Practical & Tactical

“Safe Streets Academy”

Curry Ford Road

Presented to CNU Florida, October 3, 2019
Florida Statistics (2013-2018)

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>400,661</td>
<td>21%</td>
</tr>
<tr>
<td>Injuries</td>
<td>253,820</td>
<td>17%</td>
</tr>
<tr>
<td>Fatalities</td>
<td>3,083</td>
<td>22%</td>
</tr>
<tr>
<td>Pedestrian Fatalities</td>
<td>681</td>
<td>26%</td>
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</table>
• Crashes happen
• Acknowledges that traffic losses are preventable
• Want people to walk away/have a full recovery
• Takes systems approach to prevention
• Leadership = essential!
Orlando’s Vision Zero MISSION is to eliminate traffic deaths and serious injuries within the City by 2040.
DISTRICT 2 HIGH INJURY LOCATIONS 2015 - 2017

- 349 total crashes
- Semoran North
  - 119 crashes
  - 34% of all crashes
- Curry Ford
  - 89 crashes
  - 25% of all crashes
- Semoran South
  - 69 crashes
  - 20% of all crashes
Existing Conditions

Week Day = AADT 16,348
Speed Limit = 35 MPH
85th Percentile = 43.5 MPH

Weekend = AADT 15,675
Speed Limit = 35 MPH
85th Percentile = 43.7 MPH

Week Day = AADT 20,253
Speed Limit = 35 MPH
85th Percentile = 41.4 MPH

Weekend = AADT 14,344
Speed Limit = 35 MPH
85th Percentile = 41.5 MPH
Curry Ford Road was selected from S. Bumby Ave. to S. Crystal Lake Drive because:

✓ Corridor exhibited high level of bicycle & pedestrian crashes.
✓ Traffic volumes did not warrant current five-lane configuration.
✓ Vehicle speeds are not safe for pedestrian & bicycle activities.
Community Outreach

- City Commissioners/Mayor/Senior Staff briefing
- 18 Condominium/Homeowners Associations
- City staff personally visited businesses on corridor
- Information posted on City’s social media accounts, website and Nextdoor
- Project information was shared with Orange County Commissioner & Communications staff
- Interviews with Television, Radio & Newspaper media
Orlando has been chosen as one of three cities to participate in the first-ever National Complete Streets Coalition’s Safe Streets Academy. Together, engineers, planners and related professionals will identify ways to make streets safer for all users while creating a fun destination that residents and businesses can both enjoy and benefit from.

**PROJECT LOCATION**
This project will take place along Curry Ford Road between Bumby Avenue and Crystal Lake Drive.
Temporary Project Impacts
- Reducing travel lanes
- Adding bicycle lanes
- Installing crosswalks

**TIMELINE**
Temporary safety features will be installed during the last week of March and will remain in place for four weeks.

**QUESTIONS?**
For more information, visit cityoforlando.net/safestreets
City’s Transportation Engineering Division
407.246.2281
traffic.studies@cityoforlando.net

**FIND OUT MORE AT THE COMMUNITY MEETING**
Hosted by Commissioner Sheehan in coordination with Orange County Government and Commissioner Clarke
Thursday, February 22, 2018
6:30 to 8 p.m.
Dover Shores Community Center
1400 Gaston Foster Road
Orlando, Florida, 32812
Community Meeting, February 22, 2018
## Project Goals

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
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<tbody>
<tr>
<td>Safety</td>
<td>Make our streets safe for all street users</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Move more people rather than only cars</td>
</tr>
<tr>
<td>Equity</td>
<td>Balance mobility and access to ensure convenient choices for everyone</td>
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<tr>
<td>Education</td>
<td>Engage the local community to create much needed awareness</td>
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<tr>
<td>Livability/Quality of Life/Health</td>
<td>Promote healthy lifestyles and a healthier more sustainable community</td>
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<tr>
<td>Economic Development</td>
<td>Support a stronger local economy within our districts</td>
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Safe Streets Academy Demonstration Project

**Existing Conditions**

Curry Ford Road is an east-west corridor that extends from the eastern terminus at the vicinity of Downtown Orlando to S. Orange Trail to the south. The segment of Curry Ford Road included for the implementation of the demonstration project is between S. Bumby Avenue and the east end of S. Orange Trail.

The corridor segment is under Orange County jurisdiction. City of Orlando traffic signals and traffic control devices are present along the corridor. A number of business improvements are present along the corridor.

**Proposed Concept**

The proposed concept to implement along Curry Ford Road is intended to enhance safety, lower driving speeds, better accommodate pedestrians and cyclists along the corridor, and encourage driving behavior that is acceptable to surroundings and stakeholders in its context.

The proposed treatments include:

- **Mid-block crossings (with median refuges for pedestrians)**
- **Separated bike lanes (buffer/protected)**

**Project Context**

This project is intended to create a demonstration project focused on making neighborhood streets safer for everyone.

- **Integrate a new teaching experience to create a balance between teaching and research.**
- **Creating an environment for the community to work as part of brainstorming sessions to find solutions to current issues and create a safer environment for everyone.**
- **Building a stronger relationship with Orange County and other partners’ departments to add economic gains.**

**Separated Bike Lane**

Separate bike lanes are envisioned where needed, paired with a designated buffer separating the bicyclists from the moving traffic. The buffer space is proposed to include vertical delineation and/or planters as a form of physical protective barriers between bike lanes and moving traffic. In addition to this, valuable pedestrian space and temporary marking options are proposed to be used to further enhance and increase safety of the bicyclist. This configuration results in a potential environment for cyclists providing a greater distance between the essentials and hazardous situations, which are often the leading causes of injury and death for cyclists. The proposed approach is to create a separation between the bike lane and road traffic, and then proceed to reconnect the two as long after implemented.

**Mid-Block Crossing**

Pedestrian crossings increase awareness of pedestrian activity crossing the street. This plan proposes pedestrian refuges at intersections with a predominant crossing. The proposed treatment provides a refuge for pedestrians to wait and cross the street in a safe and secure manner. The refuge area is designed to be visually appealing and provide a third leg to the intersection. The addition of the refuge area can help increase safety for all users of the road.

Mid-block crosswalks focus on the pedestrian and motorist experience in support of the corridor, and help them to slow down and respect each other. They also help pedestrian cycle movement (through design features).

![Diagram showing the proposed concept along Curry Ford Road.](https://via.placeholder.com/150)
Final Concept
Installation 4/18
CURRY FORD COMMUNITY BICYCLE AND PEDESTRIAN SAFETY FAIR

SATURDAY, APRIL 14, 2018
9:30 A.M. TO 12:30 P.M.
Curry Ford Family Dollar Shopping Center
2850 Curry Ford Road, Orlando, FL 32806

This community event, hosted by the City of Orlando and Orange County, will focus on bicycle and pedestrian safety by providing demonstrations, interactive drills, helmet fittings, and giveaways. Citizens are encouraged to walk or ride their bikes to the event.

Curry Ford Road is undergoing a temporary transformation to make the corridor safer and more accommodating for all modes of travel. This includes a reduction in travel lanes and the addition of bicycle lanes and mid-block pedestrian crossings. Staff-guided tours of the corridor will be available throughout the day during the community event.

For more information about the Curry Ford Project and Orlando’s Safe Streets Initiative, please visit our website: cityoforlando.net/safestreets.
Bicycle and Pedestrian Safety Fair 4/14/18
Mid-Block Crosswalk

- Bicyclist activity increased 50%
- Pedestrian activity increased 38%
- Vehicles yielding midblock
- increased from 7% to 55%
<table>
<thead>
<tr>
<th>Community Goals</th>
<th>Performance Measures</th>
<th>Objectives</th>
<th>Results</th>
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| **Safety**      | % of Vehicles Speeding | Reduce Speeds by 5 mph during off peak | Before: 59%  
During Project: 28% |
|                 | Average Vehicle Speed | Median Speed weekdays | Before: 36 mph  
During Project: 31 mph |
|                 | Daily Auto Counts    | Maintain or reduce Average Daily Traffic | Before: 18,700 vpd  
During Project: 17,400 vpd |
|                 | Peak Hour Counts     | Average times in the peak hour | Before: 2 minutes  
During Project: 6 minutes |
| **Connectivity**| Peak Hour Travel Time | % of pedestrians who used the crosswalk | 89% used the crosswalk |
Crashes reported during same time period
April 1 through April 20, 2017 (2 crashes)

Rear End Crash
Rear End Crash
April 1 through April 20, 2018 (no crashes)
Lessons Learned:
✓ Mixed perspectives from commuters & residents are challenging
✓ Engage the local residential and business communities early
✓ Explain upfront the goals to achieve and don’t give up
✓ Emphasize the value of safety over speeding
✓ No matter what, there will always be opposition to changes
✓ Collect data to show facts instead of perception
✓ People will exaggerate!
“It is critically important that we reverse the public health crisis caused by the loss of life and serious injuries from crashes.

The only acceptable number of transportation deaths is zero and the City is doing everything in it’s power to achieve this goal.”