

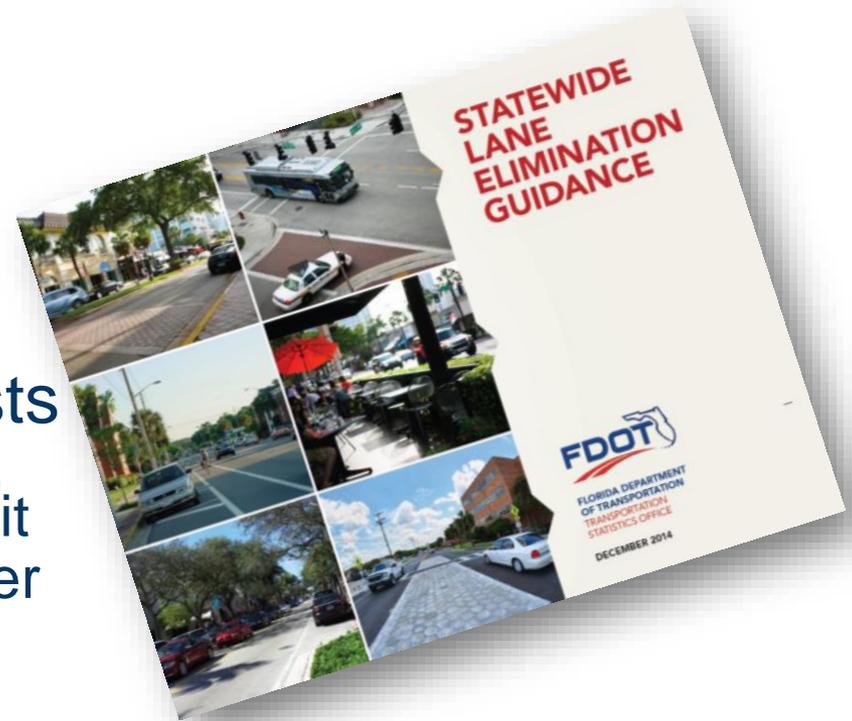


Road Diets – FL Perspective & Review Process

Humberto Castillero, PE, PTOE
Waddah Farah, PDA Administrator

Purpose of Guide

- Develop a statewide lane elimination review process
- Balance state & local interests
 - **Multi-modal** needs – Vehicles, Pedestrians, Bicycles & Transit
 - **Economic development** – wider sidewalks, parking
 - **More livable environments** – landscaping, aesthetics
- Identify profiles of issues & concerns
- Provide guidelines for development of the Concept Report

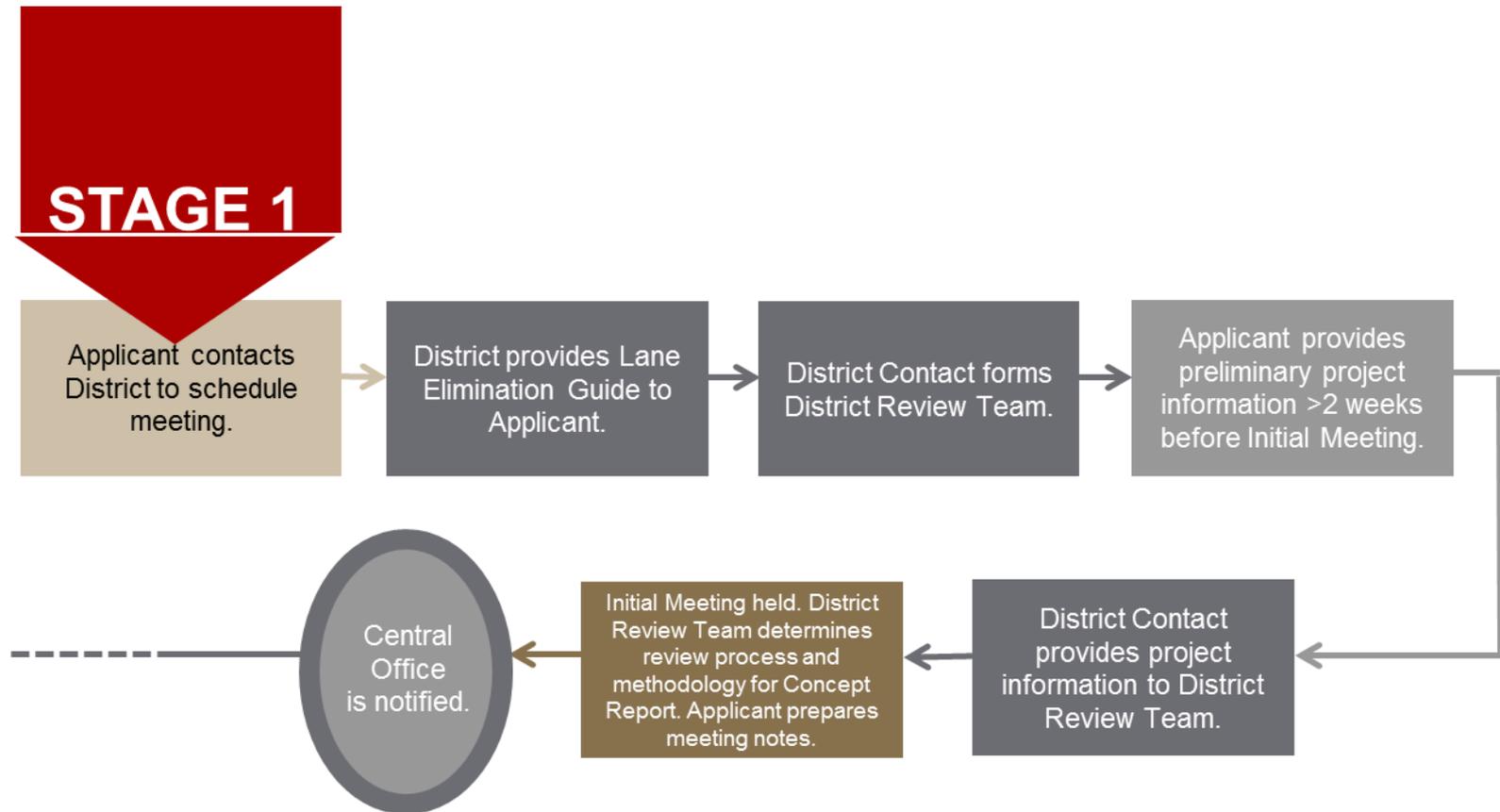


Stakeholders

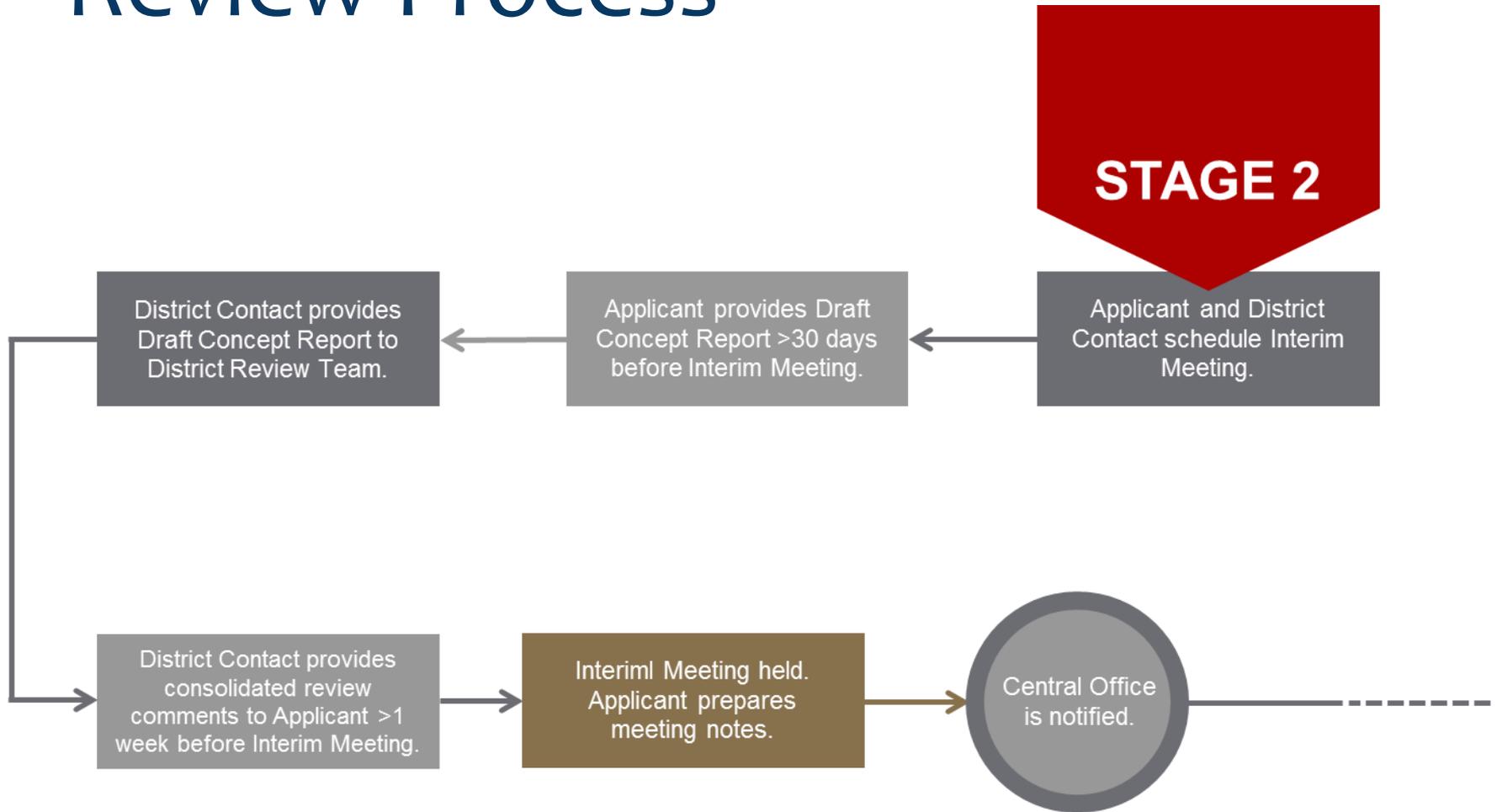
- Applicant: the city, county, MPO, TPO, and/or private entity proposing the lane elimination project
- District Contact: coordinates District's review activities and serves as point of contact for Applicant
- District Review Team: formally reviews information, analyses, and design concepts provided by Applicant
- Central Office Contact: coordinates with District Contact and tracks Central Office's participation in lane elimination request review

Review Process

STAGE 1

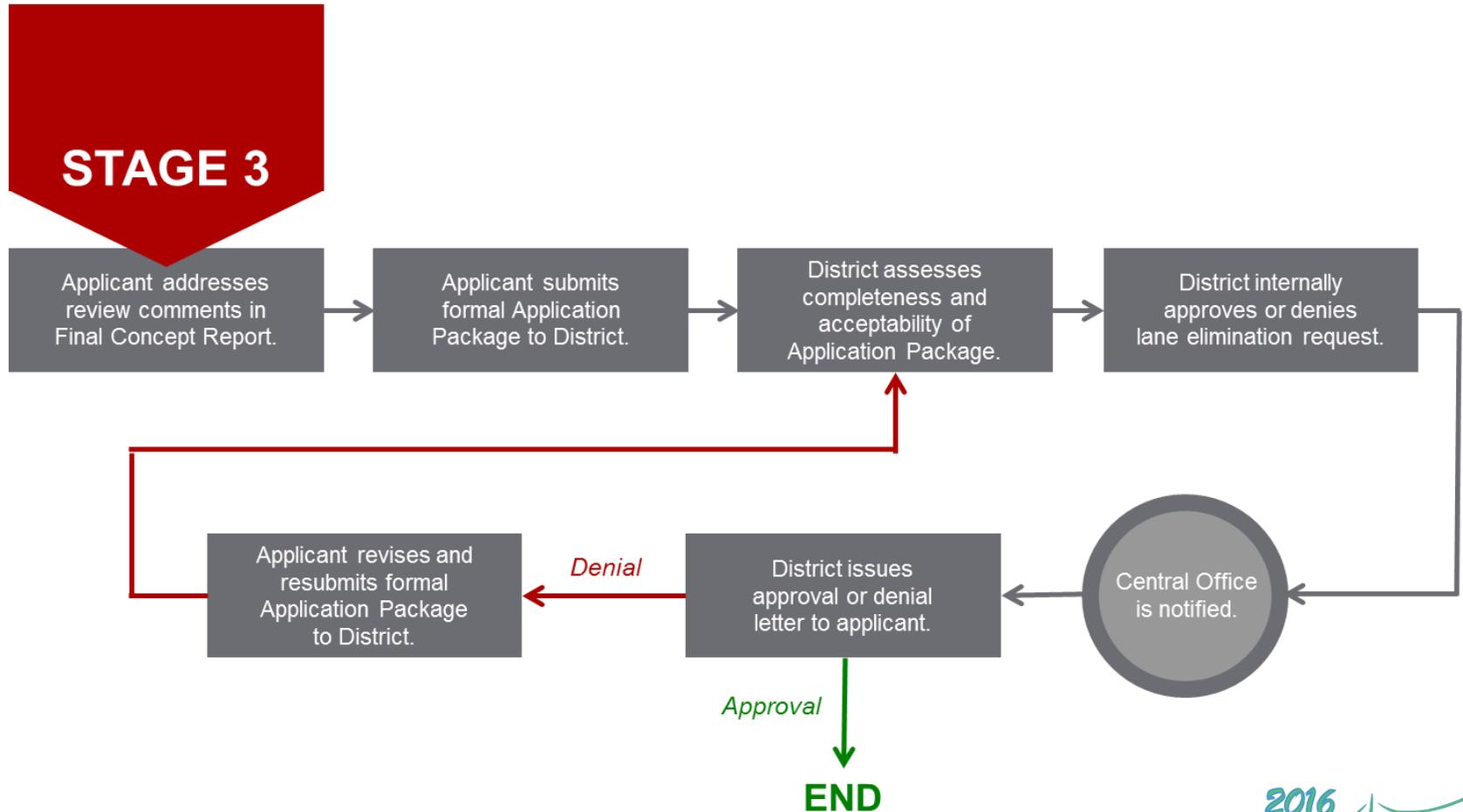


Review Process



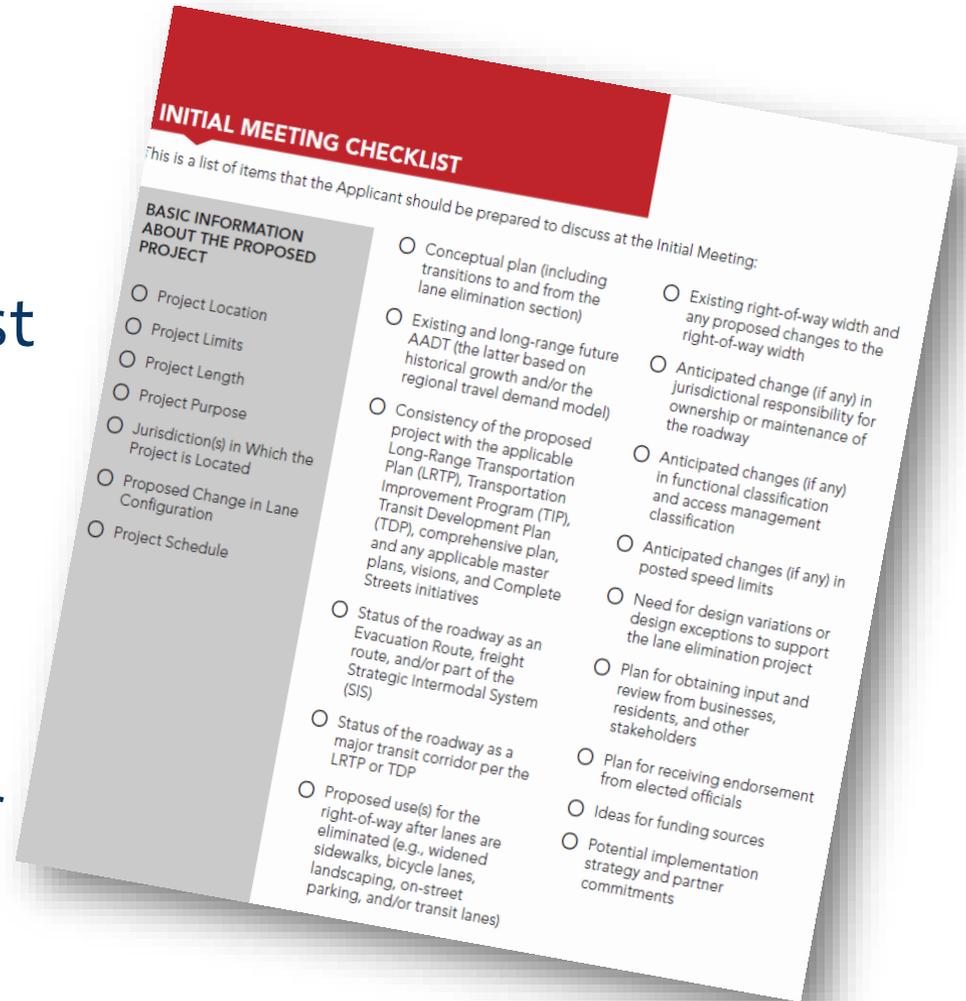
Review Process

STAGE 3



Communications Materials

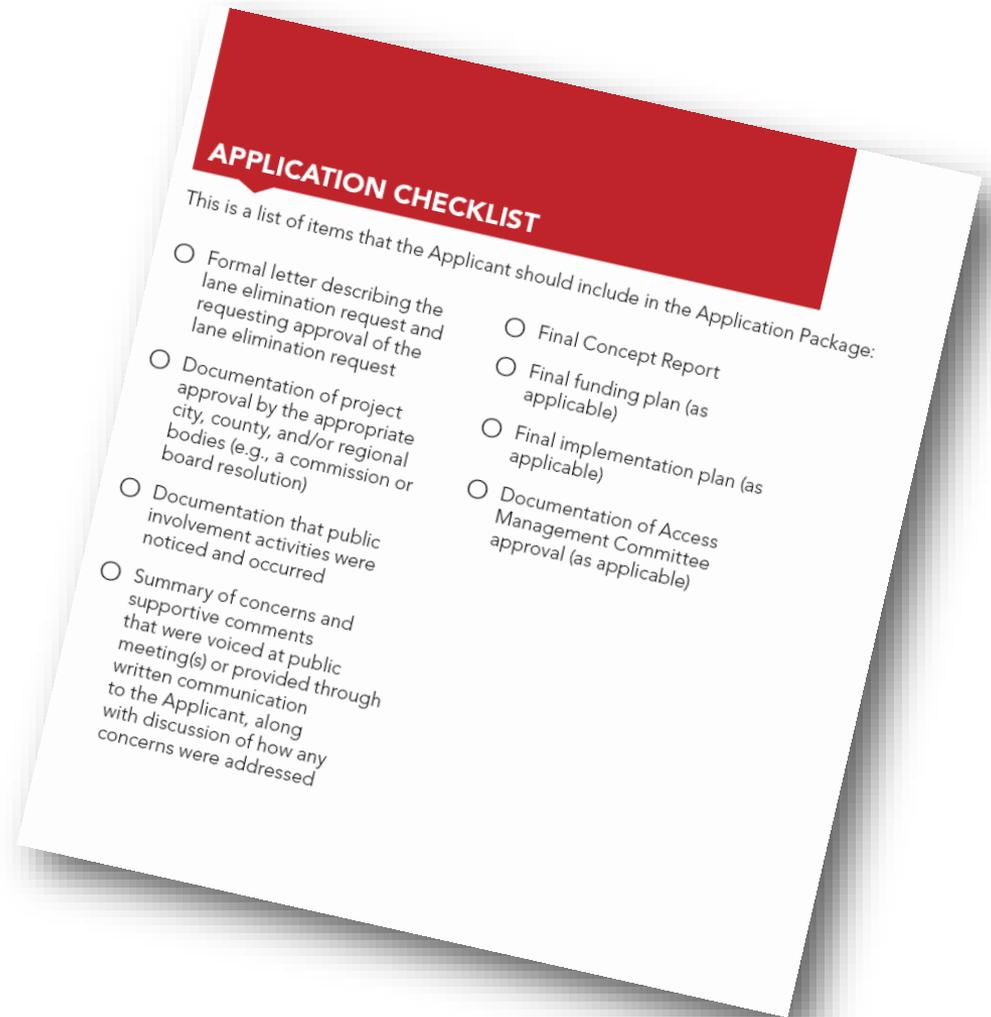
- Initial meeting checklist
- Methodology checklist
- Application checklist
- Content for:
 - Central Office notices
 - Review comments letter
 - Approval/denial letter
- Copy-able text



Application Checklist

- Includes:
 - Formal request letter
 - Documentation of approval by governing body
 - Public involvement summary
 - Final concept report
 - Funding plan*
 - Implementation plan*
 - Project-specific requirements*

*as applicable



Goals and Objectives

- Identify potential **planning, design, construction** and **operational issues** in the lane elimination Concept Report
- Develop a **consistent process** for approval of lane elimination requests
- Allow for **flexibility** to balance multi-modal transportation needs along the corridor
- Improve **safety, operations** and **aesthetic characteristics** of corridor

Issue Profiles

Safety impacts	Design variances and exceptions	Freight routes/access
Traffic operations impacts	Consistency with plans and programs	Extra-jurisdictional impacts
Pedestrian and bicyclist activity	Functional classification	Structure/utility impacts
Impacts to transit routing/stops and ridership	System designation	Costs and funding sources
Impacts on parking supply and activity	Access management	Community support
Sales tax revenue and property value impacts	Emergency evacuation and response	Other issues
Environmental issues	Jurisdictional transfers	

Corridor Vision

- There are **trade-offs** & competing needs
 - Bike facilities, wider sidewalks, and transit facilities
 - On-street parking
 - Landscaping
- Many **design issues** are interrelated
- All **stakeholders** must be identified early
- **Resolution** to some issues will take time
- **Coordination** is a must

Checklist Review Items

- **Safety**

- Posted speed
 - Reduces speed 1 to 7 MPH
- Pedestrian exposure to traffic
 - Decreases number of lanes to cross
- Pedestrian crash rates & severity
 - Improves sight distance
- Bicyclists crashes & facilities
 - Dedicates space for bicycle traveling



Checklist Review Items

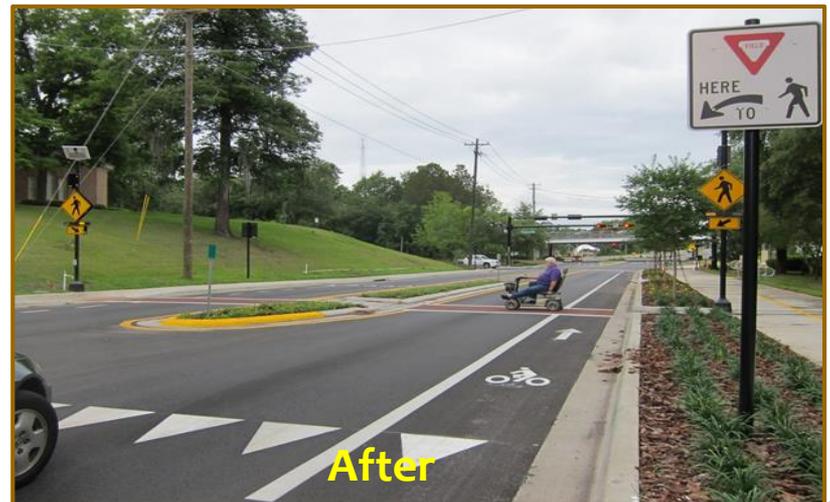
- **Traffic Operations**
 - Existing traffic volumes (for 4-Lane roadways the ADT is less than 20,000)
 - Eliminate/reduce queuing by installation of LT lanes
 - Increase in peak hour travel time
 - Potential traffic diversion



Checklist Review Items

- **Pedestrian & Bicyclist Activity**

- Bicyclists accommodation
 - Bike lanes/shared lanes
 - Width, buffers, color texture
- Expansion or construction of sidewalks
 - Connecting major pedestrian generators
- ADA improvements and upgrades
 - Curb ramps, bulb-outs, raised islands
- Opportunities for landscape/hardscape



Checklist Review Items

- **Transit Impacts**
 - Potential Delays
 - Bus volumes and headways
 - Preferential bus lanes
 - Transit Signal Priority
 - Bus stop relocations
 - Near vs. far side
 - Need for bus pull-outs



Checklist Review Items

- **Parking Impacts**
 - Installation of parking lanes
 - Width
 - Sight distance restrictions
 - Parallel vs. diagonal
 - Parking for persons with disabilities
 - Lane Repurposing
 - Convert outside lane to on-street parking or bus lane



Checklist Review Items

- **Environmental Issues**
 - Usually provide a net positive impact
 - Shifting vehicle traffic volumes to a multi-modal use
 - Air quality improvements
 - Opportunity for landscaping and hardscape
- **Access Management**
 - Modification/elimination median openings
 - Consolidation/relocation of driveways
- **Emergency Evacuation**
 - Evacuation capacity
 - Emergency response

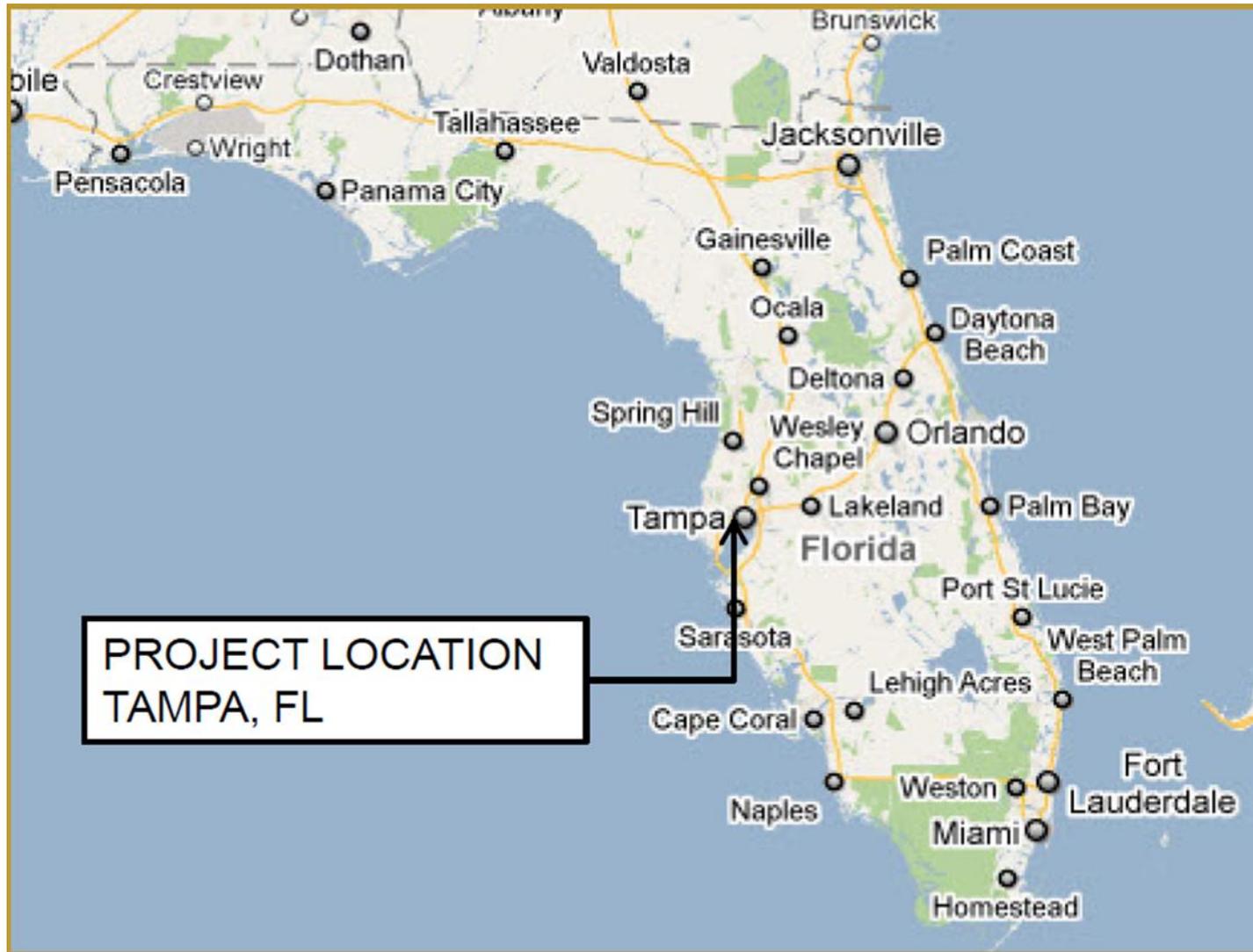
Checklist Review Items

- **Design Variations/Exceptions**
 - Usually for lane and median widths
 - May require sight distance evaluations due to landscaping components
- **Utilities**
 - Generally not impacted if improvements are within existing right of way
- **Functional Classification**
 - Can affect the degree of mobility/access function
- **Cost and Funding Sources**
 - Low in cost, specially if coordinated with 3R projects

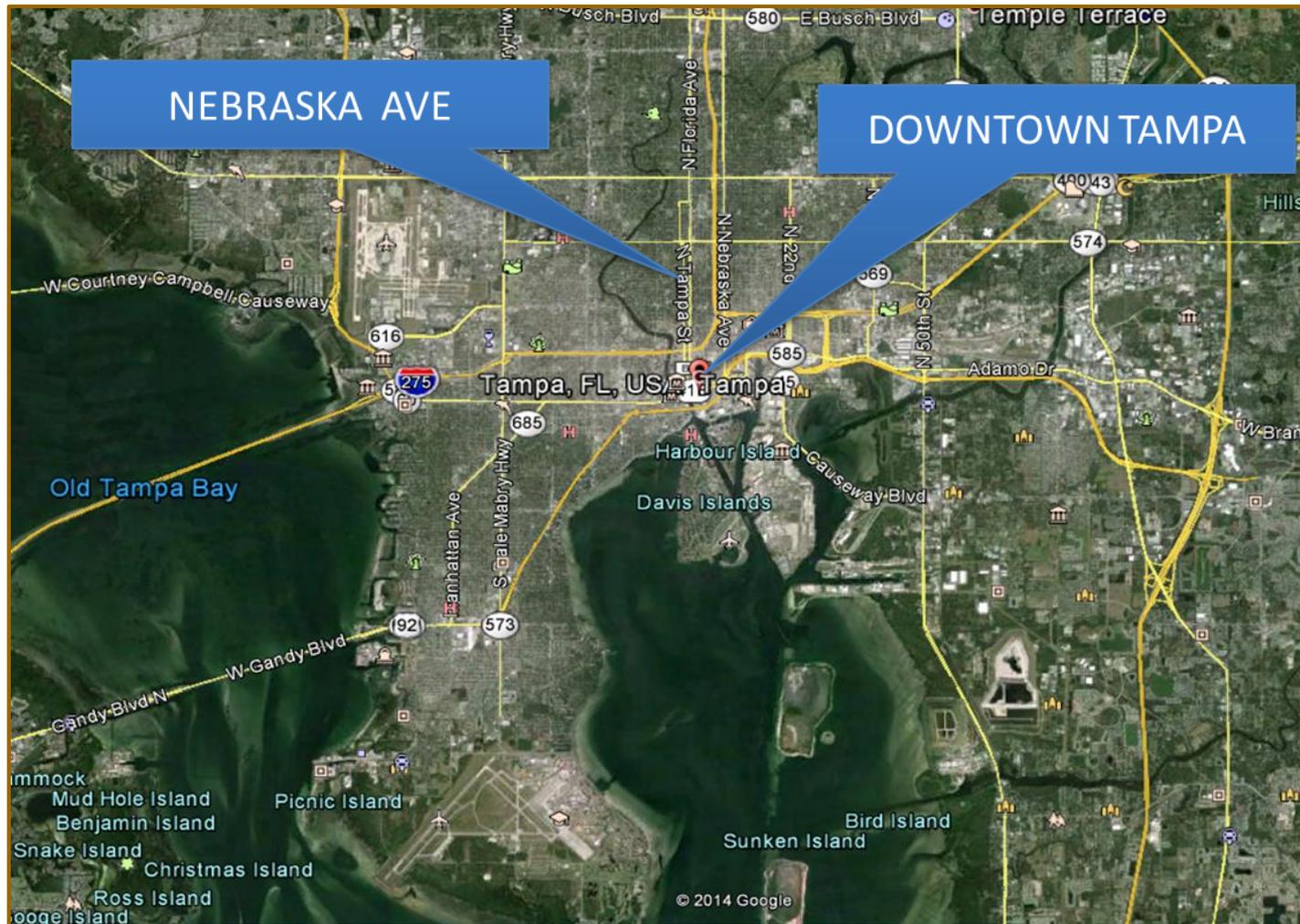
2016



Nebraska Ave. Road Diet Project



State Highway Road Diet Project



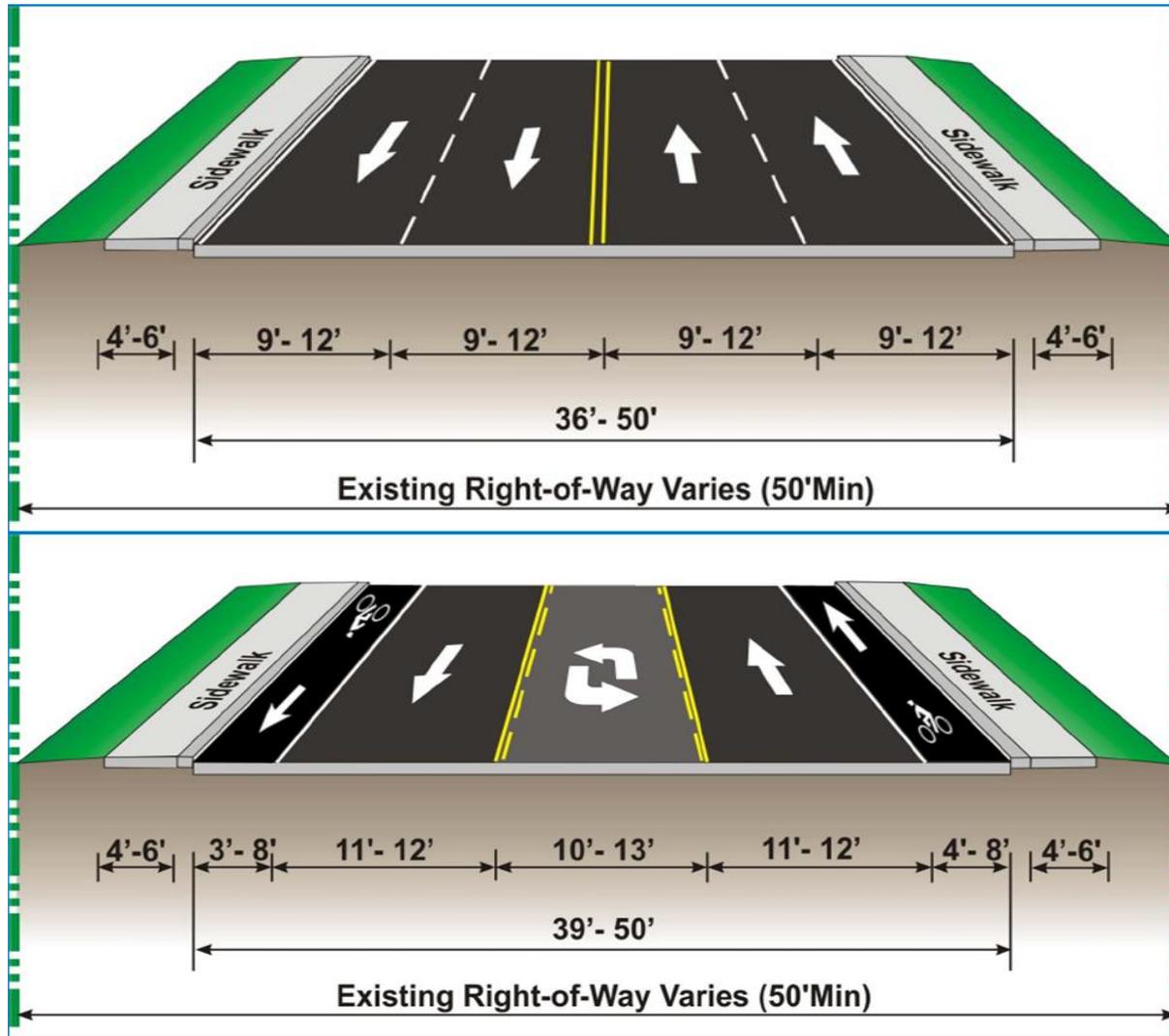
2016

Nebraska Avenue

- 3.15 Miles
- Before: 4-lane undivided urban arterial
- After: 2-lane arterial with
 - Bike lanes
 - Combination of:
 - Two-way left turn lane
 - Painted/textured medians
 - Bus pull outs (Bus Bays)
- Construction 2007 -08 (498 construction days)
- \$11.1 million (initially 3R project)



Nebraska Avenue



Nebraska Avenue



Before Condition



After Condition

Nebraska Avenue - Pedestrian



Nebraska Avenue - Bicyclists



Nebraska Avenue – Rapid Transit



Nebraska Ave. – Before/After Crashes

	Before 2004-06	After 2009-13
AADT	17,900	15,000
Crashes/Yr.	174	71
Severe Crashes/Yr.	13	6
Ped. Crashes/Yr.	7	<3
Bicyclist Crashes/Yr.	5.0	5.6 *

59% reduction in overall vehicle crashes.

57% reduction in pedestrian crashes.

*This change is not statistically significant. No bicyclist counts were taken before and after for comparison.

Nebraska Lane Reduction Benefits

- Pedestrians – shortens crossing distances
- Bicyclists – creates bike lanes
- Drivers – improves LOS
 - Reduce speeding
 - Makes vehicle movement more predictable
 - Provides LT pockets (corridor/intersections)
 - Reduces crashes by eliminating conflicts
- Space – efficient multi-modal use
- Economic Enhancement
- Livability Improvements
- Cost Effective
 - Efficient use of existing roadway cross section
 - When planned in conjunction with 3R projects the cost is basically for the restriping of the lanes

Questions?



Road Diets – District Seven Perspective

Humberto Castillero, PE, PTOE
Waddah Farah, PDA Administrator

Initial Requests

- Form created in 2010 in response to incoming requests
- Form requires applicants to consider:
 - Future traffic
 - Affect on parallel roads
 - Neighboring jurisdictions
 - Long Range Transportation Plan
 - Funding
 - Business Access
 - Community Support
 - Local Government Support

Florida Department of Transportation
District 7

Lane Reduction Request Form

Instructions: Please complete each section. If the question or section does not apply, please respond "not applicable". All questions shall be answered completely. If additional space is needed, please use an additional sheet(s) of paper. When using additional sheets, please reference the page and question that is being answered. If attaching supporting documentation, please ensure that you use proper and clear labeling explaining correlation to this application. An incomplete application will not be processed.

SECTION A: APPLICANT/CONTACT INFORMATION

Applicant:
Name: _____
Agency: _____
Address: _____
Phone: _____ Email: _____
County: _____ Jurisdiction: _____

Contact Information:
Name: _____
Address: _____
City/State/Zip: _____
Phone: _____
e-mail: _____
website: _____

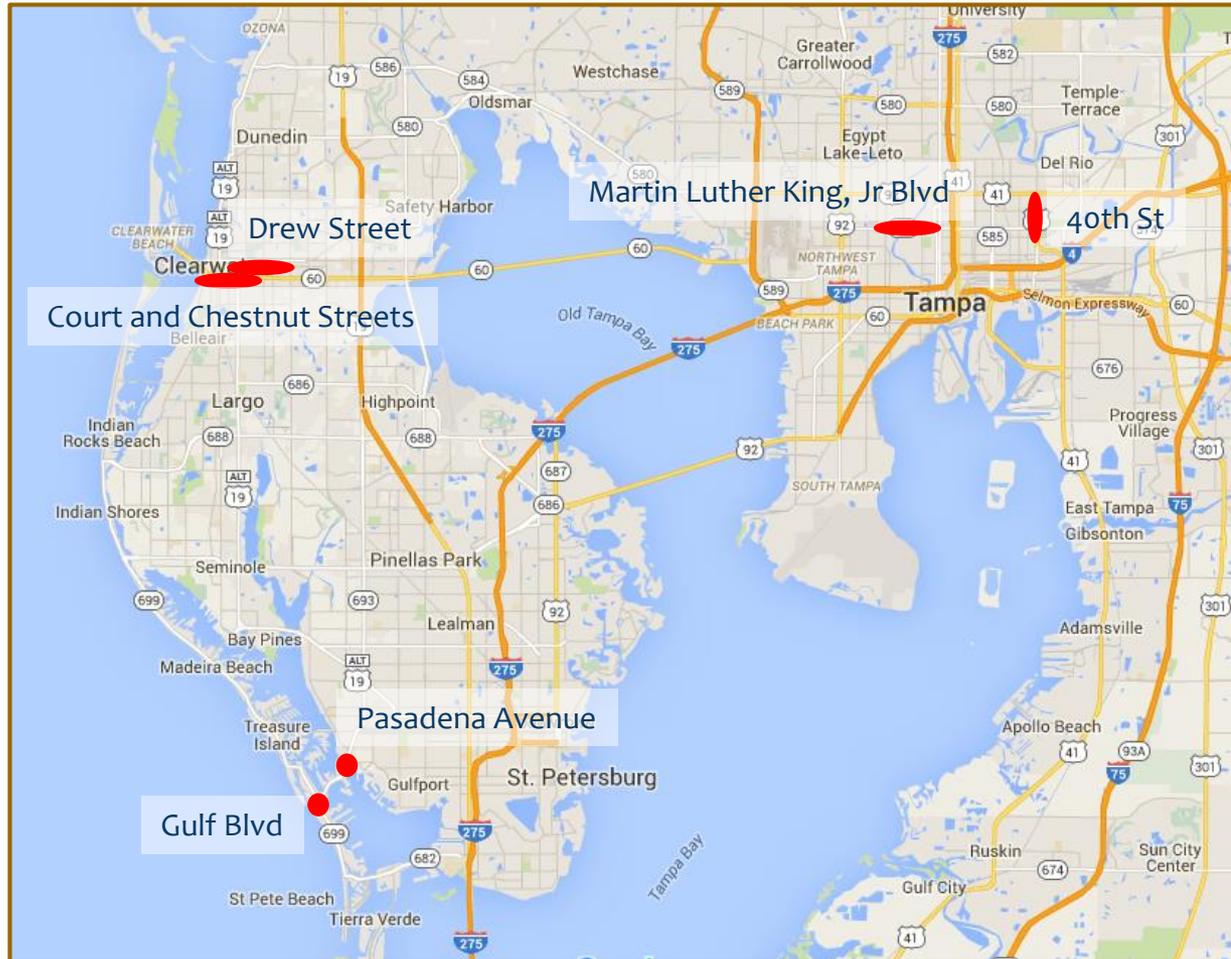
SECTION B: PROJECT INFORMATION

US Route No. _____ State Road No. _____
Project Limits: _____ Beginning Milepoint: _____ Ending Milepoint: _____
Roadway ID: _____ Access Classification: _____
Functional Classification: _____ Corridor Preservation Width: _____
Corridor Width: _____
Posted speed limit: _____
Roadway Design: _____
Unique design features: _____

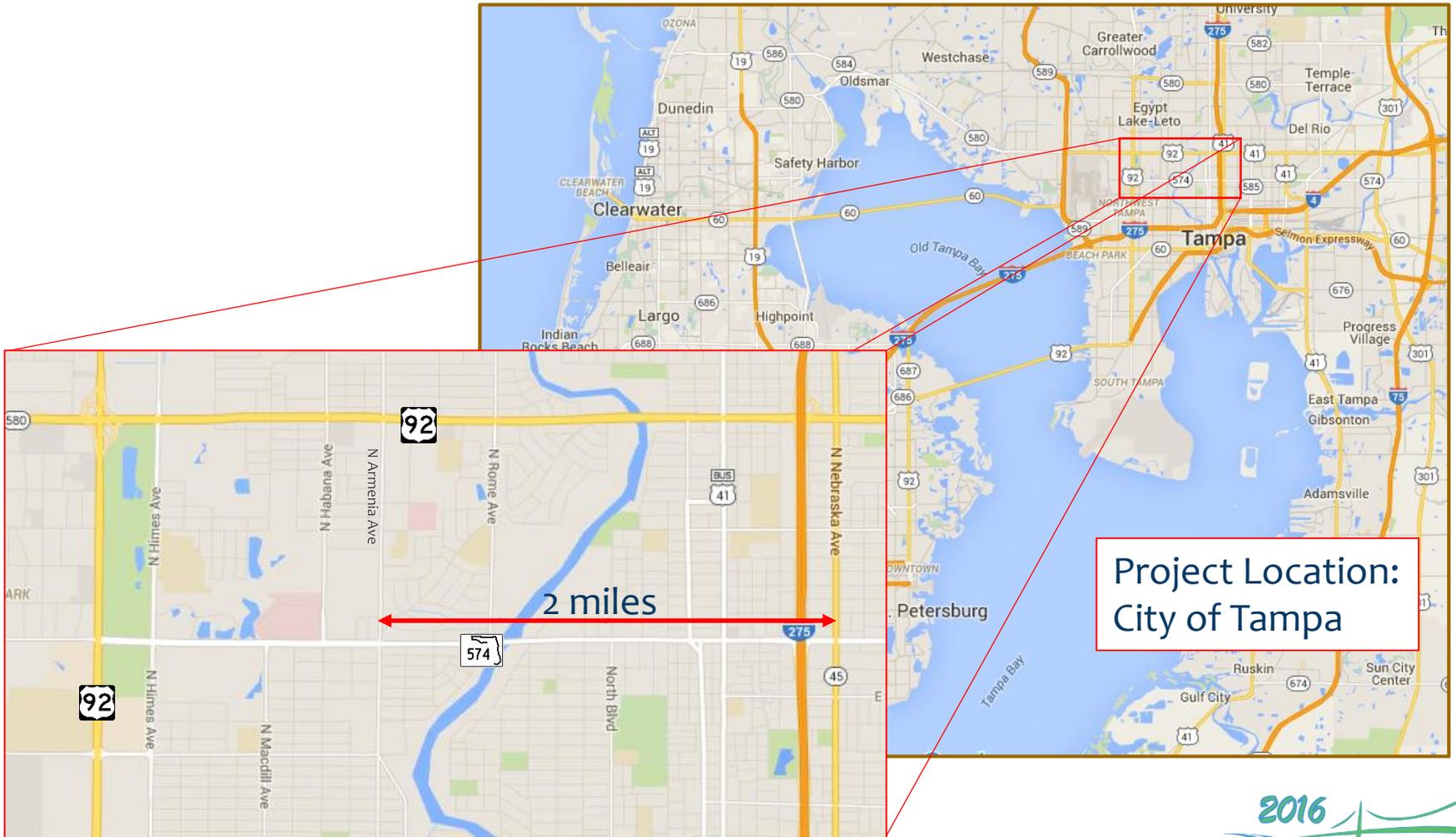
Pedestrian Features: _____
Is the Roadway Designated Strategic Intermodal System (SIS) or SIS Connector? _____
Is the Roadway Designated Florida Intrastate Highway System (FIHS)? _____
Is the Roadway Designated National Highway System (NHS) Designation? _____
Does the Roadway have National Highway System (NHS) Designation? _____
Is the Roadway in a protected area? _____
Ownership of roadway: _____
Is a roadway transfer being requested? _____
Is the Roadway Designated an Evacuation Route? _____

1

Road Diet Requests in District Seven



SR 574/ Martin Luther King, Jr Blvd between N Armenia Ave and Nebraska Ave



Project Location:
City of Tampa

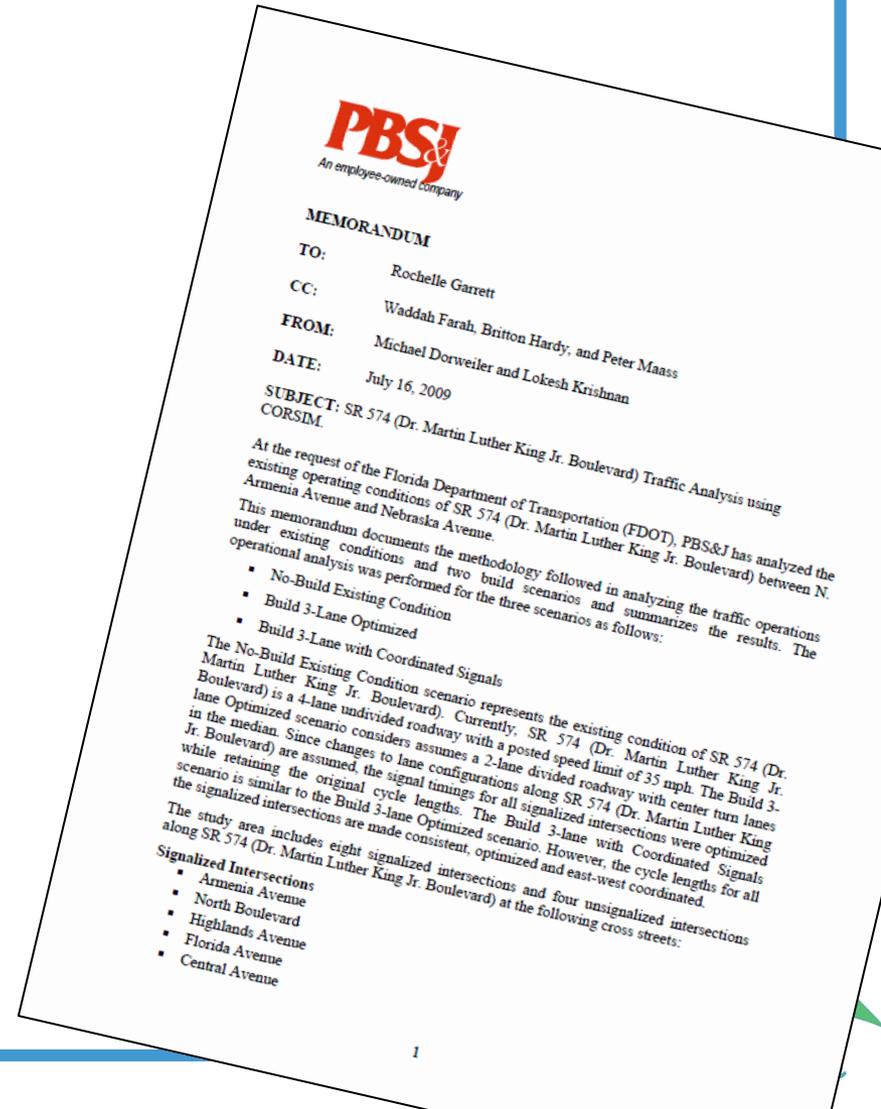
SR 574/ Martin Luther King, Jr Blvd between N Armenia Ave and Nebraska Ave

- Applicant: District Seven
- Purpose and Need: Fit in bike lanes with 2 mile resurfacing project
- Concept:
 - Put in bike lanes by reducing the lanes from two lanes in each direction to one lane in each direction with a bidirectional turn lane

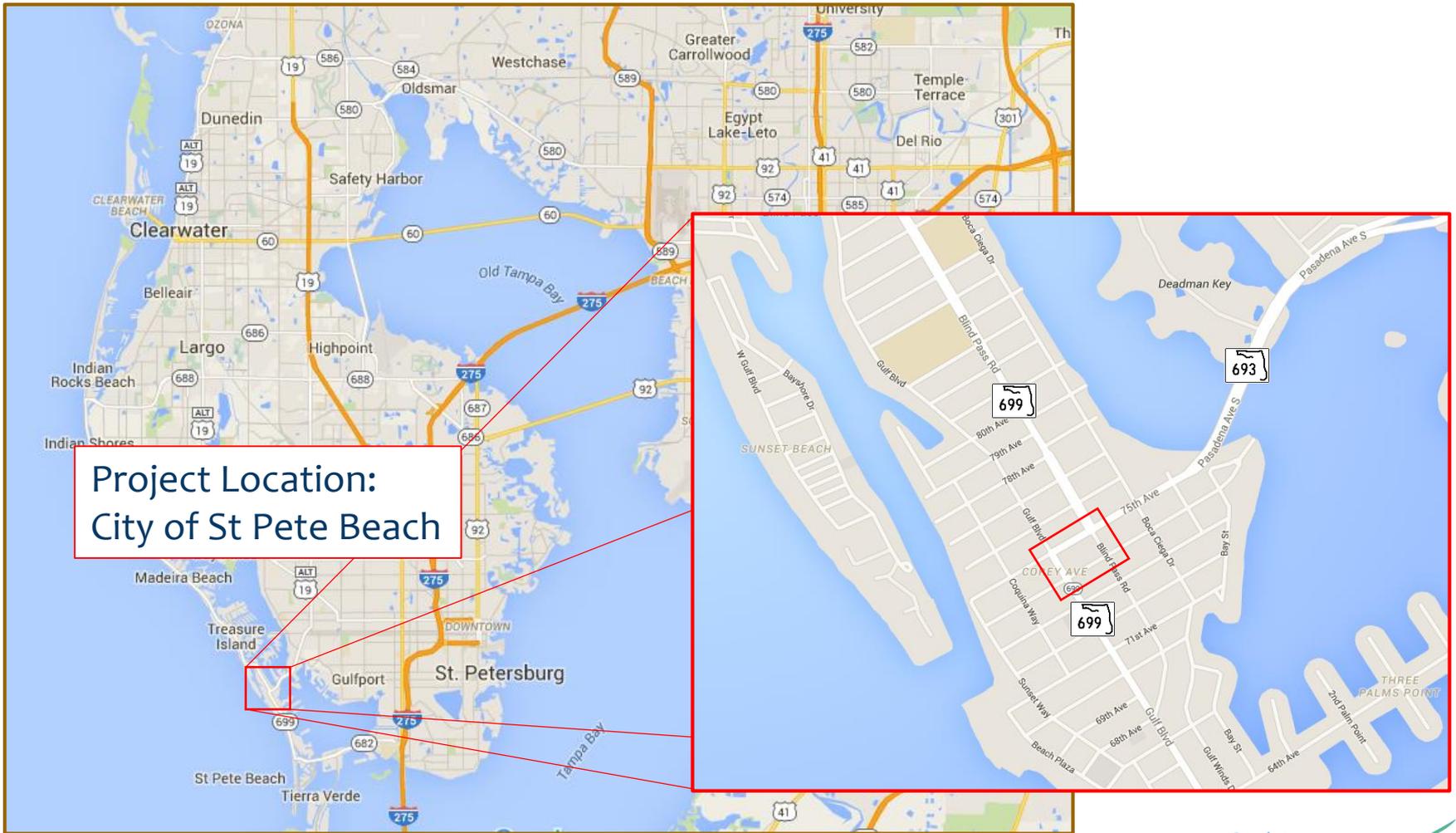


SR 574/ Martin Luther King, Jr Blvd between N Armenia Ave and Nebraska Ave

- Considerations:
 - Narrow right of way
 - Four lanes undivided
 - 2008 AADT was 36,500
 - Numerous bus stops along corridor
- Outcome
 - 2009 Traffic Analysis determined lane reduction could not accommodate volumes. **Existing laneage should be kept.**



SR 699/75th Avenue/Gulf Blvd



SR 699/75th Avenue/Gulf Blvd

- Applicant: City of St Pete Beach
- Purpose and Need:
 - Promote economic development
 - Enhance alternative transportation modes and pedestrian safety
 - Improve traffic flow and function
 - Beautify the downtown area.
- Concept:
 - Create one way pairs utilizing 75th Avenue, Gulf Blvd, Blind Pass Rd, and 73rd Avenue



Existing



Proposed



SR 699/75th Avenue/Gulf Blvd

A Vision for the Corey Avenue District



- Outcome
 - Multiple public meetings and workshops
 - Vision placed in City's Comprehensive Plan
 - Concept to be revisited as funding becomes available

Planted divider separates "through" traffic

Shortened crossing

Wider sidewalk/buffer planting

Street trees and streetscape amenities

Parallel parking

Dedicated bike lane or cycle track



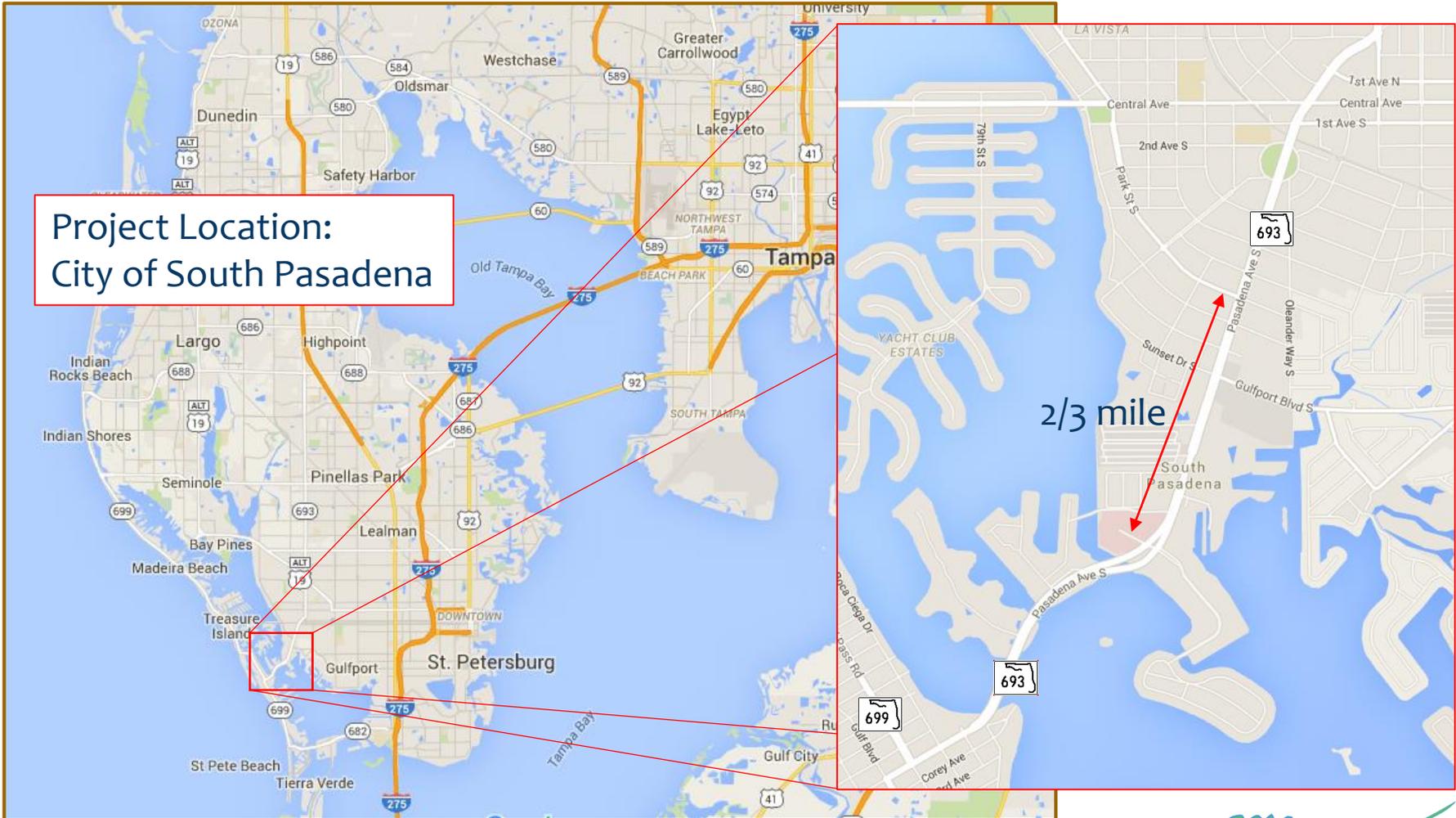
Bike lane couplet continues north

Plan of couplet with planted divider and cycle track

Couplets and bike lane continues

SR 693/ Pasadena Avenue

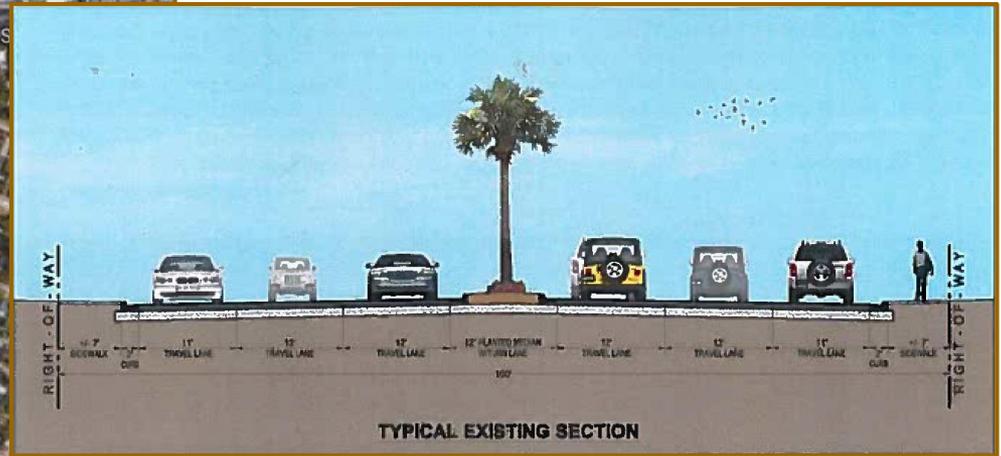
Project Location:
City of South Pasadena

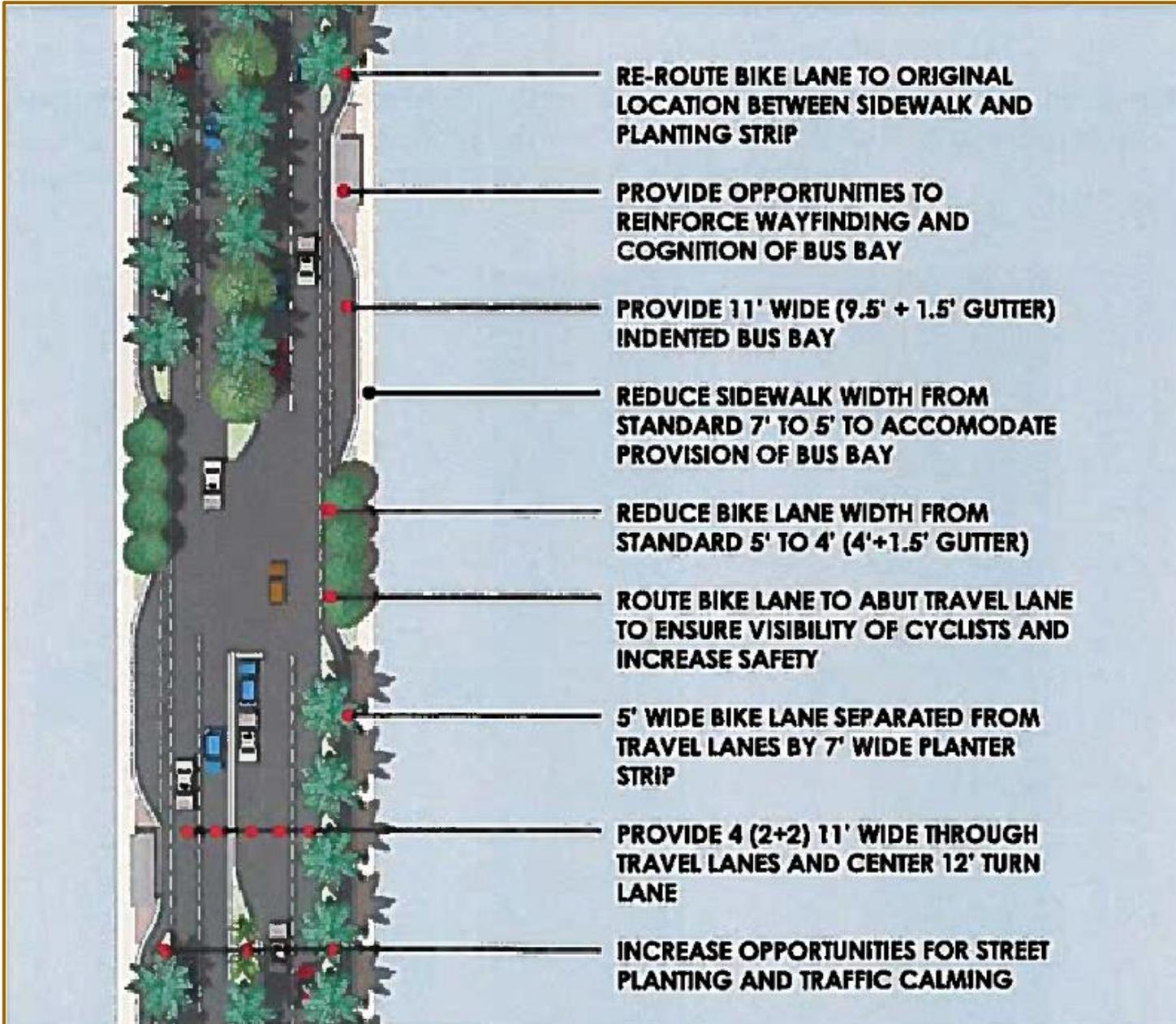


SR 693/ Pasadena Avenue

- Applicant: City of South Pasadena
- Purpose and Need:
 - Economic Development
 - Bike/Pedestrian/Transit enhancements
- Concept: Reduce from 6 lanes to 4 lanes and add bike lanes, bus bays, and other pedestrian amenities for a length of 2/3 miles.
- Considerations:
 - Lack of Funding for project
 - Pedestrian crossing
 - Business access
 - Located in between jurisdictions
 - Roadway is 6 lanes, but is 4 lanes south of South Pasadena
 - Hurricane Evacuation







RE-ROUTE BIKE LANE TO ORIGINAL LOCATION BETWEEN SIDEWALK AND PLANTING STRIP

PROVIDE OPPORTUNITIES TO REINFORCE WAYFINDING AND COGNITION OF BUS BAY

PROVIDE 11' WIDE (9.5' + 1.5' GUTTER) INDENTED BUS BAY

REDUCE SIDEWALK WIDTH FROM STANDARD 7' TO 5' TO ACCOMODATE PROVISION OF BUS BAY

REDUCE BIKE LANE WIDTH FROM STANDARD 5' TO 4' (4'+1.5' GUTTER)

ROUTE BIKE LANE TO ABUT TRAVEL LANE TO ENSURE VISIBILITY OF CYCLISTS AND INCREASE SAFETY

5' WIDE BIKE LANE SEPARATED FROM TRAVEL LANES BY 7' WIDE PLANTER STRIP

PROVIDE 4 (2+2) 11' WIDE THROUGH TRAVEL LANES AND CENTER 12' TURN LANE

INCREASE OPPORTUNITIES FOR STREET PLANTING AND TRAFFIC CALMING

SR 693/ Pasadena Avenue

- Outcome
 - City council received public opposition.
 - Opposition centered around impacts to vehicular traffic.
 - **City council voted to remove any reference to lane reduction from their Corridor Redevelopment Plan**

South Pasadena delays vote on changes to Pasadena Avenue



Opponents have criticized a component of the city's comprehensive redevelopment plan for Pasadena Avenue.

By Kate Bradshaw | Tribune Staff
Published: January 9, 2013
Updated: March 13, 2013 at 08:43 AM

SOUTH PASADENA - Wedged in this densely populated town, something more than a coalition of leaders want South Pasadena to transform the community. "Isles" have become as gridlocked as members postponed a vote on a framework. Pressured by nearly 50 residents who have criticized a component of the plan to reduce lanes from six to four. Through changes to heighten Pasadena Avenue, the plan calls for different transportation options and economic revitalization in the interim mayor, Larry R. Green, has 443,000 square feet of retail space according to a study completed last year.

RESOLUTION NO. 2013-07
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SOUTH PASADENA, FLORIDA, AMENDING A CORRIDOR REDEVELOPMENT PLAN FOR PASADENA AVENUE AS PREVIOUSLY ADOPTED PURSUANT TO RESOLUTION NO. 2012-13 ON SEPTEMBER 12, 2012.

WHEREAS, the City Commission on January 13, 2012, adopted the "Phase One Summary Report" for the Corridor Redevelopment Plan for Pasadena Avenue;

WHEREAS, the City Commission on January 13, 2012, adopted Ordinance No. 2012-13, which amends the Corridor Redevelopment Plan for Pasadena Avenue;

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WHEREAS, the City Commission on January 13, 2012, adopted Ordinance No. 2012-13, which amends the Corridor Redevelopment Plan for Pasadena Avenue;

NOW, THEREFORE, the City Commission of the City of South Pasadena do hereby adopt the following Resolution:

dated January, 2012 and attached hereto as Exhibit "A", is hereby amended as set forth following:

SECTION 1. All references in the Corridor Redevelopment Plan "Phase One Summary Report" proposing to consider changing Pasadena Avenue from six (6) to (4) lanes are hereby deleted.

SECTION 2. All corresponding references to "preferred section redesign", "preferred roadway option" or like terminology, and all illustrations depicting such change from six (6) to four (4) lanes are hereby deleted.

SECTION 3. In replacement of the above-referenced deletions, the following language will be added under the paragraph titled "Opportunity for Improvement" on pg. 16:

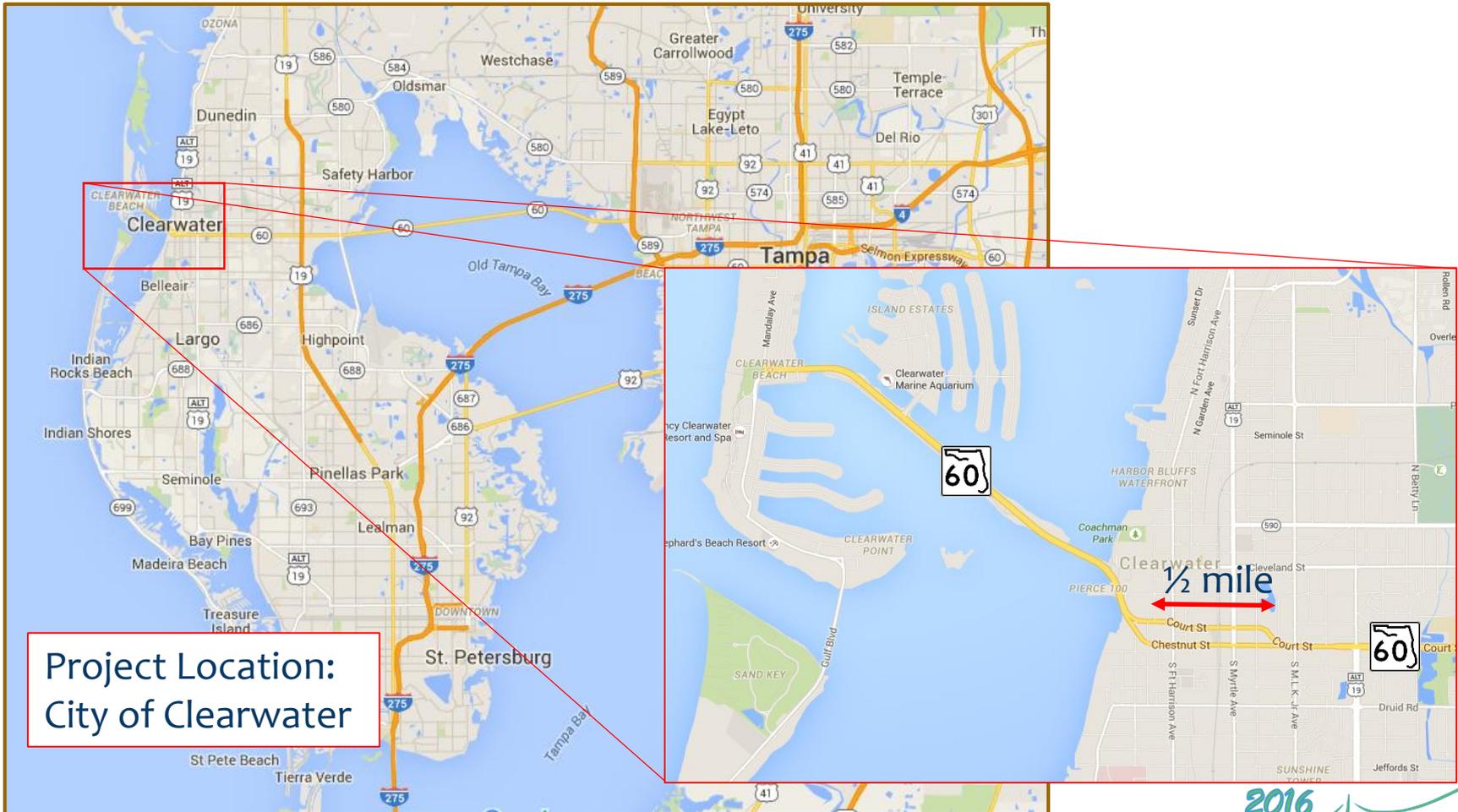
"The City will continue to explore, in conjunction with the Department of Transportation, and other interested parties, mutually acceptable means to improve:

- Traffic safety, movement and access management;
- Provisions for public transit;
- Pedestrian accessibility and safety;
- Provisions to accommodate bicyclists; and
- Street furnishings, traffic equipment signage, and landscaping".

SECTION 4. Any future changes proposed to Pasadena Avenue will be approved by the City Commission, after notice and consideration at public hearing.

PASSED AND ADOPTED THIS _____

SR 60 / Court Street and Chestnut Street



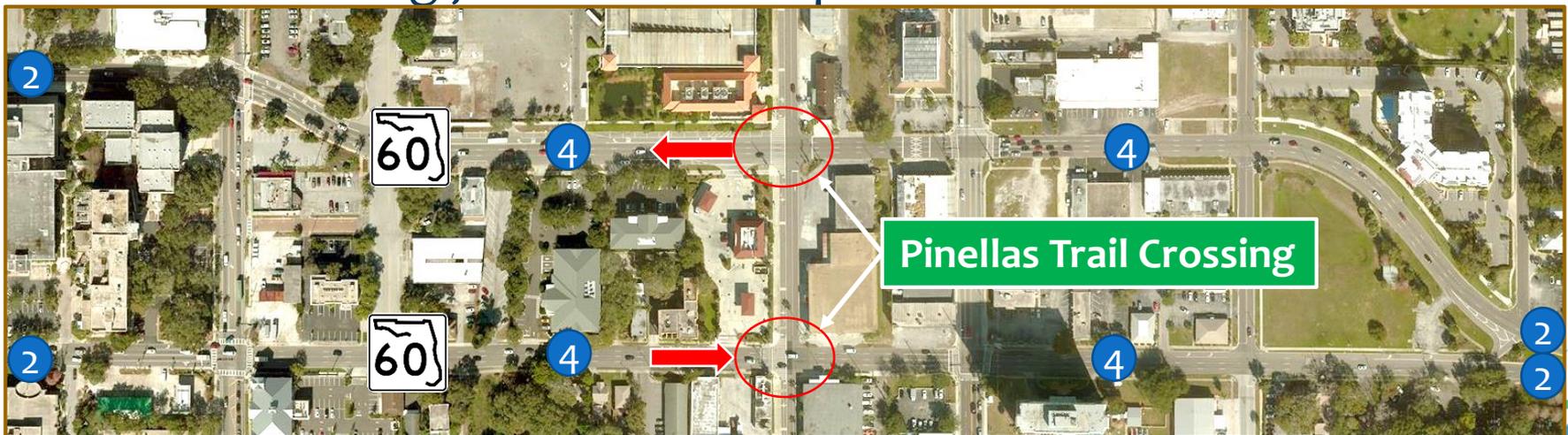
SR 60 Court and Chestnut Streets

- Applicant: District Seven
- Purpose and Need:
 - Safety alternative for Pinellas Trail crossing 4 lanes of traffic.
- Concept:
 - Reduce 4 lanes to 2 lanes on the one way pairs of Court and Chestnut Streets



SR 60/Court and Chestnut Streets

- Considerations:
 - Half mile of four lane segments of Court and Chestnut Streets in Downtown Clearwater fit in between two lane segments
 - Spring Break traffic backs up through downtown Clearwater
 - Resurfacing job could restripe lanes

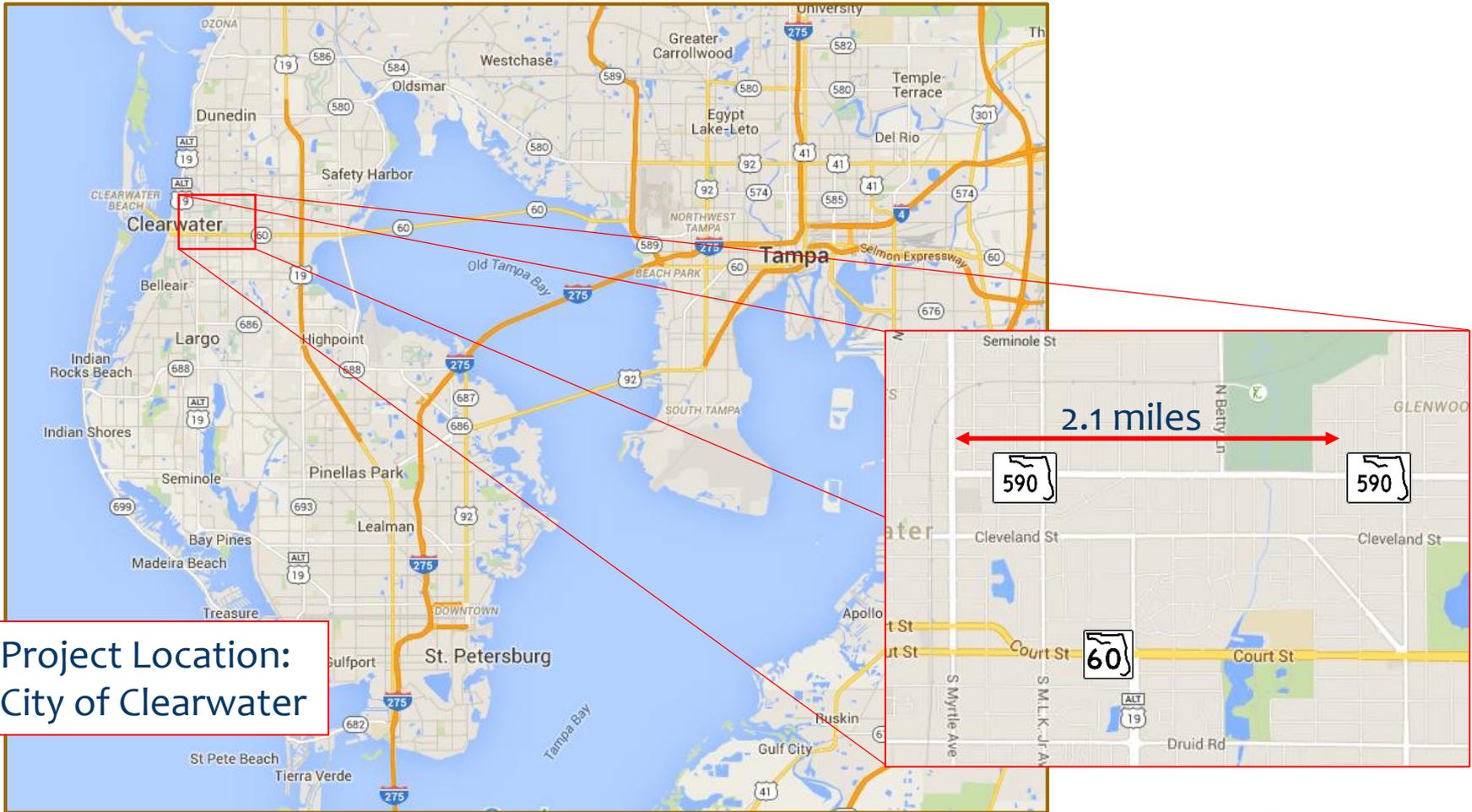


SR 60/Court and Chestnut Streets

- Outcome
 - Concept dropped after city council rejects lane reduction due to impact to vehicular traffic



SR 590/Drew Street between Myrtle Ave and Mariva Ave



Project Location:
City of Clearwater

SR 590/Drew Street

between Myrtle Ave and Mariva Ave

- Applicant: District Seven
- Purpose and Need: Fit in bike lanes with 2.1 mile resurfacing project
- Concept
 - Put in bike lanes by reducing the lanes from two lanes in each direction to one lane in each direction with a bidirectional turn lane



SR 590/Drew Street

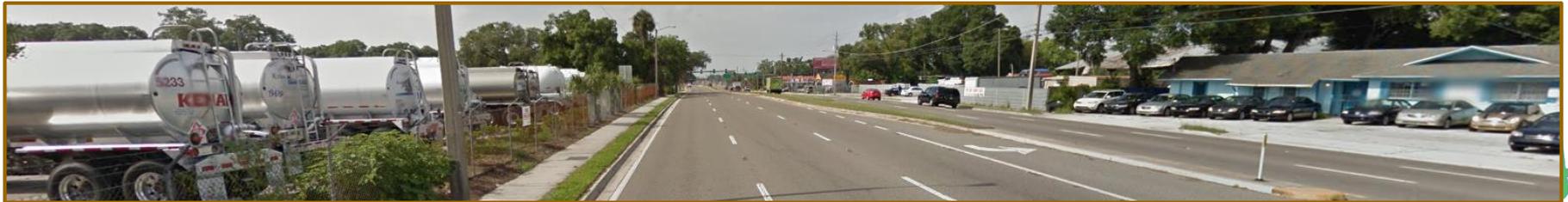
between Myrtle Ave and Mariva Ave

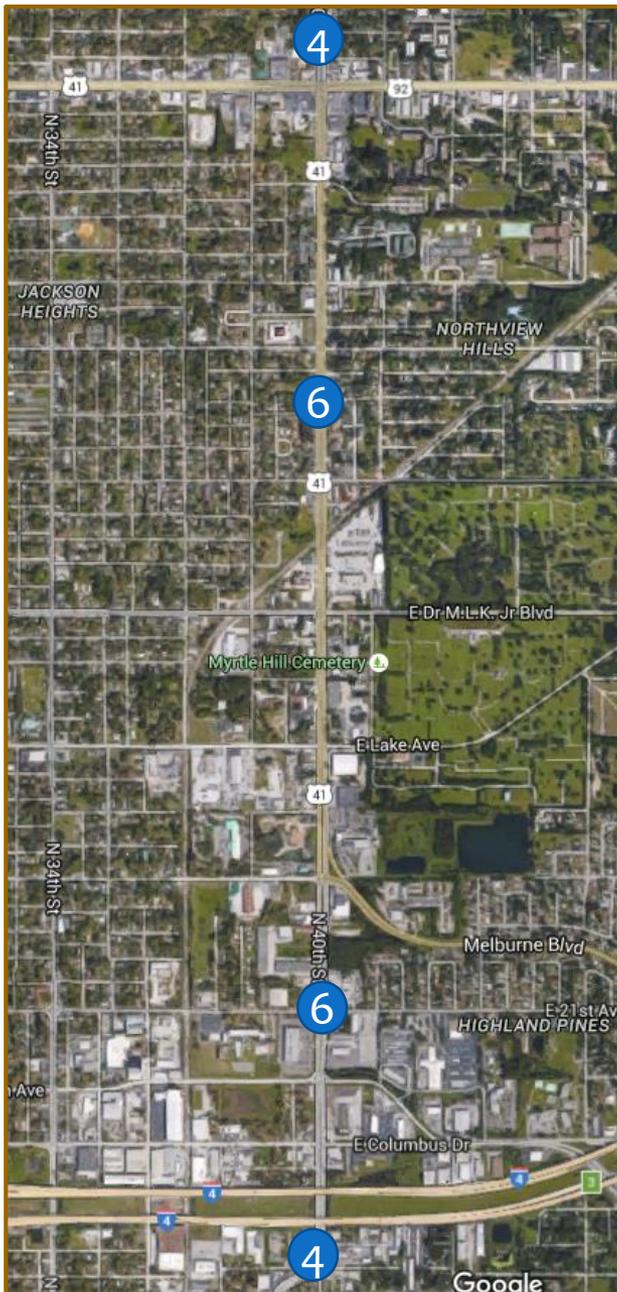
- Considerations:
 - Narrow Right of way
 - Four lanes undivided roadway
 - Projected 2034 traffic is 26,000
- Outcome:
 - 2011 Road Diet Analysis **recommended keeping existing laneage** due to traffic exceeding 1.0 V/C for reduced laneage

US 41/SR 599 /N 40th Street

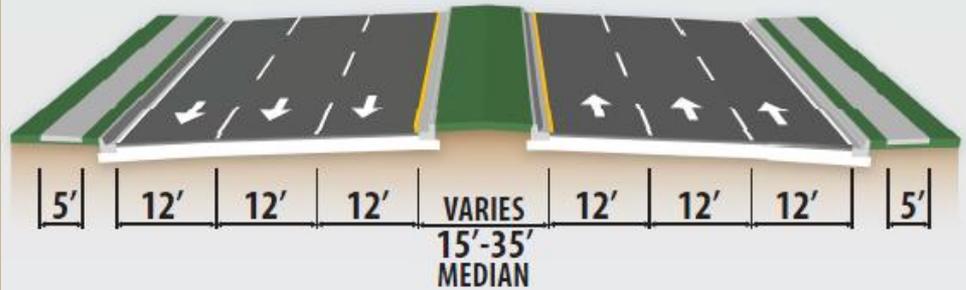
between East 15th Avenue to East Conover Street

- Applicant: District Seven
- Purpose and Need: Fit in bike lanes with 1.9 mile resurfacing project
- Considerations:
 - Freight generators along corridor
 - 40th Street is already four lanes with roundabouts to the north and four lanes south of I-4
 - Traffic not anticipated to grow
 - City of Tampa and Hillsborough County MPO identified this corridor for road diet

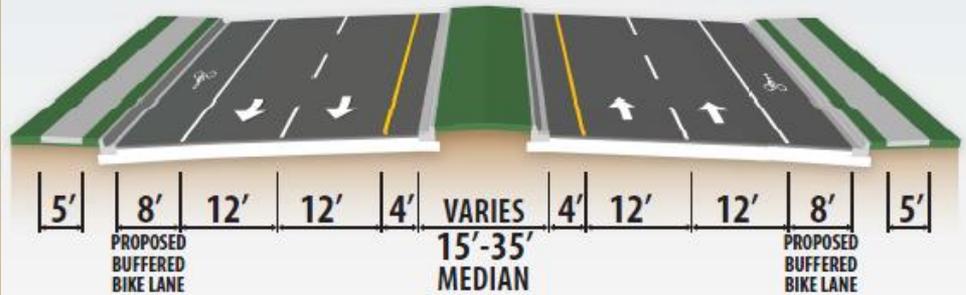




Existing Typical Section



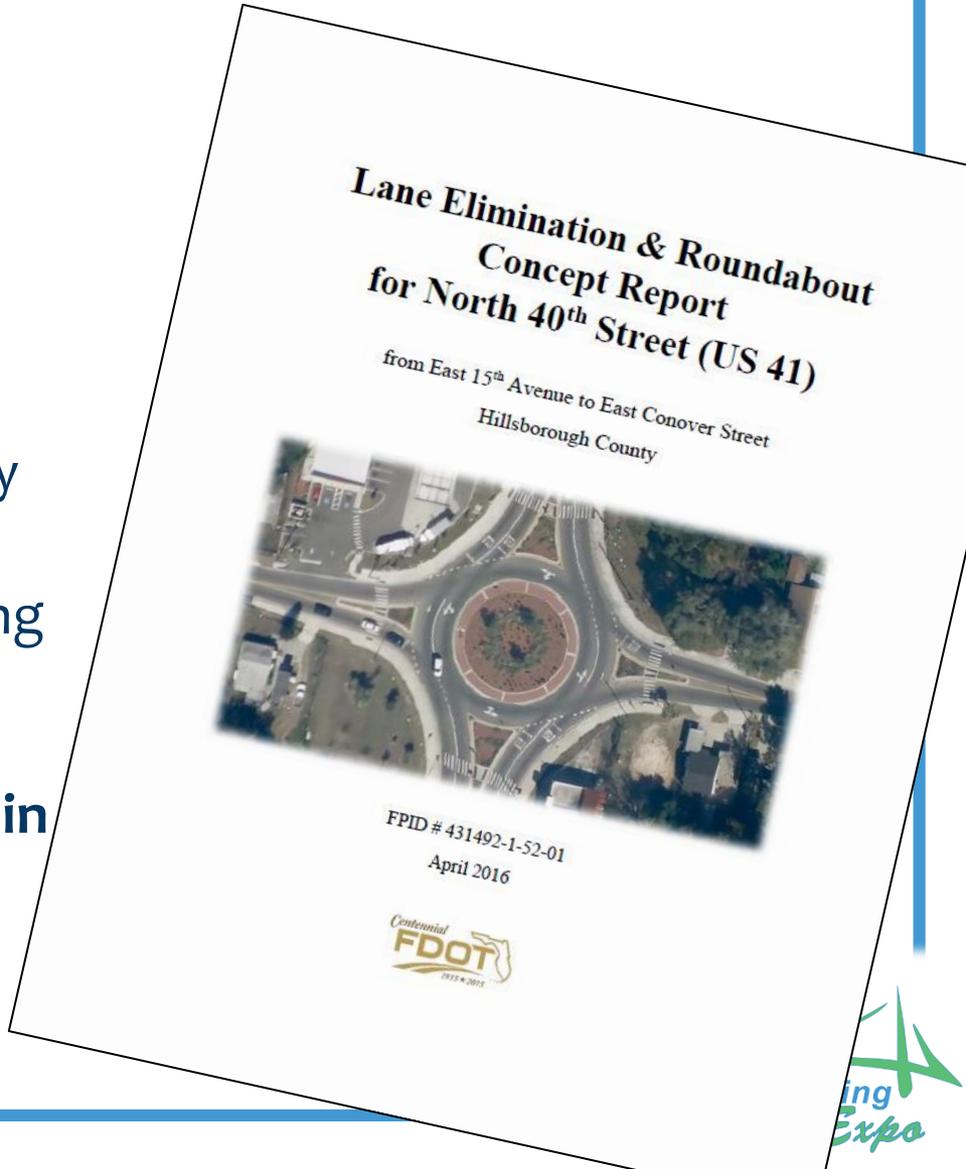
Proposed Lane Reduction Typical Section



US 41/SR 599 /N 40th Street

between East 15th Avenue to East Conover Street

- Outcome
 - Traffic supported lane reduction with cross street improvements needed at Martin Luther King, Jr. Blvd
 - Hillsborough County and City of Tampa are in full support
 - Public meeting held indicating support for project
 - **40th Street Concept Report submitted to Central Office in April for lane elimination – awaiting decision**
 - Roundabouts will be considered in next phase



Lessons Learned

- Applications tend to come from
 - District resurfacing projects with complete streets modifications
 - District Traffic Operations with proposed safety improvements
 - Local governments desiring economic development opportunities

Lessons Learned

- Applications have failed based on not having
 - Public support
 - Local government support
 - Local business support
 - Traffic volumes support lane reduction
 - Acceptable impacts to evacuation route, freight routes and parallel roadways
- Cities may not have funding, but concept is placed in vision documents for future consideration and implementation.

Questions?