ORLANDO HISTORY
• Fort Gatlin established 1838
• Originally named Jernigan after 1st permanent settler
• Changed to Orlando in 1856
• Incorporated in 1875 – 85 residents
Intersection of Pine St and Orange Ave - 1885
Eola Park - 1915
ORLANDO NOW
• Land Area in 2017 – 118.50 square miles
• Population in 2017 – 279,133
• Orlando’s population has grown by over 93,000 since 2000 – a 50% increase!
• Orlando International Airport surpassed 72 million passengers 2017
• Amway Center
• Dr. Phillips Performing Art Center
• UCF / Valencia Downtown Campus within Creative Village
• Camping World Stadium
• Orlando City Soccer
• 116 City Parks
• 360 miles of urban trails, bike lanes & signed routes
• 37 miles of new sidewalk through Orlando Walks
• SunRail – stress-free commuting since 2014
• LYMMO – downtown circulator since 1997
• Bike beltway in progress
• Bikeshare
Mayor Dyer’s Key Priorities

• Keep our community safe
• Generate high paying jobs
• **Become one of the most sustainable cities in America**
• **Provide mobility and transportation options**
• Create a city for everyone
• End homelessness
• >50% of daily trips by carpool, transit, bicycle, or walking

• Double miles of “complete streets” (38 mi)

• 100% reduction of pedestrian & bike fatalities

Transportation 2040 Goals
DANGEROUS BY DESIGN
• Reports by Smart Growth America - 2011, 2014, 2016, and 2019
• Number of pedestrians killed continue to increase nationwide
• 49,340 pedestrians killed between 2008 and 2017
• https://smartgrowthamerica.org/dangerous-by-design/
- Reports 2011, 2014, 2016, and 2019
- 8 of Top 10 in Florida
- PDI based on pedestrian deaths per 100,000 and percentage walking trips
- PDI increased from 2016

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>1</td>
<td>Orlando-Kissimmee-Sanford, FL</td>
<td>656</td>
<td>313.3</td>
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<tr>
<td>2</td>
<td>Deltona-Daytona Beach-Ormond Beach, FL</td>
<td>212</td>
<td>265.4</td>
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<td>3</td>
<td>Palm Bay-Melbourne-Titusville, FL</td>
<td>165</td>
<td>245</td>
</tr>
<tr>
<td>4</td>
<td>North Port-Sarasota-Bradenton, FL</td>
<td>194</td>
<td>234.6</td>
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<td>5</td>
<td>Lakeland-Winter Haven, FL</td>
<td>162</td>
<td>230.9</td>
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<td>6</td>
<td>Jacksonville, FL</td>
<td>419</td>
<td>226.2</td>
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<td>7</td>
<td>Bakersfield, CA</td>
<td>247</td>
<td>217.7</td>
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<td>8</td>
<td>Cape Coral-Fort Myers, FL</td>
<td>148</td>
<td>217</td>
</tr>
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<td>9</td>
<td>Tampa-St. Petersburg-Clearwater, FL</td>
<td>900</td>
<td>204.7</td>
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<td>10</td>
<td>Jackson, MS</td>
<td>111</td>
<td>192</td>
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</table>
SAFETY INITIATIVES
SAFETY INITIATIVES

• Vision Zero
• Partnerships
• Projects & more
• Other considerations
Orlando’s Vision Zero Mission is to eliminate traffic deaths and serious injuries within the City by 2040.
• No traffic death is acceptable
• Safe roadways and safe speeds for prevention
• Data driven approach
• Foundation to continually improve safety of the City’s transportation system
### Framework: Goals, Objectives, Action Strategies and Performance Metrics for Action Plan

**GOAL 1: ADOPT A SAFE SYSTEMS APPROACH IN ROADWAY DESIGN, OPERATIONS, AND MAINTENANCE**

<table>
<thead>
<tr>
<th>ACTION STRATEGY</th>
<th>ACTION STRATEGY</th>
<th>ACTION STRATEGY</th>
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</thead>
<tbody>
<tr>
<td>Over the course of 5 years, build a toolbox of targeted countermeasures and/or interventions applicable to recorded crash types</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide staff training on the implementation of countermeasures and/or intervention strategies identified in the toolbox</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement identified countermeasures and/or intervention strategies identified in the toolbox</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop priority site selection criteria that 1) awards additional points for investments in block groups with transportation disadvantaged populations; and 2) identifies where immediate improvements can be made at low to modest cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop annual list of priority sites for implementation of countermeasures or interventions based on the results of the selection criteria and process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map priority sites and investments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement countermeasures and interventions at identified priority sites</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work to enact policy changes that support safety improvements being at identified priority sites (i.e., no right turn on red, speed reductions, LOS reductions)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review and identify street design guidelines and policies requiring modification to incorporate safe multimodal accommodations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Update land development regulations to support safe access and circulation</td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>PERFORMANCE METRIC</th>
<th>PERFORMANCE METRIC</th>
<th>PERFORMANCE METRIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed/Not Completed</td>
<td>100% of staff trained in applying countermeasures or interventions</td>
<td># of times a countermeasure or intervention is implemented</td>
</tr>
<tr>
<td>Completed/Not Completed</td>
<td>% change in reported crashes at priority sites</td>
<td>Completed/Not Completed</td>
</tr>
<tr>
<td>Completed/Not Completed</td>
<td># of priority sites improved</td>
<td>Completed/Not Completed</td>
</tr>
<tr>
<td>Completed/Not Completed</td>
<td># of priority sites improved</td>
<td>Completed/Not Completed</td>
</tr>
<tr>
<td>Completed/Not Completed</td>
<td>Completed/Not Completed</td>
<td>Completed/Not Completed</td>
</tr>
</tbody>
</table>
**Crash Data**

- **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
Orlando’s Vision Zero Goals

- Adopt a safe systems approach in roadway design, operation and maintenance
- Increase everyone’s understanding of the leading causes of crashes resulting in fatalities and serious injuries
- Support law enforcement efforts to eliminate behaviors leading to fatal and serious injury crashes
- Demonstrate continuous progress toward Vision Zero
- Improve access and travel time to Level 1 Trauma Center and other hospitals
- Prioritize investments and programs in communities of concern
Best Foot Forward

- Started by Bike/Walk Central Florida
- Community-wide Coalition to save lives
- Engineering, Education, Enforcement and Evaluation

![Best Foot Forward for pedestrian safety](image)

- **ENGINEER**
  - roads that are less likely to result in injuries or fatalities
- **ENFORCE**
  - Florida’s pedestrian and driver yield laws
- **EDUCATE**
  - people of all ages and incomes
- **EVALUATE**
  - drivers’ yield rates and crash data
Best Foot Forward

- Extensive public & media outreach
- High visibility, targeted enforcement
### BFF – Tracking Yielding

<table>
<thead>
<tr>
<th>2018</th>
<th>Crosswalk Details</th>
<th>Enforcement</th>
<th>Yield Rates</th>
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<tbody>
<tr>
<td>E. Rollins St. &amp; Camden Rd</td>
<td>7</td>
<td>30</td>
<td>4</td>
</tr>
<tr>
<td>Virginia Dr &amp; Urban Trail</td>
<td>4</td>
<td>30</td>
<td>8</td>
</tr>
<tr>
<td>Lake Underhill Rd &amp; Palmer St</td>
<td>6</td>
<td>35</td>
<td>2</td>
</tr>
<tr>
<td>Edgewater Dr &amp; Shady Lane Dr</td>
<td>5</td>
<td>30</td>
<td>9</td>
</tr>
<tr>
<td>N. Summerlin Ave &amp; Washington St (Thornton Park)</td>
<td>1</td>
<td>25</td>
<td>23</td>
</tr>
<tr>
<td>Metrowest Boulevard &amp; Eagle’s Nest Elementary</td>
<td>1</td>
<td>25</td>
<td>4</td>
</tr>
<tr>
<td>Mills Ave &amp; E. Harding St</td>
<td>1</td>
<td>25</td>
<td>3</td>
</tr>
<tr>
<td>Columbia St &amp; Kuhl Ave (Orlando Health)</td>
<td>1</td>
<td>25</td>
<td>14</td>
</tr>
<tr>
<td>Pine Street, East Rosalind Ave (302 E. Pine Street)</td>
<td>1</td>
<td>25</td>
<td>22</td>
</tr>
<tr>
<td>Upper Park Rd &amp; Oak St (Baldwin Park-Glenridge Middle)</td>
<td>1</td>
<td>25</td>
<td>1</td>
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</table>

http://bikewalkcentralflorida.org
Safe Streets Academy

- Created by National Complete Streets Coalition
- Orlando was one of three cities chosen in 2017
- Technical assistance provided through Smart Growth America
- Curry Ford Demonstration Project (2018)
Safe Streets Academy

- Curry Ford Road chosen based on pedestrian & bicycle crashes, traffic volumes, and vehicle speeds

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
SSA – Community Outreach

PILOT PROJECTS
SSA – Concept to Installation

- Five-lane section reduced to three-lane with buffered bike lanes and midblock crossing
SSA – Concept to Installation
SSA – Bike/Ped Safety Fair
SSA – Outcomes

- Pedestrians used midblock, yield rates 55%
- Speeds reduced (off-peak)
- Strong public input

<table>
<thead>
<tr>
<th>Location</th>
<th>Before/After</th>
<th>All day</th>
<th>Overnight (7 PM-7 AM)</th>
<th>Midday (9 AM-4 PM)</th>
<th>15th %ile</th>
<th>50th %ile</th>
<th>85th %ile</th>
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<tbody>
<tr>
<td>Curry Ford Rd east of Bumby Ave</td>
<td>Before</td>
<td>70%</td>
<td>71%</td>
<td>39%</td>
<td>31.7</td>
<td>37.6</td>
<td>43.5</td>
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<tr>
<td></td>
<td>With Project</td>
<td>41%</td>
<td>46%</td>
<td>22%</td>
<td>25.6</td>
<td>33.1</td>
<td>39.3</td>
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<tr>
<td></td>
<td>Change</td>
<td>-24%</td>
<td>-35%</td>
<td>-42%</td>
<td>-19%</td>
<td>-12%</td>
<td>-10%</td>
</tr>
<tr>
<td>Curry Ford Rd east of Primrose Dr</td>
<td>Before</td>
<td>50%</td>
<td>53%</td>
<td>25%</td>
<td>27.9</td>
<td>34.8</td>
<td>41.4</td>
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<tr>
<td></td>
<td>With Project</td>
<td>18%</td>
<td>25%</td>
<td>7%</td>
<td>20.1</td>
<td>28.2</td>
<td>35.2</td>
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<tr>
<td></td>
<td>Change</td>
<td>-63%</td>
<td>-53%</td>
<td>-74%</td>
<td>-28%</td>
<td>-19%</td>
<td>-15%</td>
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<tr>
<td>Demonstration Area Average</td>
<td>Before</td>
<td>59%</td>
<td>61%</td>
<td>35%</td>
<td>29.8</td>
<td>36.2</td>
<td>42.5</td>
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<tr>
<td></td>
<td>With Project</td>
<td>28%</td>
<td>34%</td>
<td>18%</td>
<td>22.9</td>
<td>30.6</td>
<td>37.3</td>
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<tr>
<td></td>
<td>Change</td>
<td>-53%</td>
<td>-44%</td>
<td>-47%</td>
<td>-23%</td>
<td>-15%</td>
<td>-12%</td>
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http://www.cityoforlando.net/safestreets
Robinson Street

- FDOT/City of Orlando Joint Project
- Road Diet
- Underground Utilities
- Design FY 20/21
- Construction FY 22/23
Robinson St - Existing
Robinson St – Concepts

Central Business District
Robinson St – Concepts

Lake Eola District
Robinson St – Concepts

Neighborhood District
Robinson St – Concepts

Milk District
Complete Streets

- Context is key to livability
- Safe access for all users and all abilities
- Improve equity, safety, and public health
- Look for opportunities to install elements
Give pedestrians more consideration

- Don’t favor signal progression over pedestrian safety
- Long cycle lengths are not good for pedestrian safety
- Try seeing transportation from perspectives of all user types
More considerations

- Don’t allow dual right turns on red
- Signalize or remove free flow right turns
- Put crosswalks on all legs of a signalized intersection
Promote walkability

• Increase sidewalk and trail connectivity
• Base sidewalk widths on context
• Use smart land development codes and patterns
• Promote street connectivity
Speed is critical

- Lower speeds to increase comfort, reduce crash severity
- Street design & development patterns to promote lower speeds
- Try different tools to address speeding concerns
- Formalize speed management plan for consistent application
Walk Orlando!