

winter park



community
redevelopment
agency

agenda

June 25, 2015

Room 200

401 S. Park Ave. 2nd Floor

CRA advisory board

1 Administrative items

A. Approval of the Workshop and Meeting Minutes from 4-23-15

2 Action items

A. CRA CIP update/Denning Drive

3 Informational items

4 New business items

5 Adjournment items

appeals & assistance

"If a person decides to appeal any decision made by the Commission with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F. S. 286.0105).

"Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-599-3277) at least 48 hours in advance of the meeting."

**CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT ADVISORY BOARD**

**Work Session
12:00 pm**

**April 23, 2015
Chapman Room**

MINUTES

Chairman Hal George called the meeting to order at 12:05 pm

BOARD MEMBERS PRESENT: Joe Terranova, Woody Woodall, John Dowd, Lance Decuir, Jeff Stephens, and Daniel Butts. Hal George joined the meeting at 12:40 pm

BOARD MEMBERS ABSENT:

STAFF MEMBERS PRESENT: Dori Stone, Laura Neudorffer, Kyle Dudgeon, Craig O'Neil

ADMINISTRATIVE ITEMS:

Item A: Approval of Minutes

Approval of the March 26, 2015 Work Session and Regular Meeting Minutes.

ACTION ITEMS:

Item A: 2015-16 Grant Programs:

CRA Staff presented an update on the 2015-16 Grant Programs and opened the floor for recommendations and comments from the Board.

- Commercial Exterior Improvement Program: Board suggested that repeat applicants be placed in priority behind first time applicants and that more focus be placed on priorities. Mrs. Stone stated that staff can allocate a portion of the allocated funds for a certain area.
- Business Sign Replacement Program: Board is in favor of the program
- Organizational Support Program: Board feels several of the organizations should be supported by the City not the CRA. Board feels this program should be a low priority.
- Home Renovation Program: Board supports modifying the program to cover exterior repairs/enhancements.
- Driveway Renovation Program:
- Paint Only Program:

INFORMATIONAL ITEMS:

Item A: Capital Improvement Plan Update:

Mrs. Stone presented a brief update of the CIP with the Board.

There being no further business to discuss, the work session adjourned at 12:53 p.m.

Chairperson, Hal George

CRA Coordinator/Board Liaison, Laura Neudorffer

**CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT ADVISORY BOARD**

Regular Meeting
1:00 pm

April 23, 2015
Chapman Room

MINUTES

Chairman Hal George called the meeting to order at 1:13 pm.

BOARD MEMBERS PRESENT: Hal George, Joe Terranova, Woody Woodall, Daniel Butts, John Dowd, Lance Decuir, and Jeff Stephens

BOARD MEMBERS ABSENT:

STAFF MEMBERS PRESENT: Dori Stone, Laura Neudorffer, Kyle Dudgeon, Craig O'Neil

ADMINISTRATIVE ITEMS:

Item A: Approval of Minutes

Approval of the March 26, 2015 Work Session and Regular Meeting Minutes.

Motion made by Joe Terranova, seconded by John Dowd, to approve the March 26, 2015 Work Session and Regular Meeting minutes. Motion approved by unanimous vote.

ACTION ITEMS:

Item A: 2015-16 Grant Programs:

CRA Staff reviewed the program list briefly and asked the Board to prioritize the grants in order of importance.

Motion made by Woody Woodall, seconded by Joe Terranova, to approve the 2015-16 Grant Programs as follows:

- 1. Commercial Exterior Improvement Program**
- 2. Business Sign Replacement Program**
- 3. Home Renovation Program**
- 4. Driveway Renovation Program**
- 5. Paint Only Program**
- 6. Organizational Support Program**

Motion approved by unanimous vote.

There being no further business to discuss, the work session adjourned at 1:23 p.m.

Chairperson, Hal George

CRA Coordinator/Board Liaison, Laura Neudorffer



agenda item

meeting date June 25, 2015		approved by <input type="checkbox"/> City Manager	
item type	<input type="checkbox"/> Administrative	<input type="checkbox"/> City Attorney	
	<input checked="" type="checkbox"/> Action	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> Information		

CRA advisory board

subject : Item 2A

CIP updates/Denning Drive

motion | recommendation

Staff requests a modification to the CRA capital improvement project scope to include improvements to Denning Drive.

background

Recommended by the board on March 26, 2015, the CRA Capital Improvement Plan (CIP) offers significant infrastructure improvements to several key areas in the district. Since that time, staff has continued to work with the CRA Agency on preparing these items for approval as well as capitalizing on other timely opportunities. An updated version of the CIP plan reflects these changes. To further the board’s mission, there is an opportunity to improve another major road within the CRA boundary, Denning Drive.

Denning Drive is a four-lane undivided arterial that runs parallel to Orlando Avenue. It has been the topic of conversation for some time as to whether its current layout is commensurate with its traffic count capacity level. The street also suffers from a lack of multi-modal elements including consistent sidewalks and bicycle lanes. Staff has collaborated with Public Works to determine that alternative layouts to Denning Drive may be better suited to provide an appropriate capacity level while including characteristics of a complete streets model.

Supporting materials include an alternative rendering for Denning Drive which considers two 10 foot lanes, a turning lane, pedestrian and bicycle mobility elements. The second of which, not shown, includes right-sizing the lanes on Denning from 12 to 10 feet. The excess right-of-way would provide adequate space for sidewalk and green space.

As supplemental information, a powerpoint presentation on Denning Drive prepared by Rollins College is included. Early estimated for conceptual proposed improvements is \$500,000.

alternatives | other considerations

Do not support Denning Drive improvements

fiscal impact

\$500,000

Winter Park CRA 15-Year Capital Improvement Plan

Capital Projects	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
Park Avenue beautification Project	\$70,000																\$70,000
Kiosks (funded contructions to be completed by July 1, 2015)																	
Intersection - US 17-92 & Morse Blvd	\$350,000																\$350,000
Adaptive Signalization Pilot Project	\$200,000																
Intersection-US 17-92 & Fairbanks Avenue						\$1,285,648											\$1,285,648
Intersection-US 17-92 & Webster Avenue					\$717,113												\$717,113
New York Avenue Streetscape		\$1,000,000	\$762,183														\$1,762,183
West Meadow		\$100,000	\$500,000	\$623,148													\$1,223,148
Total	\$620,000	\$1,100,000	\$1,262,183	\$623,148	\$717,113	\$1,285,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,408,092

Events	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
Winter in the Park	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000			\$3,600,000
Popcorn Flicks	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000			\$78,000
St. Patricks Day Parade	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000			\$26,000
Total	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$233,000	\$908,000			\$3,704,000

Programs & Maintenance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
Summer Youth Employment	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$20,000	\$20,000	\$20,000	\$20,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000			\$255,000
Downtown Beautification Program	\$45,000	\$46,575	\$48,205	\$49,892	\$51,639	\$53,446	\$55,316	\$57,253	\$59,256	\$61,330	\$63,477	\$65,699	\$67,998				\$725,086
Community Center Programs	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000			\$520,000
Welbourne Day	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000			\$91,000
Heritage Center Operation	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000			\$390,000
Small Scale CRA Improvements		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000			\$480,000
Microloan Program (funded)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Capital Maintenance of Parking Garages	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000			\$1,170,000
Total	\$227,000	\$268,575	\$270,205	\$271,892	\$273,639	\$280,446	\$282,316	\$284,253	\$286,256	\$293,330	\$295,477	\$297,699	\$299,998	\$0	\$0	\$0	\$3,631,086

Grants	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
Business Façade Grant	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000			\$200,000
Business Sign Replacement Grant		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000			\$40,000
Driveway Renovation Grant		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000			\$40,000
Home Renovation Grant		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000			\$160,000
Organizational Support Grant		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000			\$60,000
Paint Only Grant		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000			\$20,000
Total	\$40,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000			\$520,000

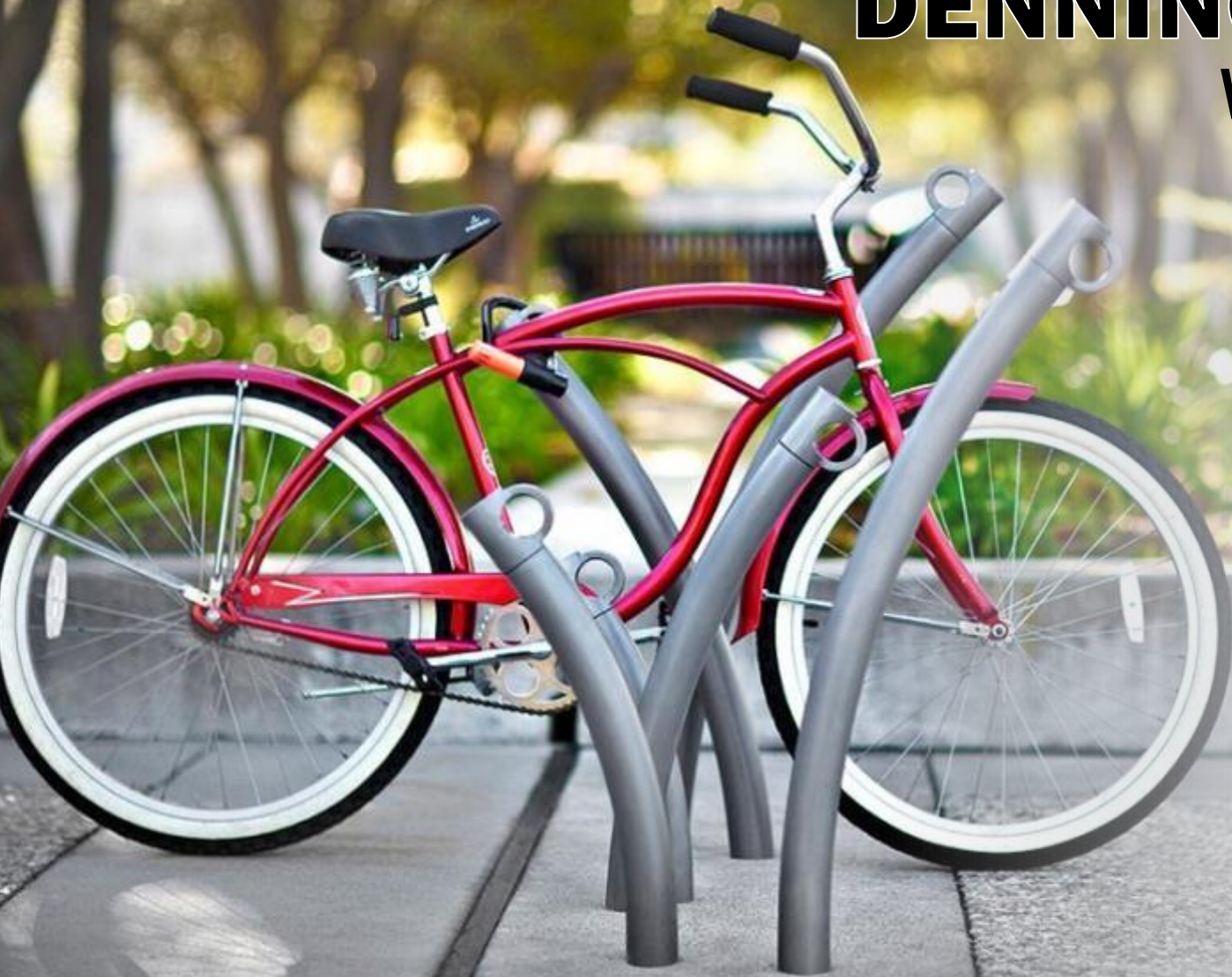
Operational Expenses	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
Staff	\$298,246	\$308,685	\$319,489	\$330,671	\$342,244	\$354,223	\$366,620	\$379,452	\$392,733	\$406,479	\$420,705	\$435,430	\$450,670	\$466,444	\$482,769	\$499,666	\$6,254,526
General Operating	\$77,004	\$90,000	\$93,150	\$96,410	\$99,785	\$103,277	\$106,892	\$110,633	\$114,505	\$118,513	\$122,661	\$126,954	\$131,397	\$135,996	\$140,756	\$145,683	\$150,781
Contractual Services	\$80,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$830,000
Indirect Costs	\$45,905	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$795,905
Debt Service	\$1,502,371	\$1,498,047	\$1,497,545	\$1,496,649	\$1,483,491	\$1,489,029	\$1,483,116	\$1,490,654	\$1,481,581	\$1,070,062	\$1,066,035	\$710,568					\$7,478,102
Total	\$2,003,526	\$1,996,731	\$2,010,183	\$2,023,729	\$2,025,520	\$2,046,529	\$2,056,628	\$2,080,739	\$2,088,819	\$1,695,054	\$1,709,401	\$1,372,952	\$682,067	\$702,440	\$723,525	\$745,349	\$10,059,689

Revenue	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total Est. Cost
TIF Revenue - City	\$1,160,162	\$1,299,381	\$1,403,332	\$1,501,565	\$1,591,659	\$1,671,242	\$1,754,804	\$1,842,544	\$1,934,672	\$2,031,405	\$2,132,975	\$2,239,624	\$2,351,605				
TIF Revenue - County	\$1,257,232	\$1,408,100	\$1,520,748	\$1,627,200	\$1,724,832	\$1,811,074	\$1,901,627	\$1,996,709	\$2,096,544	\$2,201,372	\$2,311,440	\$2,427,012	\$2,548,363				
Investments	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000				
Misc Revenue	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000
Carry Forward	\$1,875,386	\$1,444,254	\$708,429	\$11,938	\$143,933	\$366,154	\$157,847	\$1,397,335	\$2,793,596	\$4,371,737	\$6,538,129	\$8,899,667	\$11,817,653	\$14,982,555	\$14,535,115	\$14,066,590	
FY Total Revenue	\$4,567,780	\$4,426,735	\$3,907,509	\$3,415,703	\$3,735,424	\$4,123,470	\$4,089,279	\$5,511,588	\$7,099,812	\$8,879,513	\$11,257,545	\$13,841,303	\$16,992,621	\$15,237,555	\$14,790,115	\$14,321,590	
Total Expenses	(\$3,123,526)	(\$3,718,306)	(\$3,895,571)	(\$3,271,770)	(\$3,369,271)	(\$3,965,622)	(\$2,691,944)	(\$2,717,991)	(\$2,728,076)	(\$2,341,384)	(\$2,357,878)	(\$2,023,651)	(\$2,010,066)	(\$702,440)	(\$723,525)	(\$745,349)	
Remaining Revenue	\$1,444,254	\$708,429	\$11,938	\$143,933	\$366,154	\$157,847	\$1,397,335	\$2,793,596	\$4,371,737	\$6,538,129	\$8,899,667	\$11,817,653	\$14,982,555	\$14,535,115	\$14,066,590	\$13,576,242	

Assumption: TIF year revenues to increase based on FY 2015 CRA Proforma



DENNING DRIVE
WINTER PARK
FLORIDA





GRASP

AWARENESS OF BICYCLE SAFETY IN FLORIDA



TRAFFIC SAFETY FACTS

2011 Data



DOT HS B11 743

Bicyclists and Other

In 2011, 677 pedalcyclists were killed and an additional 48 motor vehicle traffic crashes. Pedalcyclist deaths accounts motor vehicle traffic fatalities (Table 1), and made up 2 percent of total traffic fatalities during the year.

For the purpose of this Traffic Safety Fact Sheet, bicyclist riders of two-wheel nonmotorized vehicles, tricycles, and mopeds are included. Throughout the remainder of this fact sheet 1 used to identify these cyclists.

The number of pedalcyclists killed in 2011 is 9 percent of total traffic fatalities killed in 2010.

Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2002–2011

Year	Total Fatalities	Pedalcyclist Fatalities
2002	43,005	665
2003	42,884	629
2004	42,836	727
2005	43,510	786
2006	42,708	772
2007	41,259	701
2008	37,423	718
2009	33,883	628
2010	32,999	623
2011	32,367	677

As shown in Table 2, the majority of pedalcyclist fatalities (69%) and at non-intersections (59%).

The majority of pedalcyclist fatalities, 201 (30%), occurred between the hours of 4 p.m. and 7:59 p.m. The second highest number of fatalities, 142 (21%), occurred between the hours of 8 p.m. and 11:59 p.m. The fewest pedalcyclist fatalities occurred between the hours of midnight and 3:59 a.m. (Table 2).

Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2002–2011

Year	Total Fatalities	Pedalcyclist Fatalities	Percent of Total Fatalities
2002	43,005	665	1.5
2003	42,884	629	1.5
2004	42,836	727	1.7
2005	43,510	786	1.8
2006	42,708	772	1.8
2007	41,259	701	1.7
2008	37,423	718	1.9
2009	33,883	628	1.9
2010	32,999	623	1.9
2011	32,367	677	2.1

Table 6
Total and Pedalcyclist Traffic Fatalities and Fatality Rates by State, 2011

State	Total Traffic Fatalities	Resident Population (thousands)	Pedalcyclist Fatalities	Percent of Total	Pedalcyclist Fatalities per Million Population
Alabama	694	4,811			
Alaska					

Table 6
Total and Pedalcyclist Traffic Fatalities and Fatality Rates by State, 2011

State	Total Traffic Fatalities	Resident Population (thousands)	Pedalcyclist Fatalities	Percent of Total	Pedalcyclist Fatalities per Million Population
California	2,791	37,692	114	4.1	3.02
Colorado	447	5,117	8	1.8	1.56
Connecticut	220	3,581	8	3.6	2.23
Delaware	99	907	0	0	0
Dist of Columbia	27	618	1	3.7	1.62
Florida	2,398	19,058	125	5.2	6.56
Georgia	1,223	9,815	14	1.1	1.43
Hawaii	100	1,375	2	2.0	1.45
Idaho	167	1,585	0	0	0
Illinois	918	12,869	27	2.9	2.10
Indiana	750	6,517	11	1.5	1.69

Pennsylvania	1,286	3,872	1	0.1	1.39
Rhode Island	86	1,243	13	4.5	0.26
South Carolina	828	1,061	11	0.9	3.87
South Dakota	111	4,679	0	0	0.86
Tennessee	946	824	15	1.8	0
Texas	3,016	6,403	1	0.9	3.21
Utah	240	25,675	3	0.5	1.21
Vermont	55	2,817	43	1.4	0.78
Virginia	764	626	5	2.1	1.67
Washington	457	8,097	0	0	1.77
West Virginia	337	5,830	8	0.8	0
Wisconsin	582	1,895	11	2.4	0.74
Wyoming	135	5,712	0	0	1.61
U.S. Total	32,267	311,892	12	2.1	2.10
Puerto Rico	359	3,707	7	1.9	1.76

Sources: Fatalities — Fatality Analysis Reporting System, NHTSA. Population — Bureau of the Census.

NHTSA's National Center for Statistics and Analysis

1200 New Jersey Avenue SE., Washington, DC 20590

9439-041213-03r



ENVISION

CONCEPTUALIZING GOALS FOR DENNING DRIVE





“Cyclists feel most secure on roads with cycle tracks and most at risk on roads with mixed traffic.”

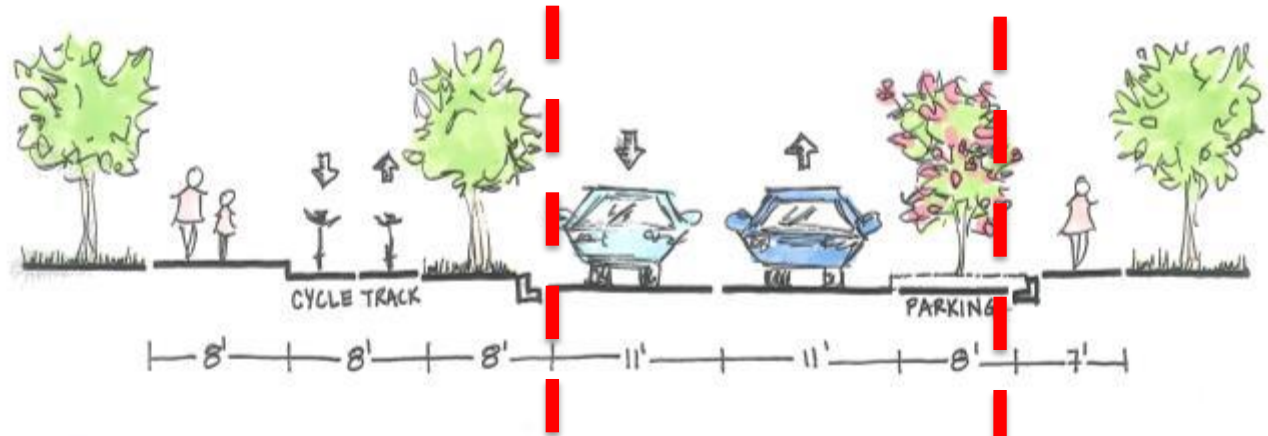
COPEHNHAGEN: TRAFITEC RESEARCH CENTER



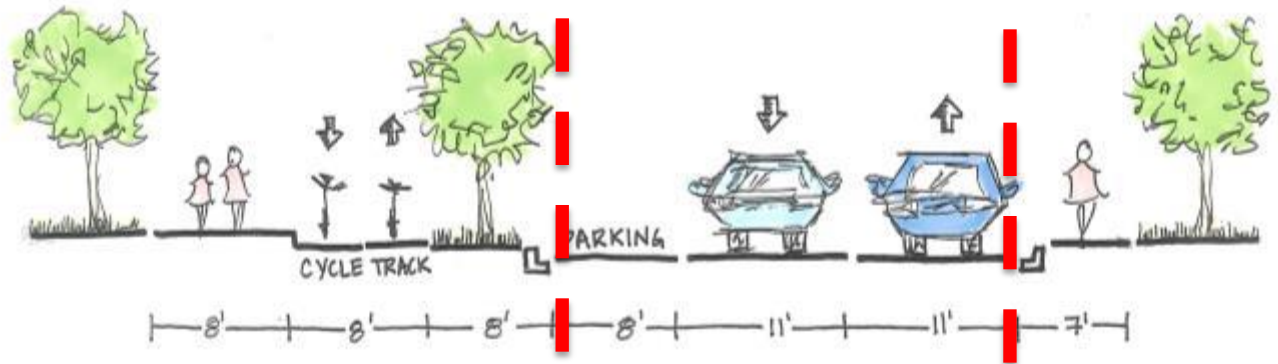
CREATE

MAKING SPACE FOR A HEALTHY STREET

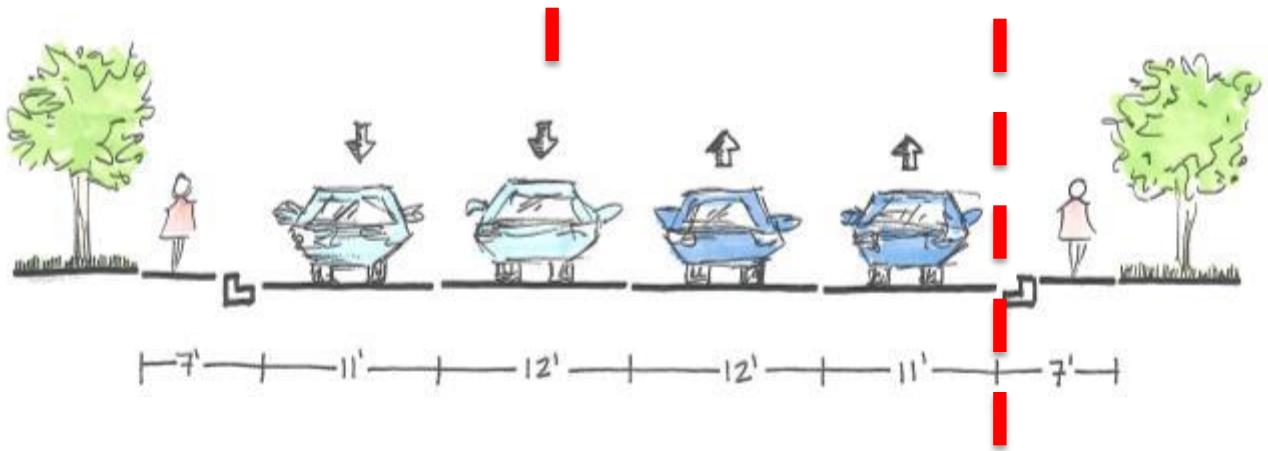
Option 1:
Parking on Right



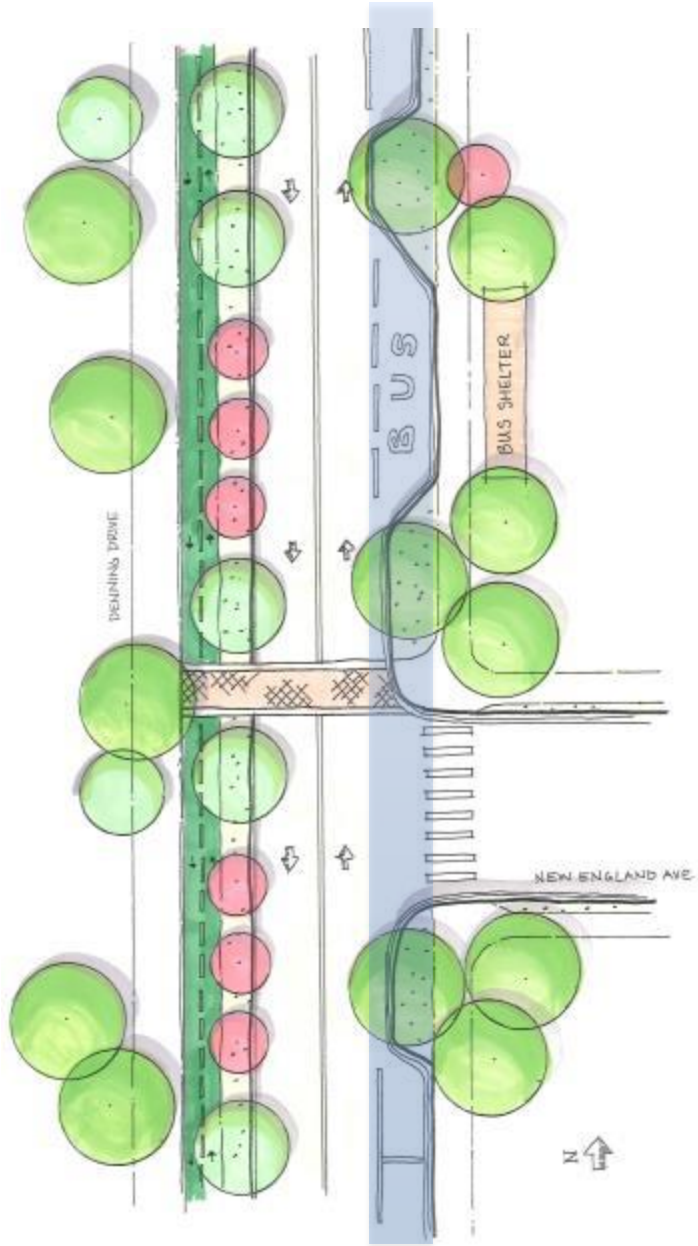
Option 2:
Parking on Left



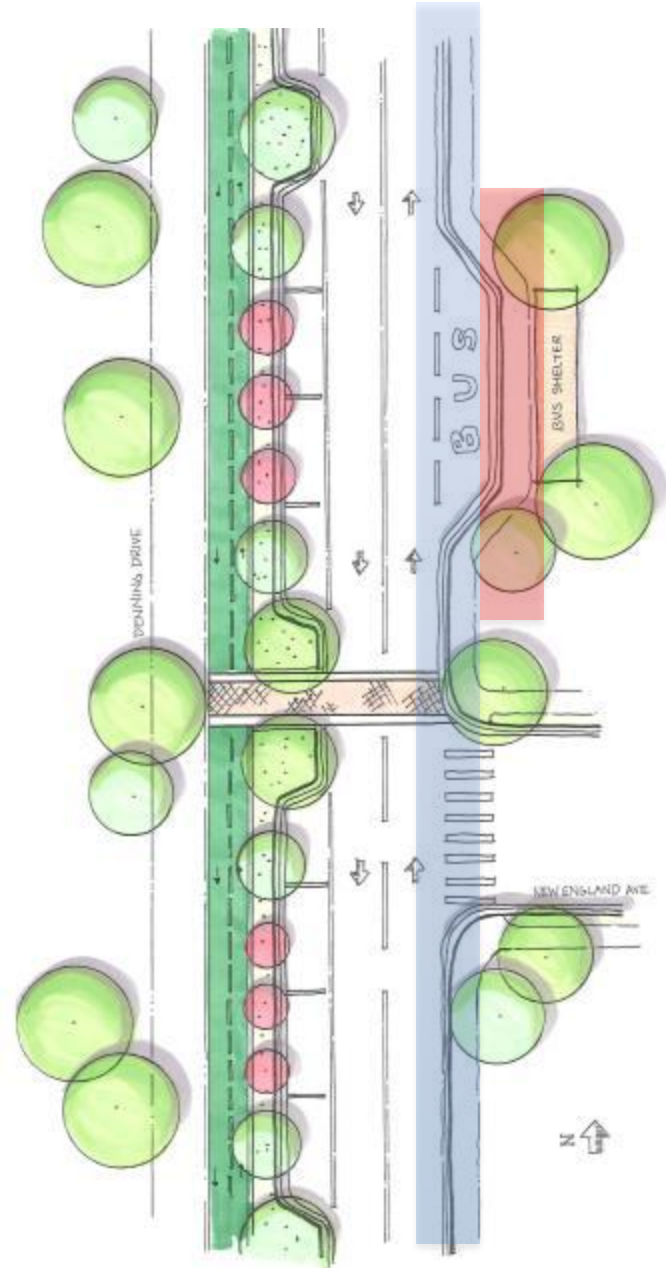
Existing
Condition:



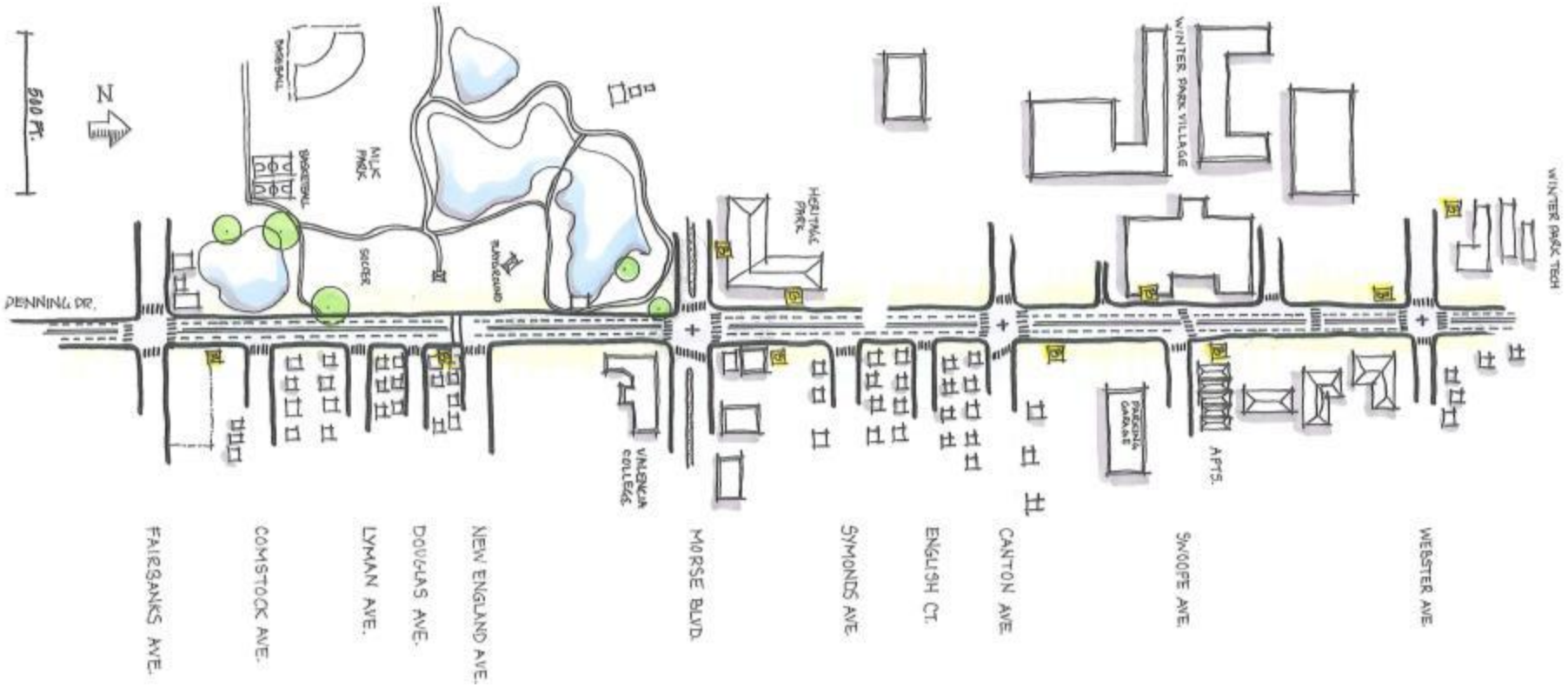
Option 1: Parking on Right



Option 2: Parking on Left



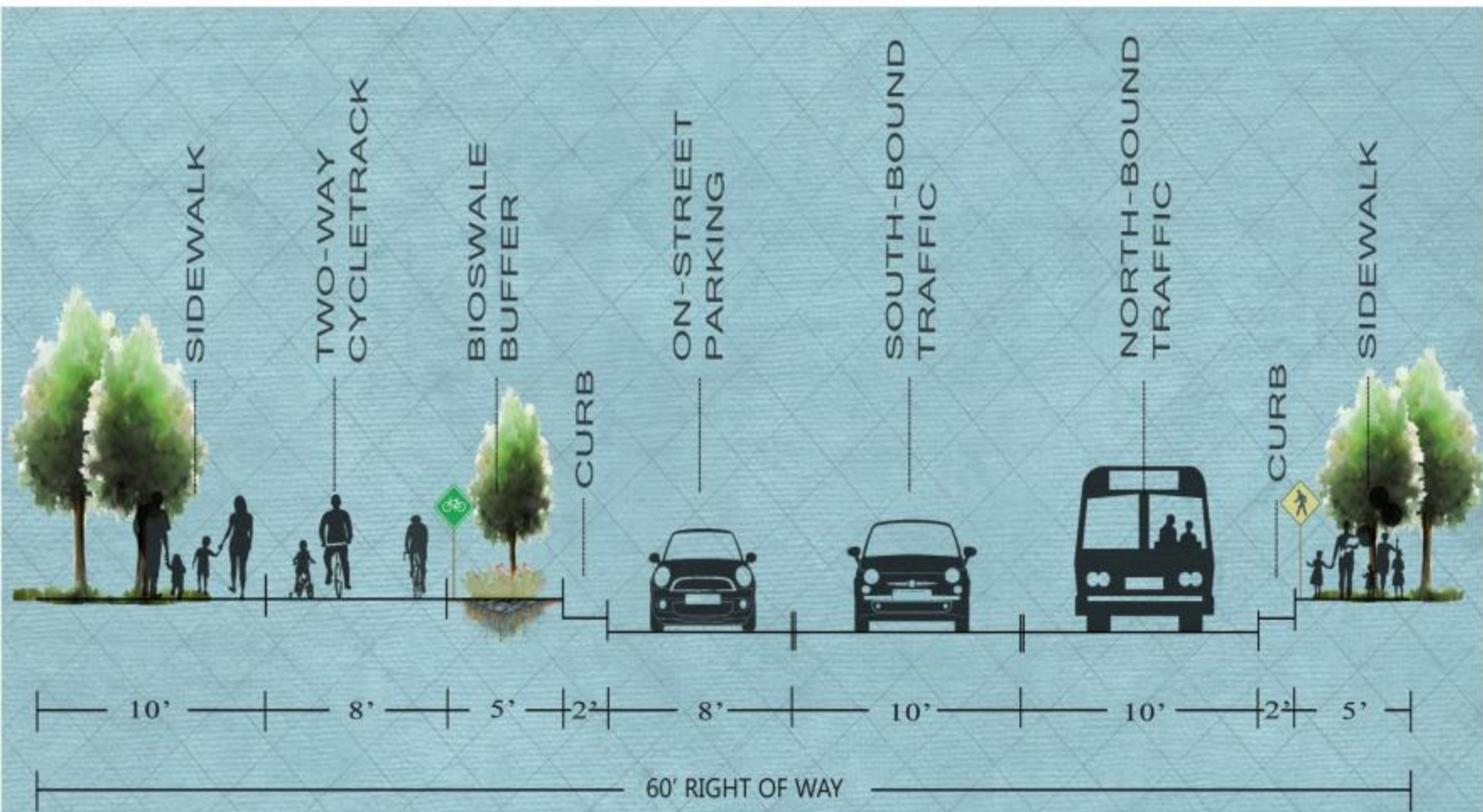
EXISTING CONDITION





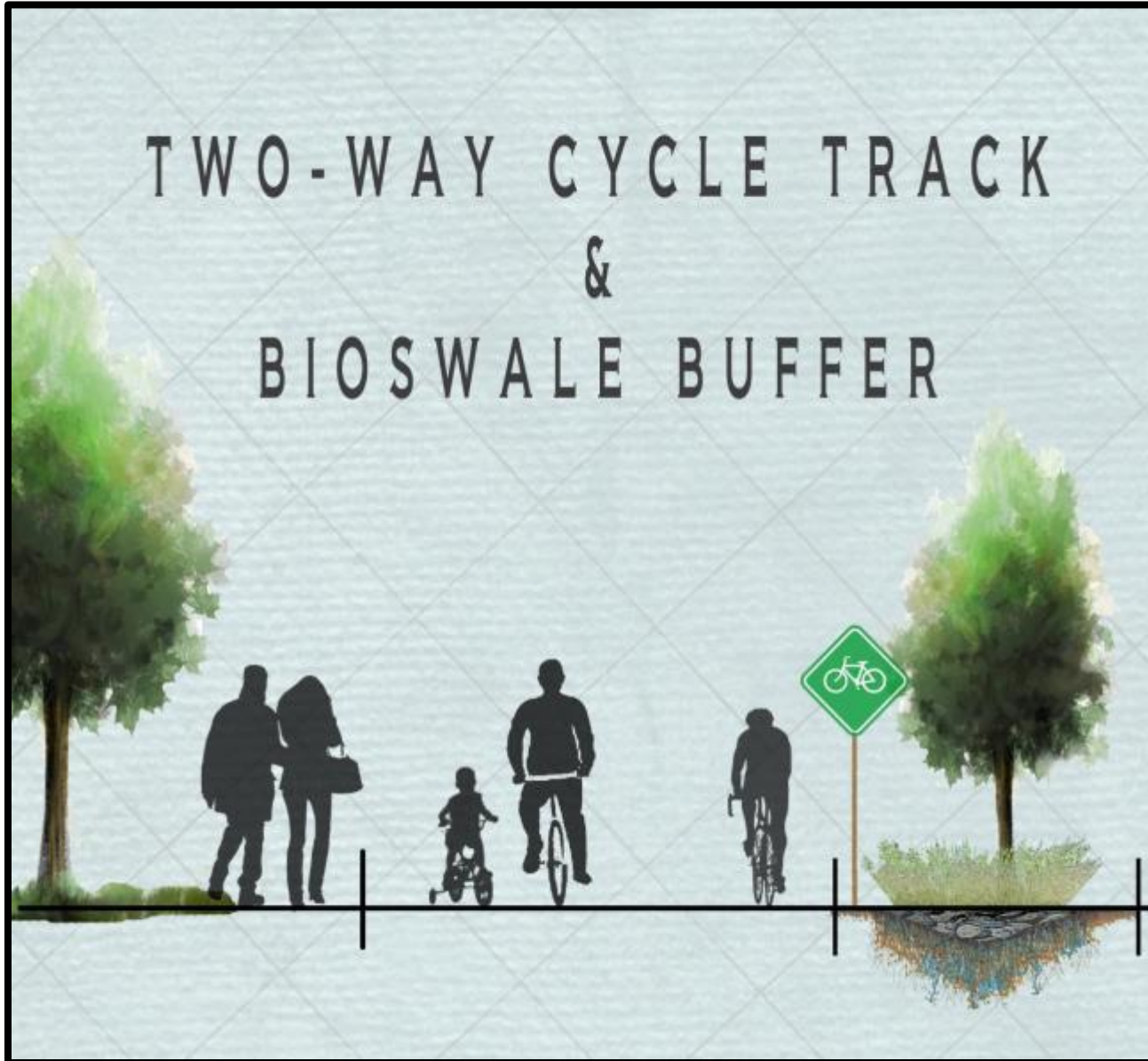
RENEW

UNDERSTANDING THE IMPORTANCE OF BIOSWALES



**2-WAY CYCLE TRACK COMPLETE STREET
AS FOUND ON DENNING DRIVE**

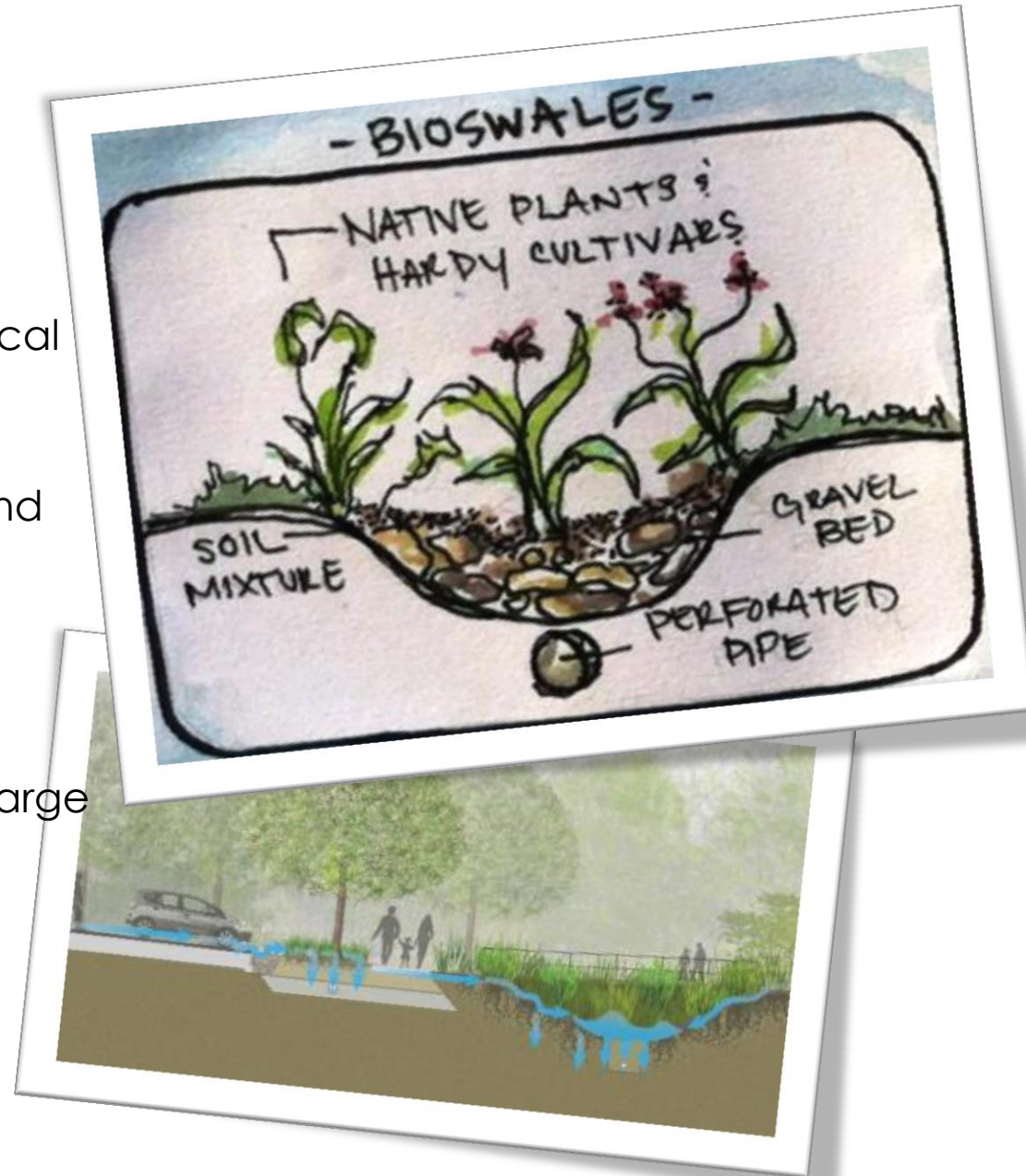
BIOSWALES SUPPLEMENT AN ACTIVE STREET



Bioswale and on-street parking used as buffer between car and bike modes.

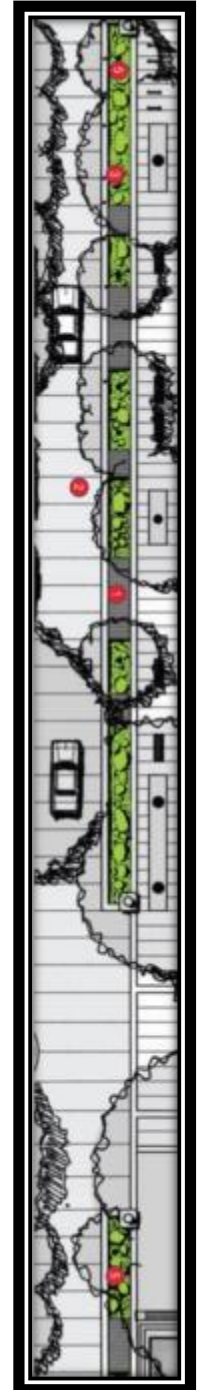
IMPLEMENTING BIOSWALES ON DENNING

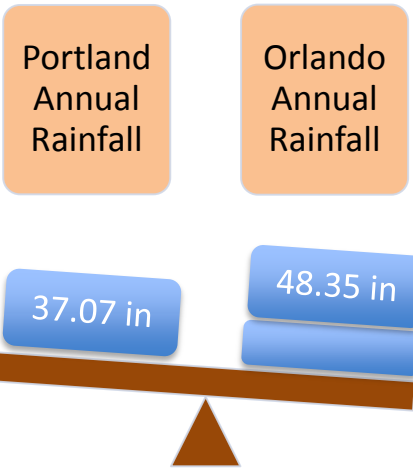
- Collects stormwater run-off impervious areas
- Moves water away from critical infrastructure
- Redirects pollutants like oil and fertilizer from gutters
- Starts the filtration process
- Increases groundwater recharge
- Promotes biodiversity



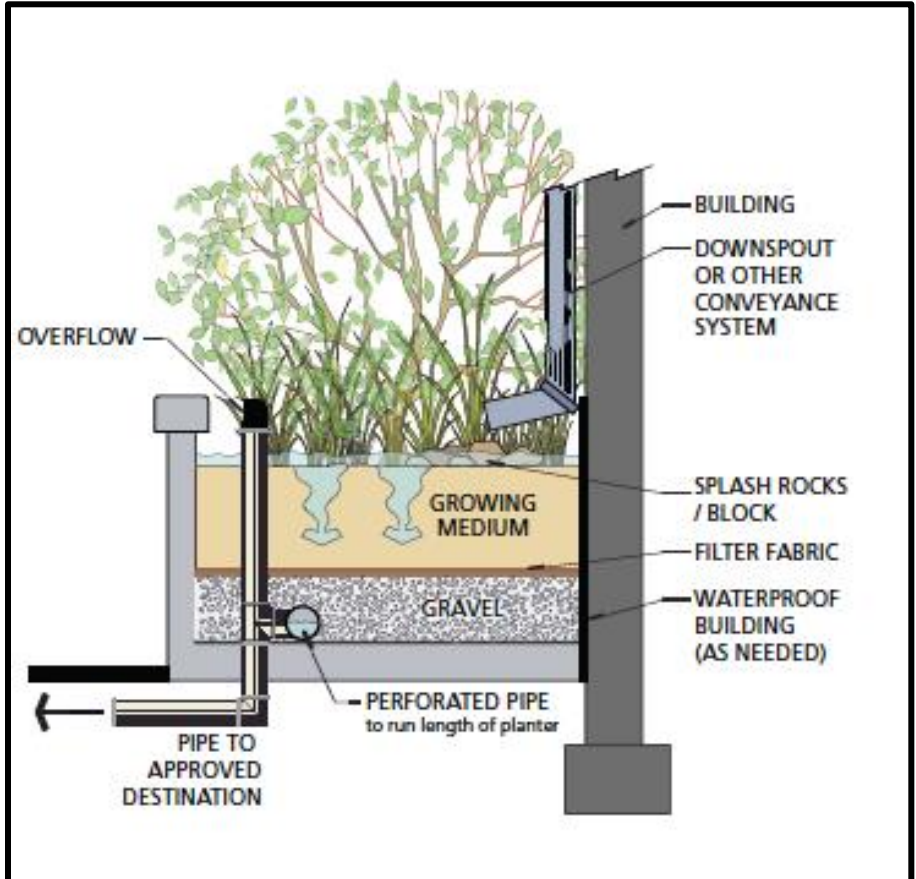
Continuous Stormwater Spine

- Curbless street profile provides flush drainage
- High density planting maximizes the ability for plan roots to clean pollutants and absorb runoff
- Continuous theme and overall “green thread” links different developments along the street
- Street furniture seamlessly integrated into the environment





Bioswale as Buffer

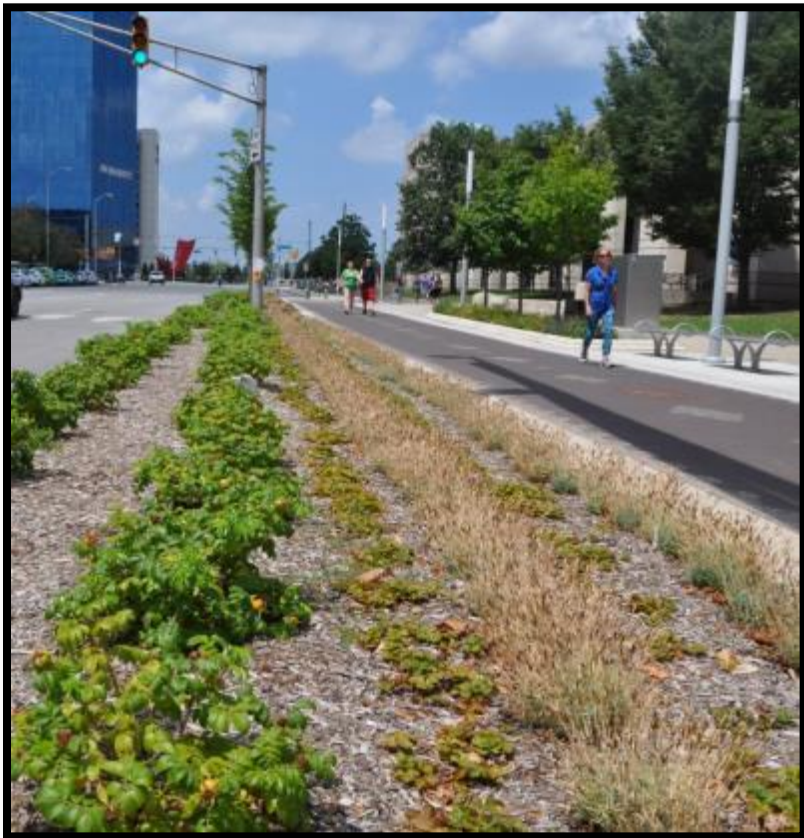


GREEN STREETS



INDIANAPOLIS CULTURAL TRAIL





SELECTING NATIVE PLANTS & CULTIVARS

Plants should be strong-rooted perennials and grasses able to tolerate both wet and dry conditions.



GULF MUHLY



SWITCHGRASS

Fibrous roots will hold in the soil when water rushes by, helping slow it down and filtering pollutants.



BUSHY BLUESTEM



SAND SWAMP





ALERT

USING SPECIFIC SIGNAGE TO ENCOURAGE SAFETY



HAWTHORNE DISTRICT

1.5 mi

9 min



WOODSTOCK DISTRICT

3.6 mi

22 min



DOWNTOWN

1.8 mi

11 min

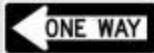




CYCLISTS
YIELD TO
PEDESTRIANS



IMPORTANCE OF SIGNAGE



If configured on a one-way street, a "ONE WAY" sign (MUTCD R6-1, R6-2) with "EXCEPT BIKES" plaque shall be posted along the facility and at intersecting streets, alleys, and driveways informing motorists to expect two-way traffic.

EXCEPT BIKES



A "DO NOT ENTER" sign (MUTCD R5-1) with "EXCEPT BIKES" plaque shall be posted along the facility to only permit use by bicycles.

EXCEPT BIKES

The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet.

A dashed yellow line should be used to separate two-way bicycle traffic and to help distinguish the cycle track from any adjacent pedestrian area.

At driveways and minor intersections, color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.



Variant of MUTCD R10-15 or R1-9, 1-9a

For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.

10 - 20 Feet

If configured as a raised cycle track, the crossing should be raised, in which the sidewalk and cycle track maintain their elevation through the crossing. Sharp inclines on either side from road to sidewalk level serve as a speed hump for motor vehicles.

Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.

If the cycle track is parking protected, parking should be prohibited near driveways and minor intersections to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.

30 Feet

Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists.

When protected by a parking lane, 3 feet is the desired width for a parking buffer to allow for passenger loading and to prevent dooring collisions.

Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility to define the bike lane direction and designate that portion of the street for preferential use by bicyclists.

Intersection traffic controls along the street (e.g., stop signs and traffic signals) shall also be installed and oriented toward bicyclists traveling in the contra-flow direction.



Two-stage turn boxes should be provided to assist in making turns from the cycle track facility.

Cycle Tracks
Two-Way Raised Cycle Track



IMAGINE

ANTICIPATING A HEALTHY, COMPLETE STREET

MLK PARK



← **SOUTH**

NORTH →

MLK PARK



crosswalks at new england

← **SOUTH**

NORTH →

MLK PARK



two-way cycle track



WEST

EAST



MLK PARK



on-street parking

↙ **SOUTH**

NORTH ↗

MLK PARK



← **SOUTH**

NORTH →

OPTION TWO WITH PARKING ON EAST SIDE OF DENNING



MLK PARK



bioswales on denning

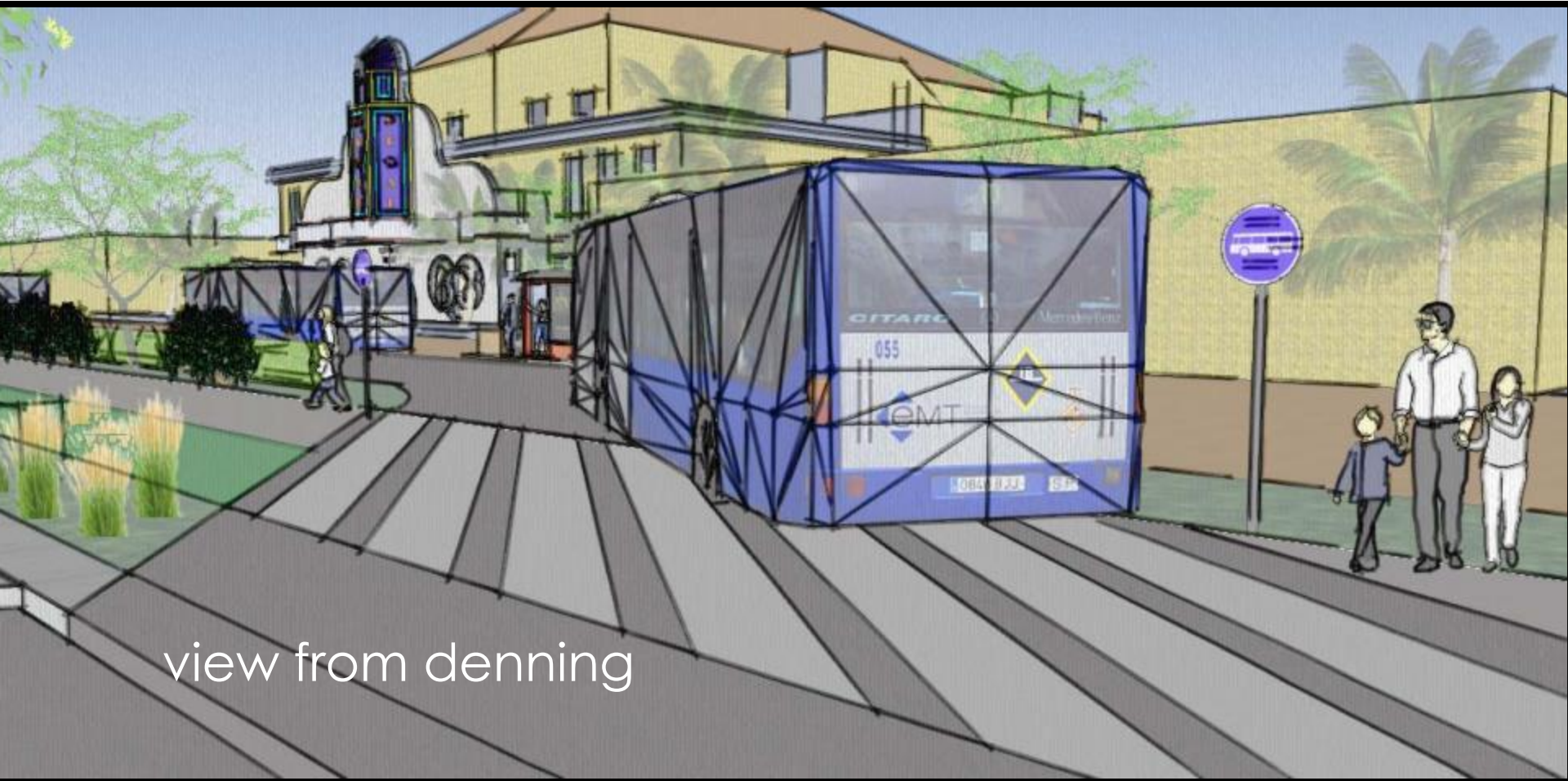
REGAL BUS STOP



← **SOUTH**

NORTH →

REGAL BUS STOP



view from denning

↖ **SOUTH**

NORTH ↘

REGAL BUS STOP



bus terminal

REGAL BUS STOP



cycle track and
bus terminal

REGAL BUS STOP



view from senior center

← **SOUTH**

NORTH →

BUS STOP INTEGRATED INTO BIOSWALE





