

**Edgewater Drive Vision Task Force  
Meeting Minutes, April 3, 2008**

A meeting of the Edgewater Drive Vision Task Force was held on Thursday, April 3, 2008 at approximately 7:00 p.m. at the **Loch Haven Park Neighborhood Center**.

**Task Force Members Present**

Claramargaret Groover  
Eric Houston  
Mary Dees  
James Pruett  
Eric Apen  
Tom Cook

**Task Force Members Absent**

Robert Carr, Jr.  
Phyllis Tuell  
Karen Shimpf  
Robert Ward  
Greg Bryla

**Staff Present**

Jason Burton, Chief Planner, City of Orlando  
Jessica Stead, Aide to Commissioner Robert Stuart  
Jon Ippel, Planner, City of Orlando  
Malisa McCreedy, Transportation Planner, City of Orlando  
Commissioner Robert Stuart

**Introduction and Preamble**

Chair Groover opened with reading a statement on the purpose of the Task Force. The Task Force accepted the previous meetings minutes, with any comments going back to staff.

**Old Business – Transportation & Parking**

Ms. Malisa McCreedy followed up with information discussed at the last meeting on possible LYMMO routes to College Park. LYMMO expansion not contemplated to run through Edgewater Drive at this time. Next phases of expansion focus east-west in downtown and then on hospital areas.

**New Business – Pedestrian Friendliness**

Mr. Burton gave brief overview of Transect Zoning and how it integrates into a land use pattern to respect single-family residential neighborhoods

Mr. Burton gave a presentation on pedestrian issues. Staff was able to look at the concept that was brought up at the last meeting of deleting the middle “suicide” lane between Vassar and Smith Streets, and possibly expand the constrained sidewalks in that area. The problem is the offset through the intersection of Smith Street/Edgewater Drive would need to be great in order to transition to the existing cross section between Princeton and Smith Streets, as there are left hand turn lanes to handle these movements. The off-set would have to be greater than 10-feet, while it is generally considered safe to have off-sets a maximum of 6-7 feet through intersections.

Mr. Burton noted that there are different timed parking restrictions along Edgewater Drive. They vary from 3-Hours in front of Top Drawer to 2-Hour parking near Edgewater High School. There are also 2-Hour restrictions in front of the Adair shops at the south end of Edgewater Drive. In order to enforce the area, parking control officers need consistency and an adequate amount of restrictions. The Staff suggests that a consistent restriction be installed along the corridor.

Mr. Burton then began a discussion of what the ideal sidewalk width for Edgewater Drive might be. In order to compare with the treatment on Park Ave in Winter Park, staff measured the dimensions of their sidewalks, which have a 6.5 ft. “furniture” zone, a 10 ft. “pedestrian-through” zone, and 1.5-foot “shy” zone from back of curb to the building. There is a *maximum* 30-foot tree separation for canopy tree, with some understory trees located as little as 10-15 apart from the canopy trees.

Based on what is already occurring on the corridor, the most ideal sidewalk on Edgewater Drive could be located in front Chloe’s and Idea. This is a total sidewalk of approximately 13-feet; a 5-foot furniture zone, 7-foot pedestrian through zone, and 1 ft. shy zone. Maximum Tree Separation would be 35-feet.

In order to understand the difference in creating a vision for pedestrian friendliness and what exists today, one must see the results in advance. Mr. Burton showed examples of a retrofit in Taos, NM of a few streetscapes by Jamie Correa. Adding trees, sidewalk, buildings and landscaped medians over time can create a more pedestrian friendly “feel” to a place. Typically, it’s a gradual change over time that should be thought out in advance. The City staff will bring back examples at the next meeting of this same technique to show the changes over time that the Task Force is contemplating tonight.

Mr. Burton also presented a “Sidewalk Audit” of the corridor, concentrating on the core area. The sidewalk and landscaped areas were measured, photographed and recorded up and down the corridor. One idea is to get strategic easements from property owners in order to expand the sidewalk utilizing sidewalk gap funds. This would create an interim solution to particular problem areas where the sidewalk is reduced to 2-feet clear in certain parts of the corridor. Chair Groover suggested that we also look at area where increased green space could offset the increase in pavement area. The Task Force agreed and thought it would be a great help to have visual examples of how the area might change over time.

## **Public Comment & Discussion**

Chair Groover asked that Mr. Kersey comment on the presentation. He commented that the idea of creating better sidewalks could be a good project for the Main Street program with a partnership with the businesses and the City.

The group had a discussion of the value of bike lanes. They do promote multiple modes of transportation and provides better safety to bikes.

A member of the public discussed sidewalk and pedestrian safety and lack of drivers yielding to pedestrians crossing Edgewater Drive, especially around the Publix traffic light. Ms. Stead stated that practice is illegal and suggested calling the police hotline to get enforcement to hotspots. Ms. McCreedy suggested that bulb-outs could be designed into the street to shorten crossing distance. Mr. Eric Apen added that there needs to be a possible re-timing of the light at this intersection (next to Starbucks) light to consider the pedestrian crossing.

There are at least seven different types of trees or plants in the tree wells along Edgewater Drive. They range from rose bushes to palm trees. Ideally, plant materials in successful streetscapes tend to not impede views at the 2-7 ft height range. Staff suggests that a different tree, such as a Shumard Oak, could be successful in the area – as it typically is not aggressive in moving pavement, can be planted in limited soil areas, and provide a greater amount of shade. Mr. Eric Apen agreed that there is much that can be considered for what trees will prosper along streets – new techniques such as structural soil can help in urban areas.

Bike racks were discussed. Successful locations generally need areas where they can be passively observed. The Transportation Division is looking for volunteer spots to install bike racks along the Drive. Currently, Ivanhoe Village is contemplating the creation of public art out of bike racks as part of their efforts.

A mid-block crossing needs to split blocks that are generally longer than 600-feet in order to allow convenient crossings for pedestrians. There is a need to have a mid-block crossing in the vicinity of the High School, as well as near the Lake Adair shops, as pedestrians would have to travel several blocks out of the way in order to legally and safely cross Edgewater (or otherwise j-walk across the street). Steps previously discussed would improve a crossing at Vassar Street, and other intersections in the Core area need to accommodate cross walks.

Other cosmetic issues were addressed, such as pedestrian oriented signage – currently hanging signs perpendicular to street are prohibited. Should we allow them? The signage should be allowed as long as there is 7-feet clear beneath them. Benches could be improved to create “bench art”. Coordinate street furniture should be looked into – newspaper racks, trash containers. Mr. Pruett echoed the need for more trash containers on the Drive.

Transit stops need to be judiciously placed - the group may consider making them every other block. Staff is replacing on-street parking with bus pull-offs through approval process. Mr. Burton stated that generally bus pull-offs are immediately placed after traffic lights.

**Adjourn:**

The Chair adjourned the meeting at approximately 8:40 PM.