ORANGE COUNTY FLORIDA

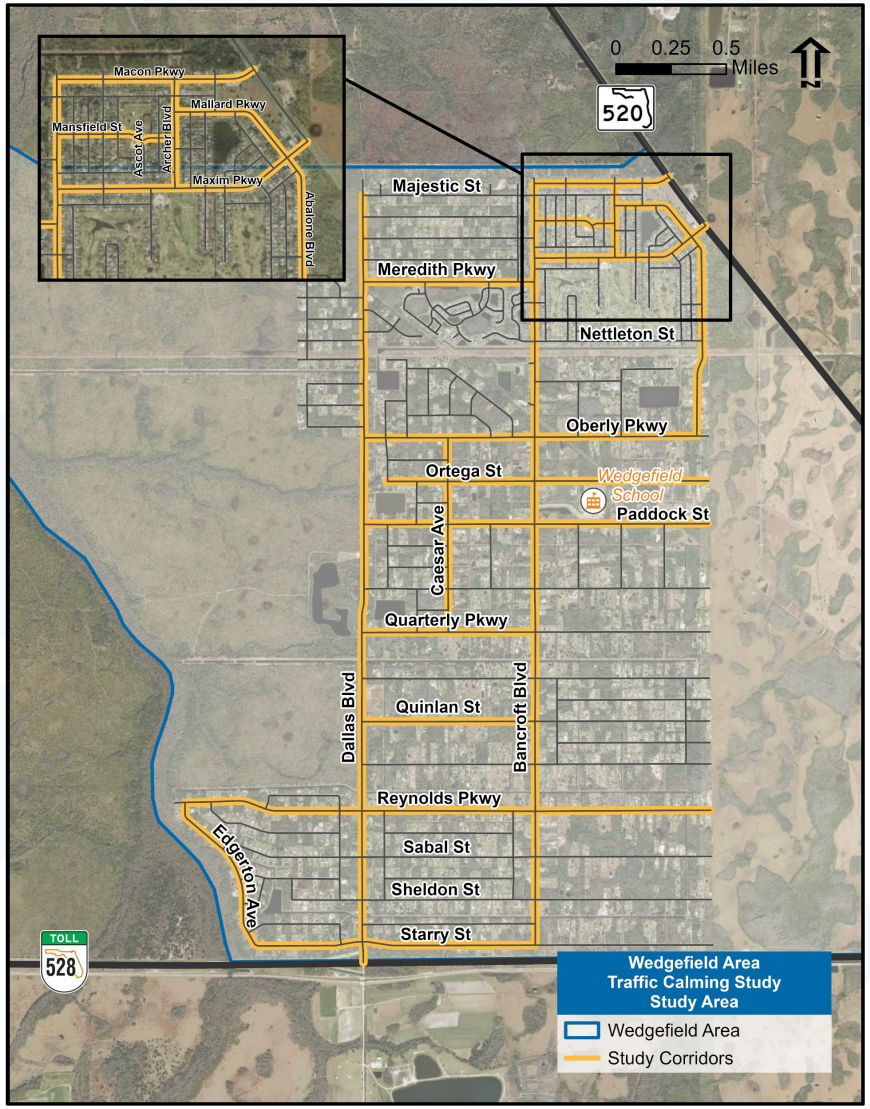
Wedgefield Area Traffic Calming Study

Wednesday October 7, 2026 | 6:00 PM – 8:00 PM

Orange County Public Works,
Traffic Engineering Division

PRESENTATION OUTLINE

- Introductions
- Study Area History
- Existing Conditions
- Traffic Calming Toolbox
- Public Comment



INTRODUCTIONS



Kelly Martinez Semrad

District 5 Commissioner

INTRODUCTIONS

Jerald Marks Jr.

Orange County Project Contact:

Orange County
Traffic Engineering Division

4200 S. John Young Parkway

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Harrison Forder, P.E., PTOE, IMSA TS II

Consultant Project Contact:

Transportation Project Manager

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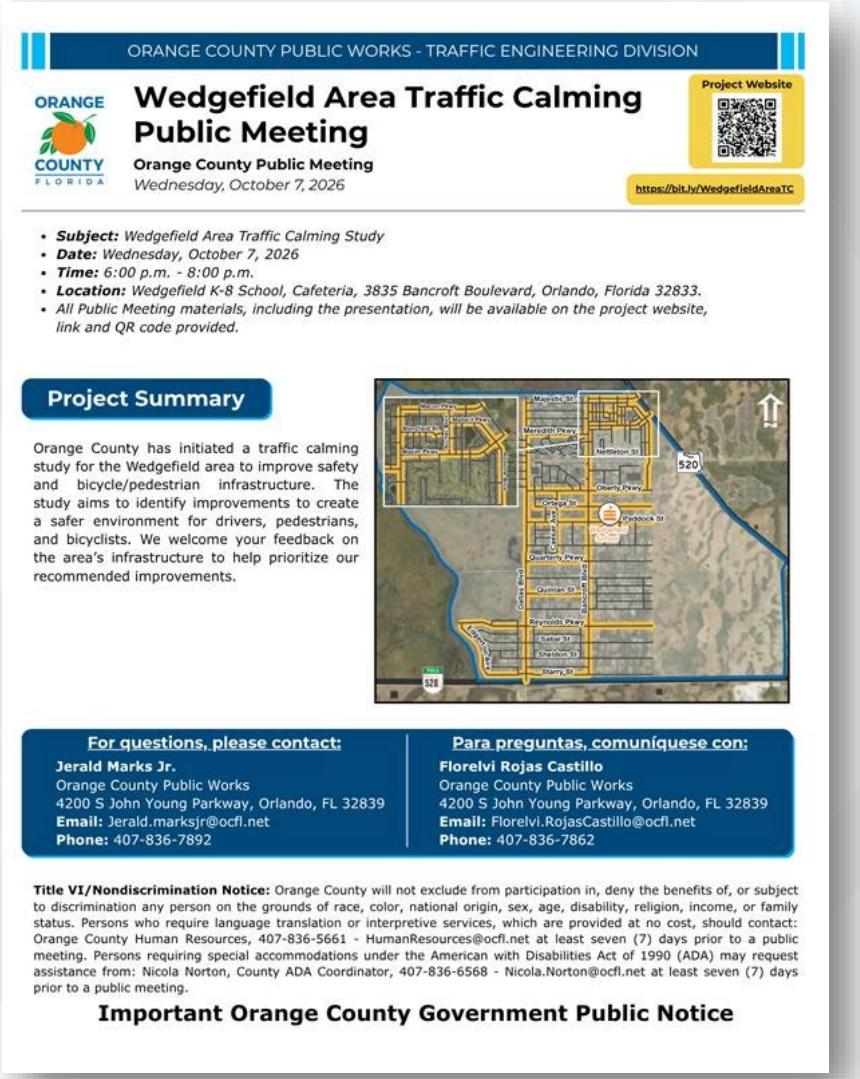
(470) 273-3817

Visit the project webpage:
https://bit.ly/WedgefieldAreaTC

INTRODUCTIONS

Meeting Instructions

- The presentation will be followed by a question-and-answer period
- Comments will be addressed in the order they are received



ORANGE COUNTY PUBLIC WORKS - TRAFFIC ENGINEERING DIVISION

ORANGE COUNTY FLORIDA

Wedgefield Area Traffic Calming Public Meeting

Orange County Public Meeting

Wednesday, October 7, 2026

Project Website

https://bit.ly/WedgefieldAreaTC

- ***Subject:*** *Wedgefield Area Traffic Calming Study*
- ***Date:*** *Wednesday, October 7, 2026*
- ***Time:*** *6:00 p.m. - 8:00 p.m.*
- ***Location:*** *Wedgefield K-8 School, Cafeteria, 3835 Bancroft Boulevard, Orlando, Florida 32833.*
- *All Public Meeting materials, including the presentation, will be available on the project website, link and QR code provided.*

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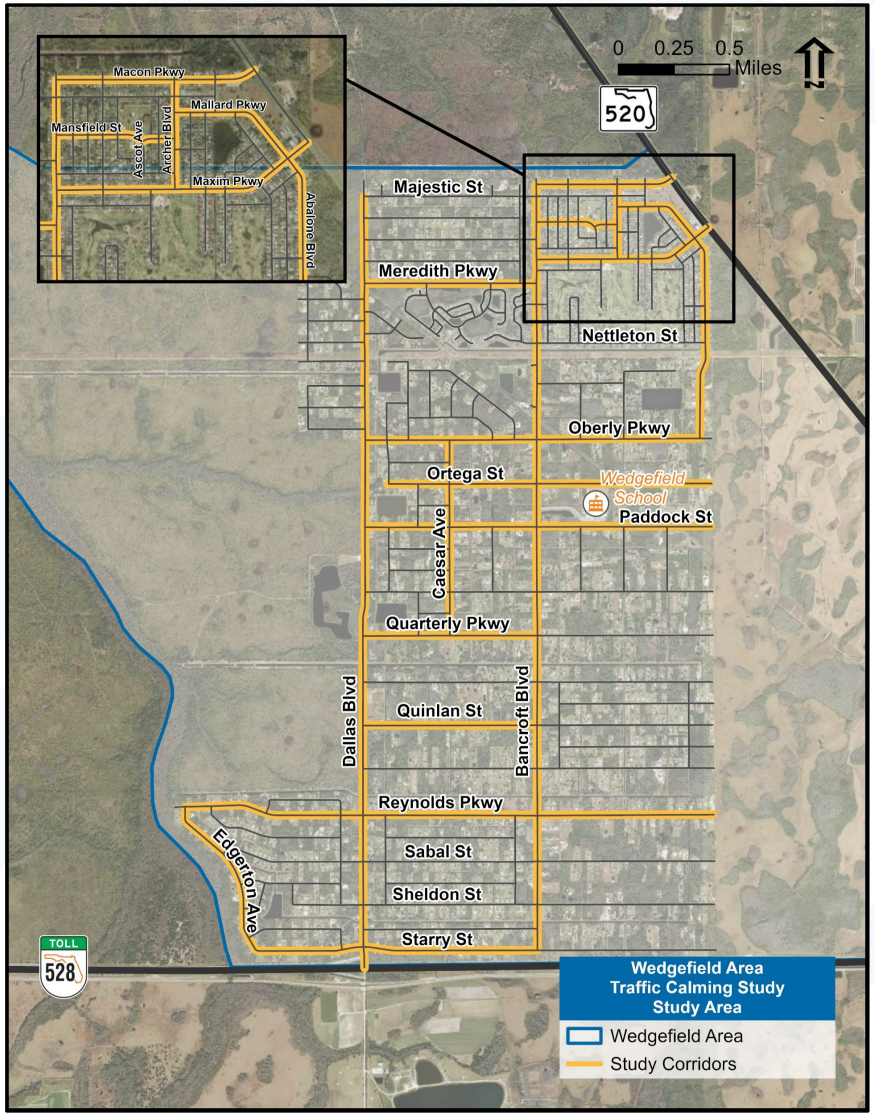
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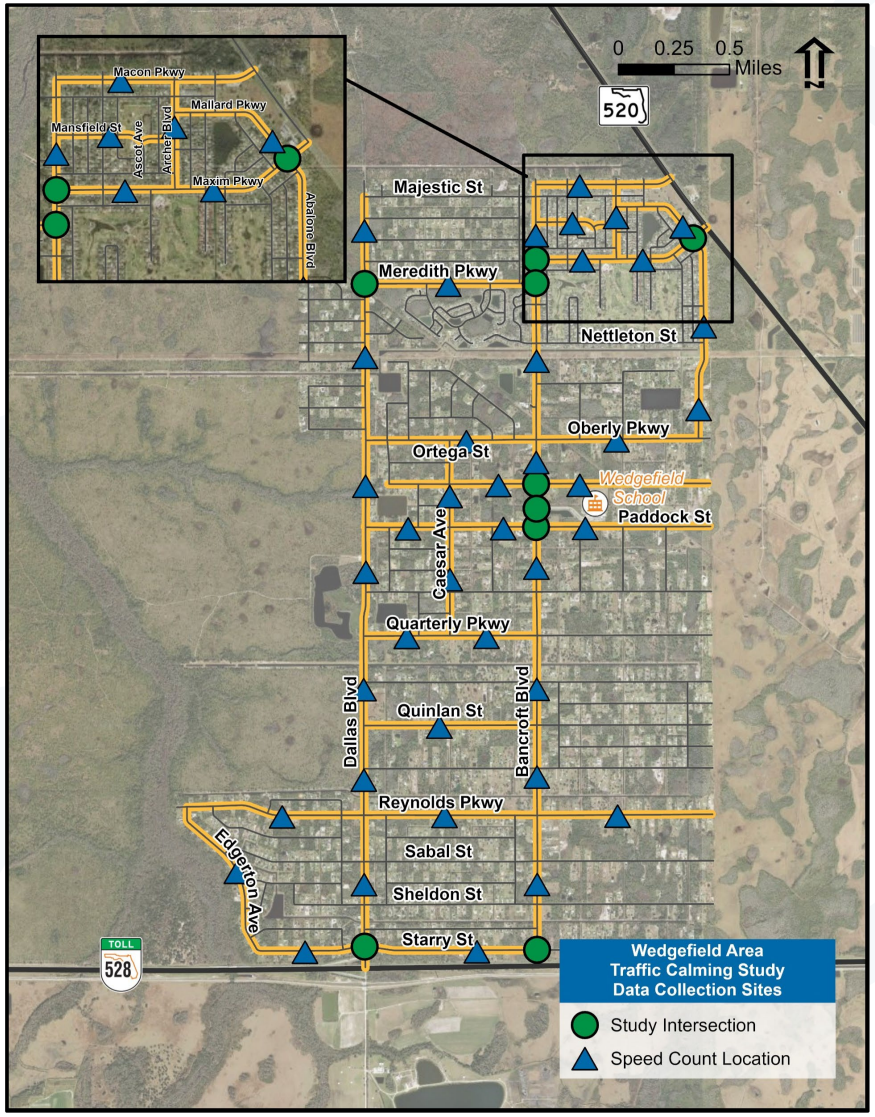
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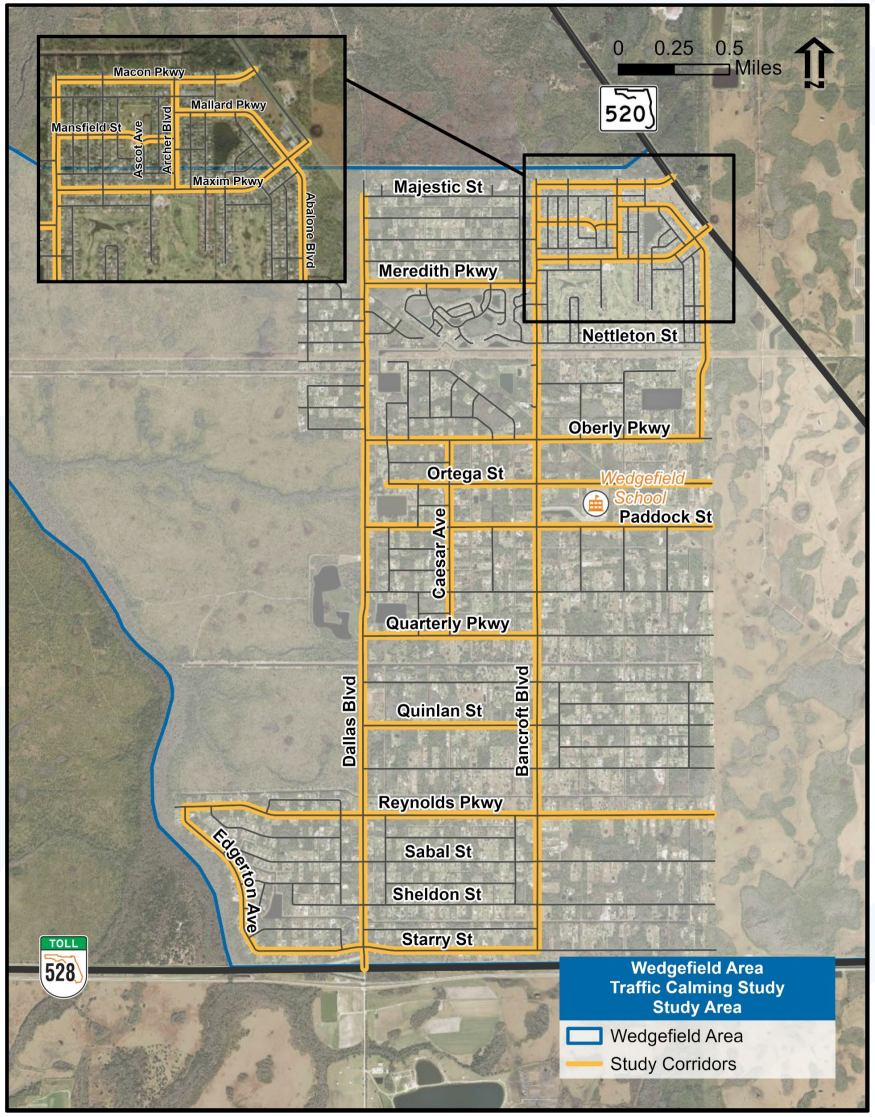
STUDY AREA HISTORY

- **Traffic Calming Study** conducted within Wedgefield
- Study Area:
  - 41 Study Corridors
  - 9 Study Intersections
- Speeding is a concern throughout the corridor
- Orange County Led Projects
  - Speed Cushion Installation
  - Pavement Striping Initiative
  - Speed Camera at School Zone
  - Retro-reflectivity Signage Review

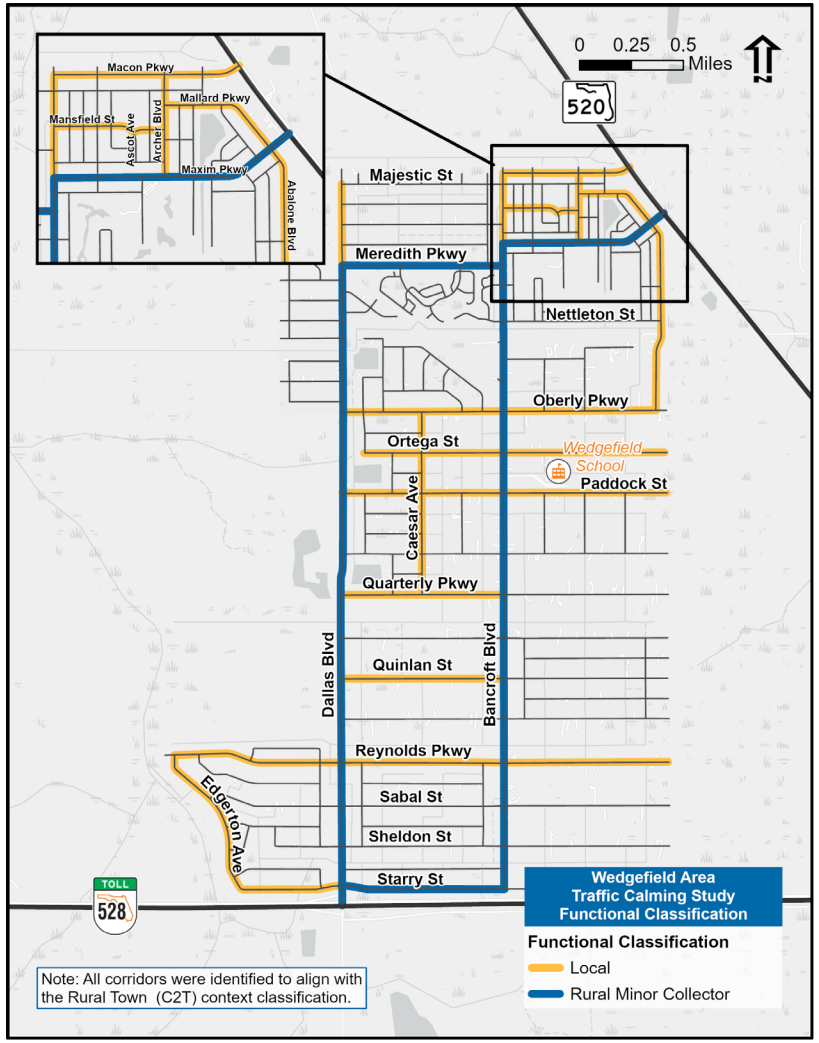


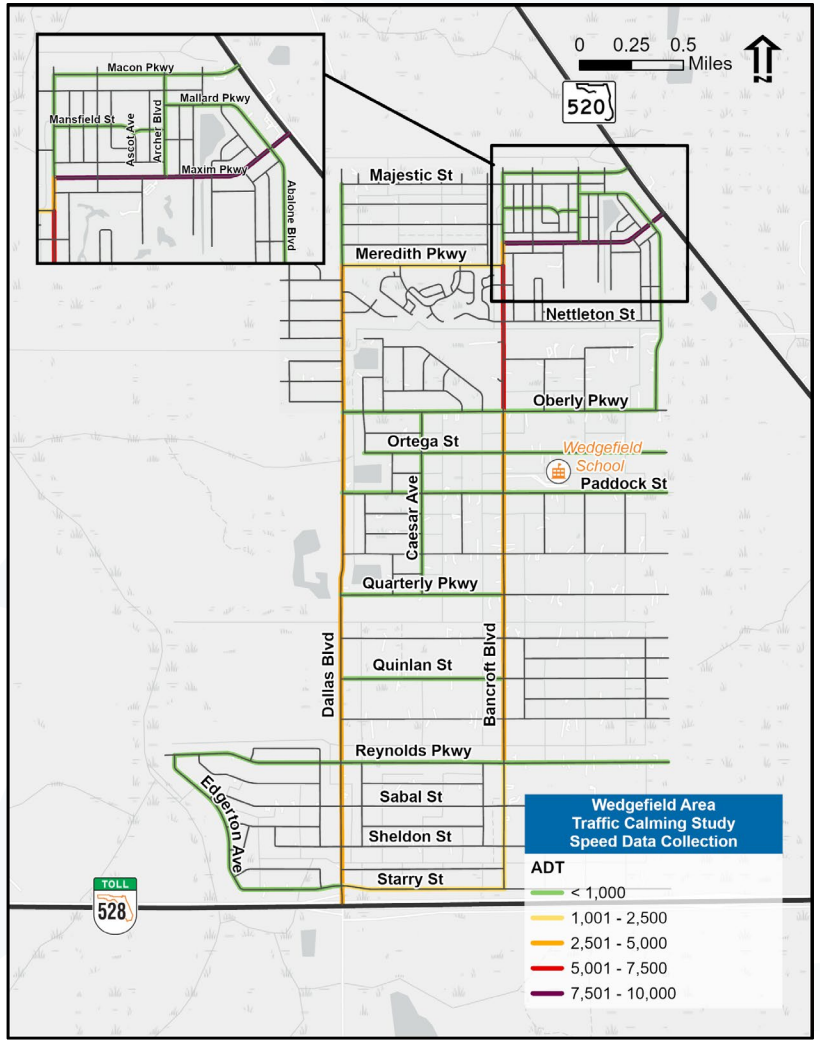
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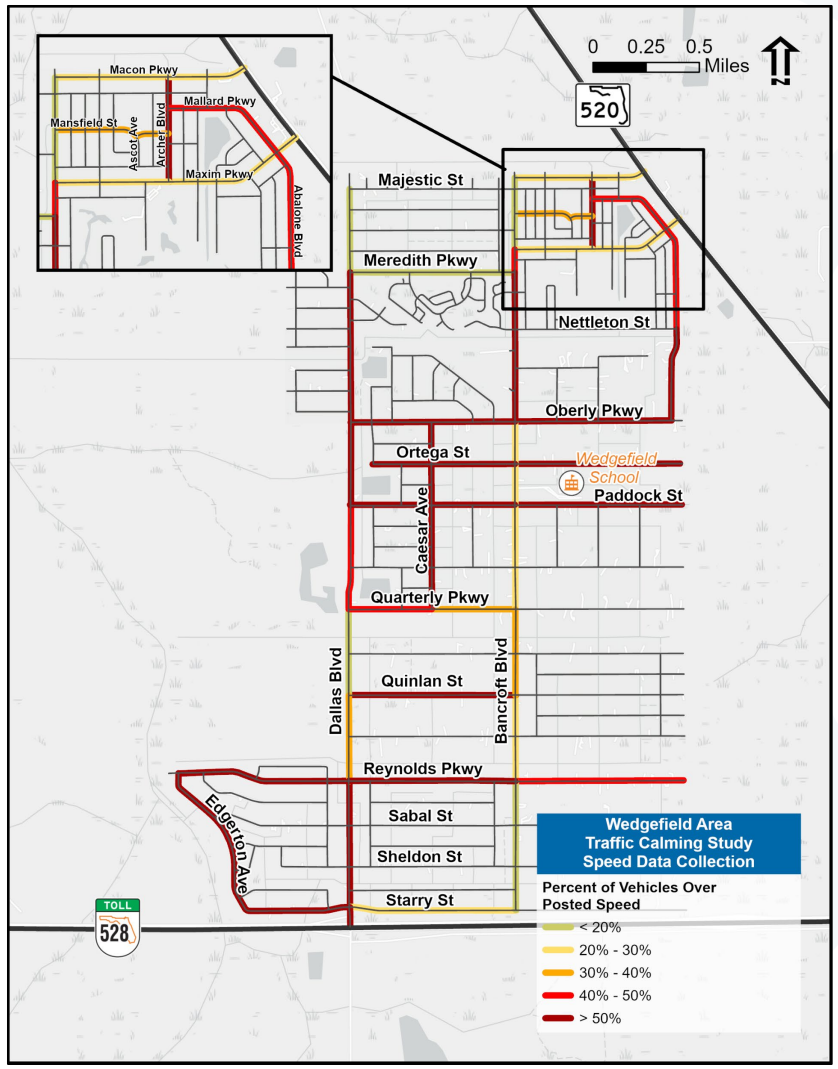


EXISTING CONDITIONS – TRAFFIC VOLUME





EXISTING CONDITIONS – SPEED

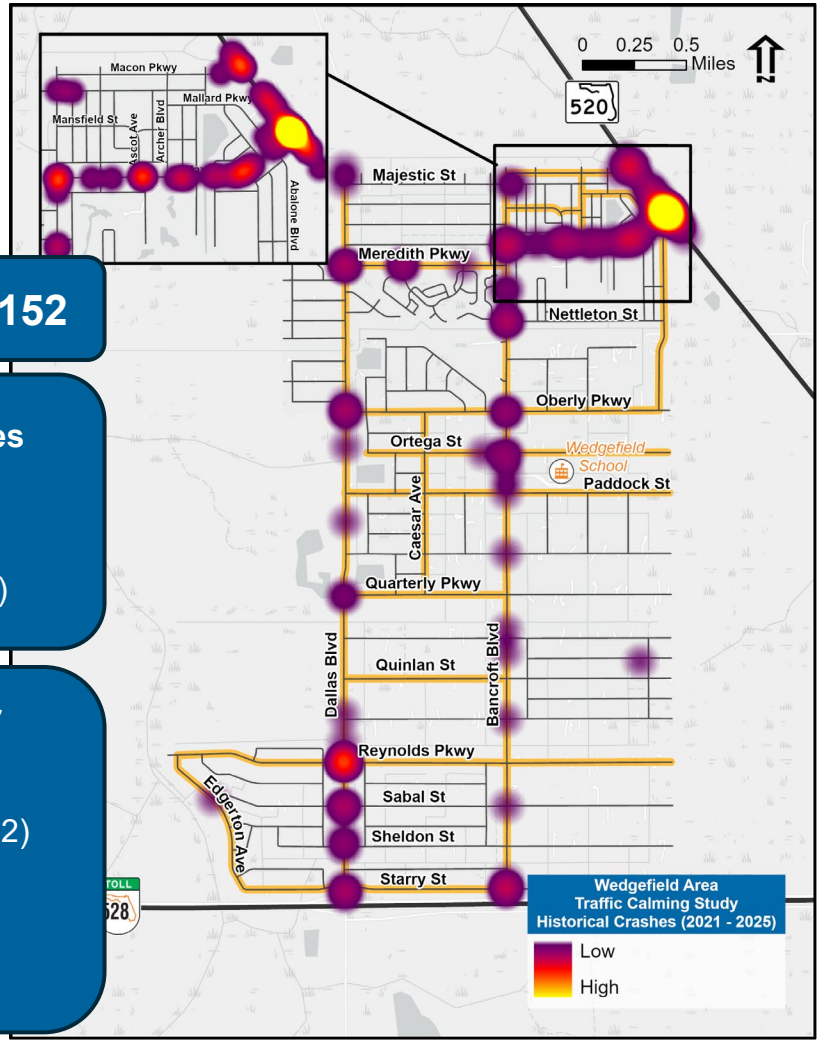


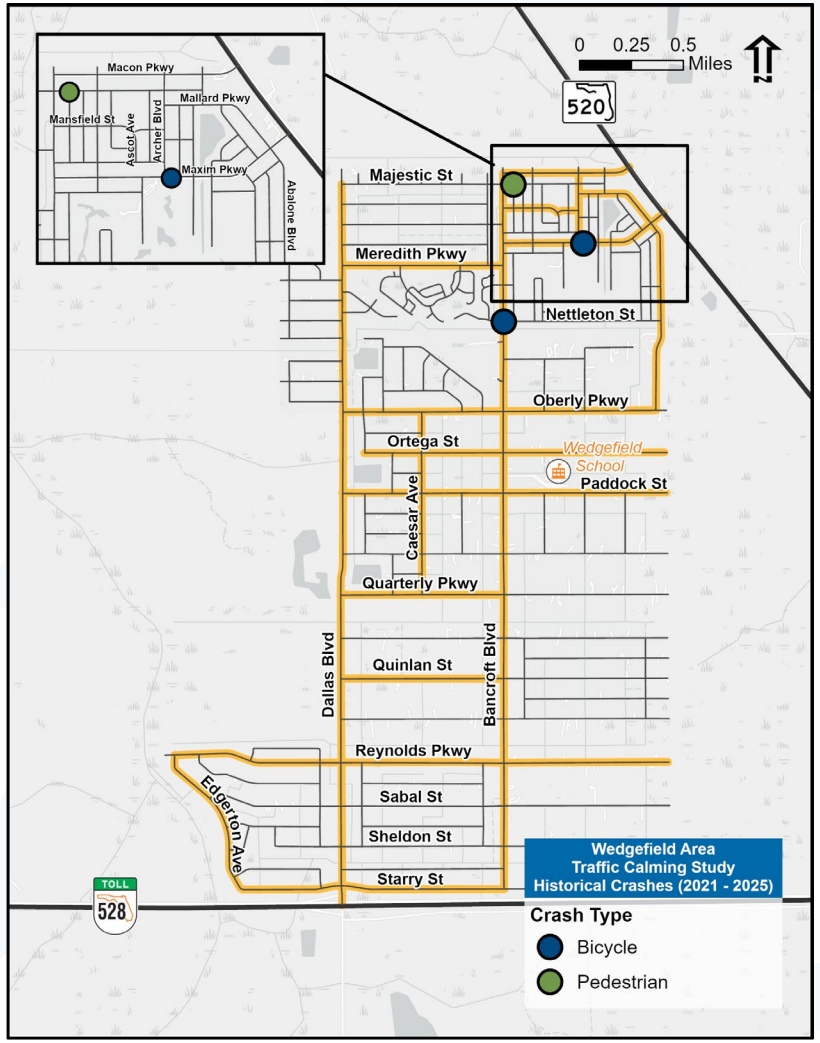
EXISTING CONDITIONS - CRASHES

Total Crashes: 152

Common Crash Types
Angle: 35 (23.0%)
Rear End: 29 (19.1%)
Left-Turn: 23 (15.1%)
Sideswipe: 16 (10.5%)

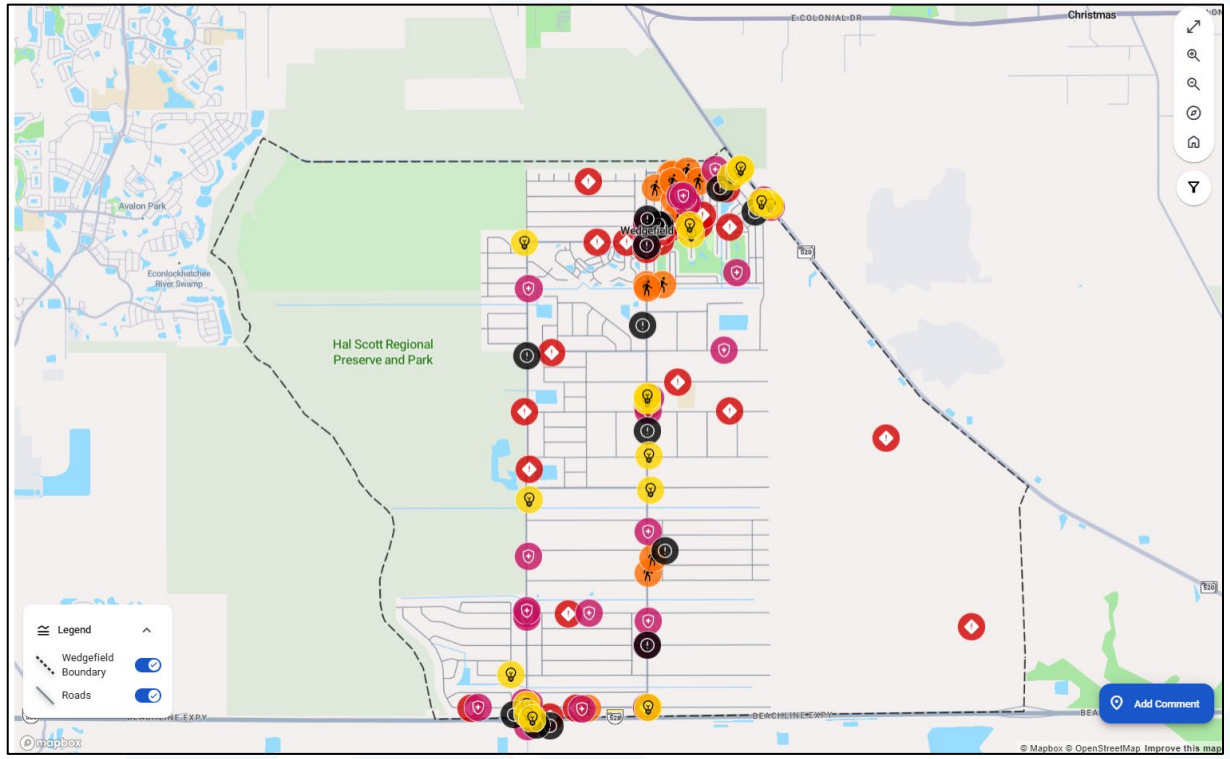
Crashes by Corridor
SR 520 (56)
Dallas Boulevard (38)
Bancroft Boulevard (32)
Maxim Parkway (19)
Meredith Parkway (4)
Other (2)
Macon Parkway (1)





EXISTING CONDITIONS – PUBLIC COMMENT

- **Key Concerns**
  - **Speeding & Crash Frequency**
    - Maxim Parkway
    - Dallas Boulevard
    - Bancroft Boulevard
  - **Intersection Safety Concerns**
    - Bancroft Boulevard & Maxim Parkway
    - SR 520 & Maxim Parkway
    - Dallas Boulevard & Reynolds Parkway
    - Dallas Boulevard & Starry Street
  - **Sidewalk Deficiencies**
    - Sidewalk Gaps
    - No sidewalk on Dallas Boulevard
  - Cut-through Traffic
  - School and Bus Stop Safety
  - Lighting and Nighttime Visibility
  - Roadway Conditions



EXISTING CONDITIONS - INVENTORY

Existing Traffic Calming Measures

- Existing traffic calming measures present
  - **Vertical deflection** located in the northeast quadrant
    Macon Parkway, Abalone Boulevard & Nettleton Street
  - **Speed Pavement Markings** – Mallard Parkway
  - **Two (2) reduced speed school zones** at Wedgefield K-8 School

Existing Traffic Calming Measures

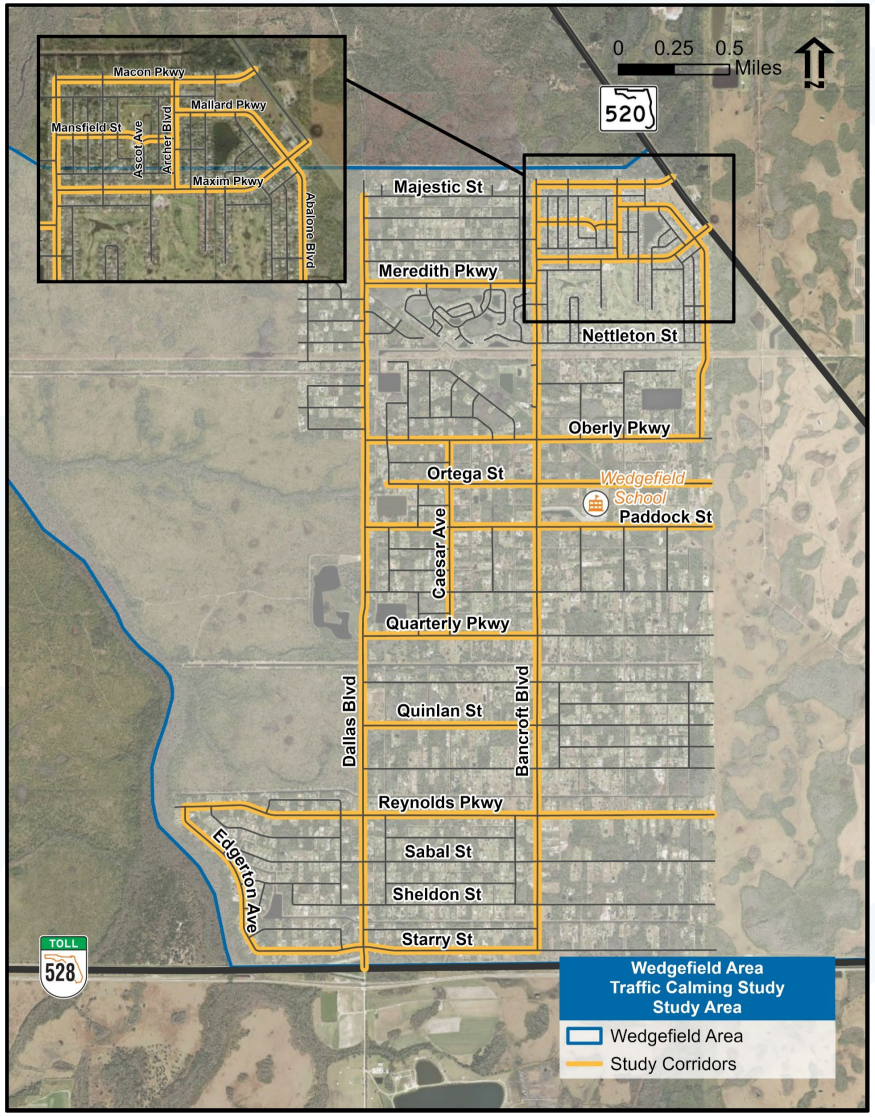
- **No lighting or sidewalks** present on **Dallas Boulevard**

Posted Speed Limits

- Limited number of posted speed limit signage, specifically on minor streets
- Some roadways with speed limits 50 MPH+

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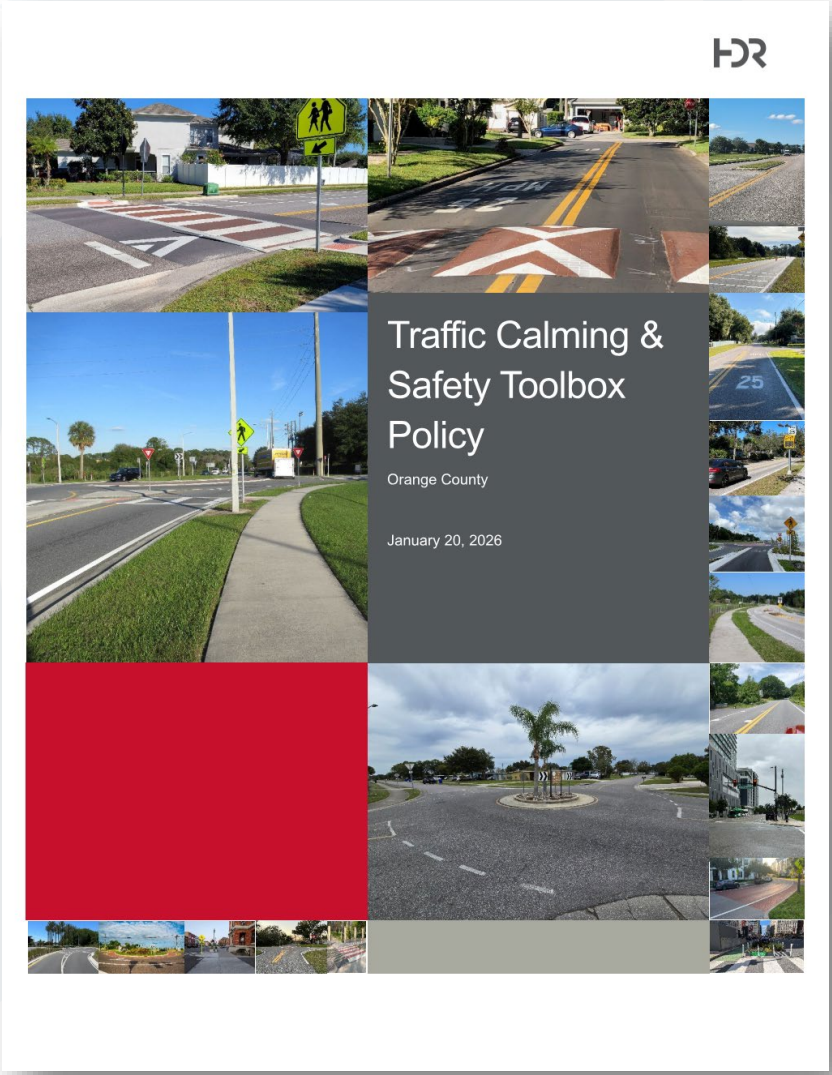
TRAFFIC CALMING TOOLBOX

What is the purpose of traffic calming measures?

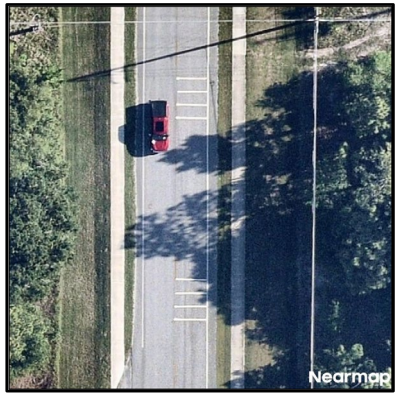
- Reduce speeding
- Reduce cut-through traffic
- Reduce crash risk

What is the Traffic Calming & Safety Toolbox Policy?

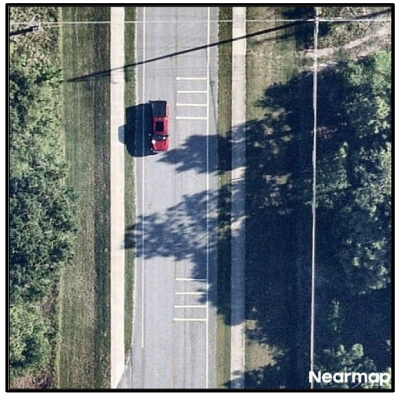
- Traffic calming measure toolbox developed by Orange County
- Guides traffic calming measure selection by providing construction costs, project timeline, and context limitations



TRAFFIC CALMING TOOLBOX

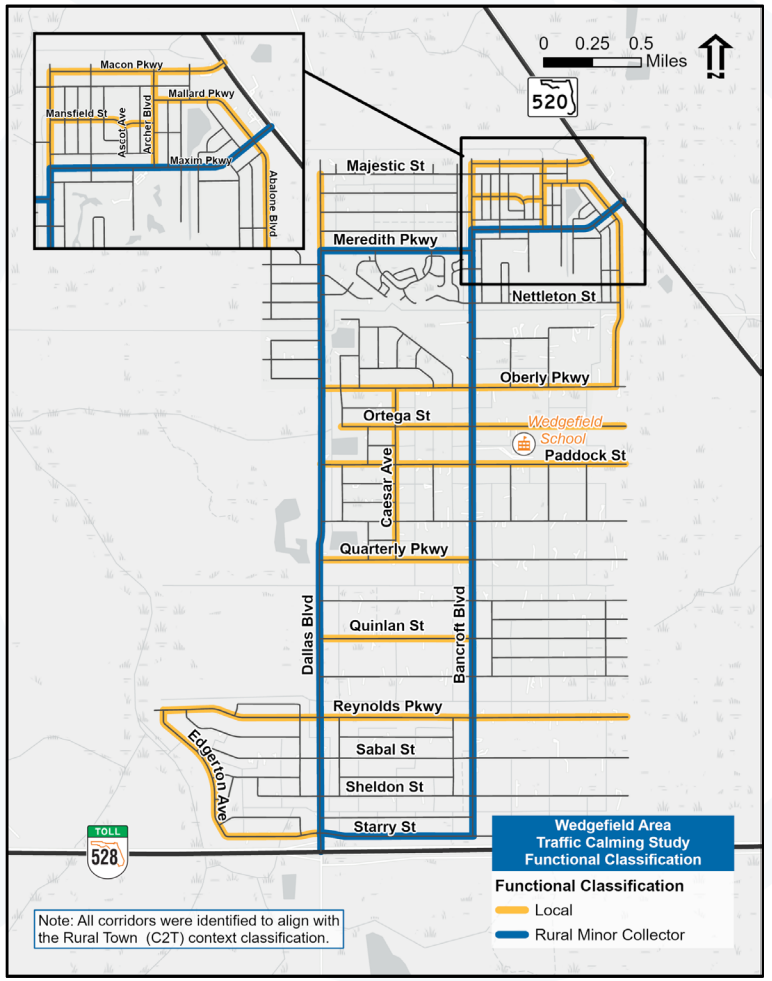
Signage	Pavement Markings	Vertical Deflection	Horizontal Deflection	Traffic Control
				
				

TRAFFIC CALMING TOOLBOX

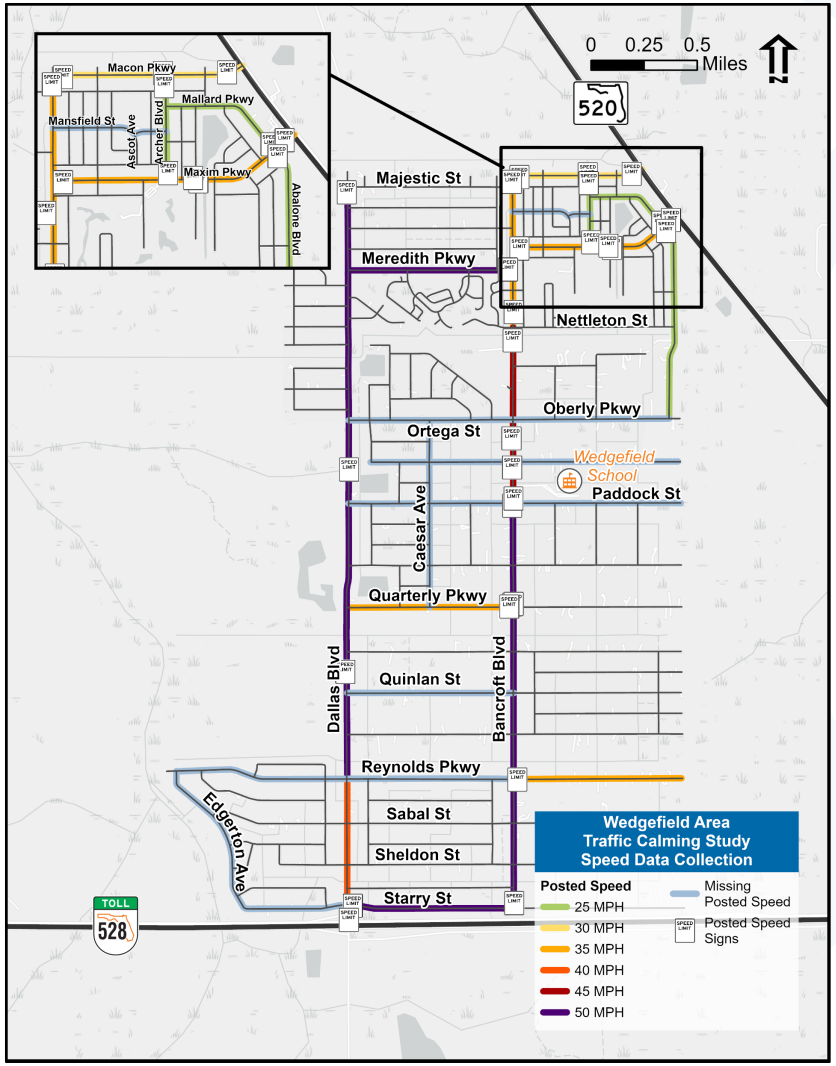
Signage	Pavement Markings	Vertical Deflection	Horizontal Deflection	Traffic Control
				
				

TARGET SPEEDS

- Wedgefield aligns with the **Rural Town (C2T)** context classification
  - **Low to moderate levels of activity** with concentrations of developed areas immediately surrounded by rural and natural areas
  - **Northeast quadrant is built out as a suburban neighborhood** with medium density residential development and **frequent driveways**.
- Target Speeds
  - **Recommended target speeds of 25 to 45 MPH**
    - Major (Collector) Roads: < 45 MPH
    - Local Roads: < 35 MPH
    - Neighborhood Roads: < 30 MPH



EXISTING SPEED LIMITS



TRAFFIC CALMING TOOLBOX

Major Roads

Signage

- Intersection Conflict Warning System
- RRFB installations
- Posted Speed Limit Signage

Pavement Markings

- Rumble Strips
- Posted Speed Limit Pavement Markings
- Gore Striping

Local Roads

Signage

- Posted Speed Limit Signage
- Cross Traffic Does Not Stop
- Stop Sign Ahead

Vertical Deflection

- Speed Cushions
- Speed Humps
- Surface Treatments

Neighborhood Roads

Signage

- Solar-Flashing LED Stop Sign
- Posted Speed Limit Signage

Vertical Deflection

- Speed Tables
- Speed Humps
- Raised Intersection

Horizontal Deflection

- Chicane
- Curb Extension/ Bulb-Out

TRAFFIC CALMING TOOLBOX

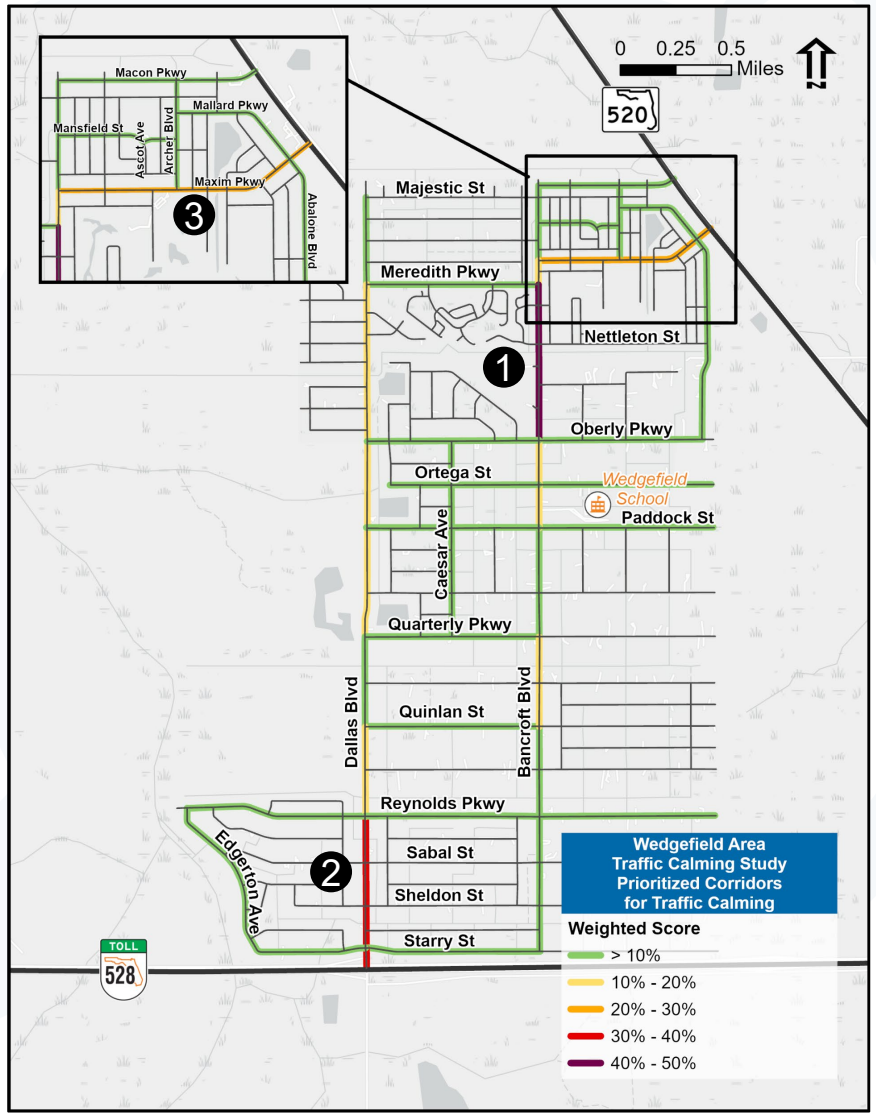
Speed Analysis

- Weighted scores were provided on corridors based on ADT to provide corridors with higher ADT greater priority

Weighted ADT **x** **% of Vehicles Traveling Over The Posted Speed**

Top 3 Prioritized Corridors

- Bancroft Boulevard from north of Oberly Parkway (#1)
- Dallas Boulevard from south of Reynolds Parkway (#2)
- Maxim Parkway from Bancroft Boulevard to SR 520 (#3)



Bancroft Boulevard north of Oberly Parkway



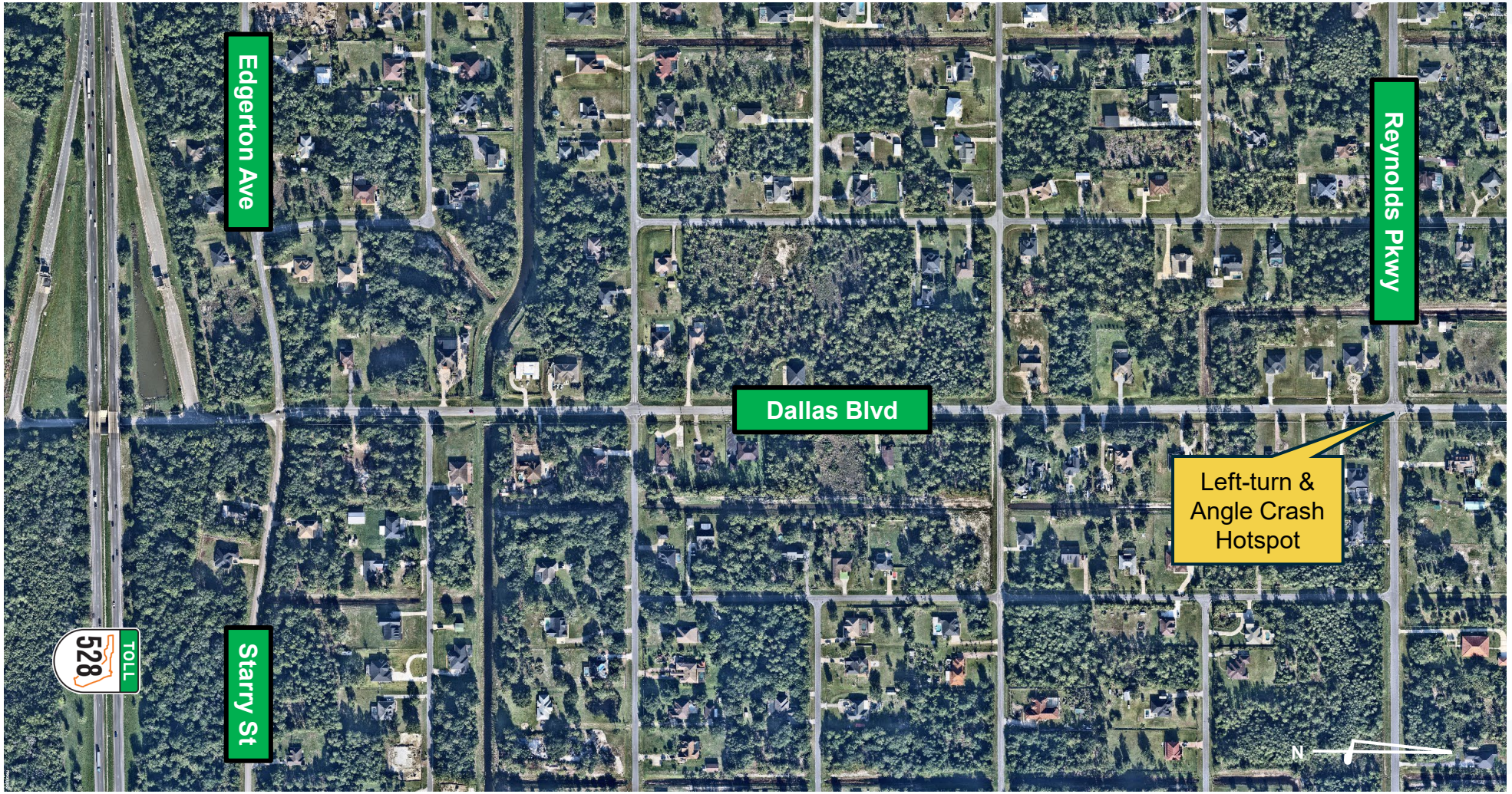
Bancroft Boulevard north of Oberly Parkway

Concerns

- Transition from low-density development to high-density development.
  High vehicle volumes, crash frequency, and percentage of vehicles speeding.
- School crossing at Bancroft Boulevard & Nettleton Street.
- High percentages of vehicles speeding

Traffic Calming Measure	Intended Effect
Implement speed limit pavement markings adjacent to posted speed limits.	Increase driver awareness of speed limits.
Install RRFBs at school crosswalks.	Increases visibility for pedestrians.
Install a raised intersection at Nettleton Street	Slows traffic down entering the neighborhood area.
Reduce posted speed limit to 30 MPH north of Nettleton Street	Allows for vertical deflection installation.
Install speed tables north of Nettleton Street	Reduces speeds in the neighborhood area.

Dallas Boulevard south of Reynolds Parkway



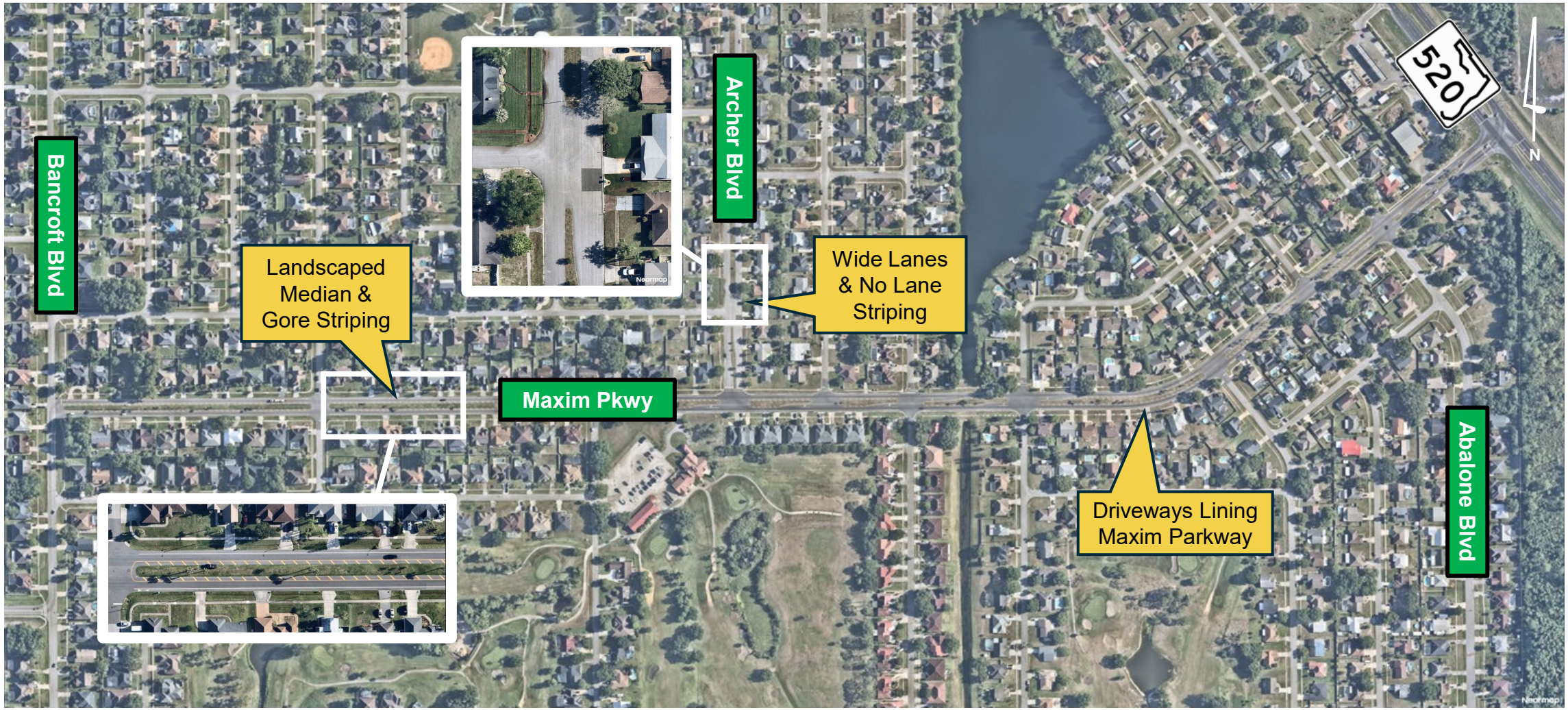
Dallas Boulevard south of Reynolds Parkway

Concerns

- High vehicle volumes and percentage of vehicles speeding.
- 14 total angle / left-turn crashes at Dallas Boulevard & Reynolds Parkway

Traffic Calming Measure	Intended Effect
Implement speed limit pavement markings and speed feedback signs adjacent to posted speed limits.	Increase driver awareness of speed limits.
Install rumble strips approaching minor street roads.	Provides additional cues for drivers of a change in road condition.
Intersection Conflict Warning System at Dallas Boulevard & Reynolds Parkway	Provides warning for drivers that a vehicle may pull out in front of them.
Solar-Flashing LED Stop Sign on Reynolds Parkway.	Increase compliance with the stop control.
“Cross Traffic Does Not Stop” plaque on existing stop signs.	Increases awareness for turning traffic that mainline traffic is approaching.
Roundabout at Dallas Boulevard & Reynolds Parkway	Reduces mainline speeds and the risk of left-turn collisions.

Maxim Parkway



Maxim Parkway

Concerns

- High vehicle volumes and crash frequency
  - 12 of 19 crashes involved vehicles hitting a fixed object.
- Frequent driveways and neighborhood intersections.

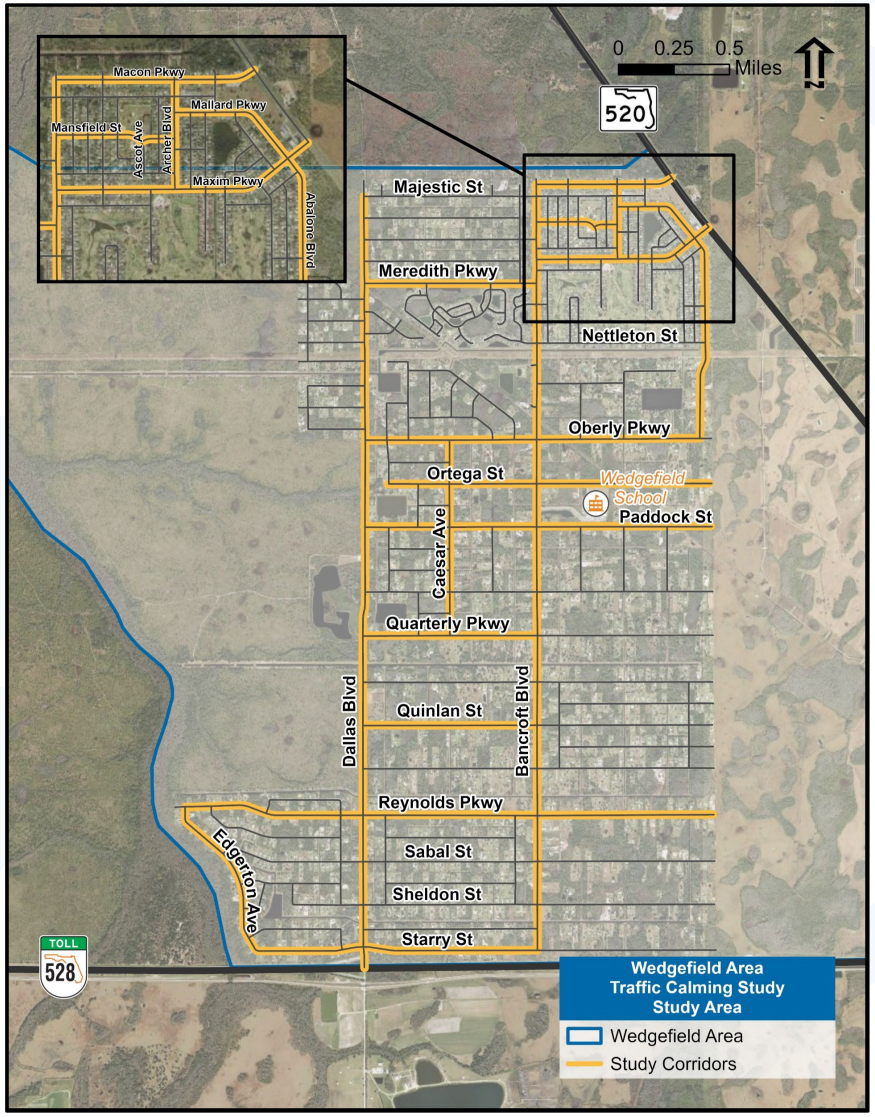
Traffic Calming Measure	Intended Effect
Reduce speed limit to 30 MPH.	Allows for horizontal and vertical deflection.
Install speed humps.	Reduces speeds without impacting property access.
Install chicanes at driveway gaps	Reduces speeds and increases driver attentiveness.
Install all-way stop-control at Bancroft Boulevard.	Reduces conflict points and improves pedestrian connections.
Install modular roundabouts at Abalone Boulevard and Albion Avenue	Reduces speeds and creates safer condition for turning traffic,
Implement speed limit pavement markings adjacent to posted speed limits.	Increase driver awareness of speed limits.

Other Strategies

Traffic Calming Measure	Intended Effect
Add surface treatments on newly repaved roads	Audio-tactile cues reduce vehicle speeds.
Buffered bike lanes along Dallas Boulevard and Bancroft Boulevard	Improves safety for bicyclists
Install sidewalks along Dallas Boulevard and add marked crosswalks.	Improves pedestrian safety
Install speed feedback signs.	Increases awareness of driver speeds.
Install roadway lighting in strategic areas.	Improves safety at bus stops and intersections.

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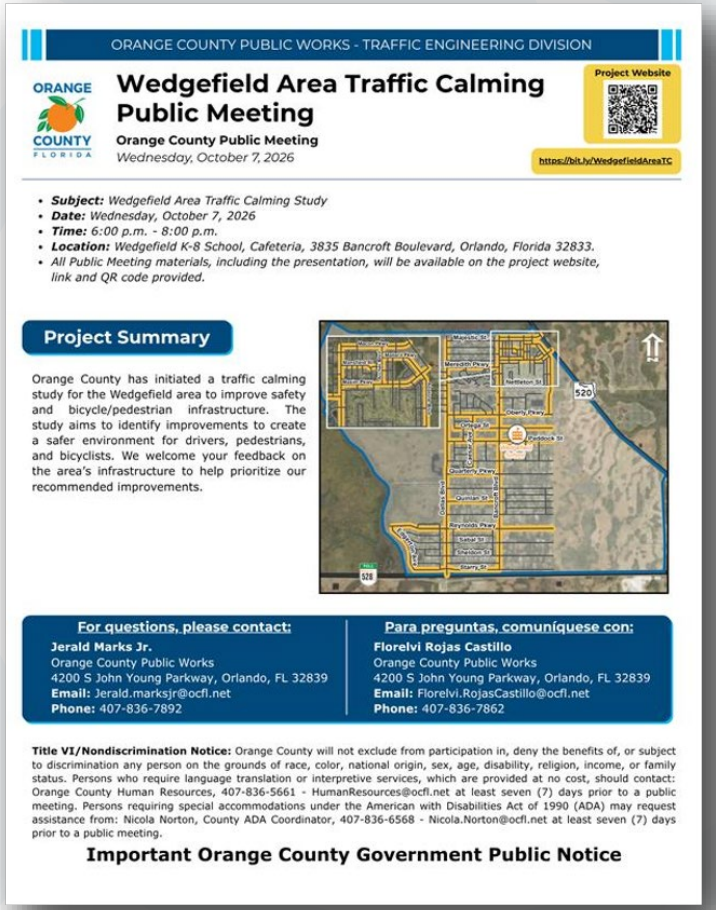


PUBLIC COMMENT

Ways to Provide Feedback During the Meeting

- Ask questions and speak with project team members at the community meeting
- Submit a written comment form or fill out a speaker card
- Complete the study survey / provide location specific comments via QR Code





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ORANGE COUNTY FLORIDA

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