Alfred Street (Old 441) Corridor Study
Comments & Coordination Summary

November 2007

Table of Contents

First Phase Materials

- Project Update Presentation (August 3, 2005)
- Correspondence
- Comments forms received at the Alternative Public Meeting (November 15, 2005)
- Follow-Up Correspondence

Second Phase Materials

- Kick-off Public Meeting
    - PowerPoint Presentation
    - Sign-in sheet
    - Comments
    - Questions and Responses
    - Meeting Summary

- Alternative Public Meeting
    - PowerPoint
    - Sign-in sheet
    - Comments
    - Questions and Responses
    - Meeting Summary

- CRAAC Meeting
    - PowerPoint Presentation

- City Council Public Hearing
    - PowerPoint Presentation
    - Comments
    - Meeting Summary

First Phase Materials

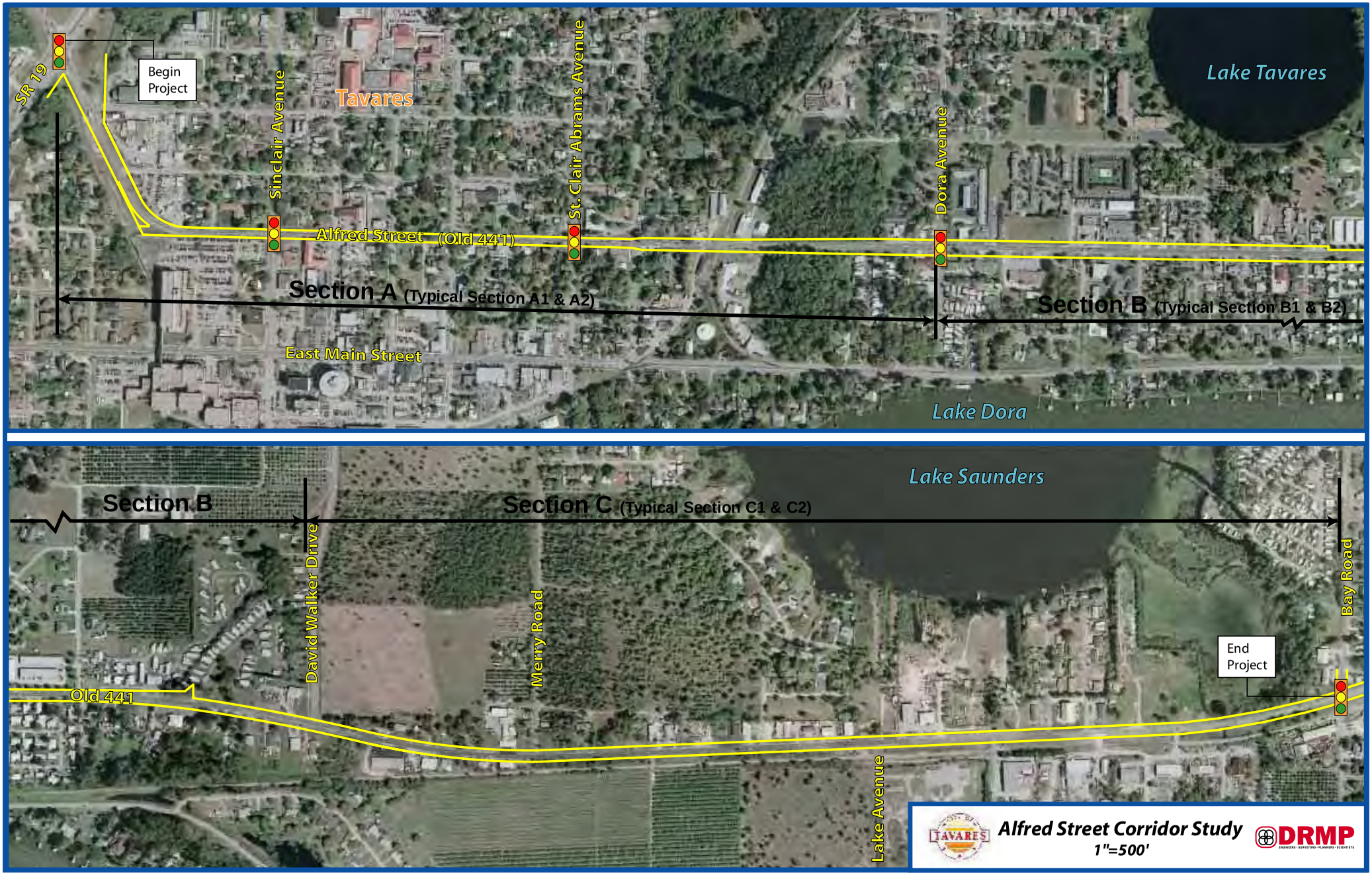
Alfred Street Corridor Study

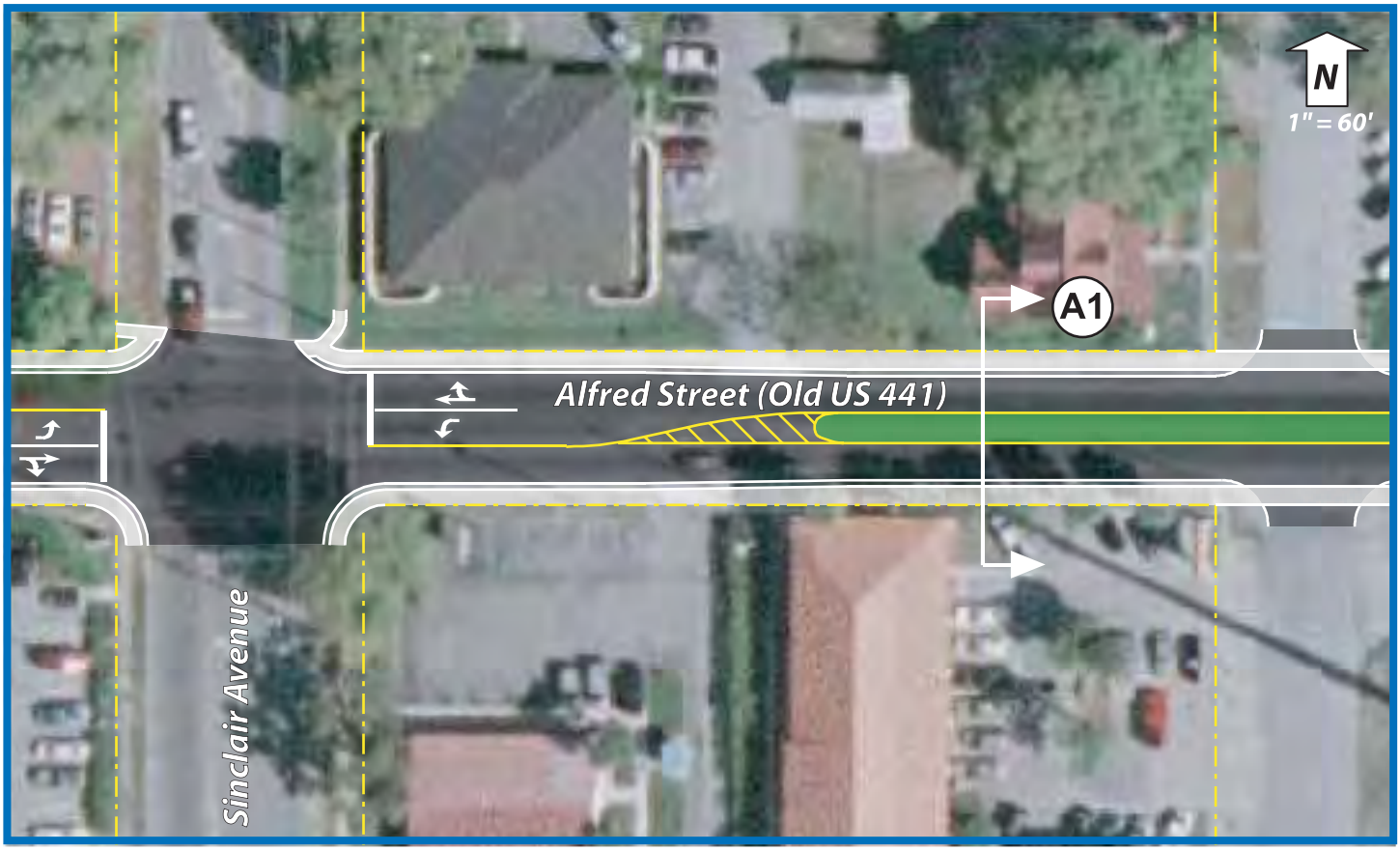
From SR 19 to Bay Road

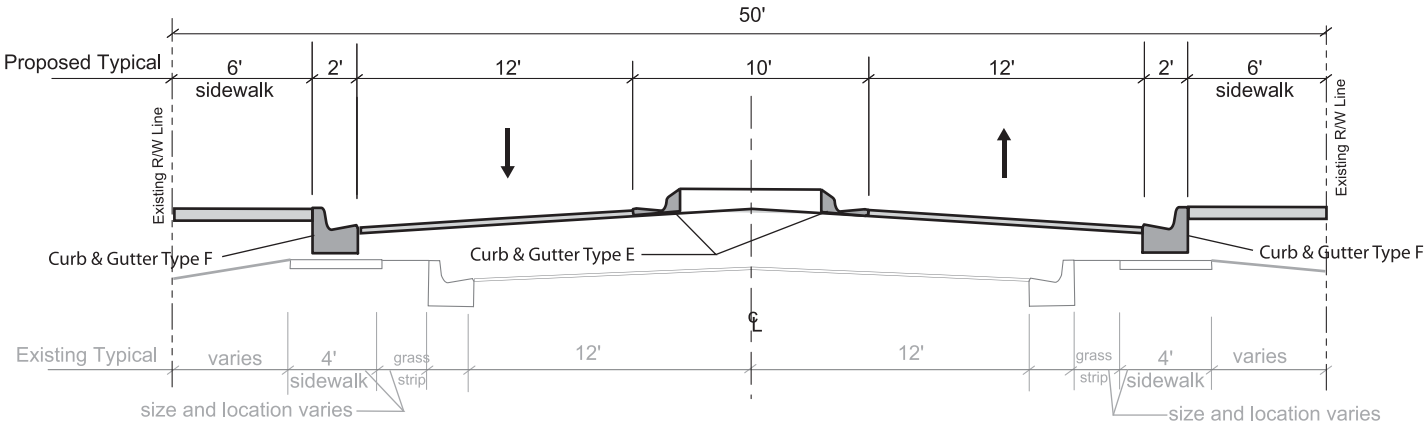
PROJECT UPDATE PRESENTATION
August 3, 2005

The presentation is intended to be an update to City Council on the status of the Alfred Street Corridor Study. Our consultant, DRMP, will present an update on the project and introduce various typical section alternatives for study corridor. The attached figures provide illustratrations of these initial concepts, which address potential improvements to Alfred Street (Old US 441) from SR 19 to Bay Road. Each alternative is designed to fit within the exiting right-of-way and provide 1 travel lane in each direction separated by a raised median. Other design elements being considered include a curb and gutter system, sidewalks, bike lanes, and intersection improvements at signalized intersections.

After feedback is received from the City Council, the consultant will complete the alternative analysis in preparation for an Alternatives Public Meeting. At this time, it is anticipated that the meeting would be held in late Fall of this year.


SR 19
Begin Project
Sinclair Avenue
Tavares
St. Clair Abrams Avenue
Dora Avenue
Lake Tavares
Alfred Street (Old 441)
Section A (Typical Section A1 & A2)
Section B (Typical Section B1 & B2)
East Main Street
Lake Dora
Lake Saunders
Section B
Section C (Typical Section C1 & C2)
David Walker Drive
Merry Road
Bay Road
End Project
Old 441
Lake Avenue
TAVARES
Alfred Street Corridor Study
1"=500'
DRMP





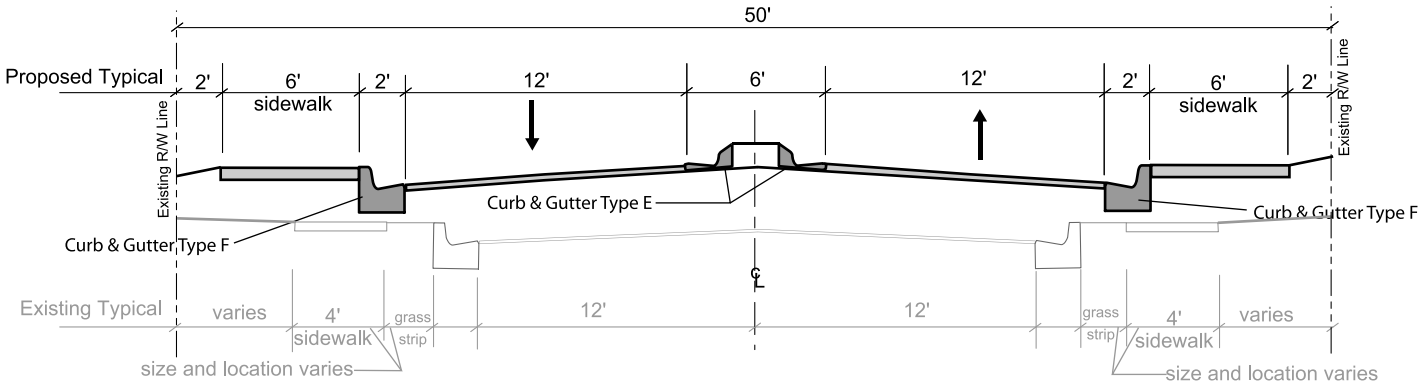
Typical Section A1

SR 19 to Dora Avenue

Alfred Street Corridor Study

TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS



Typical Section A2

SR 19 to Dora Avenue

Alfred Street Corridor Study

CITY OF TAVARES

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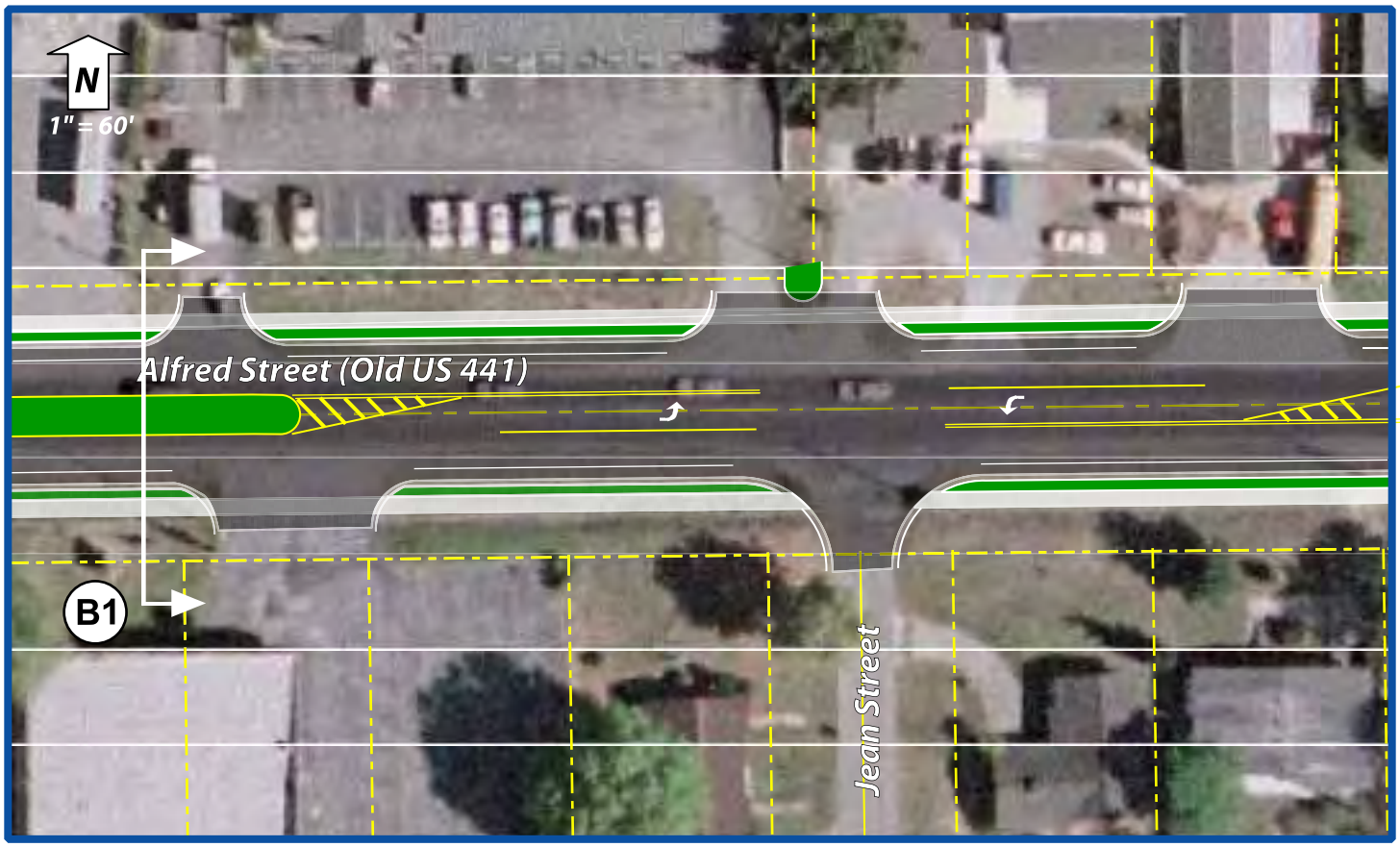
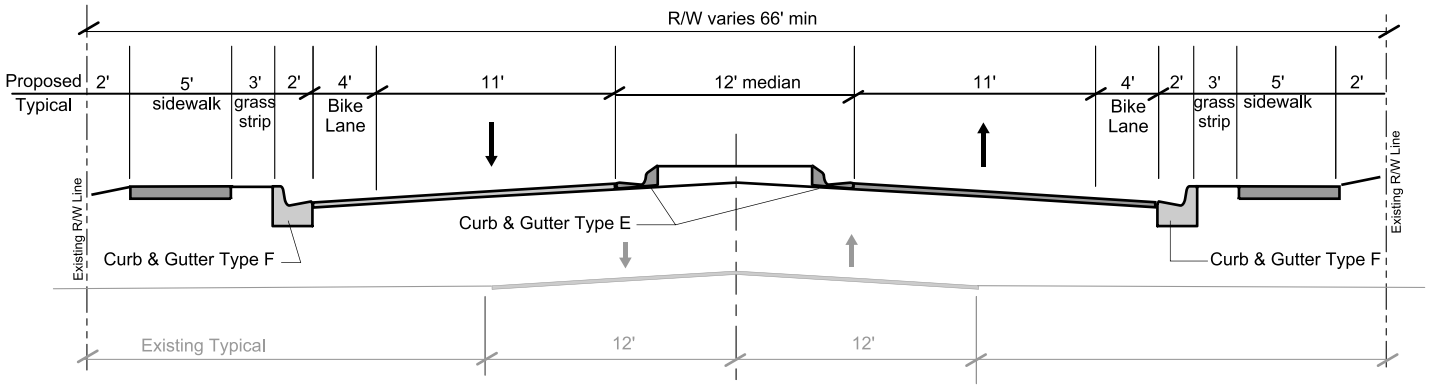


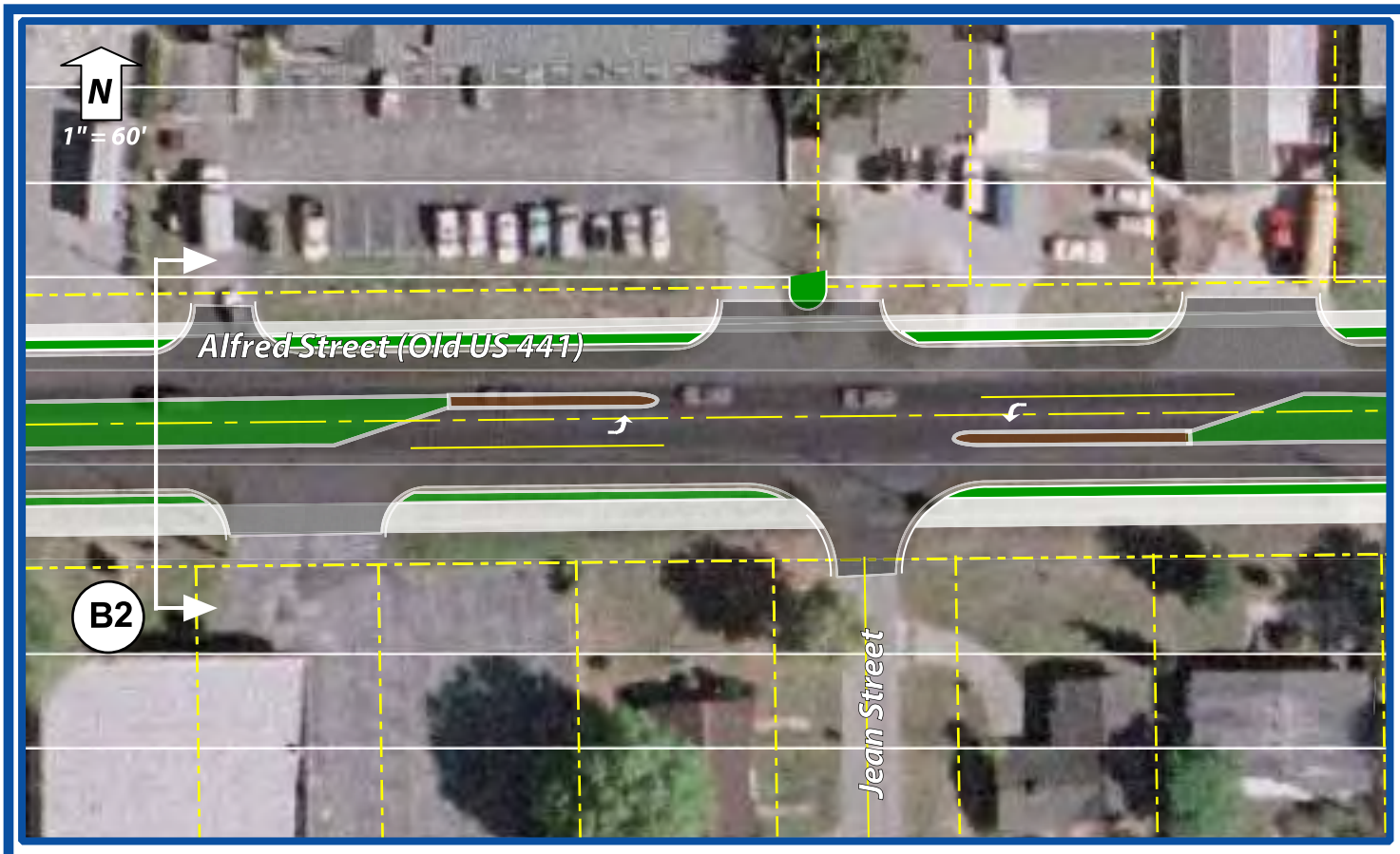


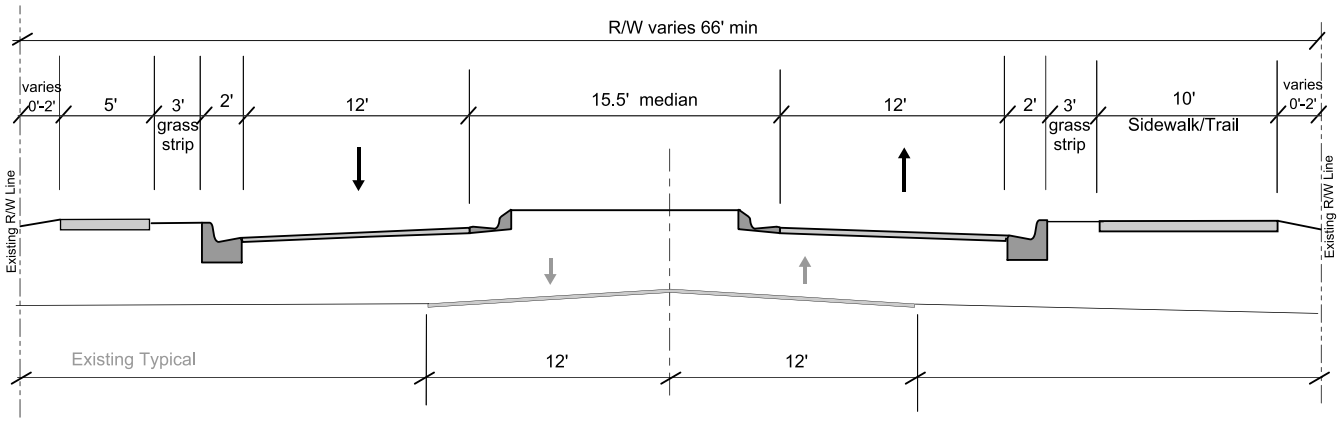
Typical Section B1

Dora Avenue to David Walker Drive

Alfred Street Corridor Study

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS





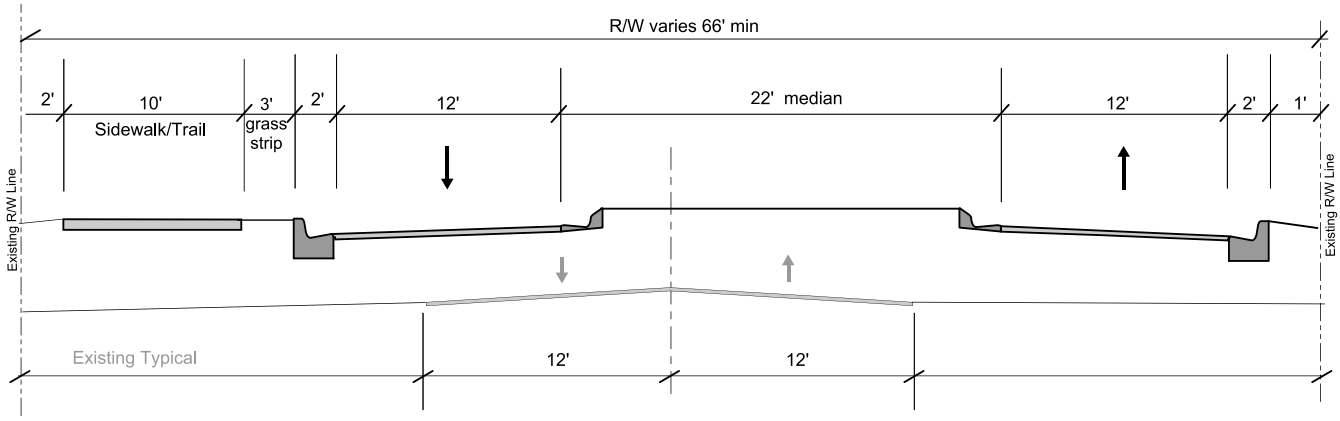
Typical Section B2

Dora Avenue to David Walker Drive

Alfred Street Corridor Study

CITY OF TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS



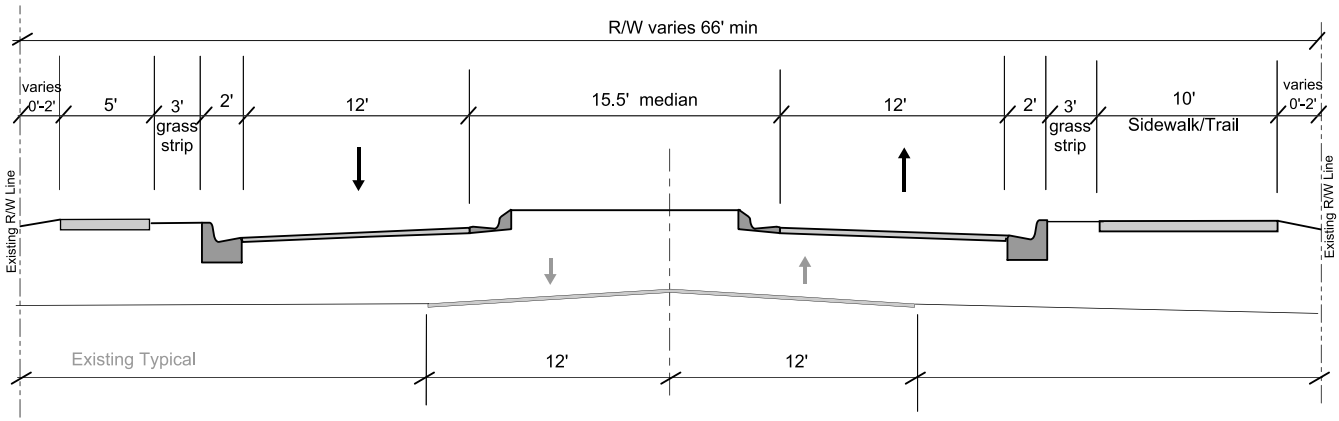
Typical Section C1

David Walker to Bay Road

Alfred Street Corridor Study

CITY OF TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS



Typical Section C2

David Walker to Bay Road

Alfred Street Corridor Study

CITY OF TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS

Alfred Street Corridor Study

Project Update Presentation

Tavares City Council

August 3, 2005 Council Meeting

Introduction

Presentation Overview

I. Project Summary
II. Alternatives Discussion
III. Next Steps
IV. Feedback

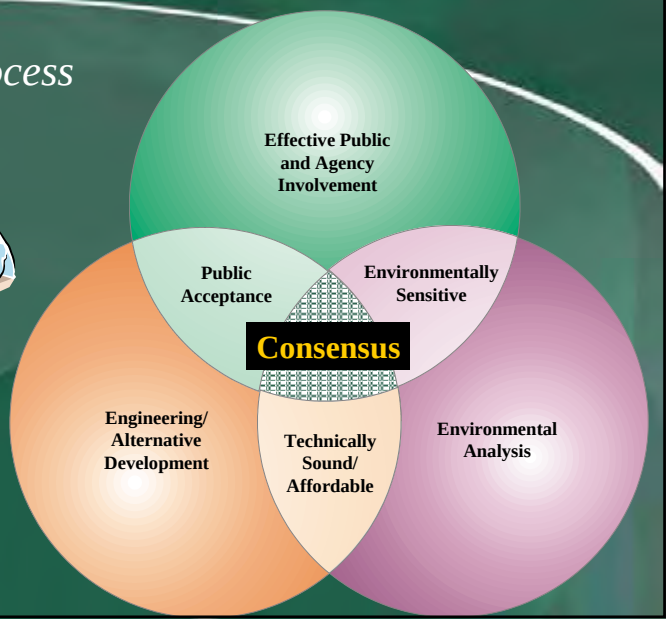
Project Summary

Study Components

- Engineering Elements
- Environmental Elements
- Public Involvement

Project Summary

Study Process



Project Summary

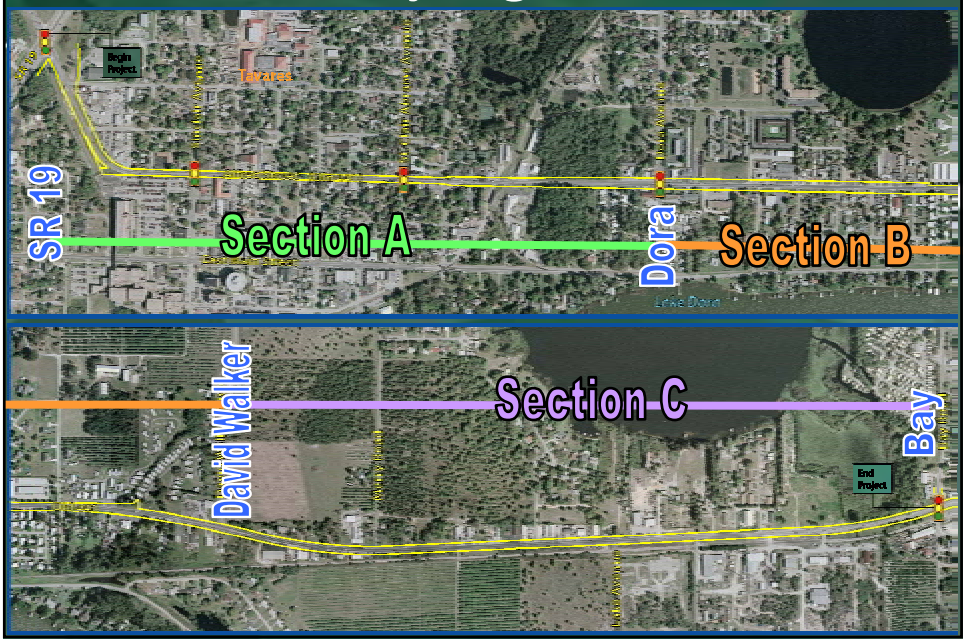
Alfred Street Study

- Study began in Late 2004
- Data Collection
- Typical Section Alternatives
- Stakeholders Coordination
- Engineering/Environmental Analyses

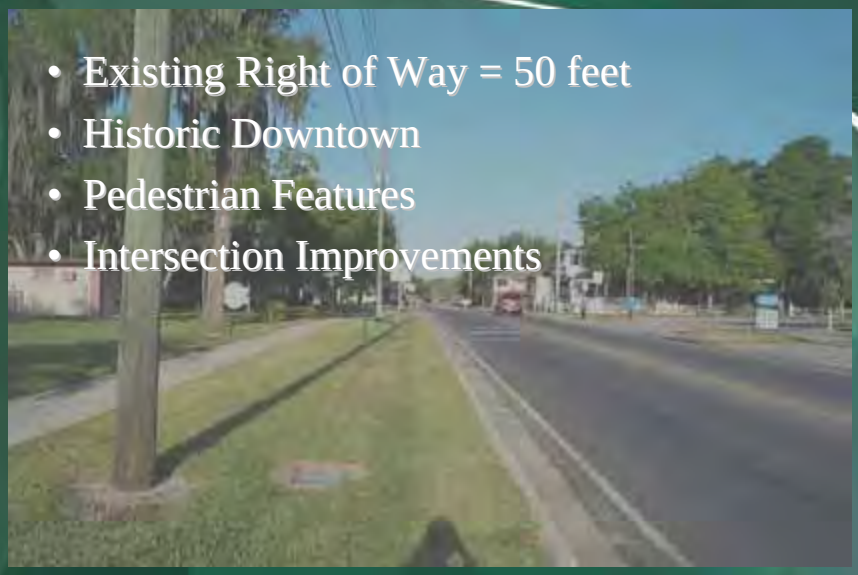
Tonight's Goals

1. Introduce and Review the Project
2. Outline the Initial Alternatives
3. Gain Input from the Council and Public

Study Segments



Section A (SR 19 to Dora)

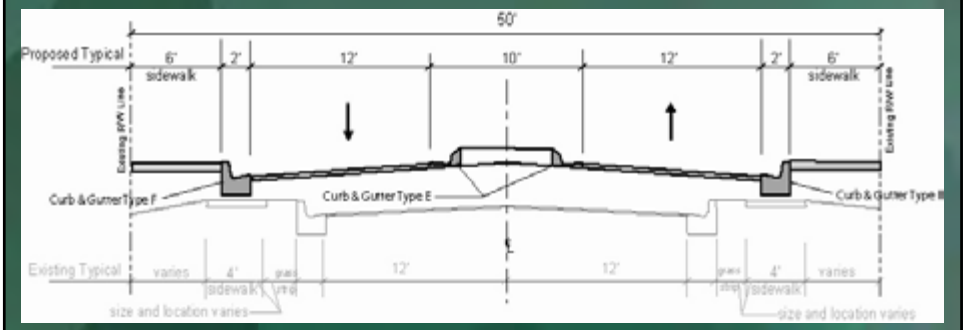


- Existing Right of Way = 50 feet
- Historic Downtown
- Pedestrian Features
- Intersection Improvements

Section A (SR 19 to Dora)

<u>Typical Section A1</u>

- 12-ft Travel Lanes
- 10-ft Raised Median
- 6-ft Sidewalk



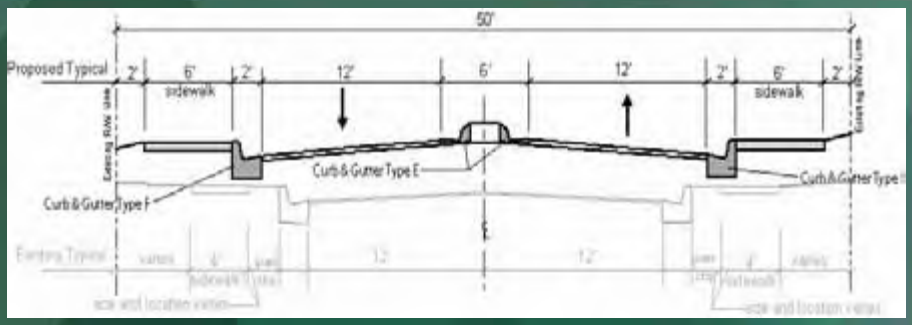
Section A (SR 19 to Dora)

Typical Section A1

Section A (SR 19 to Dora)

Typical Section A2

- 12-ft Travel Lanes
- 6-ft Raised Separator
- 6-ft Sidewalk



Section A (SR 19 to Dora)

Typical Section A2

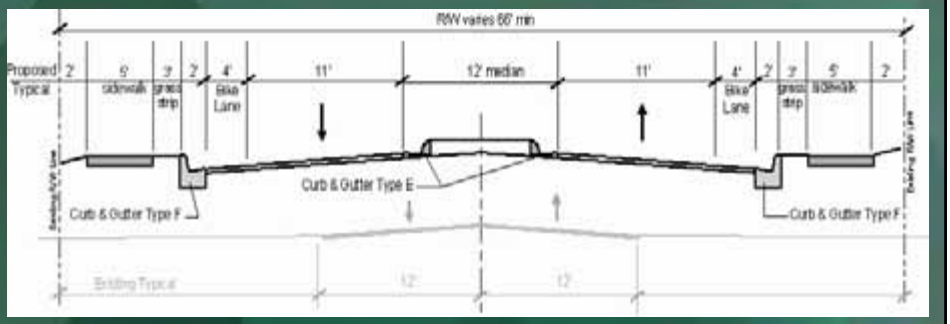
Section B (Dora to David Walker)

- Existing Right of Way = Varies 66-90 feet
- Outside the Historic Downtown
- Residential, Commercial and Light Industrial
- Bicycle Lanes / Path Considered

Section B (Dora to David Walker)

Typical Section B1

- 11-ft Travel Lanes with 4-ft Bike Lane
- 12-ft Raised Median
- 5-ft Sidewalk



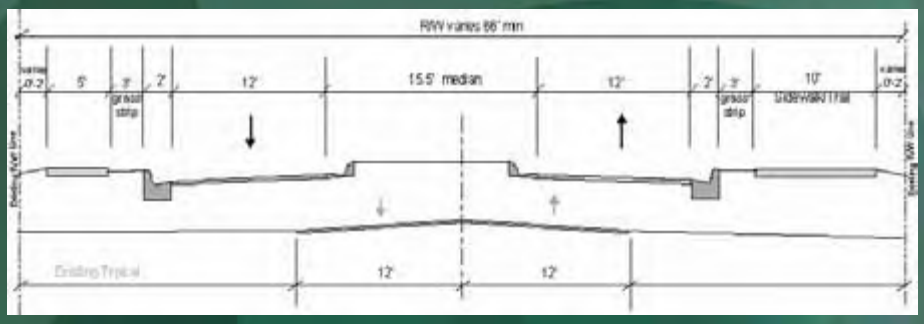
Section B (Dora to David Walker)

Typical Section B1

Section B (Dora to David Walker)

Typical Section B2

- 12-ft Travel Lanes
- 15.5-ft Raised Median
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Section B (Dora to David Walker)

Typical Section B2

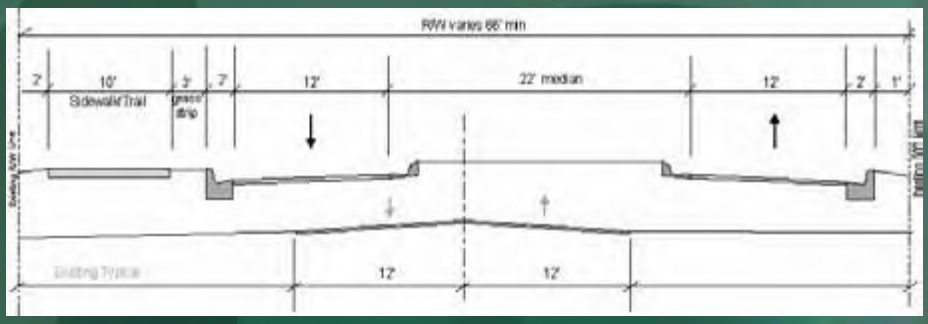
Section C (David Walker to Bay)

- Existing Right of Way = 66 feet
- Railroad Tracks on South Side
- Predominantly Light Industrial and Agricultural

Section C (David Walker to Bay)

<u>Typical Section C1</u>

- 12-ft Travel Lanes
- 22-ft Raised Median
- 10-ft Multi-use Trail on North Side



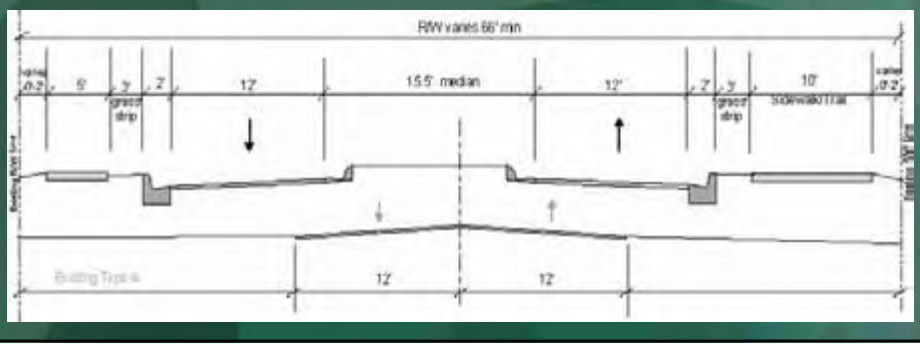
Section C (David Walker to Bay)

Typical Section C1

Section C (David Walker to Bay)

Typical Section C2

- 12-ft Travel Lanes
- 15.5-ft Raised Median
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Section C (David Walker to Bay)

Typical Section C2

Next Steps …

- Refine Concepts
- Complete the Engineering / Environmental Analyses
- Conduct the Alternatives Public Meeting
- Present Results to Council
- Select the Preferred Alternative
- Complete the Study
- Begin Design

Aerial Plan View

Aerial Plan View

Aerial Plan View

Aerial Plan View

Aerial Plan View

Aerial Plan View

Questions?

Your Feedback Is Appreciated!

CITY OF TAVARES
MINUTES OF REGULAR COUNCIL MEETING
AUGUST 3, 2005
CITY COUNCIL CHAMBERS

Mayor Ted Wicks called the meeting to order at 5:05 p.m.

COUNCILMEMBERS PRESENT	**ABSENT**
Ted Wicks, Mayor	Robert Speaks, Councilmember
Nancy Clutts, Vice Mayor	
Sandy Gamble, Councilmember	
Dennis Wilson, Councilmember	

STAFF PRESENT

Dorothy A. Keedy, City Administrator
Robert Q. Williams, City Attorney
Susie Novack, Administrative Assistant
Aaron Mercer, Director of Public works
Lori Houghton, Finance Director

Pete Bandstra, Lake County Corrections, gave the invocation and those present recited the pledge of allegiance.

APPROVAL OF MINUTES

The minutes of the regular City Council Meeting of July 6, 2005 were approved with the following correction;

Page 11, lines 35 and 36 to read "Vice Mayor Clutts stated that she believed that Mayor Wicks' intent was to ensure that Council was not in violation of its responsibilities."

Vice Mayor Clutts referenced page 13, lines 36 and 37 and asked for clarification as to when the Capital Improvement Plan would be reviewed. Mayor Wicks stated there would be some review during the budget process, and then after the budget a priority list should also be reviewed. Ms. Keedy stated she would like to possibly schedule a workshop in October to look at the City's Capital Improvement Plan.

Page 16, lines 26 through 28: Add line after the second sentence and before the third sentence that begins with "Attorney." The line shall state: Vice Mayor Clutts added that she did not think it would be setting a precedent, because the City owns the property from which the trees have fallen."

Page 16, Line #27: Add after "canal property" "(including wetlands)" and add line after "homeowners", Line #29, which shall state: "Attorney Williams noted that the property line goes down the center of the canal."

PROCLAMATIONS/PRESENTATIONS

Firefighters Appreciation Week

Mayor Wicks read a Proclamation in its entirety declaring August 8 through 14, 2005 as Firefighters Appreciation Week, and honoring the efforts of the City of Tavares Firefighters and their 2004 Muscular Dystrophy Association's "Fill the Boot" campaign. Mayor Wicks recognized Emory Kendrick, Fire Chief, Alan Gagne, Lieutenant, Mike Kelly, Engineer, and Ed Read, Firefighter/EMT, who were in attendance.

Alfred Street Corridor Study

Mr. Mercer introduced the consultants from Dyer, Riddle, Mills & Precourt, Inc. and stated they were hired as part of the interlocal agreement between the City and Lake County to develop a corridor study as part of the Impact Fee Benefit District II Programming.

Mr. Greg Moore, Project Manager, Dyer, Riddle Mills & Precourt, Inc., provided an update and introduction of the Alfred Street Corridor Study by power point presentation. Mr. Moore also provided a copy of the presentation which included color aerial maps of the various typical section alternatives/initial concepts for the corridor. Mr. Moore stated the study is divided into three primary elements; engineering (geometric design, traffic operations, drainage), environmental (impact on wetlands and historic structures), and public involvement. Mr. Moore noted the corridor was broken into three study segments; Typical Section A (Downtown area from SR19 to Dora Avenue), Typical Section B (Dora Avenue to David Walker Drive), and Typical Section C (David Walker Drive to Bay Road), with the following highlights;

Section A – (SR19 to Dora Avenue - Historic Downtown Corridor)

- Right-of-way is limited to 50', which constrains the available width
- Enhance the pedestrian characteristics
- Intersection operations and improvements

Section A-1

- Fits within existing right-of-way
- One twelve foot travel lane in each direction separated by a ten foot raised median (provides an opportunity for low level landscaping)
- Sidewalks on both sides

Section A-2

- One twelve foot travel lane in each direction separated by a six foot median with brick paver treatment (provides lower maintenance cost with more room to tie into the right-of-way line)
- Sidewalks on both sides

Section B – (Dora Avenue to David Walker Drive)

- Sixty six foot right-of-way with a small section out to ninety feet
- Consider bike paths

Section B1

- Twelve foot raised median
- Three foot grass strip between curb and sidewalk
- Four foot bike lane in each direction
- Eleven foot travel lanes
- Five foot sidewalk

Section B2

- Fifteen and one half foot raised median
- No bike lanes contiguous with travel lanes, but a ten foot sidewalk/trail on either north of south side (depicted in photograph on south side)
- Five foot sidewalk on north side

Section C (David Walker Drive to Bay Road)

- Sixty six foot right-of-way (noting the railroad parallels Alfred Street on the south side
- Light industrial and agricultural uses

Section C1

- Twelve foot travel lanes
- Twenty two foot raised median
- Ten foot multi-use trail on either north or south side (depicted in photograph on the north side away from the railroad)

Section C2

- Twelve foot travel lanes
- Fifteen and one half foot raised median
- Five foot sidewalk on north side
- Ten foot multi-us trail on south side

Mr. Moore asked for Council input and noted DRMP would refine the concepts and proceed with more detailed engineering and environmental work for the public workshop. He also stated a cost analysis would be included along with estimated impacts to wetlands and contamination sites. The results will be presented again to council for input following the public workshop.

Mayor Wicks recognized Mr. Jim Stivender, Lake County Public Works Director, in the audience.

Council Comments

Vice Mayor Clutts inquired if some of the existing residential driveway connections were planned to be eliminated to provide continuity to the design. Mr. Moore stated there were only connections shown at the cross streets on the plan for simplification and he does not anticipate closing connections for property that currently have only one driveway connection. Vice Mayor Clutts asked if extensive driveway connections would be narrowed on Alfred Street; possibly including plantings. Mr. Moore stated they would try to reduce some of the expansive driveway connections to fit within the new median treatments, and curb and gutter installations which will also enhance traffic operations, and improve drainage and stormwater management. Mr. Moore noted the drainage improvements would remain within the existing right-of-way, and said he also anticipates utilizing some of the right-of-way for stormwater retention.

Mayor Wicks asked if the current stormwater systems in the downtown area will be able to accommodate the Alfred Street improvements, or if the improvements will have their own direct connection to the lake. Aaron Mercer noted there would be some of the direct connection to the lakes, but pre-treatment would also be necessary. Mayor Wicks asked Mr. Moore how much the profile will be raised. Mr. Moore stated the grade would be rocked for drainage improvements, but did not anticipate raising the overall profile through a large section. Mayor Wicks noted that left turns will not be available to some of the driveway connections due to the locations of the median openings, and side that streets and neighborhoods may be impacted with increased traffic. Mayor Wicks inquired when the first public input meeting would be held. Mr. Moore stated late September or Early October.

Vice-Mayor Clutts inquired if there had been any consideration to constructing Alfred Street with one way, west only traffic flow to parallel roads north of Alfred Street. Mr. Moore noted the improvements will alleviate the east/west demand and one way traffic flow has not been considered at this time. Discussion followed regarding reducing high speed traffic in the downtown area.

Mr. Jim Stivender, Director, Lake County Public Works, stated the county is asking for the City's input on the project. He noted the restricted left turns will allow a higher volume of traffic at a slower speed by eliminating turn conflicts. Mr. Stivender noted this design also builds a very nice community look.
Mayor Wicks noted this would be funded by impact fees, and asked if there was additional funding available. Mr. Stivender noted some of the amenities may not fall into the jurisdiction of impact fees, and other funding may be available as well as possible joint funding. Mayor Wicks asked the county to discuss possibility of future variances to encourage site plan redevelopment through the corridor.

Mr. Stivender noted if there is not enough funding in impact fees for the trail/sidewalks toward the east there may be other sales tax dollars or matching funds available. Mr. Stivender stated the county will try their best to incorporate the City's suggestions and input into the program which will take place in three separate phases in three separate years.

Mayor Wicks asked for comments from the audience.

AGENDA REVIEW

Consent Agenda

Sandy Gamble asked to pull consent agenda item 7 [Replacement Lighting in Wooton Park] for discussion.

MOTION

Nancy Clutts moved for approval of consent agenda items 5, 6, 8 [St. Johns River Water Management District Stormwater Grant – Hidden Cove Subdivision, Library Board Appointment, Agreement with Griffey Engineering for Engineering & Surveying Services], seconded by Sandy Gamble. The motion carried unanimously, 4-0.

PUBLIC HEARINGS/ORDINANCES/RESOLUTIONS

Ordinance 2005-45 – Florida Hospital Waterman Text Amendment to PUD – First Reading

Ms. Novack read the ordinance by title only:

ORDINANCE 2005-45

AN ORDINANCE AMENDING ORDINANCE 94-15, AS AMENDED BY ORDINANCE 99-09, AS AMENDED BY ORDINANCE 2003-24 OF THE

Correspondence

Greg Moore

From: Greg Moore
Sent: Monday, November 07, 2005 1:40 PM
To: 'Jojo'
Cc: Curtis Slaton
Subject: RE: Alfred Street
Attachments: Alfred Street Figures.pdf

Mr. Slaton

The City of Tavares and Lake County are looking at a roadway improvement along Alfred Street that would add a small median separator and improve other features of the roadway.
We are evaluating the need for sidewalk in sections that do not currently have sidewalk. East of Dora Avenue, we are also considering a bicycle facility. This would involve either "traditional" bike lanes, or a paved multi-use path that is separated from the traffic lanes by curb/gutter and a grassed strip.

The important thing to note is that the improvement will not add more thru lanes. In fact, the alternatives are generally planned to fit within the existing right-of-way, which is typically 50-ft in the downtown/historic area and 66-ft east of the railroad crossing. As with any project of this nature, some additional property will be needed to accommodate stormwater ponds.

The attached set of graphics illustrates the alternatives that were presented to the City Council during the regular meeting back in August. These options have been rendered out overtop of the aerial photography and will be presented at the public meeting on the the 15th.

I hope this helps to provide an overview of the ongoing study. If you have further questions regarding this project, please feel free to let us know.

Sincerely,
Greg Moore, P.E.

From: Jojo [mailto:jojos@sonic.net]
Sent: Monday, November 07, 2005 1:17 PM
To: Greg Moore
Cc: Curtis Slaton
Subject: Alfred Street

Received your fllyer concerning Alfred Street in Tavares--what are you going to do--the flyer said nothing about construction or use of the road--obviously I'm out of state so need to have you e-mail me concerning this project. Curtis O Slaton

Alfred Street Preliminary Engineering Study
From SR 19 to Bay Street
Lake County, Florida

City of Tavares

PUBLIC MEETING

Tuesday, November 15, 2005
5:00 pm – 7:00 pm
Tavares Civic Center
100 E. Caroline Street
Tavares, Florida

You are invited to attend a Public Meeting on **Tuesday, November 15, 2005** concerning the Alfred Street Preliminary Engineering Study. Aerial maps, conceptual plans and project-related information can be viewed between 5:00 pm and 7:00 pm. The Meeting is being held by the City of Tavares and is being conducted to afford persons the opportunity to express views concerning the proposed improvements.

City staff and their consultants will be available for questions during this time. Your attendance at the Public Meeting is encouraged and any comments made will be appreciated!

For additional information, please contact:

Mr. Greg Moore
Dyer, Riddle, Mills & Precourt, Inc.
1505 East Colonial Drive
Orlando, FL 32803

tel 407.896.0594
fax 407.896.4836
gmoore@drmp.com

How can I provide input?

- Fill in a comment form at the meeting and submit it to a City representative or a member of the consultant staff;
- Mail written comments Mr. Greg Moore at the above address. Make sure they are postmarked by November 28th. All information received by this date will become part of the official Public Meeting record;
- Email comments to gmoore@drmp.com

Comment Forms Received at the Alternatives Public Meeting

November 15, 2005

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

Overall great idea. Two Concerns -

On Alfred at Jean St there is a proposed median. There is a Day Care Center that is very busy in the morning and afternoon. The median would prevent people from turning into the Day Care and make them ~~to~~ attempt a U-turn at Scammel. Removing the median would help.

We would be more in favor of the separate bike path as opposed to bike lanes. Traffic is 45+ mph through much of that strip and having the bikes on the right of way would be dangerous.

Name: Don & Cathy Campbell

Address: 502 E. Alfred St.

City/State/Zip: Tavares FL 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

Name: _____

Address: _____

City/State/Zip: _____

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

The concrete median in the center of the road is a waste of valuable space and tax payers money. No intersection should be blocked to traffic. The present design will make it impossible for a semi truck to make a turn from the right lane to a side street. Traffic traveling in either direction wanting to reach a business or residence on the opposite side will in some areas need to turn 2 or 3 blocks prior to their destination further causing traffic problems on cornline avenue and other side streets. We need to go back to the drawing board and rethink this plan.

Name: Gene Smith
Address: 759 West Alfred St
City/State/Zip: Tavares Fl 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

TOP > Bad plan, creates too many problems trying to get to businesses – the center median is wasted real estate. Why not, have sidewalk & bike lane on one side only – eliminate some of extra buffer (2' grass ...) in order to create 4 lanes of traffic (11' wide each) and have 1 lane in center for turning – not a median.

Name: [illegible]

Address: PO Box 1491

City/State/Zip: Mt. Dora Fl 32757

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

The Tavares Learning Center would have a difficult time in routing parents, it seems. The B1 alternative would help, but yet parents leaving the City and turning left into the parking lot would continue to block traffic. ~~Other~~ Some medians seem to be too long also.

Name: Beth Sinder

Address: 6644 Swan Rd

City/State/Zip: Mount Dora FL 32726

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

THE ALL OK

SAVE MONEY STOP FIXING + DOWN TRAIN + FLOW WILL INCREASE

Name: A MEMBER SERVICE [illegible] SERVICE

Address: [illegible]

City/State/Zip: [illegible]

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

- Median concept in downtown Tavares may work
  Turn lanes are critical
- Any extended medians should be grass
- Medians too long in section between Tavares & Mount Dora
- Access was shown as closed where it should remain open – hardship property approved by county for residential development on south side
- No potential goods should be adjacent to ROW & should instead be away from developable frontage
- Trail should be on south side
- Does this mean Old 441 will not be 4-laned? Future volumes will be greater than capacity

Name: Terry Fitt

Address: 1110 Juniper Ct

City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

We are extremely against any medians on Alfred St. The confusion would be high & dangerous for elder people. It would also be difficult for police, Business people & Emergency vehicles.

We feel money could be used in other ways to benefit the business owners; street repair, landscaping etc.

Name: Sandy & Jim Miller
Address: 519 W Alfred St
City/State/Zip: Tavares FL 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

WE FEEL THAT A CONCRETE MEDIAN WILL CAUSE UNDUE LIMITATIONS OF ACCESS TO HOMEOWNERS, BUSINESSES, POLICE & EMERGENCY VEHICLES. WE ARE EXTREMELY AGAINST ANY MEDIANS ON ALFRED ST. WE ALSO FEEL THIS IS AN INAPPROPRIATE WAY TO SPEND TAX DOLLARS & THAT THIS TAX MONEY COULD BE BETTER SPENT ON LOCAL EXISTING STREETS.

Name: Mr & Mrs Tim Miller

Address: 810 St Louis Avenue

City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Tuesday, November 15, 2005

Your Comments are important! Please use the space below to express your thoughts about this project.

For old 441 - I do not see a need to upgrade the industrial areas. Every noised person I have encountered in other industrial area either slows or stops truck service -

The twin towers on old 441 (white flat) seem to work very well -

A diesel fuel work also remain together.

There will never business moving into area pay for this, or will those of us who own property have to

Name: Al Ritchie

Address: 700 [illegible] Ave

City/State/Zip: Tavares FL 32778

Please complete and place this form in the "Comments" box or mail before November 28, 2005 to:

Mr. Greg Moore
Alfred Street Corridor Study
DRMP, Inc.
1505 East Colonial Drive
Orlando, Florida 32803

Follow-up Correspondence

Dyer, Riddle, Mills
& Precourt, Inc.

Principals
Wayne G. Chisholm
Donaldson K. Hanson, Jr.
Lucius J. Cushman, Jr.
Jon S. Meadows
Stephen E. Precourt
Lawrence L. Smith, Jr.

DRMP
ENGINEERS · SURVEYORS · PLANNERS · EGIS# 376

November 16, 2005

Ms. Marion Freund
Property Owner
2533 Dolly Bay Drive
L-105
Palm Harbor, Florida 34684

Subject: Alfred Street Corridor Study

Ms. Freund:

Per our conversation the week of November 7, please find the enclosed figures related to the ongoing study of Alfred Street. At last night's Public Meeting, we received a variety of comments that we will use as valuable input into the project. In the next several weeks, we plan to meet with City and County staff to discuss ways that the alternative concepts can be modified to address some of the issues that were brought forth.

One of the enclosed exhibits illustrates an alternative concept in the vicinity of your property at 1200 East Alfred Street. This option (Typical Section B2) includes a wide multi-purpose sidewalk/trail on the south side of the road and a standard sidewalk on the north side. The other option in this section includes 4-ft bicycle lanes and standard 5-ft sidewalks on both sides of the road. Please note that the configuration of the median openings may change from what is shown. As you mentioned, the traffic issues associated with the daycare center may require a left turn access here instead of a closed median. This is going to be investigated further.

The next step in the study process is to develop a Preferred Alternative Concept based on the input received from the public and City/County staff. This will occur between now and the end of the year. The project will conclude with a presentation of the recommended Preferred Alternative to the Tavares City Council and the Lake County Board of County Commissioners. This will take place in the first part of 2006.

Sincerely,
Dyer, Riddle, Mills & Precourt, Inc.

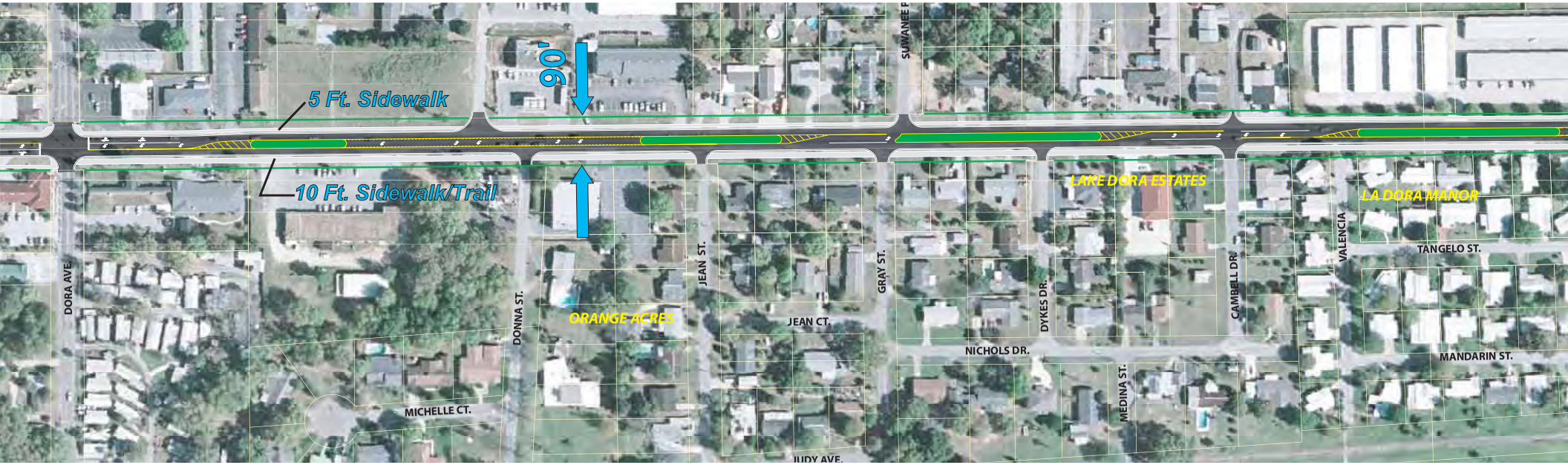
Greg Moore, P.E.
Project Manager

CC: Aaron Mercer, RSB, ZS, File

1505 East Colonial Drive
Orlando, Florida 32803
Phone: 407.896.0594
Fax: 407.896.4836

Barnes, Florida
Charlotte, North Carolina
Chapley, Florida
Deland, Florida
Fort Myers, Florida
Gainesville, Florida
Jacksonville, Florida
Orlando, Florida
Panama City Beach, Florida
Tallahassee, Florida
Tampa, Florida

1-800-775-7762
www.drmp.com


5 Ft. Sidewalk
10 Ft. Sidewalk/Trail
106'
SUWANEE
LAKE DORA ESTATES
LA DORA MANOR
VALENCIA
TANGELO ST.
CAMBELL DR.
DYKES DR.
GRAY ST.
JEAN ST.
DONNA ST.
DORA AVE.
ORANGE ACRES
JEAN CT.
NICHOLS DR.
MANDARIN ST.
MEDINA ST.
MICHELLE CT.
JUDY AVE.

Greg Moore

From: Greg Moore
Sent: Wednesday, November 16, 2005 10:02 AM
To: 'hazandpop@aol.com'
Cc: 'Aaron Mercer'; Zivah Strom
Subject: Alfred Street Follow-Up
Attachments: Alfred Street Figures.pdf

Mr. Molnar

As we discussed last night, I've attached a handout that was distributed to the City Council prior to our Public Meeting. This provides an overview of the options under consideration and the sections of the corridor to which they apply. I am sorry that the meeting ended before you were able to see all of the displays. We appreciate your comments and participation and if you have any other questions, we will do our best to answer them or find someone that can help.

Take care,

Greg Moore, P.E.
Project Manager
DRMP, Inc.

1505 E. Colonial Dr.
Orlando, Florida 32803

407-896-0594
407-896-4836 (fax)

mailto:gmoore@drmp.com www.drmp.com

Greg Moore

From: Greg Moore
Sent: Wednesday, November 16, 2005 8:21 AM
To: 'kelly04@earthlink.net'
Cc: 'Aaron Mercer'
Subject: RE: Alfred Street Preliminary Engineering Study

Mr. Linkous

Thank you for your comment. It will be noted as you have requested.

The property lines that were shown on the exhibits last night are based on what is in the Lake County Geographic Information System (GIS). These were also verified by reviewing roadway plans and records from the Lake County Property Appraiser. This data is generally reliable, but also may not be perfect. We appreciate the input and will look into it.

Thank you for your participation and interest in the Alfred Street study.

Sincerely,
Greg Moore

From: caskey's mower and machine shop [mailto:kelly04@earthlink.net]
Sent: Wednesday, November 16, 2005 8:12 AM
To: Greg Moore
Subject: Alfred Street Preliminary Engineering Study

Dear Greg,

I attended the public meeting in reference to the Alfred Street expansion from SR 19 to Bay Street. This morning (Wednesday) November the 16th. I reviewed my ALTA/ACSM Survey that was completed on 10/12/04. According to the ALTA Survey there is a 50' R/W not
the 66' R/W you should on the illustrations last night. Please make this email a part of the official written comment and Public Record.
Thank you for your time in this matter and I await your response.

Sincerely,

Ron Linkous
510 East Alfred Street
Tavares, Fl

caskey's mower and machine shop
kelly04@earthlink.net
EarthLink Revolves Around You.

Greg Moore

From: Greg Moore
Sent: Wednesday, November 30, 2005 11:39 AM
To: 'mcomas@orlandosentinel.com'
Cc: 'Aaron Mercer'; Ralph Bove; Zivah Strom
Subject: Alfred Street Information
Attachments: FDOT AM Brochure.pdf; Summary Overview.pdf; Alfred Street Figures.pdf

Dear Mr. Comas,

Aaron Mercer, the Public Works Director with the City of Tavares asked that we contact you regarding the ongoing study of Alfred Street through the Downtown area and eastward to Bay Road.

The attached documents should help to provide some insight. The Summary Overview includes general information about the project and some details from the public meeting held November 15. Another document includes the typical section alternatives considered for the project. I've also attached a brochure developed by FDOT that outlines access management principles as they relate to safety and issues with businesses.

If you have any questions about the documents or would like additional information, please do not hesitate to contact me.

Sincerely,

Greg Moore, P.E.
Project Manager
DRMP, Inc.

1505 E. Colonial Dr.
Orlando, Florida 32803

407-896-0594
407-896-4836 (fax)

mailto:gmoore@drmp.com www.drmp.com

Summary Overview (Provided to Orlando Sentinel, 11/30/2005)
Alfred Street Preliminary Engineering Study

The City of Tavares, in association with Lake County is currently conducting a Preliminary Engineering Study of Alfred Street (Old 441) from SR 19 to Bay Street. The focus of the study is to develop a project that will enhance mobility within the corridor while enhancing safety and aesthetics. With this objective in mind, the study seeks to develop alternative concepts that improve traffic flow, provide enhanced pedestrian/bicycle facilities, and address known drainage and flooding concerns.

With the exception of right-of-way required for stormwater ponds, the alternative improvements are developed to fit within the existing roadway right-of-way. The attached figures illustrate this in greater detail. In each of the Typical Sections, the existing roadway is shown in grey underneath the proposed.

Concepts under evaluation include the installation of a median separator with openings that accommodate turning traffic. In addition, sidewalks will be provided along both sides of the roadway for the entire length of the project, enhancing sections of Alfred Street that do not currently have continuous sidewalks. East of Dora Avenue, provisions are made for bicycle traffic. These include either standard bicycle lanes or a shared multi-use path on one side of the roadway that can be used by either bicycles or pedestrians.

Why add a median? Providing median separation controls access and reduces conflicts between turning vehicles and thru traffic. For example, on the current two-lane facility a left turning vehicle can block the thru traffic until they are able to turn. Median openings allow for turn pockets that remove left turning vehicles from the thru traffic stream, allowing thru traffic to keep moving. Medians manage the number of access points, which has been shown to reduce the number and severity of crashes.

<u>November 15th Public Meeting Summary:</u>
41 attendees
8 written comments received
Primary Issues: Access and circulation concerns related to medians (7 of 8 comments addressed this), project cost, drainage/flooding concerns, preference for multi-use path over bicycle lanes.

Greg Moore

From: Greg Moore
Sent: Tuesday, March 14, 2006 11:04 AM
To: 'Tjfishaicp@aol.com'
Cc: 'Aaron Mercer'; Ralph Bove; fschneider@co.lake.fl.us
Subject: RE: Alfred Street PD&E
Attachments: Alfred St Public Meeting Summary.pdf; Preferred Typical Sections.pdf

Mr. Fish

The Alfred Street study is winding down. We hope to finish the project within the next month to 6-weeks. As you have requested, I have attached the summary of comments received at the public meeting, which was held on November 15th.

In the time since the Public Meeting, we have met with City and County staff to discuss the details of the preferred concept, addressing many of the comments that were received with respect to access and other issues. Later this week, we plan to send a draft of this concept back to staff for their review and comment. Once this input is received, the concept will be finalized and presented to the City Council at their April 19th Council Meeting.

I have also attached the preferred typical sections that were identified following the Public Meeting. Within the constrained downtown section, the preference was for a 10-ft median area applied over finite distances such that access is maintained to the extent possible. For both the central and eastern portions, both staff and public sentiment favored a separate 10-ft trail/sidewalk on the south side of the road instead of a dedicated bike lane adjacent to the travel lanes. The plan view details of how this will be configured is what we are about to submit to staff for review.

If the Council approves the recommended concept on April 19, the plan is to present the results of the study to the Lake BOCC at their next meeting. We would be happy to meet with the MPO as well if you think that would be beneficial.

If we can be of further assistance, please let us know.

Thanks,

Greg Moore, P.E.
Project Manager
DRMP, Inc.

1505 E. Colonial Dr.
Orlando, Florida 32803

407-896-0594
407-896-4836 (fax)

mailto:gmoore@drmp.com www.drmp.com

From: Tjfishaicp@aol.com [mailto:Tjfishaicp@aol.com]
Sent: Tuesday, March 14, 2006 9:49 AM
To: Greg Moore
Subject: Alfred Street PD&E

Mr. Moore,

Please provide an update on the status of the PD&E Study on Alfred Street in Tavares (Lake County Road Old 441).

Specifically, I would like the project timeline, the summary of public comments, and consultant recommendations, when ready.

Thanks.

T.J. Fish

PUBLIC MEETING SUMMARY

Meeting Date: Tuesday, November 15, 2005, 5:00 to 7:00 pm **Project #**: 03-0313.000

Project: Alfred St. Preliminary Engineering Study from SR 19 to Bay Road

Subject: Public Meeting

Meeting Location: Tavares Civic Center, 100 E. Caroline St. Tavares, FL 32778

Distribution: Corridor Study Project Team

Attendance Summary:

33 Members of the public

7 Agency & Elected Officials

City Council – Dennis Wilson
City Staff – Dottie Keedy, Aaron Mercer
County Commissioners – Debbie Stivender
County Staff – Fred Schneider
Lake Sumter MPO Staff – TJ Fish, John Maruniak

4 Consultant Project Team Staff

Ralph Bove, Greg Moore, Carlos Asturrizaga, Zivah Strom

44 TOTAL ATTENDEES

Comments Summary: (See also attached Comment Forms and Related Correspondence)

7 Comment forms received at the Public Meeting November 15.
- 1 comment about drainage
- 6 comments addressed access management

3 Comment forms received via regular mail.

1 Comments/inquires received via e-mail/telephone.

11 TOTAL COMMENTS RECEIVED

MEETING SUMMARY

The Alternatives Public Meeting for the Alfred St. Preliminary Engineering Study in Lake County was held from 5:00 to 7:00 pm in the Tavares Civic Center. The format for the meeting was an informal open-house with staff from the consultant project team available to answer questions and discuss the project with the participants. Participants were asked to sign in upon entering. Comment forms and an overview handout were distributed to each attendee as they registered.

The materials presented at the meeting included the project alternatives under consideration displayed over large scale aerial photography. In addition to the footprints for the proposed project alternatives, other details on the displays included street names, business names, and property lines. The exhibits on display included:

- An overall area map showing the location of the project and begin/end limits.
- Large Scale Displays of the Alternatives Under Evaluation showing typical sections and plan-view concepts of the preliminary design.
    - Downtown Section (Typical Sections A1 and A2)
    - Central Section (Typical Sections B1 and B2)
    - Eastern Section (Typical Sections C1 and C2)
- Alternatives Evaluation Matrix showing the various project costs and impacts.
- A display summarizing the various Engineering, Environmental and Social evaluation factors considered for the project
- Historic and Cultural Resources summary identifying the Downtown Historic District.
- Access management summary displays and informational handouts.
- Project schedule summary board.
- Production Schedule Display to identify project phases.
- An informational table with roll plots highlighting potential contamination sites, wetlands, and other environmental issues that have been investigated.

The meeting ended at approximately 7:00. The peak attendance occurred just after 6:00 with a crowd of approximately 15 people. The majority of participants had left the meeting by about 6:30. Two groups of attendees arrived after the conclusion of the meeting. Members of the project study team were able to discuss the project with these folks and answer question related to the project. Follow-up was also done with these individuals by e-mail as requested.

COMMENT SPECIFICS

The following is a summary of the written and verbal comments received. These have been compiled by the staff from the consultant project team that facilitated the meeting. Comments have been organized by the various issues to which they pertain. Comments requiring follow-up and the responsible staff involved in follow-up activities have been noted in the "Action Items" section of this summary.

<u>Access Management</u>

- Tavares Learning Center would have a difficult time in routing parents. B1 alternative would help but parents leaving the City and turning left into the parking lot would block traffic.
- Day care is busy morning/afternoon at the Alfred St/Jean St. proposed median location. The median would prevent people from turning into daycare and make them attempt U-turn at the next available break in the median.

- Concerns were expressed about closing the access to Texas Avenue. There are 45 tenants of the Ft. Smith Building that would have to travel a total of three additional blocks to access this commercial/office center.
- Eliminate the 2-ft grass strip to save space and open up the median for a continuous two-way left turn lane.
- Concrete median will limit access to homeowners, businesses, police, emergency vehicles.

Sidewalk/Bike Path

- Two residents were in favor of separate bike path not bike lane. Traffic is 45+ mph through much of the road and having bikers on ROW is dangerous. Preference is to have sidewalk/bike lane on one side of street only.
- Several comments were received in favor of the trail on the south side of the road.

Traffic Operations

- Turning movements and ease of access to side streets and driveways were mentioned by some attendees. For example, one participant mentioned that traffic traveling in either direction to reach business or residence on opposite side will need to turn 2 or 3 blocks prior to their destination. Also, present design makes it impossible for semi-truck to make a turn from the right lane to a side street.
- Several comments were received in favor of the median treatments. Also cited was the need to include turn lanes within the downtown area in particular.

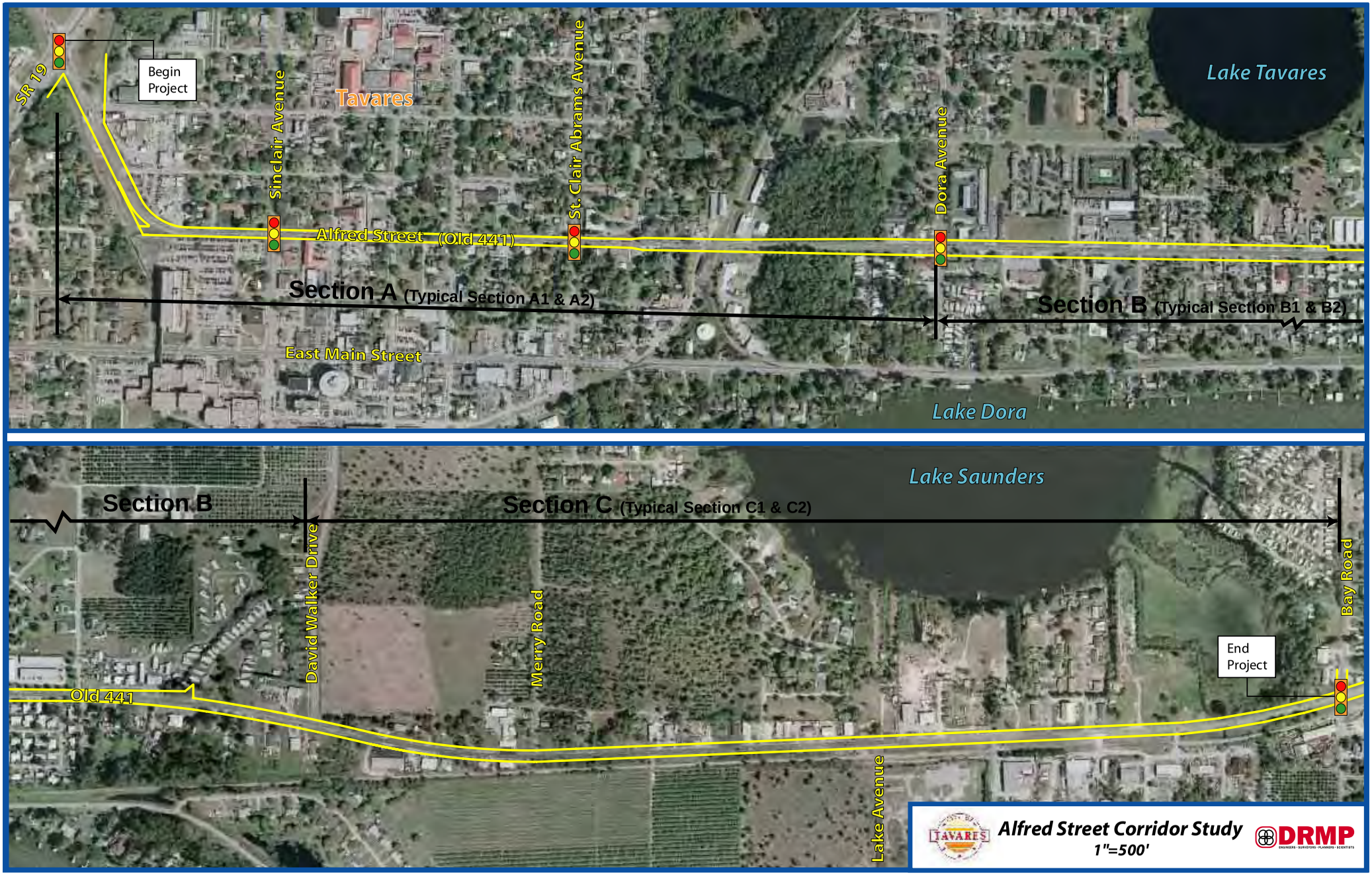
General

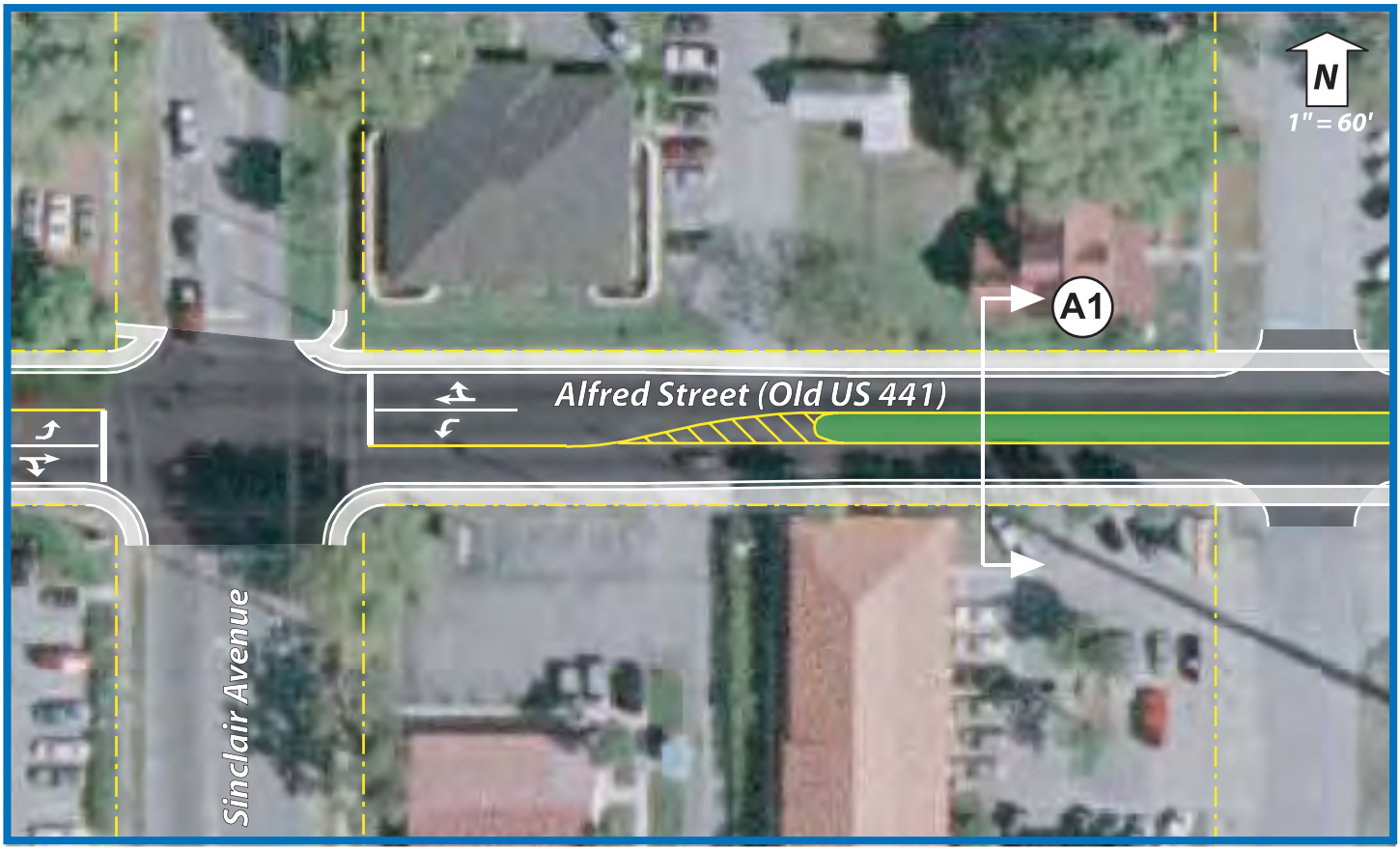
- Retention ponds should be kept off the roadway frontage to allow for future development.
- There is no need to upgrade the industrial area with these aesthetic treatments. Raised medians in industrial areas prevent truck movements. Considering deceleration lanes in this area instead of a median would be more appropriate.

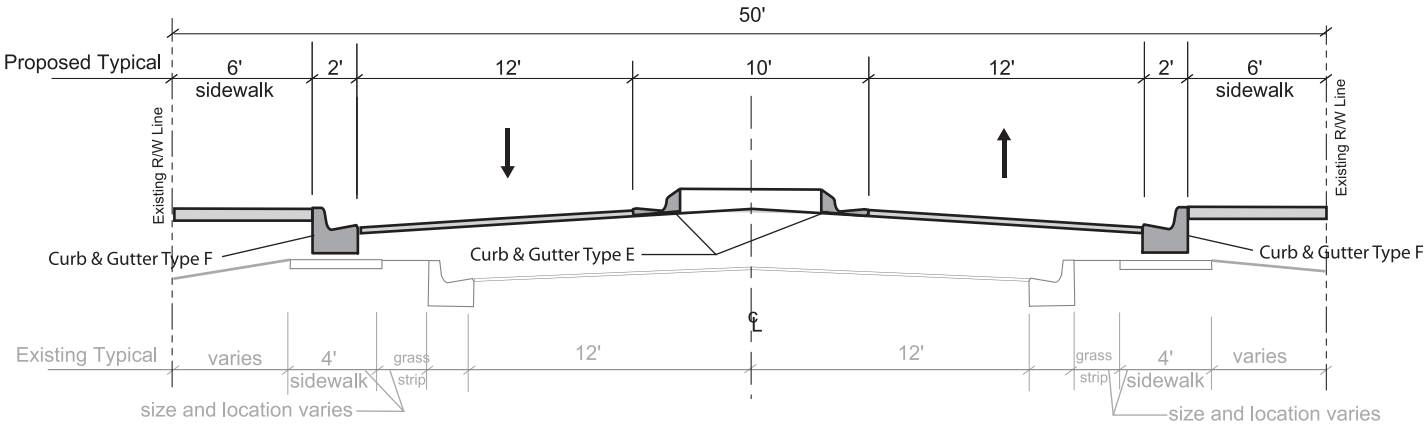
FOLLOW-UP ITEMS

The following is an identification of the items requiring follow-up. These have been compiled from the comments and discussion resulting from the Alternatives Public Meeting. In order to track the progress of these follow-up items, the responsible staff should provide progress updates to the consultant team as various issues are resolved.

Subject / Issue	Staff Name	Action Required
Historic Resources	Consultant Team	Send copy of report to Tavares Historical Society
Misc. Coordination	Consultant Team	Correspondence by e-mail, phone, and postal mail.


SR 19
Begin Project
Sinclair Avenue
Tavares
St. Clair Abrams Avenue
Dora Avenue
Lake Tavares
Alfred Street (Old 441)
Section A (Typical Section A1 & A2)
Section B (Typical Section B1 & B2)
East Main Street
Lake Dora
Lake Saunders
Section B
Section C (Typical Section C1 & C2)
David Walker Drive
Merry Road
Bay Road
End Project
Old 441
Lake Avenue
TAVARES
Alfred Street Corridor Study
1"=500'
DRMP





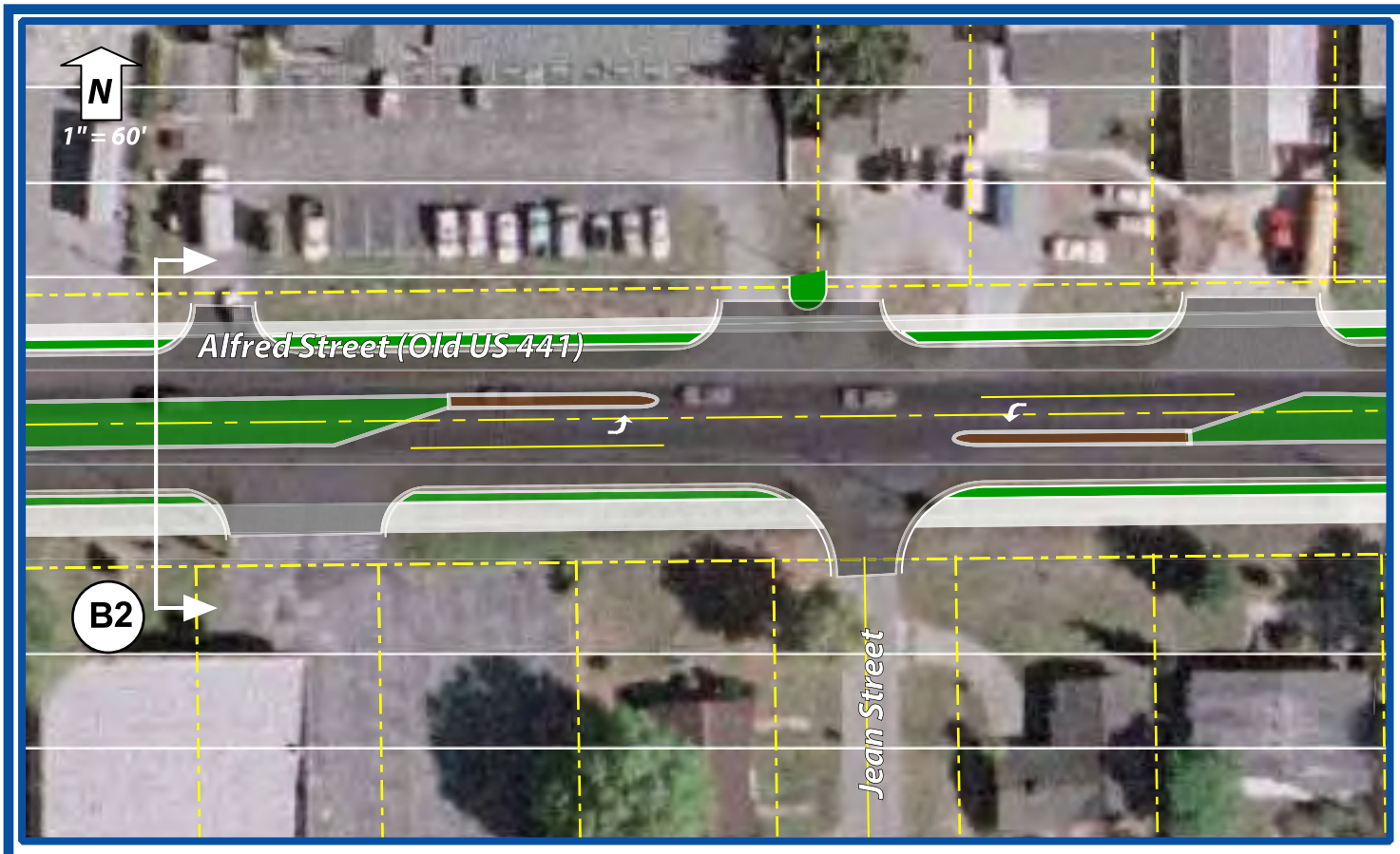
Typical Section A1

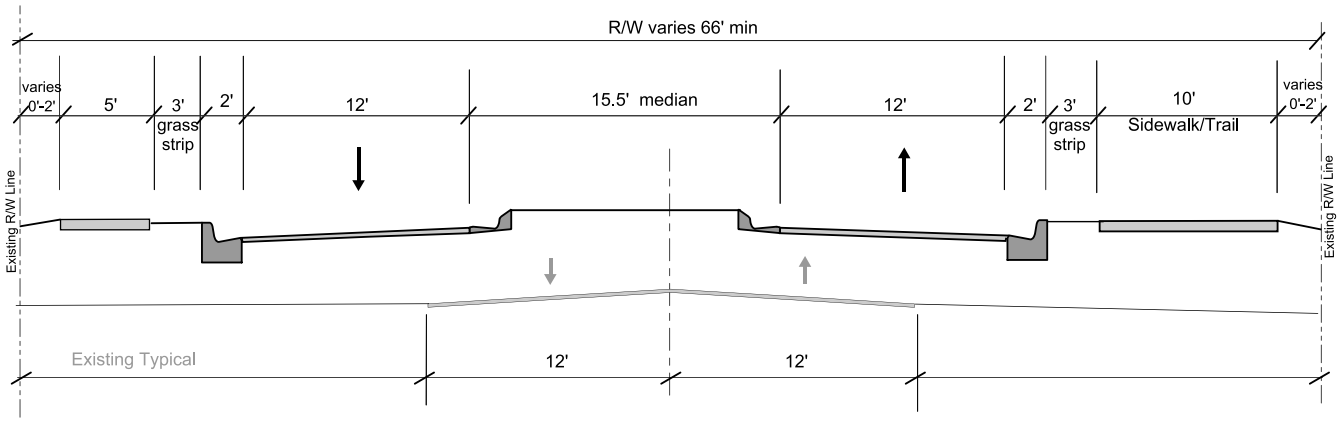
SR 19 to Dora Avenue

Alfred Street Corridor Study

TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS





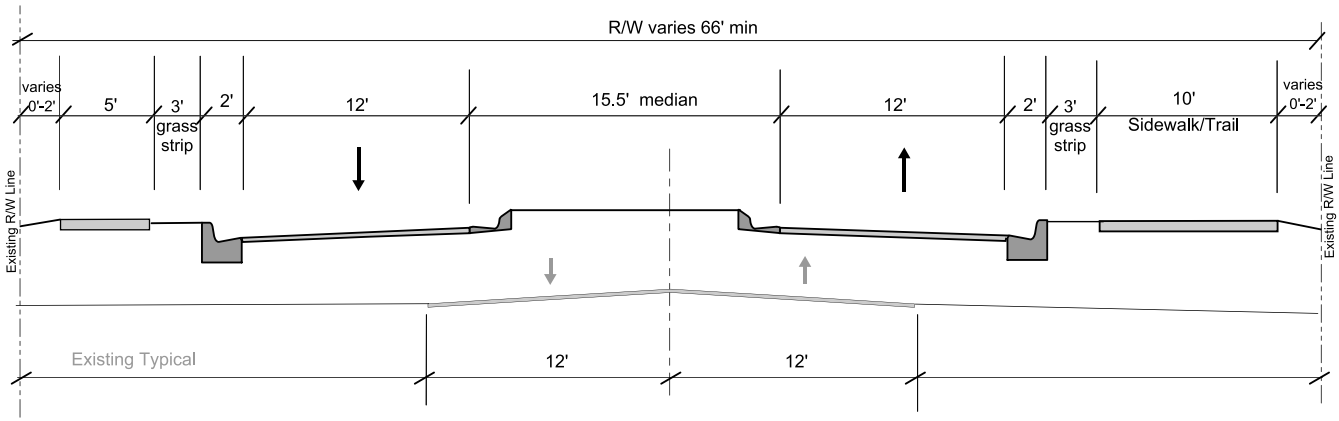
Typical Section B2

Dora Avenue to David Walker Drive

Alfred Street Corridor Study

CITY OF TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS



Typical Section C2

David Walker to Bay Road

Alfred Street Corridor Study

CITY OF TAVARES

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS

ACCESS MANAGEMENT

BALANCING ACCESS AND MOBILITY

Answers to your questions

ACCESS

What is Access Management?

Access management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections.

The control of the location, design and spacing of:

The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

Roads serve two primary purposes. One is **mobility** and the other is **access**. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties. A good example is an Interstate Highway. While a motorist could expect to travel quite efficiently over a long distance using an Interstate Highway, the number of access points is restricted to only freeway interchanges every few miles. This type of roadway serves primarily a mobility function. At the other extreme, a local residential street would provide easy and plentiful access to all adjacent properties, but long distance travel on such a roadway would be impossible. This type of roadway serves primarily an access function.

Most state roads serve a function somewhere between the Interstate Highway and the local road described above. **One of the most important responsibilities of the Florida Department of Transportation (FDOT) is to ensure that the design of each state road properly balances access and mobility. Access management is used to provide this very important balance.**

Many business and property owners have expressed concerns regarding the FDOT access management policies. Some feel that the process is unfair. Others feel that the engineers and planners who make access management decisions are not sensitive to the needs of the business community. This brochure is intended to provide you with a better understanding of access management to dispel these concerns.

CONFLICTS

Does FDOT just think this stuff up?

NO, the standards are based on over 40 years of experience and research

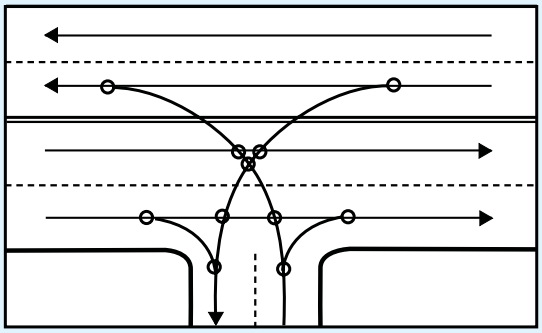
Many business and property owners have asked us this question. The answer is no. The standards developed by FDOT are based on research done around the world for the last 40 years. Much of this research involved studying actual locations, many in Florida, where different access management strategies have been used. The studies evaluated the impacts of different access management treatments on crashes, congestion, and even business performance. The standards used by FDOT are thought **to provide the optimal balance between access and mobility,** and consider the characteristics of different types of roadways.

How does Access Management improve safety?

By reducing conflicts.

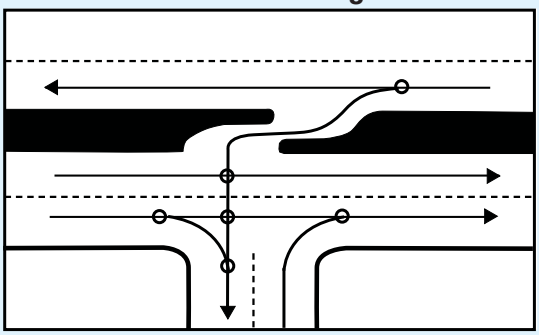
Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Each conflict point is a location where a crash can occur. **A basic principal of access management is to limit the number of conflict points along a roadway by limiting the number of driveways and median openings and restricting certain movements at some median openings.** Drivers can be overwhelmed by conflict points in close proximity to one another, increasing the potential for crashes. Good access management practice strives to separate conflict points by providing a reasonable distance between driveways and between median openings.

Before Access Management



11 Conflicts

After Access Management



6 Conflicts

Access Management reduces crashes

VALUE

What will happen if access management is not implemented?

Businesses can be hurt by congested, high collision roadways near their entrance.

When safety and capacity deteriorate, one of the ways to fix the problem is to add lanes. Although a roadway may eventually need to be widened, **good access management practices can delay the need to widen the road for several years**.

In cases where roadways cannot be widened, good access management will help reduce congestion. Congestion results in safety problems and also discourages motorists from using the road, since most customers try to avoid unsafe or congested roadways whenever possible.

Does access management keep customers away?

No, access management does not impact the demand for goods and services.

Studies have found that "destination" businesses (doctors, specialty retail stores, service-oriented businesses) are not affected by access management modifications. Interviews with both customers and business owners have shown that most people have no problem making a slightly longer trip, including U-turns, to access destination businesses. Although pass-by businesses (convenience stores, gas stations, fast food restaurants) may be impacted more by access management modifications, studies have shown that even pass-by businesses are not negatively impacted as long as reasonable access is provided. **As traffic flow is made more efficient, the roadway can handle more traffic and congestion levels decrease. This results in more motorists being exposed to your business.**

CONGESTION

In Florida's past, the pinnacle of accessibility was the small corner business with driveways on both roads. As you drive down our highways you see the old corner gas stations and strip shopping centers built in our recent history. These small corner lots are now hard to access due to growing traffic queues and high traffic volumes. Florida's traffic is growing so fast that there is no way to keep up with the demand. Even with wider roads we have seen:

- Longer queues of traffic
- Greater congestion
- Peak traffic hours spreading over much of the day
- More difficulty for customers to turn in and out of businesses (especially turning left out of unsignalized driveways)

What do your customer's want?

With the changing nature of our customer traffic, the customer is responding to this change. Customers are seeking businesses with:

- Driveways unblocked by queues of traffic
- Easy access to neighboring businesses
- Access to signalized intersections and side streets to make left turns
- Safe driving conditions

How did Florida's growth affect customer traffic?

Small corner properties are more difficult to access.

This queue is blocking street traffic and additional customers

A well-designed driveway enhances business

IMPACT

Do access management projects harm businesses?

Most businesses see no loss in business due to access management improvements.

This question is asked quite often. We recognize that most business owners have invested a significant amount of their time and savings to establish and grow their businesses. The last thing FDOT wants to do is to have a negative impact on a business. In fact, FDOT strives to provide the citizens of Florida with a safe and efficient state roadway system. Such a system is critical to the economic prosperity of our state.

In general, studies have found that access management modifications do not negatively impact businesses. Businesses succeed or fail due to many factors. Studies have found that businesses do not fail at a higher rate along roadways that undergo access management modifications than along all roadways in general.

In order to make the best access management decisions possible, FDOT relies upon business and property owners, as well as others in the community, to provide input to the process. Information such as the specific access requirements of each business, internal traffic circulation and parking, truck requirements, plans for expansion, and any unusual circumstances are all very valuable to the engineers and planners who develop access management plans.

CUSTOMERS

A number of surveys have been done to solicit input from drivers regarding access management projects. Motorists were asked to provide their opinions regarding changes to several roadways that had undergone access improvements. The overwhelming majority of motorists stated that **they liked the changes, felt the roadway was safer because of the changes, and that the selection of businesses they frequented was not affected by the changes.**

What do your customers think of access management?

Your customers favor access managed highways 4 to 1.

The Driver Survey

78% felt safer

84% felt traffic moved better

Drivers surveyed along 5 improved corridors in Central Florida FDOT District 5 (Ivey Harris & Walls - 1995)

- In Florida, studies in Central Florida and South Florida show that the majority of corridor business operators saw an increase or no change in their customer traffic.
- In Texas and Florida, studies have shown that business expectations of bad impacts were higher than what actually happened when these same business operators were questioned after construction.
- In Iowa, studies across the state showed 80% of the businesses reported sales at least as high as they were before the access management projects were completed.
- In Kansas, fifteen businesses that had claimed inverse condemnation lawsuits due to perceived access problems were studied to see if the impacts of access management had been as bad as the owners had expected. In all the cases, except one, the businesses were still in operation or actually upgraded. The only case of failure was a gas station where the roadway changes required customers to go two miles out of their way.

What have studies shown about business impacts of access management?

Business owners report that the actual impacts to their properties were much less than they anticipated.

COOPERATE

How can business owners participate in the process?

Through public forums and working directly with FDOT.

You can help us understand your needs better than anyone!

PUBLIC FORUMS: One way to participate is to attend the public meetings that are held in advance of new access management projects to discuss issues specific to your property or business. Typically these meetings are announced using fliers, either mailed or hand delivered, along the roadway. Another method is to contact your District FDOT office and request that someone contact you individually to discuss your concerns or issues.

ACCESS MANAGEMENT COMMITTEES: Each FDOT District also has an access management committee responsible for making decisions regarding access management on the state highway system. If a property owner is concerned about an access management decision that affects their property or business, they can appeal to this committee and request the opportunity to present their concerns in person or in writing.

What can businesses and neighborhoods do to promote good access management?

Work with FDOT and your neighbors to make your driveways safer.

Access Management strategies can help businesses, even those operating on older highway corridors by providing these benefits to your customer. These benefits can be accomplished by:

- Properly designed driveways shared by multiple businesses
- Better approaches to businesses from safer and better looking medians
- Moving driveways away from traffic signal intersections allowing easier access for customers, even during times of peak congestion

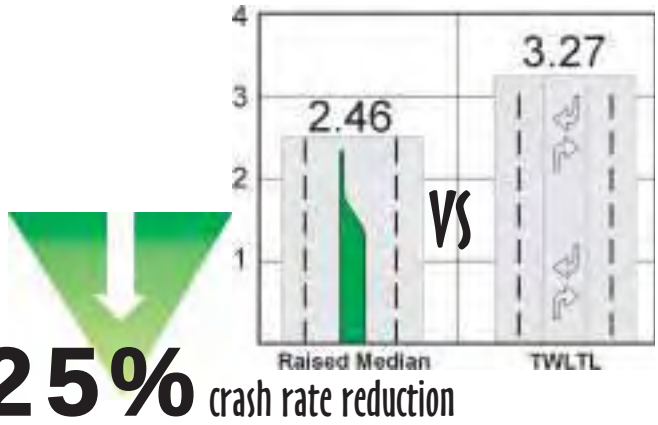
There are many other ways that businesses and FDOT can work together to make access management succesful. Contact your District FDOT office and someone will be happy to discuss issues specific to your business or property.

Business can be our strongest Access Management partner

SAFETY

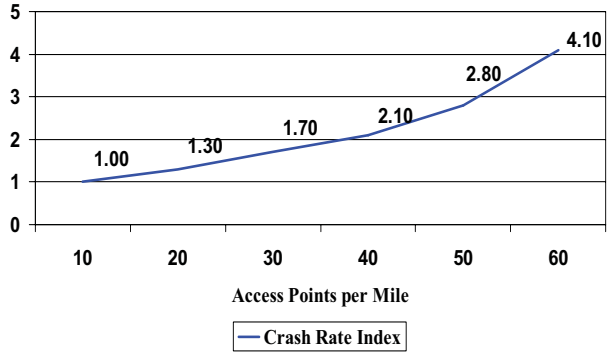
As traffic flow is made more efficient, the roadway can handle more traffic and congestion levels decrease. This results in more motorists being exposed to your business. Also, as safety of a roadway improves, motorists are more likely to be positive about the surrounding area. If it is very difficult to access a business due to a poorly designed driveway, motorists may go to businesses that do not have these problems. This is especially true of older drivers. Additionally, traffic accidents often result in motorists taking alternate routes to avoid congestion associated with accidents. Some of these diverted motorists could be potential customers.

Crash Rates for Median Treatments
Florida Crash Study



Long, Gan, Morrison, University of Florida 1993

Crash Rate Index



NCHRP Report 420 "Impacts of Access Management Techniques" 2000

What positive impacts will good access management have on my business?

More efficient traffic flow and improved safety are two of the biggest benefits of access management.

The University of Florida conducted a statewide study of all urban and suburban multi-lane state highways. This study showed that there were significant safety improvements for roads with restrictive medians.

In another access management project on State Road 436 in Seminole County, Florida, crash statistics were compared for the three years before and the three years after the project. **It was determined that the overall number of accidents was reduced by 35 %; the number of injuries by 29%; and the number of angle and left turn crashes (which are usually more serious) by 58%.** And this was despite a significant increase in the average daily traffic.

In the national study done by the Transportation Research Board, crash data showed a strong relationship between the access points per mile and the crash rate. There are generally 2.1 times more crashes when you increase access points from 10 to 40 per mile.

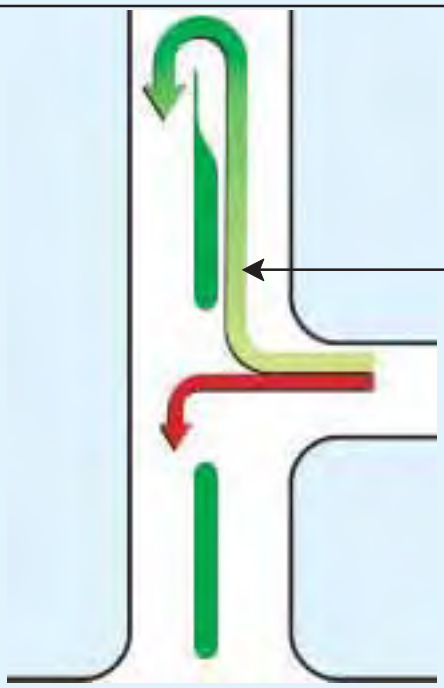
The access spacing implications are clear. Increasing the spacing between access points and providing greater separations of conflicts will reduce the number and variety of events to which drivers must respond. **This translates into fewer accidents, as well as shorter delays.**

U-TURNS

Will customers make U-turns to access businesses?

Yes, and the latest studies show U-turns are a safe alternative to direct left turns.

A study in Orlando shows most customers do not find U-turns an inconvenience



The answer to this question is an overwhelming yes. The most recent research on the safety of U-turns reveals that crashes causing injuries are reduced by more than 25% through encouraging right turns followed by U-turns, compared to direct left turns. Surveys of motorists have shown that a vast majority of them have no problem making U-turns to access businesses. In fact, most felt that access management improvements make roads safer and approve of the changes, despite minor inconveniences associated with U-turns. FDOT carefully evaluates U-turn locations and makes minor roadway improvements where needed to accommodate U-turning traffic. Some large vehicles, of course, may need to take alternate routes as U-turns can be very difficult for some larger trucks.

18%
total crash rate reduction

27%
injury fatality crash rate reduction

John Lu, Ph.D., P.E. University of South Florida 2001

U-turns are often much safer than direct left turns, especially on high volume, high speed, or congested roadways.

INTERCHANGES

FDOT places a special emphasis on access management in the vicinity of interchanges. The main purpose of an interchange is to move large volumes of traffic between a freeway and the cross street. It is the interface between the high-speed freeway and lower speed crossroad. If there are intersections and/or driveways in close proximity to the interchange ramps, the efficient functioning of the interchange can deteriorate. Usually driveways located just after a ramp are difficult to get into or out of, and many have extensive accident history. The resulting congestion near ramps can cause crashes and problems not only on the crossroad but also on the freeway. In order to preserve the capacity and safety of the interchange, the area surrounding the interchange must be free of conflicting movements.

Why is access management critical in interchange areas?

Congestion near ramps can cause crashes and problems on the freeway or Turnpike.

Many restaurant chains have learned that being in the right "vicinity" is more important than direct access

TRUCKS

Many businesses depend on trucks for deliveries and other functions. We also realize that many trucks are not typically able to make certain movements (such as U-turns). We strive to develop a plan that will accommodate truck access to businesses in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property.

Business Owner's Opinions

64% felt no inconvenience to trucks

Even merchants and truck delivery staff felt access management was an improvement

Are trucks considered in the evaluation?

Yes, truck's are always taken into consideration.

90% of truck operators in a south Florida study felt that access management improvements improved safety

District 4: Traffic Operations Freddie Vargas

Access Management

Just think about

the corridors in your community that have well designed access management versus the one with poor access management. Which one do you like to travel on and which ones have the most vibrant businesses?

Hopefully this brochure has answered some of the questions that you as a business or property owner may have. We need and value your input as we strive to make the state highway system as safe and efficient as possible. Please feel free to contact your local or District FDOT office if you would like to discuss specific access management issues with one of our staff. For more information call 850 414-4900

Access Management helps us preserve your investment in our highways and your business

Office of the State Transportation Planner
Systems Planning Office
www.fladot.com

Second Phase Materials

Kick-off Public Meeting

PowerPoint Presentation

Alfred Street Study

Public Information Meeting
May 10, 2007

Presentation Outline

I. Welcome & Introductions
II. Project Overview
III. Initial Phase Overview
IV. Second Phase Overview
V. Next Steps …

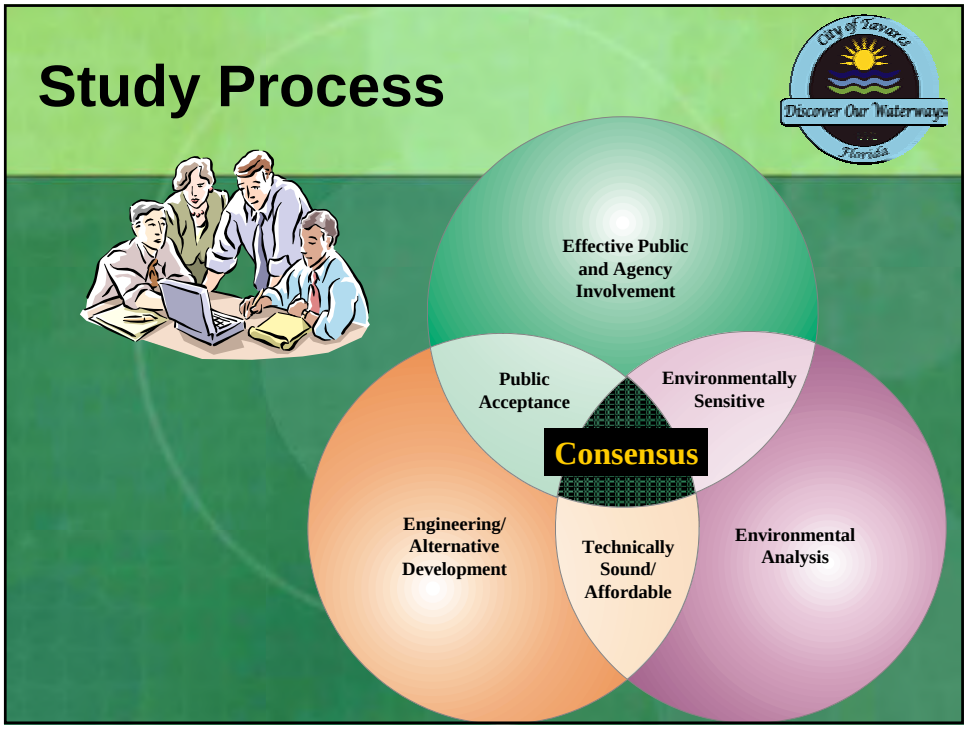
Project Overview

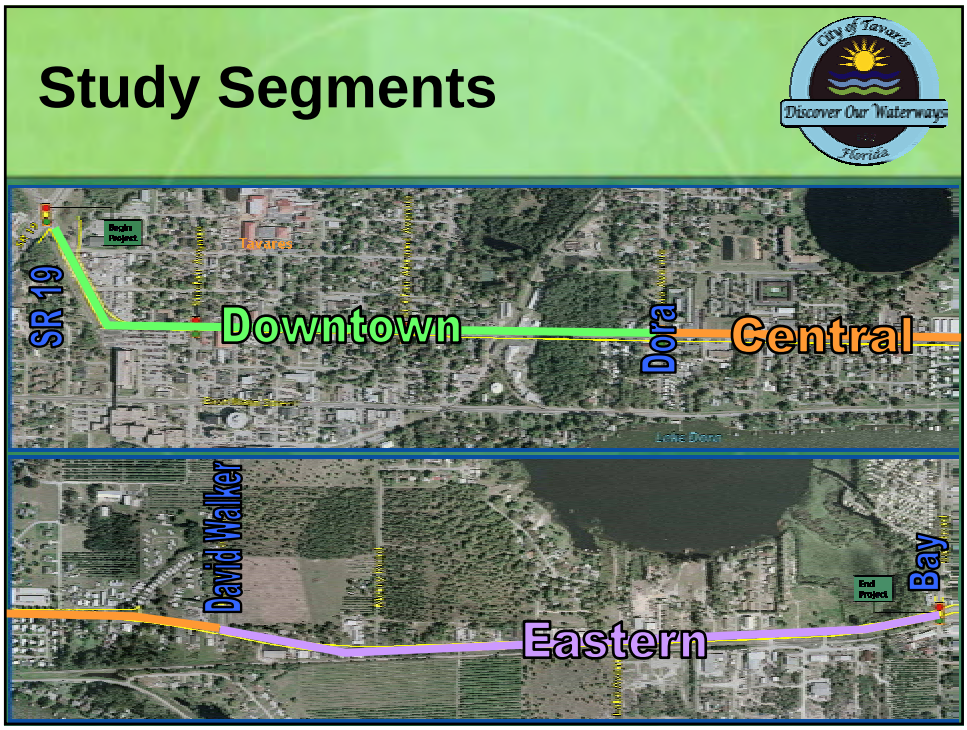
Alfred Street Corridor Study

- SR 19 to Bay Road
- City of Tavares / Lake County
- Major Components
  - Data Collection
  - Alternatives Development
  - Stakeholders Coordination
  - Engineering Analysis
  - Environmental Evaluations

Study Objectives

- Evaluate the Options
- Identify Project Elements
- Reach Consensus
- Advance the Project
  - Design Phase
    - R/W Acquisition Phase
      - Construction Phase


Study Process
City of Tavares
Discover Our Waterways
Florida
Effective Public and Agency Involvement
Public Acceptance
Environmentally Sensitive
Consensus
Engineering/ Alternative Development
Technically Sound/ Affordable
Environmental Analysis

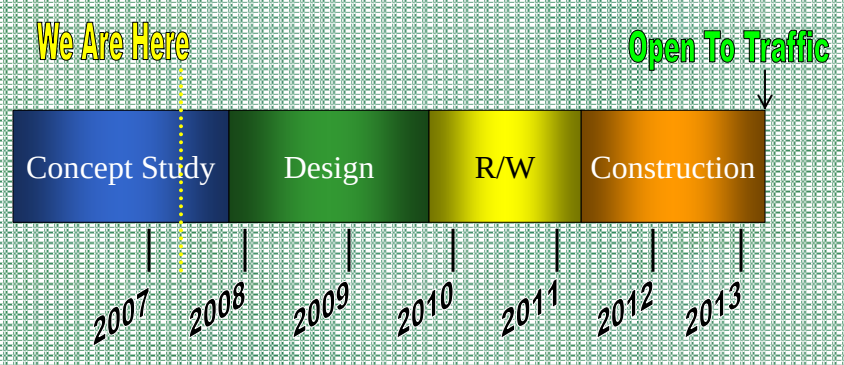

Study Segments
City of Tavares
Discover Our Waterways
Florida
SR 19
Downtown
Dora
Central
David Walker
Eastern
Bay

Study Timeline

Community Involvement

- Involve Local Citizens & Stakeholders
- Build Consensus for the Project
- You Input is Valuable!!

Project Timeline



Assumes Improvements Can Be Funded

Alternatives Considered

Downtown (SR 19 to Dora)

- Existing Right of Way = 50 feet
- Historic Downtown
- Pedestrian Features
- Intersection Improvements

Downtown (SR 19 to Dora)

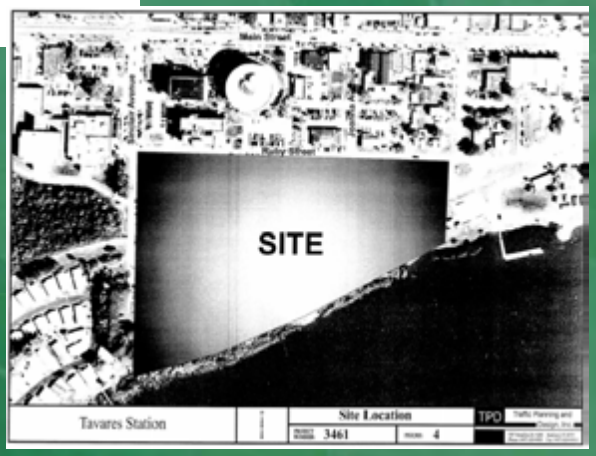
<u>Planned Development:</u>
Judicial Center Expansion

From Report by HNTB

Downtown (SR 19 to Dora)

Planned Development:

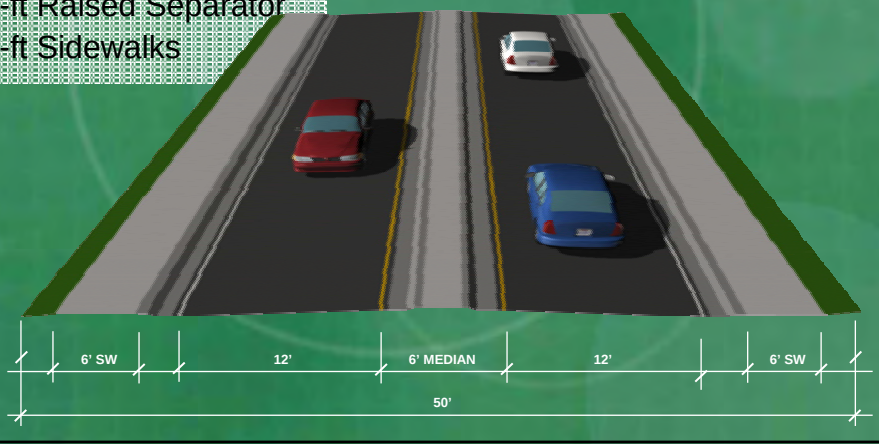
Tavares Station



Downtown (SR 19 to Dora)

Option 1

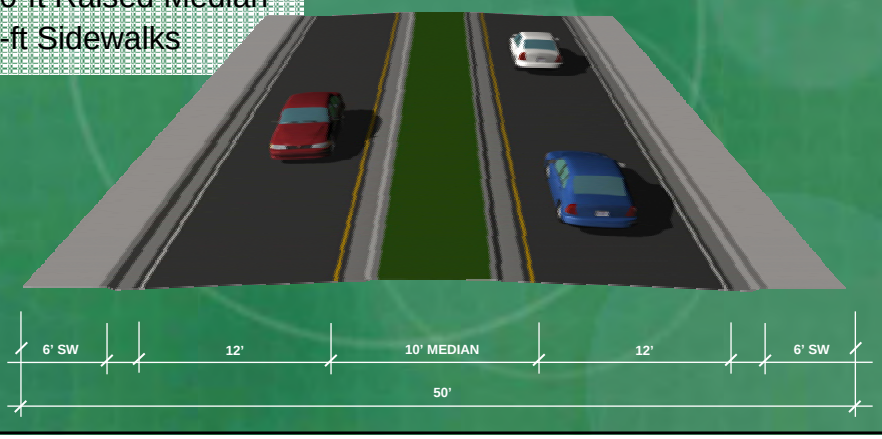
- 12-ft Travel Lanes
- 6-ft Raised Separator
- 6-ft Sidewalks



Downtown (SR 19 to Dora)

Option 2

- 12-ft Travel Lanes
- 10-ft Raised Median
- 6-ft Sidewalks

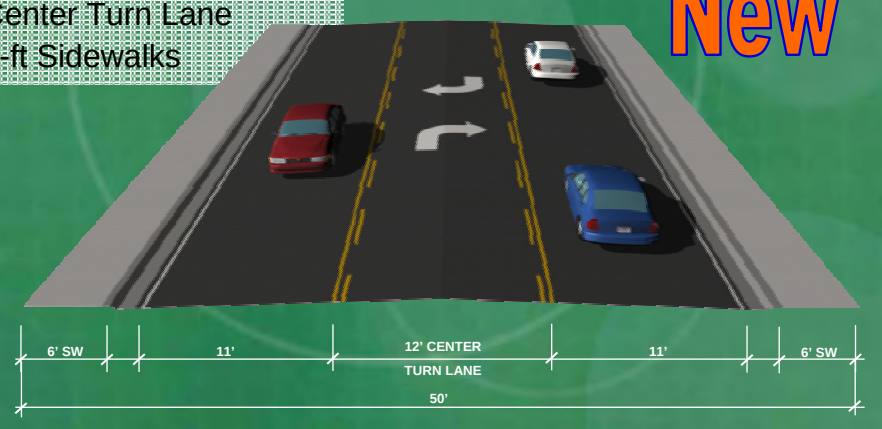


Downtown (SR 19 to Dora)

Option 3 (Three Lane)

- 11-ft Travel Lanes
- Center Turn Lane
- 6-ft Sidewalks

New

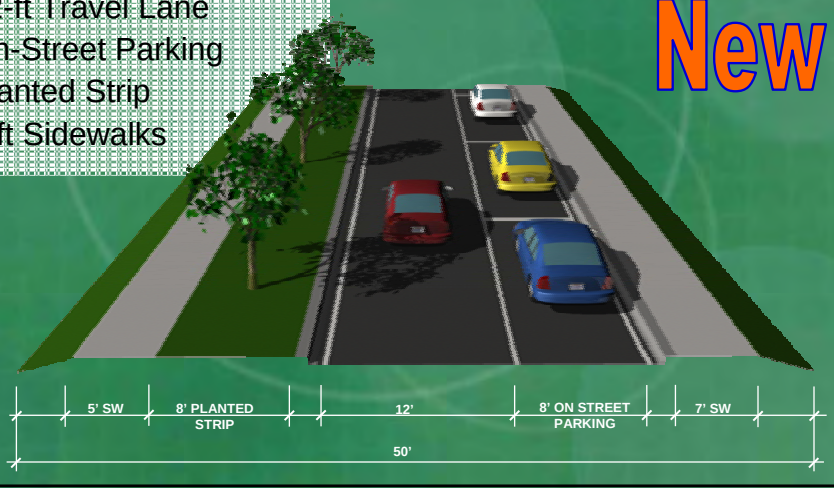


Downtown (SR 19 to Dora)

Option 4 (One-Way Pair)

- 12-ft Travel Lane
- On-Street Parking
- Planted Strip
- 6-ft Sidewalks

New



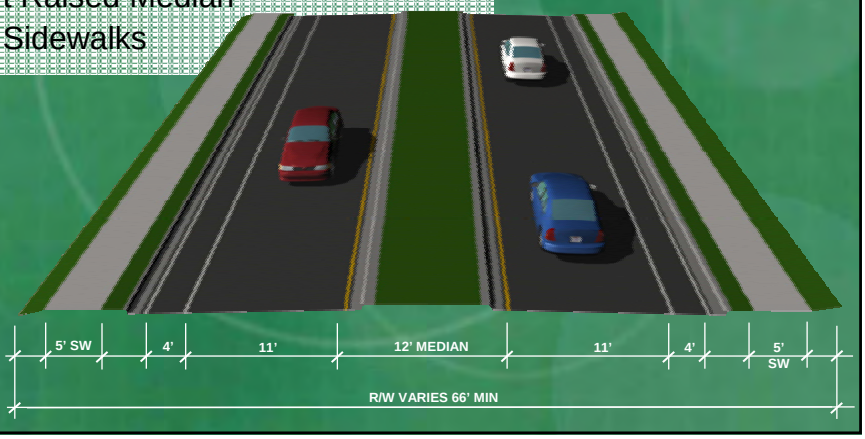
Central (Dora to David Walker)

- Existing Right of Way = Varies 66-90 feet
- Outside the Historic Downtown
- Residential, Commercial and Light Industrial
- Bicycle Lanes / Path Considered

Central (Dora to David Walker)

Option 1

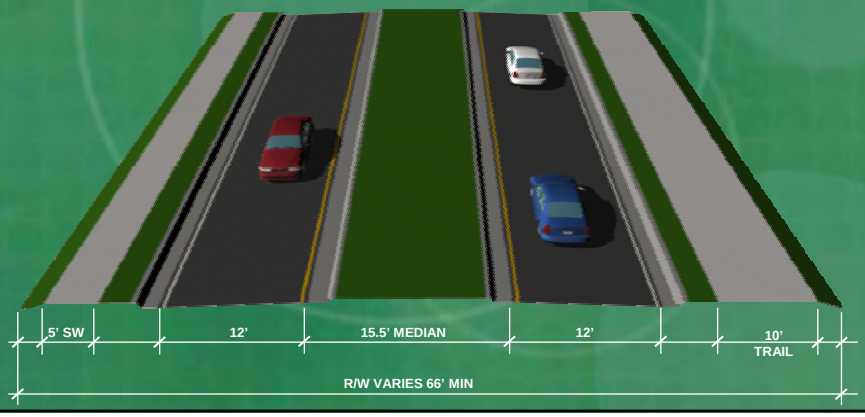
- 11-ft Travel Lanes with 4-ft Bike Lane
- 12-ft Raised Median
- 5-ft Sidewalks



Central (Dora to David Walker)

Option 2

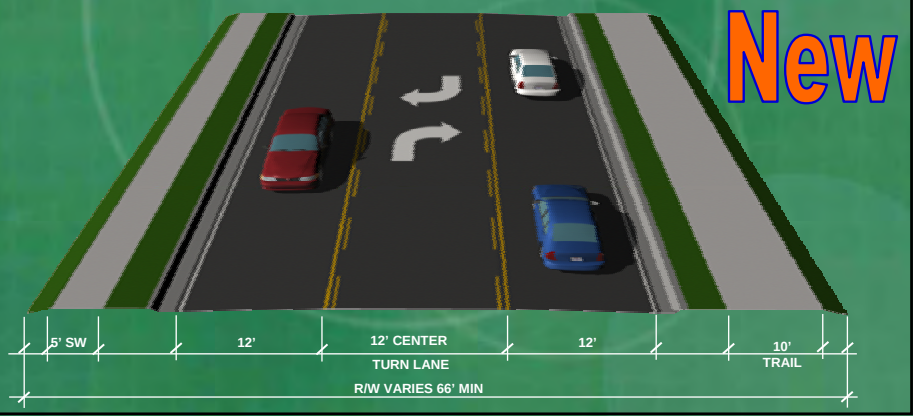
- 12-ft Travel Lanes
- 15.5-ft Raised Median
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Central (Dora to David Walker)

Option 3

- 12-ft Travel Lanes
- 12-ft Center Turn Lane
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



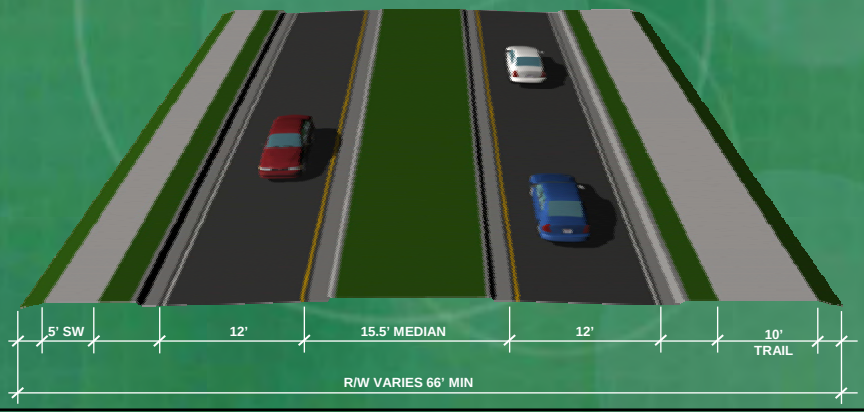
Eastern (David Walker to Bay)

- Existing Right of Way = 66 feet
- Railroad Tracks on South Side
- Predominantly Light Industrial and Agricultural

Eastern (David Walker to Bay)

Option 1

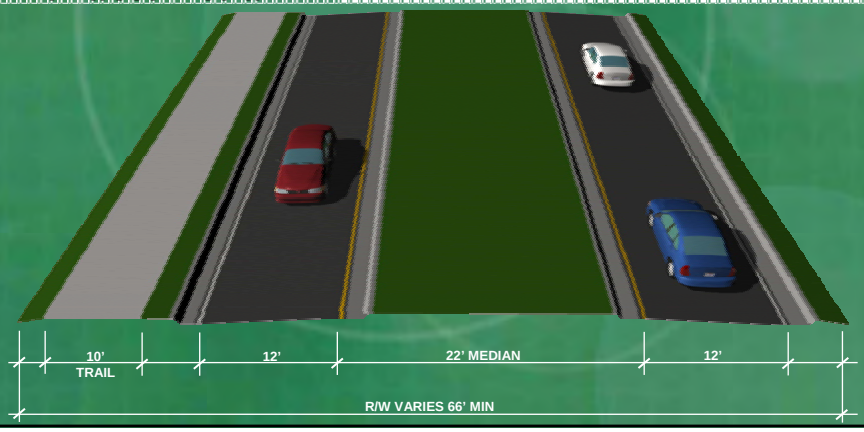
- 12-ft Travel Lanes
- 15.5-ft Raised Median
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Eastern (David Walker to Bay)

Option 2

- 12-ft Travel Lanes
- 22-ft Raised Median
- 10-ft Multi-use Trail on North Side

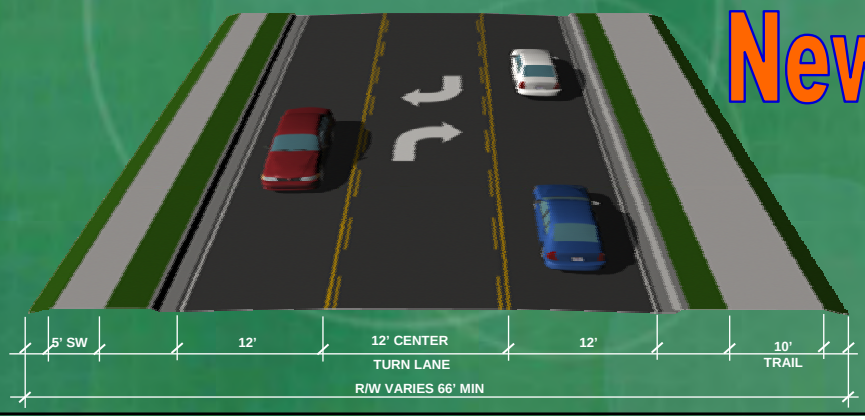


Central (Dora to David Walker)

Option 3

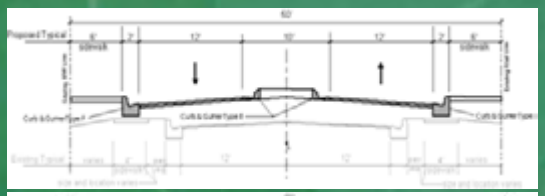
- 12-ft Travel Lanes
- 12-ft Center Turn Lane
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side

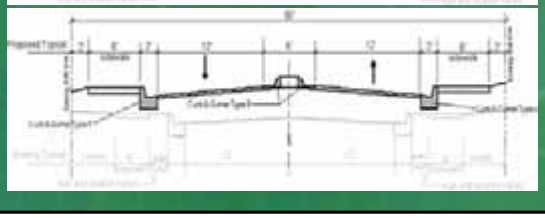
New



Alternatives Analysis

- Comparative Evaluation
- Preliminary Engineering Report





Environmental Elements

Historic Resources & Public Facilities

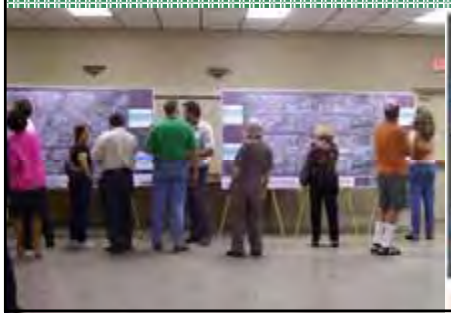
Environmental Elements

- Wetlands
- Contamination
- Wildlife/Habitat

Alternatives Analysis

- Study Concepts
- Technical Analyses
- Alternatives Public Meeting

  November 15, 2005



Alternatives Public Meeting

<u>Meeting Summary</u>

- 44 Attendees
- 11 Comments Received
  - Access & Circulation
  - Traffic Operations
  - Bicycle / Pedestrian Features

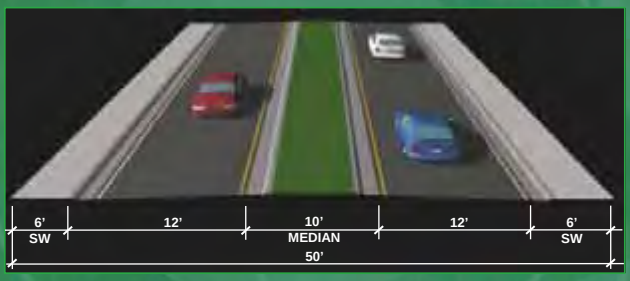
Initial Concept Selection

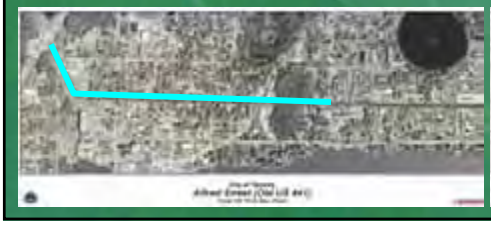
Following the Public Meeting …

- Incorporated Minor Changes
- Completed the Technical Analyses
- Presented Results To City Council
  - April 19, 2006

Initial Concept

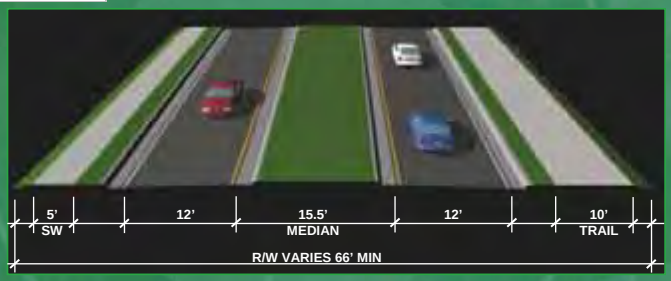
Downtown Section





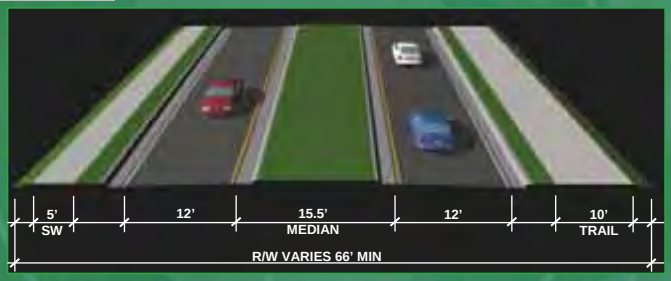
Initial Concept

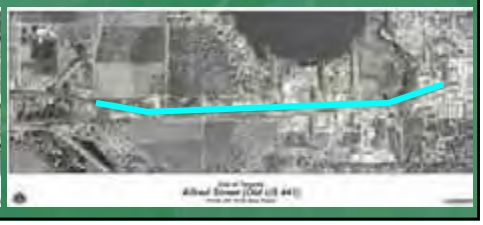
Central Section



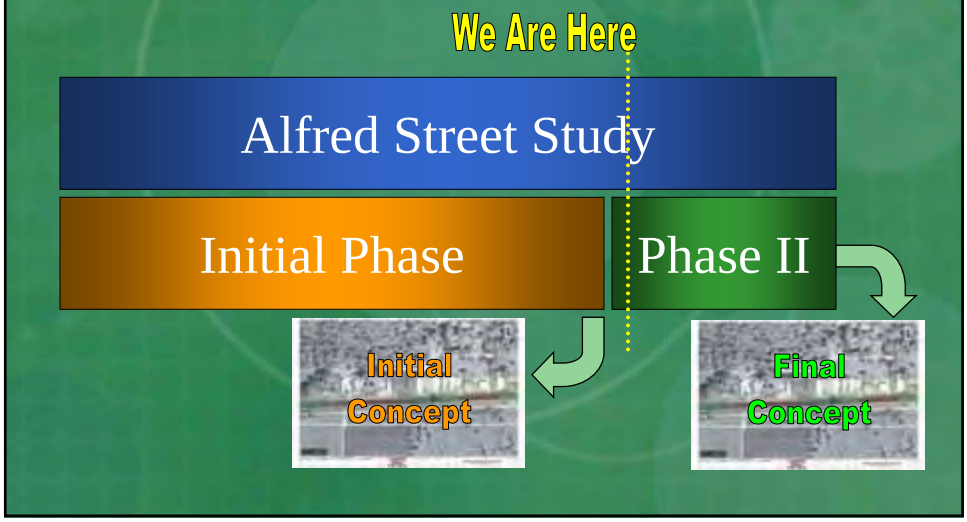
Initial Concept

Eastern Section





Study Timeline



Phase II Overview

Key Objectives

- Conduct Additional Public Outreach
- Look at Additional Options
  - 3-Lane Concept
  - One-Way Pair Concept
- Complete the Study

Public Outreach

- Three Additional Public Meetings
  1. Initial Public Workshop
  2. Alternatives Public Workshop
  3. Final Public Hearing
- Four Council Updates
- Expanded Notification Process
  1. Utility Bill Notices
  2. Direct Mailings
  3. Hand-delivered Notices
  4. Roadside Message Sign

Notification Area

Additional Alternatives

One-Way Pair Concept

- From West of Barrow Ave to Disston Ave

Additional Alternatives

- One-Way Pair Concept

Additional Alternatives

Alternatives Development

Additional Alternatives

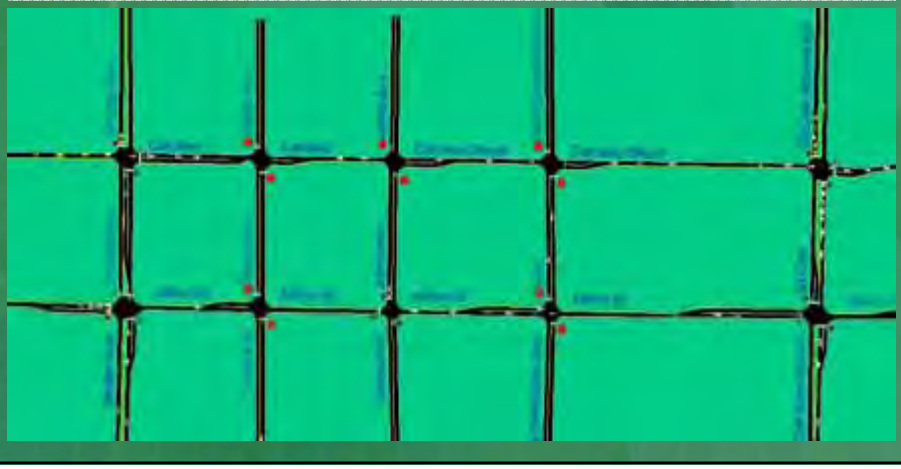
- Three-Lane Option

Alternatives Analysis

- Network Traffic Analysis

Alternatives Analysis

- Traffic Simulation Modeling



Traffic Operations

- Three-Lane Option

Summary of Findings

One-Way Pair Option

- Operations
  - Greatest Capacity
  - Supports Growth
  - Change In Traffic Pattern
- Design Issues
  - Operating Speed in "Switchback"
  - Supports Aesthetic Features
  - Right-of-Way Impacts/Costs

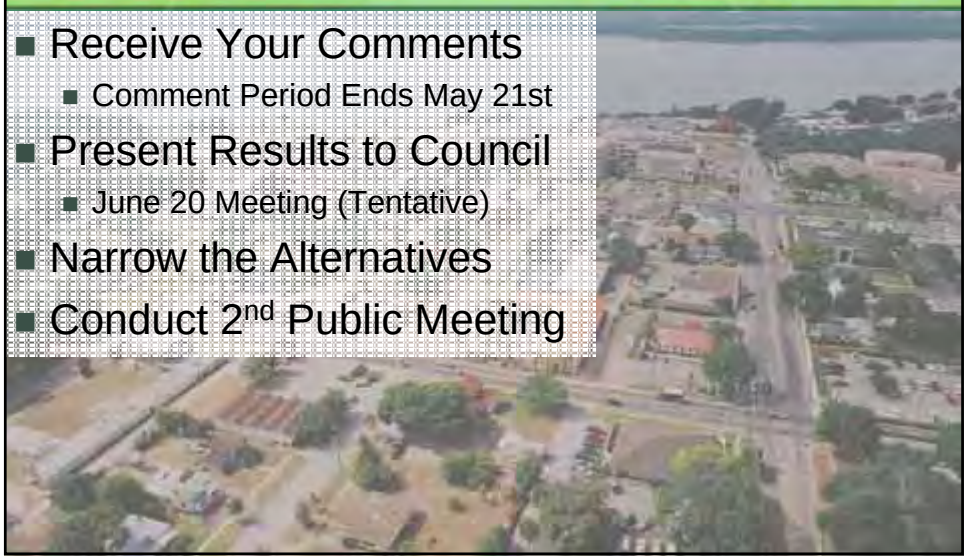
Summary of Findings

Three-Lane Option

- Operations
  - Open Access for Left Turns
  - Increased Conflicts
- Design Issues
  - Potential for Speeding
  - Limits Aesthetic Features
  - Change In Traffic Pattern

Next Steps …

- Receive Your Comments
  - Comment Period Ends May 21st
- Present Results to Council
  - June 20 Meeting (Tentative)
- Narrow the Alternatives
- Conduct 2nd Public Meeting



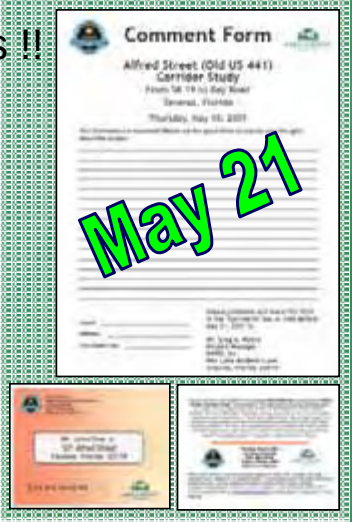
Study Schedule

Public Input

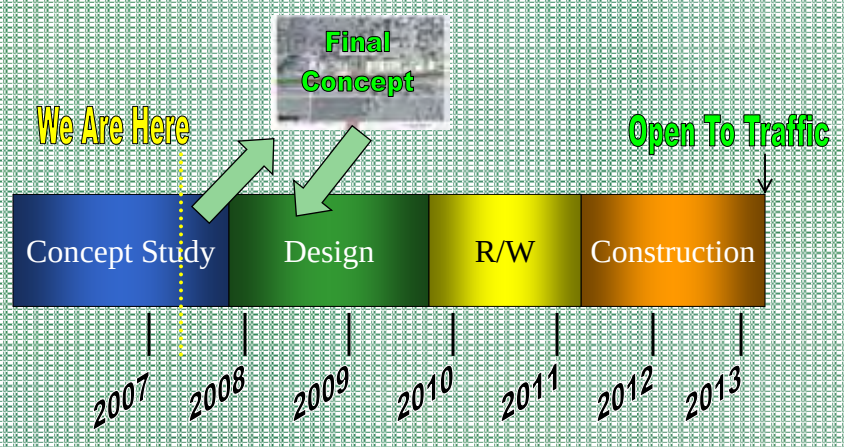
- We Value Your Comments !!
- Communication is the Key
- Pro-Active Approach

<u>Notifications</u>

1. Utility Bill Notices
2. Direct Mailings
3. Hand-delivered Notices
4. Roadside Message Sign



Project Timeline



Alfred Street Study

Public Information Meeting

May 10, 2007

Sign-in Sheet

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

TOTAL = 29 (PUBLIC)

Name (Please Print)	Address	City	Zip Code
TERRY BITNER	38825 BRANCHAN	MT DORA	32757
Ben Randazzo	15311 OAK GLEN WAY	TAVARES	32778
DANNY CADDELL	30827 FAIRVIEW AVE	TAVARES	
TERRY W WEED	924 DORA AVE	TAVARES	
REV WM TYSON	302 St Clair Abrams	TAVARES	
Tommy & JoAnn Scott	215 N. St. Clair Abrams	Tavares	
FREDDY BECK	214 E. MAIN ST	TAVARES	The Sub Shop
Linda Cloutio	1260 Lake Nora Dr	Tavares	
Eric Burkholder	927 Dora Ave	Tavares	32778
Sadek Khan	15236 OLD HWY 441	Tavares	32778
Tim Dutton	31712 merry Rd	Tavares	32778
Terri Nycum	431 Camino Cir	MT Dora	32757
Jim & Susan Kelley	5923 Bounty Cir.		
Emily A. Lee	303 St. Clair Abrams	32778	
Jeff Gregory			
June Sheffard	110 E Jantha St.		
Bob Sheffard	" "		

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

Name (Please Print)	Address	City	Zip Code
* LORI PFISTER			
BILL & BONNIE DUNKLE	30905 FAIRVIEW AVE	TAVARES	32778
Angel Mendez	353 N. BAY Rd.	MOUNT DORA	32757
Mary L Morland	201 Jean St	Tavares	32778
Grace Hanson			
LAUREN PRESTON	5273 CHIPA SEA DR	TAVARES	32778
Anne Preston	"	"	
CHARLES LAKWOOD	15036 Colley DRIVE	TAVARES	32778
MARY FLANAGAN	30732 FAIRVIEW AVE,	TAVARES	
[illegible]	15841 FAIRVIEW POINT		
[illegible] BELTON	322 W. Main St		
Marty Wiekins	415 W. Caroline St		
[illegible] Wiekins	31235 Temple Ave		
Edwin Lowry	120 Dora Ave		
JIM STINSON JR	LAKE COUNTY PUBLIC WORKS		
[illegible]	936 DORA AVE		
RON LINKOLN	510 EAST ALFRED ST.		

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

Name (Please Print)	Address	City	Zip Code
Don Campbell	1502 E. Alfred St.	Tavares	
Dave McDonald	1711 Tropical Ct.	Tavares	32778
John Drury	City Tavares		
Dave + Bonnie Smith	1250 Smith Ave		
Carl & Bettie Kast	21200 Saunders Drive		
Bob + Linda Curtis	3508 Tropical Sunloop	Tavares	
Jack Spurlewortes	211 Dykes Dr.		
Rebecca Sargent	418 w alfred st	Tavares	32778
Janet Stephens	14816 ON Hwy 441	TAVARES	
Terry Cullen	540/542 E Caroline St	Tavares	32778
Lynn Crawford-Lockwood	15036 Colley Dr.	Tavares Fl.	32778
Mark Walker	823 E. alfred St.		
Fraser Hare	T.Y. Lin International		
Richard Thayer	418 E Alfred St		
Kevin + Laura Moore	403 N. Joanna Ave	32778	
John Marks	31235 Temple Ave		
Norm Williams			

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

Name (Please Print)	Address	City	Zip Code
Judy Witt	14742 Jungle St.	Tavares	32778
Daisy Waterman	285 B E. Alfred St	Tavares	32778
Glen A Waterman	1315 Cove Place	Tavares	32778
Ruth Freeman	11 Palm Place	Tavares	32778
Gilbert Cummins	31624 Terrace Dr	Tavares	32778
Viola Gibson	14912 Old Hwy 441	Tavares,	32778
Edward Gibson	"	"	"
Sandy Gamble (Mayor)		Tavares	
Alan Carter		Tavares	
Kyle Carter	15108 Old Hwy 441	Tav	32778
Rick Dawson	402 E ALFRED ST		
EVA LANNAN		352-742-7879	
Bill Feikert	33725 Lakeshore Dr	352 406 5885	
JACK FRATON	444 MERIDIAN LN	343-6262	
Sharon McFarlane	15935 J+J Drive	343-2079	
RAY CORMAN	326 E. ALFRED	343-6579	
Kevin Burkholder	601 Lake Dora Dr	Tavares	

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

Name (Please Print)	Address	City	Zip Code
DORIS DRAVENSTOTT	14809 Angelo St	Tavares	32778
MARYANN ADKINS	1116 DORA AVE	TAVARES	32778
Dorothy C Ervain	1600 Tamarac Tri	Tavares	32778
EM Lewis	14810 Old US Hwy 441	TAVARES	32778
Linda THOMAS	1308 E Alfred (old 441)	TAVARES	32778
Diane Macomber	213 E Alfred St.	Tavares	32778
Terry Macomber	" " " "	"	"
* Jacques Skutt	City of Tavares	Planning Dept	
* T. J. Fish	1110 Juniper Ct	Tavares	32778
Shellie Davis	Davis Standard Service	402 E. Alfred St	
Brenda Mulholland	15940 J & J Drive	TAVARES	3277
Edna Lebrun	1304 Longville circle	TAVARES	32778
HARRIET & BILL LOVEJOY	3455 LAKESHORE DR	MT DORA	32757
J Robert Gunderoff	729 Lake Dora Drive	Tavares	32778
* Noble Olasimbo	Lake County Public Works		
Jim Ellwood	303 North Lyons ave	Tavares	
Wm. Chandler	31420 Saunders Dr.	Tavares	32778

Sign-In Sheet

PUBLIC MEETING
Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida
Thursday, May 10, 2007

Name (Please Print)	Address	City	Zip Code
Joyce Anderson	436 Laura Lane	Mt. Dora	32757
Terry Jackson	728 Lake Dora Dr.	Tavares	34778
Heather Walker	5441 Britlania	Tavares	32778
Betty Burleigh	214 N. N. Hamp Ave	"	
Jerry Thornton	429 Anderson Dr.	Tavares	"
Jim Rogers	31104 Fairwinta Dr.	Tavares	
Ranae Daniels, Monte Reinhart	119 E. Ruby St.	Tavares	32778
Jim Miller	219 W Alfred	32778	
Paula Allen	615 N. New Hampshire Ave	Tavares	
Evelyn Andrews	305 N. Sinclair	"	

10

Comments

COMMENT DROP BOX

Comment Form

LAKE COUNTY FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Preferences:

Downtown - 15' Median

Central - 15' Median w/ Trail

Eastern - 15' Median + Trail on northern side

Medians are far better for community than continuous center lane.

Trail is mandatory from Dora Avenue east.

One way pair is ridiculous.

Name: T.J. Fish

Address: 1110 Juniper Ct

City/State/Zip: Tavares FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

The 1 way concept plus the 3 lanes I feel is the best way to go — No way will medians be O.K.?

Name: _____

Address: _____

City/State/Zip: _____

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Please fold on dotted lines

Place stamp here

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Why is Caroline being considered for the alternate one way instead of Maud?

Name: [illegible]
Address: 5471 Bretania
City/State/Zip: Tavares 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

MAILED

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are Important! Please use the space below to express your thoughts about this project.

3 LANE PROPOSAL FOR ALL 3 SECTIONS HAS MY VOTE

I think this would give us, consistency in the side walks, bike paths as well as, traffic flow and safety.

As most people I do not look forward to the projects dust and travel inconvenience, with construction of this road, but this must be done to help the traffic flow and safety of our growing community!

I want to thank you for the opportunity to view the plans to express our concerns and give our opinions

The presentation and questions where excellently handled.

Maryann Adkins

Name: MARYANN ADKINS
Address: 1116 DORA AVE
City/State/Zip: TAVARES, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Greg Moore - PE

LAKE COUNTY FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

downtown - We believe the historical downtown should be kept as green as possible + still give on street parking by using the one-way pair.

Central - The central corridor should use the 15.5 Median + 10' trail since it has adequate crossroads for turns.

Eastern - This area should use the 3 lane system since traffic is heavier and faster and crossroads are few + far between. This allows for turns into the many warehouse businesses and large machinery + truck turn in to their businesses. No medians to cause turn arounds and U-turns

P.S. Thanks for the information meetings - well done

Name: Gilbert Cummins

Address: 31624 Terrace Drive

City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I feel that Alfred St. should be left as it is now.

Traffic will ease as 441 gets completed.

I definitely am against any plan that involves landscaping. Just look at downtown fiasco. Why don't you reduce our taxes and not spend tax dollars unnecessarily. We all have to live with a budget.

Name: Linda Curtiss

Address: 3508 Tropical Seashoop

City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

The one way concept is good only if you can solve the sharp turn in-out Carolyn Street.
Not a good idea to slow traffic in the 21st century.

the tile pavers between EAST-WEST LANES would be a good choice.

You conducted a good orderly informative meeting.

Name: Edwin Eilenberger

Address: P.O. Box 866

City/State/Zip: TAVARES 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

LAKE COMMUNICATIONS SERVICE

219 West Alfred Street, Tavares, Florida 32778
Phone: 343-2466

GENERAL ELECTRIC

AUTHORIZED SALES AND SERVICE

MOBILE RADIO

5-24-07

Mr.Greg Moore,PE

WE are reporting our comments concerning the ALFRED STREET CORRIDOR STUDY. We believe any median would cause emergency units to make u-turns to reach locations on the opposite side of the road, thus causing delay. We do not approve of any medians on any roads. The continual upkeep of a median is costly. With a median , any accident or broke-down vehicle would halt traffic flow in that lane. We positively do not like one-way streets! We do approve of 3 LANES ON ALL THREE PROPOSALS!

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

See back side for best option!

Your Comments are important! Please use the space below to express your thoughts about this project.

If you can't improve something don't mess it up. One-way streets down town kill a downtown. One way streets tie up traffic and make bottle necks. Downtown Eustis is a good example of that. They have been years trying to bring people back down town and nothing has worked. If you want to kill an area just mess it up so the traffic can't flow. People will go miles out of their way just to by-pass the area. I'm doing that now with all the 4-way stop streets in downtown Tavares. I just hate the way it has been messed up and I hate to go down there. We need to think up ways to improve traffic and not keep it bottled up waiting and sitting still with $3.00 gas a gal.

Name: Elwin D. Lowry
Address: P.O. Box 492
~~120 Dora Ave~~
City/State/Zip: Tavares, Fl 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

- What The Impact TRAFFIC will be on Bay Rd + Lakeshore Dr. if They close OLD 441 as I live on Bay RD + Laura LN how will This increase in TRAFFIC Affect us getting out + into Laura LN.
- Also Strongly encourage a bike path from Bay RD into town. I Like to see Tavares be INNOVATIVE in this area as it is not only environmental friendly but Also encourages tourism as Lakeshore Dr. is dangerous when bicycling or walking because of ~~[illegible]~~ unconcerned ~~[illegible]~~ AND inconsiderate MOTORIST AND No sidewalk or bike paths to use for safety. A real shame.
- AND will this Beautifying clean up the eyesores on OLD 441? Will Business owners have to clean up Their Act + Beautify their storefronts + dispose of all the JUNK on Their property?

Name: Teresa Nycum
Address: 431 Laura LN
City/State/Zip: Mt Dora FL 32757

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I spoke about the Jelly Muck - some 20 to 25 feet are under Alfred Street section across what we call the scrub. At the time Rt. 441 was required this was a major project - finally finished by hauling many loads of telephone poles to this spot and pounding them through the muck to a hard pan. A surface was secured at the top of these poles and paved. It has proved success for many years.

My thoughts are :- DO NOT WIDEN Alfred Street, now Old 441 across the swamp area. Very expensive repair

Name: J. Robert Orndorff
Address: 729 Lake Dora Drive
City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY
FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I am the owner of Lake Dora Storage Hall located at 1605 E. Alfred Street. I believe the best solution would be the "3 lane" example on all three sections.

I believe the "one-way pair" would be a serious mistake through the downtown area. It's not Main Street — it's a busy thoroughfare.

I am interested to know what you plan to do to help the business owners during the construction period to minimize the negative effects of what looks like a 2 year construction period.

LAKE DORA STORAGE HALL

Name: SANDY RILEY-OWNER

Address: 1605 E. ALFRED ST.

City/State/Zip: TAVARES, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I have concerns for Caroline St if it is one-wayed.
1. to now traffic has been slowed by stop signs at every corner between Rudor and old 441 – in the future it will be sped up – this is contradictory
2. more residences will confront fast fire engines
3. parking at the Civic Center will be decreased and entry/departure from cars, if some parking places remain, would be in highway traffic
4. after-school pedestrian traffic from the high school to the library would be crossing highway traffic
5. safety for school children boarding and unloading from the school buses needs consideration
6. mail delivery on Caroline will be impacted
7. school board properties (parking and service traffic patterns) for bus repair and maintenance departments will be affected
8. faster loss of residential properties to businesses between downtown and NEW 441.

Name: MARTHA WILKINS

Address: 415 W. CAROLINE ST.

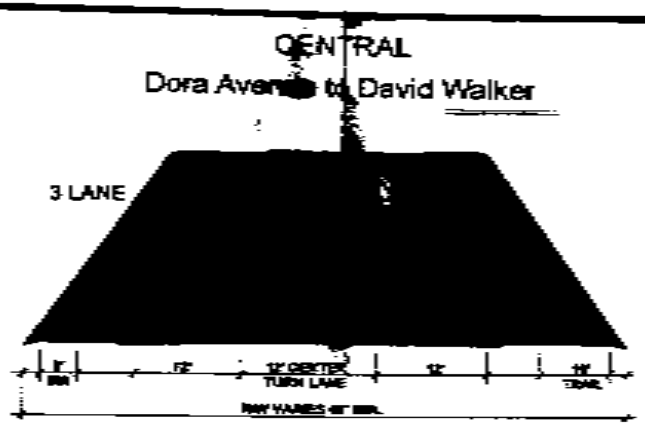
City/State/Zip: TAVARES, FL. 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to: I'm sorry this is late – I was thinking date was MAY 30.

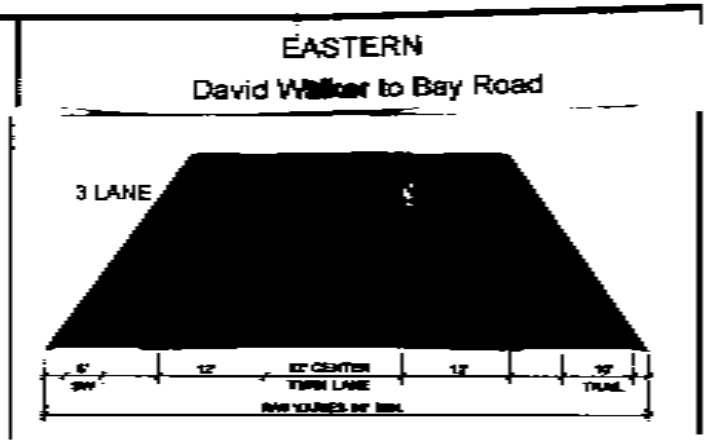
Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

I support 2 way on Alfred with turning lane in center

This is the best option for Downtown.



This is the best option for Central



This is the best option for Eastern

EMAILED AND FAXED

Greg Moore, PE
Consultant Project Manager
941 Lk Baldwin Lane
Orlando, Fl 32814

Dear Mr. Moore:
I am a member of Tavares City Council and because of health issues was unable to attend the visioning session for the Alfred St. Corridor.

The portion of that study that is involved in downtown Tavares is one I have contemplated for several years and in fact, live on Caroline in that area.

The documents I received to date seem well done and well thought out, but the project seems much more complicated than I think it needs to be. I believe that there should be no parking on Alfred or Caroline streets. The right lane should be a continuous flow through Tavares with no stop signs or stop lights. The left lane should be a merging lane and in order to queue on the north-south streets to access downtown venues.

Not being a traffic engineer, these are ideas I would like to propose and would like to have your comments. I believe the concept would enable us to move almost immediately as there is very little acquisition required. It also would convey the concept of friendliness that we as a city wish. There would probably need to be a sign " for the convenience of traffic flows drivers courtesy is expected".

On north-south streets in this area, it maybe desirable to go one way with parking on both sides of the street just to increase the total parking area because of downtown activities and downtown walk-scape that we envision.

I am available for comment at home or to meet with you if you are in the area, but please consider this concept as on of the alternatives. Thanks

Bob Abernathy

Comment Form

Greg Moore - PE

LAKE COUNTY

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

downtown - We believe the historical downtown should be kept as green as possible + still give on street parking by using the one-way pair.

Central - The central corridor should use the 15.5 median + 10' trail since it has adequate crossroads for turns.

Eastern - This area should use the 3 lane system since traffic is heavier and faster and crossroads are few + far between. This allows for turns into the many warehouse businesses and large machinery + truck turn in to their businesses. No medians to cause turn arounds and U-turns.

P.S. Thanks for the informative meetings - well done

Name: Gilbert Cummins

Address: 31624 Terrace Drive

City/State/Zip: Tavares, FL 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

We need a three-lane road -- no, make it a four
" " street lighting
" " sidewalks along the road to avoid elderly people
" " stop lights at Anderson Rd. & Bay Rd.
Where are the retention ponds to be located?
How are you going to acquire land to make road wider?
How are you going to acquire land for the retention ponds?
Or
This road is a joke. You are planning to ruin our streets!
Stores have been we work very improvements on this road for 75 years. I would like to see this Old 441 work the same standards used for the newest road through Hwy 19 from Old 441 to the Hwy 19 bypass.

Name: [illegible]

Address: 14919 Old Hwy 441

City/State/Zip: Tavares, Fla. 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Please [illegible]

Name: [illegible]
Address: [illegible]
City/State/Zip: Tavares, Fla. [illegible]
[illegible]

Please complete and place this form in the 'Comments' box or mail before May 24, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

May 21, 2007

Comment Form
Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida

Mr. Greg A. Moore
Project Manager DRMP, Inc
641 Lake Baldwin Lane
Orlando, Fl. 32814

Caskey's Mower Shop
510A East Alfred Street
Tavares, Fl. 32778
352-343-2151 work
352-516-8932

To Whom it May Concern,

My wife and I own the property located at 510 E. Alfred Street, known as the Historic District or Downtown area. We have several concerns:

#1 This will affect our business due to construction. How will that be addressed. The downtown improvements put Lori Pfister business, Luna Amor out of Business. I have talked to a few businesses on new 441 that are having a real problem due to construction in front of their businesses. How will the problem be addressed? Can times be worked out when the area in front of our business would be clear during business hours? What time of the season would the road section be done. Summer is the neighth of our season.

#2 Until the County put a drainage swal and underground culverts in front of our business, we had a problem with water runoff coming on our property and getting into our building. It appears that the drainage system installed by the county would be affected by the road widening plan. Advise how the drainage issues in front of our business will be addressed.

#3 In reviewing all the options put forth in the May 10 meeting, the only one that makes sense for our areas the 3 lane option. We have equipment delivered by Tractor Trailer at least twice a week. Due to the size of the Tractors and the wide swing they have to turn into our business, they would not be able to turn into our business if there were a 6' or 10' median in the center of the street. NOTE: Businesses on both sides of the street here have these tractor trailers making deliveries several times a week. (Kevco, Astor Transmission, Mars LLC, Caskeys)

#4 We now have an entrance and exit at both ends of our property. We want to make sure they both stay. The majority of our cutomers pull in with truck and trailer to load and unload equipment. They have to be able to pull through, there is not enough room to turn around. This is a Critical reason for the Option 3 on the 3 lane option.

Sincerely,

Ron and Kelly Linkous
Caskey's Mower Shop

Greg Moore

From: Terry Macomber [tabmac1@earthlink.net]
Sent: Wednesday, May 23, 2007 3:37 PM
To: Greg Moore
Subject: Comment- Alfred St. Corridor Study

Greg,

First, I apologize for being late with this comment, but I guest its "better late than never". I've been very busy at work.

I'm in favor of one-way pair for the downtown phase for the following
reasons:

1.) I believe the project can be done quickly and will enhance the beautification, traffic flow, and the appeal for main street and waterfront projects(Tavares Station, trails, railroad, condo building on Main St., county garage, and City of Tavares waterfront projects).

2.) Will help CRA's "vision" as I believe this will create immediate activity to downtown by investors, professional businesses, and "ma & pa "
stores who want to get on the "ground floor" before Tavares Station commences construction.

3.)By doing Caroline St. section first, it appears it will help the traffic flow during construction, by using Caroline as a temporary two way while working on Alfred St.(no major detours). By doing it this way, maybe the project can commence sooner! Also, it appears that if engineers use some common sense, the street infrastructure can have little change and save tax dollars.

4.) The addition of parallel parking along those two streets will help downtown events.

Sincerely,

Terry Macomber
213 E. Alfred St.
Tavares, FL 32778
352-343-5736

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Name:

Address:

City/State/Zip:

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

center lane for turning on North
and South avenues should be accessable
from Alfred Street. This will at 7:45 (morning)
I cross Traveling west on Alfred Street
to cross Traveling South on Texas Ave. The Traffic
light at Sinclair, is the black mark of
My turn does get green, I had to wait
in the West Bound Travel lane
until the light turned red and
all east bound traffic cleared the
intersection so I could turn South (left)
onto Texas. At this time there was a Pickup immediately
behind me (Nearly rubbing
the rear bumper) and no traffic
had there been a center lane for traffic
could have been held up. I haven't
heard of better options than a left
hand or better optional turn lane.
But I'm impressed.

and thank you for listening

Gene Smith

[illegible]
[illegible]
[illegible]

Comment Form

LAKE COUNTY

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Name:

Address:

City/State/Zip:

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY FLORIDA

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

We do not like the one-way in the downtown area at all. If we are not starting this until 2010 or 2011 why not go ahead and four lane, but if this is our only choice we like the 3 lane no medians. One last thing if the meeting was scheduled for 6:30 then why did it start at 5:30 due to the start of the meeting we were unable to view the boards and display. We thought that was very unproffesional

Name: Mark Whaley
Address: 523 E. Alfred St
City/State/Zip: Tavares 32778

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

LAKE COUNTY

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road

Tavares, Florida

Thursday, May 10, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

(1) Having one-way on Alfred St & Caroline is a good idea for Downtown

(2) Tavares is a dying city now. Do not make the business ~~[illegible]~~ lose their business & have to close.

(3) From Downtown to Bay Rd we need 35 mile hr. speed limit.
Also should restrict semi's + Concrete Trucks. Local Delivery only.

(4) Bike ~~B~~ Path is not necessary.

(5) Ca' Dora Manor Residents adjacent to Alfred St (6) homes should have some sort of noise Barrier such as 8 ft Wall of Masonry Construction.

Name: JOHN WILLIAMS JOHN M MARKS

Address: 31235 TRIMBLE AVE

City/State/Zip: TAVARES, FL.

PH 352-742-3375

Please complete and place this form in the "Comments" box or mail before May 21, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Greg Moore

From: Greg Moore
Sent: Friday, May 11, 2007 9:53 AM
To: 'MarySLaMoreaux@cs.com'
Cc: 'Nancy Barnett'; Jacques Skutt
Subject: RE: Old 441 Comment Form
Attachments: Comment Form.doc

Ms. LaMoreaux

Thank you for your comments regarding the Alfred Street (Old 441) Study. Your e-mail and comments provided in the attachment were received successfully. We will review these comments and incorporate them into the record of the Public Meeting. We appreciate your participation in the study process.

Sincerely,
Greg Moore

From: MarySLaMoreaux@cs.com [mailto:MarySLaMoreaux@cs.com]
Sent: Thursday, May 10, 2007 9:59 PM
To: Greg Moore
Subject: Old 441 Comment Form

Attached please see my comments on Old 441. I own an office on Old 441 and a house on Jean Street. I drive this road at least 4 times a day. Therefore it is very important to me that you do not screw this road up. Please confirm that you received this e-mail. Mary S LaMoreaux, CPA, PA,
1200 E Alfred St, Tavares, FL 32778.

Comment Form

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida

Comments: In that the city has turned Main Street into a completely non-functional street, it is important to make Old 441 into a functional street. Putting a median and worrying about the aesthetics of the road is ridiculous. Due to the small area you have to work with the only thing you can do to fix this road is make it 3 lanes with a turn lane.

You need to fix the Saint Clair Abrams intersection so pedestrians and bicyclists can cross it without being in danger.

You need to fix the Dora Avenue light. The way it is now it backs up traffic going into Tavares, which makes matters worse than they need to be.

You need a traffic light at the corner of David Walker Road and Old 441, which I understand has been planned for already.

Although I have been told that Tavares has no say in the matter, you need to put the turn lanes back at the corner of Hwy 19 and Old 441. When they took the right turn lane on the one side and the left turn lane on the other out they screwed up all Old 441..

You have a bicycle path on Lakeshore Drive. This should have been extended all the way to Mount Dora years ago. There is no need for a bicycle lane on Old 441, in fact it makes no sense at all.

You need sidewalks all along Old 441 on both sides.

When Mount Dora finally finishes Hwy 441, at least 1/3 of the traffic on Old 441 will go back where it belongs on New 441. However, some of the above fixes need to be done way before the year 2013.

Greg Moore

From: Greg Moore
Sent: Wednesday, May 09, 2007 2:39 PM
To: 'jadams4@earthlink.net'; 'Nancy Barnett'
Cc: 'Jacques Skutt'
Subject: RE: Alfred Street Corridor

Attachments: Schedules as of 5-2007.pdf

Schedules as of 5-2007.pdf (94...

Ms. Adams

Thank you for your comments. Your input is appreciated and will be considered with the other comments received tomorrow night.

Sorry that you are unable to attend the meeting, but there will be other opportunities. Right now, we are planning to present a summary of the Public Meeting to the City Council at their 2nd meeting in June. We also plan to hold another Public Meeting in the July timeframe. I have attached an exhibit with some more-detailed information that we will be presenting tomorrow.

Thank you again for your input and interest in this project.

Sincerely,
Greg Moore

-----Original Message-----
From: jadams4@earthlink.net [mailto:jadams4@earthlink.net]
Sent: Wednesday, May 09, 2007 1:16 PM
To: sjackson@tavares.org; Greg Moore
Subject: Alfred Street Corridor

Am out of town now or would attend the meeting on Thursday.

The main thing that would alleviate some of the traffic on old 441 is for the construction on the new 441 to be finished. We still need this alternate route that moves traffic rather than slowing traffic. I would hate to see Alfred Street developed in a way that looks like Main Street.

We used to travel Main Street, but that was badly redesigned with too many 4 way stops signs that it no longer allows reasonable traffic times. It is so aggravating to have to stop at every block when there is no traffic entering from the side streets. At least a traffic light could be set so that you could move through if no other vehicles were approaching. We only go downtown now if we absolutely have to. Gracie's Cafe used to be a favorite place for meeting our friends, but they are also disenchanted with the present stop sign situation and will not drive down Main St. either. So we do not use that cafe at all now.

Please think of the utility of the street, and whether the residents will actually use it once you finish your modifications. As of now, we use Alfred Street regularly, stopping at commercial businesses such as the Thai restaurant and Belews Welling Co. We also use that street when we go to Mount Dora four to five times a week.

So please, don't turn it into another Main Street.

Thank you for allowing input from your residents who travel this street frequently.

Jean Adams
2328 Baywater Rd.
Tavares, Fl

Study Schedule

Questions and Responses

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 15 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?**
  - Traffic along Alfred Street and access to existing driveways will be maintained as much as possible during construction. The preliminary construction staging plan suggests that this section can be constructed in phases while maintaining traffic. It is possible that temporary detour routes could be needed over short periods of time between construction phases. As part of the final engineering design process, a more-detailed maintenance of traffic plan will be developed.
- **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 encourage economic development, which can lead to increased property values. 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?**
  - The primary reason that Maud Street was not considered for the one-way pair alternative because of design limitations. Maud Street intersects Alfred Street just over 300 feet south of the SR 19 intersection, which does not provide sufficient distance to support operation of this critical intersection. Maud Street is also outside the northern limit of the Downtown Community Redevelopment Area (CRA). Caroline Street is contained within the CRA and provides a better location to support the necessary design elements.
- **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 the most recent input from the developer, the anticipated date for the start of construction is sometime in the fall of 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.

Meeting Summary

PUBLIC MEETING SUMMARY

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: Public Meeting – Study Update Workshop

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

Attendance Summary:

89 Members of the public

7 Agency & Elected Officials

City Council – Sandy Gamble, Lori Pfister,
City Staff – John Dury, Jacques Skutt, Nancy Barnett
County Staff – Noble Olasimbo
Lake Sumter MPO Staff – TJ Fish

4 Consultant Project Team Staff

Ralph Bove, Greg Moore, Vasu Persaud, Karen Bove

100 TOTAL ATTENDEES

Comments Summary: (See also attached Comment Forms and Related Correspondence)

3 Comment forms received at the Public Meeting on May 10.
9 Comment forms received via regular mail.
11 Comments/inquires received via e-mail/telephone.
24 Comments and question received orally during meeting

47 TOTAL COMMENTS RECEIVED AS OF MAY 29, 2007

MEETING SUMMARY

The Alfred Street Corridor Study Update Public Meeting in Lake County was held from 5:30 to 7:30 pm in the Tavares City Hall. Participants were asked to sign in upon entering and comment forms and an overview handout were distributed to each attendee as they registered. The format for the meeting was an informal open-house with staff from the consultant project team available to answer questions and discuss the project with the participants. An audio/ visual presentation was then given by the project team to provide an overview of the study and alternatives under evaluation. Following this questions and comments were fielded from participants and recorded.

The materials presented at the meeting included the project alternatives under consideration displayed over large scale aerial photography. In addition to the footprints for the proposed project alternatives, other details on the displays included street names and property lines. The exhibits on display included:

- Large Scale Displays of the alternatives under evaluation which included:
  - One-Way Pair alternative
  - Three-Lane alternative
  - Raised median/ Brick texture alternative
- Typical Section Matrix showing the various typical sections being considered for each section
- Project schedule summary board
- Study schedule summary board
- Production Schedule Display to identify project phases

The meeting ended at approximately 7:30 pm. The peak attendance occurred just after 6:00 with a crowd of approximately 70 people. The majority of participants had left the meeting by about 7:00 pm.

COMMENT SPECIFICS

The following is a summary of the written and verbal comments received. These have been compiled by the staff from the consultant project team that facilitated the meeting. Comments have been organized by the various issues to which they pertain. Comments requiring follow-up and the responsible staff involved in follow-up activities have been noted in the "Action Items" section of this summary.

Alternative Preference

- As of May 29, 2007, nineteen (19) comments were received concerning alternative/ typical section preference. A summary is provided below.

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	5	0	0	5
Median	1	3	2	6
3-Lane	10	11	13	34
No-Build	1	2	1	4
Not Specified	2	3	3	8
Total	**19**	**19**	**19**	**57**

Traffic Operations

- Concern was expressed by residents about the additional traffic that would be placed on Caroline Street if the One-Way Pair is implemented.
- Concern was expressed about the need for signal retiming of the downtown signals along Alfred Street in order to provide better gaps for left turning traffic.
- Several comments were received with regards to how traffic would be reduced on Alfred Street as result of the widening of US 441, also called NEW US 441, located to the north of Alfred Street.
- Comments were received with regards to how the Alfred Street project would help to reduce traffic on Dora Avenue.
- Concern was expressed about the noise level on Alfred Street. It was suggested that the speed limit be reduced and noise barriers be added.
- Concern was expressed about the One-Way Pair low turning speed.
- Concern was expressed about speed reduction that would occur as a result of using a raised median.
- It was suggested that that for the One-Way Pair alternative the side streets be one-wayed in the downtown section.

Pedestrians and Safety

- Concern was expressed about the need for a traffic signal and roadway lighting at the David Walker Drive intersection.
- Several comments were received about the need for a pedestrian crossing at the New Hampshire Avenue intersection which is currently unsignalized.
- Concern was expressed about the need for children to safely cross Caroline Street while going to and from the High school and the Library.

Access Management

- Numerous business owners expressed concerned about access to their business. There was concern in particular about access to the Fire Station.
- Concern was expressed about the ability of large trucks to make turns.

Maintenance of Traffic

- Concern was expressed about the detours that would occur during construction and how this would be handled.
- Concern was expressed about how driveway access would be maintained during construction and the possible effect on business.
- Concern was expressed about the amount dust during construction.

General

- Questions were asked about how storm water will be controlled.
- Questions were asked about what will happened to the wetlands area or “jelly muck” located in the Central section along Alfred Street. Concern was expressed in particular about the cost of construction.

- Concern was expressed about the potential for business closure along Alfred Street if the One-Way Pair alternative was implemented.
- It was suggested that Maud Street be considered instead of Caroline Street for the One-Way Pair alternative.
- It was suggested that a sign be installed to request and encourage the concept of driver friendliness.

FOLLOW-UP ITEMS

The following is an identification of the items requiring follow-up. These have been compiled from the comments and discussion resulting from the Alternatives Public Meeting. In order to track the progress of these follow-up items, the responsible staff should provide progress updates to the consultant team as various issues are resolved.

Subject / Issue	Staff Name	Action Required
Question/ Concerns	Consultant Team	Address in upcoming Alternatives Selection Workshop
Misc. Coordination	Consultant Team	Correspondence by e-mail, phone, and postal mail.

Alternative Public Meeting

PowerPoint

Alfred Street Study

Alternatives Public Meeting
July 26, 2007

Presentation Outline

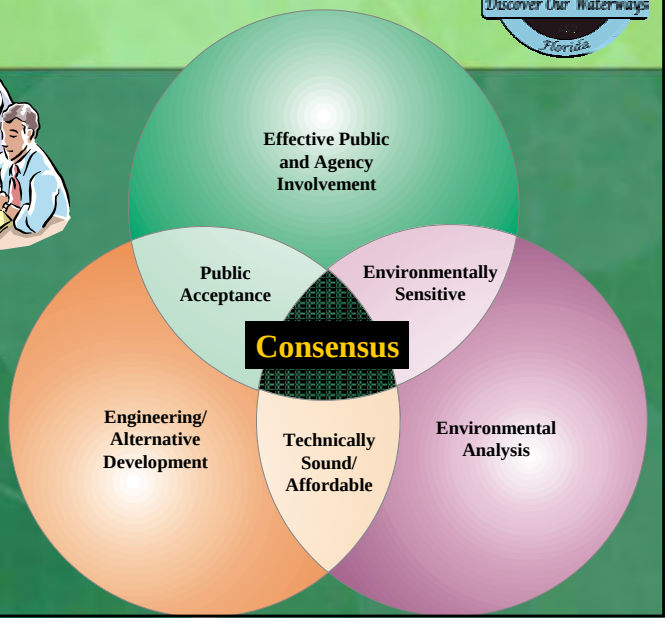
I. Project Overview
II. Review May 10th Meeting
III. Alternatives Evaluation
IV. Review Next Steps
V. Receive Public Input

Project Overview

Alfred Street Corridor Study

- SR 19 to Bay Road
- City of Tavares / Lake County
- Objectives
  - Identify the Options
  - Weigh the Choices
  - Identify the Preferred Improvement

Study Process



Community Involvement

- Involve Local Citizens & Stakeholders
- Build Consensus for the Project
- You Input is Valuable!!

Public Outreach

Expanded Notification Process

1. Utility Bill Notices
2. Direct Mailings
3. Newspaper Ads

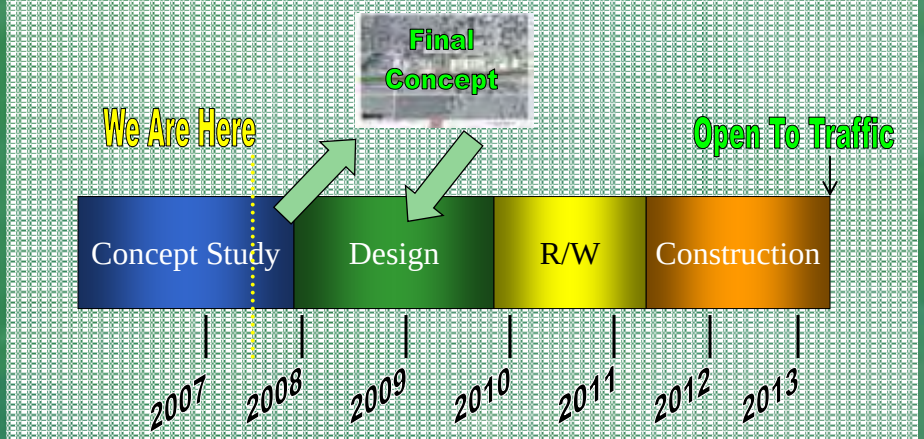
Project Schedule

Key Project Milestones

- May 10th Public Kickoff Meeting
  - Review Alternatives from Earlier Phase
  - Identify Additional Alternatives
- June 6th Update to City Council
  - Communicate Input from 1st Public Meeting
  - Review "In-Progress" Evaluation
- July 26th Alternatives Public Meeting
  - Present Results of Alternatives Analysis
  - Identify the Preferred Configuration

We Are Here

Project Timeline



Review of Project Alternatives

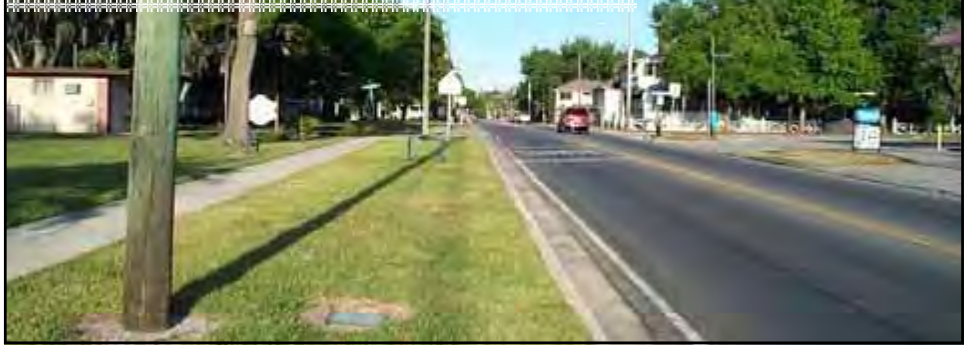
As Presented at the
May 10th Public Meeting

Study Segments

Alternatives Considered

Downtown (SR 19 to Dora)

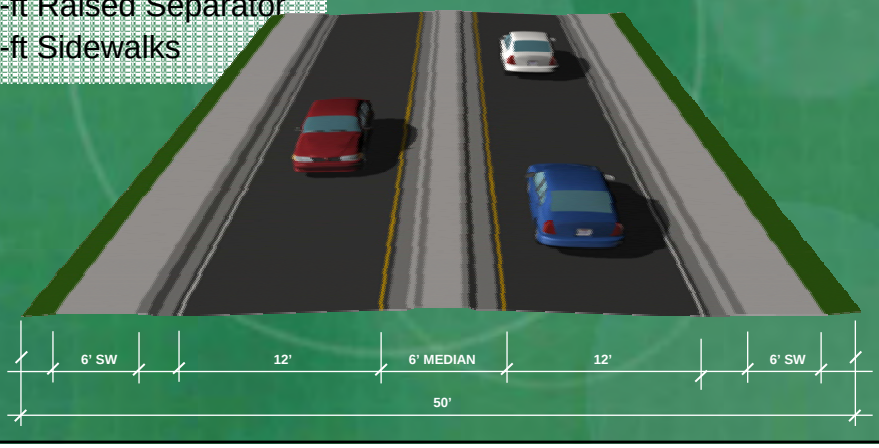
- Existing Right of Way = 50 feet
- Historic Downtown
- Community Redevelopment Area
- 4 Options Considered



Downtown (SR 19 to Dora)

Option 1

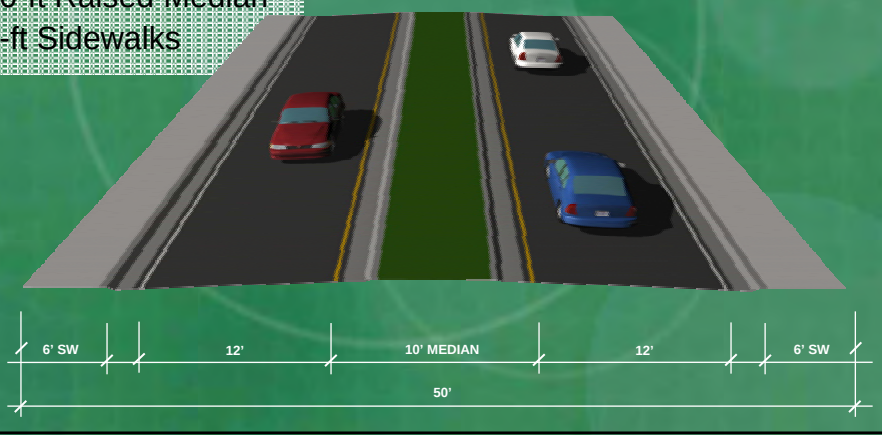
- 12-ft Travel Lanes
- 6-ft Raised Separator
- 6-ft Sidewalks



Downtown (SR 19 to Dora)

Option 2

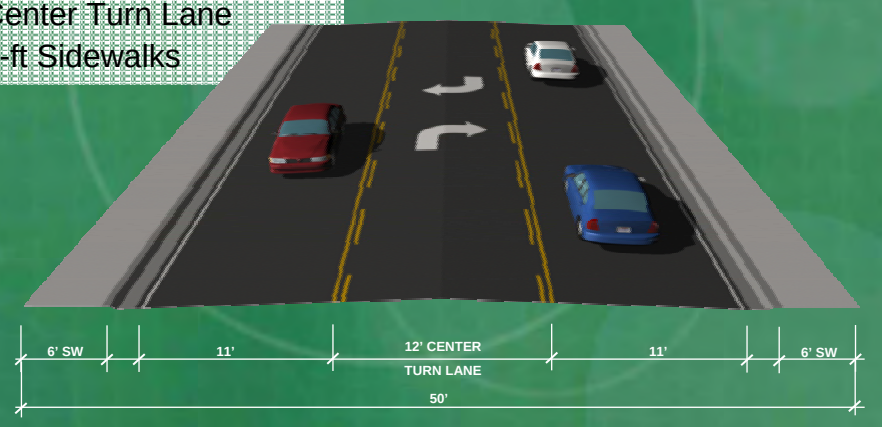
- 12-ft Travel Lanes
- 10-ft Raised Median
- 6-ft Sidewalks



Downtown (SR 19 to Dora)

Option 3 (Three Lane)

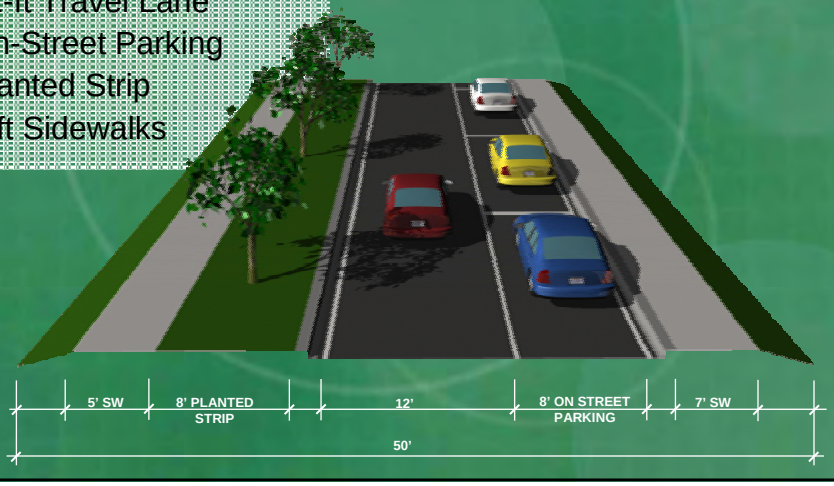
- 11-ft Travel Lanes
- Center Turn Lane
- 6-ft Sidewalks



Downtown (SR 19 to Dora)

Option 4 (One-Way Pair)

- 12-ft Travel Lane
- On-Street Parking
- Planted Strip
- 6-ft Sidewalks



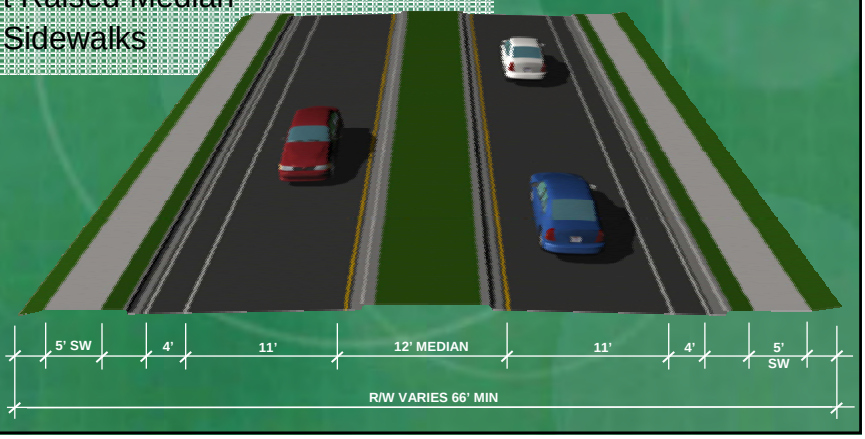
Central & Eastern Sections (Dora Avenue to Bay Road)

- Existing Right of Way = Varies 66-90 feet
- Outside the Historic Downtown
- Residential, Commercial and Light Industrial
- 3 Options Considered in Each Section

Central & Eastern Sections

Option 1

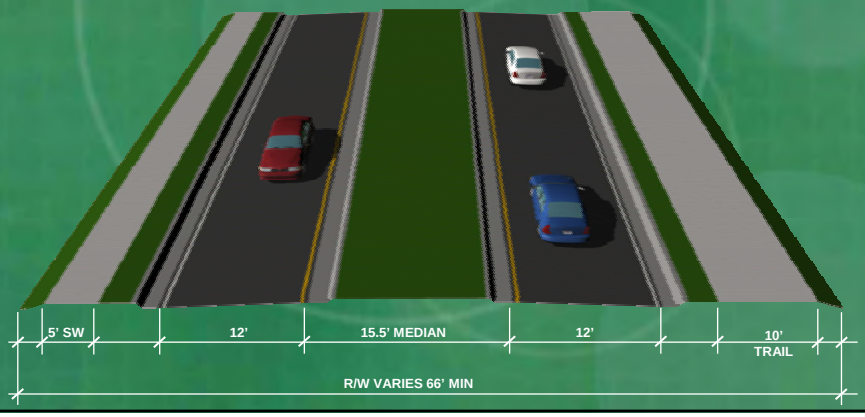
- 11-ft Travel Lanes with 4-ft Bike Lane
- 12-ft Raised Median
- 5-ft Sidewalks



Central & Eastern Sections

Option 2

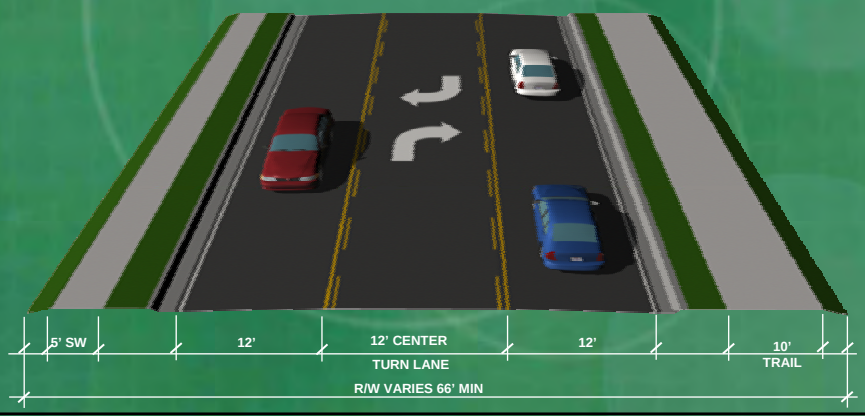
- 12-ft Travel Lanes
- 15.5-ft Raised Median
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Central & Eastern Sections

Option 3

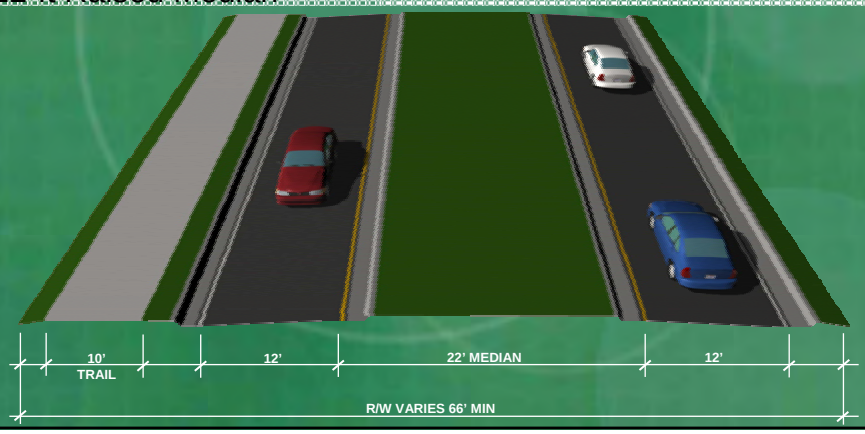
- 12-ft Travel Lanes
- 12-ft Center Turn Lane
- 5-ft Sidewalk on North side
- 10-ft Multi-use Trail on South Side



Central & Eastern Sections

Eastern Section Sub-Option

- 12-ft Travel Lanes
- 22-ft Raised Median
- 10-ft Multi-use Trail on North Side



Public Input Received

From the May 10th Public Meeting
As Presented to City Council on June 6th

1st Public Meeting Summary

- Thursday, May 10, 2007 (City Hall)
- Total of 100 Attendees
  - 89 General Public / Property Owners
  - 11 Elected/Agency Officials & Project Team
- Total of 47 Comments Received
  - At the Meeting: 24 Oral & 3 Comment Forms
  - e-mail/Fax/Mail: 20 Comments

Comments Summary

- Subject Areas
  - Traffic Flow & Operations
  - Pedestrian Accommodations & Safety
  - Impacts to Access
  - Maintaining Traffic During Construction

- Alternative Preference

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	5	0	0	5
Median	1	3	2	6
3-Lane	10	11	13	34
No-Build	1	2	1	4
Not Specified	2	3	3	8
Total	**19**	**19**	**19**	**57**

34/45

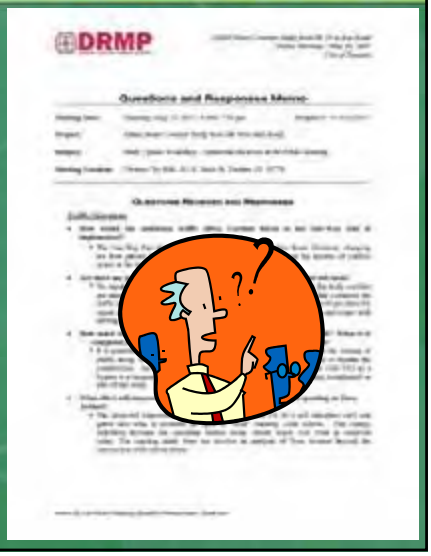
Your Questions

Q & A Memo Available

- Written responses to ALL questions asked.

24 from last meeting

- 8 Traffic Operations
- 3 Pedestrians & Safety
- 2 Access Management
- 3 Constructability
- 8 General Information



General Interest

Q: Is a new traffic signal planned for the Alfred Street and David Walker Drive Intersection?

- Not at this time. A Signal Warrant Study was completed by Lake County Traffic Operations in 2005, but conditions for signalization were not met.

Q: When is construction starting on Tavares Station?

- Fall 2007

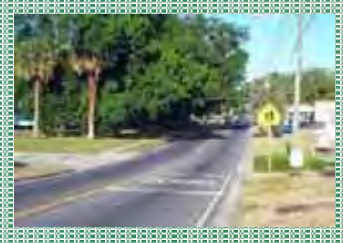
Alternatives Evaluation

Summary of Analysis & Results

Alternatives Evaluation

Evaluation Factors

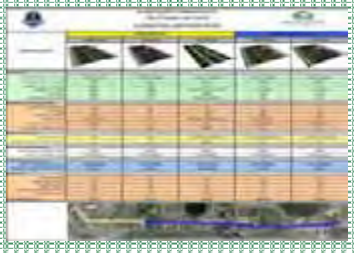
- Travel Service
- Right-of-Way Needs
- Accessibility
- Safety Characteristics
- Aesthetics
- Socio-Cultural Effects
- Environmental Factors
- Constructability
- Project Cost



Alternatives Evaluation

Alternatives Evaluation Matrix

- On Display & In The Handout
- Allows for Comparison
- Quantitative & Qualitative Factors
- Helps Identify the Preferred Concept



Travel Service

Analysis of Future Traffic Operations

- Traffic Projections (2015 & 2030)
- Traffic Analysis/Evaluation Tools
- Level of Service (A, B, C … F)
- Simulation Modeling

Alternatives Evaluated

Downtown Section

- One-Way Pair
- Three Lane Roadway
- Two Lane w/ Raised Median

Central & Eastern Sections

- Three Lane Roadway
- Two Lane w/ Raised Median

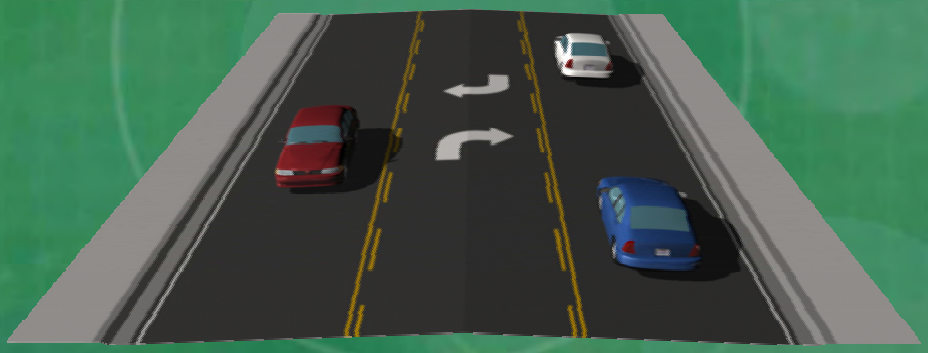
One-Way Pair

Applies to Downtown Section Only

One-Way Pair

Operational Overview

Three Lane Section

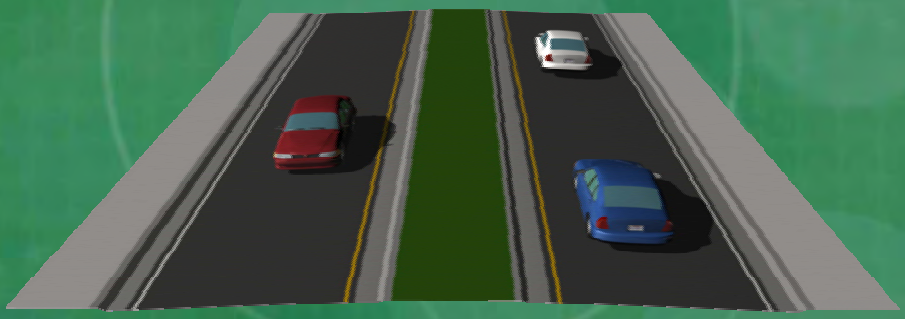


Three Lane Section

Operational Overview

Left Turn Conflict

Raised Median



Raised Median

Operational Overview

Downtown Summary

One-Way Pair:

- Works Well in 2015 (LOS B)
- Very Congested in 2030
- Requires 2 New Signals

Three-Lane & Median:

- Congested in 2015 (LOS D)
- Very Congested in 2030
- Left Turn Issues

Central & Eastern Sections

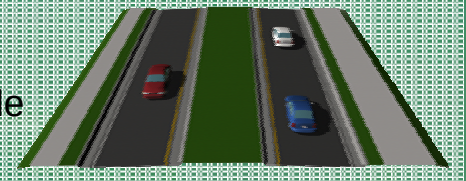
Available Right of Way Increases to 66 feet

Three-Lane

- Grass Strips
- 10-ft Path on South Side

Raised Median

- 15.5-ft Median Strip
- 10-ft Path on South Side



Three Lane

Operational Overview

Raised Median

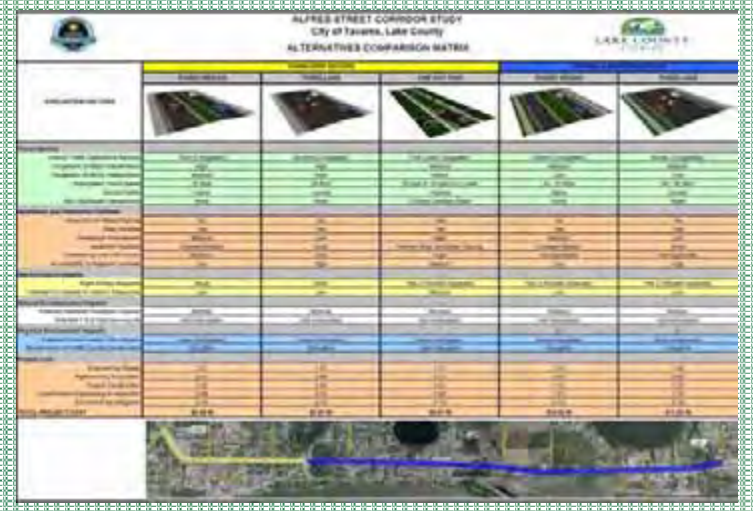
Operational Overview

Central & Eastern Sections

- Three-Lane vs. Raised Median:
- Similar Overall Operations
- Open Access vs. Controlled Access
- Aesthetics: Grass Median vs. Paved Median
- Public Preference

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	5	0	0	5
Median	1	3	2	6
3-Lane	10	11	13	34
No-Build	1	2	1	4
Not Specified	2	3	3	8
Total	**19**	**19**	**19**	**57**

Other Evaluation Factors



Right of Way Needs

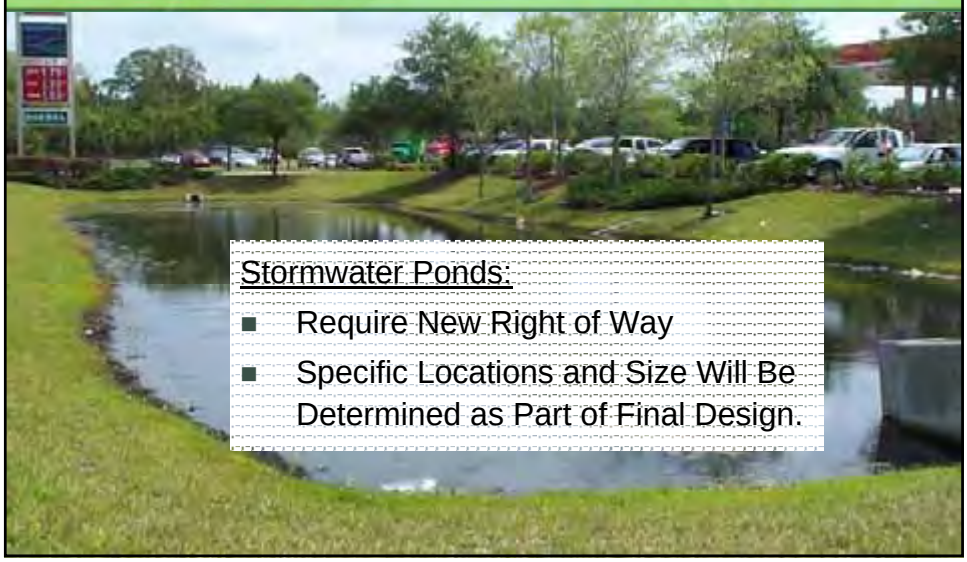
<u>Downtown Section:</u>

- One Way Pair Impacts 3 Parcels
- Three Lane & Raised Median Concepts
  - Developed Within the Existing 50-ft Corridor

<u>Central & Eastern Sections:</u>

- Similar Impacts with Three Lane or Raised Median
- Three Lane "Footprint" is Slightly Smaller
- Each Involve Minor Impacts to 2 Parcels
  - CSX / Florida Central Railroad in Eastern Section

Right of Way Needs



Stormwater Ponds:

- Require New Right of Way
- Specific Locations and Size Will Be Determined as Part of Final Design.

Accessibility

For Pedestrians & Bicyclists:

- One-Way Pair offers some advantages for pedestrians
  - Shorter crossing distances
  - Major street traffic coming in one direction only
- Three Lane is the least desirable
  - Longest crossing distances (3 traffic lanes)
  - Traffic coming from all directions
  - No grass strip between travel lanes and sidewalk
- Raised Median
  - Grass strip between travel lanes and sidewalk
  - Islands can offer refuge for mid-block crossings

Accessibility

For Vehicles and Driveway Access:

- One Way Pair
  - Accommodates on-street parking
  - Driveway access may require modification between cross streets
- Three Lane Section
  - Provides greatest accessibility & driveway access
  - Operational issues under heavy traffic
- Raised Median (controlled access)
  - Left turns controlled by median openings and turn lanes
  - Limits some turning movements in/out of driveways

Safety Characteristics

One Way Pair

- Most desirable for pedestrians
- Traffic flows in one direction
- Lowest anticipated operating speed
- Involves parking maneuvers & potential sight distance challenges

Three Lane Section

- Most number of conflict points for turning vehicles
- Least desirable for pedestrians

Raised Median

- Access control reduces conflicts for turning vehicles
- Curbing on both sides of travel lane will reduce operating speeds
- Potential for landscaped medians forces pedestrians to cross at signals or designated crosswalks. May be advantageous as corridor develops.

Project Aesthetics

One Way Pair

- Allows for larger planted strip between roadway and sidewalk
- Supports more elaborate landscaping scheme
- On-street parking has potential to support economic development

Three Lane Section

- Three traffic lanes bounded by curbing and sidewalks
- No green space or opportunity for landscaping within right of way

Raised Median

- Travel lanes and sidewalks separated by grassed areas
- Median supports lower-level landscaping and some small trees

Socio-Cultural Effects

Historic Resources

- Historic Downtown Tavares
- Review of Historic Structures Prepared
- No Adverse Impacts Anticipated

Downtown Community Redevelopment Area (CRA)

- Includes Alfred Street in Downtown Section
- Northern Boundary is Caroline Street
- Consistency with the Downtown Vision

Environmental Factors

Potential Wetland Impacts

- Very Minor … Estimated at 0.6 Acres

Potential Floodplain Impacts

- Minimal Impacts Anticipated

Water Quality

- Current Treatment Criteria
- No Anticipated Impacts

Wildlife & Habitat

- No Anticipated Impacts

Constructability

Downtown Section

- Difficult to construct due to narrow right of way
- May involve temporary detours / impacts to access
- Stormwater and flooding issues may require profile adjustment
- Utilities may involve upgrade and/or relocation
- One-Way Pair offers some advantages in staging construction

Central & Eastern Sections

- Less difficult to construct
- Temporary impacts to access
- Traffic can be maintained during construction.

Project Cost

Downtown			Central & Eastern	
One Way Pair	Three Lane	Raised Median	Three Lane	Raised Median
$9.27 M	$7.67 M	$6.58 M	$11.50 M	$10.92 M

Total Project Costs Range from $17.5 M to $20.8 M:

- Raised Median for Entire Project = $17.5 M
- Three Lane for Entire Project = $19.2 M
- One Way Pair w/ Raised Median = $20.2 M
- One Way Pair w/ Three Lane = $20.8 M

Evaluation Summary

Quantitative Factors:

	ONE WAY	3-LANE	MEDIAN
Travel Service	1st	3rd	2nd
Right of Way Needs	3rd	1st	2nd
Project Cost	3rd	2nd	1st

Qualitative Factors:

	ONE WAY	3-LANE	MEDIAN
Accessibility	2nd	1st	3rd
Safety	1st	3rd	2nd
Aesthetics	1st	3rd	2nd
Socio-Cultural	1st	3rd	2nd

Evaluation Summary

	ONE WAY	3-LANE	MEDIAN
Travel Service	1	3	2
Right of Way Needs	3	1	2
Project Cost	3	2	1
Accessibility	2	1	3
Safety	1	3	2
Aesthetics	1	3	2
Socio-Cultural	1	3	2
"Unweighted" Scores =	First - 12 pts	Third - 16 pts	Second - 14 pts

Selecting a Concept

- Weigh the Choices
  - Importance of Issues
  - Some Factors May Outweigh Others
- Decide the Best Course
  - Walkability & Aesthetics
  - Maximized Access for Vehicles
- Select the Preferred Concept
  - Downtown = _____.
  - Central & Eastern = _____.
- Final Concept Development

Next Steps

Review of Upcoming Activities

Next Steps

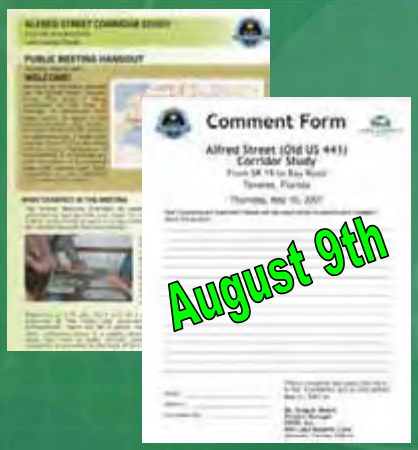
- Identify a Preferred Concept
  - Downtown Section
  - Central and Eastern Sections
- Finalize the Conceptual Design
- Present the Preferred Concept
  - Public Hearing in September
- City Council Approval

Project Schedule

Receive Public Input

Public Comment Period

Comments



http://www.tavares.org/alfredstudy.html

Downtown CRA Vision

Board Approved Vision Statement (*June 11, 2007)*

"TAVARES, the Capital waterfront City of Lake County, building on a historic foundation, creating an authentic, accessible community of neighborhoods, businesses, and citizen services, distinguishing itself as the defining vision of where you want to be."

Public Comment Period

Conceptual Animation

Alfred Street Study

Alternatives Public Meeting
July 26, 2007

Construction Phasing

Graphics by Jeff

Phase I

- Construct north side sidewalks, curbing and a portion of the westbound travel lane.
- Shift traffic onto newly constructed north side, utilizing a portion of the existing pavement to accommodate the travel lanes.

Phase II

- Construct multi-use path, curbing and eastbound travel lane on the south side.
- Shift eastbound traffic to newly-constructed eastbound travel lane, keeping westbound traffic on north side.

Phase III

- Finish constructing median treatment, adding the northern median curbing.

Sign-in sheet

Sign-In Sheet

ALTERNATIVES PUBLIC MEETING

LAKE COUNTY FLORIDA

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida
Thursday, July 26, 2007

73 PERSONS

(1)

Name (Please Print)	Address	City	Zip Code
WILLIAM VALTORELLI	15836 Kezee Rd	TAVARES	32778
Diane & Terry Macomber	913 E Alfred St	Tavares	32778
Edward + Thelma Simon	14912 Old Hwy 441	Tavares	32778
RON LINKOUS	510A E. ALFRED ST	TAVARES	32778
Rick & Shellie Davis	402 E. Alfred St	Tavares	32778
K E SPENCER	106 E NELSON ST	TAV	32778
LEROY & MERLIE FINKE	7 PEACOCK DR	MT DORA	32757
Jack Shuttleworth	211 Dykes Dr	TAVARES	
Terry Cullen	540 E Caroline	Tavares	32778
GLENN SARVIS	601 E. ALFRED ST.		
Billie Louise Knowles	2831 Bay Lagoon Way	Tavares	32778
DAVID R. KNAUP	1635 SUNSHINE LN	TAVARES	32778
MARY JANE BROTHER	5358 Indian Ocean Loop	Tavares	32778
S Miller	1435 Triple Dr	Mt Dora	
Paul R. Briggs	3811 Cactus Ln.	Mt Dora	
Gary + Brenda Smith	1250 Smith Rd.	Tavares	
Mason Allen	1380 Lakeshore Dr	Mt. Dora	32757

Sign-In Sheet

ALTERNATIVES PUBLIC MEETING

LAKE COUNTY FLORIDA

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida
Thursday, July 26, 2007

②

Name (Please Print)	Address	City	Zip Code
[illegible]	214 N. New Hamp. Ave	TAV.	32778
Marty Wilkins	415 W. Caroline St.	TAV	32778
Eugene Wittgall	3117 Seneca	TAV	32778
Gordon + [illegible]	1021 Tudor L.	TAV	32778
Denise Laratta	3000 Lake Huron Lane	TAV	32778
Mary LeMoreau	201 Jean St	Tav.	32778
Richard Ackerman	305 ~~[illegible]~~ Mead	"	"
Pikeal Sherri Hamlin	111 S. Disston	Tavares	32778
Sandy Riley	1605 E Alfred St	Tavares	
Fred Michels	115 W. Lake Dora Drive		
[illegible]	303 North Seventh Ave	Tavares	
[illegible]	322 W Main St.	Tavares FL	
Lurlene Hawkins	415 N. New Hampshire Av.	TA	32776
Tom + Dolores Fuss	1617 Orange Ave	TAV	32778
Alice Whittaker	1010 Michelle Ct.	Tavares	
Evelyn Gesell	3117 Manatee Rd.	Tavares	
Paula Allen	615 N. New Hampshire Ave.	Tavares	

Sign-In Sheet

ALTERNATIVES PUBLIC MEETING

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida
Thursday, July 26, 2007

③

Name (Please Print)	Address	City	Zip Code
Elaine Briggs	3861 Cactus Lane	Mt Dora	32757
Eldon Clemens	1410 Ridge Rd.		
DEBBIE JOYCE	26336 SR 19	Howey	34737
PAULA STINSON	32501 LAKESHORE Dr	TAVARES	32778
JIM STINSON	SAME AS ABOVE		
Sophie S. Woods	MT. DORA		
CHARLES & LYNN LACKEY	15036 COLLEY DRIVE	TAVARES	
JIM MILLER	219 W. ALFRED	TAVARES	
ANN TREADWAY	720 VAA.VE	TAVARES	
DAVID TREADWAY	"		
Don Harrison	1513 E ALFRED ST.		
Mark Wheeler	823 E. Alfred ST	Tavares	
JOHN PORTER	1324 E. ALFRED ST.	TAVARES	
FREDDIE BELTON	322 W Main ST	Tavares	32778
Bob GRENIER	681 Woodview Dr.	Tavares	
Cindy Hall	Pavilion Ave	Eustis	
Jennifer Hill	9732 Fairway	Leesb.	

Sign-In Sheet

ALTERNATIVES PUBLIC MEETING

LAKE COUNTY FLORIDA

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida
Thursday, July 26, 2007

④

Name (Please Print)	Address	City	Zip Code
Mary DeDier	2406 Baywater Rd.	Tavares	32778
John DeDier	" " "	"	"
Noble Olasimbo	Lake County Public Work		
SUSAN CADDELL	30827 Fairview Ave	Tavares	32778
Ralph Custer	2914 Wekiva Rd	Tavares	32778
Nancy Clutts	926 Lake Elsie Dr	"	"
Margaret Atkins	1116 DORR AVE	"	"
Richard Stiffler	418 E Alfred St		
Connie Alexander			
John Graves	322 W. Burleigh Blvd	Tavares	32778
Andrew O'Keefe	115 S. Rockingham AVE		
Linda Clutts	1260 Lake Dora Dr.	Tavares	32778
DON CAMPBELL	1502 E. ALFRED ST.	TAVARES	
Ron Boddicker	12944 Lake Dora Circle	Tavares	32778
Alan Carter	33637 LAKESHORE DR	TAVARES	32778
JAMES COOK	412 N DISSTON AVE	TAVARES	
Elaine Tracey	430 Windridge Pl	Tavares	

Sign-In Sheet

ALTERNATIVES PUBLIC MEETING

LAKE COUNTY FLORIDA

(5)

Alfred Street (Old US 441)
Corridor Study
From SR 19 to Bay Road
Tavares, Florida
Thursday, July 26, 2007

Name (Please Print)	Address	City	Zip Code
LINDA KOPP	3710 MEADOW GREEN DR.	TAVARES	
KEVIN MOORE	403 N. JOANNA AVE.		
Mrs. Doris M. Ragan 415 W. Kentucky St. Tavares, FL 32778			
John BARHAM	First United Methodist of Tavares		
Gilbert CUMMINS	31624 TERRACE DR	TAVARES	

Comments

COMMENT DROP BOX

(4 Comments)

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

LAKE COUNTY
FLORIDA

Box (2)

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

Downtown Section Hung [redacted] for next [illegible] Kind Nelson

Name: B. BURLEIGH

Address: 214 N. New HAMPSHIRE

City/State/Zip: TAVARES 32778

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Box ①

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I seem to be down the Middle Lane 3 lanes
& one way South of Tavares.

Commercial Property East of town
would be better with 3 Lanes
Arnaes Needs to help these people

The Harrison Takes too far
1512 Alfred property

PS: A lot of people w/ programs will not be living where
as in Furnished Age

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Name: Donald Horeis[illegible]
Address: 31935 Tropical
City/State/Zip: Tavares Fl 32778

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

LAKE COUNTY
FLORIDA

Box (3)

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

3 LANE ALL THE WAY !!!

Name: JIM MILLER

Address: 219 W. ALFRED

City/State/Zip: TAVARES FL 32778

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

LAKE COUNTY
FLORIDA

Box (4)

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I like 3 lane
The raised median style seems to waste space

I don't like one-way - Caroline doesn't go all the way through

Anything on Texas is a no-no

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Name: Mrs. Doris M. Ragan
Address: 415 W. Kentucky St.
City/State/Zip: Tavares, FL 32778

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

MAILED

(2 Comments)

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

I own Lake Dora Storage Mall at 1605 E. Alfred St. It is a large storage rental business where many of our customers are in the process of relocating. We often have very large moving vans on our property. I am very concerned about the "raised median" option. It would cause a real problem if these 18-wheelers would have to make U-turns in case there were not a driveway 'cut' in the median directly lined up with our driveway. It would also cause a slowdown in the case of the median option with a driveway cut, without a turn lane. My preference & the best option is the "three lane" which has the center turn lane.

Name: Sandy Riley
Address: 1605 E. Alfred St.
City/State/Zip: Tavares, Fl. 32778

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

LAKE COUNTY FLORIDA

Mail (5)

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are important! Please use the space below to express your thoughts about this project.

The one way idea could be considered in the downtown 1 way pair, however, the Parking along the way would take away the possibility of 2 Lanes in + out. also it would be unsafe for people to exit their cars. from the railroad east to Bay Road
I prefer the three Lane road - The middle lane could be a stamped and colored Lane and it would look nice -
If we went to any median, the cost to the City and citizens to maintain it, as it should be, would be expensive. Little bits and pieces of median would be unsafe in my opinion - There is a Lot of industry on the East portion that needs to be freed up for large vehicles so the 3 Lane would be better for this area -

Name: Brenda Smith
Address: 1250 Smith Ave.
City/State/Zip: Tavares, Fl 32778

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

EMAILED & FAXED

(7 Comments)

Greg Moore

From: Greg Moore
Sent: Wednesday, August 01, 2007 11:18 AM
To: 'boddicker4@aol.com'
Subject: RE: Alfred Street Corridor Study

Mr. Boddicker

Thank you for your comments. We will see that they are taken into consideration by the Project Team and recorded into the official record of the Public Meeting.

Sincerely,
Greg Moore

From: boddicker4@aol.com [mailto:boddicker4@aol.com]
Sent: Wednesday, August 01, 2007 11:00 AM
To: Greg Moore
Subject: Alfred Street Corridor Study

Dear Mr. Moore:

I strongly support the **One Way Pair** option for the **Downtown Section** of the Alfred St. renovation for the following reasons:

1. This plan will best meet the aesthetic and economic elements of Tavares Vision for its future.

2. The one way option allows for more impressive landspacing and beautification which will be essential.

3. The Caroline St. corridor has the potential to become a quaint, vibrant, and unique area for economic redevelopment in an area that, if it is to realize its potential, will need additional, attractive commercial space.

4. Street parking is a potential plus from a commercial perspective.

5. The one way option will offer faster traffic flow and less congestion, at least until the 2030 projection.

6. The one way option offers a clear safety advantage for both automobiles and pedestrians.

I strongly support the **Raised Median** Option for the **Central and Eastern portions** of the Alfred St. project for the following reasons:

1. This options offers the best aesthetics and landspacing possibilities.

2. This option would offer consistency and continuity if the downtown section is either one way or raised median.

3. Controlled access has safety benefits for both automobiles and predestrians.

Sincerely,

Ron Boddicker
12944 Lake Dora Circle

8/1/2007

Tavares, FL 32778
boddicker1@aol.com

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Greg Moore

From: Greg Moore
Sent: Tuesday, July 24, 2007 5:21 PM
To: 'William Burleigh'
Cc: jskutt@tavares.org
Subject: RE: Alfred Street Corridor

Mr. Burleigh

Thank you for your input on the Alfred Street project. Sorry that you are unable to attend on Thursday. We now have a project web site that you can visit to get more information at your convenience. After Thursday's meeting, the site will be updated with relevant materials for your review.

http://www.tavares.org/alfredstudy.html

We actually are considering a one-way pair alternative, but it utilizes Caroline Street instead of Maude. We looked at using Maude, but discovered some significant challenges to doing this.

Maude Street intersects Alfred Street a little too close to the SR 19 intersection to make that work when you consider the traffic operations. We are not extending the one-way pair to Dora Avenue for several reasons. Firstly, it is very difficult to get across the railroad tracks because this requires a new crossing permit. These typically require that you close as many as three existing crossings in order to gain approval for the new crossing. If we could get across the railroad, there were some operational concerns when looking into how to make that work due to the heavier volumes of traffic along Dora Avenue. The one-way pair would require some reconfiguration of Dora Avenue in order to allow westbound traffic to turn left onto Maude Street. This would be a very heavy movement and would require widening of Dora Avenue and another traffic signal just north of the existing signal at Alfred St.

Thanks again for your interest in this project and for taking the time to provide your comments.

Sincerely,

Greg Moore, P.E.
Project Manager
DRMP, Inc.

941 Lake Baldwin Ln.
Orlando, Florida 32814

407-896-0594
407-896-4836 (fax)

mailto:gmoore@drmp.com www.drmp.com

From: William Burleigh [mailto:web4260@yahoo.com]
Sent: Tuesday, July 24, 2007 2:36 PM
To: Greg Moore
Cc: jskutt@tavares.org
Subject: Alfred Street Corridor

I'm in receipt today of your public meeting notice on Alfred St. Corridor Study. I cannot make the meeting, and I have no idea what the Overview Presentation reveals about the propsosed project. However, I have some input...which could have already been considered and discarded.....as follows:

As a longtime resident of Tavares on Disston Ave. I've experienced the growth of traffic on Alfred firsthand. I also see how tight the corridor is with development so close to the right-away for several blocks downtown, i.e. the church at Alfred and St. Clair Abrams, the offices at Alfred and Sinclair, the church at Alfred and Joanna, etc.

Therefore, following the lead of Eustis some years ago, why not consider making Alfred St. one way going west and making Maude St. the opposite oneway. The oneway would extend from just beyond Texas St.on the west end to Dora Ave. on the east end. The perfect start of the swing onto Maude going east is at the curve of Alfred at the Judicial complex, cutting through the Judicial parking area. Maude would be extended east of Disston through sparsely developed areas, including city property and including several blocks of undeveloped low land east of Caskey's Mower Shop.

That idea provides 4 lanes of roadway, mostly existing now, through the most developed area of town, Trying to widen Alfred for the same amount of lanes would wipe out developed properties, historic and otherwise. In the future, there seems to be nothing but continued traffic growth on Alfred, so I think four lanes is inevitable. Otherwise the lines at traffic lights will grow longer no matter what you do to improve and beautify.

Regards,

W.E. Burleigh

Need a vacation? Get great deals to amazing places on Yahoo! Travel.

Greg Moore

From: Greg Moore
Sent: Thursday, August 02, 2007 2:25 PM
To: 'consulttvc@aol.com'
Subject: RE: Comment re Alfred St. Study

Mr. Cullen

Thank you for your comments. We will see that this input is provided to the project team and included in the official record of the Public Meeting.

Sincerely,
Greg Moore

From: consulttvc@aol.com [mailto:consulttvc@aol.com]
Sent: Friday, July 27, 2007 9:39 AM
To: Greg Moore
Subject: Comment re Alfred St. Study

Greg:

I don't feel that the cost differential (nearly $3 million) between the raised median proposal and the one-way pair proposal is justified for the downtown section of the proposal.

My ranking for the downtown section:
1. Raised median
2. Three lane
3. One-way pair

My ranking for the central and eastern section:
1. Raised median
2. Three lane

Terry Cullen
540 E Caroline St.
Tavares, FL 32778

AOL now offers free email to everyone. Find out more about what's free from AOL at **AOL.com**.

Greg Moore

From: Greg Moore
Sent: Thursday, August 02, 2007 2:26 PM
To: 'MarySLaMoreaux@cs.com'
Subject: RE: Alfred Street

Ms. LaMoreaux

Thank you for your comments. We will see that this input is provided to the project team and included in the official record of the Public Meeting.

Sincerely,
Greg Moore

-----Original Message-----
From: MarySLaMoreaux@cs.com [mailto:MarySLaMoreaux@cs.com]
Sent: Friday, July 27, 2007 10:00 AM
To: Greg Moore
Subject: Alfred Street

This letter is in comment to the meeting last night. I still vote for putting in the 3rd lane. I question putting gutters and curbs in businesses such as the corner of Dora Avenue where Wheeler's Auto Paint & Body requires all of their driveway. Putting gutters and curbs there would severely hurt their business. In addition, I do not understand how you could think of putting in the one-way street on Caroline. It appears that the only reason this would even be considered is if a city council person owned property on that street and wanted to boost its value. It seems to me that you should be more interested in fixing Main Street and helping what businesses are left on that street rather than worrying about increasing traffic on Caroline. Putting the 3rd lane on Alfred Street both takes up less space and makes more sense. Mary S LaMoreaux, CPA, 1200 E Alfred St, Tavares, FL

John H Drury
City Administrator
City of Tavares

June 06, 2007

RE Alfred Street Corridor Study
Resident Comments/Questions

Mr Drury,

My husband and I had planned on attending the public hearing this evening in regards to the Alfred Street Corridor Study. However, Wednesday nights we have church and therefore will be unable to attend. We intended to share these thoughts with you and the team investigating the proposed improvements. We hope you will accept these written comments in lieu of our appearance. Thank you for your time and consideration.

The 15.5' median with trail option appears to be the most satisfactory option for both the central and eastern sections of the Alfred Street Corridor Study. Is it possible for the "trail" to meander along the south side, in order to provide interest and to preserve existing natural elements?

The options provided for the downtown section of the study are extremely disconcerting. I would like to take this opportunity to address each possibility with my concerns and questions. Has the city considered whether the 441 construction has caused a large percentage of the Alfred Street congestion? If it is determined to be true, will the city reevaluate its proposals, particularly in the downtown area, to minimize public impact?

Option 1: 6' Median

This option does not resolve any of the public's concern for additional aesthetics.
Have you considered adding the green space between the sidewalk and the drive aisle?

Option 2: 10' Median

This option appears to meet all of the needs and wants incorporated in this study.
Does the 10' median provide adequate width for a turn lane where necessary?

Option 3: 3 Lane

This option in no way embodies the small town concept that Tavares is striving to achieve in competition and conjunction with Mount Dora. Turning our main thoroughfare into a "highway" simply solves the issue of traffic without regard to any of the additional concerns and desires of Tavares' residents. I strongly object to this option.

Option 4: One-Way Pair

While I can see the advantages to this concept in your efforts to incorporate all city and public requests I find some aspects troublesome.

- I In lieu of only effecting the +/-8 residential lots and +/-24 business lots along Alfred Street you are proposing to also disrupt and impact the property value and appeal of +/-20 additional residences and +/-8 businesses, a great deal of which are historic structures.
- II Those of us who reside along Caroline Street are well aware of the high school student traffic and noise without this improvement.
  - A Opening Caroline up to through traffic without the existing stop signs will increase the speed and traffic considerably, particularly by the high school students. Does the city intend to reduce the speed and provide police protection for those residents in regards to maintaining a safe speed?
  - B Providing parking along Caroline will bring back the enormous problem which the city just remedied within the past year. The problem of the high school students parking up and down Caroline with noise which exceeds any allowable standards as well as extensive loitering and littering without regard to surrounding

Tavares residents and businesses. Should the city accept this option, does the city plan on providing the necessary police protection to control the level of noise, loitering, and littering?

C Who exactly is the parking on Caroline intended for? All of the businesses currently have their own parking lots. Granted the street fills up when there is an event at the Civic Center but unfortunately that is a zoning problem that a half dozen on-street parking spaces will not fix. Will the parking spaces be metered to keep high school students from parking there?

III Does this option require the city to take any additional portions of the right of way? Does the city understand the impact this may have on the countless historic properties which may not have been 100% compliant to that r/w 80 to 100 years ago? Does the city intend to be understanding and lenient in regards to historic properties? Does the city intend to focus their need for width on the south side of Caroline, which has a highly percentage of business properties versus the north side which is mostly residential? Has the city considered the green-space to be on the north side of Caroline, which has a greater number of residential properties?

IV What is the City's future plans for Zoning regarding the neighborhoods adjacent to Caroline (i.e., will they be re-zoned commercial)?

V What plans are being made to improve the alleyways? Many homes in this area have access to their property from the alley only, for example our lot, northwest corner of Caroline & Joanna. If Caroline is made one-way westbound we will be forced to travel around several blocks in the opposite direction just to go east. The other option is for us to travel north towards the high school on our alley, the state of which is atrocious.

It is our understanding the city has plans to study revamping the alleyways in the historic downtown area. Has the city considered incorporating all of the proposed changes for downtown Tavares in order for the public to see the "big picture", i.e. alleyway improvements, Main Street reorganization, Wooton Park master plan, Alfred Street Corridor? It is our opinion these changes are codependent and should be addressed with consideration to one another.

I greatly appreciate the opportunity to voice my concerns, particularly in regards to a project with potentially major ramifications to many residents and business owners, including myself. I, and my family, have been extremely happy living here in Tavares, we own a historic home and have put our sweat, love, and money into turning a soon to be unsalvageable piece of history into a beautiful, warm, safe home for our family. My husband and I are both Architects and we took great pride in searching for a historic home in the downtown area but not on the main busy roads. We, personally, have a great concern for the safety of our children (ages 2 and 3). Our dream of them living on a block where they could one day ride their bikes will disappear should Caroline Street turn into a main throughway. It is with great regret that I say, should this happen, we will leave our home and find more a child friendly neighborhood. While we understand the growth happening around us and can appreciate the city's happiness with it and need to meet the demands of it, we moved to Tavares from Orlando to avoid just this issue and are greatly saddened to see the city consider any option which further diminishes the wonderful possibilities Tavares holds as an "established" neighborhood similar to College Park or Colonial Town. I feel the options have not been exhausted for the downtown portion of the Alfred Street Corridor Study and I pray you will give it further consideration before making any decisions.

With Regards,

Kevin and Laura Moore
403 North Joanna Avenue
Tavares, Florida 32778

Kevin R Moore
Director of Architecture, Senior Associate
Laura A Moore
Associate
Guy Butler Architect, LLC
315 East Robinson Street
Suite 675
Orlando, Florida 32801

Comment Form

Alfred Street (Old US 441) Corridor Study

From SR 19 to Bay Road
Tavares, Florida

LAKE COUNTY FLORIDA

Attention Greg Moore

Alternatives Public Meeting

Thursday, July 26, 2007

Your Comments are Important! Please use the space below to express your thoughts about this project.

I have READ the ALFRED STREET CORRIDOR STUDY and find it ABSOLUTELY MAKES NO SENSE. All that NEEDS to be DONE is to REPAVE and WIDEN slightly. The NEXT BEST solution would be to create the 3 lane option — Turn Lane.
DOWNTOWN TAVARES is a DISASTER, which puts MORE TRAFFIC on ALFRED STREET. All the curbing & stop signs forces people over on Alfred.
One Way Alternatives makes no sense! You have businesses and homes that would be unbearable — Change downtown back to a through street, remove stop signs and repave Alfred.

Name: Larry Cone
Address: 15630 KEZER ROAD
City/State/Zip: TAVARES, FL 32778

Please complete and place this form in the "Comments" box or mail before August 9, 2007 to:

Mr. Greg A. Moore
Project Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, Florida 32814

FAX COVER SHEET

Date: AUGUST 3, 2007

To: MR. GREG MOORE, PE
Company: DRMP, Inc.
Phone:
Fax: 407-896-4836

From: Terry W. Macomber
Company: Terry W. Macomber
Address: 213 E. Alfred Street
Tavares, FL 32778
Phone: (352) 343-5736
Fax: (352) 343-6493
Other:

No. of Pages, Including this cover sheet: 3

Remarks:

GREG,

THE FOLLOWING ARE MY COMMENTS ABOUT THE TAVARES ALFRED STREET CORRIDOR FOLLOWING THE JULY 26th PRESENTATION.

IF THERE ARE ANY QUESTIONS, PLEASE FEEL FREE TO CALL. IF I'M NOT AVAILABLE, PLEASE LEAVE A MESSAGE AND I'LL GET BACK ASAP.

TERRY

To: John Drury, City of Tavares City Administrator

From: Terry and Diane Macomber
213 E. Alfred St.
Tavares, Fl. 32778

Date: August 3, 2007

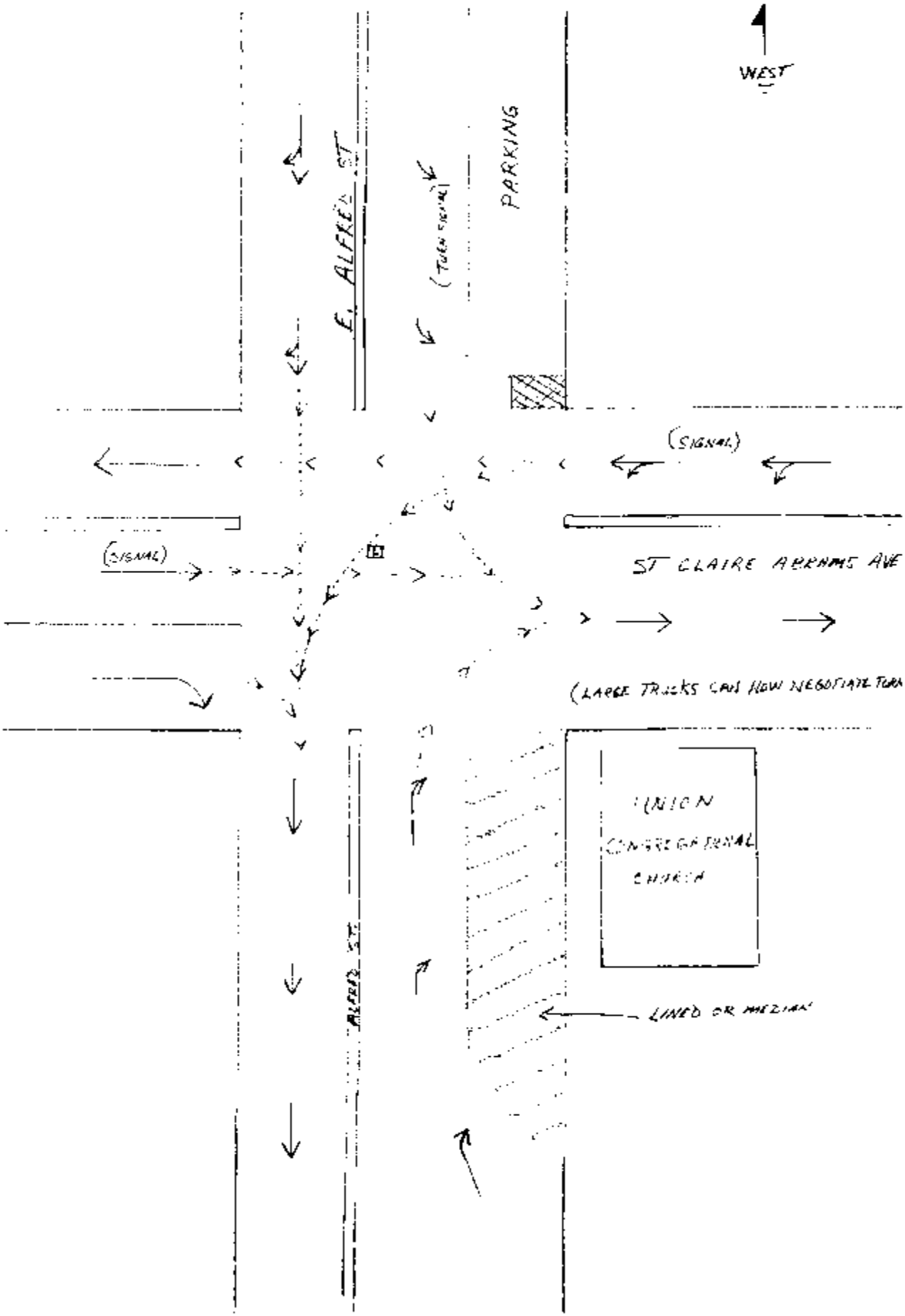
Re: Alfred Street Corridor Project

We would like to express our thoughts on the project to date. We believe DRMP, Inc. has done a fine job , especially the July 26th presentation. We believe the City should endorse the one-way pair for the Downtown section and the three lane alternative for the Central and Eastern sections. The one-way pair is the best solution due to the overall rating, per the July 26th presentation plus the important consistency with the CRA vision. We attended a CRA vision meeting and found that to be well conducted. We also believe the 19 total responses is not a accurate representation considering the number of people in attendance at the meetings or the number directly effected by the corridor study.

Other reasons for preferring the one-way pair in the Downtown section are. 1.) Believe a make over plan can be implemented for "immediate" use to help first impressions with the planned large waterfront events (Classic Boat Show, est. 100,000 people, the Classic Boat Race, and the Dragon Races), 2.) Add additional parking. 3.) Ease traffic flow for events, and 4.) Coordinated traffic flow with the county's new ventures from the beginning. By simply adding signs, no resurfacing, painting the streets with traffic indicators, adding some landscaping, adding the two lights on Caroline Street intersections and redesigning traffic flow at the St. Claire Abrams/E. Alfred St. intersection instead of the Disston Ave. turn, the Downtown section can be done ASAP. Also fewer property acquisitions would be required.

This make over process would benefit in four ways: 1.) Help everyday Alfred St. users to get use to the one-way traffic flow, 2.) Facilitate in later infrastructure construction, 3.) The turn to Caroline Street would be further from the railroad tracks and fire station, and 4.) For the aforementioned reasons for preference . The redesigned traffic flow of the St. Claire Abrams/Alfred St. intersection (versus Disston Ave.) would enhance the proposal and maybe the entire design of the Downtown section. Please see the following sketch of our proposed intersection.

Thank you for your time addressing the comments of the interested Alfred Street Corridor citizens.


WEST
E. ALFRED ST
(TURN SIGNAL)
PARKING
(SIGNAL)
(SIGNAL)
ST CLAIRE ABRAMS AVE
(LARGE TRUCKS CAN NOW NEGOTIATE TURN
UNION
CONGREGATIONAL
CHURCH
ALFRED ST
LINED OR MEDIAN

Questions and Responses

Questions and Responses Memo

Meeting Date: Thursday, July 26, 2007, 5:30 pm to 7:30 pm **Project #**: 03-0313.000

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

Subject: Alternatives Public Meeting – Questions Received at the Public Meeting

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

Questions Received and Responses

Traffic Operations

- **Why is Texas Avenue being shown in the slide pertaining to the left turn conflict for the three-lane alternative when there is very little traffic on Texas Avenue?**
  - Texas Avenue was shown because it was adjacent to Sinclair Avenue. At the Alfred Street and Sinclair Avenue intersection there is a large volume of southbound left turns which could potentially queue up into the Texas Avenue intersection. The intent of the illustration was to demonstrate the limitations of the 3-lane section. In this case, there is potential for this infrequent left turning vehicle to cause a significant backup in both directions because access is not controlled.
- **Does the simulation models show which alternative will operate at the fastest speed?**
  - The simulation models provide an output that defines the delay associated which each alternative. In general, the three lane alternative appears to operate at a faster speed than the raised median alternative operates. The One-Way Pair because of the on-street parking and small radius curves at either end, appears to generally operate at the slowest speed.
- **Do the traffic models take into account the impending completion of US 441?**
  - The traffic models consider US 441 as being completed. The traffic models do not take into consideration the ongoing construction of US 441 since this is a temporary condition. It is possible that traffic will be reduced on Alfred Street after construction is completed. Traffic which has origins and destinations along the project will continue to use Alfred Street.
- **One disadvantage of the three-lane alternative shown in the presentation was the conflict caused when a left turn queue spills back to another intersection and blocks vehicles trying to turn left at the second intersection. How will this situation be handled for the raised median alternative?**
  - For the condition illustrated at the Public Meeting, the result for a raised median section would depend on the location of median openings. If median openings are located such that left turns can only occur from a left turn pocket, there would be less "friction" and chance for backups. For the locations where there may be infrequent left turns on a 3-lane section, a raised median may eliminate the opportunity for the left turn and thereby eliminate this conflict.

Access Management

- **Does the raised median alternative allow for U-turns?**
  - U-turns cannot be accommodated with any of the proposed improvements. A four-lane divided roadway with a median of a least 22-ft would be required to support U-turns. There is not sufficient right of way within the study corridor to develop a design that will support U-turns. There are not currently any locations along the existing roadway where U-turns can be executed.
- **How are the locations of median openings determined?**
  - The locations of the medians are determined by the need to maintain public right of way, access management design standards, and public input. A balance between these three areas results in the final location of the median openings.
- **Is it safer to allow U-turns with the raised median than to have a three-lane alternative that does not restrict U-turns at any point?**
  - While U-turns are not supported by any improvement being evaluated for the Alfred Street corridor, research studies have shown that allowing U-turns at a median openings is generally safer than allowing them to occur from a center bi-directional turn lane. The physical separation provided by a raised median reduces the number of conflicts and regulates the locations where turns can be executed, which can be chosen based on design and safety characteristics.

Maintenance of Traffic

- **When will the US 441 construction be completed?**
  - It is estimated that the Eustis, Mount Dora and Tavares sections on US 441 will be completed by Spring, 2008. It is estimated that the Leesburg section will be completed by the end of 2008.
- **Where is the money coming from to pay for the construction?**
  - The county collects impact fees from businesses and residents. These funds are then reallocated to fund roadway projects.
- **Due to the disruption of traffic caused by prolonged road construction, can the city put pressure on the contractors to reduce delays?**
  - The City can put pressure on the contractor by requiring liquidated damages if the work is not completed on time. Although this tends to be a great motivator for the contractor, it does however, tend to generally raise the overall cost of the project.
- **Will the construction of the court house coincide with the road improvement construction and has this been considered?**
  - The construction of the Tavares Station is expected to be completed well in advance of any road construction. It is not anticipated that the schedule for these will coincide.

Drainage

- **Flooding occurs on Alfred Street in the vicinity of Joanna Avenue and the First Baptist Church. Will this problem be addressed with the proposed improvement?**
  - Yes, the project team is aware of this situation and the issue.
- **Are there any plans to take into account swales in the roadway design?**
  - Swales or shallow grass ditches were not taken into account in the design mainly because of limited right of way. A curb and gutter system is propose to convey storm water run off to nearby retention ponds. The specifics of pond site size and location will be determined during final design.

General

- **Can the display board information as well as simulation models be placed on the website?**
  - This information will be made available for download on the website at http://www.tavares.org/alfredstudy.html.
- **Will the One-Way pair encourage more business?**
  - Rezoning of land can be use as a tool to encourage or discourage business activity. The City is developing Master Plan for the Community Redevelopment Area to aid in encouraging business.
- **What are the three properties that will be affected by the One-Way Pair?**
  - There are three parcels that would be impacted by the one way pair. These are the church property, the medical offices, and the Thrift store property.
- **Has a minor makeover been considered as opposed to proposed more major improvements? Has other options been considered such as resurfacing and re-striping?**
  - This information will be relayed to the City for their consideration
- **How will Herbie the train be impacted?**
  - An evaluation of the impact to Herbie the train was not included as part of this study. However, there is no anticipated impact to the railroad crossing or railroad operations associated with the proposed improvements.

Meeting Summary

PUBLIC MEETING SUMMARY

Meeting Date: Thursday, July 26, 2007, 5:30 pm to 7:30 pm **Project #**: 03-0313.000

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

Subject: Alternatives Public Meeting

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

Attendance Summary:

73 Members of the public

7 Agency & Elected Officials

City Council – Nancy Clutts
City Staff – John Dury, Jacques Skutt, Nancy Barnett
County Commissioner - Debbie Stivender
County Staff – Noble Olasimbo
Supervisor of Elections – Emogene Stegall

4 Consultant Project Team Staff

Ralph Bove, Greg Moore, Carlos Asturrizaga, Vasu Persaud, Tracy Bridges

84 TOTAL ATTENDEES

Comments Summary: (See also attached Comment Forms and Related Correspondence)

4 Comment forms received at the Public Meeting on July 27, 2007.
2 Comment forms received via regular mail.
7 Comments received via e-mail/fax
18 Comments and questions received orally during meeting

31 TOTAL COMMENTS RECEIVED AS of August 13, 2007

MEETING SUMMARY

The Alfred Street Corridor Alternatives Public Meeting in Lake County was held from 5:30 to 7:30 pm in the Tavares City Hall. Participants were asked to sign in upon entering and comment forms, an overview handout and answers to questions the last meeting were distributed to each attendee as they registered. The format for the meeting was an informal open-house with staff from the consultant project team available to answer questions and discuss the project with the participants. An audio/ visual presentation was then given by the project team to provide an overview of the study and alternatives under evaluation. Following this, questions and comments were fielded from participants and recorded.

The materials presented at the meeting included the project alternatives under consideration displayed over large scale aerial photography. In addition to the footprints for the proposed project alternatives, other details on the displays included street names and property lines. The exhibits on display included:

- Large scale displays of the alternatives under evaluation which included:
  - One-Way Pair alternative
  - Three-Lane alternative
  - Raised median/ Brick texture alternative
- Typical section matrix showing the typical sections being considered for each section
- Alternatives comparison matrix
- Project schedule summary board
- Study schedule summary board

The meeting ended at approximately 7:30 pm. The peak attendance occurred just after 5:30 with a crowd of approximately 73 people. The majority of participants had left the meeting by about 7:00 pm.

COMMENT SPECIFICS

The following is a summary of the written and verbal comments received. These have been compiled by the staff from the consultant project team that facilitated the meeting. Comments have been organized by the various issues to which they pertain. Comments requiring follow-up and the responsible staff involved in follow-up activities have been noted in the "Action Items" section of this summary.

<u>Alternative Preference</u>

- As of August 13, 2007, thirteen (13) comments were received concerning alternative/ typical section preference. A summary is provided below.

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	6	0	0	6
Median	2	4	4	10
3-Lane	4	8	8	20
No-Build	0	0	0	0
Not Specified	1	1	1	3
Total	**13**	**13**	**13**	**39**

Traffic Operations

- Several comments were received with regards to how traffic would be reduced on Alfred Street as a result of the widening of US 441, also called NEW US 441, located to the north of Alfred Street.
- Concern was expressed about the speed with which the various improvement would operate and about the traffic models ability to take this into account.
- Concern was expressed about the ability of the raised median to handle the left turn queue spill back from adjacent intersections.

Access Management

- Concern was expressed about the ability of the raised median alternative to accommodate U-turns.
- Questions were received concerning the method used to determine the location of the median openings for the raised median alternative.
- Concern was expressed about the safety of allowing U-turns at the raised median openings.

Maintenance of Traffic

- Questions were asked about the source of the funding for the future construction of the proposed improvements.
- Questions were raised concerning possible construction delays and the City's ability to apply pressure to the contractors to have the work completed on time. The ongoing construction of US 441 was sited as an example.
- Questions were received about whether construction of the Alfred Street improvement would overlap with the construction of the Tavares Station and the Judicial Center.

Drainage

- Concern was expressed about the flooding of Alfred Street that occurs in the vicinity of Joanna Avenue and the First Baptist Church during heavy downpours.
- Concern was raised about the use of curb and gutter systems to convey storm water instead of swale systems.

General

- It was asked that the project website be updated with the display information from the meeting.
- Concern was expressed about the affect on businesses along Alfred Street and Caroline Street if the One-Way Pair alternative was implemented.
- Questions were asked about the impact of the project to Herbie the Train.
- It was suggested that the City consider a minor makeover of Alfred Street, involving resurfacing and re-striping, instead of the proposed more major improvements.

FOLLOW-UP ITEMS

The following is an identification of the items requiring follow-up. These have been compiled from the comments and discussion resulting from the Alternatives Public Meeting. In order to track the progress of these follow-up items, the responsible staff should provide progress updates to the consultant team as various issues are resolved.

Subject / Issue	Staff Name	Action Required
Update website	Consultant Team	Make display information from meeting available for download from project website.
Responses Memo	Consultant Team	Develop a Q & A Memo to provide documented answers to questions asked by the public during the open comment period that followed the presentation at the Public Meeting.
Misc. Coordination	Consultant Team	Correspondence by e-mail, phone, and postal mail.

CRA Advisory Committee Meeting

PowerPoint Presentation

Alfred Street Study

Community Redevelopment Agency Advisory Committee
September 10, 2007

Presentation Outline

I. Introduction

II. Project Overview

III. Alternatives Analysis

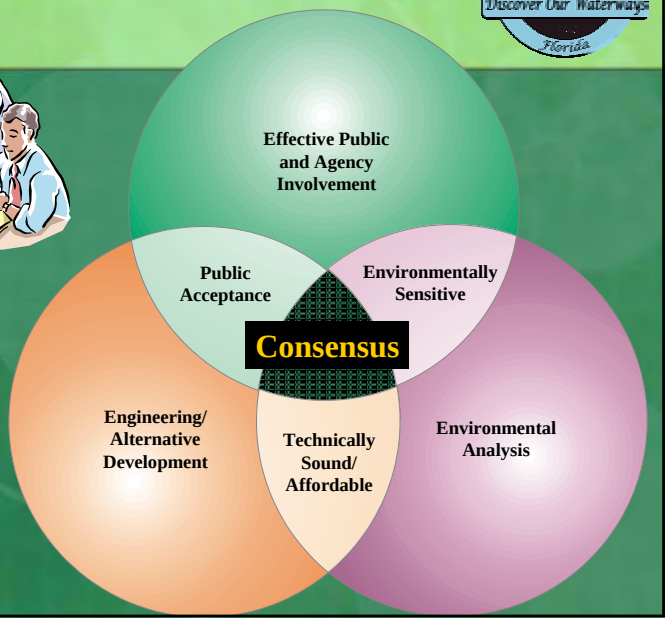
IV. Next Steps

Project Overview

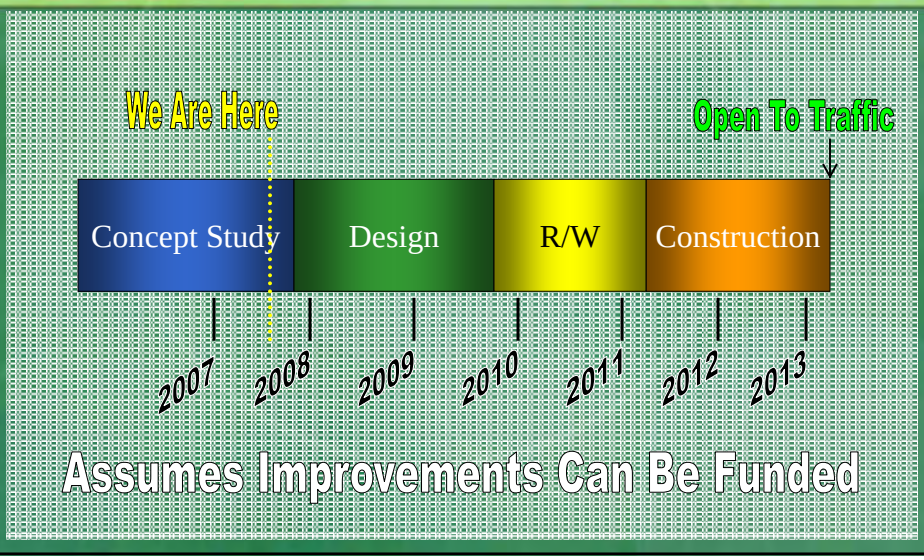
Alfred Street Corridor Study

- SR 19 to Bay Road
- City of Tavares / Lake County
- Objectives
  - Identify the Options
  - Weigh the Choices
  - Identify the Improvement

Study Process



Project Timeline



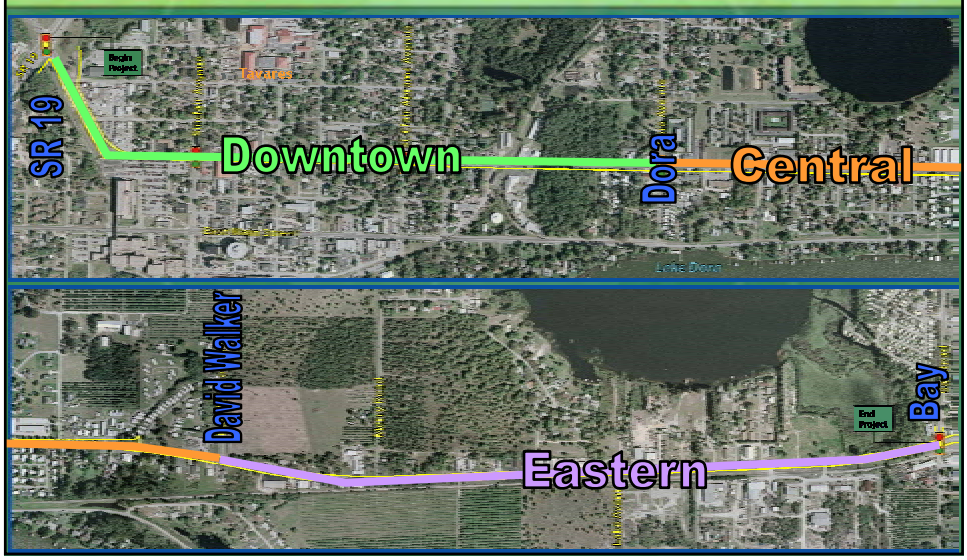
Project Schedule

Milestones to Date

- May 10th Public Kickoff Meeting
  - Review Earlier Phase & Identify Additional Alternatives
- June 6th Update to City Council
  - Communicate Input from 1st Public Meeting
  - Review "In-Progress" Evaluation
- July 26th Alternatives Public Meeting
  - Present Results of Alternatives Analysis
  - Begin to Identify the Preferred Configuration
- August 15th Council Update
  - Communicate Input from 2nd Public Meeting
  - Receive Council Input
- September 10th CRAAC Input Meeting
  - Receive CRAAC Input

We Are Here

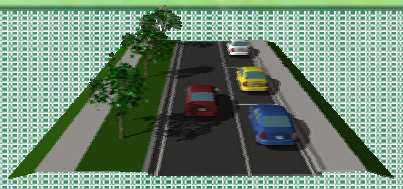
Study Segments



Alternatives Considered

Alternatives Considered

- One-Way Pair



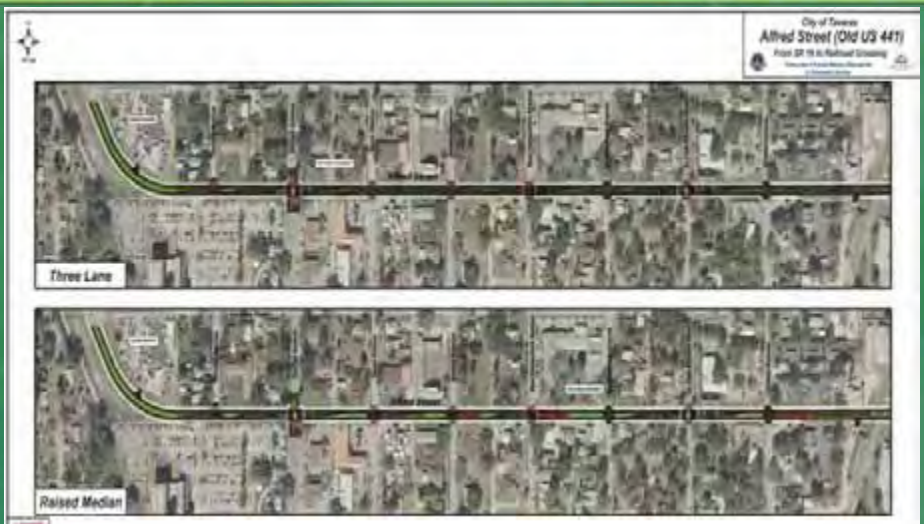
- Three Lane

- Raised Median

One-Way Pair

Applies to Downtown Section Only

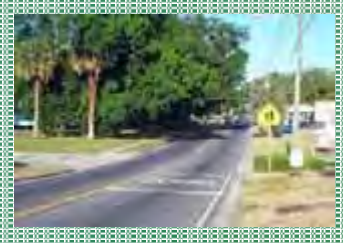
Three-Lane / Raised Median



Alternatives Evaluation

Evaluation Factors

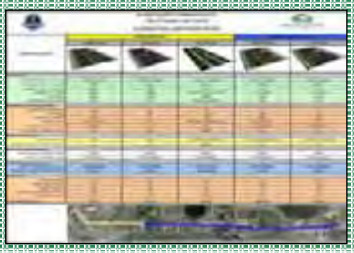
- Travel Service
- Right-of-Way Needs
- Accessibility
- Safety Characteristics
- Aesthetics
- Socio-Cultural Effects
- Environmental Factors
- Constructability
- Project Cost



Alternatives Evaluation

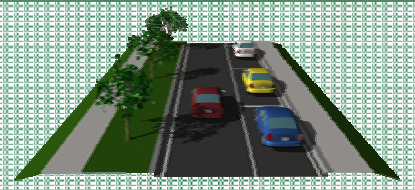
Alternatives Evaluation Matrix

- Allows for Side-by-Side Comparison
- Quantitative & Qualitative Factors
- Helps Identify the Preferred Concept



Travel Service (Downtown)

- One-Way Pair
  - Works Well in 2015 (LOS B)
  - Very Congested in 2030
  - Requires 2 New Signals



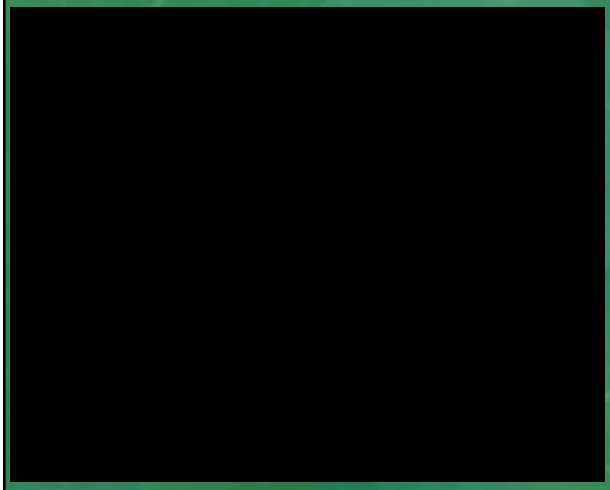
- Three Lane
  - Congested in 2015 (LOS D)
  - Very Congested in 2030
  - Left Turn Issues

- Raised Median
  - Congested in 2015 (LOS D)
  - Very Congested in 2030

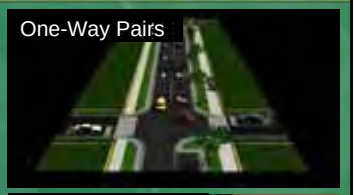
Simulation

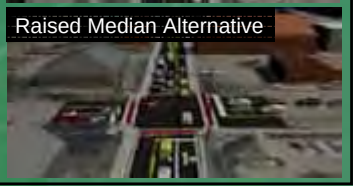
Operations from Traffic Model

3D Renderings



Conceptual Animation





Right of Way Needs

<u>Downtown Section:</u>

- One Way Pair Impacts 3 Parcels
- Three Lane & Raised Median Concepts
  - Developed Within the Existing 50-ft Corridor

Accessibility

For Pedestrians & Bicyclists:

- One-Way Pair offers some advantages for pedestrians
  - Shorter crossing distances
  - Major street traffic coming in one direction only
- Three Lane is the least desirable
  - Longest crossing distances (3 traffic lanes)
  - Traffic coming from all directions
  - No grass strip between travel lanes and sidewalk
- Raised Median
  - Grass strip between travel lanes and sidewalk
  - Islands can offer refuge for mid-block crossings

Accessibility

For Vehicles and Driveway Access:

- One Way Pair
  - Accommodates on-street parking
  - Driveway access may require modification between cross streets
- Three Lane Section
  - Provides greatest accessibility & driveway access
  - Operational issues under heavy traffic
- Raised Median (controlled access)
  - Left turns controlled by median openings and turn lanes
  - Limits some turning movements in/out of driveways

Safety Characteristics

One Way Pair

- Most desirable for pedestrians
- Traffic flows in one direction
- Lowest anticipated operating speed
- Involves parking maneuvers & potential sight distance challenges

Three Lane Section

- Most number of conflict points for turning vehicles
- Least desirable for pedestrians

Raised Median

- Access control reduces conflicts for turning vehicles
- Curbing on both sides of travel lane will reduce operating speeds
- Potential for landscaped medians forces pedestrians to cross at signals or designated crosswalks. May be advantageous as corridor develops.

Project Aesthetics

One Way Pair

- Allows for larger planted strip between roadway and sidewalk
- Supports more elaborate landscaping scheme
- On-street parking has potential to support economic development

Three Lane Section

- Three traffic lanes bounded by curbing and sidewalks
- No green space or opportunity for landscaping within right of way

Raised Median

- Travel lanes and sidewalks separated by grassed areas
- Median supports lower-level landscaping and some small trees

Socio-Cultural Effects

Historic Resources

- Historic Downtown Tavares
- Review of Historic Structures Prepared
- No Adverse Impacts Anticipated

Downtown Community Redevelopment Area (CRA)

- Includes Alfred Street in Downtown Section
- Northern Boundary is Caroline Street
- Consistency with the Downtown Vision

Environmental Factors

Potential Wetland Impacts

- Very Minor … Estimated at 0.6 Acres

Potential Floodplain Impacts

- Minimal Impacts Anticipated

Water Quality

- Current Treatment Criteria
- No Anticipated Impacts

Wildlife & Habitat

- No Anticipated Impacts

Constructability

Downtown Section

- Difficult to construct due to narrow right of way
- May involve temporary detours / impacts to access
- Stormwater and flooding issues may require profile adjustment
- Utilities may involve upgrade and/or relocation
- One-Way Pair offers some advantages in staging construction

Project Cost

Downtown			Central & Eastern	
One Way Pair	Three Lane	Raised Median	Three Lane	Raised Median
$9.27 M	$7.67 M	$6.58 M	$11.50 M	$10.92 M

Total Project Costs Range from $17.5 M to $20.8 M:

- Raised Median for Entire Project = $17.5 M
- Three Lane for Entire Project = $19.2 M
- One Way Pair w/ Raised Median = $20.2 M
- One Way Pair w/ Three Lane = $20.8 M

Evaluation Summary

Quantitative Factors:

	ONE WAY	3-LANE	MEDIAN
Travel Service	1st	3rd	2nd
Right of Way Needs	3rd	1st	2nd
Project Cost	3rd	2nd	1st

Qualitative Factors:

	ONE WAY	3-LANE	MEDIAN
Accessibility	2nd	1st	3rd
Safety	1st	3rd	2nd
Aesthetics	1st	3rd	2nd
Socio-Cultural	1st	3rd	2nd

Evaluation Summary

	ONE WAY	3-LANE	MEDIAN
Travel Service	1	3	2
Right of Way Needs	3	1	2
Project Cost	3	2	1
Accessibility	2	1	3
Safety	1	3	2
Aesthetics	1	3	2
Socio-Cultural	1	3	2
"Unweighted" Scores =	First - 12 pts	Third - 16 pts	Second - 14 pts

Selecting a Concept

Project Objective

- Identify the Options
- Weigh the Choices
- Identify the Improvement

Considerations

- Technical Analysis
- Public & Agency Input
- Policy & Vision

Public Outreach

Expanded Notification Process

1. Utility Bill Notices
2. Direct Mailings
3. Newspaper Ads

1st Public Meeting Summary

- Thursday, May 10, 2007 (City Hall)
- Total of 100 Attendees
- 57 Total Comments Received
- Comments Breakdown

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	5	0	0	5
Median	1	3	2	6
3-Lane	10	11	13	34
No-Build	1	2	1	4
Not Specified	2	3	3	8
Total	**19**	**19**	**19**	**57**

34/45

2nd Public Meeting Summary

- Thursday, July 26, 2007 (City Hall)
- Total of 84 Attendees
- 39 Total Comments Received
- Comments Breakdown

Alternative	Downtown	Central	Eastern	Total
1-Way Pair	6	0	0	6
Median	2	4	4	10
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Not Specified	1	1	1	3
Total	**13**	**13**	**13**	**39**

Downtown CRA Vision

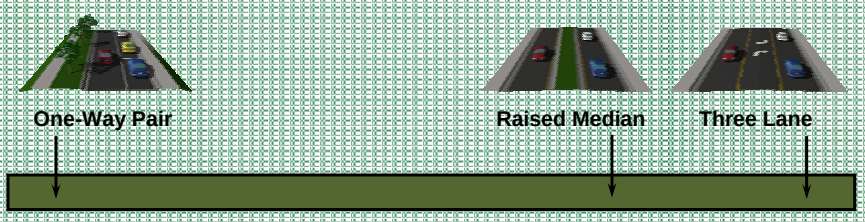
Board Approved Vision Statement (*June 11, 2007)*

"TAVARES, the Capital waterfront City of Lake County, building on a historic foundation, creating an authentic, accessible community of neighborhoods, businesses, and citizen services, distinguishing itself as the defining vision of where you want to be."

Policy Options

- Direction A
  - Aesthetics / Landscaping
  - Walkability / Pedestrian Access
  - Slower Speeds
- Direction B
  - Moving Traffic Through
  - Accessibility for Vehicles
  - Increased Speeds

Spectrum of Options



Direction A

Aesthetics / Landscaping

Walkability / Pedestrian Access

Slower Speeds

Direction B

Moving Traffic Through

Vehicle Access

Increased Speeds

Three-Lane / Raised

Next Steps

- Receive CRAAC Input
  - Recommendation/Endorsement
- October 3rd Council Meeting
  - Public Hearing to Present Preferred Concept & Receive Public Input
  - City Council Action
  - Finalize Project Documentation

Alfred Street Study

Community Redevelopment Agency Advisory Committee
September 10, 2007

City Council Public Hearing

PowerPoint Presentation

Alfred Street Study

City Council Public Hearing
October 3, 2007

Presentation Outline

I. Recap from August 15th Update

II. Input Received from CRAAC

III. Recommended Concept

IV. Next Steps

Project Overview

Alfred Street Corridor Study

- SR 19 to Bay Road
- City of Tavares / Lake County
- Objectives
  - Identify the Options
  - Weigh the Choices
  - Identify the Improvement

Project Schedule

Study Segments

Alternatives Considered

Downtown Options

- One-Way Pair

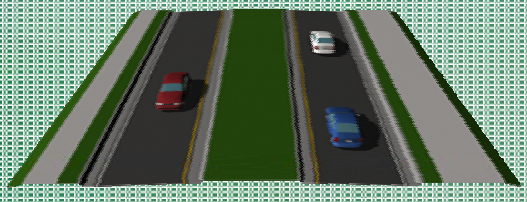
- Three Lane

- Raised Median

Central & Eastern Options

- Three Lane

- Raised Median



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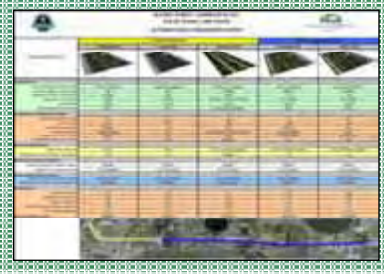

Evaluation Summary

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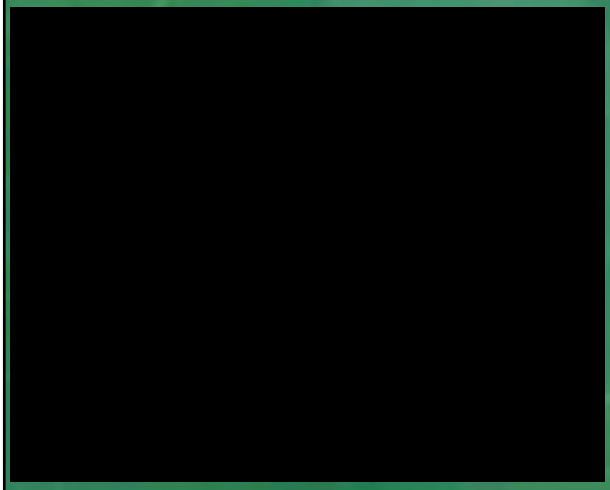
Graphic Renderings



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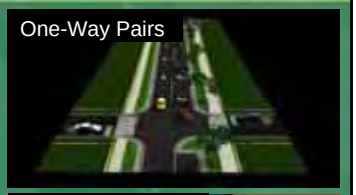

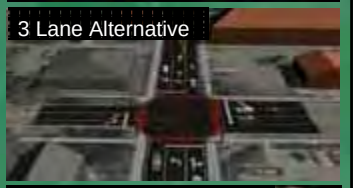

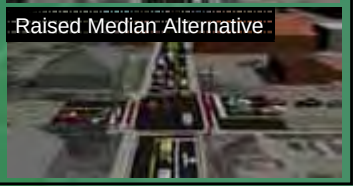

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Alfred Street Study

Community Redevelopment Agency Advisory Committee
September 10, 2007

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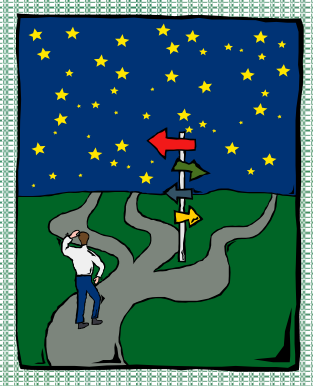
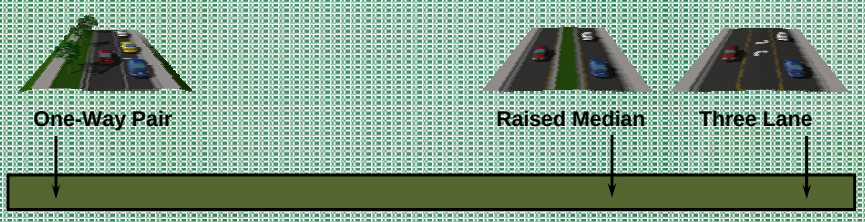


Concept Continuum



Direction A

Aesthetics / Landscaping

Walkability / Pedestrian Access

Slower Speeds

Direction B

Moving Traffic Through

Vehicle Access

Increased Speeds

Land Use Evaluation

Provided by IBI Group, Inc.

Downtown Master Plan Input

The One-Way Pair Concept Provides:

- Highest level of service
- Safest pedestrian environment
- Opportunities for economic development
- Greatest aesthetic opportunities
- Improvements involve two roadways
- Most consistent with CRA Vision

CRAAC Recommendation

September 10th, 2007

The Community Redevelopment Agency Advisory Committee voted unanimously to endorse the One-Way Pair Concept within the Downtown area.

Recommended Concept

Downtown Section: One-Way Pair

Central & Eastern Options

Three Lane or Raised Median

- Similar Overall Operations
- Aesthetics: Grass Median vs. Paved Median
- Open Access vs. Controlled Access
- Public Preference

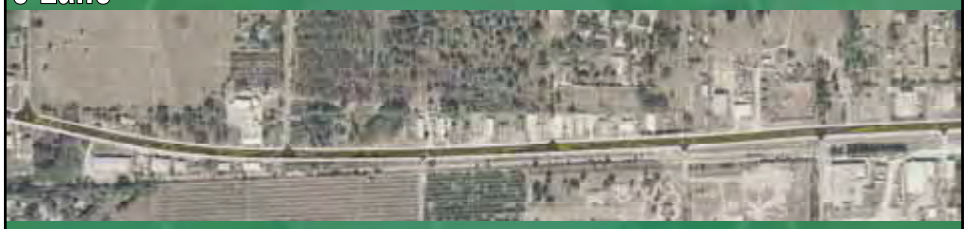
Central Section

3-Lane

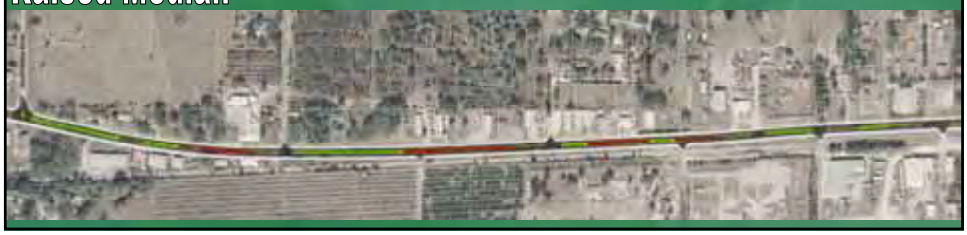
Raised Median

Eastern Section

3-Lane



Raised Median



Recommended Concept

Central & Eastern Sections

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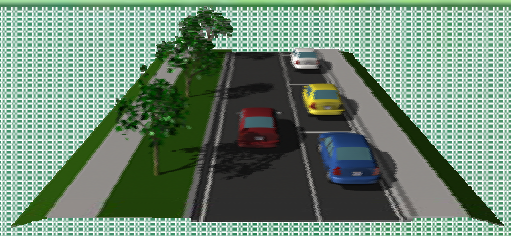
78%

Recommended Concept

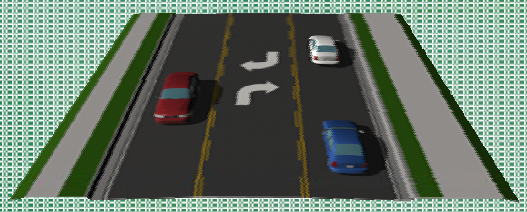
Downtown Section

- One-Way Pair



Central Section

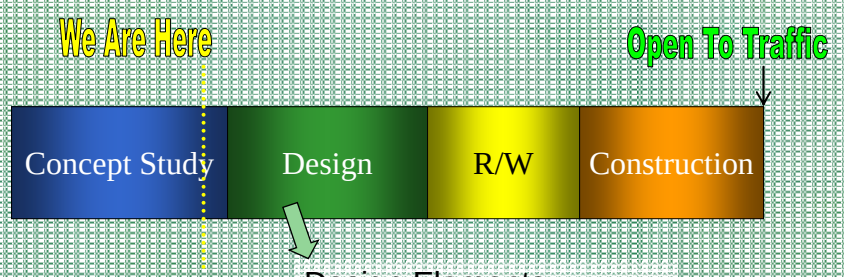
- Three Lane



Eastern Section

- Three Lane

Next Steps



Design Elements:

Detailed Engineering

Permitting

Additional Public Involvement

Alfred Street Study

City Council Public Hearing
October 3, 2007

Comments

Dyer, Riddle, Mills
& Precourt, Inc.

Principals
Wayne D. Chaikin
Donaldson K. Burton, Jr.
Lucius J. Cushman, Jr.
Jan S. Meadows
Stephen L. Precourt
Lawrence L. Smith, Jr.
William L. Stone

DRMP
ENGINEERS · SURVEYORS · PLANNERS · SCIENTISTS

December 3, 2007

Mr. Glenn Scheiderer
12918 Lake Dora Circle
Tavares, FL 32778

Subject: Additional Response to Your Alfred Street / Caroline Letter

Dear Mr. Scheiderer:

The following has been developed in response to your inquiry regarding the one-way pair concept developed as part of the Alfred Street Corridor Study. As requested by the City in their response of November 13th, we (the consultants preparing the study) have reviewed your original letter and appreciate the insights that were offered. Over the course of the study, several variations of the one-way pair configuration were considered, including the potential to carry the one-way portion to CR 19-A (Dora Avenue).

In short, there were two key reasons that presented significant challenges for this configuration. Utilizing Caroline Street east of Disston Avenue would involve crossing the railroad tracks, and reestablishing this as a roadway corridor. Doing this would require that the City obtain a crossing permit from the CSX Railway. This presents a significant challenge, as the railroad often requires closure of several existing crossings to approve a new crossing. The second and primary reason that the one-way pair was not continued further eastward to CR 19-A (Dora Avenue) is related to traffic volumes and circulation patterns. The discussion provided below gives a detailed explanation of the issues and constraints related to this.

In order to establish a one-way pair operation, there needs to be logical connections provided at either end so the primary traffic movements can be split apart and then brought back together. Ideally, this is done in a way that minimizes interruption to traffic flow along the major street. In the case of Alfred Street, the one-way pair concept supports the flow of east/west traffic through the corridor by utilizing Alfred Street for eastbound traffic and Caroline Street for westbound traffic. At the west end of the one-way pair, the "split" between Alfred Street and Caroline Street is more natural because the two streets intersect each other at an angle that supports the connection.

On the east end however, the existing roadway geometry does not provide an ideal opportunity to bring the two streets back together onto the Alfred Street/Old 441 alignment. In order to create the "split" between eastbound and westbound traffic, there is a need to have a short section of one-way traffic along the north/south roadway that

941 Lake Baldwin Lane
Orlando, Florida 32814
Phone: 407.896.0594
Fax: 407.896.4836

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Charlotte, North Carolina
Chipley, Florida
Columbia, South Carolina
Deland, Florida
Ft. Myers, Florida
Gainesville, Florida
Jacksonville, Florida
Lakeland, Florida
Norcross, Georgia
Panama City Beach, Florida
Pensacola, Florida
Palm Coast, Florida
Tallahassee, Florida
Tampa, Florida

Phone 775-3767
www.drmp.com

provides the connection between Alfred Street and Caroline Street. This connection is provided by Disston Avenue in the proposed configuration (see attached concept plan). The short one-way section along Disston takes westbound Alfred Street traffic northward, then back along Caroline Street heading westbound. The "free flow" nature of this movement is essential to keeping traffic flowing through the corridor. In the one-way pair configuration, the minor traffic movements that previously used Disston Avenue to travel south within this section will be required to utilize other parallel streets once the one-way pair is established.

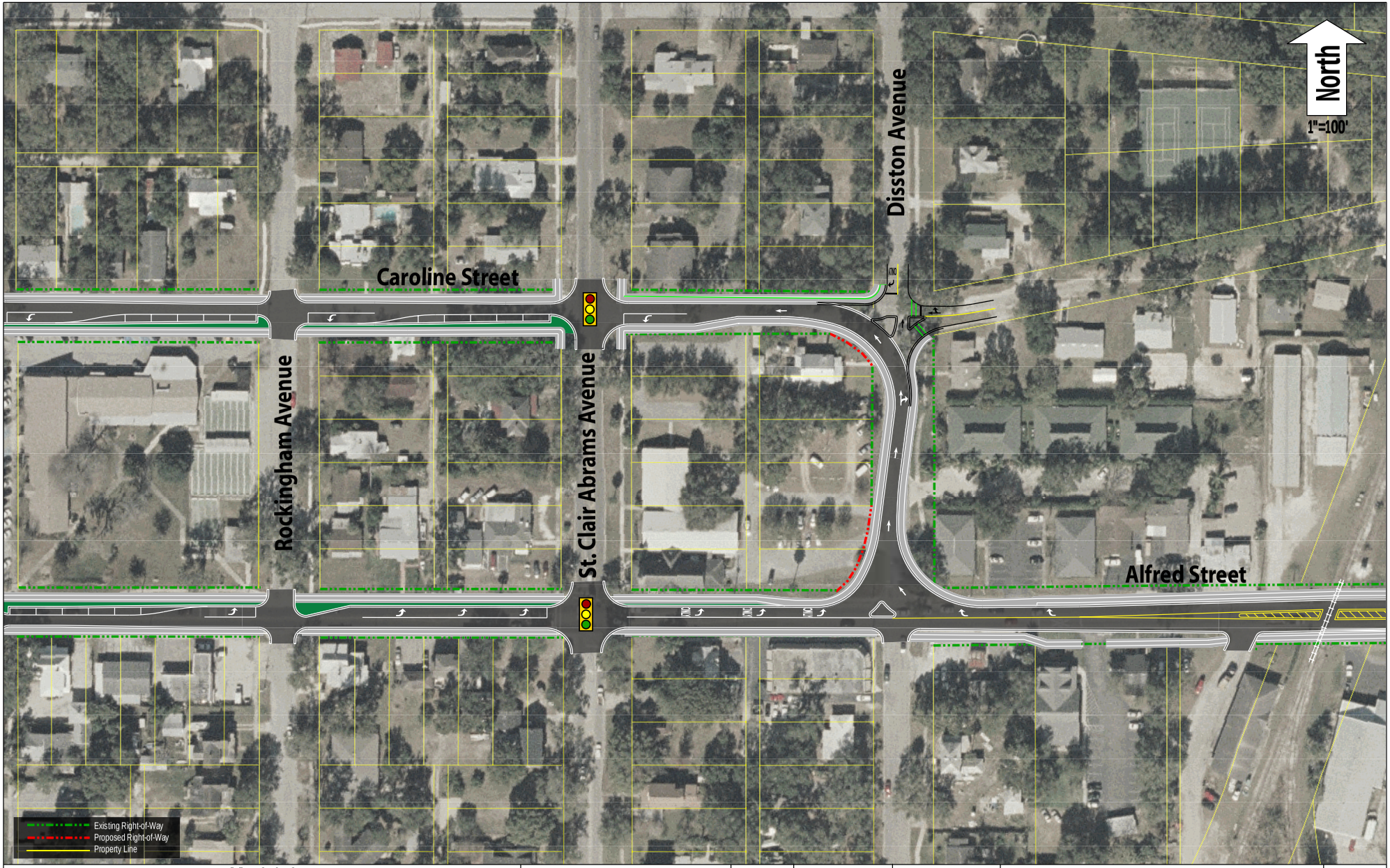
If the one-way pair were carried further eastward to Dora Avenue, it would no longer be practical to have the short one-way section along Dora Avenue between Alfred Street and Caroline Street. Under a configuration similar to what is shown in the proposed concept, the southbound Dora Avenue traffic would be forced to turn right at Caroline, and would no longer be able to get to Alfred Street to make a left or go straight. East of the railroad tracks, there are not enough alternate routes on the adjacent street network to handle the southbound Dora Avenue traffic that wants to get to Alfred Street.

As an alternative, we also investigated the use of traffic signals to manage the traffic flow under a scenario where this short section of Dora Avenue remained in two-way operation. We found that the westbound Alfred Street traffic that makes the turn right on Dora Avenue then immediately left onto Caroline Street completely overwhelmed the system. In particular, the heavy left turn movement at Caroline Street was unable to be served by a traffic signal when taking the two-way Dora Avenue traffic into account. The conclusion was that extending the one-way pair to Dora was not feasible from a traffic operations standpoint, and that the one-way pair required a one-way connection between Alfred and Caroline in order to function.

Sincerely,
Dyer, Riddle, Mills & Precourt, Inc.

Gregory A. Moore, PE
Consultant Project Manager

CC: J. Drury & J. Skutt – City of Tavares
File



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS
DREW, RIDDLE, MILLS & PRECOURT, INC.
1505 E. COLONIAL DRIVE
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION NO. 2648
GREGORY A. MOORE, P.E. LICENSE NO. 59429

Road No.	County	City
Old 441	Lake	Tavares

Alfred Street (Old US 441)
From SR 19 to Bay Road
Preferred Alternative Concept Plans

SHEET NO.
3 of 12

www.tavares.org

NOV 13 2007

11/13/07

Mr. Glenn Scheiderer
12918 Lake Dora Circle
Tavares, FL 32778

RE: Your Alfred Street/ Caroline Street Letter

CC: Mayor and Councilmembers
Dyer, Riddle, Mills & Precourt, Inc.
Code Enforcement Officer Chris McCormick

Dear Mr. Scheiderer,

Thank you for forwarding your comments on the one way pair option for Alfred Street. As you know, three options were presented: (Three lane Alfred St., Two lane Alfred St. with landscaping, One way Alfred St. and Carolina from railroad tracks to Judicial Center.)
By copy of this to the consultants who prepared the options based on the public's input, I am asking that they respond to you directly on the issues associated with carrying the one way pair to Dora and its effect on additional railroad crossings, land acquisitions, businesses along Alfred St., costs and the public's input.

As it relates to signage, the code calls for all newly constructed signs to come into compliance with the new sign ordinance, and also calls for any sign that requires repair of more than 50% of its value to come into compliance. Changing the fascia from one brand to another would not trigger the 50% rule and if the City had such an ordinance, it could be considered a taking. I have asked our Code Enforcement Officer to check out the Chevron damaged sign you referenced and will share his report with you.
Thank you for taking an interest in our City's look and image and for your comments on Carolina Street.

Sincerely,

John H. Drury, ICMA-CM
City Administrator

201 E. Main Street ▪ P.O. Box 1068 ▪ Tavares, FL 32778 ▪ (352) 742-6209 ▪ Fax (352) 742-6351

Nancy Clutts
Vice Mayor
John Drury
City Manager

If the City of Tavares is going to make Caroline Street one way it seems that it would be logical to make it one way all the way to 19-A Dora Ave, which is a main road for Reading to downtown Tavares and for 19 South.

They have Dora Ave traffic go to Old 441 (Alfred St.) then a couple blocks to St. Elmo Ave to Caroline St.

This would also divide backed up traffic for trains between the two one ways.

Sincerely

Glenn Scheideler

Glenn Scheideler
12918 Lake Dora Cir.
Tavares, FL 32778

I am still upset by the sign code being changed. It's not fair to those who have conformed in the past 4 years.

The Buget Inn, Circo Store at Sinclair and 441, The Irish Oiler Sign, Taco Restaurant, Quality Some that I can think of now.

Some have changed ownership and/or brands in the past 4 year but did not bring their signs into conformity.

✓ Mobile changed to Shell Circle K. (19-S) and Dade Rice
✓ Chevron at Yelle and 19 South.

Chinn's sign has also been damaged for years and there are several other.

Meeting Summary

PUBLIC MEETING SUMMARY

Meeting Date: Wednesday, October 3, 2007, 4 pm **Project #**: 03-0313.000

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

Subject: City Council/Public Meeting

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

MEETING SUMMARY

The Alfred Street Corridor Final Public Meeting in Lake County was held at 4:00 p.m. in the Tavares City Hall. The meeting was incorporated as part of the regular City Council meeting, giving the public the opportunity to ask questions and address the Council directly before a voted was taken. Greg Moore gave a PowerPoint presentation, which gave an overview of the study process and included recommendations from the CRA Advisory Committee and the IBI Group, Inc. Following Mr. Moore's presentation, the council voted unanimously to accept DRMP's recommendations in a 5-0 vote.

COMMENT SPECIFICS

TJ Fish endorsed DRMP's recommendations and cited that the One-Way pair within the downtown area is safer for pedestrians and adds capacity. Moreover, he added that the recommendations met with the city's vision for the future and also addressed traffic concerns.

Mayor Sandy Gamble mentioned that the One-Way pair could possibly cause the loss of the downtown feel, within downtown area.

Nancy Clutts stated that the One-Way paired generated consensus for aesthetics and not increasing traffic volume.

* It should be noted that there were no comments or questions from the public.