



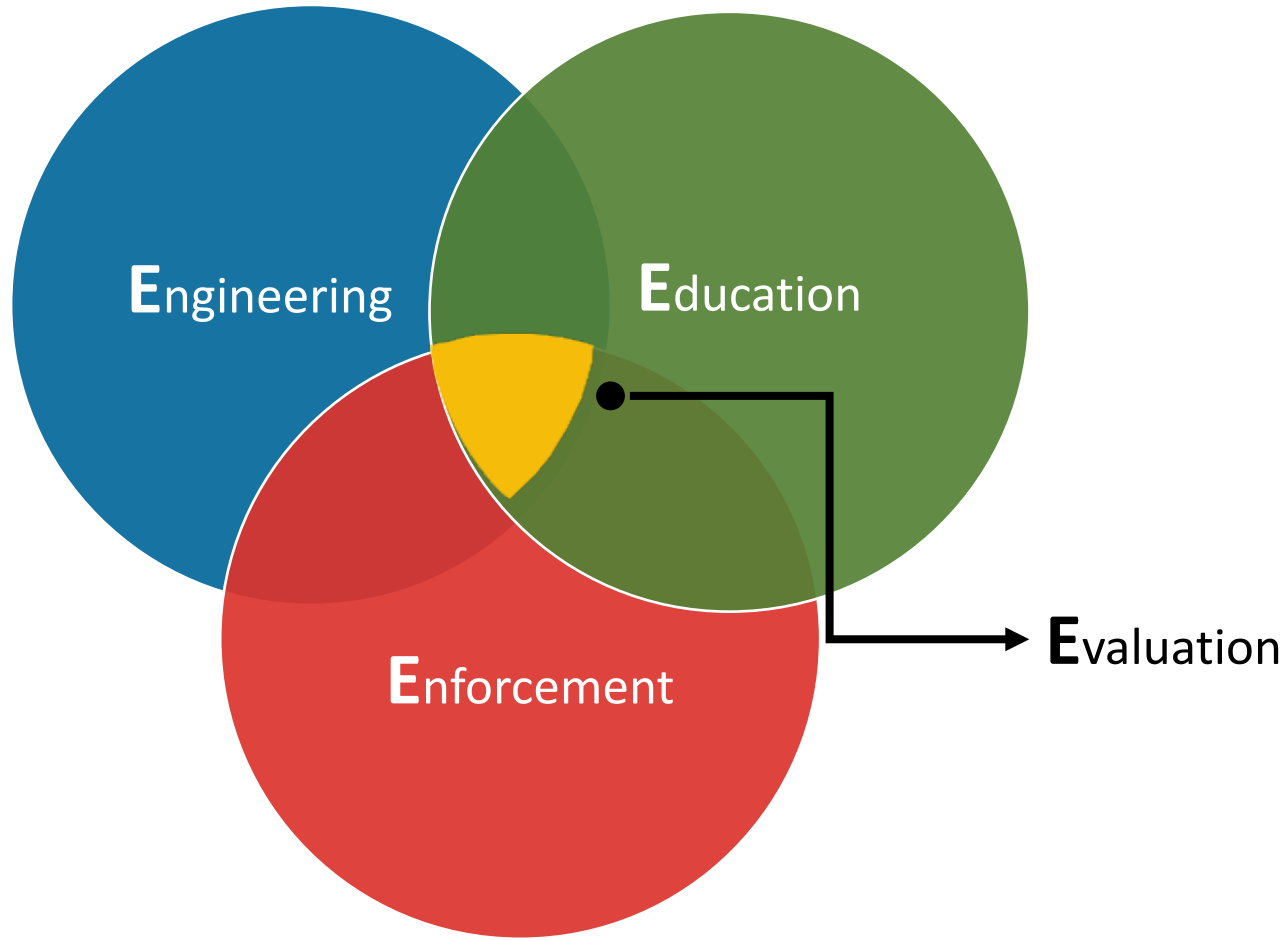
Best Foot Forward for pedestrian safety

Low-Cost Countermeasures

Case studies showcasing small
investments with big results

Presented by:

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Executive Director
Bike/Walk Central Florida



IF

Get more drivers to yield and stop for pedestrians in crosswalks...

THEN

...more pedestrians will cross in crosswalks.

What is the Best Foot Forward Program?



Program Footprint: Regional approach



CROSSWALK LOCATIONS

2021-2022

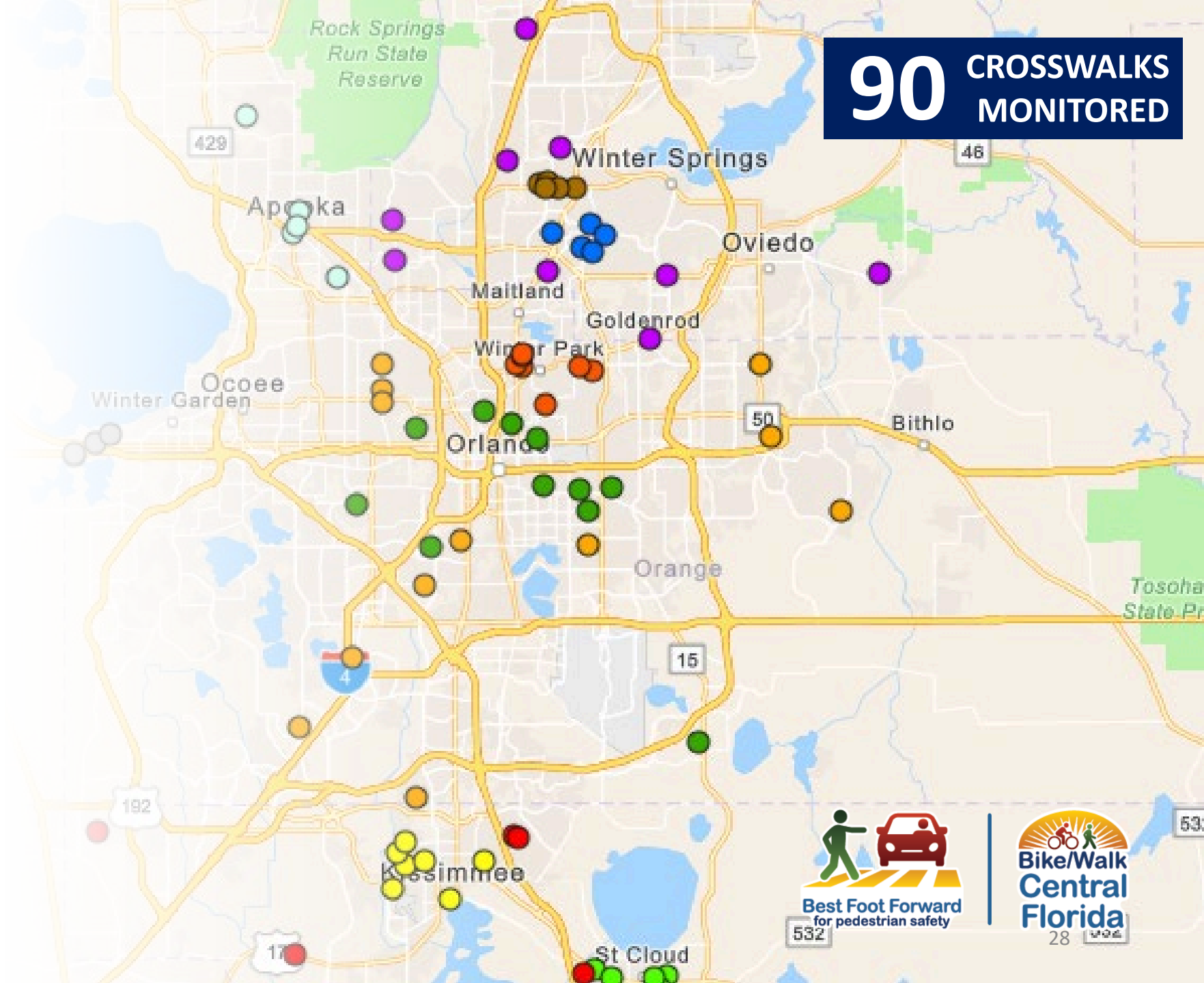
FY 21-22 Total
Average Yield Rate



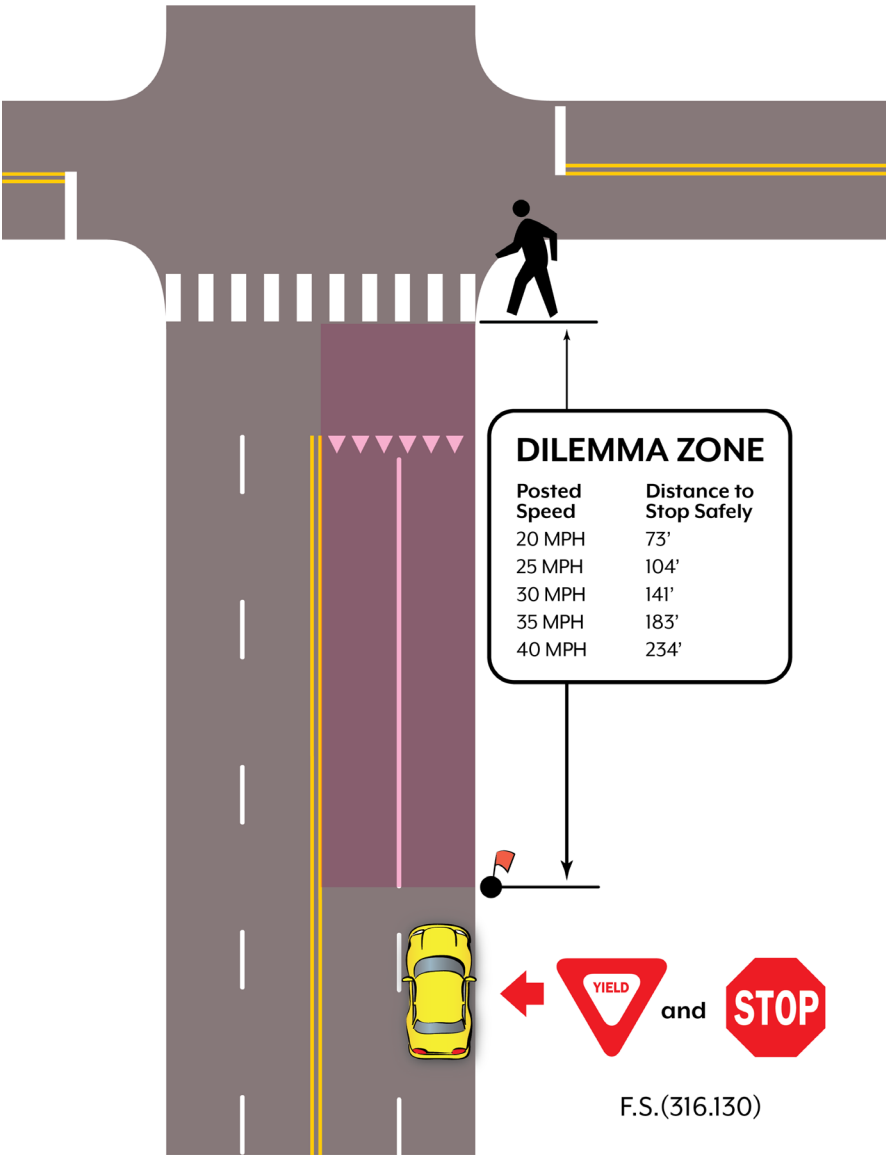
46%

*Orange, Osceola and
Seminole*

90 CROSSWALKS
MONITORED



Data Collection Methodology



F.S.(316.130)

Data Collector Name: _____

Crosswalk Location: _____

Mark Speed Limit **Type**

25 mph. - 104 ft. Midblock

30 mph. - 141 ft. Unsignalized

35 mph. - 183 ft. Signalized

40 mph. - 231 ft. Slip lane

45 mph. - 260 ft.

ADA

Crosswalk ramps present

Crosswalk ramps flush with crosswalk

Tactile warning surfaces present

Audible pedestrian signal (APS) present

Comments/Issues: _____

Surroundings

Lighting fixtures near crosswalk

Visibility issues

Active construction nearby

Other: _____

Date: _____ **Base:** **Pre:** **Post:** **Other:** **Crosswalk Location:** _____

Observation 1 Start Time: _____ **End Time:** _____ **Weather:** _____

Crossing #	# Peds Xing	Drivers Not Yielding (circle drivers passing behind)	Drivers Yielding	Yield Distance		Ped Trapped in Center	Driver Pass Stopped Veh	Driver Brake Hard
				<30ft	>30ft			
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total								

Observation 2 Start Time: _____ **End Time:** _____ **Weather:** _____

Crossing #	# Peds Xing	Drivers Not Yielding (circle drivers passing behind)	Drivers Yielding	Yield Distance		Ped Trapped in Center	Driver Pass Stopped Veh	Driver Brake Hard
				<30ft	>30ft			
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total								

Observation 3 Start Time: _____ **End Time:** _____ **Weather:** _____

Crossing #	# Peds Xing	Drivers Not Yielding (circle drivers passing behind)	Drivers Yielding	Yield Distance		Ped Trapped in Center	Driver Pass Stopped Veh	Driver Brake Hard
				<30ft	>30ft			
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total								

Pedestrians

Obs. #	Count
1	
2	
3	

Cyclists

Obs. #	Count
1	
2	
3	

Wheelchairs/ECVs

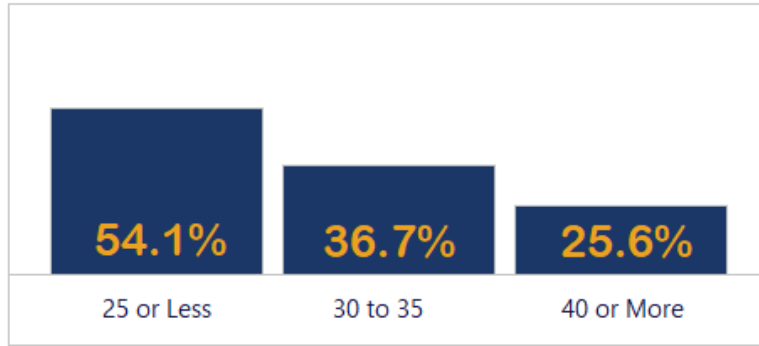
Obs. #	Count
1	
2	
3	

Notes: _____

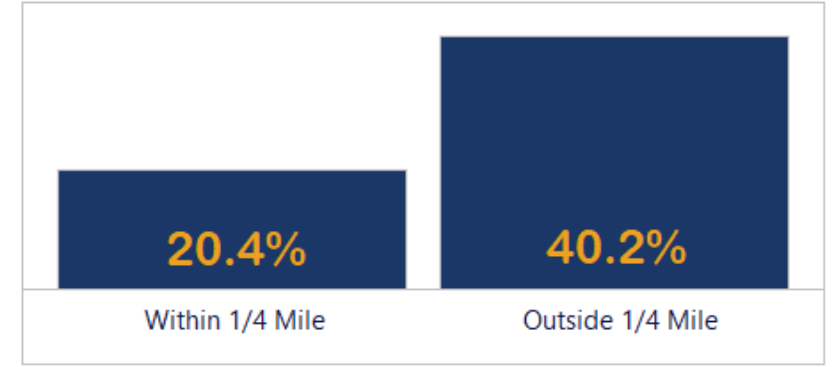
Record any violating or complying partners include name of partner and vehicle number: (LYNX buses, School buses, Sheriff's Office vehicles, Police Department vehicles, County vehicles, City vehicles)



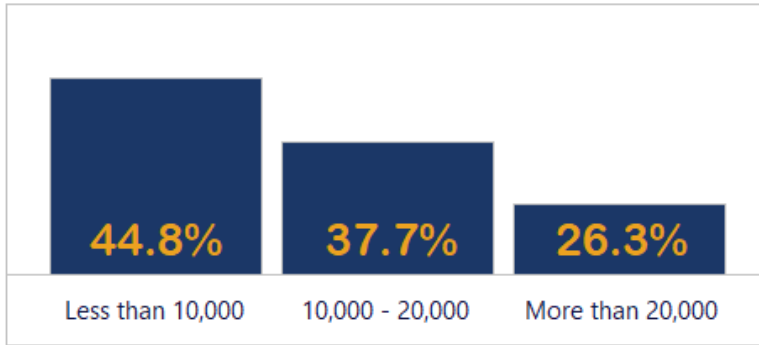
Average Yield Rate
Speed Limits



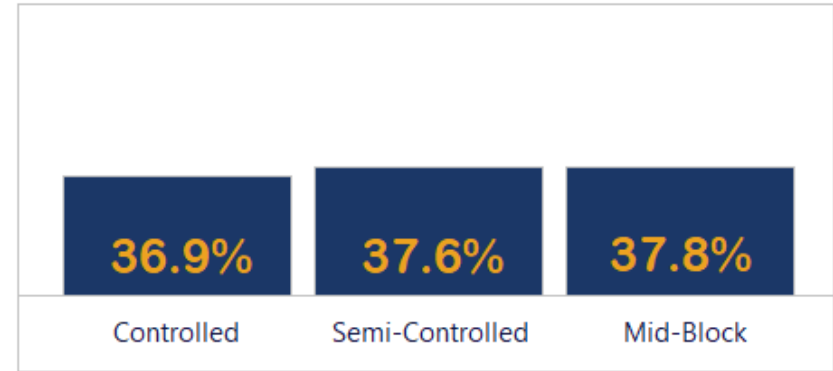
Average Yield Rate
School Distance



Average Yield Rate
Daily Traffic



Average Yield Rate
Crossing Type



Understanding the Data



MUTCD
Sign Type

Change in Yield
Rate Over Time

S1-1
ARROW



+31.6%

W11-2
ARROW



+26.8%

R1-6A IN
STREET
STOP



+31.4%
LOW SAMPLE
SIZE (5)

MUTCD
Sign Type

Change in Yield
Rate Over Time

R1-5, R1-5A
YIELD HERE
FOR PED



+18.2%

R1-5B, R1-5C
STOP HERE
FOR PED



+30.4%

RRFB
(FLASHING
BEACON)



+42.0%

Signage Matters!

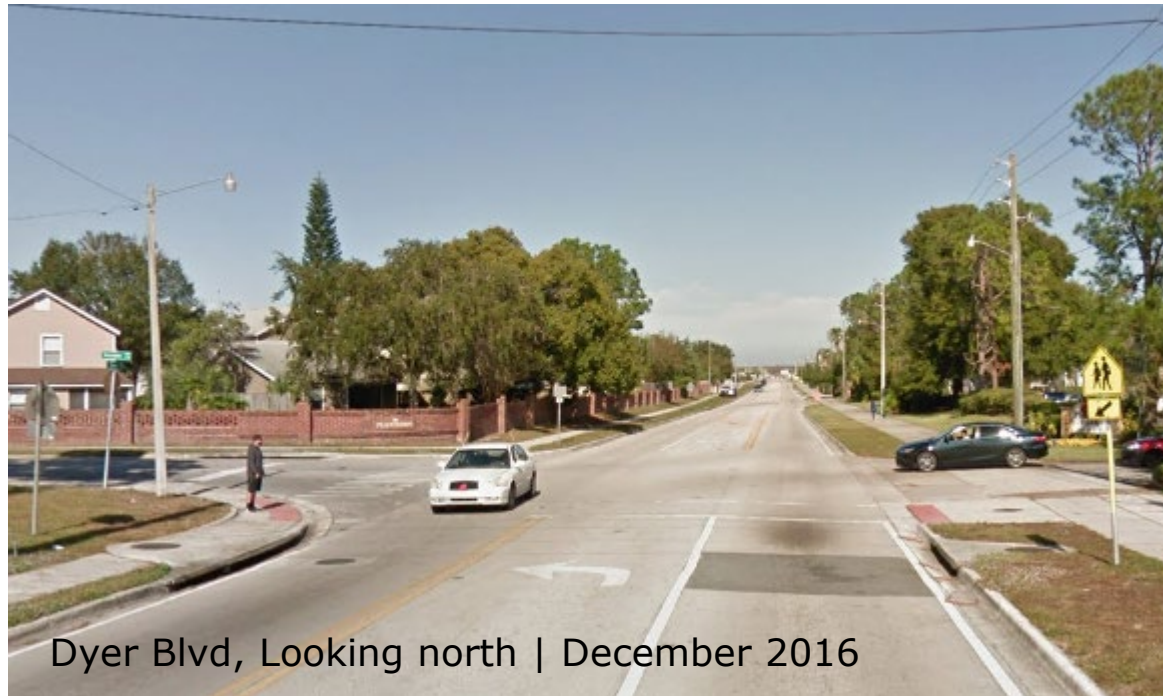


RRFB's proven success

New countermeasures and crosswalk updates

Dyer Blvd. & Kennington Rd. - City of Kissimmee

Before – 30% Driver Yield Rate



Dyer Blvd, Looking north | December 2016

After – 78% Driver Yield Rate



Dyer Blvd, Looking north | August 2022



RRFB's proven success

New countermeasures and crosswalk updates

Doverplum Rd. & San Remo Rd. – Osceola County

Before – 26% Driver Yield Rate



Doverplum Rd, Looking north | 2017

After – 69% Driver Yield Rate



Doverplum Rd., Looking north | 2021



Gateway Treatment: Low cost & big reward

Cost of install: \$2,400.00

Crystal Bowl Cir. at Casselberry ES – City of Casselberry

Before – 36% Driver Yield Rate



Crystal Bowl Cir., Looking west | December 2021

After – 74% Driver Yield Rate



Crystal Bowl Cir., Looking west | August 2022



Combined Countermeasure Success

Striping & Signage = \$35,000 (est.)

Michigan Ave & Cayman Way – City of Orlando

Painted Bulb Outs & Side Street Crosswalks



New Pedestrian Refuge Island



Listening to our community's needs

Low-cost solutions to make it safer to cross the road for everyone of all ages and abilities



Osceola County

Accessible Push Button Installation

Orange County

Push Button Extenders



Observations lead to safer streets

Data collector observations lead to daylighting for safer crossing

Main Street: Edgewater Dr. at Shady Lane



Daylighting:
*removing on
street parking for
pedestrian safety*

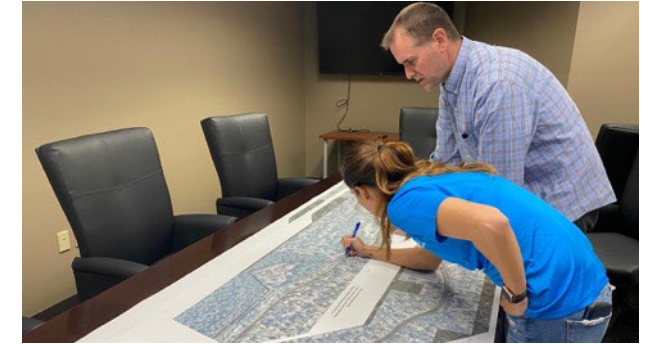


PROJECTS SUPPORTED

New countermeasures and crosswalk updates

Winter Park Dr. Study Review Meeting (Casselberry)

The BFF team participated in a meeting with the City of Casselberry to review and share feedback on their alternatives for Winter Park Drive.



10th Street Study Concept Meeting (St. Cloud)

The BFF team participated in the 10th Street Study Concept Development Agency Meeting, reviewing the current plans for the 10th Street Study and providing feedback on the recommended changes to 10th St.



PROJECTS SUPPORTED

Community Conversations Get Results!

Blind Challenges Site Visit in College Park (Orlando)

BFF Program Manager, Shelby Villatoro, joined City of Orlando staff members near Edgewater Dr. for a walking tour of the area. Marsha, a College Park resident, discussed her challenges walking in the area as a person with limited sight.



Kissimmee Safety Audit (Kissimmee)

BFF Program Manager, Shelby Villatoro, and Data Collection Team Supervisor, Rafael Burgos, joined various Kissimmee stakeholders for a walking audit throughout the city. The duo shared insight with the project team during the visit and discussed possible low-cost engineering improvements to boost safety and encourage more walking and biking in the area.

The team also followed up with additional BFF crosswalk data to further support the project team.





Best Foot Forward for pedestrian safety

Thank you!

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