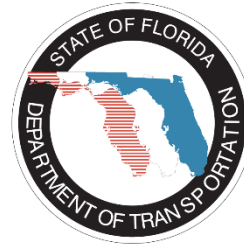




Orange Avenue Stakeholder Workshop Summary

Orange Avenue Corridor Planning Study



Date/Time: May 1, 2013; 2:00 PM – 6:00 PM

Purpose: Orange Avenue Corridor Study Stakeholder Workshop

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

Greg Moore, DRMP
Melissa Gross, DRMP
Russell Strimple, DRMP

Heather Garcia, FDOT
Myra Monreal, City of Orlando

The purpose of the workshop was to gather input from stakeholders within the study area, to have interaction with the stakeholders on issues and opportunities within the roadway corridor, and to collaborate on the vision and surrounding corridor needs for the corridor improvement.

The workshop was divided into four individual sessions, each lasting 45 minutes beginning on the hour, with a 15 minute transition time between meetings. The agenda for each session was as follows:

1. **Introductions**
2. **Workshop Objectives** – An overview of the purpose of the workshop and the desired information to be collected was given
3. **Summary of Key Issues** – A summary of the key issues of the corridor as understood by FDOT and DRMP staff was presented.
 - a. Safety
 - b. Corridor Consistency
 - c. On-Street Parking
 - d. Traffic Congestion
 - e. Transit
 - f. Planning Efforts
 - g. Technical Aspects
 - h. Physical Constrains
 - i. Interagency Coordination/Collaboration

(A handout with these issues was provided to the participants for their input. Additional space was provided on the handout for them to provide additional information.)



4. **Corridor Needs/Guiding Principles** – Subsequent to discussion of the key issues and agreed upon, the corridor needs and guiding principles were discussed. Participants were asked to agree/disagree or provide additional comment in regards to the Guiding Principles developed by FDOT and DRMP staff as provided below.

- a. Enhance multi-modal mobility and access while accommodating regional traffic
- b. Provide a functional transit element that serves a wide array of users.
- c. Improve safety for all modes.
- d. Provide consistency within the corridor.
- e. Establish interagency support for a plan that allows for development and implementation of transportation solutions that leverage public and private investment and maximize return and minimize implementation timelines.

(These Guiding principles were included on the handout in table format and the Objectives and Measure of Success Columns where space is provided for participants to include any comments or concerns they may have.)

5. **Next Steps** – 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
Alyson Bass	Old Florida National Bank	abass@oldfnb.com
Greg Morrison	Morrison Realty	gmorrison@morrisoncre.com
Stewart Boggs	LYNX	sboggs@golynx.com
Jon Toothman	Radio Shack	jtoothman@bellsouth.net
Pete Clarke	Orange County Commissioner District One	peter.clarke@ocfl.net
Kevin Behan	Commissioner Clarke's aid	kevin.behan@ocfl.net
Elliott Jamison	Lee & Associates	ejamison@lee-associates.com
Laura Minns	LYNX	lminns@golynx.com
Buck Miller	Velocity Films	buck@velocityfl.com



Session 1 Comments:

<p>Laura Minns</p>	<ul style="list-style-type: none"> • There is currently a locally preferred alternative on this corridor which goes around Market at Southside. • Commented that Orange Ave is a huge barrier for pedestrians as there are long delays at intersections and it is dangerous crossing the roadway. • Inquired if Orange Avenue is a freight corridor.
<p>Jim Ward</p>	<ul style="list-style-type: none"> • Really focusing on area between facets to curb or is it right of way to right of way? What is rough right of way? Answer: right of way to right of way and is 80 feet from Pinloch to Gore and 100 feet from Gore to Anderson • Asked if you could borrow from lane widths for streetscape elements? It could be an option depending on lane width.
<p>Commissioner Clarke:</p>	<ul style="list-style-type: none"> • What is the consideration for a pedestrian bridge over Orange Ave as a crossing when SunRail arrives? Answer: That kind of solution is further down the study process.
<p>Jon Toothman:</p>	<ul style="list-style-type: none"> • Have there been extensive studies done on the impact of bringing people to the area and are there any solutions from those studies? Answer: There have been a number of planning studies, including some work done by ORMC that focus on the future economic growth and the incorporation of the future SunRail stop.
<p>Jason Burton</p>	<ul style="list-style-type: none"> • The City doesn't view SunRail as traffic reliever, but rather as a method to support area development. • There is a Square Dance (aka known as a pedestrian scramble or diagonal crossing) at Lucerne Circle. The local residents were surveyed on their priorities for most corridors in regards to streetscape/pedestrian, transit, or infrastructure strategy. Pedestrian safety/walkability and streetscape are usually at the top of the list.
<p>Buck Miller</p>	<ul style="list-style-type: none"> • Inquired about pedestrian tunnels. • Expressed that there is a desire of nearby residents wanting to bike and walk. Stated that bike racks have already been installed. When improvements such as wider sidewalks, more pedestrian/bike facilities, less/more enough parking, would welcome any improvements that to get patrons to this area.
<p>Stuart Boggs</p>	<ul style="list-style-type: none"> • Suggesting looking at trips instead of vehicles. • How do we get to LYMMO, bike sharing, and bike racks to support one another? Suggested conducting a pedestrian/bike audit. • Made a suggestion to implement a Square Dance crossing (aka known as a pedestrian scramble or diagonal crossing). Also suggested synchronizing the signals throughout the corridor.
<p>Greg Morrison:</p>	<ul style="list-style-type: none"> • Inquired about the status and location of the LYMMO project? Laura Minns and Myra Monreal responded that the project isn't funded yet, but it is ready for project development. They stated that it was critical for us because we don't want to impact the corridor and preclude any transit solution.



	<ul style="list-style-type: none"> Suggested adding to the Guiding Principles and take existing businesses into account.
Elliot Jamison:	<ul style="list-style-type: none"> Inquired about the balance between trees and blocking visibility.
Heather Garcia/FDOT	<ul style="list-style-type: none"> From FDOT perspective, there is limited funds to support streetscaping but FDOT will work to help.

What are some of the things that you see as a problem that we haven't discussed?

Jon Toothman	<ul style="list-style-type: none"> Asked about what can be done to slow traffic which would lend to a more pedestrian friendly atmosphere, leading to business growth, leading to area economic health. Greg Moore pointed out that the existing parking isn't utilized.
Buck Miller	<ul style="list-style-type: none"> Stated that he found on-street parking unsafe.
Jim Ward	<ul style="list-style-type: none"> Pinching visual space generally slows down traffic, maybe a landscape item instead of unused parking. Narrower curb radii and it will speed up pedestrian crossing time also.
Jason Burton	<ul style="list-style-type: none"> Hoping design speed changes up to at least Michigan. Wanted to consider a consistent speed limit north of Michigan which would change sight distance and curb radii requirements.
Laura Minns	<ul style="list-style-type: none"> Pedestrians will feel safer with lower vehicle speeds. Love the wide section in front of hospital and old Checkers restaurant. Orange Avenue is not a pleasant street to walk on as it feels confining and it is difficult to pass on sidewalk for pedestrians and bike.
County	<ul style="list-style-type: none"> Asked if underground utilities were possible? Orange County is running into the problem of putting utilities under the road, puts on the curb then denies trees on top. Limiting flexibility on streetscaping. Underground utilities is a local agency decision.

Session 2 Attendees

Mary Sekac	First Green Bank	msekac@firstgreenbank.com
Ruth Hamberg	RH Landscaping Architecture & Urban Design	rhamberg@bellsouth.net
David Ausherman	Orange County	david.ausherman@ocfl.net
Alice Burden	Resident/Volunteer	aburden@hotmail.com
Karl Hodges	ORMC	Karl.hodges@orlandohealth.com
Bill Kercher	ORMC consulting team	bill.kercher@wckplanning.com

Session 2 Comments:

Karl Hodges	<ul style="list-style-type: none"> Is this study being done in coordination with the City? Answer: Yes. What other issues came up in the first group? Answer: Brief overview of comments from session 1 were discussed. Safety issues need to be discussed. What conversations are happening to reduce traffic on Orange Avenue?
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	<ul style="list-style-type: none"> • When does the dip in the road issues come into play? Answer: Construction activities should begin this summer. Go to www.CFLRoads.com for more information. Would like to coordinate our construction with the upcoming dip construction. • What is the process, when is the study finished? Who is the deliverable given to and what is it? Is there an expectation that there will be funding? Answer: 12 month study, a Corridor Management Plan will be developed for the FDOT. The hope is that some of the recommendations will be funded with push buttons and/or improvement grants that the city can apply for. • If done right, there is huge economic development potential. • It's not a long walk to downtown; if it were a more pleasant walk, more people would use it. ORMC has planned to redevelop property on the northwest corner of Gore to mixed use.
Alice Burden	<ul style="list-style-type: none"> • Would like to see more intersection treatments like those at the Orange Ave/Lucerne Circle intersection. This idea needs to be implemented at all major intersections. • Would like the parking meters in front of ORMC to be 4hrs long. • Is there anything Downtown South can do to encourage the decision makers to bring the money to this area and recommend alternatives that come from this study? Myra Monreal/Heather Garcia: Contact your commissioner and MetroPlan.
Ruth Hamberg	<ul style="list-style-type: none"> • Are we looking at parking demand studies? Answer: We do not have and do not plan on conducting a parking demand study at this time. • The Downtown South design committee is interested in a design for Orange Avenue not to be just a through road but to create an attractive destination, to make a statement of public space, and create corridor identity. • Wanted access to the district and to brand it. There are many access management issues with too many driveways and side streets. Safety issues exist with all of the driveways. • Would like to see a walkable city block grid. Stated that the area north of Gore Street has very pleasant trees and landscaping features. Asked if using oak trees was possible. • Would like to see integration of water quality improvement measures to help filter runoff. Wants team to consider green street ideas and slower speeds.
General Comment	<ul style="list-style-type: none"> • Discussed on-street parking and the opinion of most people that it is unsafe. Also talked about the desire for a consistent and lower speed limit.
Myra Monreal	<ul style="list-style-type: none"> • FDOT can help identify projects, the City can apply for enhancement grants, and people supporting any project will help the ranking. Through this study if things rise to the top the City will apply for an enhancement grant.
Heather Garcia	<ul style="list-style-type: none"> • Every project needs a champion and strategy for funding.
David Ausherman	<ul style="list-style-type: none"> • A lot is going on in this corridor with SunRail and whatnot.
Bill Kercher	<ul style="list-style-type: none"> • What happens to the water and drainage now? Where does it go? Answer: Some goes to West Orange County, some goes to local ponds and lakes. Will have to consult our Basin Maps.



	<ul style="list-style-type: none"> Can we get a signal at Underwood because the new hospital front door will be on underwood? We'll trade the Copeland signal for the Underwood signal.
Bill Kercher and Karl Hodges	<ul style="list-style-type: none"> We are in support of the streetscape currently in place north of Gore Street for safety reasons, for traffic calming, to provide a pedestrian island, and aesthetically. ORMC would trade having on-street parking for that streetscape or in support of a bike lane on the outside of the parking. We want slower speeds. Boone will be extended south and would like an east/west connector to connect Orange Ave and the Boone extension somewhere between Gore and Lucerne.

Session 3 Attendee:

Shelia Ratliff	Classic Renovations	sheratliff@gmail.com
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Session 3 Comments:

Heather Garcia	<ul style="list-style-type: none"> Due to the high crash rate, safety is an important issue. There was an emphasis today that we need to look at other movements besides vehicles; there's a need to move people in other ways.
Shelia Ratliff	<ul style="list-style-type: none"> Likes on-street parking. She finds it scary but still uses it. She is in support of bike lanes. Easy access bike parking along the corridor would encourage more people to use it. Will there be the continuous turn lane in the middle? She's in support of access management and suggested that we consider medians with some landscaping to be more visually appealing. A certain amount of traffic congestion is expected, but it would be nicer if the view was better while stuck in traffic. Have seen things being done in the past with no planning and don't want that to happen again. More pedestrian signage and higher crosswalk visibility would be good. Could Division be an alternate route to alleviate Orange Ave? What kind of water management would be necessary? Answer: That is a concept that will be considered, City of Orlando has currently got improvements for Division in the design phase.

Session 4 Attendee:

Joseph Waddell	Heery Design	jwaddell@heery.com
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Session 4 Comments:

General	<ul style="list-style-type: none"> General discussion on the high crash rates including the location and types of crashes occurring. Discussion about inconsistencies of various elements on the corridor.
Joe Waddell	<ul style="list-style-type: none"> Is a resident but doesn't use Orange Avenue. Congestion keeps speeds slow. The worst problem is congestion and backup.



	<ul style="list-style-type: none"> • <i>Is Division and option as an alternate route to Orange Avenue? Answer: That is a concept that will be considered, City of Orlando has currently got improvements for Division in the design phase. At Grant Street, the east bound left turn phase is very short and doesn't serve the whole queue all the time.</i> • <i>Only crosses Orange on foot or bike when absolutely necessary as it's not safe.</i> • <i>Streetscaping is great, but if it interferes with the utilities there is no point, it would have to be ripped up.</i>
Myra Monreal	<ul style="list-style-type: none"> • <i>Most of the pedestrian and bike trips are "slicing the Orange" and do not travel north/south on Orange, but cross east/west.</i>
Greg Moore	<ul style="list-style-type: none"> • <i>Stated that a previous interest was expressed on the April 9th bus tour about moving the utilities underground on Orange Avenue from Michigan Street to Grant Street.</i>

Stakeholder Handout Comments and Results

The following information was distributed to the workshop participants in order to gain consensus on the main issues and goals for the Orange Avenue Corridor Study. The bold and italicized text are the responses and comments provided in response.

1.0 Key Issues (Please agree/disagree/elaborate)

1. Safety (# crashes/ location specifics/ fatalities)
 - On-Street parking utilization
 - Sight distance issues
 - Emergency vehicle operations
2. Consistency
 - Speeds
 - Typical sections (lane width, median treatments, pedestrian facilities)
 - The look of the corridor/aesthetics (treatments, location of sidewalk)
3. On-Street Parking (consistency, utilization,)
4. Traffic Congestion (travel times, signal operations)
5. Transit (stop locations/logistics/safety/operations/LYNX expansion route/Sunrail and Amtrak interface)
6. Planning Efforts & Unification along corridor for consistent vision/"park once"
7. Technical Aspects (Engineering/Maintenance issues)
8. Physical Constraints (80' R/W, Existing land use is developed, setbacks/easements)
9. Interagency Coordination/Collaboration

10. ***Decent Streetscape – Placement***
11. ***Walking/Biking***
12. ***Left turn lane on Grant Westbound @ Chipotle***
13. ***Way Fining***
14. ***Pedestrian/Bike circulation along and across corridor***
15. ***Dedicated transit lanes (explore potential)***
16. ***Bike share/parking***
17. ***Speed is the key, traffic travels faster than posted. 35mph is best traffic mover***
18. ***Add multi modal, rail and local***
19. ***Access management***



20. **Speeding; too many driveways, lack of turn lane, median**
21. **Uncomfortable for peds & bikes**
22. **Ugly – overhead wires and signals, pollution runoff**
23. **Decrease curb radii**
24. **Speed reduction, lanes too wide**
25. **Wider sidewalks and streetscapes**
26. **Where are innovative bike lane alternatives?**

2.0 Guiding Principles

2.1 Guiding Principles Development

2.1.1 What is the Vision of the Corridor? (Please agree/disagree/elaborate)

Urban main street neighborhood, “Park Once” atmosphere, Bike/Pedestrian friendly, and to encourage transit.

“Context Sensitive” important

2.1.2 Who are the main users of the Corridor? (Please agree/disagree/elaborate)

1. Commuters
2. Local Residents
3. Employment Centers
4. ORMC Patients/Patrons
5. Business Patrons

6. **Students**
7. **Retirees**
8. **Transit and SunRail users**

2.1.3 What is the desired role of Orange Ave? (Please agree/disagree/elaborate)

Provide a context-sensitive transportation facility that serves all users while preserving the corridor characteristic and vision.

Provide a context-sensitive transportation facility that serves all users while supporting further urbanization of the corridor.

Implement streetscape plans – drop power lines – widen sidewalks – foliage (grass) separating traffic from pedestrians.

2.1.4 Guiding Principles (Please agree/disagree/elaborate)

- A. Enhance multi-modal mobility and access while accommodating regional traffic.
- B. Provide a functional transit element that serves a wide array of users (commuters, shopping/business patrons, employment centers).
- C. Improve safety for all modes.

Everyone is a pedestrian – some safety improvements for one mode may conflict with other modes

- D. Provide consistency within the corridor (aesthetics, roadway geometry, access management philosophy)



- E. Establish interagency support for a plan that allows for development and implementation of transportation solutions that leverage public and private investment and maximize return and minimize implementation timelines.
- F. **Think in terms of trips and not in terms of cars**
- G. **Business**
- H. **Take existing business interest into account**
- I. **Speed is key – traffic travels far too fast for pedestrians – lanes – traffic calming devices – increase walkability, possible mid-block crosswalks – allowing pedestrians greater mobility**
- J. **Business interest**
- K. **Sunrail pedestrian connectivity**
- L. **Esthetics – establish a brand for the district**
- M. **Green the street – trees to clean the air, fight heat and shade effect**

2.2 Purpose & Need

2.2.1 Purpose Statement: (Please agree/disagree/elaborate)

Provide a safe and efficient multi-modal transportation corridor that serves a wide array of users while providing and enhancing livability consistent with the future vision for the area.

FDOT received unanimous concurrence on the Purpose Statement.

2.2.2 Needs Statement: (Please agree/disagree/elaborate)

Enhancing mobility, consistency, and safety as necessary to support economic development, and assist planning initiatives and multi-modal mobility.

FDOT received unanimous concurrence on the Needs Statement.

Known issues identified with the corridor that support this need include:

- Approximation 650 crashes within the 2-mile corridor in the 5 year between 2007 and 2012 with 3 fatalities involving bikes and pedestrians
- Inconsistent roadway elements (lane widths, median left turn treatments, pedestrian facilities, on-street parking placement/utilization)
- Inconsistent speeds (40 MPH Pinloch Ave to Grant St, 35 MPH Grant St to Kaley Ave, 30 MPH Kaley Ave to Anderson St.)
- Traffic Congestion (high travel times, signal spacing, maintenance)
- Inconsistent Aesthetics/Landscape treatments (relationship to sidewalk placement)
- Transit Issues (stop locations/placements/ utilization/logistics/type of facilities)
- Opportunities for coordination of planning initiatives with multiple agencies (City of Orlando, LYNX, FDOT, Orange Co)



2.3 Measures of Success

Guiding Principles	Objectives	Measures of Success
	Increase ease of transit use.	Proximity of transit stops to land uses served
	Provide for bicycle/pedestrian use.	Accommodations for bicycles added to corridor Accommodations for safe pedestrian movements along and across the corridor
		More consistent pedestrian facilities
	Identify opportunities to improve operational deficiencies. Not so much traffic operations – equalize the modes, transit, bike, and pedestrian.	Intersection delay reduction (LOS)
		Travel time reduction For transit and pedestrian
		Reduced queuing at critical intersections
		System throughput
B	Improve transit vehicle operations at stop locations, reducing vehicle/transit conflicts and delay to thru traffic.	Decreased drive times
		Decreased angle/side-swipe/rear-end crashes around transit stops
		Driver feedback/perception of operating conditions (before/after)
	Improve stop proximity to uses to better serve user needs.	Closer proximity to pedestrian cross-walks Closer proximity to identified pedestrian paths (that contribute neighborhood trips to the corridor). Consider bus ops in terms of solutions and far side stops preferred.
	Identify strategies to encourage “park once” philosophy.	Increased “in-corridor” transit trips/ridership
		Decreased “in-corridor” vehicular trips (before/after parking assessment in parking lots)



	Increase access/service to corridor destinations	Synopsis of uses ORMC staff survey
C	Target higher crash locations and identify opportunities to improve.	Overall reduced crash rates <i>Pedestrian and bike safety!!</i>
	Identify configuration factors to safety concerns (sight distance, driveway location/spacing, obstructions, on-street parking locations and configuration)	Reduction in mid-block crashes
	Eliminate bus/vehicle conflicts at bus stops.	Reduction in crashes around bus stop locations
	Evaluate and identify pedestrian crossing distances.	Reduction in crossing widths <i>Implementation of innovative signalized pedestrian crossings at key locations</i> <i>Education/outreach solutions</i>
D	Provide consistency in roadway geometry.	Increased length(s) of consistent typical sections
		Reduced # of typical sections
	Provide consistency in aesthetic elements (foster coordination with FDOT and COL) <i>High level street lighting</i>	Continuity in appearance <i>But differentiate the identity of the Downtown South district.</i>
		Increased length of continuous aesthetic elements
		Reduced # of different treatments
	Identify predominate left turn movements,	Reduction of median/head on collisions
		Reduction in length of two-way-left-turn lanes
Implementation of new access management treatments (median, dedicated left turn pockets)		
E	Buy-in from agency partners	Letter of support/ endorsement of plan



	FDOT acceptance/endorsement of plan	“Sign-off” from internal groups “FEDEX” on details of the plan
	Commitment from funding partners (public and private)	Committed dollars/partners advanced
		# of partners/participants
	Leverage funding to maximize return on investment	10 opportunities for FDOT-implemented elements
	Prioritize improvements to minimize implementation timeline/maximize value	Lower cost + Big Impact = High Priority
		List of Prospects/timeline/responsible party
		Creation of an implementation strategy (result of study) Parking = revenue for maintenance/ops Dedicated lanes = state of good repair money = maintenance
General Comments	Slow speeds, arrow travel lanes, wide sidewalks, trees, bike lanes can go on side streets parallel if needed.	

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.