



Polk City VISION PLAN

August 24, 2023 | Public Information Meeting

Meeting Agenda

- Project Background & Overview
- Project Schedule
- Project Purpose
- Community Workshop
- Summary of Needs and Opportunities
- Infrastructure Concepts – Intersections
- Infrastructure Concepts – Typical Sections
- Next Steps

Project Background & Overview

What the Community likes best about Polk City today:

Friendly, small-town community

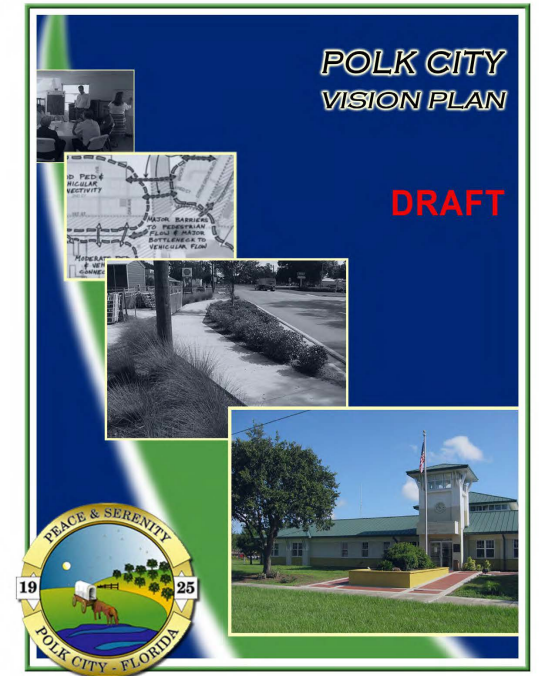
Public safety

Van Fleet Trail

Green Swamp and Natural beauty

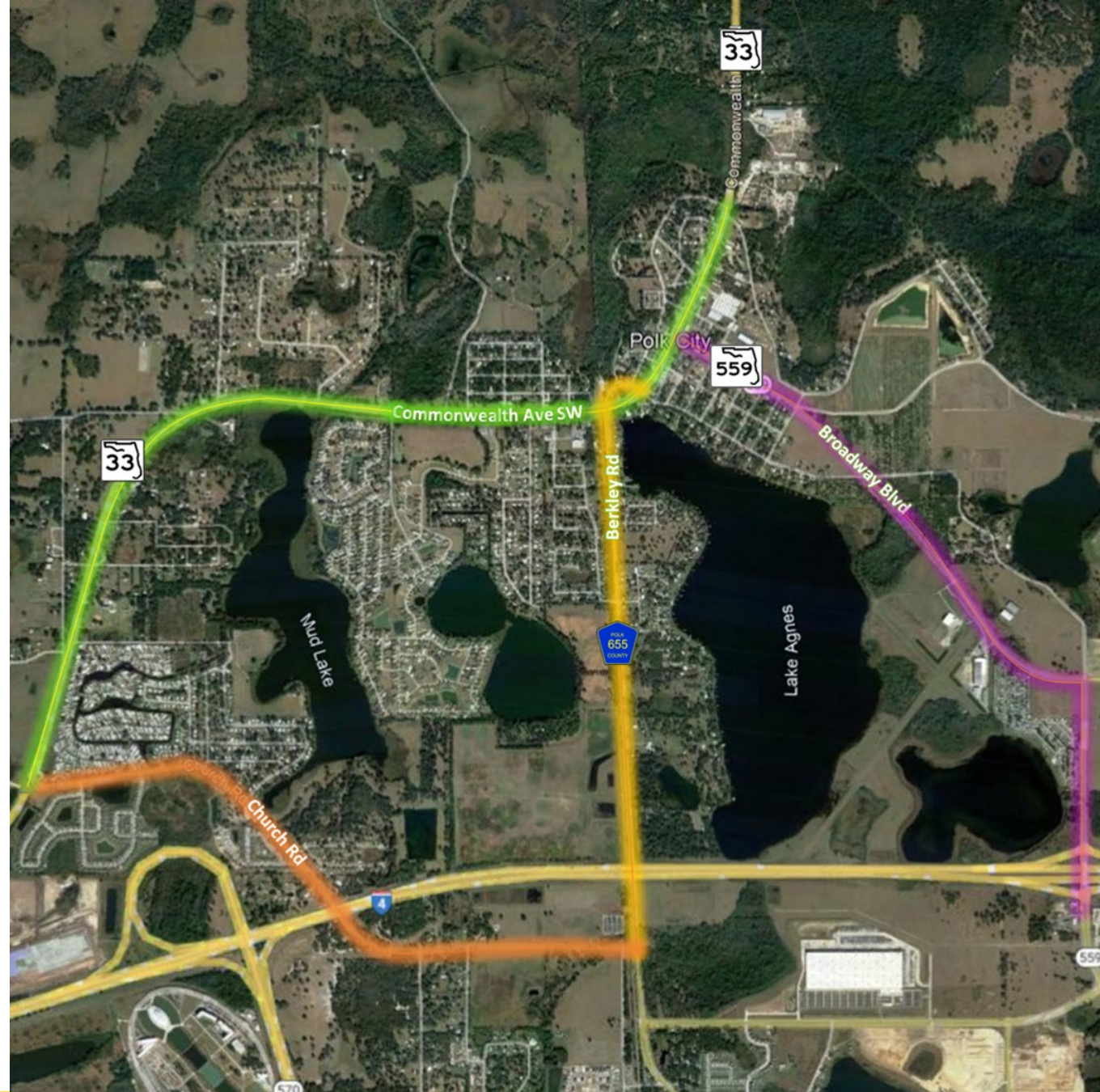
Vision statement

“Polk City is safe, friendly, accessible, and aesthetically pleasing community, characterized by its small-town charm. The City’s support of a vibrant downtown district and its environmental connection to the Green Swamp promote continued economic growth throughout the City and foster a high quality of life for its residents.”



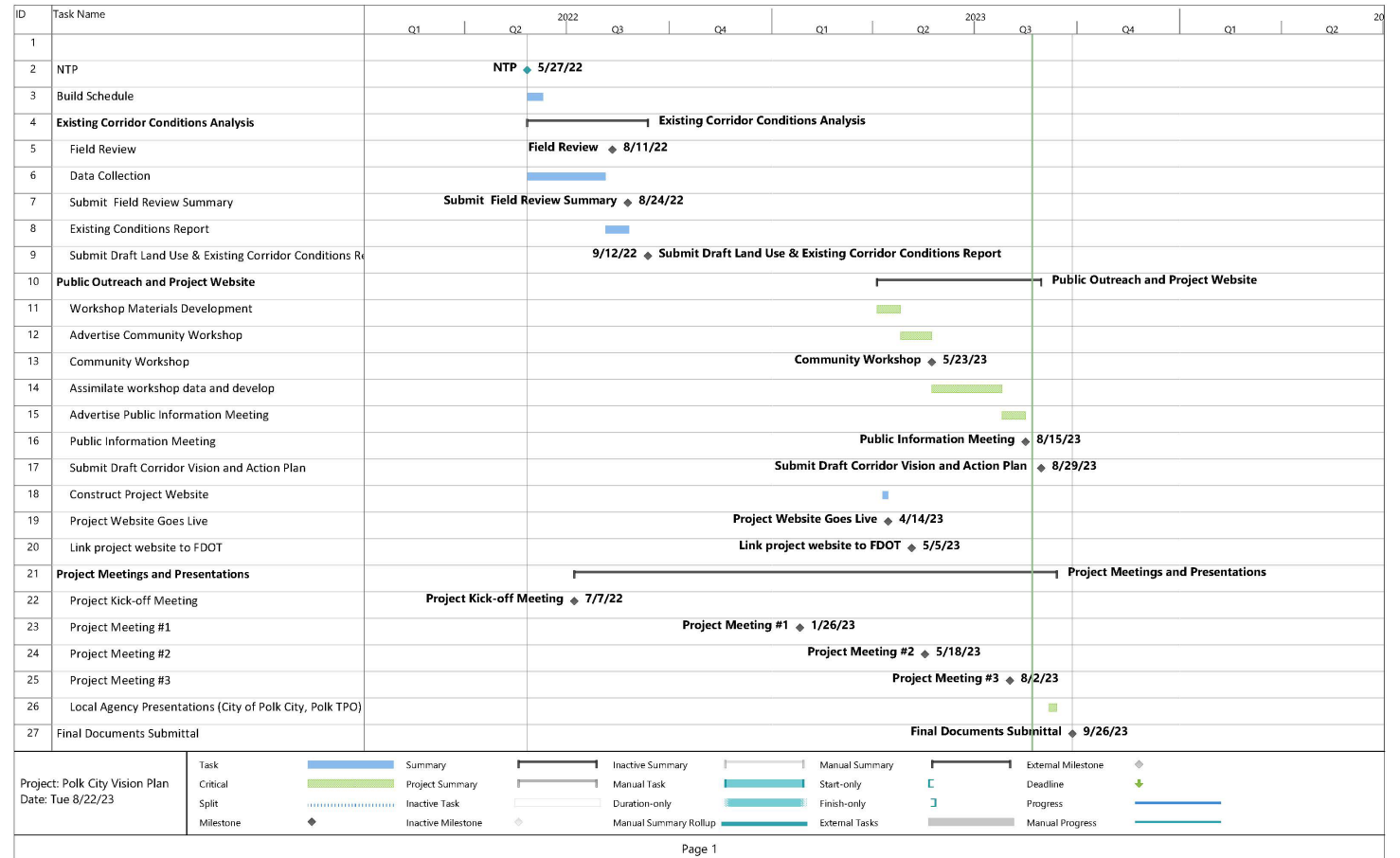
Project Background & Overview

- S.R. 33 from Mt. Olive Road to Citrus Grove Boulevard
- S.R. 559 from I-4 to S.R. 33
- C.R. 655 from Mt. Olive Road to S.R. 33 &
- Mt. Olive Road from S.R. 33 to C.R. 655



Project Schedule

- Community Workshop
 - Held on May 23rd
- Public Information Meeting
 - August 24th
- Presentation to City
 - Mid-September
- Vision and Action Plan
 - September 26th



Project Purpose

- Update the previous 2014 Vision Plan with a focus on the four corridors
- Gauge community aspirations
- Understand the local concerns
- Explore ways to improve the City and address concerns
- Prepare a roadmap or guidance for future growth along the corridors

Community Workshop

- Held May 23rd, 2023
- Broken into two sessions
 - Session 1 – Identify Need and Opportunities
 - Session 2 – Develop Project Concepts & Develop Guidance or Strategies
- Understand the local concerns
- Explore ways to improve the City and address concerns
- Prepare a roadmap or guidance for future growth along the corridors

Summary of Needs & Opportunities



Speed Management & Safety



Multimodal Access



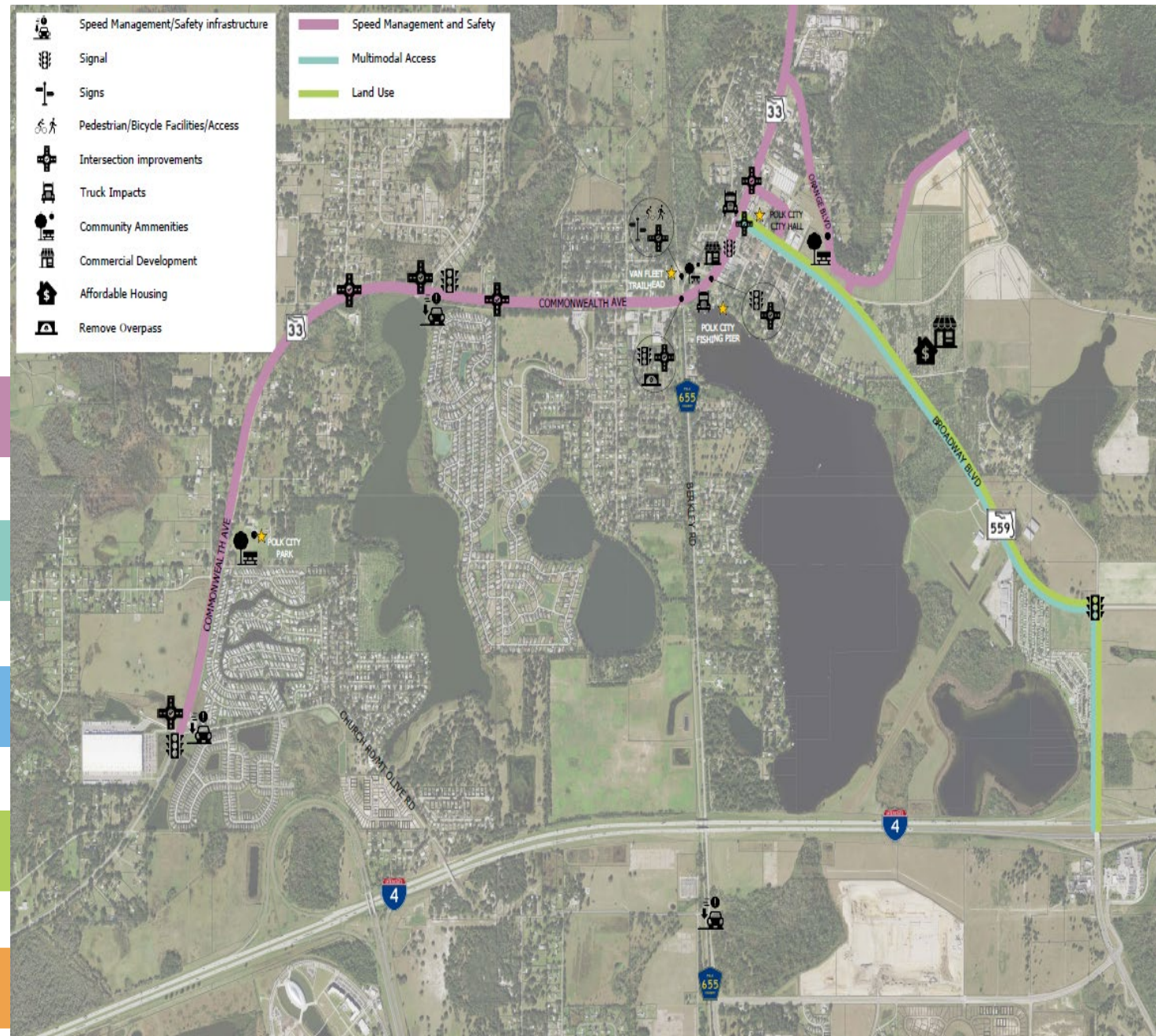
Enforcement



Land Use



Inter-Agency Coordination





Speed Management & Safety



Speeding traffic and unsafe intersection conditions along SR 33:

- Broadway/CR 559
- Berkley
- Lake Margaret Dr
- Van Fleet Trail
- Mt Olive intersection



Aggressive driving behavior and high speeds

- Speeding traffic in the Orange Blvd neighborhood



Truck traffic negative impacts



Speed Management & Safety



Lower traffic speeds along SR 33



Implement push button projects at key locations to address existing unsafe conditions



Balance vehicle capacity and speeds along SR 33



Divert truck traffic from main draw



Remove overpass/bridge on SR 33



Address intersection safety conditions

- Explore the use of roundabouts as a potential intersection design solution
- Improve pedestrian access/crossing conditions on SR 33



Adopt/implement Complete Streets design



Multimodal Access



Lack of multimodal facilities and connectivity to community amenities (bike/pedestrian infrastructure)



Multimodal Access



Increased safety and access in Orange Blvd neighborhood.



Improve downtown walkability



Create a transit connection to Lakeland



Increased connectivity and access to multimodal facilities (bike/pedestrian facilities) and community amenities.

- Enhance access to Van Fleet Trail
- Enhance trail crossing conditions
- Provide safe pedestrian and bike network



Enforcement



Lack of enforcement



Increase enforcement (patrolling, security cameras, etc.)
to help manage aggressive driving behavior



Land Use



Community amenities



Lack of neighborhood commercial uses



Parking supply



Impacts from rapid growth of warehouse development,
which generates a perceived increase in truck traffic.
Limit the proliferation of this land use / development pattern.



Land Use



More neighborhood commercial uses
(retail/banks/restaurants, etc.)



Strengthen community identity through historical
route/plaques/mascot



More recreational facilities/community
amenities



Increase affordable housing supply



Understand and address parking supply/demand
in the city



Inter-Agency Coordination



Poor interlocal coordination



Improve coordination with agency partners (County/FDOT, etc.)

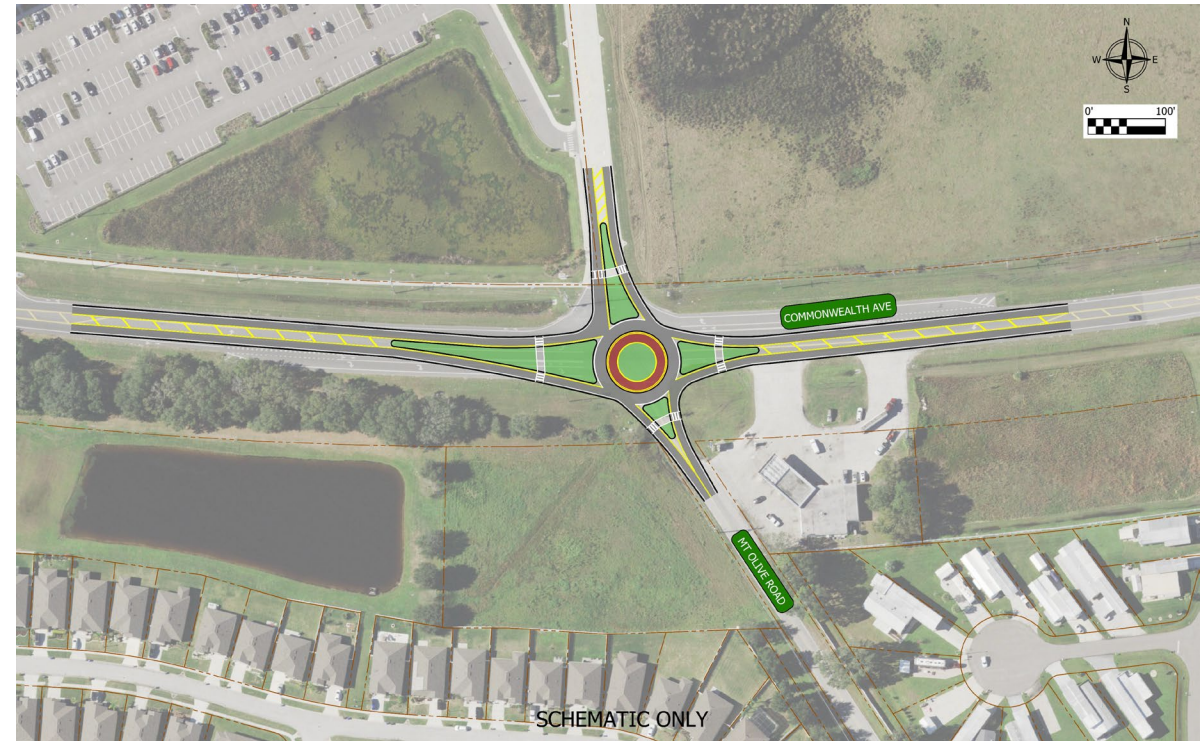
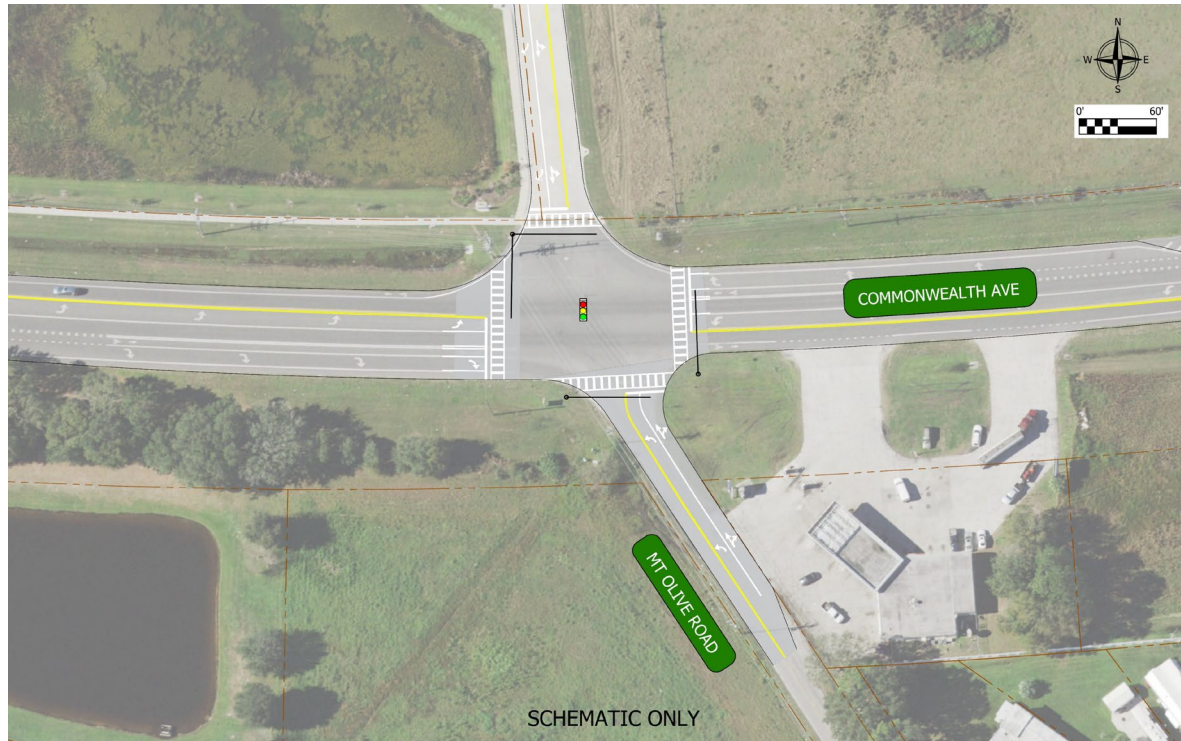
Approved Countermeasures

Table 202.3.1

Strategies to Achieve Desired Operating Speed

Context Classification	Target Speed (mph)	Strategies
C1	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See FDM 202.4 for information on transitions from high-speed to low-speed facilities.
C2	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See FDM 202.4 for information on transitions from high-speed to low-speed facilities.
C2T	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFBs and PHBs
	35	Techniques for 40-45 mph, plus On-street Parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Vista
	30	Techniques for 35-45 mph, plus Chicanes, Islands in curved sections
	≤ 25	Techniques for 30-45 mph, plus Vertical Deflection
C3R, C3C	50-55	Project-specific; see FDM 202.4 .
	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFB and PHB
	35	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Islands in crossings, Road Diet, RRFB and PHB, Terminated Vista

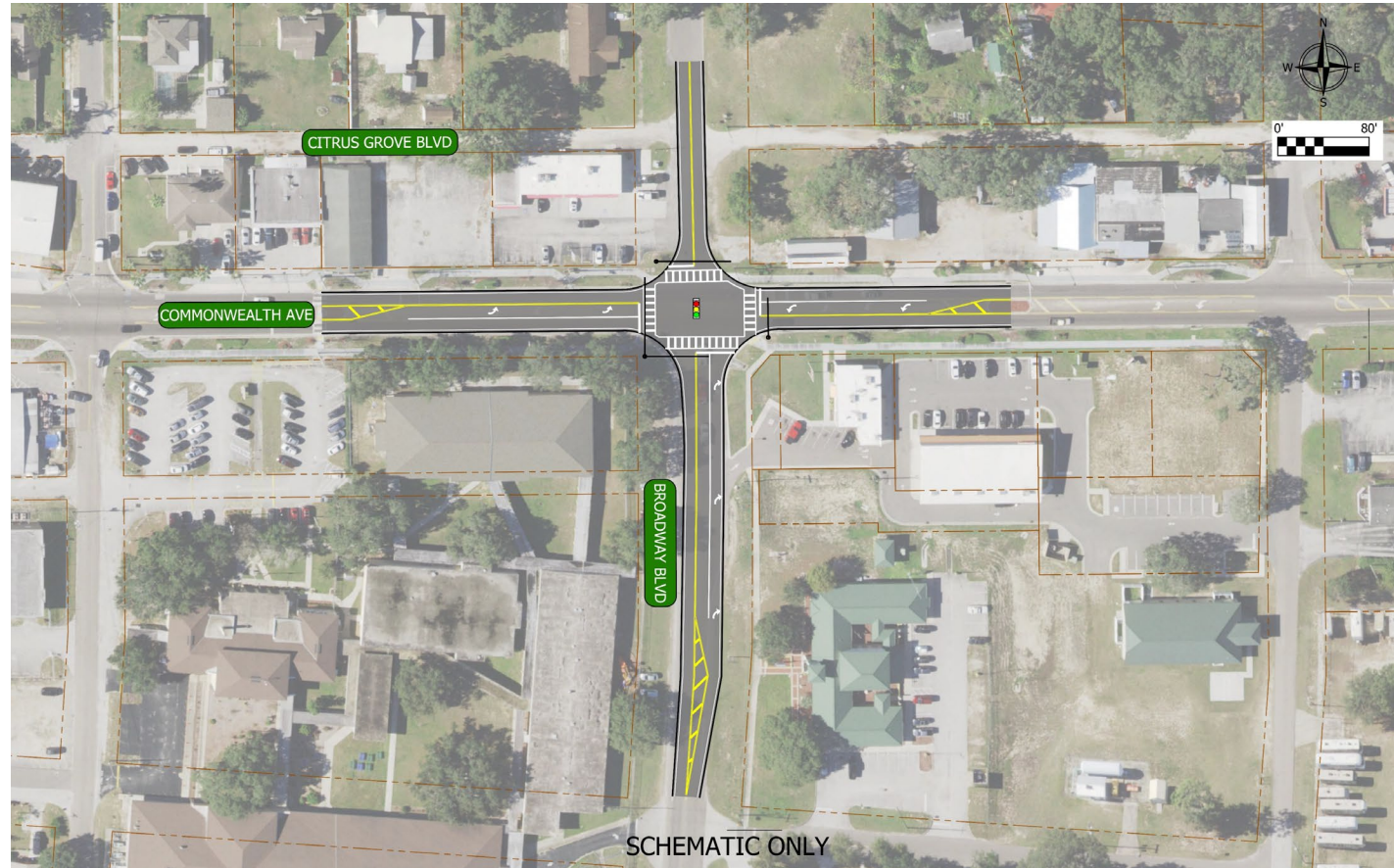
SR 33 and Mt Olive Road



SR 33 and Berkley Road



SR 33 and N Broadway Blvd



SR 33 and N Citrus Grove/Orange Blvd

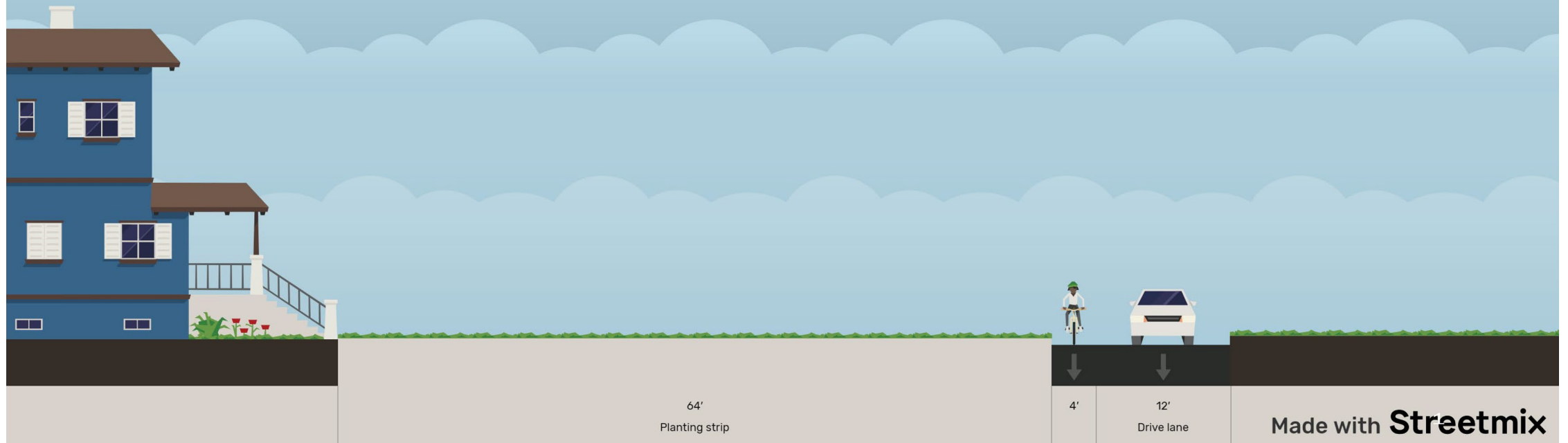


SR 33 and Bridges Rd/Orange Blvd



SR 33 – Rural Areas

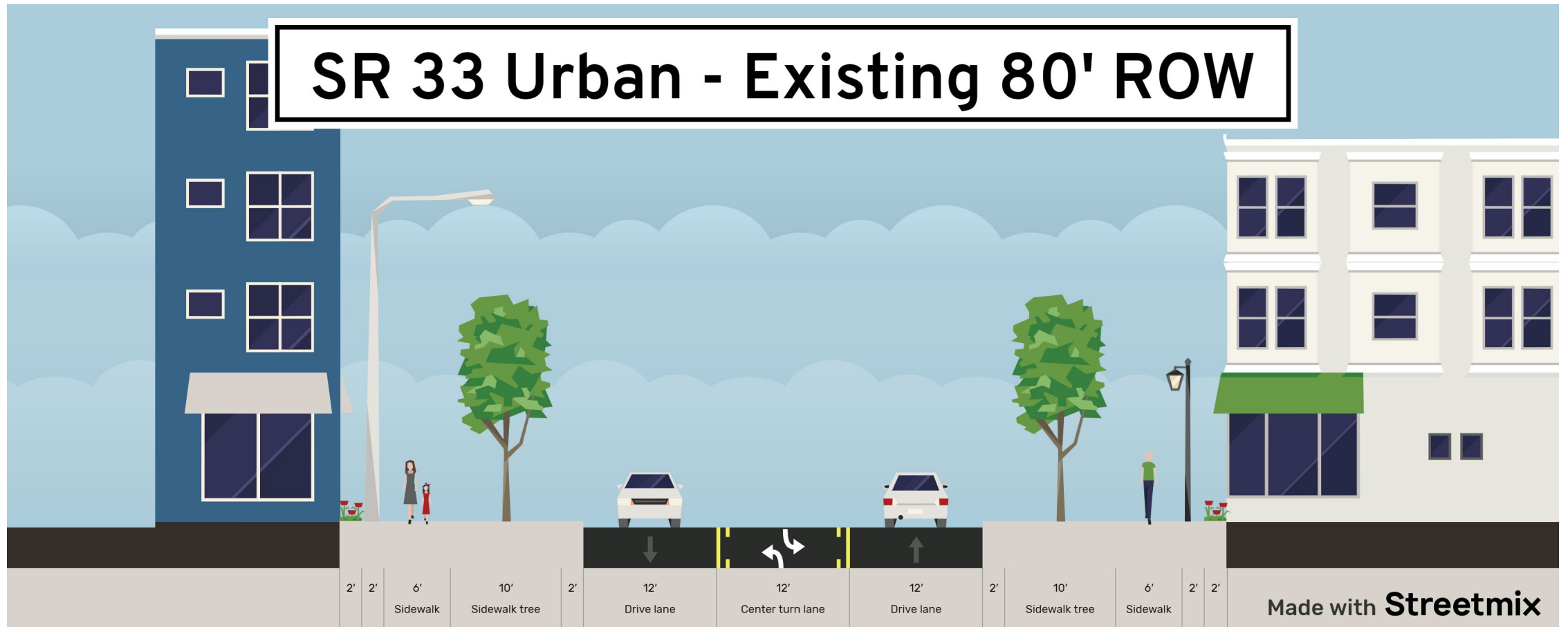
SR 33 Typical Section - Existing



SR 33 – Rural Areas



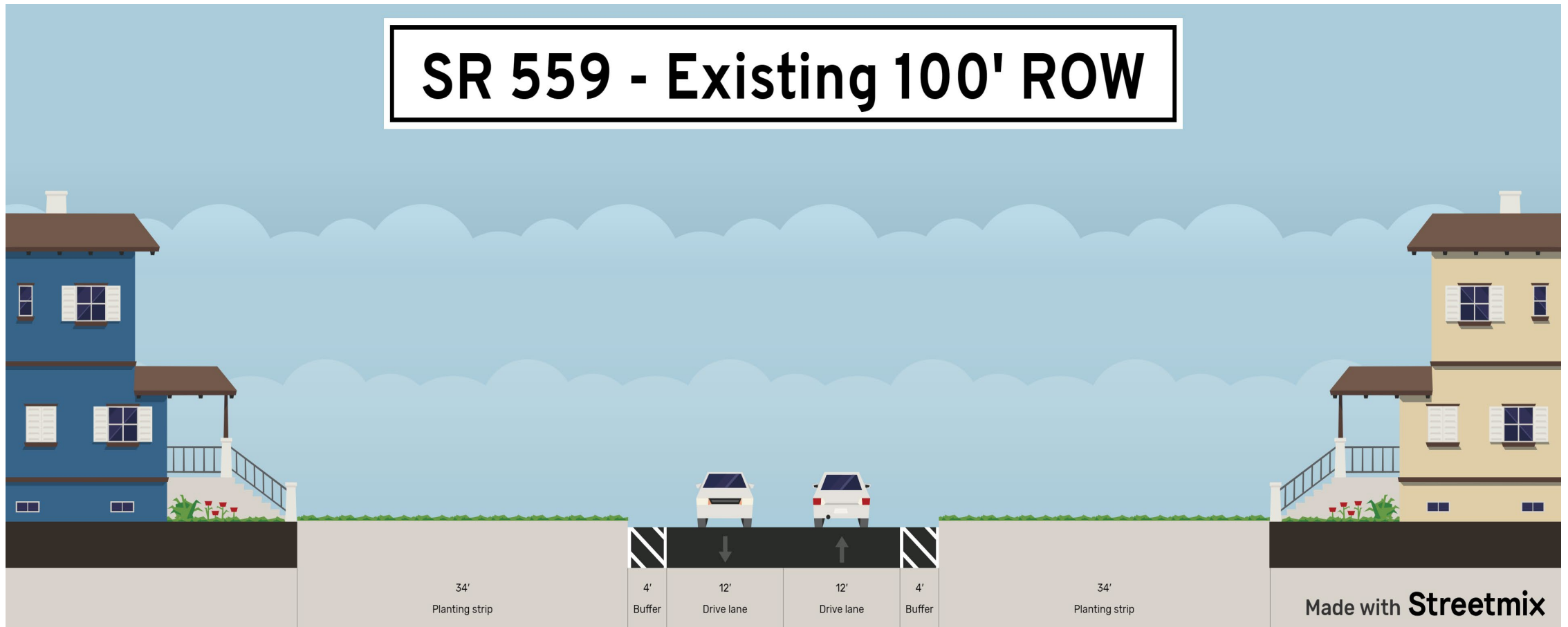
SR 33 - Downtown Corridor



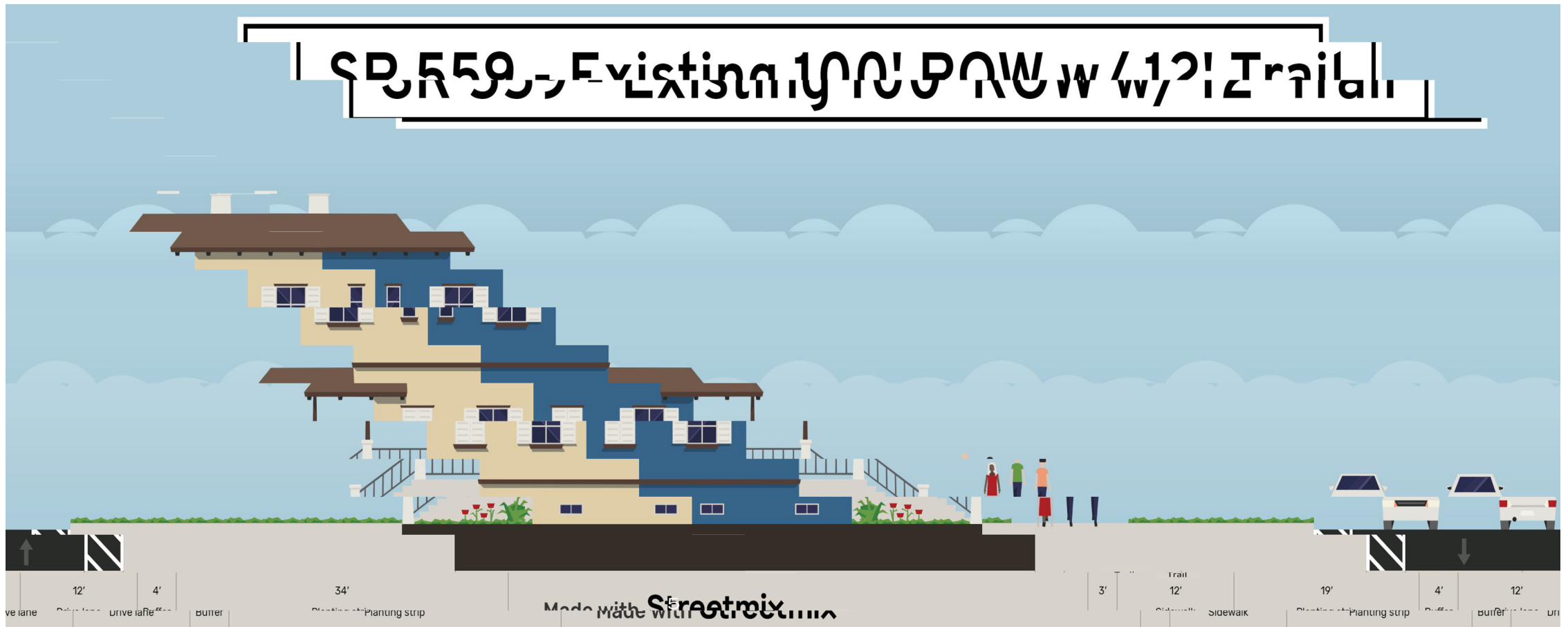
SR 33 - Downtown Corridor



SR 559 - Existing

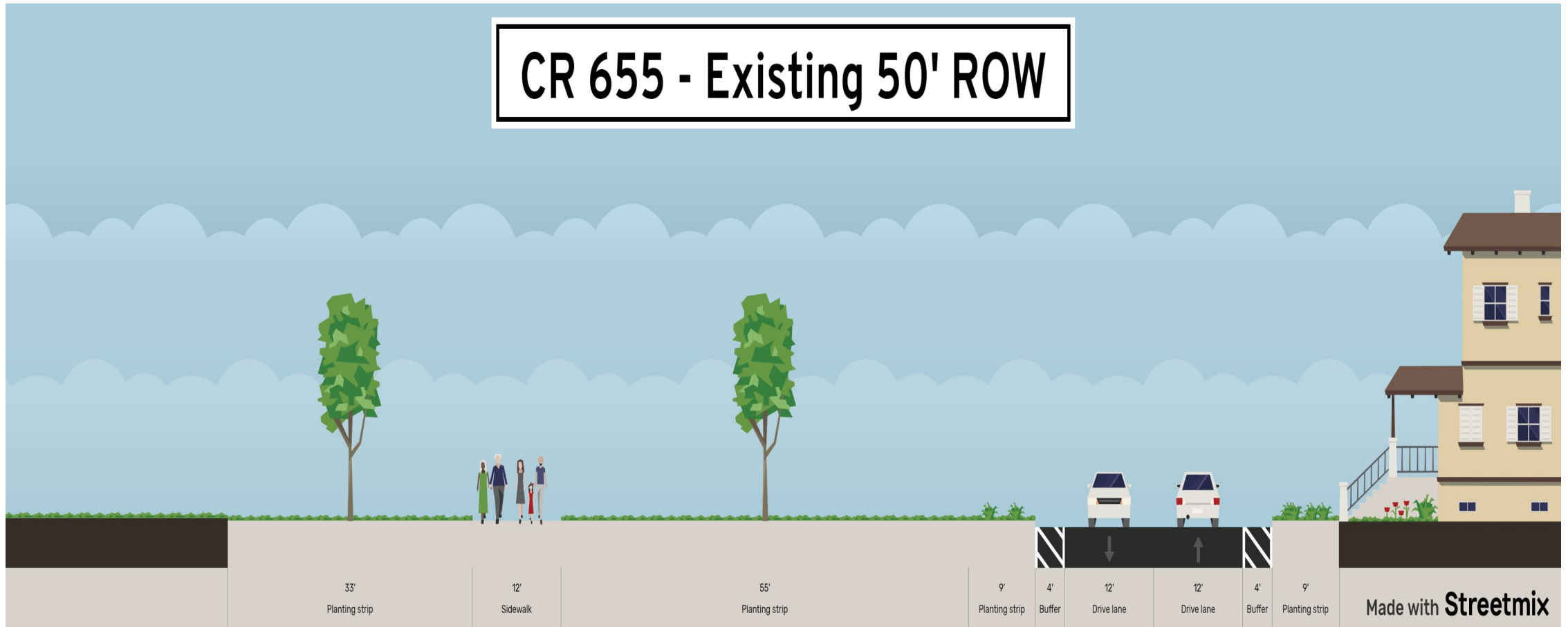


SR 559 – Existing and Proposed



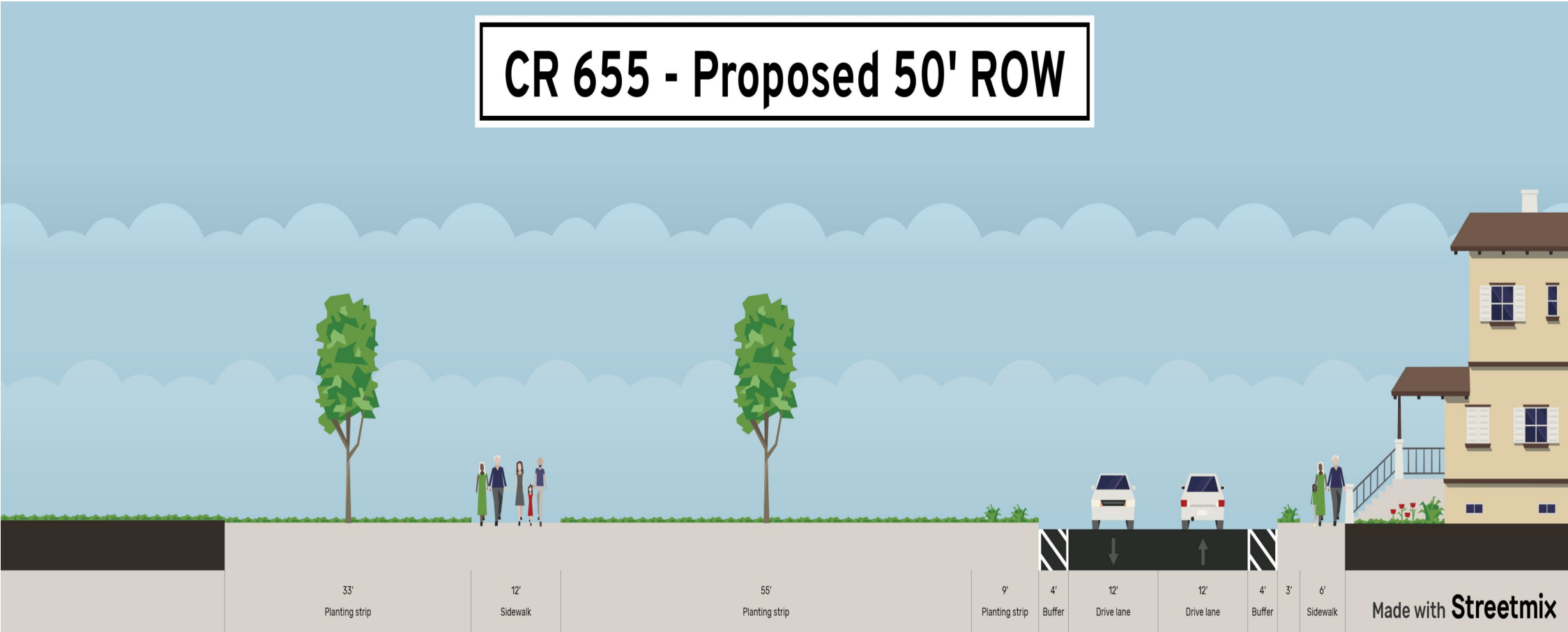
CR 655

CR 655 - Existing 50' ROW



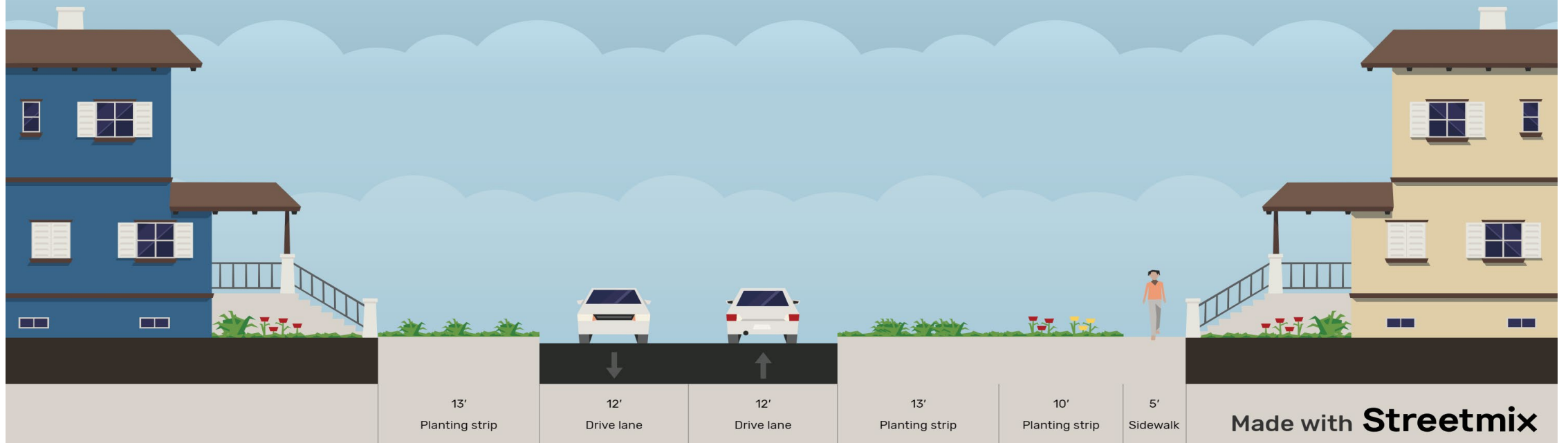
Made with **Streetmix**

CR 655



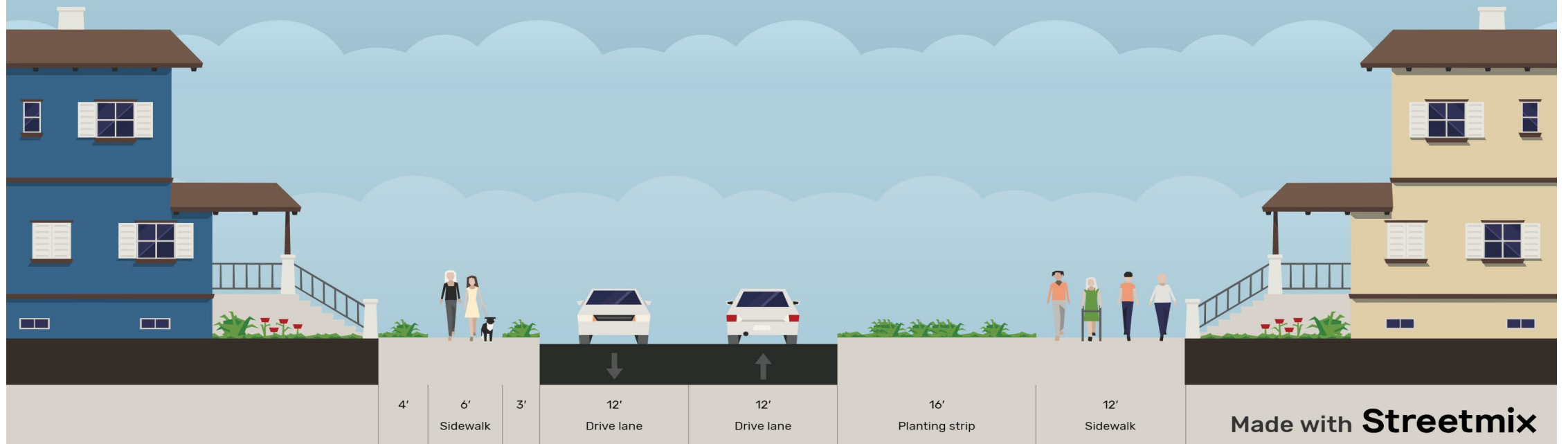
Mt. Olive Road

Mt. Olive Road - Existing 65' ROW

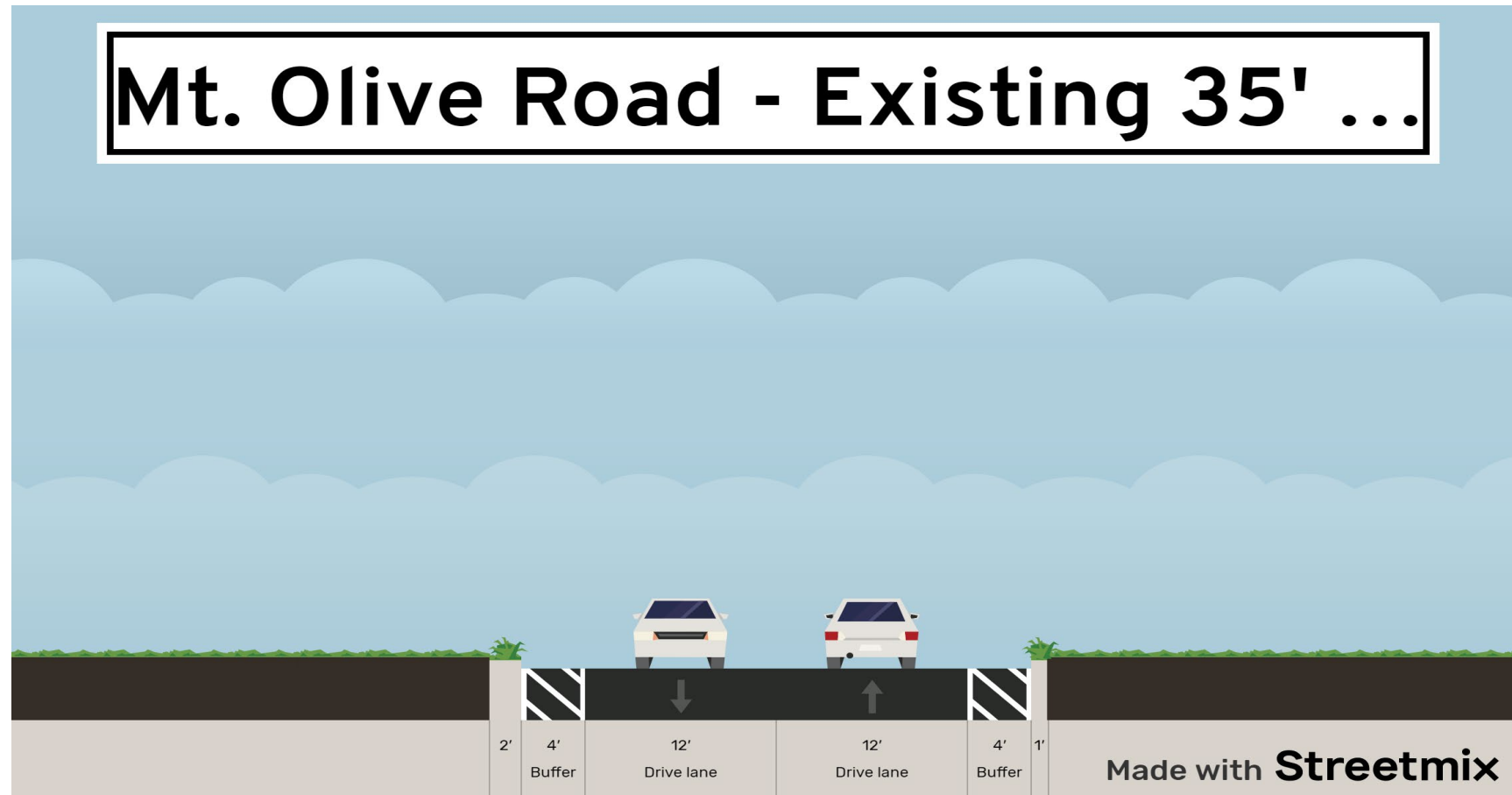


Mt. Olive Road

Mt. Olive Road - Proposed 65' ROW

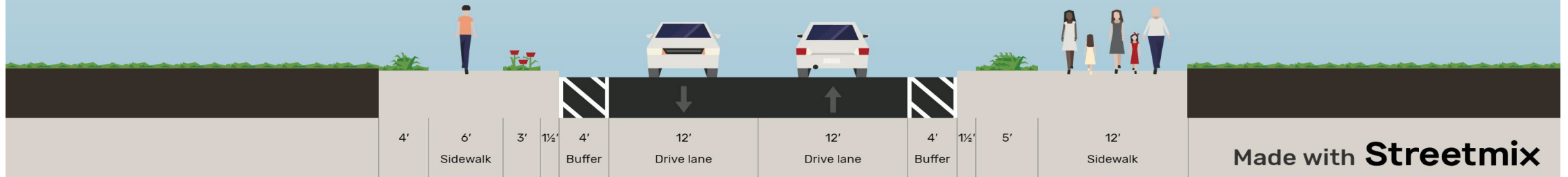


Mt. Olive Road



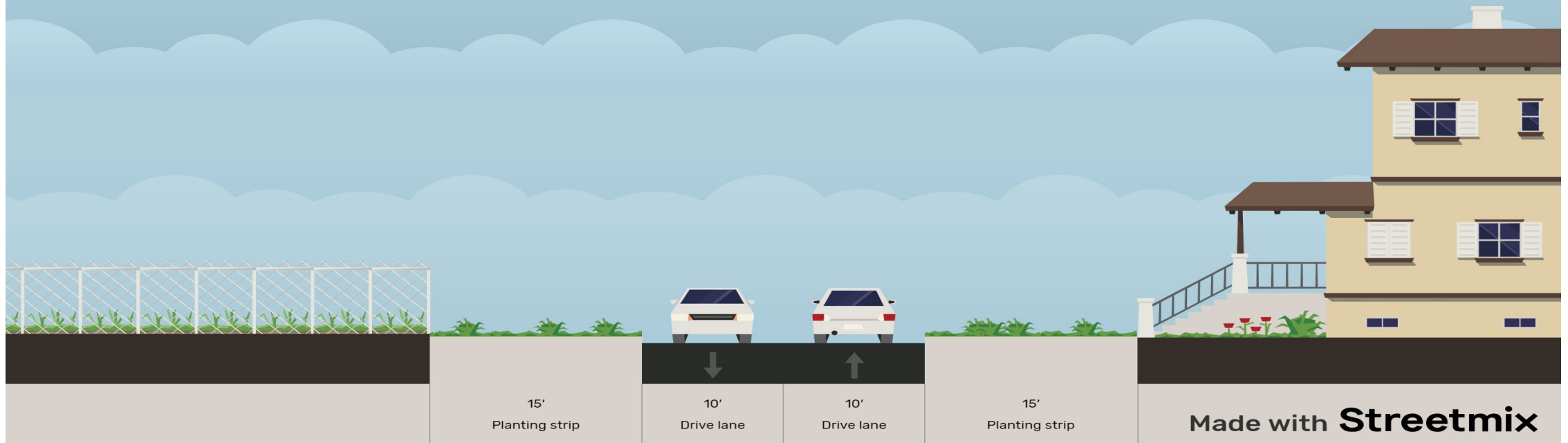
Mt. Olive Road

Mt. Olive Road - Proposed 35' ROW



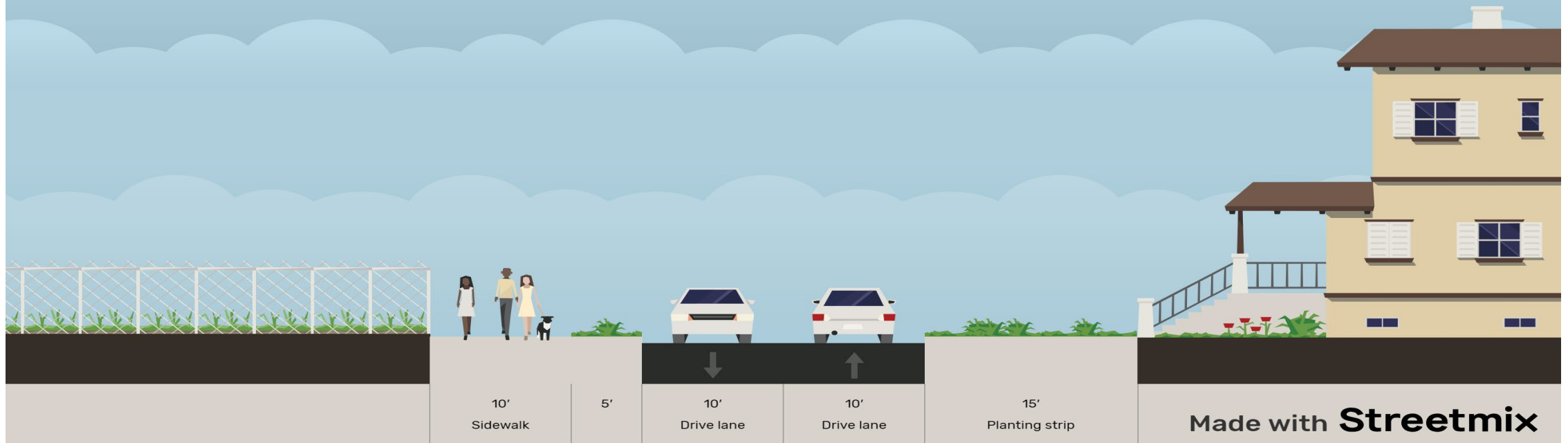
N Citrus Grove Boulevard

Citrus Grove - Existing 50' ROW



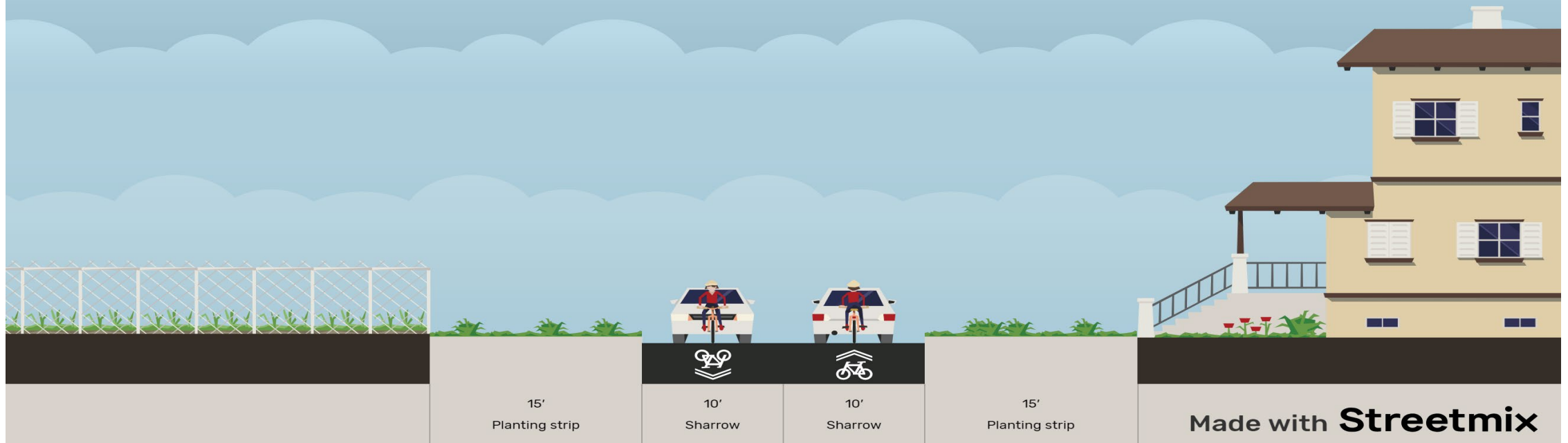
N Citrus Grove Boulevard

Citrus Grove - Proposed Trail



N Citrus Grove Boulevard

Citrus Grove - Proposed Sharrows



Next Steps

- Stakeholder meetings
- Develop vision and guidance for corridors
- Present initial findings at the Public Meeting
- Document vision and strategies in the *Corridor Vision and Action Plan*



Polk City VISION PLAN

August 24, 2023 | Public Information Meeting

THANK YOU!

QUESTIONS?

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