

SAFE STREETS ACADEMY DEMONSTRATION PROJECT



INCREASING MULTIMODAL SAFETY AND CONNECTIVITY ON CURRY FORD ROAD

Why Did We Do It?

The City of Orlando, in partnership with Orange County, implemented a demonstration project on Curry Ford Road, from S Bumby Avenue to S Crystal Lake Drive, between April 9 and May 3, 2018, in an effort to test possible street improvements to make the corridor safer and more accommodating for all modes of travel. The installation showcased separated bike lanes on both sides of the street, and a new mid-block crossing with a refuge island for pedestrians, which provided a safe crossing opportunity along this busy street.

This project tested a **Complete Streets** idea in our city—at a time when pedestrian-friendly solutions are desperately needed. The City of Orlando adopted Complete Streets policies in 2015 to ensure transportation corridors are designed to accommodate all users and promote a safe and comfortable multimodal environment.

Florida is ranked the most dangerous state for walking and biking in the US, underscoring a critical need at the national, state, and local level to turn this around.

By the Numbers

59% VEHICLES speeding on Curry Ford Road above 35 mph limit before demonstration project

19,000 VEHICLES per day through this section of Curry Ford Road before demonstration project

5% TRAFFIC decrease in overall average daily traffic during demonstration project

26% TRAFFIC decrease in overall average daily traffic during peak hour for directional travel

Speeding leads to more severe crashes and makes biking and walking less comfortable. During the demonstration project, speeds dropped an average of 5 mph.

30% ALL VEHICLE CRASHES due to speeding

Historically there's been between 2-4 crashes per month on Curry Ford. Between 2012-2016 there were 8 crashes within the project area involving bicyclists and pedestrians. No pedestrian or bicycle related crashes occurred during the demonstration.

40% CHANCE OF SURVIVAL increase with 5 mph speed differential

Source: US DOT National Highway Traffic Safety Administration

1,450 RESIDENTS live within a 5 min. walk or bike distance of the Project Study Area

What We Heard

"I love the new bike lanes. I can ride to work without fear of being run over." - Resident

"Residents are now cutting thru neighborhoods which increases traffic." - Resident

"I felt safe riding on the road because of the poles" - 9yr Old Boy

Measuring the Outcomes

Safety

Speeding **▼ 53%**
Decrease of vehicles traveling above speed limit

Connectivity

Travel Time Maximum Increase **▲ 4.0 min**
At peak period on eastbound traffic

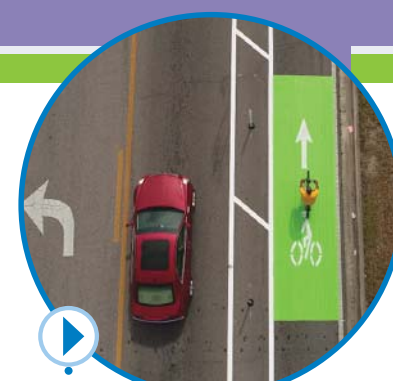
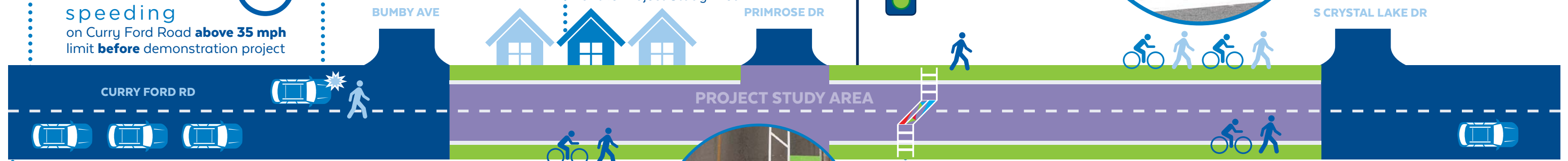
Livability

Bikes **▲ 50%** Pedestrians **▲ 38%**
Increase in people walking and biking

Signal timing at the Primrose Drive and Crystal Lake Drive intersections was adjusted to provide more green time to Curry Ford Road, to account for the reduced travel lanes.



A new mid-block crossing island provided an additional crossing opportunity along this busy street and contributed to a **38%** increase in pedestrians within the corridor.



The demonstration project reduced the number of travel lanes and added separated bike lanes along both sides of the street and contributed to a **50%** increase in bicycle usage.

89% PEDESTRIANS crossing here used the new mid-block crossing

55% VEHICLES YIELDED to pedestrians with the new mid-block crossing
In contrast, the regional average yield rate is of **32%**

1.9% City of Orlando RESIDENTS walk to work

0.6% City of Orlando RESIDENTS bike to work

78.3% City of Orlando RESIDENTS drive to work in a single-occupant vehicle