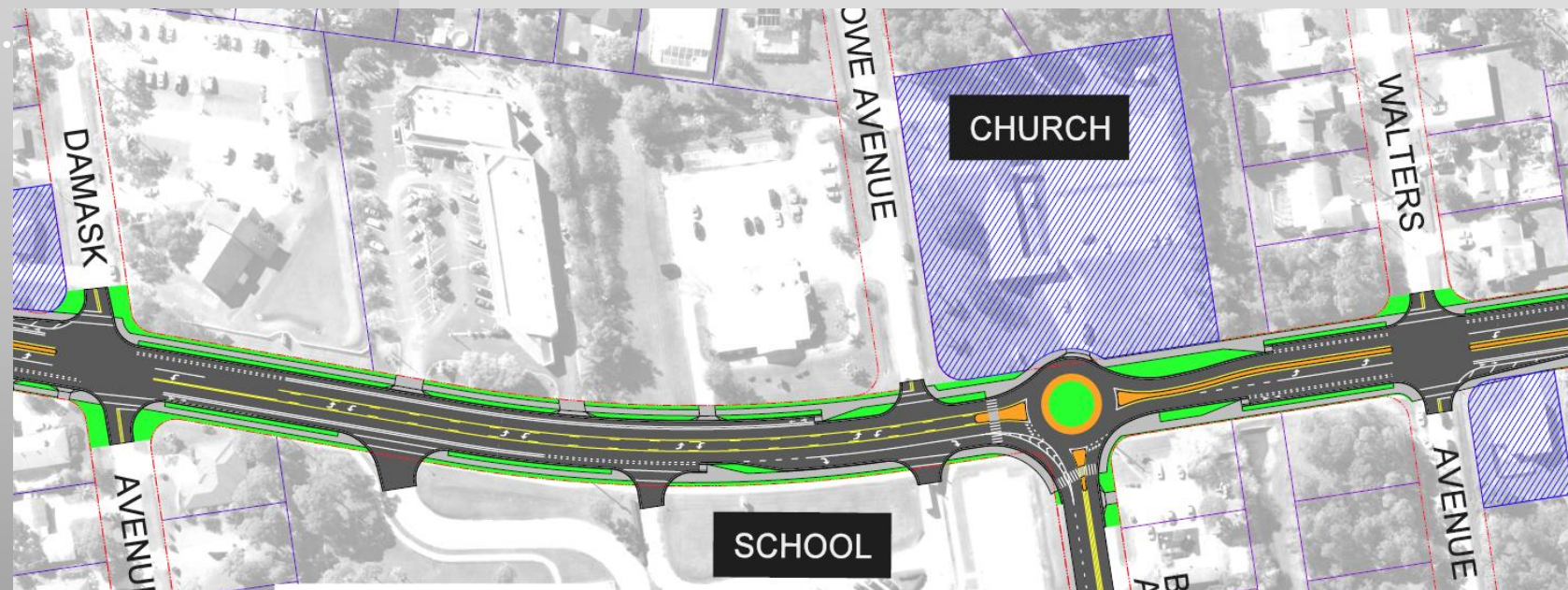




Floresta Corridor Master Plan



Application of a "Complete Street"



Southbend to Prima Vista – Update May 14, 2018



Meeting Agenda

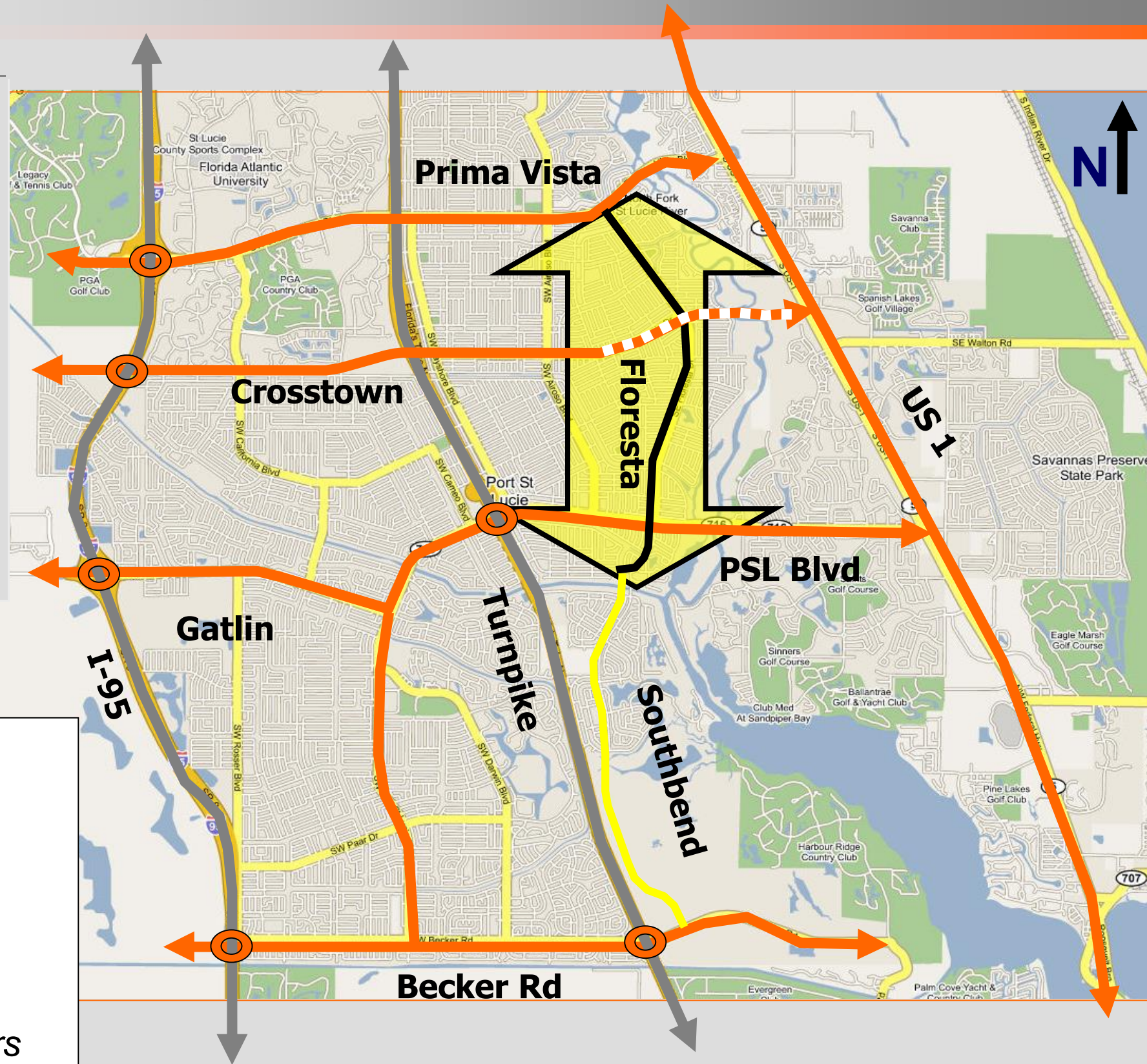
- Corridor Perspective and History
- Public input received
- Typical sections being considered
- Presentation of the 2-lane master plan by segment
- Next Steps

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Floresta Corridor

- Improvements to the Floresta Corridor have been discussed for many years
- The Outstanding question has been, what kind of improvements are most appropriate?



Legend

- Current Interchange
- ⋯ Future Major Arterial
- Current Major Arterial
- ▬ Floresta Corridor
- Freeway
- Minor Arterials/Collectors



Goals for Corridor

- Accommodate projected traffic volumes while minimizing impacts to adjacent properties and neighborhoods
- Provide improvements to the corridor that facilitate safe and efficient flow of traffic and minimize points of conflict
- **Preserve the residential nature of the corridor**
- Strengthen a sense of neighborhood along the corridor through implementation of a Complete Street Concept
- Enhance pedestrian and bicycle movements and strengthen their connections to the school
- Introduce landscaping and lighting schemes that are in harmony with the community
- Meet Goal 5 of the City of Port St Lucie Strategic plan, "High Quality Infrastructure and Facilities"



Corridor Challenges

- Narrow 80' Right-of-way
- Numerous Residential Driveways
- Small mix of Commercial & Institutional
- Elementary School
- Bridge over the Elkcam Waterway
- Utilities

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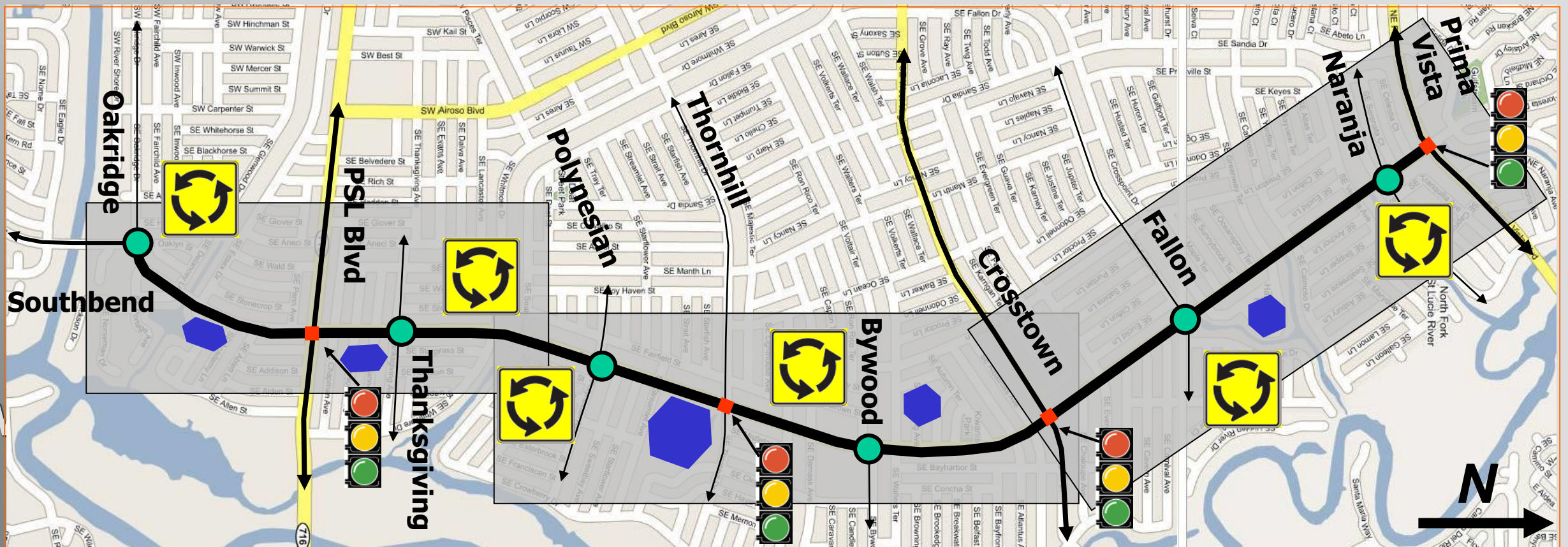
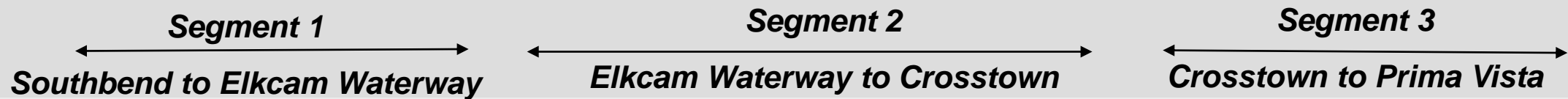
Historical Perspective

- Crosstown EIS assumed a future 4-lane Floresta corridor in the development of the projected traffic volumes for 2037
- Conceptual Analysis quantified future traffic volumes based on 2-lane scenario rather than a 4-lane corridor
- Impacts due to different traffic patterns quantified
- Conceptually approved the Floresta Drive Corridor from Southbend Blvd. to Prima Vista Blvd. as a 2-lane residential collector integrating the three typical sections where applicable to promote a safe and efficient complete street with traffic calming amenities
- Conceptually approved a lower speed limit of 35 MPH
- Authorized staff to hold workshops with the community to refine the conceptual master plan



Proposed Roadway Configuration

- 4.1 miles of 2-lane roadway improvements
- 4 signalized intersections and 6 roundabouts
- Enhanced sidewalks, multi-use paths and bike lanes
- Street trees and landscaping where possible
- Pedestrian and FPL street lighting
- Multiple ponds to provide treatment of roadway drainage





Public Comments

Overall Concept Plan comments:

- Majority preferred 2-lanes rather than 4-lanes
- Lowered speed limit supported by many
- Pedestrian/ bicyclist features needed
- Questions raised regarding garbage/mail service backing up traffic
- Some questioned the need for the roundabouts
- Concerns about the congestion at PSL and Prima Vista Blvds
- Access to and from corridor raised with introduction of median
- Impacts to front yards discussed by those living along the corridor



Public Comments

Meetings with Agencies:

- St. Lucie County
- WaWa
- St. Lucie County School Board
- Florida Department of Transportation (FDOT)



Complete Street Initiative

- FDOT's new Florida Design Manual went into effect in Nov 2017
- A new approach to roadway classifications has been included in the document which focuses on context rather than just operations
- The Florida Green Book is also being updated
- These changes provide more flexibility in the design of streets and focuses on **"putting the right street in the right place"**

FDOT CONTEXT CLASSIFICATIONS

WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Safety: Safety for all users is FDOT's top priority. Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries. The Complete Streets approach considers the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a given roadway.

Quality of Life: A Complete Streets approach helps to align transportation decisions with land use, resulting in quality places where transportation investments support a community's quality of life.

Economic Development: A Complete Streets approach connects communities and supports Florida's existing economic centers, employment centers, and visitor destinations by striving to provide the highest level of multimodal infrastructure in these core areas.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

Putting the right street in the right place.



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.



Complete Street Initiative

- If one were to use the new Florida Design Manual, the criteria for the clear zone offset from the edge of a curbed roadway with a speed of 35 MPH would be 1.5 ft
- Using the new criteria would allow for the introduction of trees in grass areas between the roadway and the sidewalk

Topic #625-000-002
FDOT Design Manual January 1, 2018

Table 215.2.2 Minimum Lateral Offset Criteria

Design Element	Curbed Roadways				High Speed Curbed and Flush Shoulder Roadway	
	New Construction		RRR			
	Design Speed					
	25-35 mph	40-45 mph	25-35 mph	40-45 mph		
Light Poles	Conventional	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See FDM 215.2.9 . 20 feet from Travel Lane, 14 feet from Auxiliary Lane, or Clear Zone width, whichever is less
	High Mast	Outside Clear Zone				
Signal Poles and Controller Cabinets		Do not locate in Medians. See FDM 215.2.9 .				
		1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
Traffic Infraction Detectors		For placement and installation specifications, refer to the State Traffic Engineering and Operations Office web page: http://www.fdot.gov/traffic/				
ITS Poles and Related Items	Pole & Other Aboveground Fixed Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See FDM 215.2.9 . Outside Clear Zone
	Equipment Shelters and Towers	Do not locate within the limited-access right of way, except as allowed by Policy No. 000-625-025, Telecommunications Facilities on Limited Access Rights of Way .				
	Breakaway Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	As Close to R/W As Possible
Traffic Control Signs	Single and Multi-Column	Locate in accordance with Standard Plans.				
	Overhead Sign Structures	Outside Clear Zone				
Trees	Where the diameter is or is expected to be > 4 inches measured 6 inches above the ground	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
		RRR Projects: (1) Meet New Construction criteria for new plantings.				



Revised Typical Sections



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OPTION 1: 2-lane Divided Roadway with:
bike lanes, turn lanes at intersections, landscaping in
median and strip between curb & gutter and sidewalk





Revised Typical Sections



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OPTION 2: 3-lane Un-Divided Roadway with:
bike lanes, bidirectional left turn lanes, sidewalks
split between curb & gutter and ROW

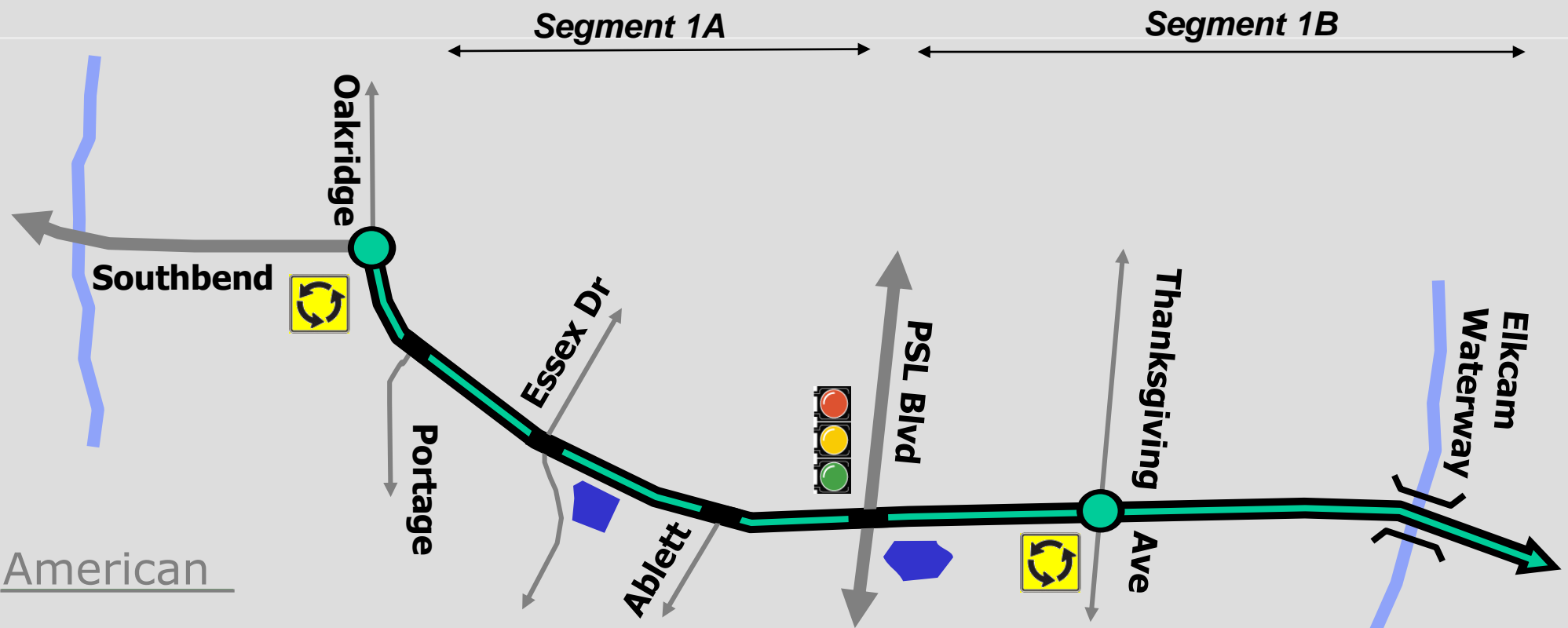




Roadway Configuration Segment 1

Southbend to Elkcam Waterway

- Roundabout at Oakridge and Southbend (constructed)
- Introduction of a roundabout at Thanksgiving
- Median openings at Portage, Essex, and Ablett
- PSL Blvd expanded intersection
- Replacement of the Elkcam Waterway bridge
- Storm water treatment pond sites at Essex and PSL Blvd



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Segment 1 Master Plan

- Tour PDF of Segment 1

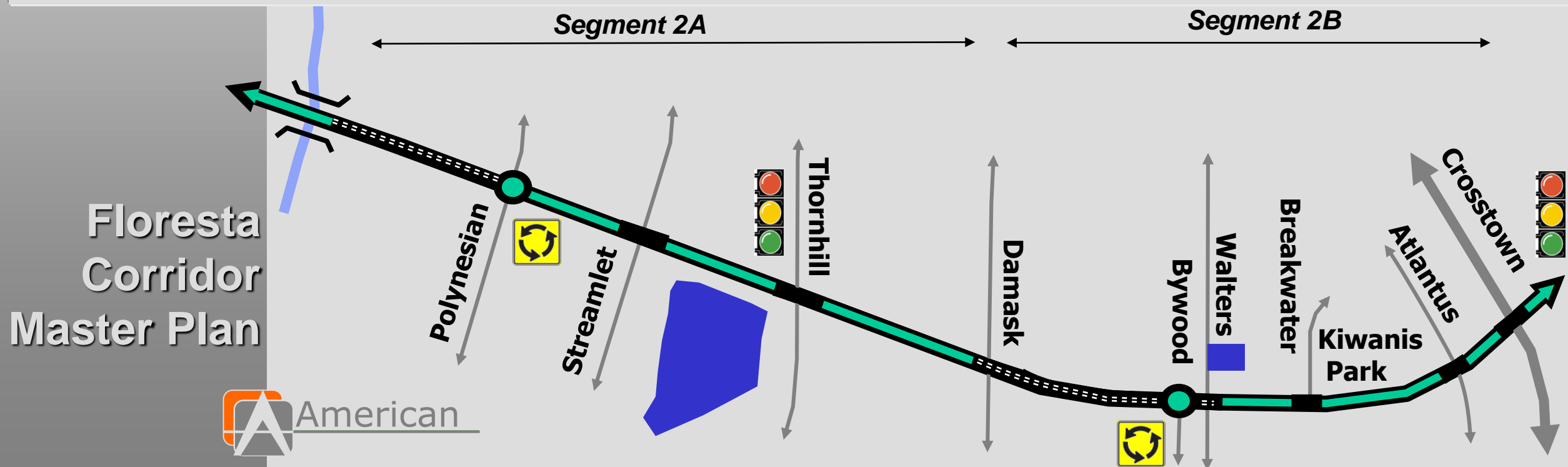
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Roadway Configuration Segment 2

Elkcam Waterway to Crosstown Parkway

- Roundabouts introduced at Polynesian and Bywood
- Three lane section provided between Thanksgiving and Elkan Waterway and between Damask and Walters
- Additional access at Streamlet, Breakwater and Atlantus
- Signal will remain at Thornhill
- Integration with Crosstown Parkway intersection improvement
- 2 Storm water treatment pond sites





Segment 2 Master Plan

- Tour PDF of Segment 2

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Roadway Configuration Segment 3

Crosstown Parkway to Prima Vista

- Roundabouts at Fallon and Naranja
- Median openings at Evergreen, Calmoso, Greenway/Harborview and Verada
- Prima Vista intersection expanded
- Harborview storm water treatment pond



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Segment 3 Master Plan

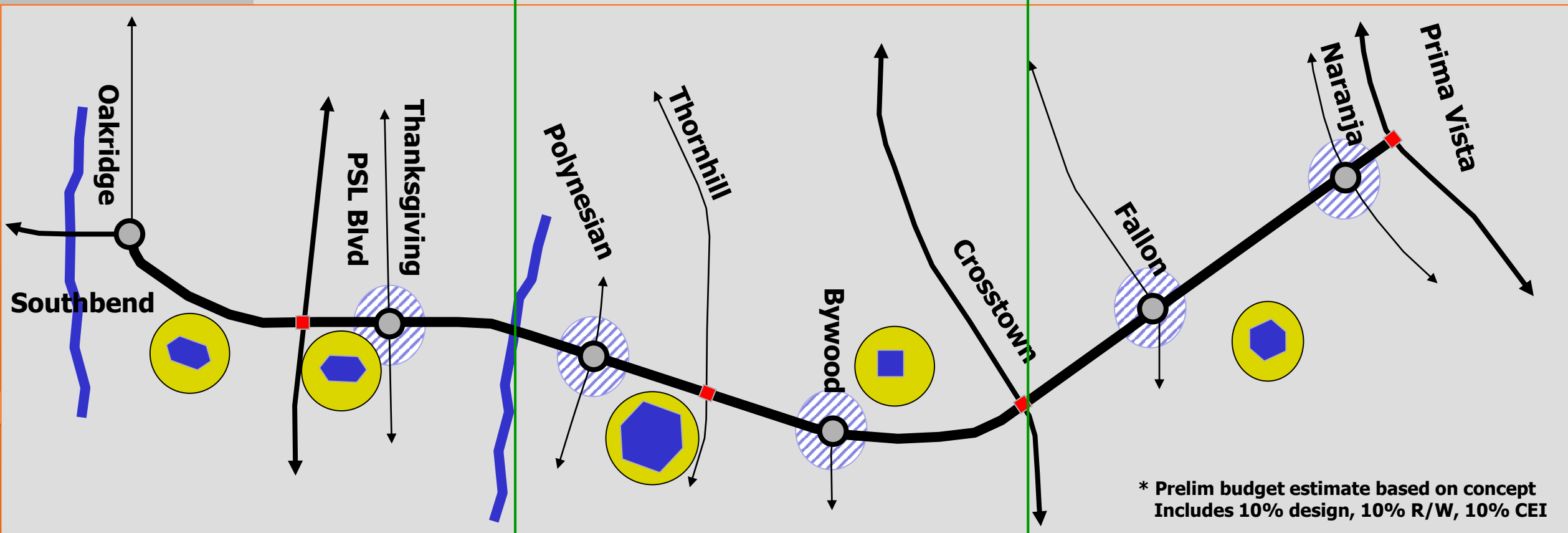
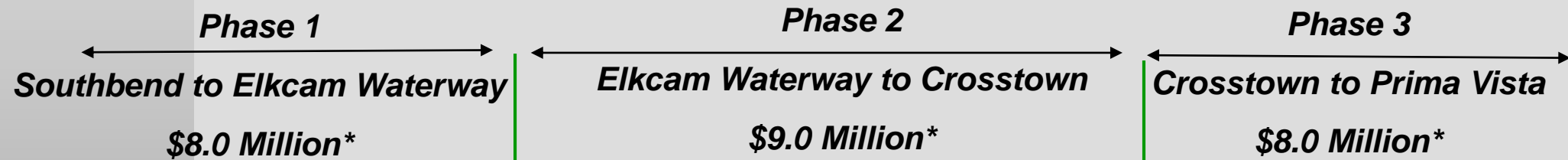
- Tour PDF of Segment 3

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Preliminary Right of Way Requirements and Cost Estimates

- Some property acquisition is anticipated to accommodate the proposed roundabouts
- Minor impacts to properties may be required to accommodate proposed bulb-outs and expanded intersections
- All storm water ponds will be accommodated on City owned property
- Phasing of the project as shown would allow for the segments to be permitted and constructed independently of one another as funds become available



* Prelim budget estimate based on concept
Includes 10% design, 10% R/W, 10% CEI



Next Steps, “Staff Initiatives”

- Finalize Plans
- Update project budget estimates
- Develop a phasing plan and Schedule
- Present to City Council
- Seek funding opportunities



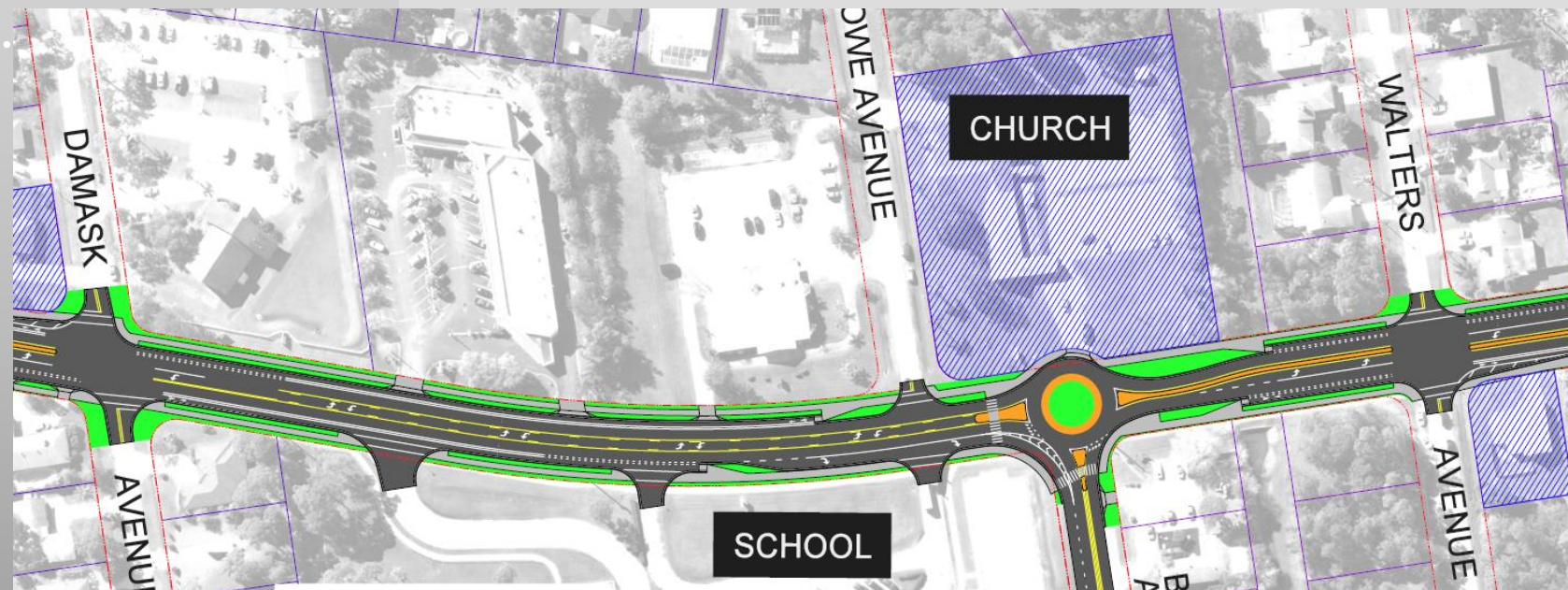
Council Direction

- Provide Staff final Comments, Input and Direction
- Approve Roadway Typical Sections
- Approve Conceptual Plan Layout
- Authorized Staff to Update and Finalize Plans

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Discussion/Questions/Comments



Southbend to Prima Vista – Update May 14, 2018