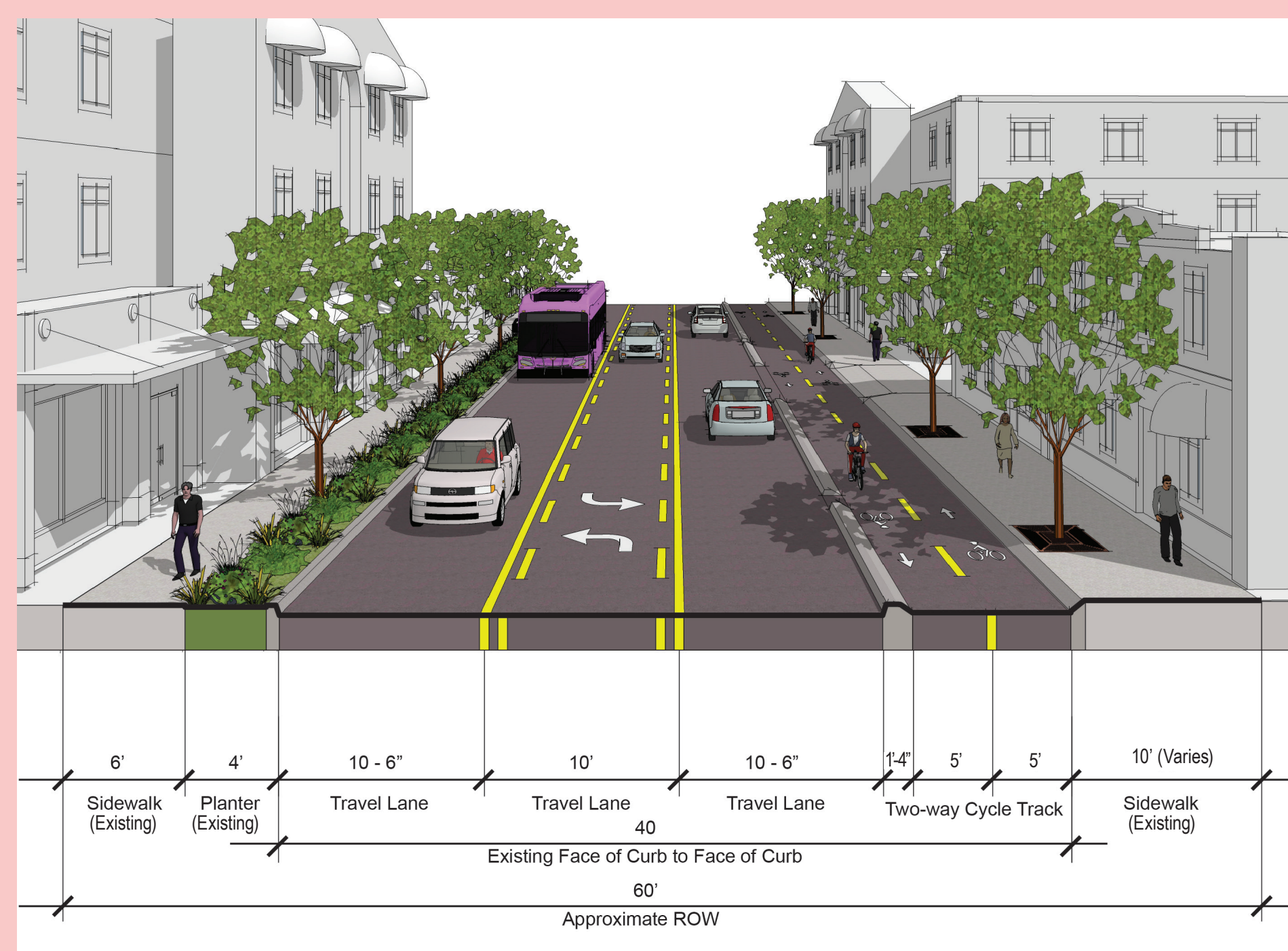


What Solutions Best Address the Needs?

The Study team considered 16 different typical sections along Robinson Street with various pedestrian, bicycle, travel lane/median, parking, and landscape configurations. Ultimately, the Project Visioning Team considered public input and recommended advancing sections below.

Central Business District (CBD)

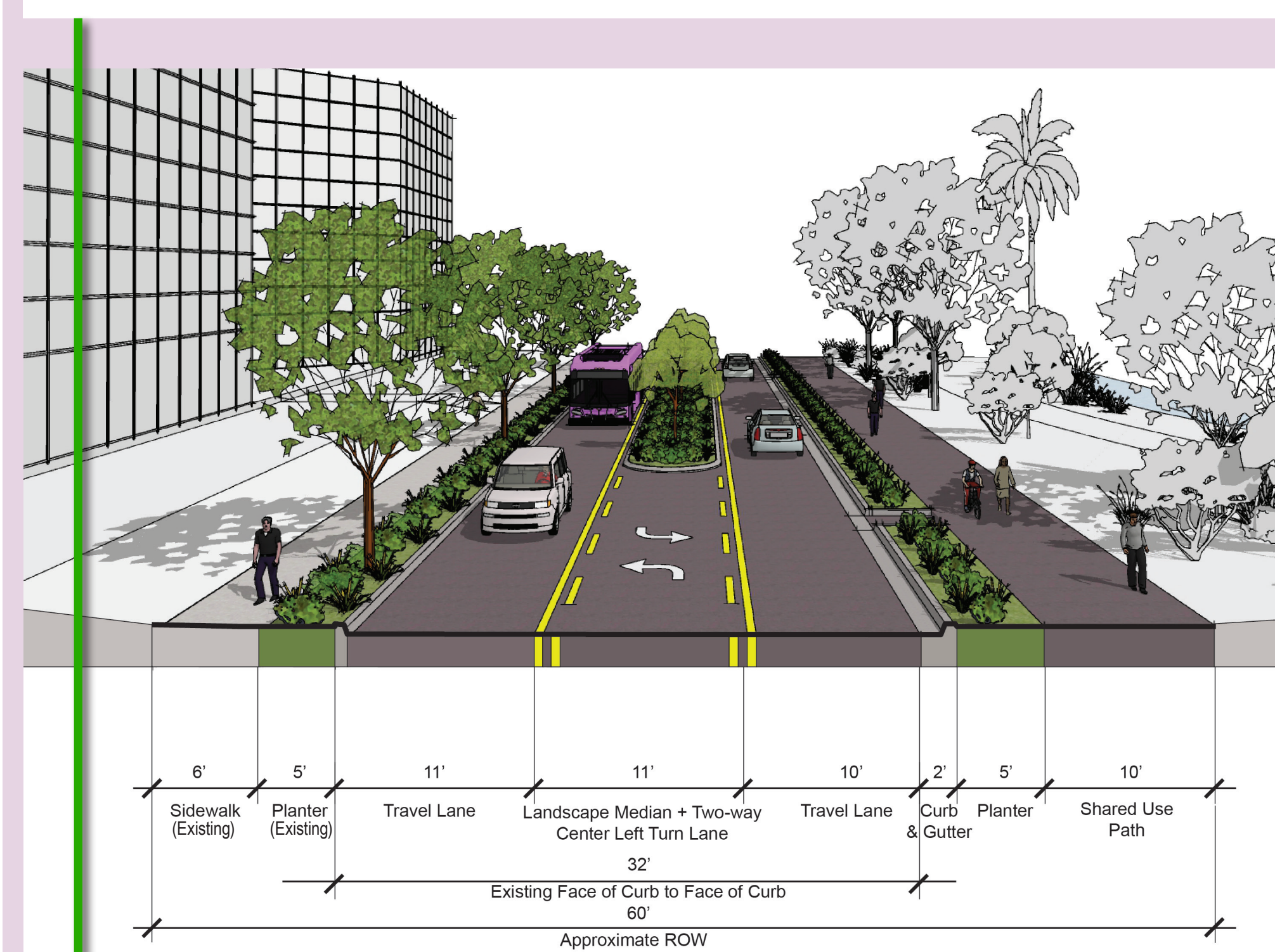
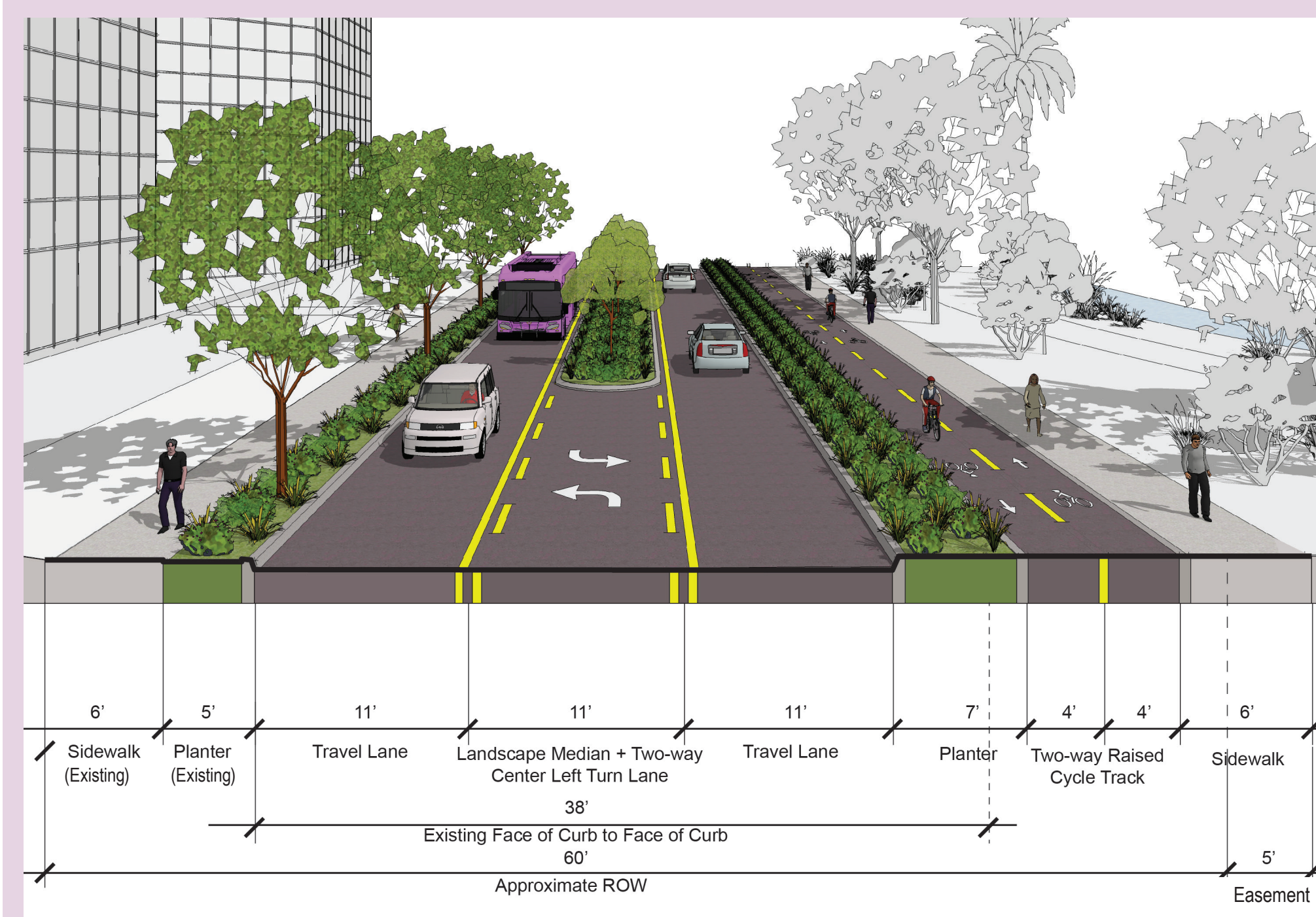
In the CBD, the section has two travel lanes, a two-way left-turn lane, a two-way cycle track, and improved sidewalks on the south side.



Lake Eola District

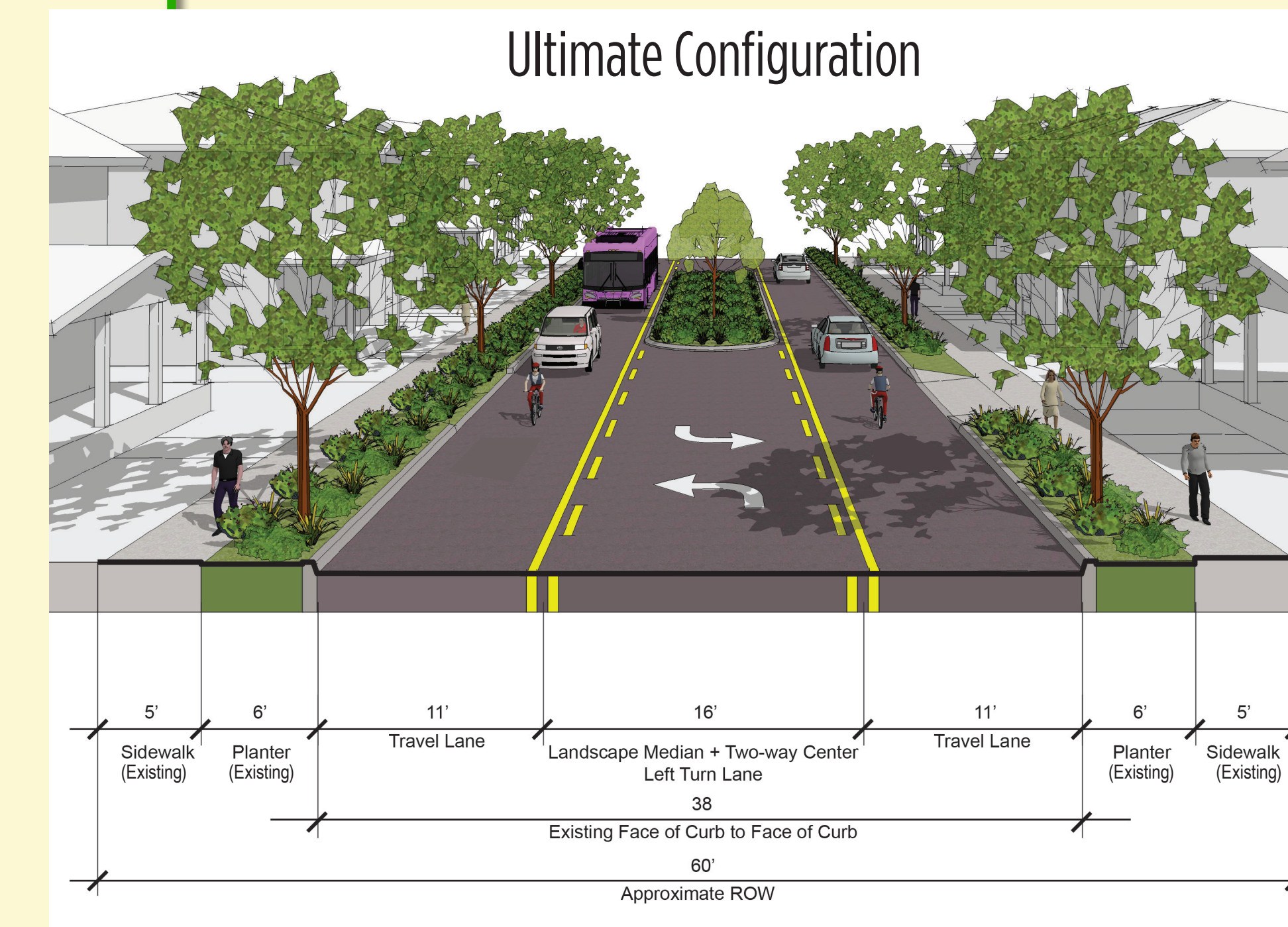
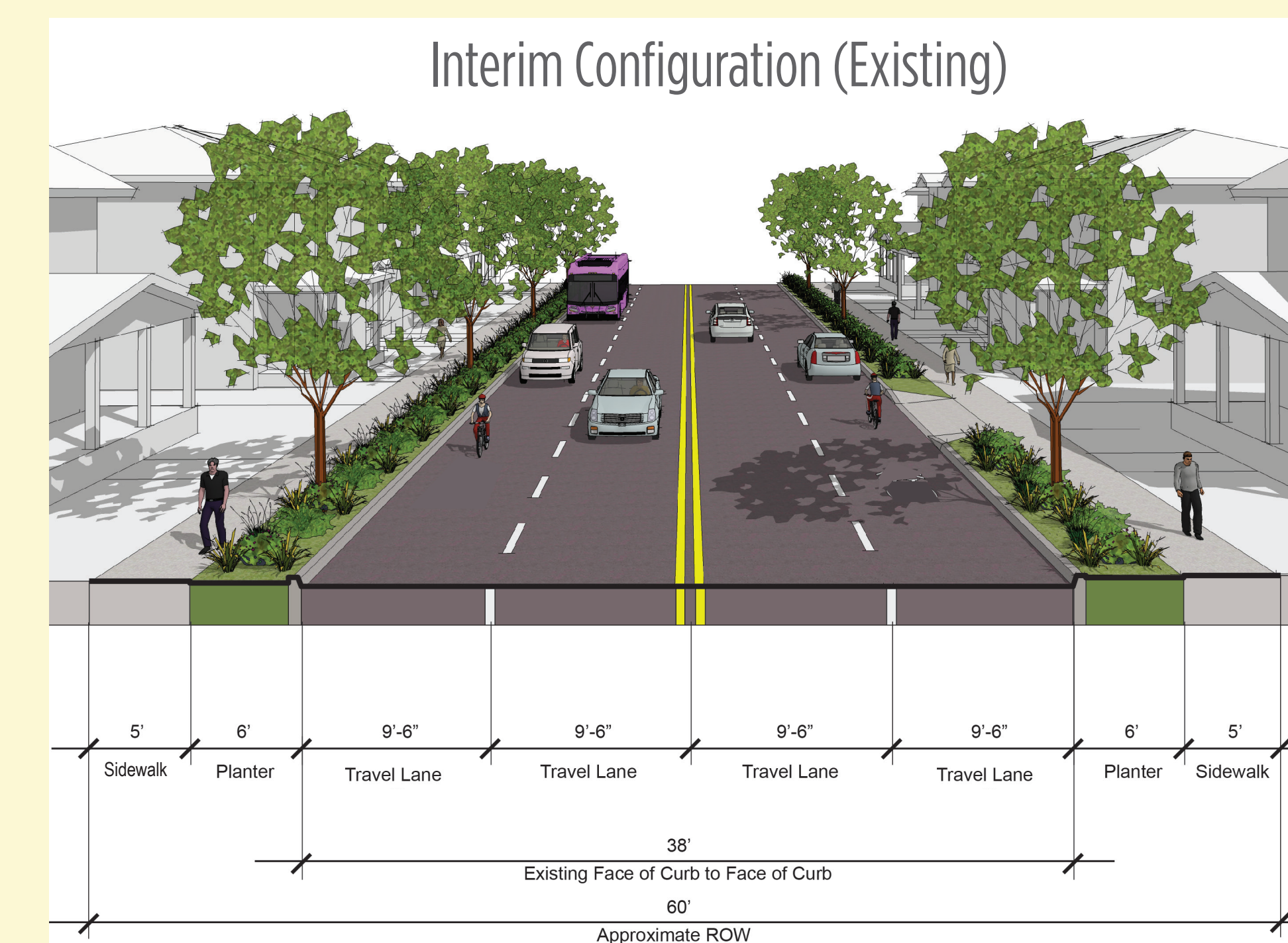
In the Lake Eola District, there are two typical sections. The first (Rosalind to just before Lake Eola Park) is similar to the CBD section, though the cycle track is raised and separated from the roadway with a planter strip.

The second typical section begins just before Lake Eola Park where the cycle track and sidewalk transition to a shared-use path and the rest of the roadway features remain the same.



Neighborhood District

In the Neighborhood District, the interim scenario keeps current four-lane typical section. After the proposed three-lane section has been implemented elsewhere along the corridor, the Neighborhood District should be re-evaluated for potential reconfiguration to the ultimate configuration shown below.



Milk District

In the Milk District, the proposed section has two travel lanes with a two-way left-turn lanes and permanent on-street parking on the south side. In segments where close driveway spacing limits sight distance and does not allow for striping of on-street parking, these areas will be gore striped to allow for quick deliveries and drop-offs. As the corridor redevelops and opportunities arise to close or consolidate driveways, these segments can be easily converted to permanent on-street parking.

