

VISION ZERO
CENTRAL FLORIDA
Counting down to zero traffic deaths

Annual Report Executive Summary

**Progress, Trends, and Next Steps Toward
Eliminating Traffic Fatalities and Serious Injuries**

2026 PROGRESS UPDATE



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Annual Report



MetroPlan Orlando seeks to eliminate deaths and serious injuries on our roads by 2050.

METROPLAN ORLANDO AND ITS PARTNERS are making meaningful progress toward the Vision Zero goal, and this Annual Report showcases important momentum. Because no single entity can solve road safety challenges alone, MetroPlan Orlando continues to lead a coordinated regional effort with local governments and the Florida Department of Transportation (FDOT) to advance safer streets across Central Florida.

Supported by a Safe Streets and Roads for All (SS4A) grant from the Federal Highway Administration (FHWA), the plan is turning proven safety strategies into on-the-ground improvements and necessary education. With this update, the Central Florida region continues to stand alongside communities across the nation using the Safe System Approach to eliminate traffic deaths and serious injuries. The Annual Report highlights three important factors:

1

Where are Crashes Happening?

High-level overview of 2023 and 2024 crash trends, with a list of key accomplishments since the 2018 baseline year and understanding of where our most dangerous crashes occur.

2

Regional Progress Towards Vision Zero

Summary of key findings from the crash analysis and overview of accomplishments across the region including engineering, education, and enforcement projects showing positive results.

3

Future Areas of Focus

Overview of next steps for implementing safety measures across the Central Florida region with a focus on coordinating based on data-driven interventions to enhance safety.

Serious injury and deadly (KSI) crashes are decreasing across Central Florida communities.

Regional Crash Trends

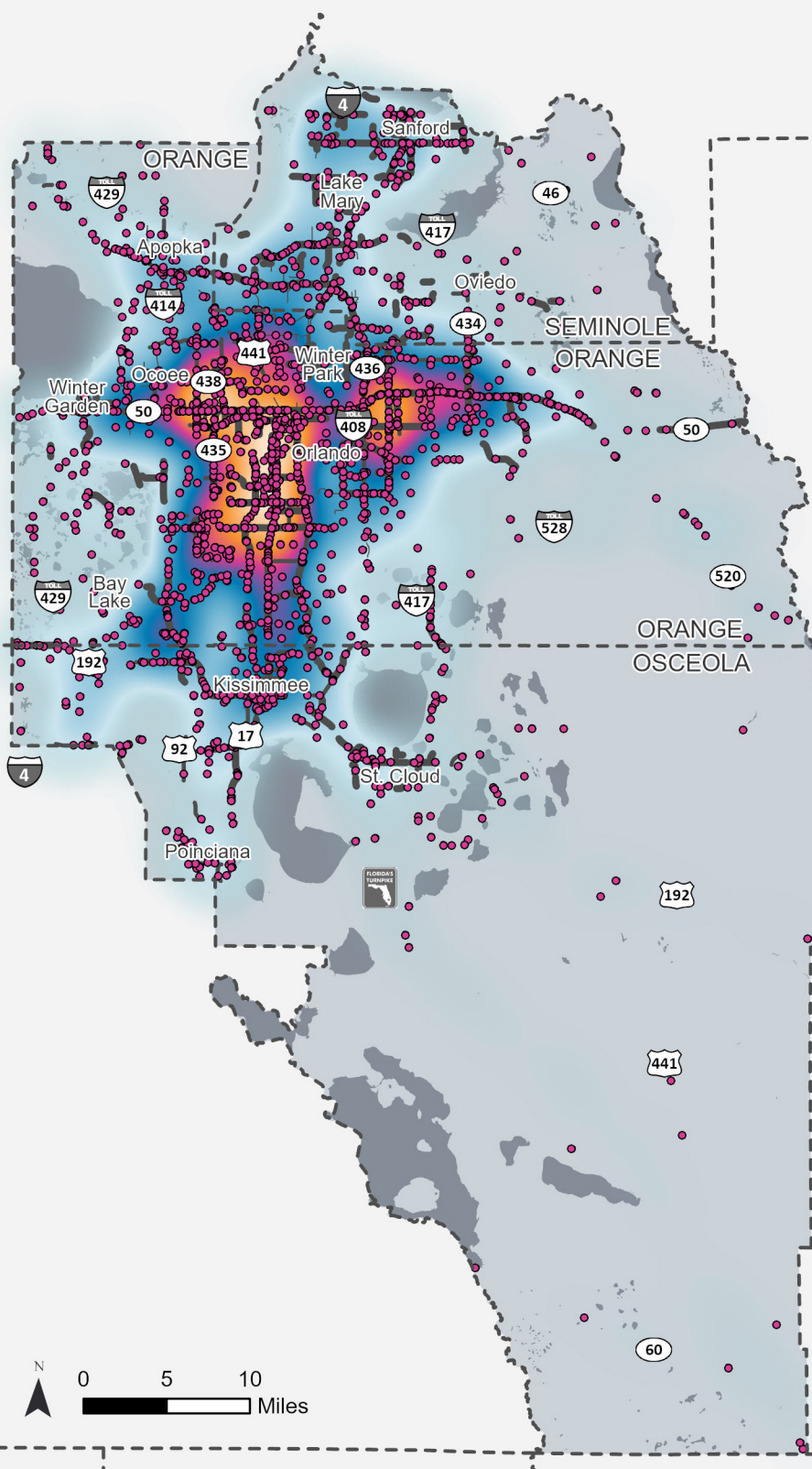
In 2018 there were:

1,543 KSI CRASHES

In 2024 there were:

1,076 KSI CRASHES

reflecting an overall reduction of 30.3% of KSI crashes throughout the region.



Legend

- MetroPlan Orlando Region
- Density of KSI Crashes (2018 - 2024)
Low High
- Location of KSI Crashes (2023 - 2024)
- HIN Segment



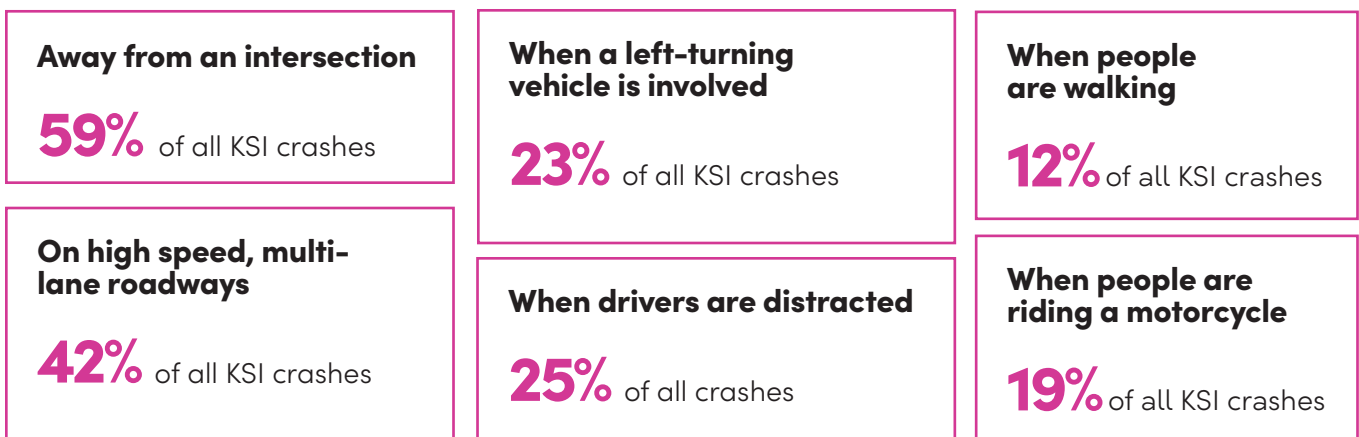
WANT TO LEARN MORE? USE THIS QR CODE TO CHECK OUT THE ANNUAL REPORT STORY MAP.

WHERE ARE SERIOUS INJURY AND DEADLY CRASHES HAPPENING?

The Vision Zero Central Florida Safety Action Plan outlines several performance metrics that can be used to monitor progress over time and understand what factors are contributing to serious injury and deadly crashes. Data reviewed includes information on roadway characteristics, the type of crash, people and mode(s) involved, and contributing behaviors such as driving while intoxicated.

With each Annual Report, MetroPlan Orlando will analyze crash trends across each of these factors to offer insight on where future action may be taken to increase transportation safety throughout the region. Key trends identified in this Annual Report are outlined below.

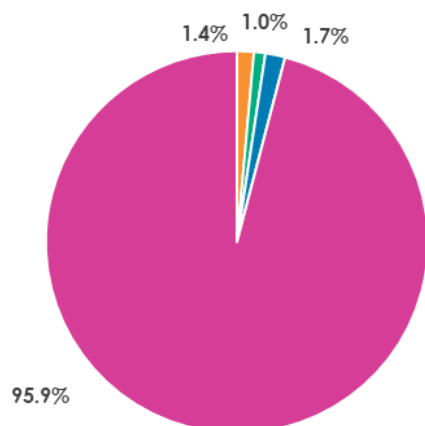
Review of the crash data reveals that most fatal or serious injury crashes occur:



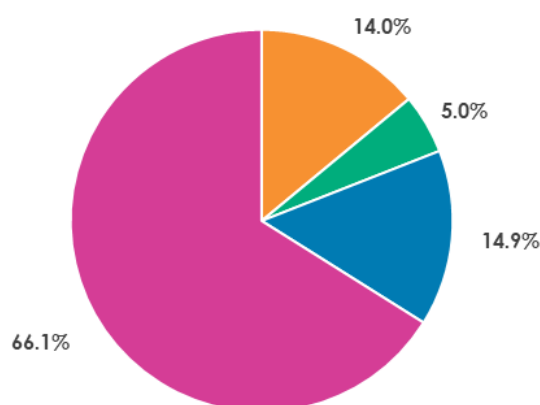
When people walking, biking, or on motorcycles are involved in a crash, the likelihood of death or serious injury is significantly greater.

CENTRAL FLORIDA CRASHES BASED ON WHO IS INVOLVED (2018 TO 2024)

All Crashes:



KSI Crashes:



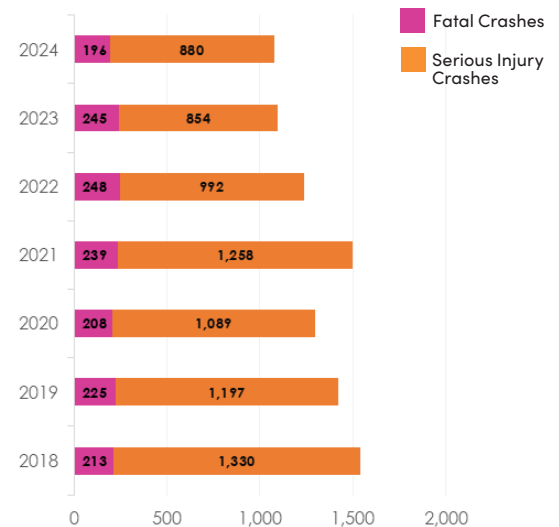
WHERE ARE WE SEEING SERIOUS INJURY AND DEADLY CRASH REDUCTIONS?

Between 2018 and 2024, there was a 15.1% decrease in total crashes and a 30.3% decrease in KSI crashes, indicating a positive trend toward Vision Zero goals. The total number of fatal and serious injury crashes has dropped from 1,543 in 2018 to 1,076 in 2024, despite continued growth in population. Overall, the past year has seen measurable reductions in fatalities with a 20.1% reduction across the region.

Twelve jurisdictions reached zero traffic fatalities in 2024, while Belle Isle, Lake Buena Vista, and Oakland achieved zero fatal and serious injury crashes—highlighting what is possible with coordinated safety efforts.

This progress is encouraging, but continued effort is needed to achieve reductions across all jurisdictions.

NUMBER OF KSI CRASHES BY YEAR



Data Source: Signal Four Analytics



Fatality Trends

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

Orange County

4.8% reduction in deadly crashes

Osceola County

10.2% reduction in deadly crashes

Seminole County

50.0% increase in deadly crashes



Serious Injury Trends

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

Orange County

31.1% reduction in serious injury crashes

Osceola County

59.3% reduction in serious injury crashes

Seminole County

18.4% reduction in serious injury crashes

In 2024, the cities shown below had zero fatalities:



*cities that have had zero fatalities every year since 2018

Data Source: Signal Four Analytics

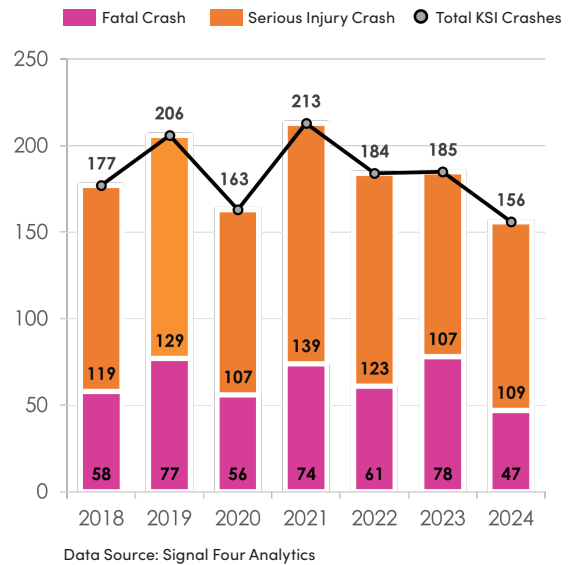


People Walking

Analyzing trends for pedestrian deaths and serious injuries helps us understand not only what went wrong, but how to design safer streets, encourage safe behavior, and adopt policies to prevent these tragedies from happening.

As shown to the right, since 2018, there has been a 12% reduction in deadly and serious injury crashes involving pedestrians.

Nearly 1 in 5 of pedestrian-involved crashes resulted in death or serious injury.



Top KSI Crash Reductions, Contributing Actions, and Safety Projects

The table below outlines initiatives that are contributing to fewer serious and deadly pedestrian crashes, and illustrates how strategic safety investments are making it safer and more comfortable to walk throughout the region.

Jurisdiction	Reduction	Contributing Actions and Safety Projects
Kissimmee	80% decrease since 2018	Less speeding context-based solutions
Altamonte Springs	73% reduction from 2023 - 2024	Less distracted driving roundabouts trails
Apopka	67% reduction from 2023 - 2024	Enforcement campaigns
Osceola County	20% reduction from 2023 - 2024	Crosswalks and PHBs enforcement campaigns
Orange County	20% decrease since 2018	Crosswalks and PHBs enforcement campaigns

A review of projects, education, and enforcement efforts associated with crash reductions shows that several strategies can continue to advance pedestrian safety. In particular, Road Safety Audits and quick-build engineering solutions that address visibility challenges and enable the rapid implementation of proven countermeasures. Focused opportunities include:

Road Safety Audits

Walking corridors to identify pedestrian needs and challenges of the built environment offers strategic insight for safety improvements.

Quick-Build Solutions

High-visibility quick-build safety improvements such as crosswalks and RRFBS* make streets safer and pedestrians more noticeable.

Targeted Enforcement

Continue coordinated efforts with authorities to monitor compliance with traffic laws, issue warnings/citations, and deter unsafe behaviors.

*Rapid Rectangular Flashing Beacon

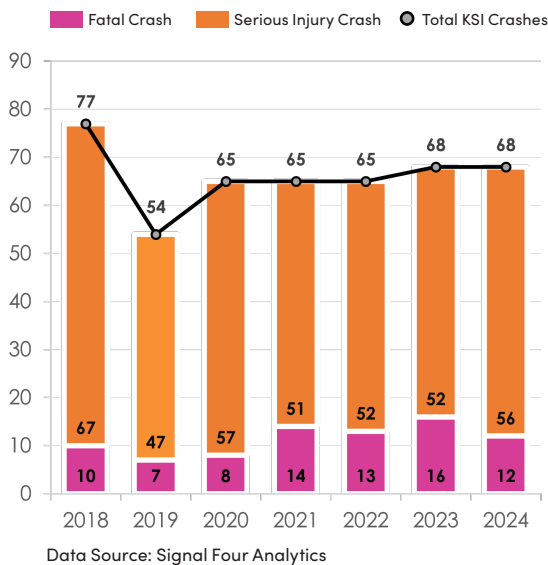


People Riding a Bike

Continuous review of crash trends leading to bicyclist deaths and serious injuries helps us know where to target safety investments for safer streets and encourage safe riding behavior to help save lives.

As shown to the right, since 2018, there has been a 12% reduction in deadly and serious injury crashes involving bicyclists.

In 2024, bicycle-involved crashes made up 1.2% of all crashes, but 6.3% of total KSI crashes.



Top KSI Crash Reductions, Contributing Actions, and Safety Projects

Understanding factors behind reductions in KSI bicycle crashes—the projects and programs that are driving this momentum as shown below—helps show how targeted safety investments are making biking safer across the MetroPlan Orlando region.

Jurisdiction	Reduction	Contributing Actions and Safety Projects
Altamonte Springs	100% decrease since 2018	Less distracted driving trails/shared use paths
Winter Park	100% decrease since 2018	Dedicated bike lanes wayfinding trails
Ocoee	100% reduction from 2023 - 2024	Less speeding Safe Routes to School
Kissimmee	75% reduction from 2023 - 2024	Less speeding context-based solutions
Osceola County	50% reduction from 2023 - 2024	Shared use paths road safety audits

Based on review of KSI crash reductions, there are several opportunities to improve bicycle safety, especially engineering solutions and safety awareness campaigns. MetroPlan Orlando and its partners should continue to support three focused opportunities in light of their Vision Zero goals, as outlined below. These efforts will help create a safer bicycling network for all users in the region.

Education Campaigns

MetroPlan Orlando and its partners have a wealth of high-quality educational resources which should continue to be distributed.

Bicycle Infrastructure

Continue investment in proven engineering countermeasures, such as separated bike lanes, trails, buffers, and bike boxes.

Emerging Mobility

Establish consistent regulation and advancing targeted safety improvements for e-bikes and e-scooters to improve safety and effectively integrate them into the transportation network.

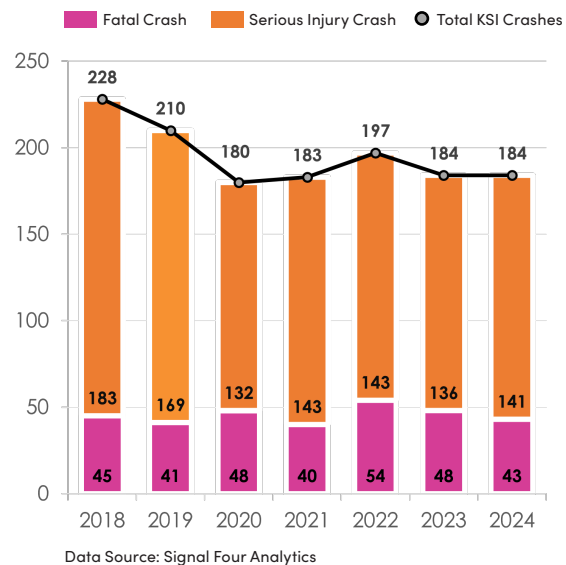


People Riding a Motorcycle

A review of crash trends specific to people riding a motorcycle reveals strategic opportunity on how to design safer roads and support riders' unique visibility and safety equipment needs to prevent deaths and serious injuries across the region.

Since 2018, there has been a 20% reduction in motorcyclist deaths and serious injuries.

Nearly 21% of motorcycle-involved crashes resulted in a fatality or serious injury.



Top KSI Crash Reductions, Contributing Actions, and Safety Projects

The table below shares actions that are contributing to fewer serious and deadly motorcycle crashes, and illustrates how rider safety awareness is making it safer and more comfortable to ride throughout the MetroPlan Orlando region.

Jurisdiction	Reduction	Contributing Actions and Safety Projects
Altamonte Springs	100% decrease since 2018	Less speeding context-based solutions
Ocoee	80% decrease since 2018	Less speeding less aggressive driving
Longwood	67% decrease since 2018	Less aggressive driving enforcement campaigns
Kissimmee	20% decrease since 2018	Less speeding enforcement campaigns
Orange County	30% reduction from 2023 - 2024	Enforcement campaigns lighting upgrades

A review of contributing actions linked to safer motorcyclist behavior highlights key opportunities to improve safety—particularly through promoting proper safety gear and targeted awareness campaigns. To advance Vision Zero goals, MetroPlan Orlando and its partners should continue supporting three focused strategies, as outlined below.

Post-Crash Care

Strengthen life-saving post-crash care for motorcyclists with targeted training for first responders and key community partners.

Safety Equipment

Promote the consistent use of high-visibility motorcycle safety gear—such as helmets, boots, and protective jackets—through targeted education and awareness campaigns.

Targeted Engagement

Target high-risk motorcycle corridors and intersections to address speeding, aggressive riding, and other high-risk rider behaviors.

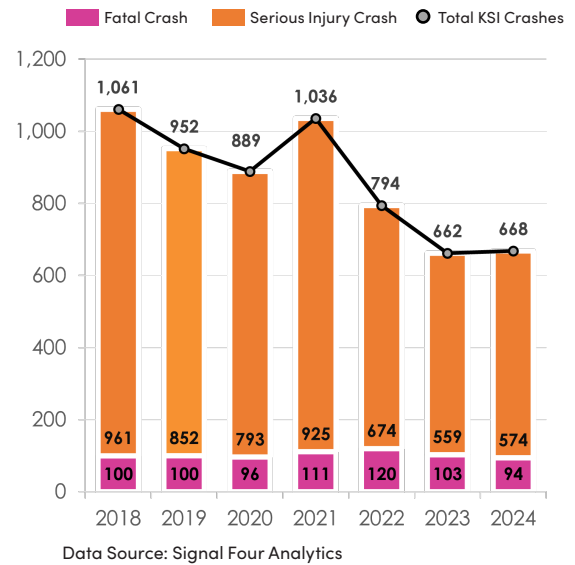


People Driving

Analysis of crash trends specific to people driving reveals strategic opportunity on how to design safer roads and support education and enforcement efforts to improve drivers awareness and prevent deaths and serious injuries across the region.

Since 2018, there has been a 37% decrease in crashes between vehicles that resulted in death or serious injury.

Crashes involving only vehicles resulted in death or serious injury in just 1.4% of cases.



Top KSI Crash Reductions, Contributing Actions, and Safety Projects

Understanding factors behind reductions in KSI driver crashes—the projects and programs that are driving this momentum as shown below—helps show how targeted safety investments are making driving safer across the MetroPlan Orlando region.

Jurisdiction	Reduction	Contributing Actions and Safety Projects
Maitland	78% decrease since 2018	Enforcement campaigns less impaired drivers
Sanford	75% reduction from 2023 - 2024	Shared use paths less left turn KSI crashes
Osceola County	61% decrease since 2018	Signal retiming and intersection improvements
Longwood	42% decrease since 2018	Less aggressive driving enforcement campaigns
Orlando	42% decrease since 2018	Context-based solutions stop on red campaigns

Focus on specific actions will continue to advance driver safety across the region by responding to common crash trends in a systematic way. These coordinated efforts will help city and county partners deploy proven safety countermeasures more quickly, evaluate their effectiveness, and refine future investments based on measurable results. Focused opportunities include:

Focus on Speed

Reducing speed is essential to lowering driver KSI crashes, since higher speeds greatly increase both crash risk and injury severity.

Intersection Strategies

Safer intersection designs increase driver safety, especially at locations with complex movements, visibility issues, and turning conflicts.

Reduce Conflicts

Sidewalks and trails separate people from traffic, and improved crossings reduce driver conflicts with vulnerable roadway users.

Between 2018 and 2024, several notable trends have occurred that are leading to fewer serious injury and deadly crashes.



DRIVING AND RIDING BEHAVIORS:

- 45% decrease in alcohol-involved crashes
- 41% decrease in drug-involved crashes
- 25% decrease in crashes involving a person not wearing a seatbelt
- 22% decrease in hit and runs
- 15% decrease in distracted driving

A deeper analysis of the data highlights several contributing factors that may be supporting the region’s progress toward its Vision Zero goal.

KSI crashes involving drugs or alcohol have declined, along with continued reductions in both total crashes and KSI crashes involving unrestrained occupants.

Enforcement trends show a mixed pattern. Citations for distracted driving and hit-and-run offenses have declined, while citations for aggressive driving and speeding have increased—rising by 21.0% and 2.6% overall, with sharper year-over-year increases of 25.3% and 22.6% between 2023 and 2024.

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



CRASH TYPE:

- 54% decrease in rear end crashes
- 42% decrease in rollover crashes
- 39% decrease in angle crashes

With the exception of sideswipe crashes, most crash types show notable reductions in fatal and serious injury (KSI) outcomes. Between 2018 and 2024, the crash types most frequently associated with KSI crashes were left-turn (21.7%), rear-end (17.8%), and pedestrian crashes (14%).

The most significant reductions in KSI rates have occurred in rear-end, angle, and rollover crashes.

These improvements may be influenced by advancements in vehicle safety technologies (such as early detection systems and sensors), as well as roadway improvements including enhanced lighting and strategic restriping.



ROADWAY CHARACTERISTICS:

43%

decrease on
minor arterial
roads

38%

decrease
on local
roads

29%

decrease on
major collector
roads

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

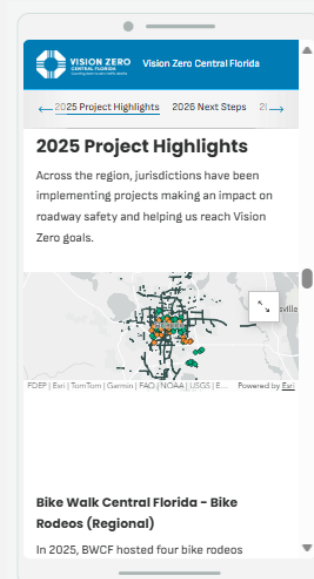
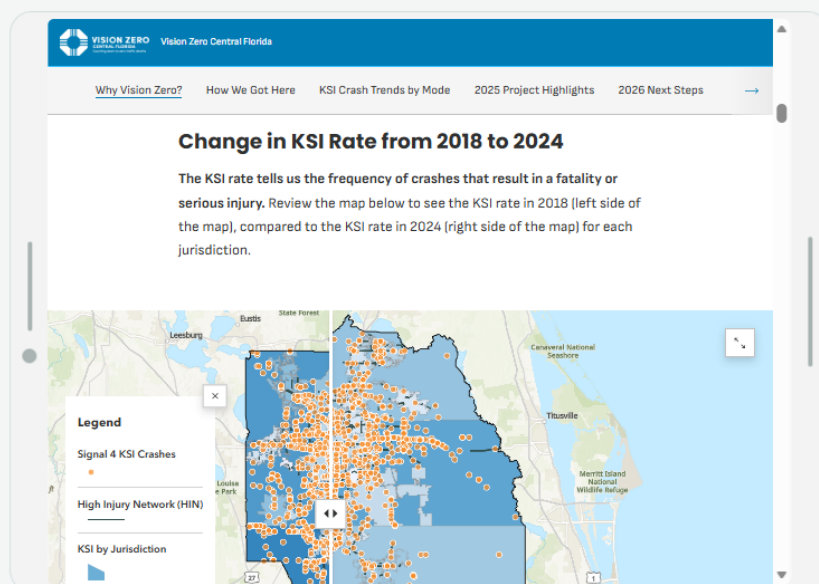
Want to take a deeper dive into the data? The Annual Report StoryMap offers a more in-depth review of crash trends with interactive maps and content on projects that have been implemented throughout the region.

Use the QR code to the right to log on and review content on...

- Transportation safety projects including infrastructure, education, and enforcement projects
- Crash trends for a variety of factors including citations, crashes by type, crashes by mode, and roadway characteristics such as lighting and posted speed limits
- Crash hot spot locations including those on the High-Injury Network and emerging areas



**SCAN HERE
TO SEE THE
ANNUAL
REPORT
STORY MAP.**



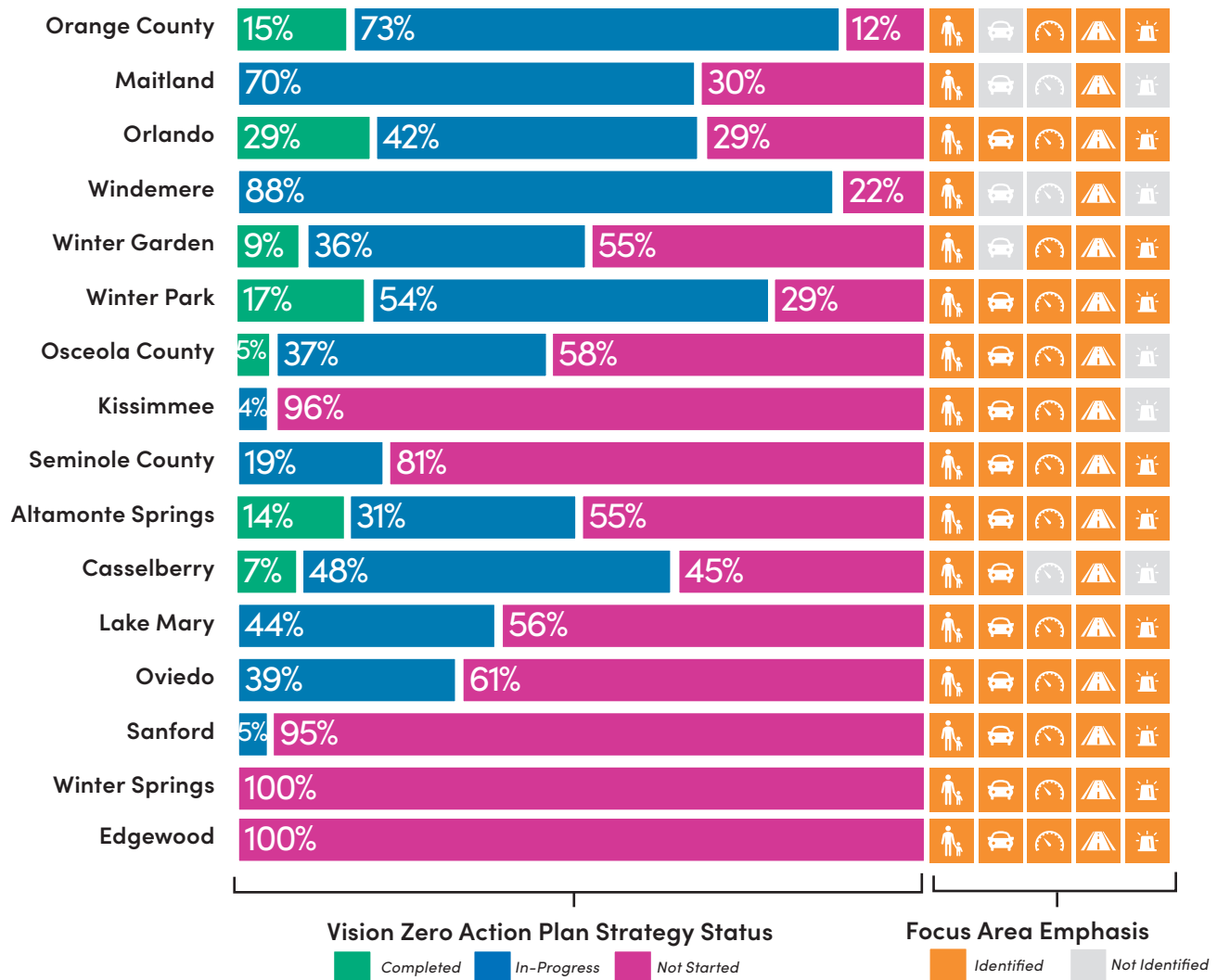
IMPLEMENTED ACTIONS

The majority of the region's jurisdictions have had a positive start on their Action Plans, with 14 of the 23 jurisdictions having action items in progress.* Progress on local safety action plan implementation was identified through a combination of independent analysis and self-reporting by each of the jurisdiction partners. Completion status, Safe System Approach areas of emphasis (shown below), and cross analysis with crash data was assessed to determine the safety impact.

Of the **570 action items identified for the local safety actions plans**, 6% have been completed and 26% are in progress. Orlando has made the most progress having completed 12 of their 38 action items with an additional 17 more in progress. Orange County, Altamonte Springs, and Winter Park have also made significant progress. Across the elements of the Safe System Approach, there has been heavy emphasis on safer people and safer roads, with opportunity to grow strategies that focus on post-crash care.



Local Safety Action Plan Progress and Emphasis Areas



*The remaining cities have adopted Vision Zero Action Plans and intend to implement safety actions identified in the plans in the coming year(s).

Safety Projects

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

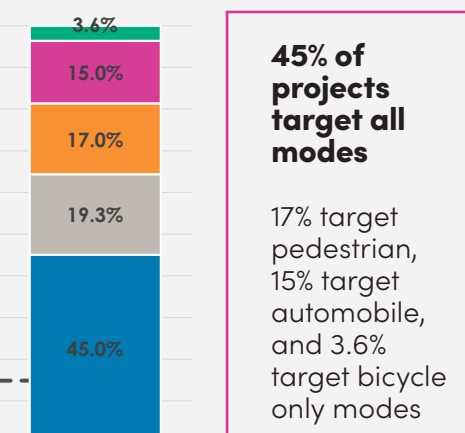
Each jurisdiction was asked to identify safety projects in their jurisdictions contributing to roadway safety.

349 safety projects identified across the region

40% completed and 17% in design or construction phases

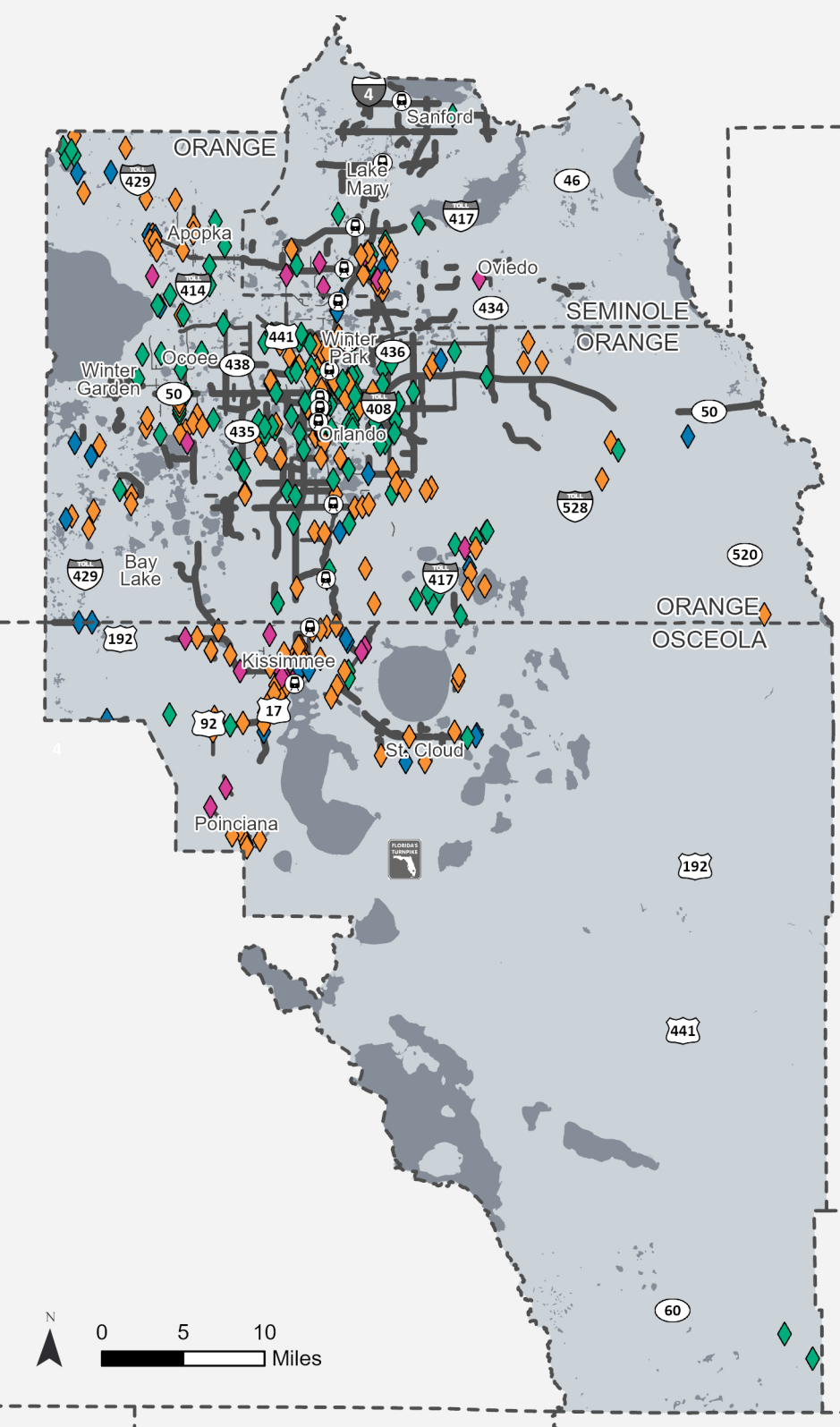
29% of completed safety projects are located on the HIN

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



45% of projects target all modes

17% target pedestrian, 15% target automobile, and 3.6% target bicycle only modes



Legend

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

What projects are helping the region achieve our goal of eliminating serious injury and deadly crashes?

Across the MetroPlan Orlando region, a wide array of engineering improvements, targeted enforcement efforts, and safety education initiatives have been implemented to reduce crashes and create safer streets for all users. While a few of these projects are highlighted below, readers can learn more about each project and review detailed write-ups through the interactive [Annual Report StoryMap](#).



BWCF BIKE RODEOS
Bike/Walk Central Florida



BIKE CLUB IN A BOX
MetroPlan Orlando



132

Roadway Design Projects



SUNSET DR LIVABLE STREETS
FDOT District 5



OPERATION BEST FOOT FORWARD
City of Kissimmee



185

Walking and Biking Enhancement Projects



RALEIGH ST IMPROVEMENTS
City of Orlando and Orange County



RIDE SMART FLORIDA
FDOT District 5



124

Lighting Projects



"STOP ON RED" CAMPAIGN
City of Orlando



NEAR MISS VIDEO ANALYTICS
Osceola County



173

Signage and Pavement Marking Projects



91

Traffic Signal and Signal Timing Projects

Future Areas of Focus.

We will review and adapt our strategy to reduce traffic related deaths and serious injuries based on what is and isn't working.

AT THE REGIONAL LEVEL MetroPlan Orlando's action plan items are grouped by the Core Elements of Vision Zero and are re-assessed during each progress update as new data becomes available and lessons are learned from ongoing project implementation. Specific actions that will be refined based on the crash trends, implementation progress, and lessons learned identified as a part of this annual report are summarized below.

ACTION ITEM KEY

-  Augment
-  Move up in priority
-  Modify

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

ONGOING EFFORTS MetroPlan Orlando's Vision Zero Task Force also prioritized several new strategies for implementation. Summarized in the table below, these strategies reflect attention to emerging safety trends and planning-level needs.

Existing VZCF Action	Description
Regional	
Develop safety-related policy and design guidance	New guidelines can help agencies incorporate safety-first principles into transportation planning, design, and construction, especially for emerging concerns such as e-mobility crashes.
Incorporate safety into the development review process	Tailored traffic safety considerations can be embedded into development review processes to offer design that support safer speeds, safe crossings, and multimodal access.
Identify system performance measures that best align with VZ goals	Identify opportunities for new performance tracking measures to assess new data types and/or through advancement of AI tools.
Develop guidance on construction-related MOT safety requirements	Region-wide Maintenance of Traffic (MOT) guidance will help safeguard work zones, protecting both road users and construction workers.

MONITOR OUTCOMES OF GRANT FUNDED INITIATIVES Recent funding awards provided to MetroPlan Orlando partners will pave the way to implement Vision Zero actions and roadway safety projects across the region. MetroPlan Orlando will continue to work with these partners to document lessons learned and opportunities for improved safety throughout the region.

2025 SS4A FUNDING

- Altamonte Springs: \$360,000
- Casselberry: \$17,200,000
- Orlando: \$5,098,314
- University of Central Florida: \$1,432,106
- MetroPlan Orlando: \$2,650,000

LAW ENFORCEMENT FUNDING

Enforcement and education funds were awarded to multiple agencies, including Orange County's and Osceola County's Sheriff's Offices, and the police departments of Apopka, Sanford, Ocoee, and Orlando to address speeding, aggressive driving, distracted driving, and safe driving habits in high-risk areas.

PROVIDE FURTHER ANALYSIS OF EMERGING HIGH RISK LOCATIONS

Across the MetroPlan Orlando region, several communities experienced increases in KSI crashes in 2023 and 2024, diverging from the overall trend of improved safety. This underscores the importance of continually updating and analyzing crash data to identify evolving hotspots over time, such as the list of hot spot locations identified to the right. Emerging hotspots warrant new attention.

To support targeted safety investments, several areas are highlighted in the interactive [Annual Report StoryMap](#), where readers can explore recent crash data in greater detail.

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

Safety Is a Shared Responsibility. Behind every data point is a person, a family, and a community. Creating safer streets is not only a technical effort — it is a collective commitment.

When engineering, enforcement, education, and community engagement align, we create lasting change. To be a part of the solution, you can...



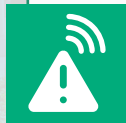
Support safety-focused policies and funding



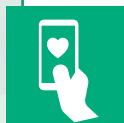
Participate in public engagement opportunities



Share what you've learned with others so they can become safe drivers and riders too



Drive attentively and model safe behavior



Advocate for improvements in your community

GET INVOLVED. MetroPlan Orlando offers several options for you to get involved. In addition to the [Annual Report StoryMap](#) to review emerging crash trends and recent safety projects, you can help identify safety problems or learn more about measures to improve safety. You can also follow our social media channels to stay informed and engaged with ongoing Vision Zero efforts.



You can also click on additional safety resources below.



USE THIS QR CODE TO CHECK OUT METROPLAN ORLANDO'S SAFETY WEBPAGE.

[Watch Our Safety Speaker Series Talks](#)

The Vision Zero Safety Speaker Series offers opportunities to join an in-depth discussion on a safety topic with regional, state, and national transportation experts.

[Help Identify Safety Problems](#)

Sometimes crash data doesn't tell the whole story — and that's where you can help make transportation safer! You can use our mapping tool to help identify problem areas.

[Check Out our Safety Resources](#)

When you set out to help spread the word about how to make Central Florida safer, you want materials that appeal to all ages. We have those, and we are happy to share.

Reach out to one of our Vision Zero Contacts

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Program Manager: Lara Bouck, PE AICP | Lara.Bouck@MetroPlanOrlando.gov

¿Habras Español? Adriana Rodriguez, PE | Adriana.Rodriguez@MetroPlanOrlando.gov

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