

City of Lakeland Pathways and Road Diet Program



**ProBike/ProWalk Florida 2010
Lakeland Center
May 13, 2010**





Themes

- ❑ **Downtown and Central City Redevelopment Focus**
- ❑ **Lake-to-Lake Bikeway Network**
- ❑ **Comprehensive Plan**
 - Multi-Modal LOS Standards
 - Citywide Pathways Plan
 - Roadway Typologies
- ❑ **Agency Coordination**
 - City Departments: Public Works, Parks & Recreation, Community Development
 - Polk TPO
 - Florida DOT
 - Lakeland Community Redevelopment Agency
 - Lakeland Area Mass Transit District
 - Development Community



Downtown and Central City Redevelopment

- ❑ **Pre-War Development Pattern**
- ❑ **Grid Network**
- ❑ **Investments in Support of Downtown and Central City**
 - Streetscape Program
 - Lemon Street Promenade
 - Historic District Designation
 - Lake Mirror Promenade and Loggia
- ❑ **State Road 548 (In-Town Bypass)**

Downtown and Central City Redevelopment

State Road 548 (In-Town Bypass)





Downtown and Central City Redevelopment

- **State Road 548 (In-Town Bypass)**
 - **Phase I opened in 2004**
 - **Phase II opened in 2009**
 - **Downtown Street Modifications**
 - Two-Way Street Conversion
 - Removal of Lake Mirror Drive
 - Realignment of Main Street
 - Development of Lake Mirror Park

Downtown and Central City Redevelopment

Lake Mirror Park



Downtown and Central City Redevelopment



Lake Mirror Drive – 1980s



Lake Mirror Promenade - 2008

Downtown and Central City Redevelopment



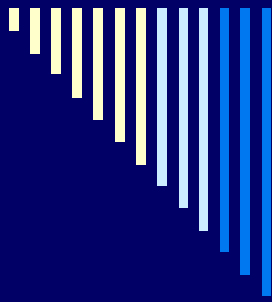


Downtown and Central City Redevelopment

- **Coordination and Implementation**
 - Strong civic leadership;
 - Programming of funds and project implementation consistent with plans vetted through public and business community;
 - Facilities transferred to City, inter-departmental coordination;
 - Significant private contributions (Hollis Gardens, Barnett Family Park).

- **Traffic volumes have decreased dramatically since 2000.**

- **Decrease even began before completion of In-Town Bypass (Phase I), attributed to two-way conversion.**



Lake-to-Lake Greenway and Bikeway Network



LAKE-TO-LAKE Greenway and Bikeway Network





Lake-to-Lake Greenway and Bikeway Network

- ❑ Existing: 11.3 miles
- ❑ Proposed: 15.7 miles
- ❑ Combination of on- and off-road facilities, providing connections to Lakeland's:
 - Premier parks;
 - Lakes;
 - Historic neighborhoods;
 - Major destinations such as Florida Southern College.



Lake-to-Lake Greenway and Bikeway Network

- **Transportation and recreational purpose:**
 - Improved connections to Citrus Connection transit system;
 - Alternative to automobiles in Lakeland's most congested corridors;
 - Compliments Lakeland's multi-modal level-of-service standards;
 - Bicycle parking requirements in City Land Development Regulations.

Lake-to-Lake Bikeway

- Pathway System Through Lakeland
 - On-Road/Shared Facilities



Johnson Avenue, Near Florida Southern College



Peterson Park Entrance

Lake-to-Lake Bikeway

- Pathway System Through Lakeland
 - Off-Road Facilities



Lake Hollingsworth Multi-Use Path



Peterson Park – New Jersey Road Trail

Lake-to-Lake Bikeway

- Pathway System Through Lakeland
 - Serving Bicyclists and Pedestrians



Lake Hollingsworth Multi-Use Path



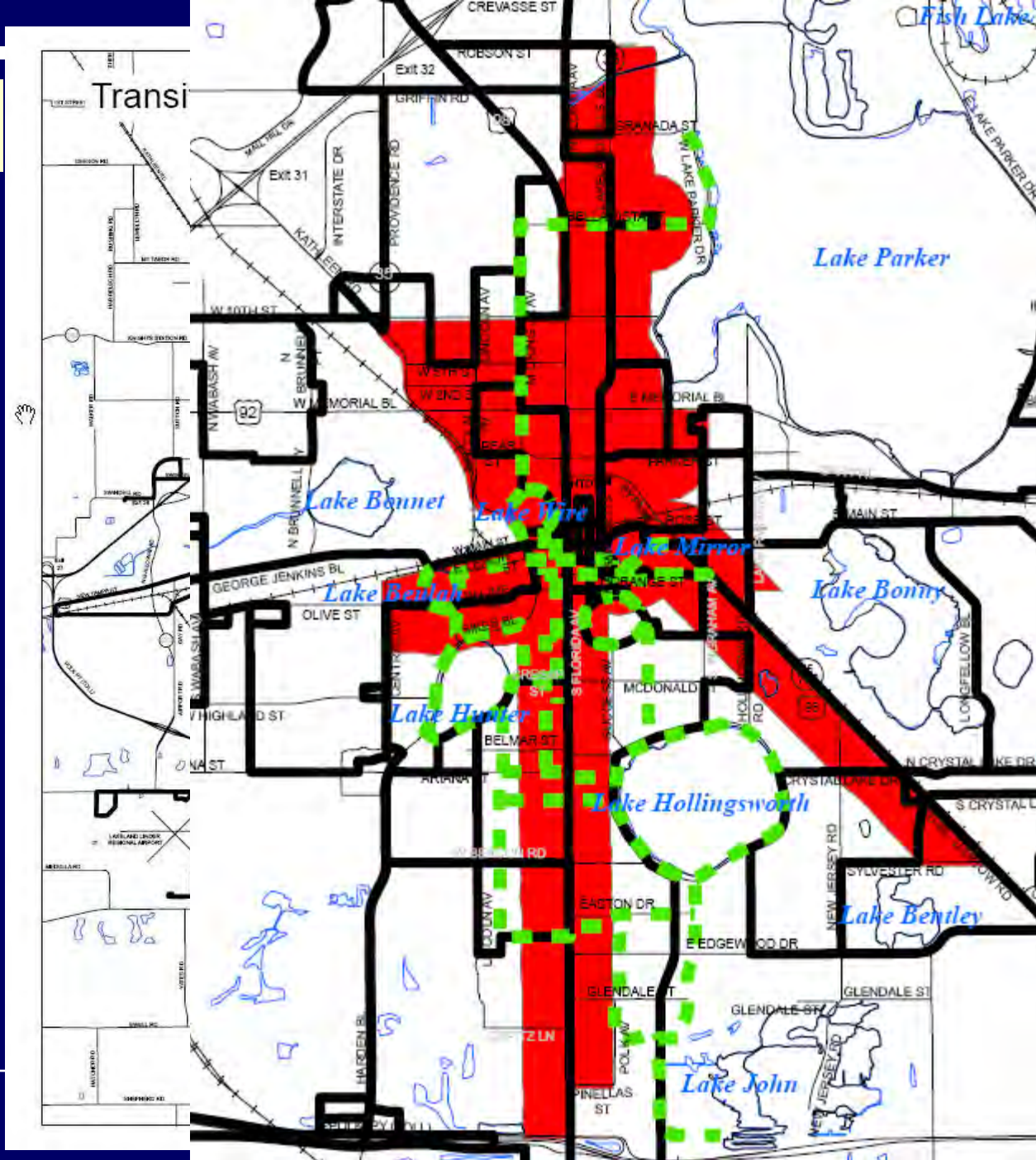
Lake Hunter Multi-Use Path



City Comprehensive Plan

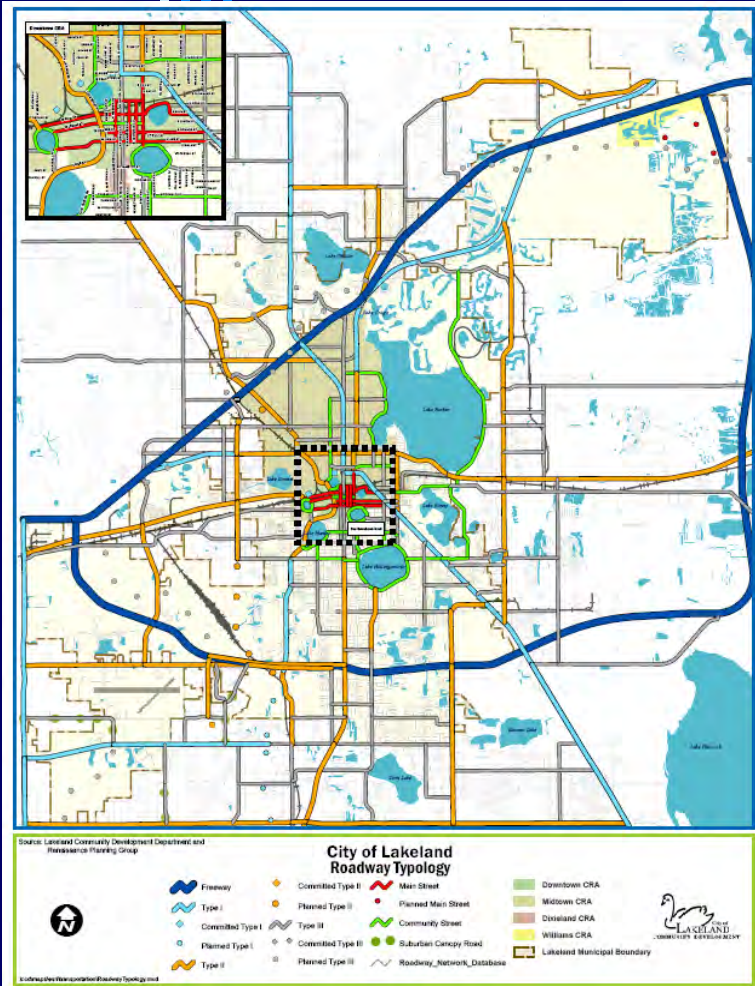
□ Current Policies

- Central City (M3) Multi-Modal LOS District
 - Peak Hour/Direction Volume to Capacity Ratio ≤ 1.25
 - Transit: 30-Minute Headways with Enhanced Stops
 - Extensive Sidewalk and Bike Facility Network
 - Bicycle Racks at Transit Stops and Development Projects
 - Lakeland Urban Core
 - Downtown
 - Mid-Town
 - South Florida Avenue

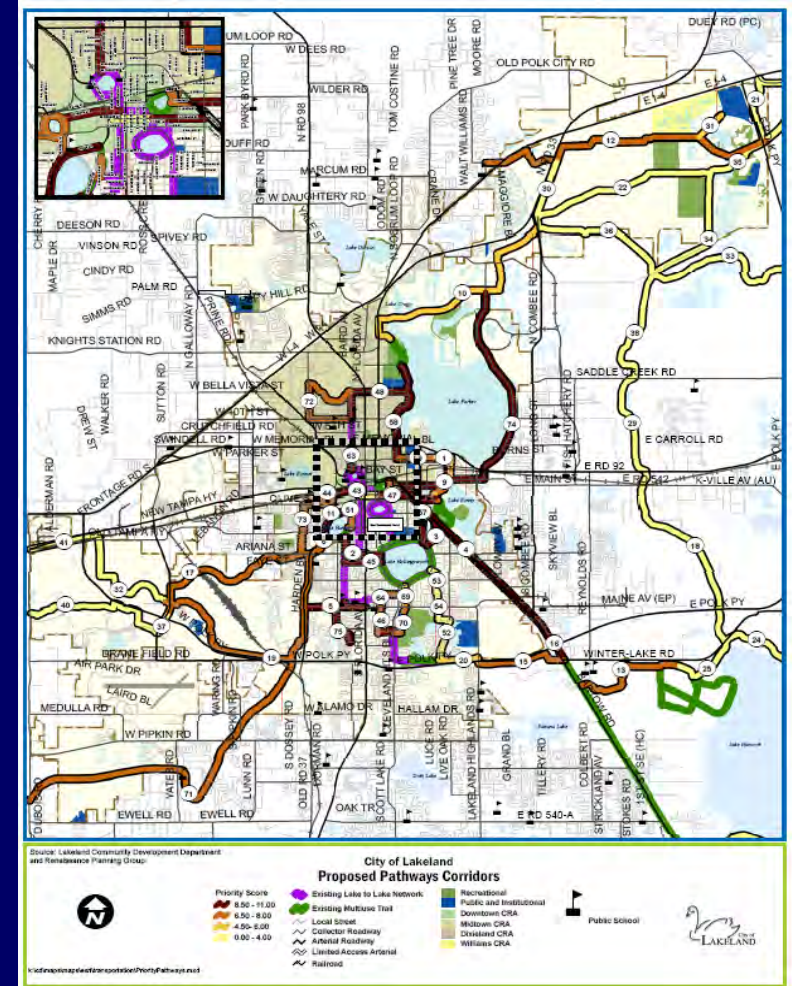


and "M3" Level-Service District

City Comprehensive Plan



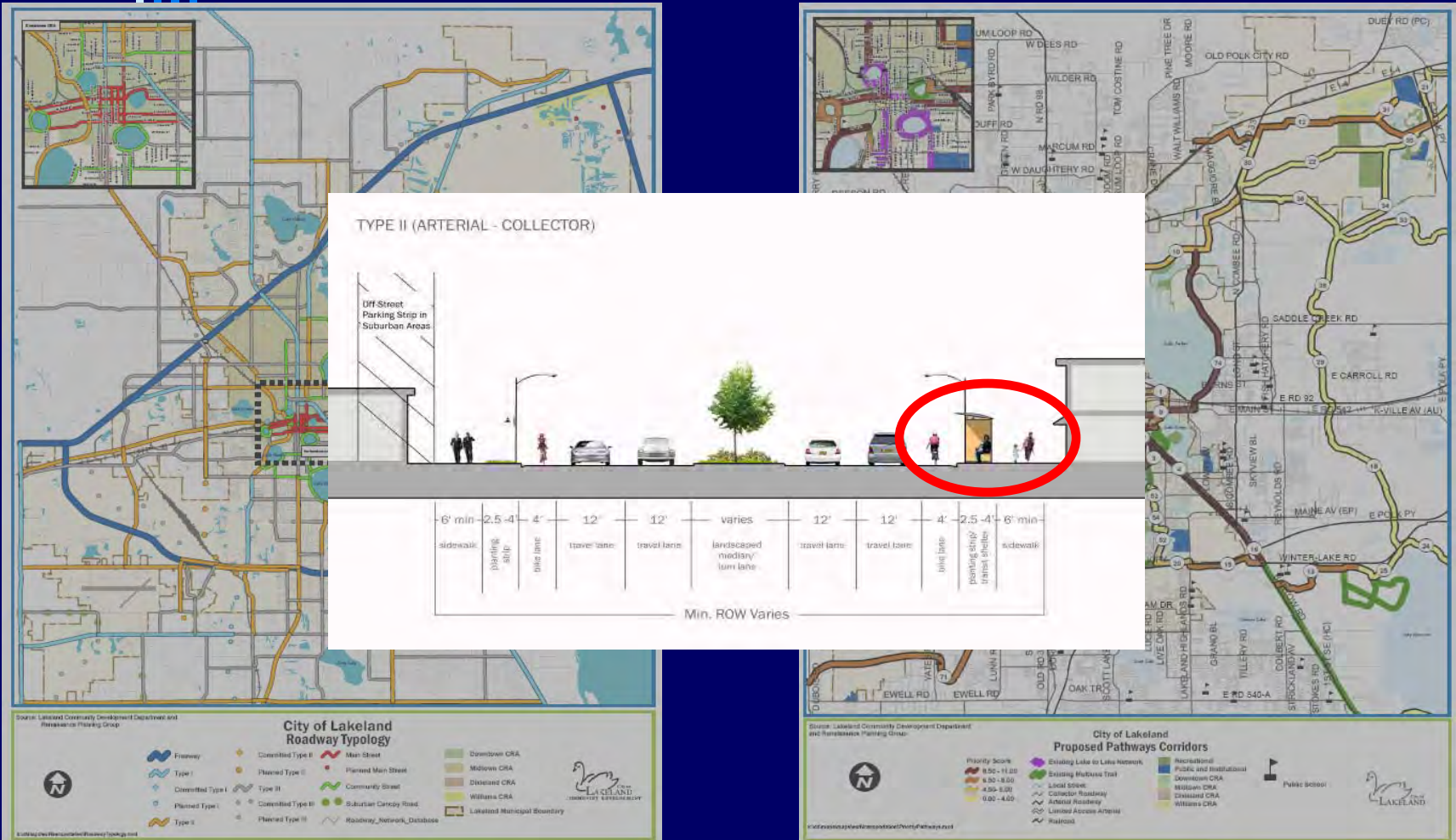
Roadway Typologies



Pathways Plan



City Comprehensive Plan



Roadway Typologies

Pathways Plan

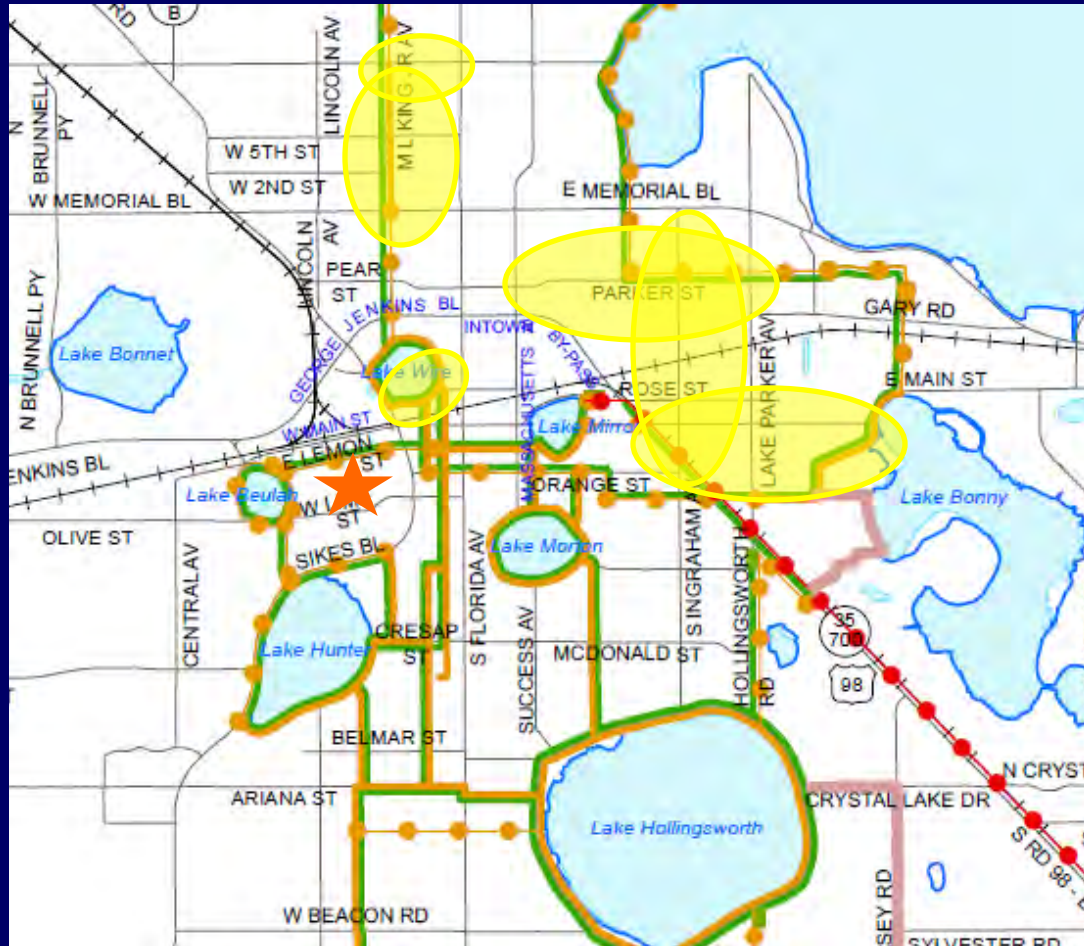




Lakeland Road Diet Projects

- ❑ Focus on four-lane undivided streets on edge of Downtown;
- ❑ Daily volumes below 12,000 vehicles;
- ❑ Coordinated with resurfacing projects;
- ❑ Completed, on-going or committed include:
 - Martin Luther King Jr. Avenue
 - Parker Street
 - Lake Wire Drive
 - Ingraham Avenue
 - East Main Street
- ❑ Maintenance commitment from CRA.

Lakeland Road Diet Projects





Martin Luther King Avenue

- ❑ **Was part of State Highway System**
- ❑ **Significant Redevelopment**
 - Residential – HOPE VI Program
 - Park redevelopment
 - Community facilities
 - Transit service
- ❑ **Four-Lane Undivided Cross-Section**
 - Barrier for pedestrians
 - No bicycle facilities
 - Middle lane was under-utilized
- ❑ **Future connections at northern terminus of project.**



Martin Luther King Avenue



Martin Luther King Avenue





Martin Luther King Avenue

- ❑ City and Polk TPO approached FDOT about road-diet once resurfacing was programmed.
- ❑ FDOT provided resurfacing funds to City, with City accepting ownership of road.
- ❑ City constructed road-diet project with FDOT resurfacing funding and match from Lakeland CRA.
 - Roadway design and construction by City Public Works.
 - Landscaping design by City Parks and Recreation.
- ❑ **Public outreach:** Concern over traffic congestion, community parade route impacts and ultimate design.



Martin Luther King Avenue

□ Before Road-Diet

- Crashes: **19** (in 2004 & 2005)
- Volumes: Approximately 11,900 AADT
- 85th Percentile Speed: 41 MPH

□ After Road-Diet

- Crashes: **4** (in 2006 & 2007)
- Volumes: Approximately 10,278 AADT
- 85th Percentile Speed: 45 MPH



Martin Luther King Avenue



Martin Luther King Avenue

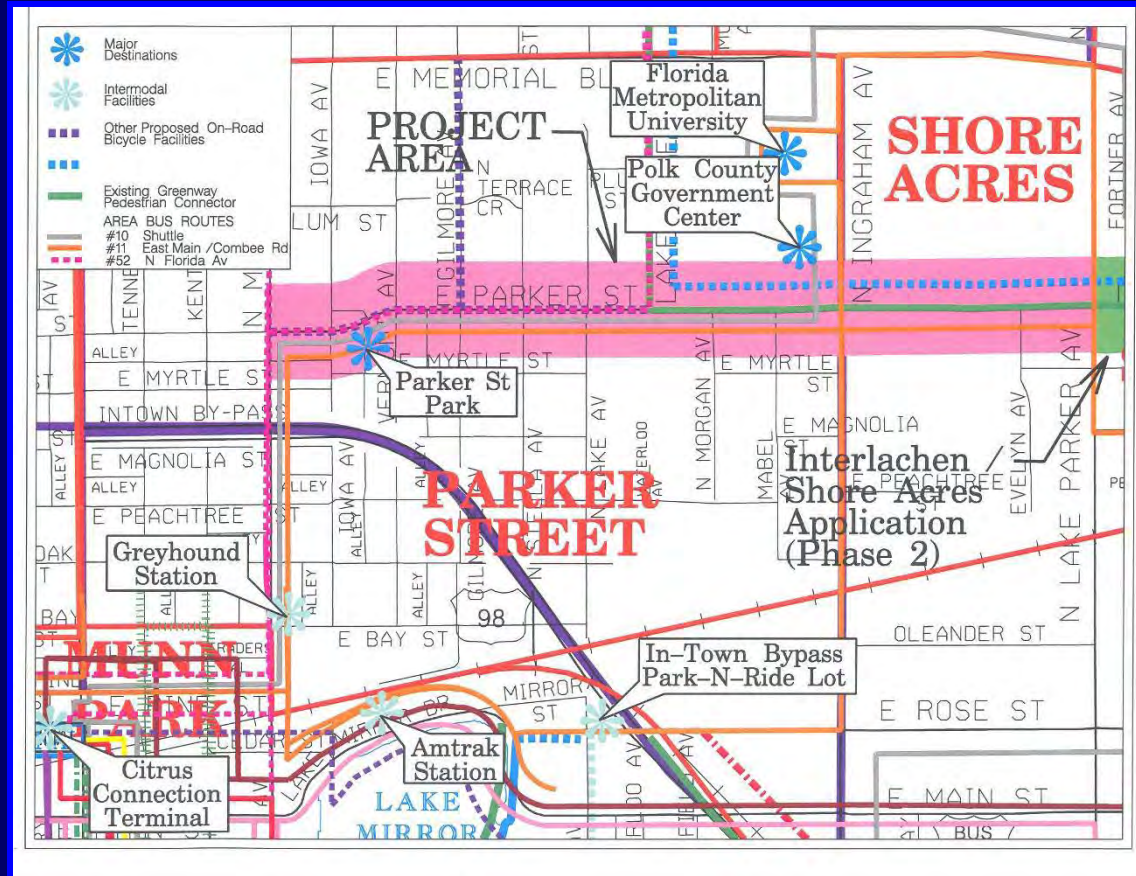


2003



2006

Parker Street Multi-Modal Corridor



Parker Street Multi-Modal Corridor

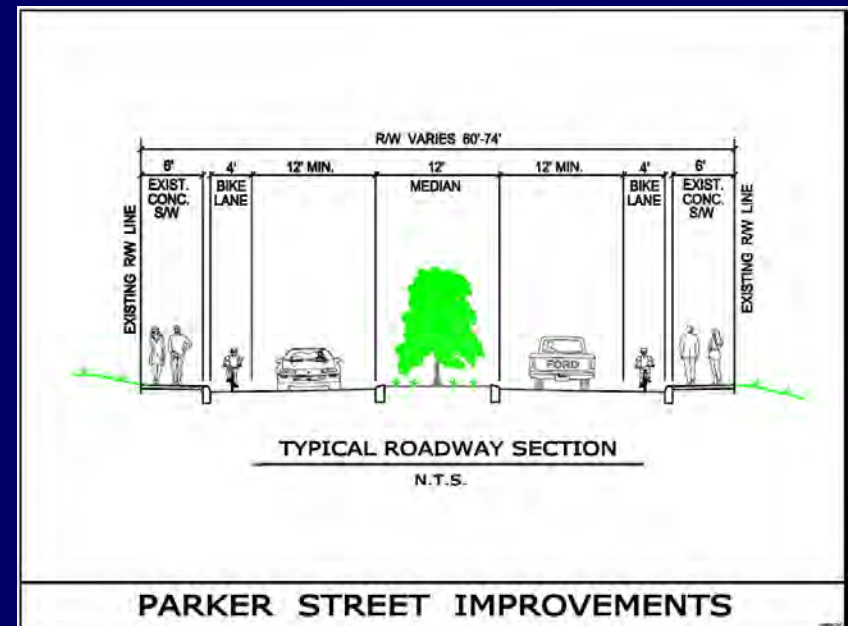
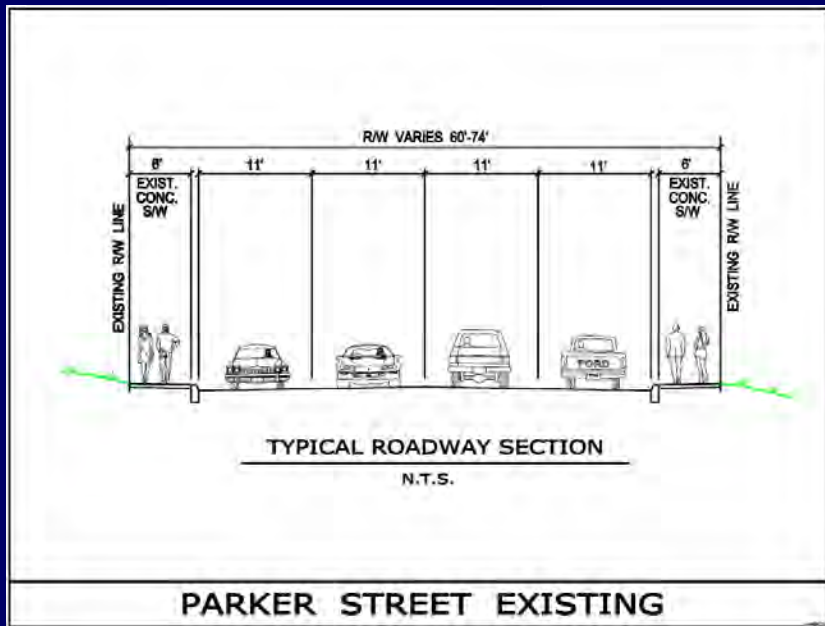
- ❑ Road Diet Project
- ❑ Transit Amenities
- ❑ Landscaped Medians
- ❑ Funding
 - \$800,000 (Estimate)
 - ❑ 50% Transportation Enhancement
 - ❑ 50% Lakeland CRA
- ❑ Project Advanced by Lakeland CRA
- ❑ Construction scheduled to begin June 1st



Parker Street Multi-Modal Corridor



Parker Street Multi-Modal Corridor



Parker Street Multi-Modal Corridor



Parker Street Multi-Modal Corridor





Parker Street Multi-Modal Corridor

- ❑ **Coordination with Citrus Connection;**
- ❑ **Coordination with City Departments regarding hardscape and landscape design;**
- ❑ **Federal Funding: Local Agency Program Requirements;**
 - Develop realistic project schedule. Allow for agreement, design and bid document review time to avoid schedule delays.
 - Ensure that no right-of-way will be needed.
 - Be clear about required ADA upgrades during concept review.
- ❑ **FDOT District One staff expedited project programming and advancement in Work Program.**
- ❑ **Public Outreach during design and construction.**

Lake Wire Drive



Ingraham Avenue



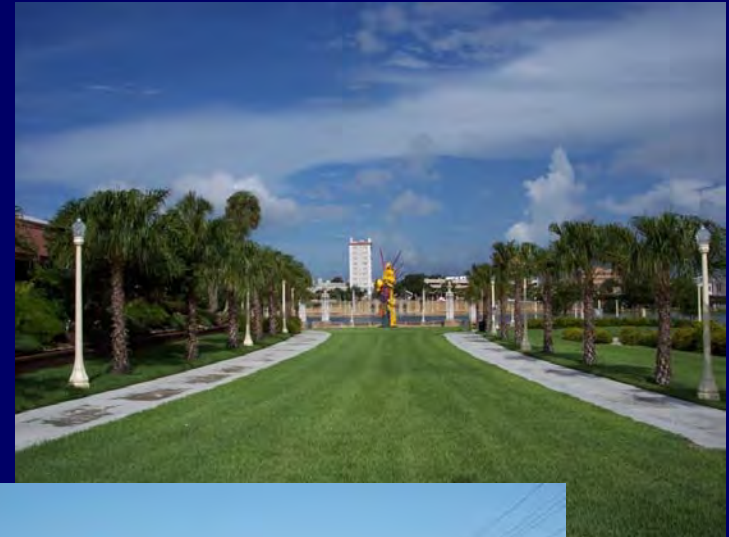
- ❑ Striping and signage completed in 2005.
- ❑ Median installation scheduled for Fall 2010.
- ❑ Project to be completed in conjunction with resurfacing project and funded by Lakeland CRA.
- ❑ Public meeting to be held in Summer 2010.
- ❑ Median installation deferred to evaluate impacts of Martin Luther King Avenue road-diet.



Lake Wire Drive Ingraham Avenue

- Phased approach to implementation.
- As part of resurfacing project, signage and striping cost increment is between \$1,000 and \$2,000 each.
- Allows project evaluation prior to construction of more expensive project elements.

East Main Street



East Main Street



← Western End of Corridor

Eastern End of Corridor →





East Main Street

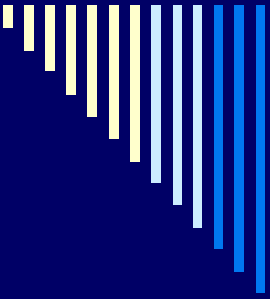
- ❑ Former part of State Highway System.
- ❑ Awarded Transportation Enhancement Program funding through Polk TPO.
- ❑ Tentatively programmed in FY 2012/13.
- ❑ Includes road-diet and multi-use pathway, transit enhancements and medians.
- ❑ **Cost Estimate: \$688,000**
 - Transportation Enhancement: \$600,000
 - Lakeland CRA: \$88,000 and future maintenance.



Capital Projects

□ Other means of pathways implementation include:

- Installing bicycle lanes as part of resurfacing projects;
- Installing bicycle paths as part of new road construction; and
- Development requirements in accordance with the Comprehensive Plan and Land Development Regulations.



Resurfacing Projects



Lake Hunter Drive



New Road Construction

Griffin Road, West of US 98



2003



2008

Development Requirements



Mixed-Use and Internal Connectivity



Bicycle Parking Regulations

Public & Private Improvements



- Bicycle lane, designated by FDOT as part of resurfacing project
- Transit shelter and bus bay constructed by private developer.
- **Transit shelter design includes bicycle parking.**
- Development site includes sidewalk connection between shelter and building entrance.



Neighborhood Traffic Management

□ Traffic Calming

- 40 projects implemented since 1999.
- Program includes street narrowing, traffic islands, speed tables and speed humps.
- Speeds were lowered in every instance.
- Volumes decreased in 37 of 40 projects.
- \$50,000/year programmed in CIP.

□ Brick Restoration

- During resurfacing projects, where brick exists beneath asphalt.
- Four projects constructed to date.

Neighborhood Traffic Management

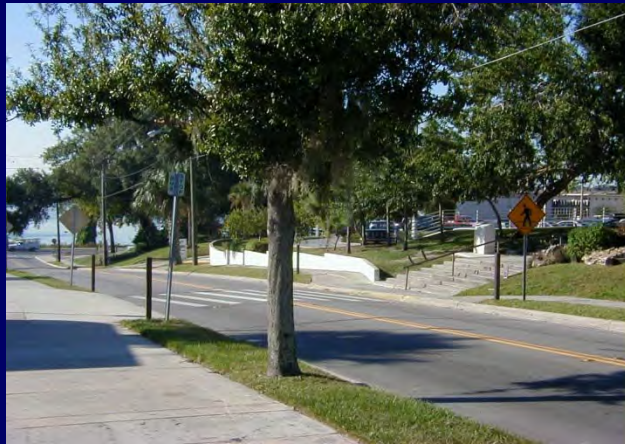


Street Narrowing



Traffic Island

Neighborhood Traffic Management



Ingraham Avenue
at FSC



Pedestrian Safety Initiatives

"Team Brick"



- Annual Budget Allocation
- High Pedestrian Crossings
- Neighborhood Beautification
- Enhanced Signage

City Traffic Safety Team



- Multiple Disciplines
- Lakeland Police Department
- Florida DOT
- Coordination with County CTST

Gaps and Barriers



South Florida Avenue
Dixiland



US 98 @ Griffin Road



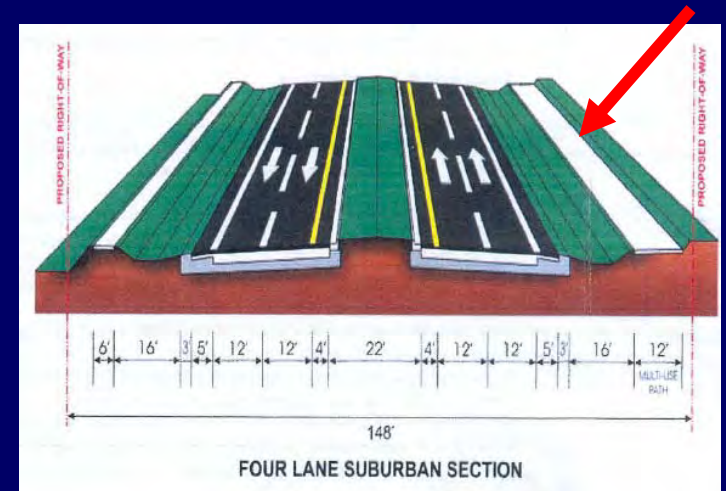
Regional Trail Connections

□ Van Fleet National Trail

- Bridgewater/Tenoroc Trail Connector
- Williams Development of Regional Impact
- Southern Extension of Van Fleet Trail
- Connections to USF Campus

□ Fort Fraser Trail

- Opened in 2006
 - US 98 CAMP
 - Multi-Use Corridor





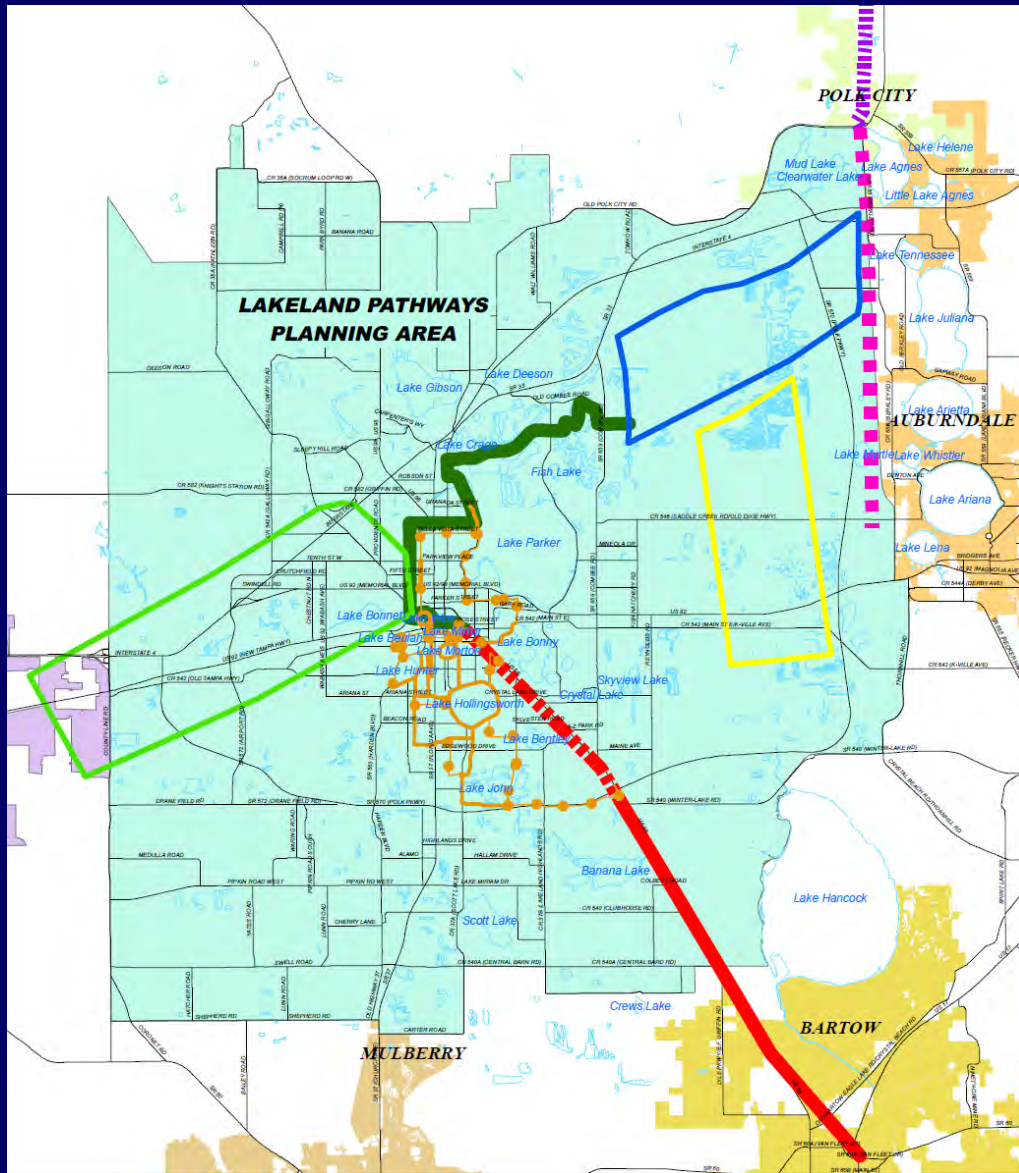
Regional Trail Connections

□ Potential Future Trail Corridors

- Lakeland to Plant City
- Saddle Creek/Peace River Greenway

□ Opportunities for Local Connections

- Inclusion of Multi-Use Pathways in Road Projects
- Coordination with FDOT and TPO
- Continued Implementation of Lake-to-Lake/Greenway Connector



Lakeland Area Pathways

"The Big Picture"



In-Town Bypass Park-and-Ride Facility

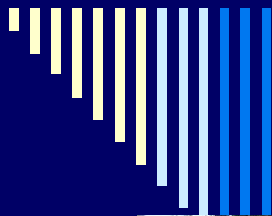


- 36 Parking Spaces
- Benches
- Bicycle Racks
- Bus Pull-Out
- Water Fountain
- Bartow Express
- Future Trailhead



Pathways Program Benefits

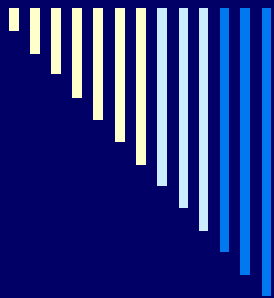
- Diversified Transportation System
- Improved Urban Form
- Stewardship of Scarce Resources
- Suburban vs. Urban Core



A complete transportation system that safely and efficiently moves people...

...and enhances Lakeland's unique public places





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