

ROBINSON STREET

CORRIDOR PLANNING & CONCEPT DEVELOPMENT STUDY

August 2019

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

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, Robinson Street (State Road (S.R.) 526) 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. FDOT completed the Corridor Planning Study in May 2017. Subsequently, FDOT advanced the recommended alternatives resulting from the planning study to the Concept Development phase.



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 are the Alternatives?

The preferred alternatives from the planning phase were further analyzed and designed as part of the Robinson Street Concept Development Study, where engineering feasibility and costs were evaluated. The concept plans were reviewed and agreed upon by FDOT and the partner agencies and presented to the public. These concepts are illustrated and described below.



Proposed midblock crossing on Robinson Street in front of Lake Eola Park

Central Business District

In the CBD, the preferred concept is a three-lane cross section with spot medians where possible and a two-way cycle track on the south side.



Lake Eola District

In the Lake Eola District, the preferred concept includes a two-lane divided section with median openings for left turn access to side streets. A two-way cycle track is proposed from the western end of this segment to just before Lake Eola Park. A shared use path is proposed along Lake Eola Park to the EO Inn, east of Eola Drive.



Proposed cross section from Rosalind Avenue to just before Lake Eola Park.



Proposed cross section along Lake Eola Park to just east of Eola Drive.





Proposed raised intersection and crossings at Broadway Avenue and Robinson Street

To view Virtual Reality (VR) images illustrating proposed changes:

Point browser to:

<https://irisvr.com/library/shared?code=WFBWWG>

Using VR goggles:

Download IrisVR Scope mobile app, add panoset with code: WFBWWG to download and view the images.

Neighborhood District

In the Neighborhood District, two alternatives were 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 in the ultimate configuration.



Proposed interim concept with sharrows.



Proposed ultimate concept with three lanes and spot medians where possible.

Milk District

In the Milk District, the preferred concept is a two-lane divided section with median openings for left turn access to side streets. The alternative also includes on-street parking and freight loading/unloading zone with gore striping on the south side of the corridor in front of businesses. As redevelopment occurs, some of the driveways can be consolidated to allow for more on-street parking along this section.

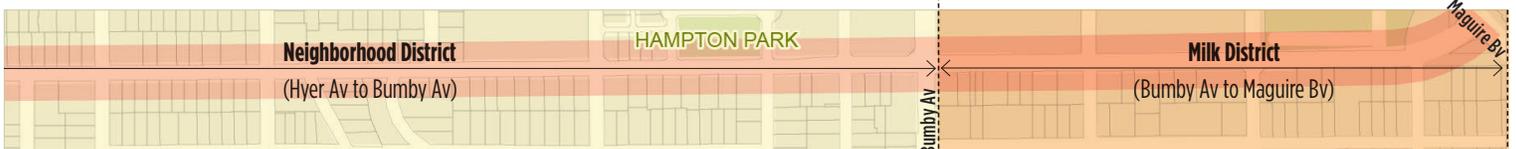


On-street parking is proposed along the south side where these are feasible based on existing driveway location and spacing.



Gore striping will allow for quick loading/unloading areas for businesses. As redevelopment occurs and driveways can be closed or consolidated, these areas can be converted to on-street parking spaces.

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

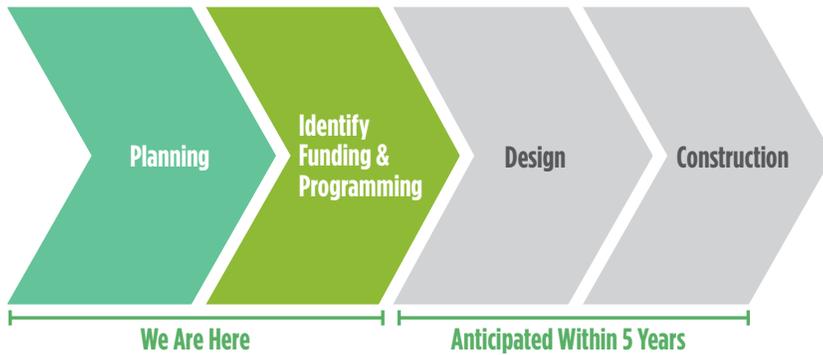


Short Term: Resurfacing, Restoration, and Rehabilitation (RRR) Project

Financial Management ID #441143-1 | From Garland Avenue to Mills Avenue

FDOT has a candidate Resurfacing, Restoration, and Rehabilitation (RRR) Project on Robinson Street. In addition to pavement milling and resurfacing, the RRR typically includes signal timing updates, lighting updates, sidewalks upgrades, and drainage upgrades.

With funding support from local partners, additional elements could be potentially added including mid-block crossings, lane elimination, the cycle track and shared use path, and other improvements.



FDOT typical RRR elements include:

- Pavement milling and resurfacing
- Signing and pavement markings restriping
- Signal timing updates
- Lighting updates
- Sidewalks upgrades
- Drainage upgrades

With local partners contingent upon funding, the following elements could be added:

- Raised tables and crossings
- Mid-block crossings
- Lane elimination
- Cycle track and shared use path
- Spot medians
- Other intersection improvements

Long Term: Project Improvements Outside of RRR Project

Financial Management ID #436394-1 | From Hughey Avenue to Maguire Avenue

Elements recommended by the Concept Development Study that are not included in the resurfacing project will have to be programmed for funding through the MetroPlan Orlando’s prioritization process.

