



SR 693 (Pasadena Avenue) Corridor Study

From Shore Drive South to 66th Street

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



Project Advisory Group (PAG) Meeting #2

January 31, 2018

Welcome & Introductions

AGENDA

1. Where are we at?
2. Project Survey / Virtual Comment Tool / PAG Meeting #1 / Visioning Workshop Corridor Map Exercise Results
3. Opportunities for Safety, Congestion, and Intersections
 - Park Street, 66th Street, Central Avenue, and Gulfport Boulevard/Sunset Drive
4. Opportunities for Roadway Typical Sections (Ped/Bike/Transit)
 1. Roadway Typical Section By the Book
 2. Roadway Typical Section(s) working within the Existing Footprint
5. Pinellas Suncoast Transit Authority (PSTA) Update on Central Avenue Bus Rapid Transit (BRT)
6. Schedule Update
7. Questions?

Corridor Study – Where are we at?

- Introduce Project
 - Elected Officials Email
 - Kick-off Meeting
 - Newsletter #1
- Vision of Corridor – Collected Input
 - Project Advisory Group (PAG) Meeting #1
 - Visioning Workshop
 - Project Surveys
 - Virtual Comment Tool



NEXT STEP

Develop Short-term, Mid-term, and Long-term Strategies and Opportunities for Corridor

Project Survey Results

- 29 Survey Responses
 - 7 online
 - 22 at Visioning Workshop
- Demographics
 - 100% own automobile
 - Age
 - 50% above 66
 - 32% 56-65
 - 18% 41-55
 - 82.8% Live on or near corridor
 - 34.5% Work on or near corridor
 - 58.6% Travel primary for local trips
 - 31% Travel primarily for regional trips
 - 13.6% Other
- Modes of transportation
 - 96.6% Car (Driver)
 - 58.6% Walking/Pedestrian
 - 41.4% Car (Passenger)
 - 24.1% Bicycle
 - 6.9% Bus
- Main mode of transportation
 - 93.1% Car
 - 6.9% Walking

Project Survey / Virtual Comment Tool / PAG Meeting #1 / Visioning Workshop Corridor Map Exercise Results

SR 693 (Pasadena Avenue) Corridor Study

The Florida Department of Transportation (FDOT) District Seven is conducting a corridor planning study along SR 693 (Pasadena Avenue) from Shore Drive South to 66th Street in Pinellas County – a distance of approximately 1.659 miles. SR 693 (Pasadena Avenue) is a north-south roadway that serves as a major commercial and commuter highway. The southern section of the project (Shore Drive South to Park Street) is within South Pasadena's city limits and the northern section of the project (Park Street to 66th Street) is within St. Petersburg's city limits.

The purpose of this study is to work with the community, stakeholders and a Project Advisory Group to develop a vision and identify a series of goals and objectives to enhance and improve the corridor by identifying proposed short-term and long-term recommendations. This may include improving capacity issues, traffic operations, safety, access and egress, traffic signal timing, intersection lighting, freight movements, transit operations, as well as bicycle and pedestrian movements.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Please let us know your thoughts on SR 693 (Pasadena Avenue).

Please provide your zip code.

Your answer

How do you use SR 693 (Pasadena Avenue)? Please choose that apply.

- I live on or near the corridor
- I work on or near the corridor
- I travel on SR 693

Handwritten notes on a sticky note:

- Gulfport
- Left Turn Striping - Central
- Liebman Rd/Wendlys
- Bike Lanes
- Parking
- Center 2-Way Left Turn Lane
- Wider Sidewalks
- Improved Lighting

SR 693 (Pasadena Avenue) Corridor Study
 From Shore Drive South to 66th Street
 Pinellas County, Florida

SR 693 (Pasadena Avenue) Corridor Study
 Visioning Workshop (Web Number: 439193-1)

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Please let us know your thoughts on SR 693 (Pasadena Avenue).

Please provide your zip code.

Your answer

How do you use SR 693 (Pasadena Avenue)? Please choose that apply.

- I live on or near the corridor
- I work on or near the corridor
- I travel on SR 693

What mode of transportation do you use to travel along SR 693 (Pasadena Avenue)? Please choose all that apply.

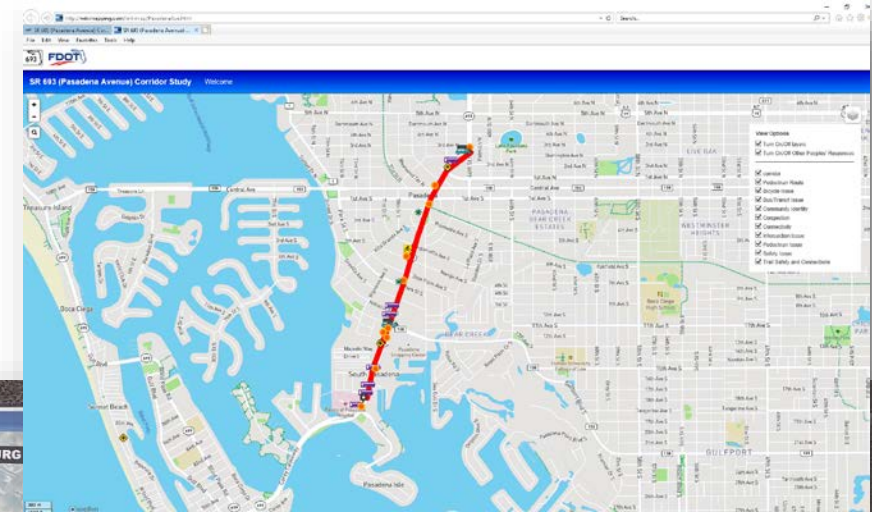
- Walking/Bicycling
- Single-Car (Driver)
- Car (Driver)
- Car (Passenger)
- Other

What are the following areas of concern for SR 693 (Pasadena Avenue) from 1 (least important) to 5 (most important)?

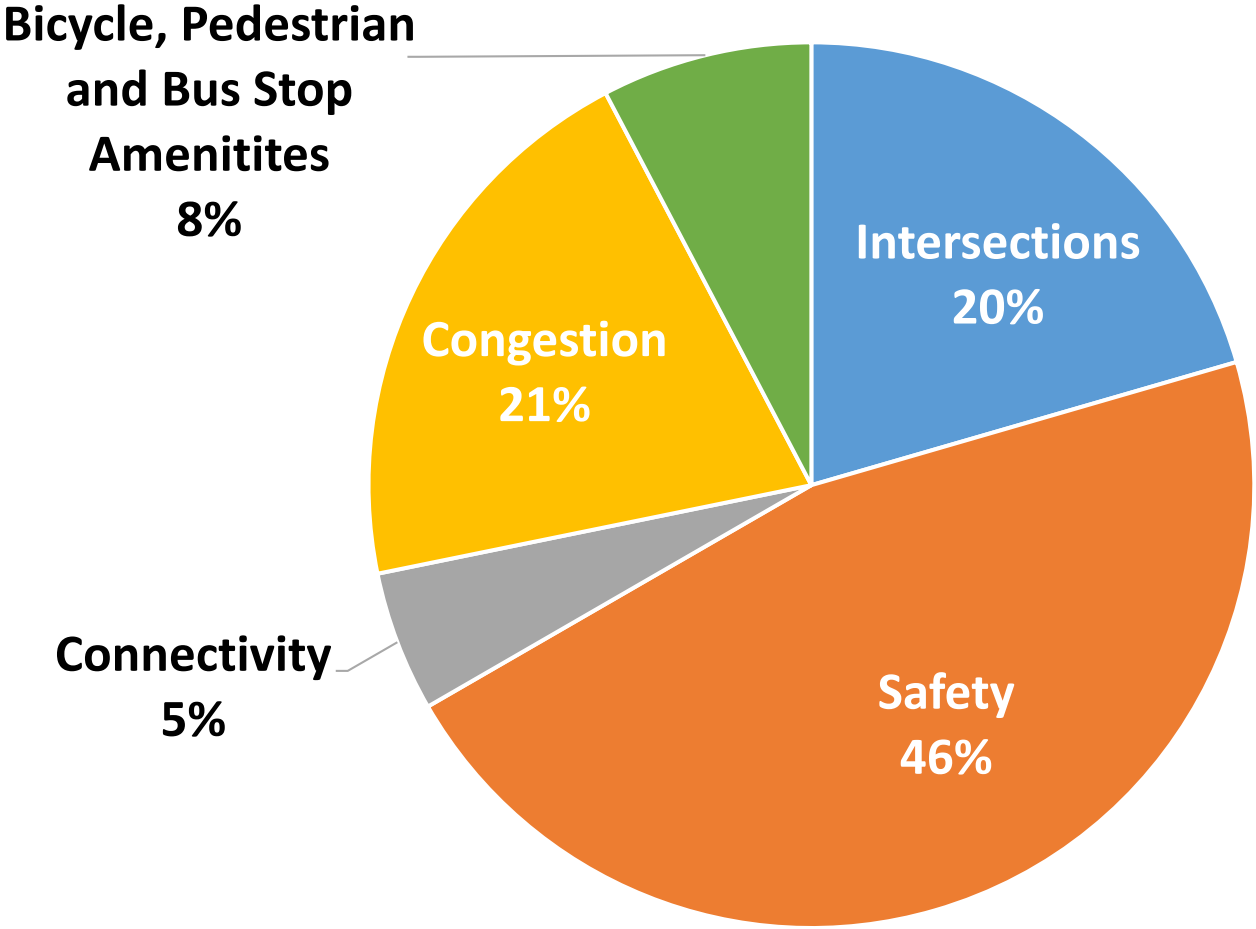
Area of Concern	1	2	3	4	5
Access					
Capacity					
Construction and EIS Stop					
Cost					
Design					
Disruption					
Environmental					
Equity					
Health and Safety					
Interoperability					
Land Use					
Legal					
Operations					
Other					
Public Safety					
Reliability					
Security					
Service					
Signage					
Stability					
Transit					
Travel Time					
Visual Quality					
Weather					
Work Zone					

What is your main mode of transportation (overall)?

- Walking
- Bicycling
- Driving a Car
- Carpooling
- Other



Most Important Area of Concern – Survey

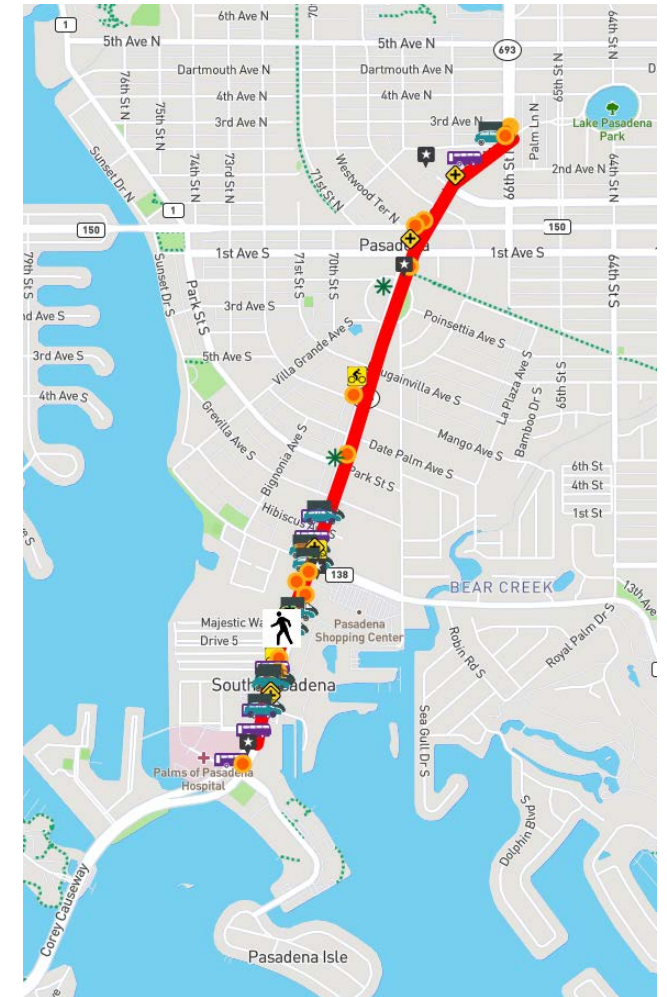


- 1. Safety – 46%
- 2. Congestion – 21%
- 3. Intersections – 20%
- 4. Bicycle, Pedestrian and Bus Stop Amenities – 8%
- 5. Connectivity – 5%
- 6. Community Identity – 0%

Virtual Comment Tool / PAG Meeting #1 / Visioning Workshop Corridor Map Exercise Results

- Combined Results

- Safety Issues – 16 comments
- Congestion – 9 comments
- Intersection Issues – 7 comments
- Bus/Transit Issues – 7 comments
- Community Identity – 4 comments
- Bicycle Issues – 3 comments
- Connectivity – 2 comments
- Pedestrian Issues – 1 comment



Safety Issues

#	Comment
1	Vehicles speed through the light and are not able to navigate that turn at high rates of speed.
2	Operation/safety issues at Shore Drive and Pasadena Ave S.
3	Safety & Accessibility (Dunkin' Donuts)
4	Safety & Accessibility (Horse & Jockey)
5	Pavement conditions, such as, rutting and hydroplaning
6	Signage - all users
7	Median landscaping- EMS to hospital
8	ADA Corridor Wide
9	Pavement grooved and prevents runoff/ floods during heavy rain. Gives rise to hydroplaning and severe spray.
10	Severe flooding during heavy rain.
11	Safety - Sharp curve at 66th Street
12	Blind turn - fast cars
13	Get rid of the palms in middle of road.
14	Sign - NO SEMI TRUCKS; They turn around & sometimes damage condo properties parking lots.
15	Too tight between 1st Ave. S. and Central making left turn going South on Pasadena difficult & dangerous.
16	Safety - sharp curve; Option: Roundabout

Crashes at Signalized Intersections



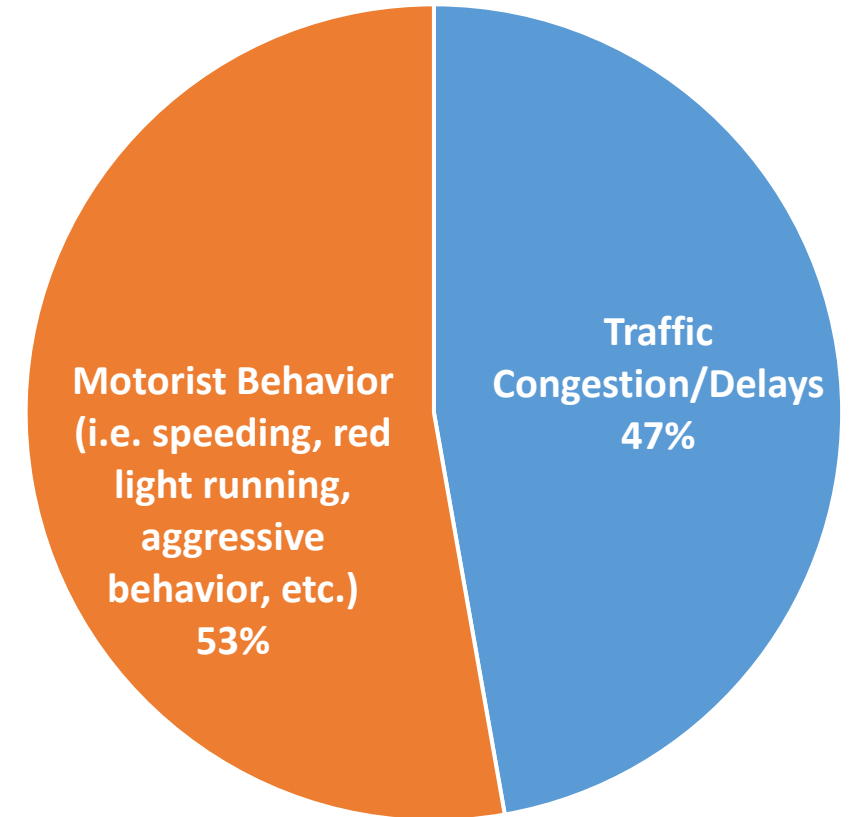
Total Crashes from January 2012 to December 2016

TOP THREE: Gulfport Boulevard/Sunset Drive, Central Avenue, and 66th Street

Congestion

#	Comment
1	Traffic back-ups from the bus at various locations. Congestion at various locations during spring break time.
2	Line of vehicles turning right can stretch back beyond Ted Peters.
3	Are there 37,000 bikes or cars? Don't choke traffic with bike lanes.
4	No bike lanes, it will create MORE congestion. Widen sidewalk where applicable.
5	Open the "green area" in center & make it a left turn lane.
6	Remove center lane landscapes Liebman to Gulfport.
7	As you are aware, lane turns going East on Gulfport Blvd. on Pasadena Avenue North is backed up to one or two light series. Also getting out onto Pasadena from Carwash at Majestic Ave. Palms Cleaners.
8	Too many rights & access. The rights at Sunset back-up and block the side street.
9	Keep lanes open/traffic flowing.

SURVEY RESULTS - 21%



Intersections

SURVEY RESULTS - 20%

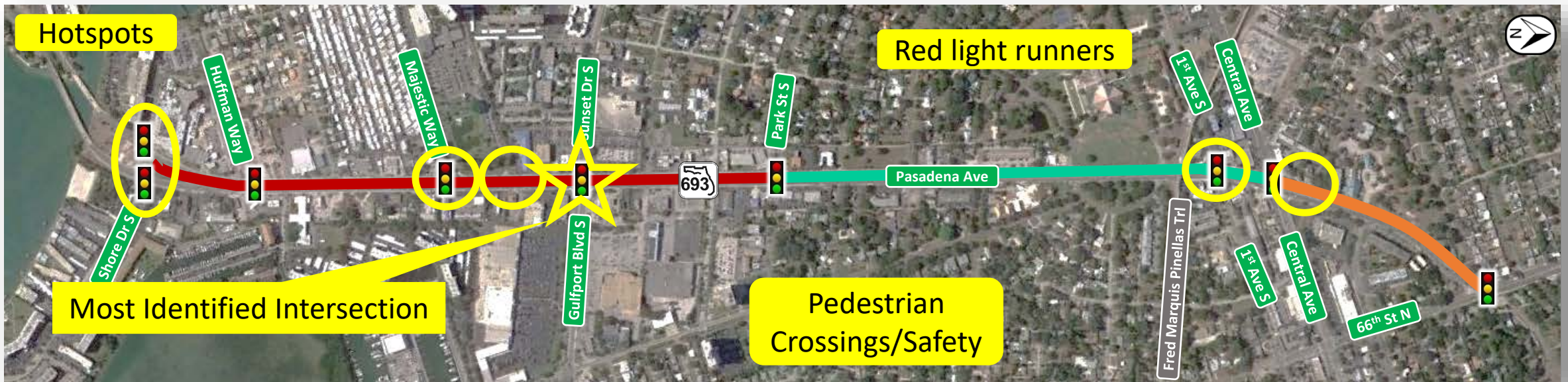
23% Turning at signalized intersections

22% Need for more or improved pedestrian markings/crosswalks at unsignalized intersections

20% Turning at unsignalized intersections

18% Need for more or improved pedestrian markings/crosswalks at signalized intersections

17% Turning at driveways



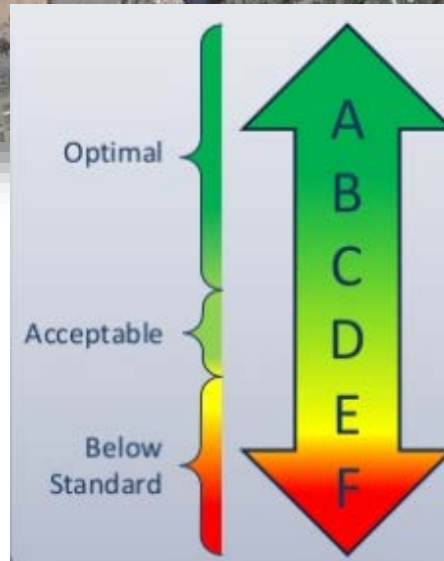
Intersections

#	Comment
1	Need for a signal (1st Avenue N.)
2	Light at Majestic Way needs trigger panel in road so that light changes only if traffic waiting to left turn into Pasadena Ave.
3	Please consider a right turn only lane northbound Pasadena Ave. on to Gulfport Blvd.
4	Liebman In/Out ACCESS Wendy's - use light on way out.
5	Valid left turn into Pasadena Cove form Westbound Pasadena Ave .So. 256 Residencies
6	more dedicated left turn lanes to accommodate businesses on both sides of Ave. Shore Dr. to 66th!
7	Difficult left turn lane with signal timing to go east onto 1st Avenue South.

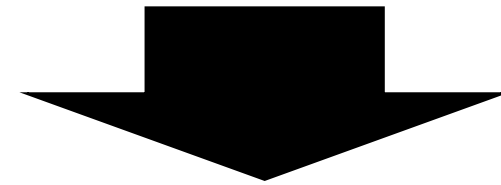
Existing Vehicle Level of Service (LOS)



Mid-Day (PM)



LOS A = Free-flow traffic

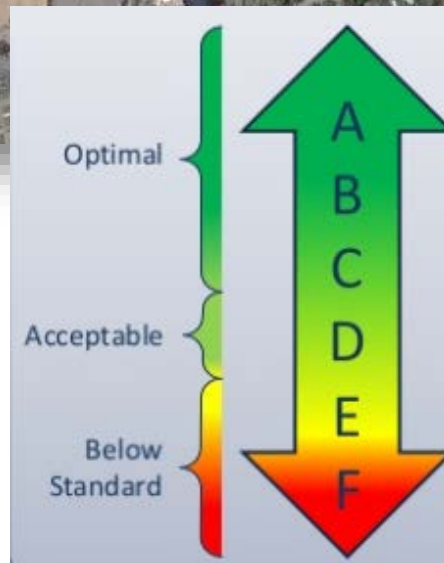


LOS F = Highly congested traffic conditions

No Build – 2040 Vehicle Level of Service (LOS)



Mid-Day (PM)



LOS A = Free-flow traffic

LOS F = Highly congested traffic conditions

Bicycle, Pedestrian & Transit Enhancements

SURVEY RESULTS – 8%

73% Need for more or improved bicycle lanes

16% Need for more or improved bicycle parking

11% Need for more or improved bus shelter amenities (i.e. covered benches, bike racks, etc.)



- Mixed Feelings about Bicycle Facilities
 - Bike Lanes
 - No Bike Lanes
 - Bikes on Sidewalk

#	Comment
1	corridor wide - no bicycle lanes
2	Widen sidewalk for bicycle access
3	dedicated bike lanes on roadway
4	Widen walkways for people & bikes on Pasadena Ave.

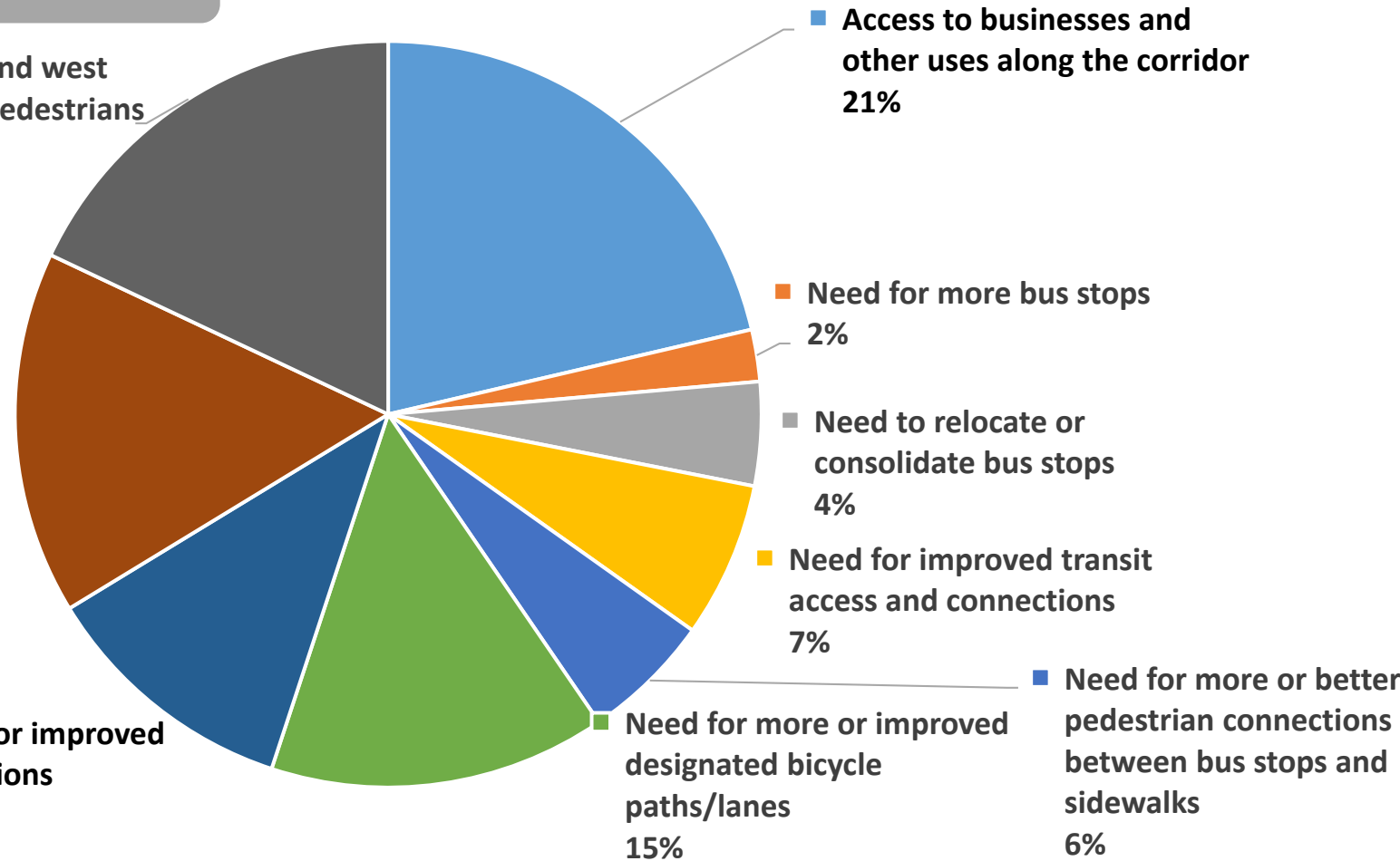
Connectivity

SURVEY RESULTS – 5%

- Better connectivity between the east and west side of SR 693 (Pasadena Avenue) for pedestrians and bicyclists
18%

- A more walkable environment along the corridor (i.e. walkways between properties, canopies along the sidewalk and parking areas, etc.)
16%

- Need for more or improved bicycle connections
11%



#	Comment
1	Cut thru traffic: Head on traffic and lane alignment
2	Opportunity to Park S

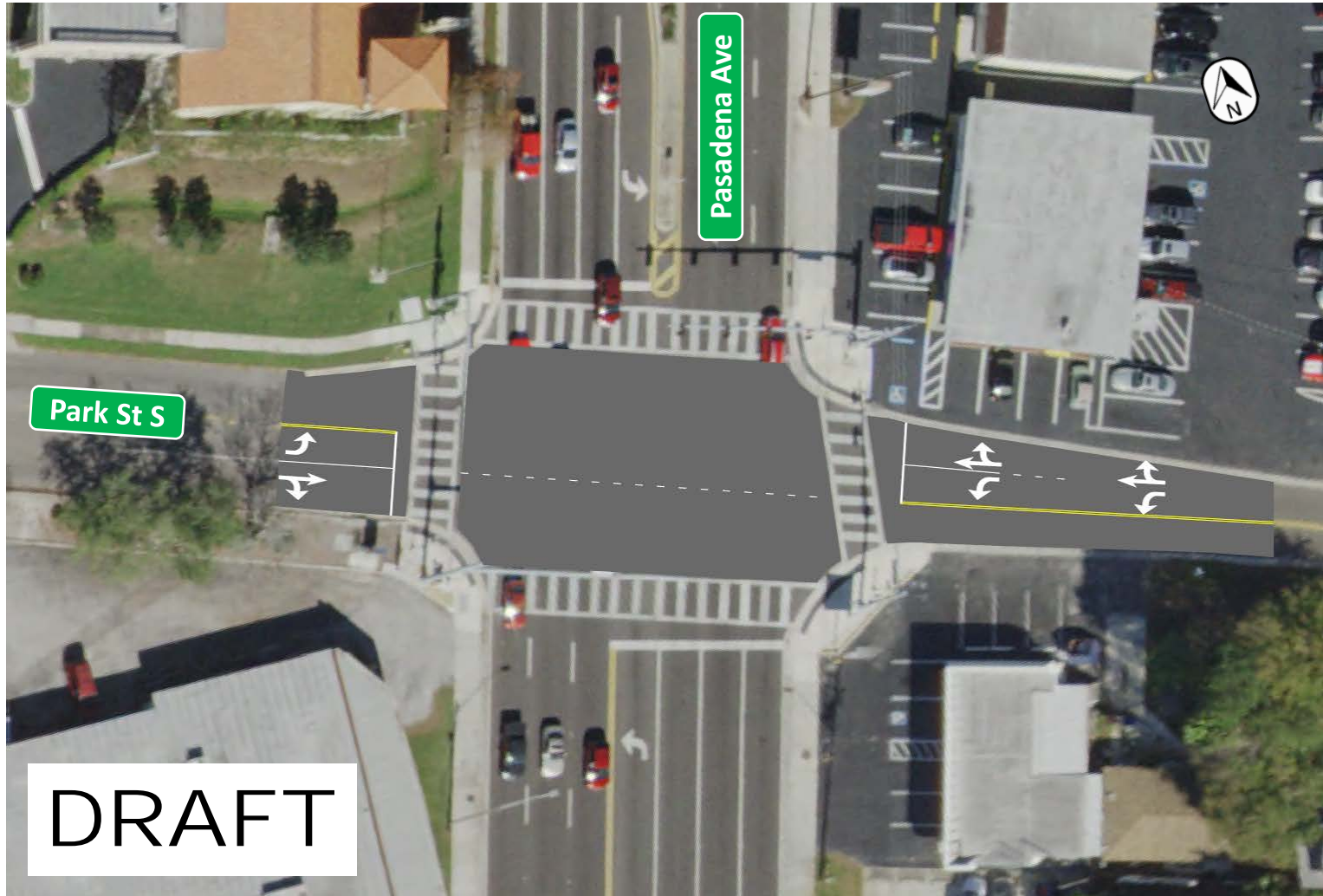
Community Identity



#	Comment
1	Preserve the sign
2	Clear empty lots. Encourage new business (IHOP, Chinese Rest., etc.)
3	Signage for 1st Avenue North & Central Avenue needed. Post before trail.
4	Sonrise Preschool



Park Street – Short Term Opportunity



Safety Review – 66th Street

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



Safety Review – 66th Street



Safety Review – 66th Street



66th Street FHWA Proven Safety Countermeasures

- Roundabout Alternative?
- Requires Step 2 Analysis
- Analysis to be completed within the next few weeks for FDOT to review



Roundabouts

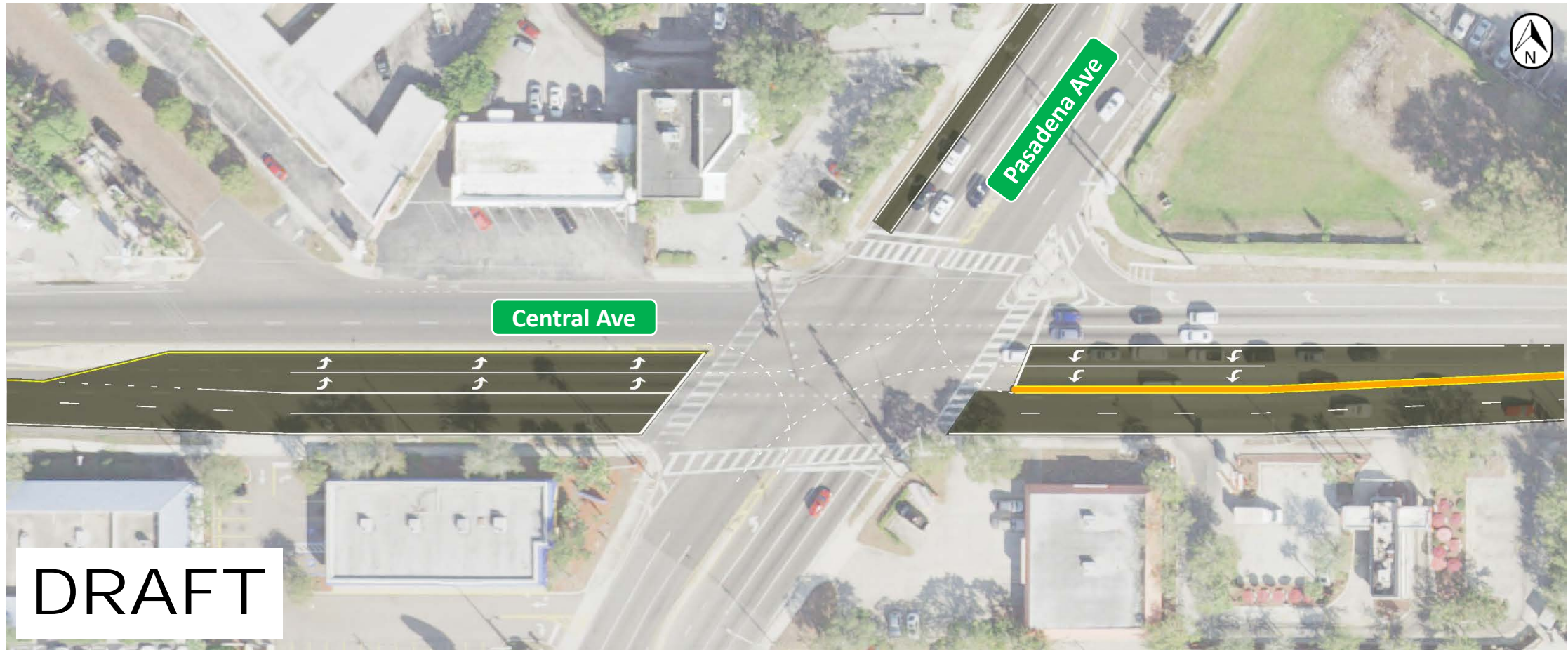
 Roadside Design Improvement at Curves	 Reduced Left-Turn Conflict Intersections	 Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections	 Leading Pedestrian Interval	 Local Road Safety Plan
 USLIMITS2	 Enhanced Delineation and Friction for Horizontal Curves	 Longitudinal Rumble Strips and Stripes on Two-Lane Roads	 Median Barrier	 Safety Edges SM
 Backplates with Retroreflective Borders	 Corridor Access Management	 Dedicated Left- and Right-Turn Lanes at Intersections	 Roundabouts	 Yellow Change Intervals
 Medians and Pedestrian Crossing Islands in Urban and Suburban Areas	 Pedestrian Hybrid Beacon	 Road Diet	 Walkways	 Road Safety Audit

Central Avenue

- Safety - 98 Total Crashes
 - 2nd Highest on Corridor
 - Ranked Number one in Severity Index
 - Left Turn Crashes an Issue
- Congestion - 2040 – LOS “E”
 - Major Delay EB/WB - Lefts
 - Major Delay – Southbound Thru



Central Avenue Opportunity



Gulfport Boulevard / Sunset Drive

- Safety – 107 Total Crashes
 - Highest on Corridor
 - Ranked #2 Number one in Severity Index
 - Operational Issues with SB Left
- Congestion – 2040 (LOS “E”)
 - Major Delay SB Left
 - Major Delay WB Left
 - Heavy NB Right
- High Pedestrian / Transit Activity



Short Term Opportunity – Gulfport Blvd. / Sunset Dr.



Roadway Typical Sections

Constrained
Corridor

Context Based
Design

Typical by the Book
(Engineering
Judgement)

Typical with
existing Footprint

Constrained Roadway

- Forward Pinellas 2040 Long Range Transportation Plan (LRTP) classifies SR 693 (Pasadena Avenue) as a **Constrained Roadway**

Constrained Roadway

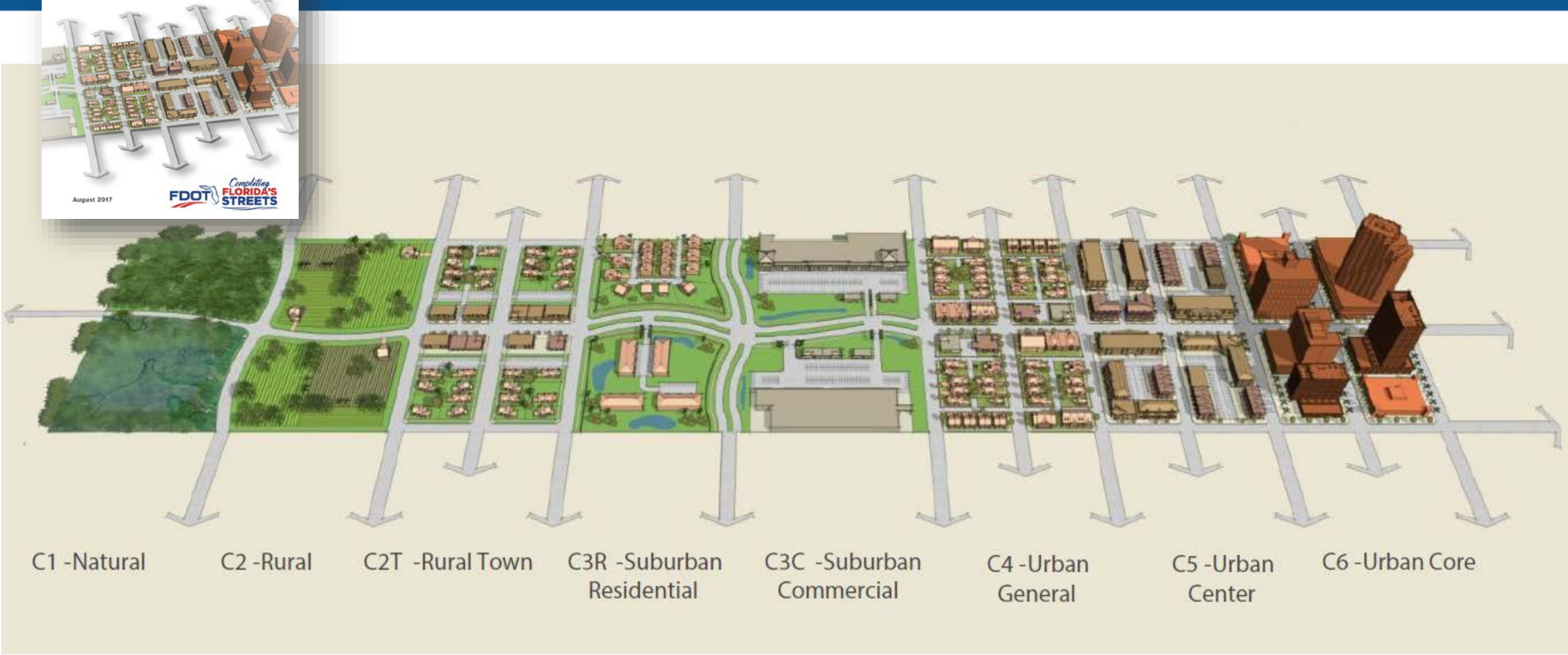
A roadway that “cannot be expanded as necessary to alleviate congestion due to either physical or policy limitations, environmental concerns or other factors.”



FDOT Context Classification

FDOT Context Classification

August 2017



C1 - Natural

C2 - Rural

C2T - Rural Town

C3R - Suburban Residential

C3C - Suburban Commercial

C4 - Urban General

C5 - Urban Center

C6 - Urban Core

FDOT Context Classification

Primary Measures

Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-Street Parking	Roadway Connectivity		
					Intersection Density	Block Perimeter	Block Length
Description	Floor Levels	Description	Yes/No	Description	Intersections/square mile	Feet	Feet
Residential, Commercial, Event use , Mobile Home	1-3		No	Side or rear; occasionally in front	157	2677	577

Zoning

- Commercial
- Public/Semi public
- Recreation/Open space
- Corridor Residential Suburban
- Corridor Commercial Suburban

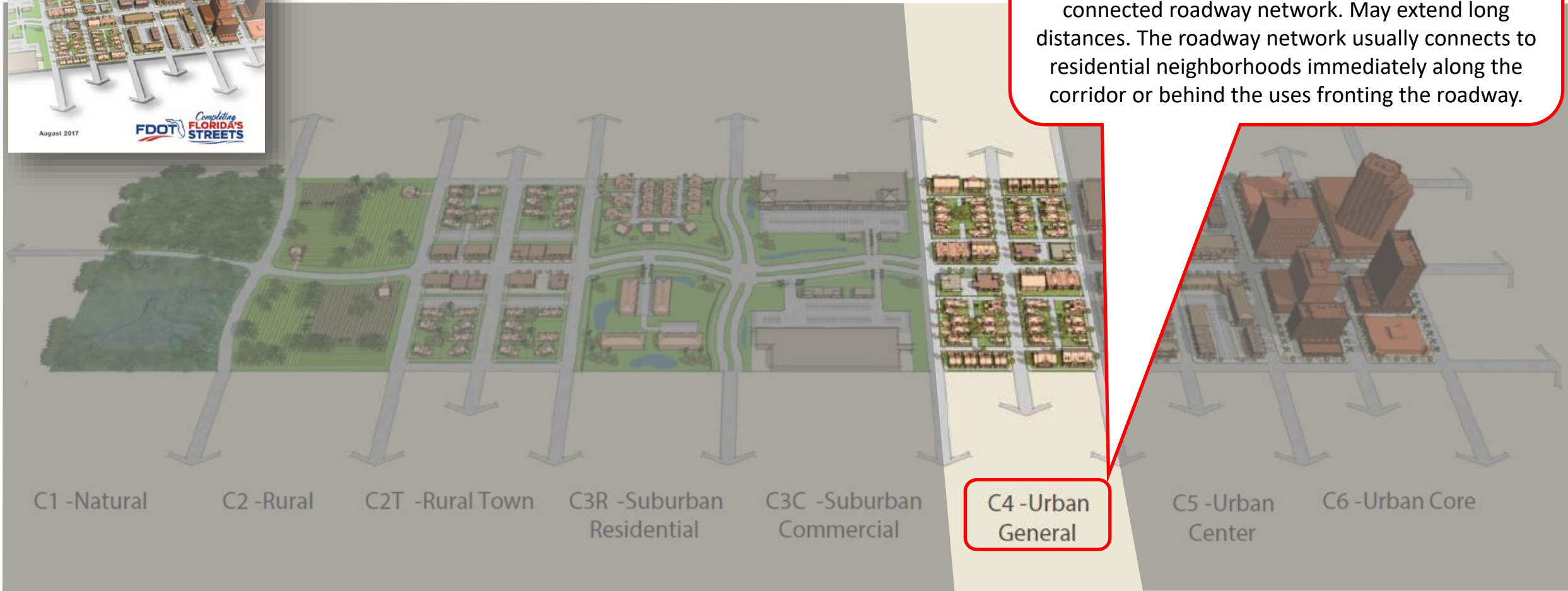
Future Land Uses

- Residential Office General
- Recreation/Open space
- Planned Redevelopment Mixed Use
- Major Attractors
- Major Public/Semi Public
- PUD

FDOT Context Classification

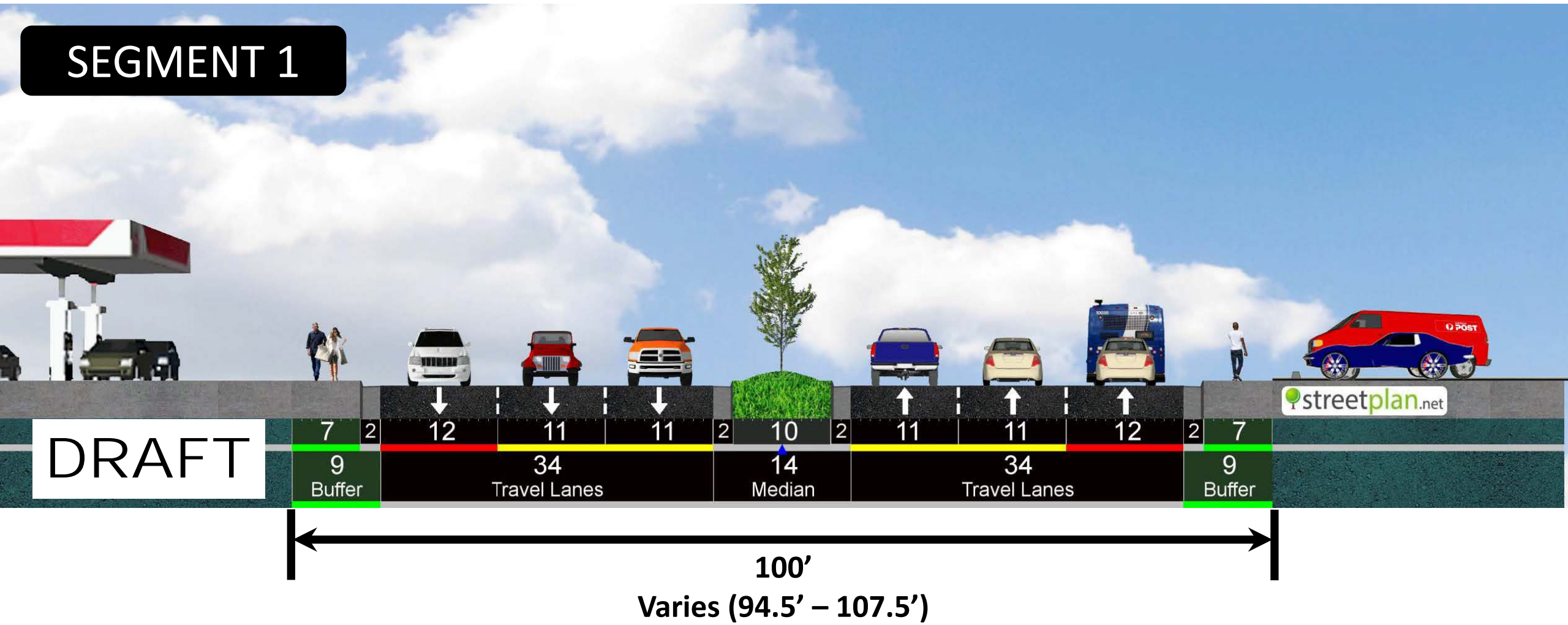


FDOT Context Classification



Typical – Existing (Shore Drive to Park Street)

SEGMENT 1

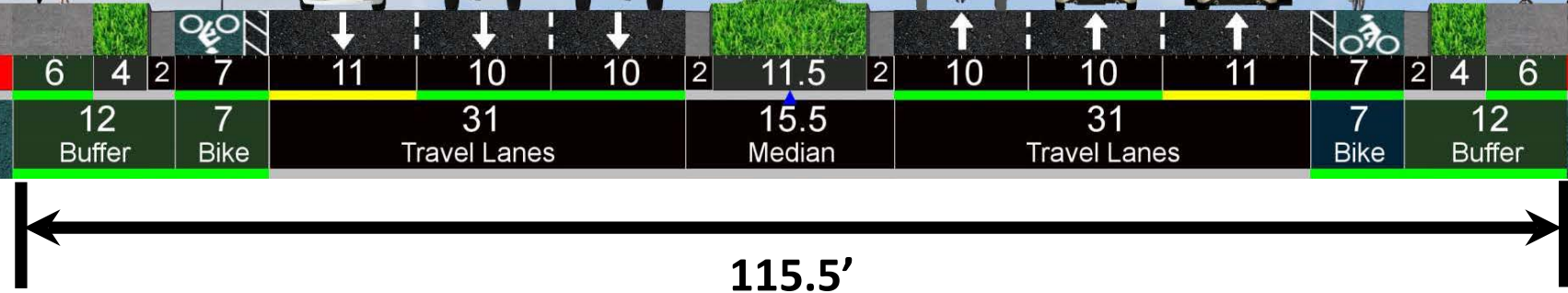


Typical – By the Book (35 mph)

SEGMENT 1

POSTED SPEED LIMIT 35
DESIGN SPEED 35

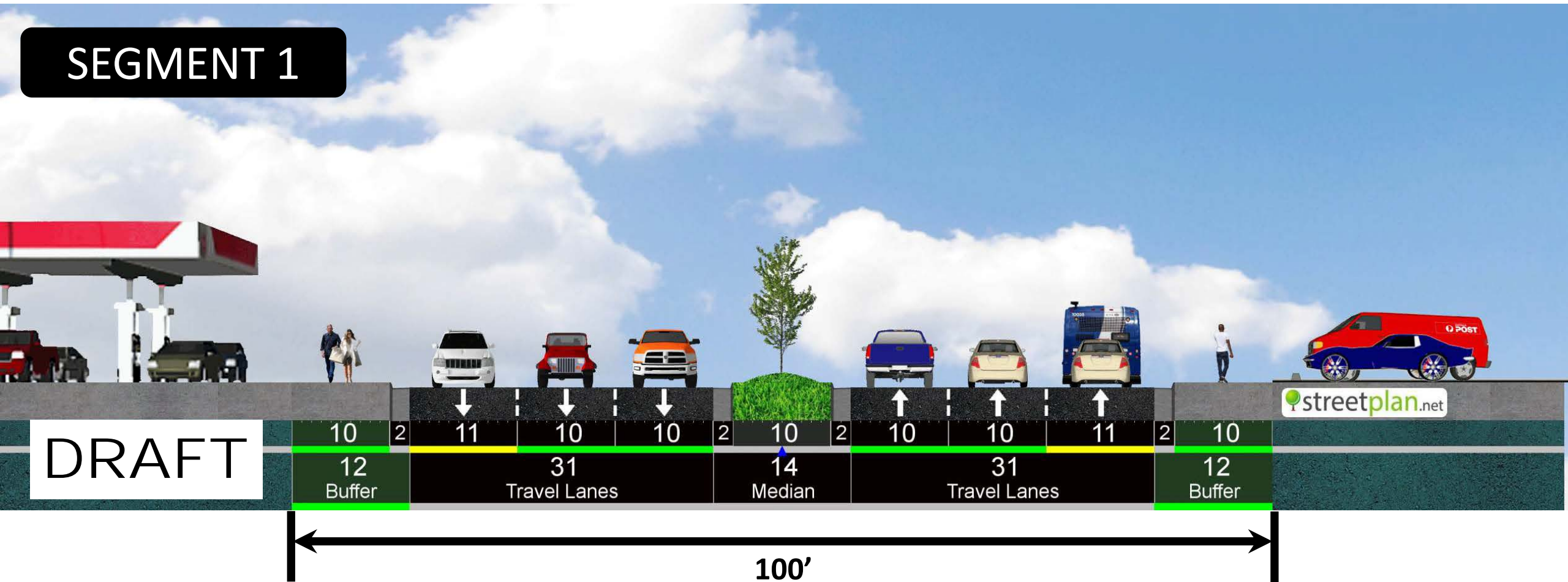
DRAFT



streetplan.net

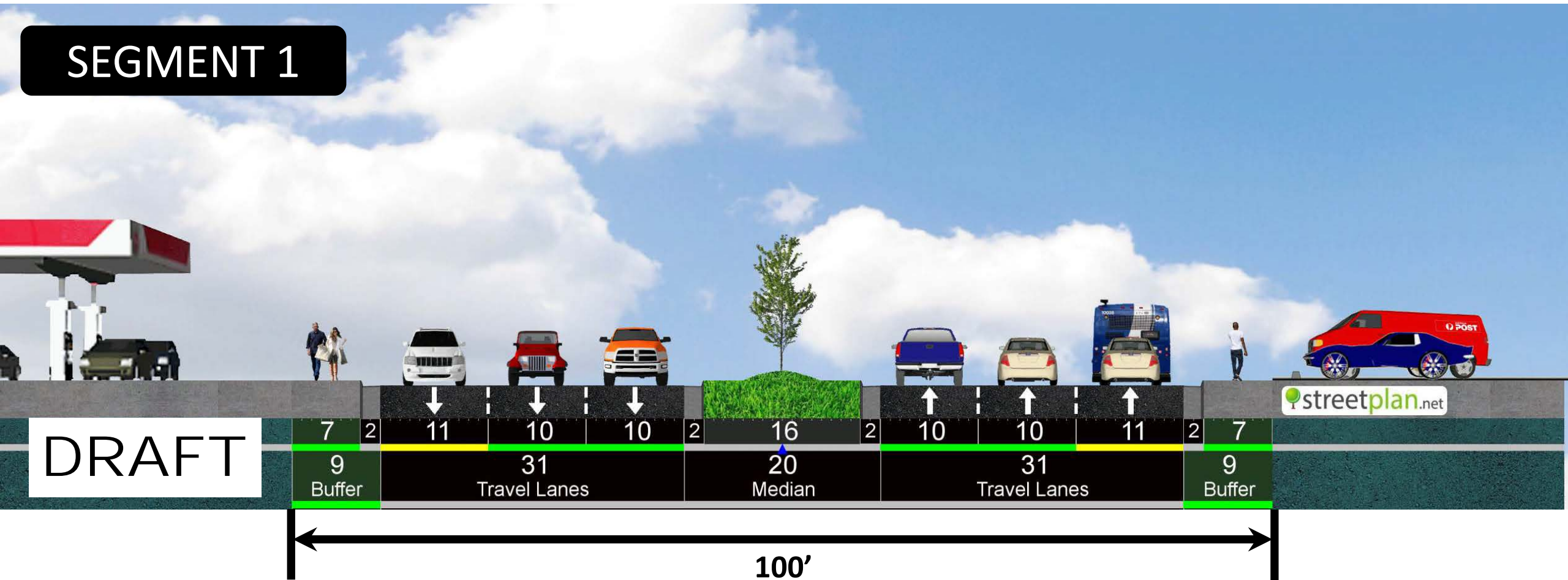
Typical – Existing Footprint (Wide Sidewalk Option)

SEGMENT 1



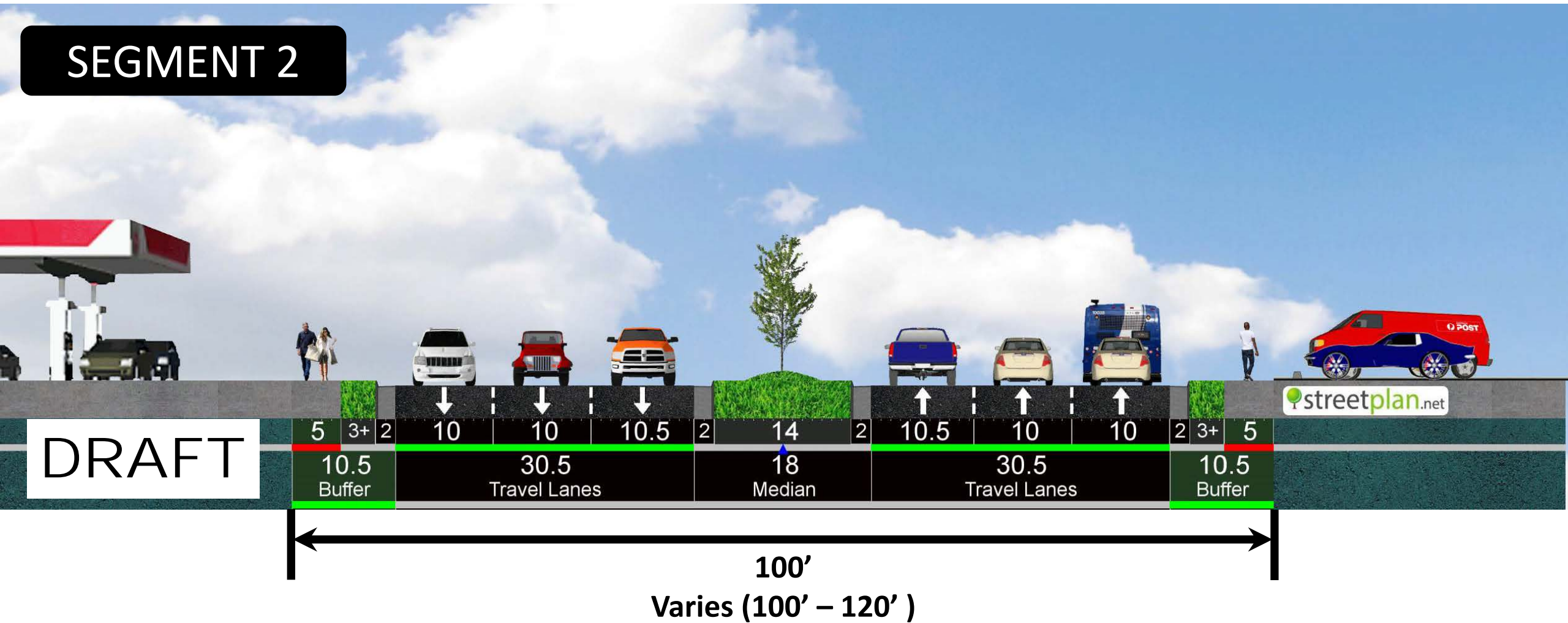
Typical – Existing Footprint (Wide Median Option)

SEGMENT 1



Typical – Existing (Park Street to 66th Street North)

SEGMENT 2



Typical – By the Book (45 mph)

SEGMENT 2

Creates Connectivity Issue with SEGMENT 1

POSTED
SPEED
LIMIT
40

DESIGN
SPEED
45



streetplan.net

DRAFT

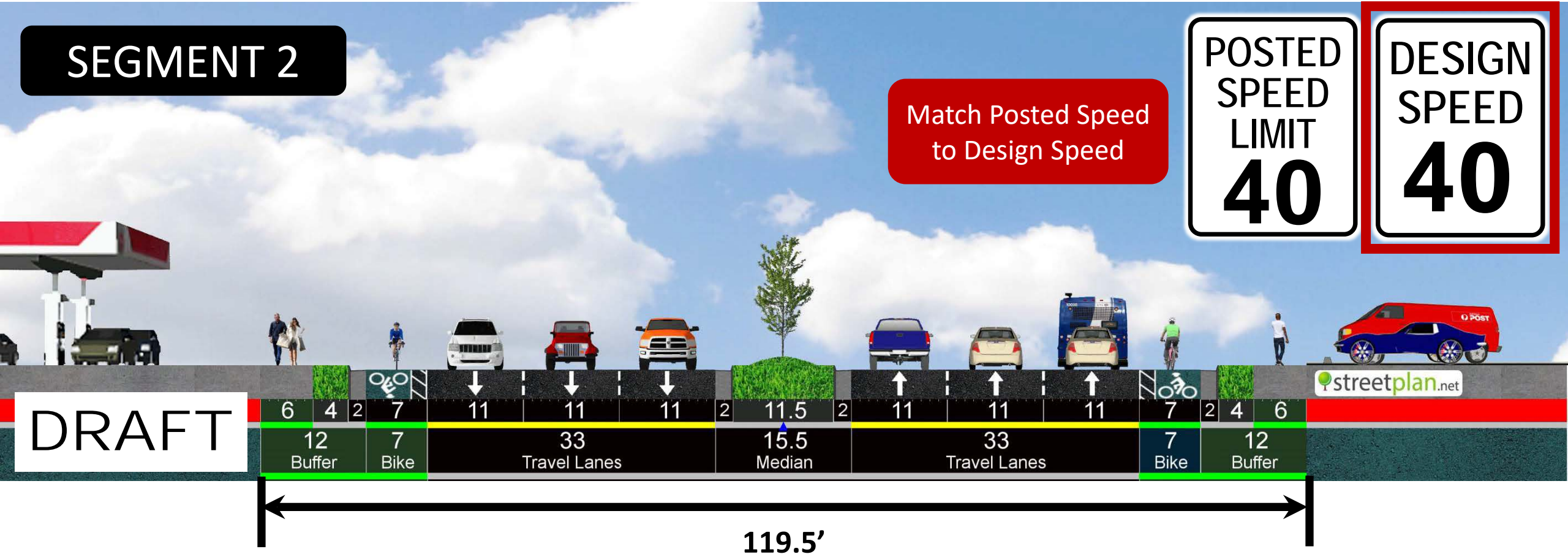


130'

Typical – By the Book (40 mph)

SEGMENT 2

Match Posted Speed to Design Speed



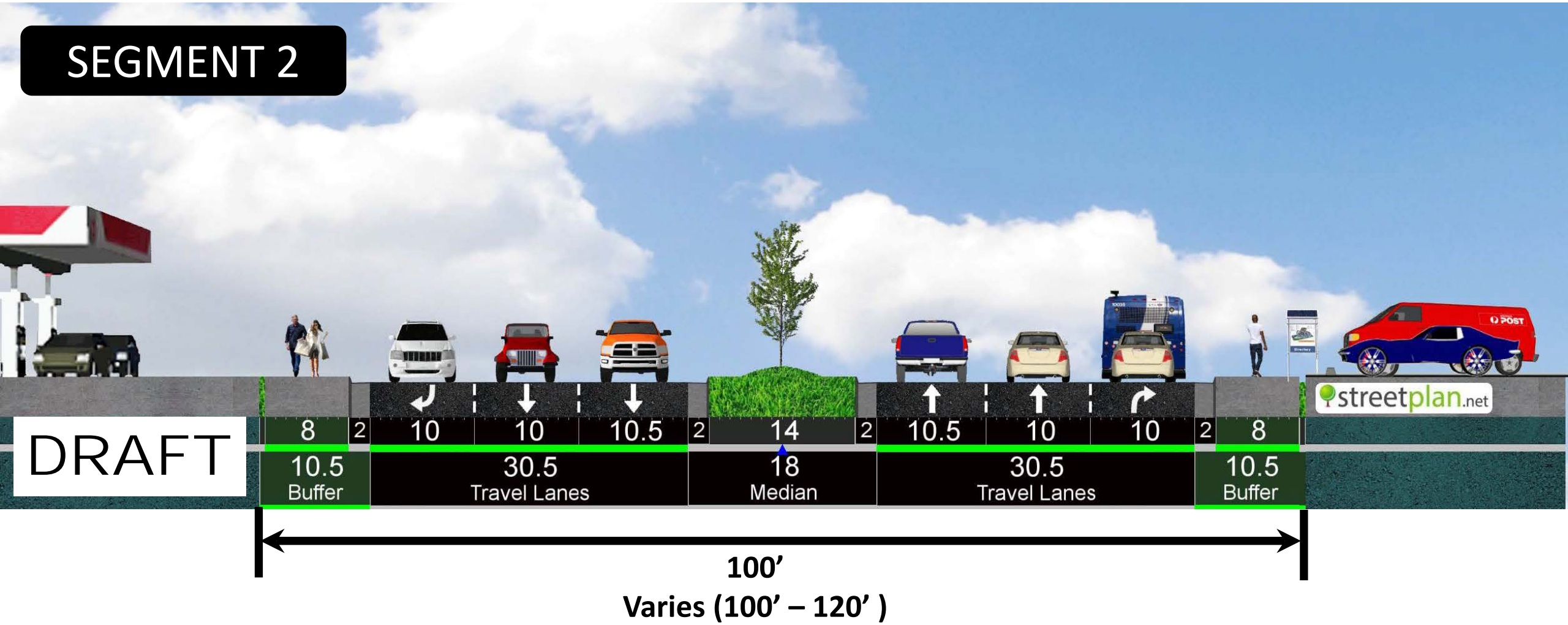
streetplan.net

DRAFT

119.5'

Typical – Existing Footprint (Wide Sidewalk Option)

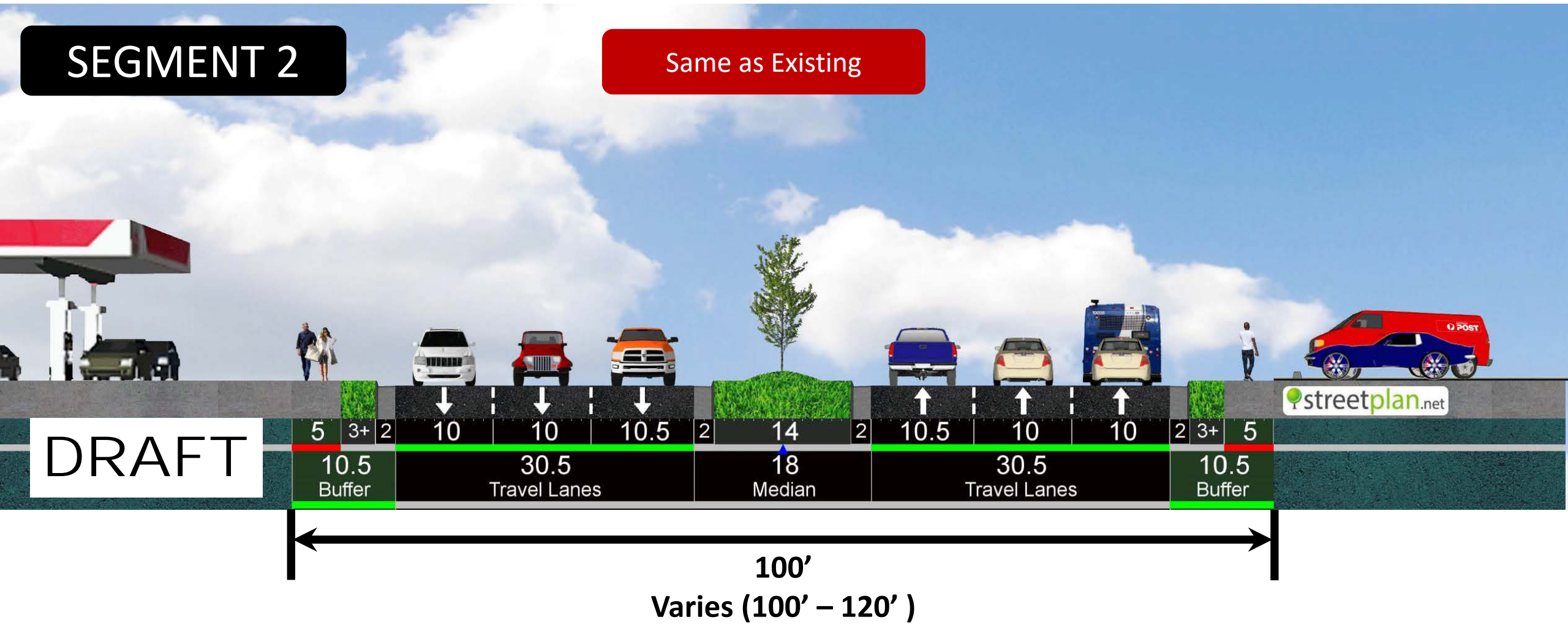
SEGMENT 2



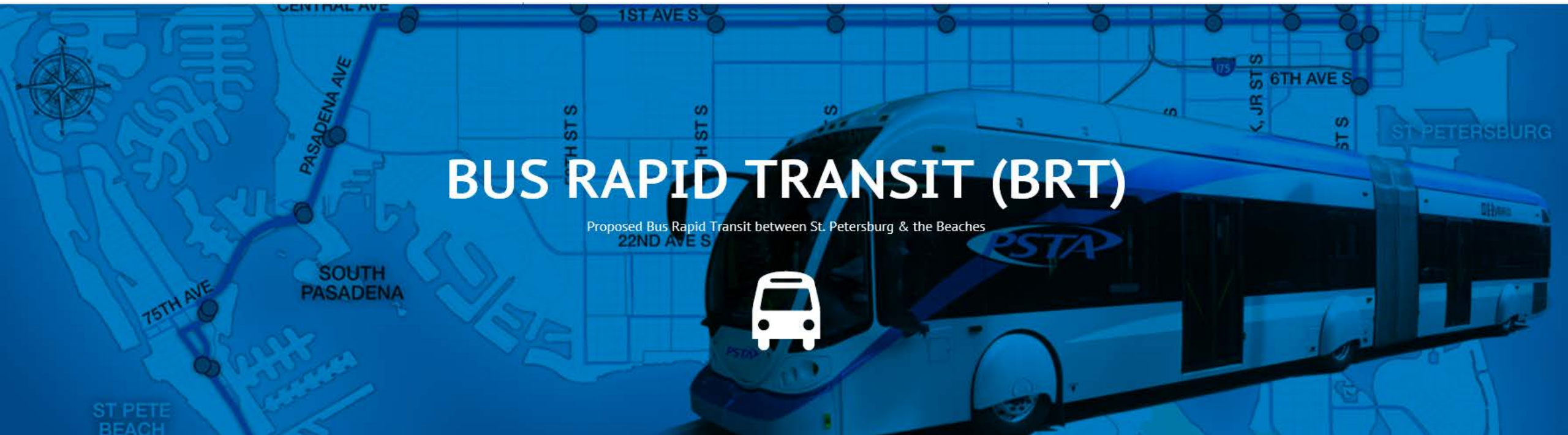
Typical – Existing Footprint (Wide Median Option)

SEGMENT 2

Same as Existing



Pinellas Suncoast Transit Authority (PSTA) Update on Central Avenue Bus Rapid Transit (BRT)

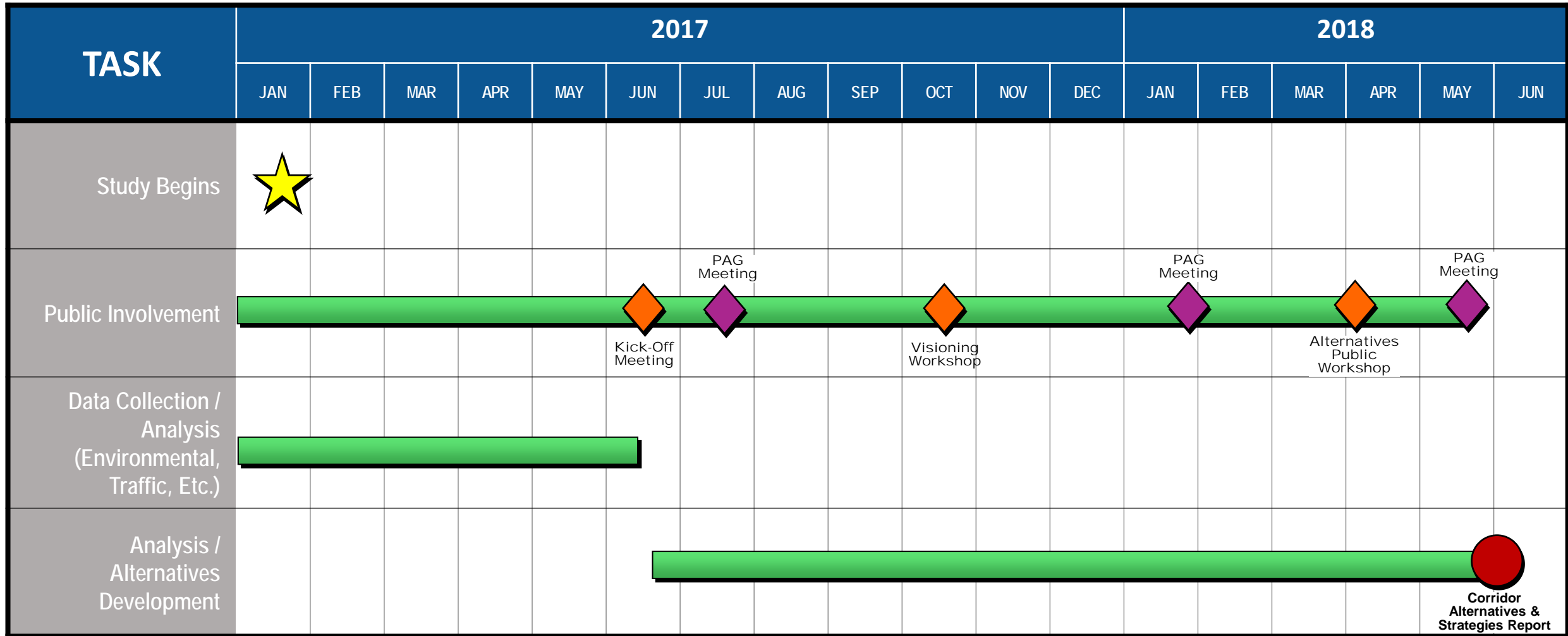


BUS RAPID TRANSIT (BRT)

Proposed Bus Rapid Transit between St. Petersburg & the Beaches



Study Schedule



Thank You!

Brian Shroyer, CPM
Multimodal Project Manager
813-975-6449
Brian.Shroyer@dot.state.fl.us

Thank You!

Questions?

Remember to be Alert Today, Alive Tomorrow.
Safety doesn't happen by accident.



Visit the project website at:
www.fdotd7studies.com/pasadenaave