



National Complete Streets Coalition

## Creating safer streets with demonstration projects



## The webinar will begin at 2:30PM ET

National Complete Streets Coalition

## **Safe Streets Academy**

- Technical assistance program funded by Safe System Innovation Grant from Road to Zero
- Competitive application process to choose three jurisdictions
  - City of Orlando, FL
  - Lexington-Fayette Urban County Government, KY
  - City of South Bend, IN



National Complete Streets Coalition

- Series of three workshops and six distance learning modules
  - Proven safety countermeasures
  - Creative placemaking
  - Community engagement
- Peer-learning model with interactive exercises
- Practical component: plan and implement a safety demonstration project

## **Today's webinar**

Call March

**Safety Demonstration Projects** Case studies from Orlando, FL, Lexington, KY, and South Bend, IN

**Billy Hattaway** Orlando, FL

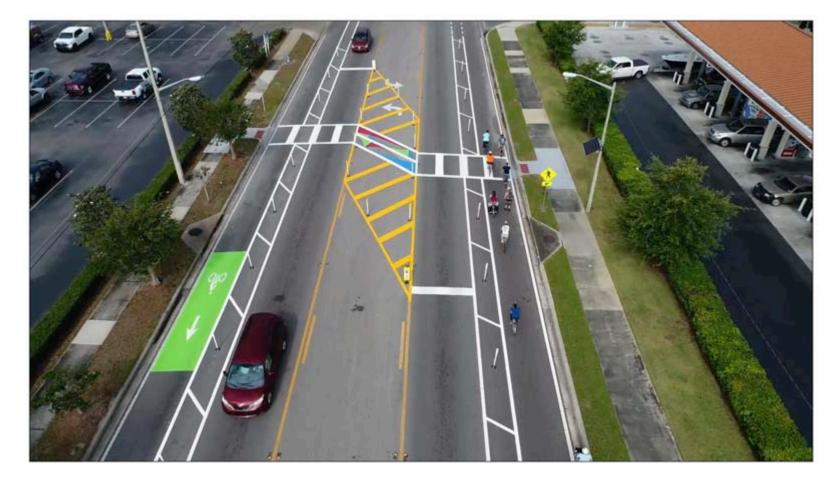
Scott Thompson Lexington, KY

Jitin Kain South Bend, IN

## Q&A

Type your questions in the chat box

ROAD TO



Orlando, FL demonstration project

## **Curry Ford Road**

National Complete Streets Coalition

## Safe Streets Academy: Creating Safer Streets

Billy L. Hattaway, P.E. Transportation Director

## CURRY FORD ROAD DEMONSTRATION June 12, 2018







## **Curry Ford Road**





City staff identified Curry Ford Road from South Bumby Avenue to South Crystal Lake Drive as our demonstration candidate because:

- Corridor exhibited high level of bicycle & pedestrian crashes.
- ✓ Traffic volumes did not warrant current five-lane configuration.
- Vehicle speeds are not safe for pedestrian & bicycle activities.

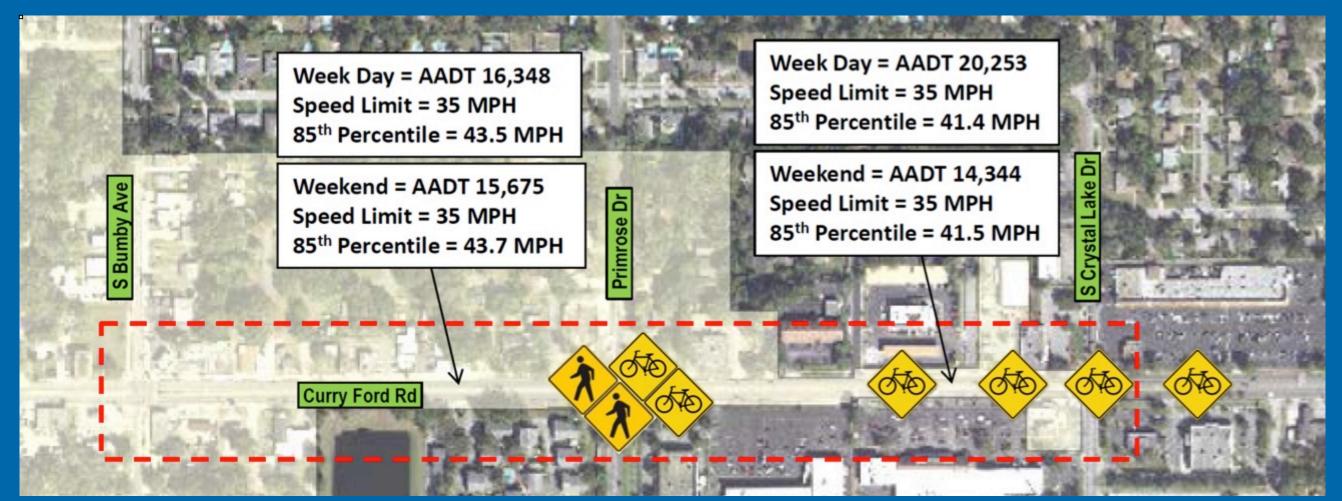








## **Existing Conditions**

















## **Community Outreach**



Orlando has been chosen as one of three cities to participate in the first-ever National Complete Streets Coalition's Safe Streets Academy. Together, engineers, planners and related professionals will identify ways to make streets safer for all users while creating a fun destination that residents and businesses can both enjoy and benefit from.

#### **PROJECT LOCATION**

This project will take place along Curry Ford Road between Bumby Avenue and Crystal Lake Drive. Temporary Project Impacts

Reducing travel lanes

- Adding bicycle lanes
- Installing crosswalks

#### TIMELINE

Temporary safety features will be installed during the last week of March and will remain in place for four weeks.

#### **QUESTIONS?**

For more information, visit cityoforlando.net/safestreets

City's Transportation Engineering Division 407.246.2281 traffic.studies@cityoforlando.net



#### FIND OUT MORE AT THE COMMUNITY MEETING

Hosted by Commissioner Sheehan in coordination with Orange County Government and Commissioner Clarke Thursday, February 22, 2018 6:30 to 8 p.m. Dover Shores Community Center 1400 Gaston Foster Road Orlando, Florida, 32812















## **Communications/Community Outreach**

- City Commissioners/Mayor/Senior Staff briefing
- Eighteen Condominium/Homeowners Associations
- City staff personally visited businesses on corridor
- Information posted on City's social media accounts, website and Nextdoor
- Project information was shared with Orange County Commissioner & Communications staff
- Interviews with Television, Radio & Newspaper media









## February 22, 2018 Community Meeting













## March 18 Concept Plan













## Installation April 2-6, 2018



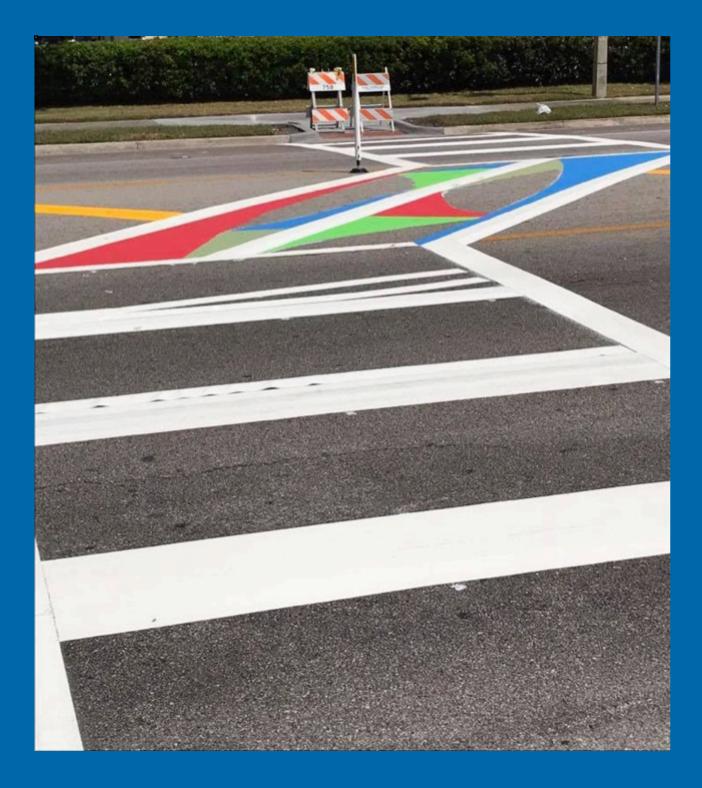








## Installation April 2-6, 2018















## **Bicycle & Pedestrian Safety Fair**



#### CURRY FORD COMMUNITY BICYCLE AND PEDESTRIAN SAFETY FAIR

#### SATURDAY, APRIL 14, 2018 9:30 A.M. TO 12:30 P.M.



Curry Ford Family Dollar Shopping Center 2850 Curry Ford Road, Orlando, FL 32806

This community event, hosted by the City of Orlando and Orange County, will focus on bicycle and pedestrian safety by providing demonstrations, interactive drills, helmet fittings, and giveaways. Citizens are encouraged to walk or ride their bikes to the event.

Curry Ford Road is undergoing a temporary transformation to make the corridor safer and more accommodating for all modes of travel. This includes a reduction in travel lanes and the addition of bicycle lanes and mid-block pedestrian crossings. Staff-guided tours of the corridor will be available throughout the day during the community event.

For more information about the Curry Ford Project and Orlando's Safe Streets Initiative, please visit our website: cityoforlando.net/safestreets.



NDO











## **Bicycle & Pedestrian Safety Fair**











## **Bicycle & Pedestrian Safety Fair**











## **Performance Measures**

## **Community Goals:**

- ✓ Safety
- ✓ Connectivity
- ✓ Equity
- ✓ Education
- ✓ Livability
- ✓ Quality of Life
- ✓ Health
- Economic Development

## **Objectives Accomplished:**

- Reduced Average Daily Traffic
- Reduced Average Vehicle Speeds during off-peak times
- No significant diversions to neighborhood streets Improved pedestrian access with mid-block crossing
- Increased pedestrian access and for persons with disabilities (ADA)
- Added dedicated buffered bicycle lanes
  - Increased access to community amenities
  - Distributed informational materials regarding bicycle and pedestrian safety
  - Improved comfort level and perceived safety for bicycling









## Lessons Learned

- Engage the local residential and business communities early
- Include your community champions in your team
- Explain upfront the goals to achieve and don't give up
- Emphasize the value of safety over speeding and measure success by how complete the street should be
- Mixed perspectives from commuters & neighborhood are challenging
- No matter what, there will always be opposition to changes
- Collect data to show facts instead of perception
- ✓ People <u>will</u> exaggerate!













## City of Orlando Project Team

Cade Braud Jason Burton Chris Cairns Gus Castro FJ Flynn Billy Hattaway Lisa Rain Lieutenant Rich Ruth Ian Sikonia Emily Thompson Transportation Engineering Economic Development Transportation Engineering Transportation Planning Transportation Administration Transportation Administration Public Works Orlando Police Department Transportation Planning Transportation Planning

# Thanks to Smart Growth America & National Complete Streets Coalition!!

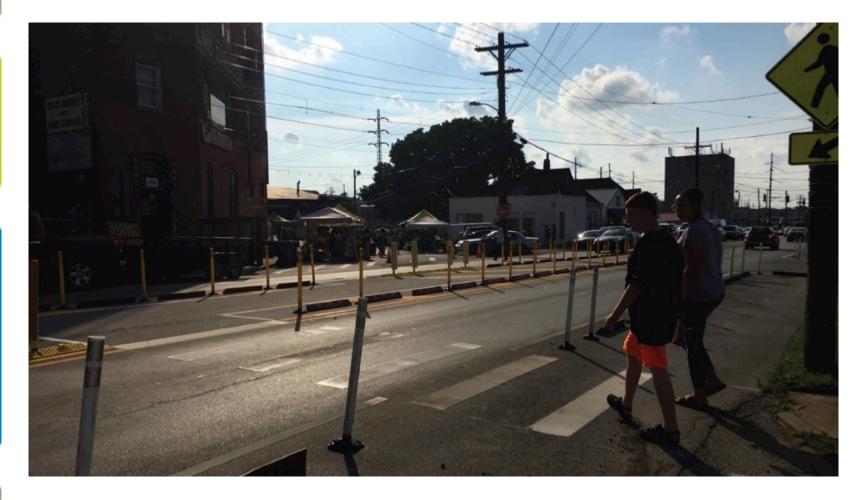












Lexington, KY demonstration project

## **Bryan Avenue intersections**

National Complete Streets Coalition





## **Safe Streets Academy**

## **Lexington Demonstration Project**







#### Limestone Cycle Track

An all ages and abilities bikeway through the heart of downtown Lexington.

#### About this project

 Two-way separated bike lane from Vine St to Loudon Ave

· Would provide connections to Town Branch Commons, Phoenix Park, the Central Library, and the Fayette County Courthouse

· Opportunity to repurpose underutilized vehicle and parking lanes to create a lowstress bicycle facility

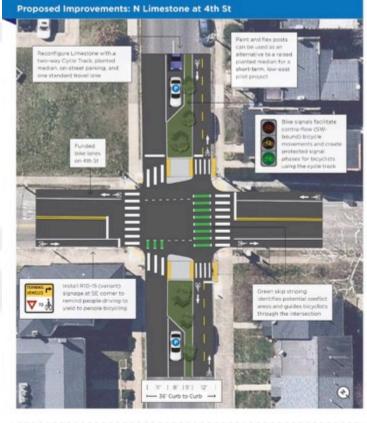


**Existing Conditions** 

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#### **Opportunities + Constraints**





## Priority Score: 100

**Estimated Cost:** \$100,000











#### Town Branch Commons Access Points

Improving connections to one of the region's signature active transportation and recreation projects.

**Existing Conditions** 

#### About this project

#### Improvements at three key north-south connections to Town Branch Commons

 Leverages existing funding to advance the active transportation system
Prioritize low-stress facility connections for users of all ages and abilities

7-18 I Lexington, KY

EXINGTON

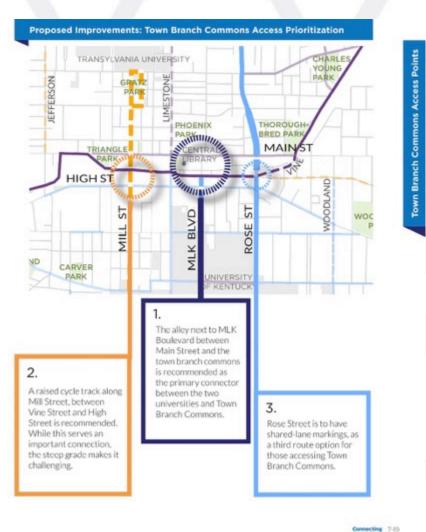


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Providing a connection to from MLK to Town Branch Commons (on Vine St) requires overcoming a significant grade change from the MLK overcrossing.

#### **Opportunities + Constraints**







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#### **Town Branch Commons** Access Points (continued)

MLK Blvd Priority Score: 100

7-20 | Lexington, KY

EXINGTON

Improving connections to one of the region's signature active transportation and recreation projects.

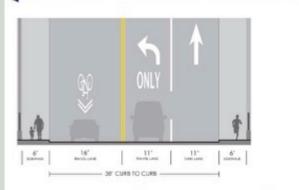
Proposed Improvement: Alley connection at MLK and Main

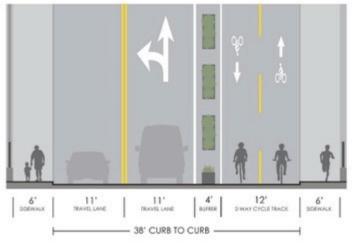


Estimated Cost: \$127,900

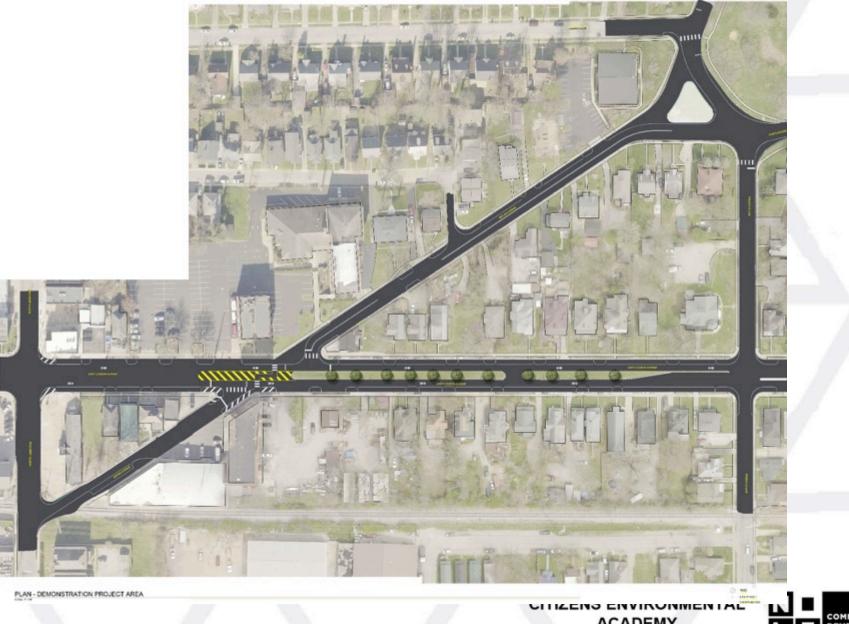
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Martin Luther King Blvd between High Street and Main Street











ACADEMY





## Combined efforts and concept design with the Citizens Environmental Academy

- Citizens' Environmental Academy is designed to inform and engage Fayette County residents in environmental issues related to the work of Lexington's Department of Environmental Quality and Public Works.
- The program culminates with participants putting their knowledge to work by implementing projects related to the content of the academy.
- Each participant will be given an allowance of up to \$2,500 to contribute toward the project of their choice.







## **Community Engagement**

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## **Community Engagement**



EXINGTON

### LISTENING SESSION

A tactical urbanism demonstration project developed through the combined efforts of Lexington's Environmental Academy Team, Lexington's Safe Streets Academy Team and the Noli CDC

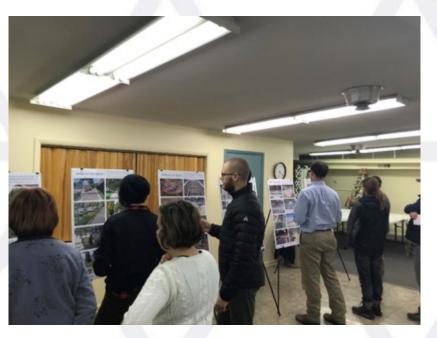
Volunteers from Lexington's Citizen's Environmental Academy want your help to improve transportation and enhance public spaces in and around Bryan Ave, North Limestone, Loudon Ave, and Castlewood Park.

Community members and organizations have partnered with the Lexington's Safe Streets Academy, a program of Smart Growth America, which seeks to develop strategies for improving safety for all users on the street. We need neighborhood and resident input to analyze and re-imagine portions of Bryan, Loudon, and Maple Avenues, between N. Limestone and Castlewood Park, so it is safer to walk and bike.

Our goal is to invite community feedback on opportunities and challenges of transportation within the design area. Funding from both national and local competitive grants will enable this project to result in a month-long "pop-up" streetscape installation that temporarily converts portions of the roadway into bicycle and pedestrian-accessible spaces during the month of April.

Today's meeting is a listening session designed to gather information about the project area from the people who live, work and play here. Thank you for taking some time to share your thoughts and ideas as well as answer a few questions.

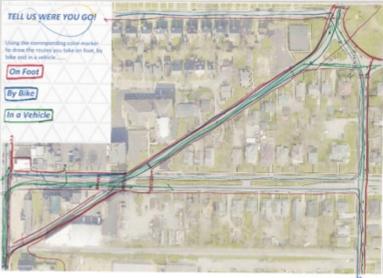




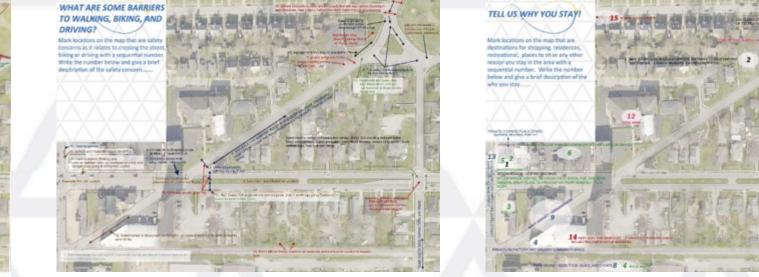






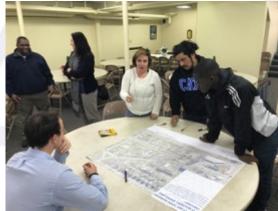


## **Community Engagement**





EXINGTON













### **Community Engagement**











PEOPLE......connecting to.....PLACES

EXINGTON



WHICH DO YOU PREFER ?



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PEOPLE.......connecting to......PLACES











PEOPLE......connecting to.....PLACES











PEOPLE......Connecting to.....PLACES

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WHICH DO YOU PREFER ?







PEOPLE......connecting to.....PLACES







CITIZENS ENVIRONMENTAL ACADEMY

PEOPLE.





## **Community Engagement**



EXINGTON





CORPORATION

## **Project Evolution**

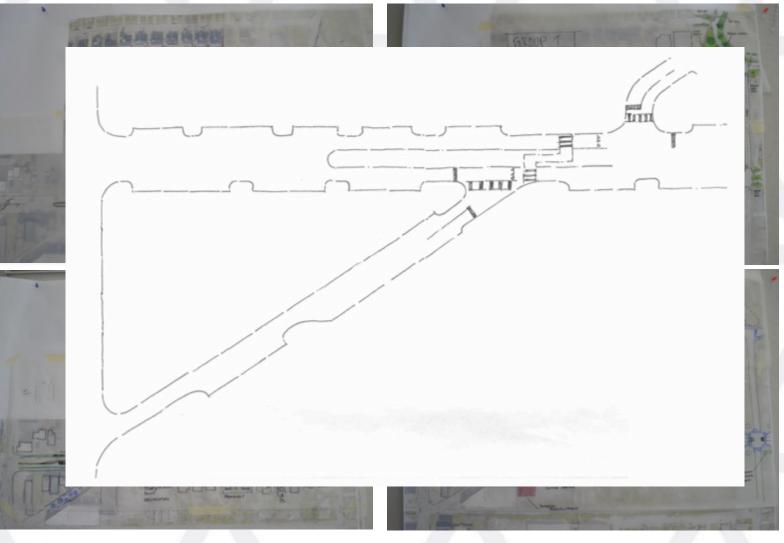








## **Project Evolution**

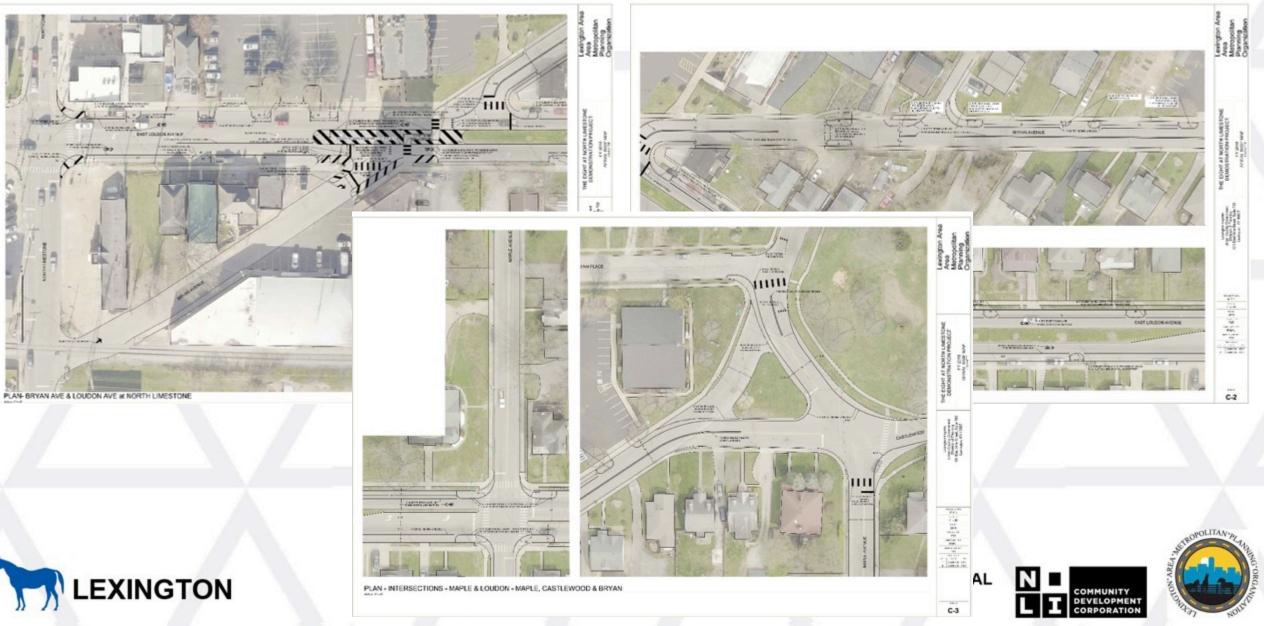




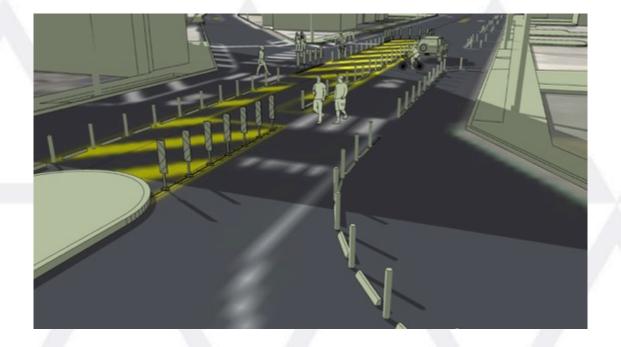




### **Project Evolution**



## **Project Evolution**











#### Project Evolution











#### **Project Evolution**

#### Contacts:

Scott Thompson Transportation Planning – Bicycle & Pedestrian (859) 258-3172 pthompson2@lexingtonky.gov

David Filiatreau Signal Systems Manager (859)258-3491 <u>dfiliatreau@lexingtonky.gov</u>

#### MAPS ATTACHED

#### Demonstration project designed to make Loudon Avenue intersection safer

LEXINGTON, KY. (April 13, 2018) – Starting Monday, the intersection of Bryan Avenue and East Loudon Avenue will undergo a transformation designed to make the area safer for drivers, pedestrians and bicyclists. The change will remain in place through this summer.

"Vehicular, pedestrian and bicycle safety have long been a concern of the neighborhoods and businesses in the project area," says Scott Thompson, a transportation planner with the city. "This demonstration project is a low cost opportunity to measure the effectiveness of temporary solutions. Projects like this one often become capital projects for permanent installation."

The project involves temporarily re-engineering the intersection, eliminating some existing turn lanes, adding marked pedestrian crosswalks, and rerouting traffic onto other streets.

Bryan Avenue begins at North Limestone, just before Loudon Avenue if you are heading away from downtown. Drivers on Bryan Avenue currently can turn left or right onto Loudon Avenue, or proceed across Loudon and continue on Bryan Avenue, which runs in front of Castlewood Park.

Once the intersection is re-engineered, drivers on that first stretch of Bryan Avenue will only be able to make a right turn. In order to get back onto Bryan Avenue, drivers will have to travel a block down Loudon Avenue and turn left onto Maple Avenue. Maple merges into Bryan Avenue at the front edge of Castlewood Park.

EXINGTON

This demonstration project is a part of a multi-city pedestrian safety program called The Safe Streets Academy, which is managed by the National Complete Streets Coalition. "The goal of the project is to utilize pedestrian safety countermeasures learned as a part of the Academy as well as to develop performance measurements to illustrate the impact of the project on pedestrian safety and utilization," says David Filiatreau, signal systems manager for the city.

The project's \$43,000 cost is being funded by a grant from the Safe Streets Academy and funding from two city grants – one from the Division of Traffic Engineering and one from the Division of Environmental Services through its Citizens Environmental Academy.

"It was somewhat of a collaborative approach," Thompson says. "A team from the Citizens Environmental Academy was looking to implement a project in the Loudon Avenue area and the Safe Streets Academy had identified that area as one possible location for a demonstration project. Neither group had enough funding to implement a major project but by combining budgets and efforts, we were able to do this one."

Pre-counts for performance measures for the project area have been completed. A second set of performance measures will be taken during the project to evaluate its effectiveness.

"The results of our project, along with projects from South Bend, Indiana, and Orlando, Florida, will be published and shared nationwide through the National Complete Streets Coalition," Thompson says. "This will help other communities learn from our process, implementation and outcomes for them to make informed decisions for similar projects."





#### **Project Evolution**

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Workers installed barriers to prevent turns as the redesign of the intersection of Loudon Avenue and Bryan Avenue continued Tuesday afternoon. The city of Lexington is doing a demonstration project at the intersection that will limit turning in some instances to help make the intersection safer for motorists and pedestrians alike. The temporary changes will be in effect until this summer. The city will monitor the changes to see if the intersection becomes safer. **Charles Bertram** - cbertram@herald-leader.com

FAYETTE COUNTY

#### This dangerous Lexington intersection is getting a makeover to help keep vou safe



#### BY BETH MUSGRAVE bmusgrave/liberald-leader.com

April 17, 2018 03:43 PM Updated April 18, 2018 05:44 AM

The intersection of Loudon and Bryan avenues in North Lexington has long caused headaches for motorists and pedestrians alike.

Bryan crosses Loudon at an angle, making turns from Bryan onto Loudon tricky. For pedestrian trying to cross the intersection, it's-all-but impossible.

On Monday, the city unveiled a temporary solution that could become permanent if it improves safety.

The changes include eliminating some turn lanes, adding marked pedestrian crosswalks and rerouting traffic onto other streets.



Drivers coming from North Limestone on Bryan Avenue will only be able to make a right turn onto Loudon Avenue. Drivers will then have to continue on Loudon and turn left onto Maple Avenue, which merges onto Bryan at the edge of Castlewood Park.

"Vehicular, pedestrian and bicycle safety have long been a concern of the neighborhoods and businesses in the project area," says Scott Thompson, a transportation planner with the city. "This demonstration project is a low cost opportunity to measure the effectiveness of temporary solutions. Projects like this one often become capital projects for permanent installation."



Changes to the intersection have been discussed for years, Thompson said.

"There have been tons of collisions in that area," Thompson said.

The \$43,000 cost of the project is being funded from a grant by the Safe Streets Academy and the city's division of traffic engineering and division of environmental services. The Safe Streets Academy is managed by the National Complete Streets Coalition, which emphasizes street designs that promote motorist, pedestrian and bicycle safety.

"A team from the citizens environmental academy was looking to implement a project in the Loudon Avenue area and Safe Streets Academy had identified that area as one possible location for a demonstration project. Neither group had enough funding to implement a major project but by combining budgets and efforts, we were able to do this one," Thompson said.

The city will measure the effectiveness of the changes to determine if they should be made permanent, Thompson said. The city will look at traffic counts, collision and other data to determine if the temporary changes are making the area safer.

#### Beth Musgrave: 859-231-3205, @HLCityhall

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ACADEMY



#### **Project Evolution**

EXINGTON



Workers installed barriers to prevent turns as the redesign of the intersection of Loudon Avenue and Bryan Avenue continued Tuesday afternoon. The city of Lexington is doing a demonstration project at the intersection that will limit turning in some instances to help make the intersection safer for motorists and pedestrians alike. The temporary changes will be in effect until this summer. The city will monitor the changes to see if the intersection becomes safer. **Charles Bertram** - cbertram@herald-leader.com





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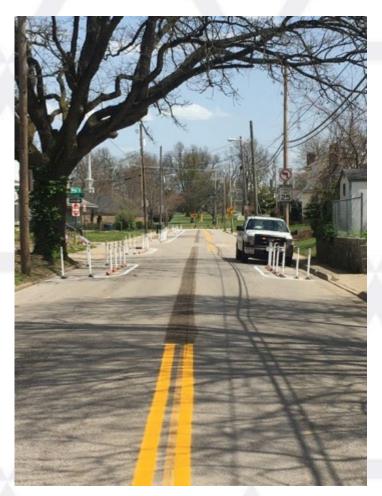


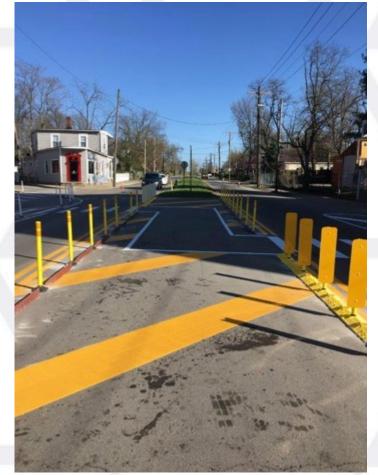
Cory House, with Lexington Traffic Engineering, put up a new road sign as the redesign of the intersection of Loudon Avenue and Bryan Avenue continued Tuesday afternoon. Charles Bertram - cbertram@heraldleader.com





#### **Project Evolution**













#### **Lexington Demonstration Project** Project Evolution

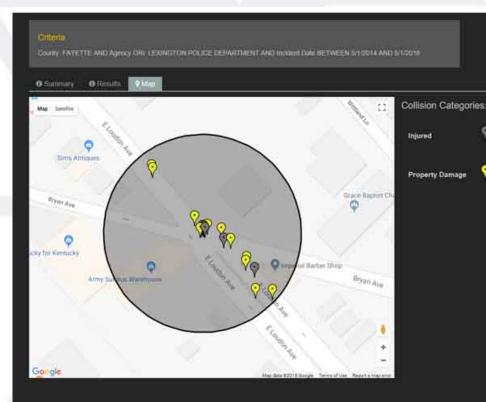








#### **Performance Measures**



- Speed Data
- Multi Modal Counts
- Traffic Volumes
- Collision Data







#### **Key Benefits**

- Very inexpensive way to implement a project and evaluate it prior to making more costly permanent improvements
- You can easily adapt the project or make little tweaks to improve the design after the installation.
- Projects temporary in nature ease the publics concerns
- Allows public officials to see and understand the impacts of a project on the ground quickly and at a low cost
- Materials can be reused for other demonstration projects in the future







#### Lessons Learned

- Engage the public early and often
- Find local champions to help inform the public
- Work with non governmental volunteers if possible and community organizations in the project area
- Encourage local groups to host events celebrating the project after the installation and gather feedback
- Re-engage the residents and business's in the project area after the installation and get there input.









South Bend, IN demonstration project

# **Neighborhood traffic calming**

National Complete Streets Coalition

# Neighborhood Traffic Calming & Creative Placemaking

Safe Streets Academy – South Bend, IN





# Near Northwest Neighborhood







# **Near Northwest Neighborhood**

- History of traffic concerns
  - Near misses and speed
- Active, engaged neighborhood that would appreciate the placemaking elements
- Diverse neighborhood
  - race, income, housing quality
- Supportive City Council member (President of Council)





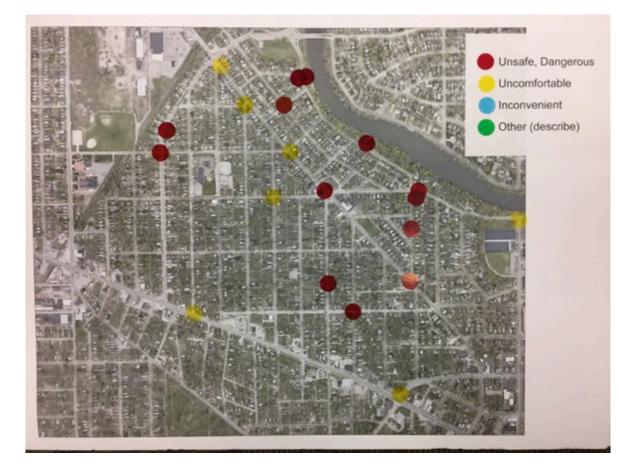
# **Public Process**

- Used various methods to gather feedback on speeding issues:
  - Traditional neighborhood meetings
  - Pop up meetings
  - Online feedback
  - Neighborhood Complaints





# **Pop Up Meetings**



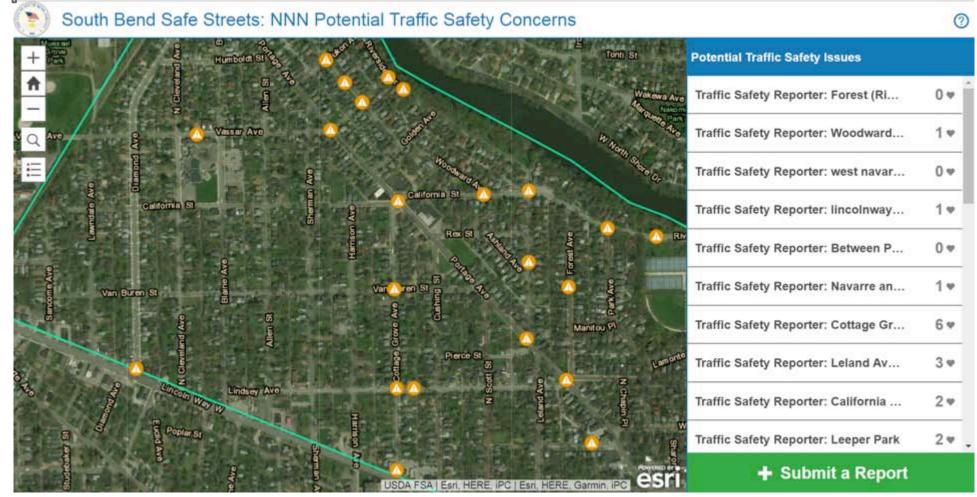






Traffic Calming & Placemaking

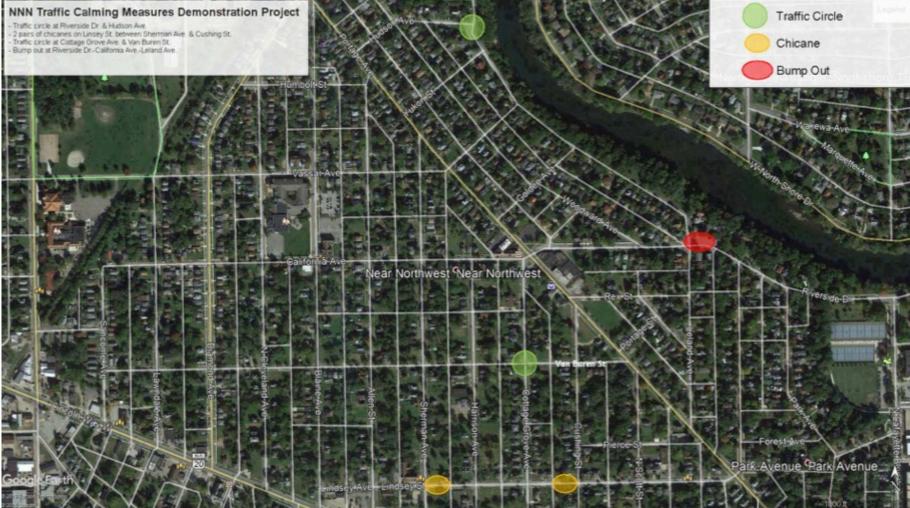
# **Online Neighborhood Input Map**





Traffic Calming & Placemaking

# **Additional Traffic Calming Sites**





Traffic Calming & Placemaking

## Main Project Site – Riverside & Hudson





# **Engaging Local Artist**







## **Traffic Calming Installations** Riverside & Hudson - Traffic Circle





## **Riverside & Hudson - Art Installation**





### **Traffic Calming Installations** Riverside & California – Bump Outs/Pavement Reduction





Traffic Calming & Placemaking

## **Traffic Calming Installations** Cottage Grove & Van Buren – Traffic Circle





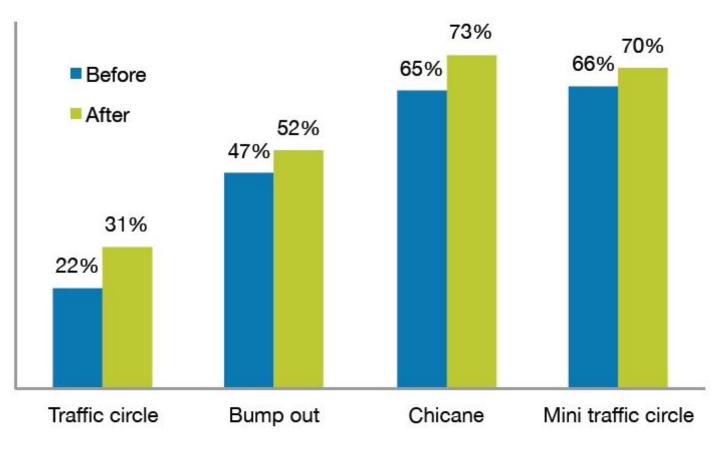
## **Traffic Calming Installations** Lindsey– Chicanes





Traffic Calming & Placemaking

## Percentage of people driving 25 miles per hour or less before and after South Bend's demonstration project



Source: Smart Growth America/National Complete Streets Coalition



Traffic Calming & Placemaking

# **Lessons Learned**

- Coordination between City departments
- Maintenance and Removal Plan
- Planning rain date implementation
- Ability to modify layout throughout installation
  - Material selection
- Duration and durability of materials used
  - Straw logs, traffic cones, traffic paint
- Keep art design simple, like large blocks that can be painted with rollers
- Get neighbors to commit to participating in art install







#### National Complete Streets Coalition



Type your questions for our presenters in the chat box

## **Questions?**

National Complete Streets Coalition

Safe Streets Academy



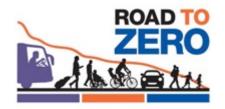


National Complete Streets Coalition

# Coming soon: Safe Streets, Smart Cities Academy

Stay tuned for more information about how to apply





National Complete Streets Coalition

Safe Streets Academy