

Transportation Planning Division

**University Boulevard
Pedestrian/Cyclist Safety Study
Community Meeting #2**

April 3, 2025



Presentation Outline

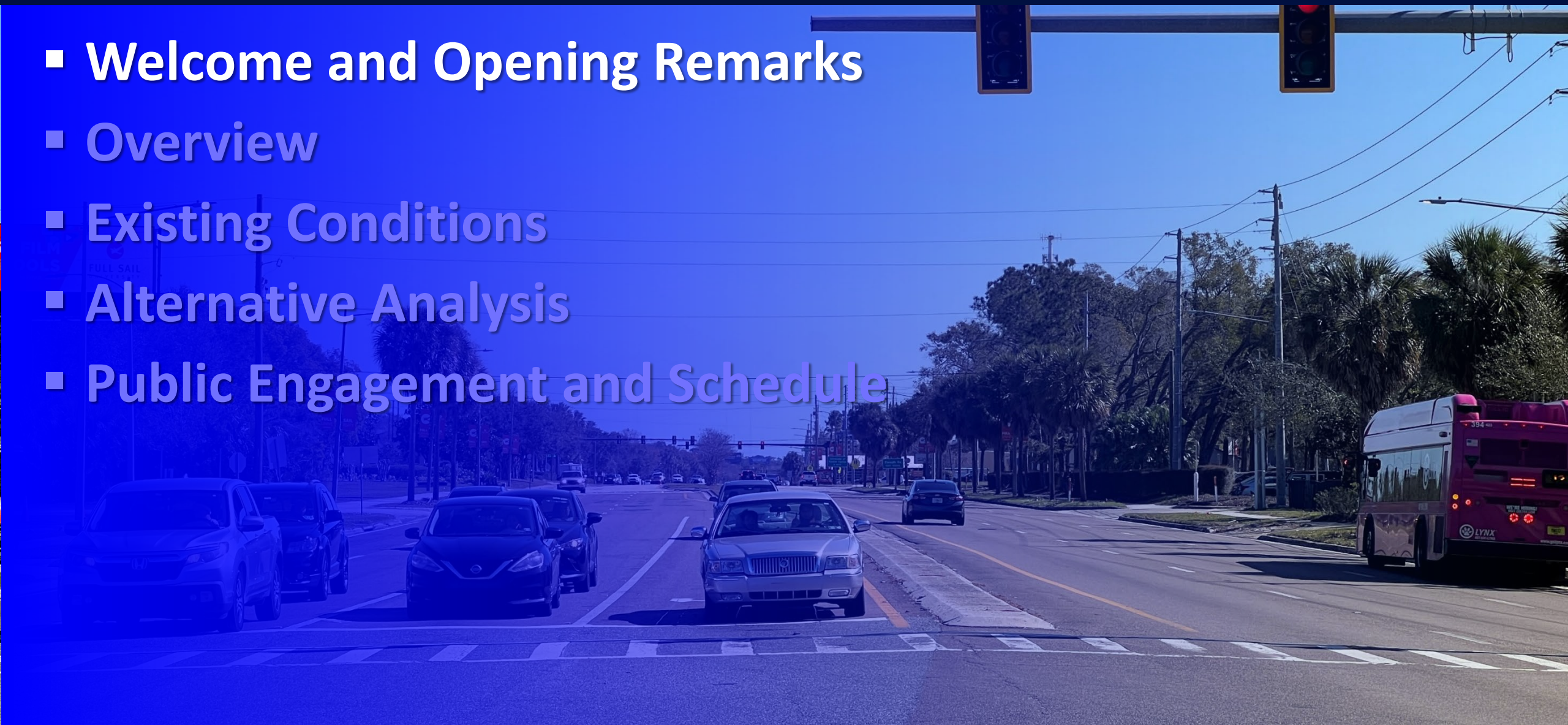
- Welcome and Opening Remarks
- Overview
- Existing Conditions
- Alternative Analysis
- Public Engagement and Schedule





Presentation Outline

- Welcome and Opening Remarks
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Welcome and Opening Remarks



Kelly Martinez Semrad
DISTRICT 5 COMMISSIONER



- The presentation will be followed by a question-and-answer period.
- Comments will be addressed in the order they are received.
- If you received a newsletter, you are on the project mailing list. If you did not, please sign in and provide your address to be added to the mailing list.

	University Boulevard Pedestrian/Cyclist Safety Study <small>from Semoran Boulevard to Goldenrod Road</small>	
	Community Meeting No. 2 – Comment Form	
	Name _____ Phone _____	
	Address _____ City _____ State _____ Zip Code _____	
<input type="checkbox"/> Check here to be added to the project mailing list.		
<p><small>Please use this comment form to express your opinions regarding the planned improvement of the University Boulevard Pedestrian/Cyclist Safety Study, from Semoran Boulevard to Goldenrod Road. You can leave your completed form in the comment box at this meeting, with a member of the project team today or mail it, postmarked by Friday, April 18, 2025, to the address below. All comments are part of the project record and are available for viewing by the public and media.</small></p> Comments: _____ _____ _____		

Speaker Request Card		Number <input style="margin-left: 10px;" type="checkbox"/>
To be completed prior to making a recorded statement		
COMMUNITY MEETING NO. 2 April 3, 2025 University Boulevard Pedestrian/Cyclist Safety Study from Semoran Boulevard to Goldenrod Road Orange County, Florida		
Please Print:		
Name:	_____	

Address:	_____	

Telephone:	() _____	
	Area Code _____	
	City _____	State _____ Zip Code _____
Presenting:	Self _____ Firm _____	
	Government Agency _____	
	Civic Organization _____	
	Homeowners Association _____	
	Other _____	

Community Meeting
Thursday, April 3, 2025
6 - 7:30 p.m.
Presentation at 6:00 p.m.
Ma Elementary School Cafeteria
2949 Scarlet Road
Winter Park, FL 32792



Welcome and Opening Remarks

Orange County Project Manager:

Krista Taraszewski, PMP

Transportation Planning Division

Orange County Public Works Department

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Orlando, FL 32839

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Consultant Project Manager:

Babuji Ambikapathy, PE, AICP

VHB

225 E Robinson Street, STE 300

Landmark Center Two

Orlando, FL 32801

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Phone: (407) 230-2762



Call, Email, or Visit Website

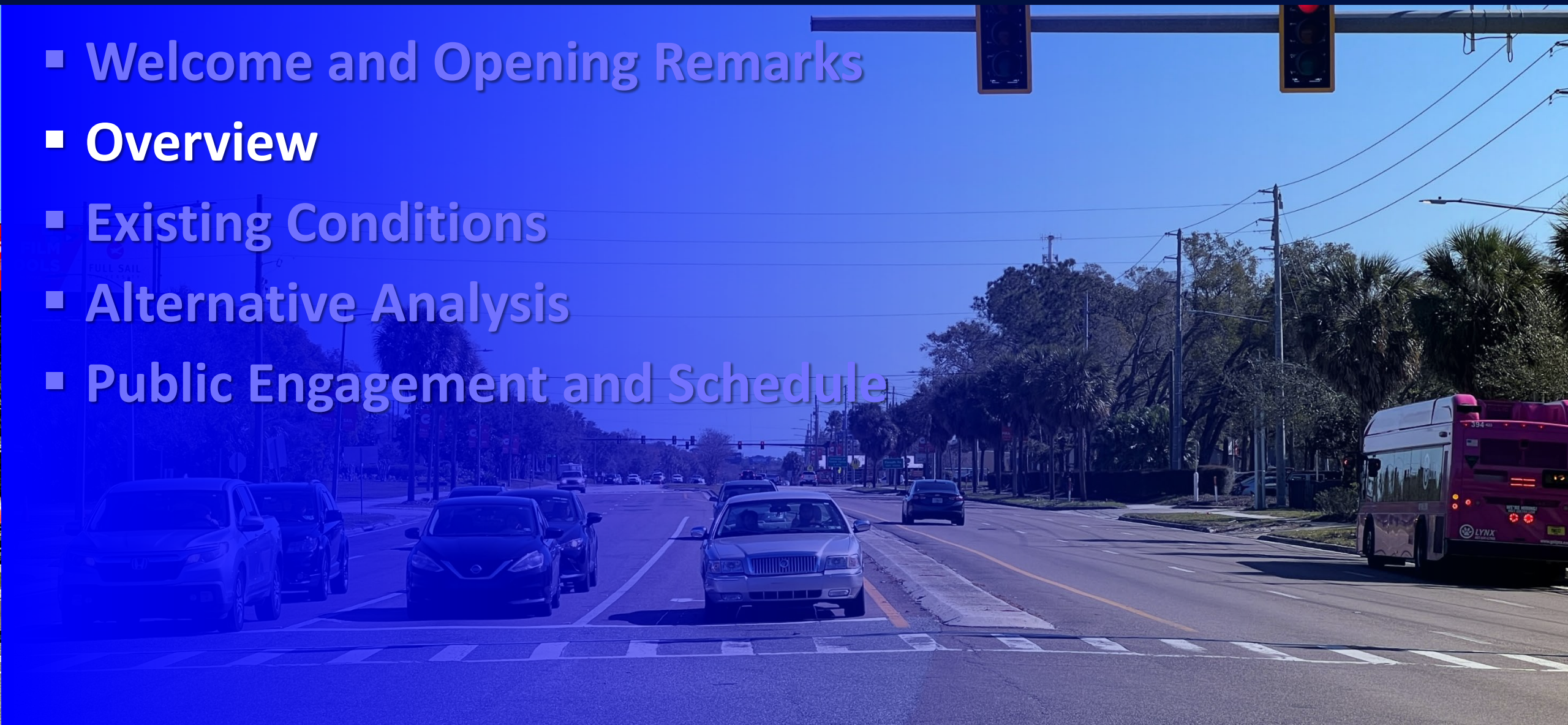
www.UniversityBoulevardPedestrianCyclistSafetyStudy.com





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- **Overview**
- Existing Conditions
- Alternative Analysis
- Public Engagement and Schedule

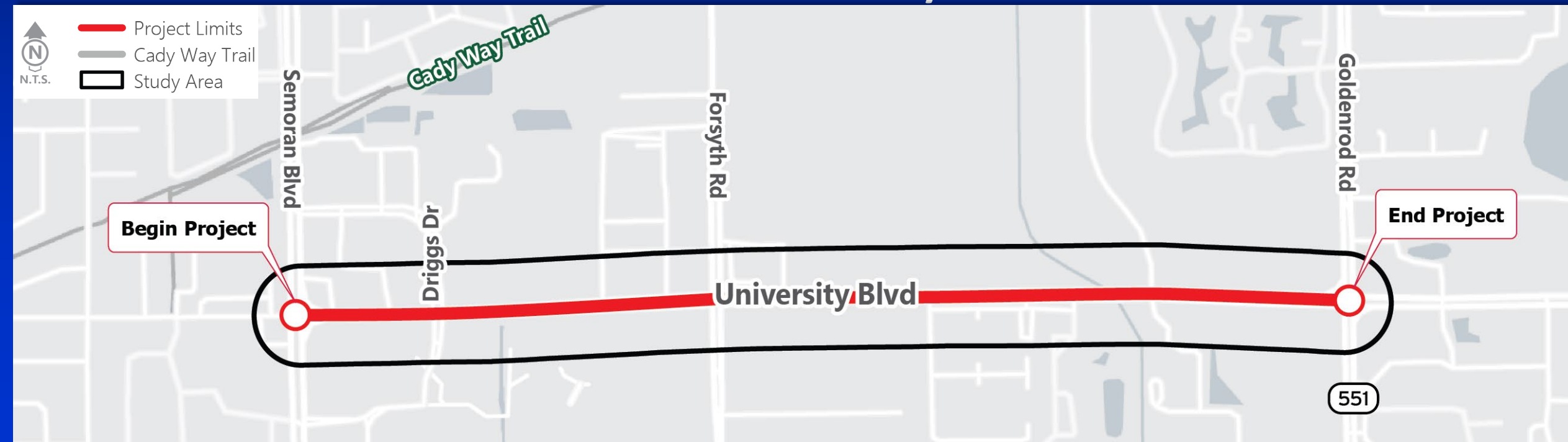




Overview

University Boulevard

- The Study begins at Semoran Boulevard and ends at Goldenrod Road – Approximately 1.25 miles
- The corridor is a designated multimodal corridor with mostly commercial land use on the north and Full Sail University and residential on the south

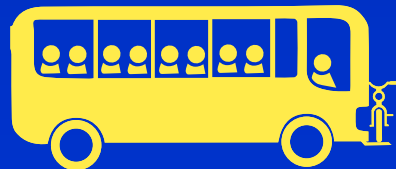
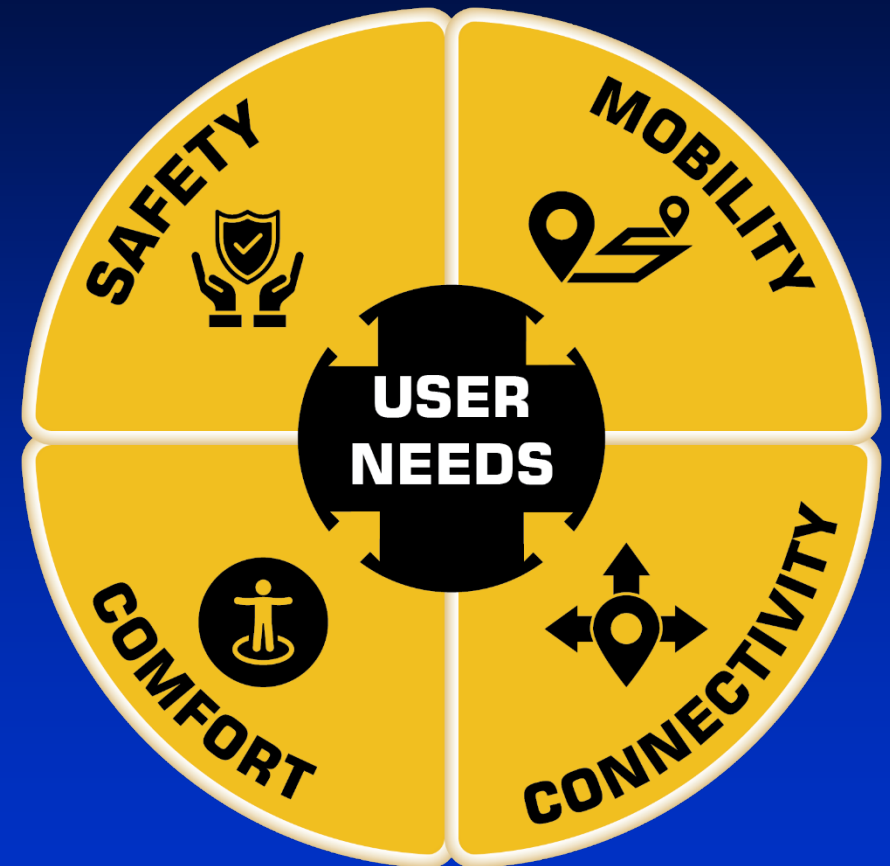




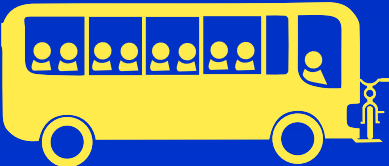
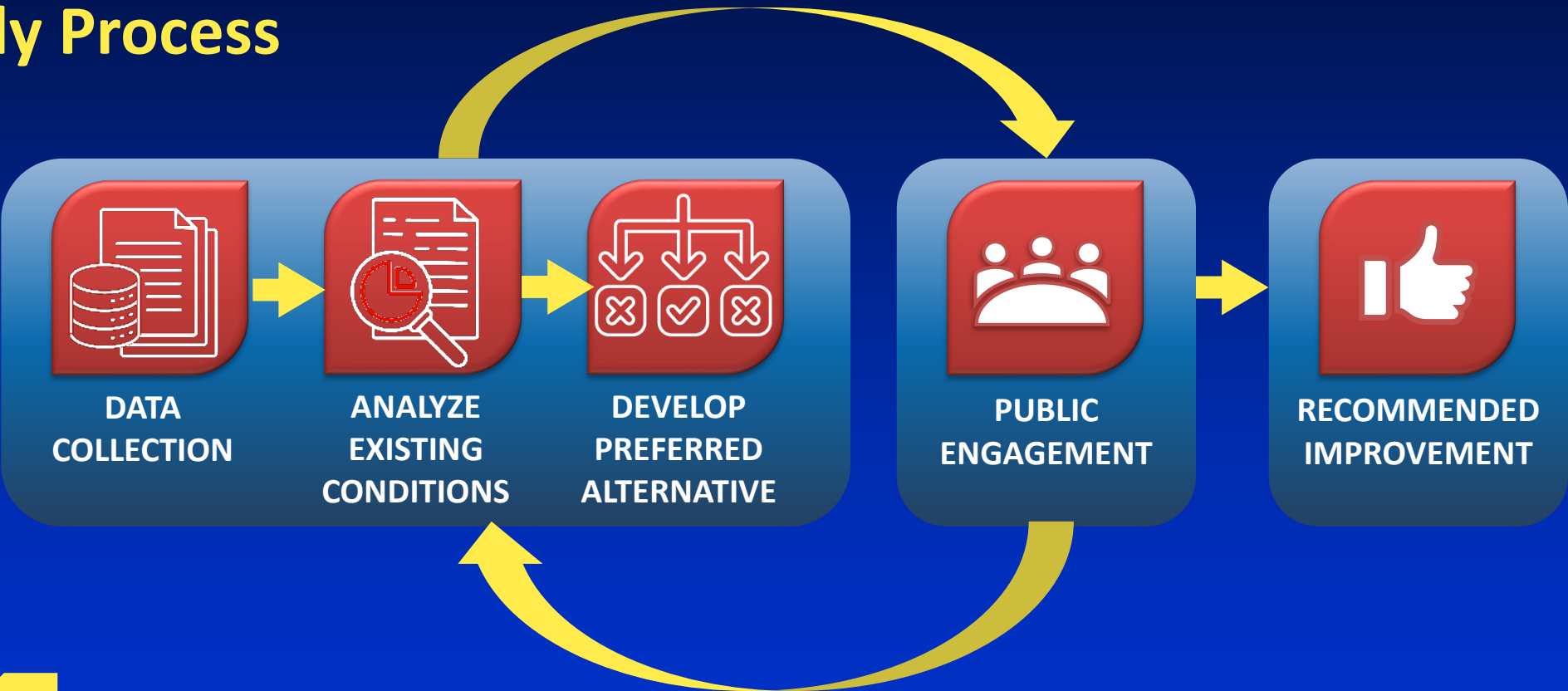
Overview

Identify Improvements

- Document Project Need
- Balance Needs of all Users
 - Safety
 - Mobility
 - Comfort
 - Connectivity



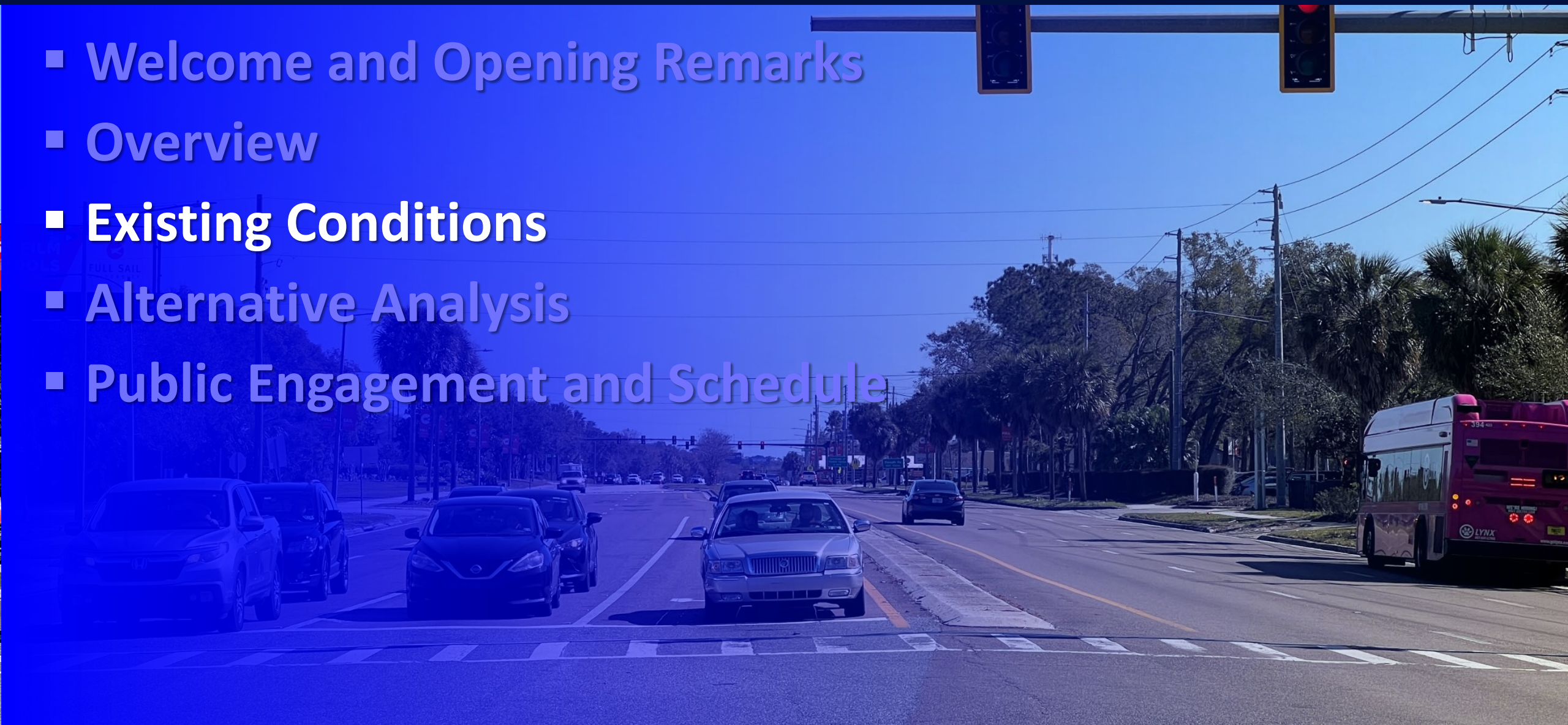
Study Process





Presentation Outline

- Welcome and Opening Remarks
- Overview
- Existing Conditions
- Alternative Analysis
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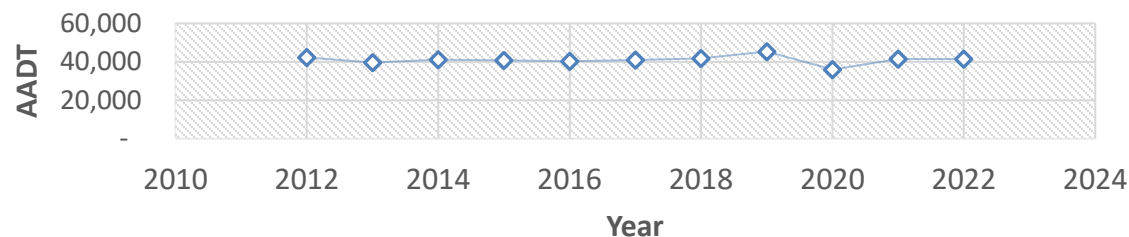
Existing Conditions

Roadway Characteristics

- University Boulevard is a six-lane minor arterial roadway with a 45-mph posted speed
- Sidewalks along both sides of roadway
- No bicycle lanes
- Right-of-way varies 128' to 162'
- Studied 5 segment intersections



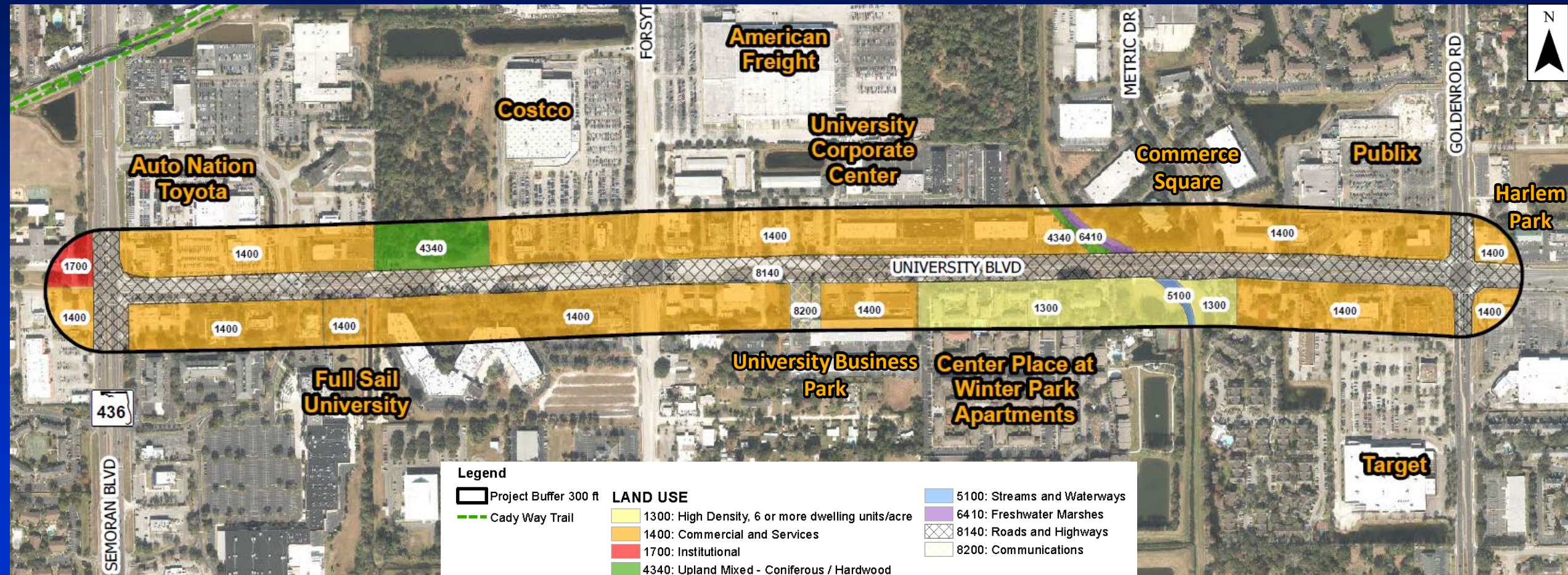
Traffic Volume Trend between 2012 and 2022





Existing Conditions

Existing Land Use/Major Developments

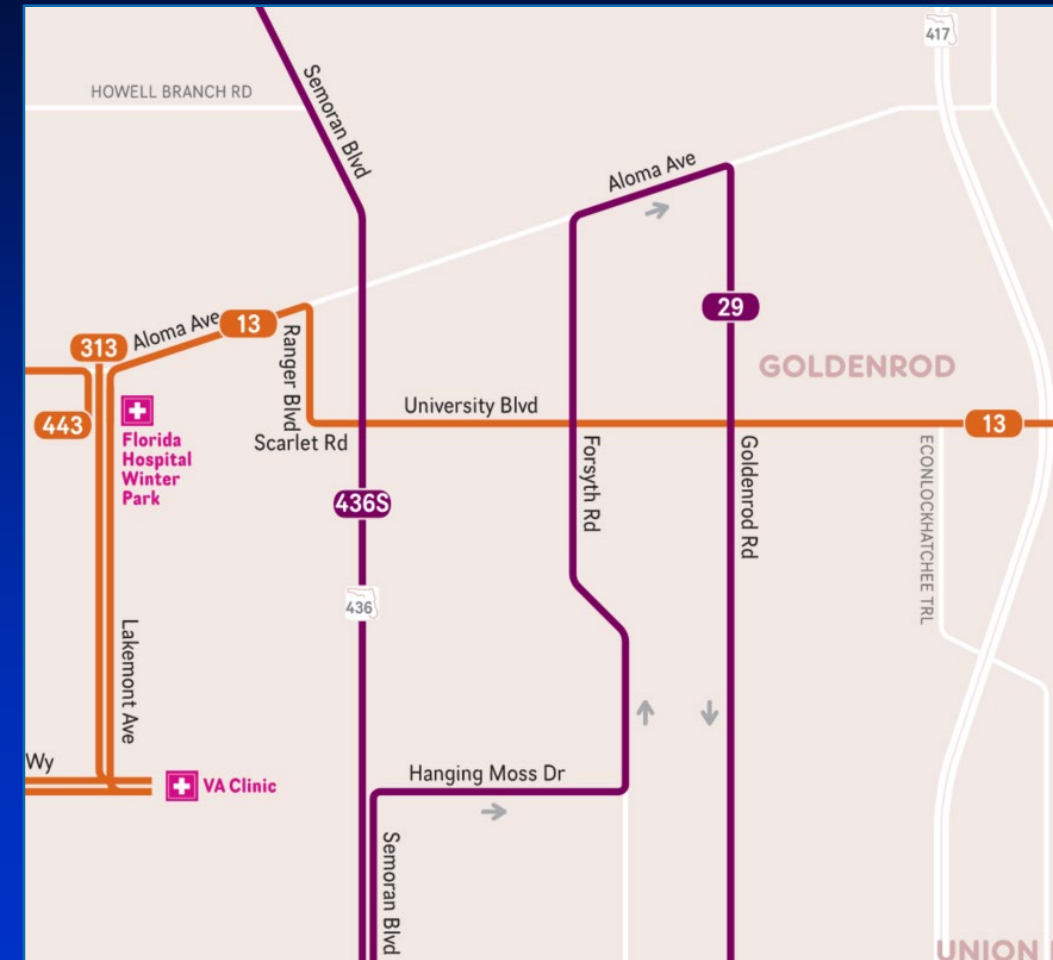




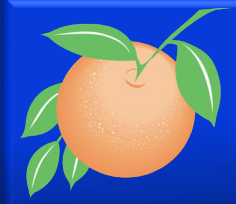
Existing Conditions

Transit Services (LYNX)

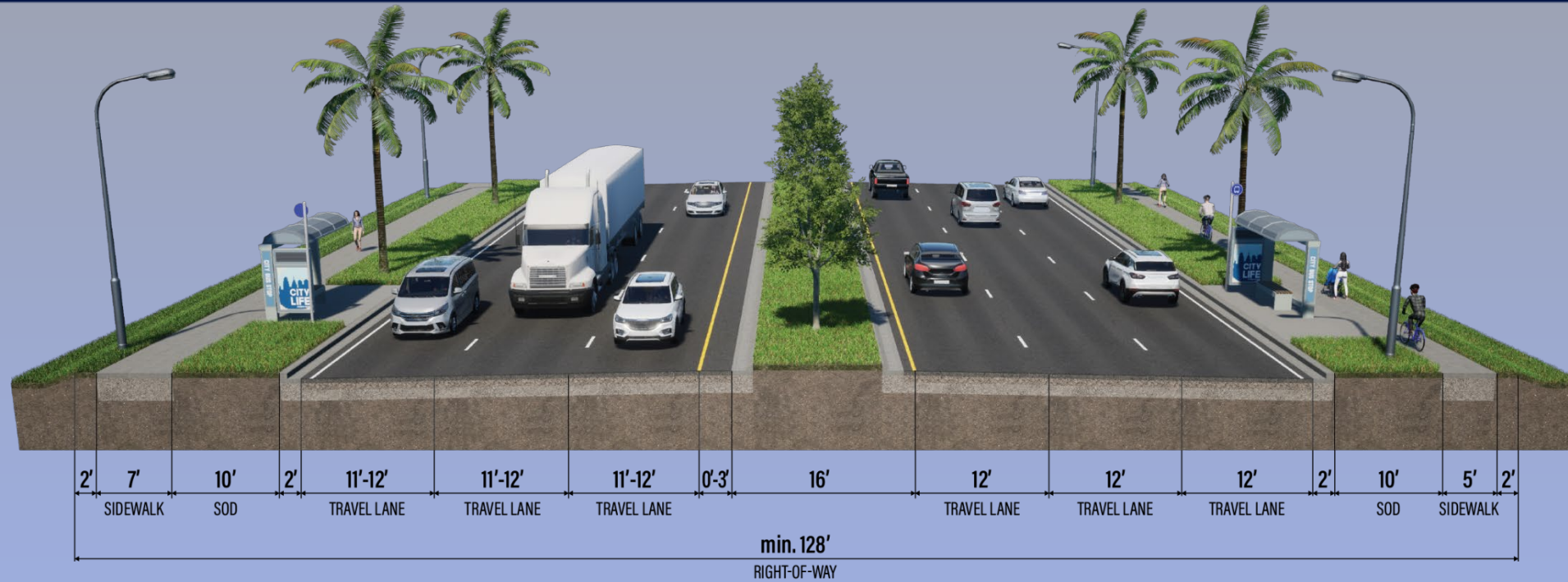
- Link 13 (4 stops between SR 436 & Forsyth Rd)
 - 2022 Yearly Ridership: 149,254
 - Frequency – 60 minutes
- Link 29
 - 2022 Yearly Ridership: 241,294
 - Frequency – 30 minutes
- Link 436S
 - 2021 Yearly Ridership: 604,410
 - Frequency – 30 minutes



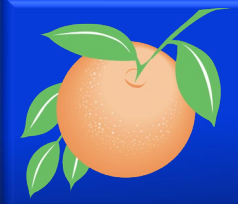
Source: LYNX



Existing Conditions



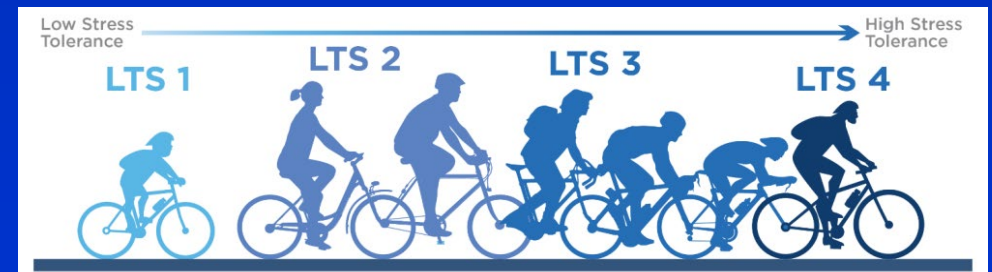
- Three 11-12 foot-wide travel lanes with 16-foot raised median
 - 5-foot-wide sidewalk on the south side of the roadway
 - 7-foot-wide sidewalk on the north side of the roadway
 - No bicycle lanes

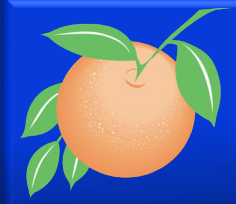


Existing Conditions

Existing Multimodal LOS

University Boulevard	Value
Number of Lanes	6 Lanes
Posted Speed	45 mph
AADT	41,000
Roadway Segment LOS (Auto)	LOS D or better (except WB from Driggs Drive to Semoran Boulevard - LOS F)
Pedestrian Level of Stress (LTS)	LTS 4 (Lowest comfort level) Sidewalk Width <= 5 ft and high speed
Bicycle LTS	LTS 4 (Lowest comfort level) Sidewalk Width <= 5 ft and high speed
Transit LOS	LOS E (one route with 60 min headway)





Existing Conditions

Crash History and Safety

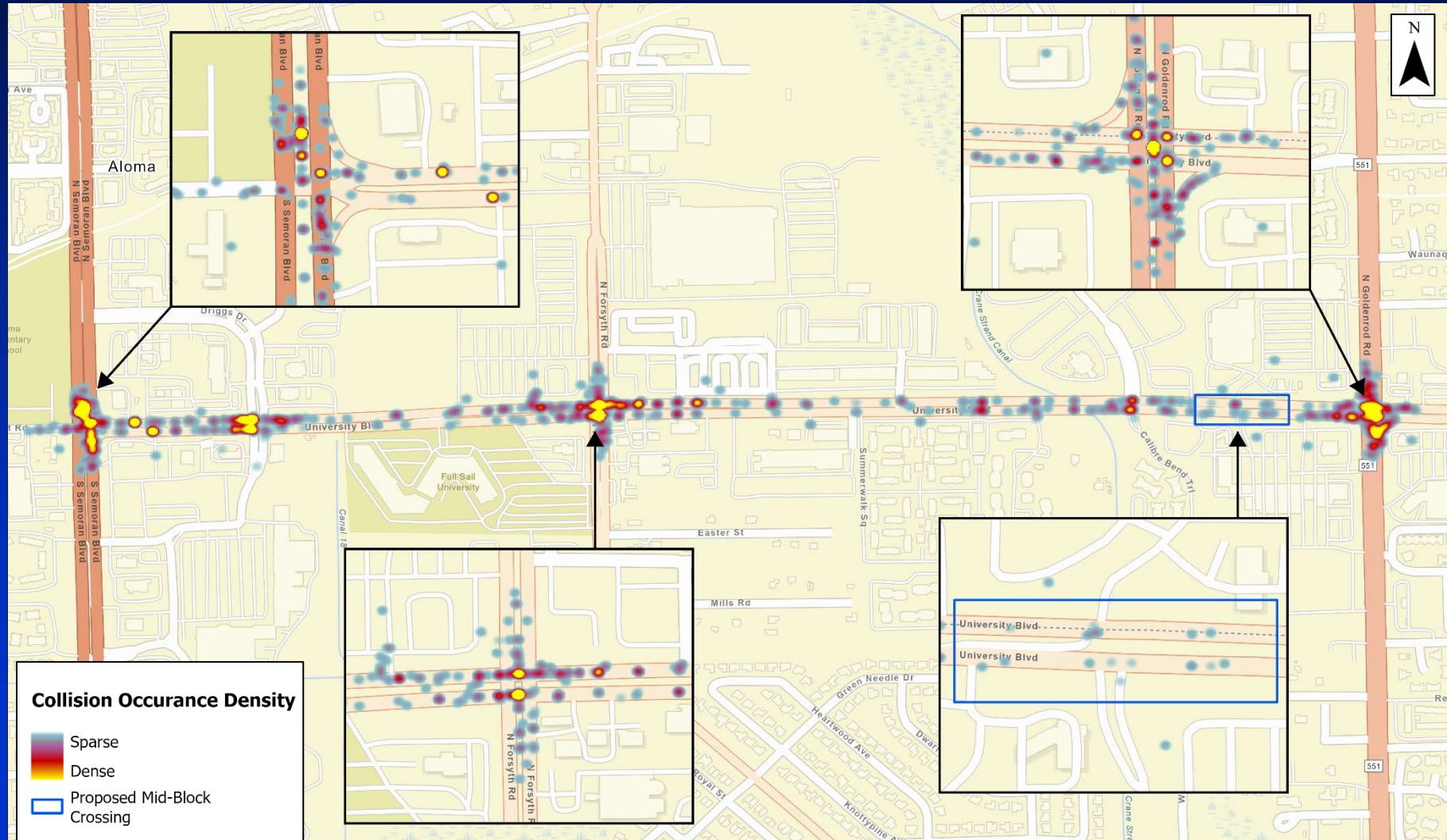
- Total 813 crashes – 8/27/2018 to 8/27/2023
 - 741 within a signalized intersection
 - 72 along roadway segments
 - 1 Fatality (Off-road crash)
 - 35 Pedestrian/Bicycle related crashes
- Safety audit conducted with safety experts and local stakeholders





Existing Conditions

Historical Crashes – Heat Map





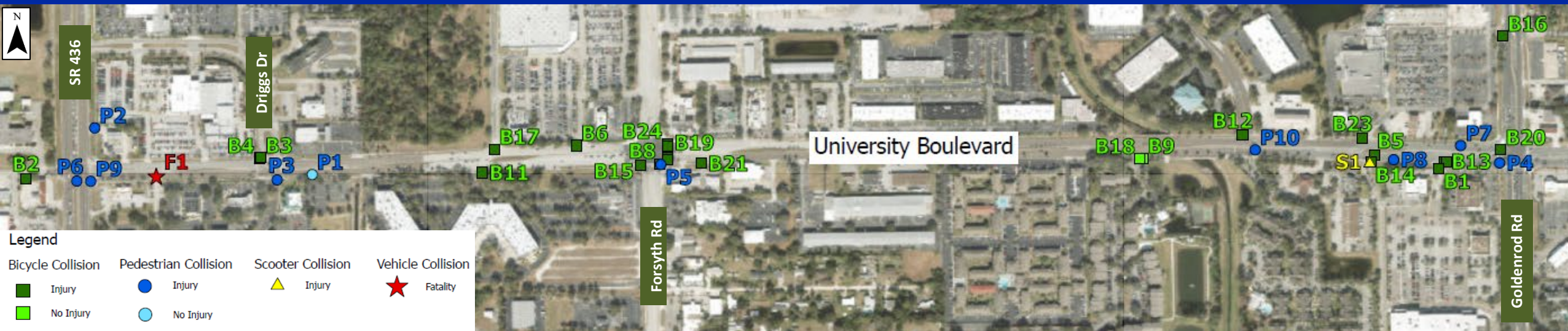
Existing Conditions

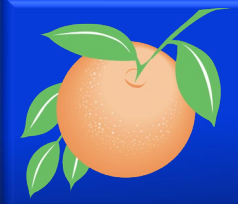
Pedestrian/Bicycle Related Crashes

- 35 Pedestrian/Bicycle related crashes
 - 24 bicycle related
 - 10 pedestrian related
 - 1 scooter related
 - 91% resulting in injuries and 17% resulting in serious injuries

Ped/Bicycle Crash Hot Spots:

- University Blvd/SR 436
- University Blvd/Forsyth Rd (majority bicycle related)
- University Blvd/Driggs Dr
- Near Costco driveways

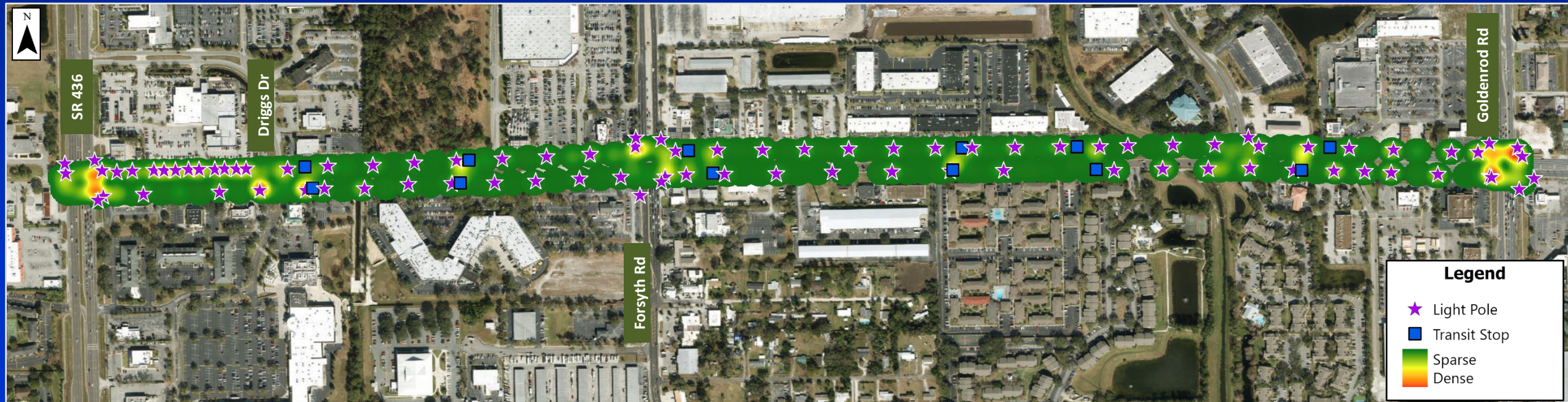




Existing Conditions

Lighting

- University Boulevard Luminosity
 - Lower than standard along length of corridor
 - No sufficient lighting at transit stops

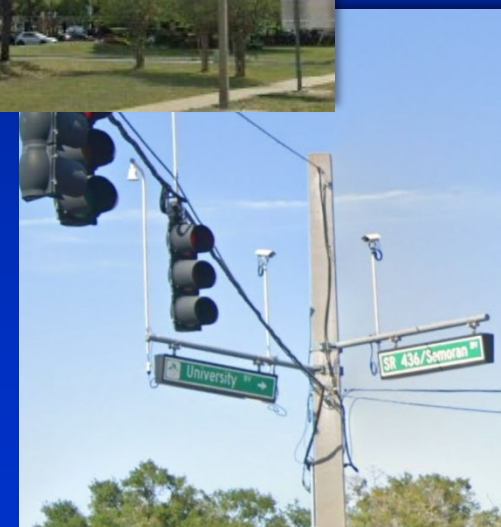




Existing Conditions

Utilities & Drainage

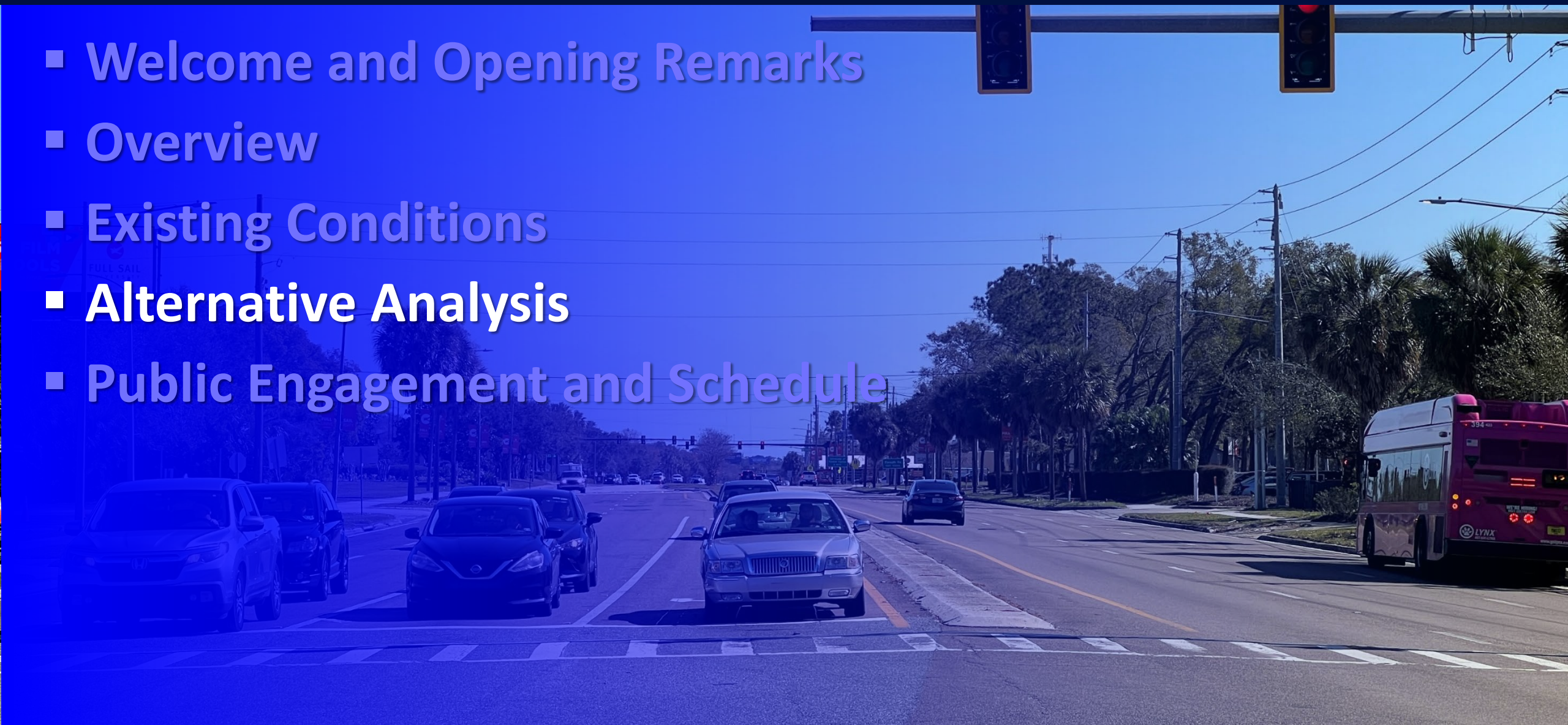
- Utilities present along corridor
 - 19 Utility Agency Owners (UAOs) including electric, fiber, cable, water, etc.
 - Project is within the St. John's River Water Management District and the Little Econlockhatchee Basin
 - 3 permitted ponds and closed drainage system along the corridor





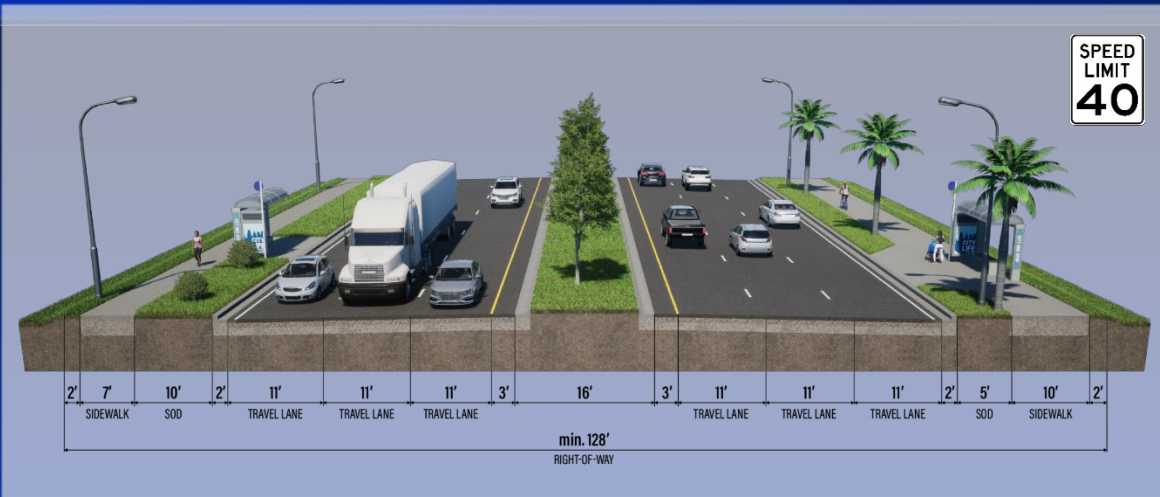
Presentation Outline

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- Overview
- Existing Conditions
- **Alternative Analysis**
- Public Engagement and Schedule

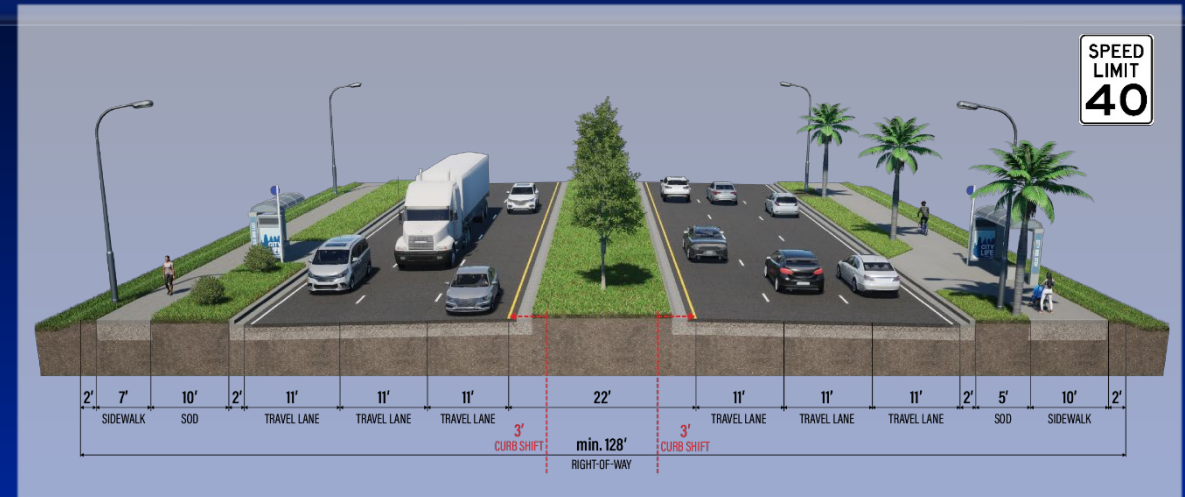




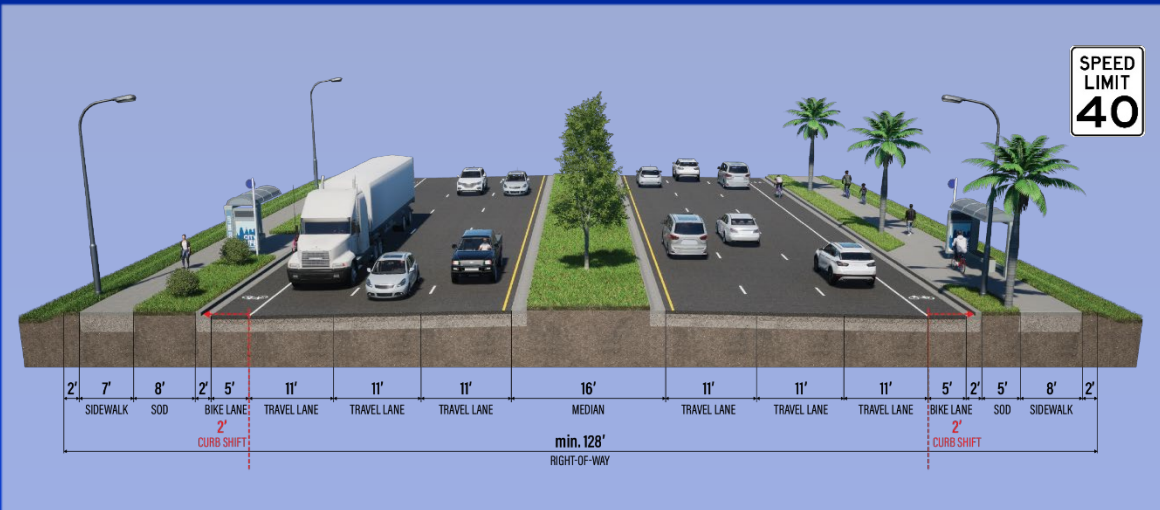
Alternative Analysis



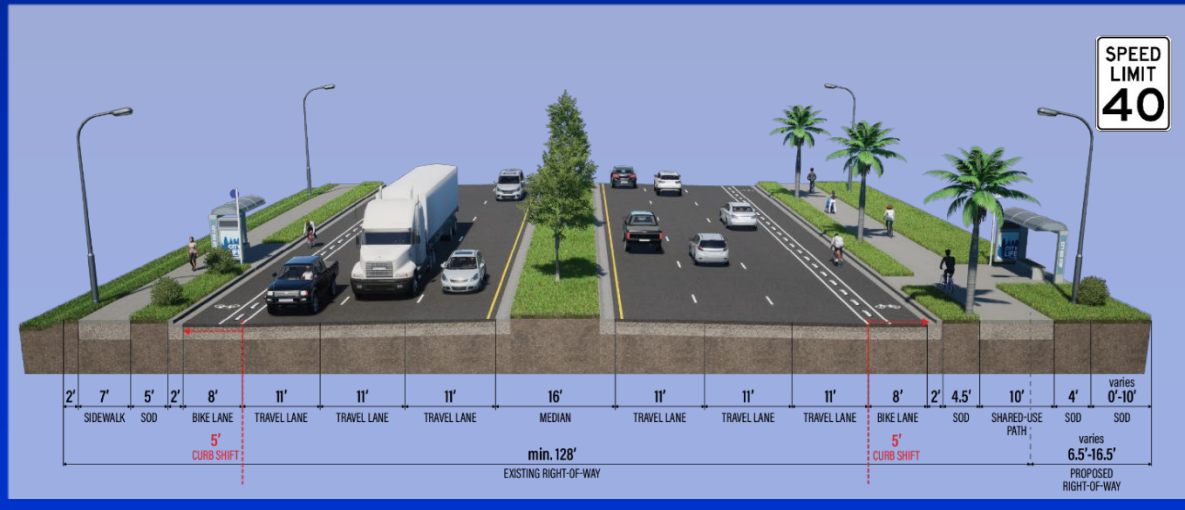
Alternative 1 – Widen south sidewalk



Alternative 2 – Widen south sidewalk & median



Alternative 3 – Add bike lanes & widen south sidewalk



Alternative 4 – Add protected bike lanes & shared use path on south side



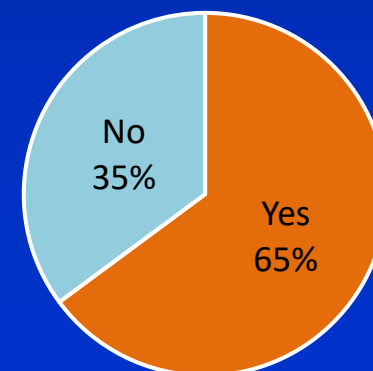
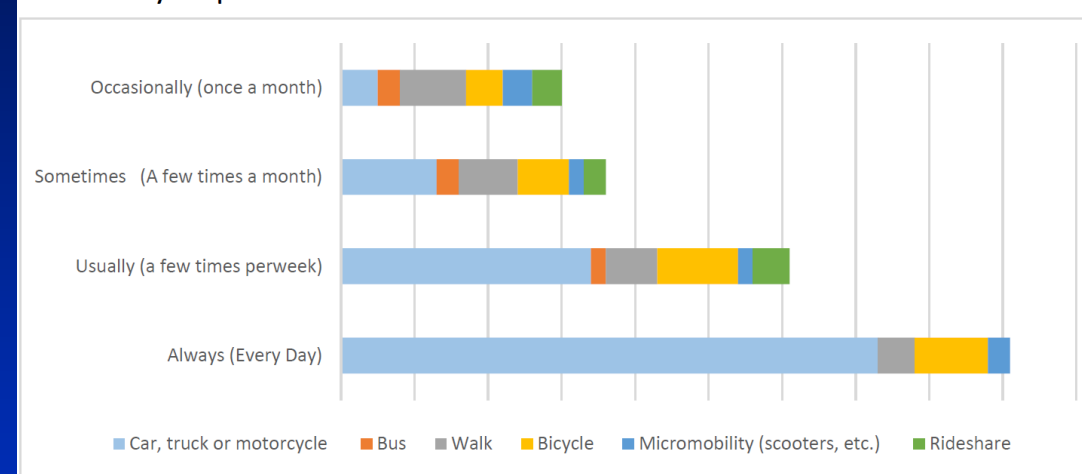
Alternative Analysis

Feedback from the Full Sail University Staff/Student Survey 148 participants

Rank	Priority of Improvement Category
1	Improved sidewalks, wider sidewalks and/or shared use path
2	Protected pedestrian intersections (setback or offset intersections)
3	More crossing opportunities along University Boulevard (Marked midblock crosswalks, pedestrian bridge, etc.)
4	On street dedicated bicycle lanes
5	Connections to trails in the area
6	More bus routes or improved bus stops
7	Lighting Upgrades
8	A nearby bus transfer station/hub
9	Organized car/van pools
10	Micro-mobility rental options

86 out of 148 surveyed use a bicycle or scooter to travel to/from Full Sail

4. How often do you use each of the following modes of transportation to travel to or from the Full Sail University Campus?



**Comfortable crossing
University Blvd on
Bike or Scooter**



Alternative Analysis

Feedback from the First Community Meeting Survey

16 participants

Rank	Preferred Alternative from Survey	Number of Responses
1	Alternative 4 – Protected Bike Lane	9
2	Alternative 1 – Shared Use Path	5
3	Alternative 2 – Widened Median	2
4	Alternative 3 – On-Street Bike Lane	0

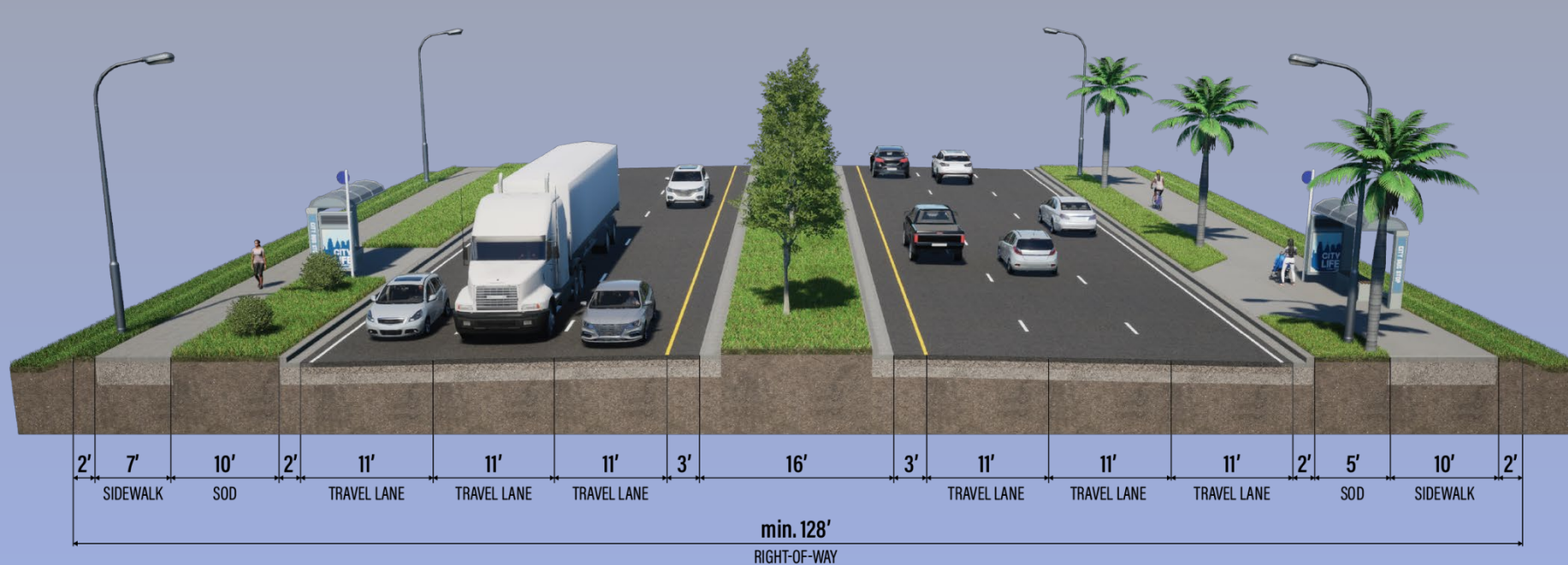
Responders in Favor of	Percent
Wider sidewalks	81%
Pedestrian Hybrid Beacons at midblock crosswalks	76%
Marked crosswalks or designated crossing locations	75%
More landscaping	69%
Narrow travel lanes to reduce vehicle speeds	66%
Add bicycle lanes	63%

Evaluation Matrix	No Build	Alternative 1 (Preferred) widen south sidewalk	Alternative 2 widen south sidewalk & median	Alternative 3 add bicycle lanes & widen south sidewalk	Alternative 4 add protected bike lanes & shared use path on south side
Potentially Enhances Roadway Safety	No	Yes	Yes	Yes	Yes
Potentially Enhances Pedestrian and Bicyclist Safety	No	Yes	Yes	Yes	Yes
Improves Accessibility for All Users	No	Yes	Yes	Yes	Yes
Provides Comfort and Convenience for All Users	No	Yes	Yes	Yes	Yes
Enhance Transit Accessibility	No	Yes	Yes	Yes	Yes
Right-of-Way Potentially Needed (acres)	0.00	0.00	0.00	0.00	0.79
Total Potential Parcels Impacted (#)	0	0	0	0	22
Removal of Existing Trees (#)	0	43	43	59	65
Existing Bus Stop Shelter Impacts (#)	0	5	5	5	5
Community (Social-Economic) Impact Analysis – Environmental Justice (Low/Med/High)	None	Low	Low	Low	Low
Potential Archaeological & Historical Impacts (Low/Med/High)	None	Low	Low	Low	Low
Potential Roadway Utility Impacts (Low/Med/High)	None	Medium	Medium	High	High
Potential Roadway Drainage Impacts (Low/Med/High)	None	Low	Low	High	High
Potential Wetlands Impacts (acres)	None	None	None	None	None
Potential Floodplains Impacts (acres)	None	None	None	None	None
Potential Contamination Sites Impacts (# of Medium/High Sites)	None	4	4	4	4
Potential Threatened & Endangered Species Impacts (Low/Med/High)	None	Low	Low	Low	Low
Critical and Strategic Habitat Impact (Low/Med/High)	None	Low	Low	Low	Low
Wildlife Corridor Impact (Low/Med/High)	None	Low	Low	Low	Low
Estimated Construction Cost (in millions)	\$0	\$5.31	\$5.66	\$11.18	\$11.99
Estimated Design Cost (15% of Construction Cost (in millions))	\$0	\$0.76	\$0.81	\$1.61	\$1.72
Estimated Right-of-Way Cost (in millions)	None	None	None	None	\$6.40
CEI (15% of Construction Cost (in millions))*	\$0	\$0.80	\$0.85	\$1.68	\$1.80
Estimated Total Cost Including Right-of-Way (in millions)	\$0	\$6.87	\$7.32	\$14.47	\$21.91

*Note: Includes Construction Contingency

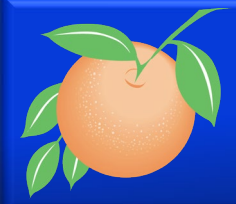


Alternative Analysis



Alternative 1 – Preferred Alternative

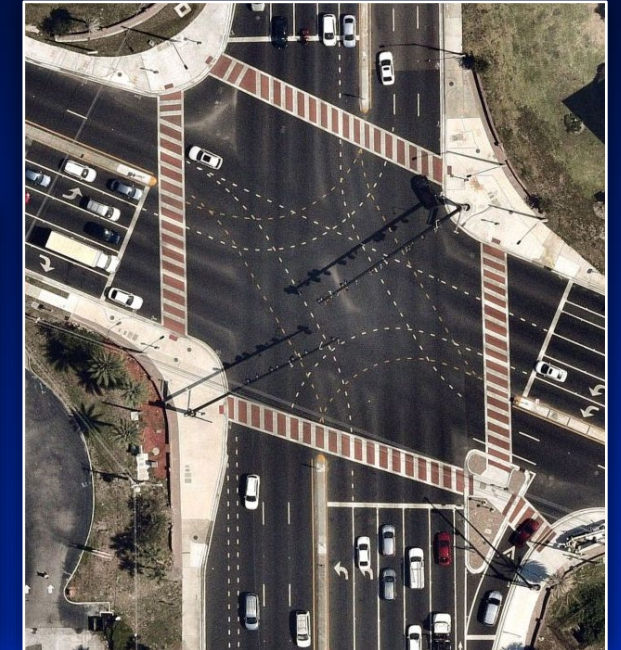
- Three 11-foot-wide travel lanes in each direction with 16-foot raised median
 - Provide 10-foot-wide sidewalk on the south side of the roadway
 - Maintain 7-foot-wide sidewalk on the north side of the roadway
 - Maintain existing median and curb and gutter

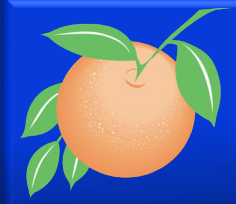


Alternative Analysis

Additional Improvements

- Midblock crosswalks with Pedestrian Hybrid Beacon (PHB)
- Pedestrian fencing in the median
- High visibility crosswalks
- ADA upgrades
- Intersection improvements for increased pedestrian safety
 - Reduced curb radius
 - Leading Pedestrian Intervals at signalized intersections
 - No right turn on red
 - Protected only left turns

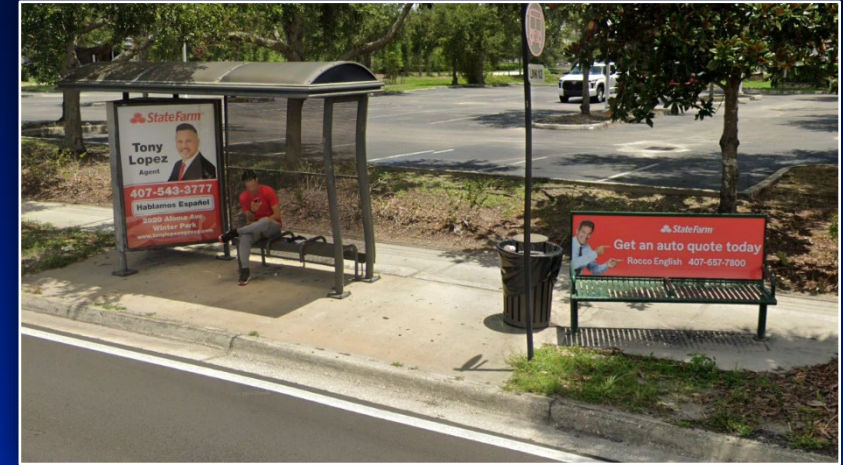




Alternative Analysis

Additional Improvements

- Bus stop relocation and consolidation
- Access management improvements
- Intelligent Transportation System (ITS) features
- Speed management
- Lighting enhancements
- Landscaping





Alternative Analysis

Pedestrian Hybrid Beacon (PHB)



- PHBs remain dark until activated by someone waiting to cross the road
- They can help increase driver attention to pedestrians crossing the roadway and reduce rear-end collisions
- The red signal indication requires motorists to make a complete stop



How to use a Pedestrian Hybrid Beacon (PHB)

Driving



GO

Beacon remains dark until activated.



FLASHING

SLOW DOWN

Push button has been activated.



PREPARE TO STOP

watch for pedestrians and bicyclists.



STOP!

People are crossing.



STOP

Proceed with caution if clear.

FLASHING



Walking



PUSH THE BUTTON

Stop and wait for "WALK" signal.



START CROSSING

Watch for cars.



FLASHING

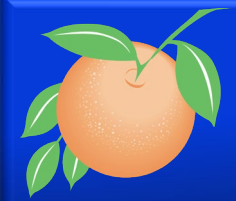
FINISH CROSSING

Cross safely before the countdown timer expires.



DON'T WALK

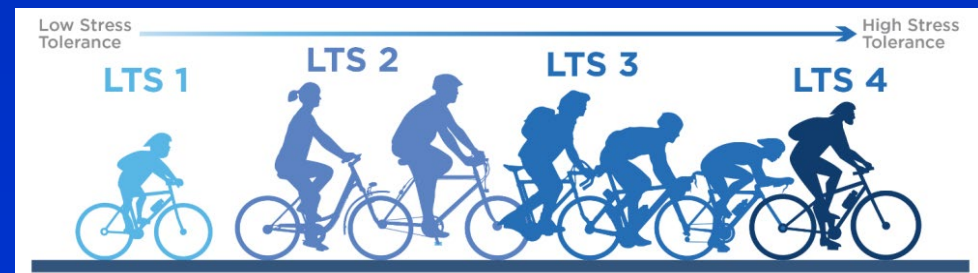
Push the button to cross. Wait for the "WALK" signal to cross.



Alternative Analysis

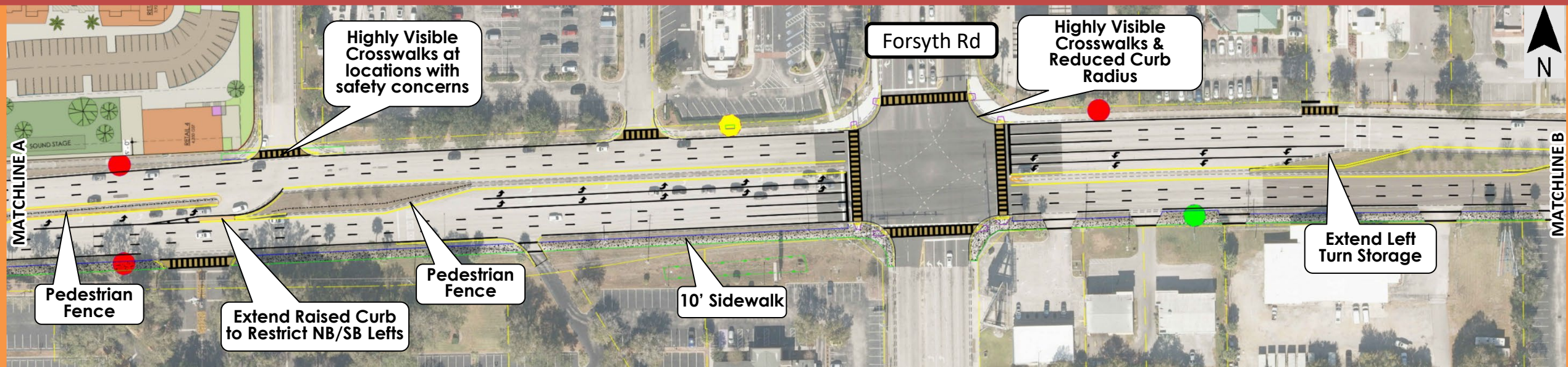
Multimodal LOS – Recommended Improvements

University Boulevard	Value
Number of Lanes	6 Lanes
Recommended Posted Speed	40 mph
AADT	52,000
Roadway Segment LOS (Auto)	LOS E (except WB from Driggs Drive to Semoran Boulevard - LOS F)
Pedestrian Level of Stress (LTS)	LTS 2 (Higher comfort level) 10 ft Sidewalk, Reduced Speed, and Vertical Separation
Bicycle LTS	LTS 1 (Highest comfort level) 10 ft Sidewalk, Reduced Speed, and Vertical Separation
Transit LOS	LOS D or better (Four proposed routes with 15-30 min headway)



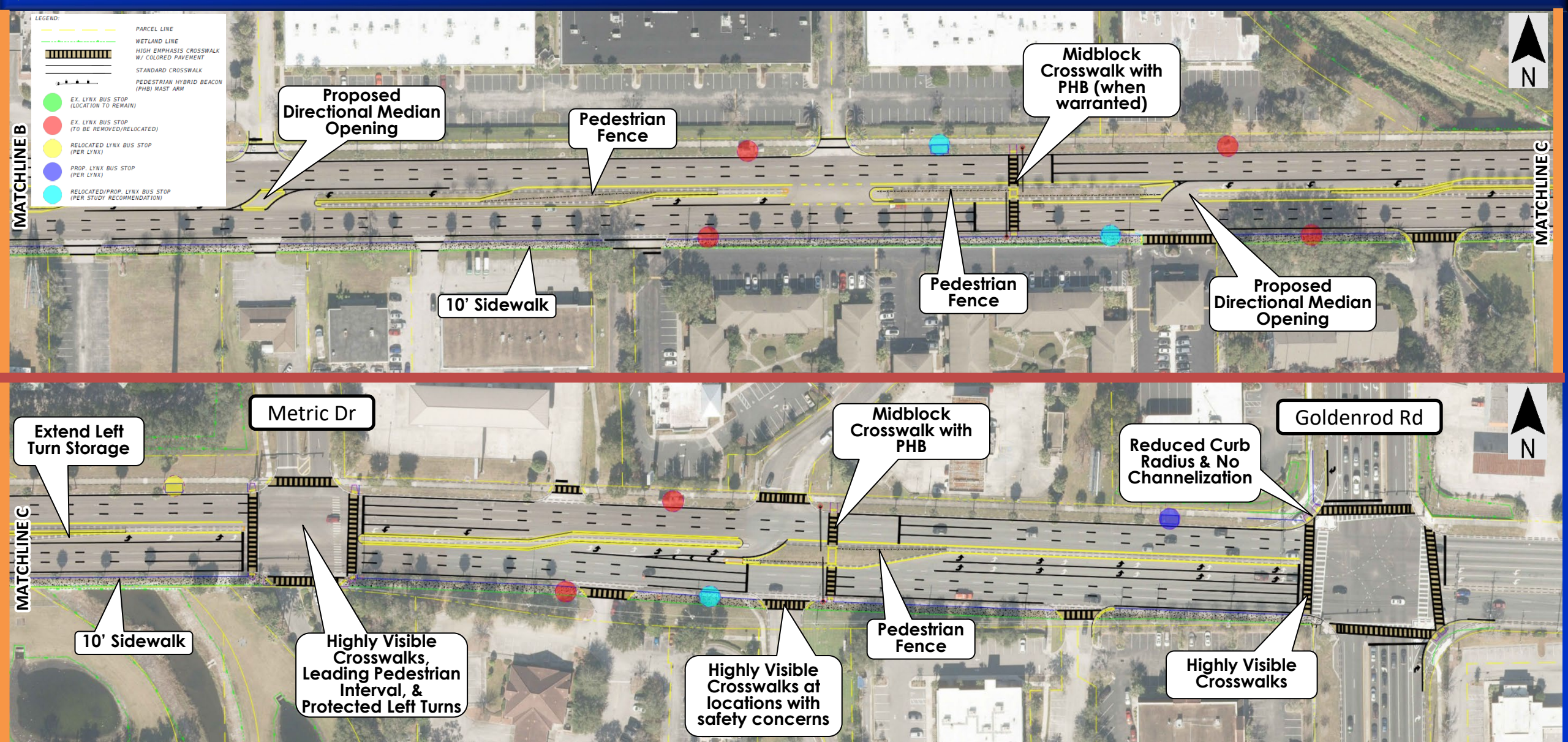


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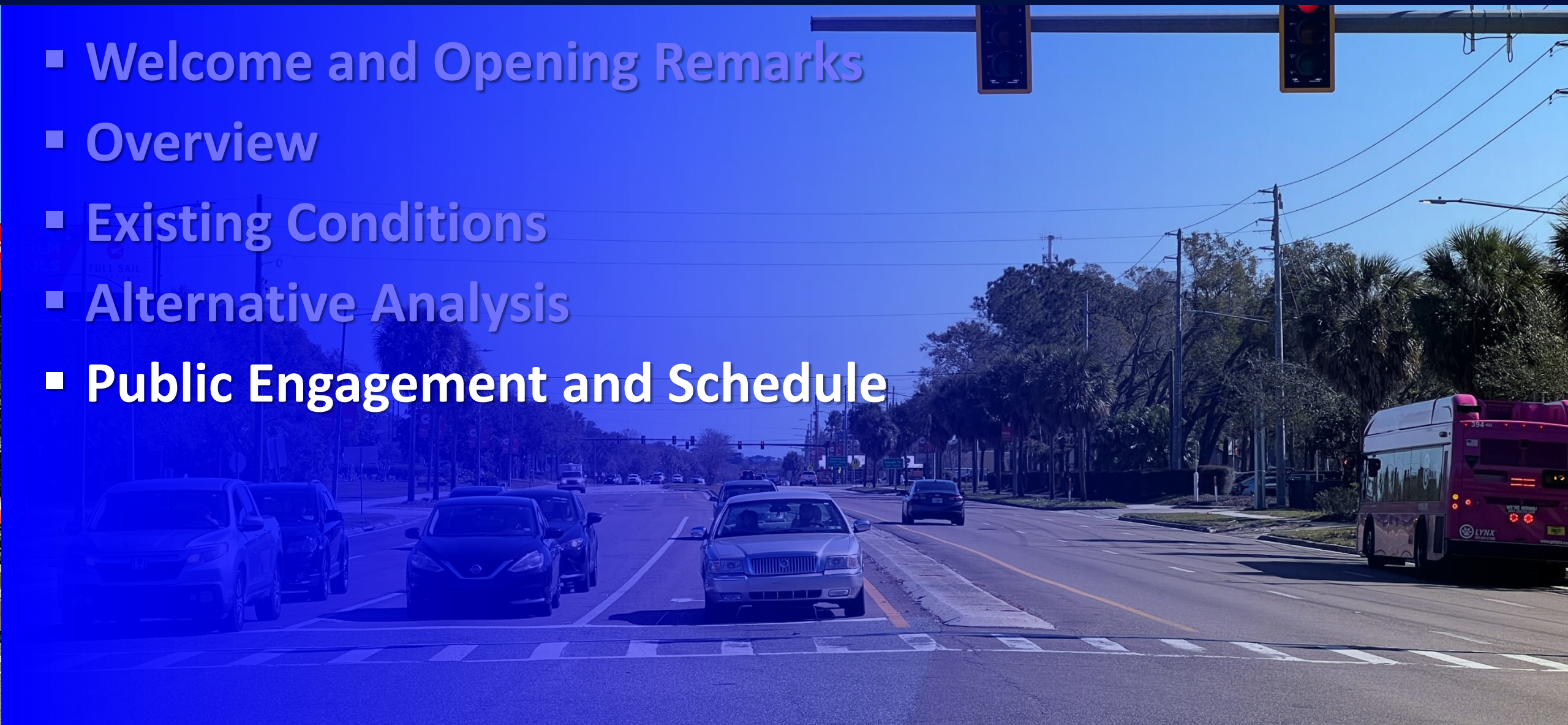
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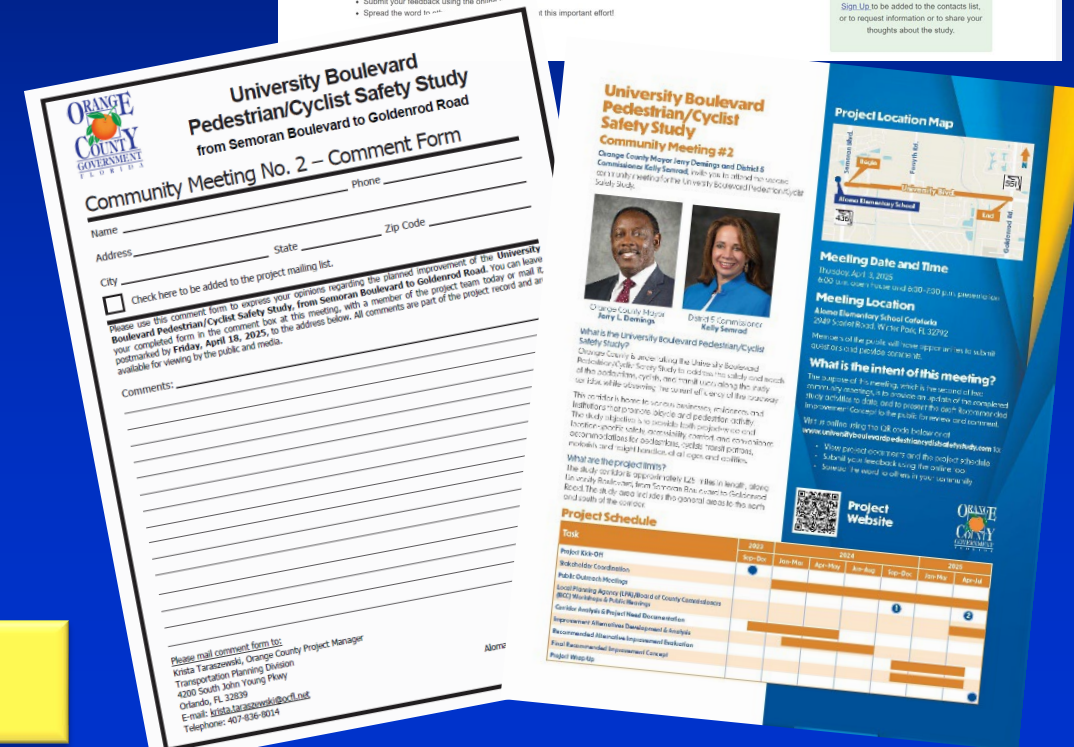
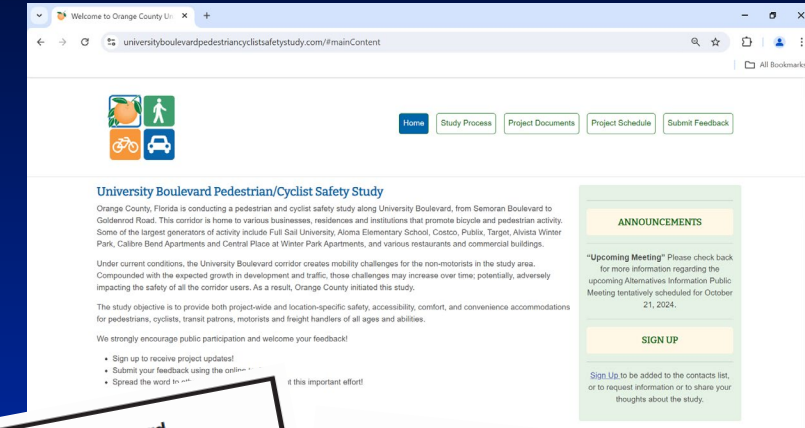
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Public Engagement and Schedule

- Study Website:
<https://universityboulevardpedestriancyclistsafetystudy.com>
- Community Meetings
- Newsletters
- Call/Email
- Attend LPA & BCC Hearings
- Comment Card




Please submit comments by April 18, 2025



Public Engagement and Schedule














Action items based on comments received

- Incorporated protected bicycle lanes as an alternative
- Modified two full median openings to directional to service multiple parcels
- Added pedestrian fencing in the median at proposed mid-block crossing locations
- Request for median signage between Forsyth Road and Goldenrod Road forwarded to Traffic Engineering Division
 - Signs were warranted; installation scheduled for next month
- Flooding concerns at Publix driveway forwarded to Roads & Drainage



We
are
here

Project Schedule

Task	2023	2024			2025			
	Sep-Dec	Jan-Apr	May-Aug	Sep-Dec	Jan-Feb	Mar-Apr	May-Jun	July-Aug
Project Kick-Off								
Stakeholder Coordination								
Public Outreach Meetings								
Local Planning Agency (LPA) Workshop & Public Hearing							 	
Board of County Commissioners (BCC) Workshop & Public Hearing							 	
Final Report								
 Public Outreach Meeting #1  Public Outreach Meeting #2  LPA Workshop  LPA Public Hearing  BCC Workshop  BCC Public Hearing								



Public Engagement and Schedule

Orange County Project Manager:

Krista Taraszewski, PMP

Transportation Planning Division

Orange County Public Works Department

4200 John Young Parkway

Orlando, FL 32839

Email: Krista.Taraszewski@ocfl.net

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Fax: (407) 836-8079

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**QUESTIONS
AND ANSWERS**

Transportation Planning Division

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Community Meeting #2**

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