

Safe Streets Academy Demonstration Project

The City of Orlando is committed to improving transportation safety and increasing mobility choices and comfort for all those who live, work, and play in Orlando. As part of the City's participation in the 2017 Safe Streets Academy, and the growing interest to strengthen policies and the application of Complete Streets, the City is partnering with Orange County to implement a 'tactical urbanism' demonstration project to showcase possible improvements that increase multimodal safety and connectivity. A growing number of communities are discovering the value of their streets as important public spaces for many aspects of daily life. People want streets that are safe to walk and bike along, offer places to meet people, link neighborhoods, and have a vibrant mix of uses to promote convenience and accessibility.

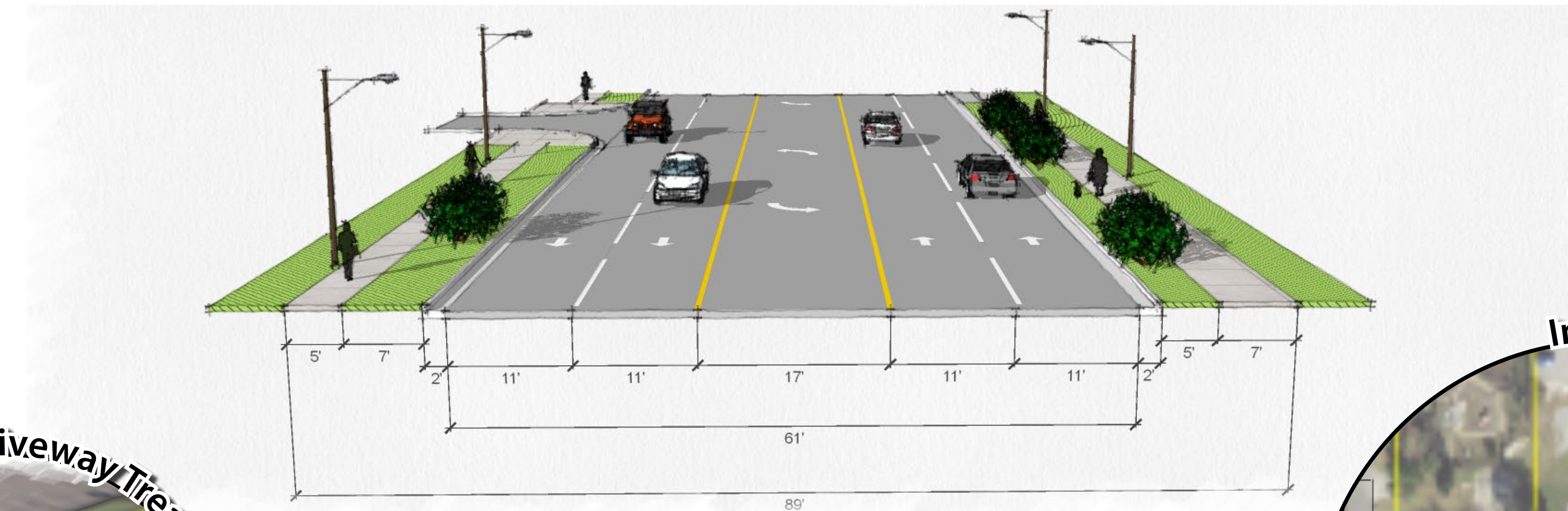
This document outlines and illustrates the design intent and planning level concepts to implement the temporary demonstration project along Curry Ford Road between Bumby Avenue and Crystal Lake Drive in the City of Orlando. Some changes to the concepts may happen as these are refined through coordination with Orange County and the public, however the idea is to stay as close to this concept as feasible.



Eye-level view of proposed separated bicycle lane along Curry Ford Rd.

Existing Conditions

Curry Ford Road is an east-west corridor that extends from Ferncreek Avenue in the vicinity of Downtown Orlando to S. Alafaya Trail in East Orlando. The segment of Curry Ford Road identified for the implementation of the demonstration project is between S. Bumby Avenue to the west and S. Crystal Lake Drive to the east. This corridor segment is under Orange County jurisdiction; City of Orlando staff is facilitating the necessary intergovernmental coordination for the successful implementation of the project.



Existing typical cross section of Curry Ford Rd within the study area

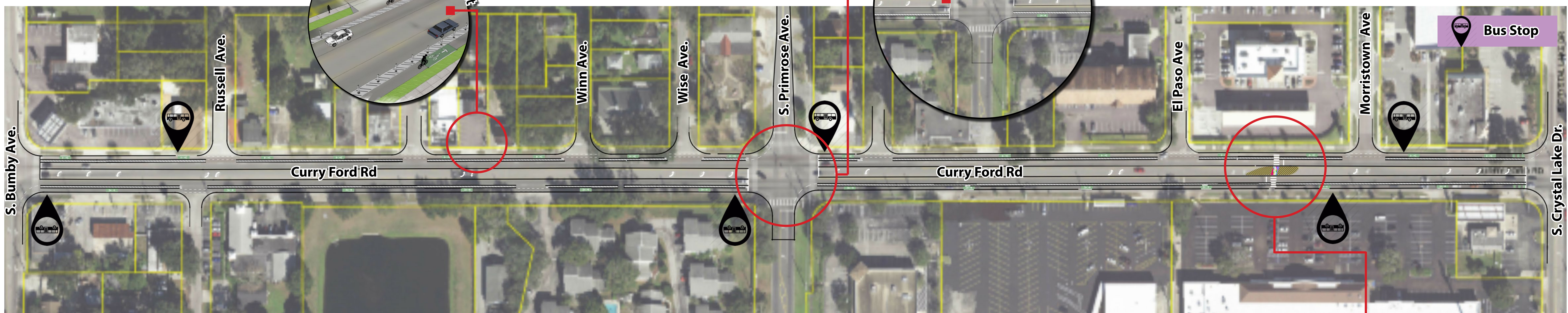
Proposed Concept



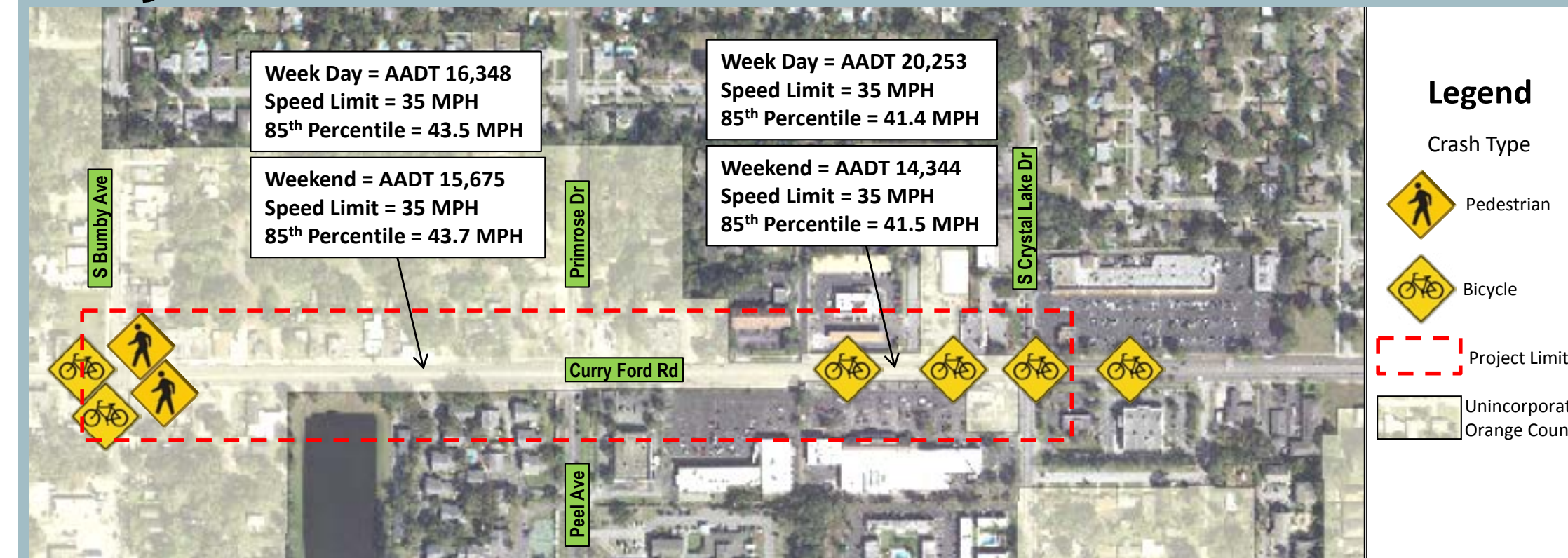
The proposed concept to implement during the demonstration along Curry Ford Road is intended to increase safety, lower driving speeds, better accommodate pedestrians and cyclists along the corridor, and encourage driving behavior that is acceptable to neighbors and sensitive to its context.

The proposed treatments include:

- Mid-block crossing (with median refuge for pedestrians)
- Separated bike lanes (buffered/protected)



Project Context



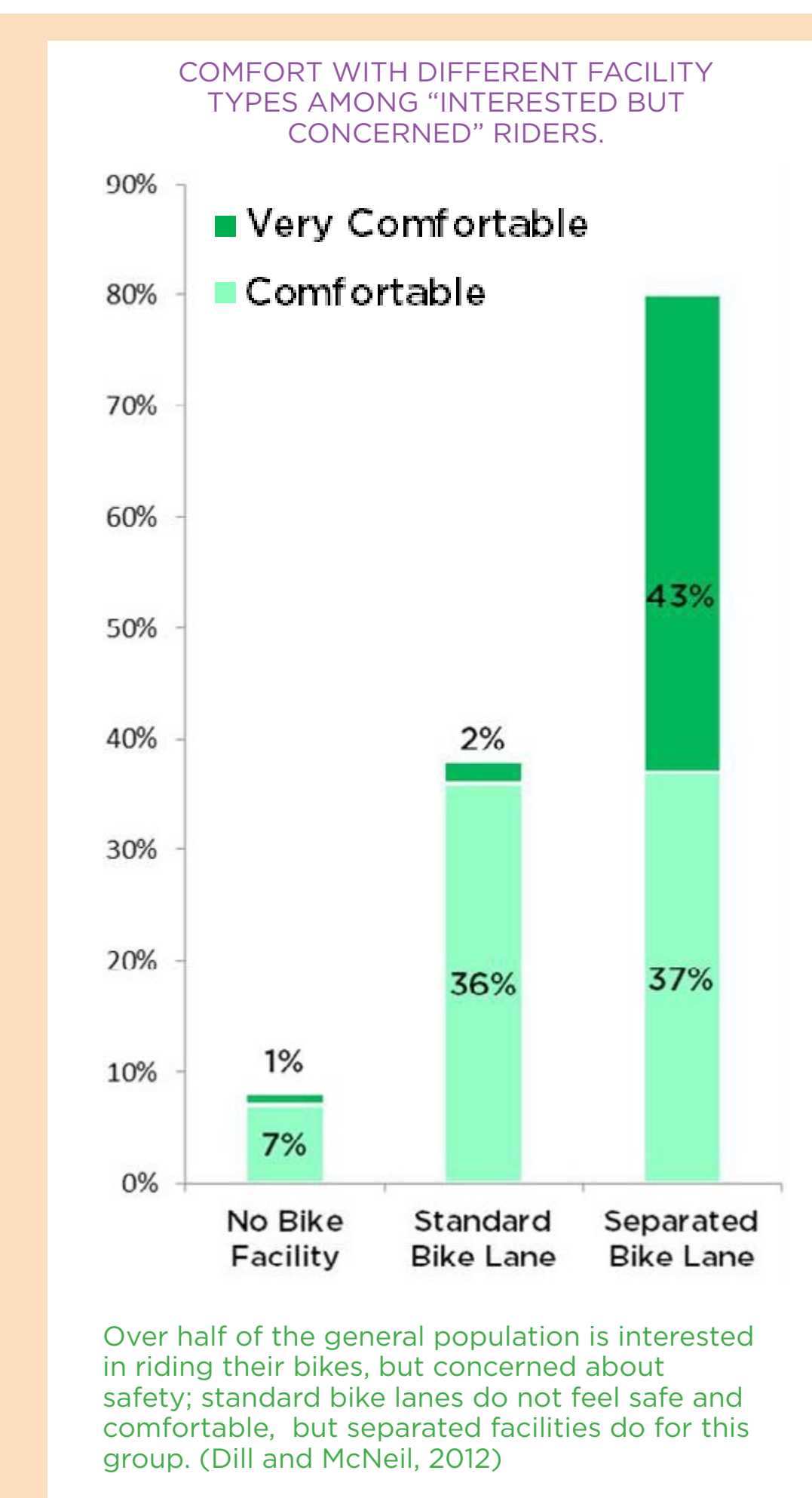
This kind of intervention will help build the necessary community support for the City to continue to implement projects focused in making neighborhoods and districts more multimodal.

Objectives for this project include:

- **Showing a street redesign that creates a safer and more comfortable environment for all street users and is also business friendly;**
- **Creating an opportunity to engage the community as part of a learning/test process with hopes that this serves as a model that can be replicated in other areas;**
- **Building a stronger relationship with Orange County and other partner agencies in order to achieve common goals.**

Separated Bike Lane

Separated bike lanes are conventional bike lanes paired with a designated buffer separating the bicycle lane from the moving traffic. The buffer space is proposed to include vertical delineators and/or planters as a form of physical protection between the bike lane and moving traffic. In addition to this, colored pavement (green) and temporary markings/stripping are proposed to be used to further define and enhance visibility of the bicycle space. This configuration results in a protected environment for cyclists providing a greater shy distance between motor vehicles and bicyclists. Some advantages include increased bicyclists' perceived safety and comfort, reduced conflicts with automobiles, and slower vehicle speeds. This treatment appeals to a wider cross-section of bicycle users (all levels and ages), and has proven to encourage more bicycling after implemented.



Mid-Block Crossing

Pedestrian crossings increase awareness of pedestrians actively crossing the street. This plan proposes two painted medians used in conjunction with a pedestrian crossing. The proposed treatment provides a refuge for pedestrians crossing the street. With this treatment, pedestrians can look one way, cross to the refuge, look the other way, and then cross the other half of the street. Thus, crossing the street becomes simpler and safer for all users. The temporary island itself would incorporate an artistic design in order to increase visibility.

Medians help motorists focus on the near and middle distances as opposed to long distances, which help them slow down to safer speeds. They also help reduce unsafe overtaking (aggressive driving behavior).

Proposed temporary mid-block pedestrian crossing treatment on Curry Ford Rd. El Paso Ave. and Morristown Ave.

