Dangerous by Design: A challenge for change

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- We work to save special places and build better communities.
- We educate, advocate and negotiate to protect Florida’s high quality of life.
- Our bipartisan board of directors includes advocates and experts from across the state.
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May 4, 1924 – April 13, 2012

Icon of comprehensive planning both in Florida and across the nation

One of the founders of 1000 Friends of Florida

First Secretary of the Florida Department of Community Affairs

His accomplishments recognized with the John M. DeGrove Eminent Scholar Chair in Growth Management and Development at Florida Atlantic University

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Email [vyoung@1000fof.org](mailto:vyoung@1000fof.org) for more information
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- **REGISTER NOW!** Wednesday, May 24 – 2017 Florida Legislative Wrap Up – noon to 1:30
  - Approved for 1.5 AICP CM LEGAL CREDITS (#9123402)
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- Please keep your questions succinct!
- Staff will ask the presenters questions, as time permits
Presenters
Billy Hattaway, P.E.

- Transportation Director for the City of Orlando
- Bachelor’s degree in Civil Engineering Technology from Wentworth Institute of Technology
- MBA from Florida State University
- Former champion for both the Florida Department of Transportation’s Pedestrian and Bicycle Focused and Complete Streets Implementation Initiatives to improve pedestrian and bicyclist safety and comfort in the state of Florida.
- Also the Chair for Bike/Walk Central Florida, a non-profit organization dedicated to safety for pedestrians and bicyclists
- Professional experience includes transportation planning, street design, safety and traffic analysis for a wide variety of transportation projects including redevelopment, transit oriented development and master plan charrette projects to create walkable, bike and transit friendly communities
- Was recognized by Governing Magazine as a 2014 Public Official of the Year, and by the Florida Chapter of the Congress for the New Urbanism with the John Nolen award for his leadership on the Department’s bicycle/pedestrian safety and Complete Streets initiatives
Dangerous by Design: A challenge for change

Billy Hattaway, P.E.
Transportation Director, City of Orlando
Dangerous by Design: A Challenge for Change

Presented to: 1000 Friends of Florida

Billy L. Hattaway, P.E. Transportation Director
• Dangerous by Design (2016)

• Based on 2014 data:
  
  • 4,884 people were killed by a car while walking—105 people more than in 2013.
  
  • On average, 13 people were struck and killed by a car while walking every day in 2014.
Fowler Ave, Tampa
Land Development Patterns

1585 Anna Catherine Dr, Eastwood Park, Orange County, FL
13415 Summer Rain Dr, Avalon Park, Orange County, FL

7.1 mile drive, yet only 70’ apart
Land Development Patterns
State and Local Partnership

2016 Pedestrian and Bicycle Focused Initiative
Top 20 High Priority Counties

District 2
Duval
Alachua

District 3
Escambia
Leon

District 5
Orange
Volusia
Seminole
Brevard

District 6
Miami-Dade
Monroe

District 7
Hillsborough
Pinellas
Pasco

District 1
Polk
Manatee
Lee
Sarasota
Collier

Legend
- Top 20 Counties
- D1
- D2
- D3
- D4
- D5
- D6
- D7

CUTR

0 25 50 100 150 200 Miles

CITY OF ORLANDO
Context Classification System

<table>
<thead>
<tr>
<th>Rural</th>
<th>C2T</th>
<th>Rural Town</th>
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</thead>
<tbody>
<tr>
<td>Urban</td>
<td>C3</td>
<td>Suburban</td>
</tr>
<tr>
<td></td>
<td>C4</td>
<td>Urban General</td>
</tr>
<tr>
<td></td>
<td>C5</td>
<td>Urban Center</td>
</tr>
<tr>
<td></td>
<td>C6</td>
<td>Urban Core</td>
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</table>
### Changes in Design Speed

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Allowable Design Speed Range (mph)</th>
<th>SIS Minimum Design Speed (mph)</th>
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<tbody>
<tr>
<td></td>
<td>PPM</td>
<td>FDM</td>
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<tr>
<td></td>
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<tr>
<td>C1 Natural</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>40-60</td>
<td>25-45</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>40-60</td>
<td>35-55</td>
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<td>C4 Urban General</td>
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<td>30-45</td>
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<tr>
<td>C5 Urban Center</td>
<td>40-60</td>
<td>25-35</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>40-60</td>
<td>25-30</td>
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</table>
### Lanes Widths for Travel Lanes

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Minimum Lane Widths (ft)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
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<tr>
<td>C1 Natural</td>
<td>12</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>12</td>
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<tr>
<td>C2T Rural Town</td>
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<td>11</td>
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<tr>
<td>C6 Urban Core</td>
<td>11</td>
</tr>
</tbody>
</table>

25-35 mph
DRAFT Sidewalk Standard Widths

C2T: 8 feet
C3: 6 feet
C4: 8 feet
C5: 10 feet
C6: 12 feet
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
1,100 Acres
250 Acres of Lakes
32 Street Connections
14,000 Residents
125 Businesses
Mixed Use
Publix, CVS
20 Neighborhood Parks
“A” Rated Schools
50 miles of Trails
Single Family
Town Homes
Apartments
Condominiums
Live/Work

Baldwin Park
Orlando Walks Sidewalk Program: targets priority areas: schools, parks, bus routes, shopping, and SunRail Stations. Completed 47 miles of sidewalk connections.


Pedestrian Crossing Enhancement Program:
- 3 rectangular rapid flashing beacon (RRFB’s) pedestrian crossings installed.
- Experiencing driver yield rates of up to 45%.
Complete Streets: adopted twenty complete streets policy elements into the comprehensive plan for all future roadway projects to enable safe and comfortable access for all users including pedestrians and bicyclists.

Orlando Main Street Bicycle and Pedestrian Study: conducting a bicycle and pedestrian study for the Milk and Mills50 Main Street districts to analyze pedestrian safety/recommend enhancement projects in highly desirable redevelopment corridors.
Best Foot Forward: funded at $40,000/year

Pedestrian Safety and Enhancement Initiatives

Education/Engineering/Enforcement/Evaluation

![Graphs showing driver yielding rates at crosswalks on roads posted 35 MPH and under, and on roads posted 40 MPH and over.]
Pedestrian Safety and Enhancement Initiatives

**Orlando Stops**: at intersections where cameras have been installed, the City of Orlando has experienced:

- Reduction in Right Angle Crashes of over 65%.
- Reduction in all crashes of 11%.
- Provided $227,000 to the Miami Project to Cure Paralysis and has provided over $750,000 to the State’s 22 trauma centers.
- Proposing future dedication of fines tie directly to safety improvements for pedestrian/bike safety efforts
Orlando’s Mainstreets
Midblock Crossings

California
Rectangular Rapid Flashing Beacons (RRFB)

St. Petersburg
High intensity Activated crossWalk “Beacon” (HAWK)

St. Petersburg
Robinson Street Corridor Study
Robinson Street Corridor Study

No Build – 17 %

Alternative 1 – 66 %

Alternative 2 – 17 %
Robinson Street Corridor Study

Alternative 1

Alternative 2
Robinson Street Corridor Study

Alternative 1A – 28%

Alternative 1B – 51%

Alternative 2 – 6%
Robinson Street Corridor Study

Alternative 1 – 58 %

No Build/Alternative 2 – 42 %
Robinson Street Corridor Study

Alternative 1

No Build/Alternative 2
Robinson Street Corridor Study

Alternative 1 – 46%

Alternative 2A – 29%

Alternative 2B – 25%
Robinson Street Corridor Study

Alternative 1

Alternative 2B
What are the Possibilities?

- Conversion of One-Way Streets
- Lymmo Circulator/Shared Bike Lanes
- Integrated Land Use/Corridor Studies
- Modern Roundabouts
- Expansion of Cycle Tracks
- Context Classification of City Corridors
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