

Meeting Notice

Subject: Vision Zero Central Florida – Task Force Meeting #2

Date & Time: September 19, 2023 (3:00 pm to 4:30 pm)

Location: Virtual Meeting – Zoom



Presentation Outline

The second Vision Zero Central Florida Task will focus on how the High Injury Network was developed, overall crash trends and the unveiling of the project Hub site. There will also be an update on planned public engagement activities. The Task Force meeting will be hosted virtually, livestreamed and recorded.

1. Welcome and Recap of Task Force Meeting 1 (Summary Attached)
2. High Injury Network (Methodology Memorandum Attached)
3. Crash Trends
4. Hub Site Demonstration
5. Public Engagement Effort Feedback
6. Next Steps
7. Additional Group Discussion
8. Public Comment

Discussion Goals

From the presentation and subsequent discussion, we aim to come away from meeting #2 with:

- Feedback related to the HIN and Crash analysis such that those analyses can be finalized
- Feedback related to the Hub before it is publicly promoted
- Feedback on next steps related to engagement activities
- Identification of Task Force members who would like to be a part of the policy benchmarking subcommittee, if any

Attachments:

- Regional High Injury Network Development Technical Memorandum
- Task Force Meeting #1 Summary

Draft Memorandum

Date: September 13, 2023

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 the one of the highest pedestrian fatality rates in the country, with transportation safety affecting all roadway users as the region has an overall fatal crash rate 15 percent higher than the national average and 10 percent 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 regions roadways by taking advantage 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 to analyze collision 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 where a disproportionate number of collisions that result in someone being killed or severely injured (KSI) occur. Together, these collision types are referred to as KSI collisions 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 will be prepared for each County and each local jurisdiction that reflects:

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

Based on the preliminary data analysis, about 47 percent of KSI crashes occur on about 4 percent of centerline miles of non-access-controlled roadways in Orange, Osceola, and Seminole County, and about 13 percent of the Federal Aid System centerline miles.

The following describes the data sources that were used and explains the methodology employed by Fehr & Peers to develop the HIN.

Data Inputs

Roadway Network

The roadway 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 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 roadways removed from the final HIN for the regional HIN. This process identified the primary roadways where a disproportionate number of crashes that result in a KSI occur in the region on roadways where MetroPlan Orlando can provide funding for safety improvements through the Metropolitan Transportation Plan (MTP) process as well as support regional grant applications for implementation funding through future SS4A applications.

Collision Severity Weighting

The goal of Vision Zero within the Safe System approach is to eliminate all serious and fatal injury crashes on roadways 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**, collision 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 because of the collision, 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 non-incapacitating injuries 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 Costs¹ 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.

Collision 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 3.7 percent of all reported crashes but represent 54 percent of all fatalities, 31 percent of all KSI crashes and 10 percent of all injury 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 collision 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 collisions). 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 collision location reporting can be accounted for. Windows with the highest values for the segment or facility are identified as candidate HIN locations.

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.

Collision Summary for Each Window

Collisions were summarized for each window using a 100-ft search radius. This radius was chosen by inspecting collision locations relative to the centerline network at various locations throughout the network. The collision summary for each window consisted of summing all weighted collision values within the search radius. For example, a window with 15 property-damage only, 10 minor injury collisions and 5 KSI collisions within 100 feet would receive a weighted score of 1,770 ($15 \cdot 1 + 10 \cdot 17 + 5 \cdot 317$), 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 collisions and 3 of the 5 KSI collisions, that window would receive a weighted score of 3,776 ($14 \cdot 1 + 1 \cdot 3 \cdot 1 + 7 \cdot 17 + 3 \cdot 3 \cdot 17 + 2 \cdot 317 + 3 \cdot 3 \cdot 317$).

HIN Development

After summarizing collisions all windows throughout the network, the HIN draft was built using the weighted score of each window. By visualizing the weighted score throughout the network, potential HIN corridors could be identified, as shown on [Figure 1](#).

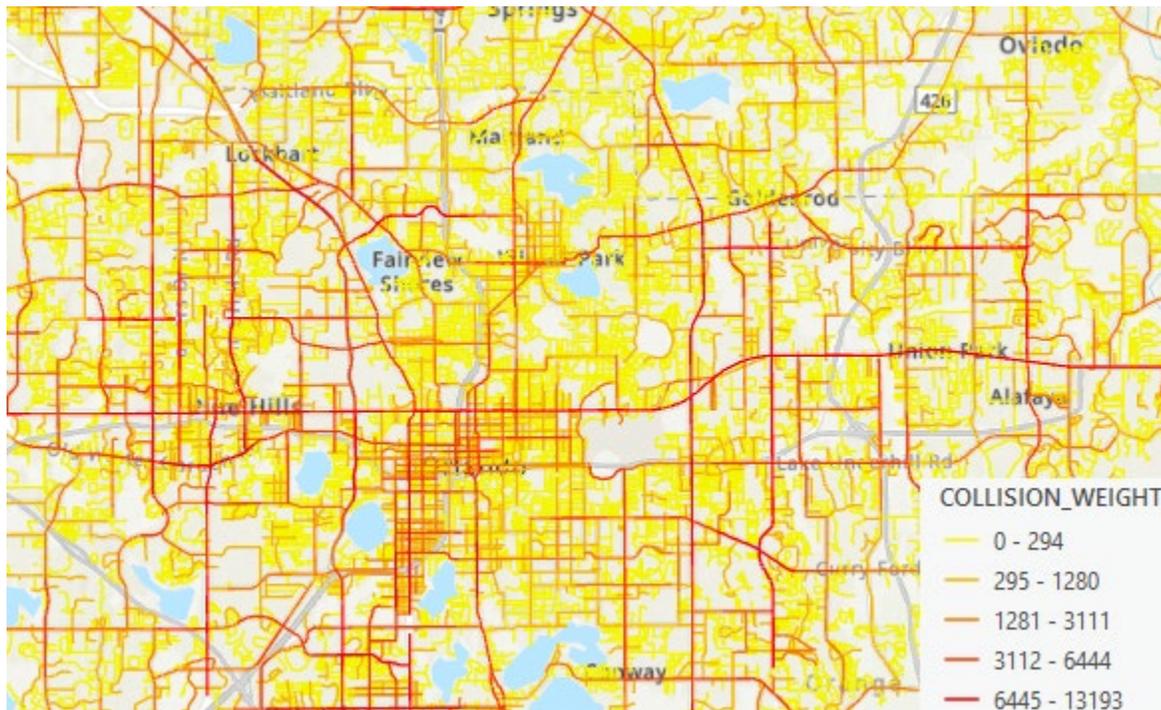


Figure 1: Initial visualization of Collision Weight Summaries Throughout Network

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

1. Select/flag window segments throughout the network with collision 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 collision score was being skewed by the number of collisions 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 roadway segments in all three counties, with a disproportionate number of roadways in Orange County. Crashes that occur on the HIN segments account for 47 percent of all KSI crashes in the region. 61 percent of pedestrian KSI, 50 percent of bicyclist KSI, and 44 percent of motorcyclist KSI crashes also occur on these roadways, as summarized in [Table 2](#).

Table 2: MPO Network HIN Statistics

	All Roadways*	All Federal Aid Roadway*	Draft Regional HIN	HIN % All Roadways	HIN % of Federal Aid Roadways
Centerline miles	7,461	1,966	258	4%	13%
All collisions	272,500	229,280	98,987	36%	43%
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	953	864	416	44%	48%

Source: Signal 4 Analytics, Fehr & Peers.

Notes: * Excluding Toll facilities and access-controlled facilities

The 10 corridors on the HIN that received the highest weighted score on a per mile basis is summarized in [Table 3](#), with the full list provided as an attachment.

Table 3: Top 10 HIN Corridors

Roadway Name	From	To	Location	Total Weighted Score per Mile
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. Hiawasse 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

Source: Signal 4 Analytics, Fehr & Peers.

Notes: * Excluding Toll facilities and access-controlled facilities

Top Intersections

In addition to developing a HIN, the intersections with the highest weighted crash 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, except for crashes in downtown areas where short blocks reduce the intersection influence area. For crashes in those contexts, crashes within 50 feet of an intersection were considered. 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***.

Table 4: Top 30 HIN Intersections¹

Intersection	Total Weight	Intersection	Total Weight
1. John Young Parkway at Sand Lake Road ²	10,140	16. Colonial Drive at Econlockhatchee Trail	6,480
2. <i>Alafaya Trail at Colonial Drive</i>	10,103	17. Powers Drive at Silver Star Road	6,415
3. <i>Orange Blossom Trail at Holden Avenue</i>	10,055	18. Orange Blossom Trail at Conroy Road/Americana Boulevard	6,401
4. <i>Hiawassee Road at Silver Star Road</i>	9,630	19. <i>Old Cheney Highway/Tucker Avenue at Colonial Drive</i>	6,386
5. <i>N Poinciana Boulevard at Irlo Bronson Memorial Highway</i>	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. <i>Semorán Boulevard at Old Cheney Hwy</i>	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. <i>Orange Blossom Trail at Gore Street</i>	6,769	26. Orange Blossom Trail at Michigan Street	4,924
12. N Kirkman Road at Old Winter Garden Road	6,724	27. <i>Irlo Bronson Memorial Highway at Club Sevilla</i>	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, Fehr & Peers.

Note: 1. Intersections where a disproportionate share of the KSI crashes involved a person outside a vehicle are noted in **bold italics**.

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.

Next Steps

Using the same process that was used to identify the Regional HIN, County and Local HINs will be developed, which will include:

- County (all roadways included in the analysis) – this will identify the roadways in each county where a disproportionate number of fatal and severe injury crashes are reported. This will likely overlap with the regional HIN, but this map will provide focus locations for each county and the respective local jurisdiction(s). A secondary HIN of only roadways within the County jurisdiction will also be prepared.
- Jurisdictional – this will identify the roadways in each jurisdiction regardless of ownership where a disproportionate number of fatal and severe injury crashes are reported. For example, for the City of Kissimmee, an initial HIN may include roadways such as John Young Parkway and Vine Street which are maintained by the County. A secondary HIN of only roadways within the city jurisdiction will be prepared.
- Top Intersections – this will identify the intersections in each jurisdiction where a disproportionate number of fatal and severe injury crashes are reported.

If you have questions, please contact Mighk Wilson at mighk.wilson@metroplanorlando.gov.

Attachments: Roadways in HIN

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted		
			Score per Mile	From	To
1	John Young Parkway	Orlando	17,478	SR 50	Orange Center Blvd.
2	Sand Lake Road/McCoy Road	Orlando	17,104	Turkey Lake Rd.	University Blvd.
3	Chickasaw Trail	Orange County	14,589	Frontage Rd.	Lake Underhill Rd.
4	Hiawassee Road	Orange County	14,547	SR 438/Silver Star Rd.	SR 50
5	Oakridge Road	Orlando	14,296	Millenia Blvd.	S. Orange Blossom Trail
6	Kirkman Road (SR 435)	Orange County	14,130	SR 50	Raleigh St.
7	Goldenrod Road (SR 551)	Orange County	14,129	SR 50	Lake Underhill Rd.
8	Semoran Boulevard (SR 436)	Orlando	14,088	Lee Vista Rd.	TG Lee Blvd.
9	Pine Hills Road	Orange County	13,941	SR 50	Old Winter Garden Rd.
10	Alafaya Trail	Orange County	13,564	SR 50	Lake Underhill Rd.
11	Kirkman Road (SR 435)	Orlando	13,466	LB Mcleod Rd.	Major Blvd.
12	Colonial Drive	Orlando	13,415	Orange Blossom Trail N.	N Bumby Ave.
13	North Lane	Orange County	12,946	Westgate Rd.	N Pine Hills Rd.
14	Hiawassee Rd	Orange County	12,344	SR 50	Old Winter Garden Rd.
15	SR 434	Orange County	12,284	McCulloch Rd.	SR 50
16	Oak Ridge Road (CR 506)	Orange County	12,054	S. Orange Blossom Trail	Orange Ave S.
17	John Young Parkway	Orange County	11,972	N. Orange Blossom Trail	N. Wymore Rd.
18	University Blvd.	Orange County	11,938	Semoran Boulevard (SR 436)	Lake Mirage Blvd.
19	Rosalind Ave	Orlando	11,526	E. Livingston St.	S. Lucerne Cir.
20	Semoran Boulevard	Orlando	11,419	Lake Underhill Rd.	Lake Margaret Dr.
21	US 192/Vine St	Osceola County	11,347	Celebration Ave.	Four Winds Blvd.
22	Goldenrod Road	Orange County	11,182	Lake Underhill Rd.	Beatty Dr.
23	N Ronald Regan Blvd	Seminole County	10,951	Eldersprings Cir.	Jones Ave.
24	W First Street (US 17/92)	Sanford	10,856	N. Persimmon Ave.	N. Frence Ave.
25	Edgewater Dr/Highland Ave	Orange County	10,652	Clarcona Ocoee Rd.	Lee Rd.
26	Conway Road	Orlando	10,570	Curry Ford Rd.	E. Michigan St.
27	Pershing Ave.	Orlando	10,554	Woodgate Blvd.	Goldenrod Rd. S.
28	John Young Pkwy	Orange County	10,510	SR 528 Ramps	Lazio Ln.
29	East Lake Mary Blvd	Seminole County	10,477	North of Celery Ave.	SR 46
30	Poinciana Blvd	Osceola County	10,431	US 192	Siesta Lago Dr.
31	Holden Ave	Orange County	10,402	Rio Grande Ave. S.	Lake Holden Hills Dr.
32	S Orange Blossom Trail	Kissimmee	10,376	E. Osceola Pkwy.	Ridgewood Ave.
33	US-192/Vine St	Kissimmee	10,356	South of Four Winds Blvd.	N. John Young Pkwy.
34	CR 435/Apopka Vineland Rd	Orange County	10,310	Balboa Dr.	SR 50
35	Texas Ave	Orange County	10,255	Americana Blvd.	W. Oak Ridge Rd.
36	Vineland Road	Orange County	10,156	I-4	South of LBV Factory Shores Dr.
37	Orange Avenue	Orlando	10,131	S. Lucerne Cir.	Gatlin Ave.
38	Orange Blossom Trail	Orange County	9,988	Overland Rd.	Rosamond Dr.
39	Ivey Ln	Orlando	9,944	Edgemoor St.	Raleigh St.
40	Orange Blossom Trail	Apopka	9,928	Drage Dr.	S. McGee Ave.
41	Orange Blossom Trail	Orlando	9,902	Lee Rd.	Shader Rd.
42	Lancaster Road	Orange County	9,900	S. Orange Blossom Trail	Orange Ave. S.
43	Goldenrod Road	Orange County	9,875	North of Dwell Well Way	SR 50
44	John Young Pkwy.	Orlando	9,873	LB McLeod Rd.	W. Sand Lake Rd.
45	US-17/92/Orlando Ave	Seminole County	9,853	South St.	Spartan Dr.
46	S Orange Blossom Trail	Kissimmee	9,546	Ridgewood Ave.	Neptune Rd.
47	Conroy Rd/Americana	Orlando	9,495	West of President Barack Obama Pkwy.	S. Orange Blossom Trail
48	John Young Pkwy	Orange County	9,488	Deerfield Blvd.	South of Town Loop Blvd.
49	University Blvd.	Orange County	9,410	Bibb Ln.	Rouse Rd.

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted Score per Mile	From	To
50	W Colonial Dr/Martin Luther King B	Orange County	9,406	Economic Ct.	Good Homes Rd.
51	Westmoreland Drive	Orlando	9,377	SR 526/Washington Street	W. Gore St.
52	West 25th Street	Sanford	9,328	Club Rd.	S. Mellonville Ave.
53	Osceola Pkwy	Kissimmee	9,281	N. Orange Blossom Trail	Florida's Turnpike
54	US-17/92/Orlando Ave/French Ave	Seminole County	9,122	North of Longdale Ave.	SR 434
55	E Bronson Hwy/13 St/Vine St	Osceola County	9,118	Neocity Way	Pecan St.
56	Semoran Boulevard	Altamonte Springs	9,083	Montgomery Rd.	Palm Springs Dr.
57	Silver Star Road	Orange County	9,070	Mercy Dr.	East of N. John Young Pkwy.
58	Orange Avenue	Orange County	9,055	Prince St.	Spruce Ave.
59	Orange Blossom Trail	Orange County	9,038	Consulate Dr.	Town Center Blvd.
60	Old Winter Garden Rd	Orange County	8,868	N. Hiawassee Rd.	Takoma St.
61	SR 434	Seminole County	8,843	West of E. Lake Brantley Dr.	Oak St.
62	Fairbanks Avenue	Winter Park	8,816	Clay St.	Pennsylvania Ave. S.
63	Old Winter Garden Rd	Orlando	8,698	SR 408 Exit Ramp	Orange Blossom Trail N.
64	Aloma Avenue	Orange County	8,691	West of St. Andrews Blvd.	West of Tangerine Ave.
65	SR 434	Orange County	8,672	Pembroke Dr.	Edgewater Dr.
66	Michigan Ave.	Kissimmee	8,545	E. Donegan Dr.	E. Vine St.
67	Powers Drive	Orange County	8,540	Indian Hill Rd.	SR 438
68	Semoran Boulevard	Casselberry	8,485	US 17-92	Kewannee Trl.
69	John Young Pkwy.	Orange County	8,451	Sand Lake Rd.	South of SR 528 Ramps
70	Rio Grande Avenue	Orange County	8,446	W. Gore St.	Holden Ave.
71	US-17/92/French Ave	Sanford	8,421	W. 20th St.	W. 27th St.
72	Chickasaw Trl	Orange County	8,374	SR 50	Valencia College Ln.
73	Curry Ford Rd	Orange County	8,218	West of Frederica Dr.	East of Excalibur Dr.
74	Orlando Avenue	Winter Park	8,217	Lake Ave.	W. Fairbanks Ave.
75	Buenaventura Blvd.	Osceola County	8,171	County Boundary	Simpson Rd.
76	Simpson Rd	Osceola County	8,139	Harbor Town Dr.	US 192
77	Wetherbee Rd	Orange County	8,093	Orange Blossom Trail S.	Orange Ave. S.
78	Clark Road	Ocoee	8,093	Sparrow Song Ln.	White Rd.
79	Hoffner Avenue (SR 15)	Orange County	8,083	Conway Rd.	Goldenrod Rd. S.
80	SR 434	Longwood	8,076	S. Ronald Reagan Blvd.	US 17-92
81	Semoran Boulevard	Orlando	8,053	Lake Margaret Dr.	Hoffner Ave.
82	Lake Underhill Rd	Orange County	7,611	S. Oxalis Ave.	Econlockhatchee Trl. N.
83	Conway Road	Orange County	7,501	Caitlin Ave.	Hoffner Ave.
84	Hiawassee Rd.	Orange County	7,437	Beggs Rd.	SR 438/Silver Star Rd.
85	Semoran Boulevard	Casselberry	7,388	Lake Howell Ln.	County Boundary
86	Colonial Drive	Orange County	7,358	N. Avalon Park Blvd.	SR 520
87	Robinson Street	Orlando	7,204	N. Rosalind Ave.	N. Primrose Rd.
88	John Young Pkwy	Kissimmee	7,052	West of Ham Brown Rd.	Palmetto Ave.
89	Turkey Lake Rd	Orange County	6,854	Toscana Blvd.	South of Hillenmeyer Way
90	Clarcona-Ocoee Rd.	Orange County	6,815	Apopka Vineland Rd. N.	Powers Dr. N.
91	Landstar/Fairway Wds	Orange County	6,702	Fairway Woods Blvd.	County Boundary
92	Sand Lake Rd.	Orange County	6,682	Dr. Phillips Blvd.	Turkey Lane Rd.
93	Irlo Bronson Memorial Highway	Orange County	6,653	Westside Blvd.	East of Inspiration Dr.
94	Colonial Drive	Orange County	6,645	Econlockhatchee Trl. N.	N. Avalon Park Blvd.
95	International Drive	Orange County	6,622	West of Universal Blvd.	Destination Pkwy.
96	Rock Springs Rd N	Orange County	6,606	Faye St.	Welch Rd. E.

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted Score per Mile	From	To
97	Semorán Boulevard	Orange County	6,531	Sheeler Ave. S.	Bear Lake Rd.
98	Boggy Creek Rd	Orlando	5,949	Tradeport Dr.	E. Wetherbee Rd.
99	Narcoossee Road	Orange County	5,777	Tavistock Lake Blvd.	County Boundary
100	Colonial Drive	Orange County	5,662	N. Bumby Ave.	Econlockhatchee Trl. N.
101	Avalon Park Blvd	Orange County	5,630	SR 50	South of Timber Springs Blvd.
102	US-17/92/Orlando Ave/French Ave	Sanford	5,568	W. 27th St.	W. Lake Mary Blvd.
103	Pleasant Hill Road (SR 531)	Osceola County	5,405	Marsh Rd.	South of Granada Blvd.
104	E Bronson Hwy/13 St/Vine St	St. Cloud	5,168	West of Florida's Turnpike	Eastern Ave.
105	Winter Garden Vineland Road	Orange County	5,147	Fiquette Rd.	Overstreet Rd.
106	Winter Garden Vineland Road	Orange County	4,590	E. Buena Vista Dr.	S. Apopka Vineland Rd.
107	Boggy Creek Rd	Osceola County	4,451	E. Osceola Parkway	Buenaventura Blvd.
108	W Colonial Drive	Orange County	4,233	Apopka Vineland Rd. N.	Orange Blossom Trail N.
109	Apopka Vineland Road	Orange County	4,003	North of Buena Vista Woods Blvd.	North of Vineland Ave.
110	Apopka Vineland Road	Orange County	3,983	Windy Ridge Rd.	Sandberry Blvd.
111	Alafaya Trail	Orange County	3,161	Golfway Blvd.	Innovation Way
112	Silver Star Road (SR 438)	Orange County	3,031	Apopka Vineland Rd. N.	Chantelle Ave.
113	Sand Lake Road	Orange County	2,646	Mandarin Dr.	Jetport Dr.
114	Orange Blossom Trail	Orlando	2,530	SR 50	Holden Ave.
115	Semorán Boulevard	Orange County	2,417	County Boundary	SR 408
116	Orange Blossom Trail	Orange County	2,315	Holden Ave.	Florida's Turnpike
117	Colonial Drive (SR 50)	Orange County	1,667	Fort Christmas Rd S.	County Boundary
118	Pine Hills Road	Orange County	1,410	Pinto Way	SR 50

Meeting Summary



VISION ZERO
CENTRAL FLORIDA

Counting down to zero traffic deaths



Subject: Vision Zero Central Florida – Task Force Meeting #1
Summary

Date & Time: August 15, 2023 (3:00 pm to 4:30 pm)

Location: Virtual Meeting – Zoom

Attendees

The people who attended the first Task Force meeting are summarized in [Table 1](#).

Table 1: Task Force Meeting Attendees

Steering Committee Members	MetroPlan Orlando Staff
Bill Wharton, Seminole County	Mighk Wilson (MPO Staff / Safety Planning Co-Lead)
Josh DeVries, Osceola County	Adriana Rodriguez (MPO Staff / Safety Planning Co-Lead)
Kelly Brock, City of Casselberry	Cynthia Lambert (MPO Staff / Communications Lead)
Laura Hardwicke, City of Orlando	Jason Sartorio
Erin Sterk, City of St. Cloud	Sarah Larsen
Cody Johnson, LYNX	Alex Trauger
Loreen Bobo, FDOT	Lara Bouck
Emily Hanna, Bike Wal Central Florida	Eric Hill
Lauren Torres, National Safety Council	Mary Ann Horne
Jordan DeWitt, Orlando Economic Partnership	Leilani Vaiaoga
Adam Zubritsky, OCPS	Taylor Laurent
Lt. Tara Crescenzi, FHP	Consultant Team
Courtney Gleaton, Orlando Health	Kathrin Tellez, Fehr & Peers
Venise White, Florida Department of Public Health	Kristof Devastey, Fehr & Peers
Laura Cantwell, AARP	Stephen Spana, Fehr & Peers
David Sibila, Citizen Advocate	PJ Smith, xGeographic
Nilisa Council, Citizen Advocate	

Steering Committee Members not in Attendance	Other Attendees
Humberto Castillero, Orange County	Isai Chavez, Osceola County
Steven Buck, FDOT	Marianne Arneberg, Osceola County
Christina Cabrea, UCF Student Government	Alyssa Eide, City of Maitland
RJ Muller, Citizen Advocate	Bruce Doig, City of Altamonte Springs
Neika Berry, Citizen Advocate	Paul Yeargain, City of Oviedo
Sanjay Pattani, Advent Health	Shad Smith, City of Longwood
	Kevin McCann, City of Winter Springs
	Pam Richmond, City of Apopka
	Myles O'Keefe, LYNX

Recording

The meeting was held over Zoom and was recorded. A link to the recording is here:

https://youtu.be/_wv0o58DNyc

Presentation Agenda

The intent of the kick-off meeting for the Vision Zero Central Florida Task Force was to introduce the overall purpose and goals of the project, learn about the expertise each Task Force member brings to the project, provide a high-level overview of crash trends in the MetroPlan Orlando region, review the core elements of Vision Zero and the Safe System approach, review public engagement strategies, and share next steps.

The meeting followed this agenda:

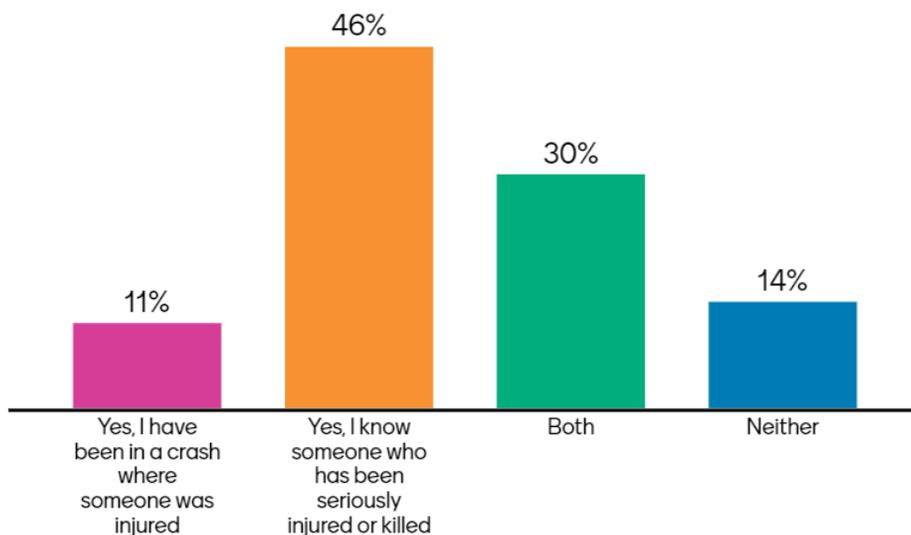
1. Welcome and Task Force Member Introduction
2. High Level Crash Trends
3. What is Vision Zero?
4. Safe System Approach
5. Overview of Key Tasks
6. What we expect from the Plan
7. Project Schedule
8. Discussion
9. Next Steps

Discussion and Feedback

During the presentation a series of polling questions were asked to help gauge familiarity with Vision Zero and the Safe Systems approach as well as obtain overall feedback. All persons attending the meeting were invited to provide feedback on the polling questions as all attendees live in the region, are affected by transportation safety and have valuable insights to share.

The following summaries the key takeaways from each polling question.

Have you ever been in an injury crash or know someone who has been killed or seriously injured in a crash? (37 responses)



Overall, the vast majority of call participants (85 percent) have either been in a crash where someone was injured or they know someone who was seriously injured or killed.

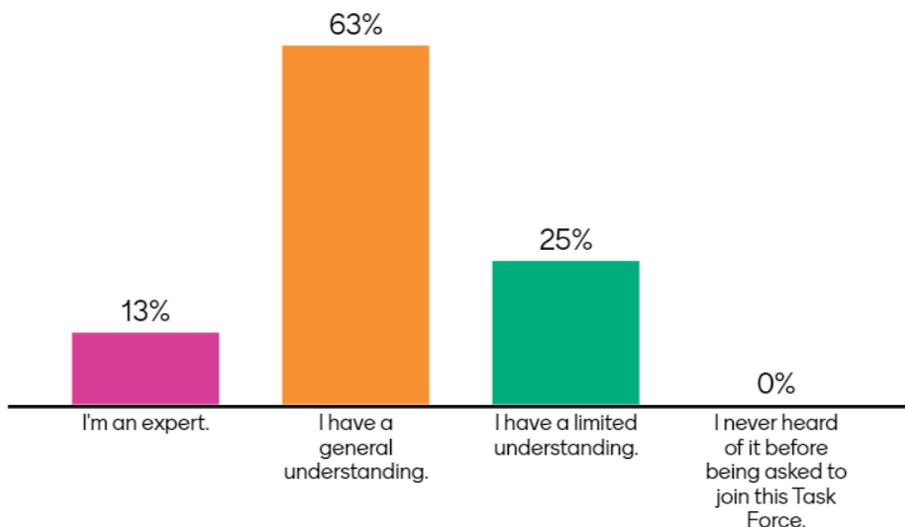
How did it affect you? (30 responses)

There were a wide range of responses to this question, with all responses summarized in an attachment. Overall sentiments include:

- Devastation
- Sense of loss
- Long term physical and emotional trauma
- Sad and mad
- Chronic Pain
- Call to action to get involved in transportation safety

Crashes that result in serious injuries or fatalities can have life-long impacts on those physically involved as well as the family members of those who were hurt or killed.

What is your understanding of the Vision Zero/Safe System approach to transportation safety? (32 responses)



Overall, task force members and other meeting attendees have a general to expert level of understating of Vision Zero and the Safe System approach.

Our next meeting will focus on the crash analysis. Are there specific transportation safety questions you would like us to be able to answer? (29 responses)

It was noted during the presentation that the analysis will include identification of the high injury network, general crash trends, and a contextual analysis. Other suggestions for incorporation of specific questions the analysis include:

- The prevalence of crashes near transit stops
- Number of lanes on roadways with the highest level of fatal and serious injury crashes
- Vehicle characteristics
- Demographics of crash location and of those involved
- Distracted Driving
- Walking, biking and driving under the influence

What do you think are the biggest barriers to reaching zero traffic fatalities and serious injuries in our region? (32 responses)

- Education
- Drivers understanding the consequences of their poor driving habits
- Distracted driving
- Not enough support of law enforcement in the courts

During the overall discussion, other feedback was received related to how to effectively speak with people who have been involved in a traumatic crash event. The importance of respectfully telling the story of those involved in crashes was also emphasized.

What questions or comments do you have? (9 responses)

- How to best implement the safe system approach into roadway capacity improvements while still keeping the project eligible for potential program funding
- How equity and reconnecting communities will be considered in the Vision Zero Action Plan and how will our local processes be required to respond to these goals/metrics

Upcoming Meetings

The next Task Force meeting is scheduled for September 19, 2023 where the high injury network and preliminary crash analysis will be presented for feedback.

Attachments – Full Polling Results