

UT00307 Reclaimed Water Booster Pump Station VFD Project

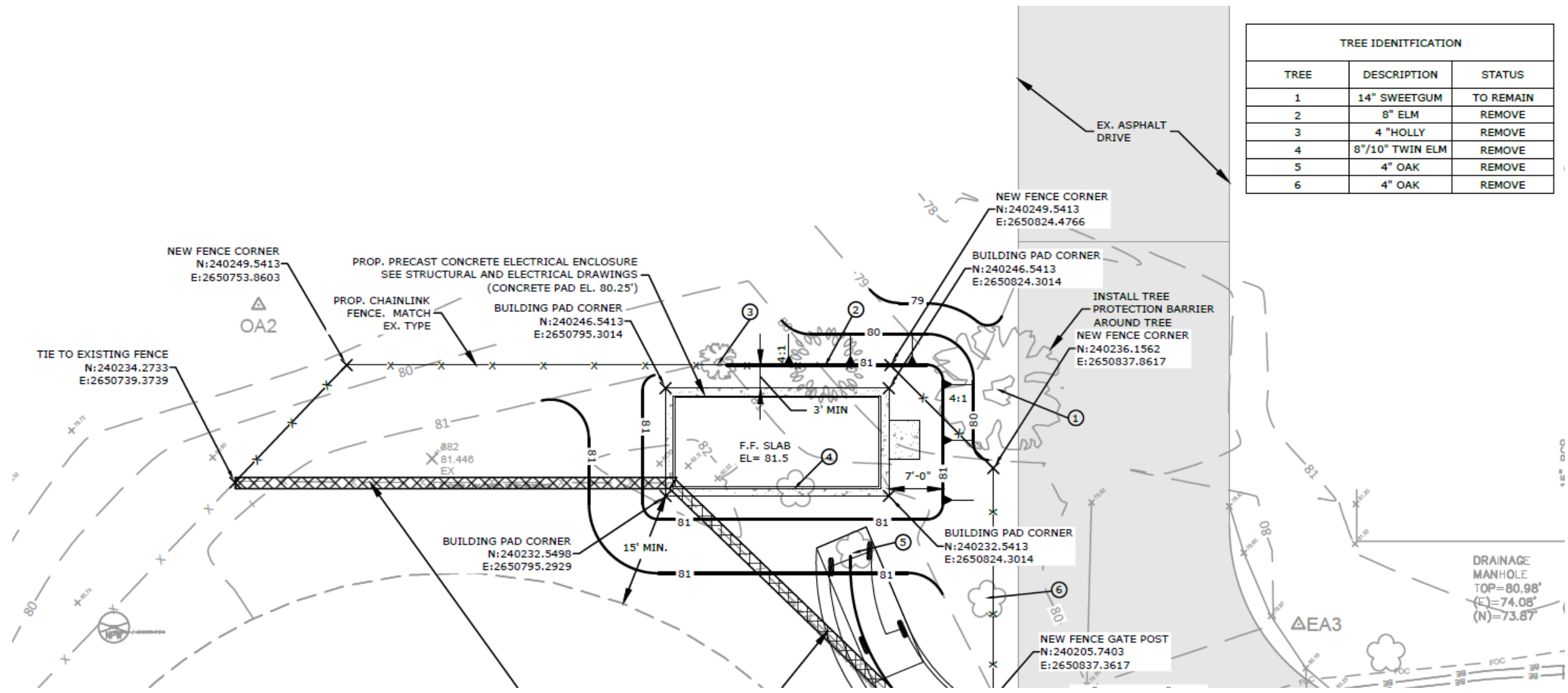
LVL Committee Presentation 1/14



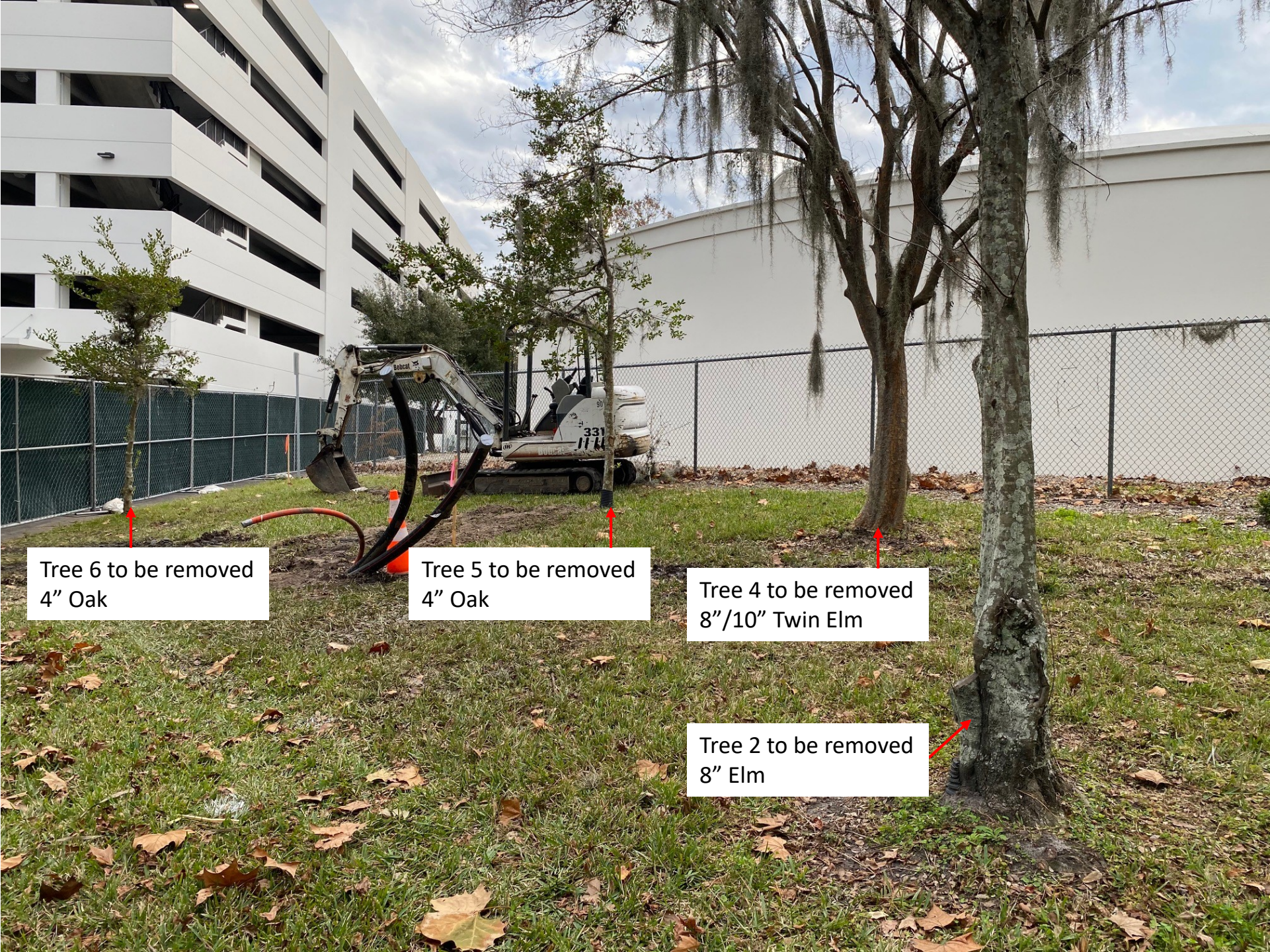


Project location

TREE IDENTIFICATION		
TREE	DESCRIPTION	STATUS
1	14" SWEETGUM	TO REMAIN
2	8" ELM	REMOVE
3	4" HOLLY	REMOVE
4	8"/10" TWIN ELM	REMOVE
5	4" OAK	REMOVE
6	4" OAK	REMOVE







Tree 6 to be removed
4" Oak

Tree 5 to be removed
4" Oak

Tree 4 to be removed
8"/10" Twin Elm

Tree 2 to be removed
8" Elm

Offsite Mitigation Fee Summary Table

TREE	DESCRIPTION	OFFSITE MITIGATION FEE
2	8" ELM	\$500
4	8"/10" TWIN ELM	\$500

TOTAL: \$1000

FDOT Signalized Midblock Crossings @ NW 16 St & NW 19 St



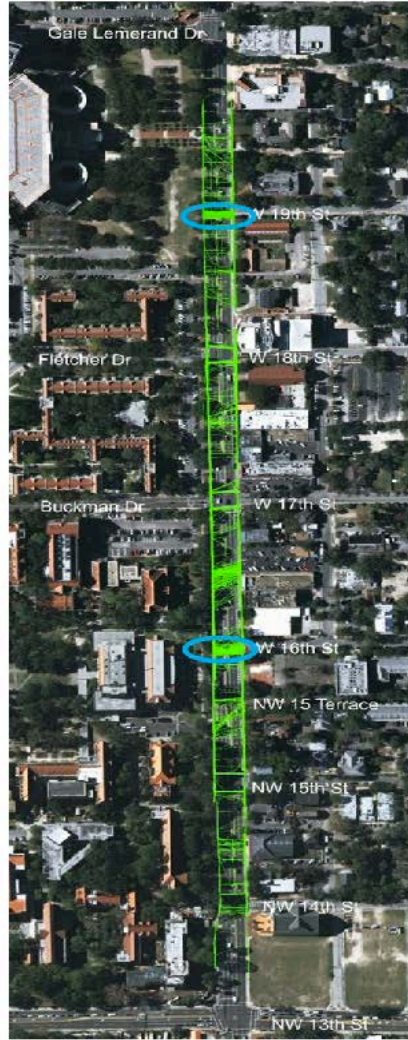
GALE LEMERAND DRIVE – W 13TH STREET (ENHANCED PEDESTRIAN CROSSINGS)

Figure 19 Pedestrian Crossing Map of SR 26 from 14th Street W to Gale Lemerand Dr

In addition to enhancing bicycle and pedestrian accommodation along SR 26, there is a desire to better accommodate pedestrian crossings of SR 26. During the TAC walking tour (preliminary Phase 1 field assessment), numerous participants reported they routinely witness pedestrian midblock crossings of this section of SR 26. The TAC members expressed the desirability of channelizing pedestrians to designated crossings, and the creation of additional controlled crossings - focusing pedestrian crossings to predictable locations.

A multi-day pedestrian mapping study, similar to those described previously in this report, was carried out to assist in identifying the need for, and appropriate locations of, enhanced crossings. The results of the study confirm the very high volume of pedestrian crossings (Figure). While crossing at midblock locations does occur frequently, the study shows that the vast majority of crossings take place at existing intersections. Two of these intersections, NW 16th Street and NW 19th Street, have been identified as the most appropriate locations for enhanced crossings. Figure 19 shows the mapped movements of 7089 of pedestrians. Of these 7089 of pedestrians, 1877 pedestrians (27%) crossed outside of designated, signalized crosswalks. Observations revealed that 630 of these uncontrolled crossings (38%) occurred at NW 16th Street and additional occurred 266 of pedestrians (14%) crossed at NW 19th Street.

Each of these potential crossing locations is more than 300 feet from the nearest signalized crossing: NW 16th is approximately 425 feet from NW 15th Street and NW 19th Street is approximately 450 feet from NW 18th Street. Given the volume of pedestrian crossings, marked pedestrian crossings without full control for pedestrians (no Don't Walk signal) could result in serious impediment to the motorist flows. For example, if a RECTANGULAR RAPID FLASHING BEACON is installed at NW 16th Street, it is likely to be activated nearly continuously. A more positive form of traffic control, PEDESTRIAN HYBRID BEACON, creates a defined period when pedestrians cannot legally enter the crosswalk. This allows for the pedestrian crossings to be timed to better accommodate vehicular flows. Alternatively, a full signal could be evaluated for these locations.

2014-2015 MTPo Corridor Study Identified Locations with Most Frequent Pedestrian Crossings

@ NW 19 Street – Remove 3 Hollies





@ NW 16 Street – Trim Live Oak Over Road

