



Project Visioning Team Workshop Summary

Orange Avenue Corridor Planning Study



Date/Time: August 6, 2013; 3:00 PM – 6:00 PM

Purpose: Orange Avenue Corridor Study PVT Workshop

In conjunction with the Orange Avenue Corridor Planning and Project Development Study, the Florida Department of Transportation conducted a Project Visioning Team Workshop. Those in attendance from the study team were:

Greg Moore, DRMP
Melissa Gross, DRMP
Nikki Doyle, DRMP

Heather Garcia, FDOT
Mike Adamson, DRMP

The purpose of the workshop was to gather input from the Project Visioning Team on the vision and surrounding corridor needs for the corridor improvement.

The workshop was divided into two individual sessions, each lasting one hour and 30 minutes. The agenda for each session was as follows:

1. **Introductions**
2. **Project Update / Progress to Date**
3. **Workshop Objective**– An overview of the purpose of the workshop and the desired information to be collected was given
 - a. Spot Improvements – Consist of specific location improvements such as transit stop locations and types, intersection improvements
 - b. Linear Improvements – Consist of corridor wide improvements such as consistent typical sections, median treatments and access management, bike lanes, on-street parking.
4. **Presentation of the Typical Section Tool**
5. **Typical Section Brainstorming**
6. **Typical Section Overview (Review of Top Typical Section Layouts)**
7. **Next Steps / Transition to the next group** – During each session, comments, suggestions, and concerns raised by the stakeholder participants were recorded to be included as part of the study.



Session 1 Attendees:

Name	Organization	Email
Jason Burton	City of Orlando	jason.burton@cityoforlando.net
Mary Sekac	First Green Bank	msekac@firstgreenbank.com
John Cheek	Orlando Brewing / DS	john@orlandobrewing.com
Stewart Boggs	LYNX	sboggs@golynx.com
Charlotte Manley	Kimco Realty/SODO Property Owners	cmanley@kimcorealty.com
Ruth Hamberg	Green Town Planning / DS	rhamberg@bellsouth.net
Karl Hodges	ORMC	Karl.hodges@orlandohealth.com
Pete Sechler	AECOM	Pete.schler@aecom.com
Laura Minns	LYNX	lminns@golynx.com
David Ausherman	Orange Co Planning	David.ausherman@ocfl.net
Fabian Dela Espriella	City of Orlando	Fabian.delaespriella@cityoforlando.com
Alex Trauger	MetroPlan	atrauger@metroplanorlando.com
Pauline Eaton	City of Orlando	Pauline.eaton@cityoforlando.net

Session 1 Comments:

Pete Sechler	<ul style="list-style-type: none"> <i>I commute on this corridor, use the businesses, I'm representing Orlando Health, but I'm also a resident; want to point out that long term accessibility for the hospital is a big economic engine for the area.</i> <i>We have to consider the vision for Orange. Does this consider the larger network and future land uses? How does this relate to Division?</i> <i>Division is much more significant now that 5 years ago.</i>
Ruth Hamberg	<ul style="list-style-type: none"> <i>Some goals for the corridor are; branding, creating a positive image, being sensitive to pedestrians, provide safe crossings, to create a pedestrian / transit destination, pedestrian safety and comfort, and to sacrifice speed and volume to be a local destination.</i> <i>We need to consider moving curbs at some intersections</i>
Charlotte	<ul style="list-style-type: none"> <i>I would like to see FDOT implement some traditional neighborhood features</i> <i>Is it a freight corridor because we allow it or because it has to be?</i>
Heather	<i>Then provided a quick overview of the purpose and needs statements, along with the guiding principles.</i>
Alex Trauger	<ul style="list-style-type: none"> <i>This is a multimodal corridor, we need to be aware of freight transit within the corridor because it is necessary to support the economy, especially in relation to the hospital and SODO.</i>
Fabian Delaespriella	<ul style="list-style-type: none"> <i>Freight could use Division</i>
Laura Minns	<ul style="list-style-type: none"> <i>This is a great transit corridor, but pedestrian friendliness is lacking, wider sidewalks and narrower streets are needed. We want a more main street feeling. Many building accesses are not directly on the street for pedestrians, but located in the back or side near parking.</i>



	<ul style="list-style-type: none"> • Potential new station areas may be required for new BRT route, signal priority, dedicated lanes... there is an issue making the turn on to Columbia for busses. • Bus stop has to be located at a curb for the boarding and alighting. Consider a shared bike bus lane.
Stewart Boggs	<ul style="list-style-type: none"> • Medians can be pedestrian refuges • There are potential conflicts with bulb outs for trucking. • Have seen layouts such as; travel lane, parking lane, bike lane, curb, then sidewalk
General Comments	<ul style="list-style-type: none"> • On street parking is not need on both sides of the corridor • Slow traffic down with alternating parking on both sides of the corridor • Bike lanes were generally not popular with the group • Implement bulb outs with colored concrete where possible • Keep lighting along corridor consistent • Provide more street furnishings • Use splitter islands • The city would like 15 ft easements for furnishings • Keep landscape, furnishing strip, and sidewalks consistent • Add as many trees as possible • On street parking will slow traffic down but with a median traffic is perceived to increase in speed • Keep on street parking in front of ORMC • Consider dedicated transit lanes or on street parking • Consider a center bus lane with timed signals for turning movement • Parking was brought into question.... Is it needed and is it used? • Lynx is considering consolidation of stops that are closely spaced or infrequently used • Consider on street parking from Gore to Lucerne

Session 2 Attendees:

Shelia Ratliff	Classic Renovations / DS / Resident	sheratliff@gmail.com
Buck Miller	Velocity Films / DS	buck@velocityfl.com
Joe Waddell	Heery Design / DS	jwadell@heery.com
Holly Vanture	DS	holly@downtownsouthorlando.org

Session 2 Comments:

Buck Miller	<ul style="list-style-type: none"> • Want to see bike lanes, if not on both sides of the street, then perhaps on one side? • I use the on street parking and bike the corridor. • I would like to see some of the full access between Michigan and Pineloch stay open, one provides a back way to west bound Michigan by ABC and the entrance on the east side of Orange to Chick-fil-a and Publics should stay open.
Shelia Ratliff	<ul style="list-style-type: none"> • Medians create a safe place for crossing pedestrians and is visually appealing. Will add to the main street atmosphere. • I do use the on street parking and I parallel park.



<p>Holly Vanture</p>	<ul style="list-style-type: none"> • Making lanes smaller will force traffic to move slower. • Will the FDOT reduce the speed limit to 30 or 35 MPH? • I use on street parking but do not parallel park, I only pull in when there is a large opening. • There is concern that ORMC is creating a self-contained community around the hospital and SunRail, which will detract from local businesses. • By closing off some access to businesses, traffic may be routed through neighborhoods and that would be a big issue with those residents.
<p>Joe Waddell</p>	<ul style="list-style-type: none"> • There are locations where on street parking can be removed and some where it can stay.
<p>General Comments</p>	<ul style="list-style-type: none"> • In favor of more narrow medians and small median sections • Would generally like to keep as much on street parking as feasible • Would like bike lanes in at least one direction • Does not support multi-use path idea on this corridor • A city overlay is already in place, but is purchase of additional right of way realistic to add more sidewalk? Will it happen? • Benefits of a bidirectional center turn lane outweigh the negative / risks • Want the lowest speed possible • Would bike lanes be used? • Consider the land uses (retail / Commercial on west, residential / commercial on east), place parking where needed in front of retail • Look into the use of "Sharrows" • Some businesses can provide off street parking behind the building • Removing parking in more narrow areas would be acceptable • Don't add parking more parking, only keep existing • Look into a parking study • Consider design plans for Division Street • Pedestrian Survey?? • Not supportive of on street parking from Gore to Lucerne, not anticipated to be used

Typical Section Tool Results

Below are images illustrating the typical sections that the Project Visioning Team created using our Typical Section Tool.

Typical Section 1: 15.5' Center Median with Left Turn Bay





Typical Section 2: 15.5' Center Median w/ Left Turn Bay and Sidewalk Green Space Easements



Typical Section 3: Center Dedicated Bus Lane



Typical Section 4: 8' Median w/One Sided On-Street Parking



Typical Section 5: 15.5' Median w/Center Left Turn Bay and One Sided On-Street Parking

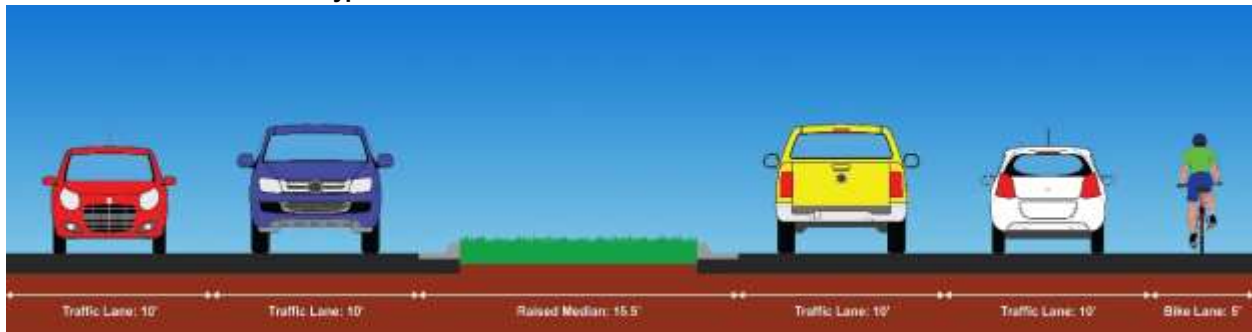




Typical Section 6: 11' Center Turn Lane w/Dual Sided On-Street Parking



Typical Section 7: 15.5' Median w/One Sided Bike Lane



Typical Section 8: 15.5' Median w/ One Sided On-Street Parking and 8' Sidewalk



Typical Section 9: 9' Median w/One Sided On-Street Parking and Bike Lane





Typical Section 10: 15.5' Median w/12' Bus Bay



END OF SUMMARY

This summary was prepared by Melissa Gross and Greg Moore of DRMP, and are provided as a summary (not verbatim) for use by the project team. The comments do not reflect FDOT's concurrence. Please review and send comments, via e-mail: mgross@drmp.com so they can be finalized for the files.