A presentation to the
Florida Section Institute of Transportation Engineers
FSITE

“Right-Sizing” SR 37 – S. Florida Avenue in Lakeland, FL:
This is a Test – Only a Test!
October 30, 2018
Coral Springs, FL

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City of Lakeland, FL
City of Lakeland, FL (Polk County)
A Historic Study

This is the First-Ever,
FDOT Initiated and Sponsored

COMPLETE STREET CORRIDOR MASTER PLAN

And is Intended to Serve as a Model For Future Efforts State-wide!

• Thank you FDOT D-1

• WE LOVE YOU!!
South Florida Avenue Complete Street Charette and Master Plan

Lakeland, Florida
Polk County Local Government Complete Street Policy: Signed on October 11, 2012 in Lakeland

Citywide Walkability Workshop with Dan Burden: November 8, 2013
A Multi-Agency Approach ...

... that includes the Community.
The City of Lakeland was incorporated on January 1, 1885.

By 1900, 25 trains a day were stopping in Lakeland which enabled the city to prosper.

In 1922 Florida Southern College moved to Lakeland and in 1933 Frank Lloyd Wright came to town.

Today Lakeland sits between two of the greatest job creating regions in the country – Tampa and Orlando.
Colleges, Universities, Architecture

• Florida Southern College
• Florida Polytechnic University

Design by Frank Lloyd Wright

Design by Santiago Calatrava
Historic Districts
A Fascinating History

Frances Langford Promenade named on of America’s Top 10 Public Spaces by APA in 2014

World-Class Civic and Public Amenity Infrastructure
A Fascinating History

A Wonderfully Revitalized Downtown
That was then--1952
“Nobody is happy on South Florida Avenue... not the cars, not the trucks, not the people.”
Inadequate Transit Facilities
Excessive Truck Traffic
Exceedingly Narrow Travel Lanes (8 ½ - 9 feet)
Some Very Narrow (and cluttered) Sidewalks
City Commission Resolution #5370

- Adopted on May 1, 2017
- Street does not adequately serve all users
- Significant safety concerns; does not contribute to CRA economic development objectives
- Study documents deficiencies and improvements
- Asks FDOT to evaluate alternatives, including road-diet
- **Requested test period of at least one year – could begin in 2020**
Project Objectives

Develop a community-based vision for desirable economic and redevelopment growth for the South Florida Avenue corridor;

Consider roadway reconfigurations/infill and redevelopment opportunities which support Complete Street policies;

Develop Market Overview which considers growth potential and impediments in housing, employment, retail, etc.)

Improve the Quality of Life ~ Increase Opportunities
What are the Priorities?
The Citizens’ Master Plan

Recommendations Throughout the Corridor
Market Study Findings

Summary of Market for Retail Uses

<table>
<thead>
<tr>
<th>Retail Use</th>
<th>Size (In SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 to 7 Restaurants @ 1,500 to 3,000 sq. ft. each</td>
<td>10,500 to 15,500 sq. ft.</td>
</tr>
<tr>
<td>2 Bars/Clubs @ 1,800 to 3,000 sq. ft. each</td>
<td>3,500 to 5,000 sq. ft.</td>
</tr>
<tr>
<td>Specialty Retailers (as infill) @ 850 to 1,200 sq. ft. each</td>
<td>3,000 sq. ft.</td>
</tr>
<tr>
<td>Specialty Foods, Kitchen Equipment &amp; Gifts</td>
<td>2,000 sq. ft.</td>
</tr>
</tbody>
</table>

Estimated Total Conceptual sq. ft. of Retail Space: 19,000 to 25,500 sq. ft.

Summary of Market/Development Potentials

<table>
<thead>
<tr>
<th>Use</th>
<th>Forecast Period</th>
<th>Market Potentials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market-Rate Housing</td>
<td>10 Years</td>
<td>50 - 100 Units (on key catalyst sites)</td>
</tr>
<tr>
<td>Professional Service/Office Core</td>
<td>8 Years</td>
<td>110,000 sq. ft. in Downtown</td>
</tr>
<tr>
<td>Lodging/Hospitality</td>
<td>5 Years</td>
<td>In Equilibrium</td>
</tr>
<tr>
<td>Supporting Services/Retail</td>
<td>5 Years</td>
<td>19,000 - 25,000 sq. ft. (not market driven)</td>
</tr>
</tbody>
</table>
1,628 Surface Parking Spaces from Ariana to Palmetto

<table>
<thead>
<tr>
<th>Block Study #</th>
<th>Block Location</th>
<th>Parking Spaces</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Between W. Hancock St. &amp; Ariana St</td>
<td>54</td>
<td>Walgreens</td>
</tr>
<tr>
<td>2</td>
<td>Between W. Belmar St. &amp; West Hancock St</td>
<td>15</td>
<td>Tudor House</td>
</tr>
</tbody>
</table>
Initial Findings: Traffic Issues
Anticipated up-to 5,000 Vehicular Trips Per Day Diverted from South Florida Avenue. Most Diversions Occur at Peak Hour/Peak Direction (Northbound a.m. – Southbound p.m.)
The Three-Lane “Build” Scenario will not result in significant adverse impacts to travel flow although some delay will be increased on South Florida Avenue.
Public Safety

Table 22. South Florida Avenue Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal Crash Information</th>
<th>Injury Crash Stats</th>
<th>Property Damage Only</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crash</td>
<td>Fatalities</td>
<td>Injuries</td>
<td>Crashes</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>2012</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td>2013</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>2014</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>36</td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>99</td>
</tr>
</tbody>
</table>

180 total crashes
Public Safety
In this image a private business sign is located on the sidewalk making it nearly impassable. This condition, especially considering the constrained conditions,
A Right-of-Way “Audit” for the Entire Corridor
The Problem Presented to FDOT

• Narrow travel lane width (8.5 – 9 feet)
• Narrow sidewalks
• Inadequate transit facilities
• ADA compliance concerns
• Hindrance to economic development within Dixieland CRA Area
• Divides Downtown, Dixieland and adjacent neighborhoods
• Generally, discourages pedestrian and bicycle travel

• *South Florida Avenue can play greater role in corridor redevelopment and mobility – newer ideas*
Type III: Designed to encourage transit use, enhance pedestrian circulation and provide access to adjoining properties. Design speeds are typically between 30 mph and 45 mph. The streets are typically two to four lanes with sidewalks, bike lanes, planting strips and frequent bus stops.

On-street parking is possible in conjunction with re-development at strategic locations in the urban core. In the urban core, roadway capacity is constrained and buildings are placed close to the street.
Lakeland’s Policy Framework

- “Special Public Interest” Zoning
- Streetwalls/Arches
- Pedestrian easements along Florida Avenue
- Restrictions on drive-through placement
- Pedestrian access
- Parking placement and buffering

At Frank Lloyd Wright Way
Improve Safety & Economic Development
Oates Building Crash – During Bollard Construction
What could this test look like??
Right-Sizing Test (Pilot)
Lime Street Views:
Patterson Street Views:
Test parameters / criteria

• Conducting a physical test (18-24 months) in which the proposed “right-sizing” is constructed in the field to “simulate” the lane elimination;

• Providing traffic calming measures on area roads that are predicted to receive diverted traffic;

• Enhancing the Ariana Street sidewalk and crosswalks at Dixieland Elementary; and

• Installing these traffic calming/enhancement measures prior to a permanent lane reduction.
FDOT will work with the City to evaluate:

• Travel speeds, delays, volumes, crash data and pedestrian, bicycle & transit operations within the study area;
• Any diverted trips on adjacent streets and neighborhoods; and
• Public feedback on pre- and post-test period measures.

• AGREE ON THE MEASURES OF PERFORMANCE – What constitutes success / failure / neutral results????
Interconnected signal system to assist in managing the S. Florida Avenue data analysis

Blue Toad RSU CV Sensors

- We have 174 traffic control signals that are 100% interconnected by redundant-based (ring typology) fiber, with full real-time actual controller displays at the TMC.
Costs $$$$$$$

• The estimated cost to implement the proposed full lane elimination project, including drainage considerations, is upwards of $10,000,000.

• This substantial cost scenario has very high risks.

• As an “insurance” policy on this application, the “test” project will cost significantly less – about $1,000,000 compared with the total cost of construction for the corridor segment.

• The test only-a-test it is!!
It is believed that this test approach would be one of the most extensive test opportunities conducted on a State facility.

This test will also be a tribute to the partnership forged between the:

- Divisions of the FDOT D-1 (L.K. Nandam; Bessie Reina; Debra Chesna; Millie Brown; Bernie Masing......);
- Citrus Connection – Tom Phillips;
- Local CRAs – Dixieland & Downtown
- Lakeland Downtown Development Authority – Julie Townsend;
- Local businesses and neighborhoods;
- Polk County TPO – Tom Deardorff; and
- Multiple City Departments and Divisions – Nicole Travis; Charles Barmby; Greg James; John Casey.......  
- City Commission
- And so many more............................
Right-Sizing Test (Pilot)

• On-Going Questions
  • Ultimate design of test – Start winter of 2019
  • Operational – 2020 to 2022
  • Agreements for advancement of design funding COL and reimbursement??
  • Agency Responsibilities for funding for construction??
  • Scale and limits of container planters
  • Maintenance
  • Restoration if test is unsuccessful
  • Public information and outreach
  • City Commission action on ultimate improvements

• ALL BEING NEGOTIATED LITERALLY AT THIS TIME!!
City-Funded Projects

- City funding for sidewalk improvements on Ariana Street at Dixieland Elementary School (Summer 2019)
- Traffic calming projects on adjacent local streets such as Patten Heights and Lake Morton Drive (2018)
- Mitigation and right-of-way funding for South Wabash Avenue Extension
- On-going development of analysis and data collection program (Pre- and Post-)
If all of this wasn’t enough... Other Initiatives:

• Polk Rail Study: Motorist Bypass System (2019)

• Central Lakeland Transit Signal Prioritization: Polk Parkway to Memorial Boulevard (2022)

• iCASP (Red Light Running Safety Project)
S. Florida Avenue
The future????????
“Right-Sizing” SR 37 – S. Florida Avenue in Lakeland, FL: This is a Test – Only a Test!

**Courtesy Promotes Safety:**

*Please give pedestrians and bicyclists a BRAKE!*

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