



Dangerous by Design: A challenge for change

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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
- To find out more, please visit:
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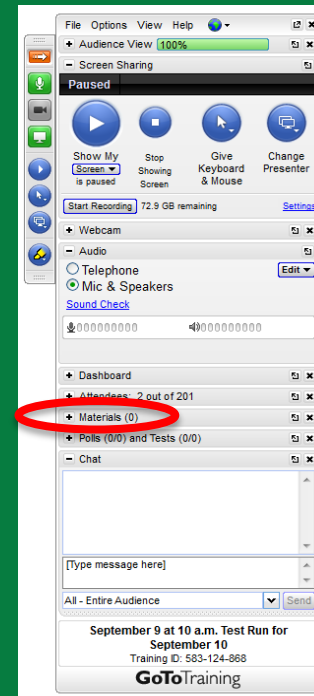
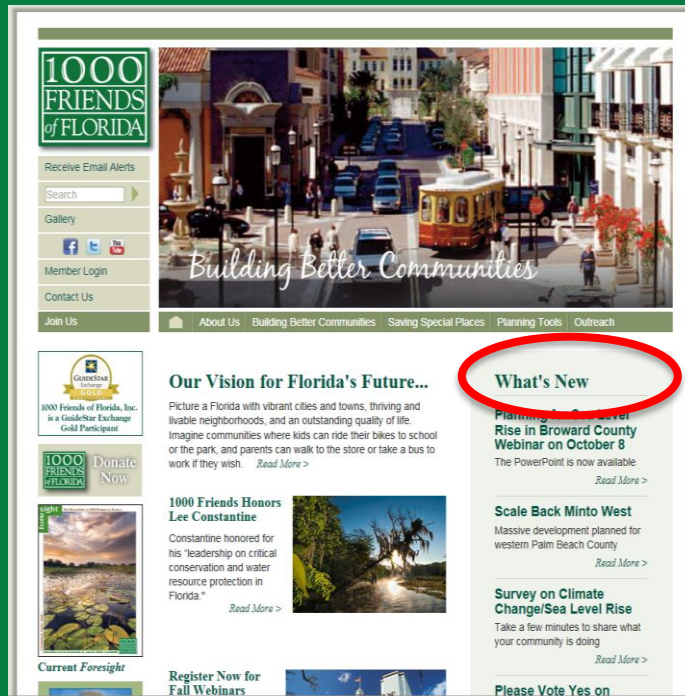
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- **REGISTER NOW!** Wednesday, May 24 – 2017 Florida Legislative Wrap Up – noon to 1:30
 - Approved for 1.5 AICP CM LEGAL CREDITS (#9123402)
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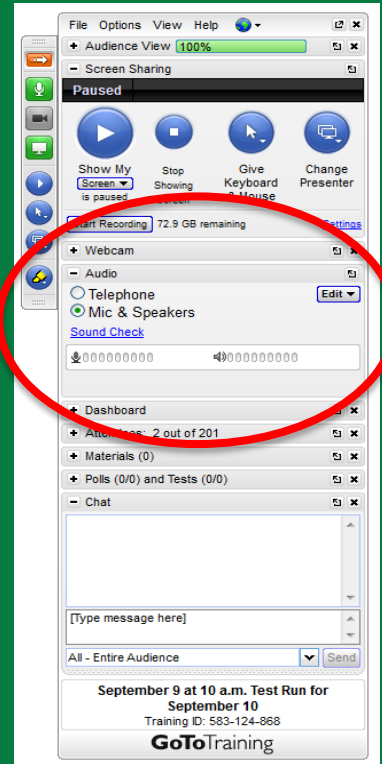
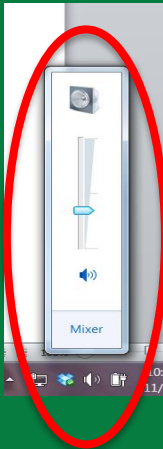
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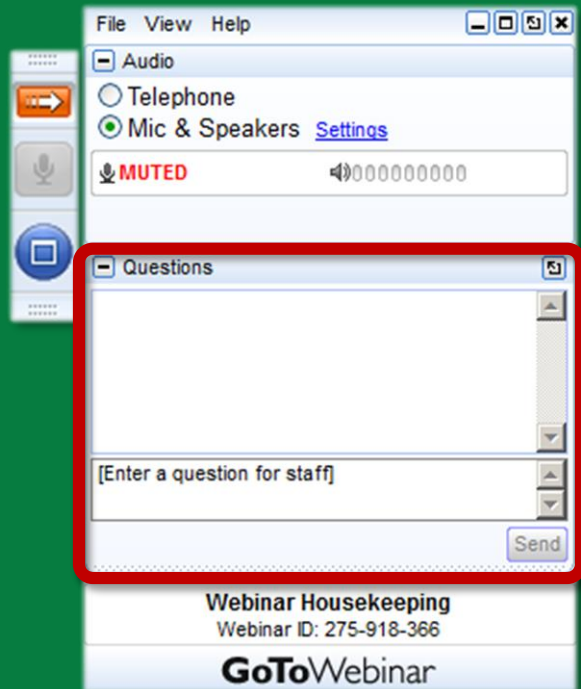


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Presenters



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*





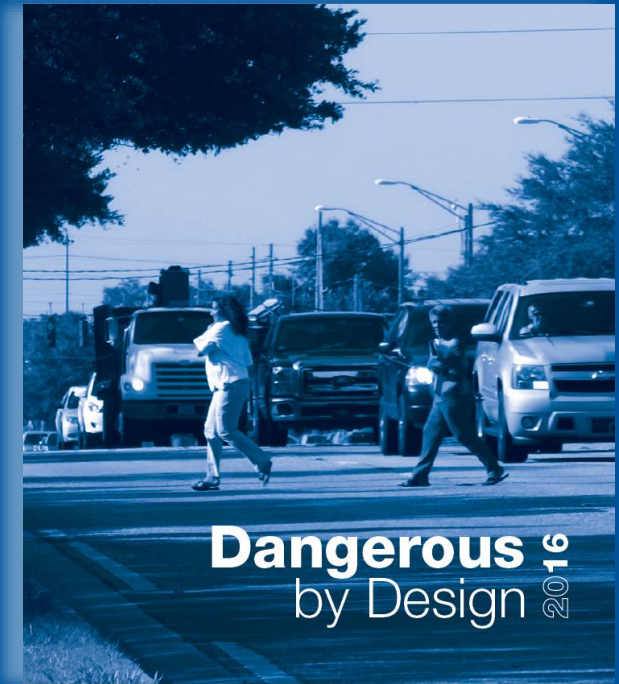
Dangerous by Design: A Challenge for Change

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.

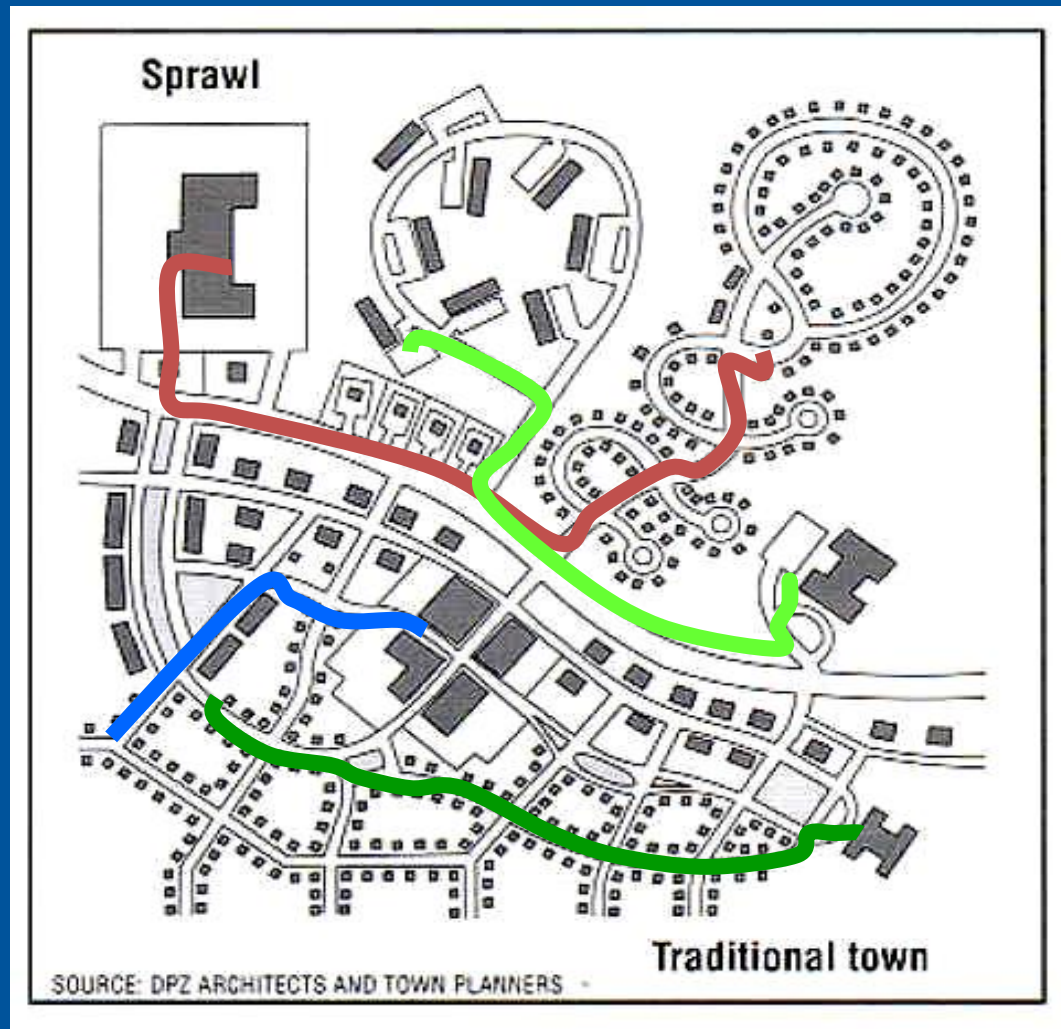


How We Got Here

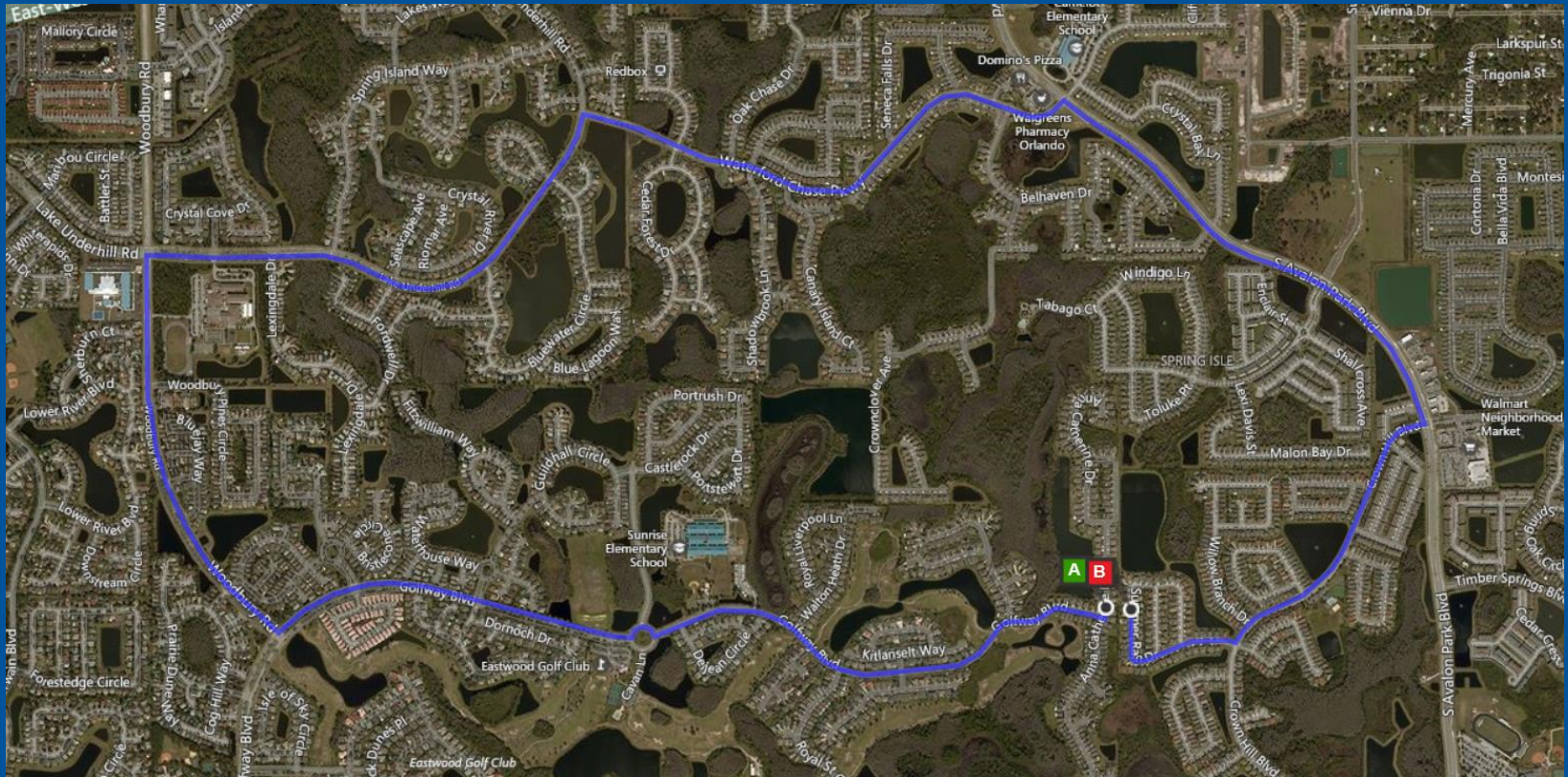


Fowler Ave, Tampa

Land Development Patterns



Land Development Patterns



1585 Anna Catherine Dr, Eastwood Park, Orange County, FL

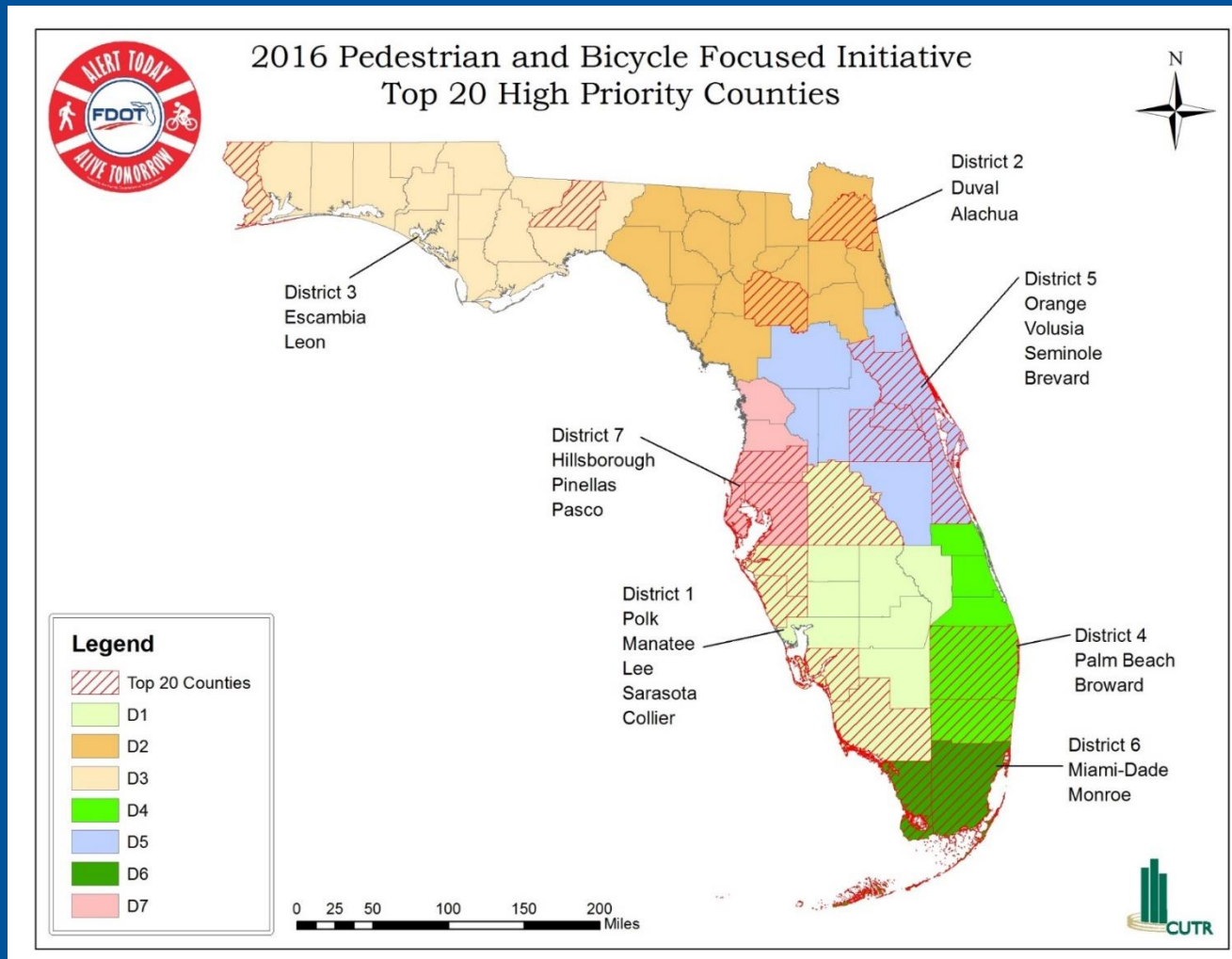
13415 Summer Rain Dr, Avalon Park, Orange County, FL

7.1 mile drive, yet only 70' apart

Land Development Patterns



State and Local Partnership



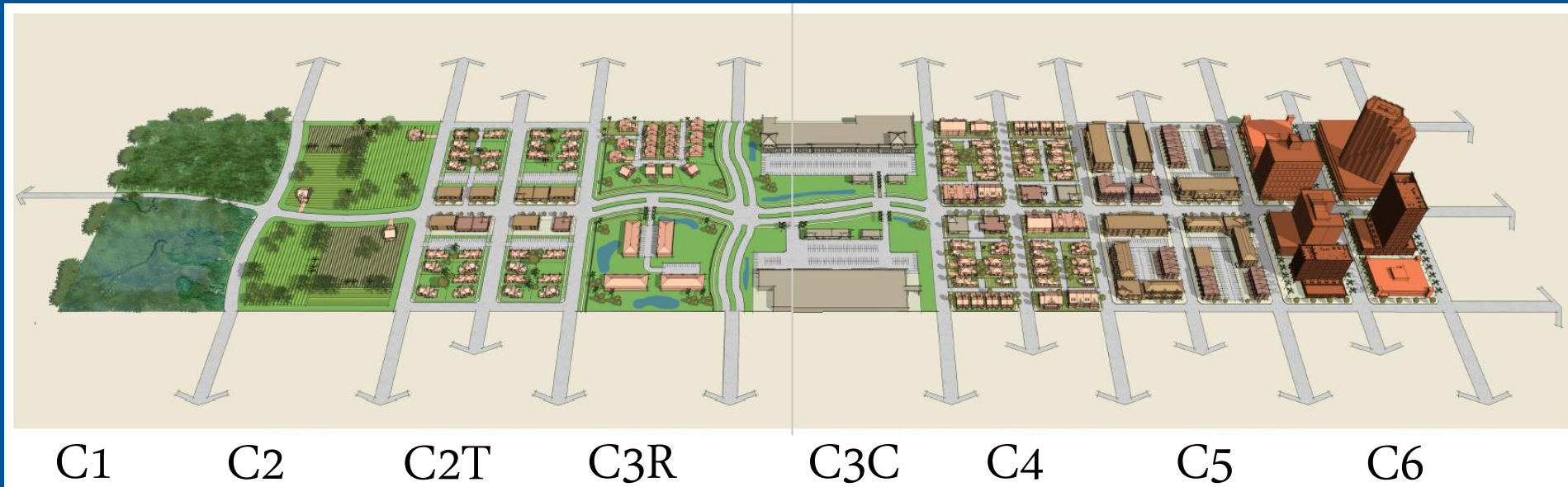
State and Local Partnership

Context Classification System

	FDM – Context Classification	
	C1	Natural
	C2	Rural
Rural	C2T	Rural Town
Urban	C3	Suburban
	C4	Urban General
	C5	Urban Center
	C6	Urban Core

State and Local Partnership

Context Classification System



State and Local Partnership

Changes in Design Speed

Context Classification		Allowable Design Speed Range (mph)		SIS Minimum Design Speed (mph)	
		PPM	FDM	PPM	FDM
C1	Natural	55-70	55-70	65	65
C2	Rural	55-70	55-70	65	65
C2T	Rural Town	40-60	25-45	50	40
C3	Suburban	40-60	35-55	50	50
C4	Urban General	40-60	30-45	45	45
C5	Urban Center	40-60	25-35	45	35
C6	Urban Core	40-60	25-30	45	30

State and Local Partnership

Lanes Widths for Travel Lanes

Context Classification		Minimum Lane Widths (ft)	
		PPM	FDM
C1	Natural	12	12
C2	Rural	12	12
C2T	Rural Town	11	11
C3	Suburban	11	10
C4	Urban General	11	10
C5	Urban Center	11	10
C6	Urban Core	11	10

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



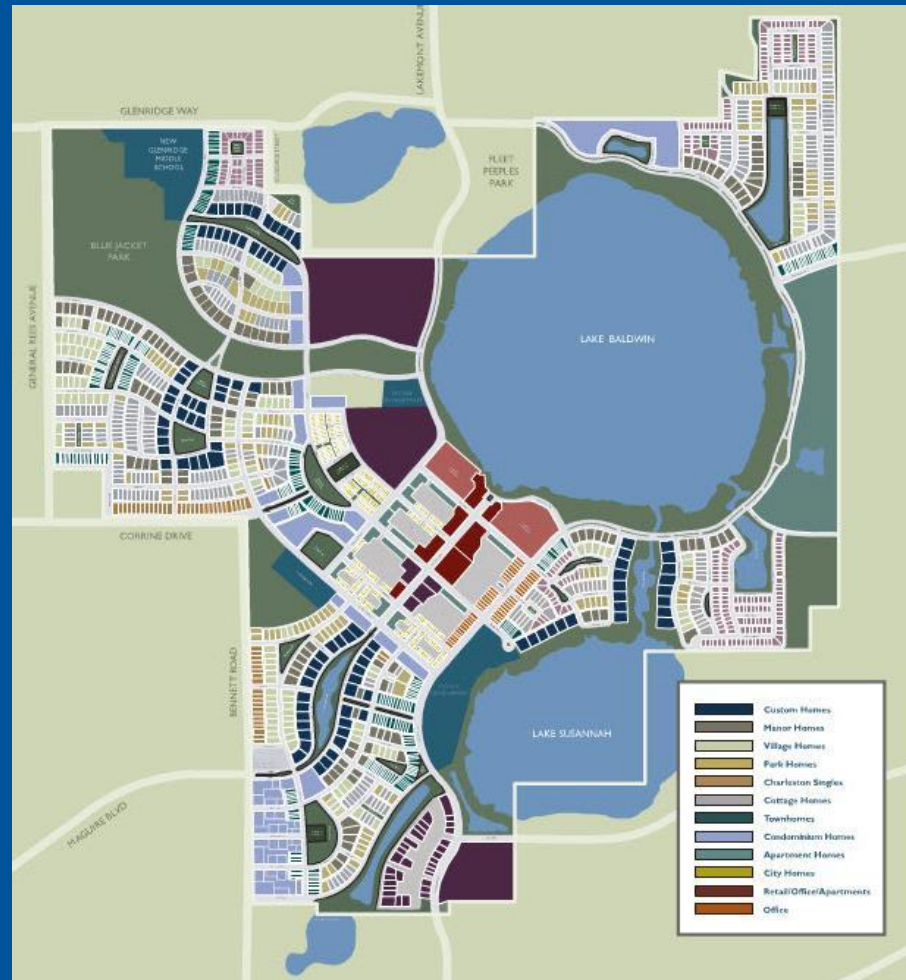
Mayor Dyer's Key Priorities

- 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



A History of Leadership

- 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%.

Pedestrian Safety and Enhancement Initiatives

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.

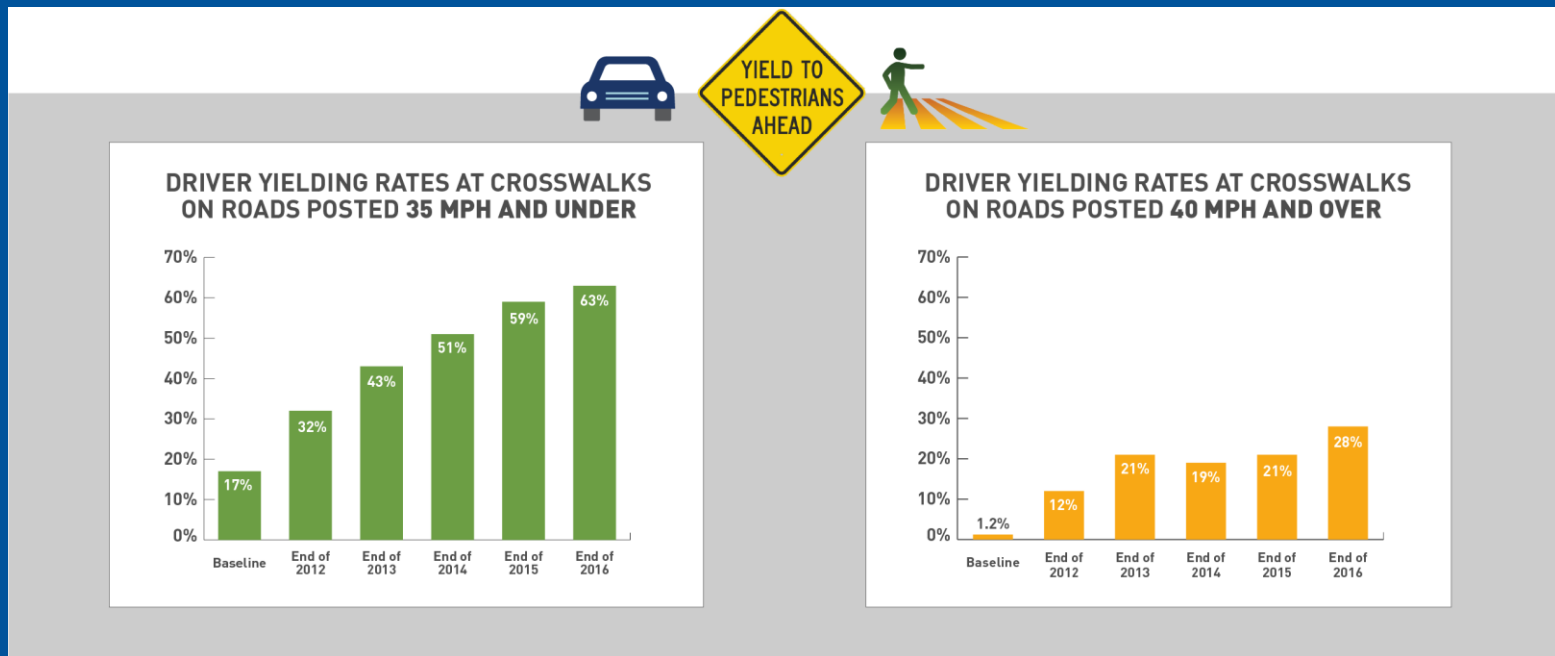
Orlando Main Street Bicycle and Pedestrian Study: conducting a bicycle and pedestrian study for the Milk and Mills50 Main Street districts to analyze pedestrian safety/recommend enhancement projects in highly desirable redevelopment corridors.

Pedestrian Safety and Enhancement Initiatives

Best Foot Forward: funded at \$40,000/year



Education/Engineering/Enforcement/Evaluation



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



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

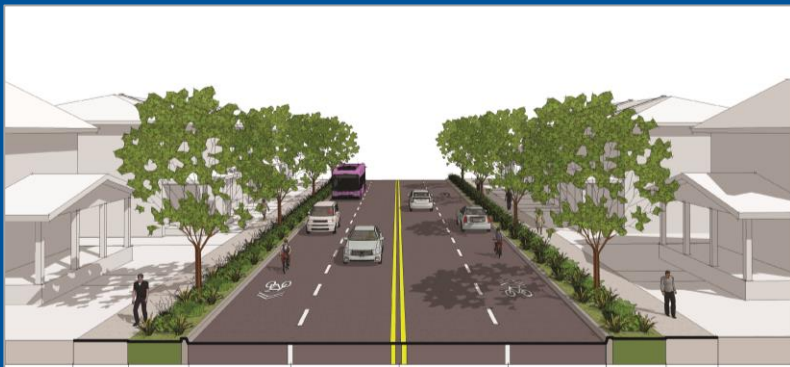


Alternative 1B

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



Questions???

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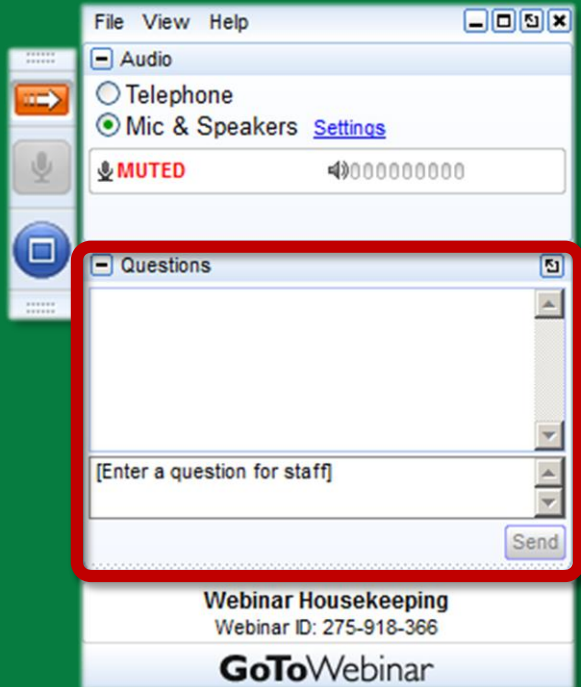
Billy L. Hattaway, P.E. Transportation Director



Questions and Answers

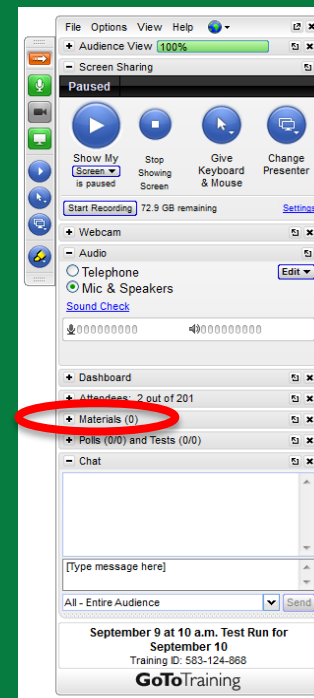
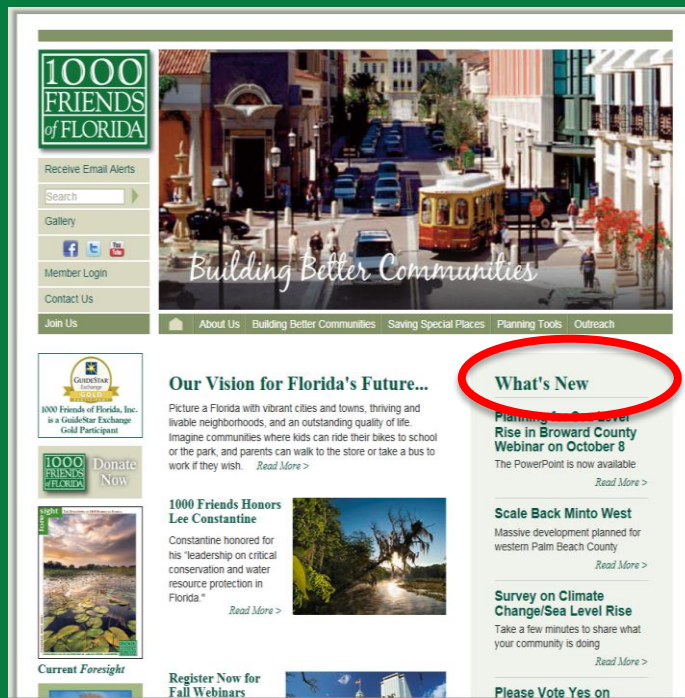


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