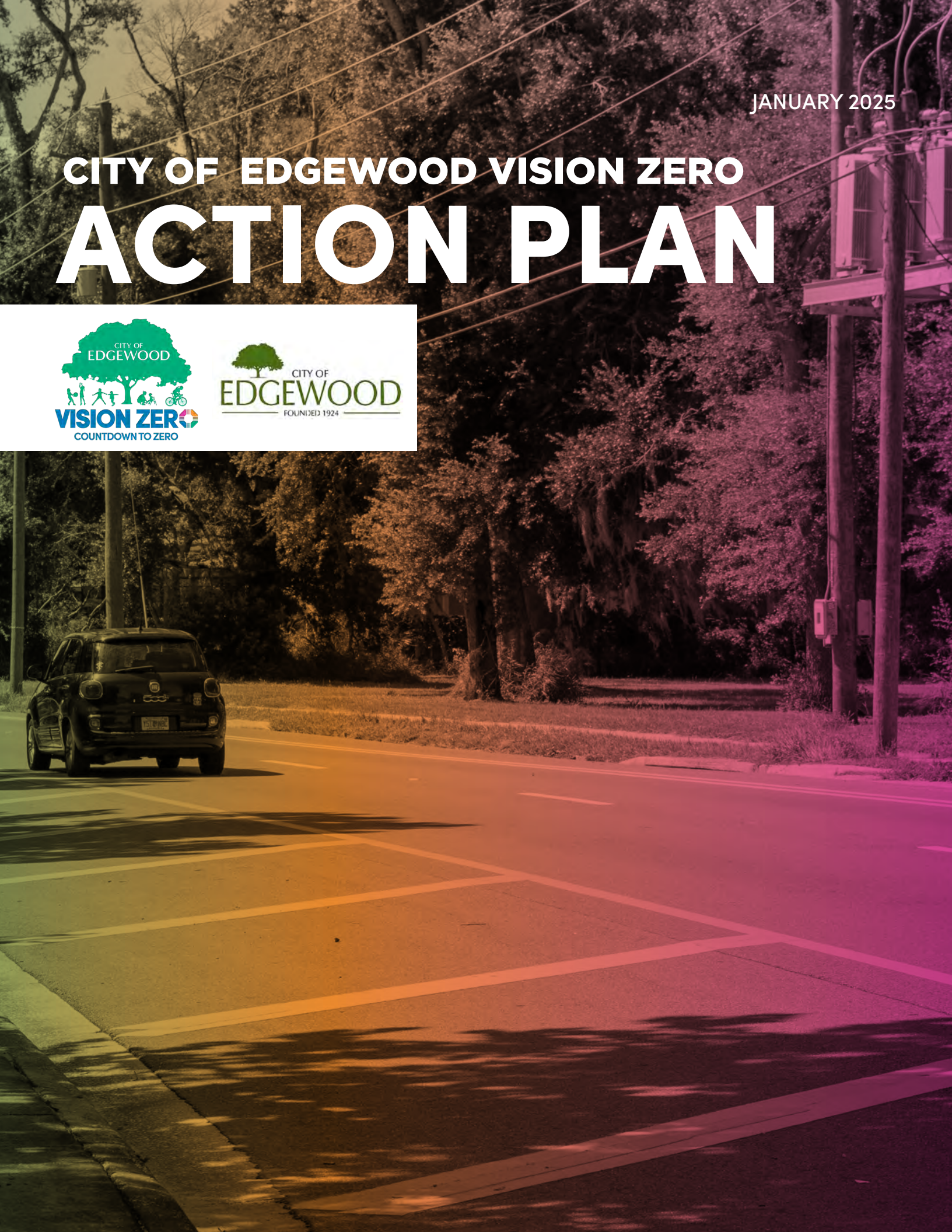

JANUARY 2025

CITY OF EDGEWOOD VISION ZERO ACTION PLAN

CITY OF EDGEWOOD
VISION ZERO
COUNTDOWN TO ZERO

CITY OF
EDGEWOOD
FOUNDED 1924

Thank you to everyone who helped with this plan!

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Key terms

Crash – An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, animal, road debris, or other moving or stationary obstruction, such as a tree, pole, or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single-party or multiple parties.

High Injury Network - A collection of streets where a disproportionate number of crashes that result in someone being seriously injured or killed occur.

Kinetic Energy -In the safety context, Kinetic Energy refers to the combination of mass and speed of a vehicle or other road user, like a bicyclist, involved in a collision. Depending on the angle of the crash, the higher the combination of mass and speed, the more likely the crash is to result in a serious injury or death, with the impact severity increasing exponentially as the speed o vehicle is driven increases.

Disadvantaged Community – A US Department of Transportation designation for communities where people experience greater transportation inequities to access jobs, housing, food, health care, education, and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances a lack of prior investment in the transportation system.

Safe System Approach – A guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

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.

Vision Zero – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

Vulnerable road user – For the purposes of this Safety Action Plan, a person outside of a car or truck, which includes pedestrians, bicyclists, or motorcyclists. This also includes people in wheelchairs and on e-mobility devices, like scooters.

List of abbreviations

ADA – Americans with Disabilities Act

ATP – Active transportation plan

CAC – Community advisory committee

CAV – Connected and autonomous vehicle

CBO – Community-based organization

CIP – Capital improvement plan

DUI – Driving under the influence

EMS – Emergency medical services

ETC – Equitable Transportation Community

FDOT – Florida Department of Transportation

FHP – Florida Highway Patrol

FHWA – Federal Highway Administration

HIN – High-Injury Network

ITS – Intelligent transportation systems

KSI - fatal or serious injury crash

LPI – Leading pedestrian interval

NHTSA – National Highway Traffic Safety Administration

PHB – Pedestrian hybrid beacon

RRFB – Rectangular rapid-flashing beacon

SRTS – Safe Routes to School

TAC – Technical advisory committee

USDOT – United States Department of Transportation

Final Draft

City of Edgewood Vision Zero Action Plan

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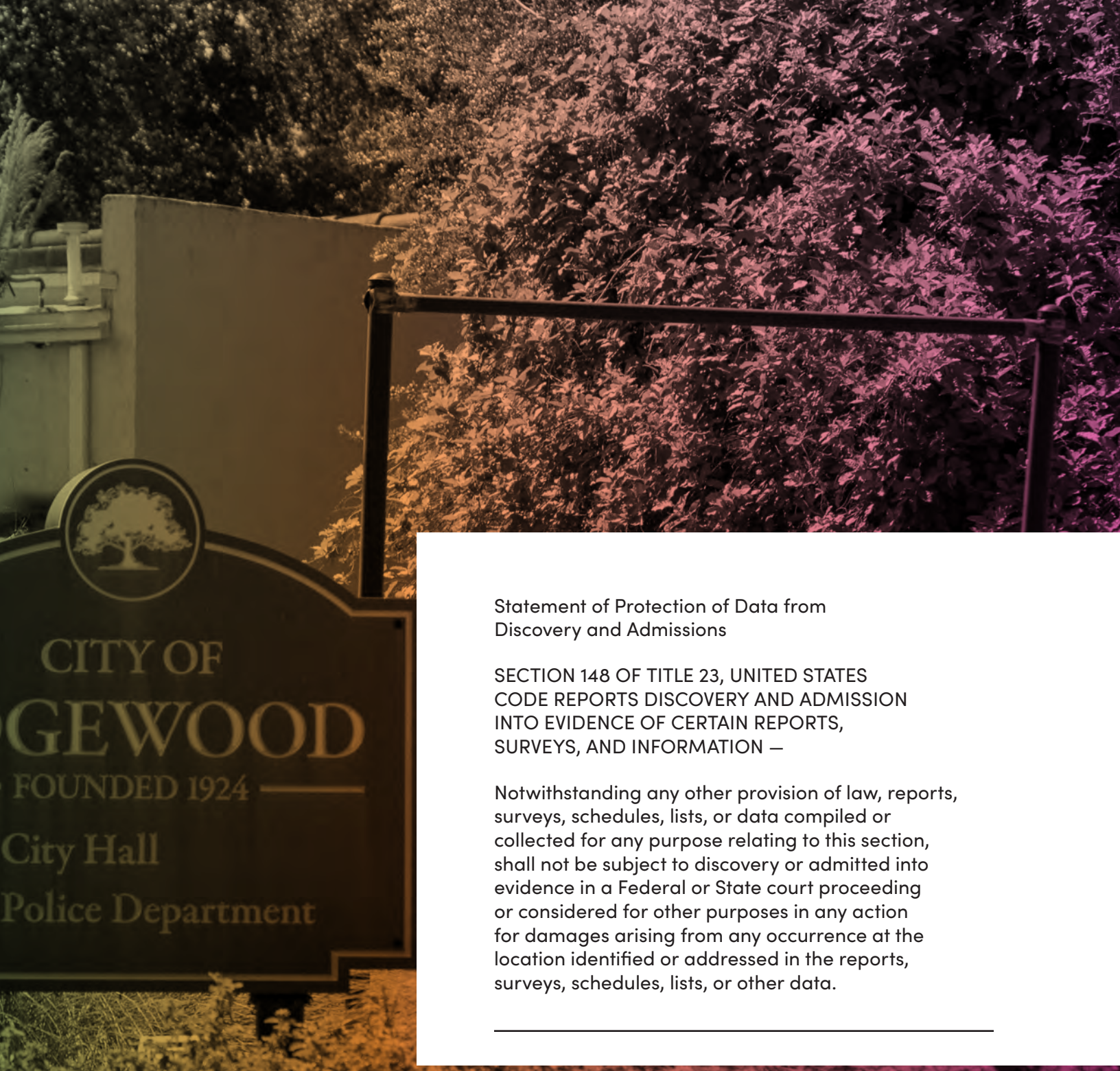


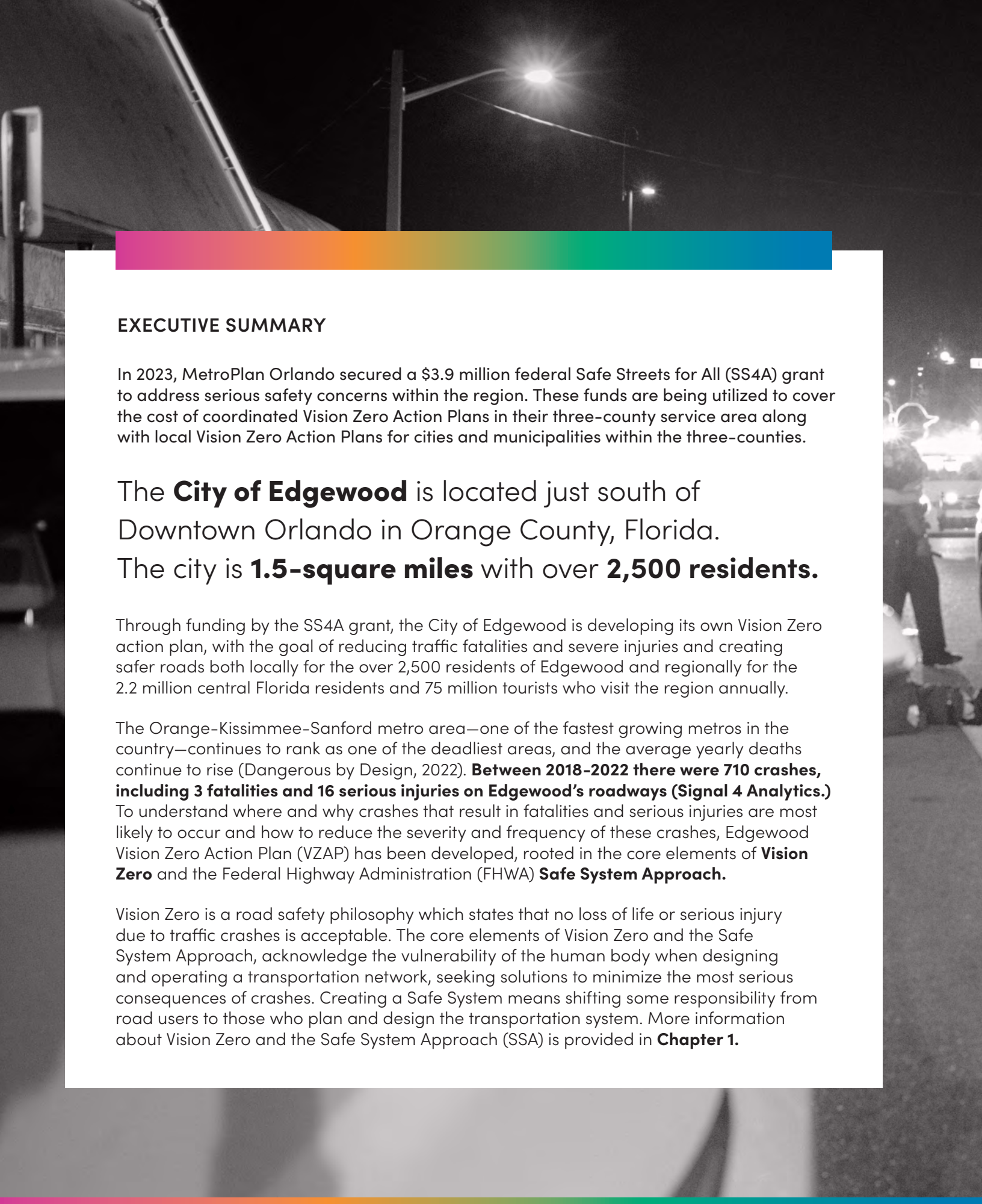
Statement of Protection of Data from Discovery and Admissions

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.

Executive Summary


STOP
ONE WAY



EXECUTIVE SUMMARY

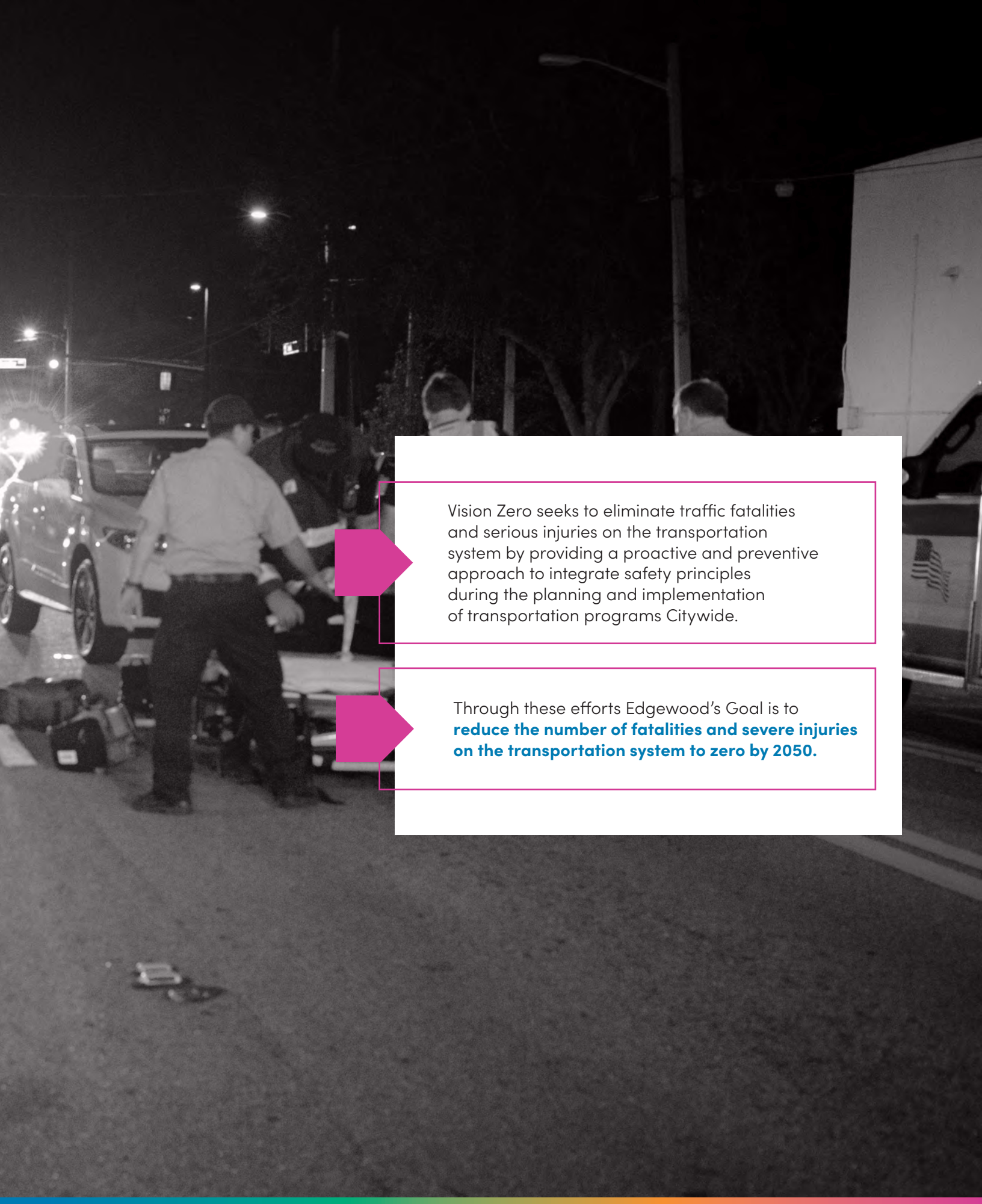
In 2023, MetroPlan Orlando secured a $3.9 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds are being utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area along with local Vision Zero Action Plans for cities and municipalities within the three-counties.

The **City of Edgewood** is located just south of Downtown Orlando in Orange County, Florida. The city is **1.5-square miles** with over **2,500 residents.**

Through funding by the SS4A grant, the City of Edgewood is developing its own Vision Zero action plan, with the goal of reducing traffic fatalities and severe injuries and creating safer roads both locally for the over 2,500 residents of Edgewood and regionally for the 2.2 million central Florida residents and 75 million tourists who visit the region annually.

The Orange-Kissimmee-Sanford metro area—one of the fastest growing metros in the country—continues to rank as one of the deadliest areas, and the average yearly deaths continue to rise (Dangerous by Design, 2022). **Between 2018-2022 there were 710 crashes, including 3 fatalities and 16 serious injuries on Edgewood's roadways (Signal 4 Analytics.)** To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, Edgewood Vision Zero Action Plan (VZAP) has been developed, rooted in the core elements of **Vision Zero** and the Federal Highway Administration (FHWA) **Safe System Approach.**

Vision Zero is a road safety philosophy which states that no loss of life or serious injury due to traffic crashes is acceptable. The core elements of Vision Zero and the Safe System Approach, acknowledge the vulnerability of the human body when designing and operating a transportation network, seeking solutions to minimize the most serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System Approach (SSA) is provided in **Chapter 1.**



Vision Zero seeks to eliminate traffic fatalities and serious injuries on the transportation system by providing a proactive and preventive approach to integrate safety principles during the planning and implementation of transportation programs Citywide.

Through these efforts Edgewood's Goal is to **reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**

What are the Transportation Safety Issues?

This Action Plan was developed using a data-driven analysis to understand where the City may strategically deploy its resources in order to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than 6 vehicle travel lanes, posted speeds between 40 and 55 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle. Additional details about crash trends in the region are provided in Chapter 2.

Community outreach was a core component of identifying transportation safety issues within the City and developing a consistent foundation for all local agencies needed to establish comprehensive changes to transportation safety. City staff, along with law enforcement, and City Council members, advocated for the Vision Zero Action Plan by supporting the plan development process and educating the public about the importance of traffic safety and the goal of reducing traffic fatalities to zero. Chapter 3 describes the community outreach that was conducted as a part of this plan, and how that feedback was incorporated.

How will we get to Zero Traffic Deaths and Serious Injuries?

There is no one solution to reach zero traffic deaths and serious injuries. Rather, it will require a multidisciplinary and collaborative approach. Chapters 4, 5 and 6 provide details on the recommended engineering and non-engineering countermeasures such as enforcement and engagement that the City will implement to help reach its goal. These chapters also outline an implementation plan to understand where improvements will be prioritized, and specific actions that Edgewood will take in collaboration with other agencies in the region.

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners community stakeholders. A foundational element of developing this plan lies in analyzing crash trends, community and roadway characteristics to understand road user behavior and elements of the built environment that are leading to severe crashes. Data was compiled, analyzed, and mapped to identify causational relationships and then corresponding solutions to empower decision makers to thoroughly understand safety concerns and take action to mitigate them. By identifying and focusing on high-incidence locations or recurring types of accidents, Edgewood can pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. In addition to physical changes to the roadway system including lighting upgrades, intersection improvements, pedestrian or bicycle improvements, additional behavioral interventions like public safety campaigns are shared in this report.

How will we track our Progress?

Monitoring our progress will be an important part of the process. On an annual basis, the City of Edgewood will reflect on our progress towards reaching zero traffic fatalities through an assessment of the crash trends from the prior year and comparing them to the trends documented in the Action Plan. Progress will be shared at an Annual Safety Summit hosted by MetroPlan Orlando where best practices and lessons learned from across the region will be shared.

What action does the City need to take?

Through the data-driven process and conversations with key stakeholders of the community, the City of Edgewood has identified priority areas and design-appropriate safety countermeasures across the state roadway system's most dangerous corridors, as outlined in next table. By identifying specific countermeasures and focusing on high-incidence locations, the City of Edgewood is well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. These solutions will help empower decision makers to thoroughly understand safety concerns and take action to mitigate them.

Proposed Engineering Countermeasures for Consideration

Reduce posted speed limit to 30 MPH to accomodate raised midblock crosswalks

Install speed feedback signs

Upgrade two-way turn lane to provide landscaped medians and restrict left turns

Provide landscaped medians with canopy trees

Consider innovative intersection design including roundabout and/or dedicated left turn lane

Upgrade to roundabout

Consider innovative intersection design including roundabout, alternate roadway alignment, and/or dedicated channelized turn lanes with high-visibility crosswalks and pedestrian signalization

Improve access management with median treatments and reduction in driveway conflicts

Proposed lane narrowing and/or road widening to widen sidewalk to multi-use path

Provide raised midblock crossings with high-visibility markings and pedestrian refuge islands

Install quick-build solution with vertical barriers such as freestanding delineators in existing bike lanes

Provide green conflict striping though intersections for existing bicycle lane

Review signal timing to improve traffic progression and safety for all roadway users

Install PHB, RRFB or other pedestrian signalization with high-visibility crosswalk

Address gaps in roadway lighting and/or upgrade to LEDs

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CHAPTER 1

Introduction

SAVING LIVES. That's what it's all about. The only acceptable number for traffic deaths is zero, because the City of Edgewood's 19,000+ residents deserve to travel safely.

The purpose of the Edgewood Vision Zero Action Plan is to articulate its commitment towards achieving zero road fatalities and serious injuries. This plan outlines a comprehensive, data-driven approach to improving road safety for all users, utilizing the Safe System approach. We acknowledge that every life is valuable, and no loss of life is acceptable on our roads. Our vision is not just to reduce but to systematically eliminate fatalities and serious injuries (KSI) caused by road traffic crashes. We pledge to put safety at the core of our decision-making processes, working collaboratively with local partners, stakeholders, and the community to achieve our collective goal.

No one entity or agency can fix road safety problems alone. This Vision Zero Action Plan results from a coordinated planning effort led by Edgewood's Public Works Department, in partnership MetroPlan Orlando, and the Florida Department of Transportation. With this Vision Zero Action Plan, Edgewood has joined communities around the world that are working to stop traffic deaths through the Safe System Approach. This plan:

- **Identifies High Injury Networks** – roads with the highest risk of death and serious injury crashes.

- **Accounts for transportation underserved communities** that have been disproportionately affected by traffic crashes.

- **Prioritizes feasible projects** that will have the greatest safety impacts. The City of Edgewood will work with our regional partners to implement changes

About MetroPlan Orlando and the City of Edgewood

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole counties within Central Florida with a primary responsibility to help the region create a vision for transportation 25 years into the future, with an emphasis on safety for all Central Floridians. To help create that vision, MetroPlan Orlando is leading the preparation of this regional Vision Zero Action plan in collaboration with all the jurisdictions in the region that have their own unique transportation safety challenges, including the City of Edgewood.

The Central Florida region is known for high rates of tourism to theme parks as well as a wide range of other recreational amenities. Most of the travel demand in the region from residents as well as visitors is accommodated via motor vehicles, with multimodal traffic safety being a growing concern due to suburban land use patterns and the concentration of activities on major roads that are intended to serve not only commuter and regional through traffic, but local walking, bicycling and transit trips.

Historic auto-oriented land use patterns and a focus on reducing vehicle delay/ congestion over multimodal accessibility and comfort have led to environments throughout the region where walking and bicycling are uncomfortable and safety concerns have arisen. To that end, this plan focuses on holistic interventions to decrease KSI crashes on all non-limited access roads through the region.

Safe System Principles

The Safe System Approach 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. 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 is Built On The Following Principles:

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

This plan focuses on eliminating crashes resulting in death and serious injuries in Maitland by 2050.

HUMANS MAKE MISTAKES

Everyone (people walking, bicycling, driving, etc.) makes mistakes that can lead to a crash. The goal of the SSA is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.

HUMANS ARE VULNERABLE

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.

RESPONSIBILITY IS SHARED

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.

SAFETY IS PROACTIVE

Rather than waiting for a crash to occur, transportation agencies should seek to proactively identify and address dangerous situations.

REDUNDANCY IS CRUCIAL

Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.

Five Elements of the Safe System Approach

The SSA addresses the five elements of a safe transportation system—safer people, safer vehicles, safer speeds, safer roads, and post-crash care—in an integrated manner, through a wide range of interventions.

SAFER 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.

SAFER VEHICLES

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

POST-CRASH CARE

Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.

SAFER ROADS

Prioritize roadway design changes throughout the MetroPlan Orlando region that address the factors contributing to severe injury and fatal crashes.

SAFER SPEEDS

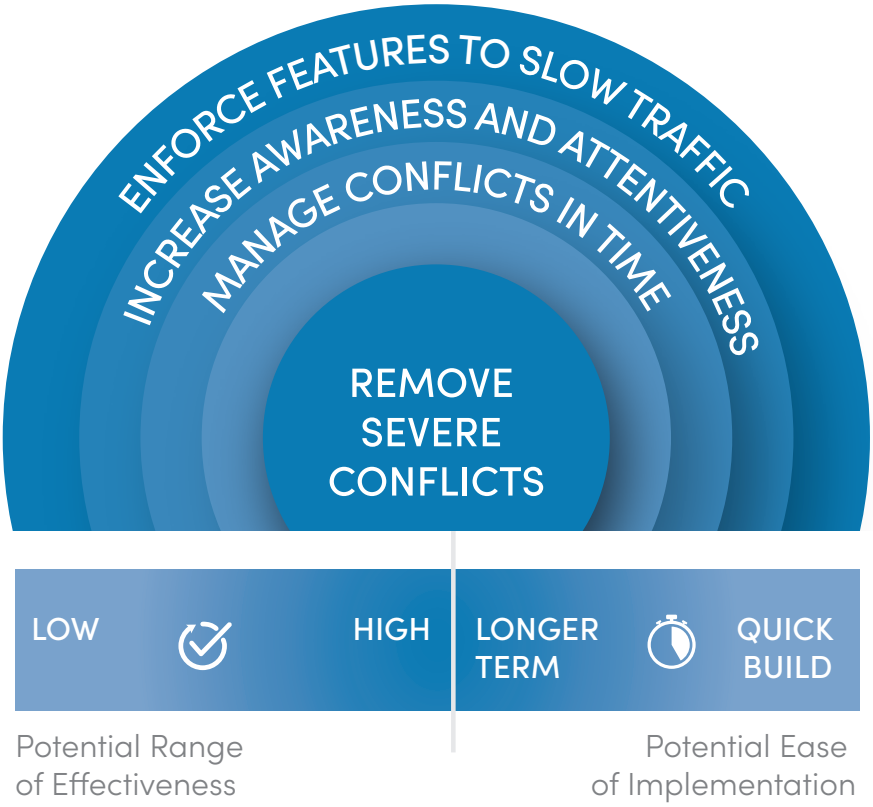
Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crash.

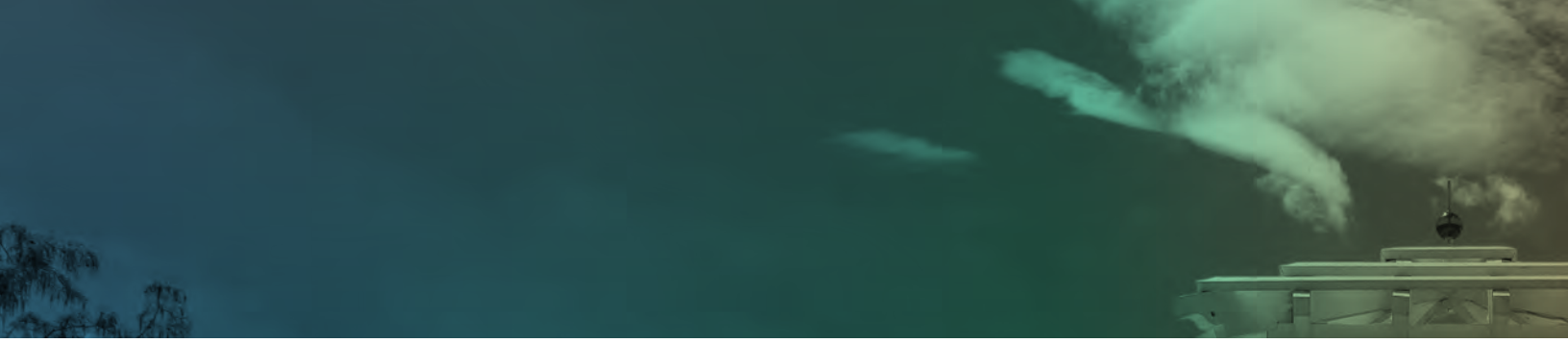
Safe System Strategy

Consistent with the Safe System Approach Framework, the planning, design, and operation of facilities within the City of Edgewood should anticipate human error and consider human vulnerabilities. The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe Systems Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- Separate users in space by providing road users moving at different speeds or different directions, such as turning vehicles, dedicated space to minimize conflicts with other road users.
- Separate users in time when road users need to occupy the same space on the roadway, such as an exclusive pedestrian crossing phase or a dedicated turn phase.
- Alert users to potential hazards – through strategies that increase visibility and increase attentiveness, as well as reducing impairment.
- Accommodate human injury tolerance through interventions that reduce speed or impact force, like physical design treatments and occupant protection.

These elements provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a draft Safe Systems Solutions Hierarchy (January 2024) within the Safe System elements of Safe Roads. Following this framework, the most effective strategies are those that remove severe conflicts and minimize conflict and speed, providing adequate reaction time for drivers to make adjustments and save lives.





CHAPTER 2

Crash Trends and Analysis

EDGEWOOD CRASH TRENDS

The following represents an overview of the crash trends on the roadway network in Edgewood.

YEARS OF CRASH DATA:	TOTAL CRASHES:	TOTAL FATAL CRASHES:	TOTAL SERIOUS INJURY CRASHES:
2018-2022	710	3	19

CRASHES BY YEAR:

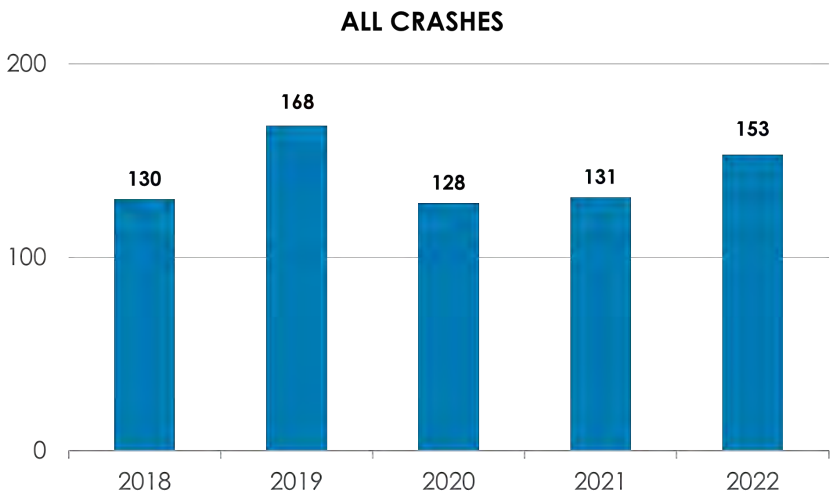
Overall, the city has seen progress in the last 5 years towards lowering total crashes, while simutanously seen setbacks with KSI crashes increasing.

Within the 5-year analysis period, the total number of crashes has remained consistent with the highest number of annual crashes (168) occurring in 2019. The lowest number of crashes (128) was in 2020, likely due to the lower number of trips that occurred in the pandemic year.

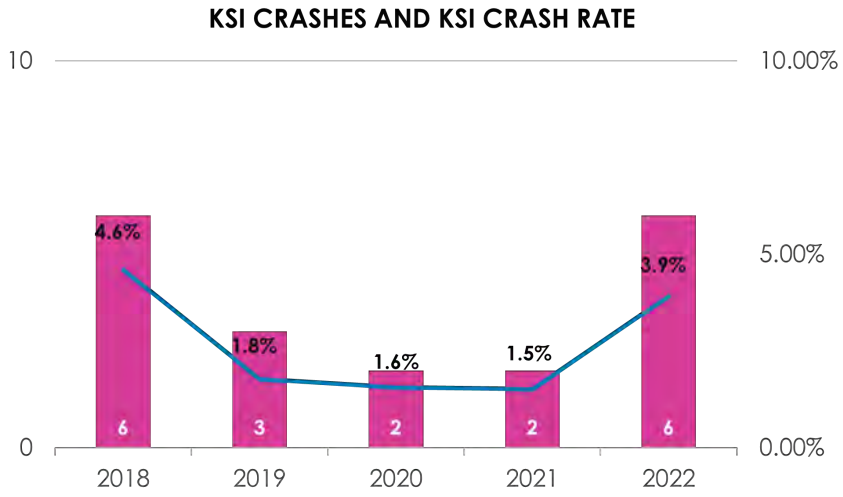
In review of KSI crashes, the highest number of KSI crashes (6) occurred in 2018 and 2022, and the lowest number of KSI crashes occurred in 2020 and 2021 (2, apiece). The percent of crashes resulting in a death or serious injury was highest in 2018 (4.6%) but dropped in the following years, reaching its lowest point in 2021 (1.5%). In 2022 the rate has climbed to 3.9%.

CRASHES BY INJURY SEVERITY:

KSI crashes accounted for just 2.6% of all crashes in the city. Of the 19 KSI crashes recorded, 3 were reported as fatalities and 16 as serious injurys (15.8% and 84.2% respectively)



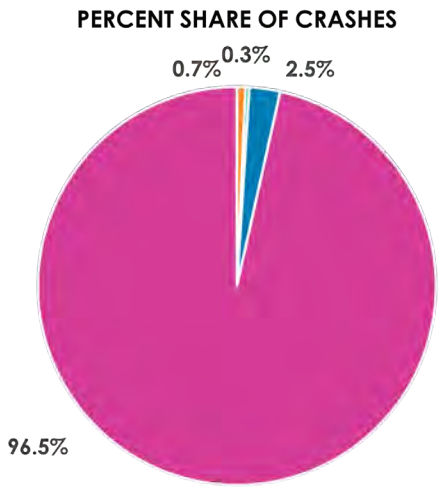
*There has been a **17.7% increase** in overall crashes in the five year period.*

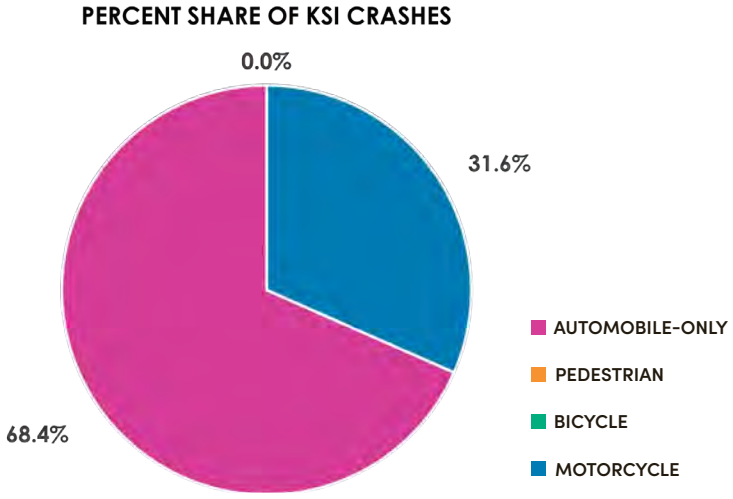


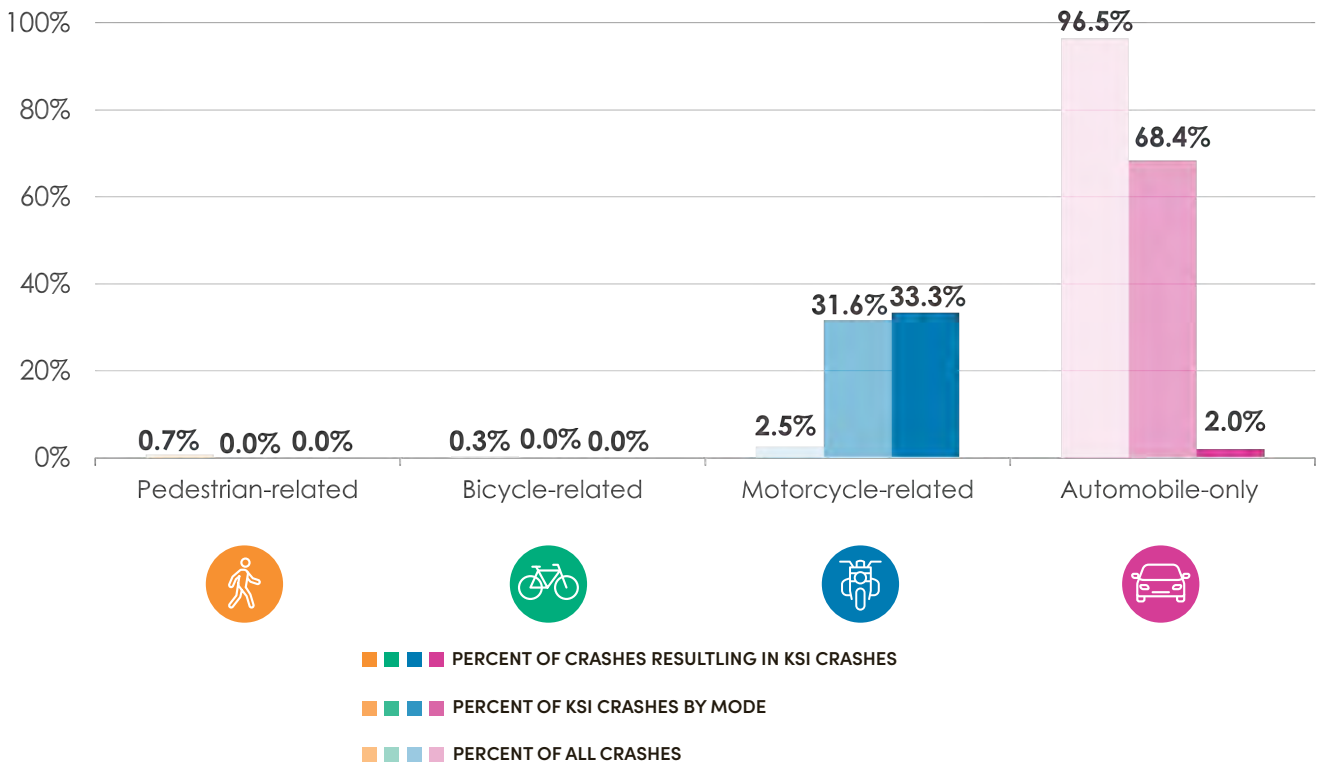
*There has been a **0% increase** in KSI crashes in the five year period.*

CRASHES BY MODE:

- **PEDESTRIAN-INVOLVED:** Pedestrian involvement in crashes accounted for 0.7% of the total. All these incidents resulted in injuries, but none were recorded as KSI crashes.
- **BICYCLE-INVOLVED:** Bicyclist-involved crashes made up 0.3% of total crashes. There were no serious injuries or fatalities reported among bicyclists.
- **MOTORCYCLE-INVOLVED:** Motorcycle crashes made up 2.5% of total crashes, but 31.6% of KSI crashes. 33.3% of every motorcycle crash to serious injuries, and notably, 11.11% resulted in fatalities, reflecting the higher risk associated with motorcycle use.
- **AUTOMOBILE-ONLY:** Automobile-only crashes made up 96.5% of the all crashes, 68.4% of total KSI crashes, and 1.9% of every automobile-only crash resulted in a fatality or serious injury.



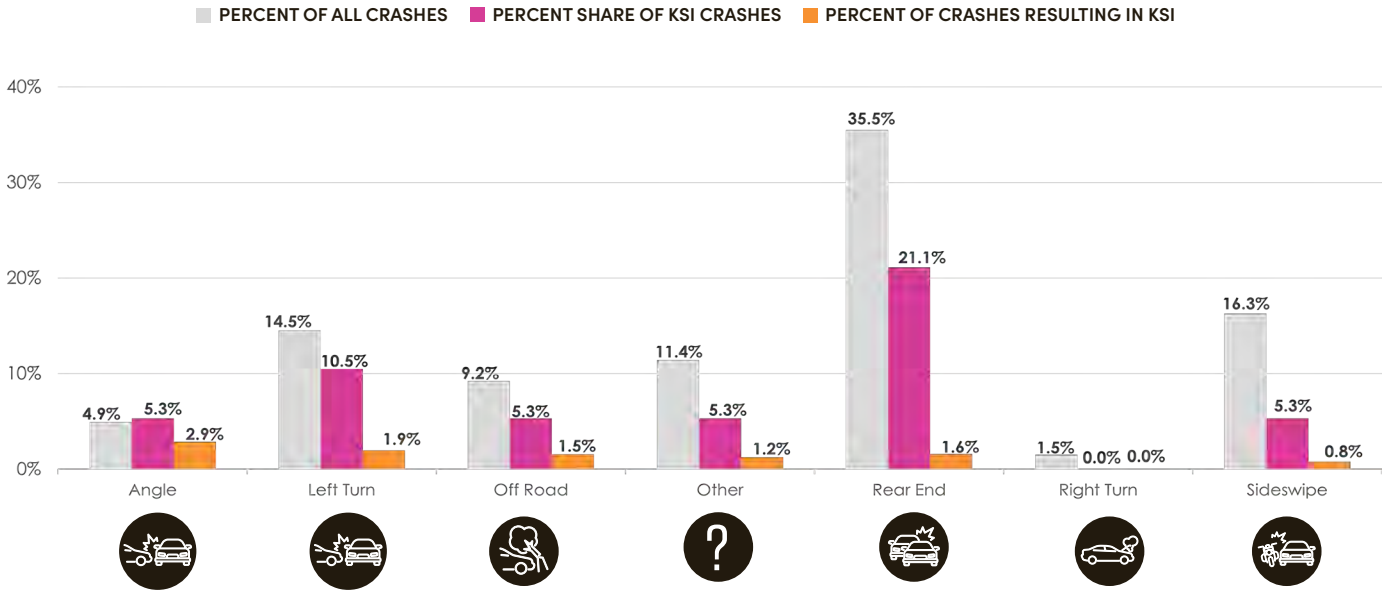




CRASHES BY TYPE:

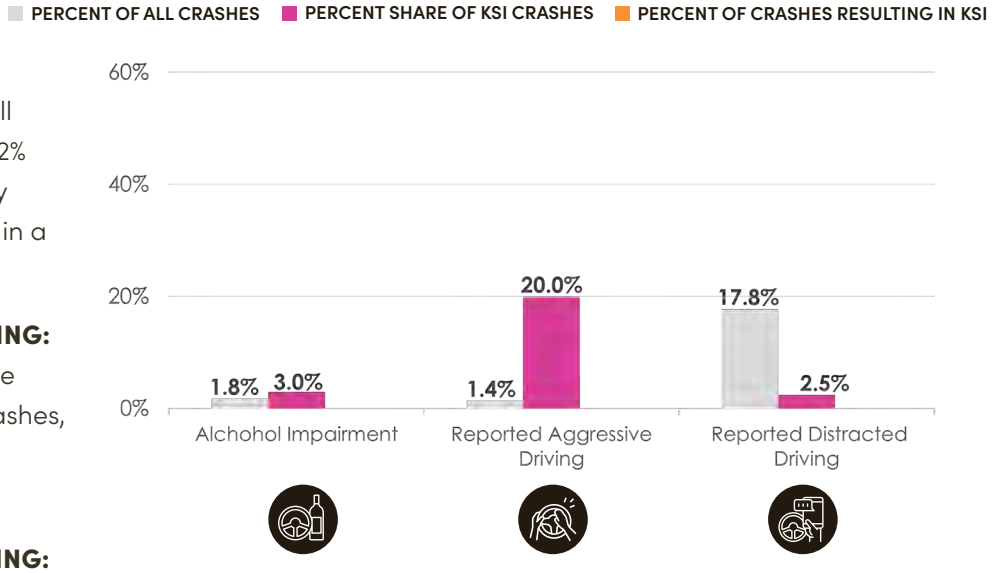
Rear end crashes were the most common type of crash with 35.6% of the crashes. Angle or left turn crashes, while comprising 20.2% of total crashes, were the most common to result in a fatality or serious injury, constituting 27.7% of all KSI.

The second and third crash types most likely to result in a KSI crash were rear end crashes (21.1%) and off road crashes (10.5%). The three crash types to occur that result in a KSI were Unknown crashes (15.0%) and then angle and left turn crashes (each 5.6%).



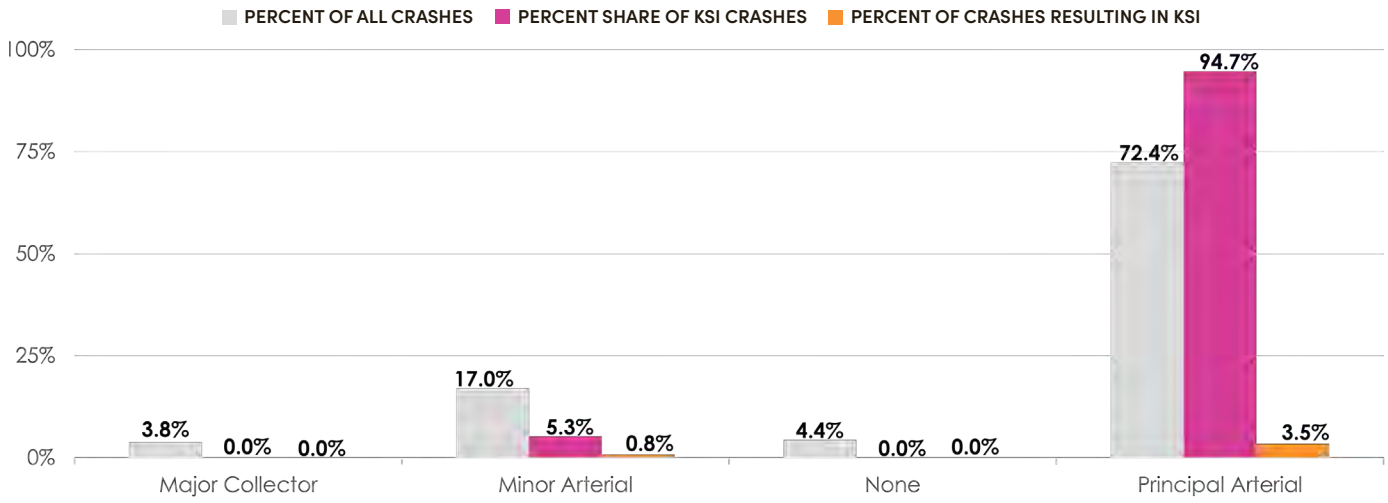
BEHAVIORAL FACTORS:

- **ALCOHOL IMPAIRMENT:** Crashes that involved alcohol impairment comprised 1.7% of all crashes, however, comprised 6.2% of KSI crashes, and 3.5% of every alcohol-involved crash resulted in a fatality or serious injury.
- **REPORTED AGGRESSIVE DRIVING:** Crashes that involved aggressive driving comprised 2.3% of all crashes, however, 4.0% of these crashes resulted in a KSI.
- **REPORTED DISTRACTED DRIVING:** Crashes that involved distracted driving comprised 47.0% of all crashes, however, 1.0% of these crashes resulted in a KSI.



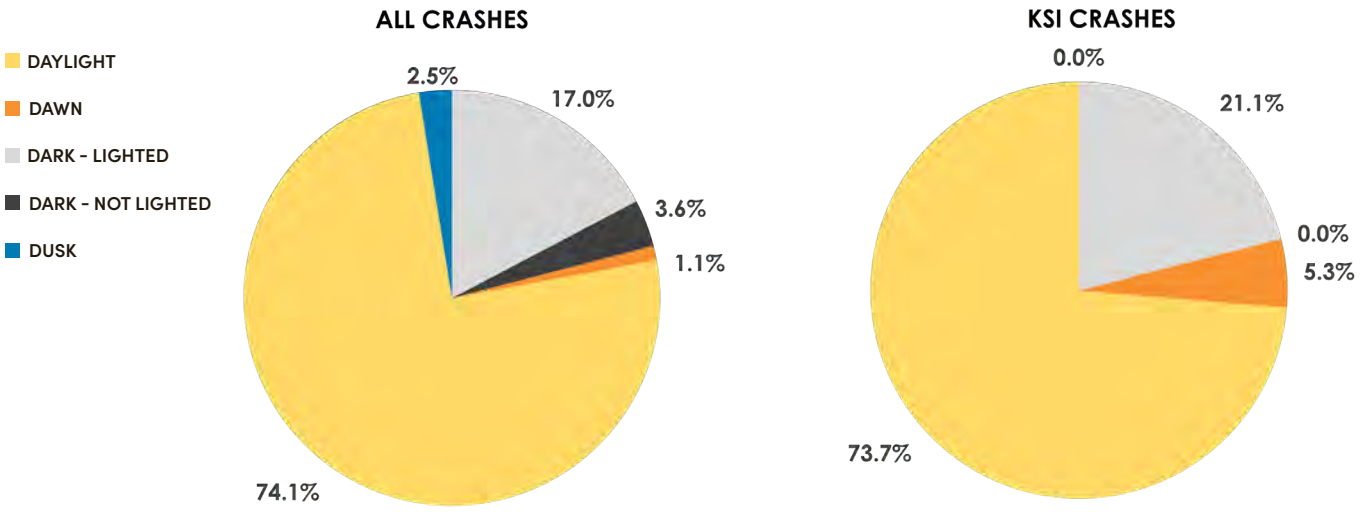
FUNCTIONAL CLASSIFICATION:

- **MAJOR COLLECTOR:** 3.8% of crashes and no KSI crashes occurred minor collector roadways.
- **MINOR ARTERIAL:** 17.0% of total crashes occurred and 5.3% of total KSI crashes occurred on minor arterial roadways.
- **NONE:** 4.4% of total crashes occurred on roadways with no functional classification.
- **PRINCIPAL ARTERIAL:** 72.4% of crashes and 94.7% of total KSI crashes occurred on principal arterial roadways.



LIGHTING CONDITIONS:

74.1% of total crashes and 73.7% of KSI crashes occurred in daylight. 26.4% of KSI crashes occured outside of normal daylight condtions with 21.1% reported in dark - lighted conditions, and 5.3% in dawn conditions.



High Injury Network

The next step in creating the Vision Zero Action Plan was to identify the High-Injury Network (HIN) for the roadways in Edgewood. A High Injury Network (HIN) is a collection of corridors and intersections where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. The HIN for Edgewood was based on a thorough review and analysis of crash data to identify locations with a high number of severe injuries and fatalities in the past five years (2018-2022). The Project Team also checked the quality and accuracy of crash citation records to verify the location of crashes occurred only on the roadway system instead of parking lots. The approach to developing the HIN, as well as the associated collision profiles from the crash analysis, intentionally excludes limited access (LA) facilities such as Interstate 4.

In total, the identified HIN covers 4.1 centerline miles, includes 2 roadway corridors, and 5 separate segments. These roadways account for approximately 90% of total KSI crashes in the City. There were 602 total crashes reported on these roadways and 18 KSI crashes. Additionally, 8 high-priority intersections were identified where a disproportionate number of fatal and severe injury crashes were reported, and accounts for 318 total crashes and 6 KSI crashes.

In addition to the identification of the HIN, a supplementary analysis was completed based on a combination of equity and crash factors to prioritize segments for future action. This establishes alignment with the ultimate goal of targeting solutions where they will have the most direct impact in reaching zero fatalities and serious injuries.

The HIN corridors are identified below:

Overall Rank (Worst Segment)	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)	Automobile Crashes (KSI Crashes)	Pedestrian Crashes (KSI Crashes)	Bicycle Crashes (KSI Crashes)	Motorcycle Crashes (KSI Crashes)
1	S Orange Ave	Hoffner Ave	Kelsey Rd	3.13	500 (17)	469 (11)	2 (0)	1 (0)	17(6)
2	Holden Ave	S Shore Rd	S Orange Ave	1.03	102 (1)	100 (1)	0	1 (0)	1 (0)

Crash Profiles

After analyzing the crash trends and the HIN, 10 collision profiles were identified that show the primary causes of fatal and serious injuries on Edgewood's roadways. A decision tree analysis was used to examine other factors that contributed to the specific cases of KSI crashes for each of the collision profiles identified. By finding common elements and situations that cause severe crashes, Edgewood can better recognize patterns and trends that allow us to focus on and address specific behaviors, locations, types of road users, and/or times that have higher risks. Instead of treating crashes as separate incidents, the collision profiles show where dangerous collisions are a conjoining of a multitude of factors, allowing the of use resources effectively to deal with systemic issues and offer targeted solutions. The collision profiles are:

#	Crash Profile	Total Crashes	% of Total Crashes	KSI Crashes	% of Total KSI Crashes	% of Crashes Resulting in KSI
1	Angle	36	**5.1%**	2	**10.5%**	5.6%
2	Left Turn	107	**15.1%**	6	**31.6%**	5.6%
3	Rear End	253	**35.6%**	4	**21.1%**	1.6%
4	Side Sweep	117	**16.5%**	1	5.3%	0.9%
5	3-6 PM	191	**26.9%**	5	**26.3%**	2.6%
6	9-Midnight	56	7.9%	4	**21.1%**	7.1%
7	Noon-3 PM	137	**19.3%**	6	**31.6%**	4.4%
8	Distracted Driving	122	**17.2%**	3	**15.8%**	2.5%
9	Lane Departure	158	**22.3%**	2	**10.5%**	1.3%
10	Speed Related	6	0.8%	2	**10.5%**	**33.3%**

Modal Crash Trends

This section provides an overview of crash trends by mode that occurred in the city, revealing the most common factors specific to pedestrian, bicycle, motorcycle, and automobile-only crashes, with emphasis placed on identifying the contributing factors most likely to result in a fatality or serious injury. The maps on the following pages share an HIN specific to each mode, as well as the top contributing factors leading to these crashes.

CHAPTER 3

Public Engagement

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The purpose of the Edgewood Vision Zero Action Plan is to identify projects, programs, and strategies that will achieve these outcomes for the City's roadways. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Cross-disciplinary collaboration is required to ensure all aspects of the problem are engaged in a meaningful and equitable manner. To that end, successful development and implementation of the Plan will rely upon robust involvement from the community, leadership, and a variety of local stakeholders.

The action plan's **public engagement plan** is organized around an incremental and layered approach. **In-person engagement** was supplemented by **virtual and digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

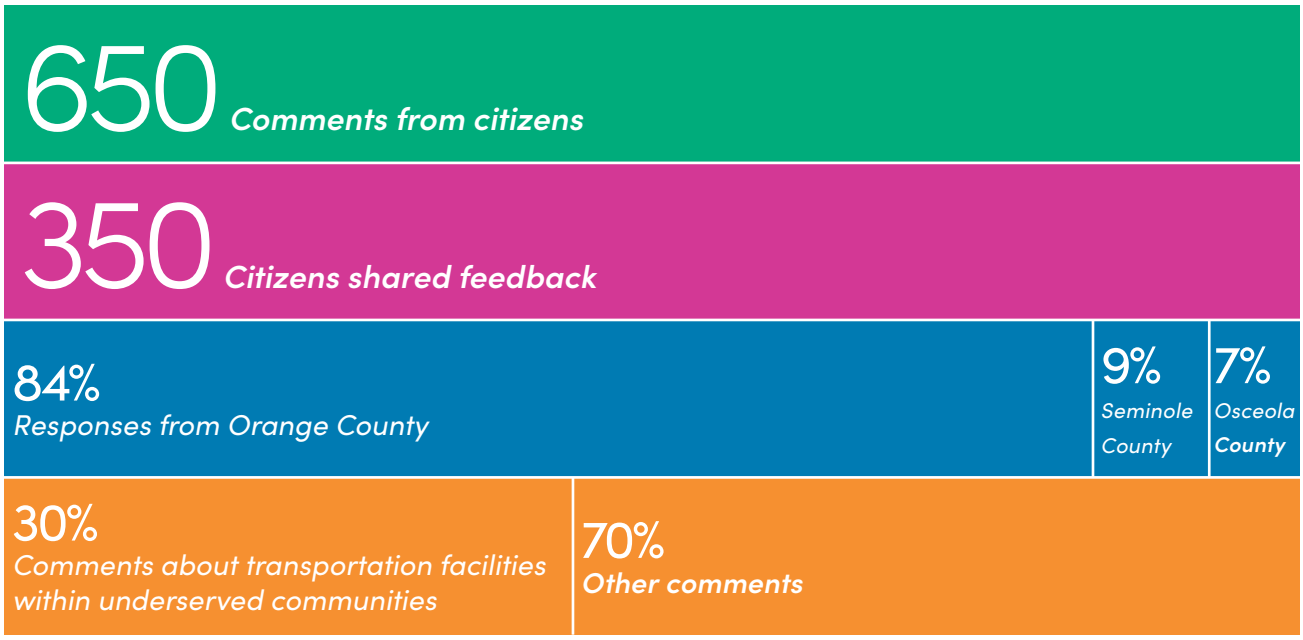
Brand Development

The Vision Zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Edgewood brand is easily recognizable, incorporating the character of the city into the larger vision zero goal: **to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**

CITY OF EDGEWOOD
VISION ZERO
COUNTDOWN TO ZERO

Social Media Marketing Campaign

In coordination with the City of Edgewood Communications Department, social media content was generated for spreading awareness of the public meetings on the county's various outlets. Future use of these assets may include ongoing educational and awareness campaigns and notification of public on important project updates and implementation measures



Source: Central Florida Regional Vision Zero Action Plan

Vision Zero Working Group

The Edgewood Working Group consisted of a core group of stakeholders tasked with guiding the implementation of the VZAP and acting as plan ambassadors to ensure the principles of Vision Zero are at the forefront of future transportation planning decisions. The outcome of successful engagement strategy encourages ongoing commitment from key elected official and local agency leaders.

The Vision Zero Working Group members are key champions who:

- Provide overall guidance on the VZAP's development
- Facilitate engagement with community members, advocacy groups, and other relevant stakeholders
- Collaborate with the project team to develop strategies and polices that align with Vision Zero goals
- Take ownership of Final VZAP to ensure ongoing commitment and coordination in the implementation of the action plan.

The Working Group convened in four interactive working sessions over the course of the plan development process, providing insight on the following topics:

Meeting 1

Introductions and Overview of the Scope, Vision Zero, and Safe System Approach

Meeting 2

Review of Crash Trends, Draft High Injury Network, and Public Engagement Activities

Meeting 3

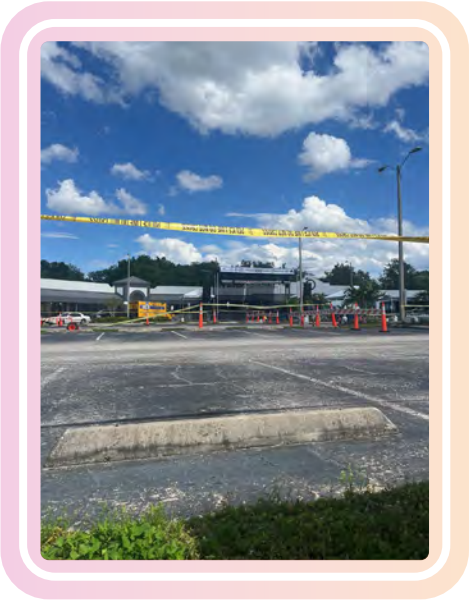
Review of Revised High Injury Network and Collision Profiles, and Updates on Public Engagement

Meeting 4

Review of Draft Action Plan

"Pop-up" Event: Centennial Celebration

The Vision Zero project team tabled at the Cty's Centennial celebration in March 2024 to engage with Egdewood residents. Information about the the Vision Zero Action Plan was shared and feedback regarding roadway safety concerns was gathered.



CHAPTER 4

Policy Review & Benchmarking

There can be policy and procedural barriers to achieving Vision Zero, such as vehicle delay-based requirements that encourage streets to be designed and operated to accommodate high speed vehicle traffic. To facilitate a policy review for each jurisdiction in the region, a policy review guide was developed by MetroPlan Orlando and used in each jurisdiction to help inform action plan strategies. The policy review was conducted and helps inform the various strategies outlined in Chapter 6.

In coordination with City of Edgewood staff, the following documents were reviewed due to their relevancy to the current and future transportation conditions and challenges:

- Land Development Code
- Comprehensive Plan Transportation Element
- Intersection Analysis at Orange Avenue with Gatlin Avenue and Holden Avenue

The review process is comprised of the following steps:

1. Identify and review relevant documents and procedures
2. Review and refine review matrix as relevant to Vision Zero
3. Conduct initial review
4. Facilitate focused discussion with stakeholders with knowledge of planning, engagement, project delivery and other elements contained within the review matrix
5. Identify opportunities for policy enhancements and barriers to change
6. Incorporate findings into Action Plan

The guidance document is provided in the appendix.

The City's existing policies and programs were reviewed in relation to the previously described Vision Zero Core Elements, with the benchmarks informed by the policy review. Each element is assigned one of the following benchmarks:

- **Institutionalized Practice** – The city has already adopted policies or practices that address the element's intent.
- **Occasional/Partially Institutionalized Practice** - The city has adopted policies or practices that address components of the element's intent. These are opportunities to strengthen or expand the practices.
- **Not an Existing Practice** – The city has not adopted policies or practices that implement the intent of the element. These are opportunities to develop new policies or programs as an outcome of the VZAP.
- **Unknown** – These are areas where the presence of implementing policies or programs is unclear. These are opportunities for further engagement with city staff.

Land Development Code

In reviewing the policies outlined in the Land Development Code (LDC), three subsections were analyzed: Ch. 126 Art. IV, Ch. 126 Art. V, and Ch. 134 Art. IV.

In terms of Chapter 126 Article IV, this section sets the design specifications and standards for streets within subdivision developments. The section provides comprehensive guidelines on aspects like minimum right-of-way, grade of roadway centerline, curvature radii, and drainage specifications, in addition to policies relating to the continuation of existing street patterns.

Chapter 126 Article V provides detailed regulations and standards for the construction and improvement of streets and sidewalks in subdivisions including specifications for grading, pavement types, curb and gutter requirements, subgrade and base construction, wearing surfaces, grassing, street name signs, trees, street lighting, sidewalk construction, and driveway specifications.

Finally, Chapter 134 Article IV focus on the use and development of land in a specific area. It includes various district regulations and establishes basic site and building requirements for residential and commercial districts. The document also details off-street parking and loading requirements, specifying conditions for different types of properties and uses.

As such, various elements of these chapters meet certain elements to the Safe Systems approach, some including, but not limited to:

Included Countermeasures:

- **Cul-de-sac and Dead-End Street Designs:** Ensures safe turnaround spaces and limits street length for safety.
- **Intersection Design Standards:** Aims to enhance safety through controlled intersection designs.
- **Street Layout Continuity:** Promotes traffic flow efficiency, potentially reducing congestion-related safety issues.
- **Detailed Street and Sidewalk Specifications:** Promotes safe infrastructure by providing detailed guidelines for construction, potentially enhancing safety for all road users.
- **Requirements for Sidewalks and Crosswalks:** Enhances pedestrian safety by mandating sidewalks and crosswalks in all new subdivisions.

Leadership and Commitment: The sections reviewed reflects a commitment to structured and safe urban planning, aligning with Vision Zero's emphasis on leadership in safety.

Transparency and Accountability: The LDC provides clear regulations but lacks specific mechanisms for accountability in safety.

Safe Roadways and Safe Speeds:

- The design and detailed construction standards contribute to safer roadways. However, explicit references to speed management are limited.
- Indirectly addressed through zoning and land use regulations that could influence roadway safety, driving speeds, and traffic patterns. Addressed specifically through Edgewood Central District.

Safe Road Users and Safe Roads:

- The construction standards implicitly address the safety of road users by ensuring the structural integrity and functionality of streets and sidewalks.
- The street design standards aim to create a safer environment for road users, though specific measures for vulnerable road users are not explicitly mentioned.

Potential policy changes to Chapter 126 Article IV and Article V, include incorporating explicit speed management strategies addressing speed limits and other management measures. Other recommendations include enhanced focus on vulnerable road users and encourage the inclusion of safety data and analysis to inform decision-making.

One potential policy change to Chapter 134 Article IV includes modifying off-street parking guidelines to include pedestrian-safe zones, traffic calming measures, and clear separation of pedestrian and vehicular spaces. Furthermore, another recommendation is to revise the minimum parking requirements, particularly in areas that are well-served by public transit or in mixed-use zones. Finally, implementing demand-based parking pricing can reduce the demand for spot searching, thereby decreasing distracted driving and vulnerable user risk.

Comprehensive Plan Traffic Circulation Element

The Comprehensive Plan's Transportation Element outlines the transportation goals, objectives, and policies for the City of Edgewood. It focuses on creating a safe, efficient transportation system accessible to all residents, businesses, and visitors. The plan emphasizes multimodal transportation options and coordination on a multijurisdictional basis. It adopts the Metropolitan Planning Organization (MPO) Long-Range Transportation Plan ("The 2030 Long Range Transportation Plan") as its 20-year roadmap, which includes a 10-year Capital Improvement Schedule, a 5-year Capital Improvement Program, state roadway projects, and city/county transportation improvement projects. The plan covers various aspects, such as roadway facility capacities, coordination with transportation providers, impacts of development on the transportation system, and mitigation strategies.

Various elements of this plan meet certain elements to the Safe Systems approach, including:

Included Countermeasures:

- **Traffic Signalization and Roadway Signage:** Implementation of computer-coordinated or fully actuated traffic signals and roadway signage conforming to safety standards.
- **Pedestrian and Bicyclist Safety:** Incorporation of pedestrian walkways and bicycle facilities as integral components of roadways, especially in residential areas, schools, and employment centers along arterial and collector roadways.
- **Support of Mass Transit:** Established an exclusive mass transit corridor through the city along an existing rail line right-of-way.

Leadership and Commitment: Demonstrated by adopting long-range transportation plans and setting clear objectives for safety.

Equity and Engagement: Includes a variety of policies related to engagement, including Policy 2.2.4 which establishes Bicycle safety classes shall be developed for inclusion in the curriculum of grades K-6 by local safety personnel.

Safe Roadways and Safe Speeds: Addressed through policies on traffic signalization, signage, and operational capacities.

Data-Driven Approach: Establishes annual reporting on traffic collisions. This is closely aligned to the High-Injury-Network approach.

Transparency and Accountability: Establishes a yearly assessment to measure the amount of intergovernmental coordination that has occurred.

Potential policy changes to the Comprehensive Plan include redefining the safety targets identified in Objective 2.4 to align with Vision Zero principles by emphasizing the goal of eliminating traffic fatalities and severe injuries and including the FHWA's Proven Safety Countermeasures to intersection design policies. An additional recommendation includes the adoption of a Context Classification system.

Intersection Analysis at Orange Avenue at Gatlin Avenue and Orange Avenue at Holden Avenue

The report titled "Intersection Analysis Study for Orange Avenue/Gatlin Avenue & Orange Avenue/Holden Avenue" was conducted by Vanasse Hangen Brustlin Inc (VHB) for Orange County. It aims to develop alternative intersection designs and improvements to address operational and safety issues at the intersections of Orange Avenue with Gatlin Avenue and Holden Avenue. The study area includes the Lake Gatlin Road due to potential future improvements. The report focuses on analyzing existing conditions, historical crash data, future operational analyses, and safety evaluations of proposed alternatives for both the current and future scenarios.

Various elements of this plan meet certain elements to the Safe Systems approach, including:

Included Countermeasures:

- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 1 Rail Crossing (Future Alternative 1)
- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 2 Rail Crossings (Future Alternative 2)
- Quadrant Intersection Alternative using Lake Gatlin Road (Future Alternative 3)
- Presented potential safety outcomes, including permissive or protected left turn lanes, lighting, and tightened intersection corners and signal coordination.

Safe Roadways and Safe Speeds: The focus on intersection safety aligns with creating safer roadways, but specific speed management strategies are not considered.

Data-Driven Approach: The use of historical crash data to inform future improvements exemplifies a data-driven approach.

Transparency and Accountability: The publication of this detailed report suggests a degree of transparency in addressing traffic safety issues.

Safe Roads: The primary focus is on improving intersection safety, which aligns with the principle of safe roads.

Though not a direct policy change, one recommendation would be to develop an additional study to identify improvements that result in a greater projected reduction in crashes, with a focus on fatal and serious injury crashes. Additional policy recommendations include adopting a Safe Systems based approach to assess the safety outcomes of alternatives, develop pedestrian and bicycle safety enhancements, and address rear-end crash prevalence through better signaling, lane markings, and advance warning systems.

The expanded results of the benchmarking exercise, as well as the full benchmarking matrix, are provided in the appendix.

CHAPTER: 5

Toolkit and Prioritization


R R
SHOULDER
WORK
AHEAD
ONE-WAY
RANGE
STORAGE
(407) 990-4172

The **Non-Engineering** and **Engineering Countermeasure Toolkits** were developed to help inform various safety solutions around the region. The toolkits are provided in the appendix with a high-level summary provided in this chapter.

NON-ENGINEERING COUNTERMEASURES aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns, high-visibility enforcement and publicized.

The toolkit presents non-engineering countermeasures organized into the five categories of the Safe System Approach, which include Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles.

The non-engineering countermeasures included in the toolkit are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. The toolkit provides references to source documents and users of the guide are encouraged to review applicable source documents related to their specific safety issues and goals.

Non-engineering countermeasure toolkit organization

Safer people

- Public information, social marketing, and educational campaigns
- Enforcement

Safer speeds

- Speed limit setting
- High-visibility enforcement
- Automated enforcement

Safer vehicles

- Emergency technology
- Vehicle maintenance

Safer roads

- Improved data sharing
- Pilot and demonstration projects
- Road maintenance and maintenance of traffic
- Policies and standards
- Grant opportunities

Post-crash care

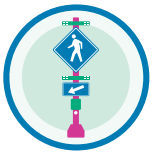
- Emergency medical services
- Trauma care
- Fatal crash response team
- Traffic incident management
- Post-crash strategies

ENGINEERING COUNTERMEASURES

The purpose of the Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System strategy. The key objectives of the Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines. The Engineering Countermeasure Toolkit is not intended to be a menu from which community members can request safety tools for their street. Before a specific countermeasure is selected, analysis must be conducted to understand the existing safety issue and feasibility.



Signing and Striping

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve vulnerable roadway user safety on City of Edgewood's streets.

Pedestrian Facilities

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also support ongoing pedestrian safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors among drivers and pedestrians alike. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve pedestrian safety on the city's streets.

Speed Management

Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes. The first step to identifying appropriate speeds involves identifying potential conflicts on the road, which may include sharp bends, high-traffic zones, location of community assets such as schools, or areas with a large number of vulnerable roadway users. Once these potential safety concerns have been identified, comprehensive analyses need to be carried out to identify appropriate design speed and target speed.

Determined safe speeds can be implemented through continuous observation of roads, conditions, and speeds, and making necessary adjustments, thus ensuring careful and considerate driving. Continuous monitoring and enforcement may be undertaken, making sure that the selected speed is suitable for the circumstances. Regular reviewing of the effectiveness of the speed choice is essential, as it will assist in identifying necessary amendments to be made.

Other Engineering Strategies

Other engineering strategies represent cross-cutting transportation safety countermeasures that apply a broad approach to enhance safety across multiple modes of transport, addressing the needs of motorists, cyclists, and pedestrians alike. These countermeasures, implemented in an integrated manner, can contribute significantly to making transportation systems safer and more efficient such as lighting and access management.

Design speed and target speed are two critical terms that come into play when considering traffic safety and road design. Both design speed and target speed play a key role in promoting safe, efficient, and user-friendly transportation systems for all roadway users.

Design speed is essentially the maximum safe speed that can be maintained on a particular section of the roadway when conditions are most favorable. It is the speed used by engineers during the geometric design of a roadway. This encompasses the determination of features such as horizontal and vertical alignment, lane width, and separation distances.

On the other hand, target speed, also known as 'operating speed', refers to the speed at which drivers feel comfortable driving on a certain road segment under normal conditions. It is not necessarily the legal speed limit, but rather, is based on factors such as the route's physical characteristics, surrounding environment, and the vehicle's capabilities.

While design speed ensures the road is constructed to cater to a certain speed, the target speed is essential to understand driver behavior and safety. Therefore, the setting of appropriate target speeds must consider the road environment, roadside development, vulnerable road users, and the function of the road to help traffic move smoothly and safely.

In an ideal scenario, the design speed and target speed should be closely aligned to ensure that the road infrastructure can safely cope with the speeds at which drivers choose to travel. However, if there's a significant disparity between the two, it may lead to increased risks of crashes, necessitating modifications to the road design or adjustments to speed limits and other traffic management measures to enhance safety.

Bikeways

Ensuring bicycle safety is an essential part of building safer roads. Deploying countermeasures such as the creation of dedicated bike lanes, bike boxes, and bicycle-specific traffic signals can help cater to the need of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance together can also help to ensure direct, smooth and obstacle-free bike travel to substantially foster safer bike travel. By incorporating these bicycle safety improvements in a comprehensive transportation safety framework, the city can become more bike-friendly and safer for all road users.

Intersection and Roadways

Intersection enhancements are a crucial aspect of enhancing road safety since intersections frequently serve as points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of the intersection, too, plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes streamline traffic flow and minimize points of conflict.

Roadway countermeasures can be designed specifically to prevent roadway departures, where a vehicle unintentionally strays away from its designated lane. Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Tools such as roadside barriers, which include guardrails and median barriers, play an essential role in preventing vehicles from colliding with fixed objects or veering off steep slopes. Furthermore, the utilization of rumble strips or wider edge lines offer effective methods to alert possibly distracted or fatigued drivers when their vehicle begins to divert out of its lane and space to react accordingly.

Signals

Improvements in signalization are a significant factor in ensuring safer roadways. Enhancing elements of traffic control can considerably impact driver behavior, reducing confusion, uncertainty, and errors that may lead to accidents. Safe roadways rely heavily on clear, visible signage and signalization. Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic signs that change based on real-time conditions, such as digital warning signs can further enhance safety.

A focus on technology

Technology plays an important role in improving transportation safety, preventing crashes from happening, contributing to faster emergency response times, and providing more detailed analytics about why crashes are happening. This all helps identify and apply the most appropriate crash countermeasures. Some examples of safety technology in the region include:

- Wrong-way detection
- Emergency vehicle preemption
- Near-miss analysis
- Red light camera
- Automated speed enforcement
- Automated school bus enforcement
- IP targeted safety messaging
- Ignition interlock devices
- Traffic incident management programs

The MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan identifies specific technologies that are being planned for in the region, with this plan periodically updated to evaluate and incorporate new technologies.

*As more autonomous and connected vehicles join the region's vehicle fleet, there are opportunities for **ADDITIONAL SAFETY TECHNOLOGIES** to be implemented:*

PedSafe

This pedestrian and bicycle crash avoidance system is designed to operate via connected vehicle technologies. Drivers will be alerted when a pedestrian or cyclist is in the area. Also, traffic signals will be designed to become aware of pedestrians crossing the road or intersection.

Speed harmonization

Mobile traffic sensors send real-time conditions at a congested location to a traffic management center. A computer uses this information to calculate optimal speeds for vehicles approaching congestion and sends the speeds to connected vehicles. The drivers receive the recommended speeds and can adjust accordingly, or, in an automated vehicle, the vehicle could adjust to the recommended speed automatically.

Crash prediction and response deployment

Mobile traffic sensors send real-time conditions to a traffic management center where conditions are evaluated to determine if a crash is likely based on past crash patterns in the region. Law enforcement or emergency response can be deployed before a crash occurs, which can prevent a crash from happening, or place a first responder in closer proximity to improve response times.

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CHAPTER: 6

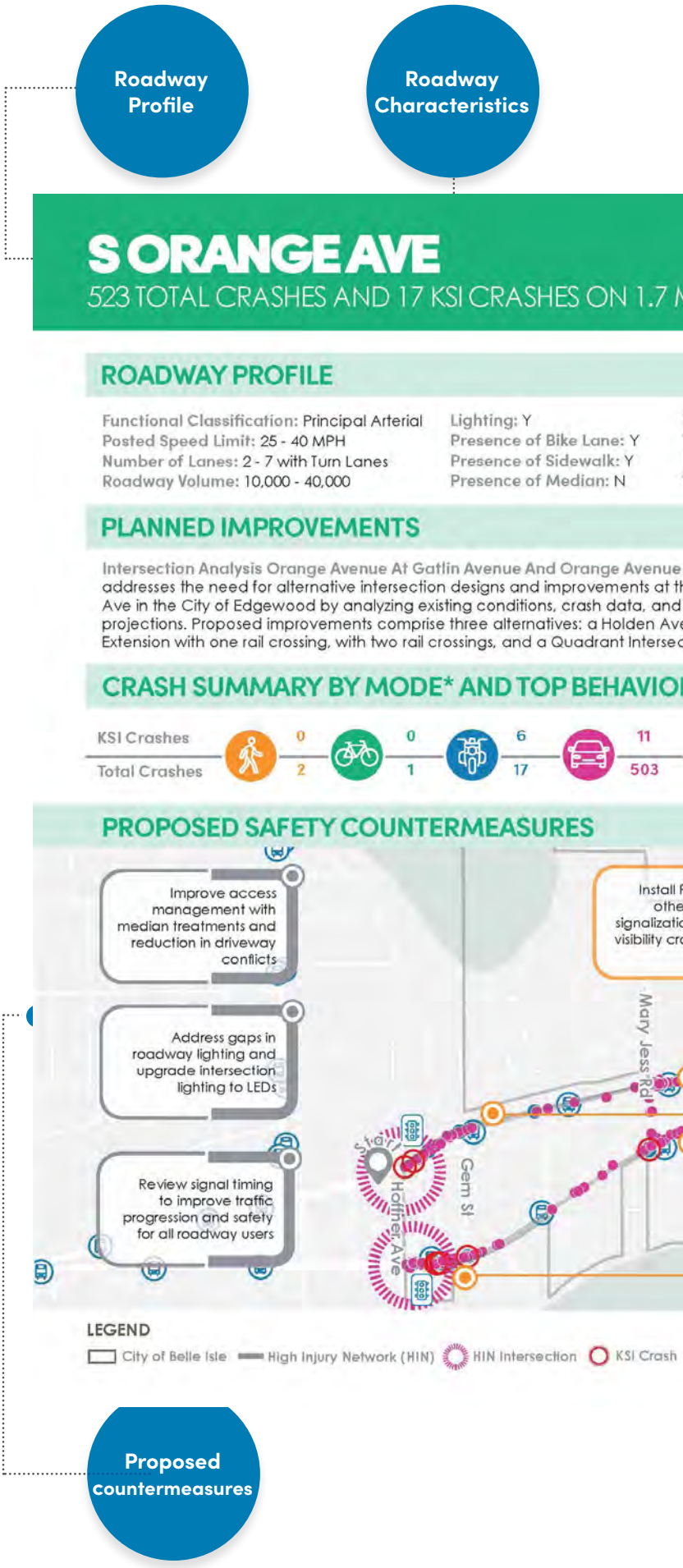
Plan Recommendations

Project Prioritization: HIN Corridor Profiles and Proposed Countermeasures

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Corridor prioritization is essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific corridors for safety projects helps ensure that countermeasures are both meaningful and cost-effective. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are fairly distributed.

The following roadway profile pages provide a comprehensive summary of the characteristics, crash data, rankings, and prioritized countermeasures identified in this Vision Zero Action Plan. The pages highlight specific elements of each corridor, such as length, location, design, traffic volume, and other physical characteristics. An overview of crash type data and crash profile data offers vital insight into the frequency, type and severity of accidents that have occurred on these corridors, along with determining high-risk zones. The profile pages are organized to reflect the rankings, a measure of corridor safety that takes into account various elements identiied in the corridor prioritization framework. Lastly, a prioritized list of countermeasures has been identified for future improvement of safety along each corridor.

The crash data visualized on these cut sheets, combined with the available roadway information, helps to visualize what specific interventions will be most valuable as well as where they should be located.



Crash Statistics and Contribution Factors

MILES

CITY OF EDGEWOOD
VISION ZERO
COUNTDOWN TO ZERO

US DOT ETC: 0%
Transit Route: Y
Boardings/Alightings: 8 - 9,732

At Holden Avenue: The report he intersections on Orange future operational and safety e Realignment/Gatlin Ave ction using Lake Gatlin Rd.

RAL FACTORS

3 95 1 51

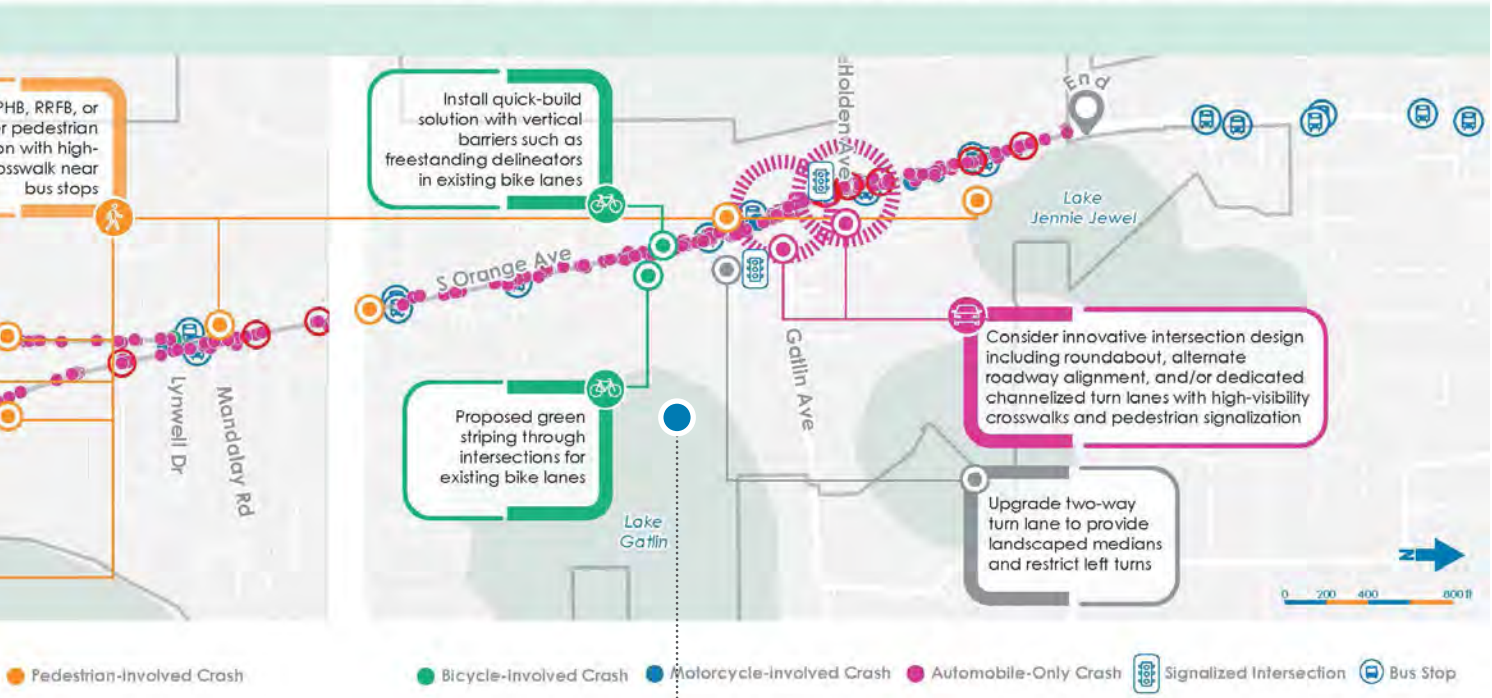
CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS

66% occurred in locations not at an intersection

90% occurred in locations with a posted speed limit of 40 mph

95% occurred in locations without a paved median

*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.



Map With Location of Crashes

S ORANGE AVE

523 TOTAL CRASHES AND 17 KSI CRASHES ON 1.7 MILES (2018-2022)

ROADWAY PROFILE

Functional Classification: Principal Arterial
Posted Speed Limit: 25 - 40 MPH
Number of Lanes: 2 - 7 with Turn Lanes
Roadway Volume: 10,000 - 40,000

Lighting: Y
Presence of Bike Lane: Y
Presence of Sidewalk: Y
Presence of Median: N

US DOT ETC: 0%
Transit Route: Y
Boardings/Alightings: 8 - 9,732

PREVIOUSLY CONSIDERED IMPROVEMENTS

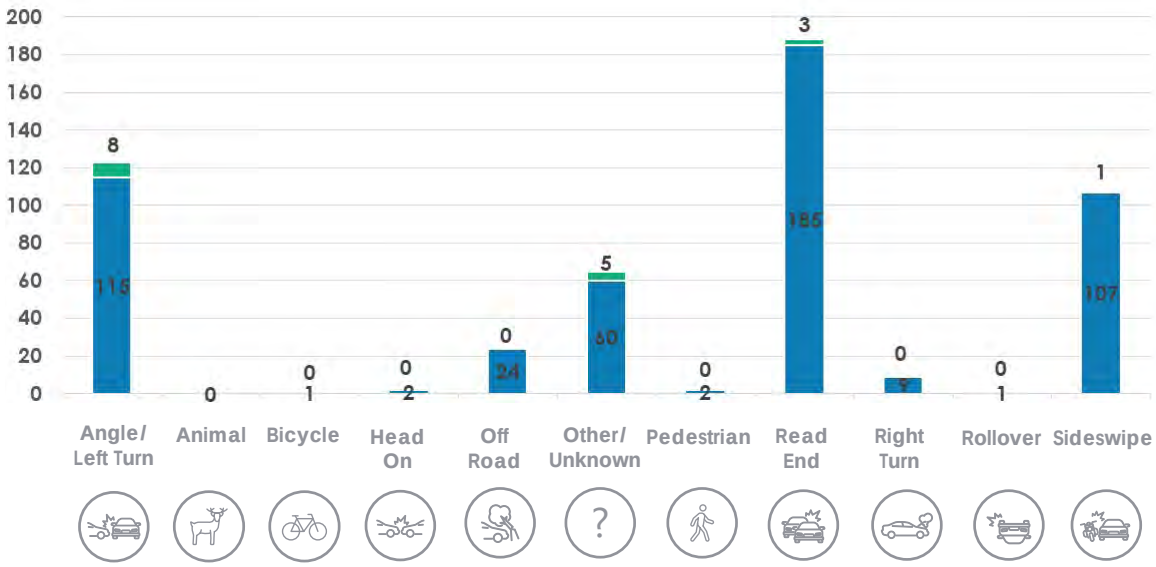
Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue At Holden Avenue: The report addresses the need for alternative intersection designs and improvements at the intersections on Orange Ave in the City of Edgewood by analyzing existing conditions, crash data, and future operational and safety projections. Proposed improvements comprise three alternatives: a Holden Ave Realignment/Gatlin Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersection using Lake Gatlin Rd.

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

	Pedestrian	Bicycle	Motorcycle	Vehicle	Other	Truck
KSI Crashes	0	0	6	11	3	1
Total Crashes	2	1	17	503	95	51

LEGEND
City of Edgewood | High Injury Network (HIN) | HIN Intersection | Density of All Crashes (Low – High)

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS



Total Non-KSI Crashes

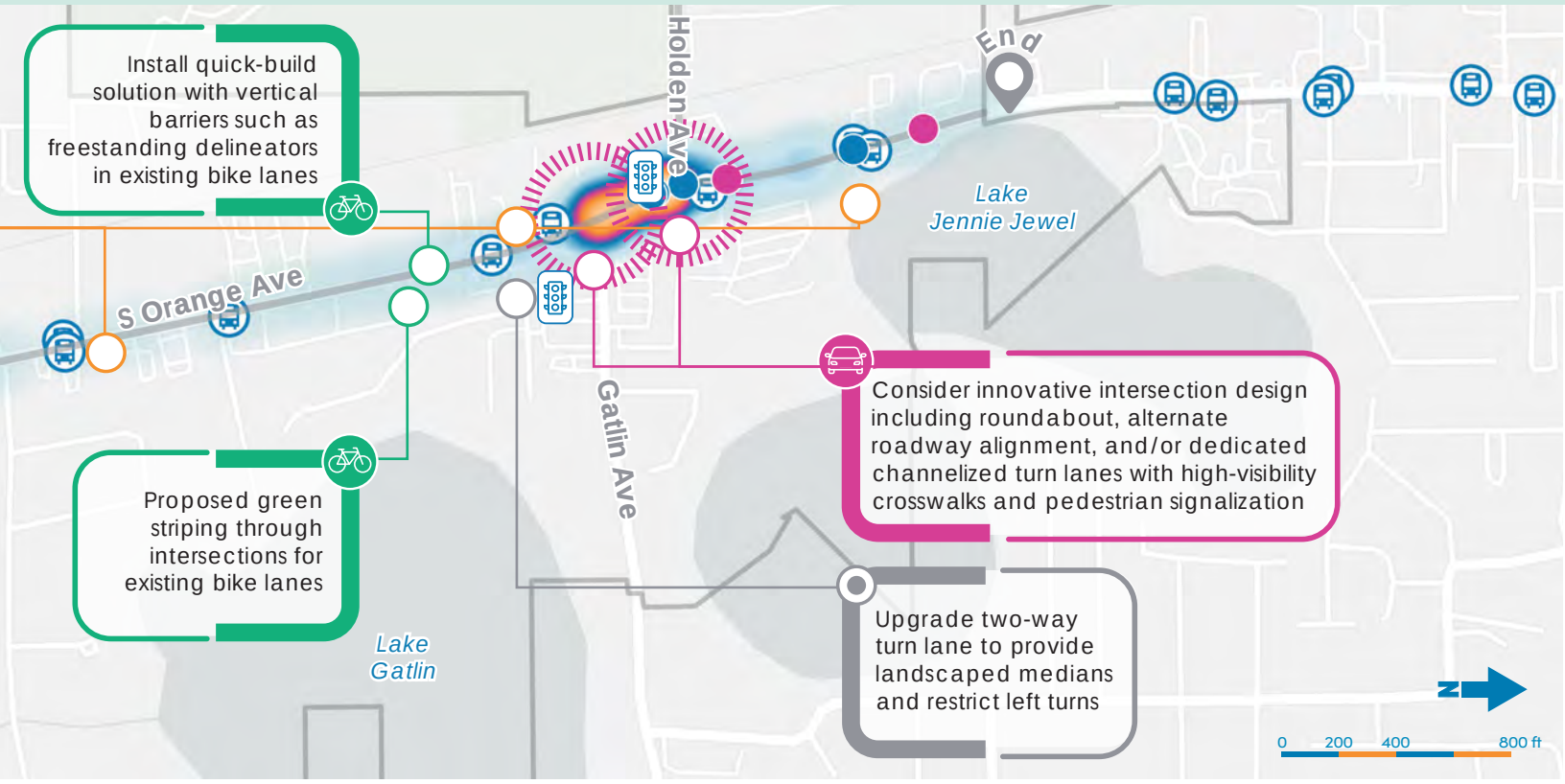
Total KSI Crashes

66% occurred in locations not at an intersection

90% occurred in locations with a posted speed limit of 40 mph

95% occurred in locations without raised median

**The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.*



Motorcycle-involved KSI Crash | Automobile-Only KSI Crash | Signalized Intersection | Bus Stop

HOLDEN AVE

106 TOTAL CRASHES AND 1 KSI CRASHES ON 1.0 MILES (2018-2022)

ROADWAY PROFILE

Functional Classification: Minor Arterial
Posted Speed Limit: 35 MPH
Number of Lanes: 2
Roadway Volume: 10,000 - 20,000

Lighting: N
Presence of Bike Lane: N
Presence of Sidewalk: Y
Presence of Median: N

US DOT ETC: 30%
Transit Route: N
Boardings/Alightings: N/A

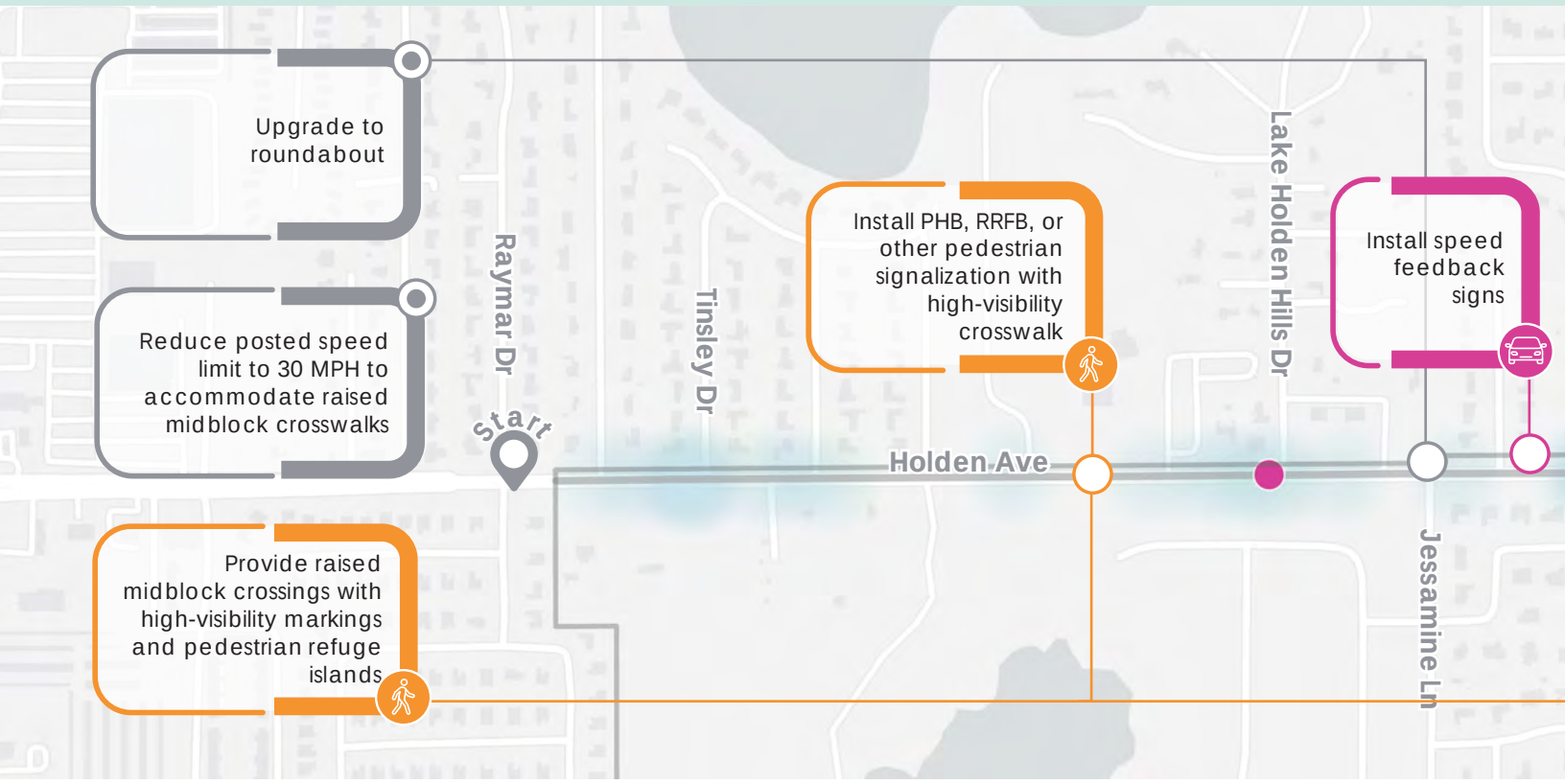
PREVIOUSLY CONSIDERED IMPROVEMENTS

Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue At Holden Avenue: The report addresses the need for alternative intersection designs and improvements at the intersections on Orange Ave in the City of Edgewood by analyzing existing conditions, crash data, and future operational and safety projections. Proposed improvements comprise three alternatives: a Holden Ave Realignment/Gatlin Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersection using Lake Gatlin Rd.

CRASH SUMMARY BY MODE* AND TOP BEHAVIORAL FACTORS

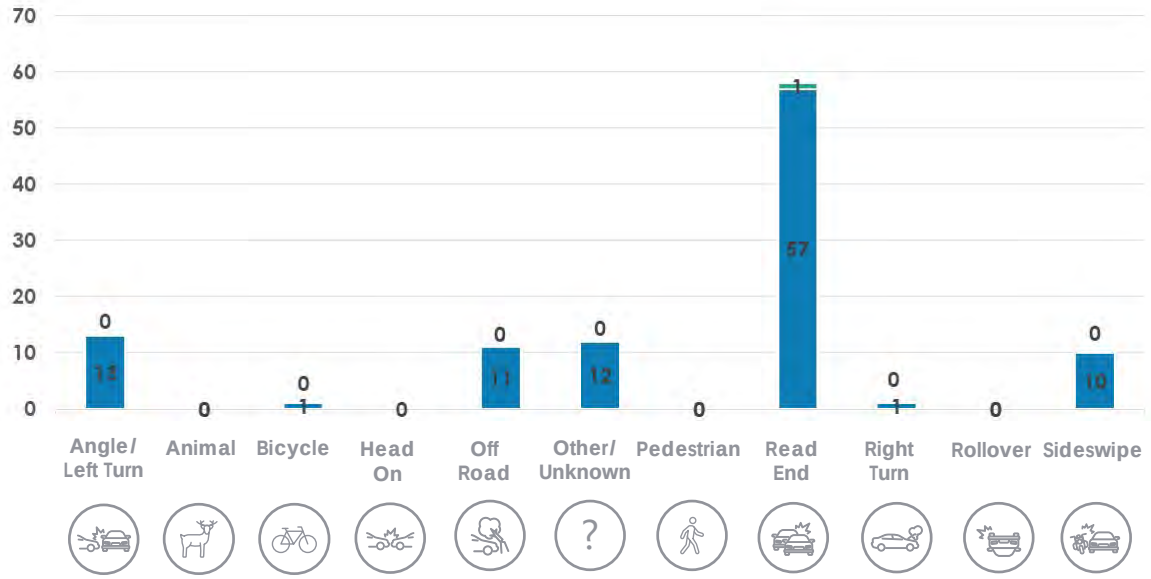
KSI Crashes	0		0		0		1		0		2	
Total Crashes	0		1		1		104		17		5	

PROPOSED SAFETY COUNTERMEASURES



LEGEND
City of Edgewood | High Injury Network (HIN) | HIN Intersection | Density of All Crashes (Low – High)

CRASH TYPE SUMMARY* AND TOP CONTRIBUTING FACTORS

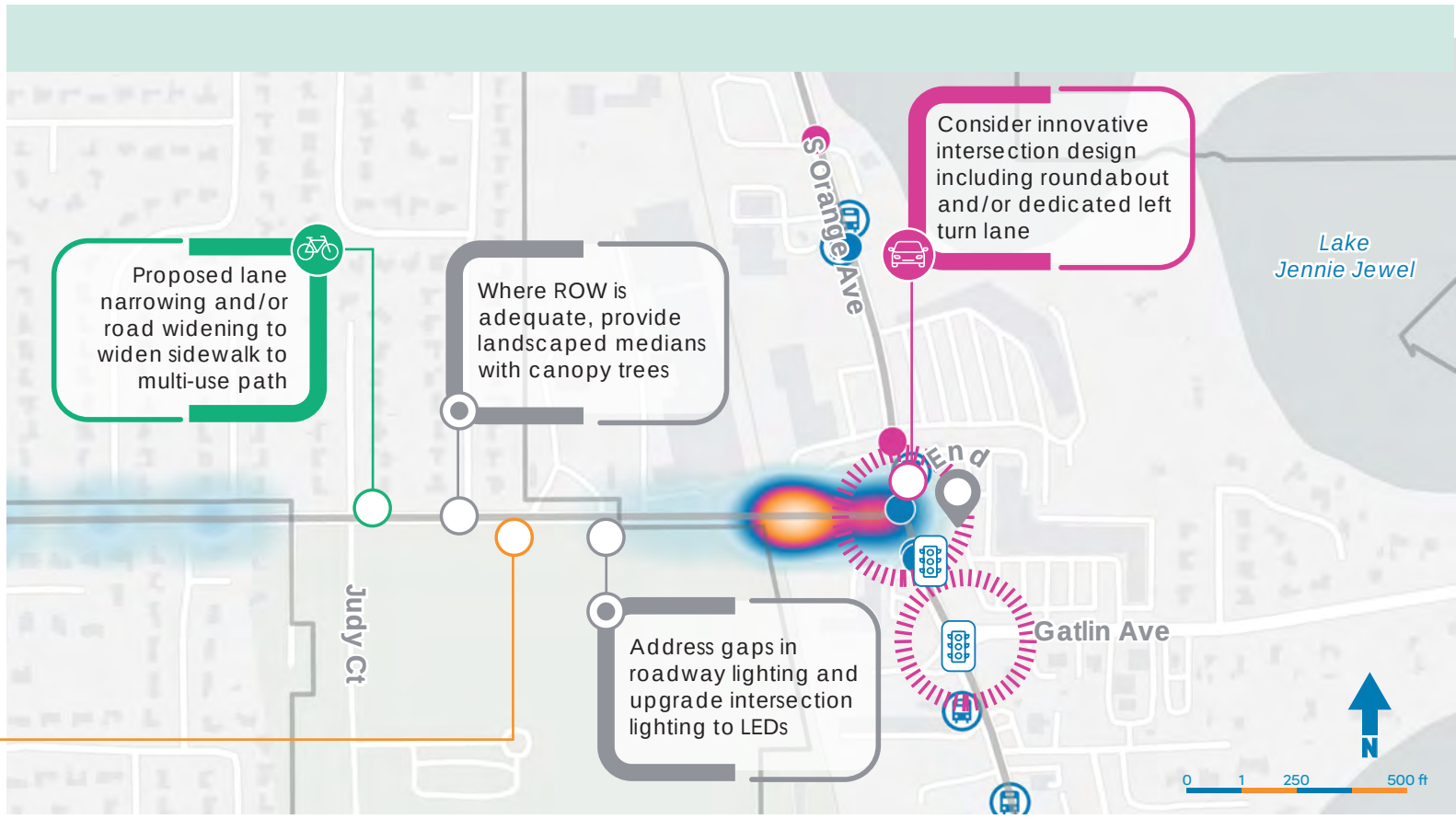


68% occurred in locations not at an intersection

40% occurred on the weekend

8.5% occurred at the railroad crossing

**The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.*

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