

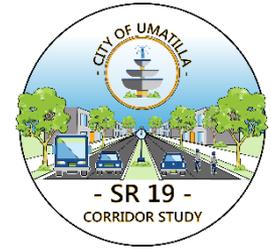
Central Avenue (SR 19) Corridor Study



FM Number: 439756-1

Public Alternative Workshop
January 30, 2017

Authority



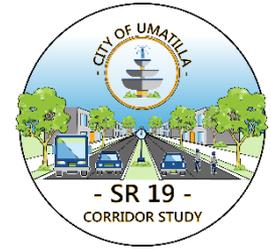
This public meeting is being held in accordance with Chapter 120, Florida Statutes.

This project is being developed in accordance with the Civil Rights Acts of 1964 and 1968. Under Title VI and VIII of the Civil Rights Acts, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

Jennifer Smith, FDOT District Five Title VI Coordinator

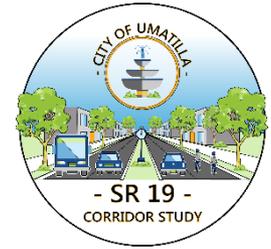
Jennifer.Smith2@dot.state.fl.us

Meeting Agenda



1. Project Overview
2. Project Background
3. Review of Existing and Future Conditions
4. Preferred Alternatives
5. Next Steps





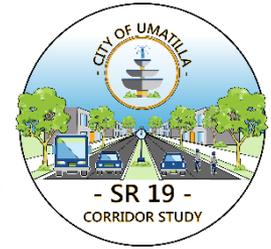
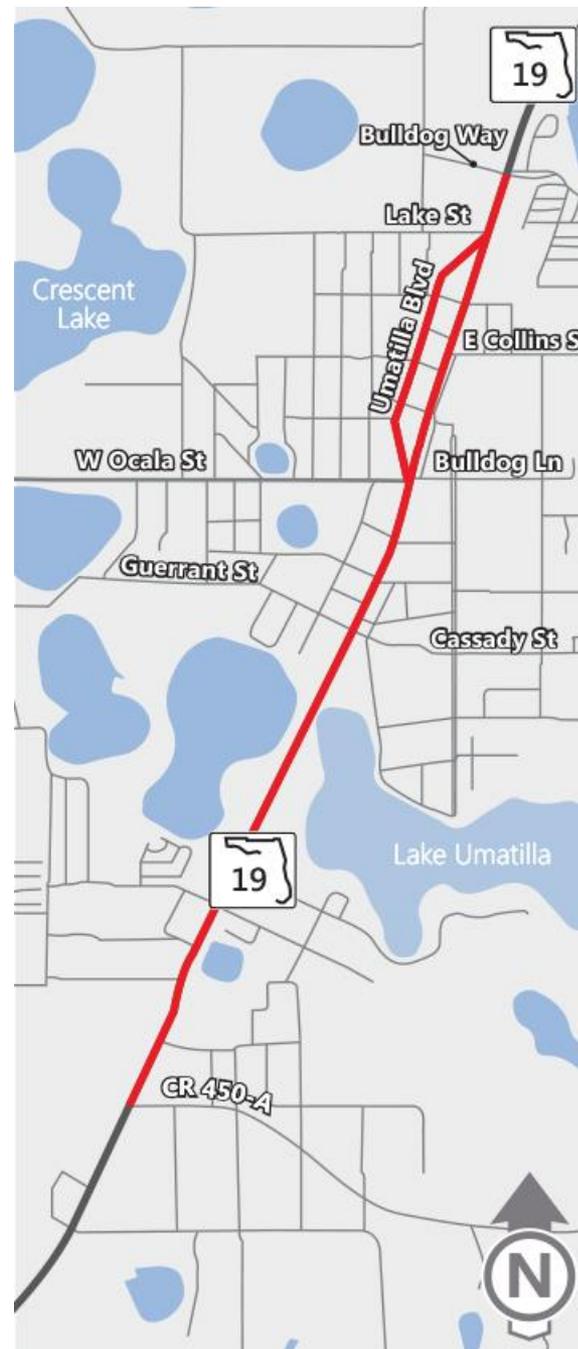
Project Overview and Purpose

- The purpose of this project is to provide an enhanced multimodal transportation system which promotes the creation of a healthier community; incorporates complete streets design components; improves access to employment, retail, and institutional uses along the corridor; accommodates for future growth and economic development; and provides safe and convenient access to users of all ages and physical abilities.

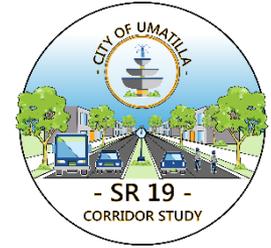


Study Area

- SR 19 from CR 450-A to Bulldog Way/ Olde Mill Stream RV Resort
 - 2.02 miles
 - Urban and rural cross sections
 - Primary north-south route between US 441 and SR 40
- Also includes Umatilla Blvd.
 - 0.56 miles
 - From W. Ocala St. to south of Lake St.
- Context Classifications:
C2-Rural and C2T-Rural Town



Project Schedule



We are Here



Planning Phase – Define the Problem

Planning Phase – Define the Purpose and Need

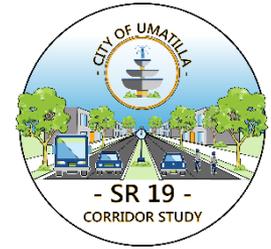
Planning Phase – Define and Select Alternative(s)

October 2016 – January 2017

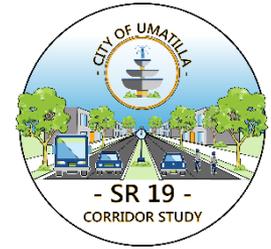
February 2017 – April 2017

May 2017 – April 2018

Project Goals



- Project requested by the MPO and City of Umatilla to coordinate the development of a future vision for SR 19 that establishes a **multimodal approach** to providing for future transportation needs.
- Community-based evaluation to determine how best to meet the **needs of current and future users**.
- Establish a long-term plan to guide evolution of the corridor that appropriately correlates the **balance between land use and transportation planning**.



Levels of Service

- Signalized intersection analysis:

Intersection	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
SR 19 at Guerrant St/Cassady St	A	9.0	A	6.7
SR 19 at W Ocala St/Bulldog Ln	C	21.3	C	32.9
SR 19 at E Collins St	B	16.2	B	14.4

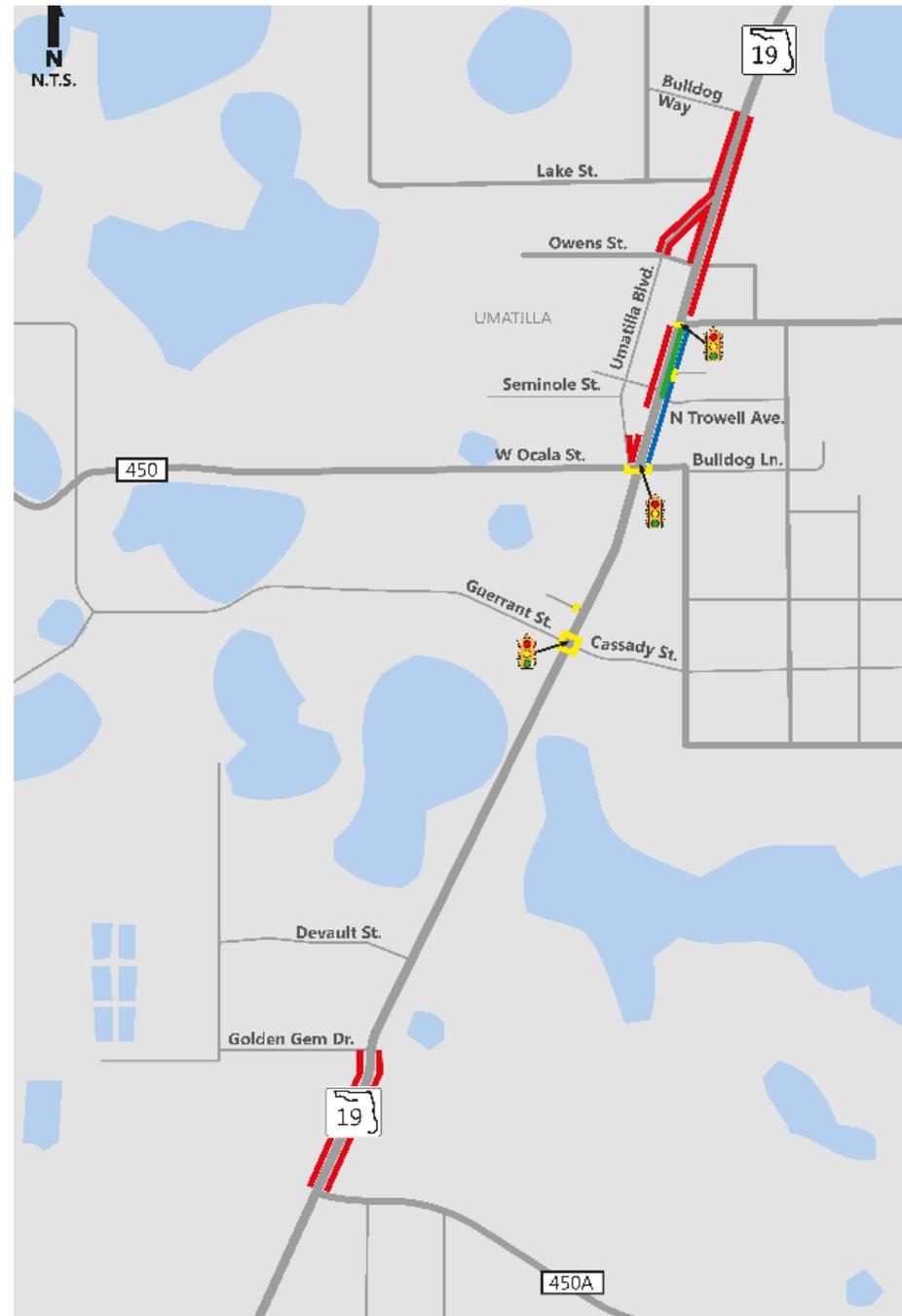
- Roadways operate satisfactorily at LOS D or better
- Reports of cut-through traffic during peak hours on Umatilla Blvd.

Sidewalk Gaps

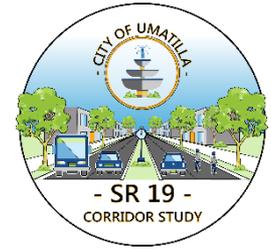


Legend

-  - Signalized Intersection
-  - Bike Lane
-  - Sidewalk Gaps
-  - Marked Crosswalks
-  - Multi-Use Path



Transit

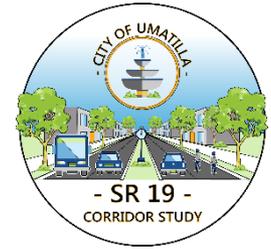


- One route in Study Area which runs along SR 19
 - Route 4: Altoona to Zellwood
- Minimal amenities at most stops
- Accessibility challenges in some locations



Route	Span of Service	Service Frequency
4	Monday-Friday 7:15 AM to 7:15 PM	120 minutes

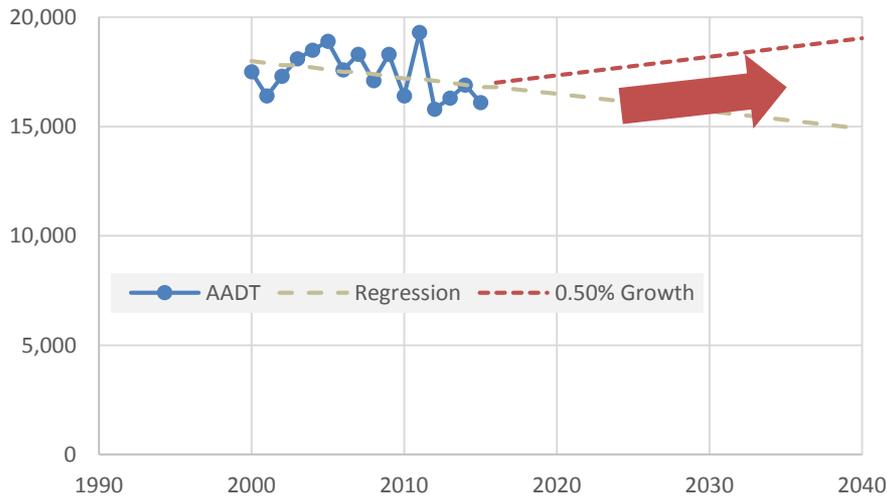




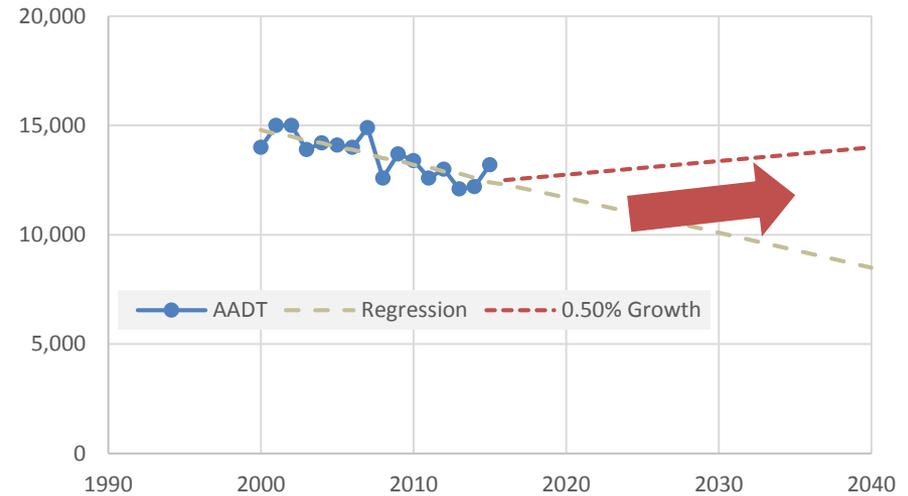
Future Conditions

- Historical traffic data shows no future growth in traffic volumes
- Assumed 0.5% growth for conservative estimate

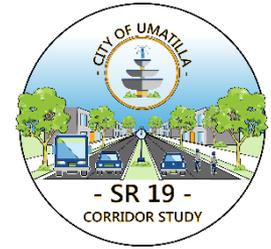
SR 19
CR 450-A to W Ocala St.



SR 19
W Ocala St. to Bulldog Way

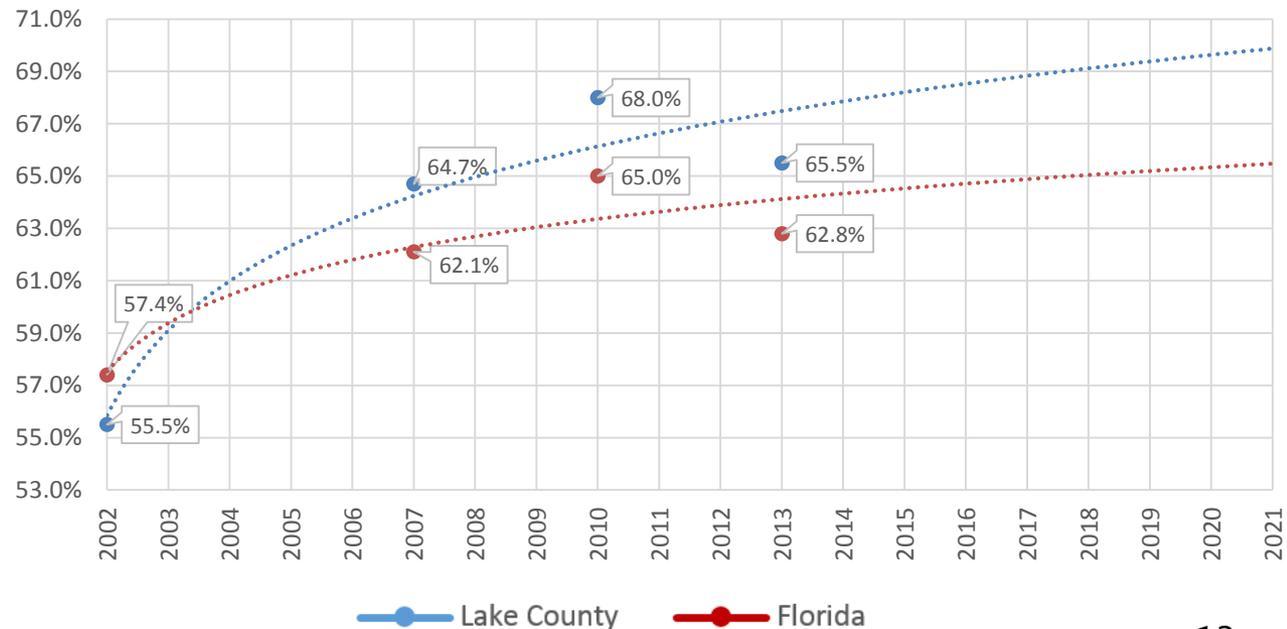


Community Health

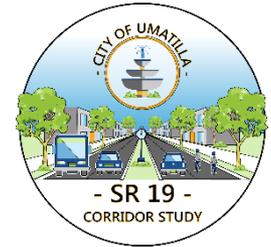


- Data from Florida Hospital Waterman 2016 Community Health Needs Assessment examined
- 2016 CHNA identified the most pressing and feasible issues to tackle and included:
 - Asthma
 - Diabetes
 - Obesity

Percent of Adult Population who are Obese or Overweight



Public Kick-Off Workshop (April 25, 2017)



- General summary of written comments received:
 - **Sidewalks:** “It would be wonderful to complete the sidewalks for the missing sections”
 - **Bike Lanes:**
 - “I’m not sure bicycle lanes are needed”
 - “Please don’t reduce amount of traffic lanes – can possibly reduce width of medians to make room for paths”
 - **One way pair:** “Not a fan of one way pair”, “No One-ways!!!”
 - **Roundabout at Bulldog Ln/W Ocala St:**
 - “Do not want to see a roundabout”
 - “Roundabout @ 5-way could be a good idea”
 - “Please don’t put in a roundabout”



Comment Form

SR 19 Corridor Study
FM # 439756-1

Public Kick-Off Meeting – April 25, 2017

Your comments are important! Please use the space below to express your input about this project.

As road lane County employees and the 522 exits on 246 traffic will increase thru Umatilla Florida's natural springs and outdoor recreation are abundant w/ of Umatilla. The current projections for traffic show Umatilla on the flat ground. I don't consider should be given to future mobility of these springs and outdoor recreation which will be lost if the 522 exits on 246 are not done will make travel to these areas much faster of convenient - thereby increasing traffic volume thru Umatilla not accounted in the projection models.

Further, as the prices for family entertainment rise (Disney etc) over the next 5-10 years families in all greater Orlando area will seek out more cost effective services and places like having a Company - increasing traffic thru Umatilla. I do see 5 lane option but want to express concern about future traffic projections taking into account.

Thank you!

Name: Christopher Buchheit Please complete and place this form in the "Comments" box or mail so that this form is received before May 4, 2017 to:

Company: _____

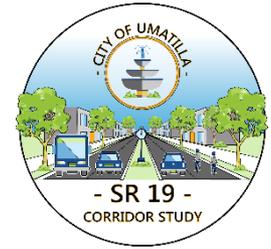
Address: 19700 Ringwood Rd

City/State/Zip: Altoona, FL 32702

Email: cbuchheit911@gmail.com Kylie Taniguchi
Vanasse Hangen Brustlin, Inc.
225 E Robinson Street, Suite 300
Orlando, FL 32801

Phone: 352-409-5797

Identified Needs



An enhanced multimodal system is needed to create a healthy community which provides improved accommodations for walking, bicycling, and using transit along the corridor. Furthermore, there is a need to improve safety and operations along the corridor. These needs are based on the following observations:



Lack of bicycle facilities



Sidewalk gaps



Bus stops with minimal amenities



Documented safety concerns



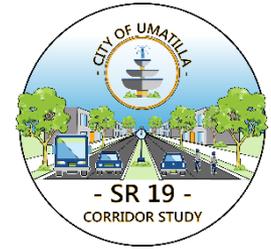
Driveways and median openings that do not meet current standards



High level of delay for side streets

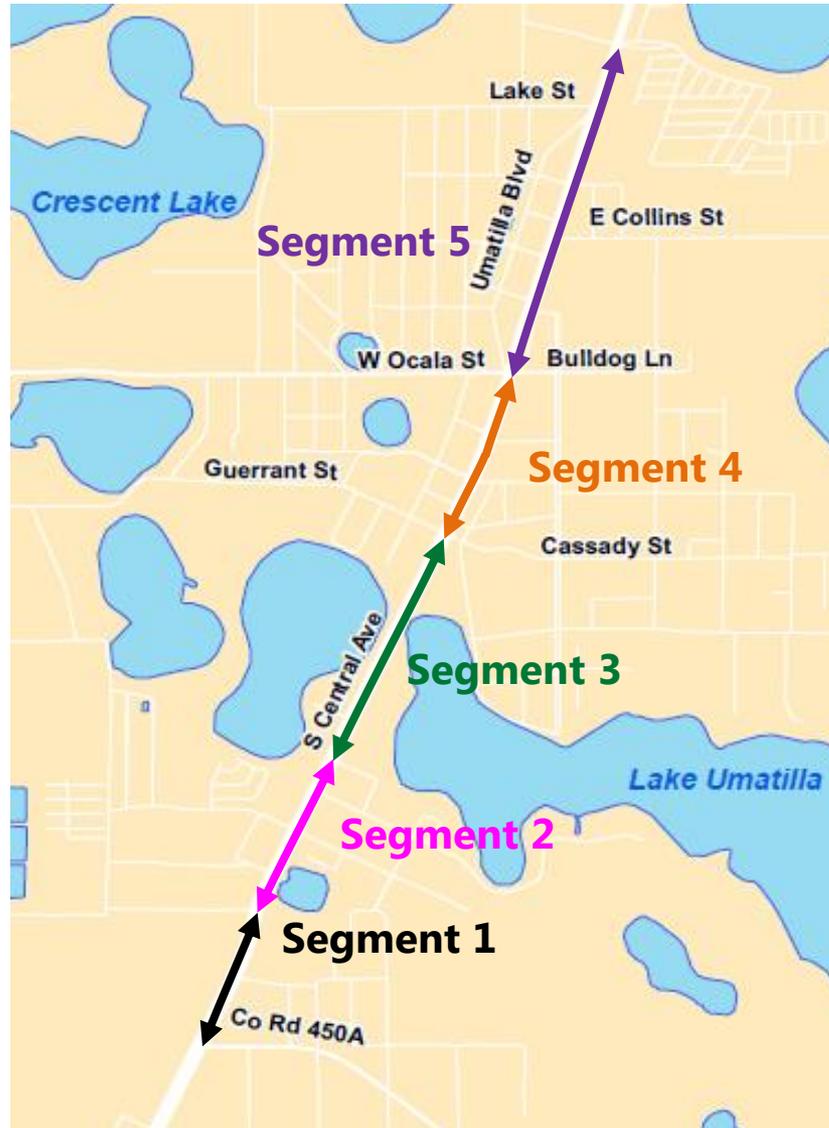
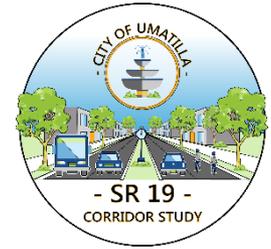


Trends indicating an increase in chronic diseases amongst the adult population



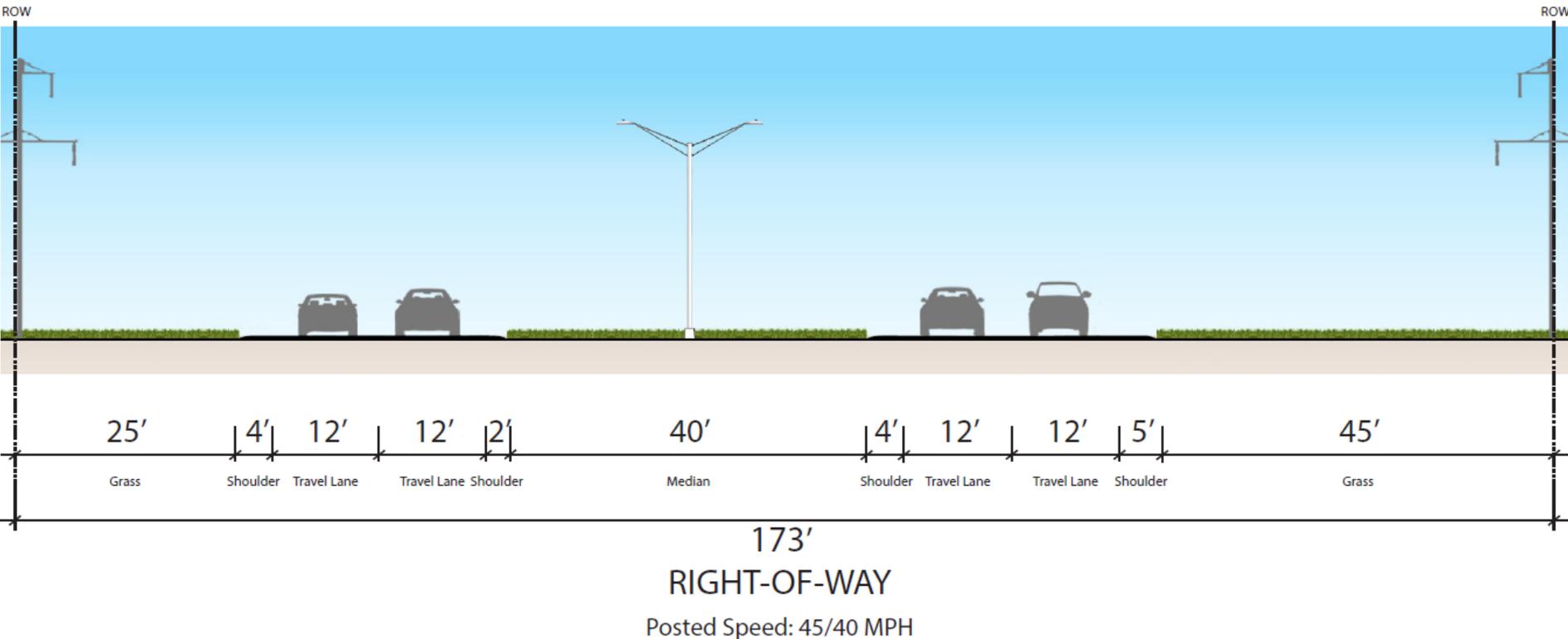
Overview of Preferred Alternatives

Segment Map for Typical Sections



Segment 1 (CR 450A to Golden Gem Dr)

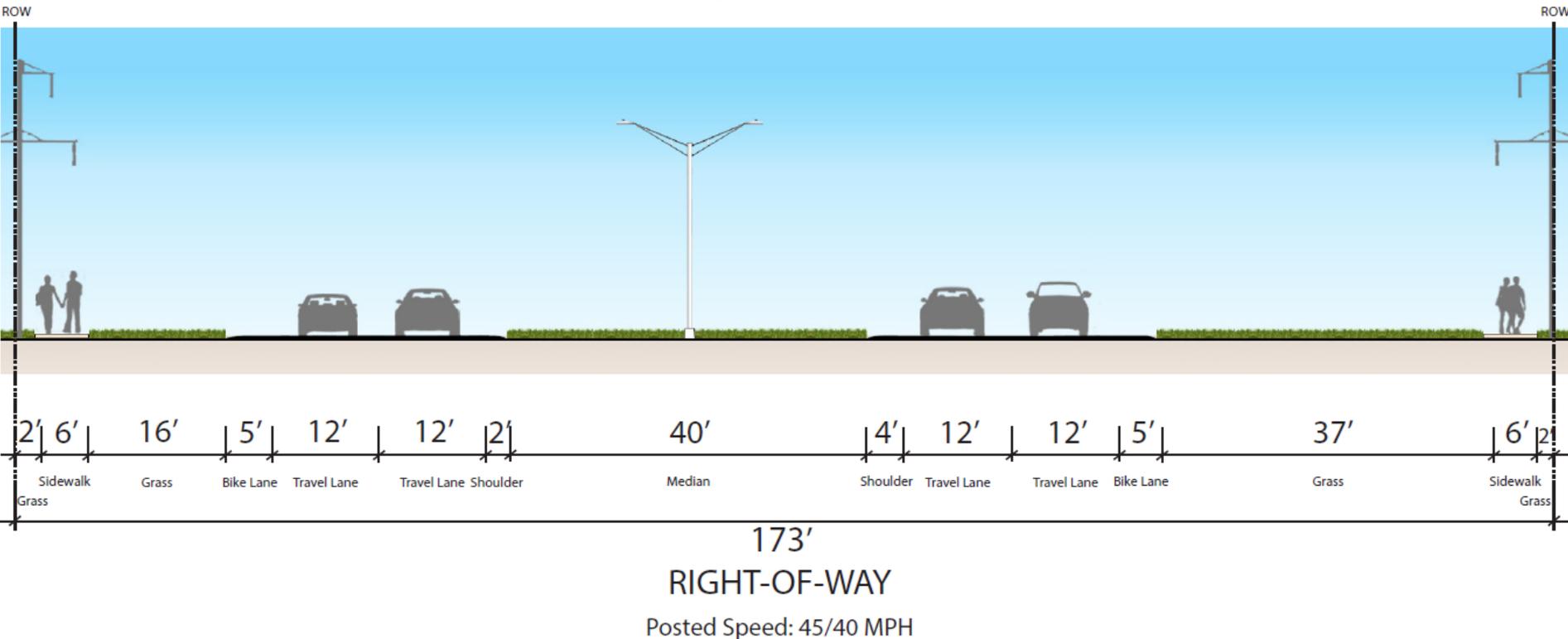
- Existing Conditions
- Issues: Lack of bicycle facilities, intermittent sidewalks



Segment 1 (CR 450A to Golden Gem Dr)

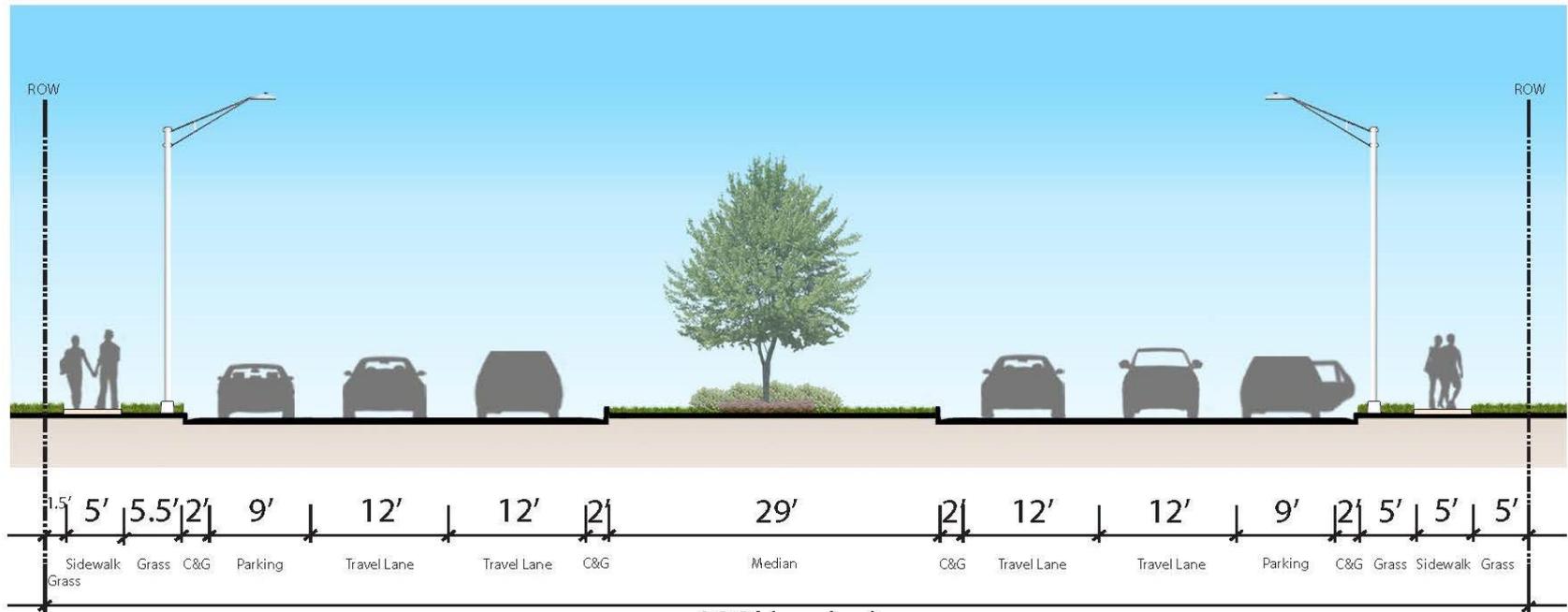
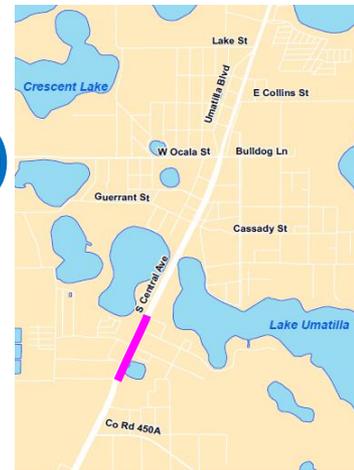
Preferred Alternative:

- Add on-street bicycle lanes.
- Construct sidewalks where missing



Segment 2 (Golden Gem Dr to Mebane St)

- Existing Conditions
- Issue: Lack of bicycle facilities

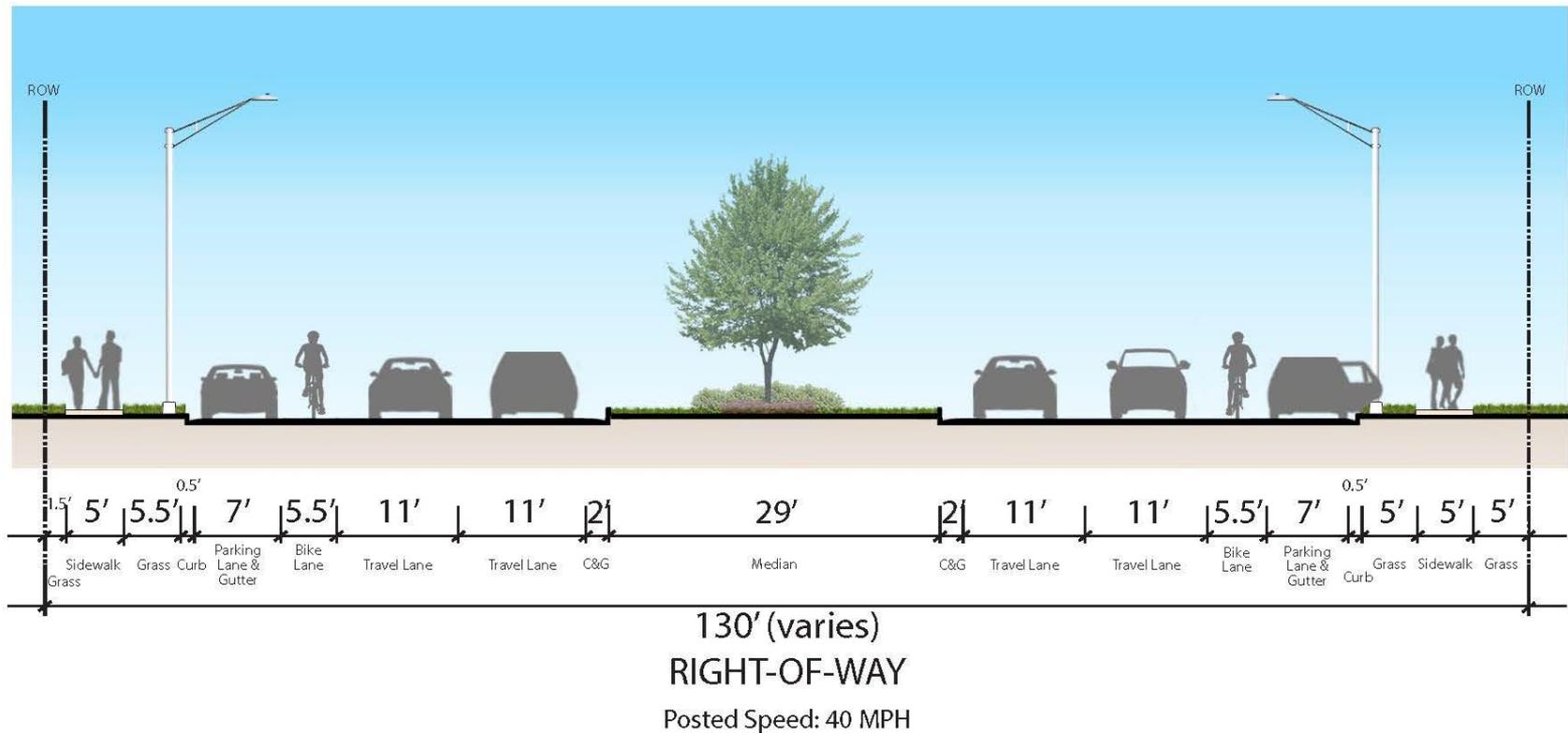


130' (varies)
 RIGHT-OF-WAY
 Posted Speed: 40 MPH

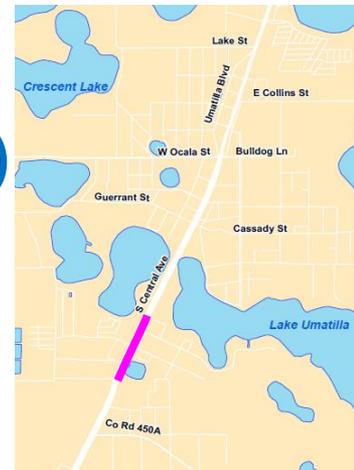
Segment 2 (Golden Gem Dr to Mebane St)

Short Term Preferred Alternative (included in 3R):

- Reduce travel lane width, add on-street bicycle lanes

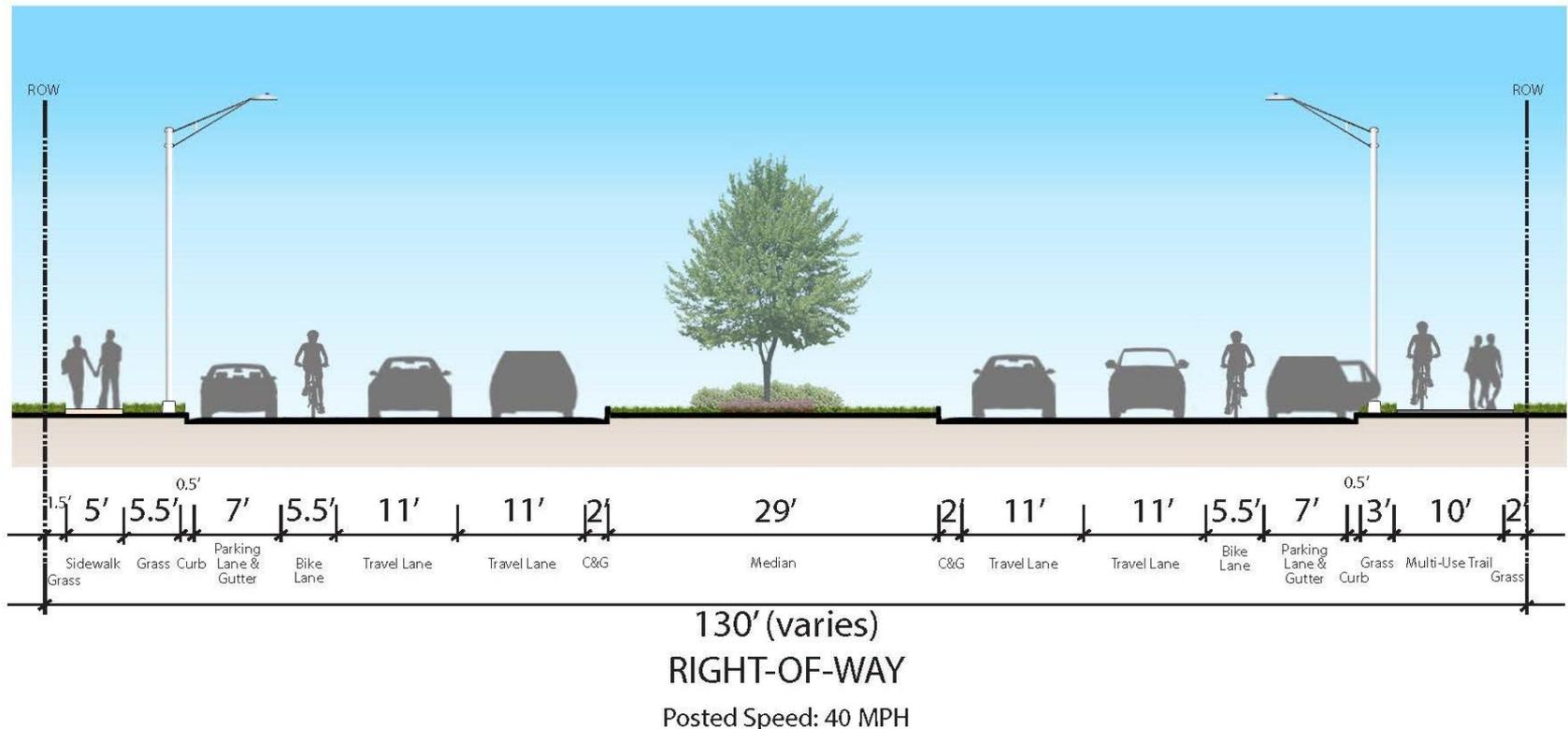


Segment 2 (Golden Gem Dr to Mebane St)



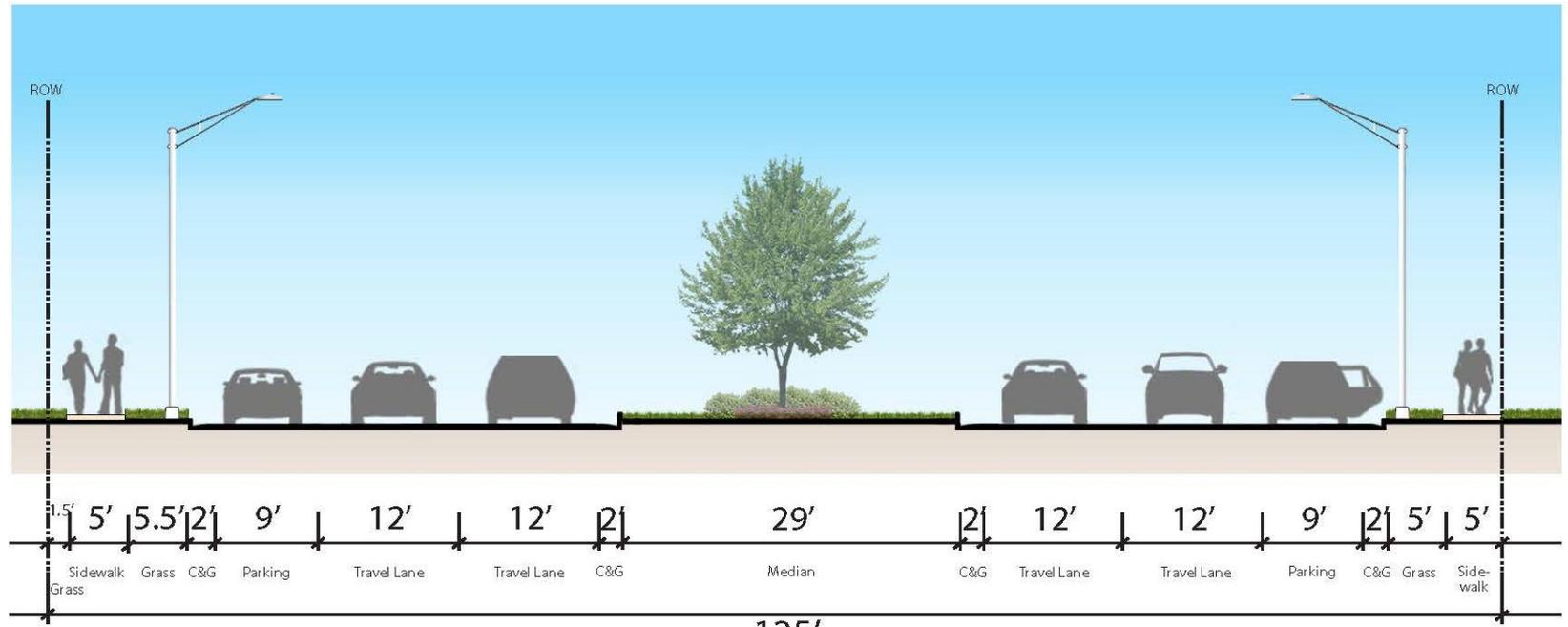
Long Term Preferred Alternative:

- Reduce travel lane width, add on-street bicycle lanes, construct Multi-use Trail (need to reconstruct driveways)



Segment 3 (Mebane St to Cassady St)

- Existing Condition
- Issue: Lack of bicycle facilities



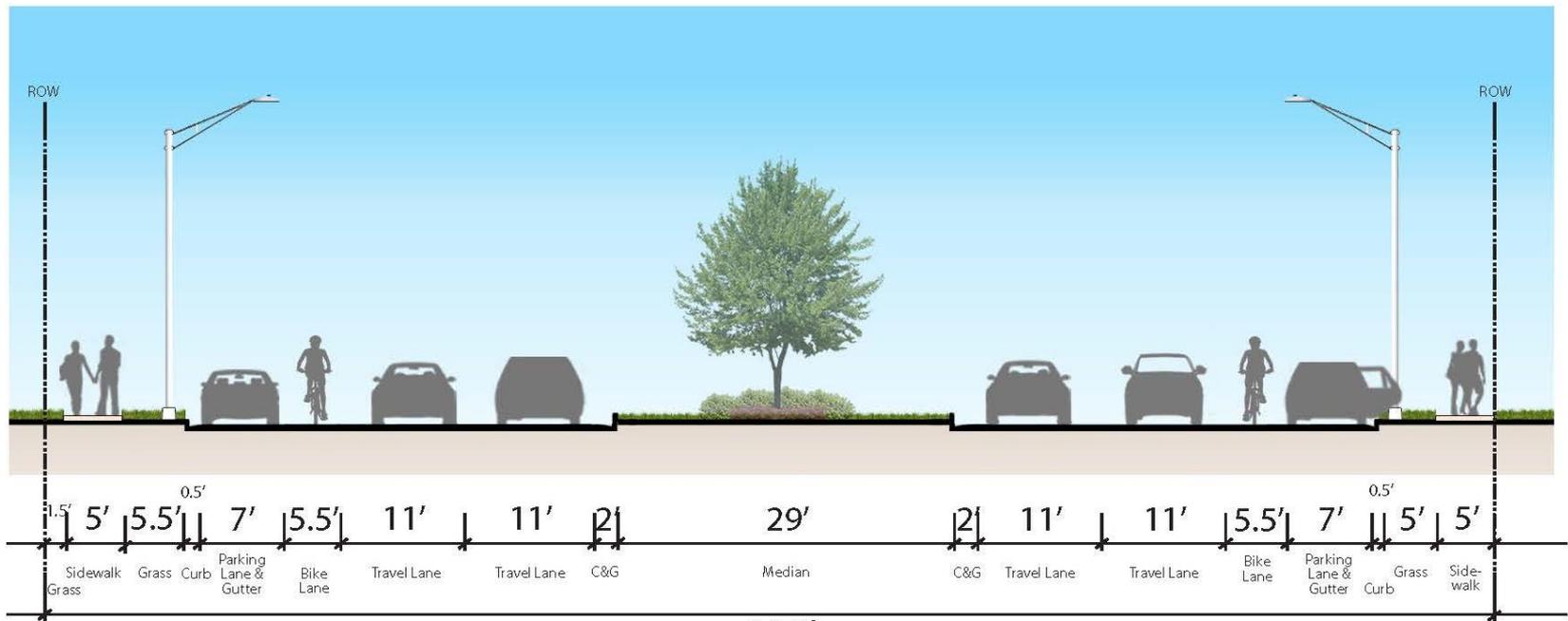
125'
RIGHT-OF-WAY
 Posted Speed: 40/35 MPH



Segment 3 (Mebane St to Cassady St)

Short Term Preferred Alternative (included in 3R):

- Reduce travel lanes, add on-street bicycle lanes



125'

RIGHT-OF-WAY

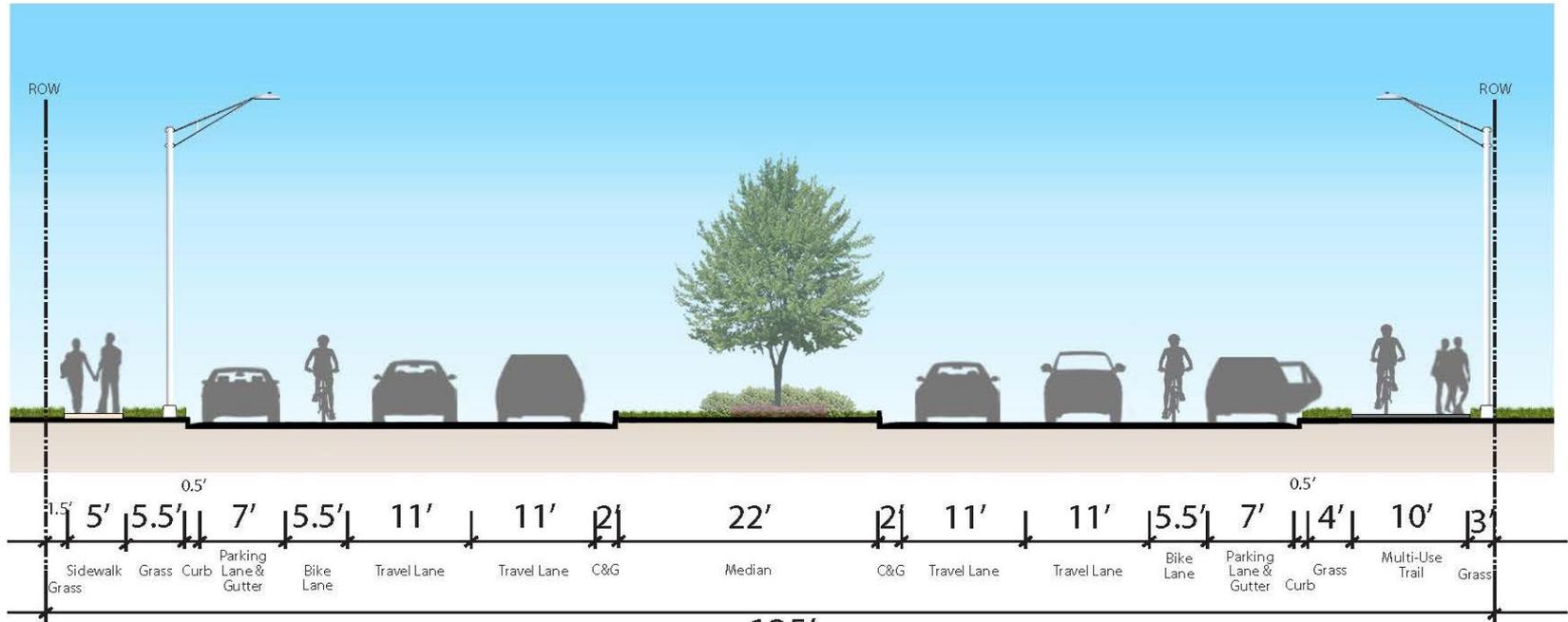
Posted Speed: 40/35 MPH



Segment 3 (Mebane St to Cassady St)

Long Term Preferred Alternative

- Reduce median and travel lane widths
- Relocate NB direction curbs and utility poles for multi-use trail



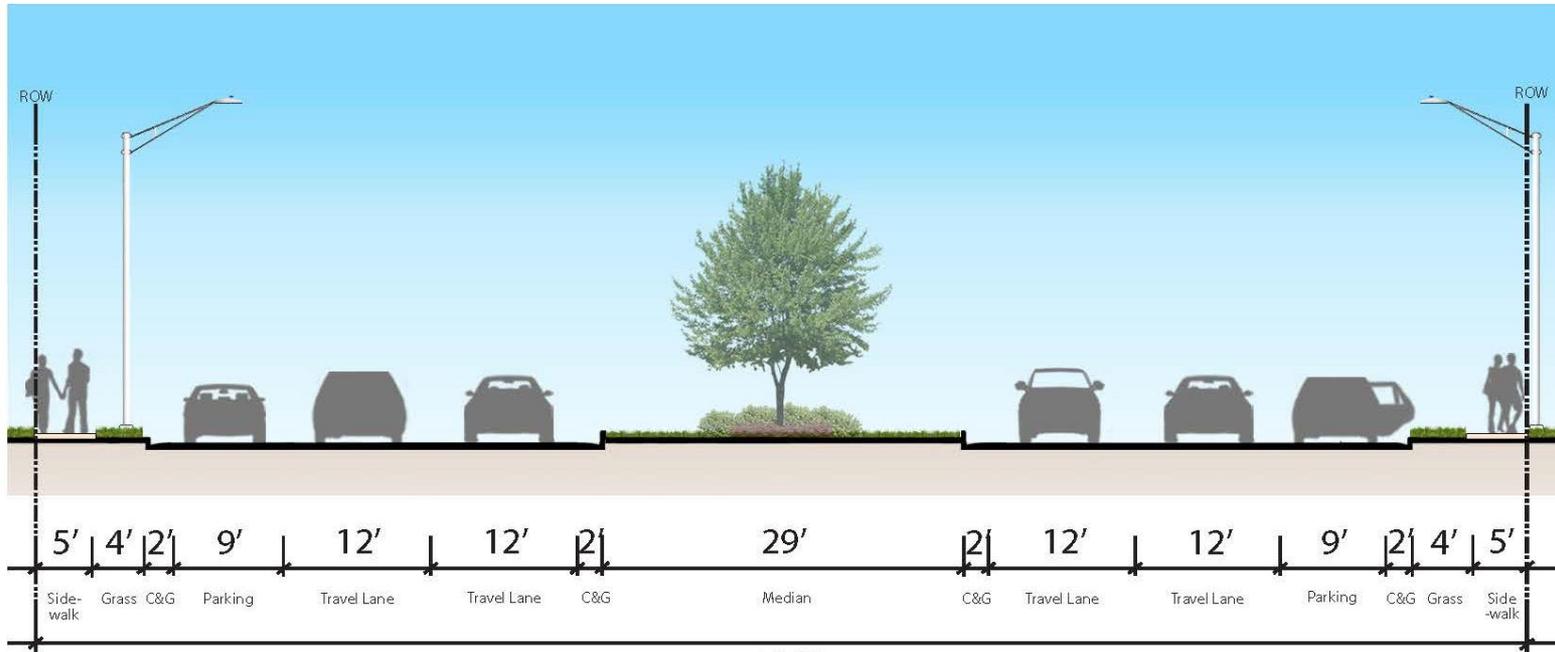
125'

RIGHT-OF-WAY

Posted Speed: 40/35 MPH

Segment 4 (Cassady St to Bulldog Ln)

- Existing Condition
- Issue: Lack of bicycle facilities

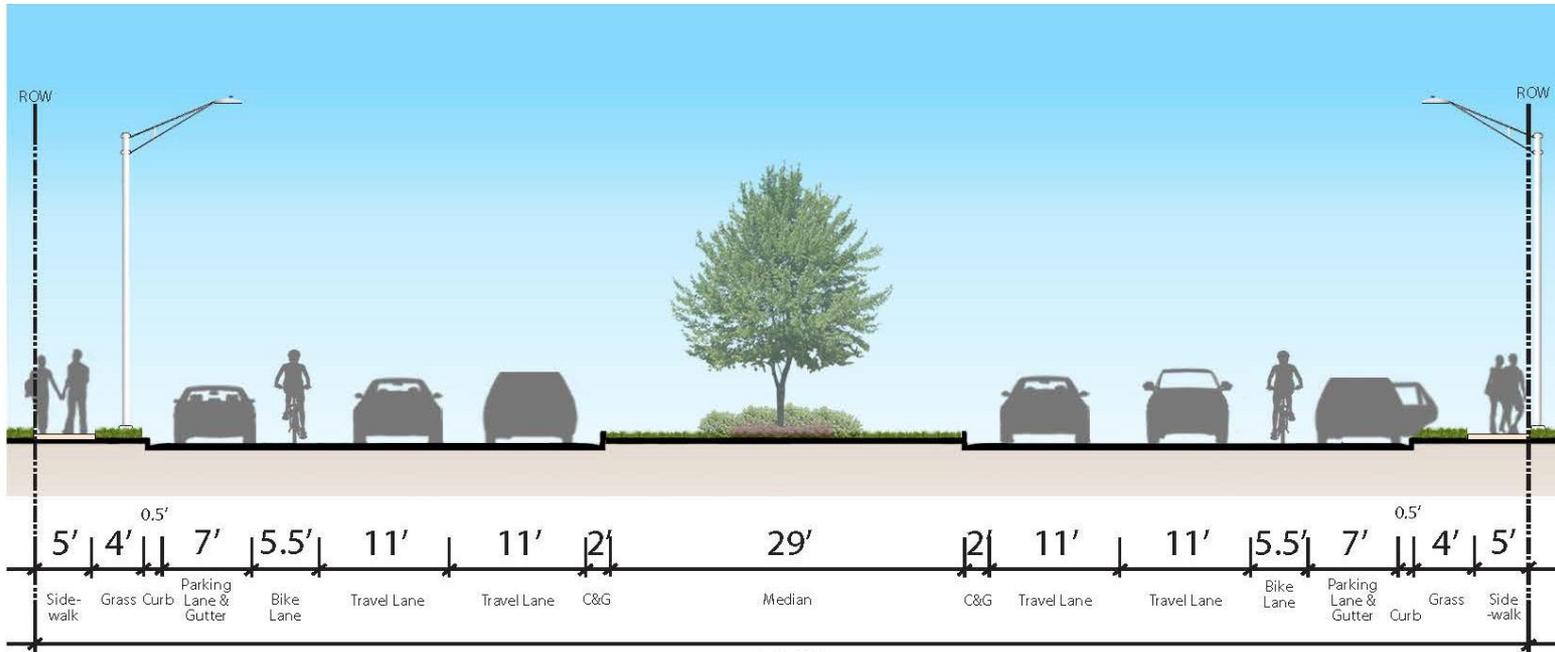


121'
RIGHT-OF-WAY
Posted Speed: 35 MPH

Segment 4 (Cassady St to Bulldog Ln)

Preferred Alternative (included in 3R):

- Reduce travel lanes, add on-street bicycle lanes



121'
RIGHT-OF-WAY
Posted Speed: 35 MPH



Traffic Operations

XX/XX: Existing/Year 2040

- SR 19 at Bulldog Ln/W Ocala St
 - No change in operations from existing to year 2040 conditions

Avg. Delay per Vehicle:

- AM Peak: 65.3/65.4 sec
- Mid-Day: 64.7/64.4 sec
- PM Peak: 62.9/69.0 sec

Avg. Delay per Vehicle:

- AM Peak: 13.6/21.3 sec
- Mid-Day: 23.4/18.3 sec
- PM Peak: 25.8/30.6 sec

Avg. Delay per Vehicle:

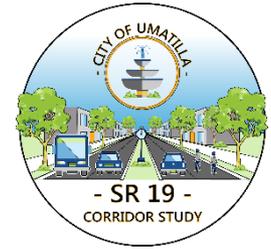
- AM Peak: 53.1/49.9 sec
- Mid-Day: 66.8/67.2 sec
- PM Peak: 56.4/52.9 sec

Avg. Delay per Vehicle:

- AM Peak: 62.1/66.5 sec
- Mid-Day: 56.8/55.9 sec
- PM Peak: 68.6/71.2 sec

Avg. Delay per Vehicle:

- AM Peak: 12.7/13.3 sec
- Mid-Day: 13.3/13.4 sec
- PM Peak: 25.9/35.2 sec

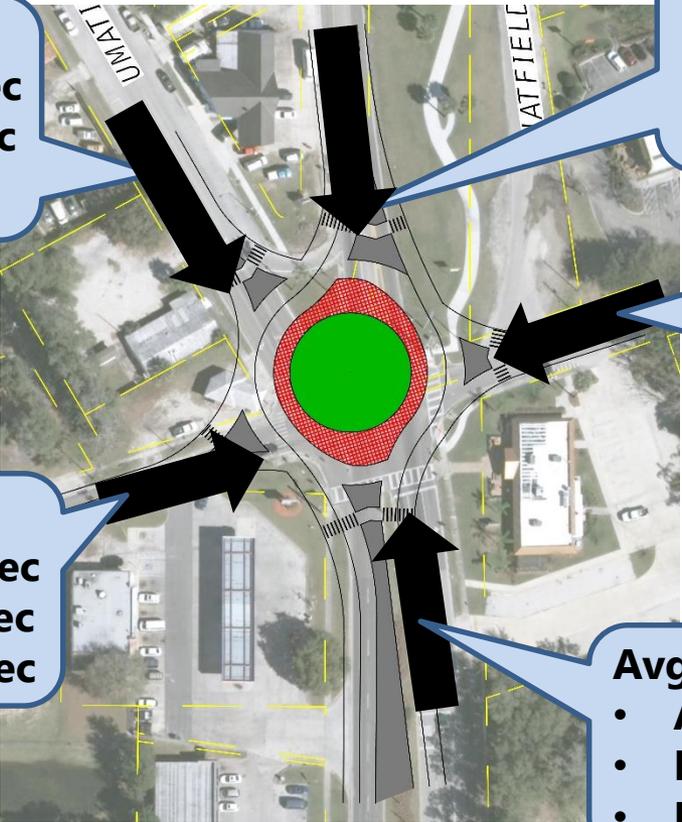


“Five Points” Intersection

XX/XX: Year 2040 No Build with Optimized Timings/Year 2040 Roundabout

Avg. Delay per Vehicle:

- AM Peak: 56.3/11.7 sec
- Mid-Day: 48.4/10.4 sec
- PM Peak: 63.5/9.7 sec



Avg. Delay per Vehicle:

- AM Peak: 17.3/8.2 sec
- Mid-Day: 24.1/6.6 sec
- PM Peak: 26.1/7.0 sec

Avg. Delay per Vehicle:

- AM Peak: 34.6/10.4 sec
- Mid-Day: 49.7/13.5 sec
- PM Peak: 41.4/15.7 sec

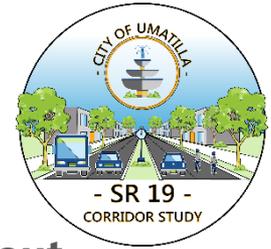
Avg. Delay per Vehicle:

- AM Peak: 49.0/12.4 sec
- Mid-Day: 38.8/11.4 sec
- PM Peak: 61.5/12.0 sec

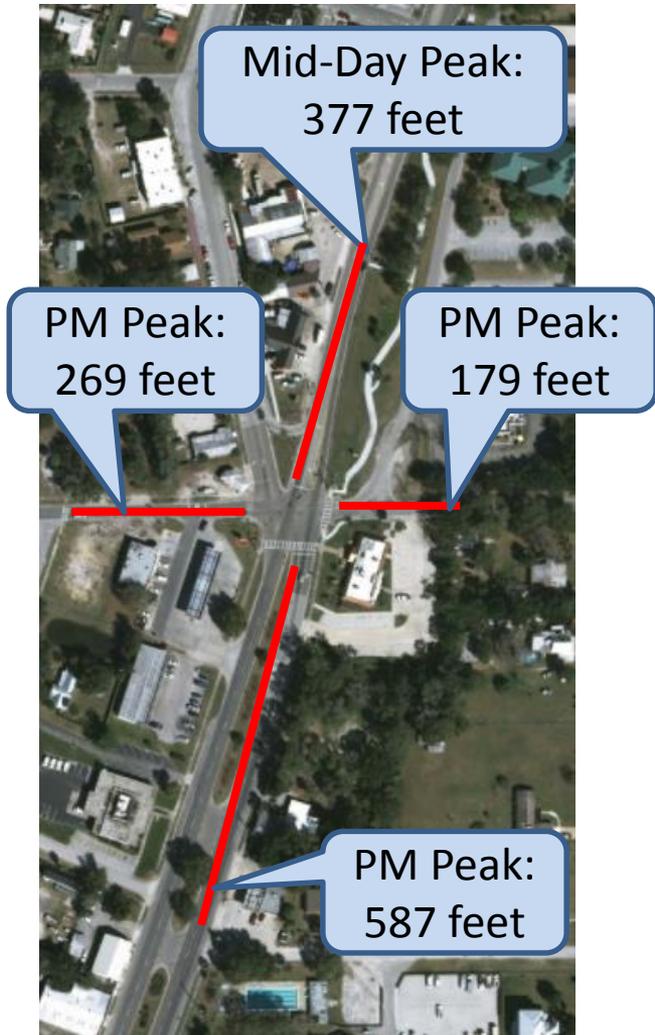
Avg. Delay per Vehicle:

- AM Peak: 10.7/6.1 sec
- Mid-Day: 11.6/6.5 sec
- PM Peak: 23.3/9.5 sec

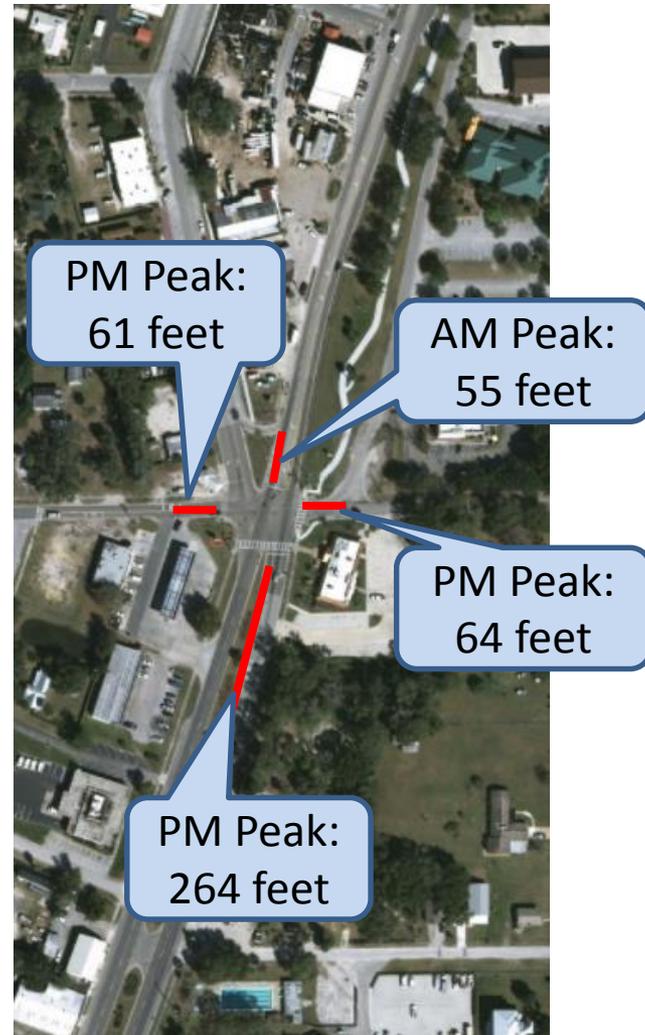
"Five Points" intersection



Year 2040 No Build with Optimized Timings



Year 2040 with Roundabout



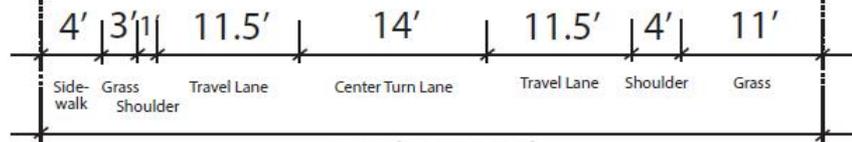
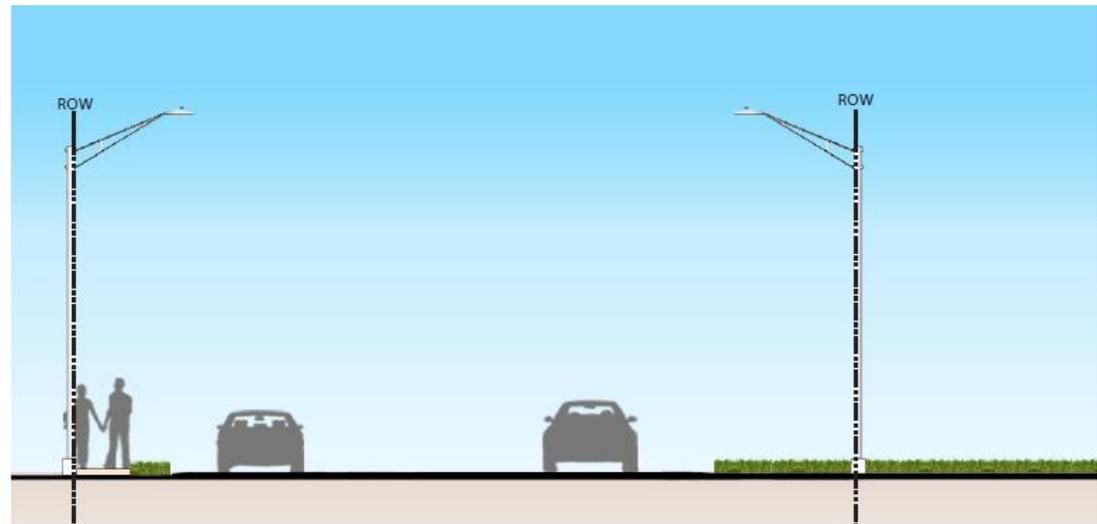
Segment 5 (Bulldog Ln to Bulldog Way)

Existing Condition

Issue: Gaps in bike/pedestrian facilities



Existing



60' (VARIES)

RIGHT-OF-WAY

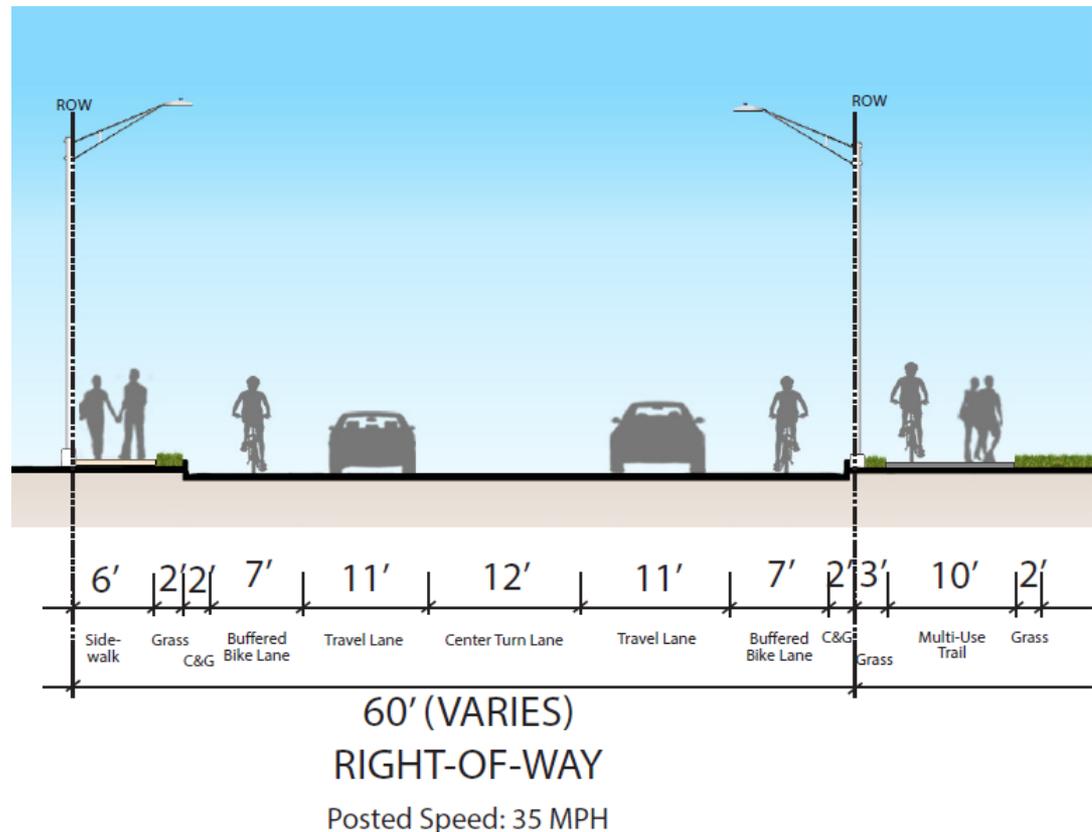
Posted Speed: 35 MPH

Segment 5 (Bulldog Ln to Bulldog Way)

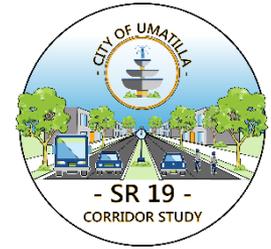
Preferred Alternative: Urban cross section, reduce travel lanes, expand sidewalks, extend existing multi-use trail



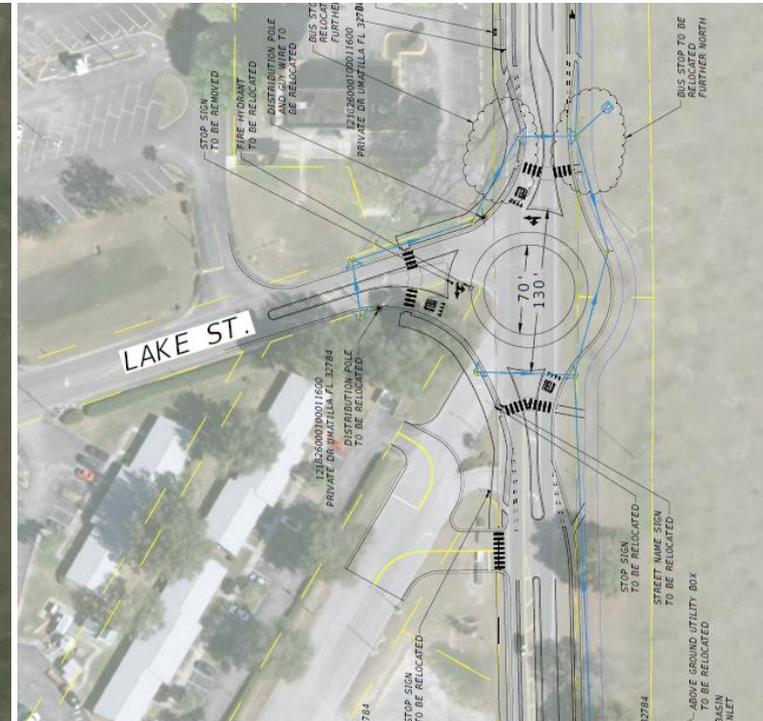
Alternative



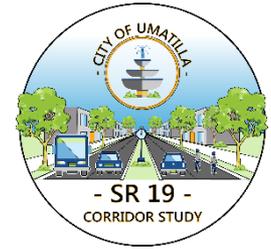
Intersection of SR 19 at Lake St and Umatilla Blvd



- Roundabout at Lake St and SR 19
- Reconfigure SR 19 and Umatilla Blvd intersection

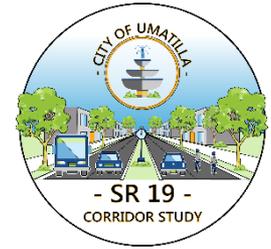


Planning Level Cost Estimates



Segment	Time Frame	From	To	Cost	Comments
1	Short-Term	CR450a	Golden Gem Rd	\$550,000	
2 & 3	Short-Term	Golden Gem Rd	Cassady St	\$1,250,000	Included in 3R
2 & 3	Long-Term	Golden Gem Rd	Cassady St	\$1,150,000	
4	Short-Term	Cassady St	Bulldog Ln	\$1,950,000	Included in 3R
5	Long-Term	Bulldog Ln	Bulldog Way	\$8,900,000	
Total				\$13,800,000	

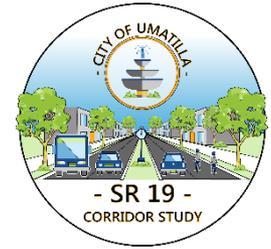
Next Steps



- Prepare Planning Summary Report



Questions/Comments?



Contact Us!

Judy Pizzo, MSURP

Planning Project Manager

Planning & Environmental
Management Office

FDOT District 5

Judy.pizzo@dot.state.fl.us

386-943-5167

Curt Ostrodka, AICP, LEED AP

Director of Community Planning

VHB

costrodka@vhb.com

407-839-4006



Project information will be posted on:

http://www.cflroads.com/project/439756-1/SR_19_Umatilla