

A Safer, Smarter Future

2026 REPORT TO THE COMMUNITY



Message from the Chair

Central Florida has experienced growing pains for decades, as our population, landscape and economy have evolved. Now, our region is very much grown up, and we have even more complex needs and ideas about who we can be.


At the heart of this vision is our transportation system and how to give residents and visitors the mobility options they deserve. MetroPlan Orlando is dedicated to moving people in our region. Finding ways to move them effectively and safely is our top priority.

We stand at the door to the second half of the 2020s, a decade that already has brought tremendous change to our three counties and the rest of the state. At the end of 2025, our Board adopted the Metropolitan Transportation Plan, our vision for the year 2050. A tremendous amount of data collection, analysis, and public outreach contributed to that vision for a safer and better transportation system.

Our next task is deciding what we must do to make this vision a reality. How can we achieve it? And how will we afford it?

To answer those questions, we need everyone in Orange, Osceola, and Seminole counties. We are committed to hearing all the voices our rich and vibrant community has to offer. Please join us in this quest. Reading this Report to the Community, along with the 2050 MTP Executive Summary, will be a great start. Then, let us know how you think we should move forward.

This is where you will find us in the coming years, listening, planning, forecasting. We know we can achieve our vision by uniting as a region. MetroPlan Orlando will always be bringing people together to champion our shared transportation goals.



Commissioner Bob Dallari, Seminole County
2025 MetroPlan Orlando Board Chairman

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Our Commitment to Community

Public involvement is a critical part of what we do. Planning an effective transportation system for Orange, Osceola, and Seminole counties involves both executing technical work and responding to concerns in the region. Our public engagement is constant, but we also have larger planning efforts that require special community outreach.

In this report, you'll find out about our 2050 Metropolitan Transportation Plan, our Vision Zero safety initiative, our advanced work in transportation technology, and more. All these planning efforts include significant input from the Central Florida community, and we could not have accomplished our goals without the voices of hundreds of local residents.

Meanwhile, we maintain contact with Central Floridians through events, regular Board and committee meetings, sharing of information with regional partners, and our content and conversations on social media.

The Power of Partnerships

We enjoy strong partnerships with our local governments and transportation agency peers. We also have developed partnerships with transportation-adjacent sectors such as health, law enforcement, and education. This long-term cooperation brings additional insights to our transportation plans and expands our reach across the region.

Outreach Tools and Techniques

The core of our outreach efforts remains in-person conversations we have with Central Floridians at meetings and events throughout the region. But that's just the beginning.

We routinely conduct public opinion research to understand current views and sentiment around transportation. Our last survey was conducted in 2024 when we surveyed 3,134 residents. Work is underway on the 2026 survey update.

We continue to stay on top of the latest tools to engage our audience digitally. We have leveraged our [YouTube channel](#) to distribute both short-form and long-form video content and stream our meetings to increase access to our organization.

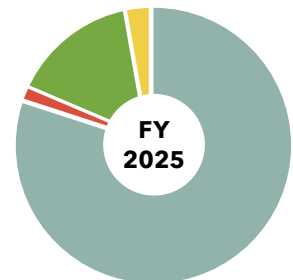
Our social media engagement continues to rise, as we look for new ways to reach additional audiences. Most recently, we launched our Instagram channel ([@MetroPlan_Orlando](#)).

How We're Funded

MetroPlan Orlando receives operating money primarily from three sources: federal grants, state grants, and local per capita assessments. We thank our funding partners (designated as voting members on the board member list), Federal Highway Administration, and Federal Transit Administration. Through their support and responsible work by our staff, we remain in solid financial condition.

Funding Sources

- Federal \$6,531,480
- State \$118,623
- Local \$1,334,509
- Other \$211,660



Mission

To provide leadership in transportation planning by engaging the public and fostering effective partnerships.

Vision

A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality.

Leveraging Today's Technology



Tech Is Always on the Move

Transportation advances are swiftly re-making the ways we get around in Central Florida, and the future holds even more change. At MetroPlan Orlando, we study these on several levels.

We have been assessing the technology needs for the region for years. Recently, we studied shifts toward electric and driverless vehicles and what type of infrastructure is needed to support these changes in our communities.

TSMO (pronounced TIZ-moh)

Much of our technology-related work happens under our Transportation System Management & Operations (TSMO) umbrella. TSMO projects help us get the most out of our transportation system by using technology and lower-cost design options to relieve some congestion and make traffic flow more smoothly through Central Florida. We reach beyond the boundaries of our three-county metropolitan region on many of these projects to include surrounding counties and explore ways we can work together.

Our TSMO Master Plan for the year 2050 defines and prioritizes low-cost solutions that can maintain and improve the transportation system. We coordinated with a variety of agencies throughout the region to come up with this unified vision.

Switching Signals

The Signal Retiming program is one of our longest-running and best-known TSMO programs in the region. It is conducted annually to improve coordination and timing of traffic signals. The results for our 2025 retiming program showed:

- 50% of corridors retimed that program year now have shorter travel times.
- 85% of retimed corridors now have motorists stopping fewer times.
- 6% of retimed intersections now have less pedestrian delay during peak periods.

You can learn more about these programs in the Technology section at MetroPlanOrlando.gov/technology.

Sharing a Vision for the Year 2050

The Metropolitan Transportation Plan (MTP) is our roadmap for transportation planning over the next 25 years. It identifies projects that our community desires and prioritizes them based on shared goals. This plan is updated every five years.

Throughout 2024 and 2025, MetroPlan Orlando staff worked on the 2050 Plan Update. We assessed the current transportation system, worked with the stakeholders to identify our region’s future needs, and prioritized projects based on feedback we received from our partners and the community. This work culminated when the MetroPlan Orlando Board unanimously adopted it on December 10, 2025.

For more details, see the full 2050 Metropolitan Transportation Plan (MetroPlanOrlando.gov/2050-metropolitan-transportation-plan) and the 2050 MTP Executive Summary.

What’s on the Horizon

Some newer technologies are already starting to change things in the region:

- Advanced Air Mobility (AAM) - This approach to air transportation is developing new types of vehicles, vertical takeoff and landing, and AI advances for passengers and cargo.
- Driverless vehicles - This technology is becoming more prevalent, both in privately owned vehicles and in various transit models.
- Drones - While not new, these devices are evolving and finding expanded uses in communication and delivery.



Building a Safer Region



Vision Zero Is the Foundation

Vision Zero is an international movement that seeks to eliminate traffic deaths and severe injuries on our roads. As Central Florida’s reputation for dangerous roads has grown over the past two decades, the Vision Zero approach seemed to make sense locally.

MetroPlan Orlando was awarded a \$3.79 million Safe Streets and Roads 4 All federal grant in 2023. We used the money over the next year and a half to collaborate with Orange, Osceola, and Seminole counties as well as 19 municipalities to create a Regional Vision Zero Safety Action Plan for “getting to zero” by 2050. The individual local governments also developed plans to make sure they could address hyper-local needs.

This “top-down, bottom-up” approach was unique for communities working with Vision Zero. Developing regional and local plans side-by-side gives our efforts a new dimension. We keep the momentum going with our Regional Vision Zero Task Force, bringing transportation professionals from across the three counties together for regular meetings to share and learn.

A Plan for Everyone

The Regional Safety Action Plan was adopted in September 2024, after analyzing crash data, identifying focus areas, and pinpointing safety project needs. We spent 2025 starting to implement actions in the plans and monitoring the data, as we prepared for our first Vision Zero annual report.

Because most fatal and serious-injury crashes occur on a small portion of our roads, we identified a High Injury Network and are concentrating efforts there.

We are taking the safety message to people across the region with materials in English, Spanish, and Haitian Creole. Our children’s safety activity books prove you’re never too young to start learning about safety.

Our popular Vision Zero Safety Speaker Series has made it possible to explore a variety of topics

There were **476,830** total crashes in the MetroPlan Orlando region between 2018 and 2024.

6 people died and **31** were seriously injured each week during that time period.

49% of our traffic deaths occur on **2%** of our roads.

with transportation professionals and residents alike. These live online forums are archived on our [YouTube channel](#), where they continue to find an audience. Our educational videos and Safety Moment messages provide tools everyone can use and share.

Following work on the initial Vision Zero action plans, we were awarded a second Safe Streets and Roads 4 All grant, for \$2.12 million. This additional grant funding will allow us to continue conducting safety research, outreach, and education throughout Central Florida and support our preparations for the next update to the Regional Vision Zero Action Plan.

We know that Vision Zero will always be with us, because safety needs will continue to be a priority

Making a Safe System

The Safe System approach is a human-centered way of designing the transportation system that differs from the traditional approach. It works to ensure the system forgives human errors and minimizes the forces on the human body during a crash. This approach views road safety as a public health issue, building layers of protection to prevent crashes and reduce their severity when they do happen.

The central elements of the Safe System approach are: safer people, safer vehicles, safer speeds, safer roads, and post-crash care.



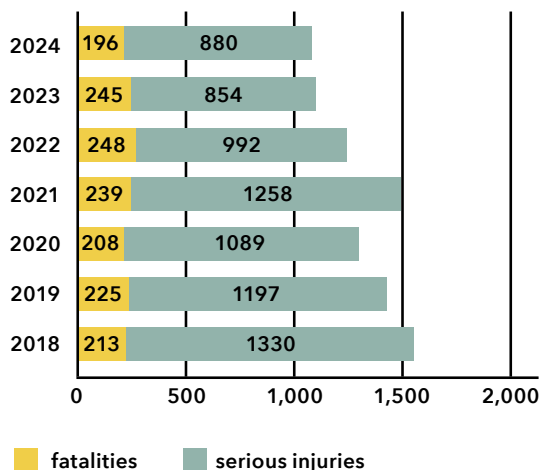
LEARNING FROM THE DATA

The heart of Vision Zero Central Florida is data. The crash numbers from 2018 to 2024 tell a compelling story about what has happened on our region’s roads. Vision Zero Safety Action plans call for regular monitoring of progress toward individual goals. **Our overall regional goal is zero traffic deaths by the year 2050.**

Some Recent Crash History

Between 2018 and 2024, there was a 15.1% decrease in total crashes and a 30.3% decrease in crashes where someone died or was seriously injured. Total traffic fatalities and serious injuries dropped from 1,543 in 2018 to 1,076 in 2024. *(Figures do not include crashes on limited access facilities or in parking lots.)*

Total Traffic Fatalities and Serious Injuries 2018-2024



A Need to Protect Vulnerable Users

Crashes in which someone is killed or seriously injured (often called KSI crashes) disproportionately affect people walking, cycling, or riding motorcycles. These people are sometimes called vulnerable users, because they travel without the protection of vehicle walls around them.

Even among vulnerable users, a positive trend has begun. For crashes resulting in death or serious injury, between 2018 and 2024:

- Those involving people riding a bike dropped 11.7%
- Those involving people walking dropped 11.8%
- Those that involved a motorcycle rider, decreased 19.3%

Encouraging Trends

Some factors around crashes show downward trends, too. Efforts to educate people about dangers and get attention through multimedia safety campaigns have helped produce:

- A drop of 41.3% in fatal and serious-injury crashes where drugs were involved - from 46 in 2018 to 27 in 2024
- A 44.7% decrease in fatal and serious-injury crashes involving alcohol from 94 in 2018 to 52 in 2024
- A continued reduction in both the total number of crashes (21.8%) and the fatal and serious-injury crashes (25%) where someone was not wearing a seatbelt

Not So Encouraging Trends

- Citations for driving aggressively rose 21% between 2018 and 2024.
- Speeding citations increased 2.6% between 2018 and 2024. And a much larger increase (22.6%) was recorded between 2023 and 2024.

Still Much to Do Before Zero

MetroPlan Orlando developed safety tools to inform the public and assist our partners. These deal with engineering and non-engineering solutions to various issues. We are identifying crash trends related to electric scooters and e-bikes and collaborating with local partners to explore safety improvements and regulations.

For more information, see [MetroPlanOrlando.gov/safety](https://www.metroplano.com/safety).

TRACKING OUR IMPACT

Performance Monitoring & Progress

Monitoring progress toward our safety goals can help us and our partners evaluate the effectiveness of our safety action plans. We continue to collect and analyze data, as it becomes available. We also act on the data we have to start making safety improvements.

Our primary source for crash trends is the [Signal 4 statewide database](#). We now have annual updates available for fatalities and serious injuries, as well as for trends in behavior through 2024.

How the Plans Are Progressing

MetroPlan Orlando tracks progress on its regional plan action items, as well as those identified by local government partners in their individual Vision Zero Safety Action Plans. (Links to all the plans are available at MetroPlanOrlando.gov/safety, under the [Plans and Resources](#) tab.)

Progress by End of 2025

Total actions for all plans: **570**

Items completed: **34** (6%)

Items in progress: **148** (26%)

Leading partner: City of Orlando (**32%** complete, **45%** in progress)

** The City of Orlando began work on its own Vision Zero plan before the regional plan was created.*

Improvements That Make a Difference

While tracking data is a primary way of determining progress, there are other projects

and strategies at the local and regional levels that can influence safety in Central Florida

Collaborating with our partners to get ideas and share lessons learned contributes to overall safety and – ultimately – getting to zero traffic fatalities and serious injuries.

Here are some data-driven safety solutions that are leading the way in Central Florida:

Simpson Road shared-use path (Osceola County)

What They Did: Built a shared-use path and related safety features to separate people from vehicle traffic.

The Impact: Since installation, the corridor recorded zero fatal and serious injury crashes for the first time in years.

MetroPlan Orlando's Middle School Bike Club in a Box (Regional)

What We Did: Developed a curriculum for after-school bike clubs that builds safe riding skills before students become higher-risk teen riders.

Impact: Tools are ready for roll-out in several schools, pending instructor training. Plans are underway for expansion into e-bike safety.

Raleigh Street improvements (City of Orlando)

What They Did: Installed crosswalks, pedestrian islands, traffic signals, and a 12-foot walk/bike multimodal path from Kirkman Road to Kozart Street.

Impact: Following completion in 2024, the corridor has recorded no crashes in which somebody died or was seriously injured. That's down 200% since 2018.

See the executive summary for the Vision Zero 2026 Annual Report on our website.

Get to Know Us



MetroPlan Orlando is a Metropolitan Planning Organization, established by the federal government to lead transportation planning, set priorities, and determine how federal and state transportation dollars are spent in Central Florida.

The MetroPlan Orlando Board is responsible for implementing the transportation planning process in Orange, Osceola, and Seminole counties. The board is made up of elected officials from the three-county area, the largest cities in the region, and representatives from the region's transportation agencies.

2025 MetroPlan Orlando Board

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* Non-Voting Advisor

Find Out More

You can read more about our work online at the following links. Don't hesitate to ask us a question or let us know what you think by emailing: info@MetroPlanOrlando.gov.

Vision Zero safety work and resources: MetroPlanOrlando.gov/safety

Technology studies: MetroPlanOrlando.gov/tsmo

2050 Metropolitan Transportation Plan: MetroPlanOrlando.gov/2050-metropolitan-transportation-plan

Community outreach and involvement: MetroPlanOrlando.gov/outreach

See the [executive summary for the Vision Zero Annual Report](#) on our website.

