



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

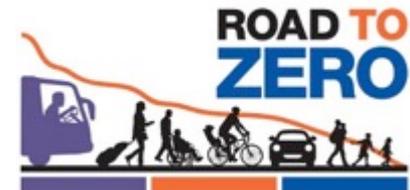
Creating safer streets with demonstration projects



The webinar will begin at 2:30PM ET

Safe Streets Academy

- Technical assistance program funded by Safe System Innovation Grant from Road to Zero
- Competitive application process to choose three jurisdictions
 - City of Orlando, FL
 - Lexington-Fayette Urban County Government, KY
 - City of South Bend, IN



Safe Streets Academy

- Series of three workshops and six distance learning modules
 - Proven safety countermeasures
 - Creative placemaking
 - Community engagement
- Peer-learning model with interactive exercises
- **Practical component:** plan and implement a safety demonstration project

Today's webinar

Safety Demonstration Projects

Case studies from Orlando, FL, Lexington, KY, and South Bend, IN



Billy Hattaway
Orlando, FL

Scott Thompson
Lexington, KY

Jitin Kain
South Bend, IN

Q&A
Type your questions
in the chat box



Orlando, FL demonstration project

Curry Ford Road

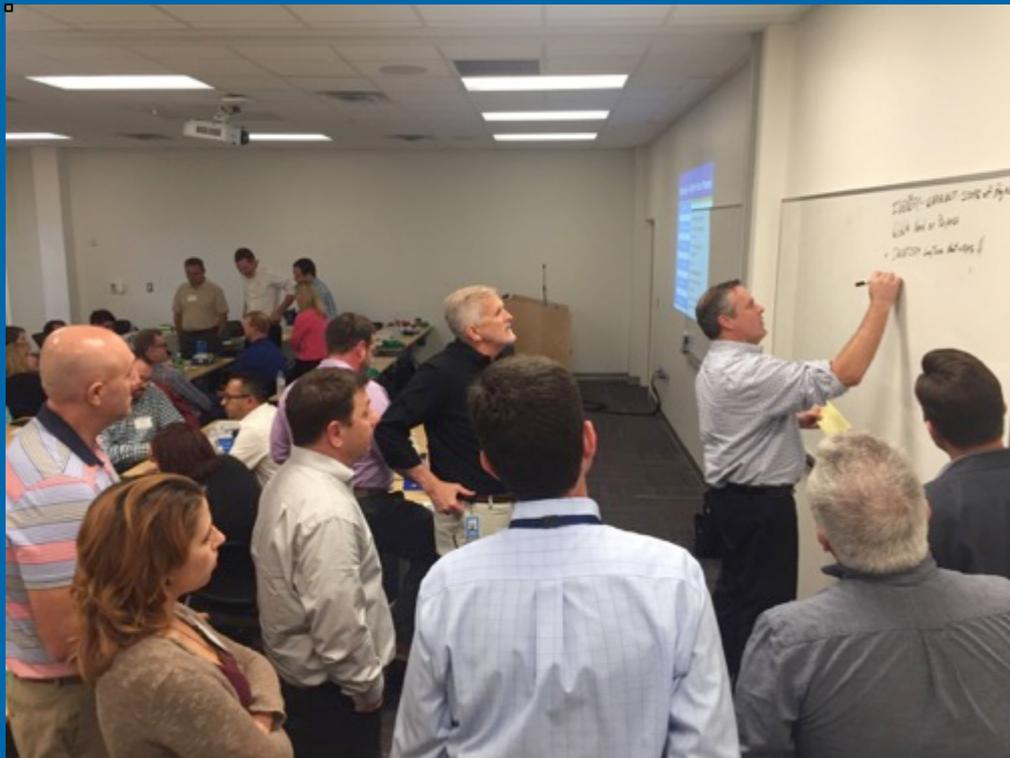
Safe Streets Academy: Creating Safer Streets

Billy L. Hattaway, P.E. Transportation Director

CURRY FORD ROAD DEMONSTRATION
June 12, 2018



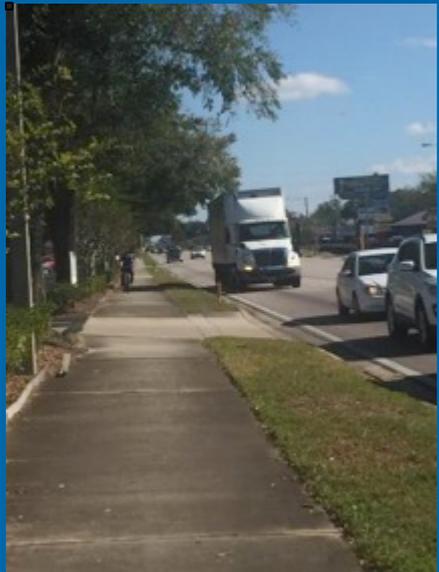
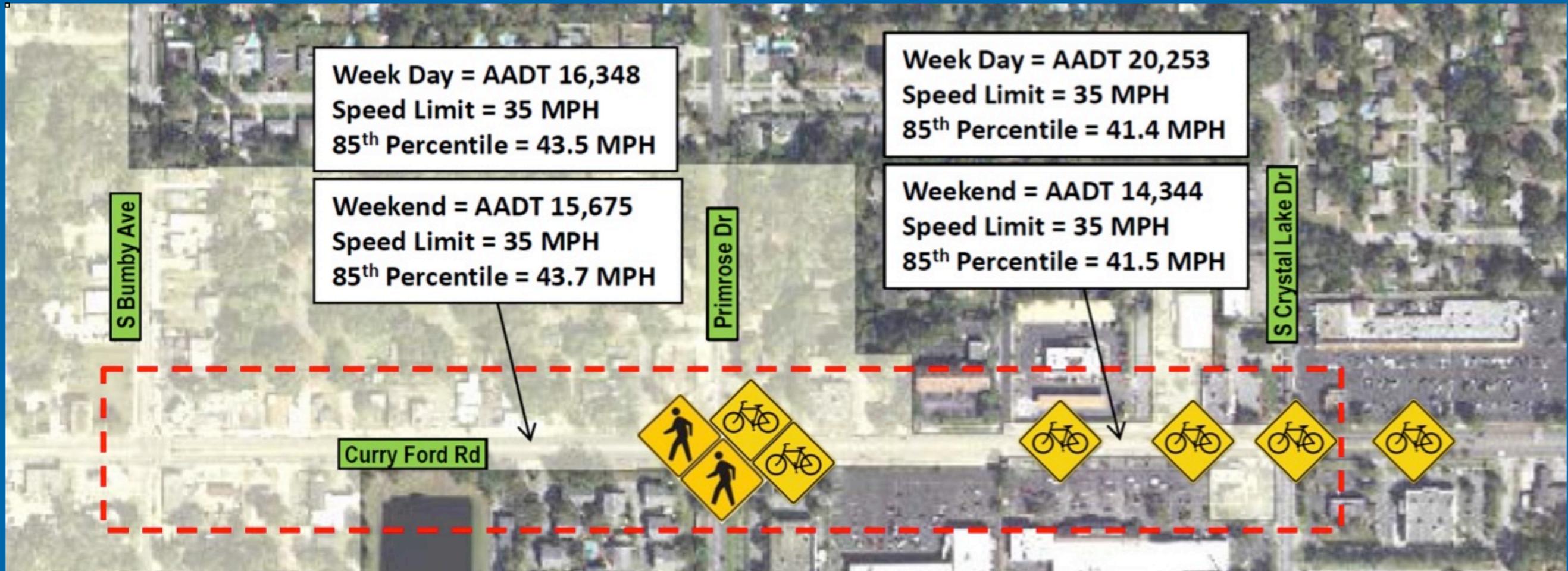
Curry Ford Road



City staff identified Curry Ford Road from South Bumby Avenue to South Crystal Lake Drive as our demonstration candidate because:

- ✓ Corridor exhibited high level of bicycle & pedestrian crashes.
- ✓ Traffic volumes did not warrant current five-lane configuration.
- ✓ Vehicle speeds are not safe for pedestrian & bicycle activities.

Existing Conditions



Legend

Crash Type

- Pedestrian
- Bicycle
- Project Limits
- Unincorporated Orange County



Community Outreach



ORLANDO SAFE STREETS INITIATIVE

Curry Ford Demonstration Project

Orlando has been chosen as one of three cities to participate in the first-ever National Complete Streets Coalition's Safe Streets Academy. Together, engineers, planners and related professionals will identify ways to make streets safer for all users while creating a fun destination that residents and businesses can both enjoy and benefit from.

PROJECT LOCATION

This project will take place along Curry Ford Road between Bumby Avenue and Crystal Lake Drive.

Temporary Project Impacts

- Reducing travel lanes
- Adding bicycle lanes
- Installing crosswalks

TIMELINE

Temporary safety features will be installed during the last week of March and will remain in place for four weeks.

QUESTIONS?

For more information, visit cityoforlando.net/safeststreets

City's Transportation Engineering Division
407.246.2281
traffic.studies@cityoforlando.net



FIND OUT MORE AT THE COMMUNITY MEETING

Hosted by Commissioner Sheehan in coordination with Orange County Government and Commissioner Clarke
Thursday, February 22, 2018
6:30 to 8 p.m.
Dover Shores Community Center
1400 Gaston Foster Road
Orlando, Florida, 32812



February 22, 2018

Safe Streets Academy Demonstration Project

DRAFT

Existing Conditions

Curry Ford Road is an east-west corridor that extends from Hovenden Avenue in the vicinity of Downtown Orlando to S. Wabaya Trail in East Orlando. The segment of Curry Ford Road identified for the implementation of the demonstration project is between S. Bumby Avenue to the west and S. Crystal Lake Drive to the east. This corridor segment is under Orange County jurisdiction. City of Orlando staff is facilitating the necessary intergovernmental coordination for the successful implementation of the project.

Proposed Concept

The proposed concept to implement during the demonstration along Curry Ford Road is intended to increase safety, lower driving speeds, better accommodate pedestrians and cyclists along the corridor, and encourage driving behavior that is acceptable to neighbors and sensitive to its context.

The proposed treatments include:

- Mid-block crossings (with median refuges for pedestrians)
- Separated bike lanes (buffered/protected)

Separated Bike Lane

Separated bike lanes are conventional bike lanes paired with a designated buffer separating the bicycle lane from the moving traffic. The buffer space is proposed to include vertical delineations and/or planters as a form of physical protection between the bike lane and moving traffic. In addition to this, colored pavement (green and temporary markings) are proposed to be used to further define and enhance visibility of the bicycle space. This configuration results in a protected environment for cyclists providing a greater sky distance between motor vehicles and the cyclist. Some advantages include increased bicyclist perceived safety and comfort, reduced conflicts with automobiles, and slower vehicle speeds. This treatment appeals to a wider cross section of bicycle users (all levels and ages), and has proven to encourage more bicycling after implementation.

Mid-Block Crossing

Pedestrian crossings increase awareness of pedestrians actively crossing the street. This plan proposes two-panel medians used in conjunction with a pedestrian crossing. The proposed treatment provides a refuge for pedestrians crossing the street. With this treatment, pedestrians can look one way, cross to the refuge, look the other way, and then cross the other half of the street. This, crossing the street becomes simpler and safer for all users. The temporary in-lane staff would incorporate an artistic design in order to increase visibility.

Medians help motorists focus on the rear and visible distances as opposed to long distances, which help them close down to safe speeds. They also help reduce unsafe overtaking/lagging driving behavior.

Communications/Community Outreach

- ✓ City Commissioners/Mayor/Senior Staff briefing
- ✓ Eighteen Condominium/Homeowners Associations
- ✓ City staff personally visited businesses on corridor
- ✓ Information posted on City's social media accounts, website and Nextdoor
- ✓ Project information was shared with Orange County Commissioner & Communications staff
- ✓ Interviews with Television, Radio & Newspaper media

February 22, 2018 Community Meeting



March 18 Concept Plan



Installation April 2-6, 2018



Installation April 2-6, 2018



Bicycle & Pedestrian Safety Fair



ORLANDO SAFE STREETS INITIATIVE
Curry Ford Demonstration Project

CURRY FORD COMMUNITY BICYCLE AND PEDESTRIAN SAFETY FAIR

SATURDAY, APRIL 14, 2018
9:30 A.M. TO 12:30 P.M.

Curry Ford Family Dollar Shopping Center
2850 Curry Ford Road, Orlando, FL 32806



This community event, hosted by the City of Orlando and Orange County, will focus on bicycle and pedestrian safety by providing demonstrations, interactive drills, helmet fittings, and giveaways. Citizens are encouraged to walk or ride their bikes to the event.

Curry Ford Road is undergoing a temporary transformation to make the corridor safer and more accommodating for all modes of travel. This includes a reduction in travel lanes and the addition of bicycle lanes and mid-block pedestrian crossings. Staff-guided tours of the corridor will be available throughout the day during the community event.

For more information about the Curry Ford Project and Orlando's Safe Streets Initiative, please visit our website: cityoforlando.net/safeststreets.



Bicycle & Pedestrian Safety Fair



Bicycle & Pedestrian Safety Fair



Performance Measures

Community Goals:

- ✓ Safety
- ✓ Connectivity
- ✓ Equity
- ✓ Education
- ✓ Livability
- ✓ Quality of Life
- ✓ Health
- ✓ Economic Development

Objectives Accomplished:

- ✓ Reduced Average Daily Traffic
- ✓ Reduced Average Vehicle Speeds during off-peak times
- ✓ No significant diversions to neighborhood streets
- ✓ Improved pedestrian access with mid-block crossing
- ✓ Increased pedestrian access and for persons with disabilities (ADA)
- ✓ Added dedicated buffered bicycle lanes
- ✓ Increased access to community amenities
- ✓ Distributed informational materials regarding bicycle and pedestrian safety
- ✓ Improved comfort level and perceived safety for bicycling

Lessons Learned

- ✓ Engage the local residential and business communities early
- ✓ Include your community champions in your team
- ✓ Explain upfront the goals to achieve and don't give up
- ✓ Emphasize the value of safety over speeding and measure success by how complete the street should be
- ✓ Mixed perspectives from commuters & neighborhood are challenging
- ✓ No matter what, there will always be opposition to changes
- ✓ Collect data to show facts instead of perception
- ✓ People will exaggerate!



City of Orlando Project Team

Cade Braud
Jason Burton

Chris Cairns

Gus Castro

FJ Flynn

Billy Hattaway

Lisa Rain

Lieutenant Rich Ruth

Ian Sikonia

Emily Thompson

Transportation Engineering

Economic Development

Transportation Engineering

Transportation Planning

Transportation Administration

Transportation Administration

Public Works

Orlando Police Department

Transportation Planning

Transportation Planning

**Thanks to Smart Growth America &
National Complete Streets Coalition!!**



Lexington, KY demonstration project

Bryan Avenue intersections



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

Safe Streets Academy

Lexington Demonstration Project



LEXINGTON

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Lexington Demonstration Project

Limestone Cycle Track

An all ages and abilities bikeway through the heart of downtown Lexington.

About this project

- Two-way separated bike lane from Vine St to Loudon Ave
- Would provide connections to Town Branch Commons, Phoenix Park, the Central Library, and the Fayette County Courthouse
- Opportunity to re-purpose underutilized vehicle and parking lanes to create a low-stress bicycle facility

Existing Conditions



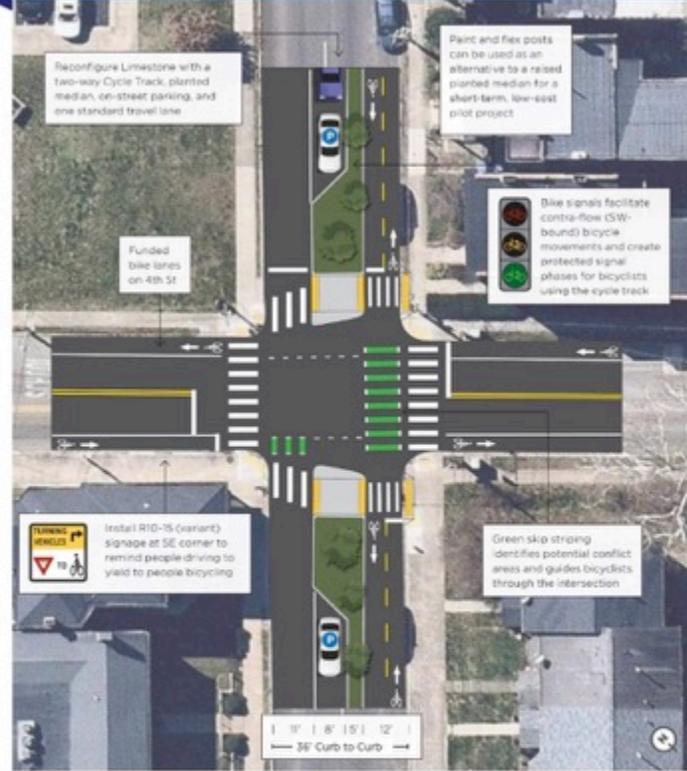
8' 12' 12' 12'
44' Curb to Curb

Opportunities + Constraints

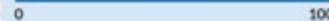


7-16 | Lexington, KY

Proposed Improvements: N Limestone at 4th St



Priority Score: 100



Estimated Cost:
\$100,000

Limestone Cycle Track

Limestone Cycle Track



LEXINGTON

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Connecting our regions 7-17

Lexington Demonstration Project

Town Branch Commons Access Points



Improving connections to one of the region's signature active transportation and recreation projects.

About this project

- Improvements at three key north-south connections to Town Branch Commons
- Leverages existing funding to advance the active transportation system
- Prioritize low-stress facility connections for users of all ages and abilities

Existing Conditions



Providing a connection to faces MLK to Town Branch Commons (on Vine St) requires overcoming a significant grade change from the MLK overcrossing.

Opportunities + Constraints



Proposed Improvements: Town Branch Commons Access Prioritization



1. The alley next to MLK Boulevard between Main Street and the town branch commons is recommended as the primary connector between the two universities and Town Branch Commons.
2. A raised cycle track along Mill Street, between Vine Street and High Street is recommended. While this serves an important connection, the steep grade makes it challenging.
3. Rose Street is to have shared-lane markings, as a third route option for those accessing Town Branch Commons.

Town Branch Commons Access Points

Town Branch Commons Access Points

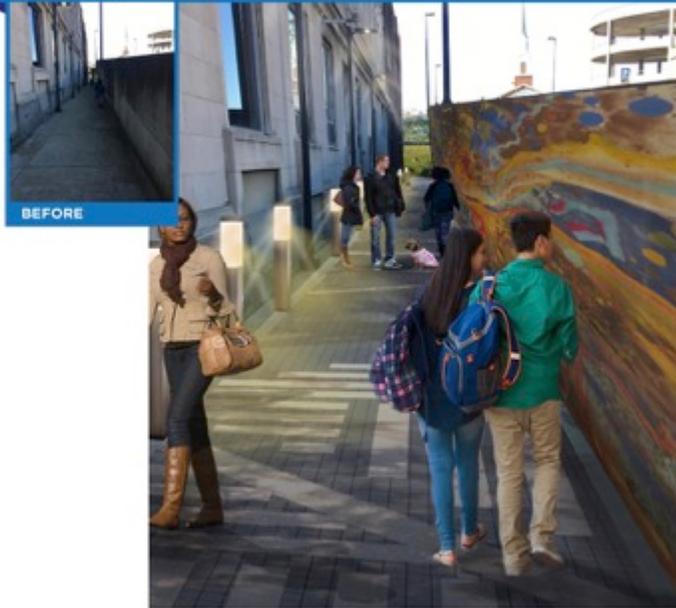
Lexington Demonstration Project

Town Branch Commons Access Points (continued)



Improving connections to one of the region's signature active transportation and recreation projects.

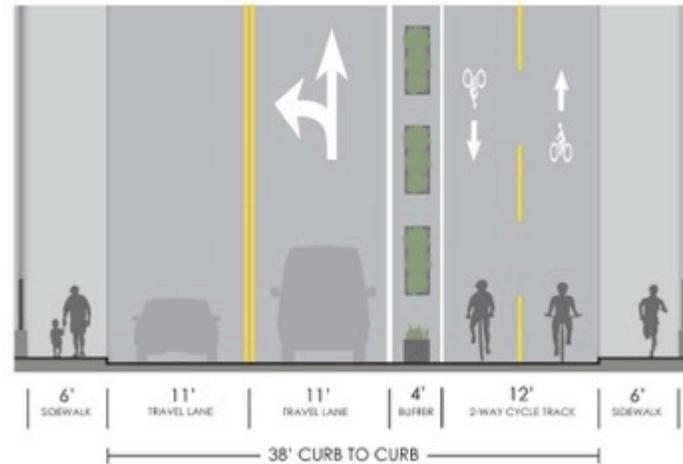
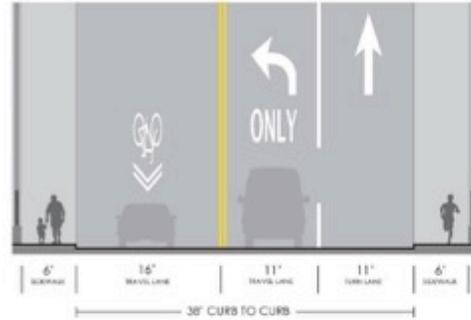
Proposed Improvement: Alley connection at MLK and Main



Estimated Cost: \$127,900

Town Branch Commons Access Points

Martin Luther King Blvd between High Street and Main Street



Town Branch Commons Access Points

Town Branch Commons Access Points

Lexington Demonstration Project



PLAN - DEMONSTRATION PROJECT AREA



LEXINGTON

**CITIZENS ENVIRONMENTAL
ACADEMY**



**COMMUNITY
DEVELOPMENT
CORPORATION**



Lexington Demonstration Project

Combined efforts and concept design with the Citizens Environmental Academy

- Citizens' Environmental Academy is designed to inform and engage Fayette County residents in environmental issues related to the work of Lexington's Department of Environmental Quality and Public Works.
- The program culminates with participants putting their knowledge to work by implementing projects related to the content of the academy.
- Each participant will be given an allowance of up to \$2,500 to contribute toward the project of their choice.



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Lexington Demonstration Project

Community Engagement

Connecting
people
THE EIGHT
to places



LISTENING SESSION

A tactical urbanism demonstration project developed through the combined efforts of Lexington's Environmental Academy Team, Lexington's Safe Streets Academy Team and the Noli CDC

Volunteers from Lexington's Citizen's Environmental Academy want your help to improve transportation and enhance public spaces in and around Bryan Ave, North Limestone, Loudon Ave, and Castlewood Park.

Community members and organizations have partnered with the Lexington's Safe Streets Academy, a program of Smart Growth America, which seeks to develop strategies for improving safety for all users on the street. We need neighborhood and resident input to analyze and re-imagine portions of Bryan, Loudon, and Maple Avenues, between N. Limestone and Castlewood Park, so it is safer to walk and bike.

Our goal is to invite community feedback on opportunities and challenges of transportation within the design area. Funding from both national and local competitive grants will enable this project to result in a month-long "pop-up" streetscape installation that temporarily converts portions of the roadway into bicycle and pedestrian-accessible spaces during the month of April.

Today's meeting is a listening session designed to gather information about the project area from the people who live, work and play here. Thank you for taking some time to share your thoughts and ideas as well as answer a few questions.



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Lexington Demonstration Project

Community Engagement

WHICH DO YOU PREFER ?
Place a green dot on the bike facility you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES

WHICH DO YOU PREFER ?
Place a green dot on the intersection you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES

WHICH DO YOU PREFER ?
Place a green dot on the crosswalk you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES

WHICH DO YOU PREFER ?
Place a green dot on the sidewalk you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES

WHICH DO YOU PREFER ?
Place a green dot on the storm inlet you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES

WHICH DO YOU PREFER ?
Place a green dot on the tactical urbanism you like the best and a red dot ones you like the least... (Please write 2 dots per choice)

PEOPLE.....connecting to.....PLACES



CITIZENS ENVIRONMENTAL ACADEMY



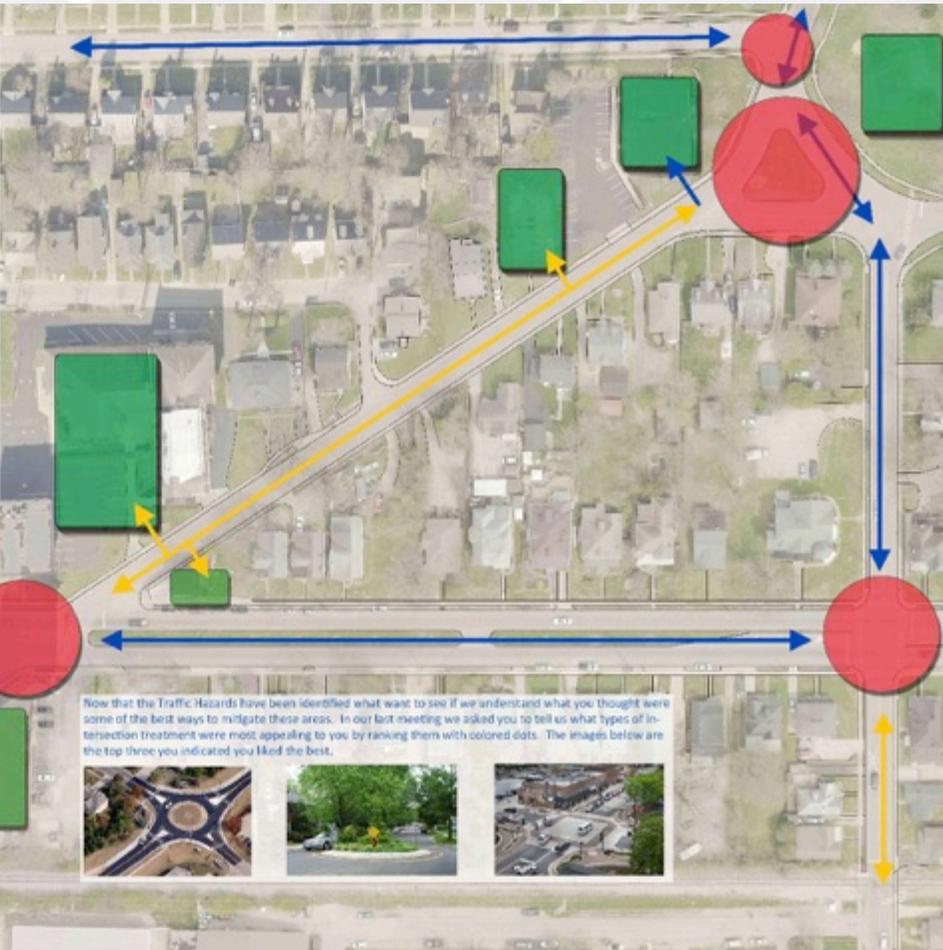
Lexington Demonstration Project

Community Engagement

PLACES YOU GO AND THE PROBLEMS GETTING THERE.

You marked locations on the map to tell us what makes you stay in the Eight and what are the barriers to getting there on a small scale. Here is what that looks like if we break that into larger areas that will help us focus on safety needs as well as being considerate of the destinations that are served in the area.

- TRAFFIC HAZARDS
- DESTINATIONS
- ↔ PASS THROUGH
- ↔ STAYING ZONES



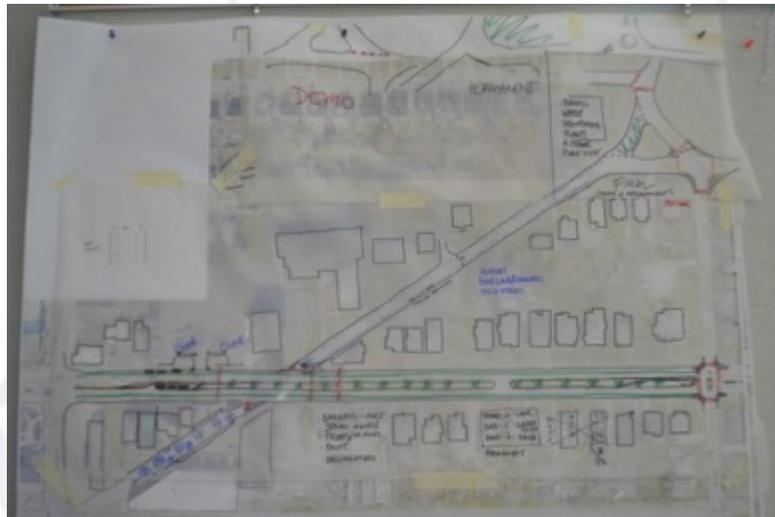
SECTION - LOUDON AVE

PEOPLE.....connecting to.....PLACES

PEOPLE.....connecting to.....PLACES

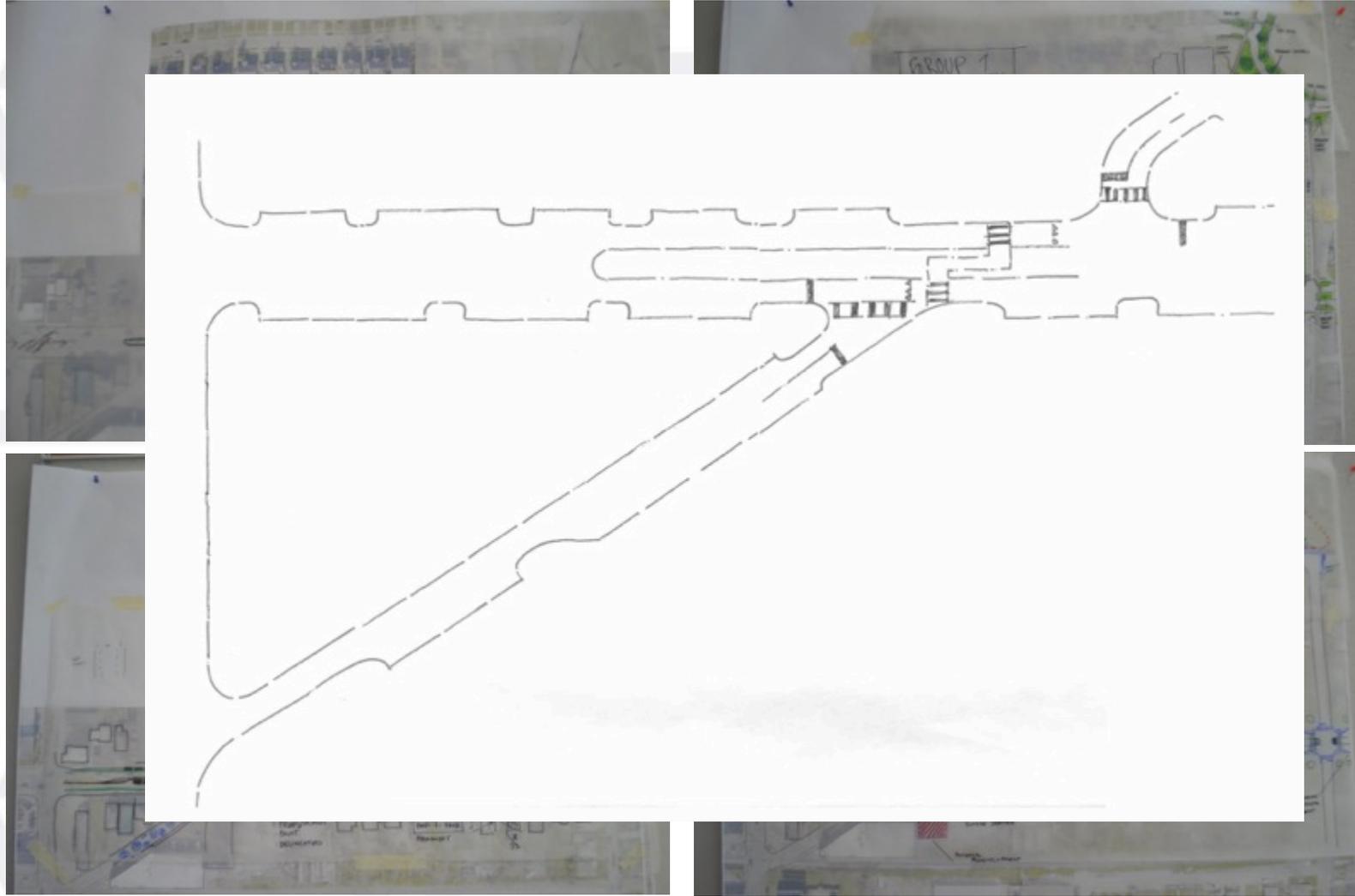
Lexington Demonstration Project

Project Evolution



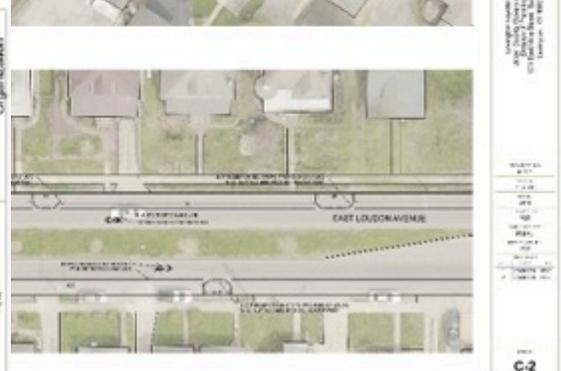
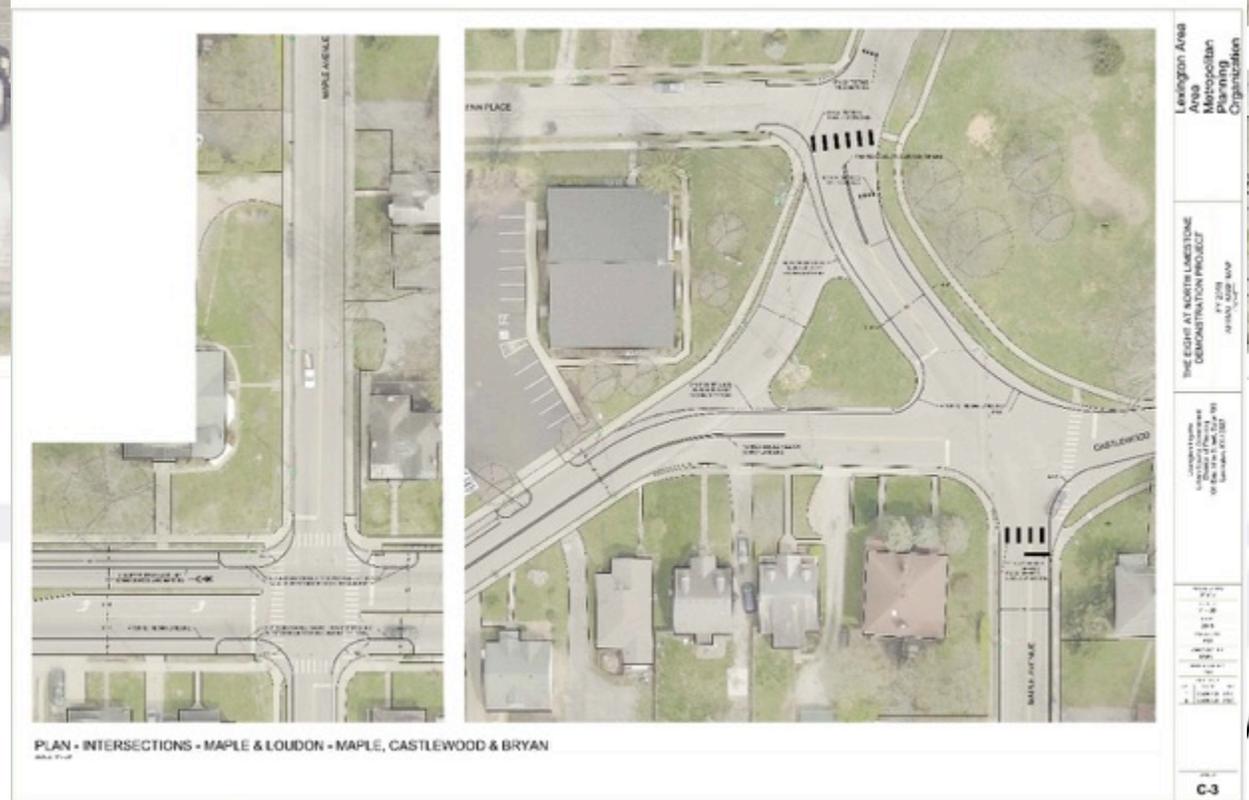
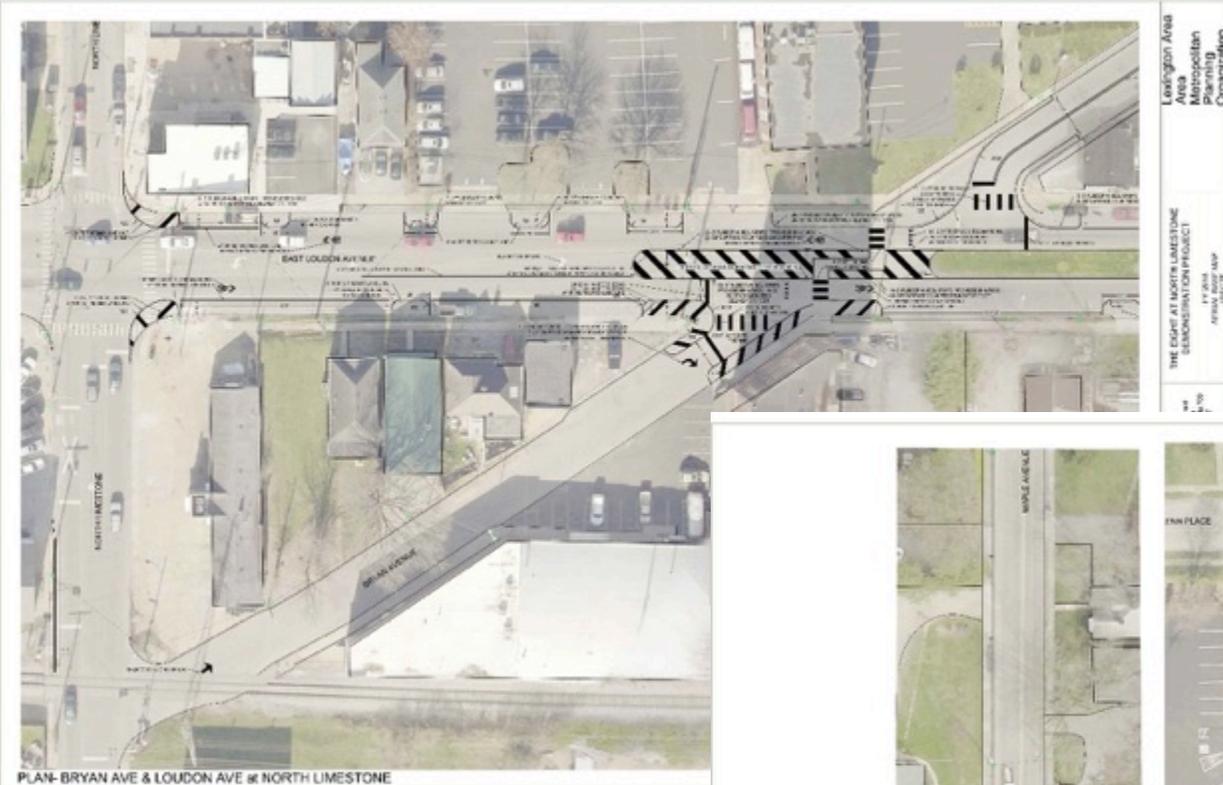
Lexington Demonstration Project

Project Evolution



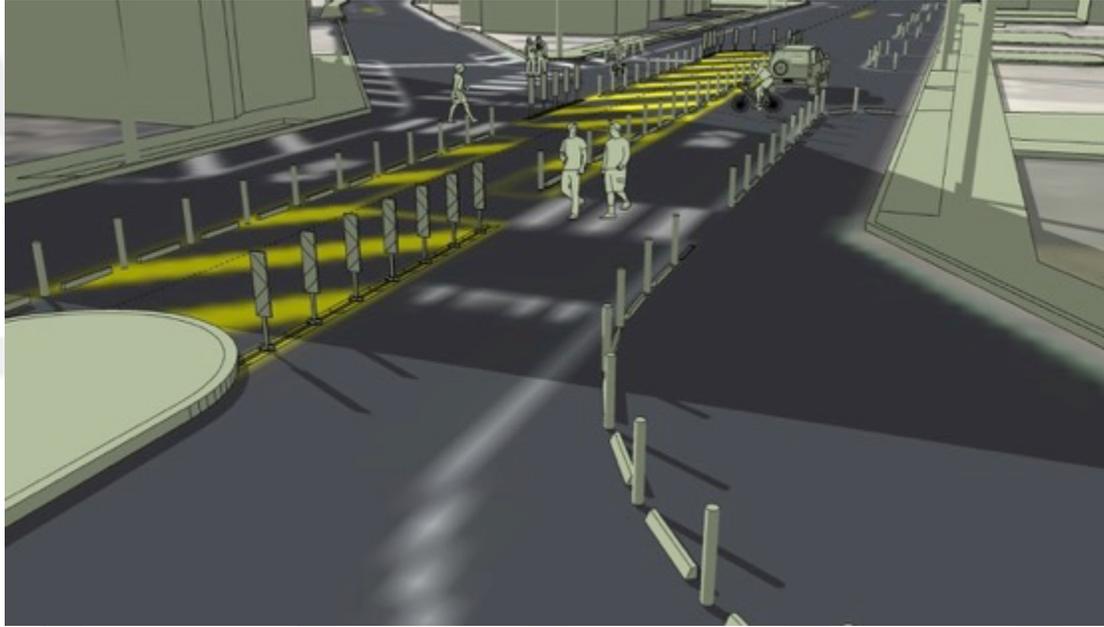
Lexington Demonstration Project

Project Evolution



Lexington Demonstration Project

Project Evolution



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Lexington Demonstration Project

Project Evolution



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Lexington Demonstration Project

Project Evolution

Contacts:

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David Filiatreau
Signal Systems Manager
(859)258-3491 dfiliatreau@lexingtonky.gov

MAPS ATTACHED

Demonstration project designed to make Loudon Avenue intersection safer

LEXINGTON, KY. (April 13, 2018) – Starting Monday, the intersection of Bryan Avenue and East Loudon Avenue will undergo a transformation designed to make the area safer for drivers, pedestrians and bicyclists. The change will remain in place through this summer.

“Vehicular, pedestrian and bicycle safety have long been a concern of the neighborhoods and businesses in the project area,” says Scott Thompson, a transportation planner with the city.

“This demonstration project is a low cost opportunity to measure the effectiveness of temporary solutions. Projects like this one often become capital projects for permanent installation.”

The project involves temporarily re-engineering the intersection, eliminating some existing turn lanes, adding marked pedestrian crosswalks, and rerouting traffic onto other streets.

Bryan Avenue begins at North Limestone, just before Loudon Avenue if you are heading away from downtown. Drivers on Bryan Avenue currently can turn left or right onto Loudon Avenue, or proceed across Loudon and continue on Bryan Avenue, which runs in front of Castlewood Park.

Once the intersection is re-engineered, drivers on that first stretch of Bryan Avenue will only be able to make a right turn. In order to get back onto Bryan Avenue, drivers will have to travel a block down Loudon Avenue and turn left onto Maple Avenue. Maple merges into Bryan Avenue at the front edge of Castlewood Park.

This demonstration project is a part of a multi-city pedestrian safety program called The Safe Streets Academy, which is managed by the National Complete Streets Coalition. “The goal of the project is to utilize pedestrian safety countermeasures learned as a part of the Academy as well as to develop performance measurements to illustrate the impact of the project on pedestrian safety and utilization,” says David Filiatreau, signal systems manager for the city.

The project’s \$43,000 cost is being funded by a grant from the Safe Streets Academy and funding from two city grants – one from the Division of Traffic Engineering and one from the Division of Environmental Services through its Citizens Environmental Academy.

“It was somewhat of a collaborative approach,” Thompson says. “A team from the Citizens Environmental Academy was looking to implement a project in the Loudon Avenue area and the Safe Streets Academy had identified that area as one possible location for a demonstration project. Neither group had enough funding to implement a major project but by combining budgets and efforts, we were able to do this one.”

Pre-counts for performance measures for the project area have been completed. A second set of performance measures will be taken during the project to evaluate its effectiveness.

“The results of our project, along with projects from South Bend, Indiana, and Orlando, Florida, will be published and shared nationwide through the National Complete Streets Coalition,” Thompson says. “This will help other communities learn from our process, implementation and outcomes for them to make informed decisions for similar projects.”



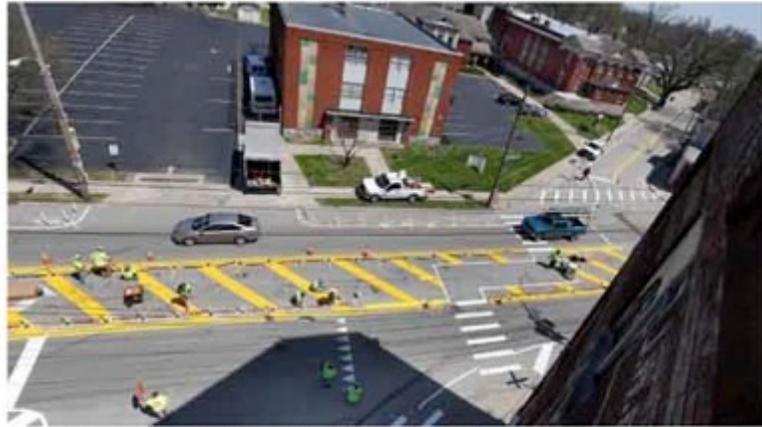
LEXINGTON

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Lexington Demonstration Project

Project Evolution



Workers installed barriers to prevent turns as the redesign of the intersection of Loudon Avenue and Bryan Avenue continued Tuesday afternoon. The city of Lexington is doing a demonstration project at the intersection that will limit turning in some instances to help make the intersection safer for motorists and pedestrians alike. The temporary changes will be in effect until this summer. The city will monitor the changes to see if the intersection becomes safer. **Charles Bertram** - cbertram@herald-leader.com

FAYETTE COUNTY

This dangerous Lexington intersection is getting a makeover to help keep you safe



BY BETH MUSGRAVE
bmusgrave@herald-leader.com

April 17, 2018 03:43 PM
Updated April 18, 2018 05:44 AM

The intersection of Loudon and Bryan avenues in North Lexington has long caused headaches for motorists and pedestrians alike.

Bryan crosses Loudon at an angle, making turns from Bryan onto Loudon tricky. For pedestrian trying to cross the intersection, it's-all-but impossible.

On Monday, the city unveiled a temporary solution that could become permanent if it improves safety.

The changes include eliminating some turn lanes, adding marked pedestrian crosswalks and rerouting traffic onto other streets.

Today's top news by email

The local news you need to start your day

Enter Email Address

I'm not a robot



SIGN UP

Drivers coming from North Limestone on Bryan Avenue will only be able to make a right turn onto Loudon Avenue. Drivers will then have to continue on Loudon and turn left onto Maple Avenue, which merges onto Bryan at the edge of Castlewood Park.

"Vehicular, pedestrian and bicycle safety have long been a concern of the neighborhoods and businesses in the project area," says Scott Thompson, a transportation planner with the city. "This demonstration project is a low cost opportunity to measure the effectiveness of temporary solutions. Projects like this one often become capital projects for permanent installation."



Changes to the intersection have been discussed for years, Thompson said.

"There have been tons of collisions in that area," Thompson said.

The \$43,000 cost of the project is being funded from a grant by the Safe Streets Academy and the city's division of traffic engineering and division of environmental services. The Safe Streets Academy is managed by the National Complete Streets Coalition, which emphasizes street designs that promote motorist, pedestrian and bicycle safety.

"A team from the citizens environmental academy was looking to implement a project in the Loudon Avenue area and Safe Streets Academy had identified that area as one possible location for a demonstration project. Neither group had enough funding to implement a major project but by combining budgets and efforts, we were able to do this one," Thompson said.

The city will measure the effectiveness of the changes to determine if they should be made permanent, Thompson said. The city will look at traffic counts, collision and other data to determine if the temporary changes are making the area safer.

Beth Musgrave: 859-231-3205, @HLCityhall

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Lexington Demonstration Project

Project Evolution



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Cory House, with Lexington Traffic Engineering, put up a new road sign as the redesign of the intersection of Loudon Avenue and Bryan Avenue continued Tuesday afternoon. **Charles Bertram** - cbertram@herald-leader.com

4 of 4



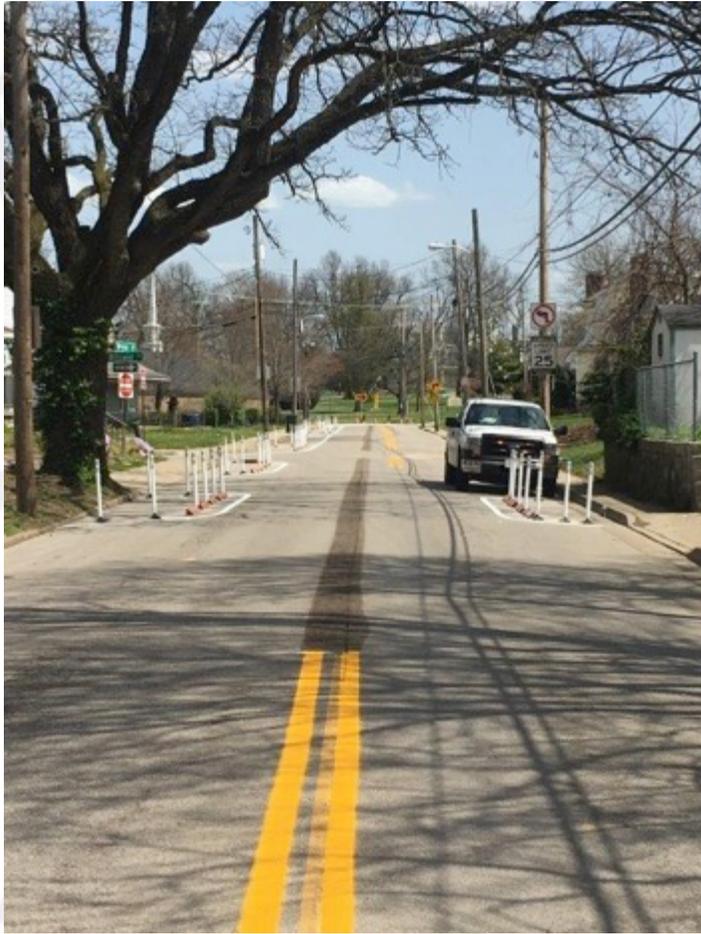
LEXINGTON

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Lexington Demonstration Project

Project Evolution



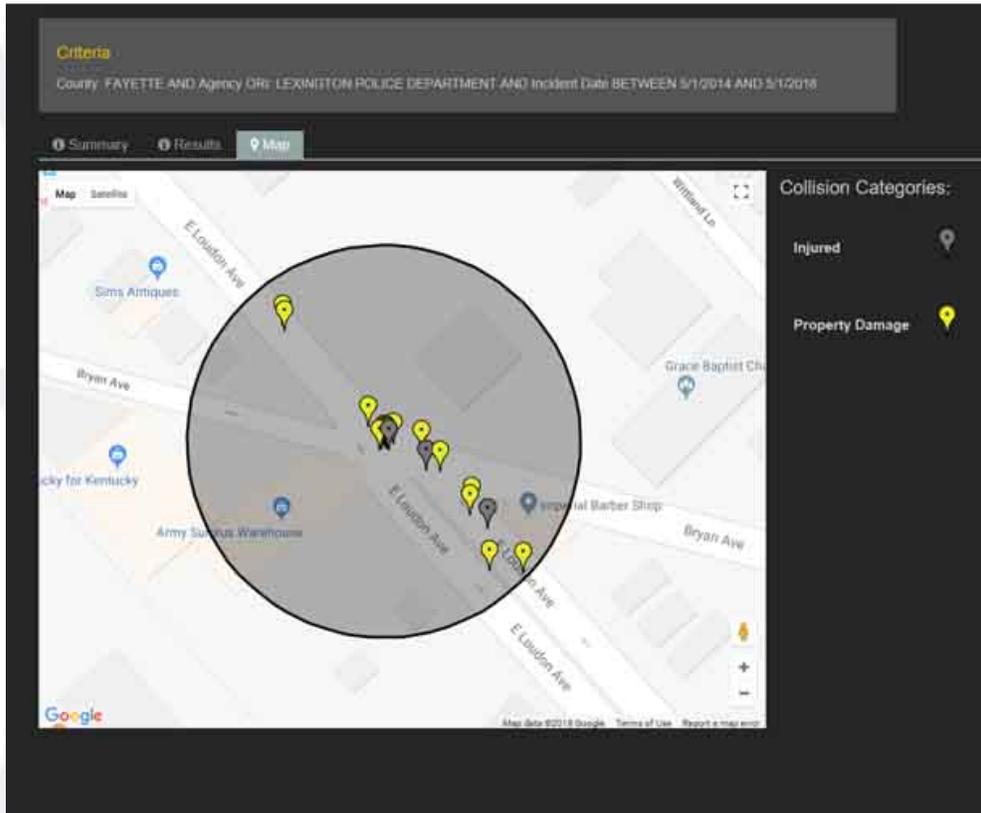
Lexington Demonstration Project

Project Evolution



Lexington Demonstration Project

Performance Measures



- Speed Data
- Multi – Modal Counts
- Traffic Volumes
- Collision Data

Lexington Demonstration Project

Key Benefits

- Very inexpensive way to implement a project and evaluate it prior to making more costly permanent improvements
- You can easily adapt the project or make little tweaks to improve the design after the installation.
- Projects temporary in nature ease the public's concerns
- Allows public officials to see and understand the impacts of a project on the ground quickly and at a low cost
- Materials can be reused for other demonstration projects in the future

Lexington Demonstration Project

Lessons Learned

- Engage the public early and often
- Find local champions to help inform the public
- Work with non governmental volunteers if possible and community organizations in the project area
- Encourage local groups to host events celebrating the project after the installation and gather feedback
- Re-engage the residents and business's in the project area after the installation and get there input.



South Bend, IN demonstration project

Neighborhood traffic calming

Neighborhood Traffic Calming & Creative Placemaking

Safe Streets Academy – South Bend, IN



CITY OF SOUTH BEND
PUBLIC WORKS



Near Northwest Neighborhood



Near Northwest Neighborhood

- History of traffic concerns
 - Near misses and speed
- Active, engaged neighborhood that would appreciate the placemaking elements
- Diverse neighborhood
 - race, income, housing quality
- Supportive City Council member (President of Council)

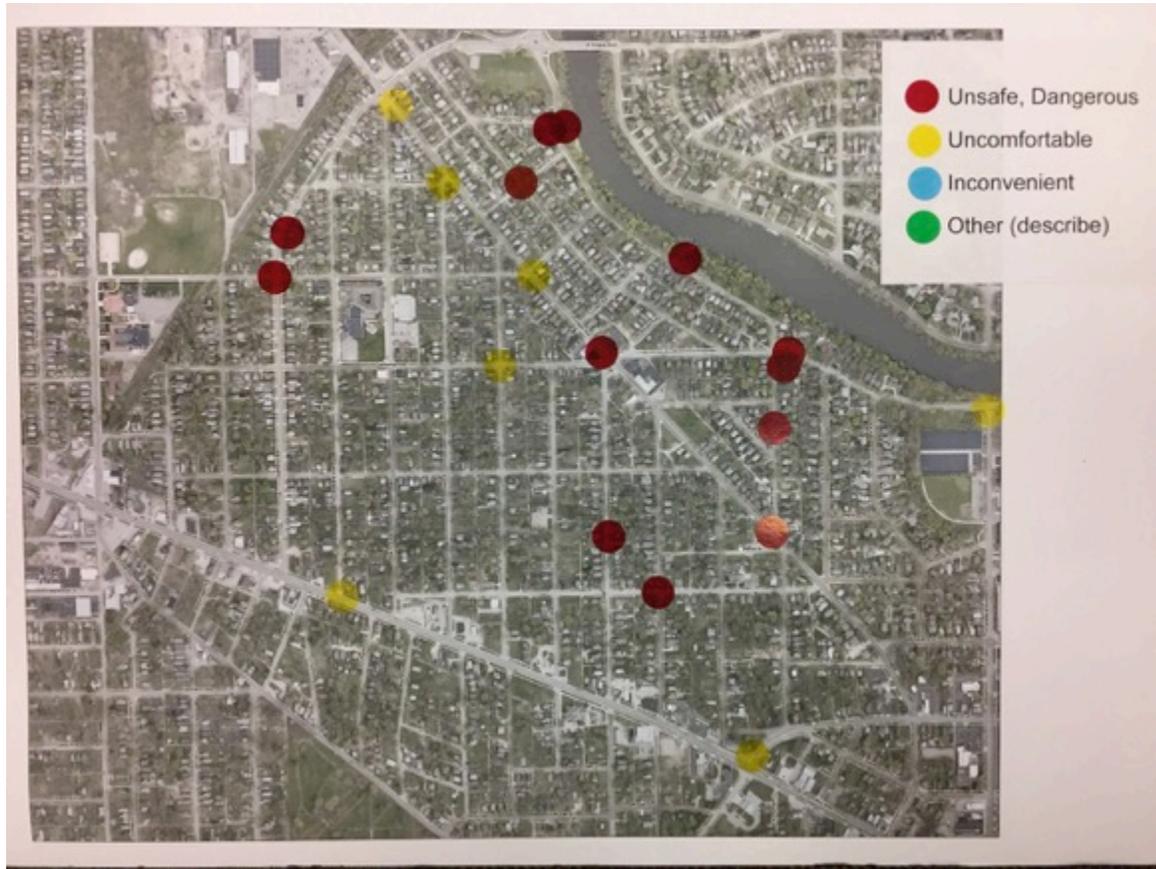


Public Process

- Used various methods to gather feedback on speeding issues:
 - Traditional neighborhood meetings
 - Pop up meetings
 - Online feedback
 - Neighborhood Complaints



Pop Up Meetings



Online Neighborhood Input Map

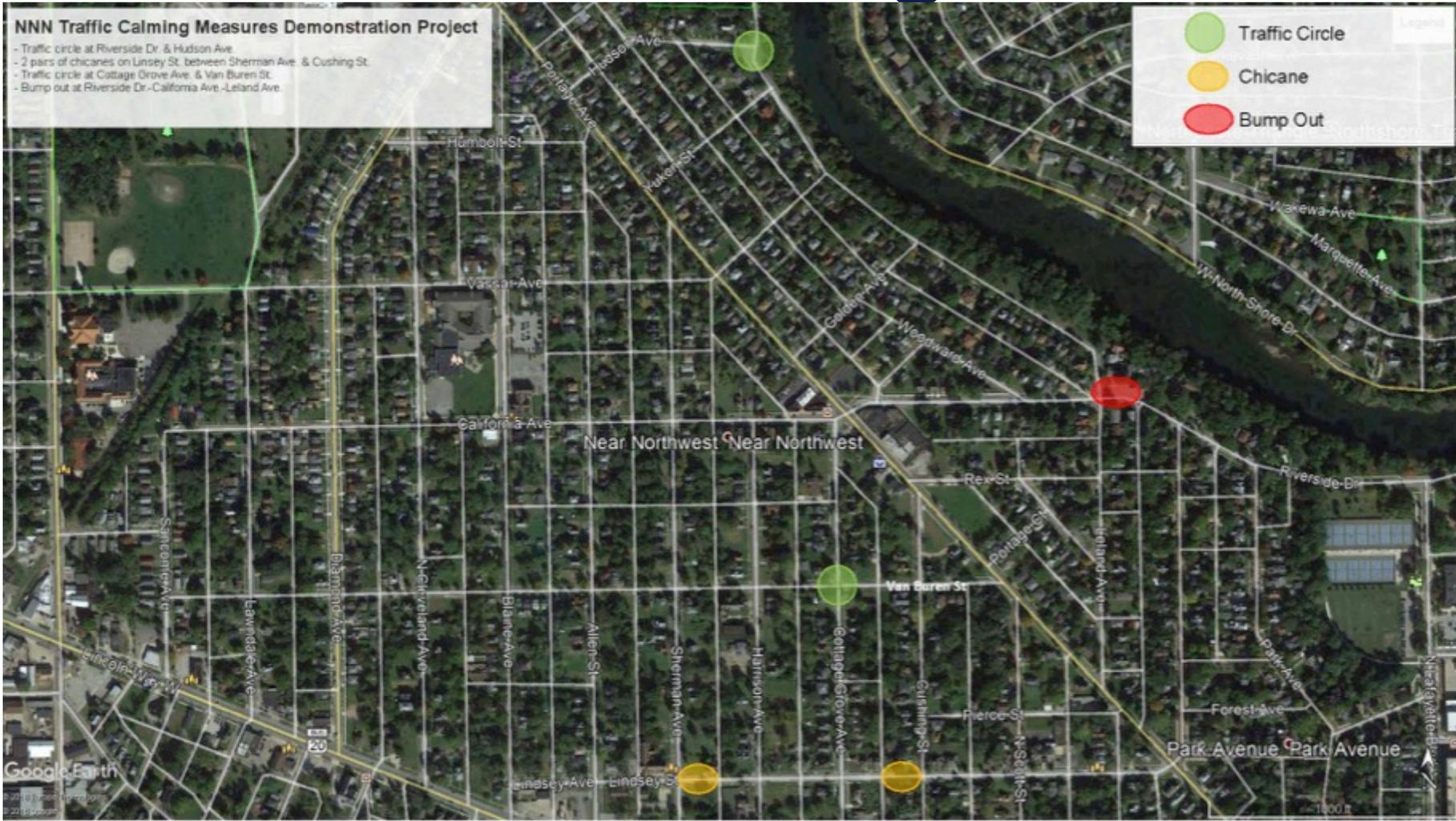
South Bend Safe Streets: NNN Potential Traffic Safety Concerns

Potential Traffic Safety Issues	
Traffic Safety Reporter: Forest (Ri...	0
Traffic Safety Reporter: Woodward...	1
Traffic Safety Reporter: west navar...	0
Traffic Safety Reporter: Lincolnway...	1
Traffic Safety Reporter: Between P...	0
Traffic Safety Reporter: Navarre an...	1
Traffic Safety Reporter: Cottage Gr...	6
Traffic Safety Reporter: Leland Av...	3
Traffic Safety Reporter: California ...	2
Traffic Safety Reporter: Leeper Park	2

+ Submit a Report



Additional Traffic Calming Sites



Main Project Site – Riverside & Hudson



Engaging Local Artist

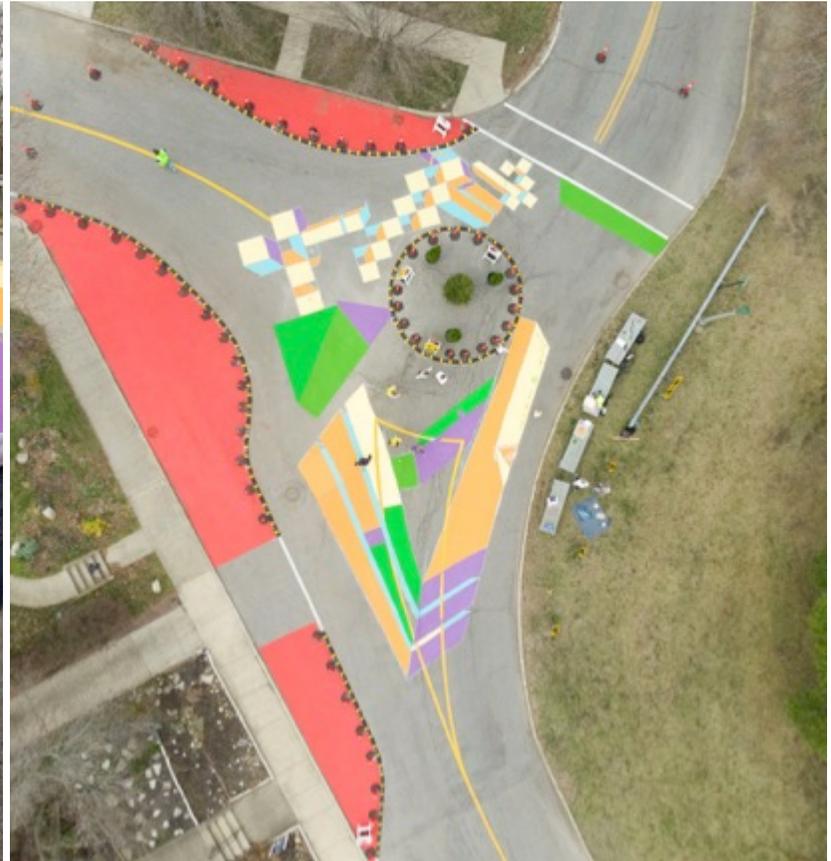


Traffic Calming Installations

Riverside & Hudson - Traffic Circle



Riverside & Hudson - Art Installation



Traffic Calming Installations

Riverside & California – Bump Outs/Pavement Reduction



Traffic Calming Installations

Cottage Grove & Van Buren – Traffic Circle

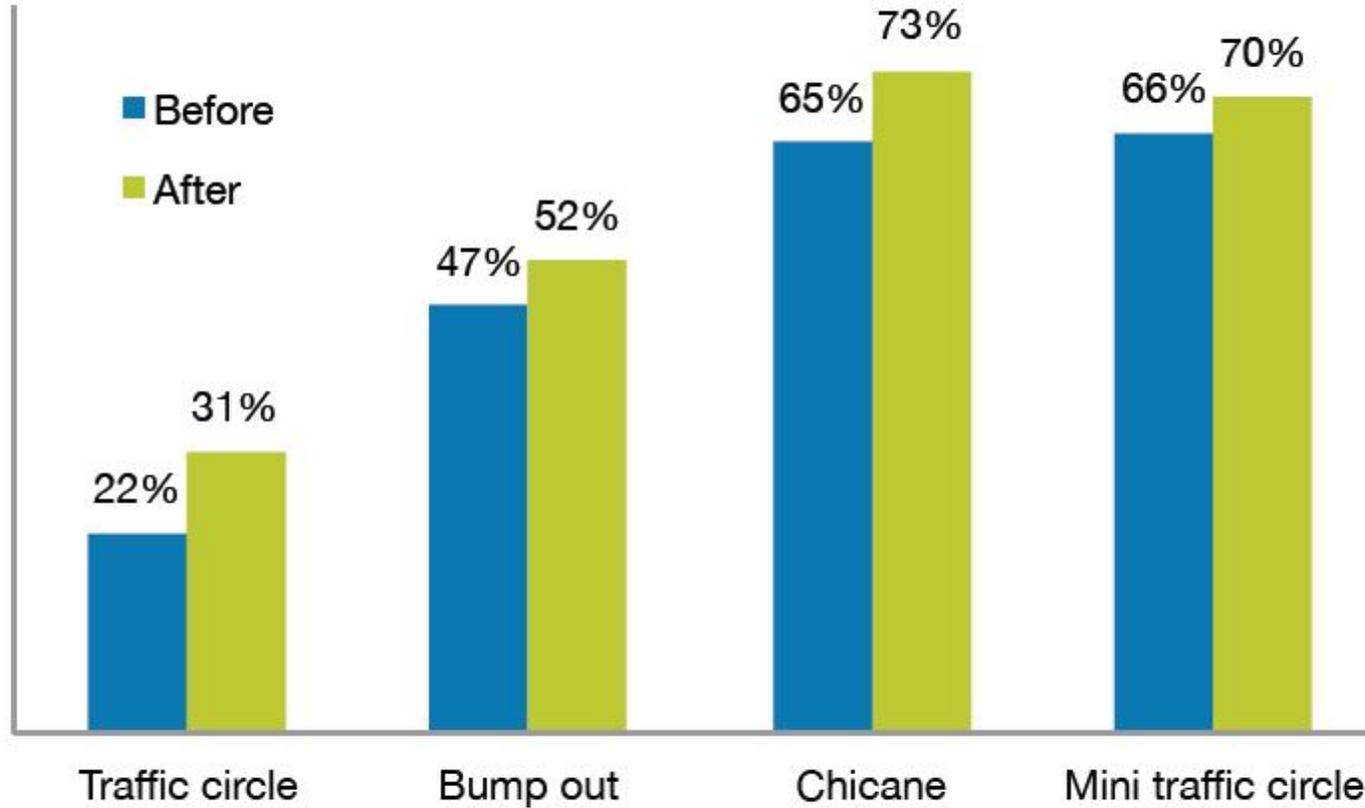


Traffic Calming Installations

Lindsey- Chicanes



Percentage of people driving 25 miles per hour or less before and after South Bend's demonstration project



Source: Smart Growth America/National Complete Streets Coalition



Lessons Learned

- Coordination between City departments
- Maintenance and Removal Plan
- Planning rain date implementation
- Ability to modify layout throughout installation
 - Material selection
- Duration and durability of materials used
 - Straw logs, traffic cones, traffic paint
- Keep art design simple, like large blocks that can be painted with rollers
- Get neighbors to commit to participating in art install



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**



Type your questions for our presenters in the chat box

Questions?



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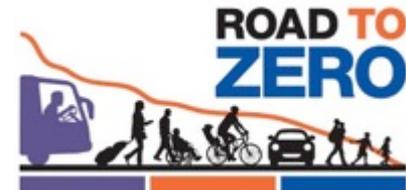
Coming soon: Safe Streets, Smart Cities Academy

Stay tuned for more information
about how to apply



**Transportation
for America**

National Complete Streets Coalition



Safe Streets Academy