protection Used | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Yes | 641,445 (98.7%) | 136,840 (97.3%) | 6,729 (89.3%) | 438 (54.6%) | 785,452 (98.3%) |
| No | 4,368 (0.7%) | 2,161 (1.5%) | **521 (6.9%)** | **307 (38.3%)** | 7,357 (0.9%) |
| Unknown | 4,175 (0.6%) | 1,622 (1.2%) | 289 (3.8%) | 57 (7.1%) | 6,143 (0.8%) |
| Total | 649,988 (100%) | 140,623 (100%) | 7,539 (100%) | 802 (100%) | 798,952 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 41: Motorcycle Crash Summary by Helmet Use – MetroPlan Orlando Region**

| Occupant Protection Used | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| FDOT Compliant Helmet | 460 (9.8%) | 1,500 (48.6%) | 455 (48.3%) | 124 (49%) | 2,539 (28.2%) |
| Other Helmet | 17 (0.4%) | 56 (1.8%) | 21 (2.2%) | 11 (4.3%) | 105 (1.2%) |
| No Helmet | 1,140 (24.2%) | 826 (26.8%) | **324 (34.4%)** | **109 (43.1%)** | 2,399 (26.7%) |
| Unknown | 3,093 (65.7%) | 705 (22.8%) | 143 (15.2%) | 9 (3.6%) | 3,950 (43.9%) |
| Total | 4,710 (100%) | 3,087 (100%) | 943 (100%) | 253 (100%) | 8,993 (100%) |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

For crashes that resulted in a fatality or serious injury, the responding officer likely made the determination of seatbelt and helmet use. For crashes with lower levels of severity, people involved in crashes may have self-reported wearing a seatbelt or helmet when they were not. For motorcyclist involved crashes, reporting of helmet use appears to decline with no injury or minor injury crashes.

## Hit and Run

A hit and run crash is defined as the act of causing a traffic crash and failing to remain at the scene of the crash afterwards. Of all the reported crashes in the region, about 14% are classified as a hit and run, with that percentage increasing for crashes involving pedestrians and bicyclists, as shown in **Table 42**. Approximately 20% of pedestrian KSI and 19% of bicyclist KSIs are classified as a hit and run, as shown in **Table 43**. Hit and run crashes that occur in transportation disadvantaged communities are shown in **Table 44. Pedestrian and bicyclists hit and run crashes are more likely to occur in a disadvantaged community than in other places, with approximately 72% of pedestrian hit and run KSIs and 70% of bicyclist hit and run KSIs occurring in transportation disadvantaged communities; only 25% of the population lives in a transportation disadvantaged community.**

**Table 42: All Crash Summary Hit and Run by Mode – MetroPlan Orlando Region**

| Hit & Run? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 45,394 (13.9%) | 43,588 (13.8%) | 488 (10.7%) | **896 (22.1%)** | **422 (17.4%)** |
| No | 281,912 (86.1%) | 272,683 (86.2%) | 4,057 (89.3%) | 3,167 (77.9%) | 2,005 (82.6%) |
| Total | 327,306 | 316,271 | 4,545 | 4,063 | 2,427 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 43: KSI Crash Summary Hit and Run by Mode – MetroPlan Orlando Region**

| Hit & Run? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 783 (8.8%) | 454 (7.2%) | 59 (5.3%) | **206 (19.5%)** | **64 (18.8%)** |
| No | 8,067 (91.2%) | 5,885 (92.8%) | 1,057 (94.7%) | 848 (80.5%) | 277 (81.2%) |
| Total | 8,850 | 6339 | 1116 | 1054 | 341 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 44: KSI Crash Summary Hit and Run by Mode in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Hit & Run? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | **448 (11.6%)** | 228 (9%) | 27 (5.6%) | **148 (22.7%)** | **45 (23.1%)** |
| No | 3,412 (88.4%) | 2,300 (91%) | 458 (94.4%) | 504 (77.3%) | 150 (76.9%) |
| Total | 3,860 | 2,528 | 485 | 652 | 195 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Commercial Motor Vehicle

Commercial motor vehicles include those with a gross motor vehicle weight greater than 26,001 pounds or that have three or more axles regardless of weight. Of all the reported crashes in the region, about 6% involve a commercial motor vehicle **(Table 45)**, with about 6% of KSI crashes involving a commercial motor vehicle. People in motor vehicles were more likely to be involved in fatal and severe injury crashes that involve a commercial motor vehicle, as shown in **Table 46**. KSI crashes involving commercial vehicles are less likely to occur in transportation disadvantaged communities, although motorcycle and bicycle involved KSI crashes with commercial vehicles are slightly overrepresented in transportation disadvantaged communities, as shown in **Table 47**.

**Table 45: All Crash Summary Commercial Motor Vehicle by Mode – MetroPlan Orlando Region**

| Commercial Motor vehicle Involved? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 20,377 (6.2%) | 20,151 (6.4%) | 95 (2.1%) | 91 (2.2%) | 40 (1.6%) |
| No | 306,929 (93.8%) | 296,120 (93.6%) | 4,450 (97.9%) | 3,972 (97.8%) | 2,387 (98.4%) |
| Total | 327,306 | 316,271 | 4,545 | 4,063 | 2,427 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 46: KSI Crash Summary Commercial Motor Vehicle by Mode – MetroPlan Orlando Region**

| Commercial Motor vehicle Involved? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 530 (6%) | 456 (7.2%) | 28 (2.5%) | 34 (3.2%) | 12 (3.5%) |
| No | 8,320 (94%) | 5883 (92.8%) | 1088 (97.5%) | 1020 (96.8%) | 329 (96.5%) |
| Total | 8,850 | 6,339 | 1,116 | 1,054 | 341 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 47: KSI Crash Summary Commercial Motor Vehicle by Mode in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Commercial Motor vehicle Involved? | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Yes | 184 (4.8%) | 145 (5.7%) | 16 (3.3%) | 13 (2%) | 10 (5.1%) |
| No | 3676 (95.2%) | 2383 (94.3%) | 469 (96.7%) | 639 (98%) | 185 (94.9%) |
| Total | 3,860 | 2,528 | 485 | 652 | 195 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Environmental Factors

Crash outcomes were also evaluated based on environmental factors, such as road conditions and lighting conditions.

### Road Surface Condition

**Table 48** summarizes crash outcomes by road surface conditions. Overall, all crashes, including KSI crashes, were more likely to occur on dry roads than other road conditions. This finding is similar for disadvantaged communities.

**Table 48: Crash Summary by Road Surface Condition – MetroPlan Orlando Region**

| Road Surface Condition | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Dry | 198,872 (87%) | 78,102 (86.8%) | 6,580 (87.9%) | 1,212 (88.7%) | 284,766 (87%) |
| Ice/Frost | 7 (0%) | 3 (0%) | (0%) | (0%) | 10 (0%) |
| Mud, Dirt, Gravel | 102 (0%) | 19 (0%) | 2 (0%) | 2 (0.1%) | 125 (0%) |
| Oil | 9 (0%) | 10 (0%) | (0%) | (0%) | 19 (0%) |
| Other | 67 (0%) | 19 (0%) | 5 (0.1%) | 5 (0.4%) | 96 (0%) |
| Sand | 15 (0%) | 4 (0%) | (0%) | (0%) | 19 (0%) |
| Unknown | 589 (0.3%) | 48 (0.1%) | 11 (0.1%) | 1 (0.1%) | 649 (0.2%) |
| Water (standing/ moving) | 44 (0%) | 19 (0%) | (0%) | 1 (0.1%) | 64 (0%) |
| Wet | 28,794 (12.6%) | 11,733 (13%) | 886 (11.8%) | 145 (10.6%) | 41,558 (12.7%) |
| **Total** | 228,499 | 89,957 | 7,484 | 1,366 | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

## Lighting Condition

**Table 49** summarizes crashes by reported lighting condition for all modes of travel. While most crashes occur during daylight hours, crashes that occur under dark conditions, either lighted or unlighted, are more likely to result in a serious injury or a fatality. As shown in **Table 50,** crashes involving a person walking, bicycling, or motorcycling are more likely to occur at night than crashes involving only people in motor vehicles. Crashes in transportation disadvantaged communities are also more likely to occur at night than in non-transportation disadvantaged communities, as shown in **Table 51.**

**Table 49: Crash Summary by Lighting Conditions – MetroPlan Orlando Region**

| Lighting Condition | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Dark - Lighted | 42,745 (18.7%) | 19,665 (21.9%) | 2,151 (28.7%) | **556 (40.7%)** | 65,117 (19.9%) |
| Dark - Not Lighted | 8,173 (3.6%) | 4,179 (4.6%) | 647 (8.6%) | **267 (19.5%)** | 13,266 (4.1%) |
| Dark - Unknown Lighting | 585 (0.3%) | 206 (0.2%) | 6 (0.1%) | 2 (0.1%) | 799 (0.2%) |
| Dawn | 3,861 (1.7%) | 1602 (1.8%) | 148 (2%) | 44 (3.2%) | 5,655 (1.7%) |
| Daylight | 164,995 (72.2%) | 60,996 (67.8%) | 4,272 (57.1%) | 455 (33.3%) | 230,718 (70.5%) |
| Dusk | 7,315 (3.2%) | 3,258 (3.6%) | 250 (3.3%) | 37 (2.7%) | 10,860 (3.3%) |
| Other | 115 (0.1%) | 17 (0%) | 4 (0.1%) | 5 (0.4%) | 141 (0%) |
| Unknown | 710 (0.3%) | 34 (0%) | 6 (0.1%) | (0%) | 750 (0.2%) |
| Total | 228,499 (69.8%) | 89,957 (27.5%) | 7,484 (2.3%) | 1,366 (0.4%) | 327,306 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 50: Crash Summary by Lighting Conditions – Pedestrians, Bicyclists and Motorcyclists – MetroPlan Orlando Region**

| Lighting Condition | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Dark – Lighted | 381 (21.4%) | 1,413 (21%) | 598 (32.1%) | **292 (45%)** | 2,684 (24.3%) |
| Dark – Not Lighted | 78 (4.4%) | 403 (6%) | 194 (10.4%) | **146 (22.5%)** | 821 (7.4%) |
| Dark – Unknown Lighting | 3 (0.2%) | 18 (0.3%) | 3 (0.2%) | 1 (0.2%) | 25 (0.2%) |
| Dawn | 29 (1.6%) | 146 (2.2%) | 30 (1.6%) | 27 (4.2%) | 232 (2.1%) |
| Daylight | 1,223 (68.7%) | 4,495 (66.7%) | 963 (51.7%) | 160 (24.7%) | 6,841 (62%) |
| Dusk | 62 (3.5%) | 260 (3.9%) | 70 (3.8%) | 20 (3.1%) | 412 (3.7%) |
| Other | 1 (0.1%) | 3 (0%) | 1 (0.1%) | 3 (0.5%) | 8 (0.1%) |
| Unknown | 4 (0.2%) | 5 (0.1%) | 3 (0.2%) | 0 (0%) | 12 (0.1%) |
| Total | 1,781 (16.1%) | 6,743 (61.1%) | 1,862 (16.9%) | 649 (5.9%) | 11,035 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 51: Crash Summary by Lighting Conditions in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Lighting Condition | No Injury | Injury | Serious Injury | Fatality | Total |
|---|---|---|---|---|---|
| Dark – Lighted | 18,516 (20%) | 8,864 (22.4%) | 1,021 (31.6%) | **293 (46.8%)** | 28,694 (21.1%) |
| Dark – Not Lighted | 2,683 (2.9%) | 1,443 (3.6%) | 233 (7.2%) | 106 (16.9%) | 4,465 (3.3%) |
| Dark – Unknown Lighting | 255 (0.3%) | 95 (0.2%) | 4 (0.1%) | 1 (0.2%) | 355 (0.3%) |
| Dawn | 1,493 (1.6%) | 644 (1.6%) | 49 (1.5%) | 16 (2.6%) | 2,202 (1.6%) |
| Daylight | 66,622 (71.8%) | 27,126 (68.5%) | 1,821 (56.3%) | 197 (31.5%) | 95,766 (70.3%) |
| Dusk | 2,920 (3.1%) | 1,424 (3.6%) | 103 (3.2%) | 11 (1.8%) | 4,458 (3.3%) |
| Other | 42 (0%) | 7 (0%) | 1 (0%) | 2 (0.3%) | 52 (0%) |
| Unknown | 244 (0.3%) | 16 (0%) | 2 (0.1%) | (0%) | 262 (0.2%) |
| Total | 92,775 (68.1%) | 39,619 (29.1%) | 3,234 (2.4%) | 626 (0.5%) | 136,254 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Road Factors

This section of the report provides crash information by characteristics of the road, such as the crash location (intersection or segment), number of lanes, speed limit, and type of road. This section focuses on crashes that occurred on the surface road system, and as such, limited access and toll facilities are excluded from this analysis.

### Crash Location (Intersection vs Segment)

At a high-level, a crash location can either be at an intersection (or within the intersection influence area) or along a road segment. As summarized in **Table 52**, about 25% of all crashes occurred at an intersection, with crashes occurring at intersections disproportionately resulting in a serious injury or fatality, as shown in **Table 53.** About 70% of pedestrian involved crashes occur at non-intersection locations, with 73% of pedestrian crashes that result in serious injury or fatality occurring at a non-intersection location. The percent of pedestrian KSI crashes at non-intersection locations is slightly higher in transportation disadvantaged communities (**Table 55**).

**Table 52: All Crash Summary by Location by Mode – MetroPlan Orlando Region**

| Location | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Intersection | 82,062 (25.1%) | 78,455 (24.8%) | 1,292 (28.4%) | 1,211 (29.8%) | 1,104 (45.5%) |
| Segment | 245,244 (74.9%) | 237,816 (75.2%) | 3,253 (71.6%) | 2,852 (70.2%) | 1,323 (54.5%) |
| Total | 327,306 | 316,271 | 4,545 | 4,063 | 2,427 |

Source: Signal 4 Analytics
Notes: Includes limited access facilities

**Table 53: KSI Crash Summary by Location by Mode – MetroPlan Orlando Region**

| Location | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Intersection | 2,860 (39.3%) | 2,059 (41.5%) | 391 (40.8%) | 272 (26.7%) | 138 (40.7%) |
| Segment | 4,413 (60.7%) | 2,899 (58.5%) | 567 (59.2%) | 746 (73.3%) | 201 (59.3%) |
| Total | 7,273 | 4,958 | 958 | 1,018 | 339 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

**Table 54: KSI Crash Summary by Location by Mode in Transportation Disadvantaged Communities – MetroPlan Orlando Region**

| Location | All Crashes | Motor vehicles | Motorcyclist | Pedestrians | Bicyclists |
|---|---|---|---|---|---|
| Intersection | 1,537 (39.8%) | 1,108 (43.8%) | 188 (38.8%) | 158 (24.2%) | 83 (42.6%) |
| Segment | 2,323 (60.2%) | 1,420 (56.2%) | 297 (61.2%) | 494 (75.8%) | 112 (57.4%) |
| Total | 3,860 | 2,528 | 485 | 652 | 195 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities

## Posted Speed Limit

The number of reported crashes by the speed limit of the road where the crash occurred is summarized in **Table 55**, and compared to the miles of road in the analysis area with that posted speed limit. Crashes disproportionately occur on roads with higher speeds **– roads with a posted speed limit 40 miles per hour or greater represent about 13% of the total centerline miles in the region, and account for 63% of all crashes and 72.4% of KSI crashes**, as shown in **Table 56**.

**Table 55: All Crash Summary by Posted Speed Limit by Mode – MetroPlan Orlando Region**

| Mode | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles with Posted Speed Limit | 79.4% | 7.2% | 8.8% | 3.0% | 1.5% | 100% |
| Motor vehicles | 408 (8.5%) | 861 (17.9%) | **2,788 (58%)** | **654 (13.6%)** | 99 (2.1%) | 250,381 |
| Motorcyclist | 93 (9.9%) | 185 (19.6%) | **527 (55.8%)** | **127 (13.5%)** | 12 (1.3%) | 3,893 |
| Pedestrian | 97 (10.4%) | 174 (18.6%) | **555 (59.3%)** | **109 (11.6%)** | 1 (0.1%) | 3,385 |
| Bicyclist | 43 (13.2%) | 71 (21.8%) | **178 (54.8%)** | **31 (9.5%)** | 2 (0.6%) | 2,302 |
| All modes combined | 34,262 (13.2%) | 63,078 (24.3%) | **137,537 (52.9%)** | **24,131 (9.3%)** | 953 (0.4%) | 259,961 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total crashes does not sum to total non-limited access crashes as presented in Table 3 as posted speed limit data is not readily available for all roadways.

**Table 56: KSI Crash Summary by Posted Speed Limit by Mode – MetroPlan Orlando Region**

| Mode | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles with Posted Speed Limit | 79.4% | 7.2% | 8.8% | 3.0% | 1.5% | 100% |
| Motor vehicles | 32,797 (13.1%) | 60,872 (24.3%) | **132,490 (52.9%)** | **23,310 (9.3%)** | 912 (0.4%) | 4,810 |
| Motorcyclist | 479 (12.3%) | 847 (21.8%) | **2,116 (54.4%)** | **417 (10.7%)** | 34 (0.9%) | 944 |
| Pedestrian | 610 (18%) | 808 (23.9%) | **1713 (50.6%)** | **252 (7.4%)** | 2 (0.1%) | 936 |
| Bicyclist | 376 (16.3%) | 551 (23.9%) | **1,218 (52.9%)** | **152 (6.6%)** | 5 (0.2%) | 325 |
| All modes combined | 641 (9.1%) | 1,291 (18.4%) | **4,048 (57.7%)** | **921 (13.1%)** | 114 (1.6%) | 7,015 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total KSI crashes does not sum to total non-limited access crashes as presented in Table 3 as posted speed limit data is not readily available for all roadways.

## Number of Travel Lanes

The number of reported crashes by the number of travel lanes on the road where the crash occurred is summarized in **Table 57**, and compared to the centerline miles of road in the analysis area with that number of lanes. KSI Crashes disproportionately occur on roads with more lanes, as shown in **Table 58.** For example, 4 lane roadways are about 6.5% of all roadways and where 39% of all crashes and 41% of KSI crashes occur. Crash outcomes by number of lanes are closely correlated with crashes by speed as multilane roads tend to have higher speed limits and higher operating speeds than 2-lane roads.

**Table 57: All Crash Summary by Number of Travel Lanes by Mode – MetroPlan Orlando Region**

| Mode | 2 | 4 | 6+ | Total |
|---|---|---|---|---|
| % of Centerline miles with number of lanes | 91.8% | 6.5% | 1.7% | 100% |
| Motor vehicles | 87213 (34.8%) | **96,320 (38.5%)** | **66,848 (26.7%)** | 250,381 |
| Motorcyclist | 1401 (36%) | **1,565 (40.2%)** | **927 (23.8%)** | 3,893 |
| Pedestrian | 1239 (36.6%) | **1,225 (36.2%)** | **921 (27.2%)** | 3,385 |
| Bicyclist | 842 (36.6%) | **910 (39.5%)** | **550 (23.9%)** | 2,302 |
| All modes combined | 90695 (34.9%) | **100,020 (38.5%)** | **69,246 (26.6%)** | 259,961 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total crashes does not sum to total non-limited access crashes as presented in Table 3 as number of travel lane data is not readily available for all roadways.

**Table 58: KSI Crash Summary by Number of Travel Lanes by Mode – MetroPlan Orlando Region**

| Mode | 2 | 4 | 6+ | Total |
|---|---|---|---|---|
| % of Centerline miles with number of lanes | 91.8% | 6.5% | 1.7% | 100% |
| Motor vehicles | 1,528 (31.8%) | **1,985 (41.3%)** | **1,297 (27%)** | 4,810 |
| Motorcyclist | 330 (35%) | **391 (41.4%)** | **223 (23.6%)** | 944 |
| Pedestrian | 244 (26.1%) | **347 (37.1%)** | **345 (36.9%)** | 936 |
| Bicyclist | 115 (35.4%) | **133 (40.9%)** | **77 (23.7%)** | 325 |
| All modes combined | 2,217 (31.6%) | **2,856 (40.7%)** | **1,942 (27.7%)** | 7,015 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total KSI crashes does not sum to total non-limited access crashes as presented in Table 3 as number of travel lane data is not readily available for all roadways.

## Median Type

The number of reported crashes by the median type of the road where the crash occurred is summarized in **Table 57** for all crashes and **Table 58** for KSI crashes, and compared to the centerline miles of road in the analysis with that type of median. For roadways with no median, they are more

likely to be 2-lane, low speed roadways, where roadways with paved or grass medians are more likely to have multiple lane and posted speed limits.

**Table 59: All Crash Summary by Median Type by Mode – MetroPlan Orlando Region[1]**

| Mode | None | Grass | Multiple[2] | Paved[3] | Other[4] | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles | 88.1% | 8.3% | 0.3% | 3.2% | 0.1% | 100% |
| Motor vehicles | 92,114 (36.8%) | 77,706 (31%) | 7,547 (3%) | 69,936 (27.9%) | 3,024 (1.2%) | 250,327 |
| Motorcyclist | 1497 (38.5%) | 1239 (31.8%) | 109 (2.8%) | 1,009 (25.9%) | 39 (1%) | 3,893 |
| Pedestrian | 1504 (44.4%) | 910 (26.9%) | 67 (2%) | 869 (25.7%) | 35 (1%) | 3,385 |
| Bicyclist | 964 (41.9%) | 692 (30.1%) | 47 (2%) | 563 (24.5%) | 36 (1.6%) | 2,302 |
| All modes combined | 96,079 (37%) | 80,547 (31%) | 7,770 (3%) | 72,377 (27.8%) | 3,134 (1.2%) | 259,907 |

Source: Signal 4 Analytics
Notes: 1. Does not include limited access facilities; Total crashes does not sum to total non-limited access crashes as presented in Table 3 as median type data is not readily available for all roadways. 2. One some roadway segments, multiple median types are present along the length of a roadway, such as grass median on segments, transitioning to a paved median at an intersection. 3. A paved median could either concrete or asphalt and includes 1) a raised paved median, or 2) non-raised medians where road markings do not allow for automobile travel. 4. Other medians could include brick, gravel or a bridge structure.

**Table 60: KSI Crash Summary by Median Type by Mode – MetroPlan Orlando Region**

| Mode | None | Grass | Multiple | Paved | Other | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles | 88.1% | 8.3% | 0.3% | 3.2% | 0.1% | 100% |
| Motor vehicles | 1,668 (34.7%) | 1,750 (36.4%) | 123 (2.6%) | 1,246 (25.9%) | 23 (0.5%) | 4,810 |
| Motorcyclist | 356 (37.7%) | 309 (32.7%) | 25 (2.6%) | 247 (26.2%) | 7 (0.7%) | 944 |
| Pedestrian | 345 (36.9%) | 288 (30.8%) | 28 (3%) | 268 (28.6%) | 7 (0.7%) | 936 |
| Bicyclist | 134 (41.2%) | 100 (30.8%) | 3 (0.9%) | 84 (25.8%) | 4 (1.2%) | 325 |
| All modes combined | 2,503 (35.7%) | 2,447 (34.9%) | 179 (2.6%) | 1,845 (26.3%) | 41 (0.6%) | 7,015 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total KSI crashes does not sum to total non-limited access crashes as presented in Table 3 as median type data is not readily available for all roadways.

## Functional Classification

The number of reported crashes by the functional classification of the road where the crash occurred is summarized in **Table 61**, and compared to the miles of road in the analysis with that functional classification. Crashes disproportionately occur on arterial and major collector-roads with the proportion of all crashes and KSI crashes increasing as the functional classification becomes a higher level, as shown in **Table 62**. This finding is consistent with the finding that crashes disproportionately occur on roads with a higher posted speed limit and more travel lanes.

**Table 61: All Crash Summary by Functional Classification by Mode – MetroPlan Orlando Region**

| Mode | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local/Other | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles with Functional Classification | 4.1% | 4.0% | 7.2% | 1.9% | 82.8% | 100% |
| Motor vehicles | 91,625 (35.1%) | 65,443 (25%) | 50,840 (19.4%) | 6,135 (2.3%) | 47,366 (18.1%) | 261,409 |
| Motorcyclist | 1,456 (36.7%) | 996 (25.1%) | 796 (20.1%) | 98 (2.5%) | 617 (15.6%) | 3,963 |
| Pedestrian | 1,225 (35.5%) | 800 (23.2%) | 674 (19.5%) | 89 (2.6%) | 667 (19.3%) | 3,455 |
| Bicyclist | 753 (32.5%) | 583 (25.2%) | 501 (21.6%) | 98 (4.2%) | 382 (16.5%) | 2,317 |
| All modes combined | **95,059 (35.1%)** | **67,822 (25%)** | **52,811 (19.5%)** | 6,420 (2.4%) | 49,032 (18.1%) | 271,144 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total crashes does not sum to total non-limited access crashes as presented in Table 3 as functional classification data is not readily available for all roadways.

**Table 62: KSI Crash Summary by Functional Classification by Mode – MetroPlan Orlando Region**

| Mode | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local/Other | Total |
|---|---|---|---|---|---|---|
| % of Centerline miles with Functional Classification | 4.1% | 4.0% | 7.2% | 1.9% | 82.8% | 100% |
| Motor vehicles | **1,688 (34.5%)** | **1,439 (29.4%)** | 1018 (20.8%) | 117 (2.4%) | 631 (12.9%) | 4,893 |
| Motorcyclist | **349 (36.7%)** | **255 (26.8%)** | 198 (20.8%) | 30 (3.2%) | 118 (12.4%) | 950 |
| Pedestrian | **428 (45.2%)** | **234 (24.7%)** | 152 (16.1%) | 22 (2.3%) | 111 (11.7%) | 947 |
| Bicyclist | **112 (34.3%)** | **74 (22.6%)** | 75 (22.9%) | 12 (3.7%) | 54 (16.5%) | 327 |
| All modes combined | **2,577 (36.2%)** | **2,002 (28.1%)** | **1,443 (20.3%)** | 181 (2.5%) | 914 (12.8%) | 7,117 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total KSI crashes does not sum to total non-limited access crashes as presented in Table 3 as functional classification data is not readily available for all roadways.

## Context Classification

All roads maintained by the Florida Department of Transportation (FDOT) have also been assigned a context classification to reflect the land use and transportation context through which the road traverses. The respective context classification is based on the roadway function as well as the surrounding land uses. A brief description of each context classification is provided below. For more information, please refer to the FDOT Context Classification Guide at

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf.

- **C1 – Natural:** Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions. Design speed ranges from 55-70 mph.
- **C2 – Rural:** Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands. Design speed ranges from 55-70 mph.
- **C2T – Rural Town:** Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns. Design speed ranges from 25-45 mph.
- **C3R – Suburban Residential:** Mostly residential uses within large blocks and a disconnected or sparse roadway network. Design speed ranges from 35-55 mph.
- **C3C – Suburban Commercial:** Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network. Design speed ranges from 35-55 mph.
- **C4 – Urban General:** Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway. Design speed ranges from 30-45 mph.
- **C5 – Urban Center:** Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city. Design speed ranges from 25-35 mph.
- **C6 – Urban Core:** Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network. Design speed ranges from 25-30 mph.

For FDOT roads where a context classification has been assigned, the number of reported crashes by context classification is summarized in **Table 63**. Crashes disproportionately occur on Suburban Commercial Corridors (C3C) as these are roads that typically carry large volumes of motor vehicle traffic, provide direct access to land uses, serve transit, and accommodate people walking and bicycling. The percent of KSI crashes for people walking, bicycling, and motorcycling is also disproportionally higher on C3C roads, as shown in **Table 64**.

**Table 63: All Crash Summary by Functional Classification by Mode – MetroPlan Orlando Region**

| Mode | C1 | C2 | C2T | C3C | C3R | C4 | C5 | C6 | Total |
|---|---|---|---|---|---|---|---|---|---|
| % of Centerline miles with Context Class | 1.0% | 20.9% | 0.2% | 48.3% | 16.7% | 10.6% | 1.0% | 0.5% | 100% |
| Motor vehicles | 206 (0.2%) | 2,659 (2%) | 86 (0.1%) | **91804 (68.6%)** | 11,416 (8.5%) | 23,715 (17.7%) | 2372 (1.8%) | 1487 (1.1%) | 133,745 |
| Motorcyclist | 8 (0.4%) | 55 (2.7%) | 3 (0.1%) | **1363 (65.8%)** | 224 (10.8%) | 354 (17.1%) | 44 (2.1%) | 19 (0.9%) | 2,070 |
| Pedestrian | 0 (0%) | 10 (0.6%) | 4 (0.2%) | **1224 (68.3%)** | 118 (6.6%) | 375 (20.9%) | 30 (1.7%) | 32 (1.8%) | 1,793 |
| Bicyclist | 0 (0%) | 8 (0.7%) | 2 (0.2%) | **803 (69.8%)** | 112 (9.7%) | 195 (16.9%) | 12 (1%) | 19 (1.7%) | 1,151 |
| All modes combined | 214 (0.2%) | 2,732 (2%) | 95 (0.1%) | **95194 (68.6%)** | 11,870 (8.6%) | 24,639 (17.8%) | 2,458 (1.8%) | 1,557 (1.1%) | 138,759 |

Source: Signal 4 Analytics
Notes: Only includes FDOT non-limited access roads that have been assigned a context classification.

**Table 64: KSI Crash Summary by Functional Classification by Mode – MetroPlan Orlando Region**

| Mode | C1 | C2 | C2T | C3C | C3R | C4 | C5 | C6 | Total |
|---|---|---|---|---|---|---|---|---|---|
| % of Centerline miles with Context Class | 1.0% | 20.9% | 0.2% | 48.3% | 16.7% | 10.6% | 1.0% | 0.5% | 100% |
| Motor vehicles | 2 (0.4%) | 19 (3.9%) | 1 (0.2%) | **315 (63.9%)** | 70 (14.2%) | 71 (14.4%) | 12 (2.4%) | 3 (0.6%) | 493 |
| Motorcyclist | 0 (0%) | 5 (0.9%) | 0 (0%) | **419 (71.7%)** | 37 (6.3%) | 107 (18.3%) | 9 (1.5%) | 7 (1.2%) | 584 |
| Pedestrian | 0 (0%) | 1 (0.6%) | 1 (0.6%) | **121 (75.2%)** | 18 (11.2%) | 20 (12.4%) | 0 (0%) | 0 (0%) | 161 |
| Bicyclist | 17 (0.5%) | 193 (5.2%) | 6 (0.2%) | **2,510 (68.1%)** | 445 (12.1%) | 457 (12.4%) | 39 (1.1%) | 19 (0.5%) | 3,686 |
| All modes combined | 15 (0.6%) | 168 (6.9%) | 4 (0.2%) | **1,655 (67.6%)** | 320 (13.1%) | 259 (10.6%) | 18 (0.7%) | 9 (0.4%) | 2,448 |

Source: Signal 4 Analytics
Notes: Only includes FDOT non-limited access roads that have been assigned a context classification.

## Traffic Volumes

The number of reported crashes by the volume of traffic on the road where the crash occurred is summarized in **Table 65** for roads where traffic volume data is available. Crashes disproportionately occur on roads with higher traffic volumes, with the proportion of KSI crashes increasing as the traffic volumes increase, as shown in **Table 66.**

**Table 65: All Crash Summary by Traffic Volumes by Mode – MetroPlan Orlando Region**

| Mode | Less than 15,000 | 15,000-30,000 | More than 30,000 | Total |
|---|---|---|---|---|
| Motor vehicles | 50,384 (23.5%) | 70,400 (32.8%) | 94,045 (43.8%) | 214,829 |
| Motorcyclist | 855 (25.5%) | 1,145 (34.1%) | 1,354 (40.4%) | 3,354 |
| Pedestrian | 683 (24.5%) | 857 (30.7%) | 1,251 (44.8%) | 2,791 |
| Bicyclist | 534 (27.5%) | 609 (31.4%) | 798 (41.1%) | 1,941 |
| All modes combined | 52,456 (23.5%) | 73,011 (32.8%) | 97,448 (43.7%) | 222,915 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total crashes does not sum to total non-limited access crashes as presented in Table 3 as traffic count data is not readily available for all roadways.

**Table 66: KSI Crash Summary by Traffic Volume by Mode – MetroPlan Orlando Region**

| Mode | Less than 15,000 | 15,000-30,000 | More than 30,000 | Total |
|---|---|---|---|---|
| Motor vehicles | 1,055 (24.7%) | 1,477 (34.5%) | 1,746 (40.8%) | 4,278 |
| Motorcyclist | 229 (27.3%) | 298 (35.5%) | 312 (37.2%) | 839 |
| Pedestrian | 149 (17.8%) | 260 (31.1%) | 427 (51.1%) | 836 |
| Bicyclist | 72 (26.2%) | 85 (30.9%) | 118 (42.9%) | 275 |
| All modes combined | 1,505 (24.2%) | 2,120 (34%) | 2,603 (41.8%) | 6,228 |

Source: Signal 4 Analytics
Notes: Does not include limited access facilities; Total KSI crashes does not sum to total non-limited access crashes as presented in Table 3 as functional classification data is not readily available for all roadways.

## Systemic Matrices

Based on the crash type, behavior, environmental and road factors, the travel modes, and factors involved in a disproportionate number of fatal and severe injury crashes was identified, as presented in **Attachment B** for the MetroPlan Orlando region, **Attachment C** for Orange County, **Attachment D** for Osceola County and **Attachment E** for Seminole County. While similar analyses were prepared for each individual jurisdiction, the small relative sample size in many local communities can skew some of the analysis results.

For this analysis, only crashes on non-limited access facilities and where sufficient roadway information was available were included in the analysis. Parking lot crashes were also excluded, with the resulting regional analysis reflecting 260,000 crashes (94% of the total non-limited access crashes) and 7,015 KSI crashes (98% of all non-limited access KSI crashes). Therefore, some of the information presented in these tables may be slightly different than the information presented in the tables in this report due to this difference in data sets, although the overall conclusions remain the same.

Data is presented in the following tables:

- All Crash Matrix – Raw number of total crashes by each factor
- All KSI Crash Matrix – Raw number of KSI crashes by each factor
- % of All Crashes that Resulted in a KSI – Shows the percentage of overall crashes that resulted in a KSI.

- % of KSI – Shows of only KSI, what percentage of total KSIs each factor represents.
- % of Car and Truck KSI – Of KSI crashes involving only people in cars and trucks, the most prevalent factors.
- % of Motorcycle KSI – Of KSI crashes involving motorcyclists, the most prevalent factors.
- % of Pedestrian KSI – Of KSI crashes involving pedestrians, the most prevalent factors.
- % of Bicyclist KSI – Of KSI crashes involving bicyclists, the most prevalent factors.

The information is cross tabulated by the following factors:

- Crash Type
- Alcohol Related
- Hit and Run
- Aggressive Driving
- Distracted Driving
- Intersection Related
- Drug Related
- Aging Driver
- Teen Driver
- Day of Week
- Time of Day
- Lighting Condition
- Number of Lanes
- Number of Turn Lanes
- Posted Speed Limit
- Roadway Classification
- Average Annual Daily Traffic
- Context Classification
- Presence of Bike Lane or Pave Shoulder
- Presence of Sidewalks
- Median Presence

Some key findings that build on the findings presented previously include:

- Crashes involving a variety of behavioral and contextual factors are more likely to be fatal on non-limited access roadways with a posted speed limit of 40 MPH or greater, including hit and run, alcohol and drug related crashes, aging and teen drivers, and bicycle and pedestrian involved crashes. KSI crashes occur more frequently on high-speed roadways.
- The FDOT Context Classification C3C – Commercial Corridor is associated with a disproportionate number of KSI crashes for all travel modes as these roadways tend to have a high-level of multimodal activity as well as high-speeds. Left-turn, rear-end and pedestrian KSI crashes are most prevalent on this roadway type.
- While overall crash trends are similar across each of the three counties that comprise the MetroPlan Orlando region, there are some subtle differences:
    - **Hit and Run** KSI crashes as a percent of overall KSI crashes are more prevalent in **Orange County** (10.3%), as compared to the regional average (9.2%), Osceola County (6.2%) and Seminole County (5.8%)

- **Alcohol Related** KSI crashes as a percent of overall KSI crashes occur more frequently in Osceola (7.5%) and Seminole Counties (6.6%), than Orange County (5.2%) with a regional average of 5.7%.
- **Teen Driver** KSI crashes as a percent of overall KSI crashes occur at a similar rate in all counties: Orange County is 11.6%, Osceola County is 12.4% and Seminole County is 10.2%. The regional average is 11.6%.
- **Aging Driver** KSI crashes occur more frequently as a percent of overall KSI crashes in Seminole County (18.7%) with Osceola County a close second (16.4%), as compared to the regional average (14.9%) and Orange County (14.0%).
- **Pedestrian** involved KSI crashes occur more frequently as a percent of overall KSI crashes in Seminole County (17.1%), as compared to Orange County (13.4%), the regional average (13.3%), and Osceola County (10.8%).

Attachments:

Attachment A: FDOT Modal Office Crash Data

Attachment A-1: Trespasser Near Misses

Attachment A-2: Trespasser Incidents (Results in a KSI)

Attachment B: MetroPlan Orlando Regional Systemic Crash Matrix

1. All Crash Matrix
2. All KSI Crash Matrix
3. Percent of All Crashes that Resulted in a KSI
4. Percent of KSI for All Crashes
5. Percent of Car and Truck KSI
6. Percent of Motorcycle KSI
7. Percent of Pedestrian KSI
8. Percent of Bicyclist KSI

Attachment C: Orange County Systemic Crash Matrix

- Same List as Regional

Attachment D: Osceola County Systemic Crash Matrix

- Same List as Regional

Attachment E: Seminole County Systemic Crash Matrix

- Same List as Regional

# Attachment A-1
# Railroad Near Misses
# MetroPlan Orlando Region

| CFRC Trespasser Near Misses 2018 - 2023 YTD | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Trespasser Action | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | |
| Fri | 4 | 28 | 2023 | 06:32 | 805.09 | Near Garden St. | Osceola County | N | SunRail | Y | Standing | Pedestrian trespasser loitering in the area south of Garden St. in Osceola County. Walking around and standing on tracks. |
| Thu | 4 | 27 | 2023 | 17:06 | 767.80 | Between CR 46A and Airport Blvd. | Sanford | N | SunRail | Y | Walking Along | Homeless pedestrian trespasser walking along tracks pulling wagon just north of Airport Blvd. Stepped off tracks at last second as SunRail train approached. |
| Mon | 4 | 24 | 2023 | 18:18 | 798.50 | Between Fourth St. and Taft Vineland Rd. | Orange County | N | SunRail | Y | Walking Along | Pedestrian trespasser walking in the gauge of the tracks. Stepped off tracks at last second as SunRail train approached. |
| Tue | 2 | 28 | 2023 | 20:12 | 800.83 | Between S. Orange Ave. Overpass and E. Wetherbee Rd. | Orange County | N | SunRail | Y | Sitting | Pedestrian trespasser sitting on rail just south of the Orange Ave. overpass. Trespasser got up and walked off the tracks at the last second as SunRail train approached. |
| Thu | 2 | 23 | 2023 | 16:59 | 788.97 | Near Magnolia Ave. | Orlando | N | SunRail | Y | Walking Across | Homeless pedestrian trespasser crossing the tracks to reach a homeless encampment between Magnolia Ave. and Orange Ave. Cleared tracks before SunRail train passed. |
| Wed | 1 | 11 | 2023 | 20:05 | 789.62 | Near Concord St. | Orlando | N | SunRail | Y | Sitting | Pedestrian trespasser sitting on rail just north of Concord St. in Orlando. Trespasser got up and walked off the tracks at the last second as SunRail train approached. Trespasser said to be possibly intoxicated. |
| Mon | 12 | 26 | 2022 | 16:25 | 809.30 | Between S. Clyde Ave. and Jack Calhoun Dr. | Kissimmee | N | SunRail | Y | Walking Across | Homeless pedestrian trespasser crossing the tracks to reach a homeless encampment south of the John Young Pkwy. Overpass. Cleared tracks before SunRail train passed. |
| Fri | 12 | 2 | 2022 | 08:54 | 791.20 | Columbia St. | Orlando | N | SunRail | Y | Walking Across | Pedestrian trespasser crossing the tracks just north of the Columbia St. crossing in Orlando. Cleared tracks before SunRail train passed. |
| Wed | 11 | 30 | 2022 | 07:55 | 777.68 | E. Church Ave. | Longwood | Y | SunRail | Y | Walking Across | Pedestrian trespasser crossing the tracks on the south edge of the Church Ave. crossing in Longwood. Trespasser ignored warning lights, bells, and gates. |
| Fri | 9 | 23 | 2022 | 15:39 | 798.50 | Between Fourth St. and Taft Vineland Rd. | Orange County | N | SunRail | Y | Walking Along | Pedestrian trespasser walking in the gauge of the tracks. Stepped off tracks at last second as SunRail train approached. |
| Wed | 8 | 31 | 2022 | 07:40 | 786.60 | Near S. Denning Dr. | Winter Park | N | SunRail | Y | Standing | Pedestrian trespasser loitering in the area S. Denning Dr., Minnesota Ave., and Holt Ave. in Winter Park. Mental health issues. SunRail train applied emergency braking to avoid hitting trespasser. |
| Wed | 6 | 15 | 2022 | 08:21 | 790.40 | Near Church St. | Orlando | N | SunRail | Y | Walking Along | Pedestrian trespasser walking along tracks between the Church St. station NB platform and the South St. crossing. |
| Fri | 6 | 3 | 2022 | 16:00 | 804.70 | Near Osceola Pkwy. | Osceola County | N | SunRail | Y | Unknown | Pedestrian trespasser on tracks near the Osceola Pkwy. Overpass. |
| Fri | 3 | 25 | 2022 | 12:30 | 791.77 | Near Kaley St. | Orlando | N | SunRail | Y | Sitting | Pedestrian trespasser sitting against rail just south of the Kaley St. crossing. Trespasser scooted out of the foul at the last second. |
| Fri | 3 | 18 | 2022 | 15:45 | 786.06 | Near Fairbanks Ave. | Winter Park | N | SunRail | Y | Walking Along | Pedestrian Trespasser walking in the gauge of the tracks from Lyman Ave. towards Fairbanks Ave. in Winter Park. Trespasser stepped of tracks at the last second. |
| Fri | 3 | 11 | 2022 | 20:13 | 786.42 | Near Minnesota Ave. | Winter Park | N | SunRail | Y | Sitting | Pedestrian trespasser sitting in the gauge of the tracks just south of the Minnesota Ave. crossing. Trespasser got up and cleared the tracks before the train passed and appeared intoxicated. |
| Tue | 12 | 21 | 2021 | 20:39 | 773.09 | Lake Mary Station | Lake Mary | N | SunRail | Y | Walking Along | Pedestrian trespassers walking down the tracks towards the Lake Mary Station. |
| Mon | 11 | 29 | 2021 | 15:58 | 788.97 | Magnolia Ave. | Orlando | Y | SunRail | Y | Walking Across | Pedestrian Trespasser walking across the tracks at the Magnolia Ave. crossing in Orlando. Trespasser walked around warning gate and ignored lights and bells. |

# Attachment A-1
# Railroad Near Misses
# MetroPlan Orlando Region

| CFRC Trespasser Near Misses 2018 - 2023 YTD | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Trespasser Action | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | |
| Thu | 11 | 4 | 2021 | 07:26 | 789.99 | Robinson St. | Orlando | Y | SunRail | Y | Standing | Pedestrian trespasser stood in front of train at the Robinson St. grade crossing in Orlando. Train stopped short of trespasser. |
| Tue | 11 | 2 | 2021 | 17:27 | 789.81 | LYNX Central Station | Orlando | Y | SunRail | Y | Walking Across | Pedestrian trespasser walked out in front of train at the LYNX Central Station north pedestrian crossing as the train was departing the station. |
| Thu | 10 | 28 | 2021 | 16:46 | 784.70 | Near N Denning Dr. | Winter Park | Y | SunRail | Y | Walking Along | Homeless pedestrian trespasser walking in the gauge of the tracks. Trespasser steeped away from tracks before train passed. |
| Mon | 10 | 11 | 2021 | 18:17 | 789.50 | Colonial Dr. | Orlando | Y | SunRail | Y | Standing | Pedestrian trespasser walked out in front of train at the Colonial Dr. crossing and then stopped and stood in front of train. Trespasser moved on at last second. |
| Fri | 10 | 8 | 2021 | 08:41 | 766.00 | Between SR 46 Overpass and McCracken Rd. | Sanford | Y | SunRail | Y | Standing | Pedestrian trespasser standing on the tracks refusing to move. Possible attempted suicide. Same individual and location from 9/21/21. |
| Tue | 9 | 21 | 2021 | 07:11 | 766.00 | Between SR 46 Overpass and McCracken Rd. | Sanford | Y | SunRail | Y | Standing | Pedestrian trespasser standing on the tracks refusing to move. Possible attempted suicide. |
| Tue | 9 | 7 | 2021 | 16:38 | 773.09 | Lake Mary Station | Lake Mary | Y | SunRail | Y | Walking Across | Pedestrian trespasser walked out in front of SunRail train entering the Lake Mary Station at the south station pedestrian crossing. Trespasser was on the phone and distracted. Upon noticing the train, the trespasser jumped backwards out of the way. |
| Mon | 8 | 30 | 2021 | 19:35 | 807.49 | Between Magnolia St. and East Oak St. | Kissimmee | N | SunRail | Y | Standing | Pedestrian trespasser attempted to lay down in front of train. Attempted suicide. |
| Fri | 8 | 20 | 2021 | 18:30 | 790.49 | Near South St. | Orlando | N | SunRail | Y | Standing | Pedestrian trespasser standing on tracks. |
| Tue | 8 | 17 | 2021 | 14:27 | 804.60 | Near Tupperware Station | Osceola County | N | SunRail | Y | Walking Along | Pedestrian trespasser walking down tracks towards the Tupperware Station. |
| Thu | 7 | 29 | 2021 | 14:22 | 808.17 | Near Monument Ave. | Kissimmee | Y | SunRail | Y | Walking Across | Pedestrian trespasser crossing at the Monument Ave. crossing in Kissimmee. Trespasser was elderly and walking at slow rate. |
| Thu | 7 | 15 | 2021 | 19:48 | 787.99 | Princeton St. | Orlando | Y | SunRail | Y | Walking Across | Pedestrian trespasser walked out in front of train at the Princeton St. crossing in Orlando. Trespasser ignored warning gate, lights, and bells. |
| Tue | 7 | 13 | 2021 | 19:48 | 789.40 | Between Marks St. and Colonial Dr. | Orlando | N | SunRail | Y | Walking Along | Homeless pedestrian trespasser walking within the foul of the tracks between Marks St. and Colonial Dr. in Orlando. Train was able to stop before contacting individual. |
| Tue | 7 | 6 | 2021 | 05:45 | 766.00 | Between SR 46 Overpass and McCracken Rd. | Sanford | N | SunRail | Y | Walking Along | Pedestrian trespasser walking down tracks near the SR 46 overpass and Amtrak auto train facility. |
| Wed | 6 | 30 | 2021 | 06:35 | 784.10 | Near Orlando Ave. Overpass | Orlando | N | SunRail | Y | Unknown | Two pedestrian trespassers fouling the tracks near the Orlando Ave. overpass. |
| Mon | 3 | 22 | 2021 | 15:38 | 786.06 | Fairbanks Ave. | Winter Park | Y | SunRail | Y | Standing | Two pedestrian trespassers reported playing chicken with a SunRail train at the Fairbanks Ave. crossing in Winter Park. |
| Wed | 2 | 3 | 2021 | 18:12 | 786.06 | Fairbanks Ave. | Winter Park | Y | SunRail | Y | Walking Along | Pedestrian trespasser jaywalking across Fairbanks Ave. at the grade crossing in front of approaching SunRail train. |
| Wed | 11 | 18 | 2020 | 22:34 | 789.81 | Near Livingston St. | Orlando | N | SunRail | Y | Standing | Pedestrian trespasser standing between the LYNX Central Station platforms on the tracks. Stood by intertrack fence as train passed. |
| Wed | 11 | 11 | 2020 | 08:31 | 787.79 | Rollins St. | Orlando | Y | SunRail | Y | Standing | Pedestrian trespasser stood in front of train at the Rollins St. grade crossing in Orlando. Trespasser moved at last second. Possible attempted suicide. |

# Attachment A-1
# Railroad Near Misses
# MetroPlan Orlando Region

| CFRC Trespasser Near Misses 2018 - 2023 YTD | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Trespasser Action | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | |
| Thu | 10 | 8 | 2020 | 21:36 | 809.36 | Between Clyde Ave. and Pleasant Hill Rd. | Kissimmee | N | SunRail | Y | Unknown | Pedestrian trespasser reported on tracks. |
| Mon | 5 | 18 | 2020 | 18:29 | 793.20 | Between Drennen St. and Holden Ave. | Orlando | N | SunRail | Y | Sitting | Pedestrian trespasser sitting in the gauge of the tracks. SunRail train stopped and the visually intoxicated trespasser attempted to board the train. |
| Wed | 4 | 22 | 2020 | 08:12 | 767.41 | Near Country Club Rd. | Sanford | N | SunRail | Y | Walking Along | Pedestrian trespasser walking down the tracks near the Country Club Rd. grade crossing in Sanford. Train stopped and trespasser ran off. |
| Tue | 3 | 10 | 2020 | 14:57 | 790.29 | Pine St. | Orlando | Y | SunRail | Y | Standing | Pedestrian trespasser running around in circles over the Pine St. crossing in Orlando. The trespasser momentarily stopped and stood in from of the train and then ran off. |
| Fri | 2 | 14 | 2020 | 17:05 | 787.73 | Rollins St. | Orlando | Y | SunRail | Y | Walking Across | Pedestrian trespasser walked in front of train at the Rollins St. crossing in Orlando. Elderly person. Froze when observing train and backed up. |
| Thu | 2 | 13 | 2020 | 17:07 | 800.75 | Wetherbee Rd. | Orange County | Y | SunRail | Y | Riding Across | Pedestrian trespassers (Kids on bikes) rode around the warning gates and in front of a SunRail train at the Wetherbee Rd. crossing. |
| Wed | 1 | 15 | 2020 | 19:35 | 806.50 | Between Donegan Ave. and Vine St. | Osceola County | N | SunRail | Y | Sitting | Pedestrian trespassers (teenagers) sitting on tracks. Moved forward just enough to not get hit by train. |
| Wed | 1 | 15 | 2020 | 16:50 | 792.03 | Grant St. | Orlando | N | SunRail | Y | Walking Along | Pedestrian trespasser walking down tracks towards the Grant St. crossing in Orlando. Upon seeing train, the trespasser ran off the tracks towards the Target store. |
| Tue | 1 | 14 | 2020 | 06:55 | 790.20 | Near Central Blvd. | Orlando | N | SunRail | Y | Standing | Pedestrian trespasser standing in the gauge of the tracks. |
| Wed | 1 | 8 | 2020 | 16:29 | 789.16 | Near Orange Ave. | Orlando | N | SunRail | Y | Walking Along | Pedestrian trespasser walking down the tracks between the Magnolia Ave. and Orange Ave. crossings. |
| Sun | 2 | 10 | 2019 | 14:24 | 789.48 | Colonial Dr. | Orlando | Y | Amtrak | Y | Standing | Pedestrian trespasser standing in the middle of the tracks at Colonial Dr. Amtrak train was able to stop and the trespasser was very hostile towards the train crew. |
| Tue | 1 | 22 | 2019 | 12:53 | 808.22 | Near Ruby Ave. | Kissimmee | N | SunRail | Y | Laying | Pedestrian trespasser laying on tracks just north of Ruby Avenue in Kissimmee. Train was able to stop just short of trespasser. |
| Thu | 1 | 10 | 2019 | 19:08 | 805.70 | Garden St. | Osceola County | Y | SunRail | Y | Walking Across | Pedestrian trespasser walked out in front of train at the Garden St. crossing in Osceola County. Trespasser ignored warning gate, lights, and bells. |
| Fri | 12 | 21 | 2018 | 13:19 | 782.84 | Lake Ave. | Maitland | Y | SunRail | Y | Walking Across | Mobility scooter stalled or got stuck over the tracks at the Lake Ave. grade crossing. Rider got off scooter and pulled it out of the path of the train. |
| Thu | 11 | 1 | 2018 | 14:50 | 807.80 | Near Park St. | Kissimmee | N | SunRail | Y | Standing | Homeless pedestrian trespasser stood in the middle of the tracks in front of train. Camp set up beside tracks. |
| Wed | 10 | 31 | 2018 | 16:20 | 809.00 | Between Clyde Ave. and Pleasant Hill Rd. | Kissimmee | N | SunRail | Y | Walking Across | Pedestrian trespasser crossed the tracks in front of train. |
| Tue | 10 | 23 | 2018 | 12:52 | 776.12 | CR 427 | Longwood | Y | SunRail | Y | Unknown | Pedestrian trespasser fouling tracks at the CR-427 grade crossing in Longwood. |
| Fri | 10 | 5 | 2018 | 09:23 | 809.80 | Between Clyde Ave. and Pleasant Hill Rd. | Kissimmee | N | SunRail | Y | Unknown | Pedestrian trespasser fouling tracks. |

# Attachment A-2
# Railroad Incidents
# MetroPlan Orlando Region

| CFRC Trespasser Incidents 2018 - 2023 YTD | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Fatality or Injury/Illness | | Trespasser Action | Suicide? | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | | | | |
| Thu | 4 | 13 | 2023 | 05:45 | 789.10 | Near Orange Ave. | Orlando | No | SunRail | Y | Fatality | 1 | Kneeling | Apparent | SunRail train struck pedestrian trespasser kneeling in the gauge of the track just north of the Orange Ave. grade crossing in Orlando. |
| Sun | 7 | 24 | 2022 | 03:05 | 805.90 | Near Carroll St. | Osceola County | No | CSX | Y | Fatality | 1 | Lying | Apparent | CSX train struck pedestrian trespasser lying on the tracks just south of Carrol St. in Osceola County. |
| Mon | 6 | 6 | 2022 | 18:52 | 794.50 | Near Mary Jess Rd. | Edgewood | No | SunRail | Y | Injury | 1 | Sitting | No | SunRail train struck a pedestrian trespasser sitting on the tracks just south of Mary Jess Rd. in Edgewood. Trespasser noticed train at last second and attempted to get up and move out of the way. |
| Sun | 6 | 5 | 2022 | 00:23 | 807.23 | Near Vine St. | Kissimmee | No | CSX | Y | Fatality | 1 | Sitting | Apparent | CSX train struck pedestrian trespasser sitting on the tracks near the Vine St. grade crossing in Kissimmee. |
| Sun | 1 | 30 | 2022 | 13:08 | 789.77 | LYNX Central Station North Ped Crossing | Orlando | Yes | Amtrak | Y | Injury | 1 | Walking Across | No | Amtrak train struck pedestrian trespasser walking across the LYNX Central Station north pedestrian crossing. The individual ignored warning lights and bells and walked out Infront of the approaching Amtrak train. The individual appeared distracted and did not appear to be trying to beat the train. |
| Thu | 12 | 30 | 2021 | 16:19 | 790.05 | Jefferson St. | Orlando | Yes | SunRail | Y | Fatality | 1 | Standing | Yes | SunRail train struck pedestrian trespasser standing at the Jefferson St. grade crossing in Orlando. The trespasser ran out Infront of the train at the last second. |
| Mon | 9 | 13 | 2021 | 02:00 | 807.40 | Near Magnolia St. | Kissimmee | No | CSX | Y | Fatality | 1 | Unknown | Unknown | CSX train struck pedestrian trespasser near the Magnolia St. grade crossing in Kissimmee. |
| Wed | 7 | 14 | 2021 | 15:55 | 790.24 | Near Central Blvd. | Orlando | No | SunRail | Y | Fatality | 1 | Standing | Yes | SunRail train struck pedestrian trespasser standing in the gauge of the track near the Central Blvd. grade crossing in Orlando. The trespasser walked out Infront of the train at the last second. |
| Tue | 7 | 6 | 2021 | 08:31 | 776.30 | Between CR 427 and Georgia Ave. | Longwood | No | None | N | Fatality | 1 | Hanging | Yes | Trespasser found hanging from signal mast. |
| Tue | 3 | 30 | 2021 | 15:48 | 791.60 | Between Columbia St. and Kaley St. | Orlando | No | SunRail | Y | Fatality | 1 | Sitting | No | SunRail train struck pedestrian trespasser sitting outside the gauge of the rail but fouling the tracks. After investigation, the trespasser was found to be under the influence of drugs. |
| Wed | 2 | 24 | 2021 | 21:45 | 786.17 | Holt Ave. | Winter Park | Yes | CSX | Y | Fatality | 1 | Walking Across | No | CSX train struck pedestrian trespasser at the S Pennsylvania Ave and Holt Ave. grade crossing in Winter Park. Trespasser was elderly and assumed to be attempting to cross the tracks. |

# Attachment A-2
# Railroad Incidents
# MetroPlan Orlando Region

| CFRC Trespasser Incidents 2018 - 2023 YTD | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Fatality or Injury/Illness | | Trespasser Action | Suicide? | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | | | | |
| Wed | 1 | 6 | 2021 | 06:55 | 810.80 | Between Jack Calhoun Dr. and Crestridge Dr. | Osceola County | No | Unknown | Unknown | Fatality | 1 | Unknown | Unknown | Deceased body found in the gauge of the tracks at milepost 810.8 near the Hoagland Ave. overpass. No report from trains of a trespasser. Cause of death unknown. |
| Mon | 8 | 10 | 2020 | 05:58 | 781.15 | Near Ballard St. | Altamonte Springs | No | SunRail | Y | Fatality | 1 | Sitting | Apparent | SunRail train struck pedestrian trespasser sitting in the gauge of the tracks just north of the Ballard St. grade crossing in Altamonte Springs. |
| Fri | 12 | 13 | 2019 | 22:52 | 791.40 | Between Columbia St. and Kaley St. | Orlando | No | SunRail | Y | Fatality | 1 | Walking Along | No | SunRail train struck pedestrian trespasser walking down the gauge of the tracks. Trespasser was walking the same direction as the train. |
| Fri | 11 | 22 | 2019 | 20:57 | 777.68 | Church Ave. | Longwood | Yes | Amtrak | Y | Fatality | 1 | Unknown | Yes | Amtrak train struck a pedestrian trespasser at the Church Ave. grade crossing in Longwood. |
| Mon | 10 | 28 | 2019 | 06:22 | 808.15 | Monument Ave. | Kissimmee | Yes | SunRail | Y | Fatality | 1 | Standing | Yes | SunRail train struck a pedestrian trespasser standing on the Monument Ave. grade crossing in Kissimmee. Trespasser ran out in front of train at the last second and stood over the tracks. |
| Tue | 9 | 17 | 2019 | 08:48 | 791.50 | Between Columbia St. and Kaley St. | Orlando | No | SunRail | Y | Injury | 1 | Standing | No | SunRail train struck a pedestrian trespasser standing next to the tracks, just within the foul. |
| Tue | 6 | 4 | 2019 | 08:17 | 792.30 | Near Michigan St. | Orlando | No | SunRail | Y | Fatality | 1 | Sitting | Yes | SunRail train struck a pedestrian trespasser just south of the Michigan St. grade crossing in Orlando. The trespasser walked out Infront of the train at the last second and sat in the gauge of the tracks. |
| Fri | 5 | 10 | 2019 | 09:41 | 783.66 | Palmetto Ave. | Maitland | Yes | SunRail | Y | Fatality | 1 | Standing | Yes | SunRail train struck a pedestrian trespasser at the Palmetto Ave. grade crossing (Lake Lilly Park) in Maitland. The trespasser ran out Infront of the train at the last second and stood over the tracks. |
| Thu | 2 | 28 | 2019 | 17:52 | 795.57 | Lancaster Ave. | Orange County | Yes | SunRail | Y | Fatality | 1 | Standing | Apparent | SunRail train struck a pedestrian trespasser standing with a bicycle at the Lancaster Rd. grade crossing. Trespasser rode bike into crossing Infront of train and stood up over the tracks. |
| Mon | 2 | 18 | 2019 | 10:04 | 794.87 | Between Mary Jess Rd. and Oakridge Rd. | Edgewood | No | SunRail | Y | Fatality | 1 | Walking Along | No | SunRail train struck pedestrian trespasser walking down the gauge of the tracks. Trespasser was walking the same direction as the train. |
| Tue | 1 | 29 | 2019 | 15:12 | 784.50 | Between Lake Ave. and N. Denning Dr. | Winter Park | No | SunRail | Y | Injury | 1 | Walking Along | No | SunRail train struck pedestrian trespasser walking along side the tracks, just within the foul. |
| Wed | 1 | 2 | 2019 | 16:58 | 792.10 | Near Grant St. | Orlando | No | SunRail | Y | Injury | 1 | Standing | No | SunRail train struck a shopping cart just south of the Grant St. grade crossing in Orlando. Homeless trespasser handling cart was hit by the cart and injured. |

# Attachment A-2
# Railroad Incidents
# MetroPlan Orlando Region

| CFRC Trespasser Incidents 2018 - 2023 YTD | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | | | | Time | Location | | | | Operator | Rev.? | Fatality or Injury/Illness | | Trespasser Action | Suicide? | Description of Incident / Employee or Subcontractor |
| Day | M | D | Y | Hr & Min | Milepost | Description | Jurisdiction | At crossing? | | | | | | | |
| Fri | 12 | 7 | 2018 | 06:20 | 790.30 | Near Pine St. | Orlando | No | SunRail | Y | Fatality | 1 | Standing | No | SunRail train struck pedestrian trespasser just north of Pine St. Trespasser was standing between the wall/fence for the Orlando Urban Trail and the tracks. |
| Wed | 12 | 5 | 2018 | 19:04 | 791.02 | Gore St. | Orlando | Yes | SunRail | Y | Injury | 1 | Standing | No | SunRail train struck pedestrian trespasser at the Gore St. grade crossing. Trespasser was standing on a bicycle and appeared to be slumped over and passed out. |
| Wed | 11 | 14 | 2018 | 18:25 | 810.75 | Between Pleasant Hill Rd. and Crestridge Dr. | Osceola County | No | SunRail | Y | Fatality | 1 | Standing | No | SunRail train struck pedestrian trespasser south of Pleasant Hill Road (now Jack Calhoun Dr). Trespasser was standing just within the foul of the tracks. |
| Fri | 10 | 12 | 2018 | 15:37 | 786.06 | Fairbanks Ave. | Winter Park | Yes | SunRail | Y | Injury | 1 | Riding Along | Apparent | SunRail train struck pedestrian trespasser riding a bicycle at the Fairbanks Ave. grade crossing in Winter Park. Trespasser rode out in front of train from the west side of the crossing then turned and rode down the tracks in the same direction of travel as the train. |

# Attachment B-1
## MetroPlan Orlando Region
## All Crashes 2018 -2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| Type | Angle | 8995 | 6029 | 2486 | 7111 | 9387 | 1547 | 3909 | 6302 | 6517 | 757 | 25 | 3953 | 3757 | 4974 | 689 | 379 | 4293 | 5558 | 4282 | 3668 | 3 | 122 | 10 | 4116 |
| | Animal | 334 | 225 | 43 | 371 | 212 | 22 | 60 | 81 | 252 | 128 | 81 | 197 | 120 | 167 | 34 | 3 | 84 | 287 | 161 | 70 | 0 | 84 | 0 | 72 |
| | Bicycle | 842 | 910 | 550 | 723 | 1394 | 200 | 376 | 551 | 1218 | 152 | 5 | 753 | 583 | 501 | 98 | 17 | 365 | 534 | 609 | 798 | 0 | 8 | 2 | 803 |
| | Head On | 1482 | 1009 | 464 | 1361 | 1478 | 245 | 540 | 814 | 1296 | 267 | 38 | 863 | 643 | 779 | 96 | 18 | 685 | 851 | 840 | 702 | 7 | 66 | 1 | 760 |
| | Left Turn | 12807 | 14946 | 5871 | 7712 | 23368 | 2900 | 3544 | 10072 | 17915 | 2066 | 27 | 8189 | 10098 | 9185 | 1278 | 341 | 4889 | 8749 | 10800 | 9353 | 15 | 344 | 9 | 9912 |
| | Off Road | 8805 | 5086 | 2118 | 9692 | 6604 | 755 | 4748 | 3539 | 6318 | 1212 | 192 | 3638 | 3185 | 3477 | 710 | 202 | 5839 | 4046 | 3759 | 3263 | 34 | 292 | 10 | 3319 |
| | Other | 18417 | 9857 | 5457 | 23922 | 14649 | 2651 | 12499 | 7861 | 11521 | 1715 | 135 | 8284 | 6260 | 5979 | 932 | 377 | 19390 | 6760 | 7076 | 7712 | 12 | 294 | 6 | 7812 |
| | Pedestrian | 1239 | 1225 | 921 | 1151 | 1976 | 328 | 610 | 808 | 1713 | 252 | 2 | 1225 | 800 | 674 | 89 | 24 | 643 | 683 | 857 | 1251 | 0 | 10 | 4 | 1224 |
| | Rear End | 25714 | 41535 | 36007 | 19858 | 66388 | 17788 | 4306 | 21791 | 63746 | 13238 | 175 | 47641 | 29481 | 18790 | 1667 | 519 | 5936 | 16921 | 31039 | 49829 | 106 | 1013 | 46 | 47737 |
| | Right Turn | 1718 | 2316 | 1588 | 1136 | 3622 | 963 | 529 | 1323 | 3319 | 440 | 11 | 1836 | 1760 | 1189 | 157 | 46 | 733 | 1107 | 1636 | 2231 | 1 | 34 | 0 | 2287 |
| | Rollover | 618 | 517 | 265 | 655 | 659 | 105 | 162 | 299 | 572 | 233 | 134 | 573 | 283 | 304 | 43 | 17 | 199 | 458 | 371 | 381 | 3 | 136 | 0 | 356 |
| | Sideswipe | 7937 | 13939 | 11675 | 7312 | 20827 | 5883 | 2340 | 7840 | 20073 | 3188 | 110 | 15429 | 9275 | 5610 | 526 | 185 | 2997 | 5300 | 9865 | 15757 | 32 | 284 | 7 | 14659 |
| | Unknown | 1787 | 2426 | 1801 | 1633 | 3623 | 933 | 639 | 1797 | 3077 | 483 | 18 | 2478 | 1577 | 1182 | 101 | 50 | 801 | 1202 | 1716 | 2433 | 1 | 45 | 0 | 2137 |
| Alcohol Related | Y | 1663 | 1418 | 1006 | 1646 | 2082 | 497 | 801 | 940 | 1947 | 371 | 28 | 1474 | 898 | 821 | 145 | 38 | 849 | 950 | 999 | 1399 | 6 | 65 | 1 | 1436 |
| | N | 89032 | 98602 | 68240 | 80991 | 152105 | 33823 | 33461 | 62138 | 135590 | 23760 | 925 | 93585 | 66924 | 51990 | 6275 | 2140 | 46005 | 51506 | 72012 | 96049 | 208 | 2667 | 94 | 93758 |
| Hit and Run | Y | 13415 | 12211 | 9436 | 13932 | 19236 | 4489 | 6799 | 8193 | 17025 | 2969 | 76 | 12426 | 8583 | 6553 | 757 | 300 | 9038 | 6702 | 8870 | 12838 | 17 | 225 | 6 | 12143 |
| | N | 77280 | 87809 | 59810 | 68705 | 134951 | 29831 | 27463 | 54885 | 120512 | 21162 | 877 | 82633 | 59239 | 46258 | 5663 | 1878 | 37816 | 45754 | 64141 | 84610 | 197 | 2507 | 89 | 83051 |
| Aggressive Driving | Y | 2337 | 2415 | 1411 | 2232 | 3466 | 633 | 958 | 1705 | 2959 | 518 | 23 | 2225 | 1434 | 1322 | 186 | 58 | 1106 | 1376 | 1770 | 2044 | 7 | 89 | 0 | 2002 |
| | N | 88358 | 97605 | 67835 | 80405 | 150721 | 33687 | 33304 | 61373 | 134578 | 23613 | 930 | 92834 | 66388 | 51489 | 6234 | 2120 | 45748 | 51080 | 71241 | 95404 | 207 | 2643 | 95 | 93192 |
| Distracted Driving | Y | 22744 | 27095 | 18675 | 20043 | 41233 | 9075 | 7593 | 14944 | 38621 | 7079 | 277 | 24925 | 18922 | 13914 | 1615 | 644 | 10331 | 12808 | 20286 | 26512 | 69 | 875 | 31 | 25871 |
| | N | 67951 | 72925 | 50571 | 62594 | 112954 | 25245 | 26669 | 48134 | 98916 | 17052 | 676 | 70134 | 48900 | 38897 | 4805 | 1534 | 36523 | 39648 | 52725 | 70936 | 145 | 1857 | 64 | 69323 |
| Intersection Related | Y | 30778 | 32147 | 17298 | 18896 | 50727 | 10988 | 9683 | 23147 | 41324 | 5976 | 93 | 25055 | 20988 | 19588 | 2849 | 923 | 11208 | 19914 | 23770 | 25136 | 47 | 806 | 26 | 28670 |
| | N | 59917 | 67873 | 51948 | 63741 | 103460 | 23332 | 24579 | 39931 | 96213 | 18155 | 860 | 70004 | 46834 | 33223 | 3571 | 1255 | 35646 | 32542 | 49241 | 72312 | 167 | 1926 | 69 | 66524 |
| Drug Related | Y | 465 | 428 | 333 | 447 | 681 | 143 | 195 | 247 | 638 | 134 | 12 | 460 | 277 | 245 | 44 | 14 | 231 | 283 | 289 | 458 | 2 | 20 | 0 | 448 |
| | N | 90230 | 99592 | 68913 | 82190 | 153506 | 34177 | 34067 | 62831 | 136899 | 23997 | 941 | 94599 | 67545 | 52566 | 6376 | 2164 | 46623 | 52173 | 72722 | 96990 | 212 | 2712 | 95 | 94746 |
| Aging Driver | Y | 13225 | 15957 | 10450 | 11770 | 24315 | 5451 | 4758 | 9877 | 21553 | 3331 | 113 | 15322 | 10254 | 7933 | 1002 | 354 | 6671 | 8142 | 11084 | 15428 | 36 | 432 | 12 | 15321 |
| | N | 77470 | 84063 | 58796 | 70867 | 129872 | 28869 | 29504 | 53201 | 115984 | 20800 | 840 | 79737 | 57568 | 44878 | 5418 | 1824 | 40183 | 44314 | 61927 | 82020 | 178 | 2300 | 83 | 79873 |
| Teenage Driver | Y | 11864 | 13397 | 8871 | 10306 | 20922 | 4227 | 4106 | 7768 | 18884 | 3278 | 96 | 11886 | 8992 | 7312 | 1118 | 303 | 5844 | 7092 | 9686 | 12679 | 28 | 394 | 18 | 12332 |
| | N | 78831 | 86623 | 60375 | 72331 | 133265 | 30093 | 30156 | 55310 | 118653 | 20853 | 857 | 83173 | 58830 | 45499 | 5302 | 1875 | 41010 | 45364 | 63325 | 84769 | 186 | 2338 | 77 | 82862 |
| Day of the Week | Monday | 13490 | 15051 | 10363 | 12151 | 23299 | 5107 | 4966 | 9286 | 20907 | 3601 | 144 | 14461 | 10134 | 7854 | 965 | 305 | 6838 | 7936 | 10866 | 14738 | 34 | 410 | 17 | 14530 |
| | Tuesday | 13742 | 15484 | 10590 | 12355 | 23788 | 5319 | 5038 | 9547 | 21382 | 3709 | 140 | 14691 | 10537 | 8018 | 1003 | 296 | 6917 | 8000 | 11153 | 15210 | 34 | 393 | 17 | 14750 |
| | Wednesday | 13701 | 15447 | 10343 | 12510 | 23539 | 5186 | 5065 | 9630 | 21148 | 3531 | 117 | 14488 | 10342 | 8160 | 989 | 317 | 6939 | 8052 | 11144 | 14890 | 28 | 408 | 10 | 14573 |
| | Thursday | 13789 | 15613 | 10732 | 12478 | 24100 | 5223 | 5057 | 9821 | 21408 | 3726 | 122 | 14789 | 10482 | 8192 | 1059 | 355 | 6924 | 8252 | 11169 | 15222 | 39 | 389 | 15 | 14683 |
| | Friday | 15115 | 17168 | 11727 | 13688 | 26470 | 5780 | 5532 | 10680 | 23568 | 4090 | 140 | 16375 | 11426 | 8983 | 1040 | 366 | 7748 | 8809 | 12452 | 16713 | 43 | 451 | 21 | 16334 |
| | Saturday | 11187 | 11780 | 8724 | 10436 | 18366 | 4303 | 4581 | 7763 | 16275 | 2923 | 149 | 11360 | 8181 | 6314 | 716 | 295 | 6239 | 6111 | 8966 | 11609 | 22 | 349 | 5 | 11317 |
| | Sunday | 9671 | 9477 | 6767 | 9019 | 14625 | 3402 | 4023 | 6351 | 12849 | 2551 | 141 | 8895 | 6720 | 5290 | 648 | 244 | 5249 | 5296 | 7261 | 9066 | 14 | 332 | 10 | 9007 |
| Time of Day | 12-3 AM | 4517 | 3721 | 2770 | 4437 | 5524 | 1395 | 2090 | 2782 | 4966 | 1085 | 85 | 3662 | 2700 | 2299 | 270 | 88 | 2337 | 2384 | 2930 | 3620 | 10 | 134 | 4 | 3523 |
| | 3-6 AM | 2930 | 2560 | 1808 | 2774 | 3766 | 939 | 1193 | 1608 | 3572 | 822 | 103 | 2575 | 1794 | 1395 | 207 | 64 | 1444 | 1543 | 1953 | 2491 | 8 | 159 | 1 | 2482 |
| | 6-9 AM | 11784 | 12666 | 7982 | 9735 | 19431 | 4054 | 4070 | 7243 | 17600 | 3349 | 170 | 11590 | 8710 | 6691 | 904 | 260 | 5065 | 6923 | 9258 | 11808 | 26 | 462 | 13 | 11856 |
| | 9-Noon | 12229 | 13507 | 9574 | 11638 | 20814 | 4934 | 4885 | 8714 | 18517 | 3100 | 94 | 13177 | 9119 | 6801 | 816 | 288 | 7185 | 6887 | 9537 | 13602 | 32 | 327 | 13 | 13198 |
| | Noon-3 PM | 16959 | 19265 | 13772 | 16269 | 30025 | 6853 | 6673 | 12482 | 26574 | 4153 | 114 | 19166 | 12679 | 9576 | 1216 | 445 | 10065 | 9714 | 13503 | 19593 | 43 | 452 | 16 | 18541 |
| | 3-6 PM | 20898 | 24366 | 16527 | 18959 | 37669 | 7745 | 7346 | 15300 | 33419 | 5574 | 152 | 23159 | 16211 | 12885 | 1560 | 525 | 10033 | 12734 | 17649 | 23628 | 54 | 581 | 26 | 23000 |
| | 6-9 PM | 13964 | 15956 | 10924 | 12138 | 24718 | 5414 | 5032 | 9799 | 22040 | 3855 | 118 | 14438 | 10917 | 8735 | 957 | 339 | 6884 | 8136 | 11984 | 15071 | 34 | 391 | 18 | 14868 |
| | 9-Midnight | 7414 | 7979 | 5889 | 6687 | 12240 | 2986 | 2973 | 5150 | 10849 | 2193 | 117 | 7292 | 5692 | 4429 | 490 | 169 | 3841 | 4135 | 6197 | 7635 | 7 | 226 | 4 | 7726 |
| Lighting Conditions | Dark - Lighted | 16830 | 19615 | 14967 | 15208 | 30337 | 7539 | 6841 | 13235 | 26653 | 4631 | 52 | 18631 | 13624 | 10483 | 1110 | 397 | 8839 | 9559 | 14803 | 19611 | 17 | 247 | 9 | 19053 |
| | Dark - Not Lighted | 5335 | 3513 | 1553 | 4887 | 4868 | 823 | 1767 | 1785 | 4751 | 1761 | 337 | 3232 | 2353 | 2388 | 378 | 108 | 2119 | 2985 | 2843 | 2561 | 30 | 521 | 8 | 3065 |
| | Dark - Unknown Lighting | 349 | 165 | 99 | 331 | 275 | 40 | 194 | 178 | 214 | 27 | 0 | 147 | 126 | 142 | 21 | 3 | 207 | 156 | 133 | 149 | 0 | 6 | 0 | 142 |
| | Dawn | 1595 | 1704 | 1024 | 1341 | 2523 | 579 | 502 | 966 | 2321 | 491 | 43 | 1529 | 1113 | 964 | 132 | 35 | 670 | 1008 | 1299 | 1445 | 7 | 76 | 1 | 1609 |
| | Daylight | 63241 | 71516 | 49295 | 57751 | 110912 | 24190 | 23569 | 44871 | 98690 | 16427 | 495 | 68583 | 48096 | 36853 | 4551 | 1560 | 33210 | 36909 | 51307 | 70468 | 153 | 1803 | 72 | 68140 |
| | Dusk | 2859 | 3376 | 2246 | 2561 | 5066 | 1128 | 1009 | 1917 | 4762 | 771 | 22 | 2828 | 2416 | 1874 | 214 | 68 | 1355 | 1696 | 2537 | 3121 | 7 | 75 | 5 | 3089 |
| | Other | 48 | 33 | 25 | 63 | 49 | 8 | 28 | 21 | 48 | 9 | 0 | 38 | 22 | 22 | 1 | 0 | 37 | 25 | 21 | 36 | 0 | 0 | 0 | 38 |
| | Unknown | 431 | 97 | 36 | 488 | 153 | 13 | 349 | 101 | 96 | 14 | 4 | 70 | 70 | 83 | 13 | 7 | 411 | 115 | 67 | 56 | 0 | 4 | 0 | 56 |

Attachment B-1

Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment B-1
## MetroPlan Orlando Region
## All Crashes 2018 -2022

| Mode: | All Collisions | Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | | | | | | | | | | | | | | | | | | | |
| | | C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 481 | 2070 | 250 | 156 | 10837 | 13282 | 1697 | 2531 | 16217 | 1210 | 83 | 1687 | 2995 | 12828 | 9709 | 3961 | 293 | 3427 | 118 |
| | Animal | 57 | 6 | 1 | 1 | 384 | 309 | 50 | 243 | 578 | 22 | 2 | 271 | 106 | 225 | 304 | 221 | 10 | 64 | 3 |
| | Bicycle | 112 | 195 | 12 | 19 | 1166 | 1562 | 221 | 519 | 2119 | 165 | 18 | 132 | 260 | 1910 | 964 | 692 | 47 | 563 | 36 |
| | Head On | 148 | 298 | 23 | 23 | 1758 | 2093 | 284 | 578 | 2755 | 178 | 22 | 387 | 482 | 2086 | 1633 | 590 | 38 | 669 | 23 |
| | Left Turn | 1924 | 2895 | 228 | 103 | 18550 | 23612 | 3711 | 6301 | 30876 | 2565 | 183 | 2953 | 4721 | 25950 | 14146 | 10113 | 864 | 8239 | 258 |
| | Off Road | 751 | 749 | 77 | 58 | 11761 | 11722 | 1122 | 3165 | 15238 | 696 | 75 | 2902 | 3114 | 9993 | 8273 | 4643 | 324 | 2634 | 130 |
| | Other | 983 | 2979 | 354 | 336 | 28446 | 25742 | 2853 | 5136 | 31607 | 1930 | 194 | 3914 | 5000 | 24817 | 19150 | 7226 | 613 | 6415 | 318 |
| | Pedestrian | 118 | 375 | 30 | 32 | 1662 | 2288 | 396 | 701 | 3057 | 296 | 32 | 248 | 387 | 2750 | 1504 | 910 | 67 | 869 | 35 |
| | Rear End | 5475 | 9853 | 861 | 358 | 38585 | 60257 | 17926 | 25073 | 87815 | 13882 | 1559 | 7775 | 12789 | 82692 | 26600 | 37103 | 3840 | 34158 | 1532 |
| | Right Turn | 280 | 401 | 32 | 13 | 2673 | 3794 | 797 | 1031 | 4925 | 644 | 53 | 348 | 672 | 4602 | 1772 | 1628 | 203 | 1975 | 44 |
| | Rollover | 77 | 118 | 13 | 8 | 708 | 852 | 160 | 388 | 1294 | 102 | 4 | 395 | 217 | 788 | 615 | 484 | 32 | 263 | 6 |
| | Sideswipe | 1284 | 3767 | 481 | 359 | 13149 | 21087 | 5124 | 7340 | 29296 | 3844 | 411 | 2656 | 4034 | 26861 | 9212 | 11227 | 1269 | 11275 | 559 |
| | Unknown | 180 | 933 | 96 | 91 | 2706 | 3934 | 891 | 1189 | 5291 | 655 | 68 | 413 | 706 | 4895 | 2197 | 1749 | 170 | 1826 | 72 |
| Alcohol Related | Y | 197 | 359 | 39 | 35 | 2087 | 2714 | 534 | 839 | 3640 | 396 | 51 | 463 | 600 | 3024 | 1715 | 1216 | 114 | 993 | 49 |
| | N | 11673 | 24280 | 2419 | 1522 | 130298 | 167820 | 34698 | 53356 | 227428 | 25793 | 2653 | 23618 | 34883 | 197373 | 94364 | 79331 | 7656 | 71384 | 3085 |
| Hit and Run | Y | 1242 | 3630 | 375 | 308 | 19711 | 24278 | 6224 | 6224 | 31248 | 3459 | 355 | 2997 | 4681 | 27384 | 14855 | 9317 | 920 | 9569 | 394 |
| | N | 10628 | 21009 | 2083 | 1249 | 112674 | 146256 | 47971 | 47971 | 199820 | 22730 | 2349 | 21084 | 30802 | 173013 | 81224 | 71230 | 6850 | 62808 | 2740 |
| Aggressive Driving | Y | 278 | 620 | 65 | 30 | 3240 | 3914 | 1476 | 1476 | 5530 | 569 | 64 | 636 | 983 | 4544 | 2462 | 1971 | 140 | 1494 | 95 |
| | N | 11592 | 24019 | 2393 | 1527 | 129145 | 166620 | 52719 | 52719 | 225538 | 25620 | 2640 | 23445 | 34500 | 195853 | 93617 | 78576 | 7630 | 70883 | 3039 |
| Distracted Driving | Y | 3544 | 5330 | 481 | 174 | 33976 | 44613 | 14530 | 14530 | 60853 | 7069 | 592 | 6718 | 9378 | 52418 | 24123 | 22424 | 2183 | 19156 | 615 |
| | N | 8326 | 19309 | 1977 | 1383 | 98409 | 125921 | 39665 | 39665 | 170215 | 19120 | 2112 | 17363 | 26105 | 147979 | 71956 | 58123 | 5587 | 53221 | 2519 |
| Intersection Related | Y | 4408 | 7631 | 782 | 512 | 37729 | 54069 | 15141 | 15141 | 71364 | 8187 | 672 | 6813 | 11628 | 61782 | 30930 | 23483 | 2329 | 22410 | 1061 |
| | N | 7462 | 17008 | 1676 | 1045 | 94656 | 116465 | 39054 | 39054 | 159704 | 18002 | 2032 | 17268 | 23855 | 138615 | 65149 | 57064 | 5441 | 49967 | 2073 |
| Drug Related | Y | 71 | 80 | 7 | 5 | 638 | 784 | 278 | 278 | 1084 | 129 | 13 | 153 | 179 | 894 | 455 | 403 | 41 | 315 | 12 |
| | N | 11799 | 24559 | 2451 | 1552 | 131747 | 169750 | 53917 | 53917 | 229984 | 26060 | 2691 | 23928 | 35304 | 199503 | 95624 | 80144 | 7729 | 72062 | 3122 |
| Aging Driver | Y | 1887 | 4195 | 445 | 164 | 19044 | 26012 | 8274 | 8274 | 35183 | 3986 | 463 | 3137 | 5213 | 31282 | 14339 | 12184 | 1101 | 11429 | 569 |
| | N | 9983 | 20444 | 2013 | 1393 | 113341 | 144522 | 45921 | 45921 | 195885 | 22203 | 2241 | 20944 | 30270 | 169115 | 81740 | 68363 | 6669 | 60948 | 2565 |
| Teenage Driver | Y | 1941 | 2464 | 213 | 87 | 17978 | 21572 | 7981 | 7981 | 30248 | 3535 | 349 | 2828 | 4880 | 26424 | 12012 | 11213 | 954 | 9520 | 427 |
| | N | 9929 | 22175 | 2245 | 1470 | 114407 | 148962 | 46214 | 46214 | 200820 | 22654 | 2355 | 21253 | 30603 | 173973 | 84067 | 69334 | 6816 | 62857 | 2707 |
| Day of the Week | Monday | 1779 | 3696 | 368 | 231 | 19492 | 25504 | 8208 | 8208 | 34643 | 3846 | 415 | 3575 | 5336 | 29993 | 14360 | 12033 | 1164 | 10874 | 469 |
| | Tuesday | 1803 | 3888 | 391 | 197 | 19989 | 26043 | 8316 | 8316 | 35295 | 4094 | 427 | 3658 | 5421 | 30737 | 14513 | 12230 | 1193 | 11369 | 502 |
| | Wednesday | 1863 | 3833 | 369 | 225 | 19926 | 25977 | 8360 | 8360 | 35257 | 3816 | 418 | 3424 | 5394 | 30673 | 14713 | 12141 | 1130 | 11021 | 476 |
| | Thursday | 1832 | 3947 | 403 | 229 | 20264 | 26270 | 8420 | 8420 | 35702 | 4047 | 385 | 3599 | 5358 | 31177 | 14763 | 12402 | 1220 | 11252 | 494 |
| | Friday | 2020 | 4149 | 403 | 235 | 22282 | 28725 | 9299 | 9299 | 39103 | 4461 | 446 | 4032 | 5932 | 34046 | 16176 | 13699 | 1247 | 12306 | 568 |
| | Saturday | 1373 | 2918 | 294 | 236 | 16591 | 20879 | 6411 | 6411 | 28050 | 3299 | 342 | 3113 | 4329 | 24249 | 11667 | 9919 | 1019 | 8720 | 358 |
| | Sunday | 1200 | 2208 | 230 | 204 | 13841 | 17136 | 5181 | 5181 | 23018 | 2626 | 271 | 2680 | 3713 | 19522 | 9887 | 8123 | 797 | 6835 | 267 |
| Time of Day | 12-3 AM | 458 | 1077 | 130 | 205 | 5815 | 7473 | 2025 | 2025 | 9880 | 1032 | 96 | 1289 | 1692 | 8027 | 4659 | 3177 | 404 | 2657 | 108 |
| | 3-6 AM | 333 | 606 | 85 | 92 | 3713 | 4824 | 1442 | 1442 | 6476 | 761 | 61 | 1023 | 1077 | 5198 | 2894 | 2248 | 243 | 1842 | 68 |
| | 6-9 AM | 1744 | 2708 | 285 | 155 | 15971 | 21267 | 6918 | 6918 | 28996 | 3092 | 344 | 3337 | 4759 | 24336 | 12110 | 10090 | 979 | 8816 | 430 |
| | 9-Noon | 1518 | 3730 | 357 | 207 | 18004 | 23472 | 7082 | 7082 | 31400 | 3555 | 355 | 3151 | 4723 | 27436 | 12999 | 10712 | 1017 | 10138 | 439 |
| | Noon-3 PM | 2162 | 5450 | 515 | 257 | 25711 | 33026 | 10237 | 10237 | 44403 | 5052 | 541 | 4153 | 6530 | 39313 | 18358 | 15103 | 1322 | 14579 | 623 |
| | 3-6 PM | 2748 | 6039 | 596 | 281 | 31048 | 40214 | 13420 | 13420 | 55092 | 6083 | 616 | 5201 | 8149 | 48441 | 22810 | 19312 | 1764 | 17127 | 769 |
| | 6-9 PM | 1927 | 3327 | 314 | 176 | 21215 | 26456 | 8751 | 8751 | 36131 | 4261 | 452 | 3613 | 5552 | 31679 | 14654 | 13029 | 1255 | 11428 | 470 |
| | 9-Midnight | 980 | 1702 | 176 | 184 | 10908 | 13802 | 4320 | 4320 | 18690 | 2353 | 239 | 2314 | 3001 | 15967 | 7595 | 6876 | 786 | 5790 | 227 |
| Lighting Conditions | Dark - Lighted | 2108 | 4970 | 553 | 557 | 25570 | 33806 | 10036 | 10036 | 45071 | 5738 | 603 | 3778 | 6663 | 40971 | 17907 | 16266 | 1833 | 14785 | 608 |
| | Dark - Not Lighted | 738 | 307 | 25 | 13 | 5871 | 6302 | 2777 | 2777 | 9496 | 839 | 66 | 2794 | 2104 | 5503 | 4942 | 3328 | 336 | 1739 | 54 |
| | Dark - Unknown Lighting | 29 | 63 | 4 | 5 | 397 | 434 | 109 | 109 | 557 | 52 | 4 | 72 | 110 | 431 | 354 | 122 | 19 | 110 | 8 |
| | Dawn | 248 | 313 | 41 | 13 | 2135 | 2745 | 971 | 971 | 3829 | 443 | 51 | 529 | 678 | 3116 | 1609 | 1369 | 134 | 1152 | 56 |
| | Daylight | 8329 | 18364 | 1781 | 935 | 93276 | 121089 | 38474 | 38474 | 163904 | 18250 | 1898 | 16061 | 24628 | 143363 | 67792 | 56590 | 5182 | 52151 | 2301 |
| | Dusk | 393 | 589 | 50 | 29 | 4518 | 5594 | 1745 | 1745 | 7556 | 845 | 80 | 742 | 1178 | 6561 | 3000 | 2754 | 259 | 2365 | 103 |
| | Other | 7 | 5 | 0 | 0 | 70 | 73 | 19 | 19 | 93 | 12 | 1 | 10 | 20 | 76 | 47 | 32 | 3 | 22 | 2 |
| | Unknown | 18 | 28 | 4 | 5 | 539 | 484 | 62 | 62 | 553 | 10 | 1 | 92 | 101 | 371 | 420 | 85 | 4 | 53 | 2 |

Attachment B-1

Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment B-2
## MetroPlan Orlando Region
## All KSI Crashes 2018 -2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R | C4 | C5 | C6 |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | | | | |
| Type | Angle | 272 | 208 | 114 | 208 | 344 | 54 | 104 | 170 | 267 | 48 | 5 | 159 | 134 | 154 | 24 | 16 | 119 | 171 | 150 | 153 | 0 | 13 | 1 | 180 | 26 | 41 | 2 | 5 |
| | Animal | 4 | 3 | 0 | 4 | 3 | 0 | 2 | 0 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Bicycle | 115 | 133 | 77 | 102 | 195 | 30 | 43 | 71 | 178 | 31 | 2 | 112 | 74 | 75 | 12 | 3 | 51 | 72 | 85 | 118 | 0 | 1 | 1 | 121 | 18 | 20 | 0 | 0 |
| | Head On | 147 | 82 | 33 | 152 | 103 | 8 | 14 | 43 | 121 | 64 | 20 | 100 | 59 | 69 | 11 | 2 | 22 | 104 | 76 | 60 | 3 | 29 | 0 | 60 | 24 | 17 | 0 | 0 |
| | Left Turn | 451 | 696 | 349 | 281 | 1100 | 120 | 85 | 298 | 940 | 169 | 4 | 428 | 522 | 372 | 34 | 15 | 130 | 348 | 530 | 484 | 4 | 38 | 1 | 508 | 110 | 80 | 8 | 0 |
| | Off Road | 316 | 355 | 126 | 437 | 354 | 37 | 128 | 156 | 408 | 91 | 14 | 213 | 225 | 179 | 21 | 12 | 178 | 189 | 253 | 199 | 4 | 19 | 0 | 180 | 56 | 22 | 5 | 1 |
| | Other | 284 | 271 | 198 | 309 | 405 | 67 | 118 | 149 | 375 | 90 | 21 | 273 | 180 | 150 | 26 | 6 | 146 | 181 | 202 | 250 | 2 | 22 | 1 | 227 | 43 | 68 | 7 | 5 |
| | Pedestrian | 244 | 347 | 345 | 267 | 580 | 100 | 97 | 174 | 555 | 109 | 1 | 428 | 234 | 152 | 22 | 1 | 110 | 149 | 260 | 427 | 0 | 5 | 0 | 419 | 37 | 107 | 9 | 7 |
| | Rear End | 234 | 540 | 542 | 282 | 832 | 210 | 19 | 137 | 923 | 221 | 16 | 636 | 429 | 193 | 14 | 11 | 41 | 159 | 412 | 705 | 2 | 31 | 2 | 612 | 98 | 77 | 4 | 0 |
| | Right Turn | 19 | 40 | 31 | 16 | 63 | 12 | 5 | 17 | 53 | 14 | 1 | 31 | 30 | 21 | 2 | 1 | 6 | 17 | 30 | 38 | 1 | 1 | 0 | 37 | 3 | 4 | 0 | 0 |
| | Rollover | 57 | 42 | 18 | 74 | 40 | 5 | 12 | 22 | 44 | 21 | 18 | 45 | 18 | 28 | 5 | 1 | 22 | 49 | 23 | 25 | 1 | 17 | 0 | 23 | 11 | 3 | 1 | 0 |
| | Sideswipe | 55 | 93 | 85 | 67 | 143 | 24 | 10 | 37 | 132 | 46 | 8 | 114 | 68 | 30 | 7 | 2 | 13 | 42 | 68 | 109 | 0 | 10 | 0 | 109 | 11 | 12 | 2 | 1 |
| | Unknown | 19 | 46 | 24 | 23 | 63 | 3 | 4 | 17 | 51 | 14 | 3 | 36 | 28 | 19 | 2 | 0 | 4 | 21 | 29 | 35 | 0 | 5 | 0 | 33 | 8 | 6 | 1 | 0 |
| Alcohol Related | Y | 134 | 171 | 95 | 173 | 204 | 26 | 39 | 79 | 211 | 54 | 17 | 158 | 92 | 89 | 16 | 4 | 44 | 116 | 105 | 136 | 3 | 22 | 0 | 130 | 29 | 26 | 3 | 1 |
| | N | 2083 | 2685 | 1847 | 2049 | 4021 | 644 | 602 | 1212 | 3837 | 867 | 97 | 2419 | 1910 | 1354 | 165 | 66 | 800 | 1389 | 2015 | 2467 | 14 | 171 | 6 | 2380 | 416 | 431 | 36 | 18 |
| Hit and Run | Y | 194 | 240 | 213 | 182 | 409 | 62 | 67 | 119 | 381 | 76 | 4 | 260 | 174 | 124 | 12 | 8 | 75 | 113 | 187 | 273 | 0 | 6 | 0 | 248 | 26 | 58 | 3 | 3 |
| | N | 2023 | 2616 | 1729 | 2040 | 3816 | 608 | 574 | 1172 | 3667 | 845 | 110 | 2317 | 1828 | 1319 | 169 | 62 | 769 | 1392 | 1933 | 2330 | 17 | 187 | 6 | 2262 | 419 | 399 | 36 | 16 |
| Aggressive Driving | Y | 148 | 147 | 69 | 136 | 213 | 19 | 46 | 102 | 177 | 34 | 5 | 125 | 75 | 101 | 12 | 3 | 52 | 104 | 106 | 105 | 2 | 6 | 0 | 96 | 25 | 34 | 4 | 3 |
| | N | 2069 | 2709 | 1873 | 2086 | 4012 | 651 | 595 | 1189 | 3871 | 887 | 109 | 2452 | 1927 | 1342 | 169 | 67 | 792 | 1401 | 2014 | 2498 | 15 | 187 | 6 | 2414 | 420 | 423 | 35 | 16 |
| Distracted Driving | Y | 614 | 832 | 526 | 582 | 1208 | 210 | 146 | 317 | 1183 | 287 | 39 | 698 | 620 | 402 | 41 | 23 | 216 | 408 | 636 | 726 | 6 | 73 | 3 | 677 | 150 | 96 | 7 | 1 |
| | N | 1603 | 2024 | 1416 | 1640 | 3017 | 460 | 495 | 974 | 2865 | 634 | 75 | 1879 | 1382 | 1041 | 140 | 47 | 628 | 1097 | 1484 | 1877 | 11 | 120 | 3 | 1833 | 295 | 361 | 32 | 18 |
| Intersection Related | Y | 945 | 1152 | 748 | 646 | 1914 | 291 | 254 | 617 | 1631 | 326 | 17 | 936 | 836 | 655 | 81 | 30 | 313 | 673 | 862 | 980 | 5 | 65 | 3 | 1020 | 202 | 179 | 19 | 14 |
| | N | 1272 | 1704 | 1194 | 1576 | 2311 | 379 | 387 | 674 | 2417 | 595 | 97 | 1641 | 1166 | 788 | 100 | 40 | 531 | 832 | 1258 | 1623 | 12 | 128 | 3 | 1490 | 243 | 278 | 20 | 5 |
| Drug Related | Y | 77 | 98 | 61 | 88 | 129 | 21 | 19 | 33 | 139 | 35 | 10 | 97 | 62 | 45 | 6 | 4 | 24 | 58 | 63 | 91 | 2 | 12 | 0 | 76 | 21 | 16 | 1 | 0 |
| | N | 2140 | 2758 | 1881 | 2134 | 4096 | 649 | 622 | 1258 | 3909 | 886 | 104 | 2480 | 1940 | 1398 | 175 | 66 | 820 | 1447 | 2057 | 2512 | 15 | 181 | 6 | 2434 | 424 | 441 | 38 | 19 |
| Aging Driver | Y | 340 | 441 | 263 | 302 | 650 | 114 | 84 | 194 | 597 | 151 | 18 | 396 | 303 | 211 | 28 | 7 | 121 | 246 | 308 | 386 | 4 | 42 | 1 | 383 | 73 | 65 | 5 | 3 |
| | N | 1877 | 2415 | 1679 | 1920 | 3575 | 556 | 557 | 1097 | 3451 | 770 | 96 | 2181 | 1699 | 1232 | 153 | 63 | 723 | 1259 | 1812 | 2217 | 13 | 151 | 5 | 2127 | 372 | 392 | 34 | 16 |
| Teenage Driver | Y | 258 | 345 | 212 | 235 | 515 | 74 | 76 | 142 | 482 | 111 | 4 | 254 | 250 | 172 | 27 | 10 | 111 | 177 | 232 | 298 | 1 | 14 | 3 | 284 | 58 | 28 | 3 | 2 |
| | N | 1959 | 2511 | 1730 | 1987 | 3710 | 596 | 565 | 1149 | 3566 | 810 | 110 | 2323 | 1752 | 1271 | 154 | 60 | 733 | 1328 | 1888 | 2305 | 16 | 179 | 3 | 2226 | 387 | 429 | 36 | 17 |
| Day of the Week | Monday | 350 | 362 | 244 | 319 | 560 | 90 | 91 | 174 | 553 | 119 | 19 | 334 | 267 | 215 | 24 | 9 | 120 | 228 | 277 | 335 | 3 | 27 | 1 | 341 | 68 | 50 | 5 | 3 |
| | Tuesday | 290 | 406 | 286 | 306 | 608 | 84 | 89 | 172 | 570 | 132 | 19 | 355 | 290 | 196 | 27 | 7 | 123 | 194 | 312 | 365 | 3 | 24 | 2 | 363 | 53 | 53 | 2 | 2 |
| | Wednesday | 305 | 400 | 288 | 304 | 622 | 83 | 90 | 198 | 571 | 120 | 14 | 377 | 260 | 208 | 28 | 12 | 124 | 218 | 276 | 384 | 1 | 31 | 1 | 348 | 64 | 73 | 7 | 1 |
| | Thursday | 311 | 422 | 275 | 311 | 616 | 97 | 90 | 179 | 602 | 124 | 13 | 367 | 300 | 209 | 19 | 13 | 116 | 209 | 300 | 390 | 2 | 27 | 0 | 365 | 56 | 78 | 7 | 2 |
| | Friday | 353 | 427 | 306 | 348 | 645 | 112 | 108 | 198 | 624 | 141 | 15 | 402 | 318 | 211 | 30 | 13 | 131 | 245 | 333 | 390 | 5 | 29 | 1 | 379 | 70 | 77 | 5 | 2 |
| | Saturday | 309 | 468 | 305 | 322 | 657 | 115 | 92 | 198 | 631 | 142 | 19 | 411 | 308 | 222 | 26 | 10 | 117 | 213 | 339 | 416 | 0 | 29 | 0 | 391 | 73 | 77 | 7 | 5 |
| | Sunday | 299 | 371 | 238 | 312 | 517 | 89 | 81 | 172 | 497 | 143 | 15 | 331 | 259 | 182 | 27 | 6 | 113 | 198 | 283 | 323 | 3 | 26 | 1 | 323 | 61 | 49 | 6 | 4 |
| Time of Day | 12-3 AM | 176 | 247 | 178 | 212 | 322 | 70 | 49 | 111 | 331 | 94 | 16 | 254 | 171 | 113 | 11 | 2 | 53 | 129 | 182 | 237 | 1 | 18 | 0 | 232 | 43 | 58 | 4 | 5 |
| | 3-6 AM | 138 | 159 | 132 | 170 | 215 | 48 | 34 | 83 | 231 | 67 | 14 | 178 | 118 | 66 | 14 | 5 | 52 | 87 | 127 | 165 | 2 | 21 | 0 | 148 | 29 | 26 | 8 | 1 |
| | 6-9 AM | 287 | 365 | 231 | 247 | 565 | 80 | 71 | 161 | 511 | 117 | 23 | 282 | 270 | 199 | 27 | 7 | 107 | 193 | 264 | 323 | 4 | 37 | 1 | 303 | 52 | 52 | 5 | 0 |
| | 9-Noon | 247 | 333 | 227 | 253 | 476 | 90 | 88 | 146 | 456 | 104 | 13 | 295 | 234 | 153 | 22 | 6 | 109 | 168 | 224 | 314 | 4 | 29 | 1 | 284 | 48 | 47 | 5 | 3 |
| | Noon-3 PM | 300 | 374 | 231 | 283 | 574 | 74 | 94 | 187 | 519 | 100 | 5 | 307 | 268 | 191 | 25 | 12 | 128 | 199 | 284 | 311 | 1 | 18 | 0 | 312 | 52 | 62 | 2 | 3 |
| | 3-6 PM | 375 | 440 | 284 | 373 | 670 | 75 | 119 | 198 | 651 | 116 | 15 | 385 | 295 | 250 | 32 | 12 | 144 | 257 | 349 | 362 | 2 | 23 | 1 | 373 | 77 | 75 | 6 | 2 |
| | 6-9 PM | 371 | 508 | 344 | 368 | 748 | 124 | 103 | 212 | 735 | 162 | 11 | 454 | 344 | 254 | 31 | 15 | 142 | 243 | 390 | 454 | 3 | 24 | 1 | 430 | 66 | 70 | 3 | 3 |
| | 9-Midnight | 323 | 430 | 315 | 316 | 655 | 109 | 83 | 193 | 614 | 161 | 17 | 422 | 302 | 217 | 19 | 11 | 109 | 229 | 300 | 437 | 0 | 23 | 2 | 428 | 78 | 67 | 6 | 2 |
| Lighting Conditions | Dark - Lighted | 527 | 884 | 748 | 587 | 1352 | 244 | 164 | 431 | 1295 | 260 | 9 | 890 | 618 | 406 | 41 | 23 | 205 | 366 | 633 | 967 | 1 | 19 | 2 | 860 | 122 | 189 | 21 | 11 |
| | Dark - Not Lighted | 345 | 304 | 119 | 345 | 377 | 51 | 52 | 113 | 371 | 183 | 49 | 309 | 176 | 170 | 27 | 5 | 86 | 255 | 235 | 192 | 4 | 69 | 1 | 247 | 73 | 19 | 0 | 0 |
| | Dark - Unknown Lighting | 2 | 2 | 2 | 3 | 3 | 0 | 2 | 0 | 4 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| | Dawn | 51 | 56 | 29 | 42 | 82 | 13 | 12 | 25 | 76 | 18 | 5 | 41 | 36 | 39 | 5 | 1 | 15 | 37 | 41 | 43 | 1 | 9 | 0 | 46 | 7 | 5 | 2 | 0 |
| | Daylight | 1213 | 1519 | 982 | 1166 | 2278 | 335 | 388 | 686 | 2151 | 440 | 49 | 1259 | 1101 | 776 | 103 | 39 | 501 | 802 | 1132 | 1320 | 10 | 91 | 3 | 1273 | 235 | 230 | 15 | 8 |
| | Dusk | 72 | 89 | 58 | 74 | 126 | 26 | 22 | 32 | 145 | 19 | 1 | 69 | 69 | 47 | 5 | 2 | 34 | 39 | 77 | 73 | 1 | 4 | 0 | 77 | 8 | 12 | 1 | 0 |
| | Other | 2 | 1 | 4 | 2 | 4 | 1 | 0 | 2 | 4 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| | Unknown | 5 | 1 | 0 | 3 | 3 | 0 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

**Attachment B-2**
**MetroPlan Orlando Region**
**All KSI Crashes 2018 -2022**

| Mode: | All Collisions | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 338 | 406 | 82 | 106 | 529 | 62 | 3 | 85 | 96 | 413 | 288 | 169 | 10 | 123 | 4 |
| | Animal | 4 | 3 | 1 | 3 | 7 | 0 | 0 | 5 | 1 | 1 | 4 | 3 | 0 | 0 | 0 |
| | Bicycle | 166 | 210 | 37 | 78 | 293 | 26 | 6 | 33 | 30 | 262 | 134 | 100 | 3 | 84 | 4 |
| | Head On | 130 | 159 | 13 | 90 | 257 | 4 | 1 | 84 | 50 | 128 | 155 | 58 | 5 | 44 | 0 |
| | Left Turn | 752 | 983 | 216 | 297 | 1323 | 164 | 9 | 162 | 215 | 1119 | 530 | 522 | 31 | 408 | 5 |
| | Off Road | 541 | 532 | 54 | 211 | 759 | 35 | 3 | 153 | 123 | 521 | 313 | 321 | 21 | 138 | 4 |
| | Other | 406 | 487 | 85 | 181 | 691 | 59 | 3 | 117 | 108 | 528 | 308 | 249 | 21 | 169 | 6 |
| | Pedestrian | 363 | 601 | 121 | 214 | 825 | 98 | 13 | 65 | 99 | 772 | 345 | 288 | 28 | 268 | 7 |
| | Rear End | 498 | 718 | 258 | 340 | 1097 | 202 | 17 | 144 | 154 | 1018 | 270 | 522 | 46 | 471 | 7 |
| | Right Turn | 45 | 51 | 9 | 30 | 82 | 8 | 0 | 9 | 10 | 71 | 15 | 37 | 1 | 37 | 0 |
| | Rollover | 63 | 69 | 5 | 43 | 113 | 3 | 1 | 46 | 15 | 56 | 49 | 46 | 3 | 18 | 1 |
| | Sideswipe | 89 | 125 | 42 | 66 | 196 | 34 | 3 | 26 | 23 | 184 | 68 | 98 | 6 | 58 | 3 |
| | Unknown | 36 | 50 | 13 | 26 | 79 | 10 | 0 | 14 | 8 | 67 | 24 | 34 | 4 | 27 | 0 |
| Alcohol Related | Y | 189 | 239 | 48 | 113 | 364 | 34 | 2 | 88 | 50 | 262 | 161 | 143 | 15 | 79 | 2 |
| | N | 3242 | 4155 | 888 | 1572 | 5887 | 671 | 57 | 855 | 882 | 4878 | 2342 | 2304 | 164 | 1766 | 39 |
| Hit and Run | Y | 309 | 439 | 132 | 132 | 592 | 54 | 1 | 56 | 72 | 519 | 270 | 173 | 13 | 185 | 6 |
| | N | 3122 | 3955 | 1553 | 1553 | 5659 | 651 | 58 | 887 | 860 | 4621 | 2233 | 2274 | 166 | 1660 | 35 |
| Aggressive Driving | Y | 198 | 219 | 91 | 91 | 324 | 39 | 1 | 54 | 68 | 242 | 159 | 126 | 5 | 72 | 2 |
| | N | 3233 | 4175 | 1594 | 1594 | 5927 | 666 | 58 | 889 | 864 | 4898 | 2344 | 2321 | 174 | 1773 | 39 |
| Distracted Driving | Y | 987 | 1235 | 455 | 455 | 1744 | 211 | 17 | 306 | 261 | 1405 | 668 | 726 | 64 | 504 | 10 |
| | N | 2444 | 3159 | 1230 | 1230 | 4507 | 494 | 42 | 637 | 671 | 3735 | 1835 | 1721 | 115 | 1341 | 31 |
| Intersection Related | Y | 1344 | 1796 | 606 | 606 | 2489 | 335 | 21 | 318 | 375 | 2152 | 1032 | 953 | 60 | 785 | 15 |
| | N | 2087 | 2598 | 1079 | 1079 | 3762 | 370 | 38 | 625 | 557 | 2988 | 1471 | 1494 | 119 | 1060 | 26 |
| Drug Related | Y | 110 | 144 | 63 | 63 | 213 | 21 | 2 | 48 | 36 | 152 | 92 | 90 | 5 | 49 | 0 |
| | N | 3321 | 4250 | 1622 | 1622 | 6038 | 684 | 57 | 895 | 896 | 4988 | 2411 | 2357 | 174 | 1796 | 41 |
| Aging Driver | Y | 490 | 632 | 263 | 263 | 918 | 114 | 12 | 161 | 137 | 746 | 376 | 351 | 25 | 284 | 8 |
| | N | 2941 | 3762 | 1422 | 1422 | 5333 | 591 | 47 | 782 | 795 | 4394 | 2127 | 2096 | 154 | 1561 | 33 |
| Teenage Driver | Y | 431 | 497 | 207 | 207 | 718 | 92 | 5 | 79 | 129 | 607 | 262 | 292 | 19 | 234 | 8 |
| | N | 3000 | 3897 | 1478 | 1478 | 5533 | 613 | 54 | 864 | 803 | 4533 | 2241 | 2155 | 160 | 1611 | 33 |
| Day of the Week | Monday | 471 | 593 | 237 | 237 | 861 | 86 | 9 | 130 | 132 | 694 | 358 | 317 | 30 | 243 | 8 |
| | Tuesday | 496 | 601 | 263 | 263 | 891 | 86 | 5 | 135 | 125 | 722 | 351 | 340 | 16 | 270 | 5 |
| | Wednesday | 483 | 642 | 207 | 207 | 873 | 109 | 11 | 132 | 140 | 721 | 356 | 352 | 20 | 258 | 7 |
| | Thursday | 487 | 628 | 254 | 254 | 900 | 98 | 10 | 128 | 130 | 750 | 360 | 335 | 25 | 284 | 4 |
| | Friday | 537 | 674 | 254 | 254 | 948 | 129 | 9 | 140 | 141 | 805 | 392 | 373 | 26 | 289 | 6 |
| | Saturday | 512 | 675 | 260 | 260 | 961 | 112 | 9 | 139 | 145 | 798 | 365 | 388 | 37 | 289 | 3 |
| | Sunday | 445 | 581 | 210 | 210 | 817 | 85 | 6 | 139 | 119 | 650 | 321 | 342 | 25 | 212 | 8 |
| Time of Day | 12-3 AM | 243 | 353 | 159 | 159 | 530 | 66 | 5 | 94 | 80 | 427 | 192 | 216 | 19 | 168 | 6 |
| | 3-6 AM | 198 | 263 | 105 | 105 | 380 | 46 | 3 | 79 | 61 | 289 | 145 | 174 | 13 | 94 | 3 |
| | 6-9 AM | 438 | 548 | 214 | 214 | 778 | 97 | 8 | 125 | 103 | 655 | 305 | 309 | 23 | 241 | 5 |
| | 9-Noon | 398 | 526 | 178 | 178 | 722 | 80 | 5 | 110 | 102 | 595 | 262 | 283 | 18 | 241 | 3 |
| | Noon-3 PM | 481 | 599 | 195 | 195 | 817 | 80 | 8 | 111 | 130 | 664 | 342 | 297 | 18 | 247 | 1 |
| | 3-6 PM | 559 | 709 | 260 | 260 | 995 | 95 | 9 | 126 | 140 | 833 | 427 | 380 | 28 | 258 | 6 |
| | 6-9 PM | 640 | 758 | 303 | 303 | 1096 | 118 | 9 | 144 | 162 | 917 | 447 | 408 | 34 | 326 | 8 |
| | 9-Midnight | 474 | 638 | 271 | 271 | 933 | 123 | 12 | 154 | 154 | 760 | 383 | 380 | 26 | 270 | 9 |
| Lighting Conditions | Dark - Lighted | 958 | 1360 | 476 | 476 | 1880 | 256 | 23 | 166 | 249 | 1744 | 685 | 771 | 67 | 612 | 24 |
| | Dark - Not Lighted | 360 | 382 | 284 | 284 | 698 | 64 | 6 | 249 | 153 | 366 | 330 | 277 | 21 | 138 | 2 |
| | Dark - Unknown Lighting | 3 | 5 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 1 | 2 |
| | Dawn | 67 | 84 | 32 | 32 | 118 | 18 | 0 | 27 | 16 | 93 | 52 | 43 | 1 | 40 | 0 |
| | Daylight | 1914 | 2420 | 833 | 833 | 3342 | 344 | 28 | 469 | 480 | 2765 | 1350 | 1287 | 80 | 985 | 12 |
| | Dusk | 123 | 136 | 55 | 55 | 196 | 21 | 2 | 27 | 32 | 160 | 78 | 64 | 8 | 68 | 1 |
| | Other | 2 | 4 | 1 | 1 | 5 | 2 | 0 | 1 | 2 | 4 | 1 | 3 | 2 | 1 | 0 |
| | Unknown | 4 | 3 | 3 | 3 | 6 | 0 | 0 | 4 | 0 | 2 | 6 | 0 | 0 | 0 | 0 |

**Attachment B-3**
**MetroPlan Orlando Region**
**Percent of All Crashes that Result in a KSI 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.0% | 3.4% | 4.6% | 2.9% | 3.7% | 3.5% | 2.7% | 2.7% | 4.1% | 6.3% | 20.0% | 4.0% | 3.6% | 3.1% | 3.5% | 4.2% | 2.8% | 3.1% | 3.5% | 4.2% | 0.0% | 10.7% | 10.0% | 4.4% | 5.4% |
| | Animal | 1.2% | 1.3% | 0.0% | 1.1% | 1.4% | 0.0% | 3.3% | 0.0% | 0.4% | 2.3% | 1.2% | 1.0% | 0.8% | 0.6% | 2.9% | 0.0% | 2.4% | 1.0% | 1.2% | 0.0% | - | 2.4% | - | 1.4% | 0.0% |
| | Bicycle | 13.7% | 14.6% | 14.0% | 14.1% | 14.0% | 15.0% | 11.4% | 12.9% | 14.6% | 20.4% | 40.0% | 14.9% | 12.7% | 15.0% | 12.2% | 17.6% | 14.0% | 13.5% | 14.0% | 14.8% | - | 12.5% | 50.0% | 15.1% | 16.1% |
| | Head On | 9.9% | 8.1% | 7.1% | 11.2% | 7.0% | 3.3% | 2.6% | 5.3% | 9.3% | 24.0% | 52.6% | 11.6% | 9.2% | 8.9% | 11.5% | 11.1% | 3.2% | 12.2% | 9.0% | 8.5% | 42.9% | 43.9% | 0.0% | 7.9% | 16.2% |
| | Left Turn | 3.5% | 4.7% | 5.9% | 3.6% | 4.7% | 4.1% | 2.4% | 3.0% | 5.2% | 8.2% | 14.8% | 5.2% | 5.2% | 4.1% | 2.7% | 4.4% | 2.7% | 4.0% | 4.9% | 5.2% | 26.7% | 11.0% | 11.1% | 5.1% | 5.7% |
| | Off Road | 3.6% | 7.0% | 5.9% | 4.5% | 5.4% | 4.9% | 2.7% | 4.4% | 6.5% | 7.5% | 7.3% | 5.9% | 7.1% | 5.1% | 3.0% | 5.9% | 3.0% | 4.7% | 6.7% | 6.1% | 11.8% | 6.5% | 0.0% | 5.4% | 7.5% |
| | Other | 1.5% | 2.7% | 3.6% | 1.3% | 2.8% | 2.5% | 0.9% | 1.9% | 3.3% | 5.2% | 15.6% | 3.3% | 2.9% | 2.5% | 2.8% | 1.6% | 0.8% | 2.7% | 2.9% | 3.2% | 16.7% | 7.5% | 16.7% | 2.9% | 4.4% |
| | Pedestrian | 19.7% | 28.3% | 37.5% | 23.2% | 29.4% | 30.5% | 15.9% | 21.5% | 32.4% | 43.3% | 50.0% | 34.9% | 29.3% | 22.6% | 24.7% | 4.2% | 17.1% | 21.8% | 30.3% | 34.1% | - | 50.0% | 0.0% | 34.2% | 31.4% |
| | Rear End | 0.9% | 1.3% | 1.5% | 1.4% | 1.3% | 1.2% | 0.4% | 0.6% | 1.4% | 1.7% | 9.1% | 1.3% | 1.5% | 1.0% | 0.8% | 2.1% | 0.7% | 0.9% | 1.3% | 1.4% | 1.9% | 3.1% | 4.3% | 1.3% | 1.8% |
| | Right Turn | 1.1% | 1.7% | 2.0% | 1.4% | 1.7% | 1.2% | 0.9% | 1.3% | 1.6% | 3.2% | 9.1% | 1.7% | 1.7% | 1.8% | 1.3% | 2.2% | 0.8% | 1.5% | 1.8% | 1.7% | 100.0% | 2.9% | - | 1.6% | 1.1% |
| | Rollover | 9.2% | 8.1% | 6.8% | 11.3% | 6.1% | 4.8% | 7.4% | 7.4% | 7.7% | 9.0% | 13.4% | 7.9% | 6.4% | 9.2% | 11.6% | 5.9% | 11.1% | 10.7% | 6.2% | 6.6% | 33.3% | 12.5% | - | 6.5% | 14.3% |
| | Sideswipe | 0.7% | 0.7% | 0.7% | 0.9% | 0.7% | 0.4% | 0.4% | 0.5% | 0.7% | 1.4% | 7.3% | 0.7% | 0.7% | 0.5% | 1.3% | 1.1% | 0.4% | 0.8% | 0.7% | 0.7% | 0.0% | 3.5% | 0.0% | 0.7% | 0.9% |
| | Unknown | 1.1% | 1.9% | 1.3% | 1.4% | 1.7% | 0.3% | 0.6% | 0.9% | 1.7% | 2.9% | 16.7% | 1.5% | 1.8% | 1.6% | 2.0% | 0.0% | 0.5% | 1.7% | 1.7% | 1.4% | 0.0% | 11.1% | - | 1.5% | 4.4% |
| Alcohol Related | Y | 8.1% | 12.1% | 9.4% | 10.5% | 9.8% | 5.2% | 4.9% | 8.4% | 10.8% | 14.6% | 60.7% | 10.7% | 10.2% | 10.8% | 11.0% | 10.5% | 5.2% | 12.2% | 10.5% | 9.7% | 50.0% | 33.8% | 0.0% | 9.1% | 14.7% |
| | N | 2.3% | 2.7% | 2.7% | 2.5% | 2.6% | 1.9% | 1.8% | 2.0% | 2.8% | 3.6% | 10.5% | 2.6% | 2.9% | 2.6% | 2.6% | 3.1% | 1.7% | 2.7% | 2.8% | 2.6% | 6.7% | 6.4% | 6.4% | 2.5% | 3.6% |
| Hit and Run | Y | 1.4% | 2.0% | 2.3% | 1.3% | 2.1% | 1.4% | 1.0% | 1.5% | 2.2% | 2.6% | 5.3% | 2.1% | 2.0% | 1.9% | 1.6% | 2.7% | 0.8% | 1.7% | 2.1% | 2.1% | 0.0% | 2.7% | 0.0% | 2.0% | 2.1% |
| | N | 2.6% | 3.0% | 2.9% | 3.0% | 2.8% | 2.0% | 2.1% | 2.1% | 3.0% | 4.0% | 12.5% | 2.8% | 3.1% | 2.9% | 3.0% | 3.3% | 2.0% | 3.0% | 3.0% | 2.8% | 8.6% | 7.5% | 6.7% | 2.7% | 3.9% |
| Aggressive Driving | Y | 6.3% | 6.1% | 4.9% | 6.1% | 6.1% | 3.0% | 4.8% | 6.0% | 6.0% | 6.6% | 21.7% | 5.6% | 5.2% | 7.6% | 6.5% | 5.2% | 4.7% | 7.6% | 6.0% | 5.1% | 28.6% | 6.7% | - | 4.8% | 9.0% |
| | N | 2.3% | 2.8% | 2.8% | 2.6% | 2.7% | 1.9% | 1.8% | 1.9% | 2.9% | 3.8% | 11.7% | 2.6% | 2.9% | 2.6% | 2.7% | 3.2% | 1.7% | 2.7% | 2.8% | 2.6% | 7.2% | 7.1% | 6.3% | 2.6% | 3.6% |
| Distracted Driving | Y | 2.7% | 3.1% | 2.8% | 2.9% | 2.9% | 2.3% | 1.9% | 2.1% | 3.1% | 4.1% | 14.1% | 2.8% | 3.3% | 2.9% | 2.5% | 3.6% | 2.1% | 3.2% | 3.1% | 2.7% | 8.7% | 8.3% | 9.7% | 2.6% | 4.2% |
| | N | 2.4% | 2.8% | 2.8% | 2.6% | 2.7% | 1.8% | 1.9% | 2.0% | 2.9% | 3.7% | 11.1% | 2.7% | 2.8% | 2.7% | 2.9% | 3.1% | 1.7% | 2.8% | 2.8% | 2.6% | 7.6% | 6.5% | 4.7% | 2.6% | 3.5% |
| Intersection Related | Y | 3.1% | 3.6% | 4.3% | 3.4% | 3.8% | 2.6% | 2.6% | 2.7% | 3.9% | 5.5% | 18.3% | 3.7% | 4.0% | 3.3% | 2.8% | 3.3% | 2.8% | 3.4% | 3.6% | 3.9% | 10.6% | 8.1% | 11.5% | 3.6% | 4.6% |
| | N | 2.1% | 2.5% | 2.3% | 2.5% | 2.2% | 1.6% | 1.6% | 1.7% | 2.5% | 3.3% | 11.3% | 2.3% | 2.5% | 2.4% | 2.8% | 3.2% | 1.5% | 2.6% | 2.6% | 2.2% | 7.2% | 6.6% | 4.3% | 2.2% | 3.3% |
| Drug Related | Y | 16.6% | 22.9% | 18.3% | 19.7% | 18.9% | 14.7% | 9.7% | 13.4% | 21.8% | 26.1% | 83.3% | 21.1% | 22.4% | 18.4% | 13.6% | 28.6% | 10.4% | 20.5% | 21.8% | 19.9% | 100.0% | 60.0% | - | 17.0% | 29.6% |
| | N | 2.4% | 2.8% | 2.7% | 2.6% | 2.7% | 1.9% | 1.8% | 2.0% | 2.9% | 3.7% | 11.1% | 2.6% | 2.9% | 2.7% | 2.7% | 3.0% | 1.8% | 2.8% | 2.8% | 2.6% | 7.1% | 6.7% | 6.3% | 2.6% | 3.6% |
| Aging Driver | Y | 2.6% | 2.8% | 2.5% | 2.6% | 2.7% | 2.1% | 1.8% | 2.0% | 2.8% | 4.5% | 15.9% | 2.6% | 3.0% | 2.7% | 2.8% | 2.0% | 1.8% | 3.0% | 2.8% | 2.5% | 11.1% | 9.7% | 8.3% | 2.5% | 3.9% |
| | N | 2.4% | 2.9% | 2.9% | 2.7% | 2.8% | 1.9% | 1.9% | 2.1% | 3.0% | 3.7% | 11.4% | 2.7% | 3.0% | 2.7% | 2.8% | 3.5% | 1.8% | 2.8% | 2.9% | 2.7% | 7.3% | 6.6% | 6.0% | 2.7% | 3.7% |
| Teenage Driver | Y | 2.2% | 2.6% | 2.4% | 2.3% | 2.5% | 1.8% | 1.9% | 1.8% | 2.6% | 3.4% | 4.2% | 2.1% | 2.8% | 2.4% | 2.4% | 3.3% | 1.9% | 2.5% | 2.4% | 2.4% | 3.6% | 3.6% | 16.7% | 2.3% | 3.0% |
| | N | 2.5% | 2.9% | 2.9% | 2.7% | 2.8% | 2.0% | 1.9% | 2.1% | 3.0% | 3.9% | 12.8% | 2.8% | 3.0% | 2.8% | 2.9% | 3.2% | 1.8% | 2.9% | 3.0% | 2.7% | 8.6% | 7.7% | 3.9% | 2.7% | 3.9% |
| Day of the Week | Monday | 2.6% | 2.4% | 2.4% | 2.6% | 2.4% | 1.8% | 1.8% | 1.9% | 2.6% | 3.3% | 13.2% | 2.3% | 2.6% | 2.7% | 2.5% | 3.0% | 1.8% | 2.9% | 2.5% | 2.3% | 8.8% | 6.6% | 5.9% | 2.3% | 3.8% |
| | Tuesday | 2.1% | 2.6% | 2.7% | 2.5% | 2.6% | 1.6% | 1.8% | 1.8% | 2.7% | 3.6% | 13.6% | 2.4% | 2.8% | 2.4% | 2.7% | 2.4% | 1.8% | 2.4% | 2.8% | 2.4% | 8.8% | 6.1% | 11.8% | 2.5% | 2.9% |
| | Wednesday | 2.2% | 2.6% | 2.8% | 2.4% | 2.6% | 1.6% | 1.8% | 2.1% | 2.7% | 3.4% | 12.0% | 2.6% | 2.5% | 2.5% | 2.8% | 3.8% | 1.8% | 2.7% | 2.5% | 2.6% | 3.6% | 7.6% | 10.0% | 2.4% | 3.4% |
| | Thursday | 2.3% | 2.7% | 2.6% | 2.5% | 2.6% | 1.9% | 1.8% | 1.8% | 2.8% | 3.3% | 10.7% | 2.5% | 2.9% | 2.6% | 1.8% | 3.7% | 1.7% | 2.5% | 2.7% | 2.6% | 5.1% | 6.9% | 0.0% | 2.5% | 3.1% |
| | Friday | 2.3% | 2.5% | 2.6% | 2.5% | 2.4% | 1.9% | 2.0% | 1.9% | 2.6% | 3.4% | 10.7% | 2.5% | 2.8% | 2.3% | 2.9% | 3.6% | 1.7% | 2.8% | 2.7% | 2.3% | 11.6% | 6.4% | 4.8% | 2.3% | 3.5% |
| | Saturday | 2.8% | 4.0% | 3.5% | 3.1% | 3.6% | 2.7% | 2.0% | 2.6% | 3.9% | 4.9% | 12.8% | 3.6% | 3.8% | 3.5% | 3.6% | 3.4% | 1.9% | 3.5% | 3.8% | 3.6% | 0.0% | 8.3% | 0.0% | 3.5% | 5.3% |
| | Sunday | 3.1% | 3.9% | 3.5% | 3.5% | 3.5% | 2.6% | 2.0% | 2.7% | 3.9% | 5.6% | 10.6% | 3.7% | 3.9% | 3.4% | 4.2% | 2.5% | 2.2% | 3.7% | 3.9% | 3.6% | 21.4% | 7.8% | 10.0% | 3.6% | 5.1% |
| Time of Day | 12-3 AM | 3.9% | 6.6% | 6.4% | 4.8% | 5.8% | 5.0% | 2.3% | 4.0% | 6.7% | 8.7% | 18.8% | 6.9% | 6.3% | 4.9% | 4.1% | 2.3% | 2.3% | 5.4% | 6.2% | 6.5% | 10.0% | 13.4% | 0.0% | 6.6% | 9.4% |
| | 3-6 AM | 4.7% | 6.2% | 7.3% | 6.1% | 5.7% | 5.1% | 2.8% | 5.2% | 6.5% | 8.2% | 13.6% | 6.9% | 6.6% | 4.7% | 6.8% | 7.8% | 3.6% | 5.6% | 6.5% | 6.6% | 25.0% | 13.2% | 0.0% | 6.0% | 8.7% |
| | 6-9 AM | 2.4% | 2.9% | 2.9% | 2.5% | 2.9% | 2.0% | 1.7% | 2.2% | 2.9% | 3.5% | 13.5% | 2.4% | 3.1% | 3.0% | 3.0% | 2.7% | 2.1% | 2.8% | 2.9% | 2.7% | 15.4% | 8.0% | 7.7% | 2.6% | 3.0% |
| | 9-Noon | 2.0% | 2.5% | 2.4% | 2.2% | 2.3% | 1.8% | 1.8% | 1.7% | 2.5% | 3.4% | 13.8% | 2.2% | 2.6% | 2.2% | 2.7% | 2.1% | 1.5% | 2.4% | 2.3% | 2.3% | 12.5% | 8.9% | 7.7% | 2.2% | 3.2% |
| | Noon-3 PM | 1.8% | 1.9% | 1.7% | 1.7% | 1.9% | 1.1% | 1.4% | 1.5% | 2.0% | 2.4% | 4.4% | 1.6% | 2.1% | 2.0% | 2.1% | 2.7% | 1.3% | 2.0% | 2.1% | 1.6% | 2.3% | 4.0% | 0.0% | 1.7% | 2.4% |
| | 3-6 PM | 1.8% | 1.8% | 1.7% | 2.0% | 1.8% | 1.0% | 1.6% | 1.3% | 1.9% | 2.1% | 9.9% | 1.7% | 1.8% | 1.9% | 2.1% | 2.3% | 1.4% | 2.0% | 2.0% | 1.5% | 3.7% | 4.0% | 3.8% | 1.6% | 2.8% |
| | 6-9 PM | 2.7% | 3.2% | 3.1% | 3.0% | 3.0% | 2.3% | 2.0% | 2.2% | 3.3% | 4.2% | 9.3% | 3.1% | 3.2% | 2.9% | 3.2% | 4.4% | 2.1% | 3.0% | 3.3% | 3.0% | 8.8% | 6.1% | 5.6% | 2.9% | 3.4% |
| | 9-Midnight | 4.4% | 5.4% | 5.3% | 4.7% | 5.4% | 3.7% | 2.8% | 3.7% | 5.7% | 7.3% | 14.5% | 5.8% | 5.3% | 4.9% | 3.9% | 6.5% | 2.8% | 5.5% | 4.8% | 5.7% | 0.0% | 10.2% | 50.0% | 5.5% | 8.0% |
| Lighting Conditions | Dark - Lighted | 3.1% | 4.5% | 5.0% | 3.9% | 4.5% | 3.2% | 2.4% | 3.3% | 4.9% | 5.6% | 17.3% | 4.8% | 4.5% | 3.9% | 3.7% | 5.8% | 2.3% | 3.8% | 4.3% | 4.9% | 5.9% | 7.7% | 22.2% | 4.5% | 5.8% |
| | Dark - Not Lighted | 6.5% | 8.7% | 7.7% | 7.1% | 7.7% | 6.2% | 2.9% | 6.3% | 7.8% | 10.4% | 14.5% | 9.6% | 7.5% | 7.1% | 7.1% | 4.6% | 4.1% | 8.5% | 8.3% | 7.5% | 13.3% | 13.2% | 12.5% | 8.1% | 9.9% |
| | Dark - Unknown Lighting | 0.6% | 1.2% | 2.0% | 0.9% | 1.1% | 0.0% | 1.0% | 0.0% | 1.9% | 0.0% | - | 2.0% | 0.8% | 0.7% | 0.0% | 0.0% | 0.5% | 0.6% | 1.5% | 1.3% | - | 0.0% | - | 0.7% | 0.0% |
| | Dawn | 3.2% | 3.3% | 2.8% | 3.1% | 3.3% | 2.2% | 2.4% | 2.6% | 3.3% | 3.7% | 11.6% | 2.7% | 3.2% | 4.0% | 3.8% | 2.9% | 2.2% | 3.7% | 3.2% | 3.0% | 14.3% | 11.8% | 0.0% | 2.9% | 2.8% |
| | Daylight | 1.9% | 2.1% | 2.0% | 2.0% | 2.1% | 1.4% | 1.6% | 1.5% | 2.2% | 2.7% | 9.9% | 1.8% | 2.3% | 2.1% | 2.3% | 2.5% | 1.5% | 2.2% | 2.2% | 1.9% | 6.5% | 5.0% | 4.2% | 1.9% | 2.8% |
| | Dusk | 2.5% | 2.6% | 2.6% | 2.9% | 2.5% | 2.3% | 2.2% | 1.7% | 3.0% | 2.5% | 4.5% | 2.4% | 2.9% | 2.5% | 2.3% | 2.9% | 2.5% | 2.3% | 3.0% | 2.3% | 14.3% | 5.3% | 0.0% | 2.5% | 2.0% |
| | Other | 4.2% | 3.0% | 16.0% | 3.2% | 8.2% | 12.5% | 0.0% | 9.5% | 8.3% | 11.1% | - | 10.5% | 4.5% | 9.1% | 0.0% | - | 0.0% | 8.0% | 0.0% | 13.9% | - | | - | 13.2% | 0.0% |
| | Unknown | 1.2% | 1.0% | 0.0% | 0.6% | 2.0% | 0.0% | 0.3% | 2.0% | 2.1% | 0.0% | 25.0% | 2.9% | 0.0% | 2.4% | 0.0% | 0.0% | 0.5% | 2.6% | 0.0% | 1.8% | - | 25.0% | - | 1.8% | 0.0% |

**Attachment B-3**
**MetroPlan Orlando Region**
**Percent of All Crashes that Result in a KSI 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 2.0% | 0.8% | 3.2% | 3.1% | 3.1% | 4.8% | 4.2% | 3.3% | 5.1% | 3.6% | 5.0% | 3.2% | 3.2% | 3.0% | 4.3% | 3.4% | 3.6% | 3.4% |
| | Animal | 0.0% | 0.0% | 0.0% | 1.0% | 1.0% | 2.0% | 1.2% | 1.2% | 0.0% | 0.0% | 1.8% | 0.9% | 0.4% | 1.3% | 1.4% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 10.3% | 0.0% | 0.0% | 14.2% | 13.4% | 16.7% | 15.0% | 13.8% | 15.8% | 33.3% | 25.0% | 11.5% | 13.7% | 13.9% | 14.5% | 6.4% | 14.9% | 11.1% |
| | Head On | 5.7% | 0.0% | 0.0% | 7.4% | 7.6% | 4.6% | 15.6% | 9.3% | 2.2% | 4.5% | 21.7% | 10.4% | 6.1% | 9.5% | 9.8% | 13.2% | 6.6% | 0.0% |
| | Left Turn | 2.8% | 3.5% | 0.0% | 4.1% | 4.2% | 5.8% | 4.7% | 4.3% | 6.4% | 4.9% | 5.5% | 4.6% | 4.3% | 3.7% | 5.2% | 3.6% | 5.0% | 1.9% |
| | Off Road | 2.9% | 6.5% | 1.7% | 4.6% | 4.5% | 4.8% | 6.7% | 5.0% | 5.0% | 4.0% | 5.3% | 3.9% | 5.2% | 3.8% | 6.9% | 6.5% | 5.2% | 3.1% |
| | Other | 2.3% | 2.0% | 1.5% | 1.4% | 1.9% | 3.0% | 3.5% | 2.2% | 3.1% | 1.5% | 3.0% | 2.2% | 2.1% | 1.6% | 3.4% | 3.4% | 2.6% | 1.9% |
| | Pedestrian | 28.5% | 30.0% | 21.9% | 21.8% | 26.3% | 30.6% | 30.5% | 27.0% | 33.1% | 40.6% | 26.2% | 25.6% | 28.1% | 22.9% | 31.6% | 41.8% | 30.8% | 20.0% |
| | Rear End | 0.8% | 0.5% | 0.0% | 1.3% | 1.2% | 1.4% | 1.4% | 1.2% | 1.5% | 1.1% | 1.9% | 1.2% | 1.2% | 1.0% | 1.4% | 1.2% | 1.4% | 0.5% |
| | Right Turn | 1.0% | 0.0% | 0.0% | 1.7% | 1.3% | 1.1% | 2.9% | 1.7% | 1.2% | 0.0% | 2.6% | 1.5% | 1.5% | 0.8% | 2.3% | 0.5% | 1.9% | 0.0% |
| | Rollover | 2.5% | 7.7% | 0.0% | 8.9% | 8.1% | 3.1% | 11.1% | 8.7% | 2.9% | 25.0% | 11.6% | 6.9% | 7.1% | 8.0% | 9.5% | 9.4% | 6.8% | 16.7% |
| | Sideswipe | 0.3% | 0.4% | 0.3% | 0.7% | 0.6% | 0.8% | 0.9% | 0.7% | 0.9% | 0.7% | 1.0% | 0.6% | 0.7% | 0.7% | 0.9% | 0.5% | 0.5% | 0.5% |
| | Unknown | 0.6% | 1.0% | 0.0% | 1.3% | 1.3% | 1.5% | 2.2% | 1.5% | 1.5% | 0.0% | 3.4% | 1.1% | 1.4% | 1.1% | 1.9% | 2.4% | 1.5% | 0.0% |
| Alcohol Related | Y | 7.2% | 7.7% | 2.9% | 9.1% | 8.8% | 9.0% | 13.5% | 10.0% | 8.6% | 3.9% | 19.0% | 8.3% | 8.7% | 9.4% | 11.8% | 13.2% | 8.0% | 4.1% |
| | N | 1.8% | 1.5% | 1.2% | 2.5% | 2.5% | 2.6% | 2.9% | 2.6% | 2.6% | 2.1% | 3.6% | 2.5% | 2.5% | 2.5% | 2.9% | 2.1% | 2.5% | 1.3% |
| Hit and Run | Y | 1.6% | 0.8% | 1.0% | 1.6% | 1.8% | 2.1% | 2.1% | 1.9% | 1.6% | 0.3% | 1.9% | 1.5% | 1.9% | 1.8% | 1.9% | 1.4% | 1.9% | 1.5% |
| | N | 1.9% | 1.7% | 1.3% | 2.8% | 2.7% | 3.2% | 3.2% | 2.8% | 2.9% | 2.5% | 4.2% | 2.8% | 2.7% | 2.7% | 3.2% | 2.4% | 2.6% | 1.3% |
| Aggressive Driving | Y | 5.5% | 6.2% | 10.0% | 6.1% | 5.6% | 6.2% | 6.2% | 5.9% | 6.9% | 1.6% | 8.5% | 6.9% | 5.3% | 6.5% | 6.4% | 3.6% | 4.8% | 2.1% |
| | N | 1.8% | 1.5% | 1.0% | 2.5% | 2.5% | 3.0% | 3.0% | 2.6% | 2.6% | 2.2% | 3.8% | 2.5% | 2.5% | 2.5% | 3.0% | 2.3% | 2.5% | 1.3% |
| Distracted Driving | Y | 1.8% | 1.5% | 0.6% | 2.9% | 2.8% | 3.1% | 3.1% | 2.9% | 3.0% | 2.9% | 4.6% | 2.8% | 2.7% | 2.8% | 3.2% | 2.9% | 2.6% | 1.6% |
| | N | 1.9% | 1.6% | 1.3% | 2.5% | 2.5% | 3.1% | 3.1% | 2.6% | 2.6% | 2.0% | 3.7% | 2.6% | 2.5% | 2.6% | 3.0% | 2.1% | 2.5% | 1.2% |
| Intersection Related | Y | 2.3% | 2.4% | 2.7% | 3.6% | 3.3% | 4.0% | 4.0% | 3.5% | 4.1% | 3.1% | 4.7% | 3.2% | 3.5% | 3.3% | 4.1% | 2.6% | 3.5% | 1.4% |
| | N | 1.6% | 1.2% | 0.5% | 2.2% | 2.2% | 2.8% | 2.8% | 2.4% | 2.1% | 1.9% | 3.6% | 2.3% | 2.2% | 2.3% | 2.6% | 2.2% | 2.1% | 1.3% |
| Drug Related | Y | 20.0% | 14.3% | 0.0% | 17.2% | 18.4% | 22.7% | 22.7% | 19.6% | 16.3% | 15.4% | 31.4% | 20.1% | 17.0% | 20.2% | 22.3% | 12.2% | 15.6% | 0.0% |
| | N | 1.8% | 1.6% | 1.2% | 2.5% | 2.5% | 3.0% | 3.0% | 2.6% | 2.6% | 2.1% | 3.7% | 2.5% | 2.5% | 2.5% | 2.9% | 2.3% | 2.5% | 1.3% |
| Aging Driver | Y | 1.5% | 1.1% | 1.8% | 2.6% | 2.4% | 3.2% | 3.2% | 2.6% | 2.9% | 2.6% | 5.1% | 2.6% | 2.4% | 2.6% | 2.9% | 2.3% | 2.5% | 1.4% |
| | N | 1.9% | 1.7% | 1.1% | 2.6% | 2.6% | 3.1% | 3.1% | 2.7% | 2.7% | 2.1% | 3.7% | 2.6% | 2.6% | 2.6% | 3.1% | 2.3% | 2.6% | 1.3% |
| Teenage Driver | Y | 1.1% | 1.4% | 2.3% | 2.4% | 2.3% | 2.6% | 2.6% | 2.4% | 2.6% | 1.4% | 2.8% | 2.6% | 2.3% | 2.2% | 2.6% | 2.0% | 2.5% | 1.9% |
| | N | 1.9% | 1.6% | 1.2% | 2.6% | 2.6% | 3.2% | 3.2% | 2.8% | 2.7% | 2.3% | 4.1% | 2.6% | 2.6% | 2.7% | 3.1% | 2.3% | 2.6% | 1.2% |
| Day of the Week | Monday | 1.4% | 1.4% | 1.3% | 2.4% | 2.3% | 2.9% | 2.9% | 2.5% | 2.2% | 2.2% | 3.6% | 2.5% | 2.3% | 2.5% | 2.6% | 2.6% | 2.2% | 1.7% |
| | Tuesday | 1.4% | 0.5% | 1.0% | 2.5% | 2.3% | 3.2% | 3.2% | 2.5% | 2.1% | 1.2% | 3.7% | 2.3% | 2.3% | 2.4% | 2.8% | 1.3% | 2.4% | 1.0% |
| | Wednesday | 1.9% | 1.9% | 0.4% | 2.4% | 2.5% | 2.5% | 2.5% | 2.5% | 2.9% | 2.6% | 3.9% | 2.6% | 2.4% | 2.4% | 2.9% | 1.8% | 2.3% | 1.5% |
| | Thursday | 2.0% | 1.7% | 0.9% | 2.4% | 2.4% | 3.0% | 3.0% | 2.5% | 2.4% | 2.6% | 3.6% | 2.4% | 2.4% | 2.4% | 2.7% | 2.0% | 2.5% | 0.8% |
| | Friday | 1.9% | 1.2% | 0.9% | 2.4% | 2.3% | 2.7% | 2.7% | 2.4% | 2.9% | 2.0% | 3.5% | 2.4% | 2.4% | 2.4% | 2.7% | 2.1% | 2.3% | 1.1% |
| | Saturday | 2.6% | 2.4% | 2.1% | 3.1% | 3.2% | 4.1% | 4.1% | 3.4% | 3.4% | 2.6% | 4.5% | 3.3% | 3.3% | 3.1% | 3.9% | 3.6% | 3.3% | 0.8% |
| | Sunday | 2.2% | 2.6% | 2.0% | 3.2% | 3.4% | 4.1% | 4.1% | 3.5% | 3.2% | 2.2% | 5.2% | 3.2% | 3.3% | 3.2% | 4.2% | 3.1% | 3.1% | 3.0% |
| Time of Day | 12-3 AM | 5.4% | 3.1% | 2.4% | 4.2% | 4.7% | 7.9% | 7.9% | 5.4% | 6.4% | 5.2% | 7.3% | 4.7% | 5.3% | 4.1% | 6.8% | 4.7% | 6.3% | 5.6% |
| | 3-6 AM | 4.3% | 9.4% | 1.1% | 5.3% | 5.5% | 7.3% | 7.3% | 5.9% | 6.0% | 4.9% | 7.7% | 5.7% | 5.6% | 5.0% | 7.7% | 5.3% | 5.1% | 4.4% |
| | 6-9 AM | 1.9% | 1.8% | 0.0% | 2.7% | 2.6% | 3.1% | 3.1% | 2.7% | 3.1% | 2.3% | 3.7% | 2.2% | 2.7% | 2.5% | 3.1% | 2.3% | 2.7% | 1.2% |
| | 9-Noon | 1.3% | 1.4% | 1.4% | 2.2% | 2.2% | 2.5% | 2.5% | 2.3% | 2.3% | 1.4% | 3.5% | 2.2% | 2.2% | 2.0% | 2.6% | 1.8% | 2.4% | 0.7% |
| | Noon-3 PM | 1.1% | 0.4% | 1.2% | 1.9% | 1.8% | 1.9% | 1.9% | 1.8% | 1.6% | 1.5% | 2.7% | 2.0% | 1.7% | 1.9% | 2.0% | 1.4% | 1.7% | 0.2% |
| | 3-6 PM | 1.2% | 1.0% | 0.7% | 1.8% | 1.8% | 1.9% | 1.9% | 1.8% | 1.6% | 1.5% | 2.4% | 1.7% | 1.7% | 1.9% | 2.0% | 1.6% | 1.5% | 0.8% |
| | 6-9 PM | 2.1% | 1.0% | 1.7% | 3.0% | 2.9% | 3.5% | 3.5% | 3.0% | 2.8% | 2.0% | 4.0% | 2.9% | 2.9% | 3.1% | 3.1% | 2.7% | 2.9% | 1.7% |
| | 9-Midnight | 3.9% | 3.4% | 1.1% | 4.3% | 4.6% | 6.3% | 6.3% | 5.0% | 5.2% | 5.0% | 6.7% | 5.1% | 4.8% | 5.0% | 5.5% | 3.3% | 4.7% | 4.0% |
| Lighting Conditions | Dark - Lighted | 3.8% | 3.8% | 2.0% | 3.7% | 4.0% | 4.7% | 4.7% | 4.2% | 4.5% | 3.8% | 4.4% | 3.7% | 4.3% | 3.8% | 4.7% | 3.7% | 4.1% | 3.9% |
| | Dark - Not Lighted | 6.2% | 0.0% | 0.0% | 6.1% | 6.1% | 10.2% | 10.2% | 7.4% | 7.6% | 9.1% | 8.9% | 7.3% | 6.7% | 6.7% | 8.3% | 6.3% | 7.9% | 3.7% |
| | Dark - Unknown Lighting | 3.2% | 0.0% | 0.0% | 0.8% | 1.2% | 0.9% | 0.9% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | 0.3% | 1.6% | 0.0% | 0.9% | 25.0% |
| | Dawn | 1.6% | 4.9% | 0.0% | 3.1% | 3.1% | 3.3% | 3.3% | 3.1% | 4.1% | 0.0% | 5.1% | 2.4% | 3.0% | 3.2% | 3.1% | 0.7% | 3.5% | 0.0% |
| | Daylight | 1.3% | 0.8% | 0.9% | 2.1% | 2.0% | 2.2% | 2.2% | 2.0% | 1.9% | 1.5% | 2.9% | 1.9% | 1.9% | 2.0% | 2.3% | 1.5% | 1.9% | 0.5% |
| | Dusk | 2.0% | 2.0% | 0.0% | 2.7% | 2.4% | 3.2% | 3.2% | 2.6% | 2.5% | 2.5% | 3.6% | 2.7% | 2.4% | 2.6% | 2.3% | 3.1% | 2.9% | 1.0% |
| | Other | 0.0% | - | - | 2.9% | 5.5% | 5.3% | 5.3% | 5.4% | 16.7% | 0.0% | 10.0% | 10.0% | 5.3% | 2.1% | 9.4% | 66.7% | 4.5% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.7% | 0.6% | 4.8% | 4.8% | 1.1% | 0.0% | 0.0% | 4.3% | 0.0% | 0.5% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment B-4
## MetroPlan Orlando Region
## Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.9% | 3.0% | 1.6% | 2.9% | 4.8% | 0.8% | 1.5% | 2.4% | 3.8% | 0.7% | 0.1% | 2.2% | 1.9% | 2.2% | 0.3% | 0.2% | 1.7% | 2.7% | 2.4% | 2.5% | 0.0% | 0.2% | 0.0% | 2.5% | 0.4% |
| | Animal | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 1.6% | 1.9% | 1.1% | 1.4% | 2.7% | 0.4% | 0.6% | 1.0% | 2.5% | 0.4% | 0.0% | 1.6% | 1.0% | 1.1% | 0.2% | 0.0% | 0.7% | 1.2% | 1.4% | 1.9% | 0.0% | 0.0% | 0.0% | 1.7% | 0.3% |
| | Head On | 2.1% | 1.2% | 0.5% | 2.1% | 1.4% | 0.1% | 0.2% | 0.6% | 1.7% | 0.9% | 0.3% | 1.4% | 0.8% | 1.0% | 0.2% | 0.0% | 0.3% | 1.7% | 1.2% | 1.0% | 0.0% | 0.4% | 0.0% | 0.8% | 0.3% |
| | Left Turn | 6.4% | 9.9% | 5.0% | 3.9% | 15.5% | 1.7% | 1.2% | 4.2% | 13.4% | 2.4% | 0.1% | 6.0% | 7.3% | 5.2% | 0.5% | 0.2% | 1.8% | 5.6% | 8.5% | 7.8% | 0.1% | 0.5% | 0.0% | 7.1% | 1.5% |
| | Off Road | 4.5% | 5.1% | 1.8% | 6.1% | 5.0% | 0.5% | 1.8% | 2.2% | 5.8% | 1.3% | 0.2% | 3.0% | 3.2% | 2.5% | 0.3% | 0.2% | 2.5% | 3.0% | 4.1% | 3.2% | 0.1% | 0.3% | 0.0% | 2.5% | 0.8% |
| | Other | 4.0% | 3.9% | 2.8% | 4.3% | 5.7% | 0.9% | 1.7% | 2.1% | 5.3% | 1.3% | 0.3% | 3.8% | 2.5% | 2.1% | 0.4% | 0.1% | 2.1% | 2.9% | 3.2% | 4.0% | 0.0% | 0.3% | 0.0% | 3.2% | 0.6% |
| | Pedestrian | 3.5% | 4.9% | 4.9% | 3.8% | 8.1% | 1.4% | 1.4% | 2.5% | 7.9% | 1.6% | 0.0% | 6.0% | 3.3% | 2.1% | 0.3% | 0.0% | 1.5% | 2.4% | 4.2% | 6.9% | 0.0% | 0.1% | 0.0% | 5.9% | 0.5% |
| | Rear End | 3.3% | 7.7% | 7.7% | 4.0% | 11.7% | 3.0% | 0.3% | 2.0% | 13.2% | 3.2% | 0.2% | 8.9% | 6.0% | 2.7% | 0.2% | 0.2% | 0.6% | 2.6% | 6.6% | 11.3% | 0.0% | 0.4% | 0.0% | 8.6% | 1.4% |
| | Right Turn | 0.3% | 0.6% | 0.4% | 0.2% | 0.9% | 0.2% | 0.1% | 0.2% | 0.8% | 0.2% | 0.0% | 0.4% | 0.4% | 0.3% | 0.0% | 0.0% | 0.1% | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% |
| | Rollover | 0.8% | 0.6% | 0.3% | 1.0% | 0.6% | 0.1% | 0.2% | 0.3% | 0.6% | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% | 0.1% | 0.0% | 0.3% | 0.8% | 0.4% | 0.4% | 0.0% | 0.2% | 0.0% | 0.3% | 0.2% |
| | Sideswipe | 0.8% | 1.3% | 1.2% | 0.9% | 2.0% | 0.3% | 0.1% | 0.5% | 1.9% | 0.7% | 0.1% | 1.6% | 1.0% | 0.4% | 0.1% | 0.0% | 0.2% | 0.7% | 1.1% | 1.8% | 0.0% | 0.1% | 0.0% | 1.5% | 0.2% |
| | Unknown | 0.3% | 0.7% | 0.3% | 0.3% | 0.9% | 0.0% | 0.1% | 0.2% | 0.7% | 0.2% | 0.0% | 0.5% | 0.4% | 0.3% | 0.0% | 0.0% | 0.1% | 0.3% | 0.5% | 0.6% | 0.0% | 0.1% | 0.0% | 0.5% | 0.1% |
| Alcohol Related | Y | 1.9% | 2.4% | 1.4% | 2.4% | 2.9% | 0.4% | 0.6% | 1.1% | 3.0% | 0.8% | 0.2% | 2.2% | 1.3% | 1.3% | 0.2% | 0.1% | 0.6% | 1.9% | 1.7% | 2.2% | 0.0% | 0.3% | 0.0% | 1.8% | 0.4% |
| | N | 29.7% | 38.3% | 26.3% | 28.8% | 56.5% | 9.0% | 8.6% | 17.3% | 54.7% | 12.4% | 1.4% | 34.0% | 26.8% | 19.0% | 2.3% | 0.9% | 11.2% | 22.3% | 32.4% | 39.6% | 0.2% | 2.4% | 0.1% | 33.4% | 5.8% |
| Hit and Run | Y | 2.8% | 3.4% | 3.0% | 2.6% | 5.7% | 0.9% | 1.0% | 1.7% | 5.4% | 1.1% | 0.1% | 3.7% | 2.4% | 1.7% | 0.2% | 0.1% | 1.1% | 1.8% | 3.0% | 4.4% | 0.0% | 0.1% | 0.0% | 3.5% | 0.4% |
| | N | 28.8% | 37.3% | 24.6% | 28.7% | 53.6% | 8.5% | 8.2% | 16.7% | 52.3% | 12.0% | 1.6% | 32.6% | 25.7% | 18.5% | 2.4% | 0.9% | 10.8% | 22.4% | 31.0% | 37.4% | 0.2% | 2.6% | 0.1% | 31.8% | 5.9% |
| Aggressive Driving | Y | 2.1% | 2.1% | 1.0% | 1.9% | 3.0% | 0.3% | 0.7% | 1.5% | 2.5% | 0.5% | 0.1% | 1.8% | 1.1% | 1.4% | 0.2% | 0.0% | 0.7% | 1.7% | 1.7% | 1.7% | 0.0% | 0.1% | 0.0% | 1.3% | 0.4% |
| | N | 29.5% | 38.6% | 26.7% | 29.3% | 56.4% | 9.1% | 8.5% | 16.9% | 55.2% | 12.6% | 1.6% | 34.5% | 27.1% | 18.9% | 2.4% | 0.9% | 11.1% | 22.5% | 32.3% | 40.1% | 0.2% | 2.6% | 0.1% | 33.9% | 5.9% |
| Distracted Driving | Y | 8.8% | 11.9% | 7.5% | 8.2% | 17.0% | 3.0% | 2.1% | 4.5% | 16.9% | 4.1% | 0.6% | 9.8% | 8.7% | 5.6% | 0.6% | 0.3% | 3.0% | 6.6% | 10.2% | 11.7% | 0.1% | 1.0% | 0.0% | 9.5% | 2.1% |
| | N | 22.9% | 28.9% | 20.2% | 23.0% | 42.4% | 6.5% | 7.1% | 13.9% | 40.8% | 9.0% | 1.1% | 26.4% | 19.4% | 14.6% | 2.0% | 0.7% | 8.8% | 17.6% | 23.8% | 30.1% | 0.2% | 1.7% | 0.0% | 25.8% | 4.1% |
| Intersection Related | Y | 13.5% | 16.4% | 10.7% | 9.1% | 26.9% | 4.1% | 3.6% | 8.8% | 23.3% | 4.6% | 0.2% | 13.2% | 11.7% | 9.2% | 1.1% | 0.4% | 4.4% | 10.8% | 13.8% | 15.7% | 0.1% | 0.9% | 0.0% | 14.3% | 2.8% |
| | N | 18.1% | 24.3% | 17.0% | 22.1% | 32.5% | 5.3% | 5.5% | 9.6% | 34.5% | 8.5% | 1.4% | 23.1% | 16.4% | 11.1% | 1.4% | 0.6% | 7.5% | 13.4% | 20.2% | 26.1% | 0.2% | 1.8% | 0.0% | 20.9% | 3.4% |
| Drug Related | Y | 1.1% | 1.4% | 0.9% | 1.2% | 1.8% | 0.3% | 0.3% | 0.5% | 2.0% | 0.5% | 0.1% | 1.4% | 0.9% | 0.6% | 0.1% | 0.1% | 0.3% | 0.9% | 1.0% | 1.5% | 0.0% | 0.2% | 0.0% | 1.1% | 0.3% |
| | N | 30.5% | 39.3% | 26.8% | 30.0% | 57.6% | 9.1% | 8.9% | 17.9% | 55.7% | 12.6% | 1.5% | 34.8% | 27.3% | 19.6% | 2.5% | 0.9% | 11.5% | 23.2% | 33.0% | 40.3% | 0.2% | 2.5% | 0.1% | 34.2% | 6.0% |
| Aging Driver | Y | 4.8% | 6.3% | 3.7% | 4.2% | 9.1% | 1.6% | 1.2% | 2.8% | 8.5% | 2.2% | 0.3% | 5.6% | 4.3% | 3.0% | 0.4% | 0.1% | 1.7% | 3.9% | 4.9% | 6.2% | 0.1% | 0.6% | 0.0% | 5.4% | 1.0% |
| | N | 26.8% | 34.4% | 23.9% | 27.0% | 50.2% | 7.8% | 7.9% | 15.6% | 49.2% | 11.0% | 1.4% | 30.6% | 23.9% | 17.3% | 2.1% | 0.9% | 10.2% | 20.2% | 29.1% | 35.6% | 0.2% | 2.1% | 0.1% | 29.9% | 5.2% |
| Teenage Driver | Y | 3.7% | 4.9% | 3.0% | 3.3% | 7.2% | 1.0% | 1.1% | 2.0% | 6.9% | 1.6% | 0.1% | 3.6% | 3.5% | 2.4% | 0.4% | 0.1% | 1.6% | 2.8% | 3.7% | 4.8% | 0.0% | 0.2% | 0.0% | 4.0% | 0.8% |
| | N | 27.9% | 35.8% | 24.7% | 27.9% | 52.1% | 8.4% | 8.1% | 16.4% | 50.8% | 11.5% | 1.6% | 32.6% | 24.6% | 17.9% | 2.2% | 0.8% | 10.3% | 21.3% | 30.3% | 37.0% | 0.2% | 2.5% | 0.0% | 31.3% | 5.4% |
| Day of the Week | Monday | 5.0% | 5.2% | 3.5% | 4.5% | 7.9% | 1.3% | 1.3% | 2.5% | 7.9% | 1.7% | 0.3% | 4.7% | 3.8% | 3.0% | 0.3% | 0.1% | 1.7% | 3.7% | 4.4% | 5.4% | 0.0% | 0.4% | 0.0% | 4.8% | 1.0% |
| | Tuesday | 4.1% | 5.8% | 4.1% | 4.3% | 8.5% | 1.2% | 1.3% | 2.5% | 8.1% | 1.9% | 0.3% | 5.0% | 4.1% | 2.8% | 0.4% | 0.1% | 1.7% | 3.1% | 5.0% | 5.9% | 0.0% | 0.3% | 0.0% | 5.1% | 0.7% |
| | Wednesday | 4.3% | 5.7% | 4.1% | 4.3% | 8.7% | 1.2% | 1.3% | 2.8% | 8.1% | 1.7% | 0.2% | 5.3% | 3.7% | 2.9% | 0.4% | 0.2% | 1.7% | 3.5% | 4.4% | 6.2% | 0.0% | 0.4% | 0.0% | 4.9% | 0.9% |
| | Thursday | 4.4% | 6.0% | 3.9% | 4.4% | 8.7% | 1.4% | 1.3% | 2.6% | 8.6% | 1.8% | 0.2% | 5.2% | 4.2% | 2.9% | 0.3% | 0.2% | 1.6% | 3.4% | 4.8% | 6.3% | 0.0% | 0.4% | 0.0% | 5.1% | 0.8% |
| | Friday | 5.0% | 6.1% | 4.4% | 4.9% | 9.1% | 1.6% | 1.5% | 2.8% | 8.9% | 2.0% | 0.2% | 5.6% | 4.5% | 3.0% | 0.4% | 0.2% | 1.8% | 3.9% | 5.3% | 6.3% | 0.1% | 0.4% | 0.0% | 5.3% | 1.0% |
| | Saturday | 4.4% | 6.7% | 4.3% | 4.5% | 9.2% | 1.6% | 1.3% | 2.8% | 9.0% | 2.0% | 0.3% | 5.8% | 4.3% | 3.1% | 0.4% | 0.1% | 1.6% | 3.4% | 5.4% | 6.7% | 0.0% | 0.4% | 0.0% | 5.5% | 1.0% |
| | Sunday | 4.3% | 5.3% | 3.4% | 4.4% | 7.3% | 1.3% | 1.2% | 2.5% | 7.1% | 2.0% | 0.2% | 4.7% | 3.6% | 2.6% | 0.4% | 0.1% | 1.6% | 3.2% | 4.5% | 5.2% | 0.0% | 0.4% | 0.0% | 4.5% | 0.9% |
| Time of Day | 12-3 AM | 2.5% | 3.5% | 2.5% | 3.0% | 4.5% | 1.0% | 0.7% | 1.6% | 4.7% | 1.3% | 0.2% | 3.6% | 2.4% | 1.6% | 0.2% | 0.0% | 0.7% | 2.1% | 2.9% | 3.8% | 0.0% | 0.3% | 0.0% | 3.3% | 0.6% |
| | 3-6 AM | 2.0% | 2.3% | 1.9% | 2.4% | 3.0% | 0.7% | 0.5% | 1.2% | 3.3% | 1.0% | 0.2% | 2.5% | 1.7% | 0.9% | 0.2% | 0.1% | 0.7% | 1.4% | 2.0% | 2.6% | 0.0% | 0.3% | 0.0% | 2.1% | 0.4% |
| | 6-9 AM | 4.1% | 5.2% | 3.3% | 3.5% | 7.9% | 1.1% | 1.0% | 2.3% | 7.3% | 1.7% | 0.3% | 4.0% | 3.8% | 2.8% | 0.4% | 0.1% | 1.5% | 3.1% | 4.2% | 5.2% | 0.1% | 0.5% | 0.0% | 4.3% | 0.7% |
| | 9-Noon | 3.5% | 4.7% | 3.2% | 3.6% | 6.7% | 1.3% | 1.3% | 2.1% | 6.5% | 1.5% | 0.2% | 4.1% | 3.3% | 2.1% | 0.3% | 0.1% | 1.5% | 2.7% | 3.6% | 5.0% | 0.1% | 0.4% | 0.0% | 4.0% | 0.7% |
| | Noon-3 PM | 4.3% | 5.3% | 3.3% | 4.0% | 8.1% | 1.0% | 1.3% | 2.7% | 7.4% | 1.4% | 0.1% | 4.3% | 3.8% | 2.7% | 0.4% | 0.2% | 1.8% | 3.2% | 4.6% | 5.0% | 0.0% | 0.3% | 0.0% | 4.4% | 0.7% |
| | 3-6 PM | 5.3% | 6.3% | 4.0% | 5.2% | 9.4% | 1.1% | 1.7% | 2.8% | 9.3% | 1.7% | 0.2% | 5.4% | 4.1% | 3.5% | 0.4% | 0.2% | 2.0% | 4.1% | 5.6% | 5.8% | 0.0% | 0.3% | 0.0% | 5.2% | 1.1% |
| | 6-9 PM | 5.3% | 7.2% | 4.9% | 5.2% | 10.5% | 1.7% | 1.5% | 3.0% | 10.5% | 2.3% | 0.2% | 6.4% | 4.8% | 3.6% | 0.4% | 0.2% | 2.0% | 3.9% | 6.3% | 7.3% | 0.0% | 0.3% | 0.0% | 6.0% | 0.9% |
| | 9-Midnight | 4.6% | 6.1% | 4.5% | 4.4% | 9.2% | 1.5% | 1.2% | 2.8% | 8.8% | 2.3% | 0.2% | 5.9% | 4.2% | 3.0% | 0.3% | 0.2% | 1.5% | 3.7% | 4.8% | 7.0% | 0.0% | 0.3% | 0.0% | 6.0% | 1.1% |
| Lighting Conditions | Dark - Lighted | 7.5% | 12.6% | 10.7% | 8.2% | 19.0% | 3.4% | 2.3% | 6.1% | 18.5% | 3.7% | 0.1% | 12.5% | 8.7% | 5.7% | 0.6% | 0.3% | 2.9% | 5.9% | 10.2% | 15.5% | 0.0% | 0.3% | 0.0% | 12.1% | 1.7% |
| | Dark - Not Lighted | 4.9% | 4.3% | 1.7% | 4.8% | 5.3% | 0.7% | 0.7% | 1.6% | 5.3% | 2.6% | 0.7% | 4.3% | 2.5% | 2.4% | 0.4% | 0.1% | 1.2% | 4.1% | 3.8% | 3.1% | 0.1% | 1.0% | 0.0% | 3.5% | 1.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.7% | 0.8% | 0.4% | 0.6% | 1.2% | 0.2% | 0.2% | 0.4% | 1.1% | 0.3% | 0.1% | 0.6% | 0.5% | 0.5% | 0.1% | 0.0% | 0.2% | 0.6% | 0.7% | 0.7% | 0.0% | 0.1% | 0.0% | 0.6% | 0.1% |
| | Daylight | 17.3% | 21.7% | 14.0% | 16.4% | 32.0% | 4.7% | 5.5% | 9.8% | 30.7% | 6.3% | 0.7% | 17.7% | 15.5% | 10.9% | 1.4% | 0.5% | 7.0% | 12.9% | 18.2% | 21.2% | 0.1% | 1.3% | 0.0% | 17.9% | 3.3% |
| | Dusk | 1.0% | 1.3% | 0.8% | 1.0% | 1.8% | 0.4% | 0.3% | 0.5% | 2.1% | 0.3% | 0.0% | 1.0% | 1.0% | 0.7% | 0.1% | 0.0% | 0.5% | 0.6% | 1.2% | 1.2% | 0.0% | 0.1% | 0.0% | 1.1% | 0.1% |
| | Other | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-4**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.6% | 0.0% | 0.1% | 4.7% | 5.8% | 1.2% | 1.5% | 7.5% | 0.9% | 0.0% | 1.2% | 1.4% | 5.9% | 4.1% | 2.4% | 0.1% | 1.8% | 0.1% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.3% | 0.0% | 0.0% | 2.3% | 3.0% | 0.5% | 1.1% | 4.2% | 0.4% | 0.1% | 0.5% | 0.4% | 3.7% | 1.9% | 1.4% | 0.0% | 1.2% | 0.1% |
| | Head On | 0.2% | 0.0% | 0.0% | 1.8% | 2.3% | 0.2% | 1.3% | 3.7% | 0.1% | 0.0% | 1.2% | 0.7% | 1.8% | 2.2% | 0.8% | 0.1% | 0.6% | 0.0% |
| | Left Turn | 1.1% | 0.1% | 0.0% | 10.6% | 14.0% | 3.1% | 4.2% | 18.9% | 2.3% | 0.1% | 2.3% | 3.1% | 16.0% | 7.6% | 7.4% | 0.4% | 5.8% | 0.1% |
| | Off Road | 0.3% | 0.1% | 0.0% | 7.6% | 7.6% | 0.8% | 3.0% | 10.8% | 0.5% | 0.0% | 2.2% | 1.8% | 7.4% | 4.5% | 4.6% | 0.3% | 2.0% | 0.1% |
| | Other | 1.0% | 0.1% | 0.1% | 5.7% | 6.9% | 1.2% | 2.6% | 9.9% | 0.8% | 0.0% | 1.7% | 1.5% | 7.5% | 4.4% | 3.5% | 0.3% | 2.4% | 0.1% |
| | Pedestrian | 1.5% | 0.1% | 0.1% | 5.1% | 8.6% | 1.7% | 3.1% | 11.8% | 1.4% | 0.2% | 0.9% | 1.4% | 11.0% | 4.9% | 4.1% | 0.4% | 3.8% | 0.1% |
| | Rear End | 1.1% | 0.1% | 0.0% | 7.0% | 10.2% | 3.7% | 4.8% | 15.6% | 2.9% | 0.2% | 2.1% | 2.2% | 14.5% | 3.8% | 7.4% | 0.7% | 6.7% | 0.1% |
| | Right Turn | 0.1% | 0.0% | 0.0% | 0.6% | 0.7% | 0.1% | 0.4% | 1.2% | 0.1% | 0.0% | 0.1% | 0.1% | 1.0% | 0.2% | 0.5% | 0.0% | 0.5% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.9% | 1.0% | 0.1% | 0.6% | 1.6% | 0.0% | 0.0% | 0.7% | 0.2% | 0.8% | 0.7% | 0.7% | 0.0% | 0.3% | 0.0% |
| | Sideswipe | 0.2% | 0.0% | 0.0% | 1.3% | 1.8% | 0.6% | 0.9% | 2.8% | 0.5% | 0.0% | 0.4% | 0.3% | 2.6% | 1.0% | 1.4% | 0.1% | 0.8% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.5% | 0.7% | 0.2% | 0.4% | 1.1% | 0.1% | 0.0% | 0.2% | 0.1% | 1.0% | 0.3% | 0.5% | 0.1% | 0.4% | 0.0% |
| Alcohol Related | Y | 0.4% | 0.0% | 0.0% | 2.7% | 3.4% | 0.7% | 1.6% | 5.2% | 0.5% | 0.0% | 1.3% | 0.7% | 3.7% | 2.3% | 2.0% | 0.2% | 1.1% | 0.0% |
| | N | 6.1% | 0.5% | 0.3% | 45.6% | 59.2% | 12.7% | 22.4% | 83.9% | 9.6% | 0.8% | 12.2% | 12.6% | 69.5% | 33.4% | 32.8% | 2.3% | 25.2% | 0.6% |
| Hit and Run | Y | 0.8% | 0.0% | 0.0% | 4.3% | 6.3% | 1.9% | 1.9% | 8.4% | 0.8% | 0.0% | 0.8% | 1.0% | 7.4% | 3.8% | 2.5% | 0.2% | 2.6% | 0.1% |
| | N | 5.6% | 0.5% | 0.2% | 43.9% | 56.4% | 22.1% | 22.1% | 80.7% | 9.3% | 0.8% | 12.6% | 12.3% | 65.9% | 31.8% | 32.4% | 2.4% | 23.7% | 0.5% |
| Aggressive Driving | Y | 0.5% | 0.1% | 0.0% | 2.8% | 3.1% | 1.3% | 1.3% | 4.6% | 0.6% | 0.0% | 0.8% | 1.0% | 3.4% | 2.3% | 1.8% | 0.1% | 1.0% | 0.0% |
| | N | 5.9% | 0.5% | 0.2% | 45.4% | 59.5% | 22.7% | 22.7% | 84.5% | 9.5% | 0.8% | 12.7% | 12.3% | 69.8% | 33.4% | 33.1% | 2.5% | 25.3% | 0.6% |
| Distracted Driving | Y | 1.3% | 0.1% | 0.0% | 13.9% | 17.6% | 6.5% | 6.5% | 24.9% | 3.0% | 0.2% | 4.4% | 3.7% | 20.0% | 9.5% | 10.3% | 0.9% | 7.2% | 0.1% |
| | N | 5.1% | 0.4% | 0.3% | 34.3% | 45.0% | 17.5% | 17.5% | 64.2% | 7.0% | 0.6% | 9.1% | 9.6% | 53.2% | 26.2% | 24.5% | 1.6% | 19.1% | 0.4% |
| Intersection Related | Y | 2.5% | 0.3% | 0.2% | 18.9% | 25.6% | 8.6% | 8.6% | 35.5% | 4.8% | 0.3% | 4.5% | 5.3% | 30.7% | 14.7% | 13.6% | 0.9% | 11.2% | 0.2% |
| | N | 3.9% | 0.3% | 0.1% | 29.3% | 37.0% | 15.4% | 15.4% | 53.6% | 5.3% | 0.5% | 8.9% | 7.9% | 42.6% | 21.0% | 21.3% | 1.7% | 15.1% | 0.4% |
| Drug Related | Y | 0.2% | 0.0% | 0.0% | 1.5% | 2.1% | 0.9% | 0.9% | 3.0% | 0.3% | 0.0% | 0.7% | 0.5% | 2.2% | 1.3% | 1.3% | 0.1% | 0.7% | 0.0% |
| | N | 6.2% | 0.5% | 0.3% | 46.7% | 60.6% | 23.1% | 23.1% | 86.1% | 9.8% | 0.8% | 12.8% | 12.8% | 71.1% | 34.4% | 33.6% | 2.5% | 25.6% | 0.6% |
| Aging Driver | Y | 0.9% | 0.1% | 0.0% | 6.9% | 9.0% | 3.7% | 3.7% | 13.1% | 1.6% | 0.2% | 2.3% | 2.0% | 10.6% | 5.4% | 5.0% | 0.4% | 4.0% | 0.1% |
| | N | 5.5% | 0.5% | 0.2% | 41.3% | 53.6% | 20.3% | 20.3% | 76.0% | 8.4% | 0.7% | 11.1% | 11.3% | 62.6% | 30.3% | 29.9% | 2.2% | 22.3% | 0.5% |
| Teenage Driver | Y | 0.4% | 0.0% | 0.0% | 6.1% | 7.1% | 3.0% | 3.0% | 10.2% | 1.3% | 0.1% | 1.1% | 1.8% | 8.7% | 3.7% | 4.2% | 0.3% | 3.3% | 0.1% |
| | N | 6.0% | 0.5% | 0.2% | 42.2% | 55.6% | 21.1% | 21.1% | 78.9% | 8.7% | 0.8% | 12.3% | 11.4% | 64.6% | 31.9% | 30.7% | 2.3% | 23.0% | 0.5% |
| Day of the Week | Monday | 0.7% | 0.1% | 0.0% | 6.6% | 7.6% | 3.1% | 3.1% | 12.3% | 1.2% | 0.1% | 1.9% | 1.9% | 9.9% | 5.1% | 4.5% | 0.4% | 3.5% | 0.1% |
| | Tuesday | 0.7% | 0.0% | 0.0% | 7.0% | 7.7% | 3.4% | 3.4% | 12.7% | 1.2% | 0.1% | 1.9% | 1.8% | 10.3% | 5.0% | 4.8% | 0.2% | 3.8% | 0.1% |
| | Wednesday | 1.0% | 0.1% | 0.0% | 6.8% | 8.3% | 2.7% | 2.7% | 12.4% | 1.6% | 0.2% | 1.9% | 2.0% | 10.3% | 5.1% | 5.0% | 0.3% | 3.7% | 0.1% |
| | Thursday | 1.1% | 0.1% | 0.0% | 6.8% | 8.1% | 3.3% | 3.3% | 12.8% | 1.4% | 0.1% | 1.8% | 1.9% | 10.7% | 5.1% | 4.8% | 0.4% | 4.0% | 0.1% |
| | Friday | 1.1% | 0.1% | 0.0% | 7.5% | 8.7% | 3.3% | 3.3% | 13.5% | 1.8% | 0.1% | 2.0% | 2.0% | 11.5% | 5.6% | 5.3% | 0.4% | 4.1% | 0.1% |
| | Saturday | 1.1% | 0.1% | 0.1% | 7.2% | 8.7% | 3.3% | 3.3% | 13.7% | 1.6% | 0.1% | 2.0% | 2.1% | 11.4% | 5.2% | 5.5% | 0.5% | 4.1% | 0.0% |
| | Sunday | 0.7% | 0.1% | 0.1% | 6.3% | 7.5% | 2.7% | 2.7% | 11.6% | 1.2% | 0.1% | 2.0% | 1.7% | 9.3% | 4.6% | 4.9% | 0.4% | 3.0% | 0.1% |
| Time of Day | 12-3 AM | 0.8% | 0.1% | 0.1% | 3.4% | 4.5% | 2.0% | 2.0% | 7.6% | 0.9% | 0.1% | 1.3% | 1.1% | 6.1% | 2.7% | 3.1% | 0.3% | 2.4% | 0.1% |
| | 3-6 AM | 0.4% | 0.1% | 0.0% | 2.8% | 3.4% | 1.4% | 1.4% | 5.4% | 0.7% | 0.0% | 1.1% | 0.9% | 4.1% | 2.1% | 2.5% | 0.2% | 1.3% | 0.0% |
| | 6-9 AM | 0.7% | 0.1% | 0.0% | 6.2% | 7.1% | 2.8% | 2.8% | 11.1% | 1.4% | 0.1% | 1.8% | 1.5% | 9.3% | 4.3% | 4.4% | 0.3% | 3.4% | 0.1% |
| | 9-Noon | 0.7% | 0.1% | 0.0% | 5.6% | 6.8% | 2.3% | 2.3% | 10.3% | 1.1% | 0.1% | 1.6% | 1.5% | 8.5% | 3.7% | 4.0% | 0.3% | 3.4% | 0.0% |
| | Noon-3 PM | 0.9% | 0.0% | 0.0% | 6.8% | 7.7% | 2.5% | 2.5% | 11.6% | 1.1% | 0.1% | 1.6% | 1.9% | 9.5% | 4.9% | 4.2% | 0.3% | 3.5% | 0.0% |
| | 3-6 PM | 1.1% | 0.1% | 0.0% | 7.9% | 9.1% | 3.3% | 3.3% | 14.2% | 1.4% | 0.1% | 1.8% | 2.0% | 11.9% | 6.1% | 5.4% | 0.4% | 3.7% | 0.1% |
| | 6-9 PM | 1.0% | 0.0% | 0.0% | 9.0% | 9.8% | 3.9% | 3.9% | 15.6% | 1.7% | 0.1% | 2.1% | 2.3% | 13.1% | 6.4% | 5.8% | 0.5% | 4.6% | 0.1% |
| | 9-Midnight | 0.9% | 0.1% | 0.0% | 6.7% | 8.2% | 3.5% | 3.5% | 13.3% | 1.8% | 0.2% | 2.2% | 2.2% | 10.8% | 5.5% | 5.4% | 0.4% | 3.8% | 0.1% |
| Lighting Conditions | Dark - Lighted | 2.7% | 0.3% | 0.2% | 13.5% | 17.5% | 6.1% | 6.1% | 26.8% | 3.6% | 0.3% | 2.4% | 3.5% | 24.9% | 9.8% | 11.0% | 1.0% | 8.7% | 0.3% |
| | Dark - Not Lighted | 0.3% | 0.0% | 0.0% | 5.1% | 4.9% | 3.7% | 3.7% | 10.0% | 0.9% | 0.1% | 3.5% | 2.2% | 5.2% | 4.7% | 3.9% | 0.3% | 2.0% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.1% | 0.0% | 0.0% | 0.9% | 1.1% | 0.4% | 0.4% | 1.7% | 0.3% | 0.0% | 0.4% | 0.2% | 1.3% | 0.7% | 0.6% | 0.0% | 0.6% | 0.0% |
| | Daylight | 3.2% | 0.2% | 0.1% | 26.9% | 31.2% | 10.7% | 10.7% | 47.6% | 4.9% | 0.4% | 6.7% | 6.8% | 39.4% | 19.2% | 18.3% | 1.1% | 14.0% | 0.2% |
| | Dusk | 0.2% | 0.0% | 0.0% | 1.7% | 1.8% | 0.7% | 0.7% | 2.8% | 0.3% | 0.0% | 0.4% | 0.5% | 2.3% | 1.1% | 0.9% | 0.1% | 1.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-5**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 5.0% | 3.8% | 2.2% | 3.7% | 6.3% | 1.0% | 1.8% | 3.2% | 4.9% | 0.9% | 0.1% | 2.8% | 2.5% | 2.8% | 0.4% | 0.3% | 2.2% | 3.6% | 3.0% | 3.2% | 0.0% | 0.2% | 0.0% | 3.4% | 0.5% |
| | Animal | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 2.8% | 1.6% | 0.7% | 2.8% | 2.0% | 0.2% | 0.2% | 0.8% | 2.4% | 1.2% | 0.4% | 1.9% | 1.1% | 1.3% | 0.2% | 0.0% | 0.4% | 2.3% | 1.6% | 1.4% | 0.1% | 0.6% | 0.0% | 1.2% | 0.4% |
| | Left Turn | 7.3% | 11.7% | 6.3% | 4.2% | 18.6% | 2.2% | 1.3% | 4.9% | 16.1% | 2.9% | 0.1% | 7.2% | 8.9% | 6.0% | 0.5% | 0.3% | 2.1% | 6.2% | 10.2% | 9.6% | 0.1% | 0.7% | 0.0% | 8.7% | 1.8% |
| | Off Road | 5.6% | 6.3% | 2.3% | 7.6% | 6.2% | 0.7% | 2.3% | 2.7% | 7.2% | 1.7% | 0.3% | 3.9% | 3.8% | 3.1% | 0.4% | 0.2% | 3.1% | 3.8% | 5.1% | 4.0% | 0.1% | 0.4% | 0.0% | 3.1% | 1.0% |
| | Other | 4.6% | 4.3% | 3.1% | 5.0% | 6.3% | 1.1% | 1.9% | 2.4% | 5.9% | 1.4% | 0.4% | 4.2% | 2.8% | 2.5% | 0.4% | 0.1% | 2.5% | 3.3% | 3.5% | 4.5% | 0.0% | 0.4% | 0.0% | 3.5% | 0.6% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 4.2% | 9.9% | 10.0% | 5.0% | 15.1% | 3.8% | 0.4% | 2.5% | 17.0% | 4.1% | 0.2% | 11.2% | 7.8% | 3.6% | 0.3% | 0.2% | 0.8% | 3.2% | 8.5% | 14.6% | 0.0% | 0.5% | 0.0% | 10.9% | 1.8% |
| | Right Turn | 0.4% | 0.8% | 0.5% | 0.3% | 1.2% | 0.2% | 0.1% | 0.4% | 1.0% | 0.2% | 0.0% | 0.5% | 0.6% | 0.4% | 0.0% | 0.0% | 0.1% | 0.4% | 0.6% | 0.8% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% |
| | Rollover | 0.6% | 0.6% | 0.1% | 1.0% | 0.3% | 0.0% | 0.2% | 0.2% | 0.4% | 0.2% | 0.4% | 0.6% | 0.2% | 0.2% | 0.0% | 0.0% | 0.3% | 0.6% | 0.3% | 0.2% | 0.0% | 0.3% | 0.0% | 0.2% | 0.1% |
| | Sideswipe | 0.9% | 1.6% | 1.3% | 1.1% | 2.3% | 0.4% | 0.2% | 0.7% | 2.1% | 0.7% | 0.1% | 1.7% | 1.2% | 0.5% | 0.1% | 0.0% | 0.2% | 0.8% | 1.2% | 2.0% | 0.0% | 0.2% | 0.0% | 1.6% | 0.2% |
| | Unknown | 0.4% | 0.8% | 0.4% | 0.4% | 1.0% | 0.0% | 0.1% | 0.3% | 0.9% | 0.2% | 0.1% | 0.5% | 0.5% | 0.3% | 0.0% | 0.0% | 0.1% | 0.4% | 0.6% | 0.6% | 0.0% | 0.1% | 0.0% | 0.5% | 0.2% |
| Alcohol Related | Y | 2.2% | 2.6% | 1.6% | 2.8% | 3.1% | 0.4% | 0.6% | 1.3% | 3.3% | 0.9% | 0.3% | 2.5% | 1.5% | 1.3% | 0.2% | 0.1% | 0.7% | 2.1% | 1.7% | 2.5% | 0.1% | 0.3% | 0.0% | 2.0% | 0.4% |
| | N | 29.6% | 38.7% | 25.4% | 28.3% | 56.2% | 9.2% | 7.9% | 16.6% | 54.7% | 12.7% | 1.8% | 32.0% | 28.0% | 19.5% | 2.2% | 1.1% | 11.0% | 22.6% | 32.8% | 38.3% | 0.2% | 3.1% | 0.1% | 31.8% | 6.1% |
| Hit and Run | Y | 2.0% | 2.8% | 2.6% | 2.0% | 4.7% | 0.7% | 0.7% | 1.2% | 4.5% | 0.9% | 0.1% | 2.8% | 2.1% | 1.6% | 0.1% | 0.1% | 0.7% | 1.6% | 2.3% | 3.7% | 0.0% | 0.1% | 0.0% | 2.8% | 0.4% |
| | N | 29.7% | 38.4% | 24.4% | 29.1% | 54.6% | 8.9% | 7.8% | 16.7% | 53.5% | 12.7% | 2.0% | 31.7% | 27.3% | 19.3% | 2.3% | 1.0% | 11.0% | 23.1% | 32.2% | 37.1% | 0.3% | 3.4% | 0.1% | 31.0% | 6.2% |
| Aggressive Driving | Y | 2.3% | 2.3% | 1.0% | 2.1% | 3.2% | 0.3% | 0.7% | 1.6% | 2.6% | 0.6% | 0.1% | 1.7% | 1.2% | 1.5% | 0.2% | 0.1% | 0.9% | 1.9% | 1.8% | 1.6% | 0.0% | 0.1% | 0.0% | 1.4% | 0.4% |
| | N | 29.4% | 39.0% | 25.9% | 29.0% | 56.1% | 9.3% | 7.8% | 16.3% | 55.3% | 13.0% | 2.0% | 32.8% | 28.2% | 19.3% | 2.2% | 1.1% | 10.8% | 22.7% | 32.7% | 39.2% | 0.3% | 3.3% | 0.1% | 32.5% | 6.1% |
| Distracted Driving | Y | 10.0% | 13.8% | 8.9% | 9.2% | 19.9% | 3.6% | 2.2% | 5.1% | 19.8% | 5.0% | 0.7% | 11.4% | 10.5% | 6.4% | 0.6% | 0.4% | 3.3% | 7.6% | 12.0% | 13.7% | 0.1% | 1.3% | 0.1% | 11.1% | 2.6% |
| | N | 21.7% | 27.4% | 18.0% | 21.9% | 39.4% | 6.0% | 6.3% | 12.8% | 38.2% | 8.6% | 1.3% | 23.1% | 18.9% | 14.4% | 1.8% | 0.8% | 8.4% | 17.1% | 22.5% | 27.1% | 0.2% | 2.1% | 0.0% | 22.8% | 3.9% |
| Intersection Related | Y | 13.6% | 17.5% | 11.6% | 8.9% | 28.6% | 4.5% | 3.5% | 9.0% | 24.9% | 5.0% | 0.3% | 13.7% | 12.9% | 9.3% | 1.1% | 0.5% | 4.4% | 11.0% | 14.9% | 16.5% | 0.1% | 1.2% | 0.0% | 15.3% | 3.1% |
| | N | 18.2% | 23.8% | 15.4% | 22.3% | 30.7% | 5.1% | 5.0% | 8.9% | 33.0% | 8.6% | 1.8% | 20.8% | 16.5% | 11.5% | 1.3% | 0.7% | 7.3% | 13.7% | 19.6% | 24.3% | 0.2% | 2.3% | 0.0% | 18.5% | 3.5% |
| Drug Related | Y | 1.1% | 1.5% | 1.0% | 1.4% | 1.9% | 0.3% | 0.2% | 0.6% | 2.1% | 0.6% | 0.2% | 1.6% | 0.9% | 0.7% | 0.1% | 0.1% | 0.3% | 1.0% | 1.0% | 1.7% | 0.0% | 0.2% | 0.0% | 1.2% | 0.3% |
| | N | 30.6% | 39.8% | 25.9% | 29.7% | 57.4% | 9.2% | 8.3% | 17.3% | 55.8% | 13.0% | 1.9% | 32.9% | 28.5% | 20.2% | 2.3% | 1.1% | 11.4% | 23.6% | 33.5% | 39.1% | 0.3% | 3.2% | 0.1% | 32.6% | 6.2% |
| Aging Driver | Y | 5.6% | 7.2% | 4.2% | 4.9% | 10.3% | 2.0% | 1.3% | 3.3% | 9.7% | 2.4% | 0.4% | 6.2% | 4.9% | 3.5% | 0.5% | 0.1% | 2.0% | 4.7% | 5.6% | 7.0% | 0.1% | 0.8% | 0.0% | 5.9% | 1.1% |
| | N | 26.1% | 34.1% | 22.7% | 26.2% | 49.0% | 7.6% | 7.2% | 14.6% | 48.3% | 11.2% | 1.7% | 28.3% | 24.5% | 17.3% | 1.9% | 1.0% | 9.7% | 20.0% | 28.9% | 33.8% | 0.2% | 2.6% | 0.1% | 27.9% | 5.4% |
| Teenage Driver | Y | 4.5% | 6.0% | 3.5% | 3.9% | 8.6% | 1.3% | 1.3% | 2.3% | 8.4% | 1.8% | 0.1% | 4.0% | 4.4% | 2.9% | 0.4% | 0.2% | 1.9% | 3.4% | 4.6% | 5.5% | 0.0% | 0.3% | 0.0% | 4.5% | 1.0% |
| | N | 27.3% | 35.3% | 23.5% | 27.2% | 50.7% | 8.3% | 7.2% | 15.6% | 49.5% | 11.8% | 2.0% | 30.5% | 25.0% | 17.9% | 2.0% | 1.0% | 9.8% | 21.3% | 29.9% | 35.3% | 0.3% | 3.2% | 0.0% | 29.3% | 5.5% |
| Day of the Week | Monday | 5.0% | 5.6% | 3.4% | 4.6% | 8.1% | 1.3% | 1.2% | 2.6% | 8.2% | 1.7% | 0.3% | 4.7% | 3.9% | 3.2% | 0.3% | 0.2% | 1.7% | 3.8% | 4.6% | 5.4% | 0.0% | 0.4% | 0.0% | 4.7% | 1.0% |
| | Tuesday | 4.2% | 6.0% | 3.8% | 4.3% | 8.5% | 1.2% | 1.2% | 2.4% | 8.2% | 1.8% | 0.3% | 4.5% | 4.5% | 2.9% | 0.3% | 0.1% | 1.7% | 3.2% | 5.3% | 5.5% | 0.1% | 0.4% | 0.0% | 4.6% | 0.8% |
| | Wednesday | 4.5% | 5.7% | 4.2% | 4.1% | 9.1% | 1.1% | 1.2% | 2.6% | 8.3% | 1.9% | 0.3% | 5.3% | 3.8% | 3.0% | 0.3% | 0.2% | 1.7% | 3.6% | 4.4% | 6.3% | 0.0% | 0.6% | 0.0% | 4.9% | 0.9% |
| | Thursday | 4.5% | 6.1% | 3.6% | 4.6% | 8.3% | 1.3% | 1.2% | 2.3% | 8.6% | 1.8% | 0.2% | 4.6% | 4.5% | 3.0% | 0.2% | 0.2% | 1.6% | 3.6% | 4.7% | 5.9% | 0.0% | 0.5% | 0.0% | 4.7% | 0.8% |
| | Friday | 4.9% | 6.0% | 4.4% | 4.7% | 9.1% | 1.6% | 1.5% | 2.6% | 8.9% | 2.1% | 0.3% | 5.5% | 4.5% | 2.9% | 0.4% | 0.2% | 1.9% | 3.6% | 5.6% | 6.1% | 0.1% | 0.5% | 0.0% | 5.4% | 1.0% |
| | Saturday | 4.4% | 6.6% | 4.3% | 4.3% | 9.2% | 1.7% | 1.1% | 3.0% | 8.7% | 2.1% | 0.4% | 5.5% | 4.4% | 3.3% | 0.3% | 0.2% | 1.5% | 3.6% | 5.4% | 6.6% | 0.0% | 0.6% | 0.0% | 5.3% | 1.1% |
| | Sunday | 4.3% | 5.3% | 3.2% | 4.6% | 7.0% | 1.3% | 1.1% | 2.4% | 7.0% | 2.1% | 0.2% | 4.4% | 3.8% | 2.5% | 0.4% | 0.1% | 1.6% | 3.3% | 4.5% | 5.0% | 0.1% | 0.4% | 0.0% | 4.2% | 0.9% |
| Time of Day | 12-3 AM | 2.6% | 3.7% | 2.5% | 3.0% | 4.6% | 1.0% | 0.7% | 1.6% | 4.7% | 1.4% | 0.3% | 3.5% | 2.5% | 1.7% | 0.2% | 0.0% | 0.7% | 2.3% | 2.8% | 3.8% | 0.0% | 0.3% | 0.0% | 3.2% | 0.7% |
| | 3-6 AM | 2.1% | 2.5% | 1.9% | 2.8% | 3.1% | 0.6% | 0.5% | 1.2% | 3.5% | 1.0% | 0.3% | 2.5% | 1.8% | 1.0% | 0.2% | 0.1% | 0.8% | 1.5% | 2.2% | 2.7% | 0.0% | 0.4% | 0.0% | 2.1% | 0.5% |
| | 6-9 AM | 4.4% | 5.7% | 3.4% | 3.8% | 8.3% | 1.3% | 1.1% | 2.2% | 7.9% | 1.9% | 0.4% | 4.0% | 4.3% | 3.0% | 0.3% | 0.1% | 1.6% | 3.4% | 4.6% | 5.4% | 0.1% | 0.7% | 0.0% | 4.4% | 0.8% |
| | 9-Noon | 3.8% | 5.4% | 3.7% | 3.8% | 7.5% | 1.6% | 1.2% | 2.1% | 7.6% | 1.8% | 0.2% | 4.7% | 3.9% | 2.4% | 0.3% | 0.1% | 1.6% | 2.8% | 4.3% | 5.8% | 0.1% | 0.6% | 0.0% | 4.5% | 0.8% |
| | Noon-3 PM | 4.4% | 5.8% | 3.6% | 3.9% | 8.8% | 1.2% | 1.2% | 2.9% | 8.2% | 1.5% | 0.1% | 4.6% | 4.2% | 2.8% | 0.4% | 0.2% | 1.8% | 3.2% | 5.0% | 5.5% | 0.0% | 0.3% | 0.0% | 4.6% | 0.8% |
| | 3-6 PM | 5.2% | 6.6% | 4.2% | 5.2% | 9.7% | 1.1% | 1.5% | 2.8% | 9.7% | 1.7% | 0.3% | 5.5% | 4.4% | 3.5% | 0.4% | 0.2% | 2.0% | 4.1% | 5.9% | 5.9% | 0.0% | 0.4% | 0.0% | 5.2% | 1.1% |
| | 6-9 PM | 4.7% | 6.4% | 4.2% | 4.7% | 9.0% | 1.6% | 1.1% | 2.6% | 9.2% | 2.2% | 0.2% | 5.1% | 4.7% | 3.3% | 0.3% | 0.2% | 1.7% | 3.8% | 5.4% | 6.1% | 0.1% | 0.3% | 0.0% | 5.0% | 0.9% |
| | 9-Midnight | 4.6% | 5.2% | 3.6% | 4.0% | 8.2% | 1.2% | 1.2% | 2.5% | 7.3% | 2.1% | 0.3% | 4.7% | 3.6% | 3.1% | 0.2% | 0.2% | 1.6% | 3.5% | 4.3% | 5.5% | 0.0% | 0.4% | 0.0% | 4.8% | 1.0% |
| Lighting Conditions | Dark - Lighted | 7.5% | 11.5% | 9.1% | 7.9% | 17.1% | 3.1% | 2.4% | 5.7% | 16.6% | 3.4% | 0.2% | 10.0% | 8.5% | 5.8% | 0.6% | 0.3% | 2.9% | 5.9% | 9.4% | 13.2% | 0.0% | 0.3% | 0.0% | 10.3% | 1.9% |
| | Dark - Not Lighted | 4.6% | 3.6% | 1.3% | 4.6% | 4.4% | 0.4% | 0.6% | 1.4% | 4.1% | 2.5% | 0.9% | 3.8% | 1.9% | 2.2% | 0.3% | 0.1% | 1.2% | 4.0% | 3.0% | 2.3% | 0.1% | 1.2% | 0.0% | 2.6% | 0.9% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.7% | 0.7% | 0.4% | 0.6% | 1.1% | 0.1% | 0.1% | 0.3% | 1.0% | 0.2% | 0.1% | 0.6% | 0.4% | 0.6% | 0.0% | 0.0% | 0.2% | 0.6% | 0.7% | 0.6% | 0.0% | 0.2% | 0.0% | 0.6% | 0.1% |
| | Daylight | 17.9% | 24.2% | 15.3% | 17.0% | 35.0% | 5.5% | 5.0% | 10.2% | 34.3% | 7.1% | 0.9% | 19.1% | 17.7% | 11.6% | 1.5% | 0.7% | 6.9% | 13.4% | 20.4% | 23.4% | 0.2% | 1.7% | 0.1% | 19.2% | 3.5% |
| | Dusk | 1.0% | 1.2% | 0.8% | 1.0% | 1.7% | 0.4% | 0.3% | 0.4% | 2.0% | 0.4% | 0.0% | 0.9% | 1.0% | 0.6% | 0.0% | 0.0% | 0.5% | 0.7% | 1.0% | 1.2% | 0.0% | 0.1% | 0.0% | 1.1% | 0.2% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-5**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.7% | 0.0% | 0.1% | 6.1% | 7.5% | 1.5% | 1.9% | 9.8% | 1.1% | 0.1% | 1.6% | 1.8% | 7.6% | 5.2% | 3.2% | 0.2% | 2.3% | 0.1% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.3% | 0.0% | 0.0% | 2.4% | 3.0% | 0.3% | 1.7% | 4.9% | 0.1% | 0.0% | 1.6% | 0.9% | 2.6% | 2.9% | 1.1% | 0.1% | 0.9% | 0.0% |
| | Left Turn | 1.2% | 0.1% | 0.0% | 12.3% | 16.5% | 4.0% | 4.8% | 22.0% | 3.1% | 0.1% | 2.8% | 3.5% | 19.0% | 8.5% | 9.2% | 0.5% | 7.0% | 0.1% |
| | Off Road | 0.3% | 0.1% | 0.0% | 9.6% | 9.3% | 1.0% | 3.9% | 13.5% | 0.7% | 0.0% | 2.8% | 2.2% | 9.2% | 5.8% | 5.7% | 0.4% | 2.3% | 0.0% |
| | Other | 1.1% | 0.1% | 0.1% | 6.5% | 8.0% | 1.3% | 2.7% | 11.0% | 1.0% | 0.1% | 1.9% | 1.7% | 8.3% | 5.1% | 4.0% | 0.3% | 2.6% | 0.1% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 1.3% | 0.0% | 0.0% | 9.3% | 13.2% | 4.8% | 6.1% | 20.0% | 3.8% | 0.3% | 2.6% | 2.7% | 18.9% | 4.8% | 9.5% | 0.9% | 8.8% | 0.1% |
| | Right Turn | 0.1% | 0.0% | 0.0% | 0.9% | 1.0% | 0.1% | 0.5% | 1.5% | 0.1% | 0.0% | 0.2% | 0.2% | 1.3% | 0.3% | 0.6% | 0.0% | 0.7% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.6% | 0.7% | 0.1% | 0.5% | 1.2% | 0.0% | 0.0% | 0.7% | 0.1% | 0.5% | 0.5% | 0.6% | 0.0% | 0.1% | 0.0% |
| | Sideswipe | 0.2% | 0.0% | 0.0% | 1.6% | 2.0% | 0.7% | 1.1% | 3.2% | 0.5% | 0.1% | 0.4% | 0.4% | 3.0% | 1.2% | 1.7% | 0.1% | 0.8% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.7% | 0.8% | 0.2% | 0.4% | 1.3% | 0.2% | 0.0% | 0.2% | 0.2% | 1.1% | 0.4% | 0.7% | 0.0% | 0.4% | 0.0% |
| Alcohol Related | Y | 0.4% | 0.0% | 0.0% | 3.0% | 3.8% | 0.8% | 1.7% | 5.7% | 0.6% | 0.0% | 1.5% | 0.8% | 4.1% | 2.5% | 2.3% | 0.2% | 1.2% | 0.0% |
| | N | 4.9% | 0.3% | 0.2% | 47.0% | 58.5% | 13.1% | 22.0% | 83.0% | 10.0% | 0.7% | 13.3% | 12.9% | 67.4% | 32.2% | 34.0% | 2.3% | 24.7% | 0.5% |
| Hit and Run | Y | 0.5% | 0.0% | 0.0% | 3.6% | 4.9% | 1.5% | 1.5% | 6.7% | 0.7% | 0.0% | 0.7% | 0.7% | 6.0% | 2.8% | 2.2% | 0.1% | 2.2% | 0.1% |
| | N | 4.8% | 0.3% | 0.2% | 46.3% | 57.4% | 22.3% | 22.3% | 82.0% | 9.9% | 0.7% | 14.1% | 13.0% | 65.5% | 31.9% | 34.2% | 2.5% | 23.7% | 0.4% |
| Aggressive Driving | Y | 0.4% | 0.0% | 0.0% | 3.2% | 3.4% | 1.4% | 1.4% | 5.0% | 0.6% | 0.0% | 0.9% | 1.1% | 3.6% | 2.5% | 2.1% | 0.1% | 0.9% | 0.0% |
| | N | 4.9% | 0.3% | 0.2% | 46.7% | 58.9% | 22.4% | 22.4% | 83.7% | 10.0% | 0.6% | 13.8% | 12.6% | 67.9% | 32.2% | 34.3% | 2.5% | 25.0% | 0.5% |
| Distracted Driving | Y | 1.4% | 0.0% | 0.0% | 16.1% | 20.4% | 7.5% | 7.5% | 28.7% | 3.8% | 0.3% | 5.3% | 4.3% | 23.2% | 10.5% | 12.5% | 1.1% | 8.5% | 0.2% |
| | N | 3.9% | 0.3% | 0.2% | 33.9% | 41.9% | 16.3% | 16.3% | 60.0% | 6.8% | 0.4% | 9.5% | 9.4% | 48.3% | 24.1% | 23.9% | 1.5% | 17.4% | 0.3% |
| Intersection Related | Y | 2.2% | 0.2% | 0.1% | 19.7% | 26.8% | 8.8% | 8.8% | 36.9% | 5.4% | 0.3% | 5.1% | 5.8% | 31.7% | 14.5% | 15.1% | 0.9% | 11.8% | 0.2% |
| | N | 3.0% | 0.2% | 0.1% | 30.3% | 35.4% | 15.0% | 15.0% | 51.8% | 5.3% | 0.4% | 9.7% | 8.0% | 39.8% | 20.2% | 21.3% | 1.6% | 14.1% | 0.2% |
| Drug Related | Y | 0.2% | 0.0% | 0.0% | 1.6% | 2.1% | 1.0% | 1.0% | 3.3% | 0.4% | 0.0% | 0.7% | 0.6% | 2.3% | 1.3% | 1.5% | 0.1% | 0.7% | 0.0% |
| | N | 5.0% | 0.4% | 0.2% | 48.4% | 60.2% | 22.7% | 22.7% | 85.4% | 10.3% | 0.6% | 14.0% | 13.2% | 69.2% | 33.3% | 34.9% | 2.5% | 25.2% | 0.5% |
| Aging Driver | Y | 1.0% | 0.1% | 0.1% | 8.1% | 10.3% | 4.2% | 4.2% | 14.8% | 2.1% | 0.2% | 2.9% | 2.3% | 11.9% | 6.1% | 5.9% | 0.5% | 4.6% | 0.1% |
| | N | 4.3% | 0.3% | 0.1% | 41.9% | 52.0% | 19.6% | 19.6% | 73.9% | 8.6% | 0.5% | 11.9% | 11.4% | 59.7% | 28.6% | 30.5% | 2.1% | 21.3% | 0.4% |
| Teenage Driver | Y | 0.4% | 0.0% | 0.0% | 7.5% | 8.6% | 3.6% | 3.6% | 12.4% | 1.5% | 0.1% | 1.4% | 2.2% | 10.3% | 4.4% | 5.1% | 0.3% | 4.0% | 0.1% |
| | N | 4.9% | 0.3% | 0.1% | 42.5% | 53.7% | 20.2% | 20.2% | 76.3% | 9.2% | 0.6% | 13.4% | 11.5% | 61.2% | 30.3% | 31.2% | 2.3% | 21.9% | 0.4% |
| Day of the Week | Monday | 0.6% | 0.1% | 0.1% | 7.0% | 7.7% | 3.3% | 3.3% | 12.7% | 1.2% | 0.1% | 2.0% | 1.9% | 10.1% | 4.9% | 4.9% | 0.4% | 3.6% | 0.1% |
| | Tuesday | 0.7% | 0.0% | 0.0% | 7.4% | 8.0% | 3.1% | 3.1% | 12.6% | 1.3% | 0.0% | 2.2% | 1.9% | 9.9% | 4.8% | 4.9% | 0.2% | 4.0% | 0.0% |
| | Wednesday | 0.9% | 0.1% | 0.0% | 7.0% | 8.4% | 2.7% | 2.7% | 12.6% | 1.7% | 0.1% | 2.2% | 2.1% | 10.1% | 5.1% | 5.5% | 0.4% | 3.5% | 0.1% |
| | Thursday | 0.9% | 0.0% | 0.0% | 7.2% | 8.4% | 3.1% | 3.1% | 12.8% | 1.2% | 0.1% | 2.0% | 1.9% | 10.4% | 5.0% | 4.8% | 0.2% | 4.1% | 0.1% |
| | Friday | 0.7% | 0.0% | 0.0% | 7.7% | 8.4% | 3.3% | 3.3% | 13.2% | 2.0% | 0.1% | 2.2% | 2.0% | 11.1% | 5.3% | 5.6% | 0.4% | 4.1% | 0.0% |
| | Saturday | 0.8% | 0.1% | 0.0% | 7.3% | 8.4% | 3.3% | 3.3% | 13.3% | 1.8% | 0.1% | 2.2% | 2.0% | 11.0% | 4.9% | 5.9% | 0.6% | 3.8% | 0.0% |
| | Sunday | 0.7% | 0.0% | 0.0% | 6.4% | 7.5% | 2.7% | 2.7% | 11.5% | 1.3% | 0.1% | 2.0% | 2.0% | 8.9% | 4.6% | 4.8% | 0.4% | 3.0% | 0.1% |
| Time of Day | 12-3 AM | 0.7% | 0.0% | 0.0% | 3.6% | 4.5% | 2.2% | 2.2% | 7.6% | 1.0% | 0.1% | 1.5% | 1.2% | 6.0% | 2.6% | 3.4% | 0.3% | 2.3% | 0.1% |
| | 3-6 AM | 0.4% | 0.1% | 0.0% | 3.1% | 3.6% | 1.5% | 1.5% | 5.8% | 0.7% | 0.0% | 1.3% | 0.9% | 4.3% | 2.1% | 2.8% | 0.2% | 1.4% | 0.0% |
| | 6-9 AM | 0.7% | 0.0% | 0.0% | 6.9% | 7.6% | 2.9% | 2.9% | 11.9% | 1.6% | 0.1% | 2.1% | 1.4% | 10.0% | 4.7% | 4.7% | 0.4% | 3.7% | 0.1% |
| | 9-Noon | 0.7% | 0.1% | 0.0% | 6.3% | 7.5% | 2.5% | 2.5% | 11.4% | 1.4% | 0.1% | 1.9% | 1.8% | 9.2% | 4.1% | 4.6% | 0.3% | 3.8% | 0.0% |
| | Noon-3 PM | 0.9% | 0.0% | 0.0% | 7.3% | 8.3% | 2.6% | 2.6% | 12.3% | 1.4% | 0.1% | 1.7% | 2.0% | 10.1% | 5.1% | 4.6% | 0.3% | 3.8% | 0.0% |
| | 3-6 PM | 0.9% | 0.1% | 0.0% | 8.1% | 9.4% | 3.4% | 3.4% | 14.6% | 1.4% | 0.1% | 1.8% | 2.1% | 12.0% | 6.1% | 5.8% | 0.3% | 3.7% | 0.1% |
| | 6-9 PM | 0.5% | 0.0% | 0.0% | 8.3% | 8.6% | 3.4% | 3.4% | 13.6% | 1.6% | 0.1% | 2.0% | 2.2% | 11.0% | 5.2% | 5.6% | 0.5% | 3.8% | 0.1% |
| | 9-Midnight | 0.6% | 0.0% | 0.0% | 6.4% | 7.2% | 3.0% | 3.0% | 11.6% | 1.7% | 0.1% | 2.4% | 2.1% | 8.9% | 4.9% | 4.8% | 0.3% | 3.3% | 0.1% |
| Lighting Conditions | Dark - Lighted | 1.8% | 0.1% | 0.1% | 13.4% | 16.2% | 5.5% | 5.5% | 24.3% | 3.7% | 0.2% | 2.6% | 3.8% | 21.8% | 8.7% | 10.7% | 0.9% | 7.6% | 0.3% |
| | Dark - Not Lighted | 0.2% | 0.0% | 0.0% | 4.6% | 4.1% | 3.4% | 3.4% | 8.8% | 0.7% | 0.0% | 3.6% | 2.0% | 3.9% | 4.1% | 3.6% | 0.2% | 1.5% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.1% | 0.0% | 0.0% | 0.8% | 0.9% | 0.5% | 0.5% | 1.6% | 0.2% | 0.0% | 0.4% | 0.1% | 1.2% | 0.7% | 0.6% | 0.0% | 0.5% | 0.0% |
| | Daylight | 3.1% | 0.2% | 0.1% | 29.4% | 33.8% | 11.5% | 11.5% | 51.3% | 5.7% | 0.4% | 7.6% | 7.5% | 42.3% | 20.1% | 20.4% | 1.2% | 15.4% | 0.2% |
| | Dusk | 0.1% | 0.0% | 0.0% | 1.6% | 1.7% | 0.7% | 0.7% | 2.6% | 0.4% | 0.0% | 0.4% | 0.4% | 2.2% | 1.0% | 1.0% | 0.1% | 0.9% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-6**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.4% | 2.9% | 0.8% | 3.1% | 3.8% | 0.3% | 1.8% | 1.9% | 3.1% | 0.3% | 0.0% | 2.2% | 1.4% | 1.8% | 0.3% | 0.2% | 1.3% | 2.0% | 2.6% | 1.9% | 0.0% | 0.2% | 0.0% | 1.4% | 0.3% |
| | Animal | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 1.5% | 0.5% | 0.0% | 1.6% | 0.4% | 0.0% | 0.2% | 0.3% | 0.7% | 0.6% | 0.1% | 0.6% | 0.3% | 0.5% | 0.1% | 0.0% | 0.4% | 0.8% | 0.8% | 0.1% | 0.0% | 0.2% | 0.0% | 0.1% | 0.3% |
| | Left Turn | 10.7% | 14.2% | 4.9% | 8.1% | 20.0% | 1.5% | 2.4% | 6.8% | 17.4% | 3.2% | 0.0% | 8.2% | 9.1% | 8.0% | 1.1% | 0.2% | 3.1% | 9.8% | 11.3% | 8.9% | 0.0% | 0.3% | 0.1% | 8.6% | 2.4% |
| | Off Road | 4.8% | 5.4% | 1.8% | 6.6% | 5.2% | 0.5% | 1.8% | 2.6% | 6.6% | 1.0% | 0.0% | 2.5% | 4.0% | 2.6% | 0.3% | 0.1% | 2.7% | 3.2% | 4.3% | 3.2% | 0.0% | 0.0% | 0.0% | 3.1% | 0.8% |
| | Other | 6.5% | 7.0% | 5.1% | 6.6% | 10.4% | 1.5% | 2.6% | 3.6% | 9.4% | 2.6% | 0.2% | 7.3% | 4.7% | 3.1% | 0.5% | 0.2% | 2.7% | 4.5% | 6.4% | 7.0% | 0.1% | 0.1% | 0.0% | 6.1% | 1.3% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 3.3% | 6.9% | 6.3% | 4.0% | 9.7% | 2.6% | 0.2% | 1.9% | 11.1% | 2.6% | 0.5% | 9.2% | 4.7% | 2.0% | 0.1% | 0.0% | 0.3% | 2.6% | 5.8% | 9.7% | 0.0% | 0.7% | 0.0% | 8.1% | 1.3% |
| | Right Turn | 0.2% | 0.3% | 0.5% | 0.2% | 0.6% | 0.2% | 0.1% | 0.0% | 0.5% | 0.3% | 0.1% | 0.7% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.6% | 0.0% | 0.1% | 0.0% | 0.6% | 0.1% |
| | Rollover | 3.2% | 1.5% | 1.2% | 2.7% | 2.7% | 0.3% | 0.3% | 1.5% | 2.8% | 1.2% | 0.1% | 1.7% | 1.1% | 1.8% | 0.5% | 0.1% | 0.6% | 2.7% | 1.3% | 1.8% | 0.1% | 0.2% | 0.0% | 1.2% | 0.6% |
| | Sideswipe | 1.1% | 1.8% | 2.4% | 1.5% | 3.4% | 0.4% | 0.2% | 0.5% | 3.3% | 1.1% | 0.2% | 3.1% | 1.2% | 0.7% | 0.1% | 0.0% | 0.2% | 1.1% | 2.0% | 2.6% | 0.0% | 0.1% | 0.0% | 3.1% | 0.2% |
| | Unknown | 0.2% | 1.0% | 0.6% | 0.1% | 1.5% | 0.2% | 0.0% | 0.4% | 1.0% | 0.4% | 0.0% | 1.3% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% | 1.3% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% |
| Alcohol Related | Y | 2.3% | 3.2% | 1.5% | 2.5% | 4.0% | 0.4% | 0.6% | 1.2% | 3.9% | 1.0% | 0.3% | 2.6% | 1.3% | 1.9% | 0.3% | 0.1% | 0.7% | 2.4% | 2.3% | 2.4% | 0.0% | 0.4% | 0.0% | 2.2% | 0.6% |
| | N | 32.6% | 38.2% | 22.1% | 32.2% | 53.7% | 7.2% | 9.2% | 18.4% | 51.9% | 12.5% | 1.0% | 34.1% | 25.6% | 18.9% | 2.8% | 0.7% | 10.8% | 24.9% | 33.3% | 34.8% | 0.2% | 1.6% | 0.1% | 30.9% | 6.7% |
| Hit and Run | Y | 1.7% | 2.1% | 1.1% | 0.9% | 3.4% | 0.5% | 0.3% | 1.1% | 2.9% | 0.6% | 0.0% | 1.8% | 1.2% | 1.3% | 0.2% | 0.1% | 0.3% | 1.1% | 2.1% | 1.8% | 0.0% | 0.1% | 0.0% | 1.9% | 0.1% |
| | N | 33.3% | 39.3% | 22.6% | 33.8% | 54.3% | 7.1% | 9.5% | 18.5% | 53.0% | 12.8% | 1.3% | 34.9% | 25.7% | 19.6% | 2.9% | 0.7% | 11.3% | 26.2% | 33.4% | 35.4% | 0.2% | 1.9% | 0.1% | 31.3% | 7.3% |
| Aggressive Driving | Y | 3.1% | 3.3% | 1.4% | 2.6% | 4.6% | 0.4% | 0.7% | 2.3% | 4.3% | 0.3% | 0.0% | 3.2% | 1.5% | 2.4% | 0.1% | 0.0% | 0.5% | 2.4% | 2.6% | 3.2% | 0.0% | 0.0% | 0.0% | 2.3% | 0.5% |
| | N | 31.9% | 38.1% | 22.2% | 32.1% | 53.1% | 7.2% | 9.1% | 17.3% | 51.5% | 13.1% | 1.3% | 33.6% | 25.4% | 18.4% | 3.1% | 0.8% | 11.1% | 24.9% | 32.9% | 34.0% | 0.2% | 2.0% | 0.1% | 30.8% | 6.8% |
| Distracted Driving | Y | 8.7% | 12.0% | 5.8% | 9.4% | 15.4% | 1.7% | 2.5% | 4.7% | 14.8% | 4.0% | 0.4% | 9.5% | 7.6% | 5.7% | 0.4% | 0.2% | 3.1% | 6.7% | 9.8% | 10.0% | 0.0% | 0.6% | 0.0% | 8.6% | 1.5% |
| | N | 26.3% | 29.4% | 17.8% | 25.4% | 42.3% | 5.9% | 7.3% | 14.9% | 41.0% | 9.4% | 0.8% | 27.3% | 19.3% | 15.2% | 2.7% | 0.6% | 8.5% | 20.6% | 25.7% | 27.2% | 0.2% | 1.4% | 0.1% | 24.5% | 5.9% |
| Intersection Related | Y | 16.5% | 17.8% | 7.0% | 12.4% | 26.0% | 2.6% | 4.4% | 8.8% | 23.0% | 4.7% | 0.4% | 12.7% | 11.1% | 11.1% | 1.6% | 0.3% | 4.3% | 13.6% | 15.3% | 12.8% | 0.0% | 0.7% | 0.1% | 11.8% | 3.5% |
| | N | 18.4% | 23.6% | 16.6% | 22.3% | 31.7% | 4.9% | 5.4% | 10.8% | 32.8% | 8.8% | 0.8% | 24.0% | 15.8% | 9.8% | 1.6% | 0.5% | 7.3% | 13.7% | 20.3% | 24.4% | 0.2% | 1.3% | 0.0% | 21.4% | 3.9% |
| Drug Related | Y | 1.9% | 1.8% | 0.5% | 1.3% | 2.7% | 0.2% | 0.7% | 0.4% | 2.3% | 0.5% | 0.2% | 0.9% | 1.3% | 1.2% | 0.1% | 0.1% | 0.6% | 1.5% | 1.5% | 1.0% | 0.0% | 0.2% | 0.0% | 0.9% | 0.3% |
| | N | 33.1% | 39.6% | 23.1% | 33.5% | 54.9% | 7.4% | 9.1% | 19.2% | 53.5% | 12.9% | 1.1% | 35.8% | 25.6% | 19.7% | 3.1% | 0.7% | 10.9% | 25.7% | 34.0% | 36.2% | 0.2% | 1.8% | 0.1% | 32.2% | 7.1% |
| Aging Driver | Y | 3.8% | 5.8% | 2.8% | 3.2% | 8.0% | 1.2% | 0.8% | 1.5% | 7.6% | 2.4% | 0.0% | 5.1% | 3.4% | 2.3% | 0.4% | 0.0% | 1.2% | 3.1% | 4.5% | 5.0% | 0.0% | 0.3% | 0.0% | 4.9% | 1.3% |
| | N | 31.1% | 35.6% | 20.9% | 31.6% | 49.7% | 6.4% | 9.0% | 18.1% | 48.2% | 11.0% | 1.3% | 31.7% | 23.5% | 18.5% | 2.7% | 0.8% | 10.4% | 24.2% | 31.0% | 32.2% | 0.2% | 1.7% | 0.1% | 28.2% | 6.1% |
| Teenage Driver | Y | 3.0% | 3.5% | 2.0% | 2.6% | 5.2% | 0.6% | 0.8% | 1.4% | 4.3% | 1.9% | 0.0% | 3.3% | 1.4% | 1.9% | 0.4% | 0.2% | 1.3% | 2.7% | 2.6% | 2.9% | 0.0% | 0.1% | 0.1% | 3.2% | 0.5% |
| | N | 32.0% | 37.9% | 21.6% | 32.1% | 52.5% | 6.9% | 9.0% | 18.2% | 51.5% | 11.5% | 1.3% | 33.5% | 25.5% | 18.9% | 2.7% | 0.6% | 10.3% | 24.6% | 32.9% | 34.3% | 0.2% | 1.9% | 0.0% | 30.0% | 6.8% |
| Day of the Week | Monday | 5.7% | 3.8% | 2.4% | 4.3% | 6.7% | 0.8% | 1.2% | 2.0% | 6.7% | 1.7% | 0.4% | 3.8% | 3.8% | 2.8% | 0.2% | 0.0% | 1.3% | 4.4% | 3.8% | 3.8% | 0.1% | 0.5% | 0.0% | 3.6% | 0.9% |
| | Tuesday | 3.0% | 5.6% | 3.8% | 3.4% | 8.0% | 0.9% | 0.8% | 1.9% | 6.9% | 2.5% | 0.2% | 5.7% | 3.1% | 1.8% | 0.5% | 0.2% | 1.1% | 2.4% | 5.0% | 5.2% | 0.0% | 0.4% | 0.1% | 4.6% | 1.1% |
| | Wednesday | 3.4% | 6.5% | 2.6% | 4.7% | 6.8% | 0.9% | 0.8% | 3.6% | 7.3% | 0.7% | 0.0% | 4.3% | 3.9% | 2.7% | 0.2% | 0.2% | 1.2% | 2.9% | 5.2% | 4.8% | 0.1% | 0.1% | 0.0% | 3.8% | 0.9% |
| | Thursday | 5.5% | 5.9% | 3.5% | 5.2% | 8.6% | 1.1% | 1.9% | 3.2% | 8.3% | 1.6% | 0.0% | 5.3% | 4.2% | 2.9% | 0.4% | 0.0% | 2.0% | 3.2% | 5.7% | 5.6% | 0.0% | 0.2% | 0.0% | 4.7% | 1.1% |
| | Friday | 6.5% | 6.4% | 3.4% | 6.3% | 8.6% | 1.3% | 2.1% | 3.2% | 8.9% | 1.8% | 0.2% | 5.4% | 4.1% | 4.0% | 0.4% | 0.4% | 1.9% | 5.8% | 4.4% | 5.8% | 0.0% | 0.2% | 0.0% | 4.6% | 1.4% |
| | Saturday | 5.6% | 7.4% | 4.2% | 5.6% | 10.2% | 1.6% | 1.7% | 2.9% | 10.0% | 2.6% | 0.1% | 6.8% | 4.1% | 3.5% | 0.9% | 0.0% | 2.0% | 4.8% | 5.6% | 7.0% | 0.0% | 0.2% | 0.0% | 6.6% | 1.1% |
| | Sunday | 5.3% | 5.8% | 3.6% | 5.3% | 8.6% | 0.9% | 1.3% | 2.9% | 7.8% | 2.4% | 0.3% | 5.5% | 3.7% | 3.1% | 0.4% | 0.0% | 2.2% | 3.8% | 5.7% | 4.9% | 0.0% | 0.3% | 0.0% | 5.2% | 0.9% |
| Time of Day | 12-3 AM | 2.2% | 3.7% | 1.7% | 2.9% | 4.2% | 0.4% | 0.4% | 1.3% | 4.7% | 1.2% | 0.1% | 3.2% | 2.7% | 1.3% | 0.0% | 0.0% | 0.4% | 1.4% | 3.7% | 3.0% | 0.0% | 0.1% | 0.0% | 2.5% | 0.8% |
| | 3-6 AM | 1.0% | 1.3% | 0.8% | 0.8% | 1.9% | 0.3% | 0.1% | 0.7% | 1.6% | 0.5% | 0.1% | 1.3% | 1.1% | 0.4% | 0.1% | 0.1% | 0.1% | 1.1% | 1.2% | 1.1% | 0.0% | 0.3% | 0.0% | 0.7% | 0.4% |
| | 6-9 AM | 3.0% | 3.4% | 2.3% | 2.5% | 5.7% | 0.4% | 0.4% | 2.2% | 4.9% | 1.0% | 0.2% | 3.4% | 2.1% | 1.7% | 0.3% | 0.0% | 1.2% | 2.1% | 2.9% | 3.5% | 0.1% | 0.3% | 0.0% | 3.3% | 0.5% |
| | 9-Noon | 3.4% | 3.8% | 1.8% | 4.0% | 4.6% | 0.3% | 1.0% | 2.5% | 4.3% | 0.8% | 0.3% | 3.3% | 2.2% | 1.8% | 0.6% | 0.0% | 1.1% | 3.2% | 3.0% | 2.7% | 0.1% | 0.2% | 0.0% | 2.7% | 0.5% |
| | Noon-3 PM | 5.2% | 5.4% | 3.7% | 5.4% | 8.3% | 0.8% | 2.1% | 1.8% | 7.8% | 2.4% | 0.1% | 4.9% | 3.7% | 3.3% | 0.3% | 0.1% | 2.2% | 4.8% | 4.3% | 4.9% | 0.0% | 0.4% | 0.0% | 4.8% | 0.7% |
| | 3-6 PM | 7.0% | 7.6% | 4.2% | 6.1% | 11.3% | 1.4% | 2.1% | 3.4% | 10.6% | 2.6% | 0.1% | 7.5% | 5.1% | 4.1% | 0.3% | 0.1% | 1.7% | 5.1% | 7.2% | 7.0% | 0.0% | 0.2% | 0.0% | 6.7% | 1.5% |
| | 6-9 PM | 8.3% | 7.4% | 3.8% | 6.6% | 11.4% | 1.6% | 3.0% | 3.6% | 10.3% | 2.3% | 0.3% | 5.7% | 4.3% | 4.7% | 1.1% | 0.2% | 3.6% | 4.9% | 7.4% | 5.6% | 0.0% | 0.3% | 0.0% | 4.5% | 1.2% |
| | 9-Midnight | 5.0% | 8.8% | 5.2% | 6.3% | 10.3% | 2.3% | 0.7% | 4.0% | 11.7% | 2.5% | 0.0% | 7.6% | 5.7% | 3.6% | 0.4% | 0.3% | 1.4% | 4.6% | 6.0% | 9.4% | 0.0% | 0.1% | 0.1% | 7.8% | 1.7% |
| Lighting Conditions | Dark - Lighted | 8.5% | 14.6% | 9.2% | 9.7% | 19.5% | 3.2% | 2.0% | 7.8% | 18.6% | 3.8% | 0.0% | 12.7% | 8.6% | 6.7% | 0.7% | 0.6% | 2.8% | 7.4% | 10.7% | 15.1% | 0.0% | 0.1% | 0.0% | 11.9% | 1.8% |
| | Dark - Not Lighted | 5.2% | 4.3% | 1.1% | 4.7% | 5.2% | 0.6% | 0.6% | 1.3% | 5.8% | 2.3% | 0.5% | 3.9% | 3.2% | 1.8% | 0.7% | 0.0% | 0.9% | 3.9% | 4.8% | 2.1% | 0.0% | 0.9% | 0.1% | 2.7% | 1.8% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.8% | 0.7% | 0.3% | 0.7% | 1.1% | 0.1% | 0.2% | 0.3% | 1.2% | 0.2% | 0.0% | 0.5% | 0.3% | 0.7% | 0.0% | 0.0% | 0.3% | 0.8% | 0.2% | 0.7% | 0.0% | 0.0% | 0.0% | 0.5% | 0.1% |
| | Daylight | 19.3% | 19.6% | 12.1% | 18.3% | 29.4% | 3.4% | 6.6% | 9.3% | 27.3% | 7.0% | 0.7% | 18.1% | 13.6% | 10.6% | 1.6% | 0.2% | 6.9% | 14.7% | 17.5% | 17.8% | 0.2% | 0.9% | 0.0% | 16.7% | 3.7% |
| | Dusk | 1.2% | 2.1% | 1.0% | 1.3% | 2.6% | 0.3% | 0.4% | 0.8% | 2.9% | 0.1% | 0.0% | 1.5% | 1.2% | 0.9% | 0.1% | 0.0% | 0.5% | 0.5% | 2.3% | 1.4% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-6**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.9% | 0.0% | 0.1% | 4.2% | 4.6% | 1.2% | 1.4% | 6.4% | 0.7% | 0.0% | 1.1% | 1.2% | 4.9% | 4.0% | 1.7% | 0.0% | 1.4% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.2% | 0.1% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.1% | 0.0% | 0.0% | 1.3% | 1.4% | 0.0% | 0.6% | 2.0% | 0.0% | 0.0% | 1.0% | 0.5% | 0.5% | 1.6% | 0.4% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 2.1% | 0.3% | 0.0% | 15.7% | 20.0% | 2.6% | 7.1% | 27.9% | 1.6% | 0.3% | 3.1% | 5.0% | 21.7% | 12.9% | 8.5% | 0.5% | 7.7% | 0.1% |
| | Off Road | 0.6% | 0.1% | 0.1% | 7.6% | 8.9% | 0.7% | 2.3% | 11.5% | 0.3% | 0.1% | 1.9% | 1.6% | 8.5% | 3.8% | 4.9% | 0.3% | 2.8% | 0.2% |
| | Other | 1.4% | 0.4% | 0.1% | 9.1% | 10.8% | 2.4% | 5.3% | 17.2% | 1.4% | 0.0% | 2.5% | 2.5% | 13.5% | 6.8% | 6.0% | 0.8% | 4.9% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 1.3% | 0.2% | 0.0% | 4.7% | 8.6% | 2.9% | 5.0% | 14.2% | 1.9% | 0.3% | 2.2% | 2.5% | 11.7% | 4.1% | 6.8% | 0.3% | 5.1% | 0.1% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.2% | 0.5% | 1.0% | 0.1% | 0.0% | 0.1% | 0.2% | 0.7% | 0.0% | 0.7% | 0.0% | 0.3% | 0.0% |
| | Rollover | 0.2% | 0.1% | 0.0% | 3.4% | 3.6% | 0.2% | 2.0% | 5.6% | 0.1% | 0.1% | 1.4% | 1.2% | 3.3% | 2.5% | 1.8% | 0.2% | 1.2% | 0.1% |
| | Sideswipe | 0.4% | 0.1% | 0.0% | 1.4% | 2.9% | 1.0% | 1.5% | 4.3% | 1.0% | 0.0% | 0.6% | 0.3% | 4.3% | 1.3% | 1.7% | 0.2% | 1.9% | 0.2% |
| | Unknown | 0.4% | 0.0% | 0.0% | 0.4% | 1.1% | 0.2% | 0.5% | 1.6% | 0.2% | 0.0% | 0.3% | 0.0% | 1.5% | 0.4% | 0.2% | 0.2% | 1.0% | 0.0% |
| Alcohol Related | Y | 0.3% | 0.1% | 0.1% | 3.2% | 4.0% | 0.6% | 2.3% | 6.7% | 0.2% | 0.1% | 1.4% | 0.7% | 4.9% | 2.8% | 2.2% | 0.3% | 1.6% | 0.1% |
| | N | 7.2% | 1.2% | 0.2% | 44.9% | 58.2% | 10.8% | 24.0% | 85.2% | 7.1% | 0.7% | 13.0% | 14.3% | 65.7% | 35.0% | 30.5% | 2.3% | 24.6% | 0.6% |
| Hit and Run | Y | 0.4% | 0.0% | 0.0% | 2.3% | 3.7% | 0.8% | 0.8% | 4.4% | 0.4% | 0.0% | 0.5% | 0.8% | 3.5% | 2.2% | 1.2% | 0.4% | 1.1% | 0.0% |
| | N | 7.1% | 1.3% | 0.3% | 45.8% | 58.5% | 25.5% | 25.5% | 87.4% | 6.9% | 0.8% | 13.9% | 14.2% | 67.1% | 35.5% | 31.6% | 2.2% | 25.1% | 0.7% |
| Aggressive Driving | Y | 1.1% | 0.2% | 0.2% | 3.4% | 4.8% | 2.0% | 2.0% | 7.3% | 0.4% | 0.0% | 0.7% | 1.5% | 5.5% | 3.0% | 2.2% | 0.0% | 2.4% | 0.1% |
| | N | 6.4% | 1.1% | 0.1% | 44.7% | 57.4% | 24.4% | 24.4% | 84.5% | 6.9% | 0.8% | 13.7% | 13.6% | 65.0% | 34.7% | 30.5% | 2.6% | 23.7% | 0.6% |
| Distracted Driving | Y | 1.7% | 0.4% | 0.0% | 13.6% | 16.1% | 7.0% | 7.0% | 24.5% | 1.9% | 0.1% | 4.1% | 4.7% | 17.7% | 10.7% | 9.3% | 0.8% | 5.6% | 0.0% |
| | N | 5.8% | 0.8% | 0.3% | 34.5% | 46.1% | 19.4% | 19.4% | 67.4% | 5.4% | 0.7% | 10.3% | 10.4% | 52.9% | 27.0% | 23.4% | 1.8% | 20.6% | 0.7% |
| Intersection Related | Y | 3.5% | 0.5% | 0.2% | 20.7% | 25.7% | 10.5% | 10.5% | 37.9% | 3.1% | 0.3% | 5.7% | 6.1% | 29.4% | 18.9% | 11.7% | 0.8% | 9.7% | 0.2% |
| | N | 4.0% | 0.7% | 0.1% | 27.4% | 36.4% | 15.9% | 15.9% | 53.9% | 4.2% | 0.5% | 8.7% | 8.9% | 41.1% | 18.9% | 21.1% | 1.8% | 16.4% | 0.5% |
| Drug Related | Y | 0.1% | 0.1% | 0.0% | 2.5% | 2.9% | 1.1% | 1.1% | 4.1% | 0.1% | 0.0% | 1.0% | 0.7% | 2.5% | 2.1% | 1.2% | 0.2% | 0.7% | 0.0% |
| | N | 7.4% | 1.2% | 0.3% | 45.6% | 59.3% | 25.3% | 25.3% | 87.7% | 7.2% | 0.8% | 13.5% | 14.3% | 68.0% | 35.6% | 31.6% | 2.4% | 25.4% | 0.7% |
| Aging Driver | Y | 0.6% | 0.2% | 0.0% | 4.9% | 7.1% | 4.1% | 4.1% | 11.5% | 0.6% | 0.2% | 1.9% | 1.5% | 9.0% | 4.2% | 4.6% | 0.1% | 3.3% | 0.2% |
| | N | 6.8% | 1.1% | 0.3% | 43.2% | 55.1% | 22.2% | 22.2% | 80.3% | 6.7% | 0.6% | 12.5% | 13.6% | 61.5% | 33.5% | 28.2% | 2.5% | 22.9% | 0.5% |
| Teenage Driver | Y | 0.5% | 0.2% | 0.0% | 3.8% | 4.2% | 2.4% | 2.4% | 7.1% | 1.4% | 0.0% | 1.1% | 1.6% | 5.8% | 3.3% | 2.6% | 0.1% | 2.4% | 0.0% |
| | N | 6.9% | 1.1% | 0.3% | 44.3% | 57.9% | 23.9% | 23.9% | 84.7% | 5.9% | 0.8% | 13.3% | 13.5% | 64.7% | 34.4% | 30.1% | 2.5% | 23.7% | 0.7% |
| Day of the Week | Monday | 0.4% | 0.0% | 0.0% | 6.3% | 6.7% | 2.9% | 2.9% | 11.4% | 0.5% | 0.0% | 2.6% | 2.0% | 7.3% | 5.4% | 3.7% | 0.4% | 2.4% | 0.0% |
| | Tuesday | 0.7% | 0.1% | 0.0% | 5.3% | 5.7% | 3.6% | 3.6% | 10.9% | 1.2% | 0.3% | 1.5% | 1.3% | 9.6% | 4.1% | 4.4% | 0.3% | 3.4% | 0.1% |
| | Wednesday | 1.2% | 0.4% | 0.1% | 5.9% | 7.1% | 2.3% | 2.3% | 11.3% | 1.1% | 0.1% | 1.4% | 2.0% | 9.1% | 3.7% | 4.4% | 0.1% | 4.0% | 0.2% |
| | Thursday | 1.2% | 0.1% | 0.1% | 7.5% | 8.4% | 2.7% | 2.7% | 13.5% | 1.5% | 0.0% | 1.9% | 1.9% | 11.1% | 6.3% | 4.7% | 0.5% | 3.5% | 0.0% |
| | Friday | 1.8% | 0.4% | 0.0% | 7.8% | 9.0% | 4.0% | 4.0% | 15.3% | 0.8% | 0.1% | 2.2% | 2.8% | 11.2% | 6.9% | 4.2% | 0.5% | 4.1% | 0.4% |
| | Saturday | 1.7% | 0.1% | 0.0% | 7.7% | 9.5% | 4.1% | 4.1% | 15.9% | 1.2% | 0.2% | 1.7% | 3.6% | 12.0% | 6.1% | 5.1% | 0.4% | 5.6% | 0.0% |
| | Sunday | 0.5% | 0.1% | 0.1% | 7.7% | 7.6% | 3.4% | 3.4% | 13.6% | 1.1% | 0.1% | 3.1% | 1.5% | 10.2% | 5.2% | 6.1% | 0.3% | 3.1% | 0.0% |
| Time of Day | 12-3 AM | 1.1% | 0.1% | 0.2% | 2.7% | 3.5% | 2.6% | 2.6% | 7.2% | 0.4% | 0.0% | 1.1% | 1.3% | 5.3% | 2.5% | 2.0% | 0.5% | 2.4% | 0.1% |
| | 3-6 AM | 0.1% | 0.2% | 0.0% | 1.3% | 1.3% | 0.9% | 0.9% | 2.8% | 0.3% | 0.0% | 0.5% | 0.7% | 1.8% | 1.3% | 1.4% | 0.0% | 0.4% | 0.0% |
| | 6-9 AM | 0.7% | 0.0% | 0.0% | 3.7% | 4.5% | 2.5% | 2.5% | 7.8% | 0.6% | 0.2% | 1.3% | 1.1% | 6.4% | 3.1% | 3.1% | 0.2% | 2.2% | 0.1% |
| | 9-Noon | 0.5% | 0.2% | 0.0% | 4.6% | 5.0% | 2.4% | 2.4% | 8.6% | 0.4% | 0.0% | 1.6% | 1.1% | 6.4% | 3.1% | 3.4% | 0.0% | 2.5% | 0.0% |
| | Noon-3 PM | 0.7% | 0.1% | 0.0% | 7.7% | 8.2% | 3.2% | 3.2% | 13.7% | 0.6% | 0.0% | 2.4% | 2.2% | 9.6% | 5.3% | 5.0% | 0.4% | 3.6% | 0.0% |
| | 3-6 PM | 1.6% | 0.2% | 0.0% | 8.5% | 9.9% | 4.3% | 4.3% | 16.5% | 2.1% | 0.2% | 2.8% | 2.5% | 13.6% | 7.1% | 5.6% | 0.7% | 5.2% | 0.2% |
| | 6-9 PM | 1.4% | 0.0% | 0.1% | 12.1% | 11.5% | 3.2% | 3.2% | 18.5% | 0.8% | 0.1% | 3.3% | 3.4% | 12.8% | 9.0% | 5.5% | 0.3% | 4.6% | 0.1% |
| | 9-Midnight | 1.4% | 0.4% | 0.0% | 7.5% | 10.2% | 3.8% | 3.8% | 16.7% | 1.9% | 0.3% | 1.5% | 2.8% | 14.7% | 6.4% | 6.8% | 0.4% | 5.2% | 0.2% |
| Lighting Conditions | Dark - Lighted | 3.3% | 0.7% | 0.3% | 14.2% | 17.8% | 6.5% | 6.5% | 29.3% | 2.8% | 0.2% | 1.9% | 3.9% | 26.5% | 10.9% | 11.3% | 0.7% | 8.8% | 0.5% |
| | Dark - Not Lighted | 0.2% | 0.0% | 0.0% | 4.7% | 4.5% | 3.6% | 3.6% | 9.9% | 0.5% | 0.2% | 3.7% | 2.5% | 4.3% | 4.7% | 3.0% | 0.4% | 2.5% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.2% | 0.0% | 0.0% | 1.1% | 1.1% | 0.4% | 0.4% | 1.8% | 0.1% | 0.0% | 0.2% | 0.4% | 1.3% | 0.8% | 0.4% | 0.0% | 0.6% | 0.0% |
| | Daylight | 3.4% | 0.4% | 0.0% | 25.7% | 28.3% | 11.6% | 11.6% | 46.9% | 3.7% | 0.3% | 7.8% | 7.5% | 35.6% | 19.4% | 17.1% | 1.2% | 13.1% | 0.2% |
| | Dusk | 0.4% | 0.1% | 0.0% | 2.4% | 2.4% | 0.8% | 0.8% | 3.9% | 0.2% | 0.1% | 0.7% | 0.6% | 2.9% | 1.9% | 1.0% | 0.3% | 1.1% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-7**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Bicyclist 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 35.4% | 40.9% | 23.7% | 31.2% | 59.6% | 9.2% | 13.2% | 21.8% | 54.8% | 9.5% | 0.6% | 34.3% | 22.6% | 22.9% | 3.7% | 0.9% | 15.6% | 26.2% | 30.9% | 42.9% | 0.0% | 0.3% | 0.3% | 37.0% | 5.5% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 1.2% | 0.3% | 0.0% | 1.5% | 0.0% | 0.0% | 0.0% | 1.5% | 0.0% | 0.0% | 0.6% | 0.6% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 1.1% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% |
| | N | 35.4% | 39.7% | 23.4% | 31.2% | 58.1% | 9.2% | 13.2% | 21.8% | 53.2% | 9.5% | 0.6% | 33.6% | 22.0% | 22.6% | 3.7% | 0.9% | 15.6% | 26.2% | 30.2% | 41.8% | 0.0% | 0.3% | 0.3% | 36.4% | 5.5% |
| Hit and Run | Y | 7.1% | 7.1% | 4.6% | 5.5% | 11.0% | 2.1% | 2.2% | 4.6% | 9.8% | 2.2% | 0.0% | 7.6% | 3.1% | 4.6% | 0.6% | 0.0% | 2.8% | 4.4% | 5.8% | 8.7% | 0.0% | 0.0% | 0.0% | 8.0% | 0.6% |
| | N | 28.3% | 33.8% | 19.1% | 25.7% | 48.6% | 7.0% | 11.1% | 17.2% | 44.9% | 7.4% | 0.6% | 26.6% | 19.6% | 18.3% | 3.1% | 0.9% | 12.8% | 21.8% | 25.1% | 34.2% | 0.0% | 0.3% | 0.3% | 29.1% | 4.9% |
| Aggressive Driving | Y | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 35.1% | 40.9% | 23.7% | 30.9% | 59.6% | 9.2% | 13.2% | 21.5% | 54.8% | 9.5% | 0.6% | 34.3% | 22.6% | 22.6% | 3.7% | 0.9% | 15.6% | 26.2% | 30.5% | 42.9% | 0.0% | 0.3% | 0.3% | 37.0% | 5.5% |
| Distracted Driving | Y | 5.2% | 8.0% | 4.6% | 4.0% | 10.4% | 3.4% | 1.2% | 3.4% | 11.7% | 1.5% | 0.0% | 5.8% | 4.3% | 4.6% | 1.2% | 0.0% | 1.8% | 3.3% | 6.9% | 8.7% | 0.0% | 0.3% | 0.0% | 7.3% | 1.5% |
| | N | 30.2% | 32.9% | 19.1% | 27.2% | 49.2% | 5.8% | 12.0% | 18.5% | 43.1% | 8.0% | 0.6% | 28.4% | 18.3% | 18.3% | 2.4% | 0.9% | 13.8% | 22.9% | 24.0% | 34.2% | 0.0% | 0.0% | 0.3% | 29.7% | 4.0% |
| Intersection Related | Y | 17.8% | 15.4% | 9.2% | 12.8% | 26.0% | 3.4% | 5.8% | 12.9% | 19.7% | 4.0% | 0.0% | 11.6% | 8.6% | 12.8% | 1.8% | 0.3% | 7.0% | 13.8% | 12.0% | 15.6% | 0.0% | 0.0% | 0.0% | 15.3% | 1.5% |
| | N | 17.5% | 25.5% | 14.5% | 18.3% | 33.6% | 5.8% | 7.4% | 8.9% | 35.1% | 5.5% | 0.6% | 22.6% | 14.1% | 10.1% | 1.8% | 0.6% | 8.6% | 12.4% | 18.9% | 27.3% | 0.0% | 0.3% | 0.3% | 21.7% | 4.0% |
| Drug Related | Y | 0.3% | 0.9% | 0.3% | 0.3% | 1.2% | 0.0% | 0.3% | 0.0% | 1.2% | 0.0% | 0.0% | 0.6% | 0.3% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% |
| | N | 35.1% | 40.0% | 23.4% | 30.9% | 58.4% | 9.2% | 12.9% | 21.8% | 53.5% | 9.5% | 0.6% | 33.6% | 22.3% | 22.6% | 3.7% | 0.9% | 15.3% | 26.2% | 30.2% | 42.2% | 0.0% | 0.3% | 0.3% | 36.4% | 5.5% |
| Aging Driver | Y | 3.7% | 3.4% | 2.8% | 3.1% | 6.7% | 0.3% | 1.5% | 2.8% | 4.6% | 0.9% | 0.0% | 3.7% | 2.1% | 2.8% | 0.0% | 0.0% | 1.5% | 2.5% | 3.3% | 4.4% | 0.0% | 0.0% | 0.0% | 2.8% | 0.9% |
| | N | 31.7% | 37.5% | 20.9% | 28.1% | 52.9% | 8.9% | 11.7% | 19.1% | 50.2% | 8.6% | 0.6% | 30.6% | 20.5% | 20.2% | 3.7% | 0.9% | 14.1% | 23.6% | 27.6% | 38.5% | 0.0% | 0.3% | 0.3% | 34.3% | 4.6% |
| Teenage Driver | Y | 1.8% | 3.1% | 1.5% | 1.5% | 4.3% | 0.9% | 0.3% | 2.2% | 3.4% | 0.6% | 0.0% | 1.8% | 2.1% | 1.8% | 0.3% | 0.0% | 0.6% | 1.5% | 3.3% | 2.5% | 0.0% | 0.0% | 0.0% | 3.1% | 0.6% |
| | N | 33.5% | 37.8% | 22.2% | 29.7% | 55.4% | 8.3% | 12.9% | 19.7% | 51.4% | 8.9% | 0.6% | 32.4% | 20.5% | 21.1% | 3.4% | 0.9% | 15.0% | 24.7% | 27.6% | 40.4% | 0.0% | 0.3% | 0.3% | 33.9% | 4.9% |
| Day of the Week | Monday | 6.5% | 5.8% | 4.9% | 5.2% | 9.8% | 2.1% | 2.2% | 3.7% | 9.8% | 1.5% | 0.0% | 5.8% | 4.0% | 3.7% | 0.9% | 0.0% | 2.8% | 3.6% | 5.8% | 7.6% | 0.0% | 0.0% | 0.0% | 7.0% | 0.6% |
| | Tuesday | 6.2% | 5.2% | 4.0% | 5.5% | 8.9% | 0.9% | 3.1% | 2.5% | 8.0% | 1.5% | 0.3% | 5.2% | 3.1% | 3.1% | 0.3% | 0.3% | 3.4% | 3.3% | 4.7% | 6.2% | 0.0% | 0.3% | 0.0% | 6.1% | 0.0% |
| | Wednesday | 5.2% | 5.2% | 3.1% | 3.1% | 9.8% | 0.9% | 1.2% | 4.0% | 7.7% | 0.6% | 0.0% | 4.0% | 3.1% | 4.0% | 0.9% | 0.0% | 1.8% | 5.5% | 3.3% | 5.5% | 0.0% | 0.0% | 0.0% | 5.8% | 0.6% |
| | Thursday | 4.0% | 6.8% | 3.4% | 3.7% | 9.2% | 1.2% | 0.9% | 3.1% | 7.7% | 2.2% | 0.3% | 6.4% | 2.8% | 3.4% | 0.0% | 0.3% | 1.2% | 3.3% | 5.8% | 6.2% | 0.0% | 0.0% | 0.0% | 6.4% | 0.6% |
| | Friday | 6.2% | 5.2% | 3.1% | 5.8% | 6.4% | 2.1% | 2.2% | 4.3% | 6.5% | 1.5% | 0.0% | 4.6% | 2.8% | 3.7% | 0.9% | 0.0% | 2.4% | 5.1% | 4.4% | 4.7% | 0.0% | 0.0% | 0.3% | 4.3% | 0.9% |
| | Saturday | 3.4% | 7.7% | 3.4% | 4.6% | 8.6% | 1.5% | 1.2% | 2.2% | 10.2% | 0.9% | 0.0% | 5.5% | 4.6% | 2.1% | 0.0% | 0.3% | 2.1% | 2.2% | 4.7% | 7.6% | 0.0% | 0.0% | 0.0% | 4.9% | 1.5% |
| | Sunday | 4.0% | 4.9% | 1.8% | 3.4% | 7.0% | 0.3% | 2.5% | 2.2% | 4.9% | 1.2% | 0.0% | 2.8% | 2.4% | 3.1% | 0.6% | 0.0% | 1.8% | 3.3% | 2.2% | 5.1% | 0.0% | 0.0% | 0.0% | 2.4% | 1.2% |
| Time of Day | 12-3 AM | 1.2% | 1.8% | 0.9% | 1.2% | 2.4% | 0.3% | 0.3% | 0.9% | 1.5% | 1.2% | 0.0% | 1.5% | 1.2% | 0.6% | 0.0% | 0.0% | 0.6% | 0.7% | 1.5% | 1.8% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% |
| | 3-6 AM | 1.8% | 0.9% | 2.2% | 2.1% | 2.1% | 0.6% | 0.6% | 0.9% | 2.8% | 0.6% | 0.0% | 2.4% | 0.6% | 0.6% | 0.3% | 0.0% | 0.9% | 1.1% | 0.7% | 2.9% | 0.0% | 0.0% | 0.0% | 1.8% | 0.0% |
| | 6-9 AM | 6.5% | 6.8% | 3.4% | 4.3% | 10.7% | 1.5% | 1.8% | 4.0% | 9.2% | 1.2% | 0.3% | 4.6% | 4.0% | 4.6% | 0.9% | 0.0% | 2.4% | 4.7% | 5.8% | 6.2% | 0.0% | 0.3% | 0.0% | 6.1% | 0.9% |
| | 9-Noon | 4.6% | 4.6% | 4.6% | 3.7% | 8.9% | 1.2% | 1.5% | 4.0% | 7.7% | 0.6% | 0.0% | 4.6% | 4.0% | 3.1% | 0.6% | 0.3% | 1.2% | 5.5% | 1.8% | 7.3% | 0.0% | 0.0% | 0.0% | 6.1% | 0.6% |
| | Noon-3 PM | 4.9% | 5.8% | 3.1% | 3.7% | 8.9% | 1.5% | 2.5% | 3.4% | 6.5% | 1.5% | 0.0% | 5.2% | 2.8% | 3.1% | 0.6% | 0.0% | 2.4% | 2.9% | 4.0% | 6.9% | 0.0% | 0.0% | 0.0% | 5.8% | 0.3% |
| | 3-6 PM | 6.5% | 6.2% | 4.0% | 6.7% | 9.8% | 0.3% | 3.4% | 3.4% | 8.6% | 1.2% | 0.0% | 5.5% | 2.8% | 3.7% | 0.3% | 0.3% | 4.3% | 3.6% | 4.7% | 6.5% | 0.0% | 0.0% | 0.0% | 5.8% | 0.9% |
| | 6-9 PM | 5.8% | 9.2% | 3.1% | 5.5% | 10.1% | 2.4% | 1.8% | 3.1% | 12.0% | 1.2% | 0.0% | 5.5% | 4.6% | 4.9% | 0.3% | 0.3% | 2.4% | 4.4% | 7.6% | 6.5% | 0.0% | 0.0% | 0.0% | 6.4% | 0.9% |
| | 9-Midnight | 4.0% | 5.5% | 2.5% | 4.0% | 6.7% | 1.2% | 1.2% | 2.2% | 6.5% | 1.8% | 0.3% | 4.9% | 2.8% | 2.4% | 0.6% | 0.0% | 1.2% | 3.3% | 4.7% | 4.7% | 0.0% | 0.0% | 0.3% | 4.0% | 1.8% |
| Lighting Conditions | Dark - Lighted | 4.9% | 9.2% | 6.2% | 5.2% | 12.8% | 2.1% | 1.2% | 4.0% | 12.6% | 2.5% | 0.0% | 9.5% | 4.9% | 2.8% | 0.9% | 0.3% | 1.8% | 2.9% | 8.4% | 10.5% | 0.0% | 0.0% | 0.3% | 6.4% | 1.5% |
| | Dark - Not Lighted | 4.6% | 4.3% | 2.2% | 4.9% | 4.9% | 1.2% | 0.6% | 1.8% | 6.2% | 1.8% | 0.6% | 3.7% | 2.4% | 3.1% | 0.6% | 0.0% | 1.2% | 4.4% | 2.9% | 4.4% | 0.0% | 0.0% | 0.0% | 4.6% | 0.6% |
| | Dark - Unknown Lighting | 0.3% | 0.3% | 0.0% | 0.3% | 0.3% | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 1.5% | 1.5% | 0.0% | 0.6% | 1.8% | 0.6% | 0.3% | 1.2% | 1.2% | 0.3% | 0.0% | 0.0% | 1.5% | 1.2% | 0.3% | 0.0% | 0.0% | 1.5% | 1.5% | 0.7% | 0.0% | 0.3% | 0.0% | 0.9% | 0.0% |
| | Daylight | 23.1% | 24.3% | 14.8% | 19.9% | 37.6% | 4.9% | 10.5% | 14.5% | 32.3% | 4.9% | 0.0% | 20.2% | 12.8% | 15.0% | 1.8% | 0.6% | 11.9% | 16.7% | 16.7% | 26.2% | 0.0% | 0.0% | 0.0% | 23.9% | 3.4% |
| | Dusk | 0.6% | 0.9% | 0.3% | 0.3% | 1.2% | 0.3% | 0.3% | 0.0% | 1.5% | 0.0% | 0.0% | 0.3% | 0.6% | 0.6% | 0.0% | 0.0% | 0.3% | 0.4% | 1.1% | 0.4% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% |
| | Other | 0.0% | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% |
| | Unknown | 0.3% | 0.3% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.3% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% |

**Attachment B-7**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Bicyclist 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 6.1% | 0.0% | 0.0% | 50.8% | 64.6% | 11.4% | 24.0% | 90.2% | 8.0% | 1.8% | 10.2% | 9.2% | 80.6% | 41.2% | 30.8% | 0.9% | 25.8% | 1.2% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.9% | 0.9% | 0.3% | 0.3% | 1.2% | 0.3% | 0.0% | 0.3% | 0.0% | 1.2% | 0.9% | 0.3% | 0.0% | 0.3% | 0.0% |
| | N | 6.1% | 0.0% | 0.0% | 49.8% | 63.7% | 11.1% | 23.7% | 88.9% | 7.7% | 1.8% | 9.8% | 9.2% | 79.4% | 40.3% | 30.5% | 0.9% | 25.5% | 1.2% |
| Hit and Run | Y | 1.2% | 0.0% | 0.0% | 8.9% | 12.0% | 4.9% | 4.9% | 17.5% | 0.9% | 0.3% | 2.5% | 2.2% | 14.2% | 8.3% | 5.2% | 0.0% | 4.9% | 0.3% |
| | N | 4.9% | 0.0% | 0.0% | 41.9% | 52.6% | 19.1% | 19.1% | 72.6% | 7.1% | 1.5% | 7.7% | 7.1% | 66.5% | 32.9% | 25.5% | 0.9% | 20.9% | 0.9% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.3% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 6.1% | 0.0% | 0.0% | 50.5% | 64.6% | 23.7% | 23.7% | 89.8% | 8.0% | 1.8% | 10.2% | 9.2% | 80.3% | 40.9% | 30.8% | 0.9% | 25.8% | 1.2% |
| Distracted Driving | Y | 0.6% | 0.0% | 0.0% | 8.0% | 12.0% | 4.0% | 4.0% | 15.7% | 1.5% | 0.6% | 1.5% | 0.6% | 15.7% | 6.8% | 4.0% | 0.3% | 6.5% | 0.3% |
| | N | 5.5% | 0.0% | 0.0% | 42.8% | 52.6% | 20.0% | 20.0% | 74.5% | 6.5% | 1.2% | 8.6% | 8.6% | 64.9% | 34.5% | 26.8% | 0.6% | 19.4% | 0.9% |
| Intersection Related | Y | 2.4% | 0.0% | 0.0% | 22.9% | 26.8% | 10.5% | 10.5% | 37.5% | 4.3% | 0.6% | 3.4% | 3.4% | 35.7% | 19.4% | 12.0% | 0.9% | 9.8% | 0.3% |
| | N | 3.7% | 0.0% | 0.0% | 27.8% | 37.8% | 13.5% | 13.5% | 52.6% | 3.7% | 1.2% | 6.8% | 5.8% | 44.9% | 21.8% | 18.8% | 0.0% | 16.0% | 0.9% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.9% | 0.9% | 0.3% | 0.3% | 1.2% | 0.3% | 0.0% | 0.3% | 0.0% | 1.2% | 0.9% | 0.3% | 0.0% | 0.3% | 0.0% |
| | N | 6.1% | 0.0% | 0.0% | 49.8% | 63.7% | 23.7% | 23.7% | 88.9% | 7.7% | 1.8% | 9.8% | 9.2% | 79.4% | 40.3% | 30.5% | 0.9% | 25.5% | 1.2% |
| Aging Driver | Y | 0.9% | 0.0% | 0.0% | 5.5% | 6.8% | 1.5% | 1.5% | 8.9% | 0.9% | 0.0% | 0.3% | 0.3% | 9.2% | 4.3% | 1.8% | 0.3% | 3.4% | 0.0% |
| | N | 5.2% | 0.0% | 0.0% | 45.3% | 57.8% | 22.5% | 22.5% | 81.2% | 7.1% | 1.8% | 9.8% | 8.9% | 71.4% | 36.9% | 28.9% | 0.6% | 22.5% | 1.2% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 3.1% | 3.4% | 1.5% | 1.5% | 4.9% | 1.5% | 0.0% | 0.3% | 0.0% | 6.2% | 1.8% | 2.2% | 0.3% | 1.8% | 0.3% |
| | N | 6.1% | 0.0% | 0.0% | 47.7% | 61.2% | 22.5% | 22.5% | 85.2% | 6.5% | 1.8% | 9.8% | 9.2% | 74.5% | 39.4% | 28.6% | 0.6% | 24.0% | 0.9% |
| Day of the Week | Monday | 0.6% | 0.0% | 0.0% | 8.9% | 10.4% | 2.7% | 2.7% | 14.2% | 2.2% | 0.9% | 1.2% | 1.8% | 14.2% | 8.6% | 2.5% | 0.3% | 5.2% | 0.6% |
| | Tuesday | 0.9% | 0.0% | 0.0% | 8.0% | 7.9% | 4.9% | 4.9% | 15.1% | 0.3% | 0.0% | 1.5% | 2.2% | 11.7% | 5.8% | 6.2% | 0.0% | 3.1% | 0.3% |
| | Wednesday | 0.0% | 0.0% | 0.0% | 7.3% | 7.4% | 4.1% | 4.1% | 12.6% | 0.3% | 0.6% | 1.2% | 1.2% | 11.1% | 6.5% | 4.3% | 0.0% | 2.5% | 0.3% |
| | Thursday | 0.9% | 0.0% | 0.0% | 6.1% | 6.0% | 4.6% | 4.6% | 12.3% | 1.5% | 0.3% | 2.5% | 1.8% | 9.8% | 4.0% | 6.5% | 0.3% | 3.4% | 0.0% |
| | Friday | 0.9% | 0.0% | 0.0% | 8.0% | 8.5% | 1.6% | 1.6% | 12.6% | 1.8% | 0.0% | 1.5% | 1.2% | 11.7% | 6.2% | 4.3% | 0.0% | 4.0% | 0.0% |
| | Saturday | 1.8% | 0.0% | 0.0% | 6.4% | 9.6% | 2.2% | 2.2% | 13.2% | 1.2% | 0.0% | 1.5% | 0.9% | 12.0% | 5.8% | 3.1% | 0.3% | 5.2% | 0.0% |
| | Sunday | 0.9% | 0.0% | 0.0% | 6.1% | 7.7% | 1.1% | 1.1% | 10.2% | 0.6% | 0.0% | 0.6% | 0.0% | 10.2% | 4.3% | 4.0% | 0.0% | 2.5% | 0.0% |
| Time of Day | 12-3 AM | 0.6% | 0.0% | 0.0% | 2.4% | 2.5% | 0.3% | 0.3% | 3.7% | 0.3% | 0.0% | 0.3% | 0.3% | 3.4% | 1.5% | 1.2% | 0.0% | 1.2% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 3.1% | 2.5% | 1.4% | 1.4% | 4.3% | 0.3% | 0.3% | 0.3% | 0.9% | 3.7% | 1.8% | 1.5% | 0.6% | 0.3% | 0.6% |
| | 6-9 AM | 0.3% | 0.0% | 0.0% | 8.9% | 9.3% | 4.6% | 4.6% | 15.7% | 0.6% | 0.3% | 2.2% | 2.5% | 12.0% | 6.5% | 4.9% | 0.0% | 4.9% | 0.3% |
| | 9-Noon | 0.6% | 0.0% | 0.0% | 6.4% | 8.5% | 2.5% | 2.5% | 12.0% | 1.5% | 0.3% | 0.3% | 0.6% | 12.9% | 4.9% | 4.3% | 0.0% | 4.3% | 0.3% |
| | Noon-3 PM | 1.2% | 0.0% | 0.0% | 6.7% | 7.9% | 2.5% | 2.5% | 12.0% | 1.5% | 0.3% | 0.6% | 1.5% | 11.7% | 6.2% | 4.0% | 0.0% | 3.7% | 0.0% |
| | 3-6 PM | 0.6% | 0.0% | 0.0% | 9.5% | 9.3% | 3.6% | 3.6% | 15.1% | 1.2% | 0.3% | 1.5% | 1.8% | 13.2% | 6.8% | 7.7% | 0.3% | 1.8% | 0.0% |
| | 6-9 PM | 1.2% | 0.0% | 0.0% | 9.5% | 9.6% | 4.9% | 4.9% | 16.3% | 1.5% | 0.3% | 2.2% | 0.3% | 15.7% | 8.6% | 4.3% | 0.0% | 5.2% | 0.0% |
| | 9-Midnight | 1.5% | 0.0% | 0.0% | 4.3% | 7.9% | 1.6% | 1.6% | 11.1% | 0.9% | 0.0% | 2.8% | 1.2% | 8.0% | 4.9% | 2.8% | 0.0% | 4.3% | 0.0% |
| Lighting Conditions | Dark - Lighted | 2.8% | 0.0% | 0.0% | 9.2% | 11.2% | 4.4% | 4.4% | 19.1% | 0.9% | 0.3% | 1.5% | 0.9% | 17.8% | 7.7% | 6.5% | 0.3% | 5.5% | 0.3% |
| | Dark - Not Lighted | 0.3% | 0.0% | 0.0% | 5.5% | 6.8% | 1.6% | 1.6% | 9.5% | 1.2% | 0.3% | 2.8% | 1.8% | 6.5% | 4.6% | 2.8% | 0.3% | 3.1% | 0.3% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.6% | 0.3% | 0.3% | 0.3% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% |
| | Dawn | 0.0% | 0.0% | 0.0% | 1.8% | 2.5% | 0.0% | 0.0% | 2.8% | 0.3% | 0.0% | 0.9% | 0.3% | 1.8% | 1.8% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Daylight | 3.1% | 0.0% | 0.0% | 32.1% | 35.0% | 14.2% | 14.2% | 55.4% | 5.5% | 1.2% | 4.3% | 6.2% | 51.7% | 25.8% | 20.9% | 0.3% | 14.8% | 0.3% |
| | Dusk | 0.0% | 0.0% | 0.0% | 1.2% | 1.1% | 0.5% | 0.5% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 1.8% | 0.6% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% | 0.3% | 0.3% | 0.6% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-8**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Pedestrians**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 26.1% | 37.1% | 36.9% | 28.2% | 61.2% | 10.6% | 10.4% | 18.6% | 59.3% | 11.6% | 0.1% | 45.2% | 24.7% | 16.1% | 2.3% | 0.1% | 11.6% | 17.8% | 31.1% | 51.1% | 0.0% | 0.5% | 0.0% | 44.2% | 3.9% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.9% | 1.4% | 0.3% | 1.3% | 1.1% | 0.2% | 0.3% | 0.7% | 1.2% | 0.3% | 0.0% | 1.0% | 0.7% | 0.4% | 0.2% | 0.0% | 0.2% | 0.8% | 1.2% | 0.6% | 0.0% | 0.1% | 0.0% | 1.0% | 0.1% |
| | N | 25.2% | 35.7% | 36.5% | 26.9% | 60.2% | 10.3% | 10.0% | 17.8% | 58.1% | 11.3% | 0.1% | 44.2% | 24.0% | 15.6% | 2.1% | 0.1% | 11.4% | 17.0% | 29.9% | 50.5% | 0.0% | 0.4% | 0.0% | 43.3% | 3.8% |
| Hit and Run | Y | 6.1% | 6.5% | 6.8% | 6.0% | 11.6% | 1.7% | 2.6% | 3.6% | 11.2% | 2.0% | 0.0% | 8.3% | 5.4% | 2.2% | 0.3% | 0.0% | 3.1% | 3.0% | 6.3% | 9.1% | 0.0% | 0.1% | 0.0% | 7.2% | 0.5% |
| | N | 20.0% | 30.6% | 30.0% | 22.2% | 49.6% | 8.9% | 7.8% | 15.0% | 48.1% | 9.6% | 0.1% | 36.9% | 19.3% | 13.8% | 2.0% | 0.1% | 8.6% | 14.8% | 24.8% | 42.0% | 0.0% | 0.4% | 0.0% | 37.1% | 3.4% |
| Aggressive Driving | Y | 0.6% | 0.6% | 0.7% | 0.7% | 1.2% | 0.1% | 0.4% | 0.4% | 1.1% | 0.1% | 0.0% | 1.1% | 0.3% | 0.2% | 0.0% | 0.0% | 0.4% | 0.2% | 0.6% | 1.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% |
| | N | 25.4% | 36.4% | 36.1% | 27.5% | 60.1% | 10.5% | 9.9% | 18.2% | 58.2% | 11.5% | 0.1% | 44.1% | 24.4% | 15.8% | 2.3% | 0.1% | 11.2% | 17.6% | 30.5% | 50.1% | 0.0% | 0.5% | 0.0% | 43.5% | 3.9% |
| Distracted Driving | Y | 3.5% | 3.0% | 2.8% | 3.0% | 5.8% | 0.7% | 1.3% | 1.8% | 5.9% | 0.3% | 0.0% | 3.3% | 2.0% | 1.9% | 0.3% | 0.0% | 2.0% | 2.2% | 2.5% | 3.8% | 0.0% | 0.1% | 0.0% | 3.2% | 0.3% |
| | N | 22.5% | 34.1% | 34.1% | 25.2% | 55.4% | 9.8% | 9.1% | 16.8% | 53.4% | 11.3% | 0.1% | 41.9% | 22.7% | 14.1% | 2.0% | 0.1% | 9.6% | 15.7% | 28.6% | 47.2% | 0.0% | 0.4% | 0.0% | 41.1% | 3.6% |
| Intersection Related | Y | 8.4% | 10.0% | 10.3% | 5.5% | 19.1% | 3.9% | 2.9% | 6.5% | 16.1% | 3.2% | 0.0% | 11.1% | 7.5% | 5.4% | 0.8% | 0.1% | 3.6% | 6.1% | 7.4% | 14.6% | 0.0% | 0.1% | 0.0% | 11.4% | 1.5% |
| | N | 17.6% | 27.0% | 26.6% | 22.7% | 42.1% | 6.7% | 7.5% | 12.1% | 43.2% | 8.4% | 0.1% | 34.1% | 17.2% | 10.7% | 1.5% | 0.0% | 8.0% | 11.7% | 23.7% | 36.5% | 0.0% | 0.4% | 0.0% | 32.8% | 2.4% |
| Drug Related | Y | 0.3% | 0.9% | 0.5% | 0.6% | 0.8% | 0.2% | 0.1% | 0.2% | 1.2% | 0.2% | 0.0% | 0.6% | 0.6% | 0.1% | 0.1% | 0.0% | 0.2% | 0.1% | 0.7% | 0.8% | 0.0% | 0.0% | 0.0% | 0.5% | 0.1% |
| | N | 25.7% | 36.2% | 36.3% | 27.6% | 60.4% | 10.3% | 10.3% | 18.4% | 58.1% | 11.4% | 0.1% | 44.6% | 24.1% | 15.9% | 2.2% | 0.1% | 11.4% | 17.7% | 30.4% | 50.2% | 0.0% | 0.5% | 0.0% | 43.7% | 3.8% |
| Aging Driver | Y | 2.2% | 3.1% | 2.6% | 2.3% | 5.1% | 0.6% | 0.9% | 1.5% | 4.7% | 0.9% | 0.0% | 3.6% | 2.3% | 1.1% | 0.1% | 0.0% | 1.0% | 1.6% | 2.4% | 4.1% | 0.0% | 0.0% | 0.0% | 3.8% | 0.2% |
| | N | 23.8% | 34.0% | 34.3% | 25.9% | 56.2% | 9.9% | 9.5% | 17.1% | 54.6% | 10.8% | 0.1% | 41.6% | 22.4% | 15.0% | 2.2% | 0.1% | 10.7% | 16.3% | 28.7% | 47.0% | 0.0% | 0.5% | 0.0% | 40.4% | 3.7% |
| Teenage Driver | Y | 1.0% | 1.4% | 2.4% | 1.4% | 3.1% | 0.2% | 0.5% | 1.0% | 2.6% | 0.6% | 0.0% | 2.0% | 1.6% | 0.4% | 0.1% | 0.0% | 0.5% | 0.6% | 0.5% | 3.6% | 0.0% | 0.0% | 0.0% | 2.3% | 0.0% |
| | N | 25.1% | 35.7% | 34.5% | 26.8% | 58.2% | 10.3% | 9.8% | 17.6% | 56.7% | 11.0% | 0.1% | 43.2% | 23.1% | 15.6% | 2.2% | 0.1% | 11.1% | 17.2% | 30.6% | 47.5% | 0.0% | 0.5% | 0.0% | 41.9% | 3.9% |
| Day of the Week | Monday | 3.8% | 4.3% | 4.3% | 4.0% | 7.2% | 1.2% | 1.7% | 1.9% | 6.9% | 1.8% | 0.0% | 5.4% | 3.0% | 2.0% | 0.2% | 0.0% | 1.8% | 2.2% | 3.7% | 6.1% | 0.0% | 0.0% | 0.0% | 5.7% | 0.6% |
| | Tuesday | 4.2% | 5.1% | 6.0% | 4.6% | 9.1% | 1.6% | 1.5% | 3.1% | 9.0% | 1.6% | 0.1% | 6.8% | 3.5% | 2.7% | 0.4% | 0.0% | 1.9% | 3.3% | 3.6% | 8.3% | 0.0% | 0.0% | 0.0% | 7.7% | 0.5% |
| | Wednesday | 4.4% | 4.9% | 5.4% | 4.9% | 8.2% | 1.8% | 2.1% | 2.6% | 8.1% | 1.9% | 0.0% | 6.7% | 2.6% | 2.5% | 0.7% | 0.0% | 2.3% | 3.1% | 3.9% | 7.2% | 0.0% | 0.1% | 0.0% | 5.7% | 1.0% |
| | Thursday | 3.2% | 5.4% | 6.2% | 2.7% | 10.3% | 1.8% | 1.1% | 3.2% | 8.9% | 1.7% | 0.0% | 7.6% | 3.2% | 2.3% | 0.3% | 0.1% | 1.4% | 2.2% | 4.3% | 8.7% | 0.0% | 0.1% | 0.0% | 7.2% | 0.4% |
| | Friday | 3.8% | 6.6% | 5.4% | 4.3% | 10.2% | 1.5% | 1.1% | 3.1% | 9.9% | 1.8% | 0.0% | 7.0% | 5.1% | 2.2% | 0.4% | 0.0% | 1.4% | 3.5% | 5.1% | 8.0% | 0.0% | 0.1% | 0.0% | 6.1% | 0.7% |
| | Saturday | 3.6% | 6.1% | 4.8% | 4.6% | 8.7% | 1.1% | 2.0% | 2.4% | 9.0% | 1.2% | 0.0% | 6.2% | 4.1% | 2.0% | 0.0% | 0.0% | 2.0% | 1.6% | 5.9% | 6.6% | 0.0% | 0.0% | 0.0% | 5.4% | 0.4% |
| | Sunday | 3.0% | 4.6% | 4.7% | 3.0% | 7.5% | 1.7% | 0.9% | 2.4% | 7.5% | 1.6% | 0.0% | 5.6% | 3.3% | 2.2% | 0.2% | 0.0% | 0.8% | 2.0% | 4.5% | 6.2% | 0.0% | 0.2% | 0.0% | 6.4% | 0.2% |
| Time of Day | 12-3 AM | 3.0% | 3.1% | 4.3% | 3.7% | 5.0% | 1.7% | 1.2% | 1.8% | 6.1% | 1.3% | 0.0% | 5.3% | 1.9% | 1.7% | 0.2% | 0.0% | 1.3% | 1.9% | 3.1% | 5.3% | 0.0% | 0.0% | 0.0% | 5.1% | 0.3% |
| | 3-6 AM | 2.1% | 2.6% | 2.8% | 2.0% | 3.8% | 1.6% | 0.5% | 1.5% | 4.4% | 1.1% | 0.0% | 3.6% | 1.8% | 1.2% | 0.1% | 0.0% | 0.7% | 1.2% | 2.6% | 3.7% | 0.0% | 0.0% | 0.0% | 3.5% | 0.2% |
| | 6-9 AM | 2.8% | 3.7% | 3.8% | 2.4% | 7.3% | 0.6% | 1.1% | 2.0% | 5.9% | 1.4% | 0.0% | 4.1% | 2.6% | 2.0% | 0.4% | 0.0% | 1.2% | 2.0% | 3.1% | 5.3% | 0.0% | 0.0% | 0.0% | 4.1% | 0.6% |
| | 9-Noon | 2.0% | 2.1% | 1.9% | 1.8% | 3.8% | 0.4% | 1.7% | 1.1% | 2.7% | 0.6% | 0.0% | 2.2% | 1.1% | 1.1% | 0.0% | 0.1% | 1.6% | 1.0% | 1.4% | 2.6% | 0.0% | 0.0% | 0.0% | 1.9% | 0.3% |
| | Noon-3 PM | 2.6% | 2.7% | 1.5% | 3.0% | 3.6% | 0.3% | 1.1% | 2.2% | 3.3% | 0.1% | 0.0% | 1.9% | 2.0% | 1.6% | 0.0% | 0.0% | 1.4% | 1.4% | 2.8% | 2.0% | 0.0% | 0.1% | 0.0% | 2.4% | 0.4% |
| | 3-6 PM | 4.0% | 3.3% | 3.1% | 4.0% | 6.0% | 0.6% | 1.6% | 2.2% | 6.1% | 0.4% | 0.0% | 3.0% | 2.5% | 2.7% | 0.6% | 0.0% | 1.8% | 3.6% | 2.6% | 3.8% | 0.0% | 0.0% | 0.0% | 3.7% | 0.4% |
| | 6-9 PM | 5.0% | 10.9% | 10.5% | 6.2% | 17.4% | 2.6% | 1.5% | 4.6% | 16.9% | 3.4% | 0.0% | 14.1% | 5.9% | 3.5% | 0.7% | 0.0% | 2.0% | 3.1% | 9.0% | 15.3% | 0.0% | 0.4% | 0.0% | 12.6% | 0.6% |
| | 9-Midnight | 4.6% | 8.7% | 9.0% | 5.1% | 14.4% | 2.6% | 1.7% | 3.1% | 14.0% | 3.3% | 0.1% | 11.0% | 6.9% | 2.3% | 0.2% | 0.0% | 1.7% | 3.6% | 6.5% | 13.0% | 0.0% | 0.0% | 0.0% | 11.0% | 1.0% |
| Lighting Conditions | Dark - Lighted | 7.3% | 17.4% | 21.6% | 9.7% | 30.5% | 6.0% | 2.8% | 7.7% | 30.0% | 5.8% | 0.0% | 26.3% | 11.2% | 5.0% | 0.4% | 0.0% | 3.4% | 5.0% | 14.2% | 29.3% | 0.0% | 0.1% | 0.0% | 23.4% | 0.8% |
| | Dark - Not Lighted | 6.4% | 7.9% | 4.4% | 6.1% | 10.3% | 2.0% | 1.4% | 2.9% | 10.8% | 3.5% | 0.1% | 7.7% | 4.6% | 3.9% | 0.5% | 0.0% | 1.7% | 4.7% | 6.8% | 7.5% | 0.0% | 0.3% | 0.0% | 8.6% | 1.2% |
| | Dark - Unknown Lighting | 0.1% | 0.0% | 0.1% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.4% | 1.0% | 1.0% | 0.5% | 1.4% | 0.4% | 0.2% | 0.4% | 1.4% | 0.3% | 0.0% | 0.8% | 1.0% | 0.1% | 0.2% | 0.0% | 0.2% | 0.2% | 0.8% | 1.3% | 0.0% | 0.0% | 0.0% | 1.0% | 0.2% |
| | Daylight | 10.3% | 9.9% | 8.8% | 10.1% | 17.3% | 1.7% | 5.4% | 6.6% | 15.0% | 1.9% | 0.0% | 9.1% | 6.9% | 6.2% | 1.0% | 0.1% | 5.9% | 6.9% | 7.9% | 11.5% | 0.0% | 0.1% | 0.0% | 10.0% | 1.7% |
| | Dusk | 1.4% | 0.7% | 1.0% | 1.5% | 1.4% | 0.3% | 0.4% | 0.7% | 1.8% | 0.1% | 0.0% | 1.1% | 1.0% | 0.5% | 0.2% | 0.0% | 0.4% | 0.6% | 1.3% | 1.1% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% |
| | Other | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment B-8**
**MetroPlan Orlando Region**
**Percent of All KSI Crashes involving Pedestrians**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 11.3% | 1.0% | 0.7% | 38.3% | 64.2% | 12.9% | 22.9% | 88.1% | 10.5% | 1.4% | 6.9% | 10.6% | 82.5% | 36.9% | 30.8% | 3.0% | 28.6% | 0.7% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.2% | 0.0% | 0.0% | 1.2% | 1.7% | 0.2% | 0.6% | 2.2% | 0.2% | 0.1% | 0.4% | 0.4% | 1.7% | 1.4% | 0.9% | 0.0% | 0.3% | 0.0% |
| | N | 11.1% | 1.0% | 0.7% | 37.2% | 62.5% | 12.7% | 22.2% | 85.9% | 10.3% | 1.3% | 6.5% | 10.1% | 80.8% | 35.5% | 29.9% | 3.0% | 28.3% | 0.7% |
| Hit and Run | Y | 2.5% | 0.2% | 0.3% | 8.4% | 13.7% | 4.1% | 4.1% | 18.3% | 1.2% | 0.0% | 1.1% | 2.5% | 15.9% | 9.2% | 4.1% | 0.4% | 5.6% | 0.2% |
| | N | 8.8% | 0.7% | 0.4% | 29.9% | 50.5% | 18.8% | 18.8% | 69.9% | 9.3% | 1.4% | 5.9% | 8.1% | 66.6% | 27.7% | 26.7% | 2.6% | 23.1% | 0.5% |
| Aggressive Driving | Y | 0.4% | 0.1% | 0.0% | 0.7% | 1.0% | 0.6% | 0.6% | 1.6% | 0.4% | 0.0% | 0.2% | 0.1% | 1.7% | 1.1% | 0.5% | 0.0% | 0.4% | 0.0% |
| | N | 10.9% | 0.8% | 0.7% | 37.6% | 63.2% | 22.2% | 22.2% | 86.5% | 10.0% | 1.4% | 6.7% | 10.5% | 80.8% | 35.8% | 30.2% | 3.0% | 28.2% | 0.7% |
| Distracted Driving | Y | 1.1% | 0.1% | 0.0% | 4.8% | 6.8% | 1.8% | 1.8% | 8.9% | 0.4% | 0.0% | 1.0% | 0.9% | 7.5% | 4.1% | 2.6% | 0.2% | 2.4% | 0.1% |
| | N | 10.2% | 0.8% | 0.7% | 33.6% | 57.4% | 21.0% | 21.0% | 79.3% | 10.0% | 1.4% | 6.0% | 9.7% | 75.0% | 32.8% | 28.2% | 2.8% | 26.3% | 0.6% |
| Intersection Related | Y | 3.0% | 0.4% | 0.6% | 11.5% | 18.7% | 5.3% | 5.3% | 24.9% | 3.5% | 0.3% | 1.1% | 3.0% | 24.7% | 9.9% | 8.3% | 0.5% | 9.8% | 0.1% |
| | N | 8.3% | 0.5% | 0.1% | 26.8% | 45.5% | 17.5% | 17.5% | 63.2% | 6.9% | 1.1% | 5.9% | 7.6% | 57.8% | 26.9% | 22.4% | 2.5% | 18.8% | 0.6% |
| Drug Related | Y | 0.3% | 0.0% | 0.0% | 0.7% | 1.3% | 0.2% | 0.2% | 1.4% | 0.2% | 0.1% | 0.2% | 0.2% | 1.3% | 0.5% | 0.5% | 0.0% | 0.6% | 0.0% |
| | N | 11.0% | 1.0% | 0.7% | 37.6% | 62.9% | 22.6% | 22.6% | 86.8% | 10.3% | 1.3% | 6.7% | 10.4% | 81.2% | 36.3% | 30.2% | 3.0% | 28.0% | 0.7% |
| Aging Driver | Y | 1.0% | 0.0% | 0.0% | 3.1% | 4.9% | 2.0% | 2.0% | 7.2% | 0.5% | 0.2% | 0.3% | 1.1% | 6.5% | 3.1% | 2.1% | 0.1% | 2.4% | 0.2% |
| | N | 10.3% | 1.0% | 0.7% | 35.3% | 59.3% | 20.8% | 20.8% | 81.0% | 9.9% | 1.2% | 6.6% | 9.5% | 76.0% | 33.8% | 28.6% | 2.9% | 26.3% | 0.5% |
| Teenage Driver | Y | 0.3% | 0.0% | 0.0% | 2.0% | 3.3% | 0.9% | 0.9% | 4.2% | 0.3% | 0.2% | 0.2% | 0.7% | 3.7% | 1.5% | 1.4% | 0.3% | 1.4% | 0.1% |
| | N | 11.0% | 1.0% | 0.7% | 36.3% | 60.9% | 22.0% | 22.0% | 84.0% | 10.1% | 1.2% | 6.7% | 9.8% | 78.7% | 35.4% | 29.4% | 2.7% | 27.2% | 0.6% |
| Day of the Week | Monday | 1.7% | 0.0% | 0.0% | 4.3% | 7.3% | 2.0% | 2.0% | 10.5% | 1.7% | 0.2% | 0.6% | 1.9% | 9.8% | 4.4% | 4.3% | 0.4% | 3.3% | 0.0% |
| | Tuesday | 1.2% | 0.0% | 0.0% | 5.9% | 8.6% | 3.9% | 3.9% | 14.1% | 1.1% | 0.1% | 1.3% | 1.5% | 12.5% | 6.5% | 4.4% | 0.3% | 4.0% | 0.1% |
| | Wednesday | 1.9% | 0.0% | 0.0% | 6.2% | 9.3% | 2.1% | 2.1% | 12.8% | 1.7% | 0.2% | 1.2% | 1.6% | 12.0% | 6.1% | 3.4% | 0.2% | 4.9% | 0.1% |
| | Thursday | 1.9% | 0.4% | 0.0% | 4.9% | 7.1% | 4.2% | 4.2% | 12.3% | 2.2% | 0.3% | 0.9% | 1.7% | 12.3% | 4.9% | 4.2% | 0.9% | 4.8% | 0.1% |
| | Friday | 2.5% | 0.1% | 0.1% | 6.3% | 9.9% | 2.7% | 2.7% | 13.9% | 1.8% | 0.2% | 0.7% | 1.5% | 13.7% | 5.7% | 5.6% | 0.2% | 4.5% | 0.0% |
| | Saturday | 1.5% | 0.1% | 0.4% | 6.5% | 9.0% | 3.1% | 3.1% | 13.5% | 1.0% | 0.1% | 1.1% | 1.2% | 12.3% | 5.3% | 4.8% | 0.4% | 3.7% | 0.2% |
| | Sunday | 0.6% | 0.3% | 0.2% | 4.1% | 7.2% | 2.7% | 2.7% | 11.1% | 1.0% | 0.2% | 1.2% | 1.2% | 9.9% | 4.0% | 4.2% | 0.5% | 3.4% | 0.2% |
| Time of Day | 12-3 AM | 1.3% | 0.2% | 0.1% | 3.4% | 6.8% | 1.3% | 1.3% | 9.0% | 1.2% | 0.2% | 1.2% | 1.0% | 8.2% | 4.1% | 3.1% | 0.0% | 3.1% | 0.1% |
| | 3-6 AM | 0.7% | 0.1% | 0.1% | 2.7% | 4.7% | 1.2% | 1.2% | 6.3% | 1.1% | 0.1% | 1.0% | 0.6% | 5.9% | 2.9% | 2.0% | 0.0% | 2.6% | 0.0% |
| | 6-9 AM | 1.3% | 0.4% | 0.0% | 3.9% | 6.3% | 1.7% | 1.7% | 8.9% | 1.4% | 0.1% | 0.5% | 1.7% | 8.1% | 3.3% | 3.8% | 0.4% | 2.8% | 0.0% |
| | 9-Noon | 0.8% | 0.0% | 0.1% | 2.9% | 4.2% | 1.1% | 1.1% | 5.8% | 0.3% | 0.0% | 0.3% | 0.3% | 5.4% | 2.1% | 1.5% | 0.3% | 2.1% | 0.0% |
| | Noon-3 PM | 0.7% | 0.0% | 0.1% | 3.1% | 4.4% | 1.1% | 1.1% | 6.2% | 0.4% | 0.1% | 0.4% | 1.1% | 5.2% | 3.0% | 1.9% | 0.0% | 1.7% | 0.1% |
| | 3-6 PM | 1.3% | 0.0% | 0.0% | 5.3% | 7.0% | 1.7% | 1.7% | 9.6% | 0.6% | 0.1% | 0.7% | 0.7% | 8.9% | 4.9% | 2.5% | 0.5% | 2.5% | 0.0% |
| | 6-9 PM | 3.2% | 0.1% | 0.1% | 9.3% | 13.8% | 6.6% | 6.6% | 23.1% | 3.1% | 0.2% | 1.1% | 2.5% | 22.9% | 8.8% | 7.8% | 1.0% | 8.7% | 0.2% |
| | 9-Midnight | 2.0% | 0.1% | 0.2% | 7.8% | 11.3% | 6.2% | 6.2% | 19.3% | 2.4% | 0.5% | 1.7% | 2.7% | 17.8% | 7.8% | 8.1% | 0.7% | 5.2% | 0.3% |
| Lighting Conditions | Dark - Lighted | 6.3% | 0.7% | 0.5% | 14.3% | 26.4% | 9.3% | 9.3% | 40.0% | 5.4% | 0.9% | 1.7% | 3.0% | 41.6% | 14.6% | 13.9% | 1.6% | 15.6% | 0.5% |
| | Dark - Not Lighted | 0.8% | 0.0% | 0.0% | 7.6% | 9.0% | 5.5% | 5.5% | 16.1% | 2.2% | 0.3% | 3.2% | 3.1% | 12.4% | 7.7% | 7.1% | 0.5% | 3.3% | 0.1% |
| | Dark - Unknown Lighting | 0.1% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% |
| | Dawn | 0.0% | 0.1% | 0.0% | 1.1% | 1.4% | 0.4% | 0.4% | 1.8% | 0.5% | 0.0% | 0.2% | 0.5% | 1.6% | 0.6% | 0.9% | 0.0% | 0.9% | 0.0% |
| | Daylight | 3.6% | 0.1% | 0.2% | 13.4% | 19.4% | 4.7% | 4.7% | 26.9% | 1.8% | 0.2% | 1.7% | 3.1% | 24.1% | 12.3% | 8.0% | 0.9% | 7.7% | 0.1% |
| | Dusk | 0.4% | 0.0% | 0.0% | 1.7% | 1.7% | 0.9% | 0.9% | 2.9% | 0.2% | 0.0% | 0.1% | 0.7% | 2.2% | 1.3% | 0.9% | 0.0% | 1.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.1% | 0.2% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-1
# Orange County
# All Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| Type | Angle | 5948 | 4213 | 1713 | 4877 | 6310 | 988 | 2585 | 4580 | 4214 | 479 | 16 | 2536 | 2744 | 3589 | 388 | 265 | 2653 | 3797 | 2994 | 2537 | 0 | 76 | 0 | 2545 |
| | Animal | 90 | 116 | 24 | 133 | 83 | 15 | 31 | 38 | 98 | 32 | 31 | 70 | 45 | 52 | 19 | 2 | 43 | 83 | 64 | 39 | 0 | 28 | 0 | 29 |
| | Bicycle | 557 | 634 | 399 | 514 | 949 | 136 | 267 | 407 | 814 | 99 | 3 | 489 | 436 | 350 | 54 | 13 | 257 | 347 | 415 | 572 | 0 | 4 | 0 | 525 |
| | Head On | 893 | 647 | 280 | 813 | 905 | 150 | 332 | 599 | 758 | 127 | 4 | 439 | 444 | 551 | 51 | 15 | 368 | 515 | 535 | 447 | 0 | 16 | 0 | 420 |
| | Left Turn | 7965 | 11131 | 4149 | 5619 | 16034 | 1811 | 2364 | 7216 | 12460 | 1189 | 16 | 4956 | 7718 | 6593 | 739 | 255 | 3203 | 5565 | 7879 | 6668 | 2 | 208 | 0 | 6149 |
| | Off Road | 5214 | 3187 | 1308 | 5740 | 4044 | 443 | 2784 | 2353 | 3943 | 550 | 79 | 1823 | 2182 | 2446 | 401 | 144 | 3231 | 2534 | 2323 | 2033 | 12 | 148 | 0 | 1803 |
| | Other | 11167 | 6955 | 3602 | 13579 | 9770 | 1645 | 7354 | 6057 | 7250 | 999 | 64 | 5151 | 4734 | 4330 | 506 | 240 | 10033 | 4587 | 4930 | 5251 | 7 | 124 | 0 | 4698 |
| | Pedestrian | 749 | 848 | 650 | 764 | 1321 | 209 | 405 | 570 | 1106 | 166 | 0 | 760 | 627 | 449 | 45 | 15 | 398 | 415 | 572 | 895 | 0 | 7 | 0 | 748 |
| | Rear End | 14500 | 26230 | 22833 | 12708 | 40672 | 10580 | 2696 | 15467 | 37596 | 7739 | 65 | 26586 | 20193 | 12494 | 835 | 362 | 3490 | 9781 | 19201 | 31308 | 4 | 450 | 0 | 26436 |
| | Right Turn | 1066 | 1716 | 1196 | 809 | 2572 | 657 | 335 | 943 | 2392 | 299 | 9 | 1204 | 1417 | 864 | 85 | 37 | 431 | 703 | 1212 | 1671 | 0 | 24 | 0 | 1614 |
| | Rollover | 289 | 319 | 158 | 331 | 380 | 68 | 85 | 207 | 328 | 112 | 34 | 273 | 181 | 189 | 24 | 8 | 104 | 224 | 212 | 236 | 0 | 55 | 0 | 211 |
| | Sideswipe | 4977 | 9135 | 7293 | 4898 | 13308 | 3449 | 1536 | 5944 | 11930 | 1971 | 24 | 8900 | 6643 | 3926 | 278 | 110 | 1798 | 3316 | 6599 | 9878 | 6 | 123 | 0 | 8151 |
| | Unknown | 1183 | 1854 | 1242 | 1125 | 2580 | 634 | 388 | 1488 | 2072 | 324 | 7 | 1689 | 1229 | 902 | 49 | 39 | 431 | 844 | 1323 | 1712 | 0 | 23 | 0 | 1330 |
| Alcohol Related | Y | 1005 | 900 | 646 | 1027 | 1300 | 293 | 479 | 698 | 1142 | 218 | 14 | 851 | 626 | 579 | 70 | 30 | 464 | 621 | 630 | 885 | 3 | 27 | 0 | 823 |
| | N | 53593 | 66085 | 44201 | 50883 | 97628 | 20492 | 20683 | 45171 | 83819 | 13868 | 338 | 54025 | 47967 | 36156 | 3404 | 1475 | 25976 | 32090 | 47629 | 62362 | 28 | 1259 | 0 | 53836 |
| Hit and Run | Y | 9009 | 9150 | 6930 | 9334 | 14045 | 3132 | 4434 | 6567 | 12011 | 2051 | 26 | 8374 | 6896 | 5056 | 464 | 218 | 5503 | 4789 | 6631 | 9442 | 1 | 128 | 0 | 8094 |
| | N | 45589 | 57835 | 37917 | 42576 | 84883 | 17653 | 16728 | 39302 | 72950 | 12035 | 326 | 46502 | 41697 | 31679 | 3010 | 1287 | 20937 | 27922 | 41628 | 53805 | 30 | 1158 | 0 | 46565 |
| Aggressive Driving | Y | 1339 | 1493 | 851 | 1315 | 2091 | 355 | 512 | 1271 | 1599 | 284 | 17 | 1255 | 925 | 875 | 89 | 39 | 578 | 847 | 1070 | 1243 | 1 | 56 | 0 | 1003 |
| | N | 53259 | 65492 | 43996 | 50595 | 96837 | 20430 | 20650 | 44598 | 83362 | 13802 | 335 | 53621 | 47668 | 35860 | 3385 | 1466 | 25862 | 31864 | 47189 | 62004 | 30 | 1230 | 0 | 53656 |
| Distracted Driving | Y | 14760 | 19573 | 13297 | 13969 | 28710 | 6079 | 5313 | 11074 | 27037 | 4103 | 103 | 15465 | 14527 | 10357 | 1070 | 509 | 6830 | 8336 | 14253 | 18991 | 9 | 494 | 0 | 16886 |
| | N | 39838 | 47412 | 31550 | 37941 | 70218 | 14706 | 15849 | 34795 | 57924 | 9983 | 249 | 39411 | 34066 | 26378 | 2404 | 996 | 19610 | 24375 | 34006 | 44256 | 22 | 792 | 0 | 37773 |
| Intersection Related | Y | 19307 | 21291 | 11628 | 13307 | 32737 | 6430 | 6429 | 16562 | 25743 | 3442 | 50 | 14706 | 14806 | 13865 | 1546 | 667 | 6884 | 13003 | 15464 | 16676 | 2 | 443 | 0 | 16476 |
| | N | 35291 | 45694 | 33219 | 38603 | 66191 | 14355 | 14733 | 29307 | 59218 | 10644 | 302 | 40170 | 33787 | 22870 | 1928 | 838 | 19556 | 19708 | 32795 | 46571 | 29 | 843 | 0 | 38183 |
| Drug Related | Y | 257 | 293 | 211 | 249 | 443 | 92 | 107 | 169 | 406 | 76 | 3 | 261 | 199 | 173 | 22 | 9 | 120 | 171 | 189 | 299 | 1 | 4 | 0 | 259 |
| | N | 54341 | 66692 | 44636 | 51661 | 98485 | 20693 | 21055 | 45700 | 84555 | 14010 | 349 | 54615 | 48394 | 36562 | 3452 | 1496 | 26320 | 32540 | 48070 | 62948 | 30 | 1282 | 0 | 54400 |
| Aging Driver | Y | 7321 | 9762 | 5855 | 6705 | 14062 | 2836 | 2704 | 6664 | 11755 | 1776 | 39 | 8002 | 6775 | 4964 | 448 | 232 | 3182 | 4712 | 6678 | 8875 | 4 | 205 | 0 | 7840 |
| | N | 47277 | 57223 | 38992 | 45205 | 84866 | 17949 | 18458 | 39205 | 73206 | 12310 | 313 | 46874 | 41818 | 31771 | 3026 | 1273 | 23258 | 27999 | 41581 | 54372 | 27 | 1081 | 0 | 46819 |
| Teenage Driver | Y | 6450 | 8248 | 5614 | 6147 | 12410 | 2389 | 2351 | 5107 | 11110 | 1718 | 26 | 6369 | 5870 | 4678 | 603 | 221 | 3205 | 4030 | 5793 | 7796 | 3 | 169 | 0 | 6692 |
| | N | 48148 | 58737 | 39233 | 45763 | 86518 | 18396 | 18811 | 40762 | 73851 | 12368 | 326 | 48507 | 42723 | 32057 | 2871 | 1284 | 23235 | 28681 | 42466 | 55451 | 28 | 1117 | 0 | 47967 |
| Day of the Week | Monday | 8060 | 9995 | 6634 | 7559 | 14869 | 3029 | 3078 | 6641 | 12824 | 2093 | 53 | 8294 | 7204 | 5346 | 535 | 219 | 3859 | 4862 | 7086 | 9522 | 10 | 209 | 0 | 8262 |
| | Tuesday | 8205 | 10187 | 6770 | 7665 | 15073 | 3190 | 3077 | 6875 | 13059 | 2109 | 42 | 8396 | 7391 | 5507 | 530 | 200 | 3904 | 4909 | 7214 | 9774 | 2 | 176 | 0 | 8339 |
| | Wednesday | 8168 | 10185 | 6626 | 7846 | 14908 | 3056 | 3073 | 6949 | 12868 | 2044 | 45 | 8339 | 7288 | 5550 | 537 | 230 | 3866 | 4952 | 7251 | 9592 | 4 | 179 | 0 | 8239 |
| | Thursday | 8268 | 10467 | 6942 | 7863 | 15386 | 3210 | 3153 | 7166 | 13120 | 2187 | 51 | 8633 | 7435 | 5640 | 551 | 245 | 3955 | 5143 | 7338 | 9862 | 6 | 187 | 0 | 8382 |
| | Friday | 9027 | 11324 | 7480 | 8515 | 16772 | 3448 | 3410 | 7634 | 14402 | 2336 | 49 | 9310 | 8094 | 6155 | 557 | 258 | 4361 | 5393 | 8111 | 10726 | 3 | 205 | 0 | 9256 |
| | Saturday | 6841 | 8148 | 5791 | 6586 | 12114 | 2721 | 2812 | 5756 | 10380 | 1780 | 52 | 6606 | 6146 | 4605 | 388 | 187 | 3489 | 3968 | 6177 | 7658 | 3 | 174 | 0 | 6733 |
| | Sunday | 6029 | 6679 | 4604 | 5876 | 9806 | 2131 | 2559 | 4848 | 8308 | 1537 | 60 | 5298 | 5035 | 3932 | 376 | 166 | 3006 | 3484 | 5082 | 6113 | 3 | 156 | 0 | 5448 |
| Time of Day | 12-3 AM | 3021 | 2825 | 2104 | 3079 | 4058 | 1024 | 1354 | 2292 | 3565 | 695 | 44 | 2470 | 2185 | 1837 | 161 | 69 | 1439 | 1725 | 2192 | 2731 | 3 | 77 | 0 | 2386 |
| | 3-6 AM | 1887 | 1828 | 1313 | 1833 | 2664 | 628 | 798 | 1204 | 2481 | 505 | 40 | 1613 | 1368 | 1071 | 139 | 45 | 889 | 1046 | 1349 | 1807 | 5 | 76 | 0 | 1616 |
| | 6-9 AM | 6834 | 8111 | 5087 | 6024 | 12024 | 2371 | 2495 | 5050 | 10629 | 1794 | 64 | 6469 | 5884 | 4433 | 511 | 183 | 2939 | 4107 | 5699 | 7561 | 3 | 233 | 0 | 6654 |
| | 9-Noon | 7443 | 8969 | 6096 | 7174 | 13341 | 2949 | 2998 | 6301 | 11353 | 1824 | 32 | 7638 | 6536 | 4723 | 414 | 186 | 3967 | 4378 | 6239 | 8763 | 6 | 164 | 0 | 7556 |
| | Noon-3 PM | 10000 | 12692 | 8728 | 9838 | 18890 | 3995 | 4013 | 8949 | 15991 | 2431 | 36 | 11173 | 8975 | 6357 | 630 | 308 | 5280 | 5914 | 8743 | 12574 | 4 | 210 | 0 | 10362 |
| | 3-6 PM | 12286 | 15896 | 10280 | 11641 | 23448 | 4561 | 4476 | 10929 | 19837 | 3169 | 51 | 12945 | 11312 | 8671 | 792 | 353 | 5577 | 7720 | 11377 | 14775 | 5 | 254 | 0 | 12624 |
| | 6-9 PM | 8460 | 10919 | 7118 | 7812 | 16041 | 3346 | 3184 | 7166 | 13832 | 2273 | 42 | 8201 | 7911 | 6258 | 550 | 244 | 4035 | 5115 | 8160 | 9749 | 3 | 180 | 0 | 8644 |
| | 9-Midnight | 4667 | 5745 | 4121 | 4509 | 8462 | 1911 | 1844 | 3978 | 7273 | 1395 | 43 | 4367 | 4422 | 3385 | 277 | 117 | 2314 | 2706 | 4500 | 5287 | 2 | 92 | 0 | 4817 |
| Lighting Conditions | Dark - Lighted | 11165 | 14427 | 10326 | 10809 | 21151 | 4881 | 4458 | 10356 | 17925 | 3148 | 31 | 11664 | 10645 | 8135 | 657 | 291 | 5449 | 6673 | 10940 | 13567 | 2 | 139 | 0 | 11787 |
| | Dark - Not Lighted | 2608 | 1772 | 988 | 2501 | 2484 | 470 | 963 | 1060 | 2481 | 739 | 125 | 1333 | 1351 | 1412 | 195 | 69 | 1095 | 1493 | 1370 | 1455 | 8 | 225 | 0 | 1645 |
| | Dark - Unknown Lighting | 231 | 110 | 67 | 211 | 184 | 29 | 115 | 151 | 123 | 19 | 0 | 98 | 85 | 112 | 15 | 3 | 111 | 120 | 93 | 99 | 0 | 5 | 0 | 84 |
| | Dawn | 883 | 1065 | 680 | 812 | 1535 | 336 | 315 | 630 | 1397 | 271 | 15 | 845 | 756 | 627 | 63 | 19 | 373 | 573 | 804 | 925 | 2 | 41 | 0 | 931 |
| | Daylight | 37578 | 47129 | 31167 | 35527 | 69956 | 14289 | 14436 | 32149 | 59726 | 9392 | 171 | 39138 | 33869 | 24966 | 2401 | 1071 | 18327 | 22616 | 33182 | 44977 | 19 | 837 | 0 | 38183 |
| | Dusk | 1836 | 2398 | 1578 | 1722 | 3481 | 765 | 659 | 1415 | 3219 | 509 | 10 | 1734 | 1823 | 1393 | 132 | 47 | 839 | 1125 | 1816 | 2158 | 0 | 38 | 0 | 1968 |
| | Other | 28 | 17 | 17 | 40 | 24 | 5 | 17 | 17 | 23 | 5 | 0 | 24 | 10 | 15 | 1 | 0 | 19 | 16 | 8 | 26 | 0 | 0 | 0 | 24 |
| | Unknown | 262 | 66 | 23 | 281 | 109 | 10 | 196 | 87 | 65 | 3 | 0 | 39 | 52 | 73 | 10 | 5 | 221 | 92 | 45 | 39 | 0 | 1 | 0 | 35 |

Attachmebt C-1

Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment C-1**
**Orange County**
**All Crashes 2018-2022**

| Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| 311 | 1740 | 154 | 156 | 0 | 9011 | 1228 | 1635 | 10981 | 843 | 50 | 966 | 1785 | 9123 | 6719 | 2607 | 162 | 2341 | 45 |
| 20 | 5 | 1 | 1 | 0 | 124 | 19 | 87 | 214 | 14 | 2 | 89 | 35 | 106 | 88 | 112 | 4 | 24 | 2 |
| 80 | 161 | 10 | 19 | 0 | 1089 | 164 | 337 | 1452 | 123 | 15 | 74 | 152 | 1364 | 670 | 469 | 19 | 406 | 26 |
| 71 | 230 | 21 | 23 | 0 | 1318 | 189 | 313 | 1689 | 120 | 11 | 163 | 280 | 1377 | 1040 | 338 | 18 | 413 | 11 |
| 1230 | 2398 | 179 | 103 | 0 | 16639 | 2493 | 4113 | 21309 | 1830 | 106 | 1749 | 2811 | 18685 | 9823 | 7087 | 476 | 5708 | 147 |
| 417 | 578 | 71 | 58 | 0 | 7335 | 710 | 1664 | 9224 | 451 | 34 | 1500 | 1762 | 6447 | 5098 | 2682 | 170 | 1686 | 69 |
| 629 | 2466 | 267 | 336 | 0 | 16488 | 2034 | 3202 | 20253 | 1351 | 120 | 2043 | 2887 | 16794 | 12199 | 4623 | 361 | 4367 | 172 |
| 86 | 297 | 25 | 32 | 0 | 1552 | 265 | 430 | 2021 | 207 | 19 | 130 | 198 | 1919 | 996 | 593 | 24 | 618 | 16 |
| 3081 | 7937 | 642 | 358 | 0 | 38255 | 11624 | 13684 | 53311 | 9345 | 907 | 4068 | 6912 | 52583 | 17383 | 21597 | 1979 | 21926 | 664 |
| 193 | 335 | 25 | 13 | 0 | 2706 | 591 | 681 | 3453 | 486 | 39 | 193 | 375 | 3410 | 1215 | 1125 | 96 | 1521 | 21 |
| 35 | 78 | 5 | 8 | 0 | 473 | 109 | 184 | 690 | 73 | 3 | 153 | 107 | 506 | 308 | 277 | 22 | 156 | 3 |
| 761 | 3229 | 385 | 359 | 0 | 13921 | 3483 | 4001 | 18631 | 2571 | 203 | 1499 | 2286 | 17620 | 6551 | 6583 | 745 | 7324 | 201 |
| 113 | 816 | 80 | 91 | 0 | 2759 | 703 | 817 | 3725 | 505 | 49 | 240 | 475 | 3564 | 1620 | 1198 | 110 | 1317 | 34 |
| 110 | 292 | 33 | 35 | 0 | 1754 | 345 | 452 | 2262 | 262 | 27 | 230 | 368 | 1953 | 1110 | 710 | 67 | 639 | 25 |
| 6917 | 19978 | 1832 | 1522 | 0 | 109916 | 23267 | 30696 | 144691 | 17657 | 1531 | 12637 | 19697 | 131545 | 62600 | 48581 | 4119 | 47168 | 1386 |
| 838 | 3116 | 284 | 308 | 0 | 17564 | 4059 | 4059 | 22146 | 2693 | 250 | 1741 | 2977 | 20371 | 10716 | 6412 | 561 | 7179 | 220 |
| 6189 | 17154 | 1581 | 1249 | 0 | 94106 | 27089 | 27089 | 124807 | 15226 | 1308 | 11126 | 17088 | 113127 | 52994 | 42879 | 3625 | 40628 | 1191 |
| 134 | 512 | 63 | 30 | 0 | 2376 | 771 | 771 | 3258 | 395 | 30 | 353 | 533 | 2797 | 1545 | 1093 | 74 | 911 | 59 |
| 6893 | 19758 | 1802 | 1527 | 0 | 109294 | 30377 | 30377 | 143695 | 17524 | 1528 | 12514 | 19532 | 130701 | 62165 | 48198 | 4112 | 46896 | 1352 |
| 2311 | 4535 | 352 | 174 | 0 | 32102 | 8958 | 8958 | 42100 | 5147 | 383 | 3734 | 5727 | 38169 | 17264 | 14875 | 1228 | 14002 | 252 |
| 4716 | 15735 | 1513 | 1383 | 0 | 79568 | 22190 | 22190 | 104853 | 12772 | 1175 | 9133 | 14338 | 95329 | 46446 | 34416 | 2958 | 33805 | 1159 |
| 2584 | 6364 | 661 | 512 | 0 | 35861 | 8932 | 8932 | 46155 | 5672 | 399 | 3891 | 6793 | 41542 | 21074 | 14600 | 1205 | 14921 | 420 |
| 4443 | 13906 | 1204 | 1045 | 0 | 75809 | 22216 | 22216 | 100798 | 12247 | 1159 | 8976 | 13272 | 91956 | 42636 | 34691 | 2981 | 32886 | 991 |
| 52 | 66 | 7 | 5 | 0 | 498 | 148 | 148 | 660 | 93 | 8 | 71 | 105 | 585 | 275 | 241 | 20 | 216 | 9 |
| 6975 | 20204 | 1858 | 1552 | 0 | 111172 | 31000 | 31000 | 146293 | 17826 | 1550 | 12796 | 19960 | 132913 | 63435 | 49050 | 4166 | 47591 | 1402 |
| 1036 | 3294 | 316 | 164 | 0 | 15378 | 4283 | 4283 | 20237 | 2472 | 229 | 1518 | 2655 | 18765 | 8906 | 6609 | 521 | 6671 | 227 |
| 5991 | 16976 | 1549 | 1393 | 0 | 96292 | 26865 | 26865 | 126716 | 15447 | 1329 | 11349 | 17410 | 114733 | 54804 | 42682 | 3665 | 41136 | 1184 |
| 1144 | 1884 | 146 | 87 | 0 | 13117 | 4350 | 4350 | 17814 | 2301 | 197 | 1378 | 2519 | 16415 | 7267 | 6494 | 432 | 5933 | 182 |
| 5883 | 18386 | 1719 | 1470 | 0 | 98553 | 26798 | 26798 | 129139 | 15618 | 1361 | 11489 | 17546 | 117083 | 56443 | 42797 | 3754 | 41874 | 1229 |
| 1026 | 3039 | 282 | 231 | 0 | 16553 | 4670 | 4670 | 21833 | 2630 | 226 | 1899 | 2992 | 19798 | 9422 | 7309 | 623 | 7114 | 220 |
| 1055 | 3191 | 287 | 197 | 0 | 16920 | 4642 | 4642 | 22147 | 2768 | 247 | 1968 | 3002 | 20192 | 9544 | 7317 | 608 | 7466 | 223 |
| 1083 | 3146 | 285 | 225 | 0 | 16764 | 4795 | 4795 | 22156 | 2588 | 235 | 1780 | 3057 | 20142 | 9702 | 7274 | 584 | 7203 | 210 |
| 1088 | 3289 | 308 | 229 | 0 | 17240 | 4774 | 4774 | 22680 | 2766 | 231 | 2002 | 2988 | 20687 | 9804 | 7571 | 648 | 7445 | 208 |
| 1193 | 3379 | 282 | 235 | 0 | 18537 | 5344 | 5344 | 24585 | 3006 | 240 | 2108 | 3290 | 22433 | 10655 | 8179 | 674 | 8054 | 262 |
| 860 | 2361 | 230 | 236 | 0 | 13944 | 3814 | 3814 | 18266 | 2302 | 212 | 1698 | 2478 | 16604 | 7839 | 6354 | 569 | 5861 | 155 |
| 722 | 1865 | 191 | 204 | 0 | 11712 | 3109 | 3109 | 15286 | 1859 | 167 | 1412 | 2258 | 13642 | 6744 | 5287 | 480 | 4664 | 133 |
| 297 | 971 | 111 | 205 | 0 | 5493 | 1293 | 1293 | 7055 | 831 | 64 | 751 | 1096 | 6103 | 3301 | 2226 | 269 | 2070 | 82 |
| 221 | 520 | 69 | 92 | 0 | 3411 | 858 | 858 | 4404 | 580 | 44 | 609 | 634 | 3785 | 2025 | 1472 | 154 | 1338 | 38 |
| 962 | 2237 | 232 | 155 | 0 | 13701 | 3608 | 3608 | 17811 | 2036 | 185 | 1755 | 2520 | 15757 | 7718 | 5872 | 498 | 5747 | 191 |
| 890 | 3022 | 274 | 207 | 0 | 15309 | 4020 | 4020 | 19895 | 2422 | 191 | 1665 | 2696 | 18147 | 8658 | 6438 | 533 | 6690 | 188 |
| 1261 | 4496 | 389 | 257 | 0 | 21061 | 5868 | 5868 | 27697 | 3415 | 308 | 2177 | 3581 | 25662 | 12200 | 8950 | 680 | 9307 | 281 |
| 1539 | 4900 | 429 | 281 | 0 | 25642 | 7540 | 7540 | 34078 | 4025 | 359 | 2628 | 4493 | 31341 | 14919 | 11450 | 870 | 10900 | 320 |
| 1206 | 2707 | 230 | 176 | 0 | 17490 | 5219 | 5219 | 23297 | 2928 | 272 | 1936 | 3168 | 21393 | 9746 | 8247 | 678 | 7611 | 211 |
| 651 | 1417 | 131 | 184 | 0 | 9563 | 2742 | 2742 | 12716 | 1682 | 135 | 1346 | 1877 | 11310 | 5143 | 4636 | 504 | 4144 | 100 |
| 1492 | 4192 | 424 | 557 | 0 | 23879 | 6524 | 6524 | 31338 | 4204 | 376 | 2455 | 4180 | 29283 | 12863 | 11025 | 1146 | 10550 | 324 |
| 315 | 245 | 17 | 13 | 0 | 3434 | 1231 | 1231 | 4838 | 496 | 34 | 1210 | 1049 | 3109 | 2515 | 1724 | 130 | 975 | 24 |
| 14 | 58 | 3 | 5 | 0 | 286 | 68 | 68 | 368 | 38 | 2 | 38 | 82 | 288 | 236 | 83 | 13 | 69 | 7 |
| 122 | 259 | 29 | 13 | 0 | 1741 | 507 | 507 | 2310 | 285 | 33 | 288 | 337 | 2003 | 1002 | 767 | 78 | 762 | 18 |
| 4806 | 15022 | 1354 | 935 | 0 | 78078 | 21668 | 21668 | 102543 | 12264 | 1067 | 8402 | 13607 | 93865 | 44716 | 33756 | 2664 | 33724 | 1000 |
| 266 | 467 | 34 | 29 | 0 | 3899 | 1106 | 1106 | 5154 | 614 | 44 | 427 | 740 | 4645 | 2081 | 1865 | 152 | 1676 | 38 |
| 1 | 5 | 0 | 0 | 0 | 44 | 9 | 9 | 53 | 8 | 1 | 5 | 13 | 44 | 31 | 17 | 2 | 12 | 0 |
| 11 | 22 | 4 | 5 | 0 | 302 | 33 | 33 | 340 | 10 | 1 | 39 | 56 | 256 | 258 | 53 | 1 | 39 | 0 |

Attachmebt C-1
Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment C-2
# Orange County
# All KSI Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| Type | Angle | 203 | 167 | 91 | 159 | 274 | 38 | 82 | 137 | 201 | 38 | 3 | 111 | 117 | 127 | 16 | 9 | 91 | 129 | 123 | 119 | 0 | 7 | 0 | 135 |
| | Animal | 3 | 3 | 0 | 4 | 2 | 0 | 2 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 0 |
| | Bicycle | 81 | 102 | 62 | 79 | 143 | 25 | 33 | 58 | 133 | 20 | 1 | 83 | 55 | 58 | 10 | 3 | 38 | 53 | 61 | 94 | 0 | 0 | 0 | 93 |
| | Head On | 75 | 58 | 22 | 75 | 72 | 8 | 12 | 37 | 79 | 26 | 1 | 41 | 42 | 51 | 6 | 2 | 13 | 53 | 47 | 41 | 0 | 4 | 0 | 37 |
| | Left Turn | 270 | 559 | 284 | 211 | 818 | 89 | 61 | 211 | 728 | 109 | 4 | 290 | 427 | 275 | 21 | 13 | 92 | 216 | 413 | 390 | 1 | 27 | 0 | 376 |
| | Off Road | 211 | 231 | 89 | 289 | 241 | 23 | 83 | 112 | 276 | 50 | 10 | 122 | 157 | 135 | 15 | 8 | 116 | 132 | 160 | 139 | 3 | 14 | 0 | 116 |
| | Other | 193 | 215 | 153 | 230 | 301 | 52 | 84 | 116 | 294 | 54 | 13 | 188 | 150 | 115 | 19 | 6 | 105 | 127 | 148 | 200 | 2 | 10 | 0 | 164 |
| | Pedestrian | 160 | 262 | 270 | 195 | 433 | 73 | 69 | 139 | 414 | 70 | 0 | 301 | 199 | 110 | 12 | 1 | 78 | 95 | 192 | 335 | 0 | 3 | 0 | 294 |
| | Rear End | 159 | 426 | 443 | 217 | 655 | 163 | 13 | 114 | 741 | 150 | 10 | 455 | 368 | 159 | 14 | 10 | 29 | 113 | 312 | 575 | 0 | 22 | 0 | 474 |
| | Right Turn | 13 | 34 | 28 | 15 | 50 | 11 | 1 | 15 | 47 | 11 | 1 | 25 | 29 | 17 | 1 | 1 | 3 | 13 | 25 | 35 | 0 | 1 | 0 | 29 |
| | Rollover | 28 | 26 | 13 | 41 | 23 | 4 | 7 | 14 | 25 | 11 | 10 | 29 | 8 | 17 | 2 | 0 | 12 | 23 | 13 | 20 | 0 | 10 | 0 | 16 |
| | Sideswipe | 37 | 70 | 70 | 50 | 108 | 20 | 8 | 31 | 103 | 34 | 1 | 84 | 52 | 24 | 6 | 2 | 10 | 23 | 53 | 90 | 0 | 4 | 0 | 85 |
| | Unknown | 12 | 36 | 20 | 16 | 50 | 2 | 3 | 14 | 41 | 9 | 1 | 24 | 23 | 16 | 2 | 0 | 3 | 15 | 23 | 27 | 0 | 3 | 0 | 26 |
| Alcohol Related | Y | 79 | 118 | 72 | 105 | 148 | 17 | 25 | 59 | 145 | 31 | 9 | 106 | 64 | 65 | 8 | 4 | 23 | 72 | 77 | 96 | 2 | 11 | 0 | 95 |
| | N | 1366 | 2071 | 1473 | 1476 | 3022 | 491 | 433 | 939 | 2938 | 553 | 47 | 1649 | 1564 | 1039 | 117 | 51 | 569 | 922 | 1495 | 1969 | 4 | 96 | 0 | 1750 |
| Hit and Run | Y | 158 | 197 | 181 | 144 | 343 | 52 | 58 | 105 | 319 | 52 | 2 | 193 | 160 | 110 | 10 | 7 | 59 | 93 | 154 | 229 | 0 | 3 | 0 | 196 |
| | N | 1287 | 1992 | 1364 | 1437 | 2827 | 456 | 400 | 893 | 2764 | 532 | 54 | 1562 | 1468 | 994 | 115 | 48 | 533 | 901 | 1418 | 1836 | 6 | 104 | 0 | 1649 |
| Aggressive Driving | Y | 91 | 105 | 51 | 78 | 156 | 15 | 24 | 77 | 128 | 15 | 3 | 81 | 56 | 80 | 8 | 1 | 23 | 68 | 79 | 79 | 0 | 4 | 0 | 58 |
| | N | 1354 | 2084 | 1494 | 1503 | 3014 | 493 | 434 | 921 | 2955 | 569 | 53 | 1674 | 1572 | 1024 | 117 | 54 | 569 | 926 | 1493 | 1986 | 6 | 103 | 0 | 1787 |
| Distracted Driving | Y | 388 | 647 | 427 | 411 | 915 | 160 | 112 | 238 | 930 | 166 | 16 | 463 | 516 | 310 | 28 | 20 | 149 | 263 | 469 | 593 | 2 | 41 | 0 | 513 |
| | N | 1057 | 1542 | 1118 | 1170 | 2255 | 348 | 346 | 760 | 2153 | 418 | 40 | 1292 | 1112 | 794 | 97 | 35 | 443 | 731 | 1103 | 1472 | 4 | 66 | 0 | 1332 |
| Intersection Related | Y | 632 | 898 | 612 | 485 | 1445 | 217 | 190 | 476 | 1250 | 215 | 11 | 660 | 687 | 505 | 54 | 25 | 216 | 466 | 665 | 781 | 1 | 40 | 0 | 749 |
| | N | 813 | 1291 | 933 | 1096 | 1725 | 291 | 268 | 522 | 1833 | 369 | 45 | 1095 | 941 | 599 | 71 | 30 | 376 | 528 | 907 | 1284 | 5 | 67 | 0 | 1096 |
| Drug Related | Y | 43 | 69 | 44 | 45 | 94 | 17 | 13 | 24 | 97 | 20 | 2 | 59 | 45 | 34 | 3 | 3 | 12 | 32 | 45 | 66 | 1 | 2 | 0 | 53 |
| | N | 1402 | 2120 | 1501 | 1536 | 3076 | 491 | 445 | 974 | 2986 | 564 | 54 | 1696 | 1583 | 1070 | 122 | 52 | 580 | 962 | 1527 | 1999 | 5 | 105 | 0 | 1792 |
| Aging Driver | Y | 213 | 319 | 194 | 205 | 457 | 81 | 58 | 149 | 430 | 84 | 5 | 244 | 233 | 153 | 22 | 6 | 85 | 151 | 231 | 272 | 0 | 23 | 0 | 270 |
| | N | 1232 | 1870 | 1351 | 1376 | 2713 | 427 | 400 | 849 | 2653 | 500 | 51 | 1511 | 1395 | 951 | 103 | 49 | 507 | 843 | 1341 | 1793 | 6 | 84 | 0 | 1575 |
| Teenage Driver | Y | 160 | 264 | 179 | 166 | 389 | 56 | 49 | 100 | 387 | 66 | 1 | 180 | 200 | 134 | 17 | 7 | 73 | 122 | 162 | 250 | 0 | 9 | 0 | 218 |
| | N | 1285 | 1925 | 1366 | 1415 | 2781 | 452 | 409 | 898 | 2696 | 518 | 55 | 1575 | 1428 | 970 | 108 | 48 | 519 | 872 | 1410 | 1815 | 6 | 98 | 0 | 1627 |
| Day of the Week | Monday | 232 | 274 | 208 | 232 | 425 | 67 | 65 | 134 | 430 | 76 | 9 | 239 | 209 | 167 | 22 | 8 | 79 | 155 | 207 | 276 | 2 | 14 | 0 | 262 |
| | Tuesday | 191 | 321 | 231 | 226 | 471 | 61 | 64 | 142 | 446 | 82 | 9 | 239 | 249 | 155 | 19 | 4 | 92 | 134 | 240 | 290 | 1 | 13 | 0 | 266 |
| | Wednesday | 197 | 310 | 226 | 216 | 470 | 60 | 62 | 156 | 427 | 80 | 8 | 259 | 219 | 156 | 18 | 10 | 84 | 146 | 213 | 298 | 0 | 17 | 0 | 255 |
| | Thursday | 205 | 327 | 209 | 216 | 463 | 73 | 64 | 140 | 449 | 81 | 7 | 248 | 240 | 161 | 12 | 11 | 80 | 135 | 224 | 305 | 1 | 16 | 0 | 268 |
| | Friday | 233 | 338 | 249 | 249 | 497 | 87 | 78 | 157 | 485 | 94 | 6 | 286 | 264 | 154 | 20 | 10 | 99 | 158 | 252 | 318 | 1 | 17 | 0 | 289 |
| | Saturday | 195 | 349 | 238 | 223 | 479 | 90 | 67 | 145 | 471 | 89 | 10 | 270 | 249 | 170 | 14 | 8 | 81 | 139 | 236 | 329 | 0 | 17 | 0 | 276 |
| | Sunday | 192 | 270 | 184 | 219 | 365 | 70 | 58 | 124 | 375 | 82 | 7 | 214 | 198 | 141 | 20 | 4 | 77 | 127 | 200 | 249 | 1 | 13 | 0 | 229 |
| Time of Day | 12-3 AM | 102 | 184 | 150 | 153 | 232 | 54 | 33 | 89 | 243 | 59 | 12 | 185 | 133 | 77 | 6 | 2 | 36 | 77 | 126 | 197 | 0 | 12 | 0 | 167 |
| | 3-6 AM | 92 | 118 | 101 | 109 | 166 | 37 | 22 | 67 | 171 | 47 | 4 | 114 | 98 | 56 | 11 | 4 | 29 | 59 | 92 | 130 | 2 | 8 | 0 | 108 |
| | 6-9 AM | 208 | 315 | 191 | 197 | 457 | 67 | 55 | 136 | 432 | 78 | 13 | 215 | 235 | 165 | 22 | 5 | 79 | 147 | 216 | 275 | 2 | 25 | 0 | 242 |
| | 9-Noon | 179 | 267 | 196 | 192 | 386 | 74 | 63 | 119 | 379 | 75 | 6 | 215 | 208 | 124 | 16 | 6 | 83 | 121 | 182 | 263 | 1 | 17 | 0 | 225 |
| | Noon-3 PM | 200 | 289 | 184 | 210 | 421 | 62 | 66 | 143 | 398 | 63 | 3 | 211 | 219 | 142 | 20 | 8 | 93 | 135 | 217 | 242 | 0 | 10 | 0 | 237 |
| | 3-6 PM | 233 | 331 | 209 | 259 | 477 | 53 | 88 | 143 | 459 | 76 | 7 | 247 | 227 | 188 | 17 | 8 | 102 | 162 | 250 | 271 | 1 | 14 | 0 | 259 |
| | 6-9 PM | 230 | 381 | 267 | 248 | 556 | 88 | 71 | 157 | 553 | 91 | 6 | 296 | 273 | 193 | 20 | 14 | 96 | 148 | 288 | 350 | 0 | 11 | 0 | 308 |
| | 9-Midnight | 201 | 304 | 247 | 213 | 475 | 73 | 60 | 144 | 448 | 95 | 5 | 272 | 235 | 159 | 13 | 8 | 74 | 145 | 201 | 337 | 0 | 10 | 0 | 299 |
| Lighting Conditions | Dark - Lighted | 374 | 714 | 602 | 466 | 1052 | 192 | 116 | 351 | 1030 | 187 | 6 | 658 | 526 | 328 | 30 | 20 | 148 | 265 | 495 | 790 | 1 | 10 | 0 | 641 |
| | Dark - Not Lighted | 167 | 144 | 78 | 167 | 200 | 25 | 33 | 66 | 191 | 78 | 21 | 138 | 94 | 92 | 13 | 3 | 52 | 117 | 106 | 114 | 1 | 32 | 0 | 142 |
| | Dark - Unknown Lighting | 1 | 1 | 2 | 1 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Dawn | 39 | 48 | 24 | 35 | 69 | 8 | 11 | 21 | 63 | 13 | 3 | 31 | 30 | 33 | 4 | 1 | 13 | 31 | 29 | 38 | 1 | 5 | 0 | 36 |
| | Daylight | 815 | 1213 | 784 | 856 | 1747 | 260 | 281 | 531 | 1683 | 291 | 26 | 871 | 924 | 611 | 73 | 29 | 355 | 554 | 885 | 1052 | 3 | 57 | 0 | 960 |
| | Dusk | 44 | 68 | 51 | 53 | 93 | 22 | 16 | 25 | 108 | 14 | 0 | 51 | 52 | 36 | 5 | 2 | 22 | 23 | 56 | 64 | 0 | 3 | 0 | 61 |
| | Other | 2 | 1 | 4 | 2 | 4 | 1 | 0 | 2 | 4 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 5 |
| | Unknown | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

Attachmebt C-1

Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment C-2**
**Orange County**
**All KSI Crashes 2018-2022**

| Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| 21 | 35 | 2 | 5 | 0 | 319 | 65 | 77 | 410 | 49 | 2 | 63 | 64 | 334 | 230 | 128 | 4 | 98 | 1 |
| 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 0 | 5 | 0 | 1 | 3 | 3 | 0 | 0 | 0 |
| 14 | 15 | 0 | 0 | 0 | 160 | 27 | 58 | 222 | 19 | 4 | 22 | 17 | 206 | 95 | 79 | 1 | 66 | 4 |
| 8 | 16 | 0 | 0 | 0 | 109 | 9 | 37 | 150 | 4 | 1 | 29 | 26 | 100 | 88 | 34 | 2 | 31 | 0 |
| 75 | 55 | 7 | 0 | 0 | 743 | 172 | 198 | 967 | 142 | 4 | 98 | 139 | 876 | 376 | 404 | 13 | 317 | 3 |
| 37 | 18 | 4 | 1 | 0 | 374 | 40 | 117 | 506 | 23 | 2 | 90 | 76 | 365 | 217 | 199 | 8 | 103 | 4 |
| 34 | 56 | 5 | 5 | 0 | 375 | 66 | 120 | 509 | 49 | 3 | 82 | 66 | 413 | 222 | 186 | 14 | 133 | 6 |
| 27 | 88 | 8 | 7 | 0 | 460 | 90 | 142 | 603 | 81 | 8 | 41 | 56 | 595 | 257 | 211 | 11 | 210 | 3 |
| 66 | 65 | 3 | 0 | 0 | 581 | 205 | 242 | 843 | 173 | 12 | 87 | 94 | 847 | 203 | 403 | 31 | 388 | 3 |
| 2 | 4 | 0 | 0 | 0 | 44 | 8 | 23 | 67 | 8 | 0 | 7 | 5 | 63 | 13 | 29 | 0 | 33 | 0 |
| 6 | 3 | 1 | 0 | 0 | 43 | 4 | 20 | 64 | 3 | 0 | 21 | 7 | 39 | 24 | 29 | 3 | 10 | 1 |
| 5 | 11 | 2 | 1 | 0 | 100 | 34 | 43 | 149 | 26 | 2 | 12 | 18 | 147 | 50 | 74 | 4 | 49 | 0 |
| 6 | 6 | 0 | 0 | 0 | 37 | 11 | 20 | 60 | 8 | 0 | 7 | 4 | 57 | 17 | 27 | 1 | 23 | 0 |
| 18 | 23 | 3 | 1 | 0 | 171 | 34 | 64 | 241 | 27 | 1 | 47 | 24 | 198 | 106 | 93 | 8 | 61 | 1 |
| 283 | 349 | 29 | 18 | 0 | 3177 | 697 | 1036 | 4315 | 558 | 37 | 517 | 548 | 3845 | 1689 | 1713 | 84 | 1400 | 24 |
| 22 | 47 | 2 | 3 | 0 | 371 | 100 | 100 | 488 | 47 | 1 | 39 | 51 | 446 | 228 | 141 | 8 | 154 | 5 |
| 279 | 325 | 30 | 16 | 0 | 2977 | 1000 | 1000 | 4068 | 538 | 37 | 525 | 521 | 3597 | 1567 | 1665 | 84 | 1307 | 20 |
| 17 | 30 | 4 | 3 | 0 | 161 | 50 | 50 | 218 | 28 | 1 | 27 | 42 | 178 | 109 | 78 | 2 | 56 | 2 |
| 284 | 342 | 28 | 16 | 0 | 3187 | 1050 | 1050 | 4338 | 557 | 37 | 537 | 530 | 3865 | 1686 | 1728 | 90 | 1405 | 23 |
| 108 | 80 | 5 | 1 | 0 | 956 | 293 | 293 | 1280 | 171 | 11 | 170 | 158 | 1134 | 464 | 530 | 34 | 427 | 7 |
| 193 | 292 | 27 | 18 | 0 | 2392 | 807 | 807 | 3276 | 414 | 27 | 394 | 414 | 2909 | 1331 | 1276 | 58 | 1034 | 18 |
| 138 | 149 | 14 | 14 | 0 | 1385 | 403 | 403 | 1843 | 286 | 13 | 202 | 237 | 1703 | 754 | 722 | 31 | 627 | 8 |
| 163 | 223 | 18 | 5 | 0 | 1963 | 697 | 697 | 2713 | 299 | 25 | 362 | 335 | 2340 | 1041 | 1084 | 61 | 834 | 17 |
| 15 | 14 | 1 | 0 | 0 | 107 | 25 | 25 | 135 | 19 | 2 | 20 | 22 | 114 | 61 | 52 | 1 | 42 | 0 |
| 286 | 358 | 31 | 19 | 0 | 3241 | 1075 | 1075 | 4421 | 566 | 36 | 544 | 550 | 3929 | 1734 | 1754 | 91 | 1419 | 25 |
| 42 | 49 | 3 | 3 | 0 | 461 | 154 | 154 | 628 | 89 | 9 | 90 | 77 | 559 | 258 | 240 | 10 | 216 | 2 |
| 259 | 323 | 29 | 16 | 0 | 2887 | 946 | 946 | 3928 | 496 | 29 | 474 | 495 | 3484 | 1537 | 1566 | 82 | 1245 | 23 |
| 37 | 24 | 2 | 2 | 0 | 372 | 144 | 144 | 523 | 76 | 4 | 42 | 76 | 485 | 183 | 219 | 9 | 189 | 3 |
| 264 | 348 | 30 | 17 | 0 | 2976 | 956 | 956 | 4033 | 509 | 34 | 522 | 496 | 3558 | 1612 | 1587 | 83 | 1272 | 22 |
| 46 | 45 | 4 | 3 | 0 | 459 | 157 | 157 | 634 | 74 | 6 | 76 | 75 | 563 | 261 | 236 | 18 | 193 | 6 |
| 32 | 47 | 2 | 2 | 0 | 470 | 177 | 177 | 668 | 75 | 0 | 82 | 86 | 575 | 256 | 261 | 3 | 220 | 3 |
| 44 | 58 | 5 | 1 | 0 | 489 | 130 | 130 | 633 | 91 | 9 | 73 | 100 | 560 | 245 | 265 | 10 | 207 | 6 |
| 40 | 59 | 7 | 2 | 0 | 474 | 170 | 170 | 657 | 77 | 7 | 87 | 80 | 574 | 272 | 246 | 8 | 214 | 1 |
| 48 | 65 | 4 | 2 | 0 | 524 | 169 | 169 | 710 | 104 | 6 | 85 | 87 | 648 | 289 | 276 | 14 | 239 | 2 |
| 48 | 61 | 6 | 5 | 0 | 506 | 161 | 161 | 682 | 93 | 7 | 85 | 78 | 619 | 250 | 281 | 25 | 224 | 2 |
| 43 | 37 | 4 | 4 | 0 | 426 | 136 | 136 | 572 | 71 | 3 | 76 | 66 | 504 | 222 | 241 | 14 | 164 | 5 |
| 30 | 51 | 4 | 5 | 0 | 261 | 106 | 106 | 375 | 58 | 3 | 52 | 40 | 344 | 125 | 156 | 11 | 139 | 5 |
| 21 | 21 | 7 | 1 | 0 | 199 | 63 | 63 | 272 | 37 | 2 | 54 | 35 | 222 | 110 | 120 | 8 | 70 | 3 |
| 39 | 43 | 5 | 0 | 0 | 462 | 152 | 152 | 628 | 81 | 5 | 75 | 76 | 563 | 236 | 251 | 17 | 206 | 4 |
| 41 | 42 | 3 | 3 | 0 | 422 | 128 | 128 | 569 | 71 | 2 | 76 | 68 | 498 | 203 | 224 | 9 | 205 | 1 |
| 36 | 44 | 0 | 3 | 0 | 448 | 136 | 136 | 598 | 69 | 6 | 77 | 80 | 516 | 252 | 226 | 11 | 183 | 1 |
| 47 | 61 | 5 | 2 | 0 | 517 | 159 | 159 | 692 | 75 | 6 | 68 | 87 | 618 | 299 | 264 | 12 | 197 | 1 |
| 41 | 52 | 2 | 3 | 0 | 570 | 189 | 189 | 774 | 96 | 8 | 80 | 96 | 702 | 307 | 298 | 16 | 251 | 6 |
| 46 | 58 | 6 | 2 | 0 | 469 | 167 | 167 | 648 | 98 | 6 | 82 | 90 | 580 | 263 | 267 | 8 | 210 | 4 |
| 94 | 162 | 19 | 11 | 0 | 1087 | 344 | 344 | 1459 | 216 | 15 | 114 | 158 | 1418 | 533 | 585 | 38 | 516 | 18 |
| 29 | 13 | 0 | 0 | 0 | 208 | 125 | 125 | 341 | 45 | 3 | 121 | 71 | 197 | 167 | 149 | 4 | 68 | 1 |
| 0 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 2 |
| 6 | 5 | 2 | 0 | 0 | 72 | 23 | 23 | 98 | 13 | 0 | 17 | 13 | 81 | 44 | 35 | 0 | 32 | 0 |
| 167 | 185 | 11 | 8 | 0 | 1875 | 565 | 565 | 2505 | 289 | 18 | 294 | 307 | 2211 | 998 | 977 | 44 | 789 | 4 |
| 5 | 5 | 0 | 0 | 0 | 97 | 40 | 40 | 141 | 20 | 2 | 16 | 21 | 126 | 49 | 56 | 4 | 54 | 0 |
| 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 5 | 2 | 0 | 1 | 2 | 4 | 1 | 3 | 2 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 |

Attachmebt C-1
Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment C-3
## Orange County
## Percent of All Crashes that Result in a KSI - 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.4% | 4.0% | 5.3% | 3.3% | 4.3% | 3.8% | 3.2% | 3.0% | 4.8% | 7.9% | 18.8% | 4.4% | 4.3% | 3.5% | 4.1% | 3.4% | 3.4% | 3.4% | 4.1% | 4.7% | - | 9.2% | - | 5.3% | 6.8% |
| | Animal | 3.3% | 2.6% | 0.0% | 3.0% | 2.4% | 0.0% | 6.5% | 0.0% | 1.0% | 6.3% | 3.2% | 2.9% | 2.2% | 0.0% | 5.3% | 0.0% | 4.7% | 2.4% | 3.1% | 0.0% | - | 7.1% | - | 0.0% | 0.0% |
| | Bicycle | 14.5% | 16.1% | 15.5% | 15.4% | 15.1% | 18.4% | 12.4% | 14.3% | 16.3% | 20.2% | 33.3% | 17.0% | 12.6% | 16.6% | 18.5% | 23.1% | 14.8% | 15.3% | 14.7% | 16.4% | - | 0.0% | - | 17.7% | 17.5% |
| | Head On | 8.4% | 9.0% | 7.9% | 9.2% | 8.0% | 5.3% | 3.6% | 6.2% | 10.4% | 20.5% | 25.0% | 9.3% | 9.5% | 9.3% | 11.8% | 13.3% | 3.5% | 10.3% | 8.8% | 9.2% | - | 25.0% | - | 8.8% | 11.3% |
| | Left Turn | 3.4% | 5.0% | 6.8% | 3.8% | 5.1% | 4.9% | 2.6% | 2.9% | 5.8% | 9.2% | 25.0% | 5.9% | 5.5% | 4.2% | 2.8% | 5.1% | 2.9% | 3.9% | 5.2% | 5.8% | 50.0% | 13.0% | - | 6.1% | 6.1% |
| | Off Road | 4.0% | 7.2% | 6.8% | 5.0% | 6.0% | 5.2% | 3.0% | 4.8% | 7.0% | 9.1% | 12.7% | 6.7% | 7.2% | 5.5% | 3.7% | 5.6% | 3.6% | 5.2% | 6.9% | 6.8% | 25.0% | 9.5% | - | 6.4% | 8.9% |
| | Other | 1.7% | 3.1% | 4.2% | 1.7% | 3.1% | 3.2% | 1.1% | 1.9% | 4.1% | 5.4% | 20.3% | 3.6% | 3.2% | 2.7% | 3.8% | 2.5% | 1.0% | 2.8% | 3.0% | 3.8% | 28.6% | 8.1% | - | 3.5% | 5.4% |
| | Pedestrian | 21.4% | 30.9% | 41.5% | 25.5% | 32.8% | 34.9% | 17.0% | 24.4% | 37.4% | 42.2% | - | 39.6% | 31.7% | 24.5% | 26.7% | 6.7% | 19.6% | 22.9% | 33.6% | 37.4% | - | 42.9% | - | 39.3% | 31.4% |
| | Rear End | 1.1% | 1.6% | 1.9% | 1.7% | 1.6% | 1.5% | 0.5% | 0.7% | 2.0% | 1.9% | 15.4% | 1.7% | 1.8% | 1.3% | 1.7% | 2.8% | 0.8% | 1.2% | 1.6% | 1.8% | 0.0% | 4.9% | - | 1.8% | 2.1% |
| | Right Turn | 1.2% | 2.0% | 2.3% | 1.9% | 1.9% | 1.7% | 0.3% | 1.6% | 2.0% | 3.7% | 11.1% | 2.1% | 2.0% | 2.0% | 1.2% | 2.7% | 0.7% | 1.8% | 2.1% | 2.1% | - | 4.2% | - | 1.8% | 1.0% |
| | Rollover | 9.7% | 8.2% | 8.2% | 12.4% | 6.1% | 5.9% | 8.2% | 6.8% | 7.6% | 9.8% | 29.4% | 10.6% | 4.4% | 9.0% | 8.3% | 0.0% | 11.5% | 10.3% | 6.1% | 8.5% | - | 18.2% | - | 7.6% | 17.1% |
| | Sideswipe | 0.7% | 0.8% | 1.0% | 1.0% | 0.8% | 0.6% | 0.5% | 0.5% | 0.9% | 1.7% | 4.2% | 0.9% | 0.8% | 0.6% | 2.2% | 1.8% | 0.6% | 0.7% | 0.8% | 0.9% | 0.0% | 3.3% | - | 1.0% | 0.7% |
| | Unknown | 1.0% | 1.9% | 1.6% | 1.4% | 1.9% | 0.3% | 0.8% | 0.9% | 2.0% | 2.8% | 14.3% | 1.4% | 1.9% | 1.8% | 4.1% | 0.0% | 0.7% | 1.8% | 1.7% | 1.6% | - | 13.0% | - | 2.0% | 5.3% |
| Alcohol Related | Y | 7.9% | 13.1% | 11.1% | 10.2% | 11.4% | 5.8% | 5.2% | 8.5% | 12.7% | 14.2% | 64.3% | 12.5% | 10.2% | 11.2% | 11.4% | 13.3% | 5.0% | 11.6% | 12.2% | 10.8% | 66.7% | 40.7% | - | 11.5% | 16.4% |
| | N | 2.5% | 3.1% | 3.3% | 2.9% | 3.1% | 2.4% | 2.1% | 2.1% | 3.5% | 4.0% | 13.9% | 3.1% | 3.3% | 2.9% | 3.4% | 3.5% | 2.2% | 2.9% | 3.1% | 3.2% | 14.3% | 7.6% | - | 3.3% | 4.1% |
| Hit and Run | Y | 1.8% | 2.2% | 2.6% | 1.5% | 2.4% | 1.7% | 1.3% | 1.6% | 2.7% | 2.5% | 7.7% | 2.3% | 2.3% | 2.2% | 2.2% | 3.2% | 1.1% | 1.9% | 2.3% | 2.4% | 0.0% | 2.3% | - | 2.4% | 2.6% |
| | N | 2.8% | 3.4% | 3.6% | 3.4% | 3.3% | 2.6% | 2.4% | 2.3% | 3.8% | 4.4% | 16.6% | 3.4% | 3.5% | 3.1% | 3.8% | 3.7% | 2.5% | 3.2% | 3.4% | 3.4% | 20.0% | 9.0% | - | 3.5% | 4.5% |
| Aggressive Driving | Y | 6.8% | 7.0% | 6.0% | 5.9% | 7.5% | 4.2% | 4.7% | 6.1% | 8.0% | 5.3% | 17.6% | 6.5% | 6.1% | 9.1% | 9.0% | 2.6% | 4.0% | 8.0% | 7.4% | 6.4% | 0.0% | 7.1% | - | 5.8% | 12.7% |
| | N | 2.5% | 3.2% | 3.4% | 3.0% | 3.1% | 2.4% | 2.1% | 2.1% | 3.5% | 4.1% | 15.8% | 3.1% | 3.3% | 2.9% | 3.5% | 3.7% | 2.2% | 2.9% | 3.2% | 3.2% | 20.0% | 8.4% | - | 3.3% | 4.1% |
| Distracted Driving | Y | 2.6% | 3.3% | 3.2% | 2.9% | 3.2% | 2.6% | 2.1% | 2.1% | 3.4% | 4.0% | 15.5% | 3.0% | 3.6% | 3.0% | 2.6% | 3.9% | 2.2% | 3.2% | 3.3% | 3.1% | 22.2% | 8.3% | - | 3.0% | 4.7% |
| | N | 2.7% | 3.3% | 3.5% | 3.1% | 3.2% | 2.4% | 2.2% | 2.2% | 3.7% | 4.2% | 16.1% | 3.3% | 3.3% | 3.0% | 4.0% | 3.5% | 2.3% | 3.0% | 3.2% | 3.3% | 18.2% | 8.3% | - | 3.5% | 4.1% |
| Intersection Related | Y | 3.3% | 4.2% | 5.3% | 3.6% | 4.4% | 3.4% | 3.0% | 2.9% | 4.9% | 6.2% | 22.0% | 4.5% | 4.6% | 3.6% | 3.5% | 3.7% | 3.1% | 3.6% | 4.3% | 4.7% | 50.0% | 9.0% | - | 4.5% | 5.3% |
| | N | 2.3% | 2.8% | 2.8% | 2.8% | 2.6% | 2.0% | 1.8% | 1.8% | 3.1% | 3.5% | 14.9% | 2.7% | 2.8% | 2.6% | 3.7% | 3.6% | 1.9% | 2.7% | 2.8% | 2.8% | 17.2% | 7.9% | - | 2.9% | 3.7% |
| Drug Related | Y | 16.7% | 23.5% | 20.9% | 18.1% | 21.2% | 18.5% | 12.1% | 14.2% | 23.9% | 26.3% | 66.7% | 22.6% | 22.6% | 19.7% | 13.6% | 33.3% | 10.0% | 18.7% | 23.8% | 22.1% | 100.0% | 50.0% | - | 20.5% | 28.8% |
| | N | 2.6% | 3.2% | 3.4% | 3.0% | 3.1% | 2.4% | 2.1% | 2.1% | 3.5% | 4.0% | 15.5% | 3.1% | 3.3% | 2.9% | 3.5% | 3.5% | 2.2% | 3.0% | 3.2% | 3.2% | 16.7% | 8.2% | - | 3.3% | 4.1% |
| Aging Driver | Y | 2.9% | 3.3% | 3.3% | 3.1% | 3.2% | 2.9% | 2.1% | 2.2% | 3.7% | 4.7% | 12.8% | 3.0% | 3.4% | 3.1% | 4.9% | 2.6% | 2.7% | 3.2% | 3.5% | 3.1% | 0.0% | 11.2% | - | 3.4% | 4.1% |
| | N | 2.6% | 3.3% | 3.5% | 3.0% | 3.2% | 2.4% | 2.2% | 2.2% | 3.6% | 4.1% | 16.3% | 3.2% | 3.3% | 3.0% | 3.4% | 3.8% | 2.2% | 3.0% | 3.2% | 3.3% | 22.2% | 7.8% | - | 3.4% | 4.3% |
| Teenage Driver | Y | 2.5% | 3.2% | 3.2% | 2.7% | 3.1% | 2.3% | 2.1% | 2.0% | 3.5% | 3.8% | 3.8% | 2.8% | 3.4% | 2.9% | 2.8% | 3.2% | 2.3% | 3.0% | 2.8% | 3.2% | 0.0% | 5.3% | - | 3.3% | 3.2% |
| | N | 2.7% | 3.3% | 3.5% | 3.1% | 3.2% | 2.5% | 2.2% | 2.2% | 3.7% | 4.2% | 16.9% | 3.2% | 3.3% | 3.0% | 3.8% | 3.7% | 2.2% | 3.0% | 3.3% | 3.3% | 21.4% | 8.8% | - | 3.4% | 4.5% |
| Day of the Week | Monday | 2.9% | 2.7% | 3.1% | 3.1% | 2.9% | 2.2% | 2.1% | 2.0% | 3.4% | 3.6% | 17.0% | 2.9% | 2.9% | 3.1% | 4.1% | 3.7% | 2.0% | 3.2% | 2.9% | 2.9% | 20.0% | 6.7% | - | 3.2% | 4.5% |
| | Tuesday | 2.3% | 3.2% | 3.4% | 2.9% | 3.1% | 1.9% | 2.1% | 2.1% | 3.4% | 3.9% | 21.4% | 2.8% | 3.4% | 2.8% | 3.6% | 2.0% | 2.4% | 2.7% | 3.3% | 3.0% | 50.0% | 7.4% | - | 3.2% | 3.0% |
| | Wednesday | 2.4% | 3.0% | 3.4% | 2.8% | 3.2% | 2.0% | 2.0% | 2.2% | 3.3% | 3.9% | 17.8% | 3.1% | 3.0% | 2.8% | 3.4% | 4.3% | 2.2% | 2.9% | 2.9% | 3.1% | 0.0% | 9.5% | - | 3.1% | 4.1% |
| | Thursday | 2.5% | 3.1% | 3.0% | 2.7% | 3.0% | 2.3% | 2.0% | 2.0% | 3.4% | 3.7% | 13.7% | 2.9% | 3.2% | 2.9% | 2.2% | 4.5% | 2.0% | 2.6% | 3.1% | 3.1% | 16.7% | 8.6% | - | 3.2% | 3.7% |
| | Friday | 2.6% | 3.0% | 3.3% | 2.9% | 3.0% | 2.5% | 2.3% | 2.1% | 3.4% | 4.0% | 12.2% | 3.1% | 3.3% | 2.5% | 3.6% | 3.9% | 2.3% | 2.9% | 3.1% | 3.0% | 33.3% | 8.3% | - | 3.1% | 4.0% |
| | Saturday | 2.9% | 4.3% | 4.1% | 3.4% | 4.0% | 3.3% | 2.4% | 2.5% | 4.5% | 5.0% | 19.2% | 4.1% | 4.1% | 3.7% | 3.6% | 4.3% | 2.3% | 3.5% | 3.8% | 4.3% | 0.0% | 9.8% | - | 4.1% | 5.6% |
| | Sunday | 3.2% | 4.0% | 4.0% | 3.7% | 3.7% | 3.3% | 2.3% | 2.6% | 4.5% | 5.3% | 11.7% | 4.0% | 3.9% | 3.6% | 5.3% | 2.4% | 2.6% | 3.6% | 3.9% | 4.1% | 33.3% | 8.3% | - | 4.2% | 6.0% |
| Time of Day | 12-3 AM | 3.4% | 6.5% | 7.1% | 5.0% | 5.7% | 5.3% | 2.4% | 3.9% | 6.8% | 8.5% | 27.3% | 7.5% | 6.1% | 4.2% | 3.7% | 2.9% | 2.5% | 4.5% | 5.7% | 7.2% | 0.0% | 15.6% | - | 7.0% | 10.1% |
| | 3-6 AM | 4.9% | 6.5% | 7.7% | 5.9% | 6.2% | 5.9% | 2.8% | 5.6% | 6.9% | 9.3% | 10.0% | 7.1% | 7.2% | 5.2% | 7.9% | 8.9% | 3.3% | 5.6% | 6.8% | 7.2% | 40.0% | 10.5% | - | 6.7% | 9.5% |
| | 6-9 AM | 3.0% | 3.9% | 3.8% | 3.3% | 3.8% | 2.8% | 2.2% | 2.7% | 4.1% | 4.3% | 20.3% | 3.3% | 4.0% | 3.7% | 4.3% | 2.7% | 2.7% | 3.6% | 3.8% | 3.6% | 66.7% | 10.7% | - | 3.6% | 4.1% |
| | 9-Noon | 2.4% | 3.0% | 3.2% | 2.7% | 2.9% | 2.5% | 2.1% | 1.9% | 3.3% | 4.1% | 18.8% | 2.8% | 3.2% | 2.6% | 3.9% | 3.2% | 2.1% | 2.8% | 2.9% | 3.0% | 16.7% | 10.4% | - | 3.0% | 4.6% |
| | Noon-3 PM | 2.0% | 2.3% | 2.1% | 2.1% | 2.2% | 1.6% | 1.6% | 1.6% | 2.5% | 2.6% | 8.3% | 1.9% | 2.4% | 2.2% | 3.2% | 2.6% | 1.8% | 2.3% | 2.5% | 1.9% | 0.0% | 4.8% | - | 2.3% | 2.9% |
| | 3-6 PM | 1.9% | 2.1% | 2.0% | 2.2% | 2.0% | 1.2% | 2.0% | 1.3% | 2.3% | 2.4% | 13.7% | 1.9% | 2.0% | 2.2% | 2.1% | 2.3% | 1.8% | 2.1% | 2.2% | 1.8% | 20.0% | 5.5% | - | 2.1% | 3.1% |
| | 6-9 PM | 2.7% | 3.5% | 3.8% | 3.2% | 3.5% | 2.6% | 2.2% | 2.2% | 4.0% | 4.0% | 14.3% | 3.6% | 3.5% | 3.1% | 3.6% | 5.7% | 2.4% | 2.9% | 3.5% | 3.6% | 0.0% | 6.1% | - | 3.6% | 3.4% |
| | 9-Midnight | 4.3% | 5.3% | 6.0% | 4.7% | 5.6% | 3.8% | 3.3% | 3.6% | 6.2% | 6.8% | 11.6% | 6.2% | 5.3% | 4.7% | 4.7% | 6.8% | 3.2% | 5.4% | 4.5% | 6.4% | 0.0% | 10.9% | - | 6.2% | 7.1% |
| Lighting Conditions | Dark - Lighted | 3.3% | 4.9% | 5.8% | 4.3% | 5.0% | 3.9% | 2.6% | 3.4% | 5.7% | 5.9% | 19.4% | 5.6% | 4.9% | 4.0% | 4.6% | 6.9% | 2.7% | 4.0% | 4.5% | 5.8% | 50.0% | 7.2% | - | 5.4% | 6.3% |
| | Dark - Not Lighted | 6.4% | 8.1% | 7.9% | 6.7% | 8.1% | 5.3% | 3.4% | 6.2% | 7.7% | 10.6% | 16.8% | 10.4% | 7.0% | 6.5% | 6.7% | 4.3% | 4.7% | 7.8% | 7.7% | 7.8% | 12.5% | 14.2% | - | 8.6% | 9.2% |
| | Dark - Unknown Lighting | 0.4% | 0.9% | 3.0% | 0.5% | 1.6% | 0.0% | 0.9% | 0.0% | 2.4% | 0.0% | - | 2.0% | 1.2% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 1.1% | 2.0% | - | 0.0% | - | 0.0% | 0.0% |
| | Dawn | 4.4% | 4.5% | 3.5% | 4.3% | 4.5% | 2.4% | 3.5% | 3.3% | 4.5% | 4.8% | 20.0% | 3.7% | 4.0% | 5.3% | 6.3% | 5.3% | 3.5% | 5.4% | 3.6% | 4.1% | 50.0% | 12.2% | - | 3.9% | 4.9% |
| | Daylight | 2.2% | 2.6% | 2.5% | 2.4% | 2.5% | 1.8% | 1.9% | 1.7% | 2.8% | 3.1% | 15.2% | 2.2% | 2.7% | 2.4% | 3.0% | 2.7% | 1.9% | 2.4% | 2.7% | 2.3% | 15.8% | 6.8% | - | 2.5% | 3.5% |
| | Dusk | 2.4% | 2.8% | 3.2% | 3.1% | 2.7% | 2.9% | 2.4% | 1.8% | 3.4% | 2.8% | 0.0% | 2.9% | 2.9% | 2.6% | 3.8% | 4.3% | 2.6% | 2.0% | 3.1% | 3.0% | - | 7.9% | - | 3.1% | 1.9% |
| | Other | 7.1% | 5.9% | 23.5% | 5.0% | 16.7% | 20.0% | 0.0% | 11.8% | 17.4% | 20.0% | - | 16.7% | 10.0% | 13.3% | 0.0% | - | 0.0% | 12.5% | 0.0% | 19.2% | - | - | - | 20.8% | 0.0% |
| | Unknown | 1.1% | 0.0% | 0.0% | 0.4% | 1.8% | 0.0% | 0.0% | 2.3% | 1.5% | 0.0% | - | 0.0% | 0.0% | 2.7% | 0.0% | 0.0% | 0.5% | 2.2% | 0.0% | 0.0% | - | 0.0% | - | 0.0% | 0.0% |

# Attachment C-3
## Orange County
## Percent of All Crashes that Result in a KSI - 2018-2022

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 2.0% | 1.3% | 3.2% | - | 3.5% | 5.3% | 4.7% | 3.7% | 5.8% | 4.0% | 6.5% | 3.6% | 3.7% | 3.4% | 4.9% | 2.5% | 4.2% | 2.2% |
| | Animal | 0.0% | 0.0% | 0.0% | - | 2.4% | 0.0% | 3.4% | 2.8% | 0.0% | 0.0% | 5.6% | 0.0% | 0.9% | 3.4% | 2.7% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 9.3% | 0.0% | 0.0% | - | 14.7% | 16.5% | 17.2% | 15.3% | 15.4% | 26.7% | 29.7% | 11.2% | 15.1% | 14.2% | 16.8% | 5.3% | 16.3% | 15.4% |
| | Head On | 7.0% | 0.0% | 0.0% | - | 8.3% | 4.8% | 11.8% | 8.9% | 3.3% | 9.1% | 17.8% | 9.3% | 7.3% | 8.5% | 10.1% | 11.1% | 7.5% | 0.0% |
| | Left Turn | 2.3% | 3.9% | 0.0% | - | 4.5% | 6.9% | 4.8% | 4.5% | 7.8% | 3.8% | 5.6% | 4.9% | 4.7% | 3.8% | 5.7% | 2.7% | 5.6% | 2.0% |
| | Off Road | 3.1% | 5.6% | 1.7% | - | 5.1% | 5.6% | 7.0% | 5.5% | 5.1% | 5.9% | 6.0% | 4.3% | 5.7% | 4.3% | 7.4% | 4.7% | 6.1% | 5.8% |
| | Other | 2.3% | 1.9% | 1.5% | - | 2.3% | 3.2% | 3.7% | 2.5% | 3.6% | 2.5% | 4.0% | 2.3% | 2.5% | 1.8% | 4.0% | 3.9% | 3.0% | 3.5% |
| | Pedestrian | 29.6% | 32.0% | 21.9% | - | 29.6% | 34.0% | 33.0% | 29.8% | 39.1% | 42.1% | 31.5% | 28.3% | 31.0% | 25.8% | 35.6% | 45.8% | 34.0% | 18.8% |
| | Rear End | 0.8% | 0.5% | 0.0% | - | 1.5% | 1.8% | 1.8% | 1.6% | 1.9% | 1.3% | 2.1% | 1.4% | 1.6% | 1.2% | 1.9% | 1.6% | 1.8% | 0.5% |
| | Right Turn | 1.2% | 0.0% | 0.0% | - | 1.6% | 1.4% | 3.4% | 1.9% | 1.6% | 0.0% | 3.6% | 1.3% | 1.8% | 1.1% | 2.6% | 0.0% | 2.2% | 0.0% |
| | Rollover | 3.8% | 20.0% | 0.0% | - | 9.1% | 3.7% | 10.9% | 9.3% | 4.1% | 0.0% | 13.7% | 6.5% | 7.7% | 7.8% | 10.5% | 13.6% | 6.4% | 33.3% |
| | Sideswipe | 0.3% | 0.5% | 0.3% | - | 0.7% | 1.0% | 1.1% | 0.8% | 1.0% | 1.0% | 0.8% | 0.8% | 0.8% | 0.8% | 1.1% | 0.5% | 0.7% | 0.0% |
| | Unknown | 0.7% | 0.0% | 0.0% | - | 1.3% | 1.6% | 2.4% | 1.6% | 1.6% | 0.0% | 2.9% | 0.8% | 1.6% | 1.0% | 2.3% | 0.9% | 1.7% | 0.0% |
| Alcohol Related | Y | 7.9% | 9.1% | 2.9% | - | 9.7% | 9.9% | 14.2% | 10.7% | 10.3% | 3.7% | 20.4% | 6.5% | 10.1% | 9.5% | 13.1% | 11.9% | 9.5% | 4.0% |
| | N | 1.7% | 1.6% | 1.2% | - | 2.9% | 3.0% | 3.4% | 3.0% | 3.2% | 2.4% | 4.1% | 2.8% | 2.9% | 2.7% | 3.5% | 2.0% | 3.0% | 1.7% |
| Hit and Run | Y | 1.5% | 0.7% | 1.0% | - | 2.1% | 2.5% | 2.5% | 2.2% | 1.7% | 0.4% | 2.2% | 1.7% | 2.2% | 2.1% | 2.2% | 1.4% | 2.1% | 2.3% |
| | N | 1.9% | 1.9% | 1.3% | - | 3.2% | 3.7% | 3.7% | 3.3% | 3.5% | 2.8% | 4.7% | 3.0% | 3.2% | 3.0% | 3.9% | 2.3% | 3.2% | 1.7% |
| Aggressive Driving | Y | 5.9% | 6.3% | 10.0% | - | 6.8% | 6.5% | 6.5% | 6.7% | 7.1% | 3.3% | 7.6% | 7.9% | 6.4% | 7.1% | 7.1% | 2.7% | 6.1% | 3.4% |
| | N | 1.7% | 1.6% | 1.0% | - | 2.9% | 3.5% | 3.5% | 3.0% | 3.2% | 2.4% | 4.3% | 2.7% | 3.0% | 2.7% | 3.6% | 2.2% | 3.0% | 1.7% |
| Distracted Driving | Y | 1.8% | 1.4% | 0.6% | - | 3.0% | 3.3% | 3.3% | 3.0% | 3.3% | 2.9% | 4.6% | 2.8% | 3.0% | 2.7% | 3.6% | 2.8% | 3.0% | 2.8% |
| | N | 1.9% | 1.8% | 1.3% | - | 3.0% | 3.6% | 3.6% | 3.1% | 3.2% | 2.3% | 4.3% | 2.9% | 3.1% | 2.9% | 3.7% | 2.0% | 3.1% | 1.6% |
| Intersection Related | Y | 2.3% | 2.1% | 2.7% | - | 3.9% | 4.5% | 4.5% | 4.0% | 5.0% | 3.3% | 5.2% | 3.5% | 4.1% | 3.6% | 4.9% | 2.6% | 4.2% | 1.9% |
| | N | 1.6% | 1.5% | 0.5% | - | 2.6% | 3.1% | 3.1% | 2.7% | 2.4% | 2.2% | 4.0% | 2.5% | 2.5% | 2.4% | 3.1% | 2.0% | 2.5% | 1.7% |
| Drug Related | Y | 21.2% | 14.3% | 0.0% | - | 21.5% | 16.9% | 16.9% | 20.5% | 20.4% | 25.0% | 28.2% | 21.0% | 19.5% | 22.2% | 21.6% | 5.0% | 19.4% | 0.0% |
| | N | 1.8% | 1.7% | 1.2% | - | 2.9% | 3.5% | 3.5% | 3.0% | 3.2% | 2.3% | 4.3% | 2.8% | 3.0% | 2.7% | 3.6% | 2.2% | 3.0% | 1.8% |
| Aging Driver | Y | 1.5% | 0.9% | 1.8% | - | 3.0% | 3.6% | 3.6% | 3.1% | 3.6% | 3.9% | 5.9% | 2.9% | 3.0% | 2.9% | 3.6% | 1.9% | 3.2% | 0.9% |
| | N | 1.9% | 1.9% | 1.1% | - | 3.0% | 3.5% | 3.5% | 3.1% | 3.2% | 2.2% | 4.2% | 2.8% | 3.0% | 2.8% | 3.7% | 2.2% | 3.0% | 1.9% |
| Teenage Driver | Y | 1.3% | 1.4% | 2.3% | - | 2.8% | 3.3% | 3.3% | 2.9% | 3.3% | 2.0% | 3.0% | 3.0% | 3.0% | 2.5% | 3.4% | 2.1% | 3.2% | 1.6% |
| | N | 1.9% | 1.7% | 1.2% | - | 3.0% | 3.6% | 3.6% | 3.1% | 3.3% | 2.5% | 4.5% | 2.8% | 3.0% | 2.9% | 3.7% | 2.2% | 3.0% | 1.8% |
| Day of the Week | Monday | 1.5% | 1.4% | 1.3% | - | 2.8% | 3.4% | 3.4% | 2.9% | 2.8% | 2.7% | 4.0% | 2.5% | 2.8% | 2.8% | 3.2% | 2.9% | 2.7% | 2.7% |
| | Tuesday | 1.5% | 0.7% | 1.0% | - | 2.8% | 3.8% | 3.8% | 3.0% | 2.7% | 0.0% | 4.2% | 2.9% | 2.8% | 2.7% | 3.6% | 0.5% | 2.9% | 1.3% |
| | Wednesday | 1.8% | 1.8% | 0.4% | - | 2.9% | 2.7% | 2.7% | 2.9% | 3.5% | 3.8% | 4.1% | 3.3% | 2.8% | 2.5% | 3.6% | 1.7% | 2.9% | 2.9% |
| | Thursday | 1.8% | 2.3% | 0.9% | - | 2.7% | 3.6% | 3.6% | 2.9% | 2.8% | 3.0% | 4.3% | 2.7% | 2.8% | 2.8% | 3.2% | 1.2% | 2.9% | 0.5% |
| | Friday | 1.9% | 1.4% | 0.9% | - | 2.8% | 3.2% | 3.2% | 2.9% | 3.5% | 2.5% | 4.0% | 2.6% | 2.9% | 2.7% | 3.4% | 2.1% | 3.0% | 0.8% |
| | Saturday | 2.6% | 2.6% | 2.1% | - | 3.6% | 4.2% | 4.2% | 3.7% | 4.0% | 3.3% | 5.0% | 3.1% | 3.7% | 3.2% | 4.4% | 4.4% | 3.8% | 1.3% |
| | Sunday | 2.0% | 2.1% | 2.0% | - | 3.6% | 4.4% | 4.4% | 3.7% | 3.8% | 1.8% | 5.4% | 2.9% | 3.7% | 3.3% | 4.6% | 2.9% | 3.5% | 3.8% |
| Time of Day | 12-3 AM | 5.3% | 3.6% | 2.4% | - | 4.8% | 8.2% | 8.2% | 5.3% | 7.0% | 4.7% | 6.9% | 3.6% | 5.6% | 3.8% | 7.0% | 4.1% | 6.7% | 6.1% |
| | 3-6 AM | 4.0% | 10.1% | 1.1% | - | 5.8% | 7.3% | 7.3% | 6.2% | 6.4% | 4.5% | 8.9% | 5.5% | 5.9% | 5.4% | 8.2% | 5.2% | 5.2% | 7.9% |
| | 6-9 AM | 1.9% | 2.2% | 0.0% | - | 3.4% | 4.2% | 4.2% | 3.5% | 4.0% | 2.7% | 4.3% | 3.0% | 3.6% | 3.1% | 4.3% | 3.4% | 3.6% | 2.1% |
| | 9-Noon | 1.4% | 1.1% | 1.4% | - | 2.8% | 3.2% | 3.2% | 2.9% | 2.9% | 1.0% | 4.6% | 2.5% | 2.7% | 2.3% | 3.5% | 1.7% | 3.1% | 0.5% |
| | Noon-3 PM | 1.0% | 0.0% | 1.2% | - | 2.1% | 2.3% | 2.3% | 2.2% | 2.0% | 1.9% | 3.5% | 2.2% | 2.0% | 2.1% | 2.5% | 1.6% | 2.0% | 0.4% |
| | 3-6 PM | 1.2% | 1.2% | 0.7% | - | 2.0% | 2.1% | 2.1% | 2.0% | 1.9% | 1.7% | 2.6% | 1.9% | 2.0% | 2.0% | 2.3% | 1.4% | 1.8% | 0.3% |
| | 6-9 PM | 1.9% | 0.9% | 1.7% | - | 3.3% | 3.6% | 3.6% | 3.3% | 3.3% | 2.9% | 4.1% | 3.0% | 3.3% | 3.2% | 3.6% | 2.4% | 3.3% | 2.8% |
| | 9-Midnight | 4.1% | 4.6% | 1.1% | - | 4.9% | 6.1% | 6.1% | 5.1% | 5.8% | 4.4% | 6.1% | 4.8% | 5.1% | 5.1% | 5.8% | 1.6% | 5.1% | 4.0% |
| Lighting Conditions | Dark - Lighted | 3.9% | 4.5% | 2.0% | - | 4.6% | 5.3% | 5.3% | 4.7% | 5.1% | 4.0% | 4.6% | 3.8% | 4.8% | 4.1% | 5.3% | 3.3% | 4.9% | 5.6% |
| | Dark - Not Lighted | 5.3% | 0.0% | 0.0% | - | 6.1% | 10.2% | 10.2% | 7.0% | 9.1% | 8.8% | 10.0% | 6.8% | 6.3% | 6.6% | 8.6% | 3.1% | 7.0% | 4.2% |
| | Dark - Unknown Lighting | 3.4% | 0.0% | 0.0% | - | 1.0% | 1.5% | 1.5% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 1.2% | 0.0% | 1.4% | 28.6% |
| | Dawn | 1.9% | 6.9% | 0.0% | - | 4.1% | 4.5% | 4.5% | 4.2% | 4.6% | 0.0% | 5.9% | 3.9% | 4.0% | 4.4% | 4.6% | 0.0% | 4.2% | 0.0% |
| | Daylight | 1.2% | 0.8% | 0.9% | - | 2.4% | 2.6% | 2.6% | 2.4% | 2.4% | 1.7% | 3.5% | 2.3% | 2.4% | 2.2% | 2.9% | 1.7% | 2.3% | 0.4% |
| | Dusk | 1.1% | 0.0% | 0.0% | - | 2.5% | 3.6% | 3.6% | 2.7% | 3.3% | 4.5% | 3.7% | 2.8% | 2.7% | 2.4% | 3.0% | 2.6% | 3.2% | 0.0% |
| | Other | 0.0% | - | - | - | 9.1% | 11.1% | 11.1% | 9.4% | 25.0% | 0.0% | 20.0% | 15.4% | 9.1% | 3.2% | 17.6% | 100.0% | 8.3% | - |
| | Unknown | 0.0% | 0.0% | 0.0% | - | 0.7% | 3.0% | 3.0% | 0.9% | 0.0% | 0.0% | 2.6% | 0.0% | 0.8% | 1.2% | 0.0% | 0.0% | 0.0% | - |

# Attachment C-4
# Orange County
# Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.9% | 3.2% | 1.8% | 3.0% | 5.2% | 0.7% | 1.6% | 2.6% | 3.9% | 0.7% | 0.1% | 2.1% | 2.2% | 2.4% | 0.3% | 0.2% | 1.7% | 2.8% | 2.7% | 2.6% | 0.0% | 0.3% | 0.0% | 5.0% | 0.8% |
| | Animal | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 1.6% | 2.0% | 1.2% | 1.5% | 2.7% | 0.5% | 0.6% | 1.1% | 2.6% | 0.4% | 0.0% | 1.6% | 1.0% | 1.1% | 0.2% | 0.1% | 0.7% | 1.1% | 1.3% | 2.0% | 0.0% | 0.0% | 0.0% | 3.5% | 0.5% |
| | Head On | 1.4% | 1.1% | 0.4% | 1.4% | 1.4% | 0.2% | 0.2% | 0.7% | 1.5% | 0.5% | 0.0% | 0.8% | 0.8% | 1.0% | 0.1% | 0.0% | 0.2% | 1.1% | 1.0% | 0.9% | 0.0% | 0.1% | 0.0% | 1.4% | 0.3% |
| | Left Turn | 5.2% | 10.8% | 5.5% | 4.0% | 15.6% | 1.7% | 1.2% | 4.1% | 14.1% | 2.1% | 0.1% | 5.5% | 8.1% | 5.2% | 0.4% | 0.2% | 1.7% | 4.7% | 8.9% | 8.4% | 0.0% | 1.0% | 0.0% | 14.0% | 2.8% |
| | Off Road | 4.1% | 4.5% | 1.7% | 5.5% | 4.6% | 0.4% | 1.6% | 2.2% | 5.3% | 1.0% | 0.2% | 2.3% | 3.0% | 2.6% | 0.3% | 0.2% | 2.2% | 2.9% | 3.5% | 3.0% | 0.1% | 0.5% | 0.0% | 4.3% | 1.4% |
| | Other | 3.7% | 4.2% | 3.0% | 4.4% | 5.7% | 1.0% | 1.6% | 2.2% | 5.7% | 1.0% | 0.3% | 3.6% | 2.9% | 2.2% | 0.4% | 0.1% | 2.0% | 2.7% | 3.2% | 4.3% | 0.1% | 0.4% | 0.0% | 6.1% | 1.3% |
| | Pedestrian | 3.1% | 5.1% | 5.2% | 3.7% | 8.2% | 1.4% | 1.3% | 2.7% | 8.0% | 1.4% | 0.0% | 5.7% | 3.8% | 2.1% | 0.2% | 0.0% | 1.5% | 2.1% | 4.1% | 7.2% | 0.0% | 0.1% | 0.0% | 11.0% | 1.0% |
| | Rear End | 3.1% | 8.2% | 8.6% | 4.1% | 12.5% | 3.1% | 0.3% | 2.2% | 14.3% | 2.9% | 0.2% | 8.7% | 7.0% | 3.0% | 0.3% | 0.2% | 0.6% | 2.4% | 6.7% | 12.4% | 0.0% | 0.8% | 0.0% | 17.7% | 2.5% |
| | Right Turn | 0.3% | 0.7% | 0.5% | 0.3% | 1.0% | 0.2% | 0.0% | 0.3% | 0.9% | 0.2% | 0.0% | 0.5% | 0.6% | 0.3% | 0.0% | 0.0% | 0.1% | 0.3% | 0.5% | 0.8% | 0.0% | 0.0% | 0.0% | 1.1% | 0.1% |
| | Rollover | 0.5% | 0.5% | 0.3% | 0.8% | 0.4% | 0.1% | 0.1% | 0.3% | 0.5% | 0.2% | 0.2% | 0.6% | 0.2% | 0.3% | 0.0% | 0.0% | 0.2% | 0.5% | 0.3% | 0.4% | 0.0% | 0.4% | 0.0% | 0.6% | 0.2% |
| | Sideswipe | 0.7% | 1.4% | 1.4% | 1.0% | 2.1% | 0.4% | 0.2% | 0.6% | 2.0% | 0.7% | 0.0% | 1.6% | 1.0% | 0.5% | 0.1% | 0.0% | 0.2% | 0.5% | 1.1% | 1.9% | 0.0% | 0.1% | 0.0% | 3.2% | 0.2% |
| | Unknown | 0.2% | 0.7% | 0.4% | 0.3% | 1.0% | 0.0% | 0.1% | 0.3% | 0.8% | 0.2% | 0.0% | 0.5% | 0.4% | 0.3% | 0.0% | 0.0% | 0.1% | 0.3% | 0.5% | 0.6% | 0.0% | 0.1% | 0.0% | 1.0% | 0.2% |
| Alcohol Related | Y | 1.5% | 2.3% | 1.4% | 2.0% | 2.8% | 0.3% | 0.5% | 1.1% | 2.8% | 0.6% | 0.2% | 2.0% | 1.2% | 1.2% | 0.2% | 0.1% | 0.4% | 1.6% | 1.7% | 2.1% | 0.1% | 0.4% | 0.0% | 3.5% | 0.7% |
| | N | 26.4% | 40.0% | 28.4% | 28.1% | 57.5% | 9.3% | 8.4% | 18.1% | 56.7% | 10.7% | 0.9% | 31.4% | 29.7% | 19.8% | 2.2% | 1.0% | 10.8% | 19.9% | 32.3% | 42.5% | 0.1% | 3.6% | 0.0% | 65.2% | 10.6% |
| Hit and Run | Y | 3.1% | 3.8% | 3.5% | 2.7% | 6.5% | 1.0% | 1.1% | 2.0% | 6.2% | 1.0% | 0.0% | 3.7% | 3.0% | 2.1% | 0.2% | 0.1% | 1.1% | 2.0% | 3.3% | 4.9% | 0.0% | 0.1% | 0.0% | 7.3% | 0.8% |
| | N | 24.9% | 38.5% | 26.3% | 27.3% | 53.8% | 8.7% | 7.7% | 17.2% | 53.4% | 10.3% | 1.0% | 29.7% | 27.9% | 18.9% | 2.2% | 0.9% | 10.1% | 19.5% | 30.6% | 39.6% | 0.2% | 3.9% | 0.0% | 61.5% | 10.4% |
| Aggressive Driving | Y | 1.8% | 2.0% | 1.0% | 1.5% | 3.0% | 0.3% | 0.5% | 1.5% | 2.5% | 0.3% | 0.1% | 1.5% | 1.1% | 1.5% | 0.2% | 0.0% | 0.4% | 1.5% | 1.7% | 1.7% | 0.0% | 0.1% | 0.0% | 2.2% | 0.6% |
| | N | 26.1% | 40.2% | 28.8% | 28.6% | 57.3% | 9.4% | 8.4% | 17.8% | 57.1% | 11.0% | 1.0% | 31.8% | 29.9% | 19.5% | 2.2% | 1.0% | 10.8% | 20.0% | 32.2% | 42.9% | 0.2% | 3.8% | 0.0% | 66.6% | 10.6% |
| Distracted Driving | Y | 7.5% | 12.5% | 8.2% | 7.8% | 17.4% | 3.0% | 2.2% | 4.6% | 18.0% | 3.2% | 0.3% | 8.8% | 9.8% | 5.9% | 0.5% | 0.4% | 2.8% | 5.7% | 10.1% | 12.8% | 0.1% | 1.5% | 0.0% | 19.1% | 4.0% |
| | N | 20.4% | 29.8% | 21.6% | 22.2% | 42.9% | 6.6% | 6.7% | 14.7% | 41.6% | 8.1% | 0.8% | 24.6% | 21.1% | 15.1% | 1.8% | 0.7% | 8.4% | 15.8% | 23.8% | 31.8% | 0.1% | 2.5% | 0.0% | 49.7% | 7.2% |
| Intersection Related | Y | 12.2% | 17.3% | 11.8% | 9.2% | 27.5% | 4.1% | 3.7% | 9.2% | 24.1% | 4.2% | 0.2% | 12.5% | 13.1% | 9.6% | 1.0% | 0.5% | 4.1% | 10.1% | 14.4% | 16.9% | 0.0% | 1.5% | 0.0% | 27.9% | 5.1% |
| | N | 15.7% | 24.9% | 18.0% | 20.8% | 32.8% | 5.5% | 5.2% | 10.1% | 35.4% | 7.1% | 0.9% | 20.8% | 17.9% | 11.4% | 1.4% | 0.6% | 7.1% | 11.4% | 19.6% | 27.7% | 0.2% | 2.5% | 0.0% | 40.9% | 6.1% |
| Drug Related | Y | 0.8% | 1.3% | 0.8% | 0.9% | 1.8% | 0.3% | 0.3% | 0.5% | 1.9% | 0.4% | 0.0% | 1.1% | 0.9% | 0.6% | 0.1% | 0.1% | 0.2% | 0.7% | 1.0% | 1.4% | 0.0% | 0.1% | 0.0% | 2.0% | 0.6% |
| | N | 27.1% | 40.9% | 29.0% | 29.2% | 58.5% | 9.3% | 8.6% | 18.8% | 57.7% | 10.9% | 1.0% | 32.2% | 30.1% | 20.3% | 2.3% | 1.0% | 11.0% | 20.8% | 33.0% | 43.2% | 0.2% | 3.9% | 0.0% | 66.8% | 10.7% |
| Aging Driver | Y | 4.1% | 6.2% | 3.7% | 3.9% | 8.7% | 1.5% | 1.1% | 2.9% | 8.3% | 1.6% | 0.1% | 4.6% | 4.4% | 2.9% | 0.4% | 0.1% | 1.6% | 3.3% | 5.0% | 5.9% | 0.0% | 0.9% | 0.0% | 10.1% | 1.6% |
| | N | 23.8% | 36.1% | 26.1% | 26.2% | 51.6% | 8.1% | 7.7% | 16.4% | 51.2% | 9.7% | 1.0% | 28.7% | 26.5% | 18.1% | 2.0% | 0.9% | 9.6% | 18.2% | 29.0% | 38.7% | 0.2% | 3.1% | 0.0% | 58.7% | 9.7% |
| Teenage Driver | Y | 3.1% | 5.1% | 3.5% | 3.2% | 7.4% | 1.1% | 0.9% | 1.9% | 7.5% | 1.3% | 0.0% | 3.4% | 3.8% | 2.5% | 0.3% | 0.1% | 1.4% | 2.6% | 3.5% | 5.4% | 0.0% | 0.3% | 0.0% | 8.1% | 1.4% |
| | N | 24.8% | 37.2% | 26.4% | 26.9% | 52.9% | 8.6% | 7.9% | 17.3% | 52.1% | 10.0% | 1.1% | 29.9% | 27.2% | 18.4% | 2.1% | 0.9% | 9.9% | 18.8% | 30.4% | 39.2% | 0.2% | 3.7% | 0.0% | 60.7% | 9.8% |
| Day of the Week | Monday | 4.5% | 5.3% | 4.0% | 4.4% | 8.1% | 1.3% | 1.3% | 2.6% | 8.3% | 1.5% | 0.2% | 4.5% | 4.0% | 3.2% | 0.4% | 0.2% | 1.5% | 3.3% | 4.5% | 6.0% | 0.1% | 0.5% | 0.0% | 9.8% | 1.7% |
| | Tuesday | 3.7% | 6.2% | 4.5% | 4.3% | 9.0% | 1.2% | 1.2% | 2.7% | 8.6% | 1.6% | 0.2% | 4.5% | 4.7% | 2.9% | 0.4% | 0.1% | 1.7% | 2.9% | 5.2% | 6.3% | 0.0% | 0.5% | 0.0% | 9.9% | 1.2% |
| | Wednesday | 3.8% | 6.0% | 4.4% | 4.1% | 8.9% | 1.1% | 1.2% | 3.0% | 8.2% | 1.5% | 0.2% | 4.9% | 4.2% | 3.0% | 0.3% | 0.2% | 1.6% | 3.2% | 4.6% | 6.4% | 0.0% | 0.6% | 0.0% | 9.5% | 1.6% |
| | Thursday | 4.0% | 6.3% | 4.0% | 4.1% | 8.8% | 1.4% | 1.2% | 2.7% | 8.7% | 1.6% | 0.1% | 4.7% | 4.6% | 3.1% | 0.2% | 0.2% | 1.5% | 2.9% | 4.8% | 6.6% | 0.0% | 0.6% | 0.0% | 10.0% | 1.5% |
| | Friday | 4.5% | 6.5% | 4.8% | 4.7% | 9.5% | 1.7% | 1.5% | 3.0% | 9.4% | 1.8% | 0.1% | 5.4% | 5.0% | 2.9% | 0.4% | 0.2% | 1.9% | 3.4% | 5.4% | 6.9% | 0.0% | 0.6% | 0.0% | 10.8% | 1.8% |
| | Saturday | 3.8% | 6.7% | 4.6% | 4.2% | 9.1% | 1.7% | 1.3% | 2.8% | 9.1% | 1.7% | 0.2% | 5.1% | 4.7% | 3.2% | 0.3% | 0.2% | 1.5% | 3.0% | 5.1% | 7.1% | 0.0% | 0.6% | 0.0% | 10.3% | 1.8% |
| | Sunday | 3.7% | 5.2% | 3.6% | 4.2% | 6.9% | 1.3% | 1.1% | 2.4% | 7.2% | 1.6% | 0.1% | 4.1% | 3.8% | 2.7% | 0.4% | 0.1% | 1.5% | 2.7% | 4.3% | 5.4% | 0.0% | 0.5% | 0.0% | 8.5% | 1.6% |
| Time of Day | 12-3 AM | 2.0% | 3.6% | 2.9% | 2.9% | 4.4% | 1.0% | 0.6% | 1.7% | 4.7% | 1.1% | 0.2% | 3.5% | 2.5% | 1.5% | 0.1% | 0.0% | 0.7% | 1.7% | 2.7% | 4.3% | 0.0% | 0.4% | 0.0% | 6.2% | 1.1% |
| | 3-6 AM | 1.8% | 2.3% | 2.0% | 2.1% | 3.2% | 0.7% | 0.4% | 1.3% | 3.3% | 0.9% | 0.1% | 2.2% | 1.9% | 1.1% | 0.2% | 0.1% | 0.6% | 1.3% | 2.0% | 2.8% | 0.1% | 0.3% | 0.0% | 4.0% | 0.8% |
| | 6-9 AM | 4.0% | 6.1% | 3.7% | 3.7% | 8.7% | 1.3% | 1.1% | 2.6% | 8.3% | 1.5% | 0.3% | 4.1% | 4.5% | 3.1% | 0.4% | 0.1% | 1.5% | 3.2% | 4.7% | 5.9% | 0.1% | 0.9% | 0.0% | 9.0% | 1.5% |
| | 9-Noon | 3.5% | 5.2% | 3.8% | 3.7% | 7.3% | 1.4% | 1.2% | 2.3% | 7.3% | 1.4% | 0.1% | 4.1% | 4.0% | 2.4% | 0.3% | 0.1% | 1.6% | 2.6% | 3.9% | 5.7% | 0.0% | 0.6% | 0.0% | 8.4% | 1.5% |
| | Noon-3 PM | 3.9% | 5.6% | 3.6% | 4.0% | 8.0% | 1.2% | 1.3% | 2.8% | 7.7% | 1.2% | 0.1% | 4.0% | 4.2% | 2.7% | 0.4% | 0.2% | 1.8% | 2.9% | 4.7% | 5.2% | 0.0% | 0.4% | 0.0% | 8.8% | 1.3% |
| | 3-6 PM | 4.5% | 6.4% | 4.0% | 4.9% | 9.1% | 1.0% | 1.7% | 2.8% | 8.9% | 1.5% | 0.1% | 4.7% | 4.3% | 3.6% | 0.3% | 0.2% | 1.9% | 3.5% | 5.4% | 5.9% | 0.0% | 0.5% | 0.0% | 9.7% | 1.8% |
| | 6-9 PM | 4.4% | 7.4% | 5.2% | 4.7% | 10.6% | 1.7% | 1.4% | 3.0% | 10.7% | 1.8% | 0.1% | 5.6% | 5.2% | 3.7% | 0.4% | 0.3% | 1.8% | 3.2% | 6.2% | 7.6% | 0.0% | 0.4% | 0.0% | 11.5% | 1.5% |
| | 9-Midnight | 3.9% | 5.9% | 4.8% | 4.1% | 9.0% | 1.4% | 1.2% | 2.8% | 8.7% | 1.8% | 0.1% | 5.2% | 4.5% | 3.0% | 0.2% | 0.2% | 1.4% | 3.1% | 4.3% | 7.3% | 0.0% | 0.4% | 0.0% | 11.1% | 1.7% |
| Lighting Conditions | Dark - Lighted | 7.2% | 13.8% | 11.6% | 8.9% | 20.0% | 3.7% | 2.2% | 6.8% | 19.9% | 3.6% | 0.1% | 12.5% | 10.0% | 6.2% | 0.6% | 0.4% | 2.8% | 5.7% | 10.7% | 17.1% | 0.0% | 0.4% | 0.0% | 23.9% | 3.5% |
| | Dark - Not Lighted | 3.2% | 2.8% | 1.5% | 3.2% | 3.8% | 0.5% | 0.6% | 1.3% | 3.7% | 1.5% | 0.4% | 2.6% | 1.8% | 1.7% | 0.2% | 0.1% | 1.0% | 2.5% | 2.3% | 2.5% | 0.0% | 1.2% | 0.0% | 5.3% | 1.1% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.8% | 0.9% | 0.5% | 0.7% | 1.3% | 0.2% | 0.2% | 0.4% | 1.2% | 0.3% | 0.1% | 0.6% | 0.6% | 0.6% | 0.1% | 0.0% | 0.2% | 0.7% | 0.6% | 0.8% | 0.0% | 0.2% | 0.0% | 1.3% | 0.2% |
| | Daylight | 15.7% | 23.4% | 15.1% | 16.3% | 33.2% | 4.9% | 5.4% | 10.3% | 32.5% | 5.6% | 0.5% | 16.6% | 17.6% | 11.6% | 1.4% | 0.6% | 6.8% | 12.0% | 19.1% | 22.7% | 0.1% | 2.1% | 0.0% | 35.8% | 6.2% |
| | Dusk | 0.8% | 1.3% | 1.0% | 1.0% | 1.8% | 0.4% | 0.3% | 0.5% | 2.1% | 0.3% | 0.0% | 1.0% | 1.0% | 0.7% | 0.1% | 0.0% | 0.4% | 0.5% | 1.2% | 1.4% | 0.0% | 0.1% | 0.0% | 2.3% | 0.2% |
| | Other | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-4
## Orange County
## Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 1.3% | 0.1% | 0.2% | 0.0% | 6.2% | 1.3% | 1.5% | 7.9% | 0.9% | 0.0% | 1.2% | 1.2% | 6.4% | 4.4% | 2.5% | 0.1% | 1.9% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.6% | 0.0% | 0.0% | 0.0% | 3.1% | 0.5% | 1.1% | 4.3% | 0.4% | 0.1% | 0.4% | 0.3% | 4.0% | 1.8% | 1.5% | 0.0% | 1.3% | 0.1% |
| | Head On | 0.6% | 0.0% | 0.0% | 0.0% | 2.1% | 0.2% | 0.7% | 2.9% | 0.1% | 0.0% | 0.6% | 0.5% | 1.9% | 1.7% | 0.7% | 0.0% | 0.6% | 0.0% |
| | Left Turn | 2.1% | 0.3% | 0.0% | 0.0% | 14.3% | 3.3% | 3.8% | 18.7% | 2.7% | 0.1% | 1.9% | 2.7% | 16.9% | 7.3% | 7.8% | 0.3% | 6.1% | 0.1% |
| | Off Road | 0.7% | 0.1% | 0.0% | 0.0% | 7.2% | 0.8% | 2.3% | 9.8% | 0.4% | 0.0% | 1.7% | 1.5% | 7.0% | 4.2% | 3.8% | 0.2% | 2.0% | 0.1% |
| | Other | 2.1% | 0.2% | 0.2% | 0.0% | 7.2% | 1.3% | 2.3% | 9.8% | 0.9% | 0.1% | 1.6% | 1.3% | 8.0% | 4.3% | 3.6% | 0.3% | 2.6% | 0.1% |
| | Pedestrian | 3.3% | 0.3% | 0.3% | 0.0% | 8.9% | 1.7% | 2.7% | 11.6% | 1.6% | 0.2% | 0.8% | 1.1% | 11.5% | 5.0% | 4.1% | 0.2% | 4.1% | 0.1% |
| | Rear End | 2.4% | 0.1% | 0.0% | 0.0% | 11.2% | 4.0% | 4.7% | 16.3% | 3.3% | 0.2% | 1.7% | 1.8% | 16.4% | 3.9% | 7.8% | 0.6% | 7.5% | 0.1% |
| | Right Turn | 0.1% | 0.0% | 0.0% | 0.0% | 0.8% | 0.2% | 0.4% | 1.3% | 0.2% | 0.0% | 0.1% | 0.1% | 1.2% | 0.3% | 0.6% | 0.0% | 0.6% | 0.0% |
| | Rollover | 0.1% | 0.0% | 0.0% | 0.0% | 0.8% | 0.1% | 0.4% | 1.2% | 0.1% | 0.0% | 0.4% | 0.1% | 0.8% | 0.5% | 0.6% | 0.1% | 0.2% | 0.0% |
| | Sideswipe | 0.4% | 0.1% | 0.0% | 0.0% | 1.9% | 0.7% | 0.8% | 2.9% | 0.5% | 0.0% | 0.2% | 0.3% | 2.8% | 1.0% | 1.4% | 0.1% | 0.9% | 0.0% |
| | Unknown | 0.2% | 0.0% | 0.0% | 0.0% | 0.7% | 0.2% | 0.4% | 1.2% | 0.2% | 0.0% | 0.1% | 0.1% | 1.1% | 0.3% | 0.5% | 0.0% | 0.4% | 0.0% |
| Alcohol Related | Y | 0.9% | 0.1% | 0.0% | 0.0% | 3.3% | 0.7% | 1.2% | 4.7% | 0.5% | 0.0% | 0.9% | 0.5% | 3.8% | 2.0% | 1.8% | 0.2% | 1.2% | 0.0% |
| | N | 13.0% | 1.1% | 0.7% | 0.0% | 61.3% | 13.5% | 20.0% | 83.3% | 10.8% | 0.7% | 10.0% | 10.6% | 74.2% | 32.6% | 33.1% | 1.6% | 27.0% | 0.5% |
| Hit and Run | Y | 1.8% | 0.1% | 0.1% | 0.0% | 7.2% | 1.9% | 1.9% | 9.4% | 0.9% | 0.0% | 0.8% | 1.0% | 8.6% | 4.4% | 2.7% | 0.2% | 3.0% | 0.1% |
| | N | 12.1% | 1.1% | 0.6% | 0.0% | 57.5% | 19.3% | 19.3% | 78.5% | 10.4% | 0.7% | 10.1% | 10.1% | 69.5% | 30.3% | 32.1% | 1.6% | 25.2% | 0.4% |
| Aggressive Driving | Y | 1.1% | 0.1% | 0.1% | 0.0% | 3.1% | 1.0% | 1.0% | 4.2% | 0.5% | 0.0% | 0.5% | 0.8% | 3.4% | 2.1% | 1.5% | 0.0% | 1.1% | 0.0% |
| | N | 12.8% | 1.0% | 0.6% | 0.0% | 61.5% | 20.3% | 20.3% | 83.8% | 10.8% | 0.7% | 10.4% | 10.2% | 74.6% | 32.6% | 33.4% | 1.7% | 27.1% | 0.4% |
| Distracted Driving | Y | 3.0% | 0.2% | 0.0% | 0.0% | 18.5% | 5.7% | 5.7% | 24.7% | 3.3% | 0.2% | 3.3% | 3.1% | 21.9% | 9.0% | 10.2% | 0.7% | 8.2% | 0.1% |
| | N | 10.9% | 1.0% | 0.7% | 0.0% | 46.2% | 15.6% | 15.6% | 63.3% | 8.0% | 0.5% | 7.6% | 8.0% | 56.2% | 25.7% | 24.6% | 1.1% | 20.0% | 0.3% |
| Intersection Related | Y | 5.6% | 0.5% | 0.5% | 0.0% | 26.7% | 7.8% | 7.8% | 35.6% | 5.5% | 0.3% | 3.9% | 4.6% | 32.9% | 14.6% | 13.9% | 0.6% | 12.1% | 0.2% |
| | N | 8.3% | 0.7% | 0.2% | 0.0% | 37.9% | 13.5% | 13.5% | 52.4% | 5.8% | 0.5% | 7.0% | 6.5% | 45.2% | 20.1% | 20.9% | 1.2% | 16.1% | 0.3% |
| Drug Related | Y | 0.5% | 0.0% | 0.0% | 0.0% | 2.1% | 0.5% | 0.5% | 2.6% | 0.4% | 0.0% | 0.4% | 0.4% | 2.2% | 1.2% | 1.0% | 0.0% | 0.8% | 0.0% |
| | N | 13.3% | 1.2% | 0.7% | 0.0% | 62.6% | 20.8% | 20.8% | 85.4% | 10.9% | 0.7% | 10.5% | 10.6% | 75.9% | 33.5% | 33.9% | 1.8% | 27.4% | 0.5% |
| Aging Driver | Y | 1.8% | 0.1% | 0.1% | 0.0% | 8.9% | 3.0% | 3.0% | 12.1% | 1.7% | 0.2% | 1.7% | 1.5% | 10.8% | 5.0% | 4.6% | 0.2% | 4.2% | 0.0% |
| | N | 12.0% | 1.1% | 0.6% | 0.0% | 55.7% | 18.3% | 18.3% | 75.8% | 9.6% | 0.6% | 9.2% | 9.6% | 67.3% | 29.7% | 30.2% | 1.6% | 24.0% | 0.4% |
| Teenage Driver | Y | 0.9% | 0.1% | 0.1% | 0.0% | 7.2% | 2.8% | 2.8% | 10.1% | 1.5% | 0.1% | 0.8% | 1.5% | 9.4% | 3.5% | 4.2% | 0.2% | 3.6% | 0.1% |
| | N | 13.0% | 1.1% | 0.6% | 0.0% | 57.5% | 18.5% | 18.5% | 77.9% | 9.8% | 0.7% | 10.1% | 9.6% | 68.7% | 31.1% | 30.6% | 1.6% | 24.6% | 0.4% |
| Day of the Week | Monday | 1.7% | 0.1% | 0.1% | 0.0% | 8.3% | 2.8% | 2.8% | 12.2% | 1.4% | 0.1% | 1.5% | 1.4% | 10.9% | 5.0% | 4.6% | 0.3% | 3.7% | 0.1% |
| | Tuesday | 1.8% | 0.1% | 0.1% | 0.0% | 8.5% | 3.2% | 3.2% | 12.9% | 1.4% | 0.0% | 1.6% | 1.7% | 11.1% | 4.9% | 5.0% | 0.1% | 4.2% | 0.1% |
| | Wednesday | 2.2% | 0.2% | 0.0% | 0.0% | 8.8% | 2.3% | 2.3% | 12.2% | 1.8% | 0.2% | 1.4% | 1.9% | 10.8% | 4.7% | 5.1% | 0.2% | 4.0% | 0.1% |
| | Thursday | 2.2% | 0.3% | 0.1% | 0.0% | 8.5% | 3.1% | 3.1% | 12.7% | 1.5% | 0.1% | 1.7% | 1.5% | 11.1% | 5.3% | 4.7% | 0.2% | 4.1% | 0.0% |
| | Friday | 2.4% | 0.1% | 0.1% | 0.0% | 9.4% | 3.0% | 3.0% | 13.7% | 2.0% | 0.1% | 1.6% | 1.7% | 12.5% | 5.6% | 5.3% | 0.3% | 4.6% | 0.0% |
| | Saturday | 2.3% | 0.2% | 0.2% | 0.0% | 9.1% | 2.9% | 2.9% | 13.2% | 1.8% | 0.1% | 1.6% | 1.5% | 12.0% | 4.8% | 5.4% | 0.5% | 4.3% | 0.0% |
| | Sunday | 1.4% | 0.1% | 0.1% | 0.0% | 7.7% | 2.5% | 2.5% | 11.0% | 1.4% | 0.1% | 1.5% | 1.3% | 9.7% | 4.3% | 4.7% | 0.3% | 3.2% | 0.1% |
| Time of Day | 12-3 AM | 1.9% | 0.1% | 0.2% | 0.0% | 4.7% | 1.9% | 1.9% | 7.2% | 1.1% | 0.1% | 1.0% | 0.8% | 6.6% | 2.4% | 3.0% | 0.2% | 2.7% | 0.1% |
| | 3-6 AM | 0.8% | 0.3% | 0.0% | 0.0% | 3.6% | 1.1% | 1.1% | 5.3% | 0.7% | 0.0% | 1.0% | 0.7% | 4.3% | 2.1% | 2.3% | 0.2% | 1.4% | 0.1% |
| | 6-9 AM | 1.6% | 0.2% | 0.0% | 0.0% | 8.3% | 2.7% | 2.7% | 12.1% | 1.6% | 0.1% | 1.4% | 1.5% | 10.9% | 4.6% | 4.8% | 0.3% | 4.0% | 0.1% |
| | 9-Noon | 1.6% | 0.1% | 0.1% | 0.0% | 7.6% | 2.3% | 2.3% | 11.0% | 1.4% | 0.0% | 1.5% | 1.3% | 9.6% | 3.9% | 4.3% | 0.2% | 4.0% | 0.0% |
| | Noon-3 PM | 1.6% | 0.0% | 0.1% | 0.0% | 8.1% | 2.5% | 2.5% | 11.5% | 1.3% | 0.1% | 1.5% | 1.5% | 10.0% | 4.9% | 4.4% | 0.2% | 3.5% | 0.0% |
| | 3-6 PM | 2.3% | 0.2% | 0.1% | 0.0% | 9.3% | 2.9% | 2.9% | 13.4% | 1.4% | 0.1% | 1.3% | 1.7% | 11.9% | 5.8% | 5.1% | 0.2% | 3.8% | 0.0% |
| | 6-9 PM | 1.9% | 0.1% | 0.1% | 0.0% | 10.3% | 3.4% | 3.4% | 14.9% | 1.9% | 0.2% | 1.5% | 1.9% | 13.6% | 5.9% | 5.8% | 0.3% | 4.8% | 0.1% |
| | 9-Midnight | 2.2% | 0.2% | 0.1% | 0.0% | 8.5% | 3.0% | 3.0% | 12.5% | 1.9% | 0.1% | 1.6% | 1.7% | 11.2% | 5.1% | 5.2% | 0.2% | 4.1% | 0.1% |
| Lighting Conditions | Dark - Lighted | 6.0% | 0.7% | 0.4% | 0.0% | 19.6% | 6.2% | 6.2% | 28.2% | 4.2% | 0.3% | 2.2% | 3.1% | 27.4% | 10.3% | 11.3% | 0.7% | 10.0% | 0.3% |
| | Dark - Not Lighted | 0.5% | 0.0% | 0.0% | 0.0% | 3.7% | 2.3% | 2.3% | 6.6% | 0.9% | 0.1% | 2.3% | 1.4% | 3.8% | 3.2% | 2.9% | 0.1% | 1.3% | 0.0% |
| | Dark - Unknown Lighting | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.2% | 0.1% | 0.0% | 0.0% | 1.3% | 0.4% | 0.4% | 1.9% | 0.3% | 0.0% | 0.3% | 0.3% | 1.6% | 0.8% | 0.7% | 0.0% | 0.6% | 0.0% |
| | Daylight | 6.9% | 0.4% | 0.3% | 0.0% | 33.8% | 10.2% | 10.2% | 48.4% | 5.6% | 0.3% | 5.7% | 5.9% | 42.7% | 19.3% | 18.9% | 0.8% | 15.2% | 0.1% |
| | Dusk | 0.2% | 0.0% | 0.0% | 0.0% | 1.7% | 0.7% | 0.7% | 2.7% | 0.4% | 0.0% | 0.3% | 0.4% | 2.4% | 0.9% | 1.1% | 0.1% | 1.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-5
## Orange County
## Percent of All KSI Crashes involving only Car Truck 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 5.0% | 4.1% | 2.3% | 3.7% | 6.7% | 0.9% | 1.9% | 3.4% | 5.0% | 1.0% | 0.1% | 2.6% | 3.0% | 3.1% | 0.4% | 0.2% | 2.2% | 3.6% | 3.3% | 3.3% | 0.0% | 0.3% | 0.0% | 6.9% | 1.2% |
| | Animal | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 1.9% | 1.5% | 0.6% | 1.8% | 1.8% | 0.2% | 0.3% | 1.0% | 2.1% | 0.6% | 0.0% | 1.0% | 1.1% | 1.3% | 0.1% | 0.1% | 0.3% | 1.5% | 1.3% | 1.2% | 0.0% | 0.2% | 0.0% | 2.0% | 0.4% |
| | Left Turn | 5.9% | 12.9% | 7.0% | 4.3% | 19.0% | 2.2% | 1.2% | 4.7% | 17.3% | 2.6% | 0.1% | 6.6% | 10.1% | 6.1% | 0.4% | 0.3% | 1.9% | 5.2% | 11.0% | 10.3% | 0.1% | 1.4% | 0.0% | 17.8% | 3.6% |
| | Off Road | 4.9% | 5.4% | 2.1% | 6.7% | 5.5% | 0.6% | 1.9% | 2.6% | 6.4% | 1.3% | 0.3% | 3.0% | 3.6% | 3.1% | 0.3% | 0.2% | 2.6% | 3.4% | 4.3% | 3.6% | 0.2% | 0.8% | 0.0% | 5.4% | 1.8% |
| | Other | 4.4% | 4.6% | 3.3% | 5.0% | 6.4% | 1.2% | 2.0% | 2.5% | 6.4% | 1.0% | 0.3% | 3.9% | 3.2% | 2.5% | 0.4% | 0.1% | 2.5% | 3.1% | 3.5% | 4.8% | 0.1% | 0.5% | 0.0% | 6.8% | 1.4% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 3.9% | 10.6% | 11.1% | 5.2% | 16.2% | 4.0% | 0.3% | 2.8% | 18.5% | 3.8% | 0.2% | 10.9% | 9.1% | 4.0% | 0.4% | 0.3% | 0.8% | 3.1% | 8.7% | 15.9% | 0.0% | 1.0% | 0.0% | 23.3% | 3.2% |
| | Right Turn | 0.4% | 0.9% | 0.7% | 0.4% | 1.3% | 0.3% | 0.0% | 0.4% | 1.2% | 0.2% | 0.0% | 0.5% | 0.8% | 0.5% | 0.0% | 0.0% | 0.1% | 0.4% | 0.7% | 1.0% | 0.0% | 0.0% | 0.0% | 1.4% | 0.1% |
| | Rollover | 0.3% | 0.5% | 0.1% | 0.7% | 0.2% | 0.1% | 0.1% | 0.1% | 0.3% | 0.1% | 0.2% | 0.5% | 0.1% | 0.2% | 0.0% | 0.0% | 0.2% | 0.4% | 0.2% | 0.2% | 0.0% | 0.5% | 0.0% | 0.5% | 0.2% |
| | Sideswipe | 0.9% | 1.7% | 1.5% | 1.1% | 2.4% | 0.5% | 0.2% | 0.7% | 2.3% | 0.8% | 0.0% | 1.8% | 1.2% | 0.5% | 0.1% | 0.1% | 0.3% | 0.6% | 1.3% | 2.3% | 0.0% | 0.2% | 0.0% | 3.7% | 0.2% |
| | Unknown | 0.3% | 0.8% | 0.4% | 0.4% | 1.1% | 0.0% | 0.1% | 0.3% | 0.9% | 0.2% | 0.0% | 0.5% | 0.5% | 0.4% | 0.1% | 0.0% | 0.1% | 0.4% | 0.6% | 0.6% | 0.0% | 0.2% | 0.0% | 1.2% | 0.3% |
| Alcohol Related | Y | 1.8% | 2.3% | 1.7% | 2.3% | 3.0% | 0.4% | 0.6% | 1.2% | 3.1% | 0.7% | 0.2% | 2.3% | 1.4% | 1.3% | 0.2% | 0.1% | 0.5% | 1.8% | 1.7% | 2.4% | 0.1% | 0.4% | 0.0% | 4.1% | 0.8% |
| | N | 26.1% | 40.8% | 27.4% | 27.1% | 57.7% | 9.5% | 7.5% | 17.2% | 57.4% | 10.9% | 1.2% | 29.1% | 31.2% | 20.3% | 2.1% | 1.1% | 10.5% | 20.1% | 33.3% | 40.8% | 0.2% | 4.8% | 0.0% | 64.7% | 11.7% |
| Hit and Run | Y | 2.2% | 3.2% | 3.1% | 2.1% | 5.5% | 0.8% | 0.8% | 1.5% | 5.2% | 0.9% | 0.1% | 2.9% | 2.7% | 1.8% | 0.1% | 0.2% | 0.7% | 1.7% | 2.6% | 4.3% | 0.0% | 0.1% | 0.0% | 6.2% | 0.8% |
| | N | 25.7% | 39.8% | 26.0% | 27.3% | 55.2% | 9.1% | 7.3% | 16.9% | 55.3% | 10.7% | 1.3% | 28.5% | 29.9% | 19.8% | 2.2% | 1.1% | 10.2% | 20.2% | 32.4% | 38.8% | 0.3% | 5.1% | 0.0% | 62.6% | 11.7% |
| Aggressive Driving | Y | 1.8% | 2.1% | 1.0% | 1.5% | 3.1% | 0.3% | 0.5% | 1.5% | 2.5% | 0.4% | 0.1% | 1.4% | 1.1% | 1.5% | 0.2% | 0.0% | 0.5% | 1.6% | 1.8% | 1.5% | 0.0% | 0.2% | 0.0% | 2.3% | 0.8% |
| | N | 26.1% | 41.0% | 28.1% | 27.9% | 57.6% | 9.6% | 7.6% | 16.9% | 58.1% | 11.2% | 1.3% | 30.0% | 31.4% | 20.0% | 2.1% | 1.2% | 10.5% | 20.2% | 33.2% | 41.6% | 0.3% | 5.0% | 0.0% | 66.6% | 11.7% |
| Distracted Driving | Y | 8.3% | 14.6% | 9.7% | 8.7% | 20.3% | 3.7% | 2.2% | 5.1% | 21.0% | 3.9% | 0.4% | 10.0% | 11.8% | 6.6% | 0.6% | 0.5% | 3.1% | 6.5% | 12.0% | 14.7% | 0.1% | 2.0% | 0.0% | 22.9% | 5.3% |
| | N | 19.5% | 28.4% | 19.4% | 20.8% | 40.4% | 6.2% | 5.9% | 13.3% | 39.5% | 7.7% | 0.9% | 21.4% | 20.8% | 15.0% | 1.7% | 0.7% | 7.9% | 15.4% | 23.0% | 28.5% | 0.2% | 3.2% | 0.0% | 45.9% | 7.2% |
| Intersection Related | Y | 12.3% | 18.5% | 12.7% | 9.0% | 29.4% | 4.4% | 3.5% | 9.2% | 26.1% | 4.5% | 0.2% | 12.9% | 14.7% | 9.7% | 0.9% | 0.5% | 4.1% | 10.1% | 15.7% | 17.6% | 0.1% | 2.0% | 0.0% | 30.7% | 6.2% |
| | N | 15.6% | 24.6% | 16.4% | 20.4% | 31.3% | 5.5% | 4.6% | 9.3% | 34.4% | 7.1% | 1.1% | 18.5% | 17.9% | 11.9% | 1.3% | 0.7% | 6.9% | 11.7% | 19.3% | 25.6% | 0.2% | 3.2% | 0.0% | 38.1% | 6.3% |
| Drug Related | Y | 0.8% | 1.3% | 1.0% | 0.9% | 1.7% | 0.4% | 0.2% | 0.5% | 1.9% | 0.4% | 0.0% | 1.3% | 0.8% | 0.7% | 0.1% | 0.1% | 0.1% | 0.7% | 0.9% | 1.6% | 0.1% | 0.1% | 0.0% | 2.3% | 0.6% |
| | N | 27.1% | 41.8% | 28.1% | 28.5% | 59.0% | 9.5% | 8.0% | 17.9% | 58.6% | 11.2% | 1.3% | 30.1% | 31.8% | 20.9% | 2.2% | 1.2% | 10.8% | 21.1% | 34.1% | 41.6% | 0.2% | 5.2% | 0.0% | 66.5% | 11.9% |
| Aging Driver | Y | 4.8% | 7.2% | 4.3% | 4.4% | 10.0% | 1.9% | 1.2% | 3.4% | 9.7% | 1.9% | 0.1% | 5.3% | 5.2% | 3.4% | 0.5% | 0.2% | 1.8% | 3.9% | 5.7% | 6.8% | 0.0% | 1.2% | 0.0% | 11.9% | 1.9% |
| | N | 23.1% | 35.8% | 24.7% | 25.0% | 50.7% | 8.0% | 7.0% | 15.0% | 50.8% | 9.7% | 1.2% | 26.1% | 27.3% | 18.2% | 1.8% | 1.1% | 9.1% | 17.9% | 29.3% | 36.4% | 0.3% | 4.0% | 0.0% | 57.0% | 10.6% |
| Teenage Driver | Y | 3.7% | 6.2% | 4.0% | 3.6% | 8.8% | 1.3% | 1.1% | 2.1% | 9.1% | 1.5% | 0.0% | 3.9% | 4.8% | 3.0% | 0.4% | 0.1% | 1.6% | 3.1% | 4.4% | 6.2% | 0.0% | 0.5% | 0.0% | 9.7% | 2.0% |
| | N | 24.2% | 36.9% | 25.1% | 25.8% | 51.8% | 8.6% | 7.0% | 16.3% | 51.4% | 10.1% | 1.3% | 27.5% | 27.8% | 18.6% | 1.9% | 1.1% | 9.4% | 18.7% | 30.6% | 36.9% | 0.3% | 4.7% | 0.0% | 59.2% | 10.5% |
| Day of the Week | Monday | 4.5% | 5.7% | 3.9% | 4.4% | 8.4% | 1.3% | 1.1% | 2.8% | 8.6% | 1.5% | 0.2% | 4.5% | 4.1% | 3.4% | 0.4% | 0.2% | 1.4% | 3.5% | 4.8% | 5.8% | 0.1% | 0.7% | 0.0% | 9.9% | 2.0% |
| | Tuesday | 3.9% | 6.4% | 4.2% | 4.3% | 9.1% | 1.2% | 1.2% | 2.7% | 8.9% | 1.5% | 0.2% | 4.0% | 5.2% | 3.2% | 0.4% | 0.0% | 1.7% | 3.1% | 5.5% | 5.9% | 0.1% | 0.5% | 0.0% | 9.4% | 1.4% |
| | Wednesday | 3.9% | 6.0% | 4.4% | 3.9% | 9.3% | 1.1% | 1.1% | 2.7% | 8.4% | 1.9% | 0.2% | 4.8% | 4.4% | 3.1% | 0.3% | 0.2% | 1.5% | 3.3% | 4.5% | 6.6% | 0.0% | 0.9% | 0.0% | 9.8% | 1.9% |
| | Thursday | 3.9% | 6.3% | 3.8% | 4.2% | 8.5% | 1.3% | 1.2% | 2.3% | 8.9% | 1.5% | 0.2% | 4.2% | 4.8% | 3.1% | 0.2% | 0.2% | 1.5% | 3.0% | 4.8% | 6.2% | 0.1% | 0.8% | 0.0% | 9.7% | 1.7% |
| | Friday | 4.3% | 6.5% | 4.7% | 4.4% | 9.3% | 1.7% | 1.4% | 2.8% | 9.3% | 1.9% | 0.1% | 5.0% | 5.2% | 2.8% | 0.3% | 0.2% | 1.9% | 3.0% | 5.7% | 6.5% | 0.1% | 0.8% | 0.0% | 11.1% | 1.8% |
| | Saturday | 3.7% | 6.7% | 4.6% | 3.9% | 9.3% | 1.9% | 1.1% | 2.9% | 9.1% | 1.8% | 0.3% | 5.0% | 4.8% | 3.4% | 0.2% | 0.2% | 1.4% | 3.1% | 5.3% | 6.9% | 0.0% | 0.9% | 0.0% | 10.6% | 2.0% |
| | Sunday | 3.6% | 5.4% | 3.5% | 4.2% | 6.8% | 1.4% | 1.0% | 2.3% | 7.4% | 1.6% | 0.1% | 3.9% | 3.9% | 2.6% | 0.4% | 0.1% | 1.4% | 2.7% | 4.4% | 5.3% | 0.1% | 0.6% | 0.0% | 8.3% | 1.8% |
| Time of Day | 12-3 AM | 2.0% | 3.6% | 2.9% | 2.8% | 4.5% | 1.0% | 0.6% | 1.7% | 4.8% | 1.0% | 0.3% | 3.3% | 2.6% | 1.6% | 0.2% | 0.1% | 0.6% | 1.9% | 2.6% | 4.2% | 0.0% | 0.6% | 0.0% | 6.2% | 1.3% |
| | 3-6 AM | 1.7% | 2.4% | 2.1% | 2.2% | 3.3% | 0.7% | 0.4% | 1.2% | 3.5% | 1.0% | 0.1% | 2.1% | 2.1% | 1.1% | 0.2% | 0.1% | 0.5% | 1.3% | 2.0% | 3.0% | 0.1% | 0.4% | 0.0% | 4.1% | 1.0% |
| | 6-9 AM | 4.4% | 6.7% | 3.8% | 4.2% | 9.2% | 1.5% | 1.1% | 2.6% | 9.1% | 1.8% | 0.3% | 4.1% | 5.2% | 3.4% | 0.4% | 0.1% | 1.6% | 3.5% | 5.2% | 6.2% | 0.1% | 1.3% | 0.0% | 9.7% | 1.5% |
| | 9-Noon | 3.8% | 6.0% | 4.3% | 3.9% | 8.4% | 1.8% | 1.2% | 2.3% | 8.6% | 1.8% | 0.1% | 4.6% | 4.7% | 2.7% | 0.3% | 0.1% | 1.7% | 2.8% | 4.8% | 6.5% | 0.0% | 0.9% | 0.0% | 9.8% | 1.9% |
| | Noon-3 PM | 3.9% | 6.0% | 3.9% | 3.9% | 8.8% | 1.3% | 1.2% | 2.9% | 8.5% | 1.2% | 0.1% | 4.4% | 4.6% | 2.6% | 0.4% | 0.2% | 1.8% | 2.8% | 5.1% | 5.7% | 0.0% | 0.3% | 0.0% | 9.9% | 1.5% |
| | 3-6 PM | 4.5% | 6.8% | 4.0% | 4.8% | 9.5% | 1.1% | 1.5% | 2.8% | 9.4% | 1.5% | 0.2% | 4.6% | 4.7% | 3.7% | 0.4% | 0.2% | 1.8% | 3.5% | 6.0% | 5.7% | 0.1% | 0.7% | 0.0% | 9.9% | 2.2% |
| | 6-9 PM | 3.9% | 6.5% | 4.5% | 4.2% | 9.1% | 1.5% | 1.1% | 2.6% | 9.5% | 1.6% | 0.1% | 4.4% | 5.0% | 3.3% | 0.3% | 0.3% | 1.6% | 3.1% | 5.4% | 6.4% | 0.0% | 0.5% | 0.0% | 10.0% | 1.5% |
| | 9-Midnight | 3.7% | 5.0% | 3.6% | 3.4% | 7.8% | 1.1% | 1.1% | 2.3% | 7.2% | 1.6% | 0.1% | 3.8% | 3.8% | 3.1% | 0.1% | 0.2% | 1.3% | 2.9% | 3.9% | 5.5% | 0.0% | 0.5% | 0.0% | 9.2% | 1.6% |
| Lighting Conditions | Dark - Lighted | 7.2% | 12.6% | 9.9% | 8.2% | 18.0% | 3.3% | 2.2% | 6.1% | 18.0% | 3.2% | 0.2% | 9.8% | 9.7% | 6.4% | 0.5% | 0.4% | 2.7% | 5.8% | 10.1% | 14.3% | 0.1% | 0.5% | 0.0% | 21.2% | 4.1% |
| | Dark - Not Lighted | 2.7% | 2.2% | 1.2% | 2.8% | 2.8% | 0.3% | 0.5% | 0.9% | 2.7% | 1.4% | 0.5% | 2.1% | 1.3% | 1.5% | 0.2% | 0.1% | 0.8% | 2.3% | 1.6% | 1.8% | 0.1% | 1.5% | 0.0% | 3.6% | 0.9% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.7% | 0.8% | 0.4% | 0.6% | 1.2% | 0.1% | 0.2% | 0.3% | 1.1% | 0.3% | 0.1% | 0.6% | 0.5% | 0.6% | 0.1% | 0.0% | 0.2% | 0.6% | 0.6% | 0.6% | 0.1% | 0.3% | 0.0% | 1.3% | 0.2% |
| | Daylight | 16.4% | 26.1% | 16.6% | 16.8% | 36.7% | 5.8% | 4.9% | 10.7% | 36.6% | 6.4% | 0.6% | 17.9% | 20.1% | 12.5% | 1.5% | 0.7% | 6.7% | 12.5% | 21.7% | 25.0% | 0.1% | 2.7% | 0.0% | 40.4% | 7.0% |
| | Dusk | 0.8% | 1.3% | 0.9% | 0.9% | 1.8% | 0.4% | 0.3% | 0.4% | 2.0% | 0.3% | 0.0% | 0.9% | 1.0% | 0.7% | 0.1% | 0.1% | 0.5% | 0.6% | 1.0% | 1.4% | 0.0% | 0.2% | 0.0% | 2.2% | 0.3% |
| | Other | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment C-5**
**Orange County**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 1.5% | 0.1% | 0.2% | 0.0% | 8.0% | 1.6% | 1.8% | 10.1% | 1.2% | 0.1% | 1.6% | 1.7% | 8.1% | 5.7% | 3.2% | 0.1% | 2.4% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.8% | 0.0% | 0.0% | 0.0% | 2.8% | 0.2% | 0.9% | 3.8% | 0.1% | 0.0% | 0.7% | 0.6% | 2.7% | 2.2% | 0.9% | 0.1% | 0.9% | 0.0% |
| | Left Turn | 2.2% | 0.3% | 0.0% | 0.0% | 17.1% | 4.4% | 4.3% | 22.1% | 3.6% | 0.1% | 2.4% | 3.0% | 20.5% | 8.2% | 9.7% | 0.3% | 7.5% | 0.1% |
| | Off Road | 0.7% | 0.2% | 0.0% | 0.0% | 8.6% | 0.9% | 2.9% | 11.8% | 0.6% | 0.1% | 2.2% | 1.9% | 8.4% | 5.2% | 4.7% | 0.2% | 2.3% | 0.1% |
| | Other | 2.6% | 0.2% | 0.2% | 0.0% | 8.5% | 1.3% | 2.4% | 11.1% | 1.0% | 0.1% | 1.9% | 1.4% | 9.0% | 5.1% | 3.9% | 0.3% | 2.7% | 0.2% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 3.2% | 0.1% | 0.0% | 0.0% | 14.5% | 5.2% | 5.9% | 20.9% | 4.4% | 0.2% | 2.2% | 2.2% | 21.3% | 5.0% | 9.9% | 0.8% | 9.9% | 0.1% |
| | Right Turn | 0.2% | 0.0% | 0.0% | 0.0% | 1.2% | 0.2% | 0.5% | 1.7% | 0.2% | 0.0% | 0.2% | 0.1% | 1.6% | 0.4% | 0.7% | 0.0% | 0.9% | 0.0% |
| | Rollover | 0.1% | 0.0% | 0.0% | 0.0% | 0.5% | 0.1% | 0.4% | 0.9% | 0.1% | 0.0% | 0.4% | 0.1% | 0.5% | 0.3% | 0.5% | 0.0% | 0.1% | 0.0% |
| | Sideswipe | 0.4% | 0.1% | 0.1% | 0.0% | 2.3% | 0.8% | 1.0% | 3.4% | 0.6% | 0.1% | 0.3% | 0.4% | 3.3% | 1.2% | 1.8% | 0.1% | 1.0% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.0% | 0.8% | 0.2% | 0.5% | 1.4% | 0.2% | 0.0% | 0.1% | 0.1% | 1.3% | 0.4% | 0.7% | 0.0% | 0.4% | 0.0% |
| Alcohol Related | Y | 1.0% | 0.1% | 0.0% | 0.0% | 3.6% | 0.8% | 1.3% | 5.1% | 0.7% | 0.0% | 1.0% | 0.5% | 4.2% | 2.2% | 2.0% | 0.2% | 1.3% | 0.0% |
| | N | 10.8% | 0.7% | 0.5% | 0.0% | 60.7% | 14.1% | 19.4% | 82.4% | 11.3% | 0.6% | 10.9% | 10.9% | 72.4% | 31.4% | 34.1% | 1.7% | 26.7% | 0.4% |
| Hit and Run | Y | 1.3% | 0.1% | 0.0% | 0.0% | 5.7% | 1.6% | 1.6% | 7.6% | 0.9% | 0.0% | 0.6% | 0.7% | 7.3% | 3.2% | 2.5% | 0.1% | 2.6% | 0.1% |
| | N | 10.6% | 0.8% | 0.5% | 0.0% | 58.7% | 19.1% | 19.1% | 79.8% | 11.0% | 0.6% | 11.4% | 10.8% | 69.3% | 30.4% | 33.6% | 1.8% | 25.4% | 0.3% |
| Aggressive Driving | Y | 1.0% | 0.1% | 0.1% | 0.0% | 3.3% | 0.9% | 0.9% | 4.3% | 0.6% | 0.0% | 0.6% | 0.9% | 3.4% | 2.2% | 1.7% | 0.1% | 0.9% | 0.0% |
| | N | 10.9% | 0.8% | 0.4% | 0.0% | 61.1% | 19.7% | 19.7% | 83.2% | 11.4% | 0.6% | 11.4% | 10.6% | 73.2% | 31.4% | 34.4% | 1.9% | 27.0% | 0.4% |
| Distracted Driving | Y | 3.2% | 0.1% | 0.1% | 0.0% | 21.1% | 6.4% | 6.4% | 28.2% | 4.2% | 0.2% | 3.9% | 3.5% | 25.2% | 9.8% | 12.2% | 0.9% | 9.6% | 0.1% |
| | N | 8.6% | 0.8% | 0.4% | 0.0% | 43.2% | 14.3% | 14.3% | 59.3% | 7.7% | 0.4% | 8.0% | 7.9% | 51.4% | 23.8% | 23.9% | 1.1% | 18.3% | 0.2% |
| Intersection Related | Y | 4.9% | 0.4% | 0.3% | 0.0% | 28.0% | 7.8% | 7.8% | 37.0% | 6.2% | 0.2% | 4.5% | 5.0% | 34.0% | 14.5% | 15.4% | 0.7% | 12.7% | 0.1% |
| | N | 6.9% | 0.4% | 0.2% | 0.0% | 36.3% | 12.8% | 12.8% | 50.4% | 5.7% | 0.4% | 7.5% | 6.5% | 42.6% | 19.1% | 20.7% | 1.3% | 15.2% | 0.2% |
| Drug Related | Y | 0.6% | 0.0% | 0.0% | 0.0% | 2.0% | 0.5% | 0.5% | 2.6% | 0.4% | 0.0% | 0.4% | 0.4% | 2.2% | 1.2% | 1.1% | 0.0% | 0.8% | 0.0% |
| | N | 11.3% | 0.8% | 0.5% | 0.0% | 62.4% | 20.1% | 20.1% | 84.8% | 11.5% | 0.6% | 11.5% | 11.0% | 74.4% | 32.4% | 35.0% | 1.9% | 27.2% | 0.4% |
| Aging Driver | Y | 2.0% | 0.1% | 0.2% | 0.0% | 10.3% | 3.3% | 3.3% | 13.9% | 2.2% | 0.2% | 2.3% | 1.9% | 12.2% | 5.6% | 5.6% | 0.3% | 4.9% | 0.0% |
| | N | 9.9% | 0.7% | 0.3% | 0.0% | 54.1% | 17.3% | 17.3% | 73.5% | 9.7% | 0.4% | 9.7% | 9.6% | 64.4% | 28.0% | 30.5% | 1.7% | 23.1% | 0.4% |
| Teenage Driver | Y | 1.0% | 0.1% | 0.1% | 0.0% | 8.6% | 3.4% | 3.4% | 12.1% | 1.7% | 0.1% | 1.0% | 1.8% | 11.1% | 4.1% | 5.2% | 0.2% | 4.4% | 0.1% |
| | N | 10.9% | 0.8% | 0.4% | 0.0% | 55.8% | 17.3% | 17.3% | 75.3% | 10.3% | 0.5% | 10.9% | 9.7% | 65.5% | 29.5% | 30.9% | 1.8% | 23.6% | 0.3% |
| Day of the Week | Monday | 1.4% | 0.2% | 0.2% | 0.0% | 8.4% | 3.0% | 3.0% | 12.6% | 1.4% | 0.1% | 1.6% | 1.4% | 11.1% | 4.8% | 4.9% | 0.3% | 3.9% | 0.1% |
| | Tuesday | 1.6% | 0.1% | 0.1% | 0.0% | 8.9% | 2.9% | 2.9% | 12.9% | 1.5% | 0.0% | 1.8% | 1.8% | 10.8% | 4.9% | 5.1% | 0.1% | 4.3% | 0.1% |
| | Wednesday | 1.9% | 0.1% | 0.0% | 0.0% | 8.9% | 2.4% | 2.4% | 12.3% | 2.0% | 0.1% | 1.6% | 2.0% | 10.7% | 4.7% | 5.6% | 0.2% | 3.8% | 0.1% |
| | Thursday | 2.0% | 0.1% | 0.1% | 0.0% | 8.8% | 2.9% | 2.9% | 12.6% | 1.3% | 0.1% | 1.8% | 1.5% | 10.7% | 5.1% | 4.7% | 0.1% | 4.1% | 0.0% |
| | Friday | 1.5% | 0.0% | 0.1% | 0.0% | 9.2% | 3.0% | 3.0% | 13.1% | 2.2% | 0.1% | 1.9% | 1.7% | 11.9% | 5.1% | 5.5% | 0.3% | 4.6% | 0.0% |
| | Saturday | 2.0% | 0.2% | 0.1% | 0.0% | 8.9% | 3.0% | 3.0% | 13.0% | 2.0% | 0.1% | 1.8% | 1.5% | 11.8% | 4.6% | 5.7% | 0.6% | 4.1% | 0.0% |
| | Sunday | 1.5% | 0.1% | 0.1% | 0.0% | 7.8% | 2.4% | 2.4% | 10.9% | 1.5% | 0.0% | 1.5% | 1.5% | 9.5% | 4.3% | 4.6% | 0.3% | 3.3% | 0.1% |
| Time of Day | 12-3 AM | 1.8% | 0.1% | 0.1% | 0.0% | 4.6% | 2.1% | 2.1% | 7.2% | 1.2% | 0.1% | 1.2% | 0.8% | 6.5% | 2.3% | 3.2% | 0.3% | 2.6% | 0.1% |
| | 3-6 AM | 0.8% | 0.2% | 0.0% | 0.0% | 3.8% | 1.1% | 1.1% | 5.4% | 0.8% | 0.0% | 1.2% | 0.7% | 4.4% | 2.0% | 2.7% | 0.2% | 1.4% | 0.0% |
| | 6-9 AM | 1.5% | 0.1% | 0.0% | 0.0% | 9.2% | 2.8% | 2.8% | 13.1% | 1.8% | 0.1% | 1.7% | 1.5% | 11.8% | 5.1% | 5.1% | 0.4% | 4.3% | 0.1% |
| | 9-Noon | 1.6% | 0.2% | 0.1% | 0.0% | 8.6% | 2.6% | 2.6% | 12.3% | 1.7% | 0.0% | 1.9% | 1.6% | 10.6% | 4.4% | 5.1% | 0.2% | 4.4% | 0.0% |
| | Noon-3 PM | 1.8% | 0.0% | 0.1% | 0.0% | 8.6% | 2.6% | 2.6% | 12.2% | 1.5% | 0.1% | 1.6% | 1.6% | 10.7% | 5.0% | 4.7% | 0.2% | 3.9% | 0.0% |
| | 3-6 PM | 1.9% | 0.2% | 0.1% | 0.0% | 9.7% | 3.0% | 3.0% | 13.8% | 1.4% | 0.1% | 1.3% | 1.8% | 12.2% | 5.8% | 5.5% | 0.2% | 3.8% | 0.0% |
| | 6-9 PM | 1.0% | 0.1% | 0.1% | 0.0% | 9.1% | 3.0% | 3.0% | 12.9% | 1.8% | 0.1% | 1.5% | 1.8% | 11.6% | 4.9% | 5.4% | 0.3% | 4.1% | 0.1% |
| | 9-Midnight | 1.5% | 0.1% | 0.0% | 0.0% | 7.2% | 2.5% | 2.5% | 10.5% | 1.7% | 0.0% | 1.7% | 1.7% | 8.9% | 4.2% | 4.4% | 0.2% | 3.4% | 0.1% |
| Lighting Conditions | Dark - Lighted | 4.3% | 0.3% | 0.2% | 0.0% | 18.1% | 5.6% | 5.6% | 25.4% | 4.1% | 0.2% | 2.5% | 3.3% | 23.9% | 9.2% | 10.7% | 0.8% | 8.7% | 0.3% |
| | Dark - Not Lighted | 0.4% | 0.0% | 0.0% | 0.0% | 2.9% | 2.0% | 2.0% | 5.4% | 0.6% | 0.0% | 2.3% | 1.2% | 2.5% | 2.5% | 2.4% | 0.1% | 1.0% | 0.0% |
| | Dark - Unknown Lighting | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.2% | 0.1% | 0.0% | 0.0% | 1.1% | 0.4% | 0.4% | 1.7% | 0.2% | 0.0% | 0.4% | 0.2% | 1.4% | 0.7% | 0.7% | 0.0% | 0.5% | 0.0% |
| | Daylight | 6.8% | 0.4% | 0.3% | 0.0% | 37.0% | 10.8% | 10.8% | 52.2% | 6.5% | 0.4% | 6.4% | 6.4% | 46.3% | 20.3% | 21.1% | 1.0% | 16.7% | 0.1% |
| | Dusk | 0.1% | 0.0% | 0.0% | 0.0% | 1.7% | 0.7% | 0.7% | 2.6% | 0.4% | 0.0% | 0.3% | 0.4% | 2.4% | 0.9% | 1.1% | 0.1% | 1.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-6
## Orange County
## Percent of All KSI Crashes involving Motorcyclists 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.5% | 3.1% | 1.3% | 3.4% | 4.2% | 0.5% | 1.9% | 2.4% | 3.1% | 0.5% | 0.0% | 2.6% | 1.3% | 2.2% | 0.3% | 0.2% | 1.4% | 2.2% | 2.7% | 2.4% | 0.0% | 0.3% | 0.0% | 3.2% | 0.0% |
| | Animal | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 1.1% | 0.8% | 0.0% | 1.3% | 0.6% | 0.0% | 0.3% | 0.3% | 0.6% | 0.6% | 0.0% | 0.5% | 0.3% | 0.6% | 0.2% | 0.0% | 0.3% | 0.7% | 0.9% | 0.2% | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% |
| | Left Turn | 8.9% | 14.8% | 5.0% | 8.3% | 18.9% | 1.3% | 2.7% | 6.8% | 16.6% | 2.6% | 0.0% | 7.2% | 8.8% | 7.8% | 0.8% | 0.3% | 3.5% | 8.3% | 10.0% | 10.0% | 0.0% | 0.3% | 0.0% | 16.4% | 3.2% |
| | Off Road | 5.3% | 5.6% | 1.9% | 6.9% | 5.9% | 0.3% | 2.1% | 3.1% | 7.1% | 0.6% | 0.0% | 1.9% | 4.2% | 3.4% | 0.5% | 0.2% | 3.0% | 3.6% | 3.8% | 3.8% | 0.0% | 0.0% | 0.0% | 5.8% | 1.3% |
| | Other | 5.6% | 7.7% | 5.6% | 7.0% | 10.6% | 1.4% | 2.1% | 4.2% | 9.8% | 2.6% | 0.3% | 7.2% | 5.3% | 3.7% | 0.5% | 0.3% | 2.1% | 4.7% | 6.4% | 8.2% | 0.3% | 0.0% | 0.0% | 13.2% | 2.6% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 2.7% | 6.8% | 6.6% | 4.2% | 9.1% | 2.7% | 0.2% | 1.9% | 11.4% | 2.3% | 0.3% | 8.5% | 5.4% | 1.8% | 0.2% | 0.0% | 0.2% | 2.0% | 5.3% | 10.7% | 0.0% | 1.3% | 0.0% | 15.8% | 2.3% |
| | Right Turn | 0.0% | 0.3% | 0.6% | 0.3% | 0.5% | 0.2% | 0.0% | 0.0% | 0.5% | 0.3% | 0.2% | 0.8% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% | 0.7% | 0.0% | 0.3% | 0.0% | 1.3% | 0.0% |
| | Rollover | 2.7% | 1.3% | 1.3% | 2.4% | 2.6% | 0.3% | 0.3% | 1.6% | 2.3% | 1.0% | 0.2% | 1.6% | 0.8% | 1.8% | 0.3% | 0.0% | 0.8% | 1.8% | 1.1% | 2.2% | 0.0% | 0.3% | 0.0% | 2.3% | 0.6% |
| | Sideswipe | 0.8% | 1.4% | 2.7% | 1.4% | 3.2% | 0.3% | 0.2% | 0.8% | 3.1% | 1.0% | 0.0% | 2.9% | 1.1% | 0.8% | 0.2% | 0.0% | 0.0% | 0.7% | 2.0% | 2.9% | 0.0% | 0.0% | 0.0% | 5.8% | 0.3% |
| | Unknown | 0.3% | 1.0% | 0.6% | 0.2% | 1.6% | 0.2% | 0.0% | 0.5% | 1.1% | 0.3% | 0.0% | 1.1% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% | 1.3% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% |
| Alcohol Related | Y | 1.6% | 3.5% | 1.0% | 2.1% | 4.0% | 0.0% | 0.5% | 1.1% | 3.2% | 0.8% | 0.5% | 2.1% | 1.1% | 1.9% | 0.2% | 0.2% | 0.6% | 2.0% | 2.0% | 2.2% | 0.0% | 1.0% | 0.0% | 3.5% | 0.6% |
| | N | 29.8% | 39.3% | 24.8% | 33.6% | 53.1% | 7.2% | 9.5% | 20.5% | 52.3% | 11.1% | 0.5% | 32.2% | 26.7% | 20.5% | 2.9% | 0.8% | 10.9% | 22.9% | 30.9% | 40.1% | 0.3% | 1.9% | 0.0% | 62.1% | 9.6% |
| Hit and Run | Y | 2.1% | 2.3% | 1.1% | 1.4% | 3.4% | 0.6% | 0.3% | 1.3% | 3.2% | 0.6% | 0.0% | 1.4% | 1.4% | 1.8% | 0.3% | 0.2% | 0.3% | 1.5% | 2.0% | 2.2% | 0.0% | 0.3% | 0.0% | 3.9% | 0.0% |
| | N | 29.3% | 40.6% | 24.6% | 34.2% | 53.8% | 6.6% | 9.7% | 20.3% | 52.3% | 11.3% | 1.0% | 32.8% | 26.4% | 20.6% | 2.7% | 0.8% | 11.2% | 23.4% | 30.9% | 40.1% | 0.3% | 2.6% | 0.0% | 61.7% | 10.3% |
| Aggressive Driving | Y | 3.4% | 3.9% | 1.3% | 2.9% | 5.1% | 0.5% | 0.8% | 2.9% | 4.8% | 0.0% | 0.0% | 2.9% | 1.9% | 3.2% | 0.0% | 0.0% | 0.5% | 2.4% | 2.9% | 3.8% | 0.0% | 0.0% | 0.0% | 3.5% | 1.0% |
| | N | 28.0% | 39.0% | 24.5% | 32.8% | 52.0% | 6.7% | 9.2% | 18.7% | 50.7% | 11.9% | 1.0% | 31.4% | 25.9% | 19.2% | 3.0% | 1.0% | 11.0% | 22.5% | 29.9% | 38.5% | 0.3% | 2.9% | 0.0% | 62.1% | 9.3% |
| Distracted Driving | Y | 8.1% | 11.8% | 6.4% | 9.6% | 14.9% | 1.6% | 2.9% | 4.8% | 15.1% | 3.2% | 0.2% | 8.3% | 8.3% | 6.6% | 0.2% | 0.3% | 2.4% | 6.5% | 8.3% | 11.8% | 0.0% | 1.3% | 0.0% | 16.7% | 1.3% |
| | N | 23.3% | 31.1% | 19.3% | 26.1% | 42.2% | 5.6% | 7.1% | 16.7% | 40.4% | 8.7% | 0.8% | 25.9% | 19.5% | 15.8% | 2.9% | 0.6% | 9.1% | 18.3% | 24.5% | 30.5% | 0.3% | 1.6% | 0.0% | 48.9% | 9.0% |
| Intersection Related | Y | 14.3% | 18.8% | 7.7% | 13.1% | 25.0% | 2.6% | 4.7% | 9.7% | 22.2% | 4.0% | 0.3% | 12.2% | 10.7% | 11.8% | 1.3% | 0.5% | 4.2% | 12.9% | 14.0% | 14.3% | 0.0% | 1.0% | 0.0% | 23.5% | 4.2% |
| | N | 17.1% | 24.0% | 18.0% | 22.6% | 32.2% | 4.6% | 5.3% | 11.9% | 33.3% | 7.9% | 0.6% | 22.1% | 17.1% | 10.6% | 1.8% | 0.5% | 7.4% | 12.0% | 18.9% | 27.9% | 0.3% | 1.9% | 0.0% | 42.1% | 6.1% |
| Drug Related | Y | 1.8% | 2.1% | 0.5% | 1.1% | 3.0% | 0.2% | 0.8% | 0.6% | 2.3% | 0.5% | 0.2% | 0.6% | 1.4% | 1.3% | 0.2% | 0.2% | 0.6% | 1.6% | 1.3% | 1.3% | 0.0% | 0.3% | 0.0% | 1.9% | 1.0% |
| | N | 29.6% | 40.7% | 25.3% | 34.6% | 54.1% | 7.0% | 9.2% | 20.9% | 53.3% | 11.4% | 0.8% | 33.6% | 26.4% | 21.1% | 2.9% | 0.8% | 10.9% | 23.2% | 31.6% | 41.0% | 0.3% | 2.6% | 0.0% | 63.7% | 9.3% |
| Aging Driver | Y | 2.9% | 4.5% | 1.9% | 2.6% | 5.6% | 1.1% | 1.0% | 1.1% | 5.8% | 1.4% | 0.0% | 3.0% | 2.9% | 1.9% | 0.3% | 0.0% | 1.1% | 1.6% | 4.2% | 3.4% | 0.0% | 0.3% | 0.0% | 7.4% | 1.0% |
| | N | 28.5% | 38.3% | 23.8% | 33.1% | 51.5% | 6.1% | 9.0% | 20.5% | 49.8% | 10.5% | 1.0% | 31.2% | 25.0% | 20.5% | 2.7% | 1.0% | 10.4% | 23.2% | 28.7% | 38.8% | 0.3% | 2.6% | 0.0% | 58.2% | 9.3% |
| Teenage Driver | Y | 2.3% | 3.7% | 2.3% | 2.6% | 5.1% | 0.5% | 0.8% | 1.4% | 4.7% | 1.3% | 0.0% | 3.4% | 1.0% | 1.9% | 0.3% | 0.3% | 1.3% | 2.4% | 2.0% | 3.4% | 0.0% | 0.0% | 0.0% | 6.1% | 0.3% |
| | N | 29.1% | 39.1% | 23.5% | 33.1% | 52.0% | 6.7% | 9.2% | 20.1% | 50.9% | 10.6% | 1.0% | 30.9% | 26.9% | 20.5% | 2.7% | 0.6% | 10.2% | 22.5% | 30.9% | 38.8% | 0.3% | 2.9% | 0.0% | 59.5% | 10.0% |
| Day of the Week | Monday | 5.0% | 3.7% | 2.4% | 4.3% | 6.1% | 0.6% | 1.4% | 1.8% | 6.6% | 1.0% | 0.3% | 2.7% | 3.7% | 2.9% | 0.3% | 0.0% | 1.4% | 3.8% | 3.1% | 4.0% | 0.3% | 0.3% | 0.0% | 6.8% | 1.0% |
| | Tuesday | 2.4% | 5.8% | 3.9% | 3.4% | 8.0% | 0.6% | 0.8% | 2.4% | 6.6% | 2.1% | 0.2% | 5.1% | 3.0% | 2.1% | 0.6% | 0.3% | 0.8% | 2.4% | 4.5% | 5.6% | 0.0% | 1.0% | 0.0% | 8.7% | 1.0% |
| | Wednesday | 3.5% | 7.1% | 2.7% | 5.3% | 7.4% | 0.6% | 1.0% | 4.5% | 7.1% | 0.8% | 0.0% | 4.5% | 4.2% | 2.9% | 0.2% | 0.3% | 1.3% | 2.4% | 6.4% | 4.9% | 0.0% | 0.0% | 0.0% | 7.7% | 1.3% |
| | Thursday | 5.2% | 6.8% | 4.5% | 5.1% | 9.9% | 1.3% | 1.6% | 4.0% | 9.0% | 1.8% | 0.0% | 5.8% | 5.0% | 3.5% | 0.3% | 0.0% | 1.8% | 3.3% | 5.8% | 7.4% | 0.0% | 0.3% | 0.0% | 11.3% | 1.6% |
| | Friday | 5.6% | 7.1% | 4.2% | 6.6% | 9.3% | 1.1% | 2.1% | 3.1% | 9.7% | 1.9% | 0.2% | 6.4% | 3.7% | 4.2% | 0.5% | 0.3% | 1.9% | 5.3% | 4.4% | 7.3% | 0.0% | 0.6% | 0.0% | 10.0% | 2.3% |
| | Saturday | 5.0% | 6.9% | 4.3% | 5.6% | 9.1% | 1.8% | 1.9% | 2.7% | 9.3% | 2.3% | 0.0% | 5.6% | 4.3% | 3.4% | 0.8% | 0.0% | 2.4% | 4.2% | 3.6% | 8.2% | 0.0% | 0.0% | 0.0% | 12.2% | 1.3% |
| | Sunday | 4.7% | 5.5% | 3.7% | 5.4% | 7.4% | 1.1% | 1.1% | 3.1% | 7.2% | 2.1% | 0.3% | 4.2% | 4.0% | 3.5% | 0.3% | 0.0% | 1.9% | 3.6% | 5.1% | 4.9% | 0.0% | 0.6% | 0.0% | 9.0% | 1.9% |
| Time of Day | 12-3 AM | 1.8% | 3.9% | 1.4% | 2.9% | 3.7% | 0.5% | 0.3% | 1.4% | 4.0% | 1.1% | 0.2% | 2.7% | 2.9% | 1.1% | 0.0% | 0.0% | 0.3% | 1.3% | 3.1% | 3.3% | 0.0% | 0.3% | 0.0% | 5.1% | 1.3% |
| | 3-6 AM | 0.8% | 1.1% | 0.8% | 0.6% | 1.9% | 0.2% | 0.2% | 0.8% | 1.3% | 0.5% | 0.0% | 1.1% | 0.8% | 0.3% | 0.2% | 0.2% | 0.2% | 0.9% | 0.9% | 1.1% | 0.0% | 0.3% | 0.0% | 1.6% | 0.3% |
| | 6-9 AM | 2.4% | 4.0% | 2.7% | 2.4% | 6.2% | 0.5% | 0.3% | 2.4% | 5.3% | 1.0% | 0.2% | 4.0% | 2.4% | 1.6% | 0.3% | 0.0% | 0.8% | 2.0% | 3.1% | 4.4% | 0.0% | 0.6% | 0.0% | 6.8% | 1.3% |
| | 9-Noon | 2.7% | 3.2% | 1.9% | 4.0% | 3.5% | 0.3% | 0.8% | 2.7% | 3.7% | 0.5% | 0.2% | 2.7% | 1.9% | 1.4% | 0.6% | 0.0% | 1.1% | 2.4% | 2.5% | 2.7% | 0.3% | 0.0% | 0.0% | 4.8% | 0.6% |
| | Noon-3 PM | 5.5% | 5.5% | 3.9% | 5.9% | 8.0% | 1.1% | 2.1% | 2.1% | 8.2% | 2.3% | 0.2% | 4.2% | 4.0% | 4.0% | 0.3% | 0.0% | 2.6% | 4.9% | 4.4% | 4.9% | 0.0% | 1.0% | 0.0% | 9.0% | 1.3% |
| | 3-6 PM | 5.8% | 7.6% | 4.7% | 6.6% | 10.1% | 1.3% | 2.6% | 3.4% | 9.5% | 2.4% | 0.2% | 7.0% | 4.8% | 4.0% | 0.2% | 0.2% | 1.8% | 4.5% | 5.8% | 8.0% | 0.0% | 0.6% | 0.0% | 13.2% | 1.3% |
| | 6-9 PM | 7.7% | 7.9% | 3.9% | 5.9% | 12.2% | 1.4% | 2.7% | 3.9% | 10.8% | 1.9% | 0.2% | 4.2% | 5.1% | 5.9% | 0.8% | 0.3% | 3.2% | 4.2% | 8.0% | 6.0% | 0.0% | 0.0% | 0.0% | 8.4% | 2.3% |
| | 9-Midnight | 4.7% | 9.7% | 6.4% | 7.4% | 11.5% | 1.9% | 1.0% | 4.8% | 12.7% | 2.3% | 0.0% | 8.3% | 5.9% | 4.0% | 0.6% | 0.3% | 1.6% | 4.7% | 5.1% | 12.0% | 0.0% | 0.0% | 0.0% | 16.7% | 1.9% |
| Lighting Conditions | Dark - Lighted | 8.7% | 17.6% | 10.6% | 11.8% | 21.9% | 3.2% | 2.1% | 9.3% | 20.9% | 4.5% | 0.0% | 13.9% | 10.4% | 7.8% | 0.8% | 0.8% | 3.2% | 7.6% | 11.3% | 19.1% | 0.0% | 0.0% | 0.0% | 26.0% | 2.9% |
| | Dark - Not Lighted | 3.4% | 2.3% | 0.8% | 2.7% | 3.7% | 0.0% | 0.5% | 1.1% | 3.4% | 1.3% | 0.2% | 2.1% | 1.8% | 1.1% | 0.6% | 0.0% | 0.8% | 2.4% | 2.2% | 1.8% | 0.0% | 1.0% | 0.0% | 4.2% | 1.3% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 1.3% | 1.1% | 0.3% | 1.1% | 1.4% | 0.2% | 0.3% | 0.5% | 1.8% | 0.2% | 0.0% | 0.6% | 0.5% | 1.1% | 0.0% | 0.0% | 0.5% | 1.3% | 0.4% | 0.9% | 0.0% | 0.0% | 0.0% | 1.3% | 0.3% |
| | Daylight | 17.2% | 19.8% | 12.6% | 18.7% | 27.4% | 3.5% | 6.8% | 9.7% | 26.6% | 5.8% | 0.8% | 16.0% | 14.1% | 11.2% | 1.4% | 0.2% | 6.7% | 13.4% | 16.7% | 18.5% | 0.3% | 1.9% | 0.0% | 30.9% | 5.8% |
| | Dusk | 0.8% | 2.1% | 1.4% | 1.3% | 2.7% | 0.3% | 0.3% | 1.0% | 2.9% | 0.2% | 0.0% | 1.6% | 1.1% | 1.1% | 0.2% | 0.0% | 0.3% | 0.2% | 2.4% | 2.0% | 0.0% | 0.0% | 0.0% | 3.2% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment C-6**
**Orange County**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 2.3% | 0.0% | 0.3% | 0.0% | 5.0% | 1.1% | 1.8% | 7.1% | 0.8% | 0.0% | 1.0% | 0.6% | 6.3% | 4.0% | 2.1% | 0.0% | 1.8% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.2% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.3% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 0.6% | 1.9% | 0.0% | 0.0% | 0.6% | 0.6% | 0.6% | 1.4% | 0.5% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 4.8% | 0.6% | 0.0% | 0.0% | 19.6% | 2.3% | 6.8% | 26.7% | 1.8% | 0.2% | 1.9% | 5.2% | 21.6% | 12.9% | 8.2% | 0.2% | 7.2% | 0.2% |
| | Off Road | 1.6% | 0.3% | 0.3% | 0.0% | 9.8% | 1.1% | 1.9% | 12.4% | 0.5% | 0.0% | 1.6% | 1.3% | 10.0% | 4.3% | 4.7% | 0.2% | 3.4% | 0.3% |
| | Other | 2.9% | 0.6% | 0.3% | 0.0% | 11.0% | 2.9% | 5.2% | 17.2% | 1.8% | 0.0% | 2.3% | 2.6% | 14.2% | 5.8% | 6.9% | 0.5% | 5.8% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 2.3% | 0.6% | 0.0% | 0.0% | 9.2% | 2.4% | 4.5% | 13.7% | 1.9% | 0.5% | 1.4% | 2.3% | 12.4% | 3.5% | 7.4% | 0.3% | 4.8% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% | 0.6% | 0.8% | 0.2% | 0.0% | 0.2% | 0.0% | 0.8% | 0.0% | 0.6% | 0.0% | 0.3% | 0.0% |
| | Rollover | 0.6% | 0.3% | 0.0% | 0.0% | 3.9% | 0.3% | 1.1% | 5.2% | 0.2% | 0.0% | 1.1% | 0.6% | 3.5% | 2.1% | 1.8% | 0.3% | 1.0% | 0.2% |
| | Sideswipe | 1.0% | 0.3% | 0.0% | 0.0% | 2.7% | 1.0% | 1.3% | 4.0% | 1.0% | 0.0% | 0.2% | 0.5% | 4.3% | 1.3% | 1.4% | 0.0% | 2.3% | 0.0% |
| | Unknown | 1.3% | 0.0% | 0.0% | 0.0% | 1.1% | 0.3% | 0.5% | 1.6% | 0.3% | 0.0% | 0.3% | 0.0% | 1.6% | 0.6% | 0.2% | 0.0% | 1.1% | 0.0% |
| Alcohol Related | Y | 0.6% | 0.3% | 0.3% | 0.0% | 3.9% | 0.3% | 1.9% | 6.1% | 0.0% | 0.0% | 1.0% | 0.5% | 4.7% | 2.3% | 2.3% | 0.0% | 1.4% | 0.2% |
| | N | 16.4% | 2.6% | 0.6% | 0.0% | 60.1% | 11.3% | 22.5% | 84.9% | 8.4% | 0.6% | 10.0% | 13.2% | 70.7% | 34.1% | 31.6% | 1.4% | 26.2% | 0.5% |
| Hit and Run | Y | 0.6% | 0.0% | 0.0% | 0.0% | 4.0% | 1.0% | 1.0% | 5.0% | 0.5% | 0.0% | 0.8% | 1.0% | 3.7% | 2.9% | 1.3% | 0.2% | 1.1% | 0.0% |
| | N | 16.4% | 2.9% | 1.0% | 0.0% | 59.9% | 23.5% | 23.5% | 86.0% | 7.9% | 0.6% | 10.1% | 12.7% | 71.7% | 33.5% | 32.5% | 1.3% | 26.6% | 0.6% |
| Aggressive Driving | Y | 2.6% | 0.6% | 0.6% | 0.0% | 5.6% | 1.8% | 1.8% | 8.1% | 0.5% | 0.0% | 0.5% | 1.6% | 6.4% | 3.4% | 2.1% | 0.0% | 2.9% | 0.2% |
| | N | 14.5% | 2.3% | 0.3% | 0.0% | 58.3% | 22.7% | 22.7% | 82.9% | 7.9% | 0.6% | 10.5% | 12.1% | 68.9% | 33.0% | 31.7% | 1.4% | 24.8% | 0.5% |
| Distracted Driving | Y | 3.9% | 1.0% | 0.0% | 0.0% | 17.1% | 6.4% | 6.4% | 24.5% | 1.6% | 0.2% | 2.9% | 4.0% | 19.3% | 10.5% | 9.3% | 0.2% | 6.3% | 0.0% |
| | N | 13.2% | 1.9% | 1.0% | 0.0% | 46.9% | 18.0% | 18.0% | 66.5% | 6.8% | 0.5% | 8.1% | 9.7% | 56.0% | 25.9% | 24.5% | 1.3% | 21.4% | 0.6% |
| Intersection Related | Y | 8.4% | 0.6% | 0.6% | 0.0% | 26.1% | 9.7% | 9.7% | 37.0% | 3.5% | 0.3% | 4.0% | 5.8% | 31.1% | 17.4% | 12.7% | 0.5% | 10.0% | 0.3% |
| | N | 8.7% | 2.3% | 0.3% | 0.0% | 37.8% | 14.8% | 14.8% | 53.9% | 4.8% | 0.3% | 6.9% | 7.9% | 44.3% | 19.0% | 21.1% | 1.0% | 17.7% | 0.3% |
| Drug Related | Y | 0.0% | 0.3% | 0.0% | 0.0% | 3.2% | 0.8% | 0.8% | 4.2% | 0.2% | 0.0% | 0.6% | 1.0% | 2.7% | 2.1% | 1.3% | 0.0% | 1.0% | 0.0% |
| | N | 17.0% | 2.6% | 1.0% | 0.0% | 60.7% | 23.7% | 23.7% | 86.8% | 8.2% | 0.6% | 10.3% | 12.7% | 72.6% | 34.3% | 32.5% | 1.4% | 26.7% | 0.6% |
| Aging Driver | Y | 1.0% | 0.3% | 0.0% | 0.0% | 5.8% | 2.7% | 2.7% | 8.5% | 0.6% | 0.2% | 1.0% | 1.0% | 7.4% | 3.7% | 3.2% | 0.0% | 2.4% | 0.0% |
| | N | 16.1% | 2.6% | 1.0% | 0.0% | 58.1% | 21.7% | 21.7% | 82.4% | 7.7% | 0.5% | 10.0% | 12.7% | 68.0% | 32.7% | 30.6% | 1.4% | 25.3% | 0.6% |
| Teenage Driver | Y | 1.0% | 0.3% | 0.0% | 0.0% | 4.2% | 2.1% | 2.1% | 6.6% | 1.6% | 0.0% | 0.6% | 1.0% | 6.6% | 2.9% | 2.7% | 0.0% | 2.6% | 0.0% |
| | N | 16.1% | 2.6% | 1.0% | 0.0% | 59.7% | 22.4% | 22.4% | 84.4% | 6.8% | 0.6% | 10.3% | 12.7% | 68.8% | 33.5% | 31.1% | 1.4% | 25.1% | 0.6% |
| Day of the Week | Monday | 1.0% | 0.0% | 0.0% | 0.0% | 6.4% | 2.6% | 2.6% | 10.3% | 0.8% | 0.0% | 1.6% | 2.1% | 7.4% | 5.6% | 3.2% | 0.2% | 2.1% | 0.0% |
| | Tuesday | 1.9% | 0.3% | 0.0% | 0.0% | 5.8% | 3.3% | 3.3% | 10.8% | 1.3% | 0.0% | 1.3% | 1.3% | 9.5% | 3.9% | 4.2% | 0.0% | 4.0% | 0.0% |
| | Wednesday | 2.9% | 1.0% | 0.3% | 0.0% | 7.8% | 2.4% | 2.4% | 12.1% | 1.1% | 0.2% | 1.4% | 1.9% | 10.0% | 3.4% | 5.0% | 0.2% | 4.5% | 0.3% |
| | Thursday | 2.3% | 0.3% | 0.3% | 0.0% | 9.6% | 2.6% | 2.6% | 14.7% | 1.8% | 0.0% | 1.8% | 1.6% | 13.0% | 6.8% | 5.2% | 0.3% | 4.2% | 0.0% |
| | Friday | 4.8% | 1.0% | 0.0% | 0.0% | 9.6% | 4.3% | 4.3% | 16.1% | 0.8% | 0.0% | 1.3% | 3.1% | 12.6% | 6.8% | 4.8% | 0.3% | 4.7% | 0.3% |
| | Saturday | 3.2% | 0.3% | 0.0% | 0.0% | 9.8% | 3.1% | 3.1% | 14.3% | 1.6% | 0.3% | 1.3% | 2.7% | 12.2% | 5.5% | 5.2% | 0.2% | 5.5% | 0.0% |
| | Sunday | 1.0% | 0.0% | 0.3% | 0.0% | 7.6% | 3.4% | 3.4% | 12.7% | 1.0% | 0.2% | 2.3% | 1.0% | 10.6% | 4.5% | 6.3% | 0.3% | 2.7% | 0.0% |
| Time of Day | 12-3 AM | 2.3% | 0.3% | 0.6% | 0.0% | 3.4% | 2.1% | 2.1% | 6.6% | 0.5% | 0.0% | 0.6% | 1.0% | 5.5% | 1.9% | 2.1% | 0.2% | 2.7% | 0.2% |
| | 3-6 AM | 0.0% | 0.6% | 0.0% | 0.0% | 1.3% | 1.0% | 1.0% | 2.7% | 0.0% | 0.0% | 0.2% | 0.8% | 1.8% | 1.3% | 1.3% | 0.0% | 0.2% | 0.0% |
| | 6-9 AM | 2.3% | 0.0% | 0.0% | 0.0% | 4.7% | 2.6% | 2.6% | 8.1% | 1.0% | 0.2% | 1.0% | 0.8% | 7.4% | 2.3% | 3.9% | 0.2% | 2.7% | 0.2% |
| | 9-Noon | 1.3% | 0.0% | 0.0% | 0.0% | 4.6% | 2.0% | 2.0% | 7.6% | 0.3% | 0.0% | 1.0% | 1.0% | 6.0% | 2.4% | 2.9% | 0.0% | 2.6% | 0.0% |
| | Noon-3 PM | 1.0% | 0.0% | 0.0% | 0.0% | 9.0% | 3.0% | 3.0% | 13.8% | 1.0% | 0.0% | 2.6% | 2.3% | 10.0% | 5.6% | 5.5% | 0.5% | 3.2% | 0.0% |
| | 3-6 PM | 4.2% | 0.6% | 0.0% | 0.0% | 9.7% | 3.7% | 3.7% | 15.3% | 2.6% | 0.2% | 2.1% | 2.3% | 13.7% | 6.9% | 5.0% | 0.3% | 5.8% | 0.0% |
| | 6-9 PM | 2.3% | 0.0% | 0.3% | 0.0% | 12.4% | 3.1% | 3.1% | 18.7% | 0.6% | 0.2% | 2.7% | 3.1% | 13.7% | 8.5% | 5.8% | 0.2% | 4.8% | 0.2% |
| | 9-Midnight | 3.9% | 1.3% | 0.0% | 0.0% | 11.6% | 4.1% | 4.1% | 18.2% | 2.4% | 0.2% | 0.8% | 2.6% | 17.4% | 7.4% | 7.4% | 0.2% | 5.6% | 0.2% |
| Lighting Conditions | Dark - Lighted | 8.0% | 2.3% | 1.0% | 0.0% | 20.5% | 7.6% | 7.6% | 33.2% | 3.5% | 0.2% | 1.8% | 4.0% | 31.1% | 12.1% | 13.2% | 0.5% | 10.5% | 0.6% |
| | Dark - Not Lighted | 0.3% | 0.0% | 0.0% | 0.0% | 2.9% | 2.4% | 2.4% | 6.1% | 0.3% | 0.0% | 1.8% | 1.6% | 3.1% | 3.1% | 1.8% | 0.0% | 1.6% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.6% | 0.0% | 0.0% | 0.0% | 1.7% | 0.4% | 0.4% | 2.6% | 0.2% | 0.0% | 0.2% | 0.6% | 1.9% | 1.3% | 0.6% | 0.0% | 0.8% | 0.0% |
| | Daylight | 7.7% | 0.6% | 0.0% | 0.0% | 29.4% | 10.3% | 10.3% | 45.2% | 4.0% | 0.3% | 6.6% | 6.6% | 36.4% | 18.4% | 16.9% | 0.6% | 13.7% | 0.0% |
| | Dusk | 0.3% | 0.0% | 0.0% | 0.0% | 2.1% | 1.0% | 1.0% | 3.9% | 0.3% | 0.2% | 0.6% | 0.8% | 2.9% | 1.6% | 1.3% | 0.3% | 1.1% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-7
## Orange County
## Percent of All KSI Crashes involving Bicyclist 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 33.1% | 41.6% | 25.3% | 32.0% | 57.9% | 10.1% | 13.5% | 23.7% | 54.3% | 8.2% | 0.4% | 33.6% | 22.3% | 23.5% | 4.0% | 1.2% | 15.4% | 25.5% | 29.3% | 45.2% | 0.0% | 0.0% | 0.0% | 76.2% | 11.5% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 1.2% | 0.4% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.4% | 0.8% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% |
| | N | 33.1% | 40.4% | 24.9% | 32.0% | 56.3% | 10.1% | 13.5% | 23.7% | 52.7% | 8.2% | 0.4% | 33.2% | 21.5% | 23.1% | 4.0% | 1.2% | 15.4% | 25.5% | 28.4% | 44.2% | 0.0% | 0.0% | 0.0% | 75.4% | 11.5% |
| Hit and Run | Y | 6.9% | 8.2% | 5.3% | 5.3% | 12.6% | 2.4% | 2.4% | 4.9% | 11.0% | 2.0% | 0.0% | 8.5% | 3.6% | 4.9% | 0.8% | 0.0% | 2.4% | 4.3% | 7.2% | 9.6% | 0.0% | 0.0% | 0.0% | 18.0% | 1.6% |
| | N | 26.1% | 33.5% | 20.0% | 26.7% | 45.3% | 7.7% | 11.0% | 18.8% | 43.3% | 6.1% | 0.4% | 25.1% | 18.6% | 18.6% | 3.2% | 1.2% | 13.0% | 21.2% | 22.1% | 35.6% | 0.0% | 0.0% | 0.0% | 58.2% | 9.8% |
| Aggressive Driving | Y | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 32.7% | 41.6% | 25.3% | 31.6% | 57.9% | 10.1% | 13.5% | 23.3% | 54.3% | 8.2% | 0.4% | 33.6% | 22.3% | 23.1% | 4.0% | 1.2% | 15.4% | 25.5% | 28.8% | 45.2% | 0.0% | 0.0% | 0.0% | 76.2% | 11.5% |
| Distracted Driving | Y | 4.9% | 8.6% | 5.7% | 4.0% | 11.3% | 3.6% | 1.2% | 3.7% | 13.1% | 1.2% | 0.0% | 6.5% | 4.9% | 4.9% | 1.2% | 0.0% | 1.6% | 2.9% | 7.2% | 10.6% | 0.0% | 0.0% | 0.0% | 16.4% | 4.1% |
| | N | 28.2% | 33.1% | 19.6% | 27.9% | 46.6% | 6.5% | 12.2% | 20.0% | 41.2% | 6.9% | 0.4% | 27.1% | 17.4% | 18.6% | 2.8% | 1.2% | 13.8% | 22.6% | 22.1% | 34.6% | 0.0% | 0.0% | 0.0% | 59.8% | 7.4% |
| Intersection Related | Y | 18.0% | 17.1% | 10.2% | 13.8% | 27.9% | 3.2% | 6.1% | 14.3% | 21.2% | 3.7% | 0.0% | 12.1% | 8.5% | 15.0% | 2.4% | 0.4% | 6.5% | 15.9% | 12.0% | 17.3% | 0.0% | 0.0% | 0.0% | 32.8% | 2.5% |
| | N | 15.1% | 24.5% | 15.1% | 18.2% | 30.0% | 6.9% | 7.3% | 9.4% | 33.1% | 4.5% | 0.4% | 21.5% | 13.8% | 8.5% | 1.6% | 0.8% | 8.9% | 9.6% | 17.3% | 27.9% | 0.0% | 0.0% | 0.0% | 43.4% | 9.0% |
| Drug Related | Y | 0.4% | 0.8% | 0.4% | 0.4% | 1.2% | 0.0% | 0.4% | 0.0% | 1.2% | 0.0% | 0.0% | 0.4% | 0.4% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 1.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% |
| | N | 32.7% | 40.8% | 24.9% | 31.6% | 56.7% | 10.1% | 13.1% | 23.7% | 53.1% | 8.2% | 0.4% | 33.2% | 21.9% | 23.1% | 4.0% | 1.2% | 15.0% | 25.5% | 28.4% | 44.7% | 0.0% | 0.0% | 0.0% | 75.4% | 11.5% |
| Aging Driver | Y | 4.1% | 4.1% | 2.9% | 3.6% | 7.3% | 0.4% | 1.6% | 3.3% | 5.7% | 0.4% | 0.0% | 3.6% | 2.8% | 3.2% | 0.0% | 0.0% | 1.6% | 2.9% | 3.8% | 4.8% | 0.0% | 0.0% | 0.0% | 4.9% | 2.5% |
| | N | 29.0% | 37.6% | 22.4% | 28.3% | 50.6% | 9.7% | 11.8% | 20.4% | 48.6% | 7.8% | 0.4% | 30.0% | 19.4% | 20.2% | 4.0% | 1.2% | 13.8% | 22.6% | 25.5% | 40.4% | 0.0% | 0.0% | 0.0% | 71.3% | 9.0% |
| Teenage Driver | Y | 2.0% | 2.9% | 1.2% | 2.0% | 3.6% | 0.8% | 0.4% | 2.9% | 2.9% | 0.0% | 0.0% | 1.2% | 1.6% | 2.4% | 0.4% | 0.0% | 0.8% | 1.9% | 2.4% | 2.4% | 0.0% | 0.0% | 0.0% | 5.7% | 0.0% |
| | N | 31.0% | 38.8% | 24.1% | 30.0% | 54.3% | 9.3% | 13.1% | 20.8% | 51.4% | 8.2% | 0.4% | 32.4% | 20.6% | 21.1% | 3.6% | 1.2% | 14.6% | 23.6% | 26.9% | 42.8% | 0.0% | 0.0% | 0.0% | 70.5% | 11.5% |
| Day of the Week | Monday | 6.5% | 6.1% | 5.3% | 6.1% | 9.3% | 2.4% | 2.0% | 4.1% | 10.6% | 1.2% | 0.0% | 5.7% | 4.5% | 4.0% | 1.2% | 0.0% | 2.4% | 3.8% | 5.8% | 8.7% | 0.0% | 0.0% | 0.0% | 16.4% | 0.8% |
| | Tuesday | 5.3% | 6.1% | 4.9% | 5.3% | 9.7% | 1.2% | 2.9% | 3.3% | 8.6% | 1.6% | 0.0% | 6.1% | 2.4% | 3.6% | 0.0% | 0.4% | 3.6% | 2.4% | 5.3% | 7.2% | 0.0% | 0.0% | 0.0% | 13.9% | 0.0% |
| | Wednesday | 3.7% | 4.9% | 4.1% | 3.2% | 8.9% | 0.8% | 1.2% | 3.7% | 7.3% | 0.4% | 0.0% | 4.9% | 2.4% | 3.2% | 0.8% | 0.0% | 1.6% | 4.3% | 3.4% | 5.8% | 0.0% | 0.0% | 0.0% | 11.5% | 0.8% |
| | Thursday | 3.7% | 6.5% | 2.0% | 3.6% | 7.3% | 1.2% | 0.8% | 3.7% | 6.1% | 1.2% | 0.4% | 5.3% | 1.6% | 3.6% | 0.0% | 0.4% | 1.2% | 3.4% | 4.8% | 4.8% | 0.0% | 0.0% | 0.0% | 11.5% | 0.8% |
| | Friday | 6.5% | 4.9% | 4.1% | 6.1% | 6.5% | 2.8% | 2.9% | 4.9% | 6.1% | 1.6% | 0.0% | 4.9% | 3.2% | 3.2% | 1.2% | 0.0% | 2.8% | 5.8% | 3.8% | 5.3% | 0.0% | 0.0% | 0.0% | 9.8% | 1.6% |
| | Saturday | 2.9% | 7.3% | 3.3% | 4.5% | 8.1% | 1.2% | 1.2% | 1.6% | 9.8% | 0.8% | 0.0% | 3.6% | 5.7% | 2.0% | 0.0% | 0.4% | 2.0% | 1.9% | 3.8% | 7.7% | 0.0% | 0.0% | 0.0% | 7.4% | 4.1% |
| | Sunday | 4.5% | 5.7% | 1.6% | 3.2% | 8.1% | 0.4% | 2.4% | 2.4% | 5.7% | 1.2% | 0.0% | 3.2% | 2.4% | 3.6% | 0.8% | 0.0% | 1.6% | 3.8% | 2.4% | 5.8% | 0.0% | 0.0% | 0.0% | 5.7% | 3.3% |
| Time of Day | 12-3 AM | 1.6% | 2.0% | 1.2% | 1.6% | 2.8% | 0.4% | 0.4% | 1.2% | 1.6% | 1.6% | 0.0% | 2.0% | 1.2% | 0.8% | 0.0% | 0.0% | 0.8% | 1.0% | 1.9% | 1.9% | 0.0% | 0.0% | 0.0% | 2.5% | 0.0% |
| | 3-6 AM | 2.4% | 1.2% | 1.2% | 2.8% | 1.6% | 0.4% | 0.8% | 1.2% | 2.4% | 0.4% | 0.0% | 2.0% | 0.4% | 0.8% | 0.4% | 0.0% | 1.2% | 1.4% | 1.0% | 1.9% | 0.0% | 0.0% | 0.0% | 3.3% | 0.0% |
| | 6-9 AM | 6.1% | 7.3% | 4.1% | 4.5% | 10.9% | 2.0% | 1.6% | 4.9% | 9.8% | 1.2% | 0.0% | 5.3% | 3.2% | 6.1% | 0.4% | 0.0% | 2.4% | 4.8% | 5.3% | 7.7% | 0.0% | 0.0% | 0.0% | 13.9% | 1.6% |
| | 9-Noon | 4.5% | 5.7% | 5.3% | 4.0% | 10.1% | 1.2% | 1.6% | 4.1% | 9.0% | 0.8% | 0.0% | 5.3% | 4.9% | 2.8% | 0.8% | 0.4% | 1.2% | 5.8% | 2.4% | 8.2% | 0.0% | 0.0% | 0.0% | 14.8% | 1.6% |
| | Noon-3 PM | 4.5% | 6.1% | 2.9% | 3.2% | 8.5% | 2.0% | 2.0% | 3.7% | 6.5% | 1.2% | 0.0% | 4.9% | 3.2% | 3.2% | 0.8% | 0.0% | 1.6% | 3.4% | 3.8% | 7.2% | 0.0% | 0.0% | 0.0% | 12.3% | 0.8% |
| | 3-6 PM | 5.3% | 6.5% | 4.5% | 7.3% | 8.9% | 0.4% | 2.9% | 3.7% | 9.0% | 0.8% | 0.0% | 5.7% | 2.4% | 3.6% | 0.4% | 0.4% | 4.0% | 2.9% | 4.8% | 7.2% | 0.0% | 0.0% | 0.0% | 11.5% | 1.6% |
| | 6-9 PM | 5.3% | 9.0% | 3.7% | 5.7% | 9.7% | 2.4% | 2.4% | 2.9% | 11.4% | 1.2% | 0.0% | 5.7% | 4.5% | 4.5% | 0.4% | 0.4% | 2.4% | 3.8% | 7.2% | 7.2% | 0.0% | 0.0% | 0.0% | 13.1% | 2.5% |
| | 9-Midnight | 3.3% | 3.7% | 2.4% | 2.8% | 5.3% | 1.2% | 1.6% | 2.0% | 4.5% | 0.8% | 0.4% | 2.8% | 2.4% | 1.6% | 0.8% | 0.0% | 1.6% | 2.4% | 2.9% | 3.8% | 0.0% | 0.0% | 0.0% | 4.9% | 3.3% |
| Lighting Conditions | Dark - Lighted | 5.3% | 9.0% | 7.8% | 6.1% | 13.0% | 2.8% | 1.6% | 4.9% | 13.1% | 2.4% | 0.0% | 10.1% | 5.3% | 2.8% | 1.2% | 0.4% | 2.0% | 3.4% | 7.7% | 12.5% | 0.0% | 0.0% | 0.0% | 14.8% | 2.5% |
| | Dark - Not Lighted | 3.7% | 3.7% | 0.8% | 3.6% | 3.6% | 0.8% | 0.8% | 1.6% | 4.5% | 0.8% | 0.4% | 2.0% | 1.6% | 2.0% | 0.8% | 0.0% | 1.6% | 2.9% | 2.9% | 1.9% | 0.0% | 0.0% | 0.0% | 6.6% | 1.6% |
| | Dark - Unknown Lighting | 0.4% | 0.4% | 0.0% | 0.4% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 1.2% | 1.6% | 0.0% | 0.4% | 1.6% | 0.8% | 0.4% | 1.2% | 1.2% | 0.0% | 0.0% | 0.0% | 1.2% | 1.6% | 0.0% | 0.0% | 0.0% | 1.4% | 1.0% | 1.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% |
| | Daylight | 21.2% | 26.5% | 15.9% | 21.1% | 37.7% | 5.3% | 9.8% | 15.5% | 33.5% | 4.9% | 0.0% | 20.6% | 13.8% | 15.8% | 2.0% | 0.8% | 10.9% | 16.8% | 16.8% | 28.8% | 0.0% | 0.0% | 0.0% | 50.8% | 7.4% |
| | Dusk | 0.8% | 0.4% | 0.4% | 0.4% | 0.8% | 0.4% | 0.4% | 0.0% | 1.2% | 0.0% | 0.0% | 0.4% | 0.0% | 0.8% | 0.0% | 0.0% | 0.4% | 0.5% | 0.5% | 0.5% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% |
| | Other | 0.0% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% |
| | Unknown | 0.4% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-7
## Orange County
## Percent of All KSI Crashes involving Bicyclist 2018-2022

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 12.3% | 0.0% | 0.0% | 0.0% | 65.3% | 11.0% | 23.7% | 90.6% | 7.8% | 1.6% | 9.0% | 6.9% | 84.1% | 38.8% | 32.2% | 0.4% | 26.9% | 1.6% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.4% | 0.0% | 1.2% | 0.4% | 0.0% | 0.0% | 0.0% | 1.6% | 0.8% | 0.4% | 0.0% | 0.4% | 0.0% |
| | N | 12.3% | 0.0% | 0.0% | 0.0% | 64.1% | 10.6% | 23.7% | 89.4% | 7.3% | 1.6% | 9.0% | 6.9% | 82.4% | 38.0% | 31.8% | 0.4% | 26.5% | 1.6% |
| Hit and Run | Y | 2.5% | 0.0% | 0.0% | 0.0% | 12.7% | 5.3% | 5.3% | 18.8% | 1.2% | 0.4% | 2.4% | 1.6% | 16.3% | 8.6% | 5.7% | 0.0% | 5.7% | 0.4% |
| | N | 9.8% | 0.0% | 0.0% | 0.0% | 52.7% | 18.4% | 18.4% | 71.8% | 6.5% | 1.2% | 6.5% | 5.3% | 67.8% | 30.2% | 26.5% | 0.4% | 21.2% | 1.2% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 12.3% | 0.0% | 0.0% | 0.0% | 65.3% | 23.3% | 23.3% | 90.2% | 7.8% | 1.6% | 9.0% | 6.9% | 83.7% | 38.4% | 32.2% | 0.4% | 26.9% | 1.6% |
| Distracted Driving | Y | 0.8% | 0.0% | 0.0% | 0.0% | 13.5% | 4.1% | 4.1% | 17.1% | 1.6% | 0.4% | 0.8% | 0.8% | 17.6% | 6.1% | 4.5% | 0.0% | 8.2% | 0.4% |
| | N | 11.5% | 0.0% | 0.0% | 0.0% | 51.8% | 19.6% | 19.6% | 73.5% | 6.1% | 1.2% | 8.2% | 6.1% | 66.5% | 32.7% | 27.8% | 0.4% | 18.8% | 1.2% |
| Intersection Related | Y | 5.7% | 0.0% | 0.0% | 0.0% | 29.0% | 11.0% | 11.0% | 40.4% | 4.5% | 0.4% | 3.3% | 2.9% | 39.2% | 20.0% | 13.9% | 0.4% | 10.6% | 0.4% |
| | N | 6.6% | 0.0% | 0.0% | 0.0% | 36.3% | 12.7% | 12.7% | 50.2% | 3.3% | 1.2% | 5.7% | 4.1% | 44.9% | 18.8% | 18.4% | 0.0% | 16.3% | 1.2% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% | 0.0% | 1.2% | 0.4% | 0.0% | 0.0% | 0.0% | 1.6% | 0.8% | 0.4% | 0.0% | 0.4% | 0.0% |
| | N | 12.3% | 0.0% | 0.0% | 0.0% | 64.1% | 23.7% | 23.7% | 89.4% | 7.3% | 1.6% | 9.0% | 6.9% | 82.4% | 38.0% | 31.8% | 0.4% | 26.5% | 1.6% |
| Aging Driver | Y | 2.5% | 0.0% | 0.0% | 0.0% | 8.2% | 1.2% | 1.2% | 10.2% | 0.8% | 0.0% | 0.4% | 0.0% | 10.6% | 5.3% | 2.0% | 0.0% | 3.7% | 0.0% |
| | N | 9.8% | 0.0% | 0.0% | 0.0% | 57.1% | 22.4% | 22.4% | 80.4% | 6.9% | 1.6% | 8.6% | 6.9% | 73.5% | 33.5% | 30.2% | 0.4% | 23.3% | 1.6% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% | 0.8% | 0.8% | 4.9% | 1.2% | 0.0% | 0.0% | 0.0% | 6.1% | 2.0% | 2.0% | 0.0% | 1.6% | 0.4% |
| | N | 12.3% | 0.0% | 0.0% | 0.0% | 61.2% | 22.9% | 22.9% | 85.7% | 6.5% | 1.6% | 9.0% | 6.9% | 78.0% | 36.7% | 30.2% | 0.4% | 25.3% | 1.2% |
| Day of the Week | Monday | 0.8% | 0.0% | 0.0% | 0.0% | 11.6% | 2.2% | 2.2% | 14.7% | 2.4% | 0.8% | 1.2% | 1.6% | 15.1% | 9.0% | 2.0% | 0.4% | 5.7% | 0.8% |
| | Tuesday | 2.5% | 0.0% | 0.0% | 0.0% | 7.6% | 5.8% | 5.8% | 15.9% | 0.4% | 0.0% | 0.8% | 1.6% | 13.9% | 4.9% | 6.9% | 0.0% | 4.1% | 0.4% |
| | Wednesday | 0.0% | 0.0% | 0.0% | 0.0% | 6.9% | 3.6% | 3.6% | 11.8% | 0.4% | 0.4% | 0.8% | 1.2% | 10.6% | 5.3% | 4.9% | 0.0% | 2.0% | 0.4% |
| | Thursday | 1.6% | 0.0% | 0.0% | 0.0% | 5.4% | 4.3% | 4.3% | 10.6% | 1.2% | 0.4% | 2.4% | 1.2% | 8.6% | 3.7% | 6.5% | 0.0% | 2.0% | 0.0% |
| | Friday | 2.5% | 0.0% | 0.0% | 0.0% | 9.4% | 1.4% | 1.4% | 13.9% | 1.6% | 0.0% | 1.2% | 0.4% | 13.9% | 6.9% | 4.1% | 0.0% | 4.5% | 0.0% |
| | Saturday | 2.5% | 0.0% | 0.0% | 0.0% | 9.1% | 2.2% | 2.2% | 12.7% | 0.8% | 0.0% | 1.6% | 0.8% | 11.0% | 4.5% | 3.3% | 0.0% | 5.7% | 0.0% |
| | Sunday | 2.5% | 0.0% | 0.0% | 0.0% | 8.0% | 1.4% | 1.4% | 11.0% | 0.8% | 0.0% | 0.8% | 0.0% | 11.0% | 4.5% | 4.5% | 0.0% | 2.9% | 0.0% |
| Time of Day | 12-3 AM | 1.6% | 0.0% | 0.0% | 0.0% | 2.9% | 0.4% | 0.4% | 4.5% | 0.4% | 0.0% | 0.4% | 0.0% | 4.5% | 2.0% | 1.6% | 0.0% | 1.2% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 1.4% | 1.4% | 4.5% | 0.0% | 0.4% | 0.4% | 0.8% | 3.7% | 2.4% | 0.8% | 0.4% | 0.4% | 0.8% |
| | 6-9 AM | 0.8% | 0.0% | 0.0% | 0.0% | 9.8% | 5.1% | 5.1% | 16.7% | 0.4% | 0.4% | 1.6% | 2.9% | 13.1% | 5.7% | 5.3% | 0.0% | 6.1% | 0.4% |
| | 9-Noon | 1.6% | 0.0% | 0.0% | 0.0% | 8.7% | 3.3% | 3.3% | 13.1% | 2.0% | 0.4% | 0.4% | 0.4% | 14.7% | 5.3% | 4.9% | 0.0% | 4.9% | 0.4% |
| | Noon-3 PM | 2.5% | 0.0% | 0.0% | 0.0% | 7.2% | 2.5% | 2.5% | 11.0% | 2.0% | 0.4% | 0.8% | 1.2% | 11.4% | 6.1% | 4.1% | 0.0% | 3.3% | 0.0% |
| | 3-6 PM | 1.6% | 0.0% | 0.0% | 0.0% | 9.4% | 3.3% | 3.3% | 15.1% | 1.2% | 0.0% | 1.6% | 1.6% | 13.1% | 6.1% | 8.6% | 0.0% | 1.6% | 0.0% |
| | 6-9 PM | 1.6% | 0.0% | 0.0% | 0.0% | 9.8% | 4.7% | 4.7% | 16.7% | 1.2% | 0.0% | 1.6% | 0.0% | 16.3% | 7.3% | 5.3% | 0.0% | 5.3% | 0.0% |
| | 9-Midnight | 2.5% | 0.0% | 0.0% | 0.0% | 7.6% | 0.4% | 0.4% | 9.0% | 0.4% | 0.0% | 2.0% | 0.0% | 7.3% | 3.7% | 1.6% | 0.0% | 4.1% | 0.0% |
| Lighting Conditions | Dark - Lighted | 5.7% | 0.0% | 0.0% | 0.0% | 13.8% | 3.3% | 3.3% | 20.8% | 0.8% | 0.4% | 1.2% | 0.0% | 20.8% | 7.8% | 6.5% | 0.4% | 6.9% | 0.4% |
| | Dark - Not Lighted | 0.0% | 0.0% | 0.0% | 0.0% | 4.7% | 1.8% | 1.8% | 7.3% | 0.4% | 0.4% | 2.0% | 0.8% | 5.3% | 3.7% | 2.0% | 0.0% | 2.0% | 0.4% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% | 0.4% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% | 0.0% | 2.4% | 0.4% | 0.0% | 0.4% | 0.0% | 2.4% | 1.6% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Daylight | 6.6% | 0.0% | 0.0% | 0.0% | 35.1% | 15.2% | 15.2% | 56.7% | 6.1% | 0.8% | 4.9% | 6.1% | 52.7% | 24.9% | 22.9% | 0.0% | 15.5% | 0.4% |
| | Dusk | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 0.4% | 0.4% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.4% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment C-8
## Orange County
## Percent of All KSI Crashes involving Pedestrians 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 23.1% | 37.9% | 39.0% | 27.8% | 61.8% | 10.4% | 10.0% | 20.1% | 59.8% | 10.1% | 0.0% | 42.9% | 28.4% | 15.7% | 1.7% | 0.1% | 11.1% | 15.3% | 30.9% | 53.9% | 0.0% | 0.7% | 0.0% | 68.9% | 6.3% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.7% | 1.4% | 0.4% | 1.0% | 1.3% | 0.3% | 0.1% | 1.0% | 1.2% | 0.3% | 0.0% | 1.1% | 0.7% | 0.6% | 0.0% | 0.0% | 0.1% | 0.6% | 1.4% | 0.6% | 0.0% | 0.2% | 0.0% | 1.9% | 0.2% |
| | N | 22.4% | 36.4% | 38.6% | 26.8% | 60.5% | 10.1% | 9.8% | 19.1% | 58.7% | 9.8% | 0.0% | 41.8% | 27.7% | 15.1% | 1.7% | 0.1% | 11.0% | 14.6% | 29.4% | 53.2% | 0.0% | 0.5% | 0.0% | 67.0% | 6.1% |
| Hit and Run | Y | 6.9% | 6.6% | 7.1% | 6.3% | 12.7% | 1.6% | 3.0% | 4.5% | 11.8% | 1.3% | 0.0% | 7.8% | 6.1% | 2.9% | 0.3% | 0.0% | 3.4% | 3.5% | 6.8% | 9.0% | 0.0% | 0.0% | 0.0% | 11.5% | 1.2% |
| | N | 16.2% | 31.2% | 31.9% | 21.5% | 49.1% | 8.8% | 6.9% | 15.6% | 48.0% | 8.8% | 0.0% | 35.1% | 22.3% | 12.8% | 1.4% | 0.1% | 7.7% | 11.7% | 24.1% | 44.9% | 0.0% | 0.7% | 0.0% | 57.4% | 5.2% |
| Aggressive Driving | Y | 0.6% | 0.7% | 1.0% | 0.6% | 1.6% | 0.1% | 0.3% | 0.6% | 1.3% | 0.1% | 0.0% | 1.4% | 0.3% | 0.3% | 0.0% | 0.0% | 0.3% | 0.3% | 0.6% | 1.3% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% |
| | N | 22.5% | 37.1% | 38.0% | 27.2% | 60.2% | 10.3% | 9.7% | 19.5% | 58.5% | 10.0% | 0.0% | 41.5% | 28.1% | 15.4% | 1.7% | 0.1% | 10.8% | 15.0% | 30.2% | 52.6% | 0.0% | 0.7% | 0.0% | 67.4% | 6.3% |
| Distracted Driving | Y | 3.5% | 3.5% | 3.2% | 3.1% | 6.4% | 0.9% | 1.4% | 2.2% | 6.4% | 0.1% | 0.0% | 3.6% | 2.6% | 1.9% | 0.1% | 0.0% | 2.3% | 1.8% | 2.9% | 4.5% | 0.0% | 0.2% | 0.0% | 5.4% | 0.7% |
| | N | 19.7% | 34.4% | 35.8% | 24.7% | 55.3% | 9.6% | 8.5% | 17.9% | 53.5% | 10.0% | 0.0% | 39.4% | 25.8% | 13.8% | 1.6% | 0.1% | 8.8% | 13.5% | 28.0% | 49.4% | 0.0% | 0.5% | 0.0% | 63.5% | 5.6% |
| Intersection Related | Y | 7.9% | 10.1% | 11.4% | 5.4% | 19.5% | 4.3% | 2.9% | 7.1% | 16.8% | 2.7% | 0.0% | 11.4% | 8.3% | 5.4% | 0.7% | 0.1% | 3.3% | 5.5% | 8.4% | 15.3% | 0.0% | 0.2% | 0.0% | 18.0% | 2.1% |
| | N | 15.2% | 27.7% | 27.6% | 22.4% | 42.2% | 6.1% | 7.1% | 13.0% | 43.1% | 7.4% | 0.0% | 31.5% | 20.1% | 10.3% | 1.0% | 0.0% | 7.8% | 9.8% | 22.5% | 38.6% | 0.0% | 0.5% | 0.0% | 50.8% | 4.2% |
| Drug Related | Y | 0.3% | 1.0% | 0.7% | 0.6% | 1.1% | 0.3% | 0.1% | 0.3% | 1.4% | 0.1% | 0.0% | 0.7% | 0.9% | 0.1% | 0.0% | 0.0% | 0.3% | 0.0% | 1.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.2% |
| | N | 22.8% | 36.8% | 38.3% | 27.2% | 60.6% | 10.1% | 9.8% | 19.8% | 58.4% | 10.0% | 0.0% | 42.2% | 27.5% | 15.5% | 1.7% | 0.1% | 10.8% | 15.3% | 29.9% | 52.9% | 0.0% | 0.7% | 0.0% | 67.9% | 6.1% |
| Aging Driver | Y | 1.9% | 2.7% | 2.6% | 2.3% | 4.9% | 0.3% | 0.9% | 1.4% | 4.3% | 0.6% | 0.0% | 3.1% | 2.3% | 1.0% | 0.1% | 0.0% | 0.9% | 1.3% | 2.4% | 3.7% | 0.0% | 0.0% | 0.0% | 5.9% | 0.2% |
| | N | 21.2% | 35.1% | 36.4% | 25.5% | 56.9% | 10.1% | 9.1% | 18.6% | 55.5% | 9.5% | 0.0% | 39.8% | 26.1% | 14.7% | 1.6% | 0.1% | 10.3% | 14.0% | 28.5% | 50.2% | 0.0% | 0.7% | 0.0% | 63.0% | 6.1% |
| Teenage Driver | Y | 1.0% | 1.6% | 2.5% | 1.6% | 3.1% | 0.3% | 0.6% | 1.0% | 2.9% | 0.6% | 0.0% | 1.9% | 2.0% | 0.6% | 0.0% | 0.0% | 0.6% | 0.6% | 0.6% | 3.7% | 0.0% | 0.0% | 0.0% | 3.7% | 0.0% |
| | N | 22.1% | 36.3% | 36.6% | 26.2% | 58.6% | 10.1% | 9.4% | 19.1% | 56.9% | 9.5% | 0.0% | 41.1% | 26.4% | 15.1% | 1.7% | 0.1% | 10.6% | 14.6% | 30.2% | 50.2% | 0.0% | 0.7% | 0.0% | 65.1% | 6.3% |
| Day of the Week | Monday | 3.3% | 4.3% | 5.3% | 4.0% | 7.7% | 1.3% | 1.7% | 1.9% | 7.4% | 2.0% | 0.0% | 5.8% | 3.3% | 2.0% | 0.3% | 0.0% | 1.6% | 1.9% | 3.5% | 7.4% | 0.0% | 0.0% | 0.0% | 9.6% | 1.2% |
| | Tuesday | 3.3% | 5.5% | 6.4% | 5.0% | 8.8% | 1.4% | 1.4% | 3.3% | 8.8% | 1.6% | 0.0% | 6.1% | 4.6% | 2.3% | 0.3% | 0.0% | 2.0% | 2.6% | 3.9% | 8.5% | 0.0% | 0.0% | 0.0% | 11.9% | 0.7% |
| | Wednesday | 3.6% | 5.1% | 5.6% | 4.3% | 8.3% | 2.0% | 1.7% | 2.9% | 8.7% | 1.0% | 0.0% | 6.1% | 3.3% | 2.4% | 0.6% | 0.0% | 2.1% | 2.6% | 4.0% | 7.4% | 0.0% | 0.2% | 0.0% | 8.9% | 1.2% |
| | Thursday | 3.0% | 5.8% | 5.8% | 2.7% | 9.8% | 2.0% | 1.3% | 3.3% | 8.2% | 1.7% | 0.0% | 6.6% | 3.9% | 2.3% | 0.3% | 0.1% | 1.4% | 1.8% | 4.2% | 8.7% | 0.0% | 0.2% | 0.0% | 10.1% | 0.7% |
| | Friday | 3.8% | 6.9% | 6.2% | 4.1% | 11.4% | 1.4% | 0.9% | 3.6% | 10.8% | 1.6% | 0.0% | 7.3% | 5.8% | 2.3% | 0.3% | 0.0% | 1.3% | 3.2% | 5.5% | 9.0% | 0.0% | 0.2% | 0.0% | 10.3% | 1.6% |
| | Saturday | 3.2% | 6.4% | 5.1% | 4.7% | 8.7% | 1.0% | 1.9% | 2.9% | 8.8% | 1.0% | 0.0% | 6.0% | 4.4% | 2.4% | 0.0% | 0.0% | 1.6% | 1.6% | 5.9% | 6.9% | 0.0% | 0.0% | 0.0% | 8.2% | 0.7% |
| | Sunday | 2.9% | 3.9% | 4.6% | 3.0% | 7.0% | 1.3% | 1.0% | 2.2% | 7.1% | 1.2% | 0.0% | 5.0% | 3.1% | 2.0% | 0.0% | 0.0% | 1.1% | 1.6% | 3.9% | 5.9% | 0.0% | 0.0% | 0.0% | 9.8% | 0.2% |
| Time of Day | 12-3 AM | 2.3% | 3.5% | 4.9% | 3.7% | 5.1% | 1.9% | 1.2% | 2.2% | 5.9% | 1.4% | 0.0% | 5.7% | 2.4% | 1.3% | 0.0% | 0.0% | 1.3% | 1.1% | 3.2% | 6.3% | 0.0% | 0.0% | 0.0% | 8.2% | 0.5% |
| | 3-6 AM | 2.6% | 2.9% | 2.6% | 2.3% | 4.3% | 1.4% | 0.6% | 2.0% | 4.5% | 1.0% | 0.0% | 3.4% | 2.1% | 1.6% | 0.1% | 0.0% | 0.7% | 1.6% | 3.1% | 3.5% | 0.0% | 0.0% | 0.0% | 5.6% | 0.5% |
| | 6-9 AM | 2.5% | 4.2% | 3.9% | 2.6% | 7.3% | 0.7% | 1.2% | 2.3% | 6.4% | 0.7% | 0.0% | 3.6% | 3.1% | 2.1% | 0.6% | 0.0% | 1.1% | 1.9% | 3.2% | 5.5% | 0.0% | 0.0% | 0.0% | 6.3% | 1.2% |
| | 9-Noon | 2.2% | 2.2% | 2.3% | 1.9% | 4.1% | 0.6% | 1.7% | 1.2% | 3.2% | 0.6% | 0.0% | 2.3% | 1.4% | 1.0% | 0.0% | 0.1% | 1.7% | 1.0% | 1.3% | 3.2% | 0.0% | 0.0% | 0.0% | 3.3% | 0.7% |
| | Noon-3 PM | 2.2% | 3.2% | 1.6% | 2.9% | 3.7% | 0.4% | 0.9% | 2.5% | 3.5% | 0.1% | 0.0% | 1.6% | 2.6% | 1.7% | 0.0% | 0.0% | 1.1% | 1.4% | 2.9% | 2.3% | 0.0% | 0.2% | 0.0% | 3.0% | 0.9% |
| | 3-6 PM | 3.0% | 3.2% | 3.3% | 3.4% | 5.8% | 0.6% | 1.7% | 1.7% | 5.5% | 0.6% | 0.0% | 2.9% | 2.7% | 2.3% | 0.1% | 0.0% | 1.9% | 2.6% | 2.3% | 4.2% | 0.0% | 0.0% | 0.0% | 5.4% | 0.2% |
| | 6-9 PM | 3.9% | 11.0% | 10.4% | 6.0% | 17.0% | 2.3% | 1.2% | 4.8% | 16.6% | 2.7% | 0.0% | 13.1% | 6.6% | 3.3% | 0.6% | 0.0% | 1.7% | 2.4% | 8.7% | 15.3% | 0.0% | 0.5% | 0.0% | 19.7% | 0.9% |
| | 9-Midnight | 4.5% | 7.8% | 10.0% | 5.1% | 14.4% | 2.6% | 1.6% | 3.5% | 14.3% | 2.9% | 0.0% | 10.4% | 7.4% | 2.4% | 0.3% | 0.0% | 1.6% | 3.2% | 6.3% | 13.7% | 0.0% | 0.0% | 0.0% | 17.3% | 1.4% |
| Lighting Conditions | Dark - Lighted | 6.6% | 18.2% | 23.1% | 10.8% | 31.1% | 6.1% | 2.7% | 8.5% | 31.5% | 5.2% | 0.0% | 26.1% | 13.0% | 5.3% | 0.4% | 0.0% | 3.3% | 4.7% | 14.5% | 31.4% | 0.0% | 0.0% | 0.0% | 36.5% | 1.9% |
| | Dark - Not Lighted | 5.9% | 6.1% | 4.0% | 5.1% | 9.0% | 1.7% | 1.4% | 3.3% | 8.7% | 2.6% | 0.0% | 5.8% | 4.6% | 3.4% | 0.1% | 0.0% | 1.9% | 3.5% | 5.8% | 6.4% | 0.0% | 0.5% | 0.0% | 12.9% | 1.4% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.3% | 1.0% | 1.0% | 0.6% | 1.6% | 0.1% | 0.1% | 0.6% | 1.3% | 0.3% | 0.0% | 0.7% | 1.0% | 0.1% | 0.3% | 0.0% | 0.1% | 0.2% | 0.6% | 1.6% | 0.0% | 0.0% | 0.0% | 1.4% | 0.2% |
| | Daylight | 9.0% | 11.4% | 9.5% | 9.7% | 18.4% | 1.9% | 5.3% | 6.6% | 16.0% | 1.9% | 0.0% | 8.8% | 8.7% | 6.1% | 0.6% | 0.1% | 5.6% | 6.3% | 8.5% | 12.7% | 0.0% | 0.2% | 0.0% | 15.5% | 2.8% |
| | Dusk | 1.0% | 1.0% | 1.0% | 1.4% | 1.3% | 0.4% | 0.3% | 0.7% | 1.9% | 0.1% | 0.0% | 1.1% | 1.0% | 0.4% | 0.3% | 0.0% | 0.3% | 0.3% | 1.4% | 1.3% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% |
| | Other | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% |
| | Unknown | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment C-8**
**Orange County**
**Percent of All KSI Crashes involving Pedestrians 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 20.6% | 1.9% | 1.6% | 0.0% | 66.5% | 13.0% | 20.5% | 87.1% | 11.7% | 1.2% | 5.9% | 8.1% | 86.0% | 37.1% | 30.5% | 1.6% | 30.3% | 0.4% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.5% | 0.0% | 0.0% | 0.0% | 1.7% | 0.1% | 0.7% | 2.3% | 0.1% | 0.1% | 0.4% | 0.4% | 1.7% | 1.4% | 0.7% | 0.0% | 0.4% | 0.0% |
| | N | 20.1% | 1.9% | 1.6% | 0.0% | 64.7% | 12.9% | 19.8% | 84.8% | 11.6% | 1.0% | 5.5% | 7.7% | 84.2% | 35.7% | 29.8% | 1.6% | 29.9% | 0.4% |
| Hit and Run | Y | 4.4% | 0.2% | 0.7% | 0.0% | 15.6% | 3.5% | 3.5% | 19.5% | 1.2% | 0.0% | 1.2% | 2.5% | 17.1% | 10.4% | 4.0% | 0.3% | 5.8% | 0.1% |
| | N | 16.2% | 1.6% | 0.9% | 0.0% | 50.9% | 17.1% | 17.1% | 67.6% | 10.5% | 1.2% | 4.8% | 5.6% | 68.9% | 26.7% | 26.4% | 1.3% | 24.6% | 0.3% |
| Aggressive Driving | Y | 0.9% | 0.2% | 0.0% | 0.0% | 1.0% | 0.7% | 0.7% | 1.7% | 0.6% | 0.0% | 0.3% | 0.1% | 1.9% | 1.2% | 0.6% | 0.0% | 0.6% | 0.0% |
| | N | 19.7% | 1.6% | 1.6% | 0.0% | 65.5% | 19.8% | 19.8% | 85.4% | 11.1% | 1.2% | 5.6% | 7.9% | 84.1% | 36.0% | 29.9% | 1.6% | 29.8% | 0.4% |
| Distracted Driving | Y | 1.9% | 0.2% | 0.0% | 0.0% | 7.5% | 1.9% | 1.9% | 9.5% | 0.6% | 0.0% | 1.0% | 0.4% | 8.7% | 4.2% | 2.7% | 0.3% | 2.7% | 0.1% |
| | N | 18.7% | 1.6% | 1.6% | 0.0% | 59.0% | 18.6% | 18.6% | 77.6% | 11.1% | 1.2% | 4.9% | 7.7% | 77.3% | 32.9% | 27.7% | 1.3% | 27.6% | 0.3% |
| Intersection Related | Y | 6.1% | 0.9% | 1.4% | 0.0% | 19.8% | 4.6% | 4.6% | 25.0% | 4.0% | 0.4% | 0.9% | 2.0% | 26.6% | 10.3% | 7.7% | 0.3% | 11.3% | 0.0% |
| | N | 14.5% | 0.9% | 0.2% | 0.0% | 46.7% | 15.9% | 15.9% | 62.1% | 7.7% | 0.7% | 5.1% | 6.1% | 59.4% | 26.9% | 22.8% | 1.3% | 19.1% | 0.4% |
| Drug Related | Y | 0.7% | 0.0% | 0.0% | 0.0% | 1.6% | 0.1% | 0.1% | 1.6% | 0.3% | 0.1% | 0.1% | 0.1% | 1.7% | 0.6% | 0.6% | 0.0% | 0.9% | 0.0% |
| | N | 19.9% | 1.9% | 1.6% | 0.0% | 64.9% | 20.4% | 20.4% | 85.5% | 11.4% | 1.0% | 5.8% | 7.9% | 84.2% | 36.6% | 29.9% | 1.6% | 29.5% | 0.4% |
| Aging Driver | Y | 1.6% | 0.0% | 0.0% | 0.0% | 4.8% | 2.0% | 2.0% | 6.8% | 0.3% | 0.1% | 0.1% | 0.6% | 6.5% | 2.9% | 2.0% | 0.0% | 2.2% | 0.1% |
| | N | 19.0% | 1.9% | 1.6% | 0.0% | 61.7% | 18.5% | 18.5% | 80.3% | 11.4% | 1.0% | 5.8% | 7.5% | 79.5% | 34.2% | 28.5% | 1.6% | 28.2% | 0.3% |
| Teenage Driver | Y | 0.7% | 0.0% | 0.0% | 0.0% | 3.6% | 1.0% | 1.0% | 4.5% | 0.4% | 0.1% | 0.1% | 0.9% | 4.0% | 1.7% | 1.4% | 0.3% | 1.6% | 0.0% |
| | N | 19.9% | 1.9% | 1.6% | 0.0% | 62.9% | 19.5% | 19.5% | 82.7% | 11.3% | 1.0% | 5.8% | 7.2% | 81.9% | 35.4% | 29.0% | 1.3% | 28.8% | 0.4% |
| Day of the Week | Monday | 3.5% | 0.0% | 0.0% | 0.0% | 8.1% | 2.3% | 2.3% | 11.0% | 1.9% | 0.1% | 0.9% | 0.9% | 11.3% | 4.2% | 4.6% | 0.6% | 3.6% | 0.0% |
| | Tuesday | 2.1% | 0.0% | 0.0% | 0.0% | 8.9% | 3.5% | 3.5% | 13.7% | 1.4% | 0.0% | 1.0% | 1.2% | 13.0% | 6.2% | 4.8% | 0.1% | 4.0% | 0.0% |
| | Wednesday | 3.3% | 0.0% | 0.0% | 0.0% | 9.9% | 1.3% | 1.3% | 12.3% | 1.7% | 0.3% | 0.7% | 1.6% | 12.0% | 5.8% | 3.0% | 0.0% | 5.5% | 0.0% |
| | Thursday | 3.3% | 0.9% | 0.0% | 0.0% | 7.5% | 3.9% | 3.9% | 12.1% | 2.3% | 0.1% | 0.7% | 1.6% | 12.3% | 5.1% | 4.2% | 0.1% | 5.1% | 0.1% |
| | Friday | 4.7% | 0.2% | 0.2% | 0.0% | 10.6% | 3.0% | 3.0% | 14.5% | 2.2% | 0.3% | 0.7% | 1.0% | 15.2% | 6.4% | 5.5% | 0.1% | 4.9% | 0.0% |
| | Saturday | 2.8% | 0.2% | 0.9% | 0.0% | 9.7% | 2.7% | 2.7% | 13.3% | 1.2% | 0.1% | 1.0% | 0.9% | 12.7% | 5.3% | 4.8% | 0.3% | 4.0% | 0.1% |
| | Sunday | 0.9% | 0.5% | 0.5% | 0.0% | 7.1% | 2.4% | 2.4% | 10.3% | 1.0% | 0.1% | 0.9% | 1.0% | 9.5% | 4.2% | 3.6% | 0.3% | 3.2% | 0.1% |
| Time of Day | 12-3 AM | 2.3% | 0.5% | 0.2% | 0.0% | 7.1% | 1.2% | 1.2% | 9.0% | 1.6% | 0.1% | 0.7% | 0.6% | 9.4% | 3.6% | 3.5% | 0.0% | 3.6% | 0.0% |
| | 3-6 AM | 1.4% | 0.2% | 0.2% | 0.0% | 4.8% | 1.3% | 1.3% | 6.8% | 1.3% | 0.0% | 1.2% | 0.6% | 6.4% | 3.6% | 2.0% | 0.0% | 2.5% | 0.0% |
| | 6-9 AM | 1.9% | 0.9% | 0.0% | 0.0% | 6.9% | 1.9% | 1.9% | 9.2% | 1.3% | 0.0% | 0.6% | 1.6% | 8.4% | 3.5% | 4.0% | 0.4% | 2.6% | 0.0% |
| | 9-Noon | 1.6% | 0.0% | 0.2% | 0.0% | 5.0% | 0.9% | 0.9% | 6.4% | 0.3% | 0.0% | 0.3% | 0.3% | 6.1% | 2.5% | 1.4% | 0.1% | 2.6% | 0.0% |
| | Noon-3 PM | 1.2% | 0.0% | 0.2% | 0.0% | 4.7% | 1.2% | 1.2% | 6.5% | 0.4% | 0.0% | 0.3% | 0.9% | 5.8% | 3.2% | 1.7% | 0.0% | 1.9% | 0.1% |
| | 3-6 PM | 2.8% | 0.0% | 0.0% | 0.0% | 6.7% | 1.5% | 1.5% | 8.8% | 0.6% | 0.1% | 0.6% | 0.6% | 8.4% | 4.5% | 1.7% | 0.4% | 2.9% | 0.0% |
| | 6-9 PM | 5.6% | 0.0% | 0.2% | 0.0% | 14.5% | 5.5% | 5.5% | 21.5% | 3.5% | 0.3% | 0.9% | 1.6% | 22.8% | 8.4% | 7.9% | 0.4% | 8.4% | 0.1% |
| | 9-Midnight | 3.7% | 0.2% | 0.5% | 0.0% | 12.1% | 5.5% | 5.5% | 18.9% | 2.7% | 0.6% | 1.4% | 2.0% | 18.8% | 7.9% | 8.1% | 0.1% | 5.9% | 0.1% |
| Lighting Conditions | Dark - Lighted | 11.9% | 1.4% | 1.2% | 0.0% | 28.5% | 9.1% | 9.1% | 40.9% | 6.4% | 0.7% | 1.2% | 2.0% | 44.8% | 15.5% | 14.3% | 0.7% | 17.2% | 0.3% |
| | Dark - Not Lighted | 1.2% | 0.0% | 0.0% | 0.0% | 8.7% | 3.6% | 3.6% | 13.0% | 2.7% | 0.3% | 3.0% | 2.5% | 10.5% | 6.9% | 6.5% | 0.3% | 2.3% | 0.0% |
| | Dark - Unknown Lighting | 0.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| | Dawn | 0.0% | 0.2% | 0.0% | 0.0% | 1.3% | 0.5% | 0.5% | 2.0% | 0.3% | 0.0% | 0.1% | 0.4% | 1.7% | 0.7% | 0.7% | 0.0% | 0.9% | 0.0% |
| | Daylight | 6.8% | 0.2% | 0.5% | 0.0% | 21.0% | 5.0% | 5.0% | 28.0% | 1.7% | 0.1% | 1.4% | 2.6% | 25.9% | 12.9% | 7.7% | 0.6% | 8.7% | 0.1% |
| | Dusk | 0.5% | 0.0% | 0.0% | 0.0% | 1.9% | 0.8% | 0.8% | 2.7% | 0.3% | 0.0% | 0.1% | 0.4% | 2.5% | 0.9% | 1.2% | 0.0% | 1.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 0.0% | 0.1% | 0.3% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment D-1
# Osceola County
# All Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | | | | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| | | 2-3 | 4-5 | 6-8 | None | 1 to 2 | 3+ | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| Type | Angle | 1701 | 806 | 280 | 1112 | 1455 | 276 | 600 | 1010 | 983 | 185 | 9 | 570 | 488 | 870 | 64 | 89 | 762 | 1094 | 518 | 440 | 1 | 39 | 10 | 509 |
| | Animal | 105 | 74 | 10 | 124 | 61 | 4 | 9 | 19 | 49 | 62 | 50 | 84 | 42 | 38 | 7 | 1 | 17 | 103 | 49 | 19 | 0 | 35 | 0 | 21 |
| | Bicycle | 143 | 91 | 66 | 83 | 186 | 32 | 33 | 67 | 165 | 33 | 2 | 106 | 60 | 79 | 16 | 1 | 39 | 98 | 84 | 79 | 0 | 4 | 1 | 91 |
| | Head On | 296 | 131 | 71 | 230 | 235 | 41 | 66 | 83 | 219 | 96 | 34 | 188 | 99 | 108 | 8 | 1 | 102 | 173 | 138 | 92 | 2 | 38 | 1 | 98 |
| | Left Turn | 2995 | 1920 | 794 | 1114 | 4031 | 618 | 522 | 1634 | 2871 | 671 | 11 | 1669 | 1294 | 1644 | 168 | 75 | 913 | 2031 | 1543 | 1251 | 12 | 106 | 9 | 1692 |
| | Off Road | 1422 | 730 | 353 | 1371 | 1053 | 149 | 516 | 509 | 910 | 457 | 113 | 816 | 412 | 488 | 83 | 29 | 745 | 724 | 620 | 466 | 9 | 109 | 10 | 502 |
| | Other | 3064 | 1163 | 887 | 3192 | 2273 | 424 | 1749 | 916 | 1854 | 524 | 71 | 1444 | 689 | 939 | 125 | 66 | 2626 | 1195 | 971 | 1069 | 1 | 140 | 6 | 1208 |
| | Pedestrian | 212 | 117 | 133 | 137 | 286 | 45 | 61 | 92 | 248 | 59 | 2 | 190 | 75 | 97 | 7 | 4 | 95 | 115 | 98 | 156 | 0 | 2 | 4 | 168 |
| | Rear End | 6315 | 6133 | 5662 | 3388 | 11598 | 3192 | 705 | 2620 | 10539 | 4136 | 110 | 9588 | 4213 | 2904 | 260 | 122 | 1091 | 3653 | 5578 | 7800 | 45 | 425 | 44 | 7944 |
| | Right Turn | 383 | 319 | 182 | 174 | 570 | 152 | 83 | 225 | 466 | 108 | 2 | 347 | 171 | 179 | 21 | 8 | 170 | 244 | 220 | 269 | 1 | 7 | 0 | 308 |
| | Rollover | 254 | 144 | 83 | 248 | 214 | 23 | 48 | 72 | 157 | 104 | 100 | 238 | 72 | 92 | 9 | 8 | 66 | 197 | 106 | 110 | 0 | 78 | 0 | 85 |
| | Sideswipe | 1543 | 1992 | 1758 | 1084 | 3261 | 1008 | 319 | 870 | 3163 | 855 | 86 | 2833 | 1137 | 781 | 72 | 34 | 496 | 1106 | 1380 | 2369 | 5 | 138 | 7 | 2239 |
| | Unknown | 254 | 202 | 252 | 160 | 443 | 110 | 59 | 130 | 408 | 100 | 11 | 349 | 144 | 130 | 7 | 7 | 76 | 189 | 157 | 287 | 0 | 16 | 0 | 286 |
| Alcohol Related | Y | 247 | 174 | 122 | 183 | 298 | 74 | 83 | 95 | 263 | 88 | 14 | 231 | 90 | 102 | 23 | 4 | 105 | 144 | 141 | 161 | 0 | 24 | 1 | 188 |
| | N | 18440 | 13648 | 10409 | 12234 | 25368 | 6000 | 4687 | 8152 | 21769 | 7302 | 587 | 18191 | 8806 | 8247 | 824 | 441 | 7093 | 10778 | 11321 | 14246 | 76 | 1113 | 91 | 14963 |
| Hit and Run | Y | 1989 | 1324 | 1157 | 1443 | 2528 | 624 | 713 | 837 | 2234 | 636 | 50 | 1911 | 821 | 828 | 58 | 38 | 939 | 1034 | 1080 | 1519 | 3 | 76 | 6 | 1625 |
| | N | 16698 | 12498 | 9374 | 10974 | 23138 | 5450 | 4057 | 7410 | 19798 | 6754 | 551 | 16511 | 8075 | 7521 | 789 | 407 | 6259 | 9888 | 10382 | 12888 | 73 | 1061 | 86 | 13526 |
| Aggressive Driving | Y | 308 | 192 | 160 | 214 | 384 | 75 | 97 | 139 | 294 | 124 | 6 | 270 | 105 | 163 | 14 | 9 | 112 | 193 | 160 | 203 | 0 | 19 | 0 | 203 |
| | N | 18379 | 13630 | 10371 | 12203 | 25282 | 5999 | 4673 | 8108 | 21738 | 7266 | 595 | 18152 | 8791 | 8186 | 833 | 436 | 7086 | 10729 | 11302 | 14204 | 76 | 1118 | 92 | 14948 |
| Distracted Driving | Y | 5522 | 4280 | 3267 | 3621 | 7802 | 1835 | 1203 | 2314 | 6756 | 2622 | 174 | 5865 | 2820 | 2283 | 265 | 117 | 1908 | 3102 | 3685 | 4518 | 37 | 337 | 31 | 4676 |
| | N | 13165 | 9542 | 7264 | 8796 | 17864 | 4239 | 3567 | 5933 | 15276 | 4768 | 427 | 12557 | 6076 | 6066 | 582 | 328 | 5290 | 7820 | 7777 | 9889 | 39 | 800 | 61 | 10475 |
| Intersection Related | Y | 5359 | 3616 | 1783 | 2262 | 6868 | 1683 | 1067 | 2776 | 5210 | 1662 | 43 | 3674 | 2306 | 2479 | 293 | 180 | 1881 | 3244 | 2936 | 2686 | 21 | 234 | 26 | 3444 |
| | N | 13328 | 10206 | 8748 | 10155 | 18798 | 4391 | 3703 | 5471 | 16822 | 5728 | 558 | 14748 | 6590 | 5870 | 554 | 265 | 5317 | 7678 | 8526 | 11721 | 55 | 903 | 66 | 11707 |
| Drug Related | Y | 95 | 65 | 52 | 82 | 119 | 18 | 23 | 37 | 96 | 47 | 9 | 104 | 36 | 34 | 3 | 3 | 39 | 60 | 50 | 67 | 0 | 15 | 0 | 74 |
| | N | 18592 | 13757 | 10479 | 12335 | 25547 | 6056 | 4747 | 8210 | 21936 | 7343 | 592 | 18318 | 8860 | 8315 | 844 | 442 | 7159 | 10862 | 11412 | 14340 | 76 | 1122 | 92 | 15077 |
| Aging Driver | Y | 2836 | 2343 | 1754 | 1871 | 4231 | 1056 | 744 | 1382 | 3641 | 1092 | 74 | 2994 | 1462 | 1369 | 132 | 71 | 1130 | 1729 | 1784 | 2507 | 13 | 178 | 11 | 2387 |
| | N | 15851 | 11479 | 8777 | 10546 | 21435 | 5018 | 4026 | 6865 | 18391 | 6298 | 527 | 15428 | 7434 | 6980 | 715 | 374 | 6068 | 9193 | 9678 | 11900 | 63 | 959 | 81 | 12764 |
| Teenage Driver | Y | 2679 | 1948 | 1342 | 1679 | 3632 | 773 | 647 | 1128 | 2992 | 1132 | 70 | 2427 | 1231 | 1282 | 152 | 62 | 930 | 1559 | 1666 | 1909 | 12 | 169 | 17 | 1942 |
| | N | 16008 | 11874 | 9189 | 10738 | 22034 | 5301 | 4123 | 7119 | 19040 | 6258 | 531 | 15995 | 7665 | 7067 | 695 | 383 | 6268 | 9363 | 9796 | 12498 | 64 | 968 | 75 | 13209 |
| Day of the Week | Monday | 2882 | 2084 | 1550 | 1906 | 3863 | 918 | 699 | 1281 | 3354 | 1091 | 91 | 2727 | 1358 | 1349 | 136 | 56 | 1061 | 1739 | 1749 | 2120 | 7 | 152 | 17 | 2279 |
| | Tuesday | 2862 | 2121 | 1636 | 1896 | 3967 | 939 | 736 | 1258 | 3372 | 1155 | 98 | 2843 | 1395 | 1261 | 134 | 67 | 1102 | 1666 | 1742 | 2270 | 13 | 178 | 17 | 2317 |
| | Wednesday | 2853 | 2108 | 1516 | 1858 | 3853 | 932 | 757 | 1214 | 3333 | 1101 | 72 | 2681 | 1366 | 1343 | 126 | 61 | 1066 | 1685 | 1769 | 2094 | 8 | 184 | 10 | 2244 |
| | Thursday | 2779 | 2119 | 1590 | 1792 | 3949 | 901 | 642 | 1255 | 3398 | 1122 | 71 | 2728 | 1384 | 1329 | 135 | 75 | 991 | 1687 | 1732 | 2198 | 14 | 154 | 15 | 2229 |
| | Friday | 3183 | 2403 | 1832 | 2132 | 4437 | 1045 | 806 | 1437 | 3758 | 1326 | 91 | 3224 | 1554 | 1432 | 142 | 68 | 1194 | 1882 | 1949 | 2560 | 19 | 196 | 19 | 2617 |
| | Saturday | 2223 | 1721 | 1370 | 1528 | 3181 | 728 | 617 | 1033 | 2711 | 856 | 97 | 2400 | 1011 | 896 | 95 | 72 | 963 | 1215 | 1422 | 1815 | 6 | 139 | 5 | 1932 |
| | Sunday | 1905 | 1266 | 1037 | 1305 | 2416 | 611 | 513 | 769 | 2106 | 739 | 81 | 1819 | 828 | 739 | 79 | 46 | 821 | 1048 | 1099 | 1350 | 9 | 134 | 9 | 1533 |
| Time of Day | 12-3 AM | 764 | 513 | 374 | 584 | 883 | 210 | 236 | 291 | 769 | 314 | 41 | 692 | 319 | 296 | 41 | 11 | 318 | 412 | 460 | 482 | 5 | 52 | 4 | 593 |
| | 3-6 AM | 600 | 423 | 257 | 461 | 660 | 178 | 149 | 246 | 585 | 237 | 63 | 567 | 253 | 194 | 26 | 11 | 248 | 317 | 359 | 368 | 3 | 68 | 1 | 437 |
| | 6-9 AM | 2656 | 1938 | 1172 | 1670 | 3392 | 791 | 619 | 996 | 2860 | 1185 | 106 | 2332 | 1302 | 1165 | 125 | 55 | 874 | 1548 | 1676 | 1725 | 9 | 189 | 13 | 1836 |
| | 9-Noon | 2433 | 1936 | 1573 | 1785 | 3509 | 877 | 742 | 1142 | 3049 | 947 | 62 | 2562 | 1203 | 1097 | 99 | 65 | 1145 | 1376 | 1502 | 2120 | 7 | 121 | 13 | 2115 |
| | Noon-3 PM | 3527 | 2574 | 2047 | 2359 | 4890 | 1235 | 968 | 1670 | 4154 | 1278 | 78 | 3416 | 1682 | 1589 | 172 | 92 | 1533 | 2086 | 1989 | 2863 | 11 | 190 | 14 | 2866 |
| | 3-6 PM | 4403 | 3211 | 2587 | 2851 | 6233 | 1353 | 1068 | 1965 | 5377 | 1690 | 101 | 4401 | 2082 | 2130 | 203 | 122 | 1499 | 2645 | 2763 | 3477 | 17 | 247 | 26 | 3572 |
| | 6-9 PM | 2914 | 2109 | 1628 | 1809 | 4070 | 891 | 626 | 1310 | 3494 | 1145 | 76 | 2915 | 1372 | 1315 | 115 | 55 | 998 | 1707 | 1814 | 2233 | 24 | 169 | 17 | 2388 |
| | 9-Midnight | 1390 | 1118 | 893 | 898 | 2029 | 539 | 362 | 627 | 1744 | 594 | 74 | 1537 | 683 | 563 | 66 | 34 | 583 | 831 | 899 | 1139 | 0 | 101 | 4 | 1344 |
| Lighting Conditions | Dark - Lighted | 2852 | 2360 | 2127 | 1688 | 4572 | 1225 | 788 | 1493 | 3980 | 1057 | 21 | 3301 | 1495 | 1251 | 142 | 56 | 1240 | 1596 | 1958 | 2673 | 6 | 95 | 9 | 3054 |
| | Dark - Not Lighted | 1573 | 956 | 308 | 1251 | 1376 | 234 | 301 | 421 | 1115 | 788 | 212 | 1213 | 531 | 574 | 61 | 27 | 455 | 957 | 824 | 607 | 18 | 229 | 8 | 725 |
| | Dark - Unknown Lighting | 25 | 6 | 5 | 14 | 20 | 3 | 12 | 7 | 15 | 2 | 0 | 5 | 9 | 10 | 0 | 0 | 13 | 11 | 4 | 9 | 0 | 0 | 0 | 7 |
| | Dawn | 396 | 302 | 163 | 246 | 492 | 139 | 66 | 181 | 406 | 180 | 28 | 350 | 189 | 175 | 30 | 11 | 122 | 252 | 251 | 244 | 1 | 28 | 1 | 283 |
| | Daylight | 13286 | 9834 | 7656 | 8843 | 18503 | 4341 | 3454 | 5914 | 15906 | 5178 | 324 | 13071 | 6429 | 6107 | 591 | 336 | 5153 | 7798 | 8120 | 10499 | 47 | 755 | 69 | 10707 |
| | Dusk | 503 | 348 | 266 | 321 | 683 | 130 | 109 | 225 | 593 | 178 | 12 | 464 | 236 | 223 | 23 | 14 | 174 | 295 | 292 | 367 | 4 | 27 | 5 | 367 |
| | Other | 6 | 3 | 1 | 4 | 5 | 1 | 2 | 1 | 6 | 1 | 0 | 4 | 1 | 3 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 3 |
| | Unknown | 46 | 13 | 5 | 50 | 15 | 1 | 38 | 5 | 11 | 6 | 4 | 14 | 6 | 6 | 0 | 1 | 39 | 8 | 11 | 7 | 0 | 3 | 0 | 5 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment D-1**
**Osceola County**
**All Crashes 2018-2022**

| Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| 46 | 146 | 96 | 0 | 0 | 2202 | 230 | 355 | 2610 | 168 | 9 | 531 | 702 | 1554 | 1598 | 624 | 79 | 483 | 1 |
| 11 | 1 | 0 | 0 | 0 | 101 | 16 | 72 | 188 | 1 | 0 | 114 | 33 | 42 | 98 | 77 | 3 | 11 | 0 |
| 10 | 14 | 2 | 0 | 0 | 193 | 23 | 84 | 282 | 15 | 3 | 42 | 59 | 199 | 148 | 94 | 11 | 47 | 0 |
| 43 | 22 | 2 | 0 | 0 | 319 | 59 | 120 | 468 | 27 | 3 | 148 | 113 | 237 | 278 | 100 | 10 | 109 | 0 |
| 357 | 269 | 49 | 0 | 0 | 3813 | 793 | 1103 | 5258 | 425 | 26 | 989 | 1290 | 3430 | 2554 | 1679 | 241 | 1231 | 4 |
| 88 | 49 | 6 | 0 | 0 | 1684 | 223 | 598 | 2390 | 106 | 9 | 809 | 568 | 1128 | 1206 | 830 | 83 | 382 | 3 |
| 150 | 268 | 87 | 0 | 0 | 3689 | 443 | 982 | 4812 | 283 | 19 | 958 | 860 | 3296 | 2826 | 1288 | 151 | 840 | 4 |
| 9 | 42 | 5 | 0 | 0 | 283 | 58 | 121 | 424 | 32 | 6 | 67 | 92 | 303 | 213 | 123 | 21 | 105 | 0 |
| 1135 | 1190 | 219 | 0 | 0 | 9932 | 3179 | 4999 | 15989 | 1935 | 186 | 2876 | 3752 | 11482 | 4969 | 7266 | 1082 | 4757 | 27 |
| 38 | 45 | 7 | 0 | 0 | 582 | 126 | 176 | 794 | 84 | 6 | 111 | 201 | 572 | 316 | 281 | 70 | 217 | 0 |
| 24 | 38 | 8 | 0 | 0 | 288 | 41 | 152 | 461 | 20 | 0 | 215 | 79 | 187 | 240 | 154 | 4 | 82 | 1 |
| 228 | 315 | 96 | 0 | 0 | 3049 | 724 | 1520 | 4770 | 487 | 36 | 802 | 994 | 3497 | 1335 | 2165 | 277 | 1501 | 7 |
| 27 | 76 | 16 | 0 | 0 | 460 | 87 | 161 | 647 | 59 | 2 | 94 | 106 | 508 | 230 | 243 | 14 | 221 | 0 |
| 21 | 38 | 6 | 0 | 0 | 322 | 89 | 132 | 488 | 51 | 4 | 114 | 107 | 322 | 220 | 184 | 25 | 113 | 1 |
| 2145 | 2437 | 587 | 0 | 0 | 26273 | 5913 | 10311 | 38605 | 3591 | 301 | 7642 | 8742 | 26113 | 15791 | 14740 | 2021 | 9873 | 46 |
| 172 | 287 | 91 | 0 | 0 | 2858 | 1037 | 1037 | 4098 | 349 | 23 | 728 | 873 | 2869 | 1780 | 1454 | 213 | 1016 | 3 |
| 1994 | 2188 | 502 | 0 | 0 | 23737 | 9406 | 9406 | 34995 | 3293 | 282 | 7028 | 7976 | 23566 | 14231 | 13470 | 1833 | 8970 | 44 |
| 21 | 53 | 2 | 0 | 0 | 424 | 154 | 154 | 604 | 53 | 3 | 116 | 152 | 392 | 269 | 204 | 24 | 162 | 1 |
| 2145 | 2422 | 591 | 0 | 0 | 26171 | 10289 | 10289 | 38489 | 3589 | 302 | 7640 | 8697 | 26043 | 15742 | 14720 | 2022 | 9824 | 46 |
| 836 | 601 | 129 | 0 | 0 | 7751 | 3421 | 3421 | 11802 | 1163 | 104 | 2557 | 2791 | 7721 | 4668 | 4757 | 734 | 2896 | 10 |
| 1330 | 1874 | 464 | 0 | 0 | 18844 | 7022 | 7022 | 27291 | 2479 | 201 | 5199 | 6058 | 18714 | 11343 | 10167 | 1312 | 7090 | 37 |
| 677 | 428 | 121 | 0 | 0 | 6885 | 2203 | 2203 | 9695 | 1001 | 62 | 1999 | 2578 | 6181 | 4240 | 3570 | 605 | 2332 | 9 |
| 1489 | 2047 | 472 | 0 | 0 | 19710 | 8240 | 8240 | 29398 | 2641 | 243 | 5757 | 6271 | 20254 | 11771 | 11354 | 1441 | 7654 | 38 |
| 11 | 11 | 0 | 0 | 0 | 121 | 67 | 67 | 194 | 16 | 2 | 54 | 40 | 118 | 81 | 79 | 12 | 40 | 0 |
| 2155 | 2464 | 593 | 0 | 0 | 26474 | 10376 | 10376 | 38899 | 3626 | 303 | 7702 | 8809 | 26317 | 15930 | 14845 | 2034 | 9946 | 47 |
| 357 | 527 | 129 | 0 | 0 | 4396 | 1598 | 1598 | 6298 | 586 | 49 | 1088 | 1419 | 4426 | 2567 | 2312 | 305 | 1733 | 10 |
| 1809 | 1948 | 464 | 0 | 0 | 22199 | 8845 | 8845 | 32795 | 3056 | 256 | 6668 | 7430 | 22009 | 13444 | 12612 | 1741 | 8253 | 37 |
| 377 | 332 | 67 | 0 | 0 | 3611 | 1500 | 1500 | 5427 | 507 | 35 | 1012 | 1332 | 3625 | 2232 | 2057 | 296 | 1378 | 5 |
| 1789 | 2143 | 526 | 0 | 0 | 22984 | 8943 | 8943 | 33666 | 3135 | 270 | 6744 | 7517 | 22810 | 13779 | 12867 | 1750 | 8608 | 42 |
| 347 | 373 | 86 | 0 | 0 | 4065 | 1577 | 1577 | 5935 | 523 | 58 | 1175 | 1359 | 3982 | 2515 | 2211 | 310 | 1472 | 5 |
| 324 | 390 | 104 | 0 | 0 | 4088 | 1589 | 1589 | 6017 | 558 | 44 | 1164 | 1380 | 4075 | 2468 | 2294 | 311 | 1536 | 5 |
| 359 | 374 | 84 | 0 | 0 | 4016 | 1567 | 1567 | 5898 | 541 | 38 | 1145 | 1329 | 4003 | 2480 | 2177 | 303 | 1506 | 7 |
| 299 | 375 | 95 | 0 | 0 | 3990 | 1588 | 1588 | 5892 | 558 | 38 | 1078 | 1336 | 4074 | 2404 | 2268 | 311 | 1493 | 10 |
| 398 | 448 | 121 | 0 | 0 | 4561 | 1821 | 1821 | 6734 | 631 | 53 | 1339 | 1495 | 4584 | 2761 | 2564 | 316 | 1763 | 9 |
| 217 | 318 | 64 | 0 | 0 | 3300 | 1285 | 1285 | 4814 | 463 | 37 | 981 | 1103 | 3230 | 1844 | 1912 | 280 | 1266 | 7 |
| 222 | 197 | 39 | 0 | 0 | 2575 | 1016 | 1016 | 3803 | 368 | 37 | 874 | 847 | 2487 | 1539 | 1498 | 215 | 950 | 4 |
| 76 | 64 | 19 | 0 | 0 | 992 | 430 | 430 | 1524 | 111 | 16 | 362 | 358 | 931 | 654 | 589 | 101 | 304 | 2 |
| 48 | 55 | 16 | 0 | 0 | 781 | 340 | 340 | 1184 | 92 | 4 | 290 | 280 | 710 | 474 | 482 | 60 | 257 | 5 |
| 381 | 258 | 53 | 0 | 0 | 3521 | 1459 | 1459 | 5250 | 468 | 48 | 1134 | 1291 | 3341 | 2222 | 2040 | 273 | 1225 | 6 |
| 297 | 434 | 83 | 0 | 0 | 3741 | 1376 | 1376 | 5387 | 518 | 37 | 1004 | 1139 | 3799 | 2152 | 2089 | 280 | 1413 | 5 |
| 408 | 565 | 126 | 0 | 0 | 5162 | 1875 | 1875 | 7423 | 672 | 53 | 1320 | 1660 | 5168 | 2997 | 2746 | 343 | 2048 | 6 |
| 495 | 623 | 167 | 0 | 0 | 6319 | 2485 | 2485 | 9289 | 852 | 60 | 1794 | 2016 | 6391 | 3879 | 3384 | 456 | 2461 | 15 |
| 310 | 317 | 84 | 0 | 0 | 4065 | 1649 | 1649 | 6028 | 566 | 57 | 1194 | 1422 | 4035 | 2465 | 2293 | 342 | 1541 | 6 |
| 151 | 159 | 45 | 0 | 0 | 2014 | 829 | 829 | 3008 | 363 | 30 | 658 | 683 | 2060 | 1168 | 1301 | 191 | 737 | 2 |
| 264 | 421 | 129 | 0 | 0 | 4473 | 1751 | 1751 | 6535 | 735 | 69 | 893 | 1478 | 4968 | 2338 | 2770 | 428 | 1791 | 9 |
| 191 | 33 | 8 | 0 | 0 | 1601 | 842 | 842 | 2642 | 178 | 17 | 1125 | 680 | 1032 | 1355 | 940 | 162 | 377 | 1 |
| 2 | 2 | 1 | 0 | 0 | 25 | 8 | 8 | 34 | 2 | 0 | 7 | 4 | 25 | 23 | 5 | 2 | 6 | 0 |
| 71 | 32 | 12 | 0 | 0 | 513 | 215 | 215 | 776 | 78 | 7 | 170 | 205 | 486 | 310 | 319 | 35 | 192 | 3 |
| 1590 | 1925 | 427 | 0 | 0 | 19237 | 7332 | 7332 | 28008 | 2562 | 206 | 5331 | 6241 | 19204 | 11509 | 10499 | 1363 | 7353 | 33 |
| 44 | 61 | 16 | 0 | 0 | 689 | 282 | 282 | 1025 | 86 | 6 | 205 | 232 | 680 | 427 | 376 | 52 | 262 | 0 |
| 1 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 9 | 1 | 0 | 4 | 1 | 5 | 4 | 2 | 1 | 2 | 1 |
| 3 | 1 | 0 | 0 | 0 | 50 | 12 | 12 | 64 | 0 | 0 | 21 | 8 | 35 | 45 | 13 | 3 | 3 | 0 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment D-2
# Osceola County
# All Crashes that Result in a KSI 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | | | | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| | | 2-3 | 4-5 | 6-8 | None | 1 to 2 | 3+ | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| Type | Angle | 47 | 23 | 13 | 32 | 42 | 10 | 11 | 27 | 33 | 10 | 2 | 28 | 12 | 17 | 2 | 6 | 19 | 30 | 12 | 20 | 0 | 6 | 1 | 22 |
| | Animal | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Bicycle | 20 | 17 | 10 | 14 | 28 | 5 | 2 | 9 | 27 | 8 | 1 | 19 | 11 | 11 | 1 | 0 | 5 | 14 | 15 | 13 | 0 | 1 | 1 | 15 |
| | Head On | 51 | 17 | 3 | 52 | 19 | 0 | 0 | 1 | 21 | 30 | 19 | 37 | 15 | 11 | 2 | 0 | 6 | 36 | 20 | 9 | 1 | 21 | 0 | 10 |
| | Left Turn | 128 | 77 | 34 | 43 | 174 | 22 | 14 | 60 | 116 | 49 | 0 | 85 | 54 | 66 | 5 | 2 | 27 | 94 | 72 | 45 | 3 | 9 | 1 | 64 |
| | Off Road | 52 | 59 | 24 | 71 | 61 | 7 | 19 | 22 | 60 | 30 | 4 | 56 | 25 | 20 | 3 | 3 | 32 | 25 | 47 | 32 | 1 | 3 | 0 | 26 |
| | Other | 61 | 40 | 38 | 58 | 72 | 12 | 20 | 23 | 58 | 30 | 8 | 65 | 22 | 27 | 4 | 0 | 24 | 38 | 37 | 44 | 0 | 10 | 1 | 44 |
| | Pedestrian | 42 | 34 | 44 | 29 | 77 | 15 | 9 | 12 | 70 | 28 | 1 | 65 | 18 | 21 | 3 | 0 | 14 | 27 | 29 | 51 | 0 | 2 | 0 | 59 |
| | Rear End | 53 | 68 | 69 | 46 | 114 | 31 | 4 | 13 | 103 | 64 | 6 | 123 | 43 | 15 | 0 | 1 | 9 | 29 | 66 | 86 | 2 | 7 | 2 | 80 |
| | Right Turn | 5 | 1 | 3 | 0 | 8 | 1 | 3 | 0 | 3 | 3 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 1 | 3 | 3 | 1 | 0 | 0 | 5 |
| | Rollover | 20 | 12 | 1 | 24 | 9 | 0 | 3 | 7 | 7 | 8 | 8 | 10 | 7 | 8 | 0 | 0 | 8 | 18 | 6 | 1 | 0 | 6 | 0 | 2 |
| | Sideswipe | 15 | 7 | 7 | 9 | 18 | 2 | 0 | 5 | 8 | 9 | 7 | 17 | 5 | 5 | 1 | 0 | 1 | 15 | 6 | 7 | 0 | 6 | 0 | 9 |
| | Unknown | 5 | 5 | 3 | 6 | 7 | 0 | 0 | 2 | 5 | 4 | 2 | 8 | 3 | 2 | 0 | 0 | 0 | 4 | 5 | 4 | 0 | 2 | 0 | 3 |
| Alcohol Related | Y | 38 | 33 | 12 | 45 | 35 | 4 | 8 | 15 | 34 | 18 | 8 | 34 | 14 | 17 | 4 | 0 | 15 | 31 | 17 | 21 | 0 | 10 | 0 | 19 |
| | N | 462 | 327 | 237 | 339 | 595 | 101 | 77 | 166 | 477 | 256 | 50 | 484 | 201 | 189 | 17 | 12 | 132 | 301 | 301 | 294 | 8 | 63 | 6 | 321 |
| Hit and Run | Y | 22 | 26 | 21 | 22 | 41 | 8 | 1 | 9 | 39 | 18 | 2 | 42 | 9 | 11 | 0 | 1 | 8 | 14 | 19 | 29 | 0 | 3 | 0 | 29 |
| | N | 478 | 334 | 228 | 362 | 589 | 97 | 84 | 172 | 472 | 256 | 56 | 476 | 206 | 195 | 21 | 11 | 139 | 318 | 299 | 286 | 8 | 70 | 6 | 311 |
| Aggressive Driving | Y | 22 | 21 | 7 | 17 | 30 | 3 | 8 | 13 | 15 | 12 | 2 | 19 | 7 | 11 | 0 | 2 | 11 | 18 | 9 | 11 | 0 | 2 | 0 | 13 |
| | N | 478 | 339 | 242 | 367 | 600 | 102 | 77 | 168 | 496 | 262 | 56 | 499 | 208 | 195 | 21 | 10 | 136 | 314 | 309 | 304 | 8 | 71 | 6 | 327 |
| Distracted Driving | Y | 196 | 149 | 80 | 149 | 236 | 44 | 29 | 66 | 190 | 117 | 23 | 198 | 85 | 74 | 9 | 3 | 60 | 124 | 136 | 107 | 4 | 29 | 3 | 121 |
| | N | 304 | 211 | 169 | 235 | 394 | 61 | 56 | 115 | 321 | 157 | 35 | 320 | 130 | 132 | 12 | 9 | 87 | 208 | 182 | 208 | 4 | 44 | 3 | 219 |
| Intersection Related | Y | 186 | 122 | 68 | 85 | 243 | 49 | 25 | 80 | 176 | 89 | 6 | 150 | 77 | 85 | 5 | 4 | 56 | 122 | 101 | 95 | 4 | 17 | 3 | 117 |
| | N | 314 | 238 | 181 | 299 | 387 | 56 | 60 | 101 | 335 | 185 | 52 | 368 | 138 | 121 | 16 | 8 | 91 | 210 | 217 | 220 | 4 | 56 | 3 | 223 |
| Drug Related | Y | 25 | 18 | 9 | 31 | 20 | 2 | 3 | 6 | 20 | 15 | 8 | 29 | 7 | 7 | 1 | 1 | 8 | 19 | 12 | 13 | 0 | 9 | 0 | 11 |
| | N | 475 | 342 | 240 | 353 | 610 | 103 | 82 | 175 | 491 | 259 | 50 | 489 | 208 | 199 | 20 | 11 | 139 | 313 | 306 | 302 | 8 | 64 | 6 | 329 |
| Aging Driver | Y | 73 | 64 | 45 | 62 | 101 | 22 | 12 | 21 | 80 | 56 | 13 | 98 | 39 | 27 | 1 | 1 | 19 | 52 | 45 | 68 | 4 | 16 | 1 | 52 |
| | N | 427 | 296 | 204 | 322 | 529 | 83 | 73 | 160 | 431 | 218 | 45 | 420 | 176 | 179 | 20 | 11 | 128 | 280 | 273 | 247 | 4 | 57 | 5 | 288 |
| Teenage Driver | Y | 65 | 50 | 23 | 41 | 84 | 14 | 16 | 29 | 50 | 40 | 3 | 53 | 33 | 21 | 6 | 2 | 24 | 36 | 47 | 31 | 1 | 5 | 3 | 38 |
| | N | 435 | 310 | 226 | 343 | 546 | 91 | 69 | 152 | 461 | 234 | 55 | 465 | 182 | 185 | 15 | 10 | 123 | 296 | 271 | 284 | 7 | 68 | 3 | 302 |
| Day of the Week | Monday | 81 | 46 | 24 | 53 | 81 | 17 | 13 | 25 | 69 | 34 | 10 | 62 | 34 | 30 | 1 | 1 | 23 | 50 | 42 | 35 | 1 | 9 | 1 | 39 |
| | Tuesday | 58 | 45 | 30 | 47 | 75 | 12 | 8 | 13 | 62 | 40 | 10 | 70 | 19 | 24 | 4 | 2 | 15 | 39 | 42 | 37 | 2 | 11 | 2 | 48 |
| | Wednesday | 76 | 49 | 42 | 58 | 94 | 16 | 12 | 31 | 85 | 33 | 6 | 75 | 27 | 35 | 5 | 2 | 24 | 51 | 38 | 53 | 0 | 14 | 1 | 47 |
| | Thursday | 71 | 52 | 41 | 57 | 97 | 14 | 13 | 27 | 80 | 38 | 6 | 73 | 36 | 32 | 1 | 2 | 24 | 48 | 45 | 50 | 0 | 8 | 0 | 48 |
| | Friday | 75 | 48 | 35 | 60 | 87 | 13 | 18 | 25 | 65 | 41 | 9 | 75 | 32 | 29 | 4 | 2 | 18 | 53 | 46 | 43 | 3 | 10 | 1 | 40 |
| | Saturday | 68 | 62 | 45 | 57 | 98 | 21 | 13 | 29 | 82 | 42 | 9 | 89 | 29 | 32 | 4 | 2 | 20 | 46 | 54 | 54 | 0 | 10 | 0 | 62 |
| | Sunday | 71 | 58 | 32 | 52 | 98 | 12 | 8 | 31 | 68 | 46 | 8 | 74 | 38 | 24 | 2 | 1 | 23 | 45 | 51 | 43 | 2 | 11 | 1 | 56 |
| Time of Day | 12-3 AM | 57 | 42 | 20 | 41 | 65 | 13 | 10 | 18 | 56 | 31 | 4 | 52 | 23 | 27 | 3 | 0 | 14 | 39 | 39 | 27 | 1 | 6 | 0 | 45 |
| | 3-6 AM | 33 | 31 | 20 | 44 | 37 | 6 | 7 | 13 | 36 | 18 | 10 | 45 | 14 | 8 | 2 | 0 | 18 | 23 | 24 | 22 | 0 | 12 | 0 | 25 |
| | 6-9 AM | 49 | 28 | 30 | 33 | 65 | 9 | 6 | 16 | 39 | 36 | 10 | 51 | 19 | 21 | 1 | 2 | 13 | 32 | 26 | 35 | 1 | 10 | 1 | 32 |
| | 9-Noon | 35 | 31 | 18 | 24 | 49 | 11 | 10 | 13 | 33 | 21 | 7 | 43 | 17 | 13 | 1 | 0 | 10 | 26 | 23 | 25 | 2 | 8 | 1 | 23 |
| | Noon-3 PM | 62 | 40 | 33 | 39 | 90 | 9 | 11 | 28 | 65 | 29 | 2 | 59 | 30 | 29 | 1 | 3 | 16 | 41 | 36 | 43 | 1 | 7 | 0 | 32 |
| | 3-6 PM | 84 | 45 | 41 | 62 | 98 | 11 | 15 | 26 | 88 | 33 | 8 | 80 | 27 | 30 | 5 | 4 | 25 | 51 | 47 | 46 | 0 | 8 | 1 | 52 |
| | 6-9 PM | 95 | 68 | 46 | 73 | 115 | 23 | 14 | 34 | 100 | 56 | 5 | 92 | 46 | 40 | 3 | 1 | 29 | 61 | 60 | 60 | 3 | 11 | 1 | 58 |
| | 9-Midnight | 85 | 75 | 41 | 68 | 111 | 23 | 12 | 33 | 94 | 50 | 12 | 96 | 39 | 38 | 5 | 2 | 22 | 59 | 63 | 57 | 0 | 11 | 2 | 73 |
| Lighting Conditions | Dark - Lighted | 100 | 100 | 88 | 72 | 187 | 32 | 23 | 52 | 148 | 62 | 3 | 140 | 62 | 47 | 6 | 1 | 35 | 67 | 86 | 103 | 0 | 9 | 2 | 125 |
| | Dark - Not Lighted | 127 | 97 | 25 | 114 | 119 | 17 | 10 | 34 | 97 | 80 | 28 | 122 | 38 | 56 | 7 | 2 | 25 | 98 | 80 | 45 | 3 | 30 | 1 | 56 |
| | Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dawn | 9 | 4 | 4 | 6 | 8 | 3 | 1 | 2 | 7 | 5 | 2 | 7 | 5 | 3 | 1 | 0 | 1 | 5 | 7 | 4 | 0 | 3 | 0 | 5 |
| | Daylight | 243 | 150 | 126 | 176 | 298 | 51 | 46 | 89 | 238 | 123 | 23 | 237 | 101 | 93 | 7 | 9 | 78 | 150 | 138 | 154 | 4 | 29 | 3 | 146 |
| | Dusk | 19 | 8 | 6 | 14 | 17 | 2 | 4 | 4 | 20 | 4 | 1 | 10 | 9 | 7 | 0 | 0 | 7 | 11 | 7 | 8 | 1 | 1 | 0 | 7 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment D-2**
**Osceola County**
**All Crashes that Result in a KSI 2018-2022**

| Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| 1 | 3 | 0 | 0 | 0 | 54 | 10 | 19 | 76 | 7 | 0 | 21 | 24 | 38 | 41 | 23 | 6 | 13 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4 | 3 | 0 | 0 | 0 | 29 | 7 | 11 | 40 | 5 | 2 | 9 | 11 | 27 | 23 | 12 | 2 | 10 | 0 |
| 9 | 0 | 0 | 0 | 0 | 33 | 4 | 34 | 71 | 0 | 0 | 41 | 18 | 12 | 48 | 14 | 1 | 8 | 0 |
| 18 | 16 | 1 | 0 | 0 | 156 | 37 | 46 | 219 | 19 | 1 | 53 | 63 | 123 | 102 | 80 | 15 | 42 | 0 |
| 5 | 1 | 1 | 0 | 0 | 84 | 7 | 44 | 129 | 6 | 0 | 43 | 23 | 69 | 48 | 61 | 11 | 15 | 0 |
| 6 | 9 | 2 | 0 | 0 | 75 | 17 | 47 | 130 | 9 | 0 | 31 | 32 | 76 | 55 | 53 | 7 | 24 | 0 |
| 3 | 10 | 1 | 0 | 0 | 60 | 20 | 40 | 110 | 8 | 2 | 16 | 28 | 76 | 42 | 41 | 12 | 25 | 0 |
| 22 | 8 | 1 | 0 | 0 | 89 | 39 | 62 | 165 | 21 | 4 | 50 | 46 | 94 | 46 | 79 | 11 | 54 | 0 |
| 1 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 9 | 0 | 0 | 2 | 4 | 3 | 0 | 6 | 1 | 2 | 0 |
| 2 | 0 | 0 | 0 | 0 | 18 | 1 | 14 | 33 | 0 | 0 | 20 | 4 | 9 | 17 | 10 | 0 | 6 | 0 |
| 2 | 1 | 0 | 0 | 0 | 11 | 5 | 13 | 24 | 5 | 0 | 13 | 2 | 14 | 13 | 10 | 2 | 4 | 0 |
| 1 | 0 | 1 | 0 | 0 | 6 | 2 | 5 | 11 | 2 | 0 | 6 | 3 | 4 | 4 | 5 | 2 | 2 | 0 |
| 5 | 1 | 0 | 0 | 0 | 40 | 11 | 32 | 78 | 5 | 0 | 32 | 18 | 33 | 37 | 31 | 5 | 10 | 0 |
| 69 | 50 | 7 | 0 | 0 | 579 | 140 | 307 | 940 | 77 | 9 | 273 | 241 | 512 | 403 | 363 | 65 | 195 | 0 |
| 2 | 6 | 1 | 0 | 0 | 42 | 20 | 20 | 65 | 4 | 0 | 12 | 18 | 39 | 22 | 26 | 4 | 17 | 0 |
| 72 | 45 | 6 | 0 | 0 | 577 | 319 | 319 | 953 | 78 | 9 | 293 | 241 | 506 | 418 | 368 | 66 | 188 | 0 |
| 2 | 3 | 0 | 0 | 0 | 25 | 15 | 15 | 43 | 7 | 0 | 14 | 13 | 23 | 21 | 23 | 2 | 4 | 0 |
| 72 | 48 | 7 | 0 | 0 | 594 | 324 | 324 | 975 | 75 | 9 | 291 | 246 | 522 | 419 | 371 | 68 | 201 | 0 |
| 35 | 11 | 2 | 0 | 0 | 229 | 132 | 132 | 385 | 36 | 4 | 129 | 98 | 198 | 173 | 171 | 27 | 54 | 0 |
| 39 | 40 | 5 | 0 | 0 | 390 | 207 | 207 | 633 | 46 | 5 | 176 | 161 | 347 | 267 | 223 | 43 | 151 | 0 |
| 30 | 15 | 5 | 0 | 0 | 216 | 94 | 94 | 337 | 36 | 3 | 91 | 97 | 188 | 157 | 130 | 24 | 65 | 0 |
| 44 | 36 | 2 | 0 | 0 | 403 | 245 | 245 | 681 | 46 | 6 | 214 | 162 | 357 | 283 | 264 | 46 | 140 | 0 |
| 5 | 1 | 0 | 0 | 0 | 23 | 28 | 28 | 52 | 0 | 0 | 25 | 11 | 16 | 22 | 24 | 3 | 3 | 0 |
| 69 | 50 | 7 | 0 | 0 | 596 | 311 | 311 | 966 | 82 | 9 | 280 | 248 | 529 | 418 | 370 | 67 | 202 | 0 |
| 15 | 9 | 2 | 0 | 0 | 96 | 60 | 60 | 164 | 17 | 1 | 56 | 44 | 82 | 66 | 69 | 14 | 33 | 0 |
| 59 | 42 | 5 | 0 | 0 | 523 | 279 | 279 | 854 | 65 | 8 | 249 | 215 | 463 | 374 | 325 | 56 | 172 | 0 |
| 13 | 3 | 1 | 0 | 0 | 78 | 42 | 42 | 126 | 12 | 0 | 29 | 35 | 74 | 52 | 52 | 9 | 25 | 0 |
| 61 | 48 | 6 | 0 | 0 | 541 | 297 | 297 | 892 | 70 | 9 | 276 | 224 | 471 | 388 | 342 | 61 | 180 | 0 |
| 14 | 2 | 1 | 0 | 0 | 82 | 48 | 48 | 139 | 10 | 2 | 47 | 38 | 66 | 65 | 50 | 11 | 25 | 0 |
| 8 | 1 | 0 | 0 | 0 | 60 | 57 | 57 | 124 | 8 | 1 | 38 | 30 | 65 | 54 | 47 | 10 | 22 | 0 |
| 13 | 8 | 2 | 0 | 0 | 99 | 47 | 47 | 155 | 11 | 1 | 51 | 33 | 83 | 71 | 58 | 9 | 29 | 0 |
| 10 | 9 | 0 | 0 | 0 | 94 | 51 | 51 | 148 | 14 | 2 | 31 | 34 | 99 | 57 | 58 | 15 | 34 | 0 |
| 12 | 10 | 1 | 0 | 0 | 87 | 49 | 49 | 139 | 18 | 1 | 46 | 38 | 74 | 65 | 58 | 9 | 26 | 0 |
| 8 | 12 | 1 | 0 | 0 | 100 | 50 | 50 | 162 | 12 | 1 | 41 | 47 | 87 | 67 | 64 | 8 | 36 | 0 |
| 9 | 9 | 2 | 0 | 0 | 97 | 37 | 37 | 151 | 9 | 1 | 51 | 39 | 71 | 61 | 59 | 8 | 33 | 0 |
| 7 | 6 | 0 | 0 | 0 | 66 | 35 | 35 | 110 | 7 | 2 | 34 | 31 | 54 | 49 | 45 | 8 | 17 | 0 |
| 5 | 3 | 1 | 0 | 0 | 49 | 26 | 26 | 77 | 7 | 0 | 24 | 17 | 43 | 24 | 40 | 5 | 15 | 0 |
| 9 | 8 | 0 | 0 | 0 | 52 | 41 | 41 | 95 | 11 | 1 | 42 | 18 | 47 | 44 | 38 | 5 | 20 | 0 |
| 4 | 1 | 2 | 0 | 0 | 51 | 27 | 27 | 79 | 5 | 0 | 24 | 21 | 39 | 30 | 33 | 8 | 13 | 0 |
| 8 | 13 | 2 | 0 | 0 | 91 | 29 | 29 | 126 | 7 | 2 | 25 | 36 | 74 | 50 | 38 | 7 | 40 | 0 |
| 13 | 5 | 1 | 0 | 0 | 94 | 58 | 58 | 158 | 11 | 1 | 45 | 39 | 86 | 76 | 62 | 9 | 23 | 0 |
| 13 | 11 | 1 | 0 | 0 | 113 | 61 | 61 | 194 | 14 | 1 | 52 | 49 | 108 | 91 | 65 | 15 | 38 | 0 |
| 15 | 4 | 0 | 0 | 0 | 103 | 62 | 62 | 179 | 20 | 2 | 59 | 48 | 94 | 76 | 73 | 13 | 39 | 0 |
| 17 | 15 | 2 | 0 | 0 | 154 | 83 | 83 | 257 | 28 | 3 | 45 | 63 | 180 | 85 | 125 | 24 | 54 | 0 |
| 19 | 5 | 0 | 0 | 0 | 121 | 88 | 88 | 233 | 15 | 1 | 103 | 63 | 83 | 119 | 76 | 15 | 39 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 8 | 6 | 6 | 13 | 4 | 0 | 8 | 3 | 6 | 6 | 5 | 1 | 5 | 0 |
| 37 | 28 | 4 | 0 | 0 | 311 | 152 | 152 | 480 | 34 | 5 | 140 | 121 | 258 | 210 | 182 | 27 | 100 | 0 |
| 0 | 3 | 1 | 0 | 0 | 24 | 8 | 8 | 32 | 1 | 0 | 6 | 9 | 18 | 17 | 6 | 3 | 7 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment D-3
## Osceola County
## Percent of All Crashes that Result in a KSI - 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 2.8% | 2.9% | 4.6% | 2.9% | 2.9% | 3.6% | 1.8% | 2.7% | 3.4% | 5.4% | 22.2% | 4.9% | 2.5% | 2.0% | 3.1% | 6.7% | 2.5% | 2.7% | 2.3% | 4.5% | 0.0% | 15.4% | 10.0% | 4.3% | 2.2% |
| | Animal | 1.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | - | 0.0% | - | 4.8% | 0.0% |
| | Bicycle | 14.0% | 18.7% | 15.2% | 16.9% | 15.1% | 15.6% | 6.1% | 13.4% | 16.4% | 24.2% | 50.0% | 17.9% | 18.3% | 13.9% | 6.3% | 0.0% | 12.8% | 14.3% | 17.9% | 16.5% | - | 25.0% | 100.0% | 16.5% | 40.0% |
| | Head On | 17.2% | 13.0% | 4.2% | 22.6% | 8.1% | 0.0% | 0.0% | 1.2% | 9.6% | 31.3% | 55.9% | 19.7% | 15.2% | 10.2% | 25.0% | 0.0% | 5.9% | 20.8% | 14.5% | 9.8% | 50.0% | 55.3% | 0.0% | 10.2% | 20.9% |
| | Left Turn | 4.3% | 4.0% | 4.3% | 3.9% | 4.3% | 3.6% | 2.7% | 3.7% | 4.0% | 7.3% | 0.0% | 5.1% | 4.2% | 4.0% | 3.0% | 2.7% | 3.0% | 4.6% | 4.7% | 3.6% | 25.0% | 8.5% | 11.1% | 3.8% | 5.0% |
| | Off Road | 3.7% | 8.1% | 6.8% | 5.2% | 5.8% | 4.7% | 3.7% | 4.3% | 6.6% | 6.6% | 3.5% | 6.9% | 6.1% | 4.1% | 3.6% | 10.3% | 4.3% | 3.5% | 7.6% | 6.9% | 11.1% | 2.8% | 0.0% | 5.2% | 5.7% |
| | Other | 2.0% | 3.4% | 4.3% | 1.8% | 3.2% | 2.8% | 1.1% | 2.5% | 3.1% | 5.7% | 11.3% | 4.5% | 3.2% | 2.9% | 3.2% | 0.0% | 0.9% | 3.2% | 3.8% | 4.1% | 0.0% | 7.1% | 16.7% | 3.6% | 4.0% |
| | Pedestrian | 19.8% | 29.1% | 33.1% | 21.2% | 26.9% | 33.3% | 14.8% | 13.0% | 28.2% | 47.5% | 50.0% | 34.2% | 24.0% | 21.6% | 42.9% | 0.0% | 14.7% | 23.5% | 29.6% | 32.7% | - | 100.0% | 0.0% | 35.1% | 33.3% |
| | Rear End | 0.8% | 1.1% | 1.2% | 1.4% | 1.0% | 1.0% | 0.6% | 0.5% | 1.0% | 1.5% | 5.5% | 1.3% | 1.0% | 0.5% | 0.0% | 0.8% | 0.8% | 0.8% | 1.2% | 1.1% | 4.4% | 1.6% | 4.5% | 1.0% | 1.9% |
| | Right Turn | 1.3% | 0.3% | 1.6% | 0.0% | 1.4% | 0.7% | 3.6% | 0.0% | 0.6% | 2.8% | 0.0% | 1.4% | 0.0% | 1.1% | 0.0% | 0.0% | 1.2% | 0.4% | 1.4% | 1.1% | 100.0% | 0.0% | - | 1.6% | 2.6% |
| | Rollover | 7.9% | 8.3% | 1.2% | 9.7% | 4.2% | 0.0% | 6.3% | 9.7% | 4.5% | 7.7% | 8.0% | 4.2% | 9.7% | 8.7% | 0.0% | 0.0% | 12.1% | 9.1% | 5.7% | 0.9% | - | 7.7% | - | 2.4% | 8.3% |
| | Sideswipe | 1.0% | 0.4% | 0.4% | 0.8% | 0.6% | 0.2% | 0.0% | 0.6% | 0.3% | 1.1% | 8.1% | 0.6% | 0.4% | 0.6% | 1.4% | 0.0% | 0.2% | 1.4% | 0.4% | 0.3% | 0.0% | 4.3% | 0.0% | 0.4% | 0.9% |
| | Unknown | 2.0% | 2.5% | 1.2% | 3.8% | 1.6% | 0.0% | 0.0% | 1.5% | 1.2% | 4.0% | 18.2% | 2.3% | 2.1% | 1.5% | 0.0% | 0.0% | 0.0% | 2.1% | 3.2% | 1.4% | - | 12.5% | | 1.0% | 3.7% |
| Alcohol Related | Y | 15.4% | 19.0% | 9.8% | 24.6% | 11.7% | 5.4% | 9.6% | 15.8% | 12.9% | 20.5% | 57.1% | 14.7% | 15.6% | 16.7% | 17.4% | 0.0% | 14.3% | 21.5% | 12.1% | 13.0% | - | 41.7% | 0.0% | 10.1% | 23.8% |
| | N | 2.5% | 2.4% | 2.3% | 2.8% | 2.3% | 1.7% | 1.6% | 2.0% | 2.2% | 3.5% | 8.5% | 2.7% | 2.3% | 2.3% | 2.1% | 2.7% | 1.9% | 2.8% | 2.7% | 2.1% | 10.5% | 5.7% | 6.6% | 2.1% | 3.2% |
| Hit and Run | Y | 1.1% | 2.0% | 1.8% | 1.5% | 1.6% | 1.3% | 0.1% | 1.1% | 1.7% | 2.8% | 4.0% | 2.2% | 1.1% | 1.3% | 0.0% | 2.6% | 0.9% | 1.4% | 1.8% | 1.9% | 0.0% | 3.9% | 0.0% | 1.8% | 1.2% |
| | N | 2.9% | 2.7% | 2.4% | 3.3% | 2.5% | 1.8% | 2.1% | 2.3% | 2.4% | 3.8% | 10.2% | 2.9% | 2.6% | 2.6% | 2.7% | 2.7% | 2.2% | 3.2% | 2.9% | 2.2% | 11.0% | 6.6% | 7.0% | 2.3% | 3.6% |
| Aggressive Driving | Y | 7.1% | 10.9% | 4.4% | 7.9% | 7.8% | 4.0% | 8.2% | 9.4% | 5.1% | 9.7% | 33.3% | 7.0% | 6.7% | 6.7% | 0.0% | 22.2% | 9.8% | 9.3% | 5.6% | 5.4% | - | 10.5% | - | 6.4% | 9.5% |
| | N | 2.6% | 2.5% | 2.3% | 3.0% | 2.4% | 1.7% | 1.6% | 2.1% | 2.3% | 3.6% | 9.4% | 2.7% | 2.4% | 2.4% | 2.5% | 2.3% | 1.9% | 2.9% | 2.7% | 2.1% | 10.5% | 6.4% | 6.5% | 2.2% | 3.4% |
| Distracted Driving | Y | 3.5% | 3.5% | 2.4% | 4.1% | 3.0% | 2.4% | 2.4% | 2.9% | 2.8% | 4.5% | 13.2% | 3.4% | 3.0% | 3.2% | 3.4% | 2.6% | 3.1% | 4.0% | 3.7% | 2.4% | 10.8% | 8.6% | 9.7% | 2.6% | 4.2% |
| | N | 2.3% | 2.2% | 2.3% | 2.7% | 2.2% | 1.4% | 1.6% | 1.9% | 2.1% | 3.3% | 8.2% | 2.5% | 2.1% | 2.2% | 2.1% | 2.7% | 1.6% | 2.7% | 2.3% | 2.1% | 10.3% | 5.5% | 4.9% | 2.1% | 2.9% |
| Intersection Related | Y | 3.5% | 3.4% | 3.8% | 3.8% | 3.5% | 2.9% | 2.3% | 2.9% | 3.4% | 5.4% | 14.0% | 4.1% | 3.3% | 3.4% | 1.7% | 2.2% | 3.0% | 3.8% | 3.4% | 3.5% | 19.0% | 7.3% | 11.5% | 3.4% | 4.4% |
| | N | 2.4% | 2.3% | 2.1% | 2.9% | 2.1% | 1.3% | 1.6% | 1.8% | 2.0% | 3.2% | 9.3% | 2.5% | 2.1% | 2.1% | 2.9% | 3.0% | 1.7% | 2.7% | 2.5% | 1.9% | 7.3% | 6.2% | 4.5% | 1.9% | 3.0% |
| Drug Related | Y | 26.3% | 27.7% | 17.3% | 37.8% | 16.8% | 11.1% | 13.0% | 16.2% | 20.8% | 31.9% | 88.9% | 27.9% | 19.4% | 20.6% | 33.3% | 33.3% | 20.5% | 31.7% | 24.0% | 19.4% | - | 60.0% | - | 14.9% | 45.5% |
| | N | 2.6% | 2.5% | 2.3% | 2.9% | 2.4% | 1.7% | 1.7% | 2.1% | 2.2% | 3.5% | 8.4% | 2.7% | 2.3% | 2.4% | 2.4% | 2.5% | 1.9% | 2.9% | 2.7% | 2.1% | 10.5% | 5.7% | 6.5% | 2.2% | 3.2% |
| Aging Driver | Y | 2.6% | 2.7% | 2.6% | 3.3% | 2.4% | 2.1% | 1.6% | 1.5% | 2.2% | 5.1% | 17.6% | 3.3% | 2.7% | 2.0% | 0.8% | 1.4% | 1.7% | 3.0% | 2.5% | 2.7% | 30.8% | 9.0% | 9.1% | 2.2% | 4.2% |
| | N | 2.7% | 2.6% | 2.3% | 3.1% | 2.5% | 1.7% | 1.8% | 2.3% | 2.3% | 3.5% | 8.5% | 2.7% | 2.4% | 2.6% | 2.8% | 2.9% | 2.1% | 3.0% | 2.8% | 2.1% | 6.3% | 5.9% | 6.2% | 2.3% | 3.3% |
| Teenage Driver | Y | 2.4% | 2.6% | 1.7% | 2.4% | 2.3% | 1.8% | 2.5% | 2.6% | 1.7% | 3.5% | 4.3% | 2.2% | 2.7% | 1.6% | 3.9% | 3.2% | 2.6% | 2.3% | 2.8% | 1.6% | 8.3% | 3.0% | 17.6% | 2.0% | 3.4% |
| | N | 2.7% | 2.6% | 2.5% | 3.2% | 2.5% | 1.7% | 1.7% | 2.1% | 2.4% | 3.7% | 10.4% | 2.9% | 2.4% | 2.6% | 2.2% | 2.6% | 2.0% | 3.2% | 2.8% | 2.3% | 10.9% | 7.0% | 4.0% | 2.3% | 3.4% |
| Day of the Week | Monday | 2.8% | 2.2% | 1.5% | 2.8% | 2.1% | 1.9% | 1.9% | 2.0% | 2.1% | 3.1% | 11.0% | 2.3% | 2.5% | 2.2% | 0.7% | 1.8% | 2.2% | 2.9% | 2.4% | 1.7% | 14.3% | 5.9% | 5.9% | 1.7% | 4.0% |
| | Tuesday | 2.0% | 2.1% | 1.8% | 2.5% | 1.9% | 1.3% | 1.1% | 1.0% | 1.8% | 3.5% | 10.2% | 2.5% | 1.4% | 1.9% | 3.0% | 3.0% | 1.4% | 2.3% | 2.4% | 1.6% | 15.4% | 6.2% | 11.8% | 2.1% | 2.5% |
| | Wednesday | 2.7% | 2.3% | 2.8% | 3.1% | 2.4% | 1.7% | 1.6% | 2.6% | 2.6% | 3.0% | 8.3% | 2.8% | 2.0% | 2.6% | 4.0% | 3.3% | 2.3% | 3.0% | 2.1% | 2.5% | 0.0% | 7.6% | 10.0% | 2.1% | 3.6% |
| | Thursday | 2.6% | 2.5% | 2.6% | 3.2% | 2.5% | 1.6% | 2.0% | 2.2% | 2.4% | 3.4% | 8.5% | 2.7% | 2.6% | 2.4% | 0.7% | 2.7% | 2.4% | 2.8% | 2.6% | 2.3% | 0.0% | 5.2% | 0.0% | 2.2% | 3.3% |
| | Friday | 2.4% | 2.0% | 1.9% | 2.8% | 2.0% | 1.2% | 2.2% | 1.7% | 1.7% | 3.1% | 9.9% | 2.3% | 2.1% | 2.0% | 2.8% | 2.9% | 1.5% | 2.8% | 2.4% | 1.7% | 15.8% | 5.1% | 5.3% | 1.5% | 3.0% |
| | Saturday | 3.1% | 3.6% | 3.3% | 3.7% | 3.1% | 2.9% | 2.1% | 2.8% | 3.0% | 4.9% | 9.3% | 3.7% | 2.9% | 3.6% | 4.2% | 2.8% | 2.1% | 3.8% | 3.8% | 3.0% | 0.0% | 7.2% | 0.0% | 3.2% | 3.7% |
| | Sunday | 3.7% | 4.6% | 3.1% | 4.0% | 4.1% | 2.0% | 1.6% | 4.0% | 3.2% | 6.2% | 9.9% | 4.1% | 4.6% | 3.2% | 2.5% | 2.2% | 2.8% | 4.3% | 4.6% | 3.2% | 22.2% | 8.2% | 11.1% | 3.7% | 4.1% |
| Time of Day | 12-3 AM | 7.5% | 8.2% | 5.3% | 7.0% | 7.4% | 6.2% | 4.2% | 6.2% | 7.3% | 9.9% | 9.8% | 7.5% | 7.2% | 9.1% | 7.3% | 0.0% | 4.4% | 9.5% | 8.5% | 5.6% | 20.0% | 11.5% | 0.0% | 7.6% | 9.2% |
| | 3-6 AM | 5.5% | 7.3% | 7.8% | 9.5% | 5.6% | 3.4% | 4.7% | 5.3% | 6.2% | 7.6% | 15.9% | 7.9% | 5.5% | 4.1% | 7.7% | 0.0% | 7.3% | 7.3% | 6.7% | 6.0% | 0.0% | 17.6% | 0.0% | 5.7% | 10.4% |
| | 6-9 AM | 1.8% | 1.4% | 2.6% | 2.0% | 1.9% | 1.1% | 1.0% | 1.6% | 1.4% | 3.0% | 9.4% | 2.2% | 1.5% | 1.8% | 0.8% | 3.6% | 1.5% | 2.1% | 1.6% | 2.0% | 11.1% | 5.3% | 7.7% | 1.7% | 2.4% |
| | 9-Noon | 1.4% | 1.6% | 1.1% | 1.3% | 1.4% | 1.3% | 1.3% | 1.1% | 1.1% | 2.2% | 11.3% | 1.7% | 1.4% | 1.2% | 1.0% | 0.0% | 0.9% | 1.9% | 1.5% | 1.2% | 28.6% | 6.6% | 7.7% | 1.1% | 1.3% |
| | Noon-3 PM | 1.8% | 1.6% | 1.6% | 1.7% | 1.8% | 0.7% | 1.1% | 1.7% | 1.6% | 2.3% | 2.6% | 1.7% | 1.8% | 1.8% | 0.6% | 3.3% | 1.0% | 2.0% | 1.8% | 1.5% | 9.1% | 3.7% | 0.0% | 1.1% | 2.0% |
| | 3-6 PM | 1.9% | 1.4% | 1.6% | 2.2% | 1.6% | 0.8% | 1.4% | 1.3% | 1.6% | 2.0% | 7.9% | 1.8% | 1.3% | 1.4% | 2.5% | 3.3% | 1.7% | 1.9% | 1.7% | 1.3% | 0.0% | 3.2% | 3.8% | 1.5% | 2.6% |
| | 6-9 PM | 3.3% | 3.2% | 2.8% | 4.0% | 2.8% | 2.6% | 2.2% | 2.6% | 2.9% | 4.9% | 6.6% | 3.2% | 3.4% | 3.0% | 2.6% | 1.8% | 2.9% | 3.6% | 3.3% | 2.7% | 12.5% | 6.5% | 5.9% | 2.4% | 4.2% |
| | 9-Midnight | 6.1% | 6.7% | 4.6% | 7.6% | 5.5% | 4.3% | 3.3% | 5.3% | 5.4% | 8.4% | 16.2% | 6.2% | 5.7% | 6.7% | 7.6% | 5.9% | 3.8% | 7.1% | 7.0% | 5.0% | - | 10.9% | 50.0% | 5.4% | 9.9% |
| Lighting Conditions | Dark - Lighted | 3.5% | 4.2% | 4.1% | 4.3% | 4.1% | 2.6% | 2.9% | 3.5% | 3.7% | 5.9% | 14.3% | 4.2% | 4.1% | 3.8% | 4.2% | 1.8% | 2.8% | 4.2% | 4.4% | 3.9% | 0.0% | 9.5% | 22.2% | 4.1% | 6.4% |
| | Dark - Not Lighted | 8.1% | 10.1% | 8.1% | 9.1% | 8.6% | 7.3% | 3.3% | 8.1% | 8.7% | 10.2% | 13.2% | 10.1% | 7.2% | 9.8% | 11.5% | 7.4% | 5.5% | 10.2% | 9.7% | 7.4% | 16.7% | 13.1% | 12.5% | 7.7% | 9.9% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | 0.0% | 0.0% |
| | Dawn | 2.3% | 1.3% | 2.5% | 2.4% | 1.6% | 2.2% | 1.5% | 1.1% | 1.7% | 2.8% | 7.1% | 2.0% | 2.6% | 1.7% | 3.3% | 0.0% | 0.8% | 2.0% | 2.8% | 1.6% | 0.0% | 10.7% | 0.0% | 1.8% | 1.4% |
| | Daylight | 1.8% | 1.5% | 1.6% | 2.0% | 1.6% | 1.2% | 1.3% | 1.5% | 1.5% | 2.4% | 7.1% | 1.8% | 1.6% | 1.5% | 1.2% | 2.7% | 1.5% | 1.9% | 1.7% | 1.5% | 8.5% | 3.8% | 4.3% | 1.4% | 2.3% |
| | Dusk | 3.8% | 2.3% | 2.3% | 4.4% | 2.5% | 1.5% | 3.7% | 1.8% | 3.4% | 2.2% | 8.3% | 2.2% | 3.8% | 3.1% | 0.0% | 0.0% | 4.0% | 3.7% | 2.4% | 2.2% | 25.0% | 3.7% | 0.0% | 1.9% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | 0.0% | 0.0% |
| | Unknown | 4.3% | 7.7% | 0.0% | 4.0% | 6.7% | 0.0% | 2.6% | 0.0% | 9.1% | 0.0% | 25.0% | 14.3% | 0.0% | 0.0% | - | 0.0% | 2.6% | 12.5% | 0.0% | 14.3% | - | 33.3% | - | 20.0% | 0.0% |

**Attachment D-3**
**Osceola County**
**Percent of All Crashes that Result in a KSI - 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 2.1% | 0.0% | - | - | 2.5% | 4.3% | 5.4% | 2.9% | 4.2% | 0.0% | 4.0% | 3.4% | 2.4% | 2.6% | 3.7% | 7.6% | 2.7% | 0.0% |
| | Animal | 0.0% | - | - | - | 0.0% | 6.3% | 0.0% | 0.5% | 0.0% | - | 0.0% | 3.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | - |
| | Bicycle | 21.4% | 0.0% | - | - | 15.0% | 30.4% | 13.1% | 14.2% | 33.3% | 66.7% | 21.4% | 18.6% | 13.6% | 15.5% | 12.8% | 18.2% | 21.3% | - |
| | Head On | 0.0% | 0.0% | - | - | 10.3% | 6.8% | 28.3% | 15.2% | 0.0% | 0.0% | 27.7% | 15.9% | 5.1% | 17.3% | 14.0% | 10.0% | 7.3% | - |
| | Left Turn | 5.9% | 2.0% | - | - | 4.1% | 4.7% | 4.2% | 4.2% | 4.5% | 3.8% | 5.4% | 4.9% | 3.6% | 4.0% | 4.8% | 6.2% | 3.4% | 0.0% |
| | Off Road | 2.0% | 16.7% | - | - | 5.0% | 3.1% | 7.4% | 5.4% | 5.7% | 0.0% | 5.3% | 4.0% | 6.1% | 4.0% | 7.3% | 13.3% | 3.9% | 0.0% |
| | Other | 3.4% | 2.3% | - | - | 2.0% | 3.8% | 4.8% | 2.7% | 3.2% | 0.0% | 3.2% | 3.7% | 2.3% | 1.9% | 4.1% | 4.6% | 2.9% | 0.0% |
| | Pedestrian | 23.8% | 20.0% | - | - | 21.2% | 34.5% | 33.1% | 25.9% | 25.0% | 33.3% | 23.9% | 30.4% | 25.1% | 19.7% | 33.3% | 57.1% | 23.8% | - |
| | Rear End | 0.7% | 0.5% | - | - | 0.9% | 1.2% | 1.2% | 1.0% | 1.1% | 2.2% | 1.7% | 1.2% | 0.8% | 0.9% | 1.1% | 1.0% | 1.1% | 0.0% |
| | Right Turn | 0.0% | 0.0% | - | - | 0.7% | 0.8% | 2.3% | 1.1% | 0.0% | 0.0% | 1.8% | 2.0% | 0.5% | 0.0% | 2.1% | 1.4% | 0.9% | - |
| | Rollover | 0.0% | 0.0% | - | - | 6.3% | 2.4% | 9.2% | 7.2% | 0.0% | - | 9.3% | 5.1% | 4.8% | 7.1% | 6.5% | 0.0% | 7.3% | 0.0% |
| | Sideswipe | 0.3% | 0.0% | - | - | 0.4% | 0.7% | 0.9% | 0.5% | 1.0% | 0.0% | 1.6% | 0.2% | 0.4% | 1.0% | 0.5% | 0.7% | 0.3% | 0.0% |
| | Unknown | 0.0% | 6.3% | - | - | 1.3% | 2.3% | 3.1% | 1.7% | 3.4% | 0.0% | 6.4% | 2.8% | 0.8% | 1.7% | 2.1% | 14.3% | 0.9% | - |
| Alcohol Related | Y | 2.6% | 0.0% | - | - | 12.4% | 12.4% | 24.2% | 16.0% | 9.8% | 0.0% | 28.1% | 16.8% | 10.2% | 16.8% | 16.8% | 20.0% | 8.8% | 0.0% |
| | N | 2.1% | 1.2% | - | - | 2.2% | 2.4% | 3.0% | 2.4% | 2.1% | 3.0% | 3.6% | 2.8% | 2.0% | 2.6% | 2.5% | 3.2% | 2.0% | 0.0% |
| Hit and Run | Y | 2.1% | 1.1% | - | - | 1.5% | 1.9% | 1.9% | 1.6% | 1.1% | 0.0% | 1.6% | 2.1% | 1.4% | 1.2% | 1.8% | 1.9% | 1.7% | 0.0% |
| | N | 2.1% | 1.2% | - | - | 2.4% | 3.4% | 3.4% | 2.7% | 2.4% | 3.2% | 4.2% | 3.0% | 2.1% | 2.9% | 2.7% | 3.6% | 2.1% | 0.0% |
| Aggressive Driving | Y | 5.7% | 0.0% | - | - | 5.9% | 9.7% | 9.7% | 7.1% | 13.2% | 0.0% | 12.1% | 8.6% | 5.9% | 7.8% | 11.3% | 8.3% | 2.5% | 0.0% |
| | N | 2.0% | 1.2% | - | - | 2.3% | 3.1% | 3.1% | 2.5% | 2.1% | 3.0% | 3.8% | 2.8% | 2.0% | 2.7% | 2.5% | 3.4% | 2.0% | 0.0% |
| Distracted Driving | Y | 1.8% | 1.6% | - | - | 3.0% | 3.9% | 3.9% | 3.3% | 3.1% | 3.8% | 5.0% | 3.5% | 2.6% | 3.7% | 3.6% | 3.7% | 1.9% | 0.0% |
| | N | 2.1% | 1.1% | - | - | 2.1% | 2.9% | 2.9% | 2.3% | 1.9% | 2.5% | 3.4% | 2.7% | 1.9% | 2.4% | 2.2% | 3.3% | 2.1% | 0.0% |
| Intersection Related | Y | 3.5% | 4.1% | - | - | 3.1% | 4.3% | 4.3% | 3.5% | 3.6% | 4.8% | 4.6% | 3.8% | 3.0% | 3.7% | 3.6% | 4.0% | 2.8% | 0.0% |
| | N | 1.8% | 0.4% | - | - | 2.0% | 3.0% | 3.0% | 2.3% | 1.7% | 2.5% | 3.7% | 2.6% | 1.8% | 2.4% | 2.3% | 3.2% | 1.8% | 0.0% |
| Drug Related | Y | 9.1% | - | - | - | 19.0% | 41.8% | 41.8% | 26.8% | 0.0% | 0.0% | 46.3% | 27.5% | 13.6% | 27.2% | 30.4% | 25.0% | 7.5% | - |
| | N | 2.0% | 1.2% | - | - | 2.3% | 3.0% | 3.0% | 2.5% | 2.3% | 3.0% | 3.6% | 2.8% | 2.0% | 2.6% | 2.5% | 3.3% | 2.0% | 0.0% |
| Aging Driver | Y | 1.7% | 1.6% | - | - | 2.2% | 3.8% | 3.8% | 2.6% | 2.9% | 2.0% | 5.1% | 3.1% | 1.9% | 2.6% | 3.0% | 4.6% | 1.9% | 0.0% |
| | N | 2.2% | 1.1% | - | - | 2.4% | 3.2% | 3.2% | 2.6% | 2.1% | 3.1% | 3.7% | 2.9% | 2.1% | 2.8% | 2.6% | 3.2% | 2.1% | 0.0% |
| Teenage Driver | Y | 0.9% | 1.5% | - | - | 2.2% | 2.8% | 2.8% | 2.3% | 2.4% | 0.0% | 2.9% | 2.6% | 2.0% | 2.3% | 2.5% | 3.0% | 1.8% | 0.0% |
| | N | 2.2% | 1.1% | - | - | 2.4% | 3.3% | 3.3% | 2.6% | 2.2% | 3.3% | 4.1% | 3.0% | 2.1% | 2.8% | 2.7% | 3.5% | 2.1% | 0.0% |
| Day of the Week | Monday | 0.5% | 1.2% | - | - | 2.0% | 3.0% | 3.0% | 2.3% | 1.9% | 3.4% | 4.0% | 2.8% | 1.7% | 2.6% | 2.3% | 3.5% | 1.7% | 0.0% |
| | Tuesday | 0.3% | 0.0% | - | - | 1.5% | 3.6% | 3.6% | 2.1% | 1.4% | 2.3% | 3.3% | 2.2% | 1.6% | 2.2% | 2.0% | 3.2% | 1.4% | 0.0% |
| | Wednesday | 2.1% | 2.4% | - | - | 2.5% | 3.0% | 3.0% | 2.6% | 2.0% | 2.6% | 4.5% | 2.5% | 2.1% | 2.9% | 2.7% | 3.0% | 1.9% | 0.0% |
| | Thursday | 2.4% | 0.0% | - | - | 2.4% | 3.2% | 3.2% | 2.5% | 2.5% | 5.3% | 2.9% | 2.5% | 2.4% | 2.4% | 2.6% | 4.8% | 2.3% | 0.0% |
| | Friday | 2.2% | 0.8% | - | - | 1.9% | 2.7% | 2.7% | 2.1% | 2.9% | 1.9% | 3.4% | 2.5% | 1.6% | 2.4% | 2.3% | 2.8% | 1.5% | 0.0% |
| | Saturday | 3.8% | 1.6% | - | - | 3.0% | 3.9% | 3.9% | 3.4% | 2.6% | 2.7% | 4.2% | 4.3% | 2.7% | 3.6% | 3.3% | 2.9% | 2.8% | 0.0% |
| | Sunday | 4.6% | 5.1% | - | - | 3.8% | 3.6% | 3.6% | 4.0% | 2.4% | 2.7% | 5.8% | 4.6% | 2.9% | 4.0% | 3.9% | 3.7% | 3.5% | 0.0% |
| Time of Day | 12-3 AM | 9.4% | 0.0% | - | - | 6.7% | 8.1% | 8.1% | 7.2% | 6.3% | 12.5% | 9.4% | 8.7% | 5.8% | 7.5% | 7.6% | 7.9% | 5.6% | 0.0% |
| | 3-6 AM | 5.5% | 6.3% | - | - | 6.3% | 7.6% | 7.6% | 6.5% | 7.6% | 0.0% | 8.3% | 6.1% | 6.1% | 5.1% | 8.3% | 8.3% | 5.8% | 0.0% |
| | 6-9 AM | 3.1% | 0.0% | - | - | 1.5% | 2.8% | 2.8% | 1.8% | 2.4% | 2.1% | 3.7% | 1.4% | 1.4% | 2.0% | 1.9% | 1.8% | 1.6% | 0.0% |
| | 9-Noon | 0.2% | 2.4% | - | - | 1.4% | 2.0% | 2.0% | 1.5% | 1.0% | 0.0% | 2.4% | 1.8% | 1.0% | 1.4% | 1.6% | 2.9% | 0.9% | 0.0% |
| | Noon-3 PM | 2.3% | 1.6% | - | - | 1.8% | 1.5% | 1.5% | 1.7% | 1.0% | 3.8% | 1.9% | 2.2% | 1.4% | 1.7% | 1.4% | 2.0% | 2.0% | 0.0% |
| | 3-6 PM | 0.8% | 0.6% | - | - | 1.5% | 2.3% | 2.3% | 1.7% | 1.3% | 1.7% | 2.5% | 1.9% | 1.3% | 2.0% | 1.8% | 2.0% | 0.9% | 0.0% |
| | 6-9 PM | 3.5% | 1.2% | - | - | 2.8% | 3.7% | 3.7% | 3.2% | 2.5% | 1.8% | 4.4% | 3.4% | 2.7% | 3.7% | 2.8% | 4.4% | 2.5% | 0.0% |
| | 9-Midnight | 2.5% | 0.0% | - | - | 5.1% | 7.5% | 7.5% | 6.0% | 5.5% | 6.7% | 9.0% | 7.0% | 4.6% | 6.5% | 5.6% | 6.8% | 5.3% | 0.0% |
| Lighting Conditions | Dark - Lighted | 3.6% | 1.6% | - | - | 3.4% | 4.7% | 4.7% | 3.9% | 3.8% | 4.3% | 5.0% | 4.3% | 3.6% | 3.6% | 4.5% | 5.6% | 3.0% | 0.0% |
| | Dark - Not Lighted | 15.2% | 0.0% | - | - | 7.6% | 10.5% | 10.5% | 8.8% | 8.4% | 5.9% | 9.2% | 9.3% | 8.0% | 8.8% | 8.1% | 9.3% | 10.3% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| | Dawn | 0.0% | 0.0% | - | - | 1.6% | 2.8% | 2.8% | 1.7% | 5.1% | 0.0% | 4.7% | 1.5% | 1.2% | 1.9% | 1.6% | 2.9% | 2.6% | 0.0% |
| | Daylight | 1.5% | 0.9% | - | - | 1.6% | 2.1% | 2.1% | 1.7% | 1.3% | 2.4% | 2.6% | 1.9% | 1.3% | 1.8% | 1.7% | 2.0% | 1.4% | 0.0% |
| | Dusk | 4.9% | 6.3% | - | - | 3.5% | 2.8% | 2.8% | 3.1% | 1.2% | 0.0% | 2.9% | 3.9% | 2.6% | 4.0% | 1.6% | 5.8% | 2.7% | - |
| | Other | - | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | - | - | - | 2.0% | 16.7% | 16.7% | 4.7% | - | - | 14.3% | 0.0% | 0.0% | 6.7% | 0.0% | 0.0% | 0.0% | - |

# Attachment D-4
# Osceola County
# Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 4.2% | 2.1% | 1.2% | 2.9% | 3.8% | 0.9% | 1.0% | 2.4% | 3.0% | 0.9% | 0.2% | 2.5% | 1.1% | 1.5% | 0.2% | 0.5% | 1.7% | 3.1% | 1.2% | 2.1% | 0.0% | 1.1% | 0.2% | 3.9% | 0.2% |
| | Animal | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| | Bicycle | 1.8% | 1.5% | 0.9% | 1.3% | 2.5% | 0.4% | 0.2% | 0.8% | 2.4% | 0.7% | 0.1% | 1.7% | 1.0% | 1.0% | 0.1% | 0.0% | 0.4% | 1.5% | 1.6% | 1.3% | 0.0% | 0.2% | 0.2% | 2.7% | 0.7% |
| | Head On | 4.6% | 1.5% | 0.3% | 4.6% | 1.7% | 0.0% | 0.0% | 0.1% | 1.9% | 2.7% | 1.7% | 3.3% | 1.3% | 1.0% | 0.2% | 0.0% | 0.5% | 3.7% | 2.1% | 0.9% | 0.2% | 3.8% | 0.0% | 1.8% | 1.6% |
| | Left Turn | 11.5% | 6.9% | 3.1% | 3.8% | 15.5% | 2.0% | 1.3% | 5.4% | 10.5% | 4.4% | 0.0% | 7.6% | 4.8% | 5.9% | 0.4% | 0.2% | 2.4% | 9.7% | 7.5% | 4.7% | 0.5% | 1.6% | 0.2% | 11.4% | 3.2% |
| | Off Road | 4.7% | 5.3% | 2.2% | 6.3% | 5.5% | 0.6% | 1.7% | 2.0% | 5.4% | 2.7% | 0.4% | 5.0% | 2.2% | 1.8% | 0.3% | 0.3% | 2.9% | 2.6% | 4.9% | 3.3% | 0.2% | 0.5% | 0.0% | 4.7% | 0.9% |
| | Other | 5.5% | 3.6% | 3.4% | 5.2% | 6.4% | 1.1% | 1.8% | 2.1% | 5.2% | 2.7% | 0.7% | 5.8% | 2.0% | 2.4% | 0.4% | 0.0% | 2.1% | 3.9% | 3.8% | 4.6% | 0.0% | 1.8% | 0.2% | 7.9% | 1.1% |
| | Pedestrian | 3.8% | 3.1% | 4.0% | 2.6% | 6.9% | 1.3% | 0.8% | 1.1% | 6.3% | 2.5% | 0.1% | 5.8% | 1.6% | 1.9% | 0.3% | 0.0% | 1.3% | 2.8% | 3.0% | 5.3% | 0.0% | 0.4% | 0.0% | 10.6% | 0.5% |
| | Rear End | 4.8% | 6.1% | 6.2% | 4.1% | 10.2% | 2.8% | 0.4% | 1.2% | 9.3% | 5.8% | 0.5% | 11.0% | 3.8% | 1.3% | 0.0% | 0.1% | 0.8% | 3.0% | 6.8% | 8.9% | 0.4% | 1.3% | 0.4% | 14.3% | 3.9% |
| | Right Turn | 0.5% | 0.1% | 0.3% | 0.0% | 0.7% | 0.1% | 0.3% | 0.0% | 0.3% | 0.3% | 0.0% | 0.4% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.1% | 0.3% | 0.3% | 0.2% | 0.0% | 0.0% | 0.9% | 0.2% |
| | Rollover | 1.8% | 1.1% | 0.1% | 2.1% | 0.8% | 0.0% | 0.3% | 0.6% | 0.6% | 0.7% | 0.7% | 0.9% | 0.6% | 0.7% | 0.0% | 0.0% | 0.7% | 1.9% | 0.6% | 0.1% | 0.0% | 1.1% | 0.0% | 0.4% | 0.4% |
| | Sideswipe | 1.4% | 0.6% | 0.6% | 0.8% | 1.6% | 0.2% | 0.0% | 0.5% | 0.7% | 0.8% | 0.6% | 1.5% | 0.4% | 0.4% | 0.1% | 0.0% | 0.1% | 1.6% | 0.6% | 0.7% | 0.0% | 1.1% | 0.0% | 1.6% | 0.4% |
| | Unknown | 0.5% | 0.5% | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% | 0.2% | 0.5% | 0.4% | 0.2% | 0.7% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% | 0.4% | 0.0% | 0.4% | 0.0% | 0.5% | 0.2% |
| Alcohol Related | Y | 3.4% | 3.0% | 1.1% | 4.0% | 3.1% | 0.4% | 0.7% | 1.4% | 3.1% | 1.6% | 0.7% | 3.0% | 1.3% | 1.5% | 0.4% | 0.0% | 1.3% | 3.2% | 1.8% | 2.2% | 0.0% | 1.8% | 0.0% | 3.4% | 0.9% |
| | N | 41.7% | 29.5% | 21.4% | 30.3% | 53.2% | 9.0% | 6.9% | 15.0% | 43.0% | 23.1% | 4.5% | 43.3% | 18.0% | 16.9% | 1.5% | 1.1% | 11.8% | 31.2% | 31.2% | 30.5% | 1.4% | 11.3% | 1.1% | 57.4% | 12.3% |
| Hit and Run | Y | 2.0% | 2.3% | 1.9% | 2.0% | 3.7% | 0.7% | 0.1% | 0.8% | 3.5% | 1.6% | 0.2% | 3.8% | 0.8% | 1.0% | 0.0% | 0.1% | 0.7% | 1.5% | 2.0% | 3.0% | 0.0% | 0.5% | 0.0% | 5.2% | 0.4% |
| | N | 43.1% | 30.1% | 20.6% | 32.4% | 52.6% | 8.7% | 7.6% | 15.5% | 42.6% | 23.1% | 5.0% | 42.5% | 18.4% | 17.4% | 1.9% | 1.0% | 12.4% | 33.0% | 31.0% | 29.6% | 1.4% | 12.5% | 1.1% | 55.6% | 12.9% |
| Aggressive Driving | Y | 2.0% | 1.9% | 0.6% | 1.5% | 2.7% | 0.3% | 0.7% | 1.2% | 1.4% | 1.1% | 0.2% | 1.7% | 0.6% | 1.0% | 0.0% | 0.2% | 1.0% | 1.9% | 0.9% | 1.1% | 0.0% | 0.4% | 0.0% | 2.3% | 0.4% |
| | N | 43.1% | 30.6% | 21.8% | 32.8% | 53.6% | 9.1% | 6.9% | 15.1% | 44.7% | 23.6% | 5.0% | 44.6% | 18.6% | 17.4% | 1.9% | 0.9% | 12.2% | 32.5% | 32.0% | 31.5% | 1.4% | 12.7% | 1.1% | 58.5% | 12.9% |
| Distracted Driving | Y | 17.7% | 13.4% | 7.2% | 13.3% | 21.1% | 3.9% | 2.6% | 6.0% | 17.1% | 10.6% | 2.1% | 17.7% | 7.6% | 6.6% | 0.8% | 0.3% | 5.4% | 12.8% | 14.1% | 11.1% | 0.7% | 5.2% | 0.5% | 21.6% | 6.3% |
| | N | 27.4% | 19.0% | 15.2% | 21.0% | 35.2% | 5.5% | 5.0% | 10.4% | 28.9% | 14.2% | 3.2% | 28.6% | 11.6% | 11.8% | 1.1% | 0.8% | 7.8% | 21.6% | 18.9% | 21.6% | 0.7% | 7.9% | 0.5% | 39.2% | 7.0% |
| Intersection Related | Y | 16.8% | 11.0% | 6.1% | 7.6% | 21.7% | 4.4% | 2.3% | 7.2% | 15.9% | 8.0% | 0.5% | 13.4% | 6.9% | 7.6% | 0.4% | 0.4% | 5.0% | 12.6% | 10.5% | 9.8% | 0.7% | 3.0% | 0.5% | 20.9% | 5.4% |
| | N | 28.3% | 21.5% | 16.3% | 26.7% | 34.6% | 5.0% | 5.4% | 9.1% | 30.2% | 16.7% | 4.7% | 32.9% | 12.3% | 10.8% | 1.4% | 0.7% | 8.1% | 21.8% | 22.5% | 22.8% | 0.7% | 10.0% | 0.5% | 39.9% | 7.9% |
| Drug Related | Y | 2.3% | 1.6% | 0.8% | 2.8% | 1.8% | 0.2% | 0.3% | 0.5% | 1.8% | 1.4% | 0.7% | 2.6% | 0.6% | 0.6% | 0.1% | 0.1% | 0.7% | 2.0% | 1.2% | 1.3% | 0.0% | 1.6% | 0.0% | 2.0% | 0.9% |
| | N | 42.8% | 30.8% | 21.6% | 31.5% | 54.5% | 9.2% | 7.4% | 15.8% | 44.3% | 23.4% | 4.5% | 43.7% | 18.6% | 17.8% | 1.8% | 1.0% | 12.4% | 32.4% | 31.7% | 31.3% | 1.4% | 11.4% | 1.1% | 58.9% | 12.3% |
| Aging Driver | Y | 6.6% | 5.8% | 4.1% | 5.5% | 9.0% | 2.0% | 1.1% | 1.9% | 7.2% | 5.0% | 1.2% | 8.8% | 3.5% | 2.4% | 0.1% | 0.1% | 1.7% | 5.4% | 4.7% | 7.0% | 0.7% | 2.9% | 0.2% | 9.3% | 2.7% |
| | N | 38.5% | 26.7% | 18.4% | 28.8% | 47.3% | 7.4% | 6.6% | 14.4% | 38.9% | 19.7% | 4.1% | 37.5% | 15.7% | 16.0% | 1.8% | 1.0% | 11.4% | 29.0% | 28.3% | 25.6% | 0.7% | 10.2% | 0.9% | 51.5% | 10.6% |
| Teenage Driver | Y | 5.9% | 4.5% | 2.1% | 3.7% | 7.5% | 1.3% | 1.4% | 2.6% | 4.5% | 3.6% | 0.3% | 4.7% | 2.9% | 1.9% | 0.5% | 0.2% | 2.1% | 3.7% | 4.9% | 3.2% | 0.2% | 0.9% | 0.5% | 6.8% | 2.3% |
| | N | 39.2% | 28.0% | 20.4% | 30.7% | 48.8% | 8.1% | 6.2% | 13.7% | 41.6% | 21.1% | 5.0% | 41.6% | 16.3% | 16.5% | 1.3% | 0.9% | 11.0% | 30.7% | 28.1% | 29.4% | 1.3% | 12.2% | 0.5% | 54.0% | 10.9% |
| Day of the Week | Monday | 7.3% | 4.1% | 2.2% | 4.7% | 7.2% | 1.5% | 1.2% | 2.3% | 6.2% | 3.1% | 0.9% | 5.5% | 3.0% | 2.7% | 0.1% | 0.1% | 2.1% | 5.2% | 4.4% | 3.6% | 0.2% | 1.6% | 0.2% | 7.0% | 2.5% |
| | Tuesday | 5.2% | 4.1% | 2.7% | 4.2% | 6.7% | 1.1% | 0.7% | 1.2% | 5.6% | 3.6% | 0.9% | 6.3% | 1.7% | 2.1% | 0.4% | 0.2% | 1.3% | 4.0% | 4.4% | 3.8% | 0.4% | 2.0% | 0.4% | 8.6% | 1.4% |
| | Wednesday | 6.9% | 4.4% | 3.8% | 5.2% | 8.4% | 1.4% | 1.1% | 2.8% | 7.7% | 3.0% | 0.5% | 6.7% | 2.4% | 3.1% | 0.4% | 0.2% | 2.1% | 5.3% | 3.9% | 5.5% | 0.0% | 2.5% | 0.2% | 8.4% | 2.3% |
| | Thursday | 6.4% | 4.7% | 3.7% | 5.1% | 8.7% | 1.3% | 1.2% | 2.4% | 7.2% | 3.4% | 0.5% | 6.5% | 3.2% | 2.9% | 0.1% | 0.2% | 2.1% | 5.0% | 4.7% | 5.2% | 0.0% | 1.4% | 0.0% | 8.6% | 1.8% |
| | Friday | 6.8% | 4.3% | 3.2% | 5.4% | 7.8% | 1.2% | 1.6% | 2.3% | 5.9% | 3.7% | 0.8% | 6.7% | 2.9% | 2.6% | 0.4% | 0.2% | 1.6% | 5.5% | 4.8% | 4.5% | 0.5% | 1.8% | 0.2% | 7.2% | 2.1% |
| | Saturday | 6.1% | 5.6% | 4.1% | 5.1% | 8.8% | 1.9% | 1.2% | 2.6% | 7.4% | 3.8% | 0.8% | 8.0% | 2.6% | 2.9% | 0.4% | 0.2% | 1.8% | 4.8% | 5.6% | 5.6% | 0.0% | 1.8% | 0.0% | 11.1% | 1.4% |
| | Sunday | 6.4% | 5.2% | 2.9% | 4.6% | 8.8% | 1.1% | 0.7% | 2.8% | 6.1% | 4.1% | 0.7% | 6.6% | 3.4% | 2.1% | 0.2% | 0.1% | 2.1% | 4.7% | 5.3% | 4.5% | 0.4% | 2.0% | 0.2% | 10.0% | 1.6% |
| Time of Day | 12-3 AM | 5.1% | 3.8% | 1.8% | 3.7% | 5.8% | 1.2% | 0.9% | 1.6% | 5.0% | 2.8% | 0.4% | 4.6% | 2.1% | 2.4% | 0.3% | 0.0% | 1.3% | 4.0% | 4.0% | 2.8% | 0.2% | 1.1% | 0.0% | 8.1% | 1.3% |
| | 3-6 AM | 3.0% | 2.8% | 1.8% | 3.9% | 3.3% | 0.5% | 0.6% | 1.2% | 3.2% | 1.6% | 0.9% | 4.0% | 1.3% | 0.7% | 0.2% | 0.0% | 1.6% | 2.4% | 2.5% | 2.3% | 0.0% | 2.1% | 0.0% | 4.5% | 0.9% |
| | 6-9 AM | 4.4% | 2.5% | 2.7% | 2.9% | 5.8% | 0.8% | 0.5% | 1.4% | 3.5% | 3.2% | 0.9% | 4.6% | 1.7% | 1.9% | 0.1% | 0.2% | 1.2% | 3.3% | 2.7% | 3.6% | 0.2% | 1.8% | 0.2% | 5.7% | 1.6% |
| | 9-Noon | 3.2% | 2.8% | 1.6% | 2.1% | 4.4% | 1.0% | 0.9% | 1.2% | 3.0% | 1.9% | 0.6% | 3.8% | 1.5% | 1.2% | 0.1% | 0.0% | 0.9% | 2.7% | 2.4% | 2.6% | 0.4% | 1.4% | 0.2% | 4.1% | 0.7% |
| | Noon-3 PM | 5.6% | 3.6% | 3.0% | 3.5% | 8.0% | 0.8% | 1.0% | 2.5% | 5.9% | 2.6% | 0.2% | 5.3% | 2.7% | 2.6% | 0.1% | 0.3% | 1.4% | 4.2% | 3.7% | 4.5% | 0.2% | 1.3% | 0.0% | 5.7% | 1.4% |
| | 3-6 PM | 7.6% | 4.1% | 3.7% | 5.5% | 8.8% | 1.0% | 1.4% | 2.3% | 7.9% | 3.0% | 0.7% | 7.1% | 2.4% | 2.7% | 0.4% | 0.4% | 2.2% | 5.3% | 4.9% | 4.8% | 0.0% | 1.4% | 0.2% | 9.3% | 2.3% |
| | 6-9 PM | 8.6% | 6.1% | 4.1% | 6.5% | 10.3% | 2.1% | 1.3% | 3.1% | 9.0% | 5.0% | 0.5% | 8.2% | 4.1% | 3.6% | 0.3% | 0.1% | 2.6% | 6.3% | 6.2% | 6.2% | 0.5% | 2.0% | 0.2% | 10.4% | 2.3% |
| | 9-Midnight | 7.7% | 6.8% | 3.7% | 6.1% | 9.9% | 2.1% | 1.1% | 3.0% | 8.5% | 4.5% | 1.1% | 8.6% | 3.5% | 3.4% | 0.4% | 0.2% | 2.0% | 6.1% | 6.5% | 5.9% | 0.0% | 2.0% | 0.4% | 13.1% | 2.7% |
| Lighting Conditions | Dark - Lighted | 9.0% | 9.0% | 7.9% | 6.4% | 16.7% | 2.9% | 2.1% | 4.7% | 13.3% | 5.6% | 0.3% | 12.5% | 5.5% | 4.2% | 0.5% | 0.1% | 3.1% | 6.9% | 8.9% | 10.7% | 0.0% | 1.6% | 0.4% | 22.4% | 3.0% |
| | Dark - Not Lighted | 11.5% | 8.7% | 2.3% | 10.2% | 10.6% | 1.5% | 0.9% | 3.1% | 8.7% | 7.2% | 2.5% | 10.9% | 3.4% | 5.0% | 0.6% | 0.2% | 2.2% | 10.2% | 8.3% | 4.7% | 0.5% | 5.4% | 0.2% | 10.0% | 3.4% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.8% | 0.4% | 0.4% | 0.5% | 0.7% | 0.3% | 0.1% | 0.2% | 0.6% | 0.5% | 0.2% | 0.6% | 0.4% | 0.3% | 0.1% | 0.0% | 0.1% | 0.5% | 0.7% | 0.4% | 0.0% | 0.5% | 0.0% | 0.9% | 0.2% |
| | Daylight | 21.9% | 13.5% | 11.4% | 15.7% | 26.6% | 4.6% | 4.1% | 8.0% | 21.5% | 11.1% | 2.1% | 21.2% | 9.0% | 8.3% | 0.6% | 0.8% | 7.0% | 15.5% | 14.3% | 16.0% | 0.7% | 5.2% | 0.5% | 26.1% | 6.6% |
| | Dusk | 1.7% | 0.7% | 0.5% | 1.3% | 1.5% | 0.2% | 0.4% | 0.4% | 1.8% | 0.4% | 0.1% | 0.9% | 0.8% | 0.6% | 0.0% | 0.0% | 0.6% | 1.1% | 0.7% | 0.8% | 0.2% | 0.2% | 0.0% | 1.3% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.2% | 0.1% | 0.0% | 0.2% | 0.1% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | 0.2% | 0.0% | 0.2% | 0.0% |

# Attachment D-4
## Osceola County
## Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.5% | 0.0% | 0.0% | 0.0% | 4.9% | 0.9% | 1.7% | 6.9% | 0.6% | 0.0% | 1.9% | 2.2% | 3.4% | 3.7% | 2.1% | 0.5% | 1.2% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.5% | 0.0% | 0.0% | 0.0% | 2.6% | 0.6% | 1.0% | 3.6% | 0.5% | 0.2% | 0.8% | 1.0% | 2.4% | 2.1% | 1.1% | 0.2% | 0.9% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.4% | 3.1% | 6.4% | 0.0% | 0.0% | 3.7% | 1.6% | 1.1% | 4.3% | 1.3% | 0.1% | 0.7% | 0.0% |
| | Left Turn | 2.9% | 0.2% | 0.0% | 0.0% | 14.1% | 3.3% | 4.1% | 19.7% | 1.7% | 0.1% | 4.8% | 5.7% | 11.1% | 9.2% | 7.2% | 1.4% | 3.8% | 0.0% |
| | Off Road | 0.2% | 0.2% | 0.0% | 0.0% | 7.6% | 0.6% | 4.0% | 11.6% | 0.5% | 0.0% | 3.9% | 2.1% | 6.2% | 4.3% | 5.5% | 1.0% | 1.4% | 0.0% |
| | Other | 1.6% | 0.4% | 0.0% | 0.0% | 6.8% | 1.5% | 4.2% | 11.7% | 0.8% | 0.0% | 2.8% | 2.9% | 6.9% | 5.0% | 4.8% | 0.6% | 2.2% | 0.0% |
| | Pedestrian | 1.8% | 0.2% | 0.0% | 0.0% | 5.4% | 1.8% | 3.6% | 9.9% | 0.7% | 0.2% | 1.4% | 2.5% | 6.9% | 3.8% | 3.7% | 1.1% | 2.3% | 0.0% |
| | Rear End | 1.4% | 0.2% | 0.0% | 0.0% | 8.0% | 3.5% | 5.6% | 14.9% | 1.9% | 0.4% | 4.5% | 4.1% | 8.5% | 4.1% | 7.1% | 1.0% | 4.9% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.1% | 0.4% | 0.8% | 0.0% | 0.0% | 0.2% | 0.4% | 0.3% | 0.0% | 0.5% | 0.1% | 0.2% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.1% | 1.3% | 3.0% | 0.0% | 0.0% | 1.8% | 0.4% | 0.8% | 1.5% | 0.9% | 0.0% | 0.5% | 0.0% |
| | Sideswipe | 0.2% | 0.0% | 0.0% | 0.0% | 1.0% | 0.5% | 1.2% | 2.2% | 0.5% | 0.0% | 1.2% | 0.2% | 1.3% | 1.2% | 0.9% | 0.2% | 0.4% | 0.0% |
| | Unknown | 0.0% | 0.2% | 0.0% | 0.0% | 0.5% | 0.2% | 0.5% | 1.0% | 0.2% | 0.0% | 0.5% | 0.3% | 0.4% | 0.4% | 0.5% | 0.2% | 0.2% | 0.0% |
| Alcohol Related | Y | 0.2% | 0.0% | 0.0% | 0.0% | 3.6% | 1.0% | 2.9% | 7.0% | 0.5% | 0.0% | 2.9% | 1.6% | 3.0% | 3.3% | 2.8% | 0.5% | 0.9% | 0.0% |
| | N | 8.9% | 1.3% | 0.0% | 0.0% | 52.2% | 12.6% | 27.7% | 84.8% | 6.9% | 0.8% | 24.6% | 21.7% | 46.2% | 36.3% | 32.7% | 5.9% | 17.6% | 0.0% |
| Hit and Run | Y | 1.1% | 0.2% | 0.0% | 0.0% | 3.8% | 1.8% | 1.8% | 5.9% | 0.4% | 0.0% | 1.1% | 1.6% | 3.5% | 2.0% | 2.3% | 0.4% | 1.5% | 0.0% |
| | N | 8.1% | 1.1% | 0.0% | 0.0% | 52.0% | 28.8% | 28.8% | 85.9% | 7.0% | 0.8% | 26.4% | 21.7% | 45.6% | 37.7% | 33.2% | 6.0% | 17.0% | 0.0% |
| Aggressive Driving | Y | 0.5% | 0.0% | 0.0% | 0.0% | 2.3% | 1.4% | 1.4% | 3.9% | 0.6% | 0.0% | 1.3% | 1.2% | 2.1% | 1.9% | 2.1% | 0.2% | 0.4% | 0.0% |
| | N | 8.6% | 1.3% | 0.0% | 0.0% | 53.6% | 29.2% | 29.2% | 87.9% | 6.8% | 0.8% | 26.2% | 22.2% | 47.1% | 37.8% | 33.5% | 6.1% | 18.1% | 0.0% |
| Distracted Driving | Y | 2.0% | 0.4% | 0.0% | 0.0% | 20.6% | 11.9% | 11.9% | 34.7% | 3.2% | 0.4% | 11.6% | 8.8% | 17.9% | 15.6% | 15.4% | 2.4% | 4.9% | 0.0% |
| | N | 7.2% | 0.9% | 0.0% | 0.0% | 35.2% | 18.7% | 18.7% | 57.1% | 4.1% | 0.5% | 15.9% | 14.5% | 31.3% | 24.1% | 20.1% | 3.9% | 13.6% | 0.0% |
| Intersection Related | Y | 2.7% | 0.9% | 0.0% | 0.0% | 19.5% | 8.5% | 8.5% | 30.4% | 3.2% | 0.3% | 8.2% | 8.7% | 17.0% | 14.2% | 11.7% | 2.2% | 5.9% | 0.0% |
| | N | 6.4% | 0.4% | 0.0% | 0.0% | 36.3% | 22.1% | 22.1% | 61.4% | 4.1% | 0.5% | 19.3% | 14.6% | 32.2% | 25.5% | 23.8% | 4.1% | 12.6% | 0.0% |
| Drug Related | Y | 0.2% | 0.0% | 0.0% | 0.0% | 2.1% | 2.5% | 2.5% | 4.7% | 0.0% | 0.0% | 2.3% | 1.0% | 1.4% | 2.0% | 2.2% | 0.3% | 0.3% | 0.0% |
| | N | 8.9% | 1.3% | 0.0% | 0.0% | 53.7% | 28.0% | 28.0% | 87.1% | 7.4% | 0.8% | 25.2% | 22.4% | 47.7% | 37.7% | 33.4% | 6.0% | 18.2% | 0.0% |
| Aging Driver | Y | 1.6% | 0.4% | 0.0% | 0.0% | 8.7% | 5.4% | 5.4% | 14.8% | 1.5% | 0.1% | 5.0% | 4.0% | 7.4% | 6.0% | 6.2% | 1.3% | 3.0% | 0.0% |
| | N | 7.5% | 0.9% | 0.0% | 0.0% | 47.2% | 25.2% | 25.2% | 77.0% | 5.9% | 0.7% | 22.5% | 19.4% | 41.7% | 33.7% | 29.3% | 5.0% | 15.5% | 0.0% |
| Teenage Driver | Y | 0.5% | 0.2% | 0.0% | 0.0% | 7.0% | 3.8% | 3.8% | 11.4% | 1.1% | 0.0% | 2.6% | 3.2% | 6.7% | 4.7% | 4.7% | 0.8% | 2.3% | 0.0% |
| | N | 8.6% | 1.1% | 0.0% | 0.0% | 48.8% | 26.8% | 26.8% | 80.4% | 6.3% | 0.8% | 24.9% | 20.2% | 42.5% | 35.0% | 30.8% | 5.5% | 16.2% | 0.0% |
| Day of the Week | Monday | 0.4% | 0.2% | 0.0% | 0.0% | 6.3% | 3.7% | 3.7% | 12.5% | 0.9% | 0.2% | 4.2% | 3.4% | 6.0% | 5.9% | 4.5% | 1.0% | 2.3% | 0.0% |
| | Tuesday | 0.2% | 0.0% | 0.0% | 0.0% | 4.6% | 4.4% | 4.4% | 11.2% | 0.7% | 0.1% | 3.4% | 2.7% | 5.9% | 4.9% | 4.2% | 0.9% | 2.0% | 0.0% |
| | Wednesday | 1.4% | 0.4% | 0.0% | 0.0% | 7.6% | 3.6% | 3.6% | 14.0% | 1.0% | 0.1% | 4.6% | 3.0% | 7.5% | 6.4% | 5.2% | 0.8% | 2.6% | 0.0% |
| | Thursday | 1.6% | 0.0% | 0.0% | 0.0% | 7.2% | 3.9% | 3.9% | 13.3% | 1.3% | 0.2% | 2.8% | 3.1% | 8.9% | 5.1% | 5.2% | 1.4% | 3.1% | 0.0% |
| | Friday | 1.8% | 0.2% | 0.0% | 0.0% | 6.7% | 3.8% | 3.8% | 12.5% | 1.6% | 0.1% | 4.1% | 3.4% | 6.7% | 5.9% | 5.2% | 0.8% | 2.3% | 0.0% |
| | Saturday | 2.1% | 0.2% | 0.0% | 0.0% | 7.7% | 3.9% | 3.9% | 14.6% | 1.1% | 0.1% | 3.7% | 4.2% | 7.8% | 6.0% | 5.8% | 0.7% | 3.2% | 0.0% |
| | Sunday | 1.6% | 0.4% | 0.0% | 0.0% | 7.5% | 2.9% | 2.9% | 13.6% | 0.8% | 0.1% | 4.6% | 3.5% | 6.4% | 5.5% | 5.3% | 0.7% | 3.0% | 0.0% |
| Time of Day | 12-3 AM | 1.1% | 0.0% | 0.0% | 0.0% | 5.1% | 2.7% | 2.7% | 9.9% | 0.6% | 0.2% | 3.1% | 2.8% | 4.9% | 4.4% | 4.1% | 0.7% | 1.5% | 0.0% |
| | 3-6 AM | 0.5% | 0.2% | 0.0% | 0.0% | 3.8% | 2.0% | 2.0% | 6.9% | 0.6% | 0.0% | 2.2% | 1.5% | 3.9% | 2.2% | 3.6% | 0.5% | 1.4% | 0.0% |
| | 6-9 AM | 1.4% | 0.0% | 0.0% | 0.0% | 4.0% | 3.2% | 3.2% | 8.6% | 1.0% | 0.1% | 3.8% | 1.6% | 4.2% | 4.0% | 3.4% | 0.5% | 1.8% | 0.0% |
| | 9-Noon | 0.2% | 0.4% | 0.0% | 0.0% | 3.9% | 2.1% | 2.1% | 7.1% | 0.5% | 0.0% | 2.2% | 1.9% | 3.5% | 2.7% | 3.0% | 0.7% | 1.2% | 0.0% |
| | Noon-3 PM | 2.3% | 0.4% | 0.0% | 0.0% | 7.0% | 2.2% | 2.2% | 11.4% | 0.6% | 0.2% | 2.3% | 3.2% | 6.7% | 4.5% | 3.4% | 0.6% | 3.6% | 0.0% |
| | 3-6 PM | 0.9% | 0.2% | 0.0% | 0.0% | 7.2% | 4.5% | 4.5% | 14.2% | 1.0% | 0.1% | 4.1% | 3.5% | 7.8% | 6.9% | 5.6% | 0.8% | 2.1% | 0.0% |
| | 6-9 PM | 2.0% | 0.2% | 0.0% | 0.0% | 8.7% | 4.7% | 4.7% | 17.5% | 1.3% | 0.1% | 4.7% | 4.4% | 9.7% | 8.2% | 5.9% | 1.4% | 3.4% | 0.0% |
| | 9-Midnight | 0.7% | 0.0% | 0.0% | 0.0% | 7.9% | 4.8% | 4.8% | 16.1% | 1.8% | 0.2% | 5.3% | 4.3% | 8.5% | 6.9% | 6.6% | 1.2% | 3.5% | 0.0% |
| Lighting Conditions | Dark - Lighted | 2.7% | 0.4% | 0.0% | 0.0% | 11.9% | 6.4% | 6.4% | 23.2% | 2.5% | 0.3% | 4.1% | 5.7% | 16.2% | 7.7% | 11.3% | 2.2% | 4.9% | 0.0% |
| | Dark - Not Lighted | 0.9% | 0.0% | 0.0% | 0.0% | 9.3% | 6.8% | 6.8% | 21.0% | 1.4% | 0.1% | 9.3% | 5.7% | 7.5% | 10.7% | 6.9% | 1.4% | 3.5% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 0.5% | 0.5% | 1.2% | 0.4% | 0.0% | 0.7% | 0.3% | 0.5% | 0.5% | 0.5% | 0.1% | 0.5% | 0.0% |
| | Daylight | 5.0% | 0.7% | 0.0% | 0.0% | 24.0% | 11.7% | 11.7% | 43.3% | 3.1% | 0.5% | 12.6% | 10.9% | 23.3% | 18.9% | 16.4% | 2.4% | 9.0% | 0.0% |
| | Dusk | 0.5% | 0.2% | 0.0% | 0.0% | 1.9% | 0.6% | 0.6% | 2.9% | 0.1% | 0.0% | 0.5% | 0.8% | 1.6% | 1.5% | 0.5% | 0.3% | 0.6% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment D-5
## Osceola County
## Percent of All KSI Crashes involving only Car Truck 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 5.4% | 2.4% | 1.7% | 3.5% | 4.7% | 1.3% | 1.2% | 3.2% | 3.6% | 1.3% | 0.3% | 3.3% | 1.0% | 2.0% | 0.3% | 0.7% | 2.4% | 4.1% | 1.2% | 2.6% | 0.0% | 1.4% | 0.3% | 5.4% | 0.0% |
| | Animal | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 6.0% | 2.2% | 0.4% | 6.0% | 2.5% | 0.0% | 0.0% | 0.1% | 2.4% | 3.7% | 2.4% | 4.6% | 1.8% | 1.3% | 0.3% | 0.0% | 0.5% | 5.2% | 2.8% | 1.4% | 0.3% | 5.4% | 0.0% | 2.7% | 1.9% |
| | Left Turn | 13.1% | 7.4% | 3.6% | 3.8% | 17.5% | 2.5% | 1.3% | 6.0% | 11.5% | 5.3% | 0.0% | 8.6% | 5.1% | 6.4% | 0.5% | 0.3% | 2.9% | 10.6% | 7.8% | 6.0% | 0.8% | 2.2% | 0.0% | 13.5% | 3.5% |
| | Off Road | 6.2% | 7.1% | 2.9% | 8.4% | 7.2% | 0.9% | 2.2% | 2.5% | 7.4% | 3.6% | 0.5% | 6.7% | 3.0% | 2.4% | 0.4% | 0.4% | 3.7% | 3.5% | 6.3% | 4.8% | 0.3% | 0.8% | 0.0% | 6.5% | 1.1% |
| | Other | 5.6% | 3.6% | 3.8% | 5.6% | 6.5% | 1.0% | 1.6% | 2.1% | 5.0% | 3.2% | 1.1% | 6.5% | 1.6% | 2.7% | 0.4% | 0.0% | 2.0% | 4.4% | 3.5% | 5.2% | 0.0% | 2.7% | 0.3% | 8.9% | 1.1% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 6.0% | 7.7% | 7.4% | 5.2% | 12.2% | 3.5% | 0.5% | 1.5% | 11.5% | 7.1% | 0.4% | 13.4% | 4.8% | 1.4% | 0.0% | 0.1% | 1.2% | 3.4% | 8.7% | 10.9% | 0.5% | 1.4% | 0.5% | 17.8% | 5.1% |
| | Right Turn | 0.4% | 0.0% | 0.3% | 0.0% | 0.7% | 0.0% | 0.3% | 0.0% | 0.1% | 0.3% | 0.0% | 0.4% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.2% | 0.2% | 0.3% | 0.3% | 0.0% | 0.0% | 0.8% | 0.0% |
| | Rollover | 1.7% | 1.2% | 0.0% | 2.4% | 0.5% | 0.0% | 0.4% | 0.5% | 0.4% | 0.5% | 1.1% | 0.9% | 0.7% | 0.4% | 0.0% | 0.0% | 0.9% | 1.7% | 0.6% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.3% |
| | Sideswipe | 1.5% | 0.7% | 0.3% | 0.8% | 1.4% | 0.1% | 0.0% | 0.7% | 0.4% | 0.7% | 0.7% | 1.3% | 0.5% | 0.4% | 0.1% | 0.0% | 0.0% | 1.7% | 0.6% | 0.5% | 0.0% | 1.4% | 0.0% | 1.4% | 0.3% |
| | Unknown | 0.7% | 0.5% | 0.3% | 0.8% | 0.7% | 0.0% | 0.0% | 0.3% | 0.5% | 0.4% | 0.3% | 0.8% | 0.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.6% | 0.6% | 0.5% | 0.0% | 0.5% | 0.0% | 0.5% | 0.3% |
| Alcohol Related | Y | 3.6% | 3.6% | 0.9% | 4.6% | 3.1% | 0.4% | 0.5% | 1.6% | 3.0% | 1.9% | 1.1% | 3.3% | 1.6% | 1.6% | 0.3% | 0.0% | 1.4% | 3.5% | 2.0% | 2.3% | 0.0% | 2.4% | 0.0% | 3.2% | 1.4% |
| | N | 43.0% | 29.2% | 19.7% | 31.9% | 50.9% | 9.0% | 7.0% | 15.2% | 39.8% | 24.3% | 5.6% | 43.2% | 17.4% | 16.0% | 1.7% | 1.4% | 12.2% | 32.1% | 30.4% | 29.8% | 2.2% | 14.9% | 1.1% | 54.6% | 12.2% |
| Hit and Run | Y | 1.3% | 1.7% | 0.9% | 1.3% | 2.6% | 0.3% | 0.0% | 0.5% | 2.2% | 0.9% | 0.3% | 2.5% | 0.3% | 0.9% | 0.0% | 0.1% | 0.4% | 1.4% | 1.2% | 1.7% | 0.0% | 0.5% | 0.0% | 3.5% | 0.3% |
| | N | 45.2% | 31.1% | 19.7% | 35.2% | 51.4% | 9.2% | 7.5% | 16.3% | 40.6% | 25.3% | 6.3% | 44.0% | 18.7% | 16.6% | 2.0% | 1.3% | 13.2% | 34.2% | 31.1% | 30.4% | 2.2% | 16.8% | 1.1% | 54.3% | 13.2% |
| Aggressive Driving | Y | 2.1% | 2.5% | 0.5% | 1.8% | 3.0% | 0.3% | 0.8% | 1.3% | 1.5% | 1.3% | 0.3% | 1.7% | 0.9% | 1.0% | 0.0% | 0.3% | 1.2% | 2.0% | 1.2% | 1.1% | 0.0% | 0.5% | 0.0% | 2.2% | 0.5% |
| | N | 44.4% | 30.3% | 20.1% | 34.7% | 51.0% | 9.2% | 6.7% | 15.5% | 41.4% | 24.9% | 6.3% | 44.8% | 18.1% | 16.5% | 2.0% | 1.2% | 12.4% | 33.6% | 31.1% | 31.0% | 2.2% | 16.8% | 1.1% | 55.7% | 13.0% |
| Distracted Driving | Y | 21.0% | 14.7% | 8.5% | 15.2% | 24.3% | 4.6% | 2.9% | 7.0% | 18.8% | 12.8% | 2.6% | 20.8% | 8.8% | 7.6% | 0.7% | 0.4% | 5.9% | 15.0% | 16.0% | 13.3% | 1.1% | 7.0% | 0.8% | 24.3% | 7.0% |
| | N | 25.5% | 18.1% | 12.2% | 21.3% | 29.7% | 4.8% | 4.6% | 9.8% | 24.1% | 13.4% | 4.0% | 25.7% | 10.2% | 9.9% | 1.3% | 1.0% | 7.7% | 20.6% | 16.4% | 18.7% | 1.1% | 10.3% | 0.3% | 33.5% | 6.5% |
| Intersection Related | Y | 16.8% | 12.2% | 6.3% | 7.5% | 22.9% | 4.7% | 2.0% | 7.8% | 16.4% | 8.6% | 0.5% | 14.9% | 6.8% | 7.1% | 0.5% | 0.5% | 5.2% | 12.9% | 10.9% | 10.6% | 1.1% | 4.1% | 0.5% | 23.2% | 4.9% |
| | N | 29.8% | 20.6% | 14.3% | 29.1% | 31.2% | 4.7% | 5.6% | 9.0% | 26.5% | 17.6% | 6.1% | 31.5% | 12.2% | 10.5% | 1.4% | 0.9% | 8.4% | 22.7% | 21.5% | 21.5% | 1.1% | 13.2% | 0.5% | 34.6% | 8.6% |
| Drug Related | Y | 2.2% | 2.1% | 0.9% | 3.3% | 1.8% | 0.3% | 0.1% | 0.8% | 1.9% | 1.6% | 0.9% | 3.0% | 0.9% | 0.5% | 0.0% | 0.1% | 0.8% | 2.1% | 1.4% | 1.7% | 0.0% | 2.2% | 0.0% | 1.9% | 1.4% |
| | N | 44.3% | 30.7% | 19.7% | 33.2% | 52.2% | 9.2% | 7.4% | 16.0% | 41.0% | 24.6% | 5.7% | 43.5% | 18.1% | 17.0% | 2.0% | 1.3% | 12.8% | 33.4% | 31.0% | 30.4% | 2.2% | 15.1% | 1.1% | 55.9% | 12.2% |
| Aging Driver | Y | 8.1% | 5.8% | 4.1% | 6.8% | 9.2% | 2.2% | 1.3% | 2.2% | 7.1% | 5.6% | 1.7% | 9.4% | 3.7% | 2.7% | 0.1% | 0.1% | 2.1% | 6.4% | 5.1% | 7.2% | 1.1% | 4.1% | 0.3% | 9.2% | 3.2% |
| | N | 38.5% | 27.0% | 16.5% | 29.7% | 44.9% | 7.2% | 6.2% | 14.6% | 35.7% | 20.6% | 4.9% | 37.0% | 15.3% | 14.8% | 1.8% | 1.3% | 11.5% | 29.1% | 27.3% | 24.8% | 1.1% | 13.2% | 0.8% | 48.6% | 10.3% |
| Teenage Driver | Y | 7.5% | 5.4% | 1.9% | 4.8% | 8.6% | 1.3% | 2.0% | 3.4% | 5.3% | 3.7% | 0.4% | 5.2% | 3.4% | 2.4% | 0.7% | 0.3% | 2.9% | 4.6% | 5.7% | 3.4% | 0.3% | 1.1% | 0.5% | 6.8% | 2.2% |
| | N | 39.0% | 27.4% | 18.8% | 31.7% | 45.4% | 8.1% | 5.6% | 13.4% | 37.6% | 22.5% | 6.2% | 41.2% | 15.6% | 15.2% | 1.3% | 1.2% | 10.7% | 31.0% | 26.7% | 28.7% | 1.9% | 16.2% | 0.5% | 51.1% | 11.4% |
| Day of the Week | Monday | 7.5% | 4.4% | 2.1% | 5.2% | 6.8% | 1.8% | 1.2% | 2.2% | 6.3% | 3.2% | 1.1% | 5.8% | 2.9% | 2.9% | 0.1% | 0.1% | 2.1% | 5.5% | 4.3% | 3.8% | 0.3% | 2.2% | 0.3% | 7.3% | 2.4% |
| | Tuesday | 5.3% | 4.0% | 2.5% | 4.2% | 6.4% | 1.2% | 0.7% | 1.6% | 4.8% | 3.8% | 0.9% | 6.2% | 1.6% | 2.0% | 0.3% | 0.3% | 1.6% | 3.8% | 3.8% | 4.1% | 0.5% | 2.4% | 0.3% | 8.6% | 1.1% |
| | Wednesday | 7.3% | 4.8% | 3.7% | 5.6% | 8.6% | 1.3% | 1.2% | 2.9% | 7.8% | 3.0% | 0.8% | 7.6% | 2.4% | 2.6% | 0.4% | 0.3% | 2.4% | 5.2% | 4.8% | 5.2% | 0.0% | 3.5% | 0.3% | 8.4% | 1.4% |
| | Thursday | 6.6% | 5.0% | 2.8% | 5.9% | 7.5% | 1.3% | 1.2% | 2.2% | 6.7% | 3.4% | 0.8% | 5.9% | 3.5% | 2.7% | 0.1% | 0.3% | 2.1% | 5.7% | 4.3% | 4.6% | 0.0% | 1.9% | 0.0% | 6.2% | 1.9% |
| | Friday | 6.9% | 4.4% | 4.0% | 5.1% | 9.0% | 1.2% | 1.6% | 2.1% | 6.1% | 4.4% | 1.1% | 8.0% | 2.4% | 2.7% | 0.5% | 0.1% | 1.6% | 5.7% | 5.1% | 5.4% | 0.8% | 2.7% | 0.0% | 8.6% | 2.4% |
| | Saturday | 6.3% | 5.6% | 3.3% | 5.2% | 8.1% | 1.8% | 0.9% | 2.9% | 6.3% | 4.0% | 1.1% | 7.2% | 3.0% | 2.7% | 0.4% | 0.3% | 1.6% | 4.9% | 5.7% | 5.1% | 0.0% | 2.4% | 0.0% | 10.3% | 2.2% |
| | Sunday | 6.6% | 4.8% | 2.2% | 5.2% | 7.6% | 0.8% | 0.8% | 2.8% | 4.8% | 4.4% | 0.9% | 5.9% | 3.3% | 1.8% | 0.1% | 0.1% | 2.4% | 4.8% | 4.4% | 3.8% | 0.5% | 2.2% | 0.3% | 8.4% | 2.2% |
| Time of Day | 12-3 AM | 5.6% | 4.4% | 1.3% | 3.8% | 5.9% | 1.4% | 0.9% | 2.0% | 4.4% | 3.4% | 0.5% | 4.7% | 2.5% | 2.4% | 0.3% | 0.0% | 1.3% | 4.4% | 4.3% | 2.8% | 0.3% | 1.6% | 0.0% | 8.6% | 1.4% |
| | 3-6 AM | 3.8% | 3.2% | 1.6% | 5.1% | 3.5% | 0.3% | 0.8% | 1.6% | 3.2% | 1.9% | 1.2% | 4.5% | 1.2% | 0.9% | 0.3% | 0.0% | 2.1% | 3.2% | 2.8% | 2.0% | 0.0% | 3.0% | 0.0% | 4.9% | 0.8% |
| | 6-9 AM | 4.4% | 2.1% | 2.6% | 2.9% | 5.1% | 1.0% | 0.5% | 1.2% | 3.0% | 3.3% | 1.1% | 4.7% | 1.4% | 1.7% | 0.0% | 0.3% | 0.9% | 3.1% | 2.5% | 3.8% | 0.3% | 2.2% | 0.3% | 4.9% | 1.6% |
| | 9-Noon | 3.2% | 2.8% | 1.6% | 2.5% | 3.8% | 1.2% | 0.8% | 0.8% | 3.0% | 2.2% | 0.7% | 4.3% | 1.2% | 0.9% | 0.1% | 0.0% | 0.9% | 2.6% | 2.6% | 2.5% | 0.5% | 2.2% | 0.3% | 4.9% | 0.8% |
| | Noon-3 PM | 6.6% | 4.4% | 2.9% | 3.9% | 9.0% | 1.2% | 1.1% | 2.9% | 6.6% | 3.0% | 0.3% | 5.8% | 3.3% | 2.9% | 0.1% | 0.3% | 1.8% | 4.4% | 4.8% | 4.9% | 0.3% | 1.6% | 0.0% | 5.1% | 1.9% |
| | 3-6 PM | 7.0% | 4.5% | 3.8% | 5.9% | 8.2% | 1.0% | 1.3% | 2.2% | 7.5% | 3.2% | 1.1% | 7.6% | 2.4% | 1.8% | 0.5% | 0.5% | 2.4% | 5.1% | 4.6% | 5.1% | 0.0% | 2.2% | 0.3% | 8.9% | 1.9% |
| | 6-9 PM | 8.2% | 5.4% | 3.4% | 6.4% | 8.9% | 1.7% | 0.9% | 2.9% | 7.8% | 5.0% | 0.4% | 6.9% | 4.3% | 3.7% | 0.0% | 0.1% | 2.0% | 6.6% | 5.4% | 5.5% | 0.8% | 1.9% | 0.3% | 9.2% | 3.2% |
| | 9-Midnight | 7.8% | 6.1% | 3.3% | 6.0% | 9.6% | 1.6% | 1.2% | 3.2% | 7.3% | 4.1% | 1.5% | 8.0% | 2.7% | 3.3% | 0.7% | 0.3% | 2.2% | 6.1% | 5.5% | 5.5% | 0.0% | 2.7% | 0.0% | 11.4% | 1.9% |
| Lighting Conditions | Dark - Lighted | 9.7% | 8.7% | 6.9% | 7.2% | 15.6% | 2.6% | 2.2% | 5.0% | 12.2% | 5.4% | 0.4% | 11.4% | 5.5% | 4.3% | 0.8% | 0.1% | 3.3% | 7.5% | 8.0% | 10.3% | 0.0% | 1.9% | 0.3% | 21.4% | 3.2% |
| | Dark - Not Lighted | 11.6% | 8.2% | 1.7% | 10.6% | 9.7% | 1.2% | 0.9% | 3.4% | 6.9% | 7.4% | 2.9% | 10.3% | 3.1% | 4.7% | 0.4% | 0.3% | 2.6% | 10.3% | 7.7% | 3.8% | 0.8% | 6.8% | 0.0% | 8.9% | 3.2% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.8% | 0.1% | 0.3% | 0.5% | 0.5% | 0.1% | 0.0% | 0.1% | 0.5% | 0.3% | 0.3% | 0.5% | 0.3% | 0.4% | 0.0% | 0.0% | 0.0% | 0.5% | 0.5% | 0.5% | 0.0% | 0.5% | 0.0% | 0.5% | 0.0% |
| | Daylight | 22.9% | 15.2% | 11.2% | 17.0% | 27.1% | 5.2% | 4.1% | 7.9% | 22.0% | 12.6% | 2.8% | 23.0% | 9.7% | 7.6% | 0.8% | 1.0% | 7.2% | 16.3% | 15.8% | 16.6% | 1.1% | 7.6% | 0.8% | 25.4% | 7.0% |
| | Dusk | 1.3% | 0.5% | 0.5% | 0.9% | 1.2% | 0.3% | 0.1% | 0.3% | 1.3% | 0.5% | 0.1% | 1.0% | 0.4% | 0.5% | 0.0% | 0.0% | 0.4% | 0.9% | 0.5% | 0.9% | 0.3% | 0.3% | 0.0% | 1.6% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% |

**Attachment D-5**
**Osceola County**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.5% | 0.0% | 0.0% | 0.0% | 6.3% | 0.9% | 2.2% | 8.7% | 0.8% | 0.0% | 2.2% | 2.6% | 4.6% | 4.4% | 2.9% | 0.8% | 1.5% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 3.8% | 0.5% | 4.2% | 8.6% | 0.0% | 0.0% | 4.8% | 2.2% | 1.6% | 5.6% | 1.9% | 0.1% | 1.1% | 0.0% |
| | Left Turn | 3.5% | 0.0% | 0.0% | 0.0% | 15.6% | 3.6% | 4.9% | 22.0% | 2.0% | 0.1% | 5.3% | 6.6% | 12.2% | 9.9% | 8.9% | 1.6% | 3.7% | 0.0% |
| | Off Road | 0.3% | 0.3% | 0.0% | 0.0% | 9.8% | 0.9% | 5.6% | 15.5% | 0.8% | 0.0% | 4.9% | 2.9% | 8.5% | 5.8% | 7.3% | 1.2% | 2.0% | 0.0% |
| | Other | 1.6% | 0.0% | 0.0% | 0.0% | 6.9% | 1.7% | 4.4% | 11.9% | 1.1% | 0.0% | 3.0% | 3.3% | 6.6% | 4.9% | 5.6% | 0.3% | 2.2% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 1.4% | 0.3% | 0.0% | 0.0% | 10.3% | 3.8% | 6.9% | 18.3% | 2.2% | 0.5% | 5.6% | 5.2% | 10.3% | 5.0% | 9.0% | 1.3% | 5.7% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.4% | 0.7% | 0.0% | 0.0% | 0.3% | 0.3% | 0.1% | 0.0% | 0.4% | 0.1% | 0.1% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.1% | 1.2% | 2.9% | 0.0% | 0.0% | 2.1% | 0.1% | 0.7% | 1.5% | 1.1% | 0.0% | 0.4% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.3% | 1.3% | 2.1% | 0.3% | 0.0% | 1.1% | 0.3% | 1.1% | 1.3% | 0.8% | 0.0% | 0.3% | 0.0% |
| | Unknown | 0.0% | 0.3% | 0.0% | 0.0% | 0.8% | 0.3% | 0.4% | 1.2% | 0.3% | 0.0% | 0.7% | 0.4% | 0.4% | 0.5% | 0.7% | 0.1% | 0.1% | 0.0% |
| Alcohol Related | Y | 0.3% | 0.0% | 0.0% | 0.0% | 3.8% | 0.9% | 3.3% | 7.7% | 0.4% | 0.0% | 3.2% | 2.1% | 2.8% | 3.4% | 3.6% | 0.3% | 0.8% | 0.0% |
| | N | 7.0% | 0.8% | 0.0% | 0.0% | 52.4% | 11.4% | 28.2% | 84.3% | 7.0% | 0.7% | 26.7% | 22.0% | 43.3% | 35.6% | 34.8% | 5.3% | 16.3% | 0.0% |
| Hit and Run | Y | 0.5% | 0.0% | 0.0% | 0.0% | 2.2% | 1.2% | 1.2% | 3.7% | 0.3% | 0.0% | 1.1% | 1.1% | 1.9% | 1.3% | 1.7% | 0.0% | 0.9% | 0.0% |
| | N | 6.8% | 0.8% | 0.0% | 0.0% | 54.0% | 30.3% | 30.3% | 88.2% | 7.1% | 0.7% | 28.8% | 23.0% | 44.2% | 37.7% | 36.6% | 5.6% | 16.1% | 0.0% |
| Aggressive Driving | Y | 0.3% | 0.0% | 0.0% | 0.0% | 2.2% | 1.9% | 1.9% | 4.4% | 0.8% | 0.0% | 1.5% | 1.5% | 2.2% | 2.2% | 2.5% | 0.3% | 0.1% | 0.0% |
| | N | 7.0% | 0.8% | 0.0% | 0.0% | 54.0% | 29.6% | 29.6% | 87.6% | 6.6% | 0.7% | 28.4% | 22.6% | 43.8% | 36.8% | 35.8% | 5.3% | 16.9% | 0.0% |
| Distracted Driving | Y | 1.6% | 0.3% | 0.0% | 0.0% | 23.7% | 14.2% | 14.2% | 39.9% | 3.8% | 0.4% | 13.8% | 9.9% | 20.5% | 17.1% | 18.8% | 2.6% | 5.7% | 0.0% |
| | N | 5.7% | 0.5% | 0.0% | 0.0% | 32.5% | 17.3% | 17.3% | 52.0% | 3.6% | 0.3% | 16.1% | 14.2% | 25.5% | 22.0% | 19.6% | 2.9% | 11.4% | 0.0% |
| Intersection Related | Y | 3.0% | 0.5% | 0.0% | 0.0% | 20.1% | 9.4% | 9.4% | 31.6% | 3.4% | 0.3% | 8.5% | 9.1% | 17.7% | 13.4% | 14.0% | 2.2% | 5.7% | 0.0% |
| | N | 4.3% | 0.3% | 0.0% | 0.0% | 36.1% | 22.1% | 22.1% | 60.3% | 4.0% | 0.4% | 21.4% | 14.9% | 28.3% | 25.7% | 24.3% | 3.3% | 11.4% | 0.0% |
| Drug Related | Y | 0.3% | 0.0% | 0.0% | 0.0% | 2.4% | 2.9% | 2.9% | 5.3% | 0.0% | 0.0% | 2.4% | 1.2% | 1.7% | 1.9% | 3.0% | 0.1% | 0.3% | 0.0% |
| | N | 7.0% | 0.8% | 0.0% | 0.0% | 53.8% | 28.6% | 28.6% | 86.6% | 7.4% | 0.7% | 27.5% | 22.9% | 44.3% | 37.2% | 35.3% | 5.4% | 16.8% | 0.0% |
| Aging Driver | Y | 1.4% | 0.3% | 0.0% | 0.0% | 9.5% | 6.3% | 6.3% | 16.1% | 1.9% | 0.0% | 6.2% | 4.4% | 7.4% | 6.9% | 6.9% | 1.5% | 2.8% | 0.0% |
| | N | 5.9% | 0.5% | 0.0% | 0.0% | 46.7% | 25.1% | 25.1% | 75.8% | 5.6% | 0.7% | 23.7% | 19.7% | 38.6% | 32.1% | 31.5% | 4.1% | 14.3% | 0.0% |
| Teenage Driver | Y | 0.5% | 0.0% | 0.0% | 0.0% | 9.1% | 4.5% | 4.5% | 13.9% | 0.9% | 0.0% | 3.3% | 3.7% | 7.8% | 6.0% | 5.8% | 0.8% | 2.2% | 0.0% |
| | N | 6.8% | 0.8% | 0.0% | 0.0% | 47.1% | 27.0% | 27.0% | 78.0% | 6.5% | 0.7% | 26.6% | 20.4% | 38.2% | 33.1% | 32.5% | 4.8% | 14.8% | 0.0% |
| Day of the Week | Monday | 0.0% | 0.3% | 0.0% | 0.0% | 6.2% | 4.1% | 4.1% | 13.0% | 0.9% | 0.1% | 4.5% | 3.4% | 6.1% | 5.8% | 4.6% | 1.2% | 2.4% | 0.0% |
| | Tuesday | 0.0% | 0.0% | 0.0% | 0.0% | 4.7% | 4.1% | 4.1% | 11.0% | 0.8% | 0.0% | 3.7% | 2.4% | 5.7% | 4.4% | 4.6% | 0.7% | 2.1% | 0.0% |
| | Wednesday | 1.6% | 0.3% | 0.0% | 0.0% | 7.5% | 4.2% | 4.2% | 14.9% | 0.8% | 0.0% | 5.4% | 3.0% | 7.3% | 6.3% | 6.2% | 0.9% | 2.2% | 0.0% |
| | Thursday | 1.4% | 0.0% | 0.0% | 0.0% | 7.7% | 3.4% | 3.4% | 13.2% | 1.1% | 0.1% | 3.0% | 3.4% | 7.9% | 5.3% | 5.4% | 0.8% | 2.9% | 0.0% |
| | Friday | 1.6% | 0.0% | 0.0% | 0.0% | 6.7% | 4.1% | 4.1% | 13.0% | 2.1% | 0.1% | 4.4% | 3.4% | 7.4% | 5.7% | 5.8% | 0.9% | 2.8% | 0.0% |
| | Saturday | 1.1% | 0.3% | 0.0% | 0.0% | 7.4% | 3.6% | 3.6% | 14.0% | 1.1% | 0.1% | 4.2% | 4.5% | 6.5% | 6.0% | 6.3% | 0.4% | 2.5% | 0.0% |
| | Sunday | 1.6% | 0.0% | 0.0% | 0.0% | 7.0% | 2.9% | 2.9% | 12.8% | 0.7% | 0.1% | 4.6% | 3.8% | 5.2% | 5.6% | 5.3% | 0.7% | 2.1% | 0.0% |
| Time of Day | 12-3 AM | 0.5% | 0.0% | 0.0% | 0.0% | 5.0% | 2.8% | 2.8% | 10.3% | 0.8% | 0.1% | 3.2% | 3.2% | 4.9% | 4.5% | 4.9% | 0.5% | 1.3% | 0.0% |
| | 3-6 AM | 0.3% | 0.3% | 0.0% | 0.0% | 4.1% | 2.4% | 2.4% | 8.1% | 0.5% | 0.0% | 2.6% | 1.9% | 4.1% | 2.6% | 4.0% | 0.5% | 1.5% | 0.0% |
| | 6-9 AM | 1.4% | 0.0% | 0.0% | 0.0% | 3.4% | 3.3% | 3.3% | 7.9% | 1.1% | 0.1% | 4.4% | 1.3% | 3.4% | 3.6% | 3.6% | 0.4% | 1.6% | 0.0% |
| | 9-Noon | 0.0% | 0.0% | 0.0% | 0.0% | 3.7% | 2.1% | 2.1% | 7.0% | 0.5% | 0.0% | 2.4% | 2.2% | 2.9% | 2.6% | 3.0% | 0.9% | 0.9% | 0.0% |
| | Noon-3 PM | 2.4% | 0.3% | 0.0% | 0.0% | 7.8% | 2.7% | 2.7% | 12.8% | 0.9% | 0.1% | 2.5% | 4.0% | 7.4% | 5.3% | 3.7% | 0.8% | 4.1% | 0.0% |
| | 3-6 PM | 1.4% | 0.3% | 0.0% | 0.0% | 7.0% | 4.4% | 4.4% | 14.4% | 0.9% | 0.0% | 4.1% | 3.6% | 7.7% | 6.6% | 6.6% | 0.4% | 1.7% | 0.0% |
| | 6-9 PM | 0.8% | 0.0% | 0.0% | 0.0% | 8.2% | 4.4% | 4.4% | 16.0% | 1.1% | 0.0% | 5.0% | 4.1% | 7.9% | 7.0% | 6.2% | 1.1% | 2.8% | 0.0% |
| | 9-Midnight | 0.5% | 0.0% | 0.0% | 0.0% | 8.0% | 4.2% | 4.2% | 15.3% | 1.6% | 0.3% | 5.7% | 3.8% | 7.7% | 6.7% | 6.3% | 0.9% | 3.2% | 0.0% |
| Lighting Conditions | Dark - Lighted | 1.6% | 0.3% | 0.0% | 0.0% | 12.2% | 5.5% | 5.5% | 22.1% | 2.8% | 0.4% | 4.4% | 6.1% | 14.8% | 7.4% | 11.6% | 1.6% | 4.6% | 0.0% |
| | Dark - Not Lighted | 0.3% | 0.0% | 0.0% | 0.0% | 8.5% | 6.9% | 6.9% | 20.4% | 1.2% | 0.0% | 9.8% | 5.4% | 6.3% | 10.4% | 7.1% | 1.2% | 2.8% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.6% | 1.1% | 0.1% | 0.0% | 0.7% | 0.0% | 0.5% | 0.5% | 0.3% | 0.1% | 0.3% | 0.0% |
| | Daylight | 5.1% | 0.5% | 0.0% | 0.0% | 24.6% | 12.8% | 12.8% | 45.9% | 3.2% | 0.3% | 14.3% | 11.9% | 23.1% | 19.4% | 18.7% | 2.4% | 8.9% | 0.0% |
| | Dusk | 0.3% | 0.0% | 0.0% | 0.0% | 1.3% | 0.6% | 0.6% | 2.2% | 0.1% | 0.0% | 0.5% | 0.7% | 1.2% | 0.9% | 0.7% | 0.3% | 0.5% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment D-6**
**Osceola County**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.2% | 2.7% | 0.0% | 2.7% | 3.2% | 0.0% | 1.1% | 1.6% | 3.2% | 0.0% | 0.0% | 1.6% | 2.1% | 1.1% | 0.0% | 0.5% | 0.5% | 1.8% | 2.4% | 1.8% | 0.0% | 1.1% | 0.0% | 2.2% | 1.1% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 3.2% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 1.1% | 0.5% | 1.1% | 0.5% | 0.5% | 0.0% | 0.0% | 1.1% | 1.2% | 1.2% | 0.0% | 0.0% | 1.1% | 0.0% | 0.0% | 2.2% |
| | Left Turn | 15.6% | 11.3% | 3.8% | 7.5% | 21.4% | 1.6% | 2.2% | 8.1% | 15.6% | 4.8% | 0.0% | 10.2% | 8.0% | 9.1% | 0.5% | 0.0% | 2.7% | 15.2% | 12.8% | 3.7% | 0.0% | 1.1% | 1.1% | 15.6% | 5.6% |
| | Off Road | 2.7% | 2.7% | 1.1% | 3.7% | 3.2% | 0.0% | 1.1% | 1.6% | 2.2% | 1.6% | 0.0% | 2.7% | 1.1% | 1.1% | 0.0% | 0.0% | 2.1% | 1.2% | 3.7% | 0.6% | 0.0% | 0.0% | 0.0% | 2.2% | 1.1% |
| | Other | 10.2% | 7.0% | 4.8% | 8.0% | 11.8% | 2.1% | 4.3% | 3.8% | 10.8% | 3.2% | 0.0% | 8.0% | 5.3% | 3.2% | 0.5% | 0.0% | 4.8% | 5.5% | 8.5% | 6.1% | 0.0% | 0.0% | 0.0% | 12.2% | 2.2% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 4.3% | 5.4% | 7.0% | 3.2% | 11.2% | 2.1% | 0.0% | 1.1% | 8.6% | 5.4% | 1.6% | 11.2% | 3.2% | 2.1% | 0.0% | 0.0% | 0.0% | 4.3% | 5.5% | 9.1% | 0.0% | 2.2% | 0.0% | 15.6% | 3.3% |
| | Right Turn | 1.1% | 0.5% | 0.5% | 0.0% | 1.6% | 0.5% | 0.5% | 0.0% | 1.1% | 0.5% | 0.0% | 1.1% | 0.0% | 0.5% | 0.0% | 0.0% | 0.5% | 0.0% | 1.2% | 0.6% | 0.0% | 0.0% | 0.0% | 2.2% | 1.1% |
| | Rollover | 3.8% | 1.6% | 0.5% | 3.2% | 2.7% | 0.0% | 0.0% | 1.6% | 2.2% | 2.2% | 0.0% | 1.6% | 1.1% | 2.7% | 0.0% | 0.0% | 0.5% | 4.3% | 1.2% | 0.6% | 0.0% | 0.0% | 0.0% | 2.2% | 1.1% |
| | Sideswipe | 2.2% | 1.1% | 2.7% | 1.6% | 3.7% | 0.5% | 0.0% | 0.0% | 2.7% | 2.2% | 1.1% | 3.7% | 0.5% | 1.1% | 0.0% | 0.0% | 0.5% | 2.4% | 1.2% | 2.4% | 0.0% | 1.1% | 0.0% | 4.4% | 1.1% |
| | Unknown | 0.0% | 0.5% | 0.5% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 0.6% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% |
| Alcohol Related | Y | 4.8% | 1.6% | 2.7% | 3.7% | 4.8% | 0.5% | 1.6% | 1.6% | 4.3% | 1.6% | 0.0% | 3.7% | 0.5% | 2.7% | 0.5% | 0.0% | 1.6% | 3.7% | 2.4% | 2.4% | 0.0% | 1.1% | 0.0% | 5.6% | 0.0% |
| | N | 41.4% | 31.2% | 18.3% | 29.4% | 55.1% | 6.4% | 7.5% | 16.1% | 44.1% | 19.9% | 3.2% | 38.5% | 21.4% | 18.7% | 0.5% | 0.5% | 11.2% | 32.3% | 36.0% | 23.2% | 0.0% | 5.6% | 1.1% | 52.2% | 18.9% |
| Hit and Run | Y | 1.1% | 1.6% | 1.1% | 0.0% | 3.2% | 0.5% | 0.5% | 0.0% | 2.7% | 0.5% | 0.0% | 2.7% | 0.5% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 2.4% | 1.2% | 0.0% | 0.0% | 0.0% | 3.3% | 1.1% |
| | N | 45.2% | 31.2% | 19.9% | 33.2% | 56.7% | 6.4% | 8.6% | 17.7% | 45.7% | 21.0% | 3.2% | 39.6% | 21.4% | 21.4% | 1.1% | 0.5% | 12.3% | 36.0% | 36.0% | 24.4% | 0.0% | 6.7% | 1.1% | 54.4% | 17.8% |
| Aggressive Driving | Y | 3.2% | 1.1% | 1.6% | 1.6% | 3.7% | 0.5% | 1.1% | 1.6% | 2.2% | 1.1% | 0.0% | 3.2% | 0.0% | 1.6% | 0.0% | 0.0% | 1.1% | 3.0% | 0.6% | 2.4% | 0.0% | 0.0% | 0.0% | 5.6% | 0.0% |
| | N | 43.0% | 31.7% | 19.4% | 31.6% | 56.1% | 6.4% | 8.1% | 16.1% | 46.2% | 20.4% | 3.2% | 39.0% | 21.9% | 19.8% | 1.1% | 0.5% | 11.8% | 32.9% | 37.8% | 23.2% | 0.0% | 6.7% | 1.1% | 52.2% | 18.9% |
| Distracted Driving | Y | 14.0% | 17.2% | 7.5% | 13.9% | 21.9% | 3.2% | 2.7% | 5.9% | 19.4% | 9.1% | 1.6% | 17.6% | 8.6% | 5.9% | 1.1% | 0.0% | 5.9% | 11.6% | 16.5% | 10.4% | 0.0% | 2.2% | 0.0% | 26.7% | 10.0% |
| | N | 32.3% | 15.6% | 13.4% | 19.3% | 38.0% | 3.7% | 6.5% | 11.8% | 29.0% | 12.4% | 1.6% | 24.6% | 13.4% | 15.5% | 0.0% | 0.5% | 7.0% | 24.4% | 22.0% | 15.2% | 0.0% | 4.4% | 1.1% | 31.1% | 8.9% |
| Intersection Related | Y | 21.0% | 10.2% | 5.4% | 10.2% | 23.0% | 3.2% | 3.8% | 7.0% | 18.3% | 6.5% | 1.1% | 12.3% | 8.0% | 11.2% | 0.5% | 0.0% | 4.3% | 16.5% | 13.4% | 7.3% | 0.0% | 2.2% | 1.1% | 16.7% | 8.9% |
| | N | 25.3% | 22.6% | 15.6% | 23.0% | 36.9% | 3.7% | 5.4% | 10.8% | 30.1% | 15.1% | 2.2% | 29.9% | 13.9% | 10.2% | 0.5% | 0.5% | 8.6% | 19.5% | 25.0% | 18.3% | 0.0% | 4.4% | 0.0% | 41.1% | 10.0% |
| Drug Related | Y | 3.8% | 0.0% | 1.1% | 2.1% | 2.7% | 0.0% | 1.1% | 0.0% | 2.2% | 1.1% | 0.5% | 2.1% | 0.0% | 1.6% | 0.0% | 0.0% | 1.1% | 2.4% | 1.8% | 0.0% | 0.0% | 1.1% | 0.0% | 2.2% | 0.0% |
| | N | 42.5% | 32.8% | 19.9% | 31.0% | 57.2% | 7.0% | 8.1% | 17.7% | 46.2% | 20.4% | 2.7% | 40.1% | 21.9% | 19.8% | 1.1% | 0.5% | 11.8% | 33.5% | 36.6% | 25.6% | 0.0% | 5.6% | 1.1% | 55.6% | 18.9% |
| Aging Driver | Y | 4.3% | 6.5% | 4.8% | 3.7% | 11.2% | 0.5% | 0.5% | 1.1% | 8.1% | 5.9% | 0.0% | 9.1% | 3.2% | 2.1% | 0.0% | 0.0% | 1.1% | 4.3% | 3.7% | 8.5% | 0.0% | 1.1% | 0.0% | 11.1% | 3.3% |
| | N | 41.9% | 26.3% | 16.1% | 29.4% | 48.7% | 6.4% | 8.6% | 16.7% | 40.3% | 15.6% | 3.2% | 33.2% | 18.7% | 19.3% | 1.1% | 0.5% | 11.8% | 31.7% | 34.8% | 17.1% | 0.0% | 5.6% | 1.1% | 46.7% | 15.6% |
| Teenage Driver | Y | 4.3% | 3.2% | 2.7% | 2.1% | 6.4% | 1.6% | 0.5% | 1.6% | 3.8% | 4.3% | 0.0% | 4.3% | 2.7% | 1.6% | 0.5% | 0.0% | 1.1% | 3.7% | 4.9% | 2.4% | 0.0% | 1.1% | 1.1% | 10.0% | 3.3% |
| | N | 41.9% | 29.6% | 18.3% | 31.0% | 53.5% | 5.3% | 8.6% | 16.1% | 44.6% | 17.2% | 3.2% | 38.0% | 19.3% | 19.8% | 0.5% | 0.5% | 11.8% | 32.3% | 33.5% | 23.2% | 0.0% | 5.6% | 0.0% | 47.8% | 15.6% |
| Day of the Week | Monday | 8.6% | 3.8% | 2.2% | 4.3% | 9.1% | 1.1% | 1.1% | 2.7% | 6.5% | 3.2% | 1.1% | 5.3% | 4.8% | 2.7% | 0.0% | 0.0% | 1.6% | 6.1% | 5.5% | 3.0% | 0.0% | 1.1% | 0.0% | 6.7% | 4.4% |
| | Tuesday | 3.8% | 4.8% | 2.7% | 4.3% | 6.4% | 0.5% | 0.5% | 0.0% | 6.5% | 3.8% | 0.5% | 5.9% | 2.7% | 1.6% | 0.0% | 0.0% | 1.1% | 2.4% | 7.3% | 1.8% | 0.0% | 1.1% | 1.1% | 7.8% | 3.3% |
| | Wednesday | 4.8% | 4.3% | 2.7% | 4.3% | 7.0% | 1.1% | 0.5% | 3.2% | 7.0% | 1.1% | 0.0% | 3.2% | 3.7% | 3.7% | 0.5% | 0.0% | 1.1% | 4.9% | 3.0% | 4.9% | 0.0% | 1.1% | 0.0% | 3.3% | 5.6% |
| | Thursday | 7.0% | 3.2% | 2.7% | 4.8% | 7.0% | 1.1% | 2.2% | 2.2% | 6.5% | 2.2% | 0.0% | 5.3% | 1.6% | 2.7% | 0.0% | 0.0% | 3.2% | 3.0% | 4.9% | 3.0% | 0.0% | 1.1% | 0.0% | 7.8% | 2.2% |
| | Friday | 8.6% | 3.2% | 0.5% | 6.4% | 5.3% | 0.5% | 2.7% | 3.8% | 3.2% | 2.2% | 0.5% | 2.1% | 4.8% | 2.7% | 0.0% | 0.5% | 2.1% | 7.3% | 3.0% | 1.2% | 0.0% | 0.0% | 0.0% | 3.3% | 2.2% |
| | Saturday | 5.4% | 6.5% | 5.9% | 4.3% | 11.8% | 1.6% | 1.1% | 2.2% | 9.7% | 4.3% | 0.5% | 10.7% | 1.1% | 4.3% | 0.5% | 0.0% | 1.1% | 6.1% | 6.7% | 6.1% | 0.0% | 1.1% | 0.0% | 13.3% | 0.0% |
| | Sunday | 8.1% | 7.0% | 4.3% | 4.8% | 13.4% | 1.1% | 1.1% | 3.8% | 9.1% | 4.8% | 0.5% | 9.6% | 3.2% | 3.7% | 0.0% | 0.0% | 2.7% | 6.1% | 7.9% | 5.5% | 0.0% | 1.1% | 0.0% | 15.6% | 1.1% |
| Time of Day | 12-3 AM | 3.2% | 3.2% | 3.2% | 3.2% | 6.4% | 0.0% | 1.1% | 1.1% | 5.4% | 2.2% | 0.0% | 5.3% | 1.6% | 1.6% | 0.0% | 0.0% | 1.1% | 1.8% | 4.9% | 3.0% | 0.0% | 0.0% | 0.0% | 5.6% | 1.1% |
| | 3-6 AM | 1.1% | 1.6% | 0.5% | 1.1% | 2.1% | 0.0% | 0.0% | 0.5% | 1.6% | 0.5% | 0.5% | 1.1% | 1.6% | 0.5% | 0.0% | 0.0% | 0.0% | 1.2% | 1.8% | 0.6% | 0.0% | 1.1% | 0.0% | 0.0% | 2.2% |
| | 6-9 AM | 4.3% | 2.7% | 1.6% | 3.7% | 4.8% | 0.0% | 0.5% | 1.6% | 4.3% | 1.6% | 0.5% | 2.7% | 1.1% | 2.7% | 0.0% | 0.0% | 2.1% | 3.7% | 1.8% | 1.8% | 0.0% | 1.1% | 0.0% | 6.7% | 1.1% |
| | 9-Noon | 4.3% | 4.3% | 2.2% | 2.1% | 8.0% | 0.5% | 1.1% | 3.2% | 3.8% | 1.6% | 1.1% | 3.7% | 3.7% | 2.7% | 0.0% | 0.0% | 0.5% | 4.9% | 3.0% | 3.7% | 0.0% | 0.0% | 0.0% | 3.3% | 1.1% |
| | Noon-3 PM | 4.3% | 3.2% | 3.8% | 3.7% | 7.5% | 0.0% | 1.6% | 1.6% | 5.4% | 2.7% | 0.0% | 5.3% | 2.1% | 2.7% | 0.0% | 0.5% | 0.5% | 6.1% | 2.4% | 3.7% | 0.0% | 1.1% | 0.0% | 8.9% | 1.1% |
| | 3-6 PM | 11.3% | 4.3% | 3.8% | 5.9% | 11.8% | 1.6% | 1.1% | 3.2% | 10.8% | 4.3% | 0.0% | 8.0% | 4.3% | 5.3% | 0.0% | 0.0% | 1.6% | 6.1% | 8.5% | 5.5% | 0.0% | 0.0% | 0.0% | 13.3% | 5.6% |
| | 6-9 PM | 9.7% | 8.6% | 3.2% | 8.6% | 11.2% | 2.1% | 3.2% | 3.2% | 9.1% | 4.8% | 1.1% | 10.2% | 3.2% | 2.1% | 1.1% | 0.0% | 5.3% | 6.1% | 7.9% | 4.9% | 0.0% | 2.2% | 0.0% | 10.0% | 1.1% |
| | 9-Midnight | 8.1% | 4.8% | 2.7% | 4.8% | 8.0% | 2.7% | 0.5% | 3.2% | 8.1% | 3.8% | 0.0% | 5.9% | 4.3% | 3.7% | 0.0% | 0.0% | 1.6% | 6.1% | 7.9% | 2.4% | 0.0% | 1.1% | 1.1% | 10.0% | 5.6% |
| Lighting Conditions | Dark - Lighted | 6.5% | 7.5% | 5.9% | 4.3% | 13.4% | 2.1% | 1.1% | 4.3% | 11.8% | 2.7% | 0.0% | 9.1% | 4.3% | 4.3% | 0.0% | 0.0% | 2.1% | 6.1% | 10.4% | 4.3% | 0.0% | 1.1% | 0.0% | 14.4% | 3.3% |
| | Dark - Not Lighted | 11.3% | 9.7% | 1.6% | 9.1% | 12.3% | 1.1% | 1.6% | 2.7% | 9.7% | 6.5% | 2.2% | 11.2% | 4.3% | 3.7% | 1.1% | 0.0% | 2.1% | 9.1% | 11.0% | 3.0% | 0.0% | 4.4% | 1.1% | 7.8% | 6.7% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.5% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% |
| | Daylight | 25.8% | 14.0% | 12.9% | 17.6% | 31.6% | 3.7% | 5.4% | 10.2% | 24.2% | 11.8% | 1.1% | 21.4% | 11.2% | 12.8% | 0.0% | 0.5% | 7.0% | 18.9% | 16.5% | 17.1% | 0.0% | 1.1% | 0.0% | 34.4% | 8.9% |
| | Dusk | 2.7% | 1.6% | 0.0% | 2.1% | 2.1% | 0.0% | 1.1% | 0.5% | 2.7% | 0.0% | 0.0% | 0.0% | 2.1% | 0.5% | 0.0% | 0.0% | 1.6% | 1.8% | 0.6% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment D-6**
**Osceola County**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 1.1% | 0.0% | 0.0% | 0.0% | 3.2% | 1.6% | 1.1% | 5.4% | 0.5% | 0.0% | 2.2% | 2.2% | 1.6% | 4.3% | 0.5% | 0.0% | 1.1% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% | 1.1% | 3.2% | 0.0% | 0.0% | 2.7% | 0.5% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 3.3% | 1.1% | 0.0% | 0.0% | 20.4% | 5.4% | 4.8% | 28.5% | 2.2% | 0.0% | 7.0% | 7.0% | 16.7% | 14.5% | 7.0% | 1.6% | 7.5% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 5.4% | 0.0% | 1.1% | 6.5% | 0.0% | 0.0% | 3.2% | 0.5% | 2.7% | 2.2% | 3.2% | 1.1% | 0.0% | 0.0% |
| | Other | 3.3% | 2.2% | 0.0% | 0.0% | 12.4% | 2.2% | 7.5% | 21.5% | 0.5% | 0.0% | 4.3% | 3.8% | 14.0% | 9.7% | 5.9% | 2.7% | 3.8% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 3.3% | 0.0% | 0.0% | 0.0% | 5.9% | 5.4% | 5.4% | 14.5% | 2.2% | 0.0% | 4.3% | 3.8% | 8.6% | 4.3% | 5.9% | 0.5% | 5.9% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% | 0.5% | 2.2% | 0.0% | 0.0% | 0.0% | 1.1% | 1.1% | 0.0% | 1.6% | 0.0% | 0.5% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 3.2% | 0.0% | 2.7% | 5.9% | 0.0% | 0.0% | 2.2% | 1.6% | 2.2% | 3.2% | 1.1% | 0.0% | 1.6% | 0.0% |
| | Sideswipe | 1.1% | 0.0% | 0.0% | 0.0% | 2.7% | 1.6% | 1.6% | 4.3% | 1.6% | 0.0% | 2.7% | 0.0% | 3.2% | 1.6% | 2.2% | 1.1% | 1.1% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 1.1% | 0.0% | 0.0% | 0.5% | 0.0% | 0.5% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 4.8% | 1.6% | 2.7% | 8.6% | 0.5% | 0.0% | 3.2% | 0.5% | 5.4% | 4.3% | 1.1% | 1.6% | 2.2% | 0.0% |
| | N | 12.2% | 3.3% | 0.0% | 0.0% | 51.6% | 15.1% | 24.2% | 84.4% | 6.5% | 0.0% | 25.8% | 19.9% | 45.2% | 38.7% | 26.3% | 5.9% | 19.9% | 0.0% |
| Hit and Run | Y | 1.1% | 0.0% | 0.0% | 0.0% | 3.2% | 0.5% | 0.5% | 3.2% | 0.5% | 0.0% | 0.0% | 0.5% | 3.2% | 0.5% | 1.1% | 1.1% | 1.1% | 0.0% |
| | N | 11.1% | 3.3% | 0.0% | 0.0% | 53.2% | 26.3% | 26.3% | 89.8% | 6.5% | 0.0% | 29.0% | 19.9% | 47.3% | 42.5% | 26.3% | 6.5% | 21.0% | 0.0% |
| Aggressive Driving | Y | 2.2% | 0.0% | 0.0% | 0.0% | 4.3% | 0.5% | 0.5% | 5.4% | 0.5% | 0.0% | 1.6% | 1.1% | 3.2% | 2.2% | 2.2% | 0.0% | 1.6% | 0.0% |
| | N | 10.0% | 3.3% | 0.0% | 0.0% | 52.2% | 26.3% | 26.3% | 87.6% | 6.5% | 0.0% | 27.4% | 19.4% | 47.3% | 40.9% | 25.3% | 7.5% | 20.4% | 0.0% |
| Distracted Driving | Y | 3.3% | 1.1% | 0.0% | 0.0% | 19.9% | 11.3% | 11.3% | 34.9% | 3.8% | 0.0% | 10.8% | 10.2% | 17.7% | 15.6% | 14.0% | 3.2% | 5.9% | 0.0% |
| | N | 8.9% | 2.2% | 0.0% | 0.0% | 36.6% | 15.6% | 15.6% | 58.1% | 3.2% | 0.0% | 18.3% | 10.2% | 32.8% | 27.4% | 13.4% | 4.3% | 16.1% | 0.0% |
| Intersection Related | Y | 4.4% | 3.3% | 0.0% | 0.0% | 22.0% | 7.5% | 7.5% | 33.9% | 2.7% | 0.0% | 11.8% | 8.1% | 16.7% | 21.0% | 5.9% | 2.2% | 7.5% | 0.0% |
| | N | 7.8% | 0.0% | 0.0% | 0.0% | 34.4% | 19.4% | 19.4% | 59.1% | 4.3% | 0.0% | 17.2% | 12.4% | 33.9% | 22.0% | 21.5% | 5.4% | 14.5% | 0.0% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 2.2% | 2.2% | 4.8% | 0.0% | 0.0% | 2.7% | 0.5% | 1.6% | 3.2% | 0.0% | 1.1% | 0.5% | 0.0% |
| | N | 12.2% | 3.3% | 0.0% | 0.0% | 54.3% | 24.7% | 24.7% | 88.2% | 7.0% | 0.0% | 26.3% | 19.9% | 48.9% | 39.8% | 27.4% | 6.5% | 21.5% | 0.0% |
| Aging Driver | Y | 3.3% | 1.1% | 0.0% | 0.0% | 8.1% | 4.8% | 4.8% | 15.1% | 0.5% | 0.0% | 4.3% | 3.2% | 8.1% | 5.4% | 6.5% | 0.5% | 3.2% | 0.0% |
| | N | 8.9% | 2.2% | 0.0% | 0.0% | 48.4% | 22.0% | 22.0% | 78.0% | 6.5% | 0.0% | 24.7% | 17.2% | 42.5% | 37.6% | 21.0% | 7.0% | 18.8% | 0.0% |
| Teenage Driver | Y | 1.1% | 1.1% | 0.0% | 0.0% | 4.3% | 3.2% | 3.2% | 8.6% | 1.6% | 0.0% | 2.2% | 3.2% | 4.8% | 3.8% | 2.7% | 0.5% | 3.2% | 0.0% |
| | N | 11.1% | 2.2% | 0.0% | 0.0% | 52.2% | 23.7% | 23.7% | 84.4% | 5.4% | 0.0% | 26.9% | 17.2% | 45.7% | 39.2% | 24.7% | 7.0% | 18.8% | 0.0% |
| Day of the Week | Monday | 1.1% | 0.0% | 0.0% | 0.0% | 8.8% | 3.4% | 3.4% | 14.5% | 0.0% | 0.0% | 6.5% | 2.7% | 5.4% | 5.9% | 4.8% | 1.1% | 2.7% | 0.0% |
| | Tuesday | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | 5.4% | 5.4% | 10.2% | 1.1% | 0.0% | 2.7% | 2.2% | 6.5% | 4.3% | 3.2% | 1.6% | 2.2% | 0.0% |
| | Wednesday | 1.1% | 1.1% | 0.0% | 0.0% | 7.3% | 1.0% | 1.0% | 10.2% | 1.6% | 0.0% | 2.2% | 3.2% | 6.5% | 5.9% | 2.7% | 0.0% | 3.2% | 0.0% |
| | Thursday | 2.2% | 0.0% | 0.0% | 0.0% | 5.9% | 3.9% | 3.9% | 11.3% | 1.6% | 0.0% | 2.7% | 2.2% | 8.1% | 5.9% | 3.8% | 1.6% | 1.6% | 0.0% |
| | Friday | 1.1% | 1.1% | 0.0% | 0.0% | 7.3% | 2.9% | 2.9% | 11.8% | 0.5% | 0.0% | 4.8% | 2.7% | 4.8% | 7.5% | 2.2% | 1.1% | 1.6% | 0.0% |
| | Saturday | 5.6% | 0.0% | 0.0% | 0.0% | 8.8% | 4.9% | 4.9% | 17.2% | 0.5% | 0.0% | 3.2% | 4.3% | 10.2% | 7.0% | 3.8% | 1.6% | 5.4% | 0.0% |
| | Sunday | 1.1% | 1.1% | 0.0% | 0.0% | 10.2% | 2.9% | 2.9% | 17.7% | 1.6% | 0.0% | 7.0% | 3.2% | 9.1% | 6.5% | 7.0% | 0.5% | 5.4% | 0.0% |
| Time of Day | 12-3 AM | 2.2% | 0.0% | 0.0% | 0.0% | 4.4% | 3.9% | 3.9% | 9.1% | 0.5% | 0.0% | 2.7% | 1.1% | 5.9% | 3.2% | 2.2% | 2.2% | 2.2% | 0.0% |
| | 3-6 AM | 1.1% | 0.0% | 0.0% | 0.0% | 1.5% | 0.5% | 0.5% | 2.7% | 0.5% | 0.0% | 1.6% | 0.0% | 1.6% | 1.1% | 1.6% | 0.0% | 0.5% | 0.0% |
| | 6-9 AM | 0.0% | 0.0% | 0.0% | 0.0% | 3.9% | 3.9% | 3.9% | 8.6% | 0.0% | 0.0% | 3.2% | 2.2% | 3.2% | 5.4% | 1.6% | 0.5% | 1.1% | 0.0% |
| | 9-Noon | 1.1% | 2.2% | 0.0% | 0.0% | 6.8% | 2.4% | 2.4% | 10.2% | 0.5% | 0.0% | 3.2% | 1.6% | 5.9% | 4.3% | 4.3% | 0.0% | 2.2% | 0.0% |
| | Noon-3 PM | 3.3% | 1.1% | 0.0% | 0.0% | 6.3% | 2.4% | 2.4% | 11.3% | 0.0% | 0.0% | 2.7% | 2.2% | 6.5% | 4.3% | 3.8% | 0.5% | 2.7% | 0.0% |
| | 3-6 PM | 0.0% | 0.0% | 0.0% | 0.0% | 9.3% | 5.9% | 5.9% | 17.2% | 2.2% | 0.0% | 6.5% | 4.8% | 8.1% | 8.6% | 4.3% | 2.2% | 4.3% | 0.0% |
| | 6-9 PM | 4.4% | 0.0% | 0.0% | 0.0% | 11.2% | 2.9% | 2.9% | 19.9% | 1.6% | 0.0% | 5.4% | 5.4% | 10.8% | 10.2% | 5.9% | 1.1% | 4.3% | 0.0% |
| | 9-Midnight | 0.0% | 0.0% | 0.0% | 0.0% | 7.8% | 2.4% | 2.4% | 14.0% | 1.6% | 0.0% | 3.8% | 3.2% | 8.6% | 5.9% | 3.8% | 1.1% | 4.8% | 0.0% |
| Lighting Conditions | Dark - Lighted | 4.4% | 0.0% | 0.0% | 0.0% | 10.2% | 3.9% | 3.9% | 18.3% | 1.6% | 0.0% | 2.2% | 2.7% | 15.1% | 6.5% | 7.5% | 1.6% | 4.3% | 0.0% |
| | Dark - Not Lighted | 1.1% | 0.0% | 0.0% | 0.0% | 10.2% | 6.3% | 6.3% | 21.5% | 1.1% | 0.0% | 10.2% | 4.8% | 7.5% | 10.2% | 4.8% | 2.2% | 5.4% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.5% | 0.5% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% |
| | Daylight | 6.7% | 2.2% | 0.0% | 0.0% | 27.3% | 13.2% | 13.2% | 48.4% | 4.3% | 0.0% | 15.1% | 12.4% | 25.3% | 23.7% | 14.5% | 3.2% | 11.3% | 0.0% |
| | Dusk | 0.0% | 1.1% | 0.0% | 0.0% | 3.4% | 0.5% | 0.5% | 4.3% | 0.0% | 0.0% | 1.1% | 0.5% | 2.7% | 2.7% | 0.5% | 0.5% | 0.5% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment D-7
## Osceola County
## Percent of All KSI Crashes involving Bicyclist 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 42.6% | 36.2% | 21.3% | 29.8% | 59.6% | 10.6% | 4.3% | 19.1% | 57.4% | 17.0% | 2.1% | 40.4% | 23.4% | 23.4% | 2.1% | 0.0% | 10.6% | 33.3% | 35.7% | 31.0% | 0.0% | 4.2% | 4.2% | 62.5% | 16.7% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 4.2% | 0.0% |
| | N | 42.6% | 34.0% | 21.3% | 29.8% | 57.4% | 10.6% | 4.3% | 19.1% | 55.3% | 17.0% | 2.1% | 38.3% | 23.4% | 23.4% | 2.1% | 0.0% | 10.6% | 33.3% | 35.7% | 28.6% | 0.0% | 4.2% | 4.2% | 58.3% | 16.7% |
| Hit and Run | Y | 10.6% | 2.1% | 4.3% | 8.5% | 6.4% | 2.1% | 0.0% | 6.4% | 6.4% | 4.3% | 0.0% | 6.4% | 0.0% | 6.4% | 0.0% | 0.0% | 4.3% | 7.1% | 2.4% | 4.8% | 0.0% | 0.0% | 0.0% | 8.3% | 0.0% |
| | N | 31.9% | 34.0% | 17.0% | 21.3% | 53.2% | 8.5% | 4.3% | 12.8% | 51.1% | 12.8% | 2.1% | 34.0% | 23.4% | 17.0% | 2.1% | 0.0% | 6.4% | 26.2% | 33.3% | 26.2% | 0.0% | 4.2% | 4.2% | 54.2% | 16.7% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 42.6% | 36.2% | 21.3% | 29.8% | 59.6% | 10.6% | 4.3% | 19.1% | 57.4% | 17.0% | 2.1% | 40.4% | 23.4% | 23.4% | 2.1% | 0.0% | 10.6% | 33.3% | 35.7% | 31.0% | 0.0% | 4.2% | 4.2% | 62.5% | 16.7% |
| Distracted Driving | Y | 10.6% | 6.4% | 2.1% | 6.4% | 8.5% | 4.3% | 2.1% | 4.3% | 8.5% | 4.3% | 0.0% | 6.4% | 2.1% | 4.3% | 2.1% | 0.0% | 4.3% | 7.1% | 4.8% | 4.8% | 0.0% | 4.2% | 0.0% | 16.7% | 0.0% |
| | N | 31.9% | 29.8% | 19.1% | 23.4% | 51.1% | 6.4% | 2.1% | 14.9% | 48.9% | 12.8% | 2.1% | 34.0% | 21.3% | 19.1% | 0.0% | 0.0% | 6.4% | 26.2% | 31.0% | 26.2% | 0.0% | 0.0% | 4.2% | 45.8% | 16.7% |
| Intersection Related | Y | 14.9% | 6.4% | 8.5% | 8.5% | 14.9% | 6.4% | 2.1% | 8.5% | 12.8% | 6.4% | 0.0% | 10.6% | 6.4% | 6.4% | 0.0% | 0.0% | 6.4% | 7.1% | 11.9% | 7.1% | 0.0% | 0.0% | 0.0% | 20.8% | 8.3% |
| | N | 27.7% | 29.8% | 12.8% | 21.3% | 44.7% | 4.3% | 2.1% | 10.6% | 44.7% | 10.6% | 2.1% | 29.8% | 17.0% | 17.0% | 2.1% | 0.0% | 4.3% | 26.2% | 23.8% | 23.8% | 0.0% | 4.2% | 4.2% | 41.7% | 8.3% |
| Drug Related | Y | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 4.2% | 0.0% |
| | N | 42.6% | 34.0% | 21.3% | 29.8% | 57.4% | 10.6% | 4.3% | 19.1% | 55.3% | 17.0% | 2.1% | 38.3% | 23.4% | 23.4% | 2.1% | 0.0% | 10.6% | 33.3% | 35.7% | 28.6% | 0.0% | 4.2% | 4.2% | 58.3% | 16.7% |
| Aging Driver | Y | 2.1% | 0.0% | 2.1% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.4% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 4.2% | 0.0% |
| | N | 40.4% | 36.2% | 19.1% | 27.7% | 57.4% | 10.6% | 4.3% | 17.0% | 55.3% | 17.0% | 2.1% | 38.3% | 23.4% | 21.3% | 2.1% | 0.0% | 10.6% | 31.0% | 33.3% | 31.0% | 0.0% | 4.2% | 4.2% | 58.3% | 16.7% |
| Teenage Driver | Y | 0.0% | 4.3% | 4.3% | 0.0% | 6.4% | 2.1% | 0.0% | 0.0% | 4.3% | 4.3% | 0.0% | 6.4% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.8% | 4.8% | 0.0% | 0.0% | 0.0% | 8.3% | 8.3% |
| | N | 42.6% | 31.9% | 17.0% | 29.8% | 53.2% | 8.5% | 4.3% | 19.1% | 53.2% | 12.8% | 2.1% | 34.0% | 21.3% | 23.4% | 2.1% | 0.0% | 10.6% | 33.3% | 31.0% | 26.2% | 0.0% | 4.2% | 4.2% | 54.2% | 8.3% |
| Day of the Week | Monday | 8.5% | 6.4% | 6.4% | 4.3% | 14.9% | 2.1% | 2.1% | 4.3% | 10.6% | 4.3% | 0.0% | 10.6% | 2.1% | 4.3% | 0.0% | 0.0% | 4.3% | 4.8% | 7.1% | 7.1% | 0.0% | 0.0% | 0.0% | 12.5% | 4.2% |
| | Tuesday | 8.5% | 2.1% | 2.1% | 6.4% | 6.4% | 0.0% | 2.1% | 0.0% | 6.4% | 2.1% | 2.1% | 4.3% | 4.3% | 2.1% | 2.1% | 0.0% | 0.0% | 9.5% | 2.4% | 2.4% | 0.0% | 4.2% | 0.0% | 4.2% | 0.0% |
| | Wednesday | 8.5% | 6.4% | 0.0% | 4.3% | 8.5% | 2.1% | 0.0% | 4.3% | 8.5% | 2.1% | 0.0% | 2.1% | 2.1% | 6.4% | 0.0% | 0.0% | 4.3% | 7.1% | 2.4% | 2.4% | 0.0% | 0.0% | 0.0% | 12.5% | 4.2% |
| | Thursday | 4.3% | 10.6% | 10.6% | 2.1% | 21.3% | 2.1% | 0.0% | 2.1% | 14.9% | 8.5% | 0.0% | 12.8% | 10.6% | 2.1% | 0.0% | 0.0% | 0.0% | 2.4% | 11.9% | 14.3% | 0.0% | 0.0% | 0.0% | 20.8% | 4.2% |
| | Friday | 8.5% | 4.3% | 0.0% | 8.5% | 4.3% | 0.0% | 0.0% | 4.3% | 8.5% | 0.0% | 0.0% | 4.3% | 2.1% | 4.3% | 0.0% | 0.0% | 2.1% | 4.8% | 4.8% | 2.4% | 0.0% | 0.0% | 4.2% | 4.2% | 4.2% |
| | Saturday | 4.3% | 4.3% | 2.1% | 4.3% | 2.1% | 4.3% | 0.0% | 4.3% | 6.4% | 0.0% | 0.0% | 6.4% | 0.0% | 4.3% | 0.0% | 0.0% | 0.0% | 4.8% | 4.8% | 2.4% | 0.0% | 0.0% | 0.0% | 8.3% | 0.0% |
| | Sunday | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Time of Day | 12-3 AM | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 6.4% | 0.0% | 4.3% | 2.1% | 0.0% | 0.0% | 4.3% | 2.1% | 0.0% | 6.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.1% | 0.0% | 0.0% | 0.0% | 8.3% | 0.0% |
| | 6-9 AM | 4.3% | 8.5% | 2.1% | 4.3% | 10.6% | 0.0% | 0.0% | 2.1% | 8.5% | 2.1% | 2.1% | 4.3% | 8.5% | 0.0% | 2.1% | 0.0% | 0.0% | 4.8% | 9.5% | 2.4% | 0.0% | 4.2% | 0.0% | 8.3% | 4.2% |
| | 9-Noon | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Noon-3 PM | 4.3% | 2.1% | 4.3% | 2.1% | 8.5% | 0.0% | 0.0% | 4.3% | 4.3% | 2.1% | 0.0% | 4.3% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 2.4% | 0.0% | 7.1% | 0.0% | 0.0% | 0.0% | 4.2% | 0.0% |
| | 3-6 PM | 8.5% | 4.3% | 4.3% | 4.3% | 12.8% | 0.0% | 4.3% | 2.1% | 8.5% | 2.1% | 0.0% | 6.4% | 2.1% | 4.3% | 0.0% | 0.0% | 4.3% | 7.1% | 4.8% | 2.4% | 0.0% | 0.0% | 0.0% | 12.5% | 4.2% |
| | 6-9 PM | 12.8% | 4.3% | 2.1% | 8.5% | 6.4% | 4.3% | 0.0% | 6.4% | 10.6% | 2.1% | 0.0% | 4.3% | 2.1% | 8.5% | 0.0% | 0.0% | 4.3% | 9.5% | 4.8% | 2.4% | 0.0% | 0.0% | 0.0% | 12.5% | 0.0% |
| | 9-Midnight | 10.6% | 14.9% | 2.1% | 10.6% | 14.9% | 2.1% | 0.0% | 4.3% | 17.0% | 6.4% | 0.0% | 14.9% | 4.3% | 8.5% | 0.0% | 0.0% | 0.0% | 9.5% | 16.7% | 4.8% | 0.0% | 0.0% | 4.2% | 16.7% | 8.3% |
| Lighting Conditions | Dark - Lighted | 6.4% | 10.6% | 2.1% | 4.3% | 14.9% | 0.0% | 0.0% | 2.1% | 12.8% | 4.3% | 0.0% | 10.6% | 4.3% | 2.1% | 0.0% | 0.0% | 2.1% | 2.4% | 11.9% | 4.8% | 0.0% | 0.0% | 4.2% | 8.3% | 8.3% |
| | Dark - Not Lighted | 12.8% | 6.4% | 6.4% | 12.8% | 8.5% | 4.3% | 0.0% | 4.3% | 12.8% | 6.4% | 2.1% | 10.6% | 4.3% | 10.6% | 0.0% | 0.0% | 0.0% | 14.3% | 4.8% | 9.5% | 0.0% | 0.0% | 0.0% | 16.7% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 2.1% | 2.1% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 2.1% | 0.0% | 0.0% | 2.4% | 2.4% | 0.0% | 0.0% | 4.2% | 0.0% | 0.0% | 0.0% |
| | Daylight | 21.3% | 12.8% | 12.8% | 10.6% | 29.8% | 6.4% | 4.3% | 10.6% | 27.7% | 4.3% | 0.0% | 17.0% | 10.6% | 10.6% | 0.0% | 0.0% | 8.5% | 14.3% | 14.3% | 14.3% | 0.0% | 0.0% | 0.0% | 33.3% | 8.3% |
| | Dusk | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 4.2% | 0.0% |

**Attachment D-7**
**Osceola County**
**Percent of All KSI Crashes involving Bicyclist 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 12.5% | 0.0% | 0.0% | 0.0% | 61.7% | 14.9% | 23.4% | 85.1% | 10.6% | 4.3% | 19.1% | 23.4% | 57.4% | 48.9% | 25.5% | 4.3% | 21.3% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 61.7% | 14.9% | 21.3% | 83.0% | 10.6% | 4.3% | 17.0% | 23.4% | 57.4% | 46.8% | 25.5% | 4.3% | 21.3% | 0.0% |
| Hit and Run | Y | 4.2% | 0.0% | 0.0% | 0.0% | 14.9% | 2.1% | 2.1% | 17.0% | 0.0% | 0.0% | 4.3% | 6.4% | 6.4% | 10.6% | 4.3% | 0.0% | 2.1% | 0.0% |
| | N | 8.3% | 0.0% | 0.0% | 0.0% | 46.8% | 21.3% | 21.3% | 68.1% | 10.6% | 4.3% | 14.9% | 17.0% | 51.1% | 38.3% | 21.3% | 4.3% | 19.1% | 0.0% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 61.7% | 23.4% | 23.4% | 85.1% | 10.6% | 4.3% | 19.1% | 23.4% | 57.4% | 48.9% | 25.5% | 4.3% | 21.3% | 0.0% |
| Distracted Driving | Y | 4.2% | 0.0% | 0.0% | 0.0% | 12.8% | 4.3% | 4.3% | 17.0% | 0.0% | 2.1% | 6.4% | 0.0% | 12.8% | 14.9% | 2.1% | 2.1% | 0.0% | 0.0% |
| | N | 8.3% | 0.0% | 0.0% | 0.0% | 48.9% | 19.1% | 19.1% | 68.1% | 10.6% | 2.1% | 12.8% | 23.4% | 44.7% | 34.0% | 23.4% | 2.1% | 21.3% | 0.0% |
| Intersection Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 17.0% | 6.4% | 6.4% | 21.3% | 6.4% | 2.1% | 4.3% | 6.4% | 19.1% | 12.8% | 6.4% | 4.3% | 6.4% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 44.7% | 17.0% | 17.0% | 63.8% | 4.3% | 2.1% | 14.9% | 17.0% | 38.3% | 36.2% | 19.1% | 0.0% | 14.9% | 0.0% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 61.7% | 21.3% | 21.3% | 83.0% | 10.6% | 4.3% | 17.0% | 23.4% | 57.4% | 46.8% | 25.5% | 4.3% | 21.3% | 0.0% |
| Aging Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 2.1% | 4.3% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 59.6% | 21.3% | 21.3% | 80.9% | 10.6% | 4.3% | 19.1% | 21.3% | 55.3% | 48.9% | 25.5% | 2.1% | 19.1% | 0.0% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.3% | 4.3% | 4.3% | 4.3% | 0.0% | 0.0% | 0.0% | 8.5% | 0.0% | 4.3% | 2.1% | 2.1% | 0.0% |
| | N | 12.5% | 0.0% | 0.0% | 0.0% | 61.7% | 19.1% | 19.1% | 80.9% | 6.4% | 4.3% | 19.1% | 23.4% | 48.9% | 48.9% | 21.3% | 2.1% | 19.1% | 0.0% |
| Day of the Week | Monday | 4.2% | 0.0% | 0.0% | 0.0% | 9.8% | 5.9% | 5.9% | 17.0% | 2.1% | 2.1% | 2.1% | 4.3% | 14.9% | 10.6% | 6.4% | 0.0% | 4.3% | 0.0% |
| | Tuesday | 0.0% | 0.0% | 0.0% | 0.0% | 9.8% | 2.0% | 2.0% | 12.8% | 0.0% | 0.0% | 4.3% | 6.4% | 2.1% | 8.5% | 4.3% | 0.0% | 0.0% | 0.0% |
| | Wednesday | 0.0% | 0.0% | 0.0% | 0.0% | 9.8% | 3.9% | 3.9% | 12.8% | 0.0% | 2.1% | 4.3% | 2.1% | 8.5% | 10.6% | 2.1% | 0.0% | 2.1% | 0.0% |
| | Thursday | 4.2% | 0.0% | 0.0% | 0.0% | 11.8% | 5.9% | 5.9% | 21.3% | 4.3% | 0.0% | 4.3% | 4.3% | 17.0% | 4.3% | 8.5% | 2.1% | 10.6% | 0.0% |
| | Friday | 0.0% | 0.0% | 0.0% | 0.0% | 7.8% | 3.9% | 3.9% | 12.8% | 0.0% | 0.0% | 4.3% | 4.3% | 4.3% | 6.4% | 4.3% | 0.0% | 2.1% | 0.0% |
| | Saturday | 4.2% | 0.0% | 0.0% | 0.0% | 5.9% | 0.0% | 0.0% | 6.4% | 4.3% | 0.0% | 0.0% | 2.1% | 8.5% | 6.4% | 0.0% | 2.1% | 2.1% | 0.0% |
| | Sunday | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| Time of Day | 12-3 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 4.3% | 2.1% | 0.0% | 0.0% | 2.1% | 4.3% | 0.0% | 4.3% | 2.1% | 0.0% | 0.0% |
| | 6-9 AM | 0.0% | 0.0% | 0.0% | 0.0% | 9.8% | 2.0% | 2.0% | 12.8% | 2.1% | 0.0% | 4.3% | 2.1% | 8.5% | 6.4% | 6.4% | 0.0% | 2.1% | 0.0% |
| | 9-Noon | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% |
| | Noon-3 PM | 4.2% | 0.0% | 0.0% | 0.0% | 7.8% | 0.0% | 0.0% | 10.6% | 0.0% | 0.0% | 0.0% | 2.1% | 8.5% | 2.1% | 4.3% | 0.0% | 4.3% | 0.0% |
| | 3-6 PM | 0.0% | 0.0% | 0.0% | 0.0% | 9.8% | 5.9% | 5.9% | 14.9% | 0.0% | 2.1% | 0.0% | 2.1% | 14.9% | 8.5% | 4.3% | 2.1% | 2.1% | 0.0% |
| | 6-9 PM | 0.0% | 0.0% | 0.0% | 0.0% | 11.8% | 3.9% | 3.9% | 14.9% | 2.1% | 2.1% | 6.4% | 2.1% | 10.6% | 17.0% | 0.0% | 0.0% | 2.1% | 0.0% |
| | 9-Midnight | 8.3% | 0.0% | 0.0% | 0.0% | 11.8% | 7.8% | 7.8% | 23.4% | 4.3% | 0.0% | 8.5% | 8.5% | 10.6% | 14.9% | 6.4% | 0.0% | 6.4% | 0.0% |
| Lighting Conditions | Dark - Lighted | 4.2% | 0.0% | 0.0% | 0.0% | 3.9% | 11.8% | 11.8% | 19.1% | 0.0% | 0.0% | 4.3% | 6.4% | 8.5% | 10.6% | 8.5% | 0.0% | 0.0% | 0.0% |
| | Dark - Not Lighted | 4.2% | 0.0% | 0.0% | 0.0% | 17.6% | 0.0% | 0.0% | 19.1% | 6.4% | 0.0% | 8.5% | 8.5% | 8.5% | 12.8% | 2.1% | 2.1% | 8.5% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 3.9% | 0.0% | 0.0% | 4.3% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% |
| | Daylight | 4.2% | 0.0% | 0.0% | 0.0% | 29.4% | 7.8% | 7.8% | 38.3% | 4.3% | 4.3% | 2.1% | 6.4% | 38.3% | 19.1% | 14.9% | 2.1% | 10.6% | 0.0% |
| | Dusk | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment D-8
## Osceola County
## Percent of All KSI Crashes involving Pedestrians 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | Lanes: | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 35.0% | 28.3% | 36.7% | 24.0% | 63.6% | 12.4% | 7.5% | 10.0% | 58.3% | 23.3% | 0.8% | 53.7% | 14.9% | 17.4% | 2.5% | 0.0% | 11.6% | 25.2% | 27.1% | 47.7% | 0.0% | 2.7% | 0.0% | 78.7% | 4.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 1.7% | 1.7% | 0.0% | 2.5% | 0.8% | 0.0% | 0.8% | 0.0% | 1.7% | 0.8% | 0.0% | 0.8% | 0.8% | 0.0% | 0.8% | 0.0% | 0.8% | 1.9% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% |
| | N | 33.3% | 26.7% | 36.7% | 21.5% | 62.8% | 12.4% | 6.7% | 10.0% | 56.7% | 22.5% | 0.8% | 52.9% | 14.0% | 17.4% | 1.7% | 0.0% | 10.7% | 23.4% | 27.1% | 46.7% | 0.0% | 2.7% | 0.0% | 77.3% | 4.0% |
| Hit and Run | Y | 4.2% | 7.5% | 8.3% | 6.6% | 9.9% | 3.3% | 0.0% | 1.7% | 11.7% | 6.7% | 0.0% | 12.4% | 5.0% | 0.8% | 0.0% | 0.0% | 1.7% | 1.9% | 5.6% | 13.1% | 0.0% | 1.3% | 0.0% | 14.7% | 0.0% |
| | N | 30.8% | 20.8% | 28.3% | 17.4% | 53.7% | 9.1% | 7.5% | 8.3% | 46.7% | 16.7% | 0.8% | 41.3% | 9.9% | 16.5% | 2.5% | 0.0% | 9.9% | 23.4% | 21.5% | 34.6% | 0.0% | 1.3% | 0.0% | 64.0% | 4.0% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 35.0% | 28.3% | 36.7% | 24.0% | 63.6% | 12.4% | 7.5% | 10.0% | 58.3% | 23.3% | 0.8% | 53.7% | 14.9% | 17.4% | 2.5% | 0.0% | 11.6% | 25.2% | 27.1% | 47.7% | 0.0% | 2.7% | 0.0% | 78.7% | 4.0% |
| Distracted Driving | Y | 5.0% | 2.5% | 0.8% | 3.3% | 4.1% | 0.8% | 0.8% | 0.0% | 6.7% | 0.8% | 0.0% | 2.5% | 0.8% | 2.5% | 0.8% | 0.0% | 1.7% | 3.7% | 2.8% | 0.9% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% |
| | N | 30.0% | 25.8% | 35.8% | 20.7% | 59.5% | 11.6% | 6.7% | 10.0% | 51.7% | 22.5% | 0.8% | 51.2% | 14.0% | 14.9% | 1.7% | 0.0% | 9.9% | 21.5% | 24.3% | 46.7% | 0.0% | 2.7% | 0.0% | 74.7% | 4.0% |
| Intersection Related | Y | 10.8% | 6.7% | 5.0% | 4.1% | 14.9% | 3.3% | 1.7% | 3.3% | 10.0% | 7.5% | 0.0% | 6.6% | 5.8% | 5.8% | 0.0% | 0.0% | 4.1% | 7.5% | 2.8% | 10.3% | 0.0% | 0.0% | 0.0% | 14.7% | 2.7% |
| | N | 24.2% | 21.7% | 31.7% | 19.8% | 48.8% | 9.1% | 5.8% | 6.7% | 48.3% | 15.8% | 0.8% | 47.1% | 9.1% | 11.6% | 2.5% | 0.0% | 7.4% | 17.8% | 24.3% | 37.4% | 0.0% | 2.7% | 0.0% | 64.0% | 1.3% |
| Drug Related | Y | 0.8% | 0.8% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.8% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.9% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% |
| | N | 34.2% | 27.5% | 36.7% | 22.3% | 63.6% | 12.4% | 7.5% | 10.0% | 57.5% | 22.5% | 0.8% | 52.9% | 14.9% | 17.4% | 1.7% | 0.0% | 11.6% | 24.3% | 27.1% | 46.7% | 0.0% | 2.7% | 0.0% | 77.3% | 4.0% |
| Aging Driver | Y | 2.5% | 6.7% | 3.3% | 1.7% | 7.4% | 3.3% | 0.8% | 0.8% | 8.3% | 2.5% | 0.0% | 6.6% | 4.1% | 0.8% | 0.0% | 0.0% | 0.8% | 1.9% | 4.7% | 6.5% | 0.0% | 0.0% | 0.0% | 9.3% | 0.0% |
| | N | 32.5% | 21.7% | 33.3% | 22.3% | 56.2% | 9.1% | 6.7% | 9.2% | 50.0% | 20.8% | 0.8% | 47.1% | 10.7% | 16.5% | 2.5% | 0.0% | 10.7% | 23.4% | 22.4% | 41.1% | 0.0% | 2.7% | 0.0% | 69.3% | 4.0% |
| Teenage Driver | Y | 0.0% | 0.8% | 1.7% | 0.0% | 2.5% | 0.0% | 0.0% | 0.0% | 0.8% | 1.7% | 0.0% | 1.7% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | 0.0% | 0.0% | 0.0% | 2.7% | 0.0% |
| | N | 35.0% | 27.5% | 35.0% | 24.0% | 61.2% | 12.4% | 7.5% | 10.0% | 57.5% | 21.7% | 0.8% | 52.1% | 14.0% | 17.4% | 2.5% | 0.0% | 11.6% | 25.2% | 27.1% | 44.9% | 0.0% | 2.7% | 0.0% | 76.0% | 4.0% |
| Day of the Week | Monday | 3.3% | 2.5% | 0.8% | 2.5% | 4.1% | 0.0% | 0.8% | 0.8% | 3.3% | 1.7% | 0.0% | 2.5% | 1.7% | 0.8% | 0.0% | 0.0% | 1.7% | 1.9% | 1.9% | 1.9% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% |
| | Tuesday | 5.8% | 4.2% | 4.2% | 3.3% | 9.1% | 1.7% | 0.8% | 0.8% | 9.2% | 2.5% | 0.8% | 8.3% | 0.0% | 4.1% | 0.8% | 0.0% | 0.8% | 5.6% | 3.7% | 5.6% | 0.0% | 0.0% | 0.0% | 10.7% | 1.3% |
| | Wednesday | 6.7% | 1.7% | 7.5% | 4.1% | 9.1% | 2.5% | 1.7% | 0.8% | 7.5% | 5.8% | 0.0% | 8.3% | 0.8% | 4.1% | 0.8% | 0.0% | 1.7% | 5.6% | 0.9% | 9.3% | 0.0% | 0.0% | 0.0% | 13.3% | 2.7% |
| | Thursday | 5.0% | 2.5% | 8.3% | 1.7% | 14.0% | 0.8% | 0.0% | 4.2% | 8.3% | 3.3% | 0.0% | 9.9% | 0.8% | 4.1% | 0.0% | 0.0% | 1.7% | 4.7% | 3.7% | 8.4% | 0.0% | 0.0% | 0.0% | 17.3% | 0.0% |
| | Friday | 2.5% | 5.8% | 3.3% | 4.1% | 5.0% | 2.5% | 0.8% | 0.0% | 7.5% | 3.3% | 0.0% | 6.6% | 3.3% | 0.8% | 0.0% | 0.0% | 0.8% | 1.9% | 5.6% | 4.7% | 0.0% | 0.0% | 0.0% | 5.3% | 0.0% |
| | Saturday | 6.7% | 5.0% | 6.7% | 5.8% | 10.7% | 1.7% | 3.3% | 0.8% | 10.8% | 3.3% | 0.0% | 9.1% | 3.3% | 0.8% | 0.0% | 0.0% | 5.0% | 1.9% | 3.7% | 9.3% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | Sunday | 5.0% | 6.7% | 5.8% | 2.5% | 11.6% | 3.3% | 0.0% | 2.5% | 11.7% | 3.3% | 0.0% | 9.1% | 5.0% | 2.5% | 0.8% | 0.0% | 0.0% | 3.7% | 7.5% | 8.4% | 0.0% | 2.7% | 0.0% | 14.7% | 0.0% |
| Time of Day | 12-3 AM | 7.5% | 1.7% | 3.3% | 5.0% | 5.8% | 1.7% | 0.8% | 0.8% | 10.0% | 0.8% | 0.0% | 5.0% | 0.0% | 5.0% | 0.8% | 0.0% | 1.7% | 6.5% | 2.8% | 2.8% | 0.0% | 0.0% | 0.0% | 10.7% | 1.3% |
| | 3-6 AM | 1.7% | 3.3% | 3.3% | 2.5% | 3.3% | 2.5% | 0.8% | 0.0% | 5.8% | 1.7% | 0.0% | 5.0% | 1.7% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% | 2.8% | 4.7% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | 6-9 AM | 5.0% | 2.5% | 5.0% | 1.7% | 9.9% | 0.8% | 0.8% | 2.5% | 3.3% | 5.8% | 0.0% | 6.6% | 1.7% | 2.5% | 0.0% | 0.0% | 1.7% | 3.7% | 2.8% | 5.6% | 0.0% | 0.0% | 0.0% | 8.0% | 1.3% |
| | 9-Noon | 1.7% | 1.7% | 1.7% | 0.8% | 4.1% | 0.0% | 1.7% | 0.8% | 1.7% | 0.8% | 0.0% | 2.5% | 0.0% | 0.8% | 0.0% | 0.0% | 1.7% | 0.9% | 0.9% | 1.9% | 0.0% | 0.0% | 0.0% | 2.7% | 0.0% |
| | Noon-3 PM | 1.7% | 0.0% | 1.7% | 0.8% | 2.5% | 0.0% | 0.0% | 0.8% | 2.5% | 0.0% | 0.0% | 2.5% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.9% | 0.9% | 1.9% | 0.0% | 0.0% | 0.0% | 5.3% | 0.0% |
| | 3-6 PM | 5.0% | 0.8% | 2.5% | 3.3% | 5.8% | 0.0% | 0.8% | 1.7% | 5.8% | 0.0% | 0.0% | 3.3% | 0.0% | 3.3% | 0.8% | 0.0% | 1.7% | 4.7% | 0.9% | 2.8% | 0.0% | 0.0% | 0.0% | 5.3% | 0.0% |
| | 6-9 PM | 7.5% | 7.5% | 10.8% | 3.3% | 19.0% | 3.3% | 0.8% | 2.5% | 15.8% | 6.7% | 0.0% | 14.9% | 5.0% | 3.3% | 0.8% | 0.0% | 1.7% | 3.7% | 9.3% | 14.0% | 0.0% | 2.7% | 0.0% | 16.0% | 0.0% |
| | 9-Midnight | 5.0% | 10.8% | 8.3% | 6.6% | 13.2% | 4.1% | 1.7% | 0.8% | 13.3% | 7.5% | 0.8% | 14.0% | 6.6% | 1.7% | 0.0% | 0.0% | 1.7% | 4.7% | 6.5% | 14.0% | 0.0% | 0.0% | 0.0% | 24.0% | 1.3% |
| Lighting Conditions | Dark - Lighted | 10.0% | 12.5% | 20.0% | 5.8% | 29.8% | 6.6% | 3.3% | 4.2% | 23.3% | 11.7% | 0.0% | 25.6% | 8.3% | 4.1% | 0.0% | 0.0% | 4.1% | 6.5% | 11.2% | 25.2% | 0.0% | 1.3% | 0.0% | 41.3% | 0.0% |
| | Dark - Not Lighted | 10.0% | 11.7% | 5.0% | 8.3% | 14.9% | 3.3% | 0.0% | 0.8% | 17.5% | 7.5% | 0.8% | 14.0% | 3.3% | 6.6% | 1.7% | 0.0% | 0.8% | 9.3% | 9.3% | 10.3% | 0.0% | 1.3% | 0.0% | 16.0% | 1.3% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 1.7% | 1.7% | 0.8% | 0.8% | 1.7% | 1.7% | 0.8% | 0.0% | 2.5% | 0.8% | 0.0% | 1.7% | 1.7% | 0.0% | 0.0% | 0.0% | 0.8% | 0.9% | 2.8% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | 1.3% |
| | Daylight | 10.0% | 2.5% | 9.2% | 6.6% | 14.9% | 0.8% | 2.5% | 4.2% | 11.7% | 3.3% | 0.0% | 10.7% | 0.8% | 5.0% | 0.8% | 0.0% | 5.0% | 6.5% | 1.9% | 11.2% | 0.0% | 0.0% | 0.0% | 17.3% | 1.3% |
| | Dusk | 3.3% | 0.0% | 1.7% | 2.5% | 2.5% | 0.0% | 0.8% | 0.8% | 3.3% | 0.0% | 0.0% | 1.7% | 0.8% | 1.7% | 0.0% | 0.0% | 0.8% | 1.9% | 1.9% | 0.9% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment D-8
## Osceola County
## Percent of All KSI Crashes involving Pedestrians 2018-2022

| Mode: | All Collisions | ext Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | Lanes: | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 13.3% | 1.3% | 0.0% | 0.0% | 50.0% | 16.7% | 33.3% | 91.7% | 6.7% | 1.7% | 13.3% | 23.3% | 63.3% | 35.0% | 34.2% | 10.0% | 20.8% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.7% | 0.8% | 0.8% | 2.5% | 0.8% | 0.0% | 0.8% | 0.8% | 1.7% | 1.7% | 1.7% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 1.3% | 0.0% | 0.0% | 48.3% | 15.8% | 32.5% | 89.2% | 5.8% | 1.7% | 12.5% | 22.5% | 61.7% | 33.3% | 32.5% | 10.0% | 20.8% | 0.0% |
| Hit and Run | Y | 2.7% | 1.3% | 0.0% | 0.0% | 10.0% | 7.5% | 7.5% | 19.2% | 0.8% | 0.0% | 1.7% | 5.0% | 13.3% | 5.0% | 7.5% | 1.7% | 5.8% | 0.0% |
| | N | 10.7% | 0.0% | 0.0% | 0.0% | 40.0% | 25.8% | 25.8% | 72.5% | 5.8% | 1.7% | 11.7% | 18.3% | 50.0% | 30.0% | 26.7% | 8.3% | 15.0% | 0.0% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 1.3% | 0.0% | 0.0% | 50.0% | 33.3% | 33.3% | 91.7% | 6.7% | 1.7% | 13.3% | 23.3% | 63.3% | 35.0% | 34.2% | 10.0% | 20.8% | 0.0% |
| Distracted Driving | Y | 1.3% | 0.0% | 0.0% | 0.0% | 5.8% | 1.7% | 1.7% | 8.3% | 0.0% | 0.0% | 1.7% | 3.3% | 3.3% | 6.7% | 1.7% | 0.0% | 0.0% | 0.0% |
| | N | 12.0% | 1.3% | 0.0% | 0.0% | 44.2% | 31.7% | 31.7% | 83.3% | 6.7% | 1.7% | 11.7% | 20.0% | 60.0% | 28.3% | 32.5% | 10.0% | 20.8% | 0.0% |
| Intersection Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 12.5% | 5.0% | 5.0% | 20.8% | 1.7% | 0.0% | 2.5% | 8.3% | 11.7% | 9.2% | 8.3% | 0.8% | 4.2% | 0.0% |
| | N | 13.3% | 1.3% | 0.0% | 0.0% | 37.5% | 28.3% | 28.3% | 70.8% | 5.0% | 1.7% | 10.8% | 15.0% | 51.7% | 25.8% | 25.8% | 9.2% | 16.7% | 0.0% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.8% | 0.8% | 1.7% | 0.0% | 0.0% | 0.8% | 0.8% | 0.0% | 0.8% | 0.8% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 1.3% | 0.0% | 0.0% | 49.2% | 32.5% | 32.5% | 90.0% | 6.7% | 1.7% | 12.5% | 22.5% | 63.3% | 34.2% | 33.3% | 10.0% | 20.8% | 0.0% |
| Aging Driver | Y | 1.3% | 0.0% | 0.0% | 0.0% | 6.7% | 1.7% | 1.7% | 10.0% | 1.7% | 0.8% | 0.8% | 3.3% | 8.3% | 3.3% | 4.2% | 0.8% | 4.2% | 0.0% |
| | N | 12.0% | 1.3% | 0.0% | 0.0% | 43.3% | 31.7% | 31.7% | 81.7% | 5.0% | 0.8% | 12.5% | 20.0% | 55.0% | 31.7% | 30.0% | 9.2% | 16.7% | 0.0% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 2.5% | 0.0% | 0.0% | 0.0% | 0.8% | 1.7% | 0.0% | 0.8% | 0.8% | 0.8% | 0.0% |
| | N | 13.3% | 1.3% | 0.0% | 0.0% | 49.2% | 33.3% | 33.3% | 89.2% | 6.7% | 1.7% | 13.3% | 22.5% | 61.7% | 35.0% | 33.3% | 9.2% | 20.0% | 0.0% |
| Day of the Week | Monday | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.7% | 0.7% | 5.0% | 1.7% | 0.0% | 0.0% | 4.2% | 2.5% | 4.2% | 2.5% | 0.0% | 0.0% | 0.0% |
| | Tuesday | 1.3% | 0.0% | 0.0% | 0.0% | 5.0% | 5.7% | 5.7% | 13.3% | 0.0% | 0.8% | 2.5% | 4.2% | 7.5% | 7.5% | 3.3% | 1.7% | 1.7% | 0.0% |
| | Wednesday | 1.3% | 0.0% | 0.0% | 0.0% | 7.9% | 3.6% | 3.6% | 14.2% | 1.7% | 0.0% | 3.3% | 2.5% | 10.0% | 5.8% | 4.2% | 1.7% | 4.2% | 0.0% |
| | Thursday | 1.3% | 0.0% | 0.0% | 0.0% | 5.0% | 6.4% | 6.4% | 14.2% | 0.8% | 0.8% | 0.8% | 1.7% | 13.3% | 3.3% | 5.0% | 4.2% | 3.3% | 0.0% |
| | Friday | 4.0% | 0.0% | 0.0% | 0.0% | 5.7% | 2.9% | 2.9% | 10.8% | 0.8% | 0.0% | 1.7% | 4.2% | 5.8% | 4.2% | 6.7% | 0.0% | 0.8% | 0.0% |
| | Saturday | 2.7% | 0.0% | 0.0% | 0.0% | 8.6% | 5.7% | 5.7% | 17.5% | 0.8% | 0.0% | 2.5% | 3.3% | 12.5% | 5.0% | 7.5% | 0.8% | 5.0% | 0.0% |
| | Sunday | 2.7% | 1.3% | 0.0% | 0.0% | 8.6% | 3.6% | 3.6% | 16.7% | 0.8% | 0.0% | 2.5% | 3.3% | 11.7% | 5.0% | 5.0% | 1.7% | 5.8% | 0.0% |
| Time of Day | 12-3 AM | 2.7% | 0.0% | 0.0% | 0.0% | 7.9% | 1.4% | 1.4% | 11.7% | 0.0% | 0.8% | 4.2% | 3.3% | 5.0% | 7.5% | 3.3% | 0.0% | 1.7% | 0.0% |
| | 3-6 AM | 1.3% | 0.0% | 0.0% | 0.0% | 5.7% | 1.4% | 1.4% | 7.5% | 0.8% | 0.0% | 0.8% | 1.7% | 5.8% | 1.7% | 4.2% | 0.0% | 2.5% | 0.0% |
| | 6-9 AM | 4.0% | 0.0% | 0.0% | 0.0% | 5.7% | 1.4% | 1.4% | 10.8% | 1.7% | 0.0% | 0.8% | 2.5% | 9.2% | 3.3% | 4.2% | 0.8% | 4.2% | 0.0% |
| | 9-Noon | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.1% | 2.1% | 5.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.0% | 1.7% | 1.7% | 0.8% | 0.8% | 0.0% |
| | Noon-3 PM | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | 0.0% | 0.0% | 2.5% | 0.0% | 0.8% | 0.8% | 0.8% | 1.7% | 0.8% | 0.8% | 0.0% | 1.7% | 0.0% |
| | 3-6 PM | 0.0% | 0.0% | 0.0% | 0.0% | 5.0% | 2.1% | 2.1% | 8.3% | 0.0% | 0.0% | 1.7% | 1.7% | 5.0% | 5.0% | 1.7% | 0.8% | 0.8% | 0.0% |
| | 6-9 PM | 5.3% | 1.3% | 0.0% | 0.0% | 7.1% | 9.3% | 9.3% | 24.2% | 1.7% | 0.0% | 0.8% | 5.8% | 19.2% | 9.2% | 5.8% | 4.2% | 6.7% | 0.0% |
| | 9-Midnight | 0.0% | 0.0% | 0.0% | 0.0% | 6.4% | 10.7% | 10.7% | 21.7% | 2.5% | 0.0% | 4.2% | 7.5% | 12.5% | 5.8% | 12.5% | 3.3% | 2.5% | 0.0% |
| Lighting Conditions | Dark - Lighted | 5.3% | 1.3% | 0.0% | 0.0% | 15.0% | 13.6% | 13.6% | 39.2% | 3.3% | 0.0% | 5.0% | 7.5% | 30.0% | 10.0% | 15.8% | 7.5% | 9.2% | 0.0% |
| | Dark - Not Lighted | 2.7% | 0.0% | 0.0% | 0.0% | 10.0% | 9.3% | 9.3% | 25.0% | 0.8% | 0.8% | 5.0% | 7.5% | 14.2% | 12.5% | 10.0% | 0.8% | 3.3% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 1.7% | 2.5% | 0.0% | 0.8% | 1.7% | 1.7% | 0.8% | 2.5% | 0.0% | 0.8% | 0.0% |
| | Daylight | 2.7% | 0.0% | 0.0% | 0.0% | 12.9% | 4.3% | 4.3% | 20.8% | 0.0% | 0.8% | 2.5% | 4.2% | 15.0% | 8.3% | 5.8% | 1.7% | 5.8% | 0.0% |
| | Dusk | 2.7% | 0.0% | 0.0% | 0.0% | 2.9% | 1.4% | 1.4% | 5.0% | 0.0% | 0.0% | 0.0% | 2.5% | 2.5% | 3.3% | 0.0% | 0.0% | 1.7% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment E-1
# Seminole County
# All Crash Matrix
# 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | | | | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | |
| | | 2-3 | 4-5 | 6-8 | None | 1 to 2 | 3+ | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C |
| Type | Angle | 1346 | 1010 | 493 | 1122 | 1622 | 283 | 724 | 712 | 1320 | 93 | 0 | 847 | 525 | 515 | 237 | 25 | 878 | 667 | 770 | 691 | 2 | 7 | 0 | 1062 |
| | Animal | 139 | 35 | 9 | 114 | 68 | 3 | 20 | 24 | 105 | 34 | 0 | 43 | 33 | 77 | 8 | 0 | 24 | 101 | 48 | 12 | 0 | 21 | 0 | 22 |
| | Bicycle | 142 | 185 | 85 | 126 | 259 | 32 | 76 | 77 | 239 | 20 | 0 | 158 | 87 | 72 | 28 | 3 | 69 | 89 | 110 | 147 | 0 | 0 | 1 | 187 |
| | Head On | 293 | 231 | 113 | 318 | 338 | 54 | 142 | 132 | 319 | 44 | 0 | 236 | 100 | 120 | 37 | 2 | 215 | 163 | 167 | 163 | 5 | 12 | 0 | 242 |
| | Left Turn | 1847 | 1895 | 928 | 979 | 3303 | 471 | 658 | 1222 | 2584 | 206 | 0 | 1564 | 1086 | 948 | 371 | 11 | 773 | 1153 | 1378 | 1434 | 1 | 30 | 0 | 2071 |
| | Off Road | 2169 | 1169 | 457 | 2581 | 1507 | 163 | 1448 | 677 | 1465 | 205 | 0 | 999 | 591 | 543 | 226 | 29 | 1863 | 788 | 816 | 764 | 13 | 35 | 0 | 1014 |
| | Other | 4186 | 1739 | 968 | 7151 | 2606 | 582 | 3396 | 888 | 2417 | 192 | 0 | 1689 | 837 | 710 | 301 | 71 | 6731 | 978 | 1175 | 1392 | 4 | 30 | 0 | 1906 |
| | Pedestrian | 278 | 260 | 138 | 250 | 369 | 74 | 144 | 146 | 359 | 27 | 0 | 275 | 98 | 128 | 37 | 5 | 150 | 153 | 187 | 200 | 0 | 1 | 0 | 308 |
| | Rear End | 4899 | 9172 | 7512 | 3762 | 14118 | 4016 | 905 | 3704 | 15611 | 1363 | 0 | 11467 | 5075 | 3392 | 572 | 35 | 1355 | 3487 | 6260 | 10721 | 57 | 138 | 2 | 13357 |
| | Right Turn | 269 | 281 | 210 | 153 | 480 | 154 | 111 | 155 | 461 | 33 | 0 | 285 | 172 | 146 | 51 | 1 | 132 | 160 | 204 | 291 | 0 | 3 | 0 | 365 |
| | Rollover | 75 | 54 | 24 | 76 | 65 | 14 | 29 | 20 | 87 | 17 | 0 | 62 | 30 | 23 | 10 | 1 | 29 | 37 | 53 | 35 | 3 | 3 | 0 | 60 |
| | Sideswipe | 1417 | 2812 | 2624 | 1330 | 4258 | 1426 | 485 | 1026 | 4980 | 362 | 0 | 3696 | 1495 | 903 | 176 | 41 | 703 | 878 | 1886 | 3510 | 21 | 23 | 0 | 4269 |
| | Unknown | 350 | 370 | 307 | 348 | 600 | 189 | 192 | 179 | 597 | 59 | 0 | 440 | 204 | 150 | 45 | 4 | 294 | 169 | 236 | 434 | 1 | 6 | 0 | 521 |
| Alcohol Related | Y | 411 | 344 | 238 | 436 | 484 | 130 | 239 | 147 | 542 | 65 | 0 | 392 | 182 | 140 | 52 | 4 | 280 | 185 | 228 | 353 | 3 | 14 | 0 | 425 |
| | N | 16999 | 18869 | 13630 | 17874 | 29109 | 7331 | 8091 | 8815 | 30002 | 2590 | 0 | 21369 | 10151 | 7587 | 2047 | 224 | 12936 | 8638 | 13062 | 19441 | 104 | 295 | 3 | 24959 |
| Hit and Run | Y | 2417 | 1737 | 1349 | 3155 | 2663 | 733 | 1652 | 789 | 2780 | 282 | 0 | 2141 | 866 | 669 | 235 | 44 | 2596 | 879 | 1159 | 1877 | 13 | 21 | 0 | 2424 |
| | N | 14993 | 17476 | 12519 | 15155 | 26930 | 6728 | 6678 | 8173 | 27764 | 2373 | 0 | 19620 | 9467 | 7058 | 1864 | 184 | 10620 | 7944 | 12131 | 17917 | 94 | 288 | 3 | 22960 |
| Aggressive Driving | Y | 690 | 730 | 400 | 703 | 991 | 203 | 349 | 295 | 1066 | 110 | 0 | 700 | 404 | 284 | 83 | 10 | 416 | 336 | 540 | 598 | 6 | 14 | 0 | 796 |
| | N | 16720 | 18483 | 13468 | 17607 | 28602 | 7258 | 7981 | 8667 | 29478 | 2545 | 0 | 21061 | 9929 | 7443 | 2016 | 218 | 12800 | 8487 | 12750 | 19196 | 101 | 295 | 3 | 24588 |
| Distracted Driving | Y | 2462 | 3242 | 2111 | 2453 | 4721 | 1161 | 1077 | 1556 | 4828 | 354 | 0 | 3595 | 1575 | 1274 | 280 | 18 | 1593 | 1370 | 2348 | 3003 | 23 | 44 | 0 | 4309 |
| | N | 14948 | 15971 | 11757 | 15857 | 24872 | 6300 | 7253 | 7406 | 25716 | 2301 | 0 | 18166 | 8758 | 6453 | 1819 | 210 | 11623 | 7453 | 10942 | 16791 | 84 | 265 | 3 | 21075 |
| Intersection Related | Y | 6112 | 7240 | 3887 | 3327 | 11122 | 2875 | 2187 | 3809 | 10371 | 872 | 0 | 6675 | 3876 | 3244 | 1010 | 76 | 2443 | 3667 | 5370 | 5774 | 24 | 129 | 0 | 8750 |
| | N | 11298 | 11973 | 9981 | 14983 | 18471 | 4586 | 6143 | 5153 | 20173 | 1783 | 0 | 15086 | 6457 | 4483 | 1089 | 152 | 10773 | 5156 | 7920 | 14020 | 83 | 180 | 3 | 16634 |
| Drug Related | Y | 113 | 70 | 70 | 116 | 119 | 33 | 65 | 41 | 136 | 11 | 0 | 95 | 42 | 38 | 19 | 2 | 72 | 52 | 50 | 92 | 1 | 1 | 0 | 115 |
| | N | 17297 | 19143 | 13798 | 18194 | 29474 | 7428 | 8265 | 8921 | 30408 | 2644 | 0 | 21666 | 10291 | 7689 | 2080 | 226 | 13144 | 8771 | 13240 | 19702 | 106 | 308 | 3 | 25269 |
| Aging Driver | Y | 3068 | 3852 | 2841 | 3194 | 6022 | 1559 | 1310 | 1831 | 6157 | 463 | 0 | 4326 | 2017 | 1600 | 422 | 51 | 2359 | 1701 | 2622 | 4046 | 19 | 49 | 1 | 5094 |
| | N | 14342 | 15361 | 11027 | 15116 | 23571 | 5902 | 7020 | 7131 | 24387 | 2192 | 0 | 17435 | 8316 | 6127 | 1677 | 177 | 10857 | 7122 | 10668 | 15748 | 88 | 260 | 2 | 20290 |
| Teenage Driver | Y | 2735 | 3201 | 1915 | 2480 | 4880 | 1065 | 1108 | 1533 | 4782 | 428 | 0 | 3090 | 1891 | 1352 | 363 | 20 | 1709 | 1503 | 2227 | 2974 | 13 | 56 | 1 | 3698 |
| | N | 14675 | 16012 | 11953 | 15830 | 24713 | 6396 | 7222 | 7429 | 25762 | 2227 | 0 | 18671 | 8442 | 6375 | 1736 | 208 | 11507 | 7320 | 11063 | 16820 | 94 | 253 | 2 | 21686 |
| Day of the Week | Monday | 2548 | 2972 | 2179 | 2686 | 4567 | 1160 | 1189 | 1364 | 4729 | 417 | 0 | 3440 | 1572 | 1159 | 294 | 30 | 1918 | 1335 | 2031 | 3096 | 17 | 49 | 0 | 3989 |
| | Tuesday | 2675 | 3176 | 2184 | 2794 | 4748 | 1190 | 1225 | 1414 | 4951 | 445 | 0 | 3452 | 1751 | 1250 | 339 | 29 | 1911 | 1425 | 2197 | 3166 | 19 | 39 | 0 | 4094 |
| | Wednesday | 2680 | 3154 | 2201 | 2806 | 4778 | 1198 | 1235 | 1467 | 4947 | 386 | 0 | 3468 | 1688 | 1267 | 326 | 26 | 2007 | 1415 | 2124 | 3204 | 16 | 45 | 0 | 4090 |
| | Thursday | 2742 | 3027 | 2200 | 2823 | 4765 | 1112 | 1262 | 1400 | 4890 | 417 | 0 | 3428 | 1663 | 1223 | 373 | 35 | 1978 | 1422 | 2099 | 3162 | 19 | 48 | 0 | 4072 |
| | Friday | 2905 | 3441 | 2415 | 3041 | 5261 | 1287 | 1316 | 1609 | 5408 | 428 | 0 | 3841 | 1778 | 1396 | 341 | 40 | 2193 | 1534 | 2392 | 3427 | 21 | 50 | 2 | 4461 |
| | Saturday | 2123 | 1911 | 1563 | 2322 | 3071 | 854 | 1152 | 974 | 3184 | 287 | 0 | 2354 | 1024 | 813 | 233 | 36 | 1787 | 928 | 1367 | 2136 | 13 | 36 | 0 | 2652 |
| | Sunday | 1737 | 1532 | 1126 | 1838 | 2403 | 660 | 951 | 734 | 2435 | 275 | 0 | 1778 | 857 | 619 | 193 | 32 | 1422 | 764 | 1080 | 1603 | 2 | 42 | 1 | 2026 |
| Time of Day | 12-3 AM | 732 | 383 | 292 | 774 | 583 | 161 | 500 | 199 | 632 | 76 | 0 | 500 | 196 | 166 | 68 | 8 | 580 | 247 | 278 | 407 | 2 | 5 | 0 | 544 |
| | 3-6 AM | 443 | 309 | 238 | 480 | 442 | 133 | 246 | 158 | 506 | 80 | 0 | 395 | 173 | 130 | 42 | 8 | 307 | 180 | 245 | 316 | 0 | 15 | 0 | 429 |
| | 6-9 AM | 2294 | 2617 | 1723 | 2041 | 4015 | 892 | 956 | 1197 | 4111 | 370 | 0 | 2789 | 1524 | 1093 | 268 | 22 | 1252 | 1268 | 1883 | 2522 | 14 | 40 | 0 | 3366 |
| | 9-Noon | 2353 | 2602 | 1905 | 2679 | 3964 | 1108 | 1145 | 1271 | 4115 | 329 | 0 | 2977 | 1380 | 981 | 303 | 37 | 2073 | 1133 | 1796 | 2719 | 19 | 42 | 0 | 3527 |
| | Noon-3 PM | 3432 | 3999 | 2997 | 4072 | 6245 | 1623 | 1692 | 1863 | 6429 | 444 | 0 | 4577 | 2022 | 1630 | 414 | 45 | 3252 | 1714 | 2771 | 4156 | 28 | 52 | 2 | 5313 |
| | 3-6 PM | 4209 | 5259 | 3660 | 4467 | 7988 | 1831 | 1802 | 2406 | 8205 | 715 | 0 | 5813 | 2817 | 2084 | 565 | 50 | 2957 | 2369 | 3509 | 5376 | 32 | 80 | 0 | 6804 |
| | 6-9 PM | 2590 | 2928 | 2178 | 2517 | 4607 | 1177 | 1222 | 1323 | 4714 | 437 | 0 | 3322 | 1634 | 1162 | 292 | 40 | 1851 | 1314 | 2010 | 3089 | 7 | 42 | 1 | 3836 |
| | 9-Midnight | 1357 | 1116 | 875 | 1280 | 1749 | 536 | 767 | 545 | 1832 | 204 | 0 | 1388 | 587 | 481 | 147 | 18 | 944 | 598 | 798 | 1209 | 5 | 33 | 0 | 1565 |
| Lighting Conditions | Dark - Lighted | 2813 | 2828 | 2514 | 2711 | 4614 | 1433 | 1595 | 1386 | 4748 | 426 | 0 | 3666 | 1484 | 1097 | 311 | 50 | 2150 | 1290 | 1905 | 3371 | 9 | 13 | 0 | 4212 |
| | Dark - Not Lighted | 1154 | 785 | 257 | 1135 | 1008 | 119 | 503 | 304 | 1155 | 234 | 0 | 686 | 471 | 402 | 122 | 12 | 569 | 535 | 649 | 499 | 4 | 67 | 0 | 695 |
| | Dark - Unknown Lighting | 93 | 49 | 27 | 106 | 71 | 8 | 67 | 20 | 76 | 6 | 0 | 44 | 32 | 20 | 6 | 0 | 83 | 25 | 36 | 41 | 0 | 1 | 0 | 51 |
| | Dawn | 316 | 337 | 181 | 283 | 496 | 104 | 121 | 155 | 518 | 40 | 0 | 334 | 168 | 162 | 39 | 5 | 175 | 183 | 244 | 276 | 4 | 7 | 0 | 395 |
| | Daylight | 12377 | 14553 | 10472 | 13381 | 22453 | 5560 | 5679 | 6808 | 23058 | 1857 | 0 | 16374 | 7798 | 5780 | 1559 | 153 | 9730 | 6495 | 10005 | 14992 | 87 | 211 | 3 | 19250 |
| | Dusk | 520 | 630 | 402 | 518 | 902 | 233 | 241 | 277 | 950 | 84 | 0 | 630 | 357 | 258 | 59 | 7 | 342 | 276 | 429 | 596 | 3 | 10 | 0 | 754 |
| | Other | 14 | 13 | 7 | 19 | 20 | 2 | 9 | 3 | 19 | 3 | 0 | 10 | 11 | 4 | 0 | 0 | 16 | 4 | 11 | 9 | 0 | 0 | 0 | 11 |
| | Unknown | 123 | 18 | 8 | 157 | 29 | 2 | 115 | 9 | 20 | 5 | 0 | 17 | 12 | 4 | 3 | 1 | 151 | 15 | 11 | 10 | 0 | 0 | 0 | 16 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment E-1**
**Seminole County**
**All Crash Matrix**
**2018-2022**

| Context Classification | | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C3R | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| 124 | 184 | 0 | 0 | 0 | 2069 | 239 | 541 | 2626 | 199 | 24 | 190 | 508 | 2151 | 1392 | 730 | 52 | 603 | 72 |
| 26 | 0 | 0 | 0 | 0 | 84 | 15 | 84 | 176 | 7 | 0 | 68 | 38 | 77 | 118 | 32 | 3 | 29 | 1 |
| 22 | 20 | 0 | 0 | 0 | 280 | 34 | 98 | 385 | 27 | 0 | 16 | 49 | 347 | 146 | 129 | 17 | 110 | 10 |
| 34 | 46 | 0 | 0 | 0 | 456 | 36 | 145 | 598 | 31 | 8 | 76 | 89 | 472 | 315 | 152 | 10 | 147 | 12 |
| 337 | 228 | 0 | 0 | 0 | 3160 | 425 | 1085 | 4309 | 310 | 51 | 215 | 620 | 3835 | 1769 | 1347 | 147 | 1300 | 107 |
| 246 | 122 | 0 | 0 | 0 | 2703 | 189 | 903 | 3624 | 139 | 32 | 593 | 784 | 2418 | 1969 | 1131 | 71 | 566 | 58 |
| 204 | 245 | 0 | 0 | 0 | 5565 | 376 | 952 | 6542 | 296 | 55 | 913 | 1253 | 4727 | 4125 | 1315 | 101 | 1208 | 142 |
| 23 | 36 | 0 | 0 | 0 | 453 | 73 | 150 | 612 | 57 | 7 | 51 | 97 | 528 | 295 | 194 | 22 | 146 | 19 |
| 1259 | 726 | 0 | 0 | 0 | 12070 | 3123 | 6390 | 18515 | 2602 | 466 | 831 | 2125 | 18627 | 4248 | 8240 | 779 | 7475 | 841 |
| 49 | 21 | 0 | 0 | 0 | 506 | 80 | 174 | 678 | 74 | 8 | 44 | 96 | 620 | 241 | 222 | 37 | 237 | 23 |
| 18 | 2 | 0 | 0 | 0 | 91 | 10 | 52 | 143 | 9 | 1 | 27 | 31 | 95 | 67 | 53 | 6 | 25 | 2 |
| 295 | 223 | 0 | 0 | 0 | 4117 | 917 | 1819 | 5895 | 786 | 172 | 355 | 754 | 5744 | 1326 | 2479 | 247 | 2450 | 351 |
| 40 | 41 | 0 | 0 | 0 | 715 | 101 | 211 | 919 | 91 | 17 | 79 | 125 | 823 | 347 | 308 | 46 | 288 | 38 |
| 66 | 29 | 0 | 0 | 0 | 638 | 100 | 255 | 890 | 83 | 20 | 119 | 125 | 749 | 385 | 322 | 22 | 241 | 23 |
| 2611 | 1865 | 0 | 0 | 0 | 31631 | 5518 | 12349 | 44132 | 4545 | 821 | 3339 | 6444 | 39715 | 15973 | 16010 | 1516 | 14343 | 1653 |
| 232 | 227 | 0 | 0 | 0 | 3856 | 1128 | 1128 | 5004 | 417 | 82 | 528 | 831 | 4144 | 2359 | 1451 | 146 | 1374 | 171 |
| 2445 | 1667 | 0 | 0 | 0 | 28413 | 11476 | 11476 | 40018 | 4211 | 759 | 2930 | 5738 | 36320 | 13999 | 14881 | 1392 | 13210 | 1505 |
| 123 | 55 | 0 | 0 | 0 | 1114 | 551 | 551 | 1668 | 121 | 31 | 167 | 298 | 1355 | 648 | 674 | 42 | 421 | 35 |
| 2554 | 1839 | 0 | 0 | 0 | 31155 | 12053 | 12053 | 43354 | 4507 | 810 | 3291 | 6271 | 39109 | 15710 | 15658 | 1496 | 14163 | 1641 |
| 397 | 194 | 0 | 0 | 0 | 4760 | 2151 | 2151 | 6951 | 759 | 105 | 427 | 860 | 6528 | 2191 | 2792 | 221 | 2258 | 353 |
| 2280 | 1700 | 0 | 0 | 0 | 27509 | 10453 | 10453 | 38071 | 3869 | 736 | 3031 | 5709 | 33936 | 14167 | 13540 | 1317 | 12326 | 1323 |
| 1147 | 839 | 0 | 0 | 0 | 11323 | 4006 | 4006 | 15514 | 1514 | 211 | 923 | 2257 | 14059 | 5616 | 5313 | 519 | 5157 | 632 |
| 1530 | 1055 | 0 | 0 | 0 | 20946 | 8598 | 8598 | 29508 | 3114 | 630 | 2535 | 4312 | 26405 | 10742 | 11019 | 1019 | 9427 | 1044 |
| 8 | 3 | 0 | 0 | 0 | 165 | 63 | 63 | 230 | 20 | 3 | 28 | 34 | 191 | 99 | 83 | 9 | 59 | 3 |
| 2669 | 1891 | 0 | 0 | 0 | 32104 | 12541 | 12541 | 44792 | 4608 | 838 | 3430 | 6535 | 40273 | 16259 | 16249 | 1529 | 14525 | 1673 |
| 494 | 374 | 0 | 0 | 0 | 6238 | 2393 | 2393 | 8648 | 928 | 185 | 531 | 1139 | 8091 | 2866 | 3263 | 275 | 3025 | 332 |
| 2183 | 1520 | 0 | 0 | 0 | 26031 | 10211 | 10211 | 36374 | 3700 | 656 | 2927 | 5430 | 32373 | 13492 | 13069 | 1263 | 11559 | 1344 |
| 420 | 248 | 0 | 0 | 0 | 4844 | 2131 | 2131 | 7007 | 727 | 117 | 438 | 1029 | 6384 | 2513 | 2662 | 226 | 2209 | 240 |
| 2257 | 1646 | 0 | 0 | 0 | 27425 | 10473 | 10473 | 38015 | 3901 | 724 | 3020 | 5540 | 34080 | 13845 | 13670 | 1312 | 12375 | 1436 |
| 406 | 284 | 0 | 0 | 0 | 4886 | 1961 | 1961 | 6875 | 693 | 131 | 501 | 985 | 6213 | 2423 | 2513 | 231 | 2288 | 244 |
| 424 | 307 | 0 | 0 | 0 | 5035 | 2085 | 2085 | 7131 | 768 | 136 | 526 | 1039 | 6470 | 2501 | 2619 | 274 | 2367 | 274 |
| 421 | 313 | 0 | 0 | 0 | 5197 | 1998 | 1998 | 7203 | 687 | 145 | 499 | 1008 | 6528 | 2531 | 2690 | 243 | 2312 | 259 |
| 445 | 283 | 0 | 0 | 0 | 5040 | 2058 | 2058 | 7130 | 723 | 116 | 519 | 1034 | 6416 | 2555 | 2563 | 261 | 2314 | 276 |
| 429 | 322 | 0 | 0 | 0 | 5627 | 2134 | 2134 | 7784 | 824 | 153 | 585 | 1147 | 7029 | 2760 | 2956 | 257 | 2489 | 297 |
| 296 | 239 | 0 | 0 | 0 | 3635 | 1312 | 1312 | 4970 | 534 | 93 | 434 | 748 | 4415 | 1984 | 1653 | 170 | 1593 | 196 |
| 256 | 146 | 0 | 0 | 0 | 2849 | 1056 | 1056 | 3929 | 399 | 67 | 394 | 608 | 3393 | 1604 | 1338 | 102 | 1221 | 130 |
| 85 | 42 | 0 | 0 | 0 | 988 | 302 | 302 | 1301 | 90 | 16 | 176 | 238 | 993 | 704 | 362 | 34 | 283 | 24 |
| 64 | 31 | 0 | 0 | 0 | 632 | 244 | 244 | 888 | 89 | 13 | 124 | 163 | 703 | 395 | 294 | 29 | 247 | 25 |
| 401 | 213 | 0 | 0 | 0 | 4045 | 1851 | 1851 | 5935 | 588 | 111 | 448 | 948 | 5238 | 2170 | 2178 | 208 | 1844 | 233 |
| 331 | 274 | 0 | 0 | 0 | 4422 | 1686 | 1686 | 6118 | 615 | 127 | 482 | 888 | 5490 | 2189 | 2185 | 204 | 2035 | 246 |
| 493 | 389 | 0 | 0 | 0 | 6803 | 2494 | 2494 | 9283 | 965 | 180 | 656 | 1289 | 8483 | 3161 | 3407 | 299 | 3224 | 336 |
| 714 | 516 | 0 | 0 | 0 | 8253 | 3395 | 3395 | 11725 | 1206 | 197 | 779 | 1640 | 10709 | 4012 | 4478 | 438 | 3766 | 434 |
| 411 | 303 | 0 | 0 | 0 | 4901 | 1883 | 1883 | 6806 | 767 | 123 | 483 | 962 | 6251 | 2443 | 2489 | 235 | 2276 | 253 |
| 178 | 126 | 0 | 0 | 0 | 2225 | 749 | 749 | 2966 | 308 | 74 | 310 | 441 | 2597 | 1284 | 939 | 91 | 909 | 125 |
| 352 | 357 | 0 | 0 | 0 | 5454 | 1761 | 1761 | 7198 | 799 | 158 | 430 | 1005 | 6720 | 2706 | 2471 | 259 | 2444 | 275 |
| 232 | 29 | 0 | 0 | 0 | 1267 | 704 | 704 | 2016 | 165 | 15 | 459 | 375 | 1362 | 1072 | 664 | 44 | 387 | 29 |
| 13 | 3 | 0 | 0 | 0 | 123 | 33 | 33 | 155 | 12 | 2 | 27 | 24 | 118 | 95 | 34 | 4 | 35 | 1 |
| 55 | 22 | 0 | 0 | 0 | 491 | 249 | 249 | 743 | 80 | 11 | 71 | 136 | 627 | 297 | 283 | 21 | 198 | 35 |
| 1933 | 1417 | 0 | 0 | 0 | 23774 | 9474 | 9474 | 33353 | 3424 | 625 | 2328 | 4780 | 30294 | 11567 | 12335 | 1155 | 11074 | 1268 |
| 83 | 61 | 0 | 0 | 0 | 1006 | 357 | 357 | 1377 | 145 | 30 | 110 | 206 | 1236 | 492 | 513 | 55 | 427 | 65 |
| 5 | 0 | 0 | 0 | 0 | 22 | 9 | 9 | 31 | 3 | 0 | 1 | 6 | 27 | 12 | 13 | 0 | 8 | 1 |
| 4 | 5 | 0 | 0 | 0 | 132 | 17 | 17 | 149 | 0 | 0 | 32 | 37 | 80 | 117 | 19 | 0 | 11 | 2 |



Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

# Attachment E-2
## Seminole County
## All KSI Crash Matrix 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R | C4 | C5 |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | | | |
| Type | Angle | 22 | 18 | 10 | 17 | 28 | 6 | 11 | 6 | 33 | 0 | 0 | 20 | 5 | 10 | 6 | 1 | 9 | 12 | 15 | 14 | 0 | 0 | 0 | 23 | 4 | 3 | 0 |
| | Animal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bicycle | 14 | 14 | 5 | 9 | 24 | 0 | 8 | 4 | 18 | 3 | 0 | 10 | 8 | 6 | 1 | 0 | 8 | 5 | 9 | 11 | 0 | 0 | 0 | 13 | 0 | 2 | 0 |
| | Head On | 21 | 7 | 8 | 25 | 12 | 0 | 2 | 5 | 21 | 8 | 0 | 22 | 2 | 7 | 3 | 0 | 3 | 15 | 9 | 10 | 2 | 4 | 0 | 13 | 7 | 1 | 0 |
| | Left Turn | 53 | 60 | 31 | 27 | 108 | 9 | 10 | 27 | 96 | 11 | 0 | 53 | 41 | 31 | 8 | 0 | 11 | 38 | 45 | 49 | 0 | 2 | 0 | 68 | 17 | 9 | 0 |
| | Off Road | 53 | 65 | 13 | 77 | 52 | 7 | 26 | 22 | 72 | 11 | 0 | 35 | 43 | 24 | 3 | 1 | 30 | 32 | 46 | 28 | 0 | 2 | 0 | 38 | 14 | 3 | 0 |
| | Other | 30 | 16 | 7 | 21 | 32 | 3 | 14 | 10 | 23 | 6 | 0 | 20 | 8 | 8 | 3 | 0 | 17 | 16 | 17 | 6 | 0 | 2 | 0 | 19 | 3 | 3 | 0 |
| | Pedestrian | 42 | 51 | 31 | 43 | 70 | 12 | 19 | 23 | 71 | 11 | 0 | 62 | 17 | 21 | 7 | 0 | 18 | 27 | 39 | 41 | 0 | 0 | 0 | 66 | 7 | 9 | 0 |
| | Rear End | 22 | 46 | 30 | 19 | 63 | 16 | 2 | 10 | 79 | 7 | 0 | 58 | 18 | 19 | 0 | 0 | 3 | 17 | 34 | 44 | 0 | 2 | 0 | 58 | 10 | 4 | 0 |
| | Right Turn | 1 | 5 | 0 | 1 | 5 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | Rollover | 9 | 4 | 4 | 9 | 8 | 1 | 2 | 1 | 12 | 2 | 0 | 6 | 3 | 3 | 3 | 1 | 2 | 8 | 4 | 4 | 1 | 1 | 0 | 5 | 3 | 0 | 0 |
| | Sideswipe | 3 | 16 | 8 | 8 | 17 | 2 | 2 | 1 | 21 | 3 | 0 | 13 | 11 | 1 | 0 | 0 | 2 | 4 | 9 | 12 | 0 | 0 | 0 | 15 | 4 | 0 | 0 |
| | Unknown | 2 | 5 | 1 | 1 | 6 | 1 | 1 | 1 | 5 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 0 |
| Alcohol Related | Y | 17 | 20 | 11 | 23 | 21 | 5 | 6 | 5 | 32 | 5 | 0 | 18 | 14 | 7 | 4 | 0 | 6 | 13 | 11 | 19 | 1 | 1 | 0 | 16 | 6 | 2 | 0 |
| | N | 255 | 287 | 137 | 234 | 404 | 52 | 92 | 107 | 422 | 58 | 0 | 286 | 145 | 126 | 31 | 3 | 99 | 166 | 219 | 204 | 2 | 12 | 0 | 309 | 64 | 32 | 0 |
| Hit and Run | Y | 14 | 17 | 11 | 16 | 25 | 2 | 8 | 5 | 23 | 6 | 0 | 25 | 5 | 3 | 2 | 0 | 8 | 6 | 14 | 15 | 0 | 0 | 0 | 23 | 2 | 5 | 0 |
| | N | 258 | 290 | 137 | 241 | 400 | 55 | 90 | 107 | 431 | 57 | 0 | 279 | 154 | 130 | 33 | 3 | 97 | 173 | 216 | 208 | 3 | 13 | 0 | 302 | 68 | 29 | 0 |
| Aggressive Driving | Y | 35 | 21 | 11 | 41 | 27 | 1 | 14 | 12 | 34 | 7 | 0 | 25 | 12 | 10 | 4 | 0 | 18 | 18 | 18 | 15 | 2 | 0 | 0 | 25 | 6 | 1 | 0 |
| | N | 237 | 286 | 137 | 216 | 398 | 56 | 84 | 100 | 420 | 56 | 0 | 279 | 147 | 123 | 31 | 3 | 87 | 161 | 212 | 208 | 1 | 13 | 0 | 300 | 64 | 33 | 0 |
| Distracted Driving | Y | 30 | 36 | 19 | 22 | 57 | 6 | 5 | 13 | 63 | 4 | 0 | 37 | 19 | 18 | 4 | 0 | 7 | 21 | 31 | 26 | 0 | 3 | 0 | 43 | 7 | 5 | 0 |
| | N | 242 | 271 | 129 | 235 | 368 | 51 | 93 | 99 | 391 | 59 | 0 | 267 | 140 | 115 | 31 | 3 | 98 | 158 | 199 | 197 | 3 | 10 | 0 | 282 | 63 | 29 | 0 |
| Intersection Related | Y | 127 | 132 | 68 | 76 | 226 | 25 | 39 | 61 | 205 | 22 | 0 | 126 | 72 | 65 | 22 | 1 | 41 | 85 | 96 | 104 | 0 | 8 | 0 | 154 | 34 | 15 | 0 |
| | N | 145 | 175 | 80 | 181 | 199 | 32 | 59 | 51 | 249 | 41 | 0 | 178 | 87 | 68 | 13 | 2 | 64 | 94 | 134 | 119 | 3 | 5 | 0 | 171 | 36 | 19 | 0 |
| Drug Related | Y | 9 | 11 | 8 | 12 | 15 | 2 | 3 | 3 | 22 | 0 | 0 | 9 | 10 | 4 | 2 | 0 | 4 | 7 | 6 | 12 | 1 | 1 | 0 | 12 | 1 | 1 | 0 |
| | N | 263 | 296 | 140 | 245 | 410 | 55 | 95 | 109 | 432 | 63 | 0 | 295 | 149 | 129 | 33 | 3 | 101 | 172 | 224 | 211 | 2 | 12 | 0 | 313 | 69 | 33 | 0 |
| Aging Driver | Y | 54 | 58 | 24 | 35 | 92 | 11 | 14 | 24 | 87 | 11 | 0 | 54 | 31 | 31 | 5 | 0 | 17 | 43 | 32 | 46 | 0 | 3 | 0 | 61 | 16 | 7 | 0 |
| | N | 218 | 249 | 124 | 222 | 333 | 46 | 84 | 88 | 367 | 52 | 0 | 250 | 128 | 102 | 30 | 3 | 88 | 136 | 198 | 177 | 3 | 10 | 0 | 264 | 54 | 27 | 0 |
| Teenage Driver | Y | 33 | 31 | 10 | 28 | 42 | 4 | 11 | 13 | 45 | 5 | 0 | 21 | 17 | 17 | 4 | 1 | 14 | 19 | 23 | 17 | 0 | 0 | 0 | 28 | 8 | 1 | 0 |
| | N | 239 | 276 | 138 | 229 | 383 | 53 | 87 | 99 | 409 | 58 | 0 | 283 | 142 | 116 | 31 | 2 | 91 | 160 | 207 | 206 | 3 | 13 | 0 | 297 | 62 | 33 | 0 |
| Day of the Week | Monday | 37 | 42 | 12 | 34 | 54 | 6 | 13 | 15 | 54 | 9 | 0 | 33 | 24 | 18 | 1 | 0 | 18 | 23 | 28 | 24 | 0 | 4 | 0 | 40 | 8 | 3 | 0 |
| | Tuesday | 41 | 40 | 25 | 33 | 62 | 11 | 17 | 17 | 62 | 10 | 0 | 46 | 22 | 17 | 4 | 1 | 16 | 21 | 30 | 38 | 0 | 0 | 0 | 49 | 13 | 5 | 0 |
| | Wednesday | 32 | 41 | 20 | 30 | 58 | 7 | 16 | 11 | 59 | 7 | 0 | 43 | 14 | 17 | 5 | 0 | 16 | 21 | 25 | 33 | 1 | 0 | 0 | 46 | 7 | 7 | 0 |
| | Thursday | 35 | 43 | 25 | 38 | 56 | 10 | 13 | 12 | 73 | 5 | 0 | 46 | 24 | 16 | 6 | 0 | 12 | 26 | 31 | 35 | 1 | 3 | 0 | 49 | 6 | 10 | 0 |
| | Friday | 45 | 41 | 22 | 39 | 61 | 12 | 12 | 16 | 74 | 6 | 0 | 41 | 22 | 28 | 6 | 1 | 14 | 34 | 35 | 29 | 1 | 2 | 0 | 50 | 10 | 2 | 0 |
| | Saturday | 46 | 57 | 22 | 42 | 80 | 4 | 12 | 24 | 78 | 11 | 0 | 52 | 30 | 20 | 8 | 0 | 16 | 28 | 49 | 33 | 0 | 2 | 0 | 53 | 17 | 4 | 0 |
| | Sunday | 36 | 43 | 22 | 41 | 54 | 7 | 15 | 17 | 54 | 15 | 0 | 43 | 23 | 17 | 5 | 1 | 13 | 26 | 32 | 31 | 0 | 2 | 0 | 38 | 9 | 3 | 0 |
| Time of Day | 12-3 AM | 17 | 21 | 8 | 18 | 25 | 3 | 6 | 4 | 32 | 4 | 0 | 17 | 15 | 9 | 2 | 0 | 3 | 13 | 17 | 13 | 0 | 0 | 0 | 20 | 6 | 1 | 0 |
| | 3-6 AM | 13 | 10 | 11 | 17 | 12 | 5 | 5 | 3 | 24 | 2 | 0 | 19 | 6 | 2 | 1 | 1 | 5 | 5 | 11 | 13 | 0 | 1 | 0 | 15 | 3 | 2 | 0 |
| | 6-9 AM | 30 | 22 | 10 | 17 | 43 | 4 | 10 | 9 | 40 | 3 | 0 | 16 | 16 | 13 | 4 | 0 | 15 | 14 | 22 | 13 | 1 | 2 | 0 | 29 | 4 | 1 | 0 |
| | 9-Noon | 33 | 35 | 13 | 37 | 41 | 5 | 15 | 14 | 44 | 8 | 0 | 37 | 9 | 16 | 5 | 0 | 16 | 21 | 19 | 26 | 1 | 4 | 0 | 36 | 3 | 4 | 0 |
| | Noon-3 PM | 38 | 45 | 14 | 34 | 63 | 3 | 17 | 16 | 56 | 8 | 0 | 37 | 19 | 20 | 4 | 1 | 19 | 23 | 31 | 26 | 0 | 1 | 0 | 43 | 8 | 5 | 0 |
| | 3-6 PM | 58 | 64 | 34 | 52 | 95 | 11 | 16 | 29 | 104 | 7 | 0 | 58 | 41 | 32 | 10 | 0 | 17 | 44 | 52 | 45 | 1 | 1 | 0 | 62 | 17 | 9 | 0 |
| | 6-9 PM | 46 | 59 | 31 | 47 | 77 | 13 | 18 | 21 | 82 | 15 | 0 | 66 | 25 | 21 | 8 | 0 | 17 | 34 | 42 | 44 | 0 | 2 | 0 | 64 | 12 | 7 | 0 |
| | 9-Midnight | 37 | 51 | 27 | 35 | 69 | 13 | 11 | 16 | 72 | 16 | 0 | 54 | 28 | 20 | 1 | 1 | 13 | 25 | 36 | 43 | 0 | 2 | 0 | 56 | 17 | 5 | 0 |
| Lighting Conditions | Dark - Lighted | 53 | 70 | 58 | 49 | 113 | 20 | 25 | 28 | 117 | 11 | 0 | 92 | 30 | 31 | 5 | 2 | 22 | 34 | 52 | 74 | 0 | 0 | 0 | 94 | 11 | 12 | 0 |
| | Dark - Not Lighted | 51 | 63 | 16 | 64 | 58 | 9 | 9 | 13 | 83 | 25 | 0 | 49 | 44 | 22 | 7 | 0 | 9 | 40 | 49 | 33 | 0 | 7 | 0 | 49 | 25 | 1 | 0 |
| | Dark - Unknown Lighting | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Dawn | 3 | 4 | 1 | 1 | 5 | 2 | 0 | 2 | 6 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 |
| | Daylight | 155 | 156 | 72 | 134 | 233 | 24 | 61 | 66 | 230 | 26 | 0 | 151 | 76 | 72 | 23 | 1 | 68 | 98 | 109 | 114 | 3 | 5 | 0 | 167 | 31 | 17 | 0 |
| | Dusk | 9 | 13 | 1 | 7 | 16 | 2 | 2 | 3 | 17 | 1 | 0 | 8 | 8 | 4 | 0 | 0 | 5 | 5 | 14 | 1 | 0 | 0 | 0 | 9 | 3 | 4 | 0 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Attachment E-2
Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment E-2**
**Seminole County**
**All KSI Crash Matrix 2018-2022**

| Mode: | All Collisions | Context Classification | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | | | | | | | | | | | | | | | | |
| | | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0 | 0 | 33 | 7 | 10 | 43 | 6 | 1 | 1 | 8 | 41 | 17 | 18 | 0 | 12 | 3 |
| | Animal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bicycle | 0 | 0 | 21 | 3 | 9 | 31 | 2 | 0 | 2 | 2 | 29 | 16 | 9 | 0 | 8 | 0 |
| | Head On | 0 | 0 | 17 | 0 | 19 | 36 | 0 | 0 | 14 | 6 | 16 | 19 | 10 | 2 | 5 | 0 |
| | Left Turn | 0 | 0 | 84 | 7 | 53 | 137 | 3 | 4 | 11 | 13 | 120 | 52 | 38 | 3 | 49 | 2 |
| | Off Road | 0 | 0 | 74 | 7 | 50 | 124 | 6 | 1 | 20 | 24 | 87 | 48 | 61 | 2 | 20 | 0 |
| | Other | 0 | 0 | 37 | 2 | 14 | 52 | 1 | 0 | 4 | 10 | 39 | 31 | 10 | 0 | 12 | 0 |
| | Pedestrian | 0 | 0 | 81 | 11 | 32 | 112 | 9 | 3 | 8 | 15 | 101 | 46 | 36 | 5 | 33 | 4 |
| | Rear End | 0 | 0 | 48 | 14 | 36 | 89 | 8 | 1 | 7 | 14 | 77 | 21 | 40 | 4 | 29 | 4 |
| | Right Turn | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 0 | 2 | 0 |
| | Rollover | 0 | 0 | 8 | 0 | 9 | 16 | 0 | 1 | 5 | 4 | 8 | 8 | 7 | 0 | 2 | 0 |
| | Sideswipe | 0 | 0 | 14 | 3 | 10 | 23 | 3 | 1 | 1 | 3 | 23 | 5 | 14 | 0 | 5 | 3 |
| | Unknown | 0 | 0 | 7 | 0 | 1 | 8 | 0 | 0 | 1 | 1 | 6 | 3 | 2 | 1 | 2 | 0 |
| Alcohol Related | Y | 0 | 0 | 28 | 3 | 17 | 45 | 2 | 1 | 9 | 8 | 31 | 18 | 19 | 2 | 8 | 1 |
| | N | 0 | 0 | 399 | 51 | 229 | 632 | 36 | 11 | 65 | 93 | 521 | 250 | 228 | 15 | 171 | 15 |
| Hit and Run | Y | 0 | 0 | 26 | 12 | 12 | 39 | 3 | 0 | 5 | 3 | 34 | 20 | 6 | 1 | 14 | 1 |
| | N | 0 | 0 | 401 | 234 | 234 | 638 | 35 | 12 | 69 | 98 | 518 | 248 | 241 | 16 | 165 | 15 |
| Aggressive Driving | Y | 0 | 0 | 33 | 26 | 26 | 63 | 4 | 0 | 13 | 13 | 41 | 29 | 25 | 1 | 12 | 0 |
| | N | 0 | 0 | 394 | 220 | 220 | 614 | 34 | 12 | 61 | 88 | 511 | 239 | 222 | 16 | 167 | 16 |
| Distracted Driving | Y | 0 | 0 | 50 | 30 | 30 | 79 | 4 | 2 | 7 | 5 | 73 | 31 | 25 | 3 | 23 | 3 |
| | N | 0 | 0 | 377 | 216 | 216 | 598 | 34 | 10 | 67 | 96 | 479 | 237 | 222 | 14 | 156 | 13 |
| Intersection Related | Y | 0 | 0 | 195 | 109 | 109 | 309 | 13 | 5 | 25 | 41 | 261 | 121 | 101 | 5 | 93 | 7 |
| | N | 0 | 0 | 232 | 137 | 137 | 368 | 25 | 7 | 49 | 60 | 291 | 147 | 146 | 12 | 86 | 9 |
| Drug Related | Y | 0 | 0 | 14 | 10 | 10 | 26 | 2 | 0 | 3 | 3 | 22 | 9 | 14 | 1 | 4 | 0 |
| | N | 0 | 0 | 413 | 236 | 236 | 651 | 36 | 12 | 71 | 98 | 530 | 259 | 233 | 16 | 175 | 16 |
| Aging Driver | Y | 0 | 0 | 75 | 49 | 49 | 126 | 8 | 2 | 15 | 16 | 105 | 52 | 42 | 1 | 35 | 6 |
| | N | 0 | 0 | 352 | 197 | 197 | 551 | 30 | 10 | 59 | 85 | 447 | 216 | 205 | 16 | 144 | 10 |
| Teenage Driver | Y | 0 | 0 | 47 | 21 | 21 | 69 | 4 | 1 | 8 | 18 | 48 | 27 | 21 | 1 | 20 | 5 |
| | N | 0 | 0 | 380 | 225 | 225 | 608 | 34 | 11 | 66 | 83 | 504 | 241 | 226 | 16 | 159 | 11 |
| Day of the Week | Monday | 0 | 0 | 52 | 32 | 32 | 88 | 2 | 1 | 7 | 19 | 65 | 32 | 31 | 1 | 25 | 2 |
| | Tuesday | 0 | 0 | 71 | 29 | 29 | 99 | 3 | 4 | 15 | 9 | 82 | 41 | 32 | 3 | 28 | 2 |
| | Wednesday | 0 | 0 | 54 | 30 | 30 | 85 | 7 | 1 | 8 | 7 | 78 | 40 | 29 | 1 | 22 | 1 |
| | Thursday | 0 | 0 | 60 | 33 | 33 | 95 | 7 | 1 | 10 | 16 | 77 | 31 | 31 | 2 | 36 | 3 |
| | Friday | 0 | 0 | 63 | 36 | 36 | 99 | 7 | 2 | 9 | 16 | 83 | 38 | 39 | 3 | 24 | 4 |
| | Saturday | 0 | 0 | 69 | 49 | 49 | 117 | 7 | 1 | 13 | 20 | 92 | 48 | 43 | 4 | 29 | 1 |
| | Sunday | 0 | 0 | 58 | 37 | 37 | 94 | 5 | 2 | 12 | 14 | 75 | 38 | 42 | 3 | 15 | 3 |
| Time of Day | 12-3 AM | 0 | 0 | 26 | 18 | 18 | 45 | 1 | 0 | 8 | 9 | 29 | 18 | 15 | 0 | 12 | 1 |
| | 3-6 AM | 0 | 0 | 15 | 16 | 16 | 31 | 2 | 1 | 1 | 9 | 24 | 11 | 14 | 0 | 9 | 0 |
| | 6-9 AM | 0 | 0 | 34 | 21 | 21 | 55 | 5 | 2 | 8 | 9 | 45 | 25 | 20 | 1 | 15 | 1 |
| | 9-Noon | 0 | 0 | 53 | 23 | 23 | 74 | 4 | 3 | 10 | 13 | 58 | 29 | 26 | 1 | 23 | 2 |
| | Noon-3 PM | 0 | 0 | 60 | 30 | 30 | 93 | 4 | 0 | 9 | 14 | 74 | 40 | 33 | 0 | 24 | 0 |
| | 3-6 PM | 0 | 0 | 98 | 43 | 43 | 145 | 9 | 2 | 13 | 14 | 129 | 52 | 54 | 7 | 38 | 5 |
| | 6-9 PM | 0 | 0 | 75 | 53 | 53 | 128 | 8 | 0 | 12 | 17 | 107 | 49 | 45 | 3 | 37 | 2 |
| | 9-Midnight | 0 | 0 | 66 | 42 | 42 | 106 | 5 | 4 | 13 | 16 | 86 | 44 | 40 | 5 | 21 | 5 |
| Lighting Conditions | Dark - Lighted | 0 | 0 | 119 | 49 | 49 | 164 | 12 | 5 | 7 | 28 | 146 | 67 | 61 | 5 | 42 | 6 |
| | Dark - Not Lighted | 0 | 0 | 53 | 71 | 71 | 124 | 4 | 2 | 25 | 19 | 86 | 44 | 52 | 2 | 31 | 1 |
| | Dark - Unknown Lighting | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 |
| | Dawn | 0 | 0 | 4 | 3 | 3 | 7 | 1 | 0 | 2 | 0 | 6 | 2 | 3 | 0 | 3 | 0 |
| | Daylight | 0 | 0 | 234 | 116 | 116 | 357 | 21 | 5 | 35 | 52 | 296 | 142 | 128 | 9 | 96 | 8 |
| | Dusk | 0 | 0 | 15 | 7 | 7 | 23 | 0 | 0 | 5 | 2 | 16 | 12 | 2 | 1 | 7 | 1 |
| | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


Note: Limited access facilites, parking lots and roadways for which contextual data was not available were not included in this analysis.

**Attachment E-3**
**Seminole County**
**Percent of All Crashes that Result in a KSI - 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 1.6% | 1.8% | 2.0% | 1.5% | 1.7% | 2.1% | 1.5% | 0.8% | 2.5% | 0.0% | - | 2.4% | 1.0% | 1.9% | 2.5% | 4.0% | 1.0% | 1.8% | 1.9% | 2.0% | 0.0% | 0.0% | - | 2.2% | 3.2% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | #DIV/0! | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | - | 0.0% | 0.0% |
| | Bicycle | 9.9% | 7.6% | 5.9% | 7.1% | 9.3% | 0.0% | 10.5% | 5.2% | 7.5% | 15.0% | - | 6.3% | 9.2% | 8.3% | 3.6% | 0.0% | 11.6% | 5.6% | 8.2% | 7.5% | - | - | 0.0% | 7.0% | 0.0% |
| | Head On | 7.2% | 3.0% | 7.1% | 7.9% | 3.6% | 0.0% | 1.4% | 3.8% | 6.6% | 18.2% | - | 9.3% | 2.0% | 5.8% | 8.1% | 0.0% | 1.4% | 9.2% | 5.4% | 6.1% | 40.0% | 33.3% | - | 5.4% | 20.6% |
| | Left Turn | 2.9% | 3.2% | 3.3% | 2.8% | 3.3% | 1.9% | 1.5% | 2.2% | 3.7% | 5.3% | - | 3.4% | 3.8% | 3.3% | 2.2% | 0.0% | 1.4% | 3.3% | 3.3% | 3.4% | 0.0% | 6.7% | - | 3.3% | 5.0% |
| | Off Road | 2.4% | 5.6% | 2.8% | 3.0% | 3.5% | 4.3% | 1.8% | 3.2% | 4.9% | 5.4% | - | 3.5% | 7.3% | 4.4% | 1.3% | 3.4% | 1.6% | 4.1% | 5.6% | 3.7% | 0.0% | 5.7% | - | 3.7% | 5.7% |
| | Other | 0.7% | 0.9% | 0.7% | 0.3% | 1.2% | 0.5% | 0.4% | 1.1% | 1.0% | 3.1% | - | 1.2% | 1.0% | 1.1% | 1.0% | 0.0% | 0.3% | 1.6% | 1.4% | 0.4% | 0.0% | 6.7% | - | 1.0% | 1.5% |
| | Pedestrian | 15.1% | 19.6% | 22.5% | 17.2% | 19.0% | 16.2% | 13.2% | 15.8% | 19.8% | 40.7% | - | 22.5% | 17.3% | 16.4% | 18.9% | 0.0% | 12.0% | 17.6% | 20.9% | 20.5% | - | 0.0% | - | 21.4% | 30.4% |
| | Rear End | 0.4% | 0.5% | 0.4% | 0.5% | 0.4% | 0.4% | 0.2% | 0.3% | 0.5% | 0.5% | - | 0.5% | 0.4% | 0.6% | 0.0% | 0.0% | 0.2% | 0.5% | 0.5% | 0.4% | 0.0% | 1.4% | 0.0% | 0.4% | 0.8% |
| | Right Turn | 0.4% | 1.8% | 0.0% | 0.7% | 1.0% | 0.0% | 0.9% | 1.3% | 0.7% | 0.0% | - | 0.4% | 0.6% | 1.4% | 2.0% | 0.0% | 0.8% | 1.9% | 1.0% | 0.0% | - | 0.0% | - | 0.8% | 0.0% |
| | Rollover | 12.0% | 7.4% | 16.7% | 11.8% | 12.3% | 7.1% | 6.9% | 5.0% | 13.8% | 11.8% | - | 9.7% | 10.0% | 13.0% | 30.0% | 100.0% | 6.9% | 21.6% | 7.5% | 11.4% | - | 33.3% | - | 8.3% | 16.7% |
| | Sideswipe | 0.2% | 0.6% | 0.3% | 0.6% | 0.4% | 0.1% | 0.4% | 0.1% | 0.4% | 0.8% | - | 0.4% | 0.7% | 0.1% | 0.0% | 0.0% | 0.3% | 0.5% | 0.5% | 0.3% | 0.0% | 0.0% | - | 0.4% | 1.4% |
| | Unknown | 0.6% | 1.4% | 0.3% | 0.3% | 1.0% | 0.5% | 0.5% | 0.6% | 0.8% | 1.7% | - | 0.9% | 1.0% | 0.7% | 0.0% | 0.0% | 0.3% | 1.2% | 0.4% | 0.9% | - | 0.0% | - | 0.8% | 2.5% |
| Alcohol Related | Y | 4.1% | 5.8% | 4.6% | 5.3% | 4.3% | 3.8% | 2.5% | 3.4% | 5.9% | 7.7% | - | 4.6% | 7.7% | 5.0% | 7.7% | 0.0% | 2.1% | 7.0% | 4.8% | 5.4% | - | 7.1% | - | 3.8% | 9.1% |
| | N | 1.5% | 1.5% | 1.0% | 1.3% | 1.4% | 0.7% | 1.1% | 1.2% | 1.4% | 2.2% | - | 1.3% | 1.4% | 1.7% | 1.5% | 1.3% | 0.8% | 1.9% | 1.7% | 1.0% | 1.9% | 4.1% | 0.0% | 1.2% | 2.5% |
| Hit and Run | Y | 0.6% | 1.0% | 0.8% | 0.5% | 0.9% | 0.3% | 0.5% | 0.6% | 0.8% | 2.1% | - | 1.2% | 0.6% | 0.4% | 0.9% | 0.0% | 0.3% | 0.7% | 1.2% | 0.8% | 0.0% | 0.0% | #DIV/0! | 0.9% | 0.9% |
| | N | 1.7% | 1.7% | 1.1% | 1.6% | 1.5% | 0.8% | 1.3% | 1.3% | 1.6% | 2.4% | - | 1.4% | 1.6% | 1.8% | 1.8% | 1.6% | 0.9% | 2.2% | 1.8% | 1.2% | 3.2% | 4.5% | 0.0% | 1.3% | 2.8% |
| Aggressive Driving | Y | 5.1% | 2.9% | 2.8% | 5.8% | 2.7% | 0.5% | 4.0% | 4.1% | 3.2% | 6.4% | - | 3.6% | 3.0% | 3.5% | 4.8% | 0.0% | 4.3% | 5.4% | 3.3% | 2.5% | - | 0.0% | - | 3.1% | 4.9% |
| | N | 1.4% | 1.5% | 1.0% | 1.2% | 1.4% | 0.8% | 1.1% | 1.2% | 1.4% | 2.2% | - | 1.3% | 1.5% | 1.7% | 1.5% | 1.4% | 0.7% | 1.9% | 1.7% | 1.1% | 1.0% | 4.4% | 0.0% | 1.2% | 2.5% |
| Distracted Driving | Y | 1.2% | 1.1% | 0.9% | 0.9% | 1.2% | 0.5% | 0.5% | 0.8% | 1.3% | 1.1% | - | 1.0% | 1.2% | 1.4% | 1.4% | 0.0% | 0.4% | 1.5% | 1.3% | 0.9% | 0.0% | 6.8% | - | 1.0% | 1.8% |
| | N | 1.6% | 1.7% | 1.1% | 1.5% | 1.5% | 0.8% | 1.3% | 1.3% | 1.5% | 2.6% | - | 1.5% | 1.6% | 1.8% | 1.7% | 1.4% | 0.8% | 2.1% | 1.8% | 1.2% | 3.6% | 3.8% | 0.0% | 1.3% | 2.8% |
| Intersection Related | Y | 2.1% | 1.8% | 1.7% | 2.3% | 2.0% | 0.9% | 1.8% | 1.6% | 2.0% | 2.5% | - | 1.9% | 1.9% | 2.0% | 2.2% | 1.3% | 1.7% | 2.3% | 1.8% | 1.8% | 0.0% | 6.2% | - | 1.8% | 3.0% |
| | N | 1.3% | 1.5% | 0.8% | 1.2% | 1.1% | 0.7% | 1.0% | 1.0% | 1.2% | 2.3% | - | 1.2% | 1.3% | 1.5% | 1.2% | 1.3% | 0.6% | 1.8% | 1.7% | 0.8% | 3.6% | 2.8% | 0.0% | 1.0% | 2.4% |
| Drug Related | Y | 8.0% | 15.7% | 11.4% | 10.3% | 12.6% | 6.1% | 4.6% | 7.3% | 16.2% | 0.0% | - | 9.5% | 23.8% | 10.5% | 10.5% | 0.0% | 5.6% | 13.5% | 12.0% | 13.0% | - | 100.0% | - | 10.4% | 12.5% |
| | N | 1.5% | 1.5% | 1.0% | 1.3% | 1.4% | 0.7% | 1.1% | 1.2% | 1.4% | 2.4% | - | 1.4% | 1.4% | 1.7% | 1.6% | 1.3% | 0.8% | 2.0% | 1.7% | 1.1% | 1.9% | 3.9% | 0.0% | 1.2% | 2.6% |
| Aging Driver | Y | 1.8% | 1.5% | 0.8% | 1.1% | 1.5% | 0.7% | 1.1% | 1.3% | 1.4% | 2.4% | - | 1.2% | 1.5% | 1.9% | 1.2% | 0.0% | 0.7% | 2.5% | 1.2% | 1.1% | 0.0% | 6.1% | 0.0% | 1.2% | 3.2% |
| | N | 1.5% | 1.6% | 1.1% | 1.5% | 1.4% | 0.8% | 1.2% | 1.2% | 1.5% | 2.4% | - | 1.4% | 1.5% | 1.7% | 1.8% | 1.7% | 0.8% | 1.9% | 1.9% | 1.1% | 3.4% | 3.8% | 0.0% | 1.3% | 2.5% |
| Teenage Driver | Y | 1.2% | 1.0% | 0.5% | 1.1% | 0.9% | 0.4% | 1.0% | 0.8% | 0.9% | 1.2% | - | 0.7% | 0.9% | 1.3% | 1.1% | 5.0% | 0.8% | 1.3% | 1.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.8% | 1.9% |
| | N | 1.6% | 1.7% | 1.2% | 1.4% | 1.5% | 0.8% | 1.2% | 1.3% | 1.6% | 2.6% | - | 1.5% | 1.7% | 1.8% | 1.8% | 1.0% | 0.8% | 2.2% | 1.9% | 1.2% | 3.2% | 5.1% | 0.0% | 1.4% | 2.7% |
| Day of the Week | Monday | 1.5% | 1.4% | 0.6% | 1.3% | 1.2% | 0.5% | 1.1% | 1.1% | 1.1% | 2.2% | - | 1.0% | 1.5% | 1.6% | 0.3% | 0.0% | 0.9% | 1.7% | 1.4% | 0.8% | 0.0% | 8.2% | - | 1.0% | 2.0% |
| | Tuesday | 1.5% | 1.3% | 1.1% | 1.2% | 1.3% | 0.9% | 1.4% | 1.2% | 1.3% | 2.2% | - | 1.3% | 1.3% | 1.4% | 1.2% | 3.4% | 0.8% | 1.5% | 1.4% | 1.2% | 0.0% | 0.0% | - | 1.2% | 3.1% |
| | Wednesday | 1.2% | 1.3% | 0.9% | 1.1% | 1.2% | 0.6% | 1.3% | 0.7% | 1.2% | 1.8% | - | 1.2% | 0.8% | 1.3% | 1.5% | 0.0% | 0.8% | 1.5% | 1.2% | 1.0% | 6.3% | 0.0% | - | 1.1% | 1.7% |
| | Thursday | 1.3% | 1.4% | 1.1% | 1.3% | 1.2% | 0.9% | 1.0% | 0.9% | 1.5% | 1.2% | - | 1.3% | 1.4% | 1.3% | 1.6% | 0.0% | 0.6% | 1.8% | 1.5% | 1.1% | 5.3% | 6.3% | - | 1.2% | 1.3% |
| | Friday | 1.5% | 1.2% | 0.9% | 1.3% | 1.2% | 0.9% | 0.9% | 1.0% | 1.4% | 1.4% | - | 1.1% | 1.2% | 2.0% | 1.8% | 2.5% | 0.6% | 2.2% | 1.5% | 0.8% | 4.8% | 4.0% | 0.0% | 1.1% | 2.3% |
| | Saturday | 2.2% | 3.0% | 1.4% | 1.8% | 2.6% | 0.5% | 1.0% | 2.5% | 2.4% | 3.8% | - | 2.2% | 2.9% | 2.5% | 3.4% | 0.0% | 0.9% | 3.0% | 3.6% | 1.5% | 0.0% | 5.6% | - | 2.0% | 5.7% |
| | Sunday | 2.1% | 2.8% | 2.0% | 2.2% | 2.2% | 1.1% | 1.6% | 2.3% | 2.2% | 5.5% | - | 2.4% | 2.7% | 2.7% | 2.6% | 3.1% | 0.9% | 3.4% | 3.0% | 1.9% | 0.0% | 4.8% | 0.0% | 1.9% | 3.5% |
| Time of Day | 12-3 AM | 2.3% | 5.5% | 2.7% | 2.3% | 4.3% | 1.9% | 1.2% | 2.0% | 5.1% | 5.3% | - | 3.4% | 7.7% | 5.4% | 2.9% | 0.0% | 0.5% | 5.3% | 6.1% | 3.2% | 0.0% | 0.0% | - | 3.7% | 7.1% |
| | 3-6 AM | 2.9% | 3.2% | 4.6% | 3.5% | 2.7% | 3.8% | 2.0% | 1.9% | 4.7% | 2.5% | - | 4.8% | 3.5% | 1.5% | 2.4% | 12.5% | 1.6% | 2.8% | 4.5% | 4.1% | - | 6.7% | - | 3.5% | 4.7% |
| | 6-9 AM | 1.3% | 0.8% | 0.6% | 0.8% | 1.1% | 0.4% | 1.0% | 0.8% | 1.0% | 0.8% | - | 0.6% | 1.0% | 1.2% | 1.5% | 0.0% | 1.2% | 1.1% | 1.2% | 0.5% | 7.1% | 5.0% | - | 0.9% | 1.0% |
| | 9-Noon | 1.4% | 1.3% | 0.7% | 1.4% | 1.0% | 0.5% | 1.3% | 1.1% | 1.1% | 2.4% | - | 1.2% | 0.7% | 1.6% | 1.7% | 0.0% | 0.8% | 1.9% | 1.1% | 1.0% | 5.3% | 9.5% | - | 1.0% | 0.9% |
| | Noon-3 PM | 1.1% | 1.1% | 0.5% | 0.8% | 1.0% | 0.2% | 1.0% | 0.9% | 0.9% | 1.8% | - | 0.8% | 0.9% | 1.2% | 1.0% | 2.2% | 0.6% | 1.3% | 1.1% | 0.6% | 0.0% | 1.9% | 0.0% | 0.8% | 1.6% |
| | 3-6 PM | 1.4% | 1.2% | 0.9% | 1.2% | 1.2% | 0.6% | 0.9% | 1.2% | 1.3% | 1.0% | - | 1.0% | 1.5% | 1.5% | 1.8% | 0.0% | 0.6% | 1.9% | 1.5% | 0.8% | 3.1% | 1.3% | - | 0.9% | 2.4% |
| | 6-9 PM | 1.8% | 2.0% | 1.4% | 1.9% | 1.7% | 1.1% | 1.5% | 1.6% | 1.7% | 3.4% | - | 2.0% | 1.5% | 1.8% | 2.7% | 0.0% | 0.9% | 2.6% | 2.1% | 1.4% | 0.0% | 4.8% | 0.0% | 1.7% | 2.9% |
| | 9-Midnight | 2.7% | 4.6% | 3.1% | 2.7% | 3.9% | 2.4% | 1.4% | 2.9% | 3.9% | 7.8% | - | 3.9% | 4.8% | 4.2% | 0.7% | 5.6% | 1.4% | 4.2% | 4.5% | 3.6% | - | 6.1% | #DIV/0! | 3.6% | 9.6% |
| Lighting Conditions | Dark - Lighted | 1.9% | 2.5% | 2.3% | 1.8% | 2.4% | 1.4% | 1.6% | 2.0% | 2.5% | 2.6% | - | 2.5% | 2.0% | 2.8% | 1.6% | 4.0% | 1.0% | 2.6% | 2.7% | 2.2% | 0.0% | 0.0% | - | 2.2% | 3.1% |
| | Dark - Not Lighted | 4.4% | 8.0% | 6.2% | 5.6% | 5.8% | 7.6% | 1.8% | 4.3% | 7.2% | 10.7% | - | 7.1% | 9.3% | 5.5% | 5.7% | 0.0% | 1.6% | 7.5% | 7.6% | 6.6% | 0.0% | 10.4% | - | 7.1% | 10.8% |
| | Dark - Unknown Lighting | 1.1% | 2.0% | 0.0% | 1.9% | 0.0% | 0.0% | 1.5% | 0.0% | 1.3% | 0.0% | - | 2.3% | 0.0% | 5.0% | - | - | 0.0% | 4.0% | 2.8% | 0.0% | - | - | - | 2.0% | 0.0% |
| | Dawn | 0.9% | 1.2% | 0.6% | 0.4% | 1.0% | 1.9% | 0.0% | 1.3% | 1.2% | 0.0% | - | 0.9% | 0.6% | 1.9% | 0.0% | 0.0% | 0.6% | 0.5% | 2.0% | 0.4% | 0.0% | 14.3% | - | 1.3% | 0.0% |
| | Daylight | 1.3% | 1.1% | 0.7% | 1.0% | 1.0% | 0.4% | 1.1% | 1.0% | 1.0% | 1.4% | - | 0.9% | 1.0% | 1.2% | 1.5% | 0.7% | 0.7% | 1.5% | 1.1% | 0.8% | 3.4% | 2.4% | 0.0% | 0.9% | 1.6% |
| | Dusk | 1.7% | 2.1% | 0.2% | 1.4% | 1.8% | 0.9% | 0.8% | 1.1% | 1.8% | 1.2% | - | 1.3% | 2.2% | 1.6% | 0.0% | 0.0% | 1.5% | 1.8% | 3.3% | 0.2% | 0.0% | 0.0% | - | 1.2% | 3.6% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | 0.0% | 0.0% |

**Attachment E-3**
**Seminole County**
**Percent of All Crashes that Result in a KSI - 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 1.6% | - | - | - | 1.6% | 2.9% | 1.8% | 1.6% | 3.0% | 4.2% | 0.5% | 1.6% | 1.9% | 1.2% | 2.5% | 0.0% | 2.0% | 4.2% |
| | Animal | - | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| | Bicycle | 10.0% | - | - | - | 7.5% | 8.8% | 9.2% | 8.1% | 7.4% | - | 12.5% | 4.1% | 8.4% | 11.0% | 7.0% | 0.0% | 7.3% | - |
| | Head On | 2.2% | - | - | - | 3.7% | 0.0% | 13.1% | 6.0% | 0.0% | 0.0% | 18.4% | 6.7% | 3.4% | 6.0% | 6.6% | 20.0% | 3.4% | - |
| | Left Turn | 3.9% | - | - | - | 2.7% | 1.6% | 4.9% | 3.2% | 1.0% | 7.8% | 5.1% | 2.1% | 3.1% | 2.9% | 2.8% | 2.0% | 3.8% | 1.9% |
| | Off Road | 2.5% | - | - | - | 2.7% | 3.7% | 5.5% | 3.4% | 4.3% | 3.1% | 3.4% | 3.1% | 3.6% | 2.4% | 5.4% | 2.8% | 3.5% | 0.0% |
| | Other | 1.2% | - | - | - | 0.7% | 0.5% | 1.5% | 0.8% | 0.3% | 0.0% | 0.4% | 0.8% | 0.8% | 0.8% | 0.8% | 0.0% | 1.0% | 0.0% |
| | Pedestrian | 25.0% | - | - | - | 17.9% | 15.1% | 21.3% | 18.3% | 15.8% | 42.9% | 15.7% | 15.5% | 19.1% | 15.6% | 18.6% | 22.7% | 22.6% | - |
| | Rear End | 0.6% | - | - | - | 0.4% | 0.4% | 0.6% | 0.5% | 0.3% | 0.2% | 0.8% | 0.7% | 0.4% | 0.5% | 0.5% | 0.5% | 0.4% | 0.5% |
| | Right Turn | 0.0% | - | - | - | 0.6% | 0.0% | 1.7% | 0.9% | 0.0% | 0.0% | 0.0% | 1.0% | 0.8% | 0.8% | 0.9% | 0.0% | 0.8% | - |
| | Rollover | 0.0% | - | - | - | 8.8% | 0.0% | 17.3% | 11.2% | 0.0% | - | 18.5% | 12.9% | 8.4% | 11.9% | 13.2% | 0.0% | 8.0% | 0.0% |
| | Sideswipe | 0.0% | - | - | - | 0.3% | 0.3% | 0.5% | 0.4% | 0.4% | 0.6% | 0.3% | 0.4% | 0.4% | 0.4% | 0.6% | 0.0% | 0.2% | 0.9% |
| | Unknown | 0.0% | - | - | - | 1.0% | 0.0% | 0.5% | 0.9% | 0.0% | 0.0% | 1.3% | 0.8% | 0.7% | 0.9% | 0.6% | 2.2% | 0.7% | - |
| Alcohol Related | Y | 6.9% | - | - | - | 4.4% | 3.0% | 6.7% | 5.1% | 2.4% | 5.0% | 7.6% | 6.4% | 4.1% | 4.7% | 5.9% | 9.1% | 3.3% | 4.3% |
| | N | 1.7% | - | - | - | 1.3% | 0.9% | 1.9% | 1.4% | 0.8% | 1.3% | 1.9% | 1.4% | 1.3% | 1.6% | 1.4% | 1.0% | 1.2% | 0.9% |
| Hit and Run | Y | 2.2% | - | - | - | 0.7% | 1.1% | 1.1% | 0.8% | 0.7% | 0.0% | 0.9% | 0.4% | 0.8% | 0.8% | 0.4% | 0.7% | 1.0% | 0.6% |
| | N | 1.7% | - | - | - | 1.4% | 2.0% | 2.0% | 1.6% | 0.8% | 1.6% | 2.4% | 1.7% | 1.4% | 1.8% | 1.6% | 1.1% | 1.2% | 1.0% |
| Aggressive Driving | Y | 1.8% | - | - | - | 3.0% | 4.7% | 4.7% | 3.8% | 3.3% | 0.0% | 7.8% | 4.4% | 3.0% | 4.5% | 3.7% | 2.4% | 2.9% | 0.0% |
| | N | 1.8% | - | - | - | 1.3% | 1.8% | 1.8% | 1.4% | 0.8% | 1.5% | 1.9% | 1.4% | 1.3% | 1.5% | 1.4% | 1.1% | 1.2% | 1.0% |
| Distracted Driving | Y | 2.6% | - | - | - | 1.1% | 1.4% | 1.4% | 1.1% | 0.5% | 1.9% | 1.6% | 0.6% | 1.1% | 1.4% | 0.9% | 1.4% | 1.0% | 0.8% |
| | N | 1.7% | - | - | - | 1.4% | 2.1% | 2.1% | 1.6% | 0.9% | 1.4% | 2.2% | 1.7% | 1.4% | 1.7% | 1.6% | 1.1% | 1.3% | 1.0% |
| Intersection Related | Y | 1.8% | - | - | - | 1.7% | 2.7% | 2.7% | 2.0% | 0.9% | 2.4% | 2.7% | 1.8% | 1.9% | 2.2% | 1.9% | 1.0% | 1.8% | 1.1% |
| | N | 1.8% | - | - | - | 1.1% | 1.6% | 1.6% | 1.2% | 0.8% | 1.1% | 1.9% | 1.4% | 1.1% | 1.4% | 1.3% | 1.2% | 0.9% | 0.9% |
| Drug Related | Y | 33.3% | - | - | - | 8.5% | 15.9% | 15.9% | 11.3% | 10.0% | 0.0% | 10.7% | 8.8% | 11.5% | 9.1% | 16.9% | 11.1% | 6.8% | - |
| | N | 1.7% | - | - | - | 1.3% | 1.9% | 1.9% | 1.5% | 0.8% | 1.4% | 2.1% | 1.5% | 1.3% | 1.6% | 1.4% | 1.0% | 1.2% | 1.0% |
| Aging Driver | Y | 1.9% | - | - | - | 1.2% | 2.0% | 2.0% | 1.5% | 0.9% | 1.1% | 2.8% | 1.4% | 1.3% | 1.8% | 1.3% | 0.4% | 1.2% | 1.8% |
| | N | 1.8% | - | - | - | 1.4% | 1.9% | 1.9% | 1.5% | 0.8% | 1.5% | 2.0% | 1.6% | 1.4% | 1.6% | 1.6% | 1.3% | 1.2% | 0.7% |
| Teenage Driver | Y | 0.4% | - | - | - | 1.0% | 1.0% | 1.0% | 1.0% | 0.6% | 0.9% | 1.8% | 1.7% | 0.8% | 1.1% | 0.8% | 0.4% | 0.9% | 2.1% |
| | N | 2.0% | - | - | - | 1.4% | 2.1% | 2.1% | 1.6% | 0.9% | 1.5% | 2.2% | 1.5% | 1.5% | 1.7% | 1.7% | 1.2% | 1.3% | 0.8% |
| Day of the Week | Monday | 1.1% | - | - | - | 1.1% | 1.6% | 1.6% | 1.3% | 0.3% | 0.8% | 1.4% | 1.9% | 1.0% | 1.3% | 1.2% | 0.4% | 1.1% | 0.8% |
| | Tuesday | 1.6% | - | - | - | 1.4% | 1.4% | 1.4% | 1.4% | 0.4% | 2.9% | 2.9% | 0.9% | 1.3% | 1.6% | 1.2% | 1.1% | 1.2% | 0.7% |
| | Wednesday | 2.2% | - | - | - | 1.0% | 1.5% | 1.5% | 1.2% | 1.0% | 0.7% | 1.6% | 0.7% | 1.2% | 1.6% | 1.1% | 0.4% | 1.0% | 0.4% |
| | Thursday | 3.5% | - | - | - | 1.2% | 1.6% | 1.6% | 1.3% | 1.0% | 0.9% | 1.9% | 1.5% | 1.2% | 1.2% | 1.2% | 0.8% | 1.6% | 1.1% |
| | Friday | 0.6% | - | - | - | 1.1% | 1.7% | 1.7% | 1.3% | 0.8% | 1.3% | 1.5% | 1.4% | 1.2% | 1.4% | 1.3% | 1.2% | 1.0% | 1.3% |
| | Saturday | 1.7% | - | - | - | 1.9% | 3.7% | 3.7% | 2.4% | 1.3% | 1.1% | 3.0% | 2.7% | 2.1% | 2.4% | 2.6% | 2.4% | 1.8% | 0.5% |
| | Sunday | 2.1% | - | - | - | 2.0% | 3.5% | 3.5% | 2.4% | 1.3% | 3.0% | 3.0% | 2.3% | 2.2% | 2.4% | 3.1% | 2.9% | 1.2% | 2.3% |
| Time of Day | 12-3 AM | 2.4% | - | - | - | 2.6% | 6.0% | 6.0% | 3.5% | 1.1% | 0.0% | 4.5% | 3.8% | 2.9% | 2.6% | 4.1% | 0.0% | 4.2% | 4.2% |
| | 3-6 AM | 6.5% | - | - | - | 2.4% | 6.6% | 6.6% | 3.5% | 2.2% | 7.7% | 0.8% | 5.5% | 3.4% | 2.8% | 4.8% | 0.0% | 3.6% | 0.0% |
| | 6-9 AM | 0.5% | - | - | - | 0.8% | 1.1% | 1.1% | 0.9% | 0.9% | 1.8% | 1.8% | 0.9% | 0.9% | 1.2% | 0.9% | 0.5% | 0.8% | 0.4% |
| | 9-Noon | 1.5% | - | - | - | 1.2% | 1.4% | 1.4% | 1.2% | 0.7% | 2.4% | 2.1% | 1.5% | 1.1% | 1.3% | 1.2% | 0.5% | 1.1% | 0.8% |
| | Noon-3 PM | 1.3% | - | - | - | 0.9% | 1.2% | 1.2% | 1.0% | 0.4% | 0.0% | 1.4% | 1.1% | 0.9% | 1.3% | 1.0% | 0.0% | 0.7% | 0.0% |
| | 3-6 PM | 1.7% | - | - | - | 1.2% | 1.3% | 1.3% | 1.2% | 0.7% | 1.0% | 1.7% | 0.9% | 1.2% | 1.3% | 1.2% | 1.6% | 1.0% | 1.2% |
| | 6-9 PM | 2.3% | - | - | - | 1.5% | 2.8% | 2.8% | 1.9% | 1.0% | 0.0% | 2.5% | 1.8% | 1.7% | 2.0% | 1.8% | 1.3% | 1.6% | 0.8% |
| | 9-Midnight | 4.0% | - | - | - | 3.0% | 5.6% | 5.6% | 3.6% | 1.6% | 5.4% | 4.2% | 3.6% | 3.3% | 3.4% | 4.3% | 5.5% | 2.3% | 4.0% |
| Lighting Conditions | Dark - Lighted | 3.4% | - | - | - | 2.2% | 2.8% | 2.8% | 2.3% | 1.5% | 3.2% | 1.6% | 2.8% | 2.2% | 2.5% | 2.5% | 1.9% | 1.7% | 2.2% |
| | Dark - Not Lighted | 3.4% | - | - | - | 4.2% | 10.1% | 10.1% | 6.2% | 2.4% | 13.3% | 5.4% | 5.1% | 6.3% | 4.1% | 7.8% | 4.5% | 8.0% | 3.4% |
| | Dark - Unknown Lighting | 0.0% | - | - | - | 1.6% | 0.0% | 0.0% | 1.3% | 0.0% | - | 0.0% | 0.0% | 1.7% | 1.1% | 2.9% | 0.0% | 0.0% | - |
| | Dawn | 0.0% | - | - | - | 0.8% | 1.2% | 1.2% | 0.9% | 1.3% | 0.0% | 2.8% | 0.0% | 1.0% | 0.7% | 1.1% | 0.0% | 1.5% | 0.0% |
| | Daylight | 1.2% | - | - | - | 1.0% | 1.2% | 1.2% | 1.1% | 0.6% | 0.8% | 1.5% | 1.1% | 1.0% | 1.2% | 1.0% | 0.8% | 0.9% | 0.6% |
| | Dusk | 6.6% | - | - | - | 1.5% | 2.0% | 2.0% | 1.7% | 0.0% | 0.0% | 4.5% | 1.0% | 1.3% | 2.4% | 0.4% | 1.8% | 1.6% | - |
| | Other | - | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | Unknown | 0.0% | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | - |

# Attachment E-4
# Seminole County
# Percent of All KSI Crashes 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 3.0% | 2.5% | 1.4% | 2.3% | 3.8% | 0.8% | 1.5% | 0.8% | 4.5% | 0.0% | 0.0% | 2.7% | 0.7% | 1.4% | 0.8% | 0.1% | 1.2% | 1.9% | 2.4% | 2.2% | 0.0% | 0.0% | 0.0% | 5.2% | 0.9% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 1.9% | 1.9% | 0.7% | 1.2% | 3.2% | 0.0% | 1.1% | 0.6% | 2.5% | 0.4% | 0.0% | 1.4% | 1.1% | 0.8% | 0.1% | 0.0% | 1.1% | 0.8% | 1.4% | 1.7% | 0.0% | 0.0% | 0.0% | 2.9% | 0.0% |
| | Head On | 2.9% | 1.0% | 1.1% | 3.4% | 1.6% | 0.0% | 0.3% | 0.7% | 2.9% | 1.1% | 0.0% | 3.0% | 0.3% | 0.9% | 0.4% | 0.0% | 0.4% | 2.4% | 1.4% | 1.6% | 0.4% | 0.9% | 0.0% | 2.9% | 1.6% |
| | Left Turn | 7.3% | 8.3% | 4.3% | 3.7% | 14.6% | 1.2% | 1.4% | 3.7% | 13.2% | 1.5% | 0.0% | 7.2% | 5.5% | 4.2% | 1.1% | 0.0% | 1.5% | 6.0% | 7.1% | 7.8% | 0.0% | 0.4% | 0.0% | 15.3% | 3.8% |
| | Off Road | 7.3% | 8.9% | 1.8% | 10.4% | 7.0% | 0.9% | 3.6% | 3.0% | 9.9% | 1.5% | 0.0% | 4.7% | 5.8% | 3.2% | 0.4% | 0.1% | 4.1% | 5.1% | 7.3% | 4.4% | 0.0% | 0.4% | 0.0% | 8.5% | 3.1% |
| | Other | 4.1% | 2.2% | 1.0% | 2.8% | 4.3% | 0.4% | 1.9% | 1.4% | 3.2% | 0.8% | 0.0% | 2.7% | 1.1% | 1.1% | 0.4% | 0.0% | 2.3% | 2.5% | 2.7% | 0.9% | 0.0% | 0.4% | 0.0% | 4.3% | 0.7% |
| | Pedestrian | 5.8% | 7.0% | 4.3% | 5.8% | 9.5% | 1.6% | 2.6% | 3.2% | 9.8% | 1.5% | 0.0% | 8.4% | 2.3% | 2.8% | 0.9% | 0.0% | 2.4% | 4.3% | 6.2% | 6.5% | 0.0% | 0.0% | 0.0% | 14.8% | 1.6% |
| | Rear End | 3.0% | 6.3% | 4.1% | 2.6% | 8.5% | 2.2% | 0.3% | 1.4% | 10.9% | 1.0% | 0.0% | 7.8% | 2.4% | 2.6% | 0.0% | 0.0% | 0.4% | 2.7% | 5.4% | 7.0% | 0.0% | 0.4% | 0.0% | 13.0% | 2.2% |
| | Right Turn | 0.1% | 0.7% | 0.0% | 0.1% | 0.7% | 0.0% | 0.1% | 0.3% | 0.4% | 0.0% | 0.0% | 0.1% | 0.1% | 0.3% | 0.1% | 0.0% | 0.1% | 0.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% |
| | Rollover | 1.2% | 0.6% | 0.6% | 1.2% | 1.1% | 0.1% | 0.3% | 0.1% | 1.7% | 0.3% | 0.0% | 0.8% | 0.4% | 0.4% | 0.4% | 0.1% | 0.3% | 1.3% | 0.6% | 0.6% | 0.2% | 0.2% | 0.0% | 1.1% | 0.7% |
| | Sideswipe | 0.4% | 2.2% | 1.1% | 1.1% | 2.3% | 0.3% | 0.3% | 0.1% | 2.9% | 0.4% | 0.0% | 1.8% | 1.5% | 0.1% | 0.0% | 0.0% | 0.3% | 0.6% | 1.4% | 1.9% | 0.0% | 0.0% | 0.0% | 3.4% | 0.9% |
| | Unknown | 0.3% | 0.7% | 0.1% | 0.1% | 0.8% | 0.1% | 0.1% | 0.1% | 0.7% | 0.1% | 0.0% | 0.5% | 0.3% | 0.1% | 0.0% | 0.0% | 0.1% | 0.3% | 0.2% | 0.6% | 0.0% | 0.0% | 0.0% | 0.9% | 0.2% |
| Alcohol Related | Y | 2.3% | 2.8% | 1.5% | 3.1% | 2.8% | 0.7% | 0.8% | 0.7% | 4.4% | 0.7% | 0.0% | 2.4% | 1.9% | 0.9% | 0.5% | 0.0% | 0.8% | 2.1% | 1.7% | 3.0% | 0.2% | 0.2% | 0.0% | 3.6% | 1.3% |
| | N | 35.1% | 39.5% | 18.8% | 31.7% | 54.7% | 7.0% | 12.7% | 14.7% | 58.0% | 8.0% | 0.0% | 38.7% | 19.6% | 17.1% | 4.2% | 0.4% | 13.4% | 26.3% | 34.7% | 32.3% | 0.4% | 2.7% | 0.0% | 69.4% | 14.4% |
| Hit and Run | Y | 1.9% | 2.3% | 1.5% | 2.2% | 3.4% | 0.3% | 1.1% | 0.7% | 3.2% | 0.8% | 0.0% | 3.4% | 0.7% | 0.4% | 0.3% | 0.0% | 1.1% | 0.9% | 2.2% | 2.4% | 0.0% | 0.0% | 0.0% | 5.2% | 0.4% |
| | N | 35.5% | 39.9% | 18.8% | 32.6% | 54.1% | 7.4% | 12.4% | 14.7% | 59.3% | 7.8% | 0.0% | 37.8% | 20.8% | 17.6% | 4.5% | 0.4% | 13.1% | 27.4% | 34.2% | 32.9% | 0.7% | 2.9% | 0.0% | 67.9% | 15.3% |
| Aggressive Driving | Y | 4.8% | 2.9% | 1.5% | 5.5% | 3.7% | 0.1% | 1.9% | 1.7% | 4.7% | 1.0% | 0.0% | 3.4% | 1.6% | 1.4% | 0.5% | 0.0% | 2.4% | 2.8% | 2.8% | 2.4% | 0.4% | 0.0% | 0.0% | 5.6% | 1.3% |
| | N | 32.6% | 39.3% | 18.8% | 29.2% | 53.9% | 7.6% | 11.6% | 13.8% | 57.8% | 7.7% | 0.0% | 37.8% | 19.9% | 16.6% | 4.2% | 0.4% | 11.8% | 25.5% | 33.5% | 32.9% | 0.2% | 2.9% | 0.0% | 67.4% | 14.4% |
| Distracted Driving | Y | 4.1% | 5.0% | 2.6% | 3.0% | 7.7% | 0.8% | 0.7% | 1.8% | 8.7% | 0.6% | 0.0% | 5.0% | 2.6% | 2.4% | 0.5% | 0.0% | 0.9% | 3.3% | 4.9% | 4.1% | 0.0% | 0.7% | 0.0% | 9.7% | 1.6% |
| | N | 33.3% | 37.3% | 17.7% | 31.8% | 49.8% | 6.9% | 12.8% | 13.6% | 53.8% | 8.1% | 0.0% | 36.1% | 18.9% | 15.6% | 4.2% | 0.4% | 13.3% | 25.0% | 31.5% | 31.2% | 0.7% | 2.2% | 0.0% | 63.4% | 14.2% |
| Intersection Related | Y | 17.5% | 18.2% | 9.4% | 10.3% | 30.6% | 3.4% | 5.4% | 8.4% | 28.2% | 3.0% | 0.0% | 17.1% | 9.7% | 8.8% | 3.0% | 0.1% | 5.5% | 13.4% | 15.2% | 16.5% | 0.0% | 1.8% | 0.0% | 34.6% | 7.6% |
| | N | 19.9% | 24.1% | 11.0% | 24.5% | 26.9% | 4.3% | 8.1% | 7.0% | 34.3% | 5.6% | 0.0% | 24.1% | 11.8% | 9.2% | 1.8% | 0.3% | 8.7% | 14.9% | 21.2% | 18.8% | 0.7% | 1.1% | 0.0% | 38.4% | 8.1% |
| Drug Related | Y | 1.2% | 1.5% | 1.1% | 1.6% | 2.0% | 0.3% | 0.4% | 0.4% | 3.0% | 0.0% | 0.0% | 1.2% | 1.4% | 0.5% | 0.3% | 0.0% | 0.5% | 1.1% | 0.9% | 1.9% | 0.2% | 0.2% | 0.0% | 2.7% | 0.2% |
| | N | 36.2% | 40.7% | 19.3% | 33.2% | 55.5% | 7.4% | 13.1% | 15.0% | 59.4% | 8.7% | 0.0% | 39.9% | 20.2% | 17.5% | 4.5% | 0.4% | 13.7% | 27.2% | 35.4% | 33.4% | 0.4% | 2.7% | 0.0% | 70.3% | 15.5% |
| Aging Driver | Y | 7.4% | 8.0% | 3.3% | 4.7% | 12.4% | 1.5% | 1.9% | 3.3% | 12.0% | 1.5% | 0.0% | 7.3% | 4.2% | 4.2% | 0.7% | 0.0% | 2.3% | 6.8% | 5.1% | 7.3% | 0.0% | 0.7% | 0.0% | 13.7% | 3.6% |
| | N | 30.0% | 34.3% | 17.1% | 30.0% | 45.1% | 6.2% | 11.6% | 12.1% | 50.5% | 7.2% | 0.0% | 33.8% | 17.3% | 13.8% | 4.1% | 0.4% | 11.9% | 21.5% | 31.3% | 28.0% | 0.7% | 2.2% | 0.0% | 59.3% | 12.1% |
| Teenage Driver | Y | 4.5% | 4.3% | 1.4% | 3.8% | 5.7% | 0.5% | 1.5% | 1.8% | 6.2% | 0.7% | 0.0% | 2.8% | 2.3% | 2.3% | 0.5% | 0.1% | 1.9% | 3.0% | 3.6% | 2.7% | 0.0% | 0.0% | 0.0% | 6.3% | 1.8% |
| | N | 32.9% | 38.0% | 19.0% | 31.0% | 51.8% | 7.2% | 12.0% | 13.6% | 56.3% | 8.0% | 0.0% | 38.3% | 19.2% | 15.7% | 4.2% | 0.3% | 12.3% | 25.3% | 32.8% | 32.6% | 0.7% | 2.9% | 0.0% | 66.7% | 13.9% |
| Day of the Week | Monday | 5.1% | 5.8% | 1.7% | 4.6% | 7.3% | 0.8% | 1.8% | 2.1% | 7.4% | 1.2% | 0.0% | 4.5% | 3.2% | 2.4% | 0.1% | 0.0% | 2.4% | 3.6% | 4.4% | 3.8% | 0.0% | 0.9% | 0.0% | 9.0% | 1.8% |
| | Tuesday | 5.6% | 5.5% | 3.4% | 4.5% | 8.4% | 1.5% | 2.3% | 2.3% | 8.5% | 1.4% | 0.0% | 6.2% | 3.0% | 2.3% | 0.5% | 0.1% | 2.2% | 3.3% | 4.7% | 6.0% | 0.0% | 0.0% | 0.0% | 11.0% | 2.9% |
| | Wednesday | 4.4% | 5.6% | 2.8% | 4.1% | 7.8% | 0.9% | 2.2% | 1.5% | 8.1% | 1.0% | 0.0% | 5.8% | 1.9% | 2.3% | 0.7% | 0.0% | 2.2% | 3.3% | 4.0% | 5.2% | 0.2% | 0.0% | 0.0% | 10.3% | 1.6% |
| | Thursday | 4.8% | 5.9% | 3.4% | 5.1% | 7.6% | 1.4% | 1.8% | 1.7% | 10.0% | 0.7% | 0.0% | 6.2% | 3.2% | 2.2% | 0.8% | 0.0% | 1.6% | 4.1% | 4.9% | 5.5% | 0.2% | 0.7% | 0.0% | 11.0% | 1.3% |
| | Friday | 6.2% | 5.6% | 3.0% | 5.3% | 8.3% | 1.6% | 1.7% | 2.2% | 10.2% | 0.8% | 0.0% | 5.5% | 3.0% | 3.8% | 0.8% | 0.1% | 1.9% | 5.4% | 5.5% | 4.6% | 0.2% | 0.4% | 0.0% | 11.2% | 2.2% |
| | Saturday | 6.3% | 7.8% | 3.0% | 5.7% | 10.8% | 0.5% | 1.7% | 3.3% | 10.7% | 1.5% | 0.0% | 7.0% | 4.1% | 2.7% | 1.1% | 0.0% | 2.2% | 4.4% | 7.8% | 5.2% | 0.0% | 0.4% | 0.0% | 11.9% | 3.8% |
| | Sunday | 5.0% | 5.9% | 3.0% | 5.5% | 7.3% | 0.9% | 2.1% | 2.3% | 7.4% | 2.1% | 0.0% | 5.8% | 3.1% | 2.3% | 0.7% | 0.1% | 1.8% | 4.1% | 5.1% | 4.9% | 0.0% | 0.4% | 0.0% | 8.5% | 2.0% |
| Time of Day | 12-3 AM | 2.3% | 2.9% | 1.1% | 2.4% | 3.4% | 0.4% | 0.8% | 0.6% | 4.4% | 0.6% | 0.0% | 2.3% | 2.0% | 1.2% | 0.3% | 0.0% | 0.4% | 2.1% | 2.7% | 2.1% | 0.0% | 0.0% | 0.0% | 4.5% | 1.3% |
| | 3-6 AM | 1.8% | 1.4% | 1.5% | 2.3% | 1.6% | 0.7% | 0.7% | 0.4% | 3.3% | 0.3% | 0.0% | 2.6% | 0.8% | 0.3% | 0.1% | 0.1% | 0.7% | 0.8% | 1.7% | 2.1% | 0.0% | 0.2% | 0.0% | 3.4% | 0.7% |
| | 6-9 AM | 4.1% | 3.0% | 1.4% | 2.3% | 5.8% | 0.5% | 1.4% | 1.2% | 5.5% | 0.4% | 0.0% | 2.2% | 2.2% | 1.8% | 0.5% | 0.0% | 2.0% | 2.2% | 3.5% | 2.1% | 0.2% | 0.4% | 0.0% | 6.5% | 0.9% |
| | 9-Noon | 4.5% | 4.8% | 1.8% | 5.0% | 5.5% | 0.7% | 2.1% | 1.9% | 6.1% | 1.1% | 0.0% | 5.0% | 1.2% | 2.2% | 0.7% | 0.0% | 2.2% | 3.3% | 3.0% | 4.1% | 0.2% | 0.9% | 0.0% | 8.1% | 0.7% |
| | Noon-3 PM | 5.2% | 6.2% | 1.9% | 4.6% | 8.5% | 0.4% | 2.3% | 2.2% | 7.7% | 1.1% | 0.0% | 5.0% | 2.6% | 2.7% | 0.5% | 0.1% | 2.6% | 3.6% | 4.9% | 4.1% | 0.0% | 0.2% | 0.0% | 9.7% | 1.8% |
| | 3-6 PM | 8.0% | 8.8% | 4.7% | 7.0% | 12.9% | 1.5% | 2.2% | 4.0% | 14.3% | 1.0% | 0.0% | 7.8% | 5.5% | 4.3% | 1.4% | 0.0% | 2.3% | 7.0% | 8.2% | 7.1% | 0.2% | 0.2% | 0.0% | 13.9% | 3.8% |
| | 6-9 PM | 6.3% | 8.1% | 4.3% | 6.4% | 10.4% | 1.8% | 2.5% | 2.9% | 11.3% | 2.1% | 0.0% | 8.9% | 3.4% | 2.8% | 1.1% | 0.0% | 2.3% | 5.4% | 6.6% | 7.0% | 0.0% | 0.4% | 0.0% | 14.4% | 2.7% |
| | 9-Midnight | 5.1% | 7.0% | 3.7% | 4.7% | 9.3% | 1.8% | 1.5% | 2.2% | 9.9% | 2.2% | 0.0% | 7.3% | 3.8% | 2.7% | 0.1% | 0.1% | 1.8% | 4.0% | 5.7% | 6.8% | 0.0% | 0.4% | 0.0% | 12.6% | 3.8% |
| Lighting Conditions | Dark - Lighted | 7.3% | 9.6% | 8.0% | 6.6% | 15.3% | 2.7% | 3.4% | 3.9% | 16.1% | 1.5% | 0.0% | 12.4% | 4.1% | 4.2% | 0.7% | 0.3% | 3.0% | 5.4% | 8.2% | 11.7% | 0.0% | 0.0% | 0.0% | 21.1% | 2.5% |
| | Dark - Not Lighted | 7.0% | 8.7% | 2.2% | 8.7% | 7.8% | 1.2% | 1.2% | 1.8% | 11.4% | 3.4% | 0.0% | 6.6% | 6.0% | 3.0% | 0.9% | 0.0% | 1.2% | 6.3% | 7.8% | 5.2% | 0.0% | 1.6% | 0.0% | 11.0% | 5.6% |
| | Dark - Unknown Lighting | 0.1% | 0.1% | 0.0% | 0.3% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| | Dawn | 0.4% | 0.6% | 0.1% | 0.1% | 0.7% | 0.3% | 0.0% | 0.3% | 0.8% | 0.0% | 0.0% | 0.4% | 0.1% | 0.4% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 0.2% | 0.0% | 0.2% | 0.0% | 1.1% | 0.0% |
| | Daylight | 21.3% | 21.5% | 9.9% | 18.1% | 31.5% | 3.2% | 8.4% | 9.1% | 31.6% | 3.6% | 0.0% | 20.4% | 10.3% | 9.7% | 3.1% | 0.1% | 9.2% | 15.5% | 17.2% | 18.0% | 0.7% | 1.1% | 0.0% | 37.5% | 7.0% |
| | Dusk | 1.2% | 1.8% | 0.1% | 0.9% | 2.2% | 0.3% | 0.3% | 0.4% | 2.3% | 0.1% | 0.0% | 1.1% | 1.1% | 0.5% | 0.0% | 0.0% | 0.7% | 0.8% | 2.2% | 0.2% | 0.0% | 0.0% | 0.0% | 2.0% | 0.7% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-4**
**Seminole County**
**Percent of All KSI Crashes 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.7% | 0.0% | 0.0% | 0.0% | 4.5% | 1.0% | 1.4% | 5.9% | 0.8% | 0.1% | 0.1% | 1.1% | 5.6% | 2.3% | 2.5% | 0.0% | 1.7% | 0.4% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.4% | 0.0% | 0.0% | 0.0% | 2.9% | 0.4% | 1.2% | 4.3% | 0.3% | 0.0% | 0.3% | 0.3% | 4.0% | 2.2% | 1.2% | 0.0% | 1.1% | 0.0% |
| | Head On | 0.2% | 0.0% | 0.0% | 0.0% | 2.3% | 0.0% | 2.6% | 5.0% | 0.0% | 0.0% | 1.9% | 0.8% | 2.2% | 2.6% | 1.4% | 0.3% | 0.7% | 0.0% |
| | Left Turn | 2.0% | 0.0% | 0.0% | 0.0% | 11.6% | 1.0% | 7.3% | 18.8% | 0.4% | 0.6% | 1.5% | 1.8% | 16.5% | 7.2% | 5.2% | 0.4% | 6.7% | 0.3% |
| | Off Road | 0.7% | 0.0% | 0.0% | 0.0% | 10.2% | 1.0% | 6.9% | 17.1% | 0.8% | 0.1% | 2.8% | 3.3% | 12.0% | 6.6% | 8.4% | 0.3% | 2.8% | 0.0% |
| | Other | 0.7% | 0.0% | 0.0% | 0.0% | 5.1% | 0.3% | 1.9% | 7.2% | 0.1% | 0.0% | 0.6% | 1.4% | 5.4% | 4.3% | 1.4% | 0.0% | 1.7% | 0.0% |
| | Pedestrian | 2.0% | 0.0% | 0.0% | 0.0% | 11.1% | 1.5% | 4.4% | 15.4% | 1.2% | 0.4% | 1.1% | 2.1% | 13.9% | 6.3% | 5.0% | 0.7% | 4.5% | 0.6% |
| | Rear End | 0.9% | 0.0% | 0.0% | 0.0% | 6.6% | 1.9% | 5.0% | 12.2% | 1.1% | 0.1% | 1.0% | 1.9% | 10.6% | 2.9% | 5.5% | 0.6% | 4.0% | 0.6% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.4% | 0.8% | 0.0% | 0.0% | 0.0% | 0.1% | 0.7% | 0.3% | 0.3% | 0.0% | 0.3% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% | 1.2% | 2.2% | 0.0% | 0.1% | 0.7% | 0.6% | 1.1% | 1.1% | 1.0% | 0.0% | 0.3% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.4% | 1.4% | 3.2% | 0.4% | 0.1% | 0.1% | 0.4% | 3.2% | 0.7% | 1.9% | 0.0% | 0.7% | 0.4% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.1% | 1.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.8% | 0.4% | 0.3% | 0.1% | 0.3% | 0.0% |
| Alcohol Related | Y | 0.4% | 0.0% | 0.0% | 0.0% | 3.9% | 0.4% | 2.3% | 6.2% | 0.3% | 0.1% | 1.2% | 1.1% | 4.3% | 2.5% | 2.6% | 0.3% | 1.1% | 0.1% |
| | N | 7.2% | 0.0% | 0.0% | 0.0% | 54.9% | 7.0% | 31.5% | 86.9% | 5.0% | 1.5% | 8.9% | 12.8% | 71.7% | 34.4% | 31.4% | 2.1% | 23.5% | 2.1% |
| Hit and Run | Y | 1.1% | 0.0% | 0.0% | 0.0% | 3.6% | 1.7% | 1.7% | 5.4% | 0.4% | 0.0% | 0.7% | 0.4% | 4.7% | 2.8% | 0.8% | 0.1% | 1.9% | 0.1% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 55.2% | 32.2% | 32.2% | 87.8% | 4.8% | 1.7% | 9.5% | 13.5% | 71.3% | 34.1% | 33.1% | 2.2% | 22.7% | 2.1% |
| Aggressive Driving | Y | 0.2% | 0.0% | 0.0% | 0.0% | 4.5% | 3.6% | 3.6% | 8.7% | 0.6% | 0.0% | 1.8% | 1.8% | 5.6% | 4.0% | 3.4% | 0.1% | 1.7% | 0.0% |
| | N | 7.4% | 0.0% | 0.0% | 0.0% | 54.2% | 30.3% | 30.3% | 84.5% | 4.7% | 1.7% | 8.4% | 12.1% | 70.3% | 32.9% | 30.5% | 2.2% | 23.0% | 2.2% |
| Distracted Driving | Y | 1.1% | 0.0% | 0.0% | 0.0% | 6.9% | 4.1% | 4.1% | 10.9% | 0.6% | 0.3% | 1.0% | 0.7% | 10.0% | 4.3% | 3.4% | 0.4% | 3.2% | 0.4% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 51.9% | 29.7% | 29.7% | 82.3% | 4.7% | 1.4% | 9.2% | 13.2% | 65.9% | 32.6% | 30.5% | 1.9% | 21.5% | 1.8% |
| Intersection Related | Y | 3.4% | 0.0% | 0.0% | 0.0% | 26.8% | 15.0% | 15.0% | 42.5% | 1.8% | 0.7% | 3.4% | 5.6% | 35.9% | 16.6% | 13.9% | 0.7% | 12.8% | 1.0% |
| | N | 4.3% | 0.0% | 0.0% | 0.0% | 31.9% | 18.8% | 18.8% | 50.6% | 3.4% | 1.0% | 6.7% | 8.3% | 40.0% | 20.2% | 20.1% | 1.7% | 11.8% | 1.2% |
| Drug Related | Y | 0.2% | 0.0% | 0.0% | 0.0% | 1.9% | 1.4% | 1.4% | 3.6% | 0.3% | 0.0% | 0.4% | 0.4% | 3.0% | 1.2% | 1.9% | 0.1% | 0.6% | 0.0% |
| | N | 7.4% | 0.0% | 0.0% | 0.0% | 56.8% | 32.5% | 32.5% | 89.5% | 5.0% | 1.7% | 9.8% | 13.5% | 72.9% | 35.6% | 32.0% | 2.2% | 24.1% | 2.2% |
| Aging Driver | Y | 1.6% | 0.0% | 0.0% | 0.0% | 10.3% | 6.7% | 6.7% | 17.3% | 1.1% | 0.3% | 2.1% | 2.2% | 14.4% | 7.2% | 5.8% | 0.1% | 4.8% | 0.8% |
| | N | 6.1% | 0.0% | 0.0% | 0.0% | 48.4% | 27.1% | 27.1% | 75.8% | 4.1% | 1.4% | 8.1% | 11.7% | 61.5% | 29.7% | 28.2% | 2.2% | 19.8% | 1.4% |
| Teenage Driver | Y | 0.2% | 0.0% | 0.0% | 0.0% | 6.5% | 2.9% | 2.9% | 9.5% | 0.6% | 0.1% | 1.1% | 2.5% | 6.6% | 3.7% | 2.9% | 0.1% | 2.8% | 0.7% |
| | N | 7.4% | 0.0% | 0.0% | 0.0% | 52.3% | 30.9% | 30.9% | 83.6% | 4.7% | 1.5% | 9.1% | 11.4% | 69.3% | 33.1% | 31.1% | 2.2% | 21.9% | 1.5% |
| Day of the Week | Monday | 0.7% | 0.0% | 0.0% | 0.0% | 5.7% | 3.5% | 3.5% | 12.1% | 0.3% | 0.1% | 1.0% | 2.6% | 8.9% | 4.4% | 4.3% | 0.1% | 3.4% | 0.3% |
| | Tuesday | 1.1% | 0.0% | 0.0% | 0.0% | 7.7% | 3.2% | 3.2% | 13.6% | 0.4% | 0.6% | 2.1% | 1.2% | 11.3% | 5.6% | 4.4% | 0.4% | 3.9% | 0.3% |
| | Wednesday | 1.6% | 0.0% | 0.0% | 0.0% | 5.9% | 3.3% | 3.3% | 11.7% | 1.0% | 0.1% | 1.1% | 1.0% | 10.7% | 5.5% | 4.0% | 0.1% | 3.0% | 0.1% |
| | Thursday | 2.2% | 0.0% | 0.0% | 0.0% | 6.5% | 3.6% | 3.6% | 13.1% | 1.0% | 0.1% | 1.4% | 2.2% | 10.6% | 4.3% | 4.3% | 0.3% | 5.0% | 0.4% |
| | Friday | 0.4% | 0.0% | 0.0% | 0.0% | 6.9% | 3.9% | 3.9% | 13.6% | 1.0% | 0.3% | 1.2% | 2.2% | 11.4% | 5.2% | 5.4% | 0.4% | 3.3% | 0.6% |
| | Saturday | 0.9% | 0.0% | 0.0% | 0.0% | 7.5% | 5.3% | 5.3% | 16.1% | 1.0% | 0.1% | 1.8% | 2.8% | 12.7% | 6.6% | 5.9% | 0.6% | 4.0% | 0.1% |
| | Sunday | 0.7% | 0.0% | 0.0% | 0.0% | 6.3% | 4.0% | 4.0% | 12.9% | 0.7% | 0.3% | 1.7% | 1.9% | 10.3% | 5.2% | 5.8% | 0.4% | 2.1% | 0.4% |
| Time of Day | 12-3 AM | 0.2% | 0.0% | 0.0% | 0.0% | 2.8% | 2.0% | 2.0% | 6.2% | 0.1% | 0.0% | 1.1% | 1.2% | 4.0% | 2.5% | 2.1% | 0.0% | 1.7% | 0.1% |
| | 3-6 AM | 0.4% | 0.0% | 0.0% | 0.0% | 1.6% | 1.7% | 1.7% | 4.3% | 0.3% | 0.1% | 0.1% | 1.2% | 3.3% | 1.5% | 1.9% | 0.0% | 1.2% | 0.0% |
| | 6-9 AM | 0.2% | 0.0% | 0.0% | 0.0% | 3.7% | 2.3% | 2.3% | 7.6% | 0.7% | 0.3% | 1.1% | 1.2% | 6.2% | 3.4% | 2.8% | 0.1% | 2.1% | 0.1% |
| | 9-Noon | 0.9% | 0.0% | 0.0% | 0.0% | 5.8% | 2.5% | 2.5% | 10.2% | 0.6% | 0.4% | 1.4% | 1.8% | 8.0% | 4.0% | 3.6% | 0.1% | 3.2% | 0.3% |
| | Noon-3 PM | 1.1% | 0.0% | 0.0% | 0.0% | 6.5% | 3.3% | 3.3% | 12.8% | 0.6% | 0.0% | 1.2% | 1.9% | 10.2% | 5.5% | 4.5% | 0.0% | 3.3% | 0.0% |
| | 3-6 PM | 2.0% | 0.0% | 0.0% | 0.0% | 10.7% | 4.7% | 4.7% | 19.9% | 1.2% | 0.3% | 1.8% | 1.9% | 17.7% | 7.2% | 7.4% | 1.0% | 5.2% | 0.7% |
| | 6-9 PM | 1.6% | 0.0% | 0.0% | 0.0% | 8.2% | 5.8% | 5.8% | 17.6% | 1.1% | 0.0% | 1.7% | 2.3% | 14.7% | 6.7% | 6.2% | 0.4% | 5.1% | 0.3% |
| | 9-Midnight | 1.1% | 0.0% | 0.0% | 0.0% | 7.2% | 4.6% | 4.6% | 14.6% | 0.7% | 0.6% | 1.8% | 2.2% | 11.8% | 6.1% | 5.5% | 0.7% | 2.9% | 0.7% |
| Lighting Conditions | Dark - Lighted | 2.7% | 0.0% | 0.0% | 0.0% | 12.9% | 5.3% | 5.3% | 22.6% | 1.7% | 0.7% | 1.0% | 3.9% | 20.1% | 9.2% | 8.4% | 0.7% | 5.8% | 0.8% |
| | Dark - Not Lighted | 0.2% | 0.0% | 0.0% | 0.0% | 5.8% | 7.7% | 7.7% | 17.1% | 0.6% | 0.3% | 3.4% | 2.6% | 11.8% | 6.1% | 7.2% | 0.3% | 4.3% | 0.1% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.3% | 0.3% | 1.0% | 0.1% | 0.0% | 0.3% | 0.0% | 0.8% | 0.3% | 0.4% | 0.0% | 0.4% | 0.0% |
| | Daylight | 3.8% | 0.0% | 0.0% | 0.0% | 25.5% | 12.6% | 12.6% | 49.1% | 2.9% | 0.7% | 4.8% | 7.2% | 40.7% | 19.5% | 17.6% | 1.2% | 13.2% | 1.1% |
| | Dusk | 0.9% | 0.0% | 0.0% | 0.0% | 1.6% | 0.8% | 0.8% | 3.2% | 0.0% | 0.0% | 0.7% | 0.3% | 2.2% | 1.7% | 0.3% | 0.1% | 1.0% | 0.1% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-5**
**Seminole County**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 4.2% | 3.5% | 2.3% | 3.2% | 5.4% | 1.4% | 1.8% | 1.4% | 6.7% | 0.0% | 0.0% | 4.1% | 0.9% | 2.0% | 1.1% | 0.2% | 1.6% | 2.7% | 3.2% | 3.7% | 0.0% | 0.0% | 0.0% | 8.6% | 0.8% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 4.6% | 1.6% | 1.8% | 5.4% | 2.7% | 0.0% | 0.5% | 0.9% | 4.8% | 1.8% | 0.0% | 4.7% | 0.5% | 1.6% | 0.7% | 0.0% | 0.7% | 3.7% | 2.4% | 2.7% | 0.8% | 1.6% | 0.0% | 5.1% | 2.3% |
| | Left Turn | 8.3% | 9.0% | 5.3% | 3.6% | 17.2% | 1.4% | 1.8% | 4.6% | 14.8% | 1.4% | 0.0% | 8.8% | 5.6% | 4.7% | 0.9% | 0.0% | 2.0% | 7.2% | 6.9% | 9.3% | 0.0% | 0.4% | 0.0% | 19.9% | 3.5% |
| | Off Road | 10.6% | 12.5% | 2.3% | 14.4% | 10.4% | 0.9% | 5.5% | 4.4% | 13.4% | 2.1% | 0.0% | 6.3% | 7.4% | 5.0% | 0.7% | 0.2% | 6.1% | 7.2% | 9.8% | 6.1% | 0.0% | 0.8% | 0.0% | 11.3% | 4.3% |
| | Other | 5.3% | 2.5% | 0.7% | 3.8% | 4.7% | 0.5% | 2.3% | 2.1% | 3.5% | 0.7% | 0.0% | 2.5% | 1.4% | 1.8% | 0.5% | 0.0% | 2.9% | 3.5% | 3.2% | 0.5% | 0.0% | 0.4% | 0.0% | 5.1% | 0.4% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 3.7% | 7.6% | 5.8% | 2.9% | 11.1% | 2.7% | 0.2% | 1.4% | 14.1% | 1.4% | 0.0% | 10.2% | 2.9% | 3.4% | 0.0% | 0.0% | 0.2% | 3.5% | 6.1% | 9.8% | 0.0% | 0.4% | 0.0% | 17.2% | 3.1% |
| | Right Turn | 0.2% | 1.2% | 0.0% | 0.2% | 1.1% | 0.0% | 0.2% | 0.5% | 0.7% | 0.0% | 0.0% | 0.2% | 0.2% | 0.5% | 0.2% | 0.0% | 0.2% | 0.8% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Rollover | 0.7% | 0.2% | 0.5% | 0.9% | 0.7% | 0.0% | 0.2% | 0.0% | 0.9% | 0.2% | 0.0% | 0.7% | 0.0% | 0.5% | 0.0% | 0.0% | 0.5% | 0.5% | 0.3% | 0.5% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Sideswipe | 0.5% | 2.3% | 1.6% | 1.4% | 2.7% | 0.2% | 0.2% | 0.2% | 3.2% | 0.7% | 0.0% | 2.0% | 1.8% | 0.2% | 0.0% | 0.0% | 0.2% | 0.8% | 1.3% | 2.7% | 0.0% | 0.0% | 0.0% | 3.1% | 1.6% |
| | Unknown | 0.5% | 0.7% | 0.0% | 0.2% | 0.9% | 0.0% | 0.2% | 0.0% | 0.9% | 0.0% | 0.0% | 0.2% | 0.5% | 0.2% | 0.0% | 0.0% | 0.2% | 0.5% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| Alcohol Related | Y | 3.0% | 3.2% | 1.8% | 3.8% | 3.8% | 0.5% | 1.2% | 0.9% | 5.1% | 0.9% | 0.0% | 2.9% | 2.0% | 1.4% | 0.5% | 0.0% | 1.4% | 2.4% | 1.6% | 4.0% | 0.4% | 0.4% | 0.0% | 4.3% | 0.8% |
| | N | 35.6% | 37.9% | 18.5% | 32.3% | 53.0% | 6.5% | 12.0% | 14.5% | 58.0% | 7.4% | 0.0% | 36.8% | 19.2% | 18.5% | 3.6% | 0.5% | 13.3% | 27.9% | 32.4% | 31.6% | 0.4% | 3.1% | 0.0% | 68.8% | 15.6% |
| Hit and Run | Y | 1.8% | 1.4% | 1.2% | 2.3% | 2.0% | 0.2% | 0.9% | 0.5% | 2.3% | 0.7% | 0.0% | 2.7% | 0.2% | 0.5% | 0.2% | 0.0% | 0.9% | 1.1% | 1.6% | 1.6% | 0.0% | 0.0% | 0.0% | 3.9% | 0.8% |
| | N | 36.7% | 39.7% | 19.2% | 33.9% | 54.9% | 6.8% | 12.2% | 15.0% | 60.7% | 7.6% | 0.0% | 37.0% | 21.0% | 19.4% | 3.8% | 0.5% | 13.8% | 29.3% | 32.4% | 34.0% | 0.8% | 3.5% | 0.0% | 69.1% | 15.6% |
| Aggressive Driving | Y | 7.2% | 3.5% | 2.1% | 7.7% | 5.0% | 0.2% | 2.8% | 2.5% | 6.0% | 1.4% | 0.0% | 4.3% | 2.0% | 2.3% | 0.7% | 0.0% | 3.6% | 4.3% | 3.2% | 3.5% | 0.8% | 0.0% | 0.0% | 7.0% | 1.6% |
| | N | 31.4% | 37.6% | 18.2% | 28.4% | 51.9% | 6.8% | 10.4% | 12.9% | 57.0% | 6.9% | 0.0% | 35.4% | 19.2% | 17.6% | 3.4% | 0.5% | 11.1% | 26.1% | 30.9% | 32.2% | 0.0% | 3.5% | 0.0% | 66.0% | 14.8% |
| Distracted Driving | Y | 4.8% | 5.8% | 3.5% | 3.8% | 8.6% | 1.4% | 0.7% | 1.8% | 11.1% | 0.5% | 0.0% | 6.5% | 3.2% | 2.9% | 0.5% | 0.0% | 0.7% | 4.5% | 5.3% | 5.6% | 0.0% | 1.2% | 0.0% | 12.9% | 2.3% |
| | N | 33.7% | 35.3% | 16.9% | 32.3% | 48.3% | 5.6% | 12.5% | 13.6% | 52.0% | 7.9% | 0.0% | 33.2% | 18.1% | 16.9% | 3.6% | 0.5% | 14.0% | 25.8% | 28.7% | 30.1% | 0.8% | 2.3% | 0.0% | 60.2% | 14.1% |
| Intersection Related | Y | 18.7% | 18.2% | 11.1% | 10.4% | 32.3% | 4.3% | 5.8% | 9.2% | 30.3% | 2.8% | 0.0% | 19.0% | 8.8% | 10.6% | 2.9% | 0.2% | 5.4% | 15.4% | 15.2% | 18.1% | 0.0% | 2.3% | 0.0% | 41.0% | 7.4% |
| | N | 19.9% | 22.9% | 9.2% | 25.7% | 24.6% | 2.7% | 7.4% | 6.2% | 32.8% | 5.5% | 0.0% | 20.8% | 12.4% | 9.3% | 1.1% | 0.2% | 9.3% | 14.9% | 18.9% | 17.6% | 0.8% | 1.2% | 0.0% | 32.0% | 9.0% |
| Drug Related | Y | 2.1% | 1.6% | 1.8% | 2.5% | 2.9% | 0.2% | 0.7% | 0.7% | 4.2% | 0.0% | 0.0% | 1.8% | 1.6% | 0.9% | 0.5% | 0.0% | 0.9% | 1.9% | 0.8% | 2.9% | 0.4% | 0.4% | 0.0% | 4.3% | 0.4% |
| | N | 36.5% | 39.5% | 18.5% | 33.6% | 54.0% | 6.8% | 12.5% | 14.8% | 58.9% | 8.3% | 0.0% | 37.9% | 19.6% | 19.0% | 3.6% | 0.5% | 13.8% | 28.5% | 33.2% | 32.7% | 0.4% | 3.1% | 0.0% | 68.8% | 16.0% |
| Aging Driver | Y | 8.8% | 9.2% | 3.7% | 5.4% | 14.4% | 1.8% | 2.5% | 3.7% | 14.3% | 1.2% | 0.0% | 8.1% | 5.0% | 5.2% | 0.7% | 0.0% | 2.7% | 8.0% | 6.1% | 8.2% | 0.0% | 0.8% | 0.0% | 16.0% | 3.5% |
| | N | 29.8% | 31.9% | 16.6% | 30.7% | 42.4% | 5.2% | 10.6% | 11.8% | 48.7% | 7.2% | 0.0% | 31.6% | 16.3% | 14.7% | 3.4% | 0.5% | 12.0% | 22.3% | 27.9% | 27.4% | 0.8% | 2.7% | 0.0% | 57.0% | 12.9% |
| Teenage Driver | Y | 5.5% | 5.8% | 1.6% | 4.7% | 7.0% | 0.9% | 1.8% | 2.3% | 8.1% | 0.7% | 0.0% | 3.4% | 2.9% | 3.2% | 0.5% | 0.2% | 2.5% | 3.7% | 4.8% | 3.2% | 0.0% | 0.0% | 0.0% | 8.2% | 2.7% |
| | N | 33.0% | 35.3% | 18.7% | 31.4% | 49.9% | 6.1% | 11.3% | 13.2% | 55.0% | 7.6% | 0.0% | 36.3% | 18.3% | 16.7% | 3.6% | 0.2% | 12.2% | 26.6% | 29.3% | 32.4% | 0.8% | 3.5% | 0.0% | 64.8% | 13.7% |
| Day of the Week | Monday | 4.6% | 6.5% | 1.4% | 4.7% | 7.7% | 0.5% | 2.1% | 1.8% | 7.6% | 0.9% | 0.0% | 3.8% | 3.6% | 2.3% | 0.2% | 0.0% | 2.9% | 3.5% | 3.7% | 4.3% | 0.0% | 0.4% | 0.0% | 9.0% | 2.0% |
| | Tuesday | 5.3% | 6.0% | 2.5% | 5.2% | 7.4% | 0.9% | 2.3% | 2.1% | 8.3% | 1.2% | 0.0% | 5.4% | 3.2% | 2.5% | 0.5% | 0.2% | 1.8% | 3.2% | 5.9% | 4.5% | 0.0% | 0.0% | 0.0% | 9.0% | 3.1% |
| | Wednesday | 4.4% | 4.8% | 3.2% | 3.4% | 8.4% | 0.9% | 1.8% | 1.4% | 8.5% | 0.7% | 0.0% | 5.9% | 1.4% | 2.7% | 0.5% | 0.0% | 2.3% | 2.9% | 3.5% | 5.9% | 0.0% | 0.0% | 0.0% | 11.3% | 2.0% |
| | Thursday | 5.3% | 6.0% | 3.7% | 5.2% | 7.9% | 1.8% | 1.6% | 2.1% | 10.2% | 1.2% | 0.0% | 5.9% | 3.6% | 2.9% | 0.7% | 0.0% | 1.8% | 5.1% | 4.3% | 6.1% | 0.4% | 1.2% | 0.0% | 12.5% | 0.8% |
| | Friday | 6.5% | 4.8% | 3.0% | 5.6% | 7.4% | 1.6% | 1.6% | 1.8% | 10.4% | 0.5% | 0.0% | 5.9% | 2.7% | 3.4% | 0.7% | 0.0% | 2.0% | 5.1% | 5.9% | 4.0% | 0.4% | 0.8% | 0.0% | 11.3% | 2.3% |
| | Saturday | 6.5% | 6.9% | 3.7% | 5.9% | 10.6% | 0.5% | 1.6% | 3.7% | 10.2% | 1.6% | 0.0% | 6.8% | 3.4% | 3.4% | 1.1% | 0.0% | 2.3% | 5.3% | 5.9% | 6.1% | 0.0% | 0.4% | 0.0% | 11.3% | 3.9% |
| | Sunday | 6.0% | 6.0% | 2.8% | 6.1% | 7.4% | 0.9% | 2.1% | 2.5% | 7.9% | 2.3% | 0.0% | 6.1% | 3.4% | 2.7% | 0.5% | 0.2% | 1.6% | 5.3% | 5.1% | 4.8% | 0.0% | 0.8% | 0.0% | 8.6% | 2.3% |
| Time of Day | 12-3 AM | 2.3% | 3.0% | 1.2% | 2.5% | 3.6% | 0.2% | 0.9% | 0.5% | 4.4% | 0.7% | 0.0% | 2.3% | 2.0% | 1.4% | 0.2% | 0.0% | 0.5% | 2.4% | 2.1% | 2.4% | 0.0% | 0.0% | 0.0% | 4.7% | 1.2% |
| | 3-6 AM | 2.5% | 1.8% | 0.9% | 3.4% | 1.6% | 0.2% | 1.2% | 0.5% | 3.7% | 0.0% | 0.0% | 2.7% | 0.7% | 0.2% | 0.2% | 0.2% | 1.1% | 0.8% | 2.4% | 1.6% | 0.0% | 0.0% | 0.0% | 3.5% | 0.8% |
| | 6-9 AM | 4.2% | 3.9% | 1.2% | 2.5% | 6.3% | 0.7% | 1.4% | 1.4% | 6.0% | 0.5% | 0.0% | 1.8% | 2.5% | 2.5% | 0.5% | 0.0% | 2.3% | 2.9% | 3.7% | 1.9% | 0.0% | 0.8% | 0.0% | 7.0% | 1.6% |
| | 9-Noon | 4.8% | 5.3% | 2.3% | 5.2% | 6.3% | 1.1% | 2.3% | 2.1% | 6.9% | 1.2% | 0.0% | 5.9% | 1.6% | 1.8% | 0.7% | 0.0% | 2.7% | 2.9% | 2.7% | 5.9% | 0.4% | 0.8% | 0.0% | 9.4% | 0.4% |
| | Noon-3 PM | 4.8% | 6.5% | 1.8% | 3.8% | 8.8% | 0.5% | 1.4% | 2.8% | 8.3% | 0.7% | 0.0% | 4.3% | 2.7% | 3.6% | 0.7% | 0.2% | 1.6% | 4.8% | 4.3% | 4.3% | 0.0% | 0.4% | 0.0% | 9.4% | 2.3% |
| | 3-6 PM | 8.1% | 8.5% | 6.2% | 7.7% | 13.5% | 1.6% | 2.3% | 3.7% | 15.9% | 0.9% | 0.0% | 9.3% | 5.4% | 4.7% | 0.9% | 0.0% | 2.5% | 6.9% | 8.0% | 9.0% | 0.4% | 0.4% | 0.0% | 16.0% | 3.5% |
| | 6-9 PM | 5.3% | 7.2% | 2.8% | 5.4% | 8.4% | 1.4% | 1.8% | 2.3% | 9.0% | 2.1% | 0.0% | 7.0% | 3.4% | 2.3% | 0.7% | 0.0% | 1.8% | 5.1% | 5.9% | 4.8% | 0.0% | 0.4% | 0.0% | 12.1% | 2.7% |
| | 9-Midnight | 6.5% | 4.8% | 3.9% | 5.6% | 8.4% | 1.4% | 1.8% | 2.3% | 8.8% | 2.3% | 0.0% | 6.5% | 2.9% | 3.4% | 0.2% | 0.0% | 2.3% | 4.5% | 5.1% | 5.9% | 0.0% | 0.8% | 0.0% | 10.9% | 3.9% |
| Lighting Conditions | Dark - Lighted | 6.7% | 6.9% | 6.9% | 6.8% | 11.7% | 1.8% | 4.2% | 2.8% | 12.7% | 0.9% | 0.0% | 8.8% | 3.4% | 4.1% | 0.5% | 0.2% | 3.4% | 4.8% | 5.9% | 9.3% | 0.0% | 0.0% | 0.0% | 15.2% | 2.3% |
| | Dark - Not Lighted | 8.5% | 7.9% | 1.2% | 9.0% | 7.9% | 0.5% | 1.4% | 2.3% | 10.2% | 3.7% | 0.0% | 6.5% | 5.2% | 3.2% | 0.9% | 0.0% | 1.6% | 7.4% | 7.4% | 3.7% | 0.0% | 2.0% | 0.0% | 10.2% | 5.5% |
| | Dark - Unknown Lighting | 0.0% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% |
| | Dawn | 0.5% | 0.9% | 0.0% | 0.2% | 0.9% | 0.2% | 0.0% | 0.5% | 0.9% | 0.0% | 0.0% | 0.5% | 0.0% | 0.7% | 0.0% | 0.0% | 0.2% | 0.3% | 1.1% | 0.0% | 0.0% | 0.4% | 0.0% | 1.2% | 0.0% |
| | Daylight | 21.5% | 23.3% | 12.0% | 18.5% | 34.1% | 4.3% | 7.4% | 9.7% | 36.3% | 3.5% | 0.0% | 22.8% | 11.3% | 11.3% | 2.7% | 0.2% | 8.6% | 16.8% | 17.3% | 22.3% | 0.8% | 1.2% | 0.0% | 43.4% | 7.4% |
| | Dusk | 1.4% | 1.8% | 0.2% | 1.4% | 2.3% | 0.2% | 0.2% | 0.2% | 2.8% | 0.2% | 0.0% | 0.9% | 1.4% | 0.7% | 0.0% | 0.0% | 0.9% | 1.1% | 2.1% | 0.3% | 0.0% | 0.0% | 0.0% | 2.7% | 1.2% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-5**
**Seminole County**
**Percent of All KSI Crashes involving only Car Truck 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.8% | 0.0% | 0.0% | 0.0% | 6.2% | 1.4% | 2.3% | 8.5% | 1.2% | 0.2% | 0.2% | 1.2% | 8.5% | 2.8% | 3.7% | 0.0% | 2.8% | 0.7% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.4% | 0.0% | 0.0% | 0.0% | 3.7% | 0.0% | 4.4% | 8.1% | 0.0% | 0.0% | 3.2% | 1.4% | 3.5% | 4.4% | 2.1% | 0.5% | 1.2% | 0.0% |
| | Left Turn | 2.7% | 0.0% | 0.0% | 0.0% | 12.7% | 1.4% | 8.5% | 21.5% | 0.7% | 0.5% | 1.6% | 2.5% | 18.5% | 8.5% | 5.1% | 0.5% | 8.1% | 0.5% |
| | Off Road | 0.8% | 0.0% | 0.0% | 0.0% | 14.1% | 1.6% | 9.7% | 24.0% | 1.4% | 0.0% | 4.2% | 4.2% | 17.1% | 9.9% | 11.5% | 0.5% | 3.5% | 0.0% |
| | Other | 0.8% | 0.0% | 0.0% | 0.0% | 6.0% | 0.2% | 2.3% | 8.5% | 0.0% | 0.0% | 0.5% | 2.1% | 6.0% | 4.8% | 1.6% | 0.0% | 2.1% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.8% | 0.0% | 0.0% | 0.0% | 8.1% | 2.8% | 6.2% | 15.5% | 1.4% | 0.2% | 0.7% | 2.5% | 13.9% | 2.8% | 7.6% | 0.9% | 5.1% | 0.7% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.7% | 1.4% | 0.0% | 0.0% | 0.0% | 0.2% | 1.2% | 0.5% | 0.5% | 0.0% | 0.5% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 0.5% | 1.4% | 0.0% | 0.0% | 0.7% | 0.0% | 0.7% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 0.7% | 1.6% | 3.5% | 0.7% | 0.2% | 0.2% | 0.7% | 3.5% | 0.9% | 2.5% | 0.0% | 0.7% | 0.2% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 0.2% | 1.2% | 0.0% | 0.0% | 0.2% | 0.2% | 0.7% | 0.7% | 0.2% | 0.0% | 0.2% | 0.0% |
| Alcohol Related | Y | 0.4% | 0.0% | 0.0% | 0.0% | 4.8% | 0.5% | 2.8% | 7.9% | 0.2% | 0.0% | 1.8% | 1.2% | 5.1% | 3.0% | 3.0% | 0.5% | 1.4% | 0.2% |
| | N | 5.9% | 0.0% | 0.0% | 0.0% | 50.6% | 7.6% | 33.7% | 85.7% | 5.1% | 1.2% | 9.7% | 13.9% | 68.4% | 33.0% | 32.6% | 1.8% | 22.6% | 1.8% |
| Hit and Run | Y | 0.4% | 0.0% | 0.0% | 0.0% | 3.0% | 0.9% | 0.9% | 4.2% | 0.2% | 0.0% | 1.2% | 0.5% | 2.8% | 2.1% | 0.7% | 0.0% | 1.6% | 0.0% |
| | N | 5.9% | 0.0% | 0.0% | 0.0% | 52.4% | 35.6% | 35.6% | 89.4% | 5.1% | 1.2% | 10.4% | 14.5% | 70.7% | 33.9% | 34.9% | 2.3% | 22.4% | 2.1% |
| Aggressive Driving | Y | 0.4% | 0.0% | 0.0% | 0.0% | 6.7% | 4.2% | 4.2% | 11.8% | 0.9% | 0.0% | 2.8% | 2.5% | 7.4% | 5.5% | 4.6% | 0.2% | 2.3% | 0.0% |
| | N | 5.9% | 0.0% | 0.0% | 0.0% | 48.7% | 32.3% | 32.3% | 81.8% | 4.4% | 1.2% | 8.8% | 12.5% | 66.1% | 30.5% | 30.9% | 2.1% | 21.7% | 2.1% |
| Distracted Driving | Y | 1.2% | 0.0% | 0.0% | 0.0% | 8.3% | 5.1% | 5.1% | 13.2% | 0.5% | 0.5% | 1.4% | 0.9% | 11.8% | 5.3% | 3.9% | 0.5% | 3.7% | 0.7% |
| | N | 5.1% | 0.0% | 0.0% | 0.0% | 47.1% | 31.4% | 31.4% | 80.4% | 4.8% | 0.7% | 10.2% | 14.1% | 61.7% | 30.7% | 31.6% | 1.8% | 20.3% | 1.4% |
| Intersection Related | Y | 3.5% | 0.0% | 0.0% | 0.0% | 28.6% | 15.7% | 15.7% | 45.3% | 1.8% | 0.9% | 3.7% | 6.7% | 37.6% | 16.4% | 14.8% | 0.5% | 15.0% | 1.4% |
| | N | 2.7% | 0.0% | 0.0% | 0.0% | 26.8% | 20.8% | 20.8% | 48.3% | 3.5% | 0.2% | 7.9% | 8.3% | 35.8% | 19.6% | 20.8% | 1.8% | 9.0% | 0.7% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | 2.1% | 2.1% | 5.1% | 0.5% | 0.0% | 0.7% | 0.7% | 4.2% | 1.8% | 2.5% | 0.2% | 0.9% | 0.0% |
| | N | 6.3% | 0.0% | 0.0% | 0.0% | 52.9% | 34.4% | 34.4% | 88.5% | 4.8% | 1.2% | 10.9% | 14.3% | 69.3% | 34.2% | 33.0% | 2.1% | 23.1% | 2.1% |
| Aging Driver | Y | 2.3% | 0.0% | 0.0% | 0.0% | 12.2% | 7.4% | 7.4% | 20.3% | 1.2% | 0.2% | 2.3% | 2.8% | 16.6% | 9.0% | 6.7% | 0.2% | 5.1% | 0.7% |
| | N | 3.9% | 0.0% | 0.0% | 0.0% | 43.2% | 29.1% | 29.1% | 73.2% | 4.2% | 0.9% | 9.2% | 12.2% | 56.8% | 27.0% | 28.9% | 2.1% | 18.9% | 1.4% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 8.1% | 3.5% | 3.5% | 12.0% | 0.9% | 0.0% | 0.9% | 3.5% | 8.5% | 4.2% | 3.7% | 0.2% | 3.9% | 0.9% |
| | N | 6.3% | 0.0% | 0.0% | 0.0% | 47.3% | 33.0% | 33.0% | 81.5% | 4.4% | 1.2% | 10.6% | 11.5% | 64.9% | 31.9% | 31.9% | 2.1% | 20.1% | 1.2% |
| Day of the Week | Monday | 0.8% | 0.0% | 0.0% | 0.0% | 5.2% | 4.0% | 4.0% | 12.2% | 0.2% | 0.0% | 0.9% | 2.5% | 9.0% | 4.4% | 4.6% | 0.0% | 3.0% | 0.5% |
| | Tuesday | 1.2% | 0.0% | 0.0% | 0.0% | 6.8% | 3.1% | 3.1% | 13.2% | 0.5% | 0.2% | 2.5% | 1.8% | 9.5% | 5.1% | 3.9% | 0.7% | 4.2% | 0.0% |
| | Wednesday | 1.2% | 0.0% | 0.0% | 0.0% | 5.9% | 2.5% | 2.5% | 11.1% | 1.2% | 0.2% | 1.4% | 1.2% | 9.9% | 5.5% | 3.7% | 0.2% | 3.0% | 0.0% |
| | Thursday | 2.0% | 0.0% | 0.0% | 0.0% | 6.7% | 4.1% | 4.1% | 14.3% | 0.7% | 0.0% | 1.4% | 1.8% | 11.8% | 3.7% | 4.8% | 0.0% | 5.8% | 0.7% |
| | Friday | 0.0% | 0.0% | 0.0% | 0.0% | 5.6% | 4.9% | 4.9% | 13.6% | 0.5% | 0.2% | 1.2% | 2.5% | 10.6% | 5.8% | 5.8% | 0.2% | 2.1% | 0.5% |
| | Saturday | 0.4% | 0.0% | 0.0% | 0.0% | 6.7% | 5.4% | 5.4% | 15.2% | 1.6% | 0.2% | 2.3% | 2.3% | 12.5% | 5.8% | 6.7% | 0.7% | 3.9% | 0.0% |
| | Sunday | 0.8% | 0.0% | 0.0% | 0.0% | 6.3% | 4.5% | 4.5% | 13.9% | 0.7% | 0.2% | 1.8% | 2.8% | 10.2% | 5.8% | 6.0% | 0.5% | 2.1% | 0.5% |
| Time of Day | 12-3 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | 2.0% | 2.0% | 6.2% | 0.2% | 0.0% | 1.4% | 0.9% | 4.2% | 1.8% | 2.8% | 0.0% | 1.8% | 0.0% |
| | 3-6 AM | 0.8% | 0.0% | 0.0% | 0.0% | 1.4% | 2.5% | 2.5% | 5.3% | 0.0% | 0.0% | 0.0% | 1.6% | 3.7% | 2.1% | 2.5% | 0.0% | 0.7% | 0.0% |
| | 6-9 AM | 0.0% | 0.0% | 0.0% | 0.0% | 3.2% | 3.1% | 3.1% | 8.5% | 0.7% | 0.0% | 1.6% | 1.4% | 6.2% | 3.0% | 3.5% | 0.2% | 2.3% | 0.2% |
| | 9-Noon | 1.2% | 0.0% | 0.0% | 0.0% | 6.5% | 2.7% | 2.7% | 11.3% | 0.5% | 0.7% | 1.4% | 2.5% | 8.5% | 4.4% | 3.7% | 0.0% | 3.9% | 0.5% |
| | Noon-3 PM | 0.8% | 0.0% | 0.0% | 0.0% | 6.5% | 3.1% | 3.1% | 12.5% | 0.7% | 0.0% | 1.4% | 1.6% | 10.2% | 5.5% | 4.8% | 0.0% | 2.8% | 0.0% |
| | 3-6 PM | 2.7% | 0.0% | 0.0% | 0.0% | 10.8% | 5.2% | 5.2% | 21.2% | 1.4% | 0.2% | 2.3% | 2.5% | 18.0% | 7.4% | 6.7% | 1.2% | 6.9% | 0.7% |
| | 6-9 PM | 0.4% | 0.0% | 0.0% | 0.0% | 6.1% | 5.2% | 5.2% | 14.5% | 0.7% | 0.0% | 1.2% | 2.1% | 12.0% | 4.8% | 6.5% | 0.5% | 3.2% | 0.2% |
| | 9-Midnight | 0.4% | 0.0% | 0.0% | 0.0% | 5.9% | 4.7% | 4.7% | 13.9% | 1.2% | 0.2% | 2.3% | 2.3% | 10.6% | 6.9% | 5.1% | 0.5% | 2.3% | 0.5% |
| Lighting Conditions | Dark - Lighted | 1.6% | 0.0% | 0.0% | 0.0% | 9.2% | 5.2% | 5.2% | 18.7% | 1.6% | 0.2% | 0.5% | 3.7% | 16.4% | 7.4% | 8.5% | 0.7% | 3.5% | 0.5% |
| | Dark - Not Lighted | 0.0% | 0.0% | 0.0% | 0.0% | 5.0% | 7.9% | 7.9% | 17.1% | 0.5% | 0.0% | 3.9% | 2.5% | 11.1% | 6.7% | 7.4% | 0.0% | 3.5% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% | 0.5% | 1.2% | 0.2% | 0.0% | 0.2% | 0.0% | 1.2% | 0.2% | 0.7% | 0.0% | 0.5% | 0.0% |
| | Daylight | 4.3% | 0.0% | 0.0% | 0.0% | 26.4% | 14.0% | 14.0% | 52.9% | 3.0% | 0.9% | 6.0% | 8.5% | 42.3% | 20.1% | 18.2% | 1.4% | 15.7% | 1.4% |
| | Dusk | 0.4% | 0.0% | 0.0% | 0.0% | 2.0% | 0.7% | 0.7% | 3.5% | 0.0% | 0.0% | 0.9% | 0.2% | 2.3% | 1.6% | 0.5% | 0.2% | 0.9% | 0.2% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment E-6
## Seminole County
## Percent of All KSI Crashes involving Motorcyclists 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 2.9% | 2.2% | 0.0% | 2.2% | 2.9% | 0.0% | 2.2% | 0.0% | 2.9% | 0.0% | 0.0% | 1.4% | 0.7% | 0.7% | 0.7% | 0.0% | 1.4% | 1.6% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 2.2% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% |
| | Left Turn | 12.4% | 15.3% | 5.8% | 8.0% | 23.2% | 2.2% | 1.5% | 5.1% | 23.4% | 3.6% | 0.0% | 10.1% | 11.6% | 7.2% | 2.9% | 0.0% | 1.4% | 8.9% | 15.3% | 11.3% | 0.0% | 1.1% | 0.0% | 18.5% | 8.7% |
| | Off Road | 5.1% | 8.0% | 2.2% | 9.4% | 4.3% | 2.2% | 1.5% | 2.2% | 10.2% | 1.5% | 0.0% | 5.1% | 7.2% | 1.4% | 0.0% | 0.0% | 2.2% | 4.0% | 7.3% | 4.0% | 0.0% | 0.0% | 0.0% | 9.8% | 3.3% |
| | Other | 5.1% | 3.6% | 2.9% | 2.9% | 8.0% | 0.7% | 2.9% | 0.7% | 5.8% | 2.2% | 0.0% | 6.5% | 1.4% | 0.0% | 0.7% | 0.0% | 2.9% | 2.4% | 4.0% | 3.2% | 0.0% | 1.1% | 0.0% | 6.5% | 2.2% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 4.4% | 9.5% | 3.6% | 4.3% | 10.1% | 2.9% | 0.7% | 2.9% | 13.1% | 0.7% | 0.0% | 9.4% | 3.6% | 2.9% | 0.0% | 0.0% | 1.4% | 3.2% | 8.9% | 5.6% | 0.0% | 1.1% | 0.0% | 15.2% | 2.2% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 4.4% | 2.2% | 1.5% | 3.6% | 3.6% | 0.7% | 0.7% | 0.7% | 5.8% | 0.7% | 0.0% | 2.2% | 2.2% | 0.7% | 2.2% | 0.7% | 0.0% | 4.8% | 2.4% | 1.6% | 1.1% | 1.1% | 0.0% | 2.2% | 3.3% |
| | Sideswipe | 0.7% | 4.4% | 0.7% | 1.4% | 3.6% | 0.7% | 0.7% | 0.0% | 5.1% | 0.0% | 0.0% | 2.9% | 2.2% | 0.0% | 0.0% | 0.0% | 0.7% | 0.8% | 3.2% | 1.6% | 0.0% | 0.0% | 0.0% | 7.6% | 0.0% |
| | Unknown | 0.0% | 1.5% | 0.7% | 0.0% | 1.4% | 0.7% | 0.0% | 0.7% | 0.7% | 0.7% | 0.0% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 3.3% | 0.0% |
| Alcohol Related | Y | 2.2% | 3.6% | 2.2% | 2.9% | 2.9% | 2.2% | 0.0% | 0.7% | 6.6% | 0.7% | 0.0% | 3.6% | 2.9% | 0.7% | 0.7% | 0.0% | 0.0% | 2.4% | 3.2% | 3.2% | 0.0% | 0.0% | 0.0% | 5.4% | 4.3% |
| | N | 33.6% | 43.1% | 15.3% | 29.7% | 54.3% | 8.0% | 10.2% | 12.4% | 60.6% | 8.8% | 0.0% | 37.0% | 26.1% | 12.3% | 5.8% | 0.7% | 10.1% | 24.2% | 40.3% | 26.6% | 1.1% | 4.3% | 0.0% | 58.7% | 18.5% |
| Hit and Run | Y | 0.7% | 2.2% | 0.7% | 0.0% | 3.6% | 0.0% | 0.0% | 1.5% | 1.5% | 0.7% | 0.0% | 2.2% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% | 0.8% | 2.4% | 0.8% | 0.0% | 0.0% | 0.0% | 3.3% | 0.0% |
| | N | 35.0% | 44.5% | 16.8% | 32.6% | 53.6% | 10.1% | 10.2% | 11.7% | 65.7% | 8.8% | 0.0% | 38.4% | 28.3% | 12.3% | 6.5% | 0.7% | 10.1% | 25.8% | 41.1% | 29.0% | 1.1% | 4.3% | 0.0% | 60.9% | 22.8% |
| Aggressive Driving | Y | 1.5% | 3.6% | 1.5% | 2.9% | 3.6% | 0.0% | 0.0% | 0.7% | 5.1% | 0.7% | 0.0% | 4.3% | 1.4% | 0.0% | 0.7% | 0.0% | 0.0% | 1.6% | 4.0% | 1.6% | 0.0% | 0.0% | 0.0% | 6.5% | 2.2% |
| | N | 34.3% | 43.1% | 16.1% | 29.7% | 53.6% | 10.1% | 10.2% | 12.4% | 62.0% | 8.8% | 0.0% | 36.2% | 27.5% | 13.0% | 5.8% | 0.7% | 10.1% | 25.0% | 39.5% | 28.2% | 1.1% | 4.3% | 0.0% | 57.6% | 20.7% |
| Distracted Driving | Y | 4.4% | 5.8% | 0.7% | 2.2% | 8.7% | 0.0% | 0.7% | 2.2% | 7.3% | 0.7% | 0.0% | 3.6% | 2.9% | 1.4% | 0.7% | 0.0% | 2.2% | 0.8% | 7.3% | 1.6% | 0.0% | 0.0% | 0.0% | 6.5% | 1.1% |
| | N | 31.4% | 40.9% | 16.8% | 30.4% | 48.6% | 10.1% | 9.5% | 10.9% | 59.9% | 8.8% | 0.0% | 37.0% | 26.1% | 11.6% | 5.8% | 0.7% | 8.0% | 25.8% | 36.3% | 28.2% | 1.1% | 4.3% | 0.0% | 57.6% | 21.7% |
| Intersection Related | Y | 20.4% | 23.4% | 5.8% | 12.3% | 34.8% | 2.2% | 4.4% | 7.3% | 32.8% | 5.1% | 0.0% | 15.9% | 16.7% | 7.2% | 4.3% | 0.0% | 5.1% | 12.9% | 23.4% | 12.9% | 0.0% | 2.2% | 0.0% | 26.1% | 13.0% |
| | N | 15.3% | 23.4% | 11.7% | 20.3% | 22.5% | 8.0% | 5.8% | 5.8% | 34.3% | 4.4% | 0.0% | 24.6% | 12.3% | 5.8% | 2.2% | 0.7% | 5.1% | 13.7% | 20.2% | 16.9% | 1.1% | 2.2% | 0.0% | 38.0% | 9.8% |
| Drug Related | Y | 0.0% | 2.9% | 0.0% | 0.7% | 1.4% | 0.7% | 0.0% | 0.0% | 2.9% | 0.0% | 0.0% | 0.7% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.8% | 0.0% | 0.0% | 0.0% | 1.1% | 0.0% |
| | N | 35.8% | 43.8% | 17.5% | 31.9% | 55.8% | 9.4% | 10.2% | 13.1% | 64.2% | 9.5% | 0.0% | 39.9% | 26.8% | 13.0% | 6.5% | 0.7% | 10.1% | 26.6% | 41.1% | 29.0% | 1.1% | 4.3% | 0.0% | 63.0% | 22.8% |
| Aging Driver | Y | 7.3% | 10.9% | 3.6% | 5.1% | 14.5% | 2.2% | 0.7% | 3.6% | 15.3% | 2.2% | 0.0% | 8.7% | 5.8% | 4.3% | 1.4% | 0.0% | 1.4% | 8.1% | 7.3% | 7.3% | 0.0% | 1.1% | 0.0% | 15.2% | 6.5% |
| | N | 28.5% | 35.8% | 13.9% | 27.5% | 42.8% | 8.0% | 9.5% | 9.5% | 51.8% | 7.3% | 0.0% | 31.9% | 23.2% | 8.7% | 5.1% | 0.7% | 8.7% | 18.5% | 36.3% | 22.6% | 1.1% | 3.3% | 0.0% | 48.9% | 16.3% |
| Teenage Driver | Y | 4.4% | 2.9% | 0.0% | 3.6% | 3.6% | 0.0% | 1.5% | 0.7% | 3.6% | 1.5% | 0.0% | 1.4% | 1.4% | 2.2% | 0.7% | 0.0% | 1.4% | 3.2% | 2.4% | 0.8% | 0.0% | 0.0% | 0.0% | 2.2% | 1.1% |
| | N | 31.4% | 43.8% | 17.5% | 29.0% | 53.6% | 10.1% | 8.8% | 12.4% | 63.5% | 8.0% | 0.0% | 39.1% | 27.5% | 10.9% | 5.8% | 0.7% | 8.7% | 23.4% | 41.1% | 29.0% | 1.1% | 4.3% | 0.0% | 62.0% | 21.7% |
| Day of the Week | Monday | 5.1% | 4.4% | 2.9% | 4.3% | 6.5% | 1.4% | 0.0% | 2.2% | 7.3% | 2.9% | 0.0% | 6.5% | 2.9% | 2.9% | 0.0% | 0.0% | 0.0% | 4.8% | 4.8% | 4.0% | 0.0% | 3.3% | 0.0% | 7.6% | 2.2% |
| | Tuesday | 4.4% | 5.8% | 5.1% | 2.2% | 10.1% | 2.9% | 1.5% | 2.2% | 8.8% | 2.9% | 0.0% | 8.0% | 3.6% | 0.7% | 0.7% | 0.0% | 2.2% | 2.4% | 4.0% | 8.1% | 0.0% | 0.0% | 0.0% | 10.9% | 4.3% |
| | Wednesday | 0.7% | 6.6% | 2.2% | 2.9% | 4.3% | 2.2% | 0.7% | 0.0% | 8.8% | 0.0% | 0.0% | 5.1% | 2.9% | 0.7% | 0.0% | 0.0% | 0.7% | 2.4% | 3.2% | 4.0% | 1.1% | 0.0% | 0.0% | 9.8% | 0.0% |
| | Thursday | 5.1% | 5.8% | 0.0% | 5.8% | 5.1% | 0.0% | 2.9% | 0.7% | 7.3% | 0.0% | 0.0% | 2.9% | 4.3% | 0.7% | 1.4% | 0.0% | 1.4% | 3.2% | 6.5% | 0.8% | 0.0% | 0.0% | 0.0% | 3.3% | 3.3% |
| | Friday | 7.3% | 7.3% | 3.6% | 5.1% | 10.1% | 2.9% | 1.5% | 2.9% | 13.1% | 0.7% | 0.0% | 5.1% | 5.1% | 5.1% | 0.7% | 0.7% | 1.4% | 6.5% | 6.5% | 5.6% | 0.0% | 0.0% | 0.0% | 10.9% | 4.3% |
| | Saturday | 8.8% | 10.9% | 1.5% | 7.2% | 13.0% | 0.7% | 1.5% | 4.4% | 13.1% | 2.2% | 0.0% | 7.2% | 7.2% | 2.9% | 2.2% | 0.0% | 1.4% | 5.6% | 12.9% | 3.2% | 0.0% | 1.1% | 0.0% | 14.1% | 6.5% |
| | Sunday | 4.4% | 5.8% | 2.2% | 5.1% | 8.0% | 0.0% | 2.2% | 0.7% | 8.8% | 0.7% | 0.0% | 5.8% | 2.9% | 0.0% | 1.4% | 0.0% | 2.9% | 1.6% | 5.6% | 4.0% | 0.0% | 0.0% | 0.0% | 7.6% | 2.2% |
| Time of Day | 12-3 AM | 2.9% | 3.6% | 0.7% | 2.9% | 3.6% | 0.7% | 0.0% | 0.7% | 6.6% | 0.0% | 0.0% | 2.2% | 3.6% | 1.4% | 0.0% | 0.0% | 0.0% | 1.6% | 4.8% | 1.6% | 0.0% | 0.0% | 0.0% | 3.3% | 3.3% |
| | 3-6 AM | 1.5% | 1.5% | 1.5% | 1.4% | 1.4% | 1.4% | 0.0% | 0.7% | 2.9% | 0.7% | 0.0% | 2.2% | 1.4% | 0.7% | 0.0% | 0.0% | 0.0% | 1.6% | 1.6% | 1.6% | 0.0% | 1.1% | 0.0% | 2.2% | 1.1% |
| | 6-9 AM | 3.6% | 1.5% | 1.5% | 1.4% | 4.3% | 0.7% | 0.7% | 2.2% | 3.6% | 0.0% | 0.0% | 1.4% | 2.2% | 0.7% | 0.7% | 0.0% | 1.4% | 0.8% | 3.2% | 1.6% | 1.1% | 0.0% | 0.0% | 4.3% | 0.0% |
| | 9-Noon | 5.1% | 5.8% | 0.7% | 6.5% | 5.1% | 0.0% | 1.5% | 0.7% | 8.0% | 1.5% | 0.0% | 5.1% | 1.4% | 2.2% | 1.4% | 0.0% | 1.4% | 4.8% | 4.8% | 1.6% | 0.0% | 2.2% | 0.0% | 8.7% | 2.2% |
| | Noon-3 PM | 5.1% | 8.0% | 2.9% | 5.1% | 10.9% | 0.7% | 2.9% | 0.7% | 9.5% | 2.9% | 0.0% | 8.0% | 4.3% | 0.7% | 0.7% | 0.0% | 2.9% | 2.4% | 6.5% | 6.5% | 0.0% | 0.0% | 0.0% | 10.9% | 2.2% |
| | 3-6 PM | 6.6% | 12.4% | 2.9% | 4.3% | 15.9% | 1.4% | 1.5% | 3.6% | 15.3% | 1.5% | 0.0% | 8.7% | 7.2% | 2.9% | 1.4% | 0.0% | 1.4% | 6.5% | 11.3% | 4.8% | 0.0% | 0.0% | 0.0% | 12.0% | 5.4% |
| | 6-9 PM | 8.8% | 3.6% | 4.4% | 7.2% | 8.0% | 1.4% | 3.6% | 2.9% | 9.5% | 0.7% | 0.0% | 6.5% | 2.2% | 2.9% | 2.2% | 0.0% | 2.9% | 6.5% | 4.0% | 4.8% | 0.0% | 1.1% | 0.0% | 8.7% | 3.3% |
| | 9-Midnight | 2.2% | 10.2% | 2.9% | 3.6% | 8.0% | 3.6% | 0.0% | 1.5% | 11.7% | 2.2% | 0.0% | 6.5% | 6.5% | 1.4% | 0.0% | 0.7% | 0.0% | 2.4% | 7.3% | 7.3% | 0.0% | 0.0% | 0.0% | 14.1% | 5.4% |
| Lighting Conditions | Dark - Lighted | 10.2% | 10.9% | 7.3% | 7.2% | 16.7% | 4.3% | 2.9% | 5.8% | 17.5% | 2.2% | 0.0% | 12.3% | 6.5% | 5.1% | 1.4% | 0.7% | 2.2% | 8.1% | 8.9% | 12.1% | 0.0% | 0.0% | 0.0% | 20.7% | 5.4% |
| | Dark - Not Lighted | 5.1% | 6.6% | 1.5% | 8.0% | 2.2% | 2.9% | 0.0% | 0.0% | 11.7% | 1.5% | 0.0% | 2.2% | 8.0% | 2.2% | 0.7% | 0.0% | 0.0% | 4.0% | 8.1% | 2.4% | 0.0% | 2.2% | 0.0% | 6.5% | 7.6% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Daylight | 19.7% | 26.3% | 8.8% | 17.4% | 35.5% | 2.2% | 7.3% | 6.6% | 35.0% | 5.8% | 0.0% | 23.2% | 14.5% | 5.1% | 4.3% | 0.0% | 8.0% | 14.5% | 22.6% | 15.3% | 1.1% | 2.2% | 0.0% | 34.8% | 9.8% |
| | Dusk | 0.7% | 2.9% | 0.0% | 0.0% | 2.9% | 0.7% | 0.0% | 0.7% | 2.9% | 0.0% | 0.0% | 2.9% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-6**
**Seminole County**
**Percent of All KSI Crashes involving Motorcyclists 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 1.1% | 0.0% | 0.0% | 0.0% | 4.4% | 0.7% | 0.0% | 4.4% | 0.7% | 0.0% | 0.0% | 2.2% | 2.9% | 3.6% | 1.5% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 2.2% | 0.0% | 0.0% | 0.0% | 21.2% | 0.7% | 11.7% | 32.1% | 0.0% | 1.5% | 2.9% | 1.5% | 29.2% | 10.9% | 11.7% | 0.7% | 10.2% | 0.0% |
| | Off Road | 1.1% | 0.0% | 0.0% | 0.0% | 9.5% | 0.0% | 5.8% | 14.6% | 0.0% | 0.7% | 1.5% | 4.4% | 9.5% | 3.6% | 8.0% | 0.0% | 3.6% | 0.0% |
| | Other | 1.1% | 0.0% | 0.0% | 0.0% | 8.0% | 0.7% | 2.9% | 10.9% | 0.7% | 0.0% | 1.5% | 0.7% | 9.5% | 7.3% | 2.2% | 0.0% | 2.2% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 2.2% | 0.0% | 0.0% | 0.0% | 9.5% | 1.5% | 6.6% | 16.1% | 1.5% | 0.0% | 2.9% | 2.2% | 12.4% | 6.6% | 5.1% | 0.0% | 5.1% | 0.7% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | 0.0% | 5.1% | 7.3% | 0.0% | 0.7% | 1.5% | 2.9% | 3.6% | 3.6% | 2.9% | 0.0% | 1.5% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | 0.0% | 2.2% | 5.8% | 0.0% | 0.0% | 0.0% | 0.0% | 5.8% | 0.7% | 2.2% | 0.0% | 1.5% | 1.5% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% | 0.0% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% | 0.0% | 0.7% | 0.7% | 0.7% | 0.0% |
| Alcohol Related | Y | 1.1% | 0.0% | 0.0% | 0.0% | 3.6% | 0.7% | 3.6% | 6.6% | 0.7% | 0.7% | 0.7% | 2.2% | 5.1% | 2.9% | 3.6% | 0.0% | 1.5% | 0.0% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 58.4% | 2.9% | 30.7% | 87.6% | 2.2% | 2.2% | 9.5% | 11.7% | 70.8% | 33.6% | 31.4% | 1.5% | 23.4% | 2.2% |
| Hit and Run | Y | 1.1% | 0.0% | 0.0% | 0.0% | 2.9% | 0.7% | 0.7% | 3.6% | 0.0% | 0.0% | 0.0% | 0.7% | 2.9% | 1.5% | 0.7% | 0.7% | 0.7% | 0.0% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 59.1% | 33.6% | 33.6% | 90.5% | 2.9% | 2.9% | 10.2% | 13.1% | 73.0% | 35.0% | 34.3% | 0.7% | 24.1% | 2.2% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.5% | 5.1% | 5.1% | 6.6% | 0.0% | 0.0% | 0.7% | 1.5% | 4.4% | 2.2% | 2.9% | 0.0% | 1.5% | 0.0% |
| | N | 7.6% | 0.0% | 0.0% | 0.0% | 60.6% | 29.2% | 29.2% | 87.6% | 2.9% | 2.9% | 9.5% | 12.4% | 71.5% | 34.3% | 32.1% | 1.5% | 23.4% | 2.2% |
| Distracted Driving | Y | 1.1% | 0.0% | 0.0% | 0.0% | 6.6% | 3.6% | 3.6% | 10.2% | 0.7% | 0.0% | 0.7% | 0.0% | 10.2% | 5.1% | 2.9% | 0.7% | 2.2% | 0.0% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 55.5% | 30.7% | 30.7% | 83.9% | 2.2% | 2.9% | 9.5% | 13.9% | 65.7% | 31.4% | 32.1% | 0.7% | 22.6% | 2.2% |
| Intersection Related | Y | 3.3% | 0.0% | 0.0% | 0.0% | 29.2% | 18.2% | 18.2% | 47.4% | 1.5% | 0.7% | 5.1% | 5.1% | 39.4% | 22.6% | 14.6% | 0.7% | 11.7% | 0.0% |
| | N | 4.3% | 0.0% | 0.0% | 0.0% | 32.8% | 16.1% | 16.1% | 46.7% | 1.5% | 2.2% | 5.1% | 8.8% | 36.5% | 13.9% | 20.4% | 0.7% | 13.1% | 2.2% |
| Drug Related | Y | 1.1% | 0.0% | 0.0% | 0.0% | 2.2% | 0.7% | 0.7% | 2.9% | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | 0.7% | 2.2% | 0.0% | 0.0% | 0.0% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 59.9% | 33.6% | 33.6% | 91.2% | 2.9% | 2.9% | 10.2% | 13.9% | 73.0% | 35.8% | 32.8% | 1.5% | 24.8% | 2.2% |
| Aging Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 11.7% | 9.5% | 9.5% | 20.4% | 0.7% | 0.7% | 2.9% | 1.5% | 17.5% | 5.1% | 8.0% | 0.0% | 7.3% | 1.5% |
| | N | 7.6% | 0.0% | 0.0% | 0.0% | 50.4% | 24.8% | 24.8% | 73.7% | 2.2% | 2.2% | 7.3% | 12.4% | 58.4% | 31.4% | 27.0% | 1.5% | 17.5% | 0.7% |
| Teenage Driver | Y | 1.1% | 0.0% | 0.0% | 0.0% | 4.4% | 2.9% | 2.9% | 7.3% | 0.0% | 0.0% | 1.5% | 2.2% | 3.6% | 4.4% | 2.2% | 0.0% | 0.7% | 0.0% |
| | N | 6.5% | 0.0% | 0.0% | 0.0% | 57.7% | 31.4% | 31.4% | 86.9% | 2.9% | 2.9% | 8.8% | 11.7% | 72.3% | 32.1% | 32.8% | 1.5% | 24.1% | 2.2% |
| Day of the Week | Monday | 0.0% | 0.0% | 0.0% | 0.0% | 5.6% | 3.4% | 3.4% | 12.4% | 0.0% | 0.0% | 2.2% | 0.7% | 9.5% | 3.6% | 4.4% | 0.7% | 3.6% | 0.0% |
| | Tuesday | 1.1% | 0.0% | 0.0% | 0.0% | 8.4% | 2.8% | 2.8% | 12.4% | 0.7% | 2.2% | 0.7% | 0.0% | 14.6% | 5.1% | 7.3% | 0.0% | 2.2% | 0.7% |
| | Wednesday | 1.1% | 0.0% | 0.0% | 0.0% | 3.9% | 3.4% | 3.4% | 9.5% | 0.0% | 0.0% | 0.0% | 0.7% | 8.8% | 2.2% | 4.4% | 0.0% | 2.9% | 0.0% |
| | Thursday | 2.2% | 0.0% | 0.0% | 0.0% | 6.7% | 1.7% | 1.7% | 10.9% | 0.0% | 0.0% | 1.5% | 2.9% | 6.6% | 4.4% | 3.6% | 0.0% | 2.9% | 0.0% |
| | Friday | 1.1% | 0.0% | 0.0% | 0.0% | 8.9% | 3.9% | 3.9% | 16.1% | 1.5% | 0.7% | 2.9% | 1.5% | 13.9% | 6.6% | 4.4% | 0.7% | 5.1% | 1.5% |
| | Saturday | 1.1% | 0.0% | 0.0% | 0.0% | 8.9% | 7.3% | 7.3% | 21.2% | 0.0% | 0.0% | 1.5% | 6.6% | 13.1% | 8.0% | 6.6% | 0.0% | 6.6% | 0.0% |
| | Sunday | 1.1% | 0.0% | 0.0% | 0.0% | 5.0% | 3.9% | 3.9% | 11.7% | 0.7% | 0.0% | 1.5% | 1.5% | 9.5% | 6.6% | 4.4% | 0.0% | 1.5% | 0.0% |
| Time of Day | 12-3 AM | 1.1% | 0.0% | 0.0% | 0.0% | 2.8% | 2.8% | 2.8% | 7.3% | 0.0% | 0.0% | 0.7% | 2.9% | 3.6% | 4.4% | 1.5% | 0.0% | 1.5% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% | 1.1% | 1.1% | 2.9% | 1.5% | 0.0% | 0.7% | 1.5% | 2.2% | 1.5% | 1.5% | 0.0% | 1.5% | 0.0% |
| | 6-9 AM | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | 0.6% | 0.6% | 5.8% | 0.0% | 0.7% | 0.0% | 0.7% | 5.8% | 3.6% | 1.5% | 0.0% | 1.5% | 0.0% |
| | 9-Noon | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | 3.9% | 3.9% | 10.9% | 0.7% | 0.0% | 2.2% | 0.7% | 8.8% | 4.4% | 4.4% | 0.0% | 2.9% | 0.0% |
| | Noon-3 PM | 1.1% | 0.0% | 0.0% | 0.0% | 7.3% | 5.0% | 5.0% | 16.1% | 0.0% | 0.0% | 1.5% | 2.2% | 12.4% | 5.1% | 4.4% | 0.0% | 6.6% | 0.0% |
| | 3-6 PM | 2.2% | 0.0% | 0.0% | 0.0% | 11.2% | 5.0% | 5.0% | 21.2% | 0.0% | 0.7% | 0.7% | 0.7% | 20.4% | 5.8% | 10.2% | 0.7% | 3.6% | 1.5% |
| | 6-9 PM | 2.2% | 0.0% | 0.0% | 0.0% | 8.4% | 3.9% | 3.9% | 16.1% | 0.7% | 0.0% | 2.9% | 2.2% | 11.7% | 9.5% | 3.6% | 0.0% | 3.6% | 0.0% |
| | 9-Midnight | 1.1% | 0.0% | 0.0% | 0.0% | 7.8% | 3.9% | 3.9% | 13.9% | 0.0% | 1.5% | 1.5% | 2.9% | 10.9% | 2.2% | 8.0% | 0.7% | 3.6% | 0.7% |
| Lighting Conditions | Dark - Lighted | 2.2% | 0.0% | 0.0% | 0.0% | 15.6% | 5.6% | 5.6% | 27.0% | 0.7% | 0.7% | 2.2% | 5.1% | 21.2% | 11.7% | 8.0% | 0.7% | 7.3% | 0.7% |
| | Dark - Not Lighted | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | 5.0% | 5.0% | 10.9% | 0.7% | 1.5% | 3.6% | 3.6% | 5.8% | 4.4% | 5.8% | 0.0% | 2.9% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Daylight | 2.2% | 0.0% | 0.0% | 0.0% | 25.1% | 15.1% | 15.1% | 52.6% | 1.5% | 0.7% | 3.6% | 5.1% | 46.0% | 18.2% | 21.2% | 0.7% | 13.1% | 1.5% |
| | Dusk | 3.3% | 0.0% | 0.0% | 0.0% | 2.2% | 0.6% | 0.6% | 3.6% | 0.0% | 0.0% | 0.7% | 0.0% | 2.9% | 2.2% | 0.0% | 0.0% | 1.5% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Attachment E-7
## Seminole County
## Percent of All KSI Crashes involving Bicyclist 2018-2022

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 42.4% | 42.4% | 15.2% | 27.3% | 72.7% | 0.0% | 24.2% | 12.1% | 54.5% | 9.1% | 0.0% | 30.3% | 24.2% | 18.2% | 3.0% | 0.0% | 24.2% | 20.0% | 36.0% | 44.0% | 0.0% | 0.0% | 0.0% | 86.7% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 42.4% | 42.4% | 15.2% | 27.3% | 72.7% | 0.0% | 24.2% | 12.1% | 54.5% | 9.1% | 0.0% | 30.3% | 24.2% | 18.2% | 3.0% | 0.0% | 24.2% | 20.0% | 36.0% | 44.0% | 0.0% | 0.0% | 0.0% | 86.7% | 0.0% |
| Hit and Run | Y | 3.0% | 6.1% | 0.0% | 3.0% | 6.1% | 0.0% | 3.0% | 0.0% | 6.1% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | N | 39.4% | 36.4% | 15.2% | 24.2% | 66.7% | 0.0% | 21.2% | 12.1% | 48.5% | 9.1% | 0.0% | 27.3% | 21.2% | 18.2% | 3.0% | 0.0% | 21.2% | 20.0% | 36.0% | 36.0% | 0.0% | 0.0% | 0.0% | 73.3% | 0.0% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 42.4% | 42.4% | 15.2% | 27.3% | 72.7% | 0.0% | 24.2% | 12.1% | 54.5% | 9.1% | 0.0% | 30.3% | 24.2% | 18.2% | 3.0% | 0.0% | 24.2% | 20.0% | 36.0% | 44.0% | 0.0% | 0.0% | 0.0% | 86.7% | 0.0% |
| Distracted Driving | Y | 0.0% | 6.1% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 42.4% | 36.4% | 15.2% | 27.3% | 66.7% | 0.0% | 24.2% | 12.1% | 48.5% | 9.1% | 0.0% | 30.3% | 21.2% | 15.2% | 3.0% | 0.0% | 24.2% | 20.0% | 28.0% | 44.0% | 0.0% | 0.0% | 0.0% | 86.7% | 0.0% |
| Intersection Related | Y | 21.2% | 15.2% | 3.0% | 12.1% | 27.3% | 0.0% | 9.1% | 9.1% | 18.2% | 3.0% | 0.0% | 9.1% | 12.1% | 6.1% | 0.0% | 0.0% | 12.1% | 8.0% | 12.0% | 16.0% | 0.0% | 0.0% | 0.0% | 33.3% | 0.0% |
| | N | 21.2% | 27.3% | 12.1% | 15.2% | 45.5% | 0.0% | 15.2% | 3.0% | 36.4% | 6.1% | 0.0% | 21.2% | 12.1% | 12.1% | 3.0% | 0.0% | 12.1% | 12.0% | 24.0% | 28.0% | 0.0% | 0.0% | 0.0% | 53.3% | 0.0% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 42.4% | 42.4% | 15.2% | 27.3% | 72.7% | 0.0% | 24.2% | 12.1% | 54.5% | 9.1% | 0.0% | 30.3% | 24.2% | 18.2% | 3.0% | 0.0% | 24.2% | 20.0% | 36.0% | 44.0% | 0.0% | 0.0% | 0.0% | 86.7% | 0.0% |
| Aging Driver | Y | 3.0% | 3.0% | 3.0% | 0.0% | 9.1% | 0.0% | 3.0% | 0.0% | 0.0% | 6.1% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | N | 39.4% | 39.4% | 12.1% | 27.3% | 63.6% | 0.0% | 21.2% | 12.1% | 54.5% | 3.0% | 0.0% | 24.2% | 24.2% | 18.2% | 3.0% | 0.0% | 21.2% | 20.0% | 36.0% | 36.0% | 0.0% | 0.0% | 0.0% | 73.3% | 0.0% |
| Teenage Driver | Y | 3.0% | 3.0% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | N | 39.4% | 39.4% | 15.2% | 27.3% | 66.7% | 0.0% | 24.2% | 12.1% | 48.5% | 9.1% | 0.0% | 30.3% | 18.2% | 18.2% | 3.0% | 0.0% | 24.2% | 20.0% | 28.0% | 44.0% | 0.0% | 0.0% | 0.0% | 80.0% | 0.0% |
| Day of the Week | Monday | 3.0% | 3.0% | 0.0% | 0.0% | 6.1% | 0.0% | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Tuesday | 9.1% | 3.0% | 0.0% | 6.1% | 6.1% | 0.0% | 6.1% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 4.0% | 4.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | Wednesday | 12.1% | 6.1% | 0.0% | 0.0% | 18.2% | 0.0% | 3.0% | 6.1% | 9.1% | 0.0% | 0.0% | 0.0% | 9.1% | 6.1% | 3.0% | 0.0% | 0.0% | 12.0% | 4.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | Thursday | 6.1% | 3.0% | 3.0% | 6.1% | 6.1% | 0.0% | 3.0% | 0.0% | 9.1% | 0.0% | 0.0% | 6.1% | 0.0% | 3.0% | 0.0% | 0.0% | 3.0% | 4.0% | 4.0% | 4.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | Friday | 0.0% | 9.1% | 0.0% | 0.0% | 9.1% | 0.0% | 0.0% | 0.0% | 6.1% | 3.0% | 0.0% | 3.0% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 8.0% | 4.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | Saturday | 6.1% | 15.2% | 6.1% | 6.1% | 21.2% | 0.0% | 3.0% | 3.0% | 18.2% | 3.0% | 0.0% | 18.2% | 3.0% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 12.0% | 16.0% | 0.0% | 0.0% | 0.0% | 33.3% | 0.0% |
| | Sunday | 6.1% | 3.0% | 6.1% | 9.1% | 6.1% | 0.0% | 6.1% | 3.0% | 3.0% | 3.0% | 0.0% | 3.0% | 3.0% | 3.0% | 0.0% | 0.0% | 6.1% | 4.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| Time of Day | 12-3 AM | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 6-9 AM | 12.1% | 0.0% | 0.0% | 3.0% | 9.1% | 0.0% | 6.1% | 0.0% | 6.1% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 3.0% | 0.0% | 6.1% | 4.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | 9-Noon | 9.1% | 3.0% | 6.1% | 6.1% | 12.1% | 0.0% | 3.0% | 9.1% | 6.1% | 0.0% | 0.0% | 6.1% | 0.0% | 9.1% | 0.0% | 0.0% | 3.0% | 12.0% | 0.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | Noon-3 PM | 9.1% | 9.1% | 3.0% | 9.1% | 12.1% | 0.0% | 9.1% | 0.0% | 9.1% | 3.0% | 0.0% | 9.1% | 0.0% | 3.0% | 0.0% | 0.0% | 9.1% | 0.0% | 12.0% | 4.0% | 0.0% | 0.0% | 0.0% | 20.0% | 0.0% |
| | 3-6 PM | 12.1% | 6.1% | 0.0% | 6.1% | 12.1% | 0.0% | 6.1% | 3.0% | 6.1% | 3.0% | 0.0% | 3.0% | 6.1% | 3.0% | 0.0% | 0.0% | 6.1% | 4.0% | 4.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | 6-9 PM | 0.0% | 18.2% | 0.0% | 0.0% | 18.2% | 0.0% | 0.0% | 0.0% | 18.2% | 0.0% | 0.0% | 6.1% | 9.1% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.0% | 8.0% | 0.0% | 0.0% | 0.0% | 13.3% | 0.0% |
| | 9-Midnight | 0.0% | 6.1% | 3.0% | 3.0% | 6.1% | 0.0% | 0.0% | 0.0% | 6.1% | 3.0% | 0.0% | 6.1% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.0% | 0.0% | 0.0% | 0.0% | 20.0% | 0.0% |
| Lighting Conditions | Dark - Lighted | 0.0% | 9.1% | 0.0% | 0.0% | 9.1% | 0.0% | 0.0% | 0.0% | 9.1% | 0.0% | 0.0% | 3.0% | 3.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.0% | 4.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | Dark - Not Lighted | 0.0% | 6.1% | 6.1% | 3.0% | 9.1% | 0.0% | 0.0% | 0.0% | 9.1% | 3.0% | 0.0% | 6.1% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.0% | 0.0% | 0.0% | 0.0% | 20.0% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% |
| | Daylight | 39.4% | 24.2% | 9.1% | 24.2% | 48.5% | 0.0% | 24.2% | 12.1% | 30.3% | 6.1% | 0.0% | 21.2% | 9.1% | 15.2% | 3.0% | 0.0% | 24.2% | 20.0% | 20.0% | 24.0% | 0.0% | 0.0% | 0.0% | 53.3% | 0.0% |
| | Dusk | 0.0% | 3.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-7**
**Seminole County**
**Percent of All KSI Crashes involving Bicyclist 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 13.3% | 0.0% | 0.0% | 0.0% | 63.6% | 9.1% | 27.3% | 93.9% | 6.1% | 0.0% | 6.1% | 6.1% | 87.9% | 48.5% | 27.3% | 0.0% | 24.2% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 63.6% | 9.1% | 27.3% | 93.9% | 6.1% | 0.0% | 6.1% | 6.1% | 87.9% | 48.5% | 27.3% | 0.0% | 24.2% | 0.0% |
| Hit and Run | Y | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 6.1% | 6.1% | 9.1% | 0.0% | 0.0% | 0.0% | 0.0% | 9.1% | 3.0% | 3.0% | 0.0% | 3.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 60.6% | 21.2% | 21.2% | 84.8% | 6.1% | 0.0% | 6.1% | 6.1% | 78.8% | 45.5% | 24.2% | 0.0% | 21.2% | 0.0% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 63.6% | 27.3% | 27.3% | 93.9% | 6.1% | 0.0% | 6.1% | 6.1% | 87.9% | 48.5% | 27.3% | 0.0% | 24.2% | 0.0% |
| Distracted Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 3.0% | 3.0% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% | 3.0% | 0.0% | 3.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 63.6% | 24.2% | 24.2% | 90.9% | 3.0% | 0.0% | 6.1% | 6.1% | 81.8% | 48.5% | 24.2% | 0.0% | 21.2% | 0.0% |
| Intersection Related | Y | 6.7% | 0.0% | 0.0% | 0.0% | 24.2% | 12.1% | 12.1% | 39.4% | 0.0% | 0.0% | 3.0% | 3.0% | 33.3% | 24.2% | 6.1% | 0.0% | 9.1% | 0.0% |
| | N | 6.7% | 0.0% | 0.0% | 0.0% | 39.4% | 15.2% | 15.2% | 54.5% | 6.1% | 0.0% | 3.0% | 3.0% | 54.5% | 24.2% | 21.2% | 0.0% | 15.2% | 0.0% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 63.6% | 27.3% | 27.3% | 93.9% | 6.1% | 0.0% | 6.1% | 6.1% | 87.9% | 48.5% | 27.3% | 0.0% | 24.2% | 0.0% |
| Aging Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 3.0% | 6.1% | 3.0% | 0.0% | 0.0% | 0.0% | 9.1% | 3.0% | 3.0% | 0.0% | 3.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 60.6% | 24.2% | 24.2% | 87.9% | 3.0% | 0.0% | 6.1% | 6.1% | 78.8% | 45.5% | 24.2% | 0.0% | 21.2% | 0.0% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 3.0% | 3.0% | 6.1% | 0.0% | 0.0% | 3.0% | 0.0% | 3.0% | 3.0% | 0.0% | 0.0% | 3.0% | 0.0% |
| | N | 13.3% | 0.0% | 0.0% | 0.0% | 60.6% | 24.2% | 24.2% | 87.9% | 6.1% | 0.0% | 3.0% | 6.1% | 84.8% | 45.5% | 27.3% | 0.0% | 21.2% | 0.0% |
| Day of the Week | Monday | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 2.6% | 2.6% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 6.1% | 3.0% | 0.0% | 0.0% | 3.0% | 0.0% |
| | Tuesday | 0.0% | 0.0% | 0.0% | 0.0% | 7.7% | 2.6% | 2.6% | 12.1% | 0.0% | 0.0% | 3.0% | 0.0% | 9.1% | 9.1% | 3.0% | 0.0% | 0.0% | 0.0% |
| | Wednesday | 0.0% | 0.0% | 0.0% | 0.0% | 7.7% | 7.7% | 7.7% | 18.2% | 0.0% | 0.0% | 0.0% | 0.0% | 18.2% | 9.1% | 3.0% | 0.0% | 6.1% | 0.0% |
| | Thursday | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 5.1% | 5.1% | 12.1% | 0.0% | 0.0% | 0.0% | 3.0% | 9.1% | 6.1% | 3.0% | 0.0% | 3.0% | 0.0% |
| | Friday | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 3.0% | 6.1% | 0.0% | 0.0% | 3.0% | 6.1% | 0.0% | 6.1% | 0.0% | 3.0% | 0.0% |
| | Saturday | 13.3% | 0.0% | 0.0% | 0.0% | 17.9% | 5.1% | 5.1% | 27.3% | 0.0% | 0.0% | 3.0% | 0.0% | 24.2% | 15.2% | 6.1% | 0.0% | 6.1% | 0.0% |
| | Sunday | 0.0% | 0.0% | 0.0% | 0.0% | 12.8% | 0.0% | 0.0% | 15.2% | 0.0% | 0.0% | 0.0% | 0.0% | 15.2% | 6.1% | 6.1% | 0.0% | 3.0% | 0.0% |
| Time of Day | 12-3 AM | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% |
| | 6-9 AM | 0.0% | 0.0% | 0.0% | 0.0% | 5.1% | 5.1% | 5.1% | 12.1% | 0.0% | 0.0% | 3.0% | 0.0% | 9.1% | 12.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 9-Noon | 0.0% | 0.0% | 0.0% | 0.0% | 15.4% | 0.0% | 0.0% | 18.2% | 0.0% | 0.0% | 0.0% | 0.0% | 18.2% | 9.1% | 6.1% | 0.0% | 3.0% | 0.0% |
| | Noon-3 PM | 0.0% | 0.0% | 0.0% | 0.0% | 12.8% | 5.1% | 5.1% | 21.2% | 0.0% | 0.0% | 0.0% | 3.0% | 18.2% | 12.1% | 3.0% | 0.0% | 6.1% | 0.0% |
| | 3-6 PM | 0.0% | 0.0% | 0.0% | 0.0% | 7.7% | 2.6% | 2.6% | 15.2% | 3.0% | 0.0% | 3.0% | 3.0% | 12.1% | 9.1% | 6.1% | 0.0% | 3.0% | 0.0% |
| | 6-9 PM | 13.3% | 0.0% | 0.0% | 0.0% | 5.1% | 7.7% | 7.7% | 15.2% | 3.0% | 0.0% | 0.0% | 0.0% | 18.2% | 6.1% | 3.0% | 0.0% | 9.1% | 0.0% |
| | 9-Midnight | 0.0% | 0.0% | 0.0% | 0.0% | 5.1% | 2.6% | 2.6% | 9.1% | 0.0% | 0.0% | 0.0% | 0.0% | 9.1% | 0.0% | 6.1% | 0.0% | 3.0% | 0.0% |
| Lighting Conditions | Dark - Lighted | 6.7% | 0.0% | 0.0% | 0.0% | 2.6% | 2.6% | 2.6% | 6.1% | 3.0% | 0.0% | 0.0% | 0.0% | 9.1% | 3.0% | 3.0% | 0.0% | 3.0% | 0.0% |
| | Dark - Not Lighted | 0.0% | 0.0% | 0.0% | 0.0% | 7.7% | 2.6% | 2.6% | 12.1% | 0.0% | 0.0% | 0.0% | 0.0% | 12.1% | 0.0% | 9.1% | 0.0% | 3.0% | 0.0% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Daylight | 6.7% | 0.0% | 0.0% | 0.0% | 41.0% | 15.4% | 15.4% | 69.7% | 3.0% | 0.0% | 3.0% | 6.1% | 63.6% | 42.4% | 15.2% | 0.0% | 15.2% | 0.0% |
| | Dusk | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 2.6% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-8**
**Seminole County**
**Percent of All KSI Crashes involving Pedestrians 2018-2022**

| Mode: | All Collisions | Number of Lanes | | | Turn Lanes | | | Posted Speed | | | | | Roadway Classification | | | | | | AADT (2022) | | | Context Classification | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | 3 Lanes or Less | 4-5 Lanes | 6+ Lanes | None | 1 to 2 | 3+ | 25 or less | 30-35 | 40-45 | 50-55 | 60+ | Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local | None | < 15000 | 15,000-30,000 | 30,000+ | C1 | C2 | C2T | C3C | C3R |
| | | 2-3 | 4-5 | 6-8 | | | | 0-25 | 30-35 | 40-45 | 50-55 | 60+ | | | | | | | | | | | | | | |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 33.9% | 41.1% | 25.0% | 34.4% | 56.0% | 9.6% | 15.3% | 18.5% | 57.3% | 8.9% | 0.0% | 49.6% | 13.6% | 16.8% | 5.6% | 0.0% | 14.4% | 25.2% | 36.4% | 38.3% | 0.0% | 0.0% | 0.0% | 80.5% | 8.5% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.8% | 0.8% | 0.0% | 1.6% | 0.0% | 0.0% | 0.8% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.8% | 0.0% | 0.0% | 0.9% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 33.1% | 40.3% | 25.0% | 32.8% | 56.0% | 9.6% | 14.5% | 18.5% | 56.5% | 8.9% | 0.0% | 49.6% | 12.8% | 16.8% | 4.8% | 0.0% | 14.4% | 24.3% | 35.5% | 38.3% | 0.0% | 0.0% | 0.0% | 80.5% | 8.5% |
| Hit and Run | Y | 3.2% | 4.8% | 4.0% | 4.0% | 7.2% | 0.8% | 2.4% | 0.8% | 7.3% | 1.6% | 0.0% | 7.2% | 1.6% | 0.0% | 0.8% | 0.0% | 2.4% | 0.9% | 4.7% | 5.6% | 0.0% | 0.0% | 0.0% | 9.8% | 0.0% |
| | N | 30.6% | 36.3% | 21.0% | 30.4% | 48.8% | 8.8% | 12.9% | 17.7% | 50.0% | 7.3% | 0.0% | 42.4% | 12.0% | 16.8% | 4.8% | 0.0% | 12.0% | 24.3% | 31.8% | 32.7% | 0.0% | 0.0% | 0.0% | 70.7% | 8.5% |
| Aggressive Driving | Y | 1.6% | 0.8% | 0.0% | 2.4% | 0.0% | 0.0% | 1.6% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| | N | 32.3% | 40.3% | 25.0% | 32.0% | 56.0% | 9.6% | 13.7% | 18.5% | 56.5% | 8.9% | 0.0% | 49.6% | 12.8% | 16.8% | 5.6% | 0.0% | 12.8% | 25.2% | 35.5% | 38.3% | 0.0% | 0.0% | 0.0% | 79.3% | 8.5% |
| Distracted Driving | Y | 2.4% | 0.8% | 2.4% | 1.6% | 4.0% | 0.0% | 0.8% | 1.6% | 2.4% | 0.8% | 0.0% | 2.4% | 0.0% | 1.6% | 0.8% | 0.0% | 0.8% | 2.8% | 0.0% | 2.8% | 0.0% | 0.0% | 0.0% | 4.9% | 0.0% |
| | N | 31.5% | 40.3% | 22.6% | 32.8% | 52.0% | 9.6% | 14.5% | 16.9% | 54.8% | 8.1% | 0.0% | 47.2% | 13.6% | 15.2% | 4.8% | 0.0% | 13.6% | 22.4% | 36.4% | 35.5% | 0.0% | 0.0% | 0.0% | 75.6% | 8.5% |
| Intersection Related | Y | 8.9% | 12.9% | 8.9% | 7.2% | 20.8% | 2.4% | 4.0% | 6.5% | 18.5% | 1.6% | 0.0% | 13.6% | 4.8% | 4.8% | 2.4% | 0.0% | 4.8% | 8.4% | 6.5% | 15.0% | 0.0% | 0.0% | 0.0% | 24.4% | 3.7% |
| | N | 25.0% | 28.2% | 16.1% | 27.2% | 35.2% | 7.2% | 11.3% | 12.1% | 38.7% | 7.3% | 0.0% | 36.0% | 8.8% | 12.0% | 3.2% | 0.0% | 9.6% | 16.8% | 29.9% | 23.4% | 0.0% | 0.0% | 0.0% | 56.1% | 4.9% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 33.9% | 41.1% | 25.0% | 34.4% | 56.0% | 9.6% | 15.3% | 18.5% | 57.3% | 8.9% | 0.0% | 49.6% | 13.6% | 16.8% | 5.6% | 0.0% | 14.4% | 25.2% | 36.4% | 38.3% | 0.0% | 0.0% | 0.0% | 80.5% | 8.5% |
| Aging Driver | Y | 4.0% | 1.6% | 1.6% | 3.2% | 4.0% | 0.0% | 0.8% | 2.4% | 3.2% | 0.8% | 0.0% | 3.2% | 0.8% | 1.6% | 0.0% | 0.0% | 1.6% | 2.8% | 0.0% | 3.7% | 0.0% | 0.0% | 0.0% | 4.9% | 1.2% |
| | N | 29.8% | 39.5% | 23.4% | 31.2% | 52.0% | 9.6% | 14.5% | 16.1% | 54.0% | 8.1% | 0.0% | 46.4% | 12.8% | 15.2% | 5.6% | 0.0% | 12.8% | 22.4% | 36.4% | 34.6% | 0.0% | 0.0% | 0.0% | 75.6% | 7.3% |
| Teenage Driver | Y | 1.6% | 0.8% | 2.4% | 1.6% | 3.2% | 0.0% | 0.8% | 1.6% | 2.4% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.8% | 0.0% | 0.8% | 0.9% | 0.0% | 3.7% | 0.0% | 0.0% | 0.0% | 4.9% | 0.0% |
| | N | 32.3% | 40.3% | 22.6% | 32.8% | 52.8% | 9.6% | 14.5% | 16.9% | 54.8% | 8.9% | 0.0% | 46.4% | 13.6% | 16.8% | 4.8% | 0.0% | 13.6% | 24.3% | 36.4% | 34.6% | 0.0% | 0.0% | 0.0% | 75.6% | 8.5% |
| Day of the Week | Monday | 7.3% | 5.6% | 1.6% | 5.6% | 7.2% | 1.6% | 2.4% | 3.2% | 8.1% | 0.8% | 0.0% | 5.6% | 2.4% | 3.2% | 0.0% | 0.0% | 3.2% | 3.7% | 6.5% | 2.8% | 0.0% | 0.0% | 0.0% | 12.2% | 1.2% |
| | Tuesday | 7.3% | 4.0% | 5.6% | 4.0% | 10.4% | 2.4% | 2.4% | 4.0% | 9.7% | 0.8% | 0.0% | 8.8% | 0.8% | 4.0% | 0.8% | 0.0% | 2.4% | 5.6% | 1.9% | 9.3% | 0.0% | 0.0% | 0.0% | 17.1% | 1.2% |
| | Wednesday | 6.5% | 7.3% | 2.4% | 8.8% | 7.2% | 0.0% | 4.8% | 2.4% | 5.6% | 3.2% | 0.0% | 8.0% | 0.8% | 1.6% | 1.6% | 0.0% | 4.0% | 3.7% | 6.5% | 3.7% | 0.0% | 0.0% | 0.0% | 7.3% | 2.4% |
| | Thursday | 2.4% | 6.5% | 6.5% | 4.0% | 9.6% | 1.6% | 0.8% | 1.6% | 12.9% | 0.0% | 0.0% | 11.2% | 1.6% | 0.8% | 0.8% | 0.0% | 0.8% | 1.9% | 5.6% | 9.3% | 0.0% | 0.0% | 0.0% | 14.6% | 1.2% |
| | Friday | 5.6% | 5.6% | 3.2% | 5.6% | 8.8% | 0.8% | 2.4% | 3.2% | 7.3% | 1.6% | 0.0% | 5.6% | 2.4% | 3.2% | 1.6% | 0.0% | 2.4% | 6.5% | 2.8% | 5.6% | 0.0% | 0.0% | 0.0% | 12.2% | 0.0% |
| | Saturday | 3.2% | 5.6% | 1.6% | 3.2% | 6.4% | 0.8% | 1.6% | 0.8% | 8.1% | 0.0% | 0.0% | 4.8% | 3.2% | 0.8% | 0.0% | 0.0% | 1.6% | 0.9% | 7.5% | 1.9% | 0.0% | 0.0% | 0.0% | 7.3% | 1.2% |
| | Sunday | 1.6% | 6.5% | 4.0% | 3.2% | 6.4% | 2.4% | 0.8% | 3.2% | 5.6% | 2.4% | 0.0% | 5.6% | 2.4% | 3.2% | 0.8% | 0.0% | 0.0% | 2.8% | 5.6% | 5.6% | 0.0% | 0.0% | 0.0% | 9.8% | 1.2% |
| Time of Day | 12-3 AM | 2.4% | 2.4% | 1.6% | 2.4% | 3.2% | 0.8% | 1.6% | 0.8% | 3.2% | 0.8% | 0.0% | 3.2% | 0.8% | 0.8% | 0.8% | 0.0% | 0.8% | 1.9% | 2.8% | 1.9% | 0.0% | 0.0% | 0.0% | 6.1% | 0.0% |
| | 3-6 AM | 0.0% | 0.0% | 3.2% | 0.0% | 1.6% | 1.6% | 0.0% | 0.0% | 2.4% | 0.8% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.7% | 0.0% | 0.0% | 0.0% | 4.9% | 0.0% |
| | 6-9 AM | 2.4% | 2.4% | 2.4% | 2.4% | 4.8% | 0.0% | 0.8% | 0.0% | 5.6% | 0.8% | 0.0% | 4.8% | 0.8% | 0.8% | 0.0% | 0.0% | 0.8% | 0.9% | 2.8% | 3.7% | 0.0% | 0.0% | 0.0% | 7.3% | 0.0% |
| | 9-Noon | 1.6% | 2.4% | 0.0% | 2.4% | 1.6% | 0.0% | 1.6% | 0.8% | 0.8% | 0.8% | 0.0% | 1.6% | 0.0% | 1.6% | 0.0% | 0.0% | 0.8% | 0.9% | 2.8% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% |
| | Noon-3 PM | 5.6% | 2.4% | 0.8% | 5.6% | 4.0% | 0.0% | 3.2% | 2.4% | 3.2% | 0.0% | 0.0% | 3.2% | 0.8% | 1.6% | 0.0% | 0.0% | 4.0% | 1.9% | 3.7% | 0.9% | 0.0% | 0.0% | 0.0% | 7.3% | 0.0% |
| | 3-6 PM | 8.1% | 6.5% | 2.4% | 8.0% | 7.2% | 1.6% | 1.6% | 5.6% | 9.7% | 0.0% | 0.0% | 3.2% | 4.0% | 4.8% | 3.2% | 0.0% | 1.6% | 8.4% | 6.5% | 2.8% | 0.0% | 0.0% | 0.0% | 9.8% | 3.7% |
| | 6-9 PM | 8.9% | 13.7% | 10.5% | 10.4% | 18.4% | 4.0% | 4.0% | 5.6% | 19.4% | 4.0% | 0.0% | 19.2% | 3.2% | 4.8% | 1.6% | 0.0% | 4.0% | 6.5% | 10.3% | 16.8% | 0.0% | 0.0% | 0.0% | 28.0% | 2.4% |
| | 9-Midnight | 4.8% | 11.3% | 4.0% | 3.2% | 15.2% | 1.6% | 2.4% | 3.2% | 12.9% | 1.6% | 0.0% | 11.2% | 4.0% | 2.4% | 0.0% | 0.0% | 2.4% | 4.7% | 7.5% | 8.4% | 0.0% | 0.0% | 0.0% | 14.6% | 2.4% |
| Lighting Conditions | Dark - Lighted | 8.1% | 17.7% | 14.5% | 7.2% | 28.0% | 4.8% | 2.4% | 6.5% | 28.2% | 3.2% | 0.0% | 28.0% | 4.0% | 4.0% | 0.8% | 0.0% | 3.2% | 5.6% | 15.9% | 21.5% | 0.0% | 0.0% | 0.0% | 42.7% | 0.0% |
| | Dark - Not Lighted | 5.6% | 14.5% | 5.6% | 9.6% | 13.6% | 2.4% | 2.4% | 2.4% | 16.1% | 4.8% | 0.0% | 12.0% | 6.4% | 4.0% | 1.6% | 0.0% | 1.6% | 6.5% | 10.3% | 11.2% | 0.0% | 0.0% | 0.0% | 17.1% | 4.9% |
| | Dark - Unknown Lighting | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% |
| | Daylight | 17.7% | 8.9% | 4.0% | 16.0% | 13.6% | 1.6% | 8.9% | 8.9% | 12.1% | 0.8% | 0.0% | 8.8% | 2.4% | 8.0% | 3.2% | 0.0% | 8.8% | 11.2% | 10.3% | 4.7% | 0.0% | 0.0% | 0.0% | 19.5% | 3.7% |
| | Dusk | 1.6% | 0.0% | 0.0% | 0.8% | 0.8% | 0.0% | 0.8% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Attachment E-8**
**Seminole County**
**Percent of All KSI Crashes involving Pedestrians 2018-2022**

| Mode: | All Collisions | Context Classification | | | | Bike Lane/Paved Shoulder > 4 ft | | | Bike Slots | | | Sidewalks | | | Median Presence | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| All | | C4 | C5 | C6 | None | None | One Side | Both Sides | None | One Side | Both Sides | None | One Side | Both Sides | None | Grass | Multiple | Paved | Other |
| Type | Angle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Animal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Head On | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Left Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Off Road | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Pedestrian | 11.0% | 0.0% | 0.0% | 0.0% | 65.3% | 8.9% | 25.8% | 90.3% | 7.3% | 2.4% | 6.5% | 12.1% | 81.5% | 37.1% | 29.0% | 4.0% | 26.6% | 3.2% |
| | Rear End | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Right Turn | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Rollover | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Sideswipe | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Alcohol Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.8% | 0.8% | 0.0% | 0.0% | 0.0% |
| | N | 11.0% | 0.0% | 0.0% | 0.0% | 63.7% | 8.9% | 25.8% | 88.7% | 7.3% | 2.4% | 6.5% | 12.1% | 79.8% | 36.3% | 28.2% | 4.0% | 26.6% | 3.2% |
| Hit and Run | Y | 3.7% | 0.0% | 0.0% | 0.0% | 6.5% | 4.0% | 4.0% | 10.5% | 1.6% | 0.0% | 0.0% | 0.0% | 12.1% | 6.5% | 0.8% | 0.0% | 4.0% | 0.8% |
| | N | 7.3% | 0.0% | 0.0% | 0.0% | 58.9% | 21.8% | 21.8% | 79.8% | 5.6% | 2.4% | 6.5% | 12.1% | 69.4% | 30.6% | 28.2% | 4.0% | 22.6% | 2.4% |
| Aggressive Driving | Y | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | 0.8% | 0.8% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 1.6% | 0.8% | 0.0% | 0.0% | 0.0% |
| | N | 11.0% | 0.0% | 0.0% | 0.0% | 63.7% | 25.0% | 25.0% | 87.9% | 7.3% | 2.4% | 6.5% | 12.1% | 79.0% | 35.5% | 28.2% | 4.0% | 26.6% | 3.2% |
| Distracted Driving | Y | 1.2% | 0.0% | 0.0% | 0.0% | 4.0% | 1.6% | 1.6% | 5.6% | 0.0% | 0.0% | 0.0% | 0.8% | 4.8% | 0.8% | 2.4% | 0.0% | 2.4% | 0.0% |
| | N | 9.8% | 0.0% | 0.0% | 0.0% | 61.3% | 24.2% | 24.2% | 84.7% | 7.3% | 2.4% | 6.5% | 11.3% | 76.6% | 36.3% | 26.6% | 4.0% | 24.2% | 3.2% |
| Intersection Related | Y | 2.4% | 0.0% | 0.0% | 0.0% | 18.5% | 9.7% | 9.7% | 28.2% | 2.4% | 0.0% | 0.8% | 3.2% | 26.6% | 8.9% | 12.1% | 1.6% | 7.3% | 0.8% |
| | N | 8.5% | 0.0% | 0.0% | 0.0% | 46.8% | 16.1% | 16.1% | 62.1% | 4.8% | 2.4% | 5.6% | 8.9% | 54.8% | 28.2% | 16.9% | 2.4% | 19.4% | 2.4% |
| Drug Related | Y | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | N | 11.0% | 0.0% | 0.0% | 0.0% | 65.3% | 25.8% | 25.8% | 90.3% | 7.3% | 2.4% | 6.5% | 12.1% | 81.5% | 37.1% | 29.0% | 4.0% | 26.6% | 3.2% |
| Aging Driver | Y | 1.2% | 0.0% | 0.0% | 0.0% | 4.0% | 2.4% | 2.4% | 6.5% | 0.8% | 0.0% | 0.8% | 1.6% | 4.8% | 4.0% | 0.8% | 0.0% | 1.6% | 0.8% |
| | N | 9.8% | 0.0% | 0.0% | 0.0% | 61.3% | 23.4% | 23.4% | 83.9% | 6.5% | 2.4% | 5.6% | 10.5% | 76.6% | 33.1% | 28.2% | 4.0% | 25.0% | 2.4% |
| Teenage Driver | Y | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | 0.8% | 0.8% | 4.0% | 0.0% | 0.8% | 0.8% | 0.0% | 4.0% | 1.6% | 1.6% | 0.0% | 0.8% | 0.8% |
| | N | 11.0% | 0.0% | 0.0% | 0.0% | 61.3% | 25.0% | 25.0% | 86.3% | 7.3% | 1.6% | 5.6% | 12.1% | 77.4% | 35.5% | 27.4% | 4.0% | 25.8% | 2.4% |
| Day of the Week | Monday | 1.2% | 0.0% | 0.0% | 0.0% | 8.3% | 2.1% | 2.1% | 12.9% | 0.8% | 0.8% | 0.0% | 5.6% | 8.9% | 5.6% | 4.0% | 0.0% | 4.8% | 0.0% |
| | Tuesday | 1.2% | 0.0% | 0.0% | 0.0% | 10.3% | 4.1% | 4.1% | 16.9% | 0.0% | 0.0% | 1.6% | 0.8% | 14.5% | 7.3% | 3.2% | 0.0% | 5.6% | 0.8% |
| | Wednesday | 3.7% | 0.0% | 0.0% | 0.0% | 7.6% | 4.8% | 4.8% | 14.5% | 1.6% | 0.0% | 1.6% | 0.8% | 13.7% | 8.1% | 4.8% | 0.0% | 2.4% | 0.8% |
| | Thursday | 3.7% | 0.0% | 0.0% | 0.0% | 6.9% | 3.4% | 3.4% | 11.3% | 3.2% | 0.8% | 1.6% | 2.4% | 11.3% | 5.6% | 3.2% | 1.6% | 4.8% | 0.0% |
| | Friday | 1.2% | 0.0% | 0.0% | 0.0% | 10.3% | 1.4% | 1.4% | 13.7% | 0.8% | 0.0% | 0.0% | 1.6% | 12.9% | 3.2% | 4.8% | 0.8% | 5.6% | 0.0% |
| | Saturday | 0.0% | 0.0% | 0.0% | 0.0% | 6.2% | 2.8% | 2.8% | 10.5% | 0.0% | 0.0% | 0.0% | 0.8% | 9.7% | 5.6% | 2.4% | 0.8% | 0.8% | 0.8% |
| | Sunday | 0.0% | 0.0% | 0.0% | 0.0% | 6.2% | 3.4% | 3.4% | 10.5% | 0.8% | 0.8% | 1.6% | 0.0% | 10.5% | 1.6% | 6.5% | 0.8% | 2.4% | 0.8% |
| Time of Day | 12-3 AM | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% | 1.4% | 1.4% | 6.5% | 0.0% | 0.0% | 0.8% | 0.8% | 4.8% | 3.2% | 0.8% | 0.0% | 1.6% | 0.8% |
| | 3-6 AM | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | 0.0% | 0.0% | 2.4% | 0.0% | 0.8% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 3.2% | 0.0% |
| | 6-9 AM | 1.2% | 0.0% | 0.0% | 0.0% | 4.1% | 0.7% | 0.7% | 4.8% | 1.6% | 0.8% | 0.0% | 1.6% | 5.6% | 2.4% | 2.4% | 0.0% | 2.4% | 0.0% |
| | 9-Noon | 1.2% | 0.0% | 0.0% | 0.0% | 2.1% | 0.7% | 0.7% | 3.2% | 0.8% | 0.0% | 0.8% | 0.8% | 2.4% | 0.8% | 1.6% | 0.8% | 0.8% | 0.0% |
| | Noon-3 PM | 2.4% | 0.0% | 0.0% | 0.0% | 4.1% | 1.4% | 1.4% | 8.1% | 0.8% | 0.0% | 0.8% | 2.4% | 5.6% | 4.0% | 4.0% | 0.0% | 0.8% | 0.0% |
| | 3-6 PM | 0.0% | 0.0% | 0.0% | 0.0% | 10.3% | 2.8% | 2.8% | 15.3% | 1.6% | 0.0% | 0.8% | 0.8% | 15.3% | 7.3% | 7.3% | 0.8% | 1.6% | 0.0% |
| | 6-9 PM | 2.4% | 0.0% | 0.0% | 0.0% | 16.6% | 9.7% | 9.7% | 30.6% | 2.4% | 0.0% | 2.4% | 4.0% | 26.6% | 10.5% | 8.9% | 0.8% | 12.1% | 0.8% |
| | 9-Midnight | 3.7% | 0.0% | 0.0% | 0.0% | 11.7% | 5.5% | 5.5% | 19.4% | 0.0% | 0.8% | 0.8% | 1.6% | 17.7% | 8.9% | 4.0% | 1.6% | 4.0% | 1.6% |
| Lighting Conditions | Dark - Lighted | 6.1% | 0.0% | 0.0% | 0.0% | 26.9% | 6.2% | 6.2% | 35.5% | 2.4% | 2.4% | 1.6% | 4.0% | 34.7% | 14.5% | 9.7% | 0.8% | 12.9% | 2.4% |
| | Dark - Not Lighted | 1.2% | 0.0% | 0.0% | 0.0% | 9.7% | 11.7% | 11.7% | 25.0% | 0.8% | 0.0% | 2.4% | 2.4% | 21.0% | 7.3% | 7.3% | 1.6% | 8.9% | 0.8% |
| | Dark - Unknown Lighting | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Dawn | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% |
| | Daylight | 3.7% | 0.0% | 0.0% | 0.0% | 17.9% | 3.4% | 3.4% | 26.6% | 4.0% | 0.0% | 2.4% | 4.8% | 23.4% | 12.9% | 12.1% | 1.6% | 4.0% | 0.0% |
| | Dusk | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.7% | 1.6% | 0.0% | 0.0% | 0.0% | 0.8% | 0.8% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Other | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Unknown | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

# Appendix Part 2D: MetroPlan Orlando Policy Benchmarking

# Draft Memorandum

Date: April 3, 2024

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

**Subject: Vision Zero Central Florida – Policy Review and Benchmarking**

## Overview

This memorandum summarizes the results of a policy review and benchmarking assessment of regional transportation policies, plans, and programs against a framework of Vision Zero and Safe System elements for the MetroPlan Orlando Regional Vision Zero Action Plan. The review sought to identify potential policy barriers to reaching zero serious injuries and fatalities on roads throughout the MetroPlan Orlando region and identify specific actions and policy changes to integrate into other planning documents as a part of the Action Plan.

As a part of the Regional Vision Zero Action Plan, Policy Benchmarking Guidance was developed, which is provided as **Attachment A**. This policy review and benchmarking follows the guidance outlined in that document, which consists of the following steps:

1. Identify relevant documents and establish framework for policy review and benchmarking.
2. Review documents and conduct policy review.
3. Apply benchmarking tool.
4. Incorporate findings into Action Plan.

The outcomes of the first three steps are documented in this technical memorandum along with preliminary Action Plan strategies; these strategies are based on discussions with MetroPlan Orlando staff, a subgroup of the regional Task Force, as well as feedback from the regional Task Force. Each potential action is organized around the Core Elements of Vision Zero, with the Safe System strategy that the action is aligned with identified. Implementation timing and resource needs are also noted.

## Policy Review and Benchmarking

The following presents the results of the policy review and benchmarking as applied to the plans, policies and programs developed by MetroPlan Orlando.

### Identify and Review Relevant Documents and Establish Review Framework

The following documents were identified in consultation with MetroPlan Orlando staff and the regional Task Force to be included in the policy review:

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Prioritized Project List (PPL)
- Unified Planning Work Program (UPWP)
- Transportation Systems Management and Operations (TSM&O) Master Plan
- Complete Streets Policy
- LYNX Transit Development Plan (TDP) 2022 Annual Update
- Speed Management Network Screening (December 2022)
- Title VI Program: Nondiscrimination & Language Plan
- Public Participation Plan (2019)
- Central Florida Regional Freight Mobility Study (2013)
- Pedestrian Safety Action Plan (2019)
- Bicycle Safety Action Plan (2019)

The documents listed above were then reviewed and relevant pieces of information from the review framework were documented.

## Policy Review

Each document noted above was reviewed and information from the review framework categories was documented. The framework tool was used to collect information, by category, from each document. This review was documented in a table summarizing the key content from each document by category, as summarized in **Table 1**.

## Benchmarking

Based on the policy review summary, the benchmarking tool was used to provide a high-level assessment of the overall status of how safety is incorporated and prioritized within existing policies and processes. The assessment aims to identify strengths of the existing safety program, and opportunities for enhancements aligned with Vision Zero and Safe System Approach best practices. If a practice exists within the region, by default it will be listed as an "Occasional Practice." Where the project team was not aware of the current practice, the cell was initially left blank, and separate conversations were facilitated with MetroPlan Orlando staff and a small subgroup of the regional Task Force to further refine the benchmarks and identify if any benchmarks should be shifted from "Not a Current Practice" to "Occasional Practice" or "Institutional Practice." The resulting actions were then shared with the regional Task Force and their feedback incorporated into the actions presented in this document.

The policy review and benchmarking assessment are summarized in **Table 2.** Some notable successes from the benchmarking and policy review include:

- The MetroPlan Orlando Metropolitan Transportation Plan (MTP) has multiple policies that align with Vision Zero best practices and prioritize safety, multimodal enhancements, and vulnerable road users.
- A data driven approach is used to incorporate safety into various plans and policies.

- MetroPlan Orlando has adopted a Complete Streets policy.
- MetroPlan Orlando tracks funding by specific project categories, including transportation safety. Equity is a component of project prioritization.
- Adoption and implementation of the Regional Vision Zero Action Plan will fulfill most of the benchmarks that are not currently in the Institutional Practice column and amplify others that are already incorporated.

The policy scan and benchmarking assessment also identified opportunities for enhanced alignment with Vision Zero and Safe System Approach best practices. The key opportunities MetroPlan Orlando and the Comprehensive Safety Action Plan could consider are:

- Incorporate target speed as an evaluation/prioritization criteria.
- Establish purpose and goals for continuation of the Vision Zero Task Force.
- Develop Transportation Impact Study best practices strategies for local agencies that include guidelines for how to address safety and multimodal travel as part of the development review process.
- Develop a pilot project process to test new safety strategies in the region.
- MetroPlan Orlando staff attend relevant Florida Department of Transportation (FDOT) safety coalition meetings (https://www. fdot. gov/Safety/safety-coalitions/coalitonsresources. shtm) to provide feedback and ideas for improvement.
- MetroPlan Orlando hosts a safety summit for all jurisdictions in the region to share successes and progress towards zero on an annual basis.

## Vision Zero Action Items

Based on the policy benchmarking and subsequent discussions, potential actions to incorporate in the Action Plan were developed, as summarized on the following pages by the core elements of Vision Zero. Also noted with each potential action is which Safe System strategy it aligns with. The actions presented below may be refined and modified as they are incorporated into the Action Plan document; should there be differences between this document and the Action Plan, the Action Plan action items should take precedence.

The initial time frame for implementation was identified for three time periods, assuming actions in the plan would be implemented over a 5-year period:

1. **Immediate** (within one year) – Action is expected to be implemented within one year.
2. **Near-term** (within two to three years) – Action is expected to be implemented within two to three years. These are actions that may require additional resources and collaboration with other agencies.
3. **Longer-Term** (within four to five years) – These longer-term actions may be contingent on the completion of prior actions, require additional staffing and other resources, and require significant collaboration with other agencies. Depending on the progress of immediate and near-term actions, some longer-term actions could be accomplished earlier or could be moved beyond five years.

The expected level of staff time/resources was also identified for each action with the following assumptions:

- **Low** – Estimated to be less than 40 hours total time that could be incorporated into existing processes with currently available resources. No additional staffing/funding resources are expected to be required for low effort strategies.
- **Medium** – Estimated to be between 40 and 120 hours of effort. While an individual medium-effort strategy could likely be accomplished with existing resources, it may be difficult to accomplish multiple concurrent medium-effort actions.
- **High** – Estimated to be over 120 hours of effort and additional outside resources, such as data, IT infrastructure, and/or collaboration with outside agencies. While an individual high-effort strategy could be accomplished with existing resources, it may be difficult to accomplish multiple concurrent medium and high-effort actions. Additional staff or consultant support may be needed to accomplish these items within the 5-year time, which could require additional funding resources.

For some actions, it may be a one-time occurrence, and for other activities it may be recurring action that is incorporated into an existing or new process. This is noted as **one-time or on-going**.

It is expected that the Safety Action Plan would be updated at least every five years and the effectiveness of various strategies assessed, with new actions developed, actions that are successful retained, and actions that did not yield the expected results discontinued. Actions that are deemed not to be feasible for implementation in this plan may be considered for subsequent plan updates.

For each potential action item, the time frame, level of effort, and if it is a one-time occurrence or an on-going program are noted in the following format.

**Summary of Action (Safe System Element) [Time Frame/Staff time and Resources/Duration]**

As the following actions are further refined to inclusion in the Action Plan, performance measures will also be developed.

## Public, High-Level Commitment

1. Adopt a Vision Zero Resolution that specifies a target date to reach zero with interim goals that are aligned with goals of other jurisdictions in the region (All Safe System Elements). **[Immediate/Low/One-Time]**
2. Coordinate with regional Traffic Incident Management (TIM) staff to provide training and resources to local first responders (EMS, Fire and Police) related to Vision Zero and Safe System, to incorporate their concerns into strategies that both maintain adequate response times and reduce their calls for service to traffic crashes (Post-crash Care). **[Longer-term/High/On-going]**
3. Collaborate with other MPOs and the legislature to promote potential legislative changes that have a safety benefit, such as greater funding for driver's education in high schools, stricter licensing standards, removal of barriers to automated speed enforcement and motorcycle helmet laws. This action will require collaboration with the board to identify legislative priorities (All Safe System Elements). **[Near-term/Medium/On-going]**
4. Establish purpose, goals and vision for Vision Zero Task force, including schedule of meetings beyond Plan Adoption. Some responsibilities could include:

- Assembling transportation and safety agencies on a regular basis to discuss safety priorities and progress.
- Identifying opportunities to host or participate in multiagency safety-related events, campaigns, and activities.
- Establishing common safety performance metrics across agencies and report out/share the information annually.
- Designating a champion at each agency to stay in the loop on safety initiatives, report back, and sustain momentum.
- Hosting an annual safety summit for the region or co-host with adjacent MPOs
- Continue Safety Speaker series.
- Share best practices on how to incorporate safety into all departments within an agency, including Planning, Engineering, Construction, Maintenance and Operations.

(All Safe System Elements) **[Immediate/Medium/On-going]**

## Authentic Engagement

1. As a part of the MetroPlan Orlando All for Transportation Plan, establish a local partner agency network to help streamline the efforts of identifying various Community Based Organizations (CBOs) that are aligned with Vision Zero. Evaluate opportunities and barriers to provide support to CBOs (Safe Road Users). **[Near-term/Medium/On-going]**
2. Periodically review committee structures and waitlists to provide increased opportunities for people around the region to meaningfully participate in MetroPlan Orlando's processes (All Safe System Elements). **[Immediate/Low/On-going]**

## Strategic Planning

1. Investigate the process to establish a regional clearinghouse for citizen requests related to transportation (Safe Roads, Safe Speeds, Safe Road Users and Post-Crash Care). **[Longer-term/High/On-going]**
2. Join Vision Zero Network (All Safe System Elements). **[Immediate/Low/One-Time]**
3. Update the Regional Vision Zero Action Plan at least every 5 years (All Safe System Elements). **[Longer-term/High/On-going]**
4. Develop Transportation Impact Study best practices strategies for local agencies that include guidelines for how to address safety and multimodal travel as part of the development review process (Safe Roads, Safe Speeds, Safe Road Users and Post-Crash Care). **[Near-term/High/One-Time]**
5. Implement transportation system performance metrics that better align with goals of vision zero, including quality of service, accessibility, person seat capacity, transit accessibility, vehicle miles of travel per person, and other potential metrics (Safe Roads, Safe Speeds, Safe Road Users and Post-Crash Care). **[Near-term/Medium/One-Time** (it is assumed once the metrics have been developed, they would become standard practice and not require additional resources beyond existing)]
6. Develop a regional Safe Routes to School program that funds assessments for schools with a high injury network segment within their enrollment boundaries that can create a barrier to walking or biking to school (Safe Roads, Safe Speeds and Safe Road Users). **[Longer-Term/High/On-going]**

7. In collaboration with FDOT and Orange, Osceola and Seminole Counties, review Construction Management Plan templates used throughout the region and support applicable updates to align with the 2023 MUTCD that includes additional requirements and guidance to accommodate bicycle and pedestrian flows during construction projects (Safe Roads). **[Near-term/Medium/One-Time]**

## Project Delivery

1. Align the Vision Zero Action Plan and 2050 MTP (All Safe System Elements). **[Immediate/Low/One-Time]**
2. Projects in the 2050 MTP provide more detailed descriptions related to safety components (Safe Roads and Safe Speeds). **[Immediate/High/One-Time]**
3. Research and explore incorporating Crash Modification Factors (CMF) into project prioritization process (Safe Roads and Safe Speeds). **[Near-term/High/One-Time]**
4. Document existing grant programs that are used and conduct informational interviews with other MPOs to see if there are grant opportunities that are being missed. Maintain a list with project requirements, application deadlines and application information (Safe Roads, Safe Speeds, Safe Road Users and Post-Crash Care). **[Immediate/Medium/On-going]**

## Complete Streets for All

1. Develop sample compete streets policy language to support jurisdictions in region that do not yet have an adopted policy or are considering update to existing policy (Safe Roads and Safe Speeds); consider incorporating requirements that roundabouts be considered for all intersection improvements. **[Immediate/Medium/One-Time]**
2. Support Orange, Osceola, and Seminole Counties in updating Design Standards that incorporate safety and speed management features (Safe Roads and Safe Speeds), including the potential to identify best practice standards and participate in technical review committees. **[Near-term/High/One-Time]**

## Context Appropriate Speeds

1. Evaluate potential to include target speed reductions as an evaluation/prioritization criterion (Safe Speed). **[Immediate/Low/One-time]**
2. Work with FDOT and other jurisdictions to formalize the process of target speed setting on all segments of the Federal Aid System; for Federal Aid roadways on the HIN, the target speed shall be set at the lowest allowable speed based on the context classification with detailed justification provided if that target speed cannot be met (Safe Speeds). **[Immediate/High/One-Time]**
3. Develop educational materials that can be provided to local agencies and their elected officials (All Safe System Elements). [**Near-term/Medium/On-going**]
4. Identify corridors where traffic signal timing strategies could be used to control speeds and conduct a pilot project in partnership with FDOT and local agencies (Safe Speeds). **[Near-term/High/One-Time]**

## Equity Focused Analysis & Programs

1. Create educational materials on how to report a crash in different languages to share in communities (Safe Road Users) where crashes may be underreported. **[Near-term/Medium/One-Time]**
2. Research best practices related to graduated fines to determine if they are appropriate for our region (Safe Road Users). **[Near-term/Medium/One-Time]**
3. Track crash outcomes by disadvantaged community status (Safe Road Users). **[Near-term/Low/On-going]**

## Proactive / Systemic

1. MetroPlan Orlando staff to attend Florida Department of Transportation (FDOT) safety coalition meetings that align with the most pressing safety issues in the region (https://www.fdot.gov/Safety/safety-coalitions/coalitonsresources.shtm) to gain insight on materials prepare at the Statewide level that could benefit the region as well as to identify resources that could benefit the region (All Safe System Elements). **[Immediate/Low/On-going]**
2. Serve as a clearing house for regional location-based data, such as connected vehicle speed data, roadway, demographic information, and other data that could inform crash patterns and project prioritization (All Safe System Elements). **[Near-term/Medium/On-going]**
3. Work with FDOT to provide local agency training on the FDOT project development process (Safe Roads and Safe Speeds). **[Immediate/Medium/One-Time]**
4. Work with FDOT and local agencies to develop a plan for installation of emergency vehicle preemption on all routes to level 1 trauma centers in the region (Post-Crash Care). **[Near-term/High/One-Time]**

## Responsive / Hot Spot

1. With annual update of crash dashboard, report on progress, how it aligns with regions goals, and if new focus areas/crash trends are emerging (All Safe System Elements). **[Near-term/High/On-going]**

## Evaluation and Adjustment

1. Research and develop a policy related to supporting pilot projects to test new safety strategies in the region (Safe Roads and Safe Speeds). [Immediate/Medium/One-Time]
2. Work with Community Health Partners and others to identify where in the region bicyclist, pedestrian, and hit & run crashes are likely underreported (Safe Road Users). **[Longer-term/High/On-going]**
3. Develop process to conduct before and after studies for projects that meet certain criteria to document safety benefits of different treatments in the regional context (Safe Roads). **[Immediate/Medium/One-Time]**

The final action plan items will be reflected in the Regional Vision Zero Action Plan.

Attachments: Benchmarking Guidance

**Table 1 | Document Review Summary**

| Document Name | Description | Safety Visions, Goals, Policies | Safety Data and Analysis | Countermeasures | Vision Zero Core Element Link | Opportunities for Safety Program and Action Items |
|---|---|---|---|---|---|---|
| Metropolitan Transportation Plan (MTP) | The Metropolitan Transportation Plan (MTP) establishes the vision of Central Florida's entire transportation system for Orange, Osceola and Seminole Counties and identifies current and future transportation needs. Projects must be included in the plan to receive federal and state funding. The plan is updated every five years to reflect the changing dynamics of the region. | Goal 1: Provide a safe and secure transportation system for all users<br>**Objectives**<br>Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users<br>Provide infrastructure and services to help prepare for, respond to, and recover from emergencies<br>Prevent and mitigate transportation-related security risks<br>Improve emergency response and incident clearance times<br>Increase the resiliency of infrastructure to risks, including extreme weather and environmental conditions | **Indicators** Number of fatalities, serious injuries and crashes by mode/user<br>Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users<br>Number of evacuation route lane miles per 1,000 households<br>Average emergency response time by incident occurrence and notification time<br>Average crash/incident clearance time (return to baseline operating capacity) | Complete Streets<br>Operational<br>Safety<br>Improvements<br>ITS /Technology | Complete Streets for All | There are policies related to the reliability of the system and goals related to reducing travel time per capita that may be contrary to safety if capacity enhancing projects result in roadways that are designed for high-speed travel. The MTP identifies some roadway widening projects to 6 lanes. As six lane roadways are more likely to have high rates of KSIs for all modes, consider adding policies that if six lane roadways are constructed that safety countermeasures, such as separated bicycle facilities, sidewalks and frequent crossing locations co-located with transit stops, are required as well as a safety analysis to estimate the number of KSI crashes that could occur under different design scenarios to help inform the selection of final design elements that would reduce the potential for KSI crashes. |
| | | Goal #3: Access & Connectivity<br>**Objectives**<br>Increase transit system frequency<br>Improve housing and employment access to high-frequency transit<br>Improve access to essential services across all modes of transportation<br>Reduce per capita vehicle miles traveled (VMT)<br>Increase ridership on public transportation<br>Reduce the reliance on single-occupant vehicle travel<br>Plan and develop transportation systems that reflect regional and community values | **Indicators** (while these are not directly related to safety, safe access to transit is critical to improve ridership)<br>Percent of population within ½ mile of 30-minute and 15-minute transit frequency<br>Percent of jobs within 30-minute travel time (peak and off-peak; travel time thresholds may vary by mode)<br>Vehicle miles traveled per capita<br>Average fixed-route transit frequency<br>Percent of fixed-route transit system frequency: <15-minutes, 16-30 minutes, 31-59 minutes , >60 minutes<br>Average person trip distance<br>Percent of non-auto mode share/split | Complete Streets<br>Operational<br>Safety<br>Improvements<br>ITS /Technology | Public, High-Level, and Ongoing Commitment | |
| | | MetroPlan Orlando TMA policy allocates 32% of TMA Urbanized Area funds (SU & TALU) to off-State Highway System Complete Streets, context-sensitive, and safety improvements and 17% to Bike/Ped Projects. | MetroPlan Orlando tracks funding by specific categories of improvements. | Complete Streets<br>Operational<br>Safety<br>Improvements<br>ITS /Technology | Project Delivery | Opportunity to disaggregate safety and operations projects to better track funding for safety improvements. |
| | | Key Strategy includes incorporating safety considerations into all roadway projects and adapting roads to accommodate all users. | | | | |
| Transportation Improvement Plan (TIP) | The TIP is a five-year plan created for the Orlando Urban Area to identify and evaluate all federal and state funded transportation projects that have been scheduled. Projects in the TIP must also be consistent with the MTP's 20-year vision. | MetroPlan Orlando TMA policy allocates 32% of TMA Urbanized Area funds (SU & TALU) to off-State Highway System Complete Streets, context-sensitive, and safety improvements and 17% to Bike/Ped Projects. | Project Evaluation lists Safety and Security as a criterion including, Crash Rate, Fatal and Serious Injury Crash Rates, Number of Pedestrian and Bicycle Crashes | Complete Streets<br>Operational<br>Safety<br>Improvements<br>ITS /Technology | Project Delivery | Opportunity to disaggregate safety and operations projects to better track funding for safety improvements. |

| Document Name | Description | Safety Visions, Goals, Policies | Safety Data and Analysis | Countermeasures | Vision Zero Core Element Link | Opportunities for Safety Program and Action Items |
|---|---|---|---|---|---|---|
| Prioritized Project List (PPL) | The PPL is prepared in conjunction with the TIP and includes all the upcoming transportation-related projects in the region that have been deemed cost feasible in the near term (5-Years) but may still have unfunded phases. | The PPL is an implementation document of the MTP, and incorporates all the safety policies and goals articulated in the MTP. | Project Evaluation lists Safety and Security as a criterion including, Crash Rate, Fatal and Serious Injury Crash Rates, Number of Pedestrian and Bicycle Crashes, with 33% of the prioritization process considering safety and security, the highest of any category. | Complete Streets<br>Operational<br>Safety Improvements<br>ITS /Technology | Project Delivery | None |
| Unified Planning Work Program (UPWP) | The UPWP is the instrument for coordinating transportation and comprehensive planning in the region and serves as a management tool for the participating entities. | The planning Emphasis Areas list Safety and Complete Streets as part of all 10 major activities for MetroPlan Orlando<br>The priorities and challenges lists safety as the top priority for the MetroPlan Orlando Board.<br>The Major Goals list the support by MetroPlan Orlando for Vision Zero safety performance targets.<br>The Major Goals list equity as a continued goal for MetroPlan Orlando. | Data/Analysis is incorporated into projects and processes that are implemented as a part of the UPWP. | Complete Streets<br>Operational<br>Safety Improvements<br>ITS /Technology | Complete Streets for All<br>Project Delivery<br>Equity-Focused Analysis and Program | Opportunity to develop staff position for regional traffic safety education. |
| Transportation Systems Management & Operations (TSM&O) Master Plan | The TSM&O Master Plan is being developed to promote the vision of a safe, regional, multimodal network that uses cost-effective technology to make the most of the transportation system. | The goal is to provide a safe and secure transportation system for all users. (same as MTP)<br>Stated objective of Masterplan is to support of Vision Zero by eliminating the rate and occurrence of transportation system fatalities, injuries, and crashes with emphasis on the most vulnerable users. | | Operational<br>ITS /Technology | Complete Streets for All<br>Public, High-Level, and Ongoing Commitment | Opportunities to use TSM&O strategies to improve safety outcomes, including emergency vehicle preemption, automated speed enforcement, red-light cameras, pedestrian detection, and traffic signal timing plans for desired travel speeds. |
| Complete Streets Policy | The Complete Streets Policy (adopted 3/11/2020) marks a commitment by MetroPlan Orlando to ensure that streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities. That includes, but is not limited to pedestrians, cyclists, scooter riders, transit users, rideshare users, motorists, and freight and service operators. | 2045 Plan allocates 32% of MetroPlan Orlando's Transportation Management Area (TMA) funds to Complete Streets projects and 17% to Bike/Ped Projects. | The policy contains performance metrics related to safety, accessibility, and outreach in underserved communities, with those performance metrics being updated as new information/new policies are developed, | Complete Streets<br>Safety Improvements | Public, High-Level, and Ongoing Commitment | Opportunity to incorporate guidance to help communities weigh competing interested in constrained corridors when there may be conflicts between accommodating active transportation modes and relieving congestion for those in vehicles.<br><br>Similar to FDOT, consider a policy that requires roundabouts to be considered first for all intersection projects. |

| Document Name | Description | Safety Visions, Goals, Policies | Safety Data and Analysis | Countermeasures | Vision Zero Core Element Link | Opportunities for Safety Program and Action Items |
|---|---|---|---|---|---|---|
| LYNX Transit Development Plan (TDP) 2022 Annual Update | The TDP is a 10-year needs-based evaluation required by FDOT to qualify for state Public Transit Block Grant Program funding. This TDP update includes an assessment of existing services offered by LYNX, as well as anticipated demand for services based on social and economic trends, the political environment, and development patterns and trends | Safety is listed as a Core Value of the organization and an objective for their goal of maintaining the system in a state of good repair. There are several objectives that relate to transportation safety, including: 2. 1 (Increase connectivity for all customers and prioritize transit dependent populations (low-income, zero-auto households, elderly, youth, and persons with disabilities), 3. 1 (Maintain System in a State of Good Repair - Maintain an up to date Transit Asset Management Plan (TAMP) to ensure all capital assets remain within state of good repair to service LYNX customers with high quality services and facilities, Continue to improve the placement and maintenance of bus stops to maximize safety for passengers, and inventory of all existing bus stops, 3. 5 (Ensure continuous public input on all LYNX services (service, infrastructure and operators - Provide a permanent and easily accessible home on the website (or add to current feedback portal) an avenue to share facility related comments/concerns and identify responsible staff members to route/summarize/report input), and 4. 1 (Increase transit oriented development (TOD) and transit supportive development through partnerships and planning processes - Develop and implement a process for review and comment of city, county and FDOT plans (comprehensive, development and roadway) to improve and raise awareness of transit supportiveness), 4. 3 (increase eco-friendly business practices - Develop and implement a process for review and comment of city, county and FDOT plans (comprehensive, development and roadway) to improve and raise awareness of transit supportiveness(, and 4. 4 (Integrate and Promote Quality of Life Strategies - develop an active (transportation) mobility plan and incorporate health impact assessments as a part of transit initiatives). | The plan does not include a quantitative or qualitative assessment of transportation safety; LYNX service guidelines are referenced. These guidelines were created to guide the development of public transportation services in the region. Recommend reviewing guidelines to determine if there are strategies related to stop placement that maximize safety of riders getting to/from stop locations. | | One of the primary goals is to increase connectivity for all, but with a priority for low-income, zero vehicle households, youth, elderly and people with disabilities - linking to the VZ core element of equity. There are also strategies related to public feedback. | Opportunity to connect transportation safety outcomes to bus stop locations/amenities and prioritize bus stop relocation/improvements based on safety. |
| Speed Management Network Screening (December 2022) | The Speed Management Network Screening is a planning level analysis to identify roadways of critical speeding concern in the MetroPlan Orlando planning area. | Establishes a goal to identify context appropriate speeds and identify roadway redesign elements to achieve desired target speeds. | Detailed regional analysis of posted speeds, observed speeds based on connected vehicle data, and crash data to identify roadways where design and other elements lead to speeds higher than the posted speeds and a high level of KSI crashes. | Speed Management Strategies<br>Complete Streets<br>ITS/Technology | Context-Appropriate Speeds | Incorporate ranking on the target speed network into project development and prioritization. |
| Title VI Program: Nondiscrimination & Language Plan | This Title VI Program: Nondiscrimination & Language Plan is MetroPlan Orlando's commitment to serving the public without discrimination and works in concert with the organization's Public Involvement Plan, which identifies specific tactics for outreach and involvement. | The plan does not include specific safety goals but does have goals related to providing meaningful access to MetroPlan Orlando materials and the planned process, including translating materials into other languages. | The plan provides detailed information related to the definition of underserved communities in the region | | Equity-Focused Analysis and Program | Align definition of disadvantaged communities to align with the latest FHWA definitions. This update is underway with the update of the participation plan, expected to be completed in late 2023 (staff to confirm date). |

| Document Name | Description | Safety Visions, Goals, Policies | Safety Data and Analysis | Countermeasures | Vision Zero Core Element Link | Opportunities for Safety Program and Action Items |
|---|---|---|---|---|---|---|
| Public Participation Plan (2019) | The Public Participation Plan includes objectives, strategies and measurement tools for the MetroPlan Orlando's public participation program. By directing its efforts through this structure, MetroPlan Orlando provides a proactive approach to education and input in the planning process and uses visualization techniques to ensure content is clear, concise, and easy to understand. | The plan does not include specific safety goals, but does identify goals related to the public participation process, including (1) Encourage two-way communication with the community by informing members of the public about relevant transportation issues and ensuring they have a voice in the transportation planning process and (2) Continuously reach out to and get input from people in the region who are not easily engaged because of age, ability, language, lack of financial resources, lack of access to technology, or other reasons. | The plan provides information on the roles of the board and the various MetroPlan Orlando Committees, including the role of transportation safety. | | Authentic Engagement | Align definition of disadvantaged communities to align with the latest FHWA definitions. This update is underway with the update of the participation plan, expected to be completed in late 2023 (staff to confirm date). |
| Central Florida Regional Freight Mobility Study (2013) | The regional freight and goods movement plan identifies the key elements of the region's freight transportation system, estimates the current and future level of freight flows, assesses existing and future conditions, and develops recommendations, including identification of specific transportation system improvements aimed at relieving freight bottlenecks or improving safety. | The document does not include specific policies, although it does identify recommendations for incorporation into planes by others, including infrastructure improvements aimed at reducing bottlenecks, increasing the velocity of truck travel and improving transportation safety but eliminating substandard design features on the transportation system. Plan also notes that disadvantaged persons such as low income, minority and zero vehicle households often are more adversely impacted by freight transportation activities because they are more likely to live in close proximity to freight intensive facilities and industries. Goods movement is essential to supporting the region's economy and quality of life; however, growth in goods movement activities (from manufacturing to truck traffic) also gives rise to negative community impacts. In addition to safety (discussed above), freight activities can contribute to poor air quality and excessive noise and vibration along significant goods movement corridors. As population continues to grow and expand outside the urban core so will commercial centers, leading to more widespread dispersion of freight-intensive impacts such as truck traffic. | Commercial vehicles are involved in 6. 2% of all crashes and 6% of KSI crashes in the region.<br>Overall, the trucking community reports good operating conditions on the region's major highway facilities however, some operational constraints or bottlenecks were reported, including short-entrance ramps onto interstates which create merging hazards; excessive merging and weaving required along major freeways; insufficient turning radii on major arterials; numerous at-grade crossings on major freight corridors; and lack of sufficient staging areas in and around freight terminals. Safety concerns arise from several sources, including trucks and passenger vehicles sharing the same roadways, passenger and freight trains sharing same rail tracks, at-grade rail crossings and the transport of hazardous materials. Understanding the risks associated with goods movement is the first step in mitigating those risks. The plan identified the top corridors were truck involved crashes that occurred between 2006 and 2010, and improvements were identified for those corridors to improve safety and relieve congestion. | Complete Streets<br>Highway Improvements<br>ITS/Technology | Strategic Planning<br>Proactive Systemic Planning | Plan identifies maintaining the velocity of freight movement as a key objective; however, given the connection between crash outcomes and speed, especially when coupled with the mass of commercial vehicles, a focus on the reliability of the freight system should be explored as an alternative metric for future updates to the freight plan. As a part of the Central Florida VZ Action Plan, conduct additional analysis to identify roadways where commercial vehicles are involved in more than 6% of KSI crashes for focused improvements.<br><br>As road improvements are identified, the freight needs of corridors should be considered to provide the context-appropriate balance between freight and the desired intersection geometries for Complete Streets. |
| Pedestrian Safety Action Plan (2019) | MetroPlan Orlando developed a Pedestrian Safety Action Plan that identifies the most pressing pedestrian crash problems and solutions, sets a course to implement those solutions, and outlines how to monitor progress on the implementation and report on the effectiveness of the efforts. | Numerous strategies are identified, including locations for pedestrian safety audits, prioritized list of pedestrian safety improvements, and identification of Critical Safety Success Factors. | A detailed pedestrian crash analysis was conducted as a part of this study to identify the roadway characteristics of high-pedestrian involved crash locations. Field reviews were conduct on select roads to identify countermeasures. | Complete Streets and Speed Management | Strategic Planning<br>Proactive Systemic Planning | Opportunity to update prioritized needs list - sidewalk bundle project and ATP update; Continue to support BFF and other pedestrian and bicyclist safety programs. |

| Document Name | Description | Safety Visions, Goals, Policies | Safety Data and Analysis | Countermeasures | Vision Zero Core Element Link | Opportunities for Safety Program and Action Items |
|---|---|---|---|---|---|---|
| Bicyclist Safety Action Plan (2019) | MetroPlan Orlando developed a Bicyclist Safety Action Plan that identifies the most pressing pedestrian crash problems and solutions, sets a course to implement those solutions, and outlines how to monitor progress on the implementation and report on the effectiveness of the efforts. | Numerous strategies are identified, including locations for bicyclist safety audits, prioritized list of bicyclist safety improvements, and identification of Critical Safety Success Factors. | A detailed bicyclist crash analysis was conducted as a part of this study to identify the roadway characteristics of high-bicyclist involved crash locations. Field reviews were conducted on select roads to identify countermeasures. | Complete Streets and Speed Management | Strategic Planning Proactive Systemic Planning | Opportunity to update prioritized needs list - sidewalk bundle project and ATP update; Continue to support BFF and other pedestrian and bicyclist safety programs. |

Source: MetroPlan Orlando; Fehr & Peers, 2024.

**Table 2 | Benchmarking Assessment Tool**

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| **Category: Leadership and Commitment** | | | | | | | | |
| Public, High-Level, and Ongoing Commitment | Agency leadership has made a public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. | | | X* | | How do we maintain the evolution of safety into policies, programs and projects? | Define the next steps and identify timeframe goals as a part of this plan. Resolution is in progress and will be adopted concurrently with Action Plan completion, which will identify interim and long-term goals. Interim target years from other plans in the region will help frame regional goals | As local goals are developed, they will be rolled up into regional goals. |
| | Agency leadership is consistently engaged in prioritizing safety via collaborative efforts. | | | X | Safety is a prioritization criteria for all projects. | Emergency response needs can pose a barrier to the implementation of some strategies, such as traffic calming, lane narrowing, and others. | | |
| | Key stakeholders have made a clear, public statement in support of Vision Zero efforts and timeline. | | | X* | | | | Resolution is in progress and will be adopted concurrently with Action Plan completion, which will identify interim and long-term goals. |
| | An interdepartmental safety working group regularly coordinates with leadership to discuss progress. | | | X | All MetroPlan Orlando (MPO) staff are engaged in safety efforts, Vulnerable Users Safety Group has pivoted to become the Vision Zero Task Force, which will continue beyond Action Plan completion to implement strategies and hold the region accountable, including development of status updates. | In some agencies, there is a disconnect between planning, design, operations and maintenance staff. | Establish mechanism and purpose of the continuation of the Task Force.<br>Host a safety summit (either for the region or with an adjacent MPO) to share and measure success.<br>Continue safety speaker series on topics of interest to local agencies. | |
| Authentic Engagement | The agency conducts outreach to specific communities, interests, and populations. | | | X | The 2019 Public Participation Plan outlines process for outreach to different communities. | | Align definition of disadvantaged communities with the latest FHWA definitions; this update is underway with the update of the participation plan, expected to be completed in early 2024. | VZ AP will align disadvantaged communities with the latest FHWA designations. |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | Public meetings and workshops are hosted regularly and at times and locations convenient for the community. | | | X | The primary MPO stakeholders are other public agencies in the region and meetings are typically held during normal business hours to fit within work hours of members of most committees and boards. Meetings are also recorded and live streamed such that people who are not able to attend in person are able to participate. For large regional project, like the MTP adoption, public open houses are held outside of work hours. For location specific projects that receive MPO funding, events are held in those communities at times convenient for community members. | | As a part of recurring surveys, ask participants if meeting times, information provided, and options for proving feedback are meeting their needs. | Provide more options for people to submit comments for TAC/CAC, Board Meetings and other committee meetings. |
| | The community, including historically disadvantaged communities, trust and feel engaged by the agency. | | | X | Sentiment is that this can be improved, but overall MPO has the trust of disadvantaged communities. | | Updates to the Equity Plan will further articulate goals and best practices related to engaging with underserved communities, and provide guidance to local agencies. | As a part of surveys, ask representatives of historically disadvantaged communities how they feel towards MetroPlan Orlando and the level of engagement in their communities. |
| | The stakeholder groups are representative of the community at large. | | X | X | The Community Advisory Committee currently has a waitlist of 30-40 people, which allows for the curation of the group that is representative of the larger community and provides a pool of interested candidates to serve on project specific committees. | | Are there opportunities for the people currently on the waitlist to be involved in other processes or committees? | |
| | The agency engages regularly with community-based organizations and leaders. | | | X | | There are a lot of CBOs, some with limited resources to be able to participate and advertise services they provide. | MPO is establishing a partnering agency network to help streamline the efforts of identifying various CBOs that are aligned with different planning efforts. | Should this be an action in the VZ Plan? |
| | The agency recognizes the value of community input by providing grant opportunities made in partnership with community-based organizations and nonprofits supporting Vision Zero work. | | X | | MPO supports the Best Foot Forward Program. | Is challenging to support additional programs based on the funding structure and limitations on how various funds can be spent. | Continue support of BFF and evaluate barriers to support of other CBOs and non-profits. | |
| Strategic Planning | Crash data is collected regularly and used to inform decisions before plan development. | | | X | This occurs on a regular basis. | | | |
| | The agency augments traditional crash data from police data with data from other sources, such as hospitals. | | | X | This occurs on a regular basis. | | | |
| | The agency has established an appropriate timeline to reach zero traffic fatalities. | | | | Timelines are being established as a part of this Action Planning process; these will consider the timeline of other agencies, including FDOT and local agencies. | FDOT has a goal of Zero but has not established interim goals; as most of the HIN is on FDOT roadways, collaboration with FDOT will be key. | Work with FDOT to identify projects on the HIN that incorporate FHWAs proven countermeasures to reduce KSIs. | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | The agency has established near-term and interim goals for achieving zero traffic fatalities. | | | | Near-term and long-term goals are being established as a part of this Action Planning process; these will consider goals of other agencies, including FDOT and local agencies. | | | |
| | The agency has delineated clear action items to achieve each goal. | | | | Action Items are under development. | | | |
| | A lead department or position has been established for each action item. | | | | Responsibilities will be established as a part of the Action Plan process. | | | Each Action Plan Item will include who is responsible, time frame for implementation, expected costs and funding mechanism, and mechanism to monitor outcomes. |
| | The lead agency for each action item identifies partners to help complete the action. | | | | Responsibilities will be established as a part of the Action Plan process. | | | Each Action Plan Item will include who is responsible, including partner agencies, time frame for implementation, expected costs and funding mechanism, and mechanism to monitor outcomes. |
| | The agency has determined appropriate funding needs for each action item. | | | | Funding needs and opportunities will be identified as a part of the Action Plan. | There is a lack of understanding about the FDOT Process of project implementation in some local agencies. Information on how to better leverage existing projects and enhance safety improvements could help maximize safety benefits. | | Each Action Plan Item will include who is responsible, time frame for implementation, expected costs and funding mechanism, and mechanism to monitor outcomes. |
| | The agency has maintained a Vision Zero website to inform the public about the initiative's progress; this could include a link to regional resources from the agency's home page. | | | X | Crash data has routinely been published in an interactive dashboard linked to the MPO website. Comprehensive hub site incorporates that data along with other plan information. | | | Action item will include updates to the crash dashboard. |
| | A third-party audits Vision Zero progress and reports outcomes on the website. | X | | | This is not currently occurring | Cost, extent and outcomes of third party reviews. | Opportunity to join the Vision Zero Network for third party review. | Action item to join VZ Network. |
| | Departments and staff are provided resources for safety related training and staff development. | | | X | Staff at all levels are provided appropriate training and resources. | | | |
| | Staff at multiple levels and in multiple departments are safety champions to ensure continuity when a safety champion departs. | | | X | Safety is woven into most projects, providing a deep bench of safety expertise within the organization. | | Update internal procedures incorporate safety analyses. | |
| | Adequate policies related to equitable transportation have been formulated. | | | X | Within the last 10 years, policies and processes to weave equity have been formulated and will continue to evolve. | | | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | The agency has determined suitable performance measures to assess equitable transportation. | | X | | MPO has been moving away from vehicle delay based criteria to include accessibility, level of comfort, access to places via transit and other multimodal transportation metrics. | | | |
| | Adequate policies related to multimodal transportation have been formulated. | | | X | Policies have been developed for all travel modes. | Often when there are competing interests between automobility and other modes, there is not clear guidance on what should be prioritized. | | |
| | Suitable performance measures to assess multimodal transportation have been established. | | | X | Performance measures have been developed for all travel modes. | As computational processes have improved, methods to evaluate non-motorized travel modes have improved, but with shifting methodologies, it makes evaluating progress more challenging. | Could be an opportunity refine processes for ease of calculation as well as preparing comparable results to track trends. | The VZ Action Plan and 2050 MTP evaluation procedures should be aligned. |
| | The agency has developed policies to maintain bicycle and pedestrian facilities during construction projects that affect roadway operations. | X | | | Not applicable as MPO does not construct projects; | | Potential opportunity to require preparation of MOT for Active Transportation as a condition of project funding. | |
| | The agency has established an efficient citizen request process and a methodology for evaluating requests. | X | | | Not applicable to MPO. | Cost to implement and maintain a system, as well as forward feedback to applicable agency. | MPO could serve as a clearinghouse to direct people to the most appropriate resource as most people in the region do not know precisely who to contract and where jurisdictional boundaries are located. | |
| Project Delivery | Adequate policies related to transportation safety have been formulated. | | | X | | | | |
| | The agency has determined suitable performance measures to assess transportation safety. | | | X | | | | |
| | Transportation safety is incorporated into every Capital Improvement Project to the extent applicable. | | | X | Some project descriptions are vague and it is difficult to know extent of safety elements incorporated into projects. | Sometimes the safety aspects of projects are diluted as they go through final design and value engineering. | Opportunity to incorporate before / after studies into safety projects to document outcome of specific improvements. | Projects in the MTP opportunity in next MTP to provide more detailed project descriptions that highlight safety improvements. Develop process for projects that meet certain criteria to conduct after studies. |
| | FHWA's proven countermeasures are implemented in projects. | | | X | Should projects that include proven countermeasures be given higher prioritization? | | | |
| | The agency implements NHTSA's Countermeasures that Work. | | | X | | | | |
| | The agency shares project outcomes and effectiveness with the public. | | X | X | Overall process outcomes are shared. | Projects are currently not budgeted to conduct formal after studies. | Opportunity to incorporate before / after studies into safety projects to document outcome of specific improvements. | Develop process for projects that meet certain criteria to conduct after studies. |
| | The agency provides funding for projects that reduce fatal and serious injury collisions. | | | X | | | | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | There is sufficient funding allocated for future projects that may reduce fatal and serious injury collisions. | | | X | | Overall project needs exceeds available funding resources and prioritization criteria factors safety. | Are there additional funding sources? Or ways to prioritize projects based on expected outcomes? | Incorporate CMFs into prioritization. |
| | The agency applies for grants to fund safety projects from traditional sources. | | | X | | | Are there other grant programs available? | Document existing grant programs that are used and conduct informational interviews with other MPOs to see if there are grant opportunities that are being missed. |
| | The agency applies for grants to fund safety projects from non-traditional sources. | | | X | | | Are there other grant programs available? | Document existing grant programs that are used and conduct informational interviews with other MPOs to see if there are grant opportunities that are being missed. |
| | Projects incentivizing transit, biking, walking, and carpooling over single-occupant vehicles are prioritized and implemented. | | | X | MPO primarily prioritizes funding for multimodal projects, with an emphasis on biking, waking and transit improvements. Very little funding is allocated to capacity enhancing projects. | | | |
| Public, High-Level, and Ongoing Commitment | Agency leadership has made a public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. | | | X | | How do we maintain the evolution of safety into policies, programs and projects? | Define the next steps and identify timeframe goals as a part of this plan. Resolution is in progress and will be adopted concurrently with Action Plan completion, which will identify interim and long-term goals. Interim target years from other plans in the region will help frame regional goals | As local goals are developed, they will be rolled up into a regional goal. |
| | Agency leadership is consistently engaged in prioritizing safety via collaborative efforts. | | | X | Safety is a prioritization criteria for all projects. | | | |
| | Key stakeholders have made a clear, public statement in support of Vision Zero efforts and timeline. | | | X | | | | Resolution is in progress and will be adopted concurrently with Action Plan completion, which will identify interim and long-term goals. |
| | An interdepartmental safety working group regularly coordinates with leadership to discuss progress. | | | X | All MetroPlan Orlando (MPO) staff are engaged in safety efforts, Vulnerable Users Safety Group has pivoted to become the Vision Zero Task Force, which will continue beyond Action Plan completion to implement strategies and hold the region accountable, including development of status updates. | | Establish mechanism and purpose of the continuation of the Task Force. | |
| **Category: Safe Roadways and Safe Speeds** | | | | | | | | |
| Complete Streets for All | The agency has allocated adequate funding for complete streets projects. | | | X | A significant proportion of MPO funding is allocated to complete streets projects. | | | |
| | The agency has a complete streets plan. | | | X | Complete Streets Policy | Not all agencies in region have a complete streets policy. | Provide sample language. | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | Complete Street elements have been incorporated into planning documents. | | | X | | | | |
| | Vulnerable users are prioritized in project planning and implementation. | | | X | | | | |
| | The agency actively coordinates with neighboring member agencies and neighboring municipalities to provide connections for people walking and biking. | | | X | | | | |
| | Appropriate practices are followed to set speed limits based on context. | | | X | Speed management network has been identified | MPO does not operate roadways; should guidance on how to set target speed be developed? | Can reduction in target speed be used as an evaluation/ prioritization criteria? | |
| Context Appropriate Speed | The agency suggests specific rules to set speed limits near schools and areas with a high number of vulnerable road users. | | | | Does not apply to MPO | | | |
| | Appropriate procedures are followed to enforce speed limits. | | | | Does not apply to MPO | | | |
| | There are ongoing education programs/campaigns related to traffic speeds. | | | | Through BFF; Can programs such as BFF be expanded to address speed? | Funding challenges | | |
| | The agency follows proper methods to modify existing roadways to achieve safe speeds. | | X | X | Speed management network has been identified | MPO does not operate roadways; should guidance on how to set target speed be developed? | Can reduction in target speed be used as an evaluation/ prioritization criteria? | |
| **Category: Data Driven Approach, Transparency and Accountability** | | | | | | | | |
| Equity Focused Analysis and Programs | The agency has developed effective programs and strategies to help people without housing, and low-income individuals access jobs and services. | | | | Role of MPO is indirect and reactionary in most cases. | | | |
| | Equity is a factor in project prioritization. | | | X | | | | |
| | Equity is reflected in the agency's vision and goals for safety. | | | X | | | | |
| | Geographic inequity is considered in the agency's data analysis. | | | X | | | | |
| | The agency reports safety outcomes demographically. | | | | Data is not readily available | | | Track crash outcomes by disadvantaged community status. |
| | Data on distribution of stops and ticketing is analyzed demographically. | | | | Data is not readily available | | | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes | Challenges | Ideas | Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|---|---|
| | The agency has formulated effective policies to mitigate the disproportionate impact of fines for minor violations on low-income individuals. | X | | | Individuals with suspended licenses were court ordered to attend Alternative Transportation course through the CTST to encourage them to use alternatives and improve their safety when using them. Program was very difficult to grow and sustain. | This does not apply to a regional MPO. | Is there a role for MPO to research best practices related to graduated fines? Is there an opportunity to bring back alternative safety courses? | |
| | Important information and education materials are provided in common languages spoken by residents whose first language is not English. | | | X | Title VI Program: Nondiscrimination & Language Plan and Public Participation Plan (2019) are important resources. | | As these documents are updated, they should be incorporate into the Vision Zero Action Plan. | |
| | The agency uses data to identify and systematically address trends and risk factors to prevent severe collisions. | | | X | | | | This is a key outcome of the plan. |
| Proactive / Systemic | Common collision patterns have been matched with adequate countermeasures. | | | X | Underway | | | This is a key outcome of the plan. |
| | The agency works to continuously improve the accuracy of crash reports. | | | X | Data management plan incorporates process to report back to the appropriate agency KSI crashes that are not mapped properly. This may also relate to agencies that have their own law enforcement. | Crash reports are missing standard data that could inform overall crash analysis, such as involvement of micromobility users. | | MPO staff attend bicycle and pedestrian safety coalition meetings to provide feedback and ideas for improvement. |
| | The agency uses the High Injury Network (HIN) in project prioritization. | | | X | Crash data has been used in project prioritization. | Consistency of weighting of certain crash types. Some inconsistencies of data availability across the region to fully identify context characteristics, and other factors. | | |
| Reactive / Hot Spot | A demographic analysis of the HIN has been conducted. | | | | Underway | | | Outcome will help prioritize projects. |
| | The agency routinely monitors and reports collision data to the public. | | | X | Crash dashboards are updated annually. | | | Incorporate into annual update reporting of progress and how it aligns with regions goals. |
| Evaluation and Adjustment | Intersection design and control decisions are evaluated to reduce kinetic energy transfer to vulnerable users. | X | | | | | Work with FDOT to develop process to incorporate this analysis into the development of project alternatives. | Incorporate into standard scope elements for safety and corridor projects. |
| | Demonstration projects are used to test the strategies and get feedback from the public. | X | | | | There are potential challenges of how funding demonstration projects would work within the current MPO funding structure. | Create a pilot process with supplemental Action Plan funds in the future. | Develop a policy related to supporting pilot projects to test new safety strategies in the region. |
| | The agency has a process to address underreporting of collisions, especially for vulnerable road users. | | | | Incorporate hospital data; acknowledge the under reporting; contact FDOT Modal office for bike/ped crashes along Railroads. | Data on the extent of underreporting is not available for the region. | Work with Community Health Partners and others to identify where in region crashes are likely underreported. | Create educational materials on how to report a crash in different languages to share in disadvantaged communities. |

*Source: MetroPlan Orlando; Fehr & Peers, 2024*
**Benchmark will be further solidified developed and met as part of Vision Zero Action Plan.*

# Final Memorandum

Date: October 10, 2023

To: Vision Zero Central Florida Consultants

From: Mighk Wilson, MetroPlan Orlando
Nicole Waldheim and Kathrin Tellez, Fehr & Peers

**Subject: Vision Zero Central Florida – Policy Benchmarking Guidance**

## Introduction

The MetroPlan Orlando region has an overall fatal crash rate 15 percent higher than the national average and 10 percent higher than the statewide average. MetroPlan Orlando is preparing a Regional Vision Zero Action Plan to understand where crashes are most likely to occur, why crashes result in fatalities and serious injuries, and how to reduce the severity and frequency of these crashes. This effort will be rooted in the core elements of Vision Zero and the Safe System approach. The purpose of the Action Plan is to identify projects, programs, and strategies to eliminate fatalities and serious injuries on the region's roadways.

Funding for this effort is provided by the U.S. Department of Transportation's Safe Streets for All (SS4A) grant program. The SS4A grant program is funding the preparation of regional, county, and local agency Vision Zero action plans in the MetroPlan Orlando region.

This memorandum outlines a process to benchmark existing policies and guidelines against the Vision Zero core elements to meet the Safe Street for All requirement to review existing regional policies and guidelines.

## Core Elements of Vision Zero

The Vision Zero Network has established 10 core elements, as summarized in **Table 1**. They provide a framework for what an effective safety program encompasses. Evaluating existing policies, programs, and projects against these core elements will help local agencies understand what is working to reduce severe crashes and what the gaps are in their existing safety programs. This information can then be used to inform stronger safety-related policies and programs as part of each agency's Action Plan.

**Table 1 | Core Elements of Vision Zero**

| General Strategy | Strategy Details |
|---|---|
| **Category: Leadership and Commitment** | |
| Public, High-Level, and Ongoing Commitment | Key elected officials and leaders within public agencies, including transportation, public health, and police, commit to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource sharing efforts. |
| Authentic Engagement | Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity. |
| Strategic Planning | A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders. |
| Project Delivery | Decision-makers and system designers advance projects and policies for safe, equitable multimodal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues. |
| **Category: Safe Roads and Safe Speeds** | |
| Complete Streets for All | Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles. |
| Context-Appropriate Speeds | Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal. |
| **Category: Data-Driven Approach, Transparency, and Accountability** | |
| Equity-Focused Analysis and Program | Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices. |
| Proactive, Systemic Planning | A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity. |
| Responsive, Hot Spot Planning | A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding. |
| Comprehensive Evaluation and Adjustments | Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan. |

Source: Vision Zero Network, 2023

**Table 2 | Example Plan Documentation**

| Name | Description | Safety Policies and Goals | Safety Data and Analysis | Countermeasures | VZ Core Element Link | Notes/ Opportunities for Policy/Process Refinement |
|---|---|---|---|---|---|---|
| CIP | Identifies 5-year list of multimodal improvements | Zero fatalities and serious injuries is stated as one of the primary goals for capital projects.<br><br>Project prioritization approach includes safety criteria. | CIP projects are scored, in part, based on equity criterion.<br><br>Regional High Injury Network is referenced in the document. | Separated bike lanes<br><br>Speed studies<br><br>Traffic calming<br><br>Restriping | Project Delivery: Working to advance projects and policies for safe, equitable multimodal travel | Start tracking total funding spend on safety projects. |

## Step 2 – Review and Refine Benchmarks

The next step is to determine how your existing policies and program align with the Vision Zero core elements and where gaps may exist. Potential Vision Zero benchmarks, centered around the core elements of Vision Zero and the Safe System approach, have been developed as presented in **Table 3**, and provided as an excel spreadsheet, and are intended to help assess what agencies are currently doing well related to Vision Zero and where potential changes to policies, programs and practices could be considered as a part of the development of their Vision Zero Action Plan. Not all benchmarking criteria will apply to all agencies, and some agencies may wish to develop additional criteria.

A process to follow in conducting the benchmarking is provided in the next section.

# Benchmarking Process

The benchmarking process is typically comprised of the following steps, each of which are described in more detail within this memorandum.

1. Identify and review relevant documents and procedures
2. Review and refine benchmarks
3. Conduct initial benchmarking by consultant team and agency staff project manager
4. Facilitate focused benchmarking discussion with stakeholders with knowledge of planning, engagement, project delivery and other elements contained within the benchmarking matrix
5. Identify opportunities for policy enhancements and barriers to change
6. Incorporate findings into Action Plan

## Step 1 – Identify and Review Relevant Documents and Procedures

The first step of the benchmarking process is to **identify all relevant local policies, plans, programs, and projects that have a role in transportation safety** and conduct a review.

Documents to review may include, but are not limited to:

- Comprehensive Plan
- Transportation Plans, including active transportation plans
- Capital Improvement Program
- Design policies (multimodal, complete streets, speed, other), standards and guidelines, and land development code requirements
- Department Standard Operating Procedures

As a part of the benchmarking process, clear documentation of critical information from each plan is important. For each document reviewed, it is recommended that the following information, at a minimum, be documented. Each summary element is defined below, and an example summary is provided in **Table 2**.

**Document Name**: Name of document (and link to where the document can be found).

**Document Description**: One to three sentence description of the purpose of the document.

**Goals and Policies**: Documentation of what is intended to be achieved with transportation safety and supporting guidance, rules, procedures to achieve it.

**Data and Analysis**: Documentation of existing safety data/analysis or known challenges (if any).

**Countermeasures**: Documentation of proposed or programmed safety solutions to address key needs.

**Vision Zero Link**: How the document addresses one or more of the Vision Zero core elements (see Table 1).

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice |
|---|---|---|---|---|
| | The agency augments traditional crash data from police data with data from other sources, such as hospitals. | | | |
| | The agency has established an appropriate timeline to reach zero traffic fatalities. | | | |
| | The agency has established near-term and interim goals for achieving zero traffic fatalities. | | | |
| | The agency has delineated clear action items to achieve each goal. | | | |
| | A lead department or position has been established for each action item. | | | |
| | The lead agency for each action item identifies partners to help complete the action. | | | |
| | The agency has determined appropriate funding needs for each action item. | | | |
| | The agency has maintained a Vision Zero website to inform the public about the initiative's progress; this could include a link to regional resources from the agency's home page. | | | |
| | A third-party audits Vision Zero progress and reports outcomes on the website. | | | |
| Strategic Planning | Departments and staff are provided resources for safety related training and staff development. | | | |
| | Staff at multiple levels and in multiple departments are safety champions to ensure continuity when a safety champion departs. | | | |
| | Adequate policies related to equitable transportation have been formulated. | | | |
| | The agency has determined suitable performance measures to assess equitable transportation. | | | |
| | Adequate policies related to multimodal transportation have been formulated. | | | |
| | Suitable performance measures to assess multimodal transportation have been established. | | | |
| | Non-transportation policies support transportation safety, such as land use, open space, parks, etc. | | | |
| | The agency has developed policies to maintain bicycle and pedestrian facilities during construction projects that affect roadway operations. | | | |
| | The agency has developed policies to maintain bicycle and pedestrian facilities during construction projects that affect roadway operations. | | | |
| | The agency has established an efficient citizen request process and a methodology for evaluating requests. | | | |

**Table 3 | Vision Zero Benchmarks**

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice |
|---|---|---|---|---|
| **Category: Leadership and Commitment** | | | | |
| Public, High-Level, and Ongoing Commitment | Key elected officials and leaders have made a public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe. | | | |
| | Key elected officials are consistently engaged in prioritizing safety via collaborative efforts. | | | |
| | Key stakeholders have made a clear, public statement in support of Vision Zero efforts and timeline. | | | |
| | An interdepartmental safety working group regularly coordinates with leadership to discuss progress. | | | |
| | Public meetings and workshops are hosted regularly and at times and locations convenient for the community. | | | |
| Authentic Engagement | The agency conducts outreach to specific communities, interests, and populations. | | | |
| | The community, including historically disadvantaged communities, trust and feel engaged by the agency. | | | |
| | The stakeholder group is representative of the community at large. | | | |
| | The agency engages regularly with community-based organizations and leaders. | | | |
| | The agency recognizes the value of community input by providing grant opportunities made in partnership with community-based organizations and nonprofits supporting Vision Zero work. | | | |
| | Crash data is collected regularly and used to inform decisions before plan development. | | | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice |
|---|---|---|---|---|
| Context Appropriate Speed | The agency uses specific rules to set speed limits near schools and areas with a high number of vulnerable road users. | | | |
| | Appropriate procedures are followed to enforce speed limits. | | | |
| | There are ongoing education programs/campaigns related to traffic speeds. | | | |
| | The agency follows proper methods to modify existing roadways to achieve safe speeds. | | | |
| | The agency follows proper methods to modify existing roadways to achieve safe speeds. | | | |
| **Category: Data Driven Approach, Transparency and Accountability** | | | | |
| Equity Focused Analysis and Programs | The agency has developed effective programs and strategies to help people without housing, and low-income individuals access jobs and services. | | | |
| | Equity is a factor in project prioritization. | | | |
| | Equity is reflected in the agency's vision and goals for safety. | | | |
| | Geographic inequity is considered in the agency's data analysis. | | | |
| | The agency reports safety outcomes demographically. | | | |
| | The police department policy for traffic stops consider equity | | | |
| | Data on distribution of stops and ticketing is analyzed demographically. | | | |
| | The agency has formulated effective policies to mitigate the disproportionate impact of fines for minor violations on low-income individuals. | | | |
| | Important information and education materials are provided in common languages spoken by residents whose first language is not English. | | | |
| | The agency uses data to identify and systematically address trends and risk factors to prevent severe collisions. | | | |
| Proactive / Systemic | Common collision patterns have been matched with adequate countermeasures. | | | |
| | The agency works to continuously improve the accuracy of crash reports. | | | |
| | The agency uses the High Injury Network (HIN) in project prioritization. | | | |

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice |
|---|---|---|---|---|
| Project Delivery | Adequate policies related to transportation safety have been formulated. | | | |
| | The agency has determined suitable performance measures to assess transportation safety. | | | |
| | Transportation safety is incorporated into every Capital Improvement Project to the extent applicable. | | | |
| | FHWA's proven countermeasures are implemented in projects. | | | |
| | The agency implements NHTSA's Countermeasures that Work. | | | |
| | The agency shares project outcomes and effectiveness with the public. | | | |
| | The agency provides funding for projects that reduce fatal and serious injury collisions. | | | |
| | There is sufficient funding allocated for future projects that may reduce fatal and serious injury collisions. | | | |
| | The agency applies for grants to fund safety projects from traditional sources. | | | |
| | The agency applies for grants to fund safety projects from non-traditional sources. | | | |
| | Projects incentivizing transit, biking, walking, and carpooling over single-occupant vehicles are prioritized and implemented. | | | |
| **Category: Safe Roadways and Safe Speeds** | | | | |
| Complete Streets for All | The agency has allocated adequate funding for complete streets projects. | | | |
| | The agency has a complete streets plan. | | | |
| | Complete Street elements have been incorporated into Comprehensive Plans and other planning documents. | | | |
| | Vulnerable users are prioritized in project planning and implementation. | | | |
| | The agency actively coordinates with neighboring municipalities to provide connections for people walking and biking. | | | |
| | Appropriate practices are followed to set speed limits based on context. | | | |

**Table 4 | Example of Populating the Benchmarks**

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice | Notes |
|---|---|---|---|---|---|
| Project Delivery | The agency has determined suitable performance measures to assess transportation safety. | | x | | The Comprehensive Plan includes performance measures for severe crashes. |
| Project Delivery | FHWA's proven countermeasures are implemented in projects. | | x | | The CIP includes some of the FHWA proven countermeasures including bike lanes and road diets. |
| Proactive / Systemic | The agency uses the High Injury Network (HIN) in project prioritization. | x | | | A HIN will be developed as part of the Action Plan and incorporated into future project prioritization. |

**Stakeholder Workshop**: To obtain feedback and input on the benchmarking assessment matrix, a virtual or in-person stakeholder workshop can be held. The goals for the workshop are to:

- Provide education on a Vision Zero safety program and benchmarks.
- Obtain feedback on the already populated benchmarks (based on the inputs from the plan review).
- Finalize the level of institutionalization for all the benchmarks.
- Identify gaps and the associated challenges in the current safety program.

The workshop can be an hour and a half in length and follow this format:

- Overview of safety planning with a focus on Vision Zero and the Safe System Approach. (5 minutes)
- Describe the 10 core Vision Zero elements. (5 minutes)
- Break into three groups – the groups are organized around the Vision Zero categories of 1) Leadership and Commitment 2) Safe Roads and Speeds 3) Data Driven Approach, Transparency and Accountability. Participants will rotate through three groups and spend 25 minutes in each one.

  Facilitators will capture the following information:

  - Confirm the x's are in the proper institutionalization categories for each benchmark (2) minutes)
  - For any benchmarks without an "x" obtain feedback from the group (5 minutes)
  - For the benchmarks marked as "occasional" or "not a current practice," discuss why. Obtain feedback on the challenges and solutions. These conversations will form the basis of policy recommendations to be included in the Action Plan (18 minutes)

| Strategy | Benchmarks | Not a Current Practice | Occasional Practice | Institutional Practice |
|---|---|---|---|---|
| Reactive / Hot Spot | A demographic analysis of the HIN has been conducted. | | | |
| | The agency routinely monitors and reports collision data to the public. | | | |
| Evaluation and Adjustment | Intersection design and control decisions are evaluated to reduce kinetic energy transfer to vulnerable users. | | | |
| | Demonstration projects are used to test the strategies and get feedback from the public. | | | |
| | The agency has a process to address underreporting of collisions, especially for vulnerable road users. | | | |

## Steps 3 through 5 – Using the Benchmarks

The following describes how to use the Vision Zero benchmarks to assess your agency's safety program.

**Identify Stakeholders:** Determine who participates in the benchmarking assessment. This can be done with the Task Force, Steering Committee or Working Group assembled to develop the local agency safety plan, or with a subset of stakeholders who represent transportation and safety interests and have knowledge about the agency's practices. At a minimum, participants should include representatives from Engineering, Planning/Community Development, and Enforcement.

**Review and Customize Benchmarks:** The benchmarks listed for each of the Vision Zero core elements represent strategies to make improvements and adjustments to a safety program. It is recommended to consider all of these when assessing a safety program, but not required. In coordination with the review committee, review the benchmarks to determine which should be included in the benchmarking assessment, which should not, and any customizations to the language. The strategies provide a starting point but can be revised based on the goals of your safety program.

**Populate the Benchmarks:** Using the results of the plan review, the consultant team should complete an initial pass through the Table 3 matrices based on their review of various plans and documents, as well as initial discissions with agency staff, and populate and "x" in the appropriate column, denoting the level of institutionalization. A column documenting rationale or notes can be added. In addition to using the plan review to populate the matrix, a discussion with the local agency project manager can be another resource to populate the level of institutionalization columns. An example is summarized in **Table 4.**

## Step 6 – Develop the Action Plan

Based on the benchmarking effort and findings, actions and next steps can be identified to enhance the local safety program.

Drawing from the challenges and ideas generated at the workshop (or interviews), the consultant team will develop a set of next steps to be completed as part of the safety planning process or be included in the plan for further consideration. **Table 6** summarizes how to develop the next steps (in matrix format) related to identified policy, programmatic, and policy changes.

**Table 6 | Example Action Plan Template**

| Strategy | Actions | Near Term Action | Action to be Included in Plan | Longer-Term Consideration |
|---|---|---|---|---|
| Project Delivery | Make better use of FHWA countermeasure resources | x | x | |
| Project Delivery | Develop policy to consider FHWA proven countermeasures first in project prioritization | | x | x |
| Project Delivery | Develop metrics to evaluate speed-related severe crashes | x | x | |
| Proactive / Systemic | Develop HIN and incorporate into project prioritization criteria. | x | x | |

# Have any questions?

If you have questions related to the policy review, or if you have an approach not included in the list, please contact Mighk Wilson at mwilson@metroplanorlando.org.

**Table 5** summarizes how to obtain the information. In total this portion of the agenda will be 75 minutes.

- Wrap Up. (5 minutes)

**Table 5 | Example of Capturing Feedback on Benchmarks**

| Strategy | Benchmarks | Status | Notes | Challenges | Ideas |
|---|---|---|---|---|---|
| Project Delivery | The agency has determined suitable performance measures to assess transportation safety. | Occasional Practice | The Comprehensive Plan includes performance measures for severe crashes. | Do not have staff resources to track performance measures beyond severe crashes. | Speed is an emphasis area so develop metrics to track this issue. Coordinate with FDOT and MetroPlan Orlando to track outcomes on regional roadways. |
| Project Delivery | FHWA's proven countermeasures are implemented in projects. | Occasional Practice | The CIP includes some of the FHWA proven countermeasures including bike lanes and road diets. | Not all of the proven countermeasures have political support. | Identify which of the other proven countermeasures could be implemented locally; consider educating elected officials and the public. |
| Proactive / Systemic | The agency uses the High Injury Network (HIN) in project prioritization. | Not a Current Practice | A HIN will be developed as part of the Action Plan and incorporated into future project prioritization. | May not have resources to periodically update HIN. | Incorporate HIN and safety analysis into Comprehensive Plan Updates and other planning processes. |

***Alternative***: If a stakeholder workshop is not possible, focused interviews with key stakeholders can be held to obtain input on the benchmarks, areas of success, and gaps/challenges. Identify key stakeholders and set up individual interviews. Provide background on the benchmarks and walk through each one to obtain their input on level of institutionalization. Use the successes and challenges tabs, summarized in Table 5 to capture feedback.

# Appendix Part 2E: HIN Corridor Fact Sheets & Countermeasures

CORRIDOR 1

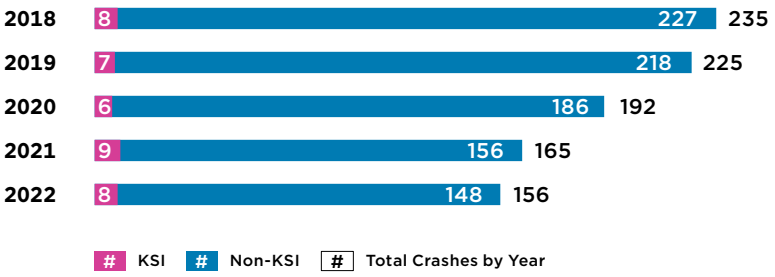
# JOHN YOUNG PARKWAY

## from E Colonial Drive (SR 50) to Orange Center Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| | 973 | 9 | 29 | 299 | 636 |
| Vehicle | 933 | 4 | 21 | 274 | 634 |
| Bike | 6 | | | 5 | 1 |
| Pedestrian | 24 | 5 | 5 | 14 | |
| Motorcycle | 10 | | 3 | 6 | 1 |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 4 | 409 | **413** |
| LEFT TURN | 13 | 165 | **178** |
| SIDESWIPE | - | 166 | **166** |
| OTHER | 6 | 60 | **66** |
| ANGLE | - | 46 | **46** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 3 | 243 | 246 |
| FOLLOWED TOO CLOSELY | 2 | 108 | 110 |
| FAILED TO YIELD RIGHT-OF-WAY | 7 | 145 | 152 |
| FAILED TO KEEP IN PROPER LANE | - | 57 | 57 |
| OTHER CONTRIBUTING ACTION | 7 | 69 | 76 |
| HIT AND RUN | 7 | 161 | **168** |
| ALCOHOL INVOLVED | 2 | 14 | **16** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL FUNCTIONAL CLASSIFICATION (CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**1.45** Miles

AVERAGE POSTED SPEED

**42.5** mph

AVERAGE PREVAILING SPEED

**50.5** mph

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

**89**%

TRANSIT ROUTES / ANNUAL BOARDINGS/ALIGHTINGS (2022)

**LINK 20, 25, 303 / 21,100**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 13 | 650 | 663 |
| DUSK-DAWN | 1 | 48 | 49 |
| NIGHT | 24 | 237 | 261 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 21 | 221 | 242 |
| NOT LIGHTED | 3 | 14 | 17 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 30 | 835 | 865 |
| WET | 8 | 100 | 108 |

## KSI CRASHES BY LOCATION

CORRIDOR 1

# JOHN YOUNG PARKWAY

## from E Colonial Drive (SR 50) to Orange Center Blvd.

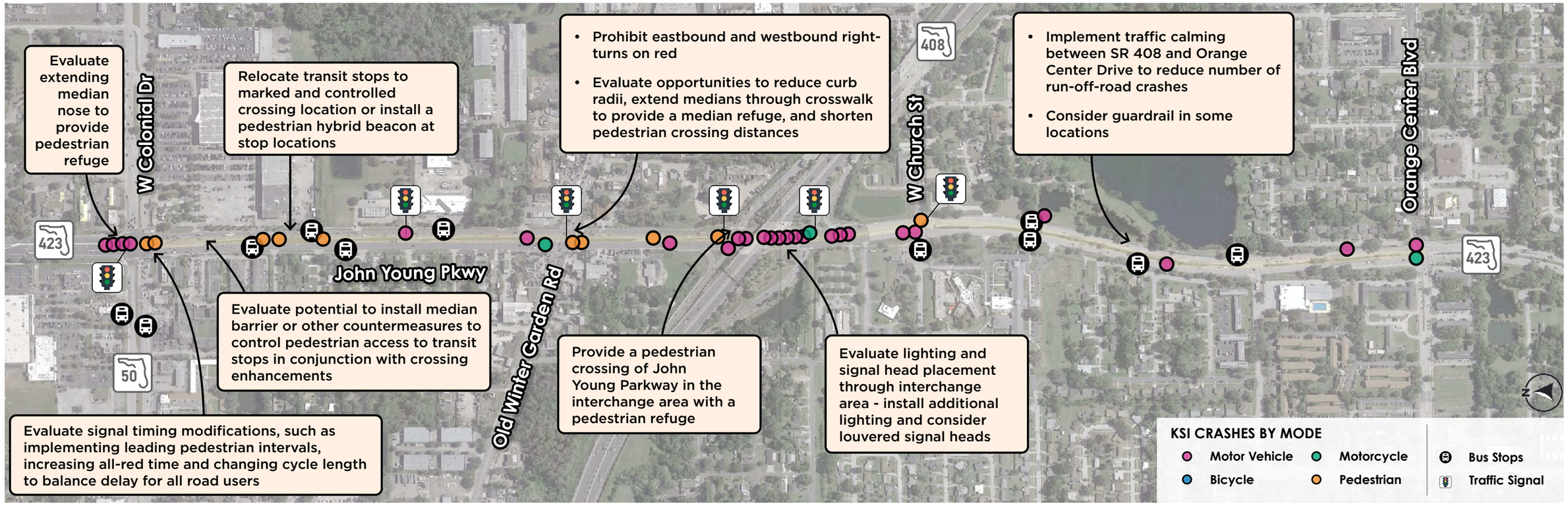
VISION ZERO

Planned Improvements: FDOT 449763 (from E W Expy to W Colonial Dr) - ITS communication system project currently under construction.

MTP Project 2160 (from W Church St to Orange Center Blvd) Complete Streets / Safety / Ops project from Orange Co. Transportation Initiative (2020)
This is an unfunded need in the 2045 MTP.

**TARGET SPEED**

**35** MPH




Prevailing travel speeds on corridor are significantly higher than posted speed limit and significant speed management, including retiming traffic signals target speed progress and potentially installing speed table, is needed to reduce travel speeds to align with current posted speed limit and desired target speed of 35 mph (lowest allowable for the context classification). Due to high number of night-time crashes as compared to the regional average, lighting along the corridor should be evaluated. Other specific improvements noted on map.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$659,000**
(does not include cost of projects under construction or identified in the MTP).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 2

# SAND LAKE ROAD

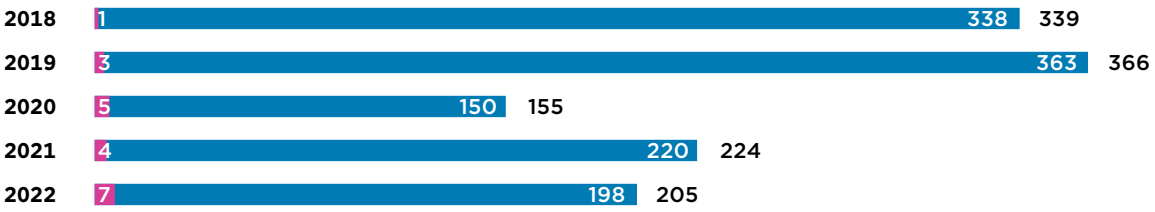
## from Turkey Lake Rd. to Universal Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,289 | - | 20 | 330 | 939 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 1,271 | | 18 | 318 | 935 |
| Bike | 1 | | | 1 | |
| Pedestrian | 11 | | 2 | 9 | |
| Motorcycle | 6 | | | 2 | 4 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 5 | 376 | **381** |
| LEFT TURN | 6 | 293 | **299** |
| SIDESWIPE | 2 | 283 | **285** |
| OTHER | 2 | 112 | **114** |
| ANGLE | 2 | 58 | **60** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 7 | 376 | 383 |
| FOLLOWED TOO CLOSELY | - | 22 | 22 |
| FAILED TO YIELD RIGHT-OF-WAY | 3 | 266 | 269 |
| FAILED TO KEEP IN PROPER LANE | 2 | 94 | 96 |
| OTHER CONTRIBUTING ACTION | - | 118 | 118 |
| HIT AND RUN | 3 | 184 | **187** |
| ALCOHOL INVOLVED | 1 | 9 | **10** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO / ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR (C3C)**

CORRIDOR LENGTH

**0.74** Miles

AVERAGE POSTED SPEED

**40.4** mph

AVERAGE PREVAILING SPEED

**42.7** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **304** / **11,600**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 9 | 661 | 670 |
| DUSK-DAWN | 1 | 74 | 75 |
| NIGHT | 10 | 534 | 544 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 8 | 502 | 510 |
| NOT LIGHTED | 2 | 31 | 33 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 20 | 1,158 | 1,178 |
| WET | - | 110 | 110 |

## KSI CRASHES BY LOCATION

CORRIDOR 2

# SAND LAKE ROAD

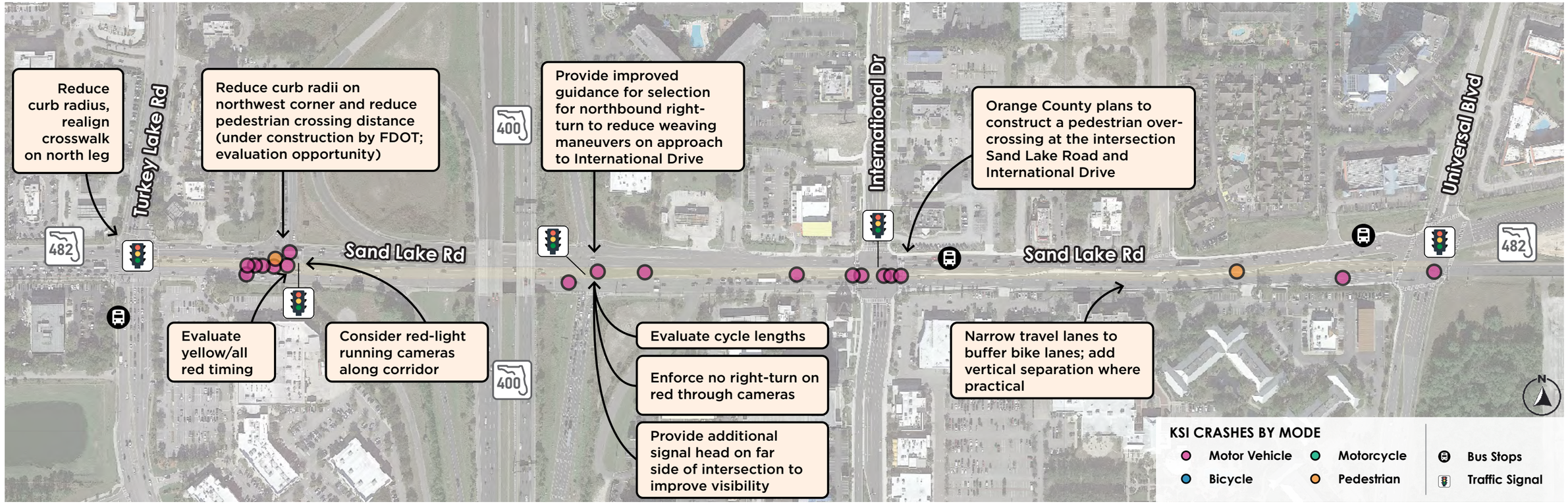
## from Turkey Lake Rd. to Universal Blvd.

VISION ZERO

Planned Improvements: 407143 (from I-4 SB Ramps to Universal Blvd), 439880 (from I-4 SB Ramps to Universal Blvd) - Added lanes and reconstruction, ped lighting
MTP Project 2068 - Operational / Safety from Orange Co. Transportation Initiative (2020), Unfunded Need.
TIP Project: 444315 - Interchange improvement adopted (from Turkey Lake Rd to International Dr). Fully funded improvement to convert interchange to a diverging diamond configuration.

**TARGET SPEED**

**35** MPH




There is a fully funded project to convert the interchange to a diverging diamond configuration. Low-cost quick build improvements that could be implemented to improve safety until that project can be completed include red light running cameras as intersections on corridor are regional hot spot for red light running, additional signage at the northbound off-ramp to direct drivers to appropriate lane, and retiming traffic signals for speed management. Interchange design should consider a long-term target speed of 35 mph. Spot improvements at Turkey Lake Road and on the corridor east of International Boulevard are noted on the map.

**Project Prioritization Score**: **92.5**

**Planning Level Cost**: **$350,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 3

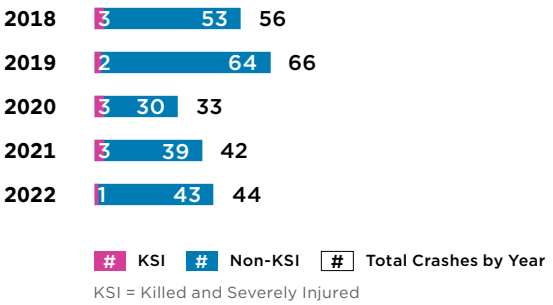
# CHICKASAW TRAIL

## from Frontage Rd. to Lake Underhill Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 241 | 3 | 9 | 85 | 144 |
| 236 *Vehicle* | 2 | 8 | 82 | 144 |
| 2 *Bike* | | | 2 | |
| - *Pedestrian* | | | | |
| 3 *Motorcycle* | 11 | 1 | 1 | |

### CRASHES BY YEAR




### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 4 | 70 | **74** |
| LEFT TURN | 5 | 77 | **82** |
| SIDESWIPE | - | 21 | **21** |
| OTHER | - | 20 | **20** |
| ANGLE | 3 | 11 | **14** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 4 | 68 | 72 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | - | 52 | 52 |
| FAILED TO KEEP IN PROPER LANE | - | 11 | 11 |
| OTHER CONTRIBUTING ACTION | 2 | 17 | 19 |
| HIT AND RUN | 1 | 37 | **38** |
| ALCOHOL INVOLVED | 1 | 4 | **5** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR**

CORRIDOR LENGTH

**0.46** Miles

AVERAGE POSTED SPEED

**40** mph

AVERAGE PREVAILING SPEED

**49.5** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**9**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **15** / **15,000**

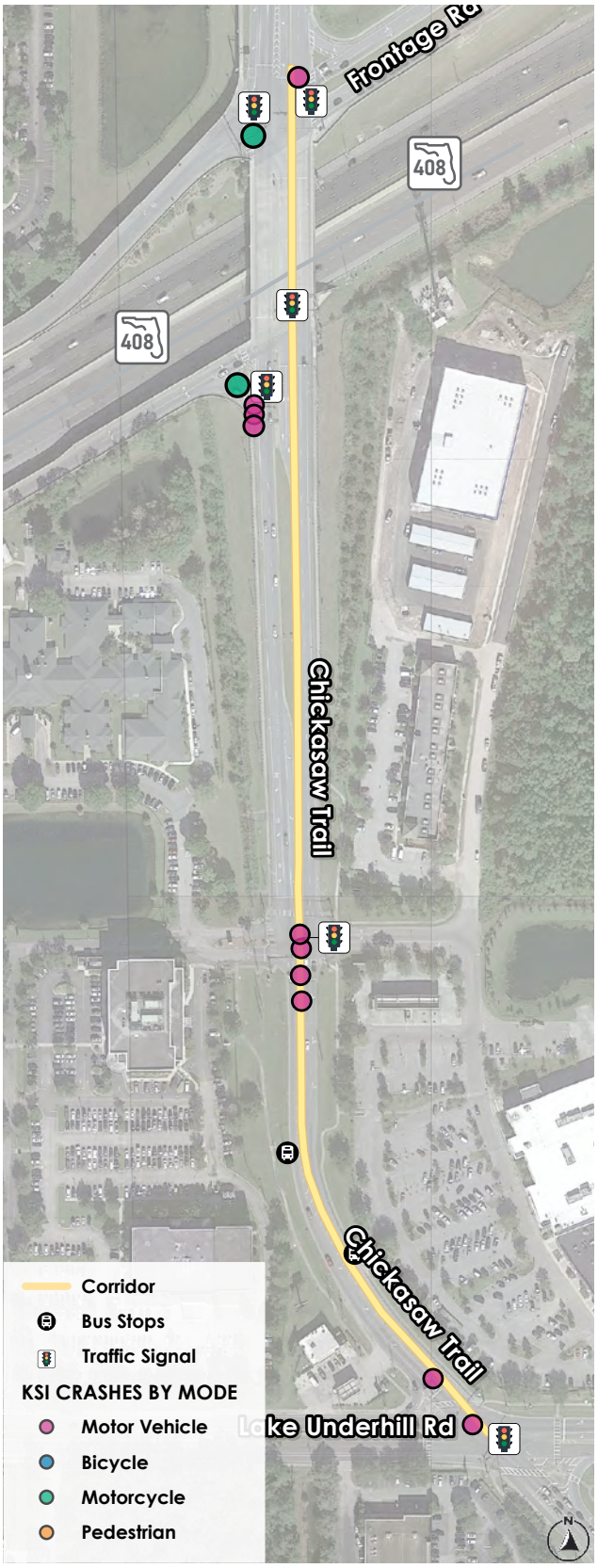
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 9 | 145 | 154 |
| DUSK-DAWN | 1 | 9 | 10 |
| NIGHT | 2 | 75 | 77 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 2 | 69 | 71 |
| NOT LIGHTED | - | 6 | 6 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 12 | 198 | 210 |
| WET | - | 31 | 31 |

## KSI CRASHES BY LOCATION



CORRIDOR 3

# CHICKASAW TRAIL

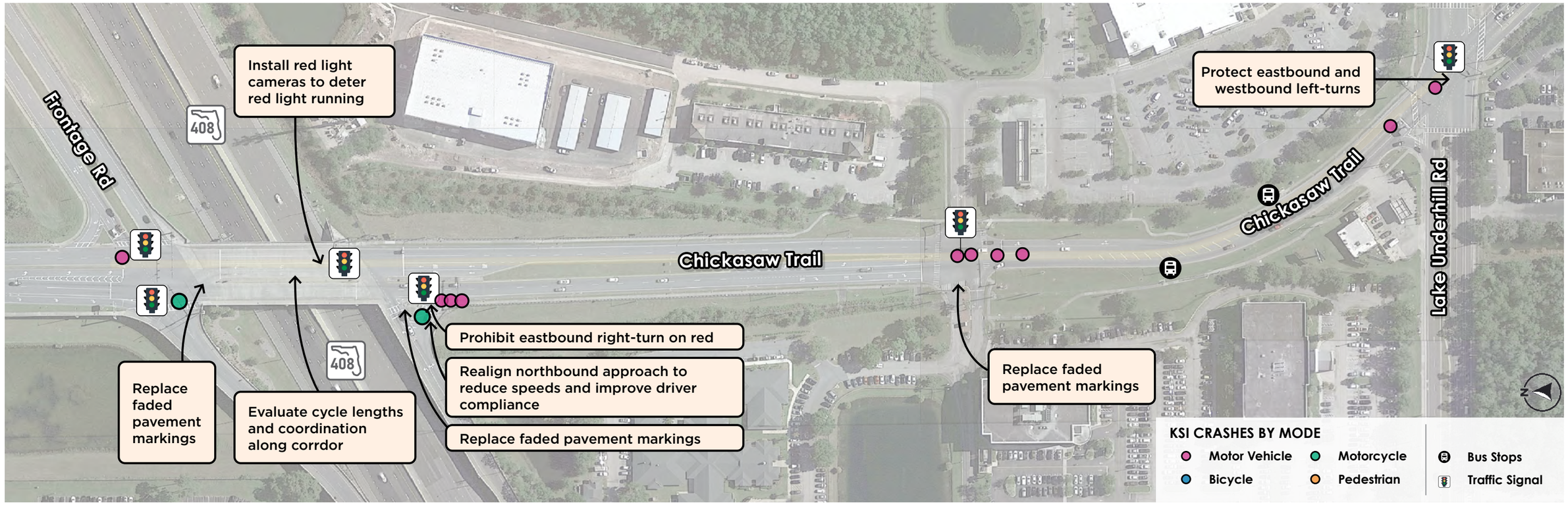
## from Frontage Rd. to Lake Underhill Rd.

VISION ZERO

MTP Project 7025 (from William C Coleman Dr to Lake Underhill Road)- Operational project from Orange Co. Transportation Initiative (2020), Fully Funded.

**TARGET SPEED**

**35** MPH




Prevailing travel speeds on corridor are significantly higher than posted speed limit and red light running is a contributing factor in numerous KSI crashes. As a part of the Fully Funded MTP project, evaluate speed management and traffic signal timing strategies in addition to other improvements noted on the map.

**Project Prioritization Score**: **92.5**

**Planning Level Cost**: **$216,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 4

# HIAWASSE ROAD

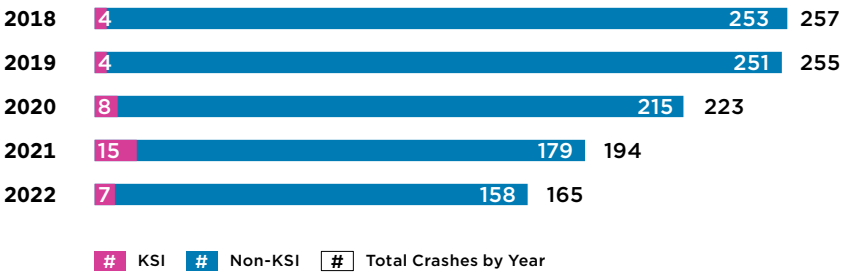
## from Silver Star Rd. to Colonial Drive (SR 50)

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,094 | 4 | 34 | 385 | 671 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 1,060 | 1 | 24 | 367 | 668 |
| Bike | 5 | | 1 | 4 | |
| Pedestrian | 22 | 2 | 9 | 11 | |
| Motorcycle | 7 | 1 | | 3 | 3 |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 10 | 489 | **499** |
| LEFT TURN | 7 | 149 | **156** |
| SIDESWIPE | - | 153 | **153** |
| OTHER | 2 | 71 | **73** |
| ANGLE | 4 | 57 | **61** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 9 | 434 | 443 |
| FOLLOWED TOO CLOSELY | - | 3 | 3 |
| FAILED TO YIELD RIGHT-OF-WAY | 3 | 158 | 161 |
| FAILED TO KEEP IN PROPER LANE | 1 | 72 | 73 |
| OTHER CONTRIBUTING ACTION | 3 | 87 | 90 |
| HIT AND RUN | 8 | 221 | **229** |
| ALCOHOL INVOLVED | 1 | 9 | **10** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL**

CORRIDOR LENGTH

**1.76** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**56** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

LINK **37** / **482,700**

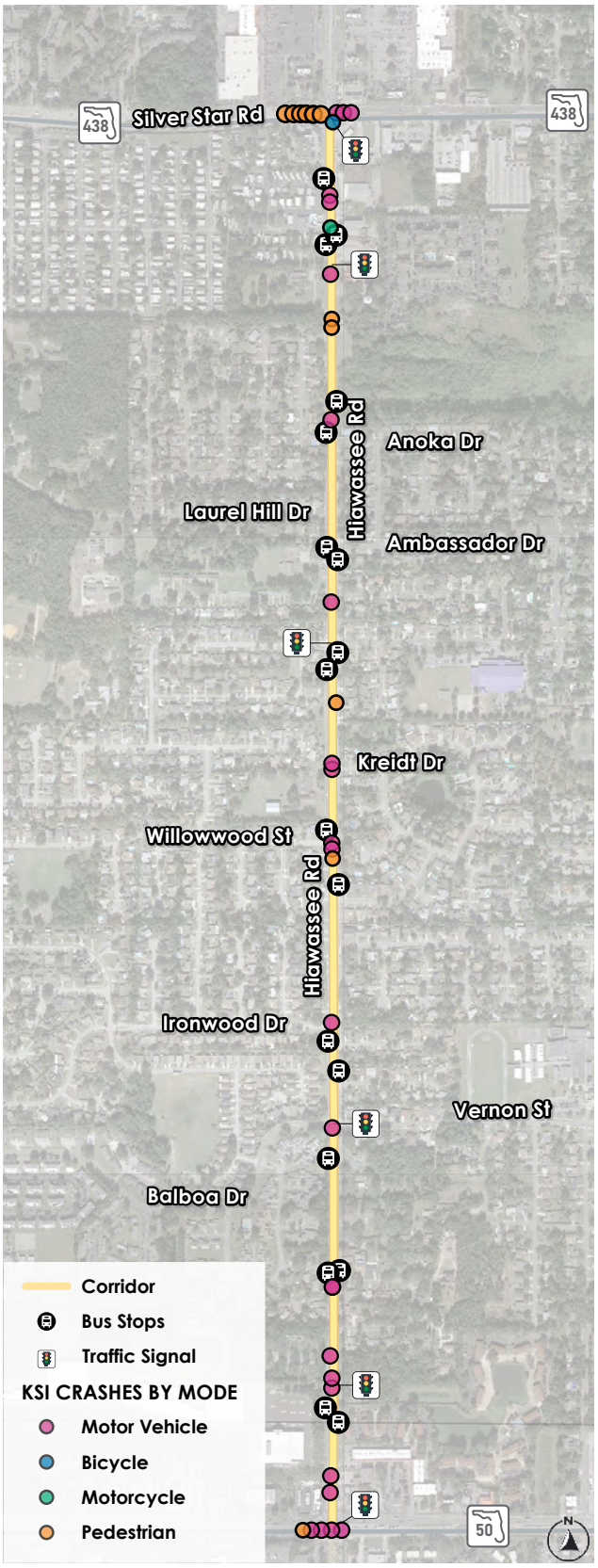
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 24 | 754 | 778 |
| DUSK-DAWN | - | 50 | 50 |
| NIGHT | 14 | 252 | 266 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 13 | 242 | 255 |
| NOT LIGHTED | 1 | 9 | 10 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 32 | 896 | 928 |
| WET | 6 | 156 | 162 |

## KSI CRASHES BY LOCATION



CORRIDOR 4

# HIAWASSEE ROAD

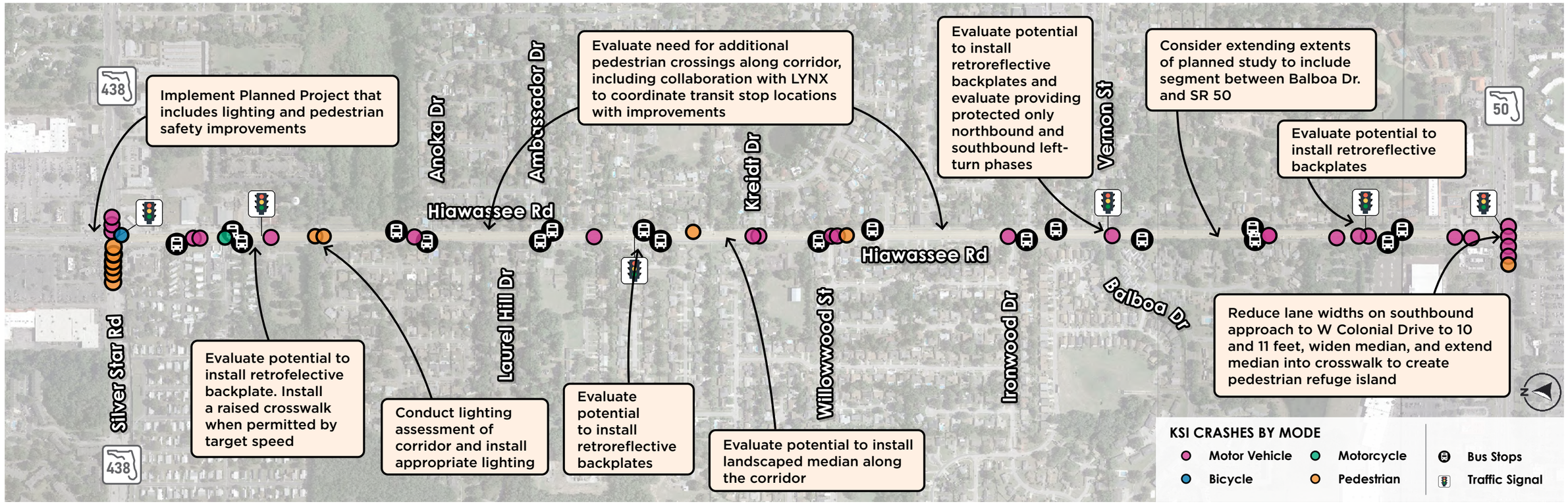
## from Silver Star Rd. to Colonial Drive (SR 50)

VISION ZERO

Improvements identified on portion of corridor in 2045 MTP that are fully funded as of December 2022 including pedestrian lighting and safety project at Silver Star Road and a pedestrian lighting, lane addition and reconstruction at W Colonial Drive (MTP Projects 2020, 2132, and 7222) MTP project 7223 extends from SR 50 to Colonial Drive and is an unfunded operational need. A Pedestrian/Bicycle Safety Study for the segment between Silver Star Road and Balboa Drive is getting underway (as of July 2024) and will be completed in 2025. FDOT Project 442390-2 and FDOT Project 442390-3 will improve lighting at the intersections of SR 438 and SR 50.

**TARGET SPEED**

**35** MPH




Safety improvements have recently been implemented along the corridor, including access management. Lighting does not appear to have been consistently upgraded along the corridor, especially on the north side of the street. After an evaluation of recently completed improvement, consider additional improvements such as raised crosswalks and RRFBs at marked crossings along the corridor and relocating select transit stops to be closer to marked and controlled crossings. This corridor experiences a high level of transit ridership, and improvements should prioritize safe access to transit stops. Significant speed management strategies are needed to lower prevailing speeds which are currently 10 mph over the posted speed limit of 40 mph. Not all traffic signals have retroreflective backplates and there are opportunities to time signals for speed progression along the corridor.

**Project Prioritization Score**: **96.25**

**Planning Level Cost**: **$210,000** (does not include the cost of planned improvements). Cost could increase by approximately **$2.4 million** if a landscaped median is provided along the corridor.

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 5

# OAK RIDGE ROAD

## from Millenia Blvd. to S. Orange Blossom Trail

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,734 | 9 | 44 | 572 | 1,109 |
| **1,655** *Vehicle* | **1** | **29** | **528** | **1,097** |
| **17** *Bike* | 2 | 3 | 9 | 3 |
| **46** *Pedestrian* | 3 | 10 | 29 | 4 |
| **16** *Motorcycle* | 3 | 2 | 6 | 5 |

### CRASHES BY YEAR

# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 9 | 634 | **643** |
| LEFT TURN | 17 | 409 | **426** |
| SIDESWIPE | - | 203 | **203** |
| OTHER | 3 | 128 | **131** |
| ANGLE | 3 | 94 | **97** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 8 | 528 | 536 |
| FOLLOWED TOO CLOSELY | - | 28 | 28 |
| FAILED TO YIELD RIGHT-OF-WAY | 16 | 437 | 453 |
| FAILED TO KEEP IN PROPER LANE | 1 | 88 | 89 |
| OTHER CONTRIBUTING ACTION | 3 | 113 | 116 |
| HIT AND RUN | 10 | 370 | **380** |
| ALCOHOL INVOLVED | 1 | 22 | **23** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO / ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR**

CORRIDOR LENGTH

**2.78** Miles

AVERAGE POSTED SPEED

**39.6** mph

AVERAGE PREVAILING SPEED

**50.7** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **8, 42, 304** / **1,146,300**

TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, Brick, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 27 | 1,056 | 1,083 |
| DUSK-DAWN | 5 | 115 | 120 |
| NIGHT | 21 | 510 | 531 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 19 | 475 | 494 |
| NOT LIGHTED | 2 | 33 | 35 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 50 | 1,523 | 1,573 |
| WET | 3 | 158 | 161 |

## KSI CRASHES BY LOCATION

**KSI CRASHES BY MODE**

- Motor Vehicle
- Motorcycle
- Bicycle
- Pedestrian

- Bus Stops
- Traffic Signal

CORRIDOR 5

# OAK RIDGE ROAD

## from Millenia Blvd. to S. Orange Blossom Trail

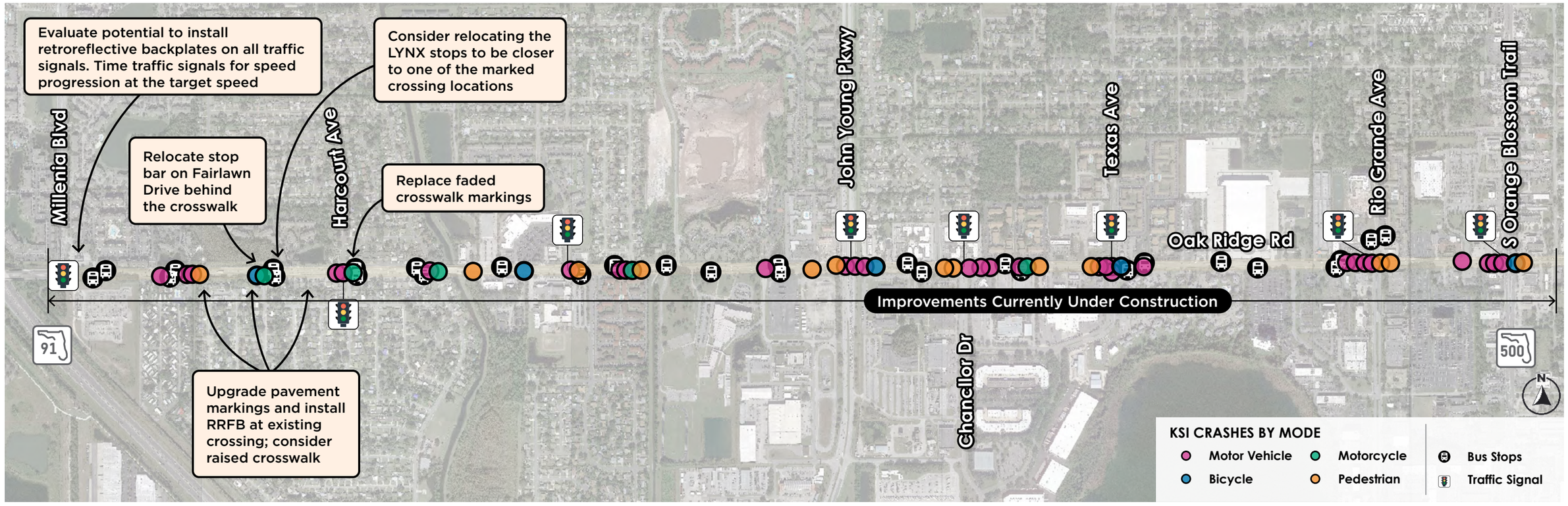
VISION ZERO

Improvements are currently under construction by Orange County. This corridor should be monitored to determine the effectiveness of the improvements, and additional improvements implemented as needed.

FDOT Project 449403-1 includes pedestrian safety improvements at John Young Parkway.

**TARGET SPEED**

**35** MPH




A recent resurfacing project along the corridor installed high-visibility crosswalks, provided enhancements to improve ADA accessibility, and added other bicycle and pedestrian safety improvements. There are still opportunities to improve the bicycle and pedestrian experience by reducing speeds. Significant speed management strategies are needed to lower speeds to a target speed of 35 mph as prevailing speeds are around 53 mph. Not all traffic signals have retroreflective backplates and there are opportunities to time signals for speed progression along the corridor.

LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incorporate transit enhancements.

**Project Prioritization Score**: **92.5**

**Planning Level Cost**: **$180,000** (does not include the cost of improvements under construction or additionally planned projects).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 6

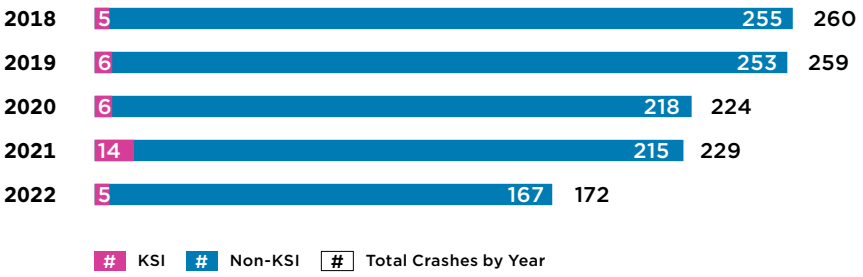
# KIRKMAN ROAD (SR 435)

## from Colonial Dr. (SR 50) to Raleigh St.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| | 1,144 | 5 | 31 | 343 | 765 |
| Vehicle | 1,112 | 3 | 21 | 328 | 760 |
| Bike | 4 | | 3 | 1 | |
| Pedestrian | 12 | 2 | 3 | 6 | 1 |
| Motorcycle | 16 | | 4 | 8 | 4 |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 9 | 581 | **590** |
| LEFT TURN | 6 | 81 | **87** |
| SIDESWIPE | 1 | 182 | **183** |
| OTHER | 5 | 93 | **98** |
| ANGLE | 4 | 53 | **57** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 12 | 426 | 438 |
| FOLLOWED TOO CLOSELY | - | 90 | 90 |
| FAILED TO YIELD RIGHT-OF-WAY | 5 | 99 | 104 |
| FAILED TO KEEP IN PROPER LANE | - | 69 | 69 |
| OTHER CONTRIBUTING ACTION | 3 | 72 | 75 |
| HIT AND RUN | 4 | 210 | **214** |
| ALCOHOL INVOLVED | 2 | 10 | **12** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO / ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**1.7** Miles

AVERAGE POSTED SPEED

**46.3** mph

AVERAGE PREVAILING SPEED

**53.4** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **37, 301** / **84,500**

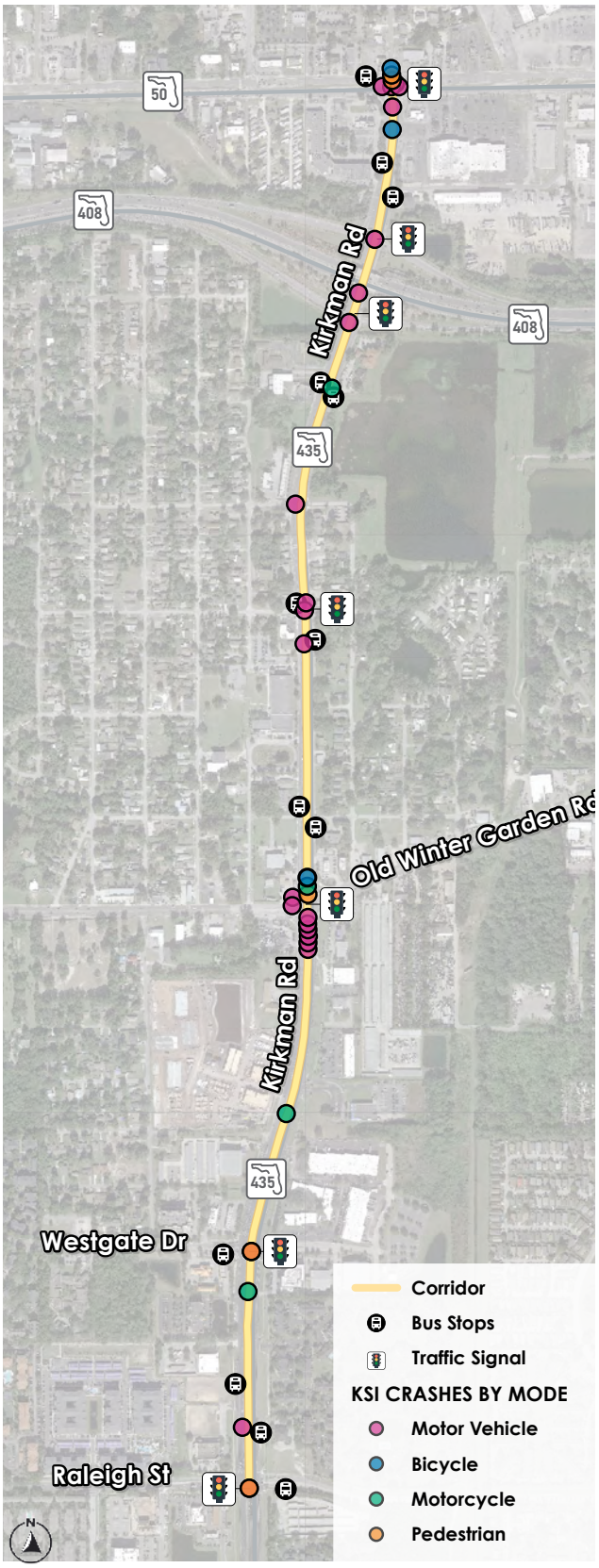
TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 15 | 769 | 784 |
| DUSK-DAWN | 3 | 50 | 53 |
| NIGHT | 18 | 289 | 307 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 17 | 272 | 289 |
| NOT LIGHTED | 1 | 15 | 16 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 32 | 972 | 1,004 |
| WET | 4 | 136 | 140 |

## KSI CRASHES BY LOCATION



CORRIDOR 6

# KIRKMAN ROAD (SR 435)

## from Colonial Dr. (SR 50) to Raleigh St.

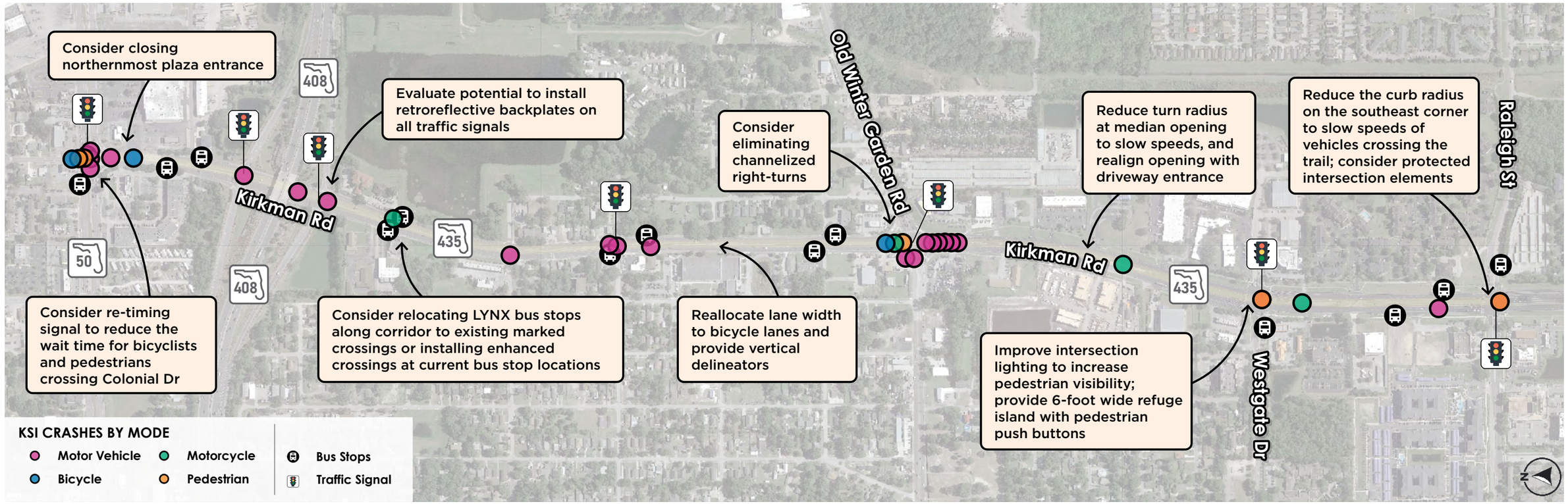
VISION ZERO

As of December of 2023, two safety projects (MTP project 2053 PPL project 451246) and an ITS project (MTP project 2159) are fully funded for portions of the corridor. There is also an unfunded plan to extend the Shingle Creek Trail from Raleigh Street to Old Winter Garden Road (MTP project 5076).

FDOT Projects include 448756-1 LAP: Shingle Creek Kirkman Trail from Old Winter Garden Rd to Raleigh St and 442390-3 Orange County Pedestrian Lighting Bundle.

**TARGET SPEED**

**35** MPH




FDOT is currently implementing a resurfacing project on the corridor that includes bicycle and pedestrian safety improvements. The project is scheduled for completion in Fall 2024. The average prevailing speed on the corridor is almost 20 mph higher than the average posted speed and retiming traffic signals for speed management should also be considered.

LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incorporate transit enhancements.

**Project Prioritization Score**: **87.5**

**Planning Level Cost**: **$1,160,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 7

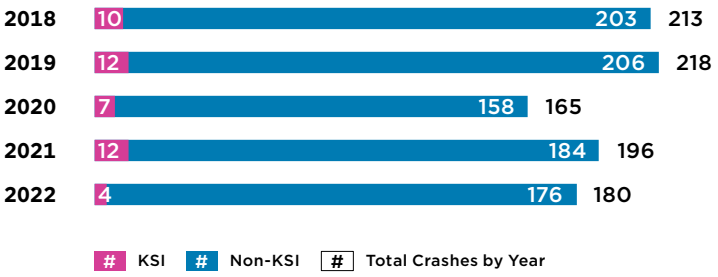
# S GOLDENROD ROAD (SR 551)

## from E Colonial Dr. (SR 50) to Lake Underhill Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 972 | 7 | 38 | 317 | 610 |
| 933 *Vehicle* | 2 | 29 | 293 | 609 |
| 9 *Bike* | 1 | 1 | 6 | 1 |
| 8 *Pedestrian* | 2 | 1 | 5 | |
| 22 *Motorcycle* | 2 | 7 | 13 | |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 11 | 427 | **438** |
| LEFT TURN | 17 | 157 | **174** |
| SIDESWIPE | 1 | 128 | **129** |
| OTHER | 2 | 67 | **69** |
| ANGLE | 5 | 50 | **55** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 13 | 400 | 413 |
| FOLLOWED TOO CLOSELY | - | 3 | 3 |
| FAILED TO YIELD RIGHT-OF-WAY | 14 | 151 | 165 |
| FAILED TO KEEP IN PROPER LANE | 3 | 53 | 56 |
| OTHER CONTRIBUTING ACTION | 1 | 83 | 84 |
| HIT AND RUN | 3 | 146 | **149** |
| ALCOHOL INVOLVED | 2 | 11 | **13** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3C)**

CORRIDOR LENGTH

**2.00** Miles

AVERAGE POSTED SPEED

**36.5** mph

AVERAGE PREVAILING SPEED

**55.9** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**0**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

**N/A**

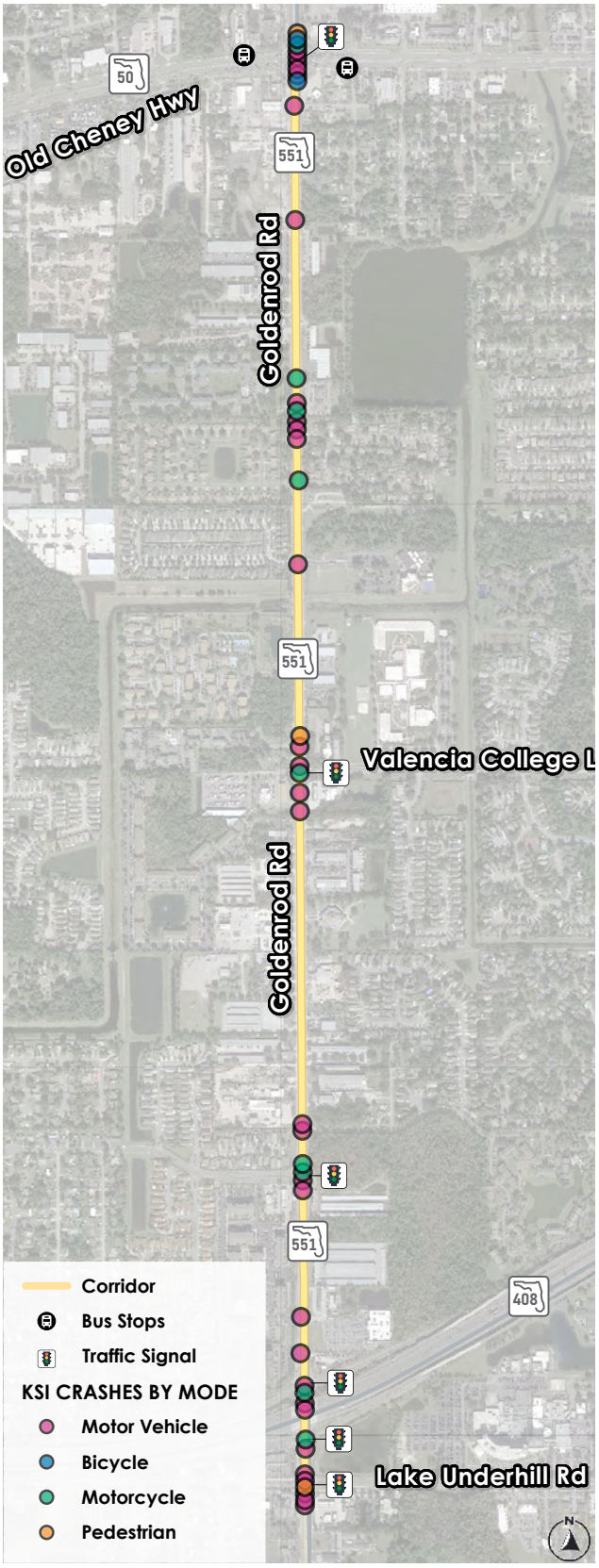
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 27 | 659 | 686 |
| DUSK-DAWN | 5 | 53 | 58 |
| NIGHT | 13 | 215 | 228 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 12 | 201 | 213 |
| NOT LIGHTED | 1 | 14 | 15 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 42 | 838 | 880 |
| WET | 3 | 88 | 91 |

## KSI CRASHES BY LOCATION



CORRIDOR 7

# S GOLDENROD ROAD (SR 551)

## from E Colonial Dr. (SR 50) to Lake Underhill Rd.

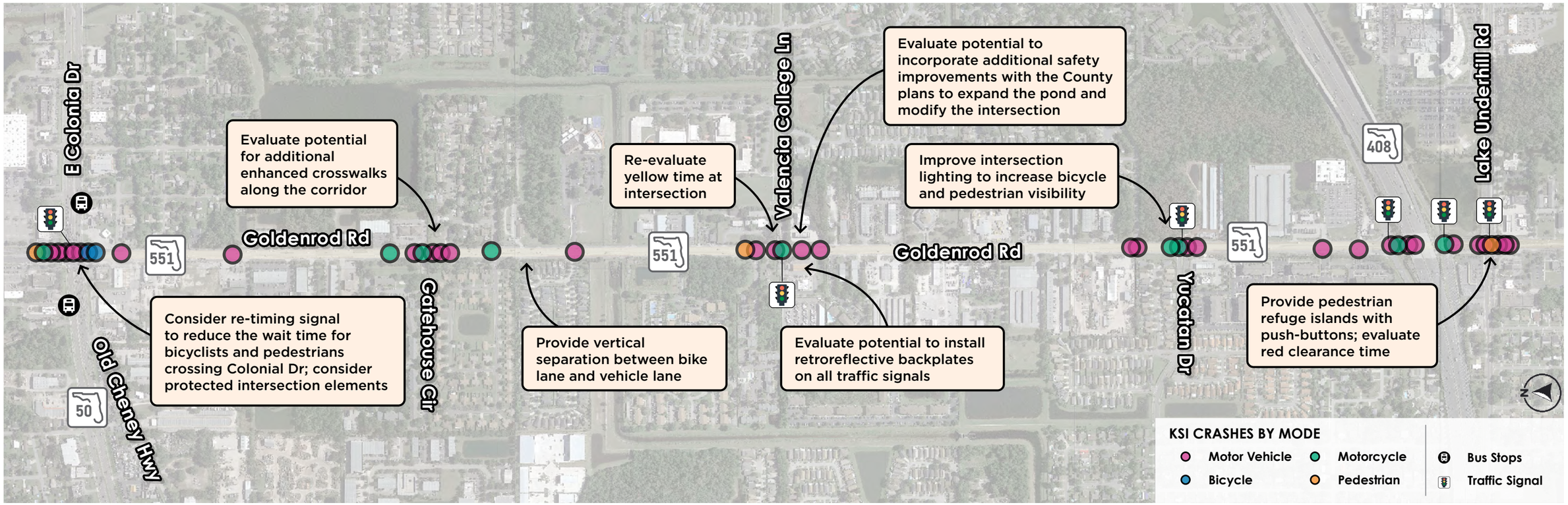
VISION ZERO

FDOT is currently implementing a resurfacing project on the corridor that includes bicycle and pedestrian safety improvements (FDOT project ID 437634-1). The project is scheduled for completion in Fall 2024.

Other Projects include FDOT 442390-3 - Orange County Lighting Pedestrian Bundle.

**TARGET SPEED**

**35** MPH




FDOT is currently implementing a resurfacing project on the corridor that includes bicycle and pedestrian safety improvements. The project is scheduled for completion in Fall 2024. The average prevailing speed on the corridor is almost 20 mph higher than the average posted speed.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$185,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 8

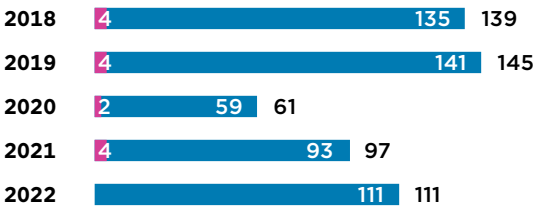
# S SEMORAN BOULEVARD (SR 436)

## from Lee Vista Rd. to TG Lee Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 553 | 3 | 11 | 187 | 352 |
| 541 *Vehicle* | 1 | 9 | 180 | 351 |
| - *Bike* | | | | |
| 7 *Pedestrian* | 2 | 1 | 4 | |
| 5 *Motorcycle* | | 1 | 3 | 1 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 5 | 359 | **364** |
| LEFT TURN | - | 28 | **28** |
| SIDESWIPE | - | 58 | **58** |
| OTHER | 3 | 39 | **42** |
| ANGLE | - | 17 | **17** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 5 | 162 | 167 |
| FOLLOWED TOO CLOSELY | - | 149 | 149 |
| FAILED TO YIELD RIGHT-OF-WAY | 1 | 49 | 50 |
| FAILED TO KEEP IN PROPER LANE | - | 20 | 20 |
| OTHER CONTRIBUTING ACTION | 1 | 33 | 34 |
| HIT AND RUN | 3 | 61 | **64** |
| ALCOHOL INVOLVED | 1 | 8 | **9** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**0.69** Miles

AVERAGE POSTED SPEED

**48** mph

AVERAGE PREVAILING SPEED

**53.9** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **42, 51, 436S** / **145,000**

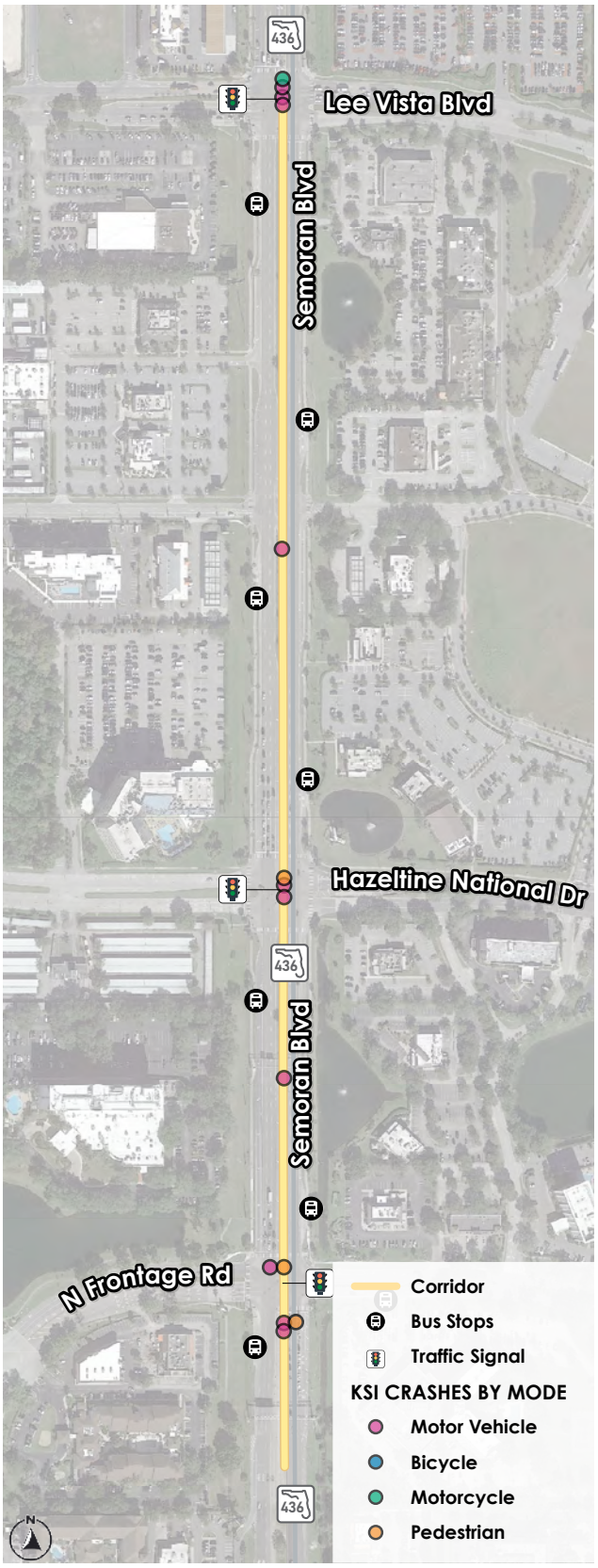
TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 7 | 343 | 350 |
| DUSK-DAWN | 1 | 25 | 26 |
| NIGHT | 6 | 171 | 177 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 6 | 168 | 174 |
| NOT LIGHTED | - | 3 | 3 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 12 | 461 | 473 |
| WET | 2 | 78 | 80 |

## KSI CRASHES BY LOCATION



CORRIDOR 8

# S SEMORAN BOULEVARD (SR 436)

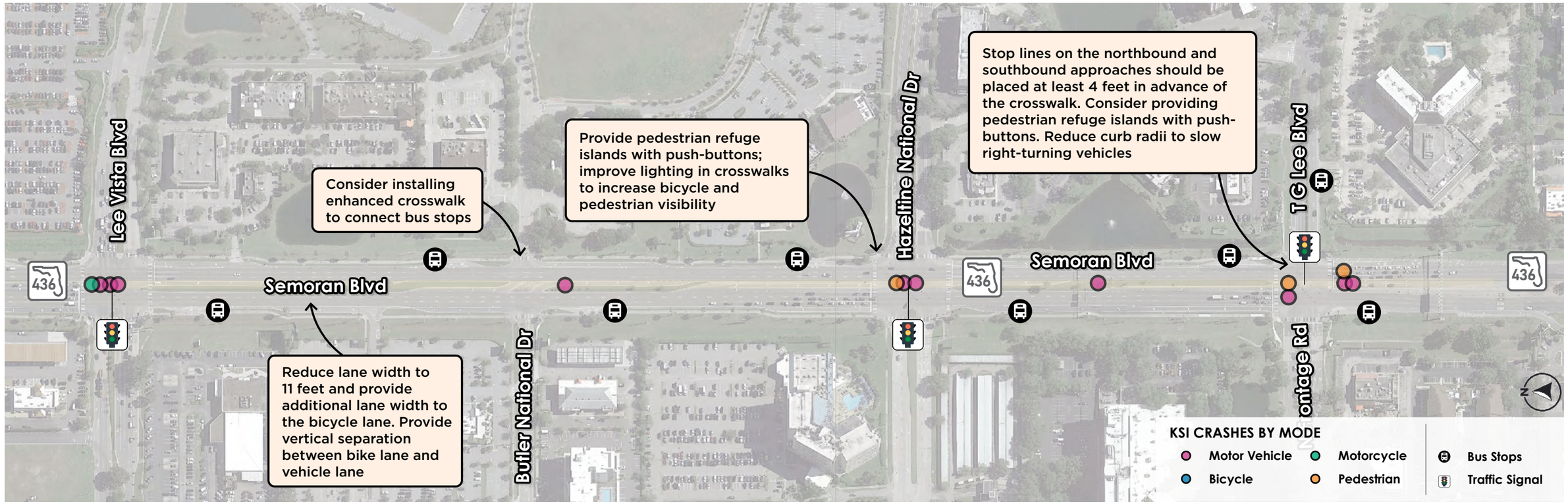
## from Lee Vista Rd. to TG Lee Blvd.

VISION ZERO

There are two fully funded operational/safety projects on portions of the corridor in the 2045 MTP (MTP 2095 and MTP 2061). FDOT Projects include 442390-2, Orange County Lighting Pedestrian Bundle.

**TARGET SPEED**

**40** MPH




This corridor is completely within a transportation disadvantaged community. There are two fully funded operational/safety projects planned on the corridor in the 2045 MTP. There are no details on what is included in the projects. The is an opportunity to reduce the vehicle lane width to 11 feet along the corridor and reallocate the width to the bicycle lane. Vertical separation between vehicle lanes and the bicycle lanes should also be provided. Evaluate retiming traffic signals for speed management.

Potential improvements along the corridor should consider plans by LYNX to add Bus Rapid Transit along the corridor along with station and crossing enhancements.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$770,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 9

# PINE HILLS ROAD

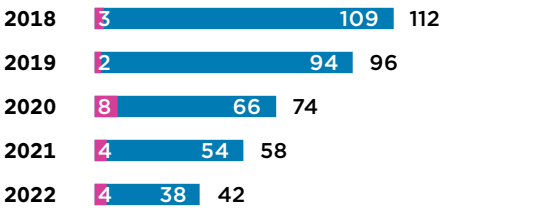
## from Colonial Dr. (SR 50) to Old Winter Garden Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 381 | 2 | 19 | 124 | 236 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 368 | 1 | 17 | 116 | 234 |
| Bike | 6 | 1 | 1 | 3 | 1 |
| Pedestrian | 5 | | 1 | 4 | |
| Motorcycle | 2 | | | 1 | 1 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 3 | 134 | **137** |
| LEFT TURN | 4 | 52 | **56** |
| SIDESWIPE | 1 | 56 | **57** |
| OTHER | - | 42 | **42** |
| ANGLE | 6 | 28 | **34** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 3 | 119 | 122 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | 7 | 59 | 66 |
| FAILED TO KEEP IN PROPER LANE | 1 | 31 | 32 |
| OTHER CONTRIBUTING ACTION | 3 | 31 | 34 |
| HIT AND RUN | 5 | 91 | **96** |
| ALCOHOL INVOLVED | 2 | 3 | **5** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL**

CORRIDOR LENGTH

**0.73** Miles

AVERAGE POSTED SPEED

**38.1** mph

AVERAGE PREVAILING SPEED

**47.2** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

**N/A**

TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 12 | 256 | 268 |
| DUSK-DAWN | - | 13 | 13 |
| NIGHT | 9 | 92 | 101 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 8 | 83 | 91 |
| NOT LIGHTED | 1 | 8 | 9 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 21 | 322 | 343 |
| WET | 1 | 38 | 39 |

## KSI CRASHES BY LOCATION

CORRIDOR 9

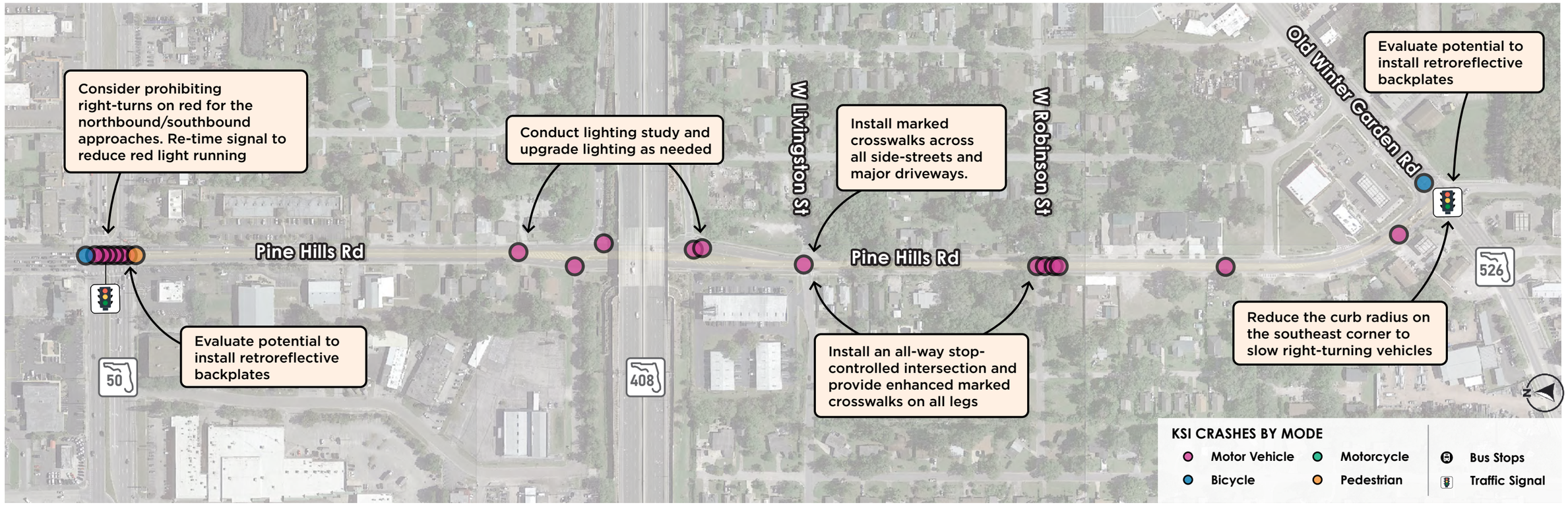
# PINE HILLS ROAD

## from Colonial Dr. (SR 50) to Old Winter Garden Rd.

There is a partially funded trail project included in the 2045 MTP along a portion of the project (MTP 5076).
FDOT Projects include: 442390-2 Orange County Lighting Pedestrian Bundle.

**TARGET SPEED**

**30** MPH




To the north of SR 408 the surrounding land use is predominantly commercial and to the south it is primarily residential. It is recommended that the residential area have a target speed of 30 mph. The entire corridor is in a disadvantaged community. Red light running is a contributing factor in numerous KSI crashes. A trail project along a portion of the corridor is included in the 2045 ATP, but the project is only partially funded.

**Project Prioritization Score**: **95**

**Planning Level Cost**: **$78,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 10

# ALAFAYA TRAIL

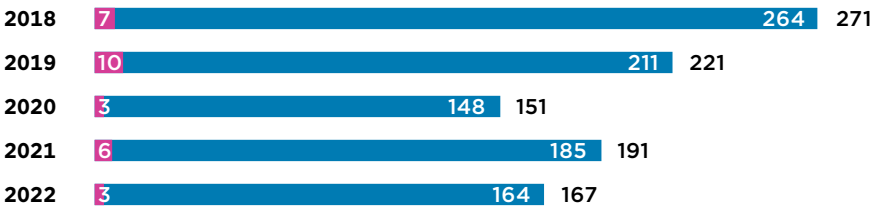
## from E Colonial Dr. (SR 50) to Lake Underhill Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,001 | 1 | 28 | 264 | 708 |

| | | | | |
|---|---|---|---|---|
| **964** *Vehicle* | | **20** | **242** | **702** |
| **11** *Bike* | | | 9 | 2 |
| **17** *Pedestrian* | 1 | 7 | 8 | 1 |
| **9** *Motorcycle* | | 1 | 5 | 3 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 11 | 406 | **417** |
| LEFT TURN | 8 | 158 | **166** |
| SIDESWIPE | - | 123 | **123** |
| OTHER | 1 | 83 | **84** |
| ANGLE | - | 77 | **77** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 10 | 399 | 409 |
| FOLLOWED TOO CLOSELY | - | 7 | 7 |
| FAILED TO YIELD RIGHT-OF-WAY | 3 | 148 | 151 |
| FAILED TO KEEP IN PROPER LANE | - | 64 | 64 |
| OTHER CONTRIBUTING ACTION | 6 | 75 | 81 |
| HIT AND RUN | 2 | 142 | **144** |
| ALCOHOL INVOLVED | 12 | 29 | **41** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL**

CORRIDOR LENGTH

**1.43** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**52.9** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**0**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

**N/A**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 17 | 691 | 708 |
| DUSK-DAWN | 1 | 41 | 42 |
| NIGHT | 11 | 240 | 251 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 11 | 226 | 237 |
| NOT LIGHTED | - | 13 | 13 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 28 | 865 | 893 |
| WET | 1 | 107 | 108 |

## KSI CRASHES BY LOCATION

CORRIDOR 10

# ALAFAYA TRAIL

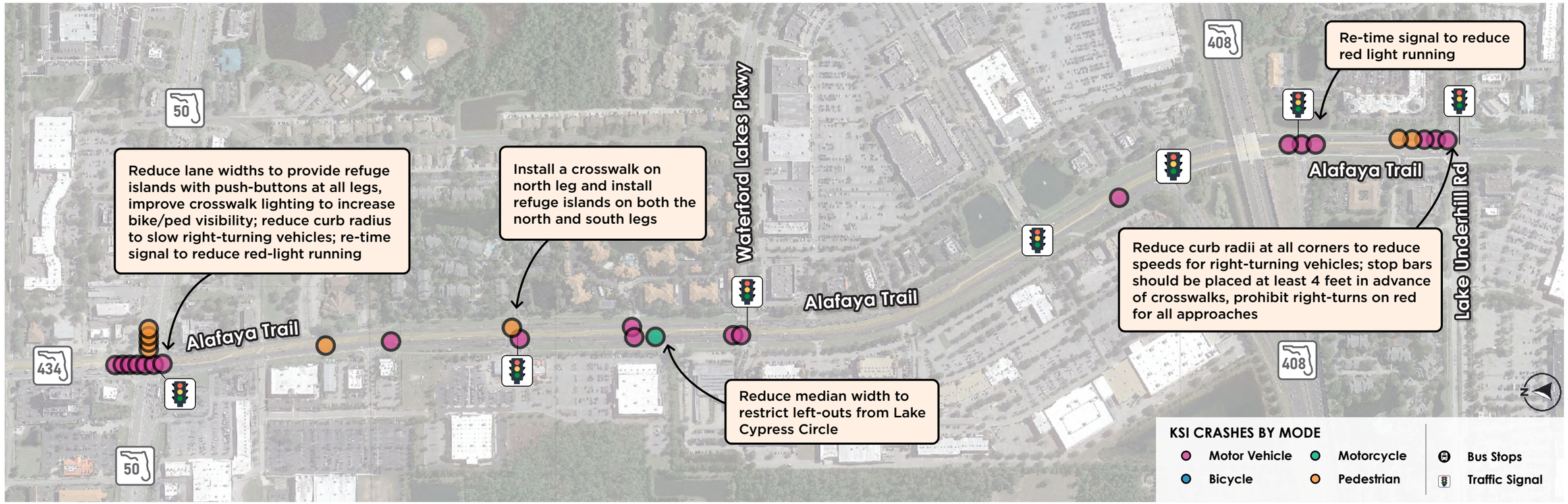
## from E Colonial Dr. (SR 50) to Lake Underhill Rd.

VISION ZERO

The 2045 MTP includes a safety project and a shared use path project for the entire length of the corridor. Both projects are unfunded.
FDOT Projects include: 442390-2 Orange County Lighting Pedestrian Bundle.

**TARGET SPEED**

**35** MPH




Around 41 percent of the KSI collisions ion this corridor involved alcohol. Red light running is also a contributing factor in numerous KSI crashes. The MTP includes both a safety project and a shared use path for the corridor, but both projects are unfunded. There are opportunities to enhance crosswalks along the corridor. Evaluate retiming traffic signals for speed management.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$675,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 11

# S KIRKMAN ROAD (SR 435)

## from LB Mcleod Rd. to Major Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,619 | 8 | 27 | 483 | 1,101 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 1,573 | 3 | 15 | 457 | 1,098 |
| Bike | 6 | | | 5 | 1 |
| Pedestrian | 25 | 5 | 6 | 14 | |
| Motorcycle | 15 | | 6 | 7 | 2 |

### CRASHES BY YEAR

# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 6 | 899 | **905** |
| LEFT TURN | 6 | 86 | **92** |
| SIDESWIPE | 2 | 240 | **242** |
| OTHER | 7 | 125 | **132** |
| ANGLE | 2 | 50 | **52** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 6 | 391 | 397 |
| FOLLOWED TOO CLOSELY | 2 | 386 | 388 |
| FAILED TO YIELD RIGHT-OF-WAY | 6 | 177 | 183 |
| FAILED TO KEEP IN PROPER LANE | - | 82 | 82 |
| OTHER CONTRIBUTING ACTION | 4 | 92 | 96 |
| HIT AND RUN | 3 | 259 | **262** |
| ALCOHOL INVOLVED | - | 20 | **20** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**2.24** Miles

AVERAGE POSTED SPEED

**50** mph

AVERAGE PREVAILING SPEED

**57.3** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**78**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **21,37,40,301,302,303** / **211,000**

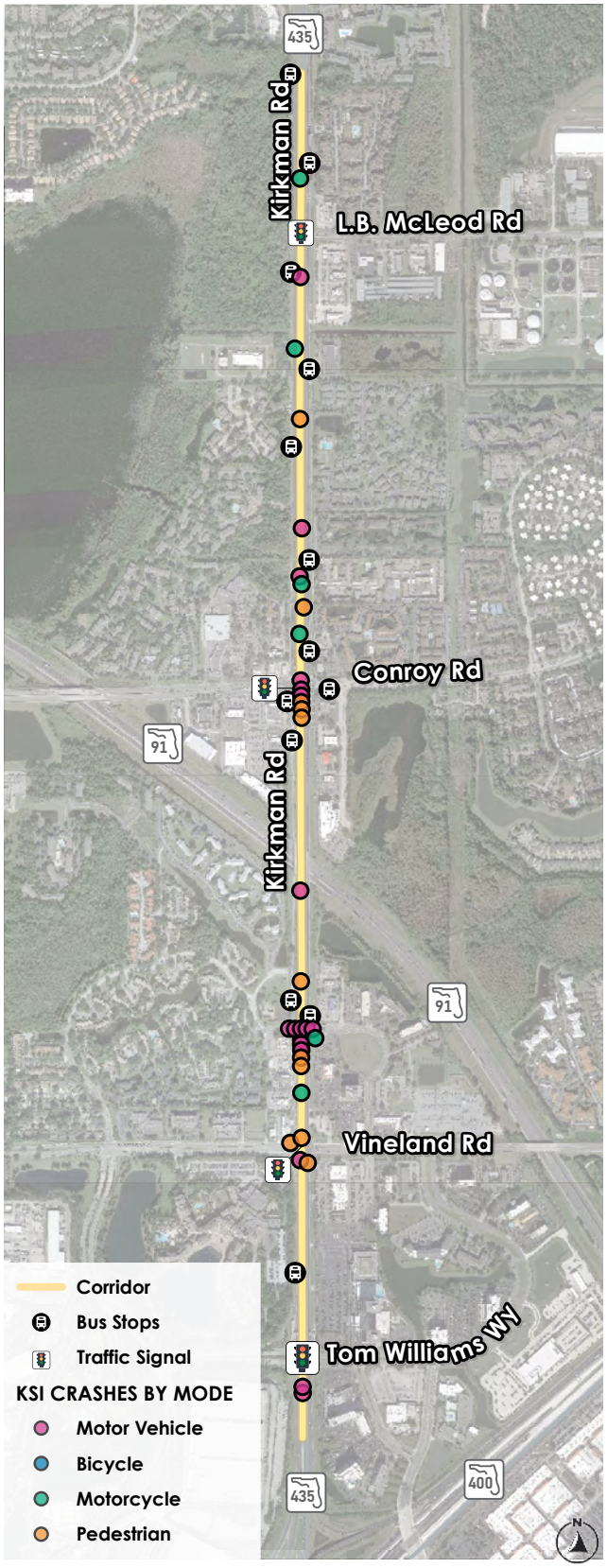
TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 11 | 960 | 971 |
| DUSK-DAWN | - | 67 | 67 |
| NIGHT | 24 | 557 | 581 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 18 | 514 | 532 |
| NOT LIGHTED | 6 | 39 | 45 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 33 | 1,338 | 1,371 |
| WET | 2 | 244 | 246 |

## KSI CRASHES BY LOCATION



CORRIDOR 11

# S KIRKMAN ROAD (SR 435)

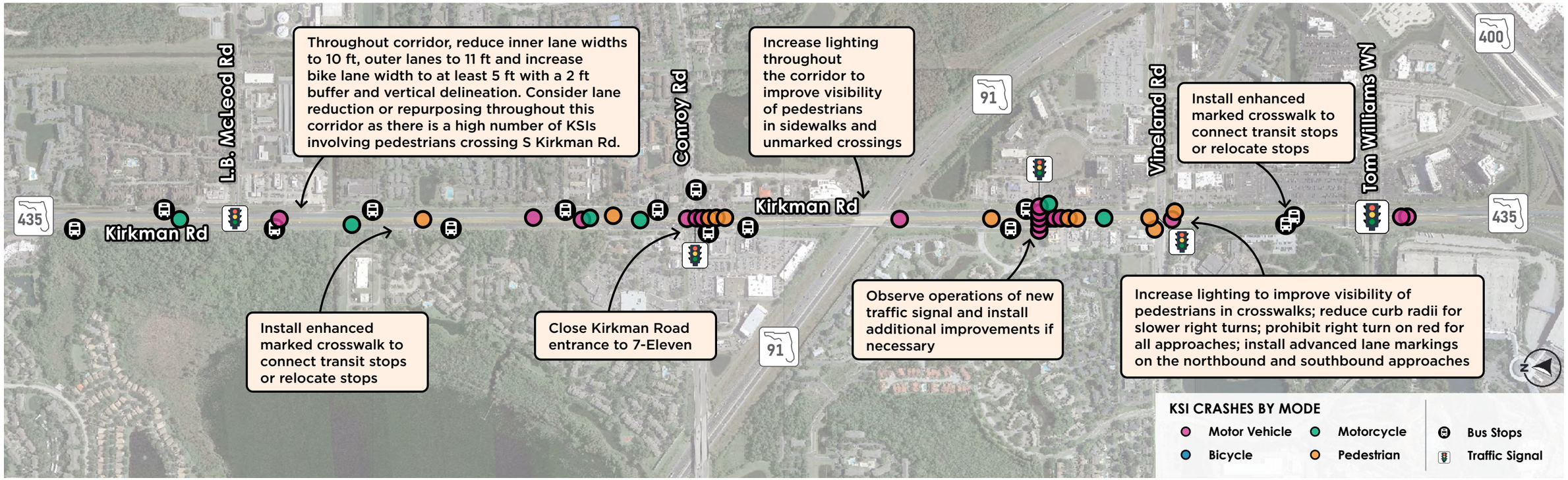
## from LB Mcleod Rd. to Major Blvd.

VISION ZERO

Several projects have been constructed on the corridor in the past few years, including the installation of a traffic signal at the intersection of Kirkman Road and Windhover Drive and a shared use path from Raleigh Street (outside of the project corridor) and L.B. McLeod Road. There are several additional projects planned along the corridor. There is a proposal to extend the existing shared use path from L.B. McLeod Road to Conroy Road to connect to the Shingle Creek Trail system. The proposed shared use path includes a pedestrian bridge over Conroy Road. There are also a funded ITS/Technology project (MTP 2159) and one fully funded, one partially funded, and one unfunded Operational/Safety project (MTP 2055, 2045, and 2064, respectively). Details have not been decided for these projects.

**TARGET SPEED**

**35** MPH




Prevailing speeds on the corridor are over 55 MPH. To help reduce speeds and improve bicycle safety, travel lane widths should be narrowed and reallocated to the bike lanes. Lane repurposing is another option to help reduce speeds. Signals can be coordinated to encourage drivers to drive the speed limit. A high percentage of the KSI collisions occur at night; therefore, lighting on the corridor should be improved. Transit stops that are not collocated with a signalized intersection could be relocated or an enhanced crosswalk could be installed at these locations. LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incorporate transit enhancements.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$1,505,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 12

# COLONIAL DRIVE (SR 50)

## from Orange Blossom Trail N. to N Bumby Ave.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 2,863 | 9 | 30 | 784 | 2,040 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | **2,771** | **6** | **19** | **727** | **2,019** |
| Bike | **11** | | | 8 | 3 |
| Pedestrian | **33** | 2 | 6 | 22 | 3 |
| Motorcycle | **48** | 1 | 5 | 27 | 15 |

### CRASHES BY YEAR

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 8 | 1,359 | **1,367** |
| LEFT TURN | 3 | 271 | **274** |
| SIDESWIPE | 1 | 454 | **455** |
| OTHER | 9 | 256 | **265** |
| ANGLE | 3 | 192 | **195** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 6 | 604 | 610 |
| FOLLOWED TOO CLOSELY | 3 | 606 | 609 |
| FAILED TO YIELD RIGHT-OF-WAY | 7 | 299 | 306 |
| FAILED TO KEEP IN PROPER LANE | - | 176 | 176 |
| OTHER CONTRIBUTING ACTION | 4 | 185 | 189 |
| HIT AND RUN | 8 | 493 | **501** |
| ALCOHOL INVOLVED | 2 | 44 | **46** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C4)**

CORRIDOR LENGTH

**2.65** Miles

AVERAGE POSTED SPEED

**40** mph

AVERAGE PREVAILING SPEED

**44.3** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**73**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **28,29,48,49** / **224,900**

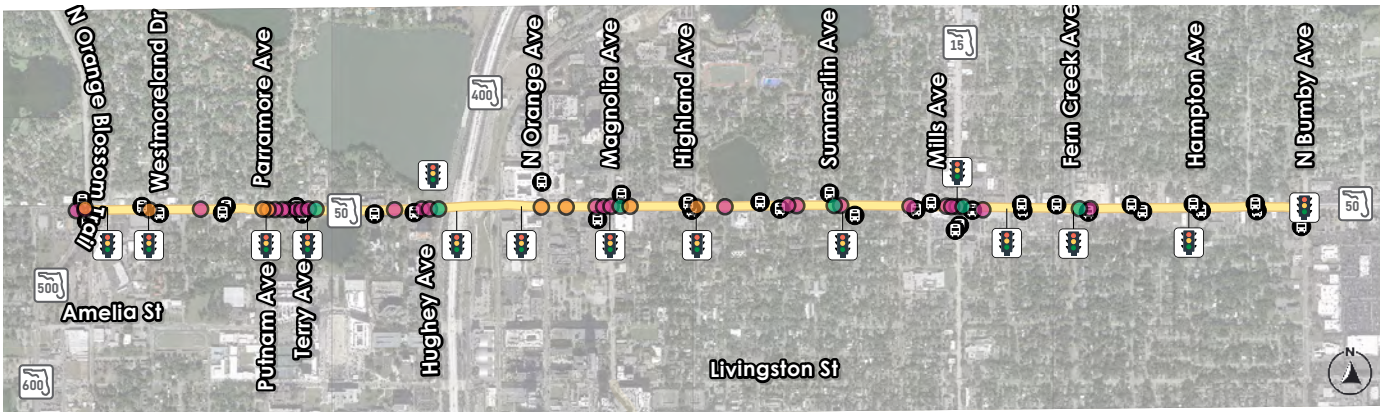
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, Brick, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 17 | 1,977 | 1,994 |
| DUSK-DAWN | - | 75 | 75 |
| NIGHT | 22 | 772 | 794 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 21 | 731 | 752 |
| NOT LIGHTED | 1 | 23 | 24 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 36 | 2,554 | 2,590 |
| WET | 3 | 263 | 266 |

## KSI CRASHES BY LOCATION




**KSI CRASHES BY MODE**

- Motor Vehicle
- Motorcycle
- Bicycle
- Pedestrian
- Bus Stops
- Traffic Signal

CORRIDOR 12

# COLONIAL DRIVE (SR 50)

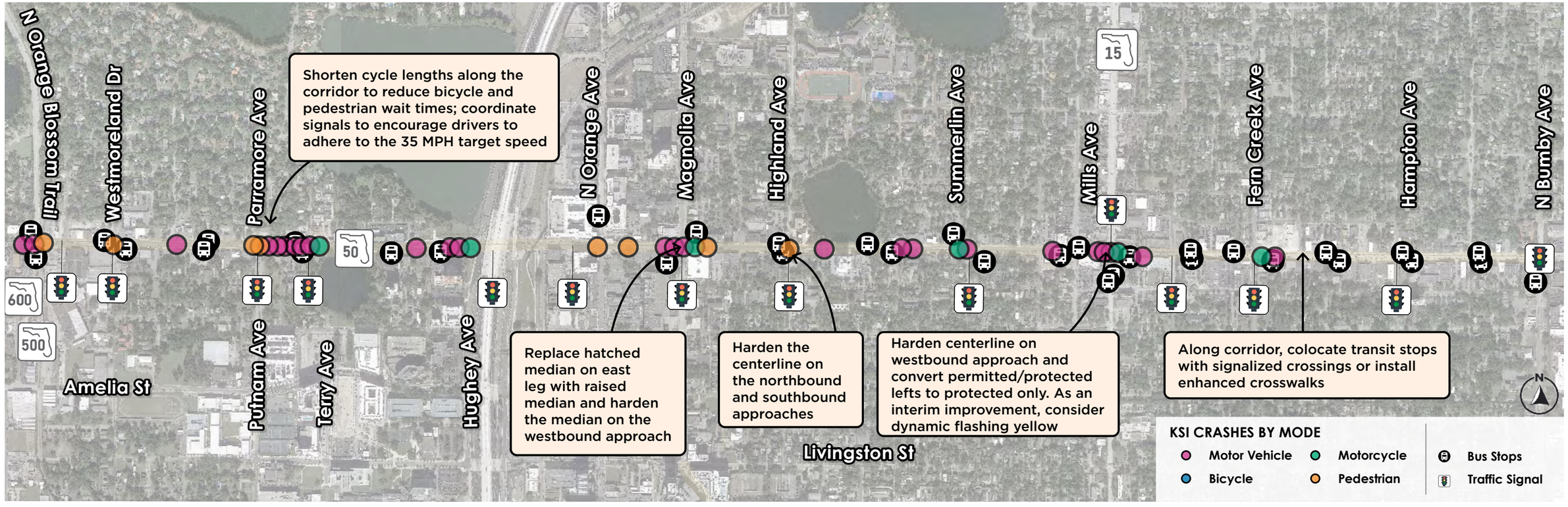
## from Orange Blossom Trail N. to N Bumby Ave.

VISION ZERO

There are several FDOT projects that have recently been completed or are in the design process to improve pedestrian safety along the corridor. The improvements include signal upgrades, ADA improvements, reduced crossing distances, (FDOT 445693, 445695, 447607, and 447717). Additionally, there are two unfunded safety improvement projects (MTP 2231 and 2099), two fully funded safety improvement projects (MTP 2098 and 2108), and three fully funded complete streets projects (MTP 2165, 2168, and 2179) planned along various segments of the corridor. These projects do not have available details.

**TARGET SPEED**

**35** MPH




Colonial Drive is a major highway in Central Florida, but in many areas, it is surrounded by commercial and residential areas with high numbers of vulnerable road users. The road characteristics do not match the land use, leading to increased traffic conflicts. There are several complete streets projects planned along the roadway which should help bring the roadway features and land use into alignment. The corridor also serves disadvantaged communities, with around 80 percent of the segment in a disadvantaged area. Cycle lengths on the roadway are long, with the majority of the green time serving Colonial Drive. This leads to long wait times for bicyclists and pedestrians trying to cross Colonial Drive and many look for gaps in traffic and cross during a red signal. Signal timing can also be used to help encourage drivers to adhere to the target speed of 35 MPH.

LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incorporate transit enhancements.

**Project Prioritization Score**: **91.25**

**Planning Level Cost**: **$165,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 13

# NORTH LANE

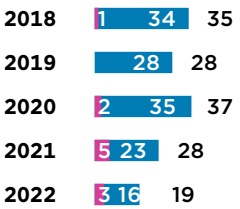
## from Westgate Rd. to N Pine Hills Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 147 | 1 | 10 | 53 | 83 |

| | | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| 133 | *Vehicle* | | 7 | 44 | 82 |
| 2 | *Bike* | | | 2 | |
| 10 | *Pedestrian* | 1 | 2 | 6 | 1 |
| 2 | *Motorcycle* | | 1 | 1 | |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 49 | **50** |
| LEFT TURN | 3 | 30 | **33** |
| SIDESWIPE | 1 | 12 | **13** |
| OTHER | 2 | 12 | **14** |
| ANGLE | - | 12 | **12** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 1 | 45 | 46 |
| FOLLOWED TOO CLOSELY | - | 1 | 1 |
| FAILED TO YIELD RIGHT-OF-WAY | 2 | 40 | 42 |
| FAILED TO KEEP IN PROPER LANE | 1 | 5 | 6 |
| OTHER CONTRIBUTING ACTION | - | 10 | 10 |
| HIT AND RUN | 5 | 29 | **34** |
| ALCOHOL INVOLVED | - | 1 | **1** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION (CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR**

CORRIDOR LENGTH

**0.53** Miles

AVERAGE POSTED SPEED

**35** mph

AVERAGE PREVAILING SPEED

**47.8** mph

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

**100**%

TRANSIT ROUTES / ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **49** / **72,100**

TRAVEL LANES / MEDIAN TYPE

**2** lanes / **Paved and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 5 | 93 | 98 |
| DUSK-DAWN | - | 5 | 5 |
| NIGHT | 6 | 38 | 44 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 6 | 34 | 40 |
| NOT LIGHTED | - | 4 | 4 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 11 | 116 | 127 |
| WET | - | 20 | 20 |

## KSI CRASHES BY LOCATION

CORRIDOR 13

# NORTH LANE

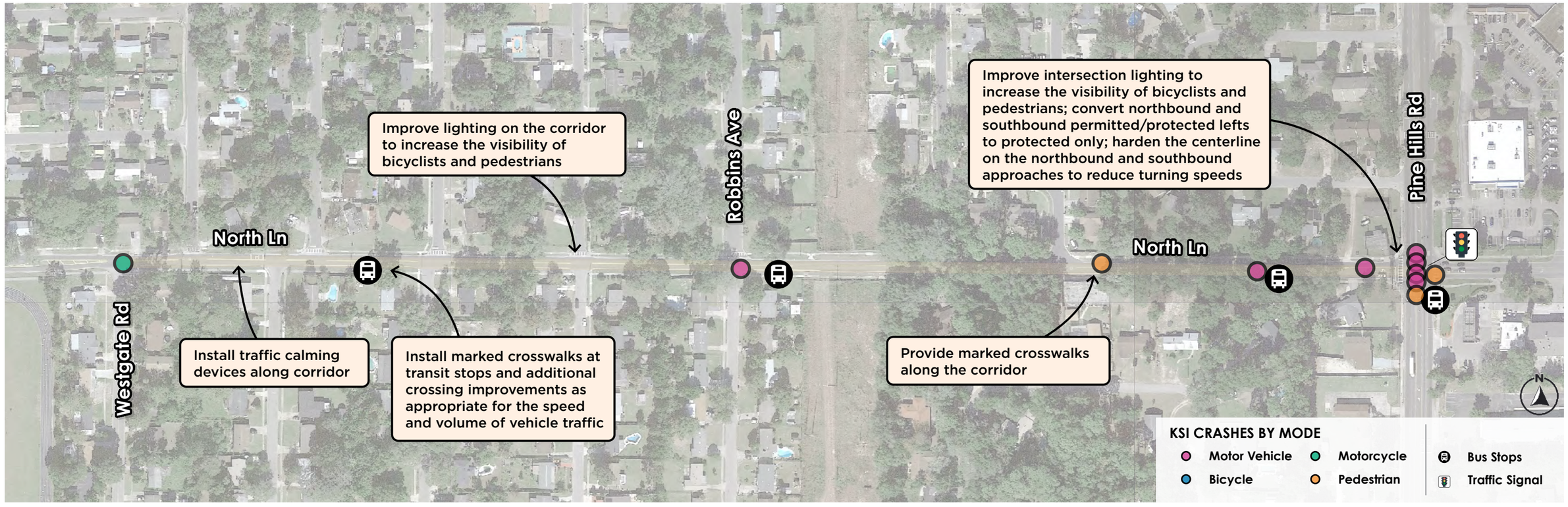
## from Westgate Rd. to N Pine Hills Rd.

VISION ZERO

Phase II of Orange County Pine Hills Road Pedestrian Safety Project extends from Belco Drive to Bonnie Brae Circle and includes the North Lane intersection.

**TARGET SPEED**

**35** MPH




North Lane is within a disadvantaged community and there is a middle school on the west end of the project segment. Prevailing speeds on the corridor are more than 10 mph over the posted speed limit. Over half of KSI collisions have occurred at night. Lighting on the corridor, particularly at the intersection of North Lane and Pine Hills Road should be improved to increase visibility. The only marked crosswalk on the segment is at the intersection with Pine Hills Road; other marked crosswalks should be provided.

**Project Prioritization Score**: **87.5**

**Planning Level Cost**: **$188,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 14

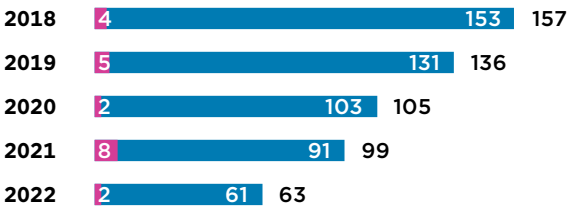
# HIAWASSEE ROAD

## from Colonial Dr. (SR 50) to Old Winter Garden Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 561 | 3 | 18 | 198 | 342 |
| 546 *Vehicle* | 2 | 16 | 188 | 340 |
| 2 *Bike* | | | 2 | |
| 7 *Pedestrian* | 1 | 2 | 3 | 1 |
| 6 *Motorcycle* | | | 5 | 1 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 5 | 263 | **268** |
| LEFT TURN | 6 | 63 | **69** |
| SIDESWIPE | 1 | 99 | **100** |
| OTHER | 1 | 34 | **35** |
| ANGLE | 2 | 26 | **28** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 7 | 247 | 254 |
| FOLLOWED TOO CLOSELY | - | 3 | 3 |
| FAILED TO YIELD RIGHT-OF-WAY | 6 | 62 | 68 |
| FAILED TO KEEP IN PROPER LANE | - | 35 | 35 |
| OTHER CONTRIBUTING ACTION | 2 | 54 | 56 |
| HIT AND RUN | 3 | 99 | **102** |
| ALCOHOL INVOLVED | - | 5 | **5** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL**

CORRIDOR LENGTH

**0.9** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**52.6** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **37** / **88,500**

TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 11 | 376 | 387 |
| DUSK-DAWN | - | 31 | 31 |
| NIGHT | 10 | 133 | 143 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 9 | 124 | 133 |
| NOT LIGHTED | 1 | 9 | 10 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 18 | 482 | 500 |
| WET | 3 | 57 | 60 |

## KSI CRASHES BY LOCATION

CORRIDOR 14

# HIAWASSEE ROAD

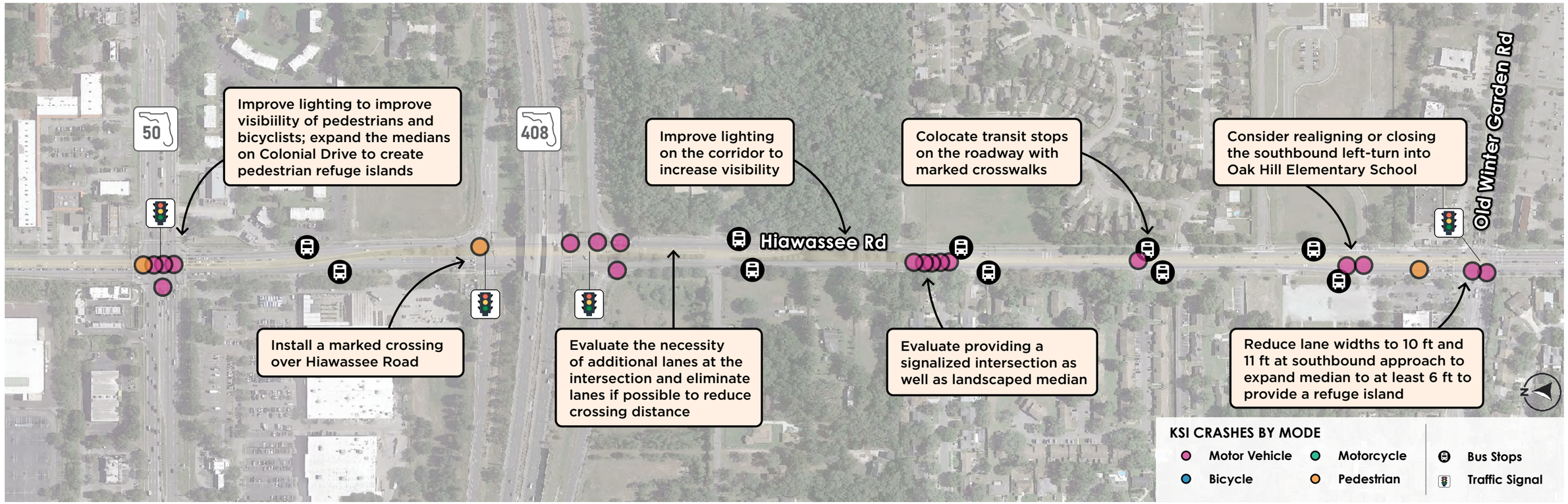
## from Colonial Dr. (SR 50) to Old Winter Garden Rd.

VISION ZERO

The 2045 MTP includes a fully funded operational project that covers the entire project segment.

**TARGET SPEED**

**35** MPH




The Hiawassee Road segment is fully located within a disadvantaged community and there is an elementary school within the study area. Around half of the KSI collisions occurred at night which indicates that lighting on the roadway may not be sufficient. There are several transit stops along the corridor, but they are generally not located near a marked crosswalk. Install enhanced marked crosswalks at existing stops or relocate stops to a marked crosswalk. The 2045 MTP includes a fully funded operational project for the study segment, but detail of the project are not known. Consider extending corridor north to Balboa Drive, the terminus of the County's Pedestrian/Bicycle Safety Study.

**Project Prioritization Score**: **96.25**

**Planning Level Cost**: **$765,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 15

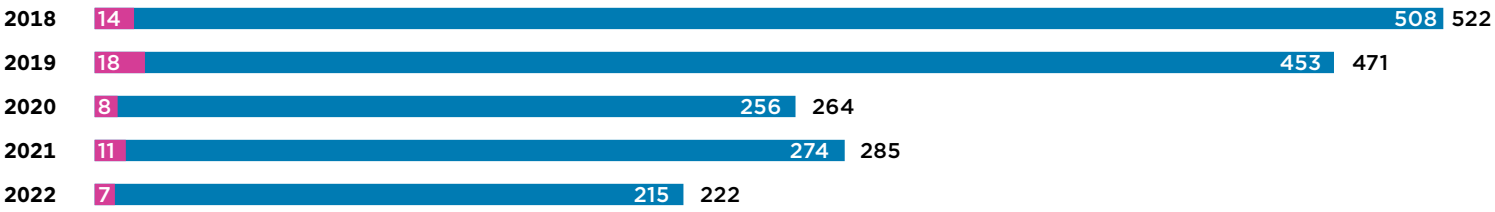
# ALAFAYA TRAIL (SR 434)

## from McCulloch Rd. to E Colonial Dr.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| | 1,764 | 3 | 55 | 526 | 1,180 |
| Vehicle | 1,675 | 1 | 40 | 470 | 1,165 |
| Bike | 33 | | 1 | 25 | 7 |
| Pedestrian | 37 | 2 | 9 | 22 | 4 |
| Motorcycle | 19 | 1 | 5 | 9 | 4 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 19 | 977 | **996** |
| LEFT TURN | 12 | 176 | **188** |
| SIDESWIPE | 2 | 182 | **184** |
| OTHER | 3 | 102 | **105** |
| ANGLE | 5 | 81 | **86** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 6 | 166 | 172 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | 8 | 109 | 117 |
| FAILED TO KEEP IN PROPER LANE | 3 | 39 | 42 |
| OTHER CONTRIBUTING ACTION | 2 | 33 | 35 |
| HIT AND RUN | 7 | 209 | **216** |
| ALCOHOL INVOLVED | 2 | 25 | **27** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**3.13** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**52.8** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**24**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **104, 434** / **145,600**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 32 | 1,090 | 1,122 |
| DUSK-DAWN | 4 | 94 | 98 |
| NIGHT | 22 | 520 | 542 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 22 | 476 | 498 |
| NOT LIGHTED | - | 44 | 44 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 49 | 1,490 | 1,539 |
| WET | 9 | 214 | 223 |

## KSI CRASHES BY LOCATION

CORRIDOR 15

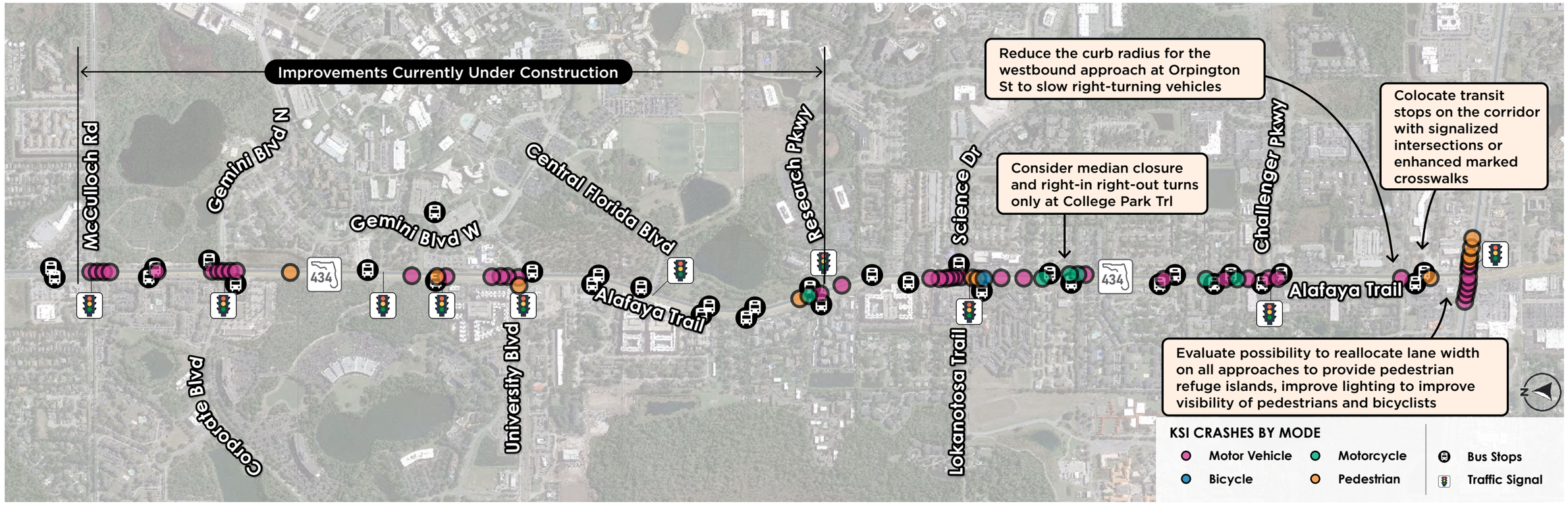
# ALAFAYA TRAIL (SR 434)

## from McCulloch Rd. to E Colonial Dr.

There is a resurfacing project on the northern section of the corridor planned to start the design phase in 2025 (FDOT 448799). The Metroplan Orlando Transportation Improvement Program includes a fully funded safety project at the intersection with Science Drive/ Lokanotosa Trail (TIP 451245). No details have been provided for either project. There is also an unfunded shared use path project and a fully funded operational/safety project included in the 2045 MTP. The 2045 MTP also includes two fully funded complete streets projects from McCulloch Road to Research Parkway. The UCF Area Pedestrian Safety Study project is currently under construction. The project provides lighting upgrades and wider sidewalks, among other improvements, including fencing to channelize pedestrians to signalized crossings.

**TARGET SPEED**

**35** MPH




Orange County also has a current project to construct an eastbound left turn lane in the median on Corporate Boulevard. The northern portion of this segment of Alafaya Trail forms the western boundary of the University of Central Florida main campus. Many students live on the west side of Alafaya Trail and must cross the roadway to get to campus. The speed limit is 45 mph but the prevailing speed is above 50 mph. There are two complete streets projects included in the 2045 MTP from McCulloch Road to Research Parkway. Details of the these projects are still unknown but will likely reduce the target speed and may include lane repurposing. As details of these projects are determined, similar treatments should be considered for the remainder of the segment.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$688,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 16

# OAK RIDGE ROAD

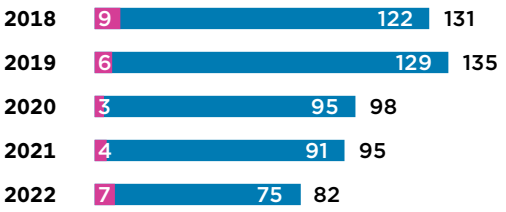
## from S. Orange Blossom to S Orange Ave

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 541 | 5 | 24 | 188 | 324 |

| | | | | |
|---|---|---|---|---|
| **508** *Vehicle* | | **16** | **174** | **318** |
| **9** *Bike* | | 2 | 5 | 2 |
| **12** *Pedestrian* | 3 | 3 | 5 | 1 |
| **12** *Motorcycle* | 2 | 3 | 4 | 3 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 6 | 184 | **190** |
| LEFT TURN | 6 | 88 | **94** |
| SIDESWIPE | 5 | 77 | **82** |
| OTHER | 2 | 46 | **48** |
| ANGLE | 1 | 51 | **52** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 6 | 166 | 172 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | 8 | 109 | 117 |
| FAILED TO KEEP IN PROPER LANE | 3 | 39 | 42 |
| OTHER CONTRIBUTING ACTION | 2 | 33 | 35 |
| HIT AND RUN | 6 | 119 | **125** |
| ALCOHOL INVOLVED | 3 | 9 | **12** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR**

CORRIDOR LENGTH

**1.67** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**47.1** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**98**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **7** / **29,500**

TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 16 | 321 | 337 |
| DUSK-DAWN | 2 | 37 | 39 |
| NIGHT | 11 | 154 | 165 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 10 | 144 | 154 |
| NOT LIGHTED | 1 | 10 | 11 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 26 | 463 | 489 |
| WET | 3 | 49 | 52 |

## KSI CRASHES BY LOCATION

CORRIDOR 16

# OAK RIDGE ROAD

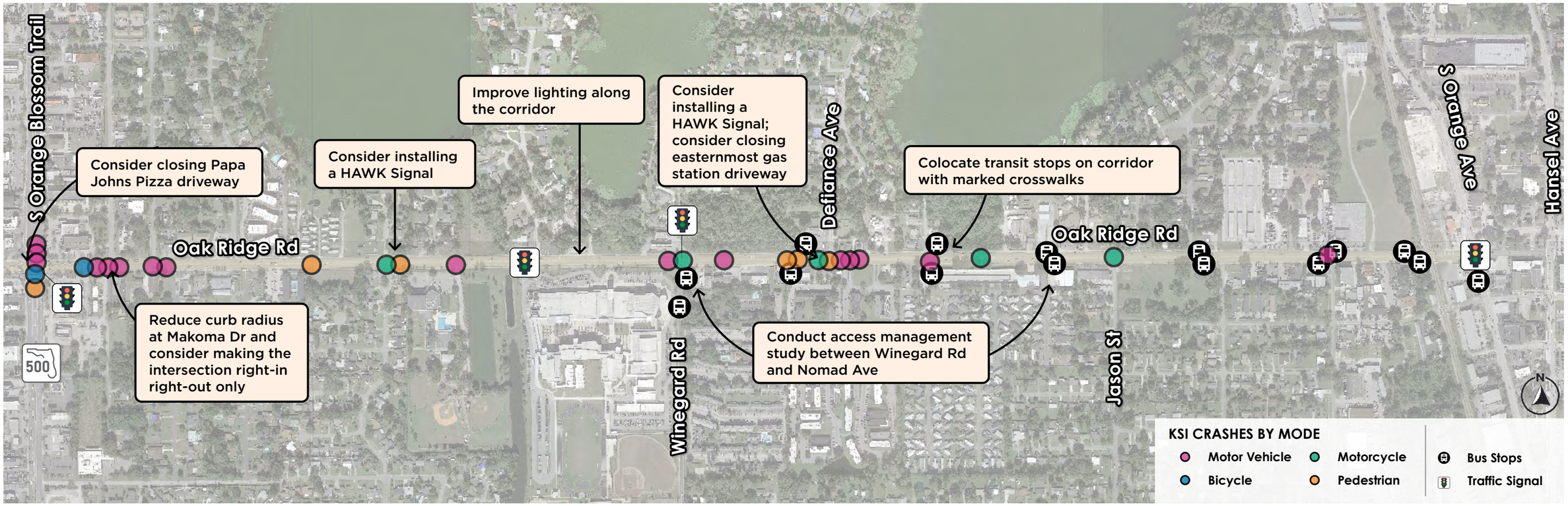
## from S. Orange Blossom to S Orange Ave.

VISION ZERO

There is an unfunded Operational/Safety project along the length of the corridor. No details have been provided.

**TARGET SPEED**

**35** MPH




The majority of the corridor (98 pecent) is withing a disadvantaged area. Almost half of the collisions occurred at night or at dusk/dawn, indicating that lighting along the corridor may need to be improved. Around 20 percent of KSI and non-KSI collisions are hit and run collisions. While there are commercial uses directly fronting the roadway, the segment is surrounded by residential uses. There are also several churches, child care centers and private schools, a public high school, and and several parks and recreational facilities on the roadway. There are a high number of collisions related to the abundance of driveways on the roadway. An access management study would be beneficial to determine how driveways could be consolidated. The only marked crosswalks are on the corridor are at the signalized intersections. Consider adding marked crosswalks along the segment, particularly where there is a high number of pedestrian crossing. Defiance Avenue, Luzon Place, and transit stops are potential locations to install crosswalks. Because of the speed and size of the roadway, it is recommended that a PHB be installed with the crosswalks and potentially raised crosswalks.

LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incoporate transit enhancements.

**Project Prioritization Score**: **95**

**Planning Level Cost**: **$522,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 17

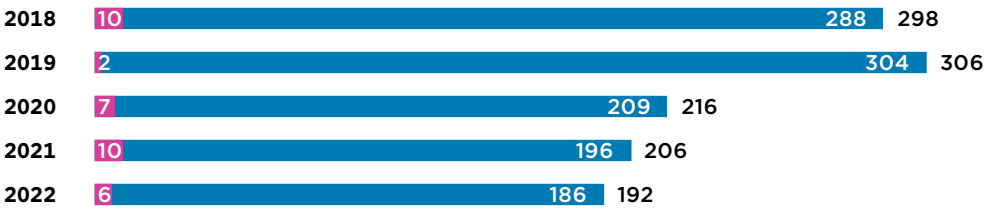
# LEE ROAD

## from N. Orange Blossom Trail to N. Wymore Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,218 | 4 | 31 | 325 | 858 |
| 1,175 *Vehicle* | 3 | 15 | 303 | 854 |
| 9 *Bike* | | 1 | 6 | 2 |
| 18 *Pedestrian* | | 8 | 10 | |
| 16 *Motorcycle* | 1 | 7 | 6 | 2 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 3 | 415 | **418** |
| LEFT TURN | 8 | 126 | **134** |
| SIDESWIPE | 2 | 292 | **294** |
| OTHER | 4 | 117 | **121** |
| ANGLE | - | 86 | **86** |

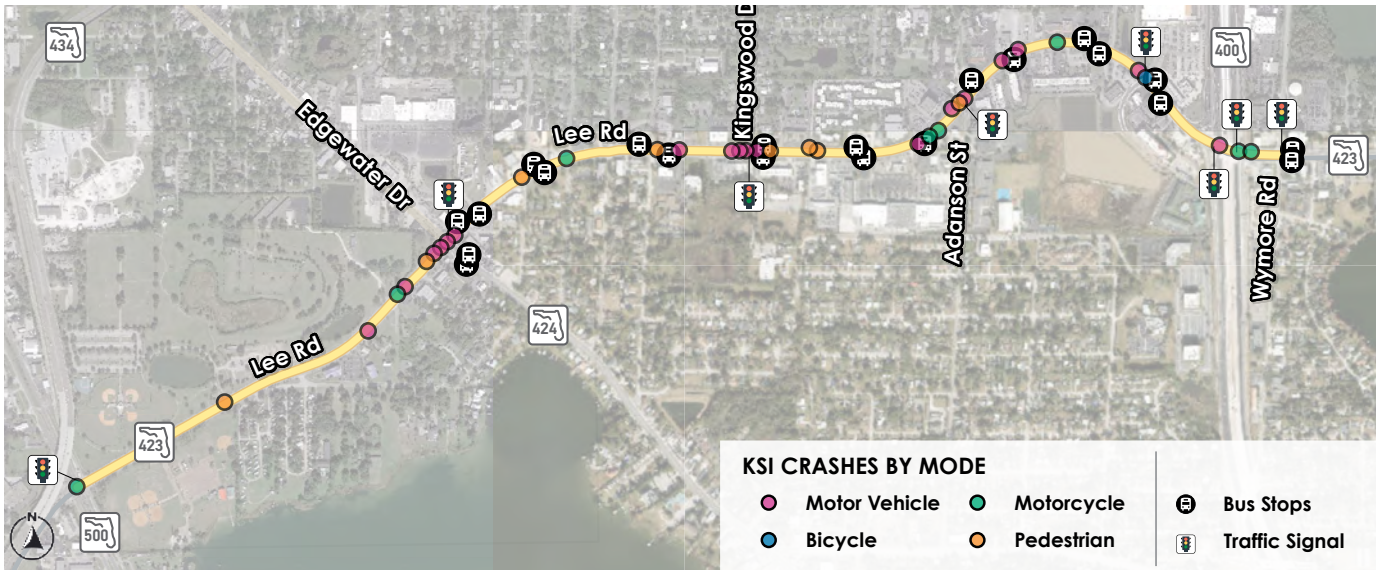
* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 6 | 367 | 373 |
| FOLLOWED TOO CLOSELY | - | 59 | 59 |
| FAILED TO YIELD RIGHT-OF-WAY | 4 | 163 | 167 |
| FAILED TO KEEP IN PROPER LANE | 4 | 93 | 97 |
| OTHER CONTRIBUTING ACTION | 3 | 105 | 108 |
| HIT AND RUN | 4 | 207 | **211** |
| ALCOHOL INVOLVED | 1 | 18 | **19** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## KSI CRASHES BY LOCATION




## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION (CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C/C4)**

CORRIDOR LENGTH

**2.23** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**55** mph

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

**97**%

TRANSIT ROUTES / ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **443** / **57,100**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 23 | 880 | 903 |
| DUSK-DAWN | 3 | 57 | 60 |
| NIGHT | 9 | 243 | 252 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 7 | 223 | 230 |
| NOT LIGHTED | 2 | 20 | 22 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 31 | 1,052 | 1,083 |
| WET | 4 | 128 | 132 |

CORRIDOR 17

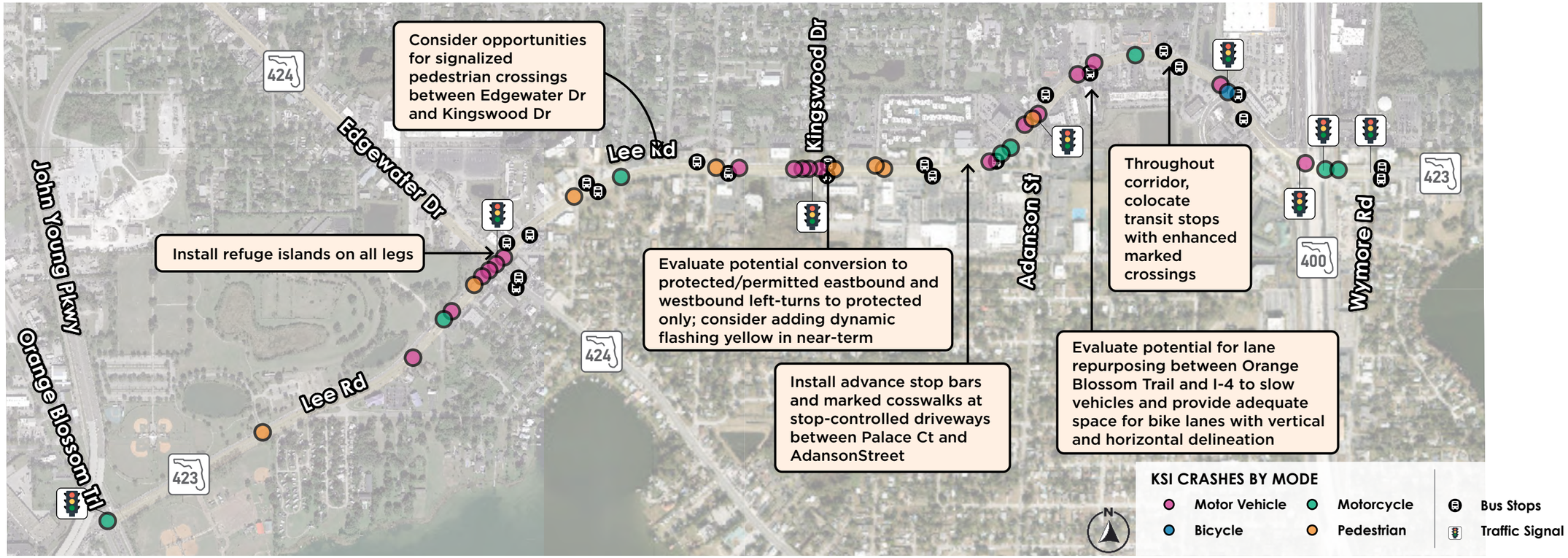
# LEE ROAD

## from N. Orange Blossom Trail to N. Wymore Rd.

There is a pedestrian safety project in the design phase along Lee Road from Kingswood Dr to Adanson Street. The project includes signal modifications and pedestrian improvements at the Kingswood Drive and Adanson Street intersections and a new signalized intersection at the shopping plaza entrance just west of the McDonald's. There are two unfunded safety projects along the corridor (2236 & 2238) and an unfunded operational/safety project at the intersection of Lee Road with Edgewater Drive.

**NEAR TERM TARGET SPEED**
**40** MPH

**LONG TERM TARGET SPEED**
**35** MPH




The study segment is almost entirely within a disadvantaged community. There are many families that live in the hotels along the corridor. Cycle lengths are long, favoring traffic on Lee Road, leading to pedestrians crossing in gaps in traffic. The only marked crossing on the corridor are at signalized intersections, so pedestrians frequently cross outside of crosswalks. Additional enhanced crossings are needed, and transit stops should be colocated with marked crossings. There are several projects planned along the segment. The only funded project includes an additional signalized crossing. Prevailing speeds on the roadway are 10 mph over the posted speed limit. Speed management strategies are needed to achieve the target speed.

**Project Prioritization Score**: **82.5**

**Planning Level Cost**: **$765,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 18

# UNIVERSITY BOULEVARD

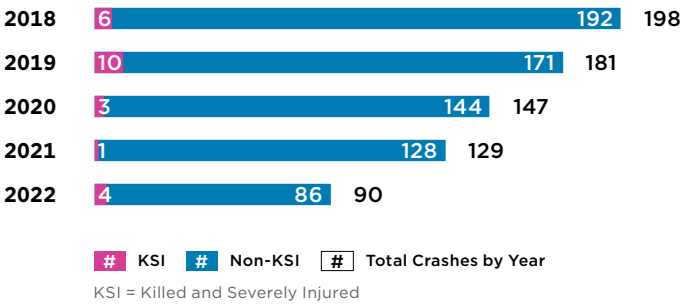
## from S Semoran Blvd. (SR 436) to Lake Mirage Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 745 | 1 | 23 | 200 | 521 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 702 | 1 | 12 | 173 | 516 |
| Bike | 21 | | 5 | 14 | 2 |
| Pedestrian | 9 | | 2 | 6 | 1 |
| Motorcycle | 13 | | 4 | 7 | 2 |

### CRASHES BY YEAR




### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 5 | 398 | **403** |
| LEFT TURN | 4 | 73 | **77** |
| SIDESWIPE | - | 95 | **95** |
| OTHER | 3 | 54 | **57** |
| ANGLE | 4 | 25 | **29** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 8 | 361 | 369 |
| FOLLOWED TOO CLOSELY | - | 5 | 5 |
| FAILED TO YIELD RIGHT-OF-WAY | 5 | 98 | 103 |
| FAILED TO KEEP IN PROPER LANE | - | 44 | 44 |
| OTHER CONTRIBUTING ACTION | 1 | 46 | 47 |
| HIT AND RUN | 2 | 103 | **105** |
| ALCOHOL INVOLVED | - | 9 | **9** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL**

CORRIDOR LENGTH

**1.5** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**52.6** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**86**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **13** / **41,000**

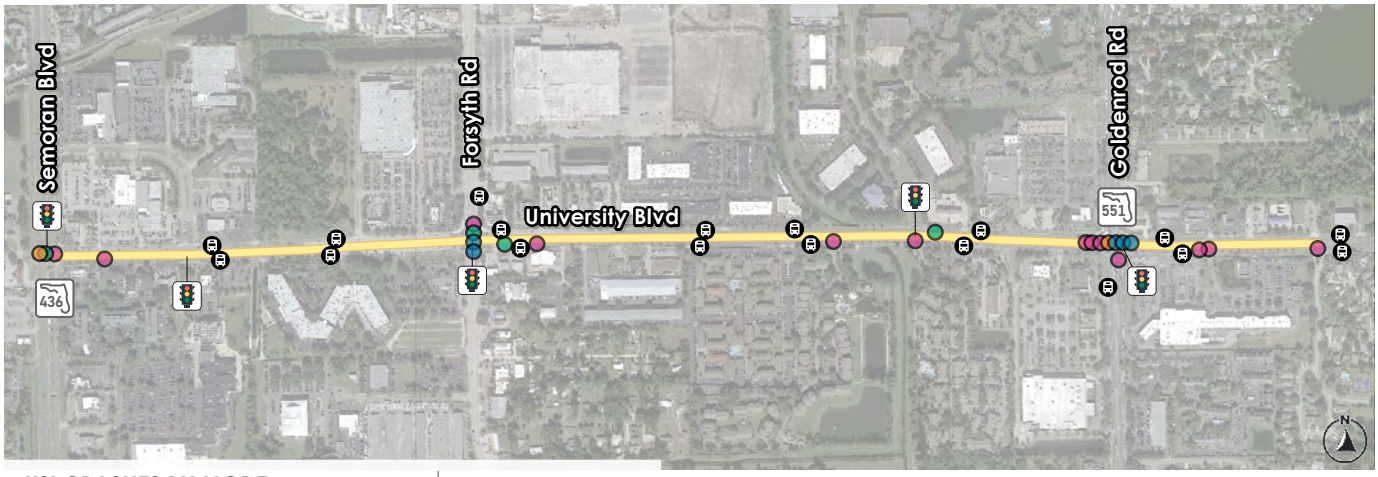
TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 16 | 566 | 582 |
| DUSK-DAWN | - | 35 | 35 |
| NIGHT | 8 | 120 | 128 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 8 | 118 | 126 |
| NOT LIGHTED | - | 2 | 2 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 23 | 611 | 634 |
| WET | 1 | 110 | 111 |

## KSI CRASHES BY LOCATION




**KSI CRASHES BY MODE**

- Motor Vehicle
- Bicycle
- Motorcycle
- Pedestrian
- Bus Stops
- Traffic Signal

CORRIDOR 18

# UNIVERSITY BOULEVARD

## from S Semoran Blvd. (SR 436) to Lake Mirage Blvd.

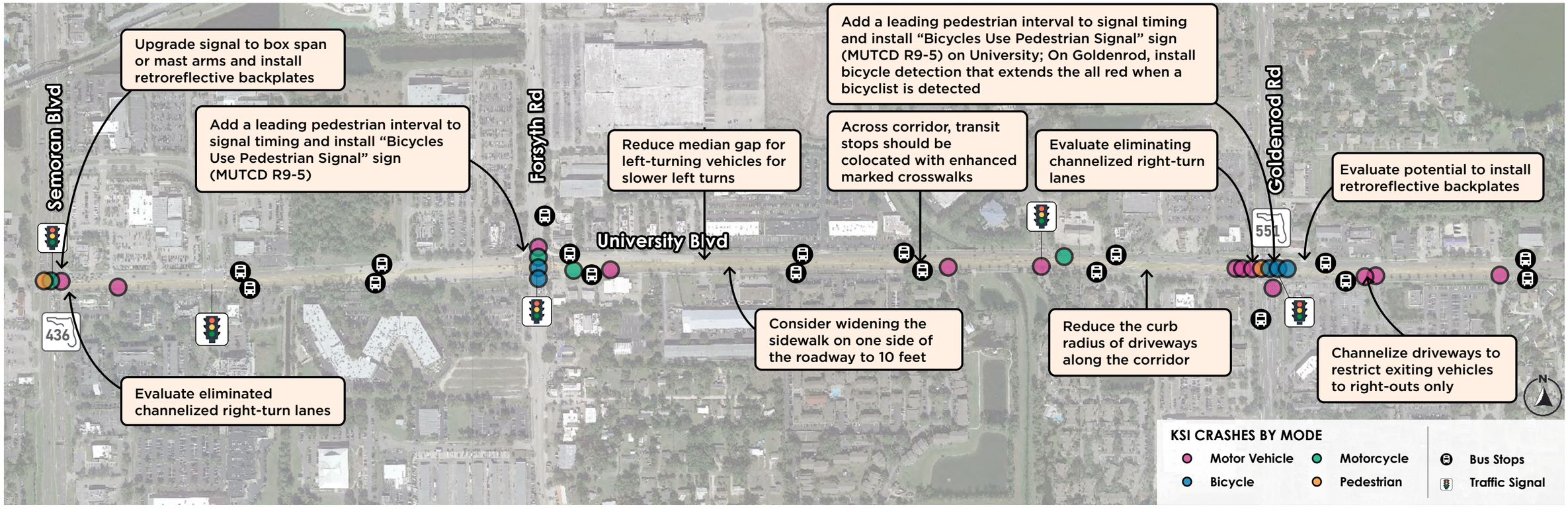
VISION ZERO

There is a funded safety project planned at the intersection of University Boulevard and Semoran Boulevard (FDOT 451256). There is also a funded and unfunded operational/safety project on the corridor (MTP 7256 and 7257, respectively). Details about these projects are not known.

County currently conducting University  Boulevard Pedestrian and Bicycle Safety Study from Semoran Boulevard to Goldenrod Rd. The County has conducted extensive coordination with LYNX and Full Sail, including on a proposed new superstop that LYNX is considering. The study will be completed in 2025 and any future improvements on this corridor should incorporate the final recommendations from that plan.

**NEAR TERM TARGET SPEED**
**40** MPH

**LONG TERM TARGET SPEED**
**35** MPH




The Cady Way Trail is located just north of the study corridor, contributing to a high volume of bicycles crossing University Boulevard. Bicycle improvements including leading pedestrian intervals should be incorporated at intersections with high bicycle volumes such as Forsyth Road and Goldenrod Road. Transit stops should be colocaed with enhanced marked crossings.

**Project Prioritization Score**: **87.5**

**Planning Level Cost**: **$887,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 19

# ROSALIND AVENUE

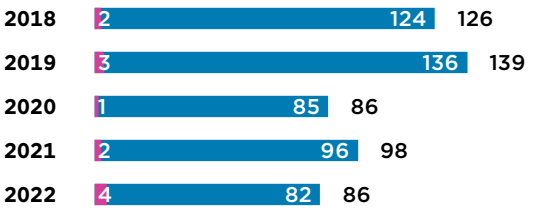
## from E. Livingston St. to S. Lucerne Cir.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 535 | 1 | 11 | 105 | 418 |

| | | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| **509** | *Vehicle* | | **3** | **91** | **415** |
| **2** | *Bike* | | 1 | 1 | |
| **14** | *Pedestrian* | 1 | 4 | 7 | 2 |
| **10** | *Motorcycle* | | 3 | 6 | 1 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 151 | **152** |
| LEFT TURN | - | 23 | **23** |
| SIDESWIPE | 1 | 128 | **129** |
| OTHER | 1 | 106 | **107** |
| ANGLE | 1 | 51 | **52** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 2 | 100 | 102 |
| FOLLOWED TOO CLOSELY | - | 56 | 56 |
| FAILED TO YIELD RIGHT-OF-WAY | 2 | 50 | 52 |
| FAILED TO KEEP IN PROPER LANE | - | 48 | 48 |
| OTHER CONTRIBUTING ACTION | 1 | 30 | 31 |
| HIT AND RUN | 1 | 96 | **97** |
| ALCOHOL INVOLVED | - | 7 | **7** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL**

CORRIDOR LENGTH

**1** Mile

AVERAGE POSTED SPEED

**29.6** mph

AVERAGE PREVAILING SPEED

**35.8** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**81**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **3,7,11,13,18,51,61,104,125 / 97,600**

TRAVEL LANES / MEDIAN TYPE

**3** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 4 | 307 | 311 |
| DUSK-DAWN | - | 9 | 9 |
| NIGHT | 8 | 206 | 214 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 8 | 198 | 206 |
| NOT LIGHTED | - | 5 | 5 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 11 | 467 | 478 |
| WET | 1 | 56 | 57 |

## KSI CRASHES BY LOCATION

CORRIDOR 19

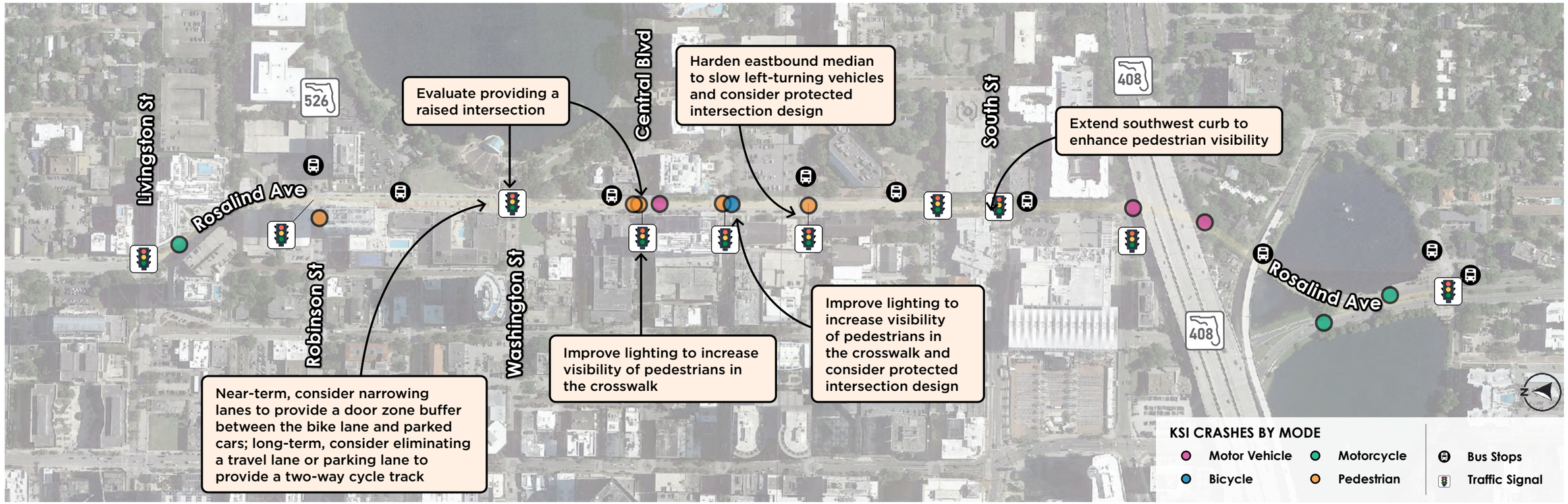
# ROSALIND AVENUE

## from E. Livingston St. to S. Lucerne Cir.

There are no planned improvements along this corridor. There is a corridor improvement project on Robinson Street that would add on-street bike facilities on Robinson Street, providing opportunities to connect bike facilities on Rosalind Avenue.

**TARGET SPEED**

**25** MPH




Rosalind Avenue is a one-way northbound roadway in downtown Orlando with three vehicle lanes, a bicycle lane, and parking on both sides of the roadway. Because of the wide cross section, the roadway encourages higher speeds when traffic volumes are low. Although intersection lighting is provided, a lighting analysis should be conducted and lighting improved accordingly at several intersections.

**Project Prioritization Score**: **86.25**

**Planning Level Cost**: **$234,000**

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 20

# S SEMORAN BOULEVARD (SR 436)

## from Lake Underhill Rd. to Lake Margaret Dr.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| **1,837** | 5 | 21 | 557 | 1,254 |
| **1,775** *Vehicle* | **2** | **9** | **519** | **1,245** |
| **18** *Bike* | | 1 | 15 | 2 |
| **26** *Pedestrian* | 3 | 9 | 14 | |
| **18** *Motorcycle* | | 2 | 9 | 7 |

### CRASHES BY YEAR

# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 4 | 1,078 | **1,082** |
| LEFT TURN | - | 74 | **74** |
| SIDESWIPE | 2 | 257 | **259** |
| OTHER | 5 | 150 | **155** |
| ANGLE | 2 | 56 | **58** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 4 | 430 | 434 |
| FOLLOWED TOO CLOSELY | 1 | 441 | 442 |
| FAILED TO YIELD RIGHT-OF-WAY | 2 | 180 | 182 |
| FAILED TO KEEP IN PROPER LANE | - | 91 | 91 |
| OTHER CONTRIBUTING ACTION | 4 | 100 | 104 |
| HIT AND RUN | 4 | 336 | **340** |
| ALCOHOL INVOLVED | - | 27 | **27** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO / ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C4)**

CORRIDOR LENGTH

**2.34** Miles

AVERAGE POSTED SPEED

**46.4** mph

AVERAGE PREVAILING SPEED

**53.8** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**6**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **4, 28, 436S / 377,700**

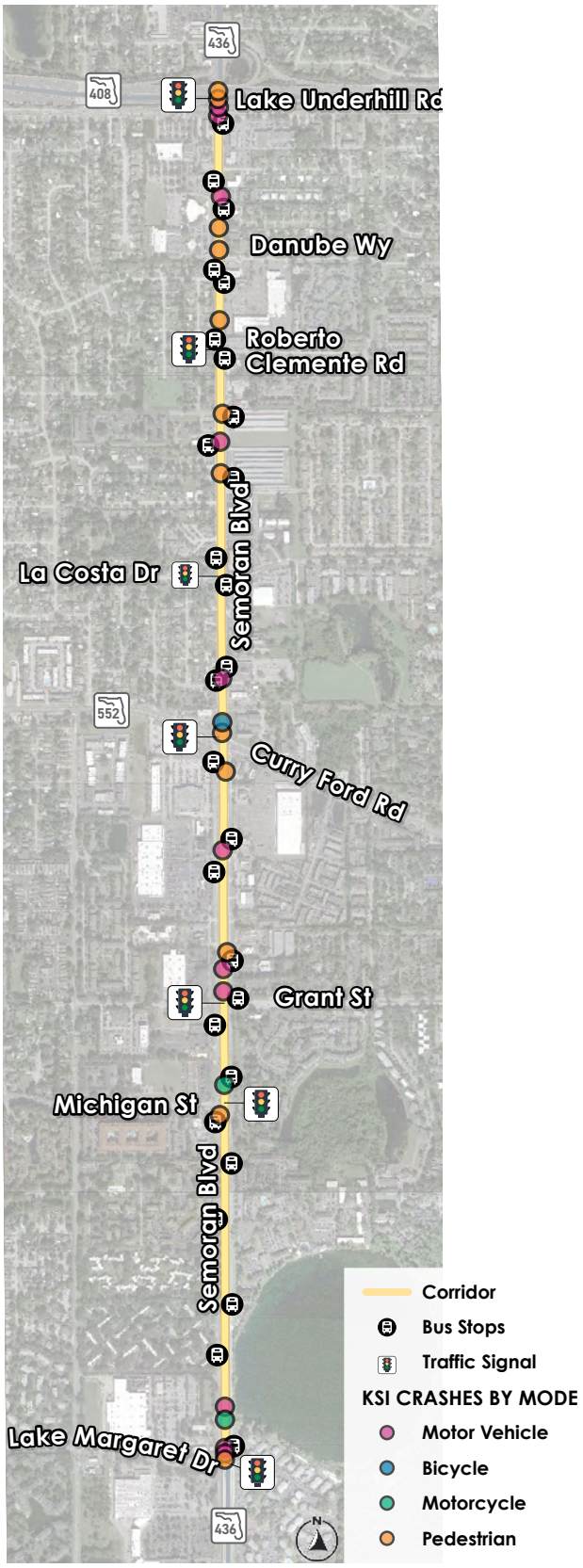
TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved, Grass, Brick, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 9 | 1,255 | 1,264 |
| DUSK-DAWN | - | 72 | 72 |
| NIGHT | 17 | 484 | 501 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 17 | 477 | 494 |
| NOT LIGHTED | - | 6 | 6 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 23 | 1,554 | 1,577 |
| WET | 3 | 256 | 259 |

## KSI CRASHES BY LOCATION



CORRIDOR 20

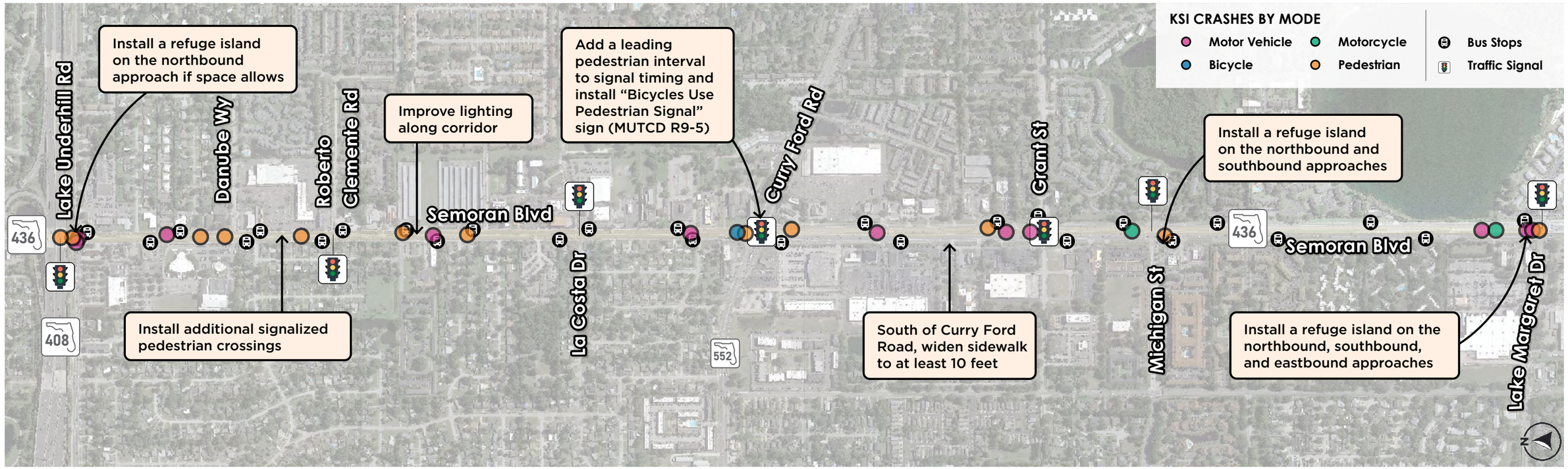
# S SEMORAN BOULEVARD (SR 436)

## from Lake Underhill Rd. to Lake Margaret Dr.

There have been several lighting project on the corridor in recent years. Additionally, a signal improvement project at the intersection of Semoran Boulevard and Curry Ford Road (FDOT 443514-1). There are also three fully funded operational/safety (2051, 2049, and 2095).

**NEAR TERM TARGET SPEED**
**40** MPH

**LONG TERM TARGET SPEED**
**35** MPH




The land use surrounding the roadway is a wide mix of residential, commercial, industrial, and institutional uses. There are many destinations that might attract pedestrians and bicyclists, but marked crossings do not always align with desired paths. Additional signalized crossings should be added throughout the corridor, and transit stops should be colacated with crossings. Around 65 percent of the KSI collisions occurred at night. Therefore, a lighting study should be conducted and lighting improved accordingly. Crossing distances are long and pedestrian refuge islands at intersections would be beneficial.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$419,000**
(does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 21

# W IRLO BRONSON MEMORIAL HIGHWAY

## from Celebration Ave. to Four Winds Blvd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| **1,791** | 18 | 51 | 566 | 1,156 |
| **1,687** *Vehicle* | **4** | **26** | **508** | **1,149** |
| **19** *Bike* | | 4 | 15 | |
| **42** *Pedestrian* | 8 | 10 | 20 | 4 |
| **43** *Motorcycle* | 6 | 11 | 23 | 3 |

### CRASHES BY YEAR

# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 13 | 891 | **904** |
| LEFT TURN | 9 | 147 | **156** |
| SIDESWIPE | 2 | 257 | **259** |
| OTHER | 11 | 143 | **154** |
| ANGLE | - | 57 | **57** |

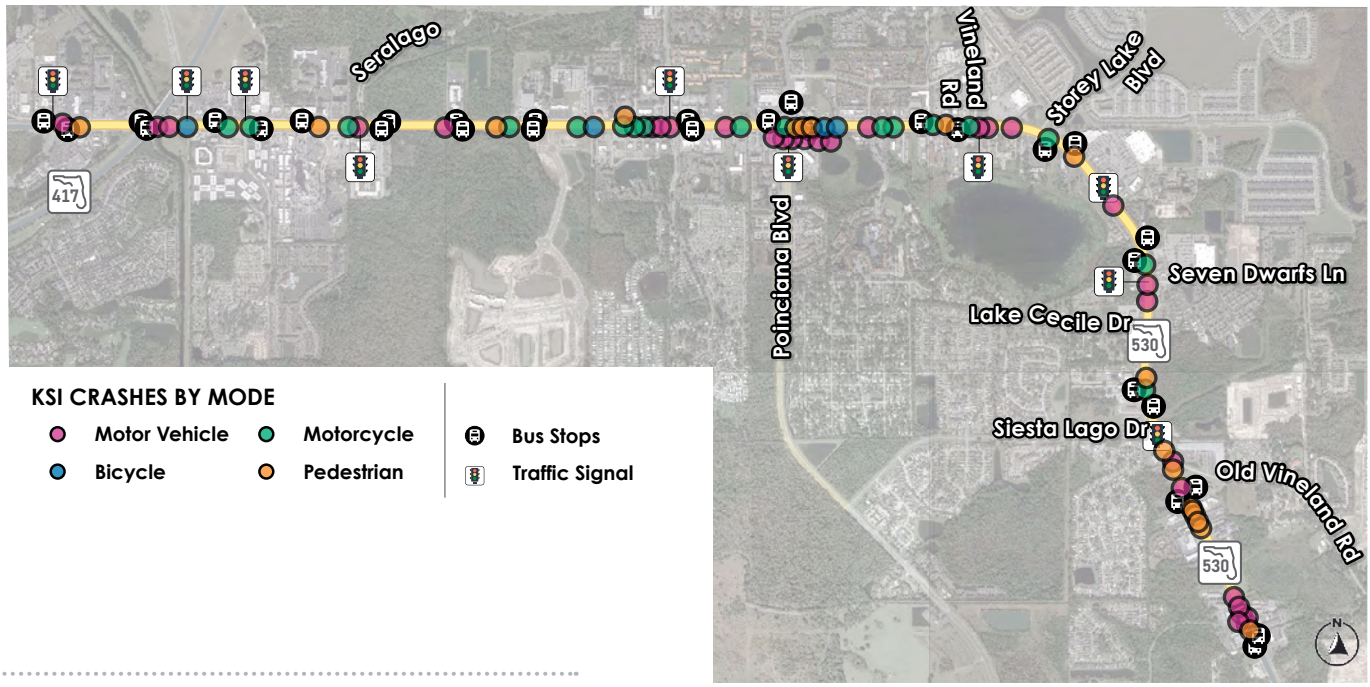
* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 16 | 736 | 752 |
| FOLLOWED TOO CLOSELY | - | 91 | 91 |
| FAILED TO YIELD RIGHT-OF-WAY | 10 | 234 | 244 |
| FAILED TO KEEP IN PROPER LANE | 2 | 97 | 99 |
| OTHER CONTRIBUTING ACTION | 6 | 106 | 112 |
| HIT AND RUN | 6 | 240 | **246** |
| ALCOHOL INVOLVED | 8 | 28 | **36** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## KSI CRASHES BY LOCATION




## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**OSCEOLA COUNTY**

FUNCTIONAL CLASSIFICATION (CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**4.98** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**56.1** mph

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

**94**%

TRANSIT ROUTES / ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **55,56,306** / **650,900**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 27 | 1,096 | 1,123 |
| DUSK-DAWN | 1 | 75 | 76 |
| NIGHT | 41 | 551 | 592 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 38 | 505 | 543 |
| NOT LIGHTED | 3 | 45 | 48 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 64 | 1,524 | 1,588 |
| WET | 5 | 198 | 203 |

CORRIDOR 21

# W IRLO BRONSON MEMORIAL HIGHWAY

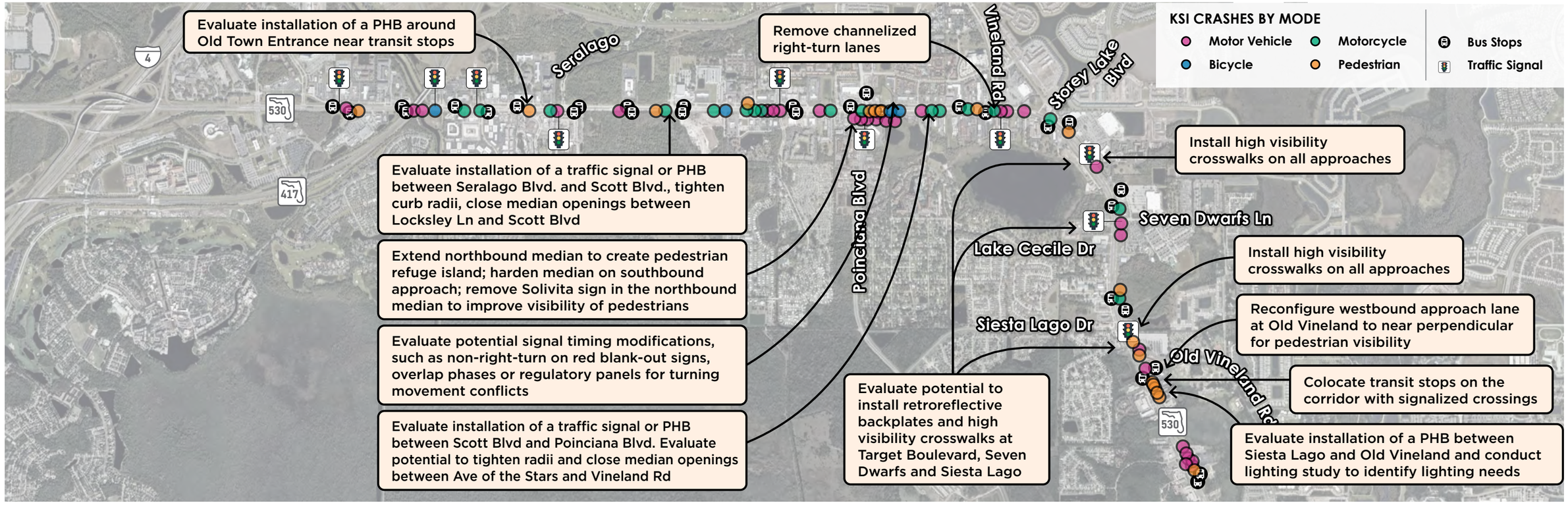
## from Celebration Ave. to Four Winds Blvd.

VISION ZERO

There are plans to widen the existing bike lane to provide a 7-foot buffered bike lane from US 417 to Hoagland Boulevard (FDOT 448783 and 441021). There are also plans to install a new traffic signal, three pedestrian hybrid beacons, and sidewalk connections (FDOT 448783). Another FDOT lighting project was a recently completed that improved lighting at several intersections on the corridor. In addition, there is a fully funded safety improvements project (MTP 2128), fully funded ITS/Technology project (MTP 2007), unfunded safety improvements project (MTP 2248), and unfunded operational/safety project (MTP 2094) along the corridor.

**TARGET SPEED**

**35** MPH




The corridor is in a high tourist location given its proximity to Walt Disney World. There are a large number of hotels, restaurants, shopping, and entertainment venues. Transit ridership is high along the corridor, as there are buses directly to the parks. There are projects planned on the corridor that will add additional signalized pedestrian crossings. Consider conducting an analysis to determine if pedestrian hybrid beacons should be installed in other locations as well. Speeds on the corridor are over 10 mph higher than the posted speed limit. Additional traffic calming measures are needed to achieve the target speed, including traffic signal timing strategies. A lighting project was completed on the corridor in 2021. As around 60 percent of the KSI collisions between 2018-2022 occurred at night or at dawn or dusk, more recent collision data should be evaluated to determine if the lighting project was sufficient or if additional improvements are necessary.

LYNX has also identified this corridor as a key transit corridor in their long range plans, and future improvements should incorporate transit enhancements.

**Project Prioritization Score**: **91.25**

**Planning Level Cost**: **$1,017,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 22

# S GOLDENROD ROAD (SR 551)

## from Lake Underhill Rd. to Beatty Dr.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 1,440 | 13 | 67 | 478 | 882 |
| 1,356 *Vehicle* | 7 | 54 | 427 | 868 |
| 28 *Bike* | | 6 | 19 | 3 |
| 25 *Pedestrian* | 3 | 3 | 17 | 2 |
| 31 *Motorcycle* | 3 | 4 | 15 | 9 |

### CRASHES BY YEAR

# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 27 | 703 | **730** |
| LEFT TURN | 14 | 112 | **126** |
| SIDESWIPE | 1 | 162 | **163** |
| OTHER | 9 | 117 | **126** |
| ANGLE | 6 | 52 | **58** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 28 | 628 | 656 |
| FOLLOWED TOO CLOSELY | - | 4 | 4 |
| FAILED TO YIELD RIGHT-OF-WAY | 21 | 204 | 225 |
| FAILED TO KEEP IN PROPER LANE | 4 | 71 | 75 |
| OTHER CONTRIBUTING ACTION | 5 | 93 | 98 |
| HIT AND RUN | 8 | 230 | **238** |
| ALCOHOL INVOLVED | 3 | 15 | **18** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3C)**

CORRIDOR LENGTH

**2** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**56.9** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**52**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **3, 15** / **96,400**

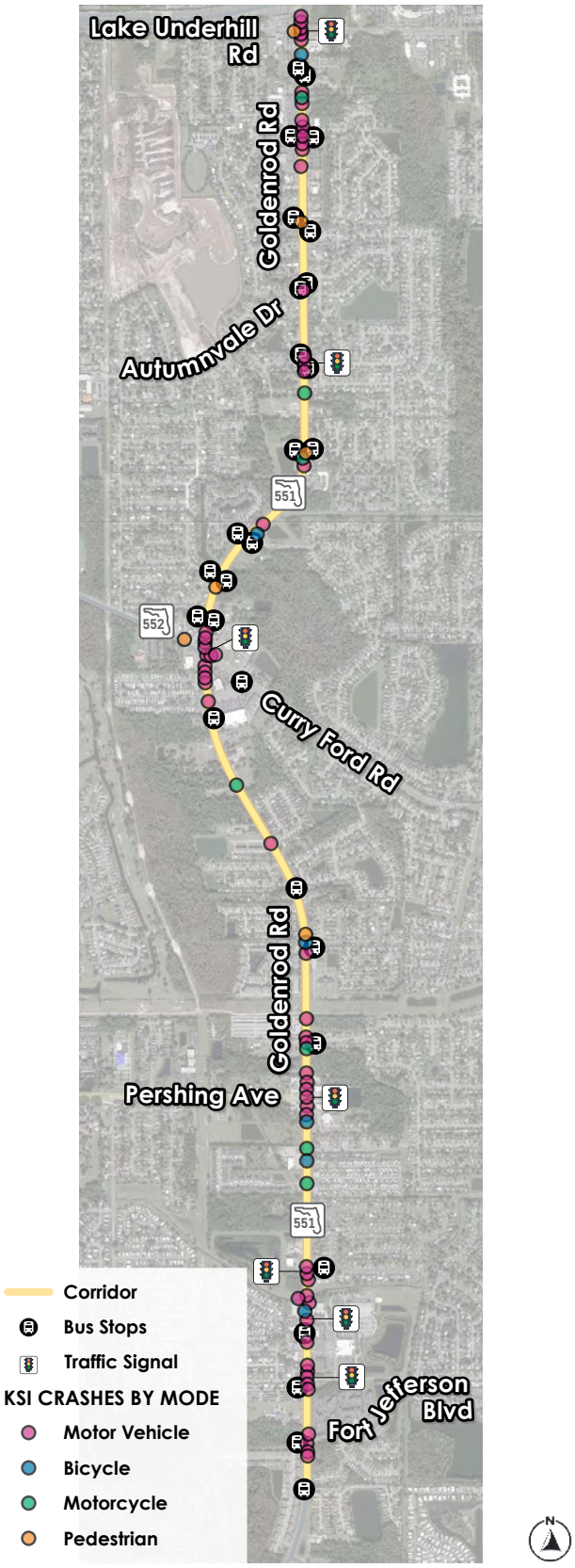
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 45 | 936 | 981 |
| DUSK-DAWN | 4 | 74 | 78 |
| NIGHT | 31 | 350 | 381 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 30 | 334 | 364 |
| NOT LIGHTED | 1 | 16 | 17 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 73 | 1,211 | 1,284 |
| WET | 7 | 149 | 156 |

## KSI CRASHES BY LOCATION



CORRIDOR 22

# S. GOLDENROD ROAD (SR 551)

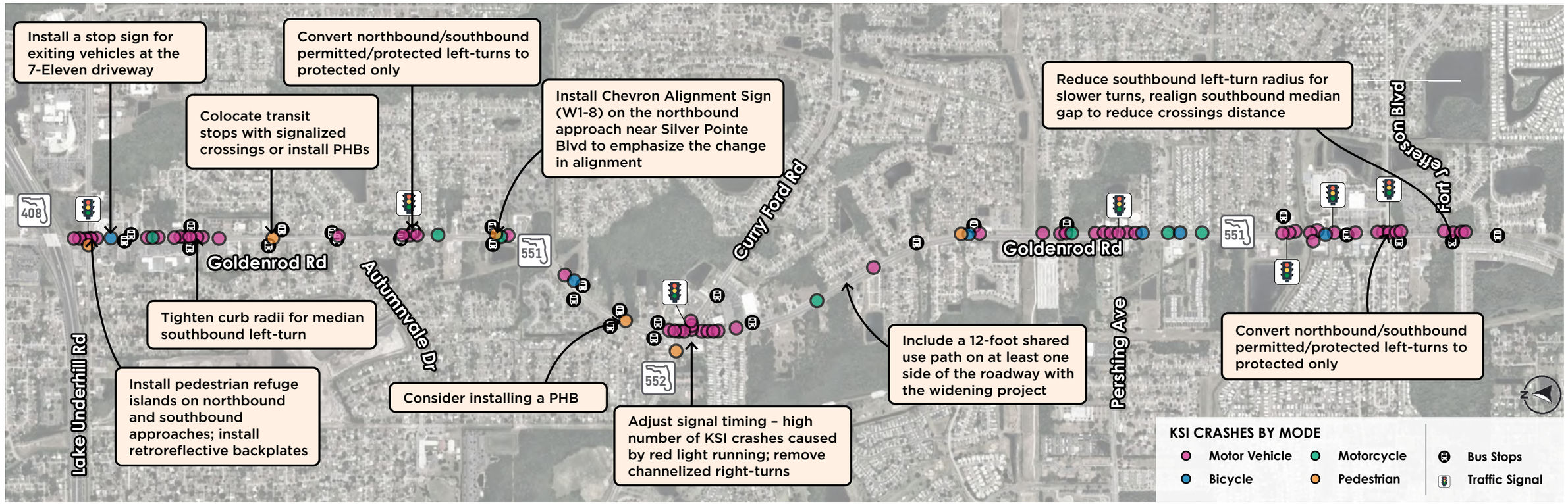
## from Lake Underhill Rd. to Beatty Dr.

VISION ZERO

There are plans to widen Goldenrod Road from 4 to 6 lanes from Beatty Drive to SR 408 as part of three fully funded projects (MTP 2204, 2205, and 2203). There is also an unfunded safety improvements project (MTP 2235) on the corridor.

**TARGET SPEED**

**40** MPH




This segment of Goldenrod Road is four lanes, but there are plans to widen it to six lanes. The widening project should include bicycle and pedestrian improvements, including a 12-foot shared use path on at least one side of the roadway. Speeds on the corridor are already 10 mph high than the posted speed limit, and widening the roadway will likely encourage even faster speeds. Additional traffic calming measures should be implemented in order to achieve the target speed. Pedestrian hybrid beacons (PHBs) should be installed at existing transit stops, or stops should be relocated to signalized crossings. Over 40 percent of KSI collisions on the corridor occurred at night. A lighting analysis should be conducted along the segment, and lighting improvements should be made accordingly.

**Project Prioritization Score**: **87.5**

**Planning Level Cost**: **$2,067,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 23

# RONALD REAGAN BOULEVARD

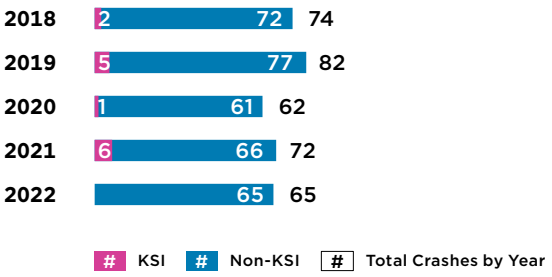
## from Eldersprings Cir. to Jones Ave.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 355 | 3 | 11 | 79 | 262 |

| | | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| 335 | *Vehicle* | 1 | 6 | 72 | 256 |
| 3 | *Bike* | | | 1 | 2 |
| 6 | *Pedestrian* | 1 | 2 | 3 | |
| 11 | *Motorcycle* | 1 | 3 | 3 | 4 |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 177 | **178** |
| LEFT TURN | 4 | 36 | **40** |
| SIDESWIPE | 2 | 52 | **54** |
| OTHER | - | 12 | **12** |
| ANGLE | 1 | 24 | **25** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | - | 91 | 91 |
| FOLLOWED TOO CLOSELY | 1 | 53 | 54 |
| FAILED TO YIELD RIGHT-OF-WAY | 4 | 36 | 40 |
| FAILED TO KEEP IN PROPER LANE | - | 20 | 20 |
| OTHER CONTRIBUTING ACTION | - | 24 | 24 |
| HIT AND RUN | 1 | 35 | **36** |
| ALCOHOL INVOLVED | 1 | 5 | **6** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**SEMINOLE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3C)**

CORRIDOR LENGTH

**0.93** Miles

AVERAGE POSTED SPEED

**43** mph

AVERAGE PREVAILING SPEED

**53.76** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

**N/A**

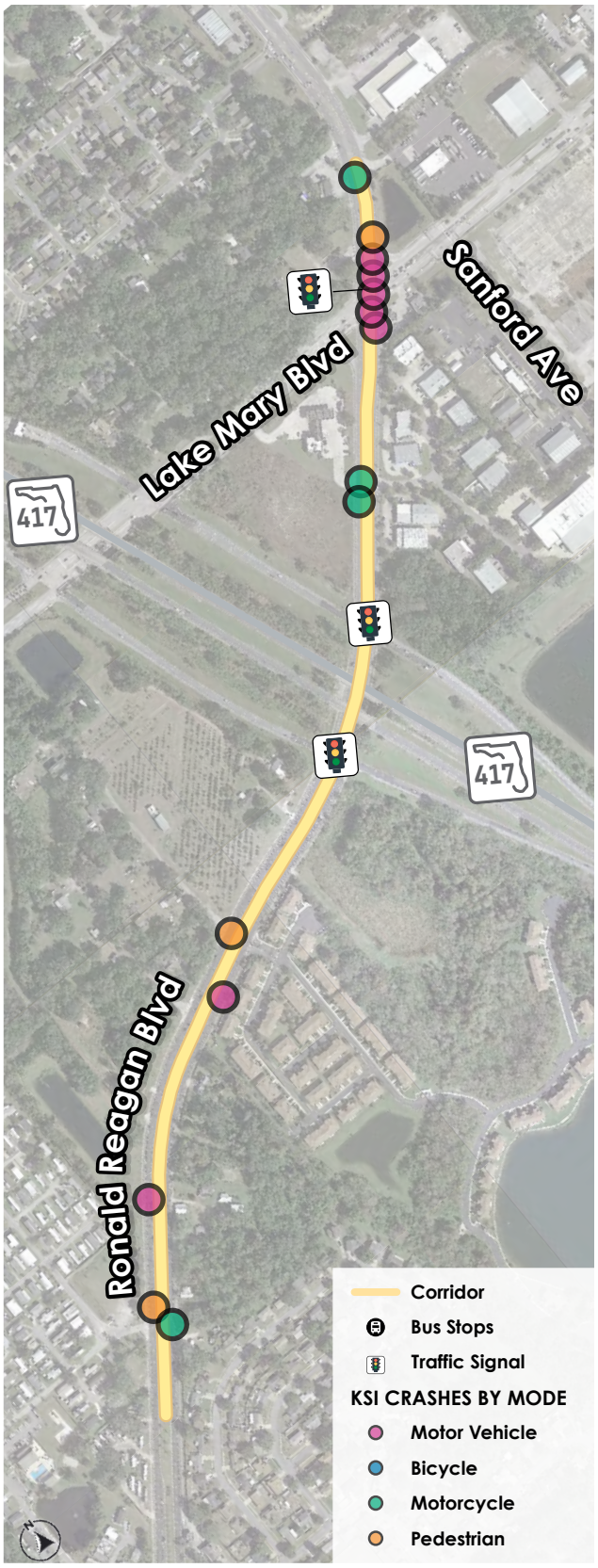
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, and Brick**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 5 | 233 | 238 |
| DUSK-DAWN | 2 | 25 | 27 |
| NIGHT | 7 | 83 | 90 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 2 | 59 | 61 |
| NOT LIGHTED | 5 | 23 | 28 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 12 | 295 | 307 |
| WET | 2 | 45 | 47 |

## KSI CRASHES BY LOCATION



CORRIDOR 23

# RONALD REAGAN BOULEVARD

from Eldersprings Cir. to Jones Ave.

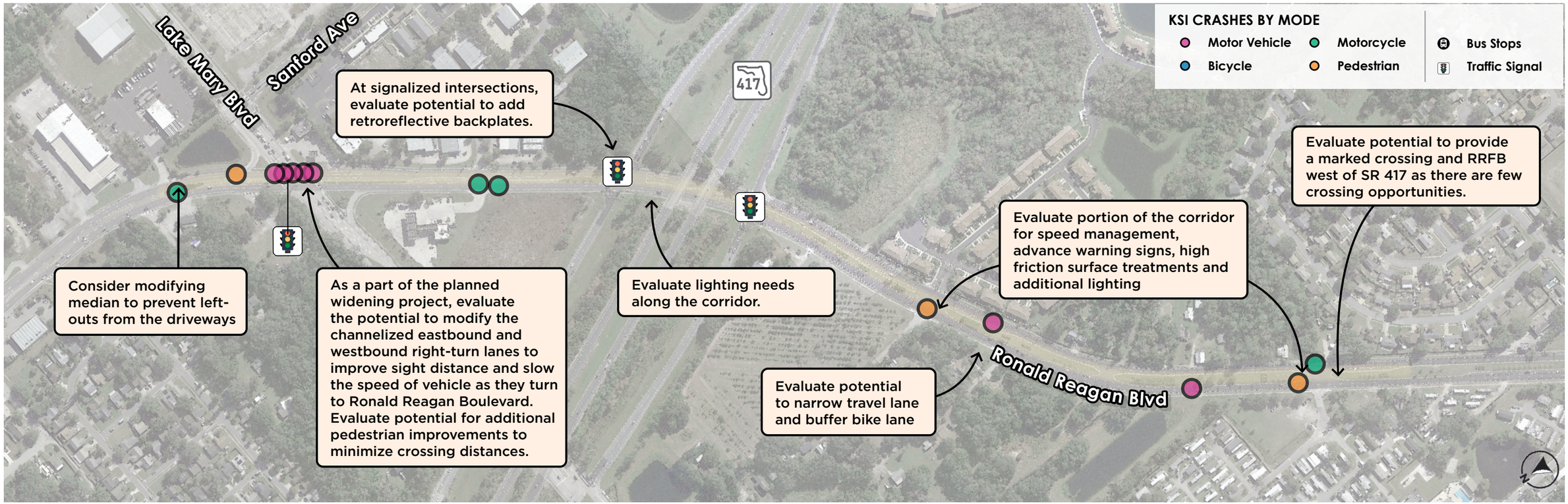
VISION ZERO

The county has a proposed project to widen the intersection of Ronald Reagan Boulevard at Lake Mary Boulevard to provide 2 northbound right turn lanes.

The intersection of Ronald Reagan Boulevard at Lake Mary Boulevard is proposed to be included in a County near-miss demonstration project using GridMatrix Data Analytics. Improvements identified and implemented based on that study should be documented and their effectiveness quantified.

**TARGET SPEED**

**35** MPH




The entire study segment is within a transportation disadvantaged community. Over 60 percent of the KSI collisions on the corridor occurred at night or at dusk or dawn. A lighting analysis should be conducted along the segment, and lighting improvements should be made accordingly.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$230,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 24

# W 1ST STREET

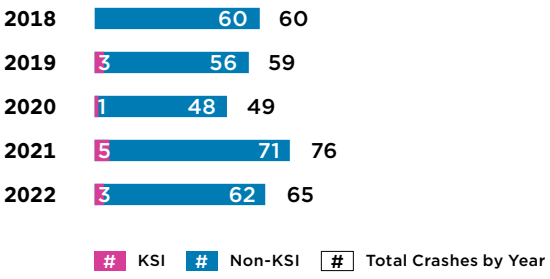
## from N. Persimmon Ave. to N. French Ave.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 309 | 3 | 9 | 73 | 224 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 294 | | 3 | 69 | 222 |
| Bike | 2 | | 1 | | 1 |
| Pedestrian | 9 | 2 | 3 | 3 | 1 |
| Motorcycle | 4 | 1 | 2 | 1 | |

### CRASHES BY YEAR




### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 85 | **86** |
| LEFT TURN | 2 | 34 | **36** |
| SIDESWIPE | - | 75 | **75** |
| OTHER | 1 | 37 | **38** |
| ANGLE | 1 | 34 | **35** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 2 | 83 | 85 |
| FOLLOWED TOO CLOSELY | - | 31 | 31 |
| FAILED TO YIELD RIGHT-OF-WAY | 3 | 48 | 51 |
| FAILED TO KEEP IN PROPER LANE | - | 30 | 30 |
| OTHER CONTRIBUTING ACTION | - | 49 | 49 |
| HIT AND RUN | 2 | 42 | **44** |
| ALCOHOL INVOLVED | | 2 | **2** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**SANFORD / SEMINOLE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL (C3C)**

CORRIDOR LENGTH

**0.98** Miles

AVERAGE POSTED SPEED

**43.1** mph

AVERAGE PREVAILING SPEED

**50.1** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **34, 46E** / **16,100**

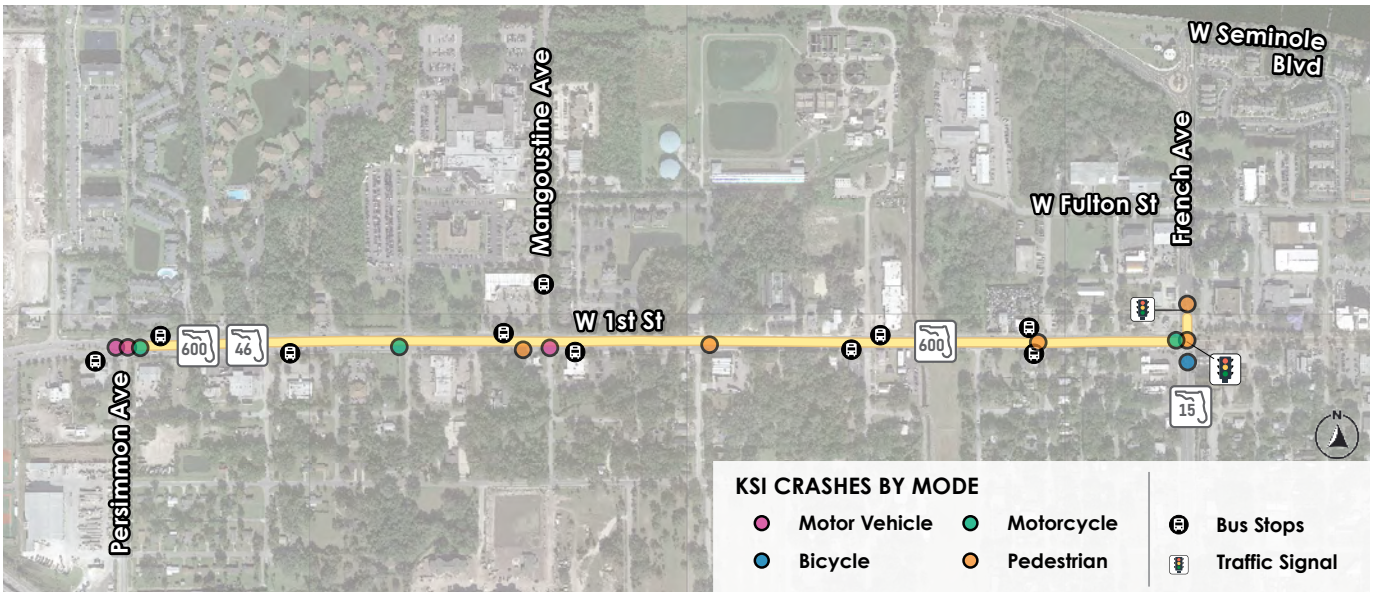
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 5 | 216 | 221 |
| DUSK-DAWN | 1 | 11 | 12 |
| NIGHT | 6 | 70 | 76 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 5 | 65 | 70 |
| NOT LIGHTED | 1 | 3 | 4 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 11 | 267 | 278 |
| WET | 1 | 30 | 31 |

## KSI CRASHES BY LOCATION



CORRIDOR 24

# W 1ST STREET

## from N. Persimmon Ave. to N. French Ave.

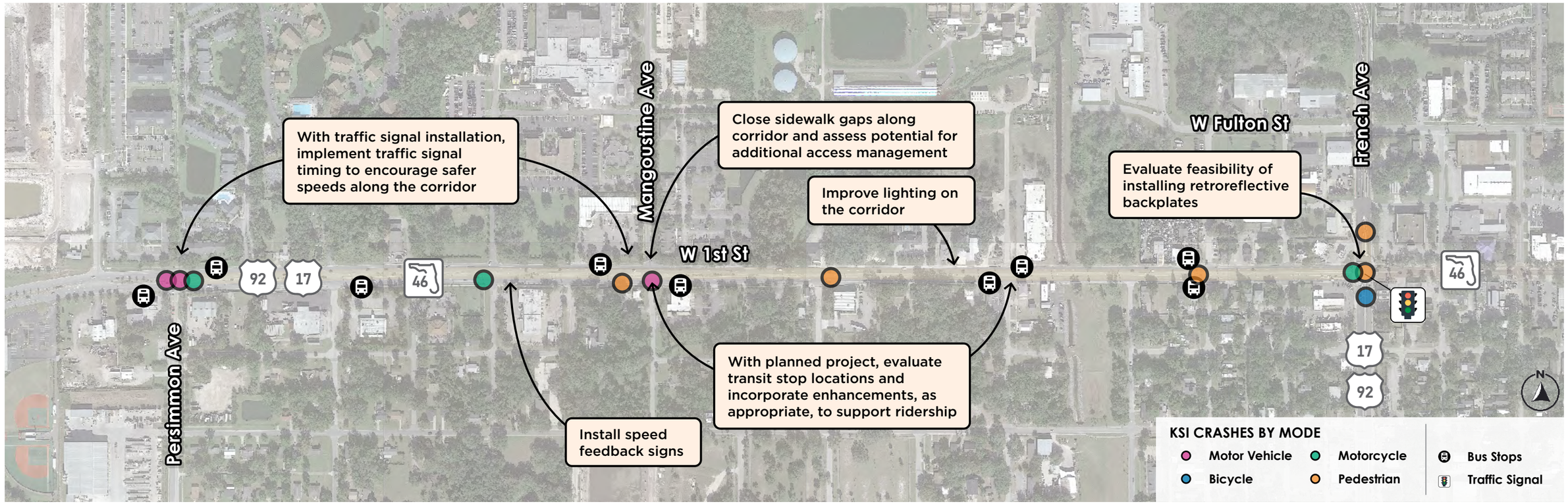
VISION ZERO

A FDOT resurfacing project is planed along the corridor which will likely add a raised median and 7-foot buffered bike lane (FDOT 447103) as well as traffic signals at Persimmon Avenue and Mangoustine Avenue.

The intersection of 1st Street at French Avenue proposed to be included in a County near-miss demonstration project using GridMatrix Data Analytics. Improvements identified and implemented based on that study should be documented.

**TARGET SPEED**

**35** MPH




The study segment is currently a four-lane road with a two-lane left-turn lane and parking on both sides. The planned FDOT project will eliminate parking in some locations to provide a 7-foot buffered bike lane. The project will also install mid-block pedestrian crossings at locations to be determined that will be equipped with either an RRFB or PHB. It is recommended that the mid-block crossings be located at existing transit stops or that the stops be moved to the future mid-block crossings. Almost 60 percent of the KSI collisions on the corridor occurred at night or at dusk or dawn. A lighting analysis should be conducted along the segment, and lighting improvements should be made accordingly.

**Project Prioritization Score**: **96.25**

**Planning Level Cost**: **$88,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 25

# EDGEWATER DRIVE

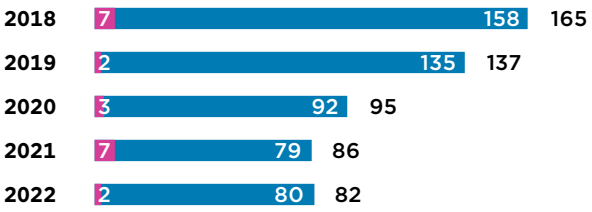
## from Clarcona Ocoee Rd. to Lee Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 565 | - | 21 | 184 | 360 |

| | | | | |
|---|---|---|---|---|
| **531** *Vehicle* | | **13** | **163** | **355** |
| **13** *Bike* | | 1 | 9 | 3 |
| **12** *Pedestrian* | | 5 | 7 | |
| **9** *Motorcycle* | | 2 | 5 | 2 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 175 | **176** |
| LEFT TURN | 9 | 104 | **113** |
| SIDESWIPE | - | 97 | **97** |
| OTHER | 1 | 46 | **47** |
| ANGLE | 2 | 41 | **43** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 1 | 175 | 176 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | 5 | 129 | 134 |
| FAILED TO KEEP IN PROPER LANE | - | 46 | 46 |
| OTHER CONTRIBUTING ACTION | 1 | 41 | 42 |
| HIT AND RUN | 3 | 108 | **111** |
| ALCOHOL INVOLVED | - | 13 | **13** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3C)**

CORRIDOR LENGTH

**1.38** Miles

AVERAGE POSTED SPEED

**42.6** mph

AVERAGE PREVAILING SPEED

**51.3** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **23, 443** / **29,000**

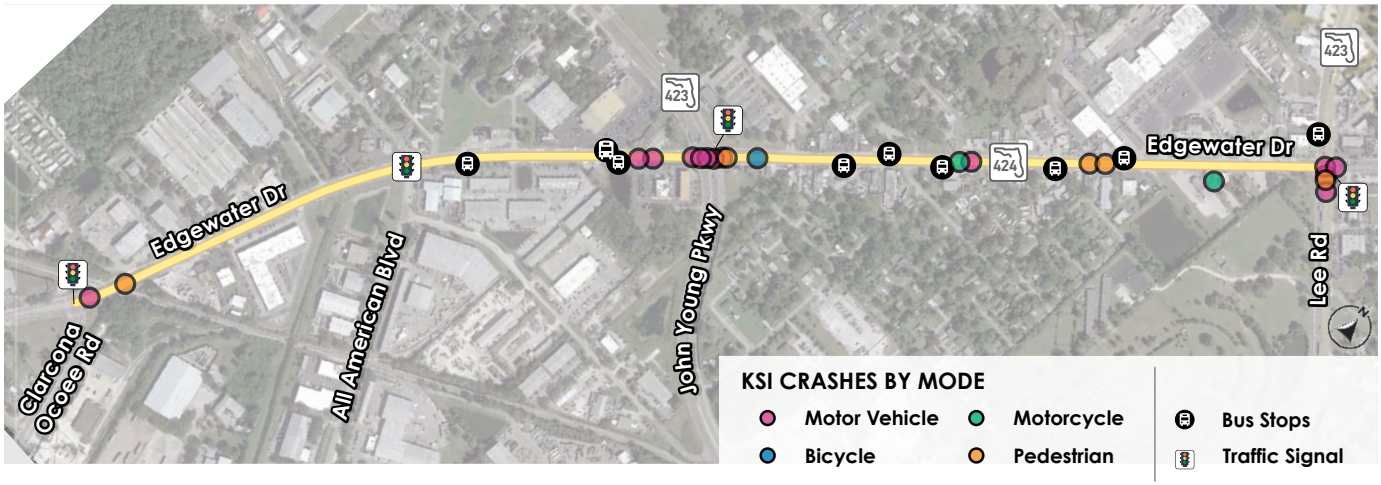
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved, Grass, and None**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 13 | 390 | 403 |
| DUSK-DAWN | 1 | 40 | 41 |
| NIGHT | 7 | 114 | 121 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 6 | 96 | 102 |
| NOT LIGHTED | 1 | 17 | 18 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 18 | 489 | 507 |
| WET | 3 | 55 | 58 |

## KSI CRASHES BY LOCATION



CORRIDOR 25

# EDGEWATER DRIVE

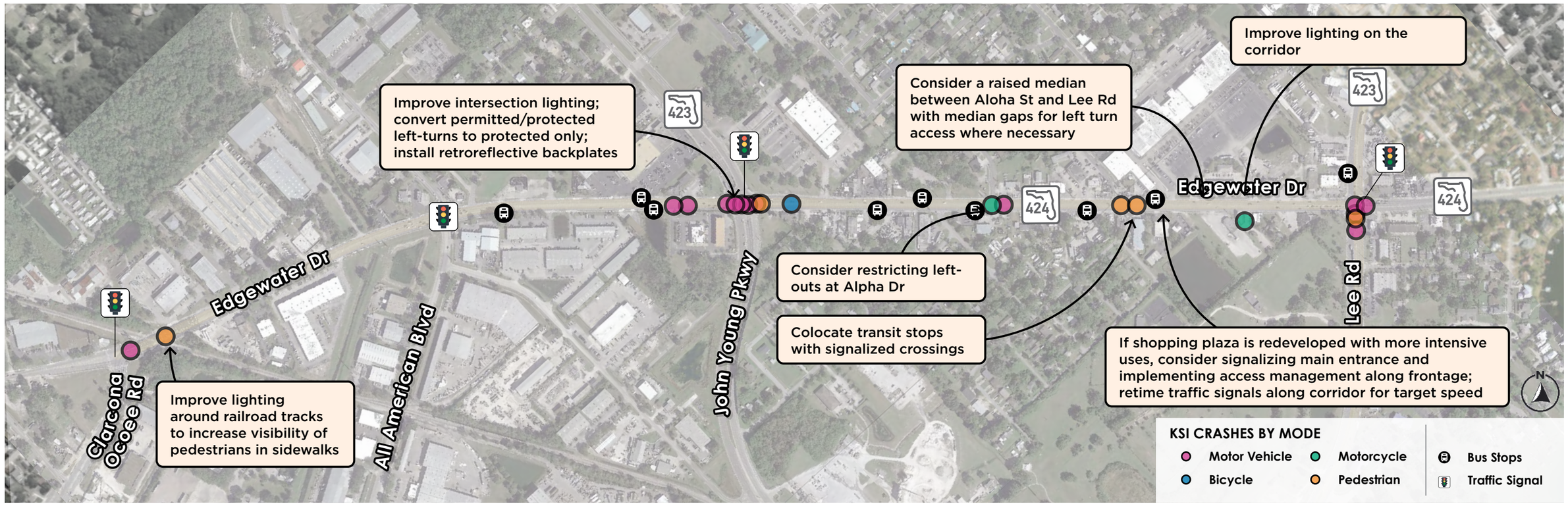
## from Clarcona Ocoee Rd. to Lee Rd.

VISION ZERO

There are plans to install a Traffic Signal at the intersection of Edgewater Drive and Satel Drive (422708). The corridor intersects with a project included in the FDOT Tentative Work Program to resurface John Young Parkway from Edgewater Drive to Lee Road (452911-1). There is also a fully funded complete streets/safety/ops project (7118), an unfunded operational/safety project (2024), and an unfunded safety improvements project (2233) on portions of the corridor.

**TARGET SPEED**

**35** MPH




Edgewater Drive is surrounded primarily by commercial land uses and has a large number of access points. Consider consolidating transit stops and colocating them with signalized crossings. A lighting study should be conducted along the corridor as around 40 percent of the KSI collisions on the segment occurred at night.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$623,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 26

# CONWAY ROAD

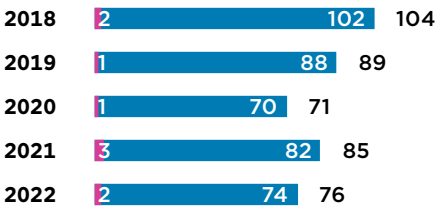
## from Curry Ford Rd. to E. Michigan St.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 425 | 5 | 4 | 122 | 294 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 408 | 2 | 3 | 111 | 292 |
| Bike | 4 | | | 4 | |
| Pedestrian | 5 | 1 | | 3 | 1 |
| Motorcycle | 8 | 2 | 1 | 4 | 1 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 156 | **157** |
| LEFT TURN | 2 | 70 | **72** |
| SIDESWIPE | - | 45 | **45** |
| OTHER | 1 | 65 | **66** |
| ANGLE | 2 | 23 | **25** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 3 | 96 | 99 |
| FOLLOWED TOO CLOSELY | - | 51 | 51 |
| FAILED TO YIELD RIGHT-OF-WAY | 2 | 96 | 98 |
| FAILED TO KEEP IN PROPER LANE | - | 14 | 14 |
| OTHER CONTRIBUTING ACTION | 2 | 23 | 25 |
| HIT AND RUN | 1 | 70 | **71** |
| ALCOHOL INVOLVED | 1 | 8 | **9** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3C/C3R)**

CORRIDOR LENGTH

**0.75** Miles

AVERAGE POSTED SPEED

**40** mph

AVERAGE PREVAILING SPEED

**50** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**0**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **51** / **41,500**

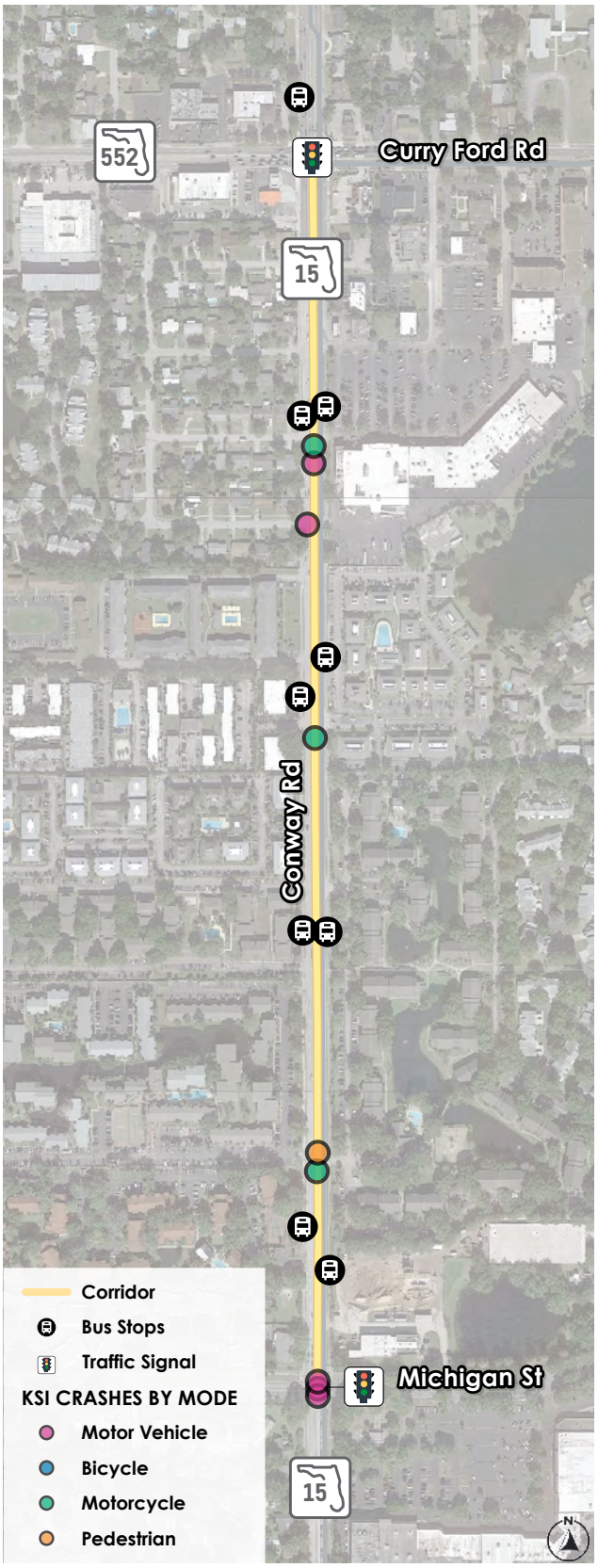
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 5 | 264 | 269 |
| DUSK-DAWN | 1 | 21 | 22 |
| NIGHT | 3 | 131 | 134 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 3 | 130 | 133 |
| NOT LIGHTED | - | 1 | 1 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 9 | 370 | 379 |
| WET | - | 46 | 46 |

## KSI CRASHES BY LOCATION



CORRIDOR 26

# CONWAY ROAD

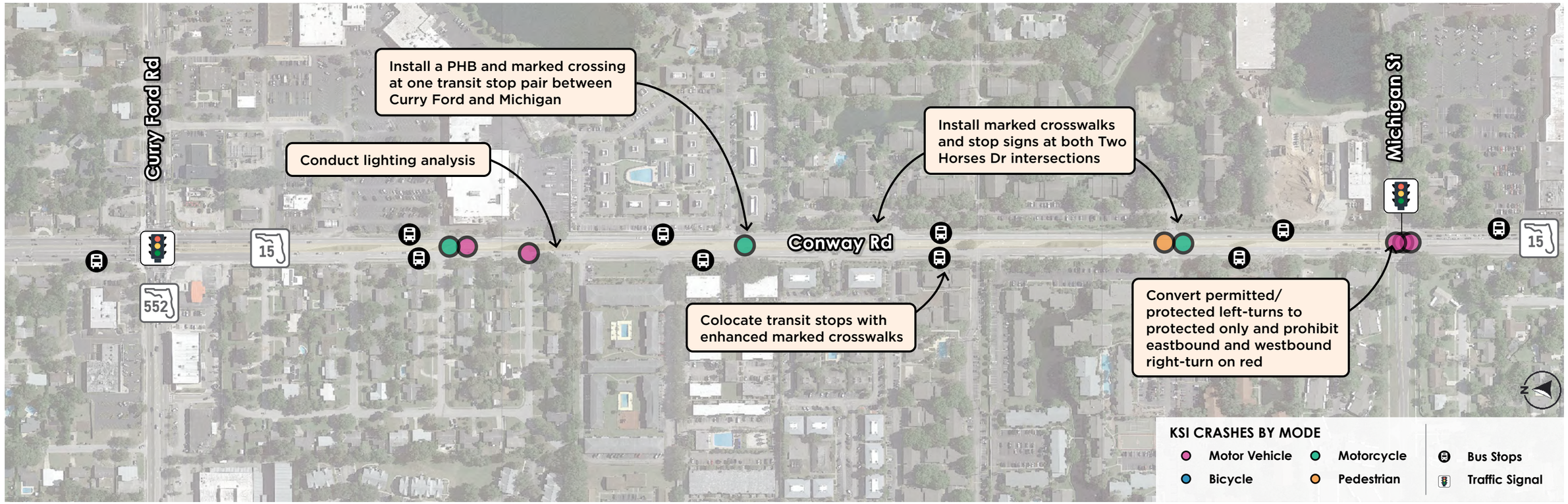
## from Curry Ford Rd. to E. Michigan St.

VISION ZERO

There is a planned FDOT project that slightly overlaps the corridor (447090). The project includes adding separated bike lanes with concrete barriers. There are also two unfunded safety improvement projects planned for the segment (MTP 2100 and 2101).

**TARGET SPEED**

**35** MPH




Prevailing speeds on the roadway are around 10 mph higher than the posted speed limit. Traffic calming measures are needed to achieve the target speed, including traffic signal timing strategies. Transit stops on the corridor should be colocated with enhanced marked crosswalks. Around half of the KSI collisions on the roadway occurred at night or at dusk or dawn; therefore, a lighting analysis should be conducted and lighting improved accordingly.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$236,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 27

# PERSHING AVENUE

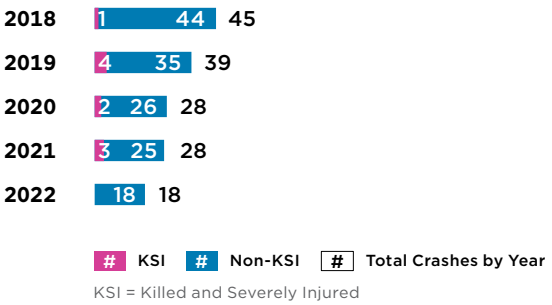
## from Woodgate Blvd. to S Goldenrod Rd.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 158 | 3 | 7 | 61 | 87 |

| | TOTAL | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 148 | 1 | 4 | 56 | 87 |
| Bike | 4 | | 2 | 2 | |
| Pedestrian | 3 | 1 | | 2 | |
| Motorcycle | 3 | 1 | 1 | 1 | |

### CRASHES BY YEAR




KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 76 | **77** |
| LEFT TURN | 1 | 22 | **23** |
| SIDESWIPE | - | 10 | **10** |
| OTHER | 1 | 13 | **14** |
| ANGLE | - | 5 | **5** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 2 | 67 | 69 |
| FOLLOWED TOO CLOSELY | - | 2 | 2 |
| FAILED TO YIELD RIGHT-OF-WAY | 2 | 25 | 27 |
| FAILED TO KEEP IN PROPER LANE | - | 1 | 1 |
| OTHER CONTRIBUTING ACTION | 1 | 11 | 12 |
| HIT AND RUN | 1 | 20 | **21** |
| ALCOHOL INVOLVED | - | 2 | **2** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORLANDO / ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MAJOR COLLECTOR**

CORRIDOR LENGTH

**0.68** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**53.2** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100%**

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **3** / **13,100**

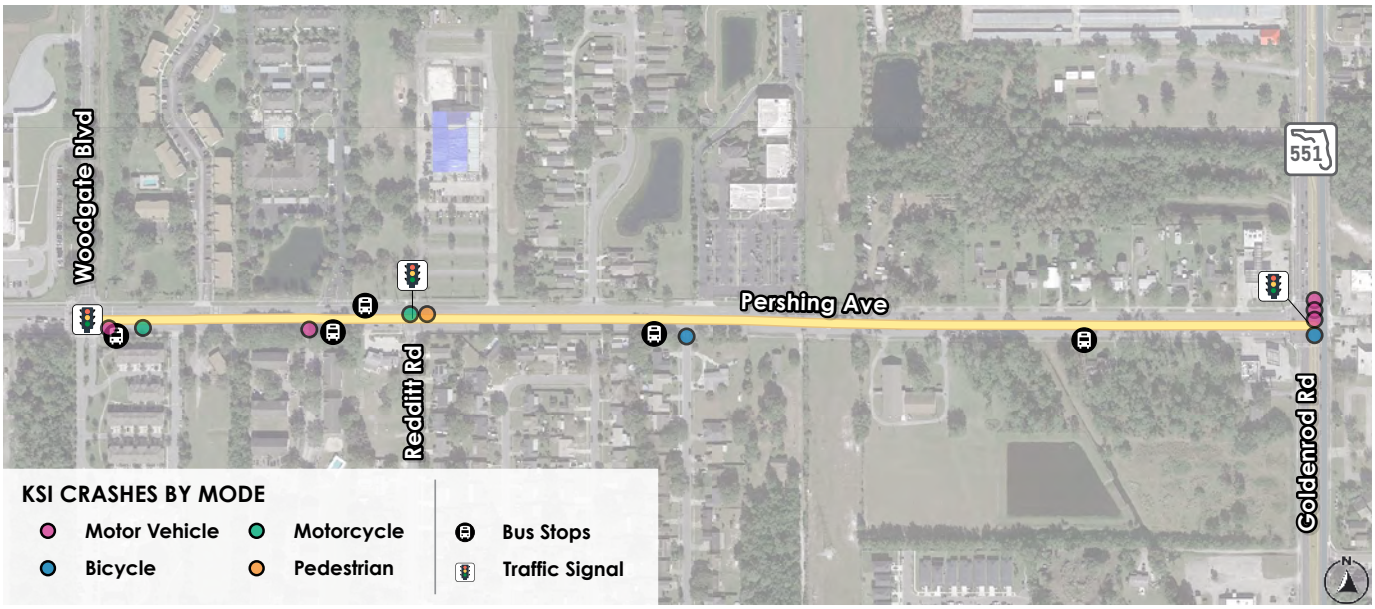
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 6 | 120 | 126 |
| DUSK-DAWN | - | 4 | 4 |
| NIGHT | 4 | 24 | 28 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 3 | 20 | 23 |
| NOT LIGHTED | 1 | 4 | 5 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 10 | 121 | 131 |
| WET | - | 27 | 27 |

## KSI CRASHES BY LOCATION



CORRIDOR 27

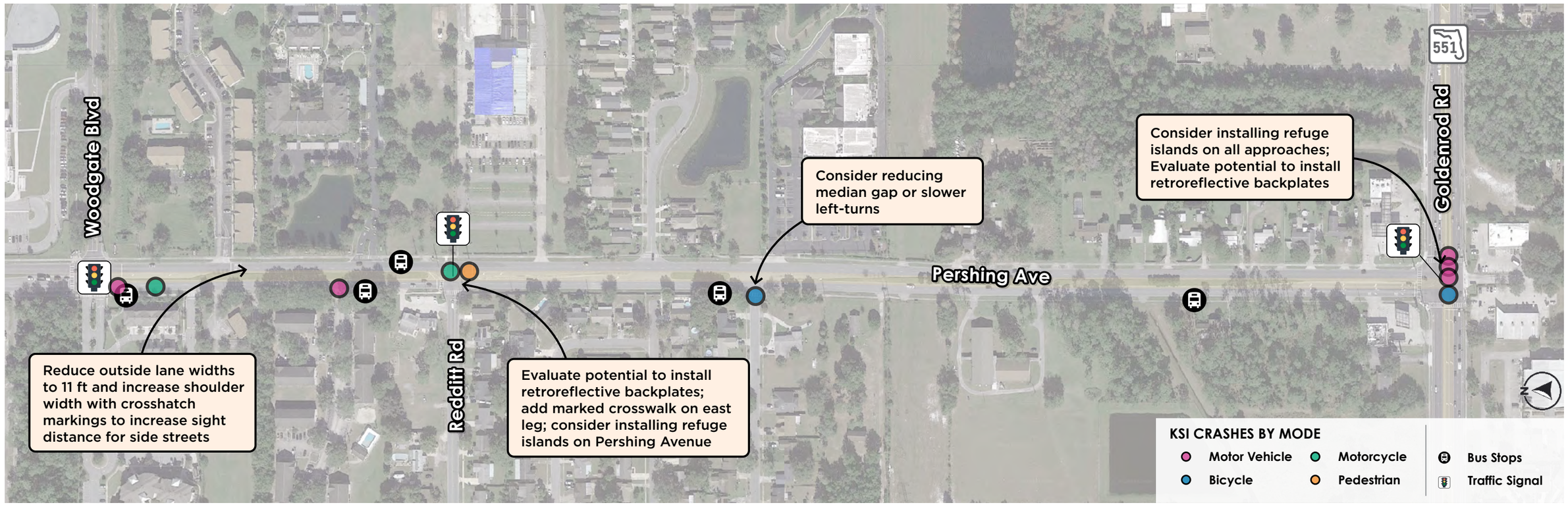
# PERSHING AVENUE

## from Woodgate Blvd. to S Goldenrod Rd.

*There are no planned projects on the corridor.*

**TARGET SPEED**

**35** MPH




The intersection of Pershing Avenue and Goldenrod Road was re-striped in 2020. The collision data used in this analysis from 2018-2022. More recent crash data should be analyzed when available to determine if new striping has improved conditions at the intersection.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$354,000**

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 28

# JOHN YOUNG PARKWAY

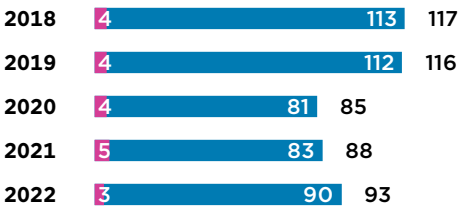
## from SR 528 Ramps to Lazio Ln.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 499 | 4 | 16 | 140 | 339 |

| | | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| 488 | *Vehicle* | 3 | 16 | 133 | 336 |
| 1 | *Bike* | | | 1 | |
| 2 | *Pedestrian* | | | 2 | |
| 8 | *Motorcycle* | 1 | | 4 | 3 |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 11 | 301 | **312** |
| LEFT TURN | 4 | 18 | **22** |
| SIDESWIPE | - | 88 | **88** |
| OTHER | 2 | 16 | **18** |
| ANGLE | - | 18 | **18** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 12 | 275 | 287 |
| FOLLOWED TOO CLOSELY | - | 4 | 4 |
| FAILED TO YIELD RIGHT-OF-WAY | - | 26 | 26 |
| FAILED TO KEEP IN PROPER LANE | 1 | 44 | 45 |
| OTHER CONTRIBUTING ACTION | 1 | 33 | 34 |
| HIT AND RUN | 5 | 63 | **68** |
| ALCOHOL INVOLVED | - | 7 | **7** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**ORANGE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL**

CORRIDOR LENGTH

**0.85** Miles

AVERAGE POSTED SPEED

**55** mph

AVERAGE PREVAILING SPEED

**57.5** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**0**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **57** / **12,200**

TRAVEL LANES / MEDIAN TYPE

**6** lanes / **Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 11 | 334 | 345 |
| DUSK-DAWN | 1 | 30 | 31 |
| NIGHT | 8 | 115 | 123 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 8 | 107 | 115 |
| NOT LIGHTED | - | 8 | 8 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 19 | 430 | 449 |
| WET | 1 | 49 | 50 |

## KSI CRASHES BY LOCATION

CORRIDOR 28

# JOHN YOUNG PARKWAY

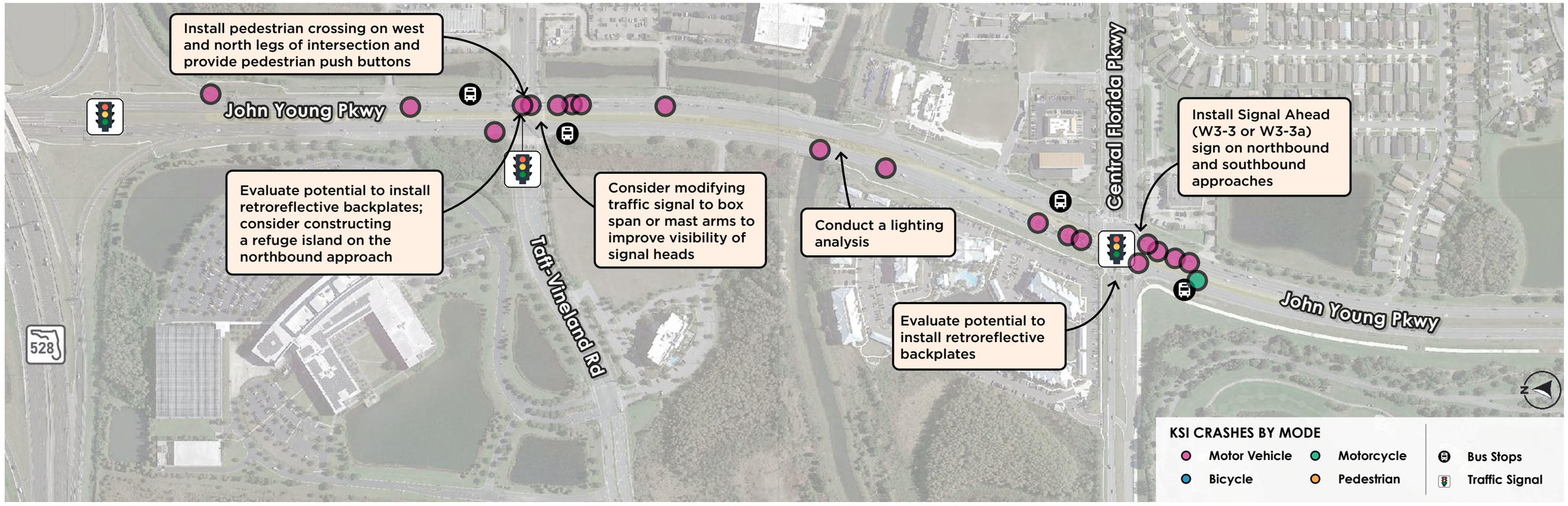
## from SR 528 Ramps to Lazlo Ln.

VISION ZERO

There was a recent FDOT project to widen the eastbound SR 528 exit ramp at John Young Parkway (449465). There are also two unfunded operational/safety projects (MTP 2086 and 2087) and a partially funded ITS/technology project (MTP 3261) on the study segment.

**TARGET SPEED**

**45** MPH




John Young Parkway is a higher speed roadway that appears to have little bicycle and pedestrian traffic. All non-signalized access points are restricted to right-in or right-in, right-out only. Around 45 percent of the KSI collisions on the roadway occurred at night or at dusk or dawn; therefore, consider conducting a lighting analysis improve the lighting accordingly. Prevailing speeds on the corridor are just slightly higher than the posted speed limit of 55 mph. If the speed limit is reduced, traffic calming measures will be necessary to encourage adherence to the speed limit.

Improvements on this road should consider the proposed alignment of the Sunshine Corridor.

**Project Prioritization Score**: **78.75**

**Planning Level Cost**: **$531,000** (does not include the cost of planned improvements).

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 29

# LAKE MARY BOULEVARD

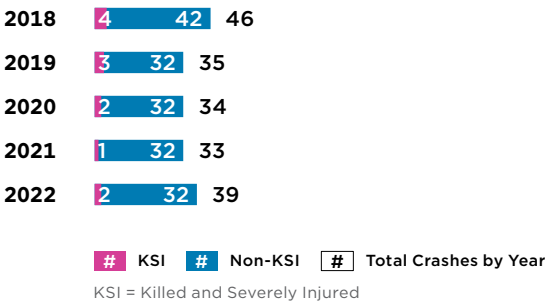
## from North of Celery Ave. to SR 46

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 187 | 3 | 9 | 60 | 115 |

| | | | | |
|---|---|---|---|---|
| 177 *Vehicle* | | 4 | 58 | 115 |
| - *Bike* | | | | |
| - *Pedestrian* | | | | |
| 10 *Motorcycle* | 3 | 5 | 2 | |

### CRASHES BY YEAR




### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 1 | 71 | **72** |
| LEFT TURN | 4 | 42 | **46** |
| SIDESWIPE | 1 | 13 | **14** |
| OTHER | 1 | 15 | **16** |
| ANGLE | - | 8 | **8** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 3 | 48 | 51 |
| FOLLOWED TOO CLOSELY | - | 18 | 18 |
| FAILED TO YIELD RIGHT-OF-WAY | 4 | 34 | 38 |
| FAILED TO KEEP IN PROPER LANE | 1 | 7 | 8 |
| OTHER CONTRIBUTING ACTION | - | 9 | 9 |
| HIT AND RUN | - | 14 | **14** |
| ALCOHOL INVOLVED | 2 | 2 | **4** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**SEMINOLE COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**MINOR ARTERIAL (C3R)**

CORRIDOR LENGTH

**0.91** Miles

AVERAGE POSTED SPEED

**45** mph

AVERAGE PREVAILING SPEED

**62.3** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**0**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **46E** / **4,800**

TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 5 | 111 | 116 |
| DUSK-DAWN | - | 20 | 20 |
| NIGHT | 7 | 44 | 51 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 1 | 22 | 23 |
| NOT LIGHTED | 6 | 21 | 27 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 12 | 152 | 164 |
| WET | - | 23 | 23 |

## KSI CRASHES BY LOCATION

CORRIDOR 29

# LAKE MARY BOULEVARD

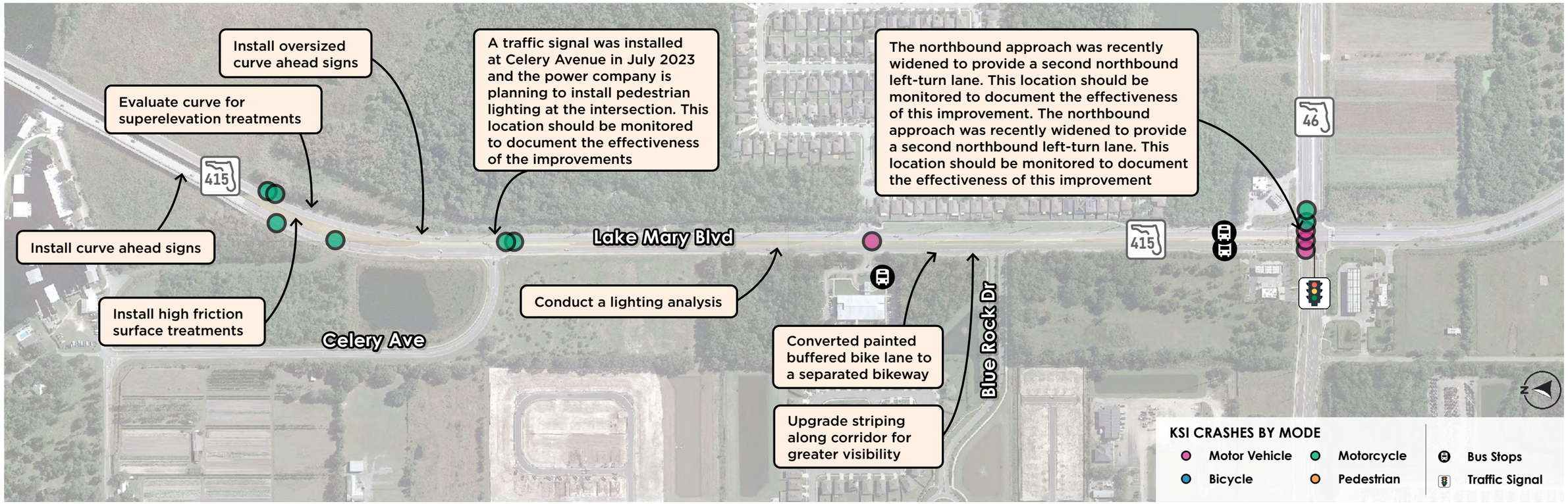
## from North of Celery Ave. to SR 46

VISION ZERO

*There are no planned projects on the study segment.*

**TARGET SPEED**

**45** MPH




Lake Mary Boulevard is a auto centric roadway. The prevailing speeds are over 15 mph higher than the posted speed limit. Traffic calming measures are needed to achieve the target speed. Almost 60 percent of the KSI collisions on the corridor occurred at night or at dusk or dawn. A lighting analysis should be conducted along the segment, and lighting improvements should be made accordingly. All of the fatal collisions and over half of the serious injury collisions on the roadway involved a motorcyclist. Much of the land around the roadway is undeveloped. Should the land use change, additional roadway modifications may be necessary.

**Project Prioritization Score**: **83.75**

**Planning Level Cost**: **$181,000**

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

CORRIDOR 30

# POINCIANA BOULEVARD

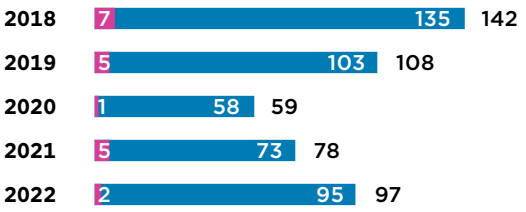
## from W Irlo Bronson Memorial Hwy to Siesta Lago Dr.

### CRASH STATISTICS (2018-2022) | Source: Signal 4 Analytics

| TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|
| 484 | 3 | 17 | 171 | 293 |

| | TOTAL CRASHES | FATAL | SERIOUS INJURY | INJURY | NO INJURY |
|---|---|---|---|---|---|
| Vehicle | 466 | 1 | 12 | 160 | 293 |
| Bike | 3 | | 2 | 1 | |
| Pedestrian | 6 | 1 | 2 | 3 | |
| Motorcycle | 9 | 1 | 1 | 7 | |

### CRASHES BY YEAR




# KSI # Non-KSI # Total Crashes by Year

KSI = Killed and Severely Injured

### CRASH TYPE*

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| REAR END | 2 | 190 | **192** |
| LEFT TURN | 7 | 80 | **87** |
| SIDESWIPE | - | 69 | **69** |
| OTHER | 4 | 25 | **29** |
| ANGLE | - | 23 | **23** |

* Crash type may not sum to total as not all crash types shown.

### CONTRIBUTING ACTION**

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| CARELESS OR NEGLIGENT | 2 | 178 | 180 |
| FOLLOWED TOO CLOSELY | - | 21 | 21 |
| FAILED TO YIELD RIGHT-OF-WAY | 4 | 100 | 104 |
| FAILED TO KEEP IN PROPER LANE | 2 | 33 | 35 |
| OTHER CONTRIBUTING ACTION | 3 | 30 | 33 |
| HIT AND RUN | 2 | 43 | **45** |
| ALCOHOL INVOLVED | - | 3 | **3** |

** Contributing action may sum to more than the total crash numbers as some crashes may have multiple contributing actions and not all contributing actions shown.

## HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

**OSCEOLA COUNTY**

FUNCTIONAL CLASSIFICATION
(CONTEXT CLASSIFICATION)

**PRINCIPAL ARTERIAL**

CORRIDOR LENGTH

**1.29** Miles

AVERAGE POSTED SPEED

**41.6** mph

AVERAGE PREVAILING SPEED

**64** mph

% OF CORRIDOR IN TRANSPORTATION
DISADVANTAGED AREA

**100**%

TRANSIT ROUTES /
ANNUAL BOARDINGS/ALIGHTINGS (2022)

Link **306** / **0**

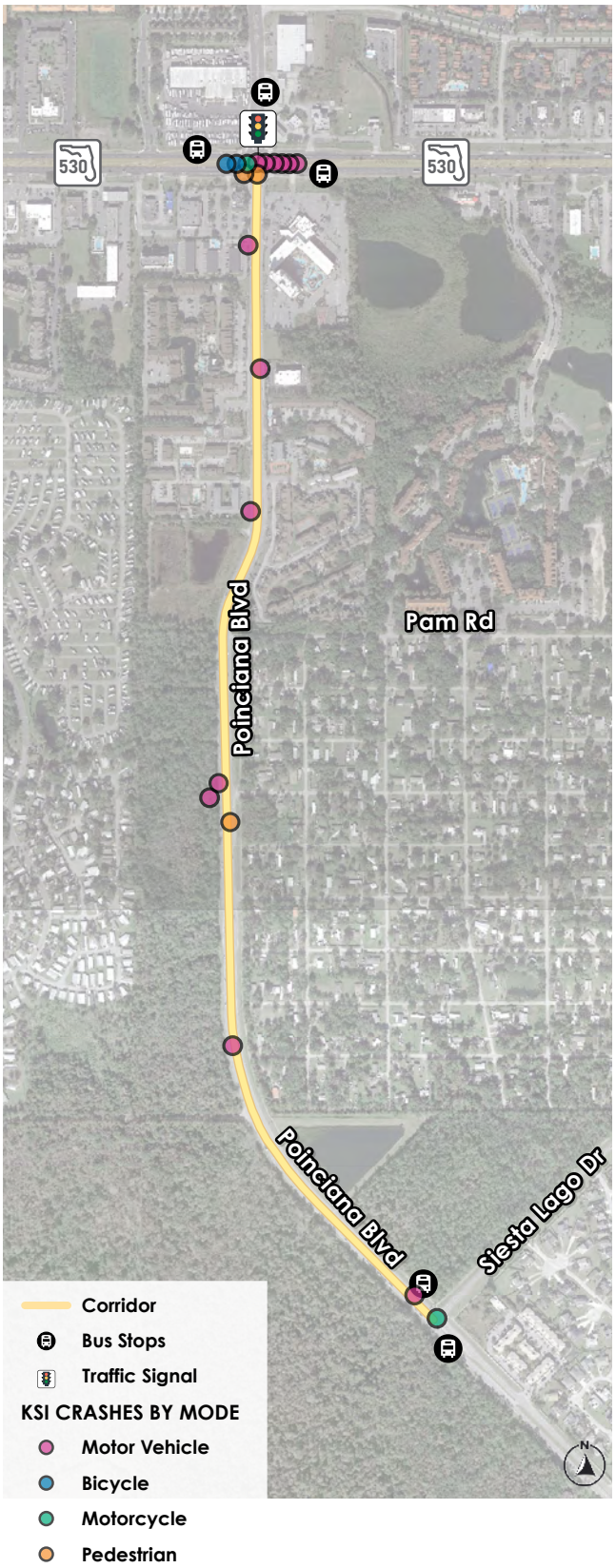
TRAVEL LANES / MEDIAN TYPE

**4** lanes / **Paved and Grass**

## CRASH CONTRIBUTING FACTORS

| | KSI | NON-KSI | TOTAL |
|---|---|---|---|
| **TIME OF DAY** | | | |
| DAYLIGHT | 7 | 302 | 309 |
| DUSK-DAWN | 1 | 24 | 25 |
| NIGHT | 12 | 137 | 149 |
| **LIGHTING CONDITION** | | | |
| LIGHTED | 10 | 116 | 126 |
| NOT LIGHTED | 2 | 21 | 23 |
| **ROAD SURFACE CONDITION** | | | |
| DRY | 18 | 386 | 404 |
| WET | 2 | 78 | 80 |

## KSI CRASHES BY LOCATION



CORRIDOR 30

# POINCIANA BOULEVARD

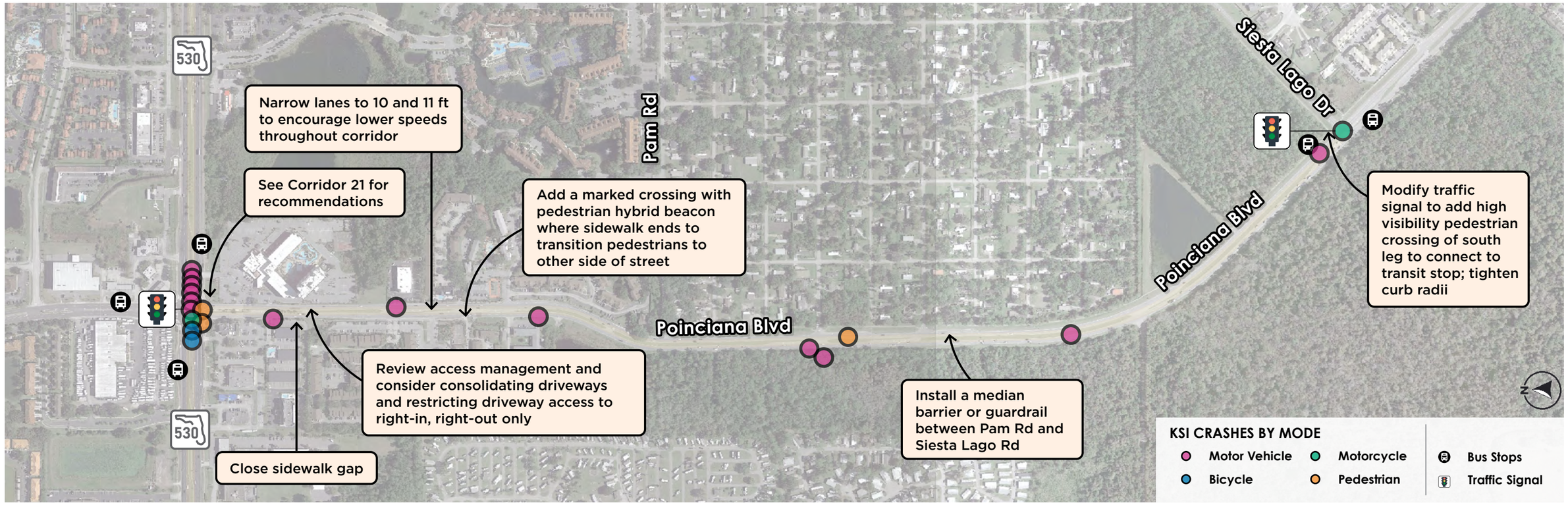
from W Irlo Bronson Memorial Hwy to Siesta Lago Dr.

VISION ZERO

*There are no planned projects on the corridor.*

**TARGET SPEED**

**35** MPH




The priority for this corridor is pedestrian and bicyclist facilities. Right-of-way is limited and a detailed study should be conducted to determine feasibility of sidewalk connectivity on both sides. At a minimum, a midblock crosswalk should be provided near the Villas of Somerset to connect the sidewalk on the west side of the road (from the north) to the sidewalk on the east side of the road (to the south) with gap completion. North of Pam Avenue, the surround land use consists primarily of hotels and resorts. There are a large number of driveways and median openings. Consider consolidating driveways and restricting some driveways to right-in, right-out only. South of Pam Avenue, the surrounding land use is less developed and there are fewer access points. Should the land continue to develop, additional modifications may be needed.

**Project Prioritization Score**: **87.5**

**Planning Level Cost**: **$1,811,000**

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement, as well as collaboration with between agencies that have responsibility for the road and the jurisdiction the road traverses.

# Appendix Part 2F: Prioritization Criteria

# Memorandum

Date: April 26, 2024

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

**Subject: Vision Zero Central Florida – Project Prioritization**

## Introduction

A core element of Vision Zero Action Plans is ***Project Delivery*** where decision-makers and system designers advance projects and policies for safe, equitable multimodal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues. As part of the Regional Vision Zero Action Plan, transportation safety countermeasures will be identified for the top 30 high injury network (HIN) segments, identified using the Safety Score, which is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. As a part of the County and jurisdictional action plans being prepared concurrently, transportation safety countermeasures will also be identified for their top corridors.

This document outlines the process to develop criteria that can be used to prioritize roadway improvements that have transportation safety benefits. The criteria will be used to identify projects to incorporate into the typical MetroPlan Orlando project funding process through the Metropolitan Transportation Plan (MTP), as well as select projects that could be a part of a regional implementation grant application through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. This document summarizes prioritization criteria used by MetroPlan Orlando on other planning projects and presents Vision Zero Action Plan prioritization criteria.

## Existing Criteria

As the regional planning agency, MetroPlan Orlando has developed evaluation criteria based on goals articulated in the 2045 MTP to prioritize transportation system improvements. Most recently, a prioritization process was completed for the Prioritized Project List (PPL) and the Active Transportation Plan (ATP) project. The criteria from the PPL is summarized in **Table 1** and the criteria from the ATP project is summarized in **Table 2**, along with its potential applicability to the regional Vision Zero Action Plan as the criteria used for Vision Zero project prioritization should have some alignment with the criteria used for other regional planning purposes. Based on the review, all criteria used in the PPL and ATP prioritization processes have some applicability to Vision Zero.

**Table 1: Prioritized Project List Evaluation Criteria and Applicability to Vision Zero Action Plan**

| Goal Area / Weight | PPL Evaluation Criteria | Applicable to Vision Zero | Notes |
|---|---|---|---|
| Safety and Security / 33% | Crash Rate | Yes | Improving safety is the primary goal of the Vision Zero Action Plan. |
| | Fatal & Serious Injury Crash Rates | Yes | |
| | Number of Pedestrian & Bicycle Crashes | Yes | |
| | Evacuation Route Designation | Yes | Potential changes on designated evacuation routes would need to be reviewed to assess if changes could negatively affect the evacuation process. |
| Reliability and Performance / 13% | Travel Time Reliability (Auto) | Yes | While safety projects can reduce crashes, thereby reducing non-recurring congestion and increasing auto travel time reliability, these metrics are traditionally focused on congestion relief projects. As these metrics are not included as a part of the Vision Zero Action Plan, these effects may be best measured as part of the Congestion Management Process (CMP) or other auto-focused study. |
| | Unreliability on Constrained Corridor | Yes | |
| | Fiber Optic Presence | Yes | |
| | Segment Actively Monitored/Managed | Yes | |
| | Relative Change: Future Congested Speeds | Yes | |
| Access & Connectivity / 27% | Transit System Headways | Yes | Safety projects in areas with a high density of destinations have the potential to benefit multiple trip types. |
| | Population: ½ Mile of Non-Transit Corridor | Yes | |
| | Jobs: ½ Mile of Non-Transit Corridor | Yes | |
| | Food & Healthcare Locations: ½ Mile of Corridor | Yes | |
| | Cultural & Recreational Locations: ½ Mile of Corridor | Yes | |
| | MTP Centrality Analysis Score (Critical Sidewalk Need) | Yes | Closing sidewalk gaps could improve safety outcomes. |

| Goal Area / Weight | PPL Evaluation Criteria | Applicable to Vision Zero | Notes |
|---|---|---|---|
| Health & Environment / 7% | Bicycle Level of Traffic Stress (LTS) | Yes | Projects that improve the bicycle level of traffic stress would either have a separation component (such as a shared use path) or a speed reduction element. Would need to bring LTS into the analysis. |
| | Residential Density: ¼ Mile of Multimodal Facility | Yes | Projects in areas with a high density of destinations have the potential to benefit multiple trip types. |
| | Non-Residential Density: ¼ Mile of Multimodal Facility | Yes | Projects in areas with a high density of destinations have the potential to benefit multiple trip types. |
| | Public Health Indicator Rates | Yes | While safety projects are likely to improve public health outcomes, this can be difficult to measure. |
| | Intensity & Proximity: Environmental Justice Populations | Yes | Safety projects can improve mobility choices for Environmental Justice populations. |
| | Relative Change: Vehicle Miles Traveled (VMT) (2020 vs. 2045) | Yes | A reduction in VMT on a per capita basis could reduce per capita crash exposure. While safety projects and providing other transportation options are likely to reduce vehicle miles of travel on a per capita basis, this can be difficult to measure. |
| Investment & Economy / 20% | Percentage of Commercial Vehicle Traffic | Yes | Transportation safety projects on truck routes may need additional considerations. |
| | Statewide Truck Bottlenecks | Yes | Reducing or eliminating truck bottlenecks could have a safety benefit. |
| | Intensity & Proximity: Freight Intensive Land Uses | Yes | Transportation safety projects in the vicinity of freight intensive land uses may need additional considerations. |
| | Relative Change: Vehicle Hours Traveled | Yes | A reduction in total vehicle hours of travel could reduce crash exposure and improve crash outcomes. |
| | Cost Burdened Households: ¼ Mile of Corridor | Yes | Safety projects can improve mobility choices for cost burdened households. |
| | Percentage of Visitor Traffic | Yes | Transportation safety projects in high visitor areas may need additional considerations, like wayfinding. |
| | Cost of Congestion | Yes | Safety projects can reduce non-recurring congestion caused by traffic crashes. |

Source: MetroPlan Orlando; Fehr & Peers, 2024

**Table 2: Active Transportation Plan Evaluation Criteria and Applicability to Vision Zero Action Plan**

| Goal Area / Weight | ATP Evaluation Criteria | Applicable to Vision Zero | Notes |
|---|---|---|---|
| Transportation Disadvantaged / Historically Underserved Areas[1] / 15% | Meets 4 or 5 of the ETC[1] Criteria **or** in an area with > 18% of households identified as Zero Car Households | Yes | The effects of traffic crashes disproportionately affect people who live in transportation disadvantaged communities. |
| | Meets 2 or 3 of the ETC Criteria **or** in an area with ≥ 12% of households identified as Zero Car Households | | |
| | Meets 1 of the ETC Criteria **or** in an area with ≥ 6. 3% of households identified as Zero Car Households | | |
| Bicycle and Pedestrian Safety / 30% | More than 5 crashes involving a person walking or biking **or** any pedestrian / bicycle fatalities | Yes | Improving safety outcomes is a key goal of the Vision Zero Action Plan, but not limited to bicyclists and pedestrians. |
| | 4 - 5 bike/ped crashes | | |
| | 2 - 3 bike/ped crashes | | |
| | 1 bike/ped crash | | |
| Accessibility and Connectivity, Comfort[4] | Percent improvement in walking access to destinations | Yes | Safety projects in areas with a high density of destinations have the potential to benefit multiple trip types. However, these criteria may be difficult to consistently measure across the region. Would need to bring LTS into the analysis. |
| | Percent improvement in biking access to destinations. | Yes | |
| | Number of people for whom access is improved for walking trips. | Yes | |
| | Number of people for whom access is improved for biking trips. | Yes | |
| | New or improved PLOC[2] for a walking facility | Yes | |
| | New or improved LTS[3] for a biking facility | Yes | |
| Jurisdictional Significance | Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance | Yes | This factors local preferences and priorities. |
| Regional Impact | Facility eligible for inclusion in the SunTrail or Coast to Coast Network | No | |

1. Additional information can be found on the US DOT Equitable Transportation Community (ETC) Explorer website: https://www.transportation.gov/priorities/equity/justice40/etc-explorer
2. PLOC = Pedestrian Level of Comfort
3. LTS = Level of Traffic Stress
4. See Active Transportation Plan for additional details on how accessibility was evaluated.

Source: MetroPlan Orlando; Fehr & Peers, 2024

## Draft Vision Zero Prioritization Criteria

Based on the priorities identified by the MetroPlan Orlando Board in various MetroPlan Orlando policy documents, the goals of the Vision Zero Action Plan and the criteria used in other recent projects, such as the Active Transportation Plan, an **initial** set of prioritization criteria was developed and shared with the Regional Task Force for feedback. Initial feedback from the Task Force was incorporated into an updated set of draft prioritization criteria that was then discussed with a subset of key stakeholders, including the consultant teams working on county and local plans, as well as representatives from Orange, Osceola and Seminole counties.

**Potential evaluation criteria** presented in **Table 3** primarily focus on safety and transportation disadvantage, with some additional prioritization criteria to consider, such as incorporation of the Federal Highway Administration's (FHWA) proven safety countermeasures, potential effectiveness, and regional impact. Some criteria presented in **Table 3** may be more applicable for a local agency to include as a part of their plan to differentiate between projects. Key considerations for each of the potential criteria include ease of analysis and replicability of the prioritization are provided to help inform the selection of the final prioritization criteria.

**Table 3: Potential Evaluation Criteria Regional Vision Zero Action Plan**

| Performance Indicator | Description | Scoring Considerations |
|---|---|---|
| Transportation Underserved Communities | Meets 4 or 5 of the ETC Criteria | The effects of traffic crashes disproportionately affect people who live in transportation underserved communities. These criteria will also be a factor in future SS4A applications. However, this factor may not be relevant for state funding sources. As more than 50% of the HIN is through a transportation underserved community, disadvantage is accounted for in some of the other potential prioritization criteria. This data is readily available for all roadways in the region and can be consistently measured. The ETC criteria measure different aspects of transportation disadvantage and there are opportunities for jurisdictions to weigh different criteria as part of a local prioritization process, if desired. |
| | Meets 2 or 3 of the ETC Criteria | |
| | Meets 1 of the ETC Criteria | |
| Safety Score | Divide scores into quartiles, with the highest quartile receiving all points, second quartile receiving 75% of points, etc. | The Safety Score was the basis of the HIN/Top Intersection identification and weights crashes including people outside a vehicle higher than car and truck occupants. This data is readily available for all roadways in the region and can be consistently measured. |

| Performance Indicator | Description | Scoring Considerations |
|---|---|---|
| Do proposed improvements include FHWA's proven safety countermeasures? | Points allocated based on a proportion of project that includes proven safety countermeasures. | A focus on only FHWA proven safety countermeasures could limit application of innovative approaches as well as other countermeasures that have a proven crash reduction benefit. However, use of these proven strategies could result in projects that are eligible for additional funding sources. Use of this performance indicator would need to identify a method to consistently evaluate potential safety benefit of projects for comparison purposes. |
| Reduction in Target Speed/ Design Speed (for segment improvements) | Points allocated based on reduction in Target Speed. | Points would be allocated based on overall reduction in Target Speed within the allowable range for the context classification/ designation; projects with target speed already at the lowest end of the range would receive full points. At a planning stage, there may be insufficient information to set target speed that can be kept throughout the entirety of the planning, design and construction process. For new roadways, points could potentially be allocated on a sliding scale depending on target speed and context (100% for target speed at lowest end of allowable range). |
| Number of KSI crashes per mile linked to the safety concern that the countermeasure addresses. | Scaled point application based on the highest to lowest. | This criterion was in the 2023 SS4A Grant application. The criteria would ensure that identified improvements have a connection to the crashes on a corridor. |
| Project is on multiple high injury networks. | Scaled point application based on the overlap of networks, with a 100% overlap receiving all points. | A project on both the regional HIN and a county HIN, or county HIN and a local HIN would potentially have regional and local significance that could make it a good candidate for SS4A funding. This data is readily available and could measure the potential regional impact of an improvement. |
| Road already has planned improvements | Scaled point application based on level of planning/ construction readiness. | Could be an opportunity to leverage already committed funds to accelerate project delivery. May be difficult to measure consistently. |
| Would the proposed project provide secondary benefits to the community? | This performance standard would prioritize projects that could have co-benefits, such as providing reciprocal access that reduces trips on the regional network or creates a new connection between land uses. | The metric could include a discussion of land uses, surrounding community characteristics with clear connection to proposed improvement, and includes community input and support received. May be difficult to measure consistently at the regional scale. |

| Performance Indicator | Description | Scoring Considerations |
|---|---|---|
| Project includes vehicular capacity increasing elements. | Scaled point application based on the amount of vehicle capacity provided, with no additional capacity receiving 100% of points. | This performance indicator could penalize projects in rapidly growing areas where roadway expansions are needed to accommodate growth and have been planned for. To support development of safer streets in growing communities, criteria could include considerations for roadways developed with low Target Speeds that incorporate appropriate bicycling and pedestrian facilities for the context, frequent crossing locations, street lighting and other features that are shown to promote transportation safety. Could include considerations for providing new parallel facilities rather than widening existing corridors. Converting a conventional intersection to a roundabout would not count as adding capacity. |
| Improvements include low cost/quick build improvements of proven effectiveness | Points could be allocated based on how quickly improvements could be implemented (0-2 years, 2-5 and beyond 5 years) | One of the goals of SS4A is the implementation of low cost / quick build strategies. These should be implemented at a number of locations as there could be significant administrative costs if only implemented at a few locations. |

Source: MetroPlan Orlando; Fehr & Peers, 2024

Based on the considerations presented in **Table 3**, initial prioritization criteria, feedback from the Task Force, and focused conversations with stakeholders, prioritization criteria were developed and goal area weights established, as presented in **Table 4**. The primary purpose of this criteria is to identify projects that could be included in a regional SS4A grant application or other safety-focused grant program. Once projects throughout the region are identified, they will be ranked for prioritization.

High priority safety improvements identified through this process may also be added to the 2050 MTP or incorporated into an already planned project in the PPL or TIP. Local jurisdictions can also use these criteria or a modified version for their own project prioritization process. For projects selected for inclusion in a regional SS4A grant application, additional information will be needed for the grant application, requiring a greater level of planning than is occurring for this initial screening. Information related to potential SS4A grant application criteria is provided at the end of this memorandum.

**Table 4: Safety Project Evaluation Criteria Scoring and Weight**

| Performance Indicator | Description | Criteria Scoring | Goal Area Weight |
|---|---|---|---|
| Safety Score – Corridor Projects<br><br>Source: Signal 4 Analytics, MetroPlan Orlando HIN Calculations.<br><br>Analysis Notes: Reflects score weighted on a per mile basis for corridors. See notes below for scoring of intersections. | > 10,424 to 17,478 | 1.0 | 50% |
| | > 8,953 to 10,424 | 0.75 | |
| | > 6,903 to 8,953 | 0.50 | |
| | 1,410 to 6,903 | 0.25 | |
| Safety Score – Intersection Projects<br><br>Source: Signal 4 Analytics, MetroPlan Orlando HIN Calculations. | > 1,050 to 10,140 | 1.0 | |
| | > 299 to 1,050 | 0.75 | |
| | > 36 to 299 | 0.50 | |
| | 1 to 36 | 0.25 | |
| Transportation Underserved<br><br>Source: Regional Equity Profiles, MetroPlan Orlando.<br><br>Analysis Notes: A buffer of 100 feet should be applied to each corridor to identify if it is with a census tract that meets the criteria. For corridors that cross multiple census tracts, use data from census tract that at least 50% of corridor travels through. | Meets 4 or 5 of the ETC Criteria | 1.0 | 15% |
| | Meets 2 or 3 of the ETC Criteria | 0.75 | |
| | Meets 1 of the ETC Criteria | 0.50 | |
| | Is within the top 50th percentile of the region but does not meet any of the ETC Criteria | 0.25 | |
| Safety Benefit<br><br>Notes: Based on the FDOT context classification guidelines, where applicable. Where a context classification has not been set, use proposed reduction in speed or resulting target speed to determine scoring. Potential countermeasures to achieve the desired target speed would need to be conceptually identified. | Target Speed set for the lowest allowable for context classification or functional classification (corridor project). | 1.0 | 15% |
| | Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes major speed reduction elements (corridor project). | 0.75 | |
| | Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes minor speed reduction elements (corridor project). | 0.50 | |

| Performance Indicator | Description | Criteria Scoring | Goal Area Weight |
|---|---|---|---|
| | Project includes features that slow vehicles through an intersection (roundabout, reduced curb radii, protected intersection elements, etc.) (intersection project). | 1.0 | |
| | Project primarily includes elements that are tied to safety history (such as lighting, high friction surface treatment, signal phasing modifications, outreach/ engagement) (intersection or corridor project). | 1.0 | |
| Project is on multiple high injury networks [Regional, County (all roads), County (County roads), Local (all roads), Local (local roads) or high-risk network]<br><br>Notes: Overlapping HINs can be found on visionzerocfl.gov. | Project is on 2 networks | 1.0 | 10% |
| | Project is on 1 network | 0.5 | |
| Implementation Timeline<br><br>Notes: assessment of implementation time should also consider agency coordination. | Project primarily includes low-cost / quick build elements, or | 1.0 | 10% |
| | A publicly available concept plan that included public engagement has been prepared; or | 1.0 | |
| | At least 50% of project extents are in an adopted plan that included public engagement specific to the project corridor; or | 0.75 | |
| | Project can be completed within 5-years; or | 1.0 | |
| | Project is identified as an unfunded need in the MTP. | 0.5 | |

Source: MetroPlan Orlando; Fehr & Peers, 2024

# Scoring Guidance

The following provides some scoring guidance to assist in the development of consistent prioritization scores across the region. The sample calculations are intended to capture a wide range of situations, but there may be circumstances that were not considered and consultation with MetroPlan Orlando staff is advised.

For the purposes of scoring guidance, sample projects were developed to serve as examples:

> **Example Corridor Project 1**: Holden Avenue from Rio Grand Avenue S to Lake Holden Hill Drive (Regional HIN Corridor 31).
>
> Example Project Description: Mark a crosswalk at Almark Drive at Holden Avenue and provide a raised crosswalk, median refuge and RRFB. Install Speed Feedback signs.
>
> **Example Corridor Project 2:** Oak Ridge Road from S. Orange Blossom Trail to S Orange Avenue (Regional HIN Corridor 16).
>
> Example Project Description: Install a raised median and add additional marked and controlled crossing locations, co-located with transit stops, improve lighting, and incorporate additional speed management strategies, such as travel lane narrowing. Widen sidewalks where feasible. Design for a target speed of 35 miles per hour (current posted speed is 45).

## Safety Score

The Safety Score was calculated for each corridor and intersection based on the process outlined in the Regional High Injury Network memorandum dated February 29, 2024, with crash weights assigned based on the crash severity and if someone outside a car or truck was involved. Safety Scores for each HIN segment and top intersection are provided on the HIN factsheets developed for each jurisdiction.

> **Example Corridor Project 1 (Holden Avenue)**: This segment has a safety score of 10,402 and falls into the second quartile of the scoring criteria and is assigned **37.5 points** for the Safety Score criteria (0.75 * 50).
>
> **Example Corridor Project 2 (Oak Ridge Avenue)**: This segment has a safety score of 12,054 and falls into the first quartile of the scoring criteria and is assigned **50 points** for the Safety Score criteria (1.0 * 50).

## Transportation Underserved

Transportation underserved data was developed as a part of the Regional Equity Profiles prepared by MetroPlan Orlando. A GIS layer with data by census tract is provided on the Vision Zero hub site

and at this link: Equity Index_V2 | Tableau Public[1]. A buffer of 100 feet should be applied to each corridor to identify if it is with a census tract that meets the criteria as this will capture roads that might be on the boundary of a transportation underserved community. For corridors that cross multiple census tracts, use data from census tract that at least 50 percent of corridor travels through. If the corridor is within 2 census tracts when considering the 100-foot buffer, use the data for the most underserved tract.

**Example Corridor Project 1** (Holden Avenue): There are four census tracts that touch this road segment, as shown on **Figure 1**. Based on a review of the ETC data, data from the checked census tract should be used as it bounds the longest length of the corridor. The tract meets 2 of the 5 criteria and would receive **11.25 points** for the transportation undeserved category (0.75 * 15).

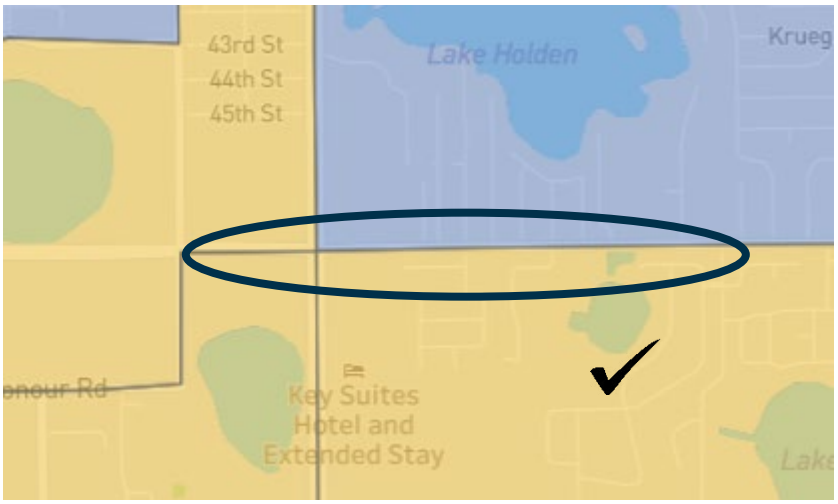



*Figure 1: Example Corridor 1 ETC Calculations*

**Example Corridor Project 2 (Oak Ridge Avenue):** This segment is adjacent to two transportation underserved tracts, as shown in **Figure 2**. One tract meets 4 of the 5 ETC criteria and the other meets 2 of the 5 criteria. This corridor would be assigned **15 points** for the Transportation Underserved criteria (1.0 * 15), based on using the data from the most underserved tract.

[1] https://public.tableau.com/app/profile/sigal.carmenate/viz/EquityIndex_V2/DisadvantagedIndicator

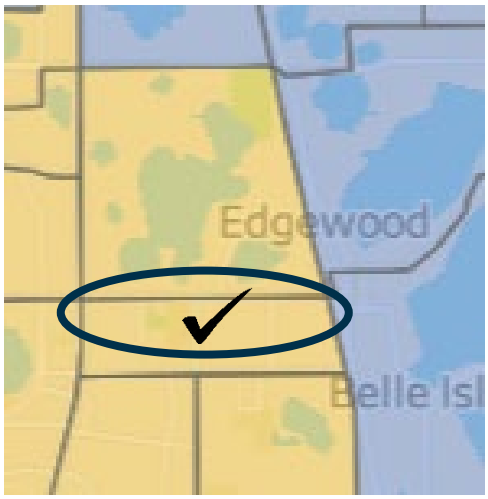



*Figure 2: Example Corridor 2 ETC Calculations*

## Safety Benefit

The scoring for the Safety Benefit category is the most subjective of all the scoring criteria and should be based on a general description of safety elements that would be included in a corridor project. While it is understood that specific details might change in the final design, the overall goals of the project should be noted, such as speed reduction through physical roadway features or low/cost quick build speed management elements.

> **Example Corridor Project 1 (Holden Avenue):** The project includes minor speed reduction elements (1 raised crosswalk) and some awareness countermeasures (speed feedback sign). The speed limit for the roadway is posted at 35 mph and the prevailing speed is 45 miles per hour based on connected vehicle data. More effective measures are likely needed to achieve a prevailing travel speed of 35 miles per hour. As the project includes minor speed reduction elements, it is assigned half the available points for this criterion and is assigned **7.5 points** for Safety Benefit (0.5 * 15).
>
> **Example Corridor Project 2 (Oak Ridge Avenue):** The project includes significant speed reduction elements and would be designed to achieve a target speed at the lowest allowable speed for the context classification, which would allow for full points in this category to be assigned or **15 points** for Safety Benefit (1.0 * 15).

## Regional Benefit

Projects on multiple HINs are expected to benefit a larger number of people, and these roads are likely to have more severe safety issues if they are on multiple HINs. The Regional HIN memorandum identifies the HIN overlap for the 118 regional HIN segments. The Vision Zero hub site has a web map that identifies all HINs to determine the overlap.

> **Example Corridor Project 1 (Holden Avenue):** This segment is on three High Injury Networks, the regional HIN, the All-Roads Orange County HIN and the Orange County roads HIN. This segment would be assigned **10 points** for the Regional Benefit criteria (1.0 * 10).

**Example Corridor Project 2 (Oak Ridge Avenue)**: This segment is on three High Injury Networks, the regional HIN, the All-Roads Orange County HIN and the Orange County roads HIN. This segment would be assigned **10 points** for the Regional Benefit criteria (1.0 * 10).

## Implementation Timeline

Safety projects do not start to save lives until they are implemented, so prioritizing projects that have the greatest chance of being implemented within 5-years will provide a greater safety benefit while more complex projects are planned and designed. For the assessment of *if a project can be completed within 5-years*, considerations should be made for projects included in the MTP in the Plan Period II or III where additional funding could help accelerate the implementation timeframe. For projects within Plan Period I, is there sufficient time to incorporate additional safety elements into the design? If a project is about to be constructed or has recently had corridor improvements, the effectiveness of those improvements should be monitored for a few years after project completion to assess their effectiveness and relative need for additional countermeasures.

**Example Corridor Project 1 (Holden Avenue):** A portion of this corridor is identified in the 2045 MTP for an operational / safety project between US 17/92 and S. Orange Avenue with an estimated cost of $6.5 million in 2020 dollars. This is an unfunded need. While the project is in an adopted plan that included some level of public engagement, it is likely that the engagement did not focus on the specific corridor or identify specific needs. However, proposed project elements include primarily low-cost and quick build elements that could be implemented on a pilot basis. Therefore, this corridor is assigned **10 points** for Implementation Timeline (1.0 * 10). Should the MTP project be considered for prioritization through this process, the points for this category would decrease, with the points for the safety benefit potentially increasing.

**Example Corridor Project 2 (Oak Ridge Avenue)**: There is an unfunded project identified for the entire length of the corridor (MTP Project 7132) that would provide operational and safety improvements, with an estimated cost of $8 million in 2020 dollars. While the project is in an adopted plan that included some level of public engagement, it is likely that the engagement did not focus on the specific corridor or identify specific needs. The project does not primarily include low cost/quick build elements as significant speed management is needed along the corridor, including access management. Therefore, this corridor is assigned **5 points** for Implementation Timeline as it is an unfunded need in the 2045 MTP (0.5 * 10).

**Table 5** provides a summary of the scoring comparison, which shows that the example Holden Avenue project would score 76.25 points while the Oak Ridge Avenue project would score 95 points.

**Table 5: Scoring Example Summary**

| Performance Indicator | Example Project 1 (Holden Avenue) | Example Project 2 (Oak Ridge Avenue) |
|---|---|---|
| Safety Score – Corridor Projects | 37.5 | 50.0 |
| Safety Score – Intersection Projects[1] | N/A | N/A |
| Transportation Underserved | 11.25 | 15 |
| Safety Benefit | 7.5 | 15 |
| Regional Benefit | 10 | 10 |
| Implementation Timeline | 10 | 5 |
| **Total** | **76.25** | **95** |

1. For an intersection project, the intersection score would replace the corridor score.

Source: MetroPlan Orlando; Fehr & Peers, 2024

## SS4A Implementation Grant Criteria

The following summarizes key aspects for the SS4A Implementation Grant criteria based on the 2024 Notice of Funding Opportunity (NOFO):

- **Safety Impact** – is the project likely to significantly reduce or eliminate roadway KSIs, employ low-cost high-impact strategies over a wide geographic area, and include evidence-based projects and strategies?
- **Equity, Engagement and Collaboration** – Includes investments in transportation underserved communities and outreach with a variety of public and private stakeholders.
- **Effective Practices and Strategies** – Projects are reflective of practices that promote systemic safety improvements.
- **Other USDOT Strategic Goals** – Projects also address other goals, such as sustainability and resilience, and support economic competitiveness.
- **Project Readiness** – Project can be completed within 5-years; includes outreach, environmental review, design, all agency approvals, ROW acquisition, all other needed activities, and construction.

While the funding criteria is likely to change with the 2025 NOFO, implementing agencies will need to be able to develop narratives and analysis to support the above criteria.

## Next Steps

A rubric for tracking of projects on the regional, county and local roads HIN was developed and it is anticipated that as projects are developed, the relevant information will be included in a GIS layer of the various HIN/project segments for further prioritization and tracking at the regional level. The rubric includes the following data needs:

**Project ID:** to be developed based on municipality name.

**Road Information:** Road name and extents.

**Project Description:** Brief project description that provides overall goals of the project and some specific strategies that would be included, like lane narrowing, intersection treatments, midblock crossings, lighting, and other details that can help with a general understanding of the project. Avoid generic terms such as safety improvement.

**Other Project IDs:** MTP, FDOT or other project identification number for tracking purposes.

**Prioritization Scores:** Scores for each of the prioritization criteria.

**Existing Posted Speed:** Current posted speed - use weighted average if multiple posted speeds.

**Target Speed:** Proposed Target Speed; if the proposed target speed is not identified, it is assumed that the existing posted speed would remain.

**Low Cost / Quick Build:** Yes or no based on primary composition of project; if it includes utility relocation, curb reconstruction, drainage, ROW acquisition, etc., it is likely not quick build.

**Planning Level Cost Estimate:** High level planning costs based on information provided in the engineering toolkit and published FDOT information.

**Notes:** Any additional information that might be helpful to track, such as recently completed improvements where effectiveness should be monitored.

# Appendix Part 2G: SS4A Action Plan Component Checklist

*Safe Streets for All 2024* ***ACTION PLAN COMPONENT CHECKLIST:***

| # | DESCRIPTION | HOW THE PLAN ACHIEVES IT |
|---|---|---|
| 1 | Governing body in the jurisdiction publicly committed to an eventual goal of zero road fatalities and serious injuries. | Resolution adopted on September 11, 2024 and included in Appendix. |
| | Set targets to achieve significant declines in road fatalities and serious injuries. | Regional target set for 2050, as noted in the resolution and on page 4 of the plan. |
| 2 | To develop the Action Plan, a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring. | See Chapter 3 for overview of engagement activities and Chapter 7 for implementation and monitoring actions. |
| 3 | Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. | See Chapter 2 and Technical Appendix. |
| | Analysis of systemic and specific safety needs is performed as needed (e.g., high risk). | See Chapter 2 and Technical Appendix. |
| | Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types. | See Chapter 2 and Technical Appendix. |
| | A geospatial identification (geographic or locational data using maps) of higher risk locations. | See Chapter 2 and Technical Appendix. |
| 4 | Engagement with the public and relevant stakeholders, including the private sector and community groups. | See Chapter 3 for overview of engagement activities. |
| | Incorporation of information received from the engagement and collaboration into the plan. | See Chapter 3 for overview of engagement activities and how feedback was incorporated into Action Plan. |
| | Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate. | See Chapter 3 for overview of level of intergovernmental collaboration. |
| | Considerations of equity using inclusive and representative processes. | See Chapters 2, 5, 6 and 7 for descriptions of how equity was incorporated into analysis and process. |

*Safe Streets for All 2024* ***ACTION PLAN COMPONENT CHECKLIST*** *(continued):*

| # | DESCRIPTION | HOW THE PLAN ACHIEVES IT |
|---|---|---|
| 5 | Identified underserved communities through data. | See Chapter 2 for description of how underserved communities were identified and incorporated into the analysis. |
| | Equity analysis in collaboration with appropriate partners, focused on initial equity impact. | See Chapters 2 and 3 for equity analysis and collaboration. |
| 6 | The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety. | See Chapter 6 and technical analysis for policy benchmarking and Action Plan Elements. |
| | The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards. | See Chapter 6 and technical analysis for policy benchmarking and Action Plan Elements. |
| 7 | The plan identifies a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria. | See Chapter 5 and Technical Appendix. |
| 8 | A description of how progress will be measured over time that includes, at a minimum, outcome data. | See Chapter 7 and Technical Appendix. |
| | The plan is posted publicly online. | Plan available at: VisionZeroCFL.gov |
| 9 | The plan was finalized and/or last updated between 2018 and 2024. | Plan was finalized and adopted in 2024. |

# Appendix Part 2H: Data Management Plan

# Memorandum

Date: November 10, 2023

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Stephen Spana, Fehr & Peers
PJ Smith, xGeographic

**Subject: Vision Zero Central Florida – Data Management Plan**

## Introduction

This data management plan provides information that will assist MetroPlan Orlando in maintaining the Vision Zero Central Florida hub site on an annual and ongoing basis. Information is provided on critical GIS layers, associated instructional documents, and information on document storage, sources and methods of data management. Updates to crash data on the hub site are expected to occur in the third quarter of each calendar year as data within the Signal Four Analytics (S4) database becomes finalized for the prior calendar year.

## Critical GIS Layers

The ArcGIS Hub Site will be refreshed annually with new crash data downloaded from the Signal Four Analytics online tools. As part of the annual process to refresh the crash data, numerous input files are used to transform the raw crash data into a formatted database that can be appended to the existing online layer. The GIS layers that are used to update the S4 database are described in this section of the report along with important metadata and data storage information. The listing below does not include municipality-specific files that were generated in 2023 and 2024.

### Layer Listing

| Layer | Source | Update Frequency | Next Refresh |
|---|---|---|---|
| Signal 4 Analytics Crashes<br>File Name: S4.gdb | Signal 4 Analytics | Annual | June 2024 |
| MetroPlan Coverage Area<br>File Name: MetroPlan_Area.shp | F.G.D.L. | None | None |
| MetroPlan Jurisdictions<br>File Name: MetroPlan_Juris.shp | MetroPlan Orlando | Annual | June 2024 |

| | | | |
|---|---|---|---|
| Wave Roadways<br>File Name: xWave.shp | xGeographic | Annual | June 2024 |
| Federal Aid Highway System<br>File Name: Federal_Aid_Highway_System_TDA.shp | F.H.W.A. | Annual | June 2024 |
| ETC Indicator<br>File Name: ETC_Indicator.shp | U.S.D.O.T. | Annual | June 2024 |

## Additional Data

Crashes between rail vehicles and non-motorized vehicles are not included within the S4 database. The Florida Department of Transportation (FDOT) District 5 Rail Administration Manager (part of the Modal Development office) maintains a record of incidents that occur along rail lines and at railroad crossings in the region. The incidents from the prior calendar year will need to be requested and geocoded into the database for consideration in crash analysis. This information can also be supplemented by information from the Federal Railroad Administration (https://safetydata.fra.dot.gov/OfficeofSafety/default.aspx).

Data from the Florida Injury Surveillance System (FISS) dataset can be used to document deaths, emergency room visits and hospitalizations for people who were injured while walking and biking, including information for people who were injured or killed while walking or bicycling when a vehicle was not involved. While this information cannot be geocoded to a specific location, the overall trends should be documented.

## Metadata

All of the GIS files that are used to generate the final Signal Four Analytics crash file are populated with important metadata. This includes information on how the data was created, what the layer data fields include (including field value descriptions), and update frequency information. The five GIS files described in the Layer Listing are already embedded with this necessary information, so Metadata does not need to be updated on an annual basis.

## Data Storage Locations

The Signal Four Analytics crash file is stored on ArcGIS Online with a static geodatabase name of S4.gdb. This file can be downloaded for use from the ArcGIS Online account at any time by project team members and partnering organizations.

Source files, including the MetroPlan Coverage Area, MetroPlan Jurisdictions, Wave Roadways, Federal Aid Highway System and ETC Indicators are maintained by third parties and are stored in various locations. The four source (input) files that are updated annually can be found in the following locations or by contacting the following stakeholders:

- MetroPlan Coverage Area: This file is stored on the MetroPlan Orlando server. This file will not update unless the underlying MetroPlan Orlando coverage area changes in the future.

- MetroPlan Jurisdictions: This file is stored on the MetroPlan Orlando server. This file is updated semi-regularly by MetroPlan Orlando as municipal boundaries change.

- Wave Roadways: This file is stored by xGeographic and is updated four times annually, ensuring that road features, demographic data, and proximity data is as accurate as possible at the time that the crash data cross-reference is made. Contact pjsmith@xgeographic.com to obtain this file.

- Federal Aid Highway System: This file is stored online and is maintained by the Federal Highway Administration. The file can be downloaded by clicking on "Federal Aid Highway System Shapefile" at the following link: https://www.fdot.gov/statistics/fedaid/default.shtm

- ETC Indicator: This file is stored online and is maintained by the U.S. Department of Transportation. The file can be downloaded by following the instructions at the following link: https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/

## Critical Documents

Along with this data management plan, numerous documents are stored on the MetroPlan Orlando server that serve as critical analytical tools and data management files for the project team. These files are explained below.

- Regional Projects Data Directory
    - The regional projects data directory is an excel spreadsheet that provides instructions for municipalities to develop GIS files that can be easily merged to form a regional file. This includes field names and specific field values.

- S4.atbx (GIS Toolbox)
    - This toolbox file is used to generate formatted crash data to be appended to the existing crash data on ArcGIS Online.

- MetroPlan VZ Systemic Matrix
    - The systemic matrix includes detailed crash analytics that are used in official Vision Zero Central Florida plan documents. The project team will review the need to update these statistics in future years.

- Source Layer Information
    - The source layer information document provides more in-depth information in excel format pertaining to the input files used as part of this project.

## Signal Four Data Update Procedures

On an annual basis, a GIS analyst will run the S4.atbx ArcGIS toolbox to generate a new set of crash data to be appended to the existing online layer. Steps to set up and run this toolbox are included

below. Note: It is critical that the steps outlined below are followed while running the tool, as certain manual data edits are made while the tool is executed.

## Annual Data Integration Steps

1. Log into https://signal4analytics.com/analysis

2. Download the latest full year of crash data
    a. Insert a custom date range (01/01/XXXX through 12/31/XXXX)
    b. Set the geographic boundary to MetroPlan Orlando
    c. Download the Crash Event csv and the GIS Geolocation

3. Conduct QA/QC of crash data:
    a. Map all crash data within the geographic boundary of MetroPlan Orlando to identify crashes that are being mapped outside the region.
    b. A list of crashes that resulted in a fatality or serious injury that are unmapped shall be prepared, and based on data within the crash report, the analyst shall attempt to identify the location for mapping. A list of all crashes in the region that are unmapped shall be prepared for forwarding to the agency for further review.

4. In ArcGIS, run models 1.01-1.03 in the S4 Toolbox (S4.atbx)
    a. Model 1.01 removes crashes located outside of the MetroPlan geographic boundary
        i. The MetroPlan_Area file, which is used to run Model 01.01, can be requested from PJ Smith at pjsmith@xgeographic.com
    b. Model 1.02 removes fields which are unnecessary to the analysis.
    c. Model 1.03 transforms the bicycle and pedestrian typing data from the download into a useable format (i.e., replaces numerical data categories with text descriptions)

5. In ArcGIS, run model 2.01 in the S4 Toolbox (S4.atbx) to join crash event, and bike/ped typing data to the crash locations.

6. In ArcGIS, run model 03.01 in the S4 Toolbox (S4.atbx) to append jurisdictions to the database.
    a. The MetroPlan_Juris file, which is used to run Model 02.01, can be requested from MetroPlan Orlando.
    b. If the Spatial Join is taking a long time to run, temporarily add MetroPlan_Juris to the working GDB file.

7. In ArcGIS, run model 03.02 in the S4 Toolbox (S4.atbx) to remove redundant fields.

8. In ArcGIS, run models 04.01 and 04.02 in the S4 Toolbox (S4.atbx) to tag crashes near the federal aid network.
    a. Crashes selected within 100 feet of the Federal Aid network layer and populated with "Y" if within the radius, and a "N" if not within the radius. Roadways on "Private Road" or "Parking Lot" are provided a value of "N".

9. In ArcGIS, run model 05.01 in the S4 toolbox (S4.atbx). The output file is named S4_Crashes.

10. Run model 06.01 to add the KSI and MODE classifications to the crash data.

11. Run model 07.01. This flags all collisions occurring on Limited Access facilities (i.e., Interstates, Toll Roads) using the ROAD_SYSTEM_IDENTIFIER field in the Signal4 data (where ROAD_SYSTEM_IDENTIFIER = Interstate or Turnpike/Toll). After running this model, manually inspect the collisions where LIMITED_ACCESS_1 = 1, as some will be incorrectly classified as occurring on Interstates or Toll Roads. To do this, query the xGeographic Wave database to show roads where ROAD_TYPE = "FDOT – Limited Access". Change LIMITED_ACCESS_1 = 1 to LIMITED_ACCESS_1 = 0 for any of these cases (estimated time 1-2 hours).

12. Create field called LIMITED_ACCESS_2 (Type: Short Integer). The previous step will NOT capture all collisions occurring on Limited Access facilities, because some occurring on Interstates/Toll Roads are classified using ROAD_SYSTEM_INDENTIFIER = State or US. Since we cannot query Limited Access facility collisions using the State or US ROAD_SYSTEM_IDENTIFIER field (since many state or US roads are not limited access facilities) we need to flag them manually using the LIMITED_ACCESS_2 field. Set a Definition Query of LIMITED_ACCESS_1 = 0 (to view all collisions not deemed to be Limited Access collisions in the previous step) and visually inspect collisions occurring along Interstates/Toll roads. Any collisions occurring along these facilities with the ON_STREET_ROAD_HIGHWAY field representing the facility name (e.g. I-4, Interstate 4, I4, etc.) should be given a value of LIMITED_ACCESS_2 =1.

13. Run model 07.02, which creates a final limited access field, LIMITED_ACCESS_FINAL, showing whether a collision occurs on a limited access facility (if LIMITED_ACCESS_1 = 1 OR LIMITED_ACCESS_2 =1).

14. Run model 08.01, which flags all collisions occurring on private roadways and/or parking lots.

15. Run models 09.01 through 09.17. To obtain the xWave_Major and xWave_Minor files, contact PJ Smith at pjsmith@xgeographic.com. The ETC_Index file should be provided pre-formatted.

16. Create a new GDB titled "S4.gdb" in a folder marked with a year; for example, the folder name for the 2018-2022 data addition is titled "2022", and the folder for the appended 2023 data will be titled "2023". Export S4_Crashes into S4.gdb.

17. Append the S4.gdb file to the existing crash database on ArcGIS Online.

# Appendix Part 21: MetroPlan Orlando Vision Zero Resolution

(to be included upon plan Resolution Adoption)