

Traffic Engineering Division

International Drive Crosswalk Areas Study

I-Drive Business Improvement District

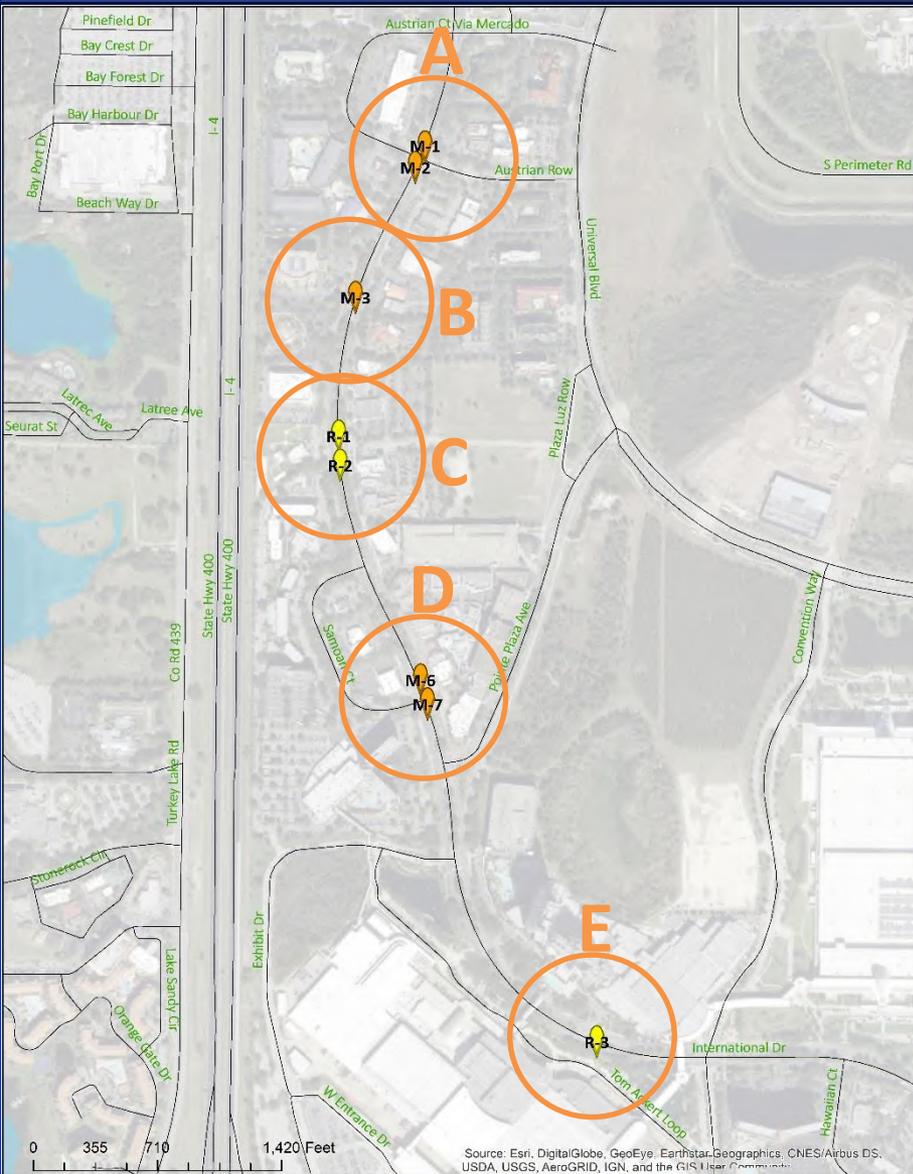
November 13, 2019



I-Drive Crosswalk Areas Study

Agenda Topics

- Review of Study
- Field Observations and Trends
- Pedestrian Crossing Examples
- Crosswalk Concepts
- Next Steps

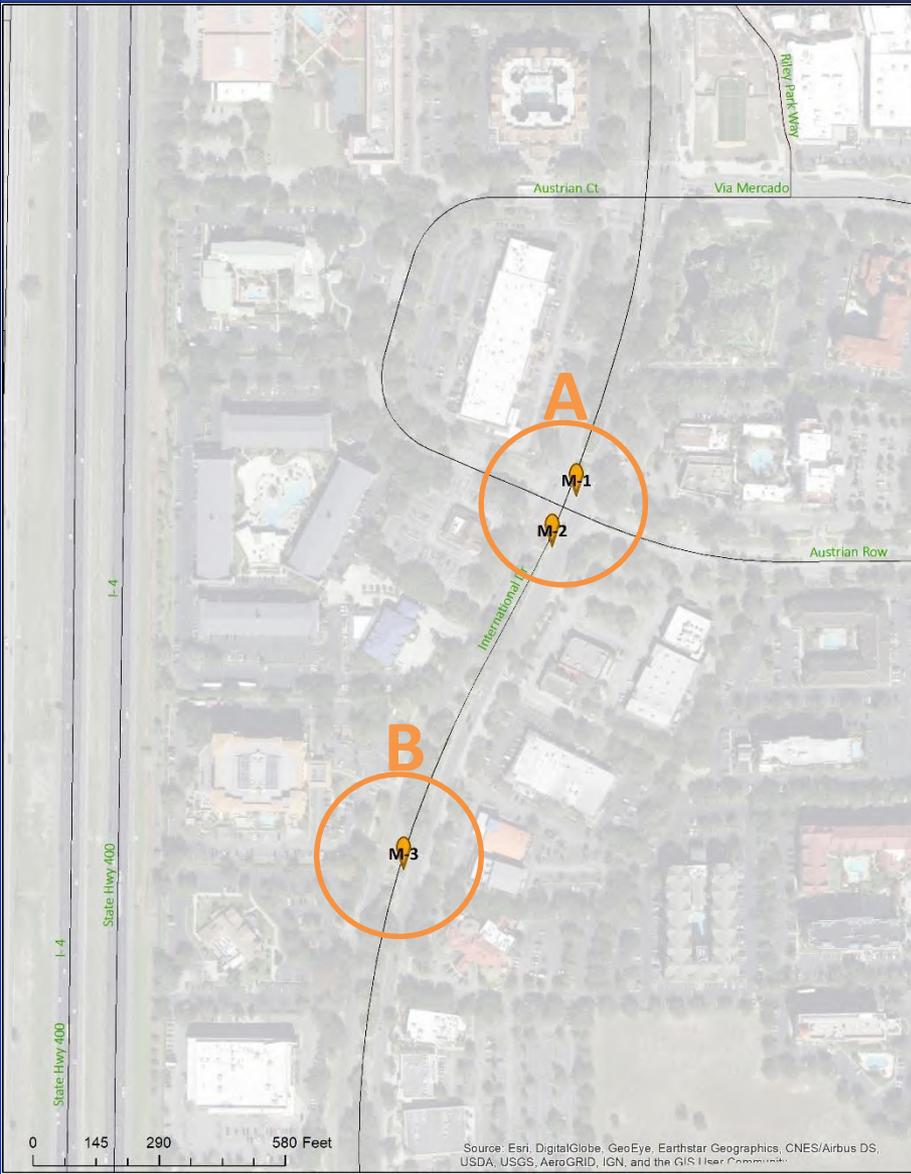




I-Drive Crosswalk Areas Study

North- Areas A & B

- North of Austrian Row (M-1)
- South of Austrian Row (M-2)
- Embassy Suites / Howl-at-the-Moon (M-3)

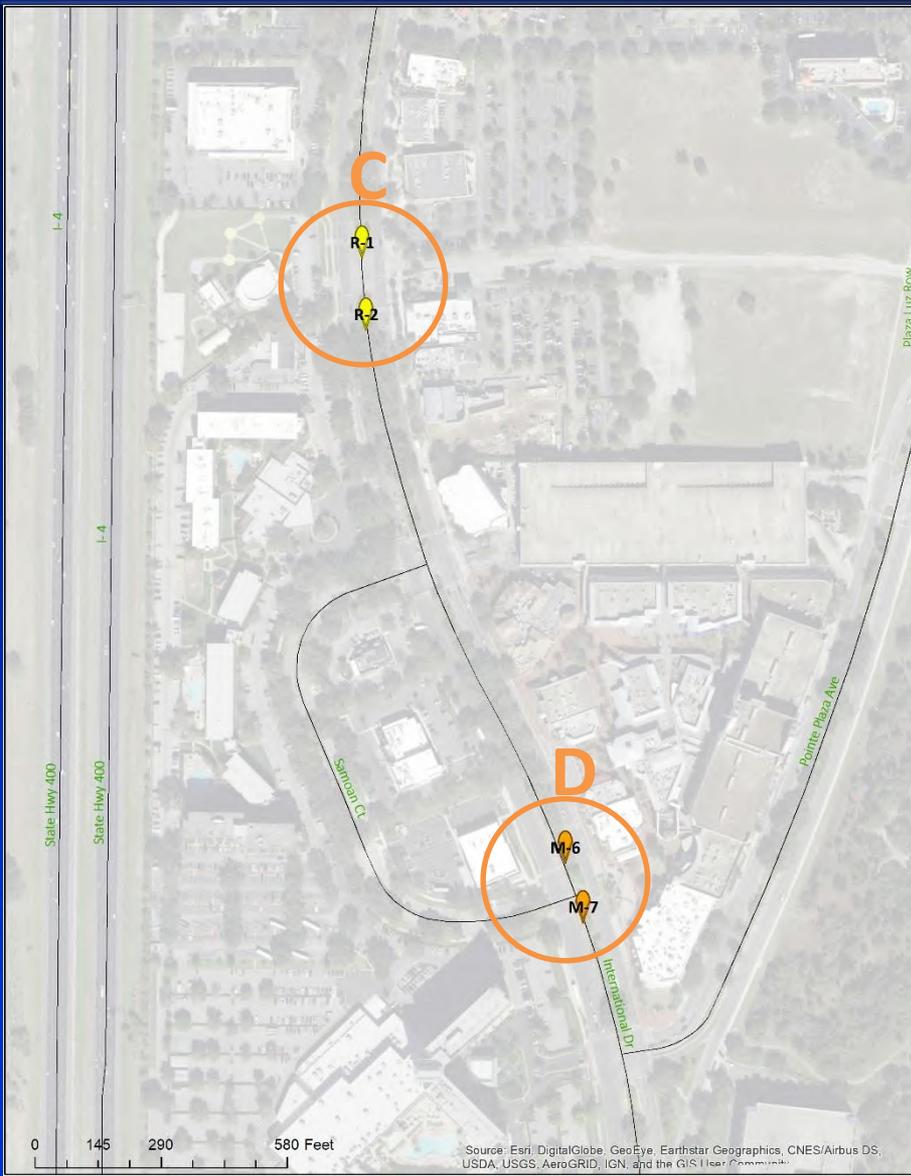




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Central- Areas C & D

- Walgreens / Helicopter Tours (R-1)
- Miller's Ale House (R-2)
- North of S. Samoan Court/Ming Court (M-6)
- South of S. Samoan Court/Pointe Orlando (M-7)

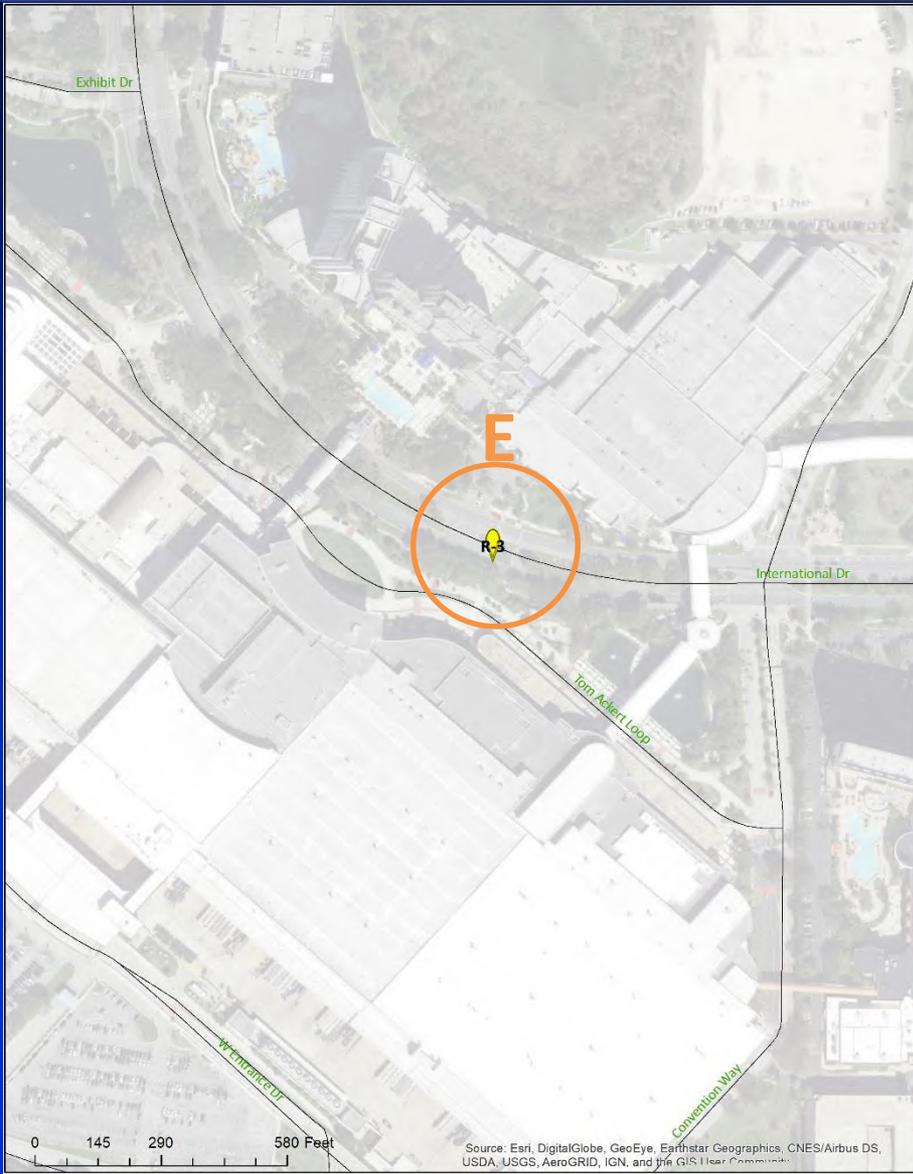




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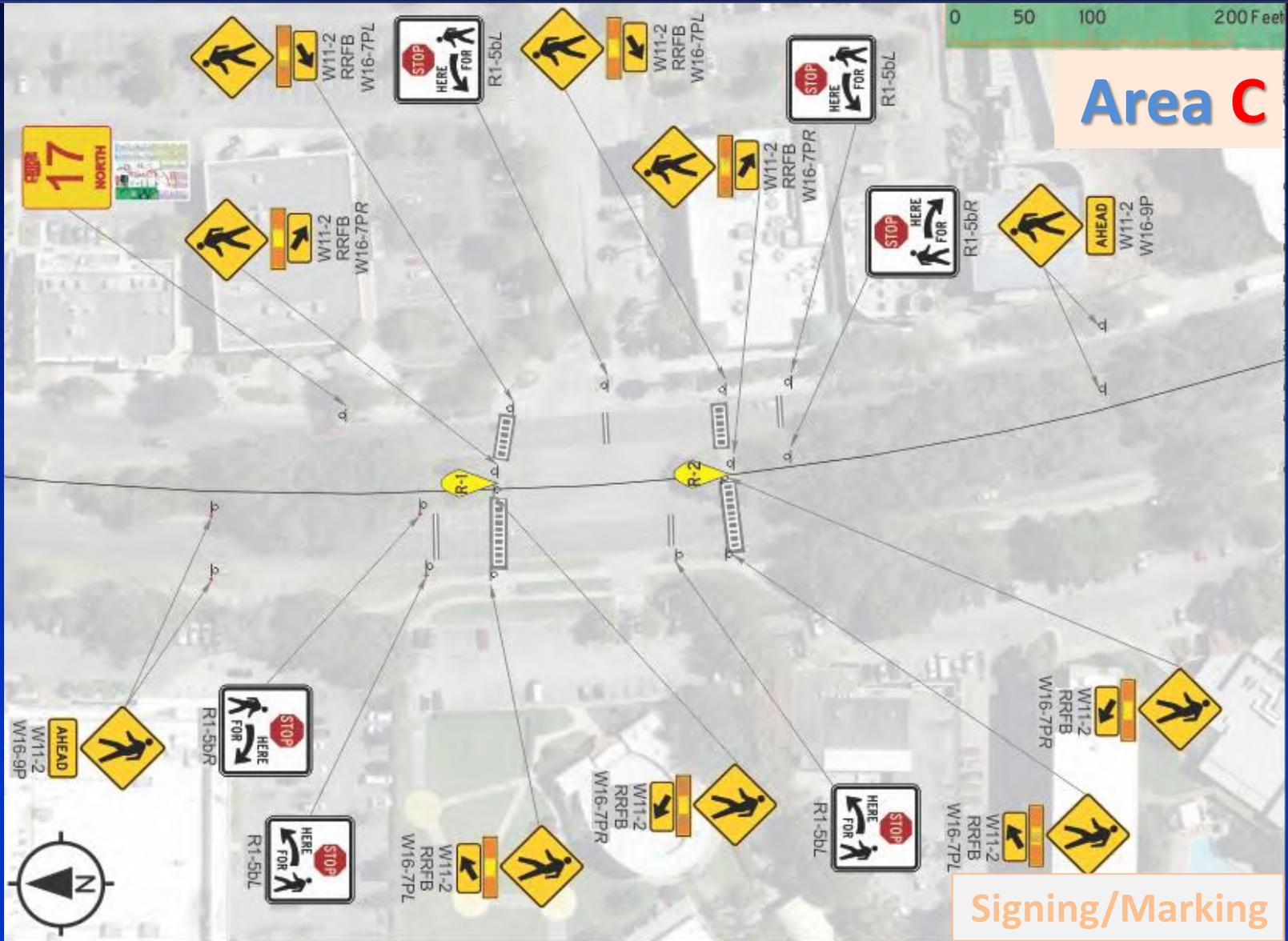
South- Area E

- Convention Center, Hyatt Regency (R-3)



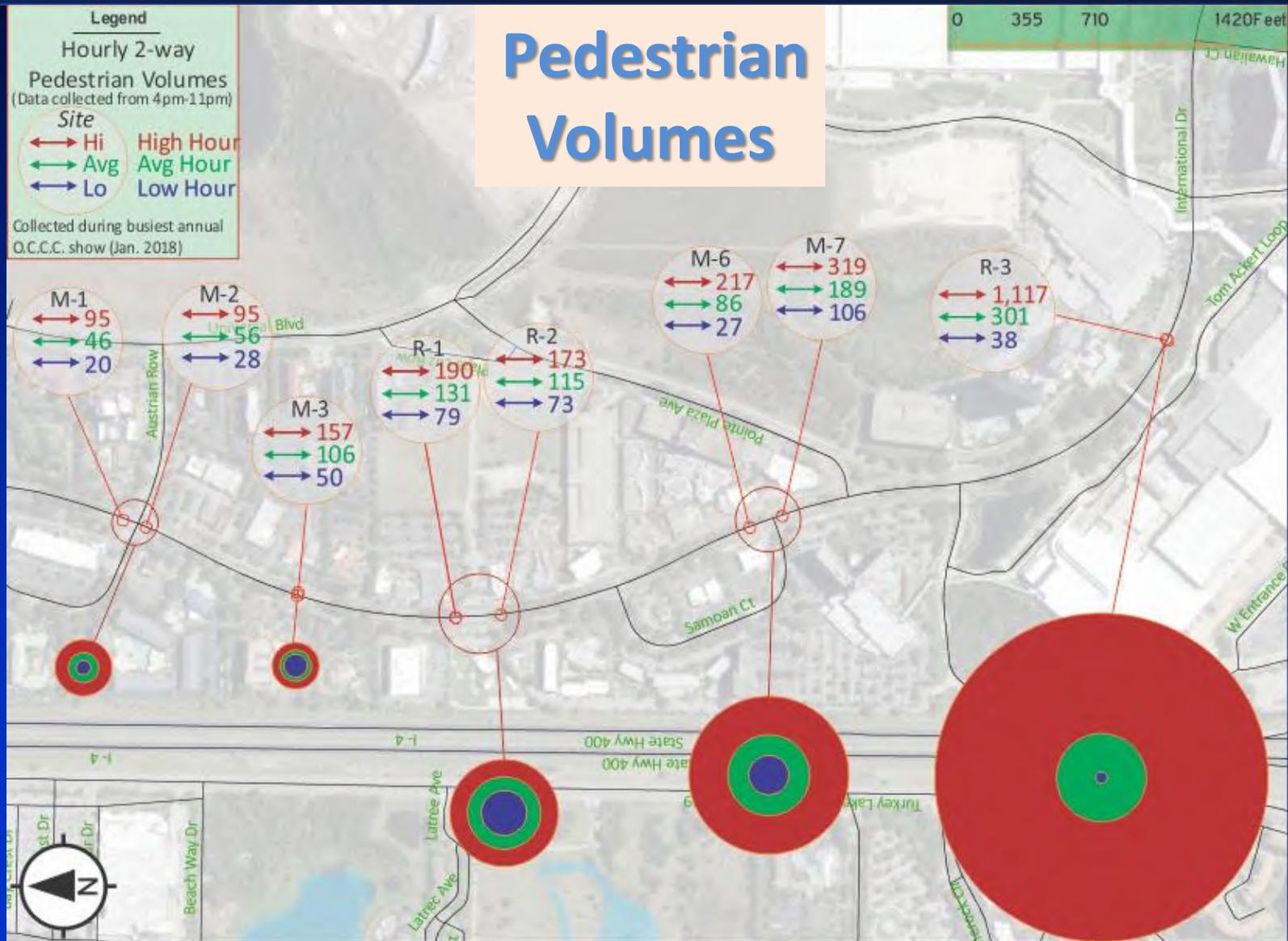


I-Drive Crosswalk Areas Study





I-Drive Crosswalk Areas Study





I-Drive Crosswalk Areas Study

8 Locations Summary

- **8-Hour Observations**
 - **19,000 Pedestrians Crossing International Drive**
 - **11,000 on Bridges**



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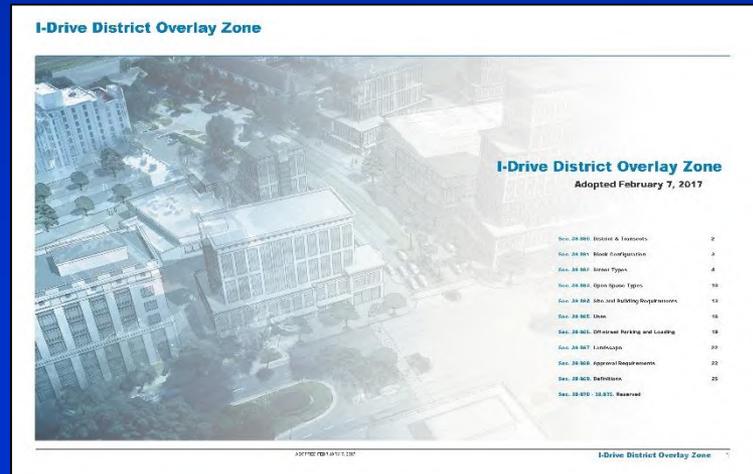


I-Drive Crosswalk Areas Study

- Existing Land Uses
 - Restaurants
 - Shops
 - Hotels
 - Entertainment
- I-Drive 2040 Strategic Vision (BCC adopted November 3, 2015)
- I-Drive 2040 Overlay Zone (BCC adopted February 7, 2017)
- Continued Mix of Uses and Activities



I-Drive Land Uses





Field Observations and Trends



I-Drive Crosswalk Areas Study

Trends identified from the volume counts, crash data & observations

- Pedestrians generally utilized crosswalks
- Drivers were generally compliant to stopping for pedestrians at crosswalks, especially with RRFBs
- Vehicle speeds were observed to be 25-35 MPH, which compares favorably with the posted speed limit of 35 MPH.
- Nine (9) crashes involving pedestrians or bicycles occurred over the 5 years from 2013 to 2017 (7 pedestrian crashes, 2 bicycle/pedicab crashes, 1 fatality).
- All crashes except 1 occurred within crosswalks.



Pedestrian Crossing Examples



I-Drive Crosswalk Areas Study





I-Drive Crosswalk Areas Study





I-Drive Crosswalk Areas Study





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Clearwater Beach





Clearwater Beach



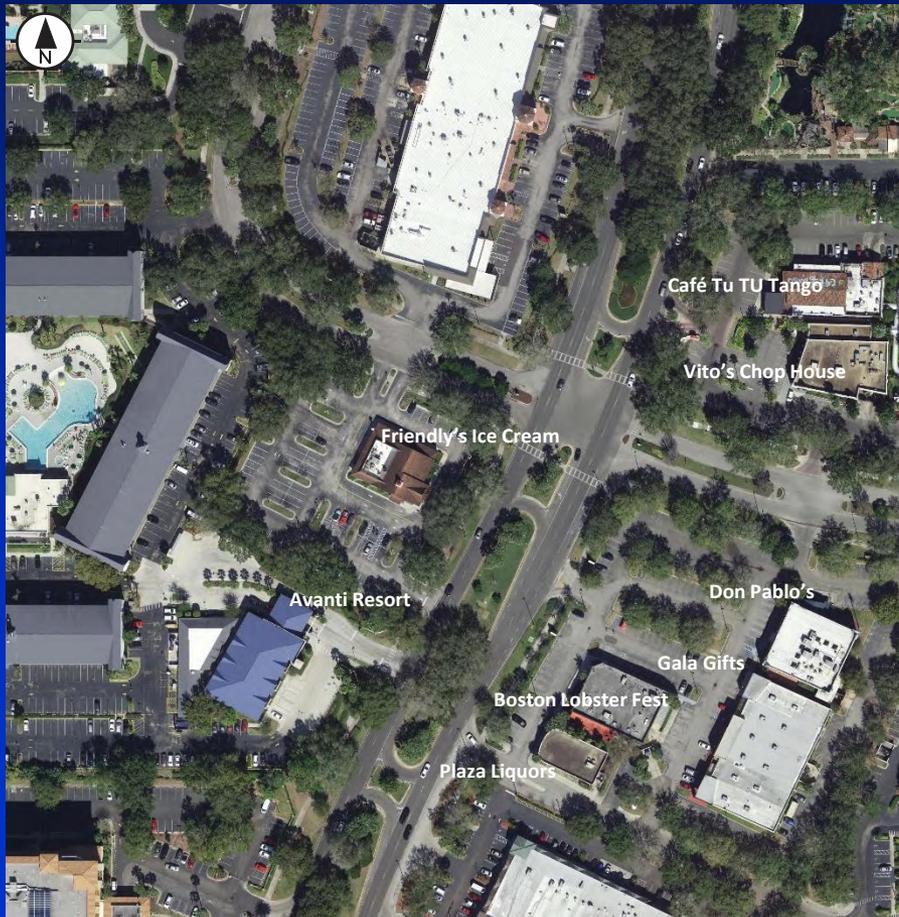


Crosswalk Areas



I-Drive Crosswalk Areas Study

Crosswalk Area A- Austrian Court (M-1, M-2) Issues Identified



VIEW NORTH



VIEW SOUTH



I-Drive Crosswalk Areas Study



LEGEND

I-DRIVE TRANSIT LANES



AREA A

- Southbound street light obstructed by large tree
- Southbound – Multiple signs and large oak tree block clear visibility to pedestrians
- Trolley stop before intersection – obstructs visibility to pedestrians when present
- Large Intersection + Median – Challenging for left turns

AUSTRIAN COURT

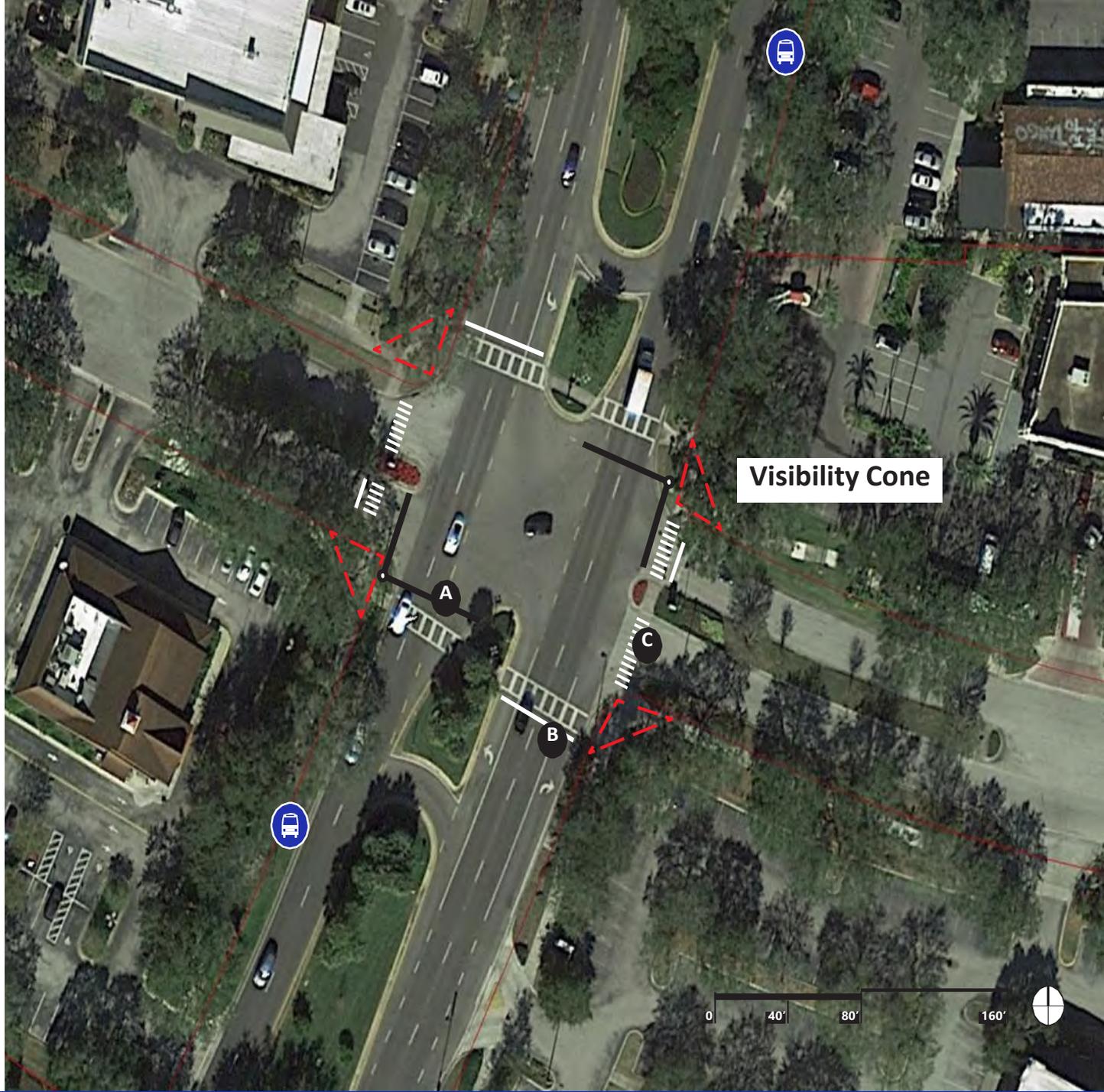
M1 / M2

No Bus Lanes

Signalize

(Signal warrant study needed)

- A** Traffic signals
- B** Stop bars
- C** Crosswalks



AUSTRIAN COURT

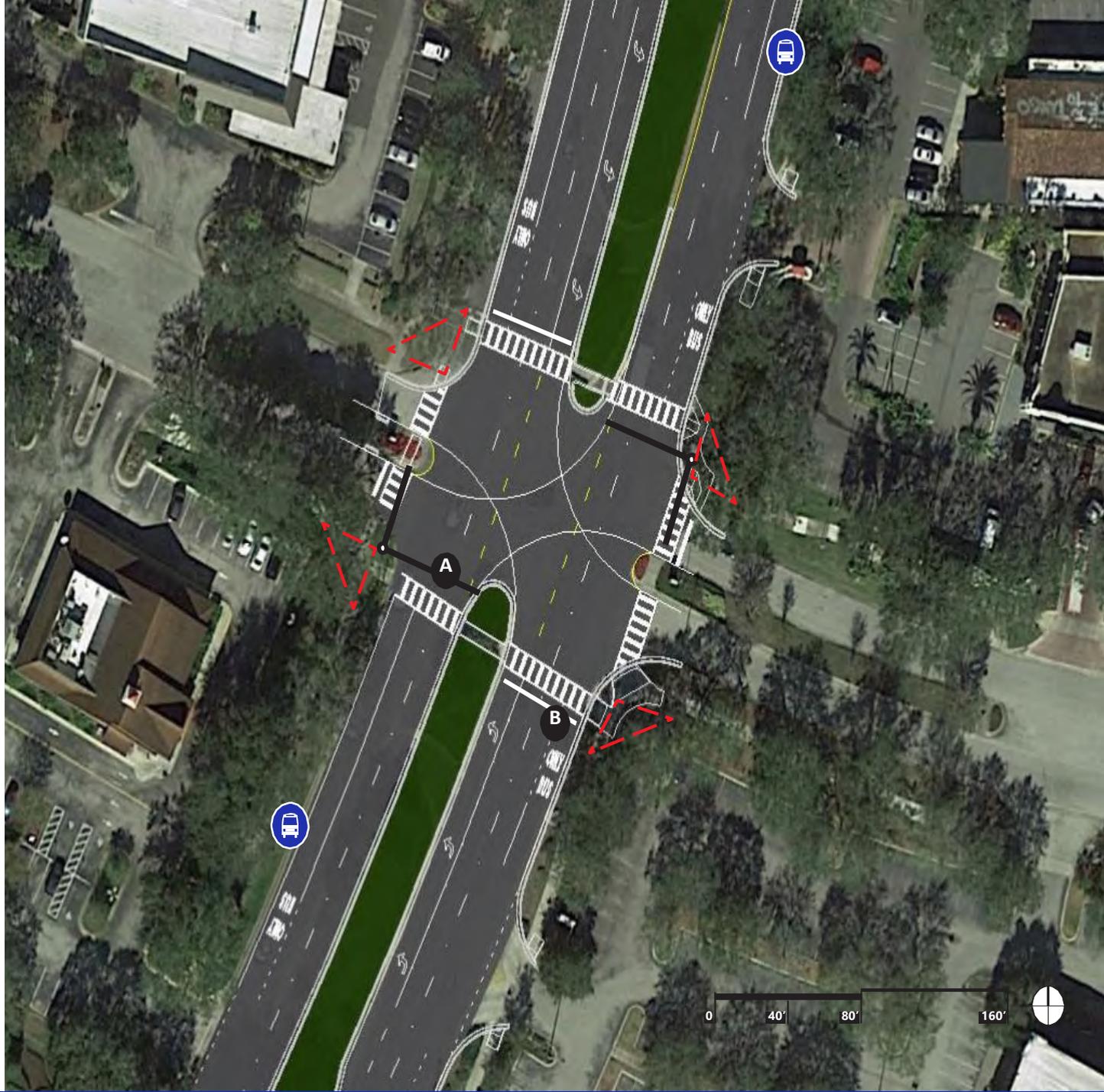
M1 / M2

Bus Lanes

Signalize

(Signal warrant study needed)

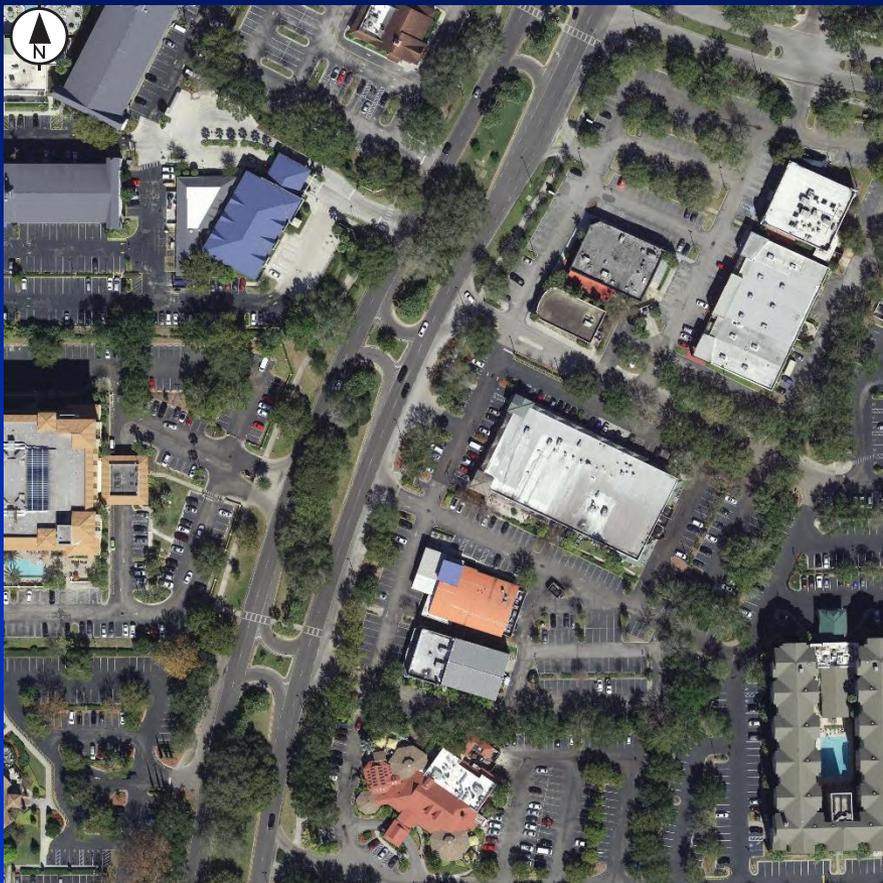
- A** Traffic signals
- B** Stop bars





I-Drive Crosswalk Areas Study

Crosswalk Area B- Embassy Suites, Howl at the Moon (M-3) Issues Identified



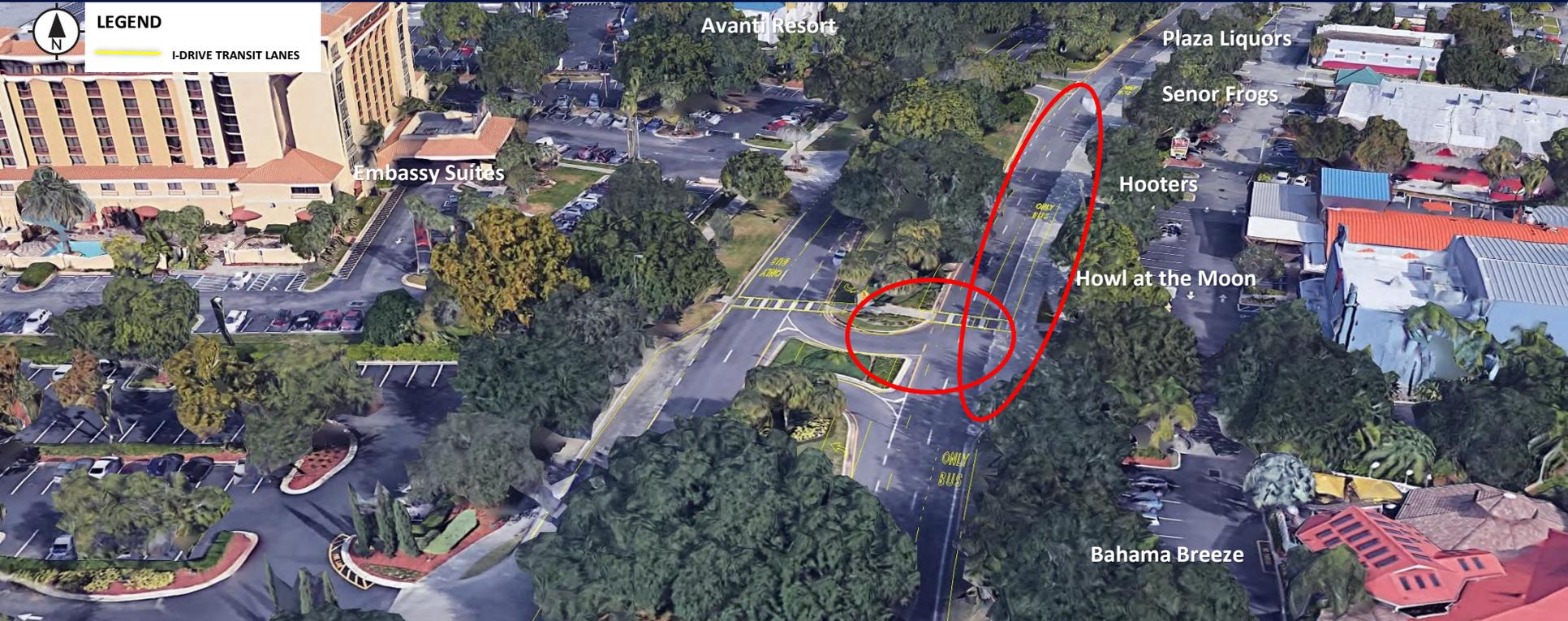
VIEW NORTH



VIEW SOUTH



I-Drive Crosswalk Areas Study



AREA B

- Vehicles departing the southbound U-turn lane conflict with the crosswalk northbound due to orientation & view range of drivers
- One crash was consistent with this conflict
- Large right turn radius – northbound on I-Drive. Delivery/bus lane part of intersection and crosswalk

EMBASSY / HATM

M3

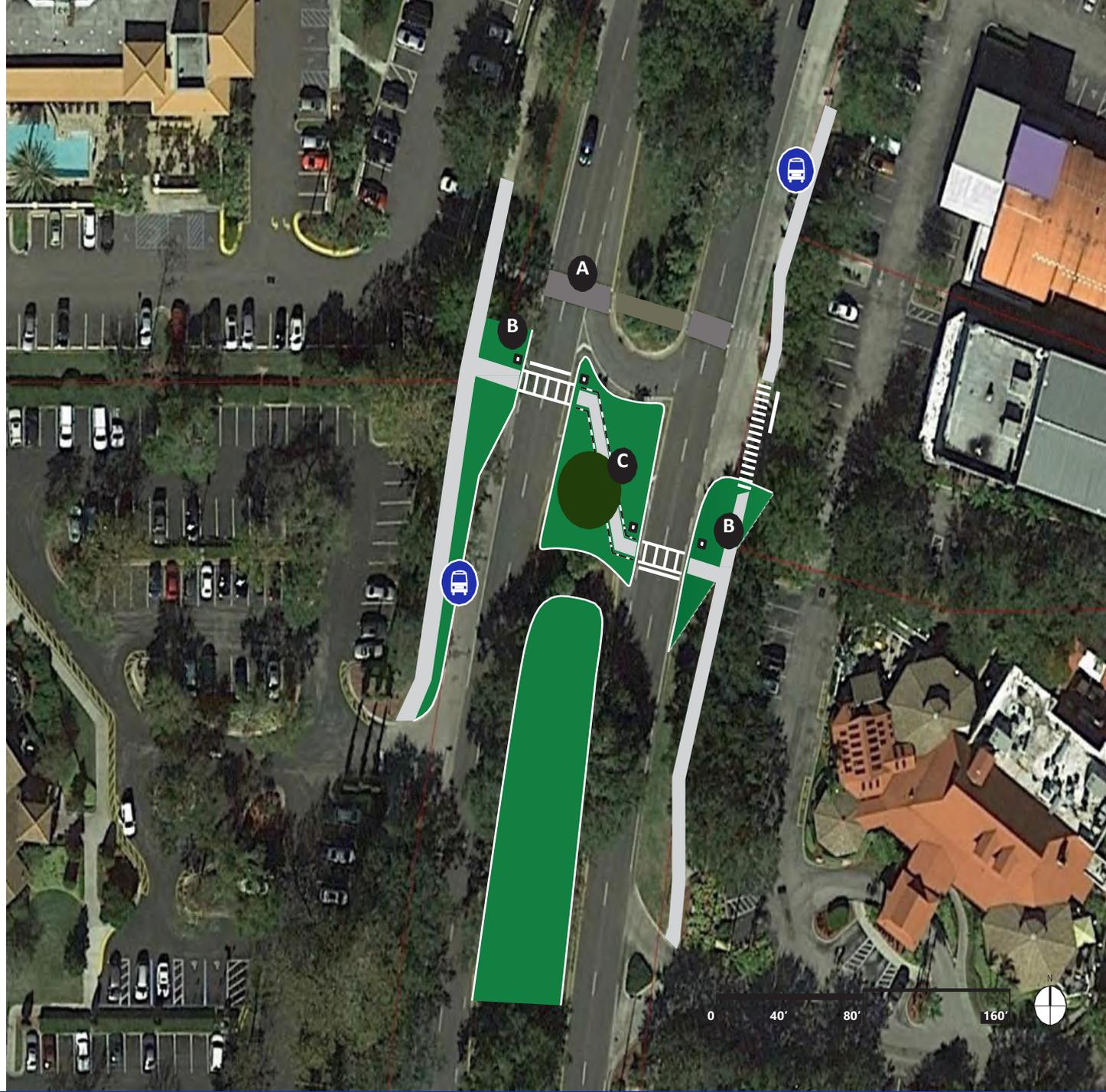
No Bus Lanes

**Z Cross
Move South**

- A** Remove crosswalk
- B** Pedestrian signals
(Signal warrant study needed)

Median refuge

- Canopy trees
- Seating area
- Railing along walkway
- Landscape
- Lighting



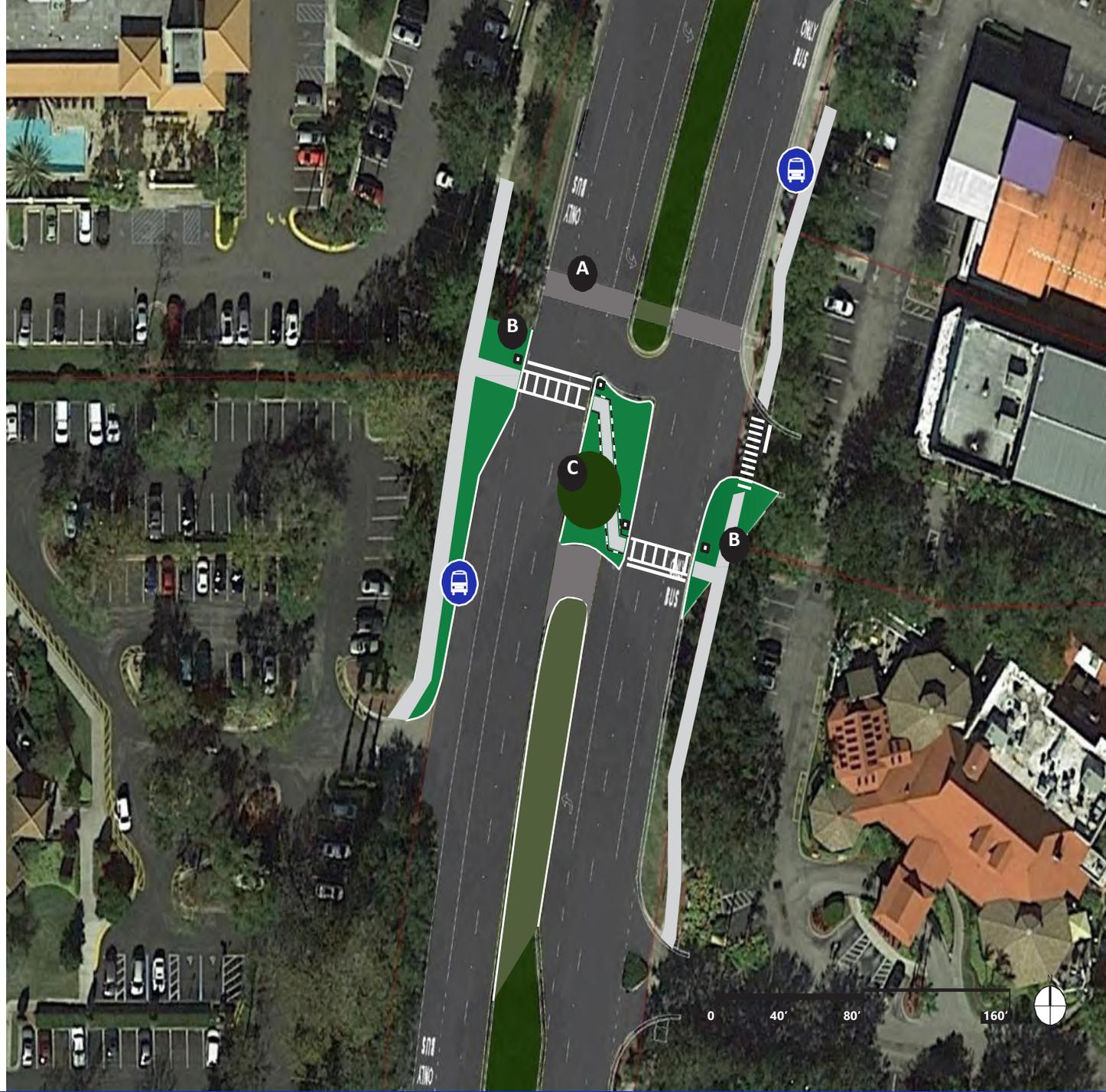
EMBASSY / HATM

M3

Bus Lanes

Z Cross Move South

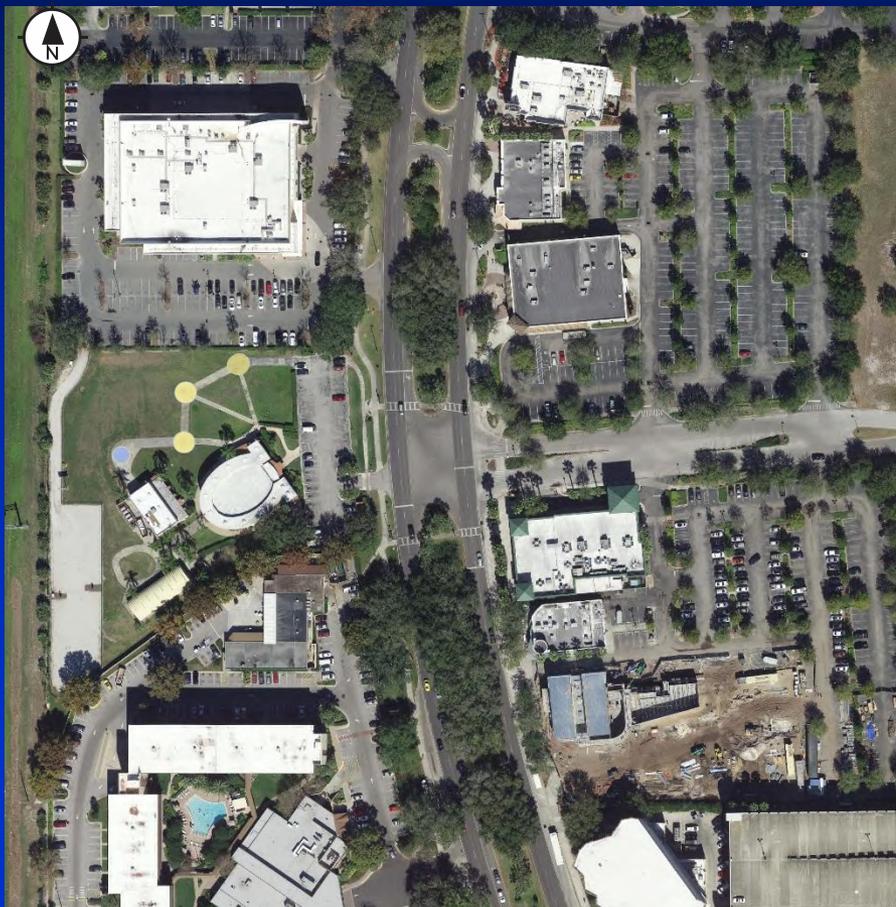
- A** Remove crosswalk
- B** Pedestrian signals
(Signal warrant study needed)
- C** Median refuge
 - Canopy trees
 - Seating area
 - Railing along walkway
 - Landscape
 - Lighting



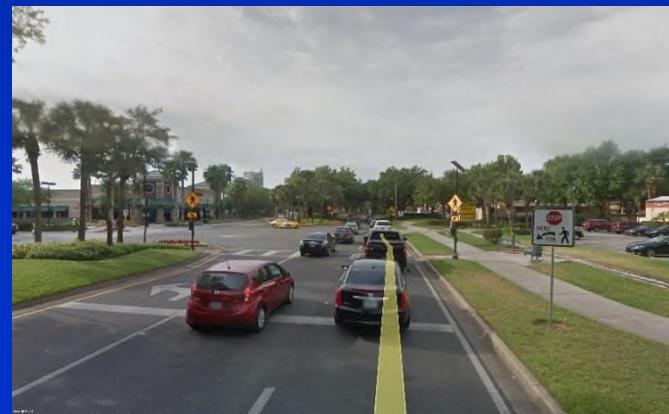


I-Drive Crosswalk Areas Study

Crosswalk Area C- Chopper Tour, Miller Ale House (R-1, R-2) Issues Identified



VIEW NORTH



VIEW SOUTH

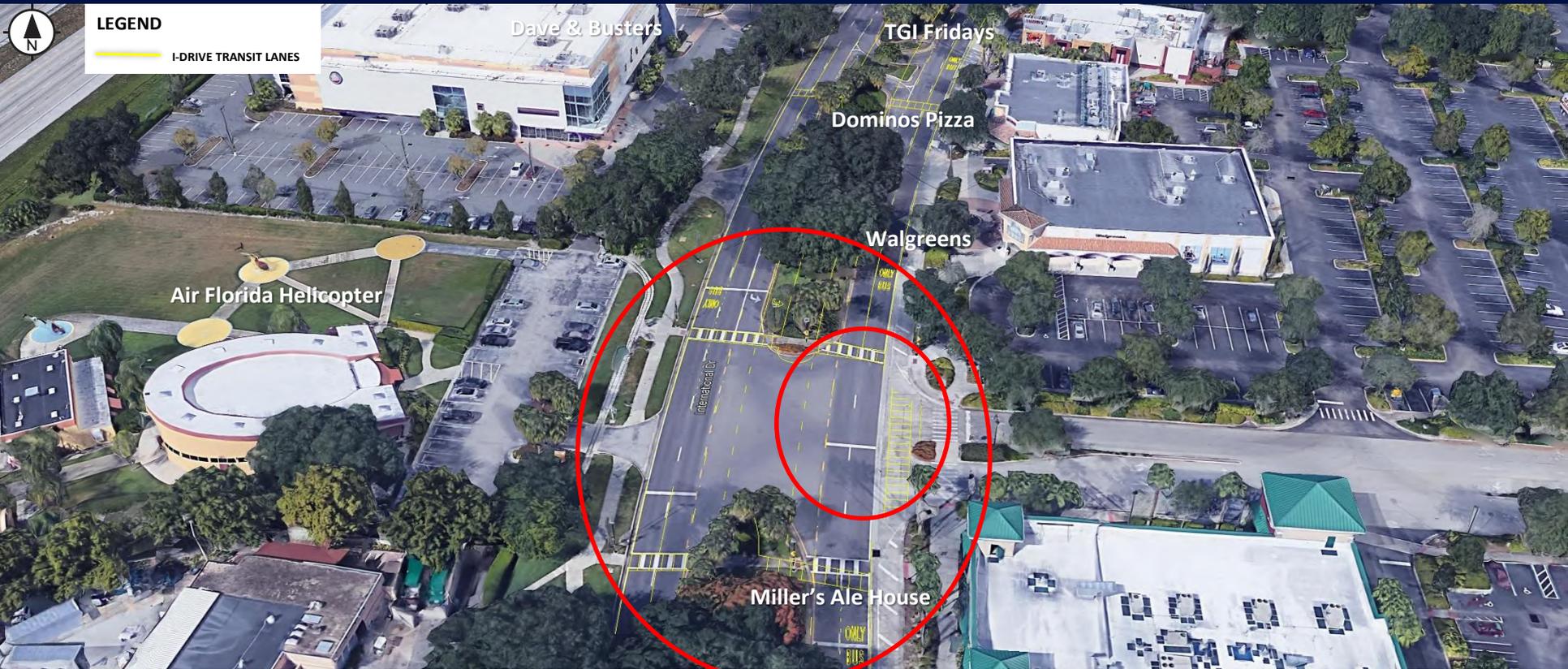


I-Drive Crosswalk Areas Study



LEGEND

I-DRIVE TRANSIT LANES



AREA C

- The STOP bar & signage for northbound vehicles is located in front of eastbound lane of the private drive lane. This was observed to create an unexpected conflict for the southbound left-turning vehicles
- Largest intersection. Turning movement conflicts with pedestrian walkways even with RRFB.

CHOPPER TOURS

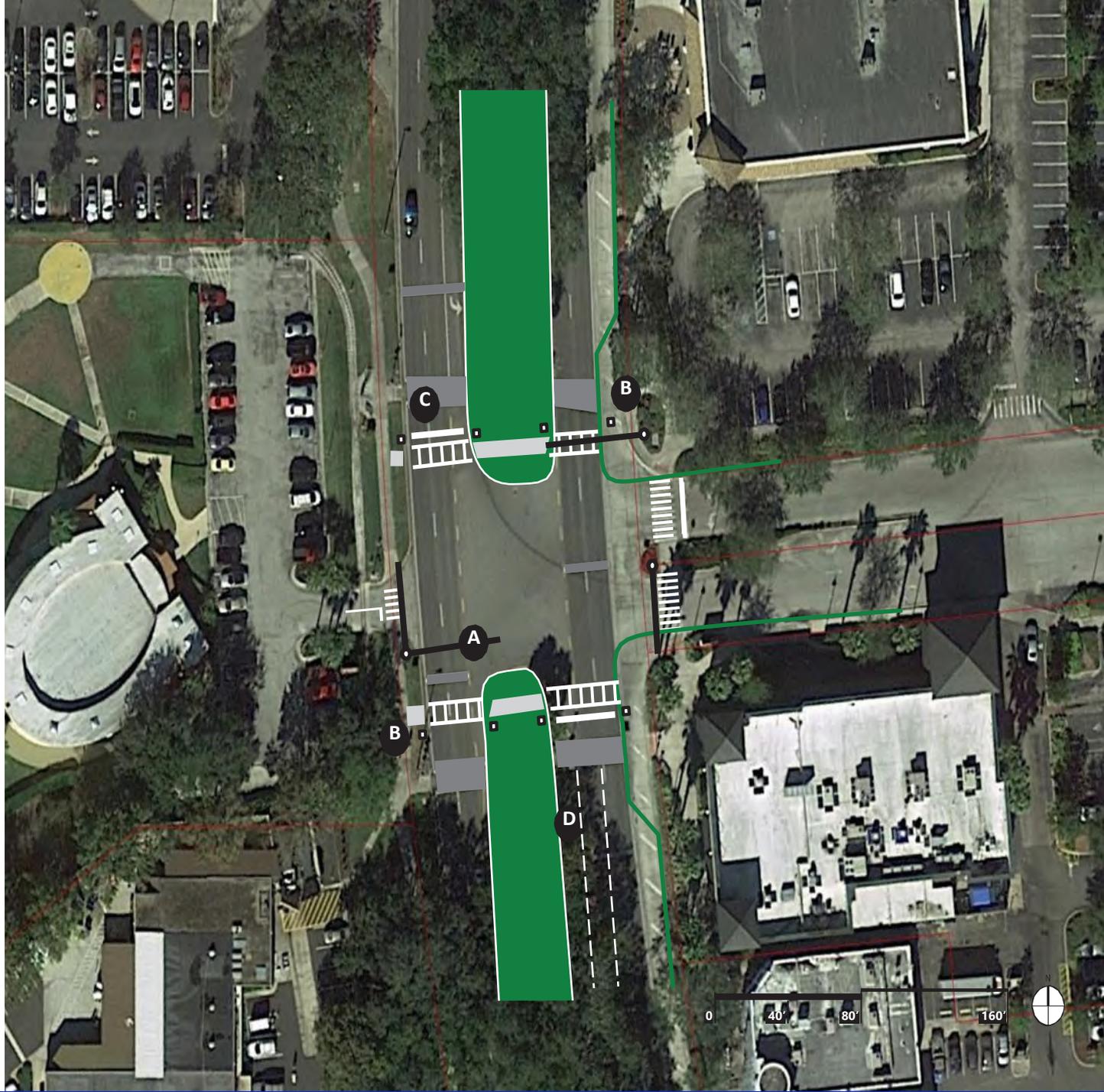
R1 / R2

No Bus Lanes

**Tighten Up
Geometry +
Signalize**

(Signal warrant study needed)

- A** Traffic signals
- B** Pedestrian signals
- C** Relocated crosswalks
- D** Left turn lane



CHOPPER TOURS

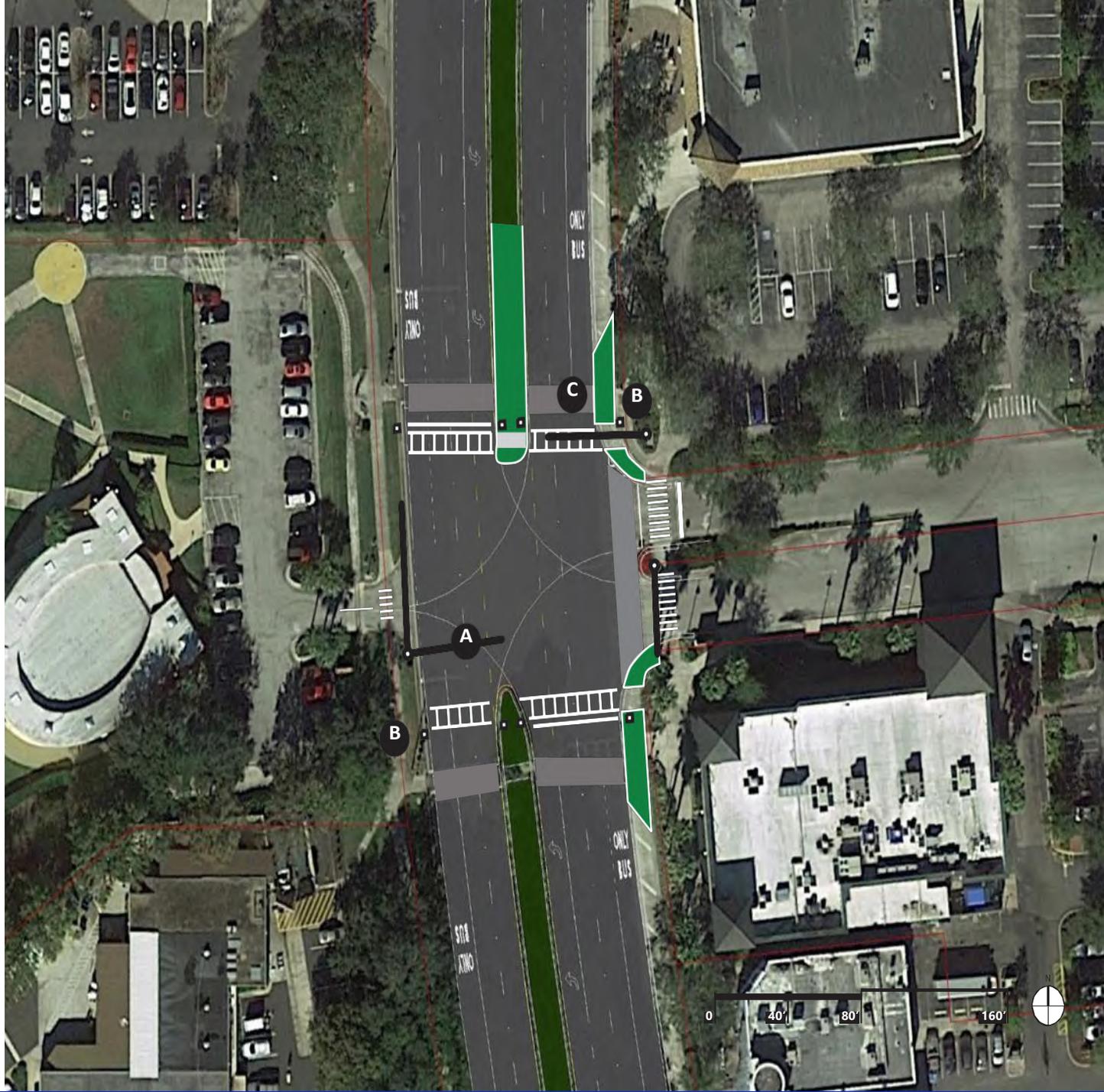
R1 / R2

Bus Lanes

Tighten Up Geometry + Signalize

(Signal warrant study needed)

- A** Traffic signals
- B** Pedestrian signals
- C** Relocated crosswalks

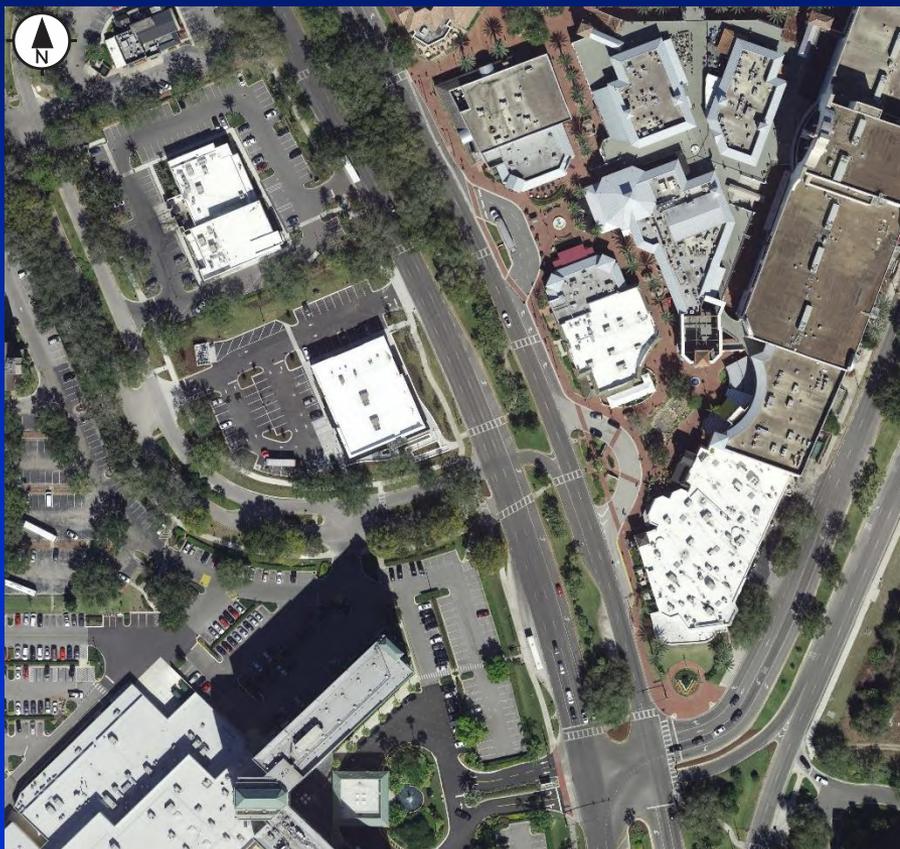




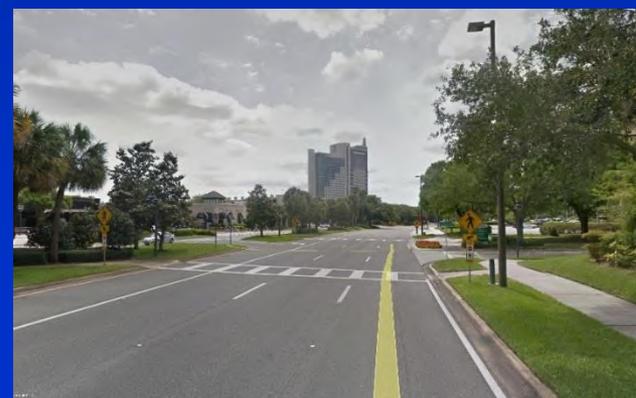
I-Drive Crosswalk Areas Study

Crosswalk Area D- Samoan Court, The Capital Grille, CVS (M-6, M-7)

Issues Identified



VIEW NORTH



VIEW SOUTH



I-Drive Crosswalk Areas Study



LEGEND

I-DRIVE TRANSIT LANES



Rosen Inn

Pizza Hut

Del Frisco's

Ming Court / CVS

Blue Martini

Minus 5 Ice Experience

Pointe Orlando

AREA D

- Four separate crosswalks serve a distance of only about 615 feet along I-Drive (M-4, M-5, M-6, M-7)



I-Drive Crosswalk Areas Study

POINTE

M-6 / M-7

No Bus Lanes

1 Consolidate M-6 + M-7

A Eliminate crosswalks

B Pedestrian signals
(Signal warrant study needed)

C Turn lane after the
U-Turn

D Canopy/Fencing/
Lighting

E Fencing (Channelize
pedestrians to crosswalks)





I-Drive Crosswalk Areas Study

POINTE

M-6 / M-7

Bus Lanes

1 Consolidate M-6 + M-7

A Eliminate crosswalks

B Pedestrian signals
(Signal warrant study needed)

C Turn lane after the
U-Turn

D Canopy/Fencing/
Lighting

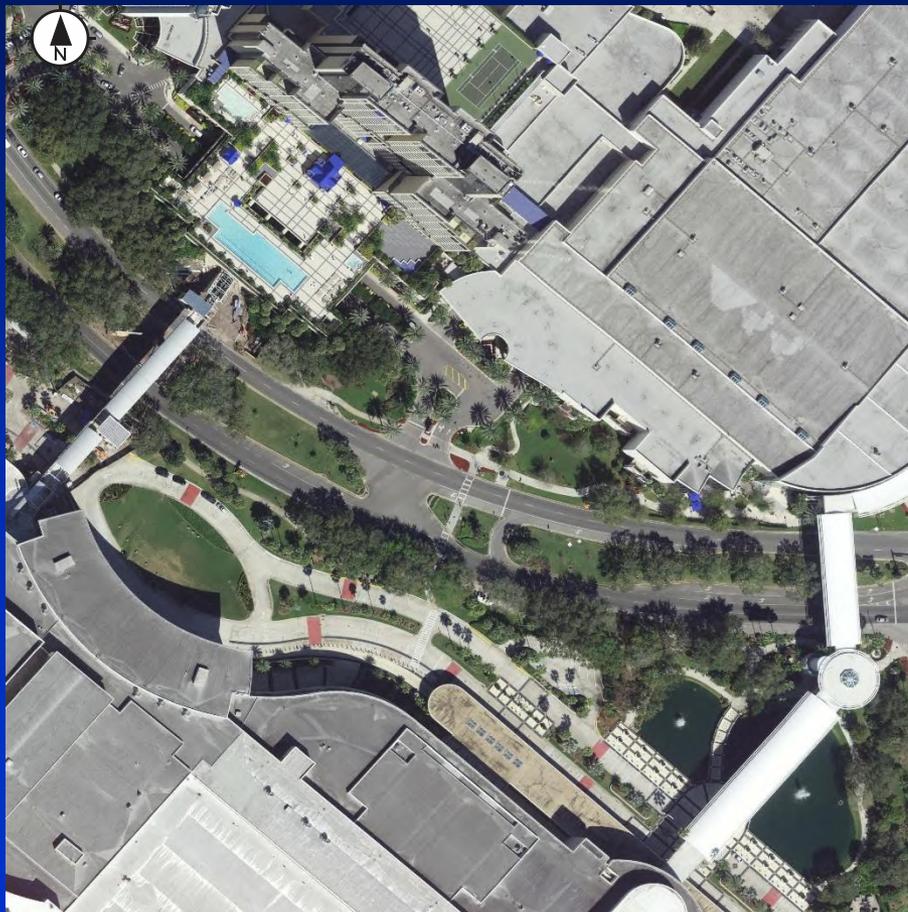
E Fencing (Channelize
pedestrians to crosswalks)





I-Drive Crosswalk Areas Study

Crosswalk Area E- Convention Center, Hyatt Regency (R-3) Issues Identified



VIEW NORTH



VIEW SOUTH

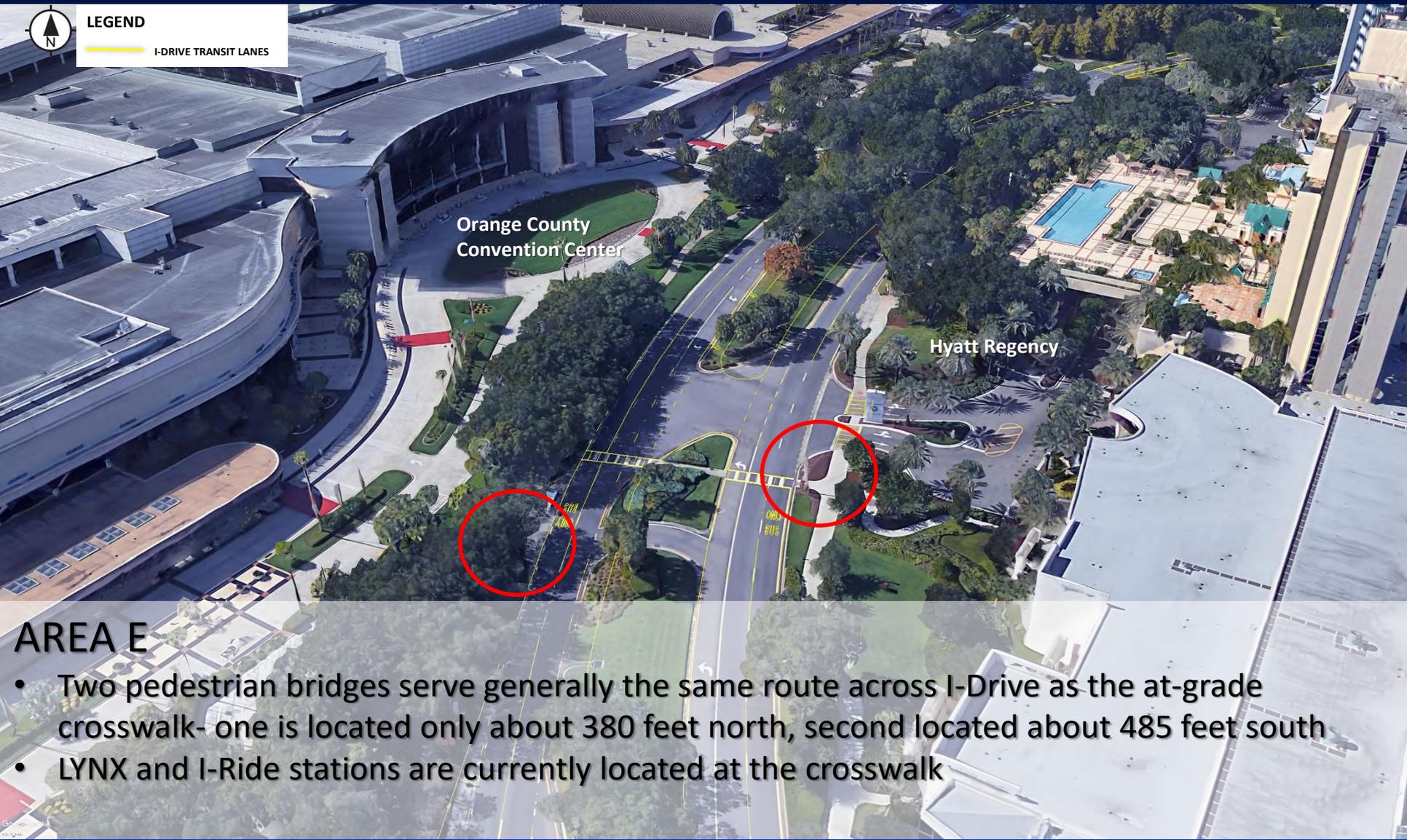


I-Drive Crosswalk Areas Study



LEGEND

I-DRIVE TRANSIT LANES



Orange County
Convention Center

Hyatt Regency

AREA E

- Two pedestrian bridges serve generally the same route across I-Drive as the at-grade crosswalk- one is located only about 380 feet north, second located about 485 feet south
- LYNX and I-Ride stations are currently located at the crosswalk



I-Drive Crosswalk Areas Study

CONV. CENTER

R3

No Bus Lanes

Tighten Up Geometry + Remove R3

- A** Eliminate R3 crosswalks
- B** Eliminate segment of left turn lane
- C** Reduce Intersection size
- D** Fencing (channelize pedestrians to bridge)
- E** Relocate bus stop





I-Drive Crosswalk Areas Study

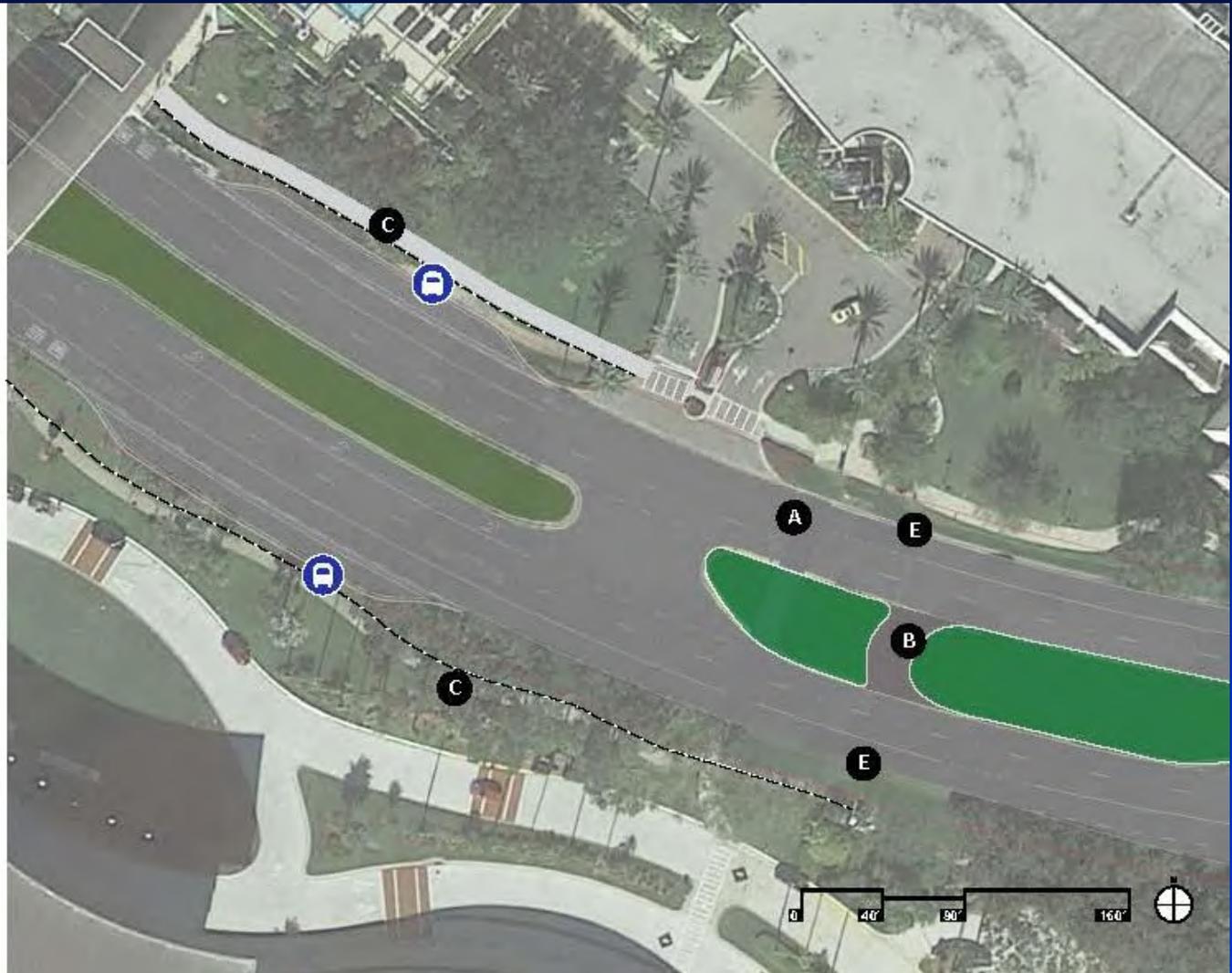
CONV. CENTER

R3

Bus Lanes

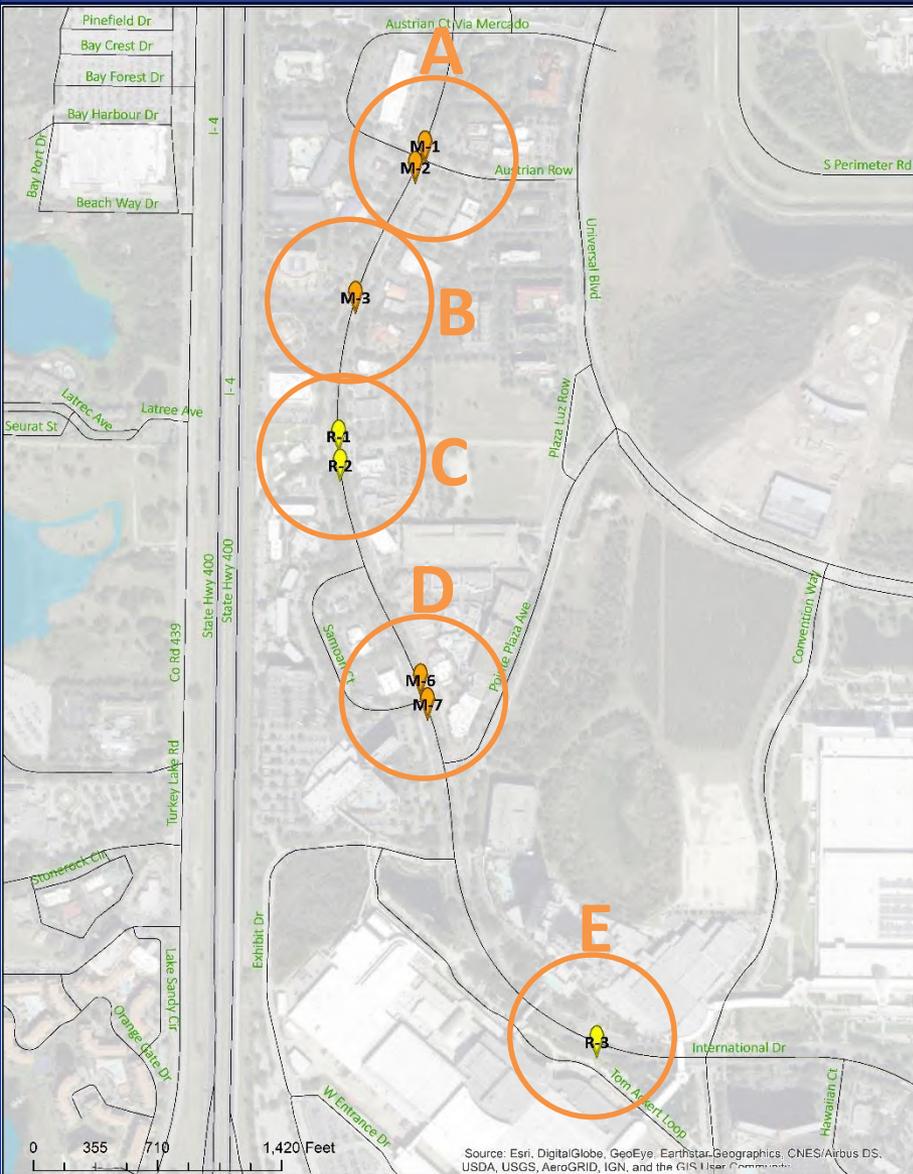
Tighten Up
Geometry +
Remove R3

- A** Eliminate R3 crosswalks
- B** Add U-Turn
- C** Fencing (channelize pedestrians to bridge)
- E** Relocate bus stop





I-Drive Crosswalk Areas Study



Next Steps

- Report is Finalized
- Start Design
 - Austrian Court Signal
 - Walgreens/Ale House Signal
- Start Design of Mid-Block Crossing FY 19/20
- Refine the crossings in front of Pointe Orlando and start design
- Construction

Traffic Engineering Division

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I-Drive Business Improvement District

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