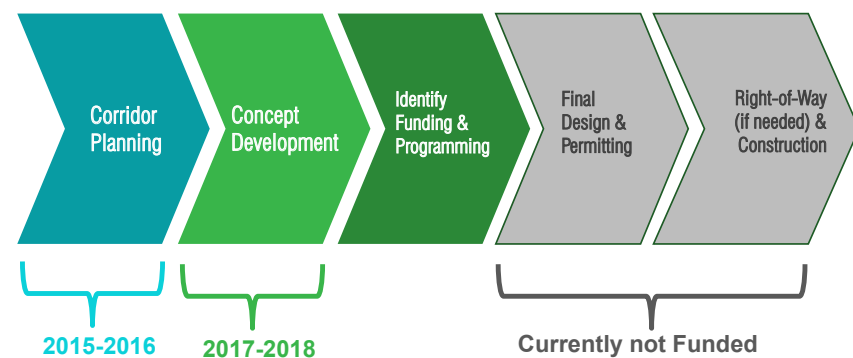


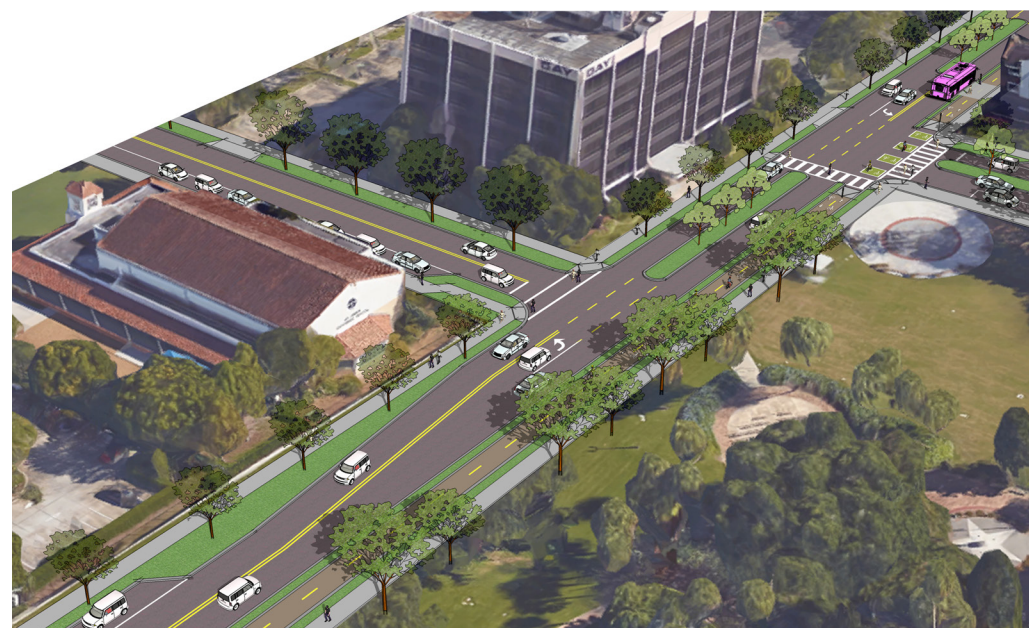
What Are The Next Steps?

This study represents the corridor planning phase of FDOT's project development process. The next phase of the process is concept development, where the ideas developed in planning will be evaluated with additional engineering analysis. The Study team will evaluate the utility, drainage, and right-of-way impacts of the recommended alternatives in more detail. The concept development phase will be led by FDOT District 5 with continued partnership with the City of Orlando, MetroPlan Orlando, and LYNX. The design and construction phases are not currently funded.



A Call for Continued Partnership

The Robinson Street Corridor Planning Study was the first step conducted by FDOT District 5, in partnership with the City of Orlando to advance multimodal mobility and access along the corridor. Throughout the study, the City, MetroPlan Orlando, and LYNX have been key partners, helping FDOT evaluate potential solutions and prioritize the needs of the various users on Robinson Street. The implementation of any changes to Robinson Street will require continued partnership with all four agencies and other community stakeholders.



Robinson Street at Cathcart Avenue

Illustrative rendering of the three-lane cross section with two-way cycle track alternative.

ROBINSON STREET CORRIDOR PLANNING STUDY

Project Financial ID No: 436394-1 | SR 526 (Robinson Street) From N. Hughey Avenue to Crystal Lake Drive/Maguire Boulevard

April 2017

Why Robinson Street?

In the last decade, Downtown Orlando has experienced significant growth – rapidly evolving into a 24-hour downtown. Together with this growth are some challenges, including the need to address changing demographics, an increased demand for mobility options, and the desire to create a place where people can live, work, and recreate. Amidst this evolving context, SR 526 (Robinson Street) links the western side of the City's core to the Orlando Executive Airport and borders many of Downtown's historic residential neighborhoods. The Florida Department of Transportation (FDOT) – District 5, in partnership with the City of Orlando, conducted a corridor planning study on Robinson Street to objectively evaluate possible improvements to improve multimodal safety, operations, and connectivity.



Source: City of Orlando GIS Department, 2015

What are the Purpose and Needs of the Study?

The purpose of the study is *to enhance the safety and comfort of multi-modal travel and access along and across the Robinson Street Corridor.*

The study needs are:

1. Improve multimodal access to support Downtown growth and development.
2. Incorporate Complete Streets principles to improve pedestrian safety and comfort.
3. Accommodate bicyclists accessing destinations along the corridor
4. Maintain appropriate vehicular mobility for trips accessing corridor and maintain existing neighborhood character.
5. Support and improve transit operations along the corridor.
6. Provide multimodal access consistent with corridor context and emerging character.
7. Reconnect neighborhoods by increasing corridor permeability.
8. Implement fiscally responsible solutions and advance solutions that can be implemented in the short-term.

What Alternatives Best Address The Needs?

The Study team considered 16 different cross sections along Robinson Street with various pedestrian, bicycle, travel lane/median, parking, and landscape configurations. Ultimately, the study team advanced two corridor-wide alternatives and evaluated how well each alternative met the project needs. After reviewing all input received from the public and considering how well alternatives meet each of the needs of the study, FDOT and the partner agencies decided to advance the alternatives shown below.



Robinson Street near Orange Avenue (looking east)

Central Business District

In the CBD, two alternatives will be advanced to concept development. The first provides a higher level of bicycle accommodation with a two-lane cross-section, a two-way cycle track, and on-street parking. The second alternative is a three-lane cross-section with on-street parking on the north side.



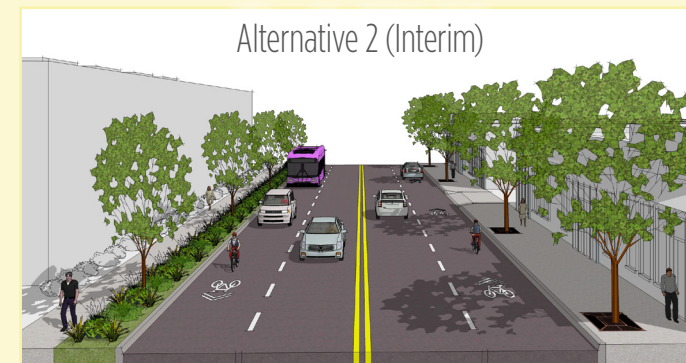
Lake Eola District

In the Lake Eola District, the study recommends advancing three travel lanes, a two-way cycle track, and increased separation between vehicles and bicyclists.



Neighborhood District

In the Neighborhood District, two alternatives will be advanced to concept development. The addition of sharrows on the outside lanes of the current four-lane cross section is the recommended interim solution. After the three-lane section has been implemented elsewhere along the corridor, the Neighborhood District should be re-evaluated for potential reconfiguration to three lanes.



Milk District

In the Milk District, the study recommends advancing a three-lane section with on-street parking on the south side.



Landscaping is for illustrative purposes only. The landscaping shown does not represent a commitment for implementation.

