

Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 SR 438 CORRIDOR

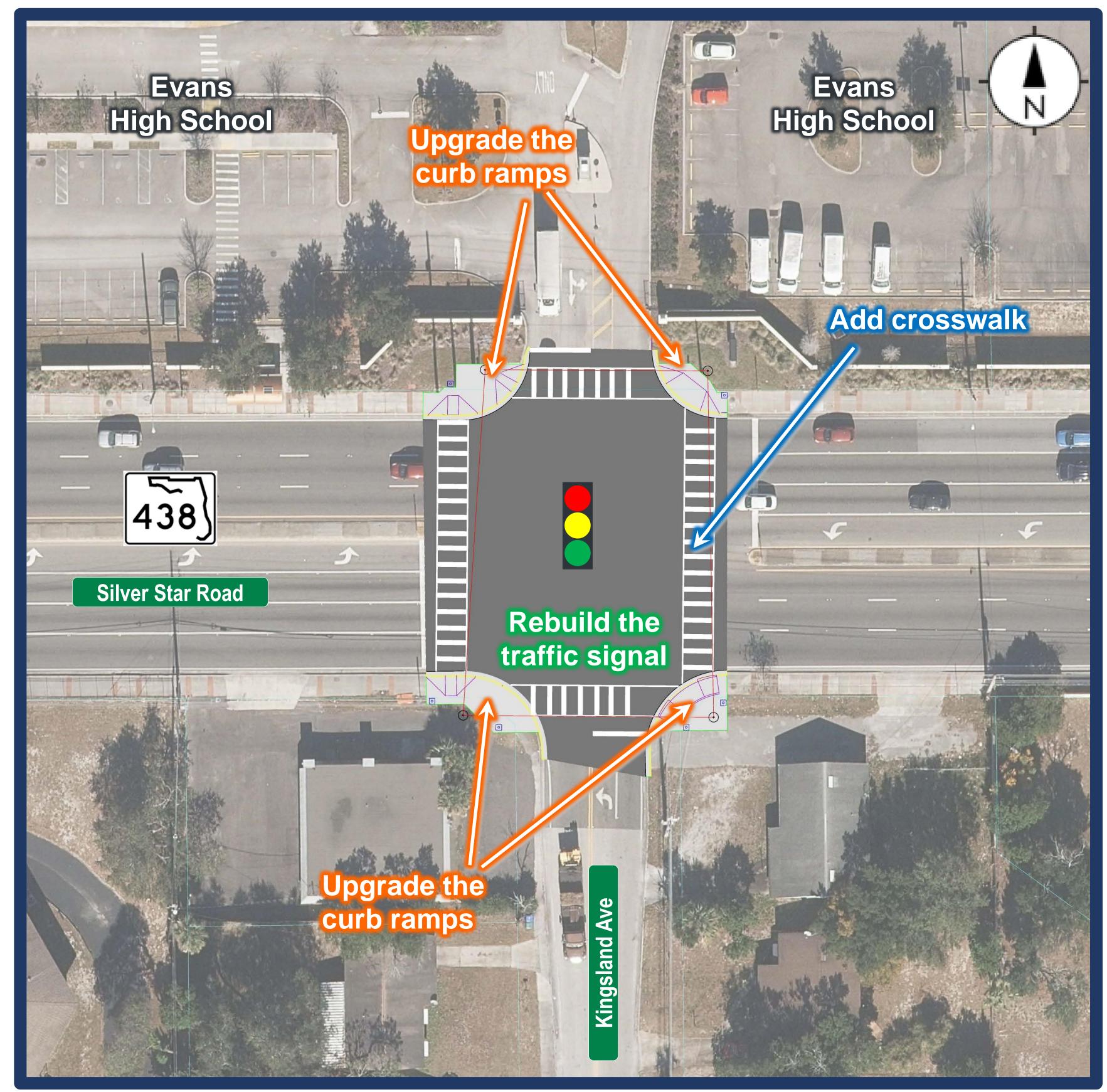






Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 **Proposed Improvements Kingsland Avenue**



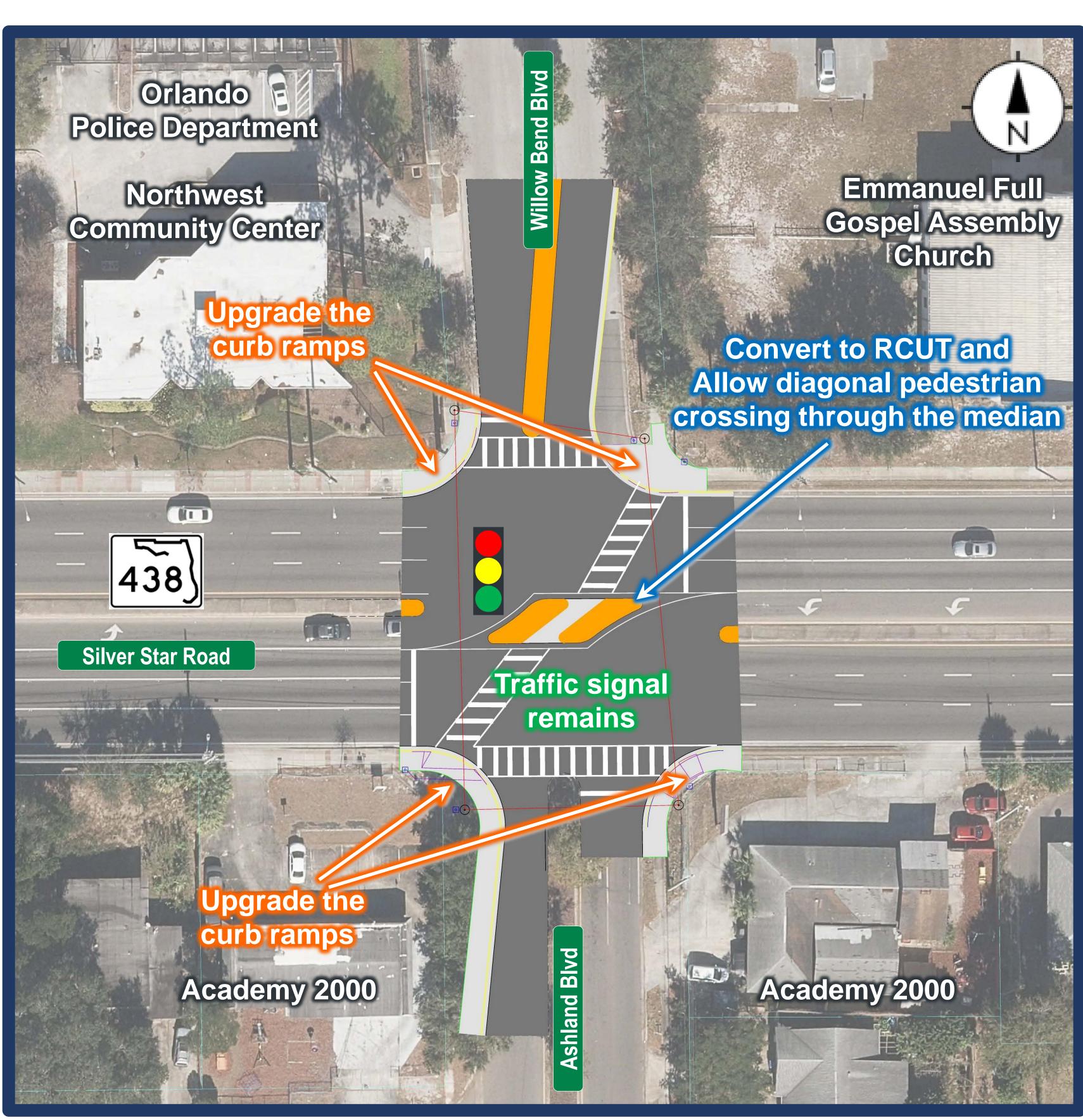




Silver Star Road (S.R. 438) Pedestrian Safety Improvements

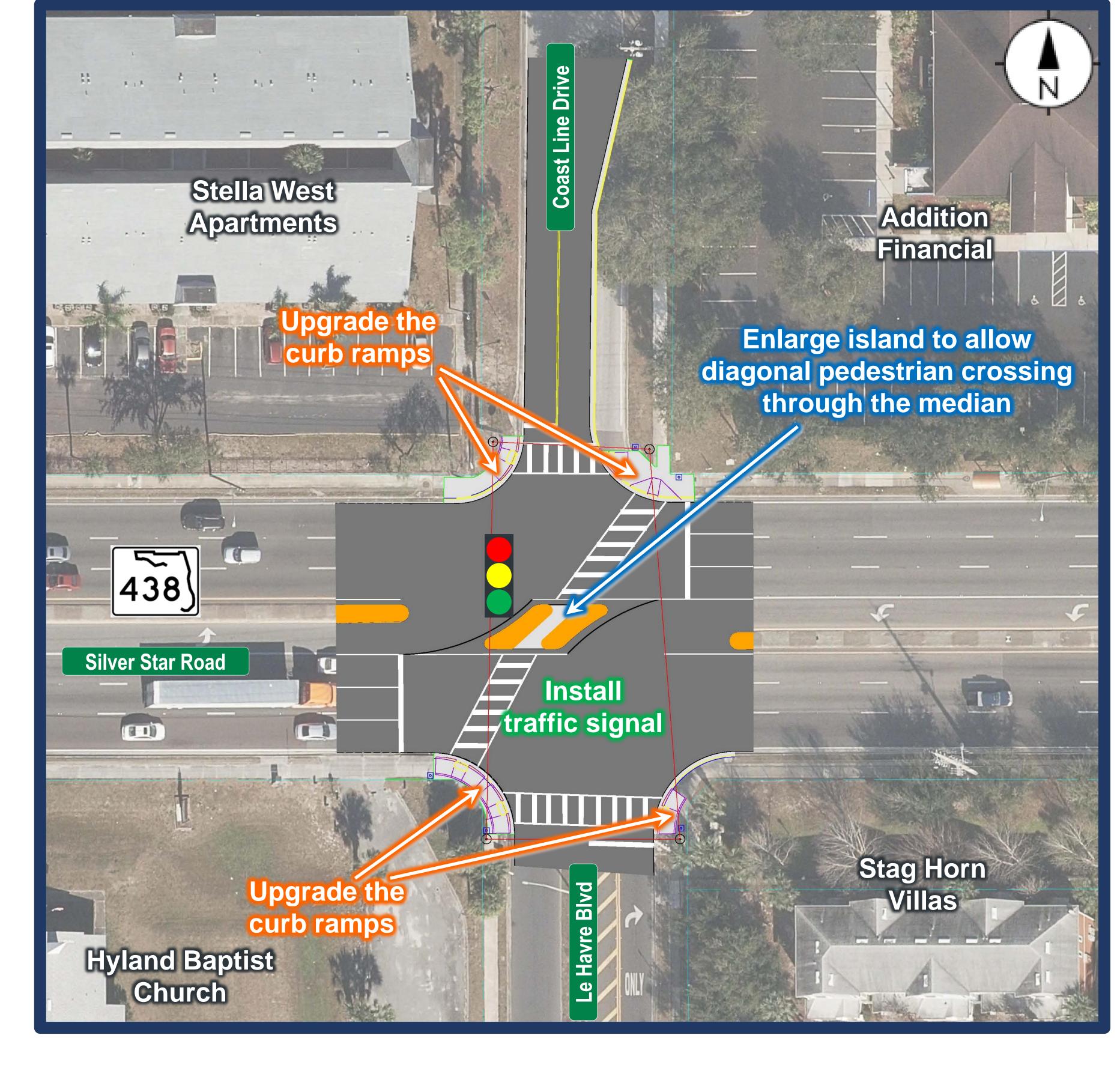
FPID: 445696-1 & 445696-2

Proposed Improvements Ashland Boulevard / Willow Bend Boulevard





Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 **Proposed Improvements** Le Havre Boulevard / Coast Line Drive





Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 **Proposed Improvements Orlando West Drive / Rose Coral Drive**

Orlando West







Silver Star Road

Install traffic signal

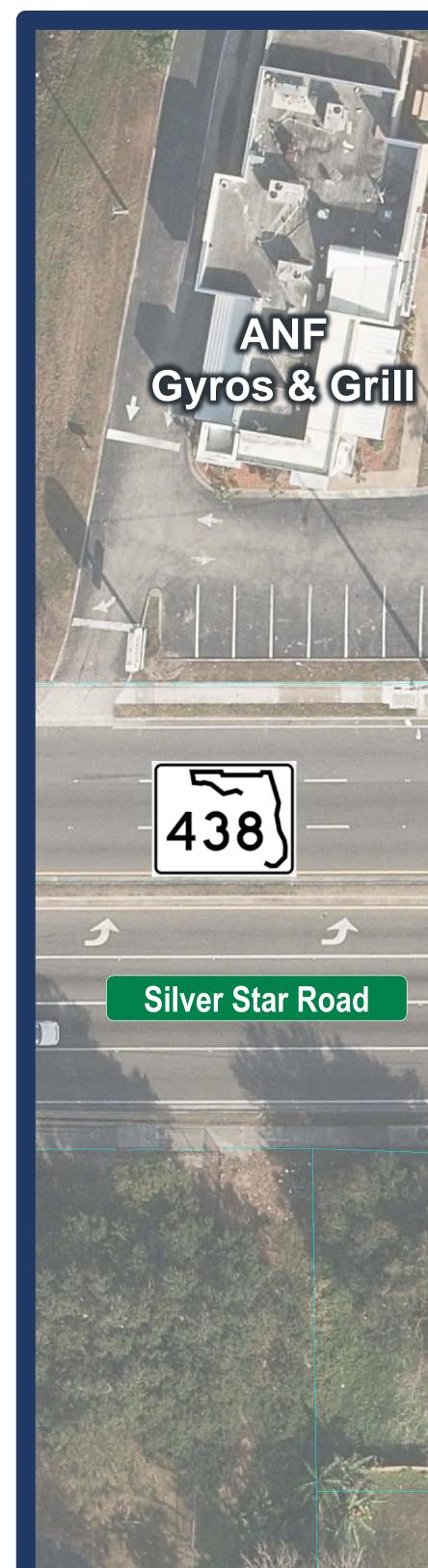
Rose Coral Dr





Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 **Proposed Improvements Dardanelle Drive**





Rebuild the traffic signal

Dardanelle Dr

0

Dardanelle

Upgrade the

curb ramps

Upgrade the curb ramps

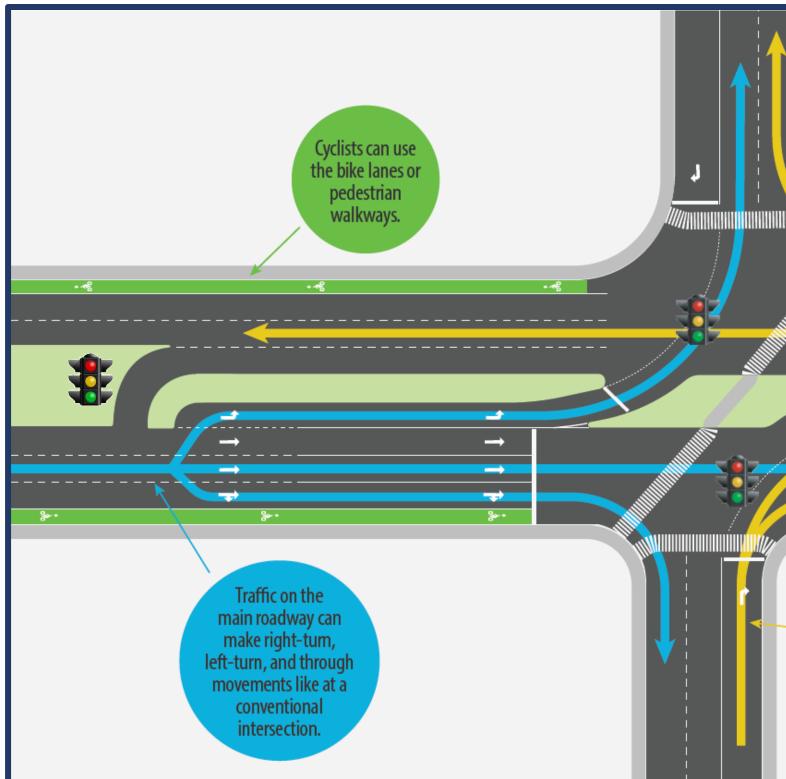
Adjust traffic signal timings to reduce pedestrian wait time



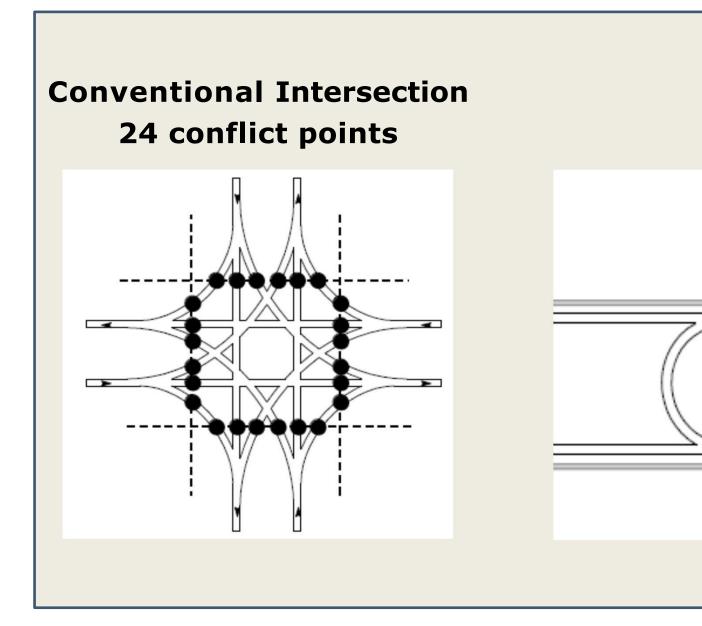


Silver Star Road (S.R. 438) Pedestrian Safety Improvements FPID: 445696-1 & 445696-2 Signalized Restricted Crossing U-Turn (RCUT) Intersection

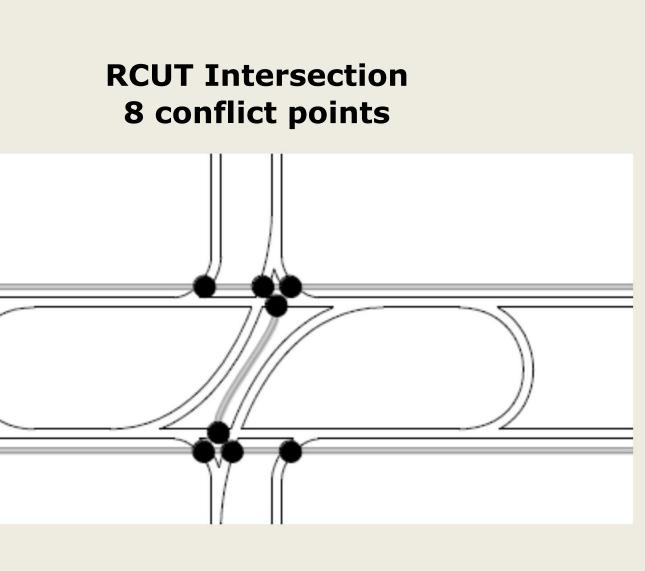
Navigating a Restricted Crossing U-turn (RCUT)



Pedestrian conflict points before (left) and after (right)



or turn lef + Side street traffic turns right like at a onventional intersection Aotorists can then opt to inue straight or make U-turn to travel in the opposite directior ** Not to scale





40% Less Travel Time



Source: Federal Highway Administration

For Pedestrians: Crossing a RCUT Intersection

Making Intersections More Efficient

The signalized RCUT design has proven to reduce travel time through the intersection and accommodate higher numbers of vehicles at the same time.

According to the Federal Highway Administration, travel time through this type of intersection can be reduced by as much as 40 percent compared with a traditional intersection. At the same time, the RCUT design can handle up to 30 percent more vehicles traveling through the intersection.