

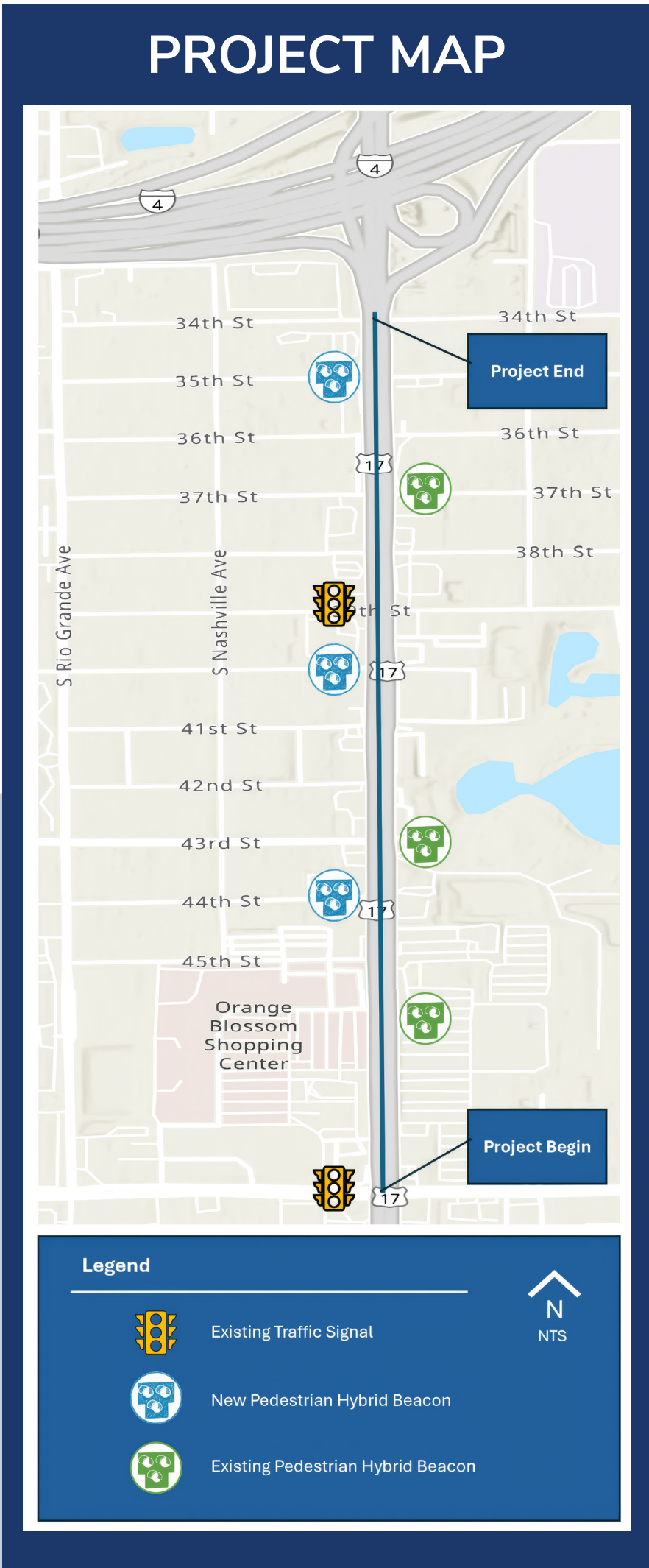
ORANGE BLOSSOM TRAIL PEDESTRIAN SAFETY PROJECT



PROJECT HISTORY

ORANGE BLOSSOM TRAIL

Project Length	Approximately 1 mile
Facility Type	Six lane divided arterial
Annual Average Daily Traffic	51,000 vehicles per day
Land Use Context	Urban commercial
Public Transportation Routes	12 bus stops served by multiple bus routes
Average Distance Between Marked Crosswalks	Over 1,000 feet
Pedestrian and Bicycle Crashes (2014-2021)	88 Pedestrian 29 Bicycle Crashes 16 Fatalities



HISTORY OF INCREMENTAL IMPROVEMENTS

2007	Install 3 midblock crossings
2012	Change Two-Way Left-Turn Lane to raised median
2014	Posted speed limit reduced from 45 to 40 mph
2020	Pedestrian Hybrid Beacons (PHB) installed at existing crossings

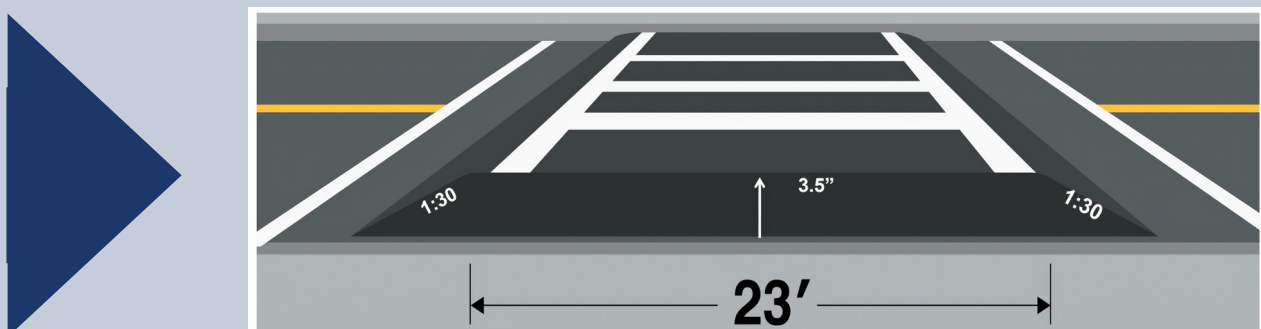
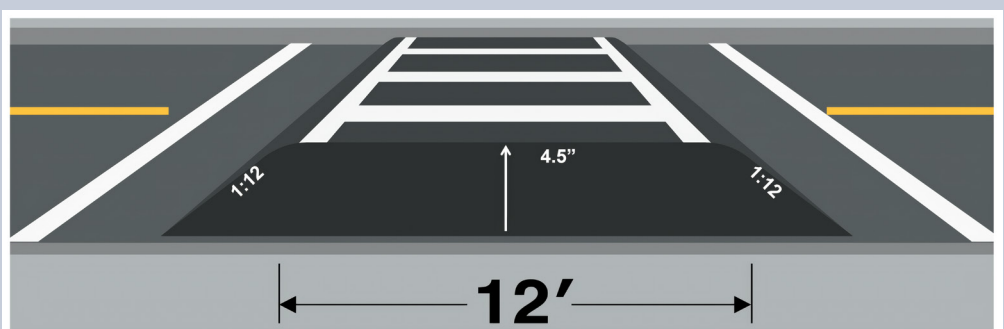
Prior to construction pedestrian and bicycle fatalities & serious injuries were averaging 6/year, post construction the it is down to 1/year.

PROJECT IMPROVEMENTS

TOTAL PROJECT COST	\$9 million (Completed in October 2023)
PROJECT LOCATION	US 441/S. Orange Blossom Trail from Holden Avenue to 34th Street, Orlando, Florida
PROJECT DESIGNER	Lori Trebitz, P.E.

RAISED CROSSWALK DESIGN

Through stakeholder coordination, the raised crosswalk design was modified from a typical 1:12 slope to 1:30 to better accommodate buses along the corridor.



PROJECT HIGHLIGHTS



Crossing opportunities approximately every 635 feet



Median pedestrian fencing and enhanced landscaping



In-lane pedestrian warning markings



In-pavement warning lights



Raised crosswalks with PHBs & in-pavement warning lights



Side street No Right Turn blank-out signs when PHBs activated



Speed feedback signs



Enhanced lighting

- Added 3 more midblock crosswalks with PHBs (6 total midblock crosswalks with PHBs)
- Raised all 6 midblock crosswalks and included in-road warning lights at crossings
- In-lane pedestrian warning markings
- Pedestrian fencing in median
- Side street No Right Turn blank-out signs when PHBs are activated
- Speed feedback signs
- Lane narrowing
- Enhanced corridor lighting
- Enhanced landscaping
- Speed limit reduced to 30 mph

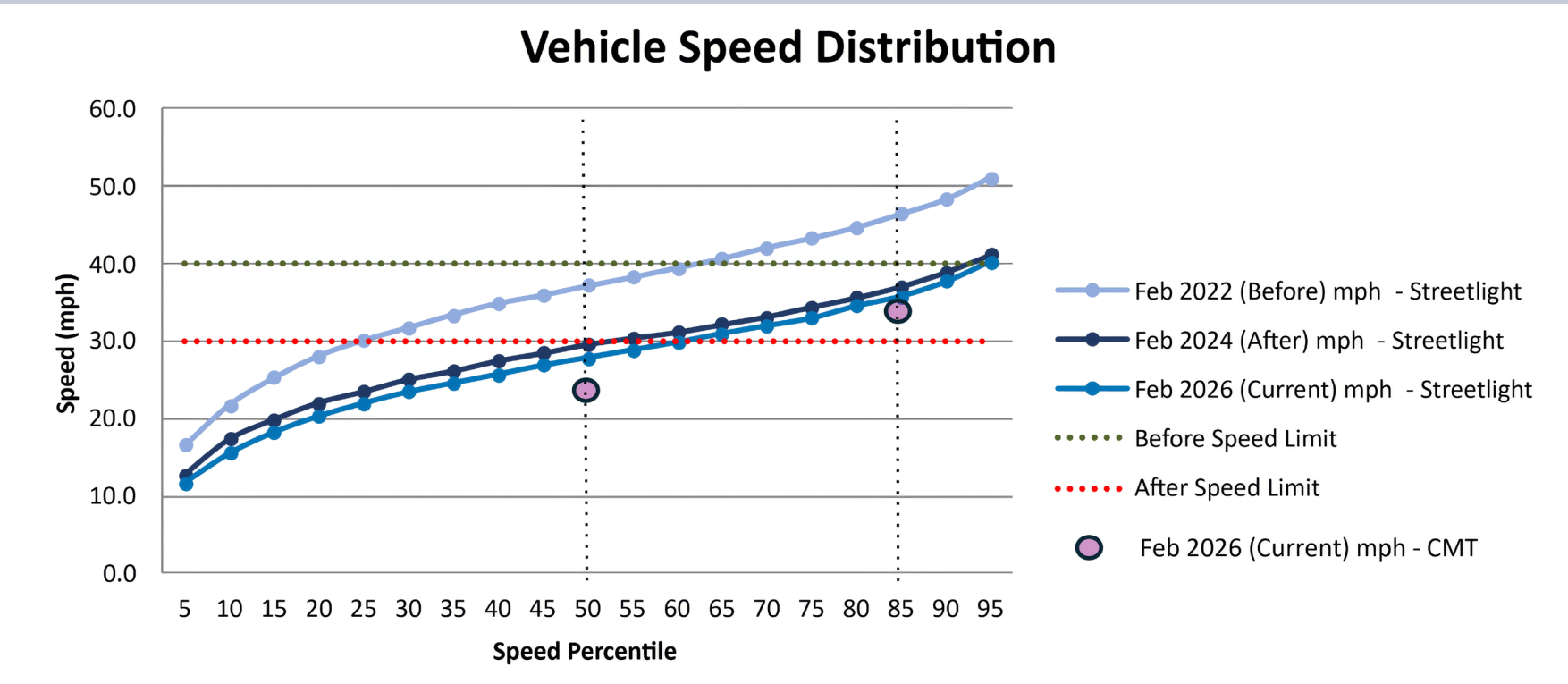
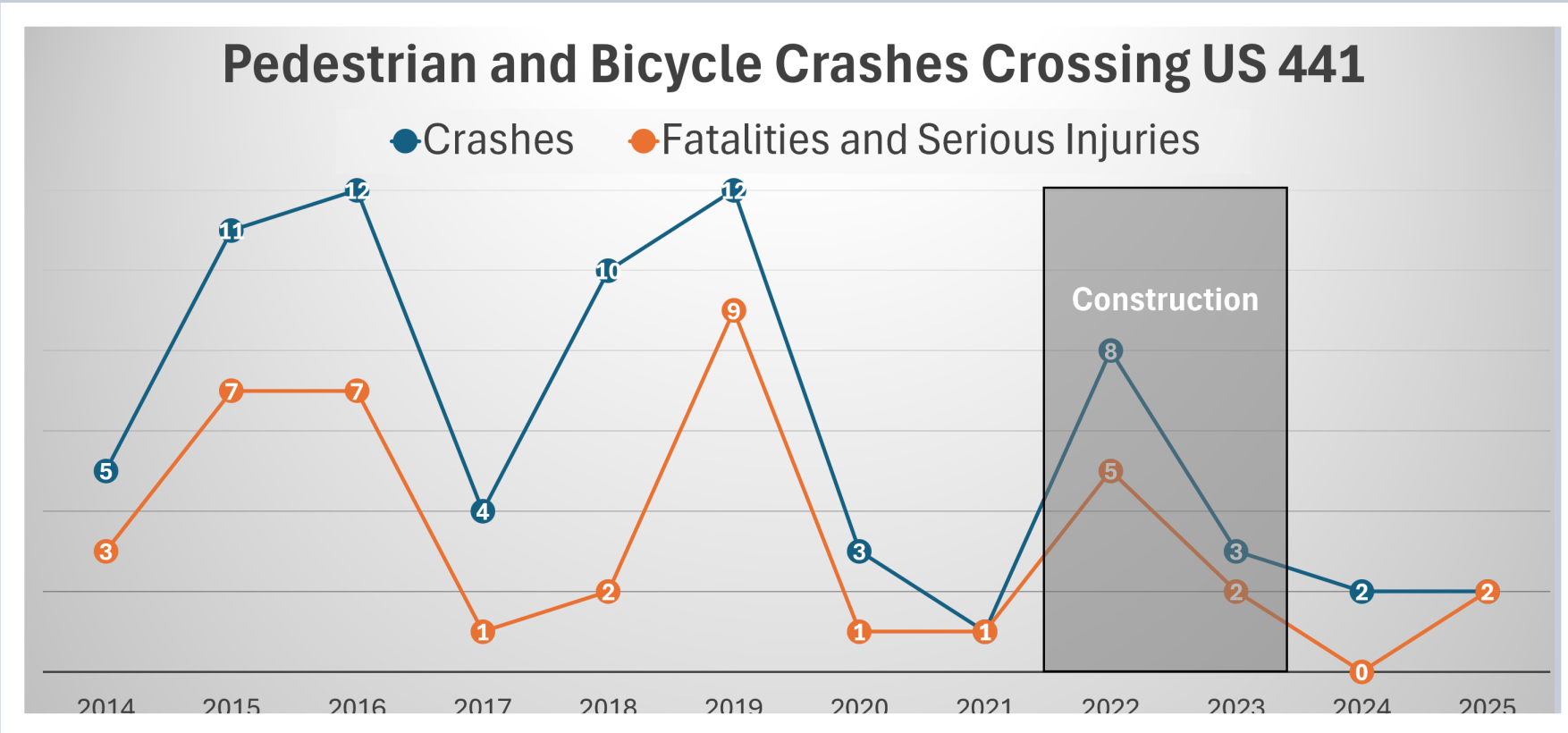
Scan the QR Code to watch a video about the project.



PROJECT OUTCOMES

SINCE COMPLETION:

- Pedestrian and bicycle crashes reduced 70%
- Average distance between crosswalks reduced from over 1,000 feet to 635 feet
- Demonstrated reductions in vehicular operating speeds



DATA NOTES & LIMITATIONS

StreetLight InSight® speeds are derived from a sample of probe vehicles (GPS/location-based service data) and represent an estimate, not a full census of roadway traffic. Figures reflect All Days (including weekends) and All Day (24-hour) conditions, not a weekday-peak-only comparison. A supplemental peak-hour-only analysis could sharpen the picture for typical commute-hour changes. The 2 southbound segments at the 34th St. are very short gates (0.06 mi and 0.01 mi). Their speed estimates should be treated as less stable than the longer segments given the shorter distance over which speed is measured. Data periods: February 1–28, 2022 (Before) and February 1–29, 2024 (After).