



SOUTH FLORIDA AVE. Road Diet Project

How to balance the needs of different users on **South Florida Avenue**

PUBLIC MEETING

July 11 • 5–7 p.m.

RP Funding Center

(Sikes Hall - J)

701 W. Lime St,

Lakeland, FL 33815



The Problem

Why the 'road diet' test was approved



1. Driver safety

- Narrow lanes were non-compliant and stressful for drivers
- Cars and trucks speeding
- Several instances of vehicles crashing into buildings
- Too many driveways with vehicles entering traffic
- Identified as a "high-risk" corridor for serious injury



2. Pedestrian safety

- Narrow and uneven sidewalks (tripping hazards)
- Substandard curbs and drainage
- Too few crosswalks
- No pedestrian refuge islands
- One of TPO's top 10 "high-priority bicycle and pedestrian safety corridors"



3. Disability access

- Sidewalks and crossings not ADA compliant



4. Bicyclist safety

- No dedicated road space for cyclists



5. Transit improvements

- No dedicated bus lanes or pull-outs
- Few bus shelters



6. Economic development (CRA target area)

- Opportunity to create a culturally and economically vibrant destination
- Opportunity to increase foot traffic and improve access to businesses

Travel times



City of Lakeland Traffic Management Center

The one-mile section of S. Florida Avenue between Ariana St. and Lime St. has been monitored by more than **90 sensors and dozens of cameras** since before the pilot project began.



Average travel time during the **morning rush hour** is virtually **unchanged**.

Feb. 2020 Average weekday AM peak travel time		➔	Feb – Apr 2022 Average weekday AM peak travel time	
Northbound	Southbound		Northbound	Southbound
3 minutes, 0 seconds	2 minutes, 56 seconds		3 minutes, 1 second	2 minutes, 52 seconds

Average travel time during the **afternoon rush hour** has increased, but only by **14 seconds** northbound and **72 seconds** southbound.

Feb. 2020 Average weekday PM peak travel time		➔	Feb – Apr 2022 Average weekday PM peak travel time	
Northbound	Southbound		Northbound	Southbound
3 minutes, 17 seconds	3 minutes, 4 seconds		3 minutes, 31 seconds	4 minutes, 16 seconds

Q: “Averages don’t reveal the full range of experiences. What about the unlucky commuters at the highest end of the travel times?”



A: In addition to averages, traffic technicians have looked at the **95th percentile** of travel times. The worst-case scenario, if you’re traveling northbound in the afternoon rush hour, is actually **15 seconds faster** than before the road diet.

However, if you’re traveling southbound, unlucky commuters who hit every stoplight could need 6 minutes and 10 seconds to get through the corridor, which is **2 minutes and 25 seconds slower** than before the road diet.



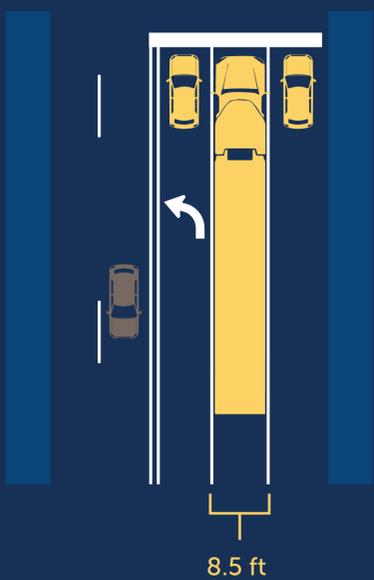
Feb. 2020 95th percentile of commuters, Weekday PM peak travel time		➔	Feb – Apr 2022 95th percentile of commuters, Weekday PM peak travel time	
Northbound	Southbound		Northbound	Southbound
4 minutes, 23 seconds	3 minutes, 45 seconds		4 minutes, 8 seconds	6 minutes, 10 seconds

Driver safety

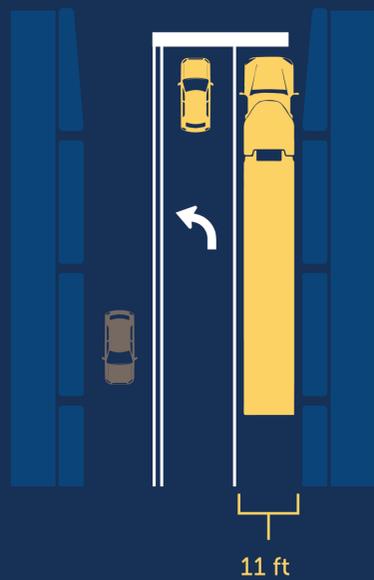
Lane width

- The old, non-compliant lanes on S. Florida Avenue were only 8.5 feet wide – exactly the same width as a typical tractor-trailer.
- As part of the road diet test, lanes were **widened by almost 30%** to the state recommended **11 feet**.

Non-Compliant Original Road

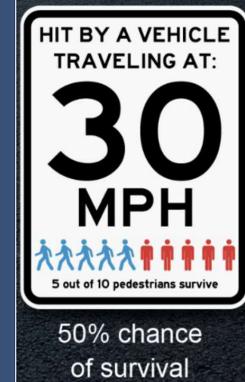
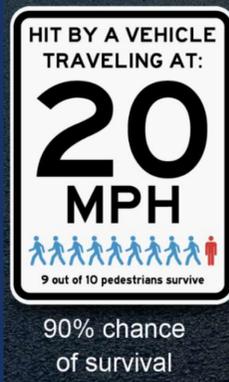
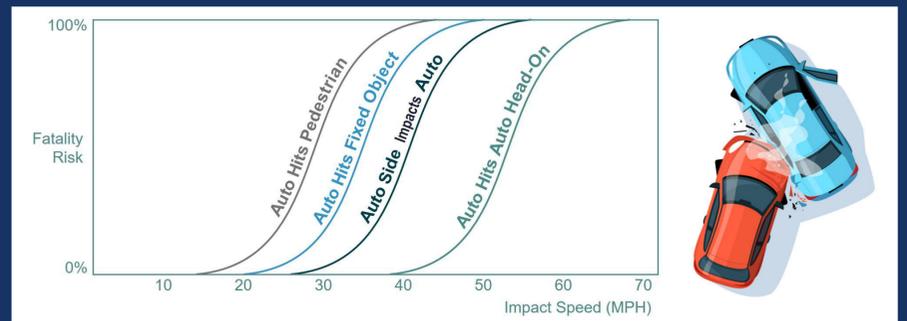


Road Diet Test



Speed

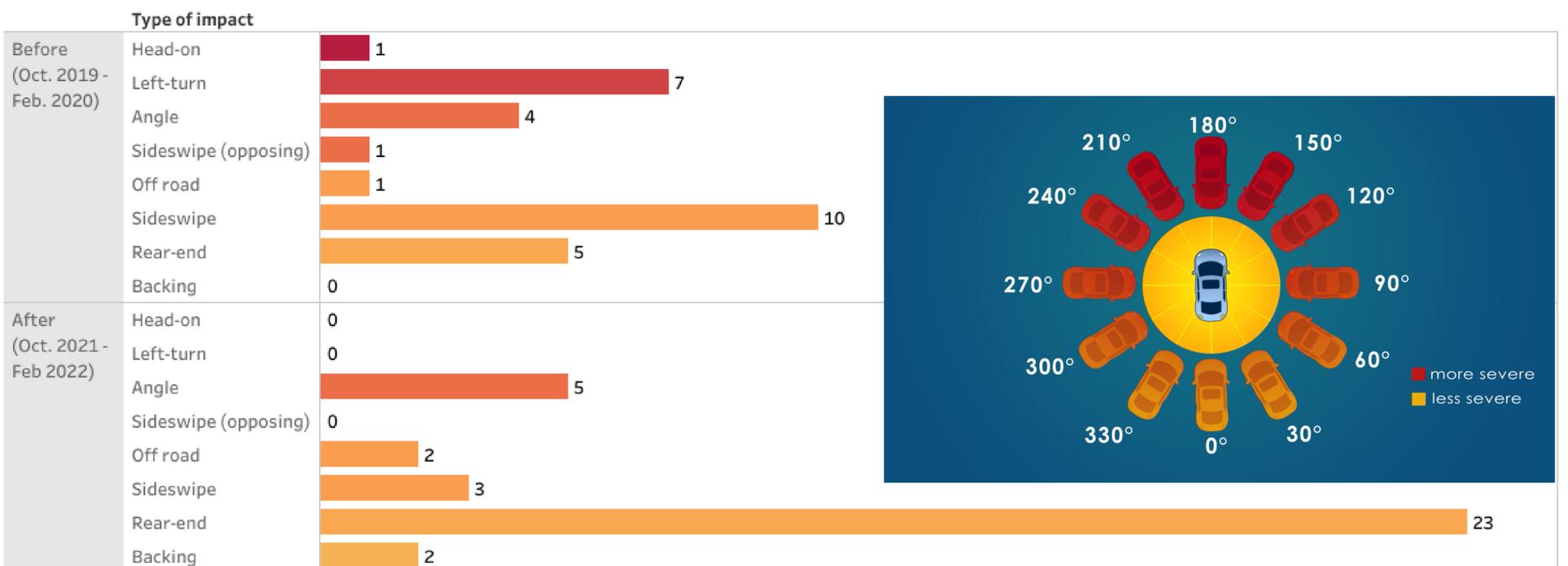
- The average driving speed has decreased from **33 to 30 mph** (the posted limit).
- The upper range of speed (85th percentile) has dropped from **38 to 35 mph**.
- Risk of death from all types of accidents nearly doubles between 30 and 40 mph.



Crashes

- The number of crashes **before** and **after** lane realignment is **comparable**.
- The angles of impact have been **less severe** with fewer head-on, left-turn and sideswipe crashes, but more rear-end collisions.

Comparing 5 months of accidents before and after the S. Florida Avenue 'road diet' test



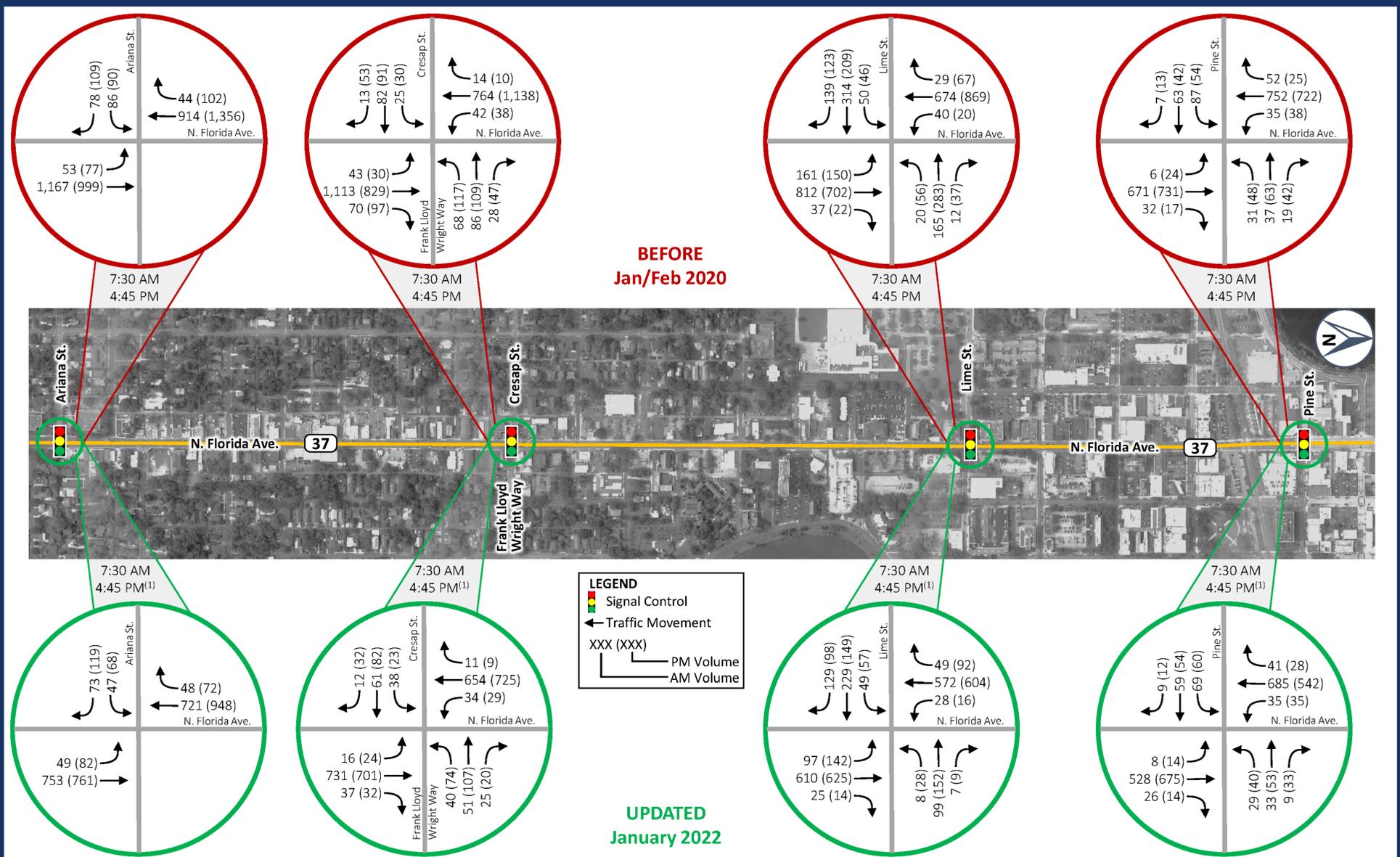
NOTE: This data comes from the Florida Dept. of Transportation's Crash Analysis Reporting System (CARS) and might not include all incidents reported to local law enforcement, particularly non-injury collisions handled with a "short form" report or driver exchange of information.

Traffic diversion

- Overall traffic volume in the study area has decreased by an average of **14.7%**.
- Traffic analysis suggests **5-10% diversion** to parallel roads including Sikes Blvd.

Intersection	Northbound/Southbound			Eastbound/Westbound		
	2020 "Before"	2022 "After"	% change	2020 "Before"	2022 "After"	% change
Ariana Street	17,084	14,590	-17.1%	1,335	1,308	-2.1%
FLW Way	15,402	12,686	-21.4%	2,536	2,248	-12.8%
Lime Street	13,195	11,741	-12.4%	5,065	3,930	-28.9%
Pine Street	11,562	10,707	-8.0%	1,937	1,746	-10.9%
Average			-14.7%			-13.7%

- Northbound vehicles turning left on Ariana Street rose from 499 in 2020 to 527 in 2022 (from **5.7%** to **8.0% of northbound drivers** during peak times).
- Southbound vehicles turning right on Lime Street rose from 378 in 2020 to 543 in 2022 (from **5.5%** to **10.3% of southbound drivers** during peak times).



Transit



Changes

- 8 bus stops were removed in the narrowed section of S. Florida Ave (and 6 more were removed a bit farther south).
- The **Peach Line** was created, using smaller buses to let passengers on and off along a loop of parallel streets in Dixieland and parts of downtown.

Factors affecting bus stop placement

- Loading or unloading takes an average of **45 seconds** for ambulatory passengers and **2½ to 4 minutes** for riders who use wheelchair lifts.
- Gold Line buses are **40 feet** long.
- Bus pull-outs would need to be at least **90 feet** long and located immediately after intersections so transit drivers could merge back onto the road after signal changes.
- Returning bus stops to the study area would affect traffic.

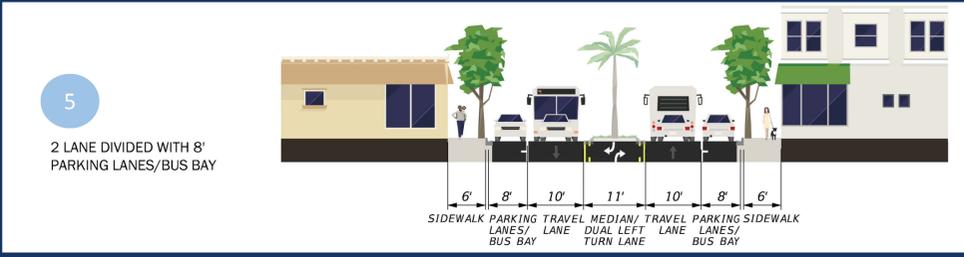
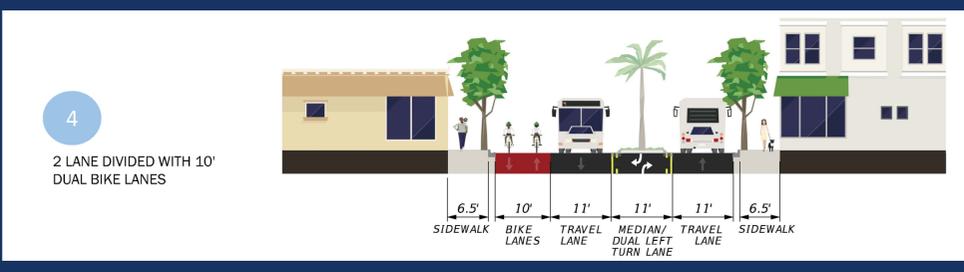
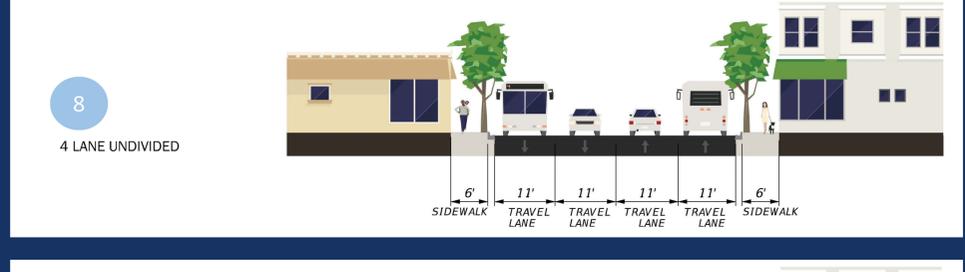
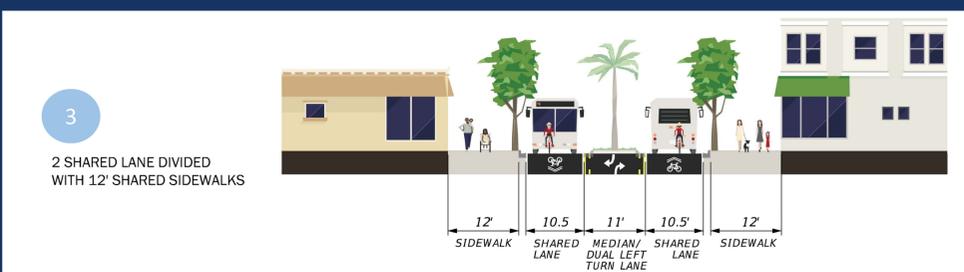
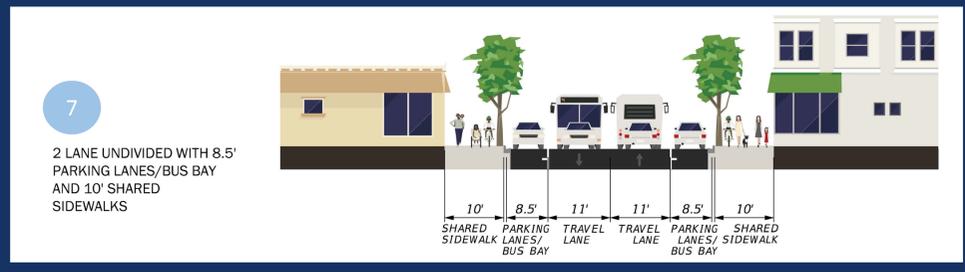
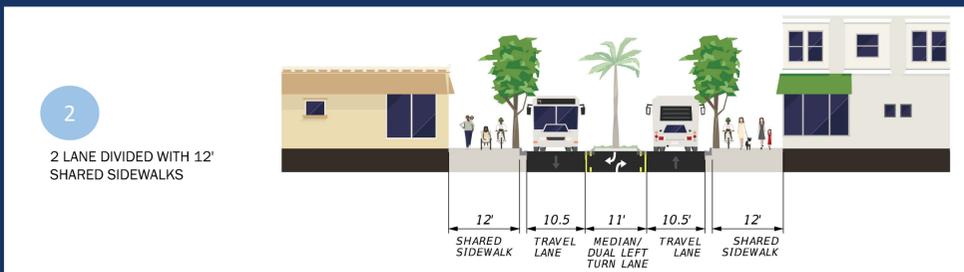
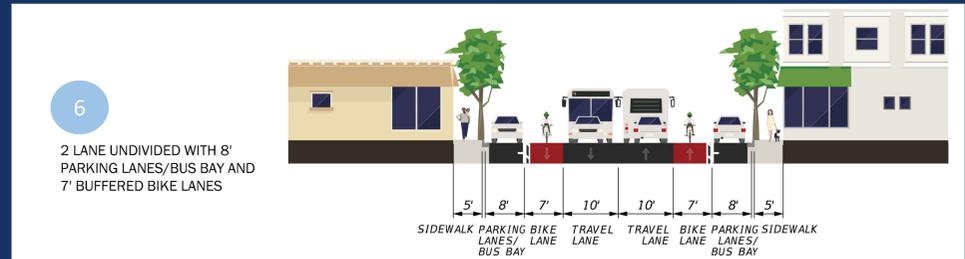
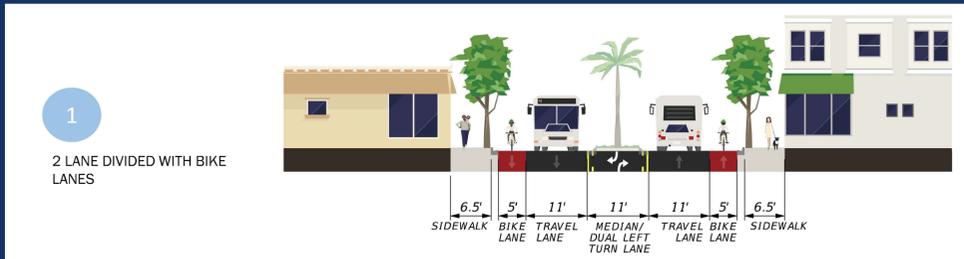
Ridership statistics

- The Peach Line serves between **1,200 and 1,500 riders** a month
- Prior to lane realignment, buses picked up or dropped off an average of **12 wheelchair users** in the study area each day.

- Peach Line
- Gold Line
- 🚌 Bus Stops active on Peach Line
- 🚗 Bus Stops removed on Gold Line

Corridor options

- The Lakeland Community Redevelopment Agency contracted with **Ayres Associates Inc.** to create a vision for the corridor, including a variety of potential lane alignments.
- These are some **preliminary options**. Others will also be considered.



Variables include:

- Number of lanes (2, 3, or 4)
- Median or no median
- Turn lane or no turn lane
- Sidewalk width (5 ft–12 ft)
- Dedicated or shared bike lanes
- Bus bays, bus lanes, or no special accommodation for buses

Beautification and Economic Development

Options include:

- Shade trees and landscaping
- Decorative streetlights and furnishings
- Mid-century inspired design theme
- Sidewalk improvements
- Architectural markers and street art
- Improved alley access



South Florida Avenue & FL Wright Way
4 LANE UNDIVIDED WITH SHARED BUS/BIKE OUTSIDE LANES WITH 6 FT. SIDEWALKS OPTION

Take the



survey

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