Transportation Planning Division

UCF Area Pedestrian Safety Study

Core Group Meeting #2

February 11, 2015
Study Tasks
Recap of Previous Meeting
Stakeholder Interviews
Data Collection
Design Principles “Tool Box”
Recommendations
Schedule
Moving Forward
UCF Area Pedestrian Safety Study

Study Area

- McCulloch Rd
- North Orion Bv
- Alafaya Tr
- Challenger Pr
- University Bv
- Rouse Rd

1 Mile
2.6 Miles
1 Mile
UCF Area Pedestrian Safety Study

Presentation Outline

- Study Tasks
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UCF Area Pedestrian Safety Study

Study Tasks

• Review Previous Studies
• Interview Area Stakeholders
• Collect Data within Study Area
• Condense and Summarize Data
• Identify Solutions
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Recap of Previous Meeting

• Reviewed Previous Studies
  – 2 FDOT Studies
  – Orange County Pedestrian & Bike Study

• Presented Types of Mitigation
  – Pedestrian Signals
  – Pedestrian Islands
  – Midblock Crossings
  – Pedestrian Bridges
• Crash Data
  – Collection Period- (Jan 2006-July 2014)
  – Total Crashes -259 Involving Bike & Pedestrian
  – Crashes Were:
    o 59% Bicycle
    o 41% Pedestrians
  – Locations:
    o 41% Alafaya Trail
    o 21% University Blvd
    o 5% McCulloch Rd
Recap of Previous Meeting

The Core Group Provided Input
- Times and Location for Data Collection
- UCF Campus Details
- Stakeholders List
UCF Area Pedestrian Safety Study

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Stakeholder Comments:

- Alafaya Trail & University Boulevard Intersection – Challenging for All Modes, Especially for Pedestrians; High Speeds, & Wide Crossings
- Distracted Pedestrians & Drivers
- Mixed Purposes of Trips
- UCF Shuttle is Well Used
- Gaps in Sidewalks
Stakeholder Suggestions:

- Additional Crosswalks with Signals (Well Marked)
- Fill in Sidewalk Gaps
- Visual Cues to Alert Drivers
- Buildings Built to ROW
- Lower Posted Speeds
- Lighting & Reflective Surfaces for Safer Night Time Travel
Stakeholder Suggestions:

• Pedestrian Bridge
• Expand Shuttle Hours (Later Hours on Weekends) and
• Locations (Shopping Centers)
• Pedestrian and Driver Education
• Coordinated Future Development
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Crashes Involving Pedestrians or Bicyclists  
(January 2006 - July 2014)

- Occurred at Intersection
- Occurred at Night
- Driver Impaired (Alcohol or Drugs)
- Driver Distracted
- Wet Weather
- Pedestrian or Bicyclist at fault

- Most
- Many
- Some
- Very Few

<table>
<thead>
<tr>
<th></th>
<th>Ped</th>
<th>Bike</th>
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<tbody>
<tr>
<td>% Daylight</td>
<td>69.1%</td>
<td>52.4%</td>
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<td>% Driver Drug/Alc</td>
<td>5.0%</td>
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<td>% Driver Distracted</td>
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<td>% Wet weather</td>
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<td>% at Intersection</td>
<td>66.0%</td>
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Data Collection Methodology

• 24 Zones covering 4.6 miles
  – 11 intersections
  – 26 mid-block points
  – 53 Minor roads / driveways

• Duration
  – Friday & Saturday evening (through 2 a.m.)
  – Game Day (Pre and Post Game)
  – Monday morning, mid-day, afternoon rush hour
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Observation Zones – Central Area

Observation Zones
Zone Limits & Identifier

Major Land Uses
- Housing
- Lodging
- Office
- Retail / Restaurant
- Rec / Sports / Other
Video of Pedestrian & Bicycle Observations
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- Video of Pedestrian & Bicycle Observations
UCF Area Pedestrian Safety Study

- Video of Pedestrian & Bicycle Observations
UCF Area Pedestrian Safety Study
For Survey Period Observed (Fri, Sat, Mon):

- Representative Vehicles Speeds 4 MPH to 9 MPH Higher than Posted Speed
- High Vehicle Speeds & Pedestrians/Bicycles Results in Dangerous Environment

### Observed Vehicle Speeds

**Observed Operating Speeds in MPH (85th Percentile)**

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<tr>
<th>Location</th>
<th>All Observations</th>
<th>Fri/Sat Night</th>
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<tr>
<td>Alafaya Tl</td>
<td>53.0</td>
<td>44.9 / 42.8</td>
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<tr>
<td>University Bv</td>
<td>49.3</td>
<td>38.0 / 35.3</td>
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<tr>
<td>McCulloch Rd</td>
<td>53.1</td>
<td>49.1 / 46.1</td>
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</table>
Existing UCF Shuttle Service

- Over 2 million riders / year
- Reduces Ped & Bicycles to Vehicular Traffic
- Integrated with LYNX Transit Service
- Potential for Expanded Service
Focus Areas

- This area experiences high volumes of pedestrians and bicycles, combined with higher occurrences of crashes.
- The land uses on both sides of the street encourage cross-street flow of pedestrians and bicycles.
- The area surrounds the primary UCF entryways.
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Design Principles: “Toolbox”

- ACCESSIBLE
  - Streets, Sidewalks & Transit
- CONNECTED
  - Sidewalks and Bicycle Facilities
- LEGIBLE
  - Identifications, Views & Signage
- SAFE
  - Secure, Visibility & Appropriate Lighting
- COMFORTABLE
  - Scale, Shade & Appropriate Street Setbacks
Accessible Roadway
Large median
Connected and Accessible Roadway
Textured Pavement
Legible Identification
Gateway Marker
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Legible Identification & Signage

- Share the Road
- Bike Lane
- Pedestrian Sign
- Injured Distracted Walkers Quadrupled Past 7 Years
Connected
Bicycle: Large Bicycle Lane
Connected & Accessible
On Road Bike Box / Off Road Path
Safe

Bicycle: Dedicated Protected Lane @ Intersection
Safe

Crosswalks: Marked Pavement / Large Landings
Safe
Crosswalks: Mid block Crossings
Safe

Crosswalks: Median Refuge
Comfortable Sidewalks: Protected by Vegetation
Comfortable

Sidewalks: Wide / Protected and Ped Scale
Comfortable Sidewalks: Materials / Public & Private Realm
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Starter Ideas: Short Range (Flexible Phasing)
UCF Area Pedestrian Safety Study

Starter Ideas: Short Range (Flexible Phasing)
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Starter Ideas : Short Range (Flexible Phasing)
Corridor Transformation
UCF Area Pedestrian Safety Study
UCF Area Pedestrian Safety Study

Enhancing Network Connectivity
UCF Area Pedestrian Safety Study

Enhancing Network Connectivity
Enhancing Network Connectivity
# UCF Area Pedestrian Safety Study

## Schedule

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Moving Forward

- Advance Starter Ideas
- Develop Conceptual Improvement Plan Alternatives
- Prepare Estimated Costs for Improvement Plan Alternatives
- Identify Recommended Improvement Plans
- Review & Discuss Recommended Improvement Plans
- Finalize Recommended Improvement Plans