

VISION ZERO
CENTRAL FLORIDA

Vision Zero **ACTION PLAN**

SEMINOLE COUNTY



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP



SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

2024



DRAFT

Executive Summary

Vision Zero is a strategy to eliminate all traffic deaths and serious injuries while increasing safe, healthy, equitable mobility for all.

This Seminole County Vision Zero Safety Action Plan was developed from a coordinated planning effort led by MetroPlan Orlando, in partnership with local governments and the Florida Department of Transportation (FDOT).

As a region (Orange, Osceola, and Seminole counties), more than 5 people are killed and 35 people are seriously injured on our roadways every week - a higher rate than elsewhere in Florida and the Nation. Thirty percent of people killed on our roadways are walking or biking. These aren't just numbers, but represent people in our communities. Co-workers, neighbors, friends, and family members. Each of these deaths and serious injuries leaves our community with pain and loss.

Achieving zero traffic deaths and serious injuries is an ambitious goal, requiring a cultural change and a shift in how we plan, operate, and use our transportation system. It represents a shared responsibility among all stakeholders, including all road users, decision makers, agency staff, law enforcement, and vehicle manufacturers.

This plan is grounded in the Safe System Approach which aims to eliminate deadly and serious injury crashes on our roads by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

Every week, 5 people die and 35 are seriously injured in Central Florida crashes.

The County seeks to eliminate traffic deaths and serious injuries on our roads by 2050.



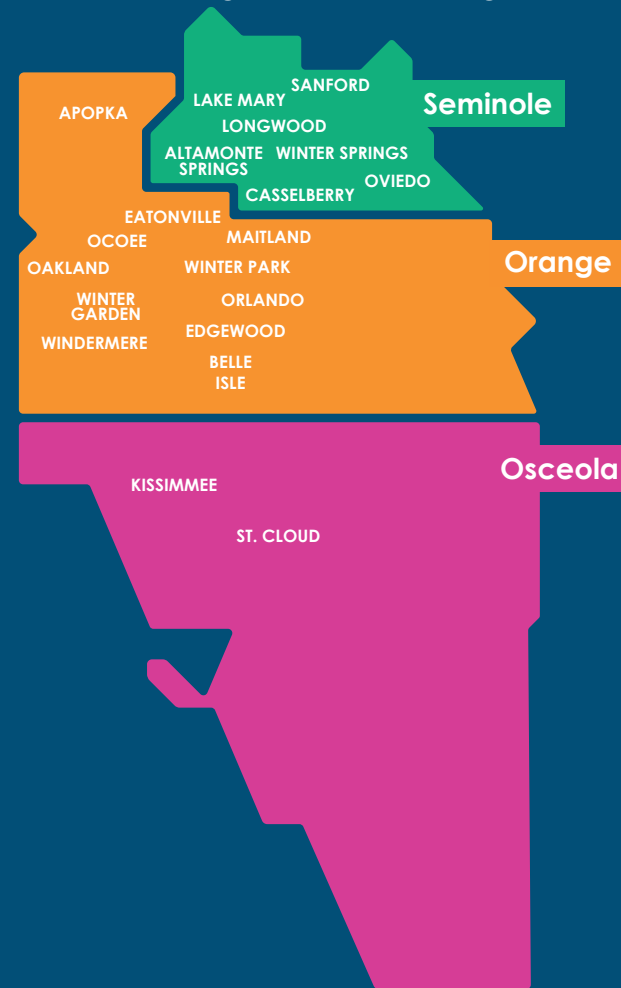
What Is Vision Zero Central Florida & Why Do We Need to Take Action?

Saving lives. That's what it's all about. The only acceptable number for traffic deaths is zero, because everyone deserves to travel safely around Central Florida.

No one entity or agency can fix road safety problems alone. While this plan is specific to Seminole County, action plans were created for the three county region, as well as each county and city. The Regional Vision Zero Central Florida Safety Action Plan results from a coordinated planning effort led by MetroPlan Orlando, in partnership with local governments and the Florida Department of Transportation. We're the only place in the nation where a regional organization worked alongside every single county and city government in the area to coordinate safety planning on this scale. These tailored plans have identified opportunities to change roadway designs, educational needs, and enforcement strategies.

The plans include:

- **High Injury Network:** Identifying places on the transportation system with the highest risk of deadly and serious injury crashes so we can focus on our most important problem areas.
- **Equity:** Identifying and prioritizing efforts in disadvantaged communities that are disproportionately affected by traffic crashes.
- **List of Priority Streets and Intersections:** Producing a list of feasible projects that have the most safety impact.
- **Educational and Enforcement Programs:** Identifying key behavioral changes needed to reduce crashes and methods for encouraging those changes.
- **Sustained Effort:** Establishing a defined process and responsibilities for carrying out, updating, and monitoring progress.
- **Outreach Events:** Public engagement is a key part of the study.



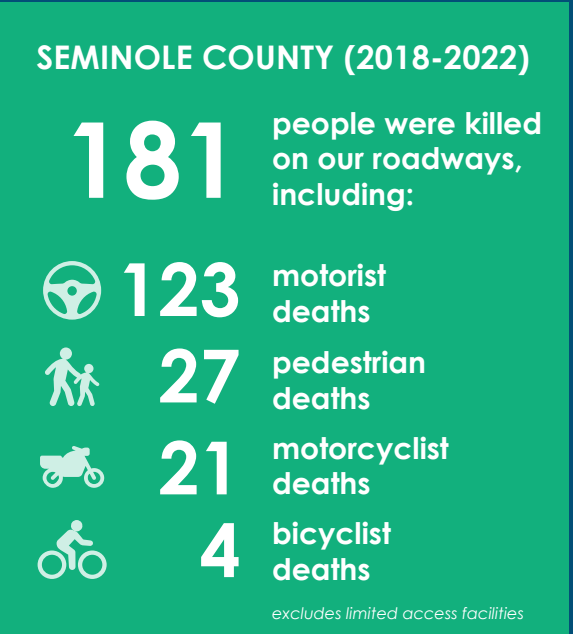
Reason For Concern In Seminole County

Nearly half a million people call Seminole County home. The community chooses Seminole County for its plentiful recreational opportunities, strong leadership, and an enjoyable pace of living. Safety is a top priority.

Unfortunately, on average about 36 people lose their lives to traffic crashes every year in Seminole County. People who walk, bike, and ride motorcycles are at the greatest risk. One in every six crashes involving these vulnerable users will result in death or serious injury.

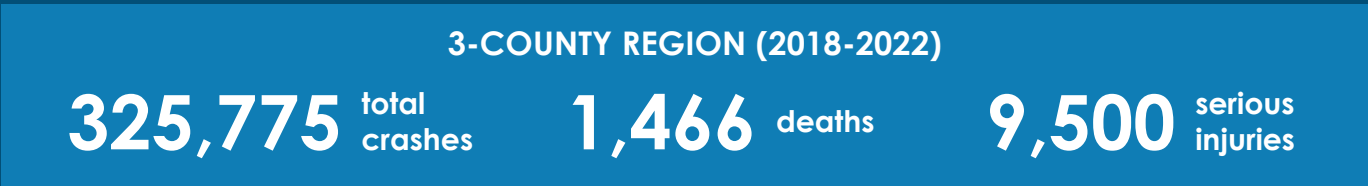
Speed is a major factor in survival rate. Roads with posted speed limits of 40 miles per hour or higher account for 70% of all deaths and serious injuries. The time of day is another major factor. The hours of 3 PM to 6 PM have the highest number of deadly or serious traffic crashes compared to other times of day. The most common deadly or serious injury crashes are off-road or left-turn collisions.

The road to zero is long, but Seminole County is positioned to make progress. The countywide trend in traffic deaths and serious injury crashes is in a slight downtrend. **Deadly and serious injury crashes occurred 228 times in 2018. Five years later in 2022, they occurred 176 times. That's a reduction of 23%. There is more work to be done. This plan outlines steps to get there.**

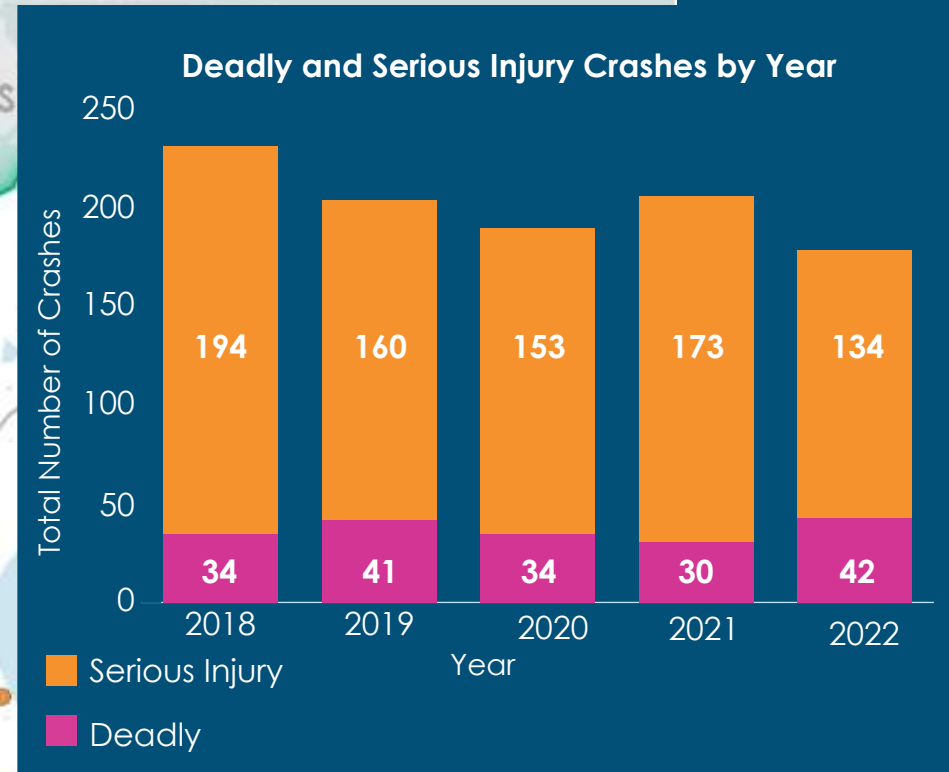
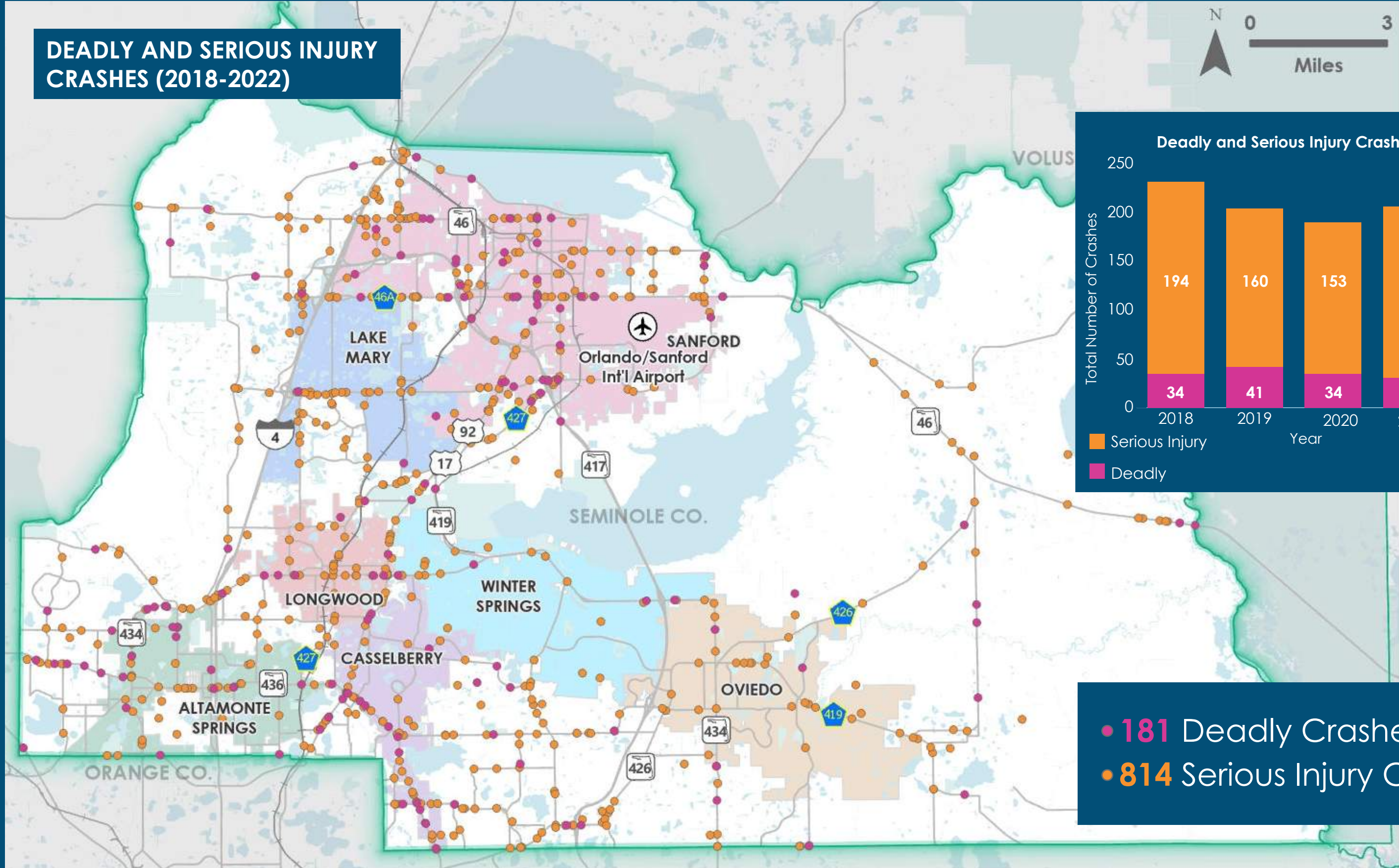


Seminole County Mission Statement:

"The Seminole County Government dedicates our efforts to provide for the safety and welfare of the public through the preservation of life, health, property and the environment."



DEADLY AND SERIOUS INJURY CRASHES (2018-2022)



- **181** Deadly Crashes
- **814** Serious Injury Crashes

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

Key Highlights and Recommendations from This Plan

Actions

The list of actions in this plan are organized around the Safe System approach. Infrastructure alone cannot solve the traffic safety crisis. **It will take a combination of enhancement to our roads, travel speeds, road users, vehicles, and post-crash care.** Each of the actions in this plan has a performance measure, a target year for initiation, a responsible party within county departments, and a relative cost. Some actions can be done right away. Some have longer lead times to account for coordination, funding, and strategic planning. Tracking progress on each of the actions is critical for evaluating and refining strategies over time. A separate section of actions is dedicated to future progress. It includes strategies such as applying for the Implementation Grant through the Safe Streets for All Grants program and updating this action plan every five years.

Projects

Additionally, a needs list of projects was identified to strengthen the safety on our roads. **There are 39 prioritized projects on county roads and 30 prioritized projects on state roads.** Each project includes recommendations for engineering countermeasures, such as roadway lighting. Network-wide projects, ones that can be done before, during, or after roadway specific projects are included as well. These network-wide projects address crash factors such as speeding. Project implementation will require a coordinated effort between the county, the state, and local city partners.

Outcome

Completing the actions in this plan is more than a check mark. It is tangible action to touch the lives of our community. It can translate into less pain and suffering from traffic deaths. Fewer parents worrying as their children become drivers. Fewer funerals for our loved ones. **This plan is a major milestone in shifting our transportation system to a safer system.** Together we start our quest to zero traffic deaths. Together we drive to zero.

Relationship to Other County Efforts

This Vision Zero Action plan is meant to complement the county's current plans and initiatives. A few key plans include:

- *2045 Transportation Mobility Plan* - Guides future transportation improvements and investment decisions. Includes the goal to improve safety for all users, especially pedestrians and bicyclists.
- *Envision Seminole 2045* - A vision for the next 20 years of growth, change, and conservation. Goals include protecting wildlife, maintaining rural places, growing walkable communities, getting active, and being green.
- *Trails Master Plan* - Sets a vision for providing greenways, trails, and bikeways and a vital element to maintain and improve the quality of future development and community revitalization efforts.

Seminole County Action Plan Summary



SAFER ROADS

- Prioritize Bicycle and Pedestrian Projects
- Implement Leading Pedestrian Intervals
- Conduct Traffic Signal Retiming to Match Target Speeds
- Implement Quick-Build Lane Repurposing
- Deploy Near-Miss Camera Technology
- Expand Rectangular Rapid Flashing Beacon Guidance in Engineering Standards Manual
- Develop Traffic Calming Plan and Travel Time Evaluation
- Enhance Transit Stop Crossings
- Coordinate Safety Improvements with Utility Projects



SAFER SPEEDS

- Install Speed Feedback Signs
- Develop Target Speed Plan
- Prioritize Speed Management Countermeasures
- Pilot School Zone Speed Limit Cameras



SAFER ROAD USERS

- Partner with Motorcycle Safety Organization, Emphasize Helmet Usage
- Coordinate Traffic Safety Presentations with Schools
- Consider Expanding Driver's Education Program in Public Schools
- Engage in Youth Traffic Safety Programs
- Conduct Targeted Enforcement and High Visibility Enforcement Operations
- Launch Vision Zero Outreach Campaign
- Recommend a Countywide "Do Not Disturb" Policy for Staff



SAFER VEHICLES

- Collaborate with Professional Organizations Furthering Safe Vehicle Requirements
- Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles
- Publicize the Availability of the "SAFERCAR" Phone Application for Recall Notifications



POST CRASH CARE

- Meet with First Responders Regularly
- Track Response and Transport Times
- Supplement Crash Data with First Responder, Hospital, and Trauma Center Data
- Promote CPR / Emergency First Aid Training



CONTINUING PROGRESS

- Develop Vision Zero Status Report
- Host Biannual Vision Zero Workshop
- Update Action Plan Every 5-Years
- Assign / Create Dedicated Transportation Safety Staff Position
- Convene a Fatal Crash Review Commission

Acknowledgements

Seminole County Steering Committee

Bill Wharton, Public Works
Arturo Perez, Public Works
Doug Robinson, Planning and Development
Charlie Wetzel, Traffic Engineering
Bill Pandos, Parks and Recreation
Matt Kinley, Fire Department
Alan Harris, Emergency Management
Lt. Brad McDaniel, Sheriff's Office
Mark Mullins, Seminole County Public Schools
Jordan Smith, Seminole County Public Schools
James Miller, Seminole State College
Steve Fussell, Sanford Airport
Venise White, Florida Department of Public Health
Janelle Dunn, True Health
Loreen Bobo, FDOT
Emily Bush, Bike Walk Central Florida
Patrick Panza, Bike Walk Central Florida
Cody Johnon, LYNX
Lenny Barden, City of Altamonte Springs
Kelly Brock, City of Casselberry
Chris Carson, City of Lake Mary
Shad Smith, City of Longwood
Paul Yeargain, City of Oviedo
Adam Mendenhall, City of Sanford
Terrilyn Rolle, City of Winter Springs

Seminole County Advisors

Tony Nelson, County Engineer
Jean Jreij, Public Works Director

MetroPlan Orlando

Lara Bouck, Project Manager
Slade Downs, Deputy Project Manager
Mighk Wilson, Regional Project Manager
Adriana Rodriguez, Program Manager
Mary Ann Horne, Communications Lead
Cynthia Lambert, Public Information Manager
Taylor Laurent, Manager of Transportation Planning
Alex Trauger, Principal / Director of Transportation Planning

Consultant Project Team

Megan Ferguson, Project Manager
Jeff Arms, Project Principal
Melissa Porcaro, Deputy Project Manager
Sean Murphy
Cheryl Isenberg

Alexandra Laporte
Sydney Benson
Laura Agudelo
Tyler Swafford
Stefanie McQueen
Hannah Weary

Anna Perry
Taylor Belinger
Justin Jones
Stephen Alianiello
Olivia Wiper
Ezri Ruiz

Preparation of this plan was funded by a \$3.79 million Safe Streets and Roads for All federal grant awarded to MetroPlan Orlando

Statement of Protection of Data from Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES CODE

REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION —

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

CONTENTS

Executive Summary	2
Guiding Principles & Safe Systems Approach	14
Talking to Our Community	18
Focusing on Our Users	26
Getting to Zero	44
Action Plan	54
Vision Zero Resolution	82



Guiding Principles & Safe Systems Approach

Vision Zero is the strategy to eliminate all traffic deaths and serious injuries, while increasing safe, healthy, and equitable mobility for all.



WHAT IS VISION ZERO?

Vision Zero reframes traffic deaths as preventable.

Vision Zero is an international movement with nearly 20 years of success around the world that is now making its way through America. It acknowledges we all make mistakes AND aims to establish a safe system through data driven decision making.

Being a Vision Zero community is more than a tagline. Vision Zero communities must meet these minimum standards:

- Set clear goal of eliminating traffic deaths and severe injuries
- Elected officials have committed publicly to Vision Zero
- Data driven, equity-focused decision making
- Actionable Strategies are developed
- Key agency departments (including police, transportation, public health) are engaged

Like all ambitious goals, Vision Zero is not without its challenges. Some hurdles observed in other Vision Zero Communities include:

- Rapid population growth
- Availability of funding
- Inability to gain consensus on specific strategies and projects
- Spot improvements alone without system wide improvements
- Failing to adapt as trends and technology changes

<p>TRADITIONAL APPROACH</p> <p>Traffic deaths are INEVITABLE</p> <p>PERFECT human behavior</p> <p>Prevent COLLISIONS</p> <p>INDIVIDUAL responsibility</p> <p>Saving lives is EXPENSIVE</p>	VS	<p>VISION ZERO</p> <p>Traffic deaths are PREVENTABLE</p> <p>Integrate HUMAN FAILING in approach</p> <p>Prevent FATAL AND SEVERE CRASHES</p> <p>SYSTEMS approach</p> <p>Saving lives is NOT EXPENSIVE</p>
--	----	--

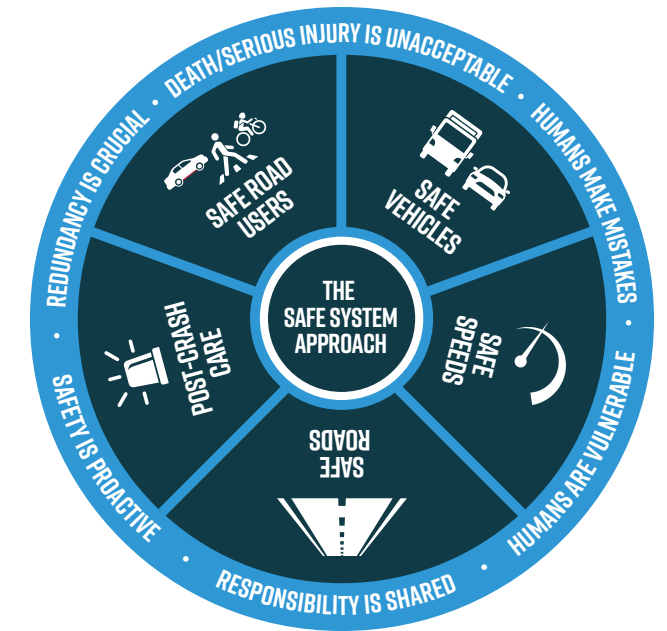
Source: Vision Zero Network

SAFE SYSTEMS APPROACH

The Safe System Approach acknowledges safety is a shared responsibility.

This data-driven, holistic, and equitable method to improve roadway safety is adopted by the U.S. Department of Transportation (USDOT). It acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies to improve safety. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

The Safe System Approach acknowledges that no one entity or agency can fix road safety problems alone. Instead, coordination, cooperation, resources, and focus from other agencies within the region, the State and Federal Governments are necessary for success.



THE SAFE SYSTEMS APPROACH IS CENTERED AROUND THE FOLLOWING:

6 SAFE SYSTEM PRINCIPLES

- Death/Serious Injury is Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

5 SAFE SYSTEM ELEMENTS

- Safer Road Users
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Talking to Our Community

This section highlights feedback and outreach events. Vision Zero is successful when we engage everyone. Everyone is involved in transportation. Everyone has a stake: drivers, non-drivers, walkers, cyclists, motorcycle riders, bus riders, bus drivers, and beyond.



TALKING TO OUR COMMUNITY

Seminole County Open House & Pop-Up Events

- **April 2, 2024: Lake Mary**
Lake Mary Senior Center, 911 Wallace Ct, Lake Mary, FL 32746
- **April 3, 2024: Oviedo**
Oviedo City Hall, 400 Alexandria Blvd, Oviedo, FL 32765
- **April 11, 2024: Altamonte Springs**
Westmonte Park, 624 Bills Ln, Altamonte Springs, FL 32714
- **May 29, 2024: Altamonte Springs**
Altamonte Springs SunRail Station, 2741 S Ronald Reagan Blvd, Altamonte Springs, FL 32701
- **June 1, 2024: Sanford**
Sanford Farmer's Market 150 E 1st St, Sanford, FL 32771
- **June 1, 2024: Winter Springs**
Black Hammock Trailhead 1571 E State Rd 434, Winter Springs, FL 32708
- **June 6, 2024: Casselberry**
LYNX Fern Park Super Stop, Fernwood Blvd & Oxford Rd, Fern Park, FL 32730

Seminole County Community Concerns & Priorities

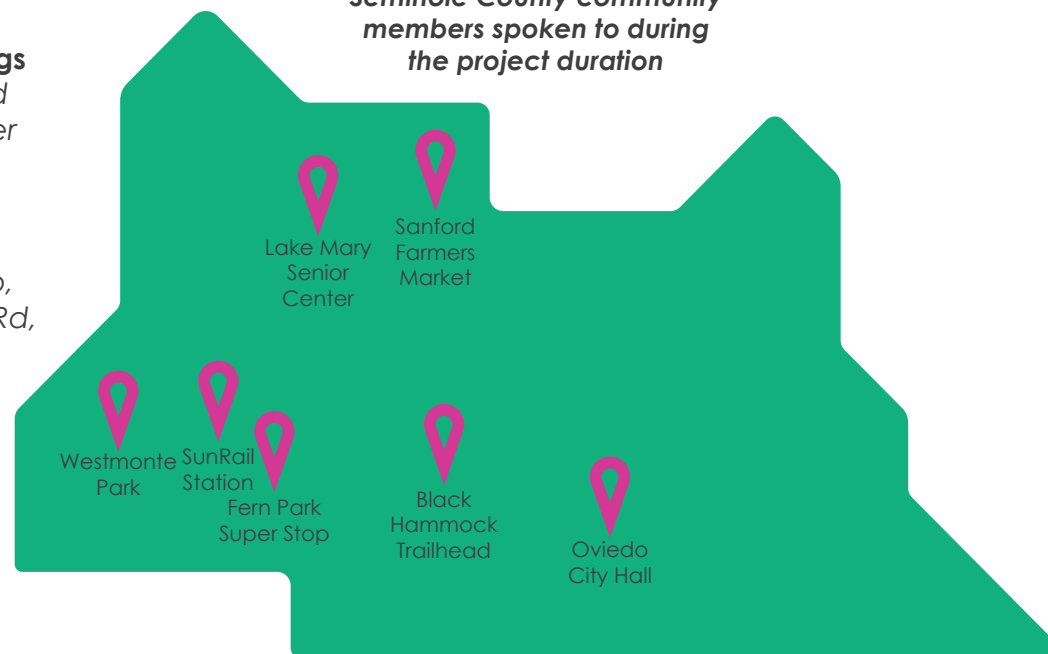
As a part of the Vision Zero Action Plan development, Seminole County hosted open houses and pop-up events in each municipality to educate the public about the purpose of Vision Zero, and to better understand the transportation issues from a community based perspective rather than just relying on crash data. The project team displayed informational boards that describe what Vision Zero and the Safe Systems Approach are, and where the local High Injury Network crashes have occurred. To collect feedback from the community, the project team utilized an online comment form created by the Vision Zero Regional Team.

The first three open houses were hosted in Lake Mary and Oviedo in the evening, and Altamonte Springs during the mid-day hours respectively. Following the open houses, Seminole County hosted four pop-up events. These events focused on the "meeting people where they are at" approach.

As a part of public engagement efforts, the Vision Zero Central Florida website has a "Help Identify Safety Problems" tab for the public to provide feedback noting specific locations in the region that feel unsafe to travel in.

1500+

Seminole County community members spoken to during the project duration



How Community Feedback Enhances the Plan

Crash data alone does not tell the whole story - community conversations were vital to confirming and adding context to high crash areas within Seminole County. Feedback was used to guide emphasis areas and identify perceived roadway risk that may show up as near misses today, but could be deadly in the future.

“Speed bump(s) needed. Cars hit 50mph daily in a 25mph zone. Too long of a straight road without bumps for a neighborhood. Very unsafe.”

“I would like to see more multimodal paved trails around the county.”

speed
trails
education
connectivity
walkability
lighting
enforcement
speed bumps
sidewalks
multimodal
roundabouts
agreeable



Lake Mary Senior Center Open House



Oviedo City Hall Open House



Altamonte Springs SunRail Station Pop-Up



Winter Springs Winter Wonderland Pop-Up

Seminole County Community Key Themes

SUPPORT: Majority of community members were excited to see support for zero deaths and serious injuries

RESPONSIBILITY: Community expressed a need for shared responsibility, nervous when interacting with other drivers

CONCERN: Some community members worry zero is unrealistic

EDUCATION: Education was discussed at all events, wanting the future generation to practice safer transportation habits

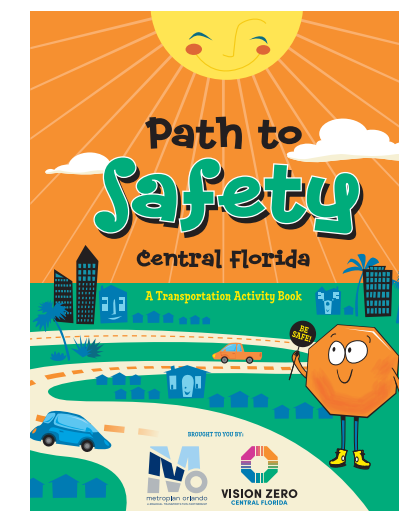
GROWTH: Community members noted the growth in population as a potential cause for traffic crashes

WALKING SAFETY: Community requests for more transit stops and pedestrian crossing signals across County

LIGHTING: Difficulty seeing at night or in the early morning hours when the sun rises

DISTRACTED DRIVING: Rise of smart phone usage and larger vehicle screens distracting drivers from paying attention to the roadways, all events expressed seeing people on their phones when driving, walking, or biking

EVENT MATERIALS



PERSONAL STORIES

During community events, many citizens shared personal stories of how traffic crashes impacted their lives:

- A mother with brain injury and neurological damage due to a car crash
- Man in early 20s who had a finger detached due to a motorcycle crash
- A sister with paraplegia due to car crash three weeks before her wedding
- Elderly woman who was in a life-threatening crash while crossing the street as a teenager
- An elected official who lost their nephew in a traffic crash
- Girlfriend who was in a traffic crash and suffered a spinal injury, now afraid to get back in the car
- Two children surprised by the number of motorcycle deaths and serious injuries, thought about their dad and how he rides a motorcycle
- Families who expressed losing loved ones throughout their lives

TALKING TO OUR COMMUNITY

Local Community Concerns & Collaboration

In addition to Seminole County open houses and pop-up events, each of the seven municipalities had their own pop-events for their own respective Vision Zero Action Plans. Overall, the Vision Zero project team attended over 20 events in 10 months. Concerns and collaboration are further detailed in each City Action Plan.

ALTAMONTE SPRINGS

- **December 15, 2023:** Holiday Concert
- **February 14, 2024:** Senior Fair
- **May 11, 2024:** Family Fest

LONGWOOD

- **December 9, 2023:** Farmer's Market
- **February 3, 2024:** MFMC's 37th Annual Mustang & Ford Roundup
- **April 27, 2024:** Longwood 2nd Annual Walk for Autism Awareness & Inclusion

WINTER SPRINGS

- **November 8, 2023:** Winter Springs Bicycle and Pedestrian Advisory Committee
- **December 2, 2023:** Winter Wonderland
- **March 30, 2024:** Egg-Citing Egg Hunt 2024

CASSELBERRY

- **February 9, 2024:** Food Trucks and Mardi Gras Party
- **March 16, 2024:** Spring Jazz & Arts Festival
- **April 27, 2024:** Earth Fest

OVIEDO

- **January 15, 2024:** Martin Luther King Jr. Day Celebration and Parade
- **March 23, 2024:** Taste of Oviedo
- **June 15, 2024:** CEOviedo at Versus Games

LAKE MARY

- **December 9, 2023:** Farmer's Market
- **April 17, 2024:** Mind, Body, & Spirit: A Celebration of Seniors
- **April 26, 2024:** Arbor Day Park Party

SANFORD

- **April 6, 2024:** 39th Annual British Car Club Car Show
- **April 25, 2024:** District 2 Community Meeting
- **May 1, 2024:** Sanford Community Redevelopment Agency (CRA) Meeting
- **June 27, 2024:** District 2 Community Meeting



LYNX Fern Park Super Stop Pop-Up



Holiday Concert - Altamonte Springs Pop-Up



District 2 Community Meeting - Sanford

Focusing on Our Users

This section highlights crash insights and the High Injury Network.



FOCUSING ON OUR USERS

Serious Injury: May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to a medical facility.



Evaluating Crash Data & Trends

In striving toward Vision Zero, a data-driven approach is critical to uncover the details of deadly and serious injury crashes. This includes reviewing locations, frequency, and contributing factors. Understanding where and why these crashes happen is key.

Even one life lost is too many. There were 181 deadly crashes and 814 serious injury crashes between 2018 and 2022 in Seminole County. On county roads alone, there were 89 deadly crashes and 458 serious injury crashes. This is unacceptable. While the downward trend in deadly and serious injury crashes is encouraging, 2022 was still the worst year for traffic deaths.

What are major contributing factors to crashes?

Contributing causes to crashes includes environmental factors such as the time of day or day of week, human factors such as age or distracted driving, and roadway factors such as speed and lighting condition.

Roadway

- Speed
- Number of Lanes
- Lighting Condition

Human Factors

- Aggressive Driving
- Impaired Driving
- Driver Inattention

Environmental

- Time of Day
- Day of Week

Who are vulnerable users?

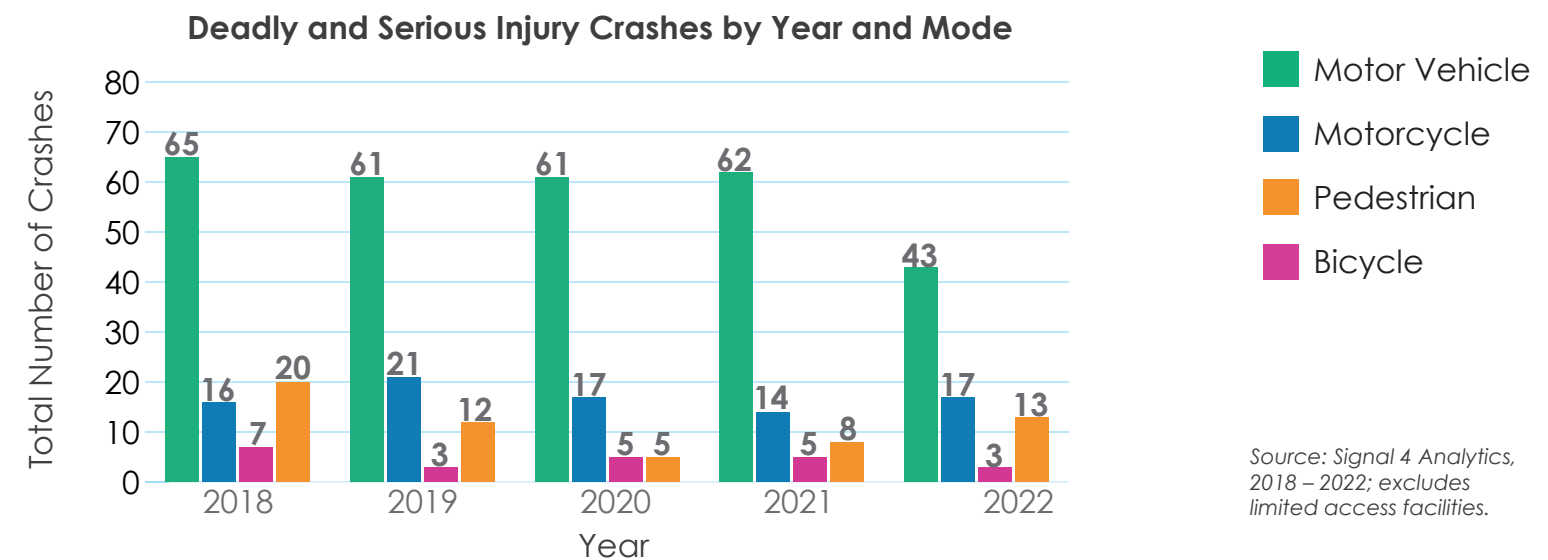
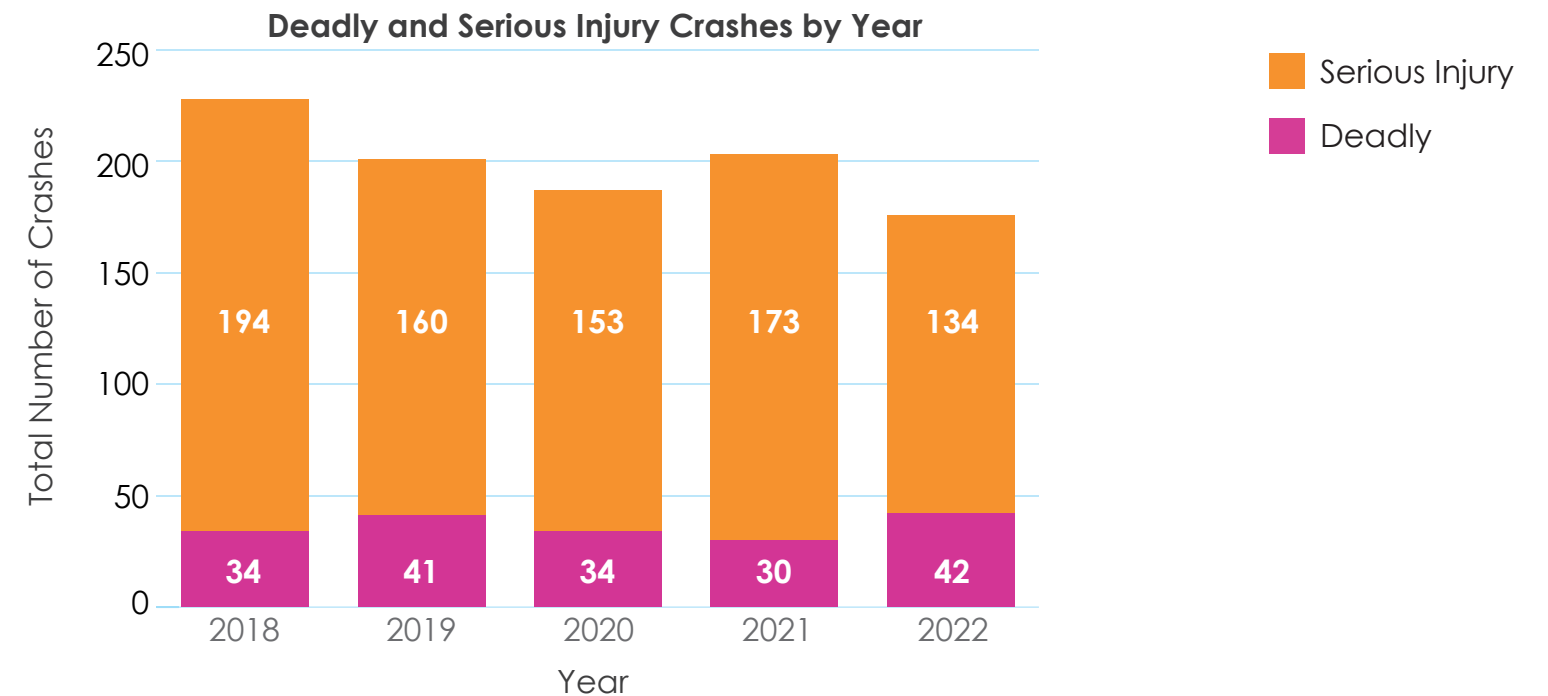
Vulnerable users are those outside of a vehicle. People who are walking, biking, or driving a motorcycle. They are physically unprotected and are at greater risk of death or serious injury in a collision. Vulnerable users make up 36 percent of the deadly and serious injury crashes in Seminole County.

What is a crash type?

A crash type describes how the motorist or vulnerable user collided with another traveler or object. Crashes that involve turning are called "left-turn" or "right-angle" collisions. Some crashes only involve one motorist and are considered "off-road" or "single-vehicle" collisions.

The countywide trend in traffic deaths and serious injury crashes is in a slight downtrend. Deadly and serious injury crashes occurred 228 times in 2018. Five years later in 2022, they occurred 176 times. That's a reduction of 23%. While this trend is encouraging, the 42 deaths in 2022 cannot be ignored. 2022 was the worst year for traffic deaths.

For each travel mode, the overall deadly and serious injury crashes has decreased over the past five years, but pedestrians and motorcyclists crashes have not. The number of pedestrian traffic deaths or serious injury crashes has doubled from the 2020 low. While not as high as 2018, the uptick is cause for increased concern. Motorcyclist deaths and serious injuries have remained flat since 2020, though overall, motorcyclists account for the highest number of vulnerable user deadly and serious injury crashes.



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

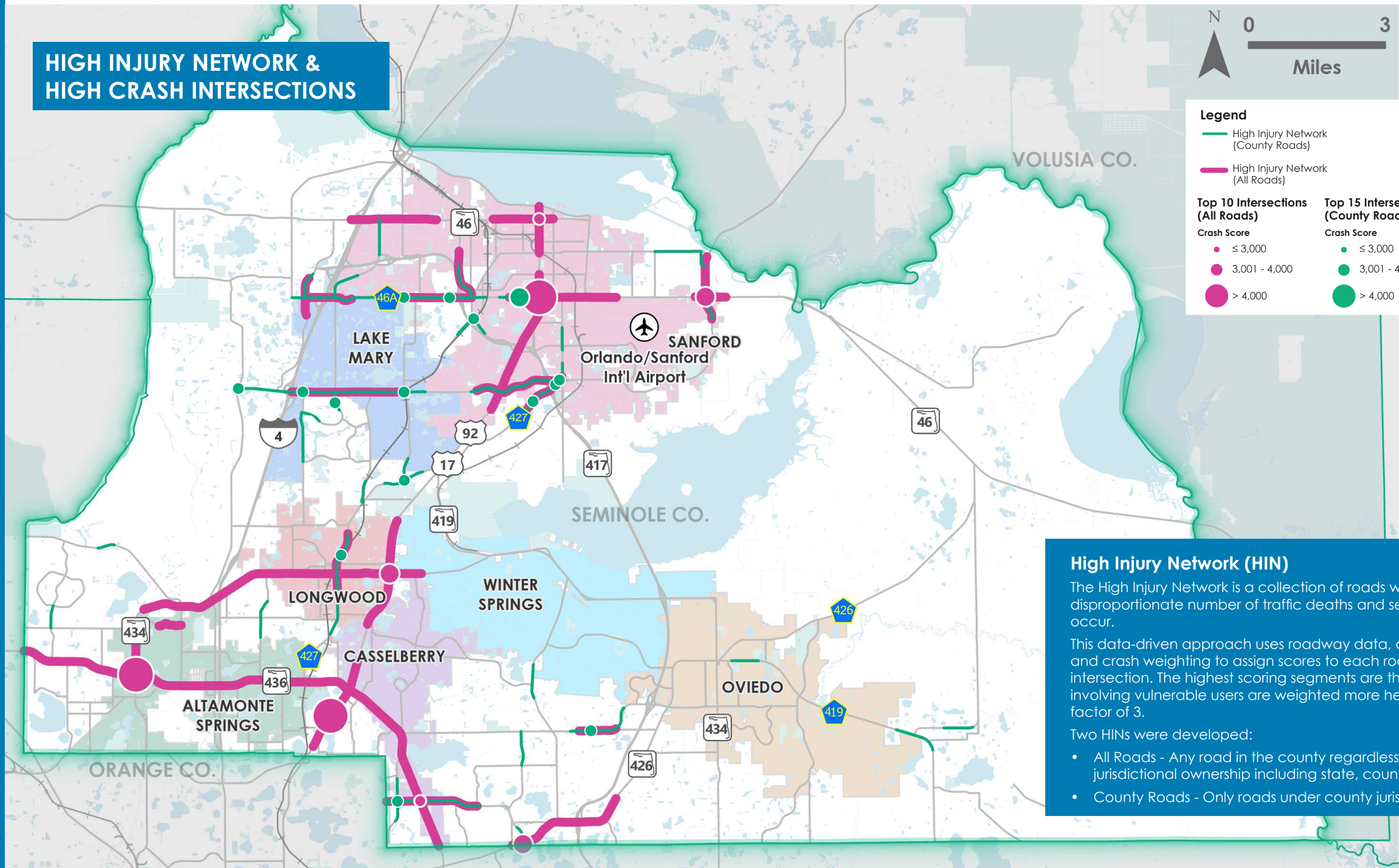
HIGH INJURY NETWORK & HIGH CRASH INTERSECTIONS



Legend

- High Injury Network (County Roads)
- High Injury Network (All Roads)

Top 10 Intersections (All Roads)	Top 15 Intersections (County Roads)
Crash Score	Crash Score
● ≤ 3,000	● ≤ 3,000
● 3,001 - 4,000	● 3,001 - 4,000
● > 4,000	● > 4,000



High Injury Network (HIN)

The High Injury Network is a collection of roads where a disproportionate number of traffic deaths and serious injuries occur.

This data-driven approach uses roadway data, crash data, and crash weighting to assign scores to each roadway or intersection. The highest scoring segments are the HIN. Crashes involving vulnerable users are weighted more heavily by a factor of 3.

Two HINs were developed:

- All Roads - Any road in the county regardless of jurisdictional ownership including state, county, or city
- County Roads - Only roads under county jurisdiction

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

FOCUSING ON OUR USERS

High Injury Network and High Crash Intersections

These are the intersections of greatest traffic crash concern in the county, as shown on the previous map. These intersections have the highest “crash scores” and have seen the greatest number of deaths and serious injuries.

High Crash Intersections (All Roads):

1. US 17-92 at CR 46A
2. SR 436 at SR 434
3. US 17-92 at Lake of the Woods Blvd
4. SR 426 at Hall Rd
5. US 17-92 at SR 434
6. CR 46A at Hartwell Ave
7. SR 46 at SR 415
8. US 17-92 at SR 46 / W 1st St
9. SR 436 at Howell Branch Rd
10. CR 427 at Lake Mary Blvd

High Crash Intersections (County Roads):

1. CR 46A at Hartwell Ave
2. CR 427 at Lake Mary Blvd
3. CR 46A at Casa Verde Blvd
4. Lake Mary Blvd at Flagg Ln
5. CR 427 at Keyes Ct
6. Red Bug Lake Rd at Citrus Rd
7. Howell Branch Rd at Lake Howell Rd
8. CR 427 at Downing St
9. CR 427 at Orange Ave
10. CR 427 at CR 15
11. Lake Mary Blvd at SR 15 / CR 15
12. Old Lake Mary Blvd at W Airport Blvd
13. Lake Mary Blvd at Markham Woods Rd
14. S Sun Dr at Greenwood Blvd
15. CR 46A at Rantoul Ln



US 17-92 at CR 46A / W 25th St - Sanford

ROADS OF A SAME NAME

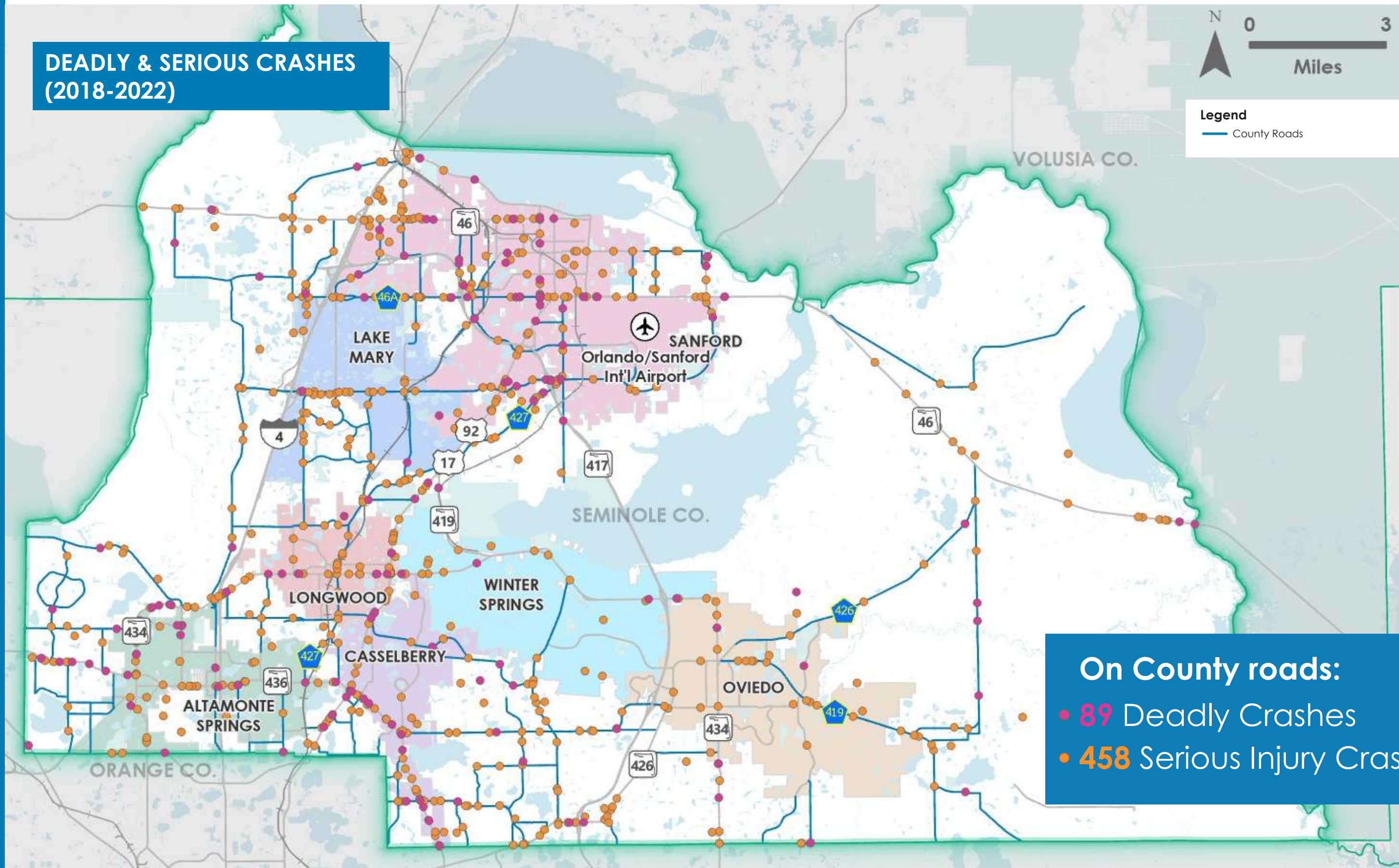
Depending on where roads fall in Seminole County, one road might have multiple road names. This includes:

- US 17-92 / French Ave / SR 46
- CR 46A / H E Thomas Jr. Pkwy
- SR 436 / Semoran Blvd / Altamonte Dr
- SR 426 / Aloma Ave
- SR 415 / Lake Mary Blvd
- CR 427 / Sanford Ave / Ronald Reagan Blvd
- SR 15 / CR 15 / Country Club Rd
- CR 419 / Broadway St / Chuluota Rd
- SR 46 / 25th St
- CR 13 / Snow Hill Rd

**DEADLY & SERIOUS CRASHES
(2018-2022)**



Legend
 — County Roads

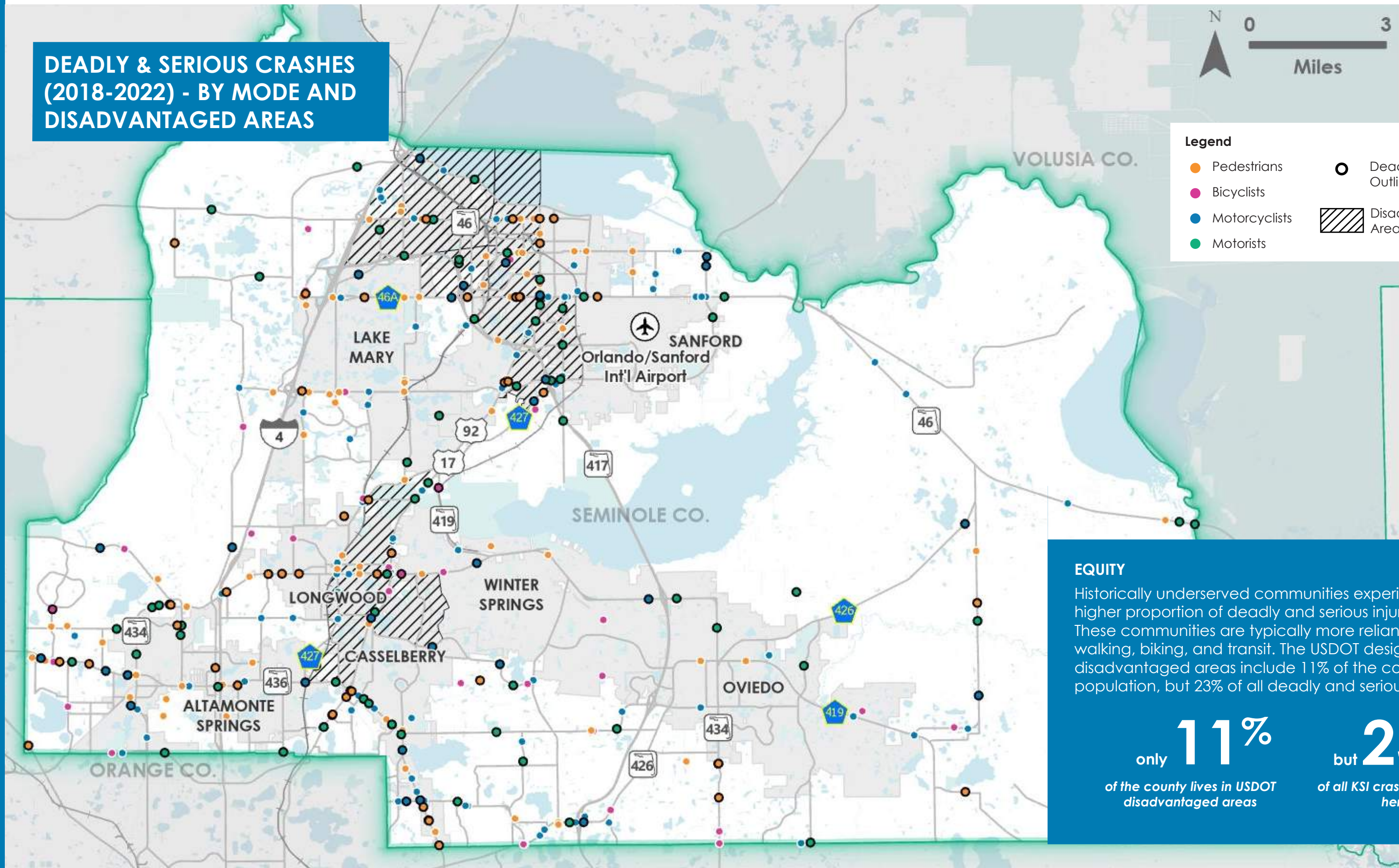
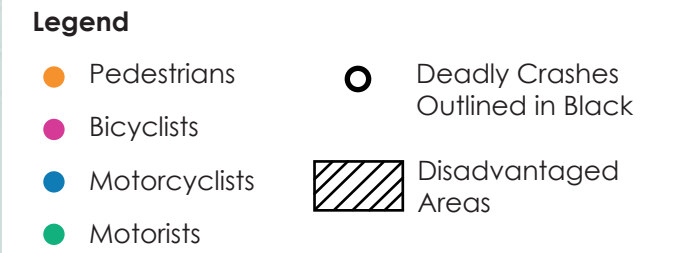


On County roads:

- 89 Deadly Crashes
- 458 Serious Injury Crashes

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

**DEADLY & SERIOUS CRASHES
(2018-2022) - BY MODE AND
DISADVANTAGED AREAS**



EQUITY

Historically underserved communities experience a higher proportion of deadly and serious injury crashes. These communities are typically more reliant on walking, biking, and transit. The USDOT designated disadvantaged areas include 11% of the county's population, but 23% of all deadly and serious crashes.

only **11%**

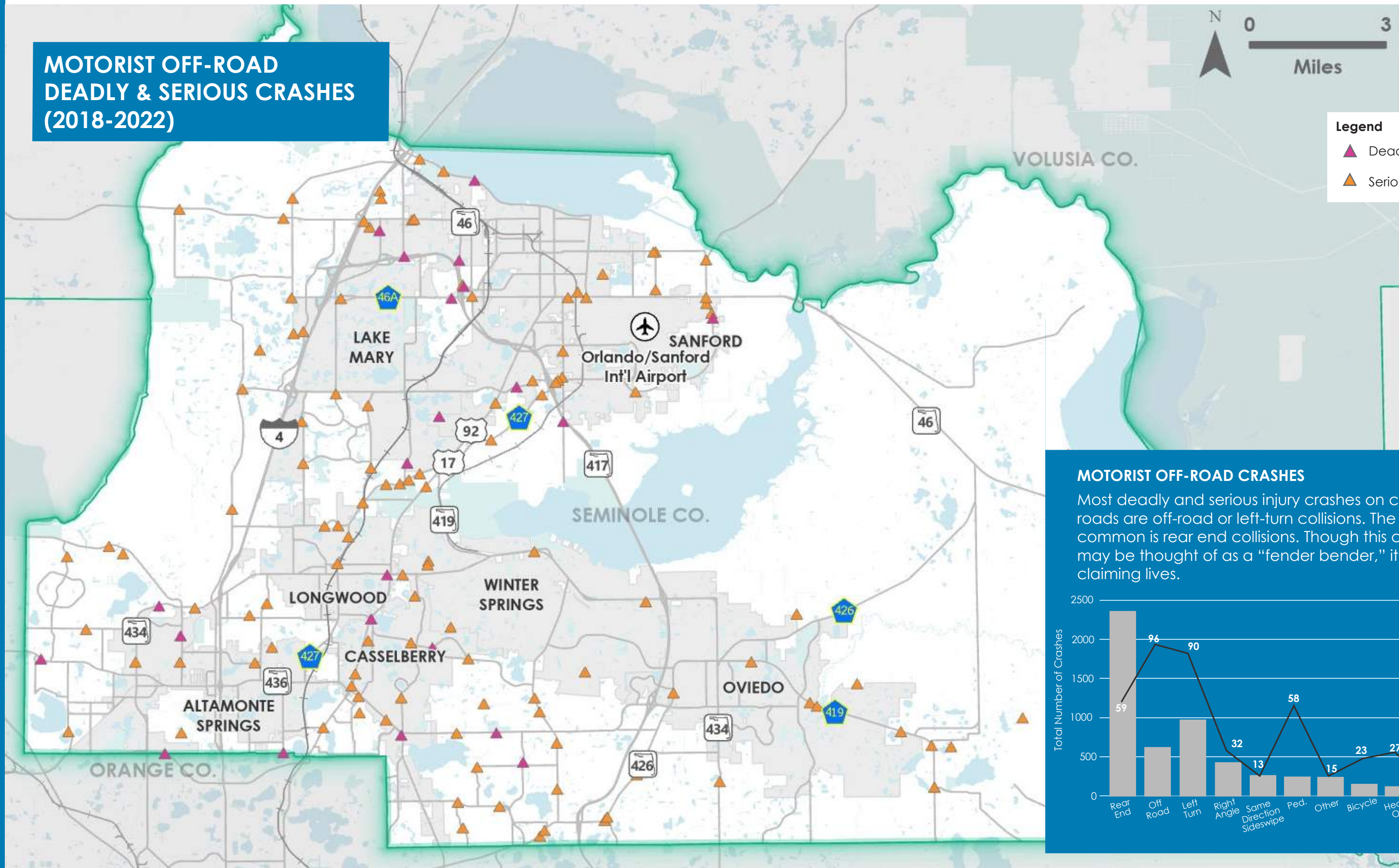
of the county lives in USDOT disadvantaged areas

but **23%**

of all KSI crashes happen here

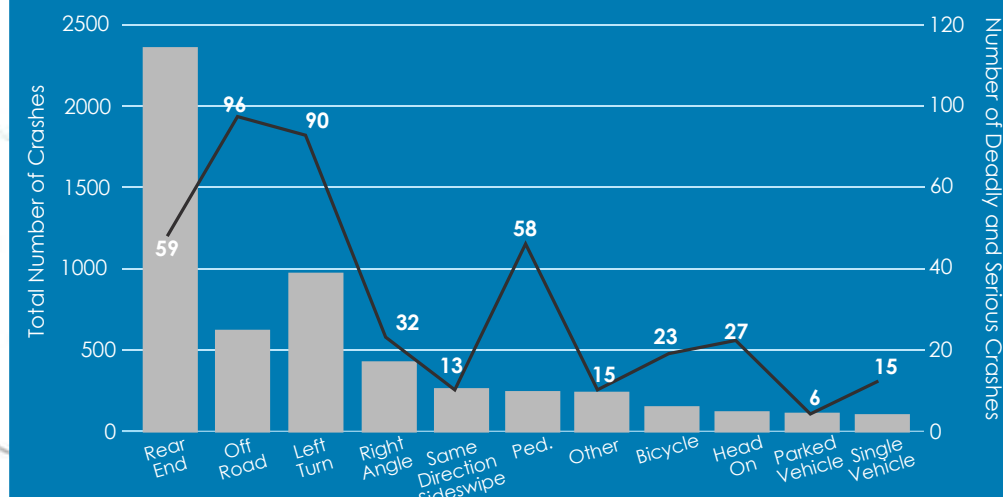
Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

MOTORIST OFF-ROAD DEADLY & SERIOUS CRASHES (2018-2022)



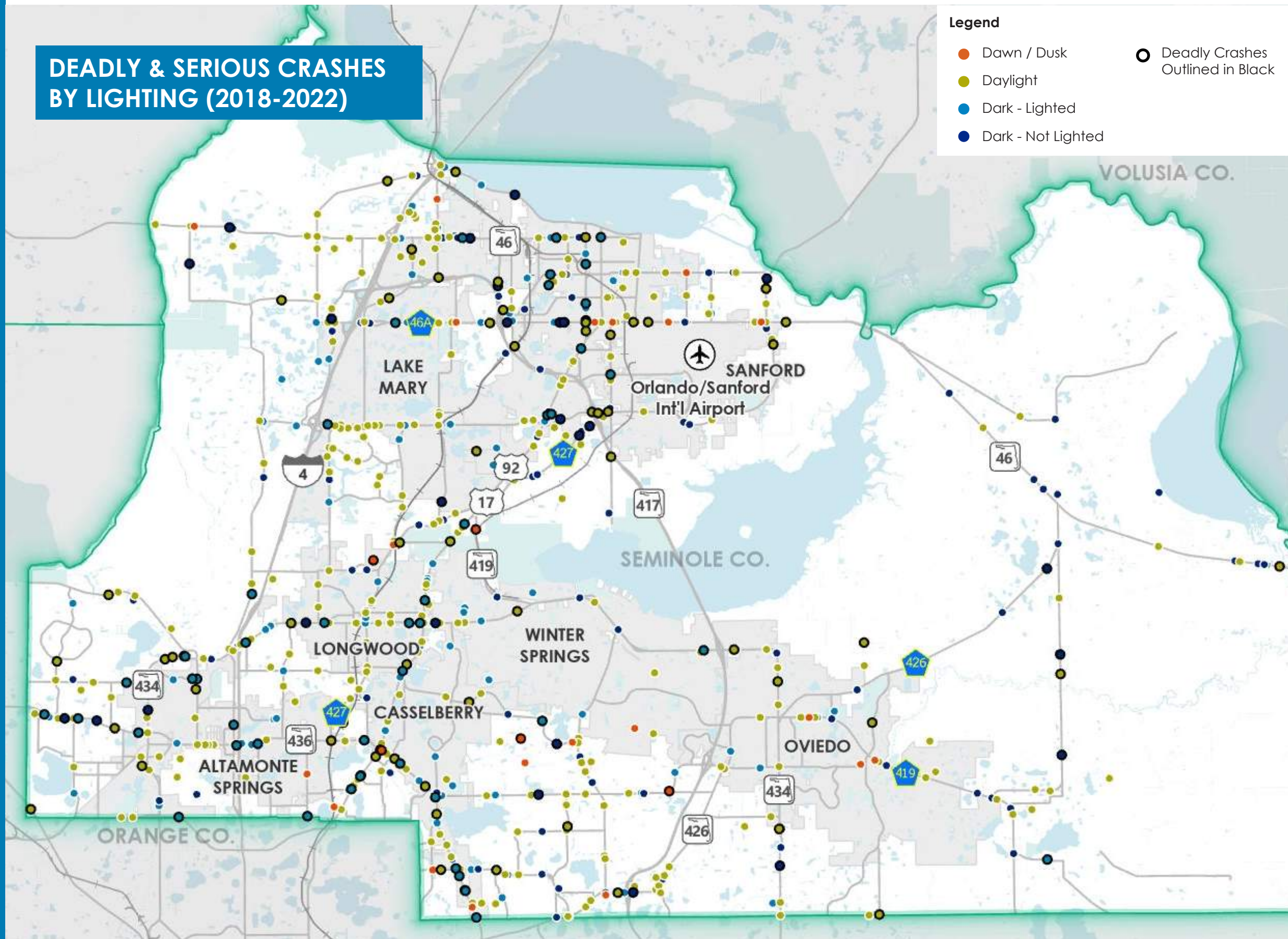
MOTORIST OFF-ROAD CRASHES

Most deadly and serious injury crashes on county roads are off-road or left-turn collisions. The third most common is rear end collisions. Though this crash type may be thought of as a “fender bender,” it is also claiming lives.



Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

DEADLY & SERIOUS CRASHES BY LIGHTING (2018-2022)



Legend

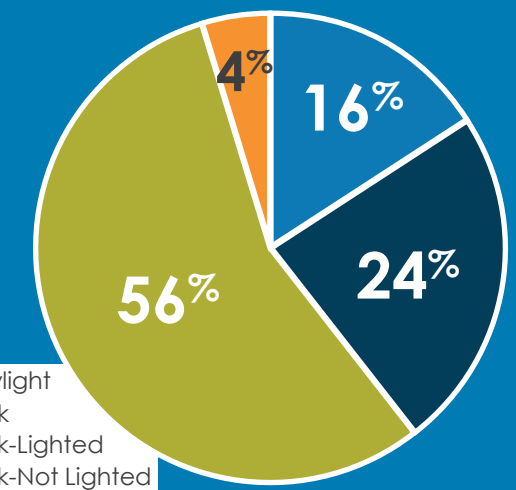
- Dawn / Dusk
- Daylight
- Dark - Lighted
- Dark - Not Lighted
- Deadly Crashes Outlined in Black

LIGHTING/TIME OF DAY

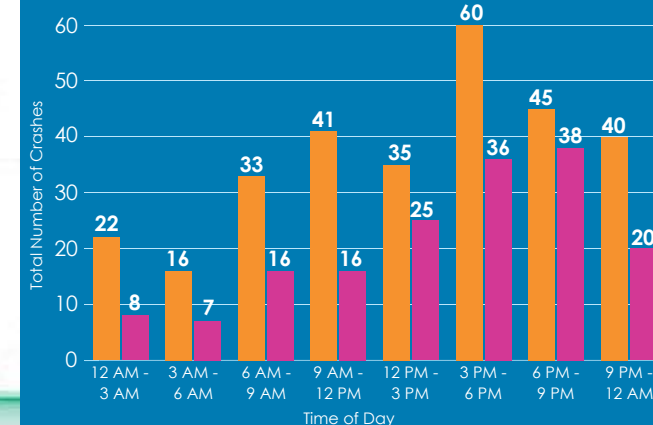
The later in the day it gets, the more deadly and serious injury crashes occur. This is true for both motorists and vulnerable users. The hours of 3 PM to 9 PM account for 39% of deadly and serious injury crashes, though those six hours are just 25% of day. As daylight turns to dusk, lighting becomes a more important roadway characteristic. Of the deadly and serious injury crashes that occurred in the dark, 60% were in locations without lighting.

24%

of deadly or serious injury crashes happened in locations without lighting



- Daylight
- Dusk
- Dark-Lighted
- Dark-Not Lighted



- Motor Vehicle Death or Serious Injury
- Bike, Ped, or Motorcycle Death or Serious Injury

Source: Signal 4 Analytics, 2018 – 2022; excludes limited access facilities.

FOCUSING ON OUR USERS

The Impact of Speed on Survival

Speed is a major factor in survival rate. 71% of all traffic deaths and serious injuries in the County were on roads with posted speed limits of 40 miles per hour or higher. This data does not consider the speed at which the collision occurred, which could be much higher than the posted speed limit.

High speed is particularly impactful for vulnerable roadway users involved in crashes with vehicles. National data shows that nearly any pedestrian hit by a vehicle traveling at 45 mph or above will be killed. There is only a 15% chance of survival. As speed increases, the toll on the human body increases and the driver's cone of vision decreases. Deploying roadway design changes to reduce speeds is critical to Vision Zero.



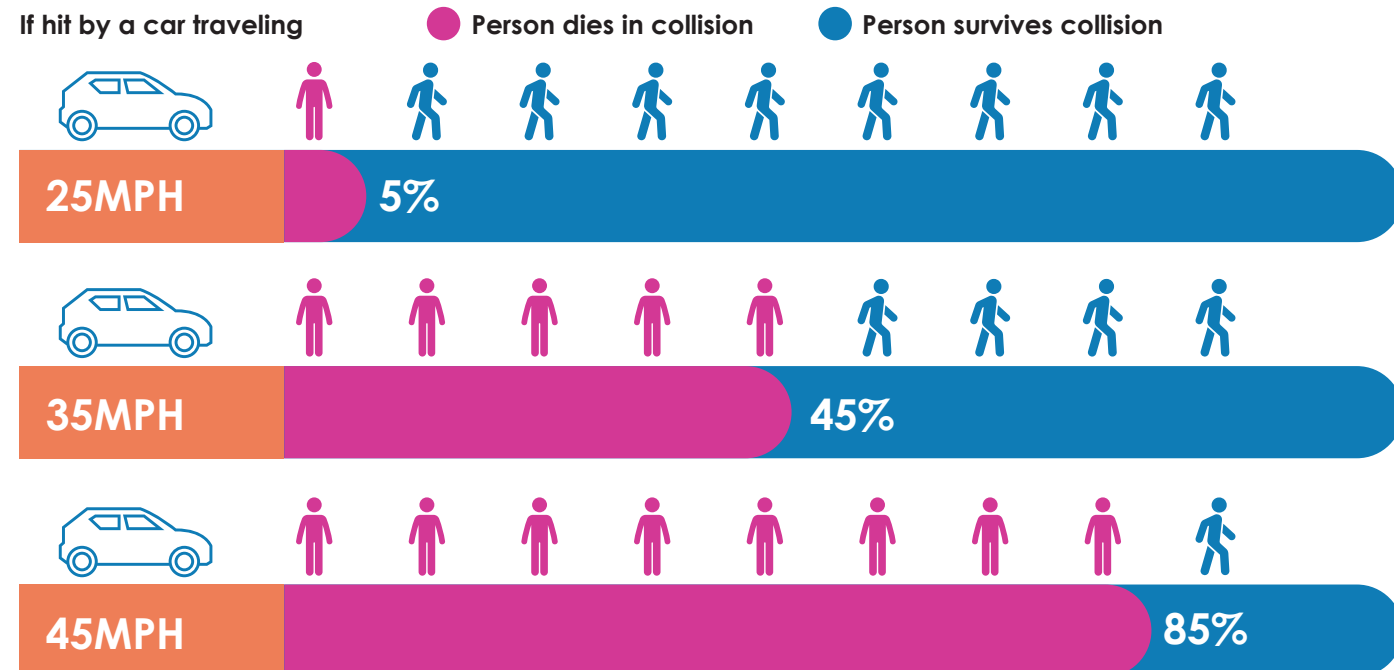
25 MPH



35 MPH



45 MPH



Data Source: National Traffic Safety Board (2017)

The Impact of Human Factors Survival

Humans make mistakes. Behavioral factors such as drinking and driving can influence the outcome of a crash. Younger and older people are especially vulnerable to serious injury.



Regional

- 1 in 3 serious injury crashes involves distracted driving.
- 1 in 5 deadly crashes involves drunk driving. 1 in 6 involves drugs.
- Only 6% of drivers are teens, but are in 13% of serious injury crashes.
- 10% of all serious injury crashes are hit-and-runs. That number **doubles** when the person hit is walking or biking.



Seminole County

- 1 in 8 deadly or serious injury crashes involved distracted driving.
- 1 in 14 deadly and serious injury crashes involves drunk driving. 1 in 25 involves drugs.
- Only 17% of the County is age 65 or older - they are involved in 23% of deadly and serious injury crashes.
- 6% of all deadly and serious injury crashes are hit-and-runs.

Getting to Zero

This section highlights agency coordination and the toolbox of strategies and countermeasures.

To achieve zero deaths and serious injuries, Seminole County should collaborate and rely on proven strategies and countermeasures.



Vision Zero Central Florida by the Numbers

Vision Zero Central Florida has been a monumental effort. Public engagement strategies were aimed at collecting feedback from residents and visitors and included a range of in-person and online opportunities.



Strategize with Key Stakeholders

Regional Vision Zero Task Force

The Regional Vision Zero Task Force was structured to develop a framework for continued action for the implementation and monitoring phases of the Action Plan at a regional level. This Task Force includes a diverse set of regional perspectives and county and local agency staff to help inform what materials should be prepared at the regional level to help support the County and Local Vision Zero Action Plans.

Seminole County Steering Committee

The Seminole County Steering Committee is comprised of Seminole County staff and local municipal staff, as well as local leaders who can support the County and Local Action Plans. Vision Zero relies on shared responsibility and authentic engagement.

Local Municipality Working Groups

The Working Groups are composed of city staff who can promote Vision Zero through different departments and actions. The Working Groups are similar to the Regional Task Force and the County-level Steering Committee to include participation from multiple city departments. They are tasked with carrying out the Action Plan following its adoption.

STEERING COMMITTEE MEMBERS

- Bill Wharton, Public Works
- Arturo Perez, Public Works
- Doug Robinson, Planning and Development
- Charlie Wetzel, Traffic Engineering
- Bill Pandos, Parks and Recreation
- Matt Kinley, Fire Department
- Alan Harris, Emergency Management
- Lt. Brad McDaniel, Sheriff's Office
- Mark Mullins, Seminole County Public Schools
- Jordan Smith, Seminole County Public Schools
- James Miller, Seminole State College
- Steve Fussell, Sanford Airport
- Venise White, Florida Department of Public Health
- Janelle Dunn, True Health
- Loreen Bobo, FDOT
- Emily Bush, Bike Walk Central Florida
- Patrick Panza, Bike Walk Central Florida
- Cody Johnon, LYNX
- Lenny Barden, City of Altamonte Springs
- Kelly Brock, City of Casselberry
- Chris Carson, City of Lake Mary
- Shad Smith, City of Longwood
- Paul Yeargain, City of Oviedo
- Adam Mendenhall, City of Sanford
- Terrilyn Rolle, City of Winter Springs

STEERING COMMITTEE ADVISORS

- Tony Nelson, County Engineer
- Jean Jreij, Public Works Director

Strategize with Key Stakeholders

The Seminole County Steering Committee met five times throughout the plan development. As the Action Plan is completed and adopted, the Steering Committee will shift their focus on implementation and monitoring of projects within the plan and monitoring the serious injury and fatal crashes within the county limits. Additionally, the Steering Committee will strive to follow the goals and timelines set forth in the Action Plan.

During each committee meeting, there was opportunity for questions and conversations. Some of the questions and answers are summarized below:

What do you think are the biggest barriers to reaching zero traffic deaths and serious injuries?

- ▶ **Distracted Driving**
- ▶ **Need More Enforcement**
- ▶ **Perception that Complete Streets is "taking things away"**
- ▶ **Financial Costs / Funding**

What are your thoughts after reviewing the crash data for Seminole County?

- ▶ **Some locations are not surprising**
- ▶ **Review homeless encampment data against crash data**
- ▶ **FDOT currently looking at lighting projects**

What countermeasures have been successful for you?

- ▶ **High-visibility crosswalks**
- ▶ **Rumble Strips**
- ▶ **Leading pedestrian intervals and RRFBs**

What countermeasures would you like to see recommended or implemented in the future?

- ▶ **Raised Medians**
- ▶ **Segment Lighting**
- ▶ **Green conflict striping for bike lanes/trails**
- ▶ **Lane Repurposing**
- ▶ **Roundabouts**

Steering Committee Dates

- **Steering Committee Meeting #1**
- **October 27, 2023:**
*Kickoff - What is Vision Zero?
UF/IFAS Extension Seminole
County 250 W. County Home
Road, Sanford FL, 32773*
- **Steering Committee Meeting #2**
- **January 12, 2024:**
*High Injury Network
UF/IFAS Extension Seminole
County 250 W. County Home
Road, Sanford FL, 32773*
- **Steering Committee Meeting #3**
- **February 8, 2024:**
*Benchmarking Policies
Virtual Meeting*
- **Steering Committee Meeting #4**
- **April 2, 2024:**
*Countermeasures
UF/IFAS Extension Seminole
County 250 W. County Home
Road, Sanford FL, 32773*
- **Steering Committee Meeting #5**
- **July 18, 2024:**
*Reveal Draft Plan & Next Steps
Virtual Meeting*



Steering Committee Meeting #2



Steering Committee Meeting #4



Steering Committee Meeting #1

GETTING TO ZERO

Using Proven Safety Countermeasures

The Federal Highway Administration (FHWA) has 28 proven safety countermeasures. These countermeasures have been used in many states and on roads of many kinds. This list is a starting point for project identification, though countermeasures don't end here. Over 100 different countermeasures were considered as part of this action plan. Most countermeasures have what's called a Crash Modification Factor (CMF). This research-backed factor tells us the potential crash reduction percentage.

Did you know?

These countermeasures have the potential to reduce deadly and serious injury crashes by up to:

LIGHTING

28% on roadways

38% at intersections

42% at intersections (pedestrians)

LEADING PEDESTRIAN INTERVALS

13% at intersections (vehicle-pedestrian crashes)

ROUNDBABOUTS

78% at intersections (converted from signal)

82% at intersections (converted from stop sign)

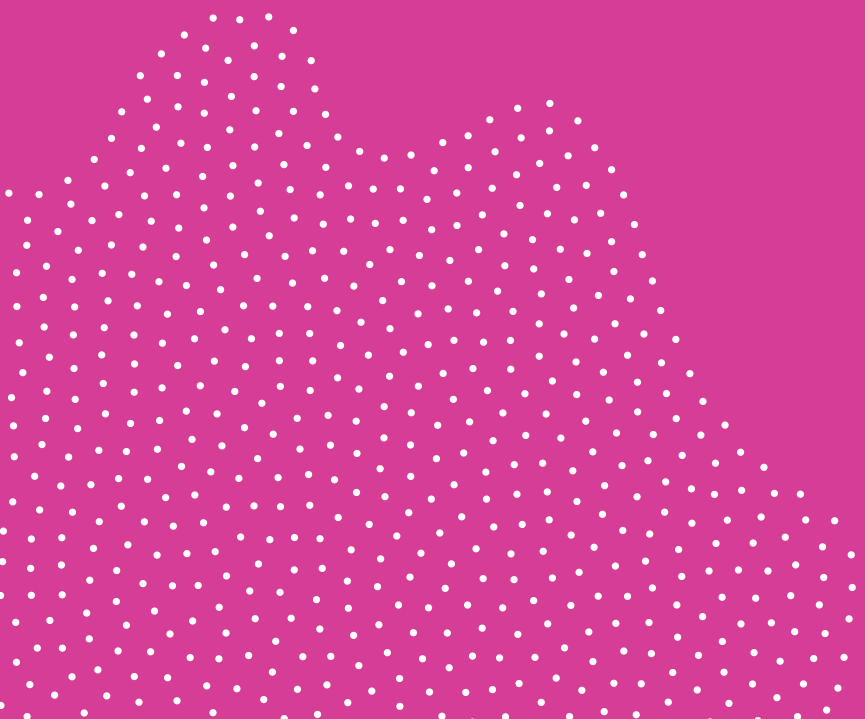
Signals	Speed Management	Pedestrian Facilities
Extend Yellow and All Red Time	Appropriate Speed Limits	Add Sidewalk
Leading Pedestrian Interval	Speed Cameras	Pedestrian Hybrid Beacon
Signing and Striping	Variable Speed Limits	Rectangular Rapid Flashing Beacon
Chevron Signs on Horizontal Curves		Bikeways
Curve Advance Warning Sign		Bike Lane/ Buffered/ Separated Bike Lane
		Separated Bikeway

Intersections and Roadways	Other Engineering Strategies
Doubled-Up, Oversized Stop Signs	Refuge Island
High Friction Surface Treatment	Retroreflective Signal Backplates
Lane Repurposing	Roundabout
Median Barrier	Rumble Strips
Raised Median	Intersection Lighting
Reduced Left-Turn Conflict Intersection	Segment Lighting
	Access Management/ Close Driveway

Action Plan

This section outlines the recommendations, needs projects, and next steps following plan adoption.

These actions are ambitious, but achievable through collaboration and measurable goals.



ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
<p>Prioritize Bicycle and Pedestrian Projects</p>	<p>Building on the Seminole County Trails Master Plan and the Mobility Plan, projects on the HIN that coincide with these plans should be prioritized for implementation. The existing county plans have identified needs and connectivity opportunities. Streamlining these projects can advance safety and mobility. It is recommended that a formal process be evaluated to integrate coinciding projects into the 5-year capital improvement program.</p>	<p>Documented policy/process</p>	<p>Start Year 2</p>	<p>Public Works Engineering Division (Lead), Parks and Recreation (Support), Board of County Commissioners (Support)</p>	<p>\$</p>	<p>2045 Mobility Plan, Trails Master Plan, Capital Improvement Program</p>
<p>Implement Leading Pedestrian Intervals</p>	<p>LPIs can reduce vehicle-pedestrian crashes by up to 13%. It is recommended the County and FDOT work together to implement LPIs as a system wide improvement, especially in each city's core downtown area.</p>	<p>Number of intersections evaluated for LPIs and number implemented</p>	<p>Start Year 1</p>	<p>Public Works Traffic Engineering Division</p>	<p>\$</p>	<p>-</p>
<p>Conduct Traffic Signal Retiming to Match Target Speeds</p>	<p>Traffic signal timing is a combination of minimizing vehicle delay and optimizing safety for all users. Minor modifications to signal progression and timing settings should be reviewed for both high injury network segments and roadways of similar context as a proactive measure. It is recommended the progression speed be set to the target speed.</p>	<p>Number of corridors retimed with speed reduction</p>	<p>Start Year 2</p>	<p>Public Works Traffic Engineering Division</p>	<p>\$-\$\$</p>	<p>Travel Time and Delay Study</p>
<p>Implement Quick-Build Lane Repurposings</p>	<p>Excess roadway capacity lends itself to higher vehicle speeds. Lane repurposings should be targeted for 4-lane roadways with an average annual daily traffic volume less than 20,000. Historic and future growth should be considered for lane repurposing candidates. Truck traffic should also be considered.</p>	<p>Miles of roadway repurposed</p>	<p>Start Year 2</p>	<p>Public Works Engineering Division</p>	<p>\$-\$\$\$</p>	<p>FDOT Lane Repurposing Guidebook</p>
<p>Deploy Near-Miss Camera Technology</p>	<p>Monitoring technology can be deployed to proactively identify hotspots and apply countermeasures before crashes occur. The Vision Zero crash analysis has identified high-crash intersections. Near-miss camera technology can be deployed to these intersections and nearby intersections with similar contextual and signal timing characteristics. This data will inform which movements are in greatest conflict and provide an opportunity to assess effectiveness of low-cost signal timing countermeasures prior to any infrastructure projects.</p>	<p>Number of near miss hot spots identified</p>	<p>Start Year 2</p>	<p>Public Works Traffic Engineering Division</p>	<p>\$\$</p>	<p>Vision Zero Regional Action Plan</p>

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



SAFER ROADS

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Expand RRFB Guidance in Engineering Standards Manual	The county has successfully used Rectangular Rapid Flashing Beacons (RRFBs) at trail crossing locations. As a low-cost solution with potential to reduce pedestrian crashes by up to 47%, it is recommended RRFB guidance be expanded to other crossing contexts. RRFBs are approved in the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) released in December 2023. The Florida Design Manual can be used to supplement county guidance.	Manual update	Start Year 1	Public Works Engineering Division (Lead) and Traffic Engineering Division (Support)	\$	County Engineering Standards Manual, Florida Design Manual (FDM)
Develop Traffic Calming Plan and Travel Time Evaluation	Using the County's Traffic Calming Measures and Design Guidelines, a comprehensive county-wide plan is recommended to evaluate the interaction of strategies and potential impact to emergency response routes. A holistic plan will provide a streamlined opportunity to gain consensus on approach. It is anticipated that individual locations of traffic calming tactics will be visualized on a map. Fire department locations, hospitals, and other emergency service facilities would be included in the visual mapping. Travel times and impacts to emergency response routes should be evaluated.	Development of plan	Start Year 2	Public Works Engineering Division (Lead) and Traffic Engineering Divisions (Support), Fire Department (Support)	\$\$	Traffic Calming Measures and Design Guidelines
Enhance Transit Stop Crossings	Transit users rely on the walking and biking to access bus stops. However, many transit stops do not have marked crosswalks or signalized crossings. Convenient access to controlled crossing opportunities becomes more critical for those with disabilities, families with strollers, and our elderly population. It is recommended the County continue working with LYNX to identify stops with the highest ridership and enhance pedestrian connectivity.	Number of transit stops modified	Start Year 2	LYNX (Lead), Public Works Engineering Division (Support)	\$-\$\$\$	-
Coordinate Safety Improvements with Utility Projects	Utility work such as replacing an underground water line often requires roadway excavation. This provides an opportunity for safety countermeasures to be implemented once the work is completed and the road is replaced. Projects such as lane narrowing with restriping, lane repurposing, crosswalk marking, bicycle lane installation, and curb-radii reductions are examples of safety improvements achievable with roadway markings. A policy should be developed to routinely coordinate utility and safety projects.	Documented policy/process	Start Year 1	Public Works Roads-Stormwater Division	\$	County Standard Operating Procedures (SOPs)

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



SAFER SPEEDS

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Install Speed Feedback Signs	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that speed feedback signs be implemented on high injury network segments with excessive speeding. Signs should be located between traffic signals where vehicles typically gain the most speed. Actual speed data should be tracked to evaluate the impact of the sign.	Number of roadways with speed feedback signs	Start Year 1	Public Works Traffic Engineering Division	\$	-
Develop Target Speed Plan	Expand on MetroPlan Orlando's critical speed management network analysis and assign target speeds for all county roads. This plan should use new guidance from the 11th Edition of the MUTCD (December 2023) on setting context appropriate speed limits. Setting these target speeds can help further the Envision Seminole 2045 goal of creating more walkable communities and the strategy of spurring development in centers and corridors.	Adoption of plan	Start Year 2	Public Works Engineering Division (Lead), Development Services (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022), Envision Seminole 2045 Walkable Strategy
Prioritize Speed Management Countermeasures	The County is continually emphasizing safety in transportation projects. Speed management countermeasures (such as lane repurposing, lane narrowing, curve signage, speed cushions, roundabouts, and speed feedback signs) should continue to be an area of focus and prioritized in roadway projects.	Percentage of roadway projects with speed management countermeasures included	Start Year 2	Public Works Engineering Division (Lead) and Traffic Engineering Division (Support)	\$ - \$\$\$	-
Pilot School Zone Speed Limit Cameras	Automated enforcement of school zone speed limits is now permitted under Florida law (July 2023). Drivers going faster than 10 mph over the speed limit can be issued a fine. Several communities across Florida have moved to approve this technology (Osceola County, City of Eustis, Manatee County). It is recommended this technology be piloted in school zones on the high injury network with observed speeding issues, such as: Sanford Middle School on US 17-92, Lyman High School on CR 427, Winter Springs Elementary School on SR 434, Jackson Heights Middle school on CR 419. The first three schools are also in a USDOT disadvantaged area.	Percentage of roadway projects with speed management countermeasures included	Start Year 2	County Sheriff's Office (Lead) Public Works Traffic Engineering (Support), County School Board (Support)	\$\$	MetroPlan Orlando Speed Management Study (2022)

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



SAFER ROAD USERS

Safe road users means safe people. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Partner with Motorcycle Safety Organizations, Emphasize Helmet Usage	Motorcycle crashes account for 18% of all deadly and serious injury crashes -- the highest of any vulnerable road user. Almost half the people killed on motorcycles in Central Florida were not wearing helmets. Partnering with motorcycle safety organizations, such as Ride Smart Florida, can help increase awareness throughout the county and emphasize the shared responsibility of all road users. Opportunities for partnership may include joint tabling events, social media campaigns, and collaborative meetings for sharing latest trends and progress.	Number of joint activities per year	Start Year 1	Office of Communications (Lead), Public Works Engineering Division (Support)	\$	-
Coordinate Traffic Safety Presentations with Schools	The summer school driver's education program offered by Seminole County Public Schools is an excellent option for new drivers. It is recommended that introductory traffic safety information is made available to students who are unable to attend the driver education program or do not yet have learner's permits. Traffic safety education is recommended at all levels of schooling, from elementary to high school.	Number of schools reached	Start Year 3	Public Works Engineering Division (Lead), Office of Communications (Support), Seminole County Public Schools (Support)	\$-\$\$\$	-
Consider Expanding Driver's Education Program in Public Schools	As noted above, the summer school driver's education program is an excellent option. It is recommended the School Board consider expanding this program to be offered during the school year. It may be considered as an elective or an after-school activity to provide year-round access. The partnership with the Florida Safety Council for free behind-the-wheel instruction should continue. The number of applicants for the summer program should be reviewed to right-size the year-round program. If applicants are low, an outreach strategy to publicize and promote the program should be pursued.	Program evaluation	Start Year 3	Seminole County Public Schools (Lead)	\$-\$\$\$	-
Engage in Youth Traffic Safety Programs	In Central Florida, only 6% of drivers are teens but they're in 13% of serious injury crashes. It is recommended that the Vision Zero team and Seminole County School Board engage with youth traffic safety programs such as FDOT's Teen Driver Safety Program, the FDOT Battle of the Belts Program, and the Florida Sheriff Association's Teen Driver Challenge. The Teen Driver Safety Program targets teen drivers aged 15 through 19 to educate peers, parents, and communities about teen safe driving by means of coaching and empowerment.	Number of students engaged	Start Year 2	Seminole County Public Schools (Lead), Public Works Engineering Division (Support), Office of Communications (Support), FDOT (Support)	\$-\$\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



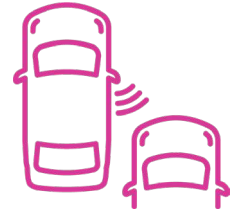
SAFER ROAD USERS

Safe road users means safe people. Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
<p>Conduct Targeted Enforcement and High Visibility Enforcement Operation</p>	<p>Speeding is a major contributor to deadly and serious injury crashes. It is recommended that a targeted enforcement operation is conducted on roadways with operating speeds 10 mph above the posted speed limit. MetroPlan Orlando's Speed Management Study identified these roadways. Target county corridors for enforcement are: Martin Luther King Jr Boulevard, Howell Branch Road, Lake Mary Boulevard south of SR 46, Celery Avenue, CR 427 from Longwood Hills Road to US 17/92, Red Bug Lake Road east of Tuskawilla Road, Dodd Road.</p>	<p>Number of drivers reached</p>	<p>Start Year 2</p>	<p>Sheriff's Office (Lead), Office of Communications (Support), Public Works Engineering and Traffic Engineering Divisions (Support)</p>	<p>\$\$</p>	<p>MetroPlan Orlando Speed Management Study (2022)</p>
<p>Launch Vision Zero Outreach Campaign</p>	<p>An ongoing outreach campaign is important to maintain awareness and momentum around the goal of zero traffic deaths. The scale of this campaign can be tailored to match county staffing commitments and responsibilities. An overarching set of Vision Zero awareness campaign material is developed as part of this action plan.</p>	<p>Number of social interactions</p>	<p>Start Year 2</p>	<p>Office of Communications (Lead)</p>	<p>\$</p>	<p>-</p>
<p>Recommend a Countywide "Do Not Disturb" Policy for Staff</p>	<p>Seminole County can recommend an internal countywide policy for staff to utilize the "Do Not Disturb" feature implemented in modern smart phones while driving. This promotes a culture of safety and understanding amongst colleagues that understands a text or call can wait. This is a policy that FDOT currently implements.</p>	<p>Number of staff utilizing "Do Not Disturb" on their smart phones</p>	<p>Start Year 1</p>	<p>Office of Communications (Lead), All Other Departments (Support)</p>	<p>\$</p>	<p>FDOT "Do Not Disturb" Staff Policy</p>

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



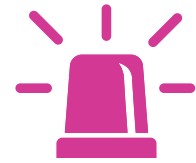
SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
<p>Collaborate with Professional Organizations Furthering Safe Vehicle Requirements</p>	<p>Vehicles are regulated by the National Highway Traffic Safety Administration (NHTSA). NHTSA implements laws from Congress. Vehicle seatbelt requirements are an example of this. As autonomous driving, distracted driving, and impaired driving continue, emerging legislation is a tool to reaching zero traffic deaths. Several professional organizations coordinate membership efforts to coalesce behind policy strengthening the transportation field. The American Society of Civil Engineers (ASCE) maintain policy positions to reduce traffic deaths and injuries, including collaboration for connected and autonomous vehicles, and often make supportive statements to Congress.</p> <p>Additionally, organizations that lobby to the Legislature and vehicle companies should focus on accessibility or funding for free safety features that would normally be subscription service based, such as connected vehicle technology.</p>	<p>Number of Staff in Professional Organizations</p>	<p>Start Year 1</p>	<p>Public Works Engineering and Traffic Engineering Divisions (Lead), Development Services (Support)</p>	<p>\$</p>	<p>-</p>
<p>Consider Emerging Vehicle Safety Systems when Purchasing New Fleet Vehicles</p>	<p>NHTSA has identified rulemaking initiatives for increasing vehicle safety. It is recommended the county compare the year of planned fleet vehicle purchases against the year of potential rule enactments to line up purchases with advanced safety features. For example, automatic emergency braking will be standard in cars and light trucks starting in 2029. This automatic braking will detect both vehicles and pedestrians in both daylight and nighttime hours.</p>	<p>Fleet vehicles evaluated</p>	<p>Start Year 3</p>	<p>Fleet and Facilities</p>	<p>\$-\$\$\$</p>	<p>Rulemaking Reference: www.transportation.gov/NRSS/SaferVehicles</p>
<p>Publicize the Availability of the "SAFERCAR" Phone Application for Recall Notifications</p>	<p>NHTSA developed the "SaferCar" phone application for tracking active recalls. This application will deliver an alert when a recall is published. NHTSA estimates that millions of vehicle recalls each year are not addressed. This application will become especially timely as more autonomous vehicles join our roads -- a failure in autonomous technology can have serious and sudden consequences.</p>	<p>Social notification</p>	<p>Start Year 1</p>	<p>Office of Communications</p>	<p>\$</p>	<p>-</p>

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



POST CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Meet with First Responders Regularly	To continue the best practices and data exchange upon the completion of this action plan, it is recommended that Public Works staff, first responders, and medical professionals meet at a defined interval each year to discuss how the barriers and opportunities for reaching Vision Zero are materializing.	Annual meeting	Start Year 2	Fire Department (Lead), Sheriff's Office (Support), Public Works Engineering Division (Support)	\$	-
Track Response Time and Transport Times	Seconds can save lives. To better understand what segments of the transportation system have the best opportunities to maximize response time, and which have the biggest barriers, it is recommended this data be tracked and shared with the Public Works Engineering Division to inform project priority lists.	Crashes tracked per year	Start Year 2	Fire Department (Lead), Sheriff's Office (Support), Public Works Engineering Division (Support)	\$	-
Supplement Crash Data with First Responder, Hospital, and Trauma Center Data	Using data to supplement Signal4 Analytics and police crash reports can help better understand crash outcomes, such as how a serious injury crash became a deadly crash. Data gaps can include crashes that are not reported to the police or crashes where the police may not be able to collect all relevant information.	Crashes supplemented per year	Start Year 2	MetroPlan Orlando (Lead), Public Works Engineering Division (Support), Fire Department (Support)	\$-\$	-
Promote CPR / Emergency First Aid Training	Promoting CPR / Emergency First Aid Training to the community can encourage those trained to support another person in any potentially deadly situation. While waiting for emergency services to arrive on scene of a crash, it can serve as a temporary measure until professional EMS arrives.	CPR courses offered	Start Year 2	Fire Department (Lead)	\$-\$	-

ACTION PLAN SUMMARY

Relative Cost Description:
 \$ = Low or No Funding Required / Internal Staff Action,
 \$\$ = Some Funding or Scope of Work Required,
 \$\$\$ = Higher Funding Required



Maintaining momentum to zero traffic deaths and serious injuries requires a sustained effort. These overarching actions will help us get there.

ACTION	DESCRIPTION	PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Develop Vision Zero Status Report to Track Progress	It is recommended the County's Vision Zero webpage be updated biannually with a status report on Action Plan progress. Basic information should include the list of actions, the status of each action (ongoing, complete, not started), and a summary of recent activities. Recent deadly and serious injury crash data should also be included. MetroPlan Orlando's crash dashboard can be leveraged to populate crash data.	Annual meeting Development of plan/progress report	Start Year 1	Public Works (Lead), Office of Communications (Support)	\$	-
Host County Vision Zero Committee Workshop Twice a Year	To maintain momentum in the Vision Zero Action Plan, it is recommended the County Steering Committee meet twice a year to discuss progress, outstanding actions, and emerging trends would provide productive touch points. The County Committee should meet 3-months in advance of publishing a Vision Zero Status Report to discuss and preview the data.	Adoption of committee	Start Year 1	County Manager's Office (Lead)	\$	Regional Vision Zero Task Force
Update Action Plan Every 5-Years, Offset from Transportation Mobility Plan	Similar to the Transportation Plan being updated every five years, it is recommended this Vision Zero Action Plan be updated at the same frequency. Updating both concurrently would provide an opportunity to streamline the safety and crash analysis, however it also requires a greater staff workload commitment. To distribute resources more evenly, it is recommended the Vision Zero plan be updated two to three years prior to the Transportation Mobility Plan update.	Adoption of updated plan	Start Year 5	Public Works Engineering Division	\$	2045 Transportation Mobility Plan
Create / Assign a Dedicated Transportation Safety Staff Position	Similar to how FDOT is organized with a Safety Office, it is recommended the County consider organizing staff resources to create a dedicated Safety Planner or Engineer position. This staff position could organizationally fit under Public Works and be responsible for overseeing safety on all project phases from planning to construction. This position would drive the execution of actions in this plan, track progress, and coordinate with partner organizations.	Establishment of the position	Start Year 1	County Manager's Office (Lead), Board of County Commissioners (Support)	\$-\$\$\$	-
Convene a Fatal Crash Review Commission	A Fatal Crash Review Commission for Seminole County should include emergency medical services such as law enforcement and first responders, engineers, planners, legislators, and government employees to review fatal crash circumstances in depth and make recommendations for potential improvements.	Deadly crashes reviewed	Start Year 2	MetroPlan Orlando (Lead), County Community Traffic Safety Team (Support)	\$-\$\$	-

ACTION PLAN SUMMARY

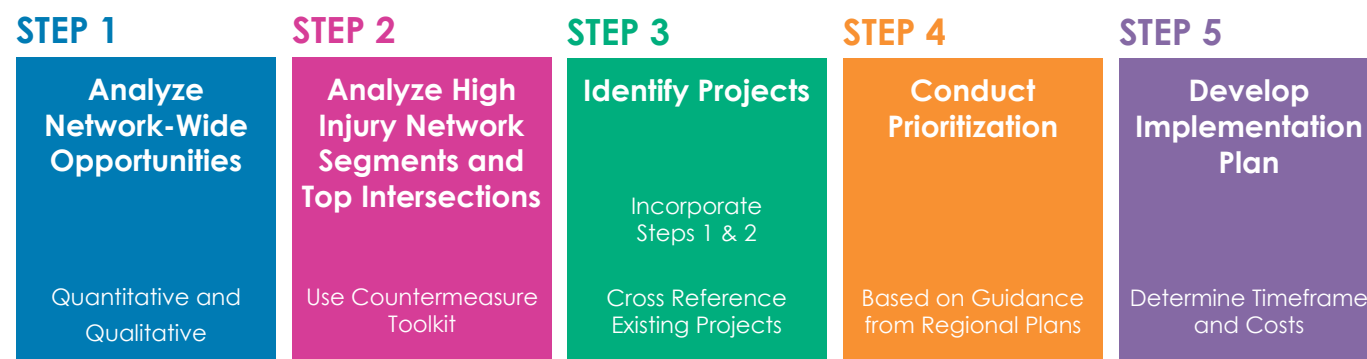
Safety Projects, Implementation, and Project Prioritization

Safety projects were developed collaboratively, using insights from the crash trends, high-injury networks, direction from the county steering committee, and community feedback. The process for identifying projects included a system-wide evaluation and a roadway-specific evaluation. High injury intersections are included in the roadway-specific evaluation. Anticipated project costs and an implementation time were also evaluated. Projects were then prioritized based on:

- Crash scores
- Being within a transportation underserved area
- Anticipated safety benefit
- Being on multiple high injury networks
- Implementation timeline (higher scores for projects that may be completed in 5 years)

This prioritization approach was also used at the regional level, based on priorities identified by the MetroPlan Orlando Board. A priority list was completed separately for state roads and for county roads. Any city roads on the high injury network are prioritized in the respective city action plan. The maps on the next pages highlight the priority segments. Details of each safety project and the full list of projects is in the Appendix. Projects on city roads are identified in each city's Vision Zero Action Plan.

Project Planning Process



Top 5 County Road Project Priority Needs List (Full List in Appendix)

- 1. CR 427 from Palmetto Ave to SR 434 (0.38 miles)**
Safety improvements to match context and increase pedestrian connectivity.
- 2. 25th St from Hardy Ave to US 17-92 (0.88 miles)**
Safety improvements to increase pedestrian connectivity and reduce speeds.
- 3. Lake Mary Blvd from SR 46 to Canyon Pt (0.52 miles)**
Safety improvements to manage off-road crashes.
- 4. Howell Branch Rd from Bear Gully Rd to SR 426 (0.41 miles)**
Safety improvements to improve bicycle safety and connectivity with trail.
- 5. CR 46A from Bright Meadow Dr to Old Lake Mary Rd (2.79 miles)**
Safety improvements to manage speeds and improve pedestrian connectivity.

Top 5 State Road Project Priority Needs List (Full List in Appendix)

- 1. SR 434 from Wilma St to US 17-92 (1.31 miles)**
Safety improvements to manage visibility and multimodal transportation safety.
- 2. SR 46 from Avocado Ave to US 17-92 (0.44 miles)**
Safety improvements to manage speeds and increase active transportation.
- 3. US 17-92 from Seminole Blvd to 13th St (1.03 miles)**
Safety improvements to increase active transportation safety and use.
- 4. SR 46 from Terwillinger Ln to Avocado Ave (0.58 miles)**
Safety improvements to reduce speeds and angle crashes.
- 5. US 17-92 from 20th St to 27th St (1.1 miles)**
Safety improvements to increase active transportation safety and use.

The next steps for implementation of these projects may include road safety audits, concept development plans, and feasibility studies.

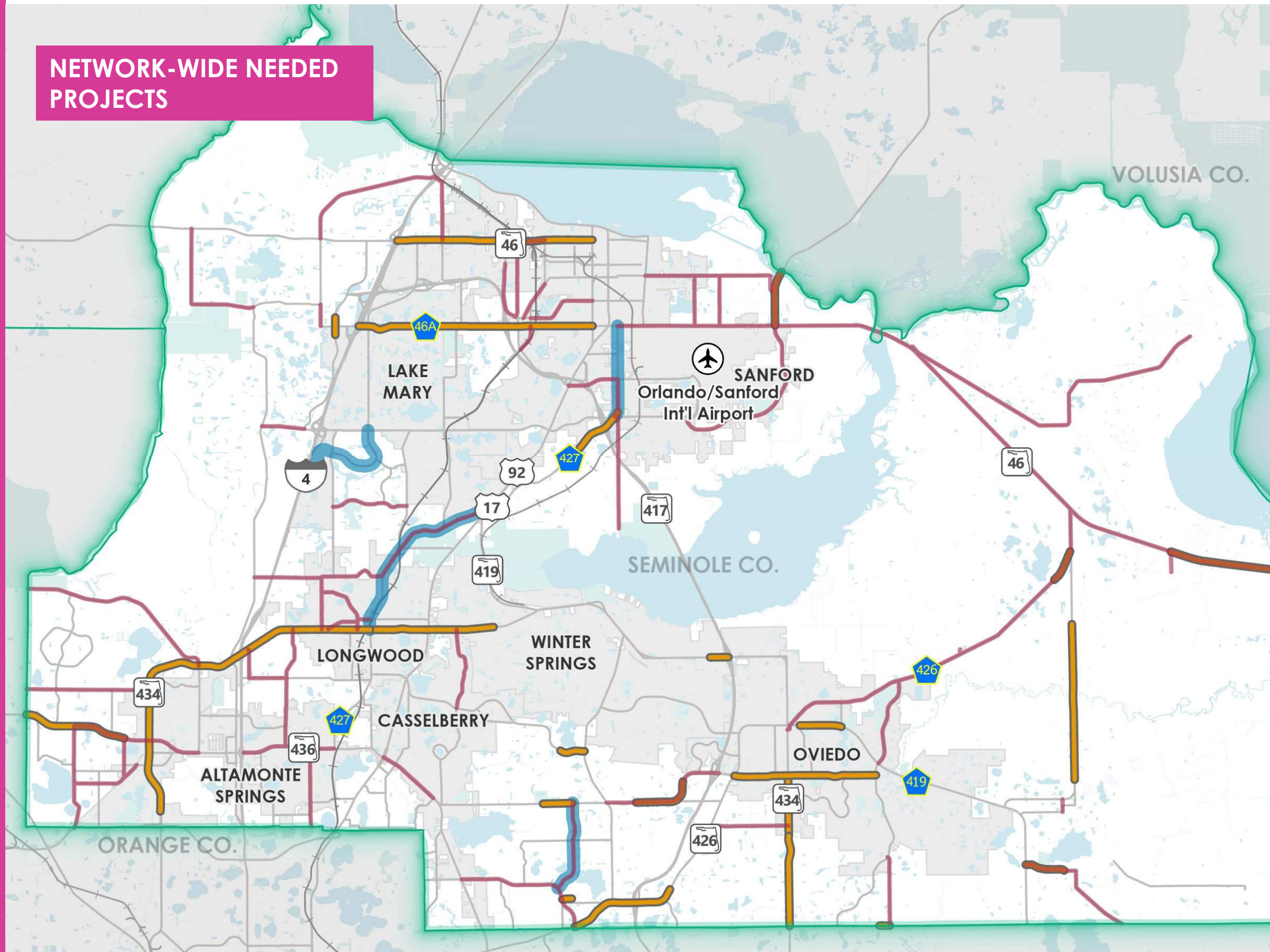
All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

NETWORK-WIDE NEEDED PROJECTS



Legend

- Speed Feedback Sign Candidates (Observed speeds 10+ over the speed limit)
- Fill Lighting Gaps (Missing Roadway Lighting)
- Lane Repurposing Candidates



Network-Wide Projects

This map provides systemic safety countermeasures that can be implemented proactively around the county, regardless of whether the road is on the high-injury network. These countermeasures can be implemented independent of the priority projects:

- Lighting
- Lane Repurposing
- Speed Feedback Signs

The following strategies are also recommended for evaluation on all principal, major, and minor arterials:

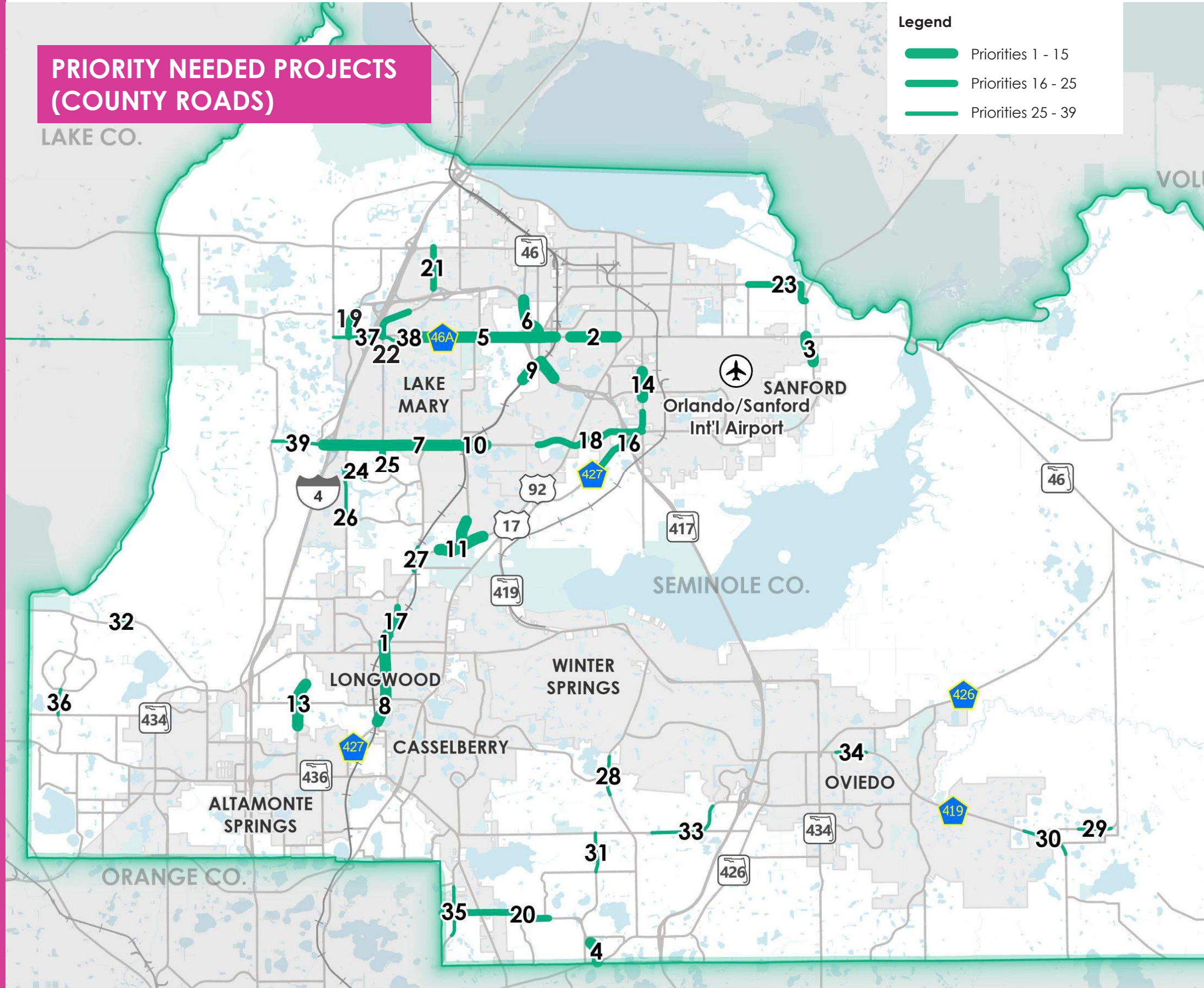
- Curb Radii Reductions
- Leading Pedestrian Intervals
- No Right-Turn on Red Indications
- Corridor Signal Retiming to Match Target Speeds
- Enhanced Transit Stops

All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

**PRIORITY NEEDED PROJECTS
(COUNTY ROADS)**

Legend

- █ Priorities 1 - 15
- █ Priorities 16 - 25
- █ Priorities 25 - 39



# Segment	Priority Score
1. CR 427 from Palmetto Ave to SR 434	
2. 25th St from Hardy Ave to US 17-92	93.75
3. Lake Mary Blvd from SR 46 to Canyon Pt	92.5
4. Howell Branch Rd from Bear Gully Rd to SR 426	67.5
5. CR 46A from Bright Meadow Dr to Old Lake Mary Blvd	62.5
6. Martin Luther King Blvd from CR 46A to 20th Pl	58.75
7. Lake Mary Blvd from I-4 WB Ramps to Country Club Rd	58.75
8. CR 427 from SR 434 to Lyman Rd	56.25
9. Old Lake Mary Rd from Airport Blvd to Brightview Dr	56.25
10. Lake Mary Blvd from CR 15 to High St	53.75
11. CR 427 from Crystal Creek Dr to Jennifer Ct	53.75
12. CR 15 from North Rd to CR 427	53.75
13. Palm Springs Dr from Orlando Ave to Apline Sr	53.75
14. Sanford Ave from Hunt Dr to 28th Pl	53.75
15. Airport Blvd from Old Lake Mary Rd to Live Oak Blvd	53.75
16. CR 427 from Rose Dr to Meeting Pl	53.75
17. CR 427 from 14th Ave to Palmetto Ave	52.5
18. Lake Mary Blvd from Ridge Dr to Sanford Ave	52.5
19. International Pkwy from Allure Ln to CR 46A	52.5
20. Howell Branch Rd from County Line to Dike Rd	51.25
21. Rinehart Rd from SR 46 to Ball Blvd	51.25
22. Rinehart Rd from Towne Center Blvd to CR 46A	51.25
23*. Celery Ave from Sipes Ave to SR 415	50
24. Greenwood Blvd from Lake Emma Rd to Donegal Ave	50
25. Greenwood Blvd from Lake Mary Blvd to Canterbury Dr	50
26. Lake Emma Rd from Greenwood Blvd to Greenway Blvd	50
27. Longwood Lake Mary Rd from Acorn Dr to CR 427	50
28. Tuskawilla Rd from Windcrest Pl to Eagle Blvd	50
29. Snow Hill Rd from Jacobs Trl to Yellow Trl	50
30. Chuluota Rd from Old Chuluota Rd to 5th St	50
31. Dodd Rd from Red Bug Lake Rd to Dike Rd	50
32. Wekiva Springs Rd from Riverbend Blvd to Fox Valley Dr	50
33. Red Bug Lake Rd from Brooks Ln to Hollow Pine Dr	50
34. CR 419 from Boston Ave to Louise Ave	48.75
35. Lake Howell Rd from Lake Howell Ln to Willow Ln	48.75
36. Hunt Club Blvd from Wekiva Trl to Sand Lake Rd	48.75
37. CR 46A from Orange Blvd to Rinehart Rd	46.25
38. CR 46A from Rinehart Rd to Bright Meadow Dr	46.25
39. Lake Mary Blvd from Markham Woods Rd to I-4 WB Ramps	45

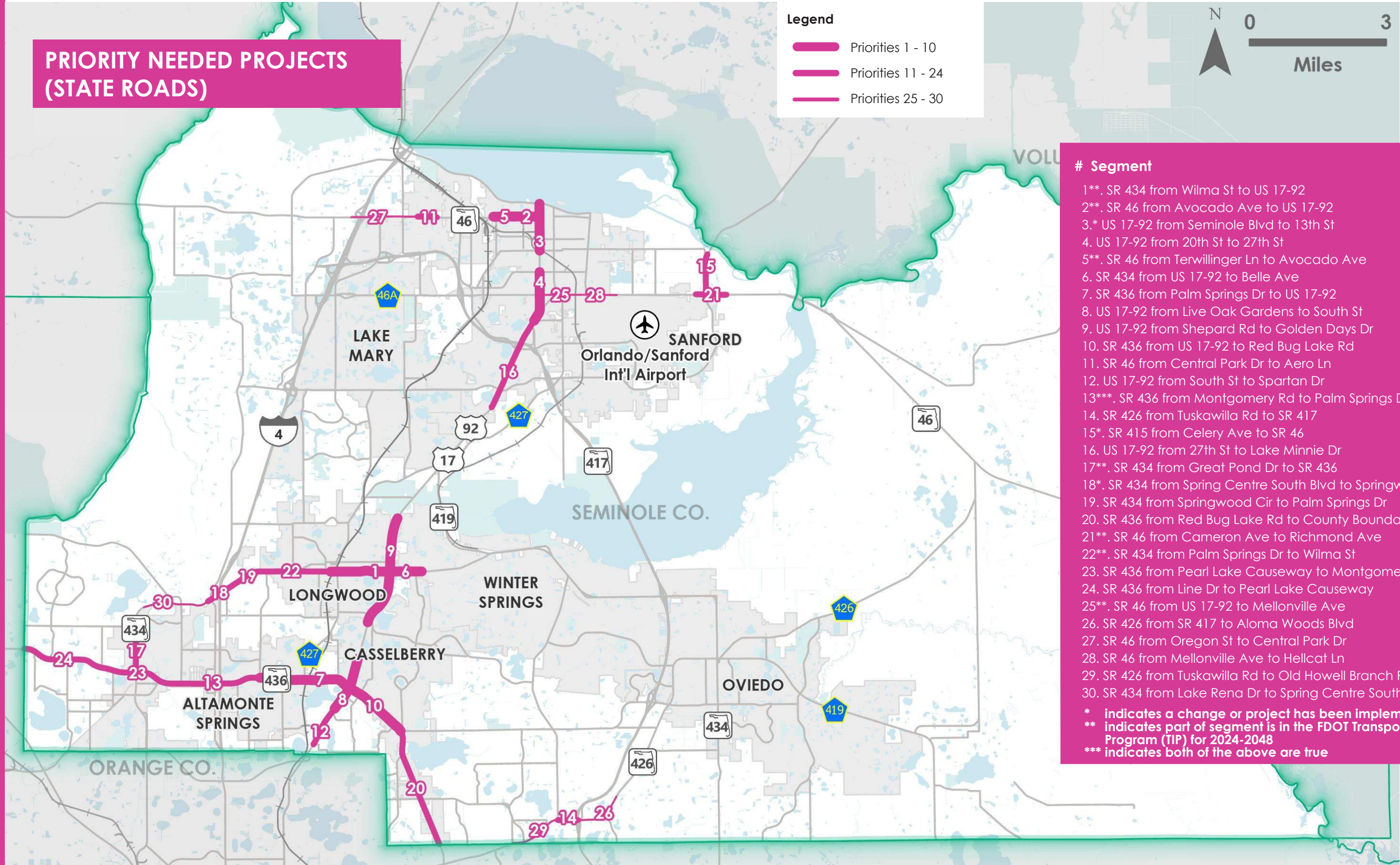
* indicates a change or project has been implemented since 2018

All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

**PRIORITY NEEDED PROJECTS
(STATE ROADS)**

Legend

- Priorities 1 - 10
- Priorities 11 - 24
- Priorities 25 - 30



# Segment	Priority Score
1**. SR 434 from Wilma St to US 17-92	100
2**. SR 46 from Avocado Ave to US 17-92	100
3.* US 17-92 from Seminole Blvd to 13th St	95.0
4. US 17-92 from 20th St to 27th St	95.0
5**. SR 46 from Terwillinger Ln to Avocado Ave	95.0
6. SR 434 from US 17-92 to Belle Ave	85.0
7. SR 436 from Palm Springs Dr to US 17-92	85.0
8. US 17-92 from Live Oak Gardens to South St	82.5
9. US 17-92 from Shepard Rd to Golden Days Dr	82.5
10. SR 436 from US 17-92 to Red Bug Lake Rd	82.5
11. SR 46 from Central Park Dr to Aero Ln	78.75
12. US 17-92 from South St to Spartan Dr	77.5
13***. SR 436 from Montgomery Rd to Palm Springs Dr	77.5
14. SR 426 from Tuskawilla Rd to SR 417	75.0
15*. SR 415 from Celery Ave to SR 46	70.0
16. US 17-92 from 27th St to Lake Minnie Dr	67.5
17**. SR 434 from Great Pond Dr to SR 436	67.5
18*. SR 434 from Spring Centre South Blvd to Springwood Cir	67.5
19. SR 434 from Springwood Cir to Palm Springs Dr	67.5
20. SR 436 from Red Bug Lake Rd to County Boundary	67.5
21**. SR 46 from Cameron Ave to Richmond Ave	57.5
22**. SR 434 from Palm Springs Dr to Wilma St	55.0
23. SR 436 from Pearl Lake Causeway to Montgomery Rd	52.5
24. SR 436 from Line Dr to Pearl Lake Causeway	52.5
25**. SR 46 from US 17-92 to Mellonville Ave	50.0
26. SR 426 from SR 417 to Aloma Woods Blvd	42.5
27. SR 46 from Oregon St to Central Park Dr	38.75
28. SR 46 from Mellonville Ave to Hellcat Ln	37.5
29. SR 426 from Tuskawilla Rd to Old Howell Branch Rd	37.5
30. SR 434 from Lake Rena Dr to Spring Centre South Blvd	37.5

* indicates a change or project has been implemented since 2018
 ** indicates part of segment is in the FDOT Transportation Improvement Program (TIP) for 2024-2048
 *** indicates both of the above are true

All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

HIGHER RISK ROADWAYS

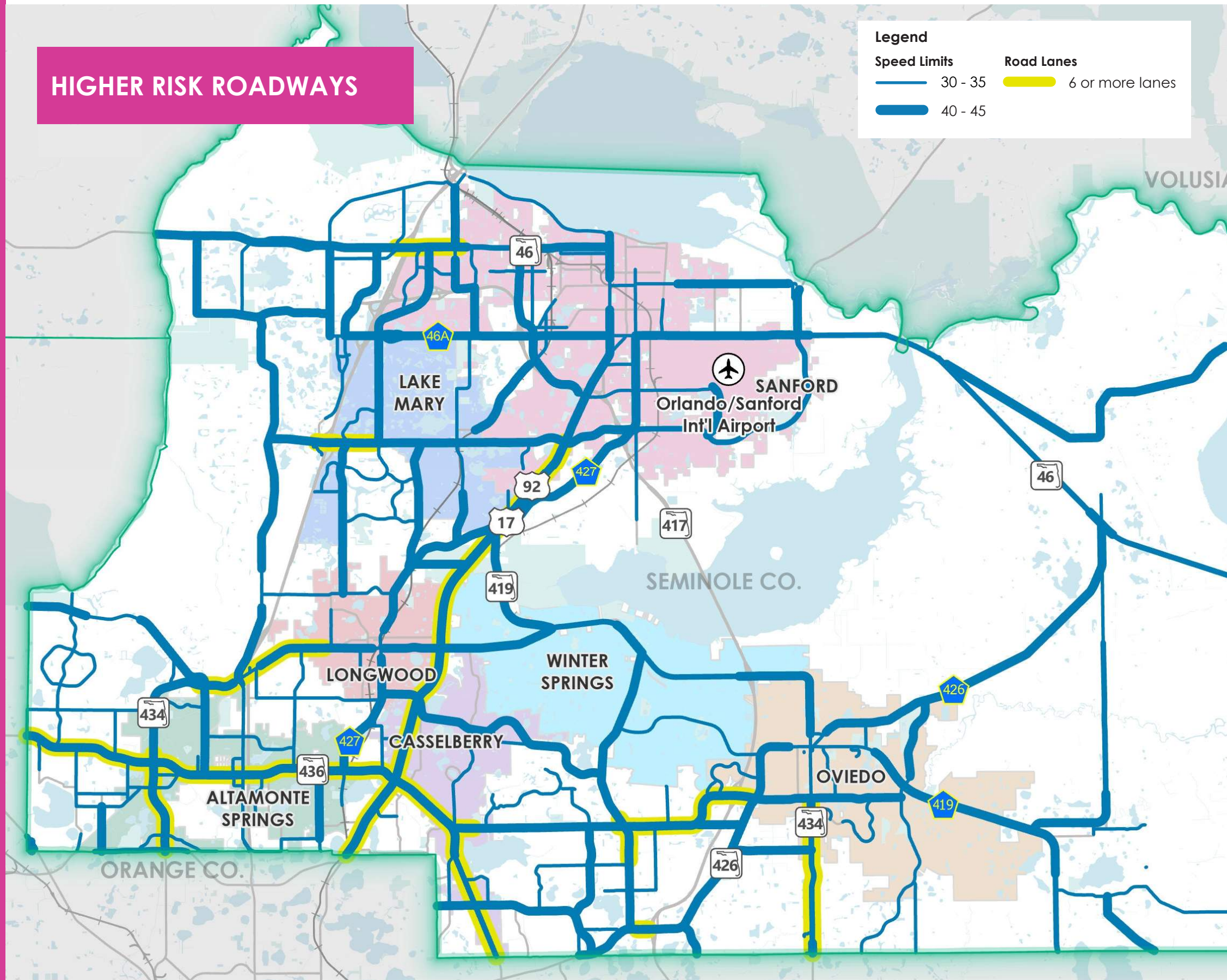
Legend

Speed Limits

- 30 - 35
- 40 - 45

Road Lanes

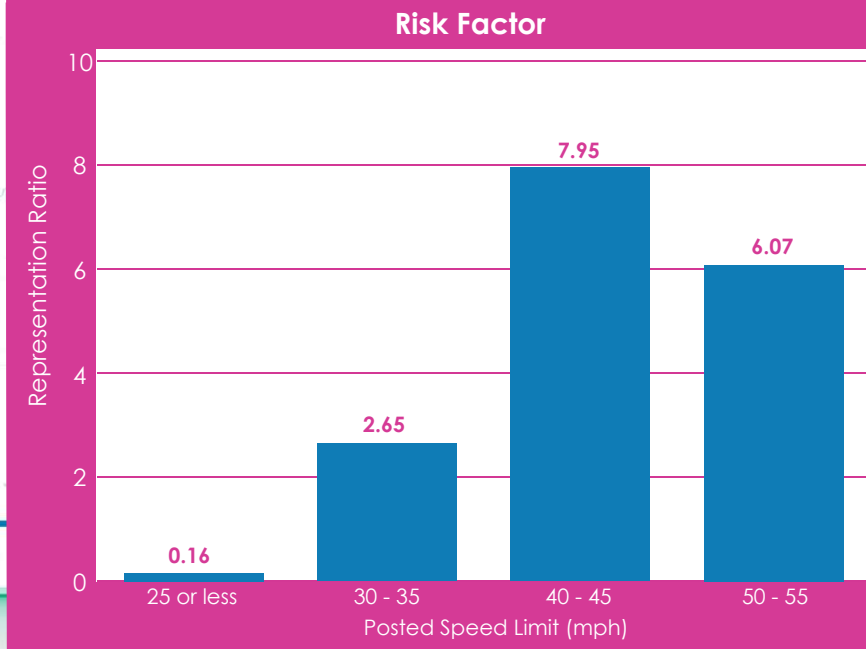
- 6 or more lanes



Higher Risk Roadways

Seminole County should continue to be proactive. Priority projects are a current need, but new ones may arise in the future. Higher risk roadways are areas of consideration that should be monitored.

Based on Seminole County crash analysis, roadways that were over a posted speed limit of 40 MPH were considered high risk. While the highlighted roadways may not be on the high injury network, it is recommended these are monitored for improvements as funding is available.



All needed projects are currently unfunded. Initial funding will come from any successful application to the Safe Streets and Roads (SS4A) for All Grant Program.

QUICK BUILD HIGHLIGHTS

Quick build infrastructure projects are temporary, low-cost installations that can be constructed in a short timeframe, achieve safety goals, and inspire permanent change.

Quick build installations can be achieved with materials such as paint, plastic, rubber, concrete, asphalt, and even foliage! When selecting treatments and materials, consider*:

- Safety for all users
- Traffic calming
- Visibility and reflectivity
- Size
- Aesthetics
- Ease of procurement
- Accessibility
- Cost
- Target speed
- Ease of installation
- Stormwater impacts
- Durability and duration of installation
- Maintenance
- Climate
- Traffic volume and delay
- Roadway class

Countermeasures eligible for quick build projects include but are not limited to:

- Lane repurposing
- Horizontal deflections
- Speed tables/cushions
- Parklets
- Lane narrowing
- Medians
- Slow turn wedge
- Crosswalks
- Roundabouts
- Refuge islands
- Buffered bike lanes
- Curb extensions

The planning phase of a quick build project ranges from 2-6 months, with around 1-3 days needed for installation.

*adapted from *Tactical Urbanist's Guide to Materials and Design*, from The Street Plans Collaborative

Recycled plastic roundabout, Annandale, VA



Painted pedestrian refuge island, Pipestone, MN



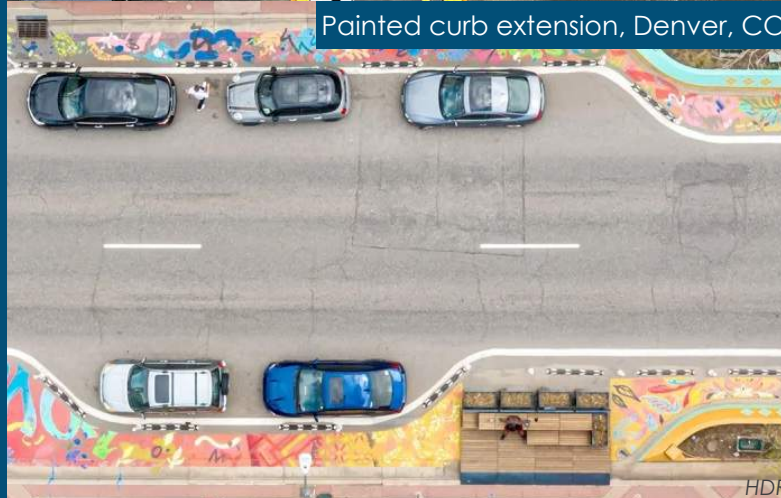
Rubber speed cushion, Charlotte, NC



Quick build installations can be achieved with materials such as paint, plastic, rubber, concrete, asphalt, and even foliage! When selecting treatments and materials, consider*:

- Safety for all users
- Traffic calming
- Visibility and reflectivity
- Size
- Aesthetics
- Ease of procurement
- Accessibility
- Cost
- Target speed
- Ease of installation
- Stormwater impacts
- Durability and duration of installation
- Maintenance
- Climate
- Traffic volume and delay
- Roadway class

Painted curb extension, Denver, CO



Painted curb return radius reduction, New Hope, MN



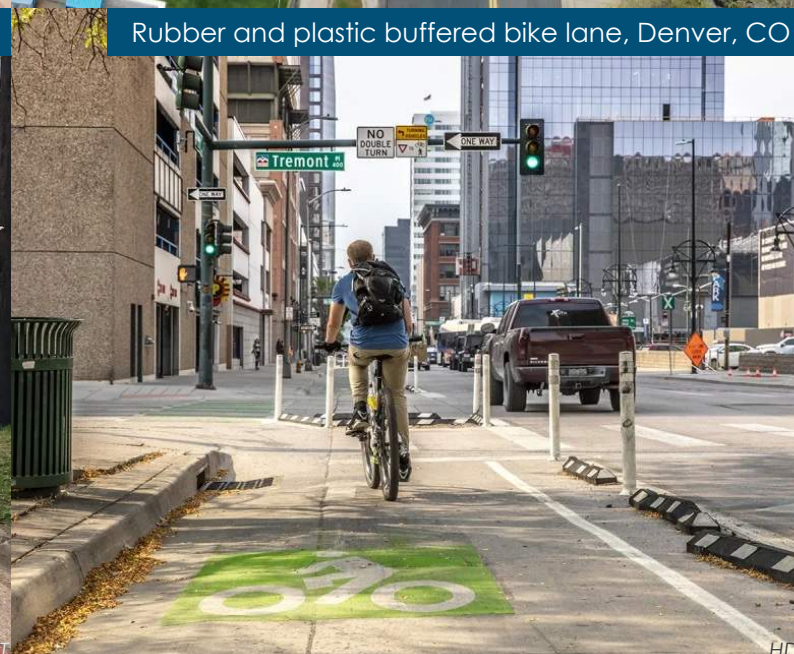
Paint and planter buffered bike lane, St. Petersburg, FL



Rubber raised crosswalk, Minneapolis, MN



Rubber and plastic buffered bike lane, Denver, CO



Plastic traffic separator, Oviedo, FL



Vision Zero Resolution

The Vision Zero Resolution was adopted by the Seminole County Board of County Commissioners on X/X/XX. The resolution year for Vision Zero is 2050.

RESOLUTION NO. 2024 R-____

SEMINOLE COUNTY, FLORIDA

RESOLUTION

of the


SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS

SUPPORTING SEMINOLE COUNTY'S VISION ZERO PLAN TO ELIMINATE ALL TRAFFIC RELATED FATALITIES AND SERIOUS INJURIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero was first implemented in Sweden in the 1990s, has proved successful across Europe, and now it is gaining momentum in major American cities; and

WHEREAS, the Florida Department of Transportation adopted a Target Zero initiative and included the program in their Central Florida Safety Strategic Plan; and

WHEREAS, MetroPlan Orlando  was awarded a federal grant under the 2022 Safe Streets and Roads for All Action Plan program to help develop Vision Zero Safety Action Plans for Orange, Osceola, and Seminole counties, and many of the cities within them; and

WHEREAS, Vision Zero is founded on a Safe System approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

WHEREAS, vehicle crashes that result in fatalities and serious injury are not inevitable, and fatalities and serious injuries are not an acceptable cost for using the public roadway system in the County; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted pedestrians, cyclists, people of color, low income households, older adults and youth, people with disabilities, and households with limited vehicle access; and

WHEREAS, from 2018 to 2022 there have been a total of 181 fatalities and 814 serious injuries from traffic crashes in Seminole County, which averages to three fatalities and 14 serious injuries per month for the past five years in Seminole County; and

WHEREAS, the County is hereby recognizing that these crash statistics are not acceptable for citizens, commuters, and visitors who live, work, and play in Seminole County; and

WHEREAS, the County recognizes that if these crash trends continue for the foreseeable future, they would put into jeopardy the future growth of the residential population, employment base, visitors, and the County’s reputation as a desirable county for future generations; and

WHEREAS, the County will hereby commit to decreasing the crash statistics by endorsing Vision Zero, which is a safe systems approach and strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Seminole County, in partnership with MetroPlan Orlando will create a Vision Zero Action Plan for the County that focuses on safety as a primary objective through engineering, enforcement, and educational strategies.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Seminole County, Florida that:

Section 1. Incorporation of Recitals. The above recitals represent the legislative findings of the Seminole County Board of County Commissioners supporting the need for this Resolution.

Section 2. Adopt a Goal of Zero Fatalities and Serious Injuries. The Board of County Commissioners hereby adopts a goal of eliminating traffic serious injuries and fatalities by 2050 and endorses Vision Zero as a comprehensive and collaborative approach that involves all County departments to achieve this goal.

Section 3. Establishment of a Vision Zero Task Force. A multi-disciplinary county-wide Vision Zero Task Force is to be formed to advise on the development and implementation of a Vision Zero Action Plan and will comprise organizations and agencies with expertise in transportation, education, engineering, public health, emergency response, equality, transit, biking and walking activities.

Section 4. Implementation of Vision Zero Action Plan Projects. County staff shall work beside and in cooperation with fellow jurisdictions, agencies, and stakeholders to implement the projects identified in the Vision Zero Action Plan.

Section 5. Effective Date. This Resolution will become effective upon adoption by the Board of County Commissioners.

ADOPTED this ____ day of August, 2024

ATTEST:

 BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA

GRANT MALOY
Clerk to the Board of
County Commissioners of
Seminole County, Florida

By: _____
JAY ZEMBOWER, Chairman

DGS
07/09/2024
T:\Users\Legal Secretary CSB\Public Works\Resolutions\Seminole County VZ Resolution rev1.docx



CHANGE TAKES TIME

This is Only the First Step

The Action Plan recommends improvements to many of the corridors and intersections in Seminole County.

As those areas are improved, new needs will emerge — *Vision Zero is iterative by its nature.*

The next steps include initiating Year 1 Actions and pursuing Federal funding.



Monitoring Progress is Critical to Evaluating Success

These performance measures are recommended for yearly tracking. They will help identify crash trends in real-time instead of waiting another five years. These performance measures help us understand our progress as we embark on zero traffic deaths by the year 2050.

Recommended Performance Measures

In Seminole County:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

On County Roads:

2024 2025 2026 2027 2028

Number of deadly traffic crashes

Number of serious injury crashes

Number of vulnerable user deadly traffic crashes

Number of vulnerable user serious injury traffic crashes

Number of deadly or serious injury crashes in USDOT underserved area

Seminole County is not alone — all Counties and Cities in the MetroPlan Orlando Region are working together to **Get to Zero. Together.**

Appendix

A. County Road Projects Prioritized Needs List and Project Sheets

B. State Road Projects Prioritized Needs List and Project Sheets



Appendix A:

County Road Projects Prioritized Needs List and Project Sheets

COUNTY ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
1	Ronald Reagan Blvd	Palmetto Ave	SR 434	0.38	County	Longwood	3	2	3	11829	Safety improvements to match C4 context and increase pedestrian connectivity. Increase crosswalk density, add refuge islands, raise intersections, add landscaping buffer and median, and narrow lanes.	\$880,000 - \$1,090,000	93.75
2	25th St	Hardy Ave	US 17	0.88	County	Sanford	3	3	6	10556	Safety improvements increase pedestrian connectivity and reduce speeds. Add refuge islands, raised medians, segment lighting, reduced speed limits, and add shared use path.	\$1,230,000 - \$2,030,000	92.5
3	Lake Mary Blvd	SR 46	Canyon Pt	0.52	County	Unincorporated	1	6	2	8616	Safety improvements to manage off-road crashes. Add high-friction surface treatment, add segment and intersection lighting, add landscaping buffer and median, and make left-turns protected.	\$300,000 - \$1,040,000	67.5
4	Howell Branch Rd	Bear Gully Rd	SR 426	0.41	County	Unincorporated	1	1	2	7187	Safety improvements to improve bicycle safety and connectivity with trail. Add leading pedestrian intervals, curb radius reductions, add bike boxes, and upgrade bicycle crossings.	\$40,000 - \$110,000	62.5
5	H E Thomas Jr Pkwy	Bright Meadow Dr	Old Lake Mary Rd	2.79	County	Sanford	2	7	6	4093	Safety improvements to manage speeds and improve pedestrian connectivity. Add protected left turns, add appropriate speed limits, segment lighting, RRFB, RCUT, and crosswalks at uncontrolled locations.	\$350,000 - \$3,450,000	58.75
6	Martin Luther King Blvd	H E Thomas Jr Pkwy	20th Pl	0.84	County	Sanford	2	3	2	4060	Safety improvements to manage off-road crashes. Add chevron signs on horizontal curves, curve advance warning sign, appropriate speed limits, RCUT, and high friction surface treatment.	\$190,000 - \$1,640,000	58.75
7	Lake Mary Blvd	I-4 WB Ramps	N Country Club Rd	2.66	County	Lake Mary	2	5	7	6133	Safety improvements to increase roadway safety. Add refuge islands, add segment lighting, convert access to RIRO, add landscape buffer and median, add speed feedback sign, and add high visibility crosswalks.	\$1,540,000 - \$11,340,000	56.25
8	Ronald Reagan Blvd	SR 434	Lyman Rd	1.36	County	Longwood	3	4	2	4063	Safety improvements to manage speeds and turning conflicts. Add curb-return radius reduction, retroreflective signal backplates, RCUT, and speed cameras.	\$380,000 - \$4,320,000	56.25
9	Old Lake Mary Rd	Airport Blvd	Brightview Dr/Egrets Landing Dr	0.50	County	Unincorporated	2	0	2	4455	Safety improvements to increase intersection and roadway safety and manage conflicts near railway. Add larger warning signs, RTOR prohibition, separate right-turn phasing, signal head upgrades, appropriate speed limits, and segment lighting.	\$50,000 - \$280,000	53.75
10	Lake Mary Blvd	Country Club Rd	High St	0.47	County	Lake Mary	2	1	0	2137	Safety improvements to manage pedestrian safety. Add a leading pedestrian interval and pedestrian recall, and a refuge island.	\$20,000 - \$90,000	53.75
11	Ronald Reagan Blvd	Crystal Creek Dr	Jennifer Ct	0.90	County	Unincorporated	3	5	0	2052	Safety improvements to manage off-road crashes. Add curve advance warning sign, segment lighting, lane repurposing, superelevation at horizontal curve locations, intersection reconstruction and tightening, a refuge island, buffered bike lanes, and RCUT.	\$320,000 - \$3,890,000	53.75
12	Country Club Rd	North Rd	Ronald Reagan Blvd	0.50	County	Lake Mary	3	3	1	4238	Safety improvements to manage speeds and conflicts. Add segment lighting, RCUT, appropriate speed limits, speed feedback sign, speed cushion, yield to pedestrian sign, and channelized island/smart channel.	\$170,000 - \$2,410,000	53.75
13	Palm Springs Dr	Orlando Ave	Alpine St	0.85	County	Unincorporated	2	2	1	2591	Safety improvements to manage signal and pedestrian visibility. Upgrade signal heads, widen sidewalks, add a roundabout, a raised median, and install/upgrade pedestrian crossings at uncontrolled locations.	\$970,000 - \$1,770,000	53.75

COUNTY ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
14	Sanford Ave	Hunt Dr	28th Pl	0.5	County	Sanford	2	2	1	4506	Safety improvements to manage speeds. Add yellow and all red time extension, appropriate speed limits, lane repurposing, speed feedback sign, upgraded striping, and crosswalk restriping.	\$10,000 - \$870,000	53.75
15	Airport Blvd	Old Lake Mary Rd	Live Oak Blvd	0.4	County	Sanford	2	1	0	2757	Safety improvements to manage conflicts with a perpendicular railroad and speed. Add lane repurposing, intersection tightening, RRFB, RTOR prohibition, separate right turn phasing, intersection lighting, and speed cameras in the school zone.	\$110,000 - \$800,000	53.75
16	Ronald Reagan Blvd	Rose Dr	Meeting Pl	1.62	County	Sanford	1	5	6	5852	Safety improvements to improve pedestrian safety, crossing conditions, and roadway safety. Add intersection and segment lighting, refuge islands, pedestrian crossings, RRFB, RCUT, and signal head upgrades.	\$420,000 - \$5,330,000	52.5
17	Ronald Reagan Blvd	14th Ave	Palmetto Ave	0.57	County	Longwood	1	2	2	4957	Safety improvements to manage speeds and enhance user awareness and visibility. Add segment lighting, RCUTs, appropriate speed limits, speed feedback sign, raised intersection, enhanced daylighting/slow turn wedge, larger warning signs, and upgraded strip.	\$280,000 - \$2,490,000	52.5
18	Lake Mary Blvd	Ridge Dr	Sanford Ave	2.12	County	Sanford	1	12	2	3818	Safety improvements to manage turning conflicts. Add curve advance warning sign, segment and intersection lighting, yellow and all red extension time, permissive protected left turns, appropriate speed limits, slip lane closure, speed feedback signs, upgrade intersection pavement markings, and upgrade signal head.	\$880,000 - \$1,940,000	52.5
19	International Pkwy	Allure Ln	H E Thomas Jr Pkwy/CR 46A	0.58	County	Unincorporated	0	2	2	5368	Safety improvements to manage conflicts in time and improve pedestrian connectivity. Add segment lighting, traffic signal, RCUT, striping upgrades, pedestrian crossings, and RRFB.	\$230,000 - \$2,580,000	51.25
20	Howell Branch Rd	County Line	Dike Rd/ Tangerine Ave	2.09	County	Casselberry	0	7	7	6010	Safety improvements to manage speeds. Add segment and intersection lighting, RCUT, upgraded striping, hardened median nose extension, landscaped buffer, and speed feedback sign.	\$420,000 - \$5,330,000	51.25
21	Rinehart Rd	SR 46	WP Ball Blvd	0.79	County	Sanford	2	4	0	4125	Safety improvements to manage speeds and increase roadway safety. Manage accesses along corridor, add segment lighting, high friction surface treatment, signal head upgrade, and speed feedback sign.	\$220,000 - \$1,080,000	51.25
22	Rinehart Road	Towne Center Blvd	H E Thomas Jr Pkwy/CR 46A	0.81	County	Sanford	1	2	1	3521	Safety improvements to manage speeds and left turn conflicts. Add yellow and all red time extension, protected left turns, striping upgrades, appropriate speed limits, speed feedback signs.	\$10,000 - \$50,000	50
23	Celery Ave	Sipes Ave	SR 415	1.41	County	Unincorporated	1	1	4	3132	Safety improvements to manage intersection visibility and signage. Add intersection lighting, roundabouts, permissive protected left turns, and LED enhanced sign.	\$60,000 - \$1,060,000	50
24	Greenwood Blvd	Lake Emma Rd	Donegal Ave	0.46	County	Lake Mary	1	2	1	3912	Safety improvements to manage left-turn crashes. Add RCUT, protected left turns, traffic signals, roundabouts, and lane repurposing.	\$200,000 - \$3,380,000	50
25	Greenwood Blvd	Lake Mary Blvd	Canterbury Dr	0.43	County	Lake Mary	1	2	1	4732	Safety improvements to manage speeds and increase attentiveness. Add lane repurposing, doubled-up, oversized stop signs, curb-return radius return, and speed cushions.	\$200,000 - \$620,000	50
26	Lake Emma Rd	Greenwood Blvd	Green Way Blvd	1.11	County	Lake Mary	1	3	1	2315	Safety improvements to manage off-road crashes and improve pedestrian safety. Add segment and intersection lighting, pedestrian crossing time extension, a roundabout, and lane repurposing.	\$1,000 - \$1,300,000	50

COUNTY ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
27	Longwood Lake Mary Rd	Acorn Dr	Ronald Reagan Blvd	0.50	County	Unincorporated	1	0	2	4455	Safety improvements to improve bicycle safety and manage speeds. Add LED-enhanced signage, separated bikeway, speed feedback sign, intersection lighting, fill the sidewalk gap, and install/upgrade pedestrian crossing.	\$130,000 - \$190,000	50
28	Tuskawilla Rd	Windcrest Pl	Eagle Blvd/ Amherst Way	0.75	County	Unincorporated	1	3	1	3487	Safety improvements to manage speeds and turning conflicts. Add segment lighting, appropriate speed limits, yellow and all red time extension, permissive protected left turns, flourescent sheeting sign upgrades.	\$1,000 - \$380,000	50
29	Snow Hill Rd	Jacobs Trl	Yellow Trail Pl/ Avenue H	0.64	County	Unincorporated	1	0	2	3070	Safety improvements to manage speed. Add appropriate speed limits, doubled-up oversized stop signs, curb-return radius reduction, roundabouts, and speed feedback signs.	\$90,000 - \$1,120,000	50
30	Chuluota Rd	Old Chuluota Rd	5th St	0.98	County	Unincorporated	1	4	1	2510	Safety improvements to manage visibility along curve and reduce speed and turning conflicts. Add segment and intersection lighting, curve advance warning signs, curb-return radius reduction, raised median, access managment, and a roundabout.	\$1,040,000 - \$2,560,000	50
31	Dodd Rd	Red Bug Lake Rd	Dike Rd	0.76	County	Unincorporated	1	3	1	3200	Safety improvements to manage speeds and more specifically, speeds around curves. Add appropriate speed limits, curve advance warning signs, segment lighting, lane repurposing, roundabouts, permissive protected left turns and raised medians.	\$770,000 - \$3,330,000	50
32	Wekiva Springs Rd	Riverbend Blvd	Fox Valley Dr	0.37	County	Unincorporated	1	1	1	4072	Safety improvements to manage speeds and driver attentiveness. Add yellow and all-red time extension, raised median, curve advance warning sign, speed feedback sign, and flourescent sheeting on signs.	\$530,000 - \$710,000	50
33	Red Bug Lake Rd	Brooks Ln/ Rising Sun Blvd	Hollow Pine Dr	1.52	County	Unincorporated	0	4	3	3734	Safety improvements to manage turning conflicts and improve pedestrian and bicyclist safety. Add segment and intersection lighting, shared use path, leading pedestrian interval, refuge islands, RRFB, and speed feedback signs.	\$790,000 - \$1,550,000	48.75
34	E Broadway St	Boston Ave	Louise Ave	0.59	County	Oviedo	0	3	1	3514	Safety improvements to manage turning conflicts and pedestrian visibility. Add a roundabout at Stephen Ave, control access management, install/upgrade pedestrian crossing, remove obstructions for sightlines, intersection reconstruction and tightening, raised median, widened sidewalks and/or bike facilities, and widen/ pave shoulder.	\$760,000 - \$1,490,000	48.75
35	Lake Howell Rd	Lake Howell Ln	Willow Ln	0.96	County	Casselberry	3	0	0	588	Safety improvements to manage intersection conflicts. Add a roundabout, segment lighting, and RCUT.	\$200,000 - \$2,980,000	48.75
36	H E Thomas Jr Pkwy	Orange Blvd	Rinehart Rd	0.95	County	Unincorporated	0	1	2	3904	Safety improvements to improve pedestrian and bicyclist safety. Add doubled-up and oversized stop signs, segment lighting, yellow and all red time extension, and permissive protected left turns.	\$1,000 - \$490,000	46.25
37	Hunt Club Blvd	Wekiva Trl	Sand Lake Rd	0.50	County	Unincorporated	0	0	2	4354	Safety improvements to improve bicyclist and pedestrian safety. Add curb ramps for ADA compliance, curb extension, high visibility crosswalk, RRFB, separated bikeway, and refuge island.	\$20,000 - \$90,000	46.25
38	H E Thomas Jr Pkwy	Rinehart Rd	Bright Meadow Dr	0.57	County	Lake Mary	1	0	1	2516	Safety improvements to manage turning conflicts and improve pedestrian and bicyclist safety. Add segment lighting, curve advance warning signs, landscape buffer, and protected left turns.	\$1,000 - \$640,000	45
39	Lake Mary Blvd	Markham Woods Rd	I-4 WB Ramps	0.99	County	Unincorporated	0	2	1	2800	Safety improvements to manage speed and intersection functionality. Add appropriate speed limits, speed feedback signs, extend yellow and all red time, striping through intersection, and RCUT.	\$70,000 - \$1,040,000	41.25

County Road Projects Project Sheets

1. Ronald Reagan Blvd, Palmetto Ave to SR 434

0.38 Miles
Crash Score: 11,829

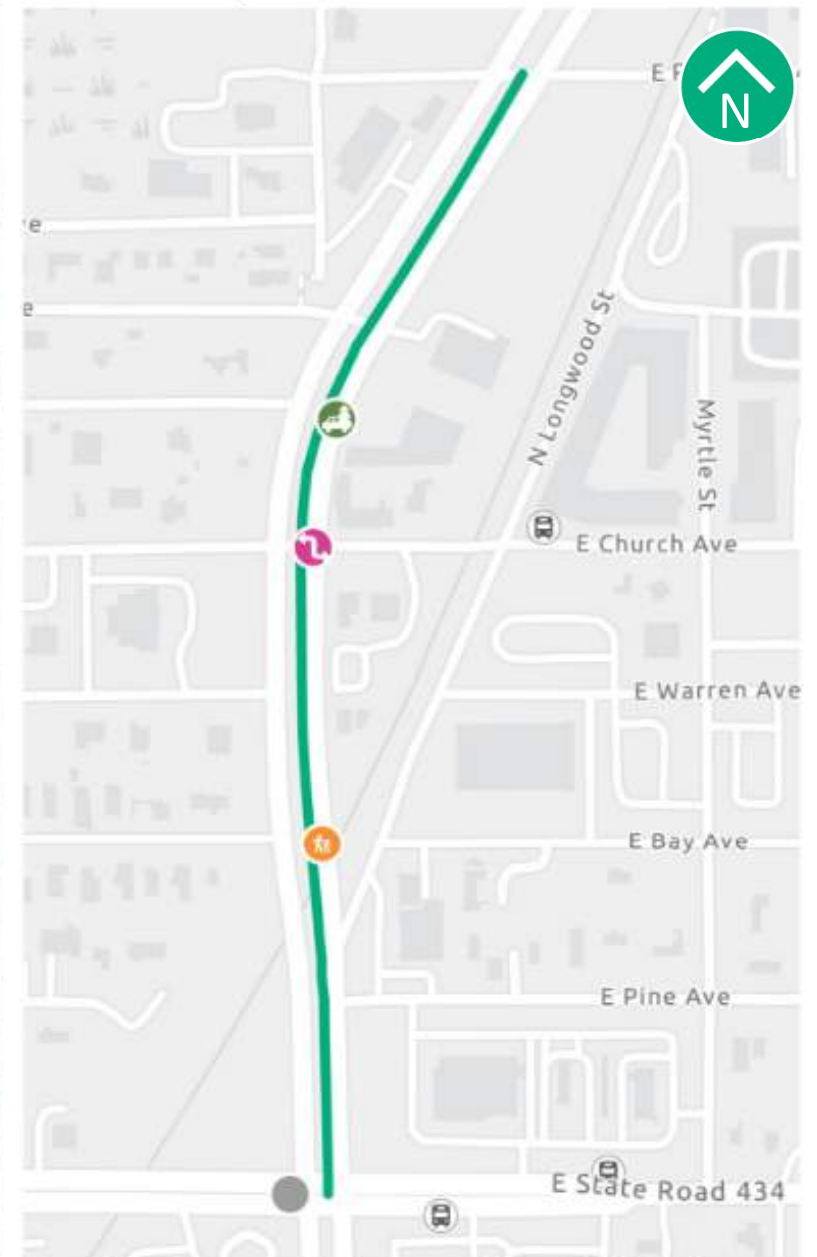
Jurisdiction: County

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	2 Motorist
5 Total KSI	

Existing Conditions

C4 Context Classification
30 Posted Speed Limit
50 Operating Speed
Features Street parking from Warren Ave to Palmetto Ave, bike lanes, parking buffer, retroreflective backplates



Potential Solutions



Refuge Island at Church Ave Intersection



Increase Crosswalk Density



Raised Intersection at Church Ave



Landscaped Buffer and Median



Lane Narrowing

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

2. 25th St, Hardy Ave to US 17

Crash History (2018 - 22)

Deadly	Serious Injury
3 Pedestrian	1 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	1 Motorcyclist
2 Motorist	1 Motorist
9 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
51	Operating Speed
Features	Raised median, high-visibility crosswalks, retroreflective backplates

Potential Solutions



Refuge Island



Segment Lighting



Appropriate Speed Limits



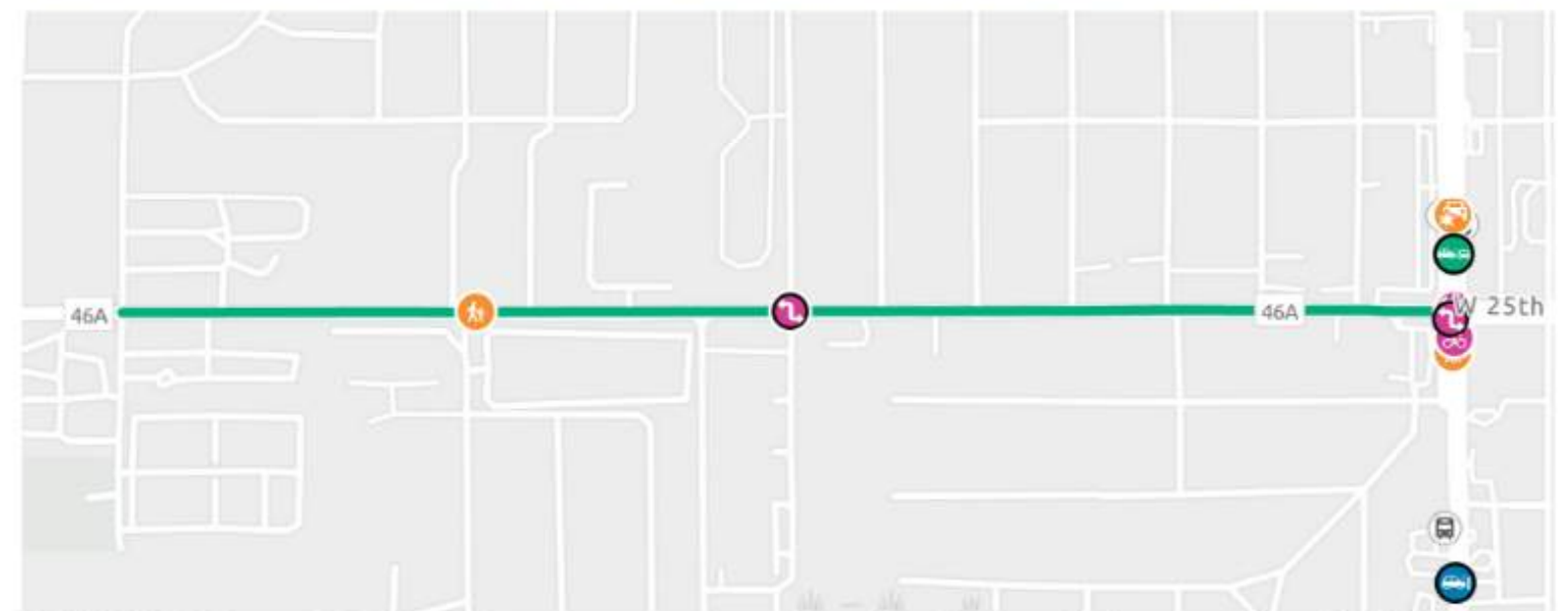
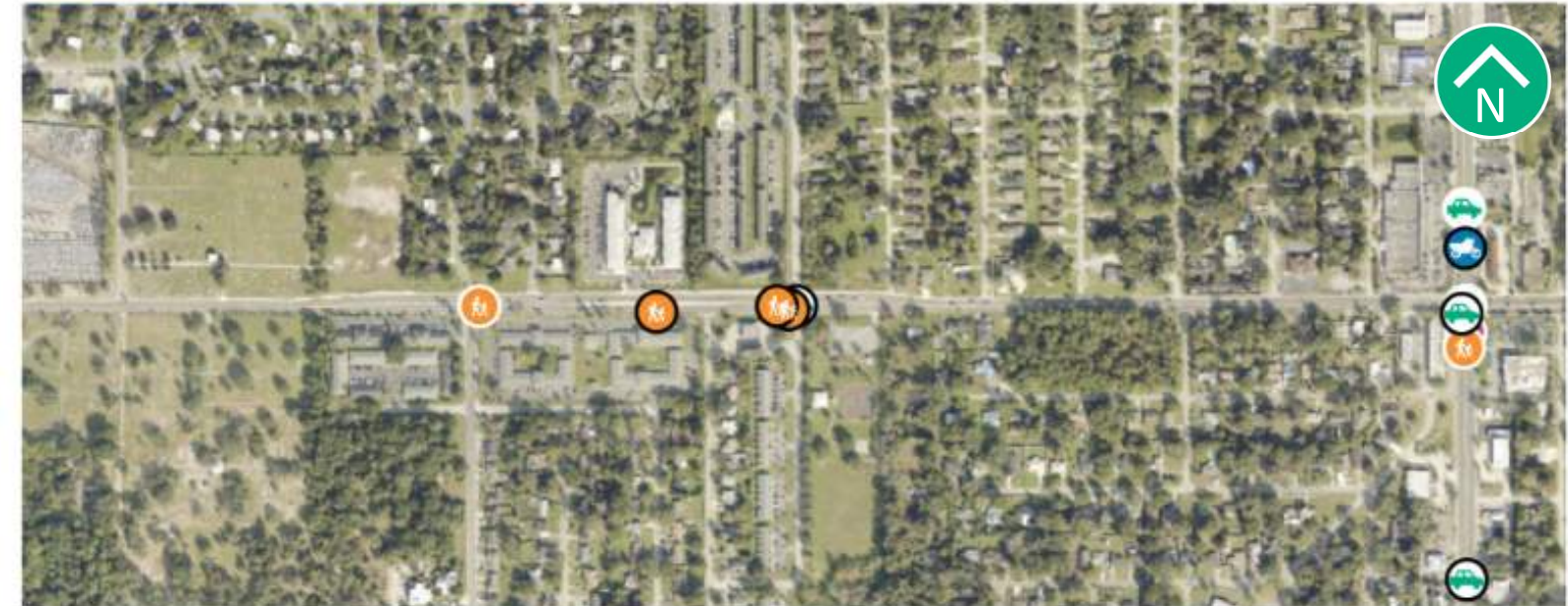
Raised Median



Shared-Use Path

0.88 Miles
Crash Score: 10,556

Jurisdiction: County



CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

***Deaths shown with icon outlined in black**

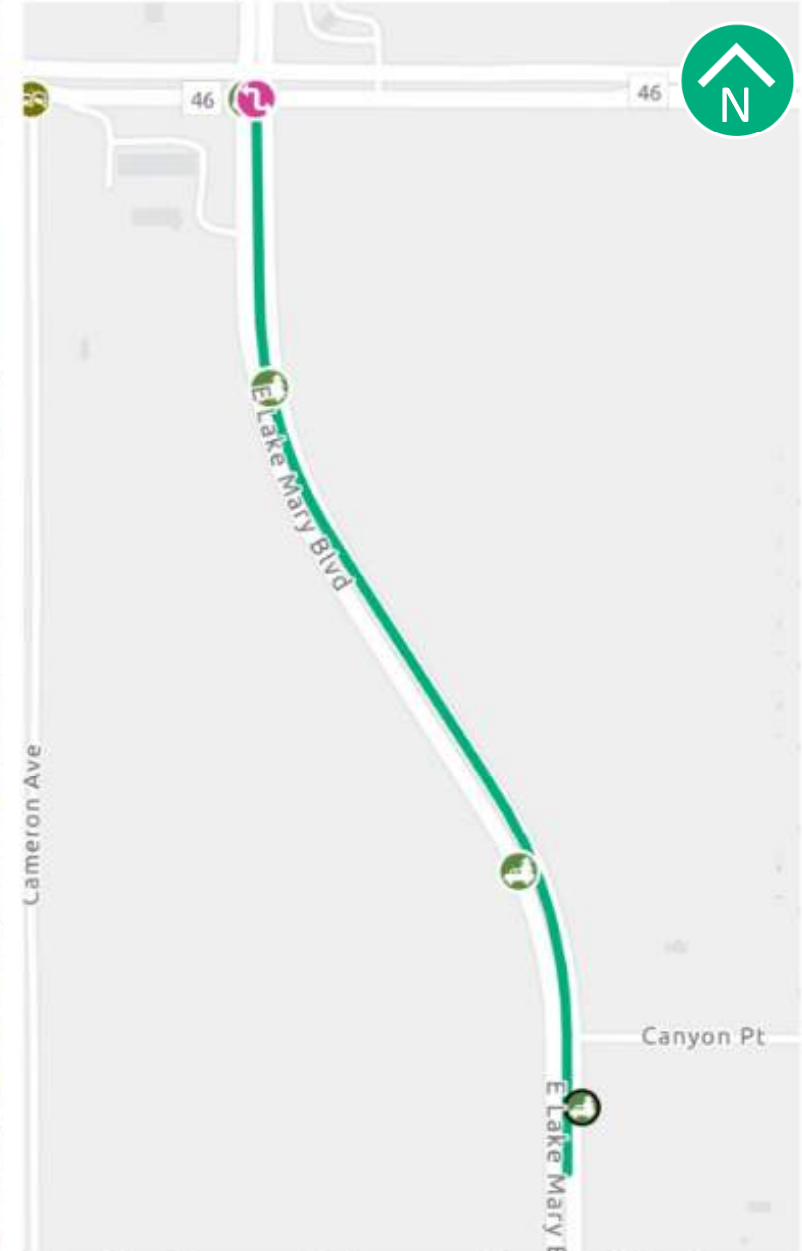
-  Death
-  Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

3. Lake Mary Blvd, SR 46 to Canyon Pt

0.52 Miles
Crash Score: 8,616

Jurisdiction: County




Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
1 Motorist	5 Motorist
8 Total KSI	

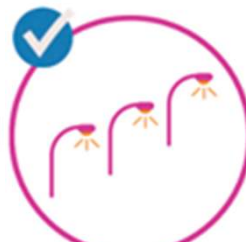
Existing Conditions

C3R	Context Classification
50	Posted Speed Limit
63	Operating Speed
Features	Raised median, bike lanes


Potential Solutions




High Friction Surface Treatment




Segment Lighting



Intersection Lighting



Landscaped Buffer and Median











Protected Left Turns

CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

*Deaths shown with icon outlined in black

-  Death
-  Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

4. Howell Branch Rd, Bear Gully Rd to SR 426


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	2 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	1 Motorist
3 Total KSI	

Existing Conditions

C3R Context Classification
40 Posted Speed Limit
52 Operating Speed
Features Raised median, Cady Way Trail and Cross Seminole Trail at Howell Branch Rd and SR 426 intersection


Potential Solutions




Leading Pedestrian Interval



Curb-Return Radius Reduction



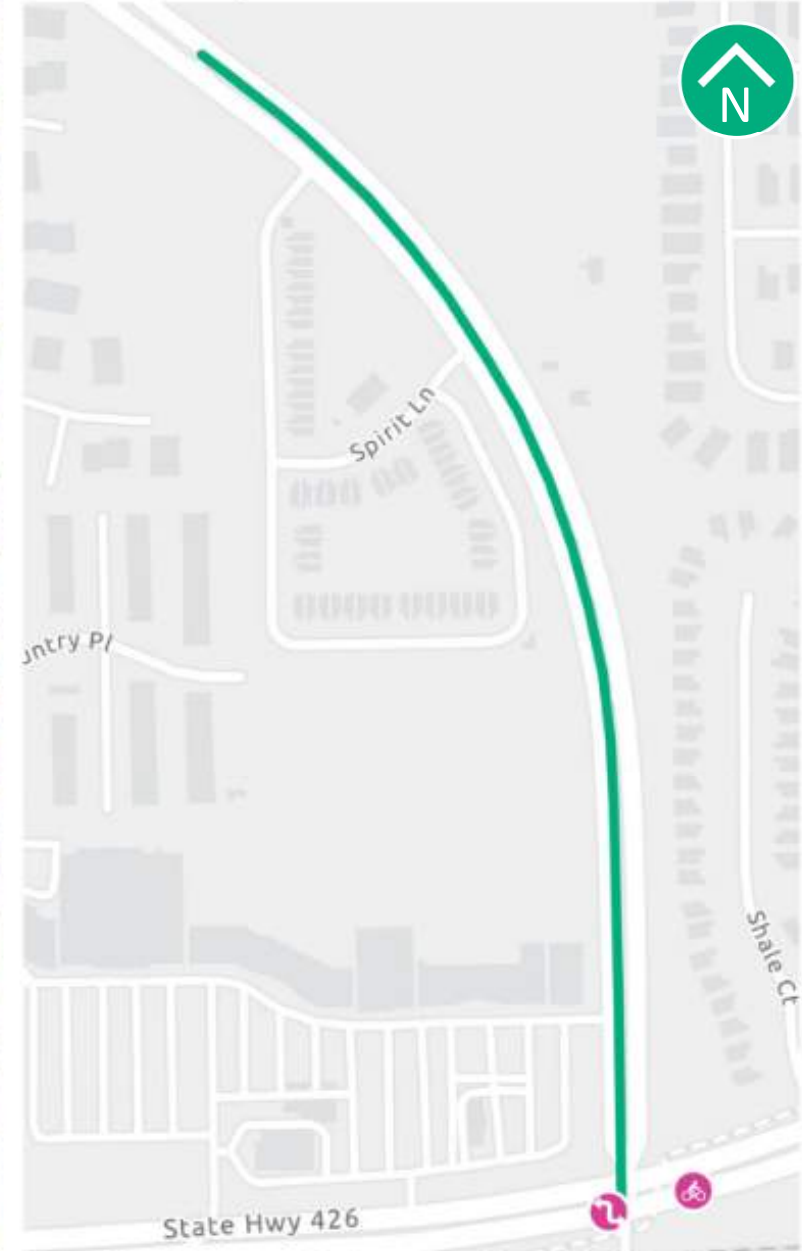
Bike Box



Bicycle Crossing

0.41 Miles
Crash Score: 7,187

Jurisdiction: County



CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

***Deaths shown with icon outlined in black**

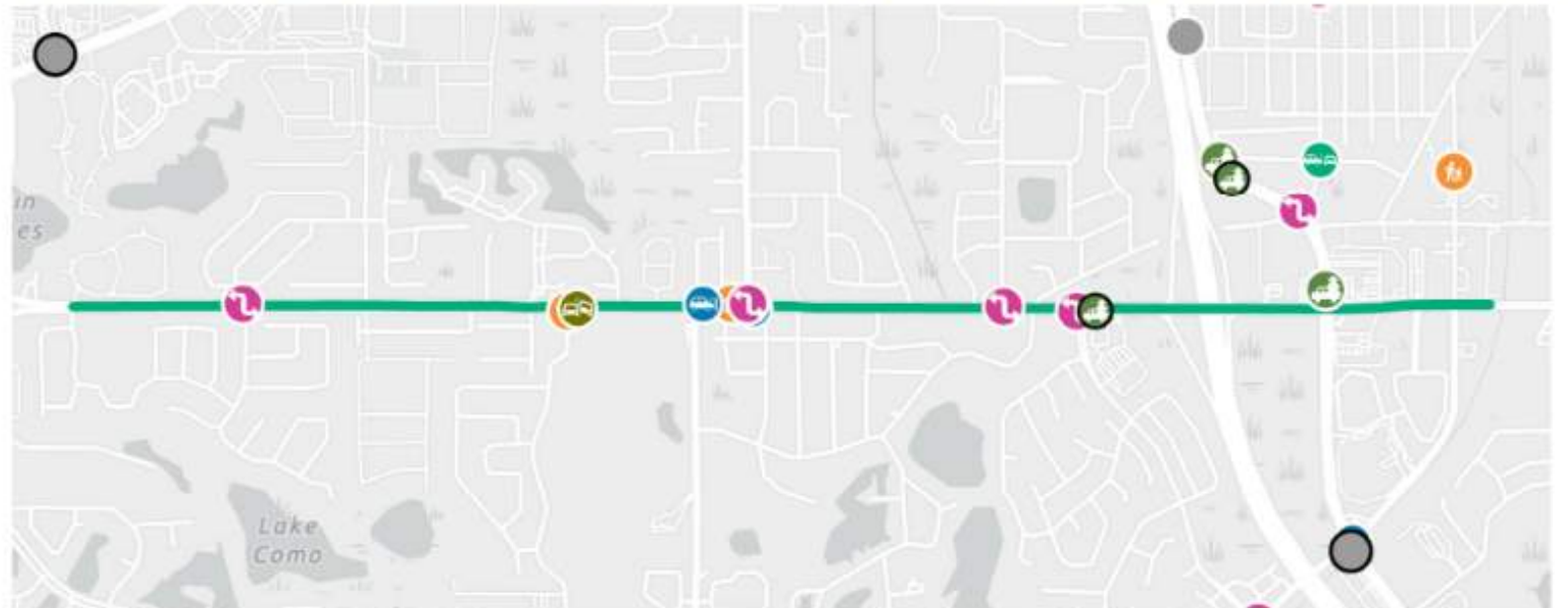
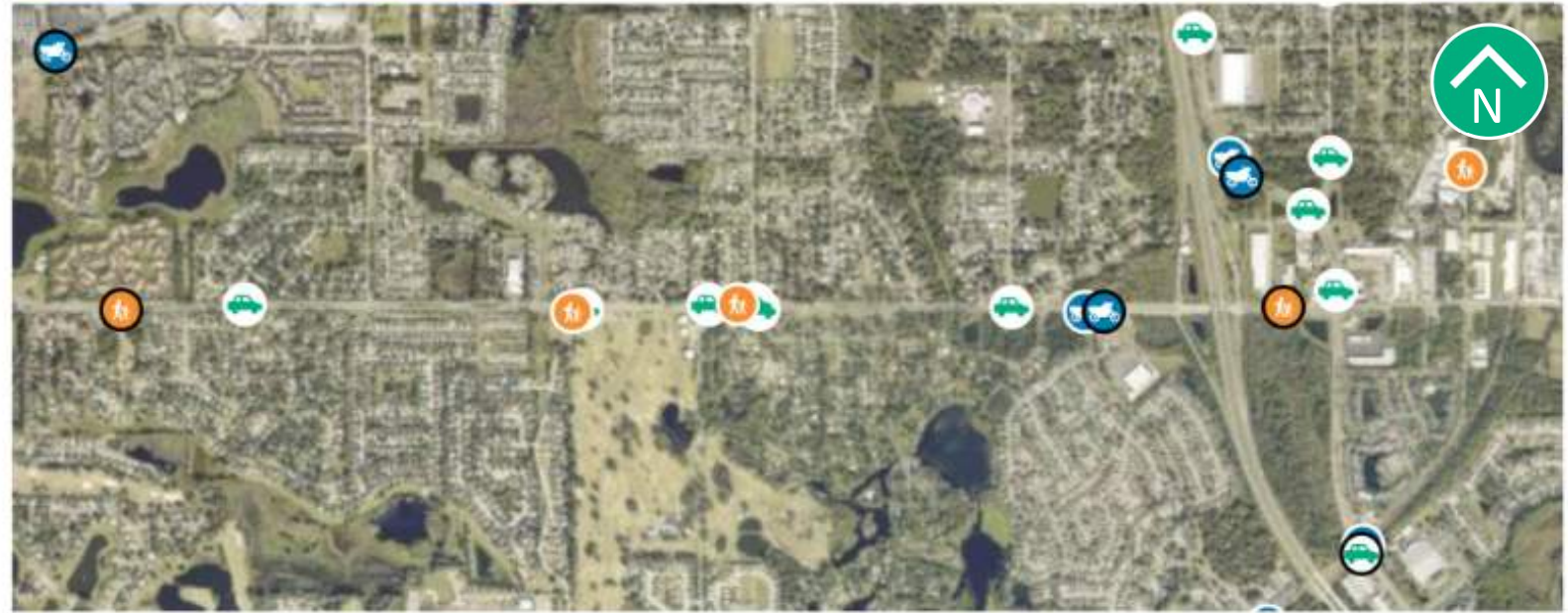
-  Death
-  Bus Stops

 **FHWA PROVEN SAFETY COUNTERMEASURE**

5. H E Thomas Jr Pkwy, Bright Meadow Dr to Old Lake Mary

2.79 Miles
Crash Score: 4,093

Jurisdiction: County



CRASH MODE:
 Pedestrian, Bicycle, Motorcycle, Motor Vehicle

CRASH TYPE:
 Angle, Head On, Left Turn, Rear End, Sideswipe, Rollover, Off Road, Other

***Deaths shown with icon outlined in black**
 Death, Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
2 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	1 Motorcyclist
0 Motorist	7 Motorist
13 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
52	Operating Speed
Features	Raised median, high-visibility crosswalks



Install/Upgrade Pedestrian Crossing at Uncontrolled Locations

Potential Solutions

Appropriate Speed Limits

Reduced Left Turn Conflict Intersection

Segment Lighting

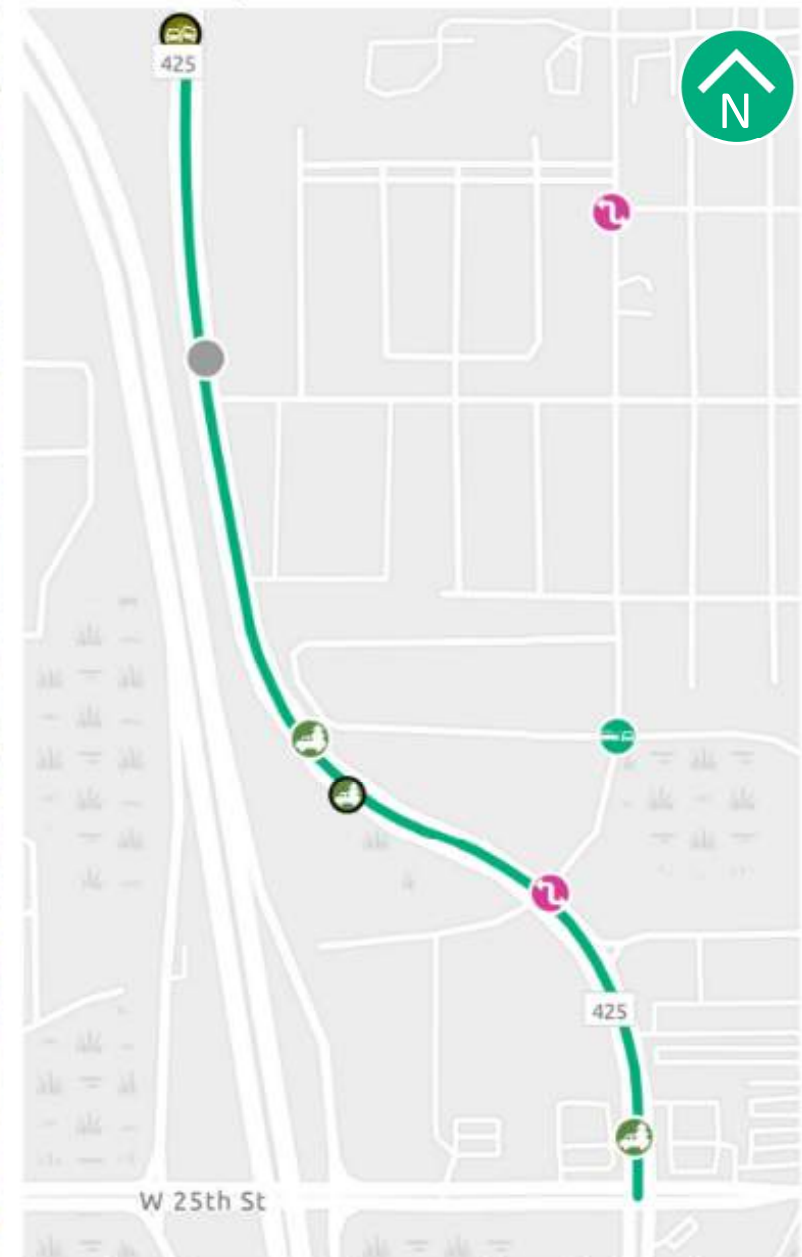
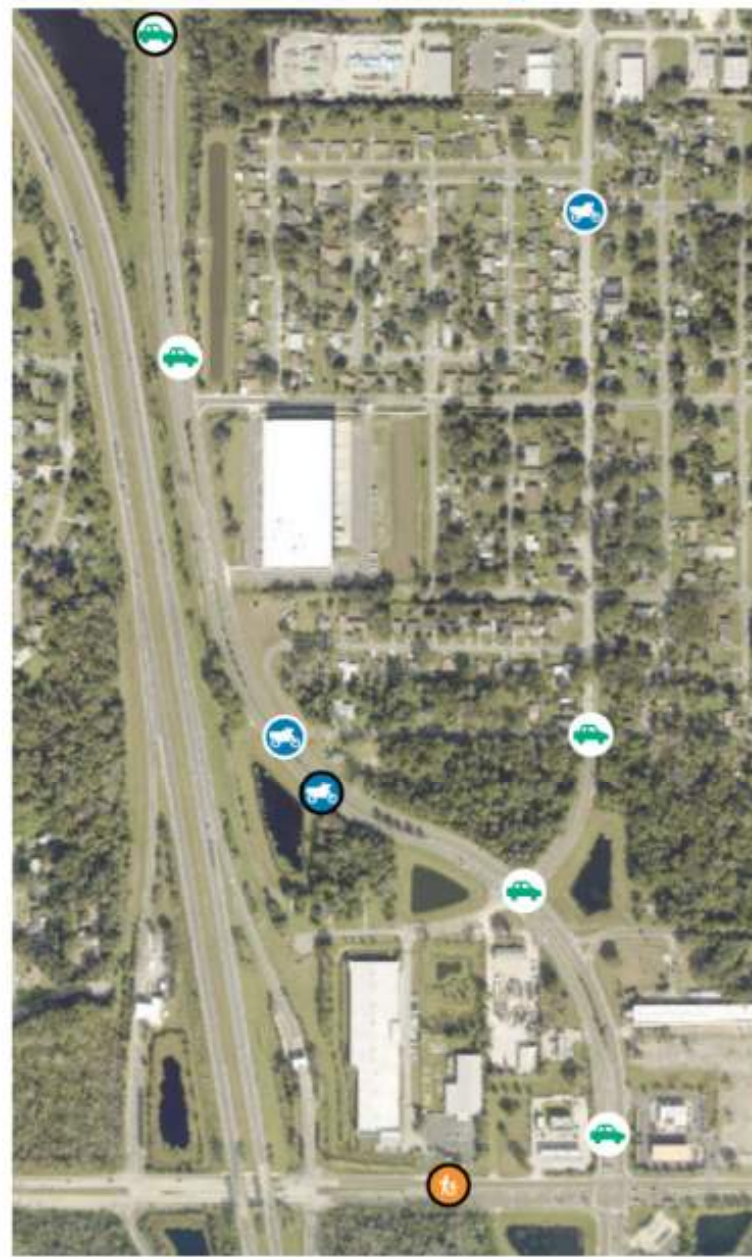
Protected Left Turns

Rectangular Rapid Flashing Beacon

6. Martin Luther King Blvd, H E Thomas Jr Pkwy to 20th Pl

0.84 Miles
Crash Score: 4,060

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	1 Motorcyclist
0 Motorist	3 Motorist
5 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
59	Operating Speed
Features	Raised median

Potential Solutions



Chevron Signs on Horizontal Curves



Curve Advance Warning Sign



Appropriate Speed Limits



Reduced Left-Turn Conflict Intersection



High Friction Surface Treatment

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

7. Lake Mary Blvd, I-4 WB Ramps to N Country Club Rd

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	3 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	5 Motorist
12 Total KSI	

Existing Conditions

C3C Context Classification
35 Posted Speed Limit
51 Operating Speed
Features Raised median, trailhead at Lake Mary Blvd and Rinehart Rd, striping through intersection, reduced left-turn conflict intersections

Potential Solutions



Refuge Islands



Segment Lighting



Reduced Left-Turn Conflict Intersection



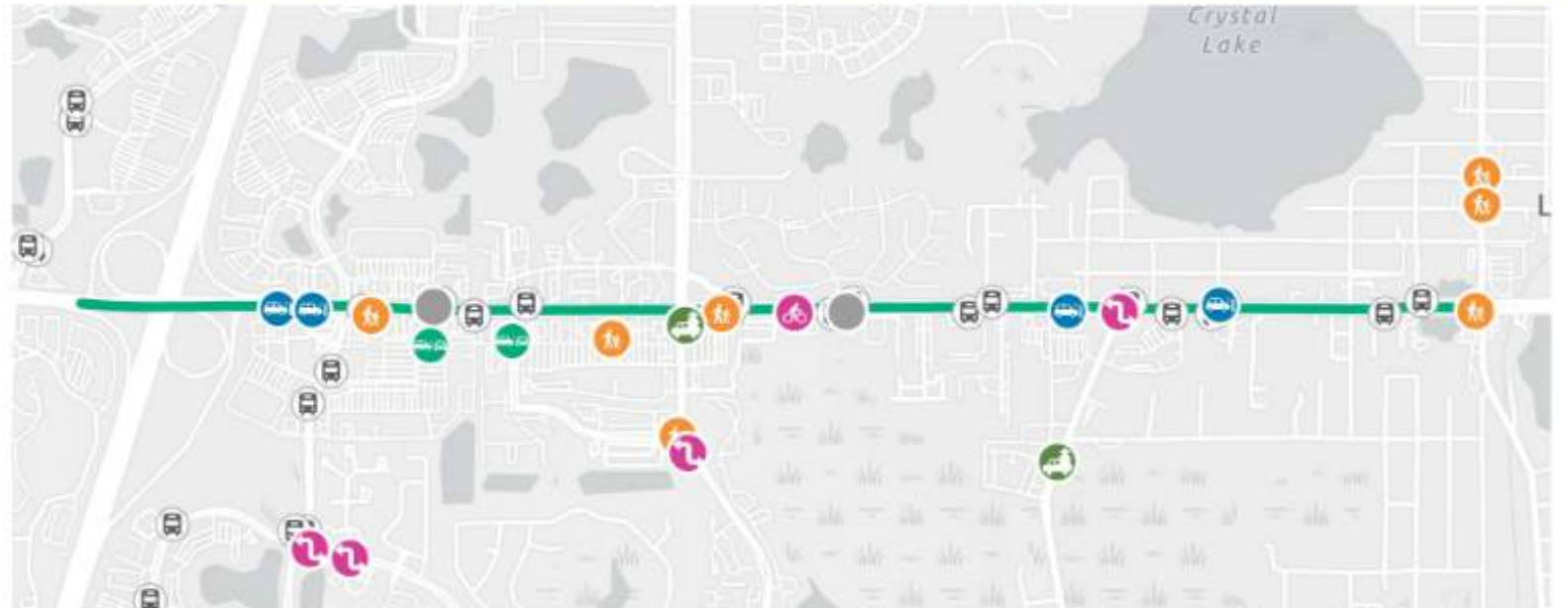
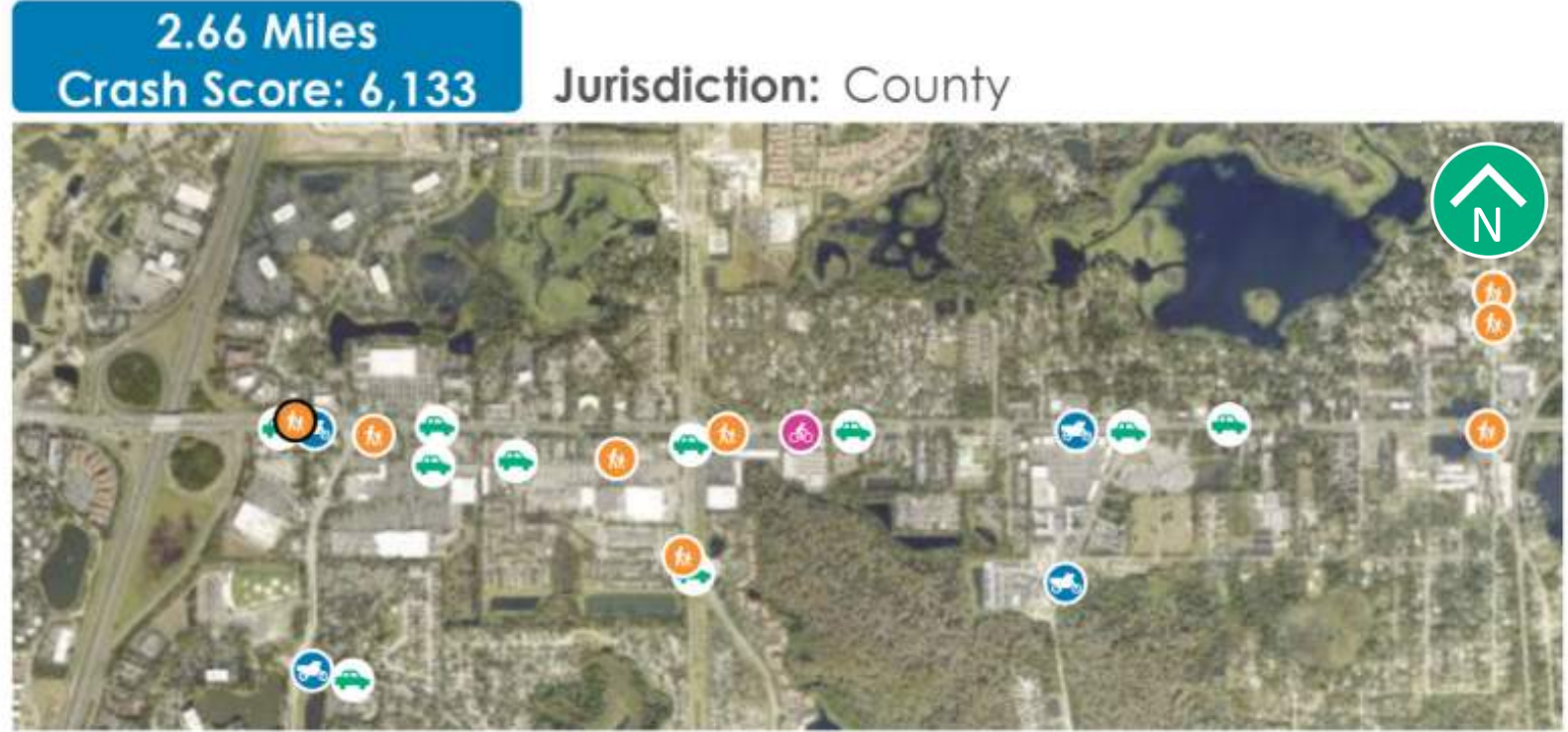
Landscaped Buffer and Median



Speed Feedback Signs



High-Visibility Crosswalks



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

8. Ronald Reagan Blvd, SR 434 to Lyman Rd


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	4 Motorist
6 Total KSI	


Existing Conditions

C3C	Context Classification
35	Posted Speed Limit
48	Operating Speed
Features	Raised median, high-visibility crosswalks


Potential Solutions




Curb-Return Radius Reduction



Retroreflective Signal Backplates



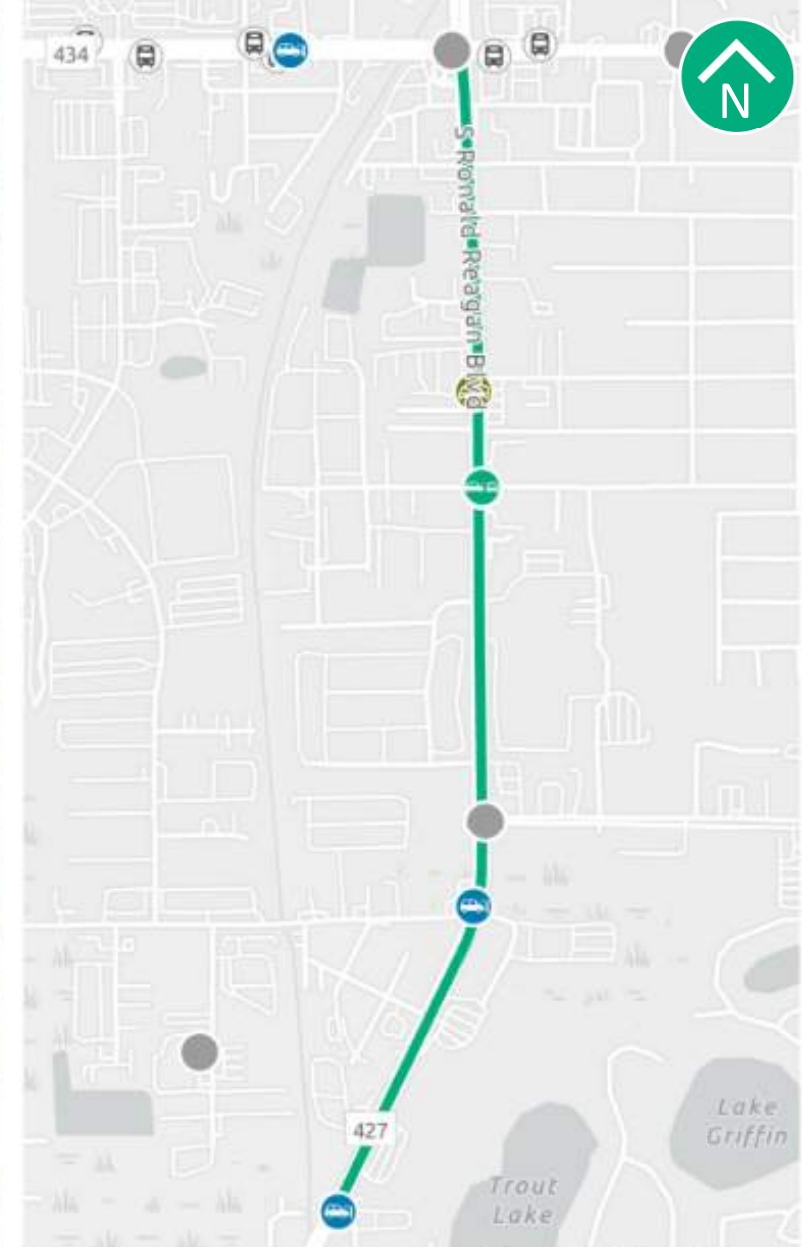
Reduced Left-Turn Conflict Intersection



Speed Cameras

1.36 Miles
Crash Score: 4,063

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

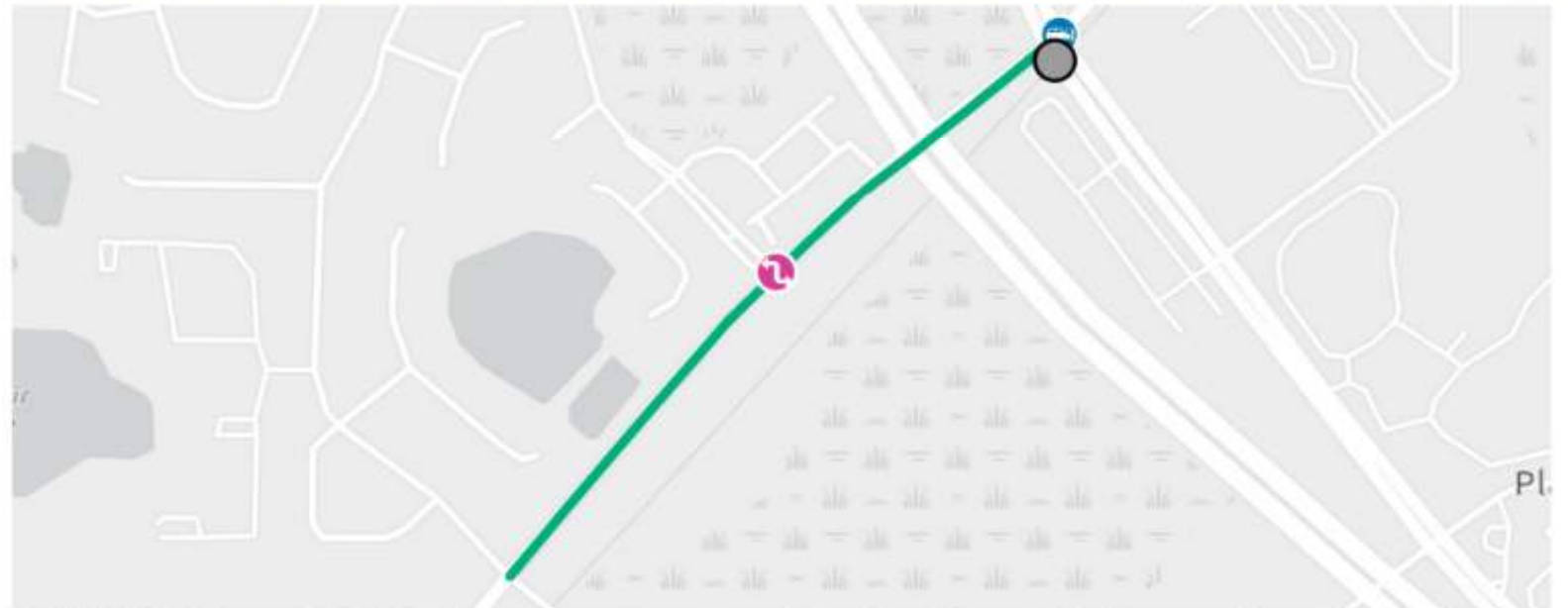
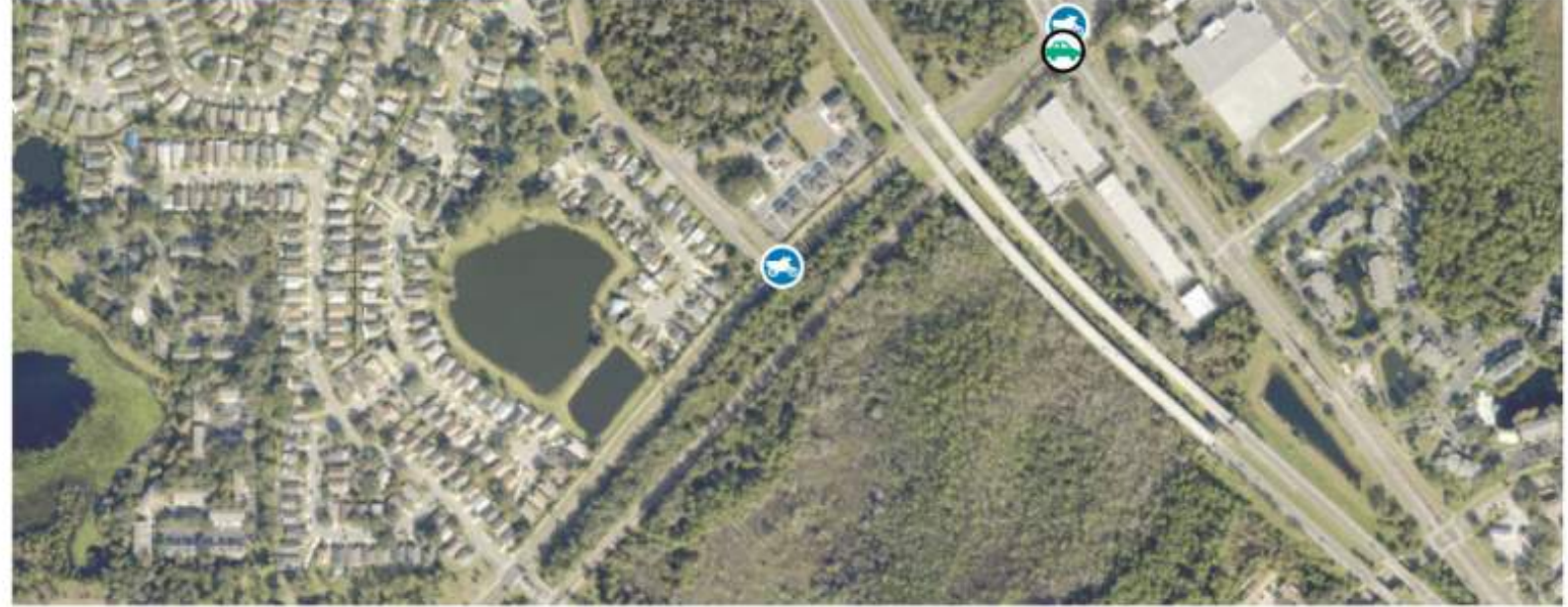
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

9. Old Lake Mary Road, Airport Blvd to Brightview Dr/Egrets Landing Dr

0.50 Miles
Crash Score: 4,455

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	0 Motorist
2 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
51	Operating Speed
Features	Railroad along the eastern side of Old Lake Mary Blvd

Potential Solutions



Upgrade to Larger Warning Signs



Prohibit Right-Turn-on-Red at Old Lake Mary Rd & Airport Blvd



Separate Right-Turn Phasing at Old Lake Mary Rd & Airport Blvd



Upgrade Signal Head



Appropriate Speed Limits



Segment Lighting

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

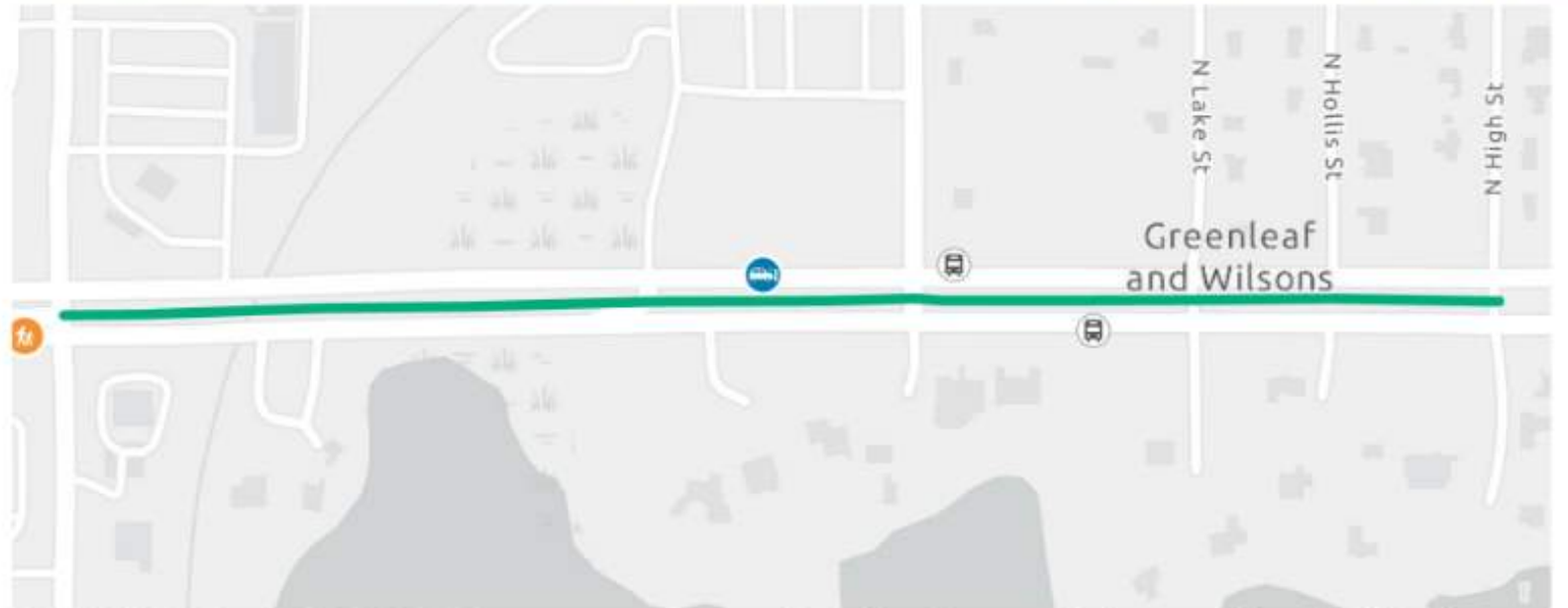
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

10. Lake Mary Blvd, Country Club Rd to High St

0.47 Miles
Crash Score: 2,137

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	1 Motorist
1 Total KSI	

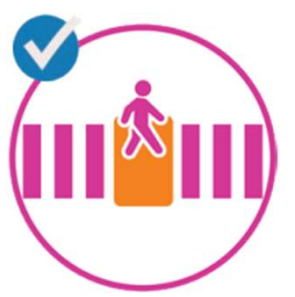
Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
53	Operating Speed
Features	Raised median, high-visibility crosswalks, sidewalks

Potential Solutions



Leading Pedestrian Interval and Pedestrian Recall



Refuge Island at Lake Mary Blvd & Country Club Rd

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

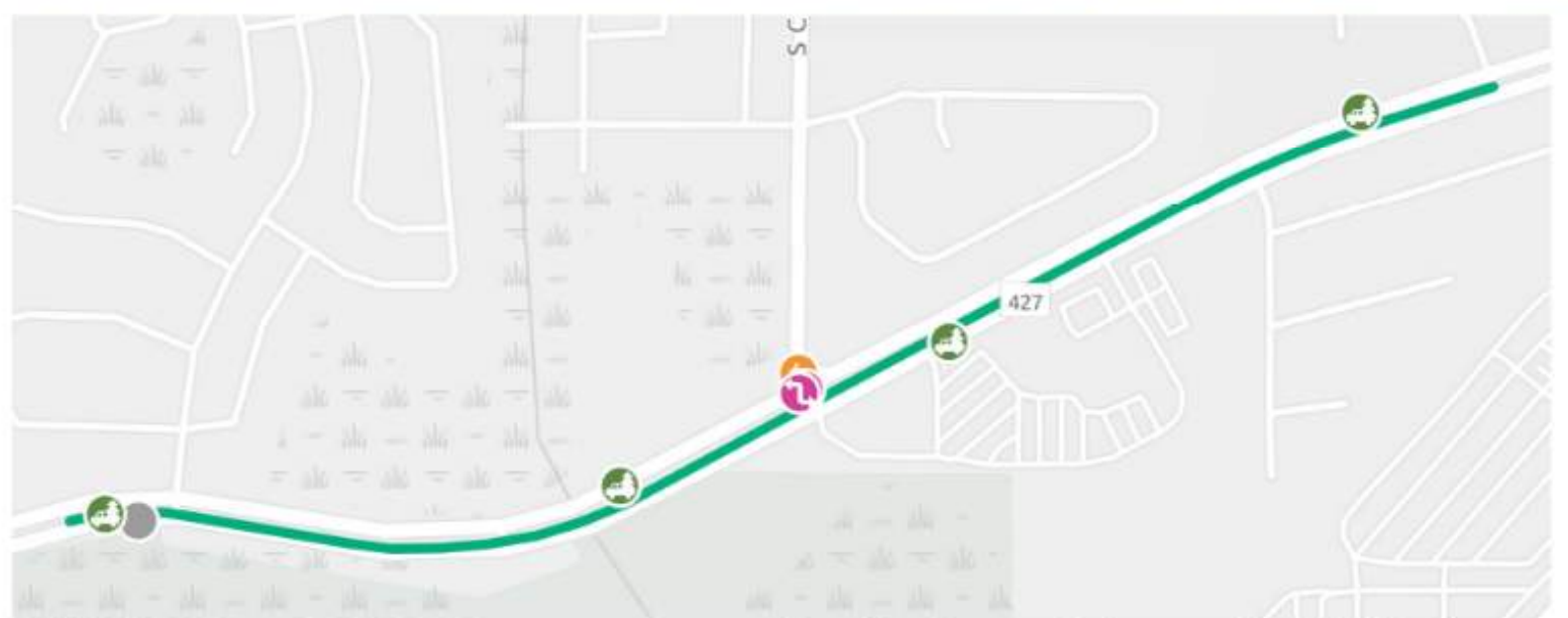
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

11. Ronald Reagan Blvd, Crystal Creek Dr to Jennifer Ct

0.90 Miles
Crash Score: 2,052

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	5 Motorist
5 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
55	Operating Speed
Features	Raised median, high-visibility crosswalks

Potential Solutions

- Curve Advance Warning Sign**
- Segment Lighting**
- Lane Repurposing**
- Superelevation at Horizontal Curve Locations**
- Intersection Reconstruction and Tightening**
- Refuge Island at Ronald Reagan Blvd & Country Club Rd**
- Buffered Bike Lane**
- Reduced Left-Turn Conflict Intersection**

12. Country Club Dr, North Rd to Ronald Reagan Blvd

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	2 Motorist
4 Total KSI	

Existing Conditions

C3C	Context Classification
40	Posted Speed Limit
47	Operating Speed
Features	Raised median, high-visibility crosswalks

Potential Solutions



Speed Feedback Sign



Segment Lighting



Speed Cushion



Reduced Left-Turn Conflict Intersection



Yield to Pedestrians Sign



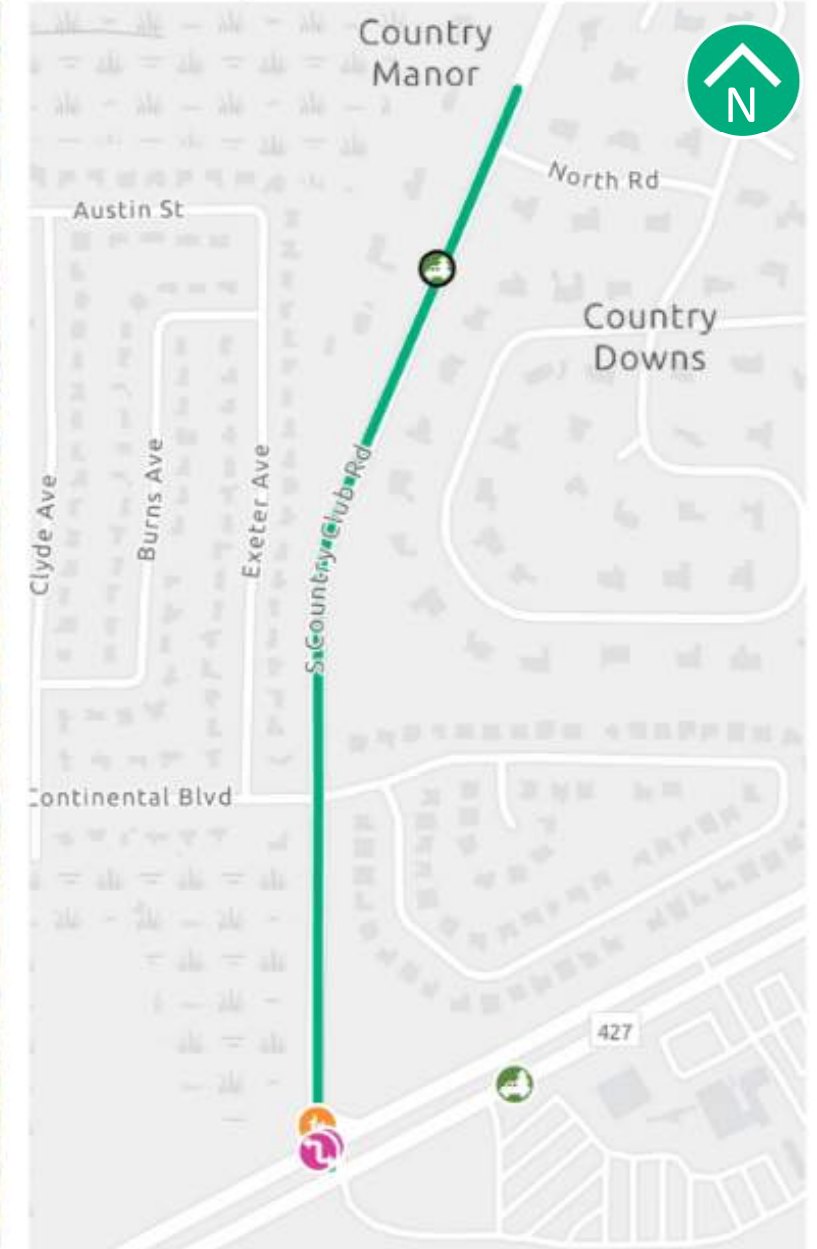
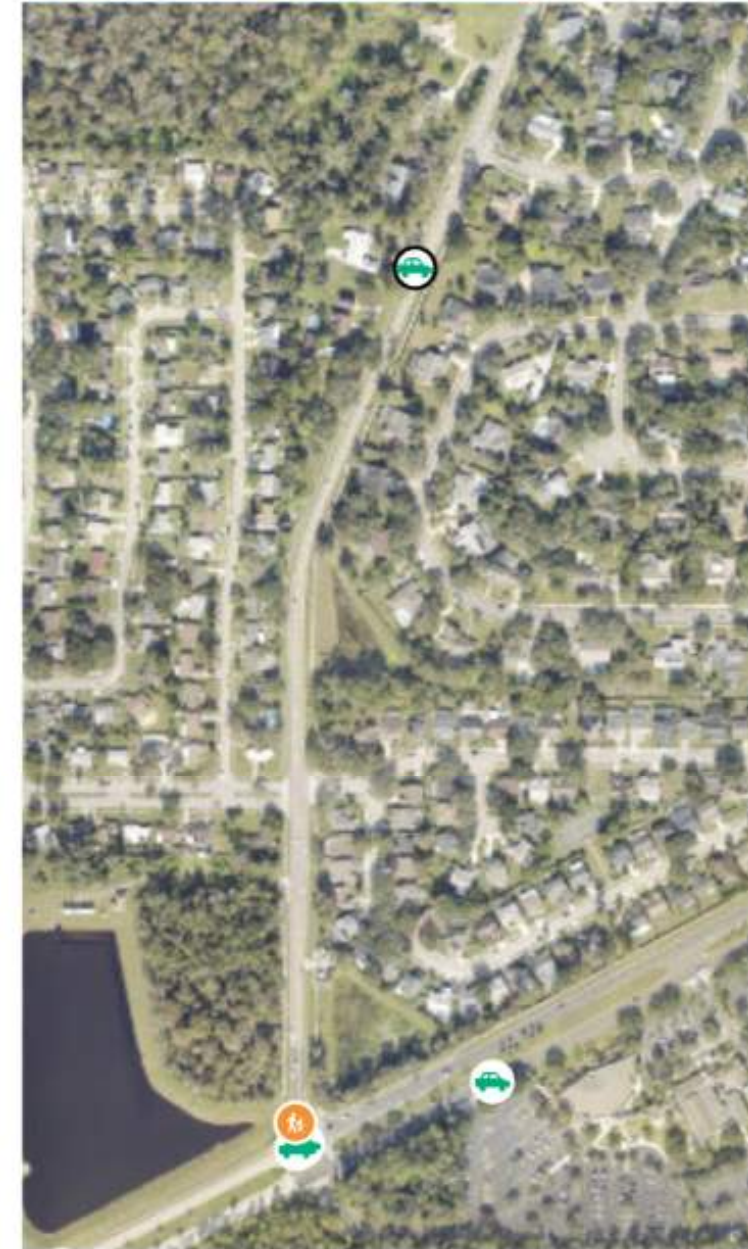
Appropriate Speed Limits



Channelized Island / Smart Channel

0.50 Miles
Crash Score: 4,238

Jurisdiction: County



CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle
-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

***Deaths shown with icon outlined in black**

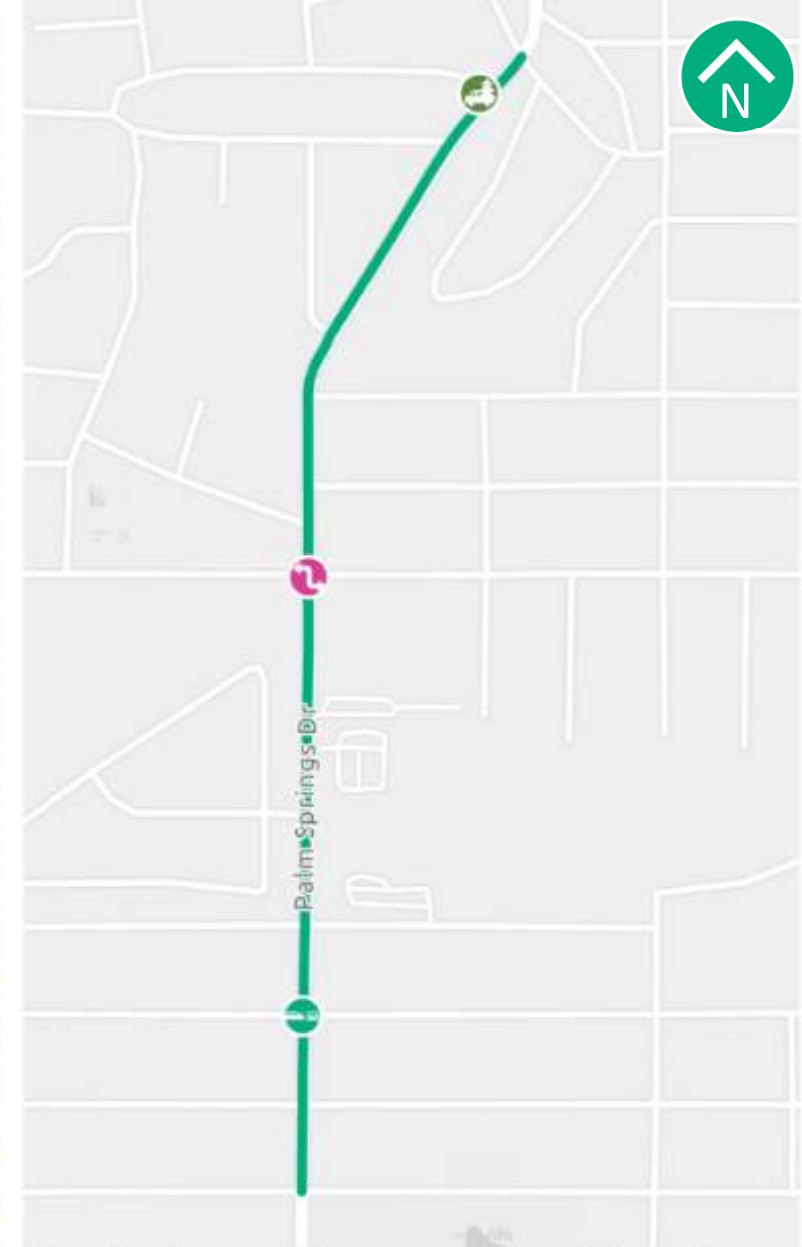
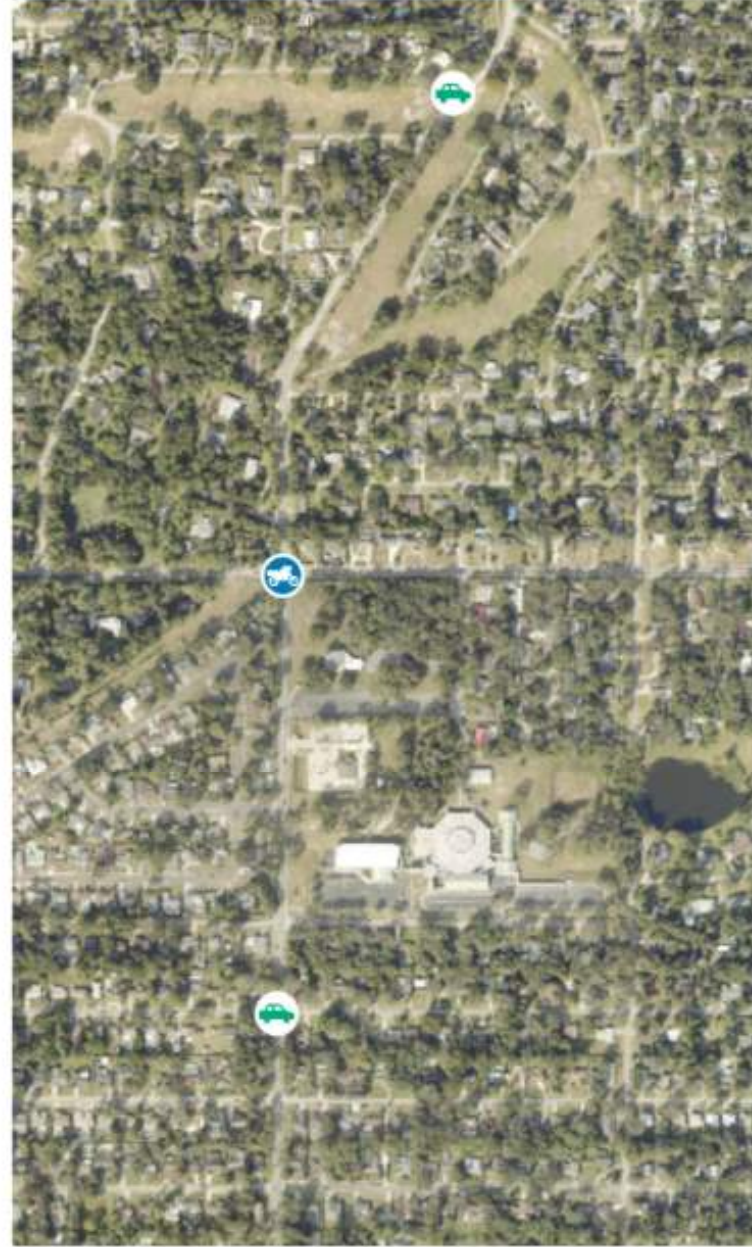
-  Death
-  Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

13. Palm Springs Dr, Orlando Ave to Alpine St

0.85 Miles
Crash Score: 2,591

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	2 Motorist
3 Total KSI	

Existing Conditions

C3R	Context Classification
30	Posted Speed Limit
42	Operating Speed
Features	Sidewalks, high-visibility crosswalks

Potential Solutions



Upgrade Signal Head Widen Sidewalk Roundabout Raised Median Install/Upgrade Pedestrian Crossing at Uncontrolled Locations

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: There are planned improvements along Palm Springs Dr north of North St

FHWA PROVEN SAFETY COUNTERMEASURE

14. Sanford Ave, Hunt Dr to 28th PI


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	1 Motorist
3 Total KSI	


Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
49	Operating Speed
Features	Raised median, high-visibility crosswalks, sidewalks


Potential Solutions




Extend Yellow and All Red Time




Appropriate Speed Limits




Speed Feedback Sign



Upgrade Striping



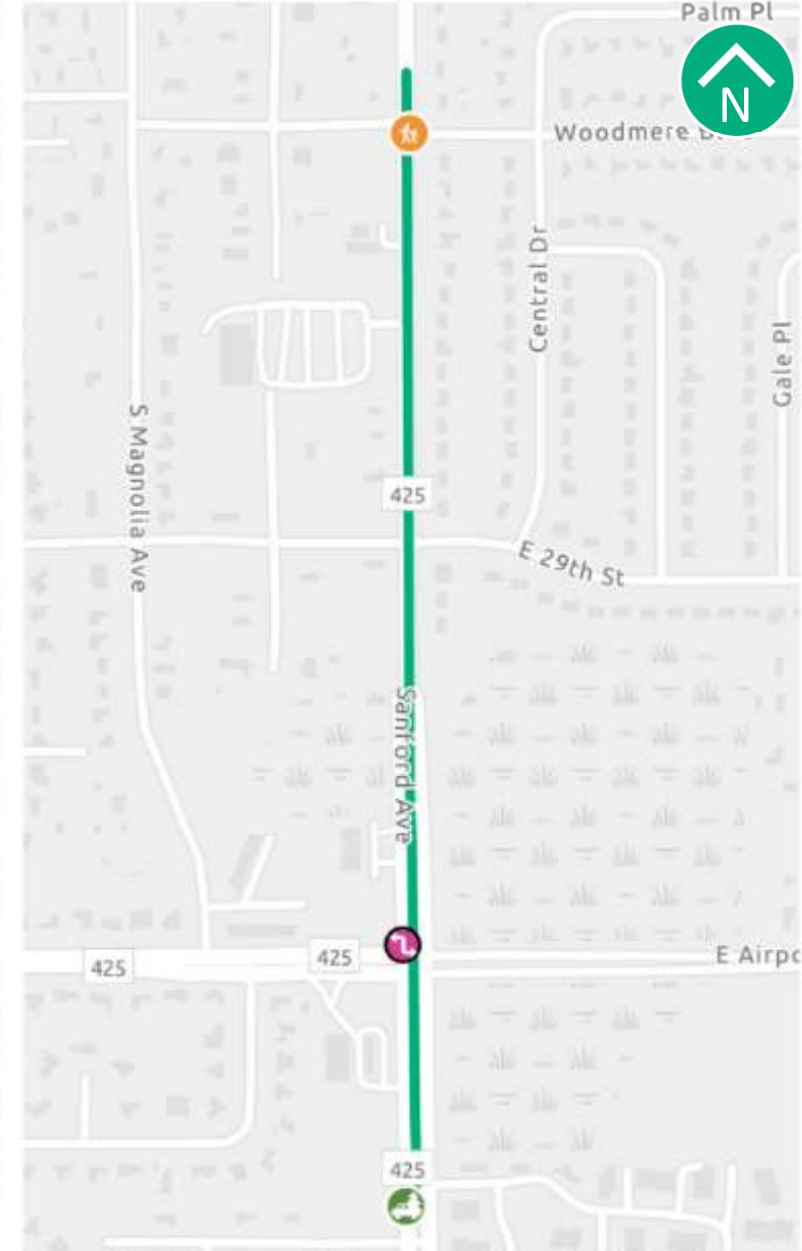
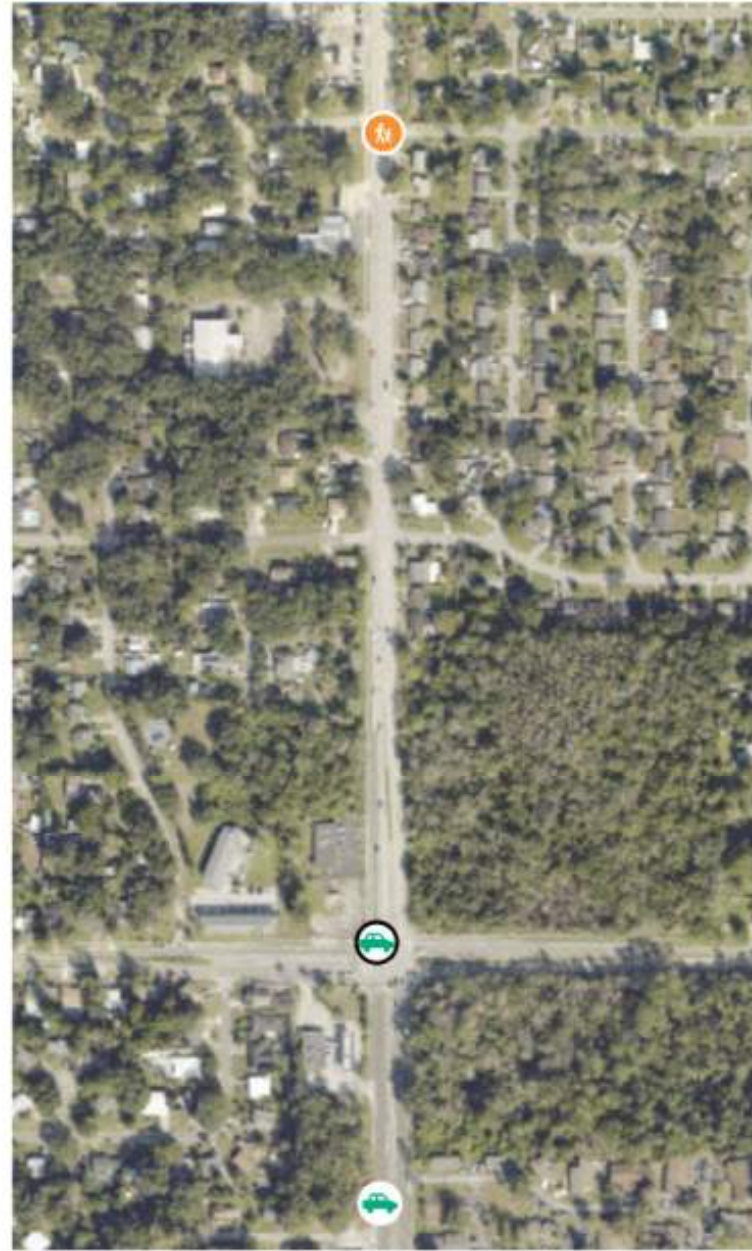
Restripe Crosswalk



Lane Repurposing

0.50 Miles
Crash Score: 4,506

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

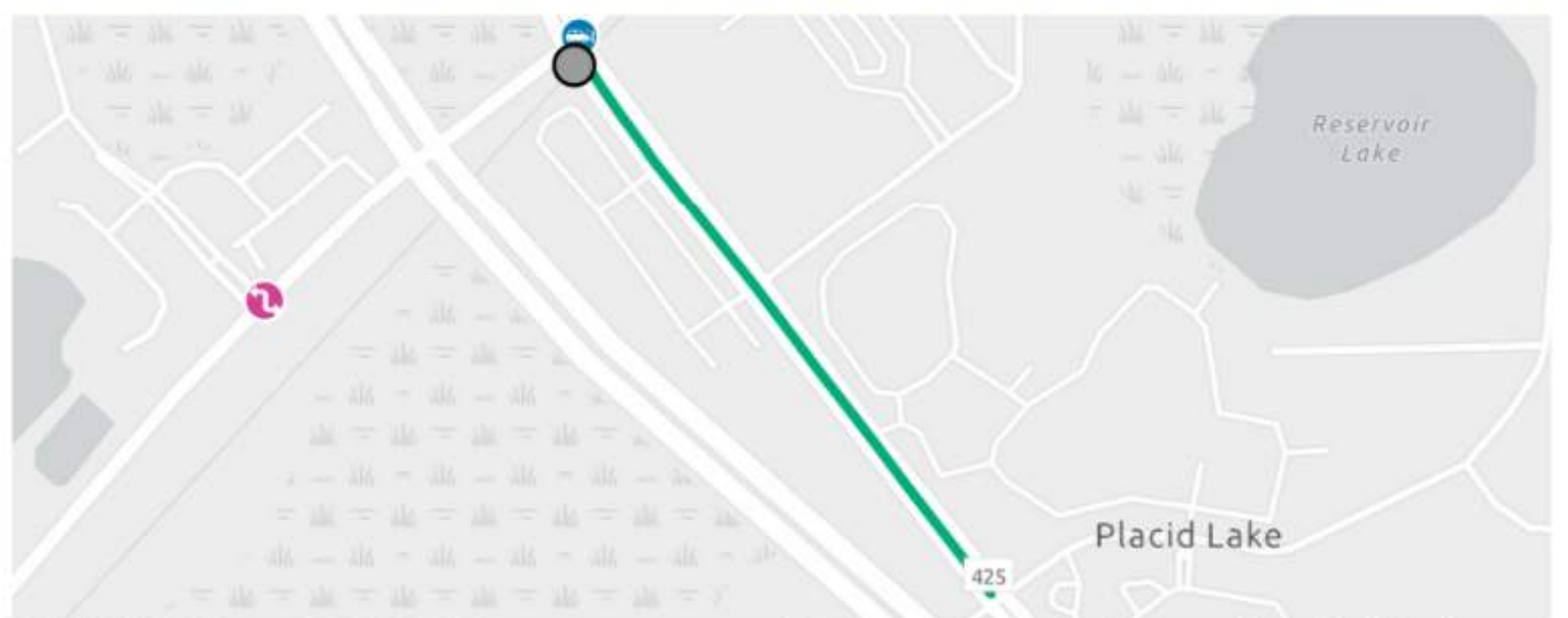
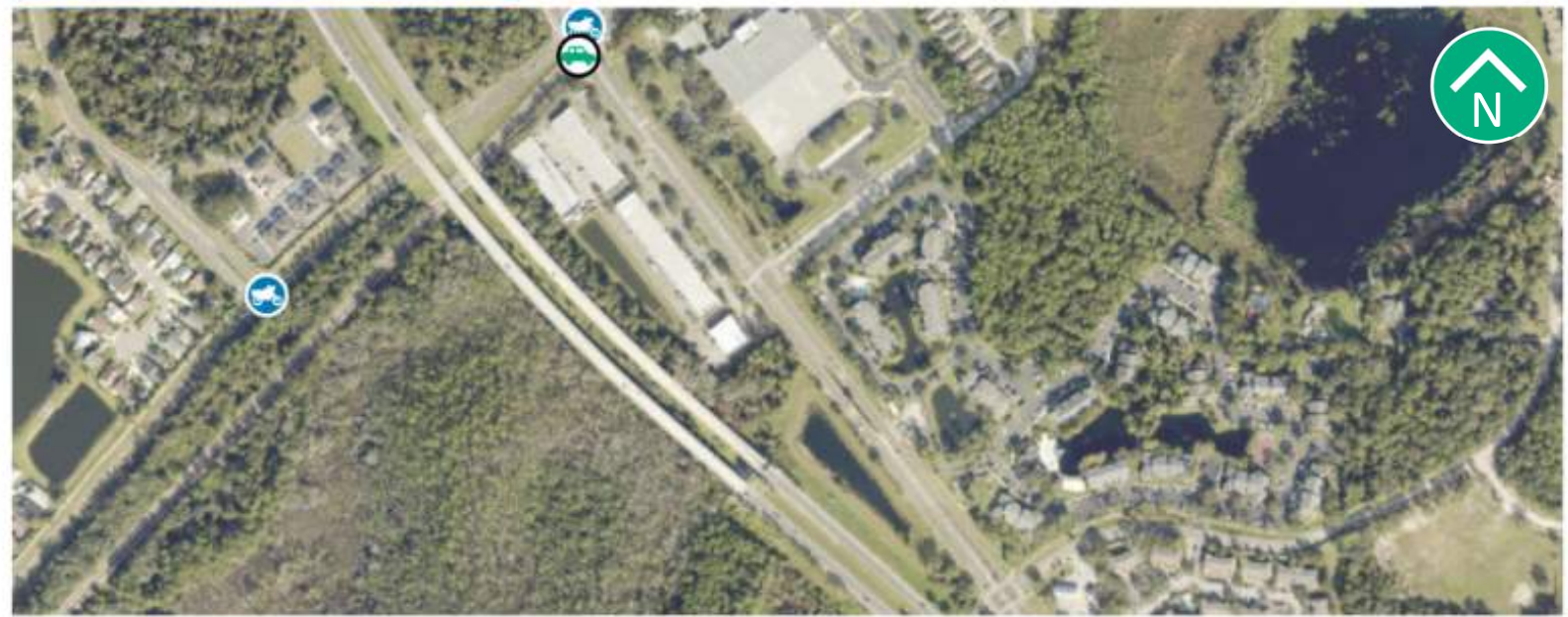
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

15. Airport Blvd, Old Lake Mary Rd to Live Oak Blvd

0.41 Miles
Crash Score: 2,757

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	0 Motorist
1 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
54	Operating Speed
Features	Raised median, high-visibility crosswalks, school zone

Potential Solutions



Speed Cameras in School Zone



Intersection Lighting



Prohibit Right-Turn-on-Red



Separate Right-Turn Phasing



Flashing Beacon as Advance Warning



Lane Repurposing



Intersection Tightening

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

16. Ronald Reagan Blvd, Rose Dr to Meeting Pl

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	3 Motorcyclist
1 Motorist	4 Motorist
11 Total KSI	

Existing Conditions

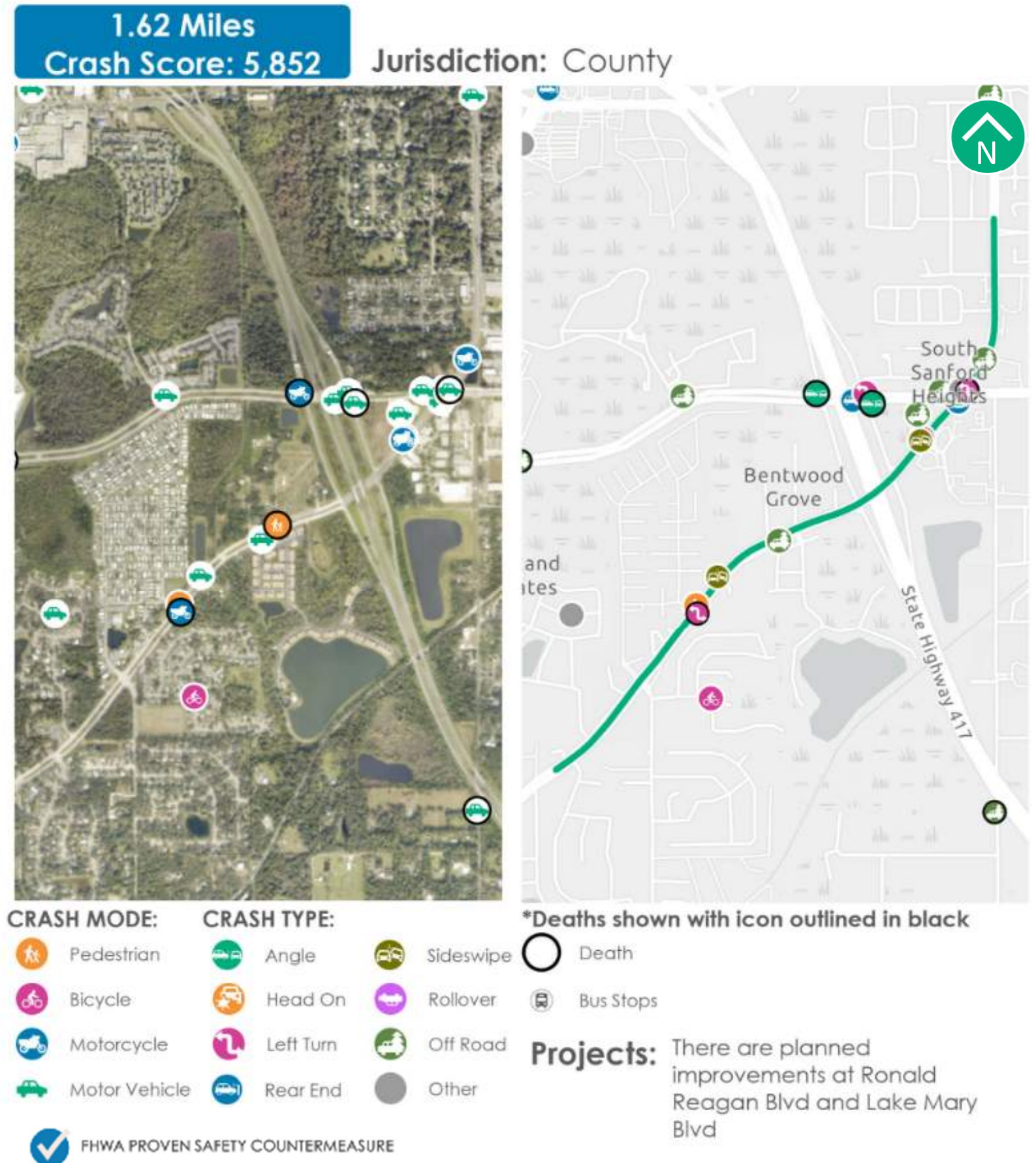
C3R	Context Classification
45	Posted Speed Limit
56	Operating Speed
Features	Medians, sidewalks, high-visibility crosswalks



Install/Upgrade Pedestrian Crossing at Uncontrolled Locations

Potential Solutions

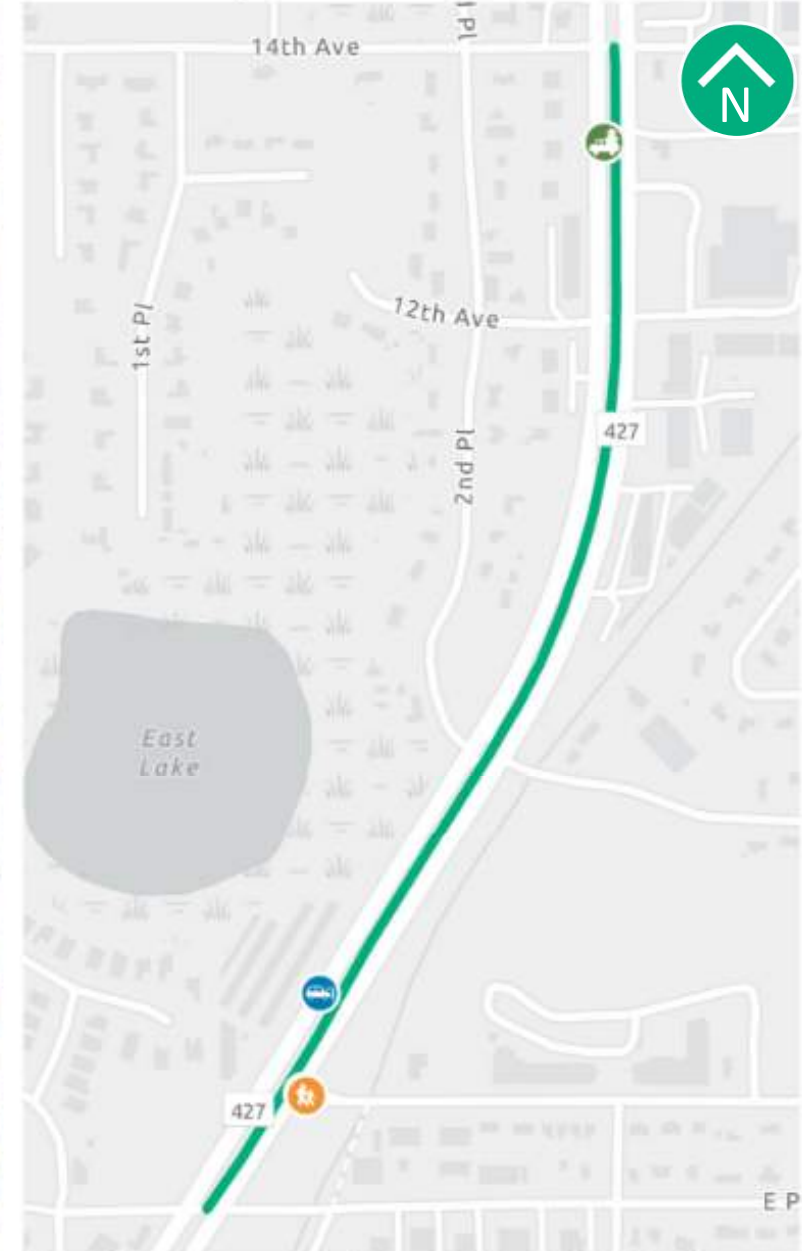
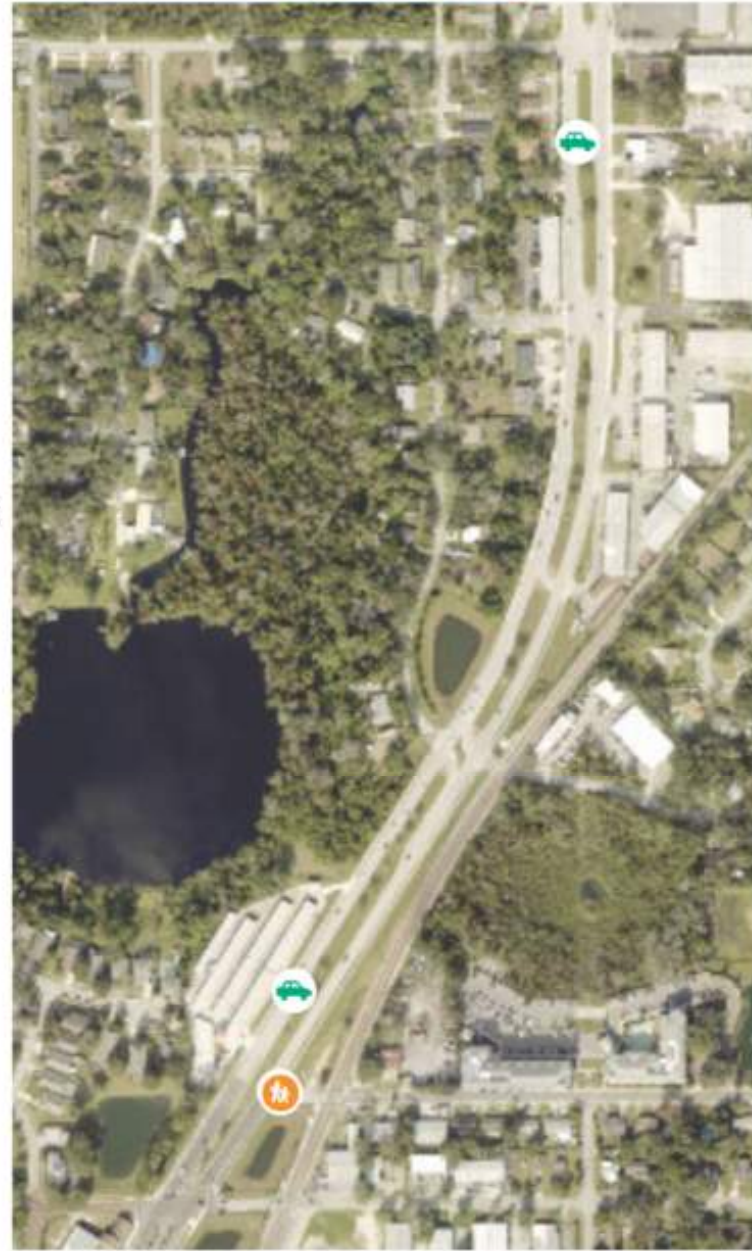
Intersection Lighting	Segment Lighting	Upgrade Signal Head	Reduced Left-Turn Conflict Intersection	Refuge Island	Rectangular Rapid Flashing Beacon



17. Ronald Reagan Blvd, 14th Ave to Palmetto Ave

0.57 Miles
Crash Score: 4,957

Jurisdiction: County



Crash History (2018 - 22)

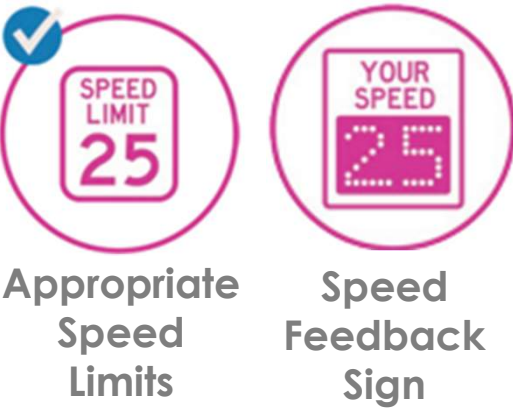
Deadly	Serious Injury
0 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	2 Motorist
4 Total KSI	

Existing Conditions

C3C*	Context Classification
45	Posted Speed Limit
50	Operating Speed
Features	Raised median, sidewalk



Segment Lighting Upgrade to Larger Warning Signs



Appropriate Speed Limits Speed Feedback Sign

Potential Solutions



Raised Intersection at Palmetto Ave Enhanced Daylighting/Slow Turn Wedge Upgrade Striping Reduced Left-Turn Conflict Intersection

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

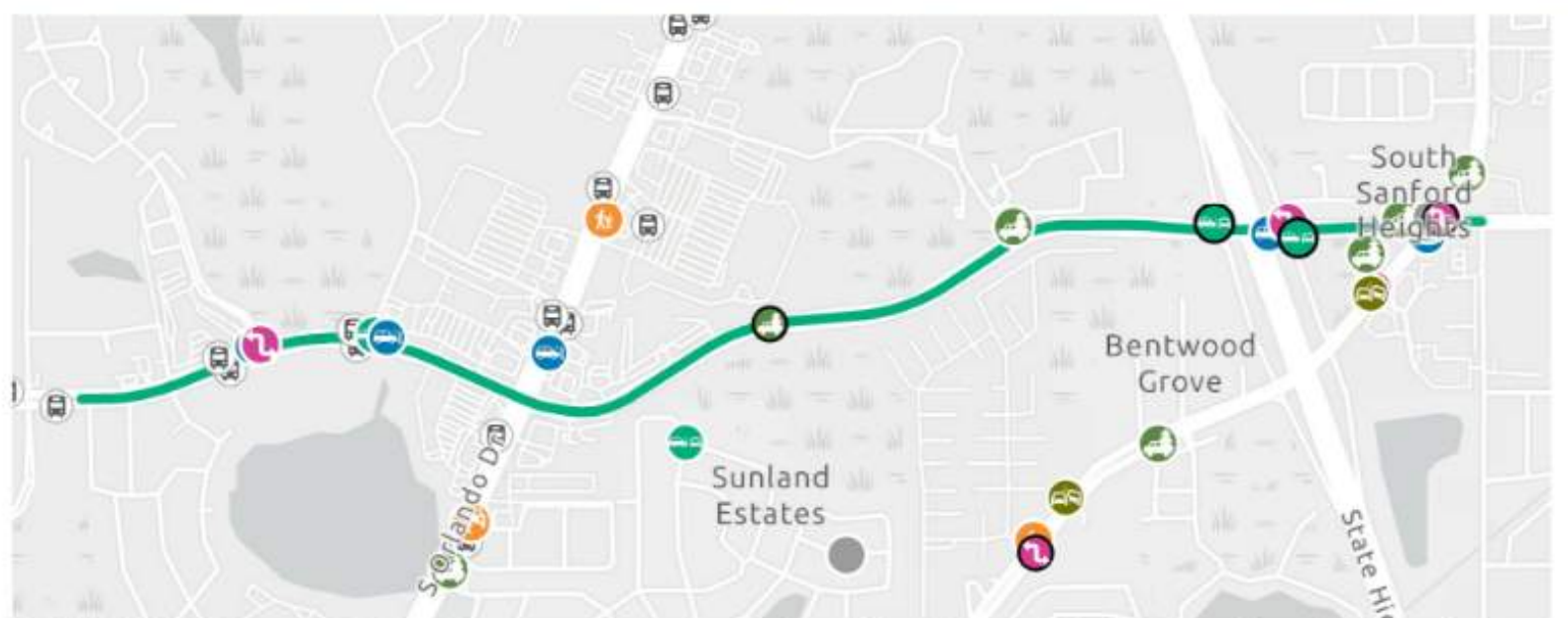
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

18. Lake Mary Blvd, Ridge Dr to Sanford Ave

2.12 Miles
Crash Score: 3,818

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: There are planned improvements at Ronald Reagan Blvd and Lake Mary Blvd

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	0 Motorcyclist
2 Motorist	10 Motorist
14 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
54	Operating Speed
Features	Raised median, high-visibility crosswalks

Potential Solutions

- Curve Advance Warning Sign
- Segment Lighting
- Extend Yellow and All Red Time
- Permissive Protected Left Turns
- Upgrade Intersection Pavement Markings
- Appropriate Speed Limits
- Close Slip Lane
- Speed Feedback Signs
- Upgrade Signal Head
- Intersection Lighting

19. International Pkwy, Allure Ln to H E Thomas Jr Pkwy/ CR 46A

0.58 Miles
Crash Score: 5,368

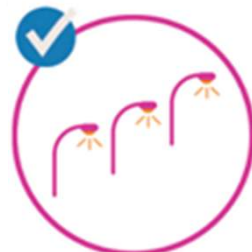
Jurisdiction: County

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	0 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	2 Motorist
4 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
49 Operating Speed
Features Raised median, mid-block crossing, high-visibility crosswalks, Seminole Wekiva Trail along west side, RRFB



Segment Lighting



Rectangular Rapid Flashing Beacon

Potential Solutions



Traffic Signal, Colonial Grand



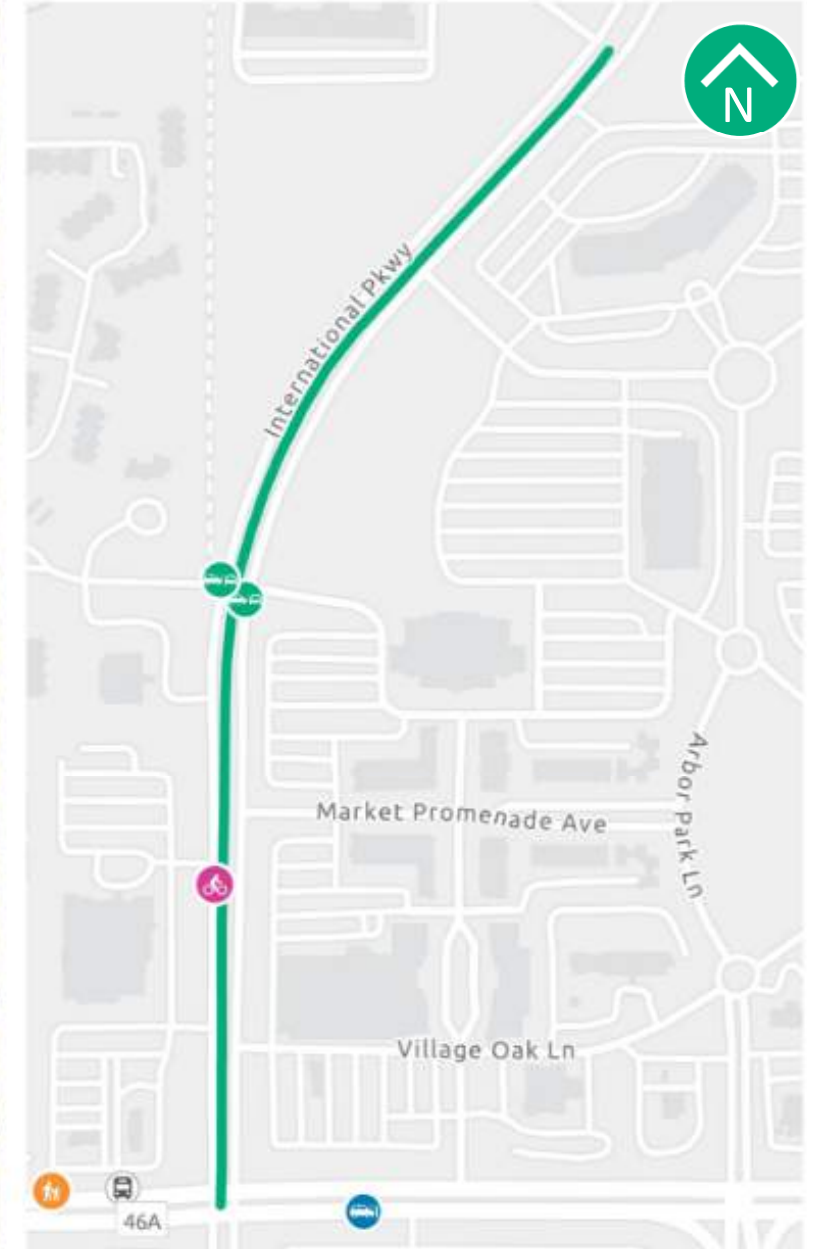
Reduced Left-Turn Conflict Intersection



Upgrade Intersection Pavement Markings



Install/Upgrade Pedestrian Crossing at Uncontrolled Locations



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

*Deaths shown with icon outlined in black

- Death
- Bus Stops

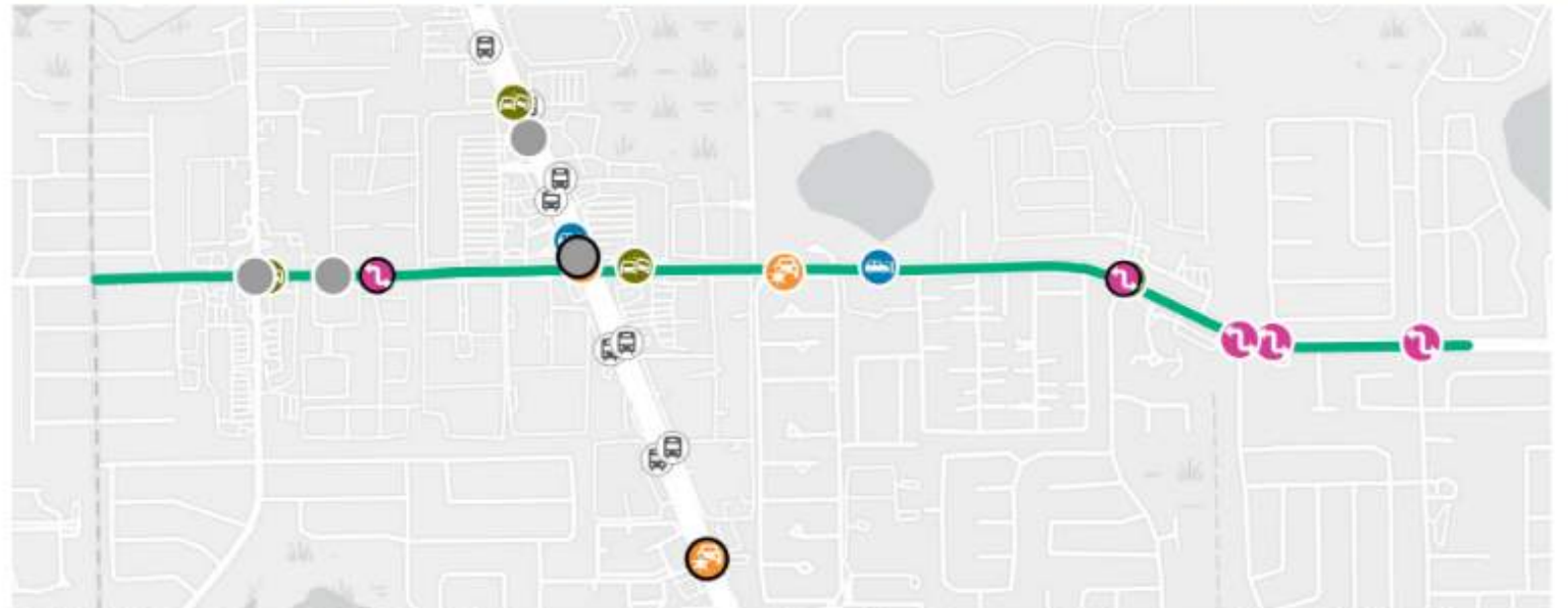
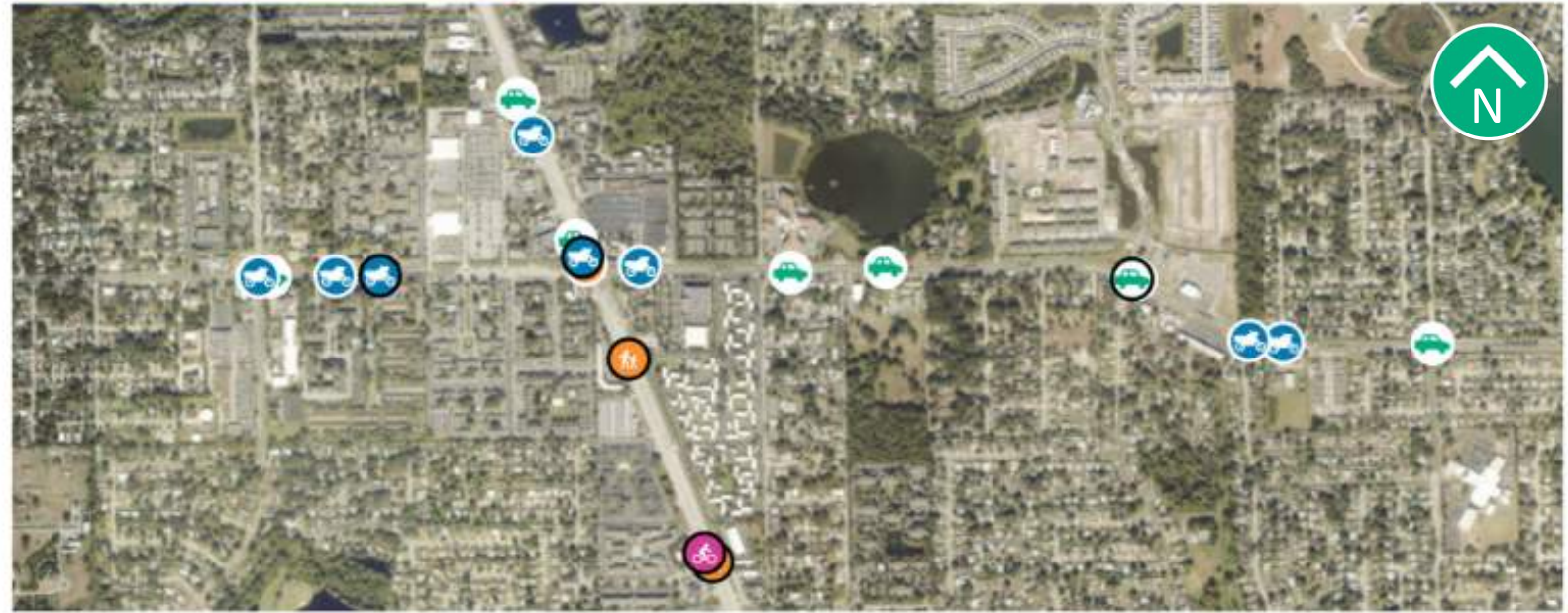
Projects: There is a planned traffic signal at Allure Ln

FHWA PROVEN SAFETY COUNTERMEASURE

20. Howell Branch Rd, County Line to Dike Rd/Tangerine Ave

2.09 Miles
Crash Score: 6,010

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	5 Motorcyclist
1 Motorist	6 Motorist
14 Total KSI	

Existing Conditions

C3R
Context Classification

40
Posted Speed Limit

54
Operating Speed

Features
Raised median, trail crossing, traffic signals, high-visibility crosswalks

Potential Solutions

- Reduced Left-Turn Conflict Intersection
- Segment Lighting
- Intersection Lighting
- Upgrade Striping
- Hardened Median Nose Extension
- Landscaped Buffer

Speed Feedback Sign

21. Rinehart Rd, SR 46 to WP Ball Blvd

0.79 Miles
Crash Score: 4,125

Jurisdiction: County


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	3 Motorist
4 Total KSI	


Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
48	Operating Speed
Features	Raised median, high-visibility crosswalks, sidewalks, trail on east side


Potential Solutions




Segment Lighting




High Friction Surface Treatment



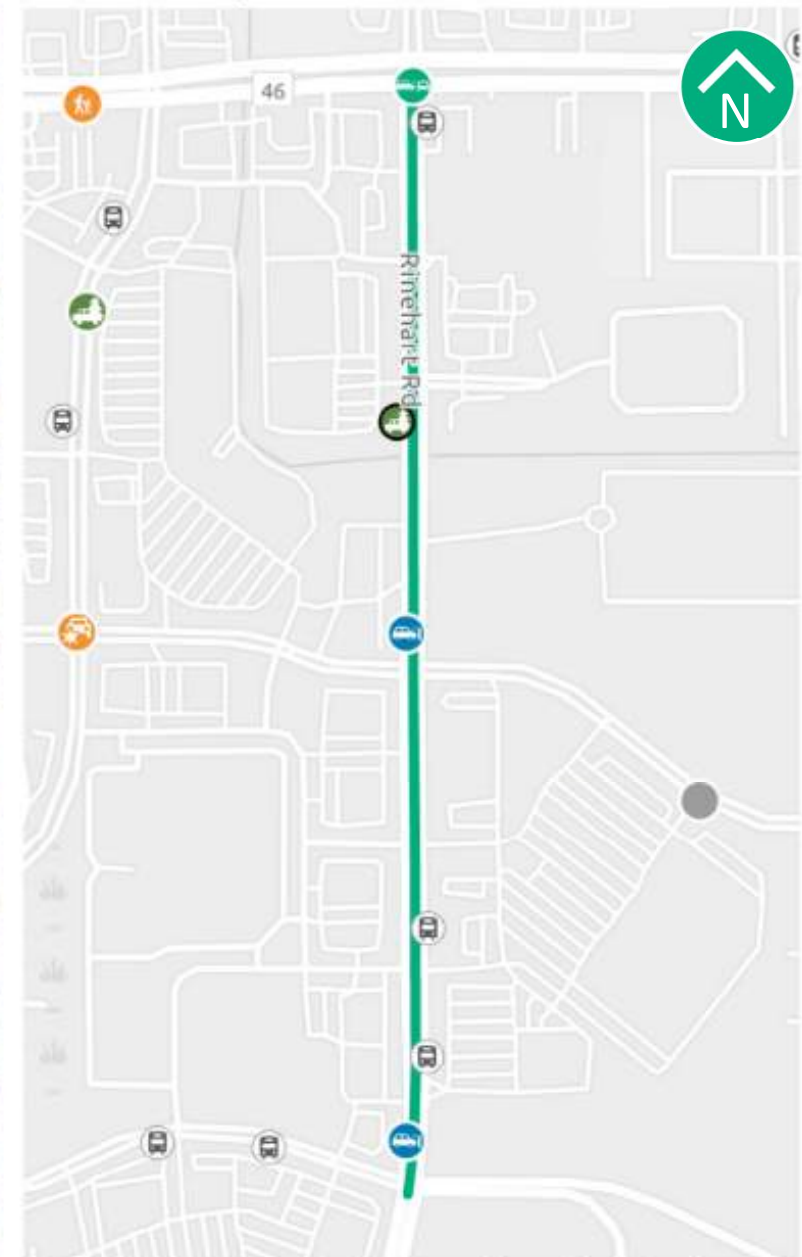
Upgrade Signal Head



Speed Feedback Sign




Access Management



CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

***Deaths shown with icon outlined in black**

-  Death
-  Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

22. Rinehart Road, Towne Center Blvd to H E Thomas Jr Pkwy/ CR 46A

0.81 Miles
Crash Score: 3,521

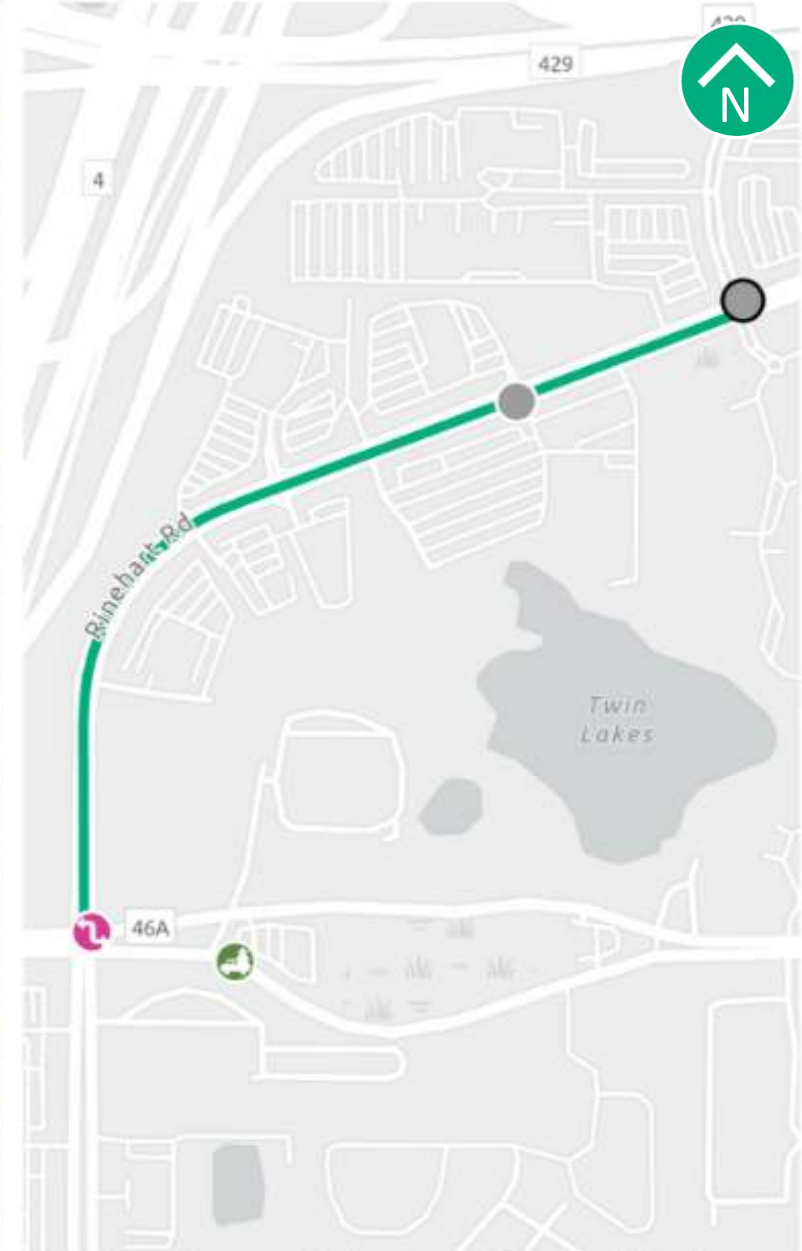
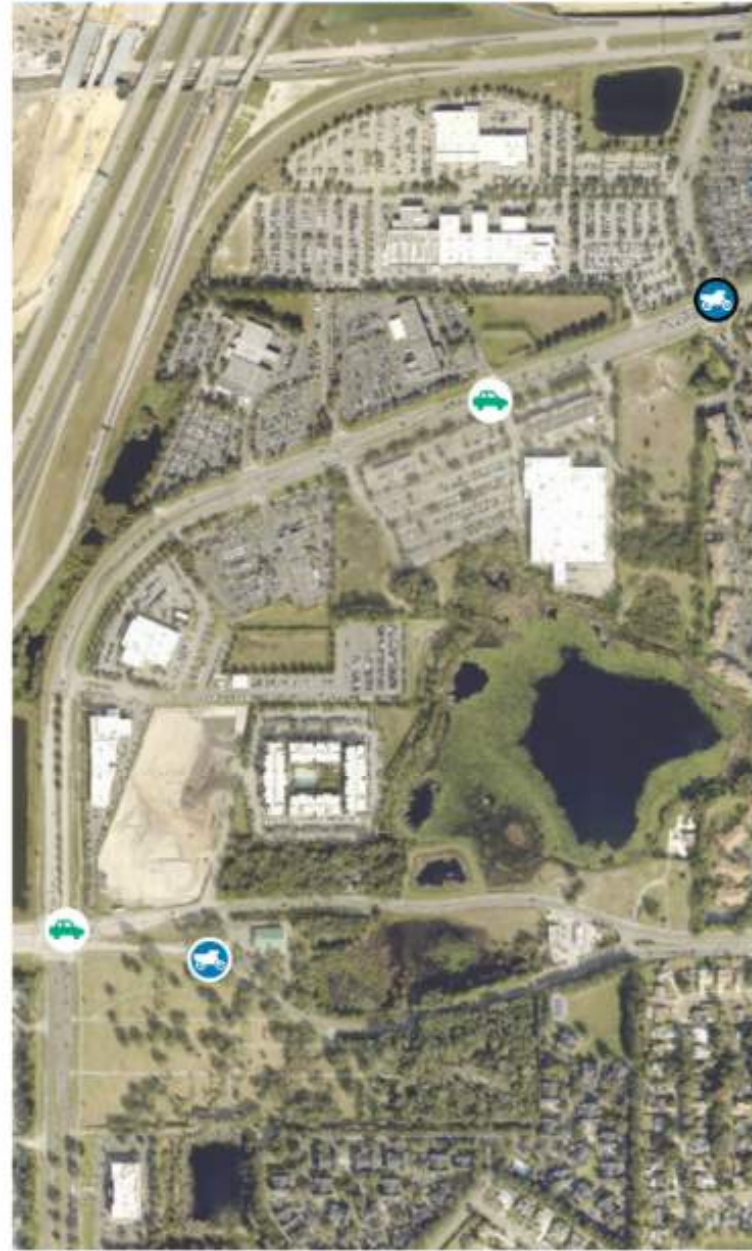
Jurisdiction: County

Crash History (2018 - 22)


Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	0 Motorcyclist
0 Motorist	2 Motorist
3 Total KSI	

Existing Conditions


C3C	Context Classification
45	Posted Speed Limit
52	Operating Speed
Features	Raised median, high-visibility crosswalks




Potential Solutions




Extend Yellow and All Red Time




Protected Left Turns



Upgrade Striping



Appropriate Speed Limits











Speed Feedback Signs

CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

*Deaths shown with icon outlined in black

-  Death
-  Bus Stops

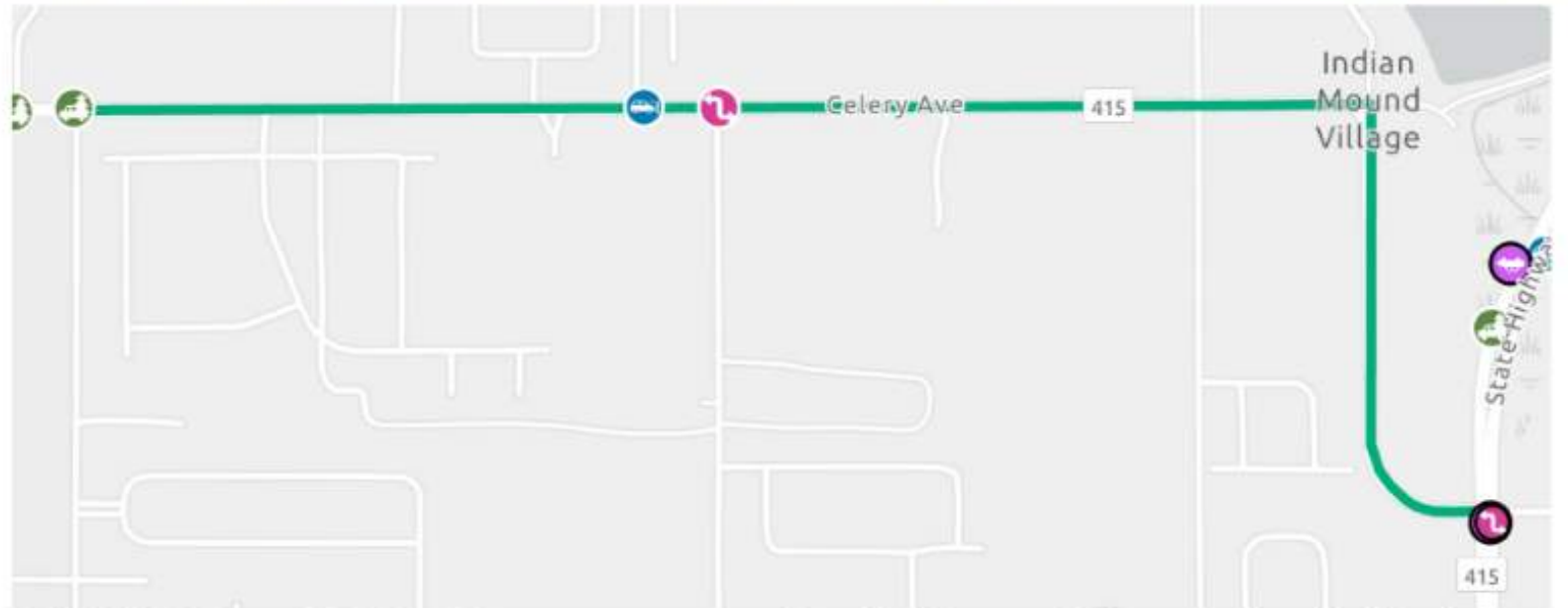
Projects: There is a planned traffic signal for the Sam's Club southern driveway

 FHWA PROVEN SAFETY COUNTERMEASURE

23. Celery Ave, Sipes Ave to SR 415

1.41 Miles
Crash Score: 3,132

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
2 Motorcyclist	2 Motorcyclist
0 Motorist	1 Motorist
5 Total KSI	

Existing Conditions

N/A	Context Classification
45	Posted Speed Limit
59	Operating Speed
Features	High-visibility crosswalks

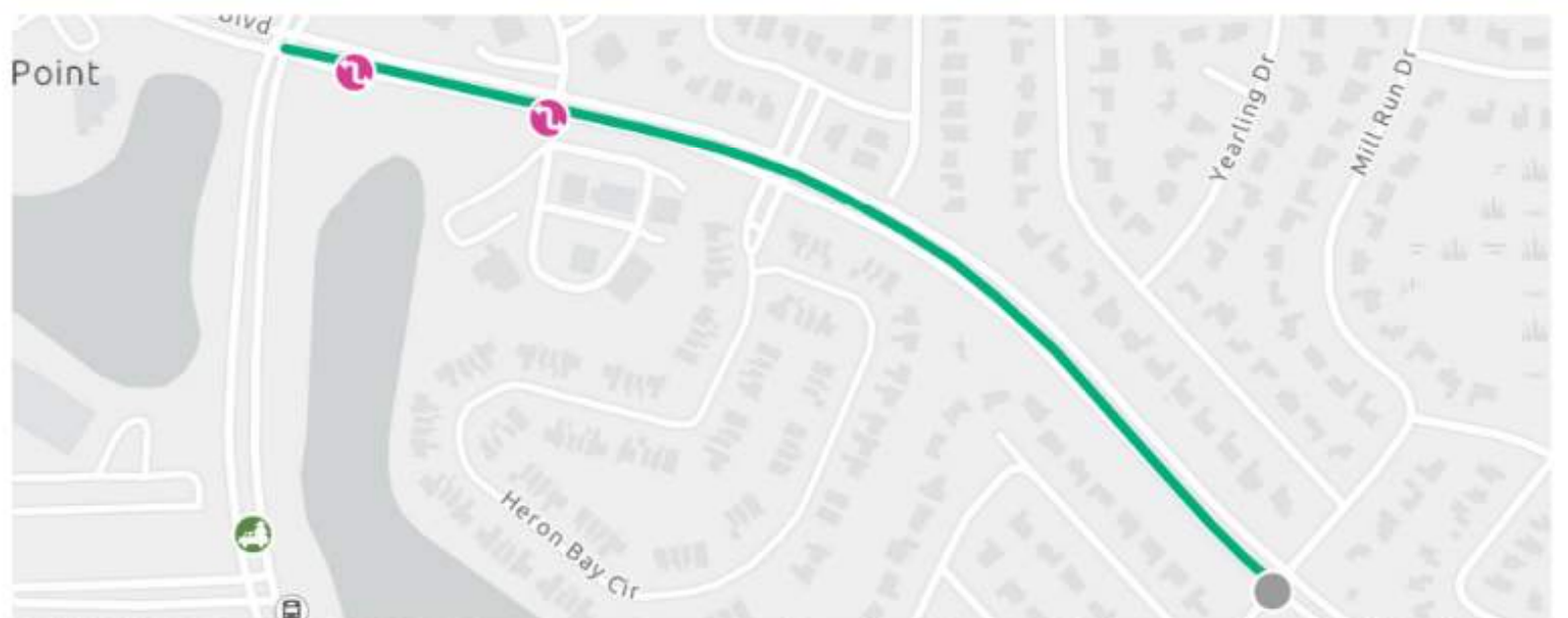
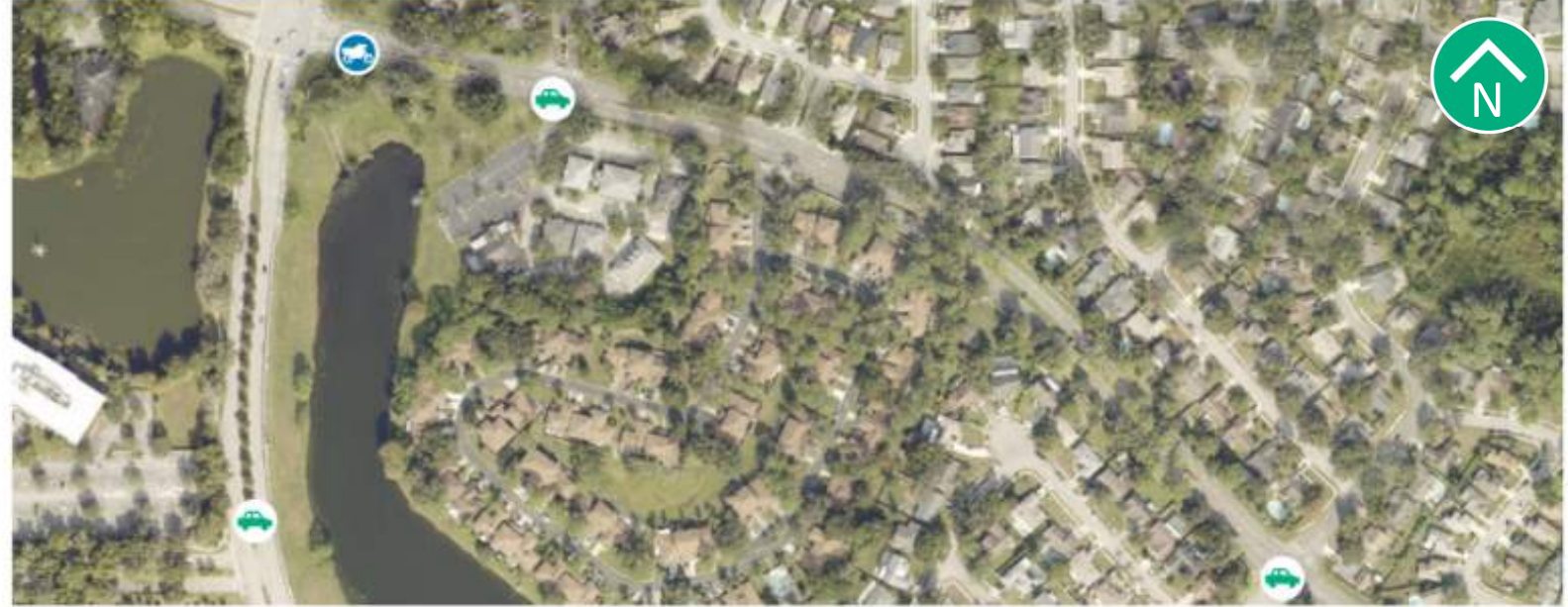
Potential Solutions

- Intersection Lighting
- Roundabout
- Permissive Protected Left Turns
- LED Enhanced Sign

24. Greenwood Blvd, Lake Emma Rd to Donegal Ave

0.46 Miles
Crash Score: 3,912

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	2 Motorist
3 Total KSI	

Existing Conditions

C3R	Context Classification
35	Posted Speed Limit
43	Operating Speed
Features	Raised median, high-visibility crosswalks, sidewalks

Potential Solutions

- Reduced Left-Turn Conflict Intersections
- Protected Left Turns
- Traffic Signal
- Roundabout
- Lane Repurposing

25. Greenwood Blvd, Lake Mary Blvd to Canterbury Dr

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	2 Motorist
3 Total KSI	

Existing Conditions

C3C	Context Classification
35	Posted Speed Limit
43	Operating Speed
Features	Sidewalks, trail, raised median, cycle track

Potential Solutions



Lane Repurposing



Delineators, Reflectors, and / or Object Markers



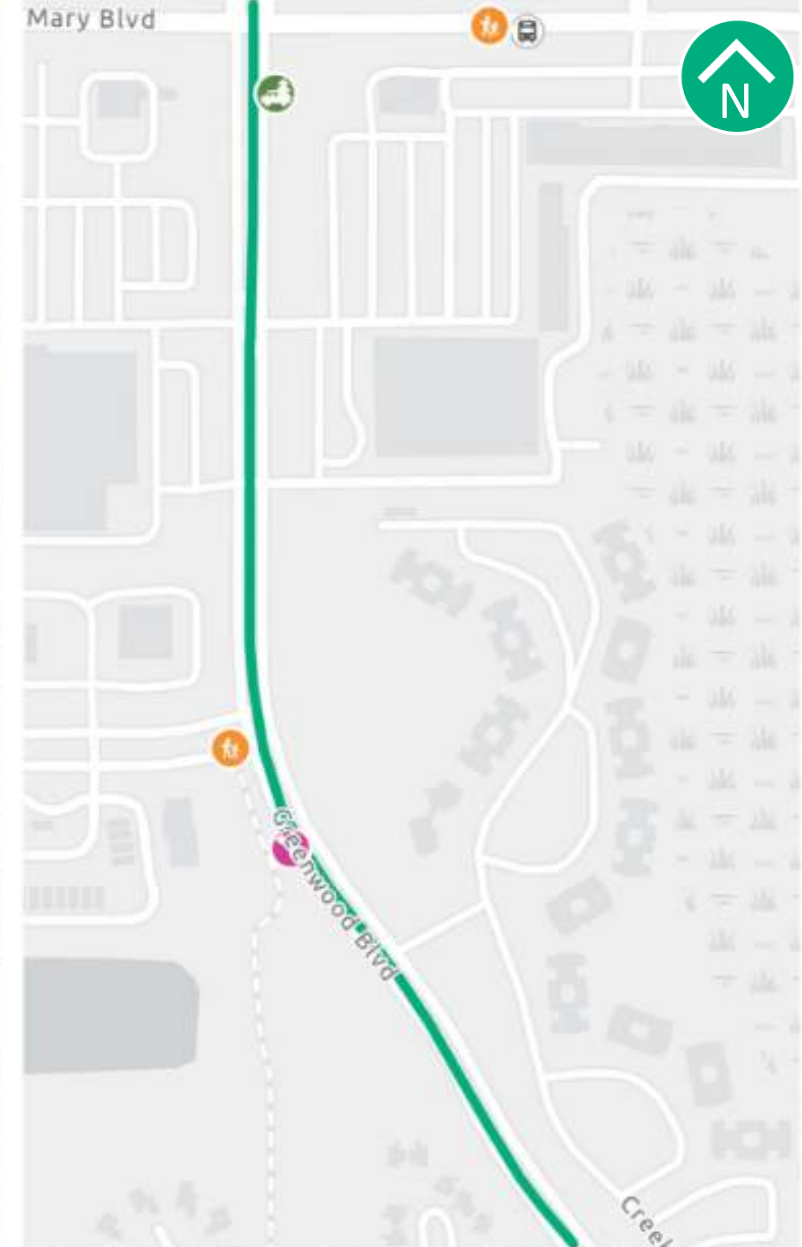
Curb-Return Radius Reduction



Speed Cushions

0.43 Miles
Crash Score: 4,732

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

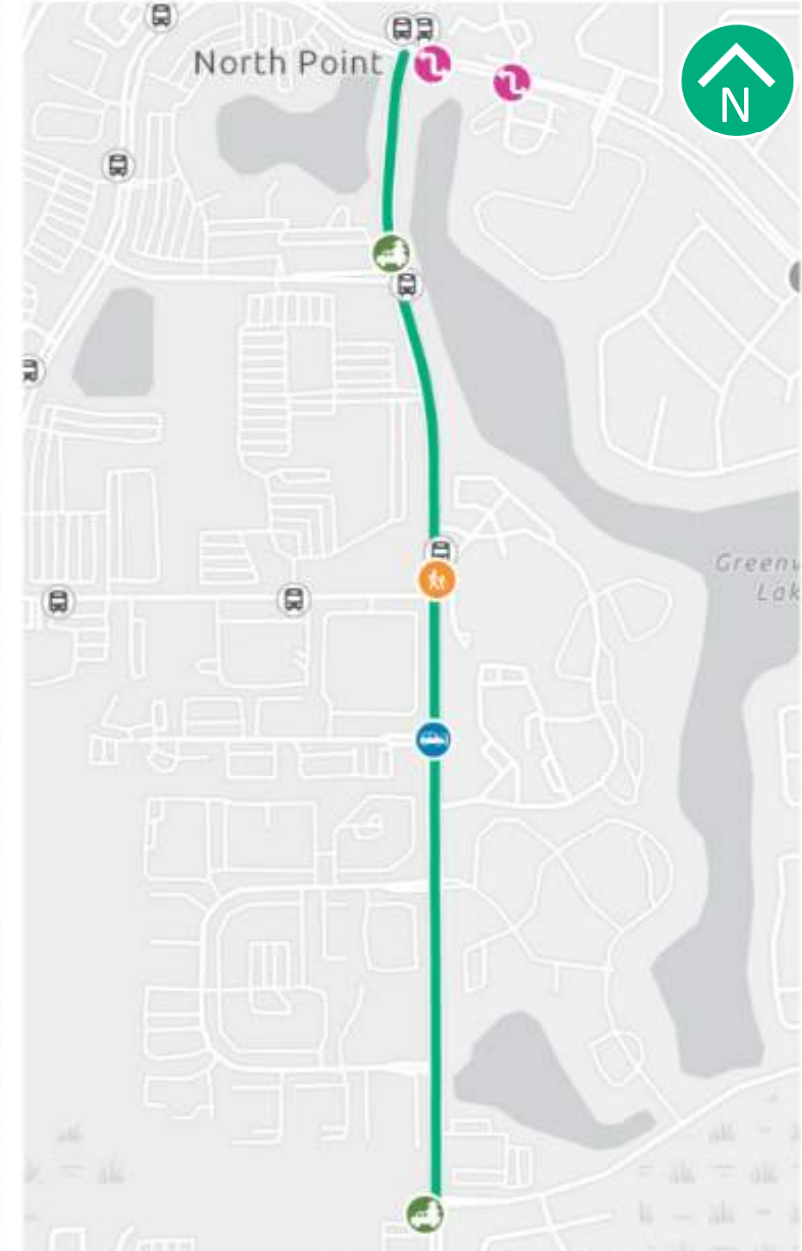
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

26. Lake Emma Rd, Greenwood Blvd to Green Way Blvd

1.11 Miles
Crash Score: 2,315

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	3 Motorist
4 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
51	Operating Speed
Features	Raised median, high-visibility crosswalks, bike lanes

Potential Solutions

- Segment Lighting
- Intersection Lighting
- Extend Pedestrian Crossing Time
- Roundabout
- Lane Repurposing

27. Longwood Lake Mary Rd, Acorn Dr to Ronald Reagan Blvd

0.50 Miles
Crash Score: 4,455

Jurisdiction: County

Crash History (2018 - 22)


Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	0 Motorist
2 Total KSI	


Existing Conditions

C3C	Context Classification
40	Posted Speed Limit
48	Operating Speed
Features	Sidewalk


Potential Solutions


- 

LED-Enhanced Sign
- 

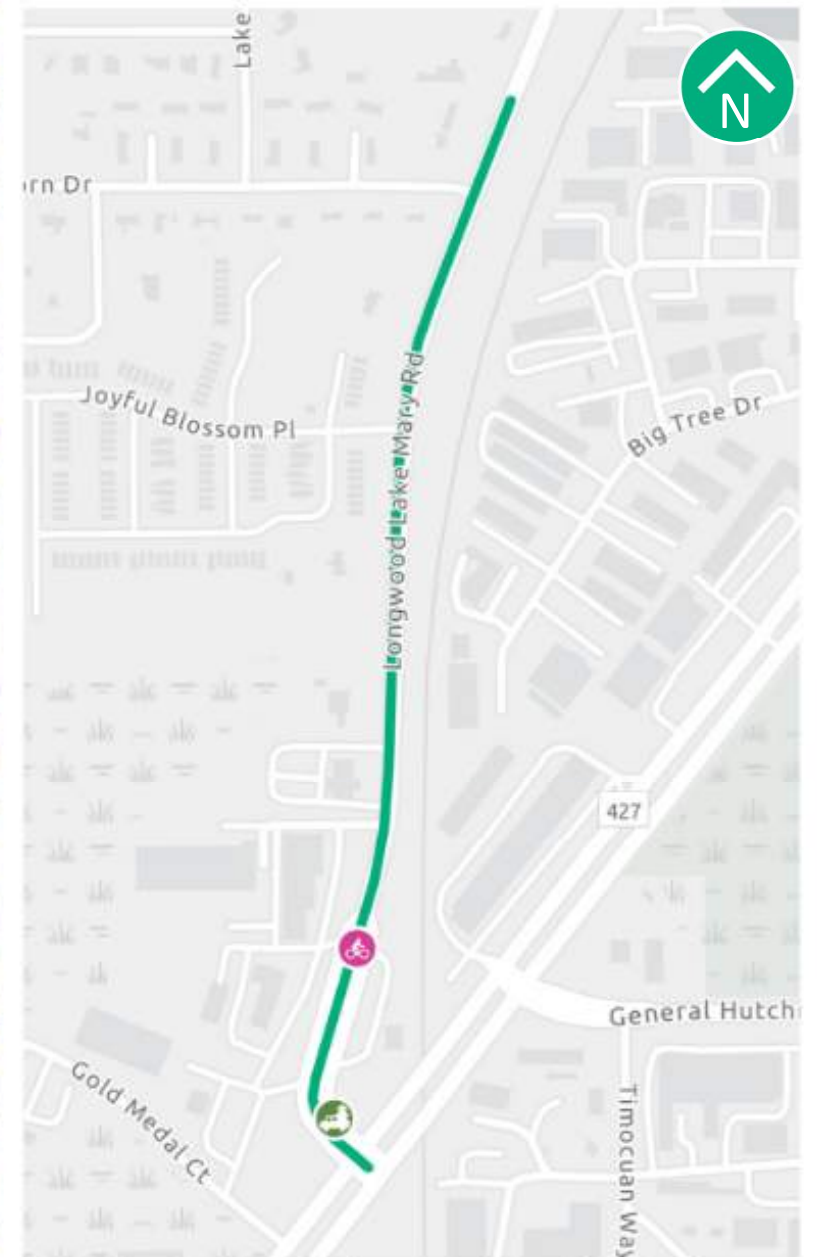
Separated Bikeway
- 

Speed Feedback Sign
- 

Intersection Lighting:
Ronald Reagan & Longwood Lake Mary
- 

Fill Sidewalk Gap
- 

Install/Upgrade Pedestrian Crossing:
Northern Gas Station Exit



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

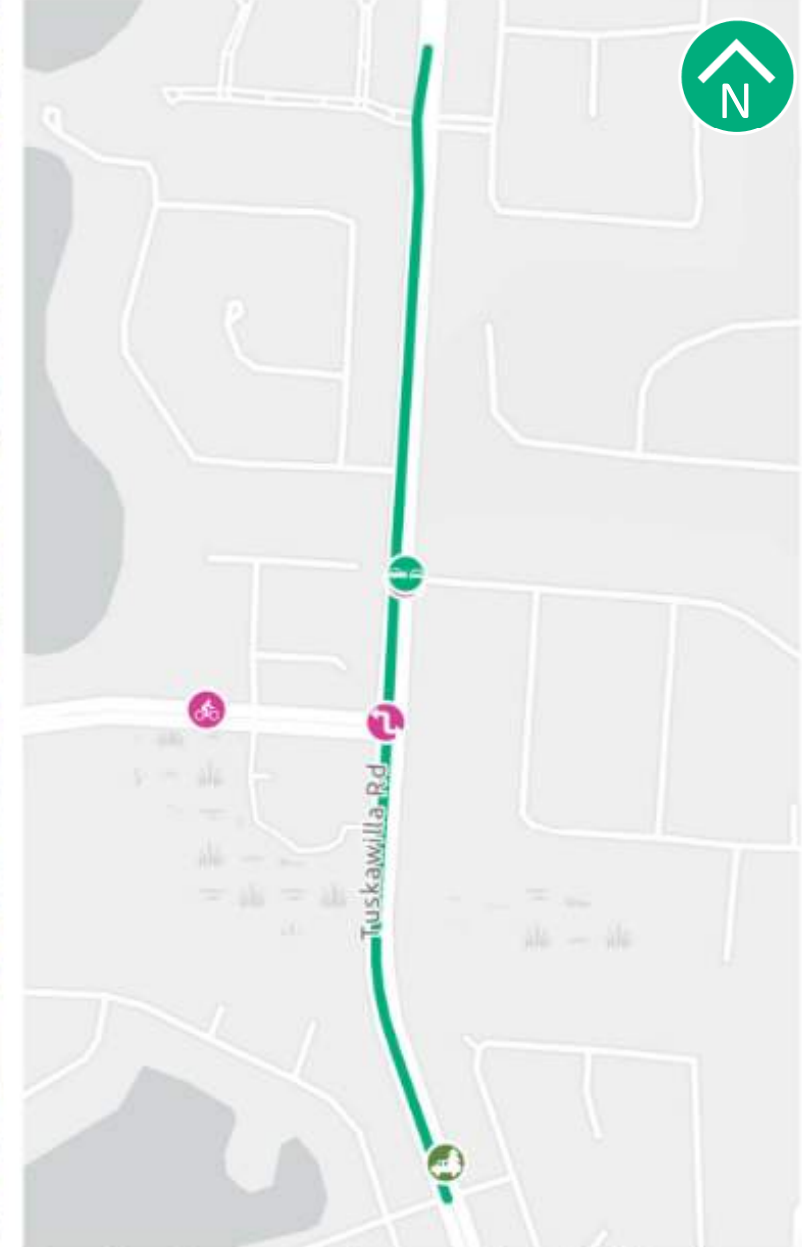
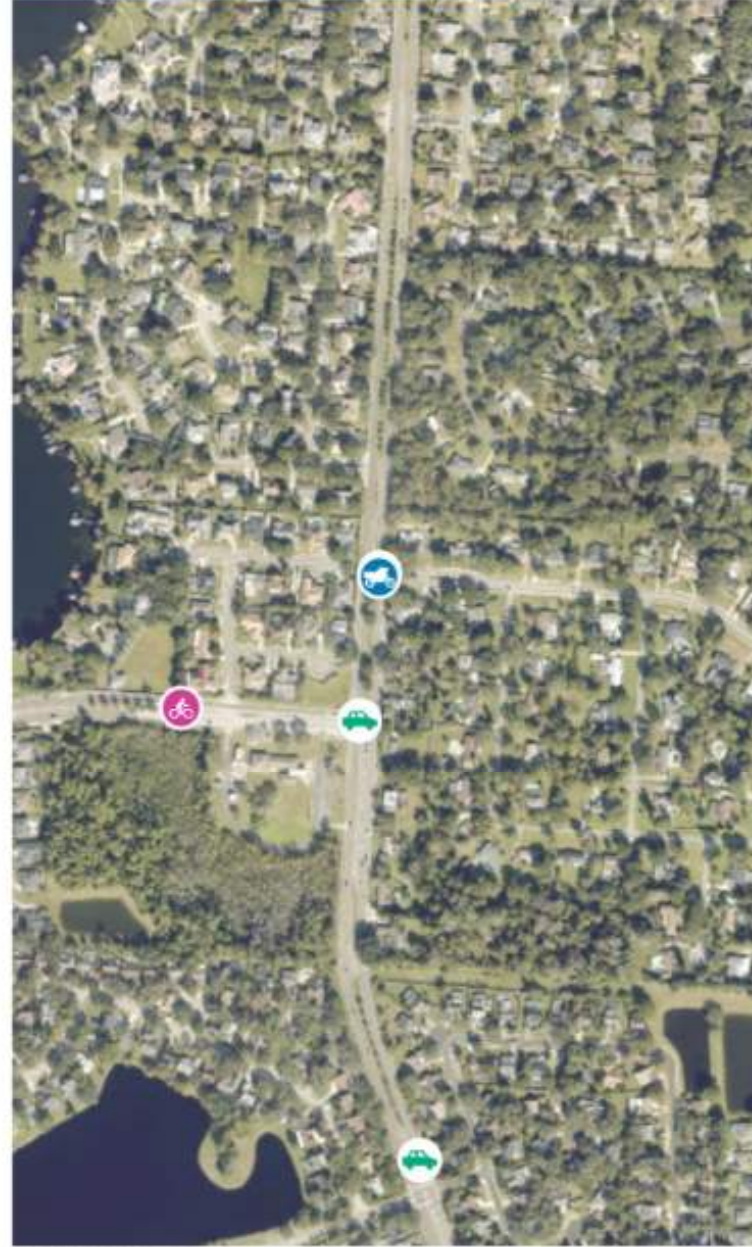
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

28. Tuskawilla Rd, Windcrest Pl to Eagle Blvd/Amherst Way

0.75 Miles
Crash Score: 3,487

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	3 Motorist
4 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
53	Operating Speed
Features	Raised median, high-visibility crosswalks

Potential Solutions



Segment Lighting



Appropriate Speed Limits



Extend Yellow and All Red Time



Permissive Protected Left Turns



Upgrade Signs with Fluorescent Sheeting

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

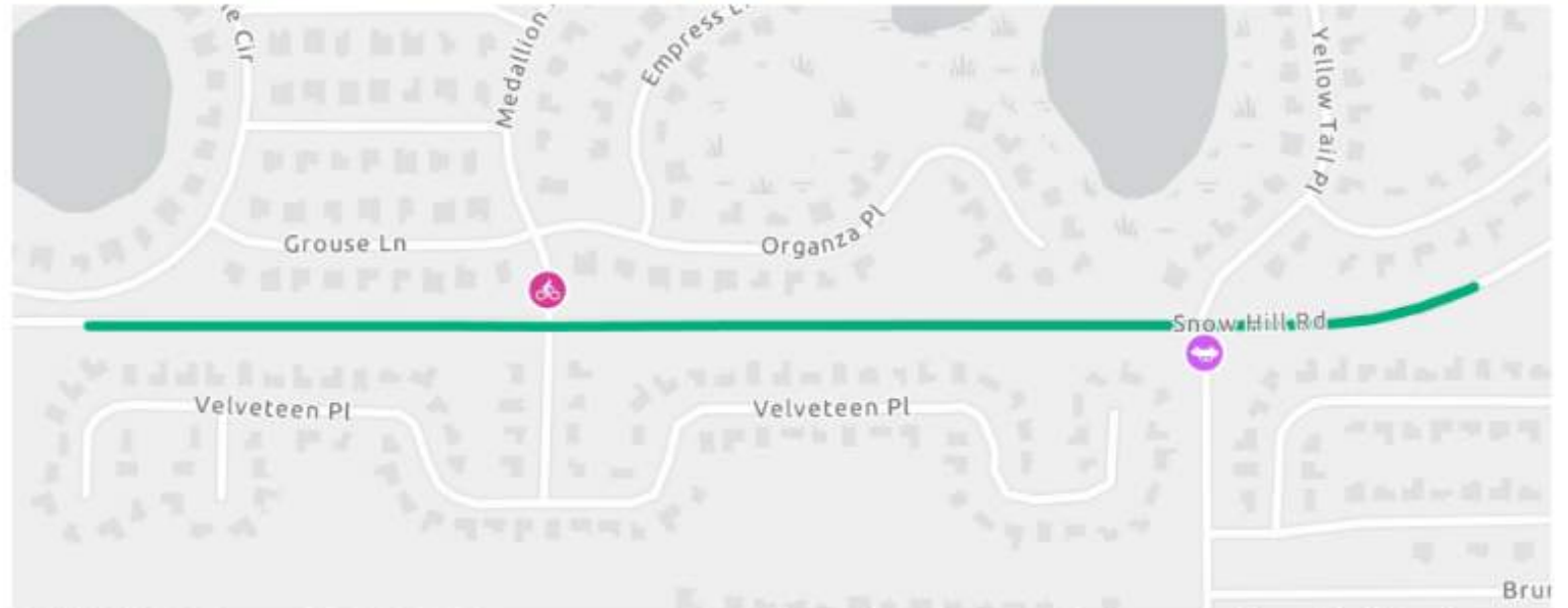
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

29. Snow Hill Rd, Jacobs Trl to Yellow Trail Pl/Avenue H

0.64 Miles
Crash Score: 3,070

Jurisdiction: County



CRASH MODE:
 Pedestrian, Bicycle, Motorcycle, Motor Vehicle

CRASH TYPE:
 Angle, Head On, Left Turn, Rear End, Sideswipe, Rollover, Off Road, Other

***Deaths shown with icon outlined in black**
 Death, Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	0 Motorist
2 Total KSI	

Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
61	Operating Speed
Features	Sidewalk

Potential Solutions

Appropriate Speed Limits

Doubled-up, Oversized Stop Signs

Curb-Return Radius Reduction

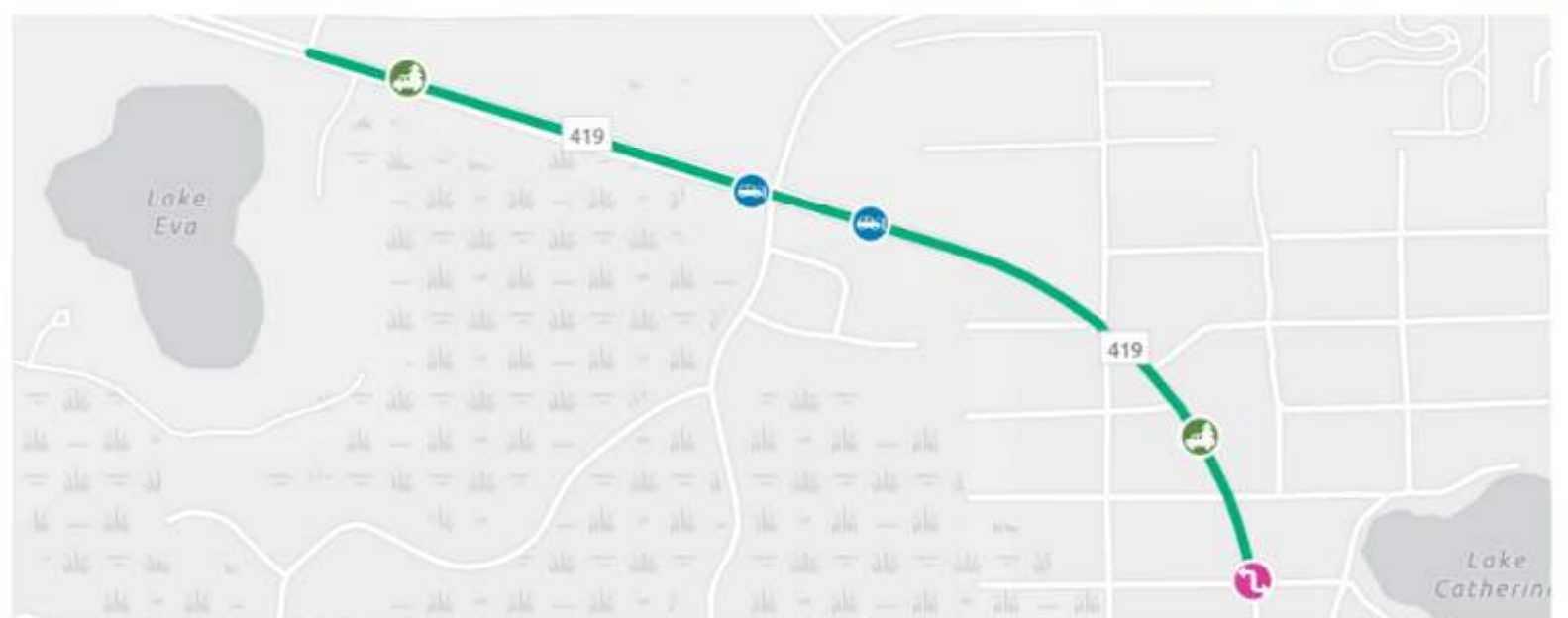
Roundabout

Speed Feedback Signs

30. Chuluota Rd, Old Chuluota Rd to 5th St

0.98 Miles
Crash Score: 2,510

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	4 Motorist
5 Total KSI	

Existing Conditions

C3C	Context Classification
35	Posted Speed Limit
61	Operating Speed
Features	Raised median, high-visibility crosswalks

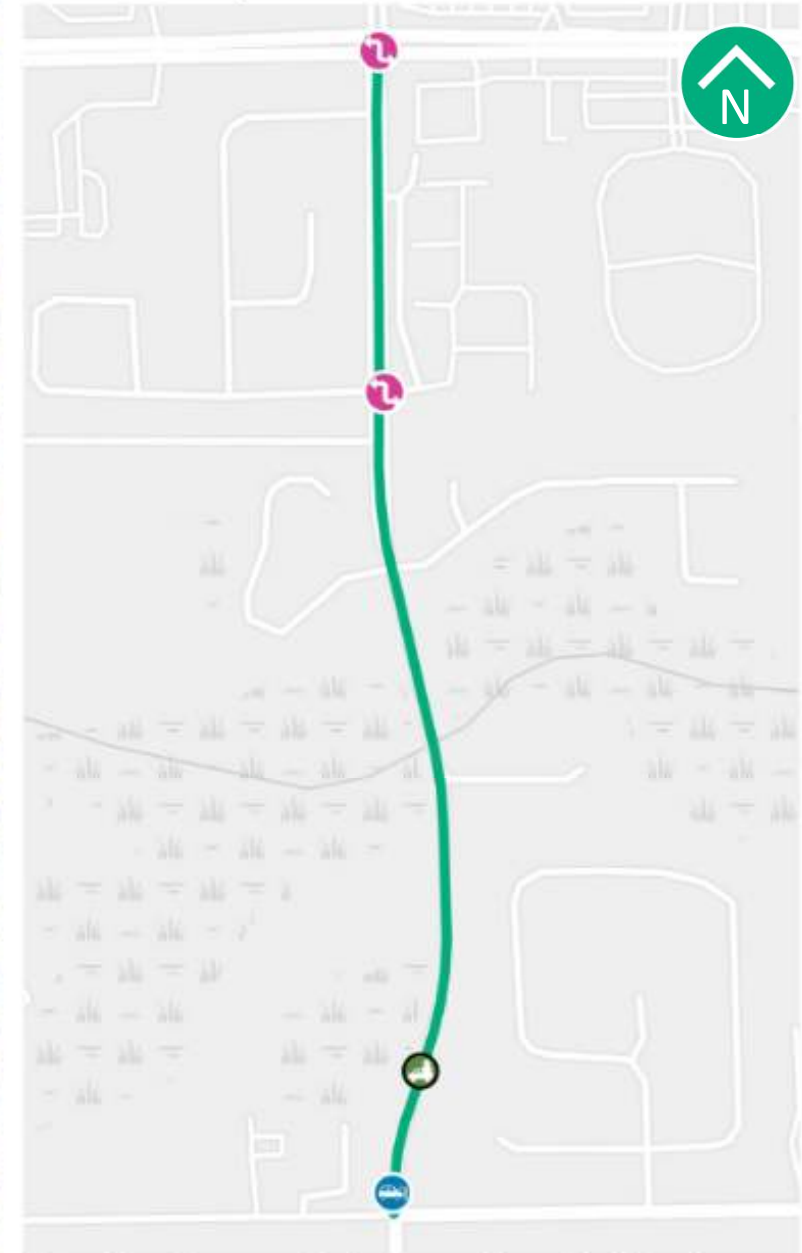
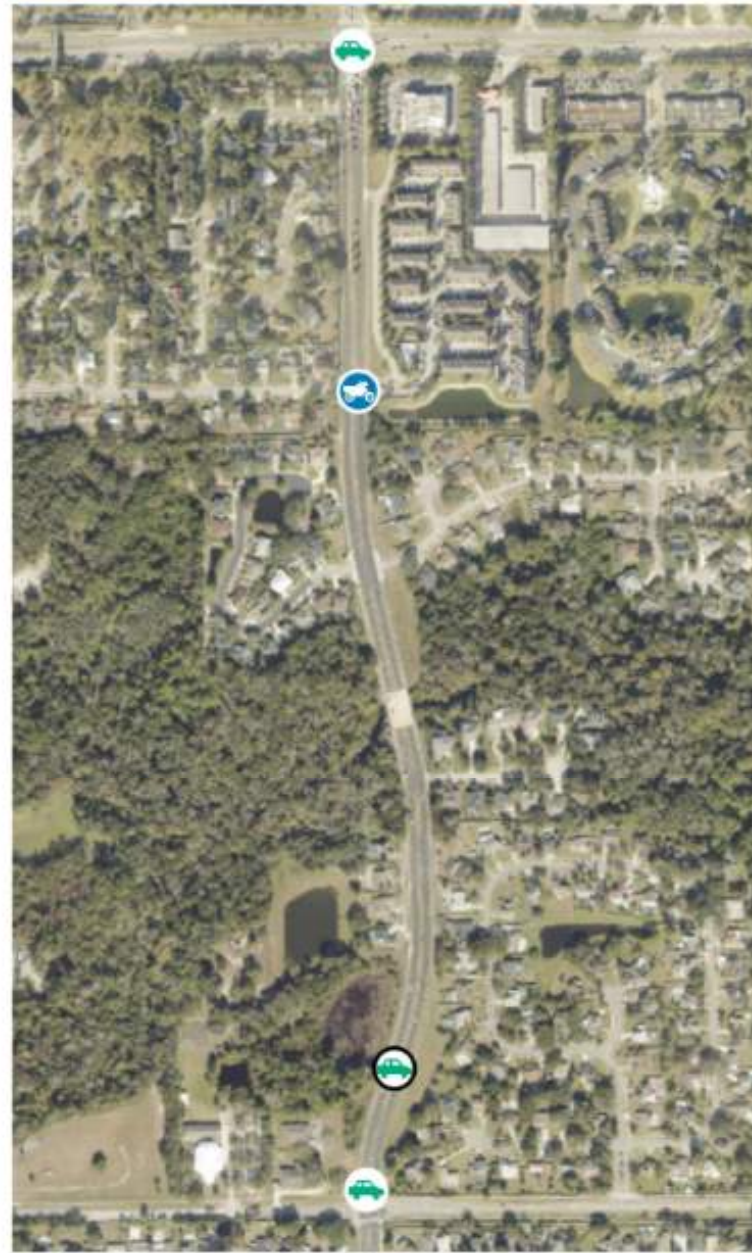
Potential Solutions

- Segment Lighting
- Curve Advance Warning Sign
- Intersection Lighting
- Raised Median
- Roundabout
- Curb-Return Radius Reduction
- Access Management

31. Dodd Rd, Red Bug Lake Rd to Dike Rd

0.76 Miles
Crash Score: 3,200

Jurisdiction: County




Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
1 Motorist	2 Motorist
4 Total KSI	


Existing Conditions

C3R	Context Classification
40	Posted Speed Limit
52	Operating Speed
Features	High-visibility crosswalks


Potential Solutions




Appropriate Speed Limits




Curve Advance Warning Sign




Raised Median




Segment Lighting



Permissive Protected Left Turns



Roundabout











Lane Repurposing

CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle

CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

*Deaths shown with icon outlined in black

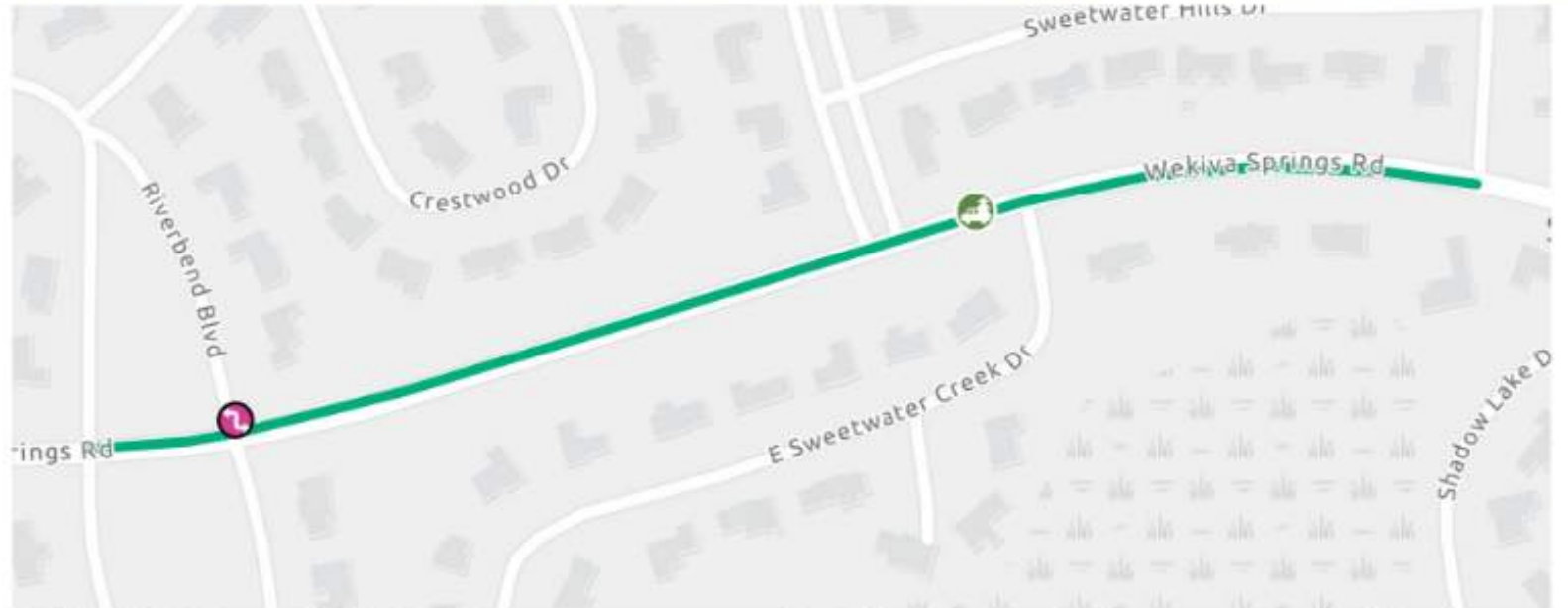
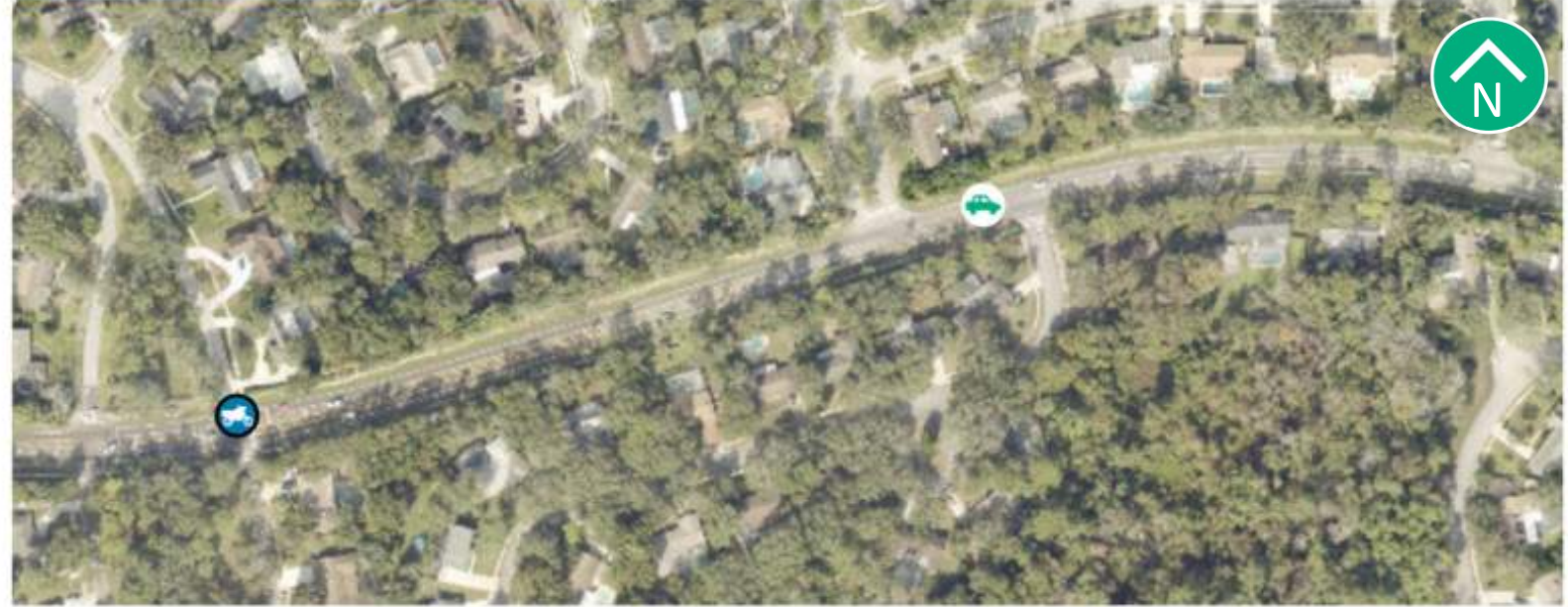
-  Death
-  Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

32. Wekiva Springs Rd, Riverbend Blvd to Fox Valley Dr

0.37 Miles
Crash Score: 4,072

Jurisdiction: County



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	0 Motorcyclist
0 Motorist	1 Motorist
2 Total KSI	

Existing Conditions

C3C	Context Classification
35	Posted Speed Limit
49	Operating Speed
Features	Sidewalks

Potential Solutions



- Extend Yellow and All Red Time
- Speed Feedback Sign
- Upgrade Signs with Fluorescent Sheeting
- Curve Advance Warning Sign
- Raised Median

Install Curb and Gutter

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

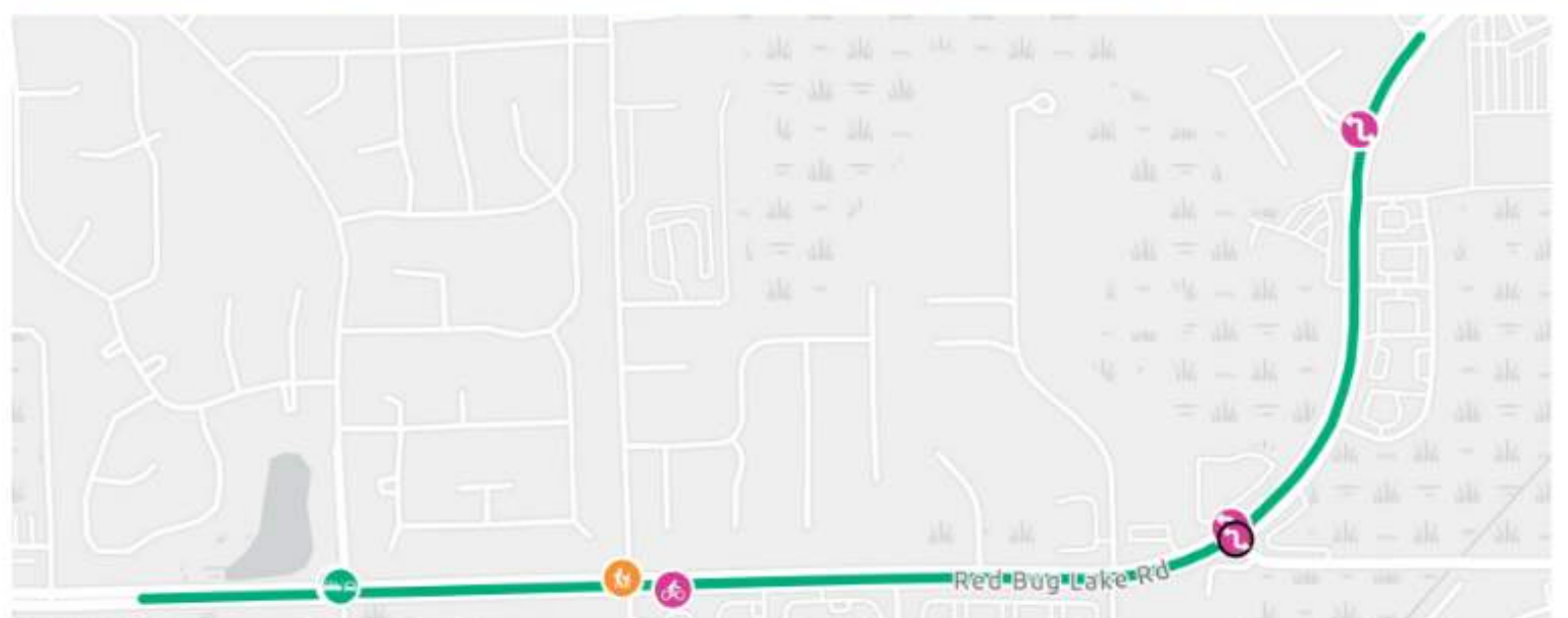
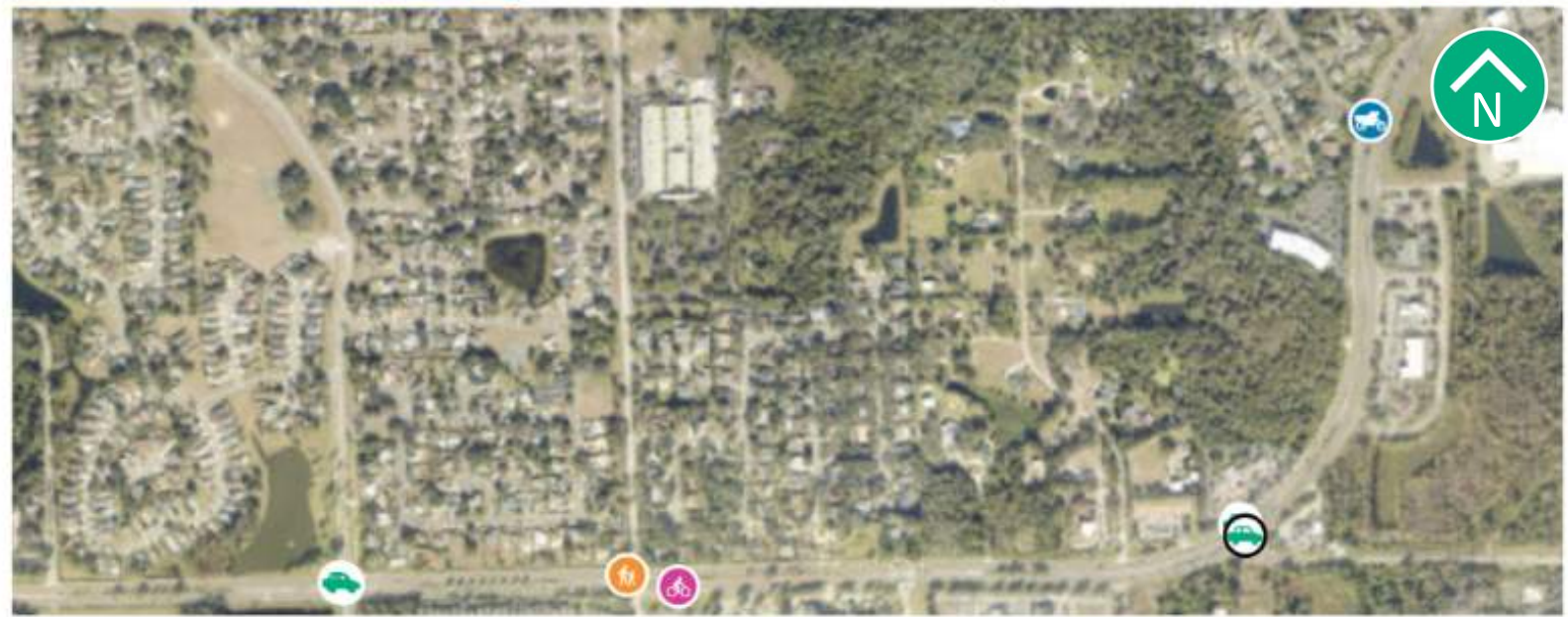
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

33. Red Bug Lake Rd, Brooks Ln/Rising Sun Blvd to Hollow Pine Dr

1.52 Miles
Crash Score: 3,734

Jurisdiction: County



Crash History (2018 - 22)

Deadly	0	Serious Injury	1
Pedestrian	0	Pedestrian	1
Bicyclist	0	Bicyclist	1
Motorcyclist	0	Motorcyclist	1
Motorist	1	Motorist	3
Total KSI	7		

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
55 Operating Speed
Features Raised median, high-visibility crosswalks, sidewalks

Potential Solutions



Segment Lighting



Intersection Lighting



Shared Use Path



Leading Pedestrian Interval



Refuge Islands




Speed Feedback Signs Flashing Beacon as Advance Warning

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

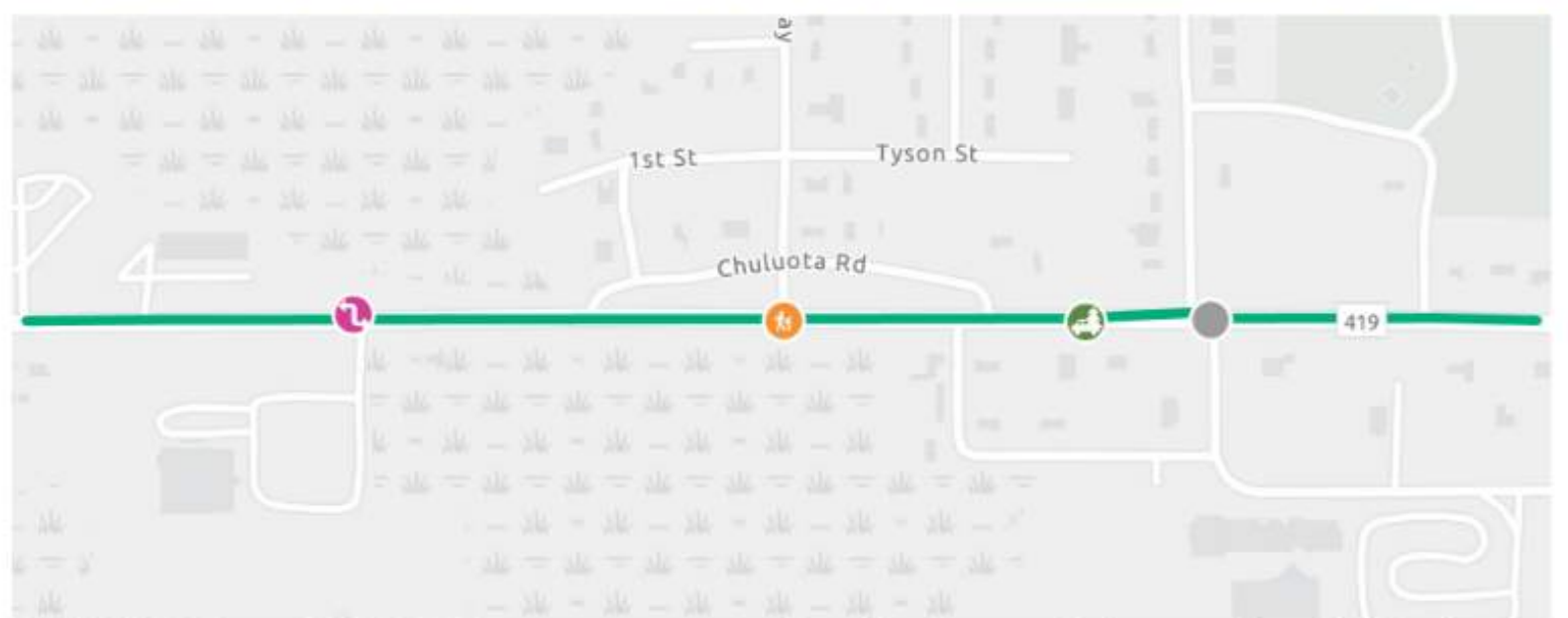
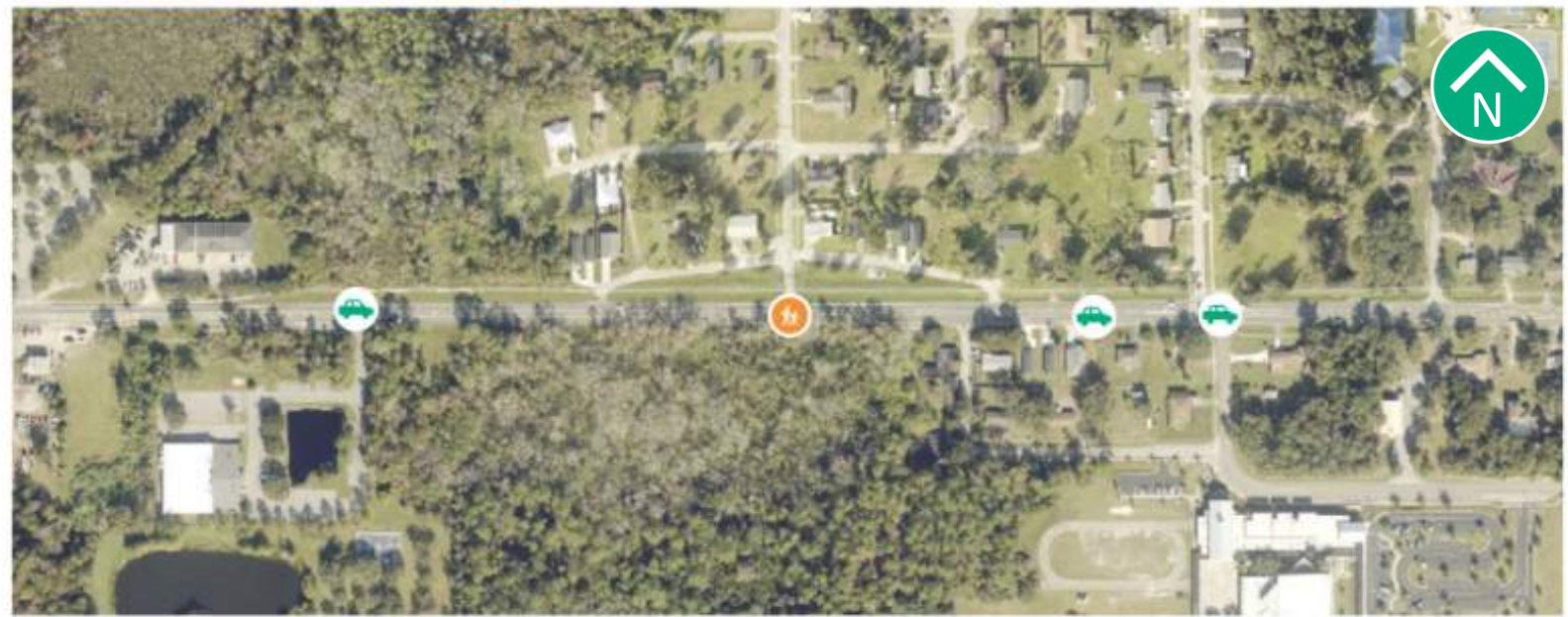
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

34. E Broadway St, Boston Ave to Louise Ave

0.59 Miles
Crash Score: 3,514

Jurisdiction: County




Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	3 Motorist
4 Total KSI	


Existing Conditions

C3C	Context Classification
30	Posted Speed Limit
49	Operating Speed
Features	Raised median, high-visibility crosswalks


Potential Solutions




Roundabout




Access Management




Install/Upgrade Pedestrian Crossing at Uncontrolled Locations




Widen/Pave Shoulder



Raised Median



Remove Obstructions For Sightline



Intersection Reconstruction and Tightening at Stephen Ave/Academy Ave

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

35. Lake Howell Rd, Lake Howell Ln to Willow Ln


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	0 Motorist
0 Total KSI	


Existing Conditions

C3C	Context Classification
35	Posted Speed Limit
42	Operating Speed
Features	High-visibility crosswalks, sidewalks


Potential Solutions



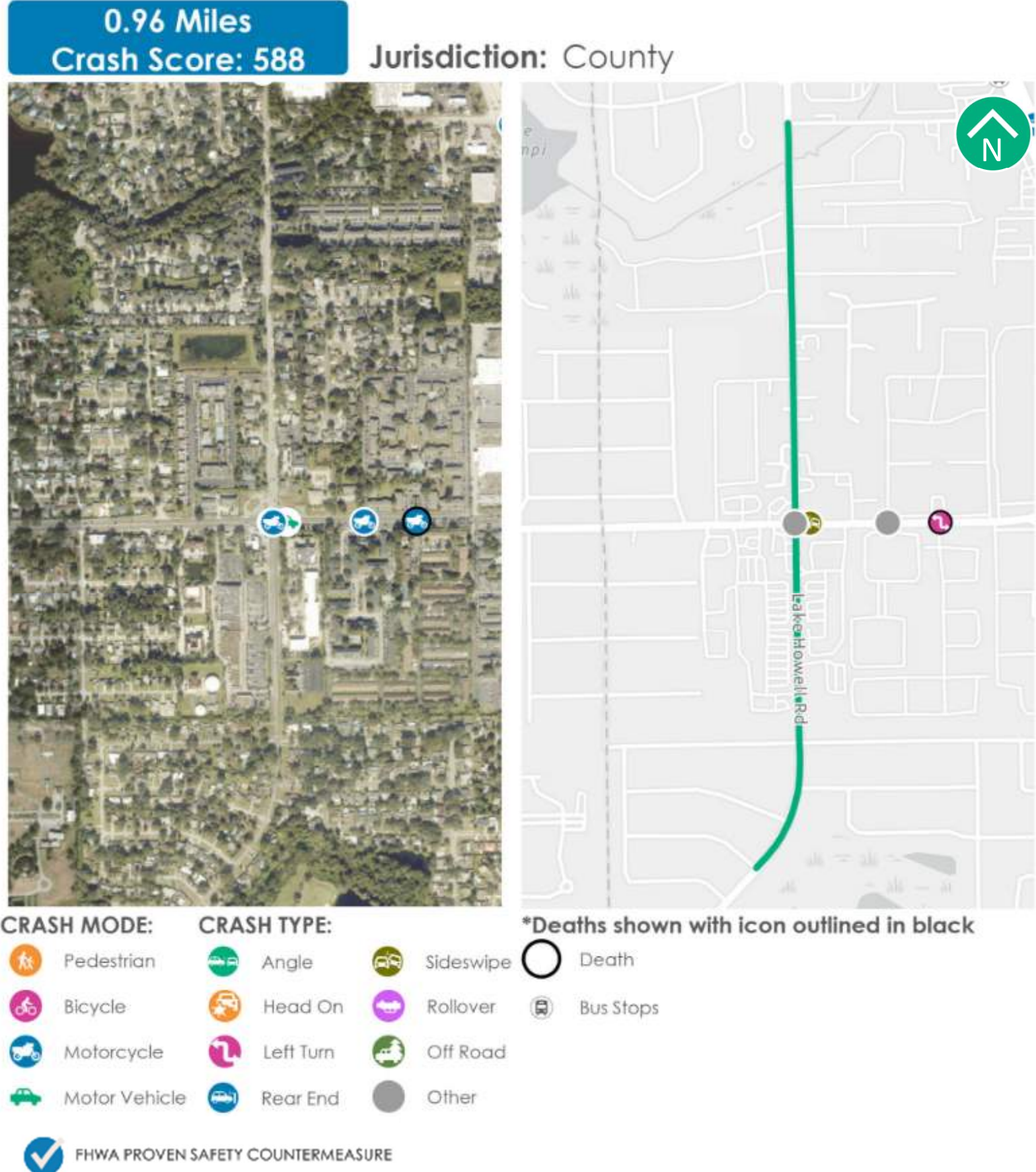
Roundabout



Segment Lighting



Reduced Left-Turn Conflict Intersection



36. Hunt Club Blvd, Wekiva Trl to Sand Lake Rd

0.50 Miles
Crash Score: 4,354

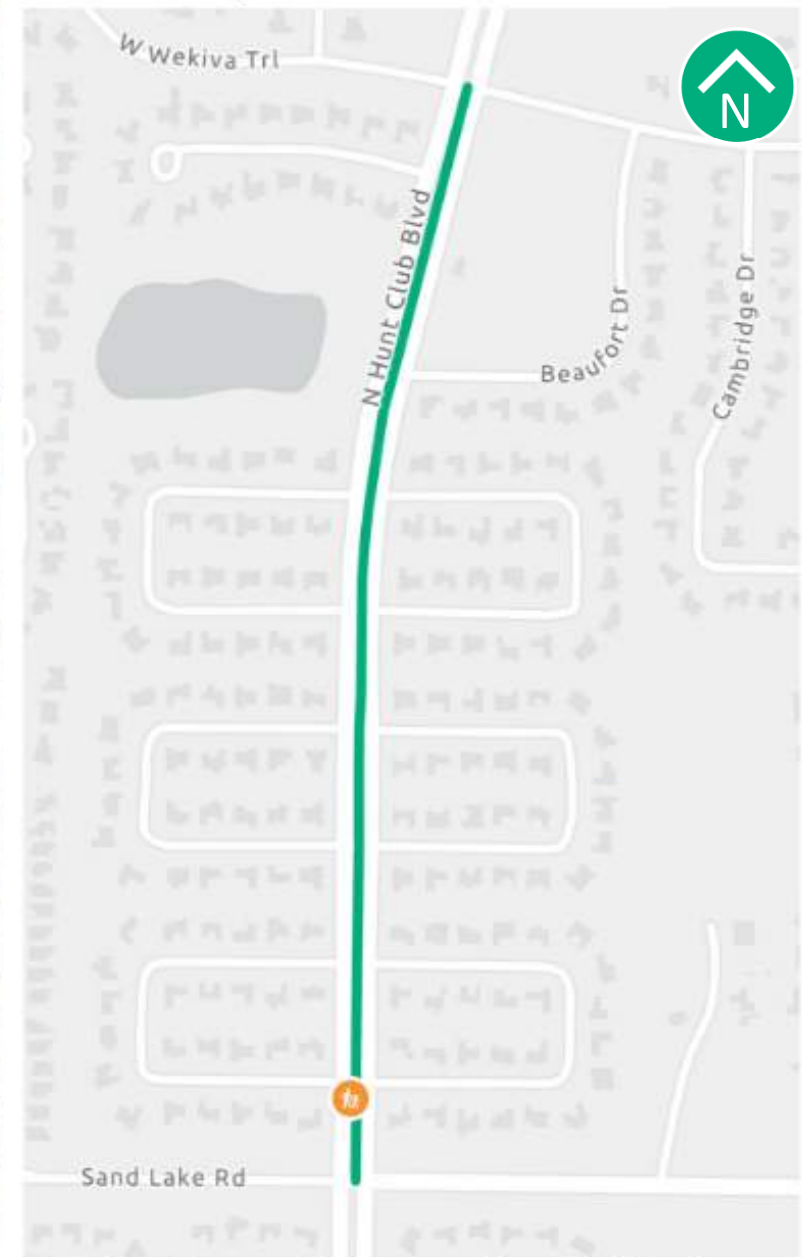
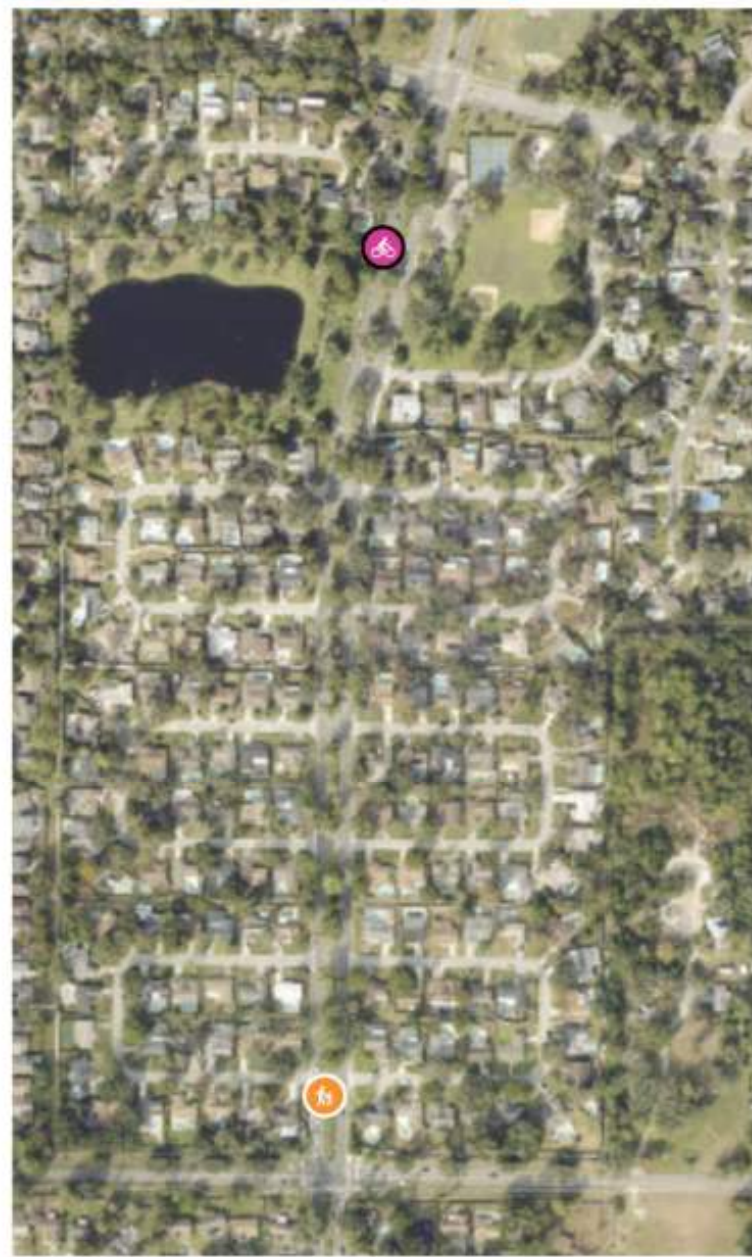
Jurisdiction: County

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
1 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	0 Motorist
2 Total KSI	

Existing Conditions

C3R	Context Classification
35	Posted Speed Limit
43	Operating Speed
Features	Raised median, high-visibility crosswalks



Potential Solutions



Curb Extensions and Curb Ramps (ADA)



High-Visibility Crosswalk: Sand Lake Rd & Hunt Club Blvd



Rectangular Rapid Flashing Beacon



Refuge Islands



Separated Bikeway

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

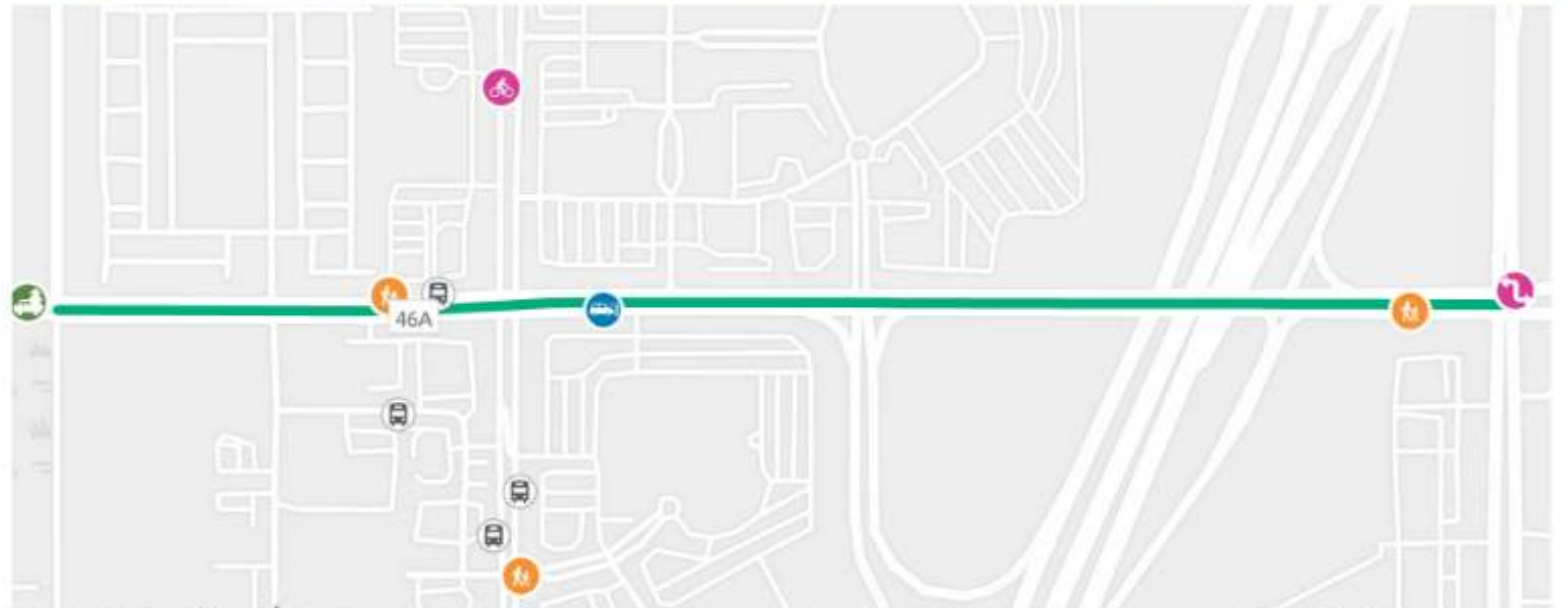
Projects: There are planned improvements to add an RRFB at Beaufort Dr

FHWA PROVEN SAFETY COUNTERMEASURE

37. H E Thomas Jr Pkwy, Orange Blvd to Rinehart Rd

0.95 Miles
Crash Score: 3,904

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	1 Motorist
3 Total KSI	

Existing Conditions

C3C	Context Classification
40	Posted Speed Limit
46	Operating Speed
Features	Raised median, high-visibility crosswalks

Potential Solutions

Extend Yellow and All Red Time

Permissive Protected Left Turn at Rinehart Rd & HE Thomas Jr Pkwy

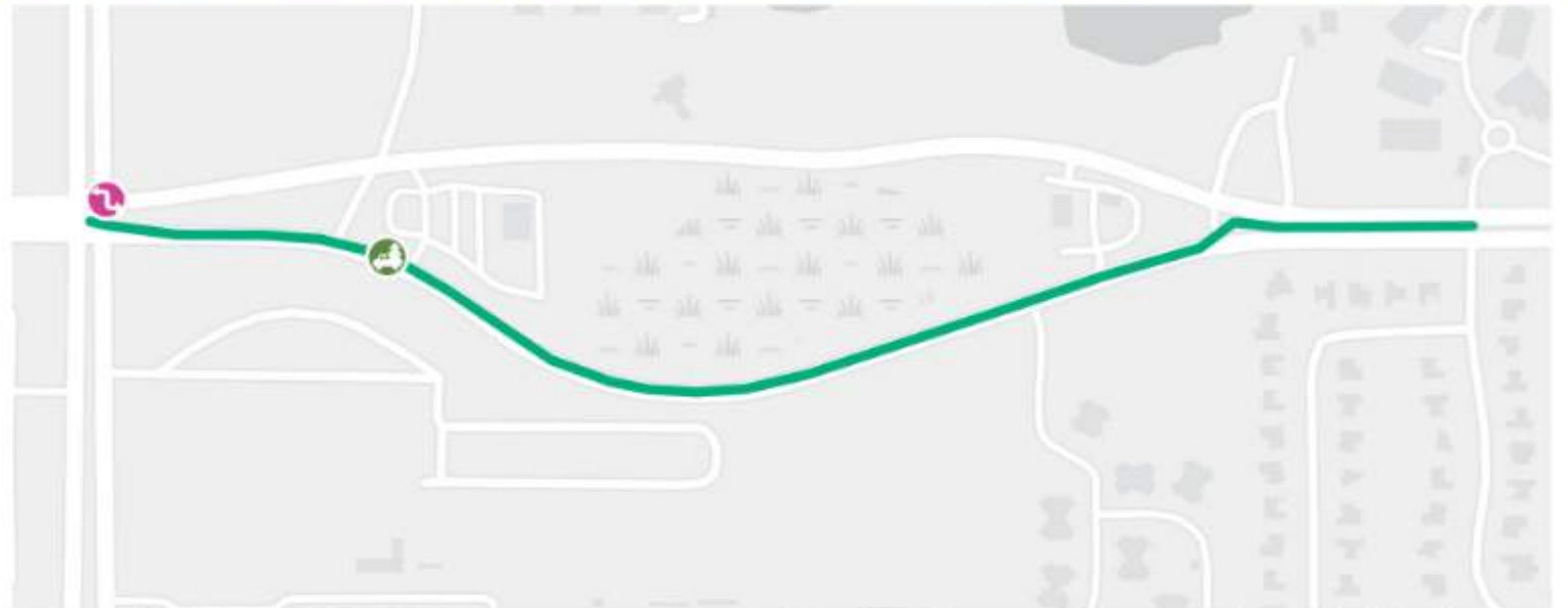
Doubled-Up, Oversized Stop Signs

Segment Lighting

38. H E Thomas Jr Pkwy, Rinehart Rd to Bright Meadow Dr

0.57 Miles
Crash Score: 2,516

Jurisdiction: County



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	0 Motorist
1 Total KSI	

Existing Conditions

C3R	Context Classification
40	Posted Speed Limit
53	Operating Speed
Features	High-visibility crosswalks

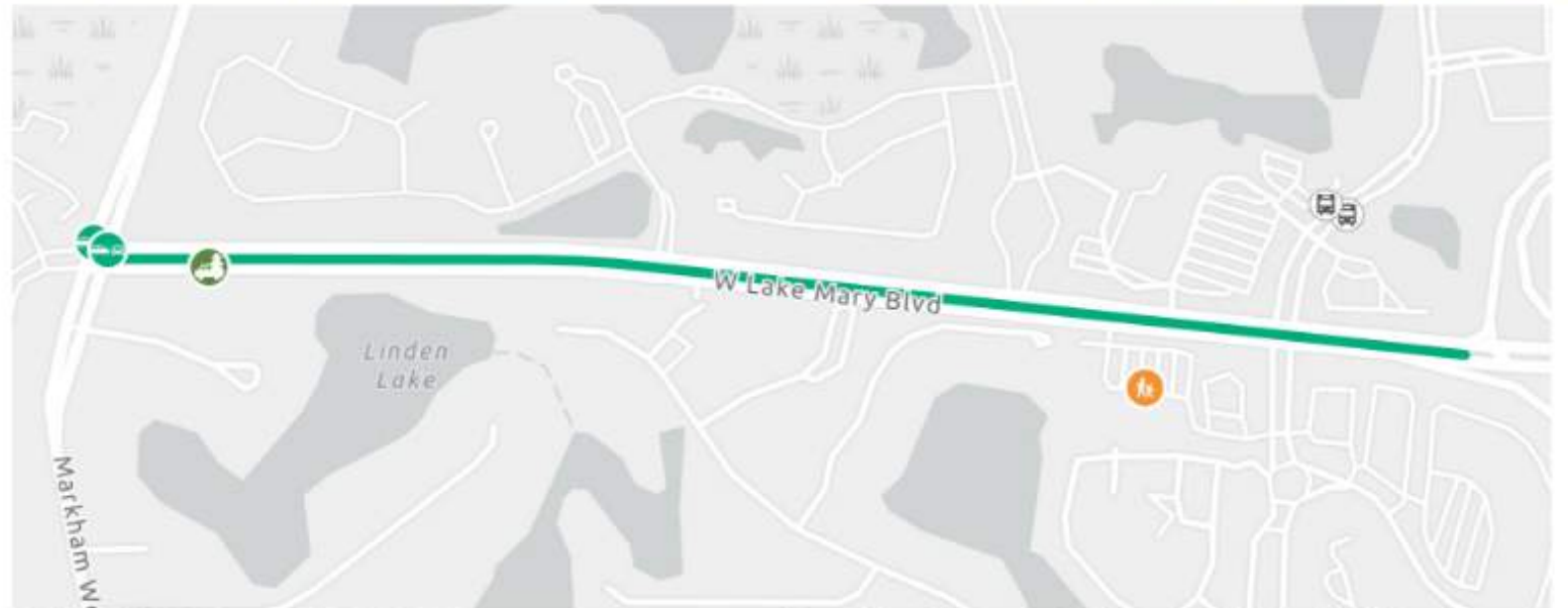
Potential Solutions

- Segment Lighting
- Curve Advance Warning Sign
- Landscape Buffer
- Protected Left Turns

39. Lake Mary Blvd, Markham Woods Rd to I-4 WB Ramps

0.99 Miles
Crash Score: 2,800

Jurisdiction: County



CRASH MODE:
 Pedestrian, Bicycle, Motorcycle, Motor Vehicle

CRASH TYPE:
 Angle, Head On, Left Turn, Rear End, Sideswipe, Rollover, Off Road, Other

*Deaths shown with icon outlined in black
 Death, Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	2 Motorist
3 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
54	Operating Speed
Features	Raised median, high-visibility crosswalks, traffic signals

Potential Solutions

Appropriate Speed Limits

Speed Feedback Signs

Extend Yellow and All Red Time

Striping Through Intersection

Reduced Left-Turn Conflict Intersection

Appendix B:

State Road Projects Prioritized Needs List and Project Sheets

STATE ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
1	SR 434	Wilma St	US 17-92	1.31	State	Longwood	3	4	6	7673	Safety improvements to manage visibility and multi-modal transportation safety. Add segment lighting, RCLT, raised medians, retroreflective signal backplates, pedestrian hybrid beacon, and co-locate bus stops and pedestrian crossings.	\$1,470,000 - \$5,530,000	100
2	SR 46	Avocado Ave	US 17-92	0.44	State	Sanford	3	0	3	7440	Safety improvements to manage speeds and increase active transportation safety/utilization. Add segment lighting, RCLT, RRFB, appropriate speed limits, sidewalks and fill sidewalk gaps, a raised median at east of Avocado Avenue, buffered bike lanes, speed feedback signs, and narrow the lanes.	\$1,200,000 - \$1,960,000	100
3	US 17-92	Seminole Blvd	13th St	1.03	State	Sanford	3	0	5	7414	Safety improvements to increase active transportation safety/utilization. Add raised medians, appropriate speed limits, pedestrian hybrid beacons, bike lanes, landscaped medians, upgraded LED lighting, and narrow the lanes.	\$3,280,000 - \$4,410,000	95
4	US 17-92	20th St	27th St	1.1	State	Sanford	3	6	W5	8812	Safety improvements to increase active transportation safety/utilization. Add a raised median, RRFB, bike lanes, landscaped median, increased crosswalk density, narrow the lanes, upgrade to LED lighting, and choose appropriate speed limits.	\$3,350,000 - \$4,160,000	95
5	SR 46	Terwilliger Ln	Avocado Ave	0.58	State	Sanford	3	3	3	8284	Safety improvements to reduce speeds and angle crashes. Add segment lighting, RCLT, sidewalks and fill sidewalk gaps, RRFB, buffered bike lanes, speed feedback signs, narrow the lanes, and choose appropriate speed limits.	\$1,360,000 - \$3,530,000	95
6	SR 434	US 17-92	Belle Ave	0.7	State	Casselberry, Longwood, Winter Springs	2	5	2	7553	Safety improvements to manage speeds and active transportation safety/utilization. Add segment lighting, separated bikeway, refuge island at Belle Avenue, and curb return radius reduction.	\$130,000 - \$550,000	85
7	SR 436	Palm Springs Dr	US 17-92	2.04	State	Altamonte Springs	3	4	3	5552	Safety improvements to manage speeds and increase visibility. Add curb return radius reduction, speed feedback signs, retroreflective signal backplates, access management, extend yellow and all red time, upgrade intersection pavement markings, and add a shared-use path.	\$1,060,000 - \$1,410,000	85
8	US 17-92	Live Oak Gdns	South St	1.23	State	Casselberry	3	4	1	3929	Safety improvements to increase active transportation safety/utilization and manage speeds. Add appropriate speed limits, raised medians from Ridge Road to South Street, a separated bikeway, green conflict striping, refuge islands between South Street and Lake of Woods Boulevard, extend pedestrian crossing time, curb return radius reduction, and enhanced daylighting/slow turn wedge.	\$1,360,000 - \$2,110,000	82.5
9	US 17-92	Shepard Rd	Gold Days Dr	2.45	State	Longwood	3	8	9	6494	Safety improvements to increase active transportation safety/utilization. Add extended yellow and all red time at SR 434 & US 17/92, landscaped buffers, shared-use paths, green conflict striping, co-locate bus stops and pedestrian crossings, and access management.	\$1,820,000 - \$2,580,000	82.5
10	SR 436	US 17-92	Red Bug Lake Rd	1.48	State	Casselberry	1	5	6	9327	Safety improvements to manage speeds and increase active transportation safety/utilization. Add extended yellow and all red time, curve advance warning signs, leading pedestrian interval and pedestrian recall, directional median openings to restrict left turns, painted centerlines and raised pavement markers at curves, appropriate speed limits, refuge islands between US 17-92 and Oxford Road, and separated bikeways.	\$740,000 - \$4,640,000	82.5
11	SR 46	Central Park Dr	Aero Ln	0.43	State	Unincorporated	2	1	2	7121	Safety improvements to manage speeds and increase active transportation safety/utilization. Add segment lighting, access management (RIRO at White Cedar, close left turn), shared-use path, and install/upgrade pedestrian crossings at uncontrolled locations.	\$640,000 - \$970,000	78.75

STATE ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
12	US 17-92	South St	Spartan Dr	0.92	State	Unincorporated	1	12	4	9882	Safety improvements to manage speeds on curves and increase pedestrian safety. Add upgraded striping, a raised median from Ridge Road to South Street, directional median openings to restrict left turn, extend pedestrian crossing time, access management, refuge islands between South Street and Lake of Woods Boulevard, curve advance warning signs, and appropriate speed limits.	\$320,000 - \$2,390,000	77.5
13	SR 436	Montgomery Rd	Palm Springs Dr	1.76	State	Altamonte Springs	1	8	5	10210	Safety improvements to manage speeds and increase pedestrian safety. Add a refuge island at Festival Drive, curb return radius reduction, speed feedback signage, enhanced daylighting/slow turn wedge, extend pedestrian crossing time, shared-use path, and access management.	\$1,090,000 - \$1,700,000	77.5
14	SR 426	Tuskawilla Rd	SR 417	0.45	State	Unincorporated	0	2	3	10528	Safety improvements to manage speeds and increase active transportation safety/utilization. Add separated bikeways, green conflict striping, curb-return radius reduction, extend yellow and all red time at SR 417 intersections, intersections and segment lighting, and appropriate speed limits.	\$270,000 - \$610,000	75
15	Lake Mary Blvd	Celery Ave	SR 46	0.89	State	Unincorporated	1	1	6	7576	Safety improvements to increase visibility and reduce speeds. Add appropriate speeds limits, upgraded striping, a traffic signal at Celery Avenue, a separated bikeway, and intersection and segment lighting.	\$260,000 - \$860,000	70
16	US 17-92	27th St	Lake Minnie Dr/Collins Dr	2.12	State	Sanford	2	4	6	5882	Safety improvements to increase active transportation safety/utilization. Add green conflict markings, high-visibility crosswalks (all side streets & intersection legs), landscaped buffer and median, shared-use path, and utilize access management.	\$700,000 - \$1,450,000	67.5
17	SR 434	Great Pond Dr	SR 436	0.73	State	Altamonte Springs	2	3	2	6629	Safety improvements to manage active transportation safety and speeds. Add buffered bike lanes, refuge islands, raised medians, RCLT, speed feedback signs, and narrow the lanes.	\$1,860,000 - \$4,070,000	67.5
18	SR 434	Spring Centre South Blvd	Springwood Cir	0.61	State	Longwood	0	4	1	9047	Safety improvements to increase visibility and active transportation safety/utilization. Add intersection and segment lighting, leading pedestrian intervals at Raymond Avenue and SR 434, green conflict striping, and narrow the lanes.	\$1,340,000 - \$1,710,000	67.5
19	SR 434	Springwood Cir	Palm Springs Dr	0.87	State	Longwood	2	1	1	2316	Safety improvements to improve lighting and increase multimodal accommodations. Add segment and intersection lighting, add refuge islands, co-locate bus stops with pedestrian crossings, add green conflict striping.	\$180,000 - \$900,000	67.5
20	SR 436	Red Bug Lake Rd	County Bnd	2.66	State	Casselberry	1	7	9	6584	Safety improvements to increase multi-modal transportation safety and manage speeds. Add extended yellow and all red time, leading pedestrian intervals and pedestrian recall, refuge islands at Winter Woods, Howell Branch, Lake Howell Lane & Lake Howell Road, narrow the lanes, choose appropriate speeds limits, add curb return radius reduction at all dedicated right-hand turns, co-locate bus stops and pedestrian crossings, and employ access management.	\$1,070,000 - \$2,330,000	57.5
21	SR 46	Cameron Ave	Richmond Ave	0.68	State	Sanford	1	2	2	4406	Safety improvements to manage speed and intersections. Add speed feedback signs, segment lighting, separated bikeway, and a roundabout at Lake Mary.	\$370,000 - \$1,160,000	55
22	SR 434	Palm Springs Dr	Wilma St	1.41	State	Longwood	1	3	3	4526	Safety improvements to improve lighting and increase multimodal accommodations. Add segment and intersection lighting, add refuge islands, co-locate bus stops with pedestrian crossings, add green conflict striping.	\$310,000 - \$1,480,000	55

STATE ROAD PROJECTS PRIORITIZED NEEDS LIST

*Note: Probable cost ranges do not account for right-of-way acquisition, drainage improvements, utility impacts, and potential resurfacing needs or project contingencies. A detailed cost estimate should be prepared as part of conceptual plans. Countermeasure costs were sourced from the MetroPlan Orlando Engineering Countermeasure Toolkit.

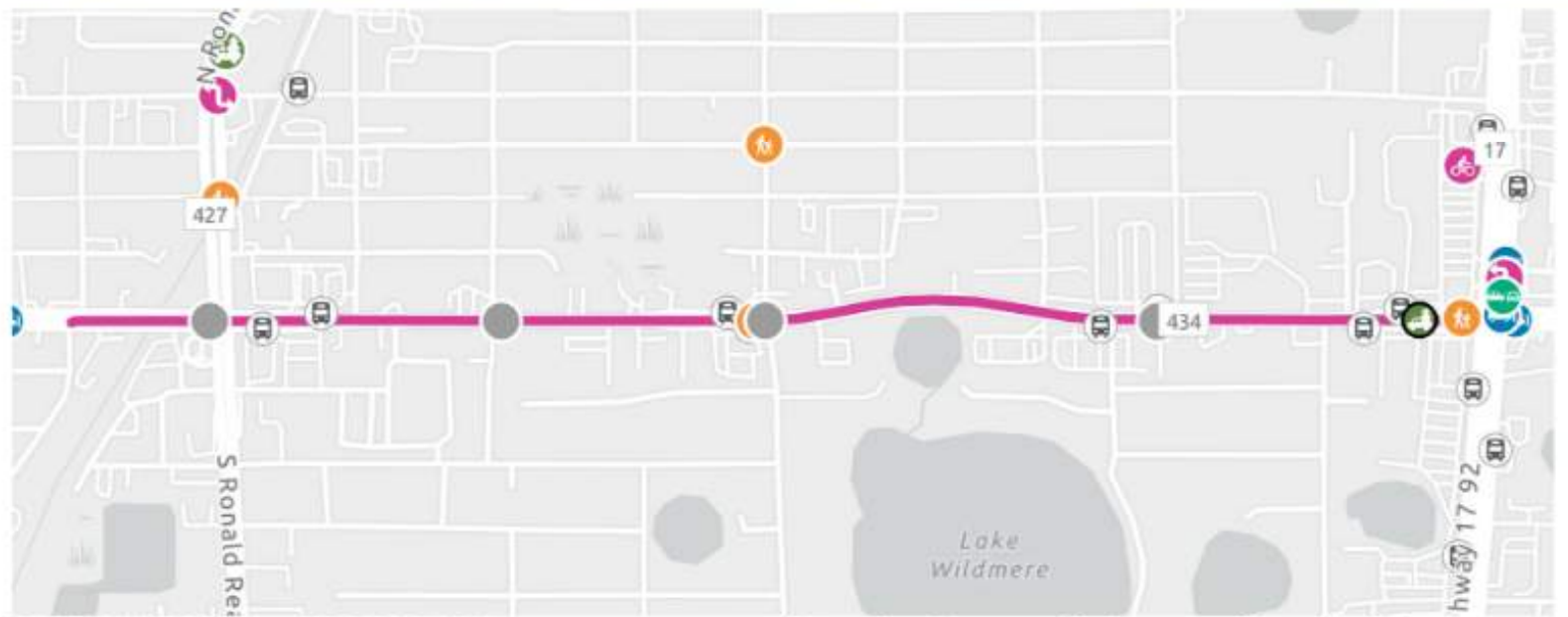
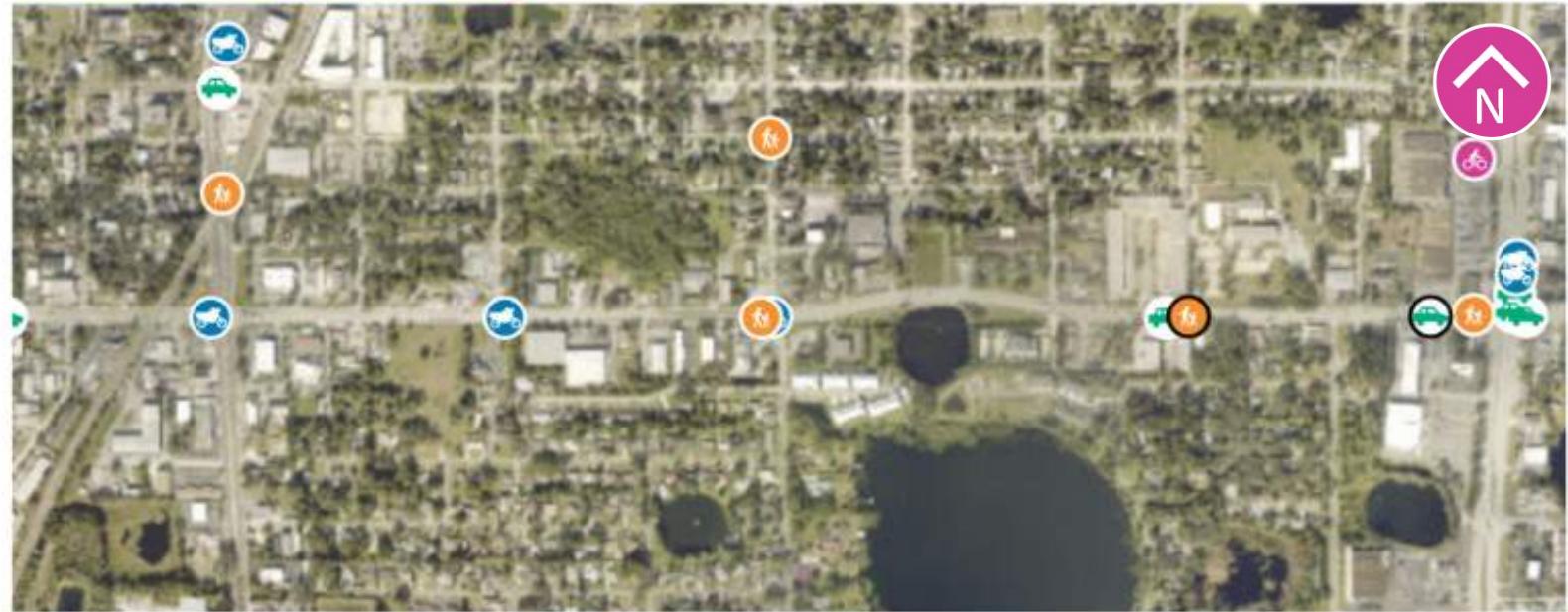
PRIORITY RANK	SEGMENT	FROM	TO	LENGTH (MILES)	JURISDICTION	CITY	DISADVANTAGED SCORE (OUT OF 5)	MOTOR VEHICLE DEADLY OR SERIOUS CRASHES	VULNERABLE USER DEADLY OR SERIOUS CRASHES	CRASH SCORE PER MILE	PROJECT DESCRIPTION	OPINION OF PROBABLE COST RANGE*	PRIORITY SCORE
23	SR 436	Pearl Lake Causeway	Montgomery Rd	1.55	State	Altamonte Springs	1	4	2	5659	Safety improvements to increase multi-modal transportation safety. Add green conflict striping, co-locate bus stops and pedestrian crossings, leading pedestrian intervals and pedestrian recall, separated bikeways, and refuge islands at 434.	\$210,000 - \$310,000	52.5
24	SR 436	Line Dr	Pearl Lake Causeway	2.07	State	Unincorporated	1	5	7	6520	Safety improvements to manage speeds and increase multi-modal transportation safety. Add curb return radius reduction at Executive Park Court, choose appropriate speed limits, narrow the lanes, utilize access management and restrict left turns east of Balmy Beach Drive, add segment lighting, leading pedestrian intervals and pedestrian recall, separated bikeways, and co-locate bus stops and pedestrian crossings.	\$4,870,000 - \$6,040,000	52.5
25	SR 46	US 17	Mellonville Ave	1.02	State	Sanford	0	5	4	8272	Safety improvements to manage speeds and visibility. Add high friction surface treatment, raised median, retroreflective signal backplates, and narrow the lanes.	\$2,860,000 - \$3,980,000	50
26	SR 426	SR 417	Aloma Woods Blvd	1.12	State	Unincorporated	0	4	2	3965	Safety improvements to manage speed and increase visibility. Add speed feedback signs, segment lighting, retroreflective signal backplates, curb return radius reduction at Dean Road, directional median openings to restrict left turns, and a separated bikeway.	\$270,000 - \$1,990,000	42.5
27	SR 46	Oregon St	Central Park Dr	1.46	State	Unincorporated	0	8	2	6243	Safety improvements to manage speeds and increase multi-modal transportation safety. Add segment lighting, speed feedback signs, narrow the lanes, choose appropriate speed limits, extend yellow and all red time, access management, co-locate bus stops and pedestrian crossings, and add a shared-use path.	\$2,760,000 - \$3,420,000	38.75
28	SR 46	Mellonville Ave	Hellcat Ln	0.67	State	Sanford	0	3	2	4979	Safety improvements to manage intersections and active transportation safety. Add speed feedback signs, a traffic signal at Summerlin Avenue, a separated bikeway, and a shared-use path.	\$450,000 - \$660,000	37.5
29	SR 426	Tuskawilla Rd	Old Howell Branch Rd	1.16	State	Unincorporated	0	2	5	6004	Safety improvements to manage speeds and increase multi-modal transportation safety. Add segment lighting, speed feedback signs, curb return radius reduction at Howell Branch Road to support trail crossing, green conflict striping, leading pedestrian interval and pedestrian recall, separated bikeway, refuge island at Tuskawilla Road, and co-located bus stops and pedestrian crossings.	\$360,000 - \$1,100,000	37.5
30	SR 434	Lake Rena Dr	Spring Centre South Blvd	1.46	State	Altamonte Springs	0	6	5	6776	Safety improvements to manage active transportation safety and speeds. Add segment lighting, speed feedback signs, curb return radius reduction, separated bikeways, leading pedestrian interval and pedestrian recall, narrow the lanes, close the 7-11 driveway at Wekiva Springs Lane, and add a refuge island at Wekiva Springs Lane and Springs Boulevard.	\$2,960,000 - \$3,900,000	37.5

State Road Projects Project Sheets

1. SR 434, Wilma St to US 17

1.31 Miles
Crash Score: 7,673

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	3 Motorcyclist
1 Motorist	3 Motorist
10 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
50	Operating Speed
Features	Traffic signals, guardrail

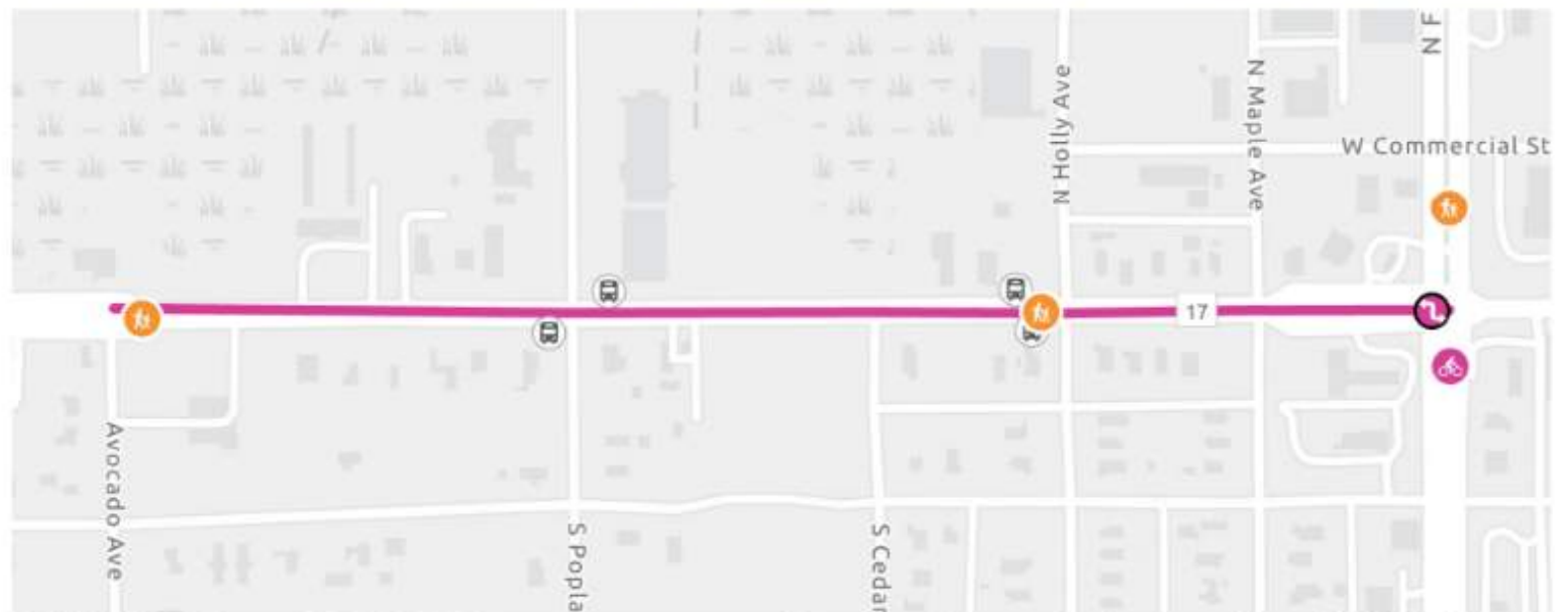
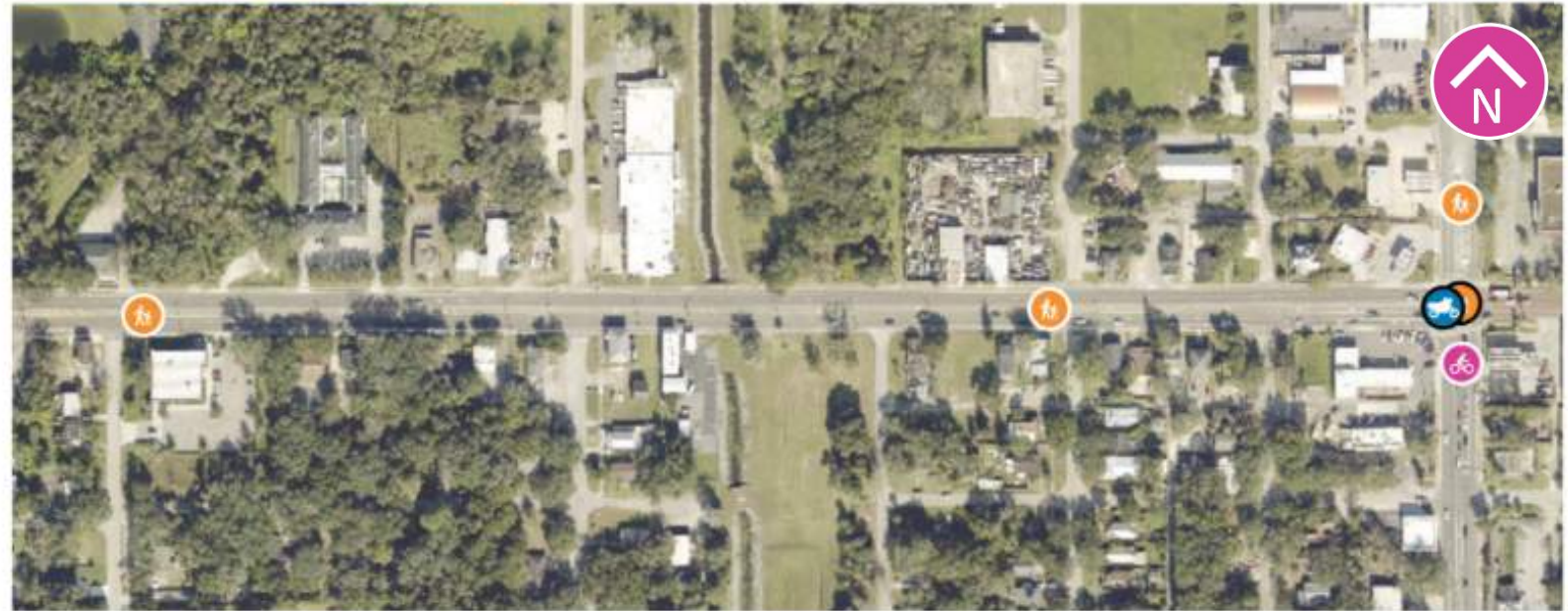
Potential Solutions

- Segment Lighting
- Reduced Left-Turn Conflict Intersection
- Raised Medians
- Retroreflective Signal Backplates
- Pedestrian Hybrid Beacon
- Co-locate Bus Stops and Pedestrian Crossings

2. SR 46, Avocado Ave to US 17

0.44 Miles
Crash Score: 7,440

Jurisdiction: State



CRASH MODE:
 Pedestrian, Bicycle, Motorcycle, Motor Vehicle

CRASH TYPE:
 Angle, Head On, Left Turn, Rear End, Sideswipe, Rollover, Off Road, Other

***Deaths shown with icon outlined in black**
 Death, Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	0 Motorcyclist
0 Motorist	0 Motorist
3 Total KSI	

Existing Conditions

C3C	Context Classification
40	Posted Speed Limit
50	Operating Speed
Features	Sidewalks

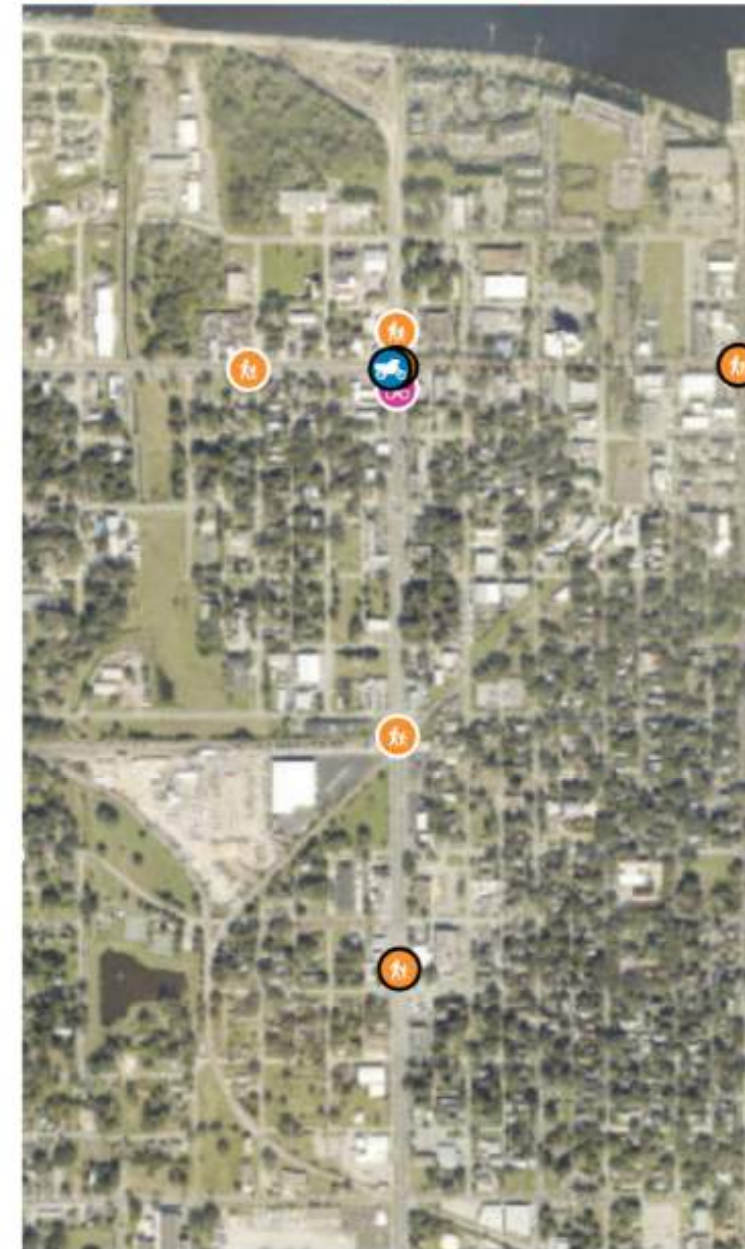
Potential Solutions

- Buffered Bike Lanes
- Segment Lighting
- RRFB
- Appropriate Speed Limits
- Add Sidewalk and Fill Sidewalk Gaps
- Reduced Left-Turn Conflict Intersections
- Raised Median, east of Avocado Ave
- Lane Narrowing
- Speed Feedback Sign

3. US 17-92, Seminole Blvd to 13th St

1.03 Miles
Crash Score: 7,414

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
2 Pedestrian	2 Pedestrian
0 Bicyclist	1 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	0 Motorist
5 Total KSI	

Existing Conditions

C3C	Context Classification
40	Posted Speed Limit
45	Operating Speed
Features	Traffic signal, wide sidewalks, raised median (N of 1st St)

Potential Solutions



Buffered Bike Lanes



Raised Median



Pedestrian Hybrid Beacon



Appropriate Speed Limits



Landscaped Buffer



Upgrade Lighting to LED

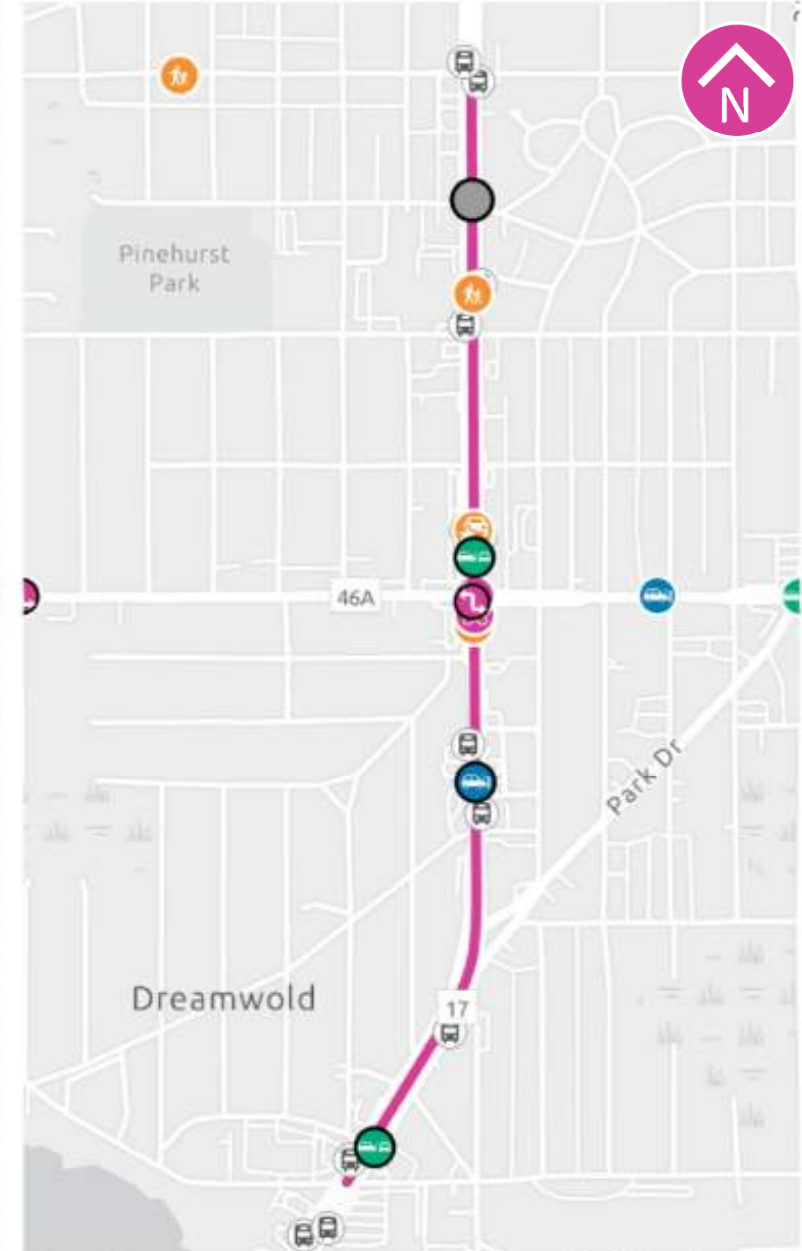
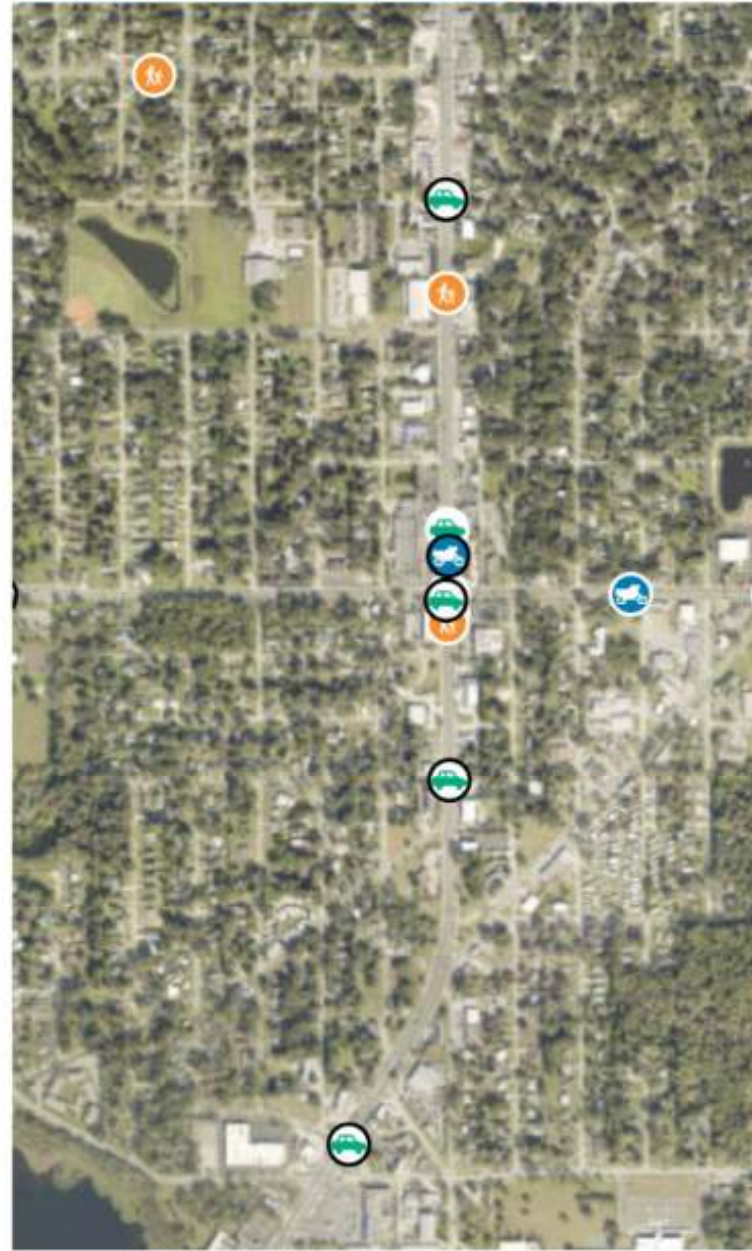


Lane Narrowing

4. US 17-92, 20th St to 27th St

1.1 Miles
Crash Score: 8,812

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	3 Pedestrian
0 Bicyclist	1 Bicyclist
1 Motorcyclist	0 Motorcyclist
5 Motorist	1 Motorist
11 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
47 Operating Speed
Features Traffic signals, raised medians (S of Park Dr), wide sidewalks, bike lanes (S of Park Dr)

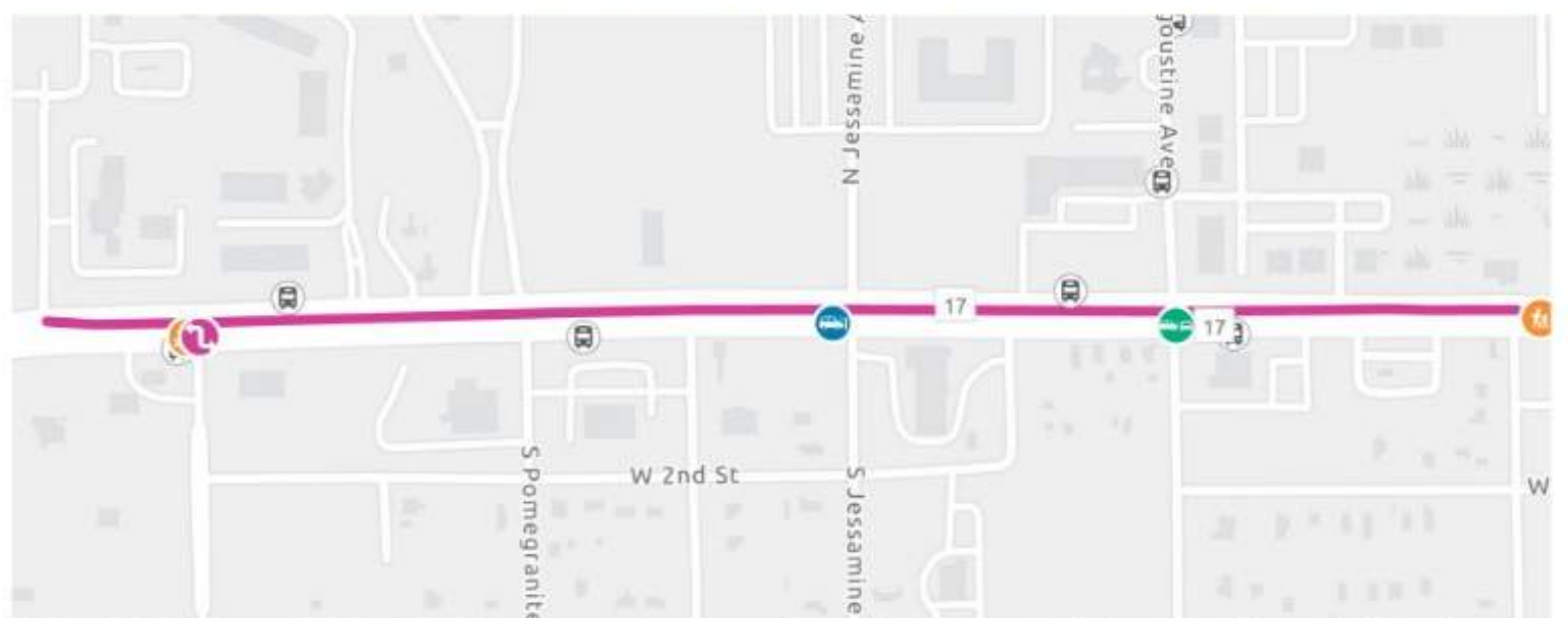
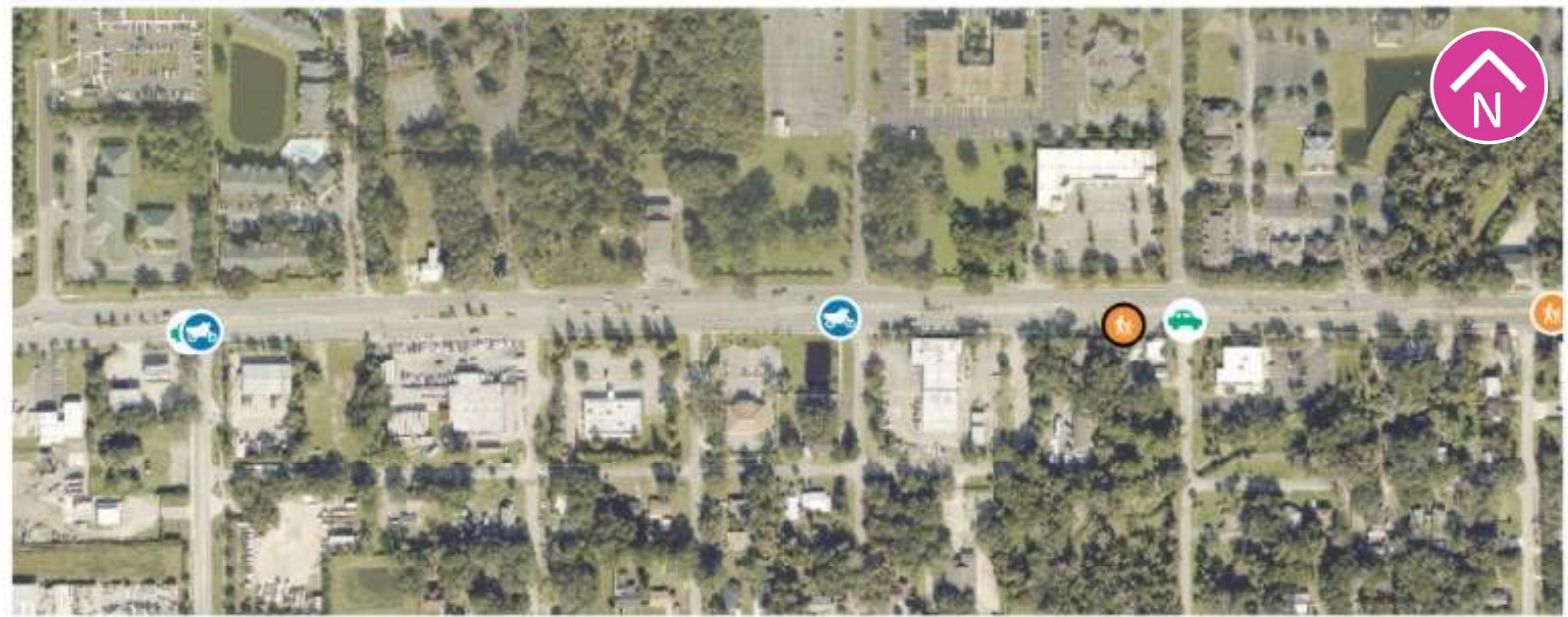
Potential Solutions

- Raised Median
- Appropriate Speed Limits
- RRFB
- Separated Bike Lane
- Lane Narrowing
- Increase Crosswalk Density
- Landscape Buffer
- Upgrade Lighting to LED

5. SR 46, Terwilliger Ln to Avocado Ave

0.58 Miles
Crash Score: 8,284

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: There are planned improvements to install traffic signals at Persimmon Ave and Mangoustine Ave.

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	3 Motorist
6 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
50	Operating Speed
Features	Raised medians, bike lanes

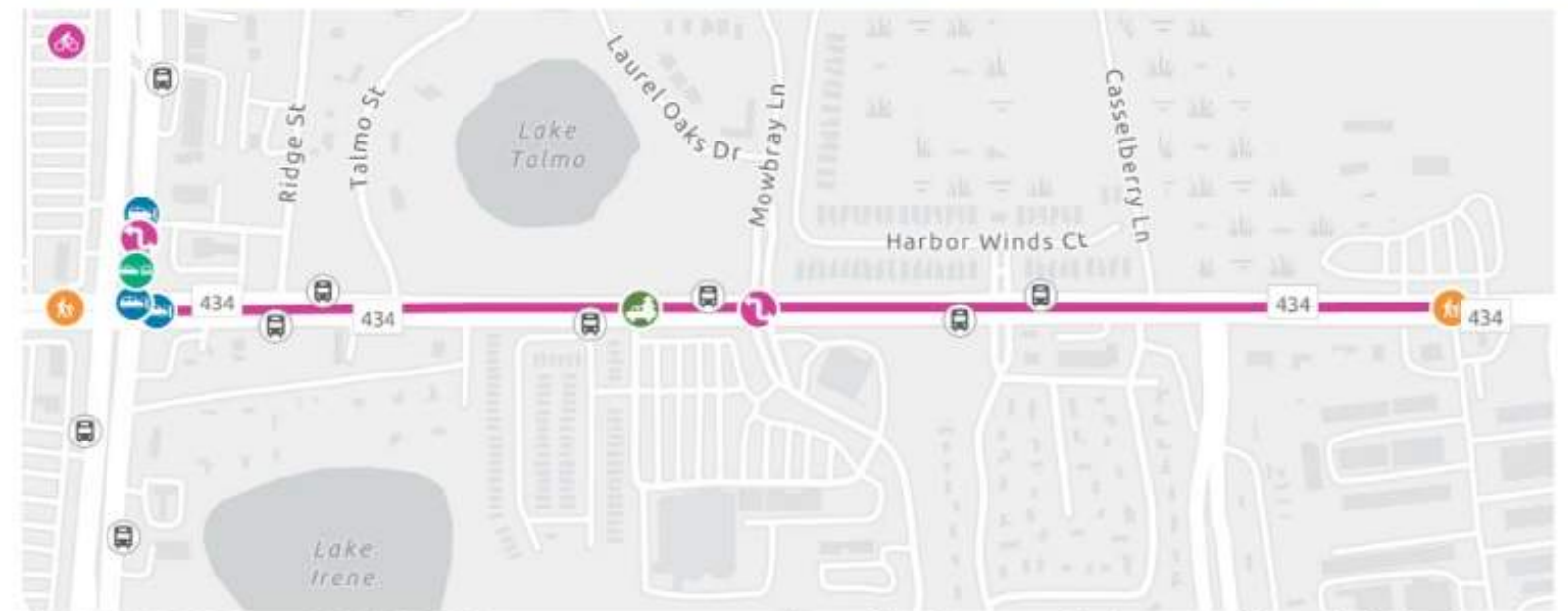
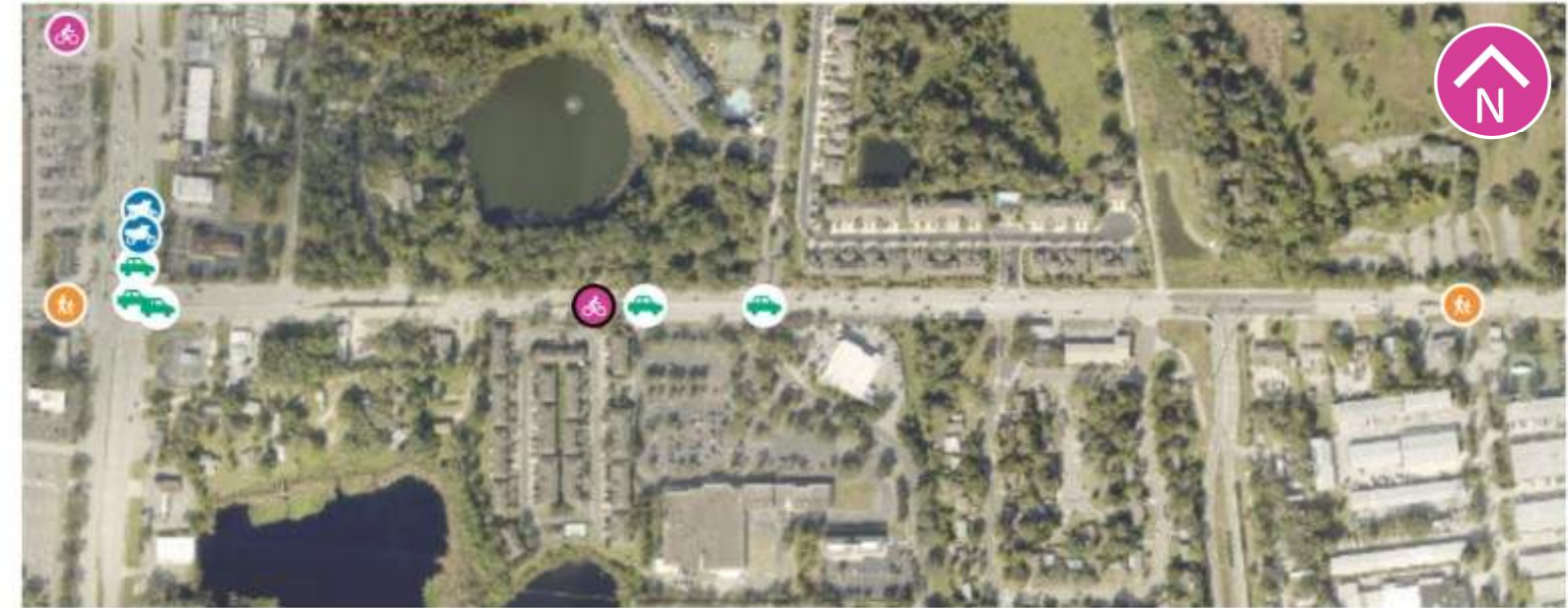
Potential Solutions

- Segment Lighting
- Reduced Left-Turn Conflict Intersections
- Appropriate Speed Limits (25)
- Add Sidewalk and Fill Sidewalk Gaps
- RRFB
- Separated Bike Lane
- Lane Narrowing
- Speed Feedback Sign

6. SR 434, US 17-92 to Belle Ave

0.7 Miles
Crash Score: 7,553

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: Posted speed limits recently reduced.

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
1 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	5 Motorist
7 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
49 Operating Speed
Features Sidewalks, raised median, signalized intersections, high-visibility crosswalks

Potential Solutions



Segment Lighting



Separated Bikeway



Refuge Island at Belle Ave



Curb Return Radius Reduction

7. SR 436, Palm Springs Dr to US 17-92

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	1 Bicyclist
1 Motorcyclist	0 Motorcyclist
2 Motorist	2 Motorist
7 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
52	Operating Speed
Features	Raised median, reduced crossing U-turns, high-visibility crosswalks, bike lanes

Potential Solutions



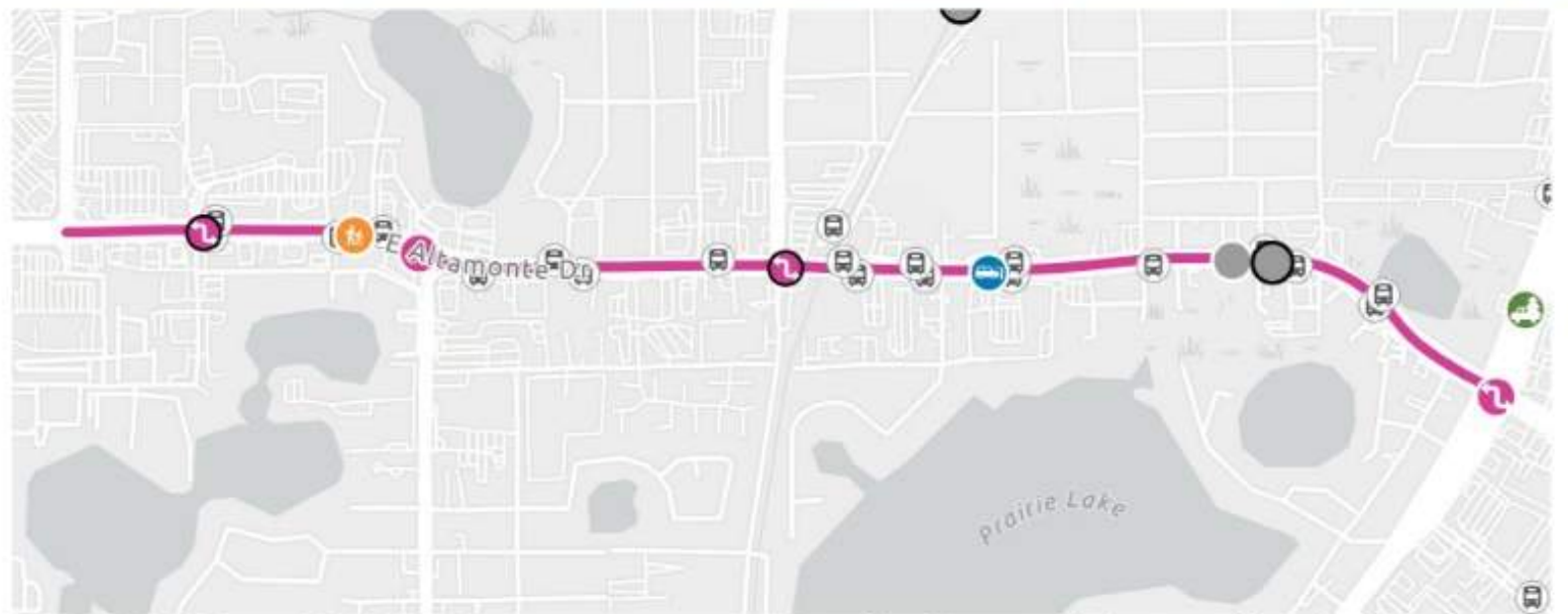
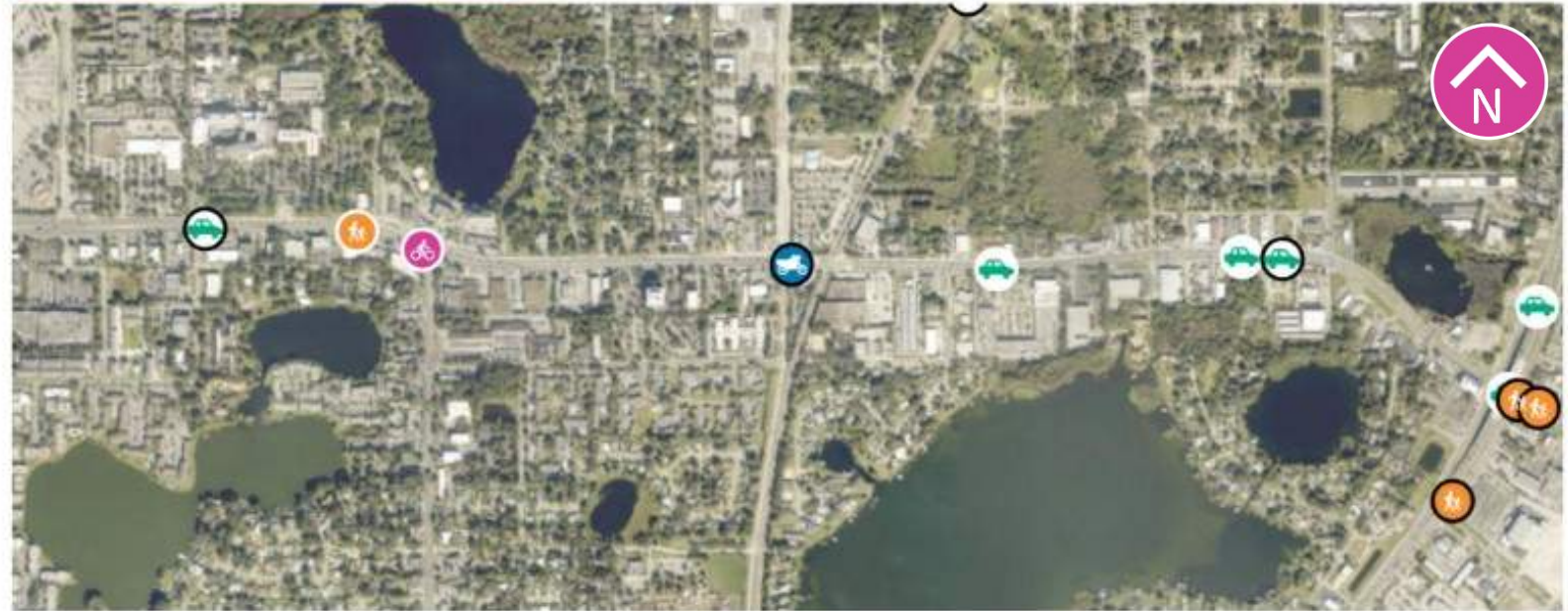
Extend Yellow and All Red Time Retroreflective Signal Backplates Access Management



Curb Return Radius Reduction Shared-Use Path Speed Feedback Sign Upgrade Intersection Pavement Markings

2.04 Miles
Crash Score: 5,552

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

8. US 17-92, Live Oak Gdns to South St

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	4 Motorist
5 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
53	Operating Speed
Features	Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lanes

Potential Solutions



Appropriate Speed Limits



Raised Median from Ridge Rd to South St.



Separated Bikeway (South St and Lake of Woods Blvd)



Refuge Islands (South St and Lake of Woods Blvd)



Extend Pedestrian Crossing Time



Curb-Return Radius Reduction



Enhanced Daylighting/Slow Turn Wedge



Green Conflict Striping

1.23 Miles
Crash Score: 3,929

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

*Deaths shown with icon outlined in black

- Death
- Bus Stops



9. US 17-92, Shepard Rd to Gold Days Dr

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	2 Pedestrian
0 Bicyclist	1 Bicyclist
1 Motorcyclist	4 Motorcyclist
1 Motorist	7 Motorist
17 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
57	Operating Speed
Features	Traffic lights, raised medians, reduced left-turn conflict intersection, segment lighting

Potential Solutions



Close Driveways



Extend Yellow and All-Red Time at SR 434 & US 17/92



Co-Locate Bus Stops and Pedestrian Crossings



Landscaped Buffer



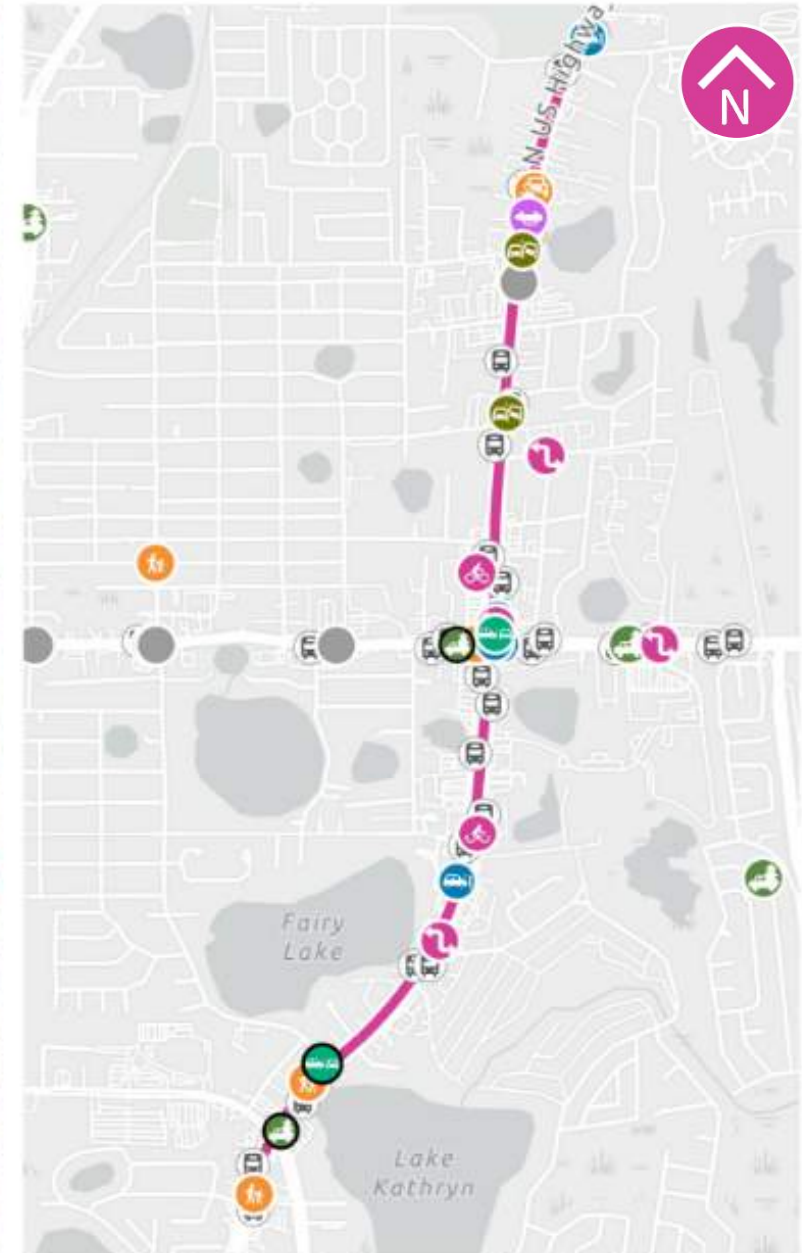
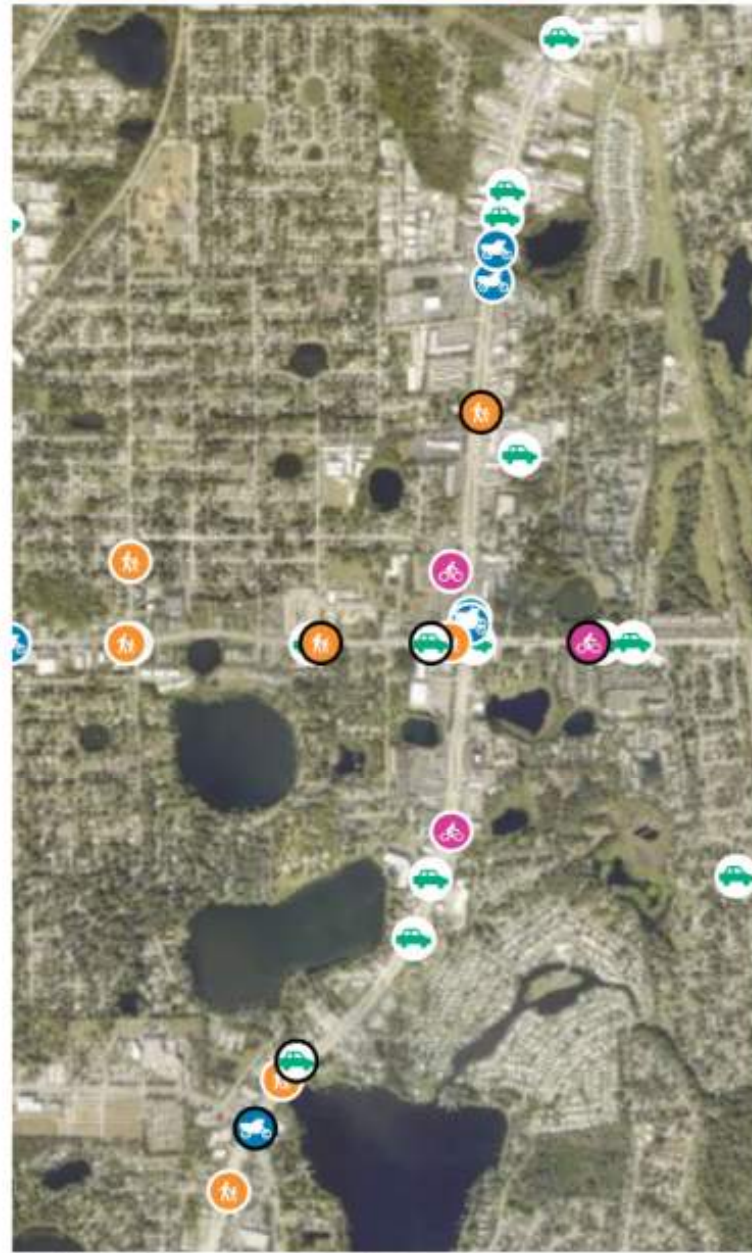
Shared-Use Path



Green Conflict Striping

2.45 Miles
Crash Score: 6,494

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

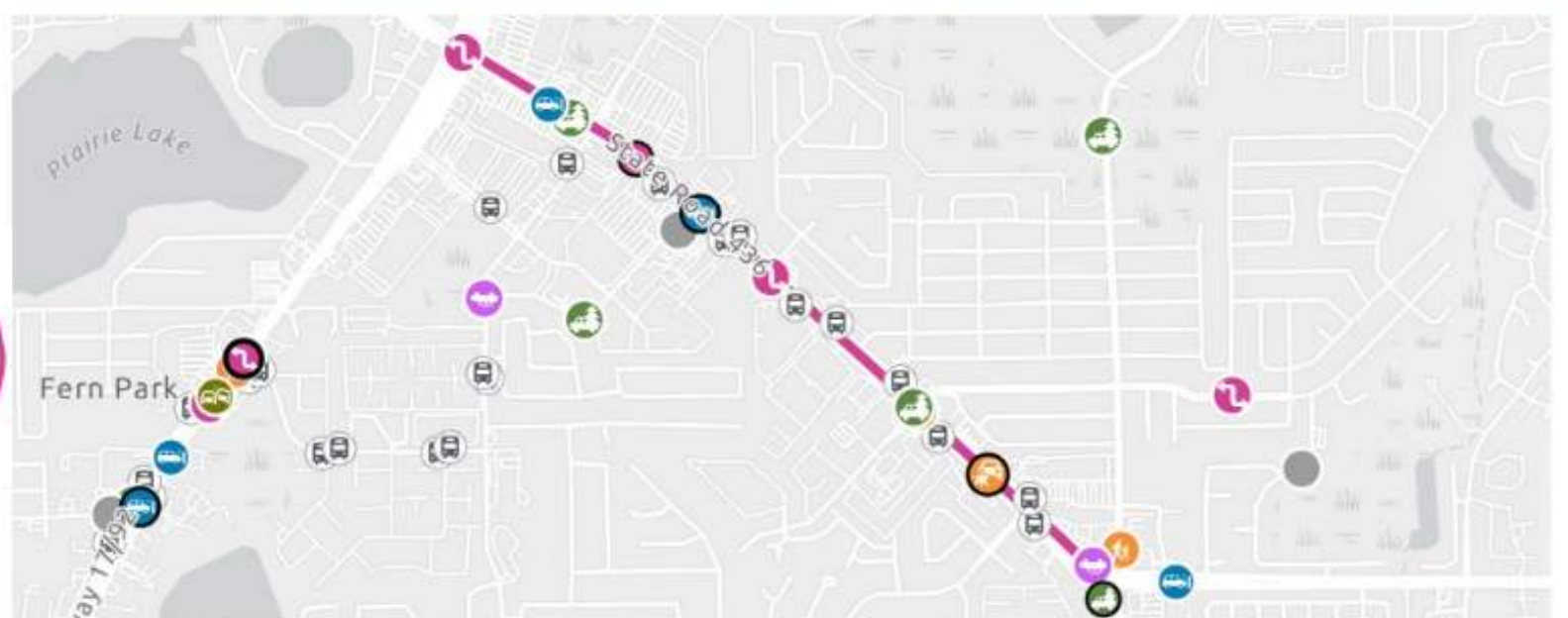
- Death
- Bus Stops

 FHWA PROVEN SAFETY COUNTERMEASURE

10. SR 436, US 17-92 to Red Bug Lake Rd

1.48 Miles
Crash Score: 9,327

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
2 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	3 Motorcyclist
3 Motorist	2 Motorist
11 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
55	Operating Speed
Features	Median, channelized left turns, signalized intersections, high visibility crosswalks, sidewalks

Potential Solutions

- Extend Yellow and All Red Time
- Reduced Left-Turn Conflict Intersection
- Separated Bikeway
- Appropriate Speed Limits
- Refuge Island between US 17-92 and Oxford Rd
- Leading Pedestrian Recall
- Speed Feedback Sign
- Widen Sidewalk
- Remove Obstructions for NB Speed Limit Sign
- Curb & Gutter from Oxford Sq to Wilshire Dr

11. SR 46, Central Park Dr to Aero Ln

0.43 Miles
Crash Score: 7,121

Jurisdiction: State



Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	0 Motorist
3 Total KSI	

Existing Conditions




C3C	Context Classification
55	Posted Speed Limit
59	Operating Speed
Features	Wide sidewalk, raised median, signalized intersections, high-visibility crosswalks

Potential Solutions





- 
 Improve Segment Lighting
- 
 Close Driveways
- 
 Raised Median
- 
 Buffered Bikeway
- 
 Appropriate Speed Limits

- 
 Shared-Use Path
- 
 Install/Upgrade Pedestrian Crossing at Uncontrolled Locations

CRASH MODE:

-  Pedestrian
-  Bicycle
-  Motorcycle
-  Motor Vehicle


CRASH TYPE:

-  Angle
-  Head On
-  Left Turn
-  Rear End
-  Sideswipe
-  Rollover
-  Off Road
-  Other

***Deaths shown with icon outlined in black**

-  Death
-  Bus Stops

Projects: There is a planned traffic signal at Aero Ln.

 FHWA PROVEN SAFETY COUNTERMEASURE

12. US 17-92, South St to Spartan Dr

0.92 Miles
Crash Score: 9,882

Jurisdiction: State

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
3 Motorist	9 Motorist
16 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
55	Operating Speed
Features	Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lanes

Potential Solutions



Appropriate Speed Limits



Curve Advance Warning Sign



Access Management



Raised Median from Ridge Rd to South St.



Refuge Islands between South St and Lake of the Woods Blvd



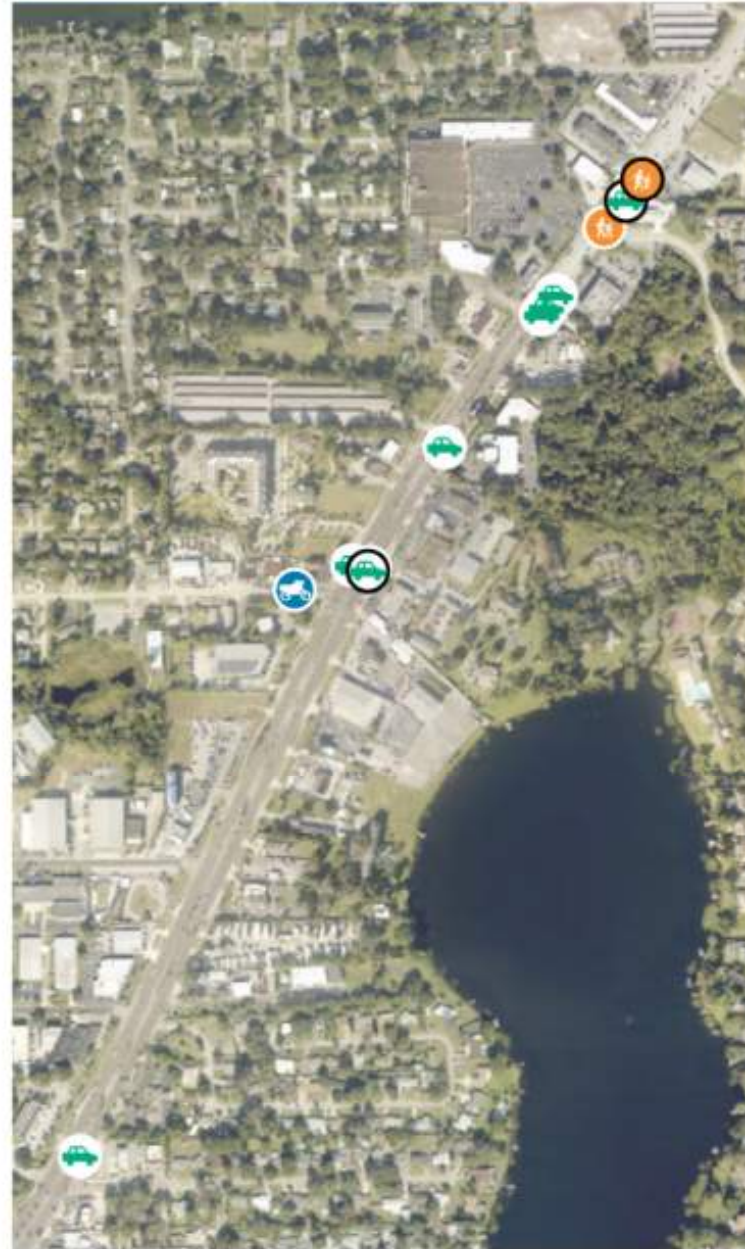
Upgrade Striping



Reduced Left-Turn Conflict Intersection



Extend Pedestrian Crossing Time



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

*Deaths shown with icon outlined in black

- Death
- Bus Stops



13. SR 436, Montgomery Rd to Palm Springs Dr

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	8 Motorist
13 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
52	Operating Speed
Features	Raised median, reduced crossing U-turns, high-visibility crosswalks, bike lanes

Potential Solutions



Refuge Island at Festival Drive



Access Management



Speed Feedback Sign



Curb Return Radius Reduction



Extend Pedestrian Crossing Time



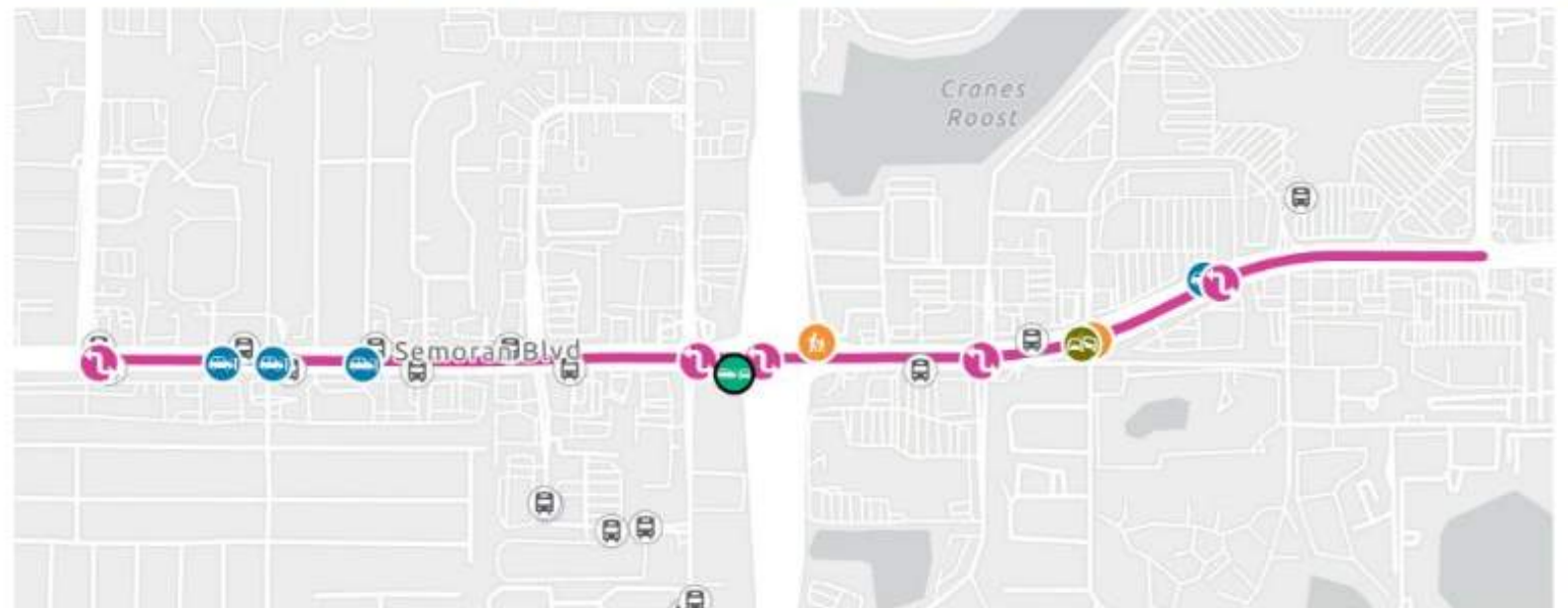
Shared-Use Path



Enhanced Daylighting/Slow Turn Wedge

1.76 Miles
Crash Score: 10,210

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

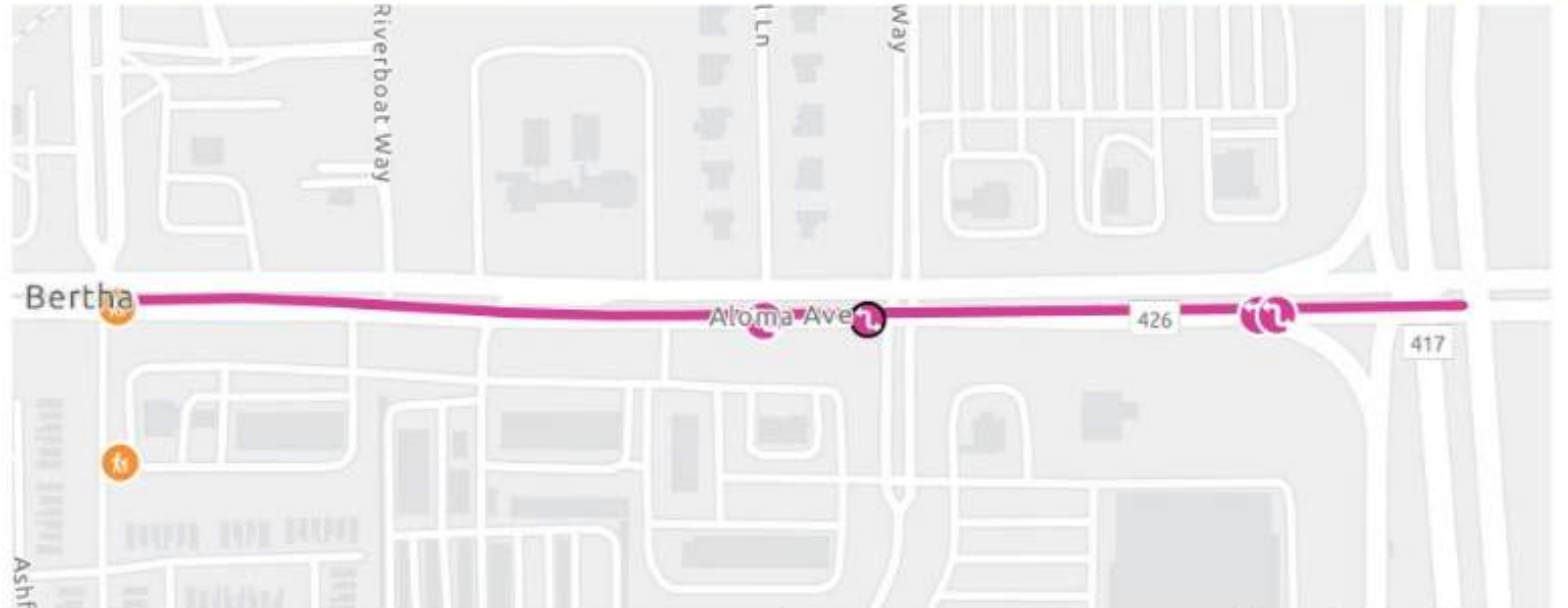
Projects: There are planned pedestrian improvements along this roadway.

FHWA PROVEN SAFETY COUNTERMEASURE

14. SR 426, Tuskawilla Rd to SR 417

0.45 Miles
Crash Score: 10,528

Jurisdiction: State



Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
1 Motorist	1 Motorist
5 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
47	Operating Speed
Features	Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lanes

Segment Lighting

Intersection Lighting

Appropriate Speed Limits

Extend Yellow and All Red Time at SR 417 Intersections

Curb-Return Radius Reduction

Green Conflict Striping

Shared-Use Path

CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

15. Lake Mary Blvd, Celery Ave

0.21 Mi N to SR 46


Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
3 Motorcyclist	3 Motorcyclist
0 Motorist	1 Motorist
7 Total KSI	


Existing Conditions

C3R	Context Classification
45	Posted Speed Limit
62	Operating Speed
Features	Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lane


Potential Solutions




Appropriate Speed Limits




Separated Bikeway




Intersection Lighting



Segment Lighting



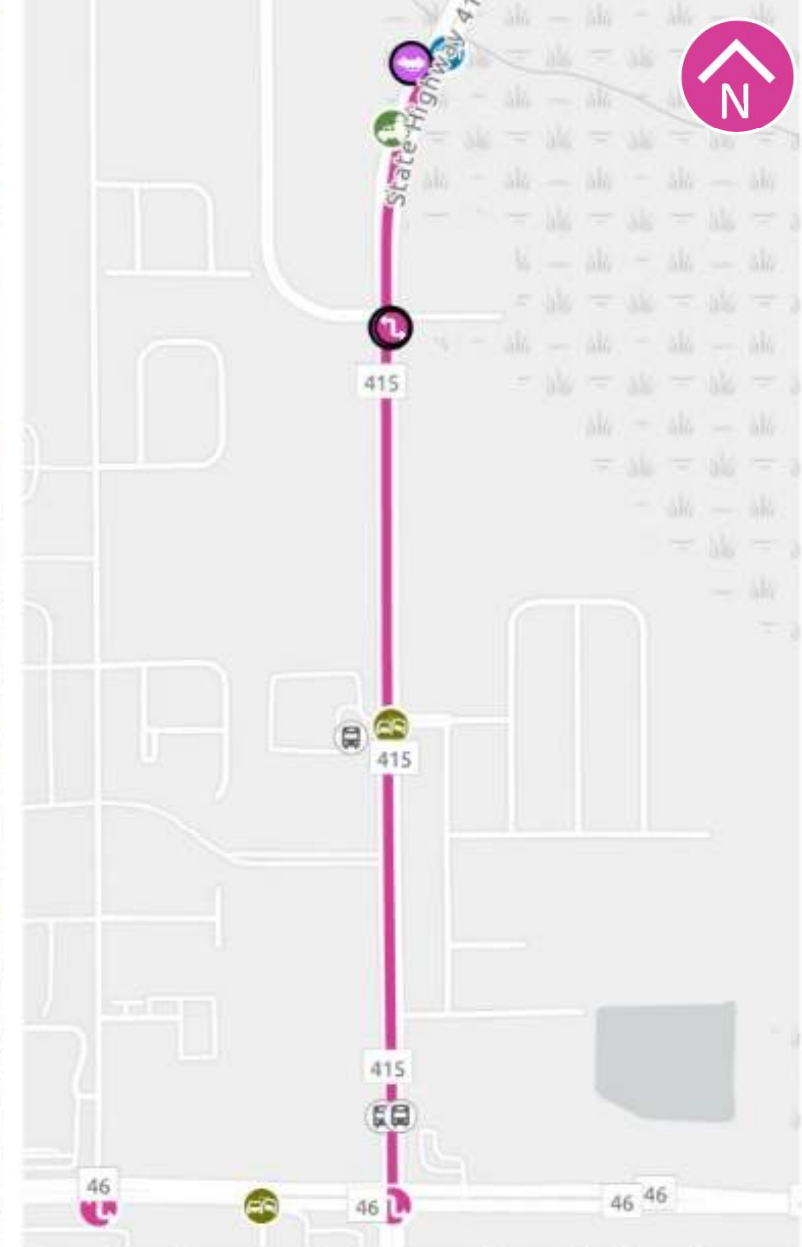
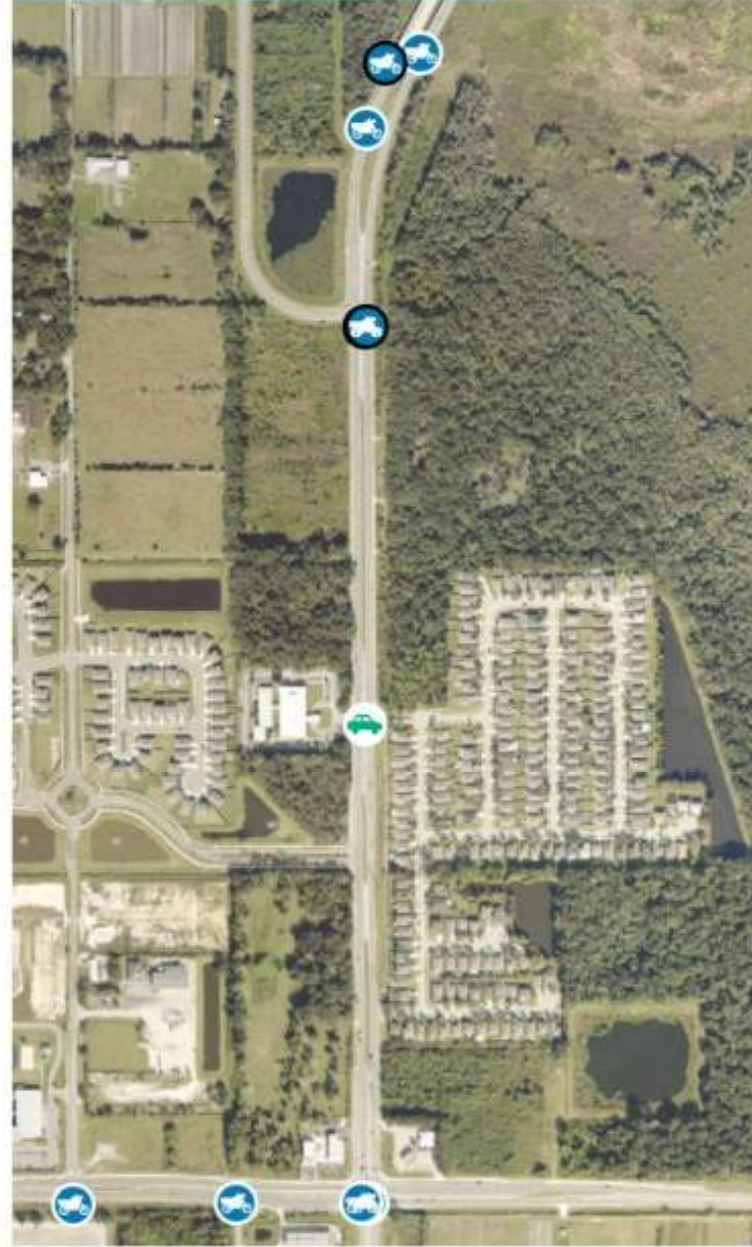
Upgrade Striping



Traffic Signal at Celery Ave

0.89 Miles
Crash Score: 7,576

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle
- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: A traffic signal was recently installed at Celery Ave and Lake Mary Blvd and there are planned lighting improvements.

FHWA PROVEN SAFETY COUNTERMEASURE

16. US 17-92, 27th St to Lake Minnie Dr/Collins Dr

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	4 Motorcyclist
0 Motorist	4 Motorist
10 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
50	Operating Speed
Features	Reduced left-turn conflict intersection, traffic signals, wide sidewalk (south of Lake Mary Blvd), buffered bike lanes

Potential Solutions



Close Driveways



Green Conflict Markings



Landscaped Buffer and Median



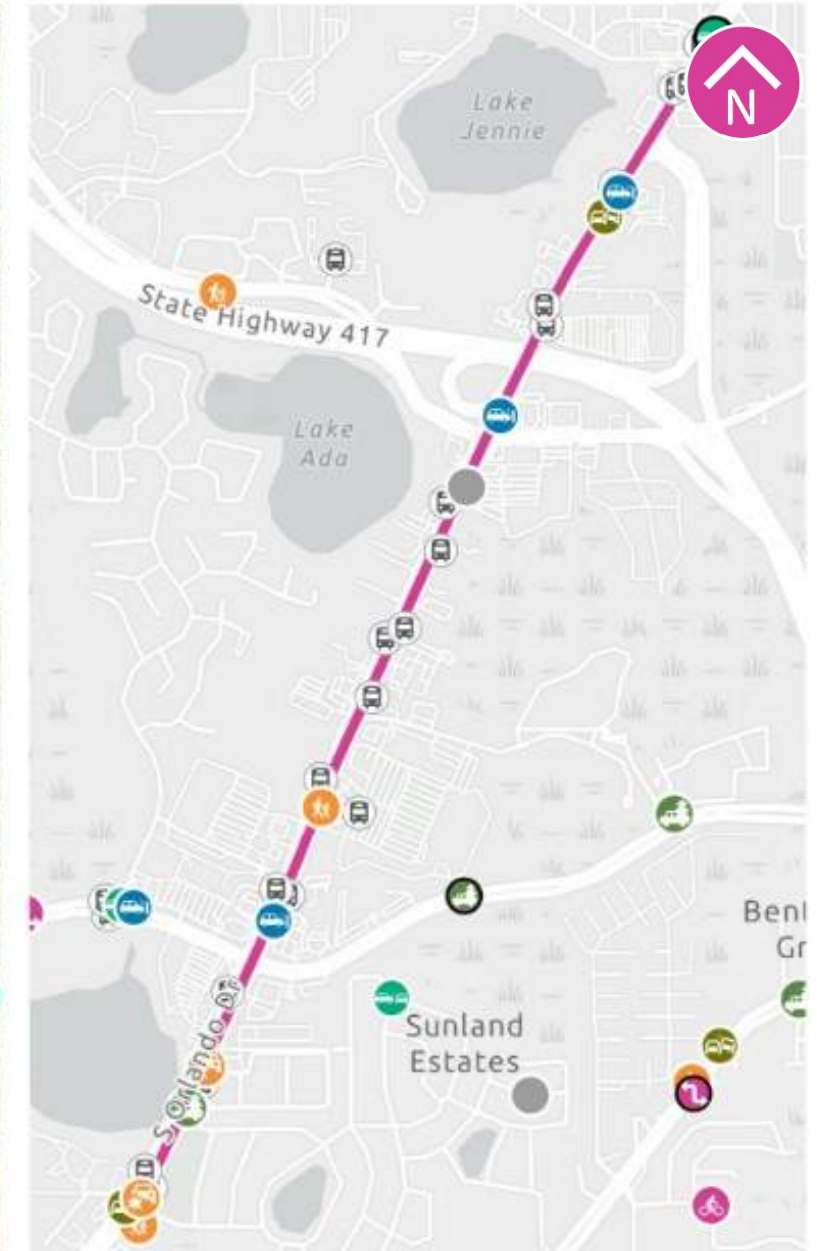
Shared-Use Path



High-Visibility Crosswalks (all Side Streets & Intersection Legs)

2.12 Miles
Crash Score: 5,882

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

*Deaths shown with icon outlined in black

- Death
- Bus Stops



Projects: Resurfacing improvements have recently occurred south of Lake Mary Blvd

17. SR 434, Great Pond Dr to SR 436

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	2 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
1 Motorist	2 Motorist
5 Total KSI	

Existing Conditions

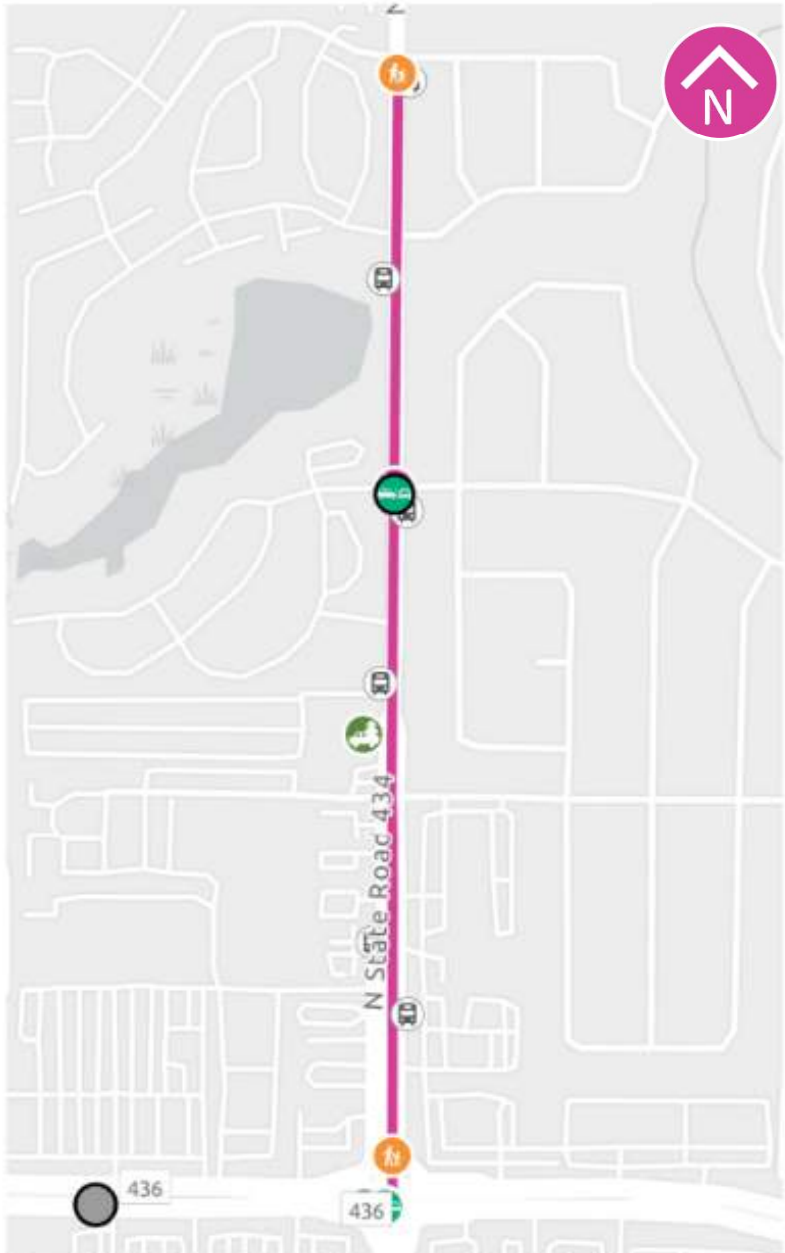
C3C	Context Classification
45	Posted Speed Limit
53	Operating Speed
Features	Raised median, reduced crossing U-turns, and bike lanes (Calabria Dr to SR 436), high-visibility crosswalks

Potential Solutions

- Buffered Bike Lane
- Refuge Island
- Raised Median
- Reduced Left-Turn Conflict Intersection
- Speed Feedback Sign
- Lane Narrowing

0.73 Miles
Crash Score: 6,629

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

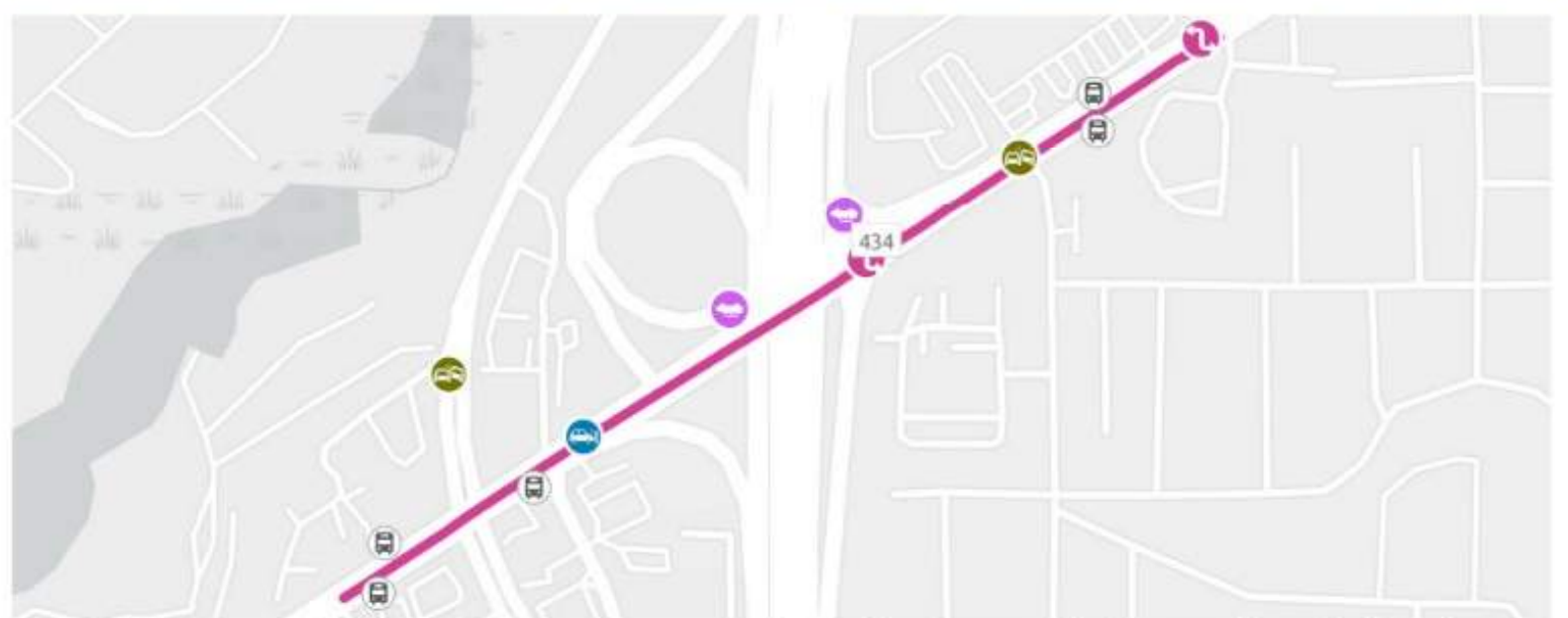
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

18. SR 434, Spring Centre South Blvd to Springwood Cir

0.61 Miles
Crash Score: 9,047

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Existing Conditions

Deadly	Serious Injury
1 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	4 Motorist
5 Total KSI	

C3C Context Classification
45 Posted Speed Limit
51 Operating Speed
Features Traffic signals, retroreflective signal backplates, raised medians, high-visibility crosswalks, bike lanes

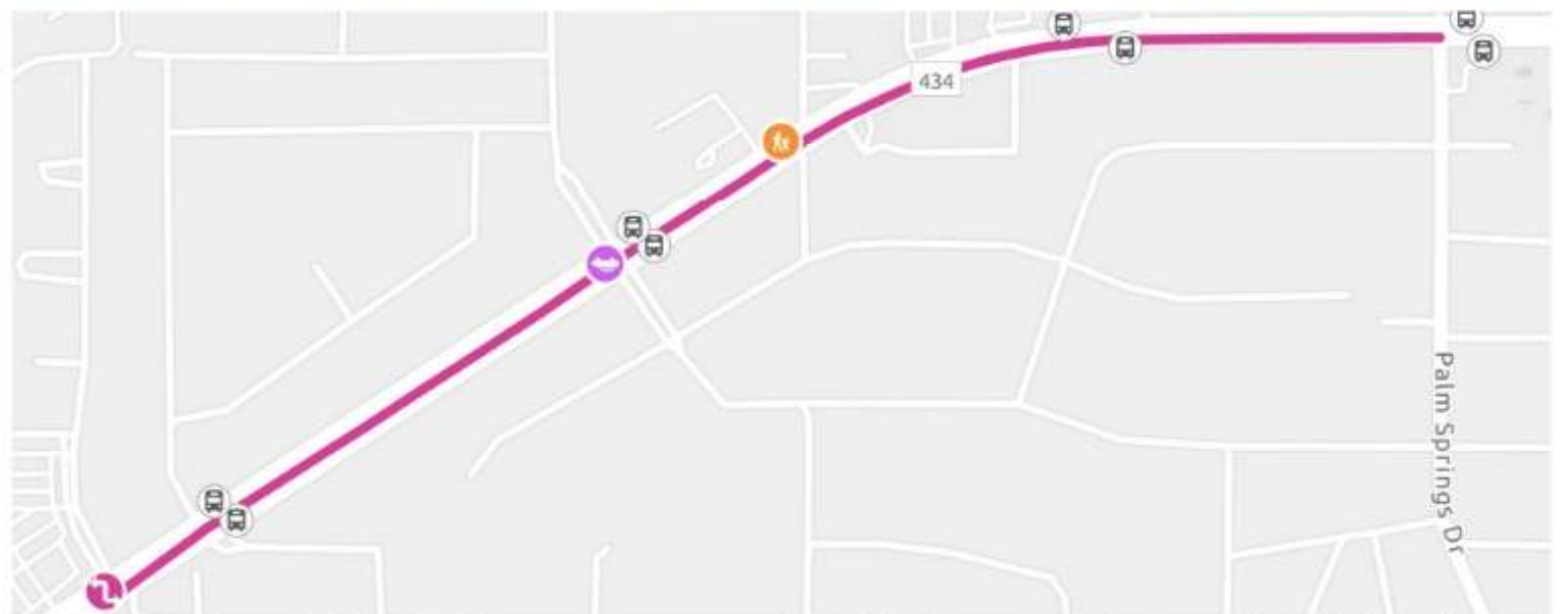
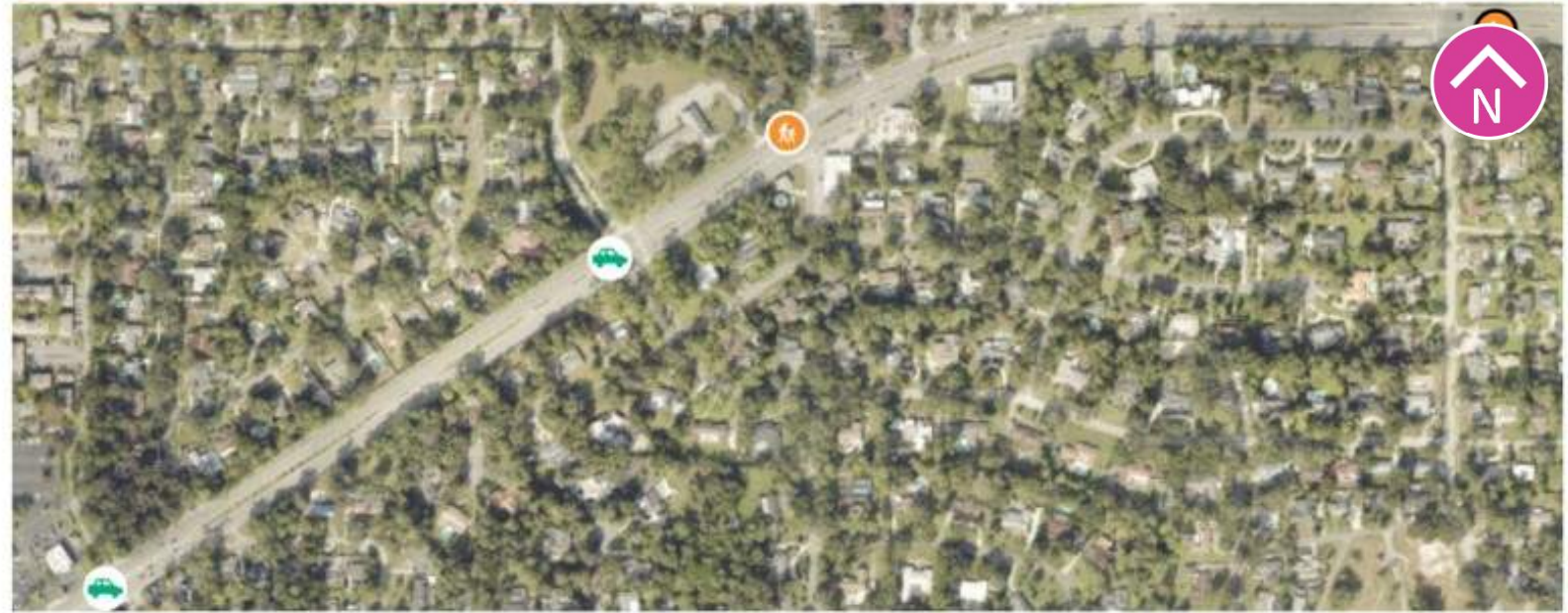
Potential Solutions

- Segment Lighting
- Intersection Lighting
- Leading Pedestrian Interval, Raymond Ave & SR 434
- Green Conflict Striping
- Lane Narrowing

19. SR 434, Springwood Cir to Palm Springs Dr

0.87 Miles
Crash Score: 2,316

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	1 Motorist
2 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
54 Operating Speed
Features Traffic signals, raised and landscaped median, reduced left-turn conflict intersection, retroreflective signal backplates

Potential Solutions

- Intersection Lighting
- Segment Lighting
- Pedestrian Hybrid Beacon
- Refuge Island
- Co-Locate Bus Stops and Pedestrian Crossings
- Green Conflict Striping

20. SR 436, Red Bug Lake Rd to County Bnd

2.66 Miles
Crash Score: 6,584

Jurisdiction: State

Crash History (2018 - 22)

Deadly	Serious Injury
3 Pedestrian	1 Pedestrian
1 Bicyclist	0 Bicyclist
2 Motorcyclist	2 Motorcyclist
2 Motorist	5 Motorist
16 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
54	Operating Speed
Features	Medians, Traffic Signals, High-visibility crosswalks, sidewalks, channelized left turns, dedicated right turns

Potential Solutions

Extend Yellow and All Red Time

Appropriate Speed Limits

Access Management

Leading Pedestrian Interval and Pedestrian Recall

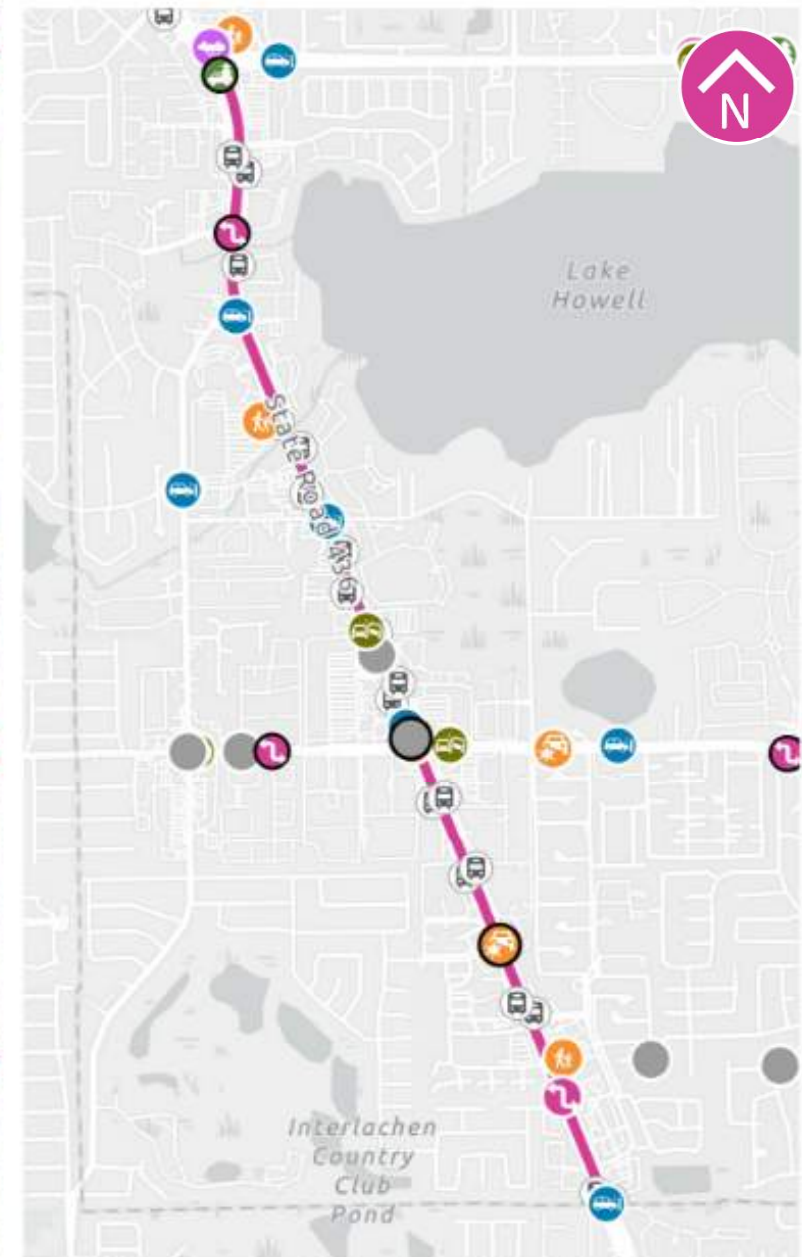
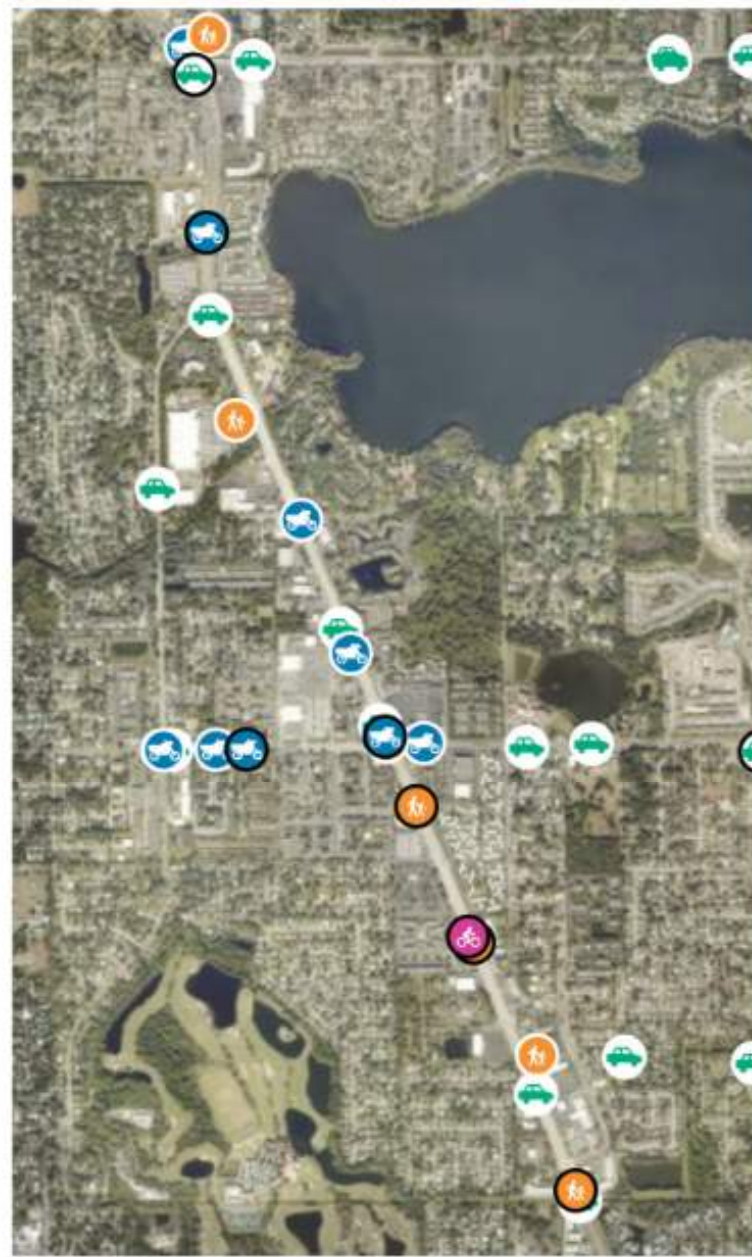
Refuge Islands at Winter Woods, Howell Branch, Lake Howell Ln & Lake Howell Rd

Curb Return Radius Reduction at all dedicated right-hand turns

Lane Narrowing

Landscaped Buffer

Co-Locate Bus Stops and Pedestrian Crossings



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

21. SR 46, Cameron Ave to Richmond Ave

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	2 Motorcyclist
1 Motorist	1 Motorist
4 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
68	Operating Speed
Features	Raised median, channelized left turns, high-visibility crosswalks

Potential Solutions



Roundabout at Lake Mary



Segment Lighting



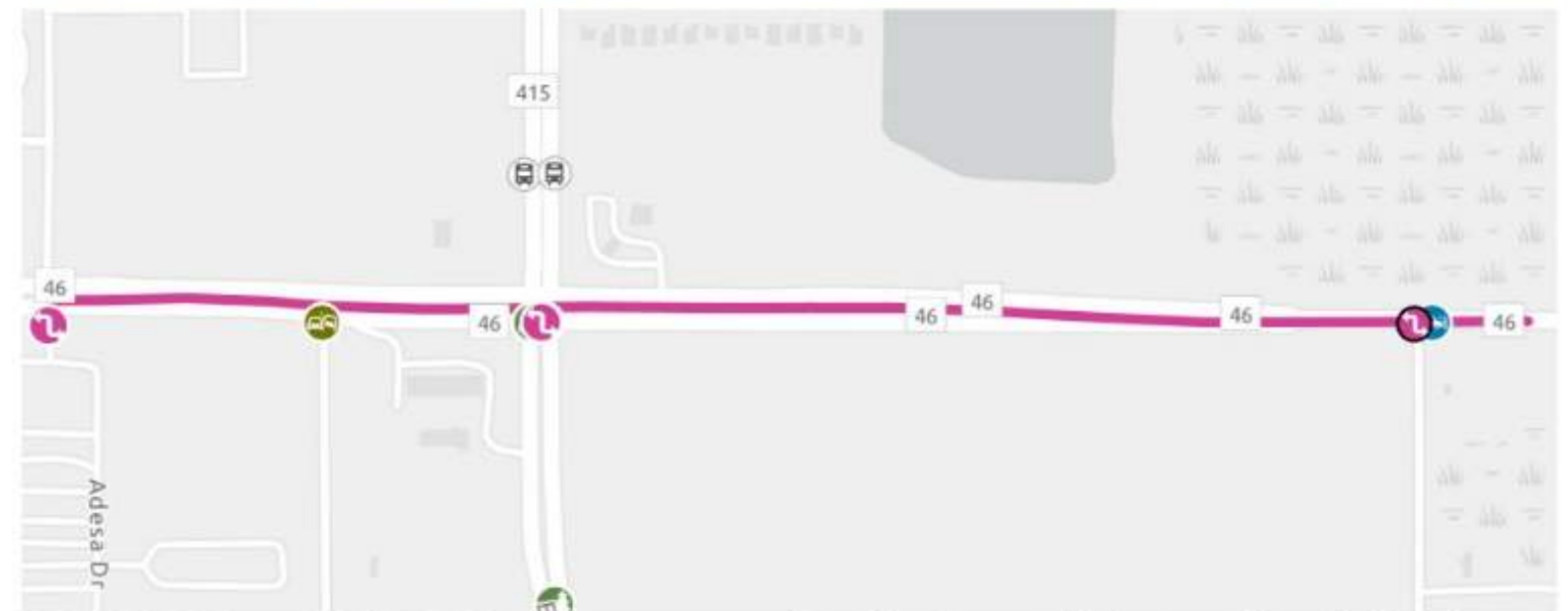
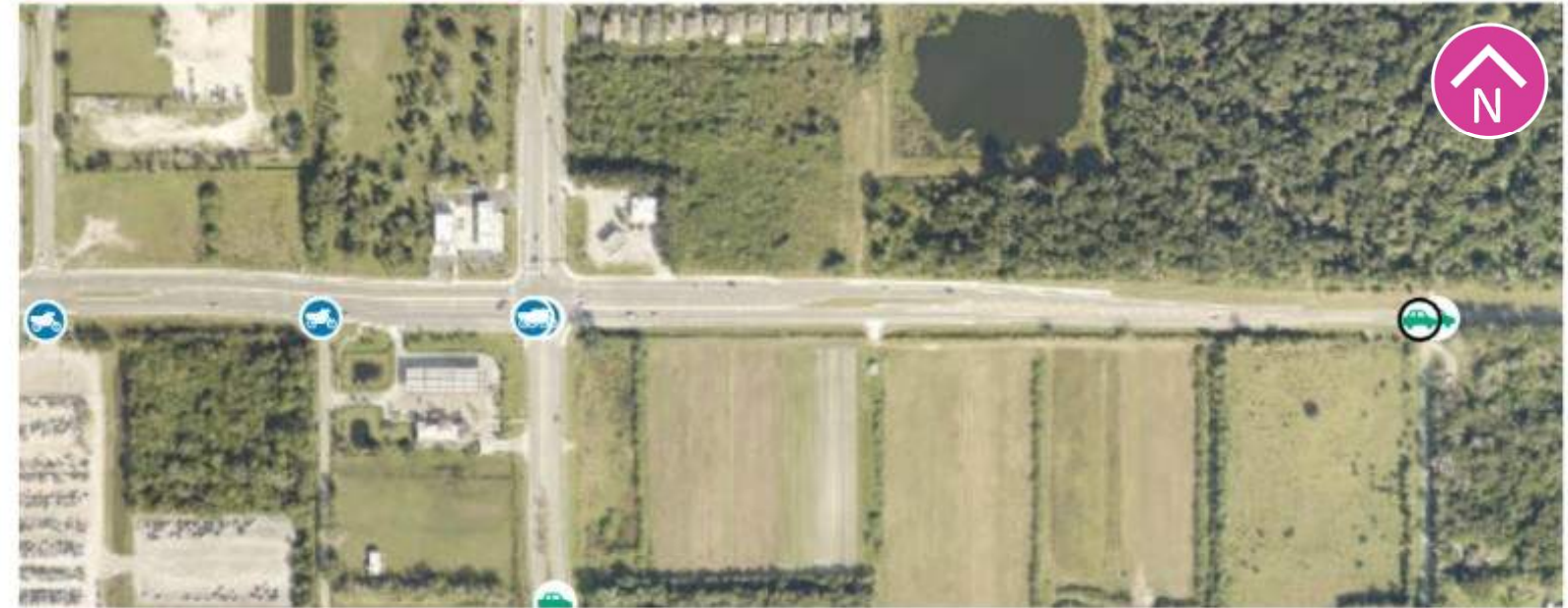
Shared-Use Path



Speed Feedback Sign

0.68 Miles
Crash Score: 4,406

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

*Deaths shown with icon outlined in black

- Death
- Bus Stops

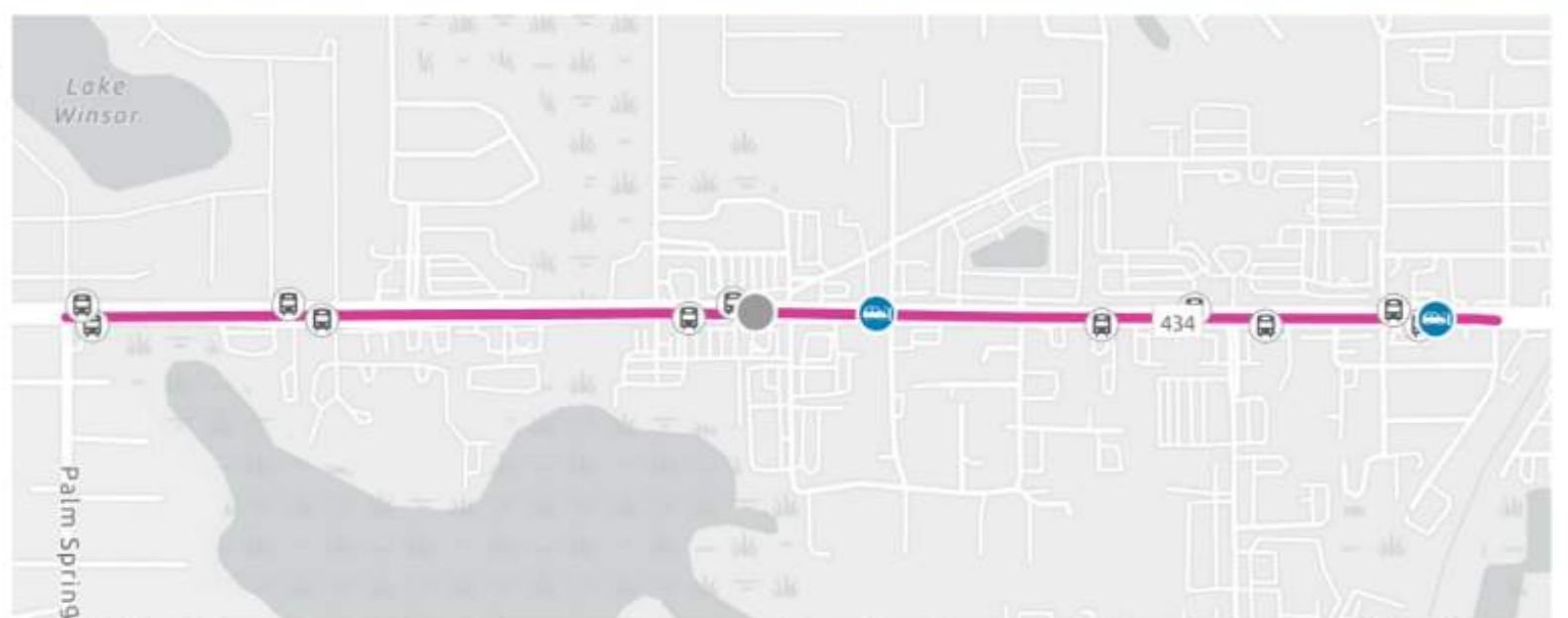
Projects: There are planned improvements on this roadway to add turn lanes and a guardrail.



22. SR 434, Palm Springs Dr to Wilma St

1.41 Miles
Crash Score: 4,526

Jurisdiction: State



CRASH MODE:
 Pedestrian, Bicycle, Motorcycle, Motor Vehicle

CRASH TYPE:
 Angle, Head On, Left Turn, Rear End, Sideswipe, Rollover, Off Road, Other

***Deaths shown with icon outlined in black**
 Death, Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
3 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
0 Motorist	3 Motorist
6 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
54 Operating Speed
Features Traffic signals, raised and landscaped median, reduced left-turn conflict intersection, retroreflective signal backplates

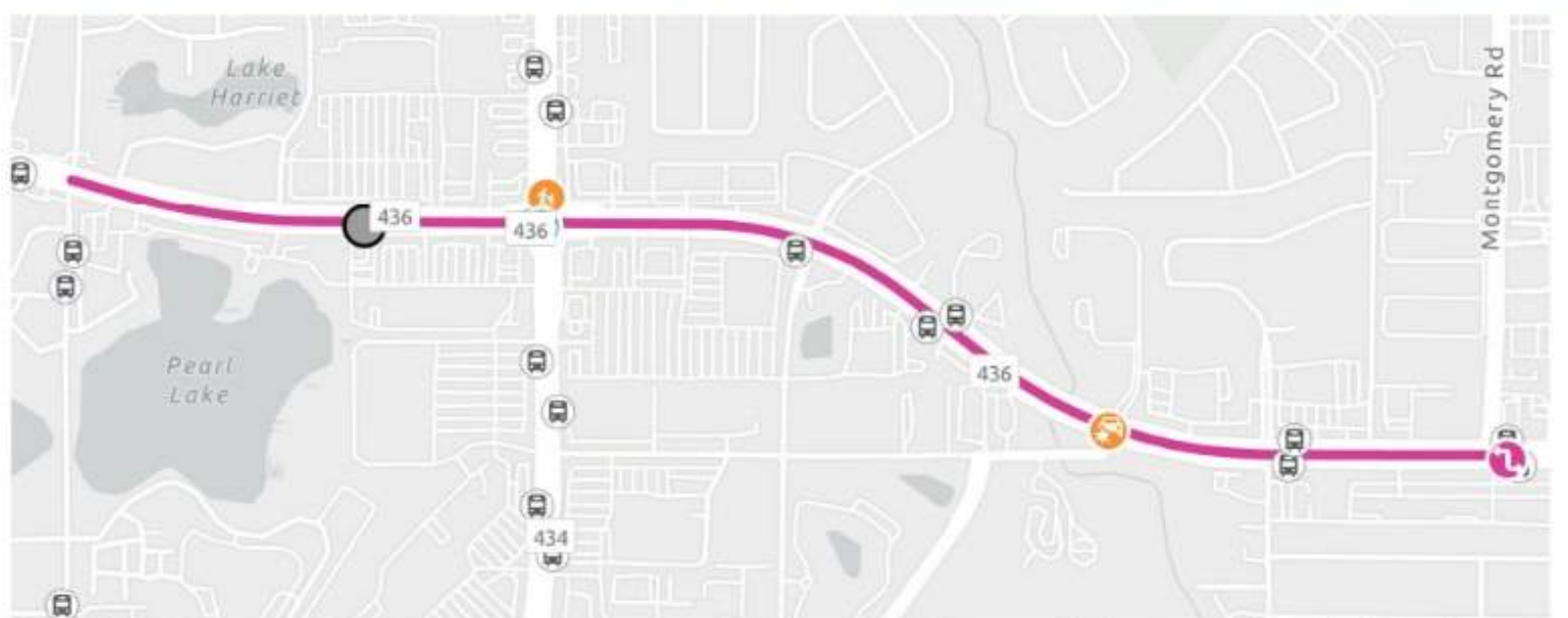
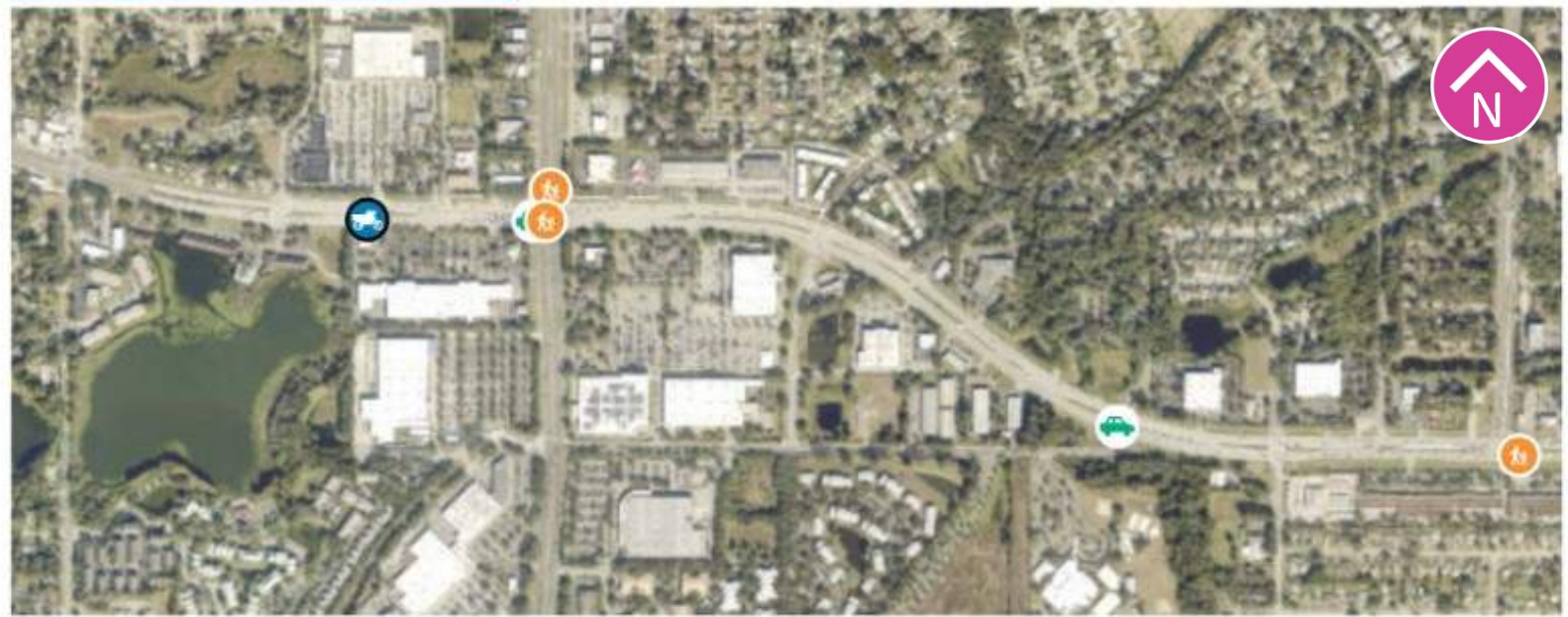
Potential Solutions

- Intersection Lighting
- Segment Lighting
- Pedestrian Hybrid Beacon
- Refuge Island
- Co-Locate Bus Stops and Pedestrian Crossings
- Green Conflict Striping

23. SR 436, Pearl Lake Causeway to Montgomery Rd

1.55 Miles
Crash Score: 5,659

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
1 Motorcyclist	0 Motorcyclist
0 Motorist	4 Motorist
6 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
55 Operating Speed
Features Medians, Traffic Signals, High-visibility crosswalks, sidewalks, channelized left turns, bike lanes

Potential Solutions



Separated Bikeway



Refuge Islands at 434



Leading Pedestrian Interval and Pedestrian Recall



Green Conflict Striping



Co-Locate Bus Stops and Pedestrian Crossings

24. SR 436, Line Dr to Pearl Lake Causeway








Crash History (2018 - 22)

Deadly	Serious Injury
2 Pedestrian	1 Pedestrian
0 Bicyclist	1 Bicyclist
2 Motorcyclist	1 Motorcyclist
1 Motorist	4 Motorist
12 Total KSI	

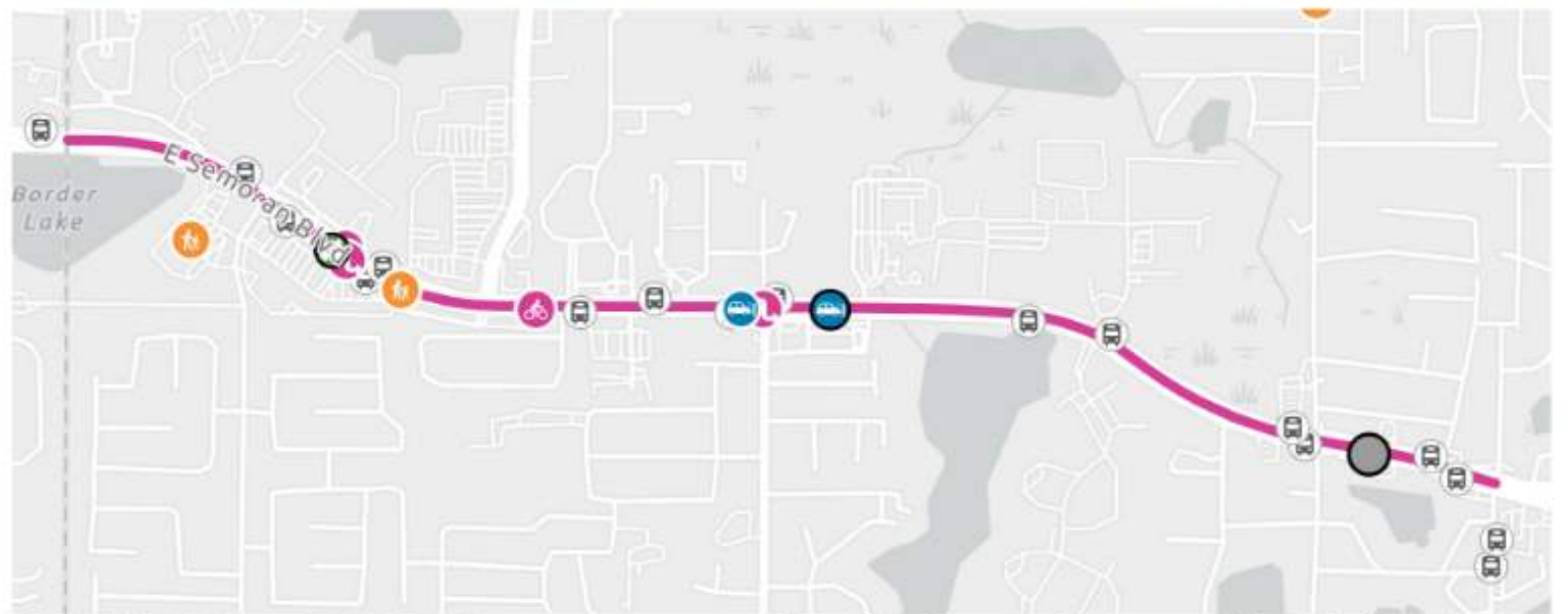
Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
55	Operating Speed
Features	Medians, Traffic Signals, High-visibility crosswalks, sidewalks, channelized left turns, bike lanes

Potential Solutions

 Appropriate Speed Limits	 Separated Bikeway	 Segment Lighting	 Close Driveways, restrict left turns east of Balmy Beach Drive	 Leading Pedestrian Interval and Pedestrian Recall
 Co-locate Bus Stops and Pedestrian Crossings	 Curb Return Radius Reduction at Executive Park Ct	 Lane Narrowing		

2.07 Miles
Crash Score: 6,520
Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

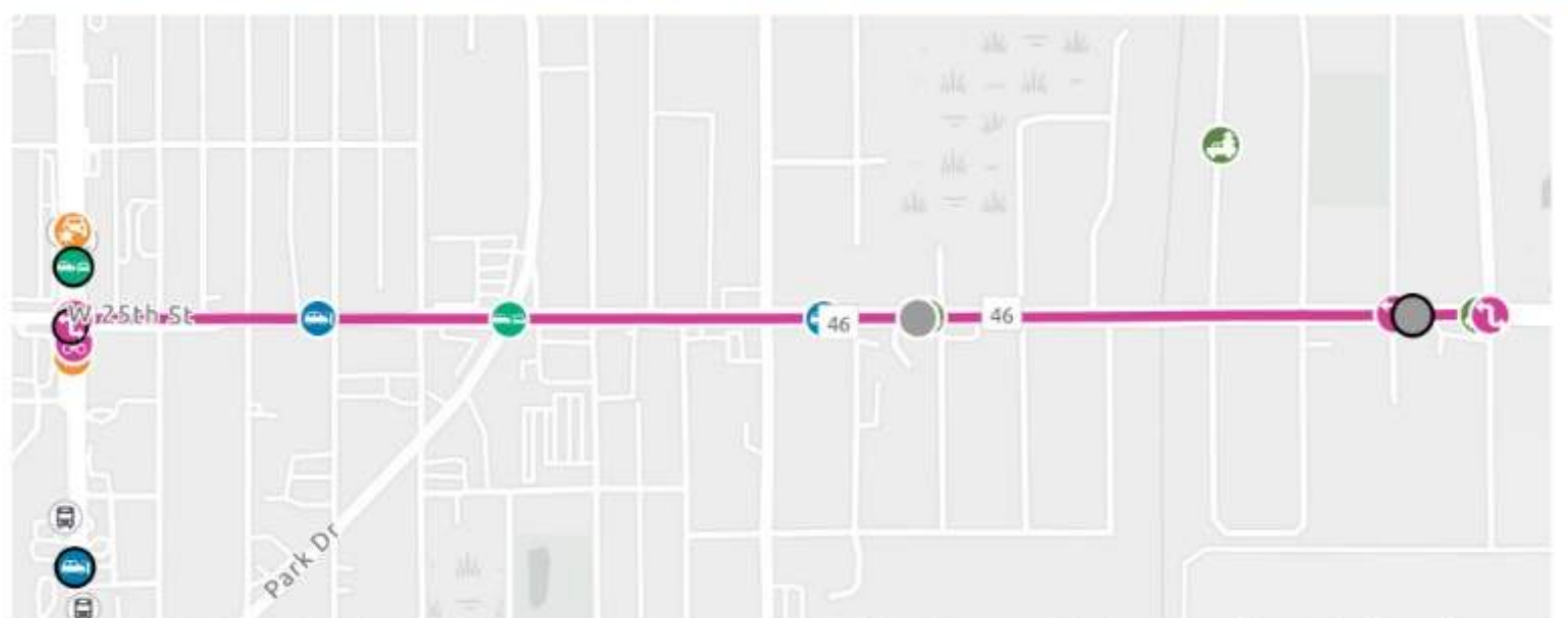
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

25. SR 46, US 17 to Mellonville Ave

1.02 Miles
Crash Score: 8,272

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Projects: A project is planned or recently completed

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	4 Motorcyclist
1 Motorist	4 Motorist
9 Total KSI	

Existing Conditions

C4 Context Classification
35 Posted Speed Limit
60 Operating Speed
Features Traffic signals, high-visibility crosswalks, painted median

Potential Solutions

- High Friction Surface Treatment
- Raised Median
- Retroreflective Signal Backplates
- Lane Narrowing

26. SR 426, SR 417 to Aloma Woods Blvd

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	1 Bicyclist
1 Motorcyclist	0 Motorcyclist
0 Motorist	4 Motorist
6 Total KSI	

Existing Conditions

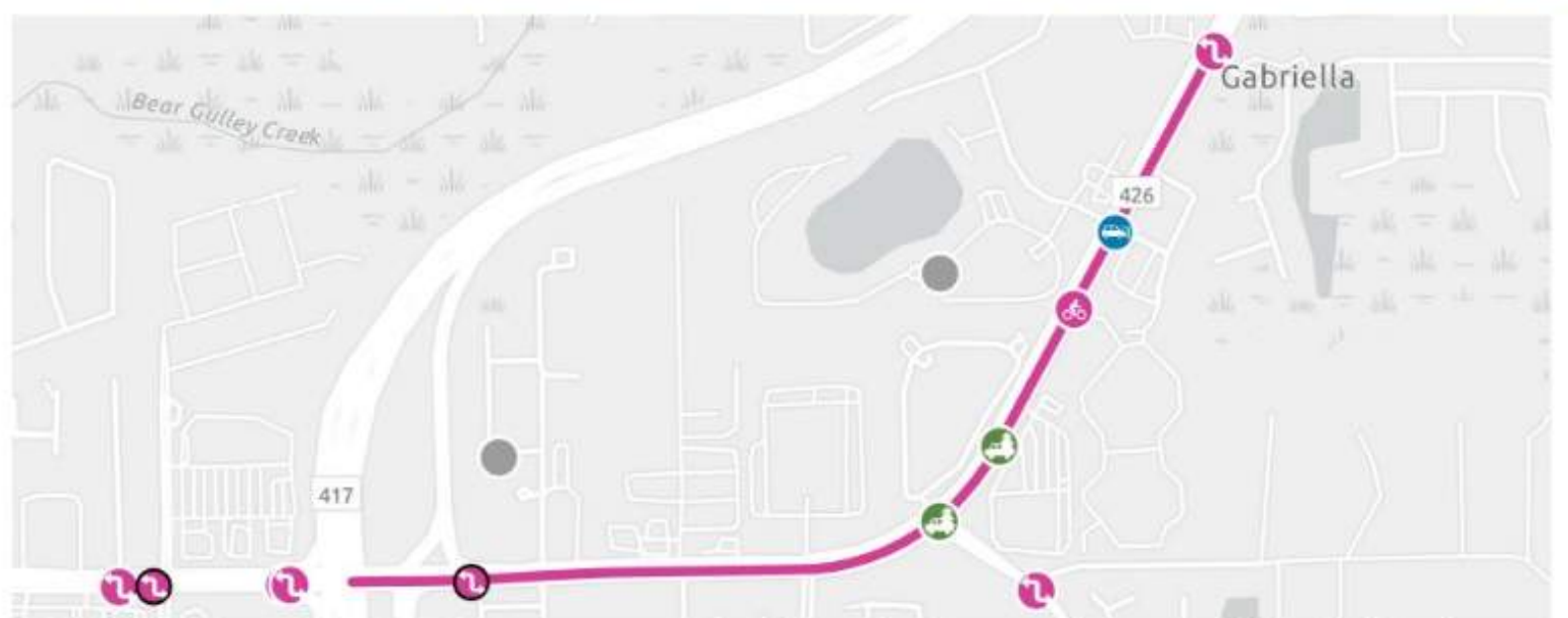
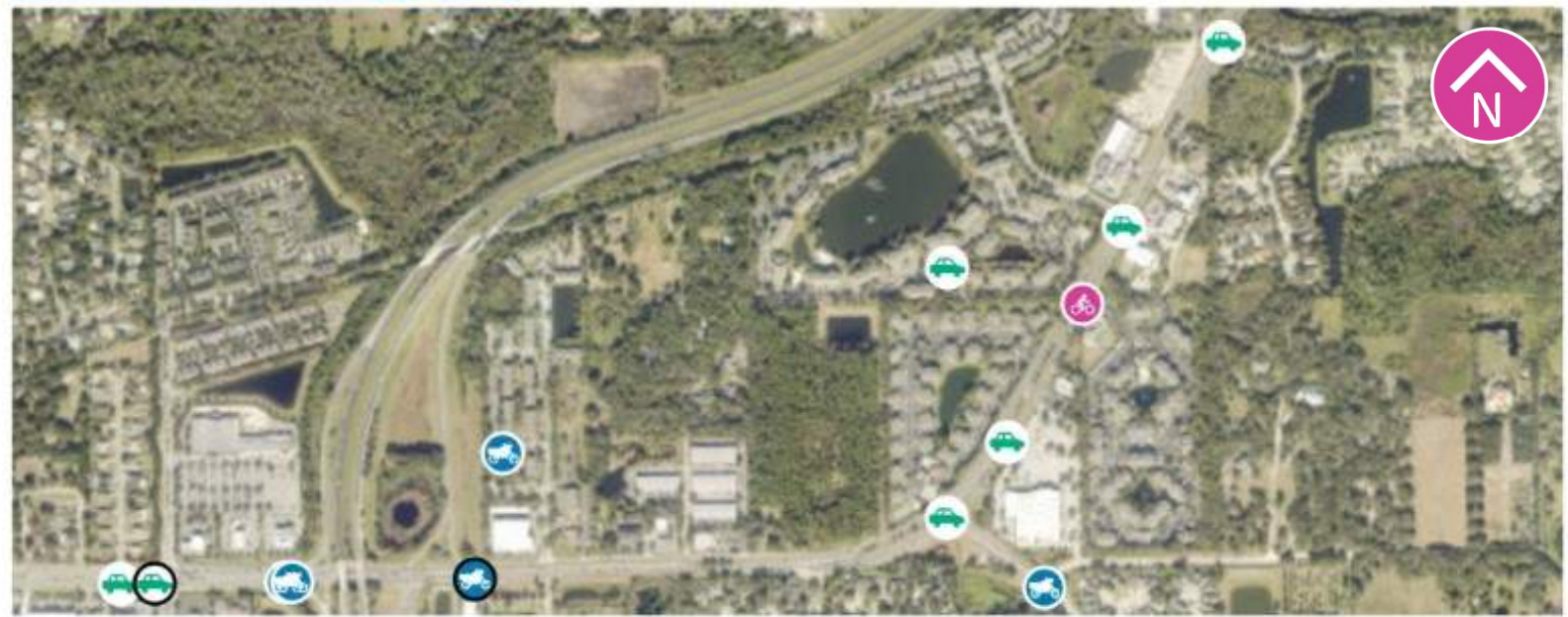
C3C	Context Classification
45	Posted Speed Limit
53	Operating Speed
Features	Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lanes

Potential Solutions

Separated Bikeway	Segment Lighting	Retroreflective Signal Backplates	Reduced Left-Turn Conflict Intersection
Speed Feedback Sign	Prohibit Right-Turn-On-Red	Curb Return Radius Reduction at Dean Road	Curb Extensions

1.12 Miles
Crash Score: 3,965

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

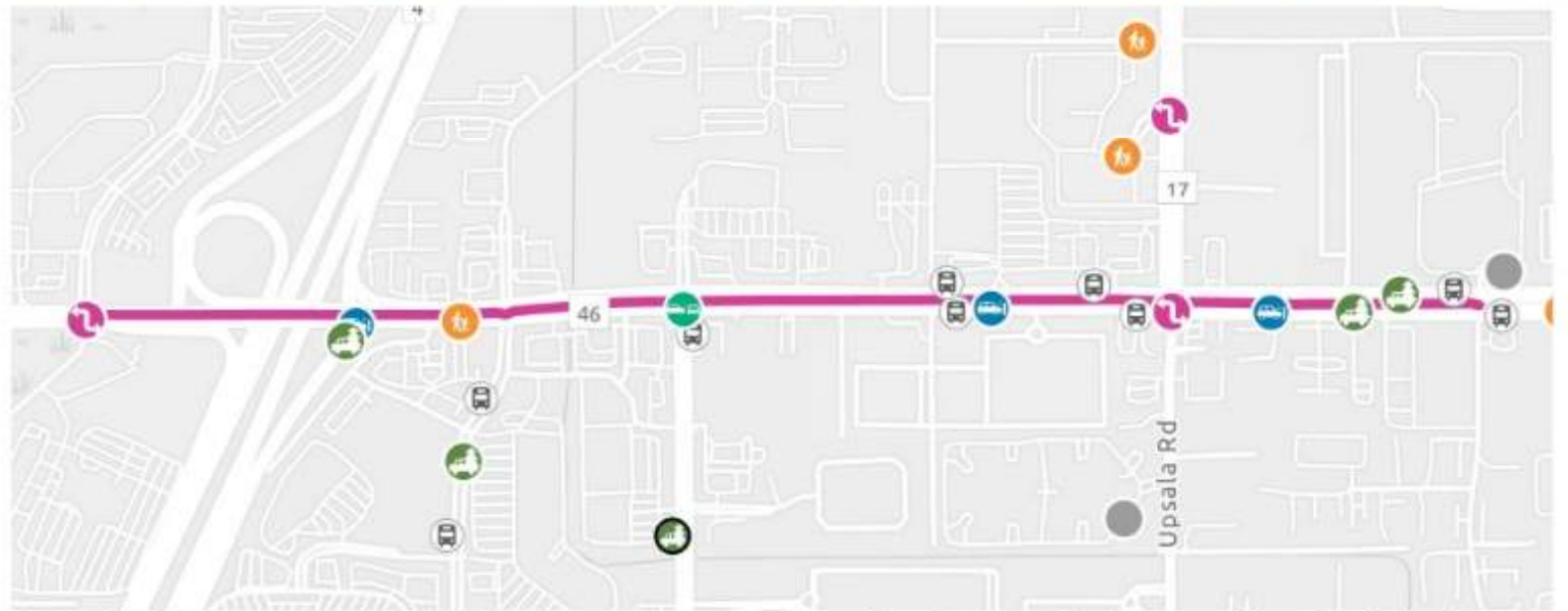
- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

27. SR 46, Oregon St to Central Park Dr

1.46 Miles
Crash Score: 6,243

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	1 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	8 Motorist
10 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
59	Operating Speed
Features	Medians, Traffic Signals, High-visibility crosswalks, sidewalks, channelized left turns, bike lanes

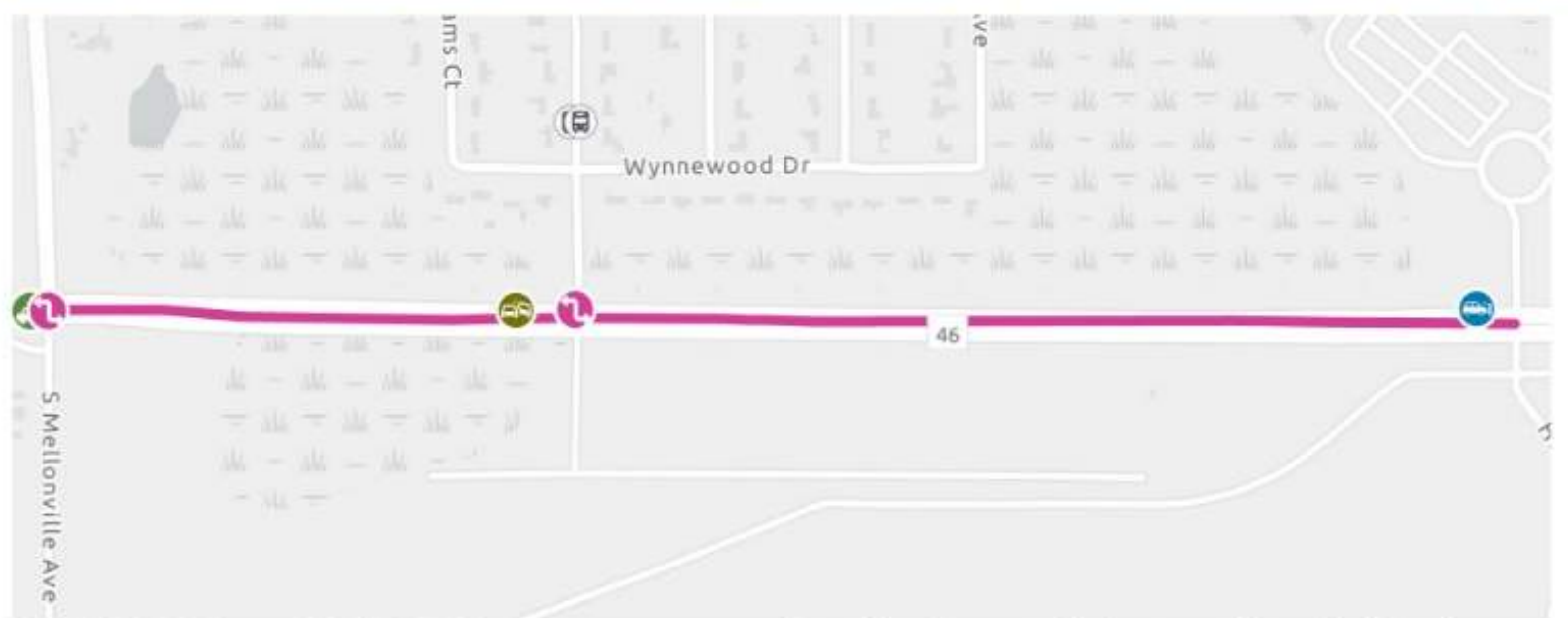
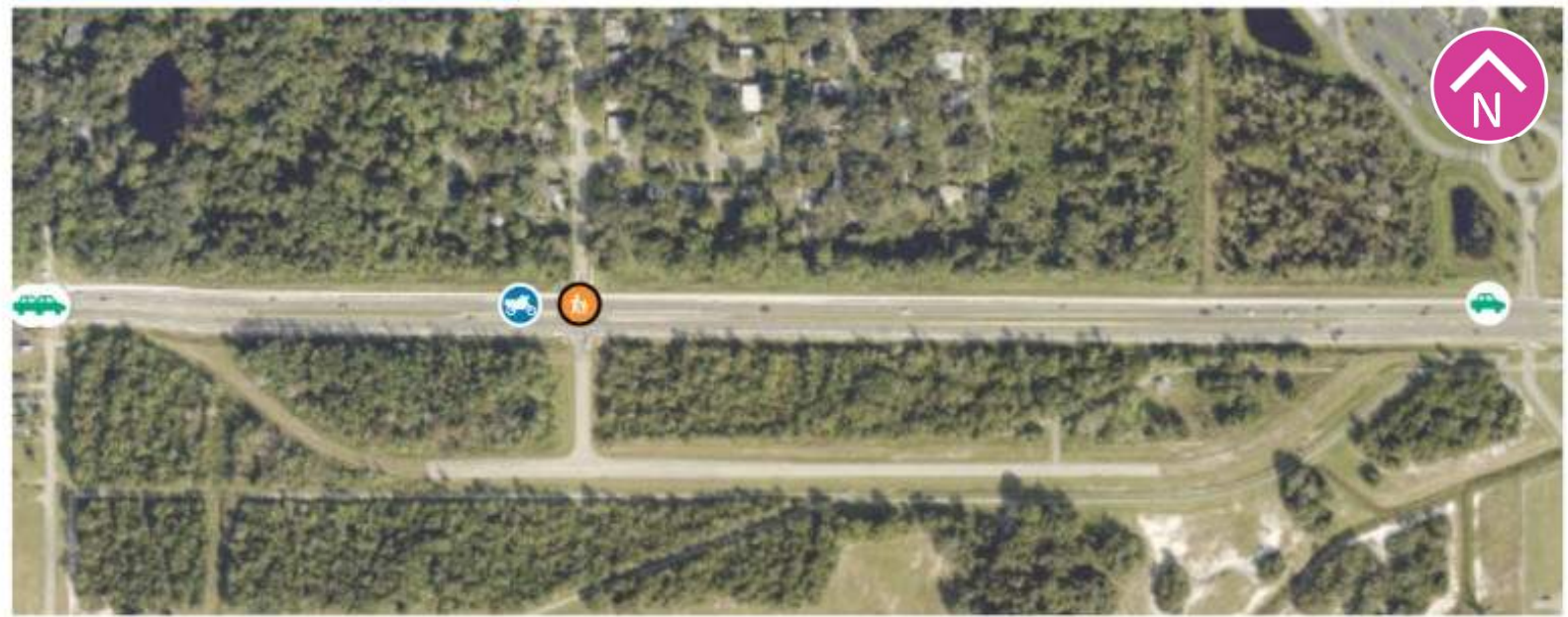
Potential Solutions

- Segment Lighting
- Close Driveways
- Appropriate Speed Limits
- Extend Yellow and All Red Time
- Speed Feedback Sign
- Shared-Use Path
- Lane Narrowing
- Co-Locate Bus Stops and Pedestrian Crossings

28. SR 46, Mellonville Ave to Hellcat Ln

0.67 Miles
Crash Score: 4,979

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE

Crash History (2018 - 22)

Deadly	Serious Injury
1 Pedestrian	0 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	1 Motorcyclist
0 Motorist	3 Motorist
5 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
60	Operating Speed
Features	Raised median, sidewalks, bike lanes, channelized left turn

Potential Solutions



Separated Bikeway



Shared-Use Path



Speed Feedback Sign

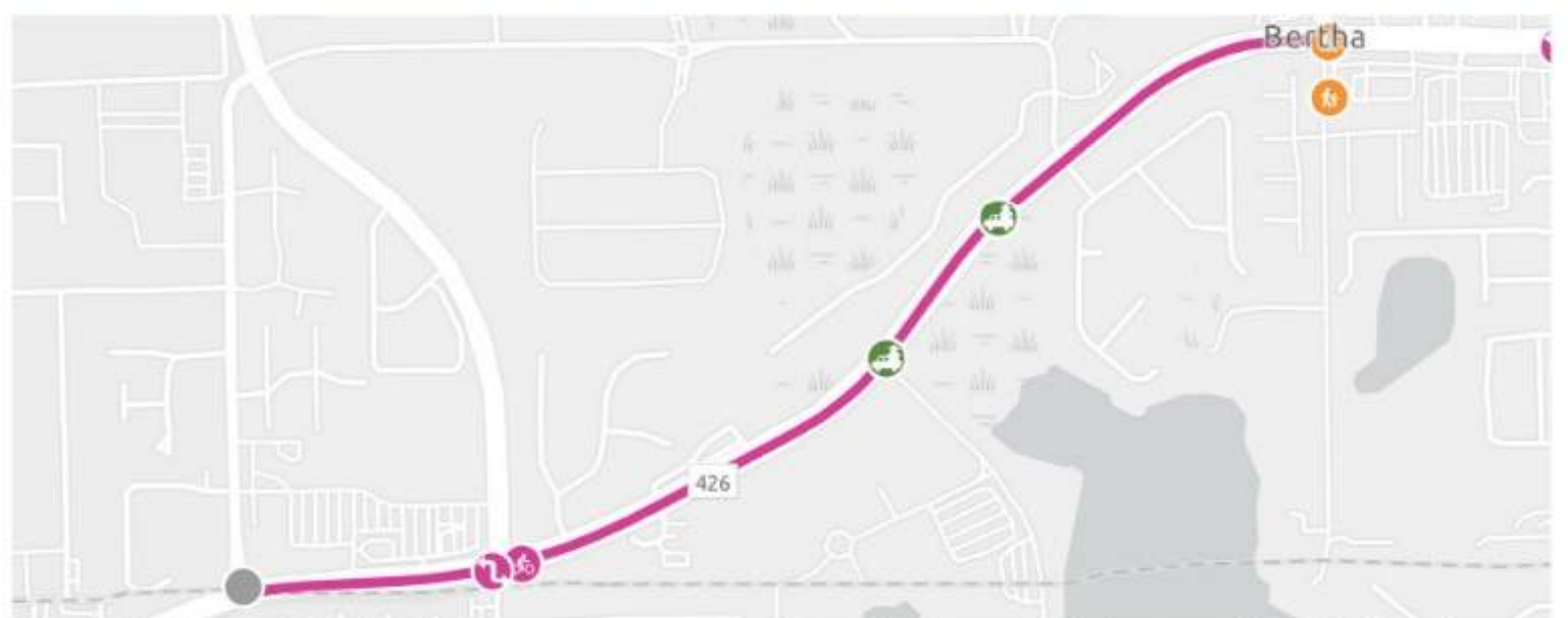


Traffic Signal, Summerlin Ave

29. SR 426, Tuskawilla Rd to Old Howell Branch Rd

1.16 Miles
Crash Score: 6,004

Jurisdiction: State



CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle
- FHWA PROVEN SAFETY COUNTERMEASURE

CRASH TYPE:

- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

Crash History (2018 - 22)

Deadly	Serious Injury
0 Pedestrian	0 Pedestrian
0 Bicyclist	3 Bicyclist
0 Motorcyclist	2 Motorcyclist
0 Motorist	2 Motorist
7 Total KSI	

Existing Conditions

C3C Context Classification
45 Posted Speed Limit
53 Operating Speed
Features Raised median, traffic signals, high-visibility crosswalks, sidewalks, bike lanes, Cross Seminole Trail and Cady Way Trail

Potential Solutions

- Refuge Island at Tuskawilla Rd**
- Separated Bikeway**
- Segment Lighting**
- Leading Pedestrian Interval and Pedestrian Recall**
- Green Conflict Striping**
- Speed Feedback Sign**
- Curb Return Radius Reduction at Howell Branch Rd to support trail crossing**

30. SR 434, Lake Rena Dr to Spring Centre South Blvd

Crash History (2018 - 22)

Deadly	Serious Injury
2 Pedestrian	3 Pedestrian
0 Bicyclist	0 Bicyclist
0 Motorcyclist	0 Motorcyclist
2 Motorist	4 Motorist
11 Total KSI	

Existing Conditions

C3C	Context Classification
45	Posted Speed Limit
52	Operating Speed
Features	Sidewalks, Painted Medians, Raised medians, Traffic Signals, Bicycle Lane, High Visibility Crosswalks

Potential Solutions



Segment Lighting



Leading Pedestrian Interval and Pedestrian Recall



Separated Bikeway



Refuge Island at Wekiva Springs Ln & Springs Blvd



Close Driveway (7-11 at Wekiva Springs Ln)



Lane Narrowing



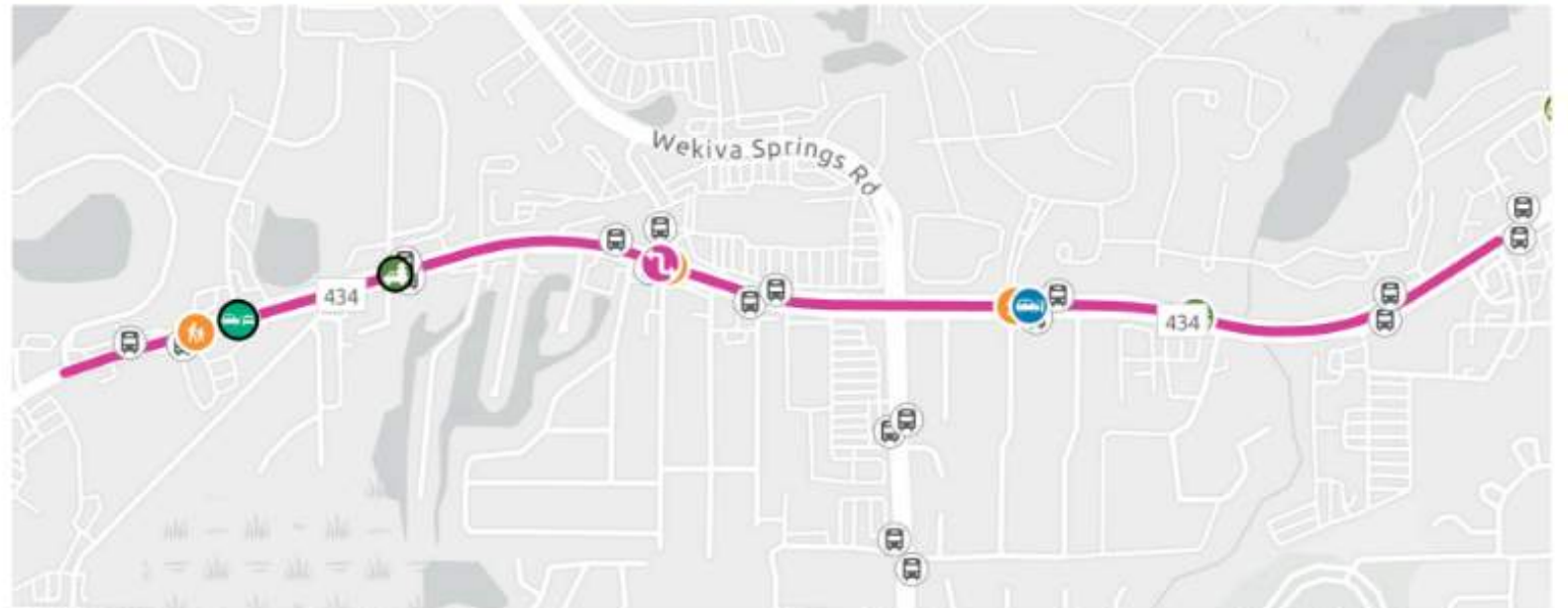
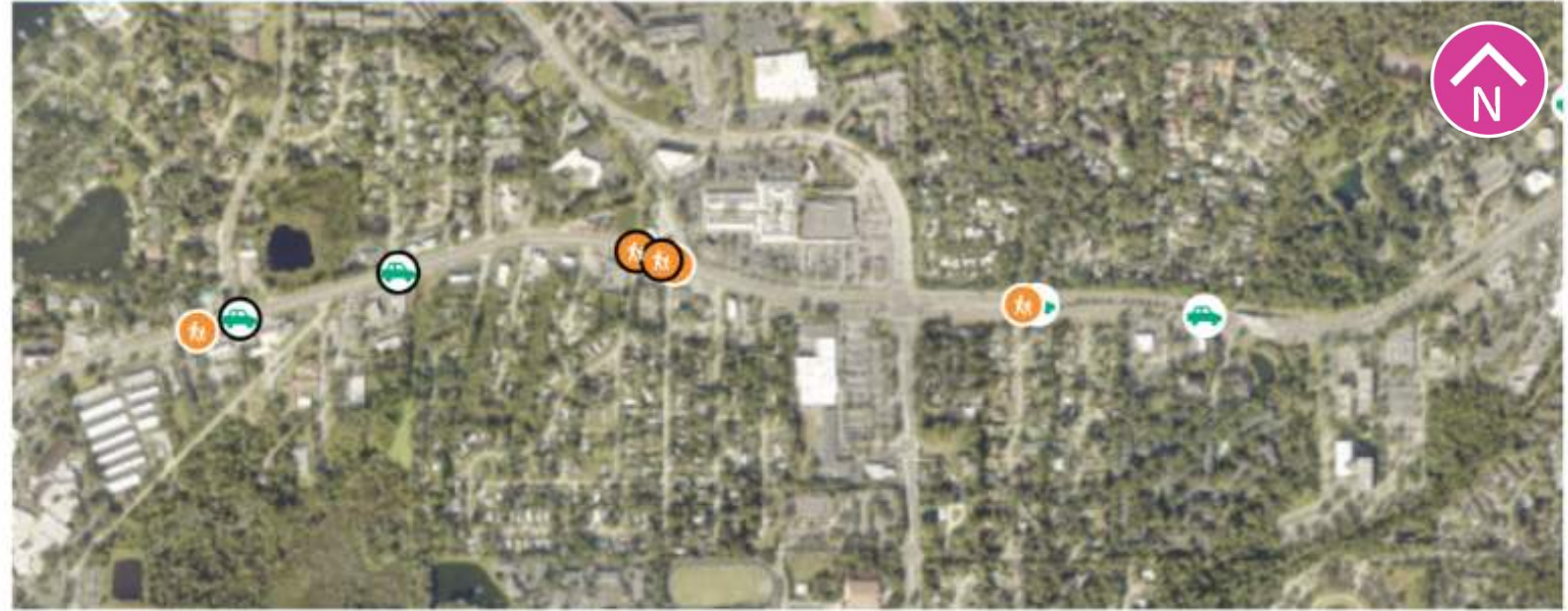
Speed Feedback Sign



Curb Return Radius Reduction

1.46 Miles
Crash Score: 6,776

Jurisdiction: State



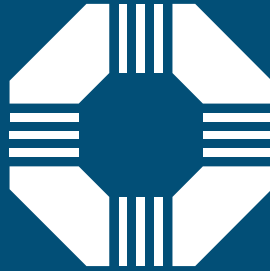
CRASH MODE:

- Pedestrian
- Bicycle
- Motorcycle
- Motor Vehicle
- Angle
- Head On
- Left Turn
- Rear End
- Sideswipe
- Rollover
- Off Road
- Other

***Deaths shown with icon outlined in black**

- Death
- Bus Stops

FHWA PROVEN SAFETY COUNTERMEASURE



VISION ZERO

CENTRAL FLORIDA

MetroPlan Orlando Project Manager:

Lara Bouck - lara.bouck@metroplanorlando.gov

Seminole County Project Manager:

Bill Wharton - wwharton@seminolecountyfl.gov