



Main Street
WILDWOOD

COMPLETE STREET PLAN

**City Commission Meeting
Presentation**


June 22, 2020



PRESENTATION

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- 02 **Potential Design Strategies**
- 03 **Outreach Summary**
- 04 **Proposed Concept Plan**
- 05 **Next Steps**





01

Project Overview



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."

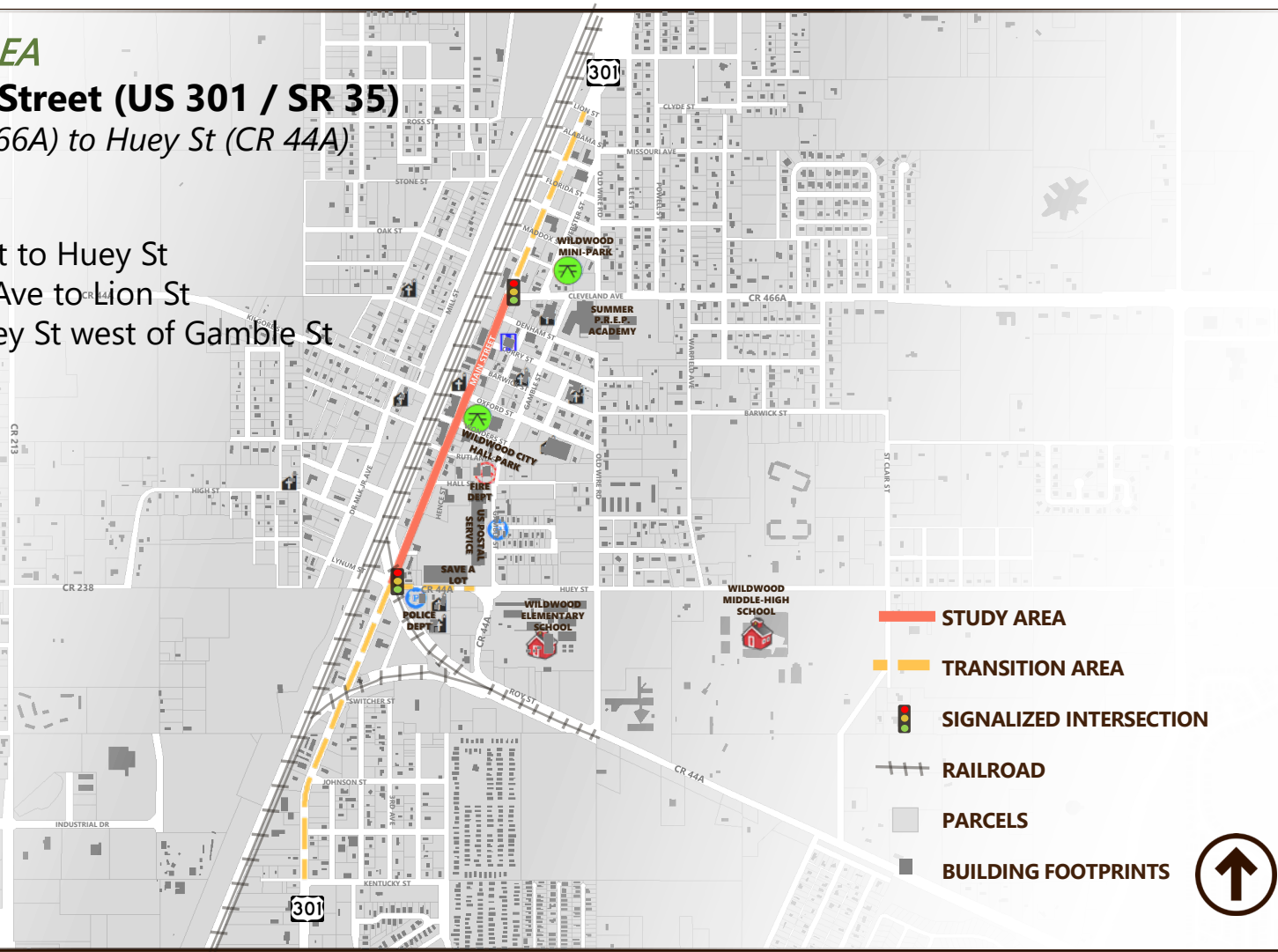
- **Builds on previous planning work:**
 - City of Wildwood's Unity, Enhancement, and Redevelopment Action Plan (UERAP)
 - Lake~Sumter MPO's Safe Schools Access Transportation Study
- **Project will consider:**
 - Traffic calming
 - Improving pedestrian crossings
 - Safe school access
 - Access management
 - Multimodal needs



Project Overview

PROJECT STUDY AREA

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



What Makes a Complete Street?

COMPLETE STREETS MAY INCLUDE...

- Medians & access management
- Pedestrian environment & crossings
- Bike facilities
- Landscape and streetscape
- Traffic calming, including narrower travel lanes, roundabouts, and gateway treatments



What Makes a Complete Street?

BENEFITS OF 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



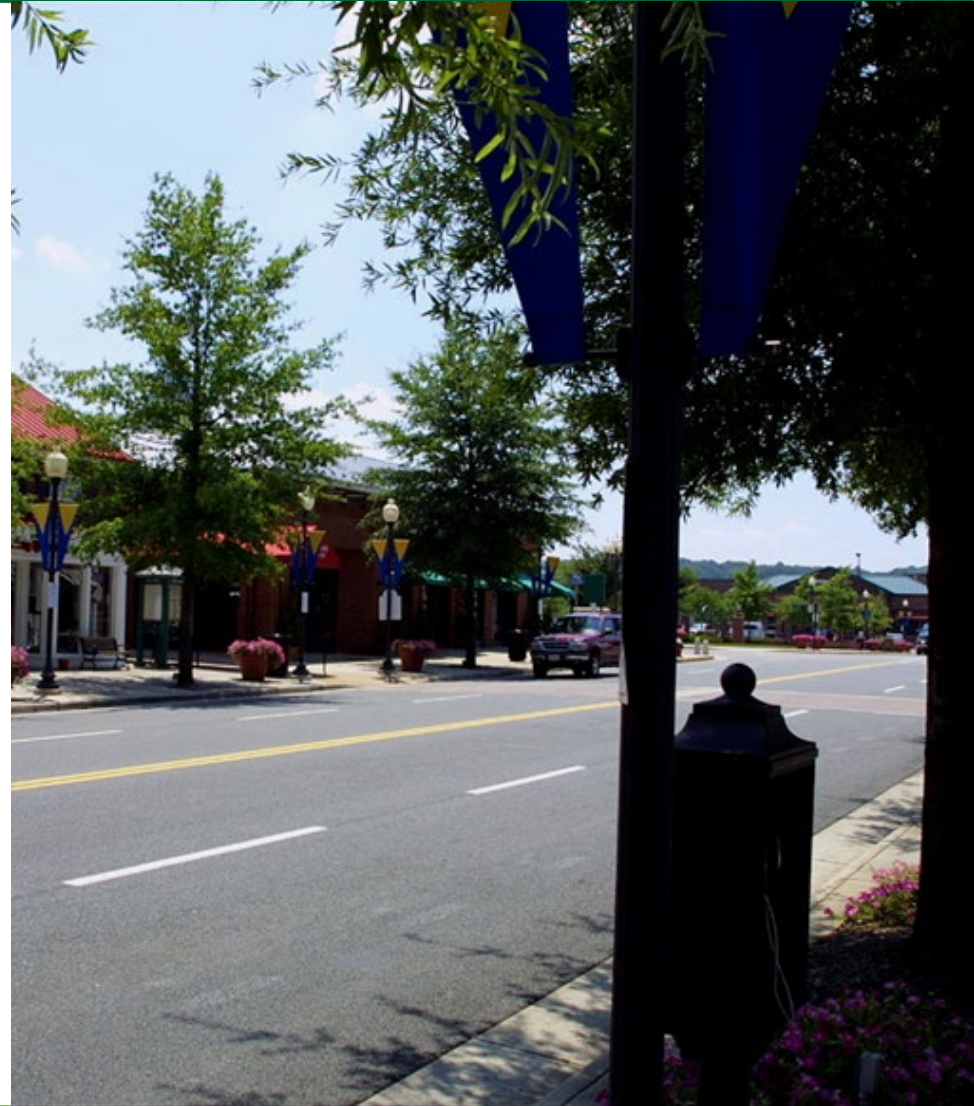
Improve Safety

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

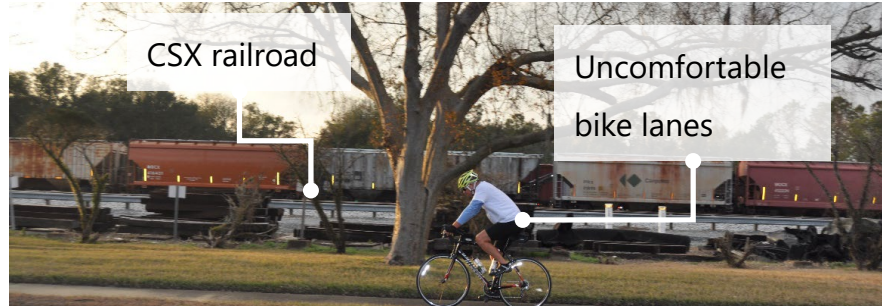


Better Health

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



Key Considerations



Project Outcomes

Short-term complete streets concept design

- **Focus of the study**
- **Provides improvements and addresses concerns in the short term**
- **Feasible improvements within the existing right-of-way**

Long-term alternatives

- **Study included considerations for longer term and bigger picture alternatives that would require additional study, such as:**
 - Intersection improvements requiring the acquisition of significant right of way
 - New rail crossings
 - Conversion of Main Street and Gamble Street to one-way pairs
 - Construction of a US 301 by-pass



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Potential Design Strategies Considered



Potential Design Strategies

MID-BLOCK CROSSINGS



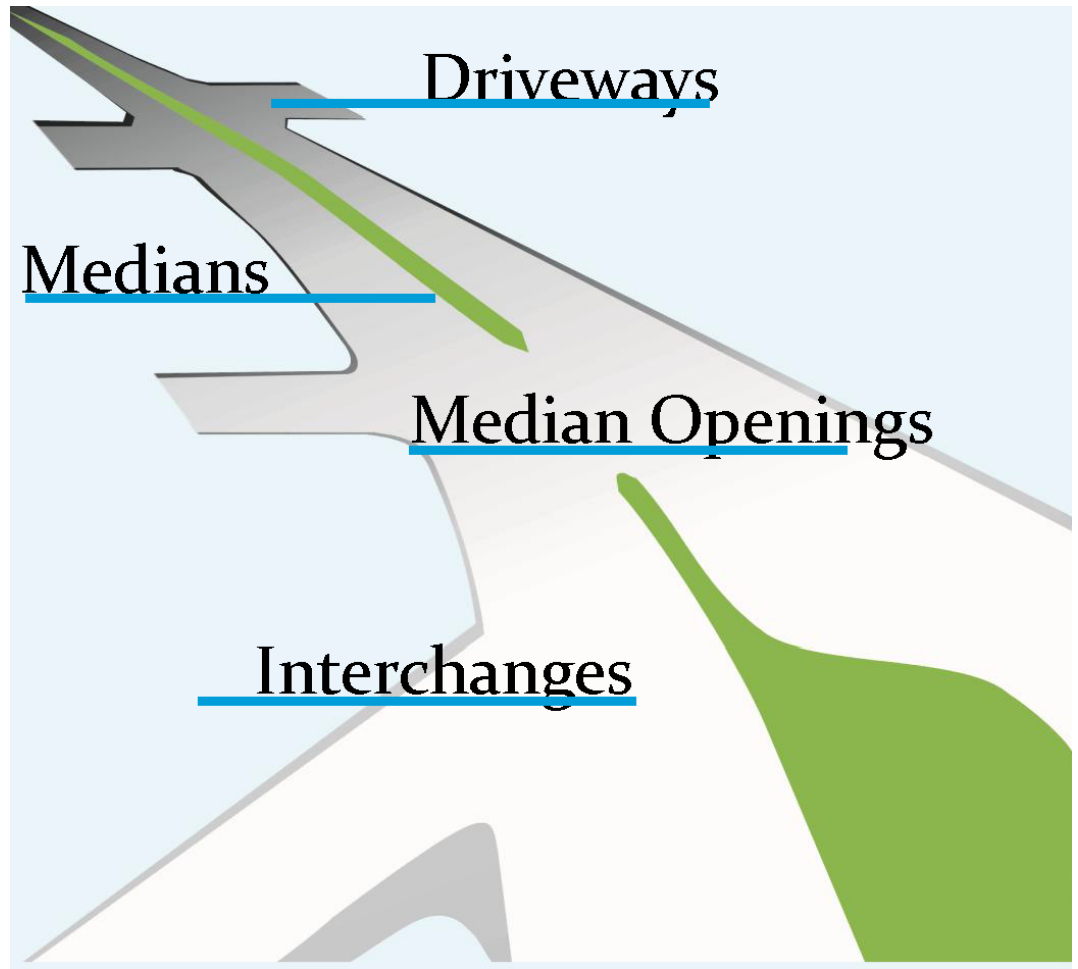
Potential Design Strategies

MEDIANS



Potential Design Strategies

ROUNDBABOUTS & ACCESS MANAGEMENT



Potential Design Strategies

WIDEN SIDEWALKS



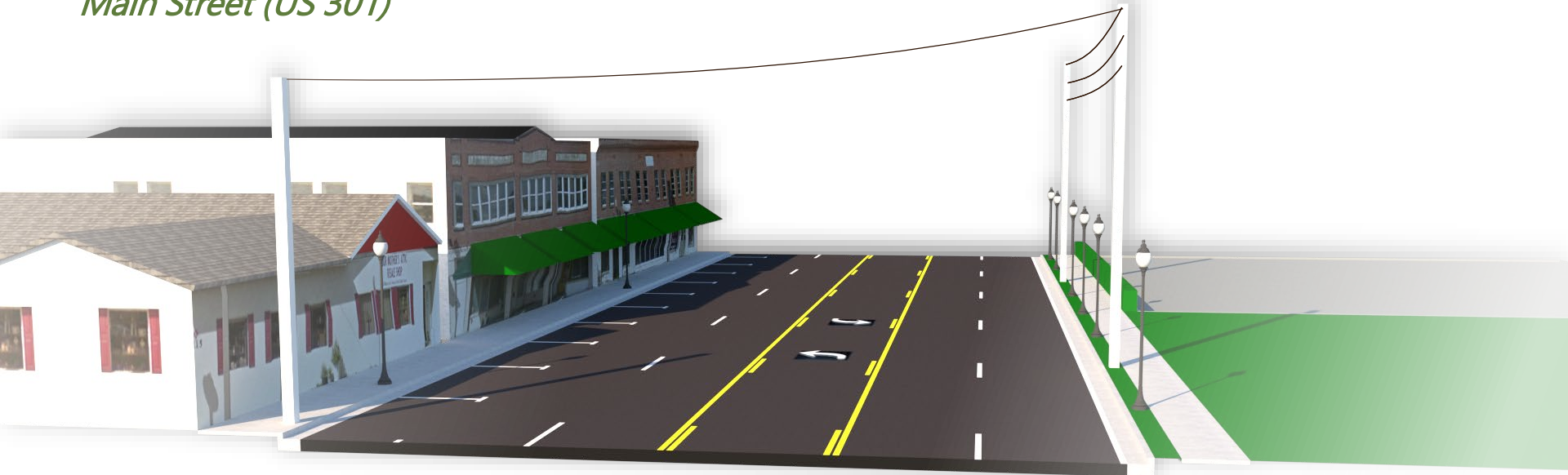
- Remove on-street bike lanes
 - Bikes will be accommodated on a parallel street
- Widen sidewalks on one or both sides (west side sidewalk widening shown)



Potential Design Strategies

ADD PARALLEL PARKING

Main Street (US 301)



- Add parallel parking on west side by reallocating width from:
 - Narrowing median in conjunction with roundabouts for U-Turns; or
 - Removing bike lanes (shown)
 - Bikes will be accommodated on a parallel street





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Outreach Summary



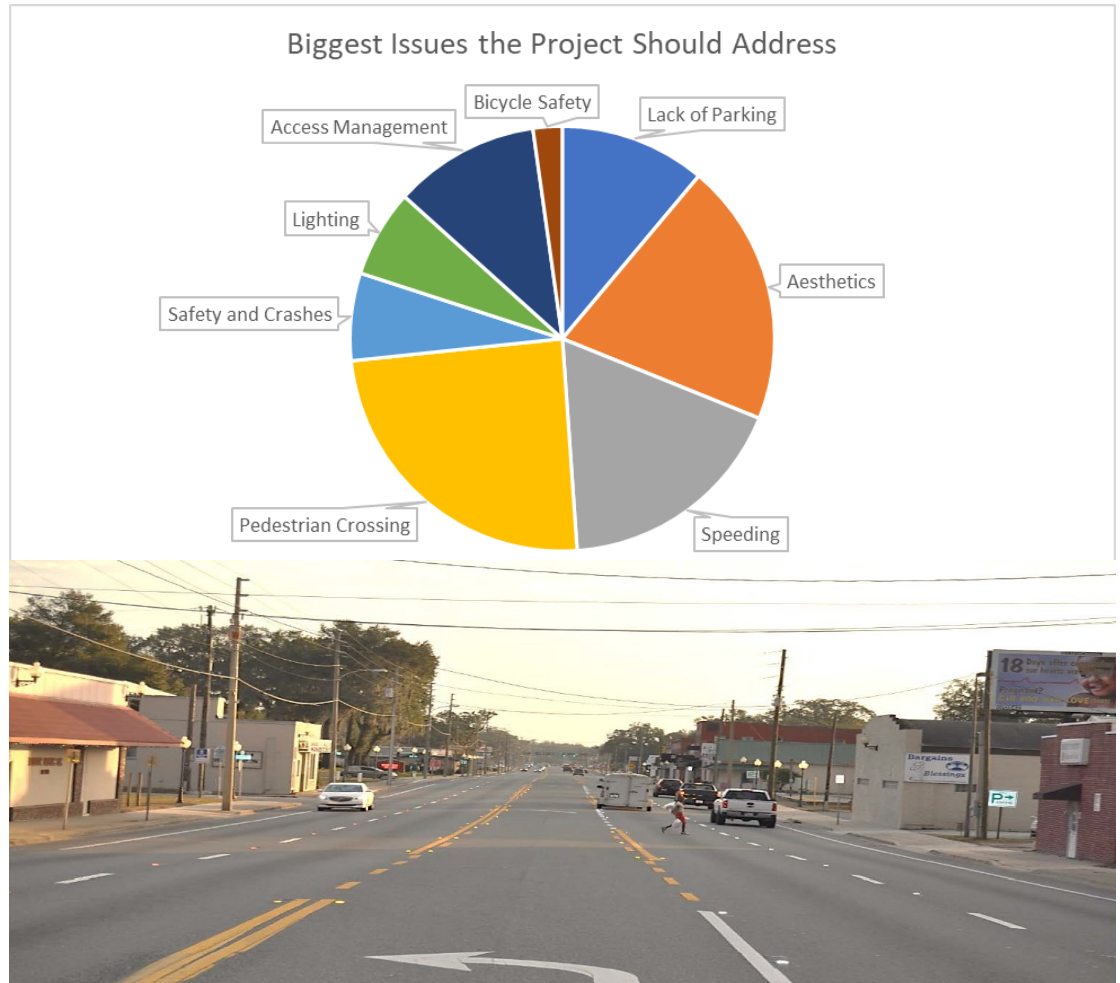
Community Engagement

- **City Commission Workshop**
- **Walking Audit/Workshop with Wildwood Middle-High School Students**
- **Project Advisory Group (PAG)**
- **Community Meetings**
- **Pop-Up Meeting (“Art in the Park”)**
- **Coordination with Florida Department of Transportation (FDOT) and CSX**
- **Noticing by:**
 - Email
 - U.S. Mail
 - Hand Delivery of Flyers to Businesses
 - Daily Commercial Newspaper
 - City’s webpage
 - Flyers Available at City Hall



What Did We Hear? Concerns with Existing Corridor

- **Not safe for pedestrians to cross**
- **Speeds of vehicles too high**
- **Lack of landscaping**
- **Aesthetics of corridor**
- **Access to businesses**
- **Lack of parking**
- **Safety and crashes**
- **Bicycle safety**




What Did We Hear? Desired Corridor Improvements

- **Add medians**
- **Mid-block crossing**
- **Increase aesthetics**
- **Widen sidewalks**
- **Remove bike lane**
- **Slow speeds**
- **Improve traffic flow**
- **Maintain business access**
- **Support redevelopment**

POTENTIAL IMPROVEMENTS

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





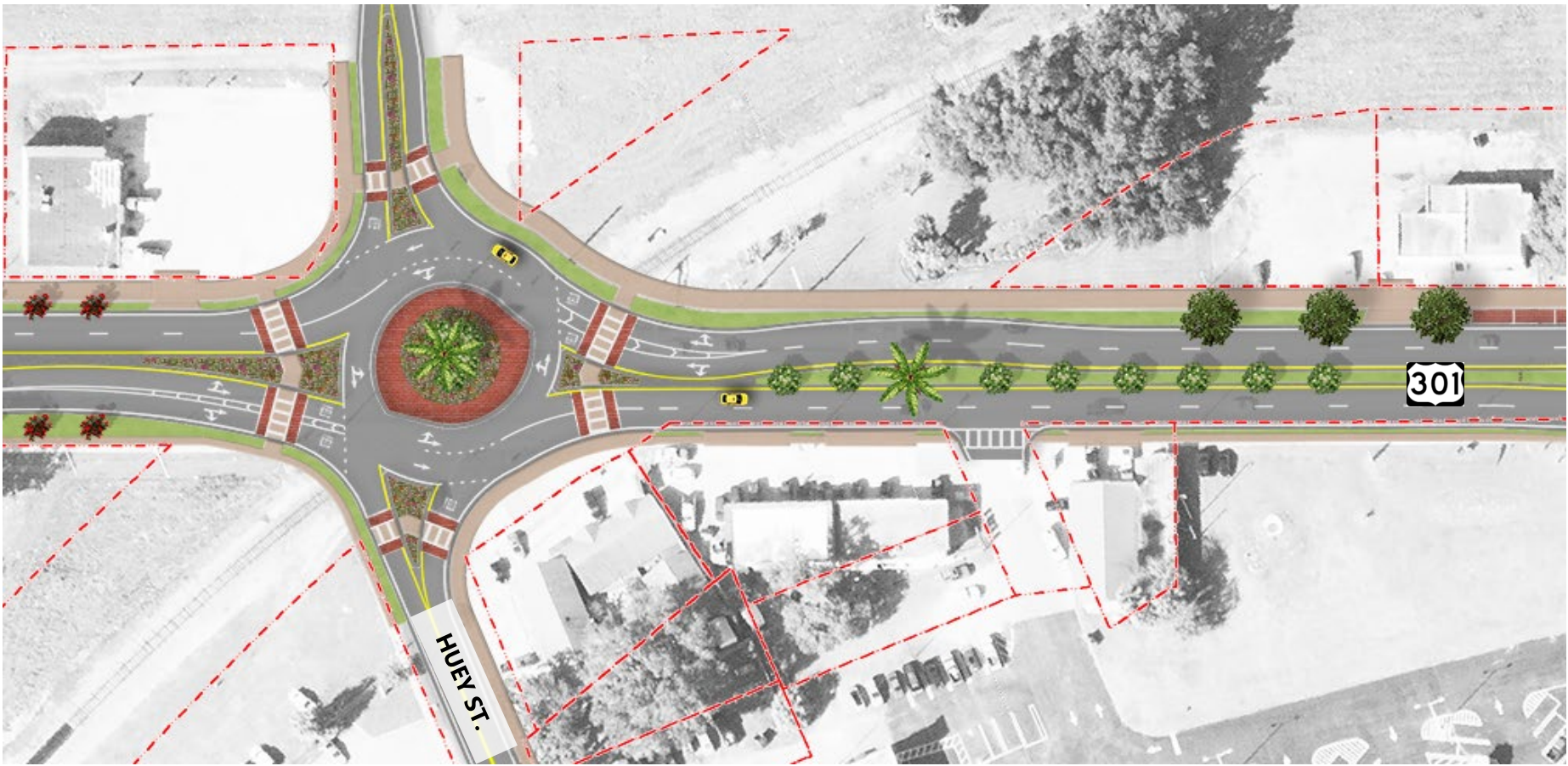
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Proposed Concept Plan



Proposed Concept

US 301 at HUEY ST.



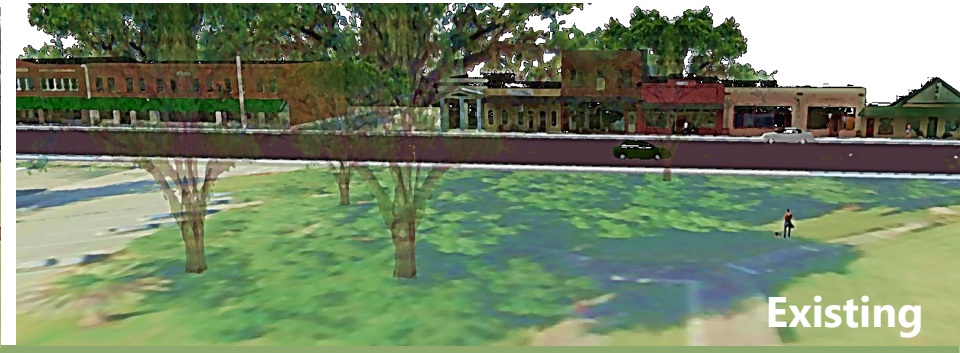
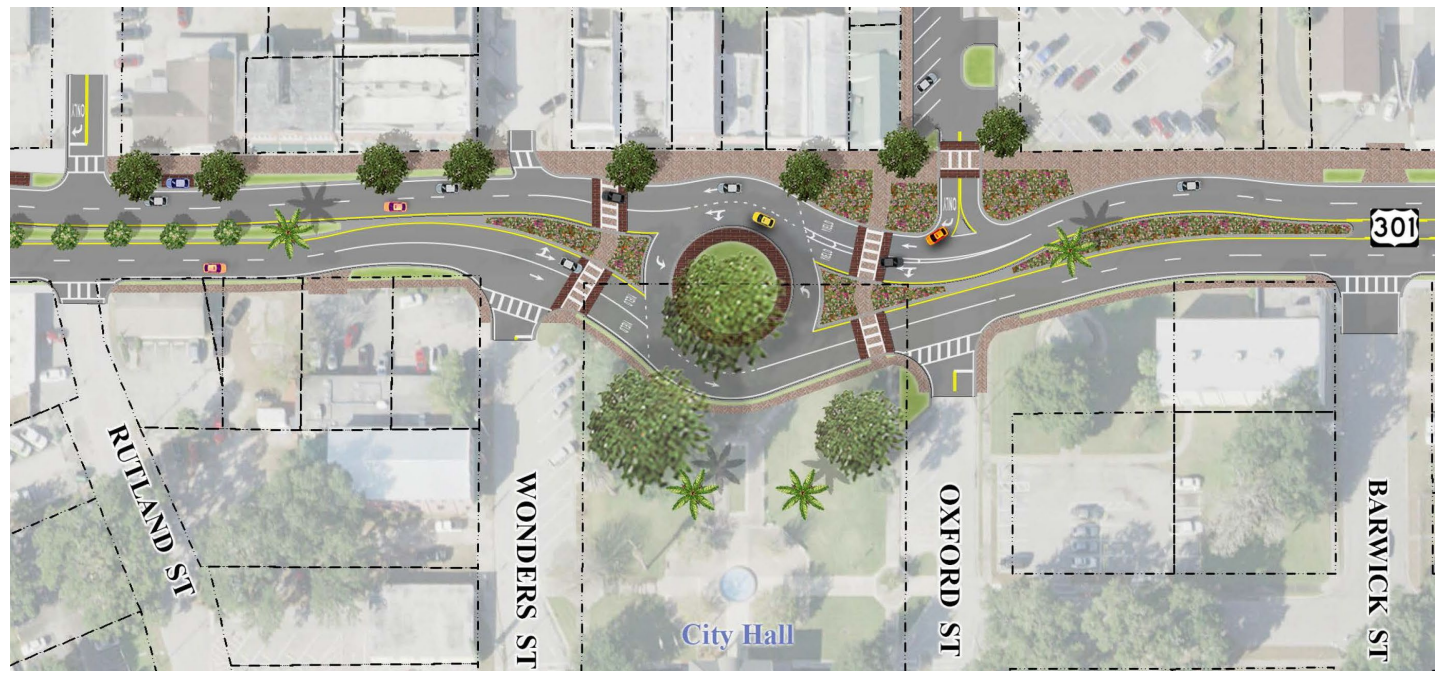
Proposed Concept

SHOPPING CENTER ACCESS



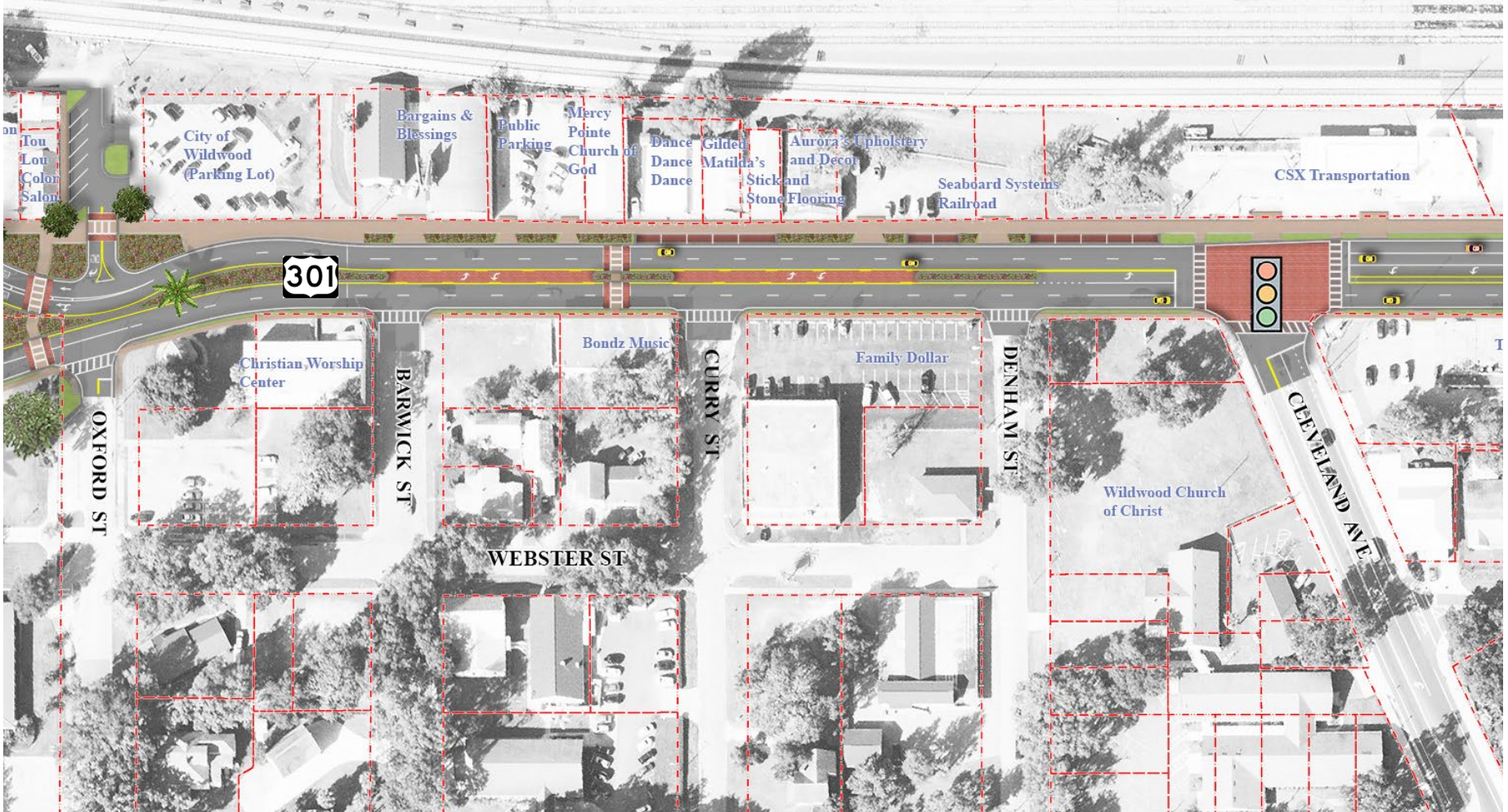
Proposed Concept

CITY HALL



Proposed Concept

CURRY ST MID-BLOCK CROSSING



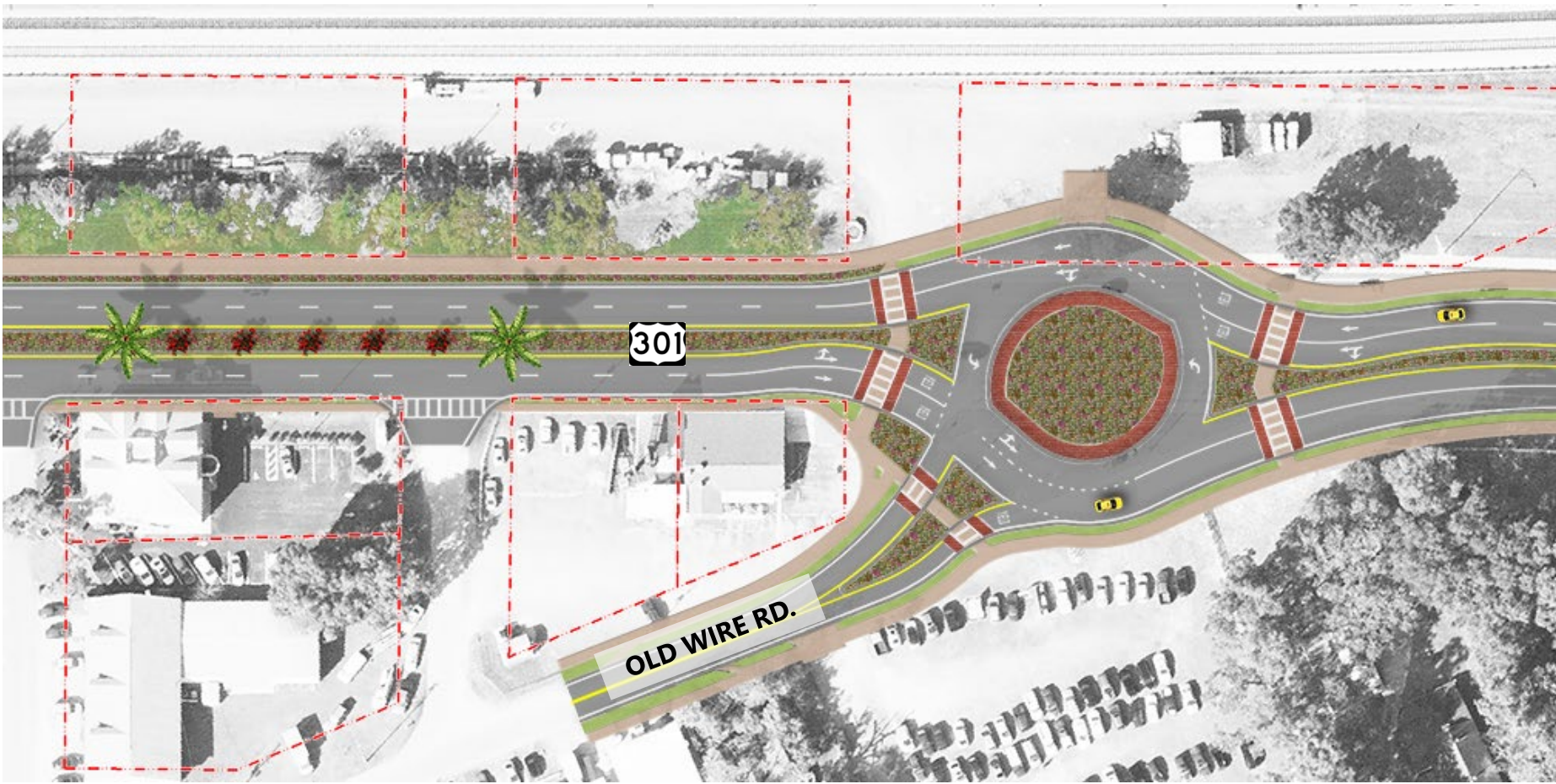
Proposed Concept

LEFT TURN ACCESS



Proposed Concept

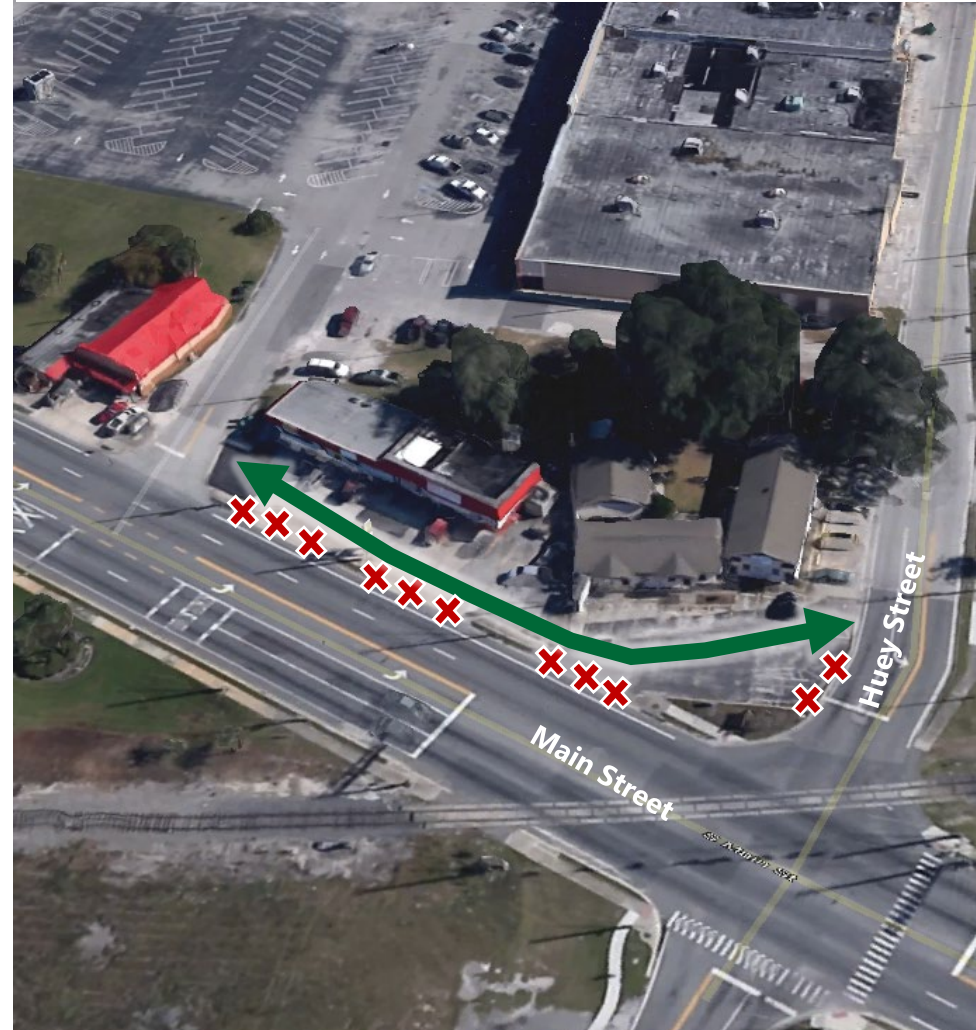
US 301 at OLD WIRE RD.



Other Recommendations

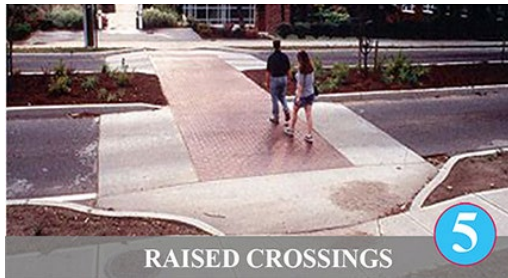
- **Driveways**
 - Eliminate redundant driveways
 - Narrow driveways to remain
 - Find opportunities for cross access between property owners
- **Lighting/Utilities**
 - Increase lighting levels
 - Explore feasibility of undergrounding utilities
- **Sidewalk/Bicycle Connections**
 - Add bulb-outs where possible to shorten pedestrian crossing distances
 - Close gaps on side streets
 - Develop parallel bicycle corridor
- **Redevelopment**
 - As redevelopment occurs on east side, obtain easement to enhance streetscaping on east side

Driveway Consolidation Example



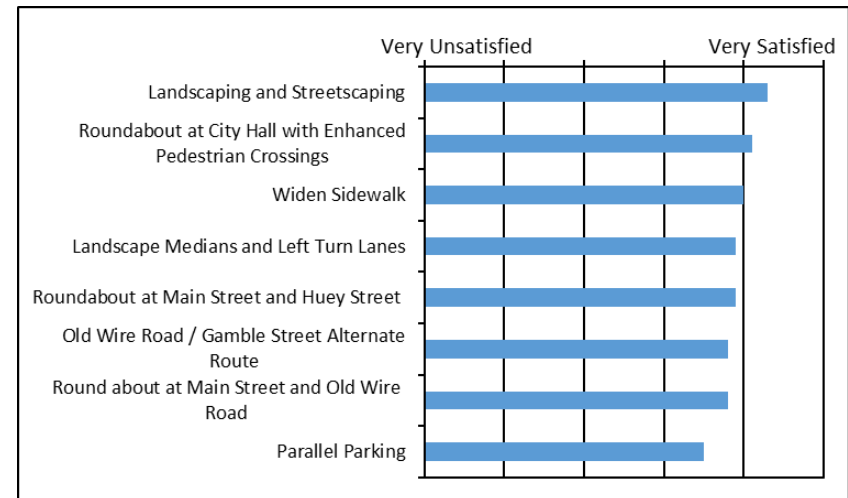
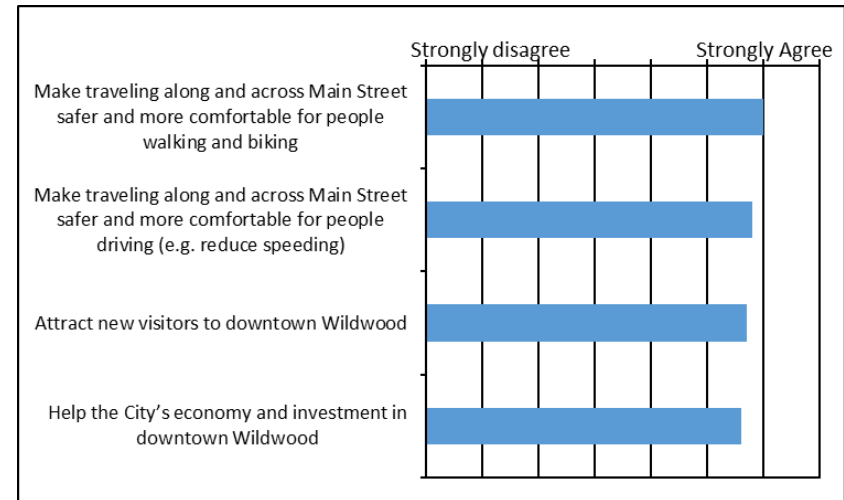
Proposed Alternative Concept

Conceptual Master Plan | Design Vocabulary



Responses to Proposed Concept Plan

- **Overall Positive Response and Support as a Priority Project**
- **Three Areas of Most Questions/Concerns:**
 - Operation of proposed roundabouts
 - Relocation of bicycle lane
 - Access to businesses
- **Adjustments Based on PAG Comments (Wonders Street and Access to Wildwood Shopping Plaza)**
- **FDOT Supportive**
- **CSX Requires Continued Coordination**





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Next Steps



Next Steps

- **Future Study / Design**
- **Funding Opportunities**



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Questions?

