# CENTRAL FLORIDA SAFETY STRATEGIC PLAN STEERING COMMITTEE #6

GETTING TO ZERO TOGETHER

Achieving **ZERO** serious injuries and fatalities **TOGETHER**.

*SEPTEMBER 25, 2026*
*MEADOW WOODS REC CENTER*
*ORANGE COUNTY , FLORIDA*

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

*in collaboration with*

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

VOLUSIA FLAGLER TPO

SPACE COAST TPO

TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Lake-Sumter MPO
Metropolitan Planning Organization

# STEERING COMMITTEE MEMBERS

| STEERING COMMITTEE MEMBERS | |
|---|---|
| Loreen Bobo | FL Dept of Transportation |
| Nicole Wilson | Orange County (Commissioner) |
| Mimi Hanley | City of Melbourne (Council Member) |
| Craig Curry | Marion County (Commissioner) |
| Andy Dance | Flagler County (Commissioner) |
| Charlotte Gillis | City of Edgewater (Council Woman) |
| Kenna Henry | City of Casselberry |
| TJ Fish | City of Groveland |
| Don Willis | City of Cape Canaveral |
| Christina Colón | Osceola County |
| Noel Cooper | City of Ocala |
| Cade Braud | City of Orlando |
| Brett Blackadar | Orange County |
| Christopher Thibodeau | Sumter County Sheriff's Office |

**Representatives from all 5 MPO/TPO's and 9 Counties**

# AGENDA FOR TODAY

- **Welcome & Pledge of Allegiance** – Loreen Bobo
- **Central Florida Safety Summit & Achieving Target Zero** – Loreen and Dan
- **Project Showcases**
  - Brett Blackadar – Modular Roundabout and Orange County Safety Projects
  - Dan Gallagher – Orange Blossom Trail updates
- **Community Report Outs –** Steering Committee members
- **District 5 – Report Out** – Loreen Bobo
- **Action Steps Update and Look Forward –** Dan Gallagher

# CENTRAL FLORIDA SAFETY SUMMIT & ACHIEVING TARGET ZERO POLICY

# 2026 SAFETY SUMMIT AGENDA

01 Welcome and Thank You
- Christoper Blackmon, Osceola County Sheriff
- Loreen Bobo, District 5 Safety Administrator
- John Tyler, District 5 Secretary

02 Table Exercise #1 – “2025 Starfish Moments”

03 Central Florida Safety Strategic Plan Update

04 Safety Champion Highlights (SCTPO, Orlando, Osceola County)

05 Lunch & Keynote Speaker – Senator Kristen Aston Arrington

06 Table Exercises #2 & #3 – “In the Blink of an Eye” & “Catch a Starfish”

07 Central Florida 2026 Safety Awards

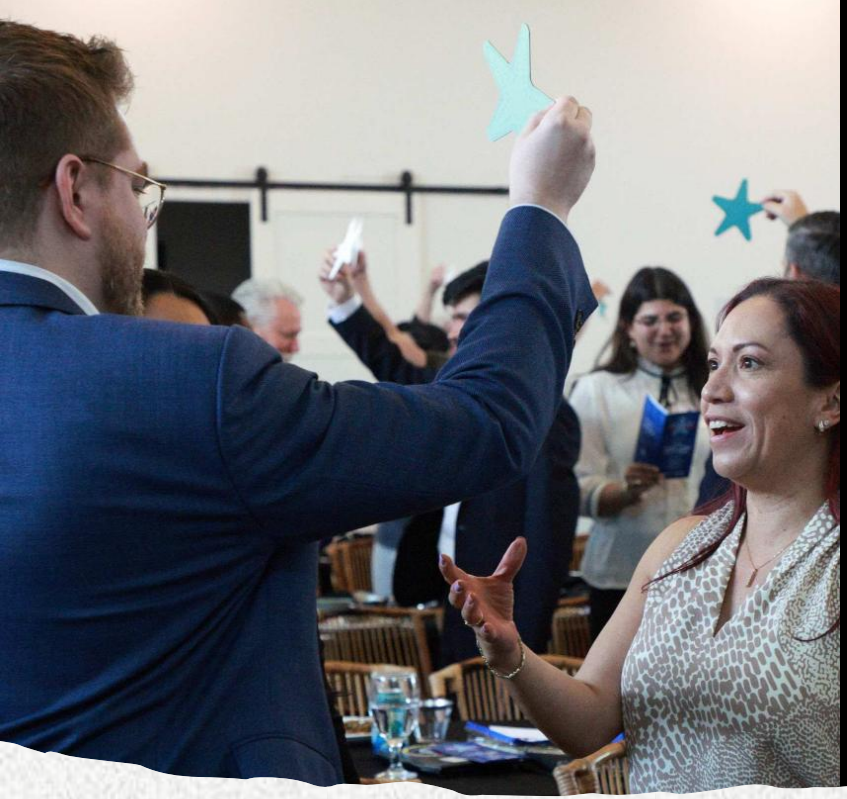
08 Closing Remarks

# 2026 Central Florida Safety Summit



*What a Fantastic Venue!*

# 2026 CENTRAL FLORIDA SAFETY SUMMIT



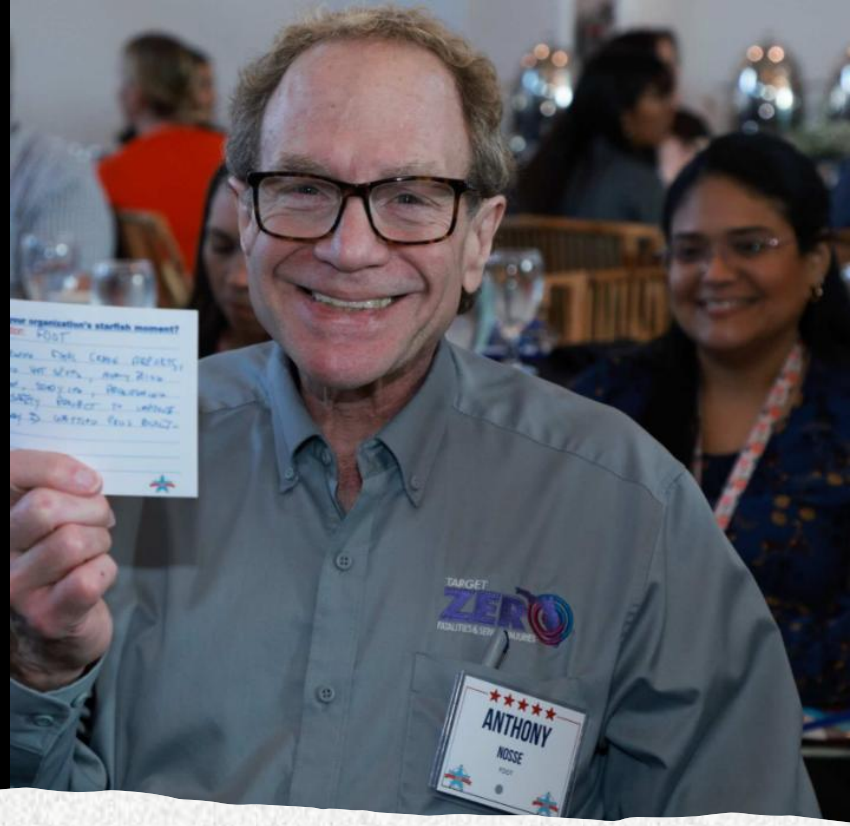






What we heard - I like the exercises, personal stories, partnerships, and information sharing…




I like the interactions, conversations, video testimonials, and starfish moments!




People enjoy celebrating their successes and discussing our challenges – and taking a few photos

# FDOT'S – ACHIEVING TARGET ZERO POLICY

Effective **March 19, 2026**

## Focuses on:

- ✓ Engineering Solutions
- ✓ Education Campaigns
- ✓ Community Outreach

## Using:

- ✓ Behavioral science, innovative technology, data-driven research

## Measurable results

FDOT

*Florida Department of Transportation*

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

POLICY

Effective: March 19, 2026
Office: State Safety Office
Topic No.: 000-500-015

**ACHIEVING TARGET ZERO**

It is the policy of the Department of Transportation to implement Target Zero, a performance driven statewide safety initiative. Target Zero is a proactive, bold, and systematic approach toward eliminating all fatalities and serious injuries across Florida's transportation system.

The Department will support the Target Zero goal by:

- Implementing engineering solutions
- Developing education campaign strategies
- Engaging the community at outreach events

The Department will, for each of these strategies, have established goals and targeted solutions with measured and reported outcomes, such as:

- Engineering solutions will be evaluated by measuring reductions in fatalities and serious injuries
- Education campaigns will be evaluated by measuring outcomes with engagement principles
- Community outreach events will be evaluated by tracking safety commitments

The Department will apply behavioral science, innovative technology, and research in a data-driven approach, considering roadway characteristics and crash types on the state highway system to prioritize strategies:

- Engineering: Installing safety improvements where severe crashes occur, investing in proactive statewide systemic infrastructure initiatives, and enhancing and expanding engineering criteria to prescribe Target Zero priority infrastructure
- Education campaigns: Advertising to promote safe practices and laws, tailored messages for influencing specific regions, audiences, and behaviors, and proactively addressing emerging needs
- Community outreach events: One-on-one interactions to address current, ongoing, and expected safety challenges that are strategically focused on specific regions, audiences, and behaviors based on data and community needs, messaging to support education campaigns, and gathering community feedback

Target Zero will be fully integrated into all aspects of the project development process, including planning, design, construction, operations, and maintenance manuals, guidelines, and related documents governing the transportation facilities managed by the Department.

The Department will coordinate with Florida's traffic safety coalitions, local governments, Metropolitan Planning Organizations, transportation agencies, and the public to implement Target Zero priorities.

The Department will analyze trending contributing factors that influence safety outcomes in Florida and isolate and track the strategies that significantly impact progress toward zero.

DocuSigned by:

Jared W. Perdue, P.E.
Secretary

# SINCE THE SUMMIT – WE HAVE BEEN BUSY!

- Target Zero Executive Team Workshop on 8/17/26

- Target Zero history, trends, next steps
  - Engineering – strategy, performance, countermeasures
  - Education – outreach, campaigns, and marketing
  - Data Tools

- What is working - what should we do more of?

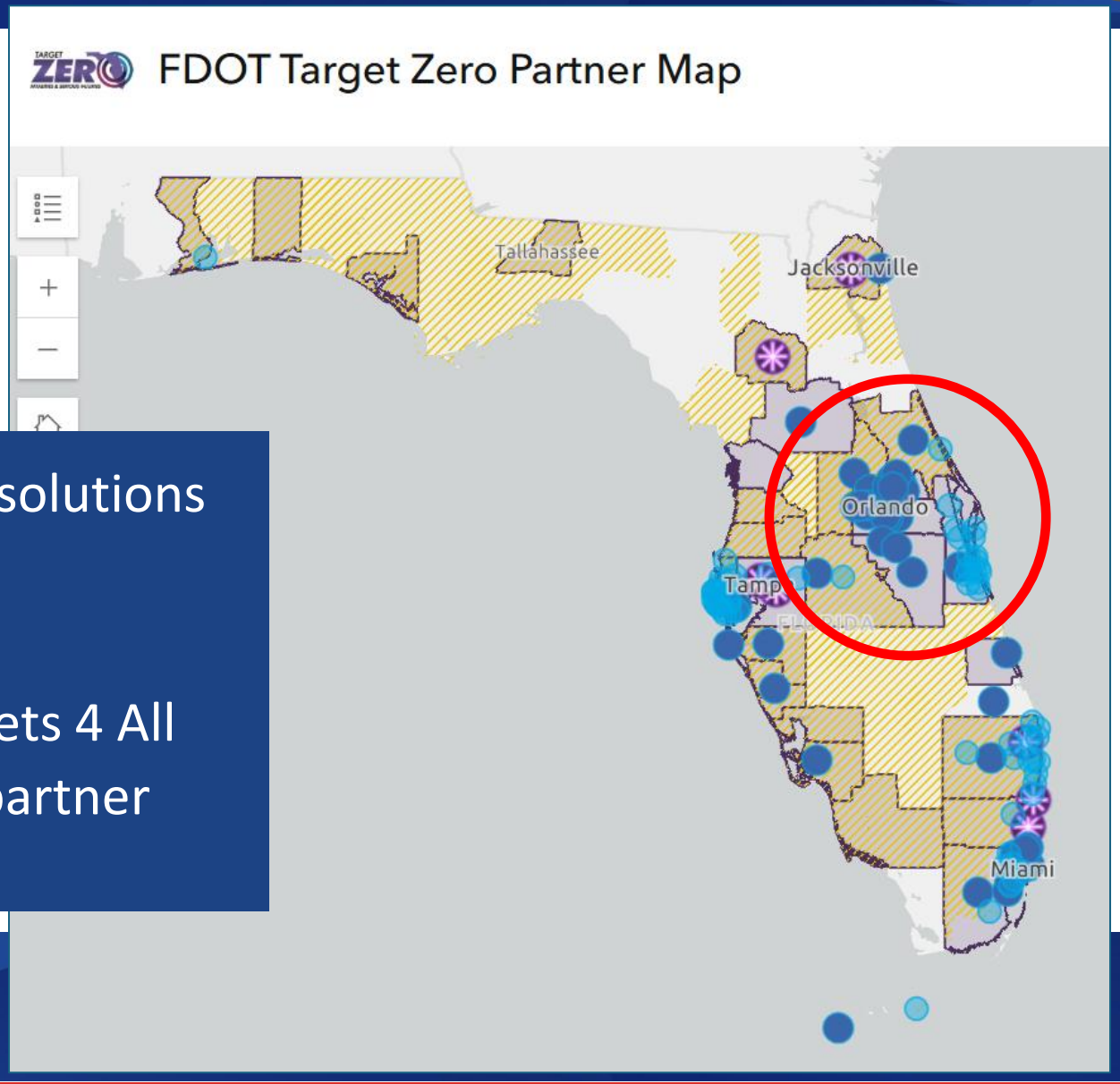
# PARTNER COLLABORATION TOWARD ZERO

**Fatal and Serious Injury Crashes From 2019-2025:**

**53,355 On-System**
**51,466 Off-System**

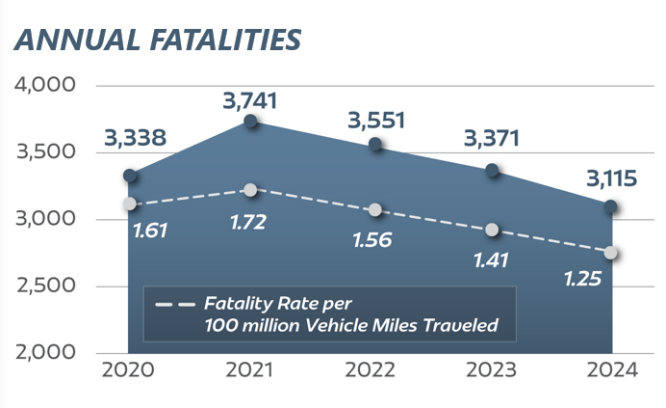
Over **200** partners with resolutions and/or plans toward zero

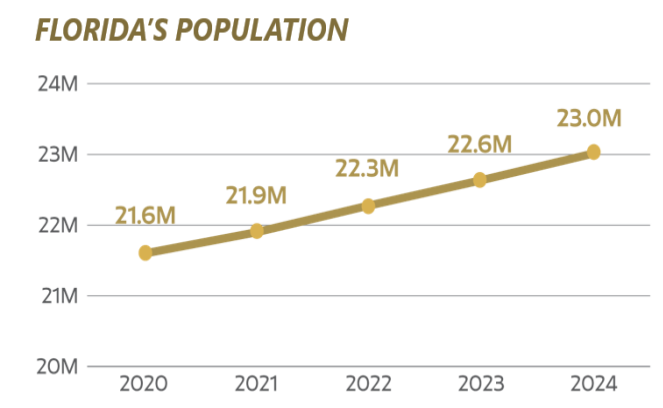
Over **$265M** in Safe Streets 4 All grants awarded to Florida partner agencies to-date

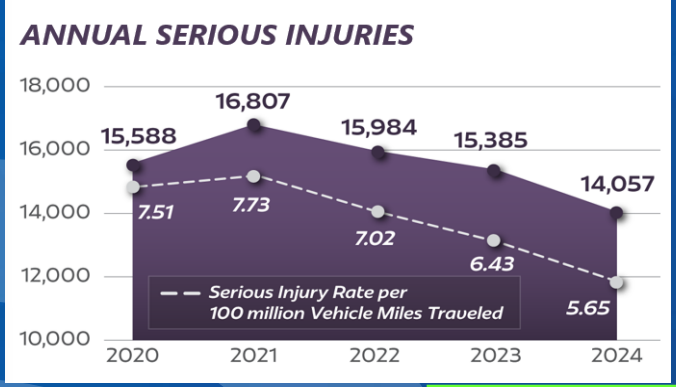


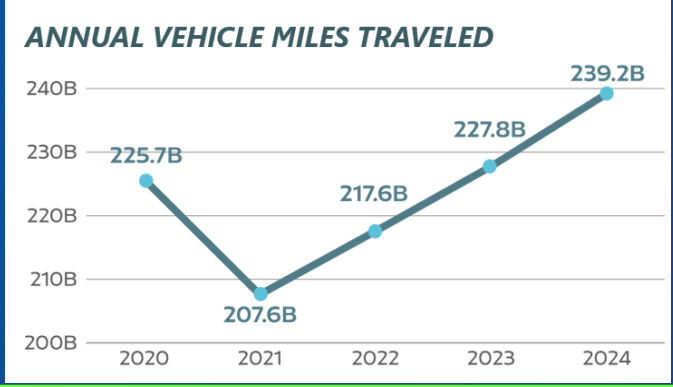
# TRENDS AND PROGRESS TOWARD ZERO

## 2020 - 2024:

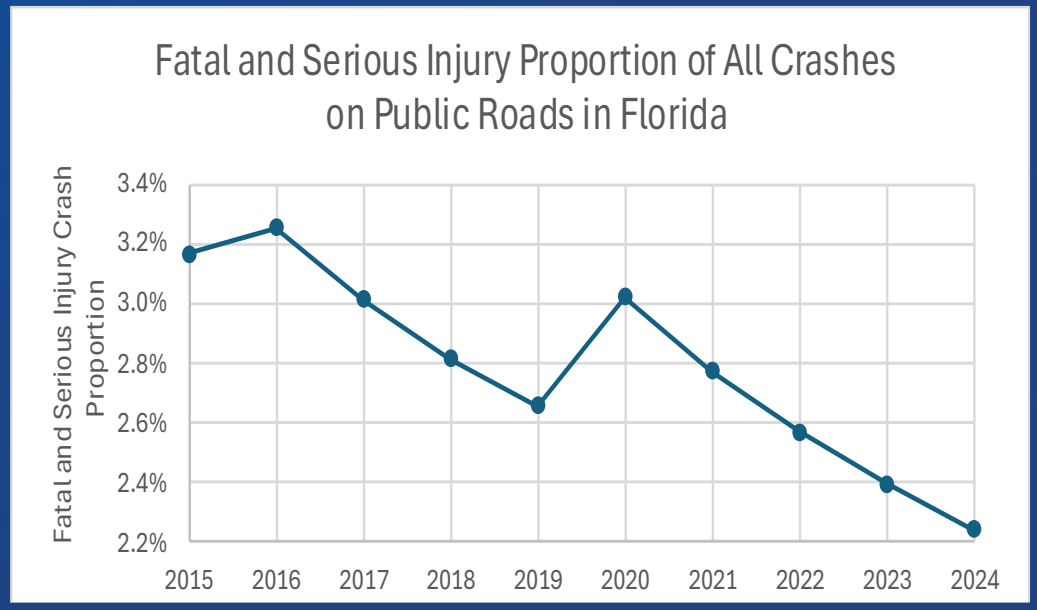



## 2015-2024:
## Proportion of crashes that are severe is down 29%



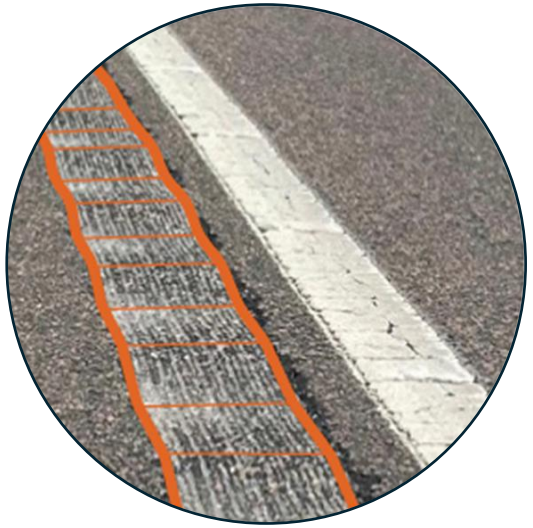

## 2025 Data:

**Number of fatal crashes down over 20% since peak in 2021**

**Rate of fatal crashes down almost 30% since peak in 2021**

# PROVIDE WARNING



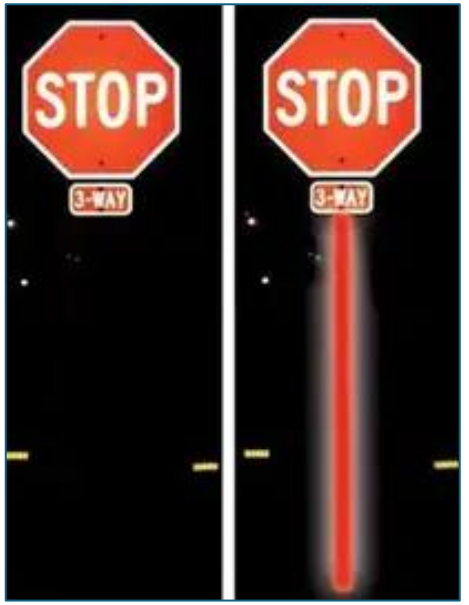



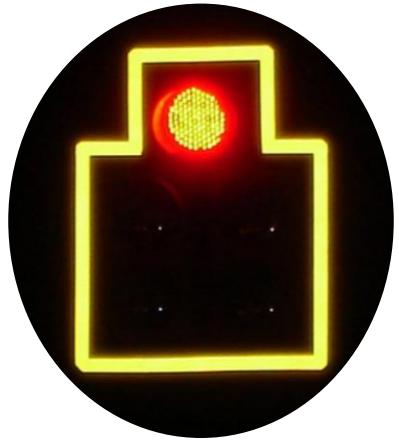


# ADD CONSPICUITY







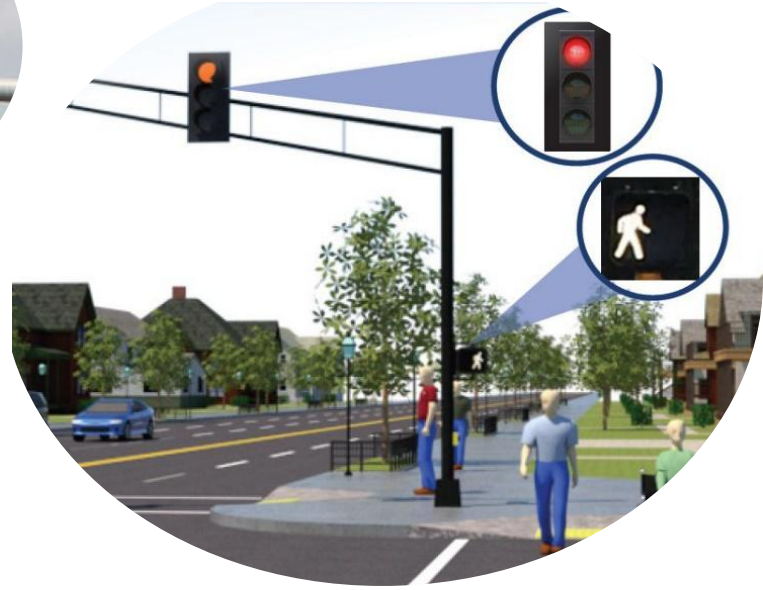



# MANAGE CONFLICTS IN TIME AND SPACE



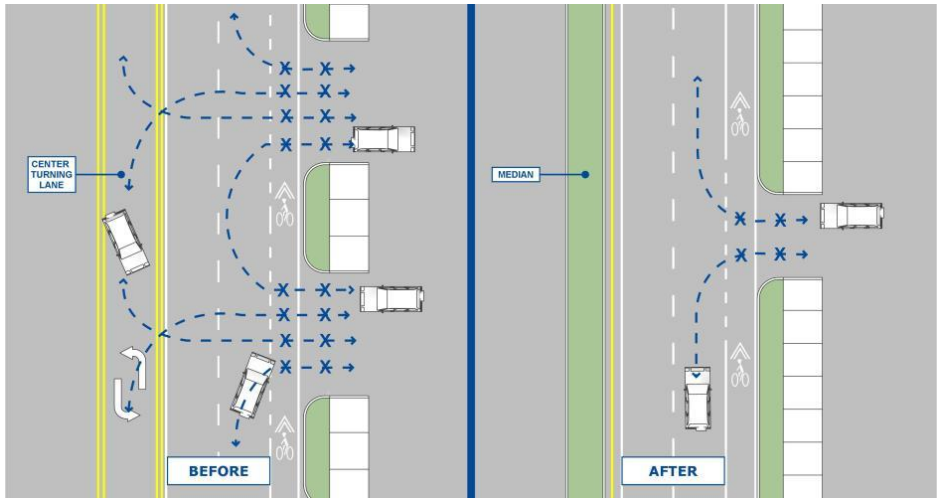




# REDUCE CONFLICT POINTS, CHANGE ANGLES OF COLLISION








# PROVIDE BARRIER OR CUSHION

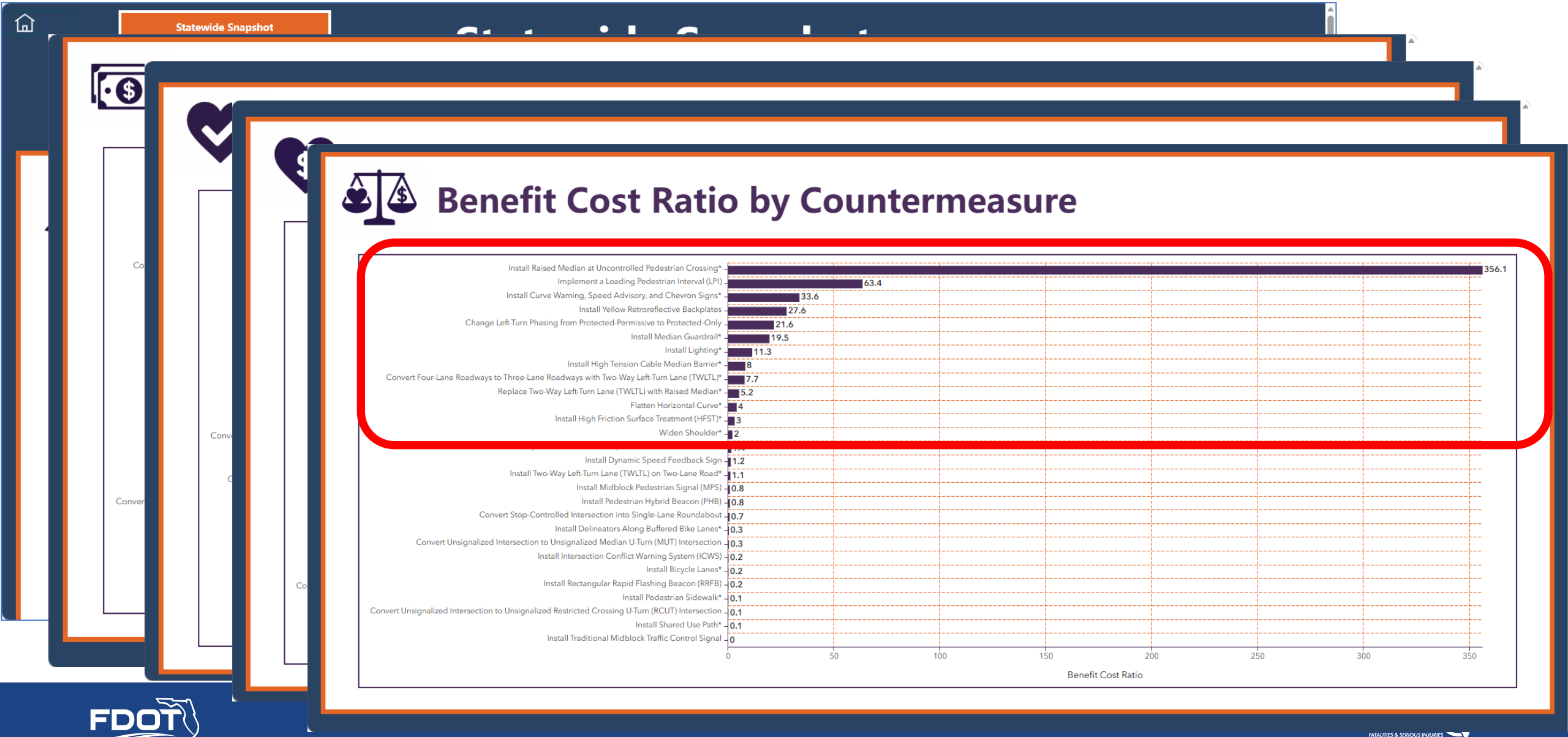








# Statewide, District, County Overviews



# Countermeasures List

- **Change Left-Turn Phasing from Protected-Permissive to Protected-Only**
- Convert Four-Lane Roadways to Three-Lane Roadways with Two-Way Left-Turn Lane (TWLTL)
- Convert Stop-Controlled Intersection into Single-Lane Roundabout
- Convert Unsignalized Intersection to Unsignalized Median U-Turn (MUT) Intersection
- Convert Unsignalized Intersection to Unsignalized Restricted Crossing U-Turn (RCUT) Intersection
- Flatten Horizontal Curve
- Implement a Leading Pedestrian Interval (LPI)
- Improve Pavement with Open Graded Friction Course
- Install Bicycle Lanes
- **Install Curve Warning, Speed Advisory, and Chevron Signs**
- Install Delineators Along Buffered Bike Lanes



- Install Dynamic Speed Feedback Sign
- Install High Friction Surface Treatment (HFST)
- Install High Tension Cable Median Barrier
- **Install Intersection Conflict Warning System (ICWS)**
- Install Lighting
- **Install Median Guardrail**
- Install Midblock Pedestrian Signal (MPS)
- **Install Pedestrian Hybrid Beacon (PHB)**
- Install Pedestrian Sidewalk
- Install Raised Median at Uncontrolled Pedestrian Crossing
- Install Rectangular Rapid Flashing Beacon (RRFB)
- Install Shared Use Path
- Install Traditional Midblock Traffic Control Signal
- Install Two-Way Left-Turn Lane (TWLTL) on Two-Lane Road
- Install Yellow Retroreflective Backplates
- Replace Two-Way Left-Turn Lane (TWLTL) with Raised Median
- Widen Shoulder

# Next Recommended Statewide Safety Initiative FY31 & FY32

## 1. Intersection Grouped Improvements:

| Crash Type | SHS/LA | Countermeasure | Crash Reduction | B/C Ratio | Cost Per Life Saved (Million $) | Total Cost (Million $) | Centerline Miles/Sites | Lives Saved |
|---|---|---|---|---|---|---|---|---|
| Intersection | SHS | **Install Yellow Retroreflective Backplates** | 15% | 157.2 | $0.11M | $52M | 2,757 | 450 |
| Intersection | SHS | **Change Left-Turn Phasing from Protected-Permissive to Protected-Only** | 9% | 50.9 | $0.35M | $9M | 663 | 25 |
| Ped/Bike | SHS | **Implement a Leading Pedestrian Interval (LPI)** | 10% | 44.8 | $0.40M | $9M | 1,507 | 20 |

Total Cost: **$70M**

Lives Saved: **495**

Serious Injuries Reduced: **2,846**

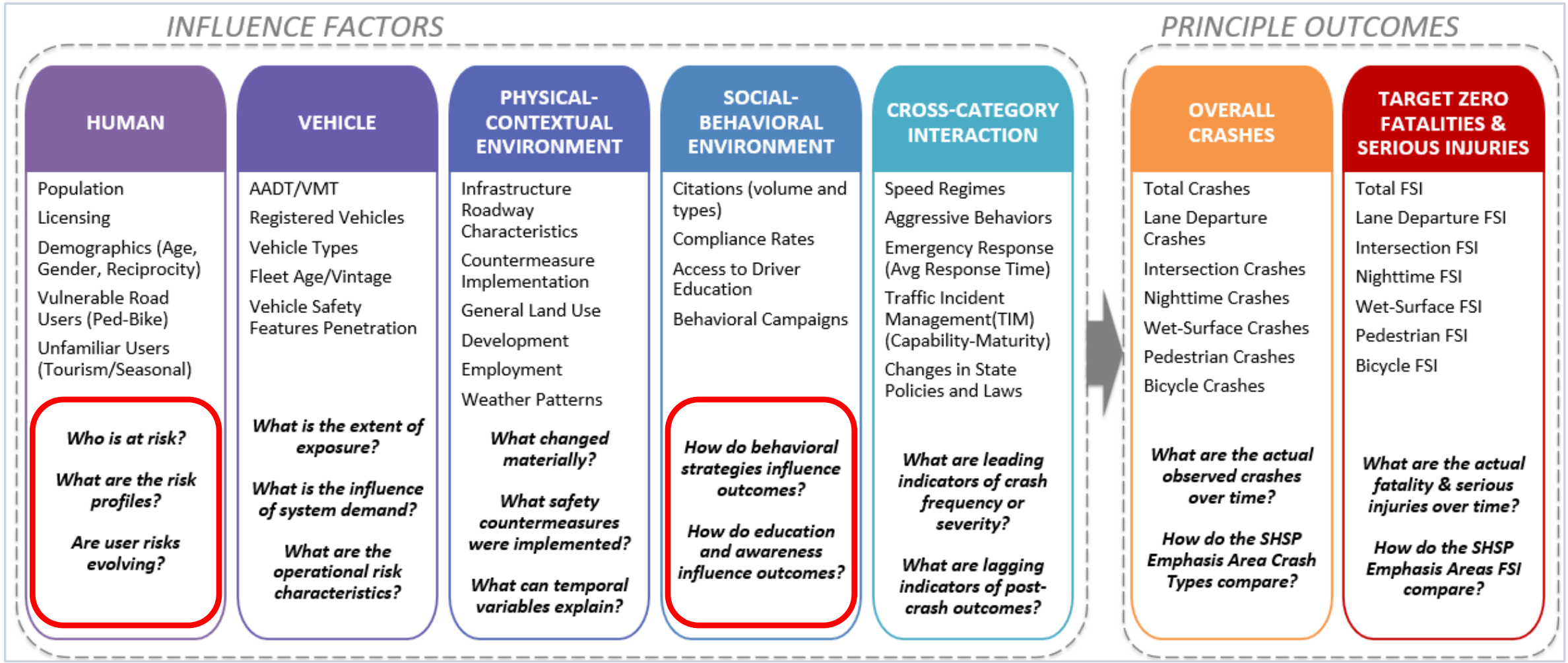
- Coordination with District DTOEs to conduct operational analyses at each location
- Programming due ~ August 2029

# Target Zero Criteria

- Centerline and Edgeline Rumble Strips
- Median with Pedestrian Refuge Island
- Midblock Crossing Lighting
- Signalized Intersection Lighting
- Back Plates with Retro-Reflective Borders
- Leading Pedestrian Interval
- Chevron Signs, Curve Warning Signs, In-Lane Pavement Markings
- Midblock Crossing
- Corridor Lighting
- Convert Permissive/Protected Left Turn Phasing to Protected Only
- Shared Use Path or Separated Bicycle Lane
- Stop-Controlled Intersection into Single Lane Roundabout
- Convert intersection to median U-Turn (MUT) or restricted crossing U-turn (RCUT) intersection

**Study and consider on all project beginning January 2027**

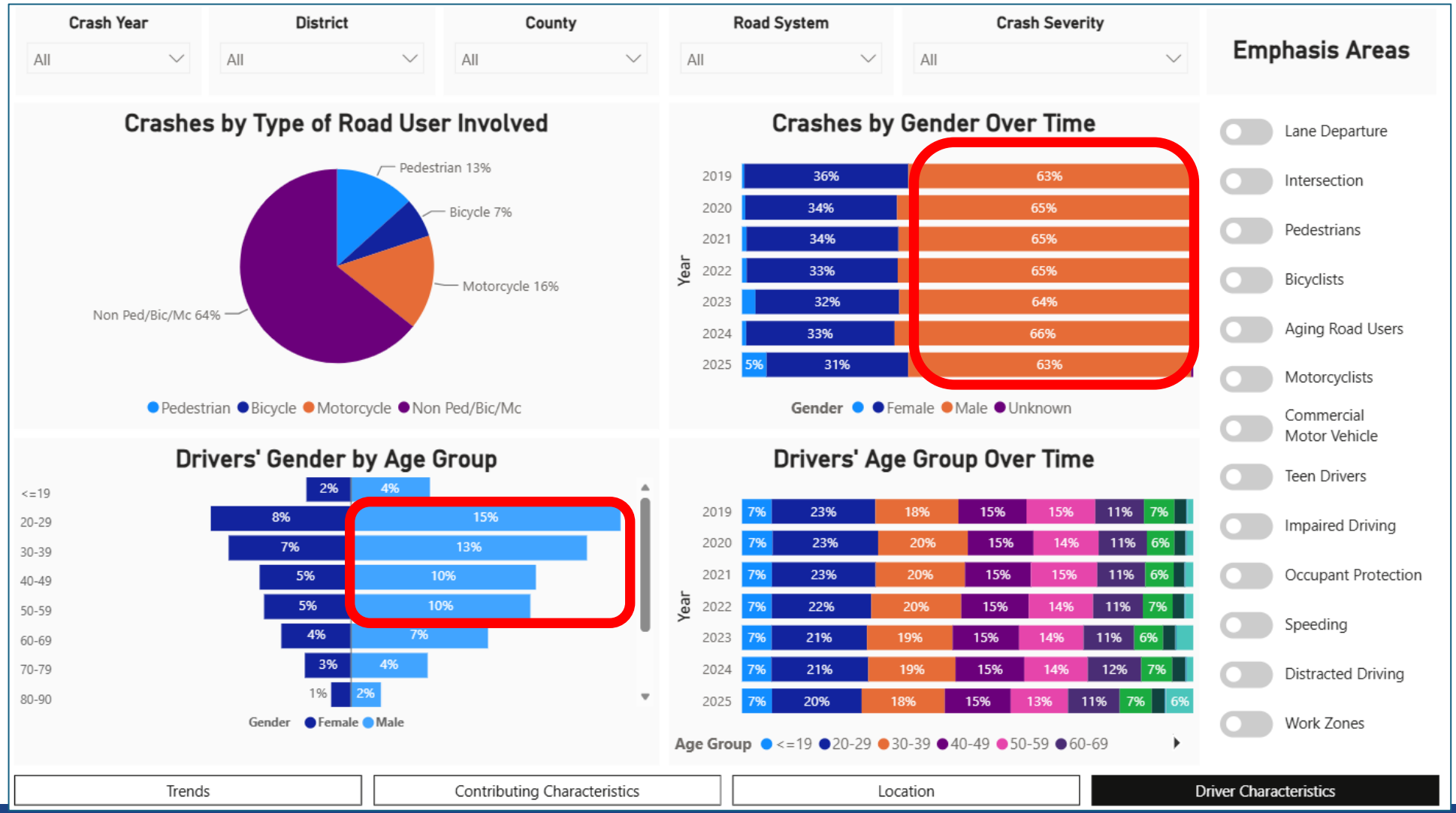
# BETTER UNDERSTAND OTHER FACTORS THAT INFLUENCE SAFETY OUTCOMES




FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

# What do we know?




FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

# WHAT RESEARCH CONSISTENTLY SHOWS

People rarely change behavior simply because they receive more information.

Research demonstrates that people are more likely to adopt safer behaviors when:

- The safer choice is **easier**.
- **Social norms** support the behavior.
- **Habits** reinforce the behavior.
- Messages are **relevant and timely**.
- Behaviors are **reinforced** over time.

# COORDINATED STRATEGIES DRIVE LONG-TERM CHANGE

Example: Increasing Safety Belt Use

- **Improved safety belt use did not result from one intervention.**

- It was achieved through decades of coordinated efforts, including:
  - Engineering improvements in vehicle safety
  - Primary enforcement laws
  - Educational campaigns for different audiences
  - Employer and community partnerships
  - Public awareness efforts that reinforced changing social norms

- **Long-term behavior change** is achieved through multiple evidence-based strategies working together over time.



# HOW DO WE KEEP MOVING FORWARD?

- Ensure **alignment** of statewide actions outlined in new policy
- Ensure **data-driven** approaches for performance-based results
- Build **behavioral expertise** and structure within organization
- Maximize programs and **resources** (FHWA, NHTSA, State)
- **Tell the story**
- Better leverage **Florida's traffic safety coalitions***
- Foster **collaboration** with partner agencies working toward Zero

# PROJECT SHOWCASE
# ORANGE COUNTY

ORANGE COUNTY FLORIDA

# From Safety Improvements to a Safety Culture

September 25, 2026

*For*

**FDOT District 5**
**Central Florida Safety Strategic Plan**
**Steering Committee**

# OUTLINE

- Where We Started: Safety Projects
- Vision Zero
- Accelerated Transportation Safety Program (ATSP)
- Transportation Mobility Advisory Commission (TransMAC)
- CIP Project Prioritization
- Integrating Roadway Resurfacing with Safety Improvements
- Modular Roundabout
- Traffic Calming & Red Light Running Programs
- Hiawassee Road Pedestrian / Cyclist Safety Study
- Promoting a Safety Culture



# SPEAKER LIST

| | |
|---|---|
| Brett Blackadar, PE, PTOE, PMP | Deputy Director |
| Humberto Castillero, PE, PTOE | Manager, Traffic Engineering Division |
| Kelly Nowell, PE | Program Liaison / Chief Engineer |
| Eric Grimmer | TransMAC Chair * |
| Lauren Torres, RSP1 | Senior Project Manager / TransMAC Liaison |
| Yougens Pierre | Operations Supervisor, Traffic Engineering Division |
| Jerald Marks, Jr. | Project Manager, Traffic Engineering Division |
| Ian Phyars, AICP | Planner III, Transportation Planning Division |

** appointed position*

ORANGE COUNTY FLORIDA

# Where We Started: Safety Projects

**Brett W. Blackadar, PE, PMP, PTOE**

Deputy Director

# PUBLIC WORKS VISION STATEMENT



## Our Vision

*ONE Public Works, working together to improve the safety and quality of life for our community.*



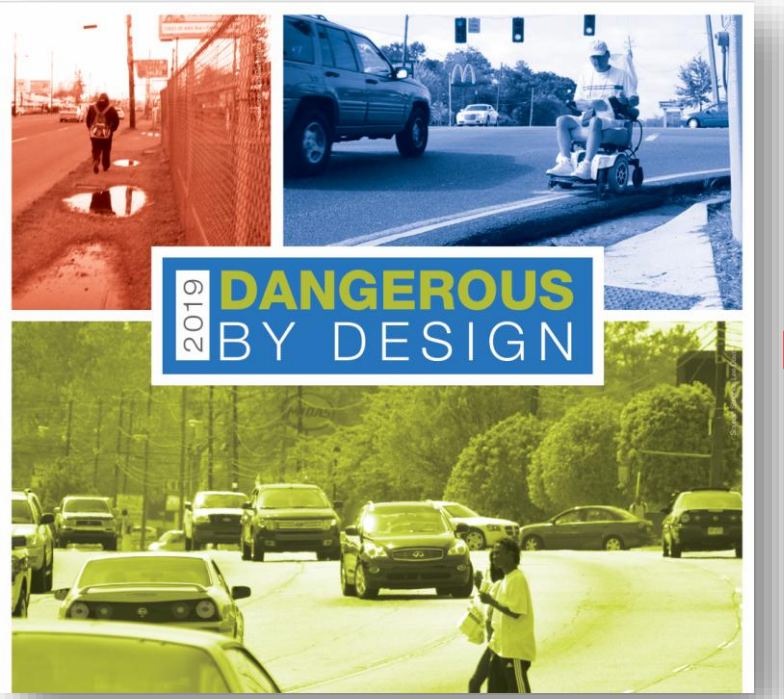








# 2019 DANGEROUS BY DESIGN REPORT



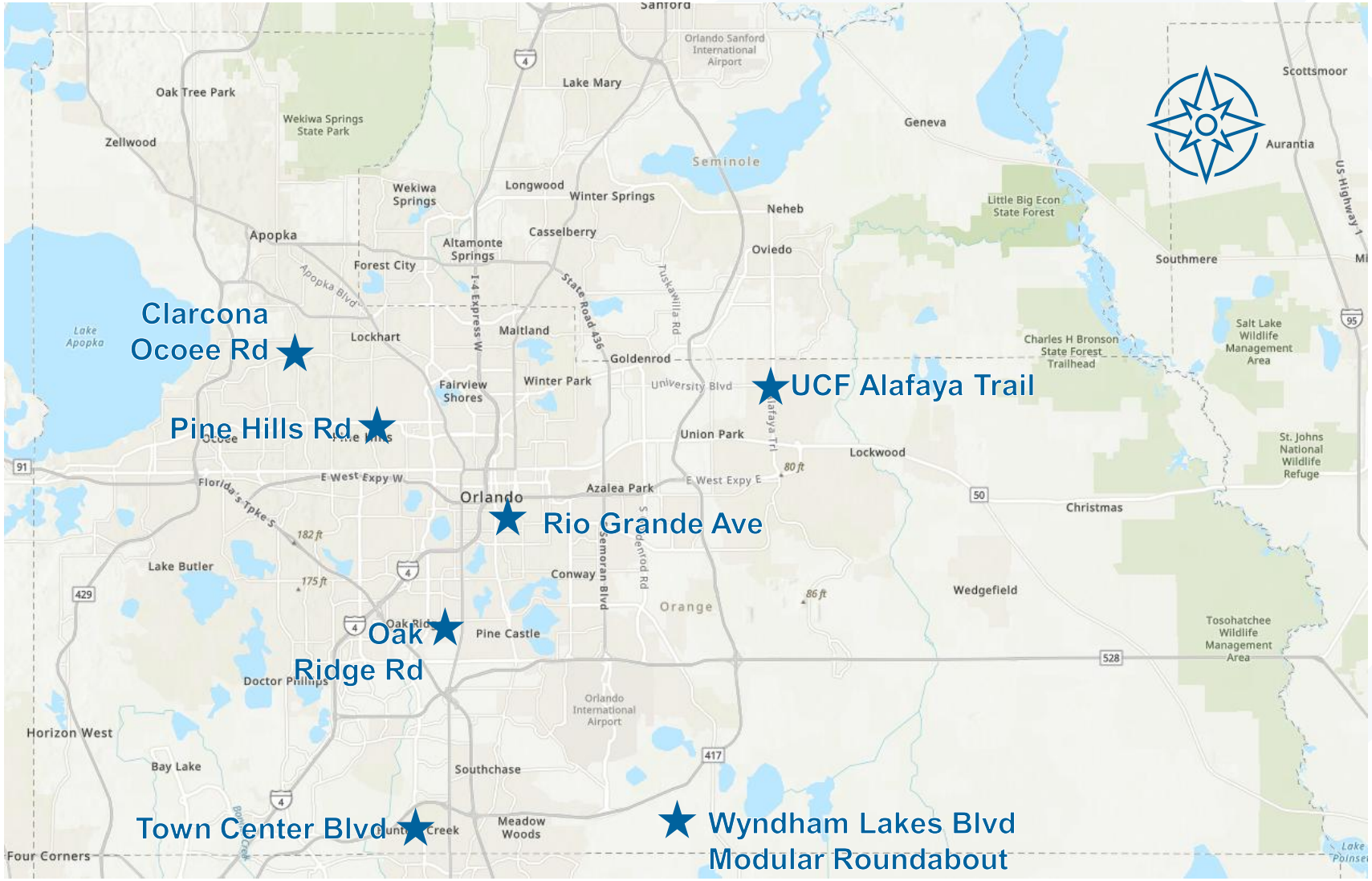

## Top 100 Metropolitan Statistical Areas Pedestrian Danger Index, 2008-2017

| 2019 Rank | Metro Area | Pedestrian Deaths (2008-2017) | Annual Pedestrian Fatalities per 100,000 | 2019 Pedestrian Danger Index |
|---|---|---|---|---|
| 1 | Orlando-Kissimmee-Sanford, FL | 656 | 2.82 | 313.3 |
| 2 | Deltona-Daytona Beach-Ormond Beach, FL | 212 | 3.45 | 265.4 |
| 3 | Palm Bay-Melbourne-Titusville, FL | 165 | 2.94 | 245.0 |
| 4 | North Port-Sarasota-Bradenton, FL | 194 | 2.58 | 234.6 |
| 5 | Lakeland-Winter Haven, FL | 162 | 2.54 | 230.9 |
| 6 | Jacksonville, FL | 419 | 2.94 | 226.2 |
| 7 | Bakersfield, CA | 247 | 2.83 | 217.7 |
| 8 | Cape Coral-Fort Myers, FL | 148 | 2.17 | 217.0 |
| 9 | Tampa-St. Petersburg-Clearwater, FL | 900 | 3.07 | 204.7 |
| 10 | Jackson, MS | 111 | 1.92 | 192.0 |
| 11 | Memphis, TN-MS-AR | 297 | 2.21 | 184.2 |
| 12 | Baton Rouge, LA | 182 | 2.21 | 157.9 |
| 13 | Birmingham-Hoover, AL | 179 | 1.57 | 157.0 |

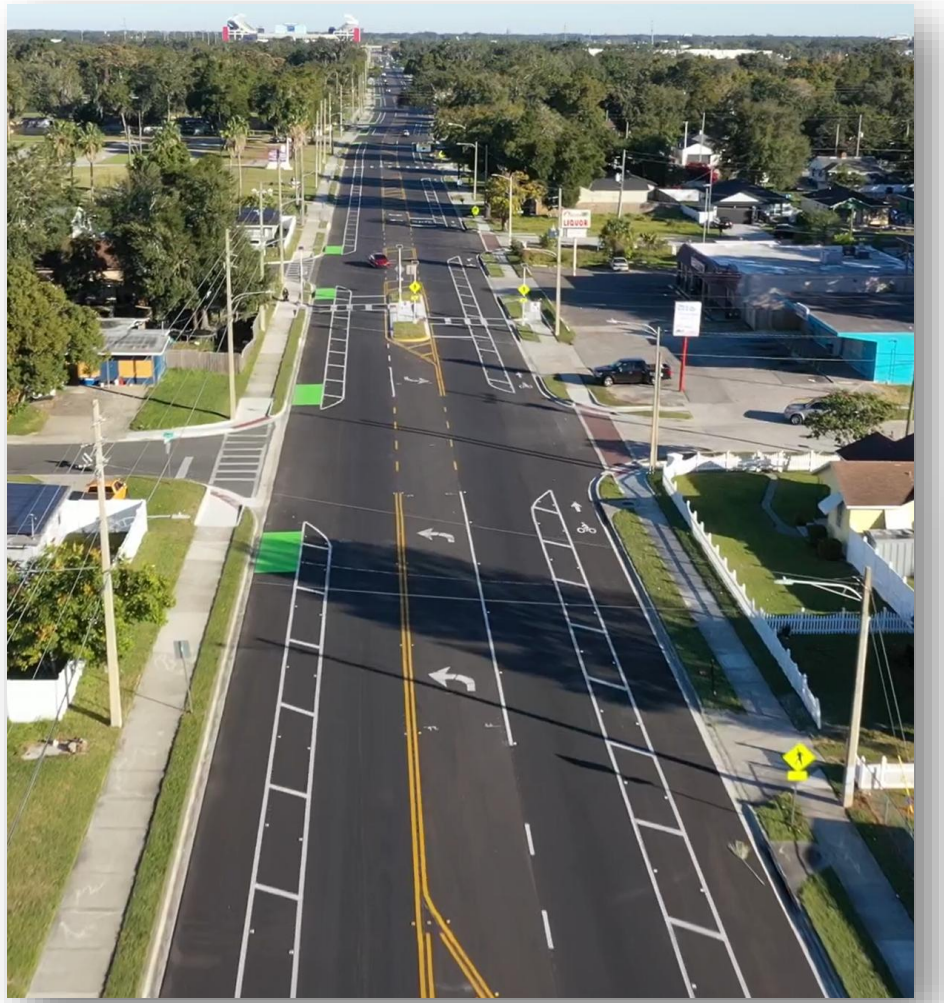
# SAFETY PROJECTS

VISION ZERO
COUNTDOWN TO ZERO

- Appropriate Speed Limits for All Road Users
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Rectangular Rapid Flashing Beacons (RRFB)



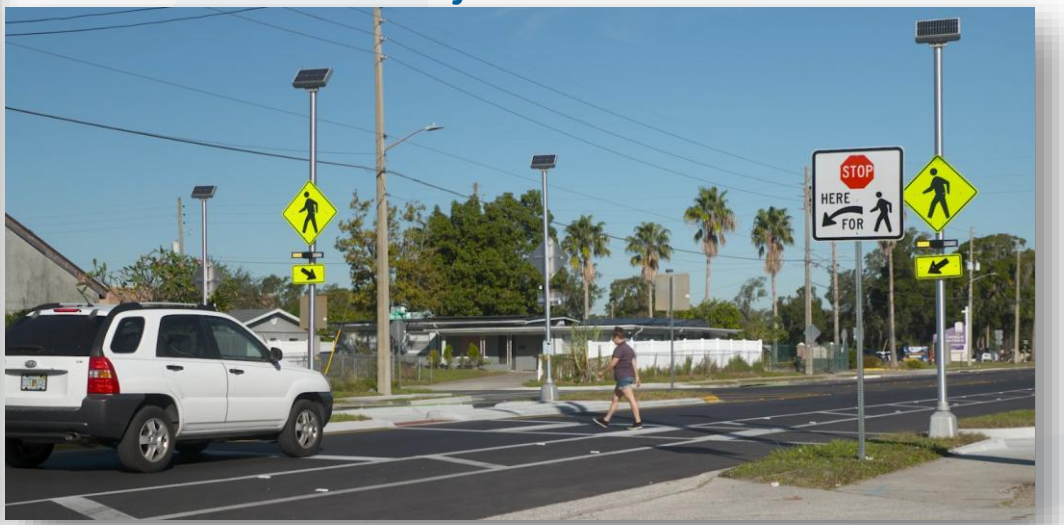
# SAFETY PROJECTS



## Accelerated Transportation Safety Program: Rio Grande Avenue Pedestrian Safety Project

FACERS
Florida Association of County Engineers & Road Superintendents

*2025 Project of the Year*

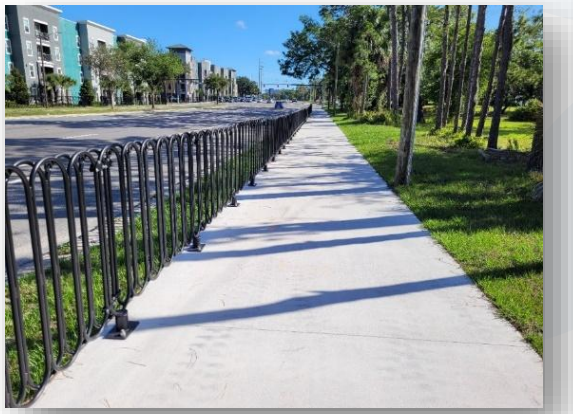


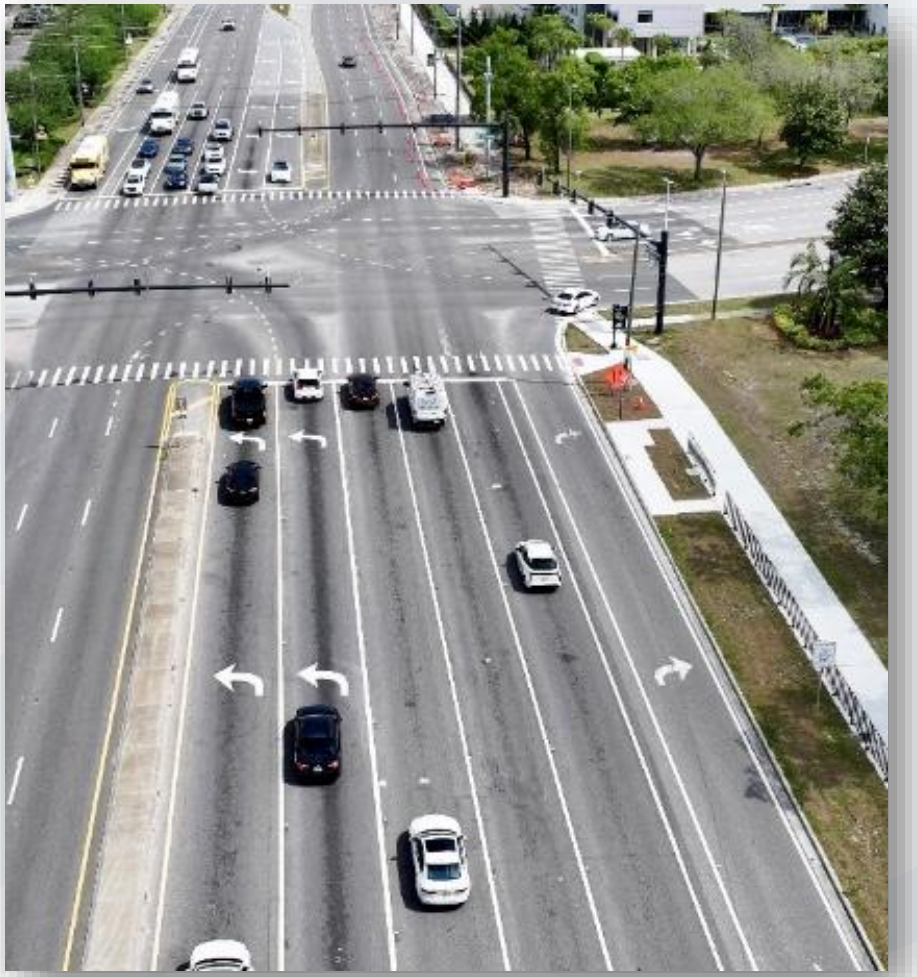
# SAFETY PROJECTS

## UCF Alafaya Trail Pedestrian Safety Project

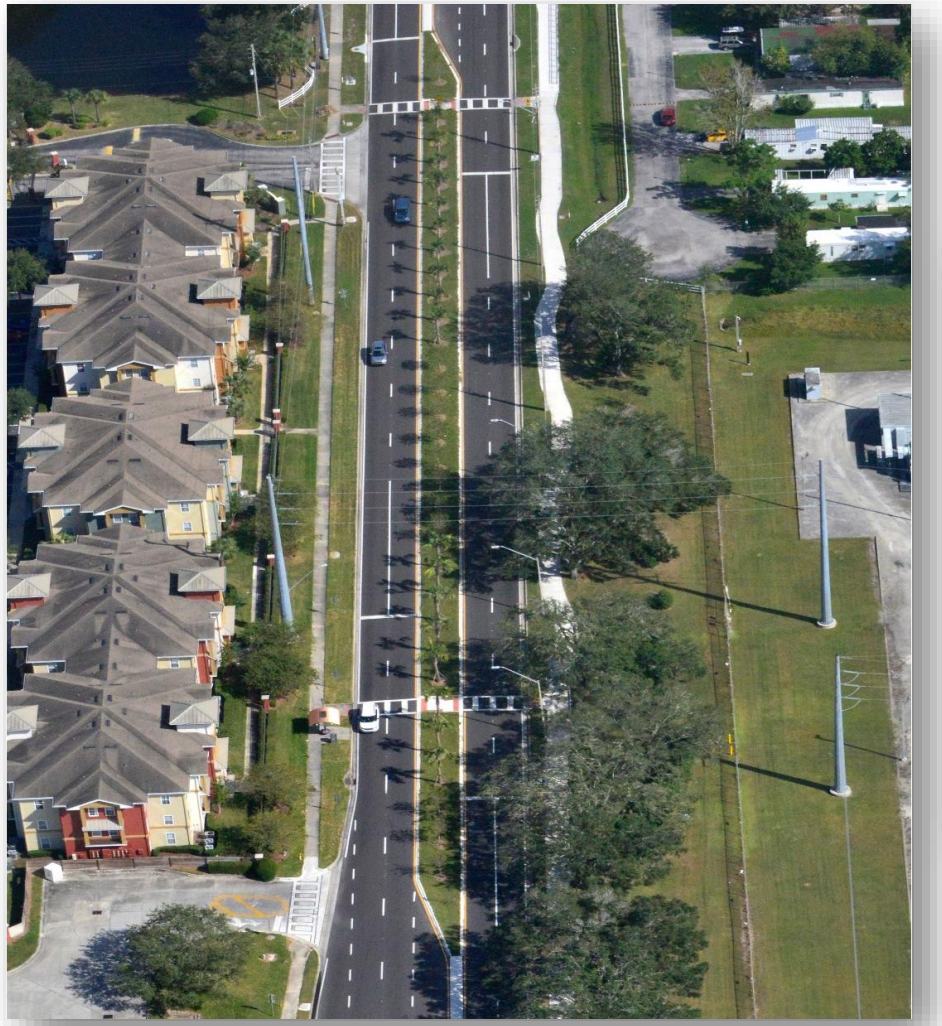
*2025 Central Florida Safety Summit*
*Project of the Year*







# SAFETY PROJECTS



## Oak Ridge Road
## Pedestrian Safety Project



ORANGE COUNTY FLORIDA

# Vision Zero

**Humberto Castillero, PE, PTOE**

Manager, Traffic Engineering Division

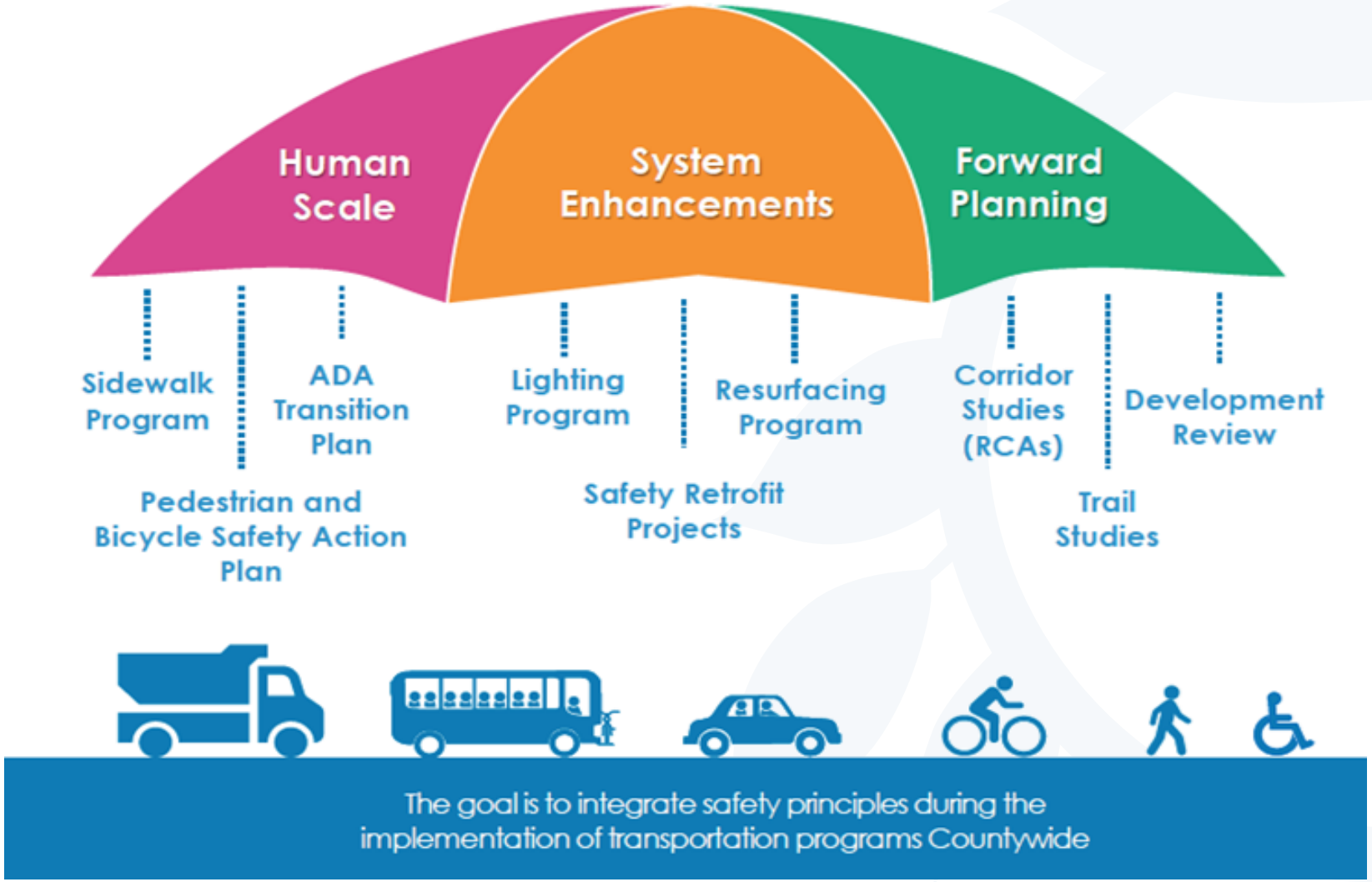
County Traffic Engineer

# VISION ZERO

- Integration of “Safety First” culture into all Programs, Projects and SOPs
  - Orange Code – Adopts safety criteria and design standards for County roads
  - Vision 2050 – Sets the planning principles and framework for safe and functional development infrastructure
  - Planning & Engineering – Incorporates safety countermeasures applicable to all projects
  - Construction – Enforces safe work zones
  - Operations & Maintenance – Preserves and integrates safety in all projects through SOPs



# VISION ZERO


Human Scale
System Enhancements
Forward Planning
Sidewalk Program
ADA Transition Plan
Pedestrian and Bicycle Safety Action Plan
Lighting Program
Resurfacing Program
Safety Retrofit Projects
Corridor Studies (RCAs)
Development Review
Trail Studies
The goal is to integrate safety principles during the implementation of transportation programs Countywide

# VISION ZERO



## 2026 Achievement Award Winner

*"We must dare to be great; and we must realize that greatness is the fruit of toil and sacrifice and high courage."* –Theodore Roosevelt

The National Association of Counties is proud to award

**Orange County Government, Fla.**

A 2026 Achievement Award for its program titled:

**Vision Zero Orange County: A Countywide Commitment to Eliminating Traffic Fatalities**

Matthew Chase, CEO/Executive Director

NACo

Judge J.D. Clark, NACo President

NACo 2026 ACHIEVEMENT AWARD Winner

ORANGE COUNTY FLORIDA

# Accelerated Transportation Safety Program (ATSP)

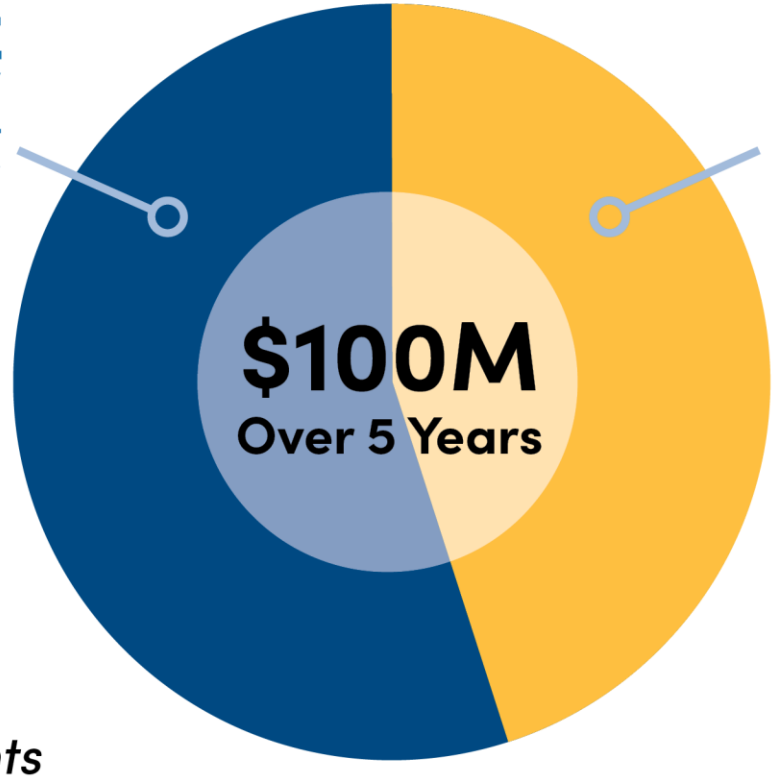
**Kelly Nowell, PE**

Program Liaison / Chief Engineer

# ACCELERATED TRANSPORTATION SAFETY PROGRAM (ATSP)

ORANGE COUNTY FLORIDA

LYNX®




**$55M for County Projects**

- *Sidewalks*
- *Roadway Lighting*
- *Safety Improvements*

**$45M for Transit Projects**

- *Enhanced LYNX Operational Frequency*
- *Bus Shelters*

# ATSP INNOVATION & EFFICIENCIES

## Accelerated Progress and Cost Control Approach

- Program Delivery Schedule
- Staff Augmentation
- Project Delivery Methods

# ATSP IN THE MEDIA



ORANGE COUNTY PUBLIC WORKS DEPARTMENT - TRAFFIC ENGINEERING DIVISION

ORANGE COUNTY FLORIDA

**Intersection & Traffic Safety Improvements:**

*Roundabout at Seidel Road & Summerlake Park Blvd*

**Project Summary**

Orange County Traffic Engineering is constructing a roundabout at the intersection of Seidel Road and Summerlake Park Boulevard to enhance safety and traffic operations for everyone using the intersection. This project is designed to improve traffic flow, reduce vehicle conflict points, and support safer travel through the area.

The roundabout will include two westbound lanes, while the eastbound and northbound approaches will each include one lane. Additional improvements include sidewalk connections, crosswalks on the three approaches, a new storm sewer system, updated signage and pavement markings, speed changes on the approaches to the roundabout, intersection lighting, maintenance of traffic, erosion control, and sodding.

**What Is a Roundabout?**

A roundabout is a circular intersection designed to move traffic in a continuous, controlled pattern around a central island. Unlike traditional intersections with stop signs or traffic signals, vehicles slow down as they enter, yield to traffic already in the circle, and then exit without needing to stop unless necessary.

**How Will This Improve Safety & Traffic Flow?**

Roundabouts are designed to improve safety by lowering vehicle speeds and reducing the number of places where vehicles can collide. Because traffic moves in one direction at slower speeds, crashes that do occur tend to be less severe.

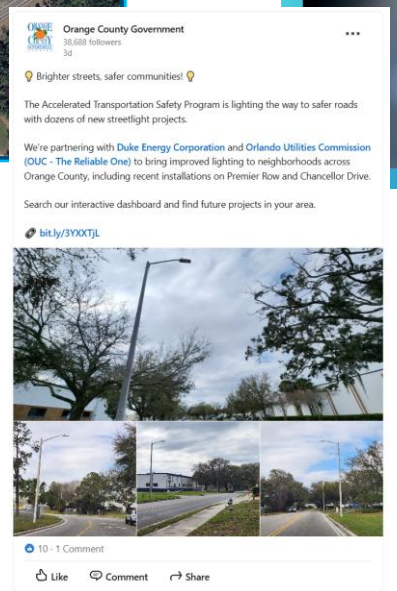
The roundabout will also help improve traffic operations by allowing vehicles to continue moving through the intersection more efficiently. Overall, this design creates a safer and more organized intersection for drivers, pedestrians, and cyclists.

**Roundabout Location**



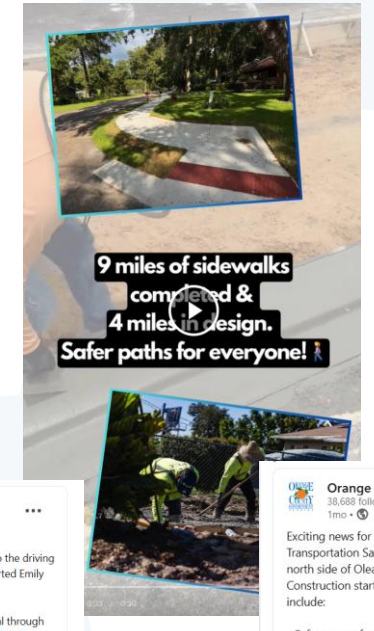
Over 70 Project Newsletters



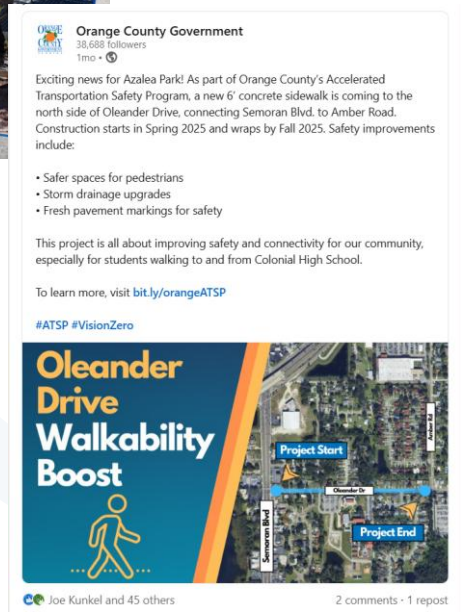







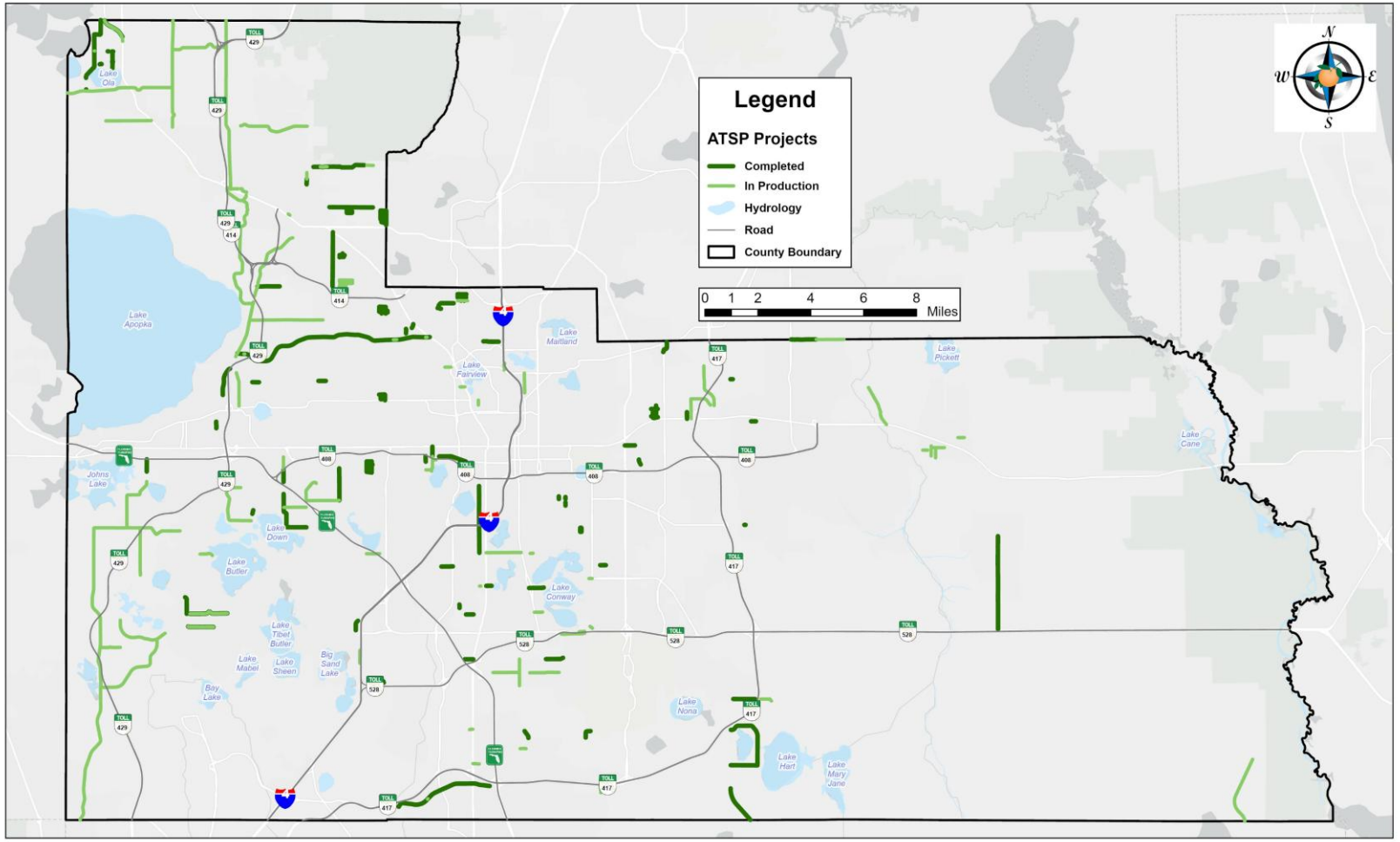



Over 260 Social Media Posts



# ATSP IN THE MEDIA

## County ATSP Projects (Completed & In Production)



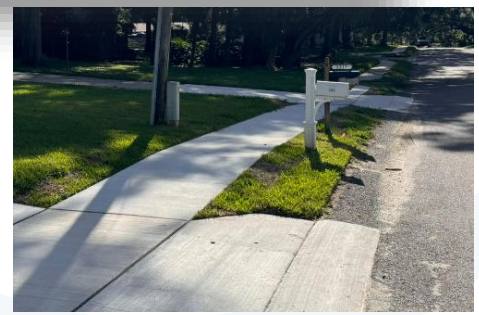
# ATSP PROGRESS TO DATE

## Completed

- 19 miles of sidewalks
- 26 miles of roadway lighting
- 24 miles of corridors with improved safety measures





# ATSP PROGRESS TO DATE

## Completed

- 6 routes with increased frequency; 4 routes extended to Pine Hills Transfer Center
- One new route (Link 311)
- 72 new bus shelters









ORANGE COUNTY FLORIDA

# Transportation Mobility Advisory Commission (TransMAC)

**Eric Grimmer**

TransMAC Chair

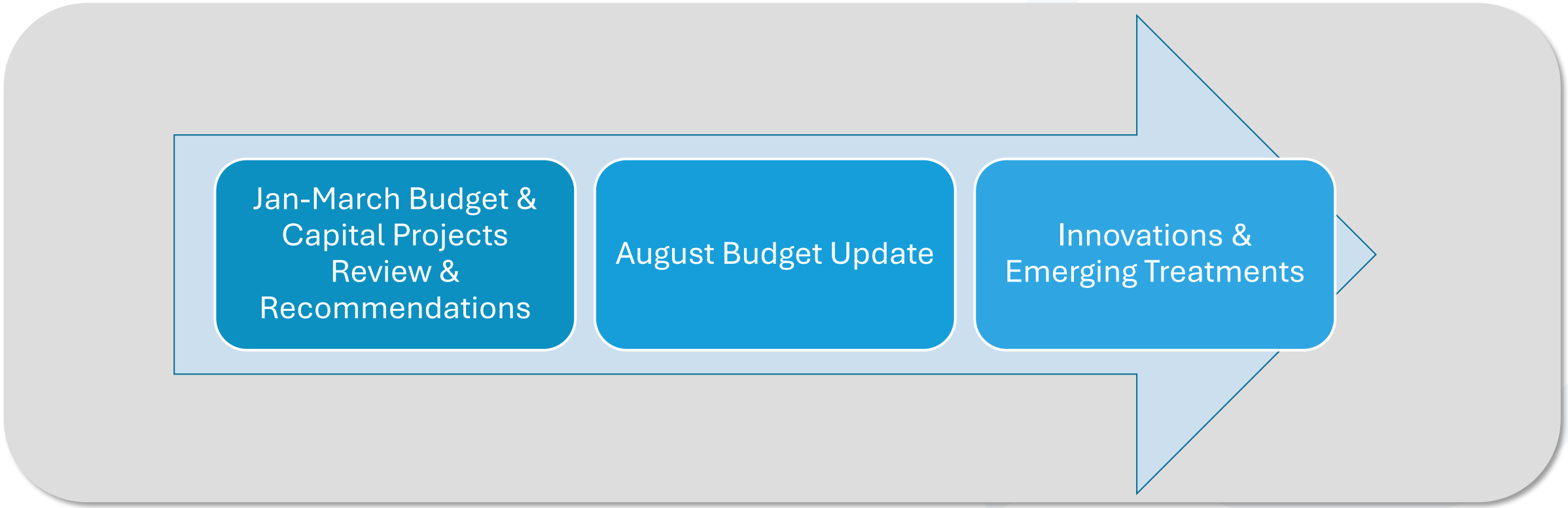
# TRANSMAC

## Overview



- **Role:** The Transportation Mobility Advisory Committee-TransMAC- is a resident advisory body that reviews and provides recommendations on Orange County transportation and transit spending for the annual budget, and provides input on emerging mobility issues.
- **Focus:** Transportation/transit proposed expenditures, emerging mobility trends, transportation innovation, and related policy recommendations
- **Public process:** Conducts public meetings and hearings throughout the year
- **Authority:** Created in November 2024 via Charter Ordinance No. 2024-23; Code § 504.1.

## Annual Schedule



# TRANSMAC

**TransMAC meetings provide a forum for public input alongside staff analysis and member discussion**

- **Public Perspective –** Local Experience
- **Technical Perspective –** Staff and Partners
- **Advisory Perspective –** Member Feedback

## Transportation & Mobility Innovation & Policy



- New transportation systems, new mobility trends, and how they interface with land use, roadways, and transit.
- New policy, legislative, or administrative topics relating to transportation.

ORANGE COUNTY FLORIDA

# Project Prioritization

**Lauren Torres, RSP1**

Senior Project Manager / TransMAC Liaison

# PROJECT PRIORITIZATION - BACKGROUND

- TransMAC inquiry Spring 2026 regarding how Orange County Public Works (OCPW) prioritizes transportation projects
- OCPW developing a ***project prioritization methodology***
  - Methodology reviews multiple factors:
    - Safety
    - Pedestrian safety
    - Mobility
    - Data - collected / available



# PROJECT PRIORITIZATION - BACKGROUND

- OCPW has:
  - Developed a ***draft*** scoring matrix
  - Held collaborative meetings with each of the OCPW divisions
  - Held discussions with OCPW Deputy Directors and Director
  - Held collaborative discussions with Deputy County Administrator
  - TransMAC workshop



# PROJECT PRIORITIZATION

- Three transportation programs
- Each program treated as independent but share common elements
- Individual projects may overlap or span across multiple program areas



# PROJECT PRIORITIZATION

## Major Road Widening

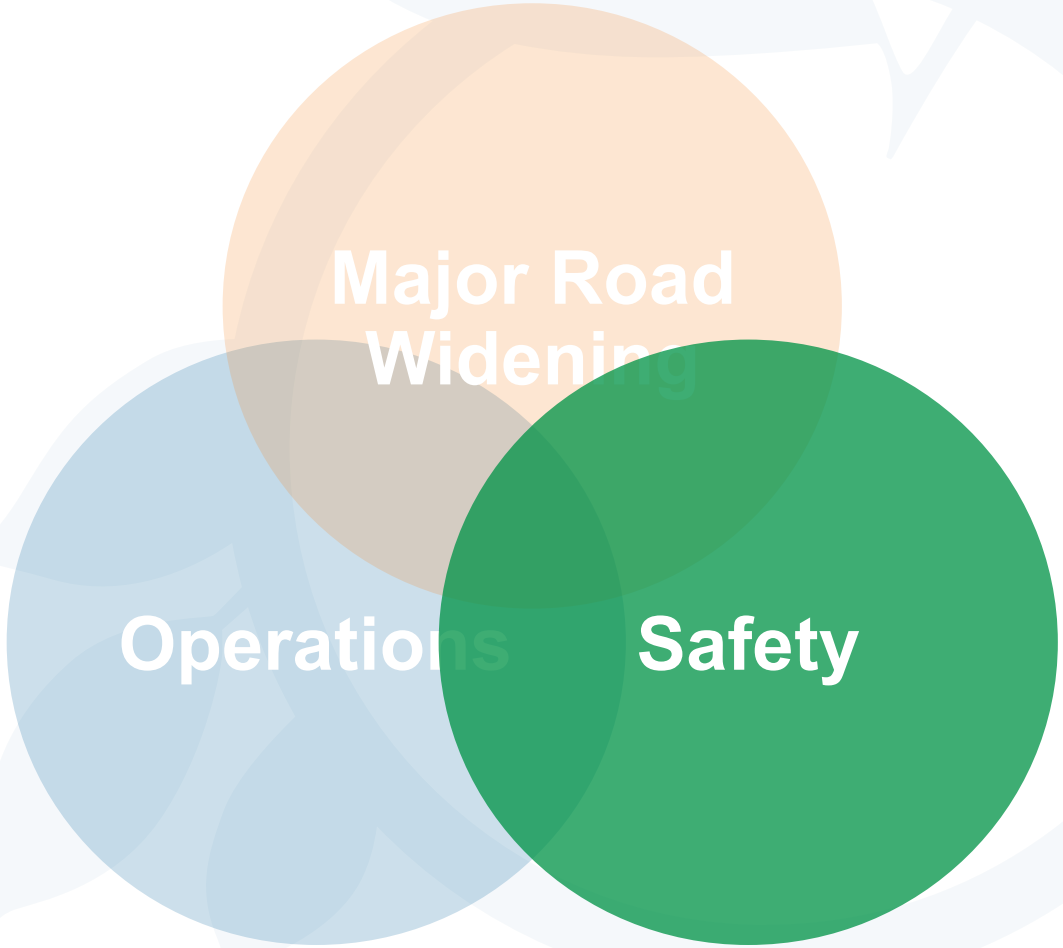
- Focuses on increasing capacity and reducing congestion through the busiest corridors across Orange County
- Provides secondary benefit to pedestrian and bicycle users, improves safety and mobility, and increases resiliency



# PROJECT PRIORITIZATION

Safety – Corridors & Intersections

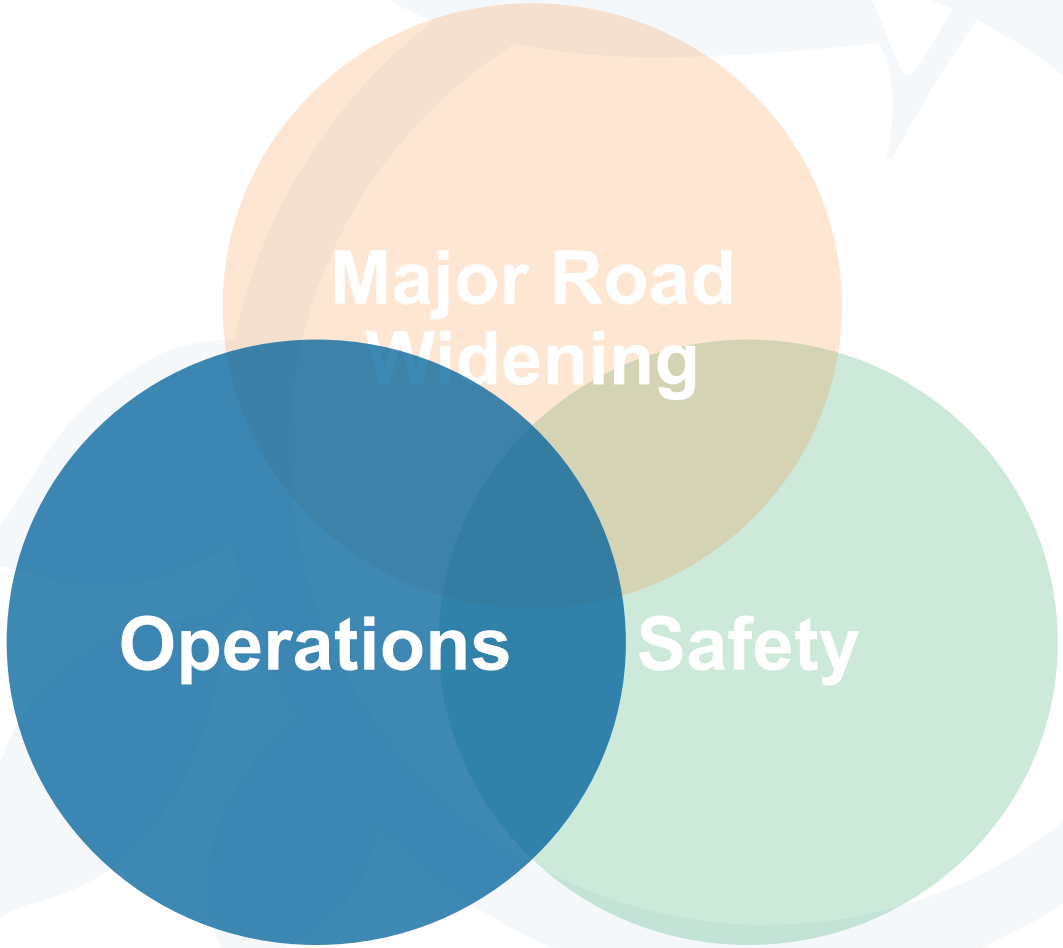
- Focuses on improving safety across the county's most dangerous corridors and intersections for all users
- Founded on principles of ***Orange County's Vision Zero Action Plan***
- Focuses on reducing fatal and serious injury (KSI) crashes



# PROJECT PRIORITIZATION

## Operations

- Focuses on maintaining the existing infrastructure conditions
- Project is NOT a candidate for traditional widening
- Resurfacing and state of good repair also factored



# NEXT STEPS

- BCC briefing/Mayor briefing – November 1st (1 week)
- BCC meeting – November 10, 2026



ORANGE COUNTY FLORIDA

# Integrating Roadway Resurfacing with Safety Improvements

**Lauren Torres, RSP1**

Senior Project Manager / TransMAC Liaison

# RESURFACING AND SAFETY

## Coordinated Delivery Window

- Use of resurfacing as an opportunity to improve:
  - Safety for all users
  - Accessibility
  - Multimodal performance



# RESURFACING AND SAFETY




## Crossings

ADA, Crosswalk visibility, crossing distance, refuge/median conditions




## Speed

Speed management opportunities, operating speed, context-sensitive treatments



## Intersections

ADA, Conflict points, turn movements, sight distance, lane use and markings



## Bike + Transit

Bicycle comfort, bike lane continuity, bus stop access and boarding areas



## Visibility

Markings, delineation and visibility at conflict points

# RESURFACING AND SAFETY

FY25/26 - 197 Corridors screened

- 11 were identified for:
  - ADA upgrades
- 2 were identified for
  - Bike Lines (approx. 6,100 LF)



ORANGE COUNTY FLORIDA

# Modular Roundabout

**Yougens Pierre, PE**

Traffic Engineering Operations Supervisor

# MODULAR ROUNDABOUT




[OCFL Update | New Modular Roundabout]

# PROJECT LOCATION & COMMUNITY CONTEXT

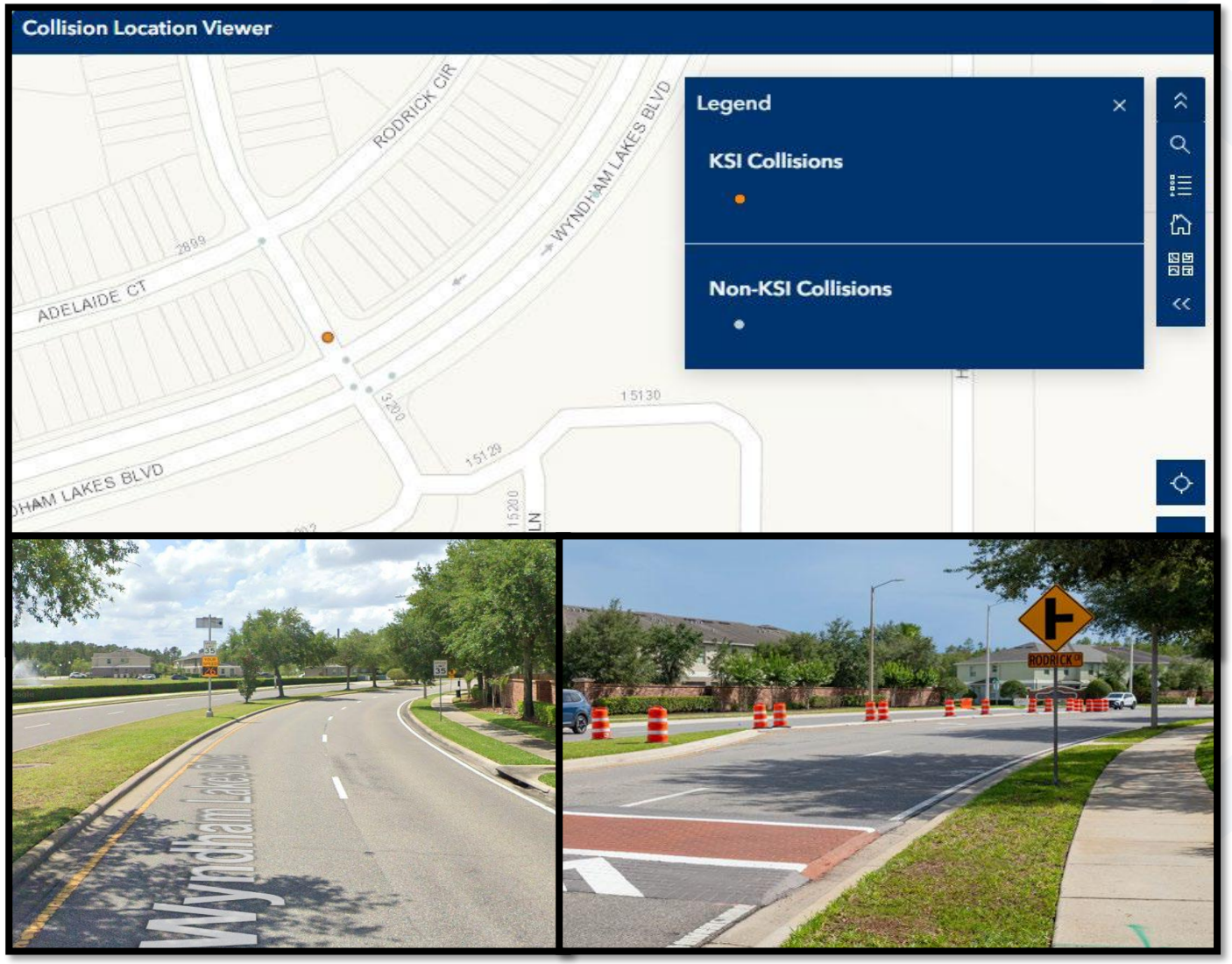
- Wyndham Lakes Blvd: four-lane divided
  - 18,900 AADT in 2025 with 875 DDHV
  - Provide access to residential and schools
  - 35 mph posted speed limit
- Rodrick Circle: two-lane undivided
  - 50 DDHV in 2025 with access to residential
  - 25 mph posted speed with stop control
- Residential neighborhood situated between 3 major highways
  - FL Turnpike - SR417 - Osceola Pkwy




*DDHV: Directional Design Hour Volume*

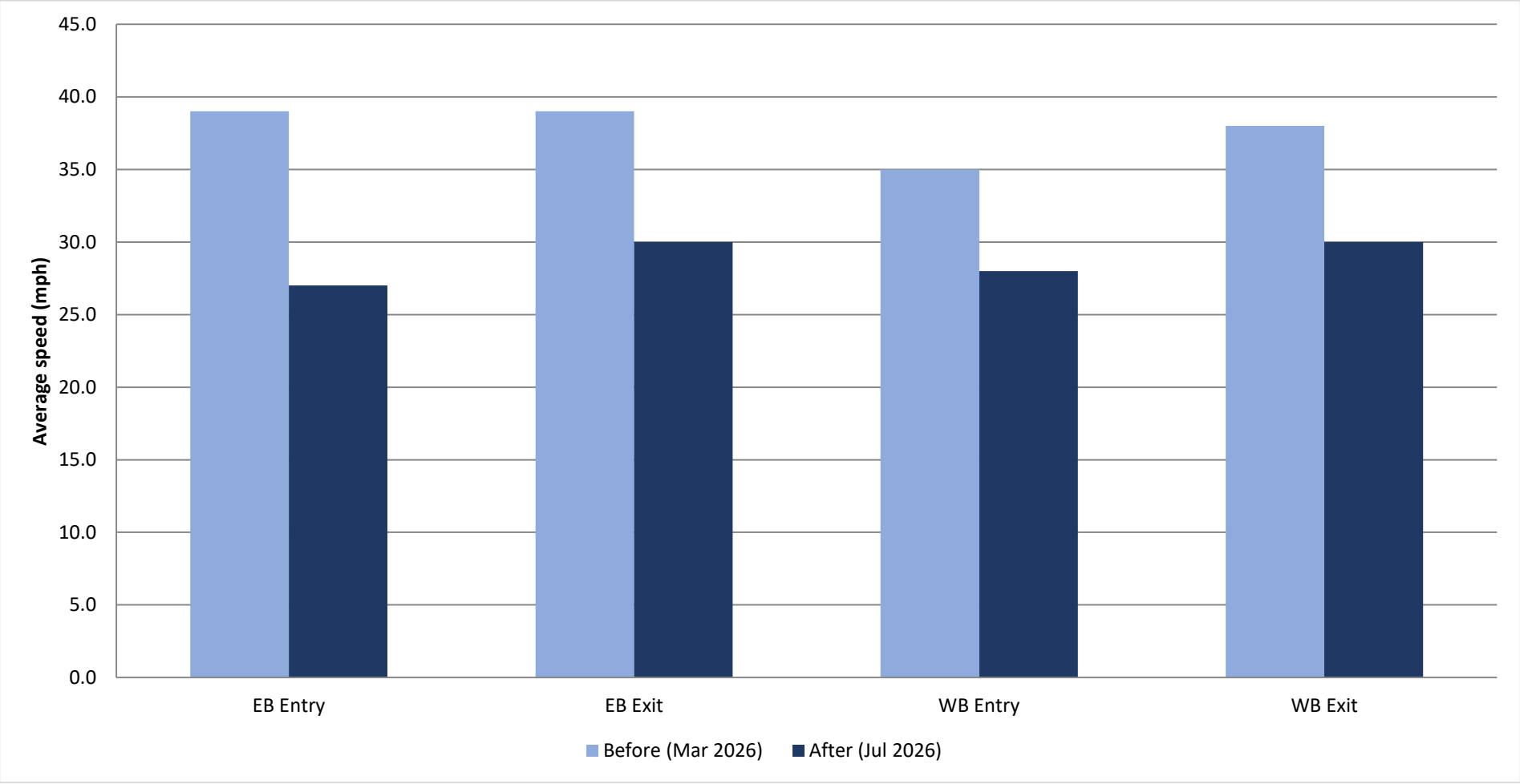
# SAFETY NEEDS

- Wyndham Lakes Blvd: four-lane divided
  - 35 mph (posted speed)
  - 48 mph (85th speed) (Measured)
  - Restricted Sight Distance
  - Significant delays on Rodrick Cir.
  - 1 KSI Collision
  - 6 Non-KSI Collisions
- Traffic Calming
  - Speed Tables
  - Electronic Speed Feedback Signs



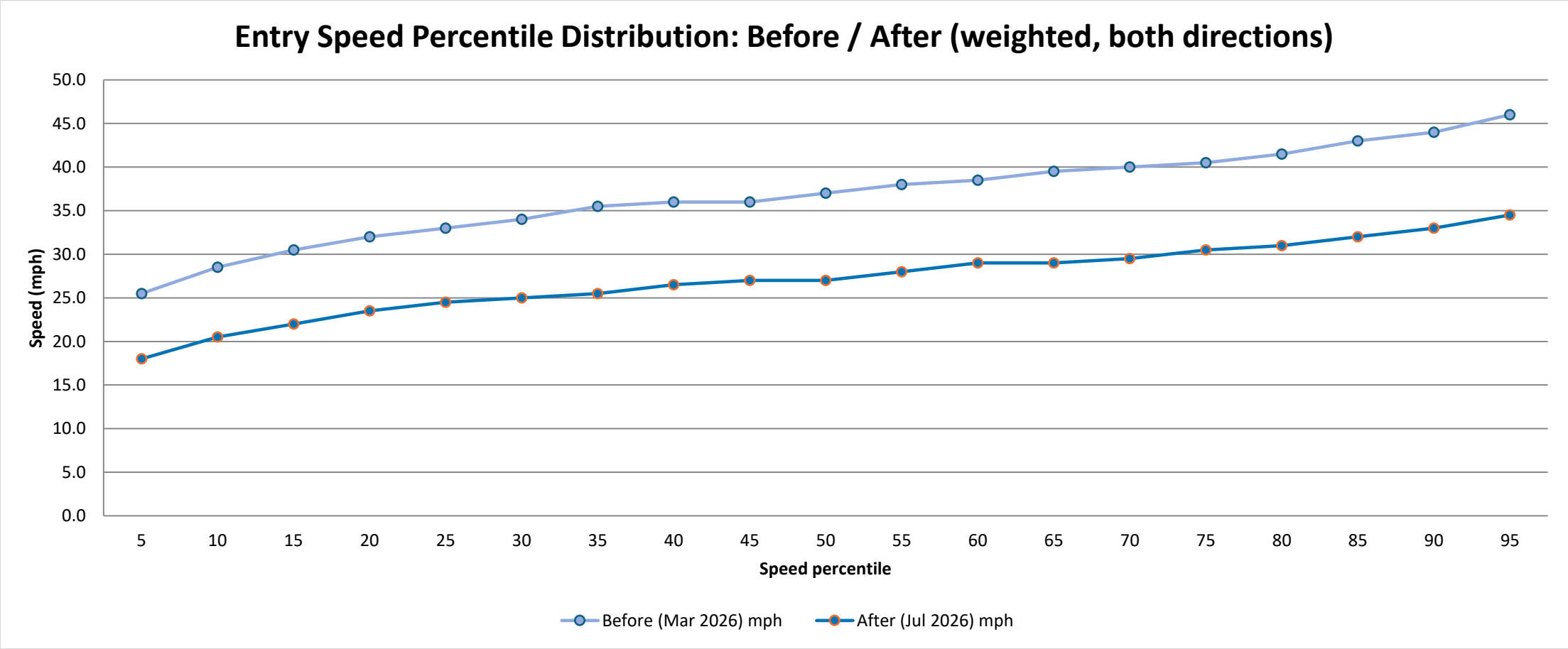
# BEFORE/AFTER SPEED ANALYSIS - ORANGE COUNTY'S MODULAR ROUNDABOUT

# Average Speed at 50 feet prior to entering and 50 feet from exiting the Modular Roundabout in the EB and WB direction




Source: StreetLight data based on approximately 3,000-3,500 data points daily for March 2026 (before condition) and July 2026 (after condition).

# Entry Speed Distribution (Before vs. After) – 50 feet prior to entering the Modular Roundabout




Source: StreetLight data based on approximately 3,000-3,500 data points daily for March 2026 (before condition) and July 2026 (after condition).

ORANGE COUNTY FLORIDA

# Traffic Calming Program

**Jerald Marks, Jr.**

Project Manager, Traffic Engineering Division

# TRAFFIC CALMING BACKGROUND

- The BCC approved the placement of speed humps in residential areas in 1994
  - While effective at reducing speeds and/or cut-through traffic in residential areas, it provided little options for applications outside of neighborhoods
  - Treatments are limited to speed humps, cushions, and tables only
  - Funding mechanism required PW to pay 50% and the residents to pay 50% of the cost. Lack of community funding may have excluded economically depressed communities
  - Since inception, annual funding needs have quadrupled from $250K to $1M to keep pace with residents' demands



*Speed Cushion*

# TRAFFIC CALMING TOOLBOX

- A Traffic Calming Toolbox was developed with roadway treatment options according to speed and volume thresholds
  - Expands the Traffic Calming Program to include speed management, volume management, pedestrian and multimodal facilities, and street grid management treatments
  - Allows for safe and effective treatments on local, collector, and arterial roads
  - Criteria for each treatment was developed based on state and national standards and best practices from peer communities
  - PW funds 100% of the cost
  - Online Request Tool and Traffic Calming Dashboard are in development to streamline the outreach and public involvement process



ORANGE COUNTY FLORIDA

# Red Light Running Program

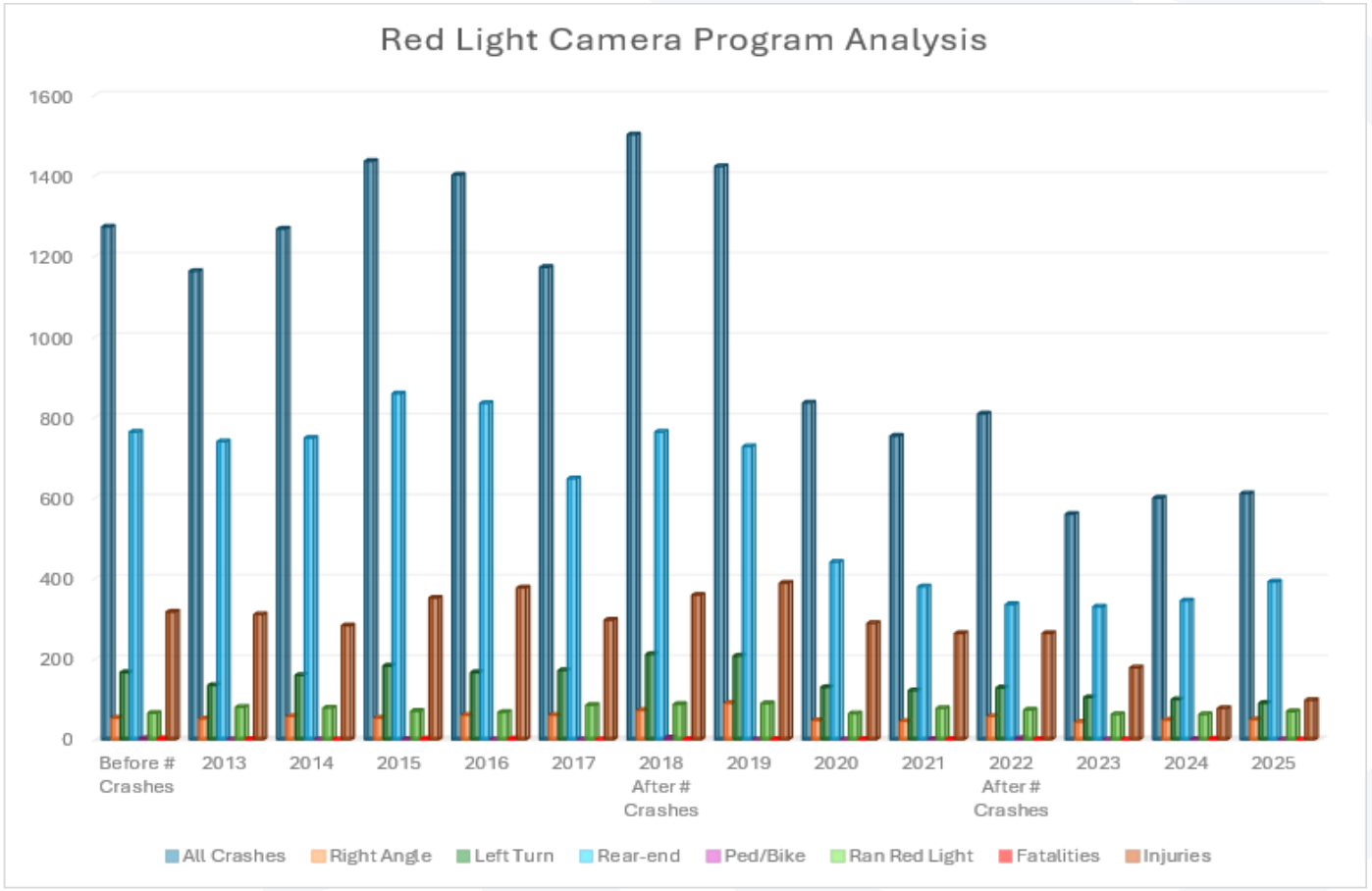
**Jerald Marks, Jr.**

Project Manager, Traffic Engineering Division

# RED LIGHT RUNNING PROGRAM

- Overall reduction in crashes at monitored intersections
- Post COVID (2020) crash rates have stayed significantly lower
- Upcoming expansion of program to increase number of intersections/approaches monitored
- Self-funding / cost neutral program to enhance road safety



ORANGE COUNTY FLORIDA

# Hiawassee Road Pedestrian / Cyclist Safety Study

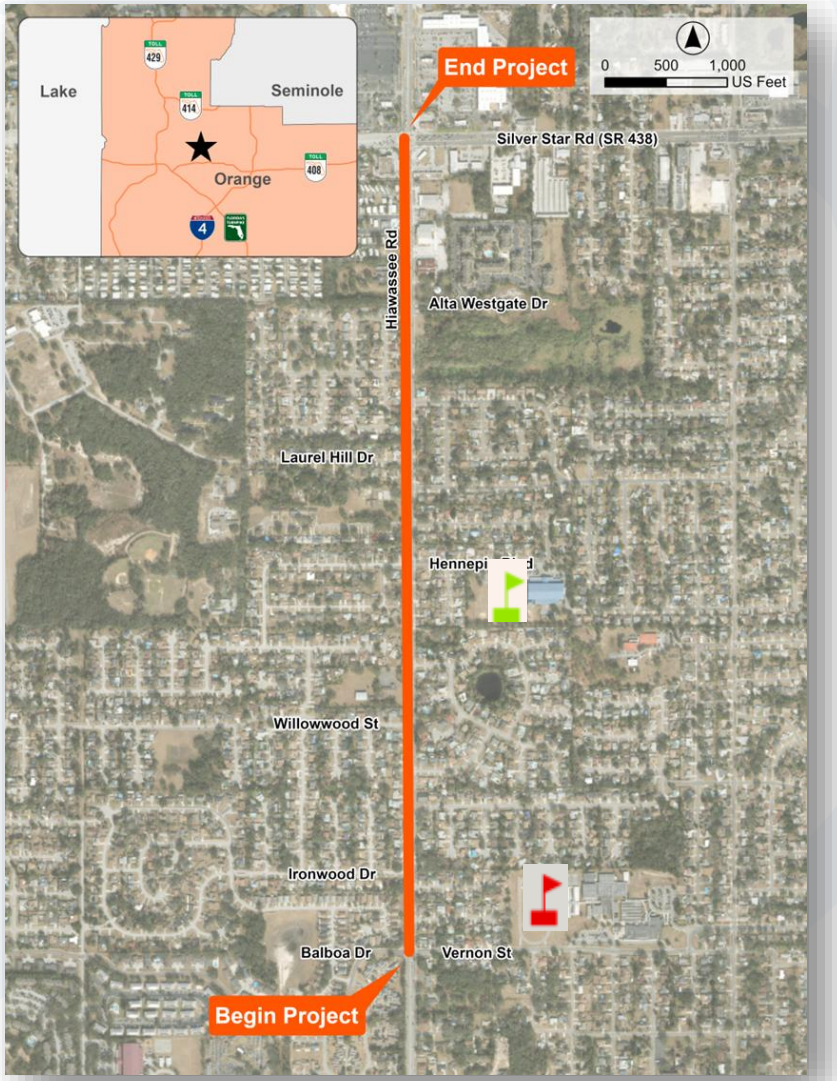
**Ian Phyars, AICP**

Planner III, Transportation Planning Division

# OVERVIEW

## Hiawassee Road

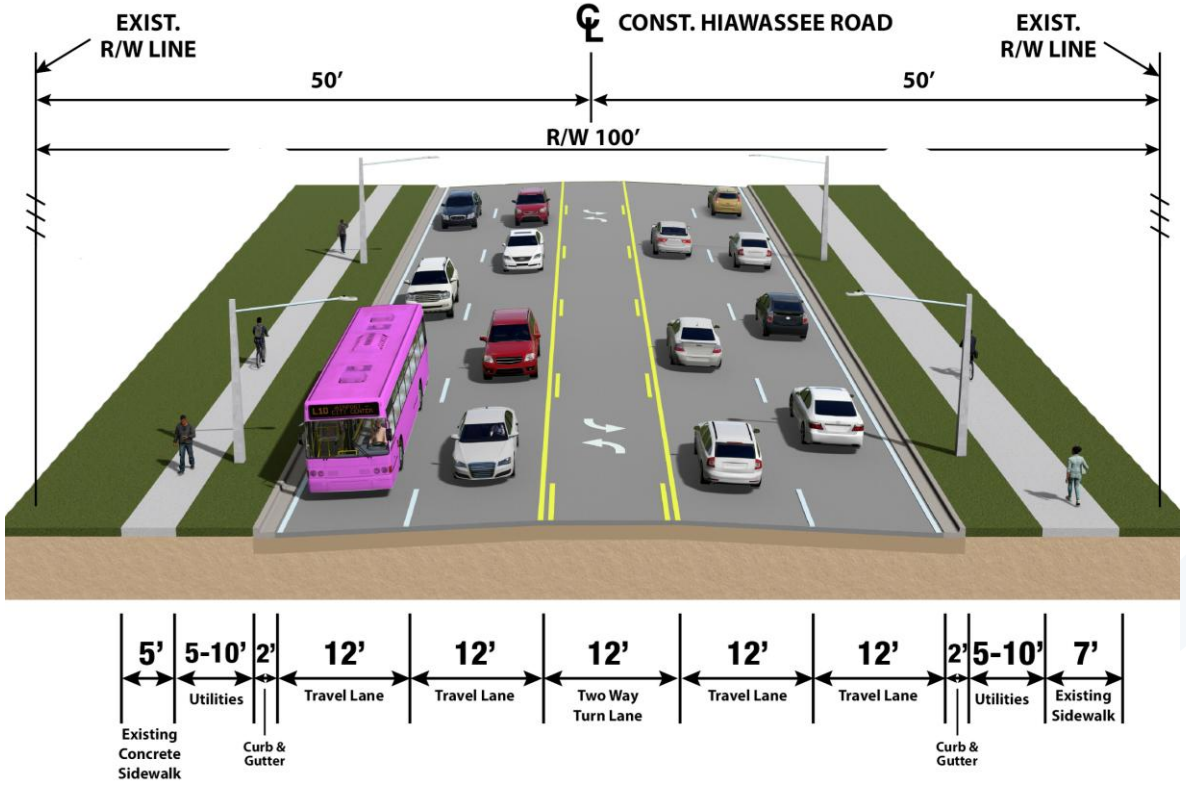
- The Study begins at Balboa Drive and ends at Silver Star Road – Approximately 1.5 miles
- The corridor supports multiple travel modes, and adjacent land uses including residential, commercial, and institutional



# EXISTING CONDITIONS

## Hiawassee Road Characteristics

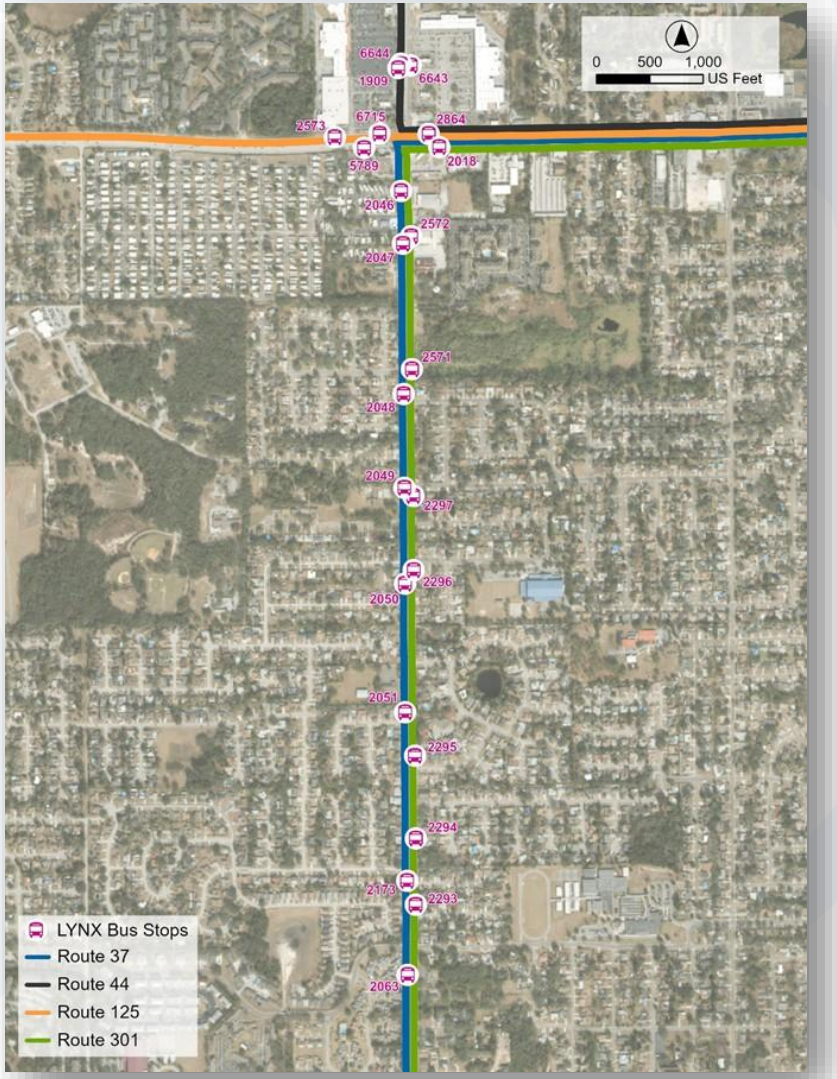
- Urban minor arterial roadway
- Four travel lanes with continuous left turn lane
- 45-mph posted speed
- Sidewalks on both sides
- No bicycle lanes
- 100 feet of right-of-way
- Major Intersections:
  - Balboa Drive/Vernon Street
  - Hennepin Boulevard
  - Laurel Hill Drive
  - Silver Star Road



# EXISTING CONDITIONS

## Transit Services (LYNX)

- Route 37
  - 2024 Yearly Ridership: 785,820
  - Frequency – 20 minutes
- Route 44
  - 2024 Yearly Ridership: 140,493
  - Frequency – 1 hour
- Route 125
  - 2024 Yearly Ridership: 628,220
  - Frequency – 20 minutes

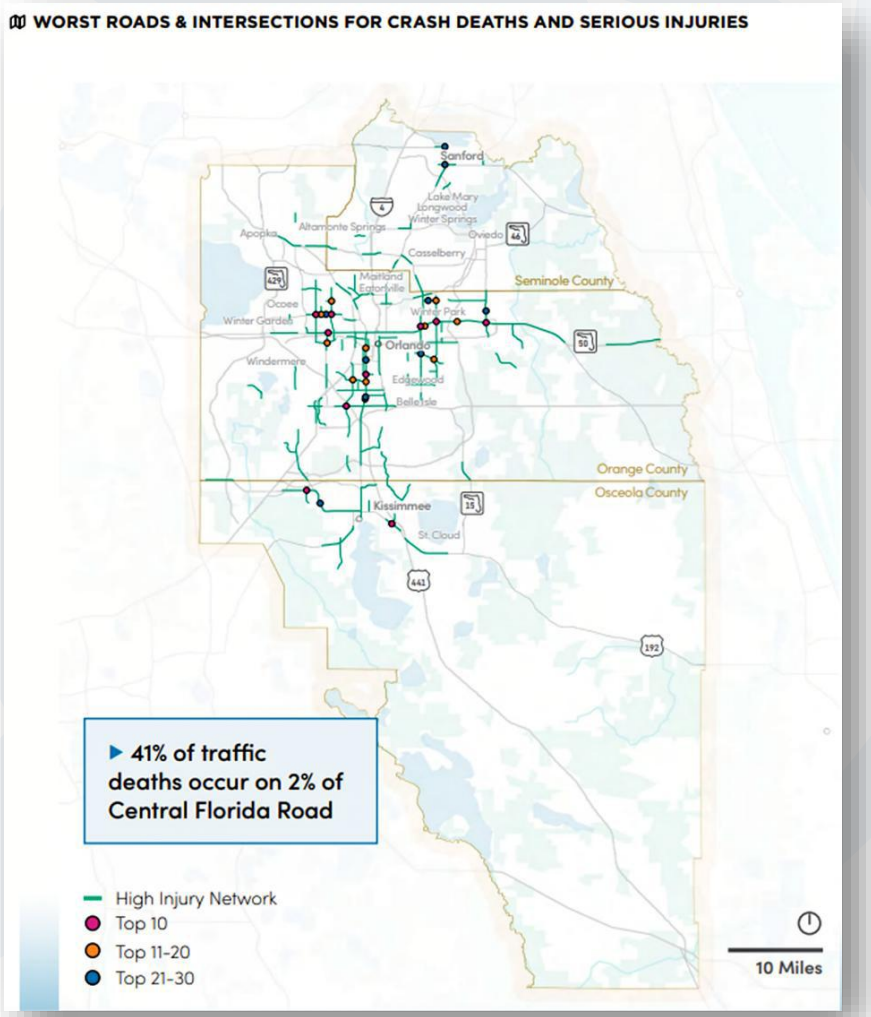


# EXISTING CONDITIONS

## High Injury Network (HIN)

- HIN – collection of roadways where a disproportionate number of crashes that result in someone being killed or seriously injured (KSI) occur
- MetroPlan Orlando has identified  Hiawassee Road as one of the most dangerous roads in the region

| HIN Intersection Location | HIN Corridor |
|---|---|
| #4 – Hiawassee Road at Silver Star Road | #4 – Hiawassee Road from Silver Star Road (SR 438) to SR 50 |

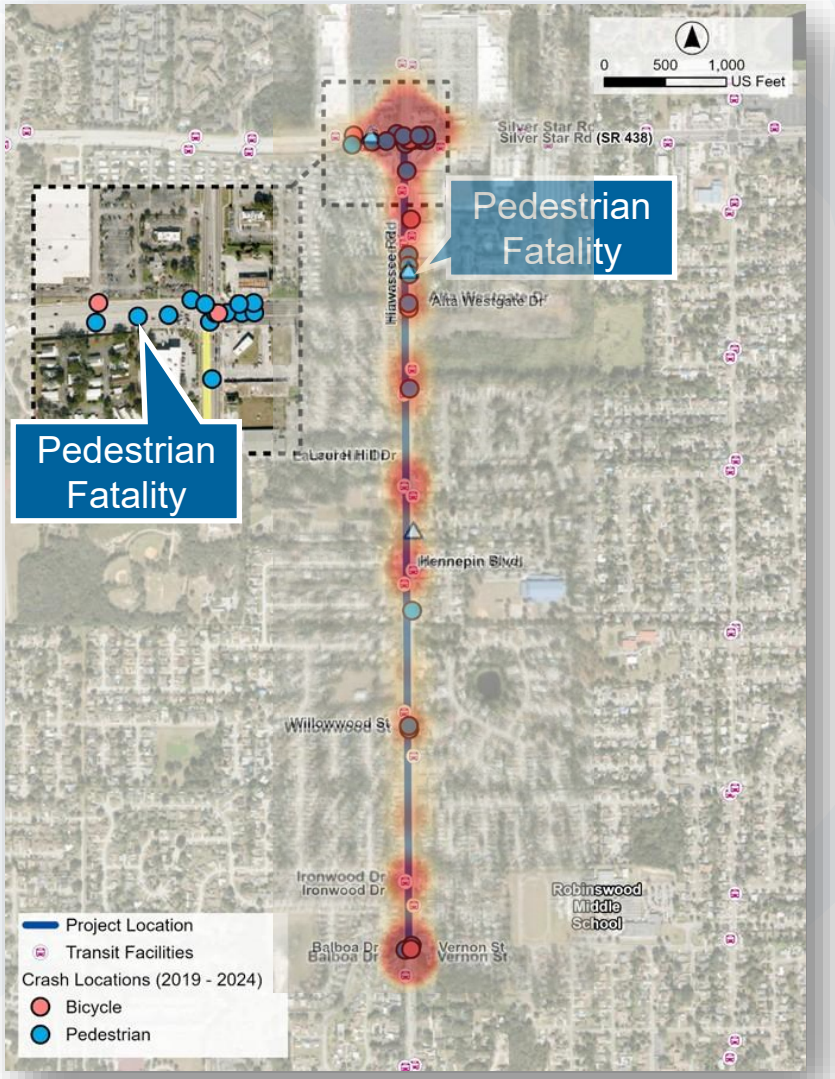


# EXISTING CONDITIONS

## Cars-Pedestrian/Bicycle Related Crashes

- 981 total crashes (2019 – 2024)
- 37 Ped/Bike crashes (2019 – 2024)
  - Most adjacent to LYNX bus stops

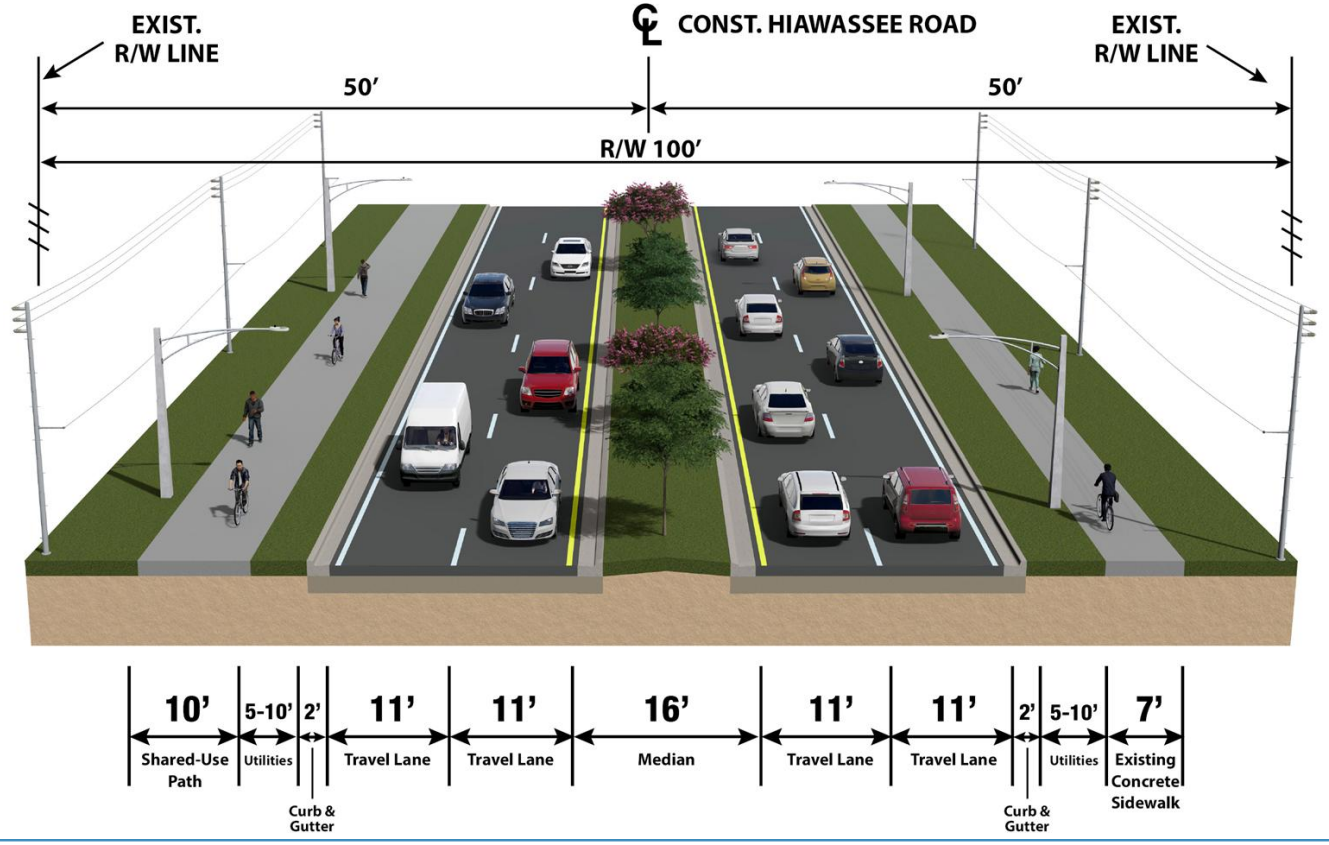
| Year | Total Bike/Ped Crashes | Crash Severity | | | | % Fatal or Serious Injury (KSI) Crashes |
|---|---|---|---|---|---|---|
| | | Property Damage Only | Injury | Serious Injury | Fatal | |
| 2019 | 9 | 0 | 6 | 3 | 0 | 33.3% |
| 2020 | 5 | 0 | 3 | 2 | 0 | 40.0% |
| 2021 | 5 | 0 | 1 | 3 | 1 | 80.0% |
| 2022 | 8 | 0 | 5 | 2 | 1 | 37.5% |
| 2023 | 6 | 0 | 5 | 1 | 0 | 16.7% |
| 2024 | 4 | 1 | 3 | 0 | 0 | 0.0% |
| Total | 37 | 1 | 23 | 11 | 2 | 35.1% |

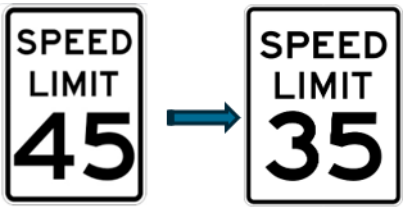


# RECOMMENDED TYPICAL SECTION

- Four-lane divided roadway configuration
  - Add 16-foot raised median
  - Add 10-foot-wide shared use path on the west side
  - Maintain 7-foot sidewalk on the east side

*Landscaping is restricted under electrical lines*



ORANGE COUNTY FLORIDA

# Hiawassee Road Pedestrian / Cyclist Safety Study

**Ian Phyars, AICP**

Planner III, Transportation Planning Division

ORANGE COUNTY FLORIDA

# From Safety Improvements to a Safety Culture

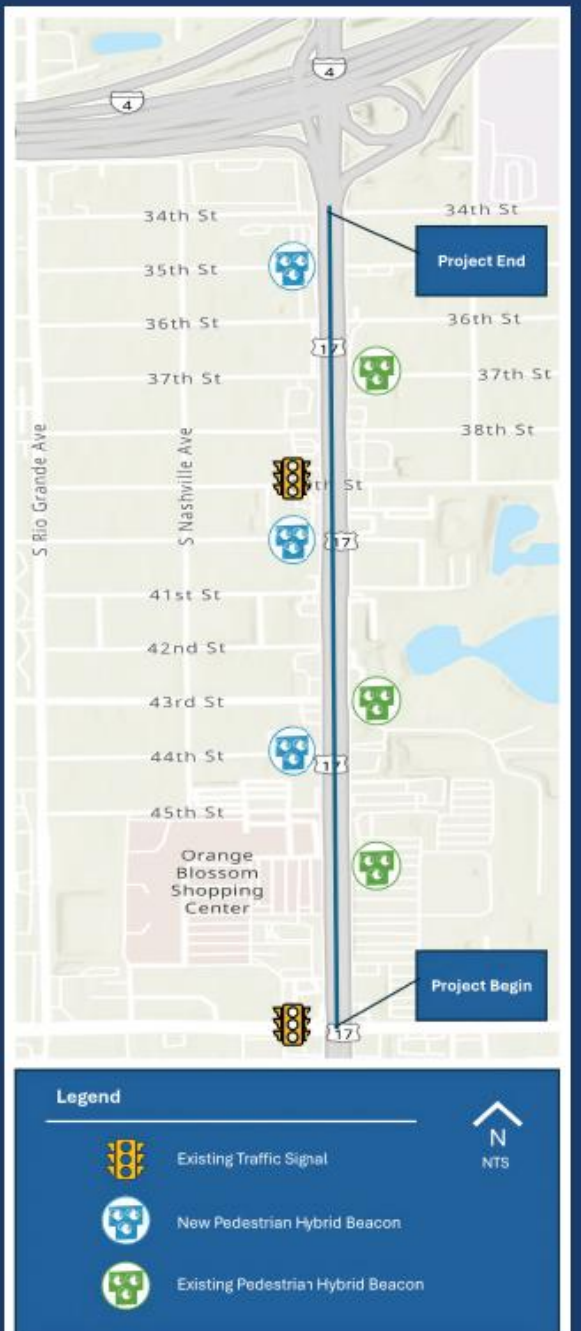
September 25, 2026

*For*

**FDOT District 5**
**Central Florida Safety Strategic Plan**
**Steering Committee**

# PROJECT SHOWCASE
# ORANGE BLOSSOM TRAIL UPDATE

# PROJECT MAP




# What was implemented with the project?

- ✓ 6 total midblock crosswalks (with PHBs) and raised all 6 midblock crosswalks and included in-road warning lights at crossings
- ✓ In-lane pedestrian warning markings
- ✓ Pedestrian fencing in median
- ✓ Side street No Right Turn blank-out signs when PHBs are activated
- ✓ Speed feedback signs
- ✓ Lane narrowing
- ✓ Enhanced corridor lighting
- ✓ Enhanced landscaping
- ✓ Speed limit reduced to 30 mph (was originally 45 mph prior to 2014 and reduced to 40 mph in 2014)

**1-mile - from Holden Avenue to 34th Street**

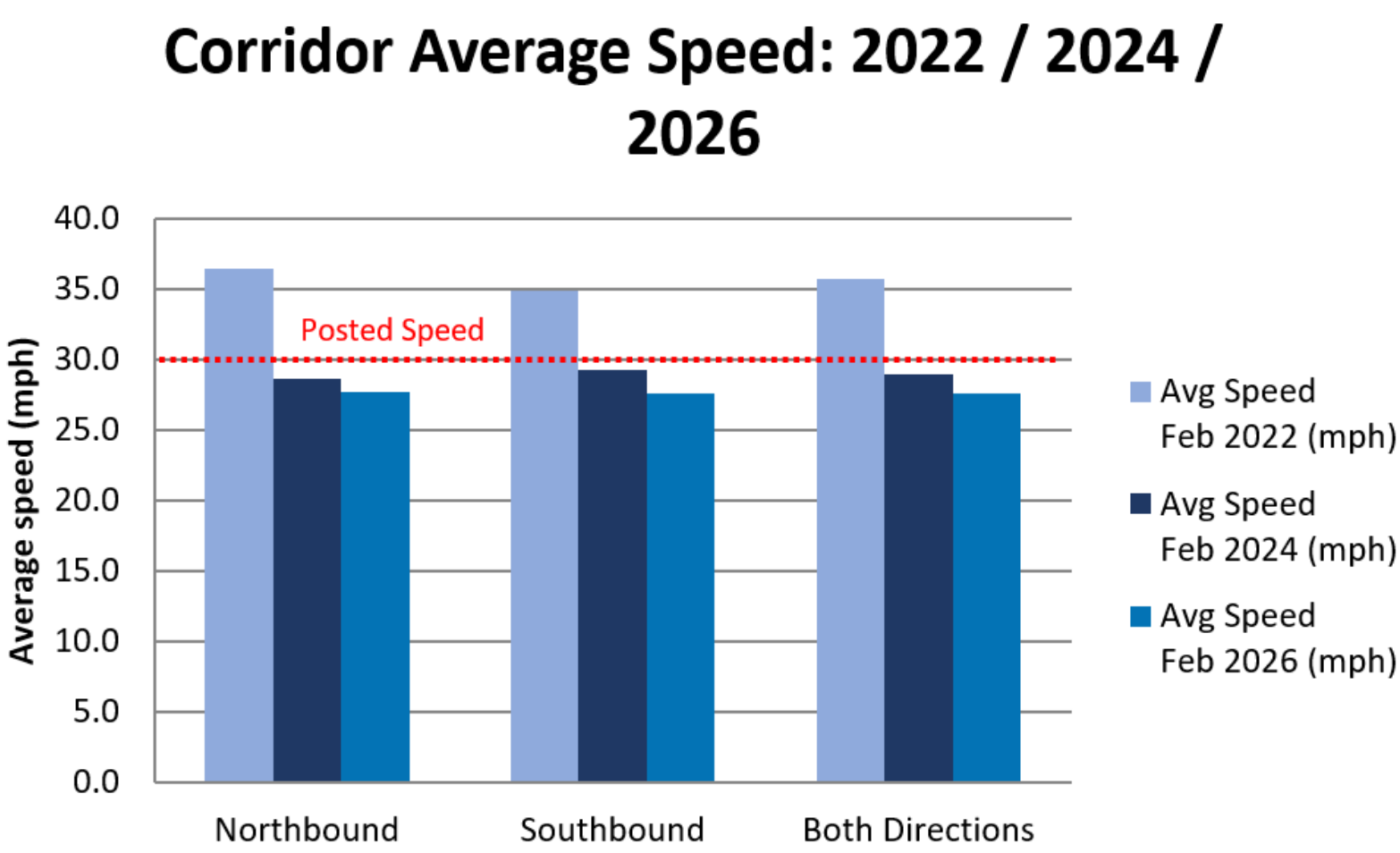

CROSSWALK
STOP ON RED
PROCEED ON
FLASHING RED
WHEN CLEAR
TURNING
VEHICLES
STOP FOR


CROSSWALK
STOP ON RED
PROCEED ON
FLASHING RED
WHEN CLEAR
CROSSWALK
STOP ON RED
PROCEED ON
FLASHING RED
WHEN CLEAR




# What are some of the outcomes?

# Corridor-Wide Average Speeds are Down

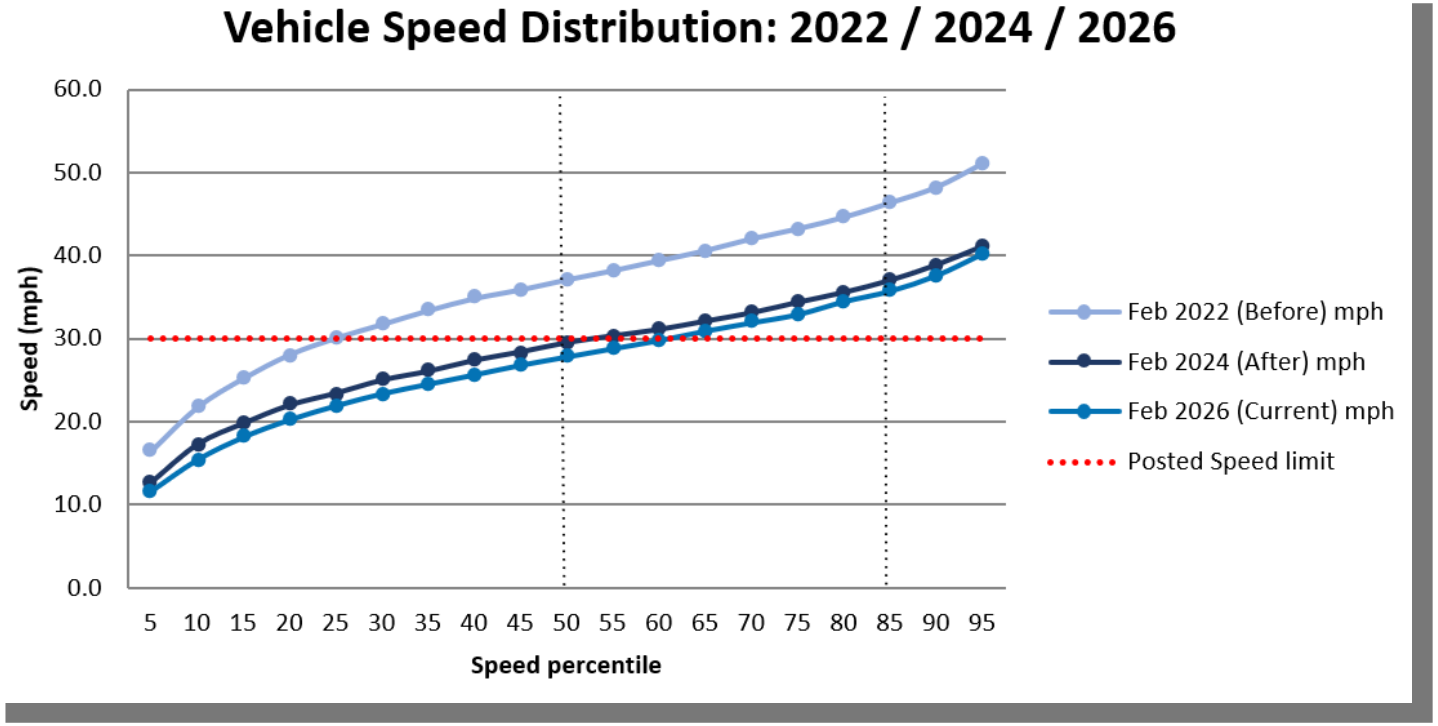



## PROJECT OUTCOMES

- **Speeds are down**
- Pedestrian and bicycle crashes **reduced 70%**
- Average distance between crosswalks reduced from **1,015 feet to 635 feet**

S Orange Blossom Trail | Holden Ave – 34th St | StreetLight InSight® | Feb 2022 / 2024 / 2026

# Speed Reductions Span the Full Driver Distribution

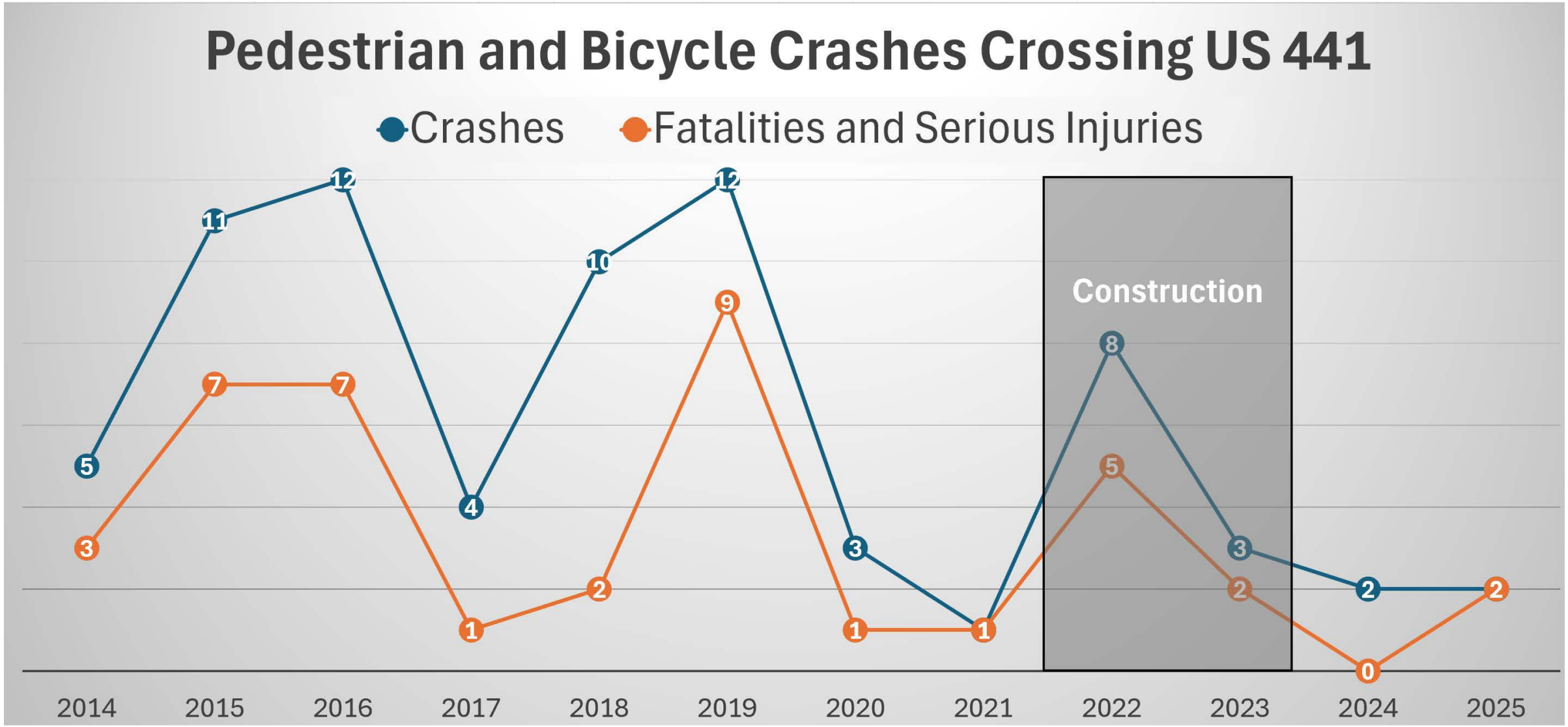



S Orange Blossom Trail | Holden Ave – 34th St | StreetLight InSight® | Feb 2022 / 2024 / 2026

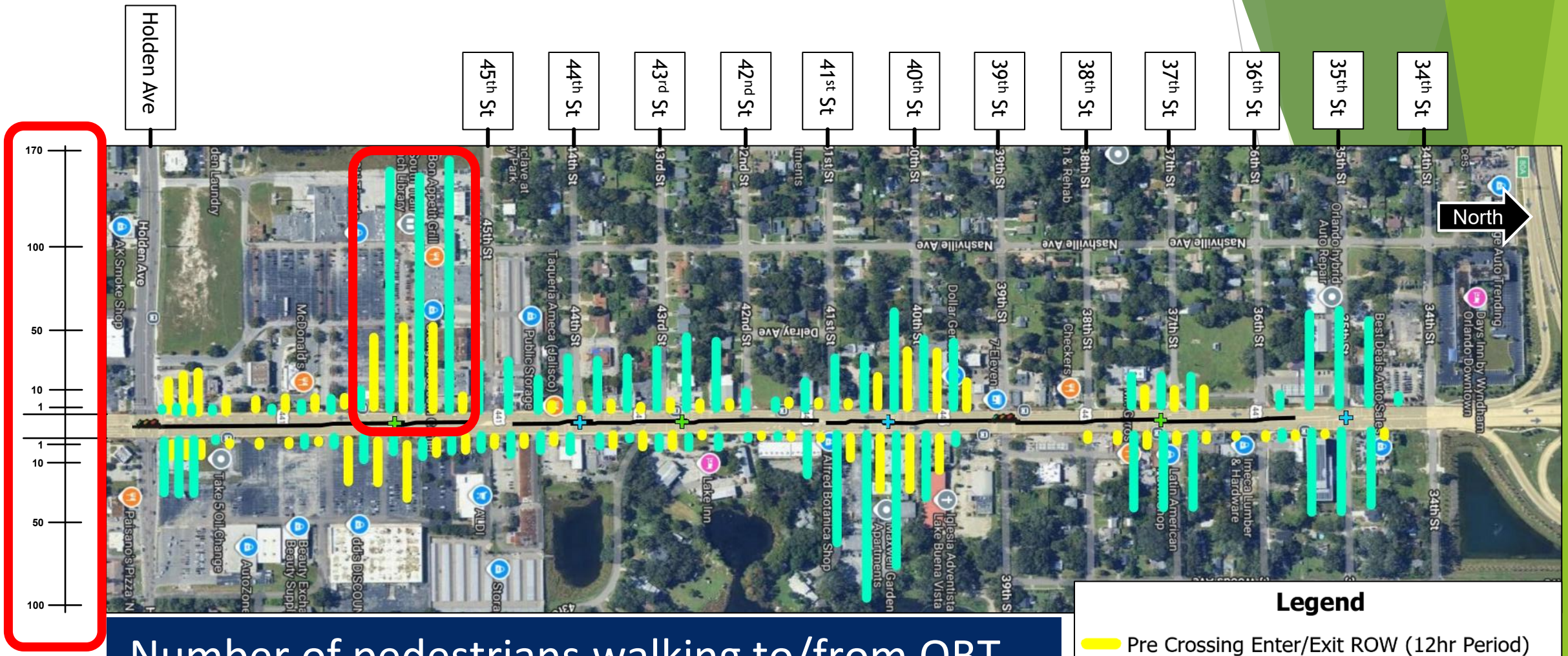
| | |
|---|---|
| 5th percentile | 16.5 → 12.7 → 11.7 |
| 50th (median) | 37.1 → 29.5 → 27.8 |
| 85th percentile | 46.4 → 37.0 → 35.8 |
| 95th percentile | 51.1 → 41.1 → 40.3 |

85th Percentile Speed is down from 46.4 mph (2022) to 35.8 mph (2024)

# Pedestrian and Bicycle Crashes and Injuries are Down



# Pedestrian Travel - Before vs. After




Number of pedestrians walking to/from OBT from adjacent neighborhoods and businesses has increased.

Source: Landis Evans

# OBT APPEARS TO BE A SUCCESS STORY




- ✓Lower speeds
- ✓Fewer bike/ped crashes
- ✓More pedestrian activity

**Importance of before and after data**

# AGENCY & COMMUNITY REPORT OUTS

# DISTRICT 5 REPORT OUTS

# *Safety Central Newsletter – Quarterly*

FDOT ZERO September 2026 - No. 17

SAFETY CENTRAL

DISTRICT 5 MOVING TO ZERO

District 5 Office of Safety Newsletter

## THE CONVERSATION THAT COULDN'T WAIT

*By Kellie Smith*

FDOT D5 Director of Transportation Development

We all strive to make safety a priority. We buckle our seat belts, avoid distracted driving, and teach our families the importance of making safe choices. Over time, it's easy to feel confident that we've covered the most important safety topics. Sometimes, however, life reminds us that new "things" require new conversations.

Recently, I attended a meeting where e-bike and e-scooter safety, particularly involving children, was discussed. As I listened, I remember thinking, "I'll talk to my 8-year-old son, Hunter, about this when the time comes." With increased news coverage about e-bikes, I still felt it wasn't an immediate concern for our family.



Later that same day, I received a text from my mom, who was watching Hunter: "Call me when you can. Everything is fine." When I called, she explained that Hunter had been struck by an e-bike on a sidewalk while walking out of a store in downtown DeLand.

Thankfully, he suffered only scrapes and bruises, but as any parent can imagine, my heart dropped. It was a reminder that incidents like this can happen in an instant.

That evening, Hunter and I talked about what happened. He told me he never saw the e-bike before it hit him. It became an opportunity to discuss how e-bikes are different from traditional bicycles. They often travel much faster, are heavier, require more distance to stop, and can be much quieter than people expect. Those differences make them more difficult for pedestrians, especially kids, to detect.

Together, we came up with three simple reminders:

- **Listen carefully. Stay alert and pay attention to our surroundings.**
- **Look both ways and then look again, just like crossing the road. E-bikes can approach much faster than expected, even on sidewalks.**
- **Never assume a rider sees you. Make eye contact whenever possible before crossing or entering their path.**

These reminders reinforce the same principles we teach about pedestrian safety every day. Still, they take on even greater importance as e-bikes and other micromobility devices become more common in our communities.

As transportation continues to evolve, our safety conversations should evolve as well. Sometimes we think we'll address a topic "when the time comes," but the reality is the best time to talk about safety is before an incident occurs.

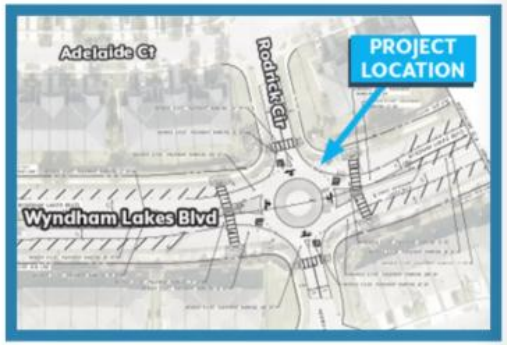
**A few minutes spent having a conversation today could prevent a serious injury tomorrow. Let's continue looking out for ourselves, our friends, and our families by staying aware, staying informed, and making safety our priority.**

VISIT THE FDOT D5 OFFICE OF SAFETY WEBSITE: *CLICK HERE* FDOT



## Orange County's First Modular Roundabout

Communities across the nation are seeking opportunities to advance safety projects more quickly and cost effectively. To make streets safer for all, safety experts are now looking at modular construction techniques, such as modular roundabouts, to accelerate project implementation and deliver safety projects at a lower cost.




A modular roundabout is a modern roundabout built using pre-manufactured materials that fit within the existing intersection footprint. Unlike traditional intersections with stop signs or traffic signals, roundabouts keep traffic moving in a continuous, controlled pattern around a central island. Vehicles slow down as they enter, yield to traffic already in the circle, and exit without stopping unless necessary.

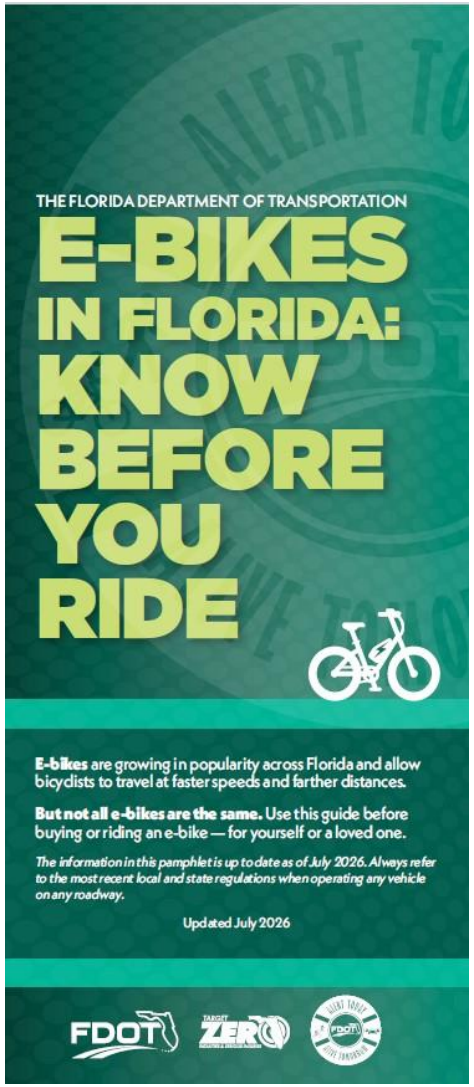
Orange County Traffic Engineering is installing a modular roundabout at the intersection of Wyndham Lakes Boulevard and Rodrick Circle to improve safety and traffic flow for everyone using the intersection. This project is designed to slow vehicle speeds, reduce conflict points, and help traffic move more smoothly through the area. Additional improvements include reconstructed curb ramps, updated roadway lighting, and new pavement striping to enhance visibility and accessibility.

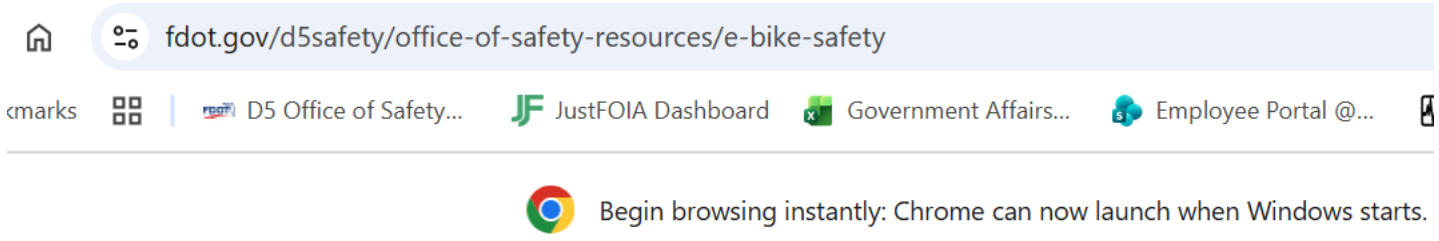
The project is expected to begin construction in May 2026 and will be fully implemented within a two-week timeframe. The project is anticipated to cost approximately $515,000, which includes design and construction.

**"The cost savings for a modular roundabout are about 60% to 70% of a traditional roundabout. The modular roundabout can be designed and installed in a matter of months. Construction lasts a couple of weeks, minimizing disturbances to traffic patterns for area residents and businesses."** – Orange County Project Manager Yougens Pierre, P.E.

**To learn more about Orange County's modular roundabout, contact Yougens Pierre, P.E., at Yougens.Pierre@ocfl.net**

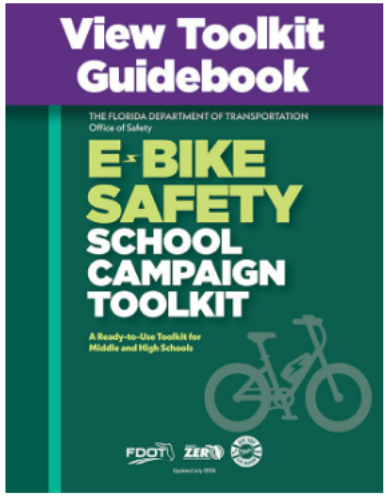
# E-Bike Safety Resources




**E-Bike Safety School Campaign Toolkit** - We have created a toolkit intended for middle and high schools to conduct an e-bike campaign. The toolkit includes brochures, posters, presentations, and social media posts, including a guide on How to Use these materials. While the toolkit is geared towards middle and high school students, you may find it useful to use within your neighborhood or other organizations within your community.

Click on the images below to review the overall How to Use the Toolkit Guidebook and download the E-Bike Toolkit.






# CFSSP ACTION STEPS AND LOOK FORWARD

# 21 Action Steps



Central Florida Safety Strategic Plan - Action Steps Status

# Increase Collaboration

| Action Step # | Increase Collaboration - Action Steps | Action Steps Status | Focus Group |
|---|---|---|---|
| IC-24-1 | Host an annual Central Florida Safety Summit with District 5 and external partners to review safety successes, challenges, and Safety Strategic Plan (SSP) priorities and goals for the next year. The Summit will be an annual event. (D5) (E) | Safety Summits were held in May of 2024, 2025, and 2026 with 200+ attendees each year. | ✓ |
| IC-24-2 | Create a multi-jurisdictional Central Florida Safety Strategic Plan Steering Committee to collaborate and review annual progress and updates to the Safety Strategic Plan. The Committee structure will be created in Year 1 and is anticipated to be in place throughout the life of the Plan. (D5) (E) | The Steering Committee was created and has met 5 times in various geographic locations across the region to discuss CFSSP action step progress and review emerging and evolving projects/programs, discuss lessons learned, and participate in information sharing. | |
| IC-24-3 | Coordinate with local law enforcement and safety professionals to identify top three transportation safety issues annually and partner with them to inform, educate, and enforce traffic safety along key corridors. (D5) (LE) | CTSTs were surveyed in 2024/25, and respondents identified the following as their top 3 safety challenges: 1) Speeding, 2) Distracted Driving, 3) Lack of Crosswalks and Safe Pedestrian Crossings. Focus Group members are coordinating these top 3 safety challenges with CTSTs and regional partners. | ✓ |
| IC-24-4 | Collaborate with law enforcement through Community Traffic Safety Teams (CTSTs) to review emerging safety tools and street designs and develop key guidance materials for traffic enforcement at locations with these new designs. Create key enforcement “tip” sheets in Year 1 and provide additional guidance in future years. (D5) (LE) | FDOT D5 PIO has developed and posted resources and materials on the OOS website related to roundabouts, move over laws, e-bike safety, pedestrian safety, back to school, aging road users, teen driver safety, and speeding. Messaging continues to evolve and will be further coordinate with FDOT's new Achieving Target Zero policy. | |
| IC-24-5 | Coordinate with school system partners to more fully understand early-education safety and high-school driver education training opportunities throughout District 5 and identify areas for improvement and collaboration. This will be initiated in Year 1 and reviewed on an annual basis. (D5) (S) | In 2025 and 2026, FDOT OOS continued meeting with School Districts to assess programs currently provided and identify collaboration opportunities. A Focus Group was formed to discuss existing and new partnership opportunities to collaborate with School Districts to further support safety and driver education training. The Focus Group tabulates their outreach efforts (via Bike/Walk Central Florida) and the Focus Group has developed a teen driver comprehensive resource tool that was shared with the Steering Committee and is now available. | ✓ |
| IC-24-6 | Conduct joint D5/Partner Complete Street/Safety “Walk and Talks” to increase collaboration and learning opportunities with partners. Seek to host at least one Walk and Talk in each MPO/TPO area in Year 1. Future events will be assessed on an annual basis. (D5) (E) | FDOT OOS has conducted a Walk and Talk for the Ocala/Marion TPO and the Steering Committee participated in an interactive Walk and Talk (with personas) in Casselberry in early 2026. | |
| IC-24-7 | Explore safety-related grant writing training opportunities with local partners to increase the likelihood of successful grant applications. FDOT will explore opportunities in Year 1 and assess Action Steps for future years. (D5) (E) | FDOT conducted preliminary research on grant writing/training opportunities, shared information in the Safety Central Newsletter on grant writing/training opportunities and will continue to monitor for future grant opportunities. | |

**Action Step is either complete or is on-going and on-target.**

**Action Step has advanced but has either evolved or there is ongoing work occurring.**

**Action Step is not tracking as originally envisioned.**

Central Florida Safety Strategic Plan - Action Steps Status

# Think Beyond Infrastructure

| Action Step # | Think Beyond Infrastructure - Action Steps | Action Steps Status | Focus Group |
|---|---|---|---|
| TBI-24-1 | Continue to prepare and publish the quarterly Safety Central Newsletter. (D5) | Safety Central Newsletters are being produced quarterly and can be found on the OOS website. | |
| TBI-24-2 | Continue to implement annual behavior and outreach campaigns with partner agencies to improve safety. (D5) (E) | FDOT D5 consultant has compiled a list of key campaigns completed/underway in 2025. In 2025, FDOT D5 participated in 217 safety-related events with regional partners to advance Target Zero and _____ events in 2026. |  |
| TBI-24-3 | Create a safety-related webpage on FDOT D5's website that includes resource materials, key data, upcoming events, and the quarterly Safety Central Newsletter. This will be completed in Year 1 and updated in future years. (D5) | FDOT D5 has created an OOS website with information that includes the Safety Strategic Plan, the Safety Central Newsletter(s), and key safety resources. | |
| TBI-24-4 | Identify existing social media platforms in use by FDOT and Central Florida partners and assess opportunities for collaboration to reach broader audiences across Central Florida. Ideas generated through the SSP workshops include targeted messaging for various age groups, visitors, and emphasis on key safety focus areas. Conduct initial review in Year 1 and review annually to identify new outreach efforts in future years. (D5) (E) | FDOT D5 identified their current social media platforms and identified those of the MPO/TPOs to determine where there is potential synergy and cross-referencing opportunities to reach a broader audience. D5 OOS researched platforms currently being used and will continue to look for ways to better share information and resources across agencies in the future. | |
| TBI-24-5 | Conduct a review of existing driver's education and re-education requirements for Florida and explore opportunities for future enhancement. Conduct initial review in Year 1 and assess additional opportunities in future years. (D5) (E) | In 2024, FDOT OOS conducted preliminary research on driver education and re-education requirements for this action step. OOS included a "Did You Know" article in the February 2024 Safety Central Newsletter that showcased key driver education information. FDOT OOS intends to keep this as a running feature in future newsletters. Additional opportunities will be explored in the future. | |
| TBI-24-6 | Working with Central Office and local partners, continue to assess whether the installment and use of technology/cameras for speed enforcement along high crash corridors should be considered further. Conduct initial review in Year 1 and assess opportunities in future years. (D5) (LE) (E) | A Focus Group team was formed to advance this action step. The team has focused on early results from school speed zone cameras and has explored the significant reductions in NOV's in Eustis and Leesburg. Results have been reported to the Steering Committee, and an article was developed for the Safety Central Newsletter. More communities are now implementing school speed zone cameras. The Focus Group is gathering more data on this technology, its results, and best practices for other communities to consider. Based on Steering Committee input, work is also now evolving into near-miss technology/results to create more proactive solutions. |  |
| TBI-24-7 | Working with Central Florida partners, explore emerging tools and new speed data collection technologies that could help to assess speed analysis and expedite possible safety enhancements on both state and local roads. Conduct initial review in Year 1 and assess opportunities in future years. (D5) (LE) (E) | A Focus Group reviewed speed data collection techniques, reviewed speed data vendors (Streetlight, Inrix, Urban SDK), and developed a comparison matrix that was presented to the Steering Committee on several occasions. FDOT D5 is now exploring using this data to assist with before/after studies to measure results where safety interventions have been implemented in D5. |  |
| TBI-24-8 | Coordinate with Central Office, Florida Highway Safety Motor Vehicles, and insurance industry partners to explore safety data, trends, and discuss possible collaboration opportunities to improve safety statewide and in District 5. Host meeting in Year 1 and assess future coordination efforts in future years. (D5) (E) | FDOT OOS met with Central Office to discuss this Action Step. A Focus Group was developed to further this action step. The Focus Group is exploring insurance safe driver programs (both individual and fleet programs) to better understand how these programs work, lessons learned, and where there may be safety partnership opportunities in the future. At an April 2026 Steering Committee meeting, attendees expressed an interest in smart technology across private and public sector fleets to improve safety. |  |

**Action Step is either complete or is on-going and on-target.**

**Action Step has advanced but has either evolved or there is ongoing work occurring.**

**Action Step is not tracking as originally envisioned.**

Central Florida Safety Strategic Plan - Action Steps Status

# Continued Focus on Safety

| Action Step # | Continued Focus on Safety - Action Steps | Action Steps Status | Focus Group |
|---|---|---|---|
| CFS-24-1 | Create an on-going project database (starting in Year 1) of before/after studies that showcase new safety tools and techniques in Florida and Central Florida to help explain and justify the effectiveness of safety projects with the public and with external partners. Continue to add to the database in future years. (D5) (E) | OOS consultant (GS and LE) continue to develop before/after studies and a potential dashboard to show before/after results. This work will continue into 2026. | |
| CFS-24-2 | Create and then utilize a Target Zero checklist to be considered on all relevant projects to assist with project scoping. Create the checklist “prototype” in Year 1 and continue to refine in future years. (D5) | A Focus Group has developed a draft "Getting to Zero" Checklist that was presented to FDOT in 2025 and was shared with the Steering Committee in early 2026. The checklist has been made available for communities to use as they scope and envision future safety projects. |  |
| CFS-24-3 | Incorporate Complete Streets/Safety “Walk and Talk” training during new employee orientation and provide similar training for existing employees on a semi-annual basis, starting in Year 1. Training prototype can be shared with external partners for their use if desired. (D5) (E) | Consultant team (B&N) developed Walk and Talk training materials for OOS to be used with new employees during orientation and with existing employees (through the rotation program) during lunch and learns. Walk and Talk style training is now occurring consistently with new hires and through ongoing training opportunities. | |
| CFS-24-4 | Consider interdisciplinary team “safety field trips” to visit and celebrate ribbon cuttings and new projects and discuss safety lessons learned. Central Florida supporting partners will be invited to foster cross-agency learning opportunities. First field trips will be conducted in Year 1 and assessed for continuation in future years. (D5) (E) | FDOT D5 hosted numerous field trips and ribbon cuttings this year for a variety of capital and safety projects. An interdisciplinary array of staff attended these events. Specific events included the Wekiva Parkway grand opening, Sun Rail DeLand Station opening, SR44 Bridge opening, Space Commerce Way Project, NASA Causeway Bridge, and A1A in Flagler Beach. FDOT D5 intends to broaden participation to more staff members in 2026 and directly coordinate with external partners and the Focus Group for field trip opportunities to share safety insights and lessons learned. |  |
| CFS-24-5 | Consider improved staff recognition for “Safety Champions” through quarterly individual and team recognition awards. Develop the awards program in Year 1 and consider how to expand the program to share with external partners in future years. (D5) (E) | D5 currently provides a Target Zero Safety Award annually to an individual employee and provides a quarterly Excellence in Safety Performance award to D5 staff. In addition, D5 has instituted an Elite Gold (Individual or Team) and an Elite Silver (Individual) Initiative Awards that are recognized monthly. | |
| CFS-24-6 | Create annual PowerPoint/graphics (for internal and external use) that visually identify key safety data using Signal Four Analytics and other data for Central Florida by March of each year. Graphics package will be developed in Year 1 and reviewed for enhancements in future years. (D5) (E) | This work has been completed, and the 9-county summary graphics were developed and presented at the 10/4/24 Steering Committee meeting. ASHA Planning updated graphics for 2025 and these graphic materials will be used at the 2026 Safety Summit. | |

**Action Step is either complete or is on-going and on-target.**

**Action Step has advanced but has either evolved or there is ongoing work occurring.**

**Action Step is not tracking as originally envisioned.**

# FOCUS GROUP WORK TASKS

- Getting to Zero Checklist *
- Teen Driver Education Summary *
- E-bike Safety Toolkit *
- Speed Analysis Tools Summary
- Safe Driver Insurance Survey
- School Speed Zone Results Summary
- Elementary & Middle School Outreach (ongoing)
- AI Near-Miss Tools & Analysis
- AI Fleet Management Tools
- CTST Coordination with Vision Zero Action Plans
- Smart Work Zones Research

* Available at FDOT D5 Safety Site

# FOCUS GROUP WORK TASKS – NEW ITEMS

What else would you like to hear about or learn more about?

- **Field Trips – liked the Walk and Talk (Casselberry) and Modular Roundabout field trip**
- **Using data – what tools and dashboards are available to you/your staff to help Achieve Target Zero**
- **Countermeasure effectiveness – before/after studies**

# WRAP UP

# SAVE THE DATE

4th Annual
Central Florida Safety Summit
Friday, May 7th
Kennedy Space Center Visitor Complex

3-2-1 . . . . . **Zero!**

# SAFETY BEGINS WITH ME.
# SAFETY BEGINS WITH YOU!