



Main Street
WILDWOOD
COMPLETE STREET PLAN



City Commission Workshop & Walking Audit February 4, 2019



TODAY'S SCHEDULE

9:00 AM – 10:00 AM

PRESENTATION

- Project Overview
- What Makes A Complete Street?
- Transportation Planning Primer
- Walking Audit Logistics & Safety Briefing

10:00 AM – 11:00 AM

WALKING AUDIT

11:00 AM – 11:30 AM

LUNCH & DISCUSSION

11:30 AM – 12:00 PM

ACTIVITY

01

PROJECT OVERVIEW










PROJECT PURPOSE

Develop a Complete Streets Concept Plan for Main Street Wildwood that supports the City's vision for
"A thriving, interconnected Downtown District that draws people in and encourages them to stay."

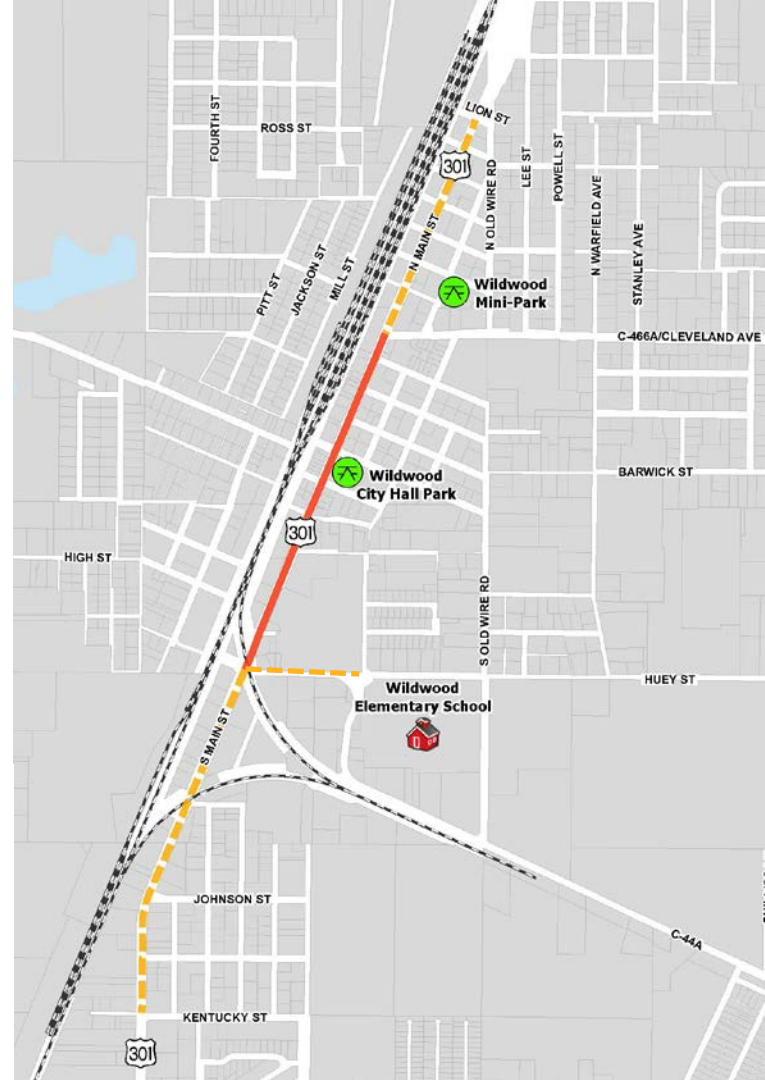
PROJECT CORRIDOR

- Main Street (US 301 / SR 35) from Cleveland Avenue (CR 466A) to Huey Street (CR 44A)
- Transition Areas
 - South: Main Street from Kentucky Street to Huey Street
 - North: Cleveland Avenue to Lion Street
 - East: CR 44A and Huey Street west of Gamble Street

Legend

-  Park
-  School
-  Study Corridor
-  Transition Areas
-  Railroad
-  Parcel
-  Water

Source: Sumter County, FL; FDOT; FGDL



PROJECT PURPOSE

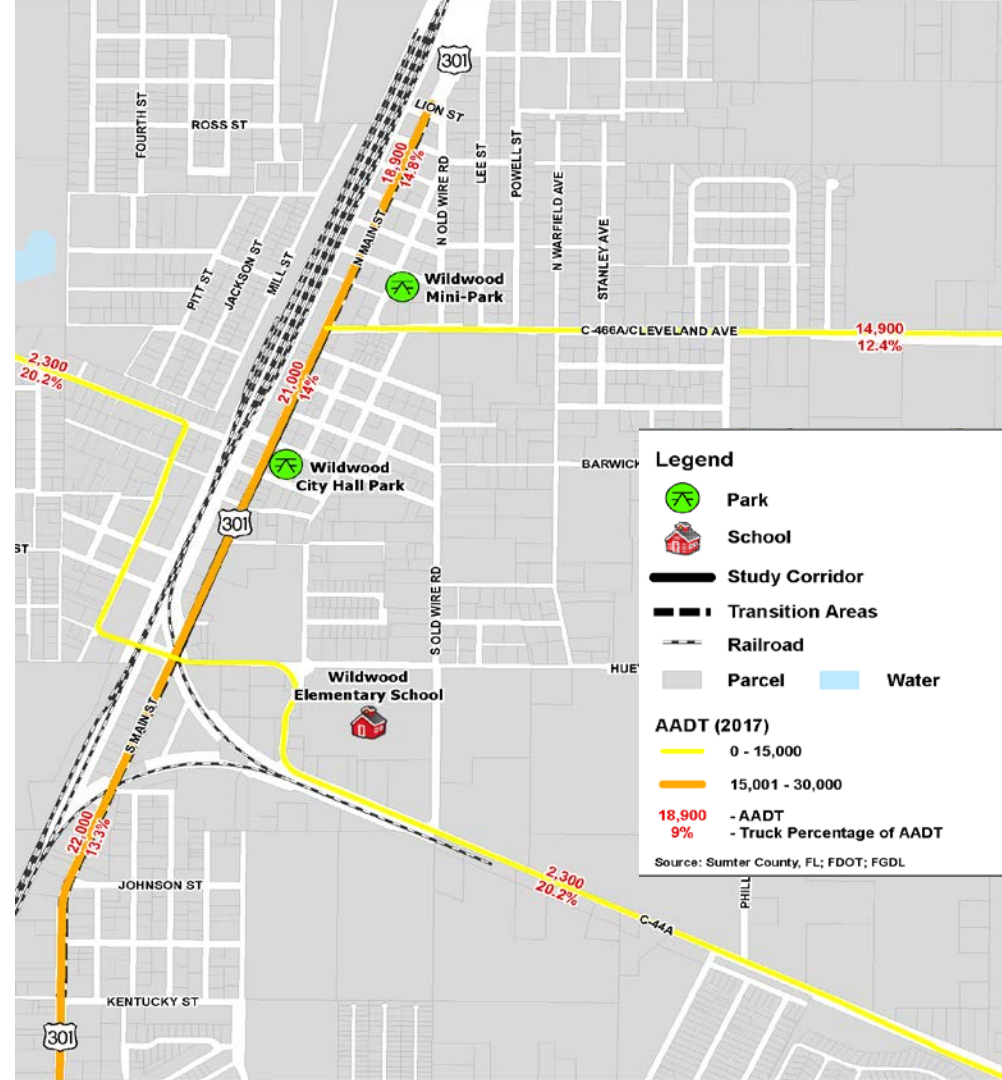
- Builds on previous planning work:
 - City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
 - Lake~Sumter MPO's Safe Schools Access Transportation Study

- Project will consider:
 - Traffic calming
 - Improving pedestrian crossings
 - Safe school access
 - Access management
 - Multimodal needs



KEY CONSIDERATIONS

- CSX Railroad
- Traffic Volumes
- Truck Traffic Volumes
- Right-of-Way Constraints



POTENTIAL IMPROVEMENTS

- Medians & access management
- Pedestrian environment & crossings
- Landscape and streetscape
- Gateway treatments
- Traffic calming



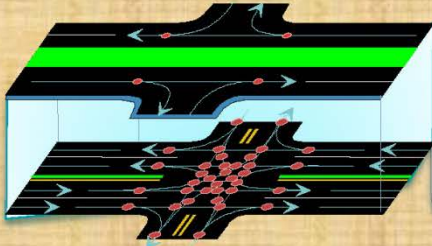
DEFINING ACCESS MANAGEMENT

Access management is the careful planning of the location, type and design of access.

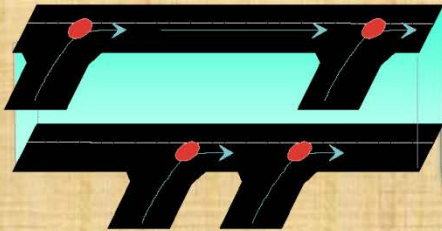


Source: FDOT D4
Presentation

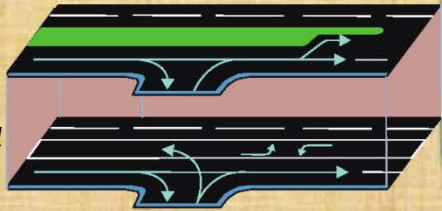
ACCESS MANAGEMENT PRINCIPLES



Limit the number of conflict points for all modes

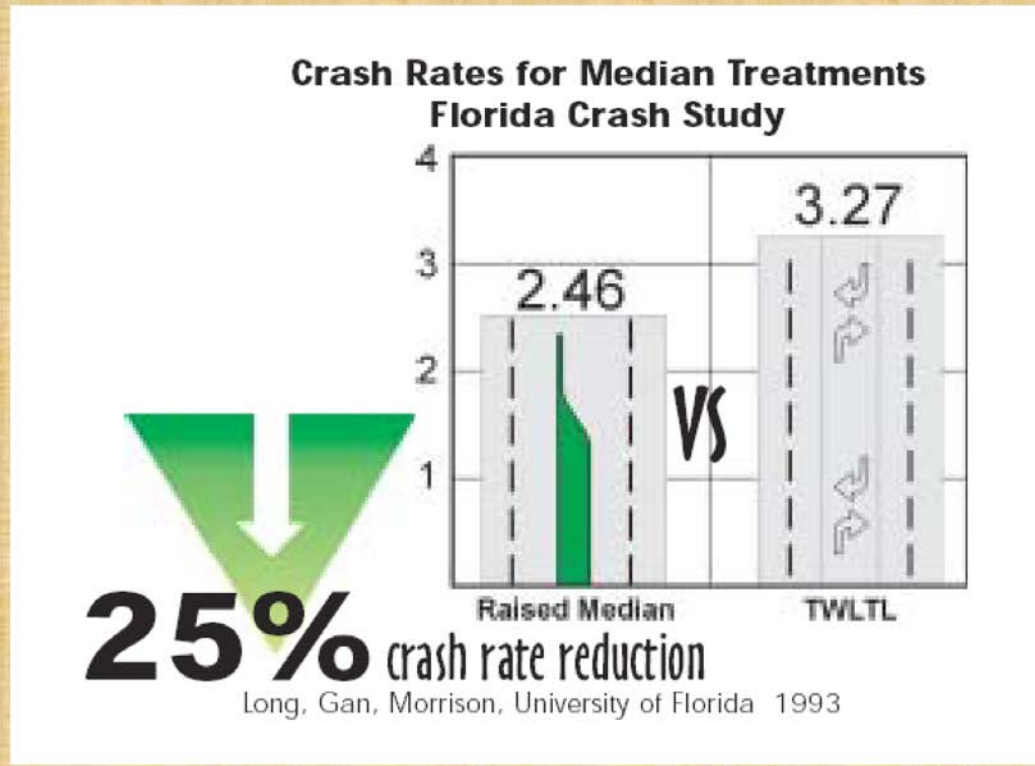


Separate the conflict points for all modes



Provide reasonable access at each property

MEDIANS INCREASE SAFETY

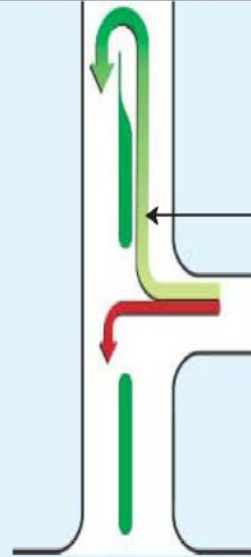


Source: FDOT D4
Presentation

U-TURNS ARE SHOWN TO INCREASE SAFETY

- MYTH
 - U-turns are not safe
- FACT
 - Research indicates U-turns are often much safer than direct left turns, especially on high volume, high speed, or congested roadways

A study in Orlando shows most customers do not find U-turns an inconvenience



18%

total crash rate reduction

27%

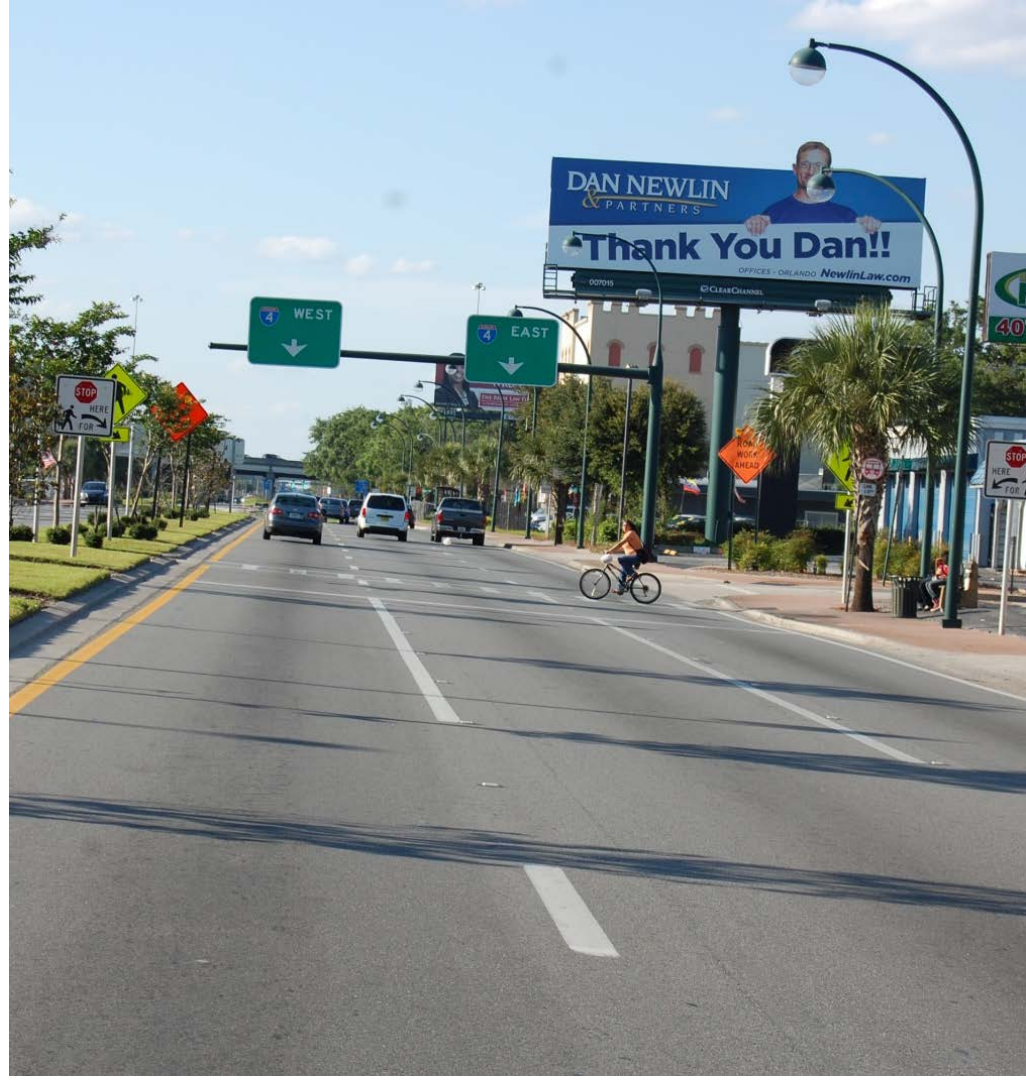
injury fatality crash rate reduction

John Lu, Ph.D., P.E. University of South Florida 2001

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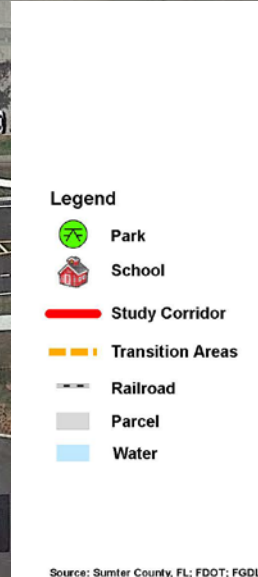
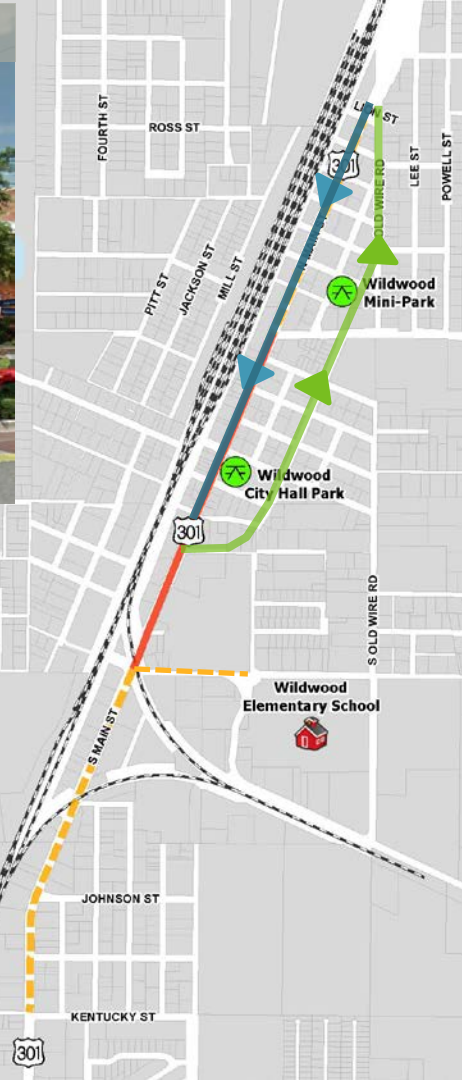
WHY ACCESS MANAGEMENT?

- Improved safety
- Better traffic flow
- Medians separate traffic & conflicts
- Medians provide landscape opportunity
- Medians provide a refuge for pedestrian crossings



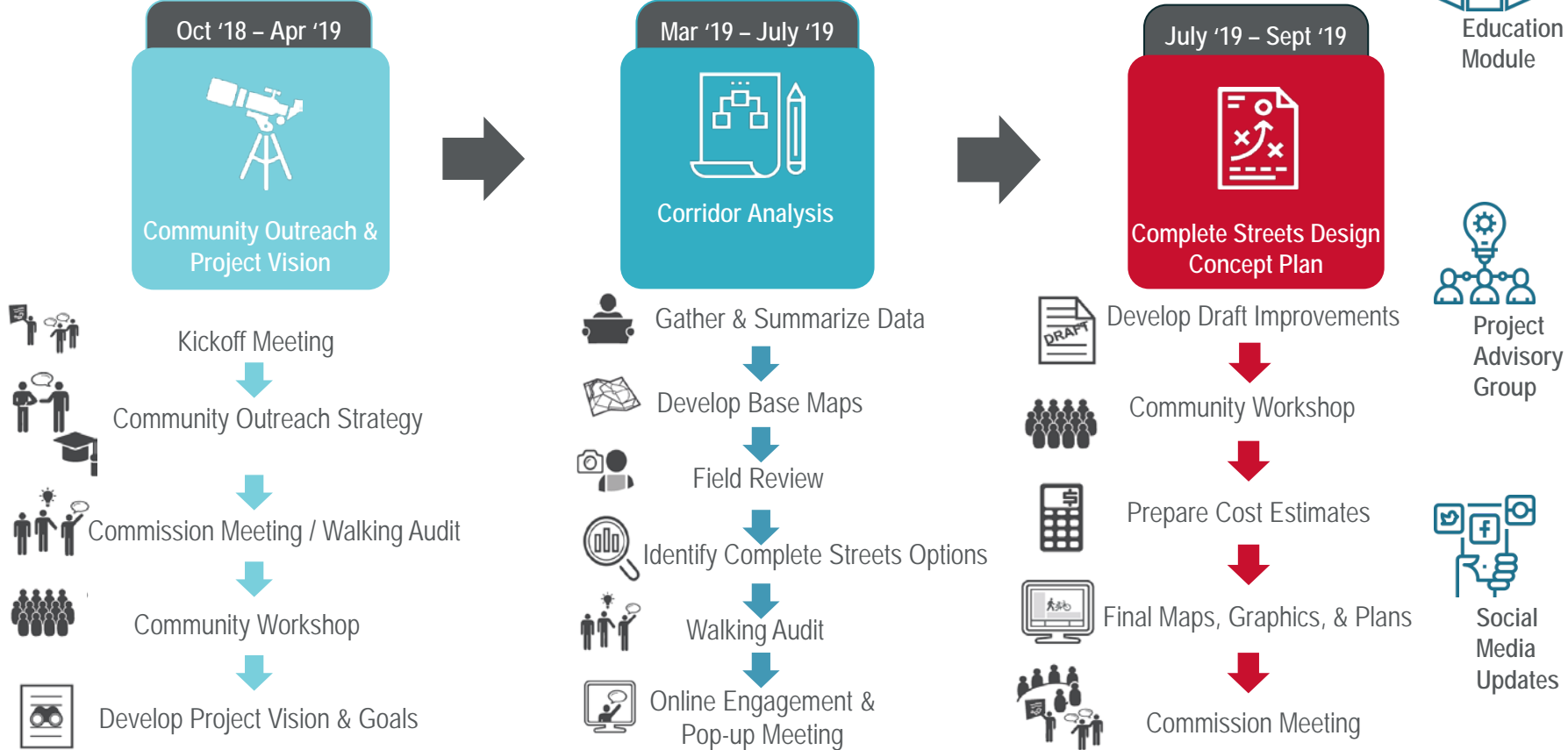
POTENTIAL IMPROVEMENTS

- Roundabouts
- One-way Pairs
- By-Pass



Source: Sumter County, FL; FDOT; FGDL

PROJECT SCHEDULE



02

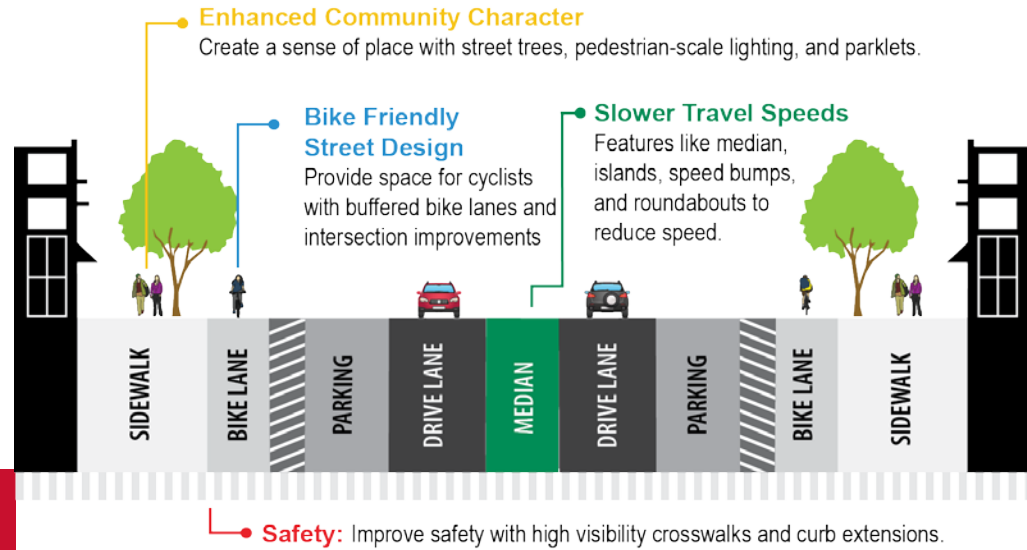
**WHAT MAKES A
COMPLETE STREET**

WHAT DOES A COMPLETE STREET LOOK LIKE?

There is no singular design prescription for Complete Streets

A complete street may include:

- Sidewalks
- Bike lanes
- Special bus lanes
- Comfortable and accessible transit stops
- Frequent and safe crossing opportunities
- Median islands
- Narrower travel lanes
- Roundabouts



WHY INVEST IN COMPLETE STREETS?

Accommodate All Users

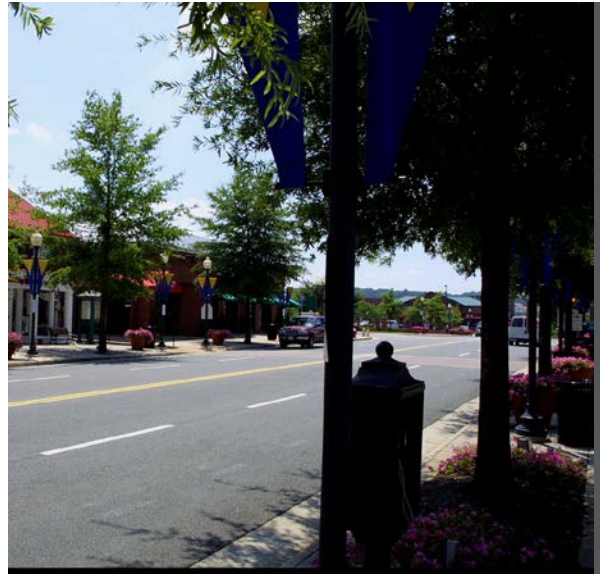
By 2025, **1 in 5** Americans will be **65 or older**
1 in 5 people have a **disability** in the U.S

Improve Safety

Well-designed bicycle infrastructure can **reduce crash & injury risk by about 50%**

Better Health

28% of all trips are **less than 1 mile**
60% of these trips are **driven** ↙
1 in 5 school age children are **obese**



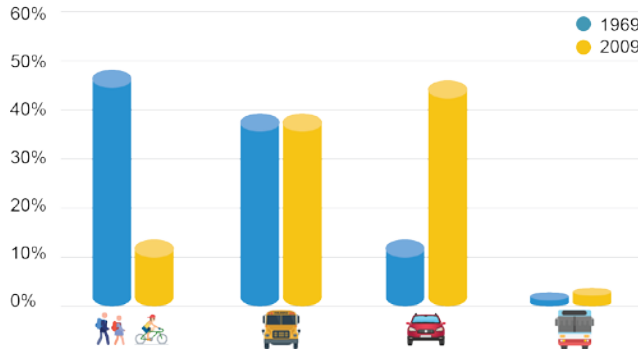
WHY INVEST IN COMPLETE STREETS?

Stronger Economies

11% higher **home value** for every 1/2 mi. closer to a trail
Stimulate the economy and stimulate **private investment**

Change in School Drop-off/Pick-up Patterns

Percent of **children walking or biking to school** has dropped since 1969



CASE STUDY

Bridgeport Way University Place, WA

- Average speed decreased 13%
- Crashes decreased by 60%
- Sales tax revenues increased by 7%
(compared to 5% citywide)
- Significant redevelopment activity
 - New businesses relocating to the area
 - Others applying for redevelopment and relocation



CASE STUDY

Aurora Avenue Shoreline, WA

- Created a new main street for the City
- Crashes reduced by 60%
- Stimulated redevelopment projects, created jobs and offered more retail choices
- Sales revenue during construction up 9%

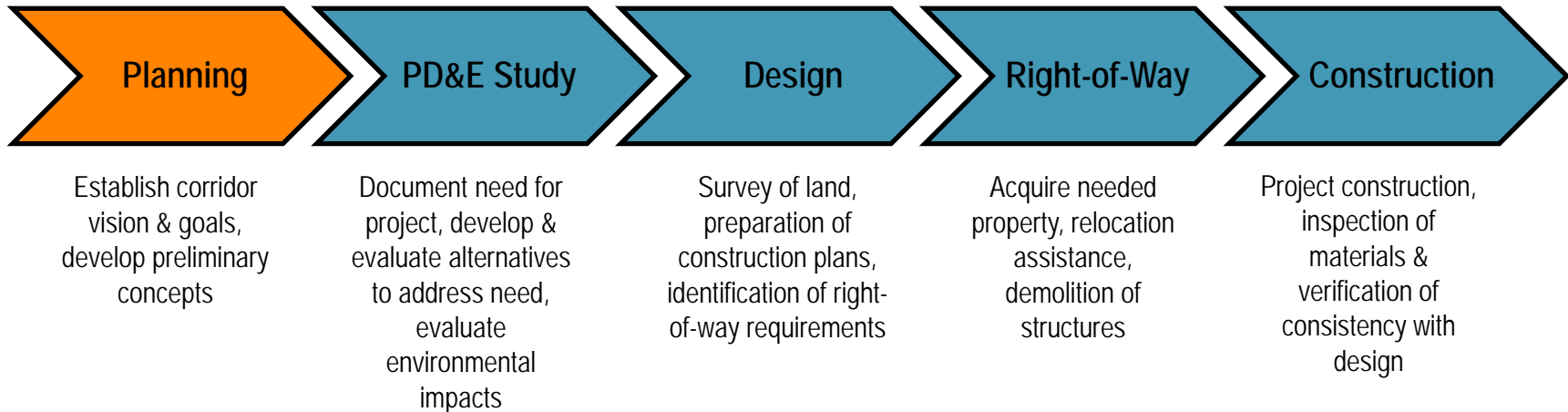


03

**TRANSPORTATION
PLANNING PRIMER**

WHAT IS TRANSPORTATION PLANNING?

- *The process of defining future policies, goals, investments, and designs to prepare for future needs to move people and goods to destinations*
- *A cooperative process designed to foster involvement by all users of the system through a proactive public participation process*

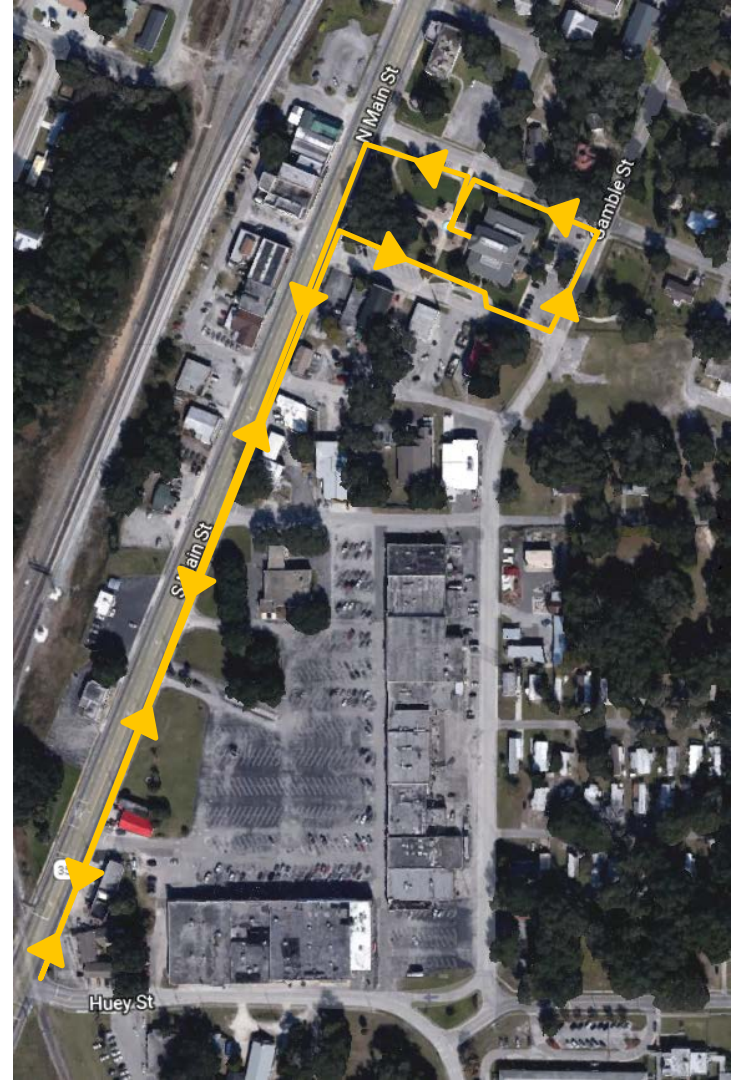


04

**WALKING AUDIT
LOGISTICS & SAFETY
PRIMER**

ROUTE

- Approx. 1 mile total
- Begin at City Hall
- Walk South along Main St. to Huey St.
- Walk North back towards City Hall
- Walk East on Wonders St. to Gamble St.



WHAT TO LOOK FOR

- What's working? What's not?
- Behaviors of street users
- What's causing or contributing to issues & concerns?
- What are some potential opportunities and solutions?



WALKING AUDIT CHECKLIST



Traffic Ops &
Safety



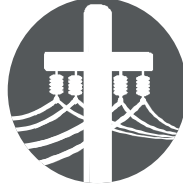
Lighting



Environmental
Concerns



Roadway Design



Utilities



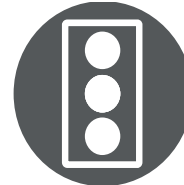
Accessibility to
Schools & Parks



Drainage/Permits



Bike &
Pedestrian
Needs



Signals/Intersections



Access
Management



Land Use

TRAFFIC SAFETY

- Class II or III safety vests must be worn during field visits
- Minimum of two persons should be used when measurements are required, such that one person is available to monitor the traffic flow (“spotter”) along the roadway within the vicinity of the fieldwork
- Always watch for traffic – don’t turn your back to traffic without a “spotter”

05

DISCUSSION / ACTIVITY

MENTIMETER WORD CLOUD EXERCISE

- Using **one word**, what was the biggest issue you saw during the walking audit?
- Pick **one word** to describe the future vision of the corridor

BREAK-OUT EXERCISE PREVIEW

- What are the issues this project needs to address?
- What improvements do you think would work best?
 - Street & network configuration
 - Intersections
 - Crossings
 - Landscaping



POTENTIAL IMPROVEMENTS

Sidewalks

- Continuous network, connected with crosswalks and separated from traffic with a buffer
 - ADA ramps, detectable warning pads, and level landings

Lighting

Improves pedestrian safety and security



Buffer

Enhances pedestrian experience by providing separation from traffic

POTENTIAL IMPROVEMENTS

Pedestrian Crossings

- Encourages walking and complete the pedestrian network
 - Signage alerting motorists of pedestrians

Curb Extensions

Increase pedestrian visibility, and decrease crossing distance; used with on-street parking



Ped Signals / Beacons

Stops traffic to allow pedestrians to cross the street safely without traffic conflict

POTENTIAL IMPROVEMENTS

Pedestrian / Bicycle Facilities

- Provide safe and comfortable mobility opportunities for a range of users

Shading

Provide aesthetic enhancements and provide shade



Trail / Shared-Use Path

Accommodate bicyclists & pedestrians with separation from traffic lanes

POTENTIAL IMPROVEMENTS

Access Management / Intersections

- Improve safety
- Improve traffic flow
- Separate traffic & reduce conflicts
- Provide landscape opportunity
- Provide a refuge for pedestrian crossings

Medians

Manage traffic & conflict points; provide opportunity for landscaping and traffic calming



Roundabouts

Reduce speeds and intersection conflicts; provide gateway & pedestrian crossing opportunity

POTENTIAL IMPROVEMENTS

Street Network & Transitions

- Optimize available street network & balance space allocation for all modes
- Provide iconic entry to downtown area & slow traffic

One-Way Pair

Separates directional traffic, helps balance space for all modes



Gateways

Iconic entryways / traffic calming

BREAK-OUT EXERCISE

- Identify and discuss what issues you saw during the walking audit
- What improvements do you think would be best to address those issues and enhance the Main Street corridor?
- Using the roll-plots, mark up and note your ideas!



HDR