

Complete Streets Improvements

Princeton Street (S.R. 438) and Orange Blossom Trail (U.S. 441)

February 26, 2020



Good evening. On behalf of the City of Orlando, thank you for attending tonight's public hearing for the Complete Streets Improvements on Princeton Street and Orange Blossom Trail. I am Ryan Cunningham and I will be giving a presentation about this design project. My presentation will last approximately 15 minutes. A transcript is being made of all oral

proceedings and will be part of the public record for this project.

The purpose of this public hearing is to share information about the Complete Streets Improvement project. This public hearing also serves as an official forum to give you the opportunity to express your opinions and concerns about this project. The improvement involves complete streets improvements along both Princeton Street and Orange Blossom Trail as intersection improvements and access management modifications. At the conclusion of the presentation, attendees who completed a speaker's card upon registering at the door will be given an opportunity to speak into a microphone. Project staff will also distribute speaker's

cards to additional attendees who wish to make a verbal statement.

Title VI

The City of Orlando complies with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI may do so by contacting Ana Palenzuela, HR Director, at ana.palenzuela@orlando.gov.



This public hearing was advertised consistent with federal and state requirements. Persons wishing to express their concerns about Title VI may do so by contacting Ms. Ana Palenzuela at the City of Orlando. This contact information is also provided on a sign near the welcome table.

This hearing is being held to give all

interested persons the right to understand the project and comment on their concerns to the City. Public participation at this hearing is encouraged and solicited without regard to race, color, religion, sex, age, national origin, disability or family status.

Agenda

- 5:30-6 p.m. Open House
- 6-6:15 p.m. Presentation
- 6:15-7 p.m. Public Comment Period and Open House



We began the meeting tonight with an open house and are now transitioning to the presentation. After the presentation, we will have an opportunity for verbal statements to be made and entered into the public record. We will continue the open house until 7pm to give everyone an opportunity to view the exhibits, ask questions, and discuss with the project

team.

Princeton Street (S.R. 438)



Traffic Volumes and Capacity

Existing Traffic: 19,000 AADT

6-Lane Capacity: 62,900 AADT

4-Lane Capacity: 34,000 AADT



Princeton Street is currently a 6-lane roadway – having 3 lanes in each direction – separated by a two-way left-turn lane or in some places a turn lane with a narrow median. The proposed improvements on Princeton Street (S.R. 438) include a four-lane divided roadway with on-street parking, 6-foot wide sidewalks, and a separated, 10-foot wide bicycle facility

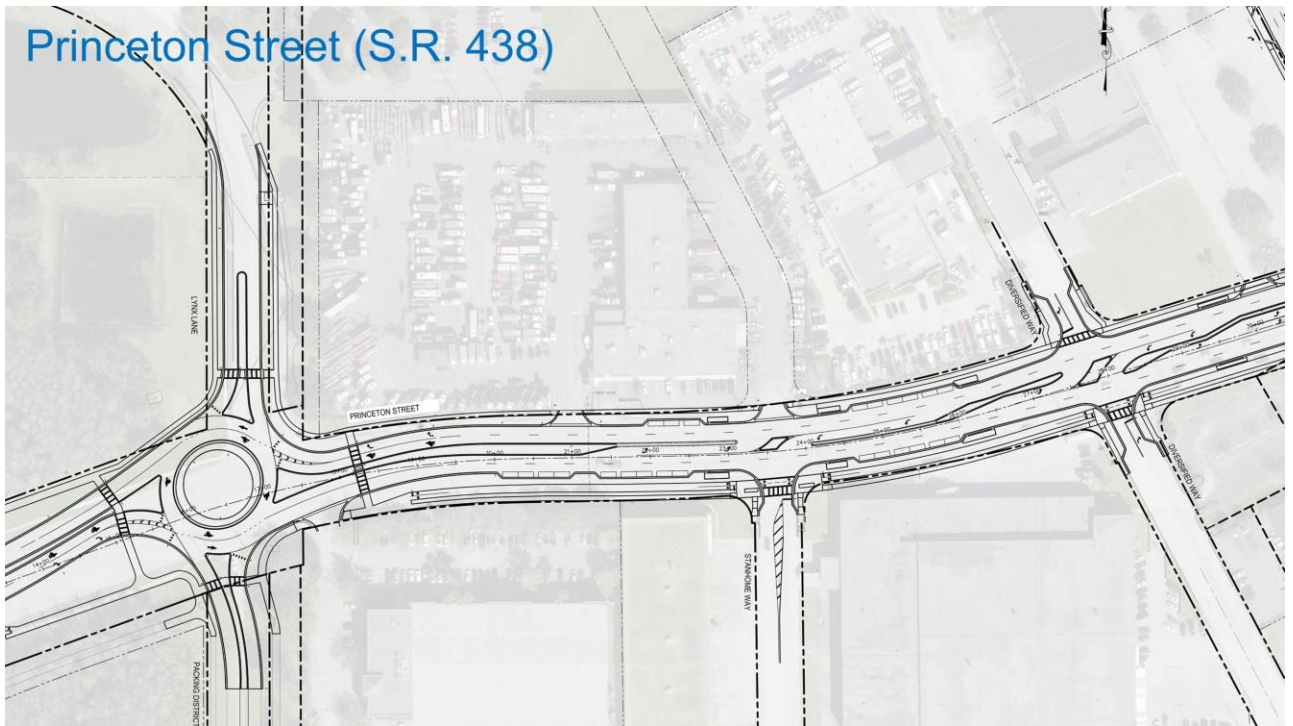
along the south side. The lane repurposing will dedicate more of the public right-of-way to pedestrian and bicycle facilities, on-street parking, and a wider median.

The conceptual rendering shown is representative of the Princeton Street, between Lynx Lane and Orange Blossom Trail, looking eastward.

Princeton Street (S.R. 438)

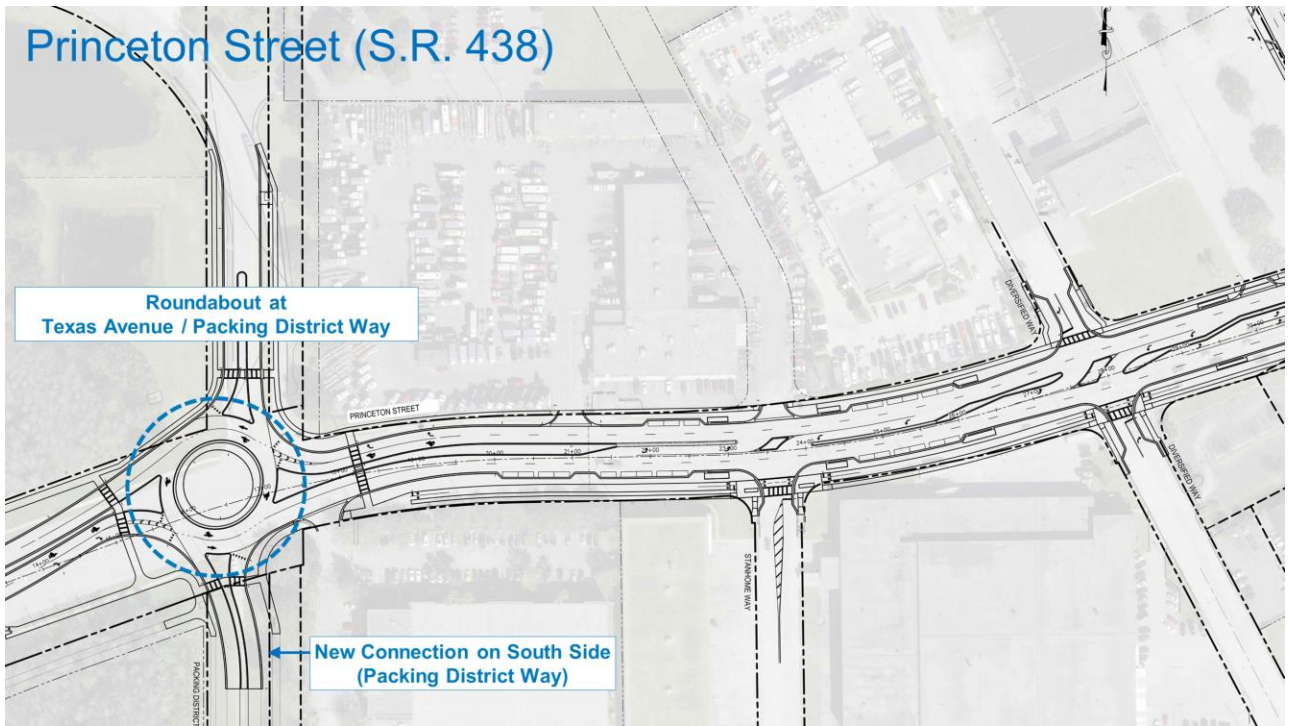


We will now walk through the plan view of the project along Princeton Street, from the west side to the east side. Roll plots of these plans are also laid out on the tables in the back if you want to take a closer look. The project starts approximately 1,000 feet east of John Young Parkway, transitioning to two lanes in each direction prior to the proposed roundabout at Lynx Lane.



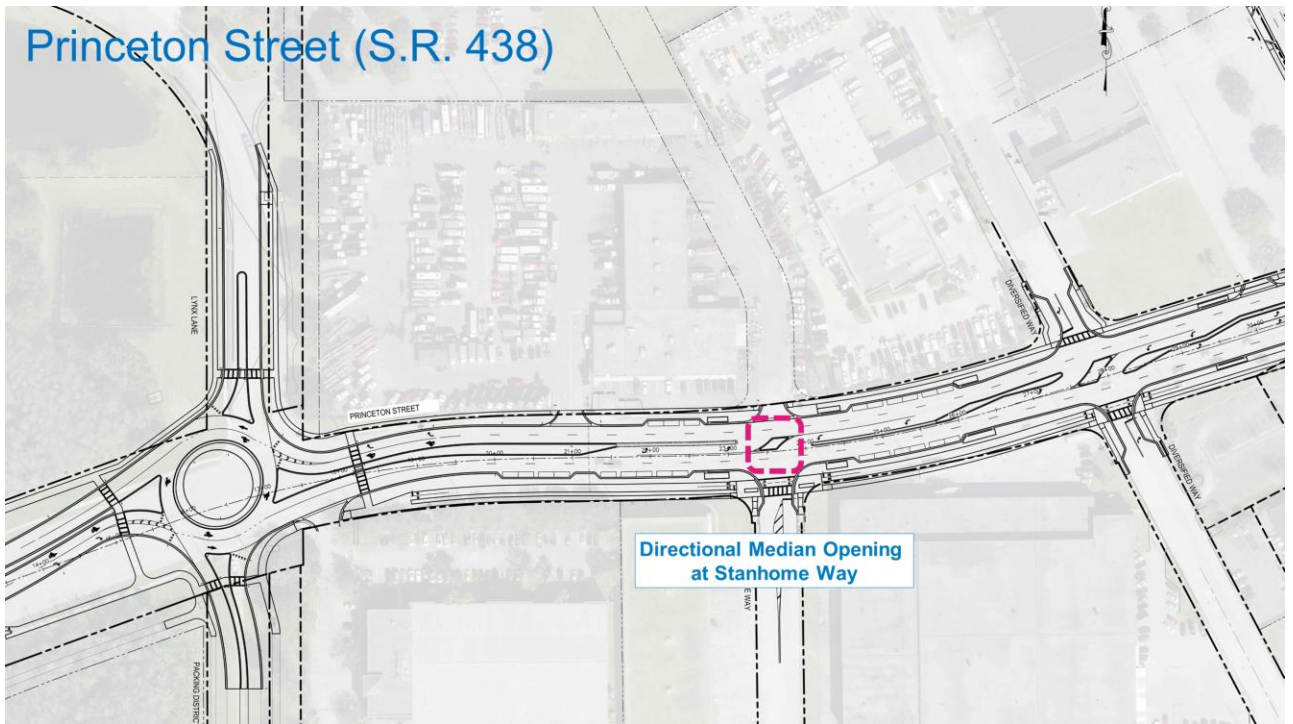
The 4-lane divided section continues eastward past the roundabout toward Orange Blossom Trail, as shown in the previous slide. On-street parking is accommodated on both sides of the street between intersections and driveways. If you look a little closer at the roll plots in the back, you can see the two-way separated bicycle lanes running along the south side of

Princeton Street.



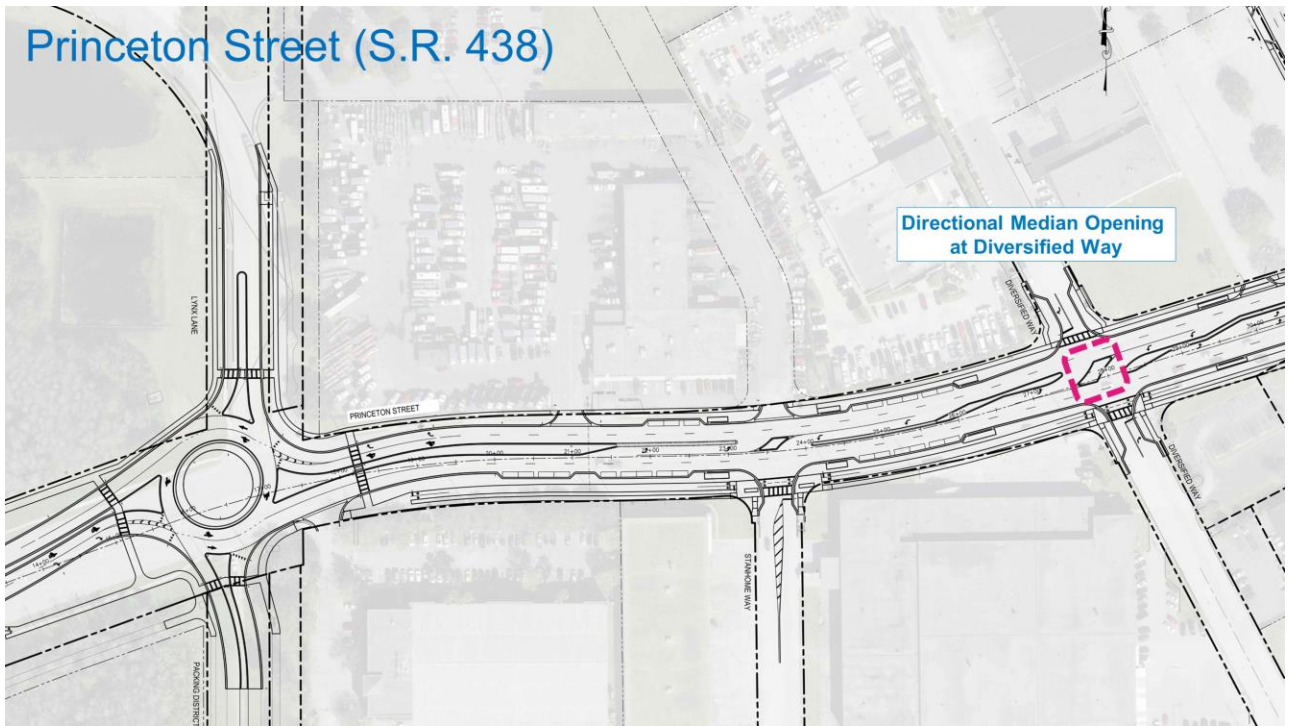
The new roundabout will be a partial 2-lane roundabout providing plenty of capacity for projected traffic volumes, and a new connection to Packing District Way will be provided on the south side of the intersection. During the planning stages of this project, the roundabout was considered against a potential traffic signal. The roundabout is projected to provide better traffic

operations than a signal and will improve safety performance with a 75% reduction in fatal and severe injury crashes compared to a signal. The roundabout will provide new opportunities for pedestrians to safely cross Princeton Street on raised crosswalks.



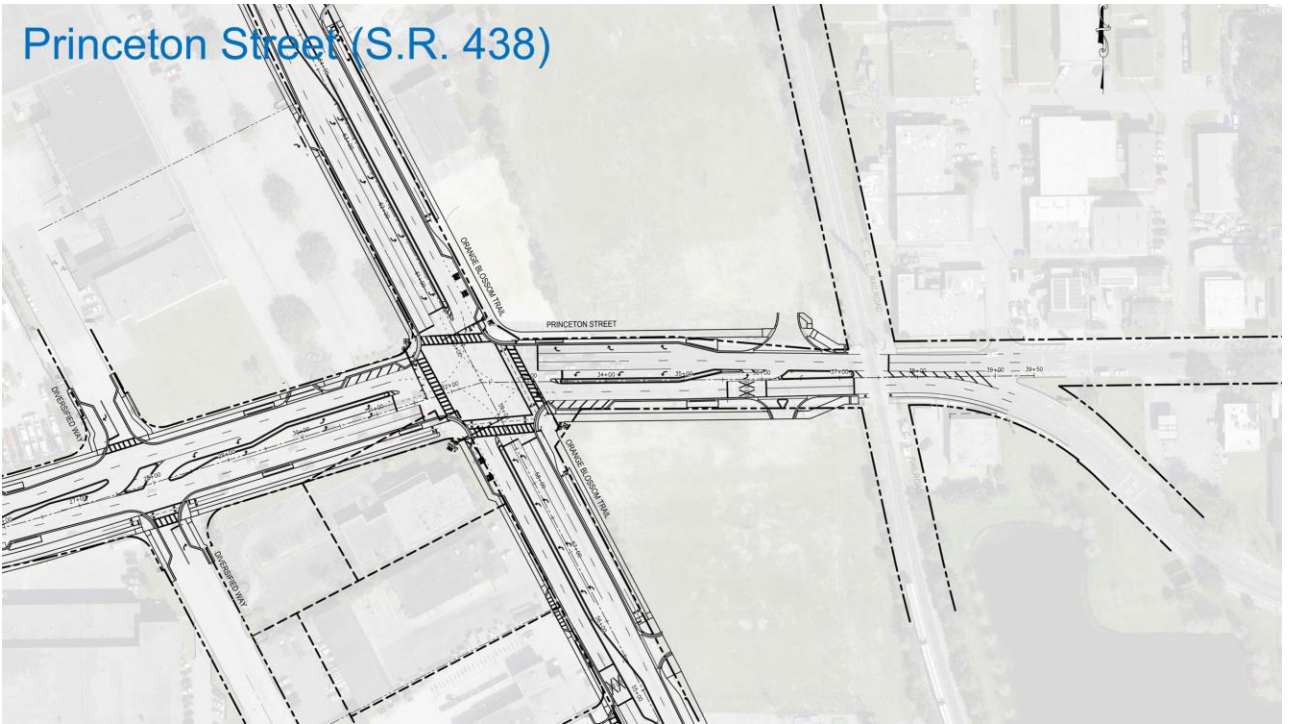
Existing driveways will remain, and a directional median opening will be provided at Stanhome Way – which means vehicles can turn left or right into the property from Princeton Street, but can only turn right from the property onto Princeton Street. These access management improvements will improve safety and traffic flow on Princeton Street by reducing vehicular

conflicts along the corridor.

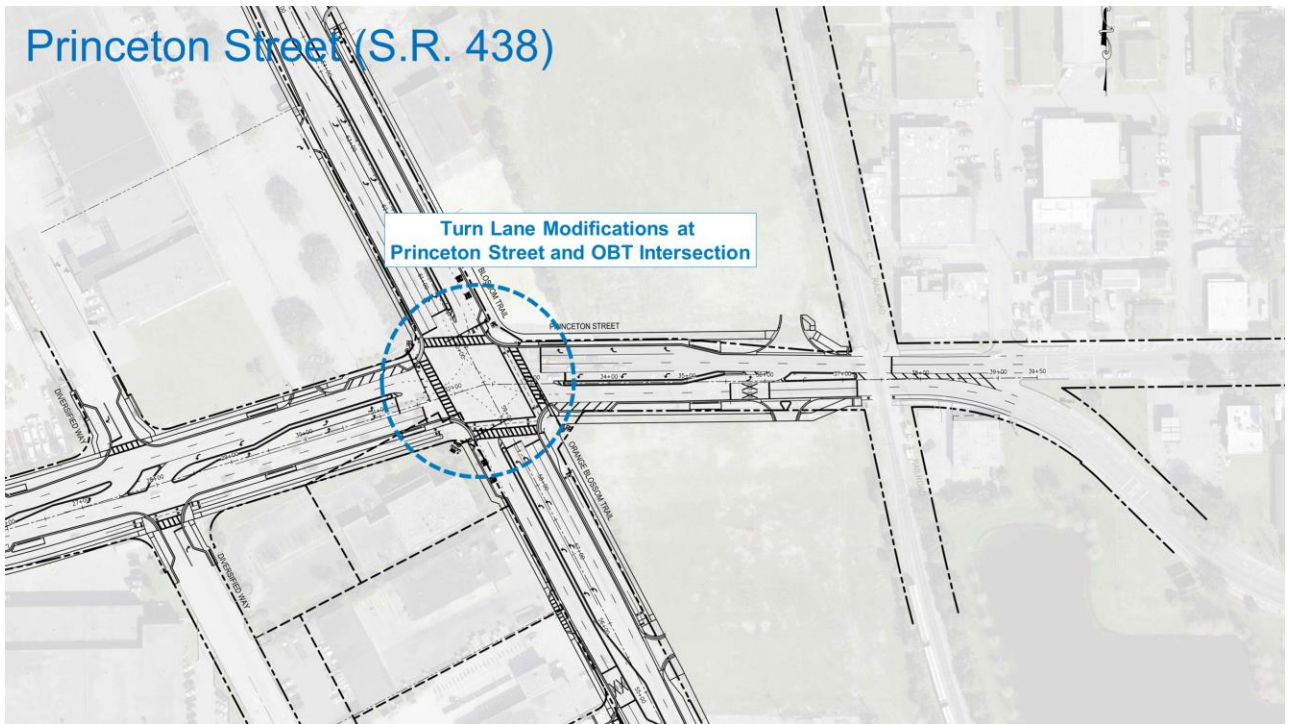


A directional median opening will also be provided at Diversified Way – providing access to and from the north and south sides of the street.

Princeton Street (S.R. 438)



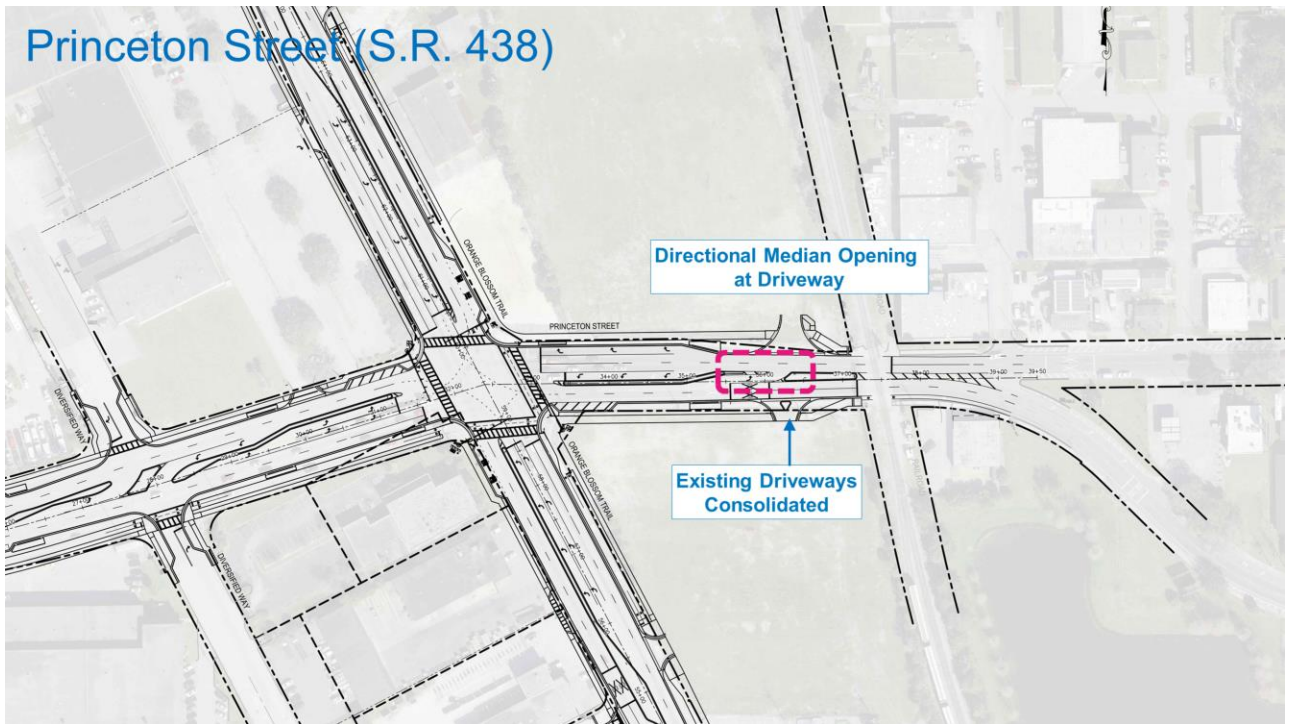
The project will continue through the Orange Blossom Trail intersection and tie back into existing near the railroad crossing.



As illustrated, a right-in/right-out driveway will be accommodated on the north side east of Diversified Way.

Turn lane modifications are planned for the Orange Blossom Trail intersection to serve future demand. The intersection will include dual left-turn lanes on the EB, NB, SB approaches. Single left-turn and right-

turn lanes will be provided on the westbound approach.

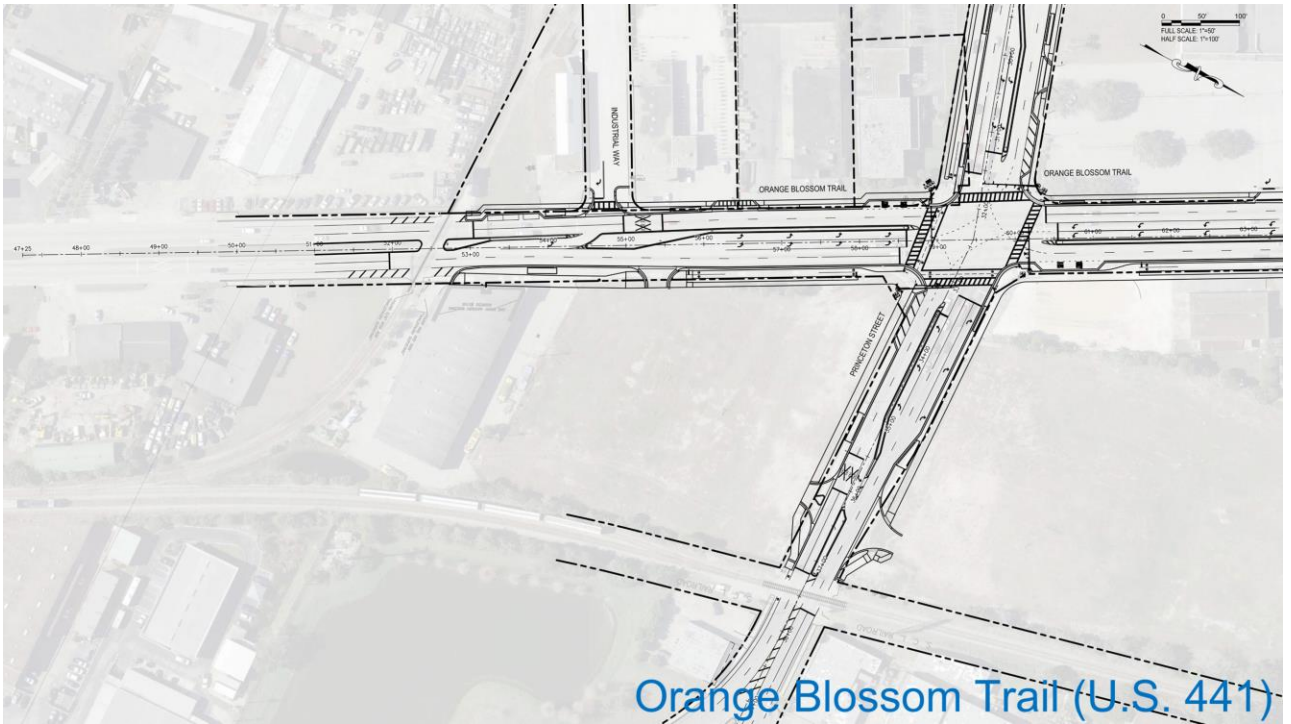


Finally, existing driveways on the south side between Orange Blossom Trail and the railroad crossing will be consolidated into a single right-in/right-out driveway. On the north side, directional access will be provided to a single driveway.

Orange Blossom Trail (U.S. 441)

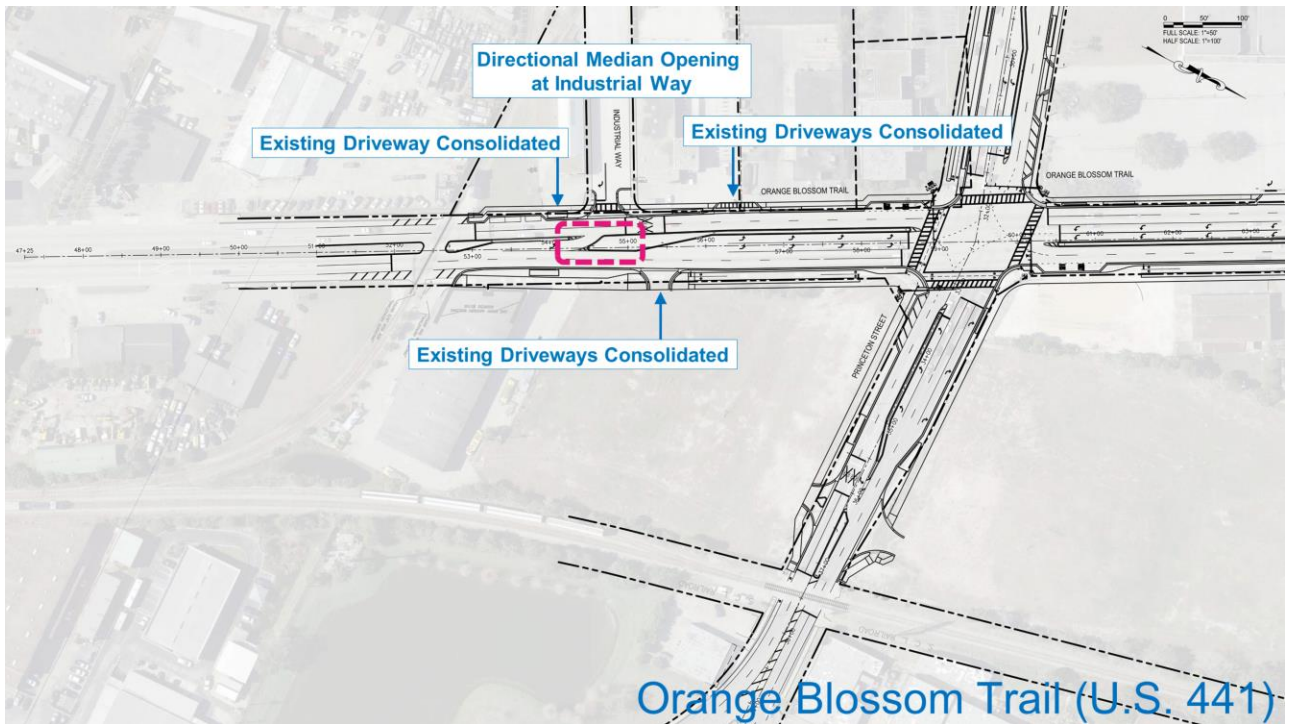


The proposed improvements on Orange Blossom Trail (U.S. 441) include a four-lane divided roadway with on-street parking, 6-foot wide sidewalks, and a separated, 10-foot wide bicycle facility along the east side. The conceptual rendering shown is representative of Orange Blossom Trail, looking northward.

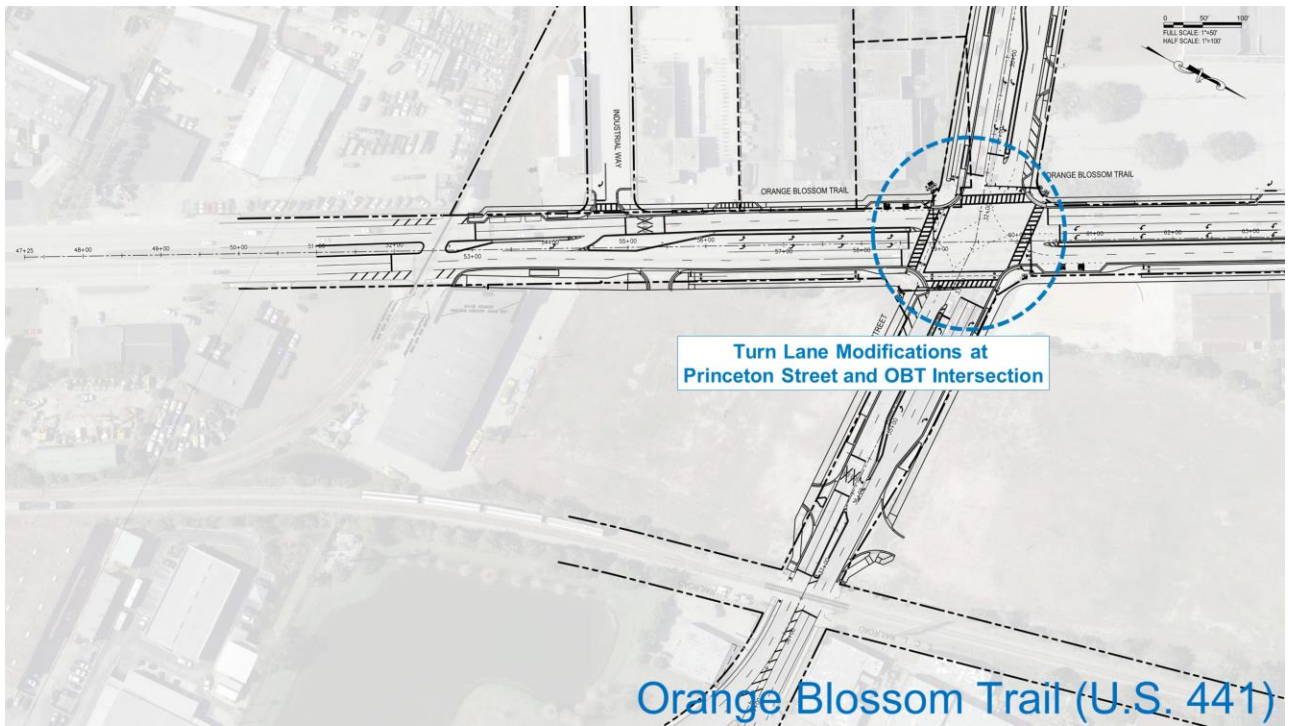


We will now walk through the plan view of the project along Orange Blossom Trail, from the south side to the north side. The north direction is to the right on this view. Roll plots of these plans are also laid out on the tables in the back if you want to take a closer look. The project begins just south of the railroad crossing (shown on the left side of the screen here).

Two-way separated bicycle lanes are provided on the east side.



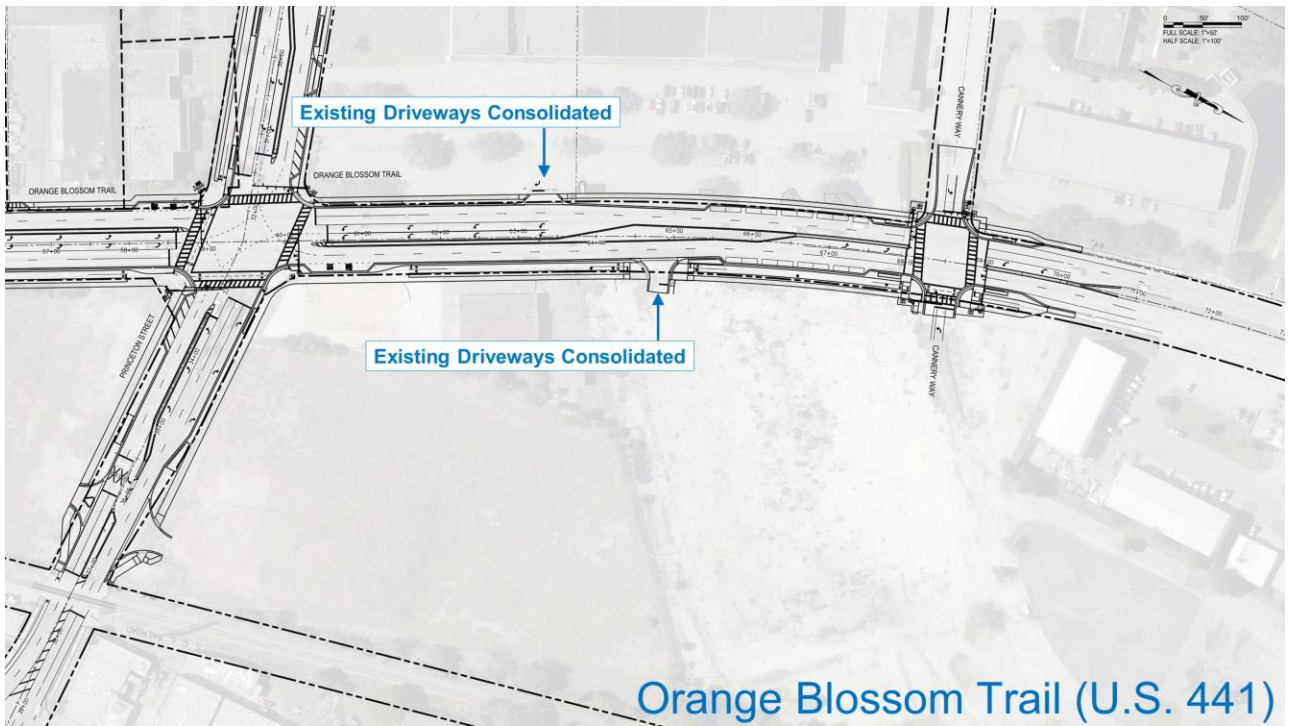
On both sides of the street, multiple existing driveways will be consolidated to concentrate access and reduce conflict points. Directional access will be provided to Industrial Way just north of the railroad tracks. Right-in/right-out driveways will be provided at the other driveways.



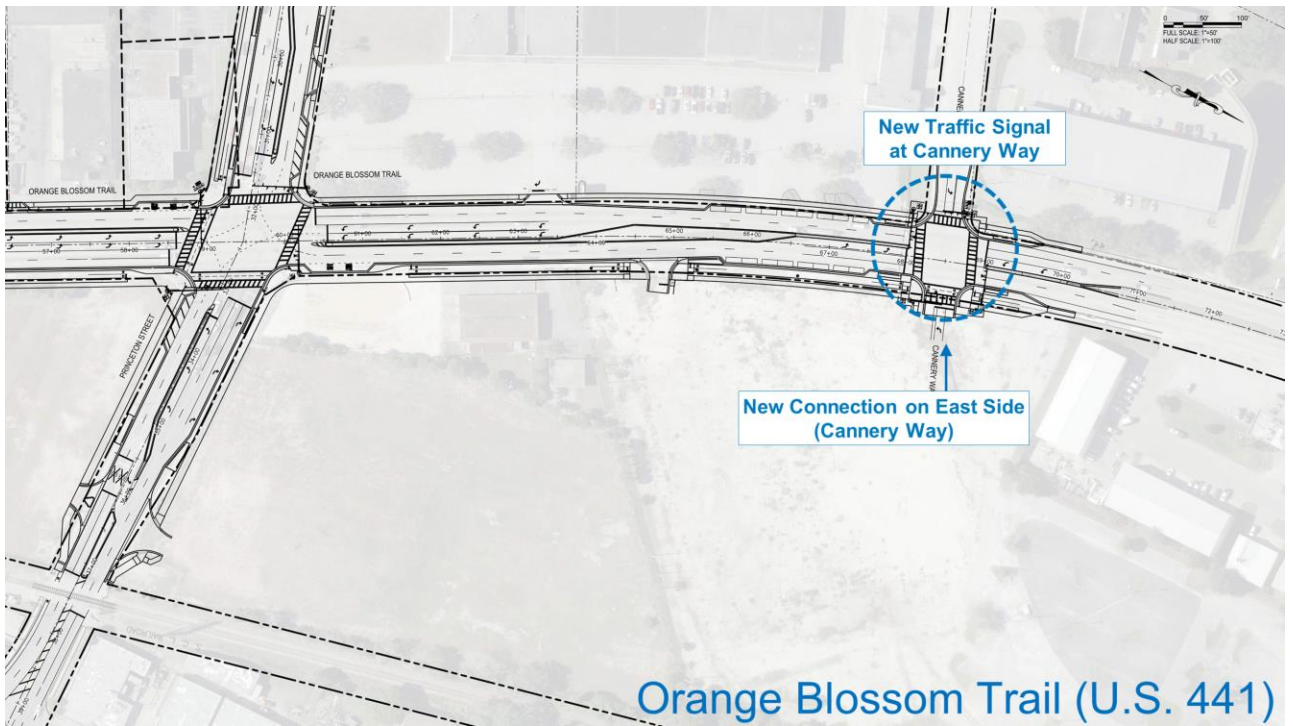
I spoke a few moments ago about the turn lane modifications planned for the Princeton Street and Orange Blossom Trail intersection. Those are reflected here as well.



The improvements continue north of the Princeton Street intersection through the intersection at Cannery Way, or also known as Traylor Boulevard. On-street parking is provided in some locations, and the two-way separated bicycle lanes continue along the east side of the street.



On both sides of the street, multiple existing driveways will be consolidated to concentrate access and reduce conflict points. Right-in/right-out driveways will be provided.



A new traffic signal will be installed at the Cannery Way (or Traylor Boulevard) intersection, and access will be provided to new development on the east side of the new signalized intersection. The traffic signal will provide new opportunities for pedestrians to safely cross Orange Blossom Trail.

Schedule

- Spring 2020 – Complete Design
- Summer 2020 – Permit Approvals
- Summer 2020 –Construction Bids
- Fall 2020 – Begin Construction
- End of 2021 – Complete Construction



Orange Blossom Trail (U.S. 441)

Princeton Street (S.R. 438)



In terms of project schedule, the design is under way and expected to be completed this spring. Permit approvals and the construction bid process are expected to be completed sometime in the summer, with construction beginning later this year. Construction is expected to take 15-18 months with a completion date sometime at the end of 2021.

THANK YOU



This concludes my presentation. I would like to take a short 5-minute break before transitioning to the verbal statements portion of this public hearing.

If you want to make a statement regarding the design or effects of the improvement, you will have an opportunity to do so. If you are holding

speaker's cards, please give them to meeting staff. If you have not received a speaker's card and wish to speak, please raise your hand so you can receive a card to fill out.

Public Hearing

You are also welcome to provide written comments by:

- Giving to the court report at anytime during this meeting
- Emailing to gustavo.castro@Orlando.gov by March 7
- Mailing (postmarked by March 7) to:

Gustavo Castro
400 South Orange Avenue
Orlando, FL 32802



If you would rather provide a written statement than speak at the microphone you may give that statement to the court reporter. All written material received at this public hearing and or the City of Orlando office located at 400 South Orange Avenue, Orlando, FL 32802, postmarked no later than March 7 will become a part of the public record for

this hearing. All written comments should be addressed to Gustavo Castro. Comments may be emailed to gustavo.castro@Orlando.gov or mailed to the address shown on this slide.

We will begin the verbal statements in 5 minutes.

.....

We will now call upon those who have turned in speaker's cards. When you come forward, please state your name and address. If you represent an organization, municipality or other public body, please provide that information as well. We ask that you limit your input to 3 minutes. Please come to the microphone so the

court reporter will be able to get a complete record of your comments.

.....

Does anyone else desire to speak? If you have completed a speaker's card, please repeat your name and address. If not, state your name and address and complete a speaker's card after you've given your statement for the public record.

The verbatim transcript of the hearing's oral proceedings, together with all written material received as part of the hearing record and all studies, displays and informational material provided at the hearing will be made a part of the project decision-making process and will be

available at the City of Orlando office for public review upon request.

Thank you for attending this public hearing and for providing your input into this project. It is now (state the time). I hereby officially close the public hearing for the Complete Streets Improvements Project on Princeton Street and Orange Blossom Trail.

The open house will remain open until 7pm. Thank you again and have a good evening.