VISION ZERO ORLANDO

CITY OF ORLANDO
VISION ZERO SAFETY SURVEY & SUMMARY

August 2026



Find out more about Vision Zero Orlando at: orlando.gov/visionzero

CITY OF ORLANDO TRANSPORTATION

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Survey Development

The Transportation Department developed the Vision Zero Orlando Safety Survey in coordination with the City's Digital Innovation and Service Design Team to ensure accessibility, clarity, and user-friendly design. Hosted on the Qualtrics platform, the survey asked residents about perceived safety, travel behavior, high-risk locations, and priority improvements. Responses will inform the identification of safety challenges and potential countermeasures as part of the Vision Zero Action Plan. The final survey is below.

The City of Orlando would like your feedback on the Vision Zero Action Plan.

What is the Vision Zero Action Plan? The Vision Zero Action Plan is our plan to end traffic deaths and serious injuries on our streets.

Why are we doing this survey? Your feedback will shape how we make our streets safer and more accessible for everyone. It's time to update our action plan. We want to use your feedback to update it. We'll use your feedback to help us with our priorities, goals and safety improvements.

Who should take this survey? We need feedback from people who live, work, visit or go to school in Orlando. This survey will take about 10 minutes to complete. Your honest answers are greatly appreciated, but all questions are optional.

Florida has a very broad public records law. As a result, survey data received by the City of Orlando will be made available to the public and media, upon request, unless otherwise exempt.

Transportation Habits

1. Which modes of transportation do you use most often?
   - ❑ Public transit
   - ❑ Driving
   - ❑ Scooter or micromobility
   - ❑ Walking
   - ❑ Biking
   - ❑ Ride-share or taxi
   - ❑ Another mode not listed here:

2. How often do you walk or bike for transportation (not just recreation)?
    - ❑ Daily
    - ❑ A few times a week
    - ❑ A few times a month
    - ❑ Rarely (once a month or less often)
    - ❑ Never
3. What prevents you from walking or biking more often?
    - ❑ Weather
    - ❑ Traffic safety concerns (like speeding or unsafe drivers)
    - ❑ Lack of safe infrastructure (like missing sidewalks or unprotected bike lanes)
    - ❑ Poor lighting
    - ❑ Physical ability
    - ❑ Long distances
    - ❑ Fear of crime or personal security concerns
    - ❑ Lack of shade
    - ❑ Another reason not listed here:

Vision Zero

4. Before this survey, had you heard of the Vision Zero Action Plan?
    - ❑ Yes
    - ❑ No
    - ❑ Maybe/not sure
5. Before this survey, did you notice any transportation safety changes the city made?
    - ❑ Yes
    - ❑ No
    - ❑ Maybe
6. What changes did you notice? Which one do you think has been the most effective? [Open Response]

Prioritizing

7. Which zip code do you live in currently? We will use this information to understand what community members think in different parts of the city. [Open Response]
8. Which of the following are the biggest safety concerns in your neighborhood? You can choose up to three (3).
    - ❑ Not enough crosswalks marked with white paint
    - ❑ Sidewalks and bike paths or lanes aren't well connected
    - ❑ Missing or unsafe sidewalks
    - ❑ Distracted driving
    - ❑ Dangerous intersections
    - ❑ Speeding or aggressive driving
    - ❑ Poor lighting
    - ❑ Missing or unsafe bike infrastructure (i.e. separate bike lanes, protected lanes, etc.)
    - ❑ Another concern not listed here:

9. Are there specific streets or intersections in your neighborhood where you feel unsafe? What are they? [Open Response]
10. Which goals should we focus on for our plan update? Pick the goal we should focus on first as one (1), the next goal as two (2), and so on. Drag and drop the goals to reorder them. By serious crashes, we mean those causing death, hospitalization, or a long-term injury.
    - ❑ Identify places for new quick-build projects
    - ❑ Get more community feedback on safety issues
    - ❑ Reduce speed limits in high-risk areas
    - ❑ Better pedestrian and cyclist accessibility
    - ❑ Reduce serious crashes
    - ❑ Another goal not listed here:
11. What types of areas should we prioritize for safety improvements? Put the area we should focus on first as one (1), the next area as two (2), and so on. Drag and drop the areas to reorder them.
    - ❑ Residential neighborhoods
    - ❑ Public buildings or locations (for example, parks, libraries, community centers, etc.)
    - ❑ Major intersections
    - ❑ School zones
    - ❑ Bike lanes
    - ❑ Pedestrian trails or walkways
    - ❑ Another area not listed here:

Equity (Geographic Balance)

12. How much do you agree or disagree with the following statement? Traffic safety improvements are distributed appropriately across Orlando neighborhoods.
    - ❑ Strongly disagree
    - ❑ Somewhat disagree
    - ❑ Neither agree nor disagree
    - ❑ Somewhat agree
    - ❑ Strongly agree
13. What communities or areas do you think need more attention? [Open Response]

Final Thoughts

14. How would you like to be involved with the Vision Zero Action Plan in the future?
    - ❑ Volunteering for future community outreach or events
    - ❑ Helping spread awareness in my social circles
    - ❑ Sharing feedback through surveys (like this one)
    - ❑ Participating in public forums or workshops
    - ❑ Another way not listed here:

15. How much **trust or distrust** do you have in the City of Orlando when it comes to handling local problems?
    - ❑ A lot of trust
    - ❑ Some trust
    - ❑ Neither trust nor distrust
    - ❑ Some distrust
    - ❑ A lot of distrust
16. Is there anything else you would like to share about the Vision Zero Action Plan? Your comments will be shared directly with the Vision Zero team. [Open Response]

Demographics

Are you open to answering some demographic questions? We will use this information to understand the unique needs of our community members.

17. All demographic questions are **optional**.
    - ❑ Yes
    - ❑ No
18. What is your connection to the City of Orlando? You can choose as many options as you need.
    - ❑ I work here
    - ❑ I live here
    - ❑ I visit here often
    - ❑ I own a business here
    - ❑ I go to school here
    - ❑ I do not have a connection to Orlando
    - ❑ I am connected to Orlando in another way:
    - ❑ Prefer not to answer
19. How old are you?
    - ❑ Under 18 years old
    - ❑ 18 – 24 years old
    - ❑ 25 – 34 years old
    - ❑ 35 – 44 years old
    - ❑ 45 – 54 years old
    - ❑ 55 – 64 years old
    - ❑ 65 – 74 years old
    - ❑ 75 years old or older
    - ❑ Prefer not to answer
20. What is your race and/or ethnicity? Select all that apply.
    - ❑ American Indian or Alaskan Native (For example, Navajo Nation, Blackfeet Tribe of the Blackfeet Indian Reservation of Montana, etc.)
    - ❑ Asian (For example, Chinese, Asian Indian, Filipino, Vietnamese, Korean, Japanese, etc.)
    - ❑ Black or African American (For example, African American, Jamaican, Haitian, Nigerian, Ethiopian, Somali, etc.)
    - ❑ Hispanic or Latino (For example, Mexican, Puerto Rican, Salvadoran, Cuban, Dominican, Guatemalan, etc.)

- ❑ Middle Eastern or North African (For example, Lebanese, Iranian, Egyptian, Syrian, Iraqi, Israeli, etc.)
- ❑ Native Hawaiian or Pacific Islander (For example, Native Hawaiian, Samoan, Chamorro, Tongan, Fijian, Marshallese, etc.)
- ❑ White (For example, English, German, Irish, Italian, Polish, Scottish, etc.)
- ❑ Prefer not to answer

21. Are you a parent of school-aged children?
    - ❑ Yes
    - ❑ No
    - ❑ Prefer not to answer

22. How many years have you lived in Orlando?
    - ❑ Less than 1 year
    - ❑ 1 – 5 years
    - ❑ 6 – 10 years
    - ❑ More than 10 years.
    - ❑ I have lived in Orlando my whole life.
    - ❑ I don't live in Orlando.
    - ❑ Prefer not to answer

Distribution

The Vision Zero Orlando Safety Survey was open from November 19, 2025, through February 19, 2026. Residents could take the survey on both the Vision Zero Orlando website and the FORWARD Orlando engagement website. The project team used unique survey links to track which outreach methods generated the most responses. The City promoted the survey through several communication channels, including:

- **20,831** subscribers received citywide email newsletters including *City News, Community Leaders,* and *Neighborhood Newsletter*
- **2,200** City employees received internal communications through the *Employee News* newsletter and *In the Loop* TV graphics
- **60+** screens across City-owned facilities that played the *In the Loop* TV graphics
- **764** subscribers received Transportation-focused communications including the *Vision Zero Orlando Newsletter* and the City's bicycle and pedestrian email distribution list
- **44,979** impressions and **604** link clicks from targeted social media advertising on Facebook and Instagram at a total cost of $249.87

- City Commissioners shared the survey with their constituents
- Community partners, including the Orlando Bike Coalition, Bike/Walk Central Florida, and LYNX, helped promote the survey through their own communication channels, expanding its reach across Orlando

Data Processing and Analysis

Quantitative data was analyzed using the built-in visualization tools within Qualtrics. Visual summaries were created to identify patterns and trends in responses. Statistical significance testing was not conducted due to limited sample sizes in many categories; therefore, findings were reported using descriptive statistics and observed trends. Open-ended responses were analyzed using an iterative coding approach. For questions not tied to specific geographic locations, Microsoft Copilot (2026) was used to develop an initial set of themes for categorization. The project team then reviewed, refined, and validated these themes through manual coding to ensure they accurately reflected the survey responses before completing the final analysis. This approach used generative AI to support, rather than replace it with researcher judgment during qualitative analysis.



Figure 1. Meta Advertisement for Vision Zero Orlando Safety Survey

Results

688 validated survey responses were received. Validated responses exclude pre-launch test submissions.

Responses varied across outreach methods as shown in **Figure 2**. Digital outreach, particularly Meta advertisements and the City's Vision Zero website, generated the highest participation, while email campaigns and community-based outreach contributed more modest participation.

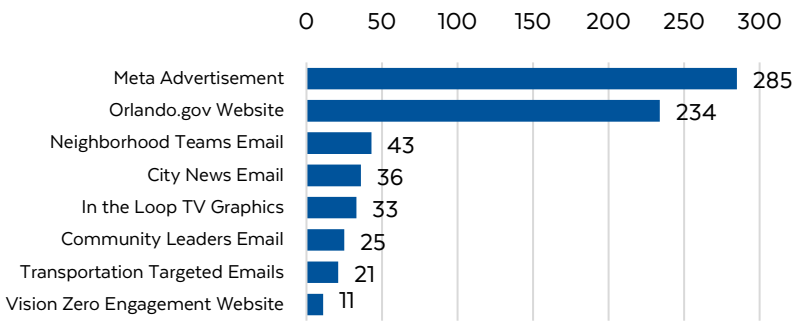
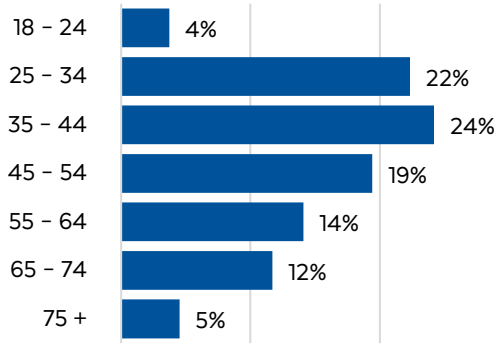


Figure 2. Survey responses by distribution methods

Who We Heard From: Survey Demographics & Geographic Representation

Survey responses were excluded for respondents who selected "Prefer not to answer."

AGE DISTRIBUTION 376 responses



Participation included all age groups with the strongest representation from working age adults (25-54).



50.3%
Under the age 45

49.7%
age 45 and older

RACE AND ETHNICITY 345 responses

Race and Ethnicity	Count	Percent
American Indian or Alaskan Native	7	2%
Asian	15	4%
Black or African American	18	5%
Hispanic or Latino	60	16%
Middle Eastern or North African	3	1%
Native Hawaiian or Pacific Islander	3	1%
White	277	72%

The City applied the 2024 revision of the Federal Statistical Policy Directive 15, which combines race and ethnicity into a single question with expands the minimum reporting categories.

CONNECTION TO ORLANDO 377 responses

337
Live in Orlando

220
Work in Orlando





Option to select multiple connections.

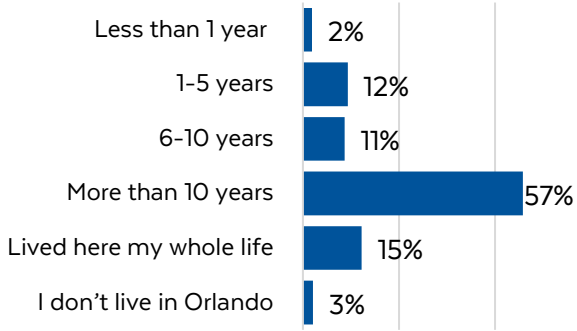
PARENT STATUS
365 responses



25.8%
Parents of school-aged children

74.2%
Not parents of school-aged children

YEARS LIVED IN ORLANDO
378 responses



What ZIP code do you live in currently? 551 responses

Broad Regional Participation

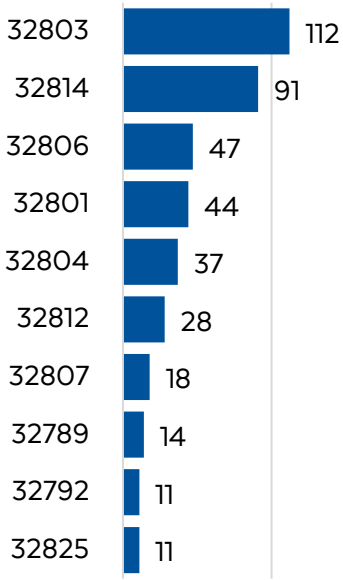
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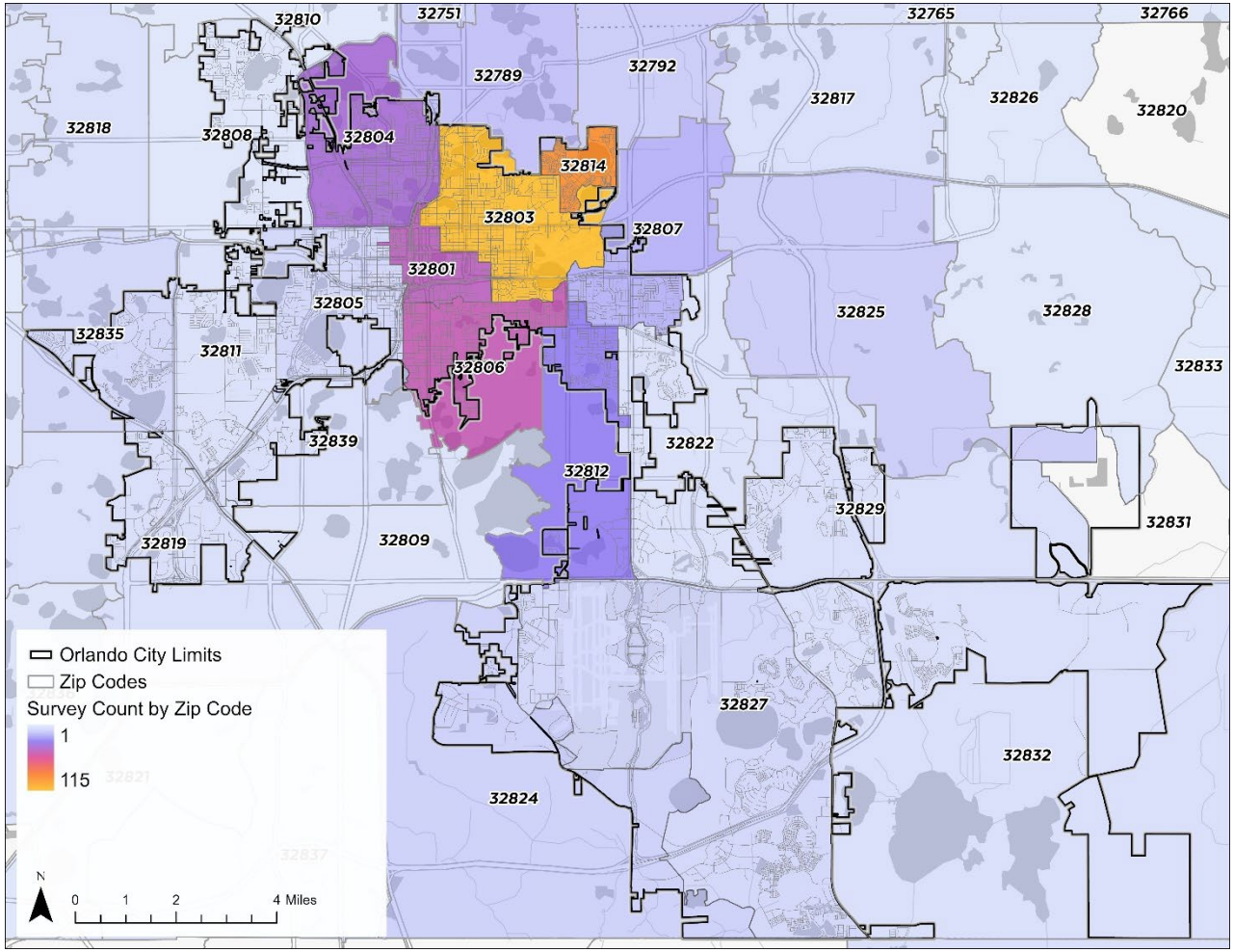
ZIP codes where survey respondents live.

28

ZIP codes that are in or have a portion within city limits

Top 10 Zip Code





ZIP code 32831 recorded no responses because it primarily consists of non-residential land uses, including the Stanton Energy Center and the Florida Department of Corrections Central Florida Reception Center.

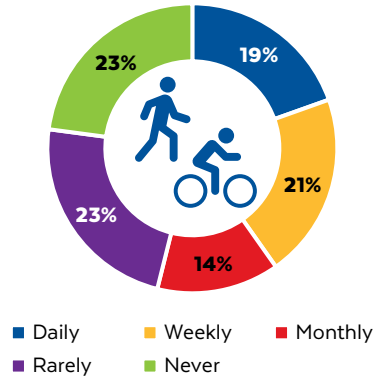
Transportation Habits and Vision Zero Awareness

Which modes of transportation do you use most often? 636 responses

Mode of Transportation	Count	Percent
Driving	579	49%
Walking	290	24%
Biking	168	14%
Ride-share or taxi	52	4%
Public Transit	50	4%
Scooter or micromobility	39	3%
Another mode not listed	10	1%

Other modes not listed included skateboards, motorcycles, golf carts, e-bikes, and Ride DTO.

How often do you walk or bike for transportation? 629 responses



What prevents you from walking or biking more often? 276 responses



37.7%

Identify safety as a barrier to walking or biking more

Other identified barriers include long distances, weather, physical ability, and fear of crime. Environmental factors like lack of shade and poor lighting are also cited.

Before this survey, had you heard of the Vision Zero Action Plan? 616 responses

31.3%

Are familiar with Vision Zero

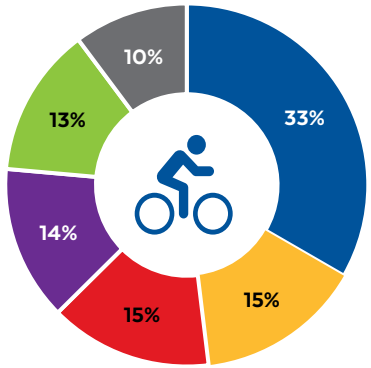
Before this survey, did you notice any transportation safety changes the city made? 612 responses

49.0%

Have noticed transportation improvements

What changes did you notice? 307 responses

Responses did not clearly distinguish between "noticed" and "most effective" changes. As a result, all responses were analyzed as "noticed changes."



Most common locations identified include:

Corrine Drive
Conway Road
Downtown Orlando
Ivanhoe Village

Examples of open-ended responses for each theme are found in T ≈♂@#

Table 1. Open-ended responses to identified safety improvements and transportation changes

Themes	Example Response
Protected or improved bicycle infrastructure	"A more protected bike lane on Conway [Road] from Lake Underhill Road (near SR 408)."
	"Safer bike lanes marked and sometimes separated, the two I drive the most are on Corrine [Drive] and Semoran [Boulevard]. I believe these are wonderful for safety. Drivers on Corrine have zero respect for the speed limit, so I definitely believe this has been effective. Just don't take any of these driving lanes away for a street diet! It will be more dangerous. Too many cars travel on Corrine daily; it will be a nightmare for those of us who live nearby and travel Corrine daily..."
	"The beautiful bike lanes that separate completely from the main road with wide barriers. Many safety precautions have been taken across Orlando for a lot of bike lanes and it's very well done."
Speed management and traffic calming	"Speed bumps, multi-use paths, bike lanes. Speed bumps and bike lanes have been the most effective, I think."
Sidewalk improvements and connectivity	"I've noticed the addition of off-street shared use paths including the path along Anderson [Street] and the Colonial [Drive] overpass bridge. While it's a start, neither feels very effective because they are incomplete and lack connectivity to final destinations."
Improved signage and audio signaling	"Better school zone signage on Conway [Road]."
Crosswalks enhancements	"The increased visibility of crosswalks downtown [was] great before the state painted them black."
Curb extensions or roadway modifications	"The most effective changes I have noticed are more ADA compliant sidewalks, more bicycle lanes and more residential roads with "sharrows"."

Prioritization

For the following questions, respondents ranked their top preferences in order of importance. The results are shown from the highest-ranked priority (Rank 1, shown in yellow) to the lowest-ranked priority (shown in blue) based on the average ranking across all responses. The analysis also compares priorities between parents and non-parents as well as between respondents under age 45 and age 45 and older to highlight differences in transportation safety priorities across these groups.

Neighborhood Safety Concerns: Which of the following are the biggest safety concerns in your neighborhood? (485 responses)

Participants were asked to select their top three concerns which were identified as speeding or aggressive driving, distracted driving, and missing or unsafe bicycle infrastructure. **Table 2** shows example responses for these top three safety concerns, and **Table 3** shows the overall ranking across all the safety concerns.

Table 2. Open-ended responses to the top three neighborhood safety concerns

Theme	Example Responses
Speeding/aggressive driving	"Live on a "cut through" where speeding, passing on a residential street and failing to obey stop signs."
	"We desperately need Speed Humps on Pecos Street in Montclair Manor. We have aggressive speeders on our street sometimes at 4am."
Distracted driving	"Must crack down on cell phone use when driving and when at red lights as they obstruct the flow of traffic and cause people to get aggravated and then they are distracted."
Missing or unsafe bicycle infrastructure	"Bike lanes are in the streets not separated by a barrier. I feel that is very unsafe. People don't use them at all they ride on the sidewalks which makes walking on the sidewalks unsafe due to the speed of these electric bikes using the sidewalks."

Overall, these top concerns were consistent regardless of whether respondents identified as parents. However, variation was observed by age group. Among respondents under the age of 45, missing or unsafe bike infrastructure ranked as the second-highest concern, followed by poorly connected sidewalks and bicycle facilities in third place. Distracted driving ranked fourth for this group. In contrast, respondents aged 45 and older ranked dangerous intersections as the third-highest concern, while missing or unsafe bike infrastructure dropped to fifth.

Table 3. Respondents' ranking of neighborhood safety concerns

Neighborhood Safety Concerns	Rankings by Survey Respondents				
	All Respondents	Parents	Non-Parents	Age Under 45	Age Over 45
Speeding / Aggressive Driving	1	1	1	1	1
Distracted Driving	2	2	2	4	2
Missing or unsafe bike infrastructure	3	3	3	2	5
Dangerous intersections	4	5	5	5	3
Sidewalks and bike paths or lanes aren't well connected	5	6	4	3	9
Missing of unsafe sidewalks	6	3	6	6	6
Poor lighting	7	8	8	7	7
Another goal not listed here	8	7	7	8	4
Not enough crosswalks marked with white paint	9	9	9	9	8

Among the 135 open-ended responses to the neighborhood safety concerns question for "Another goal not listed here," the most frequently identified themes were unsafe e-bike and scooter use and lack of traffic enforcement. Respondents raised concerns related to sidewalk riding, non-compliance with traffic regulations, and improperly parked shared mobility devices. Example responses are provided in **Table 4**.

Table 4. Open-ended responses to the various neighborhood safety concerns

Theme	Example Responses
E-Bike and micromobility (45 responses)	"Allowing bicycles and motorized scooters and bikes share the sidewalks with pedestrians. After being hit by an e-bike as a pedestrian, I had to go to the ER & spent 6 months recovering in physical therapy..."
	"Electric bikes/scooters left abandoned in middle of sidewalks."
Lack of traffic enforcement (25 responses)	"Throughout the city and county, most drivers don't stop at the red [light], but just slow down a bit and turn right on red."
	"We need something that makes drivers stop at intersections. People just roll through them. I don't know if signage would help"

27 respondents also identified specific locations of concern. Locations identified align with corridors identified in the 2026 High Injury Network (HIN), reinforcing the data-driven approach used to identify areas with elevated crash risk including Lake Eola, Lake Underhill Rd, East Colonial Dr, and Curry Ford Rd. Locations such as Baldwin Park, Dowden Rd, and Kaley Ave highlight places where residents experience safety concerns that were not be reflected within the HIN. Together, these comments provide valuable spatial context by validating known safety concerns while also identifying locations where residents perceive barriers to safe travel.

Vision Zero Goals: Which goals should we focus on for our plan update? (506 responses)

Respondents were asked to rank the provided goals on a scale from 1 to 6 as summarized in **Table 5.** Across all respondents, the highest priority goals were improving pedestrian and cyclist accessibility, reducing serious crashes, and reducing speed limits in high-risk areas. Parents demonstrated similar priorities to the overall respondent pool, with no meaningful differences in the overall ranking of goals.

Variation emerges when examining non-parents and age groups. Among non-parents and respondents under the age of 45, identifying locations for new quick-build projects ranked higher than increasing community feedback on safety issues. In contrast, respondents aged 45 and older prioritized reducing speed limits in high-risk areas as the most important goal, followed by improving pedestrian and cyclist accessibility and reducing serious crashes.

Table 5. Respondents' ranking of guiding goals for vision zero

Vision Zero Goals	Rankings by Survey Respondents				
	All Respondents	Parents	Non-Parents	Age Under 45	Age Over 45
Better pedestrian and cyclist accessibility	1	1	1	1	2
Reduce serious crashes	2	2	2	2	3
Reduce speed limits in high-risk areas	3	3	3	3	1
Get more community feedback on safety issues	4	4	5	5	4
Identify places for new quick-build projects	5	5	4	4	5
Another goal not listed here	6	6	6	6	6

Areas for Safety Investments: What types of areas should we prioritize for safety improvements? (478 responses)

Respondents were asked to rank the types of areas that should be prioritized for safety improvements on a scale from 1 to 7, as summarized in **Table 6.** Across all respondents, major intersections ranked as the highest priority area, followed by pedestrian trails or walkways, school zones, and residential neighborhoods. Bike lanes and public buildings or destinations ranked lower overall.

Differences emerge across demographic groups. Parents placed the highest priority on school zones, followed by pedestrian trails or walkways and residential neighborhoods, with major intersections ranking fourth. Among non-parents and respondents under the age of 45, bike lanes ranked higher in priority (third), while school zones and residential neighborhoods ranked slightly lower. In contrast, respondents aged 45 and older continued to prioritize school zones (second) and residential neighborhoods (third), followed by pedestrian trails or walkways (fourth). Major intersections consistently ranked among the highest priorities across most groups and were ranked first among non-parents.

Table 6. Respondents' ranking of priority areas for safety improvements

Priority Areas for Safety Improvements	Rankings by Survey Respondents				
	All Respondents	Parents	Non-Parents	Age Under 45	Age Over 45
Major intersections	1	4	1	1	1
Pedestrian trails or walkways	2	2	2	2	4
School zones	3	1	4	4	2
Residential neighborhoods	4	3	5	5	3
Bike lanes	5	5	3	3	5
Public buildings or locations (for example, parks, libraries, community centers, etc.)	6	6	6	6	6
Another area not listed here	7	7	7	7	7

Geographic Balance

How much do you agree or disagree? Traffic safety improvements are distributed appropriately across Orlando neighborhoods. (498 responses)

Respondents were asked if they felt whether safety improvements are equally distributed citywide. Responses indicate that most respondents do not believe safety improvements are equitably distributed across the community as shown in **Figure 3**. Only 17.0% of respondents agreed with the statement while 43.0% disagreed. 40.0% of respondents neither agreed nor disagreed, suggesting uncertainty or limited awareness regarding how safety improvements are distributed.

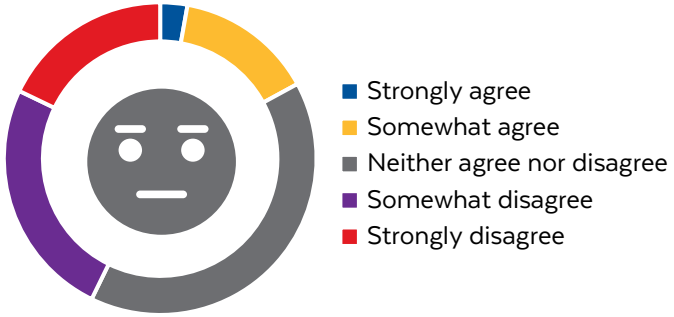


Figure 3. Respondent's agreement with the statement: Traffic safety improvements are distributed appropriately across Orlando

To better understand how residents view the distribution of transportation safety improvements, this question was compared to respondent's residing ZIP codes. **Figure 4** shows the ZIP codes where respondents either agreed or disagreed the most with the question statement. ZIP codes with the highest agreement are shown in yellow, while those with the lowest agreement are shown in blue.

Several ZIP codes with higher agreement have also received recent transportation safety projects:

- 32803 (27.9% agreement) includes the Corrine Dr two-way cycle track and the Bumby Ave Safety Improvements Project
- 32812 (24.0% agreement) includes the Conway Rd corridor, where FDOT completed pedestrian and bicycle safety improvements
- 32792 (22.2% agreement) borders the city and includes the State Road 436 corridor improvements completed by FDOT
- 32801 (16.7% agreement) covers Downtown Orlando and includes several Vision Zero projects, such as quick-build improvements on Orange Ave and Rosalind Ave as well as the Amelia St boarding island.

The lowest levels of agreement came from the following ZIP codes:

- 32804 (6.1% agreement) has received recent transportation investments, including the Packing District and upcoming corridor improvements along Edgewater Drive, respondents still reported lower agreement.
- 32807 (5.9% agreement) and 32825 (0.0% agreement) are mostly outside the City's jurisdiction in Orange County, where other agencies are primarily responsible for transportation projects. Respondents in these areas may see fewer City-led projects, and jurisdictional boundaries may not always be clear. This can make it difficult for residents to know which agency is responsible for transportation improvements.

Large portions of western Orlando and the southeast part of the city showed relatively neutral responses. In these areas, many respondents neither agreed nor disagreed that transportation safety improvements are distributed fairly. Some of these ZIP codes also had relatively few survey responses, so the results should be interpreted with caution.

Overall, the results suggest a close link between public perception and the visibility of recent transportation projects. Areas with recent improvements generally reported higher agreement, while areas with fewer visible projects, shared jurisdictions, or less visible investment reported lower or more neutral responses.

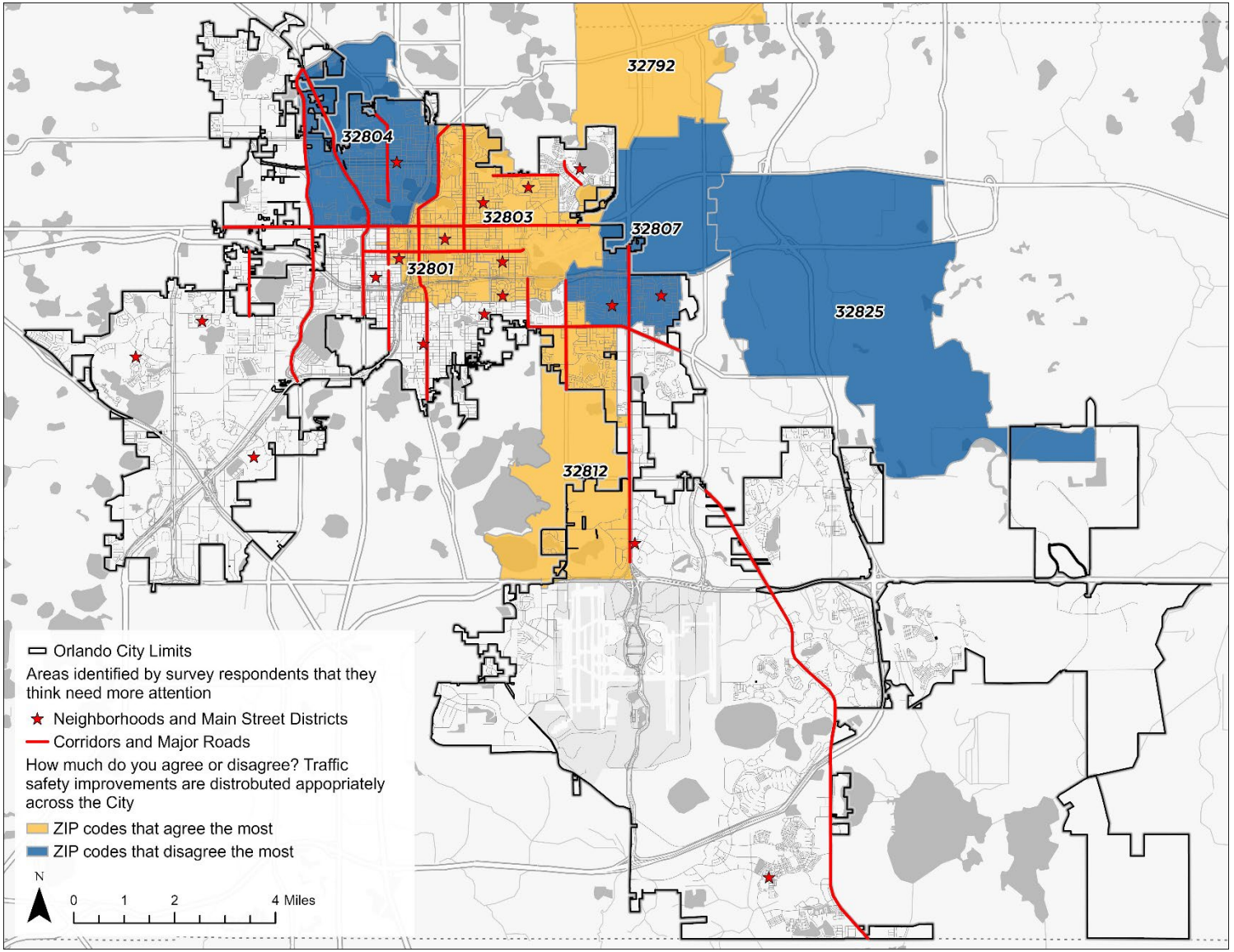


Figure 4. Respondents' perceptions of geographic balance of transportation improvement projects throughout the City

What communities or areas do you think need more attention? (237 responses)

Responses were grouped into three categories: Neighborhoods and Main Street Districts, Corridors and Major Roads, and Citywide and Systemwide Needs. These locations are also identified in **Figure 4**.

Neighborhoods and Main Street Districts

Respondents identified neighborhoods across Orlando that they believe need more transportation safety improvements. Frequently mentioned areas included Audubon Park, Baldwin Park, Bel Air, Callahan, Carver Shores, College Park, Colonialtown, Downtown Orlando, Engelwood Park, Gateway District, Lake Como, Lake Eola Heights, Lake Nona, MetroWest, Milk District, Millenia, Mills 50, Montclair Manor, Parramore, and SoDo. These responses include both established neighborhoods and areas experiencing new growth.

During the survey period, a pedestrian crash occurred on February 11, 2026, in Baldwin Park at the intersection of Lake Baldwin Ln and Meeting Pl. After this crash, more respondents identified Baldwin Park as an area that needs attention. These responses provide important context, they may also reflect short-term concerns rather than long-term trends.

Corridors and Major Roads

Respondents also identified several major roads and corridors that need safety improvements. Frequently mentioned corridors included Edgewater Dr, Colonial Dr, Corrine Dr, Conway Rd, Curry Ford Rd, John Young Pkwy, Mills Ave, Narcoossee Rd, Orange Ave, Orange Blossom Trl, Parramore Ave, Robinson St, and State Road 435 (Semoran Blvd). These corridors are high-volume roadways and are also included in the HIN. This suggests that residents' concerns closely match locations identified through crash data and safety analysis. Other frequently mentioned corridors that are not found on the HIN include Crystal Lake Dr, Ivey Ln, and Meeting Pl.

Citywide and Systemwide Needs

Some respondents focused on broader transportation issues instead of specific locations. Common themes included:

- Major corridors and high-traffic roads
- Low-income and transit-dependent communities
- Areas with high pedestrian activity and limited walking and biking infrastructure
- Locations with high bicycle and pedestrian crash risk
- School zones and railroad crossings
- Areas with new development or missing infrastructure
- Traffic safety, enforcement, and signal timing improvements
- Community engagement and building trust

Geographic Considerations

Respondents from both inside and outside Orlando city limits highlighted transportation safety as a regional issue that often crosses jurisdictional boundaries. Staff reviewed responses to identify locations outside the City's responsibility These responses show that residents often view transportation safety as a regional issue rather than one limited by city boundaries. They also highlight the need for continued coordination between the City of Orlando, Orange County, FDOT, and neighboring jurisdictions to improve safety across the region.

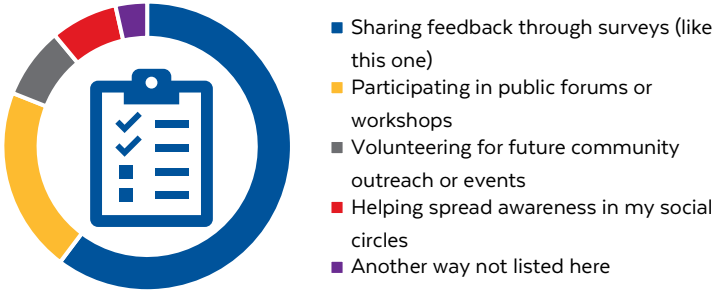
Eight responses identified corridors that extend across or beyond Orlando city limits, including Hoffner Ave, International Dr, Interstate 4, Pershing Ave, and West Colonial Dr. 16 responses identified locations outside the city, including Dr. Phillips, Goldenrod, Ocoee, Pine Hills, Southchase, Tangelo Park, Tildenville, University of Central Florida (UCF) area, Little Econ Greenway, and University Blvd.

Final Thoughts

STAYING ENGAGED 453 responses

60%
Prefer sharing feedback through Surveys

21%
Prefer attending public forums or workshops

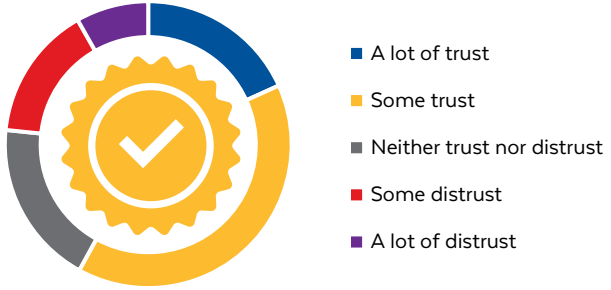


These results suggest that respondents value both convenient online engagement and for in-person discussion.

TRUST IN GOVERNMENT 488 responses

58%
Have trust in the City to handle local problems

23%
Do not have trust in the City to handle local problems



These results provide a baseline understanding of public trust as the City continues to implement Vision Zero and engage residents throughout the FORWARD project.

Closing Thoughts: Is there anything else you would like to share about the Vision Zero Action Plan? (251 responses)

Open-ended responses were grouped into three themes: pedestrian and bicycle safety, new project ideas, and policy and system critiques as shown in Table 7 with example responses. Additional topics included reducing car dependency, improving e-bike safety, and strengthening walking and biking connections. These insights provide additional context and help identify priorities for future safety investments.

Table 7. Themes and example responses to closing thoughts question of survey

Theme	Example Responses
Pedestrian and cyclist safety (82 responses)	"Anything that improves the safety of the most vulnerable road users in our community should be your highest priority. Even when it inconveniences drivers. Sometimes the right thing is inconvenient."
	"I would love for this area to become a more safe community for pedestrians. There are intersections where it is almost impossible to make the turn without pulling into crosswalks because of visual obstructions."
New project suggestions (79 responses)	"Mills Ave is incredibly busy with pedestrian foot traffic on the weekends. There are few places for people to cross along a 4-lane road. Most people run across to get to the other side. It's only a matter of time before something serious happens. I think adding more pedestrian crossings like the one in Audubon [Park] will be incredibly helpful."
	"Prioritize quick builds and non-permanent ideas that could become permanent structures later, more implementation of physical improvements and less talking about it or asking for more opinions (need some input from community and other stakeholders, but it feels like there is still much engagement to the point that we talk more than we do)."
Policy and system critiques (64 responses)	"I believe the only way we will truly be able to reach our vision zero goal is to prioritize safety over speed. In complex areas where there are a mix of transportation types, traffic calming practices need to be enacted to reduce actual traffic speed, not only the speed limit on signage."
	"It would greatly impact our community to prioritize pedestrian friendly infrastructure. I think to reduce deaths and injuries it is time to inconvenience drivers for the sake of pedestrian safety. Who cares if the drive takes 2 more minutes or the crosswalk is lit for 10 more seconds when the alternative is someone being killed by impatient drivers paired with infrastructure that treats bikers, pedestrians, people getting in and out of cars and children going to and from school like an afterthought. Orlando is pretty easily navigable city by car, and that's great, but it should also be possible to walk to the store without fear of being killed by someone on their phone or not even seeing a crosswalk."

Application of Survey Results

The Vision Zero Orlando Safety Survey results provide a comprehensive understanding of community-identified safety concerns, priorities, and perceptions of geographic balance that directly inform the development of targeted strategies and implementation actions. The findings demonstrate strong alignment across respondent groups on core safety issues, while also revealing meaningful differences in priorities by age and, to a lesser extent, household characteristics. These findings translate into a set of actionable priorities for implementation, summarized in **Table 8.** As plan development and implementation progress, these results will continue to guide project prioritization, program design, and the sequencing of safety interventions.

Table 8. Recommended actions based on results of the Vision Zero Orlando Safety Survey

Area of Focus	Key Findings	Recommended Actions
Speed Management & Driver Behavior	Speeding and aggressive driving were the most frequently cited safety concerns across all respondent groups, with consistent prioritization regardless of caregiver status or geography.	❑ Develop targeted speed management strategies on high-risk corridors with higher operating speeds ❑ Expand use of various speed management and traffic calming measures, including vertical and horizontal deflection ❑ Strengthen corridor-level speed reduction strategies in areas with repeatedly identified safety concerns ❑ Continue integrating speed management as a primary design criterion in all roadway projects
Pedestrian & Bicycle Infrastructure	Missing or unsafe bicycle infrastructure and poorly connected sidewalks were among the top concerns, particularly for respondents under the age of 45.	❑ Expand protected bicycle networks on major corridors ❑ Prioritize gap closure in sidewalk and shared-use path networks ❑ Improve crossing safety at intersections through refuge islands, leading pedestrian intervals, and high-visibility crosswalks

Area of Focus	Key Findings	Recommended Actions
High-Priority Locations for Intervention	Major intersections, school zones, pedestrian trails, and residential neighborhoods consistently ranked as top priority areas for safety improvements.	❑ Expand school zone safety treatments, including speed control and crossing enhancements ❑ Focus pedestrian trail investments on connectivity and safe crossings ❑ Implement neighborhood-scale traffic calming in residential areas experiencing cut-through traffic
Perceptions of Improvements	Most respondents do not believe safety improvements are evenly distributed across the city, with significant variation by ZIP code and proximity to recent projects.	❑ Improve transparency around project selection criteria and funding allocation ❑ Strengthening communication linking safety investments to crash reduction outcomes ❑ Track geographic distribution of both capital and quick-build projects throughout the City and across Commission Districts ❑ Target outreach in areas with lower perceived investment levels
Enforcement & Education	Open-ended responses highlight concerns about distracted driving, e-bike and scooter behavior, and limited compliance with traffic laws.	❑ Coordinate with enforcement partners on high-risk behaviors (speeding, failure to yield, red-light violations) ❑ Expand education campaigns focused on multimodal safety and shared street use ❑ Develop guidance for safe e-bike and micromobility operation ❑ Reinforce driver awareness campaigns in school zones and pedestrian-heavy areas
Regional Coordination	Respondents identified locations both within and outside city limits, reinforcing that transportation safety is a regional issue.	❑ Strengthen coordination with Orange County, FDOT, and adjacent municipalities ❑ Align corridor improvements across jurisdictional boundaries ❑ Prioritize regional arterial corridors for joint safety interventions ❑ Share data and crash trends across agencies to support coordinated planning

VISION ZERO ORLANDO



Find out more about Vision Zero Orlando at: orlando.gov/visionzero

CITY OF ORLANDO TRANSPORTATION