

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **20374**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Winter Springs**

Sponsor Contact Person: **Clete Saunier, P.E.**

Facility Name: **SR 434 at Winter Springs City Hall - Deceleration Lane**

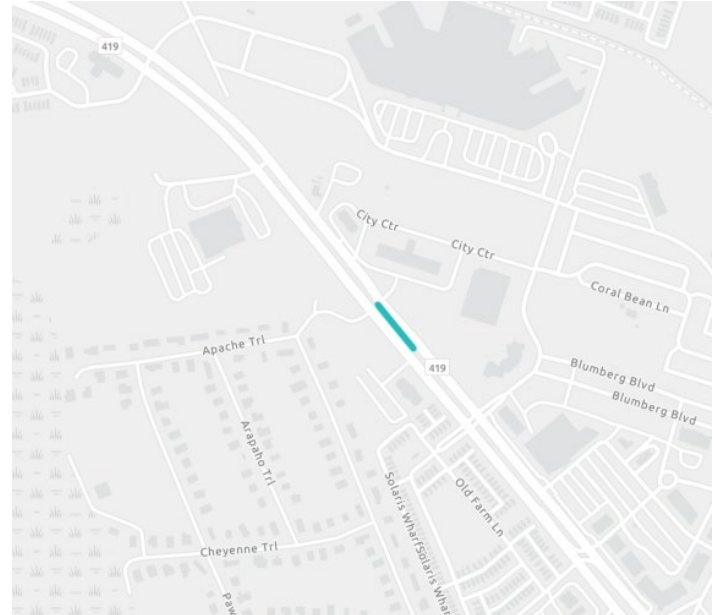
From: **SR 434 at City of Winter Springs City Hall driveway**

To: **200' East of City Hall driveway on SR 434**

Length (Mi): **0.05**

Functional Class: **Major Arterial - Urban**

Local Preference: **Medium**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$65,000**

Est. PE Cost: **\$100,000**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,400,000**

Est. CEI Cost: **\$100,000**

Est. Total Project Cost: **\$1,665,000**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **No**

In Area of Persistent Poverty: **No**

Transit Headway: **60**

Population within ½ Mile: **2,105**

Jobs within ½ Mile: **771**

Pedestrian Level of Comfort: **2.00**

Truck Traffic Percent: **2.80%**

AADT Change to 2050: **1,003**

Crashes within 100' (2020-24): **8**

KSI Crashes within 100' (2020-24): **0**

Bike/Ped Crashes within 100' (2020-24): **1**

Crash Rate Per 100M VMT: **181.89**

KSI Crash Rate Per 100M VMT: **0.00**

CANDIDATE PROJECT DESCRIPTION

The project consists of constructing a westbound right-turn deceleration lane along SR 434 (approximately 200 linear feet), a 5-foot bike lane, curb and gutter, a 5-foot-wide concrete sidewalk, a drainage structure, single post mounted signs, and associated thermoplastic pavement markings.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **0.25 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.00 / 1.00**

Area of Persistent Poverty Score: **0.00 / 1.00**

Local Preference Score: **0.75 / 1.00**

TOTAL PRELIMINARY SCORE: 1.50

PRELIMINARY RANKING: 13 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45025**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Seminole County, City of Longwood**

Sponsor Contact Person: **Shad Smith**

Facility Name: **Rangeline Road**

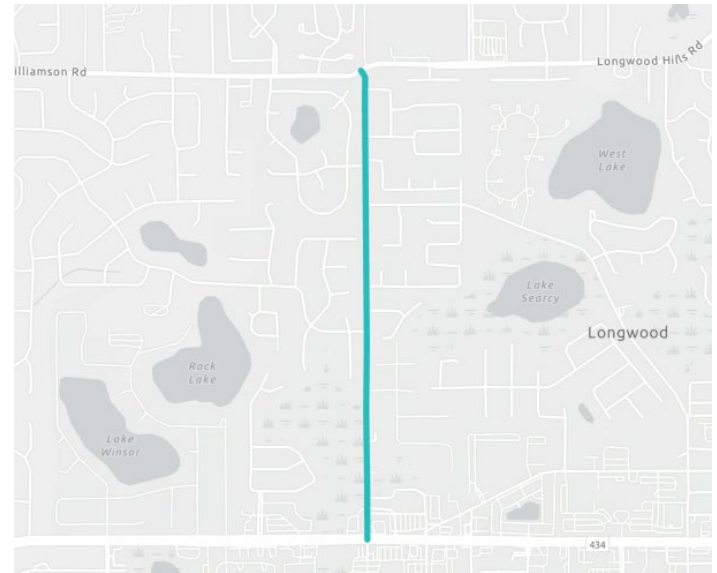
From: **EE Williamson Road**

To: **SR 434**

Length (Mi): **1.05**

Functional Class: **Major Collector - Urban**

Local Preference: **Medium**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$125,000**

Est. PE Cost: **\$525,000**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$2,250,000**

Est. CEI Cost: **\$420,000**

Est. Total Project Cost: **\$3,070,000**

Local Funding Contribution: **\$1,500,000**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **Yes**

In Area of Persistent Poverty: **No**

Transit Headway: **No Transit**

Population within ½ Mile: **4,353**

Jobs within ½ Mile: **4,036**

Pedestrian Level of Comfort: **2.15**

Truck Traffic Percent: **8.50%**

AADT Change to 2050: **1.702**

Crashes within 100' (2020-24): **69**

KSI Crashes within 100' (2020-24): **1**

Bike/Ped Crashes within 100' (2020-24): **1**

Crash Rate Per 100M VMT: **508.50**

KSI Crash Rate Per 100M VMT: **7.37**

CANDIDATE PROJECT DESCRIPTION

Provide safe pedestrian and bicycle access from SR 434 to EE Williamson Road. This is to be accomplished by constructing a 6- to 8-foot-wide shared use path along the west side of Rangeline Road as well as narrowing roadway lanes to 10 feet to slow traffic. Additional potential project elements may also include improved lighting, raised median crosswalks, and refuge islands.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **0.00 / 1.00**

Local Preference Score: **0.75 / 1.00**

TOTAL PRELIMINARY SCORE: 2.75

PRELIMINARY RANKING: 11 / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45038**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Seminole County, City of Longwood**

Sponsor Contact Person: **Shad Smith**

Facility Name: **Ronald Reagan Boulevard**

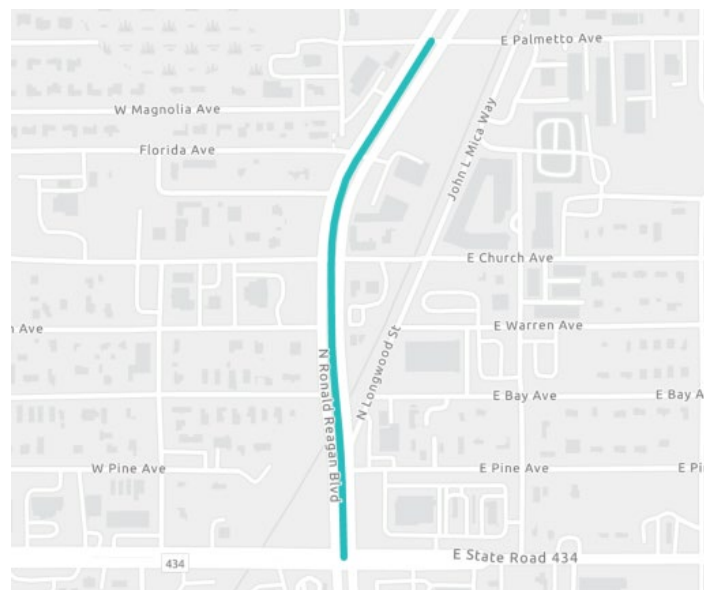
From: **SR 434**

To: **Palmetto Avenue**

Length (Mi): **0.38**

Functional Class: **Minor Arterial - Urban**

Local Preference: **High**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$100,000**

Est. PE Cost: **\$350,000**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$900,000**

Est. CEI Cost: **\$200,000**

Est. Total Project Cost: **\$2,000,000**

Local Funding Contribution: **\$550,000**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **Yes**

On Local HIN: **Yes**

In Area of Persistent Poverty: **No**

Transit Headway: **60**

Population within ½ Mile: **3,047**

Jobs within ½ Mile: **3,999**

Pedestrian Level of Comfort: **1.20**

Truck Traffic Percent: **8.50%**

AADT Change to 2050: **3,749**

Crashes within 100' (2020-24): **187**

KSI Crashes within 100' (2020-24): **2**

Bike/Ped Crashes within 100' (2020-24): **6**

Crash Rate Per 100M VMT: **1020.94**

KSI Crash Rate Per 100M VMT: **10.92**

CANDIDATE PROJECT DESCRIPTION

Project elements include the addition of refuge islands and raised intersection at Church Avenue as well as lane narrowing and landscaped buffers and median. A key component to this project is the proposed changes to West Bay Avenue at CR 427. West Bay Avenue is to become one-way eastbound, right turn only on to CR 427. By doing this, the city can extend the curb line and provide a large pedestrian landing. Vehicles often use the striped pavement areas as access to the right turn lane on to SR 434. By modifying W Bay Avenue, this will take away the option. Refer to the supplemental 1 attached figures for more details. Please note, the figures show a quick curb, but the city intends to place a permanent curb.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.50 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **1.00 / 1.00**

HIN Score: **0.75 / 1.00**

Area of Persistent Poverty Score: **0.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 4.25
PRELIMINARY RANKING: 7 (tie) / 14

MetroPlan Orlando

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CANDIDATE PROJECT INFORMATION

MTP ID: **45069**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Osceola County**

Sponsor Contact Person: **Lori Cox, AICP**

Facility Name: **Carroll Street Safety**

Improvements - REVISED APPLICATION

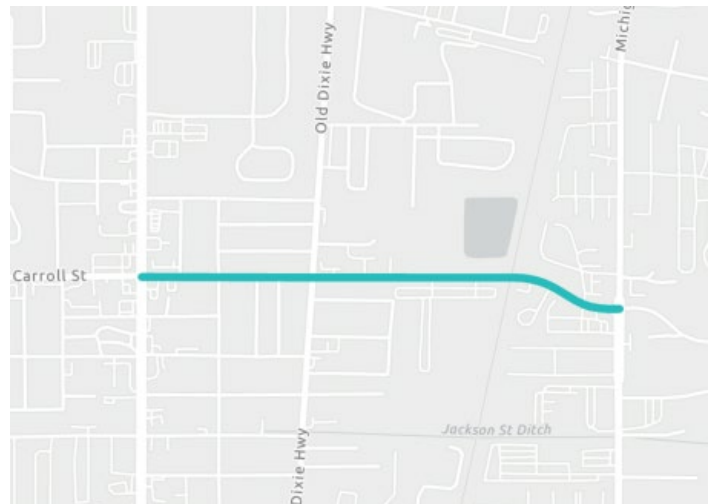
From: **US 17 / US 441**

To: **Michigan Avenue**

Length (Mi): **0.77**

Functional Class: **Minor Arterial - Urban**

Local Preference: **High**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$30,000**

Est. PE Cost: **\$506,200**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,687,300**

Est. CEI Cost: **\$221,392**

Est. Total Project Cost: **\$2,444,892**

Local Funding Contribution: **\$536,200**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **Yes**

On Local HIN: **No**

In Area of Persistent Poverty: **Yes**

Transit Headway: **No Transit**

Population within ½ Mile: **3,997**

Jobs within ½ Mile: **2,114**

Pedestrian Level of Comfort: **4.09**

Truck Traffic Percent: **5.00%**

AADT Change to 2050: **0.870**

Crashes within 100' (2020-24): **232**

KSI Crashes within 100' (2020-24): **7**

Bike/Ped Crashes within 100' (2020-24): **3**

Crash Rate Per 100M VMT: **1,300.59**

KSI Crash Rate Per 100M VMT: **39.24**

CANDIDATE PROJECT DESCRIPTION

The project includes pedestrian-oriented and intersection safety improvements along Carroll St between OBT (US 17/US 441) and Michigan Ave. This segment of Carroll St was identified on the County's Vision Zero Action Plan as the #3 ranked high-injury network priority corridor. The proposed improvements include sidewalk connectivity, intersection improvements at Old Dixie Highway, reflective backplates, signing improvements, and will improve multimodal connectivity, enhance safety for vulnerable users, and address documented infrastructure gaps along this key east-west corridor. Carroll St serves an important role in connecting residential neighborhoods, local destinations, and transit services. The primary goal is the installation of new sidewalk sections along the north side of Carroll St, filling in sidewalk gaps and providing continuous connectivity from OBT to Michigan Ave. Design and NEPA/PD&E efforts will be completed utilizing local funds in advance of federal funds for CEI/CST.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.75 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **0.50 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 4.75

PRELIMINARY RANKING: 3 (tie) / 14

MetroPlan Orlando

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CANDIDATE PROJECT INFORMATION

MTP ID: **45073**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Osceola County**

Sponsor Contact Person: **Lori Cox, AICP**

Facility Name: **Osceola Parkway Safety Improvements**

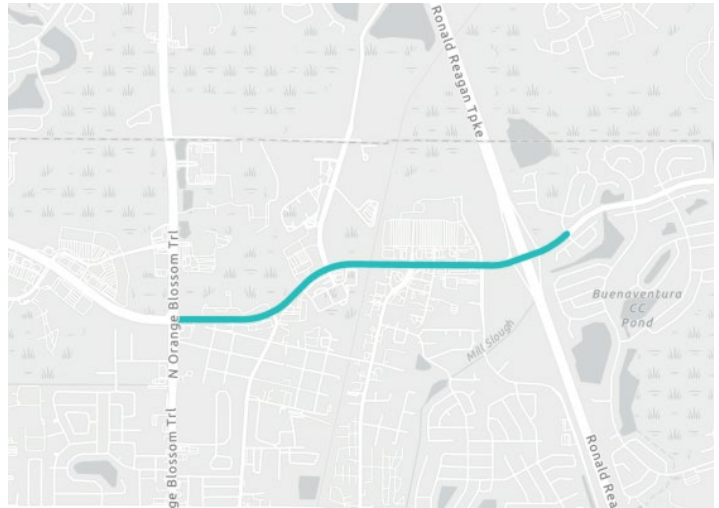
From: **US 17 / US 441**

To: **Coralwood Circle / Plumwood Drive**

Length (Mi): **1.70**

Functional Class: **Major Arterial - Urban**

Local Preference: **Medium**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$30,000**

Est. PE Cost: **\$718,100**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$2,393,400**

Est. CEI Cost: **\$309,972**

Est. Total Project Cost: **\$3,451,472**

Local Funding Contribution: **\$748,100**

CONTEXTUAL INFORMATION

On Regional HIN: **Yes**

On County HIN: **Yes**

On Local HIN: **Yes**

In Area of Persistent Poverty: **Yes**

Transit Headway: **30 or Less**

Population within ½ Mile: **7,082**

Jobs within ½ Mile: **4,896**

Pedestrian Level of Comfort: **3.33**

Truck Traffic Percent: **4.90%**

AADT Change to 2050: **1.284**

Crashes within 100' (2020-24): **1,089**

KSI Crashes within 100' (2020-24): **18**

Bike/Ped Crashes within 100' (2020-24): **16**

Crash Rate Per 100M VMT: **748.67**

KSI Crash Rate Per 100M VMT: **12.37**

CANDIDATE PROJECT DESCRIPTION

The proposed project includes focused pedestrian and intersection safety improvements along Osceola Pkwy from US 17/US 441 to Coralwood Cir/Plumwood Dr, the 4th ranked corridor on the County's Vision Zero High Injury Network. These enhancements will improve safety for all users, strengthen multimodal connectivity, and address existing infrastructure opportunities along this important east-west corridor. Osceola Pkwy provides connections between residential and commercial and transit and rail services. The project focuses on completion of sidewalk gaps and improvements at existing signalized intersections, including implementation of crosswalks on all legs, reflective backplates, leading pedestrian intervals, and turning vehicles stop for pedestrians signing. These improvements will improve multimodal access and safety. Local funds will be utilized to complete design and NEPA efforts in advance of implementation with federal funding utilized for construction and CEI efforts only.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.50 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **1.00 / 1.00**

HIN Score: **1.00 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **0.75 / 1.00**

TOTAL PRELIMINARY SCORE: 5.25

PRELIMINARY RANKING: 1 (tie) / 14

MetroPlan Orlando

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CANDIDATE PROJECT INFORMATION

MTP ID: **45074**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Osceola County**

Sponsor Contact Person: **Lori Cox, AICP**

Facility Name: **Pleasant Hill Road Safety Improvements**

From: **South of Old Pleasant Hill Road**

To: **Spinning Reel Lane / Wilderness Trail**

Length (Mi): **1.38**

Functional Class: **Minor Arterial - Urban**

Local Preference: **Low**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$30,000**

Est. PE Cost: **\$979,700**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$3,265,600**

Est. CEI Cost: **\$422,896**

Est. Total Project Cost: **\$4,398,196**

Local Funding Contribution: **\$1,698,196**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **Yes**

On Local HIN: **No**

In Area of Persistent Poverty: **Yes**

Transit Headway: **60**

Population within ½ Mile: **2,253**

Jobs within ½ Mile: **2,341**

Pedestrian Level of Comfort: **3.17**

Truck Traffic Percent: **3.04%**

AADT Change to 2050: **0.808**

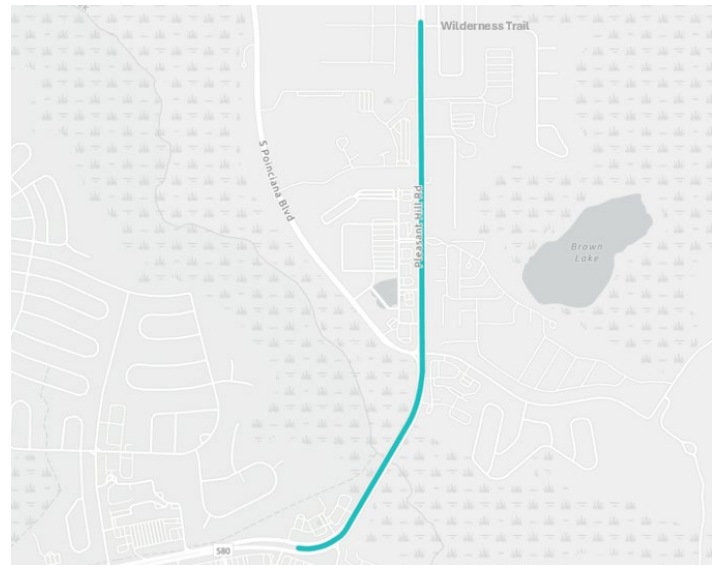
Crashes within 100' (2020-24): **644**

KSI Crashes within 100' (2020-24): **10**

Bike/Ped Crashes within 100' (2020-24): **7**

Crash Rate Per 100M VMT: **526.41**

KSI Crash Rate Per 100M VMT: **8.17**



CANDIDATE PROJECT DESCRIPTION

The proposed project consists of a targeted set of pedestrian-focused and intersection safety enhancements along Pleasant Hill Rd including sidewalk, missing crosswalks, radius reductions, hardened centerlines, and assorted signalization improvements. The improvements are intended to strengthen multimodal connectivity, improve safety for pedestrians and vulnerable users, and address existing infrastructure deficiencies along this important north-south corridor. Pleasant Hill Rd provides connectivity between residential and commercial areas, transit services, and educational facilities; however, current conditions are characterized by limited pedestrian crossing opportunities, and aging intersection infrastructure that restricts accessibility and elevate safety concerns. Local funds will be utilized to complete design and NEPA efforts in advance of implementation with federal funding utilized for construction and CEI efforts only.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **1.00 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **0.50 / 1.00**

TOTAL PRELIMINARY SCORE: 4.25

PRELIMINARY RANKING: 7 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45085**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Orlando**

Sponsor Contact Person: **Michael Greco**

Facility Name: **Rosalind Ave / Magnolia Ave**

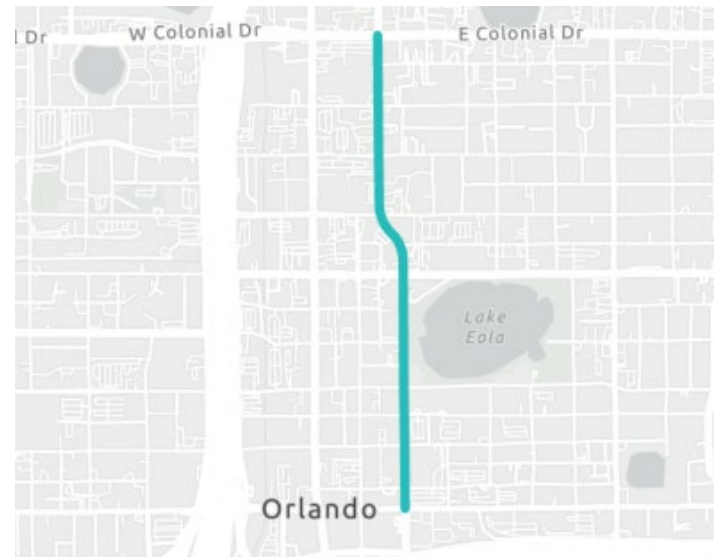
From: **South St**

To: **Colonial Dr**

Length (Mi): **1.02**

Functional Class: **Major Arterial - Urban**

Local Preference: **Low**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$134,087**

Est. PE Cost: **\$402,262**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,340,874**

Est. CEI Cost: **\$134,087**

Est. Total Project Cost: **\$2,011,311**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **Yes**

On County HIN: **Yes**

On Local HIN: **Yes**

In Area of Persistent Poverty: **Yes**

Transit Headway: **30 or Less**

Population within ½ Mile: **16,739**

Jobs within ½ Mile: **61,605**

Pedestrian Level of Comfort: **1.12**

Truck Traffic Percent: **8.11%**

AADT Change to 2050: **1.319**

Crashes within 100' (2020-24): **519**

KSI Crashes within 100' (2020-24): **14**

Bike/Ped Crashes within 100' (2020-24): **31**

Crash Rate Per 100M VMT: **1,978.12**

KSI Crash Rate Per 100M VMT: **53.36**

CANDIDATE PROJECT DESCRIPTION

This project will install boarding bus islands at select transit stops along the corridor to provide safe, accessible boarding and alighting areas for current and future northbound and southbound service. Stops include South St, Jackson St, Central Blvd, Eola Dr, Amelia St, and Concord St. The improvements support the planned two-way corridor reconfiguration under DTO 2.0 and the released RQS. Boarding islands will separate transit operations from on-street parking and the northbound 10-foot, two-way protected cycle track, allowing buses to remain in-lane while maintaining a continuous, protected bikeway. To further enhance pedestrian safety and clarity at transit stops, the project includes wayfinding signage and pavement markings to guide pedestrians across the cycle track. Treatments include special emphasis crosswalk markings and colored bikeway conflict markings to clearly delineate pedestrian and bicycle spaces and reduce conflicts.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.75 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **1.00 / 1.00**

HIN Score: **1.00 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **0.50 / 1.00**

TOTAL PRELIMINARY SCORE: 5.25

PRELIMINARY RANKING: 1 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45155**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Winter Springs**

Sponsor Contact Person: **Clete Saunier, P.E.**

Facility Name: **SR 434 at Central Winds Drive - Deceleration Lane**

From: **SR 434 at Central Winds Drive**

To: **400' East of the intersection of SR 434 and Central Winds Drive**

Length (Mi): **0.09**

Functional Class: **Major Arterial - Urban**

Local Preference: **High**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$65,000**

Est. PE Cost: **\$100,000**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,400,000**

Est. CEI Cost: **\$100,000**

Est. Total Project Cost: **\$1,665,000**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **Yes**

In Area of Persistent Poverty: **No**

Transit Headway: **60**

Population within ½ Mile: **2,194**

Jobs within ½ Mile: **791**

Pedestrian Level of Comfort: **2.00**

Truck Traffic Percent: **2.80%**

AADT Change to 2050: **1.00**

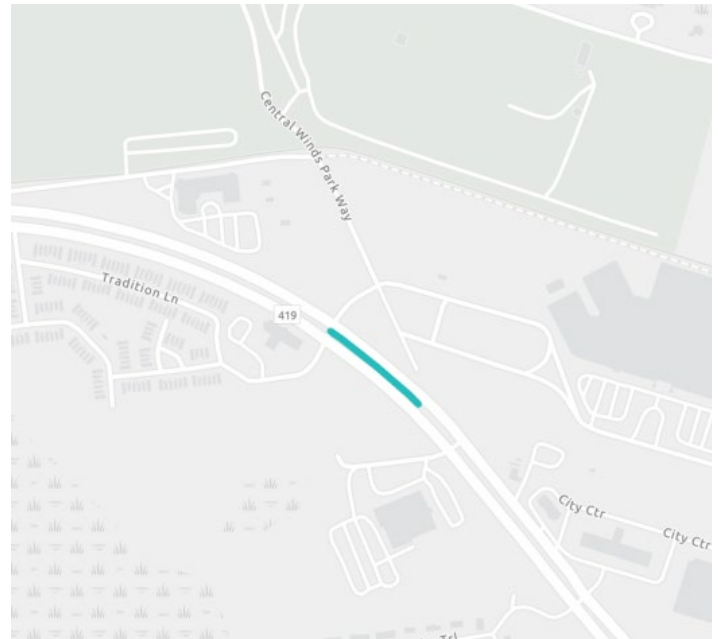
Crashes within 100' (2020-24): **29**

KSI Crashes within 100' (2020-24): **0**

Bike/Ped Crashes within 100' (2020-24): **1**

Crash Rate Per 100M VMT: **438.78**

KSI Crash Rate Per 100M VMT: **0.00**



CANDIDATE PROJECT DESCRIPTION

The project consists of constructing a westbound right-turn deceleration lane along SR 434 (approximately 400 linear feet), a 5-foot bike lane, curb and gutter, a 5-foot-wide concrete sidewalk, two pedestrian push buttons, single post mounted signs, a new mast arm assembly, and associated thermoplastic pavement markings.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **0.25 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **0.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 2.25

PRELIMINARY RANKING: 12 / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45245**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Kissimmee**

Sponsor Contact Person: **Victor M Mercado Vazquez, PE**

Facility Name: **Dyer Blvd Improvements**

From: **West Donegan Avenue**

To: **West Carroll Street**

Length (Mi): **0.41**

Functional Class: **Major Collector - Urban**

Local Preference: **High**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$0**

Est. PE Cost: **\$233,756**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,558,375**

Est. CEI Cost: **\$233,756**

Est. Total Project Cost: **\$2,025,887**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **Yes**

In Area of Persistent Poverty: **Yes**

Transit Headway: **No Transit**

Population within ½ Mile: **5,931**

Jobs within ½ Mile: **478**

Pedestrian Level of Comfort: **N/A**

Truck Traffic Percent: **N/A**

AADT Change to 2050: **N/A**

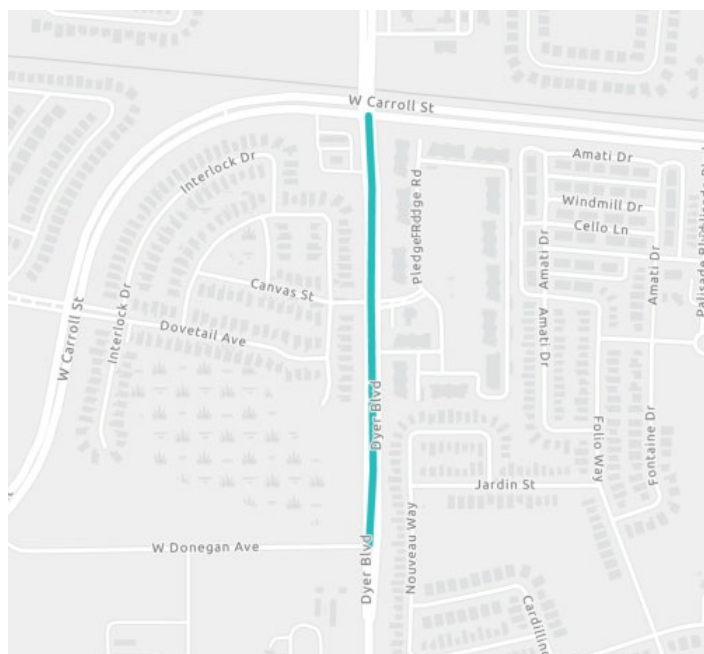
Crashes within 100' (2020-24): **113**

KSI Crashes within 100' (2020-24): **3**

Bike/Ped Crashes within 100' (2020-24): **0**

Crash Rate Per 100M VMT: **1,262.60**

KSI Crash Rate Per 100M VMT: **33.52**



CANDIDATE PROJECT DESCRIPTION

Conduct a study to determine opportunities for improving intersection operations, potentially through the installation of a traffic signal, update pavement markings, including stop bars, to be MUTCD and FDM compliant, install new crosswalks, restripe entire corridor including bicycle lanes and crosswalks and update existing crosswalks for consistency with FDM.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.75 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 4.50

PRELIMINARY RANKING: 5 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45246**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Orlando**

Sponsor Contact Person: **Michael Greco**

Facility Name: **Mercy Dr**

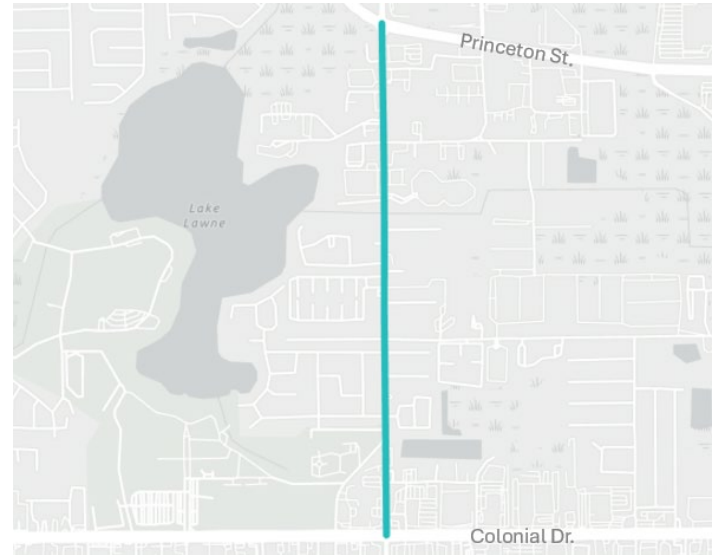
From: **Colonial Dr**

To: **Princeton St**

Length (Mi): **1.28**

Functional Class: **Major Collector - Urban**

Local Preference: **High**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$126,958**

Est. PE Cost: **\$380,874**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,269,579**

Est. CEI Cost: **\$126,958**

Est. Total Project Cost: **\$1,904,369**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **No**

In Area of Persistent Poverty: **Yes**

Transit Headway: **30 or Less**

Population within ½ Mile: **6,482**

Jobs within ½ Mile: **6,162**

Pedestrian Level of Comfort: **1.18**

Truck Traffic Percent: **13.50%**

AADT Change to 2050: **2.292**

Crashes within 100' (2020-24): **336**

KSI Crashes within 100' (2020-24): **9**

Bike/Ped Crashes within 100' (2020-24): **13**

Crash Rate Per 100M VMT: **1,218.42**

KSI Crash Rate Per 100M VMT: **32.64**

CANDIDATE PROJECT DESCRIPTION

This project will implement pedestrian safety, traffic calming, and signal coordination improvements along Mercy Dr to address documented safety concerns and reduce vehicle speeds. Improvements include installation of a new RRFB at the midblock crossing south of Kalwit Lane. All midblock crossings along the corridor will be upgraded with speed humps on each approach in both directions, accompanied by advance warning signage. Speeds limit reductions to 25 mph will occur along the corridor based on context and the city's Growth Management Plan. High-visibility crosswalks will be installed throughout the corridor where there are unmarked or worn pavement markings, including the midblock crossing. To improve corridor operations, fiber-optic communications will be installed between the traffic signals at Colonial Dr, WD Judge Rd, and Princeton St to enhance signal coordination, improve traffic flow, and prioritizing safer crossings for vulnerable road users.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.75 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **1.00 / 1.00**

HIN Score: **0.00 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 4.75

PRELIMINARY RANKING: 3 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45247**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Winter Park**

Sponsor Contact Person: **Jason Sartorio**

Facility Name: **Lakemont Ave.**

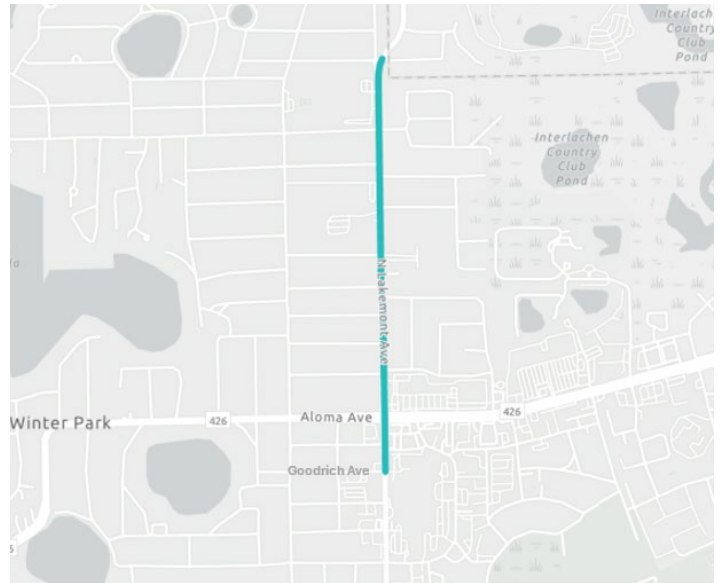
From: **Goodrich Ave.**

To: **City Limits**

Length (Mi): **0.83**

Functional Class: **Major Collector - Urban**

Local Preference: **High**



ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$0**

Est. PE Cost: **\$701,685**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$4,677,906**

Est. CEI Cost: **\$701,685**

Est. Total Project Cost: **\$6,081,278**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **Yes**

In Area of Persistent Poverty: **Yes**

Transit Headway: **60**

Population within ½ Mile: **4,841**

Jobs within ½ Mile: **5,286**

Pedestrian Level of Comfort: **1.36**

Truck Traffic Percent: **3.70%**

AADT Change to 2050: **0.615**

Crashes within 100' (2020-24): **128**

KSI Crashes within 100' (2020-24): **1**

Bike/Ped Crashes within 100' (2020-24): **4**

Crash Rate Per 100M VMT: **616.48**

KSI Crash Rate Per 100M VMT: **4.82**

CANDIDATE PROJECT DESCRIPTION

Complete Streets reconfiguration for a major collector that includes single family residential housing, a gym, two lynx routes, a daycare, an elementary school, a church, a two commercial shopping plazas, a hospital, an entrance to Phelps Park, and multiple medical office buildings. Project scope includes a lane re-allocation and adding buffers to the sidewalk and/or bike lanes was the general direction. Reconfiguring the signal at Aloma to add dual turn lanes was also discussed in the scope, which would greatly inform what cross section would be possible to either side of the intersection.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **0.75 / 1.00**

Bike/Ped Crash Score: **0.75 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 4.25

PRELIMINARY RANKING: 7 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45248**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Orlando**

Sponsor Contact Person: **Michael Greco**

Facility Name: **Radebaugh Way**

From: **Vineland Rd**

To: **Millenia Blvd**

Length (Mi): **0.12**

Functional Class: **Minor Collector - Urban**

Local Preference: **Medium**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$122,391**

Est. PE Cost: **\$367,174**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,223,913**

Est. CEI Cost: **\$122,391**

Est. Total Project Cost: **\$1,835,869**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **Yes**

In Area of Persistent Poverty: **Yes**

Transit Headway: **No Transit**

Population within ½ Mile: **7,109**

Jobs within ½ Mile: **4,810**

Pedestrian Level of Comfort: **2.09**

Truck Traffic Percent: **4.50%**

AADT Change to 2050: **1.657**

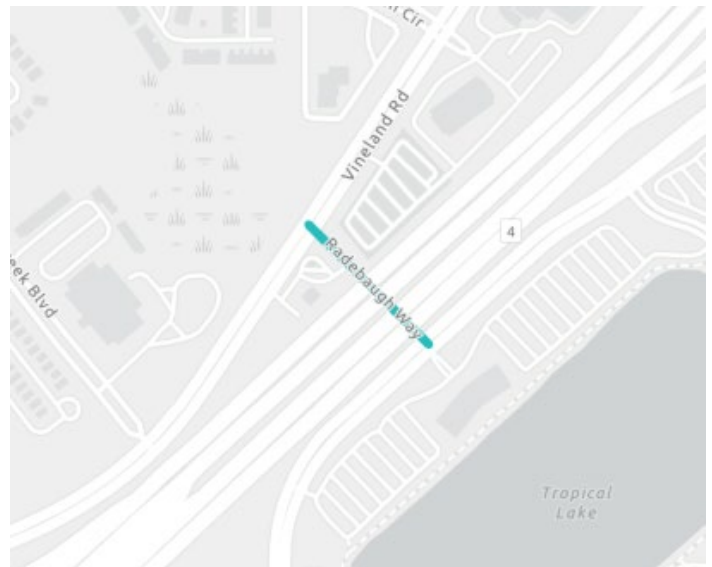
Crashes within 100' (2020-24): **221**

KSI Crashes within 100' (2020-24): **5**

Bike/Ped Crashes within 100' (2020-24): **1**

Crash Rate Per 100M VMT: **5,113.19**

KSI Crash Rate Per 100M VMT: **115.68**



CANDIDATE PROJECT DESCRIPTION

This project will improve safety, visibility, and intersection operations. Improvements include installation of underdeck lighting beneath the I-4 overpass to counteract abrupt lighting transitions and reduce blindness and shadowing between bridge openings. Hardened centerline treatments will be implemented along Radebaugh Wy to support speed management and reduce turning and crossing conflicts. Signal and technology improvements include upgrades to three mast arms at select approaches (southbound Vineland Rd, northbound and southbound Millenia Blvd) to address limited structural capacity and accommodate additional signal head upgrades to provide protected turning movements. Changes in signal operations will improve safety for Shingle Creek Trail and crosswalk users along with additional safety improvements including leading pedestrian intervals and accessible pedestrian signals.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **1.00 / 1.00**

KSI Crash Score: **1.00 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.50 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **0.75 / 1.00**

TOTAL PRELIMINARY SCORE: 4.50

PRELIMINARY RANKING: 5 (tie) / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **45249**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **Seminole County**

Sponsor Contact Person: **Jedious Aggrey**

Facility Name: **Old Lake Mary Sidewalk Improvements**

From: **West side of Old Lake Mary Road between Pine Ridge Road (North of Airport Blvd)**

To: **W. 25th Street**

Length (Mi): **0.35**

Functional Class: **Major Arterial - Urban**

Local Preference: **High**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$0**

Est. PE Cost: **\$0**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$1,260,110**

Est. CEI Cost: **\$126,011**

Est. Total Project Cost: **\$1,386,121**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **No**

In Area of Persistent Poverty: **Yes**

Transit Headway: **No Transit**

Population within ½ Mile: **4,321**

Jobs within ½ Mile: **1,189**

Pedestrian Level of Comfort: **4.30**

Truck Traffic Percent: **6.80%**

AADT Change to 2050: **1.181**

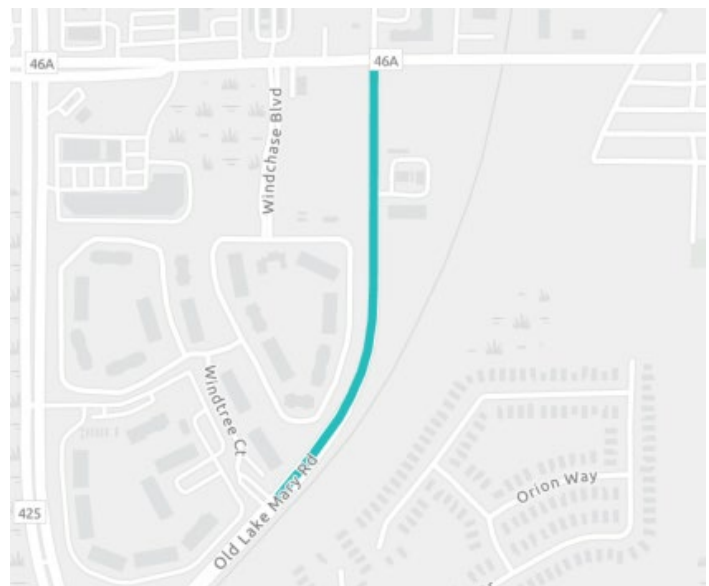
Crashes within 100' (2020-24): **45**

KSI Crashes within 100' (2020-24): **0**

Bike/Ped Crashes within 100' (2020-24): **1**

Crash Rate Per 100M VMT: **1,508.80**

KSI Crash Rate Per 100M VMT: **0.00**



CANDIDATE PROJECT DESCRIPTION

The project consists of constructing a new continuous sidewalk along the west side of Old Lake Mary Road, extending from Pine Ridge Road (north of Airport Boulevard) to H.E. Thomas Jr. Parkway (also known as West 25th Street or CR 46A), for a total length of approximately 1,841–1,900 linear feet. The improvements are intended to enhance pedestrian safety, accessibility, and connectivity along this corridor. In addition to the sidewalk installation, the project includes associated drainage system improvements such as roadside swales, trench drains, stormwater inlets, and storm piping to address existing drainage deficiencies and ensure proper stormwater management. Additional work includes minor roadway paving, earthwork, utility adjustments and coordination, signing and pavement markings, and maintenance of traffic to safely accommodate roadway users during construction.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.75 / 1.00**

KSI Crash Score: **0.25 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.00 / 1.00**

Area of Persistent Poverty Score: **1.00 / 1.00**

Local Preference Score: **1.00 / 1.00**

TOTAL PRELIMINARY SCORE: 3.25

PRELIMINARY RANKING: 10 / 14

MetroPlan Orlando

2026 Call for Projects



CANDIDATE PROJECT INFORMATION

MTP ID: **50112**

Project Category: **HIN Safety Countermeasures**

Agency Sponsor: **City of Winter Park**

Sponsor Contact Person: **Jason Sartorio**

Facility Name: **Pennsylvania Ave.**

From: **at Melrose Ave.**

To: **at Melrose Ave.**

Length (Mi): **0.01**

Functional Class: **Minor Collector - Urban**

Local Preference: **Medium**

ESTIMATED COST INFORMATION

Est. PD&E Cost: **\$0**

Est. PE Cost: **\$28,744**

Est. ROW Cost: **\$0**

Est. Construction Cost: **\$114,976**

Est. CEI Cost: **\$17,246**

Est. Total Project Cost: **\$160,967**

Local Funding Contribution: **\$0**

CONTEXTUAL INFORMATION

On Regional HIN: **No**

On County HIN: **No**

On Local HIN: **No**

In Area of Persistent Poverty: **No**

Transit Headway: **No Transit**

Population within ½ Mile: **2,174**

Jobs within ½ Mile: **3,403**

Pedestrian Level of Comfort: **1.00**

Truck Traffic Percent: **13.60%**

AADT Change to 2050: **1.931**

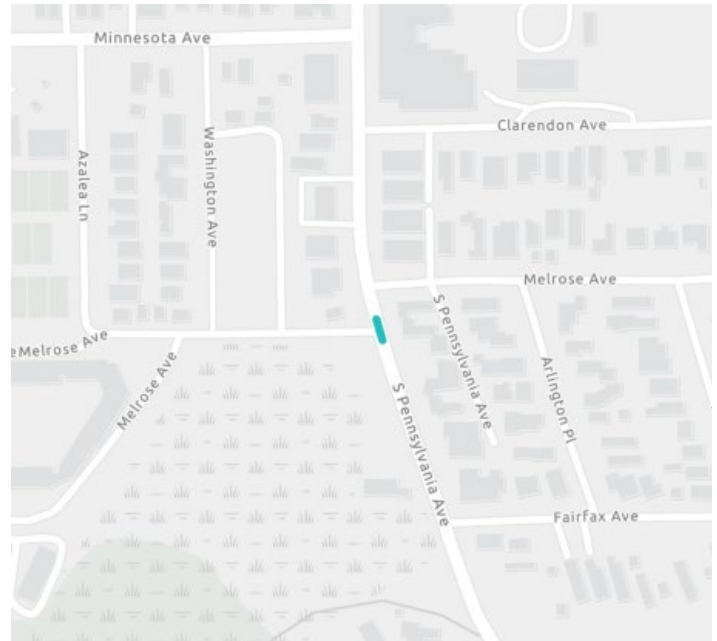
Crashes within 100' (2020-24): **2**

KSI Crashes within 100' (2020-24): **0**

Bike/Ped Crashes within 100' (2020-24): **0**

Crash Rate Per 100M VMT: **285.40**

KSI Crash Rate Per 100M VMT: **0.00**



CANDIDATE PROJECT DESCRIPTION

This project would add a curb ramp and RRFB at the intersection of Pennsylvania Ave. and Melrose Ave.

PRELIMINARY PROJECT SCORING SUMMARY

All Crash Score: **0.25 / 1.00**

KSI Crash Score: **0.25 / 1.00**

Bike/Ped Crash Score: **0.25 / 1.00**

HIN Score: **0.00 / 1.00**

Area of Persistent Poverty Score: **0.00 / 1.00**

Local Preference Score: **0.75 / 1.00**

TOTAL PRELIMINARY SCORE: 1.50

PRELIMINARY RANKING: 13 (tie) / 14