City of Lake Wales

MOBILITY PLAN & MULTIMODAL TRANSPORTATION IMPACT FEE

TECHNICAL REPORT

EXECUTIVE SUMMARY



AUGUST 2022



CITY OF LAKE WALES
Crown Jewel of the Ridge

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

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MOBILITY COHORT

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Introduction

The City of Lake Wales, long known as the "Crown Jewel of the Ridge," was founded in 1911 by the Lake Wales Land Company, a group of businessmen who saw potential in its land and forests to develop a thriving lumber industry and citrus orchards. In 1922, nearby Bok Tower Garden's founder Edward Bok commissioned the famous landscape architect Frederick Law Olmsted Jr. and his protégé William Lyman Phillips to design a garden that celebrated Florida's native nature. In the heart of the gardens, sits the famous Singing Tower, one of the world's most renowned carillons located on one of the highest points in Florida. Roughly a mile from Lake Wales, this national historic attraction, having hosted 23 million visitors, is a significant part of Lake Wales' history and development. After designing Bok Tower Gardens and Mountain Lake Sanctuary, Olmsted was later tasked with creating the City of Lake Wales' first zoning plan and streetscapes. With the vision of creating a "City in a Garden," he went on to design Lake Wailes Park, street grids that laid the foundation for the Druid Hills and Pinehurst neighborhoods, and plant the signature trees that were long central to Lake Wales' character.

The 2045 Mobility Plan seeks to honor the City's Olmstead legacy and recreate his vision of the "City in a Garden." The Plan, as an extension of the Lake Wales Connected plan, brings together various City initiatives to enhance Lake Wales' history and character by further emphasizing the historic Downtown as a place for people and improving mobility and accessibility for multimodal travel throughout the City.

The Mobility Plan serves as the basis for the establishment of a Multimodal Transportation Impact Fee system. The Multimodal Transportation Impact Fee allows new development and redevelopment to mitigate its transportation impact to Lake Wales' transportation system through payment of a one-time fee to the City to fund the multimodal projects in the Mobility Plan.

"Wherever your lives may be cast, make the world a bit better and more beautiful because you have to live in it."

Edward Bok

The City of Lake Wales 2045 Mobility Plan builds on the foundation established through Lake Wales Connected and sets forth a vision, over the next 22 years, to emphasize the movement of people, versus moving cars. This is done by planning for multimodal transportation projects that provide people choices: whether they want to walk, bicycle, ride transit, use new mobility technology, or continue to drive their cars.

The Mobility Plan also proposes innovative programs that will supplement multimodal projects and enhance access to businesses and services within Lake Wales and reduce the impact of traffic on neighborhood streets.

The 2045 Mobility Plan consists of three (3) distinct plans: (1) Complete Streets Plan; (2) Streetscape & Street Trees Plan; and (3) Transit Circulator Plan. The three (3) plans include sidewalks, complete streets, multimodal improvements (e.g., multi-use trails, shared-use paths, bicycle lanes, curbless shared streets), road widenings, streetscape and street trees. The plans address both citywide and regional mobility through a transit circulator, upgrades to existing regional bus stops, and several regional road projects.

The City of Lake Wales Mobility Plan and Multimodal Transportation Impact Fee Technical Report, dated July 2022, documents the data and methodology used to develop a Multimodal Transportation Impact Fee that meets legally established dual rational nexus and rough proportionality tests, along with requirements of Florida Statutes 163.3180 and 163.31801.



MOBILITY PLANNING



GOAL II.1 of the Transportation Element of the City of Lake Wales' Comprehensive Plan is:

"It shall be the goal of the City of Lake Wales to provide a safe and efficient transportation system for all modes of travel that is financially feasible, consistent with community needs, and environmentally sound."

POLICY II.1.1.3 of the Transportation Element of the City's Comprehensive Plan is:

"The City shall prioritize mobility projects that encourage people to walk, bicycle, use new mobility technology and ride transit in the Downtown and CRA, in lieu of adding capacity to roadways."

POLICY II.1.1.6 of the Transportation Element of the City's Comprehensive Plan is:

"Explore the establishment of road impact fees."

POLICY II.1.1.17 of the Transportation Element of the City's Comprehensive Plan is:

"A Mobility Plan shall include provisions that address mobility between destinations. A Mobility Plan shall include a horizon year and the multimodal projects in a Mobility Plan shall be based upon the expected, anticipated or desired increase in new development, infill development and redevelopment by the established horizon year and the associated increase in person travel demand."

POLICY II.1.1.18 of the Transportation Element of the City's Comprehensive Plan is:

"The City, as part of a Mobility Plan or Fee, may adopt quality and/or level of service standards for pedestrians, bicycle, transit and other multi-modal facilities. Quality of Service (QOS) standards shall be related to the overall travel experience of the user with higher standards established in areas where walking, bicycling, transit, and other non-vehicular modes of travel are encouraged. Level of Service (LOS) standards shall be related to the width or size of pedestrian, bicycle, and non-vehicular facilities with wider and larger facilities in areas where non-vehicular modes of travel are encouraged and frequency of transit service with greater frequencies and spans of service in areas where transit is encouraged. The QOS and LOS standards may serve as benchmarks and used as performance measures."

POLICY II.1.4.3 of the Transportation Element of the City's Comprehensive Plan is:

"Establish parking strategies for expanding city-owned parking facilities in response to parking demands and in support of development and redevelopment activities."

WHY DOES THE CITY NEED A MOBILITY PLAN?

In 2007, the Florida Legislature introduced the concept of Mobility Plans and alternative mobility funding strategies to provide an equitable way for new development to mitigate (offset) its impact to the transportation system.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, based on a plan for mobility (Florida Statute 163.3180).

In 2021, the City of Lake Wales amended the Transportation Element of its Comprehensive Plan to establish legislative intent to develop mobility funding strategies based on the multimodal projects established in a Mobility Plan.

The City of Lake Wales is projected to experience significant population and employment growth that will add new homes, businesses, and shops to the community over the next 22 years. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel within Lake Wales and to and from surrounding cites, communities, and neighborhoods.



Multimodal Transportation Impact Fee



WHAT IS A MULTIMODAL TRANSPORTATION IMPACT FEE?

A multimodal transportation impact fee is a one-time fee paid to the City by new development activity (e.g., new or expanded homes and businesses) to off-set (mitigate) any increases in travel demand and pay for its share of the multimodal projects adopted as part of the Mobility Plan. Multimodal transportation impact fees provide the City with greater flexibility to fund a variety of multimodal projects included in the Mobility Plan. Multimodal Transportation Impact Fees are not taxes on existing homes and businesses. Multimodal Transportation Impact Fees are only assessed if new development and redevelopment results in an increase in person travel demand.

WHO WOULD PAY IF THE CITY OF LAKE WALES ADOPTED A MULTIMODAl TRANSPORTATION IMPACT FEE?

Any new development activity that requires a building permit and results in an increase in person travel demand above the existing use of property. Multimodal Transportation Impact Fees are not a tax and they are not charged to existing homes or businesses; unless there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) above the existing use of the property. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay an adopted Multimodal Transportation Impact Fee. Florida statute exempts governmental uses, along with public and charter schools, from paying Multimodal Transportation Impact Fees.

HOW ARE THE FEES DETERMINED?

Multimodal Transportation Impact Fees are calculated based on the cost and person capacity of the multimodal projects adopted as part of the City's Mobility Plan. Multimodal Transportation Impact Fees are one of the funding sources available to the City to fund the multimodal projects that are adopted in the Mobility Plan.

HOW WILL THE CITY FUND MOBILITY PLAN PROJECTS?

Beyond Multimodal Transportation Impact Fees, the multimodal projects identified in the City's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through the Polk Transportation Planning Organization (TPO). While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure. If the County adopted an infrastructure sales tax, a portion of those funds could be used to fund Mobility Plan projects.

The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility programs and transit circulator services may also charge user fees to pay for the program and services. The identification of multimodal projects as part of a mobility plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.

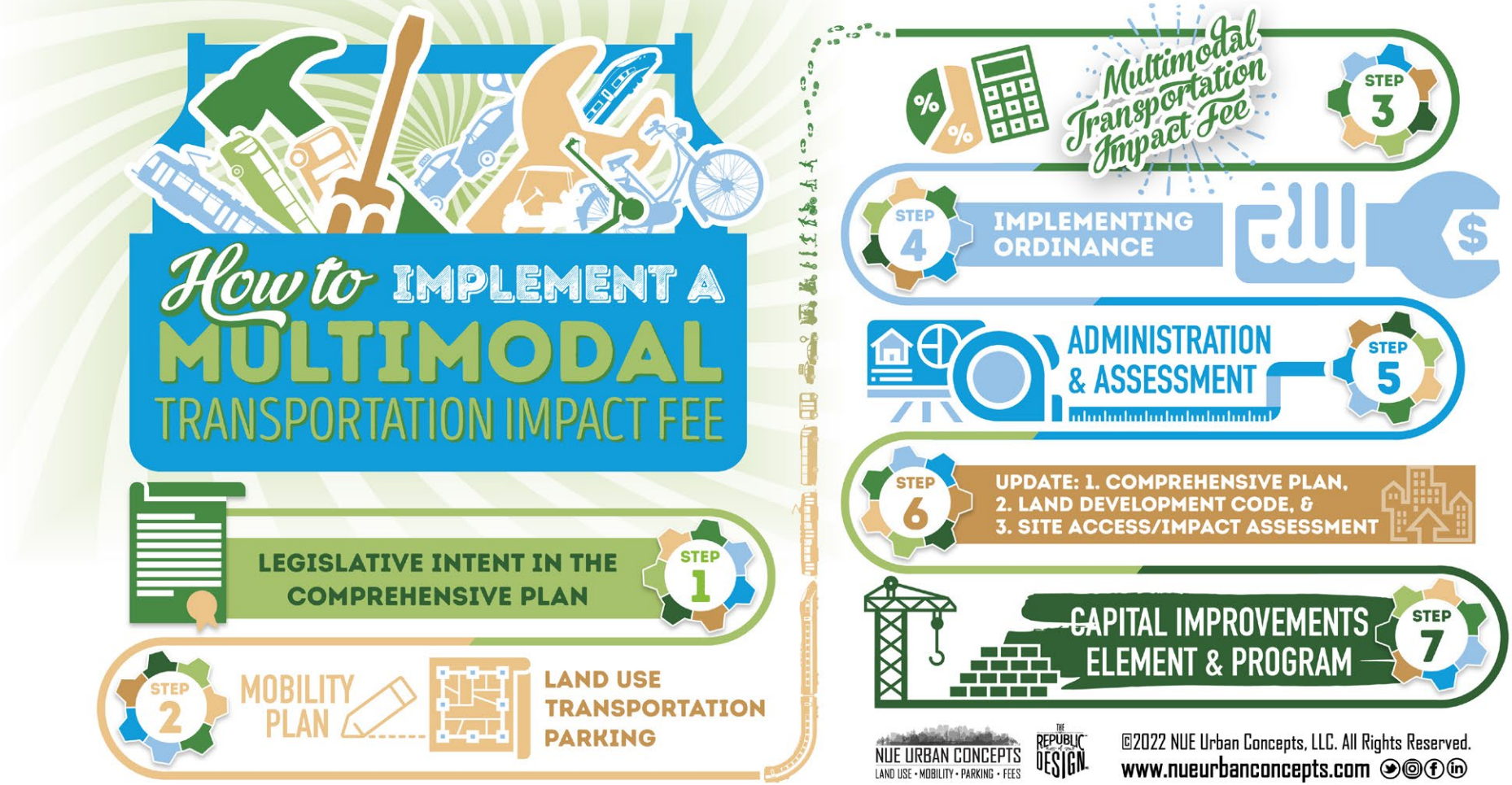


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HOW ARE MULTIMODAL TRANSPORTATION IMPACT FEES IMPLEMENTED?

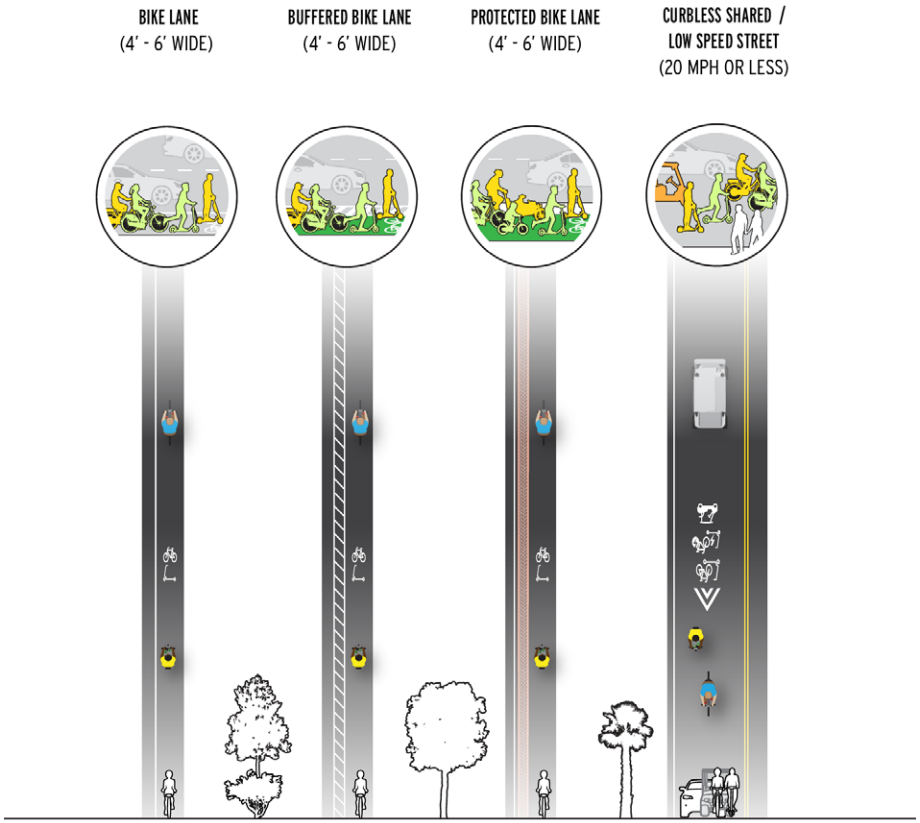
The following are the seven steps involved in the implementation of a Multimodal Transportation Impact Fee. This executive summary illustrates the plans proposed to be adopted as part of step 2 and the projected Multimodal Transportation Impact Fee identified in step 3. The City will also adopt an implementing Multimodal Transportation Impact Fee ordinance as part of the Mobility Plan and Fee adoption. The City has already established legislative intent in the Comprehensive Plan.

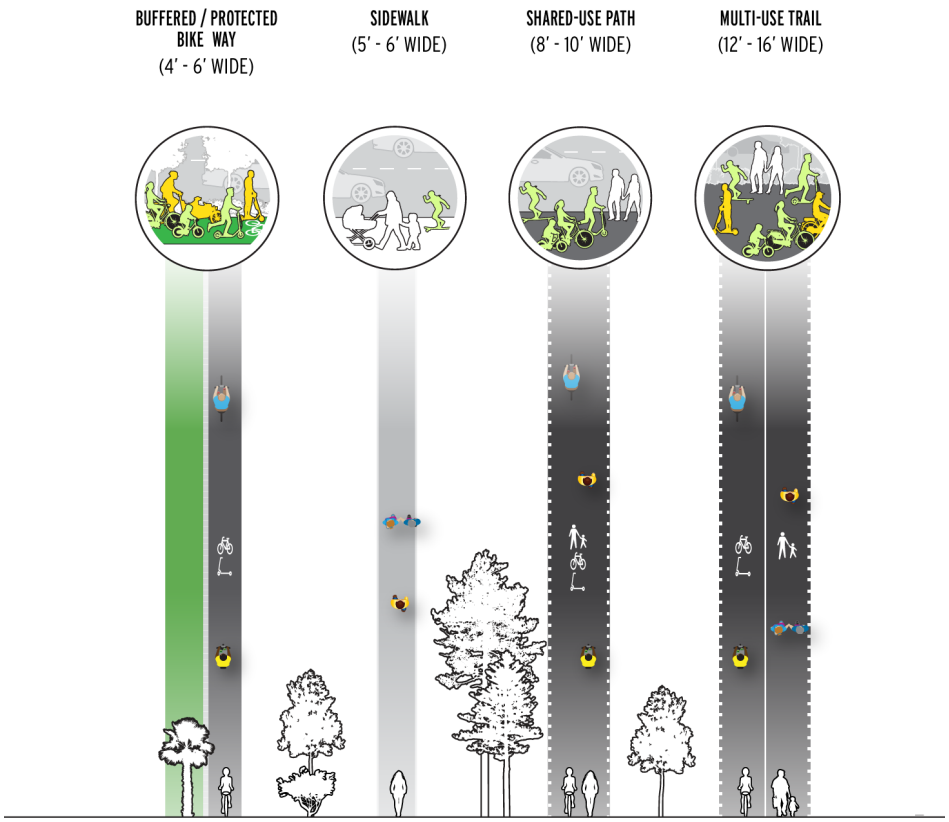


MULTIMODAL PROJECTS

WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The images below illustrate the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan. Sidewalks and bike lanes / ways are intended to be primarily used by people bicycling and walking (non-motorized travel). Shared-use paths, multi-use trails, Curbless / Low Speed Streets (20 MPH or less) can also be used by micromobility devices (motorized travel).





MULTIMODAL PROJECTS



HOW WERE THEY IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established based on the fundamental multimodal elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.



MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



EQUITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.



SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

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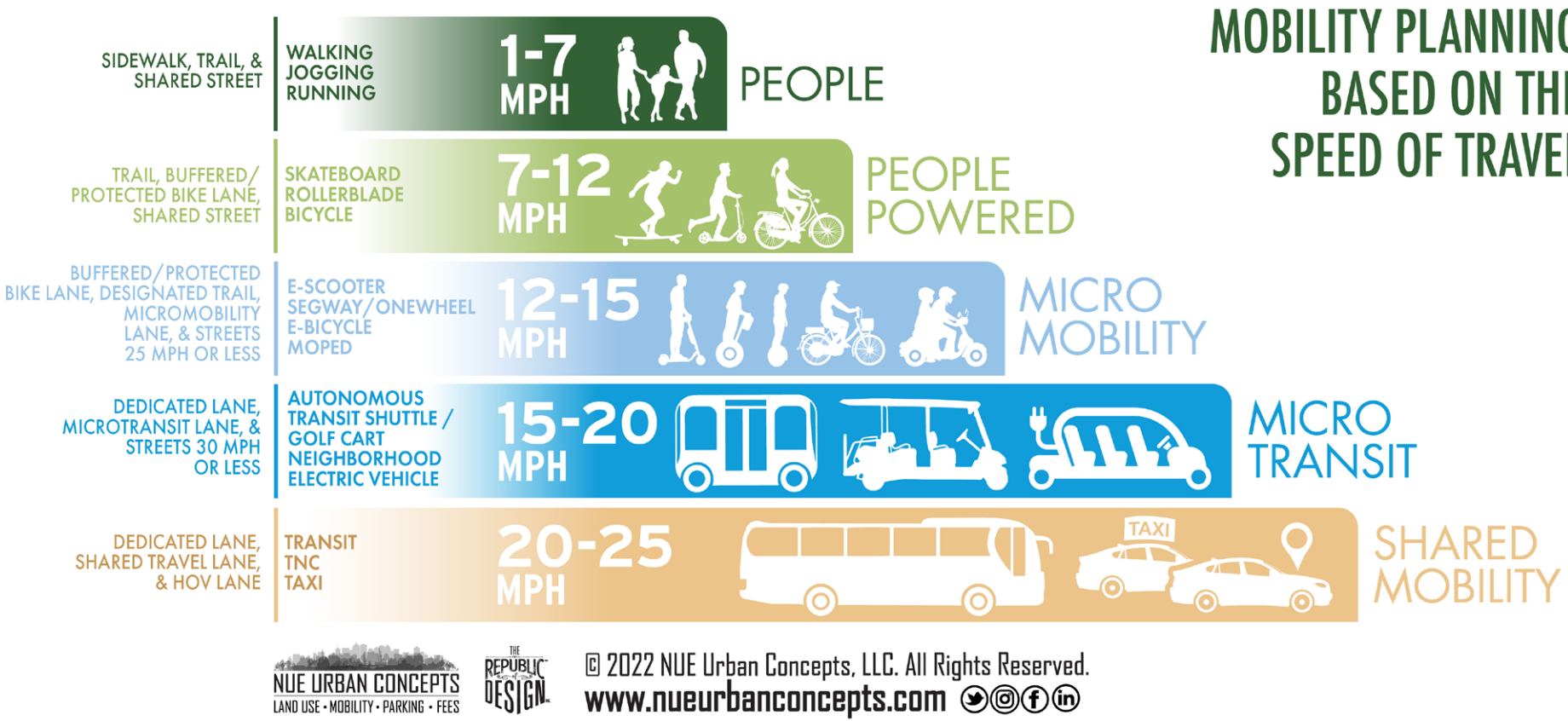
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TRAVEL SPEED



Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour. People riding an electric low speed vehicles, a transit circulator, or driving a golf cart are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads in the City. It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters to use sidewalks in the City, even though Florida Statute allows them to be used wherever bicycles are used. It is also not preferred, and most often not safe, for bicycles, golf carts, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other options are not available. Roads are designed to accommodate people driving cars between 20 and 50 miles per hour. The Mobility Plan attempts to accommodate multiple modes, traveling at varying speeds, with infrastructure that is appropriate and safe for each mode.



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MOVING TOWARDS VISION ZERO

The City established policies in its Comprehensive Plan to move towards Vision Zero for all users of the transportation system. There are two primary components in moving towards Vision Zero: multimodal projects and speed of cars. The Mobility Plan identifies multimodal projects to enhance safety, convenience, and connectivity for all users of the transportation system. The following Street Quality of Service (QOS), based on posted speed limits are recommended to be adopted in the Comprehensive Plan in recognition that slower speeds create a safer transportation system for all modes of travel. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) or motorists will result in one or more fatalities. Lowering speed limits is a quick and inexpensive way to move towards Vision Zero.

MOVING TOWARDS VISION ZERO

City of Lake Wales

MULTIMODAL QUALITY OF SERVICE STANDARDS

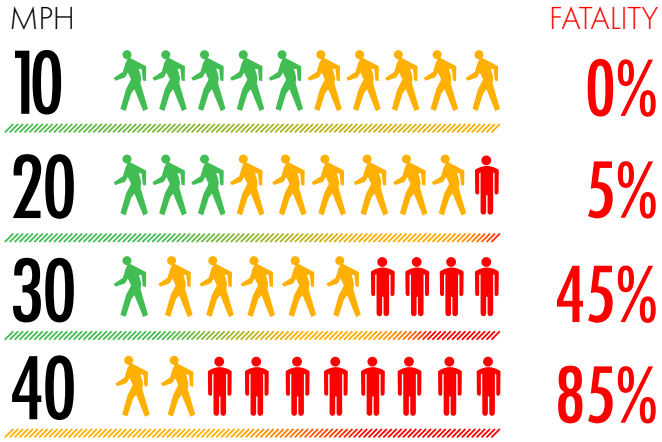
STREET QUALITY OF SERVICE (QOS) STANDARDS	LAKE WALES CONNECTED (LWC) & DESIGNATED AREAS	OUTSIDE LWC (OLWC) & DESIGNATED AREAS	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS	SPEED LIMIT 10	SPEED LIMIT 15	SIDEWALKS, SHARED-USE PATHS, MULTI-USE TRAILS, BIKE LANES, CYCLE TRACKS, & SELECT FACILITIES
QUALITY OF SERVICE (QOS) A*	SPEED LIMIT 15	SPEED LIMIT 20	STREETS: LOCAL, LOW SPEED, MAIN, RESIDENTIAL, & SHARED
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	SPEED LIMIT 25	STREETS: LOCAL, MAIN, RESIDENTIAL MINOR COLLECTORS, SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	SPEED LIMIT 30	COLLECTORS, MINOR ARTERIALS, SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	SPEED LIMIT 35	MAJOR COLLECTORS, ARTERIALS, & SELECT ROADS
QUALITY OF SERVICE (QOS) E**	SPEED LIMIT 35 +	SPEED LIMIT 40 +	PRINCIPAL ARTERIALS & SELECT ROADS

* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

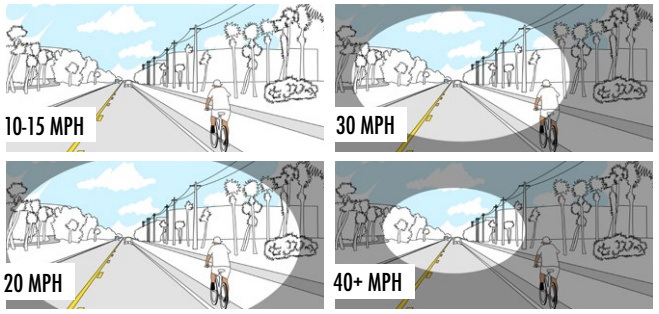
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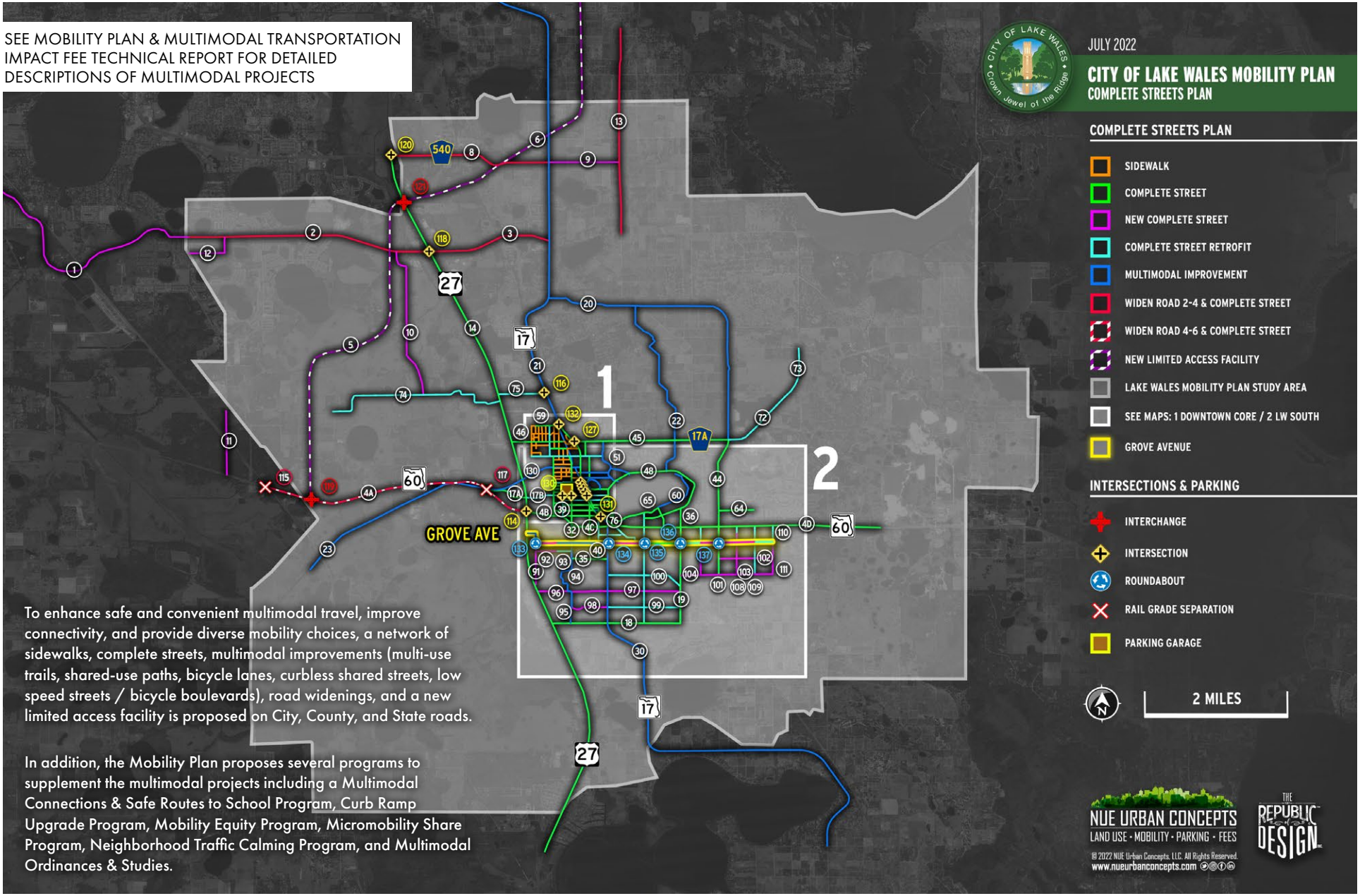
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As speed increases, so does the risk of dying in a crash



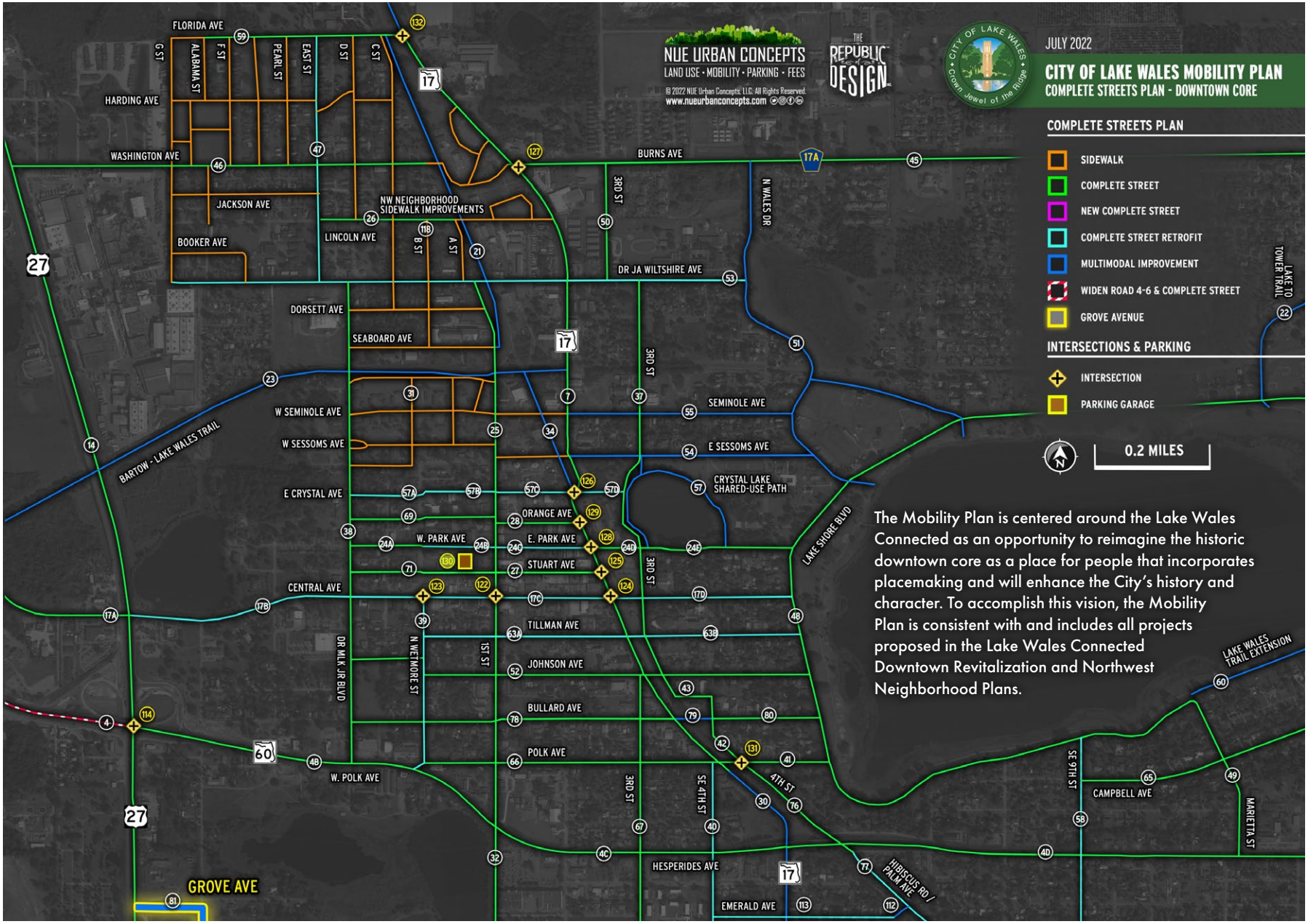
Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision.



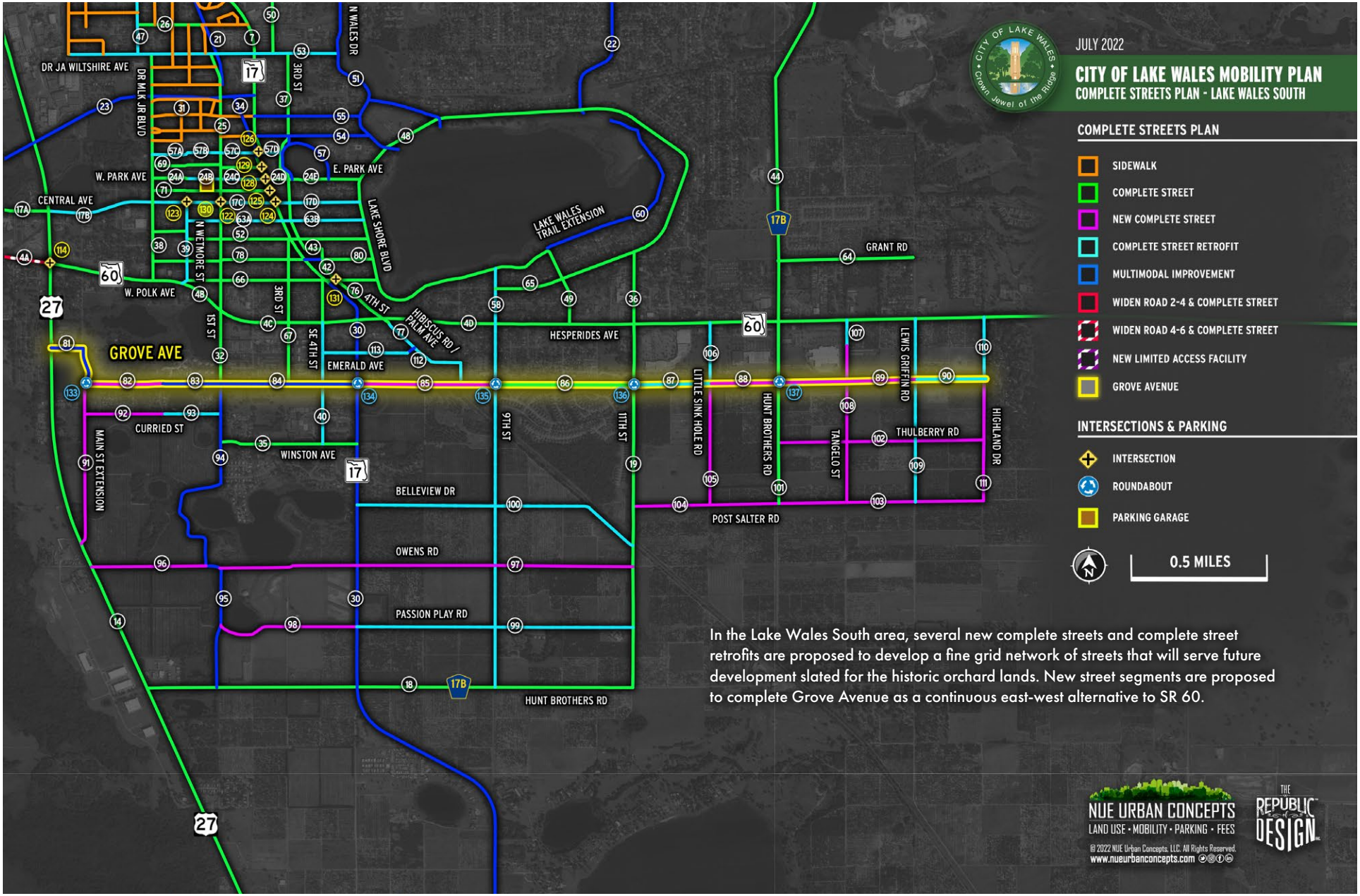

SEE MOBILITY PLAN & MULTIMODAL TRANSPORTATION IMPACT FEE TECHNICAL REPORT FOR DETAILED DESCRIPTIONS OF MULTIMODAL PROJECTS
JULY 2022
CITY OF LAKE WALES MOBILITY PLAN
COMPLETE STREETS PLAN
COMPLETE STREETS PLAN
SIDEWALK
COMPLETE STREET
NEW COMPLETE STREET
COMPLETE STREET RETROFIT
MULTIMODAL IMPROVEMENT
WIDEN ROAD 2-4 & COMPLETE STREET
WIDEN ROAD 4-6 & COMPLETE STREET
NEW LIMITED ACCESS FACILITY
LAKE WALES MOBILITY PLAN STUDY AREA
SEE MAPS: 1 DOWNTOWN CORE / 2 LW SOUTH
GROVE AVENUE
INTERSECTIONS & PARKING
INTERCHANGE
INTERSECTION
ROUNDABOUT
RAIL GRADE SEPARATION
PARKING GARAGE
2 MILES
GROVE AVE
1
2
To enhance safe and convenient multimodal travel, improve connectivity, and provide diverse mobility choices, a network of sidewalks, complete streets, multimodal improvements (multi-use trails, shared-use paths, bicycle lanes, curbless shared streets, low speed streets / bicycle boulevards), road widenings, and a new limited access facility is proposed on City, County, and State roads.
In addition, the Mobility Plan proposes several programs to supplement the multimodal projects including a Multimodal Connections & Safe Routes to School Program, Curb Ramp Upgrade Program, Mobility Equity Program, Micromobility Share Program, Neighborhood Traffic Calming Program, and Multimodal Ordinances & Studies.
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LAKE WALES CONNECTED: DOWNTOWN CORE



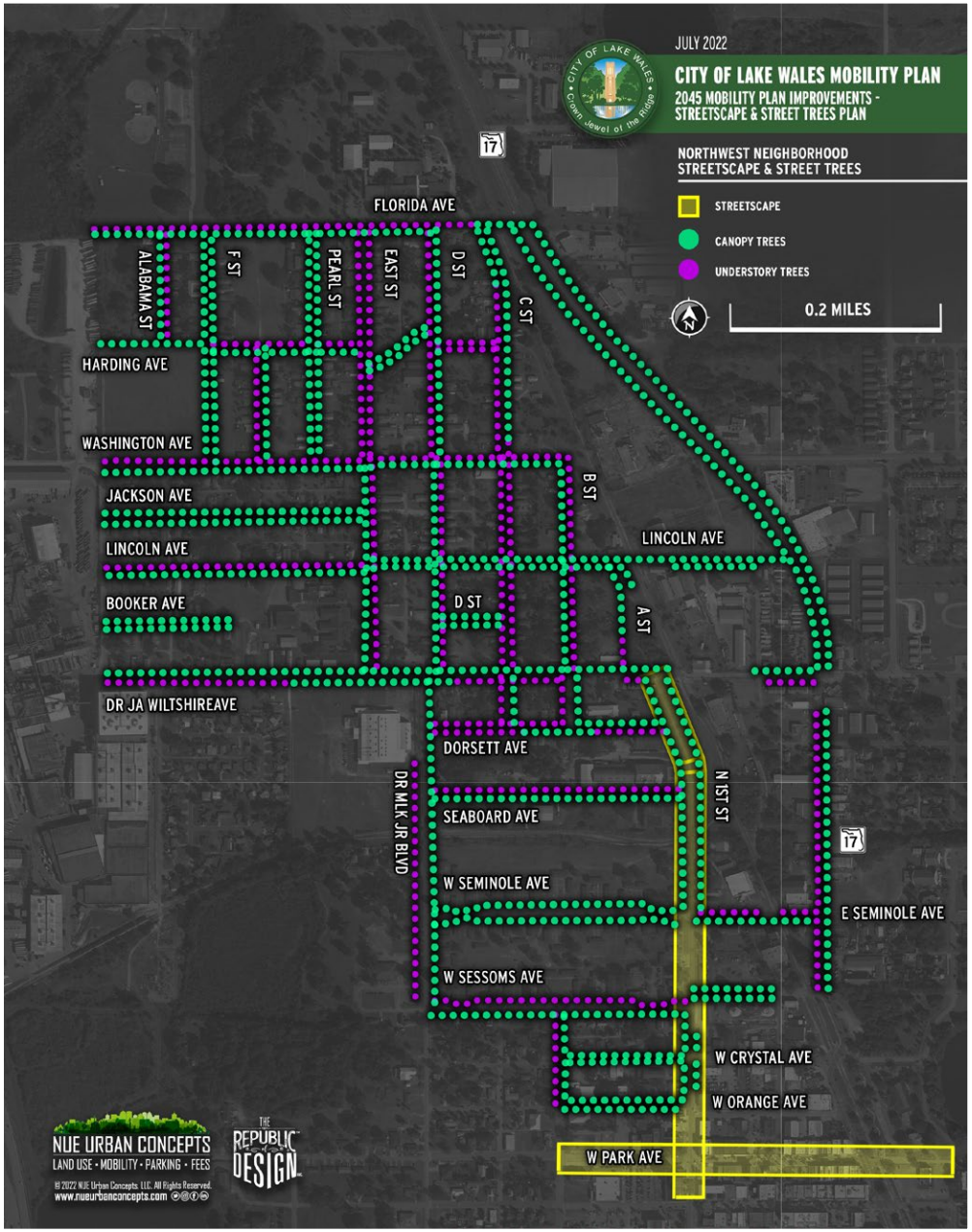


LAKE WALES SOUTH



2045 MOBILITY PLAN: STREETSCAPE & STREET TREES PLAN





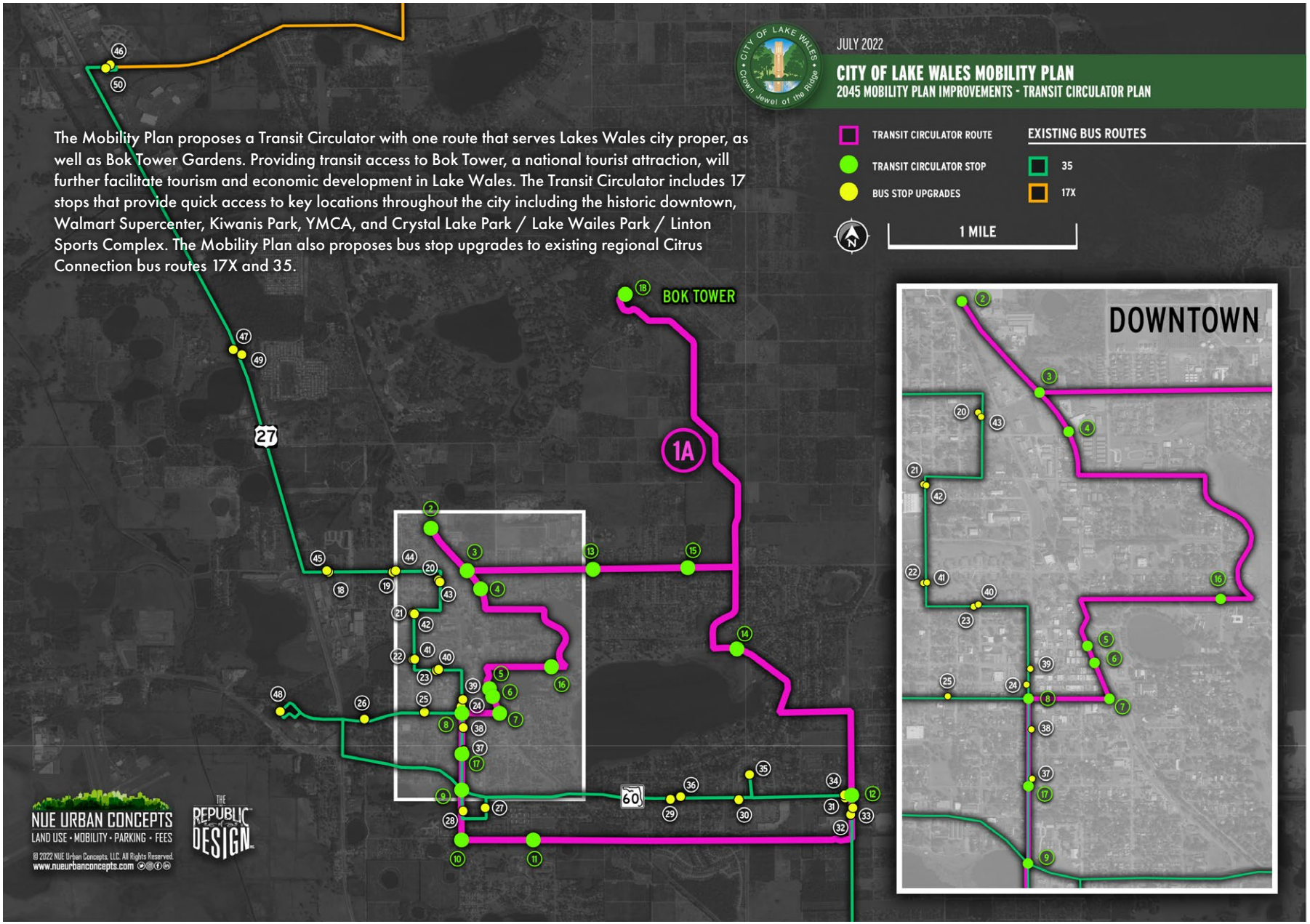
Streetscape and street trees are an important part of creating a safe, comfortable, and attractive environment for multimodal travel. Below is the Streetscape & Street Trees Plan, which was taken from the Lake Wales Connected Plan and incorporated into the Mobility Plan & Multimodal Transportation Impact Fee. The Plan focuses on enhancing street trees in the Downtown and Northwest neighborhoods and supplements the multimodal projects proposed in the Mobility Plan to elevate this area as a place for people. Streetscape is proposed on 1st Street and Park Ave in consistency with the Lake Wales Connected Plan.

The Streetscape & Street Trees Plan strives to create a tree canopy as part of the downtown revitalization and restore original plantings to honor the City's Olmstead legacy and recreate the vision of the "City in a Garden."



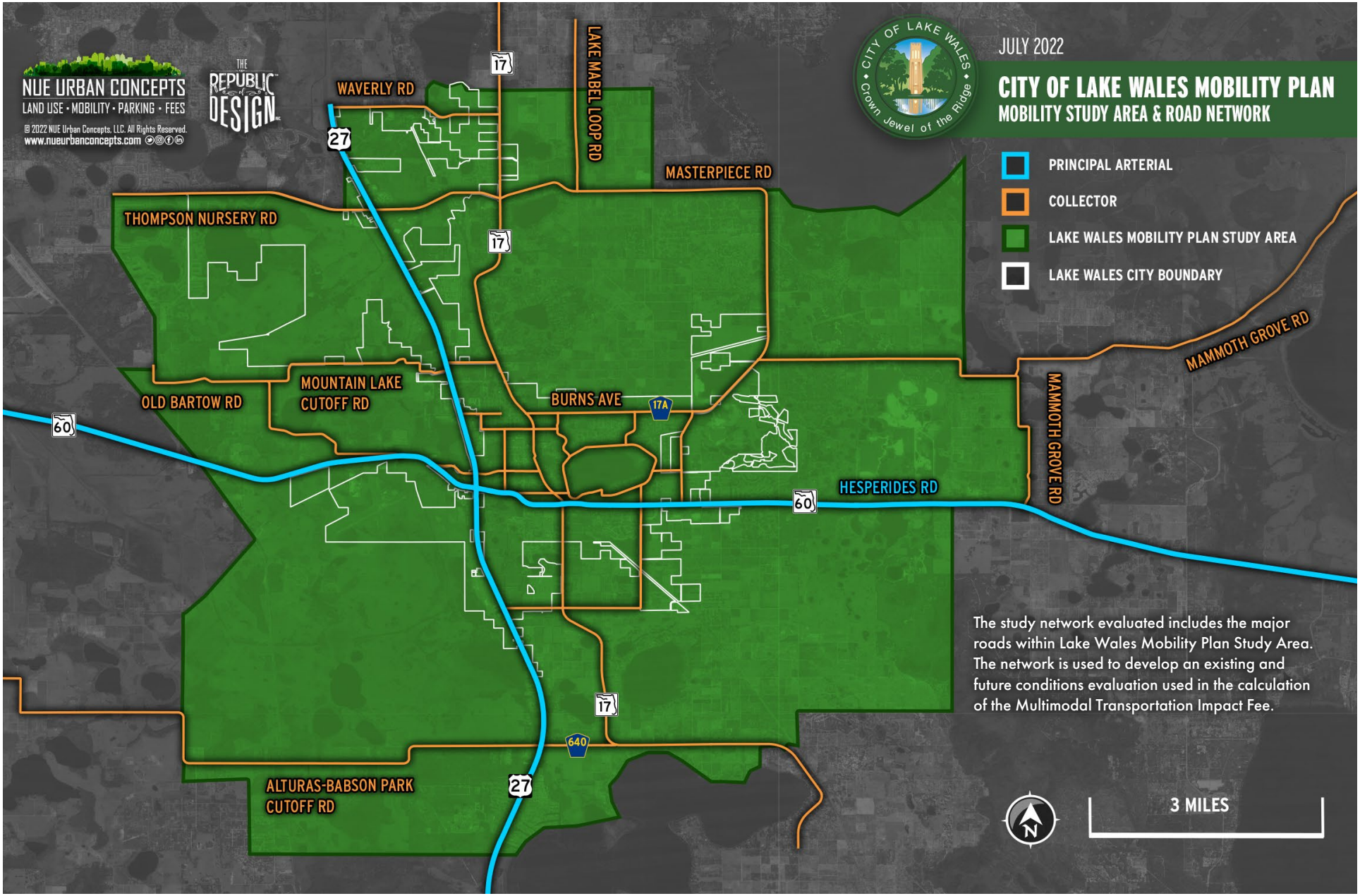
2045 MOBILITY PLAN: TRANSIT CIRCULATOR PLAN





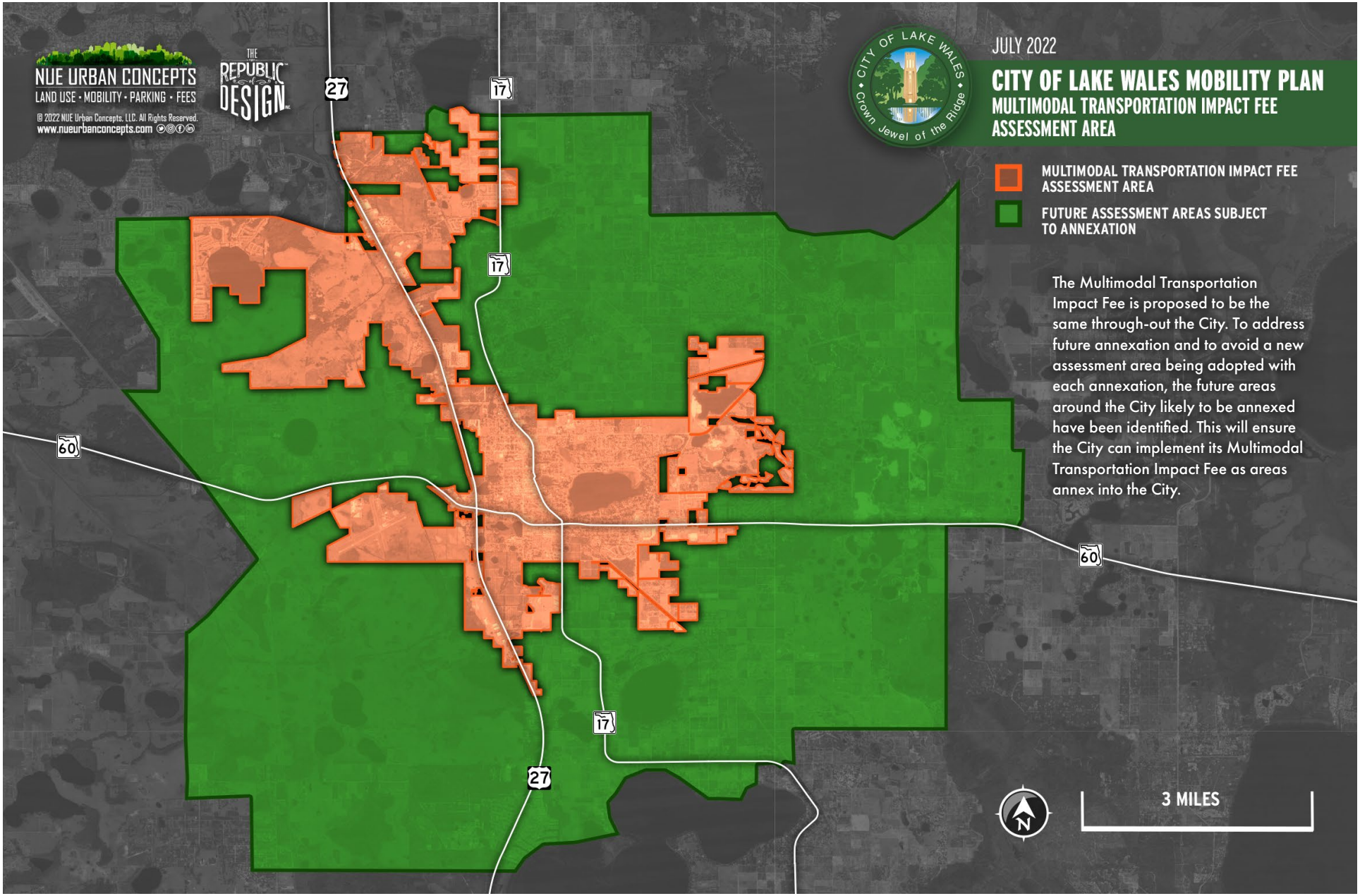
MOBILITY STUDY AREA & NETWORK





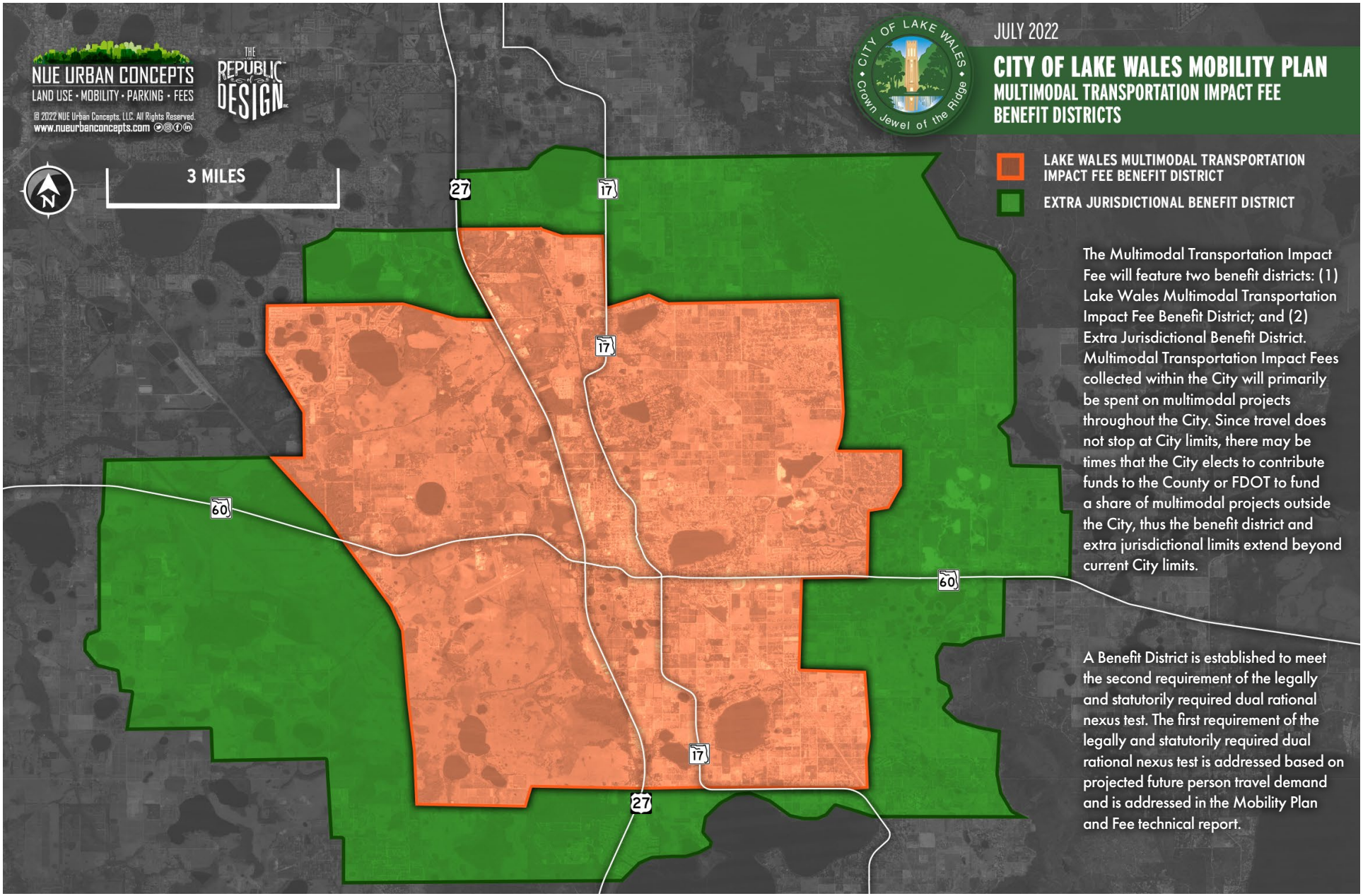
MULTIMODAL TRANSPORTATION IMPACT FEE ASSESSMENT AREA





MULTIMODAL TRANSPORTATION IMPACT FEE BENEFIT DISTRICTS





MULTIMODAL TRANSPORTATION IMPACT FEE SCHEDULE



The Mobility Plan and Multimodal Transportation Impact Fee Technical Report details the methodology, data, and sources for determining the Multimodal Transportation Impact Fee. The calculated Multimodal Transportation Impact Fee for each land use is further defined in the Technical Report. The majority of Multimodal Transportation Impact Fees are calculated on a per square foot basis, except where the unit of measure indicates otherwise. The Technical Report provides a comparison of the calculated Multimodal Transportation Impact Fee against the existing Polk County road impact fee.

City of Lake Wales Multimodal Transportation Impact Fee Schedule (2022 JULY)

Use Categories, Land Uses Classifications, and Representative Land Uses	***Unit of Measure***	***Multimodal Transportation Impact Fee***
Residential & Lodging Uses		
Single Family Detached	per dwelling unit	$2,055.33
Single Family Attached (Townhome, Villa, Duplex, Triplex)	per dwelling unit	$1,569.29
Multifamily (Two to Three Stories)	per dwelling unit	$1,469.03
Multifamily (Four to Ten Stories)	per dwelling unit	$989.52
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,433.51
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	$867.47
Non-residential Uses		
Retail Business (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$3.28
Office (Dental, General, Higher Education, Hospital, Medical, Professional)	per sq. ft.	$2.14
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per sq. ft.	$0.62
Community Serving (Civic, Museum, Performing Arts, Place of Assembly)	per sq. ft.	$0.67
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$0.63
Private Education (Day Care, Private Primary School, Pre-K)	per sq. ft.	$0.60
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per sq. ft.	$2.99
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Sports, Tennis)	per acre	$2.25

Source: City of Lake Wales Mobility Plan and Multimodal Transportation Impact Fee Technical Report dated July 2022, prepared by NUE Urban Concepts, LLC

MOBILITY PLAN TABLE OF PROJECTS / COMPLETE STREETS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
1	Thompson Nursery Road Extension**	US HWY 17	CR 653 (Rattlesnake Rd)	5.83	New Complete Street
2	Thompson Nursery Rd / Eloise Loop Rd*	CR 653 (Rattlesnake Rd)	US HWY 27	3.40	Widen Road 2-4 & Complete Street
3	CR 17A (Chalet Suzanne Rd)	US HWY 27	SR 17 (Ridge Scenic Highway)	1.74	Widen Road 2-4 & Complete Street
4A	SR 60	Utility Service Area Limits \ Railroad Tracks	US HWY 27	4.13	Widen Road 4-6 & Complete Street
4B	SR 60 (W. Polk Ave)	US HWY 27	S. 1st St	0.68	Complete Street
4C	SR 60 (Hesperides Rd)	S. 1st St	SR 17 (Ridge Scenic Highway)	1.20	Complete Street
4D	SR 60 (Hesperides Rd)	SR 17 (Ridge Scenic Highway)	Stokes Rd	3.83	Complete Street
5	Northeast Polk Reliever (US Hwy 27 Alternative)	SR 60	US HWY 27	5.22	New Limited Access Facility Road
6	Northeast Polk Reliever (US Hwy 27 Alternative)**	US HWY 27	CR 544	9.69	New Limited Access Facility Road
7	SR 17 (Ridge Scenic Highway)	S of Polk Avenue	Florida Avenue	1.61	Complete Street
8	Waverly Rd (CR 540)	US HWY 27	SR 17 (Ridge Scenic Highway)	2.27	Widen Road 2-4 & Complete Street
9	Waverly Rd Extension (CR 540)	SR 17 (Ridge Scenic Highway)	Lake Mabel Loop Rd/Powerline Ext	0.99	New Complete Street
10	New Rd	NE Polk US Hwy 27 Reliever	CR 540A	2.40	New Complete Street
11	CR 653 Extension**	SR 60	Old Bartow Lake Wales Rd	1.02	New Complete Street
12	Coon Lake Rd	CR 653 (Rattlesnake Rd)	Thompson Nursery Rd	0.75	New Complete Street
13	Lake Mabel Loop Road**	HL Smith Realignment	CR 17A	3.25	Widen Road 2-4 & Complete Street
14	US Hwy 27	City North Boundary	City South Boundary	11.57	Complete Street
17A	Central Ave	SR 60	US Hwy 27	0.58	Complete Street
17B	Central Ave	US Hwy 27	Doctor M.L.K Jr Blvd	0.38	Complete Street Retrofit
17C	Central Ave	Doctor M.L.K Jr Blvd	SR 17 (Ridge Scenic Highway)	0.45	Complete Street Retrofit
17D	Central Ave	SR 17 (Ridge Scenic Highway)	Lakeshore Blvd	0.31	Complete Street Retrofit
18	CR 17B (Hunt Brothers Rd)	US Hwy 27	11 St	1.79	Complete Street
19	11 St	CR 17B (Hunt Brothers Rd)	SR 60 (Hesperides Rd)	1.51	Complete Street
20	Florida SUN Trail Network**	Crooked Lake Drive	Tindel Camp Rd	10.74	Multimodal Improvement
21	Lake Wales Trail Extension / Ridge Scenic Highway Trail - North	City Boundary	Seminole Ave	2.91	Multimodal Improvement
22	Lake to Tower Trail	CR 17A (Masterpiece Rd)	CR 17A (Burns Ave)	2.98	Multimodal Improvement
23	Bartow - Lake Wales Trail	SR 17 (Ridge Scenic Highway)	North Lake Wales Alturas Rd	4.36	Multimodal Improvement
24A	W. Park Ave	Doctor M.L.K. Jr Blvd	N. Wetmore St	0.13	Complete Street

MOBILITY PLAN TABLE OF PROJECTS / COMPLETE STREETS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
24B	W. Park Ave	N. Wetmore St	N. 1st St	0.12	Complete Street Retrofit
24C	E. Park Ave	N. 1st St	SR 17 (Ridge Scenic Highway)	0.17	Complete Street Retrofit
24D	E. Park Ave	SR 17 (Ridge Scenic Highway)	N. 3rd Street	0.09	Complete Street
24E	E. Park Ave	N. 3rd Street	N. Lakeshore Blvd	0.26	Complete Street
25	1st St	Central Ave	Dr JA Wiltshire Ave	0.62	Complete Street
26	Lincoln Ave	SR 17 (Ridge Scenic Highway)	E St	0.23	Complete Street
27	Stuart Ave	SR 17 (Ridge Scenic Highway)	1st St	0.18	Complete Street
28	Orange Ave	SR 17 (Ridge Scenic Highway)	1st St	0.15	Complete Street
30	Ridge Scenic Highway Trail - Downtown	Seminole Ave	City Boundary	7.95	Multimodal Improvement
31	Northwest Neighborhood Sidewalk Improvements	Florida Ave (north) / SR 17 (east)	Sessoms Ave (south) / G Street (west)	6.50	Sidewalk
32	1st St	Central Ave	Grove Ave	0.75	Complete Street
34	Ridge Scenic Highway Trail - South	Bartow - Lake Wales Trail	SR 17 (Ridge Scenic Highway)	0.27	Multimodal Improvement
35	Winston Ave	S 1st St	SR 17 (Ridge Scenic Highway)	0.51	Complete Street
36	11th St	Lakeshore Blvd	SR 60 (Hesperides Rd)	0.30	Complete Street
37	3rd St	Dr JA Wiltshire Ave	Johnson Ave	0.80	Complete Street
38	Doctor M.L.K. Jr Blvd	Dr JA Wiltshire Ave	SR 60	0.94	Complete Street
39	N Wetmore St	W Central Ave	SR 60 (Hesperides Rd)	0.60	Complete Street Retrofit
40	S 4th St	E Polk Ave	Winston Ave	0.68	Complete Street Retrofit
41	E Polk Ave	SR 17 (South Scenic Highway)	Lakeshore Blvd	0.19	Complete Street
42	4th St	E Polk Ave	E Johnson Ave	0.15	Complete Street
43	E Johnson Ave	S 4th St	E Johnson Ave	0.11	Complete Street
44	CR 17B (Buck Moore Rd)	Burns Ave	SR 60	1.40	Complete Street
45	Burns Ave	SR 17 (Ridge Scenic Highway)	CR 17B (Buck Moore Rd)	2.17	Complete Street
46	Washington Ave	US Hwy 27	B St	0.72	Complete Street
47	East St	Florida Ave	Dr JA Wiltshire Ave	0.48	Complete Street Retrofit
48	Lake Shore Blvd	Cephia St	Cephia St	3.40	Complete Street
49	Marietta St	South Lakeshore Blvd	SR 60	0.20	Complete Street
50	Old Scenic Highway	Dr JA Wiltshire Ave	Burns Ave	0.23	Complete Street
51	N Wales Drive / 5th Street	North Lakeshore Blvd	Burns Ave	0.75	Multimodal Improvement
52	Johnson Ave	Doctor M.L.K Jr Blvd	South Lakeshore Blvd	0.83	Complete Street
53	Dr JA Wiltshire Ave	G St	N Wales Drive	0.99	Complete Street Retrofit

MOBILITY PLAN TABLE OF PROJECTS / COMPLETE STREETS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
54	E Sessoms Ave	SR 17 (Ridge Scenic Highway)	N Wales Drive	0.42	Multimodal Improvement
55	Seminole Ave	SR 17 (Ridge Scenic Highway)	N Wales Drive	0.39	Multimodal Improvement
57A	W. Crystal Ave	Doctor M.L.K. Jr Blvd	N. Wetmore St	0.13	Complete Street Retrofit
57B	W. Crystal Ave	N. Wetmore St	N. 1st St	0.13	Complete Street Retrofit
57C	E Crystal Ave	N. 1st St	SR 17 (Ridge Scenic Highway)	0.14	Complete Street Retrofit
57D	E. Crystal Ave	SR 17 (Ridge Scenic Highway)	N. 3rd St	0.08	Complete Street Retrofit
57	Crystal Lake Trail	E. Park Ave @ N. 3rd St	E. Park Ave @ N. 4th St	0.45	Multimodal Improvement
58	S 9th St	S Lakeshore Blvd	Hunt Brothers Rd	1.74	Complete Street Retrofit
59	Florida Ave	Alabama St	SR 17 (Ridge Scenic Highway)	0.37	Complete Street
60	Lake Wales Trail Extension	Cephia St (Trailhead Parking)	S. Lakeshore Blvd (north of Sunset Dr)	0.88	Multimodal Improvement
63A	Tillman Ave	S. Wetmore St	SR 17 (Ridge Scenic Highway)	0.35	Complete Street Retrofit
63B	Tillman Ave	SR 17 (Ridge Scenic Highway)	Lakeshore Blvd	0.30	Complete Street Retrofit
64	Grant Rd	Buckmore Rd	Evergreen Dr	0.50	Complete Street
65	Campbell Ave	South Lakeshore Blvd	9th St	0.25	Complete Street
66	Polk Ave	SR 60	SR 17 (Ridge Scenic Highway)	0.55	Complete Street
67	3rd St	SR 17 (Ridge Scenic Highway)	Grove Ave	0.60	Complete Street
69	Orange Ave	Doctor M.L.K. Jr Blvd	1st St	0.25	Complete Street
71	Stuart Ave	Doctor M.L.K. Jr Blvd	1st St	0.25	Complete Street
72	Masterpiece Rd	Buckmore Rd	Mammoth Grove Rd	1.20	Complete Street Retrofit
73	Masterpiece Rd	Mammoth Grove Rd	Fox Run Rd	0.72	Complete Street Retrofit
74	Mountain Lake Cut Off Rd	US Hwy 27	Old Bartow Lake Wales Rd	2.72	Complete Street Retrofit
75	Mountain Lake Cutoff Rd	US Hwy 27	SR 17 (N Scenic Highway)	0.67	Complete Street Retrofit
76	4th St	Polk Ave	Palm Ave	0.26	Complete Street
77	Hibiscus Rd/Palm Ave	Grove Ave Multimodal Crossing & Connector	Palm Ave	0.43	Complete Street Retrofit
78	Bullard Ave	Doctor M.L.K. Jr Blvd	SR 17 (N Scenic Highway)	0.56	Complete Street
79	Bullard Ave	SR 17 (Ridge Scenic Highway)	S 4th Street	0.07	Multimodal Improvement
80	Bullard Ave	S 4th Street	Lakeshore Blvd	0.19	Complete Street
81	US Hwy 27 to Grove Ave Connector (Multi-Use Trail)	US Hwy 27	Grove Ave	0.27	Multimodal Improvement
82	Grove Ave Extension	Main St Extension (New)	Curried St	0.29	New Complete Street
83	Grove Ave	Curried St	1st St	0.21	Multimodal Improvement

MOBILITY PLAN TABLE OF PROJECTS / COMPLETE STREETS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
84	Grove Ave	1st St	SR 17 (Ridge Scenic Highway)	0.51	Multimodal Improvement
85	Grove Ave	SR 17 (Ridge Scenic Highway)	9th	0.51	New Complete Street
86	Grove Ave	9th St	11th St	0.51	Complete Street
87	Grove Ave	11th St	Little Sink Hole Rd	0.28	Complete Street Retrofit
88	Grove Ave Extension	Little Sink Hole Rd	Hunt Brothers Rd	0.25	New Complete Street
89	Grove Ave Extension	Hunt Brothers Rd	Lewis Griffin Rd	0.51	New Complete Street
90	Grove Ave	Lewis Griffin Rd	Highland Dr	0.25	Complete Street Retrofit
91	Main St Extension	Grove Ave Extension	US 27	0.68	New Complete Street
92	Curried St Extension	Main St Extension	Curried St	0.30	New Complete Street
93	Curried St	Curreid St Extension	1st St Multi-Use Trail	0.21	Complete Street Retrofit
94	1st St Multi-Use Trail	Grove Ave	Ray Martin Rd Multi-Use Trail	0.41	Multimodal Improvement
95	Ray Martin Rd Multi-Use Trail	1st St Multi-Use Trail	Hunt Brothers Rd	1.06	Multimodal Improvement
96	Owens Rd	US 27	Ray Martin Rd Multi-Use Trail	0.42	New Complete Street
97	Owens Rd	Ray Martin Rd Multi-Use Trail	11th St	1.53	New Complete Street
98	Passion Play Extension	Ray Martin Rd Multi-Use Trail	SR 17 (Ridge Scenic Highway)	0.53	New Complete Street
99	Passion Play Rd	SR 17 (Ridge Scenic Highway)	11th St	1.02	Complete Street Retrofit
100	Belleview Dr	SR 17 (Ridge Scenic Highway)	11th St	1.09	Complete Street Retrofit
101	Hunt Brothers Rd	SR 60	Post Salter Rd	0.75	Complete Street
102	Thulberry Rd	Hunt Brothers Rd	Highland Dr	0.76	New Complete Street
104	Post Salter Rd	11th St	Hunt Brothers Rd	0.54	New Complete Street
103	Post Salter Rd Extension	Hunt Brothers Rd	Highland Dr	0.76	New Complete Street
106	Little Sink Hole Rd	SR 60	Grove Ave	0.25	Complete Street Retrofit
105	Little Sink Hole Rd Extension	Grove Ave	Post Salter Rd	0.51	New Complete Street
107	Tangelo St	SR 60	Super Walmart Entrance	0.11	Complete Street Retrofit
108	Tangelo St Extension	Super Walmart Entrance	Post Salter Rd	0.65	New Complete Street
109	Lewis Griffin Rd	SR 60	Post Salter Rd Extension	0.76	Complete Street Retrofit
110	Highland Dr	SR 60	Grove Rd 2	0.63	Complete Street Retrofit
111	Highland Dr Extension	Grove Rd 2	Post Salter Rd	0.13	New Complete Street
112	Palm Ave to Emerald Ave Connector	Palm Ave	Emerald Ave	0.03	Multimodal Improvement
113	Emerald Ave	Palm Ave to Emerald Ave Connector	4th St	0.31	Complete Street Retrofit
120	Northwest Neighborhood Canopy Trees	Northwest Neighborhood per the Lake Wales Connected Plan Streetscape & Street Trees Plan Map		10.20	Canopy Trees

MOBILITY PLAN TABLE OF PROJECTS / COMPLETE STREETS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
121	Northwest Neighborhood Understory Trees	Northwest Neighborhood per the Lake Wales Connected Plan Streetscape & Street Trees Plan Map		5.58	Understory Trees
122	Multimodal Connections & Safe Routes to School	City of Lake Wales	Unincorporated Polk County	5.00	Multimodal Improvement
123	Curb Ramp Upgrade Program	City of Lake Wales	Unincorporated Polk County	--	Multimodal Program or Study
124	Mobility Equity Program	City of Lake Wales	Unincorporated Polk County	--	Multimodal Program or Study
125	Micromobility Share Program	City of Lake Wales	Unincorporated Polk County	--	Multimodal Program or Study
126	Neighborhood Traffic Calming Program	City of Lake Wales	Unincorporated Polk County	--	Multimodal Program or Study
127	Multimodal Ordinances & Studies	City of Lake Wales	Unincorporated Polk County	--	Multimodal Program or Study

MOBILITY PLAN TABLE OF PROJECTS / STREETSCAPE & STREET TREES PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
1	Park Ave Streetscape	--	--	--	Streetscape
2	1st Street Streets scape	--	--	--	Streetscape
3	Northwest Neighborhood Canopy Trees	--	--	--	Canopy Trees
4	Northwest Neighborhood Understory Trees	--	--	--	Understory Trees

MOBILITY PLAN TABLE OF PROJECTS / TRANSIT PLAN

MAP ID	FACILITY NAME	LOCATION	PROJECT TYPE
1A	Transit Circulator	Bok Tower Gardens to Bullard Ave	Transit Circulator Stop
1B	Bok Tower Gardens	Bok Tower Gardens Visitor Center	Transit Circulator Stop
2	SR 17	Florida Ave	Transit Circulator Stop
3	SR 17	Burns Ave	Transit Circulator Stop
4	SR 17	Lincoln Ave	Transit Circulator Stop
5	SR 17	Orange Ave	Transit Circulator Stop
6	SR 17	Park Ave	Transit Circulator Stop
7	SR 17	Central Ave	Transit Circulator Stop
8	Central Ave	1st St	Transit Circulator Stop
9	1st St	SR 60	Transit Circulator Stop

MAP ID	FACILITY NAME	LOCATION	PROJECT TYPE
10	1st St	Grove Street	Transit Circulator Stop
11	Grove St	4th St	Transit Circulator Stop
12	SR 60	11 St	Transit Circulator Stop
13	Burns Ave	Highlander Way	Transit Circulator Stop
14	Kiwanis Park	North Lakeshore Blvd	Transit Circulator Stop
15	Bok Tower/Lake Wales Family YMCA	Burns Ave	Transit Circulator Stop
16	Crystal Lake Park/ Linton Sports Complex/Lake Wailes Park	East Sessions Ave	Transit Circulator Stop
17	1 St	Bullard Ave	Transit Circulator Stop

MOBILITY PLAN TABLE OF PROJECTS / TRANSIT PLAN

MAP ID	FACILITY NAME	LOCATION	PROJECT TYPE
18	Washington Ave. & New St.	1st St.	Bus Stop Upgrade
19	Washington Ave. & Pearl St.	Pearl St.	Bus Stop Upgrade
20	B St. & Lincoln Ave.	Lincoln Ave.	Bus Stop Upgrade
21	Martin Luther King Jr. Blvd. & Dr. J.A. Wiltshire Ave.	Dr. J.A. Wiltshire Ave.	Bus Stop Upgrade
22	Austin Community Center	W. Sessoms Ave.	Bus Stop Upgrade
23	W. Sessoms Ave. & N. Wetmore St.	N. Wetmore St.	Bus Stop Upgrade
24	N. 1st St. & W. Stuart Ave.	W. Stuart Ave.	Bus Stop Upgrade
25	W. Central Ave. & Phillips St.	Phillips St.	Bus Stop Upgrade
26	W. Central Ave. & Miami St.	Miami St.	Bus Stop Upgrade
27	Publix Southgate at Lake Wales	Domaris Ave.	Bus Stop Upgrade
28	S. 1st St. & Emerald Ave.	Emerald Ave.	Bus Stop Upgrade
29	Hwy 60 & High St.	High St.	Bus Stop Upgrade
30	Hwy 60 & S. 11th St.	S. 11th St.	Bus Stop Upgrade
31	Hwy 60 & Hunt Brothers Rd.	Hunt Brothers Rd.	Bus Stop Upgrade
32	Walmart at Lake Wales	Hwy 60	Bus Stop Upgrade
33	Walmart at Lake Wales	Hwy 60	Bus Stop Upgrade
34	1903 Hwy 60	S. Buck Moore Rd.	Bus Stop Upgrade
35	Lake Wales Medical Center	Bryn Mawr Ave.	Bus Stop Upgrade
36	1001 Hwy 60	10th St.	Bus Stop Upgrade
37	S. 1st St. & E. Bullard Ave.	E. Bullard Ave.	Bus Stop Upgrade
38	S. 1st St. & E. Tillman Ave.	E. Tillman Ave.	Bus Stop Upgrade
39	N. 1st St. & E. Park Ave.	E. Park Ave.	Bus Stop Upgrade
40	96 W. Sessoms Ave.	N. Wetmore St.	Bus Stop Upgrade
41	Austin Community Center	W. Seminole Ave.	Bus Stop Upgrade
42	Martin Luther King Jr. Blvd. & Dr. J.A. Wiltshire Ave.	Dr. J.A. Wiltshire Ave.	Bus Stop Upgrade
43	B St. & Lincoln Ave.	Lincoln Ave.	Bus Stop Upgrade
44	Washington Ave. & Pearl St.	Pearl St.	Bus Stop Upgrade
45	Washington Ave. & New St.	New St.	Bus Stop Upgrade
46	Chalet Suzanne Rd. & U.S. 27	U.S. 27	Bus Stop Upgrade
47	22000 U.S. 27	Tower Point Cir.	Bus Stop Upgrade
48	Health Department at Lake Wales Plaza	Hwy 60	Bus Stop Upgrade
49	U.S. 27 & Tower Point Cir.	Tower Point Cir.	Bus Stop Upgrade
50	Chalet Suzanne Rd. & U.S. 27	U.S. 27	Bus Stop Upgrade

MOBILITY PLAN TABLE OF PROJECTS / INTERSECTIONS & PARKING

MAP ID	FACILITY NAME	CROSS ROAD	PROJECT TYPE
114	US 27	SR 60	Intersection
115	SR 60	E/O SR 653 Extension	Rail Crossing
116	SR 17 (N Scenic Highway)	Mountain Lake Cut-Off Rd	Intersection
117	SR 60	W of Central Ave	Rail Crossing
118	Thompson Nursery Rd	US 27	Intersection
119	Central Polk Parkway	SR 60	Interchange
120	US 27	Cypress Gardens Boulevard (SR 540)	Intersection
121	Central Polk Parkway	US 27	Interchange
122	Central Ave	1st St	Intersection
123	Central Ave	Wetmore St	Intersection
124	SR 17 (N Scenic Highway)	Central Ave	Intersection
125	SR 17 (N Scenic Highway)	Stuart Ave	Intersection
126	SR 17 (N Scenic Highway)	Crystal Ave	Intersection
127	SR 17 (N Scenic Highway)	Burns Ave	Intersection
128	SR 17 (N Scenic Highway)	Park Ave	Intersection
129	SR 17 (N Scenic Highway)	Orange Ave	Intersection
130	Parking Garage	Park Ave	Parking
131	Polk Ave	4th St	Intersection
132	SR 17 (N Scenic Highway)	Florida Ave	Intersection
133	Grove Avenue	Main Street	Roundabout
134	Grove Avenue	5th Street	Roundabout
135	Grove Avenue	9th Street	Roundabout
136	Grove Avenue	11th Street	Roundabout
137	Grove Avenue	Hunt Brothers	Roundabout
138	Intersection Improvements	Citywide	Intersection

Further Reading: City of Lake Wales Mobility Plan & Multimodal Transportation Impact Fee Technical Report - July 2022

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