

SAFE STREETS NOW



VISIONZERO

ONE TRAFFIC DEATH IS TOO MANY

Public Messaging – “Engaging the Community in Change”

“We are the Transportation Dept. and we’re here to help.”

The conventional approach: “You have a problem and this is what we are going to do.”

VS

“We understand from the community that you have concerns and we need your perspective on the issues and solutions.”

Modern Roundabouts vs Traffic Circles

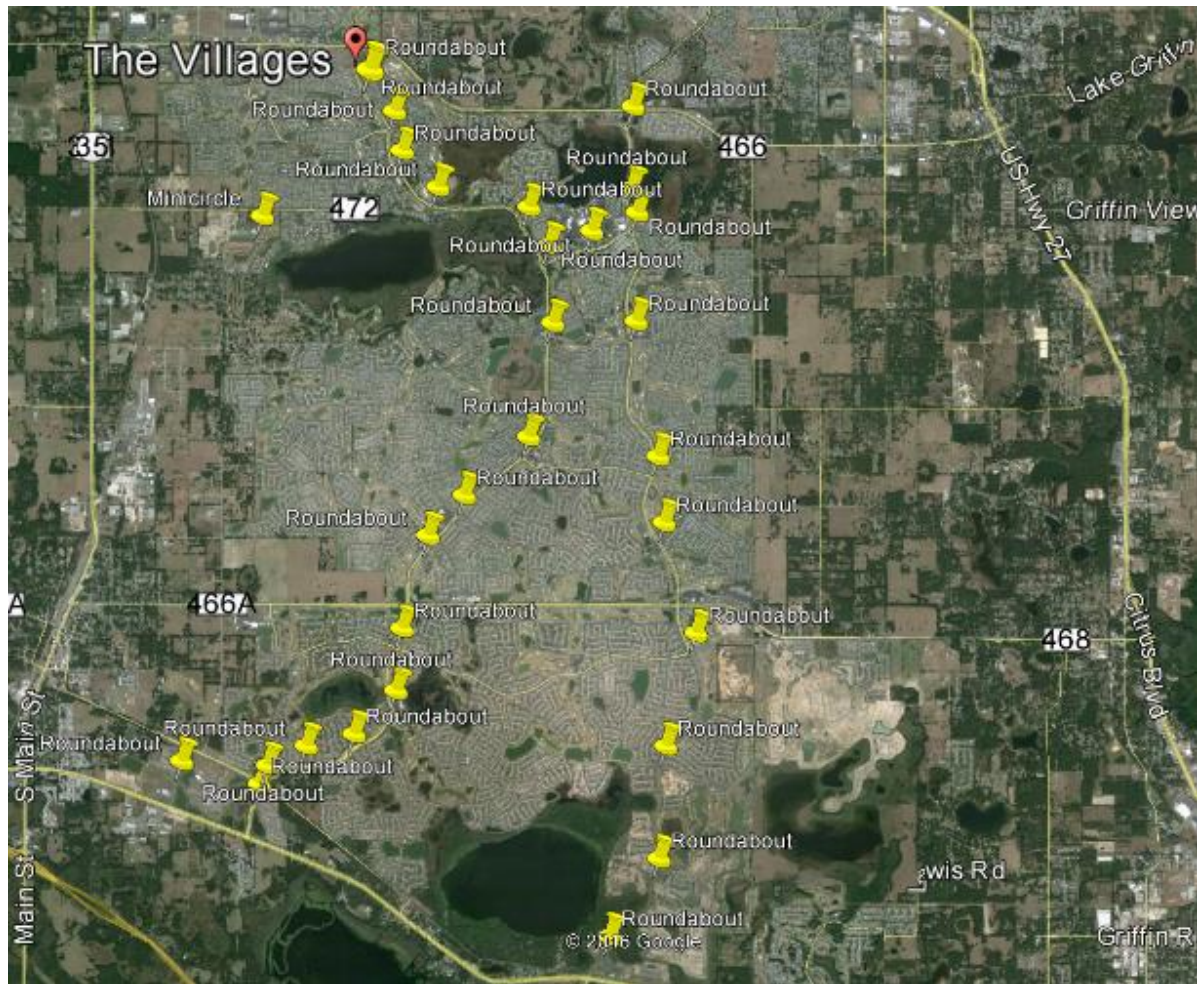


Kingston, NY

THIS IS A TEST!

- How many of you take a different route each time you leave your home to go to work?
- If you were to approach a one-way street, where cars are travelling from right to left, how would you decide to move into the road?
- Now that you know how to drive a roundabout, how many times would you have to drive through it to be comfortable?
- What is the biggest problem with modern roundabouts?

“Older Users”



The Villages

Education

Driving is easy

- Same as entering a one-way street from a driveway
- Yield at entry to circulating traffic
- Yield to pedestrians and bicyclists

Multilane Roundabouts

- Use the left lane to turn left, right lane to turn right, all lanes go straight
- Stay in your lane within the roundabout
- Assume trucks need more space in the circulating roadway

Benefits

Improve Safety

- > 90% reduction in fatalities
- 76% reduction in injuries
- 35% reduction in all crashes, 10-40% reduction in vulnerable user crashes
- Not impacted by power outages

More Efficient

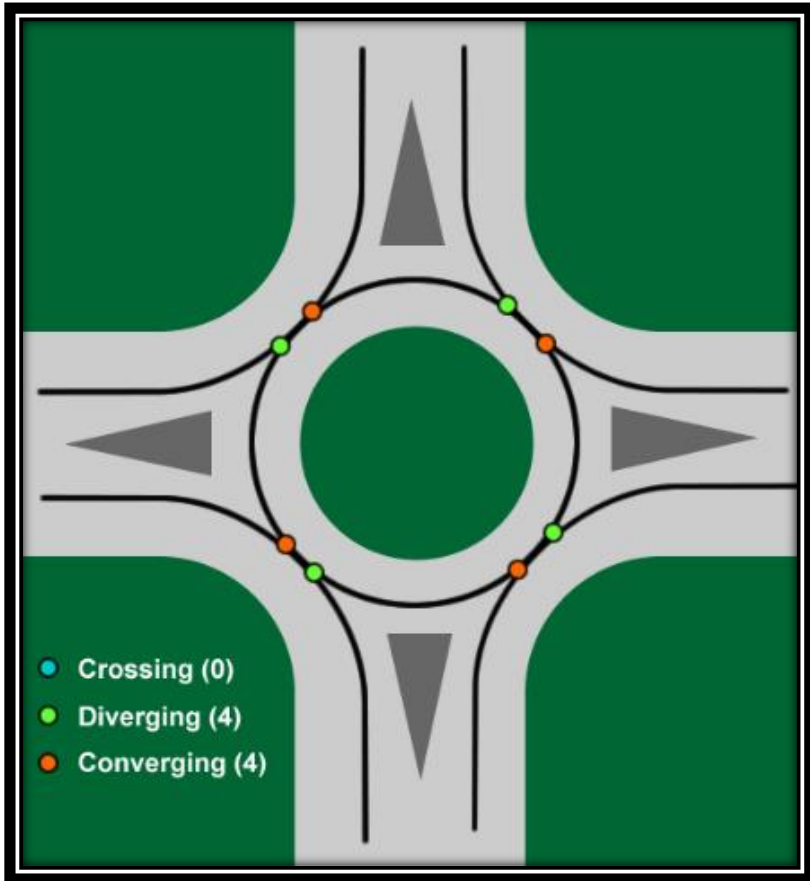
- Less delay (30-50% more efficient)
- Reduced stopping, therefore less pollution
- Not impacted by power outages



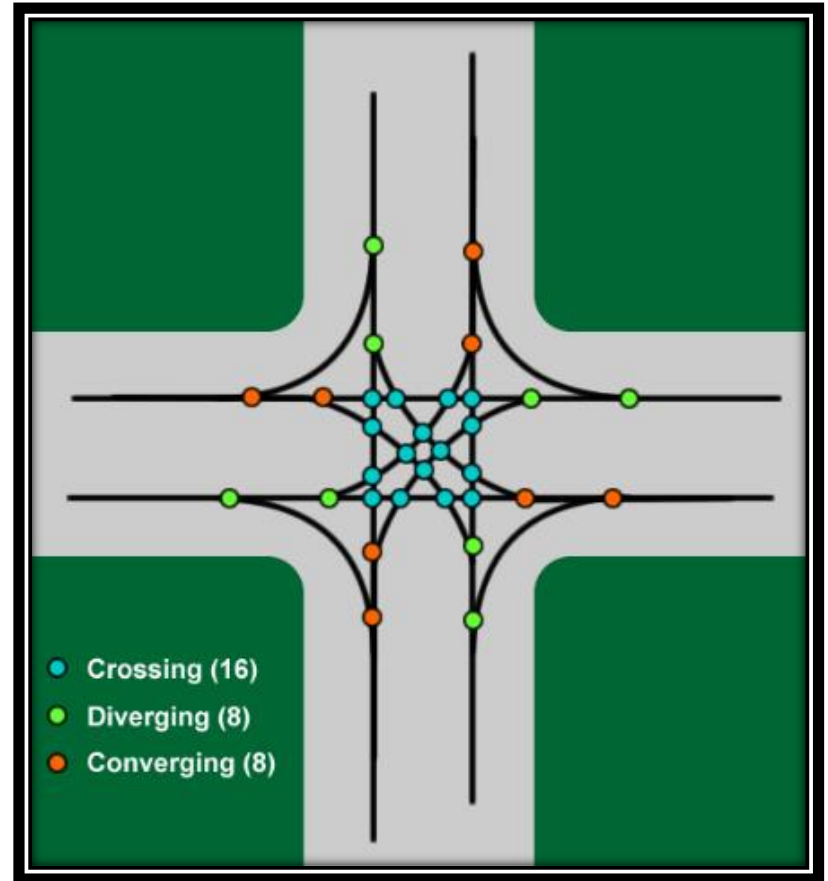
Cost Effective

- Installation, maintenance and operations (no signals)
- Reduced pavement
- Reduced right of way (single lane)

Safety: Vehicle to Vehicle

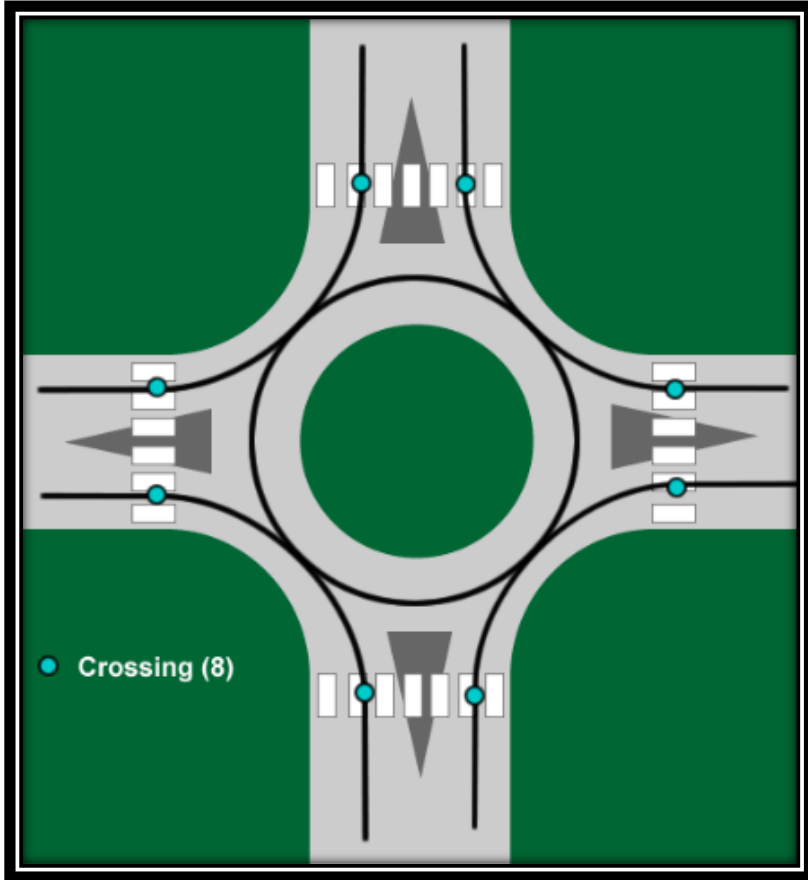


8 Conflict Points

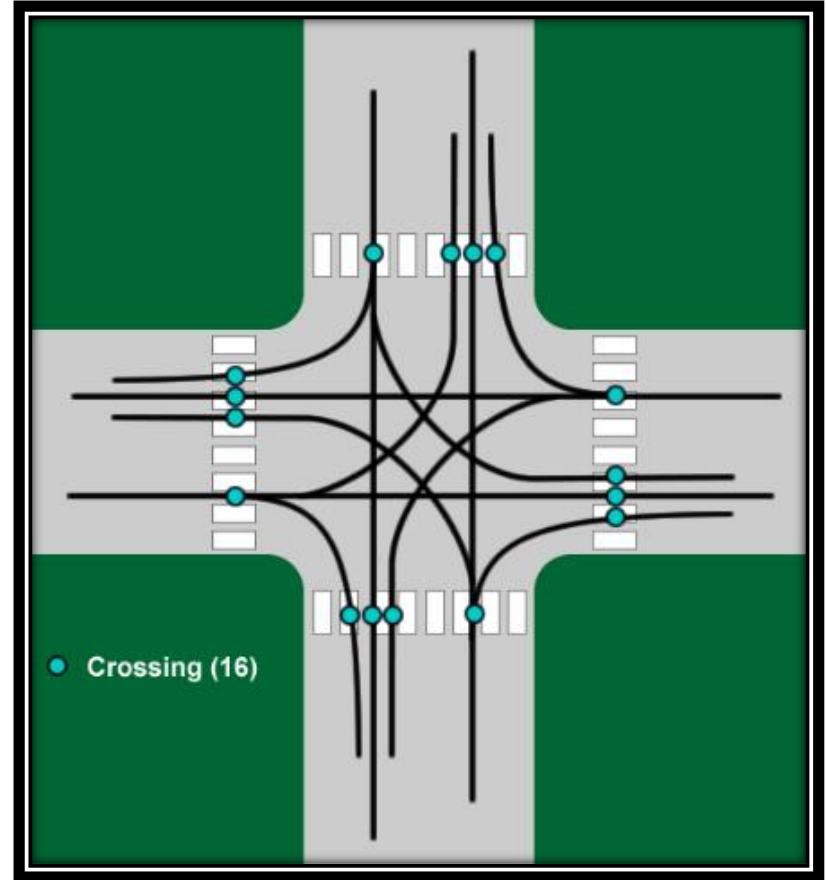


32 Conflict Points

Safety: Vehicle to Pedestrian



8 Conflict Points



16 Conflict Points

FHWA Proven Countermeasures for Safety



Roundabouts



Corridor Access Management



Backplates with Retroreflective Borders



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Enhanced Delineation and Friction for Horizontal Curves



Safety Edges_{SM}



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas

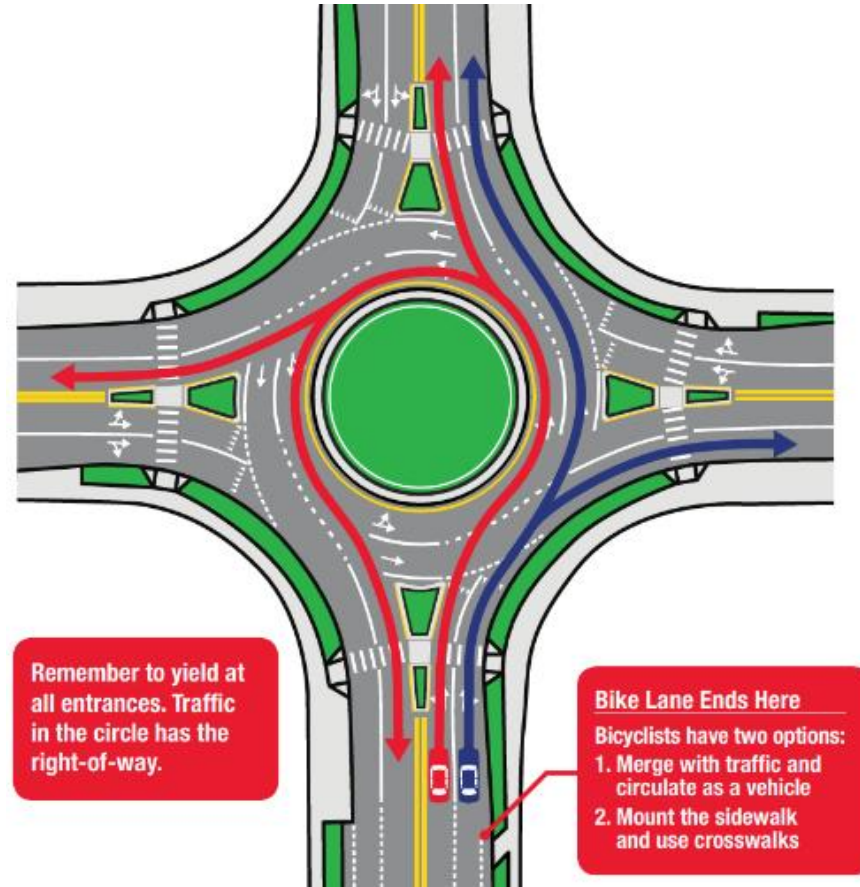
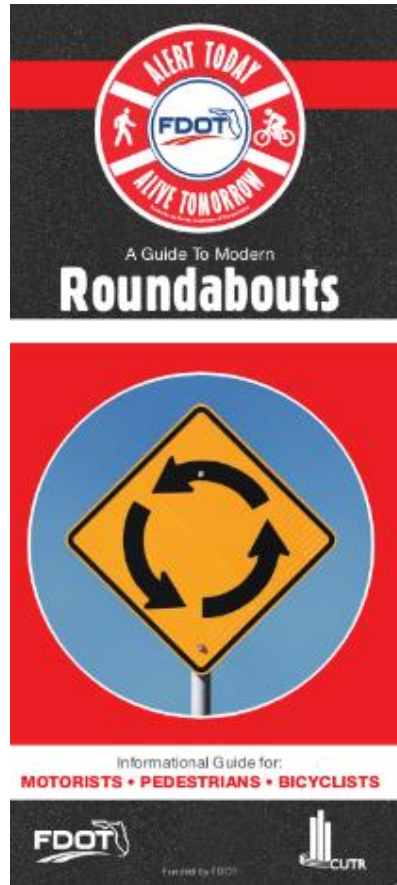


Pedestrian Hybrid Beacon



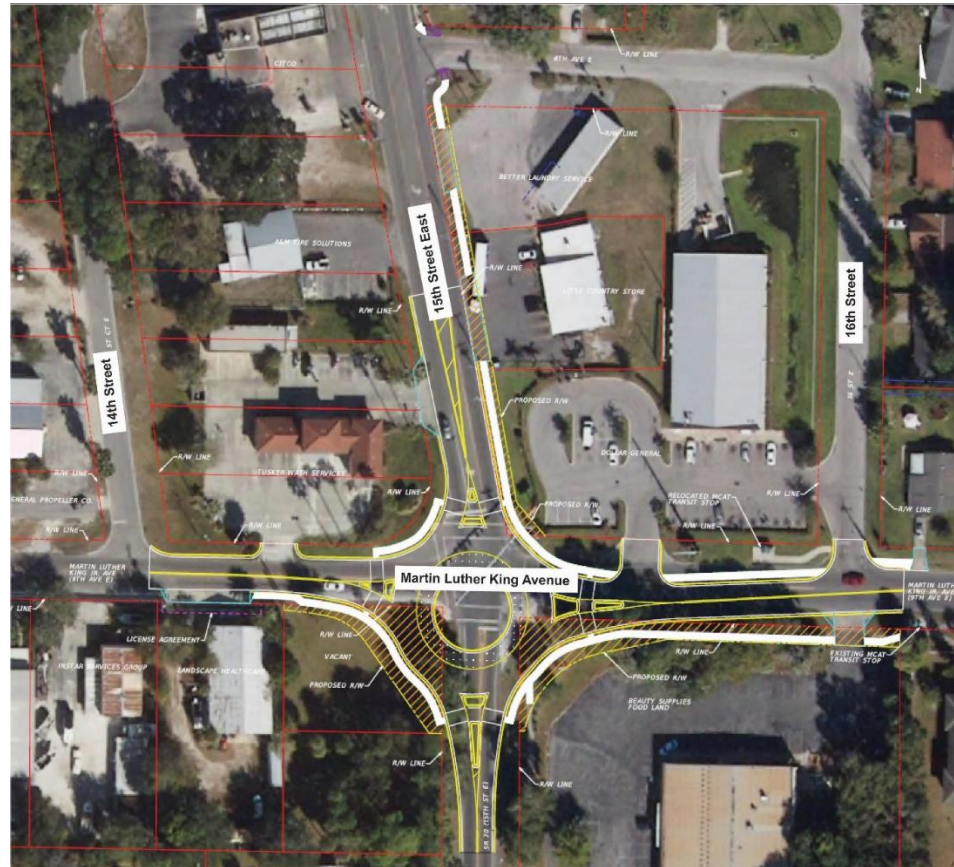
Road Diet

FDOT Education Tools



https://www.alerttodayflorida.com/resources/Tip%20Cards_%26%20Brochures/FINAL_ATAT_Roundabout_Tipcard_2015.pdf

Martin Luther King Jr. Boulevard and 15th Street East Intersection Improvement Project



A successful outcome!!

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