



Championing Safe Streets in Winter Garden

Kelly Morphy
June 2023



For a bike-friendly
Florida.



Advocacy
Education
Assistance





Public Health
Environment
Equity
Local Economies





Green street sign

Coming Soon!
RETAIL SHOPS
407.628.3240 Hal Marston
Hal Marston Realty

AMBULANCE
217

POLICE

SCHOOL BUS









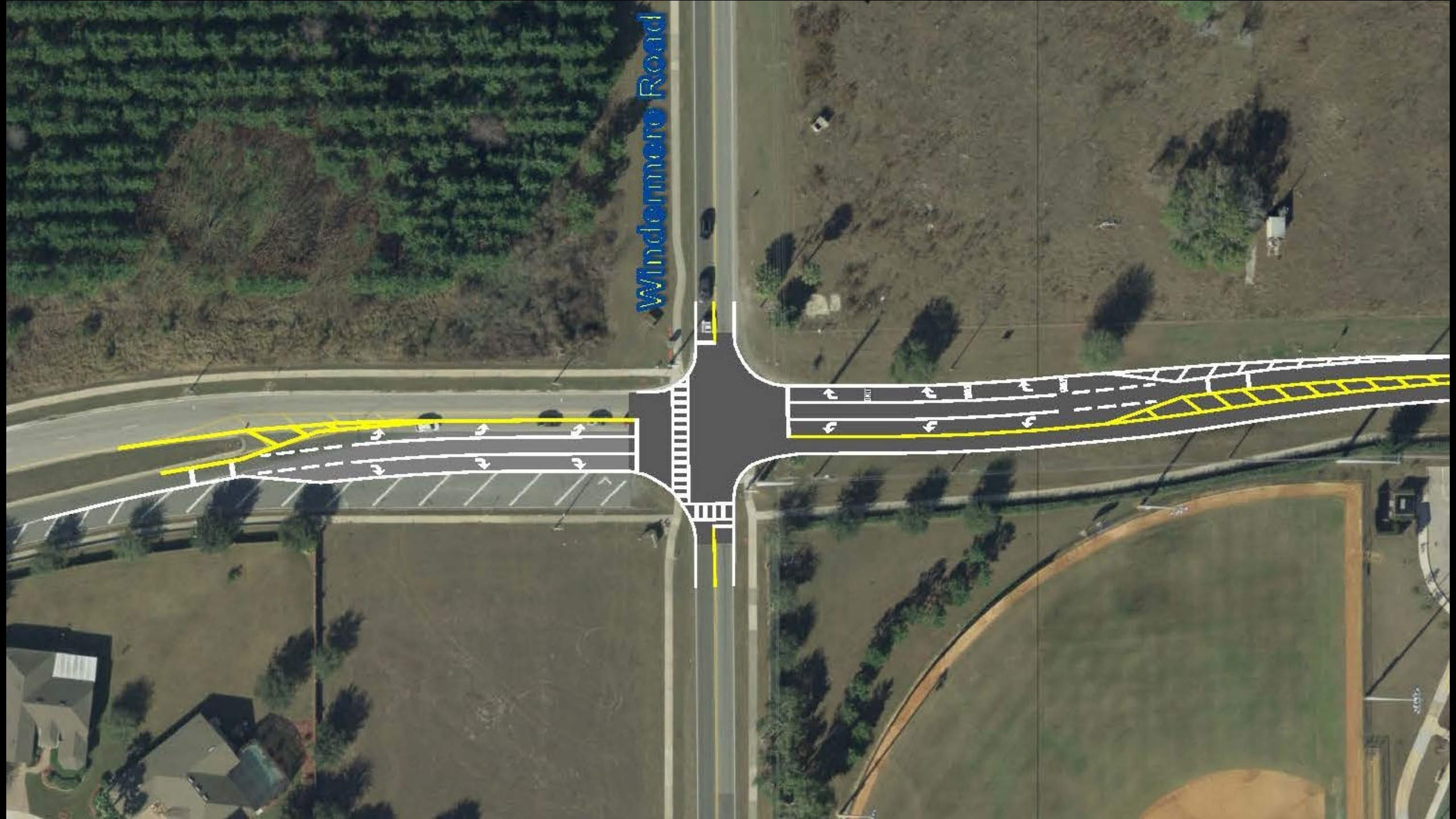
If you plan cities for cars and traffic, you get cars and traffic.

If you plan for people and places, you get people and places.

- Fred Kent, Project for Public Spaces



Windermere Road





DUNKIN'
DONUTS

DRIVE THRU

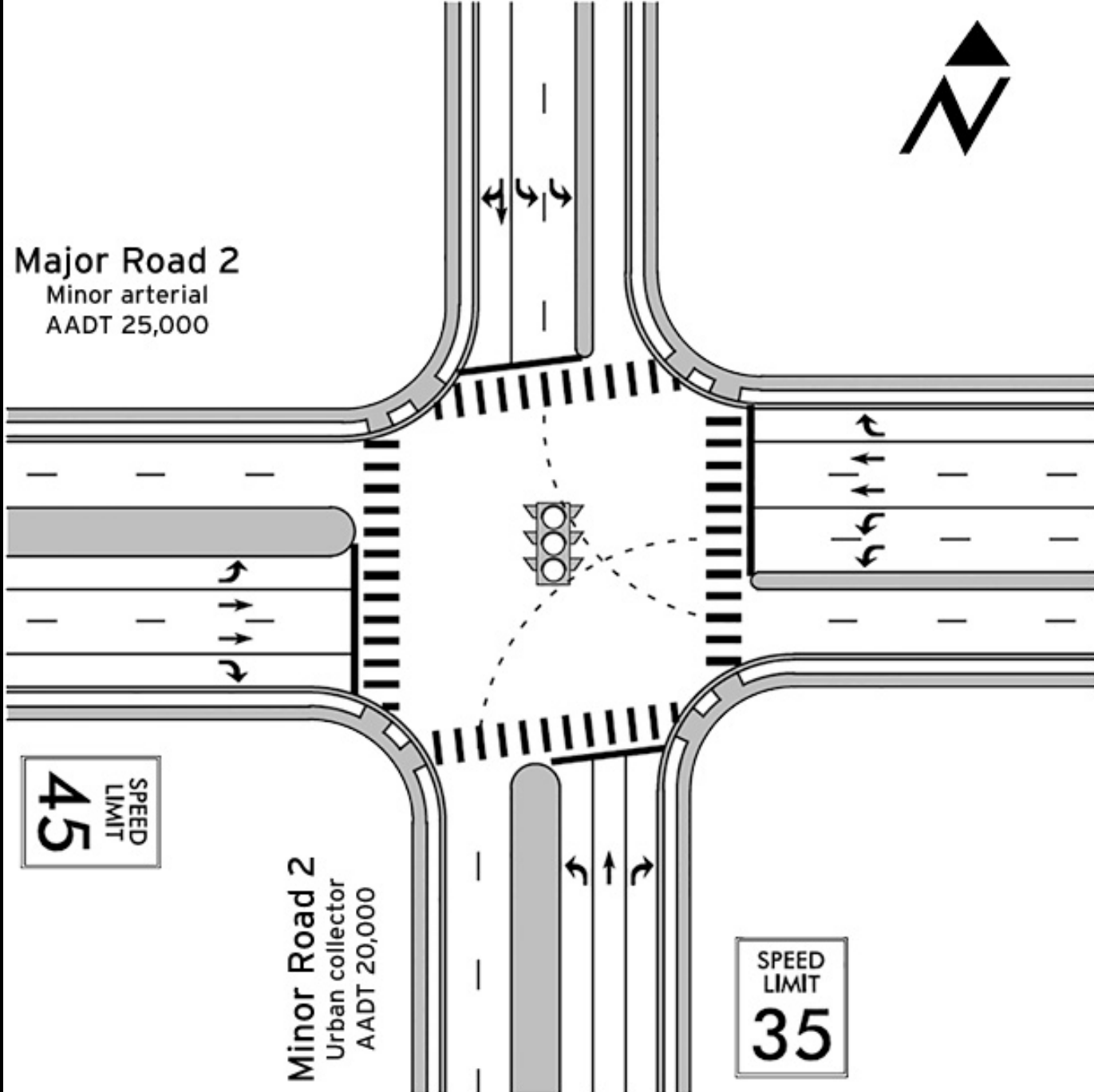


SPEED
LIMIT
45





Major Road 2
Minor arterial
AADT 25,000



Minor Road 2
Urban collector
AADT 20,000

SPEED
LIMIT
45

SPEED
LIMIT
35

Source: FHWA.

Drivers read the road, not the
design plans.

- Federal Highway Administration,
Speed Concepts Informational Guide, 2009





If hit by a person driving at:



Person Survives the Collision



Results in a Fatality

20 MPH



90%

10%

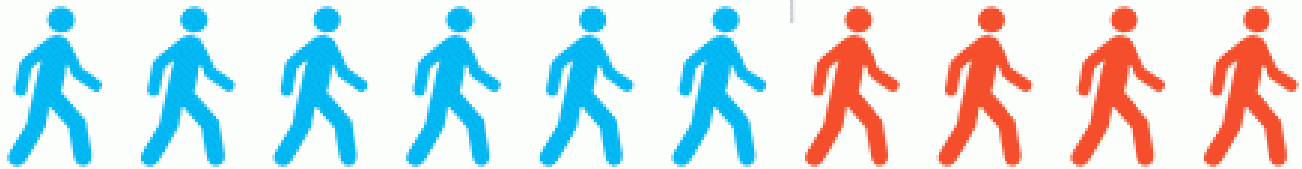


30 MPH



60%

40%



40 MPH



20%

80%



A TRAGIC IRONY

STRONG
TOWNS



Our wide streets allow us to quickly respond to collisions caused by our wide streets.

A child was hit by a car in this crosswalk as she headed to Lake Whitney Elementary School on May 30, 2012. Her mom was right behind her. She was crossing with the green "walk" light. Her dad was called and arrived within minutes.











We can't pave our way out of
traffic congestion.

- Road builders

- (And just about everyone else.)



Widermore



Coming Soon

Call 351-255-3347

Call 351-255-3347



Windermeys 54

Camping Booth

STOP



STOP





Modern Roundabouts

A LIVABILITY FACT SHEET

Every day in the U.S. more than 20 people are killed at traffic intersections, and many more are seriously injured.¹ Roundabouts — circular intersections that move traffic counterclockwise around a central island — can help reduce these deaths and injuries. Roundabouts are calmer and safer than conventional intersections and have been deemed a “proven safety counter-measure” by the U.S. Department of Transportation.²

Modern roundabouts — often the size of a baseball field — differ from rotaries or traffic circles, which can be as big as the stadium itself. Roundabouts feature lower, safer vehicle speeds. They can be 80 feet across with single lanes carrying 25,000 vehicles a day or larger at 200 feet, with double lanes and 45,000 vehicles a day.³

Personal injuries and fatalities plummet as much as 90 percent in modern roundabouts when compared to conventional intersections.⁴ Roundabouts cause drivers to slow down, ideally to less than 20 mph, which reduces the risks to both pedestrians and drivers.

Because roundabouts can handle 30 to 50 percent more traffic than conventional intersections, they reduce travel delays.⁴ Since roundabouts can be designed to be aesthetically pleasing, they help create a sense of place.

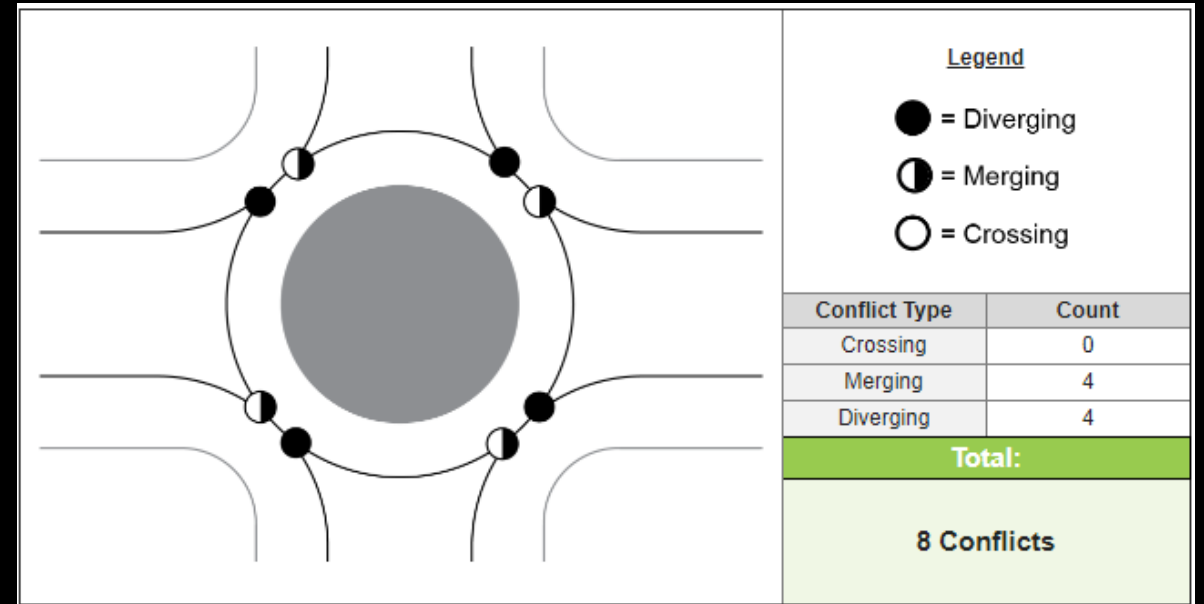
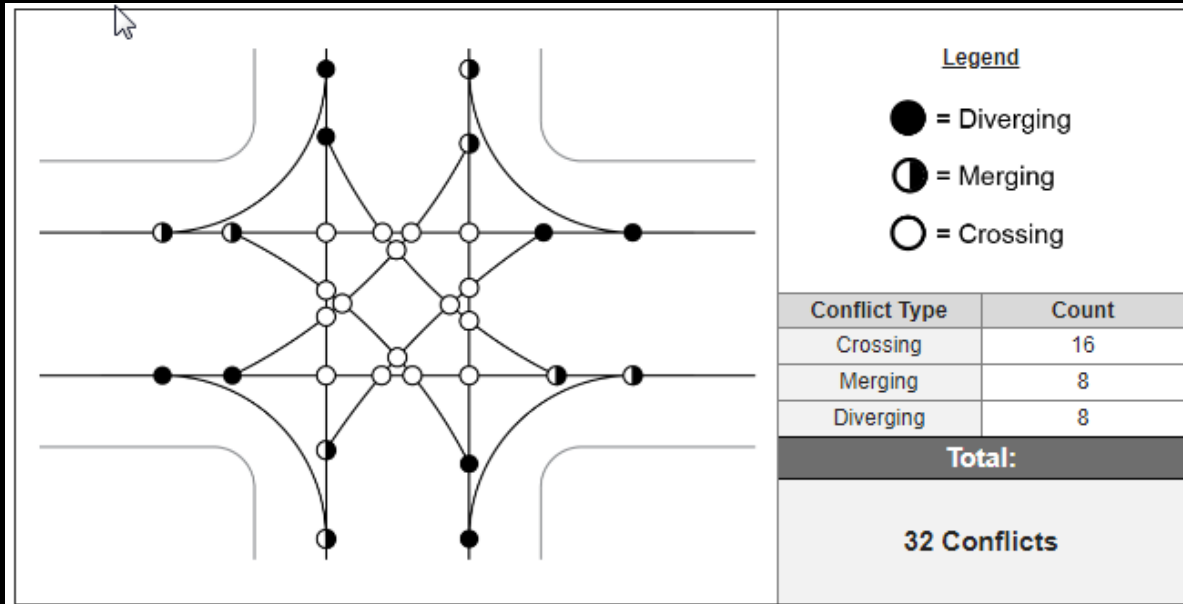
By January 2014, roundabouts graced over 2,000 intersections in the U.S., with more planned.⁵ Given their safety and placemaking benefits, roundabouts should be considered for many more of the three million intersections in the U.S.

1. U.S. Department of Transportation's Federal Highway Administration (FHWA) (n.d.), [safety.fhwa.dot.gov. Modern Roundabouts: A Safer Choice.](http://safety.fhwa.dot.gov/modernroundabouts/a_safer_choice/) http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10023/transcript/audio_no_speaker/
2. U.S. DOT FHWA (n.d.), [safety.fhwa.dot.gov. Proven Safety Countermeasures.](http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_005.htm) http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_005.htm
3. U.S. DOT FHWA (n.d.), [fhwa.dot.gov. Roundabouts: An Informational Guide.](http://www.fhwa.dot.gov/publications/research/safety/00067/000674.pdf) <http://www.fhwa.dot.gov/publications/research/safety/00067/000674.pdf>
4. U.S. DOT FHWA (n.d.), [safety.fhwa.dot.gov.](http://www.fhwa.dot.gov/resourcecenter/teams/safety/teamsafe_rndabout.pdf) http://www.fhwa.dot.gov/resourcecenter/teams/safety/teamsafe_rndabout.pdf
5. Kittelson & Associates, Inc. (August 2000), [roundabout.kittelson.com.](http://roundabout.kittelson.com) Modern Roundabouts. Retrieved Feb. 3, 2014, <http://roundabout.kittelson.com/Roundabouts/Search>



Vehicle speeds on Grandview Drive in University Place, Wash., were once as high as 50 mph. After the installation of roundabouts, crashes dropped from one every nine months to none in 14 years.

- Speed
- Direction
- Conflict points
- Efficiency and cost
- Economic development



Don't accept 'no' from
someone who
**doesn't have the
authority to say 'yes.'**

- Ian Lockwood, PE, Transportation Engineer

**Broaden the stakeholder list.
Start with a base of shared values.
Tell the story as you know it.**







[Click here to see roundabout in action](#)

Saved \$1M+ in public funds

Safer

Crashes four years prior: 44 (10 with injury)

Crashes four years since: 19 (6 with injury)

No crashes involving people walking or biking in the four years prior or since.
This project wasn't a response to a street that was deadly for people; it was a response to plans to make it *more dangerous*.

Spurred context-appropriate development

The community is now engaged as a stakeholder in development applications.

Moves traffic

Vehicles enter and circulate between 15 and 20 mph with one exception, being worked on.
AADT up to 25,000.

Works just fine during power outages!



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