

BACK *To The* STREETS

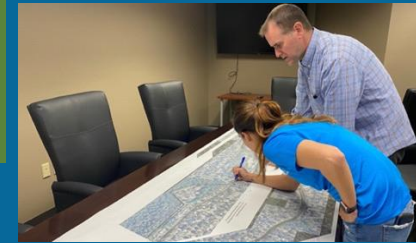
People First!
Community
Collaborations
Toward Safer Streets



**Go to Slido.com
for Q&A and
Session Evaluations**

Code: SSS2023





Best Foot Forward for pedestrian safety

Administered by:



Who is Bike/Walk Central Florida?



We are a 501c3 **NONPROFIT** organization,
dedicated to **EDUCATING** and **ADVOCATING**
to make communities more **WALKABLE, BIKEABLE** and **ROLLABLE.**

We strive towards a connected **EQUITABLE TRANSPORTATION**
system that is **SAFE** and **COMFORTABLE** for all.

Who is Bike/Walk Central Florida?



Best Foot Forward for pedestrian safety

The largest grassroots pedestrian safety initiative in the country.

Focuses on behavior change between drivers and walkers.



5 Miles | 5 Parks | 5 Cities

Created to show Central Florida residents of all ages & abilities an urban route where they can comfortably ride. Serves as an advocacy tool to push for more bike-friendly infrastructure.



A set of programs and services designed specifically for educating children including helmet fitting, bike rodeos, walking school buses, and more.



HEALTHY WEST ORANGE

Provides support for trail development, connections and engagement opportunity that support a healthy community in West Orange County.

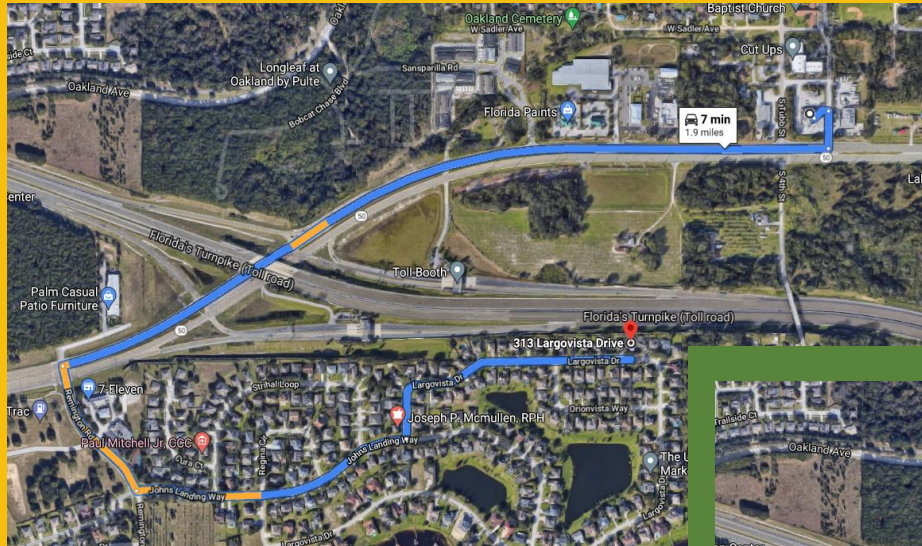
One of the Most Dangerous Metro Areas in U.S.



Data pulled from the MetroPlan Orlando Geographic Area | Via Signal4 Analytics

While the Orlando Metropolitan Area had the perception of improvement between the 2021 and 2022 reports, falling from 1st to 8th the reality is, the number of pedestrians being killed by drivers isn't improving.

We design our streets to move cars



Drive: 7 minutes

Walk: 40 minutes





Best Foot Forward
for pedestrian safety

WHAT IS THE BEST FOOT FORWARD PROGRAM

Changing Culture of Drivers vs. Walkers



Focus on one behavior to monitor, measure and change

IF

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

THEN

...more pedestrians will cross in crosswalks.

Changing Culture of Drivers vs. Walkers



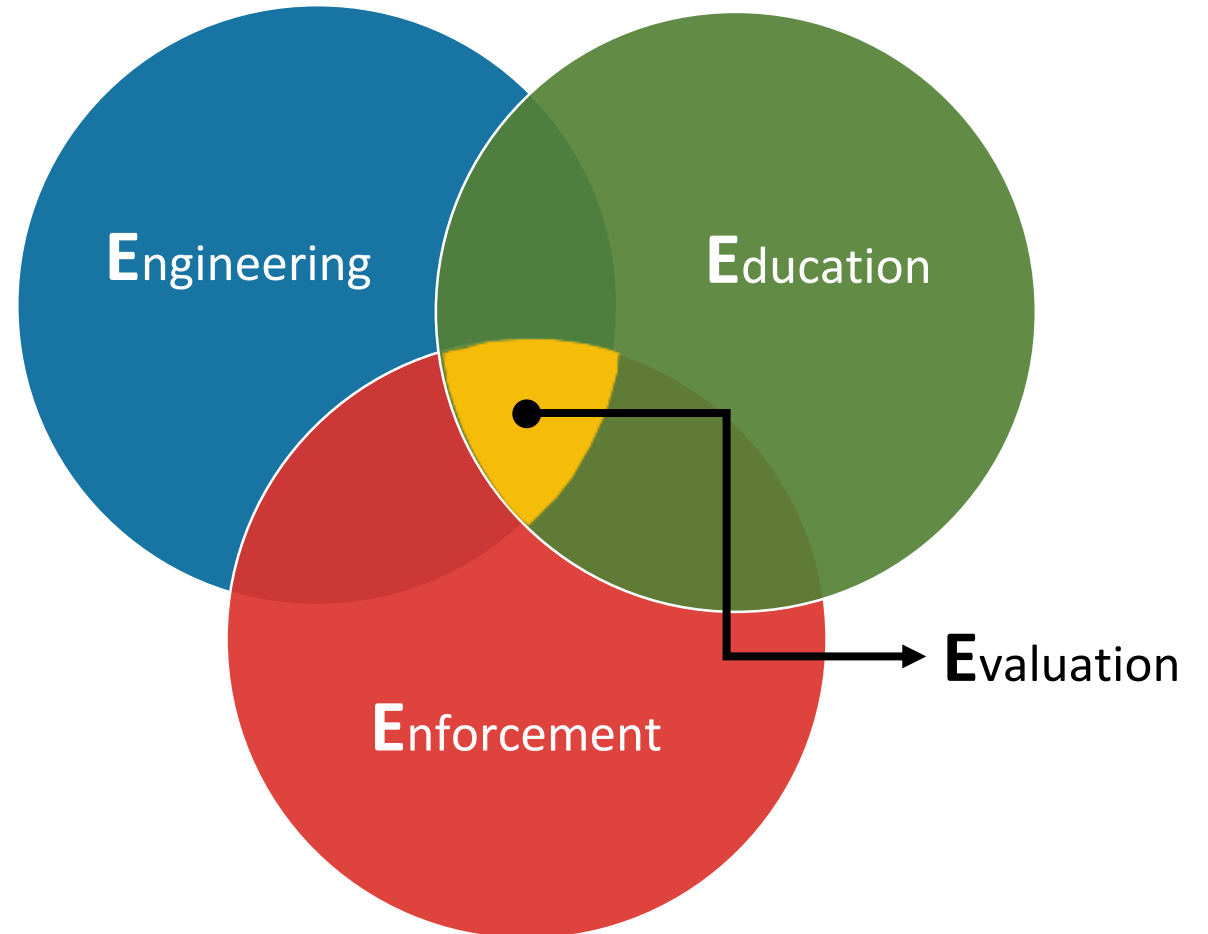
**High-Visibility
Enforcement on
Driver Compliance
With Pedestrian
Right-of-Way
Laws**

CAINESVILLE
DRIVERS YIELDING
TO PEDESTRIANS
LAST WEEK 47 %
RECORD 47 %

PEDESTRIAN
LAW
ENFORCEMENT
OPERATION

U.S. Department of Transportation
National Highway Traffic Safety Administration

★★★★★
NHTSA
www.nhtsa.gov





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for pedestrian safety

HOW DID WE START THE PROGRAM?

Build Coalition to Address a Very Real Need



No longer accepting that pedestrian and bicyclist injuries or fatalities are inevitable.



2012: Launched in Orange County



*Osceola County
joined in 2017*



*Seminole
County joined
in 2019*

Three-County Footprint





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THE 4 E APPROACH

Educate: Through Outreach



School Education



Partner Outreach Support

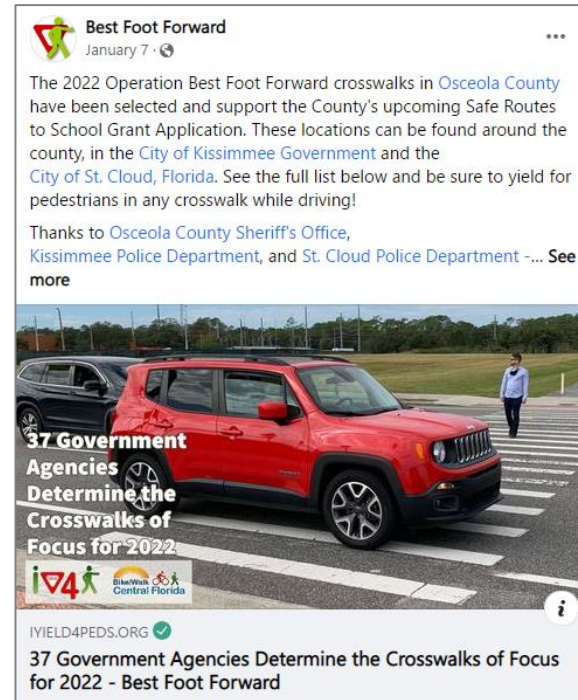


Events



Community Presentations

Educate: Through Digital Channels



Find us online at BestFootCFL.org & [@BestFootCFL](https://www.instagram.com/BestFootCFL)

Educate: Through High Visibility Enforcements



Orlando Sentinel



Cops hit the crosswalks to curb Orange's pedestrian fatalities

Orlando Police Officer Tim Heavrell watches as a black SUV fails to yield to him Wednesday as it travels down Mills Avenue and the Orange County Sheriff's Office hit the roads for Operation Best Foot Forward, a program to raise awareness of pedestrians.

Tim Heavrell could see a woman looking out her side window as her black BMW X5V came within inches of him on a crosswalk.

He stopped in his tracks. The undercover police officer in a T-shirt and cargo shorts was specifically looking out for distracted drivers. But many pedestrians

in an effort to educate drivers about traffic laws and curb crashes, said Amanda Day, executive director of BikeWalk Central Florida.

Last year was Orange County's deadliest for pedestrians in recent years, with 69 fatalities out of 646 crashes. In 2016, 49 people were killed, up from 29 the year before.

Street pedestrians are among the most common types of

motorists who hit pedestrians, said Amanda Day, executive director of BikeWalk Central Florida. "I can't describe it," he said. "It's terrible."

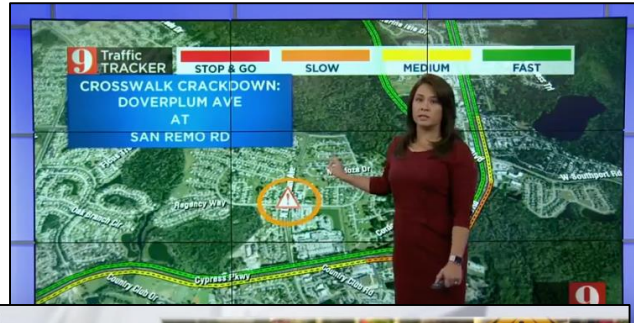
Most drivers who hit pedestrians say they weren't aware of the law or didn't see the pedestrian, Day said.

But some instances can be avoided by eliminating distractions. Orlando Police Sgt. John Keefe said. That same morning,

yielding to pedestrians on a street crosswalks any time a pedestrian is crossing a crosswalk. Law enforcement is possibly yield to a cross coming traffic.

Day said.

But some instances can be avoided by eliminating distractions. Orlando Police Sgt. John Keefe said. That same morning,



\$6.6 million
in media value



Commentary: Hey, Florida drivers, run over fewer people this year!



Law enforcement cracks down on crosswalk laws to increase awareness for pedestrian safety with Operation Best Foot Forward.

By Scott Maxwell - Contact Reporter
Taking Names



140 million
people reached



Engineer: Low-Cost Engineering



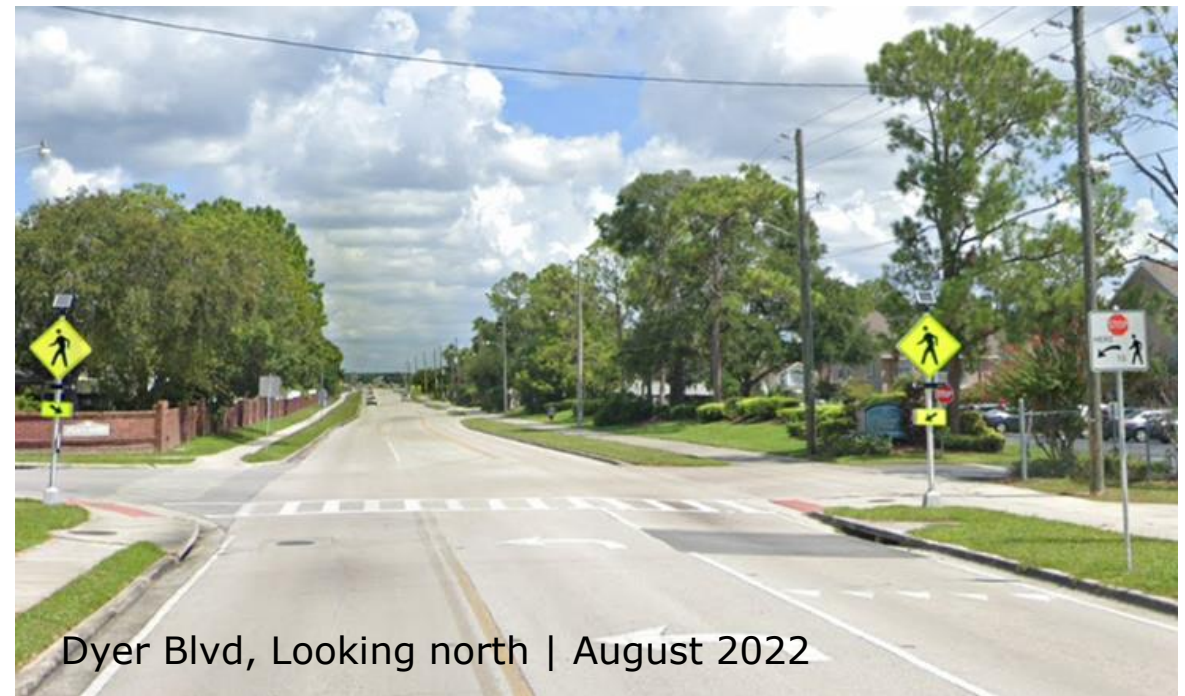
Dyer Blvd. & Kennington Rd. - City of Kissimmee

Before – 30% Driver Yield Rate



Dyer Blvd, Looking north | December 2016

After – 78% Driver Yield Rate



Dyer Blvd, Looking north | August 2022

Engineer: Low-Cost Engineering



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

Engineer: Low-Cost Engineering



Best Foot Forward
for pedestrian safety

Crosswalk Improvement Plans + Project Support



Enforcement: Operation Best Foot Forward



Ten Years of Operations!



3
Counties



11
Law Enforcement
Agencies



592
Enforcement
Details



11,489
Citations and
Warnings

*Through 22.09.30



Enforcement: Operation Best Foot Forward



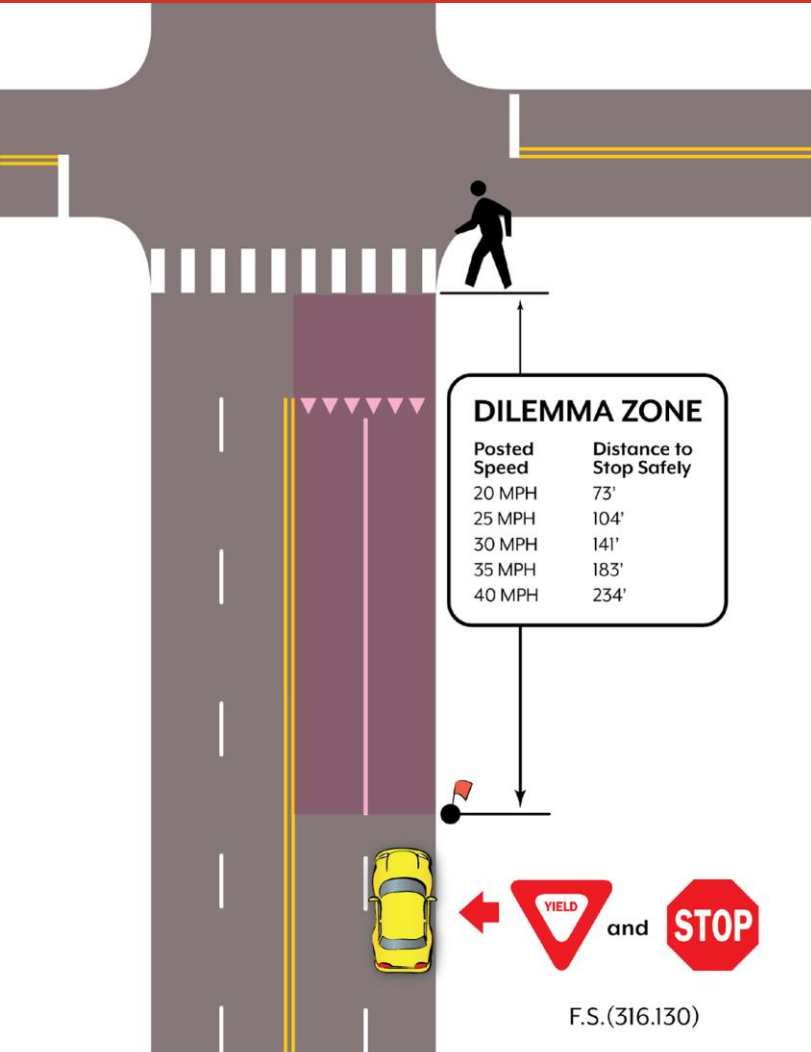
Evaluate: Identifying the Crosswalks



- Enforceable
- Engineering needs
- Cross section of road speeds
- Proximity to schools, LYNX bus stops or SunRail
- Located near high crash corridors
- Geographically dispersed



Evaluate: Collect Baseline Data of Drivers Stopping for Pedestrians in the Crosswalk



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

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

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

Data Collector Name: _____

Crosswalk Location: _____

Mark Speed Limit

25 mph. - 104 ft.

30 mph. - 141 ft.

35 mph. - 183 ft.

40 mph. - 231 ft.

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: _____

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								

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								
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19								
20								
Total								

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

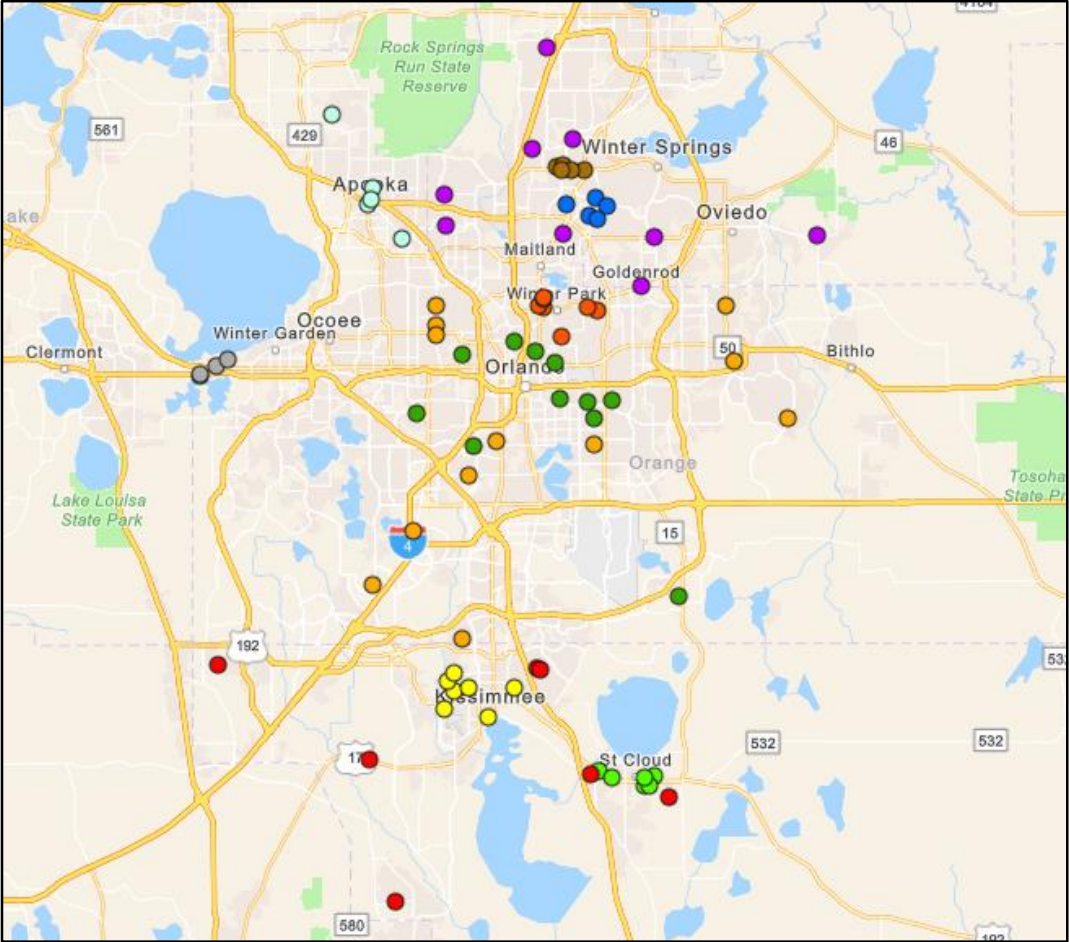
Crossing #	# Peds Xing	Drivers Not Yielding (circle drivers passing behind)	Drivers Yielding	Yield Distance		Ped Trapped in Center	Driver Pass Stopped Veh	Driver Brake Hard
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1								
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4								
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11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total								

Pedestrians		Cyclists		Wheelchairs/ECVs	
Obs. #	Count	Obs. #	Count	Obs. #	Count
1		1		1	
2		2		2	
3		3		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)

Evaluate: Review the Data



	Q1 AVG	Q2 AVG	Q3 AVG	Q4 AVG	YTD AVG
25 mph or less	53%	53%	56%	56%	56%
30 – 35 mph	48%	48%	40%	40%	44%
40 mph or more	43%	39%	43%	43%	42%
School Crossings	49%	44%	44%	39%	42%
Trail Crossings	45%	54%	53%	55%	51%

Scan to View





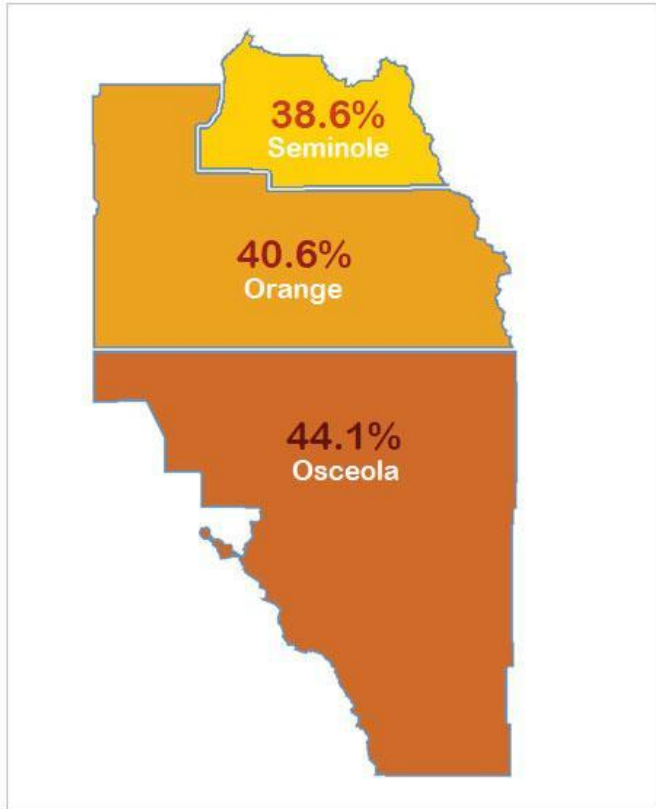
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WHAT IS THE DATA TELLING US?

DATA TRENDS: Baseline Data

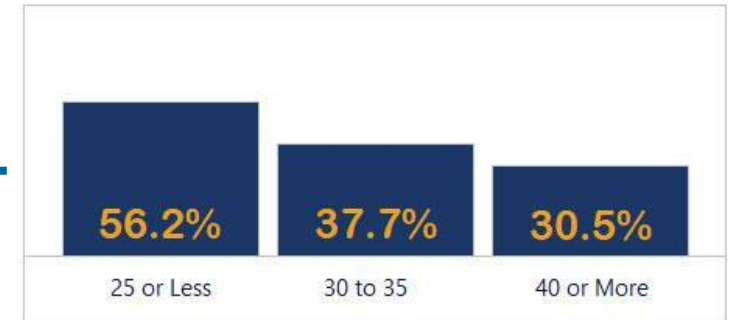


Average Baseline Collections Drivers Yielding To Pedestrians

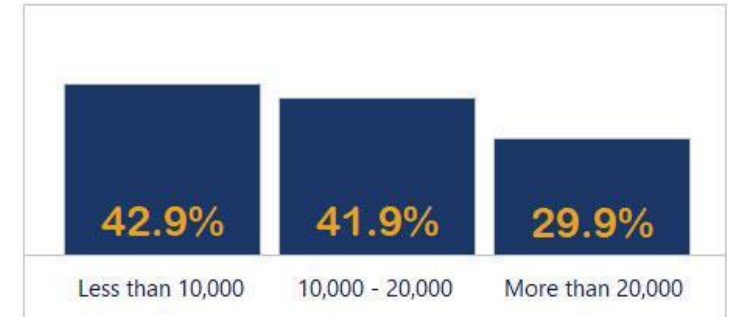


Average Baseline Yield Rate

By Roadway Speed Limit



By Roadway Daily Traffic Volume



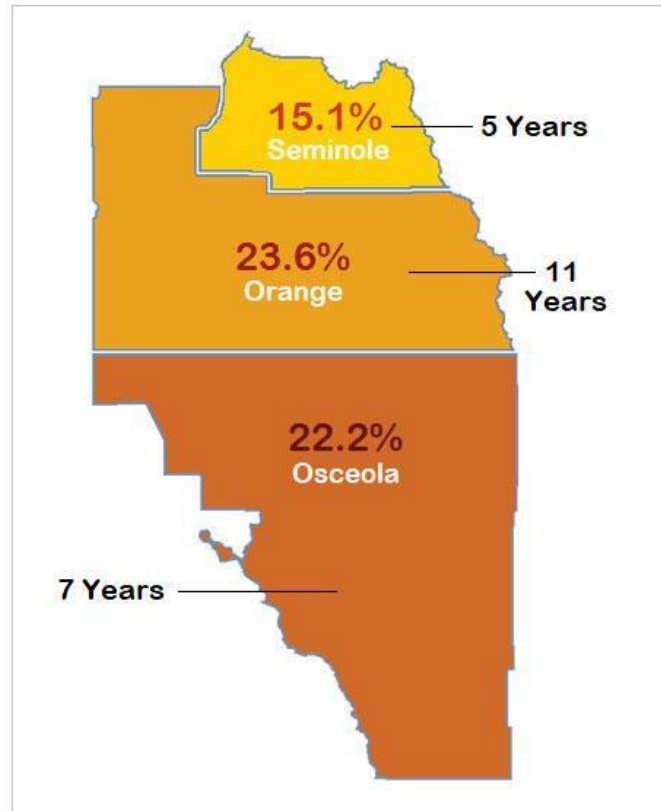
By Total Number of Lanes



DATA TRENDS: Measured Improvement!



Improvement Over Time Drivers Yield Rate To Pedestrians



Improvement by Urban Context Type Drivers Yield Rate To Pedestrians



Tracking Progress: Tracking Success Stories



2017



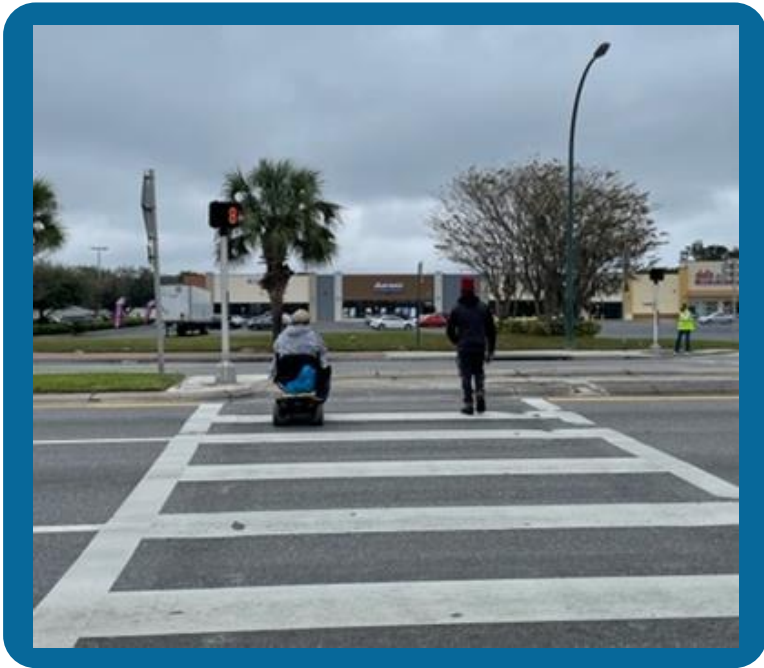
Yield Rate: **26%**

2021

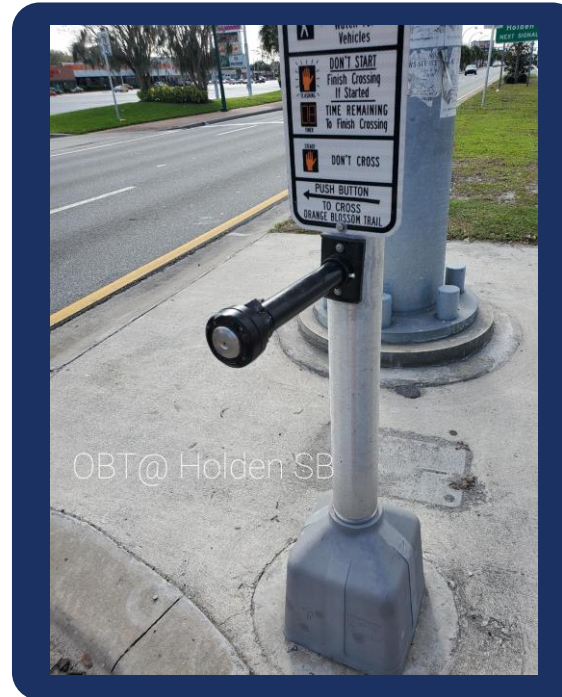


Yield Rate: **69%**

Tracking Progress: Advocating for Equity



Issue: **Person in a wheelchair could not reach push button**



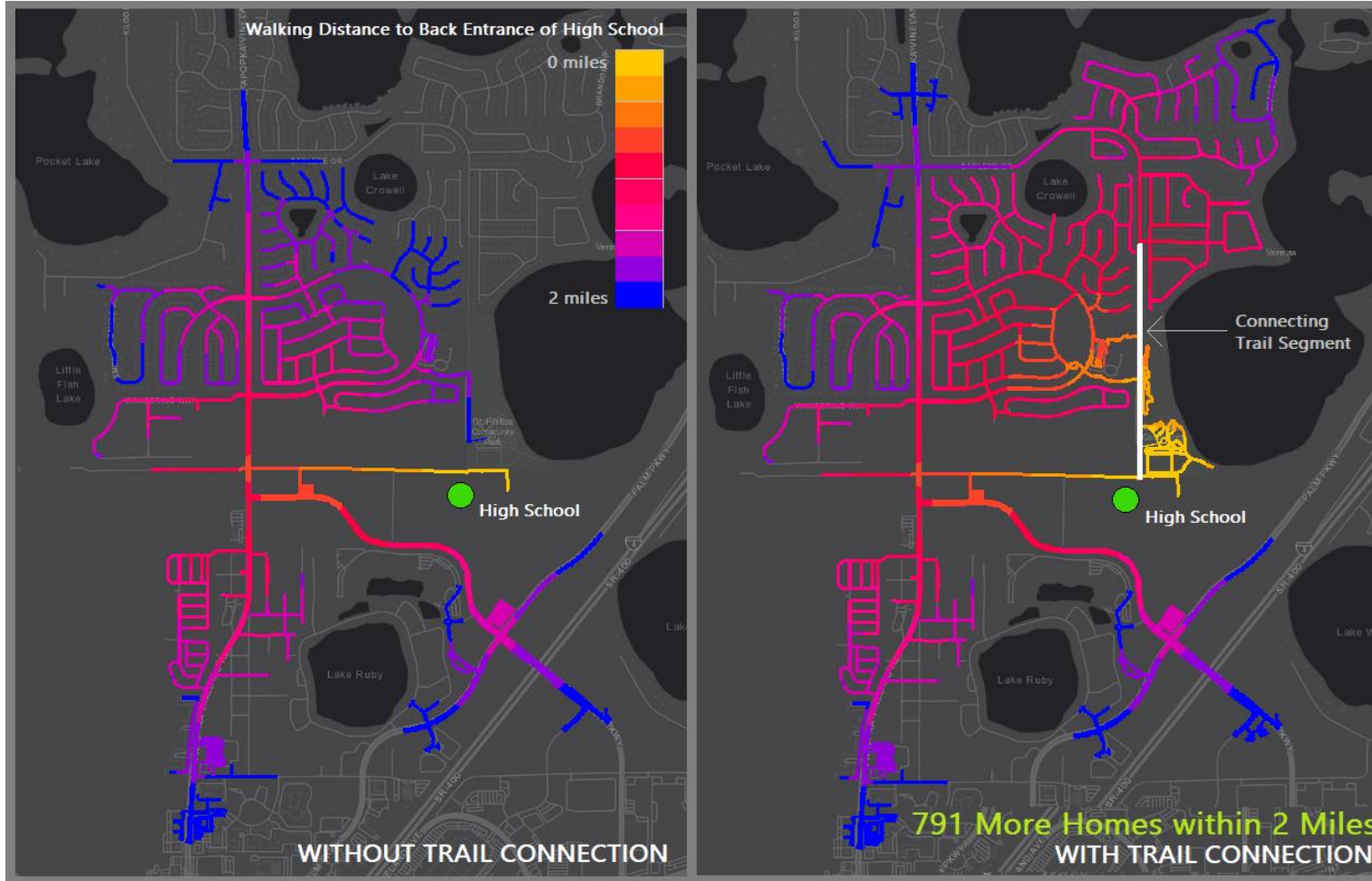
Solution: **Push Button Extenders**

US 441, (Orange Blossom Trail) at the new Pedestrian Hybrid Beacon north of Holden Ave.

Thank you!



Tracking Progress: Lighting the Way



Lake Buena Vista High School Trail Connection Project

Putting Your Best Foot Forward



Thank you!

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Bikewalkcentralflorida.org



@BestFootCFL
@BikeWalkCFL

