
Questions and Responses Memo

Meeting Date: Thursday, May 10, 2007, 5:30to 7:30 pm **Project #:** 03-0313.000

Project: Alfred Street Corridor Study from SR 19 to Bay Road

Subject: Study Update Workshop – Questions Received at the Public Meeting

Meeting Location: Tavares City Hall, 201 E. Main St. Tavares, FL 32778

QUESTIONS RECEIVED AND RESPONSES

Traffic Operations

- **How would the additional traffic affect Caroline Street if the One-Way Pair is implemented?**
 - The One-Way Pair alternative will add more traffic to Caroline Street. However, changing the flow pattern from two-way traffic to one-way traffic reduces the number of conflict points at the intersections for both vehicles and pedestrians.
- **Are there any plans to retime signals along Alfred Street to allow for easier left turns?**
 - No signal retiming will be done as part of this study. The signals within the study corridor are maintained by Lake County Traffic Engineering. The project team has contacted the traffic engineering staff to relay the comment. While there are no near-term future plans for signal retiming, staff indicated that they would look into the current timings and issues with serving left turn demand.
- **How much traffic on Alfred Street is because of the construction on US 441? When it is completed how much of it will go back to US 441 and alleviate cut through?**
 - It is possible that the completion of construction along US 441 will reduce the volume of traffic along Alfred Street that may be using this route as an alternative to bypass the construction. An analysis of the proportion of traffic using Alfred Street (Old 441) as a bypass is a temporary condition that is difficult to quantify and is not being investigated as part of this study.
- **What effect will improving Alfred Street have on reducing traffic and speeding on Dora Avenue?**
 - The proposed improvements along Alfred Street (Old US 441) will introduce curb and gutter into what is currently an open or “rural” roadway cross section. This change will likely decrease the operating speeds along Alfred Street over what is observed today. The ongoing study does not involve an analysis of Dora Avenue beyond the intersection with Alfred Street.

- **Will improving the road result in more traffic and will it affect noise? Can we mitigate noise by slowing traffic or by using noise walls?**
 - While noise during construction of a roadway improvement is inevitable, it is not anticipated that traffic noise will significantly increase after the improvements are complete. With the decrease in operating speed that is expected with the proposed improvements, there is some potential for traffic noise levels to diminish slightly. In order to develop effective noise abatement, a noise wall must be provided over a significant distance. The introduction of noise walls or barriers is not feasible along Alfred Street due to the frequency and number of access driveways along the roadway.
- **What will BE the turning speed on the One-Way Pair curves?**
 - The curves in the westbound lane at the eastern end of the one-way pair would be a series of sharp 90 degree turns, and would travel very slowly. A recommended advisory speed would be posted on the curves to encourage vehicles to slow to 10 mph or less in this section.
- **How will slowing down traffic on Alfred Street affect traffic onto Lake Dora Drive?**
 - The improvements to Alfred Street are not expected to divert traffic onto Lake Dora Drive.
- **Are there any plans to add signals to Alfred Street?**
 - The one-way pair alternative will add signals along Caroline Street at Sinclair Avenue and St. Clair Abrams Avenue. Signalization of the David Walker Drive intersection has been identified as a near-term improvement, but the schedule for implementation is unknown at this time. The signal at David Walker Drive was assumed to be in place at the time the proposed improvements are constructed. No other signals are being recommended as part of this study.

Pedestrians and Safety

- **Were traffic signals or roadway lighting being planned at the David Walker Drive intersection?**
 - According to Lake County Traffic Operations, a Signal Warrant Study was performed for this intersection in 2005. The results of the study indicated that the intersection did not yet meet the conditions for signalization. The concerns expressed by the public regarding left turn delay and lighting were relayed to Lake County Traffic Operations. As of the date of this memo, there are no immediate plans for installation of a traffic signal or additional lighting at this intersection.
- **How will this impact the intersection of Alfred Street and New Hampshire Avenue? Will this project make it safer for pedestrians to cross?**
 - The need for pedestrian facilities at this location was not previously identified, but will be incorporated into this study and documented as part of the final report. It is possible that a crossing with enhanced features could be incorporated.
- **Will the One-Way Pair alternative make it less safe for children to cross Caroline Street while going to and from the High school and the Library?**
 - If the one-way pair emerged as the preferred alternative for the downtown section of this project, the design of pedestrian facilities would provide for safe crossing of Caroline Street. The one-way pair alternative is actually advantageous for pedestrian access. This is because traffic along Caroline is coming from just one direction and the downstream approach at each intersection will require pedestrians to cross only one lane of traffic.

Access Management

- **What happens if you have an entrance and an exit on your property?**

- Access onto Alfred Street must be maintained with the proposed improvements. Due to the addition of a curb and gutter system, the specific configuration of the access may require modification in order to accommodate the proposed improvements. For example, if a property currently has a continuous access drive onto the street for the entire frontage of their property, this would likely be replaced with a curb cut driveway opening with a specific length based on site-specific needs. The details of the actual access and configuration would be determined during the final engineering design process.
- **Will large trucks be able to make turns?**
 - The proposed improvements will meet current design standards. It is noted that the current conditions with respect to accommodating large trucks are constrained within Downtown section and other isolated locations in the study corridor. Where possible, provisions to support turning movements by larger trucks will be included where possible. However, particularly within the Downtown section, right-of-way constraints preclude modifying the radius of curves to fully accommodate right turns by larger trucks. This is not uncommon in a downtown urban environment. Access to properties by large trucks for deliveries can typically be accommodated by selecting an appropriate route to minimize conflicts.

Maintenance of Traffic

- **During the two years of construction where will detours be between Bay Road and Dora? How will we handle traffic during construction of all phases?**
 - It is possible that detour routes may be required during construction of the proposed improvements. As part of the final engineering design process, a more-detailed maintenance of traffic plan will be developed to provide for continued traffic service during construction.
- **How will entrances of businesses be affected by construction?**
 - The construction of a roadway improvement will likely result in temporary disruption to access. As part of the maintenance of traffic plan developed as part of the final design process, a plan for modified and/or temporary access to businesses will be identified. This may include supplementary signage to designate business entrances and exits.
- **How will the dust be handled during construction?**
 - While noise, dust and temporary inconvenience are all part of the construction process, modern construction techniques provide counter measures to reduce these impacts. For example, water trucks are often used to keep moisture on exposed dirt and reduce dust caused by construction.

General

- **Are we ending up with more water retention than we need? How is storm water controlled, where and what will it look like?**
 - Water retention areas will be required to support the proposed improvements. The exact specifications of these facilities such as size and location will be determined during the final design process. Based on input received during the study process, the designers will be advised to utilize aesthetic features such as curvilinear borders and landscaping wherever feasible. In addition, the design team will be advised to seek out available land that is off the roadway alignment to keep ponds out of view and avoid using valuable frontage for stormwater facilities.
- **Is there a study of what will be done to the wetlands area? How are we going to evaluate the subbasin/ “jelly muck” to ensure it will be effective?**
 - The potential for impacts to wetlands will be evaluated as part of the study. In order to construct the proposed improvements, permits will be required from the St. Johns River

Water Management District and other agencies. Such permits and the appropriate analyses will be acquired at the appropriate times, typically during the final design process. Issues regarding the muck layer will be investigated further by the design team and geotechnical engineers. Appropriate measures will be taken to address this issue.

- **How will the One-Way Pair alternative impact the businesses and residences on Caroline Street and Alfred Street?**
 - Increasing traffic along Caroline Street has the potential to encourage economic activity within this corridor, but the specific effect will depend on the direction taken by existing property owners. The one-way pair alternative provides design elements that have been shown to increase property values and business viability. As such, the project has the potential to support increased commercial uses if existing property owners choose to pursue redevelopment. Caroline Street is contained within the City of Tavares Downtown Community Redevelopment Area. In this respect, the one-way pair would help establish an environment consistent with the goals and objectives outlined by the City for this area.
- **Why is Caroline Street being considered instead of Maud Street?**
 - Maud Street was not considered for the one-way pair alternative because of design limitations. Maud Street does not support the connection back to Alfred Street at the west end, as this would be too close to the SR 19 intersection.
- **When is construction starting on the Tavares Station? How will that affect the construction on Alfred Street?**
 - Tavares Station is a development proposal in the process of gaining the necessary approvals to begin construction. Based on input from the developer, the anticipated date for the start of construction is mid July 2007. There is not an anticipated affect from this development on construction of an improvement along Alfred Street.
- **How will parking at the Civic Center be affected by one-waying Caroline Street?**
 - While some reconstruction along Caroline Street would be required, the existing on-street parking north of the Civic Center would remain, although the exact number of spaces may be slightly reduced to support left turns onto New Hampshire Avenue. This improvement would not involve modifications to existing on-site parking at the Civic Center.
- **Is future development being considered when determining future traffic?**
 - Future development was considered in determining future traffic volumes. The Central Florida Regional Planning Model (CFRPM) was used to develop future traffic volumes. This travel demand model incorporates both existing and future development, and relies on land use density and intensity to determine future traffic. Adjustments were made to model output volumes to account for specific developments not incorporated into the CFRPM model such as the Judicial Center expansion and the Tavares Station.
- **Is anything going to be done about St. Clair Abrams?**
 - The proposed improvements will maintain the existing two lanes along St. Clair Abrams as well as the existing intersection configuration. The one exception to this is the change in travel pattern that would result from the one-way pair alternative, which affects the direction of traffic flow along Alfred Street and Caroline Street only.