

# **“Reinventing Edgewater Drive” Before & After Re-Striping Results**



**City of Orlando  
Transportation Planning Bureau**

*November 4, 2002 Community Workshop Presentation*

# Presentation Overview

- Introduction & History of Project
- Re-Striping - Before & After Evaluation
- Comments Received, Issues & Potential Solutions
- Next Steps



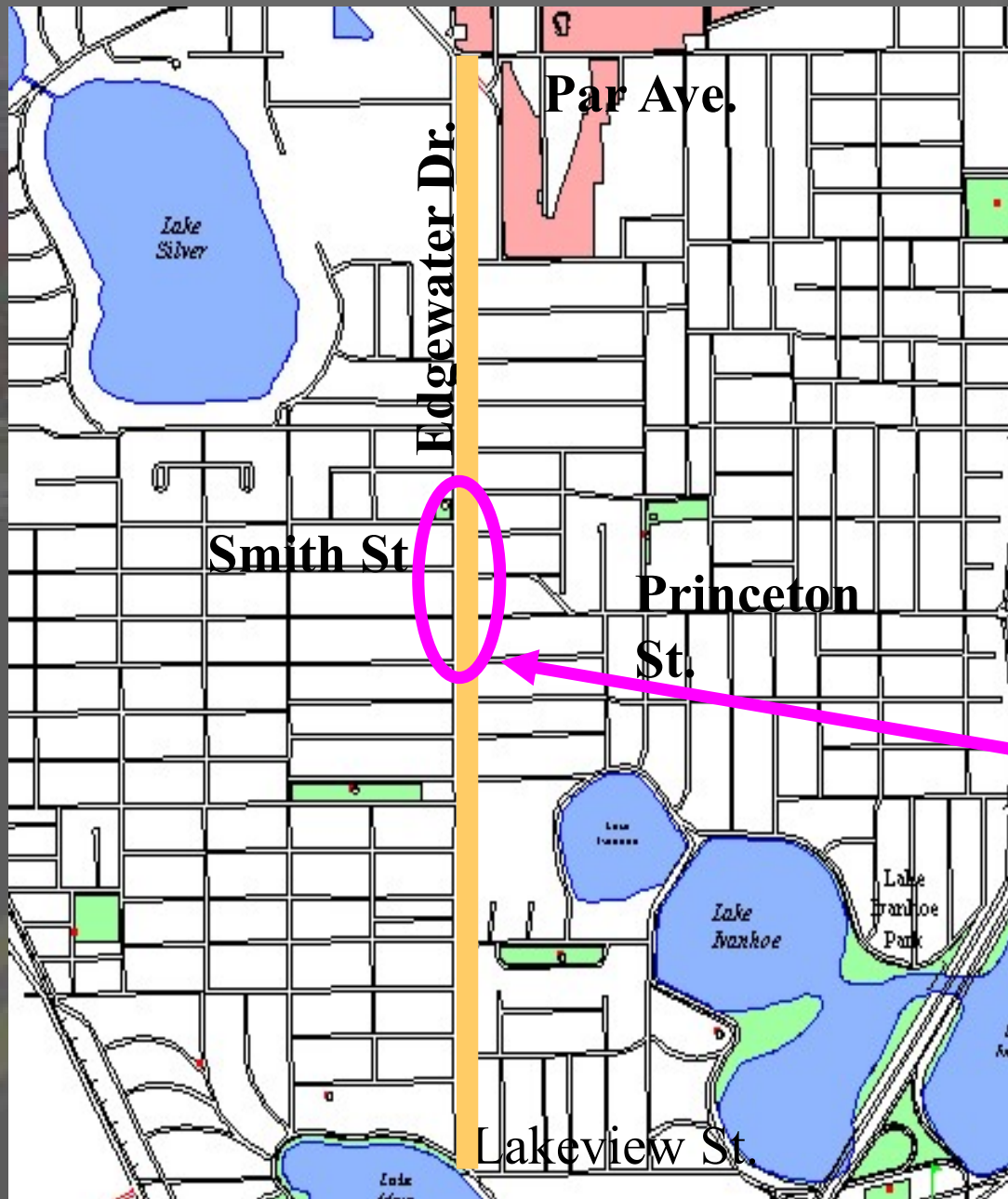
# Introduction & History

- Study Limits & Corridor Function
- Neighborhood Horizon Plan
- Edgewater Drive Vision
- Re-Striping Project History



# Study Limits & Corridor Function

Study  
Corridor



- Corridor serves as College Park's Main Street
- Local and Through traffic
- A portion (Rugby to Harvard) Serves as the Village Center

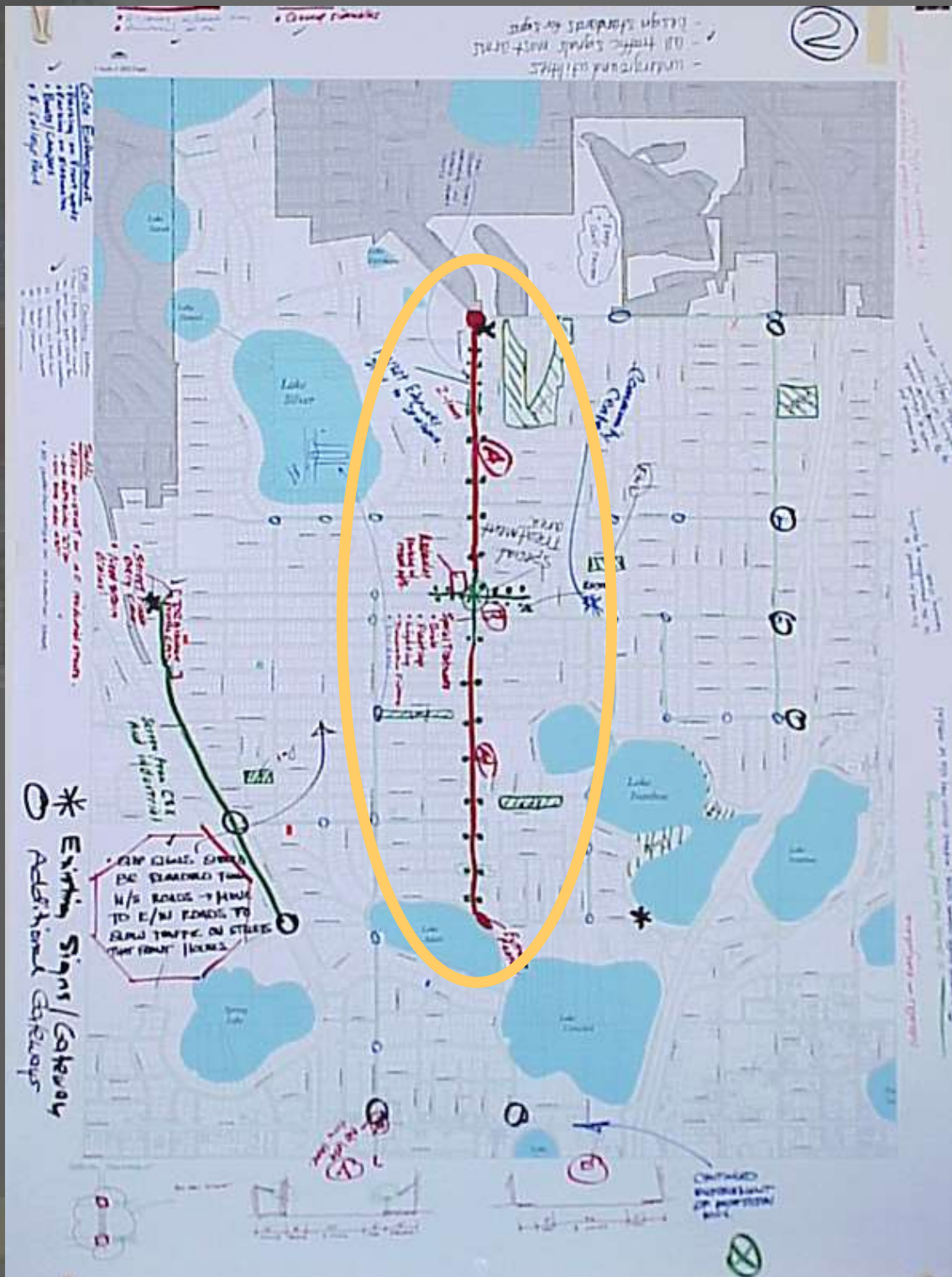




# Neighborhood Horizon Plan

- Group Plans Focused on Edgewater Dr
- Groups Desired
  - Village Center/Vision
  - Beautification
  - Pedestrian Friendly
  - Bicycle Friendly
  - Less Speeding
  - City Control of Road

Completed Fall 1999



# Neighborhood Horizon Plan



- Approved by CPNA on 12/6/99
- Accepted by City Council on 1/11/00





# Edgewater Drive Vision



# Edgewater Drive Vision

- Potential Long to Mid Term Goals of Widening Sidewalks and a New Streetscape





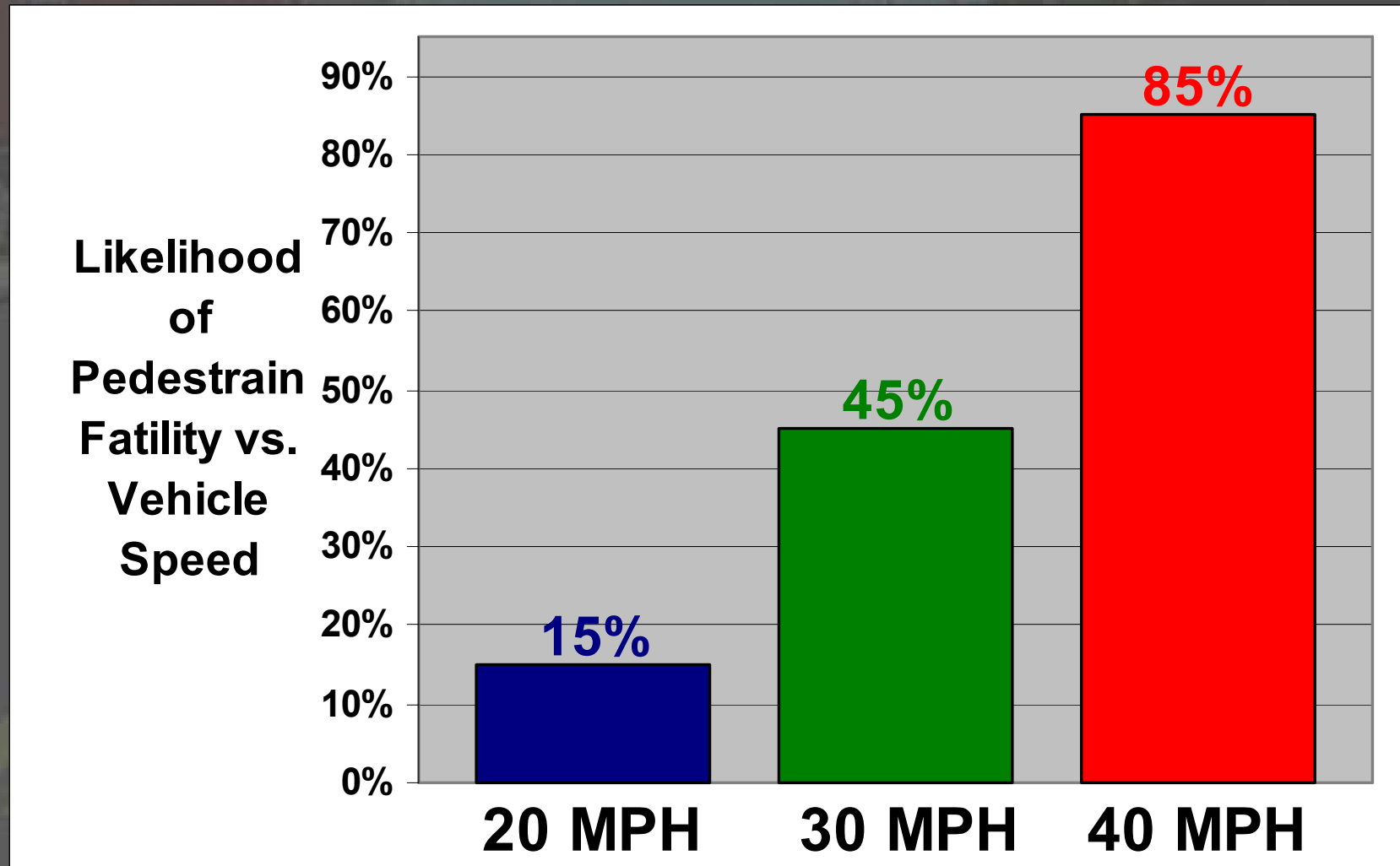
# Edgewater Drive Vision

- Re-striping is the first step towards a new vision for Edgewater Drive



# Edgewater Drive Vision

- Difficult to be a “Main Street” with high speed traffic – not pedestrian friendly



Source: Killing Speed and Saving Lives, UK Department of Transportation

# **Re-striping Project History**

- **FDOT Resurfacing Planned for 2002**
- **CPNA recognized this as an opportunity to take a step in implementing the Horizon Plan**
- **Examined 3 Lanes - successful in other cities**
- **Public Workshops (April & June 2001)**
- **Consensus to Re-Stripe Portions of the Roadway to 3 Lanes with B/A Studies**
- **Performance Measures Established**
- **Re-striping Complete in May 02**



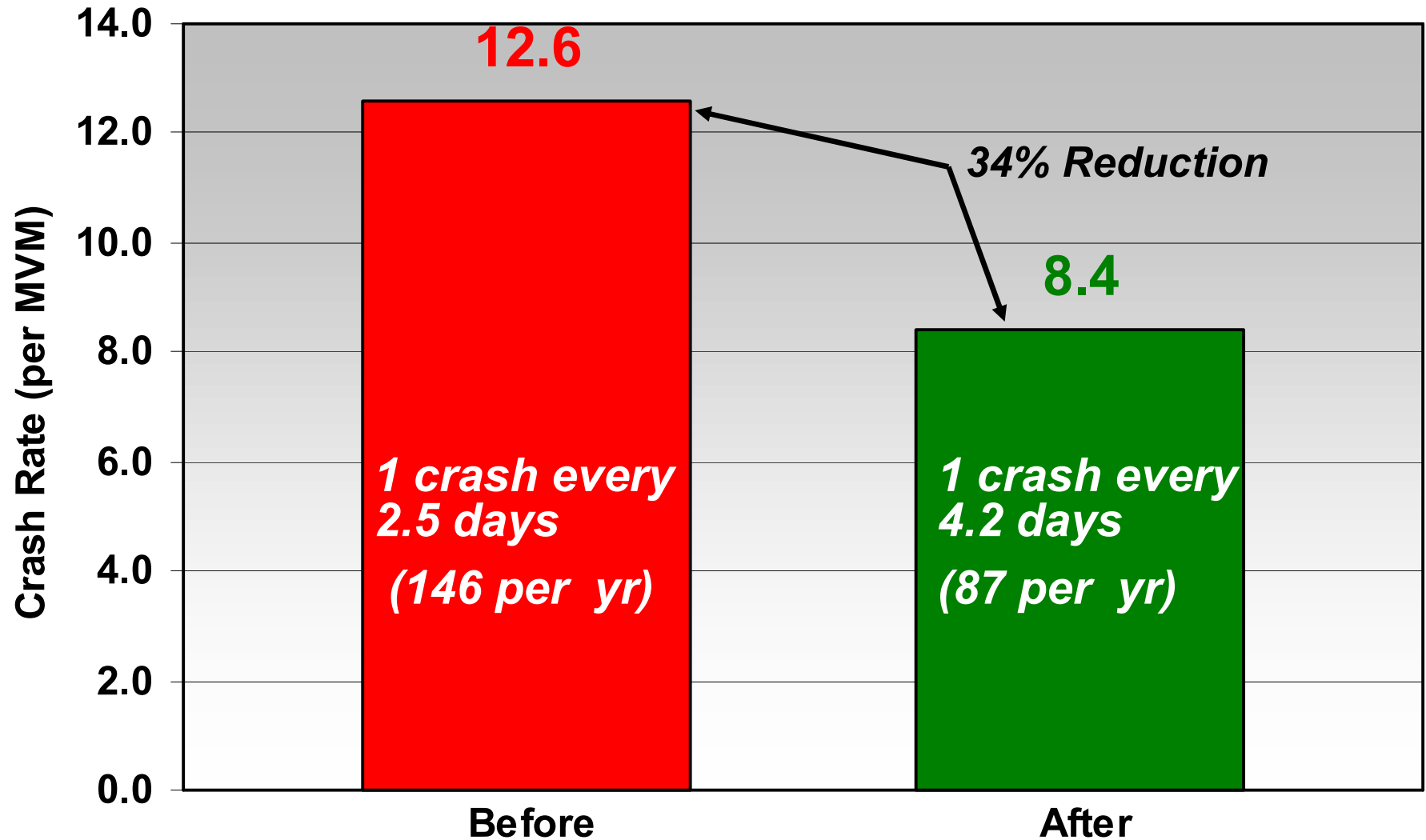


# **Before & After Re-Striping Evaluation Criteria**

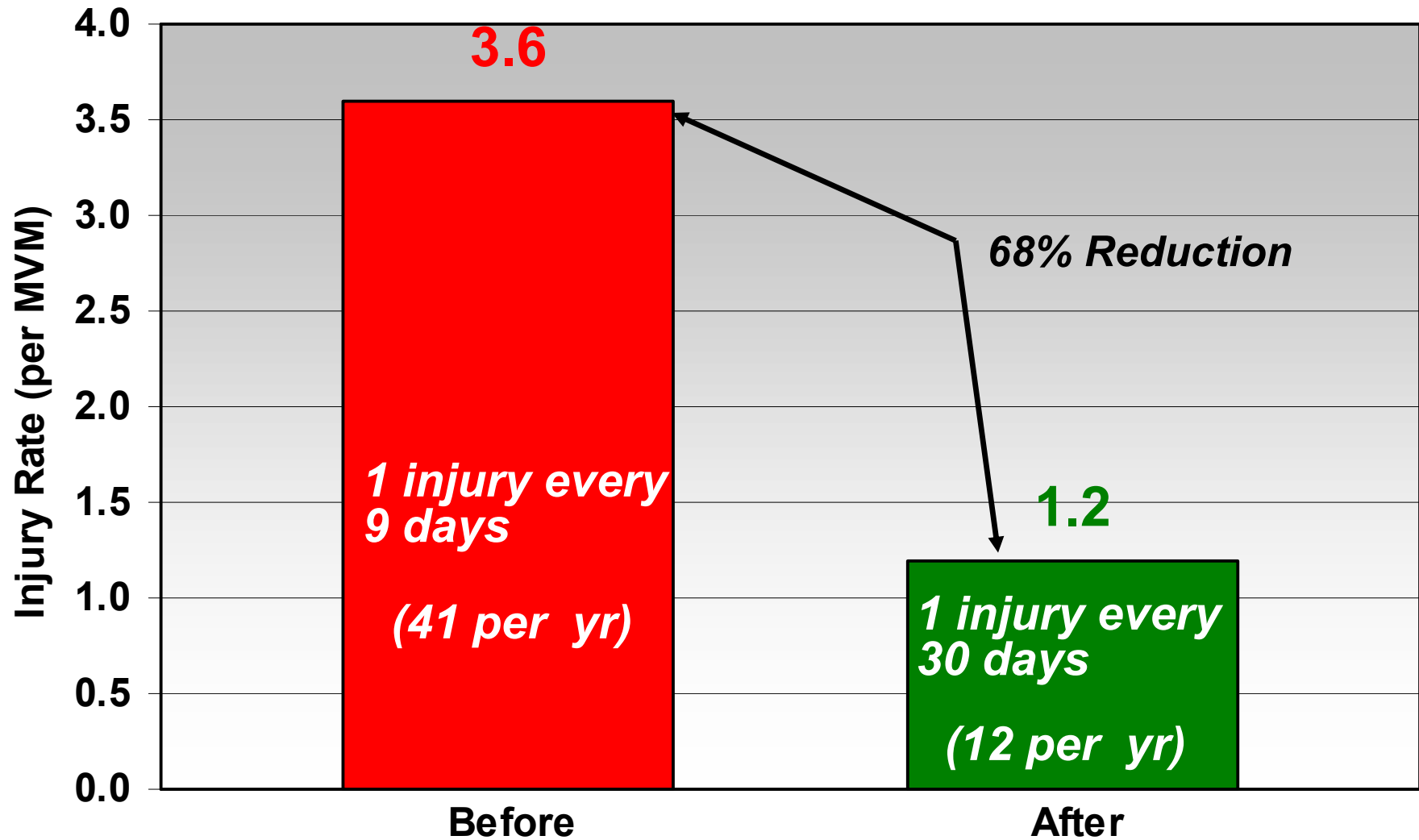
- **Crash Rate**
- **Injury Rate**
- **Speeding Analysis**
- **Edgewater Drive Traffic Volumes**
- **Parallel & Sidestreet Traffic Volumes**
- **On-Street Parking Utilization**
- **Pedestrian Volumes**
- **Bicycle Volumes**
- **Corridor Travel Times**



# Crash Rate

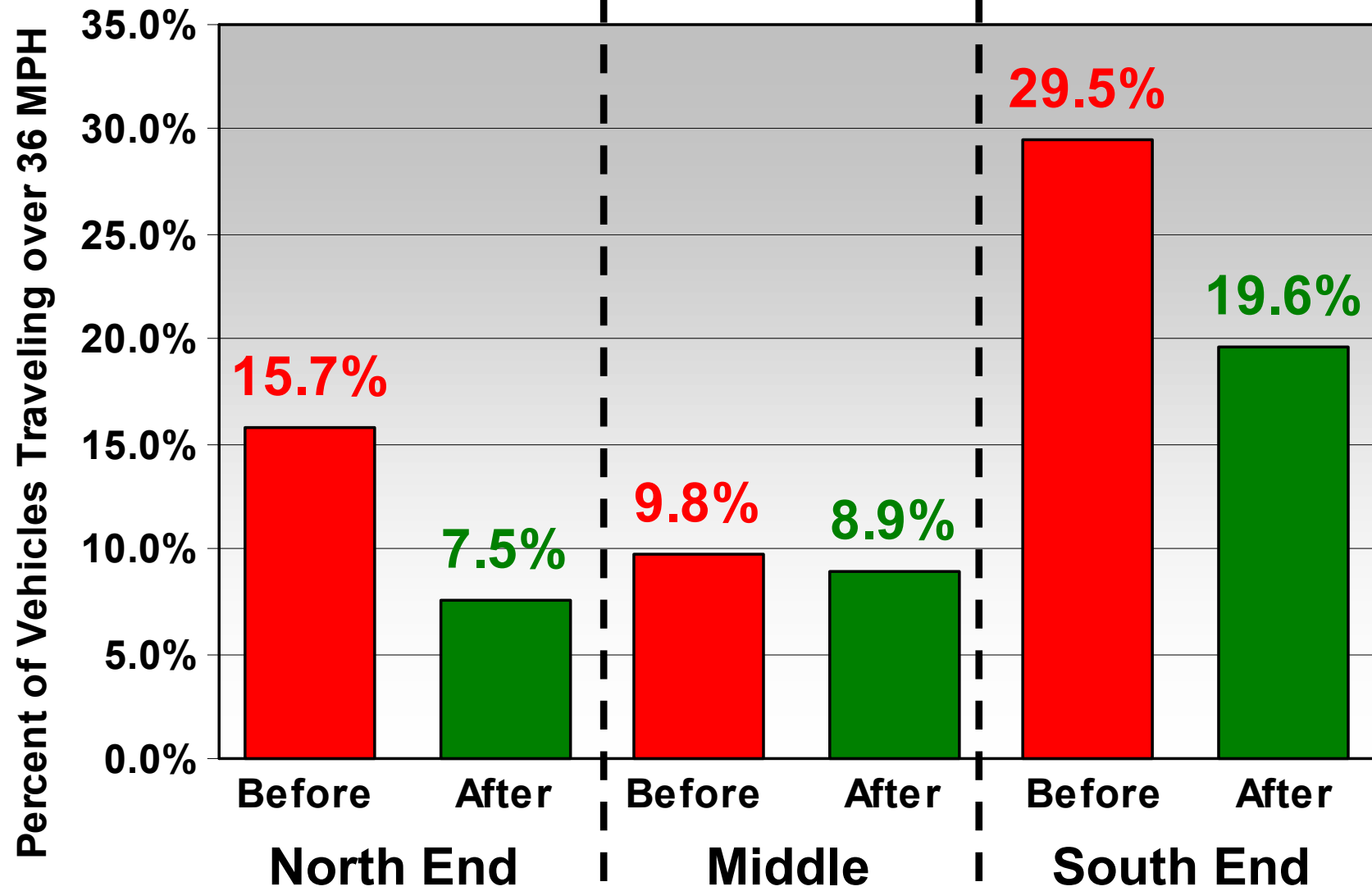


# Injury Rate

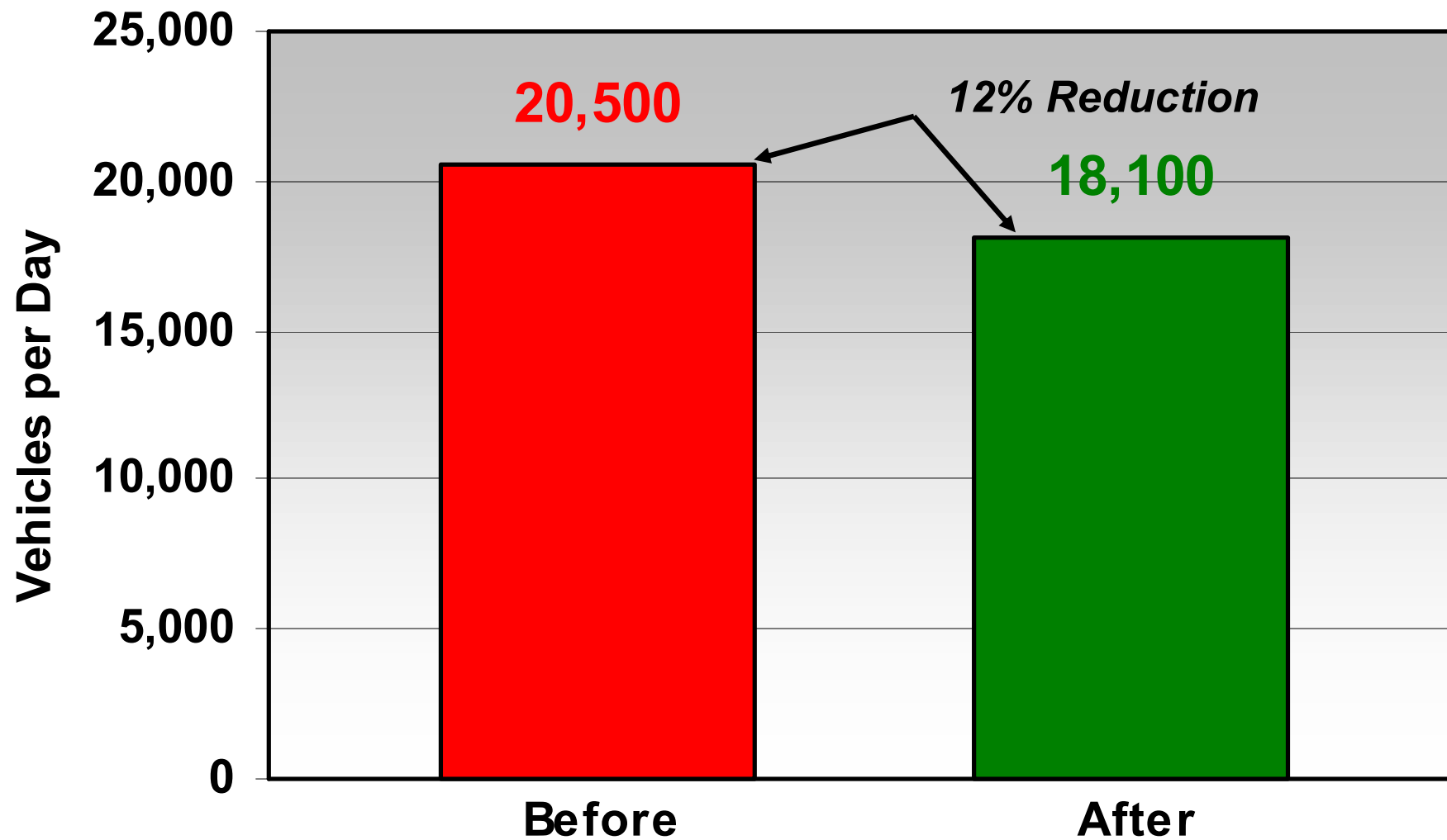




# Speeding Analysis




# Edgewater Dr Traffic Volumes



# Parallel & Sidestreet Traffic Volumes

Overall Reduction of 4%



Location	Daily Traffic Volume			
	Before	After	Change	% Change
Bryn Mawr St E/of Reading Dr	1,751	2,042	291	17%
Bryn Mawr St W/of Reading Dr	1,675	2,026	351	21%
Bryn Mawr St E/of Westmoreland Dr	1,190	1,251	61	5%
Clayton St E/of Edgewater Dr	453	461	8	2%
Elizabeth St S/of Bryn Mawr St	1,562	1,658	96	6%
Formosa Av N/of New Hampshire St	1,698	1,468	-230	-14%
Formosa Av N/of Princeton St	2,351	2,312	-39	-2%
Formosa Av S/of Par St	3,556	3,333	-223	-6%
Formosa Av S/of Princeton St	1,824	1,607	-217	-12%
Golfview St E/of Westmoreland Dr	2,307	2,058	-249	-11%
Golfview St W/of Westmoreland Dr	2,680	2,135	-545	-20%
Harrison Av N/of Winter Park St	965	691	-274	-28%
Harrison Av S/of Par St	1,369	1,180	-189	-14%
Hazel St E/of Edgewater Dr	1,160	1,290	130	11%
Ivanhoe Bv S/of Desoto Cr	1,372	1,459	87	6%
Ivanhoe Rd S/of Princeton St	431	364	-67	-16%
Lakeview St E/of Edgewater Dr	8,015	7,583	-432	-5%
Lakeview St E/of Poinsetta Av	8,466	8,078	-388	-5%
New Hampshire St E/of Gerda Tr	1,204	1,260	56	5%
New Hampshire St W/of Cornell Av	3,014	2,446	-568	-19%
Par St W/of Formosa Av	8,979	8,892	-87	-1%
Par St W/of Harrison Av	9,487	9,804	317	3%
Poinsetta Av N/of Shady Lane Dr	1,512	1,540	28	2%
Preston St W/of Edgewater Dr	1,327	1,261	-66	-5%
Princeton St E/of Westmoreland Dr	9,136	8,475	-661	-7%
Princeton St W/of Princeton Ct	27,047	25,237	-1,810	-7%
Princeton St W/of Westmoreland Dr	8,886	7,725	-1,161	-13%
Shady Lane Dr W/of Edgewater Dr	795	890	95	12%
Smith St W/of Edgewater Dr	7,766	7,530	-236	-3%

**Total**

**139,118**

**133,472**

**-5,646**

**-4%**

Westmoreland Dr N/of Lake Road Bv	2,574	1,884	-690	-27%
Westmoreland Dr S/of Princeton St	2,677	3,225	548	20%
Westmoreland Dr S/of Vassar St	1,802	2,358	556	31%
Winter Park St E/of Formosa Av	3,683	3,635	-48	-1%
Winter Park St W/of Formosa Av	2,927	2,762	-165	-6%
Winter Park St W/of Harrison Av	1,912	1,952	40	2%
<b>Total</b>	<b>139,118</b>	<b>133,472</b>	<b>-5,646</b>	<b>-4%</b>



Location	Daily Traffic Volume			
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Hazel St E/of Edgewater Dr	1,160	1,290	130	11%
Ivanhoe Bv S/of Desoto Cr	1,372	1,459	87	6%
Ivanhoe Rd S/of Princeton St	431	364	-67	-16%

# Parallel & Sidestreet Traffic Volumes

Bryn Mawr St E/of Reading Dr

1,751

2,042

291

17%

Bryn Mawr St W/of Reading Dr

1,675

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351

21%

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31%

Smith St W/of Edgewater Dr

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7,530

-236

-3%

Vassar St E/of Reading Dr

830

950

120

14%

Vassar St W/of Reading Dr

735

870

135

18%

Westmoreland Dr N/of Lake Adair Bv

2,574

1,664

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Winter Park St W/of Harrison Av

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2%

Total

139,118

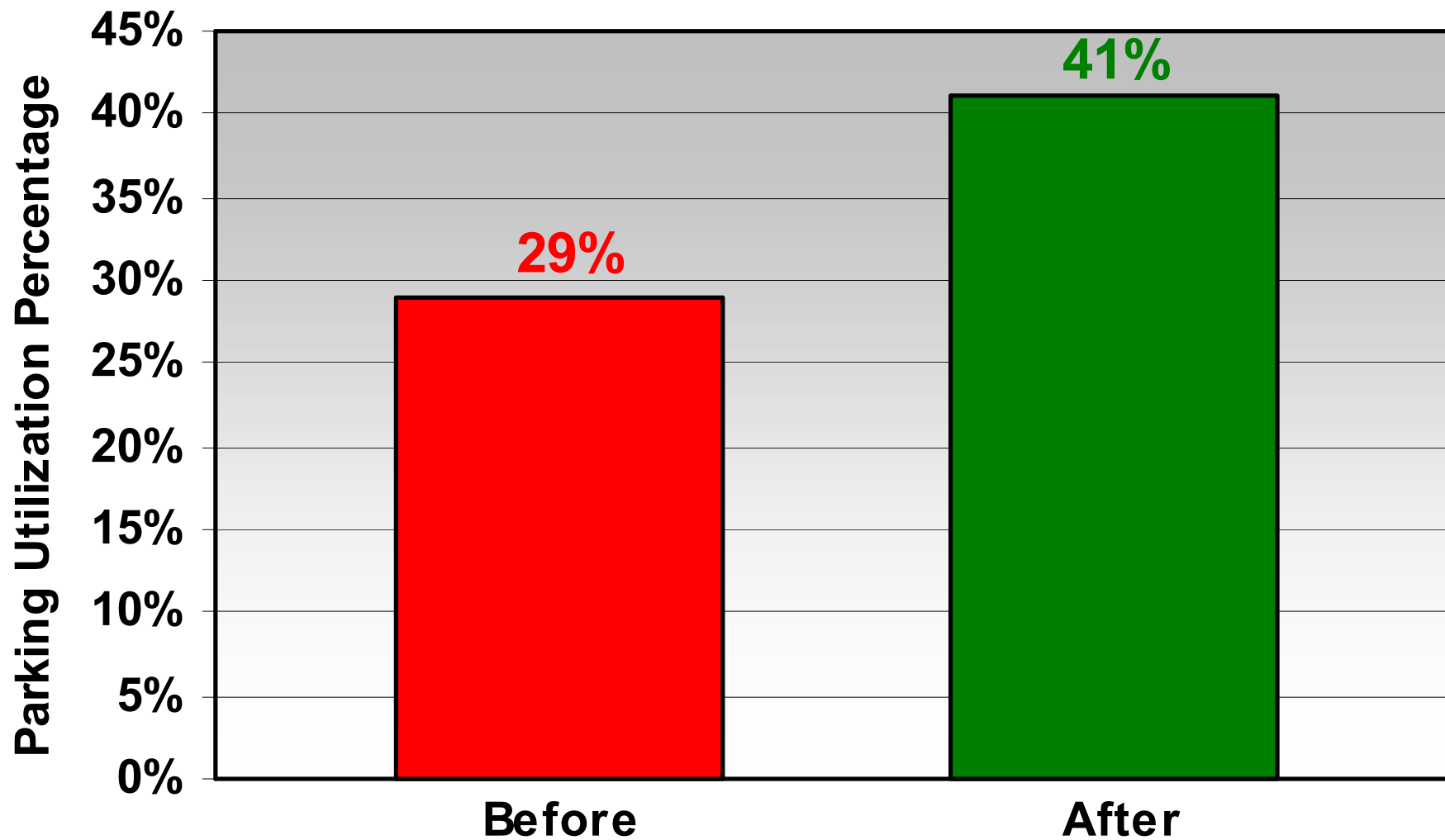
133,472

-5,646

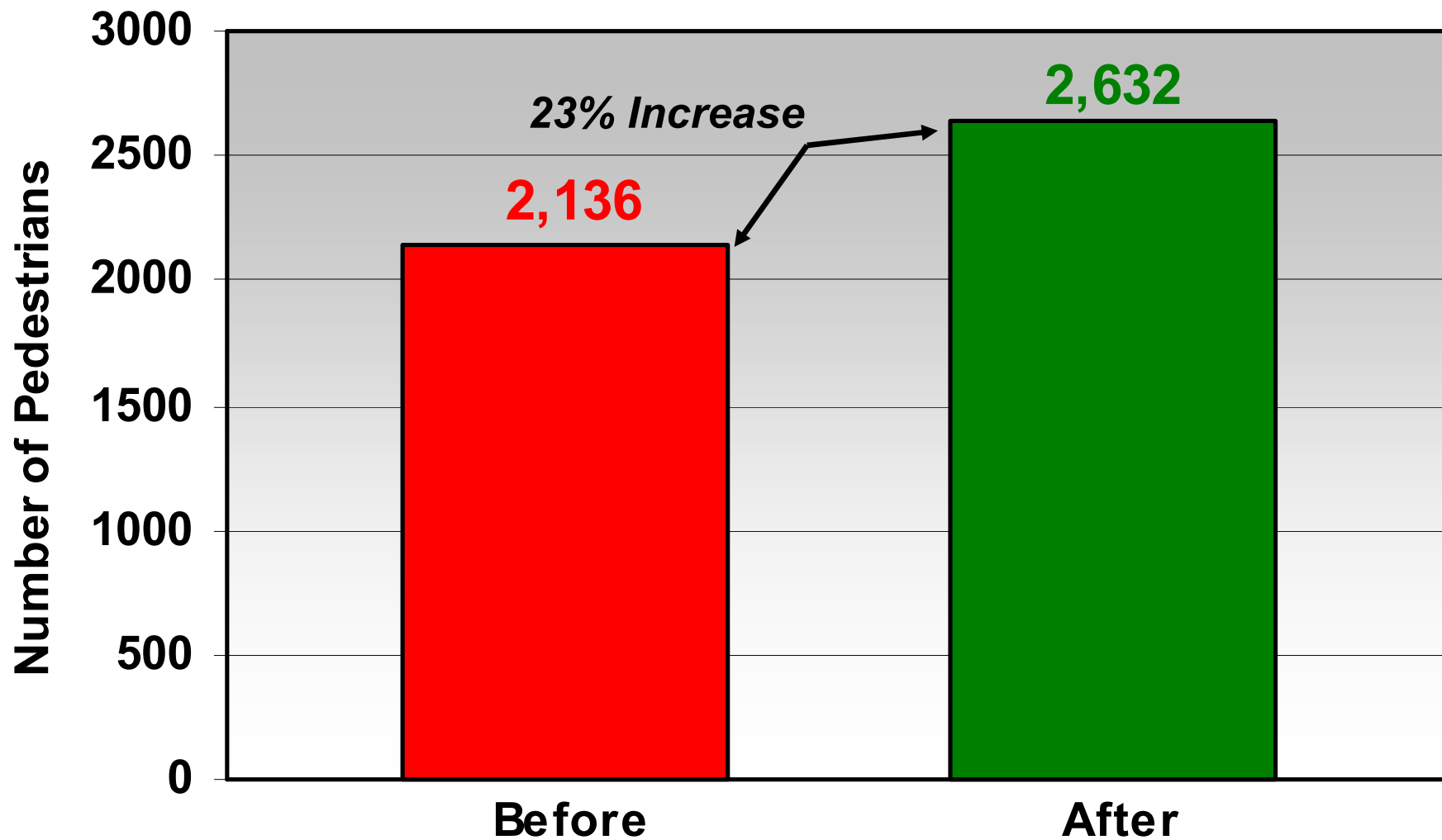
-4%

Segments of Westmoreland & Bryn Mawr only noticeable increases

# On-Street Parking Utilization

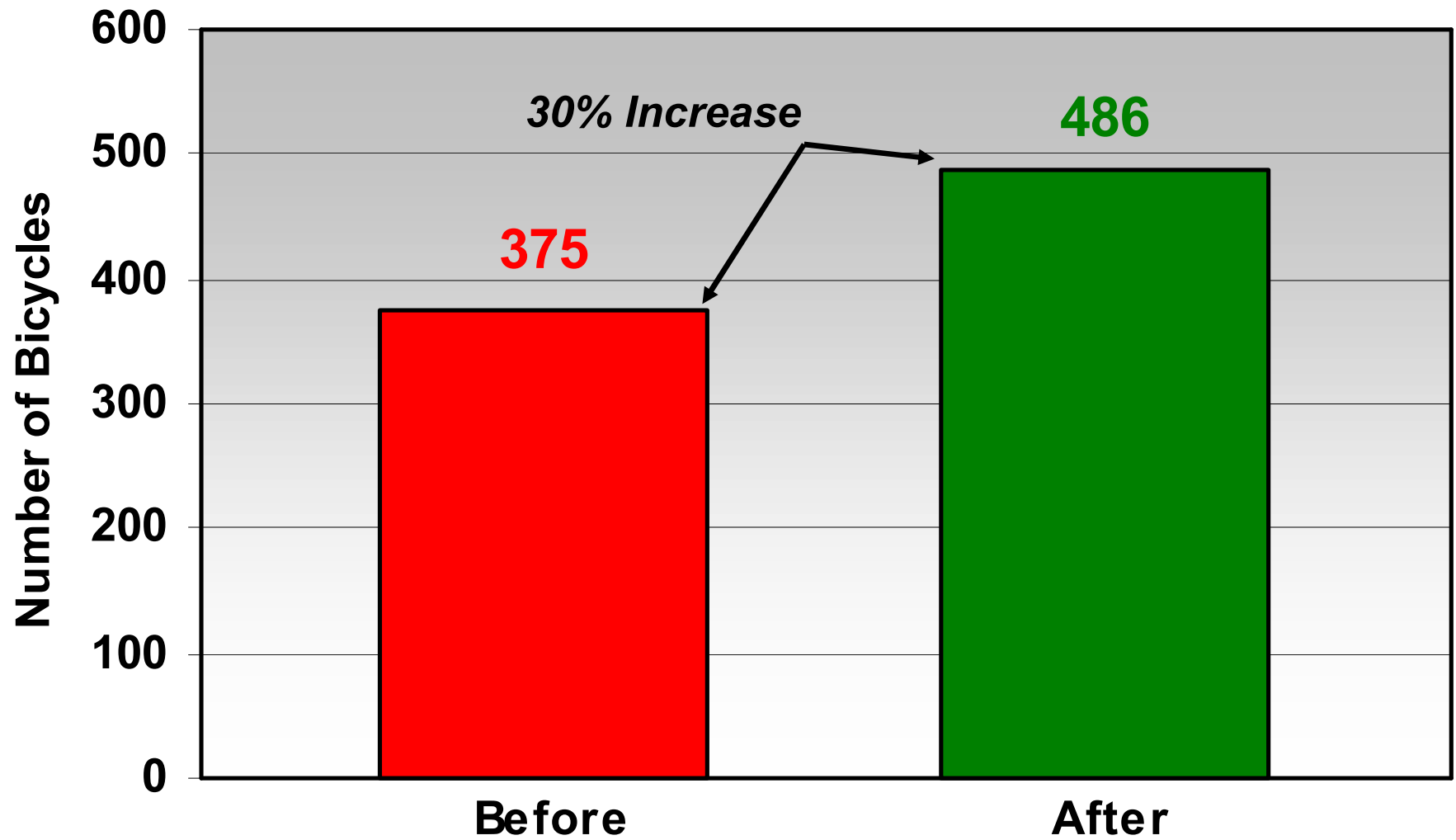


# Pedestrian Volumes

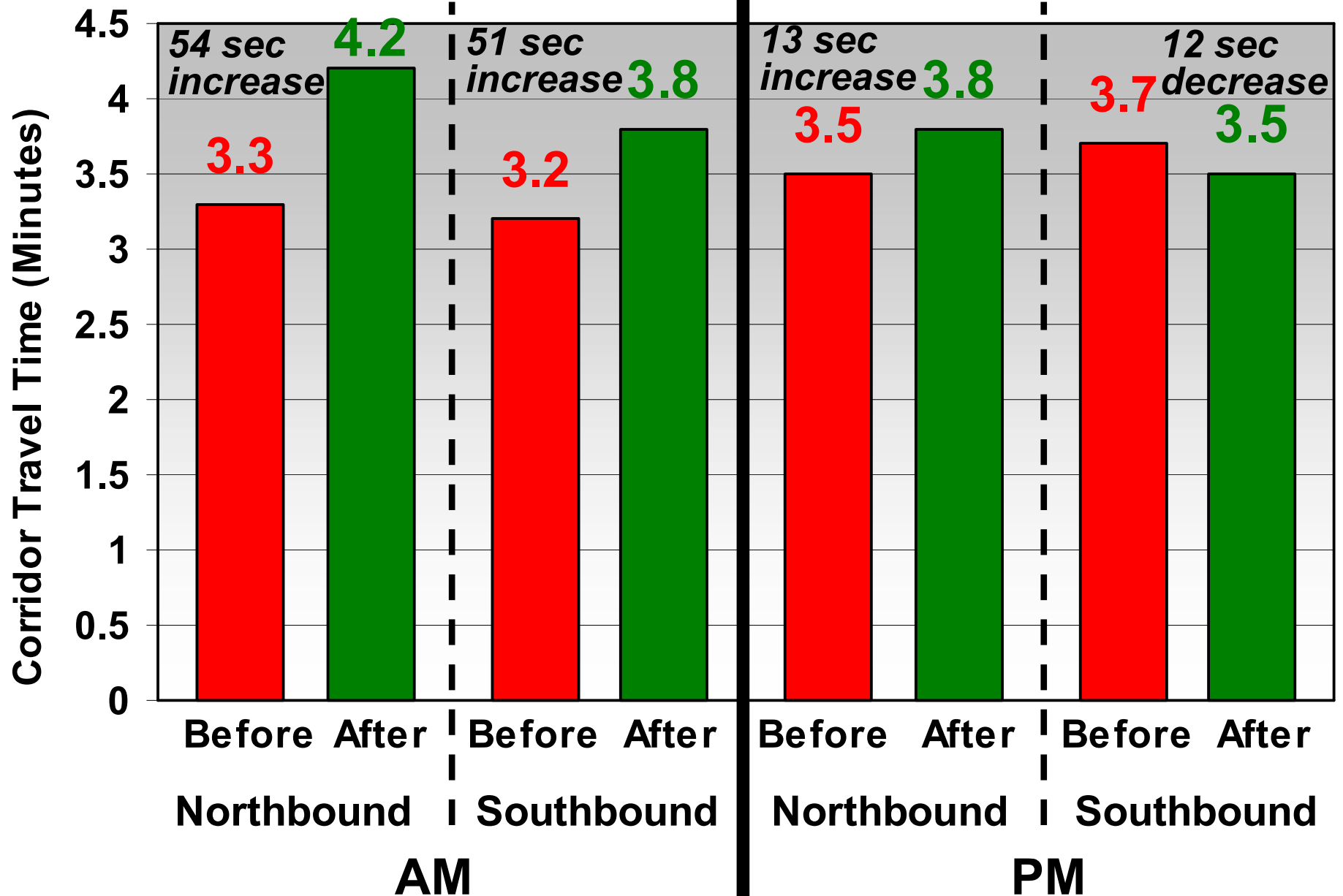




# Bicycle Volumes



# Corridor Travel Times



# Evaluation Matrix

Measure of Effectiveness	Did the Re-Striping Accomplish the Objective?
Avoid Increasing Traffic On Neighborhood Streets	YES
Reduce Speeding on Edgewater Dr	YES
Increase Bicyclist Volumes	YES
Increase Pedestrian Volumes	YES
Reduce Crashes	YES
Increase On-Street Parking Use Rates	YES
Increase Pedestrian Satisfaction (Residents)	YES
Increase Pedestrian Satisfaction (Merchants)	NO
Increase Parking Satisfaction (Residents)	YES



# Comments Received & Issues

- Village Center Transitions
- Signage too Small
- Bicycle Lanes don't carry through the Village Center
- Par Street to Preston St Merge
- Perceived Economic Impact





# Village Center Transitions

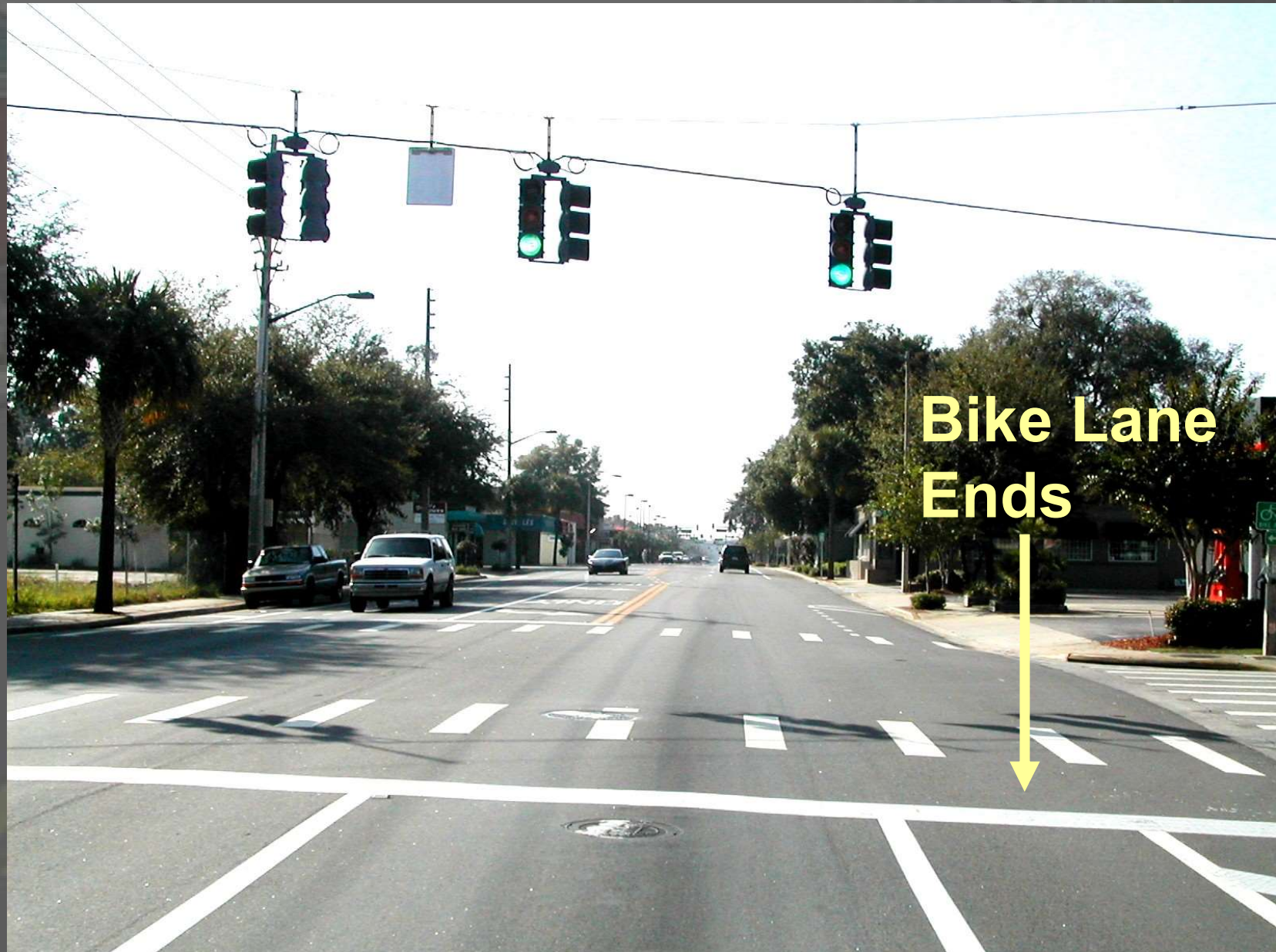


# Signage too Small





# Loss of Bike Lanes



# Par St to Preston St Merge



- Unexpected merge
- Not enough early warning and small signage

# Potential Solutions – Village Center

- **Extend the three laning into the Village Center (Except between Princeton & Smith)**
  - **Eliminates Merges in Village Center**
  - **Extends Bike Lanes into Village Center**





# Potential Solutions – Par to Preston

- Additional Signage and Pavement Markings on Edgewater Dr Southbound Approaching Par St and Preston St

or

- Change Edgewater Dr to only one through Southbound Lane at Par St – As shown in SIMULATION



# Recommendation

- **Re-striping project met project objectives and should be retained with modifications.**
  - **Extend the three lanes into the Village Center (Except between Princeton & Smith)**
  - **Modifications to southbound merge between Par St. & Preston St.**
- **Implement Horizon Plan Vision - Seek Grants & Funding Sources to Continue Implementing Ultimate Edgewater Drive Vision (including landscaping & wide sidewalks).**



# NEXT STEPS

2002

- **November & December – Receiving Community Feedback on the Before & After Studies**



# NEXT STEPS

2003

- **January – Develop Plans to Implement additional Re-Striping changes**
- **January - June - Implement Re-Striping Changes & Re-time Traffic Signals**
- **Continue Seeking Ways to Implement Long Term Vision**



# **Thank You**

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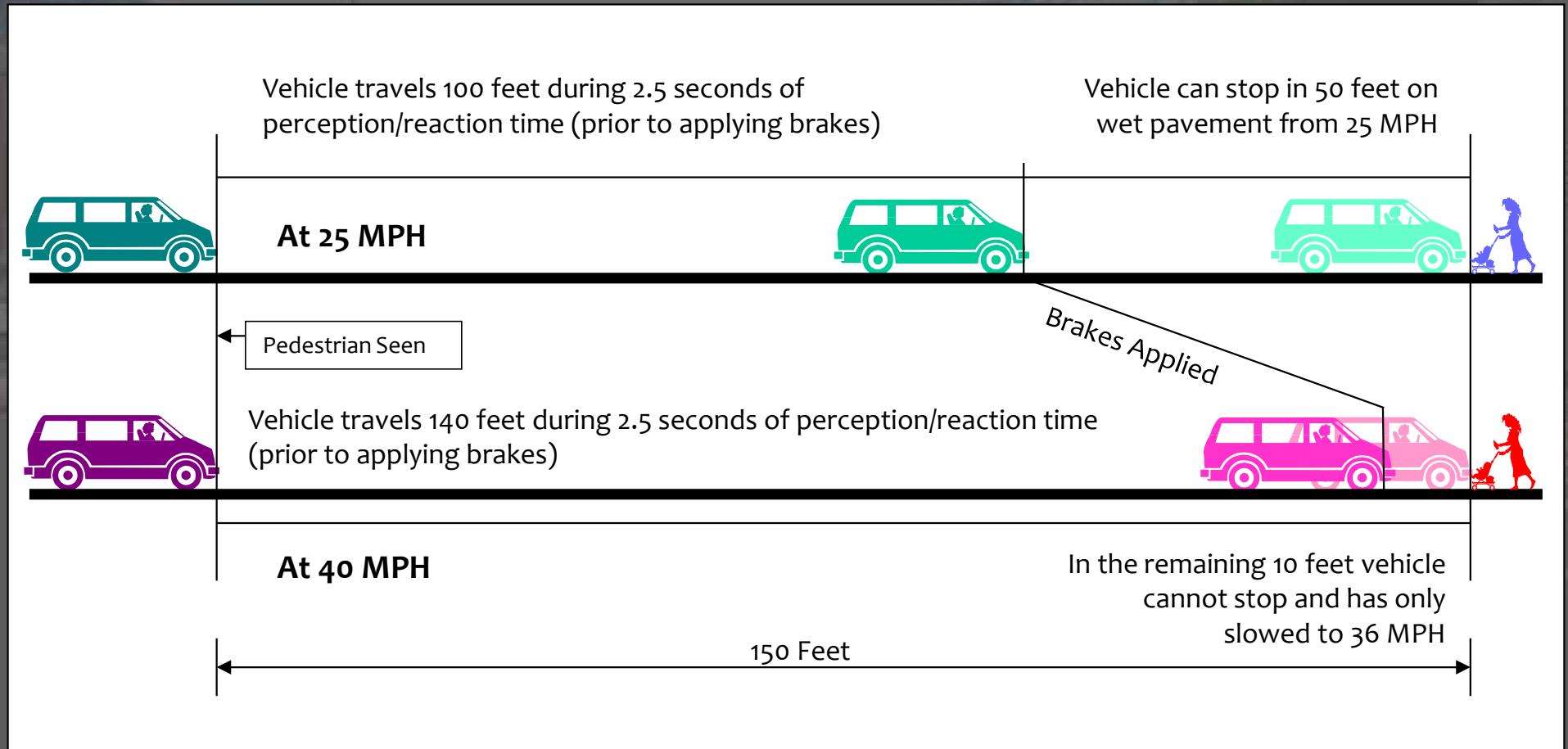
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# Stopping Distance Comparison



# Example of Main St Design Change



**Urban** *Advantage*

