



MARKET AT
SOUTHSIDE
Orlando, Florida



Orange Avenue Corridor Planning Study

Alternatives Public
Meeting

November 19, 2013

Title VI and Related Statutes



Americans with Disabilities Act of 1990

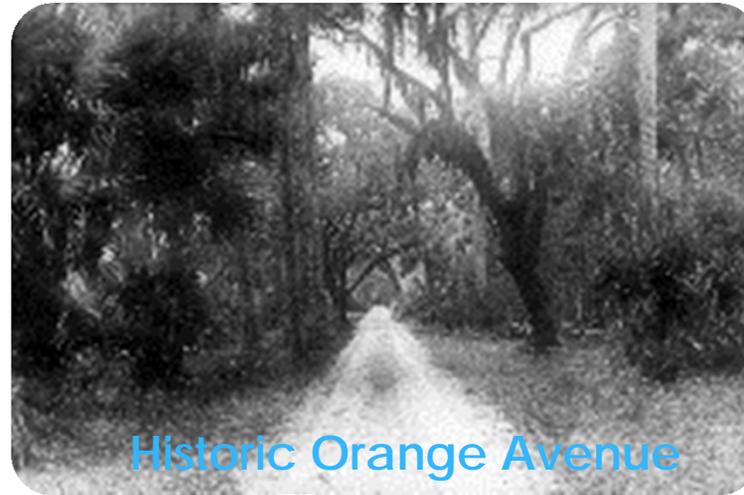
Title VI of the Civil Rights Act of 1964

Public participation is solicited without regard to race, color, sex, age, national origin, disability, or family status.

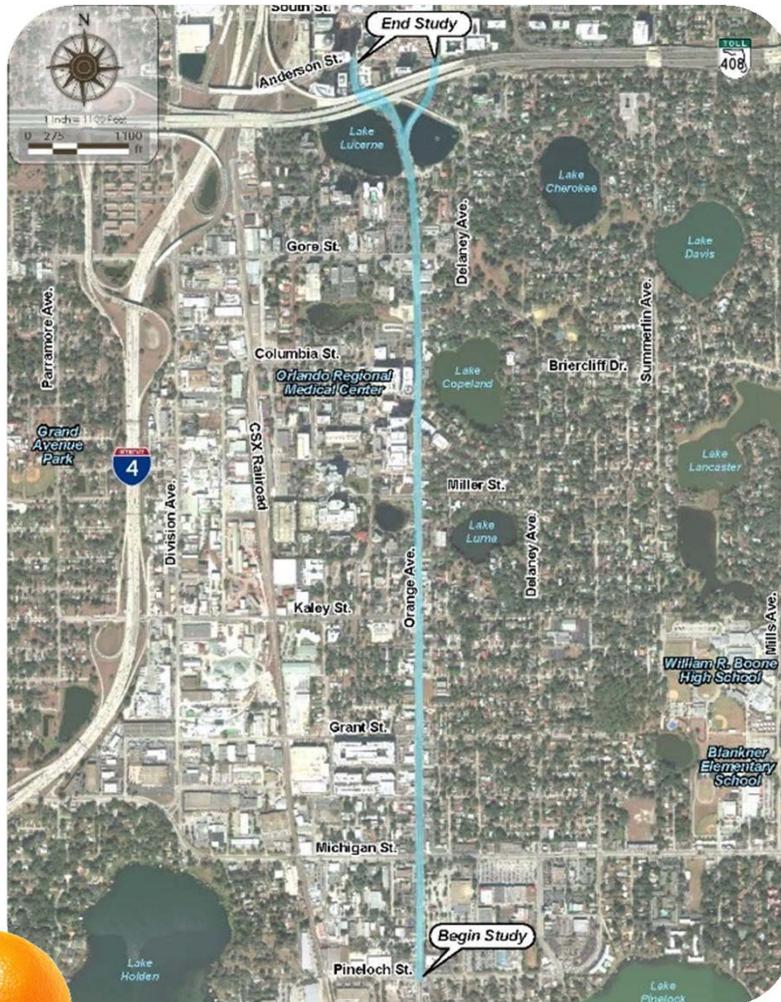


Presentation Outline

- Project Overview
- Public Involvement
- Key Issues
- Purpose & Needs
- Improvement Strategies
 - ❖ Typical Sections
 - ❖ Alternative 1 (Basic Alternative)
 - ❖ Alternative 2 (Ultimate Alternative)
- Next Steps
- Contact



Project Overview



- Pineloch Avenue to Anderson Street
 - Approximately 2 miles
- Identify and develop a plan to address transportation issues
- Multi-modal approach
 - Vehicular traffic
 - Pedestrians / Bicycles
 - Transit



Public Outreach

Coordination To-Date:

- February 21, 2013: Agency Kick-Off Meeting
- March 13, 2013: Downtown South Neighborhood Improvement District Advisory Board Meeting Presentation
- March 14, 2013: Downtown South Board Meeting Presentation
- April 13, 2013: Project Visioning Team Bus Tour
- May 1, 2013: Stakeholder Workshop
- August 6, 2013: Project Visioning Team meeting
- October 16, 2013: Project presentation to the Downtown South Coffee Club



Planning History

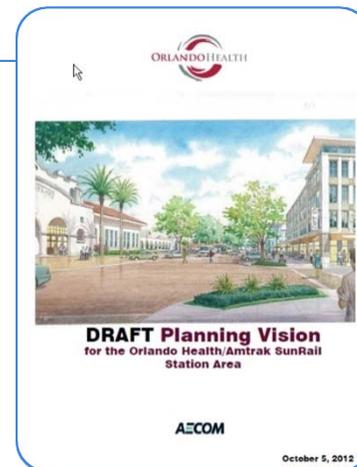
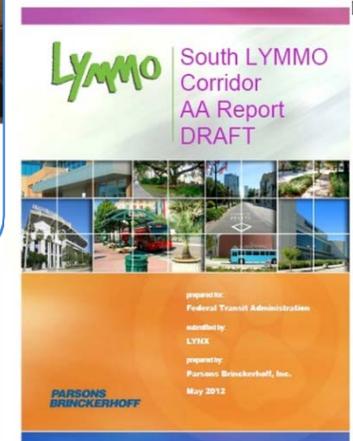
- Orange/Michigan Vision Plan
- South Downtown Vision Plan
- South LYMMO Corridor AA Report
- Orlando Health Visioning Plan



CITY OF ORLANDO
ECONOMIC DEVELOPMENT DEPARTMENT
Prepared by the Community Planning Studio

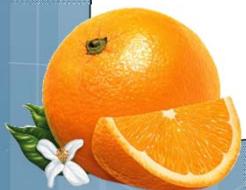
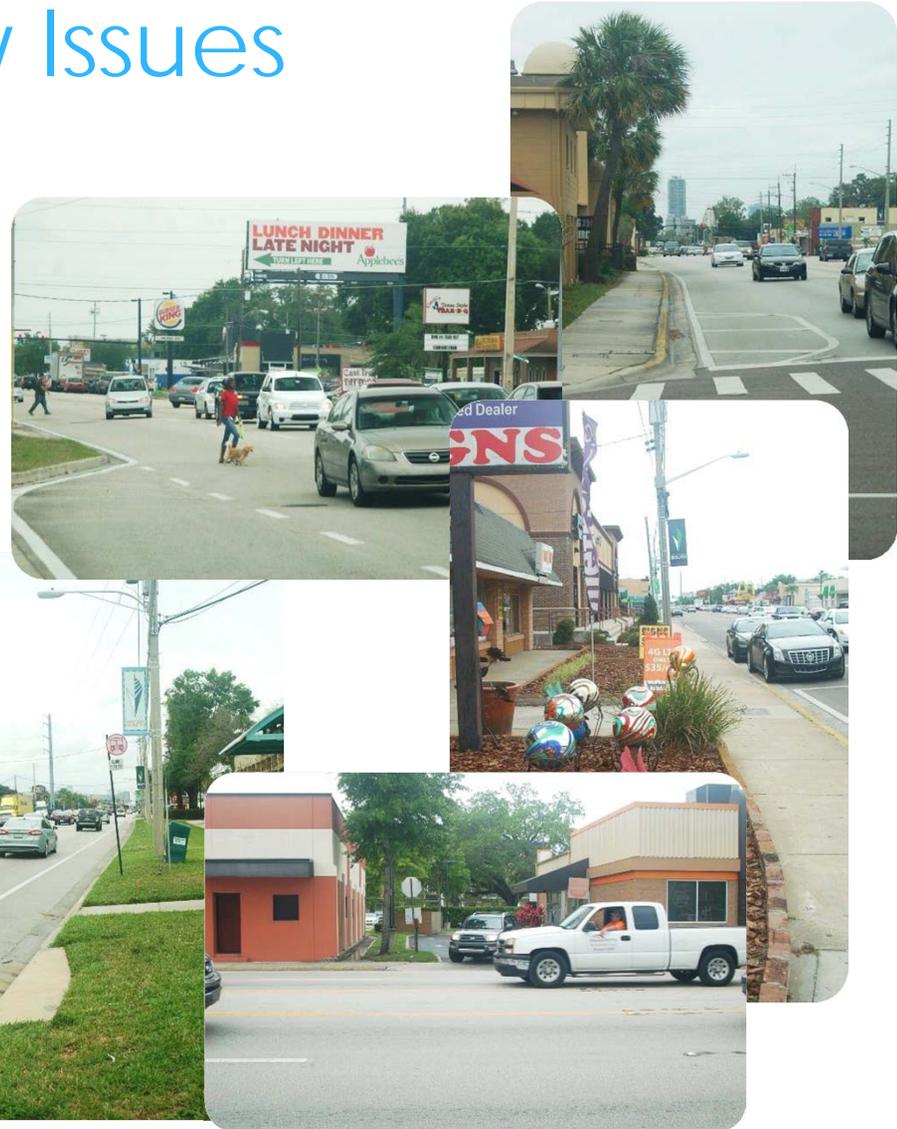


CITY OF ORLANDO
SOUTH DOWNTOWN VISION PLAN

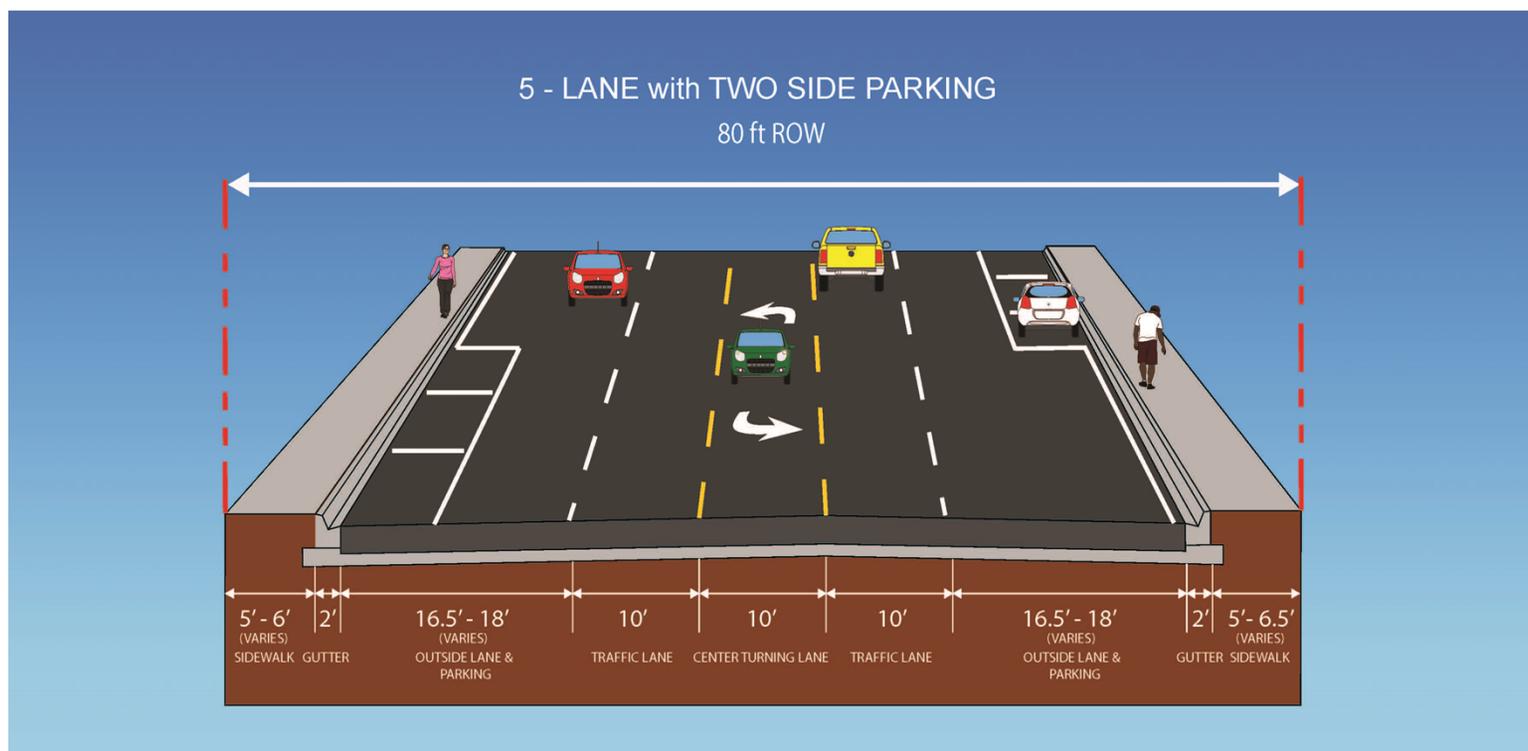


Key Issues

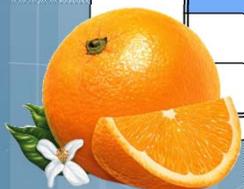
- Safety
 - Crash Experience (# of crashes)
 - Sight distance issues
 - Emergency vehicle operations
- Consistency
 - Speeds
 - Typical section (lane widths, median treatments, pedestrian facilities)
 - Corridor Aesthetics
- On-Street Parking
 - Consistency
 - Placement
 - Utilization
- Traffic Congestion
- Transit
 - Stop Locations
 - Utilization
- Physical Constraints
 - 80' Right-of-Way



Existing Roadway Cross Section



Total No.	Fatal	Head On	Collision w/Pedestrian	Collision w/Bicycle	Rear-End	Angle	Left Turn	Right Turn	Side Swipe
648	3	16	19	16	205	116	38	7	88
%	0.4%	2%	3%	2%	32%	18%	6%	1%	14%



Purpose & Need

Project Purpose:

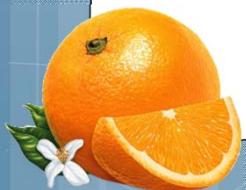
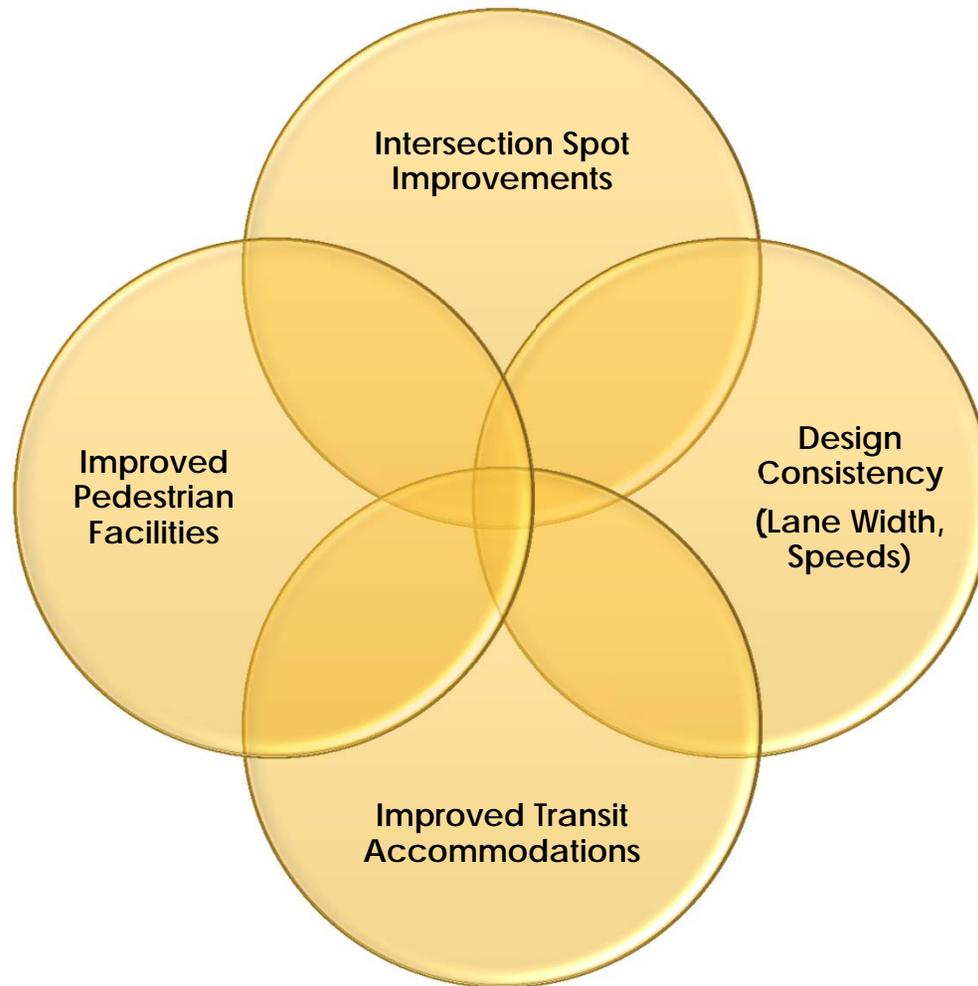
Provide a safe and efficient multi-modal transportation corridor that serves a wide array of users while providing and enhancing livability consistent with the future vision for the area.

Project Need:

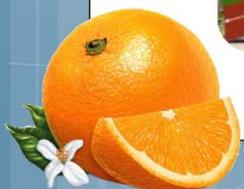
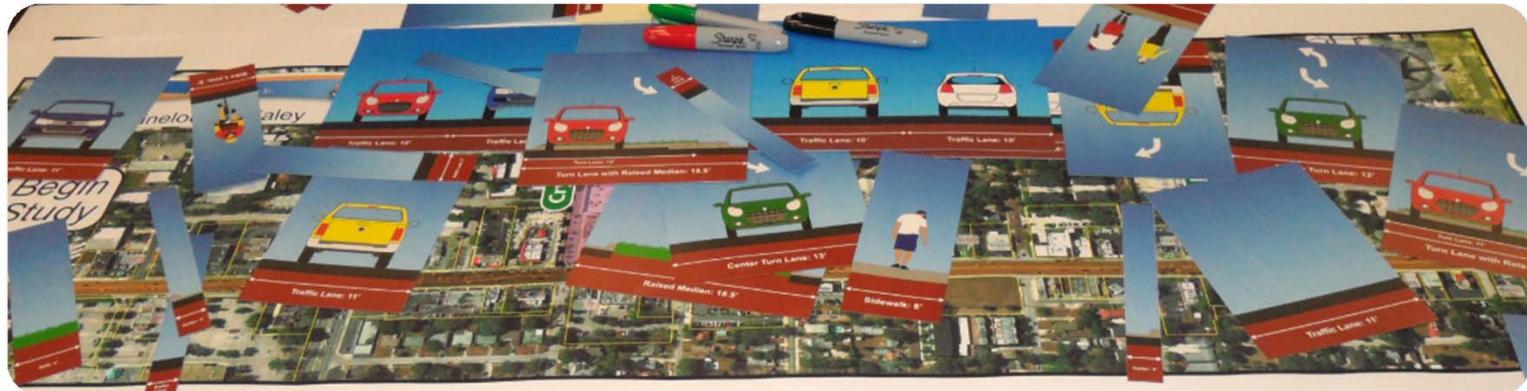
Enhancing mobility, consistency, and safety as necessary to support economic development, and assist planning initiatives and multi-modal mobility.



Potential Improvement Strategies



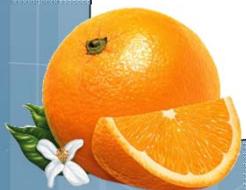
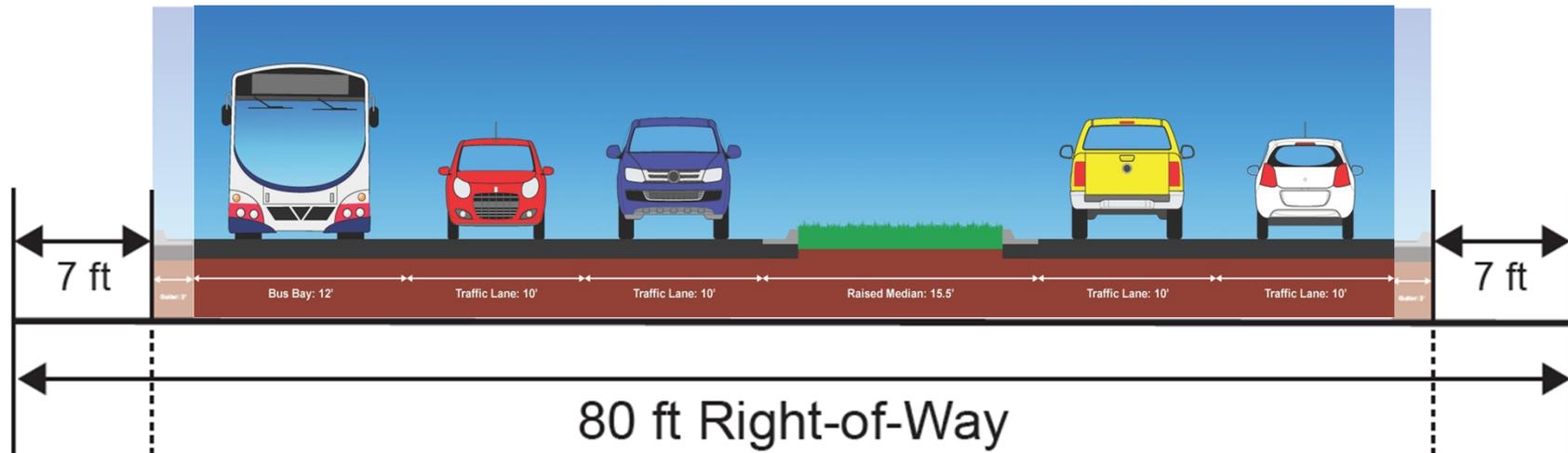
Alternatives Development



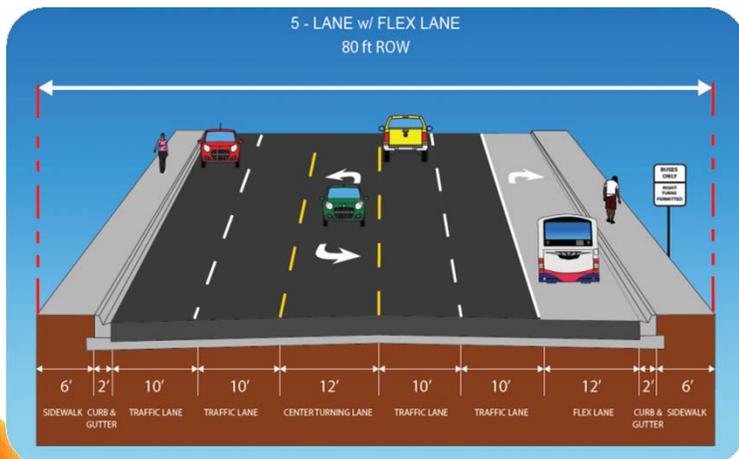
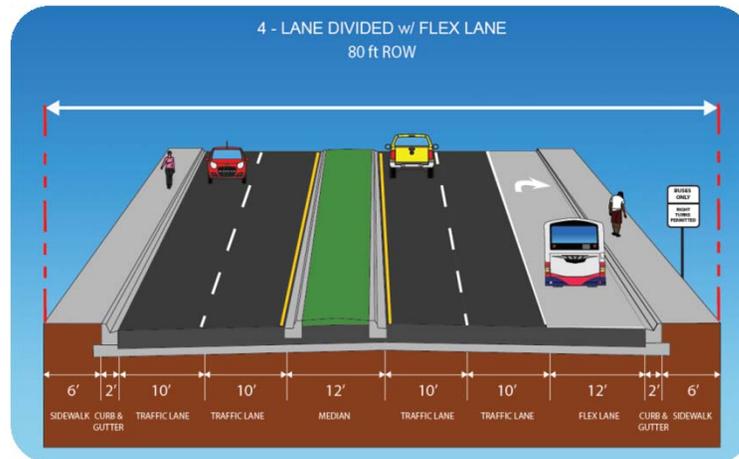
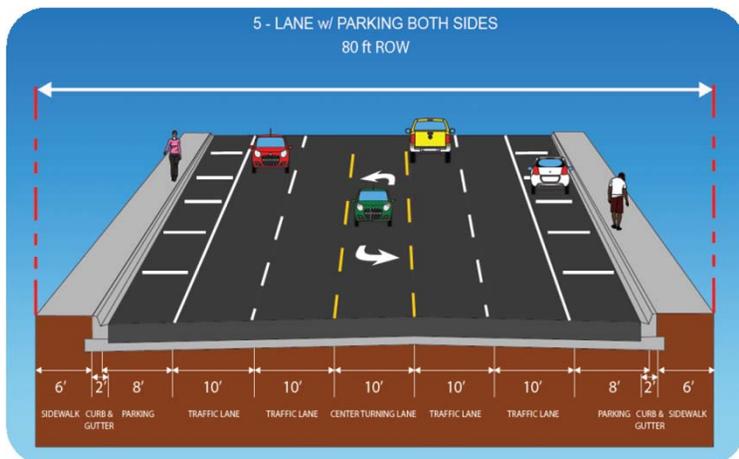
Alternatives Development



Alternatives Development



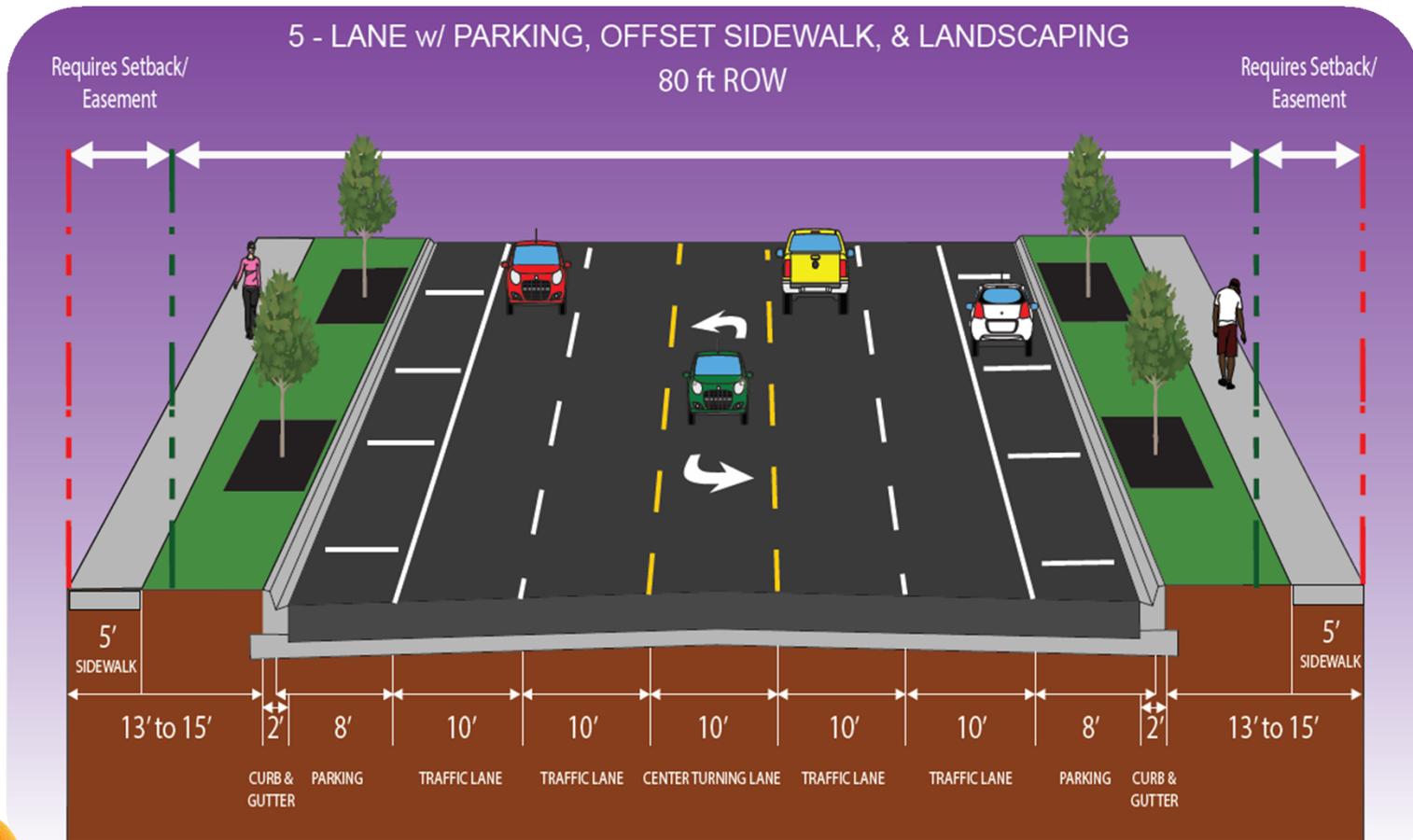
Roadway Cross Section Options



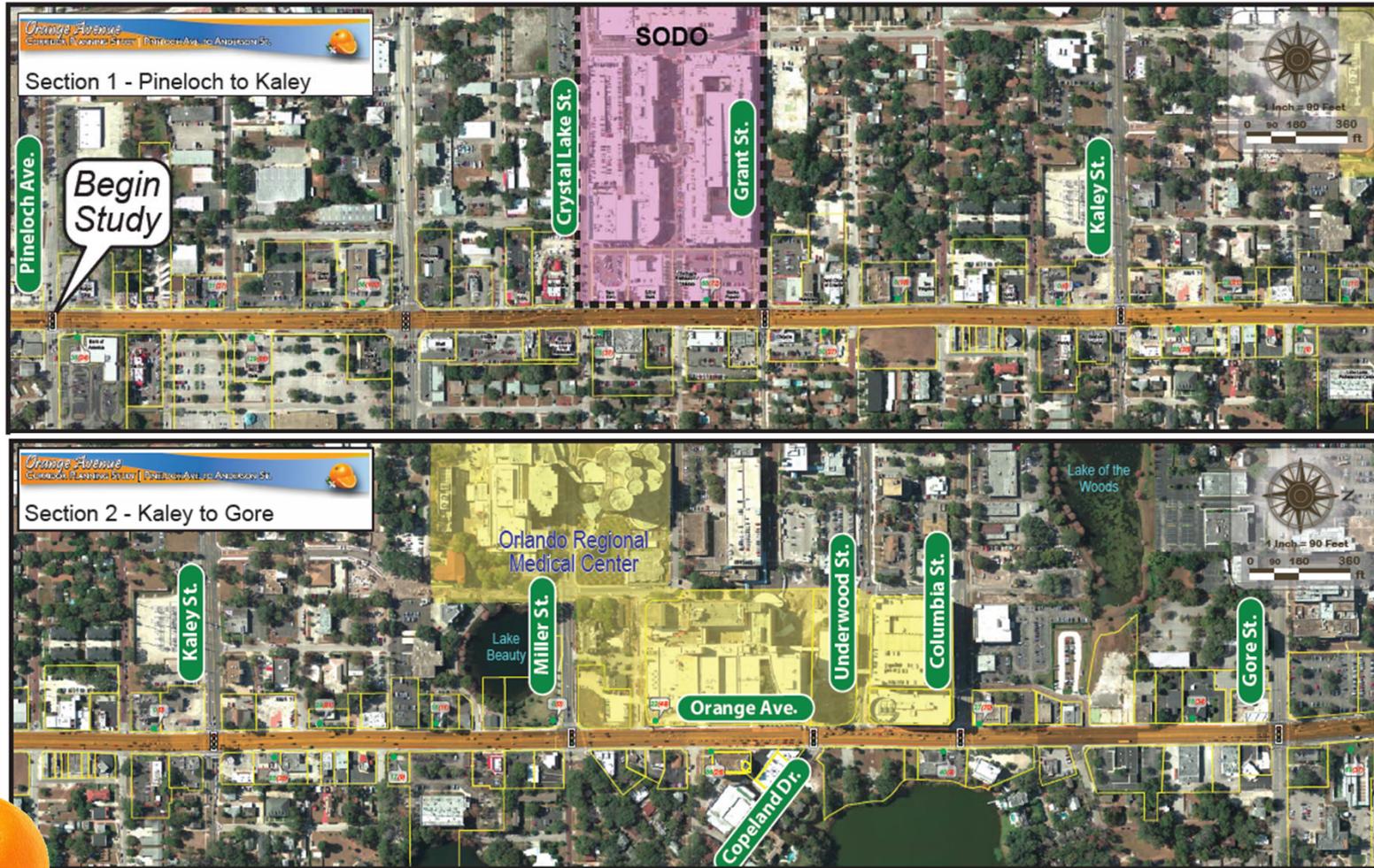
Alternatives Development



Enhanced Aesthetics



Plan View Layouts



Plan View Layouts



Conceptual Alternative 1

Basic Alternative

- Mostly restriping, lower cost, easily implemented
- Establishes lane width consistency (10-ft lanes)
- Additional on-street parking where applicable
- Slight Access Management Modifications
 - ❖ Select median treatments, where feasible
 - ❖ U-turn considerations where possible
 - ❖ Median separator where U-turns allowed
- Stays within existing curb line / right-of-way
- Minimal to no right-of-way impacts
- Minimal to no impact on existing drainage system



Alternative 1 Plan View



- Specific application to the corridor
- On display here tonight
- “Work-in-Progress”



Conceptual Alternative 2

Ultimate Alternative

- Builds upon Alternative 1 to add:
 - ❖ Additional Bus Access / Bus Pullouts
 - ❖ Intersection Improvements
- Consolidation of Lynx stops
- Slight Access Management Modifications
 - ❖ Select median treatments, where feasible
 - ❖ U-turn considerations
 - ❖ 2-ft median separator where U-turns are possible
- Will stay within existing curb line
- Minimal to no right-of-way impacts
- Minimal to no impact on existing drainage system



Alternative 2 Plan View



- Specific application to the corridor
- On display here tonight
- “Work-in-Progress”



Spot Intersection Improvements



Gore St.
Flexible
Lane for
Lynx Buses
and Right
Turns



Miller St.
Restripe to
create
shared
through /
left turn for
EB
approach



Kaley St.
Added
right turn
lanes NB
and SB

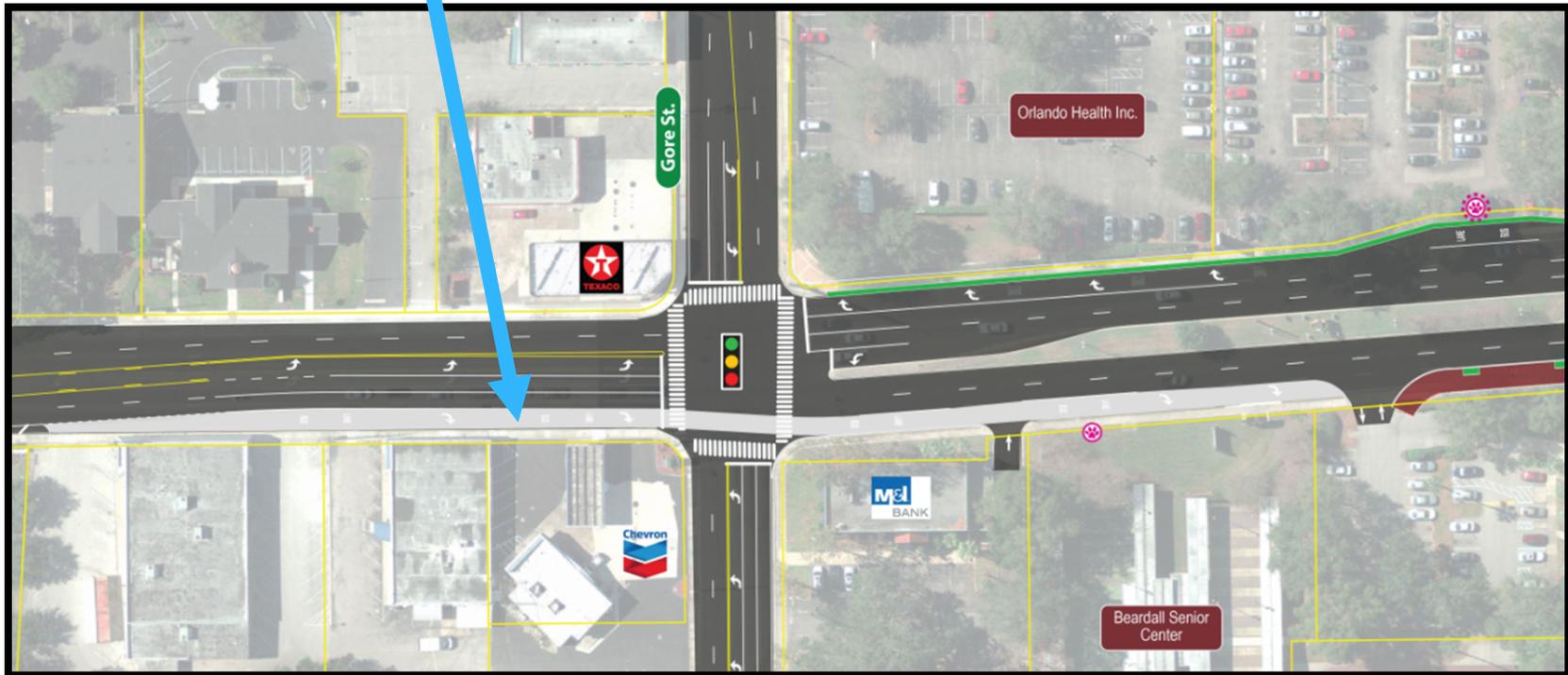


Grant St.
Added
right turn
lane SB



Gore Street Improvement Graphics

Bus Access and Transit Lane (BAT) / Flex Lane



Miller Street Intersection Improvements

Re-stripe eastbound leg for dual left turn lanes and a shared through/right lane



New curb bulb outs

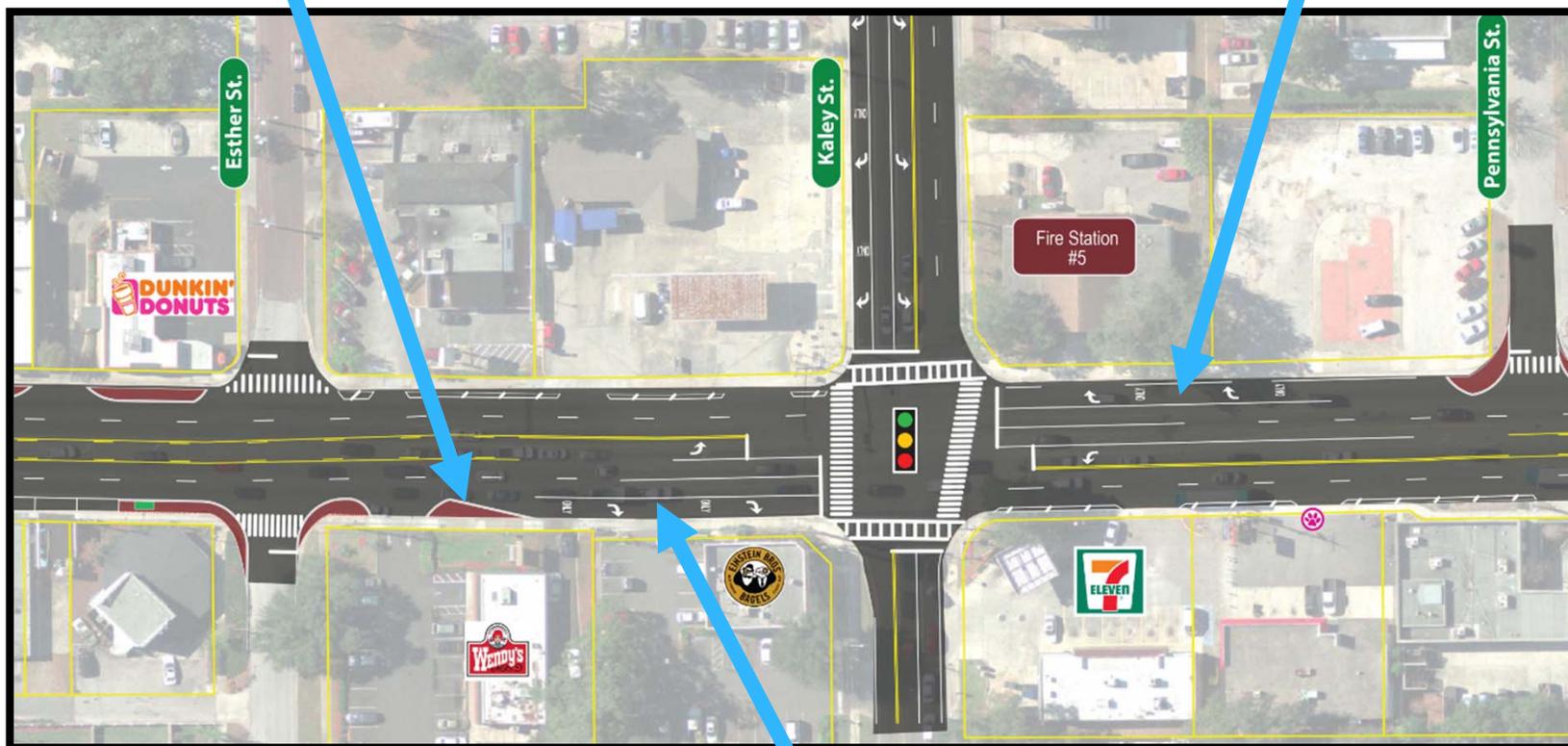
New southbound right turn lane
& Bus Bay/Pull out



Kaley Street Intersection Improvements

New curb bulb outs

New southbound right turn lane



New northbound right turn lane



Grant Street Intersection Improvements

New curb bulb outs

New Southbound right turn lane

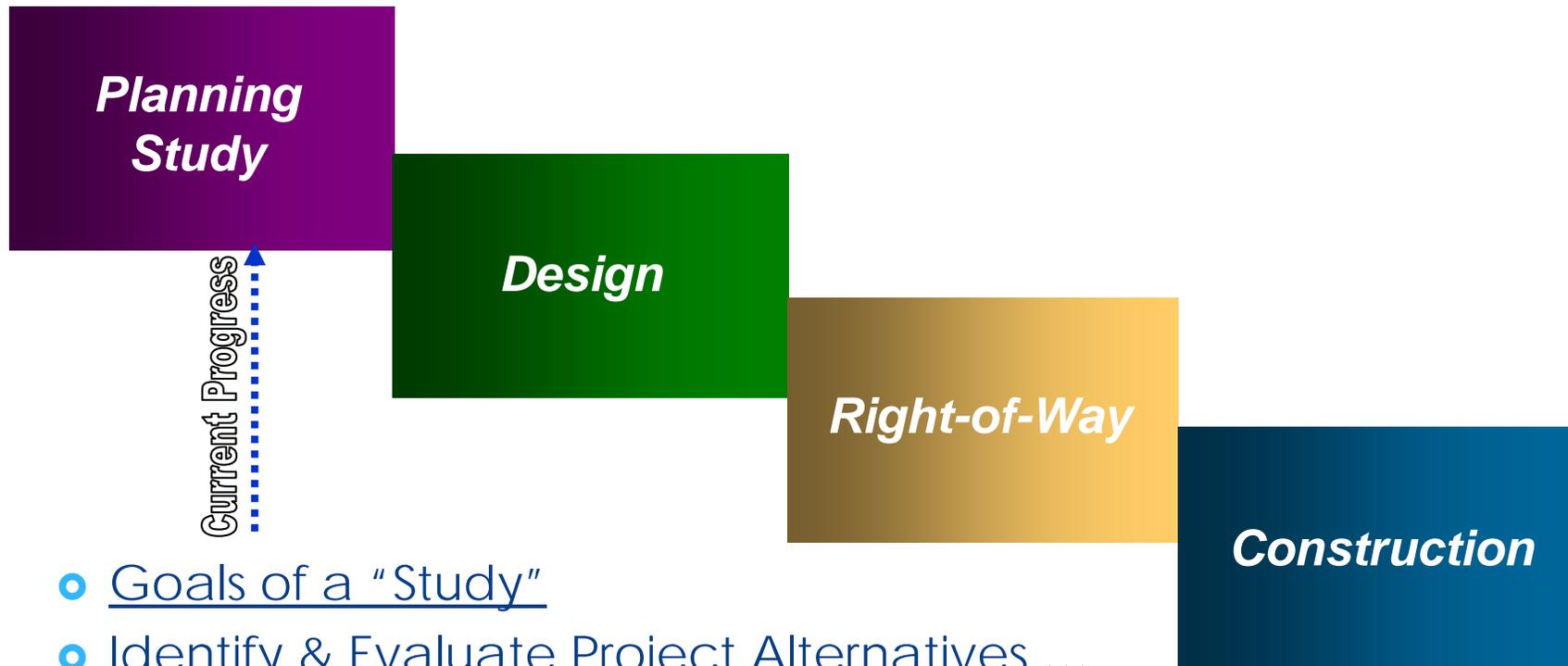


Next Steps

- Receive your input
- Assess input and feedback for possible incorporation
- Continue to develop alternatives
- Additional agency / stakeholder coordination
- Establish consensus for a recommended approach
- Develop a plan for phasing & implementation
- Complete the Corridor Planning Study



Project Development



- Goals of a "Study"
 - Identify & Evaluate Project Alternatives ...
 - ... with Input from the Public & Stakeholders
 - Identify an Improvement Plan to be Advanced
- Timing is Dependent on Available Funding



Your Input is Valuable!

Share your comments:

Orange Avenue
CORRIDOR PLANNING STUDY | ALTERNATIVES PUBLIC HEARING

Comment Form

Orange Avenue Corridor Planning Study
Orange Avenue (SR 527) from Pineloch Avenue to Anderson Street

Alternatives Public Hearing
November 19, 2013

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

Name: _____

Address: _____

City/State/Zip: _____

Please complete and place this form in the "Comments" box or post marked before November 27, 2013 to:

Greg Moore, P.E. Project Manager
DRMP
941 Lake Baldwin Lane
Orlando, Florida 32814



Written Comments



Drop box



Mail



Email



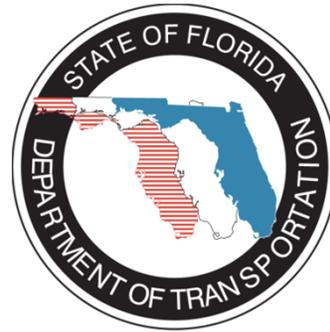
Fax

Comment period open until
November 26, 2013



Contact Information

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