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
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)
South- Area E

- Convention Center, Hyatt Regency (R-3)
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Area C

Signing/Marking
Pedestrian Volumes
8 Locations Summary

▪ 8-Hour Observations
  ▪ 19,000 Pedestrians Crossing International Drive
  ▪ 11,000 on Bridges
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Legend:
- C: Dry/Clear
- W: Wet
- N: Night
- L: Legend
- D: Day
- A: Alcohol or Drug-Related
- P: Distracted
- Injury

Area A

Map with areas marked:
- 2
- 3
- 7
- 8
- C.N-Lt
- C.N-Lt.P
- C.N-Lt.A.P
• Existing Land Uses
  o Restaurants
  o Shops
  o Hotels
  o 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
Field Observations and Trends
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
Clearwater Beach
Crosswalk Areas
I-Drive Crosswalk Areas Study

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

Issues Identified
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)

- Traffic signals
- Stop bars
- Crosswalks

Visibility Cone
AUSTRIAN COURT

M1 / M2

Bus Lanes

Signalize

(Signal warrant study needed)

Traffic signals
Stop bars
Crosswalk Area B - Embassy Suites, Howl at the Moon (M-3)

Issues Identified
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

Remove crosswalk
Pedestrian signals
(Signal warrant study needed)

Median refuge
- Canopy trees
- Seating area
- Railing along walkway
- Landscape
- Lighting
Bus Lanes

Z Cross
Move South

Remove crosswalk

Pedestrian signals

(Signal warrant study needed)

Median refuge
- Canopy trees
- Seating area
- Railing along walkway
- Landscape
- Lighting
Crosswalk Area C - Chopper Tour, Miller Ale House (R-1, R-2)

Issues Identified
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.
No Bus Lanes

Tighten Up Geometry + Signalize

(Signal warrant study needed)

A Traffic signals
B Pedestrian signals
C Relocated crosswalks
D Left turn lane
Bus Lanes

Tighten Up Geometry + Signalize

(Signal warrant study needed)

A Traffic signals
B Pedestrian signals
C Relocated crosswalks
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Crosswalk Area D - Samoan Court, The Capital Grille, CVS (M-6, M-7)

Issues Identified
AREA D

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

**No Bus Lanes**

1. **Consolidate M-6 + M-7**
   - Eliminate crosswalks
   - Pedestrian signals *(Signal warrant study needed)*
   - Turn lane after the U-Turn
   - Canopy/Fencing/Lighting
   - Fencing (Channelize pedestrians to crosswalks)
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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)
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Crosswalk Area E- Convention Center, Hyatt Regency (R-3)

Issues Identified
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.
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
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
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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