

# Planning for Complete Streets in Downtown South

Public Meeting + Update  
December 13, 2017



our  
**SoDo**



# Welcome and Happy Holidays!

Planning Process

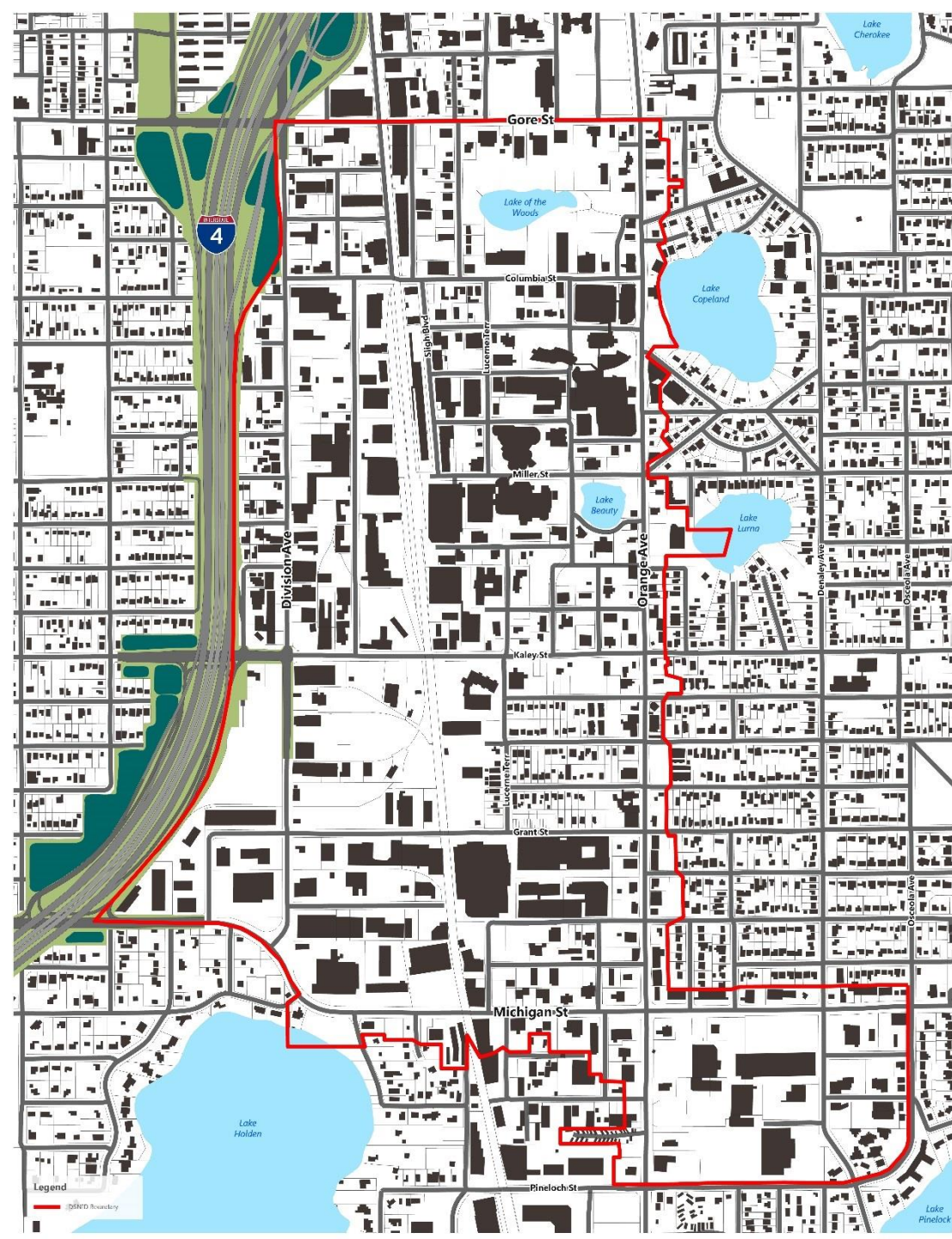
Strategic Vision Elements

District Visualizations

Complete Streets in Downtown South

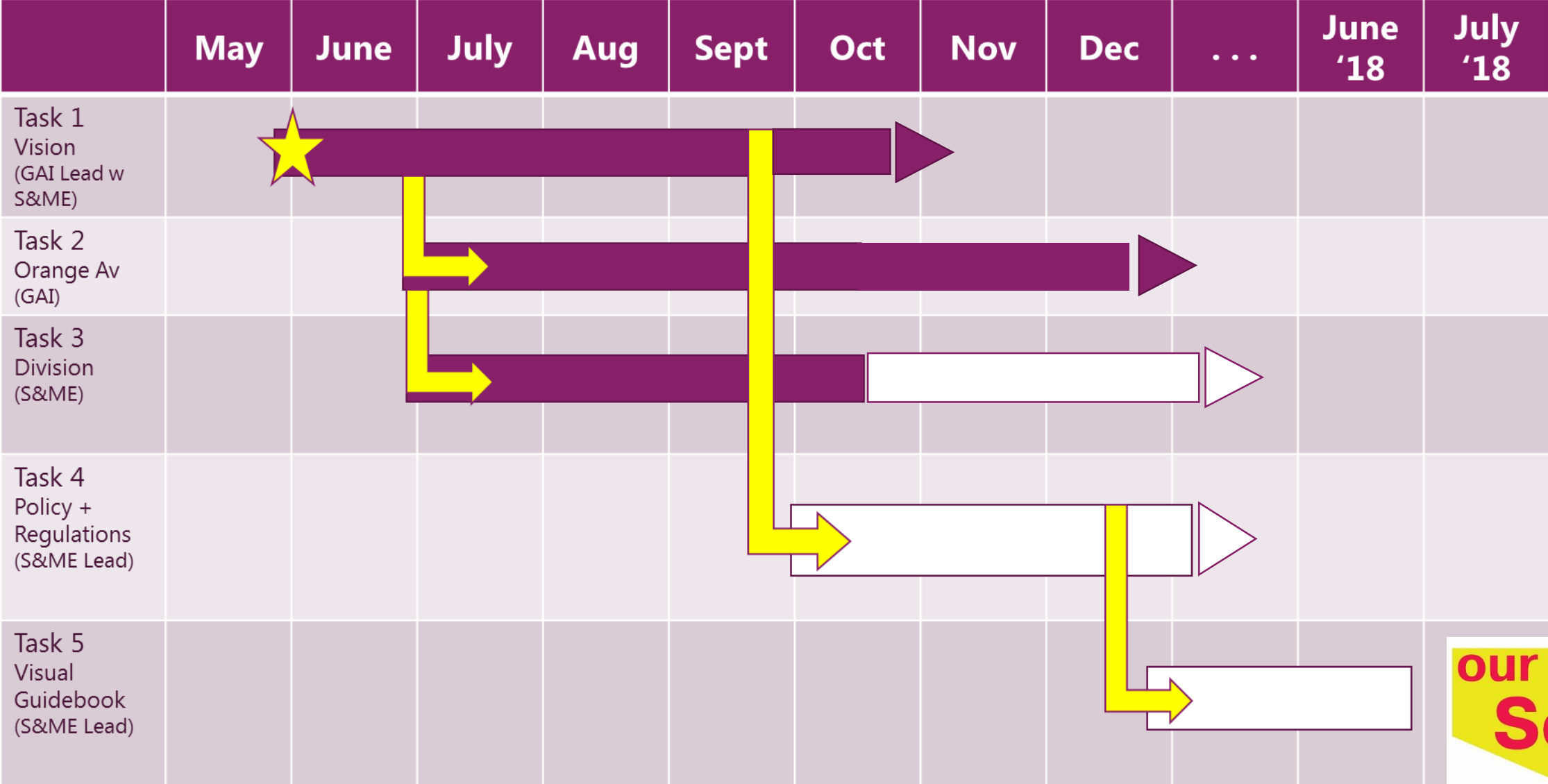
Orange Avenue Example

Orange Avenue and the FDOT Project



# Planning for a Successful Downtown South NID

- Project Components: Visioning, Street Design + Corridor Planning, Guidelines + Visual Guidebook



our  
**SoDo**

# Summer Workshop

**Lot of Listening & Learning**  
**Sharing our Observations and Comps**  
**Some early Drawing & Brainstorming**  
**Building a set of guiding Vision Ideas**



# Documenting the Ideas

DSNID Advisory Council + Main Street + City  
...*review & refinement*

[www.oursodo.com/documents](http://www.oursodo.com/documents)

[www.cityoflando.net/sodonid](http://www.cityoflando.net/sodonid)



**DRAFT FOR REVIEW**

**our SoDo**

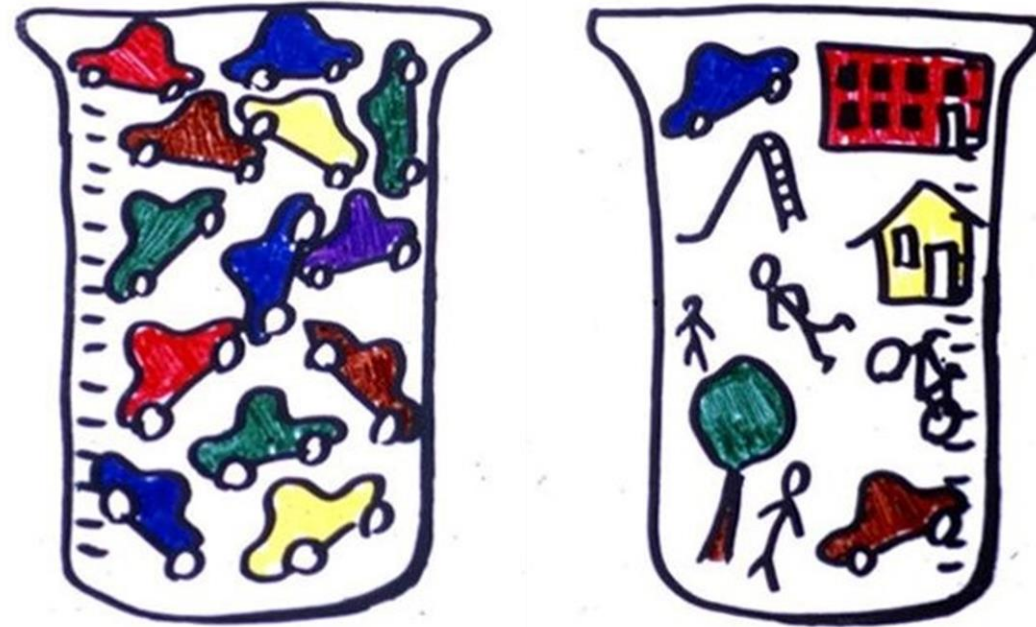
An Approach to:  
**COMPLETE STREETS IN  
DOWNTOWN SOUTH**

**THRIVE**

MASTER PLAN DRAFT: OCTOBER 17, 2017

gal consultants COMMUNITY SOLUTIONS GROUP

# What do communities get for their investments in Complete streets?



**Complete Streets = Sustainable Community**

# Access and Linkages



↑ Bicycle Trips.



↑ Trips by Public Transit.



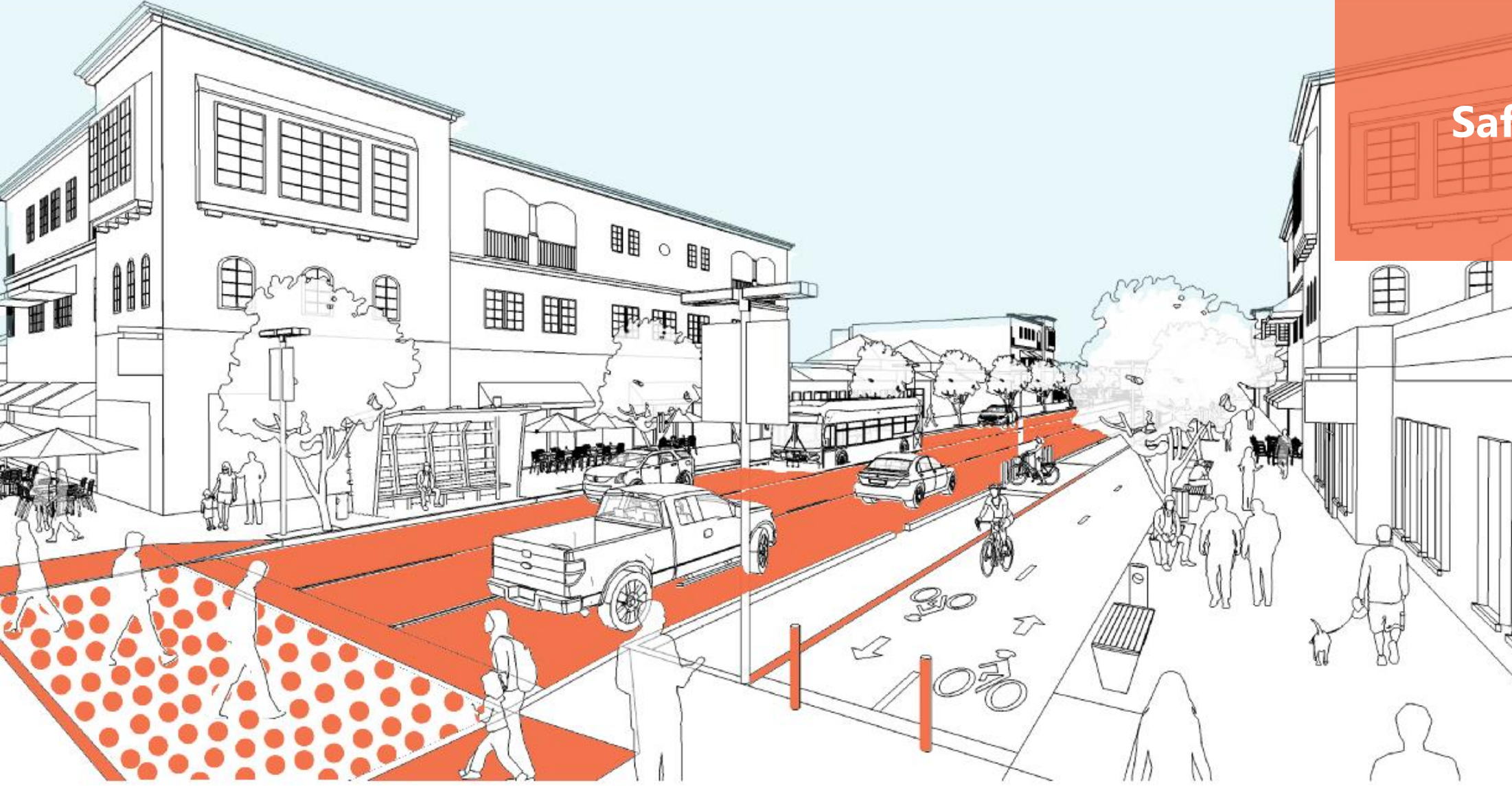
↑ Walking Trips.

**Multiple Modes of Transportation**

**Connected Network of Streets**

**Connections to Public Resources + Destinations**

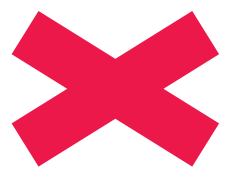
# Safety



Traffic Calming



↓ Collisions

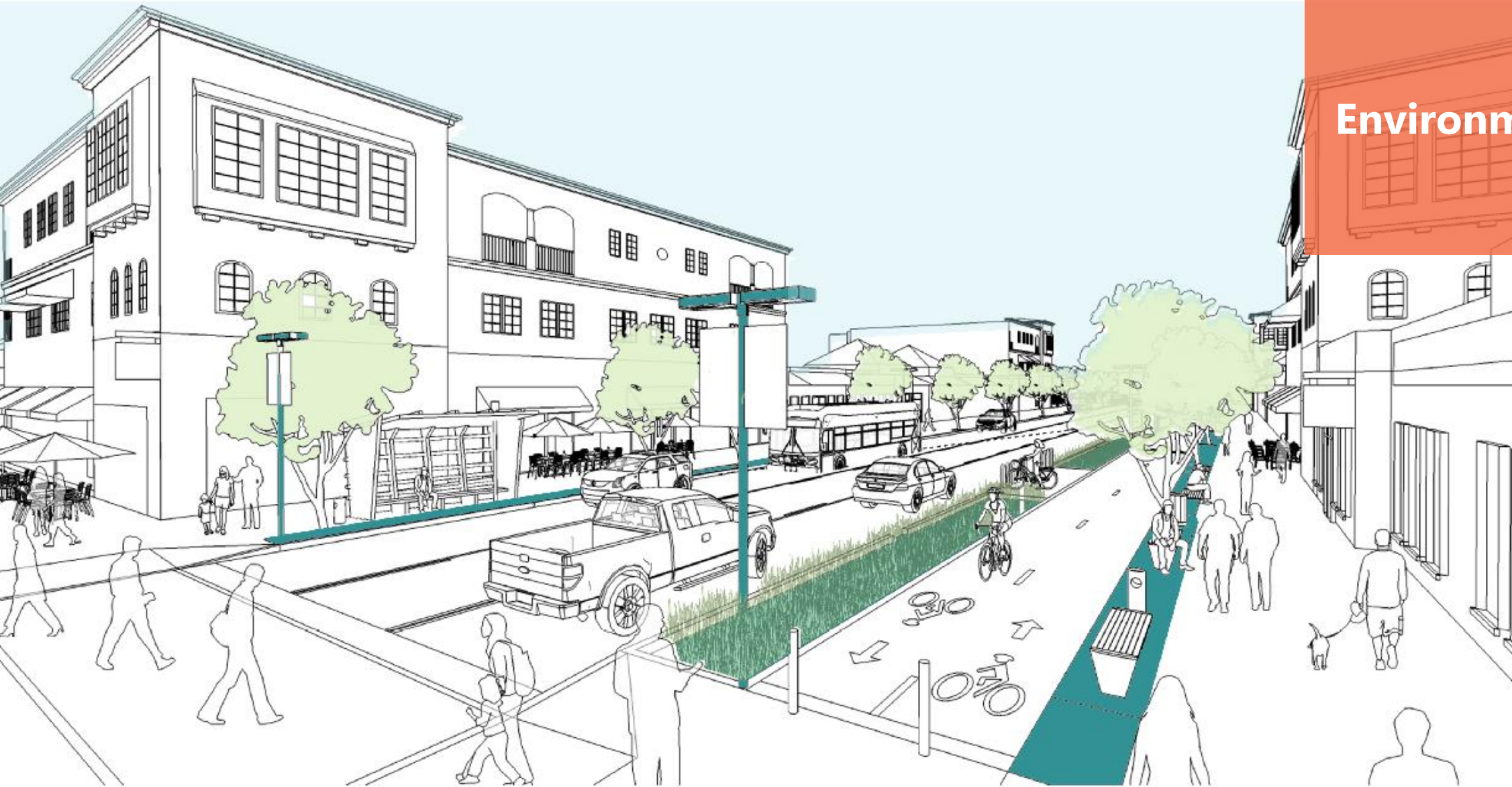


Designated Crossings

**Narrow Lanes**  
**Lower Speed Limits**  
**Increase Visibility**



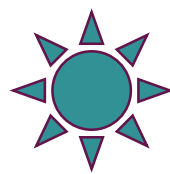
# Environmental



Carbon Footprint



Improved Storm Water  
Quality and Quantity



Reduce Heat Island

# Placemaking



Economic Growth +  
Development



Activate the Public Realm



Timeless



Inspiration  
our  
SoDo

# Making a Special Environment for Many Place-Types



# Vision Elements: Michigan

(at Delaney)

Untitled Map

Write a description for your map.

Legend



Google earth

60 ft

# Vision Elements: Michigan

(at Delaney)



# Vision Elements: Michigan

(at Delaney)



**Varied Style Architecture**

**New Street, Block Pattern**

**Parking in Back, Reconfig Alley, Buffer Wall + Trees**

**Buffered Neighborhood**

**Mixed Use Development with Active Ground Floors**

**Streetscape: Trees, Wider Walks, New Lights, Banners**

**Redevelopment at 10' Build-To Line**

**Narrowed Vehicle Lanes, Colored Bike Lanes**

**Special Intersection Treatments**

**Adjust Corner Radius, ADA Ramps & Walks all 4 Corners**

**Marked Sharrow**





# Vision Elements: Division

(North of Kaley)



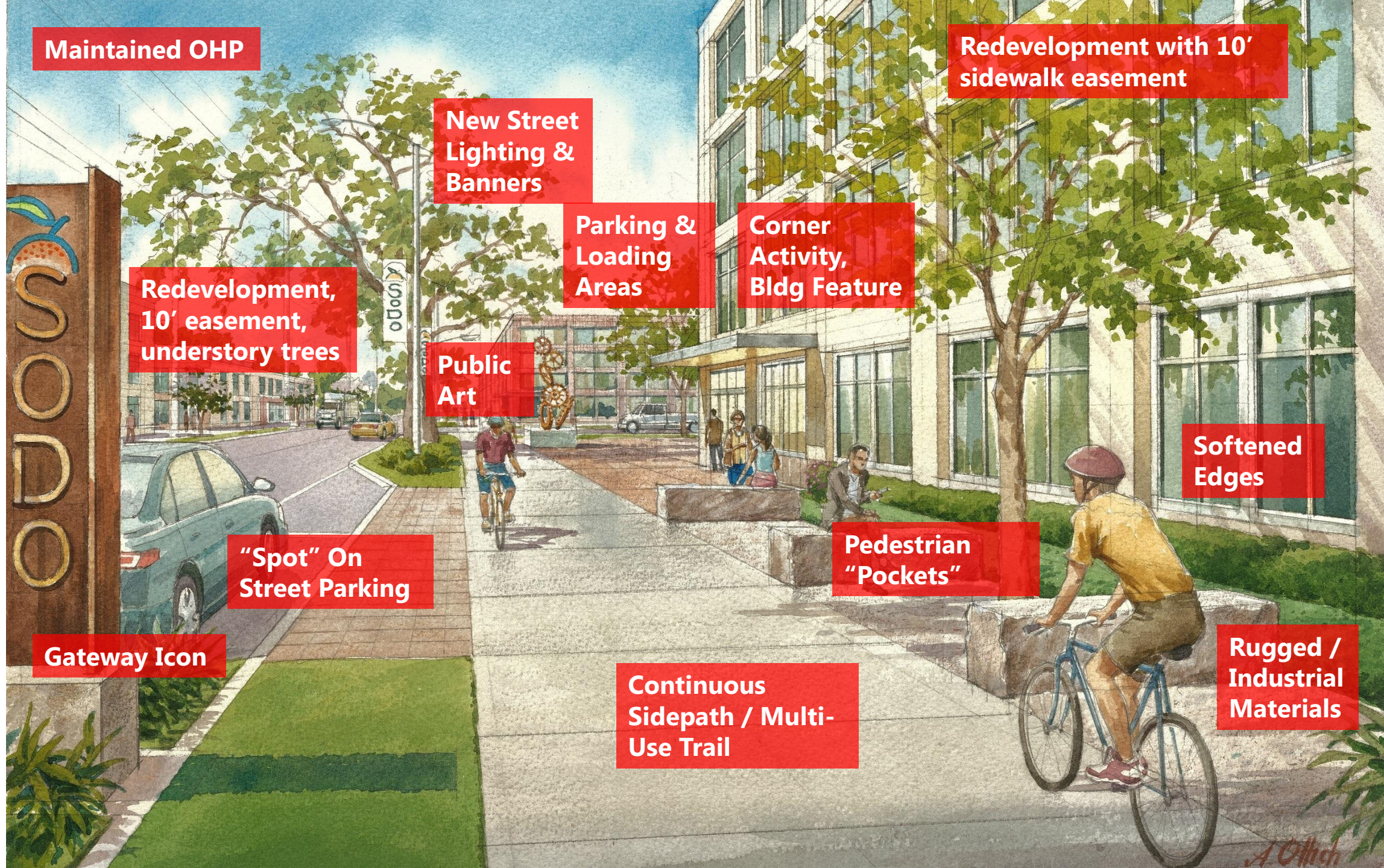
# Vision Elements: Division

(North of Kaley)



# Vision Elements: Division

(North of Kaley)



Maintained OHP

New Street Lighting & Banners

Redevelopment with 10' sidewalk easement

Redevelopment, 10' easement, understory trees

Parking & Loading Areas

Corner Activity, Bldg Feature

Public Art

Softened Edges

"Spot" On Street Parking

Pedestrian "Pockets"

Gateway Icon

Continuous Sidepath / Multi-Use Trail

Rugged / Industrial Materials

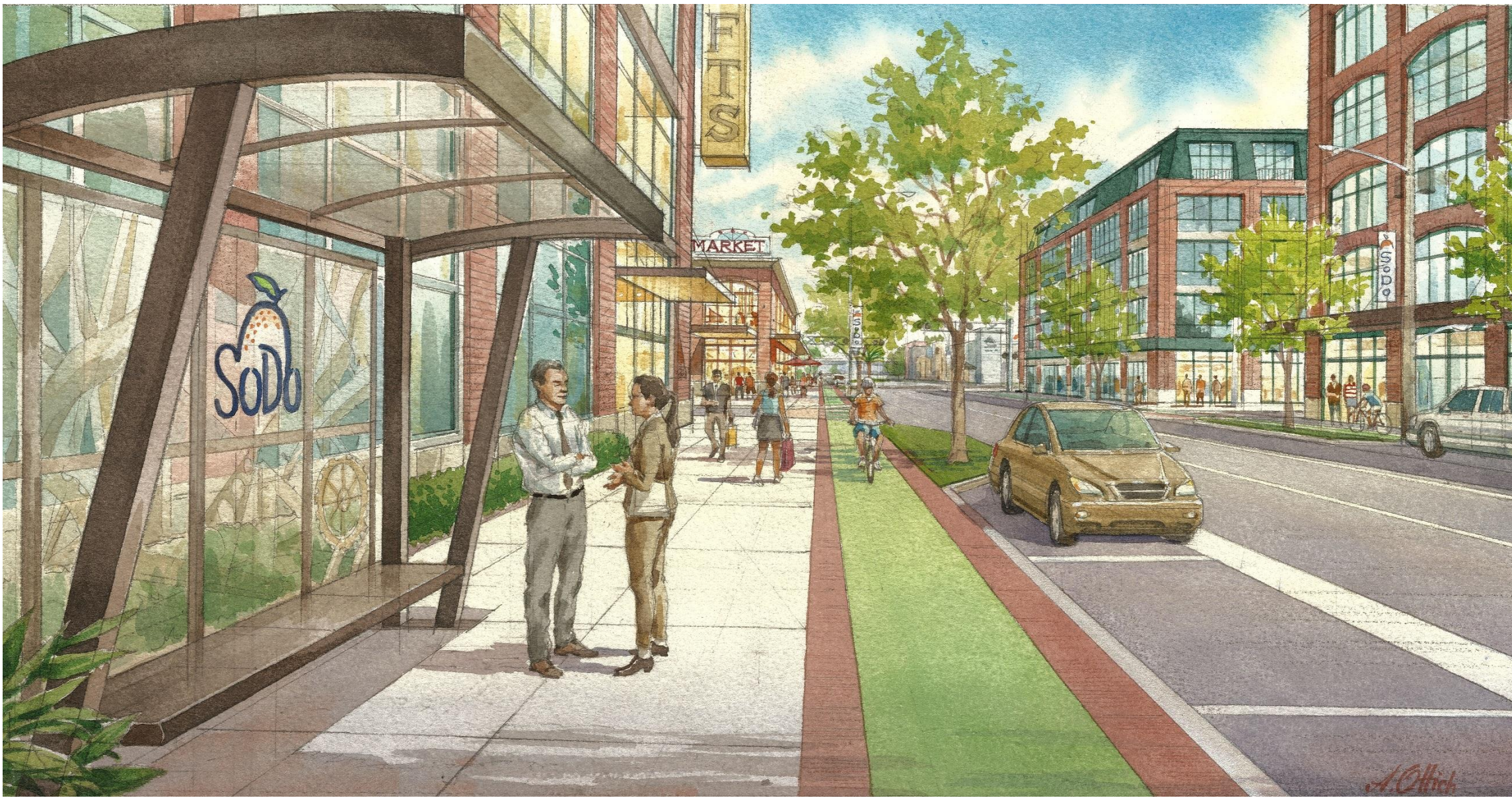
A. Ollich



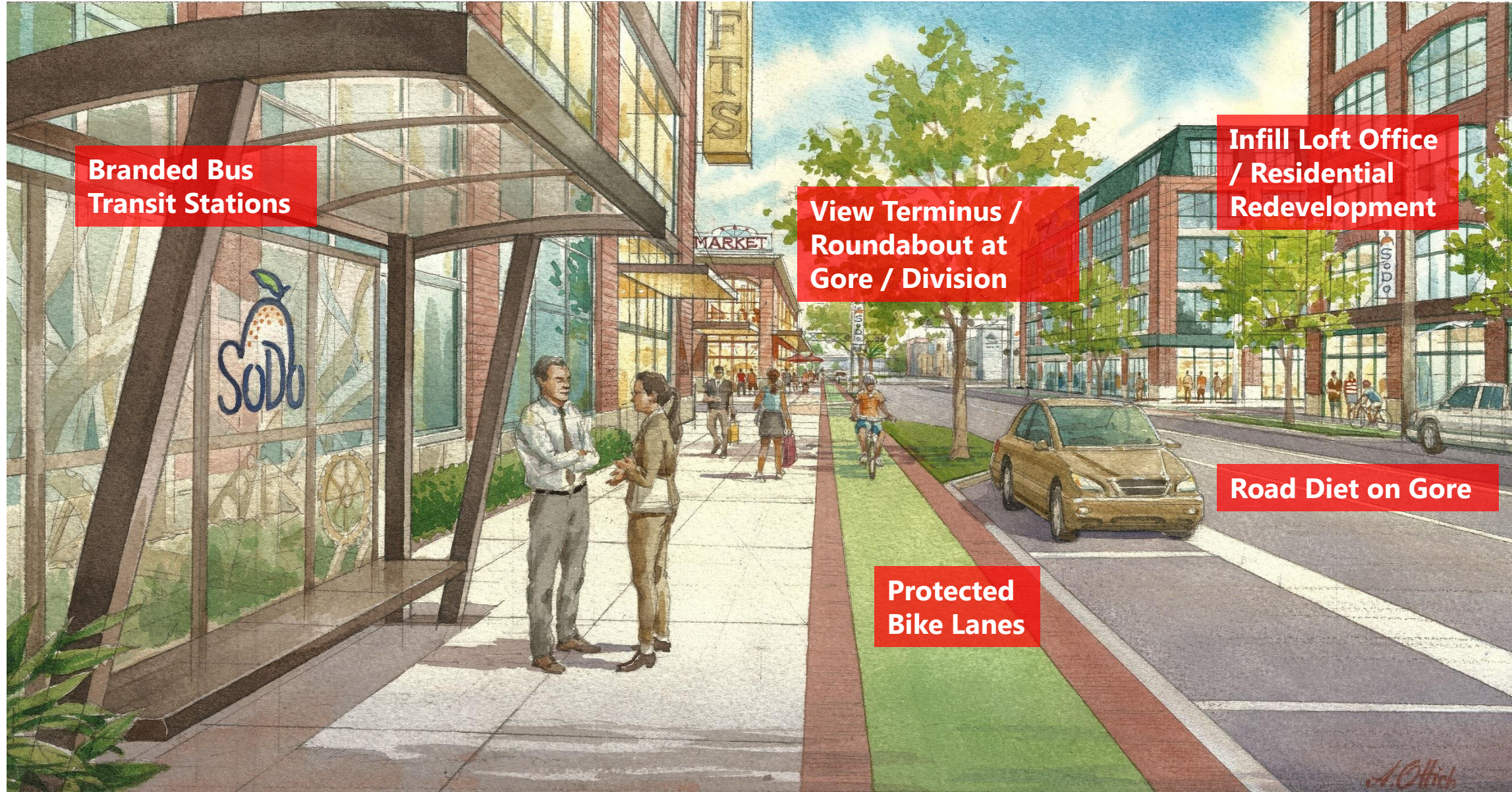
# Vision Elements: Gore (near CSX Rail)



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# Vision Elements: Gore (near CSX Rail)



**Branded Bus  
Transit Stations**

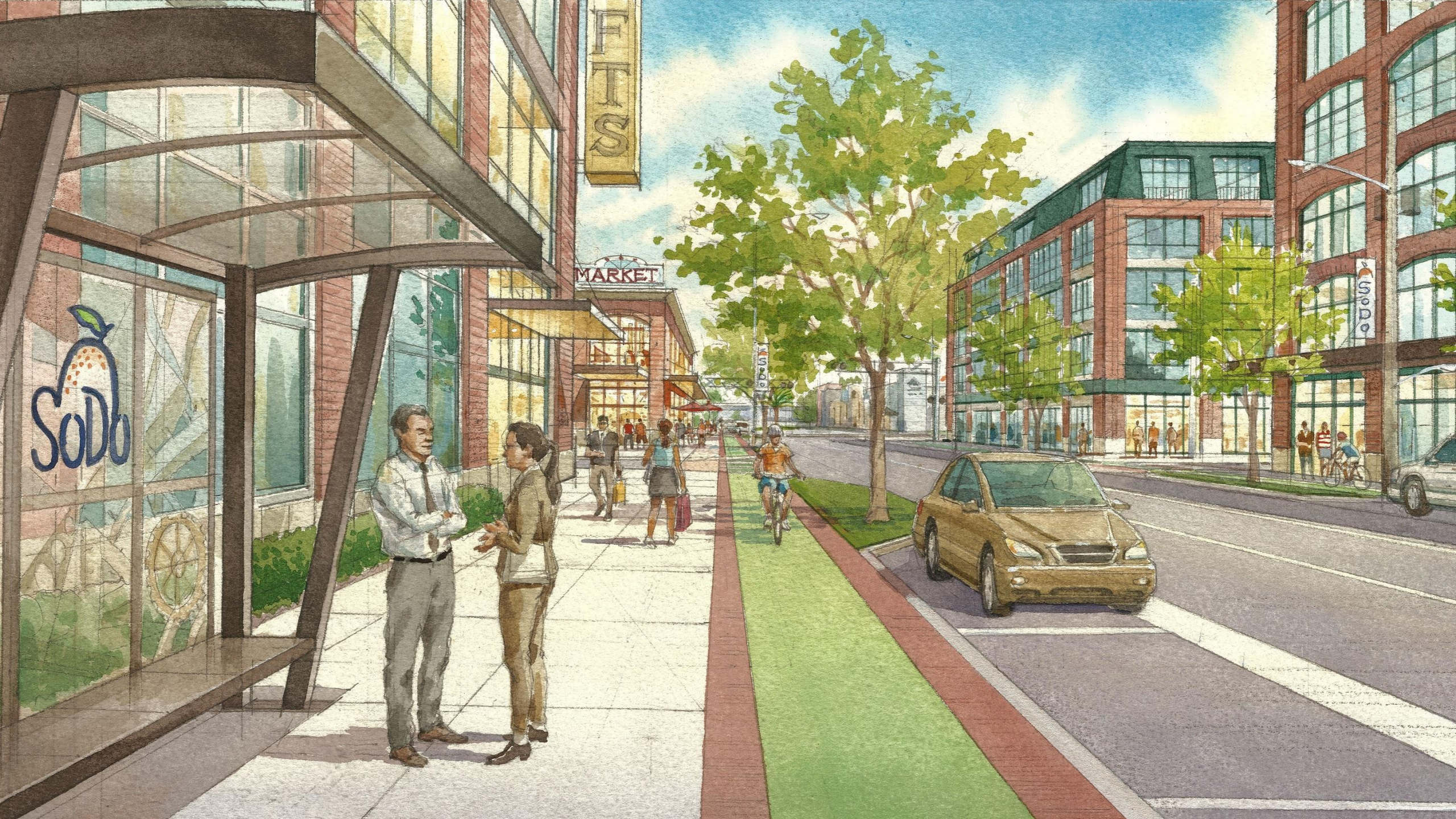
**View Terminus /  
Roundabout at  
Gore / Division**

**Infill Loft Office  
/ Residential  
Redevelopment**

**Protected  
Bike Lanes**

**Road Diet on Gore**

*A. Otlich*





# Vision Elements: Orange

South of Harding



# Vision Elements: Orange

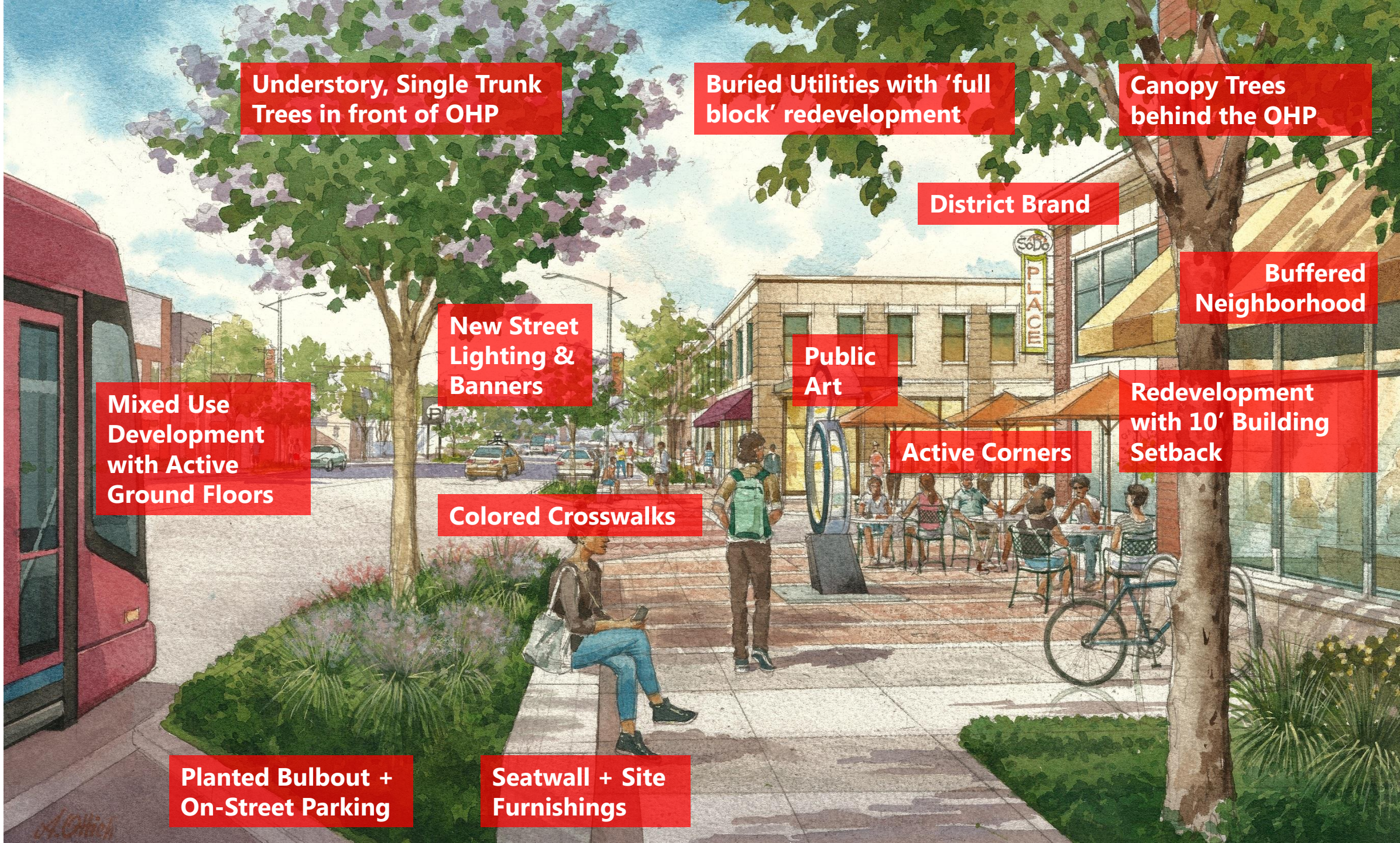
South of Harding



A. O'Hara

# Vision Elements: Orange

South of Harding



Understory, Single Trunk Trees in front of OHP

Buried Utilities with 'full block' redevelopment

Canopy Trees behind the OHP

District Brand

Buffered Neighborhood

Mixed Use Development with Active Ground Floors

New Street Lighting & Banners

Public Art

Redevelopment with 10' Building Setback

Active Corners

Colored Crosswalks

Planted Bulbout + On-Street Parking

Seatwall + Site Furnishings





# Documenting the Ideas

## Local Examples

**NORTH ORANGE AVENUE**  
ORLANDO, FL

- Right-of-Way: 80 feet
- Type: Three lanes, One way
- Max Speed: 25mph
- Context: Mixed-Use (Residential/ Commercial )
- Bicycle Infrastructure: On Street Lane
- On-Street Parking: Both Sides, Parallel

### OVERVIEW

Three lanes travel southbound toward downtown Orlando with parallel parking flanking both sides as well as an on-street bike lane along the west side of the street. Within the 80' right-of-way, ample sidewalk widths are provided especially along the eastern commercial area which provides a minimum of 10' with an additional 6' for street trees, pedestrian lighting and planting areas. The buildings along the eastern edge are also setback from the right-of-way at several points along the corridor which gives additional space to the pedestrian zone. Often times these spaces are utilized for seating areas, outdoor dining as well as for additional landscape. The streetscape is activated with a variety of mixed-use development and provides amenities such as bike racks, seating and bike share facilities.



**ENHANCEMENT TO STREETScape PROVIDES OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND GROWTH OVER TIME!**

### KEY ELEMENTS

- SCALE + SETBACK**  
Provide pedestrian and retail space.
- BUILDING ARCADES**  
Amenity to retail + Activates the Street
- BIKE LANE**  
Creates a bicycle corridor
- ON-STREET PARKING**  
Access to retail and offices
- UPGRADED STREETScape**

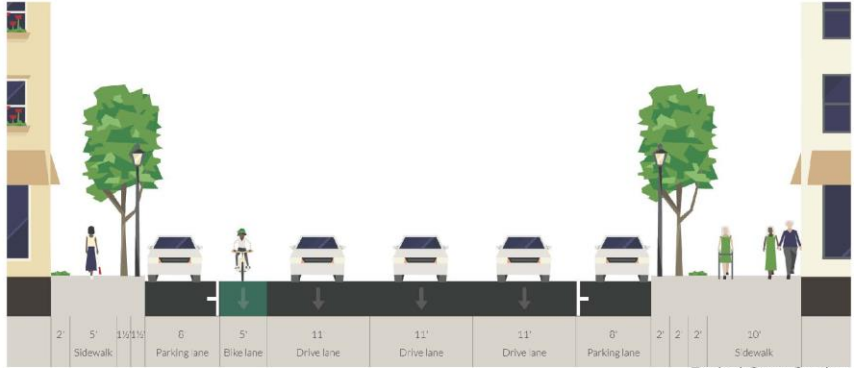
### TAKE AWAY

- Buildings set back from the right-of-way can provide opportunities for additional pedestrian environments such as outdoor dining as well as provide additional landscape buffer.
- Wider sidewalks adjacent to tall buildings provide an ideal scale for the pedestrian environment

### OUTCOMES



North of Colonial



Typical Cross Section

# Documenting the Ideas

## Targeted Examples

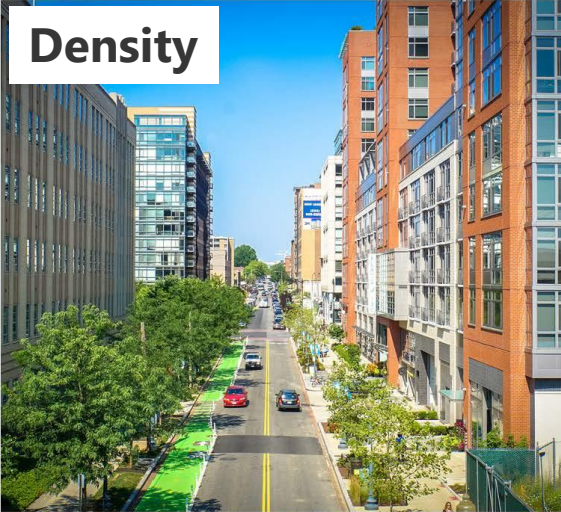
FIRST STREET  
NOMA BID  
WASHINGTON D.C.

Right-of-Way: 105 feet  
Type: Three lanes, Two way  
Max Speed: 25mph  
Context: Mixed-Use (Residential/  
Commercial )  
Bicycle Infrastructure: On Street Lane  
On-Street Parking: One Side

### OVERVIEW

NoMa was comprised of 6 million square feet of office space and virtually no residential buildings. The objectives for the NoMa BID were to improve the quality of life, and make the District more attractive to businesses and potential residents.

First Street serves as the commercial spine of NoMa Business Improvement District. First street from K Street to Florida Avenue is intended to function as a linear park with a variety of seating opportunities, gardens, integrated artwork and commercial amenities at frequent intervals. The Street allows for flexibility between the curbs to configure the roadway for on street parking and bicycle lanes or a combination of on-street parking and two-way cycle track. The Street section is D.C.'s first separated cycle track.



KEY POINT 1



# Documenting the Ideas

## National Examples

**INDIANAPOLIS CULTURAL TRAIL**  
INDIANAPOLIS, IN

Right-of-Way: 70 feet

Type: Two lanes, Two way

Max Speed: 25mph

Context: Mixed-Use (Residential/Commercial)

Bicycle Infrastructure: Shared-Use Path

On-Street Parking: None

### OVERVIEW

The Indianapolis cultural Trail is an eight-mile, urban pedestrian and bicycle trail in the heart of downtown Indianapolis. It was designed and constructed through a public-private partnership between the City of Indianapolis' Department of Public Works and the Central Indiana Community Foundation. Total construction budget was approximately \$63 million.

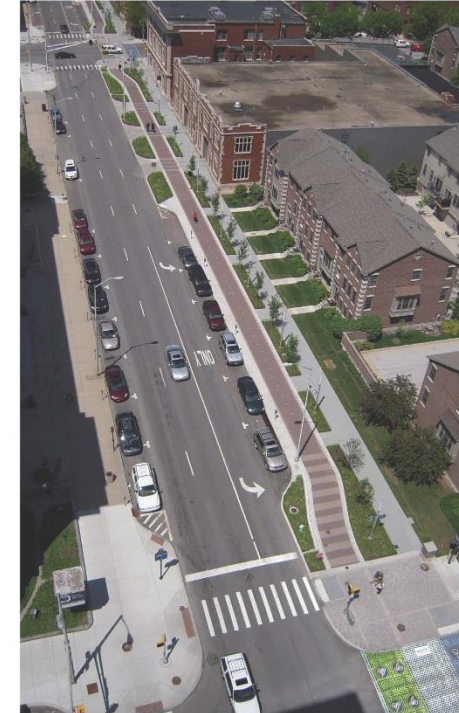
### KEY ELEMENTS

MULTI-MODAL  
XXXX

PROMENADE  
Dedicated Pedestrian Space



REFLECT THE CULTURE AND CHARACTER OF THE DISTRICT



Caption



Caption

### TAKE AWAY

- Named "the biggest and boldest step by any American city" by Project for Public Spaces in New York City, this \$63 million, internationally-acclaimed 8-mile biking and walking trail connects all six of Indy's Cultural Districts.
- Alongside the bike path are swales and landscape areas designed to capture and filter storm runoff and to provide greenery and shade.
- Custom-designed benches, light poles, signage and trash receptacles contribute to the overall impression of safety, beauty and quality and also serve as artistic statements along the trail.
- At least \$800 million in development has occurred as a result of the \$61 million city, state and federal investment in the canal, said economic development consultant Brad Hurt.
- During design and construction, approximately \$4 million in private funding supported new public art projects along the Trail.



Typical Cross Section

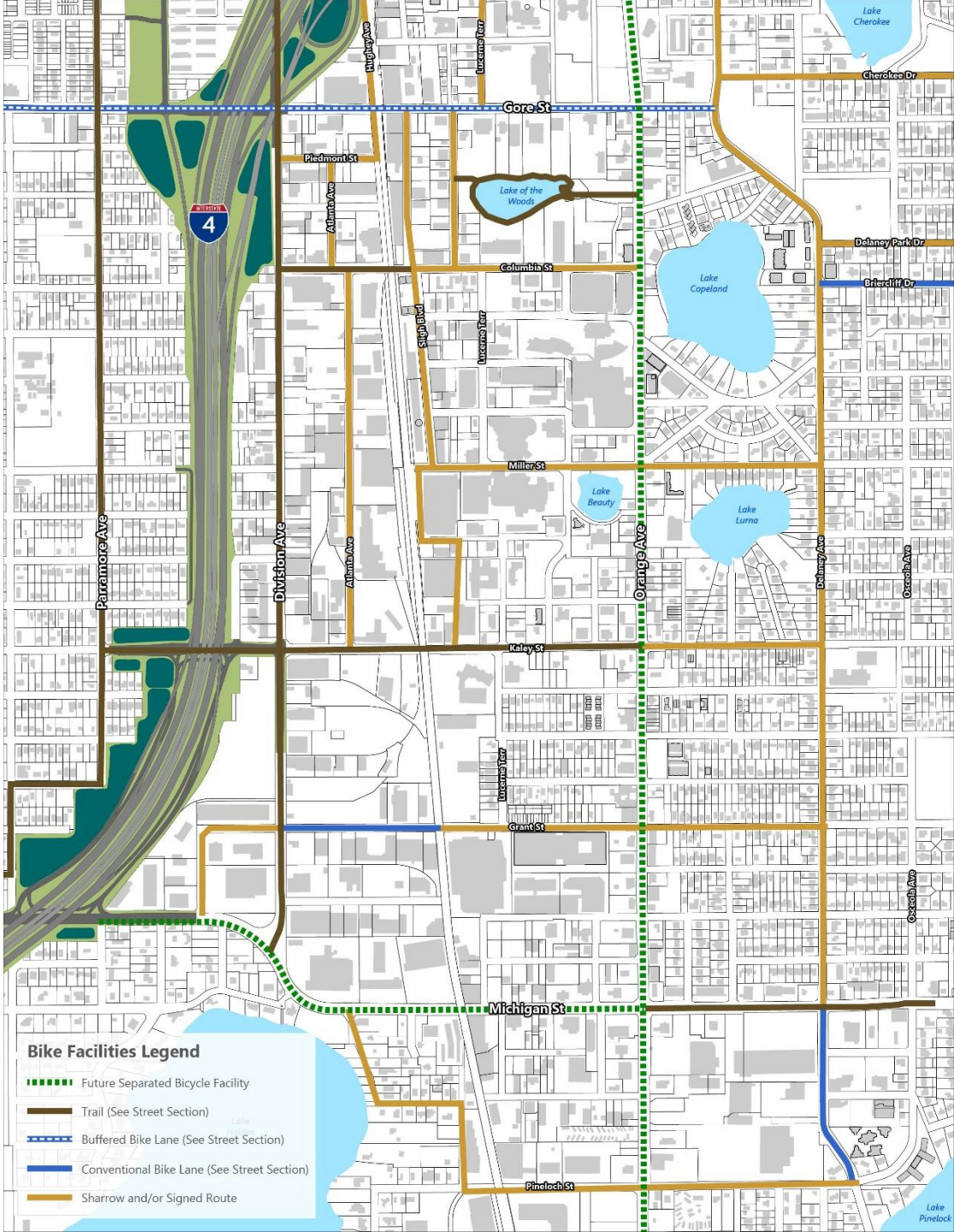
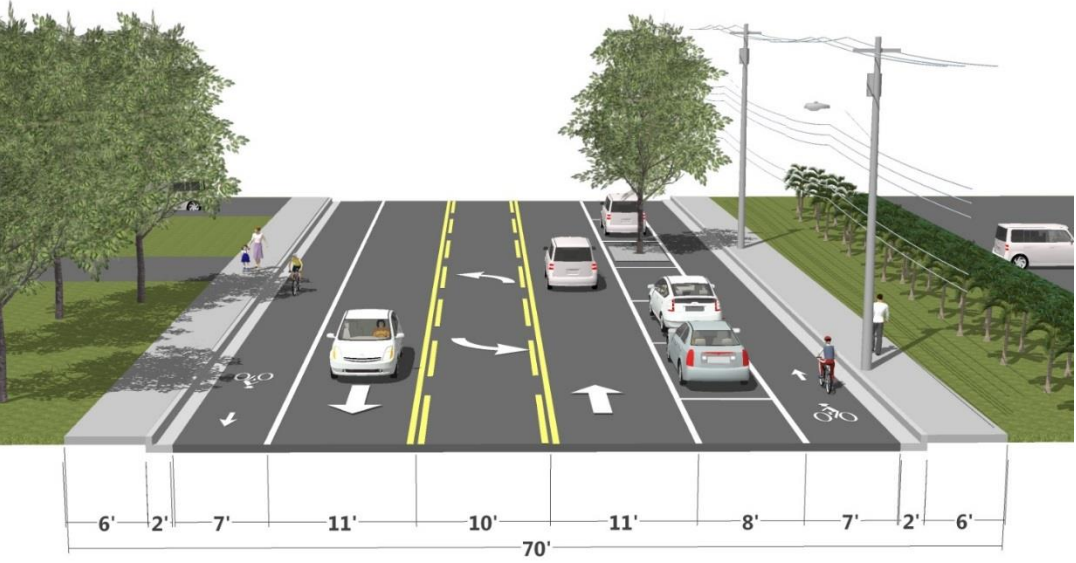
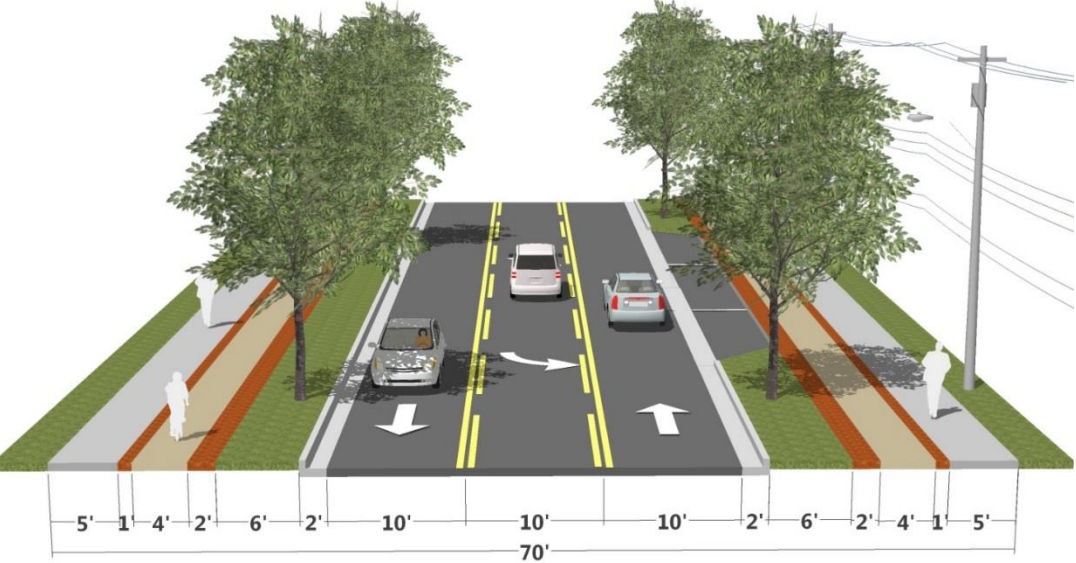


# Documenting the Ideas

Looking to the Future

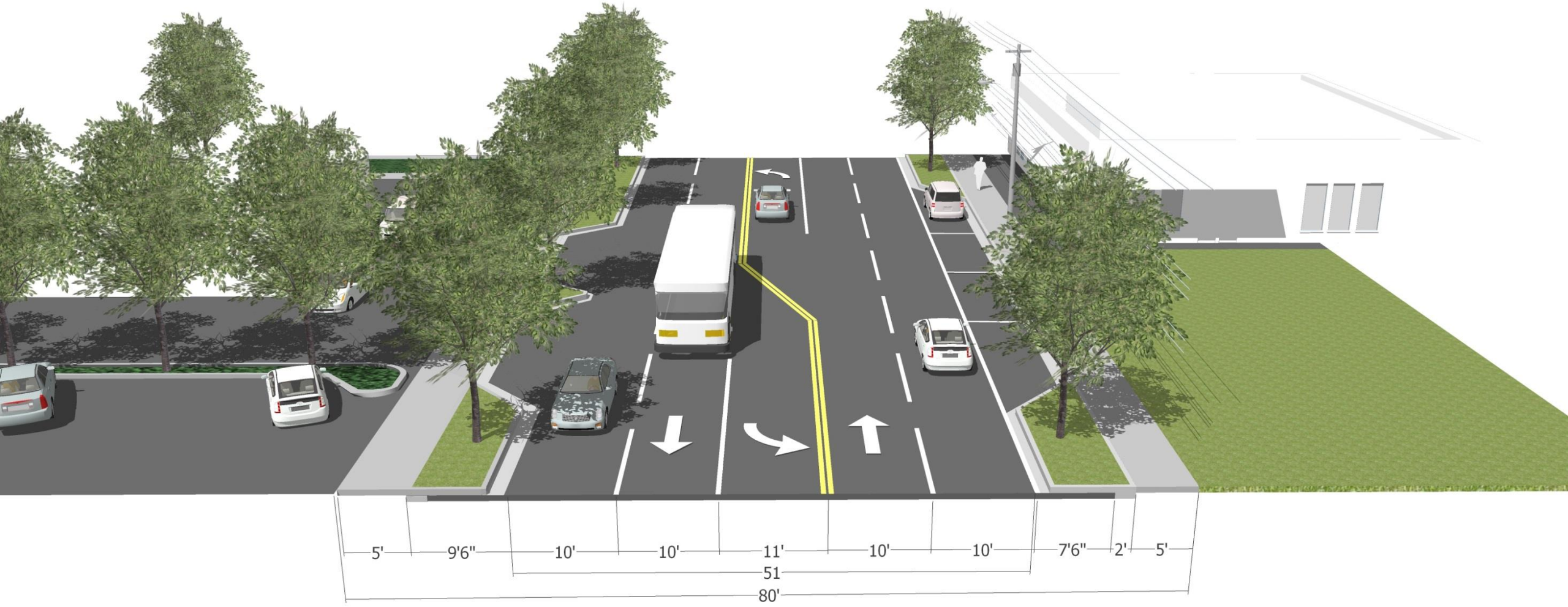


# Documenting the Ideas

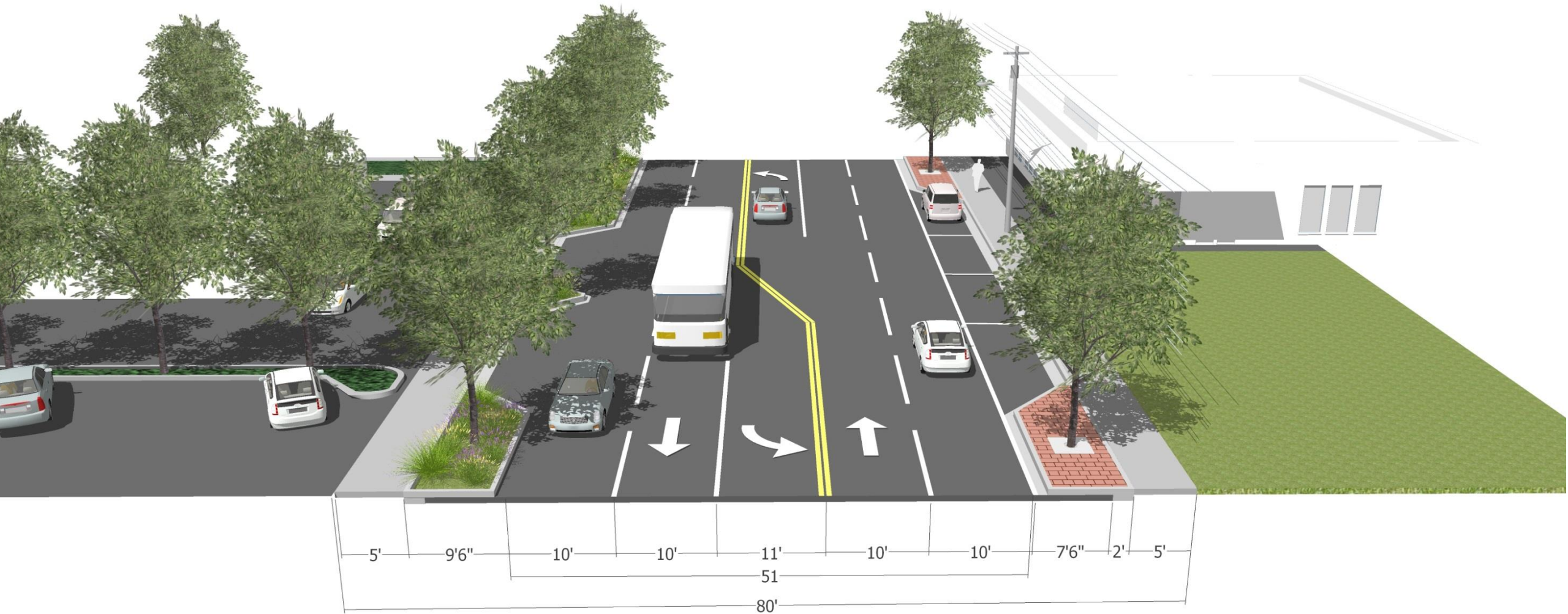




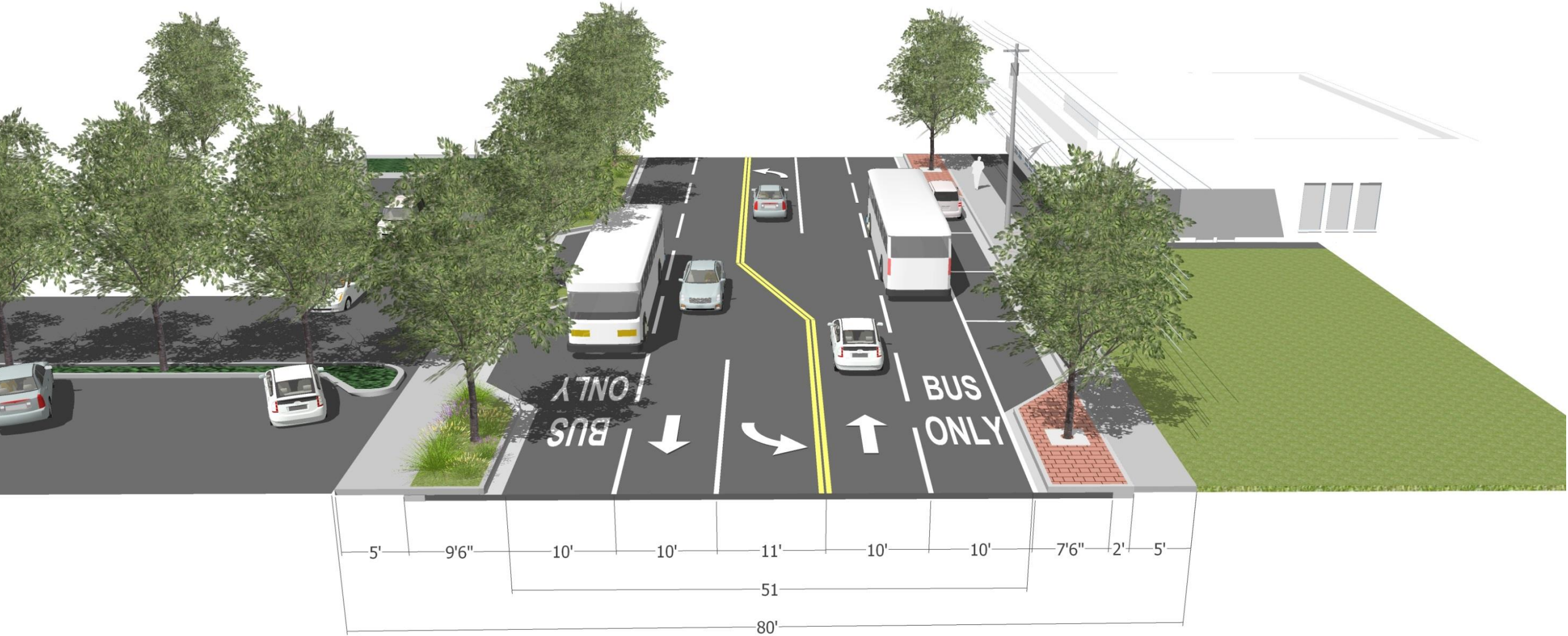
# Orange Ave 1: Narrow Lanes, Articulate Pkg, Trees



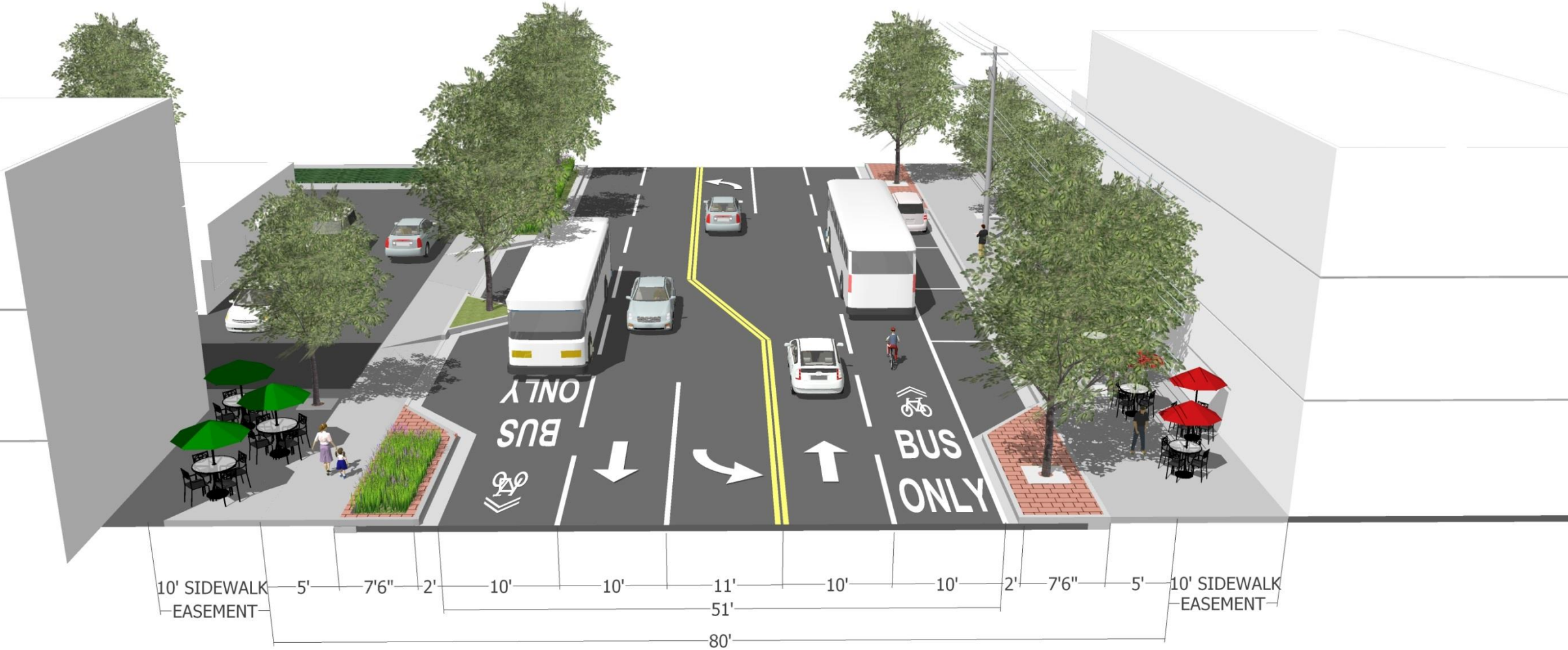
# Orange Avenue 1a – Pedestrian Hardscape Bulb-outs



# Orange Avenue 1a and 1b in combination + bus lanes



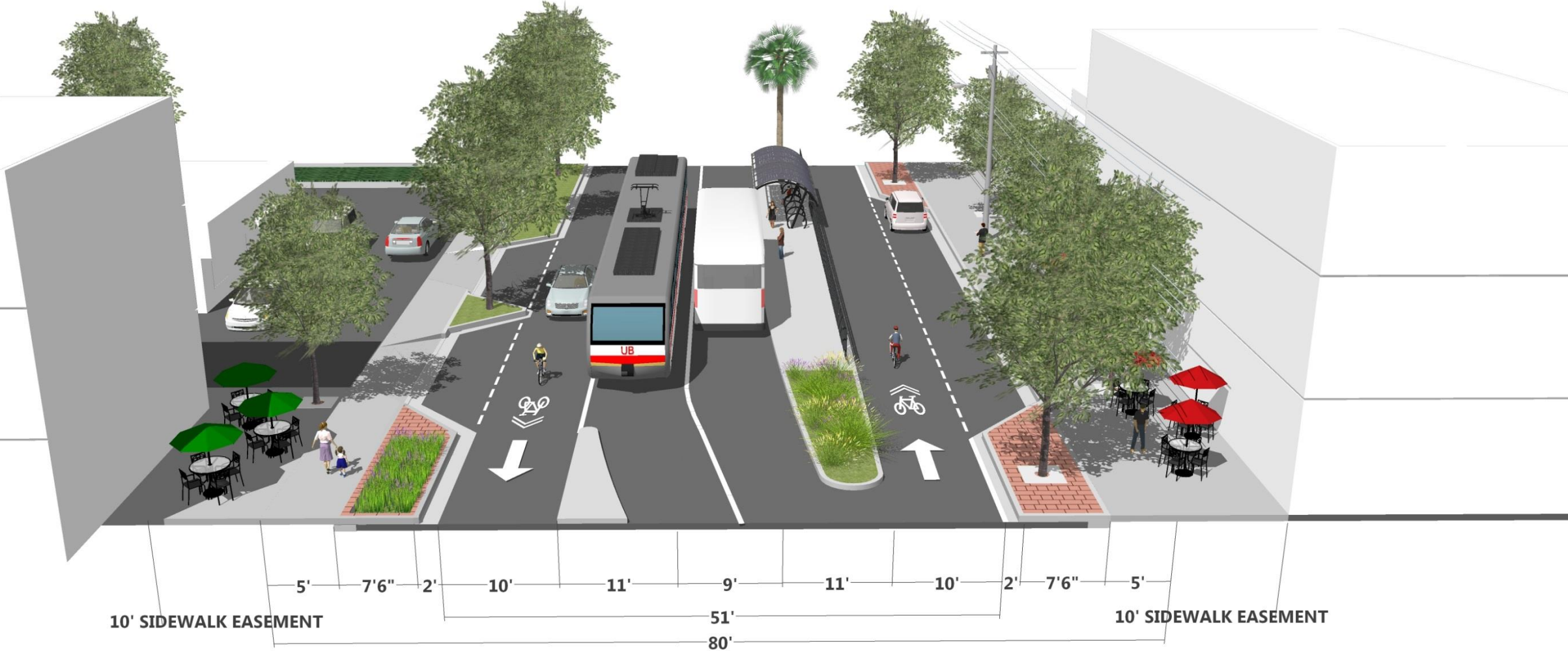
# Orange Avenue 2 – Infill Devel, Wide Walks, BRT Lanes



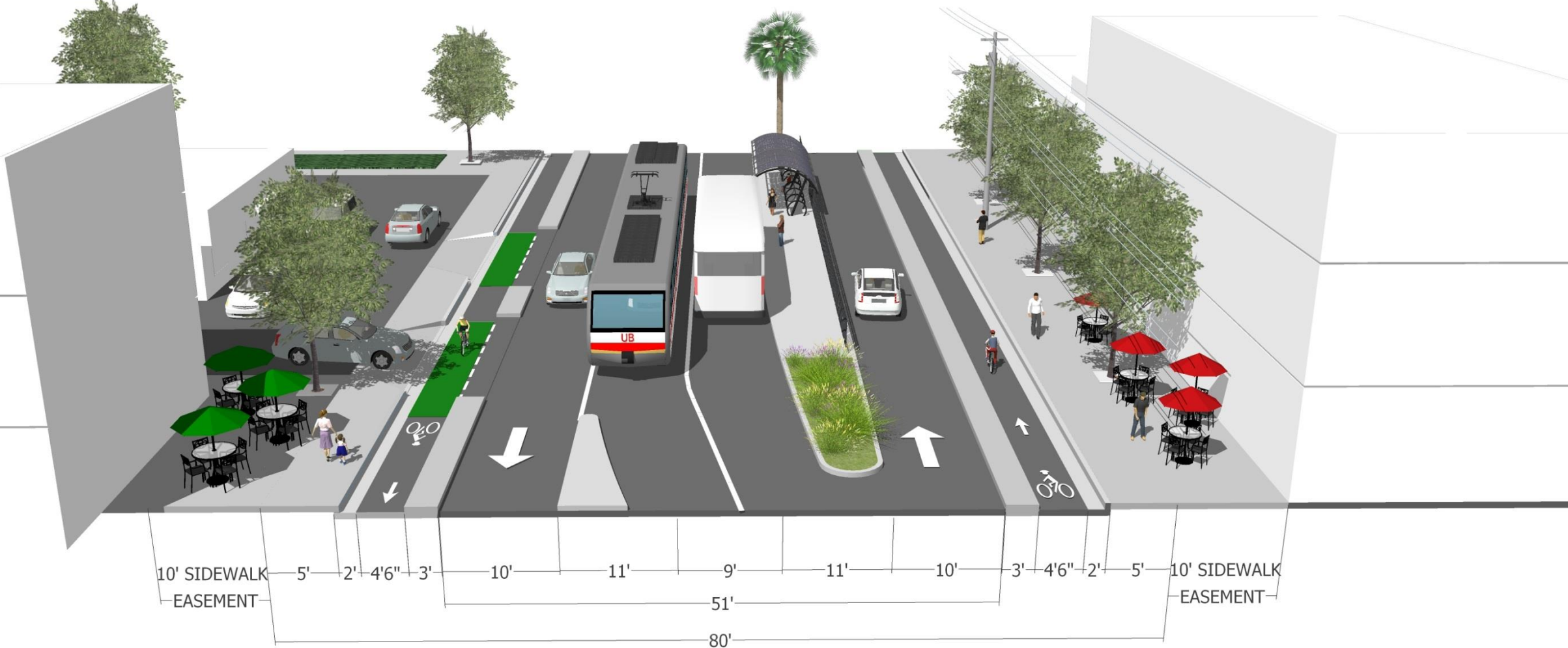




# Orange Avenue 4 – Dedicated Transit Alignment

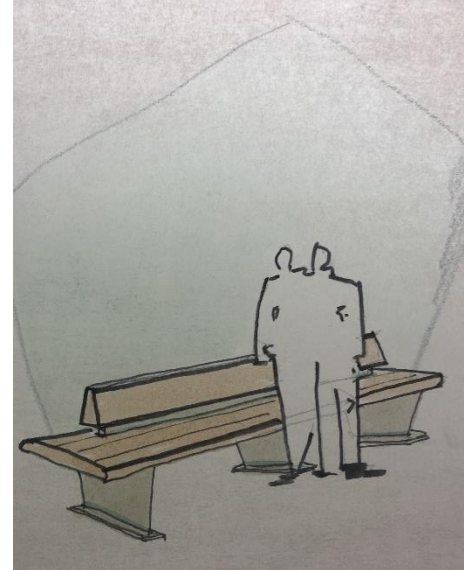


# Orange Avenue 4a: Dedicated Transit with Bike Lanes

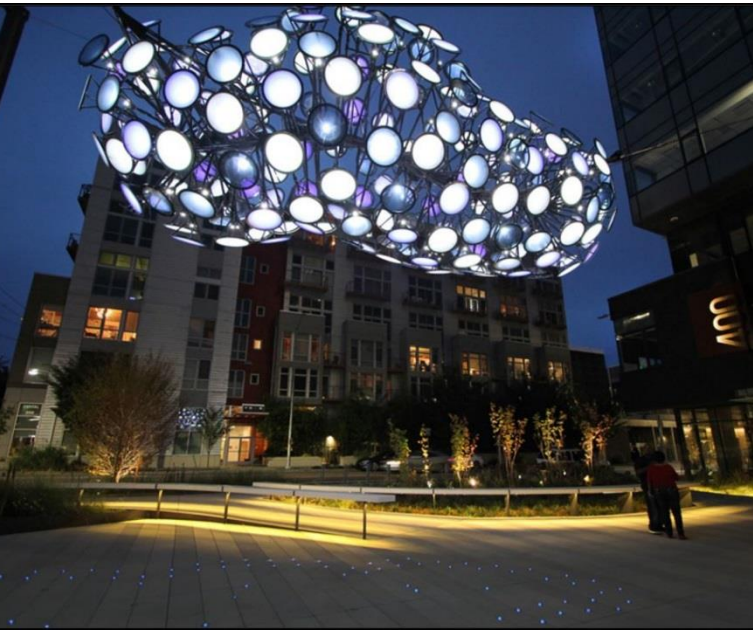




*Contemporary*



***Refined Industrial***



*Whimsical*

# Example: Looking Closer at Orange Avenue

Existing Condition, FDOT Project, Additional DSNID Investment and the long term future



## The FDOT "3R" Program

- Generally focused on 'inside the curbs' roadway surface / asphalt.
- Includes roadway lane markings, signage and other MUTCD items.
- Includes ADA Ramps and Minimal Approach Sidewalks.
- Signalization and Intersection Lighting improvements.
- Generally doesn't touch drainage or 'underground' improvements.
- Generally doesn't include landscaping, but will 'sleeve' for future.

### General Schedule:

60% Drawings: Oct 26, 2017  
90% Drawings: March, 2018  
Plans Complete: June, 2018  
Production Date: Aug, 2018  
Letting (Bid): Oct, 2018  
Construction: Jan, 2019  
1 year +/- Construction Period



Planned FDOT work includes narrower lanes, increased sidewalks, 'bulb-outs' around on-street parking, enhanced crosswalks, transit stops.

**Not Included by FDOT:** special trees, lighting, overhead powerline burial, special pavements, art + sustainability

# Key Topics if FDOT receives "partnered" funding

**Special Pavement at Intersections** – FDOT willing to do Stamped / Colored Asphalt.

**Landscaping** – Not in project. FDOT willing to create 'sleeved and prepped areas' for future planting.

**Curb Extensions** – FDOT only doing 'floating bulb-outs'. Willing to consider aesthetic treatment options.

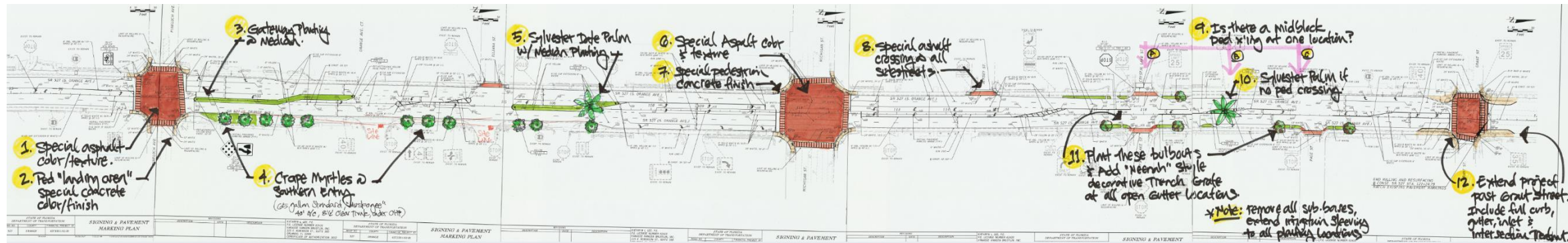
**Sidewalks** - FDOT only working at intersections. (Some areas of existing walks are outside R.O.W.)

**Special Milling** – FDOT willing to look at reductions in centerline 'high point'.

**Lighting** – FDOT only replacing lighting at signalized intersections.

**Project Boundaries** – FDOT willing to consider extending 50'-100' past Grant St ROW line to 'finish' intersection

**Corner Clips** – FDOT is NOT including any corner clips in this project





Orange Ave: 60% FDOT Dwgs

Items for DSNID Consideration / Input: Pavement + Graphic Treatments



Line Art Patterns, highly graphic, not trying to be 'real' materials. Meant to be 'Graphic'.

# Looking at the Special Pavement Markings

Impressed



\$15-\$20/SF

Inlaid



\$14-\$18/SF

Interconnected



\$14-\$18/SF – Std  
\$25-\$35 / SF – Custom\*

Overlay



\$14-\$18/SF

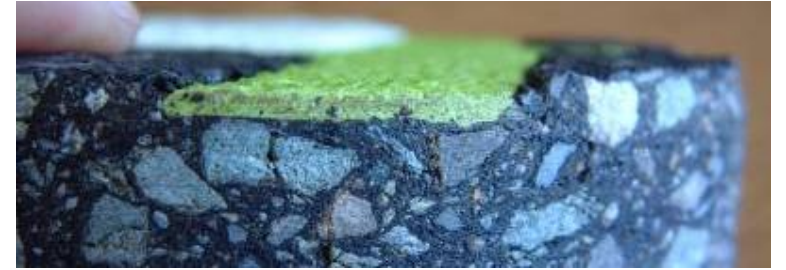
Logos/Signage



\$35/SF

Order of Magnitude Pricing provided by Ennis-Flint product representative as 'rule of thumb' installed prices

**Process: Stencilled Patterns or 2 x 2 Squares, Digitally Printed, Heat Bonded**  
90 minutes per lane to install and make drivable.



# Custom Patterns digitally printed as 2 x 2 squares & heat bonded to asphalt

Special Patterns can be printed and installed as 2'x2' squares (\$35/sf); or existing patterns can be arranged in new ways at \$14-\$20 / SF)

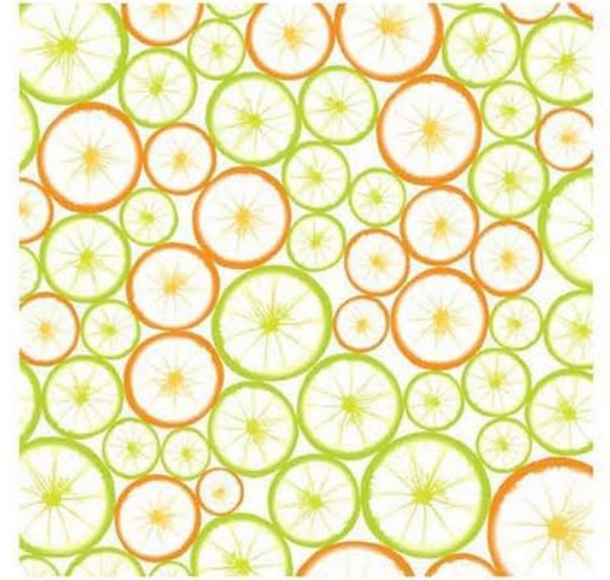


# We thought about some complex ideas and inspiration

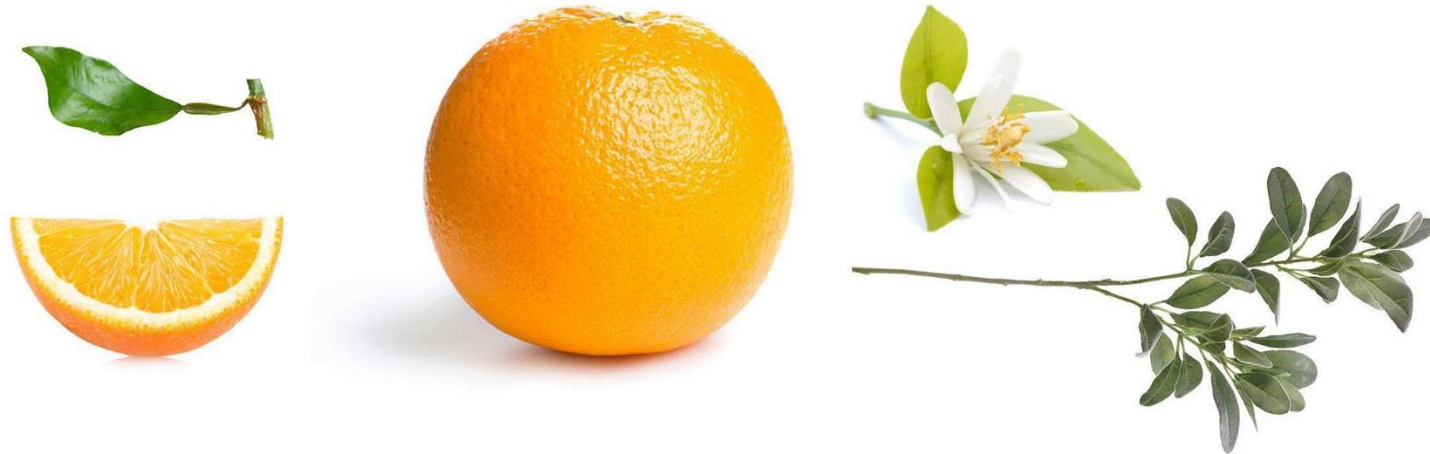
orange ave + sodo (orange logo) = orange motif



=

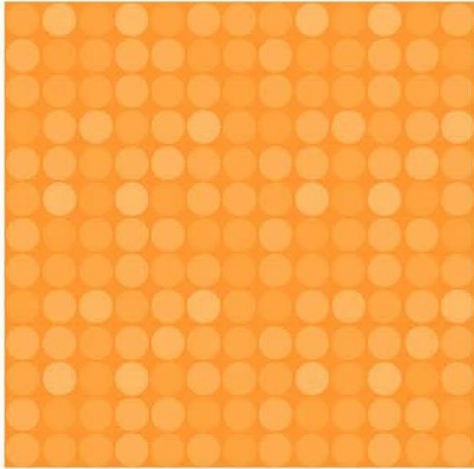


simple idea, complex breakdown



We thought about some complex ideas and inspiration  
inspired pattern exploration (orange deconstruction)

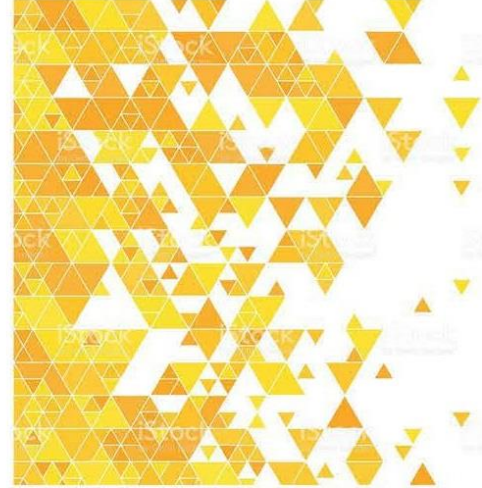
gore (orange body)



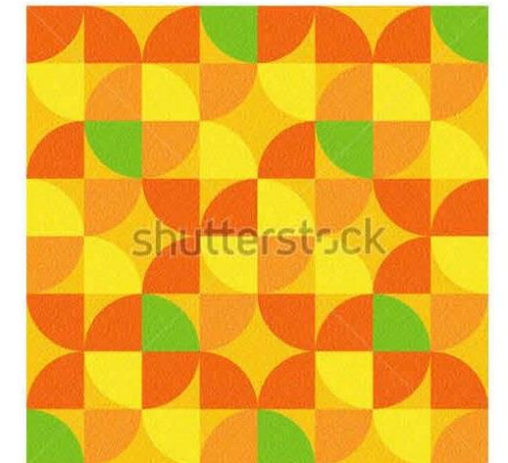
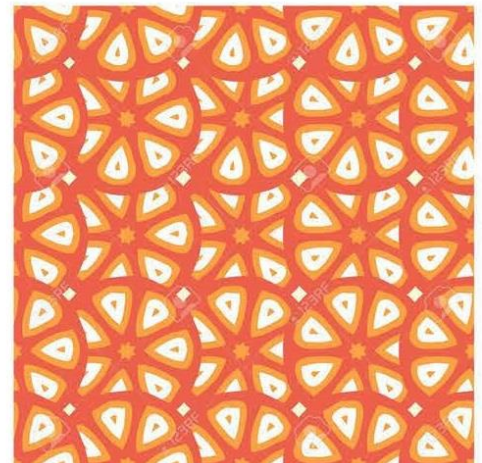
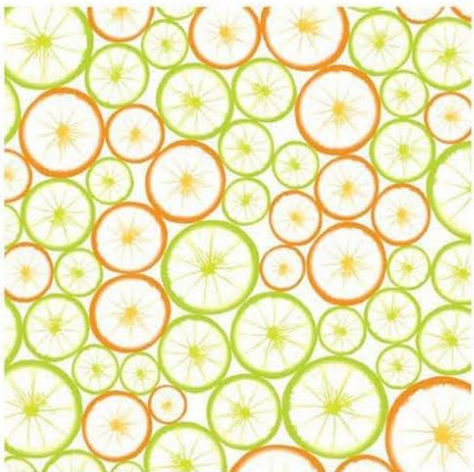
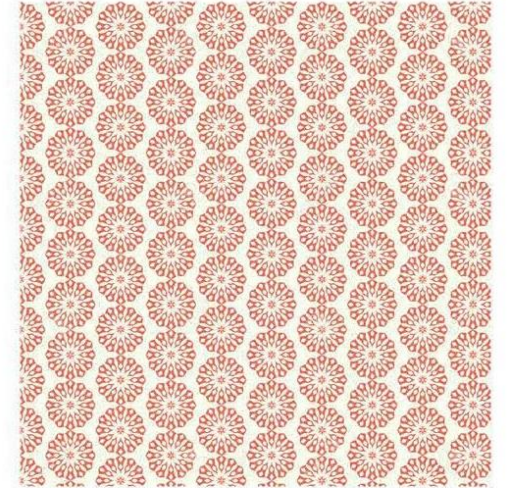
miller (leaf)



kaley (slice)



michigan (blossom)



# Orange Ave: 60% FDOT Dwgs

We also worked on some options that followed available standard patterns



DSNID Intersection  
*Duratherm* Treatments



GREEN ORANGE



BLUE ORANGE GREEN



ORANGE BLUE



YELLOW GREEN

DSNID Intersection  
*Duratherm* Treatments



GREEN



BLUE



ORANGE



YELLOW





# Grant / Orange Intersection



# Grant / Orange Intersection



# Grant / Orange Intersection



# Grant / Orange Intersection

Visualizations



# Michigan / Orange Intersection



© 2017 Microsoft  
United States, FL, Orange C  
South Orange



# Michigan / Orange Intersection





WELLS  
FARGO

Michigan

TRAFFIC LIGHTS

TRAFFIC LIGHTS

TRAFFIC LIGHTS

TRAFFIC LIGHTS

TRAFFIC LIGHTS

FOR LEASE  
407-930-1801



Food Mart

FARGO



SOD  
DISTRICT  
MICHIGAN FREE





WELLS FARGO

Michigan

Arby's

McDonald's



Food Mart

FOR LEASE  
407-930-1800

SOD DISTRICT MICHIGAN FREE

SOD DISTRICT MICHIGAN FREE



WELLS  
FARGO

Michigan

Arby's

McDonald's

Shell

Shell

Food Mart

FOR LEASE  
407-930-1800

SOLO  
DISTRICT  
MICHIGAN FREE

# Next Key Steps

- **Wrap up the graphics and writing on the final Vision report**
- **Continue working with FDOT's Team, DSNID, Main St and City re Design Options and Costs for the Orange Avenue '3R' Project**
- **Collaborate with OUC, County and City re Upcoming Projects**
  - **Lighting**
  - **Bike Trail**
  - **Gore Street, Michigan**
- **Coordinate with Business Community and New Development**
- **Support Other DSNID Efforts**

## WHAT IS GOING ON?

### STAY INVOLVED!



SODO NID website: [www.cityoforlando.net/sodonicid](http://www.cityoforlando.net/sodonicid)

SODO Main Street website: <http://sododistrict.org/>

Facebook: <https://www.facebook.com/sododistrict/>

Twitter: <https://twitter.com/thesododistrict>

Instagram: <https://www.instagram.com/sododistrict/>

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# Congratulations!





our  
**SoDo**