

10th Street Complete Streets Study Project Visioning Team Meeting #2

Meeting Record



Date : Wednesday, February 2, 2022 at 2:00 p.m

Location : Virtual / Zoom

YouTube Recording : [10th Street Study - Project Visioning Team Meeting #2 - YouTube](#)

Attendees :

Alex Trauger (MetroPlan Orlando)	Myles O'Keefe (LYNX)
Jasmine Blais (MetroPlan Orlando)	Ohme Entin (Orlando Health St. Cloud)
Megan Ferguson (HDR)	Steven Kane (Osceola County)
Jeff Arms (HDR)	Beverly Hughes (Safety and Compliance Supervisor - School District of Osceola County)
Melissa Porcaro (HDR)	Christina Morris (School District of Osceola County)
Lisa Smith (MetroPlan Orlando)	Dirk Webb (St. Cloud Chamber of Commerce)
Cynthia Lambert (MetroPlan Orlando)	Emily Hanna (Bike/Walk Central Florida)
Mary Ann Horne (MetroPlan Orlando)	Juan Diaz (OUC – Director Distribution Engineering)
Leilani Vaiaoa (MetroPlan Orlando)	Adonis Willis (OUC)
Maryemma Bachelder (City of St. Cloud)	Lorena Cucek (FDOT)
Paula Stark (St Cloud Main Street)	
Erin Sterk (City of St. Cloud)	
Stephanie Holtkamp (City of St. Cloud)	

Supplemental : 1) Presentation Materials.

Summary

I. Welcome and Introduction

Meeting started at 2:04pm. Mr. Alex Trauger, MetroPlan Orlando Project Manager, called the meeting to order and thanked everyone for joining. He introduced the consulting team for the project, Mr. Jeff Arms, Ms. Megan Ferguson, and Ms. Melissa Porcaro with HDR, Inc. Mr. Trauger reviewed presentation overview items such as accessibility information, informing the Project Visioning Team (PVT) the presentation was being recorded and livestreamed on YouTube, and that public comments would be taken at the end of the presentation. Ms. Megan Ferguson took over and re-introduced the consulting team. Ms. Ferguson then reviewed the agenda of the presentation, introduced the PVT to the chat box and asked PVT members to answer an Icebreaker question, “What TV show are you currently watching?”

II. Project Overview

Ms. Megan Ferguson re-introduced the project background with an overview of the 10th Street corridor and the study limits, the Complete Streets approach, the scope and schedule of the project, and public outreach. Ms. Ferguson reviewed the goals and objectives, which were developed through public outreach and PVT feedback.

III. Summary of Public Engagement

Ms. Melissa Porcaro, HDR, reviewed the survey results for the previous Kick-Off Survey and the on-going Alternatives Survey. Ms. Erin Sterk, City of St. Cloud, had a question about the survey data and if it would be collected in one place. She was expecting more of the data to be available in a different format. Ms. Megan Ferguson explained that we are collecting data results on a biweekly basis. Mr. Jeff Arms explained that we are only presenting high-level feedback in this format. Ms. Erin Sterk explained that this information will be

important as they try to move the project into design. Ms. Melissa Porcaro further explained that more of the survey results will be available later on in the presentation, but everything will be compiled once the survey is complete at the end of February.

Ms. Beverly Hughes, School District of Osceola County, submitted a question using the Zoom chat feature: “The consecutive stop sign location are prohibitive to school bus timing...is there an option or would we have to reroute?” Mr. Jeff Arms said there is no plan to propose additional stop signs along the thoroughfare – right now the approach has been to not add new stop signs due to their not meeting traffic engineering warrants, but the study team will take her question into consideration.

IV. Alternatives Assessment

Ms. Megan Ferguson, HDR, re-introduced the corridor which, for purposes of the Study, has been broken down into three (3) different segments based on land use and block structure. This led into the explanation from Ms. Ferguson regarding the initial typical section options for the Medical Arts & Historic Grid, with six (6) different options presented. These options were initially reviewed with the City of St. Cloud. After discussing the different options, Ms. Ferguson described the pros and cons of each typical option.

There was an audio issue during the presentation, and Ms. Megan Ferguson restarted her review of the pros and cons for the six (6) different options She then reviewed the primary evaluation matrix for Medical Arts & Historic Grid.

Following the Medical Arts & Historic Grid initial typicals, Ms. Megan Ferguson reviewed the initial three (3) Suburban Transition typical options, along with the pros and cons of each option, and the preliminary evaluation matrix. Based on the project goals and through discussion with partners, it was determined a shared-use path is preferred along as much of the corridor as possible (the possible exception being the existing Downtown project that has already been designed). Due to the development of alternatives, Ms. Megan Ferguson introduced the refined corridor segmentation. The Historic Grid segment was sub divided into two segments (Historic Core and Downtown). This was done to identify the areas where parking should be considered.

Ms. Megan Ferguson reviewed the concept challenges. For all segments, shifting the roadway centerline may need to be considered in some locations, not all trees can be shade trees, and some of the smaller wooden utility poles will likely need to be relocated. In the Medical Arts & Historic Grid segment specifically, the shared-use path may need to narrow or transition to sidewalk in areas with larger power poles. In the Suburban Transition segment the shared-use path is preferred on the north side due to fewer driveways and the typical section will need modification at the historic cemetery.

Ms. Emily Hanna, Bike/Walk Central Florida, submitted a comment through the Zoom chat feature: “Don't be afraid to ask for the energy provider to move those larger transmission lines as well. They will if you can show the public benefit.” Mr. Jeff Arms responded that it is still usually very expensive and difficult to accomplish with the right-of-way.

Ms. Beverly Hughes asked through the Zoom chat feature: “Would it be possible to relocate the access paths to a parallel street to accommodate the curve in the roadway?” Mr. Jeff Arms replied that the study team looked at that, where the road curves, however you lose the parallel network on the eastern end of the corridor.

Ms. Paula Stark, St. Cloud Main Street, commented through the Zoom chat feature: “Relocating power poles would probably be necessary. Input on power poles as a whole being addressed to consistent style poles would be more pleasing.”

Mr. Adonis Willis, OUC, commented through the Zoom chat feature: “The smaller wooden distribution poles are much easier to deal with in terms of relocating.”

Ms. Emily Hanna suggested through Zoom chat “Or underground them?! Not the transmission lines, I understand that.”

Mr. Adonis Willis said that the wooden power poles are much easier to move or underground than the steel ones. The steel power poles have more time constraints, have to get approval from commission, and have other considerations.

Ms. Beverly Hughes asked in the Zoom chat “While it is not the most user friendly maybe consider moving the access closer to 13th street? Possibly make it a participatory walk/bike challenge (reward points, etc.) to encourage usage???”

Ms. Erin Sterk spoke up saying she had two questions. The first question was in regard to the Medical Arts & Historic Grid typical. She asked if there are power poles on one side of the road; why is that side of the street where the shared-use path is? Is it more feasible? Ms. Megan Ferguson responded that yes, with the way that the right-of-way exists it is more feasible to have the shared-use path on that side of the road to meet minimum offset criteria and to avoid additional roadway shifting. The study team offered to continue to evaluate the north side. Mr. Erin Sterk understood, saying there’s always logic to what is being done. Her second question was in regard to the Historic Grid. In some locations, the study team mentioned moving the centerline, which can cost a lot. Does the study team have the number of locations where the centerline will move or a marker map to share with the city? Ms. Megan Ferguson replied that this information will come during the concept development phase. Mr. Jeff Arms agreed, saying that we will determine more dimension details in the next phase, we have looked at some details, but not every block has been determined.

Ms. Emily Hanna wanted to circle back on the comment she provided in the Zoom chat feature earlier and said that in certain trail projects, if you can prove the public approval to move said obstacles you can justify it. Ms. Hanna also said there are creative solutions for construction projects out west as an example, and for over thirty years it can be worth a little bit of extra time and money to move the poles. Mr. Jeff Arms wanted to get feedback from Mr. Adonis Willis regarding the matter and suggested talking at a later time. Mr. Adonis Willis responded using the Zoom chat feature “Absolutely.”

Mr. Dirk Webb, St. Cloud Chamber of Commerce, commented in the Zoom chat: “I apologize, but I need to leave the call. Thank you and Alex I look forward to more of this at the Quarterly Breakfast.”

Ms. Beverly Hughes asked using the Zoom chat feature: “Old Hickory Tree to 13th St., to Mississippi Ave. to 10th St. as a viable option??? It would divert away from immovable locations..., would also encourage participation due to reward value.”

Ms. Megan Ferguson reviewed the typical option for the Historic Core. Ms. Erin Sterk asked about the parking that is located on one side of the street, and there is similar pedestrian access on either side, is it assuming that the right side of the typical is the north? Mr. Jeff Arms responded that they are in the process of determining the side of the street where parking will be located. Ms. Sterk said that this cross section has a lot of things the rest of the corridor doesn’t have. She said that parking should be on the south side of the road, since places will likely be converted to commercial use on the south side of the road, and there will be less commercial use on the north side of the road between 10th Street and 13th Street, which is potentially safer for pedestrians and cyclists.

Ms. Ferguson reviewed the Suburban Transition proposed typical. Ms. Christina Morris said that she lives near the cemetery in the Suburban Transition segment and likes the proposal. Ms. Erin Sterk said in relation to the cemetery, the city maybe be willing to give an easement for a full 60 feet of right-of-way next to the cemetery if needed. Ms. Melissa Porcaro reviewed the current results of the survey in relation to the three typical segment proposals and some of the open-ended comments.

Ms. Megan Ferguson reviewed the intersection solutions. It was explained that intersections were chosen based on safety concerns and referenced the Best Foot Forward GIS maps that went live during that time.

Ms. Paula Stark said over the Zoom chat feature in relation to the intersection solutions: “Painted intersections would not be conducive to the historic character of the historic district. Which raises the question as to whether this information will go in front of the Historic Preservation Board for input. I'm also concerned about the mini roundabouts especially at Orange.” Mr. Jeff Arms said that they would defer to the city about the Historic Preservation board, we are laying out a vision for concepts, but that might have to go before the board during the design phase.

Ms. Emily Hanna said that one thing she wanted to mention was at the Robinson crosswalk there is a mobile home park, and a lot of the residents walk there. Ms. Hanna further spoke in the Zoom chat: “You can paint them in more muted/historic tones. I've seen them painted brown in mountain towns out west.”

Ms. Erin Sterk replied that she has been doing a study similar to this one, and she anticipates some internal process and public hearing and/or survey process to make those decisions, since they're costly, but wants to make sure they can get commitment to the project. Ms. Sterk said that one feature they really liked on the Michigan intersection is the pedestrian median refuge options, combined with an RRFB is really effective and aesthetically consistent. She also said for traffic studies, seeing 10th Street coming within 2 miles of a lot of commercial/housing development, roundabouts in lieu of signals, are potentially an improvement for which seek developer contribution; better than just the intersection.

Ms. Paula Stark clarified on her Orange Ave comment using the Zoom chat feature: “I live on Orange Ave. I have experienced the ones in Kissimmee in similar areas. The traffic increase seems like it would be more problematic.”

Ms. Beverly Hughes said using the Zoom chat feature: “Pedestrian Median Refuge is not the best choice near schools due to excessive supervision/law enforcement intervention to enforce compliance by pedestrians.” Mr. Jeff Arms responded that he's not sure why a Pedestrian Median Refuge would have the need for extra law enforcement. Ms. Emily Hanna spoke up saying there's a couple of conditions with landscaping that can keep people from seeing kids in the intersection. She said we never collect data when the crossing guards are out because we never want to distract them, but has not heard that. Ms. Hughes responded in the Zoom chat saying “The location identified is not qualified for crossing guards.”

Mr. Jeff Arms asked if there were any intersections the study team missed for intersection improvements. Vermont Avenue was mentioned from the public involvement, and Tennessee Avenue already has a traffic signal on US 192. Ms. Erin Sterk said at Florida Avenue the parks department has been trying to put sidewalks on either side with a median bike trail. Because of that, there may be extra users on that corridor and they're not sure how to deal with that crossing. Mr. Arms said that there is a 4-way stop right now and that intersection is part of the downtown final design that is on-going. Ms. Sterk said that it was a unique circumstance. Mr. Alex Trauger added that it was a section already under design by the city.

V. Next Steps

Ms. Megan Ferguson reviewed the next steps, emphasizing the next public outreach event in April, the St. Cloud Monthly market on the last Wednesday of the month. The study team will be bringing concept drawings to that event.

VI. Final Discussion

Ms. Lorena Cucek said in the Zoom chat: “Great presentation, as a reminder, the departments focus is more on "target speeds" and pedestrian safety. Naziru Isaac is leading this effort, so please feel free to contact him for further guidance.”

Mr. Alex Trauger reminded the PVT that the next steps also included a meeting with the city, and the study team will be moving forward with concept drawings following this meeting.

Ms. Erin Sterk asked how the city can promote the on-going survey. Ms. Cynthia Lambert, MetroPlan Orlando, further explained that the survey was in the city newsletter for January, and they were running social media advertisement the last week before the survey closes and has seen success in previous phases.

VII. Public Comments

None

VIII. Adjournment

Meeting was adjourned at 3:20 p.m.

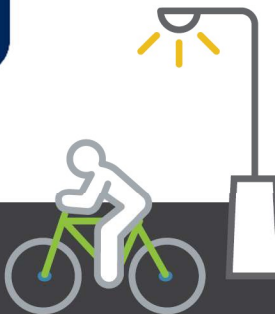
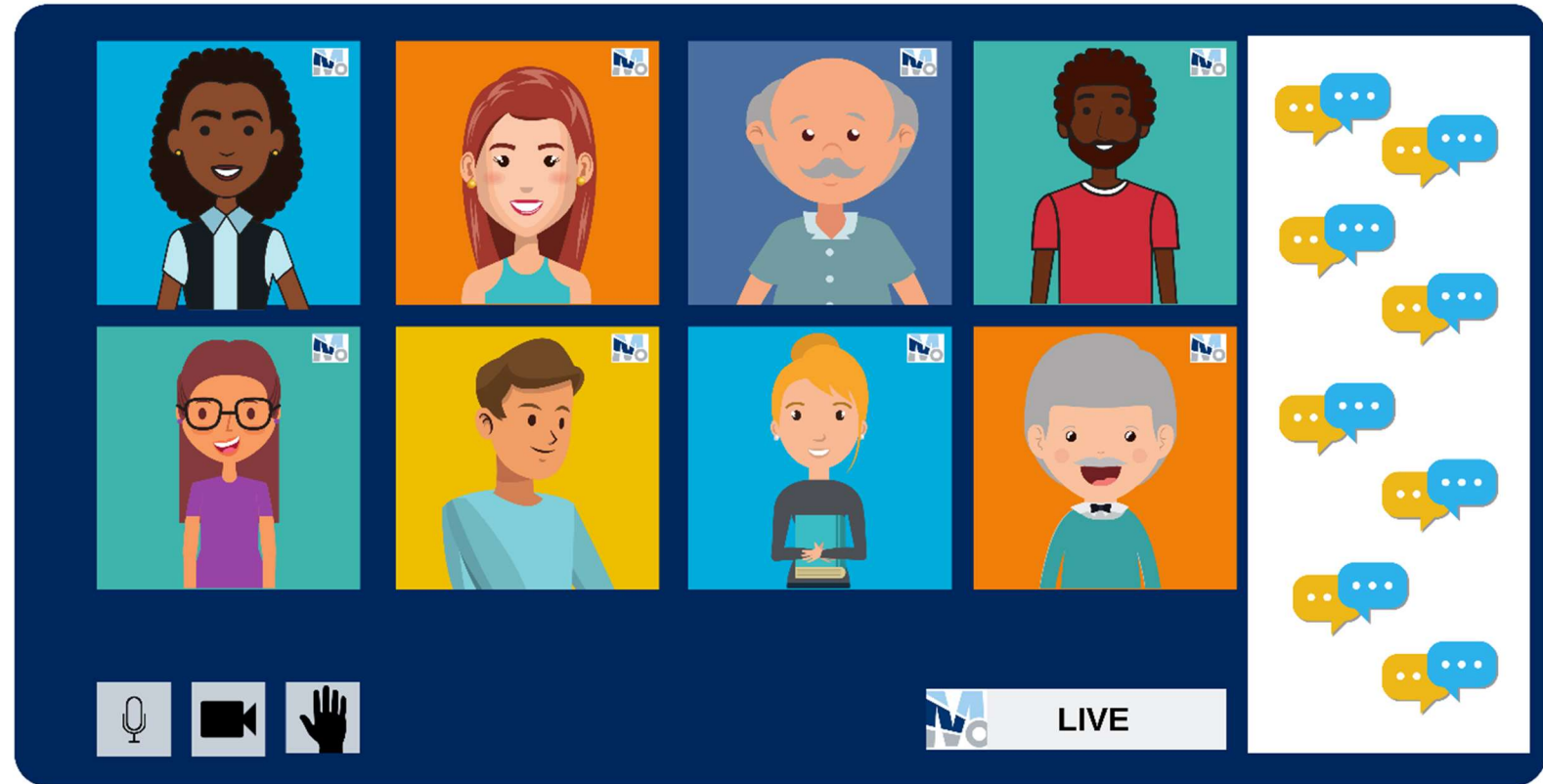
As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

Welcome!

Our meeting will begin soon.



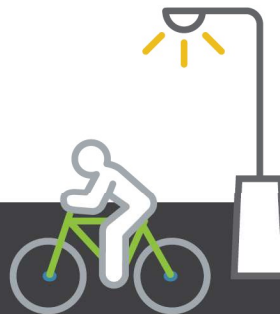
Please keep your microphone muted if you're not speaking



Public Comments

- Public comments will be taken at the end of the presentation.
- Use “Raise Hand” feature at appropriate time.
(Or dial *9 if on the phone)
- Wait to be recognized, provide name and address when called.
- You have 2 minutes to make your comments.

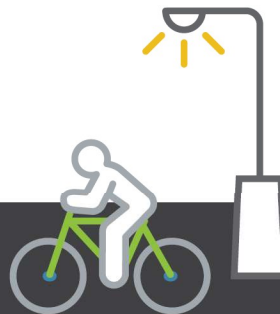
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10th Street Corridor Study

From US 192 to Narcoossee Road



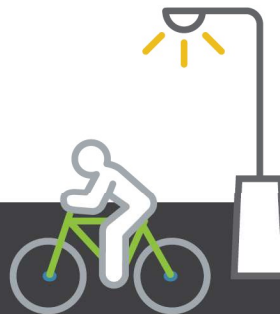
Alternatives Assessment
Project Visioning Team Meeting #2
February 2, 2022



OSCEOLA
COUNTY *be first.
to what's next.*

Agenda

- I Welcome
- II Project Overview & Defining Success
- III Summary of Public Engagement
- IV Alternatives Assessment
- V Next Steps
- VI Public Comments
- VII Adjournment



Project Visioning Team (PVT) Members

The PVT is comprised of regional and local stakeholders that are able to help steer the study's process, recommended alternatives, and conceptual design.

State & Regional

FDOT

LYNX

MetroPlan Orlando

Bike / Walk Central Florida

City of St. Cloud

Public Works

Parks and Recreation

Environmental Utilities Department

Community Development

Planning, Zoning, and Transportation

Community Redevelopment Agency (CRA)

City Administration

Osceola County

Transportation and Transit

Economic Development

Local Agencies

Osceola County Public Schools

OUC

St. Cloud Fire Department

St. Cloud Police Department

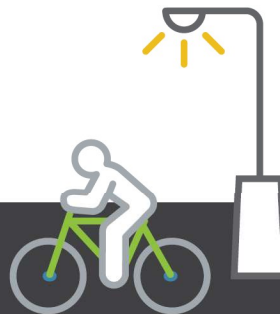
Special Interest

St. Cloud Main Street District

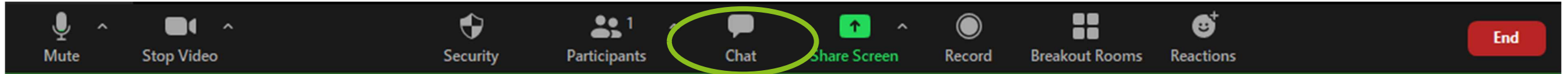
St. Cloud Downtown Business Group

St. Cloud Chamber of Commerce

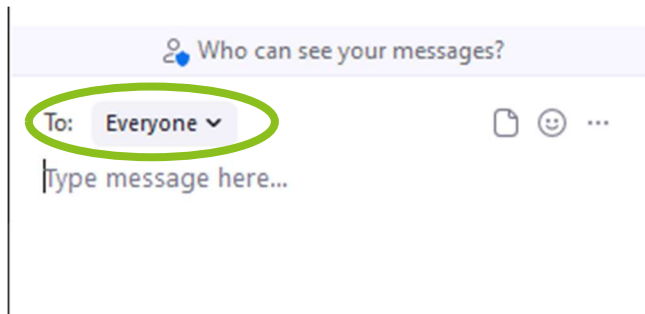
Orlando Health St. Cloud



Let's Use the Chat Box!



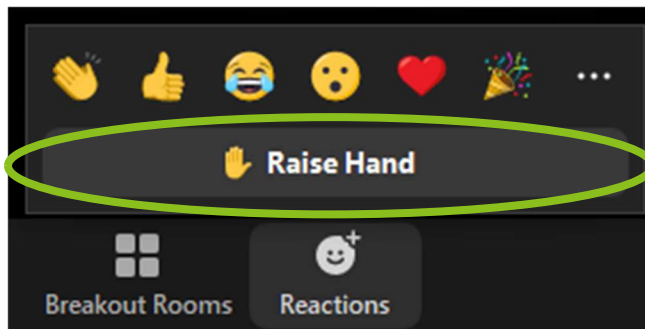
The Chat button is located between the Participants and the Share Screen buttons.



When using the chat box, please ensure that you are responding to “Everyone”.



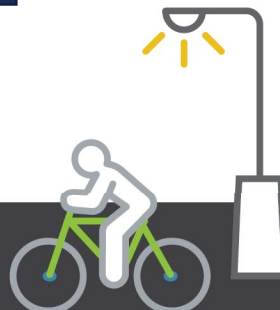
If you see this icon on one of the presentation slides, it means we want your feedback! Feedback can be given by unmuting your microphone, or using the chat box.



If you have a question while someone is presenting, please use the “Raise Hand” feature, located under Reactions.

To practice using the chat box, answer the icebreaker question below:

Icebreaker: What TV show are you currently watching right now?





Project Overview & Defining Success

Background



- 10th Street - 13th Street (US 192) to Narcossee Road
 - Primary east-west gateway to downtown
 - Alternate route to US 192 for local vehicles, bicycles, and pedestrians
- Study Objective: Develop implementable improvements, building on Envision St. Cloud Master Plan and the Medical Arts Campus Plan, to:
 - Enhance multimodal connectivity and accessibility
 - Create a safe and supportive walking and biking environment
 - Recommend safety and multimodal improvements
 - Consider minor roadway widening, sidewalks, bike facilities, lighting and drainage improvements

Complete Street Best Practices



People Walking

A sustainable and enjoyable way to get around, all trips by bike, bus, or car also begin and end with walking



People Biking

In addition to recreation, biking can replace long walking trips and supplement transit trips



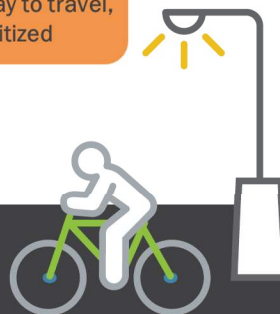
People Taking The Bus

An efficient and affordable way to move many people, including disabled people, over long distances



People Driving

As the most popular but least efficient way to travel, vehicles should be included but not prioritized



Scope & Schedule

2021												2022					
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun

January 2021 – June 2022

01 Project Management & Public Participation Plan

January 2021 – August 2021

02 Defining Success

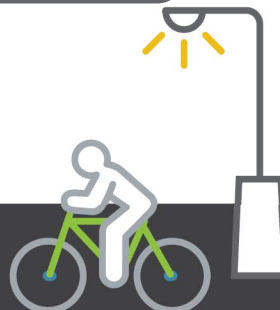
July 2021 – February 2022

03 Alternatives Assessment

February 2022 – June 2022

04 Concept Development

We are here



Outreach Schedule

**JAN 2021 –
JUNE 2021
DEFINING
SUCCESS**

**PROJECT KICK
OFF**
FEB 2021

**ONLINE SURVEY
& ONLINE
COMMENT MAP**
APR 2021

**PROJECT
VISIONING TEAM
MEETING #1**
JUNE 2021

**JULY 2021 –
FEB 2022
ALTERNATIVES
ASSESSMENT**

**AGENCY
BRIEFING**
AUG 2021

**3 POP-UP
MEETINGS**
OCT 2021 - JAN
2022

**ONLINE
ALTERNATIVES
SURVEY**
NOV 2021 - FEB
2022

**PROJECT
VISIONING TEAM
MEETING #2**
FEB 2022

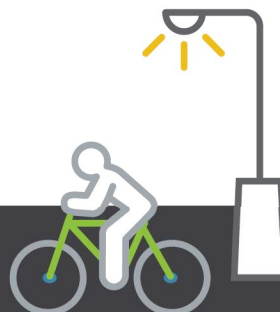
**FEB 2022 –
JUNE 2022
CONCEPT
DEVELOPMENT**

**AGENCY
BRIEFING
PREFERRED
ALTERNATIVE**
FEB 2022

**AGENCY
BRIEFING
CONCEPT PLAN**
APR 2022

**FINAL
OUTREACH
EVENT**
APR 2022

**PROJECT
VIDEO**
MAY 2022



Goals & Objectives



Safety – reduce speeding, crashes, and conflicts by prioritizing the safety of vulnerable users, intersection safety improvements, and by increasing safe crossing opportunities



Community – beautify the street to enhance neighborhood character by including pedestrian scale lighting, enhanced landscaping, and maintaining the “small town” character of St. Cloud

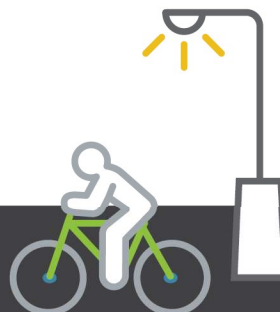


Economy – support local business and investment in downtown St. Cloud by maximizing opportunities and access to parking, considering bicycle and pedestrian connectivity, and maintaining consistency with and expanding on existing master plans and downtown revitalization projects

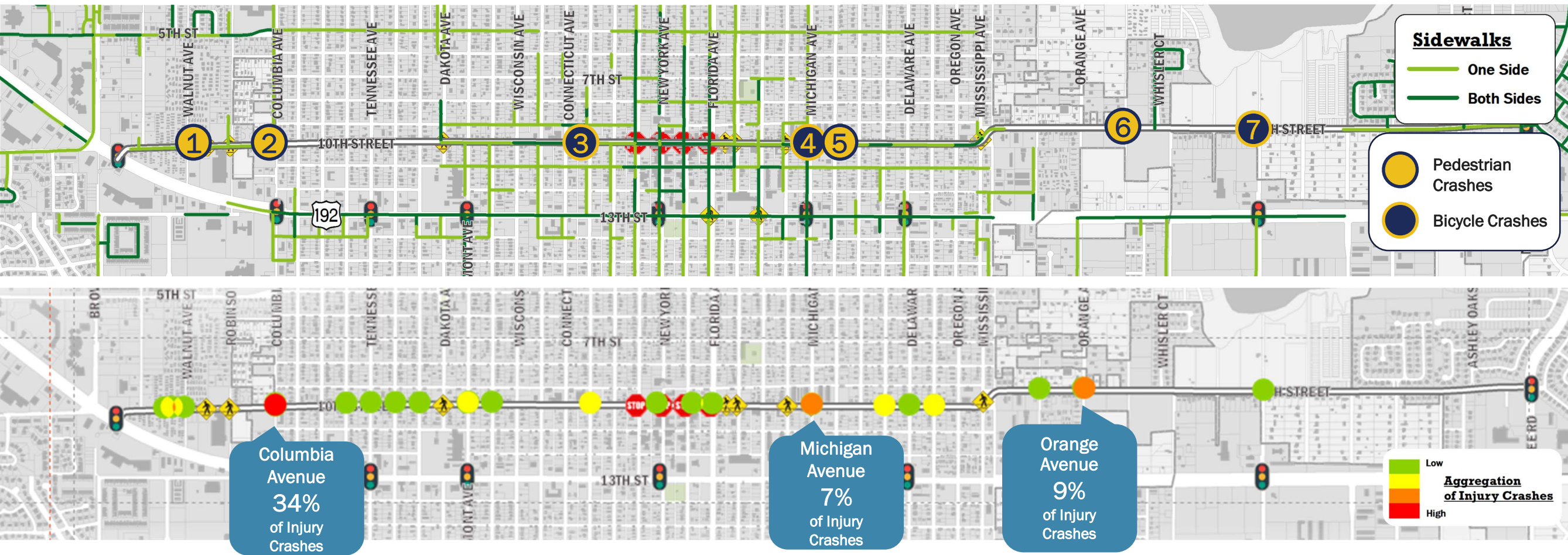


Health – improve access to walking and biking to increase physical activity by providing a safe and comfortable place to walk and bike on 10th Street and improving the quality of bicycle and pedestrian connections

These goals and objectives were developed using feedback from the public survey and the first PVT meeting

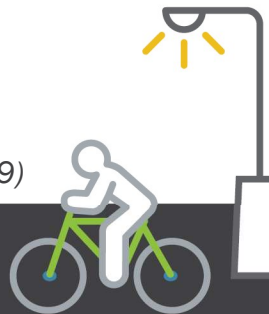


Overall Crash Assessment

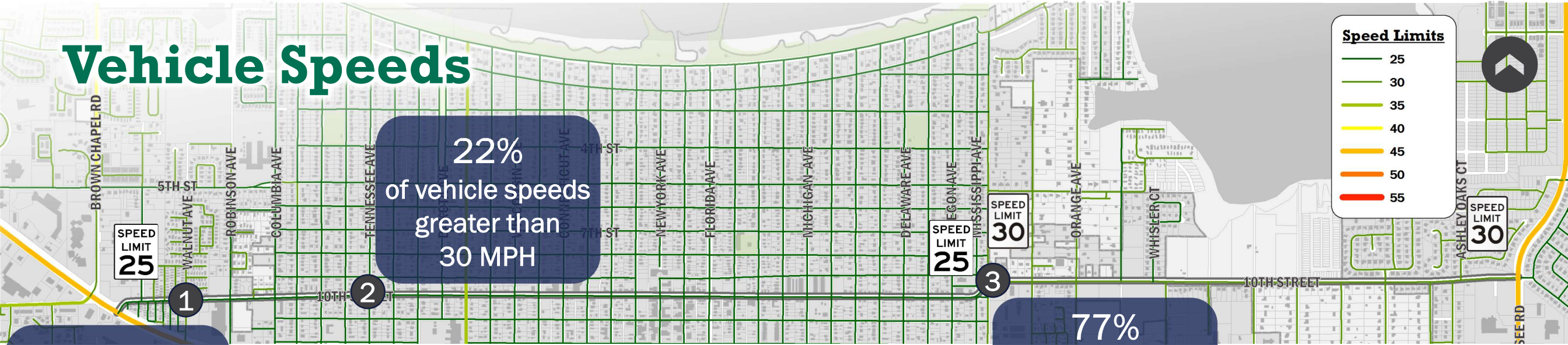


- Top map shows 5-year pedestrian and bicycle crashes, overlaid on existing sidewalk facilities.
- Bottom map is a dot map that shows all crashes in the 5-year period, including bike and pedestrian crashes.
- No fatalities occurred during the 5-year period.

Source: Signal 4 (2015-2019)



Vehicle Speeds



Pedestrian Survival Rate
when struck by a vehicle traveling at:



City collected data at three points – Walnut Avenue, Tennessee Avenue, and east of Eastern Avenue.

- Vehicles tend to exceed posted speed limit, especially at Eastern Ave (location 3)
- At Eastern Ave, 77% of vehicles exceed the speed limit

Source: City of St. Cloud (2020)

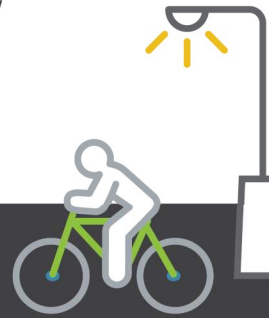


Planned Trail and Bike Connections



- Several existing and proposed north-south trail and bikeway connections identified in the St. Cloud Citywide Trails Master Plan intersect 10th Street

- 1 Dakota Avenue Multi-Use Trail
- 2 Florida Avenue Bikeway (top priority project)
- 3 Delaware Avenue Bikeway
- 4 Crawford Avenue Bikeway
- 5 Hickory Tree Road Trail
- 6 Old Hickory Tree Road Trail
- 7 Shared Lane Arrow





Summary of Public Engagement

Kick-Off Survey (Complete)

- Sought community input on:
 - How do they use 10th Street
 - How often do they walk or run, bike, take the bus, or drive on 10th Street
 - How they rate current conditions
 - Types of improvements they would like to see
- Top challenges listed were:
 - Places to safely ride a bike, gaps in sidewalks, crossing the street, speeding
- Survey was open April 1, 2021 to May 7, 2021



548
Respondents



80%
Travel along
10th Street



50%+
Live and/or
Work on 10th
Street

Alternatives Survey (In-Progress: Results as of 01.28.22)

- Seeking feedback and input on potential improvements, such as:
 - How they felt about possible changes (loved, liked, disliked, needed more information)
 - How familiar they are with each of the intersection solutions
 - Open ended comments
- Survey is open through end of February 2022



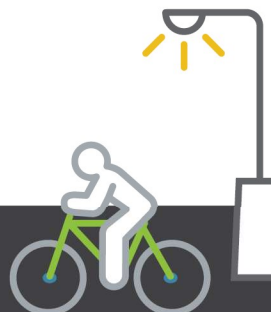
284
Respondents



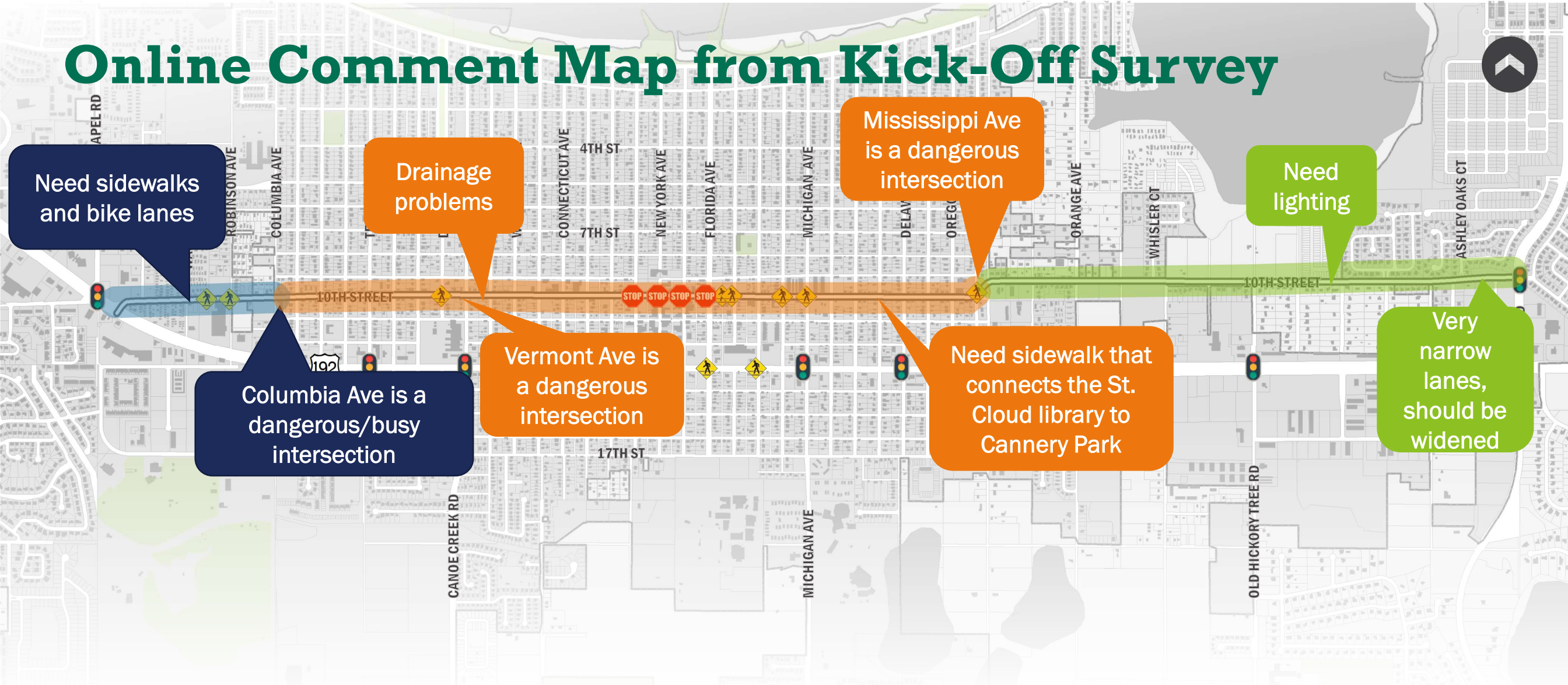
~70%
Positive
Responses
about
Alternatives



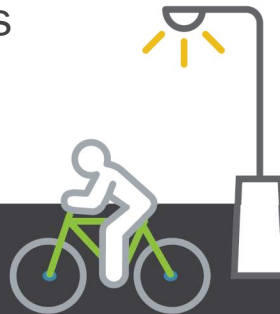
~98%
Familiar with
Roundabouts



Online Comment Map from Kick-Off Survey



- 26 comments submitted on the online comment map
- Comments included suggestions for bicycle and pedestrian connections, highlighted points of interest along 10th Street, called out the need to complete sidewalk gaps in various locations, and identified intersections that have bad sight lines and frequent crashes



Pop-Up Outreach Events:

St. Cloud Monthly Markets

- Wednesday, November 17, 2021
- Wednesday, January 26, 2021
- Spoke with over 100 people, including people who live near or around the corridor



St. Cloud Cyclovia

- Sunday, January 9, 2022
- Set up at the marina near the Lakefront





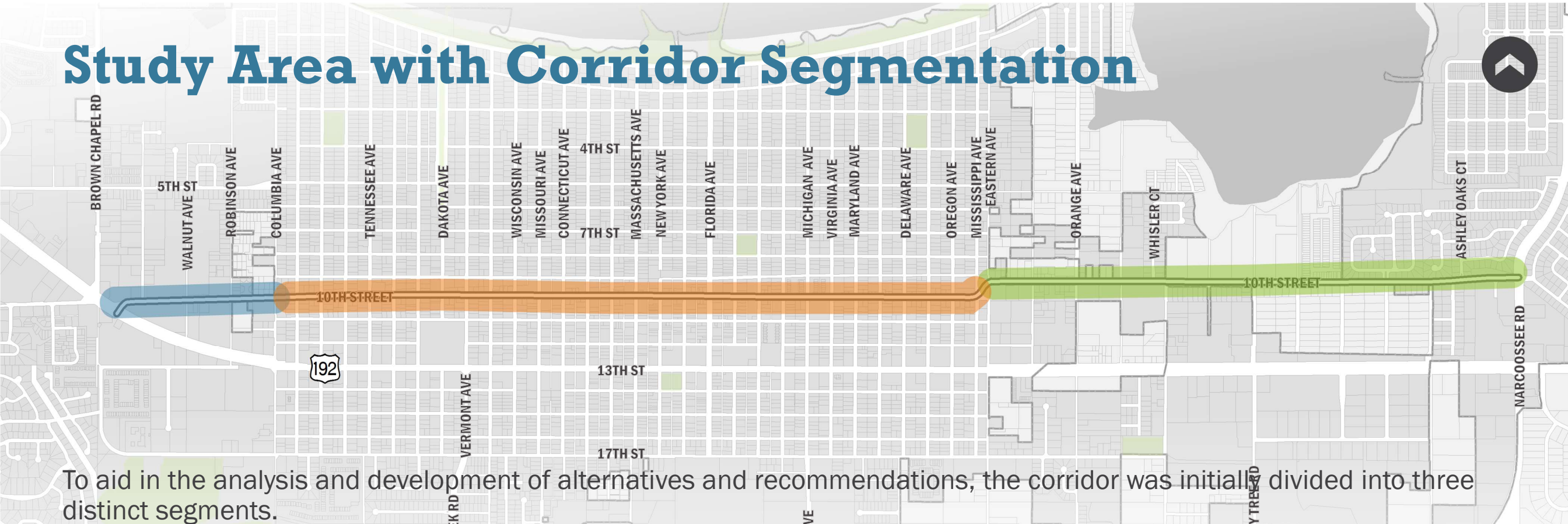
5-Minute Discussion





Alternatives Assessment

Study Area with Corridor Segmentation



To aid in the analysis and development of alternatives and recommendations, the corridor was initially divided into three distinct segments.

Area 1:
Medical Arts

📍 From US 192 to Columbia Avenue

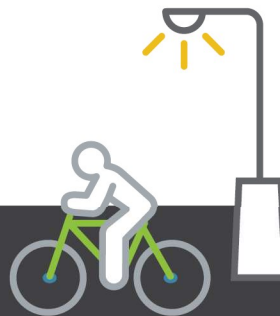
Area 2:
Historic Grid

📍 From Columbia Avenue to Eastern Avenue

Area 3:
Suburban Transition

📍 From Eastern Avenue to Narcoossee Road

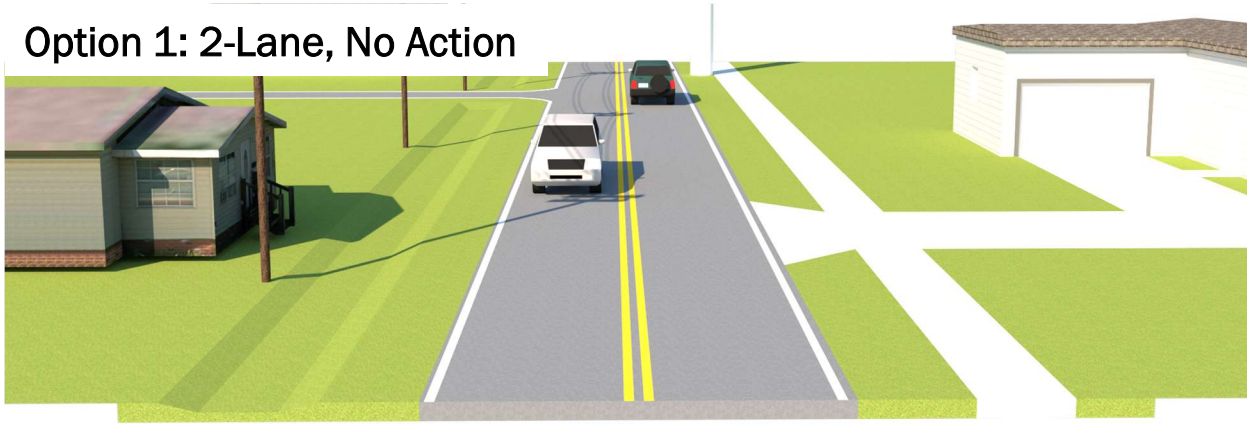
Many alternatives with pedestrian and bicycle accommodations were considered. The selection process is described next.



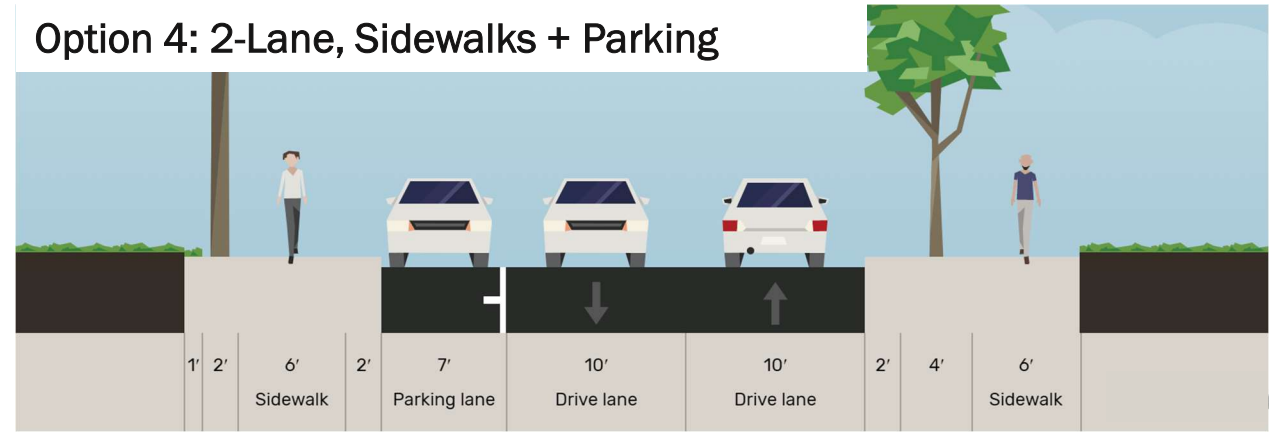
Typical Section Options – Medical Arts & Historic Grid

50-ft ROW

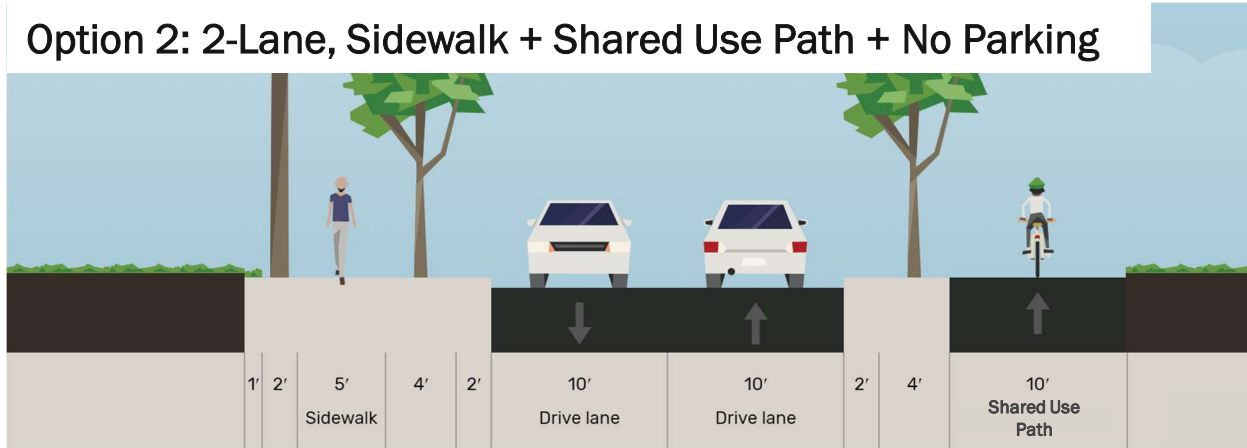
Option 1: 2-Lane, No Action



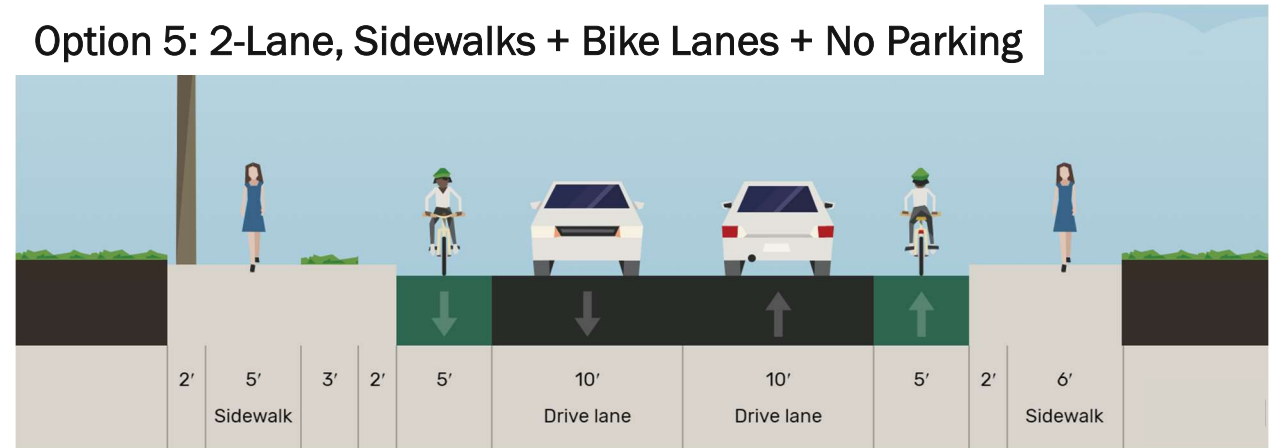
Option 4: 2-Lane, Sidewalks + Parking



Option 2: 2-Lane, Sidewalk + Shared Use Path + No Parking



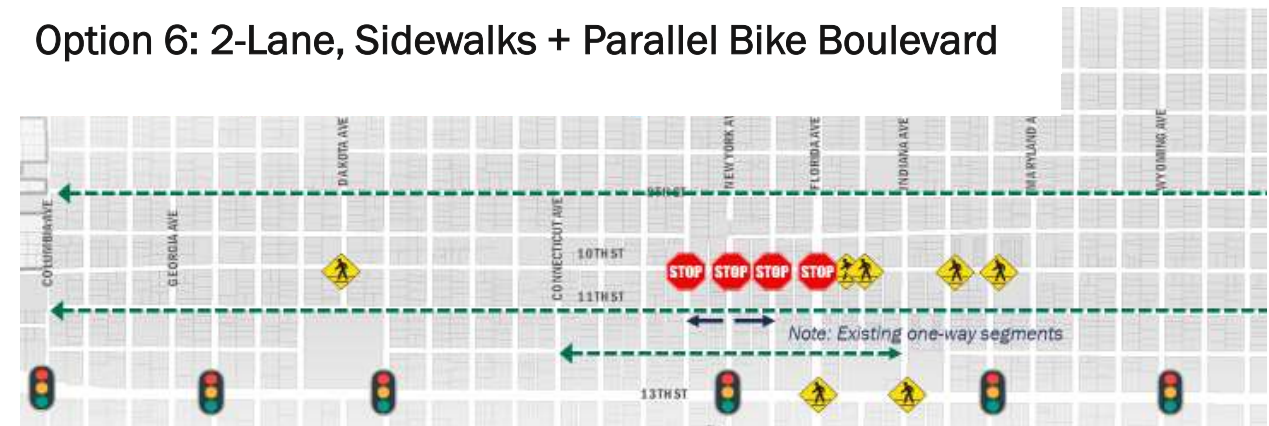
Option 5: 2-Lane, Sidewalks + Bike Lanes + No Parking



Option 3: 2-Lane, Wide Sidewalks + No Parking



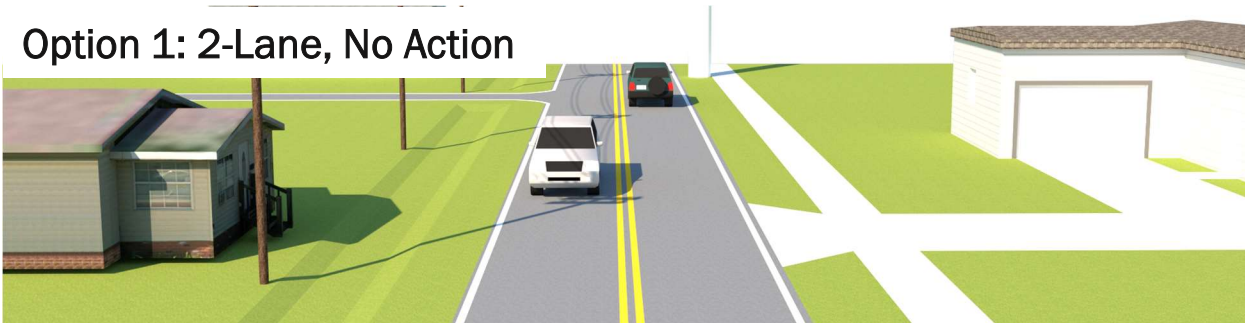
Option 6: 2-Lane, Sidewalks + Parallel Bike Boulevard



Typical Section Options – Medical Arts & Historic Grid

50-ft ROW

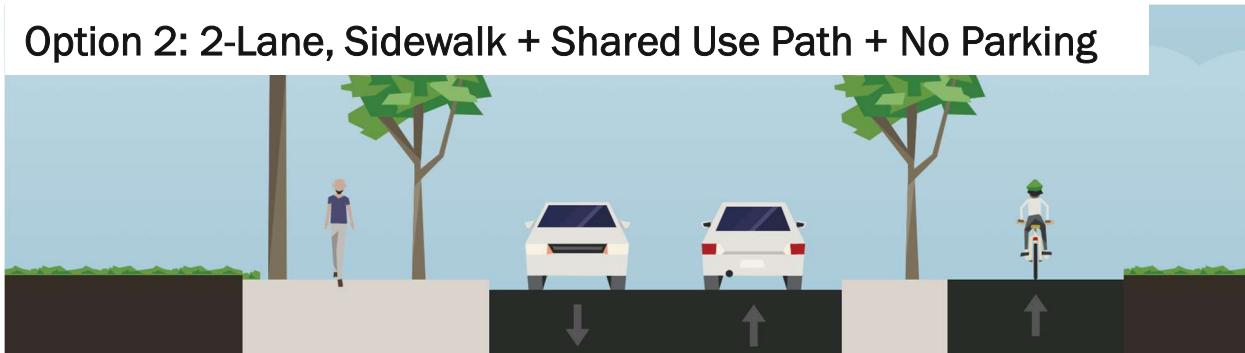
Option 1: 2-Lane, No Action



Pros: No cost

Cons: No curb and gutter | No sidewalk on south side | Does not achieve project goals

Option 2: 2-Lane, Sidewalk + Shared Use Path + No Parking



Pros: Shared use path one side | Sidewalk one side | Space for trees on both sides

Cons: No on-street parking

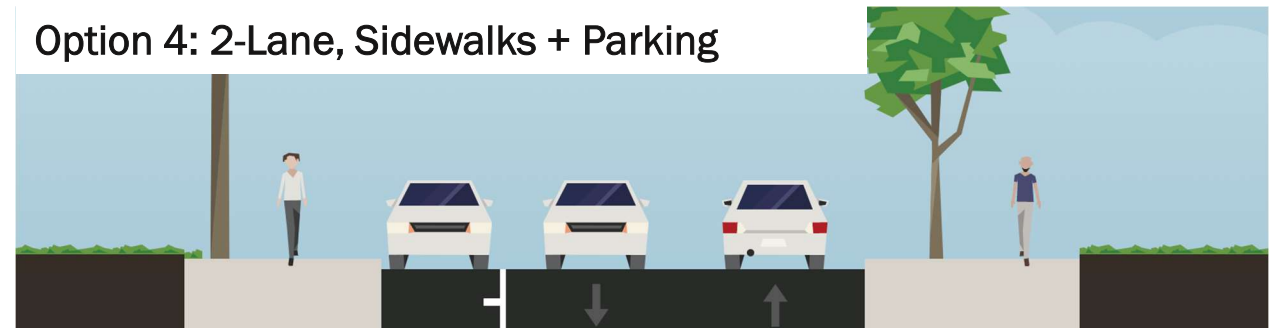
Option 3: 2-Lane, Wide Sidewalks + No Parking



Pros: Wider sidewalks | Sidewalk both sides | Space for trees on both sides

Cons: No designated space for bikes | No on-street parking

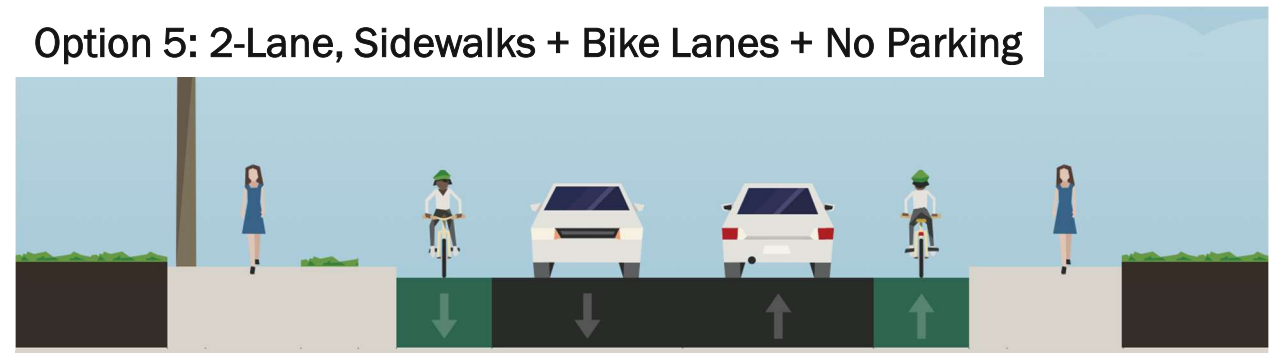
Option 4: 2-Lane, Sidewalks + Parking



Pros: Sidewalks available | Space for trees on one side | On-street parking

Cons: No designated space for bikes | Fewer opportunities for trees

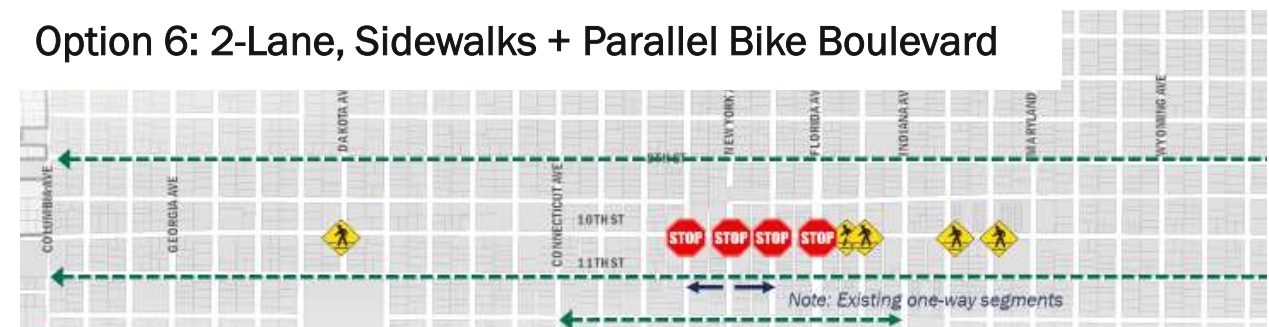
Option 5: 2-Lane, Sidewalks + Bike Lanes + No Parking



Pros: Bike lanes both sides | Sidewalks available

Cons: Bike lanes narrower than standard 7' | No on-street parking | No space for trees

Option 6: 2-Lane, Sidewalks + Parallel Bike Boulevard



Pros: Low stress street | May encourage new riders | Earlier implementation

Cons: Frequent cyclist stops | Must navigate road crown | Network continuity complexity

Preliminary Evaluation – Medical Arts and **Historic Grid**

<i>EVALUATION MATRIX</i>	Option 1 2-Lane (No-Action)	Option 2 2-Lane, Sidewalk + Shared Use Path + No Parking	Option 3 2-Lane, Wide Sidewalks + No Parking	Option 4 2-Lane, Sidewalks + Parking	Option 5 2-lane, Sidewalks + Bike Lanes + No Parking
SAFETY					
Supports reduction in vehicle speeds	Fair	Good	Good	Good	Fair
Supports reduction of all crashes and severity	Fair	Good	Good	Good	Good
Improves street crossing comfort and opportunities	Fair	Excellent	Excellent	Excellent	Good
HEALTH					
Provides safe and comfortable place to walk	Poor	Excellent	Excellent	Good	Fair
Provides safe and comfortable place to bike	Poor	Good	Fair	Fair	Good
ECONOMY					
Maintains consistency with existing plans	Poor	Good	Good	Excellent	Good
Maximizes access and opportunities to parking	Poor	Poor	Poor	Excellent	Poor
COMMUNITY					
Maintains small-town character of St. Cloud	Fair	Good	Good	Good	Fair
Enhances landscaping and shade opportunities	Poor	Excellent	Excellent	Good	Poor

Note: Option 6 was omitted from the matrix given it is off-corridor. Option 6 is considered an additional improvement.

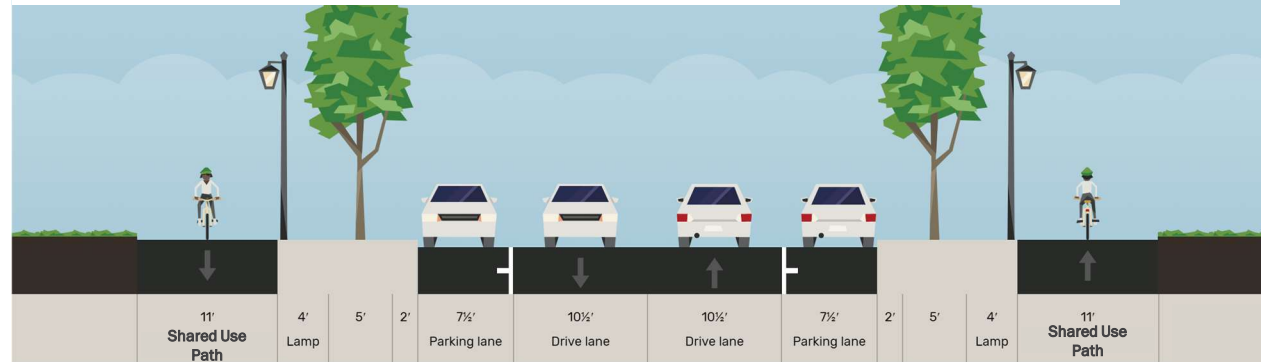
Typical Section Options – Suburban Transition

50- to 80-ft ROW

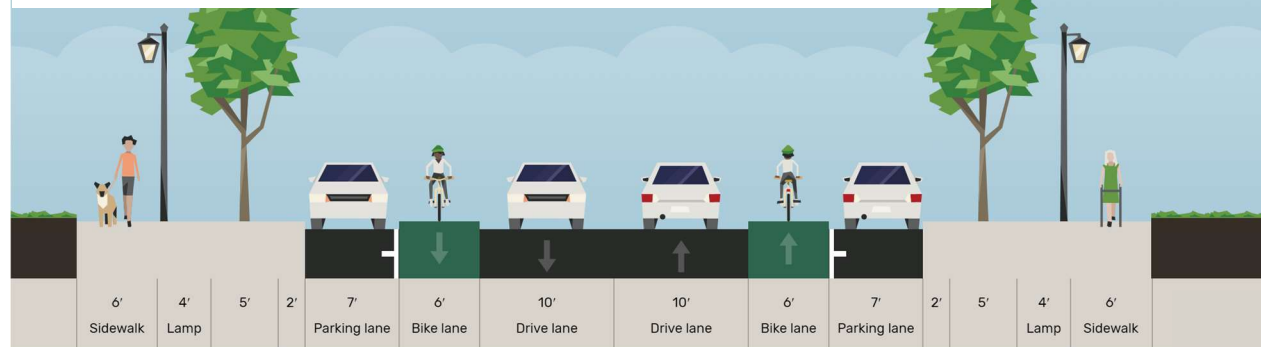
Option 1: 2-Lane, No Action



Option 2: 2-Lane, Shared Use Path on Both Sides + Parking



Option 3: 2-Lane, Bike Lanes + Sidewalks + Parking



Note: Shared use path and parking on both sides may not be needed but space is available.

Note: Roadway lighting will also be provided. Graphics show separate pedestrian scale lighting since the walkways are further from the roadway.



Typical Section Options – Suburban Transition

50- to 80-ft
ROW

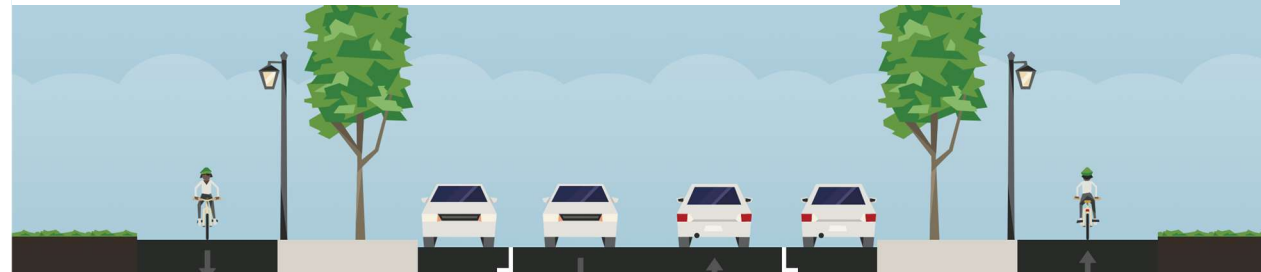
Option 1: 2-Lane, No Action



Pros: No cost

Cons: No designated space for bikes | Numerous sidewalk gaps

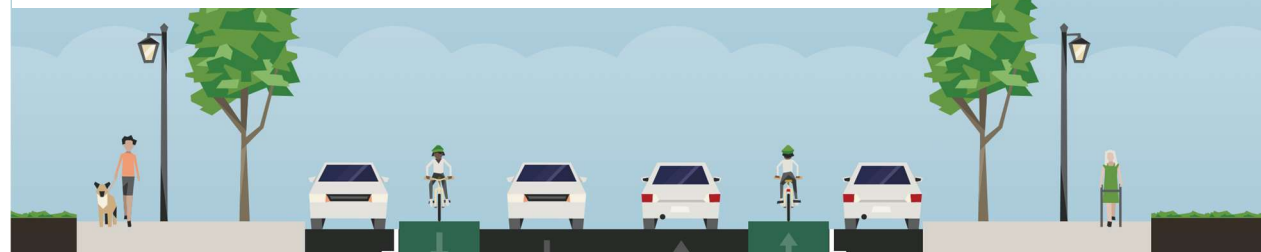
Option 2: 2-Lane, Shared Use Path on Both Sides + Parking



Pros: Shared use path | Space for trees on both sides | Standard lane widths

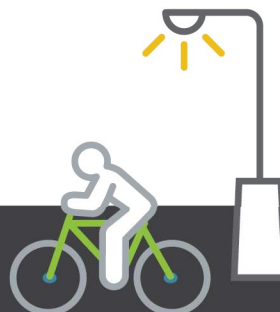
Cons: Increases crossing distance

Option 3: 2-Lane, Bike Lanes + Sidewalks + Parking



Pros: Bike lanes both sides | Space for trees on both sides | Standard lane widths

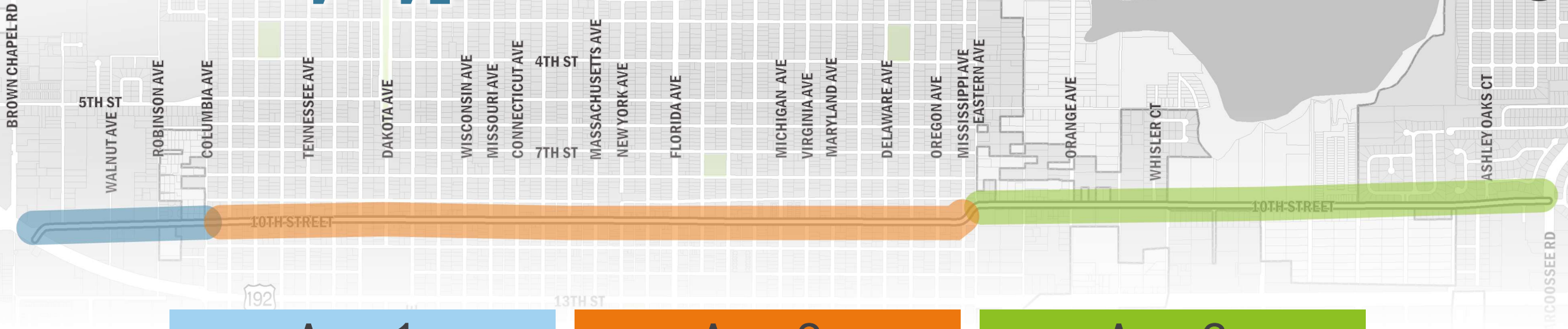
Cons: Increases crossing distance | Network continuity complexity



Preliminary Evaluation – Suburban Transition

<i>EVALUATION MATRIX</i>	Option 1 2-Lane (No-Action)	Option 2 2-Lane, Shared Use Paths + Parking	Option 3 2-Lane, Sidewalks + Bike Lanes + Parking
SAFETY			
Supports reduction in vehicle speeds	Fair	Good	Poor
Supports reduction of all crashes and severity	Fair	Good	Good
Improves street crossing comfort and opportunities	Poor	Excellent	Good
HEALTH			
Provides safe and comfortable place to walk	Poor	Excellent	Good
Provides safe and comfortable place to bike	Poor	Excellent	Good
ECONOMY			
Maintains consistency with existing plans	Poor	Fair	Fair
Maximizes access and opportunities to parking	Poor	Good	Good
COMMUNITY			
Maintains small-town character of St. Cloud	Fair	Good	Fair
Enhances landscaping and shade opportunities	Fair	Excellent	Good

Preliminary Typical Section Selection



Area 1:

Medical Arts

From US 192 to
Columbia Avenue

Area 2:

Historic Grid

From Columbia Avenue to
Eastern Avenue

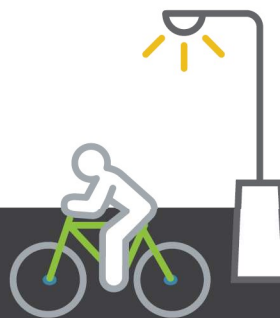
Area 3:

Suburban Transition

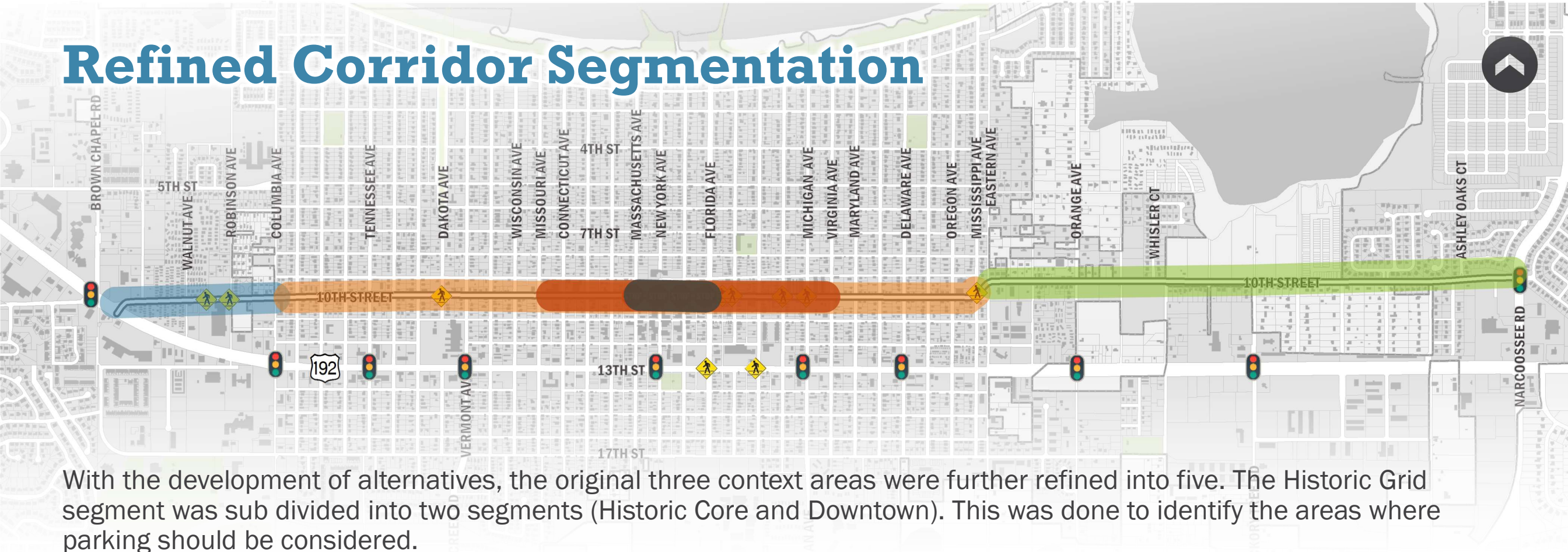
From Eastern Avenue to
Narcossee Road

Based on project goals and through discussion with partners, a shared use path is preferred along the entire corridor.

- The bike lanes were eliminated since a buffer from traffic could not be provided
- Wide sidewalks (and no shared use path) was eliminated since bicycles were not well accommodated
- The parallel bike boulevard was identified as a potential solution in addition to the shared use path
- Parking is considered on a block-by-block basis



Refined Corridor Segmentation



With the development of alternatives, the original three context areas were further refined into five. The Historic Grid segment was sub divided into two segments (Historic Core and Downtown). This was done to identify the areas where parking should be considered.

Area 1:

Medical Arts

From US 192 to Columbia Avenue

Area 2:

Historic Grid

From Columbia Avenue to Missouri Avenue,
From Virginia Avenue to Eastern Avenue

Area 2A:

Historic Core

From Missouri Avenue to Massachusetts Avenue,
From Florida Avenue to Virginia Avenue

Area 2B:

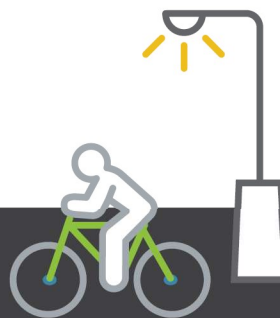
Downtown

From Massachusetts Avenue to Florida Avenue

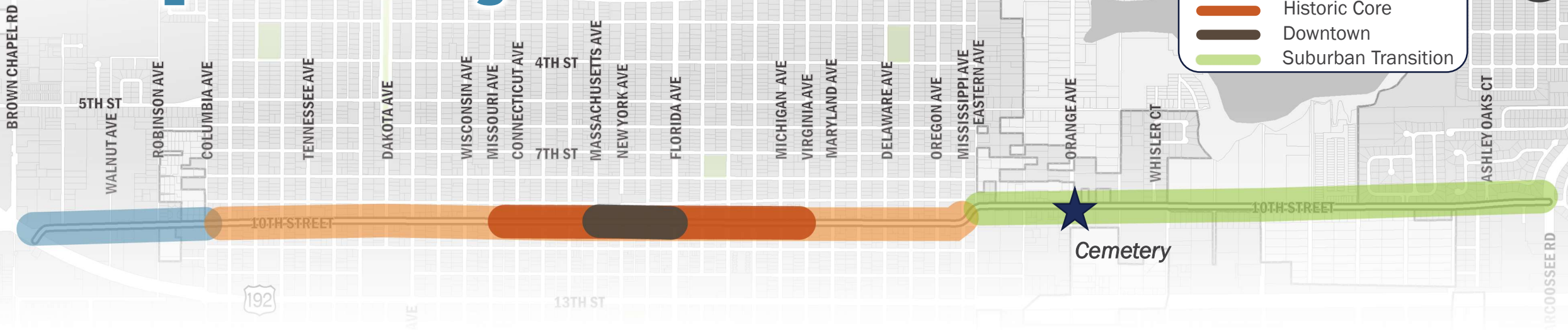
Area 3:

Suburban Transition

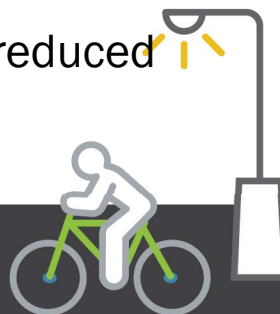
From Eastern Avenue to Narcoossee Road



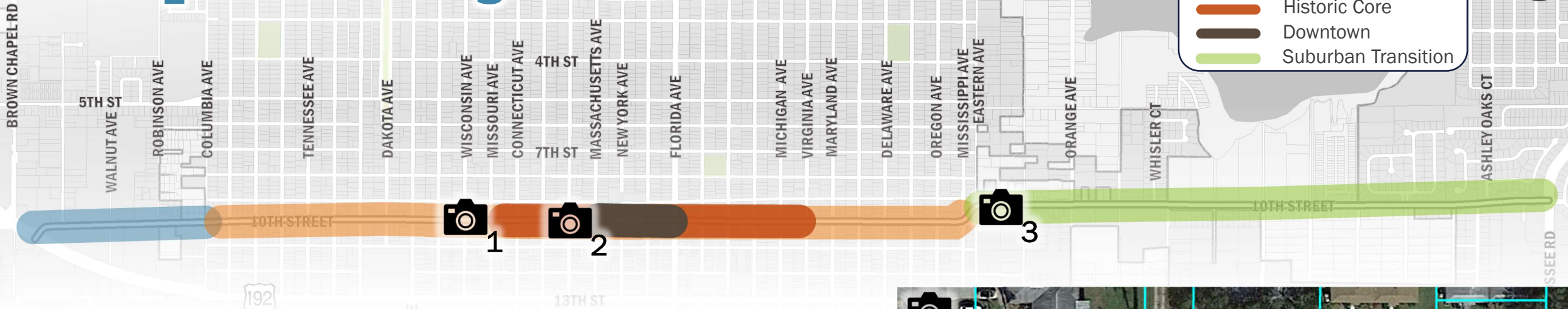
Concept Challenges



- All segments
 - Roadway centerline may need to shift in some locations
 - The shared-use path will likely need to switch sides of the road between Eastern Ave and Orange Ave
 - Not all trees will be shade trees
 - Some smaller wooden utility poles likely need to be relocated
- Medical Arts & Historic Core
 - Shared-use path may need to narrow or transition to sidewalk in areas with large power poles
- Suburban Transition
 - Shared-use path is preferred on the north side due to fewer driveways
 - The widest shared-use path buffer is preferred to separate people from vehicles, but it may need to be reduced due to power poles
 - The typical section will need modification at the historic cemetery



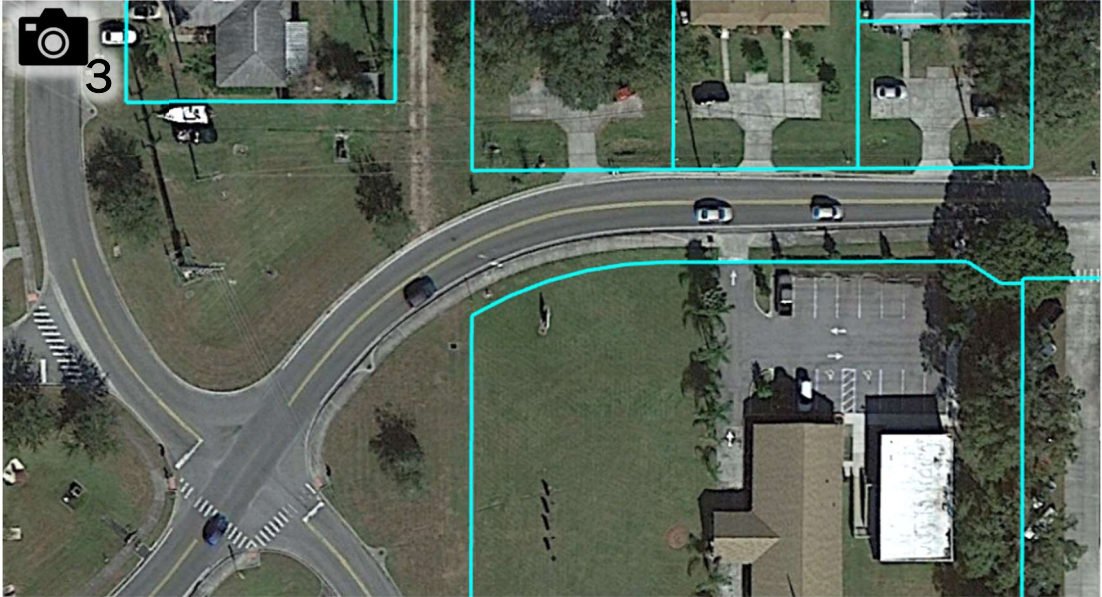
Concept Challenges



Shared-use path may need to narrow or transition to sidewalk.

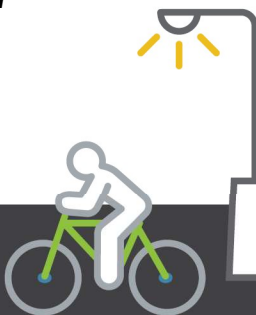


Roadway centerline may need to shift south. A minimum distance from roadway to sidewalk is required in design standards.

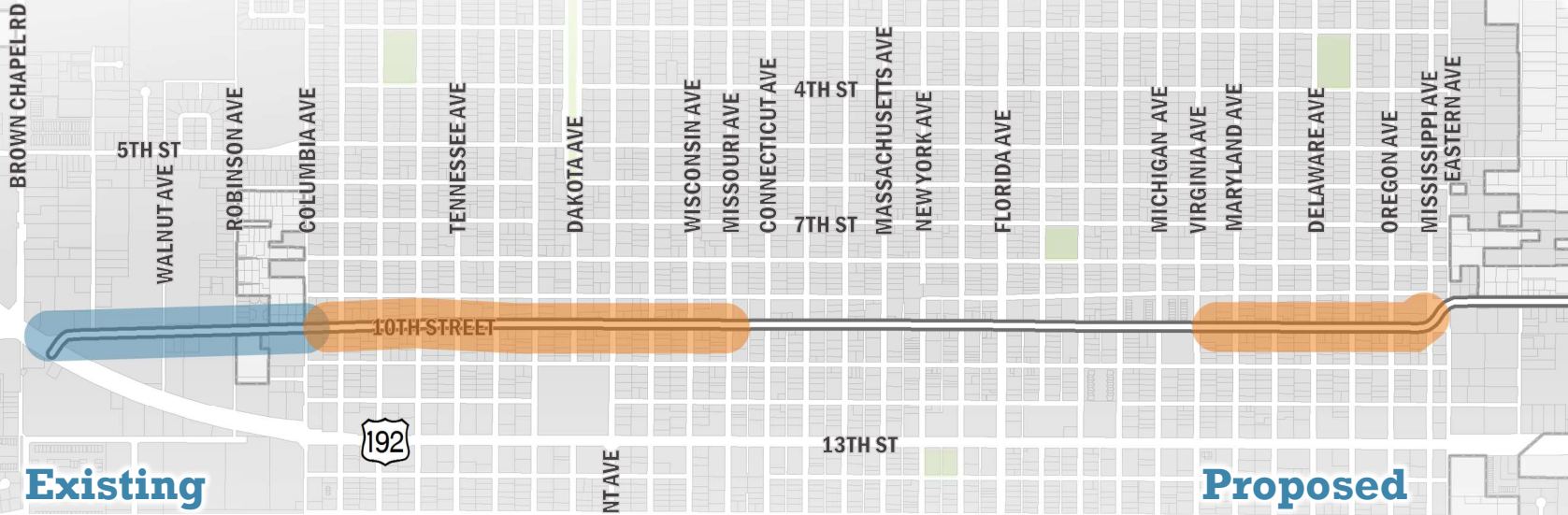


Shared-use path will likely need to shift to the south side of the road due to geometric or terrain constraints.

The project approach is to stay within the right-of-way.



Medical Arts and Historic Grid – Proposed

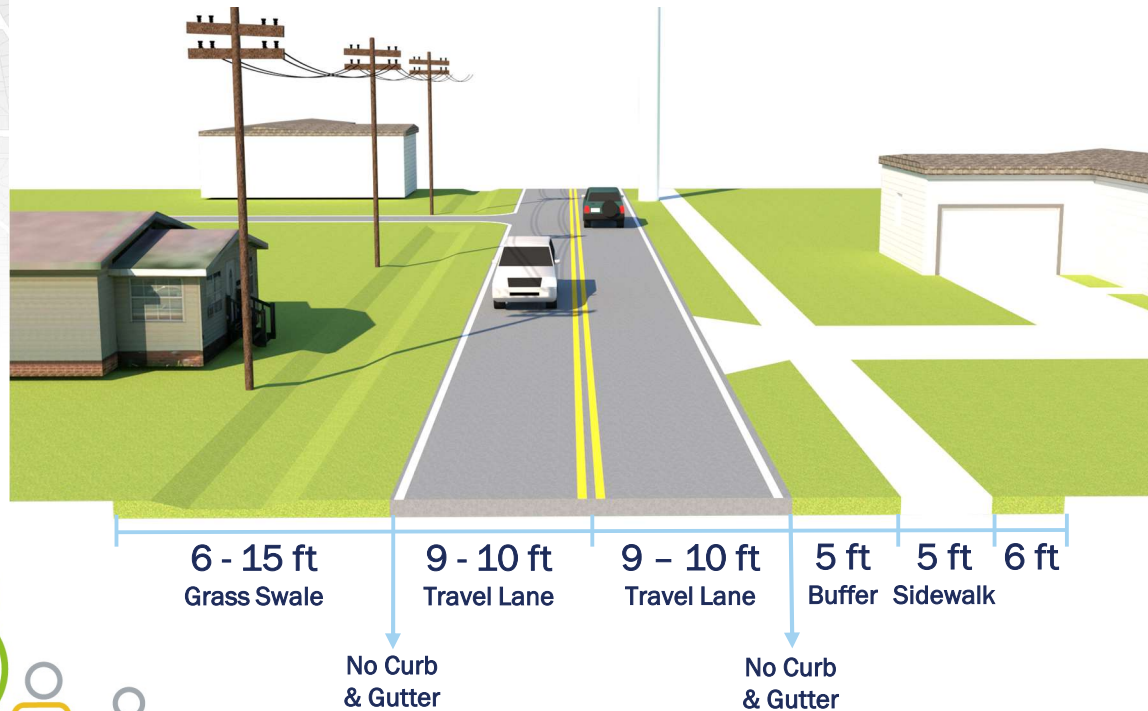


- Proposed Features**
- 10-ft vehicle lanes
 - 10-ft shared use path (one side)
 - 5-ft sidewalk (one side)
 - No on-street parking
 - Two 4-ft landscape/tree areas
 - 7-ft for curb, gutter, utilities

Existing

Proposed

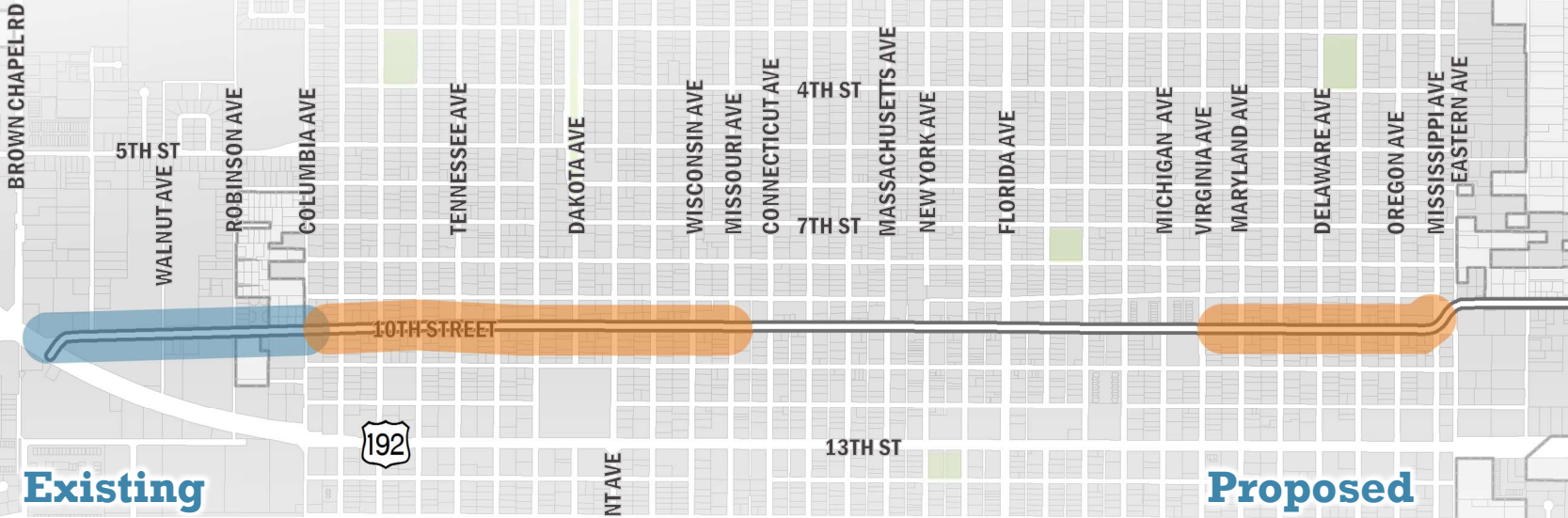
Typical Section of Current ROW (50-ft)



Typical Section of Alternative ROW (50-ft)



Medical Arts and Historic Grid – Proposed



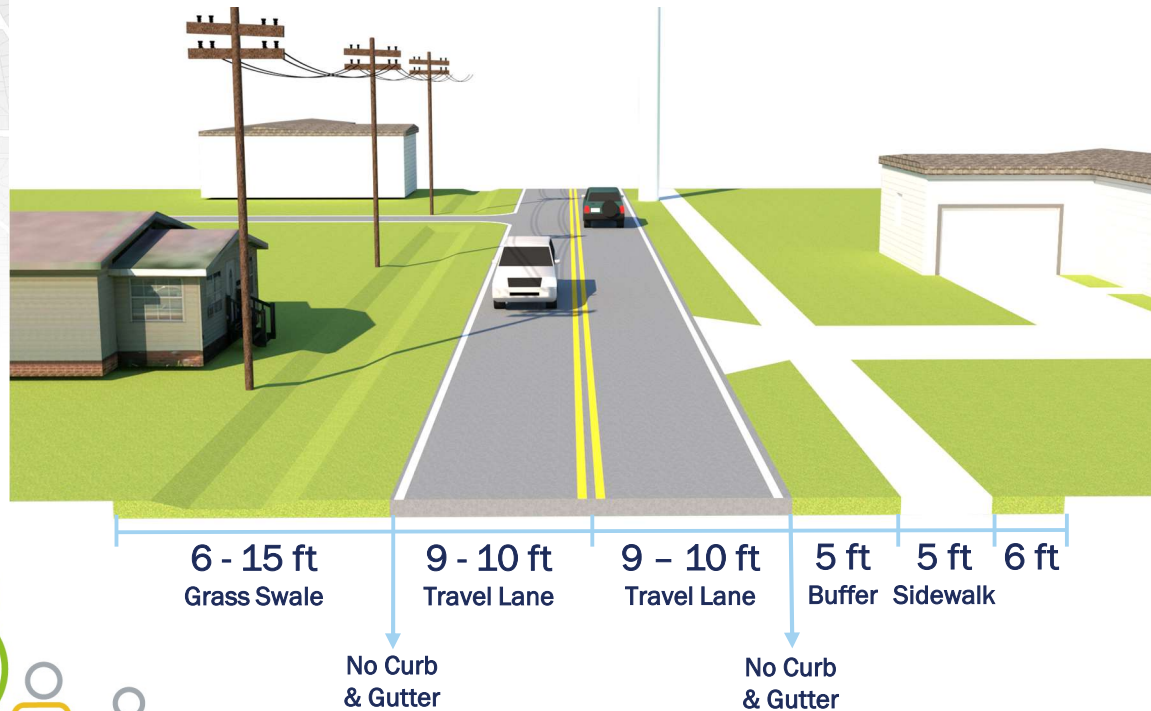
In the chat, please let us know if you like or dislike this option.

Do you have thoughts or questions on:

- In some locations...
 - The roadway centerline shifting?
 - Relocating wooden power poles?
 - The shared-use path narrowing?

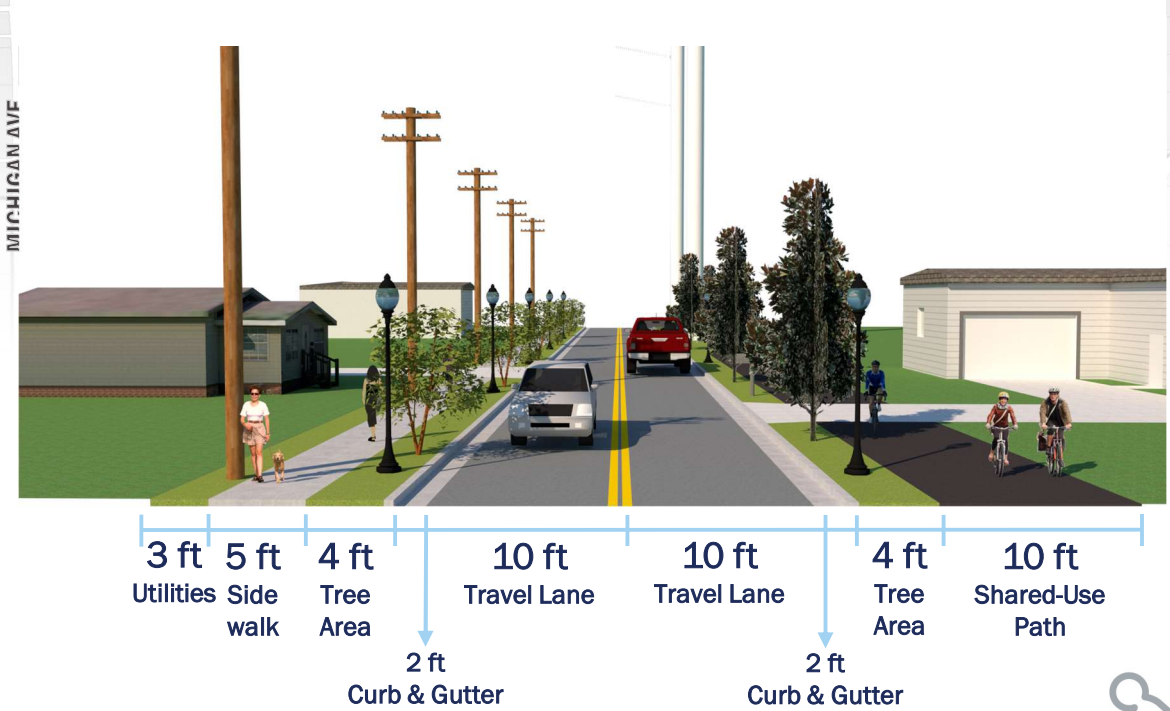
Existing

Typical Section of Current ROW (50-ft)



Proposed

Typical Section of Alternative ROW (50-ft)



Downtown Core – Part of Separate Design



Proposed Features

- 10-ft vehicle lanes
- Sidewalk varies, 10.5-ft max. (both sides)
- 7.5-ft for on-street parking (both sides)
- Trees between parking spaces
- 4-ft for curb, gutter, utilities

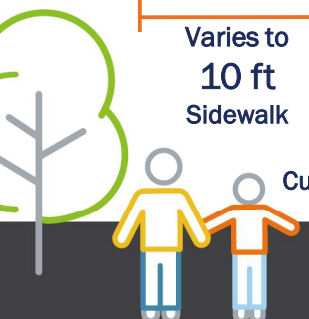
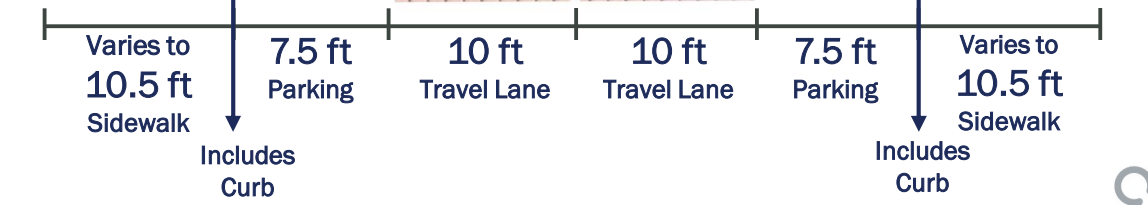
Existing

Typical Section of Current ROW (50-ft)



Proposed – Part of Separate Design Plans

Typical Section of Alternative ROW (50-ft)



Historic Core – Proposed



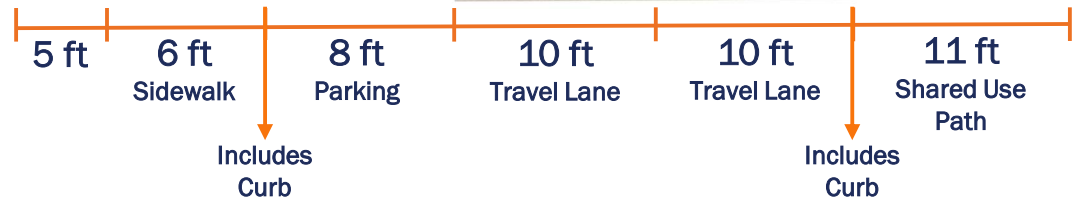
- Proposed Features**
- 10-ft vehicle lanes
 - 11-ft shared use path (one side)
 - 6 ft sidewalk (one side)
 - 8-ft for on-street parking (one side)
 - Trees between parking spaces
 - 5-ft for curb, gutter, utilities

Existing

Proposed

Typical Section of Current ROW (50-ft)

Typical Section of Alternative ROW (50-ft)



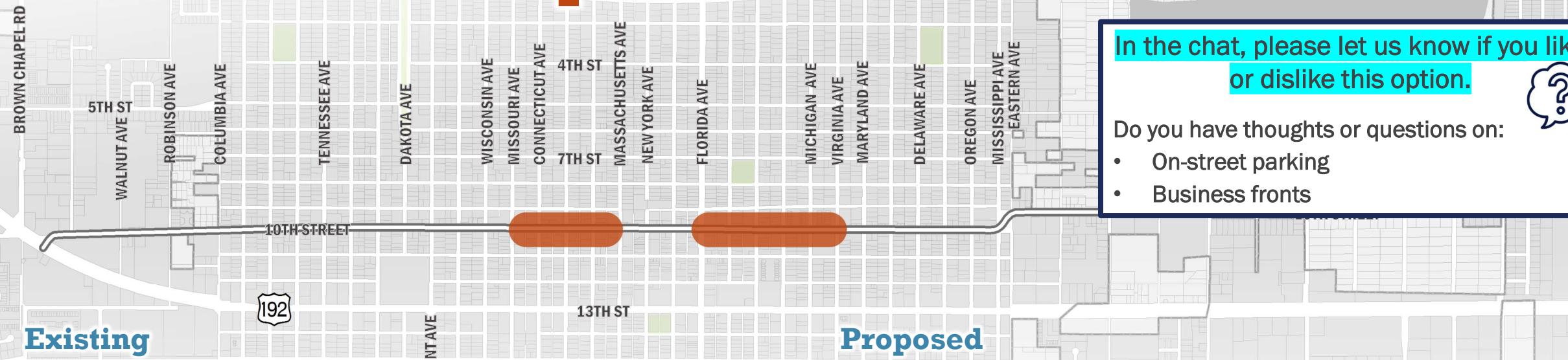
Historic Core – Proposed



In the chat, please let us know if you like or dislike this option.

Do you have thoughts or questions on:

- On-street parking
- Business fronts

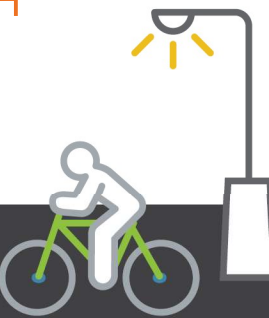


Existing

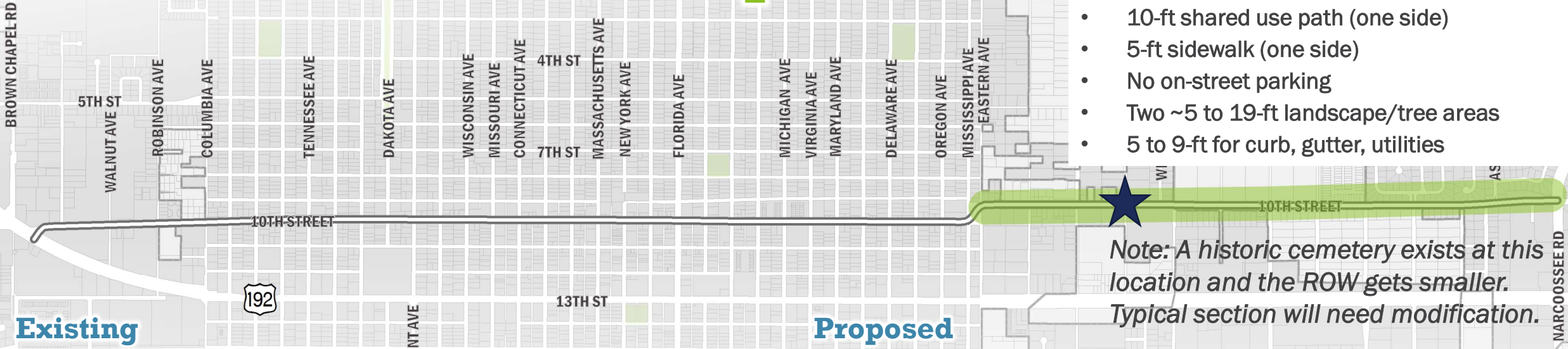
Proposed

Typical Section of Current ROW (50-ft)

Typical Section of Alternative ROW (50-ft)



Suburban Transition – Proposed



- Proposed Features**
- 10-ft vehicle lanes
 - 10-ft shared use path (one side)
 - 5-ft sidewalk (one side)
 - No on-street parking
 - Two ~5 to 19-ft landscape/tree areas
 - 5 to 9-ft for curb, gutter, utilities

Note: A historic cemetery exists at this location and the ROW gets smaller. Typical section will need modification.

Existing

Typical Section of Current ROW (50-80 ft)



Proposed

Typical Section of Alternative ROW (50-80 ft)

Note: 80-ft right-of-way shown



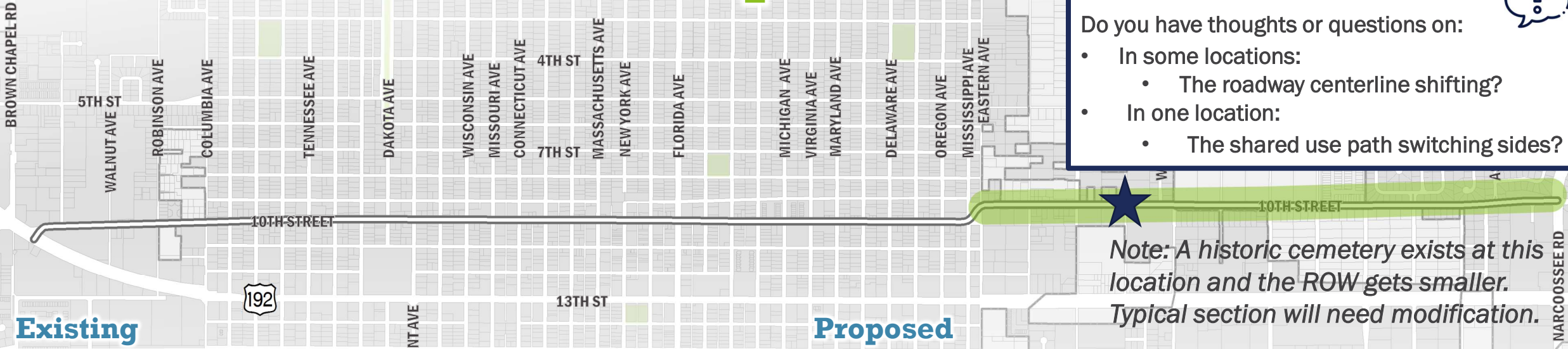
Suburban Transition – Proposed

In the chat, please let us know if you like or dislike this option.



Do you have thoughts or questions on:

- In some locations:
 - The roadway centerline shifting?
- In one location:
 - The shared use path switching sides?



Note: A historic cemetery exists at this location and the ROW gets smaller. Typical section will need modification.

Existing

Typical Section of Current ROW (50-80 ft)



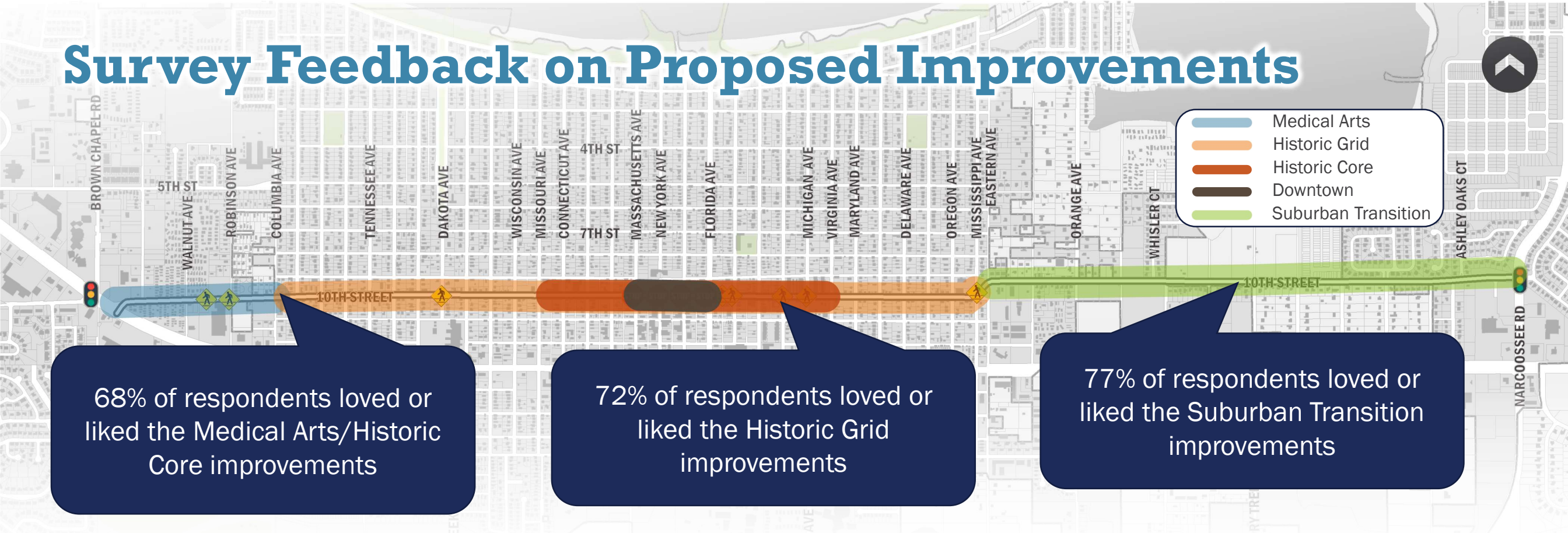
Proposed

Typical Section of Alternative ROW (50-80 ft)

Note: 80-ft right-of-way shown



Survey Feedback on Proposed Improvements



68% of respondents loved or liked the Medical Arts/Historic Core improvements

72% of respondents loved or liked the Historic Grid improvements

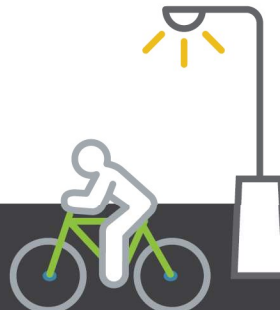
77% of respondents loved or liked the Suburban Transition improvements

Supportive

- “I really like the creative ideas proposed for the intersections and pedestrian movement areas. We definitely need more lane width on 10th St and pedestrian walk abouts.”
- “I would work to reduce all on street parking and to minimize, as much as possible, the time required for construction. Thanks for the opportunity to provide input. I live in Ashton Place.”

Against

- “I don't see how you are going to widen w/o taking a great number of properties... or running them for resale.”
- “I am still concerned about traffic flow and parking.”
- “I would not like painted intersections.”





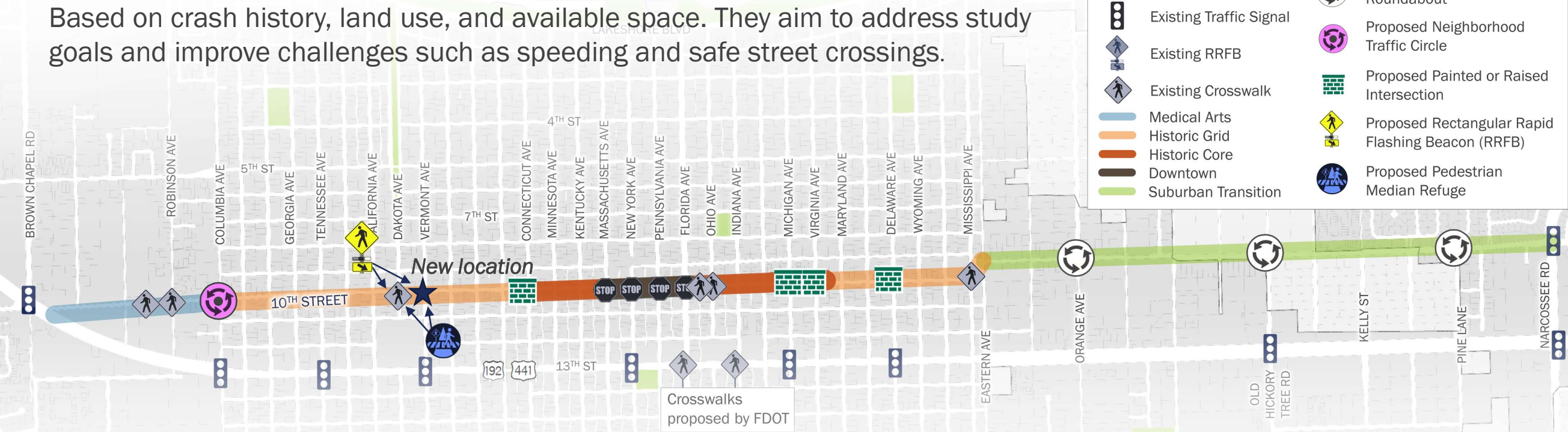
5-Minute Discussion



Possible Intersection Alternatives

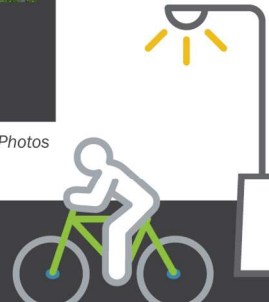
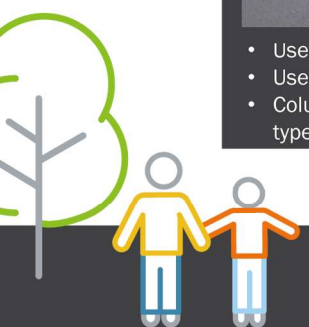
Based on crash history, land use, and available space. They aim to address study goals and improve challenges such as speeding and safe street crossings.

	Existing Stop Sign		Proposed Mini Roundabout
	Existing Traffic Signal		Proposed Neighborhood Traffic Circle
	Existing RRFB		Proposed Painted or Raised Intersection
	Existing Crosswalk		Proposed Rectangular Rapid Flashing Beacon (RRFB)
	Medical Arts		Proposed Pedestrian Median Refuge
	Historic Grid		
	Historic Core		
	Downtown		
	Suburban Transition		



<h3>Neighborhood Traffic Circle</h3> <ul style="list-style-type: none"> Used on low traffic roads. Used to reduce turning crashes. Columbia Ave has had these types of crashes. 	<h3>Rectangular Rapid Flashing Beacon (RRFB)</h3> <ul style="list-style-type: none"> Crossing is more noticeable. Improves driver yielding. Studies show pedestrian crashes can be reduced by 47%. 	<h3>Pedestrian Median Refuge</h3> <ul style="list-style-type: none"> Pedestrians can cross one lane at a time. Dakota Ave connects to a school and a trail network. 	<h3>Painted or Raised Intersection</h3> <ul style="list-style-type: none"> Beautifies street. Encourages lower speeds. 	<h3>Mini Roundabout</h3> <ul style="list-style-type: none"> Reduces vehicle speeds. Used to reduce crashes. Acts as gateway feature.
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Image Sources: NACTO, FHWA, Field Photos



Possible Intersection Alternatives

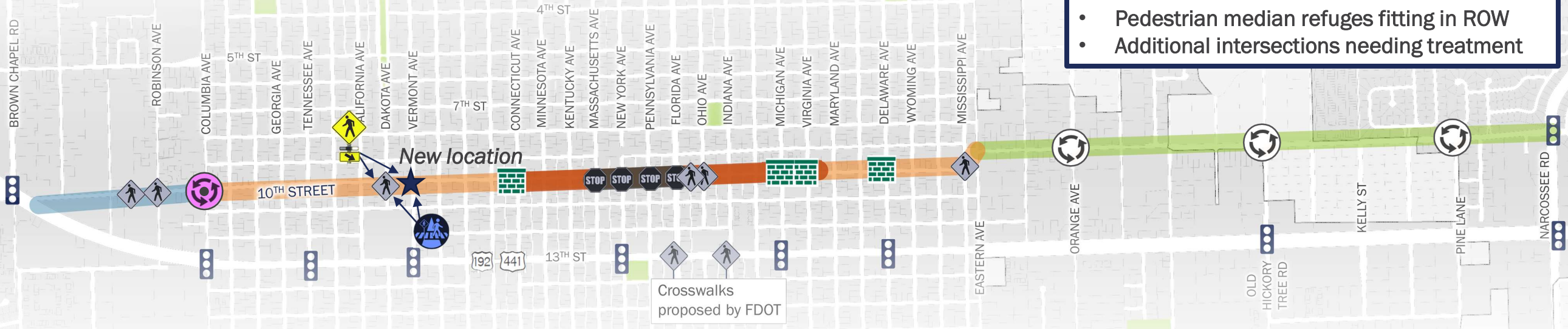
Based on crash history, land use, and available space. They aim to address study goals and improve challenges such as speeding and safe street crossings.

In the chat, please let us know which options you like or dislike.



Do you have thoughts or questions on:

- Mini-roundabout sizes
- Pedestrian median refuges fitting in ROW
- Additional intersections needing treatment



Neighborhood Traffic Circle

- Used on low traffic roads.
- Used to reduce turning crashes.
- Columbia Ave has had these types of crashes.

Rectangular Rapid Flashing Beacon (RRFB)

- Crossing is more noticeable.
- Improves driver yielding.
- Studies show pedestrian crashes can be reduced by 47%.

Pedestrian Median Refuge

- Pedestrians can cross one lane at a time.
- Dakota Ave connects to a school and a trail network.

Painted or Raised Intersection

Painted

- Beautifies street.
- Encourages lower speeds.

Painted or Raised Intersection

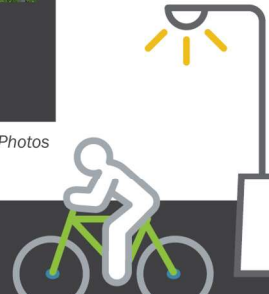
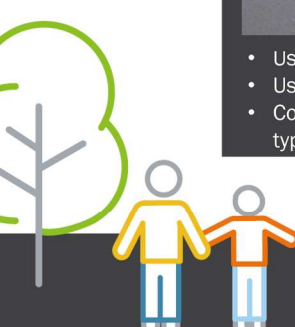
Raised

- Uses slight incline to raise vehicles up and down.
- Reduces vehicle speeds.

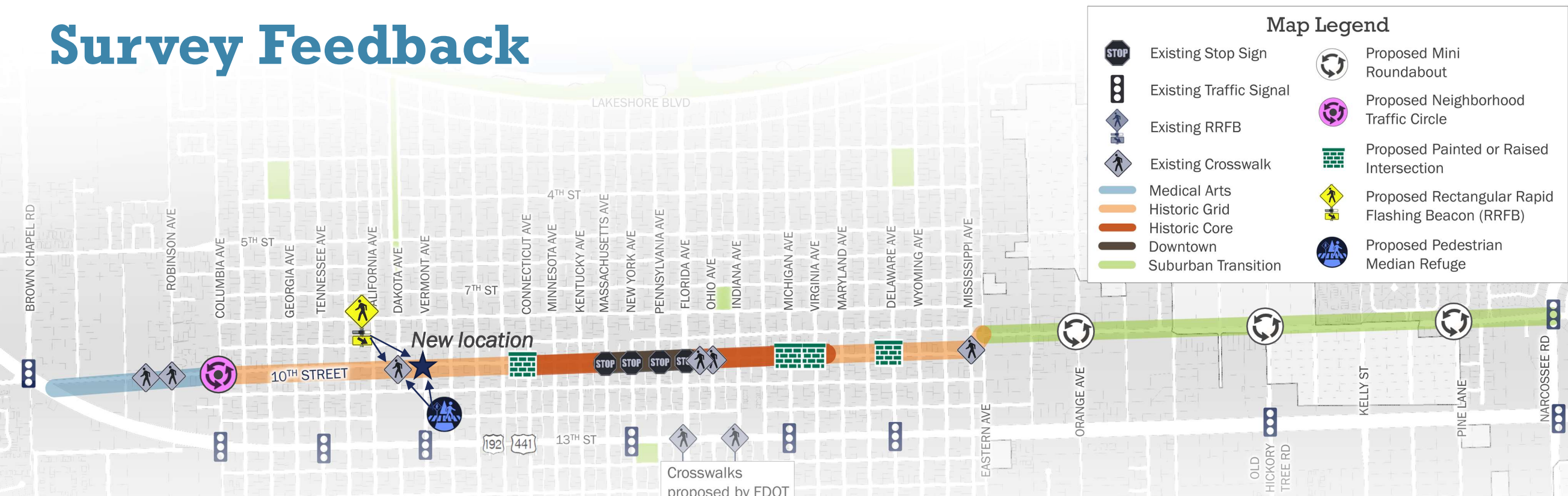
Mini Roundabout

- Reduces vehicle speeds.
- Used to reduce crashes.
- Acts as gateway feature.

Image Sources: NACTO, FHWA, Field Photos



Survey Feedback



	Existing Stop Sign		Proposed Mini Roundabout
	Existing Traffic Signal		Proposed Neighborhood Traffic Circle
	Existing RRFB		Proposed Painted or Raised Intersection
	Existing Crosswalk		Proposed Rectangular Rapid Flashing Beacon (RRFB)
	Medical Arts		Proposed Pedestrian Median Refuge
	Historic Grid		
	Historic Core		
	Downtown		
	Suburban Transition		

Traffic Circle, RRFBs, Median Refuges

- 73-76%—Very familiar
- 20-23%—Somewhat familiar
- 3-4%—Unfamiliar

Painted Intersections

- 25%—Very familiar
- 23%—Somewhat familiar
- 52%—Unfamiliar

Raised Intersections

- 52%—Very familiar
- 36%—Somewhat familiar
- 12%—Unfamiliar

Mini Roundabouts

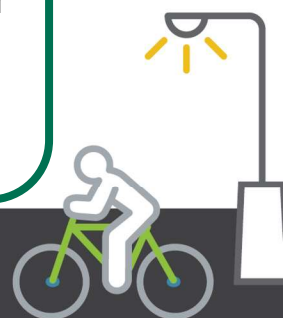
- 77%—Very familiar
- 21%—Somewhat familiar
- 2%—Unfamiliar

Supportive

- “Use of roundabouts would be preferable. Minimize on street parking and create areas for parking”
- “Please go with the roundabouts! Such an efficient way to move traffic without wasted time in the intersection from lights and stop signs.”

Against

- “I would not like painted intersections.”
- “The painted roadways would not be a good fit for the area and could be visually confusing.”
- “No roundabouts please. They don't really help. Much prefer any of the other options.”

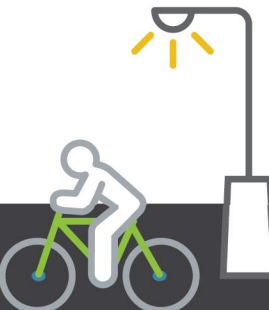




Next Steps

Next Steps

- Online Survey Closes
 - February 2022
- St. Cloud Monthly Market
 - April 2022
- Concept Development
 - Ongoing to June 2022





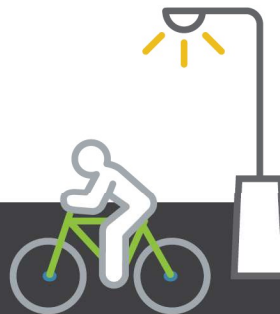
Final Discussion before Public Comments



Public Comments

- Use “Raise Hand” feature at appropriate time .
(Or dial *9 if on the phone)
- Wait to be recognized, provide name and address when called.
- You have 2 minutes to make your comments.

Visit MetroPlanOrlando.org/VirtualMeetings to learn how to send in comments before the meetings.





Project Contacts

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