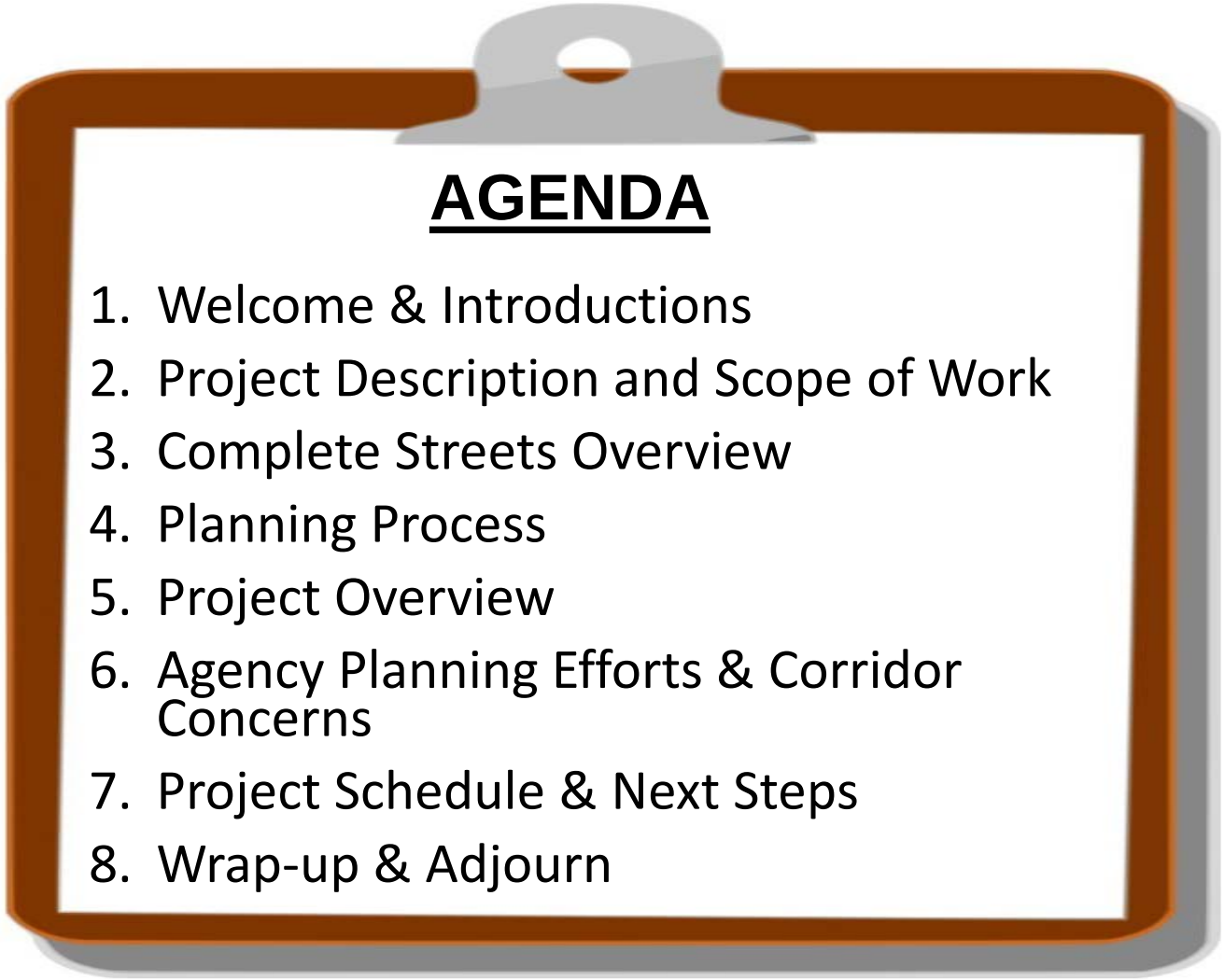
SR 693 (Pasadena Avenue) Corridor Study

From Shore Drive South to 66th Street

Work Program Item (WPI) Number: 435910-1 | Pinellas County

Welcome and Introduction

- Sign-in and comment sheets
- Restrooms and exits
- Meeting agenda and timeline
- Meeting goals / expectations
  - Provide input to guide study recommendations
  - Actively participate throughout study duration



Project Description and Scope of Work

- Corridor study limits
  - Shore Drive South/Mathews Road to 66th Street
  - Project length is 1.659 miles
- Scope
- Collaborate with community, stakeholders and a Project Advisory Group (PAG) to:
  - Develop a multi-modal vision for the corridor that establishes a more walkable, bike-friendly, urban environment
  - Improve safety, mobility and operations/efficiency along the corridor for all users

Study Purpose and Need

- Two main objectives
  - Enhance multi-modal mobility and connectivity along the corridor
  - Develop short and long term strategies to address corridor needs

Approach to Project Process

- Kickoff Meeting
- Base Mapping
- Input on Preliminary Purpose and Need
- Goals & Objectives
- Visioning Workshop
- Vision Plan

- Engineering & Environmental Data Collection
- Engineering & Environmental Analysis
- Design Traffic and Traffic Operational Analysis
- Alternatives Development
- Preliminary Purpose and Need

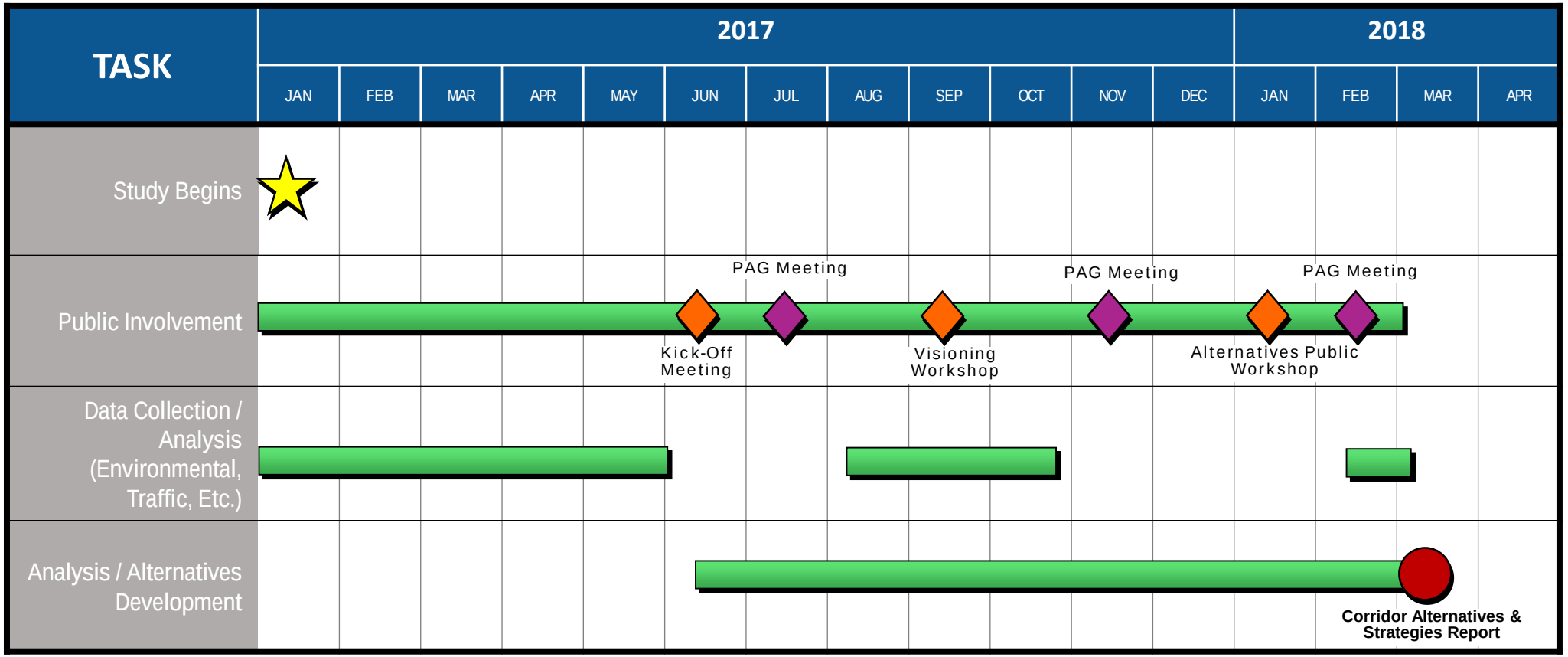
- Draft Engineering/Environmental Documentation
- Final Purpose and Need
- Comparative Evaluation
- Alternatives Public Meeting
- Select Recommended Alternative

- Draft Corridor Alternatives and Strategies Report
- Draft Conceptual Roadway Design
- Prepare Cost Estimates

- Prioritization of Alternative Improvements
- Final Corridor Alternatives and Strategies Report
- Coordinate with FDOT for funding for CIP and Work Program
- Present Findings to MPO Committees

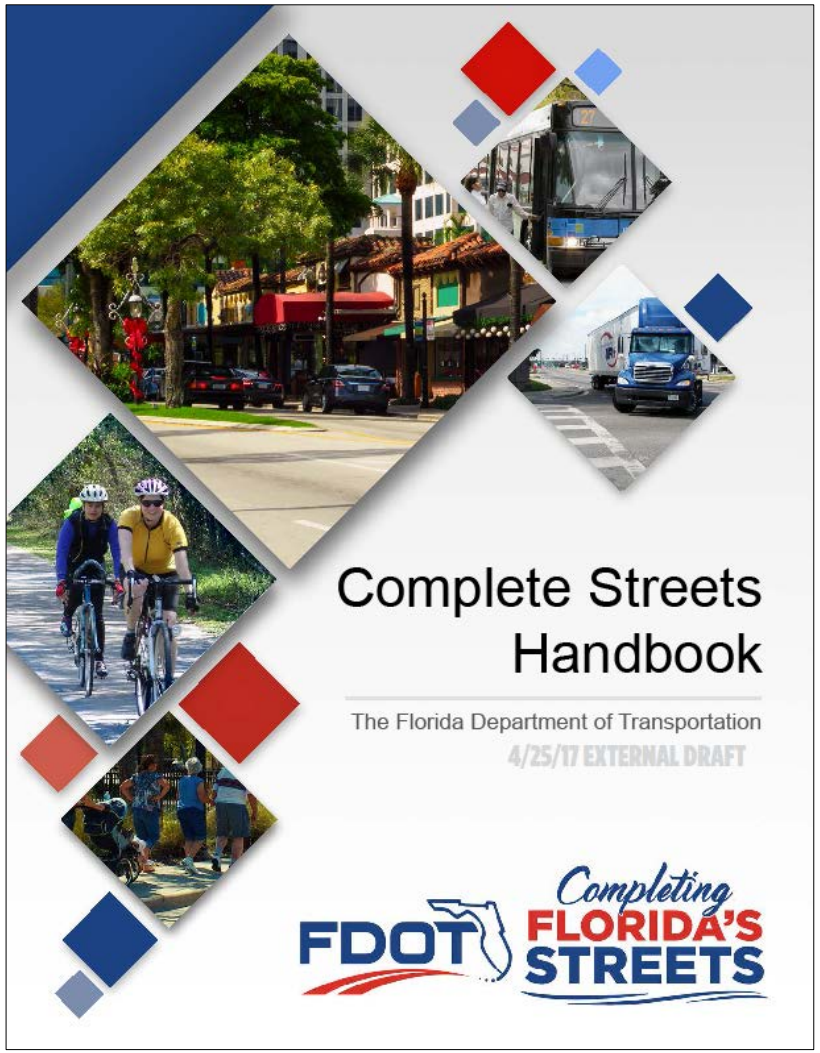
Project Schedule

- Study began: January 2017
- 15-month schedule



Complete Streets

- New Manuals
  - Draft Florida Design Manual
    - Replaces FDOT Plans Preparation Manual (PPM)
    - Uses complete streets design principles
    - Effective January 2018
  - Draft Complete Streets Handbook
    - Context based planning and design



Complete Streets

- **New – Context Based Design**
  - Highway functional classification
  - Design speed
  - **Context Classification - (New)**

C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many are historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	Urban Core	Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

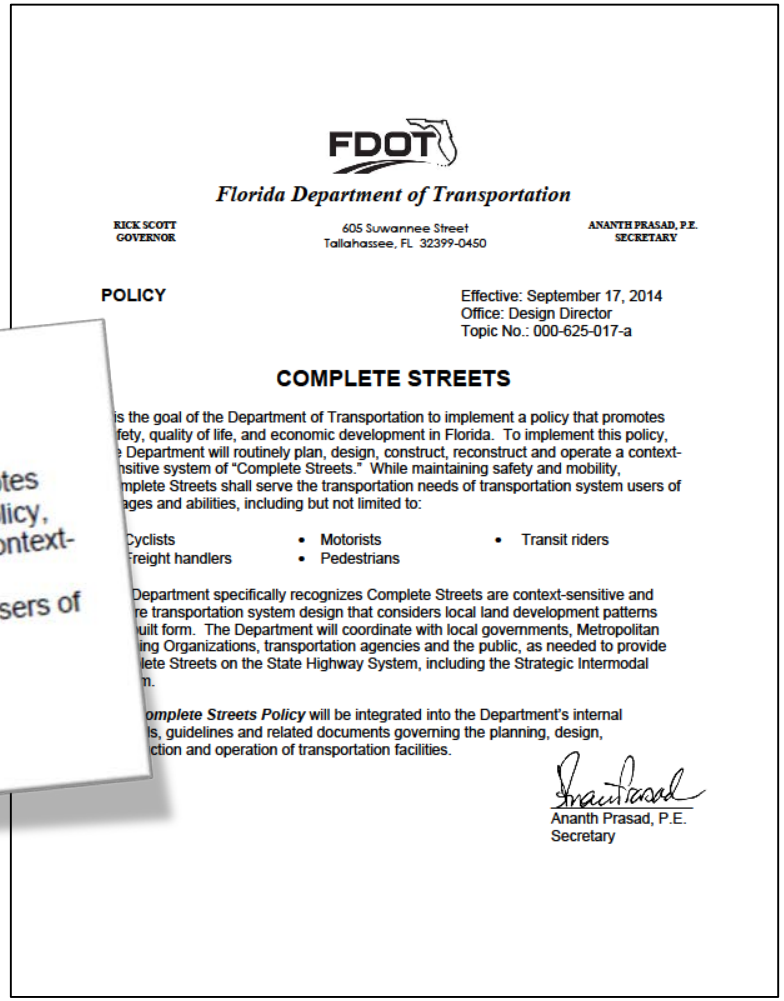
Complete Streets

- Complete streets shall serve the needs all of users:
  - Motorists
  - Pedestrians
  - Cyclists
  - Transit
  - Freight

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders



FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

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- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

Department specifically recognizes Complete Streets are context-sensitive and re transportation system design that considers local land development patterns uilt form. The Department will coordinate with local governments, Metropolitan ing Organizations, transportation agencies and the public, as needed to provide lete Streets on the State Highway System, including the Strategic Intermodal m.

omplete Streets Policy will be integrated into the Department's internal s, guidelines and related documents governing the planning, design, ction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

Planning Process

PHASE 1: Define the Problem

- 1.1 Initial Stakeholder Outreach
- 1.2 Collect Data
- 1.3 Synthesize Issues and Opportunities

PHASE 2: Define Guiding Principles

- 2.1 Define Guiding Principles
- 2.2 Define Purpose & Need
- 2.3 Define Measures of Success

PHASE 3: Define & Select Alternatives

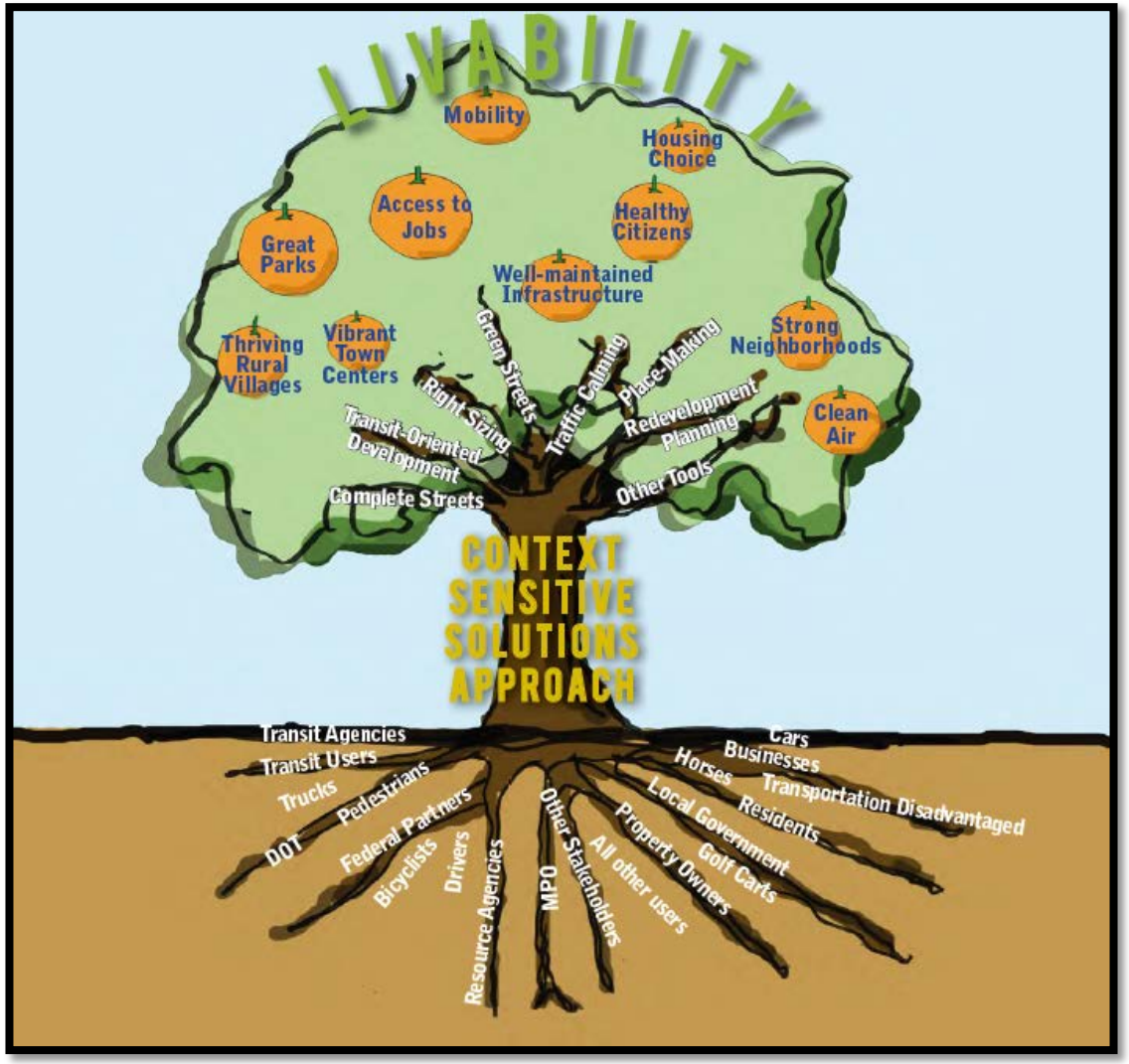
- 3.1 Define Alternatives
- 3.2 Compare Alternatives
- 3.3 Select Alternatives & Determine Next Phase

Planning Process: **PHASE 1.1**

- **PHASE 1.1** Initial Stakeholder Outreach
  - Project Kick-off Meeting
    - Establishment of Project Advisory Group (PAG)
  - Follow-up PAG Meeting
  - Corridor Vision Workshop
  - Create Vision Plan
    - Visualize the Corridor

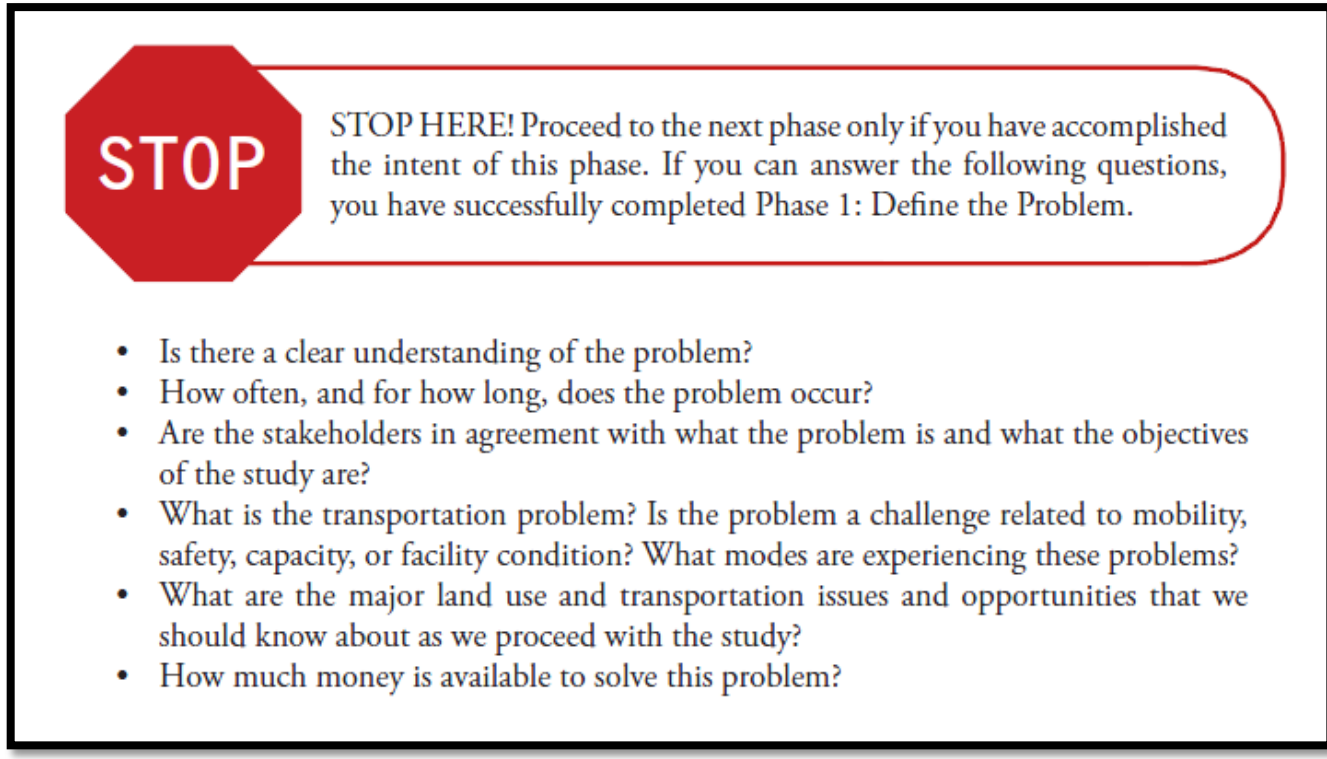
Planning Process: **PHASE 1.2**

- **PHASE 1.2** Collect Data
  - Working concurrently with PHASE 1.1
  - Understand the……
    - Transportation Context
      - Safety
      - Physical constraints
      - Existing/future traffic
      - Bike/pedestrian/transit needs
    - Land use context
      - What type of area is being served?
      - Who are the predominant Users?
      - Land use special consideration?
    - Policy and financial context
      - Regional priorities
      - Local goals and priorities



Planning Process: **PHASE 1.3**

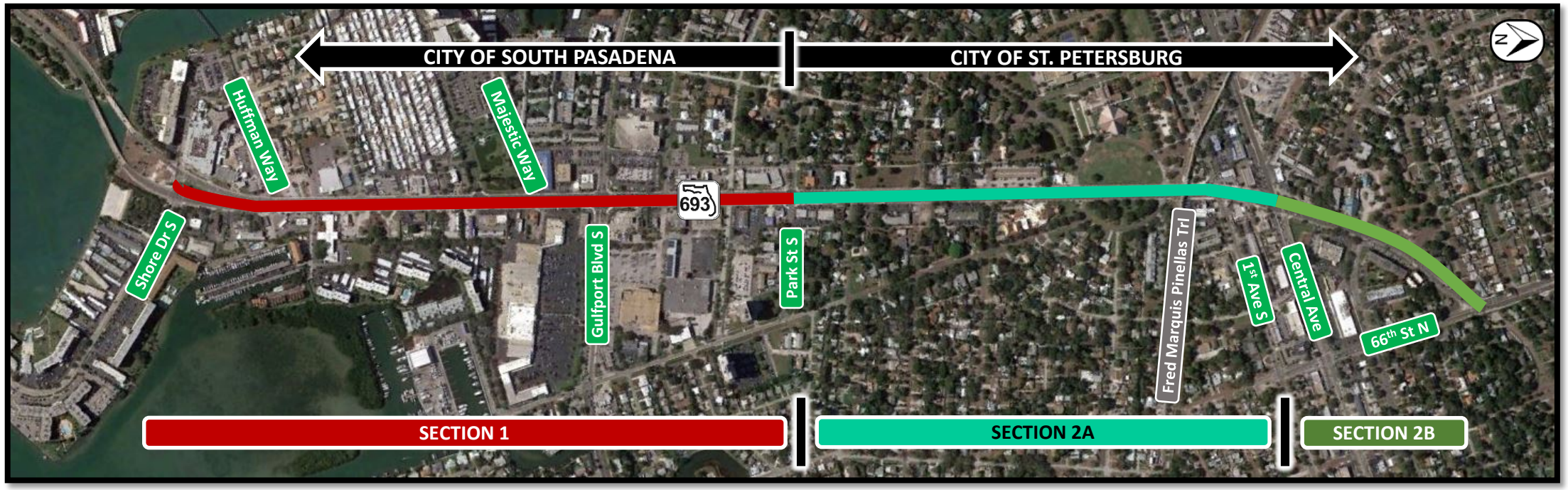
- **PHASE 1.3** Synthesize Issues and Opportunities
  - Provide information that can be synthesized in ways that can be easily communicated to and understood by community members and decision makers….. Maps, traffic and crash data, photos, aerial boards, etc.



Project Background

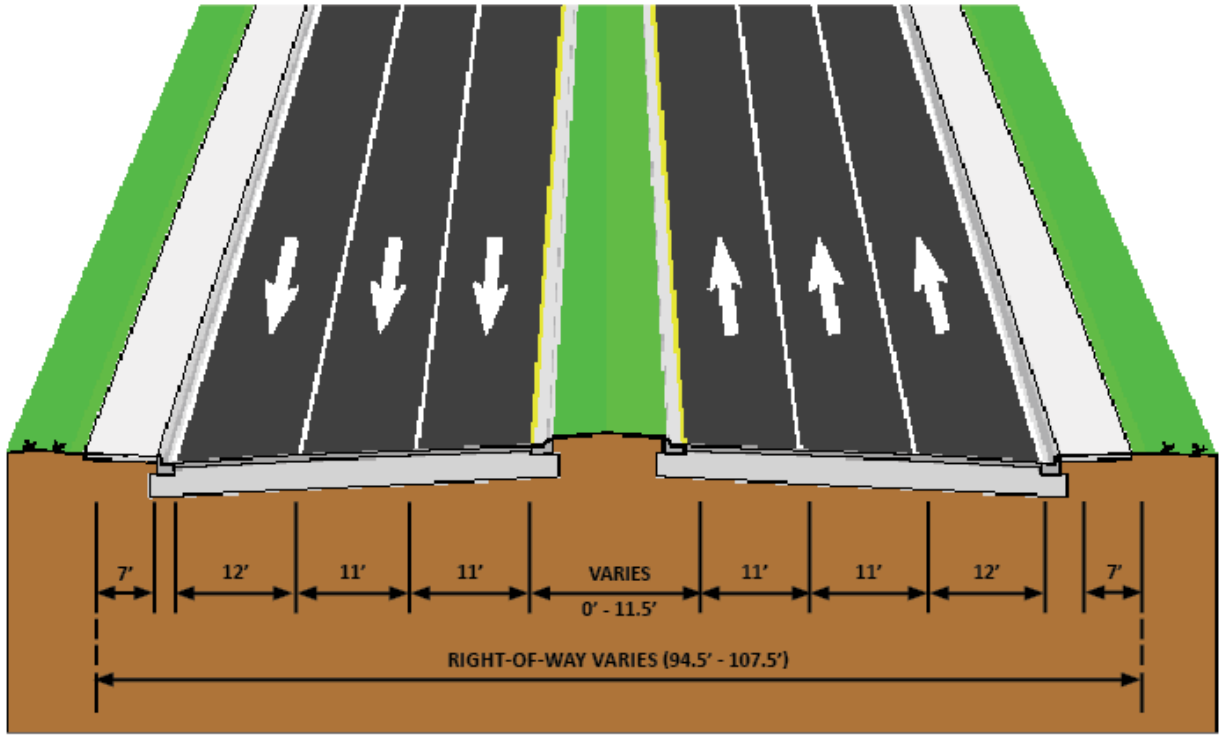
- Project length is 1.659 miles
  - Shore Drive South to 66th Street
- Urban arterial
- Evacuation route

- Mostly 6 lanes with a short segment that is 4 lanes
- Constrained corridor



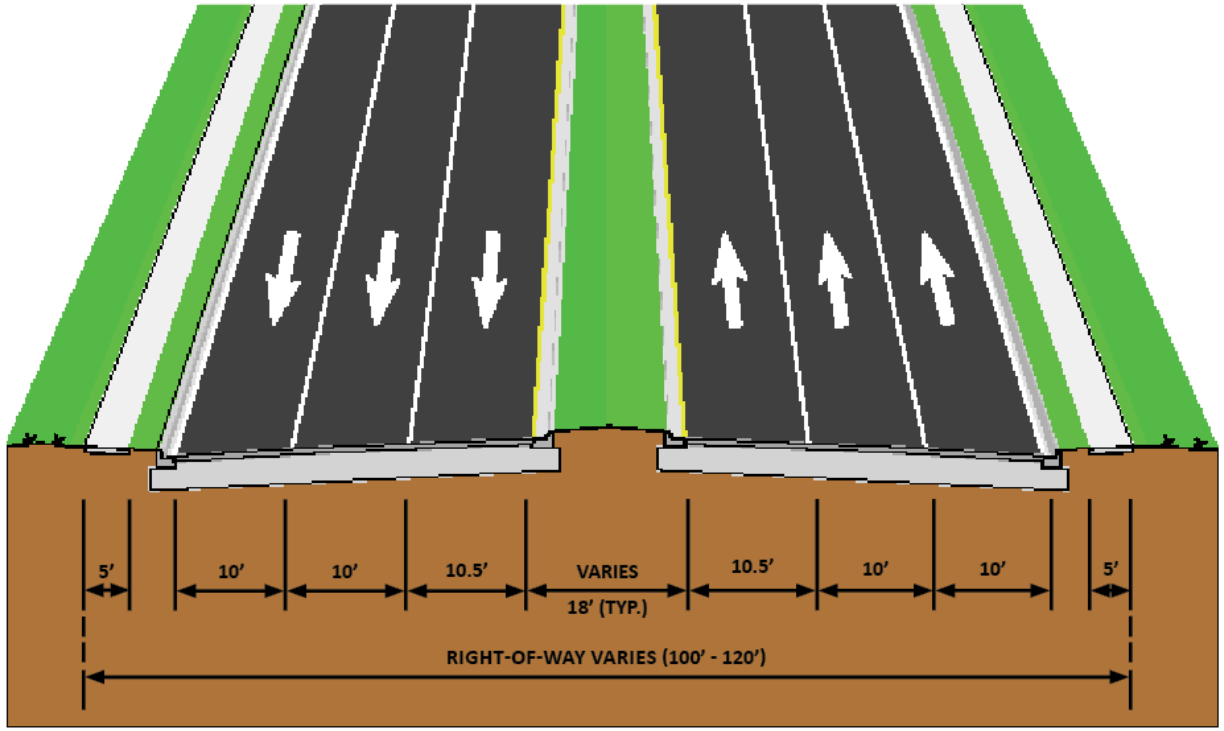
Existing Roadway Section – Section 1

- Shore Drive South to Park Street South
- Total length of 0.766 miles
- Urban minor arterial
- Located in the City of South Pasadena
- Prior corridor study by the City proposed lane diet



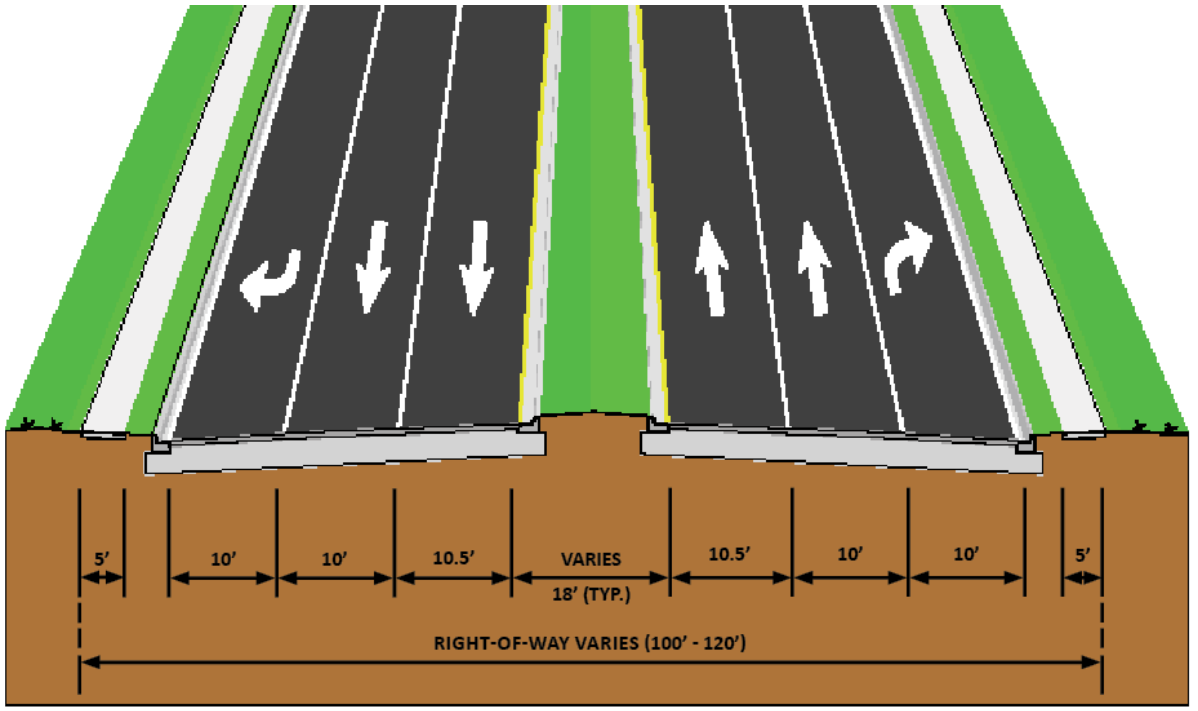
Existing Roadway Section – Section 2A

- Park Street South to Central Avenue
- Total length of 0.606 miles
- Urban minor arterial and urban principal arterial
- Wider median, more restrictive from Segment 1
- **No Bike Lanes!!**
- Intersects Pinellas Trial and Bikes to Beaches Project
- Located in the City of Saint Petersburg
- Last RRR project completed in 2004



Existing Roadway Section – Section 2B

- Central Avenue to 66th Street North
- Total length of 0.287 miles
- Urban principal arterial
- Changes from 6 lanes to 4 lanes
- Outside lanes become right-turn drop lanes
- **No Bike Lanes!!**
- Located in the City of Saint Petersburg
- Last RRR project completed in 2004



Crash Data – Signalized Intersections

- Crash Data from 2010 to 2015

XX Number of Crashes

Crash Data – Top 10 Locations

By Number of Crashes

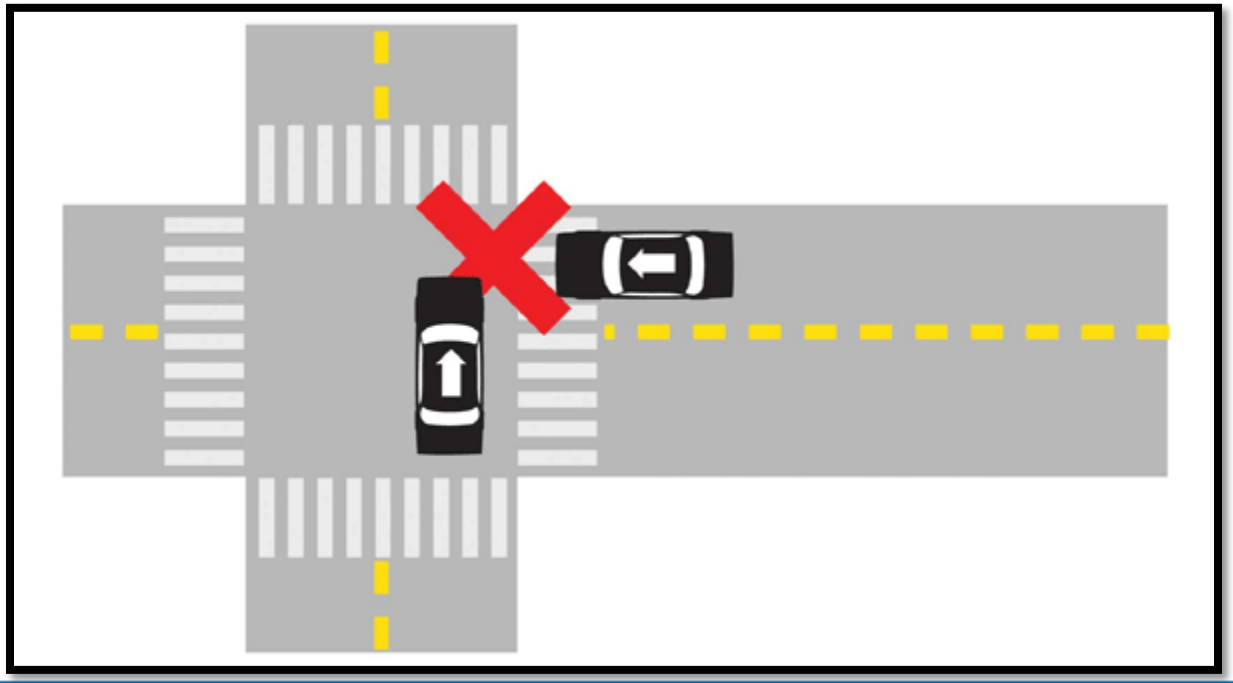
1. Gulfport Boulevard (118)
2. Central Avenue (109)
3. 1st Avenue South (56)
4. 66th Street (55)
5. Majestic Way (53)
6. Shore Drive (40)
7. 1st Avenue North (30) – not signalized
8. Hibiscus Avenue (27) – not signalized
9. Huffman Way South (25)
10. Park Street (21)

By Injury Crashes

1. Central Avenue (51)
2. Gulfport Boulevard (47)
3. 66th Street (30, 1 fatal)
4. 1st Avenue South (25)
5. Park Street (20)
6. Majestic Way (18, 1 fatal)
7. Shore Drive (18)
8. 1st Avenue North (18)
9. Hibiscus Avenue (10)
10. Bougainvillea Avenue (10)

Safety Review - Hibiscus Avenue

- 27 Total Crashes
- 10 Injury Crashes
- 18 Angle Crashes
  - Side street is striped Right-Turn Only



Safety Review – 66th Street

- 55 Total Crashes
- 30 Injury Crashes
- 26 Roadway Departure Crashes
  - Sharp Curve at 66th Street

Motorist - Existing and Future Traffic

- Preliminary Average Annual Daily Traffic (AADT)

Existing (2017)

32,000	34,500	37,000	33,500	29,500	28,000	28,500

Future (2040)

35,900	38,700	41,500	37,600	33,100	31,400	32,000

Pedestrian Users

- Older population
- Disabled users

Pedestrian Volumes

XX 2017 Existing Year Peak 4-hour Pedestrian Volume – from Preliminary Counts

Pedestrian Accessibility – Crossing Locations

Crosswalk Locations

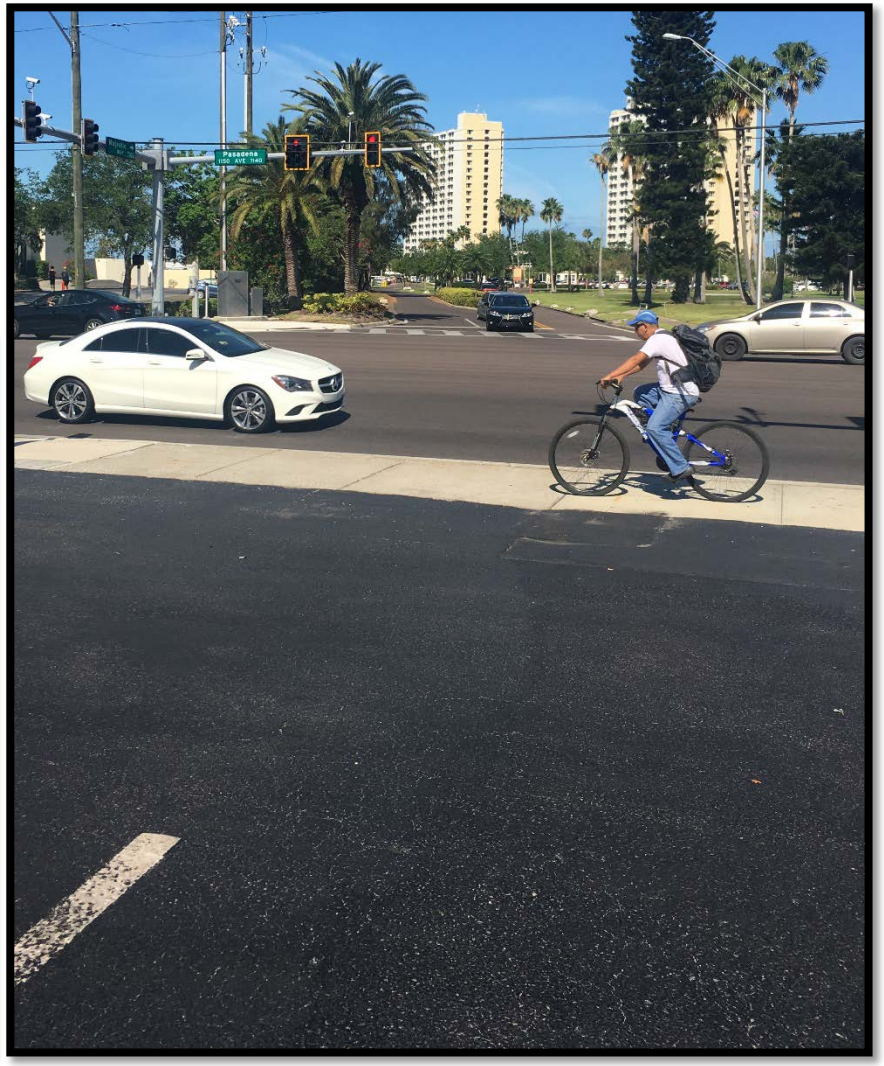
No Crosswalk Provided at 66th Street

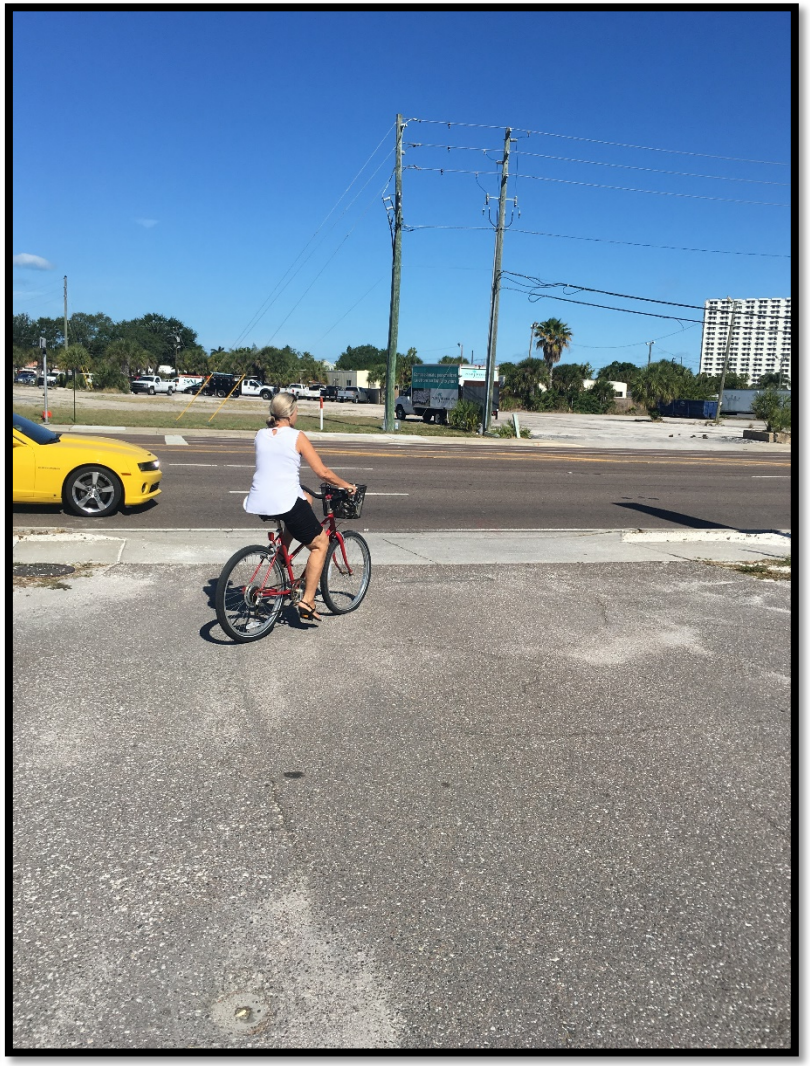
Pedestrian Accessibility

- Shore Drive/Matthews Road
  - Excessive crossing distance (Approximately 200 feet)
  - Requires two-stage crossing
  - 2 min, 45 seconds to cross

Bike Users

- No bike lanes
- Riding on sidewalk



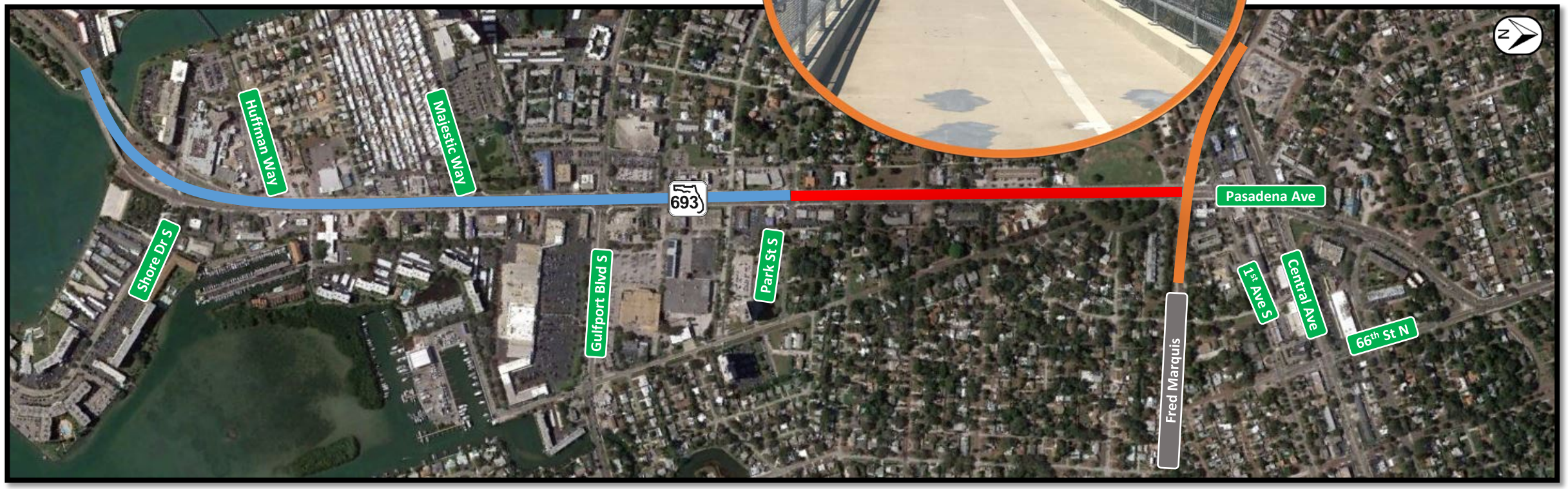


Bike Volumes

XX 2017 Existing Year Peak 4-hour Bike Volume – from preliminary counts

Bike Connectivity

- Planned on-street 4-foot bike lanes
- Future bike gap
- Pinellas trail

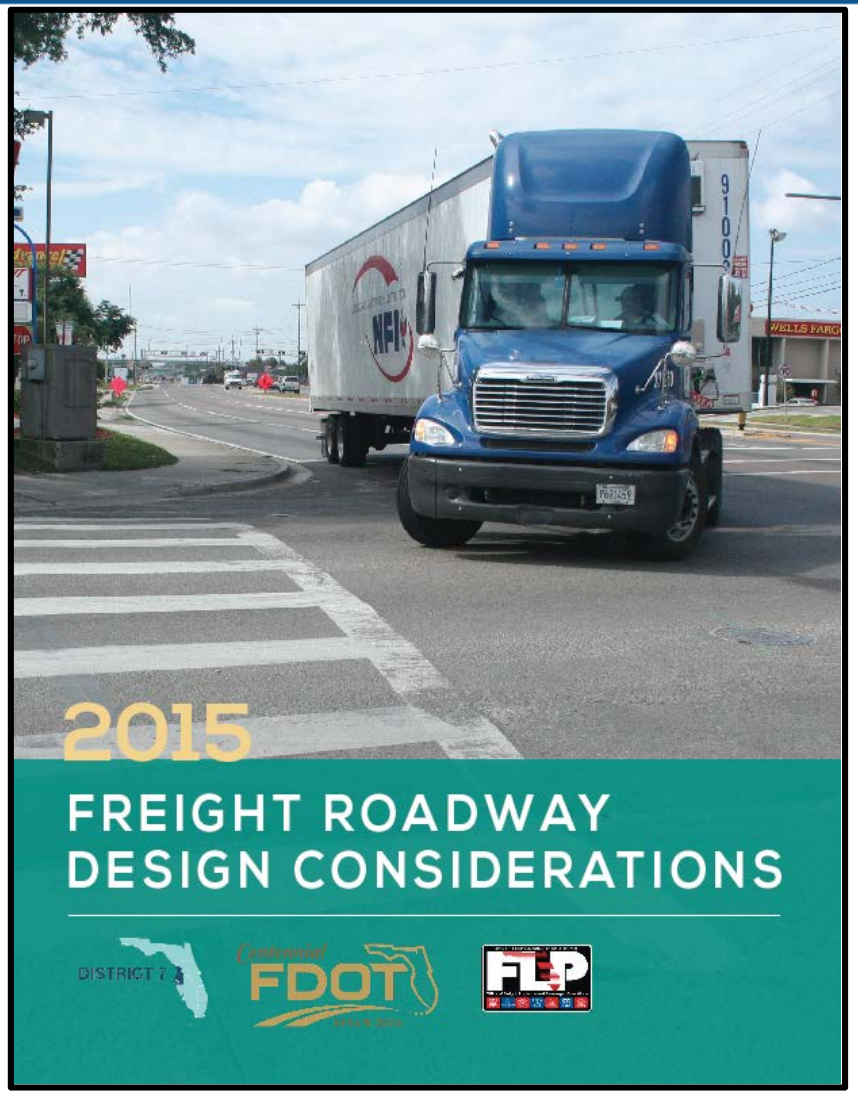


Transit Connections

- Existing PSTA Corridor Routes
  - Route 79
  - Route 90
  - Central Avenue Trolley
- Planned PSTA Routes
  - Central Avenue Bus Rapid Transit (BRT) from Downtown St. Petersburg to St. Pete Beach

Freight Considerations

- Types of facilities
  - Limited access roadway
  - Regional freight mobility corridor
  - **Freight Distribution Route**
  - Fright activity
- Freight activity & land use compatibility analysis
  - Low activity area
  - Freight oriented area
  - Community oriented area
  - Diverse activity area

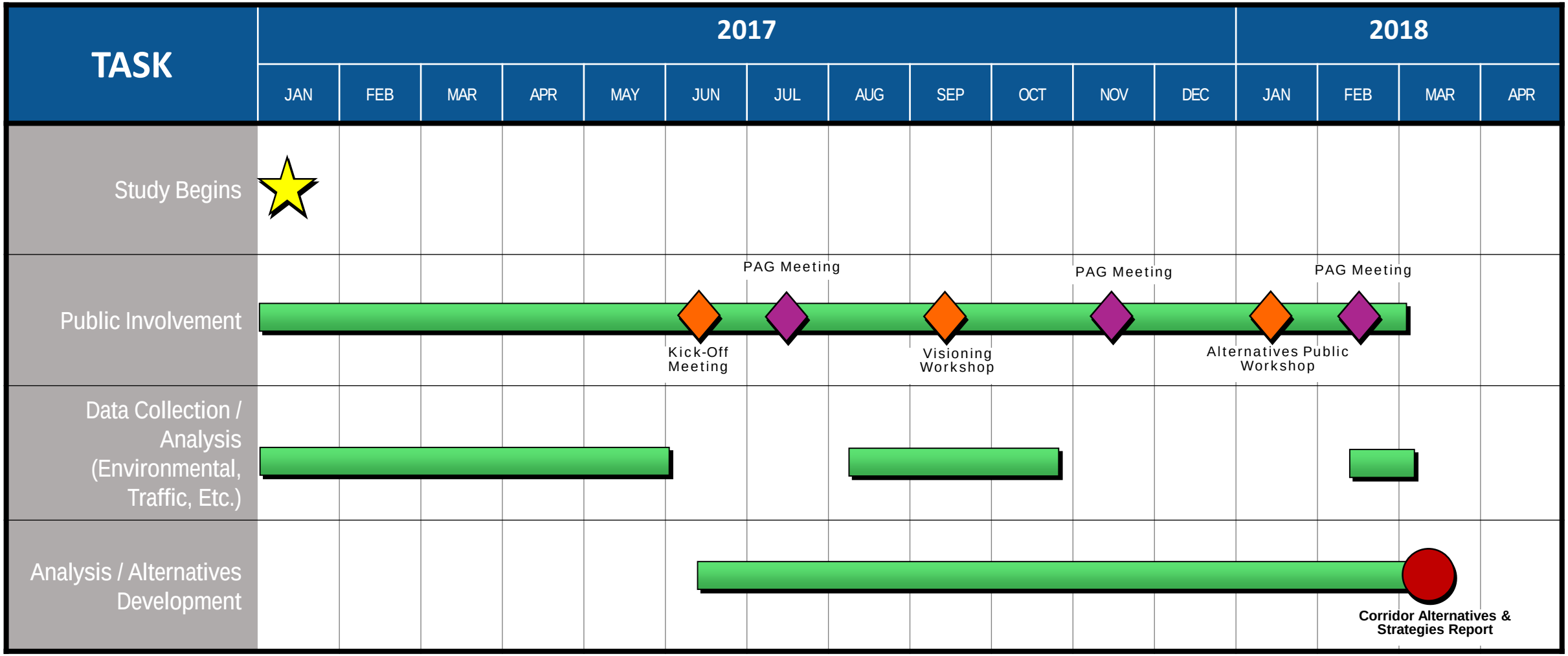


Agency Planning Efforts & Corridor Concerns

Stakeholder Input – Open Discussion

- Current/Proposed Transportation Plans
  - Previously identified transportation improvements
  - Anticipated land use changes
  - Transportation policy changes
- Local Perspective of Corridor Issues
  - Safety
  - Mobility
  - Multi-Modal Needs
  - Land Use

Project Schedule & Next Steps



Thank You!

Thank You

Questions?

Brian Shroyer, CPM

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Remember to be Alert Today, Alive Tomorrow.

Safety doesn't happen by accident.