

# Orange Avenue

CORRIDOR PLANNING STUDY | PINELOCH AVE. TO ANDERSON ST.



## Alternatives Public Meeting

November 19, 2013

Welcome to the Orange Avenue Corridor Planning Study Alternatives Public Meeting! The Florida Department of Transportation (FDOT) is conducting this meeting to seek input from the public, present and explain the purpose of the project, the study process, and conceptual alternatives. This study involves the development of a range of feasible improvement strategies to provide a safe and efficient multi-modal transportation corridor from Pineloch Avenue to Anderson Street, a distance of approximately 2 miles.

### Tonight's Agenda

- 5:00 p.m. - Open House
- 6:00 p.m. - Oral Presentation

Members of the study team and FDOT staff are available to answer your questions and receive your input. The proposed potential improvement alternative concepts are on display here tonight.

This public meeting is held in accordance with 23 CFR 771 and Section 339.155, Florida Statutes, and Title VI of the Civil Rights Act of 1964, as amended. This meeting is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status.

### Alternatives Development

Alternative 1 (Basic Alternative) consists of the following elements:

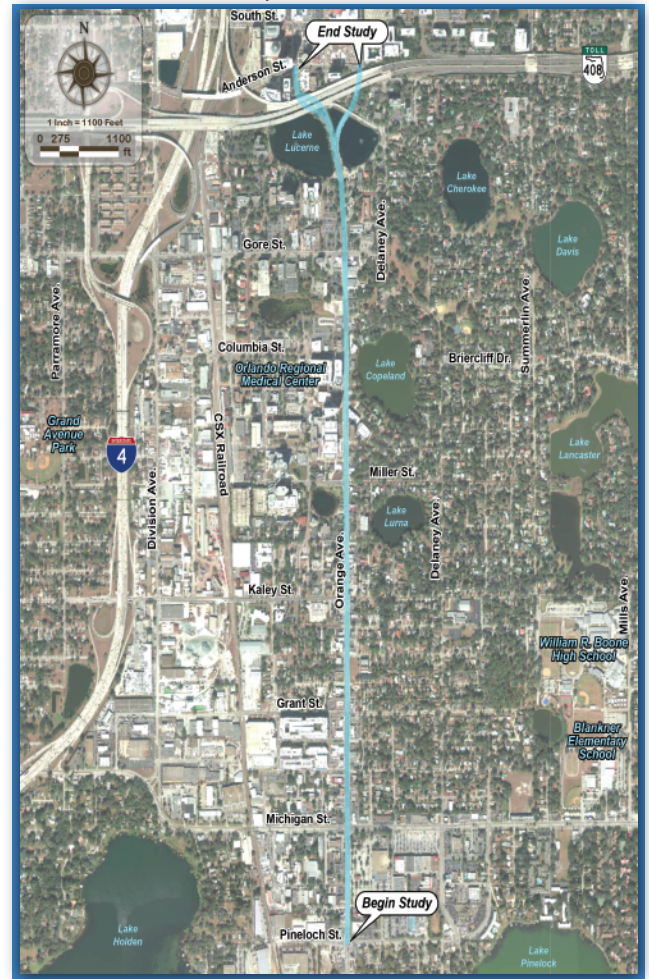
- Restriping to create consistent 10-ft travel lanes
- Additional on-street parking
- Select median treatments where feasible
- Transit / right turn flex lanes where feasible

Alternative 2 (Ultimate Alternative) consists of the the following elements in addition to the elements of Alternative 1:

- Curb extensions to create consistent 10-ft travel lanes
- Intersection Improvements (Grant Street, Kaley Street, Miller Street, and Gore Street)
- Consolidation of Lynx stops

Your input is valuable! Anyone wishing to submit written statements or other exhibits in place of, or in addition to, oral statements may do so at this meeting, or by sending them to Mr. Greg Moore as indicated below. The public comment period will remain open until November 26, 2013. Tonight's presentation and display materials are available on the project website listed below.

### Study Area Map



### CONTACT INFORMATION

PHONE	E-MAIL	MAIL	FAX
Mr. Greg Moore - Study Project Manager (407) 896-0594  Ms. Heather Garcia - FDOT Project Manager (386) 943-5077	gmoore@drmp.com  heather.garcia@dot.state.fl.us	Greg Moore DRMP, Inc. 941 Lake Baldwin Lane Orlando, Florida 32814	(407) 896-4836 Attn: Greg Moore

For more information please visit [www.cflroads.com/project/241152-1](http://www.cflroads.com/project/241152-1)

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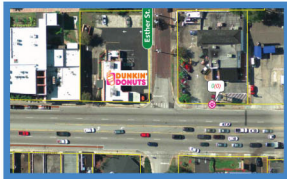


## STUDY AREA ISSUES

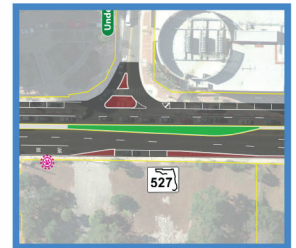
## GOALS & OBJECTIVES

### Safety:

High number of crashes and bi-directional turn lane conflicts. Sight distance issues at select driveways.



- 1 Reduction in number of crashes
- 2 Lower design speed
- 3 Implement access management where reasonable to eliminate bi-directional turns
- 4 Provide medians where possible
- 5 Improve sight distance

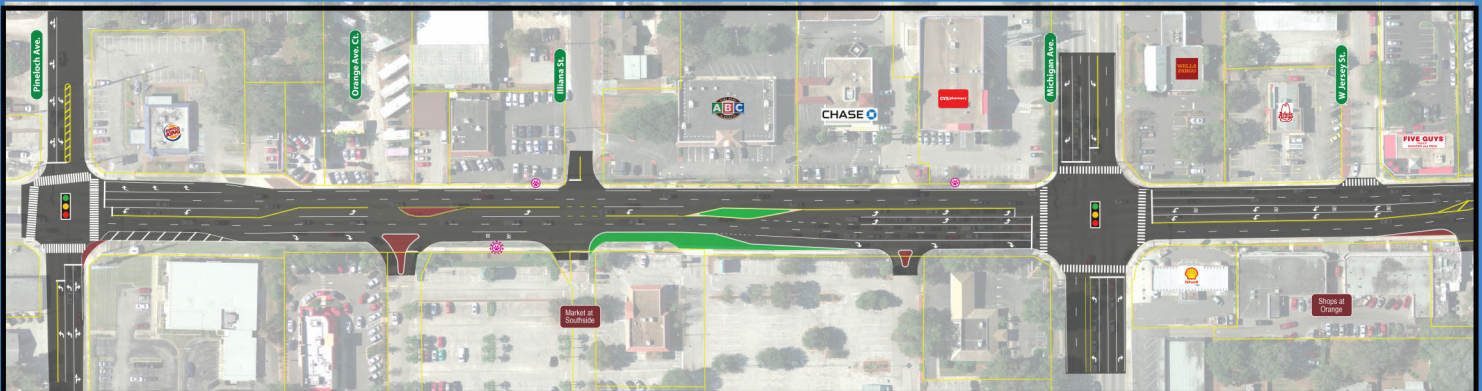


### Pedestrian Mobility:

Frequent mid-block crossings between bus stops. Three fatalities involved peds/cyclists.



- 1 Reduction in mid block crossings
- 2 Shorter intersection crossing distances
- 3 Increased space between sidewalk and travel lane



### Consistency:

Speed changes from 40 - 35 - 30 mph, inconsistent lane widths, medians, and a lack of "look" or "brand" of the corridor.

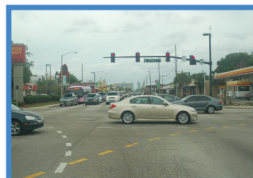


- 1 Consistency in posted speeds
- 2 Provide consistent lane widths that support lower speeds
- 3 Implement more greenscape/hardscape where possible



### Traffic Congestion:

Long delays at high volume intersections



- 1 Reduce delay at intersections where possible
- 2 Implement intersection geometry improvements like right or left turn lanes where possible



### Transit:

Highly used corridor w/ frequent headway times and stop locations. Transit operations currently block traffic operations and many stops have no shelter



- 1 Consolidate underutilized stop locations
- 2 Remove transit operations from thru traffic lanes when possible
- 3 Provide bus shelters
- 4 Provide Flex Lanes where applicable

