



# DEPARTMENT OF PUBLIC WORKS

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## Price Boulevard Widening Project Update

May 23, 2017

# Background Information

- Widening of Price Boulevard originally proposed in 2009
- City Commission Workshop held March 30, 2009
- No progress on widening proposed between 2009 and 2014 due to:
  - ✓ Decline in economy
  - ✓ Available funding utilized for completion of Sumter Boulevard Phase III Widening



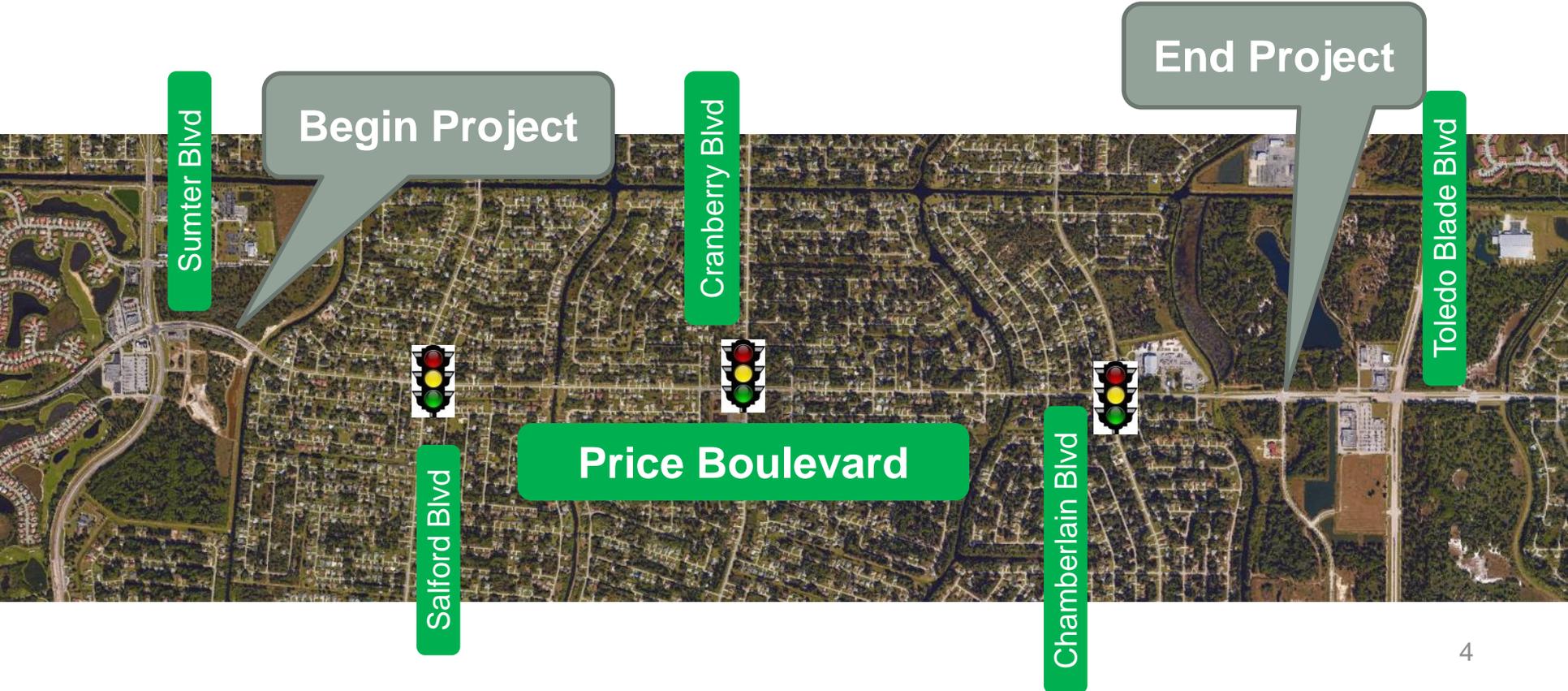
# Commission Workshop April 15, 2014

- Commission Consensus:
  - Move forward on developing option of widening Price Boulevard to 4-lanes within the existing right of way in phases from Sumter Boulevard to Toledo Blade Boulevard
  - Contracted design services with Charlotte Engineering and Surveying – September 28, 2015



# Project Overview

- Project Limits: East of Sumter Boulevard to West of Toledo Blade Boulevard

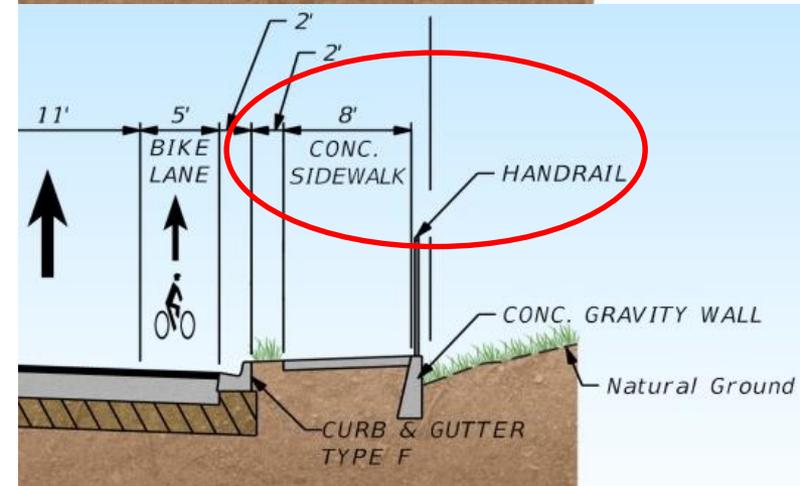
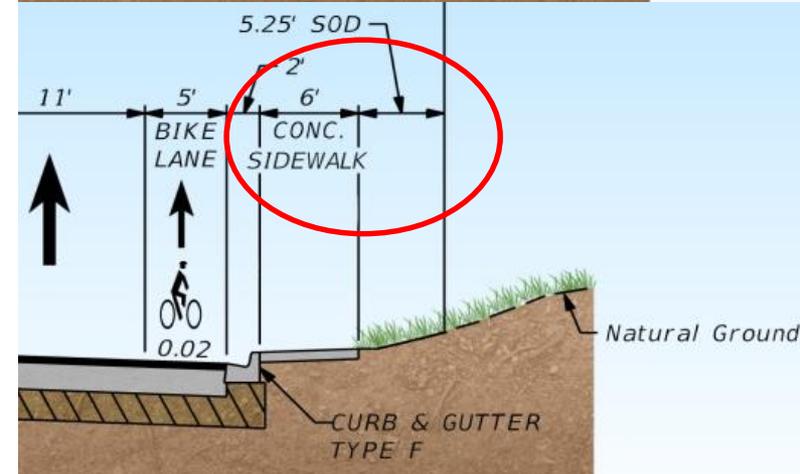
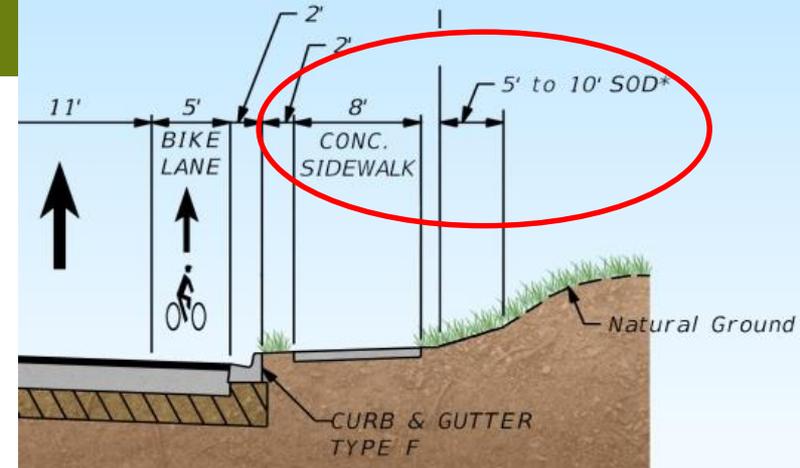


# Project Scope

- Widen from 2-lanes to 4-lanes with:
  - Bike lanes
  - Raised median
  - Curb and Gutter
  - Sidewalks
  - Lighting
  - Landscaping
  - Signals
  - Utility improvements
- Project distance is about 2.75 miles
- Posted speed limit will be 35 mph

# First Public Meeting

- First Public Meeting was held January 21, 2016
- Three typical sections were presented that addressed sidewalk widths
  - 8 foot sidewalk with slope easement
  - 6 foot sidewalk
  - 8 foot sidewalk with gravity wall and hand rail
- All options fit within existing 100 foot right-of-way (ROW)



# First Public Meeting Summary

- Public input from January 2016 meeting:
  - Strong opposition to four-laning Price Boulevard by residents living along Price Boulevard
  - Majority of meeting attendees supported no textured pavement at crosswalks and turn lanes
  - No gravity wall & railing in front of homes



# Modification of Typical Section

- Based on input from January 2016 public meeting, needed to modify typical section to provide more space between back of sidewalk and ROW.

# Design Criteria

## Sidewalk Width

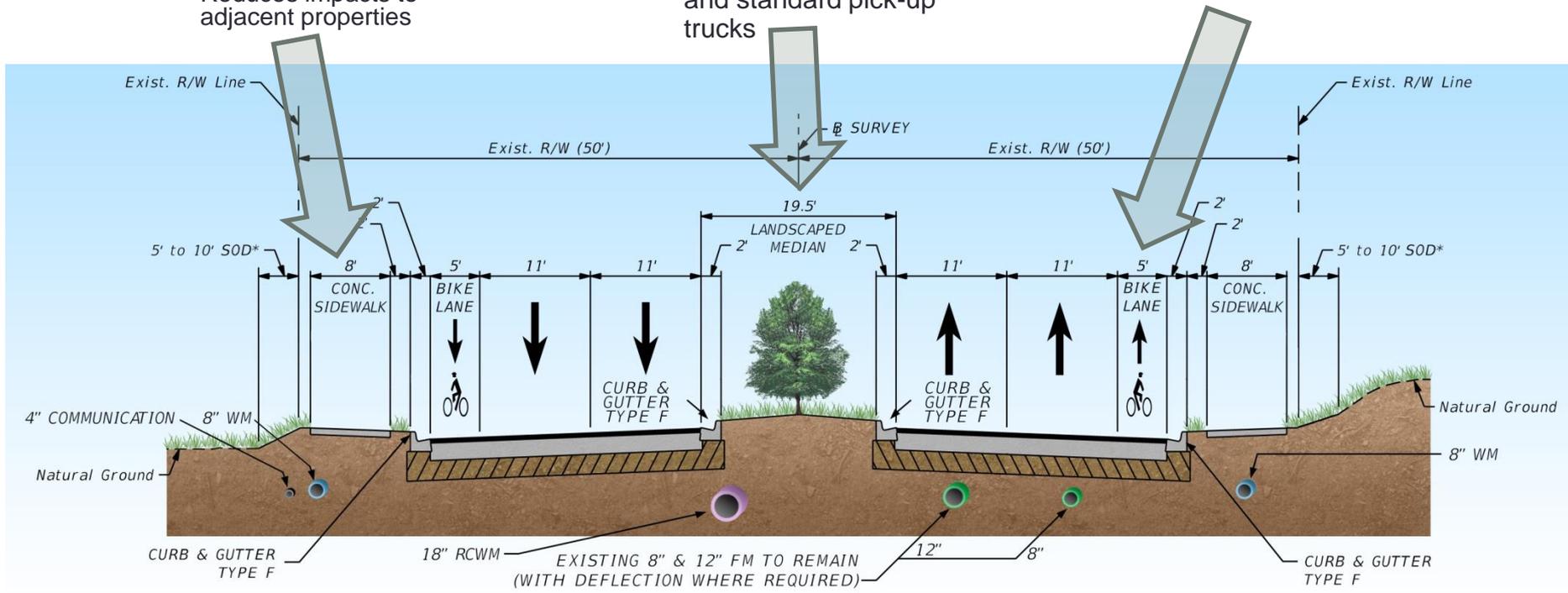
- Unified Land Development Code (ULDC) requires 8'
  - More user friendly
  - Accommodates more concurrent use
- State of Florida Department of Transportation (FDOT) Greenbook is 5', 6' when adjacent to curb and gutter
  - Facilitates better harmonization at ROW lines
  - Reduces impacts to adjacent properties

## Median Width

- FDOT Greenbook minimum is 15.5' for design speed of 45 mph or less
  - Width does not accommodate U-turning vehicles
- 19.5' width recommended
  - Accommodates U-turns by passenger vehicles and standard pick-up trucks

## Bike Lane Width

- ULDC requires 5'
  - Safer for bicyclists
  - More room for U-turns than narrower width
- FDOT Greenbook width is 4' for urban arterials and collectors.



# Modified Recommended Typical Section

## Sidewalk Width

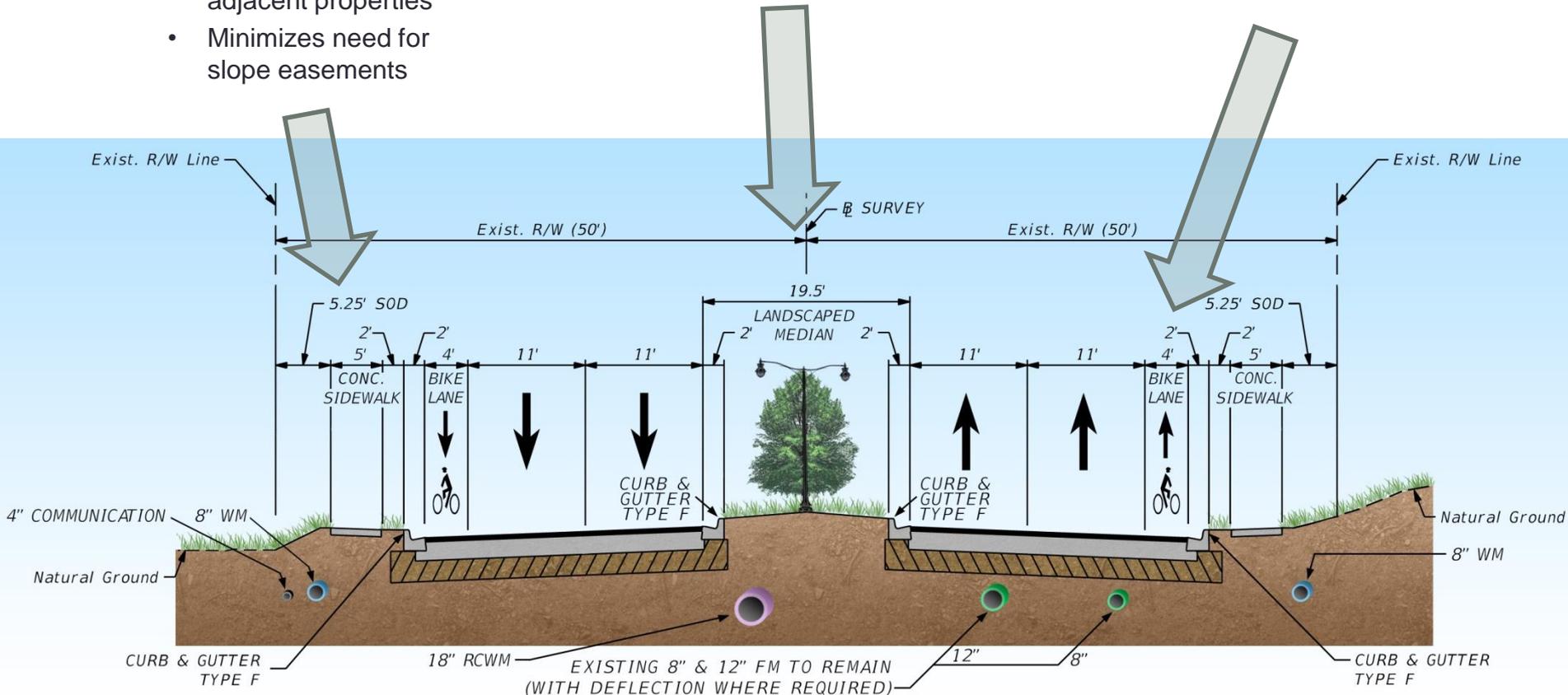
- 5' wide with a 2' utility strip
  - Accommodates mailboxes
  - Provides 5.25' at back of sidewalk to harmonize grading with adjacent properties
  - Minimizes need for slope easements

## Median Width

- 19.5' wide
  - Accommodates U-turns by passenger vehicles and standard pick-up trucks

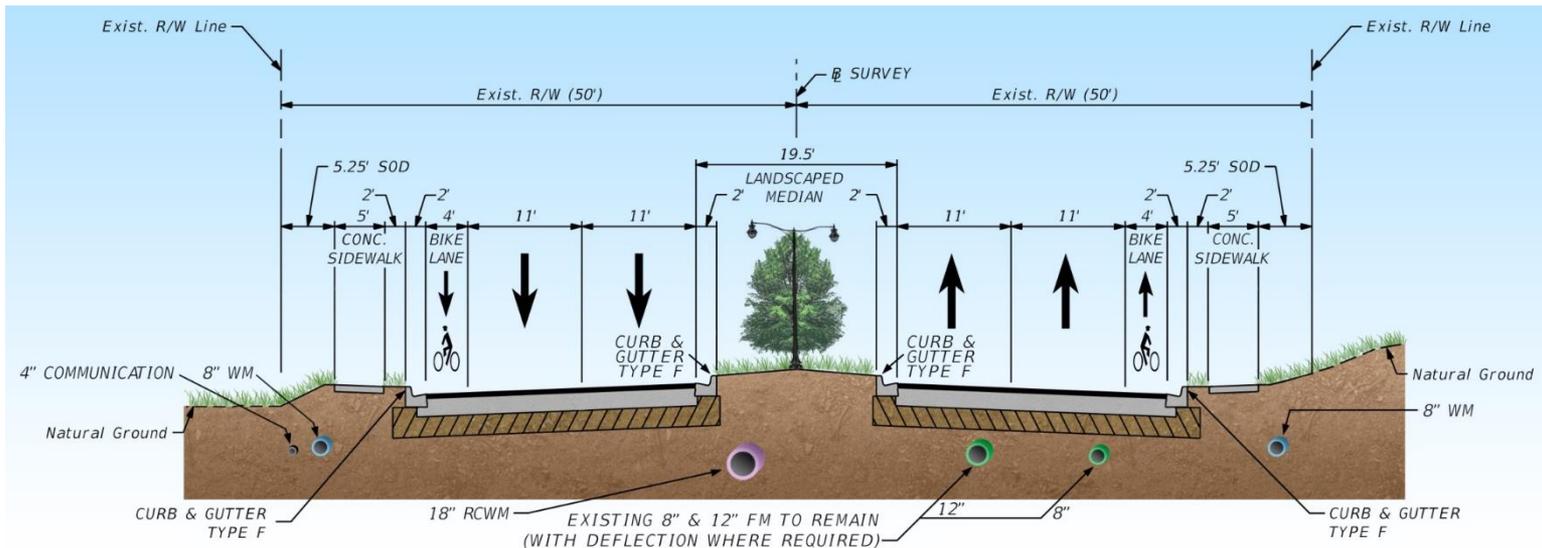
## Bike Lane Width

- 4' wide
  - Meets current design standards (FDOT Greenbook)



# Commission Meeting April 26, 2016

- Staff recommended typical cross-section modified from public comments:
  - Proposed posted 35 mph speed limit
  - Bicycle lanes reduced from 5' to 4'
  - Sidewalk width reduced from 8' to 5'
  - Raised center median with restricted access



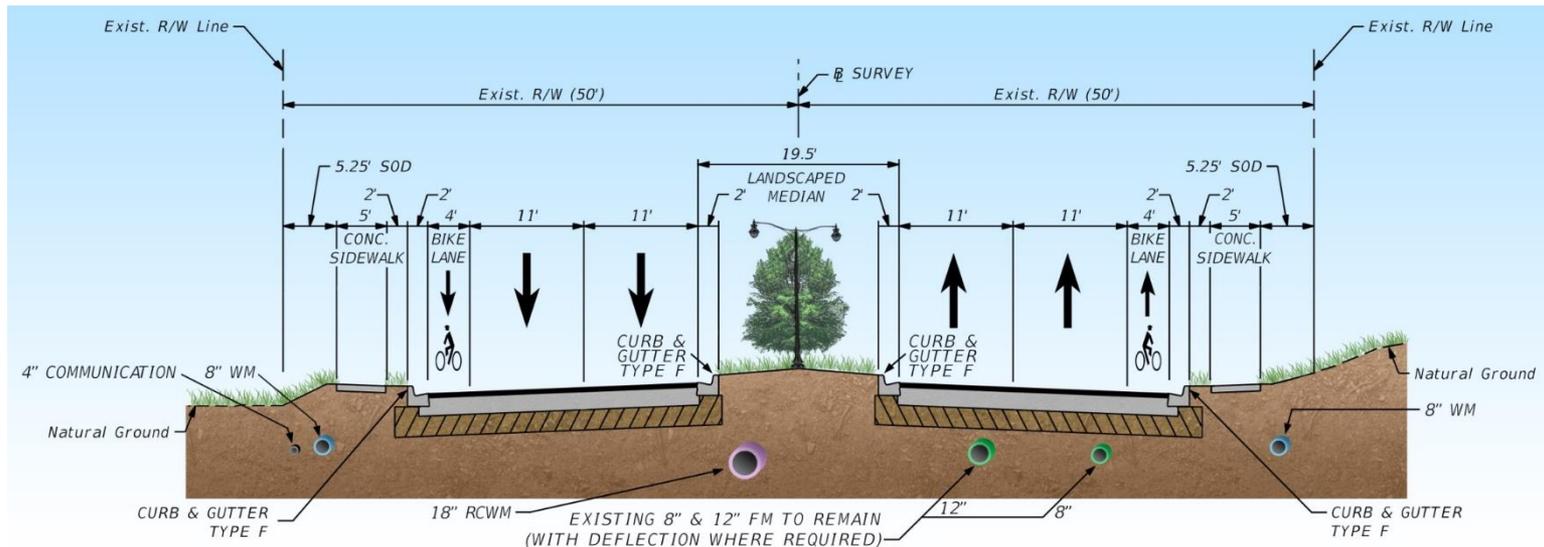
Modified Typical Section

# Commission Meeting April 26, 2016

- At the April 26, 2016 Commission Meeting, Commissioners requested additional public meetings be held to solicit more public input.

# Additional Public Meetings

- Three Public Meetings were held in 2016
  - Wednesday, November 16<sup>th</sup> from 10 am to 11 am
  - Saturday, November 19<sup>th</sup> from 10 am to 11 am
  - Wednesday, November 30<sup>th</sup> from 6 pm to 7 pm
- Modified Typical Section was presented at meetings



# Summary of Public Comments

- Received written comments from 33 individuals
  - 10 individuals provided Price Boulevard addresses
- Comments made in 6 categories
  - Typical Section
  - Bike Lanes
  - Sidewalk
  - Landscaping
  - Speed Limit
  - Miscellaneous

Price Boulevard - Summary of Comments Made at November 2016 Public Meetings

Typical Section								Bike Lanes				Sidewalk		Landscaping		Speed Limit		Miscellaneous			
Narrow Median	Eliminate Median	3-Lanes	5-Lanes	Add Right Turn Lanes	No Build	Use Roundabouts	Buy ROW	Eliminate	Keep	Use Shared Use Path	Use One Shared Use Path	Eliminate	One side only	Eliminate	Keep	Raise	Lower	Provide Alternative Route	Landuse Restrictions	Provide Sound Proofing Windows	Provide Parking Lots
4	6	4	1	5	1	3	8	9	4	5	2	2	3	2	2	2	6	3	1	1	1

# Summary of Public Comments

## ■ Typical Section Comments

- Narrow Median – 4
- Eliminate Median – 6
- Use 3-Lane Section – 4
- Use 5-Lane Section – 1
- Add Right Turn Lanes – 5
- No Build (make no improvements) – 1
- Use Roundabouts – 3
- Buy Additional ROW (to provide at least 120 feet) – 8

Typical Section							
Narrow Median	Eliminate Median	3-Lanes	5-Lanes	Add Right Turn Lanes	No Build	Use Roundabouts	Buy ROW
4	6	4	1	5	1	3	8

# Summary of Public Comments

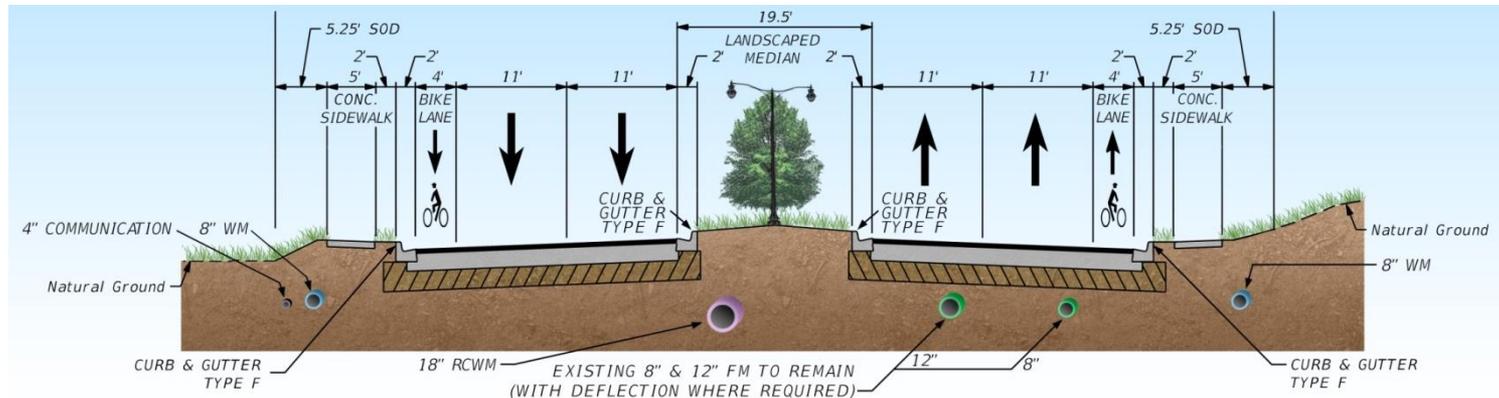
- Typical Section Comments
  - **Narrow Median – 4 comments**

## Pros

- Increases distance between road edge and ROW line
- Potential to increase sidewalk and/or bike lane width

## Cons

- Eliminates U-turns causing increase travel time to abutting properties along Price Blvd
- Impacts EMS mobility
- Reduces landscape opportunities
- Impacts street lighting if < 12 feet



Staff Recommendation: Maintain 19.5 foot median to facilitate U-turns, improve safety, landscaping and facilitate street lighting.

# Summary of Public Comments

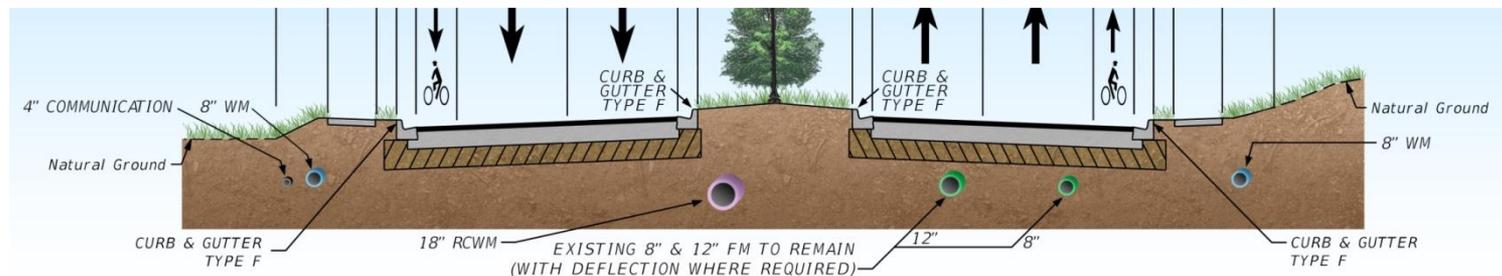
- Typical Section Comments
  - **Eliminate Median to provide more space – 6 comments**

## Pros

- Allows direct access to driveways and cross streets
- Improve Emergency Management Services (EMS) mobility
- Increases distance between road edge and ROW line
- Potential to increase sidewalk and/or bike lane width

## Cons

- Increases accident potential and severity
- Eliminates landscape opportunities in median
- Impacts street lighting
- Impacts capacity



Staff Recommendation: Maintain 19.5 foot median to facilitate U-turns, improve safety, accommodate landscaping and facilitate street lighting.

# Summary of Public Comments

- Typical Section Comments
  - **3-Lanes – 4 comments**

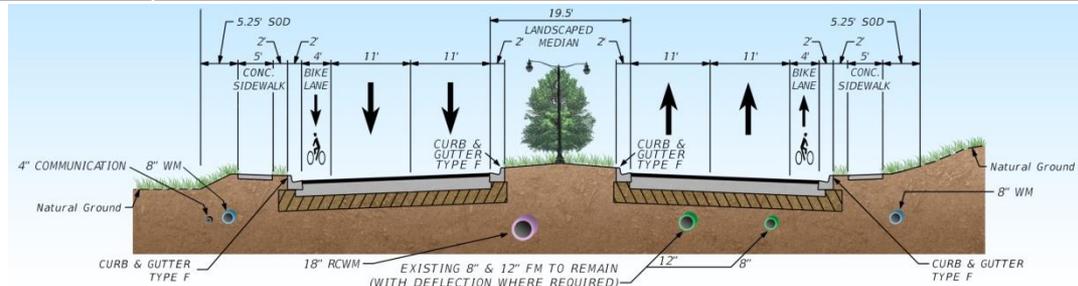
## Pros

- Accommodates left turns without blocking through traffic
- Significantly increases distance between road and ROW line
- Potential to increase sidewalk and/or bike lane width
- Maintains full access along Price Blvd with continuous two-way left turn lane
- Potential for service vehicles (UPS, lawn/pool maintenance) to park along side of road

## Cons

- Does not improve capacity
- Continuous two-way left turn lane increase accident potential and severity
- Eliminates landscape opportunities in median
- Impacts street lighting
- Mail service and solid waste collection will block through lane

Staff Recommendation:  
Maintain a 4-lane section with  
median



# Summary of Public Comments

- Typical Section Comments
  - **5-Lanes – 1 comments**

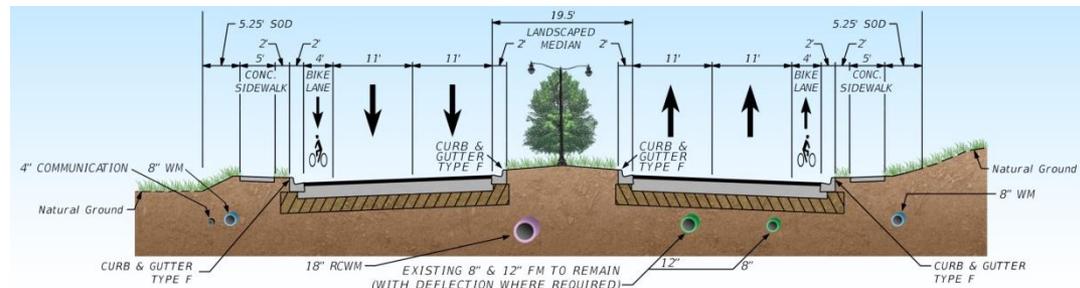
## Pros

- Accommodates left turns without blocking through traffic
- Slightly increases distance between road and ROW line
- Potential to increase sidewalk and/or bike lane width
- Maintains full access along Price Blvd with continuous two-way left turn lane
- Improves roadway capacity

## Cons

- Continuous two-way left turn lane increase accident potential and severity
- Eliminates landscape opportunities in median
- Impacts street lighting

Staff Recommendation:  
Maintain a 4-lane section with median



# Summary of Public Comments

- Typical Section Comments
  - **Add Right Turn Lanes – 5 comments**

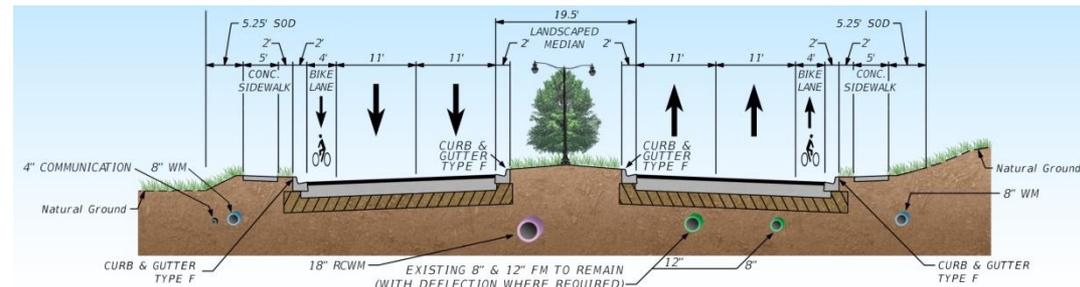
## Pros

- Slight improvement in traffic flows with 4-lane section
- Larger improvement in traffic flows with 3-lane section

## Cons

- Traffic analysis shows right turn lanes are not justified at any location for a 4-lane roadway
- Requires additional ROW with 4-lane divided or 5-lane roadways
- Increases construction and ROW costs

Staff Recommendation: Do not provide right turn lanes



# Summary of Public Comments

- Typical Section Comments
  - Do Nothing - 1 comments

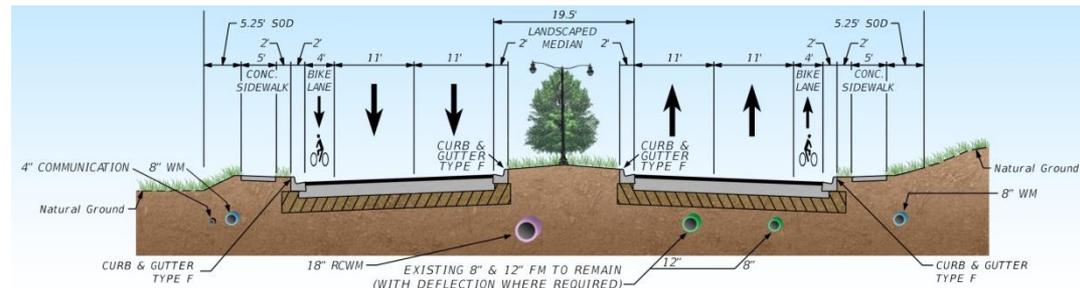
## Pros

- No impact to properties along Price Boulevard
- No construction disruptions

## Cons

- Does not improve current traffic congestion
- Does not improve EMS response time
- Does not improve safety
- Does not meet City plan

Staff Recommendation: Do not adopt No Build alternative



# Summary of Public Comments

## ■ Typical Section Comments

### • Use Roundabouts - 3 comments

#### Pros

- Increases distance between road edge and ROW line by decreasing median width
- Potential to increase sidewalk and/or bike lane width
- Improves ease of U-turns
- Improves safety for U-turning vehicles
- Decreases severity of accidents
- Physically controls speed along Price
- Potentially eliminates one or more existing signals
- Improves drainage design to accommodate off-site runoff
- Reduces impacts to almost all properties
- Eliminates future maintenance when signal is replaced with roundabout

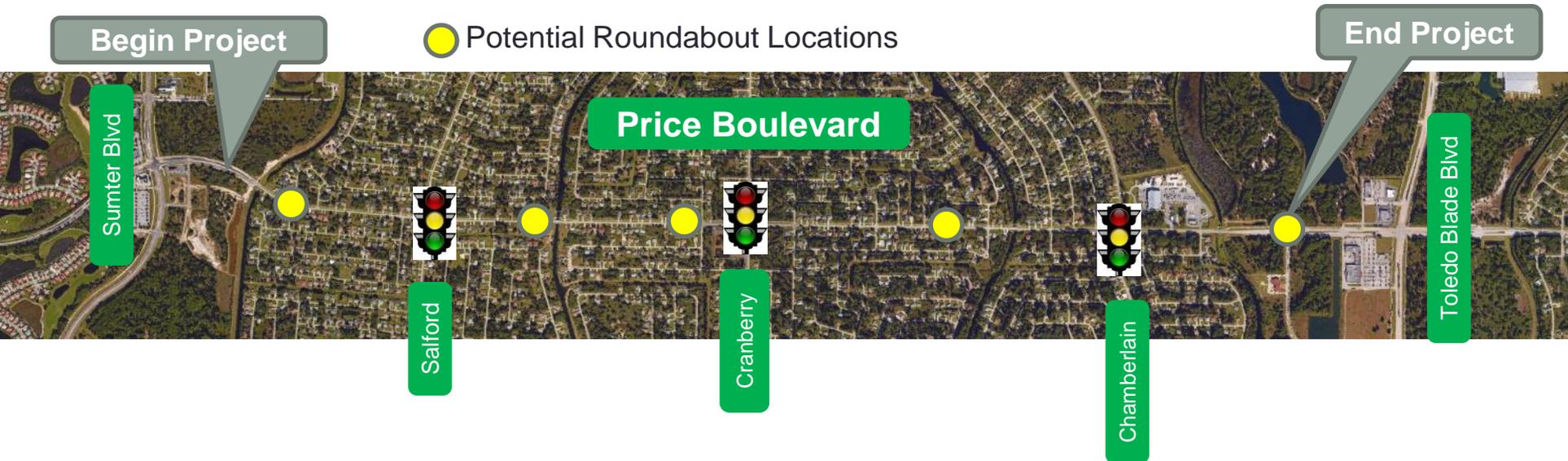
#### Cons

- Requires additional study to determine roundabout locations and cost implications
- Requires additional ROW at existing non-signalized intersections at roundabout locations and possibly at signalized intersections
- Delays project design schedule
- Negative public perception
- Increases number of minor accidents

# Summary of Public Comments

## ■ Typical Section Comments

- Potential Roundabout locations
  - 3 signalized intersections
  - 5 to 7 other locations



Staff Recommendation: Not utilize roundabouts to avoid additional ROW impacts as compared to use of the modified typical section.

# Summary of Public Comments

- Typical Section Comments
  - **Purchase additional ROW to provide at least 120 feet – 8 comments** (requires purchasing parcels along one side of Price Boulevard)

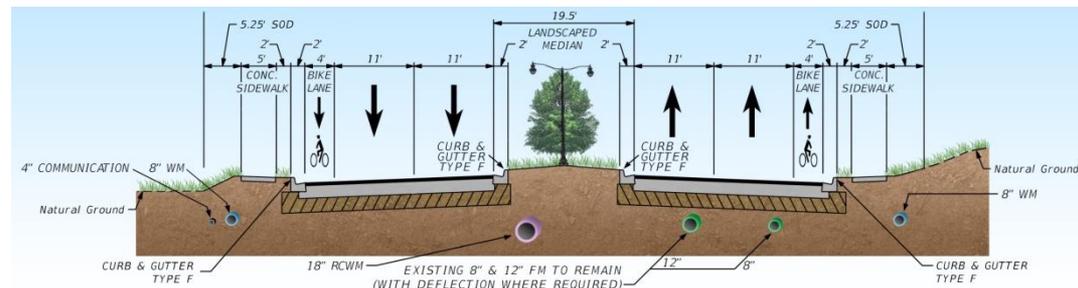
## Pros

- Meets ULDC ROW width
- Increases distance between road edge and ROW line
- Potential to increase sidewalk and/or bike lane width
- Reduces impacts to properties (eliminates need for easements, provides space for parking)
- Potential for frontage road which improves access for remaining houses along one side
- Improves drainage design

## Cons

- Requires buying properties along one side of Price Boulevard
- Increases ROW and construction costs
- Residential relocations
- Potentially delays design and construction

Staff Recommendation: Not recommended due to funding limitations



# Summary of Public Comments

- Bike Lane Comments
  - Eliminate – 9
  - Keep – 4
  - Use Two Shared-use Path – 5
  - Use One Shared-use Path – 2

Bike Lanes			
Eliminate	Keep	Use Shared Use Path	Use One Shared Use Path
9	4	5	2

# Summary of Public Comments

- Bike Lanes
  - **Eliminate – 9 comments**

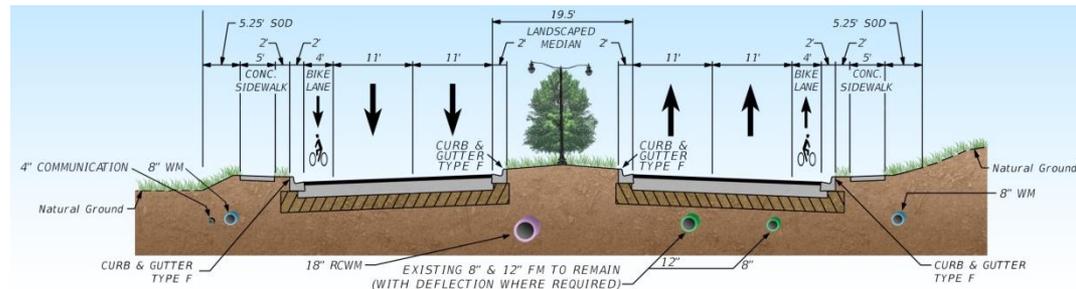
## Pros

- Increases distance between road edge and ROW line
- Potential to increase sidewalk width

## Cons

- Eliminates U-turns
- Impacts EMS mobility
- Not desired by cycling community
- Forces bicyclists on sidewalk creating safety issues

Staff Recommendation: Keep bike lanes



# Summary of Public Comments

- Bike Lanes
  - Keep – 4 comments

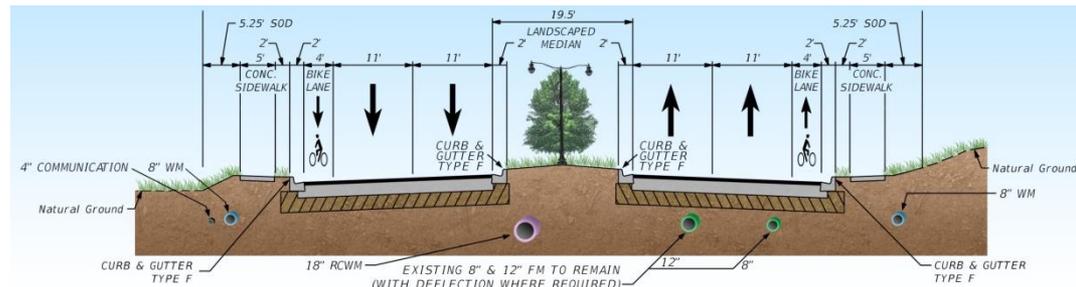
## Pros

- Preferred by cycling community
- Safer for cycling community
- Safer to separate cyclist from pedestrians
- Maintains U-turns

## Cons

- Maintains edge of roadway closer to ROW line

Staff Recommendation: Keep bike lanes



# Summary of Public Comments

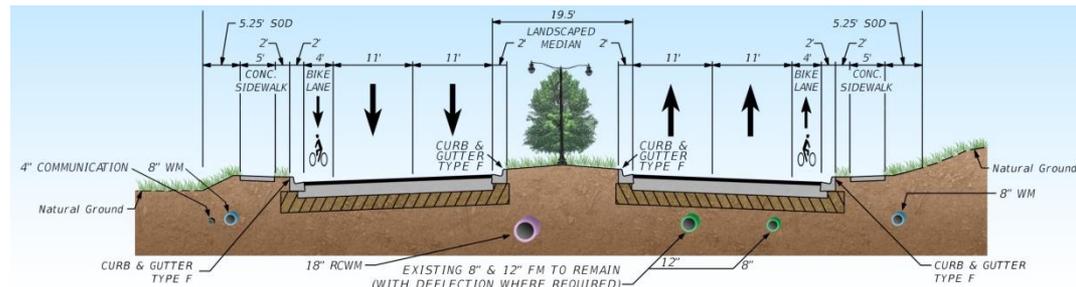
- Bike Lanes – eliminate bike lanes and use:
  - Use Two Shared-use Paths – 5 comments
  - Use One Shared-use Path and no sidewalk on other side – 2 comments

## Pros

## Cons

- Eliminates U-turns
- Decrease safety on shared-use path
- Not feasible to eliminate bike lanes and provide only one path
- Does not promote alternative mode of transportation
- Not desired by cycling community

Staff Recommendation: Keep bike lanes



# Summary of Public Comments

- Sidewalk Comments
  - Eliminate – 2
  - Provide one sidewalk – 3

Sidewalk	
Eliminate	One side only
2	3

# Summary of Public Comments

## ■ Sidewalk

- Eliminate Sidewalks – 2 comments
- Use One Sidewalk – 3 comments

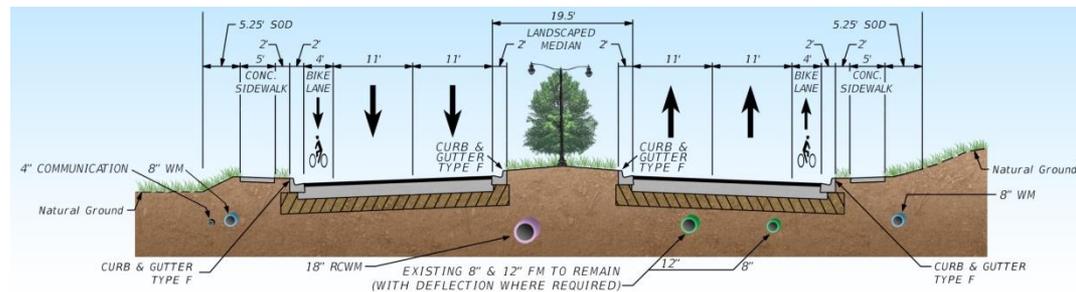
### Pros

- Provides more space for tying into existing ground at ROW
- Reduces impacts to properties

### Cons

- Not safe for pedestrians
- Not safe for casual bicyclists
- Does not meet ULDC

Staff Recommendation: Keep sidewalk along both sides



# Summary of Public Comments

- Landscaping Comments
  - Eliminate landscaping in median – 2
  - Keep landscaping in median – 2

Landscaping	
Eliminate	Keep
2	2

# Summary of Public Comments

## ■ Landscaping

- Keep – 2 comments

- Eliminate – 2 comments

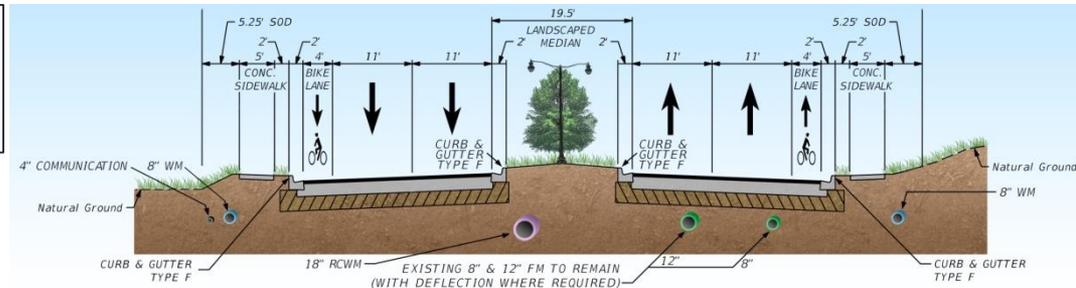
## Pros

- Eliminating reduces maintenance costs
- Reduces construction costs
- Provides visual buffer

## Cons

- Eliminating reduces aesthetics along corridor
- Eliminating is not consistent with other City arterials

Staff Recommendation: Keep landscaping



# Summary of Public Comments

- Speed Limit Comments
  - Raise proposed speed limit of 35 mph – 2
  - Lower proposed speed limit of 35 mph – 6

Speed Limit	
Raise	Lower
2	6

# Summary of Public Comments

- Proposed Speed Limit of 35 mph
  - Raise – 2 comments
  - Lower – 6 comments

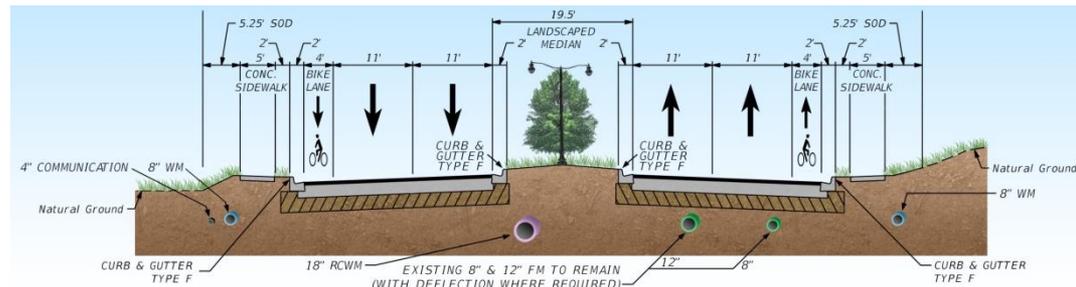
## Pros

- Lowering speed limit perceived to be more fitting for a residential area
- Lowering speed limit improves safety for vehicles accessing driveways

## Cons

- Lowering speed limit not consistent with arterial classification
- Lowering speed limit becomes enforcement issue
- Raising speed limit not appropriate for residential area

Staff Recommendation: Keep posted speed limit at 35 mph



# Summary of Public Comments

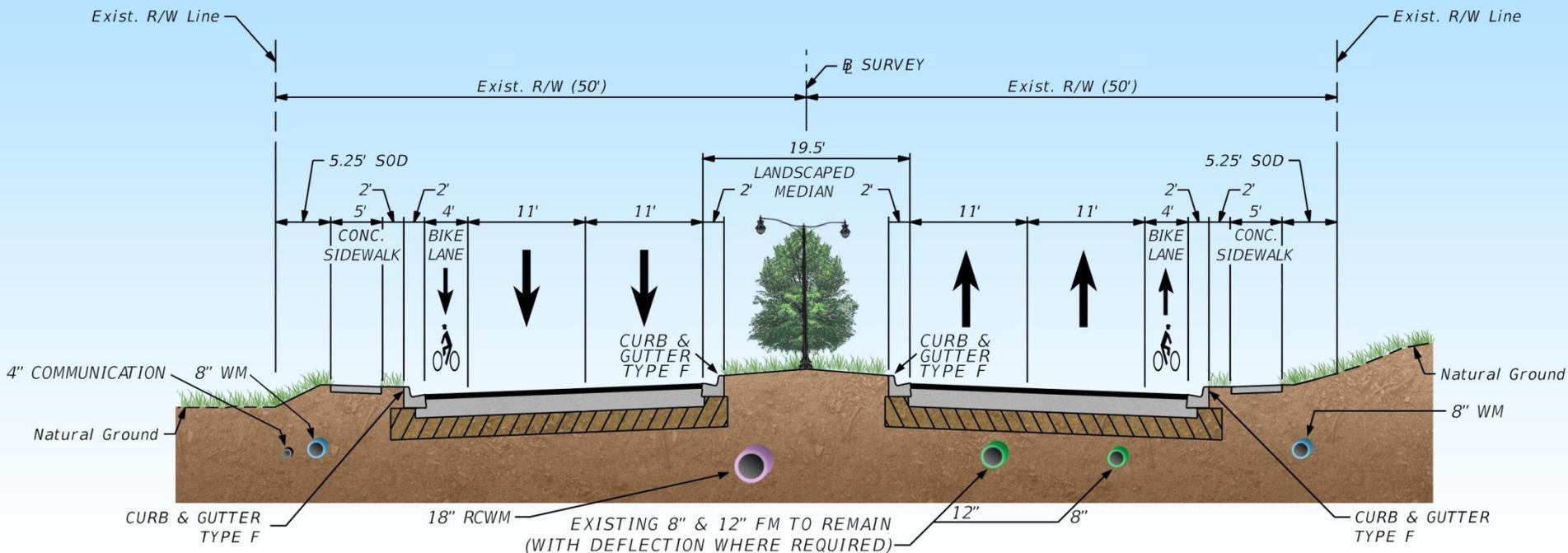
## ■ Miscellaneous Comments

- Provide an alternative route for the improvements – 3
- Restrict land use to reduce traffic – 1
- Provide sound proofing windows for houses along Price Boulevard – 1
- Provide parking lots – 1

Miscellaneous			
Provide Alternative Route	Landuse Restrictions	Provide Sound Proofing Windows	Provide Parking Lots
3	1	1	1

# Conclusions .....

- Based on April 2016 Commission direction and comments received from 4 public information meetings and social media,
- Recommended typical section is still the modified typical with 4' bike lanes, 19.5' median and 5' sidewalks



# Current Project Activities

- Survey is complete
- Preliminary design is underway for:
  - Roadway
  - Drainage (piping and ponds)
  - Utilities
- Anticipated design is approximately 12 months from approval of roadway typical section

# Social Media Comments

- Total number of comments – 268
- Those in favor of the project – 206 (77%)
- Those opposed to the widening – 22 (8%)
- Those neither for or against – 40 (15%)

# Present Conditions and Emergency Response

- Roadway lacks stabilized shoulders and has multiple obstructions such as mailboxes and elevated driveways. Impacts vehicles ability exiting roadway yielding to emergency apparatus.
- Segments of road subject to long traffic cues especially morning and evening commute times. Increasing response times for emergency apparatus.
- Emergency vehicles (fire and ambulance) must park on the road blocking one lane of traffic. North Port Police must respond to safely direct alternating lane movement of traffic.

# Present Conditions and Emergency Response

- Turning radius at many cross streets and signalized intersections either do not meet or are at the requirements for the emergency apparatus.
- Insufficient road width to turnaround emergency vehicles. Emergency vehicles must continue to a location with a side street that loops back to Price Boulevard or to a business parking lot to complete a turn.
- Extremely limited number of fire hydrants for firefighting purposes.
- Traffic signals are older and do not support the Emergency Vehicle Traffic Preemption System for safe and efficient movement of responding emergency vehicles through intersections.

# Proposed Improvements and Emergency Response

- Vehicles can pull safely to the right lane and stop to yield to approaching emergency vehicles.
- Emergency vehicles can respond unimpeded in open lane of the roadway.
- New traffic signals will adjust to increased traffic to reduce traffic cues and will be equipped with Emergency Vehicle Traffic Preemption for the safety of our citizens and our first responders.
- If roadway is congested, vehicles can go to the right lane or into the turning lanes in the median.
- During emergencies emergency vehicles would continue to park in the roadway. However, with the added lane in each direction, traffic will continue to flow unobstructed without officer assistance.

# Proposed Improvements and Emergency Response

- Widened roadway and improved intersections will provide additional turning radius for larger emergency vehicles.
- Additional lanes and median cuts will allow emergency vehicles to make U-turns when required.
- Addition of water lines and fire hydrants on both sides of the roadway will improve firefighting capability and allow expansion of central water and fire hydrants into the adjacent neighborhoods.

# Impacts of Denial

- Increased rate of vehicular accidents. The current average daily traffic volume is 20,358 and the adopted daily traffic volume is 17,200. As traffic volume increases, so will the number and rate of vehicular accidents. Residents will continue to experience difficulty when entering/exiting their driveway.
- A significant back-up of traffic on west-bound Price Boulevard in the morning peak and east-bound Price Boulevard in the afternoon peak periods that will continue to worsen until more lanes are added on Price Boulevard.

# Impacts of Denial

- The existing pavement on Price Boulevard continues to deteriorate and will need to be resurfaced within the next year at an estimated cost of \$450,000.
- Existing traffic signal span wire assemblies at Salford Boulevard, Cranberry Boulevard and Chamberlain Boulevard intersections will need to be replaced within the next two years due to their age with mast arm assemblies.

# Impacts of Denial

- Emergency response reliability will decrease with increased traffic volume on the roadway.
- Lane blockage by solid waste collections (weekly) and mail delivery (daily) will continue.

**Questions?**