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- Founded in 1986, 1000 Friends of Florida is a 501(c)(3) nonprofit membership organization.
- 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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- Please keep your questions succinct!
- Staff will ask the presenters questions, as time permits
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.
How We Got Here

Fowler Ave, Tampa
Land Development Patterns

Sprawl versus Traditional town

SOURCE: DPZ ARCHITECTS AND TOWN PLANNERS
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
# State and Local Partnership

## Context Classification System

<table>
<thead>
<tr>
<th></th>
<th>FDM – Context Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Natural</td>
</tr>
<tr>
<td>C2</td>
<td>Rural</td>
</tr>
<tr>
<td>Rural</td>
<td>C2T Rural Town</td>
</tr>
<tr>
<td>Urban</td>
<td>C3 Suburban</td>
</tr>
<tr>
<td></td>
<td>C4 Urban General</td>
</tr>
<tr>
<td></td>
<td>C5 Urban Center</td>
</tr>
<tr>
<td></td>
<td>C6 Urban Core</td>
</tr>
</tbody>
</table>
State and Local Partnership

Context Classification System

C1  C2  C2T  C3R  C3C  C4  C5  C6
## 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
<td>FDM</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>
</tr>
<tr>
<td>C4 Urban General</td>
<td>40-60</td>
<td>30-45</td>
</tr>
<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>
</tr>
</tbody>
</table>
**State and Local Partnership**

**Lanes Widths for Travel Lanes**

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Minimum Lane Widths (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
</tr>
<tr>
<td>C1 Natural</td>
<td>12</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>12</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>11</td>
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<tr>
<td>C3 Suburban</td>
<td>11</td>
</tr>
<tr>
<td>C4 Urban General</td>
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</tr>
<tr>
<td>C5 Urban Center</td>
<td>11</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>11</td>
</tr>
</tbody>
</table>

25-35 mph
State and Local Partnership

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**
A History of Leadership

Central Avenue
Pedestrian Safety and Enhancement Initiatives

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

**Colonial Overpass Project:** completes a multi-use trail through Downtown Orlando.

**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

Education/Engineering/Enforcement/Evaluation

Driver yielding rates at crosswalks on roads posted 35 MPH and under:
- Baseline: 17%
- End of 2012: 32%
- End of 2013: 43%
- End of 2014: 51%
- End of 2015: 59%
- End of 2016: 63%

Driver yielding rates at crosswalks on roads posted 40 MPH and over:
- Baseline: 1.2%
- End of 2012: 12%
- End of 2013: 21%
- End of 2014: 19%
- End of 2015: 21%
- End of 2016: 28%
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
Midblock Crossings

California
Rectangular Rapid Flashing Beacons (RRFB)

St. Petersburg
High intensity Activated crossWalk “Beacon” (HAWK)
Robinson Street Corridor Study
Robinson Street Corridor Study
Robinson Street Corridor Study

No Build – 17 %

Alternative 1 – 66 %

Alternative 2 – 17 %
Robinson Street Corridor Study

Alternative 1A – 28 %

Alternative 1B – 51 %

Alternative 2 – 6 %
Robinson Street Corridor Study

Alternative 1B

Lake Eola District – Concept Development
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

Alternative 2B

Milk District – Concept Development
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
Questions???

Presented to: 1000 Friends of Florida

Billy L. Hattaway, P.E. Transportation Director
Questions and Answers
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