



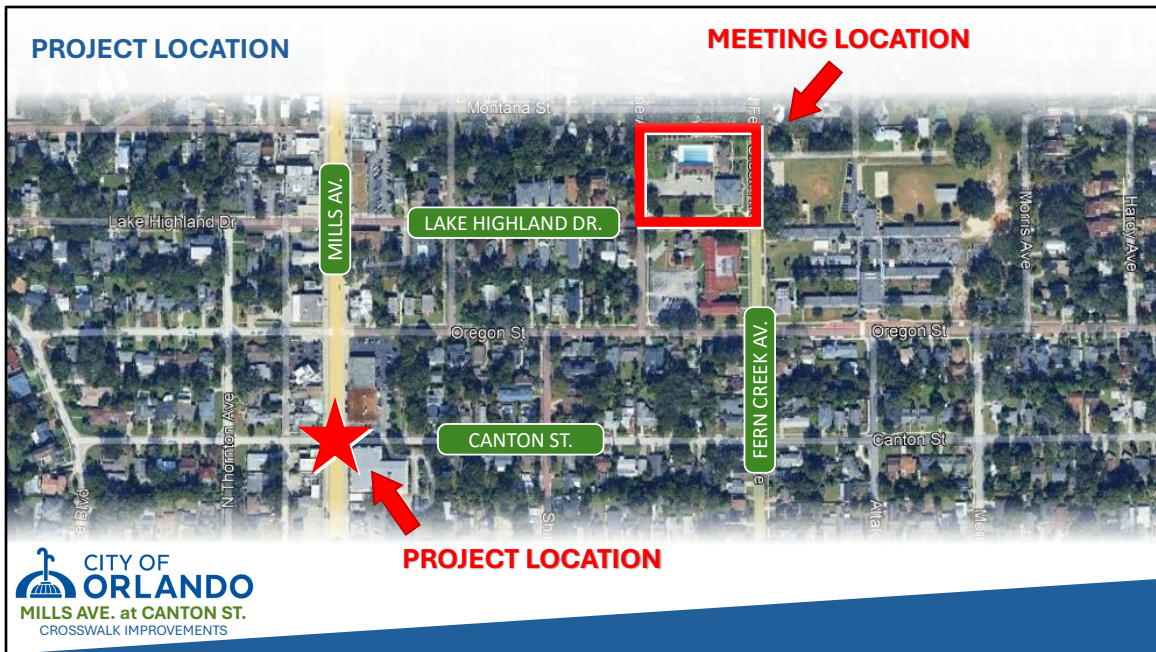
 **CITY OF
ORLANDO**
MILLS AVE. at CANTON ST.
CROSSWALK IMPROVEMENTS
PUBLIC MEETING APRIL 28, 2026

Welcome to the Public Meeting for the Mills Avenue at Canton Street Crosswalk Improvement Project. The purpose of this meeting is to provide information and receive public feedback about the crosswalk improvements planned at the intersection of Mills Avenue and Canton Street.

PROJECT PROXIMITY



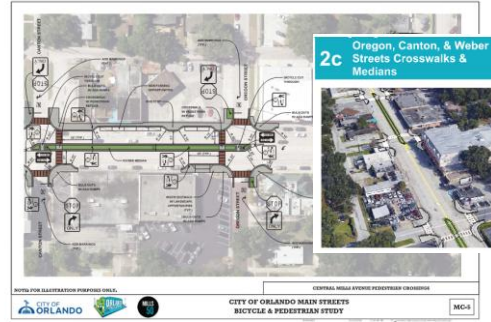
The crossing improvement project is located just north of downtown Orlando in the Mills 50 Main Street District highlighted with the star.



The project is approximately two blocks west and two blocks south of the meeting held on April 28th at the Colonialtown Neighborhood Center, which is shown in the red box.

PROJECT HISTORY

2018: CITY OF ORLANDO CONDUCTS ORLANDO MAIN STREETS BICYCLE & PEDESTRIAN STUDY



In 2018, the City of Orlando conducted a bicycle and pedestrian study in the Milk District and in Mills 50. This study identified areas in those districts that would benefit from bicycle accessibility and pedestrian crossing enhancements. The crossing on Mills Avenue at Canton Street was identified as one of those key locations.

PROJECT HISTORY

2025: FDOT CONDUCTS ACCESS MANAGEMENT STUDY

US 17 (Mills Avenue)
From
Lake Highland Drive to Weber Street
City of Orlando, FL

Access Management Study

Prepared For:

FDOT
FDOT - District 5

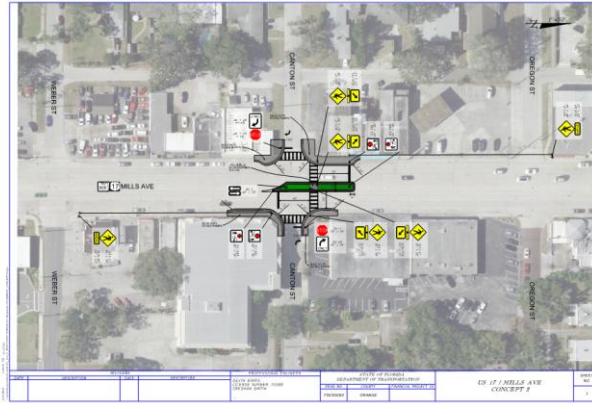
Prepared By:

Gardner Smith
3615 Broadway Grand Avenue
Suite 420
Tampa, Florida 33607

February 2025

Digitally signed by Devin Barry, DN: cn=Devin Barry, o=City of Orlando, ou=City of Orlando, email=devin.barry@cityoforlando.gov, c=US

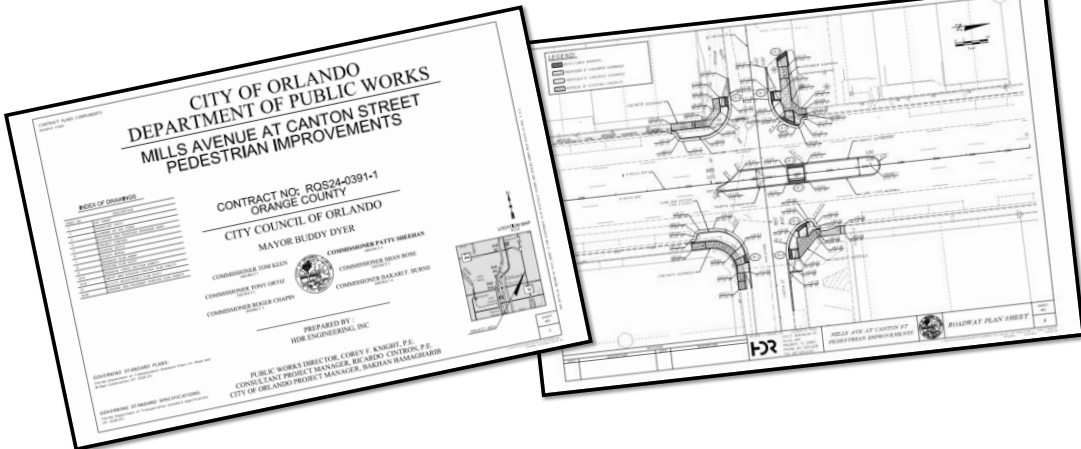
Devin Barry, P.E.
State of Florida No. 10388



The Florida Department of Transportation conducted an access management study of sections of Mills Avenue in 2025. That study also identified this location as a key area that would benefit from pedestrian crossing enhancements. As a result of those two studies, the City of Orlando has decided to move forward with the design implementation of the crossing improvements.

PROJECT HISTORY

2026: CITY OF ORLANDO DEVELOPS DESIGN PLANS



The project is currently under Phase Two of design, with construction scheduled for early this fall. There are several safety features included in this design that will benefit pedestrians and drivers.

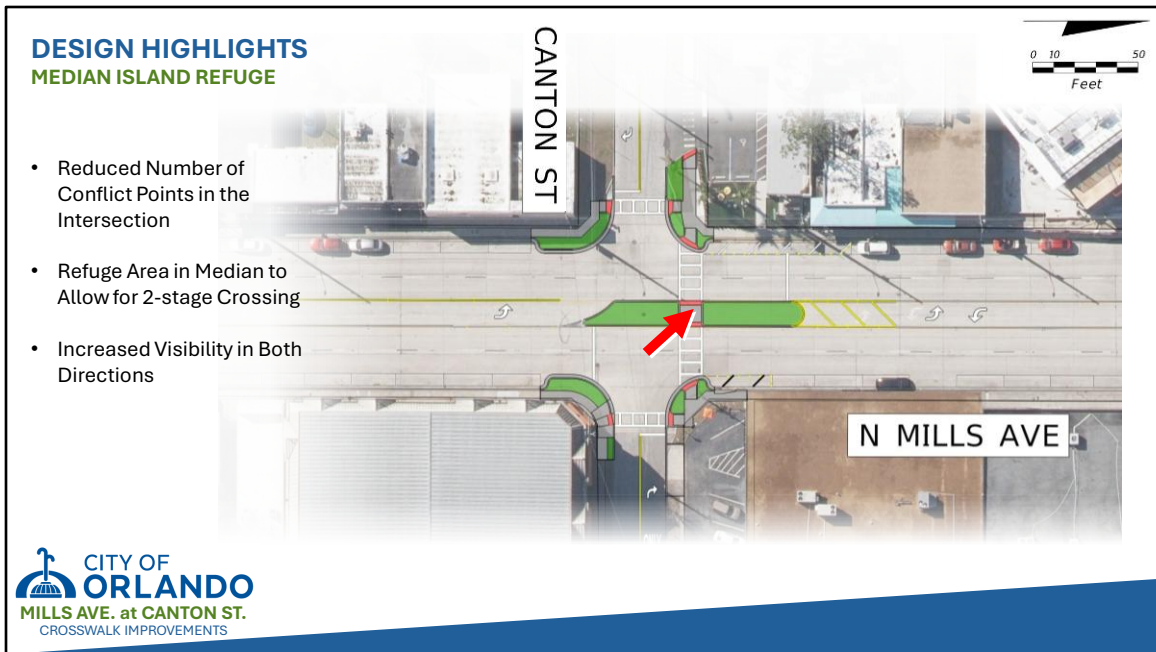
DESIGN HIGHLIGHTS

ROADWAY TODAY

- Pedestrian crosses 67' of concrete to cross Mills Ave. and 40' to cross Canton St.
- Traffic Approaches in 4 directions
- Two-Way Left Turn Lane



To understand the proposed improvements, it's important to understand the crossing as it exists today. There are currently two travel lanes and parking on both sides of Mills Avenue. There's also a center two-way left turn lane. This means that a pedestrian will need to cross 67 feet of roadway before reaching the opposite side of the road. That includes navigating traffic moving in both directions along Mills and traffic turning onto and off of Canton Street.



The proposed design installs a median island refuge, which divides the crossing into two stages. This eliminates the need to navigate across both directions of traffic lanes at the same time. The island gives pedestrians a place to wait for an adequate gap in oncoming traffic and shortens the distance to cross the roadway. It also serves as a traffic calming feature that encourages drivers to reduce their speed.

DESIGN HIGHLIGHTS
INTERSECTION BULB-OUTS

- Clear Directional Ramps
- Shortened Crossing Distance
- Increased Pedestrian Visibility
- No Parking Spaces Lost
- Reduces Possibility of Vehicle in Line of Sight

CANTON ST

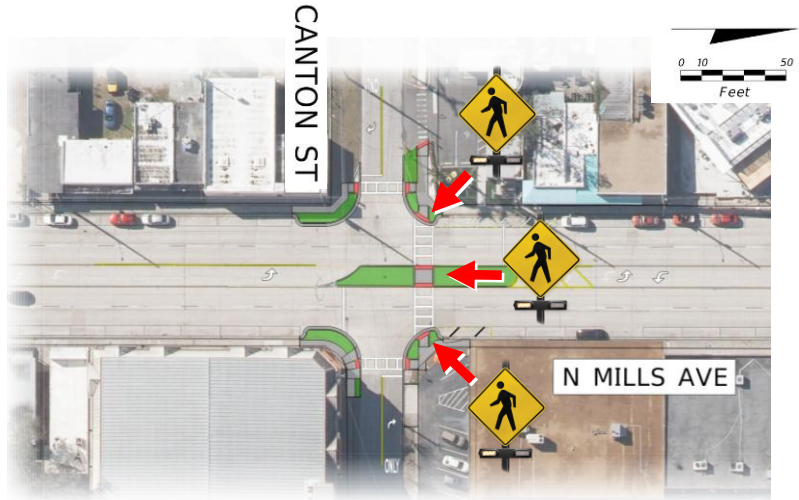
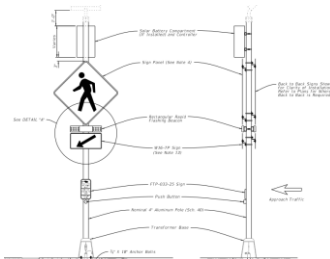
N MILLS AVE

0 10 50
Feet

CITY OF ORLANDO
 MILLS AVE. at CANTON ST.
 CROSSWALK IMPROVEMENTS

In addition to the median island refuge, bulb-outs will be installed on the corners. These curb extensions improve visibility for pedestrians and drivers by moving parked cars away from the intersection. They also serve to slow vehicles, especially when turning. Together, the bulb-outs and the median island refuge reduce the overall crossing distance by approximately 22 feet.

DESIGN HIGHLIGHTS
RECTANGULAR RAPID
FLASHING BEACONS (RRFB)



The crossing will also include Rectangular Rapid Flashing Beacons (RRFB). RRFBs are enhancements used in combination with a pedestrian warning sign to improve safety at crosswalks. The device includes two rectangular shaped yellow indicators, each with an LED light source, that flash with high frequency when activated by the pedestrian. By law, vehicles must stop to allow the pedestrian to cross safely.

DESIGN HIGHLIGHTS

RECTANGULAR RAPID FLASHING BEACONS (RRFB)



Orange Ave in Ivanhoe Village



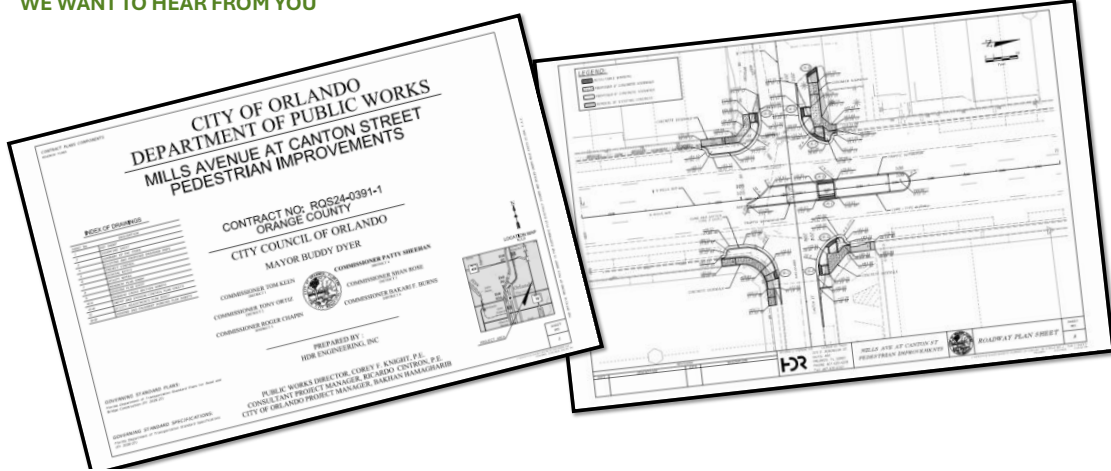
Safety Benefits:
RRFBs can reduce crashes up to:
47%
for pedestrian crashes.

RRFBs can increase motorist yielding rates up to:
98%
(varies by speed limit, number of lanes, crossing distance, and time of day).

Source graphic - Federal Highway Administration FHWA-SA-21-053

Studies conducted by the Federal Highway Administration show that RRFBs can increase motorist yield rates up to 98% and reduce pedestrian crashes by up to 47%. This is because the rapid, alternating pattern of the flashing lights is highly effective at alerting motorists. You may have seen RRFBs that have been implemented nearby. One is located on Orange Avenue at the Ivanhoe Boulevard crossing and another is on Virginia Drive at the Orlando Urban Trail crossing.

PROJECT STATUS
WE WANT TO HEAR FROM YOU



To move forward, we'd like to hear from you. Your feedback will help shape our plans.

SHARE YOUR INPUT

FEEL FREE TO WALK AROUND AND ASK QUESTIONS

HOW TO SHARE YOUR INPUT
COMMENT CARDS ARE ON THE TABLES
OR SEND A MESSAGE TO:
VisionZero@orlando.gov



You can fill out the comment card or submit your comments to the email shown by May 12th.