

10th Street Complete Streets Study Project Visioning Team

Meeting Record



Date : Monday, June 7, 2021 at 1:30 p.m.

Location : Virtual / Zoom

YouTube Recording : <https://www.youtube.com/watch?v=EhzXNmDOHGw>

Attendees :

Alex Trauger (MetroPlan Orlando)	Myles O'Keefe (LYNX)
Jasmine Blais (MetroPlan Orlando)	Cliff Satter (LYNX)
Jenn Rhodes (HDR)	Ohme Entin (Orlando Health St. Cloud)
Jeff Arms (HDR)	Justin Eaton (Osceola County)
Melissa Porcaro (HDR)	Steven Kane (Osceola County)
Lisa Smith (MetroPlan Orlando)	Beverly Hughes (School District of Osceola County)
Cynthia Lambert (MetroPlan Orlando)	Dirk Webb (St. Cloud Chamber of Commerce)
Taylor Laurent (MetroPlan Orlando)	Emily Hanna (Bike/Walk Central Florida)
Maryemma Bachelder (City of St. Cloud)	Juan Diaz (OUC)
Paula Stark (St Cloud Main Street)	Carmelo Nieves (OUC)
Erin Sterk (City of St. Cloud)	Adonis Willis (OUC)
Haider Al Salihi (City of St Cloud)	Jo Penrose
	Alex Quintero

Supplemental : 1) Meeting Agenda; 2) Presentation Materials.

Summary

I. Welcome

Meeting started at 1:33 pm. Mr. Alex Trauger, MetroPlan Orlando Project Manager, called the meeting to order, discussed meeting accessibility information, and reviewed the agenda which focused on existing corridor conditions. Mr. Trauger acknowledged the project partners – the City of St. Cloud and Osceola County; and then explained the purpose of the project visioning team (PVT). PVT Members were asked to introduce themselves through the Zoom chat feature. Following the overview of administrative items, Mr. Trauger introduced the study's consulting team, Mr. Jeff Arms and Ms. Jenn Rhodes with HDR, Inc.

II. Project Overview

Mr. Jeff Arms, HDR, provided an overview of the 10th Street Corridor and the study's limits, US 192 to Narcoossee Road. Mr. Arms then reviewed the project schedule and public engagement timeline.

III. Related Efforts and Corridor Characteristics

Ms. Jenn Rhodes, HDR, 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. Ms. Rhodes reviewed existing typical sections for each segment and emphasized that the 10th Street Study, will be consistent with existing plans such as the Envision St. Cloud Master Plan.

Mr. Arms called attention to the importance of collaborating with utilities, acknowledging the OUC representatives in the meeting. He then discussed the demographics of the 10th Street Study Area. Ms. Rhodes explained that excessive speeding issues along the corridor and emphasized that safety is at the forefront of this project. Mr. Arms then explained findings from the traffic analysis, highlighting that 10th Street is used as a local / collector road and that the existing and future traffic volume projections do not indicate any need for additional capacity. Ms. Rhodes highlighted the three intersections with the highest injury crash rates based on the traffic analysis.

Ms. Beverly Hughes, School District of Osceola County, submitted a question using the Zoom chat feature: “Was the traffic and safety study during the COVID restrictions?” – The study team explained that the traffic and safety analyses took into consideration data from both before and during 2020-21 to account for any changes or fluctuations.

IV. Summary of Online Survey and Comment Map Feedback

Ms. Rhodes introduced the online survey and comment map, explaining how the survey was developed, deployed, and promoted through both online and in person methods. She then summarized the response feedback and provided an overview of the types of responses received through both the survey and online comment map.

V. Project Goals, Objectives, and Best Practices

Mr. Arms presented the draft/proposed goals and objectives of the study, caveating that additional feedback from the PVT is desired, with the goals and objectives being finalized following the meeting. Mr. Arms then introduced speed management strategies, bicycle and pedestrian improvement opportunities, and other “tools in the toolbox” that will be considered for the project. Mr. Arms explained that the framework for the project places the most vulnerable users as a priority when considering improvement options.

Ms. Beverly Hughes, School District of Osceola County, submitted a question using the Zoom chat feature: “I’m concerned with roundabouts, our buses pickup and drop off in the corridor”. The study team acknowledged the operational concern and then discussed how roundabout designs can accommodate school buses, transit vehicles, or other commercial passenger or cargo-carrying vehicles.

VI. Next Steps + Member Discussion

Mr. Arms discussed next steps and called attention to the public outreach schedule. Mr. Arms then talked about how PVT feedback and other local insights help bring vision into the next stage of design. Following the next steps presentation, Mr. Trauger emphasized the importance of receiving feedback from the PVT especially relating to project goals and objectives. He then advised PVT members that they would have an opportunity to provide feedback on goals and objectives via email but asked members share their initial thoughts at the meeting. Member discussion ensued and is organized below based on topic area:

Transit – Mr. Myles O’Keefe, LYNX, discussed the potential re-routing of Link 10 onto US 192. He clarified that it was still LYNX’s direction and they just submitted a grant for the project and that any changes would likely go into effect in December 2022. Mr. O’Keefe also explained the neighbor-link service, which provides pre-scheduled “curb to curb” trips using smaller, 12 passenger, ADA-compliant transit vehicles.

Ms. Emily Hanna, Bike/Walk Central Florida, suggested that the future transit stop locations along US 192 be coordinated and aligned with the best North-South bicycle and pedestrian connections through to Lakeshore Blvd., such as at Florida Ave.

Florida Avenue Trail – Ms. Erin Sterk, City of St. Cloud, shared that the Florida Avenue Trail construction will begin soon. This will provide a key North-South connection between US 192, 10th Street, and the Lakefront (Lakeshore Blvd.).

10th Street Intersection at US 192 – Ms. Erin Sterk, City of St. Cloud, stated that the current design of the intersection does not act as a gateway or highlight 10th Street as a parallel/alternative east-west through corridor to US 192. Ms. Sterk noted that the pavement condition near the intersection is visibly poor. Additionally, the current design does not signal to drivers that there is a bicycle and pedestrian presence. Ms. Sterk suggested that Columbia Ave. may be an important intersection to highlight. Mr. Arms noted that the study team would continue evaluating the access management at the US 192 intersection.

Segment One (US 192 to Columbia Ave.) – Ms. Erin Sterk, City of St. Cloud, asked for clarification about where there are existing sidewalk gaps in this segment and asked if continuous sidewalks for both sides are planned. Ms. Rhodes responded that there are locations of existing sidewalk gaps on both the north and south sides. She then clarified that the proposed typical section shown for this segment in the Medical Arts Campus overlay includes sidewalks on both sides, and that this will be considered as the study moves into the alternatives phase.

Ms. Emily Hanna, Bike/Walk Central Florida, offered to share the field data from Operation Best Foot Forward's crosswalk enforcements, including a night audit, at both the Robinson Ave. and 10th Street intersection within Segment One, as well as at the Mississippi Ave. and 10th Street intersection within Segment Three. Ms. Hanna also explained that residents of the mobile home park community near Robinson Ave. have been vocal about how unsafe it currently feels to bike, walk and cross the street along the 10th Street.

Segment Two (Columbia Ave. to Eastern Ave.) – Ms. Rhodes asked the group their opinion on extending the limits of the proposed typical section planned between Massachusetts Ave. and Florida Ave., which includes brick streets and parallel parking, through the blocks further east or west. She noted that with parallel parking there is a trade-off of space dedicated for walking and biking.

Ms. Paula Stark, St. Cloud Main Street, commented that it would be nice to extend the new look of the downtown revitalization into whatever improvements will be planned moving forward for uniformity and visual connectivity for the public.

Ms. Erin Sterk, City of St. Cloud, explained that zoning within the core downtown blocks have zero parking minimums. This places a greater need for on-street parking and she suggested to carry on-street parking at least one block further east and two blocks further west. Ms. Sterk also shared that the City is working on shared parking agreements for the churches and businesses east of Florida Ave. Ms. Sterk referenced an east-west bike connection along 11th Street that is identified in the City's Trail Plan, an opportunity to use 11th Street as a parallel bicycle corridor where the right-of-way along 10th Street is limited.

Ms. Emily Hanna, Bike/Walk Central Florida, called attention to the school located off Dakota Ave. She noted that children frequently cross here and also voiced concern that if parking were extended to Dakota Ave that parents may utilize the parking for school pick-up.

Segment Three (Eastern Ave. to Narcoossee Rd.) – Mr. Arms recapped the considerations for Segment Three, which currently has very narrow lanes and vehicles frequently drive well above the speed limit. Mr. Arms also noted the right-of-way widens, suggesting the possibility of a linear trail facility within the segment but also noted a "pinch point" in the right-of-way (40 ft) at the cemetery. Ms. Rhodes explained that the Mount Peace Cemetery is historic, and the largest union cemetery south of the Mason-Dixon Line. Ms. Paula Stark, St. Cloud Main Street, added that there are 429 civil war veterans buried at Mount Peace Cemetery.

Ms. Erin Sterk, City of St. Cloud, expressed that she would like to explore opportunities near the cemetery property, such as issues associated with constructing near the existing fence line or the potential of relocating the fence line.

Goals and Objectives – Mr. Arms suggested a few additions to the objectives based on earlier discussions: 1) a connection to the park at Lakeshore Boulevard; and 2) improving the quality and comfort of access to parks and schools.

Mr. Dirk Webb, St. Cloud Chamber of Commerce, stressed the importance of improvements that will get people to stop and spend time in the downtown area businesses, including slowing down drivers, linking bicycle traffic from the Florida Ave. Bike Trail over to the corner of New York Ave. and 10th Street, and providing trees for shade for people walking. Mr. Webb noted the balance for “small town” character of making the downtown walkable, but not wanting to have pedestrians and cyclists be in conflict with car traffic. Ms. Cynthia Lambert, MetroPlan Orlando, suggested improving placemaking, bike parking, and shade as additional objectives. Mr. Arms suggested to add opportunities for landscaping and maximizing shade to the objectives.

Ms. Emily Hanna, Bike/Walk Central Florida, suggested enhancing the safety language for bicyclists and pedestrians. Ms. Hanna also noted the importance of considering the aging population of the area. Ms. Hanna also suggested to add “...and expand” for the objective related to master plans and enhancement projects.

Following the group discussion, Mr. Alex Trauger, MetroPlan Orlando, summarized next steps and thanked everyone for participating. He then announced that a meeting summary will be prepared and shared following the meeting; and also stated that he would be following up with PVT members about final suggestions relating to the presented goals and objectives.

VII. Public Comments

None

VIII. Adjournment

Meeting was adjourned at 3:04 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.

10th Street Complete Streets Study Project Visioning Team



Meeting Notice

Date : Monday, June 7, 2021 at 1:30 p.m

Location : Virtual / Zoom

Public Access : To join the meeting from your computer, tablet or smartphone, please use this link:
<https://us02web.zoom.us/j/83423933804?pwd=bENDVENUWTYxK2RTLOR2Z3ZjTXdoUT09>
Passcode: 823308

To dial in, please see the calendar item for this meeting at www.metroplanorlando.org/calendar.

Agenda

- I. Welcome
- II. Project Overview
- III. Related Efforts and Corridor Characteristics
- IV. Summary of Online Survey and Comment Map Feedback
- V. Project Goals, Objectives, and Best Practices
- VI. Next Steps
- VII. Public Comments
Each speaker is limited to two (2) minutes.
- VIII. Adjournment

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lisa Smith, MetroPlan Orlando, 250 South Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481.5672 x307 or by email at lsmith@metroplanorlando.org at least three business days prior to the event.

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.



10th Street Corridor Study

From US 192 to Narcoossee Road



Defining Success

Project Visioning Team Meeting #1
June 7, 2021



Accessibility

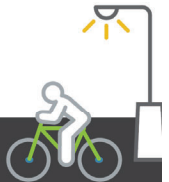
This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with most Web Content Accessibility Guidelines. If you require accommodations to participate in this meeting, please contact MetroPlan Orlando staff using the methods below. Recordings and written records of the meeting are available to the public.

407-481-5672 | Email: Info@MetroPlanOrlando.org



Agenda

- I Welcome
- II Project Overview
- III Related Efforts and Corridor Characteristics
- IV Summary of Online Survey and Comment Map Feedback
- V Goals, Objectives, & Best Practices
- VI Next Steps
- VII Public Comments
- VIII 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 / CRA
Planning and Zoning
City Administration

Osceola County

Transportation and Transit
Economic Development

Local Agencies

Osceola County Public Schools
OUC
St. Cloud Fire Department
St. Cloud Police Department

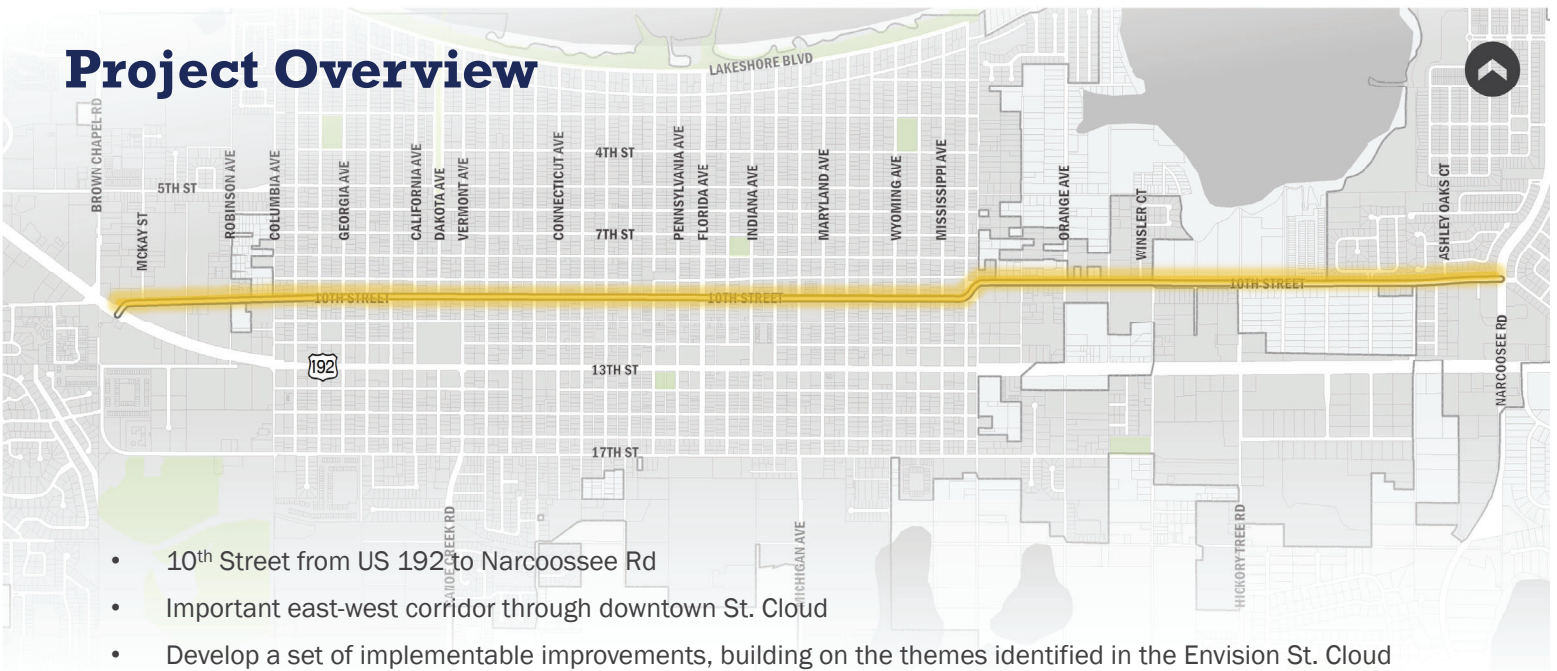
Special Interest

St. Cloud Main Street District
St. Cloud Downtown Business Group
St. Cloud Chamber of Commerce
Orlando Health St. Cloud

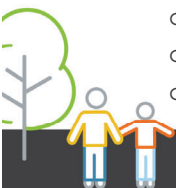




Project Overview



- 10th Street from US 192 to Narcoossee Rd
- Important east-west corridor through downtown St. Cloud
- Develop a set of implementable improvements, building on the themes identified in the Envision St. Cloud Master Plan and the Medical Arts Campus Plan, to:
 - Enhance multi-modal connectivity and accessibility
 - Create a safe and supportive environment for walking and biking
 - Determine recommended safety and multi-modal improvements
 - Consider minor roadway widening, sidewalks, bike lanes, lighting and drainage improvements



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 – December 2021

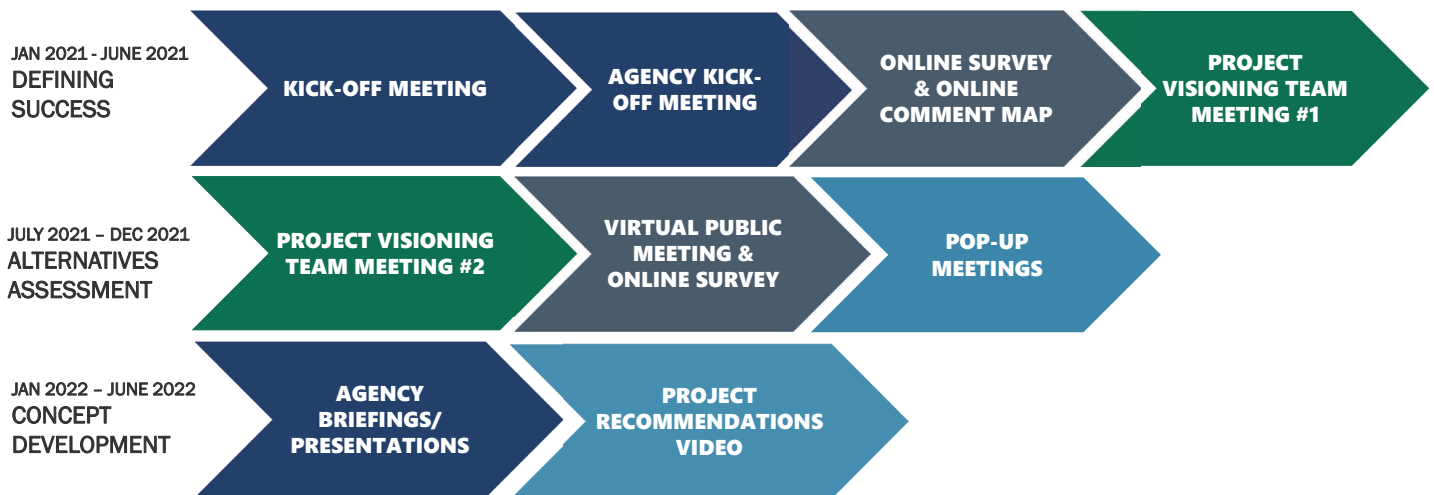
03 Alternatives Assessment

November 2021 – June 2022

04 Concept Development



Outreach Schedule

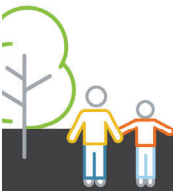
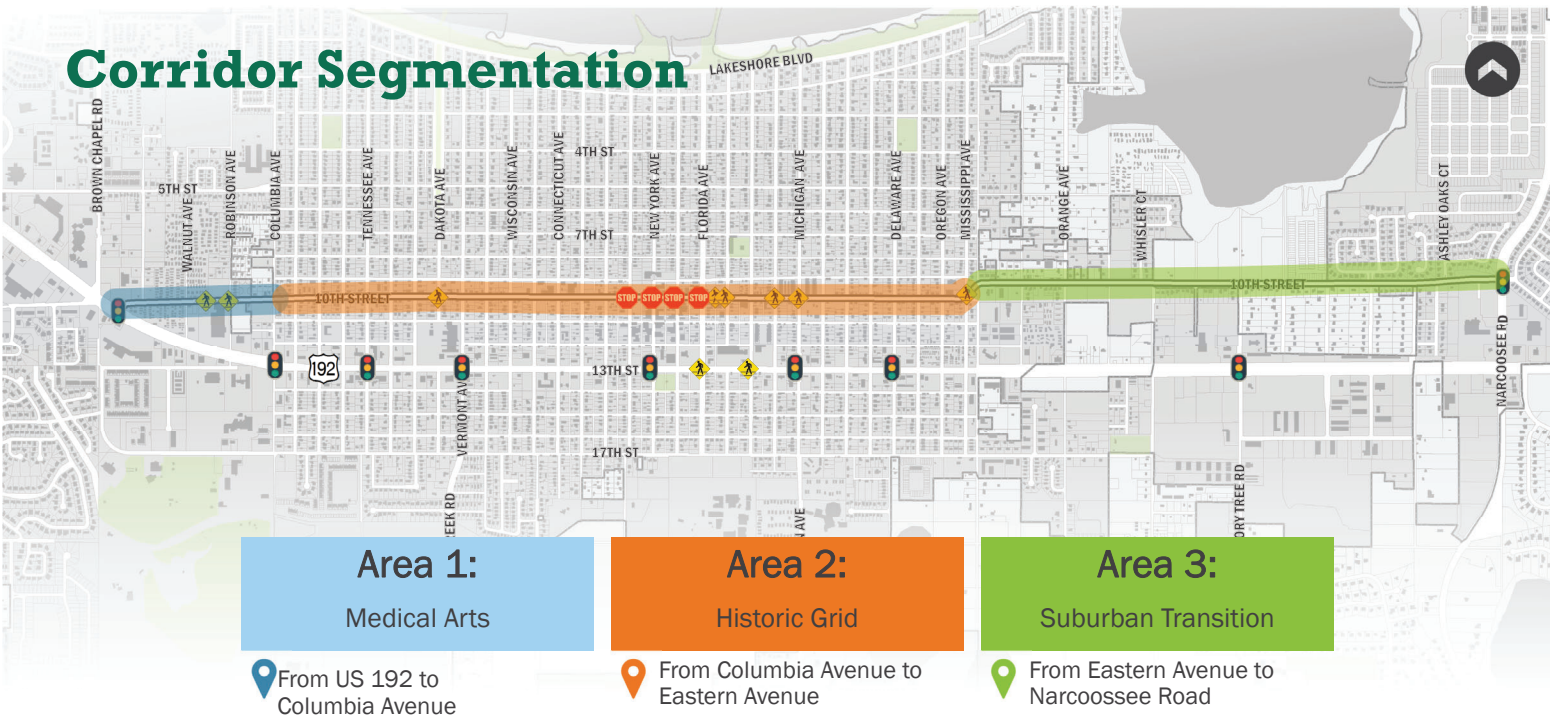


TBD: THREE ADDITIONAL MEETINGS / PRESENTATIONS

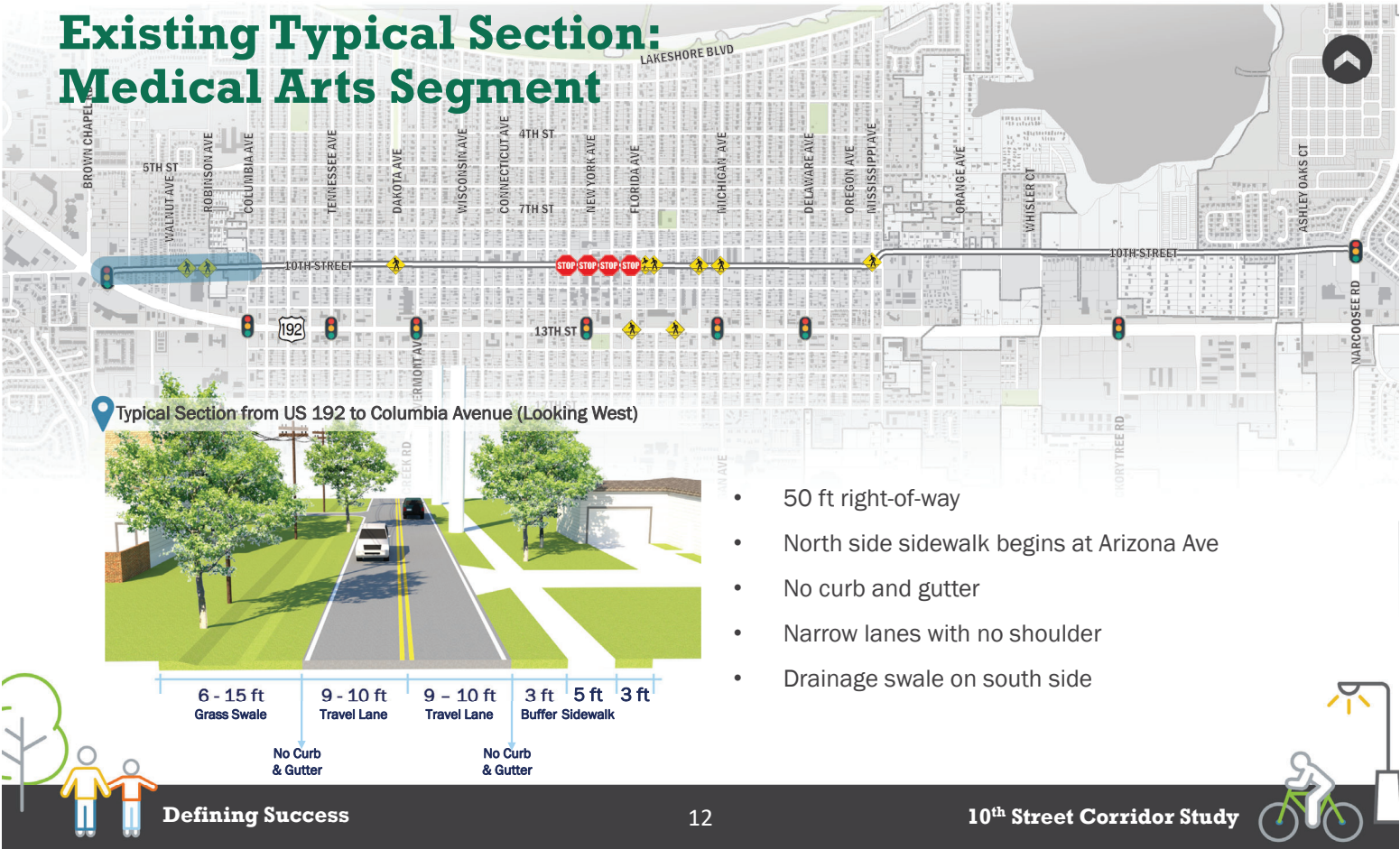




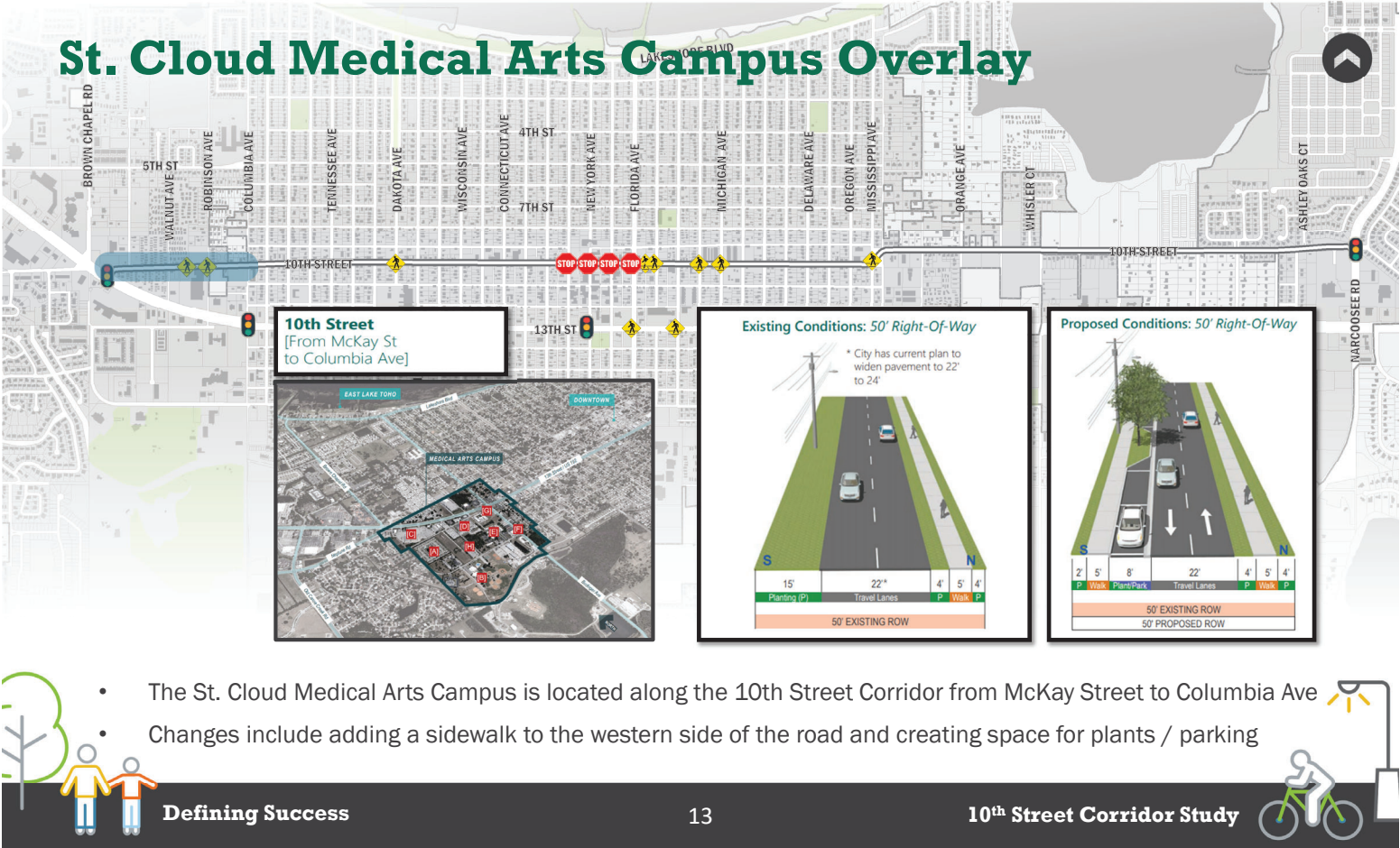
Related Efforts and Corridor Characteristics



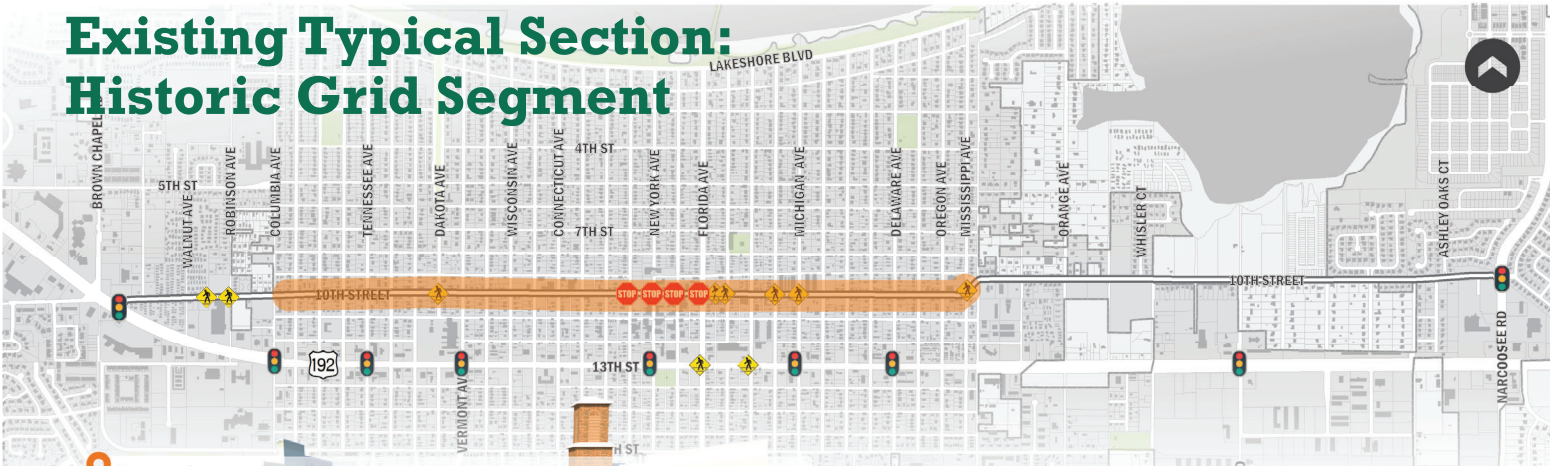
Existing Typical Section: Medical Arts Segment



St. Cloud Medical Arts Campus Overlay



Existing Typical Section: Historic Grid Segment



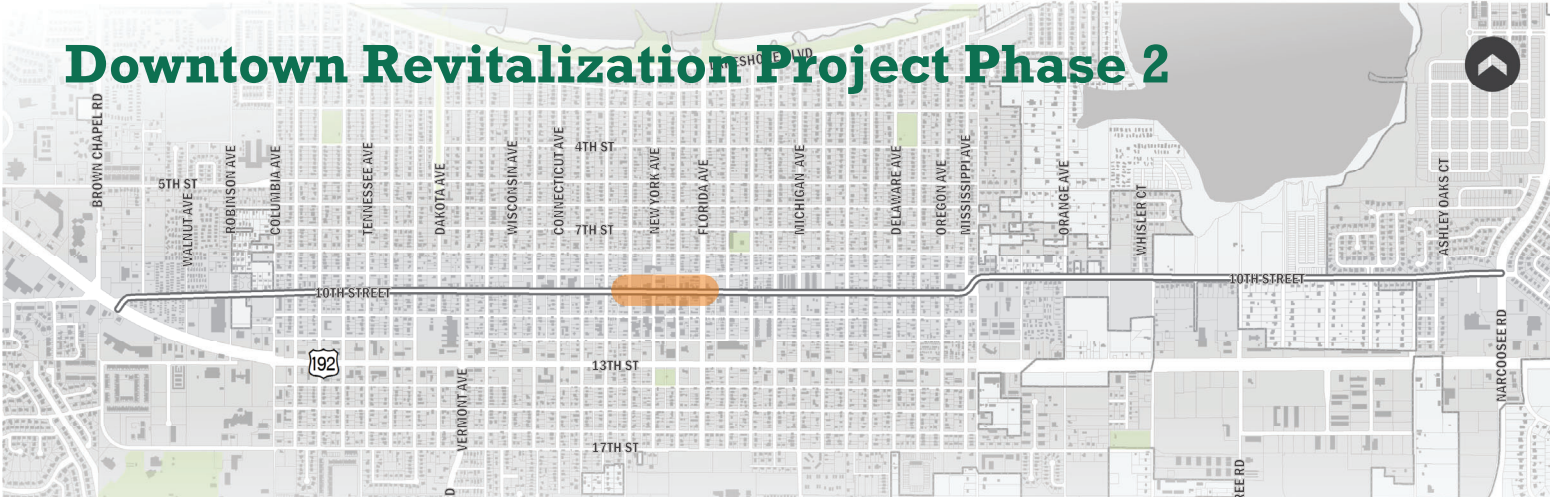
Typical Section from Columbia Avenue to Eastern Avenue (Looking West)



- 50 ft right-of-way
- Residential and Downtown context
- South side sidewalk begins at Dakota Avenue and continues through segment
- North side sidewalk begins at Connecticut Avenue and is intermittent east of Florida Avenue
- Parking conflicts with sidewalk in Downtown
- Inconsistent curb and gutter



Downtown Revitalization Project Phase 2

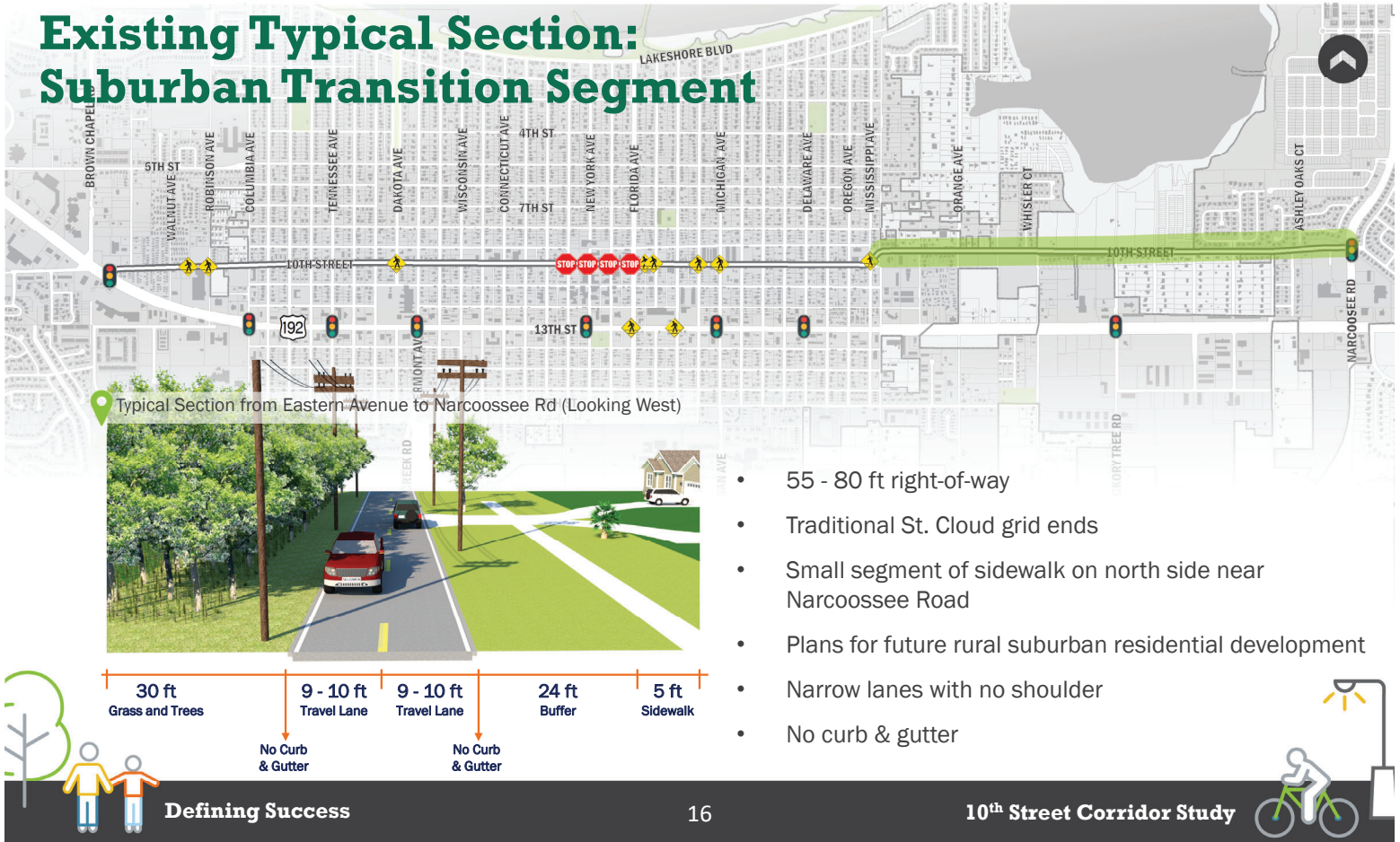


Typical Section from Massachusetts Avenue to Florida Avenue (Looking West)



- Existing 90% design plans for 10th Street between Massachusetts Ave and Florida Ave
- Improvements will tie into the updates along New York Ave and include brick streets, street trees, parallel parking, and 10-foot sidewalks

Existing Typical Section: Suburban Transition Segment



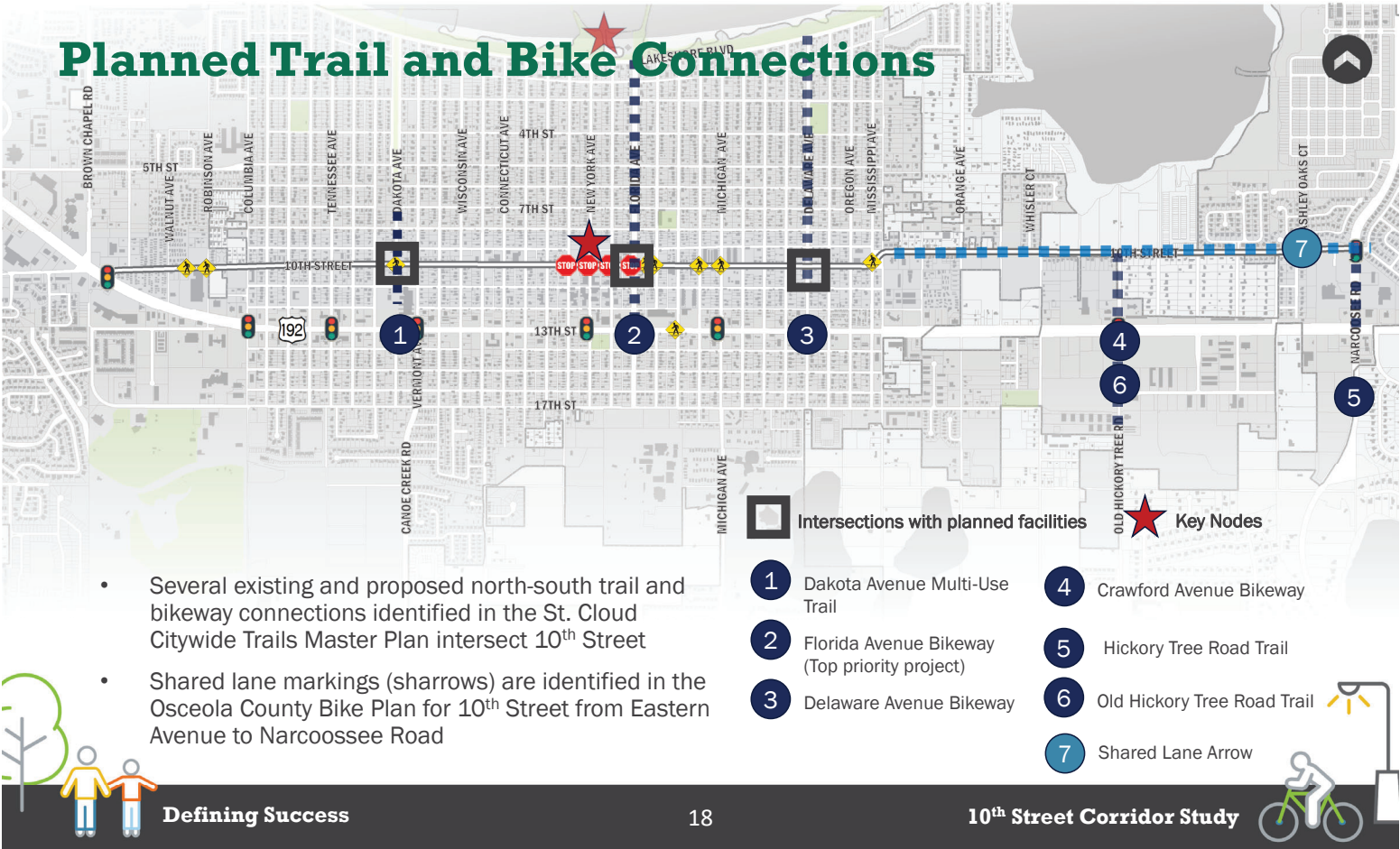
Envision St. Cloud Master Plan

- The Master Plan aspires to create a strong and livable downtown and capitalizes off the lakefront while embracing growth
- Includes changes to St. Cloud’s land use, zoning and regulatory policy, and a specific economic-development strategy completed in four phases
- Recommended actions include:
 - Continue on-going downtown revitalization efforts through a focus on public realm (streetscape and park) improvements
 - Focus transportation improvements on bike and pedestrian linkages that improve the comfort of nonvehicular users



New York Ave Rendering

Planned Trail and Bike Connections



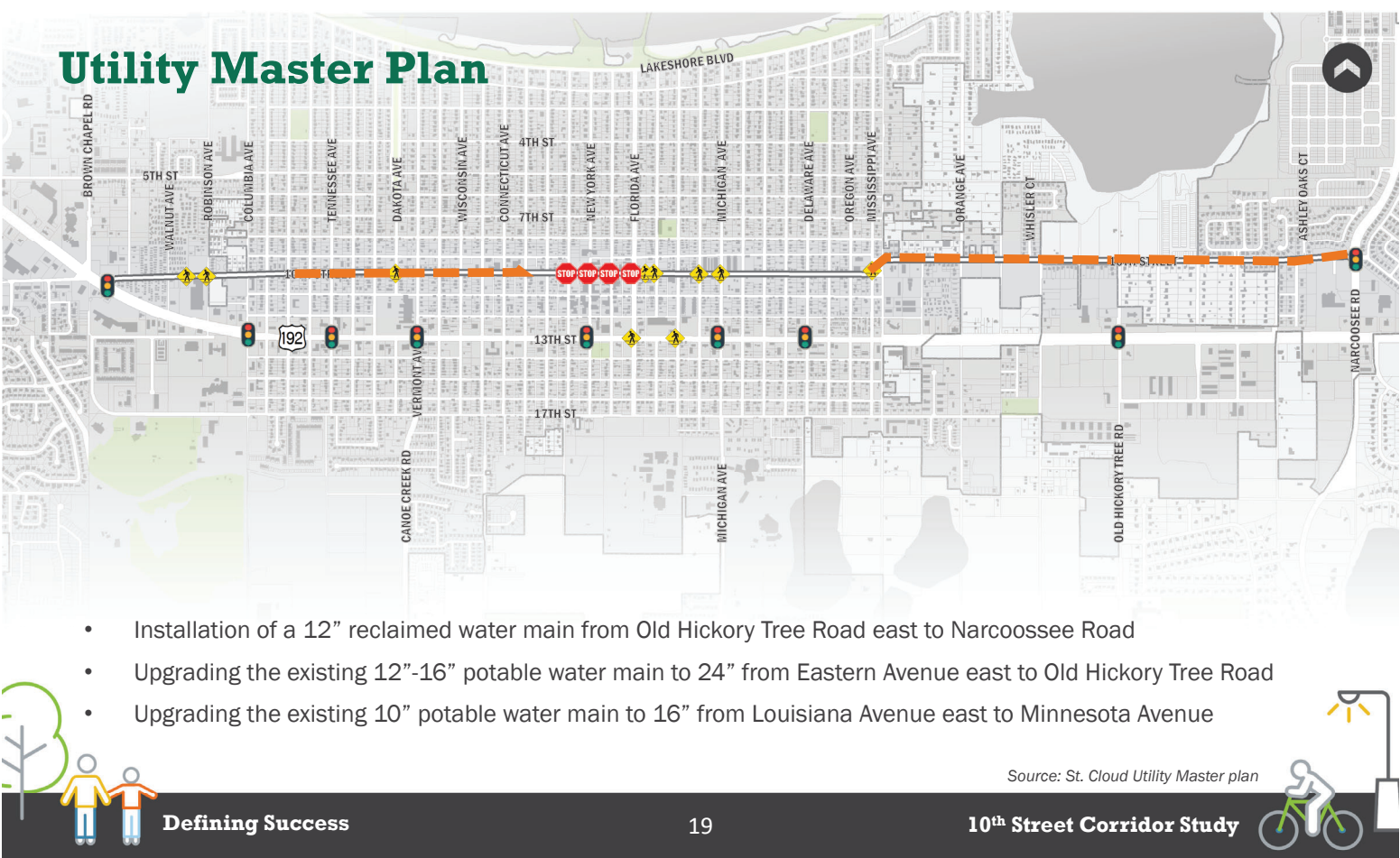
- Several existing and proposed north-south trail and bikeway connections identified in the St. Cloud Citywide Trails Master Plan intersect 10th Street
- Shared lane markings (sharrows) are identified in the Osceola County Bike Plan for 10th Street from Eastern Avenue to Narcossee Road



Defining Success



Utility Master Plan

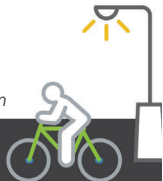


- Installation of a 12" reclaimed water main from Old Hickory Tree Road east to Narcossee Road
- Upgrading the existing 12"-16" potable water main to 24" from Eastern Avenue east to Old Hickory Tree Road
- Upgrading the existing 10" potable water main to 16" from Louisiana Avenue east to Minnesota Avenue

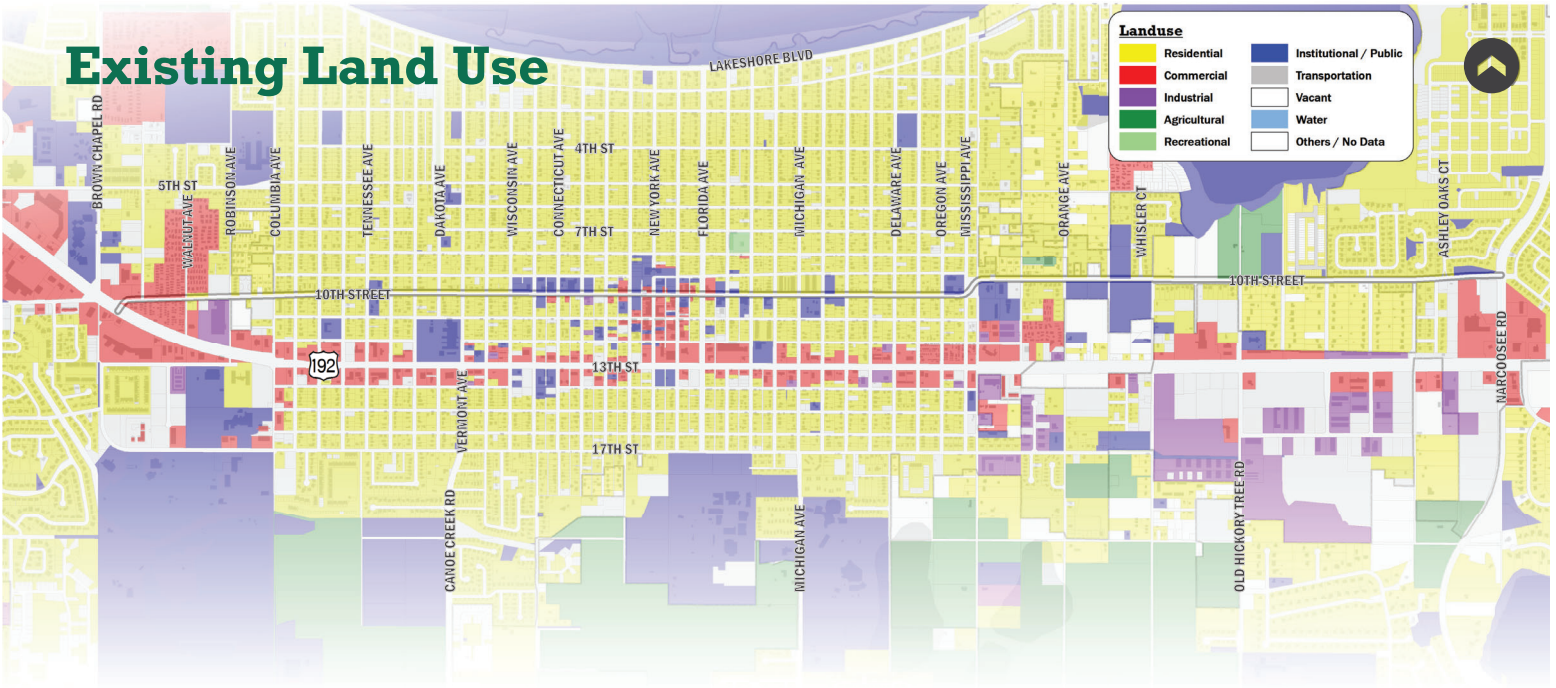


Defining Success

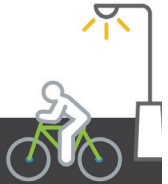
Source: St. Cloud Utility Master plan



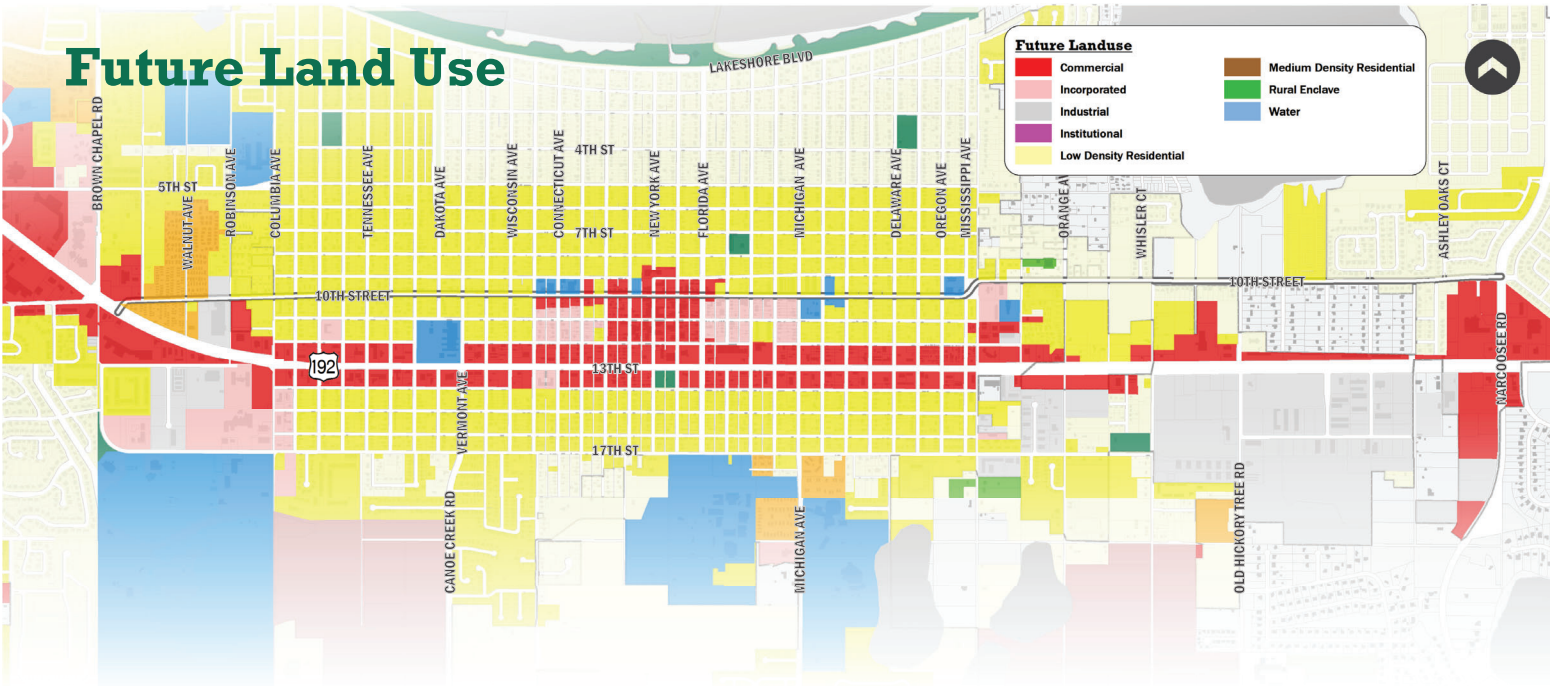
Existing Land Use



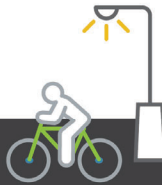
- Mix of commercial and institutional land uses within the historic grid segment
- Residential land use within the medical arts segment and suburban transition segment



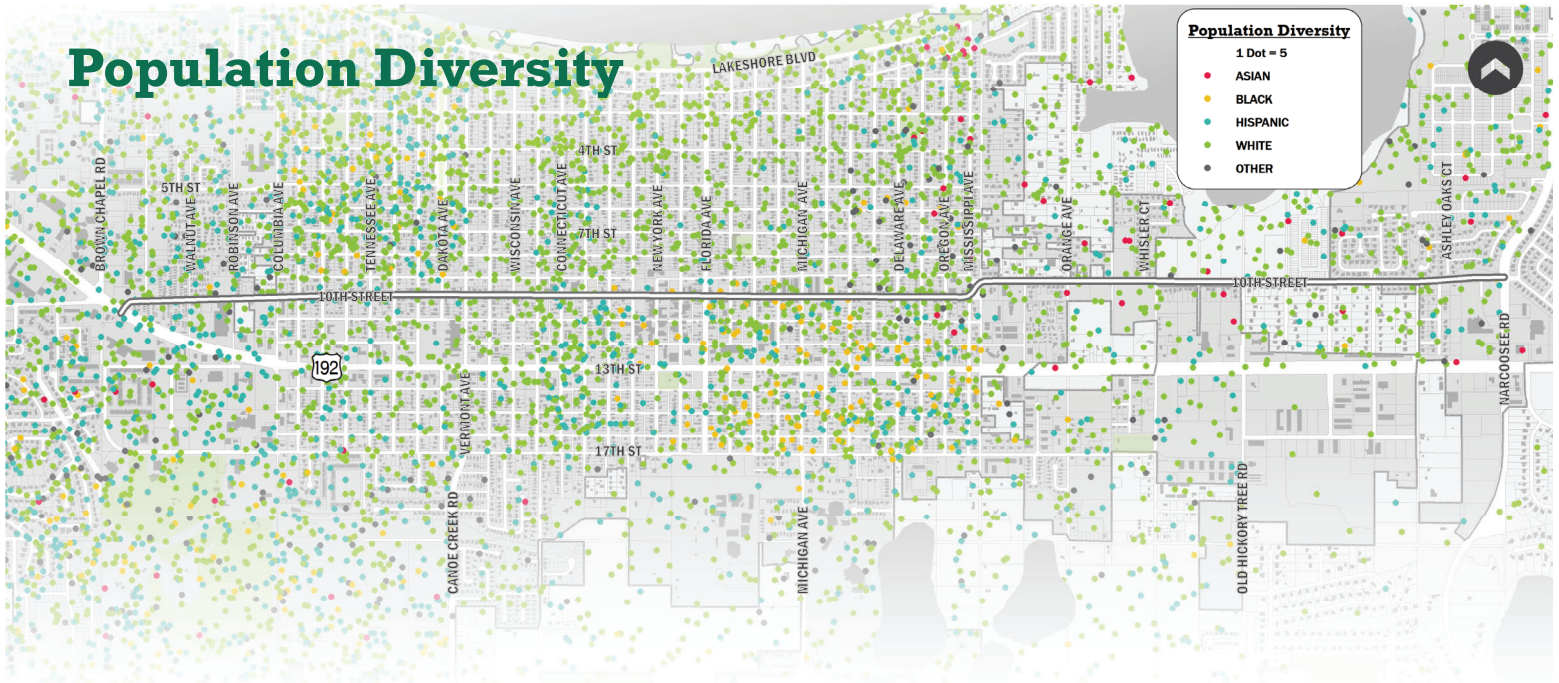
Future Land Use



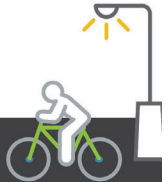
- Future land use is relatively consistent with existing land uses
- Incorporates the vision identified in the Downtown Master Plan as well as for the Medical Arts Campus



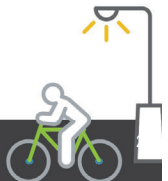
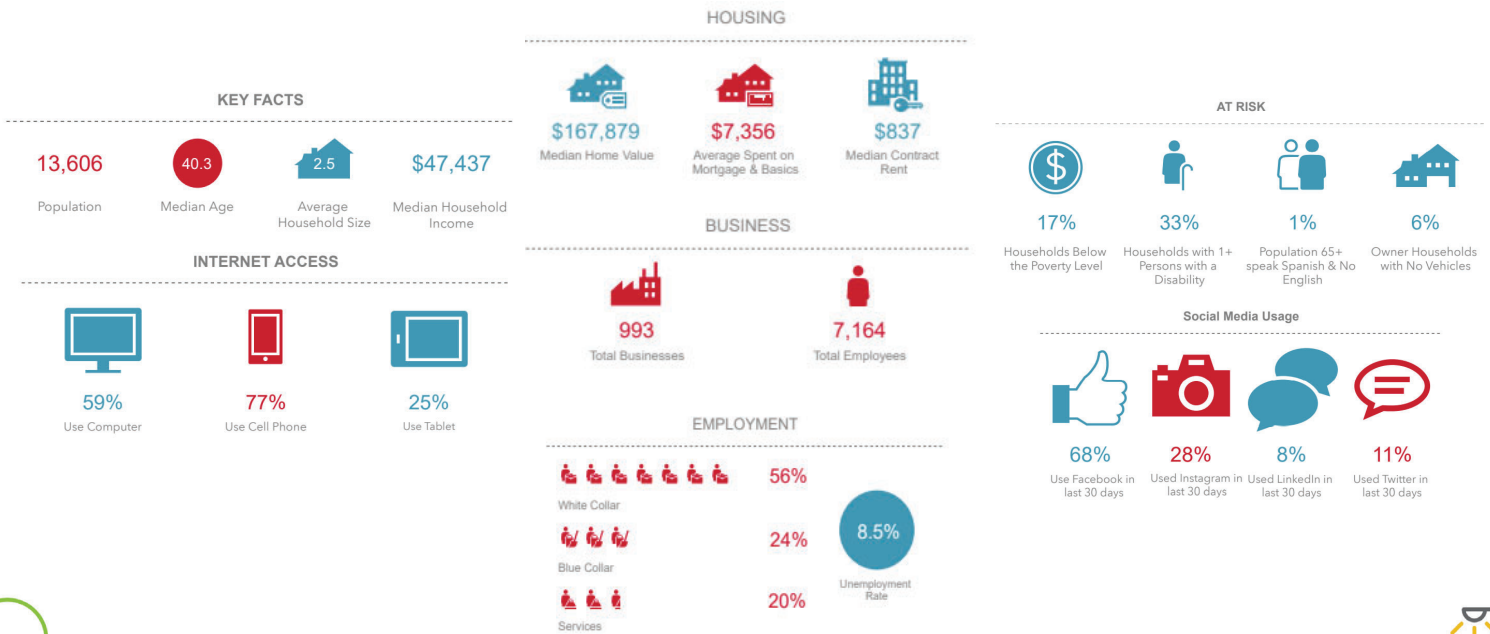
Population Diversity



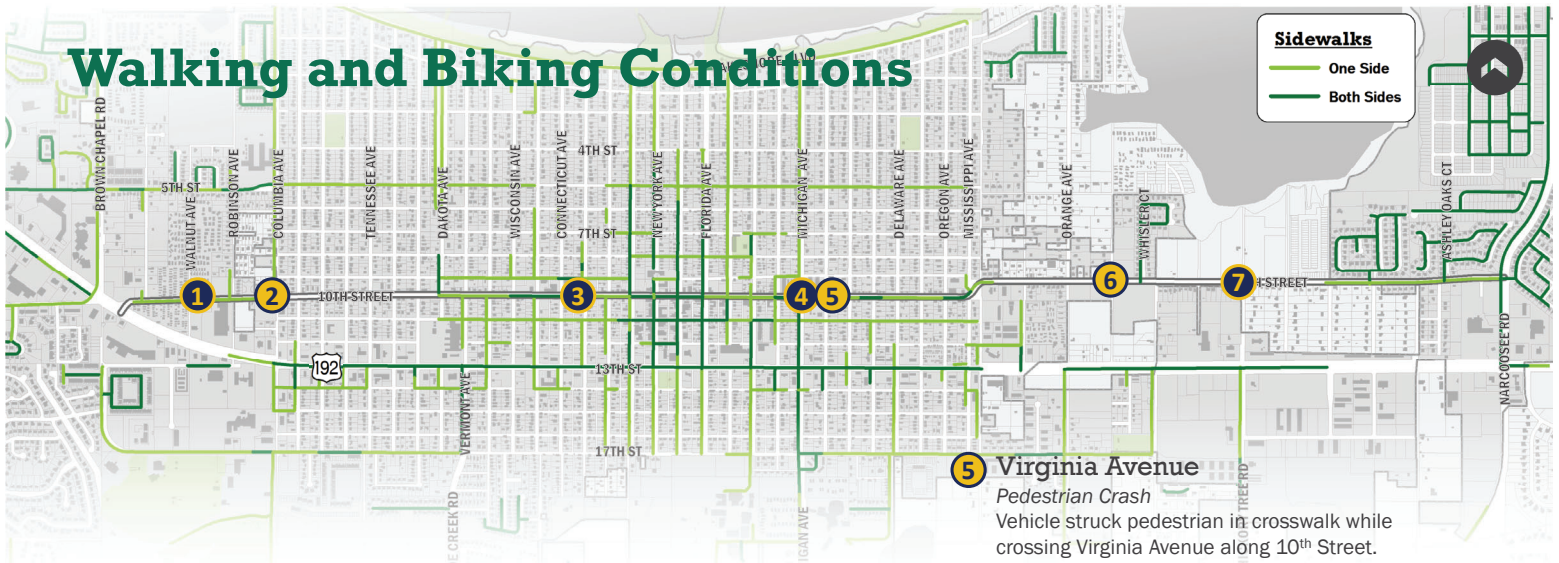
- Relatively low-density residential development with less density towards the eastern limits of the corridor
- Clusters of Hispanic and Black populations within neighborhoods north and south of the corridor west of Mississippi Ave



Demographics & Socioeconomic Characteristics



Walking and Biking Conditions



1 Arizona Avenue

Bike Crash
Vehicle struck person on an electric three-wheel scooter when scooter was turning left.

2 Columbia Avenue

Pedestrian Crash
Vehicle hit-and-run while pedestrian was crossing Columbia Avenue along 10th Street.

3 Minnesota Avenue

Bike Crash
Vehicle struck bicyclist in unmarked crosswalk while crossing Minnesota Avenue along 10th Street.

4 Michigan Avenue

Bike Crash
Vehicle struck bicyclist within intersection.

5 Virginia Avenue

Pedestrian Crash
Vehicle struck pedestrian in crosswalk while crossing Virginia Avenue along 10th Street.

6 Rosedale Avenue

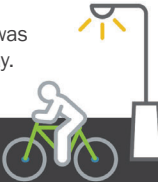
Pedestrian Crash
Vehicle struck pedestrian with side mirror while pedestrian was walking along E 10th Street.

7 Old Hickory Road

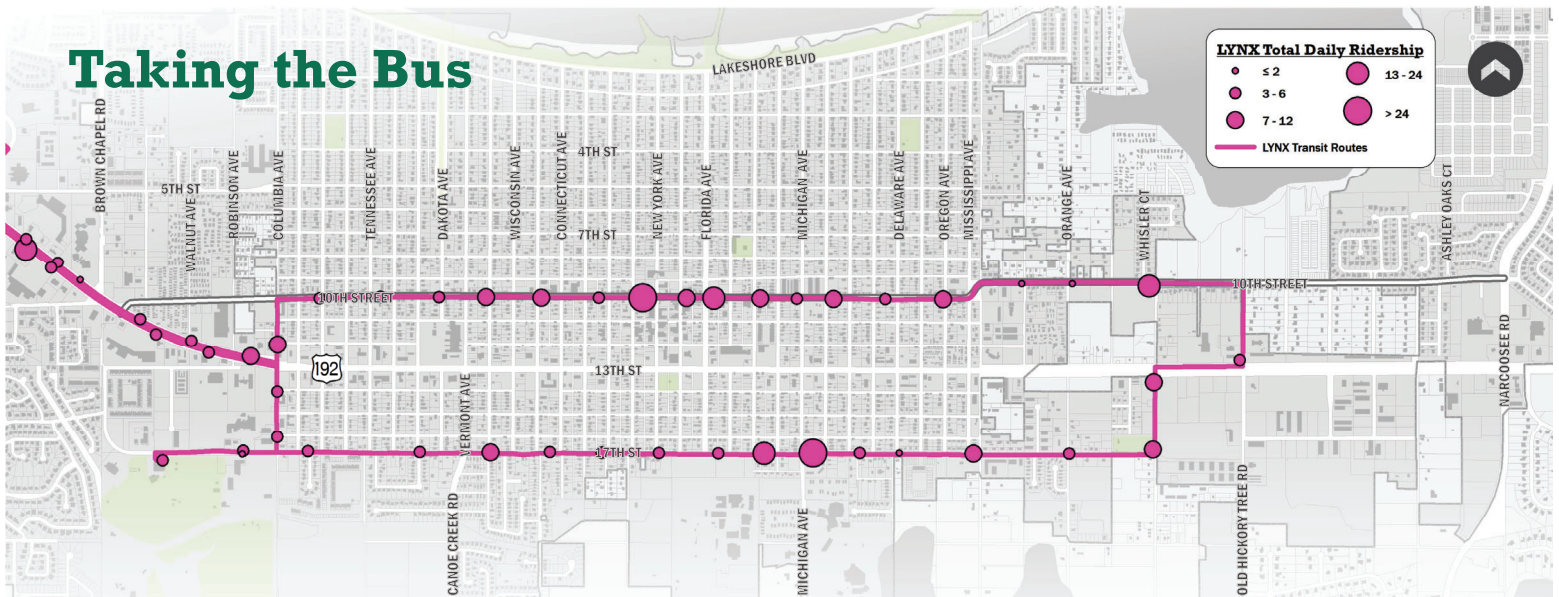
Bike Crash
Vehicle and bicyclist collided while bicyclist was attempting a right turn into a private driveway.



Defining Success

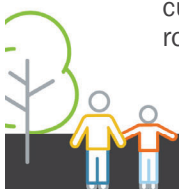


Taking the Bus



- LYNX Route 10
- Busiest stops are near the Downtown
- LYNX has identified the potential to relocate current route to US 192 and/or provide a flex route serving 10th Street

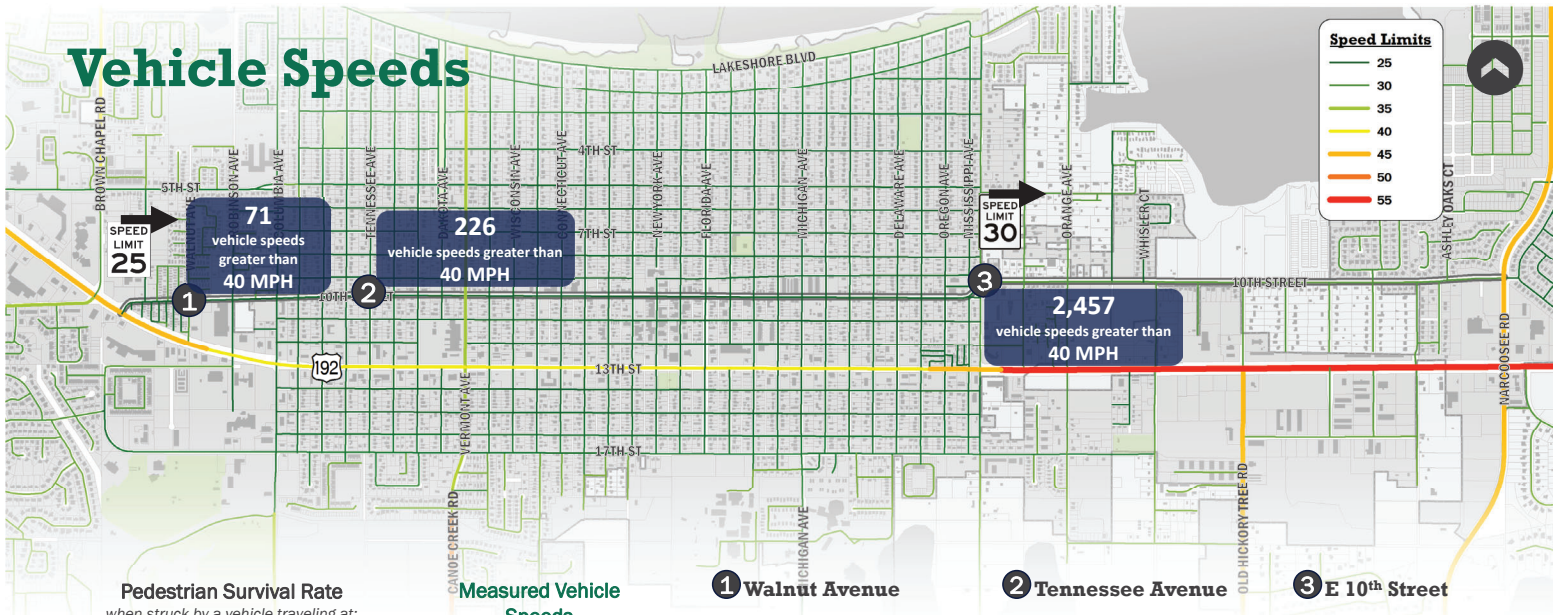
	Westbound	Eastbound	Frequency
Weekdays	4:25 - 22:42	4:00 - 22:02	30 min
Saturday	4:30 - 22:43	4:00 - 21:59	1 hour
Sunday and Holidays	5:15 - 22:23	5:00 - 22:00	1 hour



Defining Success



Vehicle Speeds



Pedestrian Survival Rate

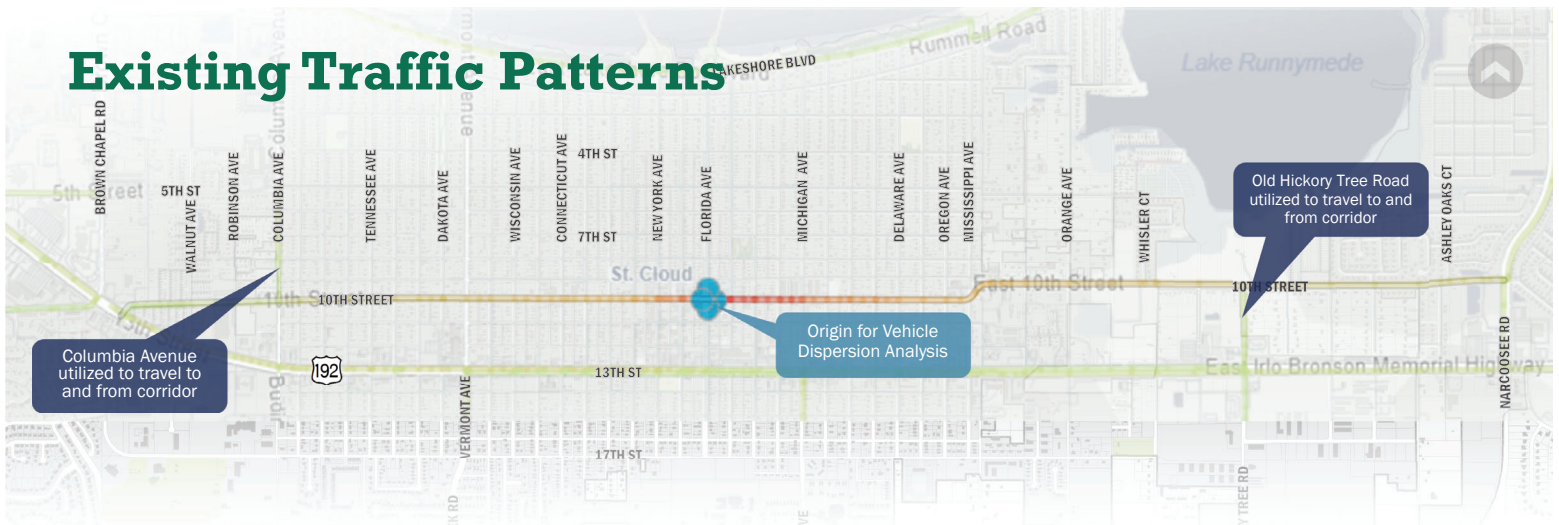
when struck by a vehicle traveling at:



Measured Vehicle Speeds

Speed Range	Walnut Avenue (1)	Tennessee Avenue (2)	E 10th Street (3)
≤ 20 MPH	17%	7%	1%
20 - 24 MPH	36%	24%	3%
25 - 29 MPH	32%	46%	19%
≥ 30 MPH	15%	22%	77%

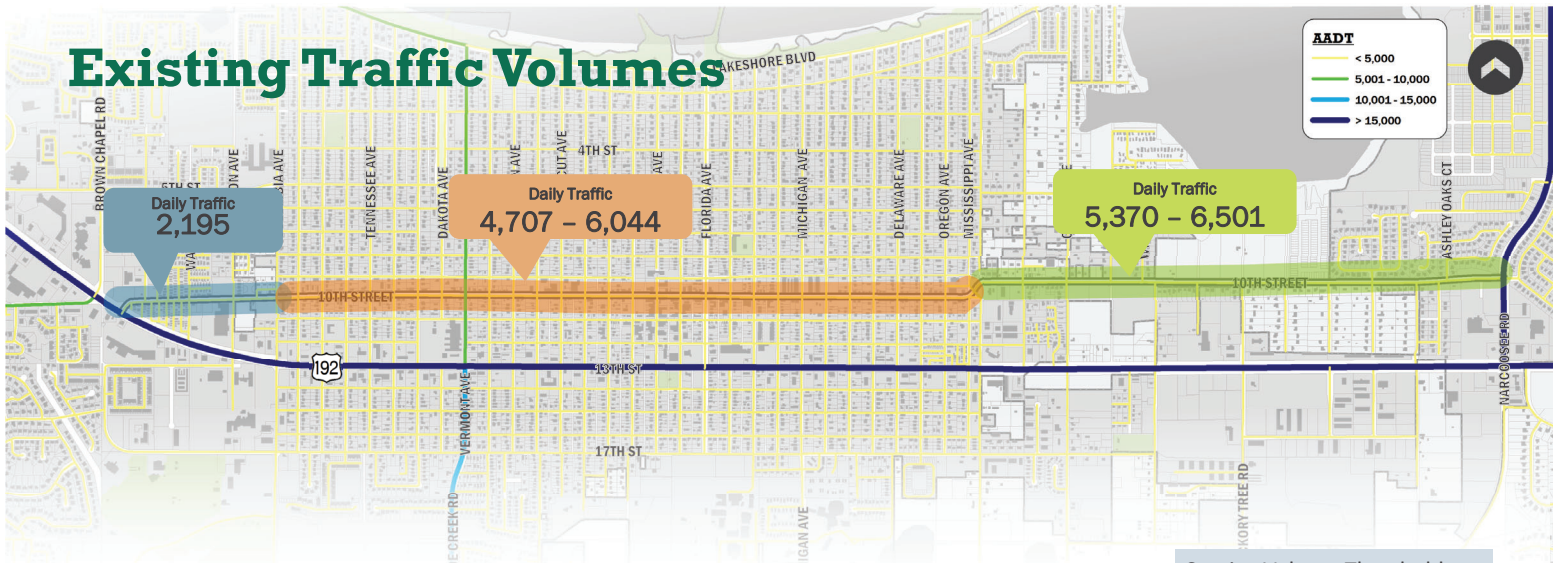
Existing Traffic Patterns



- Analysis shows that 10th Street acts as a local road
 - Traffic traveling to US 192 is utilizing Columbia Avenue and Old Hickory Tree Road
 - Majority of trips along 10th Street are home/work trips to locations along or within a few blocks of the corridor
- Traffic drops off significantly in the western segment between Columbia Avenue and US 192

Traffic data collected via Streetlight Data a mobility data tool that uses smartphones as sensors to measure vehicles, bikes, and pedestrians

Existing Traffic Volumes



- Capacity improvements are not needed to accommodate future projected traffic volumes
 - Current roadway can hold double today's traffic volumes before exceeding maximum service volumes
- Study area is built-out and will maintain a low growth pattern
 - Projected growth is concentrated within Segment 3 may result in an approximately 10% increase in daily traffic over the next 20 years

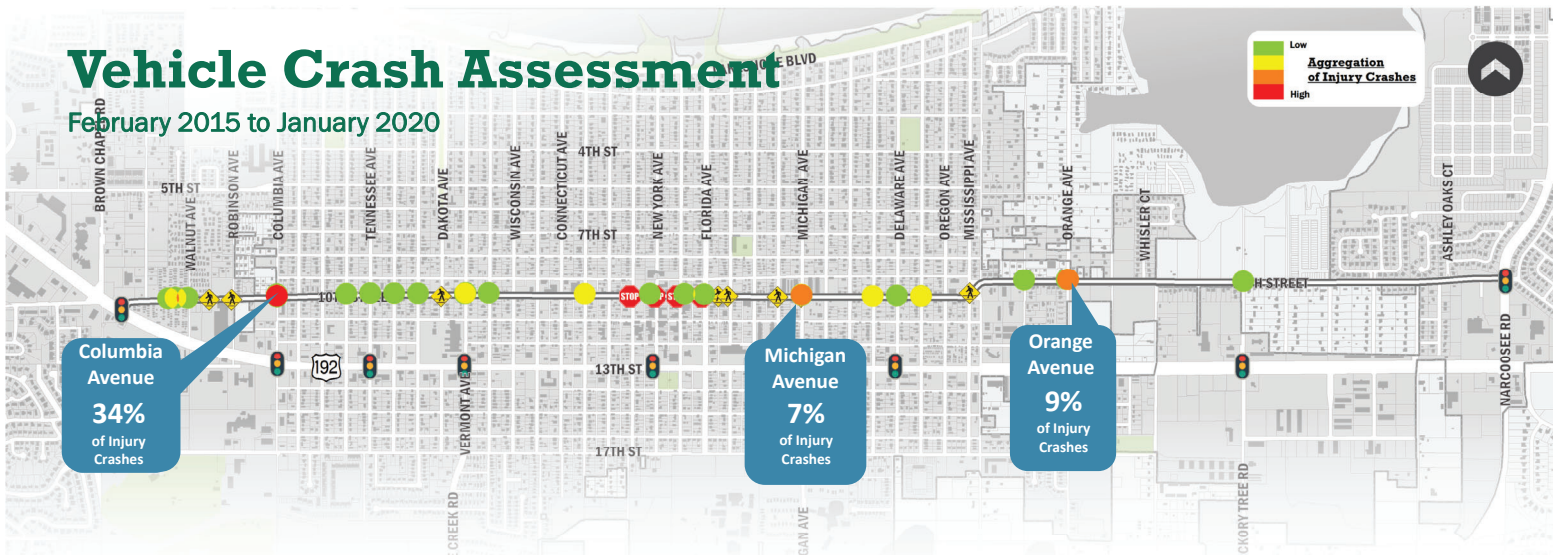
Service Volume Thresholds for Non-State Roads

LOS C	< 5,850
LOS D	5,850 – 11,970
LOS E	11,970 – 12,780

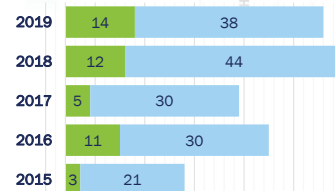
Note: Osceola Count Stations (2020) Osceola County Public Works, St. Cloud Count Stations (2021) Counts collected from 1/20 /2021 - 1/27 /2021 (Walnut Ave & Tennessee Ave) and from 1/29/2021 - 2/5/2021 (E 10th St), FDOT Count Stations (2019)

Vehicle Crash Assessment

February 2015 to January 2020



- No fatalities occurred during the 5-year analysis period
- More than half of all injury crashes occurred at Columbia Avenue, Michigan Avenue, and Orange Avenue
- Increase in crashes in 2018 and 2019



Crashes By Year

Injury Property Damage Only



Summary of Online Survey and Comment Map Feedback

Online Survey

- The survey sought input on the current conditions of the corridor and ideas for the future vision of the corridor
- The survey asked:
 - How the respondent uses 10th Street
 - How often the respondent walk or run, bike, take the bus, or drive on 10th Street
 - How they would rate the current condition of walking or running, biking, taking the bus, and driving on 10th Street
 - Types of improvements respondents would like to see on 10th Street
- The survey also provided insight to help understand specific comments and concerns, respondent demographics, and how respondents found out about the online survey



548
Respondents



80%
Travel along
10th Street

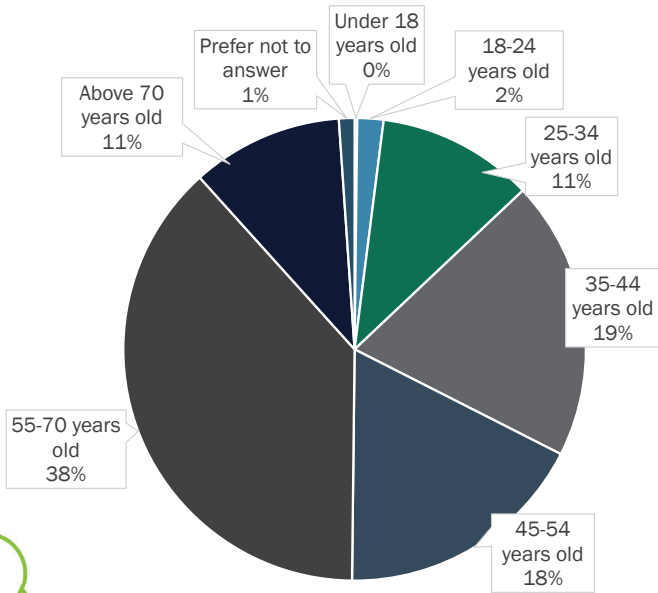


50%+
Live and/or Work
on 10th Street

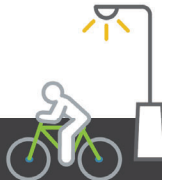
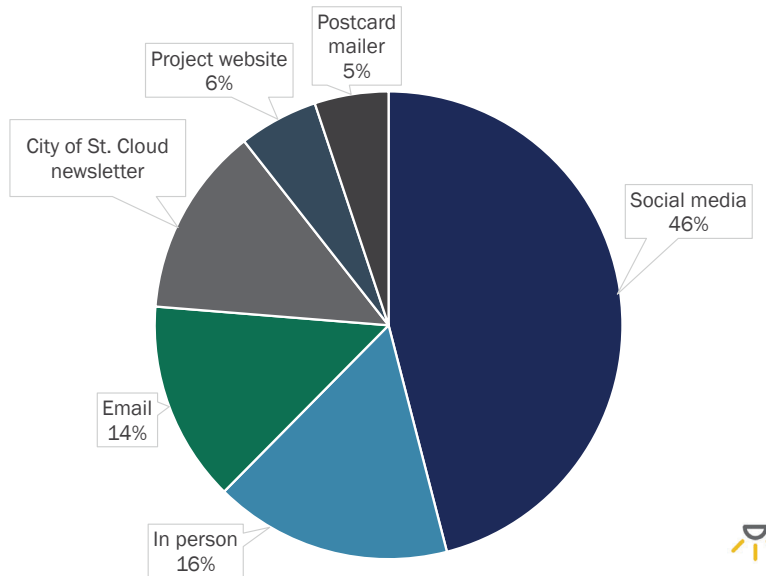


Who Did We Hear From?

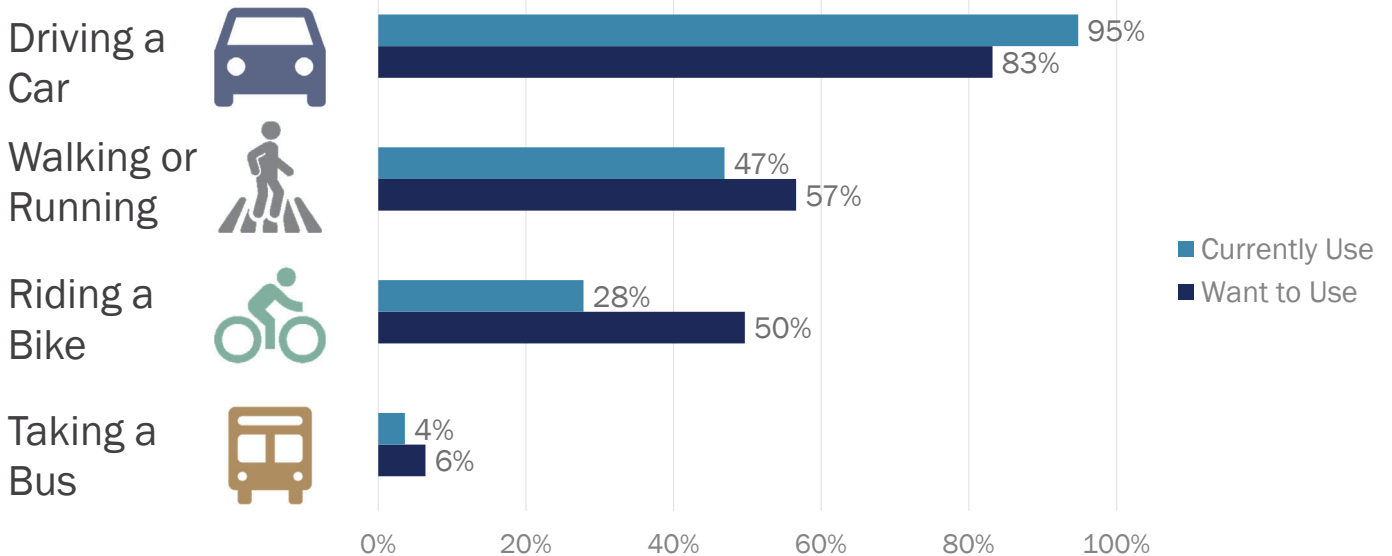
What is your age group?



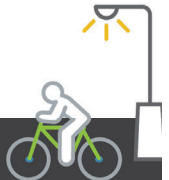
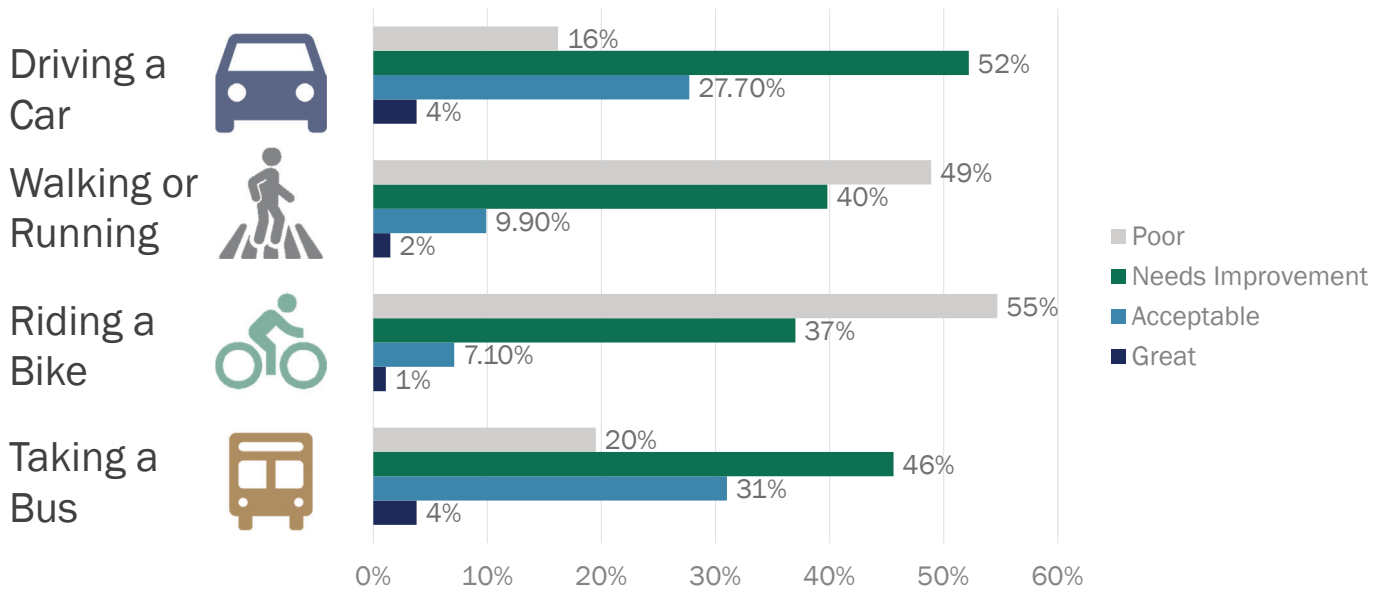
How did you hear about this survey?



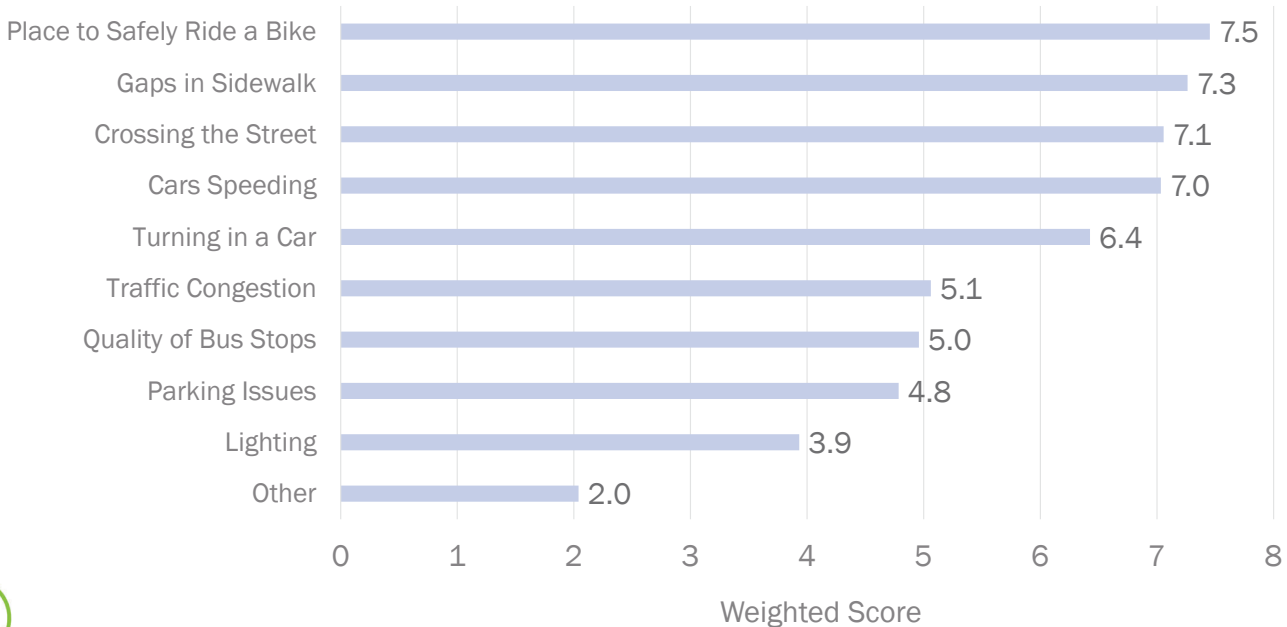
How Do They Use 10th Street?



Opinion of Current Conditions

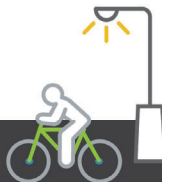
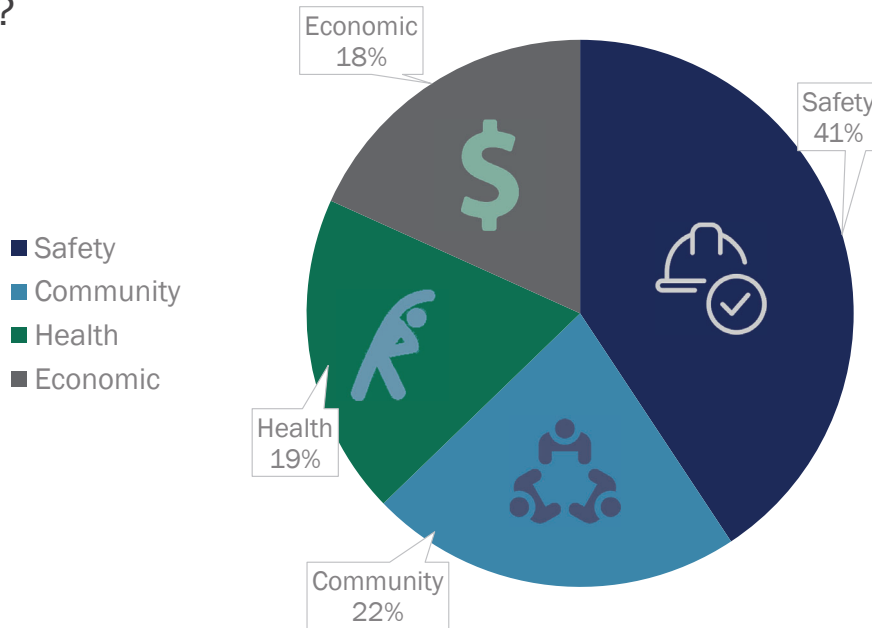


Top Issues along 10th Street Today



Project Goals

- When you envision 10th Street in the future, which goal is most important to you?



Comment Examples and Themes

Safety

"I live about 10 blocks from 10th Street and downtown. I like taking my young daughter for walks downtown, but many of the streets on the way to 10th don't have sidewalks. Drivers don't obey the speed limits and we don't feel safe. There are also not many crosswalks, and making cars stop for pedestrians is not enforced."

Economic

"An exciting and diverse downtown area built with foot traffic and diverse shopping/dining in mind is something I really care about for St. Cloud."

Community

"Beautification and functionality will stimulate more patronage and foster more hometown pride. I have seen significant improvements in the last couple years and hope it continues."

Health

"I think that improving sidewalks on 10th street would be wonderful! Also, some sort of bike lane. Those two things would really make a huge difference. Thank you."

Stormwater

"Please make flooding issues your priority!!"

Transit

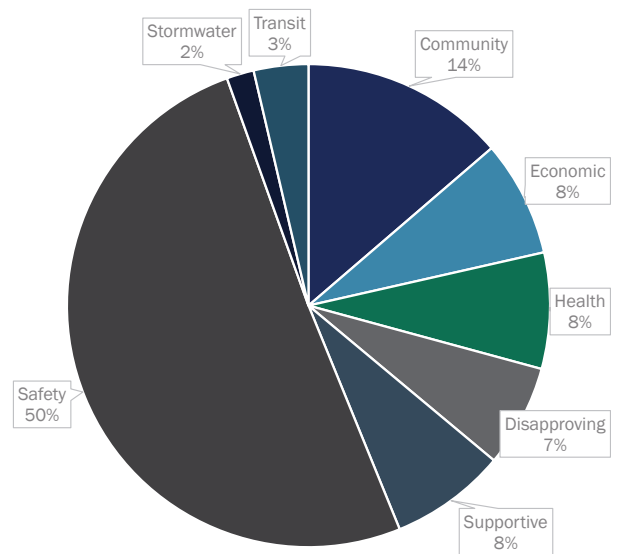
"Buses should have fully lit stops with pull off lanes and all transit info should be at each stop."

Disapproving

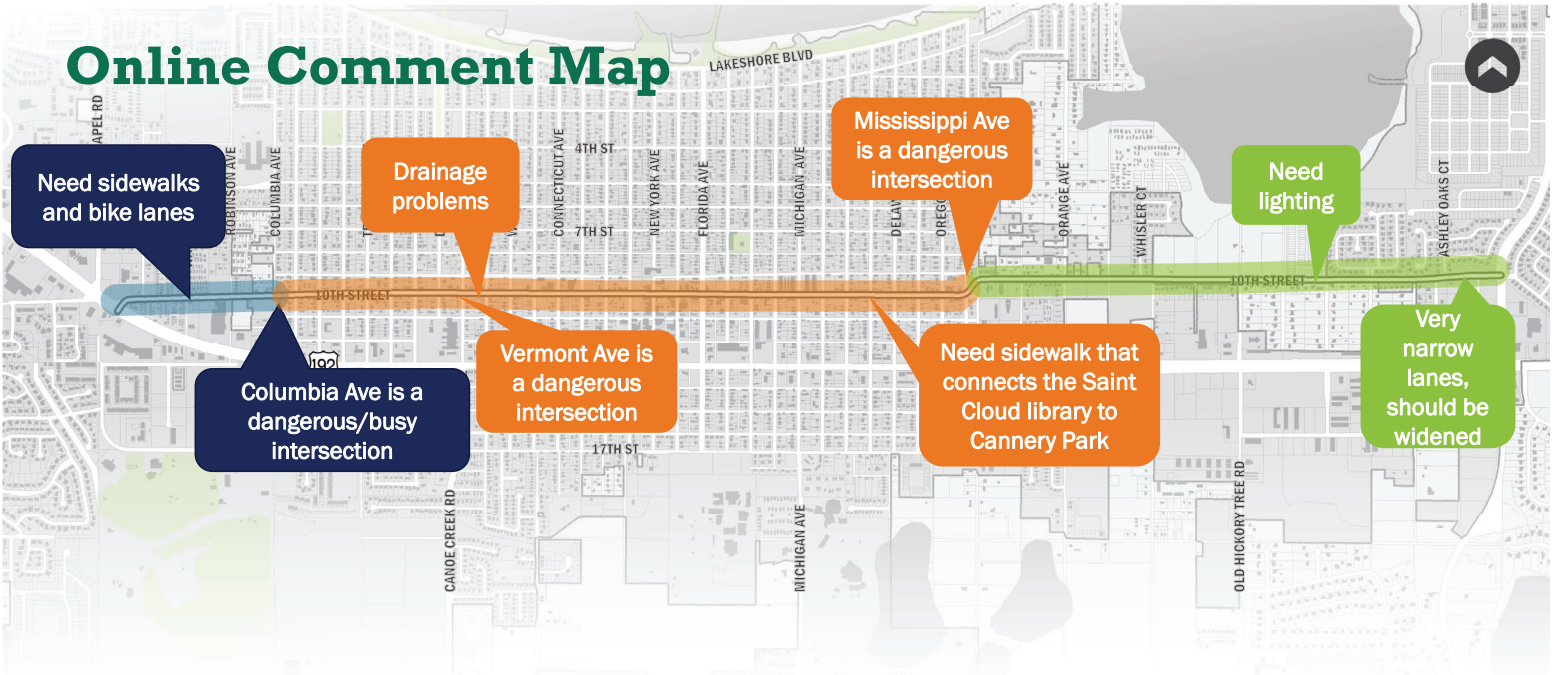
"I do NOT want to see 10th Street increased to more lanes nor do I want to see it made into a one-way street. It is fine as it is. 17th Street would be better revamped as it would access the new businesses that are being built east on 192 and the commercial businesses that are currently located on 17th Street. If changes need to be made, 17th Street is the best choice."

Supportive

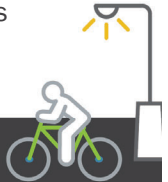
"Lots of opportunity for improvement on many levels. Hope to see positive results. I'm willing to take more surveys and/or help. Feel free to email me."



Online Comment Map



- 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



Goals, Objectives, and Best Practices

Draft/Proposed Goals & Objectives



Safety – reduce speeding, crashes, and conflicts

- Prioritize the safety of vulnerable users
- Provide lane widths per design criteria
- Prioritize intersection safety improvements, especially at Columbia Ave, Michigan Ave, and Orange Ave
- Reduce speeding, especially east of Mississippi Ave



Health – improve access to walking and biking to increase physical activity

- Provide a safe and comfortable place to walk and bike along 10th Street
- Increase safe crossing opportunities by utilizing the concepts of short blocks and enhanced crosswalks
- Improve the quality and comfort of bicycle and pedestrian connections to parks and schools



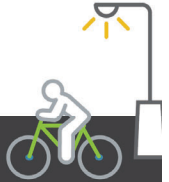
Economy – support local business and investment in downtown St. Cloud

- Create transitions east and west of the planned improvements between Massachusetts Ave and Florida Ave
- Maintain consistency with and expand upon with existing master plans and downtown revitalization projects and the Envision St. Cloud Downtown Master Plan
- Consider bicycle and pedestrian network connectivity between 10th Street, to adjacent neighborhoods, existing and future transit stops, Lakeshore Boulevard, and US 192
- Maximize opportunities and access to parking in coordination with businesses / property owners, especially near Downtown



Community – beautify the street to enhance the overall neighborhood character and identity

- Maintain the “small town” character of St. Cloud
- Update the street design to better reflect the surrounding land uses, including pedestrian scale street lighting, and installing curb and gutter
- Improve drainage and consider stormwater runoff
- Provide enhanced gateways, placemaking, and landscaping, with a focus on maximizing shade



Complete Street Best Practices



People Driving

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

- Traffic calming for safety of all users
- Safe driveways & access points
- Speed limit through design



People Taking The Bus

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

- Accessible & comfortable bus stops
- Bus stop spacing
- Bus schedule reliability & frequency



People Biking

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

- Bike user visibility
- Safe bikeway & intersection design
- Bike parking and accessibility



People Walking

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

- Well-maintained sidewalk space
- Safe & enhanced pedestrian crossings
- Lighting, shade, and other amenities



Approach to Speed Management

To achieve the desired speed for a street, various traffic calming elements can be used. The Florida Design Manual emphasizes these 3 speed management concepts for successful projects.

Specific design strategies that may be used depend on the context classification and speed limit of a roadway section.

ENCLOSURE

Gives the sense that the street is contained rather than a limitless expanse of space.



Source: Philadelphia Magazine



Source: NACTO Urban Street Design Guide

Design strategies may include street trees, building fronts near the street, and on-street parking.

ENGAGEMENT

Connects the driver to the surrounding environment through visual and audio input.

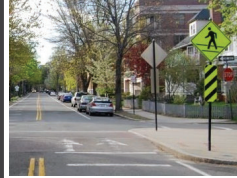


Source: NACTO Urban Street Design Guide

Design strategies may include narrow lanes, on-street parking, patterned and painted pavement, and frequent crossings for people walking and biking.

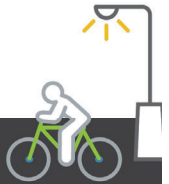
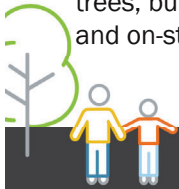
DEFLECTION

Provides horizontal and vertical movements of drivers from the path of travel.

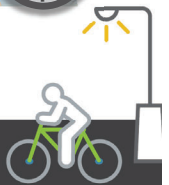
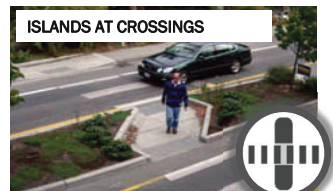


Source: NACTO Urban Street Design Guide

Design strategies may include raised intersections and crosswalks, chicaning, and roundabouts.

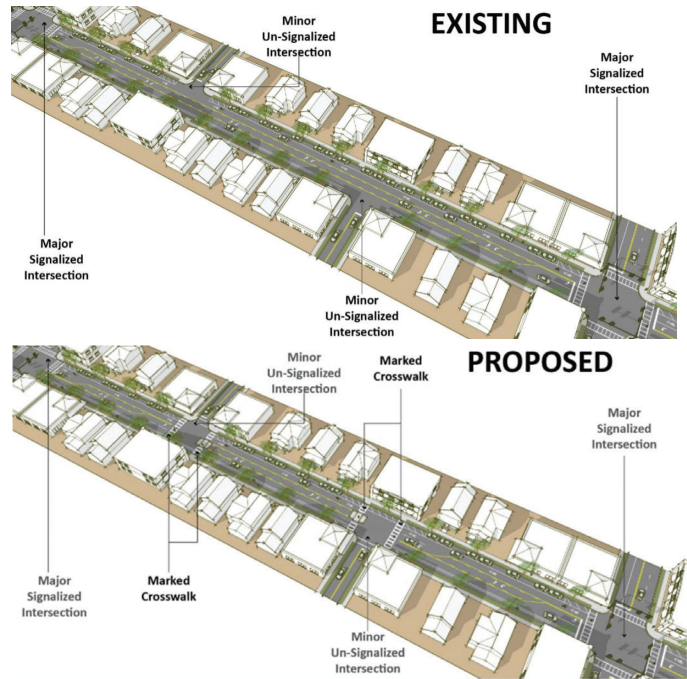



Applicable Speed Management Strategies



Short Blocks

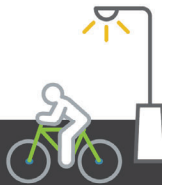
- A pattern of short blocks creates a more walkable environment and helps calm traffic
- Mark crosswalks at major and minor intersections approximately every 600 feet
- These intersections can be emphasized by raising the crosswalk or intersection and/or painting within the intersection
- Provide appropriate intersection controls to facilitate crossings, including 4-way stops, roundabouts, and traffic signals



 **Marked crosswalks at minor street intersections**



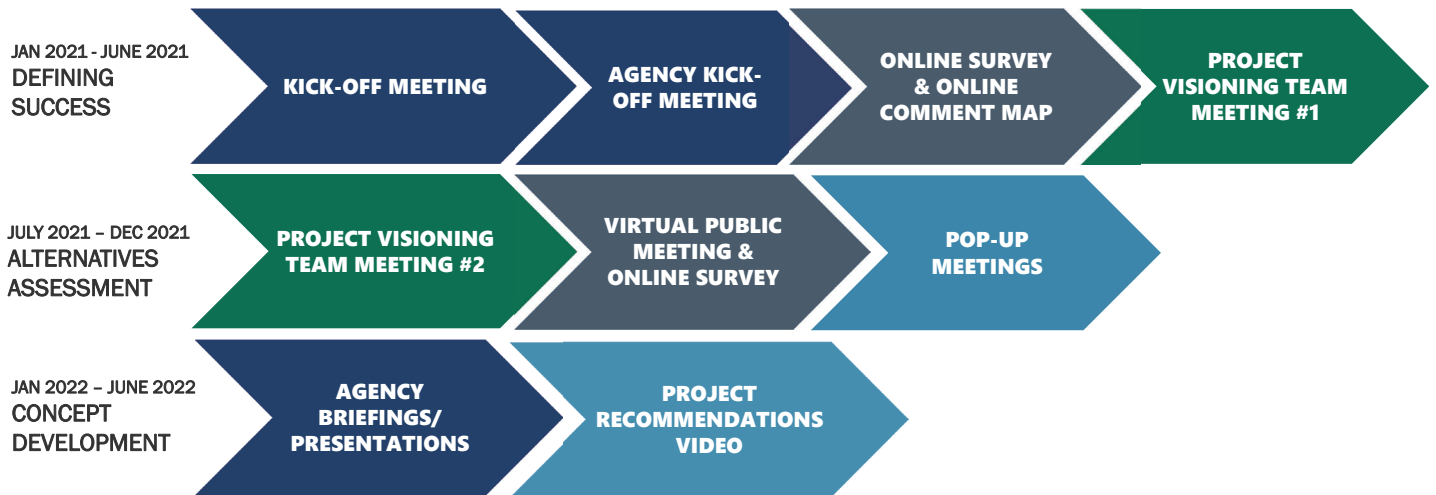
Multimodal Design Strategies





Next Steps

Next Steps





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

MetroPlan Orlando Project Manager
Alex Trauger
(407) 481-5672 Ext. 313
atrauger@metroplanorlando.com

HDR Project Manager
Jenn Rhodes, AICP
(407) 420-4139
jenn.rhodes@hdrinc.com