



MEETING SUMMARY

Study Advisory Group (SAG)

September 29, 2016

LOCATION: Embassy Suites
8250 Jamaican Court, Orlando, FL32819

TIME: 1:30 pm to 3:00 pm

SAG

ATTENDEES:

Ryan Smith, Dr. P. Phillips YMCA
Harvey Burnett, Dr. Phillips Inc.
LuAnn Brooks, I-Drive Business Improvement District
Betsy VanderLey, West Orange Chamber of Commerce
Harold Cohen, Granada Villas HOA
Jerry Hall, Granada Villas HOA
Michael Roper, Sandpointe Townhomes HOA
Valerie Ifould, Sandpointe Townhomes HOA
Gus Castro, City of Orlando
Beata Stys-Palasz, FDOT – District Five
Stephen Alianiello, FDOT – ReThink
Jamie Boerger DiLuzio, Orange County Public Schools
Chuck Walter, South Florida Water Management District
Chrissy Martin-Foglesong, Efficient Transportation for the Community
Keith Caskey, MetroPlan Orlando
Melanie Becker, Universal Studios Florida

OTHER

ATTENDEES: Dante Gabriel, VHB (Representing Universal Studios Florida)

STUDY TEAM:

Commissioner Scott Boyd, Orange County Commission – District 1
Renzo Nastasi, Orange County – Transportation Planning
Anoch Whitfield, Orange County – Transportation Planning
Hatem Abou-Senna, Orange County
Ian Phyers, Orange County – Transportation Planning
Christy Lofye, Orange County
Frank Yokiel, Orange County
Jeff Arms, HDR
Matt Wiesenfeld, HDR
Laura Turner, Laura Turner Planning Services

Orange County has begun a transportation study that will be focusing on the future of Sand Lake Road, from Apopka Vineland Road to Turkey Lake Road. The purpose of the study is to assess current and future travel demand in the area and to identify operational enhancements to keep people and vehicles moving along this corridor. An important component of this study is the input received from the area's key stakeholders, coming together as the study's advisors known as the Study Advisory Group (SAG). This group will meet up to five times throughout the study. The second meeting of the SAG was held on September 29, 2016, which followed the attached agenda. It is anticipated for this study to be completed by July 2017.

Welcome and Introductions

Anoch Whitfield welcomed the group on behalf of Orange County and the study team. The intent of this study is to examine a range of options to create a better environment for people and vehicles to move around in this corridor. It was noted that this project was considered in the past (approximately 15 years ago.) However, due to a lack of consensus in the area at the time, it did not move forward. The study is being resurrected due to renewed interest and need. The group was reminded that the goal is to develop a community supported solution.

Presentation

The presentation slides are attached, providing the basis for providing the study update as well as group discussion.

Overview and Existing Conditions

Ms. Whitfield provided an overview of the Sand Lake Road Study, covering: highlights of the first SAG meeting; study approach and components; and existing conditions. A review of the recent development trends in the study area and along corridor was also discussed. This review summarized activity that had occurred over the last 10 years. It was noted that this effort laid the foundation for the future conditions forecasts. The existing conditions analysis reviewed the roadway geometrics, the conditions for bicycles and pedestrians, the existing daily traffic volumes, the traffic operations analysis, crash history, access management, drainage, and environmental analysis.

Alternatives

Jeff Arms reviewed the alternatives. Three primary factors were considered as the alternatives were developed: traffic operations scenarios, typical sections, and corridor segments.

Due to the different corridor characteristics, the corridor has been divided into three segments: Segment 1 (Apopka Vineland Road to Dr. Phillips Boulevard); Segment 2 (Dr. Phillips Boulevard to Rialto); and Segment 3 (Rialto to Turkey Lake Road). Initially, Segment 1 was divided into two segments, with Della Drive as the divider. However, due to the fact that there were minimal traffic volume and operational changes on either side of Della Drive, it was determined that segment 1 could be from Apopka Vineland Road and Dr. Phillips Boulevard.

It was discussed that five initial alternatives were developed, but they were narrowed to three. It was explained that the two alternatives that did not move forward were related to extending additional changes between Dr. Phillips Blvd. and Della Dr. These did not advance because they did not result in significant traffic operational differences from Alternative 2. Three initial alternatives that were presented are as follows:

- **Alternative #1 – No Build**
No changes would occur to the existing roadway. The typical section includes: 20-foot median; four 12-foot travel lanes with disconnected separate right turn lanes; and 5-foot sidewalks. This alternative like all alternatives would be coordinated with the I-4 Beyond the Ultimate Project due to the changes that the I-4 Project will make at the Turkey Lake

road intersection. This alternative becomes the baseline for evaluating the other alternatives.

- **Alternative #2 – Operational Alternative**

- East of Dr. Phillips Boulevard, improvements include:
 - Continuous right turn lanes along Sand Lake Road (east and west) between Rialto and Dr. Phillips Blvd.
 - 10-foot shared use path (for bicycles and pedestrians)
 - Converting the full median opening at Fountains/Venezia to allow for directional left (eastbound and westbound) entering movements only
 - New westbound left turn at the eastern Venezia driveway,
 - Consideration for adding a traffic signal at the Fountains/Venezia driveways (provided it meets required signal warrants)
 - Five-foot wide sidewalk on the north side
- West of Dr. Phillips Boulevard, improvements include:
 - Intermittent right turn lanes along Sand Lake Road in the westbound direction
 - 10-foot shared used path on the south side only

The typical section only includes a few changes from the existing due to drainage constraints. The changes would involve: on one side there would be a 14-foot parkway strip with a 10-foot sidewalk/path; the other side would have a 7-foot parkway strip with a 5-foot sidewalk.

Key features include:

- No right-of-way acquisition
- Minimized drainage modifications
- Use of existing pavement with minor widening
- Multi-use path on south side
- New westbound directional left into Venezia
- Access management at the aligned Fountains/Venezia driveways.

- **Alternative #3 – Full Reconstruction Alternative**

This alternative involves the most changes to the Sand Lake Road corridor, with most occurring within the existing 120 feet of right-of-way. The typical section includes:

- Six 11-foot travel lanes (three in each direction)
- 16-foot raised median
- On the south side of the roadway - a 5-foot parkway strip with a 10-foot sidewalk/path
- On the north side of the roadway - an 11-foot parkway strip and a 6-foot sidewalk
- Separate westbound right turn lane at Dr. Phillips Boulevard
- Possible new traffic signal where the Fountains and Venezia driveways align

Key features include:

- Right-of-way acquisition for the turn lane at Dr. Phillips Blvd and for stormwater ponds
- Curb and gutter throughout
- New/expanded ponds
- Raised medians
- Multi-use path on south side
- New westbound directional left turn into Venezia
- Potential traffic signal where the Fountains and Venezia driveways align

In 2020, a 20% decrease was calculated in travel time for Alternatives 2 and 3 (in comparison to Alternative #1). When compared to Alternative #1 in 2040, a 33% decrease in travel time for Alternative #2 was calculated. Alternative 3 only shows only a decrease of an additional 5% over Alternative 2. VISSIM is the software being used to assess the traffic impacts, which considers the entire network (including intersections nearby) and not just within the Sand Lake Road corridor.

The matrix below provides a comparison between the three alternatives.

Alternative Evaluation Matrix			
Evaluation Criteria	1 - No Build	2 - Operational Improvements	3 - Full Reconstruction
Lane Changes from Turkey Lake Rd. to	None	Dr. Phillips Blvd.	Apopka Vineland Rd.
PMPk WB Corridor Travel Time - 2020 (min)	5.1	4.1	4.1
PMPk WB Corridor Travel Time - 2040 (min)	9.9	6.6	6.1
Complete Streets Accommodation	Low	Medium	High
Roadway Design & Landscape Opportunities	Low	Medium	High
Stormwater Permitting Difficulty / Approach	None	Low	High
Additional Right-of-Way Needed	No	No	Yes

Project Engagement and Schedule

The first community meeting will be held on October 26th from 6 to 8 pm at the Dr. Philips High School Cafeteria. The second and final community meeting will be held to present the study's recommendation. Next there will be two workshops/hearings (one before the Planning and Zoning Commission and one before the Board of County Commissioners.) The SAG will meet two more times; once before the last community meeting and once before the meetings with the Planning and Zoning Commission and the Board of County Commissioners.

Beyond the I-4 Ultimate (BTU) - Presented by FDOT

An update was provided by the FDOT Project Manager, Beata Stys-Palasz

The segments of I-4, outside (or beyond) the I-4 ultimate project (currently under construction) are being designed. Segment 2 (from SR 528 to Kirkman Road) is just east of the Sand Lake Road study area. This segment includes reconstructing two interchanges – Sand Lake Road and SR 528. There will be a public hearing on the Project Development and Environment (PD&E) Study re-evaluation for Segment 2 (scheduled for October 10th at the Wyndham Orlando Resort – International Drive, from 5:30 p.m. to 7:30 p.m.). The PD&E Study should be completed by the end of 2016. The I-4 team expects to receive comments from the Federal Highway Administration within a few days. More information can be found at www.i4express.com

General Questions and Answers

- Is there crash data for the intersection of Sand Lake Road and Della Drive?
 - Yes, this information will be provided.
- Is the Daryl Carter Parkway flyover included in the I-4 Beyond the Ultimate Project?
 - Yes. However, the interim interchange will accommodate movements to and from the west. A Memorandum of Understanding is being finalized with the developers. If everything moves forward perfectly, design will begin in January 2017 (taking about 16 months to complete) and construction will begin in late 2018.
- How will the completion of the Daryl Carter Parkway impact Sand Lake Road?
 - The 2040 traffic model includes a full Daryl Carter Parkway interchange; growth during that time is also accommodated.
- Has traffic been observed on-site (and not just by using a model)?
 - Yes; the traffic model was calibrated based on what was observed.
- Concerned about continuous right-turn lanes being used or changed to through lanes. What safeguards will be in place to prevent this unofficial new through lane?
 - The right-turn lanes will drop at Dr. Phillips Boulevard. The right turn arrow will be introduced in the lane, as one visual cue along with required signage.
 - This project is in the early stages and details like this are not yet defined.
 - Also, driver behavior will play a key role in how changes are accepted and obeyed.
 - At the Dr. Phillips Boulevard intersection, there will be the same number of lanes as there are today; no increase.
 - Also, want to consider pedestrian crossings.
- Are new technologies (such as ITS and signal timing) being considered as part of the solution and what is the timeline for implementing?

- As Sand Lake Road is widened (east of I-4), the signal system will also be updated from Apopka Vineland to John Young Parkway (includes this project).
 - Additional technologies will be reviewed, including adaptive signal systems (In-Sync), which helps the system to adjust in real time to changes in roadway volumes on any given day. Also, the study team will look at ways to use the I-4 message boards.
 - ITS solutions are studied during the design phase.
- Have pedestrian counts been done? If so, any on the weekend?
 - Yes, and the results will be shared with the SAG
 - Counts were only done during the week. None for the weekend.
 - Will improvements to Wallace Road be considered as an alternative?
 - The study team will be looking at Wallace Road; however, the improvements being considered are operational/multimodal and do not consider widening to four lanes.

Study Advisory Discussion – Comments from Members

The SAG shared additional information for consideration as the alternatives were discussed. The party or group making the comment is indicated in parenthesis after the comment. The comment is the summarized opinion of an individual. It is not intended to be a direct quote.

Roadway Features

- Commissioner Boyd indicated that having Sand Lake Road as a six-lane facility has always been a point of discussion in the community. Close attention to the signage and driver usage will be needed for the connected right-turn lanes. A driver wanting to make a right turn on red does not want to get stuck behind cars wanting to go through the intersection. (Commissioner Scott Boyd)
- For the lanes that will end or drop as “right turn only” and “left turn only,” they need to have signage earlier than the standard painted arrow on the road. Often cars are on top of those arrows and drivers do not know that the lane will be dropping off. (West Orange Chamber of Commerce)
- Similar traffic concerns were shared when Trader Joe’s was going through approvals. However, positive feedback has been received regarding the implemented solution. (Commissioner Scott Boyd)
- Note that having continuous right turn lanes can be confusing to some and is not always well understood and received. This is seen with the Rialto project. We will need to pay close attention to this during the development of this project. (Commissioner Scott Boyd)
- We may need to consider physical elements that separate the right turn lanes from the through lanes if this is possible. (Commissioner Scott Boyd)
- Do not include speed bumps as part of the improvements. (Granada Villas)

Corridor Character

- Preserve the character of Sand Lake Road; it is local, neighborhood feel rather than commercial/regional; concerned that if the right turn lanes are all connected, Sand Lake Road feels more like I-4 than a local road. (Granada Villas)
- Consider aesthetics as a way to create a sense of place; to retain the local/neighborhood feel of this corridor; potential options include landscaping, signage, reducing the speed limit; plantings to provide a more intimate feeling to the corridor. This along with the operational improvements could be a good way to balance the needs along the corridor. (West Orange Chamber of Commerce)
- Need to consider that this corridor is used by locals as well as tourists; Sand Lake Road is the main street for the Dr. Phillips area. (Commissioner Scott Boyd)

- Consider the heat and rain as the study team looks at pedestrian facilities. (West Orange Chamber of Commerce)
- This corridor needs to function as a gateway into the Dr. Phillips community. (Granada Villas)

Pedestrian Activity

- Shared path feature may not be needed; does not see a lot of pedestrians in the corridor. (Granada Villas)
- A lot of walkers are seen in the morning in the Dr. Phillips area. (Sandpointe Townhomes)
- Consider drainage (swale or piped) as sidewalks are placed; cited Rialto as an issue. (Sandpointe Townhomes)
- Little pedestrian traffic is observed between Apopka Vineland Road and Dr. Phillips Boulevard (Sandpointe Townhomes)
- Sidewalks are likely to be used if they are in place; connecting key community assets like the YMCA. (Commissioner Scott Boyd)
- Prefers wider sidewalks; promotes a community feel. (Efficient Transportation for the Community)
- Representative from Sandpointe condominiums indicated that wider sidewalks may not be the right fit for the residential part of Sand Lake Road.

Drainage

- Representatives from Granada Villas indicated there were drainage issues at Bellagio for two years after it was built; they recognize there is a large pipe in this area. (Granada Villas)

Traffic

- For the new traffic signal (where Fountains and Venezia driveways align), a full warrant study will be needed. (Orange County Traffic Staff)
- Provide crash information for the Della Drive/Sand Lake Road intersection.

Next Steps

- Share pedestrian count information with the SAG

Attachment: agenda and presentation slides

cc: SAG Members
Orange County Study Team