

VISION ZERO
CROSS



CONNECTING RESIDENTS
ON SAFE STREETS

HYBRID VIRTUAL/ PUBLIC MEETING

October 22, 2025 | 5:30 p.m.



The presentation will now begin.

Welcome to the CROSS hybrid virtual public meeting.

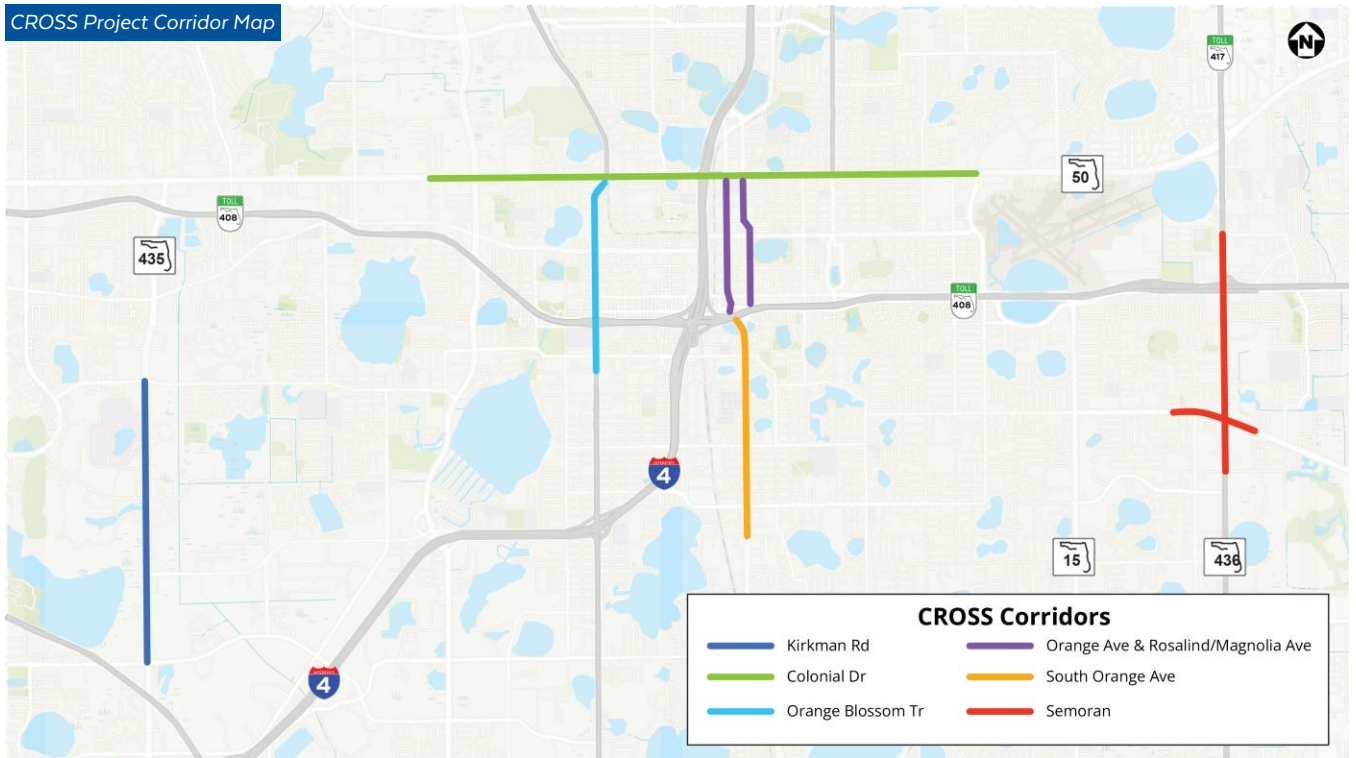
What is the CROSS Project?

- Orlando Connecting Residents on Safe Streets (CROSS) is the city's Vision Zero Implementation Plan, the next step in reaching zero fatalities and serious injuries
- It aims to reduce high-severity crashes on six priority corridors:
 - Kirkman Road from Conroy Road to Raleigh Street
 - SR 50 (Colonial Drive) from Ferguson Drive to Maguire Boulevard
 - Orange Blossom Trail from Winifred Street to SR 50
 - Orange Avenue and Rosalind/Magnolia Avenue from SR 408 to SR 50
 - South Orange Avenue from Pineloch Avenue to SR 408
 - Semoran Boulevard from Grant Street to Dahlia Drive and Curry Ford Road from Larkin Avenue to Bowen Drive



The Orlando Connecting Residents on Safe Streets project, also known as CROSS, is the city's Vision Zero implementation plan. The goal of Vision Zero is to strive to reach zero traffic-related fatalities and serious injuries on our roads. CROSS focuses on six of the highest severity corridors across the city, including segments of Kirkman Road, Colonial Drive, Orange Blossom Trail, Orange Avenue, Rosalind Avenue, and Semoran Boulevard.

CROSS Project Corridor Map



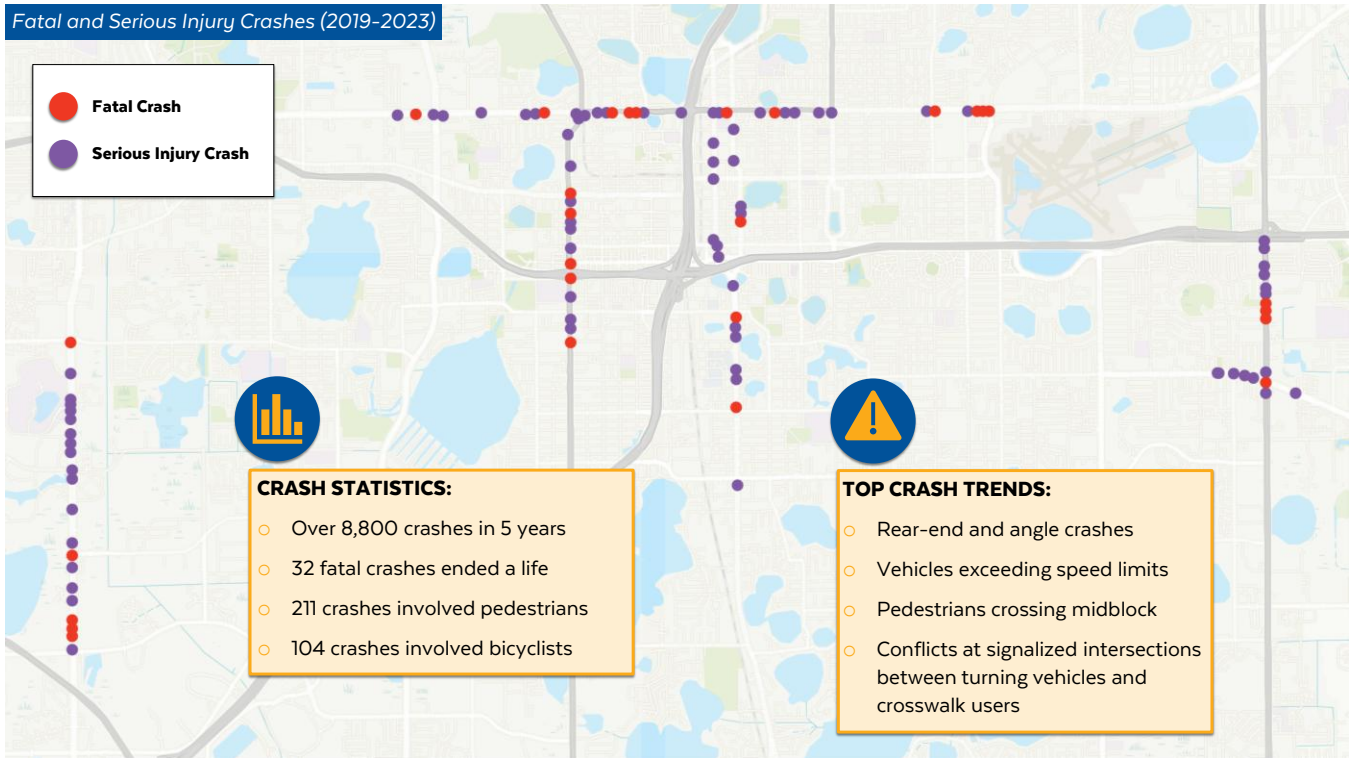
No matter where you live in our city, you or someone close to you are likely traveling on these roads.

EVALUATION



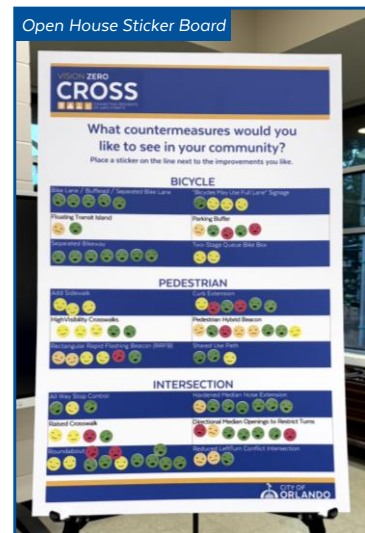
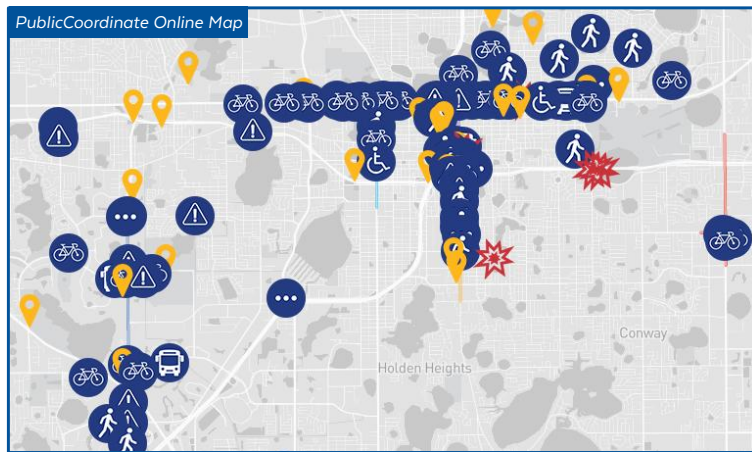
The CROSS project began with an evaluation phase earlier this year.

Fatal and Serious Injury Crashes (2019-2023)



Five years of historic crash data were reviewed to identify the crash types and contributing factors. Over 8,800 crashes occurred, including 32 fatal crashes that ended a life. Many crashes involved pedestrians and bicyclists. Other trends included vehicles exceeding speed limits, pedestrians crossing midblock, and conflicts with vehicles at intersections.

Initial Public Feedback



An online map was created to allow the community to express their safety concerns along the corridors. Public open house meetings and community pop up events were held on each corridor to gauge public perception of types of safety improvements and tailor the recommendations to each local community.

Key Public Takeaways

Current Issues and Complaints

“Poor maintenance and debris”
“Construction blocking sidewalks”
“Conflicts between turning vehicles and pedestrians or bicyclists in crosswalks”
“Long pedestrian wait times at signals”
“Vehicles exceeding the posted speed”

Desirable Improvements

“Wider sidewalks”
“Bike facilities – preferably separated from vehicles and pedestrians”
“Protected crosswalks”
“Median refuge”
“Changes at traffic signals for safety”

Many public complaints listed maintenance, construction, traffic signals, delay, and speeding as safety concerns. The most desirable improvements were wider sidewalks, bike facilities, and safer crosswalks.

RECOMMENDATIONS



The CROSS project is now in the recommendations phase.

Short-Term Improvements

- Less than 1 year to implement

Corridor Improvements	Signal Timing Adjustments	Leading Pedestrian Intervals	Signing & Striping	Quick Build Separation
Kirkman Rd				
Colonial Dr				
Orange Blossom Trail				
Orange & Rosalind Ave				
S Orange Ave				
Semoran Blvd				

Recommendations have been developed for short, mid, and long-term horizons. Short-term improvements will take less than one year to implement. These may include signal timing adjustments, leading pedestrian intervals, signing and striping, and quick build separation.

Short-Term Improvements



Here are examples of some of the short-term improvements. The light bulb indicates an innovative countermeasure that we will explain in detail later on.

Mid-Term Improvements

- Between 1-3 years to design and construct

Corridor Improvements	Wider Sidewalks	Raised Medians	Flashing Yellow Arrows	New Midblock Crossings	Reduced Speed Limit
Kirkman Rd					
Colonial Dr					
Orange Blossom Trail					
Orange & Rosalind Ave					
S Orange Ave					
Semoran Blvd					

Mid-term improvements will take between one to three years to design and construct. These may include wider sidewalks, raised medians, flashing yellow arrows, new midblock crosswalks, and reduced speed limits.

Mid-Term Improvements



Here are examples of some of the mid-term improvements.

Long-Term Improvements

- Greater than 3 years to fully accomplish

Corridor Improvements	New Shared Use Paths	New Bike Lanes	Narrower Travel Lanes	Add Landscaping	Two-Way Conversion
Kirkman Rd					
Colonial Dr					
Orange Blossom Trail					
Orange & Rosalind Ave					
S Orange Ave					
Semoran Blvd					

Long-term improvements will take greater than three years to fully accomplish. These may include new shared use paths, new bike lanes, narrower travel lanes, and landscaping. The downtown one-way pair of Orange Avenue and Rosalind Avenue has a planned two-way conversion.

Long-Term Improvements



Here are examples of some of the long-term improvements.

Leading Pedestrian Interval

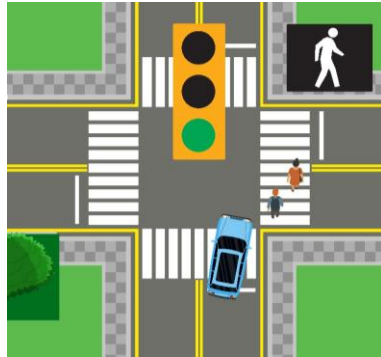


Reduces
intersection pedestrian
crashes by up to
13%

Traditional Signal



Vehicle-Centered



Vehicles see **GREEN** and
pedestrians see **WALK**
at the same time

With LPI



Pedestrian-Focused



Pedestrians get a head
start to **WALK** while
turning vehicles see **RED**



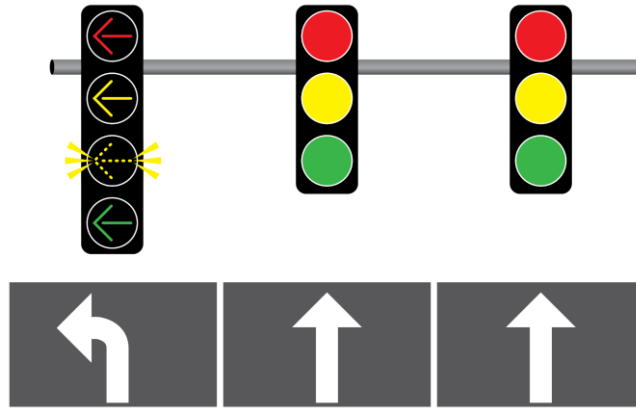
Several innovative treatments are proposed. A Leading Pedestrian Interval, or LPI, offers pedestrians a head start to walk before vehicles move. At a traditional signal without an LPI, vehicles see green at the same time pedestrians see WALK. With the LPI, vehicles see red for 3 to 10 extra seconds while pedestrians begin crossing. This treatment can reduce intersection pedestrian crashes by up to 13%.

Flashing Yellow Arrow



Reduces
left-turn angle
crashes by up to
30%

If you see this:	Then do this:
	STOP
	Complete your turn if in progress or prepare to stop
	Turn left ONLY if there is a safe gap in oncoming traffic and there are no pedestrians in the crosswalk
	Turn left freely

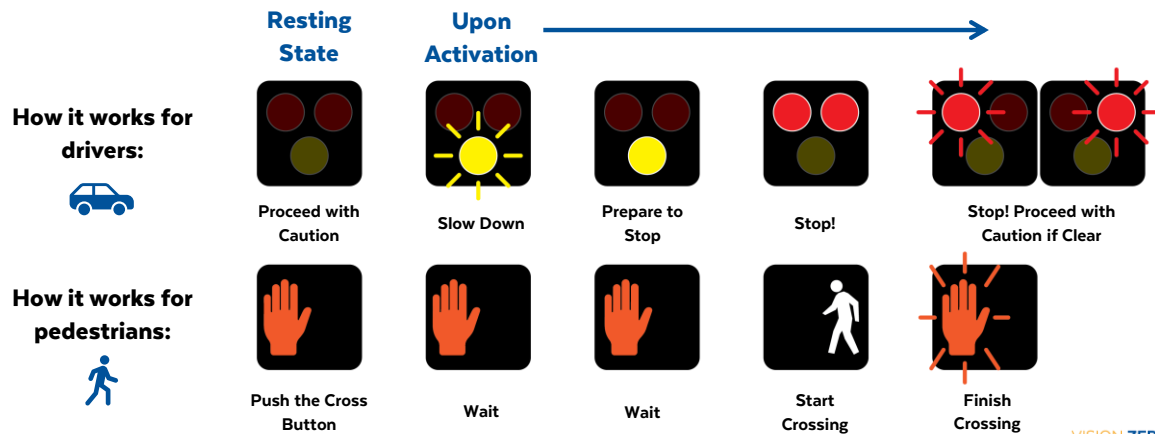


A Flashing Yellow Arrow provides extra warning to left-turning drivers. The steady red, yellow, and green indications are standard. The flashing yellow indication means you should turn left ONLY if there is a safe gap in oncoming traffic and there are no pedestrians in the crosswalk. This treatment can reduce left-turn angle crashes by up to 30%.

Pedestrian Hybrid Beacon



Reduces
Vehicle-pedestrian
crashes by up to
45%



A Pedestrian Hybrid Beacon creates a safe place for pedestrians to cross the street midblock without installing a full traffic signal. Pedestrians will push the button and wait for a WALK signal to cross just like at a traditional signal. Drivers will see a T-shaped signal head. They can proceed through the Pedestrian Hybrid Beacon when the signal is dark. If a pedestrian activates the signal, drivers will see a flashing yellow, a steady yellow, and a steady red. Drivers should slow down and stop. Once the signal alternates flashing red indications, drivers may proceed with caution if the pedestrian has cleared the crosswalk. This treatment can reduce

vehicle-pedestrian crashes by up to 45%.

Proposed Crosswalk Locations

■ Kirkman Road

- Summeroak Street
- Pine Shadows Parkway

■ Orange Blossom Trail

- Conley Street
- Livingston Street

■ Colonial Drive

- Magic Mall Plaza
- Ramona Lane
- Hyer Avenue
- Altaloma Avenue
- Colonial Marketplace

■ South Orange Avenue

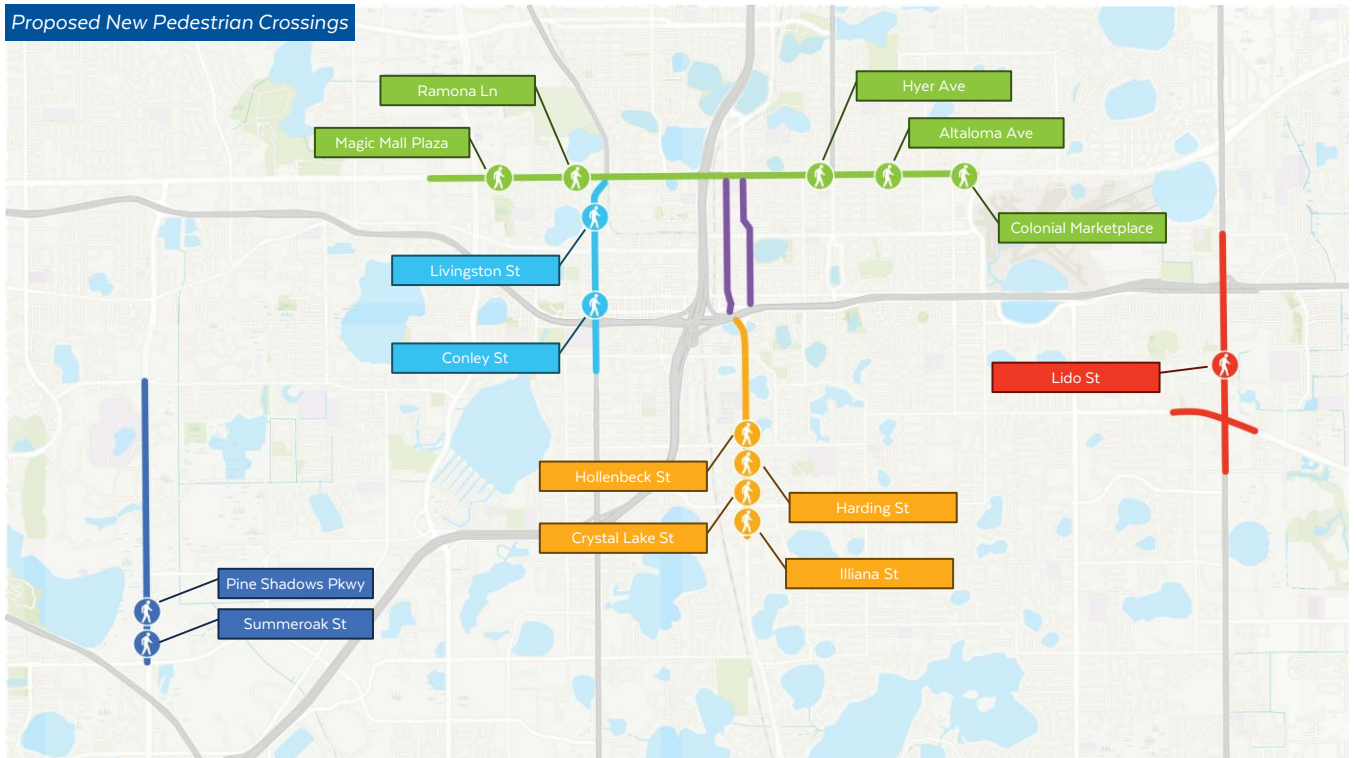
- Illiana Street
- Crystal Lake Street
- Harding Street
- Hollenbeck Street

■ Semoran Boulevard

- Lido Street

New crosswalks are proposed at 14 locations along the corridors. These locations were chosen based on crash history, transit stops, and pedestrian activity.

Proposed New Pedestrian Crossings



These crossings will allow pedestrians to travel in more direct routes where existing traffic signals are far apart. These will also provide enhanced warning to drivers to expect crossings and use caution.

CONTACTS

City of Orlando Project Manager

Laura Hardwicke
Safe Mobility Manager
laura.Hardwicke@orlando.gov

Consultant Project Manager

Wendy Krehbiel
Kimley-Horn and Associates, Inc.
wendy.krehbiel@kimley-horn.com

Project Website: orlando.gov/CROSS



Thank you for your participation. Information is provided for both the City and Consultant points of contact. All project information can be found online at orlando.gov/CROSS. This presentation and draft concepts for the proposed recommendations will be uploaded to the project website.

Title VI of the Civil Rights Act of 1964

- The City of Orlando is committed to reasonably accommodating the communications needs of persons with disabilities. Persons with disabilities who need reasonable accommodations to participate in this meeting should contact:

Linda Ward

City of Orlando

Transportation Department

(407) 246-2281

linda.ward@orlando.gov



If you need accommodation for this meeting, you may use the contact information provided.

Please provide feedback!

In-person attendees:

- Speak with project team members in person
- Submit a written comment form

Virtual attendees:

- Type a question in the chat
- Click “Provide Input” on the project website

Comments must be received by November 5th



We welcome your feedback and will now begin the question period.

In-person attendees may speak with the project team or submit a written comment form. Virtual attendees may type a question in the chat or visit the project website to provide input. Chat questions will be monitored, and a team member will respond directly or request contact information for a follow-up response.

All comments must be received by November 5th.