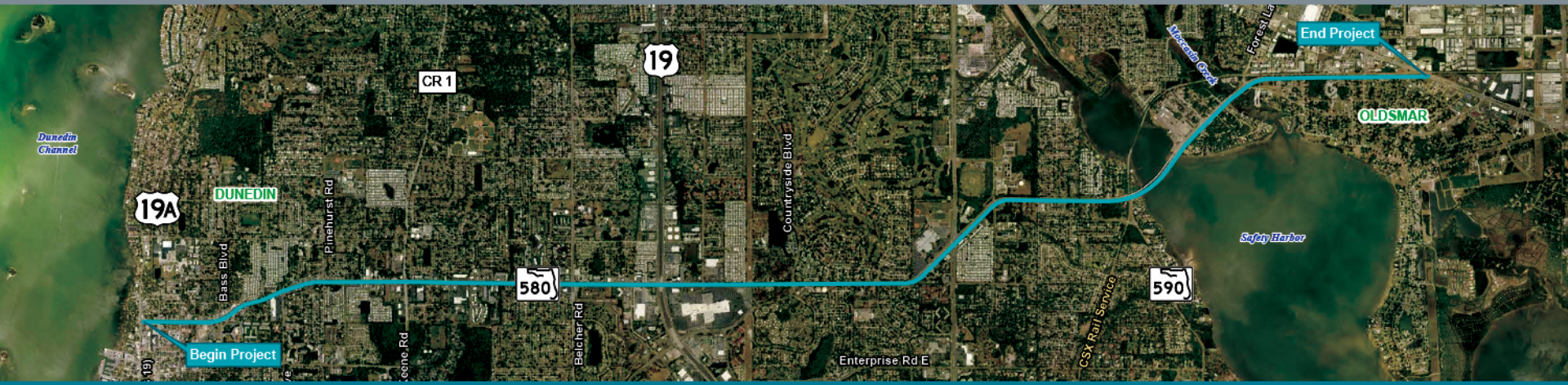
SR580

CORRIDOR PLANNING & CONCEPT DEVELOPMENT STUDY

FROM ALT. US 19/SR 595/BROADWAY TO TAMPA ROAD



PROJECT ADVISORY GROUP (PAG) - MEETING #2

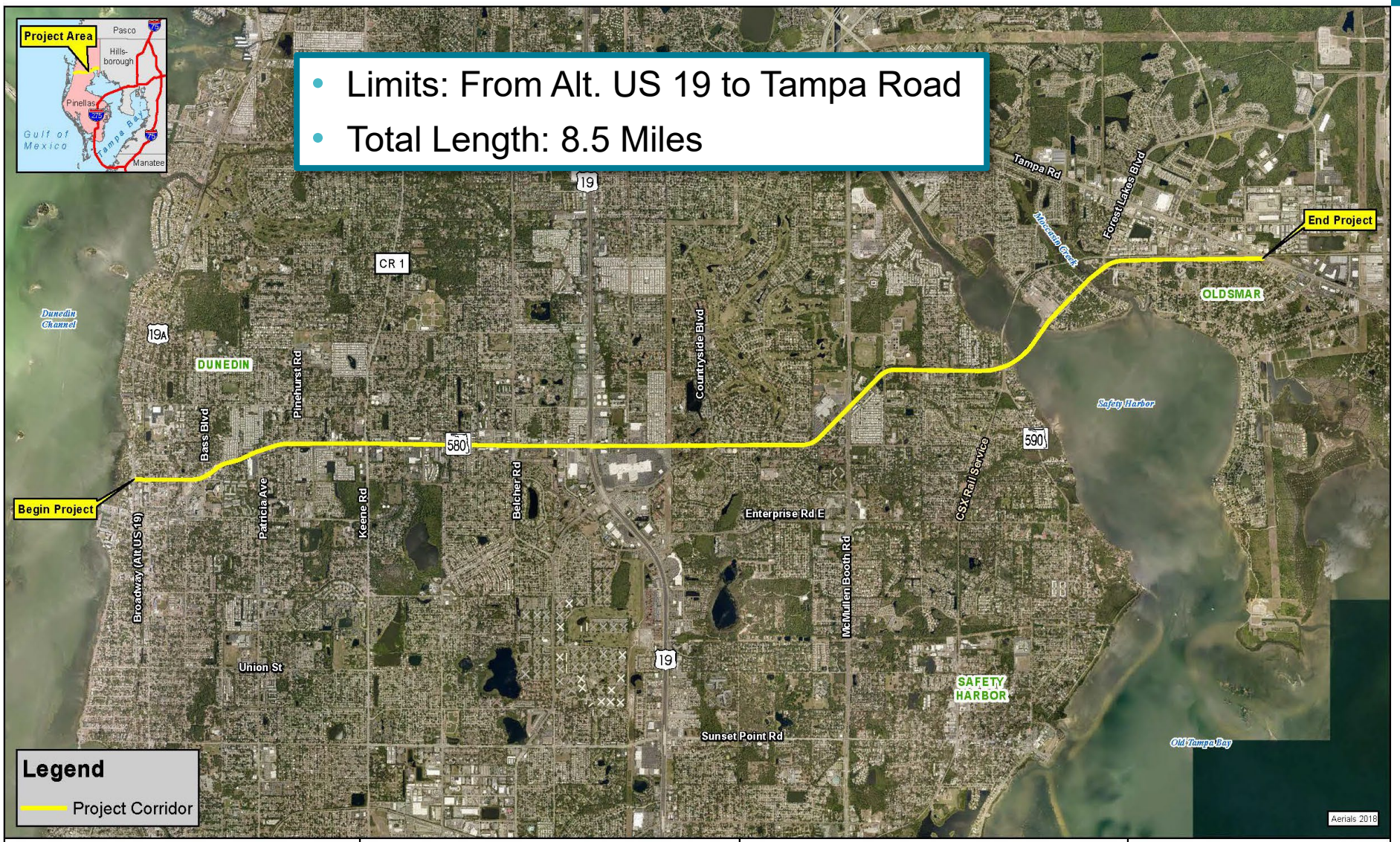
FDOT

Pinellas County // **FPID:** 259109-1-12-27 // **July 15 2021**

Meeting Agenda

- Project Overview
- Existing Conditions Report Summary
  - Crash Review/Safety Concerns – Intersections
  - Existing LOS evaluation
- Future Traffic Volumes
- 2045 No-Build - LOS Concerns
- Guiding Principles
- Purpose and Need of the Study
- Segments and Intersections identified for improvements
- Project Schedule/What's next?
- Project Website & How to Submit Comments

Project Study Area



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SR 580 Corridor Planning and Concept Development Study from Alt. US 19/SR 595/Broadway to Tampa Road // **Pinellas County, FL**

Project Location Map

Figure X-X

0 0.5 1 Miles

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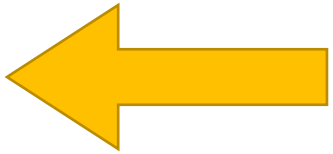
Scope of Services with Project Deliverables

1) **Define the Problem**
   - Corridor Existing Conditions Report

2) **Define the Corridor Needs**
   - Future Conditions Summary
   - Purpose and Needs Report



We are here

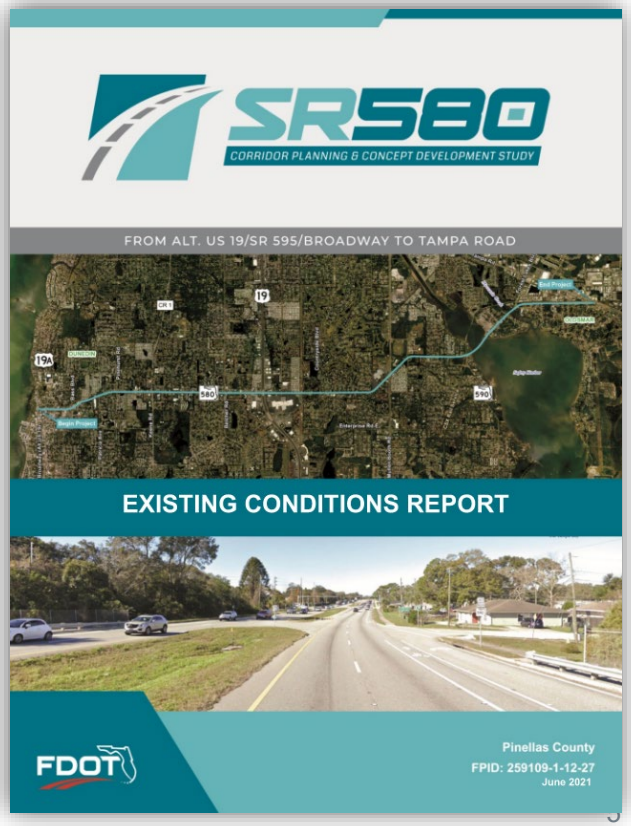
3) **Define and Select Alternatives**
   - Concept Plans / Exhibits
   - Corridor Alternatives and Strategies Report

4) **Alternative Assessment and Evaluation**
   - Alternative and Strategies Summary
   - Corridor Assessment Report

5) **Corridor Development Plan**
   - Corridor Development Plan
   - Package to Assist in Scoping of Next Phase

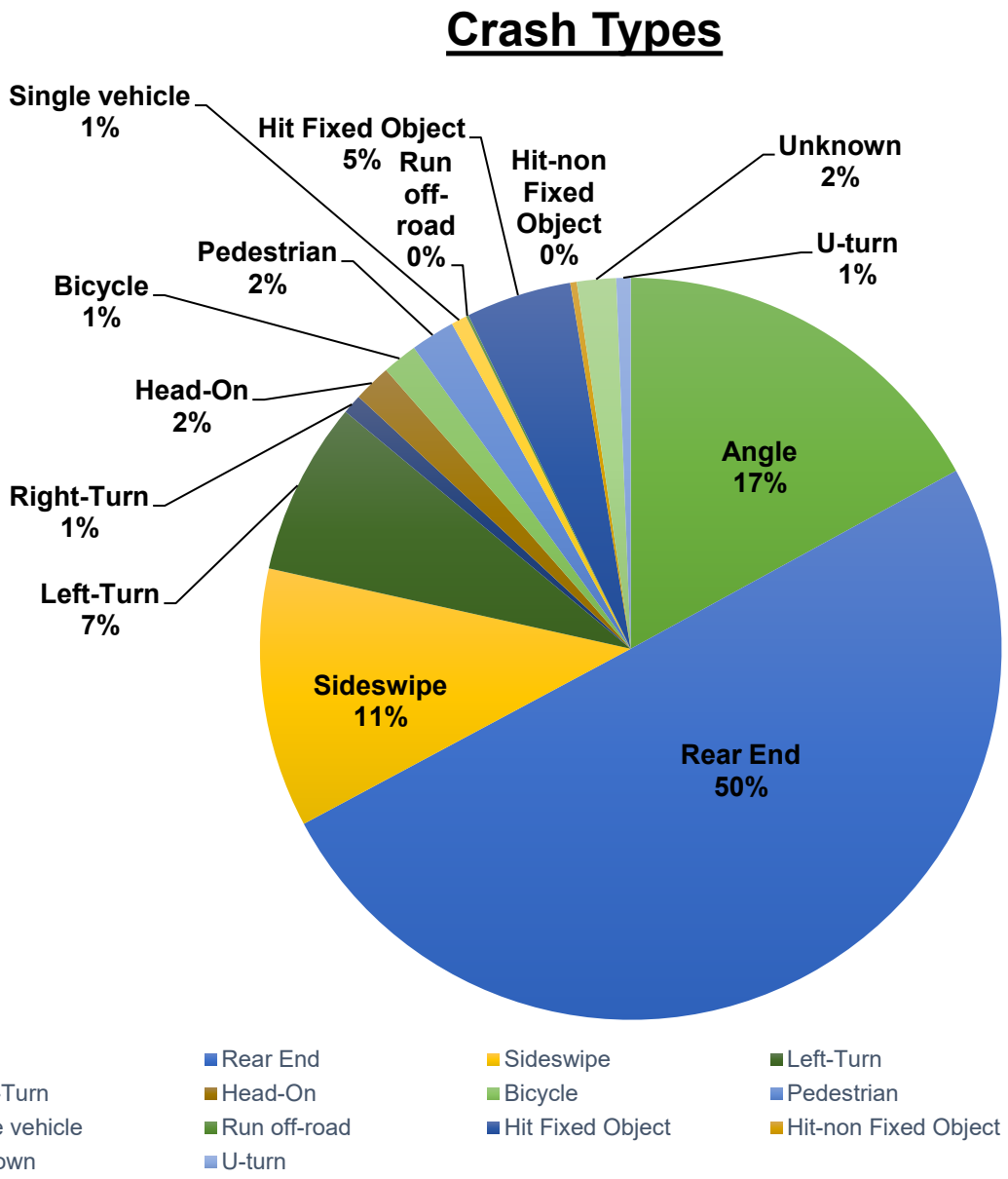
Current Project Status

- Reviewed past studies and projects
- Held PAG meeting #1 on 1/14/21
- Corridor Existing Conditions Report completed
  - Latest version with comments addressed dated June 2021



Crash History

- Crash data was analyzed Years 2015 – 2019
  - 1761 total motor vehicle crashes
  - 6 fatal crashes
  - 719 injury crashes
  - 1036 property damage only crashes
  - 7% wet weather crashes
  - 18% Night-time crashes

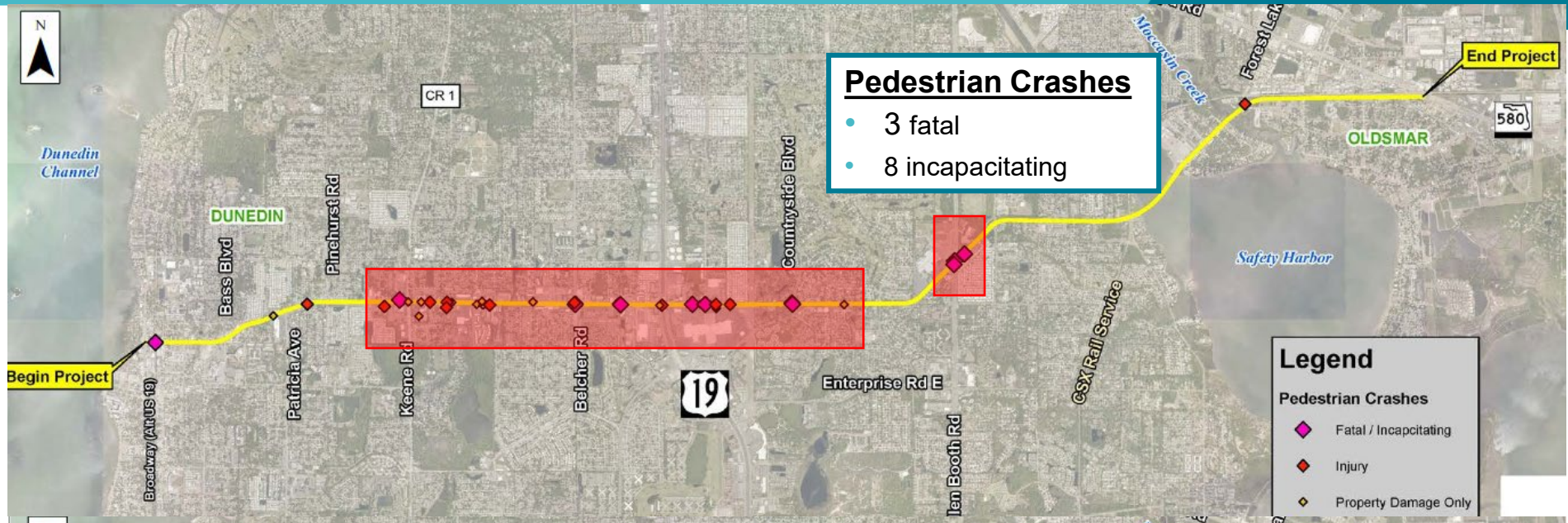


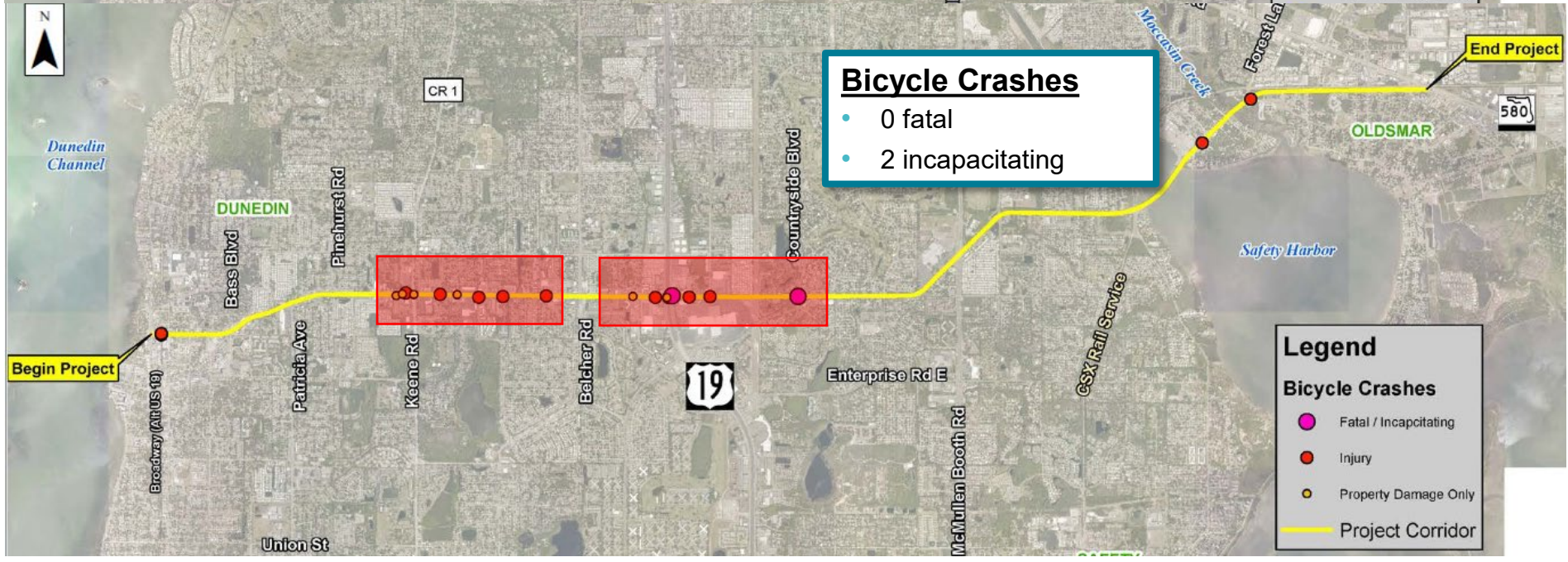
Crash Rates

- Based on Typical Section for similar facilities
  - 5-year statewide average (2013-2017)
- Crash Rate in per Millions Vehicle Miles

SR 580 Segment		Calculated Crash Rate	Statewide Crash Rate
From	To		
Alt US 19	Main St	7.579	6.815
Main St	Patricia Ave	4.056	6.815
Patricia Ave	Pinehurst Rd	3.316	6.815
Pinehurst Rd	Keene Rd	6.287	65.018
Keene Rd	Belcher Rd	5.208	65.018
Belcher Rd	US 19	4.468	65.018
US 19	Countryside Blvd	4.707	65.018
Countryside Blvd	McMullen Booth Rd	2.145	4.714
McMullen Booth Rd	2nd St/SR 590	3.818	4.714
2nd St/SR 590	Forest Lakes Blvd	0.581	3.634
Forest Lakes Blvd	Tampa Road	1.132	3.634

Pedestrian and Bicycle Crashes (2015 – 2019)





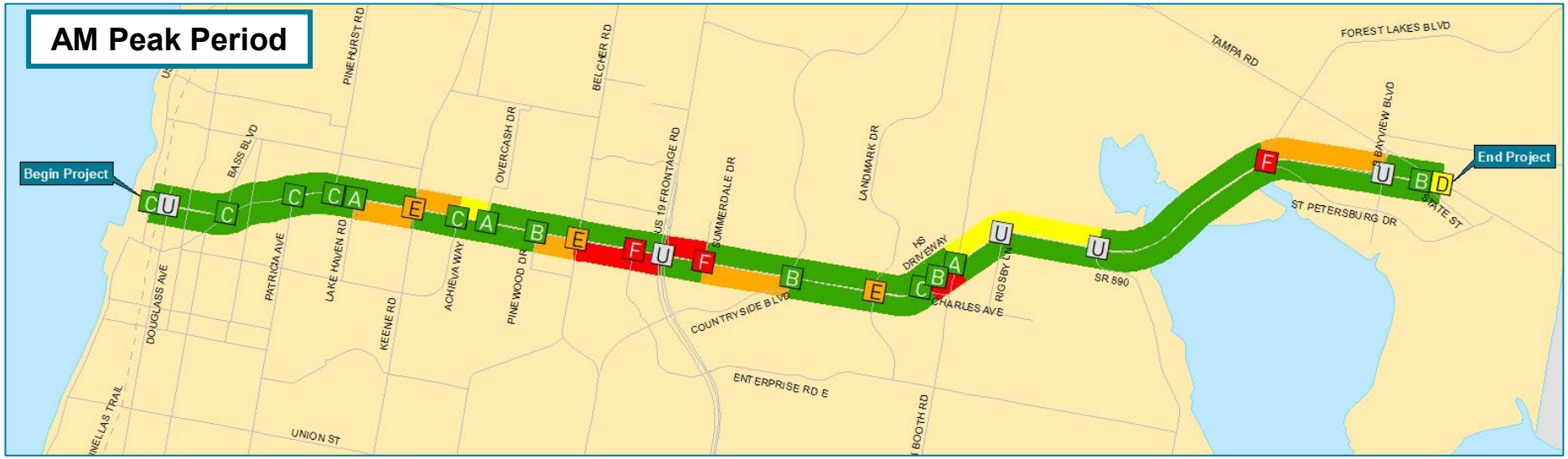
Existing Conditions Report

- Intersection LOS (2020)
  - AM peak period – 6 intersections failing
  - PM peak period – 4 intersections failing
- Segment LOS (2020)
  - AM peak period – 8 segments failing
  - PM peak period – 7 segments failing

Intersections 2020 Failing LOS (LOS E or worse)	
AM	Keene Rd
	Belcher Rd
	US 19 Frontage Rd
	Countryside Blvd
	McMullen Booth Rd
	Forest Lakes Blvd/St Petersburg Dr
PM	Keene Rd
	US 19 Frontage Rd
	Countryside Blvd
	McMullen Booth Rd

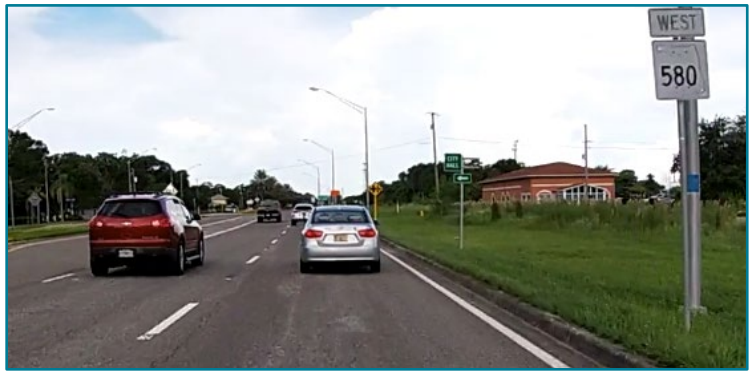
Segments 2020 Failing LOS (LOS E or worse)			
	Direction	From	To
AM	EB	Lake Haven Rd	Keene Rd
	EB	Pinewood Dr	Belcher Rd
	EB	Belcher Rd	Enterprise Rd
	EB	Enterprise Rd	US 19 Frontage Rd
	EB	Charles Ave	McMullen Booth Rd
	WB	Bayview Blvd	St Petersburg Dr
	WB	Summerdale	US 19 Frontage Rd
	WB	Achieva Way	Keene Rd
PM	EB	Lake Haven Rd	Keene Rd
	EB	Pinewood Dr	Belcher Rd
	EB	Belcher Rd	Enterprise Rd
	EB	Enterprise Rd	US 19 Frontage Rd
	EB	Charles Ave	McMullen Booth Rd
	WB	Summerdale Dr	US 19 Frontage Rd
	WB	Achieva Way	Keene Rd

Existing Year (2020) Level Of Service



Existing Roadway Deficiencies

- Existing roadway deficiencies included:
  - Missing sidewalks
  - Breaks in dedicated bike lanes
  - No roadway lighting in certain segments
  - No separated pedestrian facility on bridge over Safety Harbor – narrow shoulders on bridge



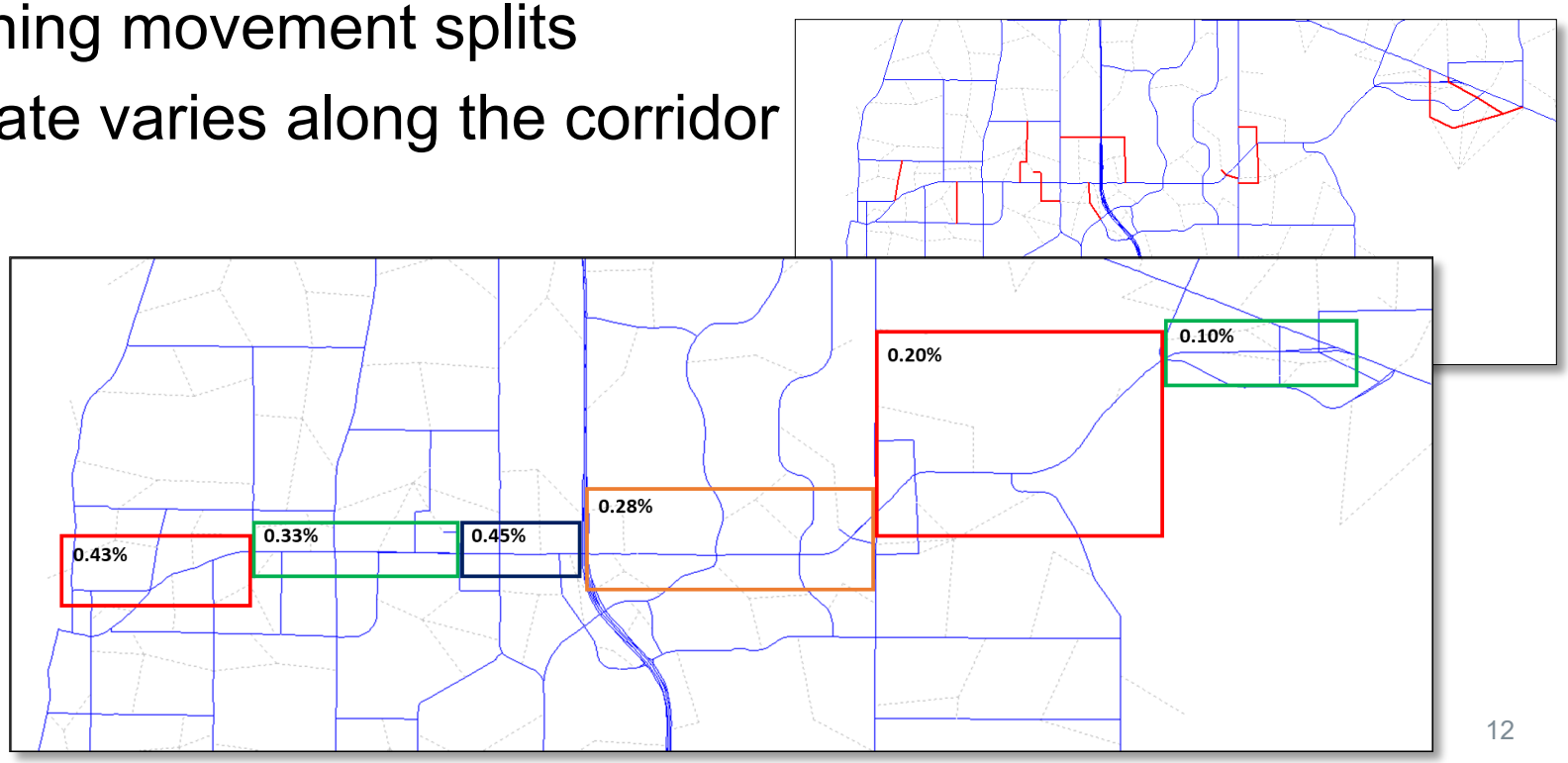
Breaks in Sidewalks	
From	To
Bayview Blvd	Tampa Rd

Breaks in Bike Lanes	
From	To
Countryside Blvd	East of Rigby Lane
St. Claire Avenue	Tampa Road

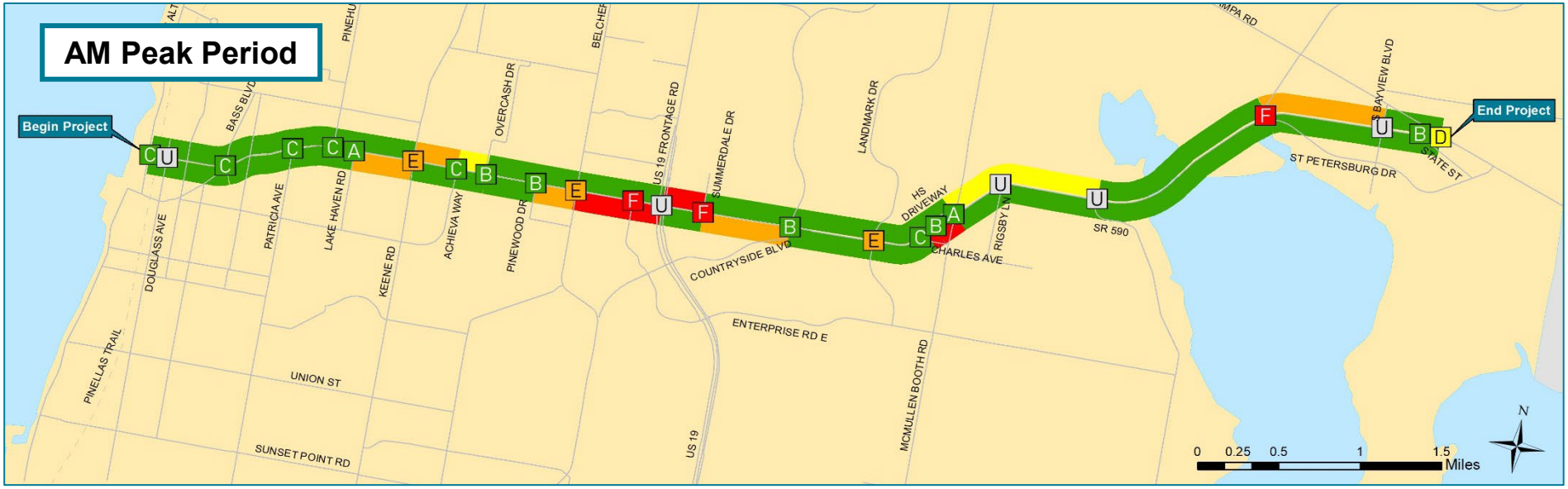
No Lighting	
From	To
East of McMullen Booth	Forest Lakes Blvd

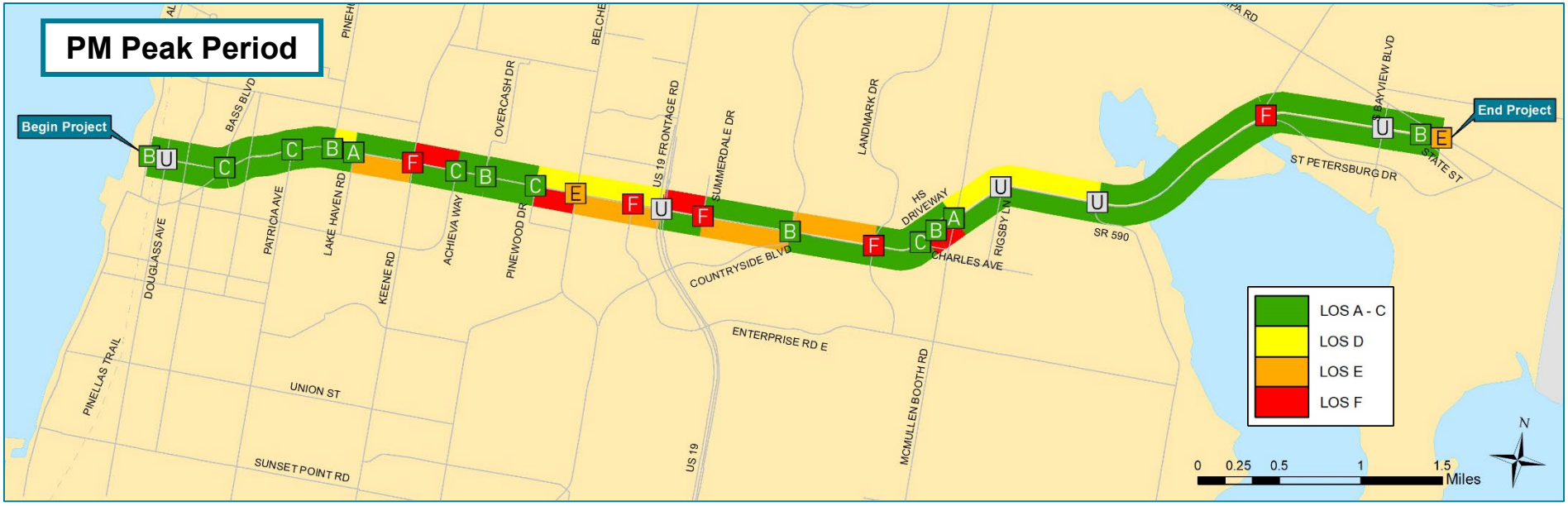
Future Volumes - Design Year 2045

- Design Year 2045 volumes were forecast using the TBRPM v9.0 - Model updates for validation included:
  - Facility type changes
  - Added cross streets
- Turning movement volumes calculated by future DDHV and 2020 turning movement splits
- Growth rate varies along the corridor



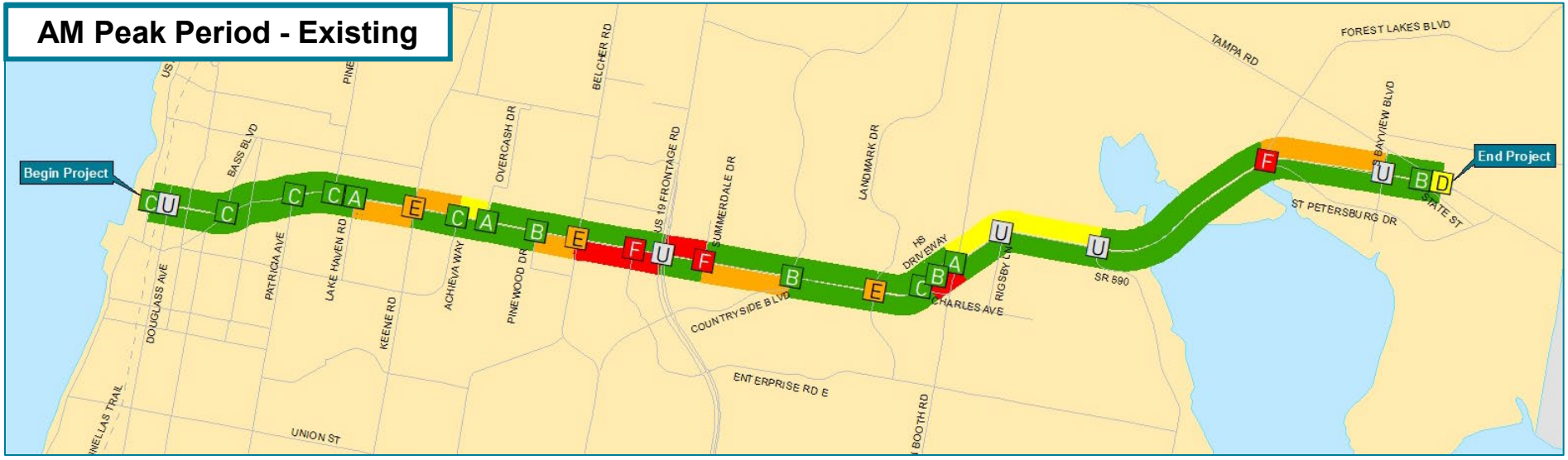
2045 No-Build Level of Service



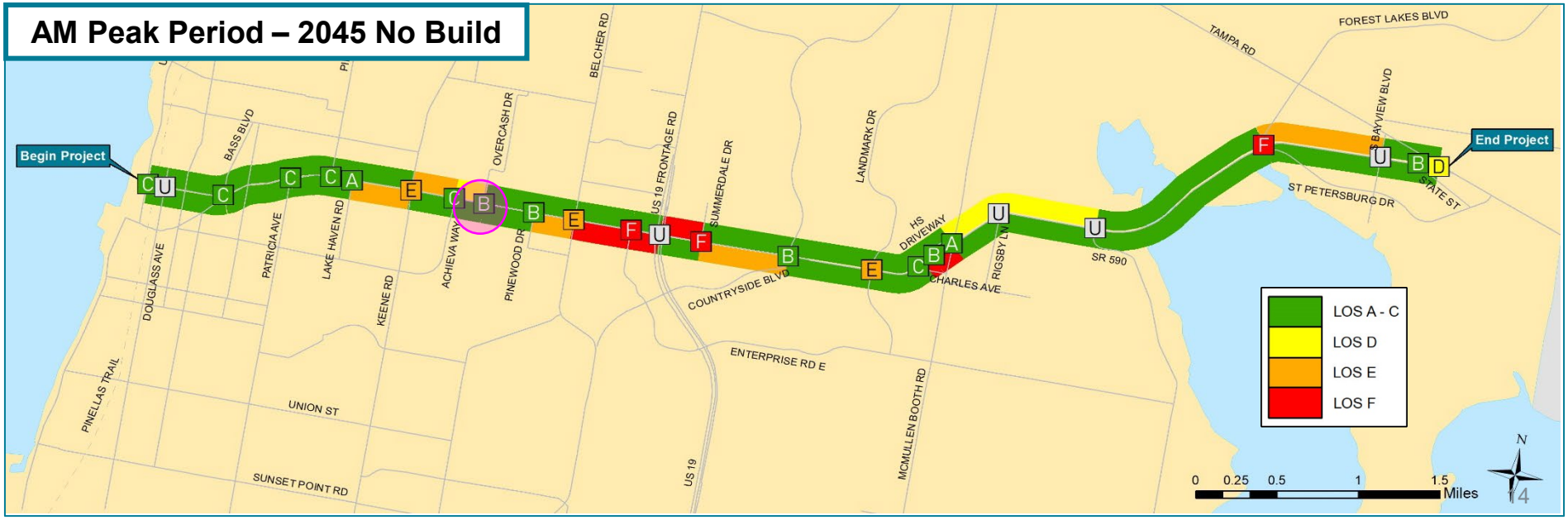


2020 / 2045 AM Level Of Service

AM Peak Period - Existing

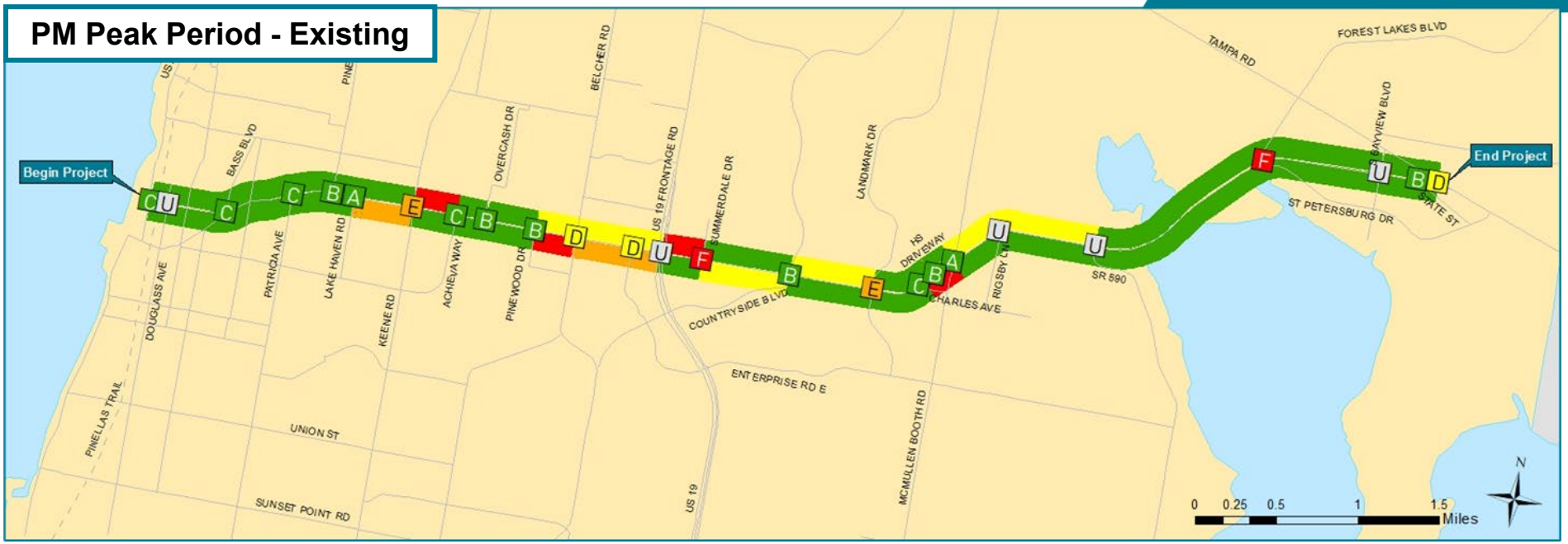


AM Peak Period – 2045 No Build

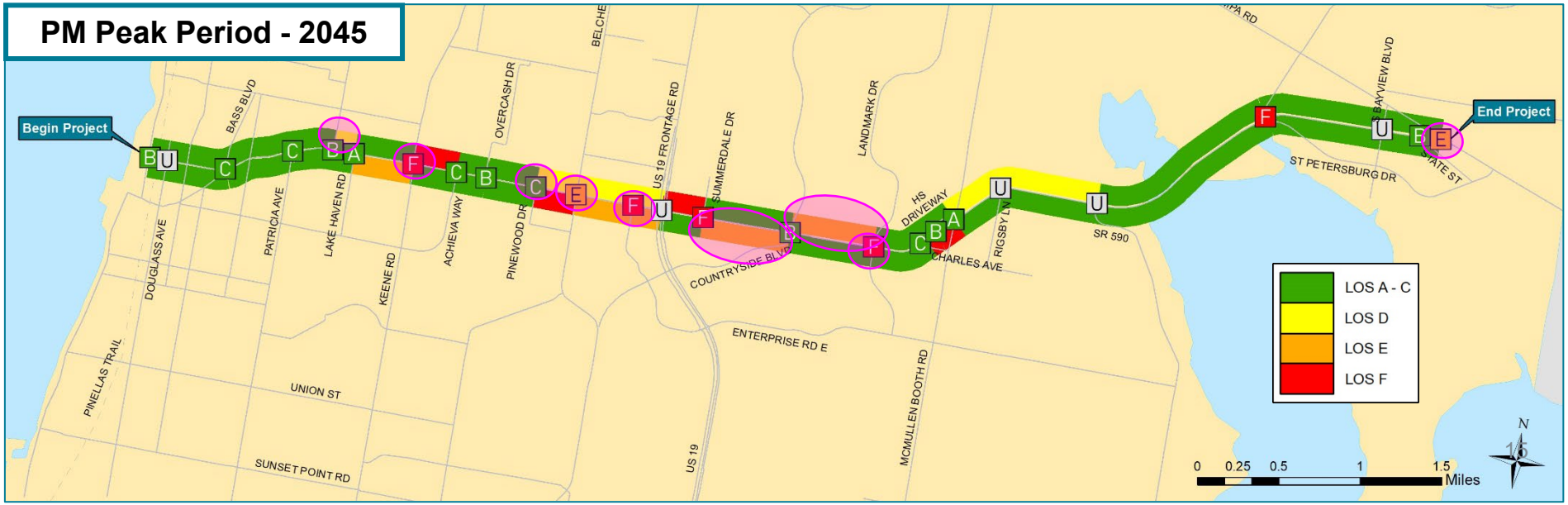


2020 / 2045 PM Level Of Service

PM Peak Period - Existing



PM Peak Period - 2045



Purpose and Need Planning

Guiding Principles

- Vision for the corridor
- Identify major users
- Desired role of the facility

Needs Assessment

- Arises from deficiencies, issues, and/or concerns that currently exist or are expected to occur
- Identify the evaluation criteria and measures of success

Study Goals and Objectives

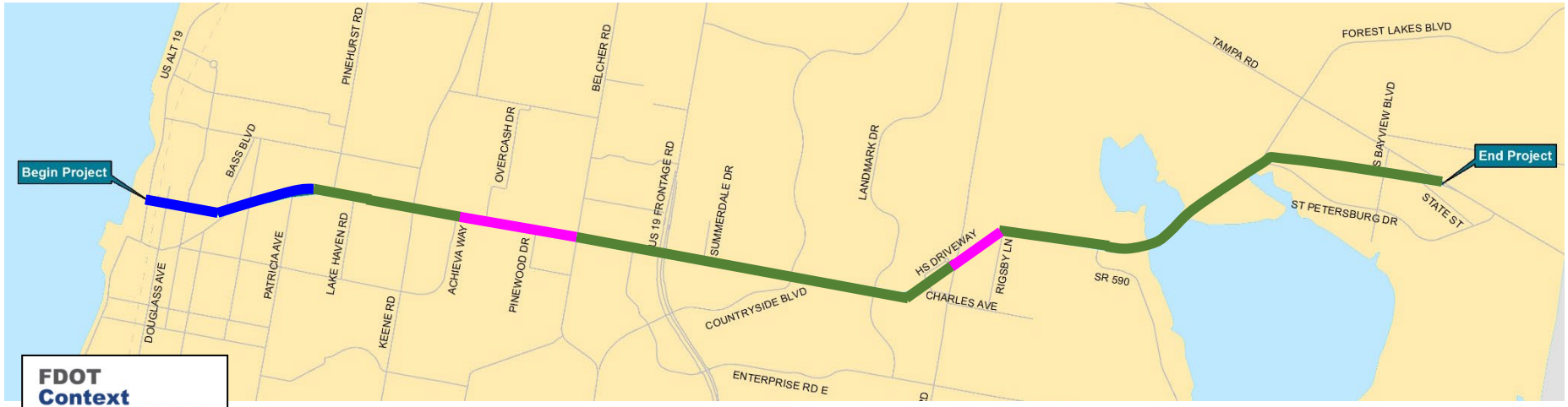
- Create foundation for the path to reach the vision statement

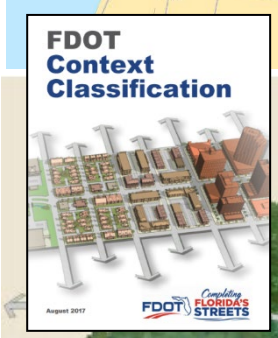
Guiding Principles

- Multi-modal transportation vision
- Land use goals of the study area
- Major users of the corridor
- Desired role of the facility

Overall goal for the development of context sensitive improvements to help transform SR 580 into a multimodal urban corridor in keeping with the community context it traverses

Context Classification





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 historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

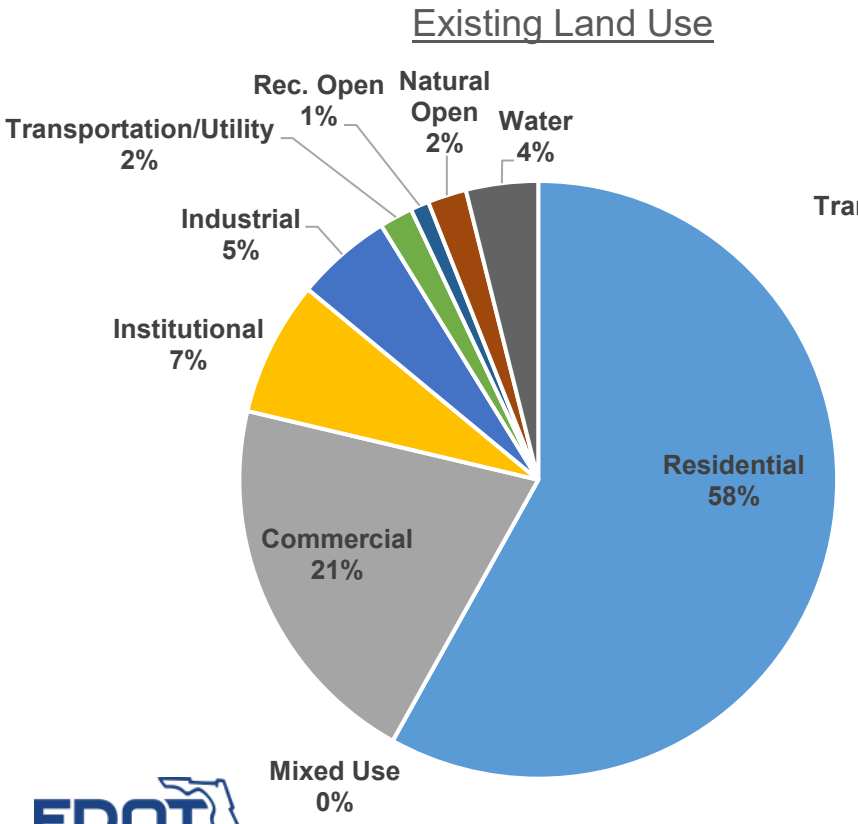
C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

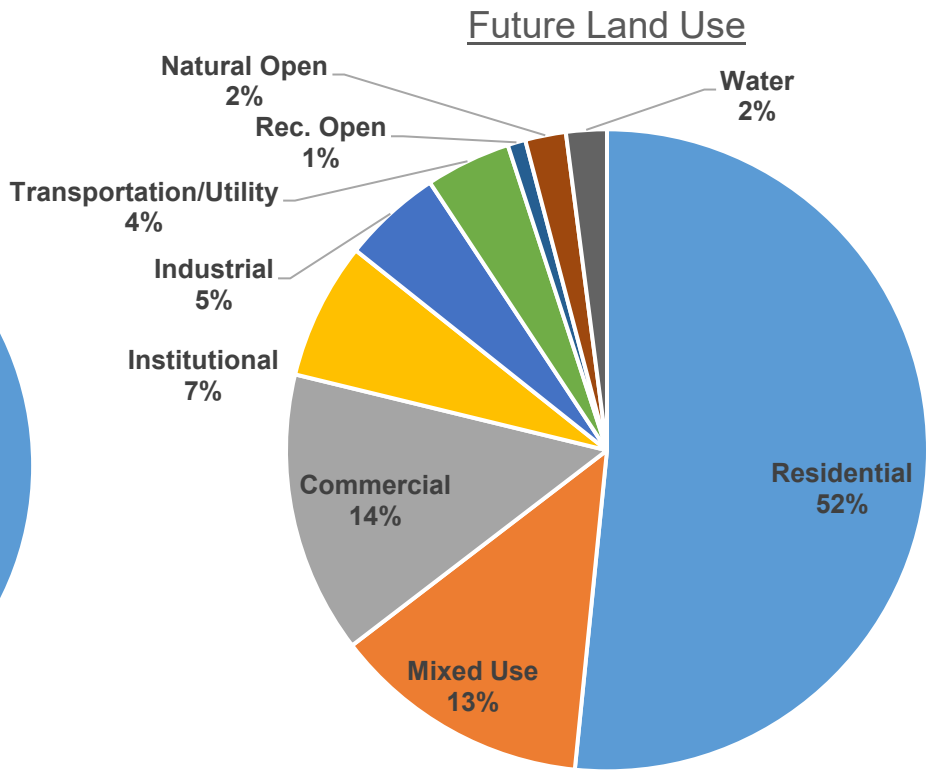
C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and 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.

Land Use Changes

- New Future Mixed Use Land Use
- Reduced residential, commercial and water land use





Corridor Vision

- Context Classification
  - Context classification helps define the criteria for design elements including design speed and pedestrian accommodations
- Improve safety for all users along the corridor
- Develop context sensitive solutions for sustainable improvements that enhance level of service for all users.

Project Need

- System Linkage
  - Is the proposed project a local, regional, or intraregional “connecting link”?
- Capacity
  - Is the capacity of the existing facility inadequate to serve the traffic? What is the projected transportation demand? What capacity is needed? What is the Level of Service (LOS) for existing and proposed facilities?
- Transportation Demand
  - Will the project accommodate the forecasted transportation demand as shown in the adopted state and local transportation plans? Will the project meet future transportation demands based on projected population, employment growth, an increase in freight movement, or other demands on the transportation system?
- Social Demands or Economic Development
  - What projected economic development/land use changes indicate the need to modify the transportation facility, network or system?

Project Need

- Modal Interrelationships
  - Identify the need to address other modes of transportation (e.g., airports, rail and port facilities, mass transit services, bicycle accommodations, ridesharing, special use lanes) associated with the project and discuss how the proposed action will complement other modes.

- Safety
  - Is the proposed project necessary to correct an existing or potential safety hazard? Is the existing crash rate higher than the statewide average for similar facilities? How will the proposed project improve it?

- Roadway Deficiencies
  - Is the proposed project necessary to correct existing roadway deficiencies? How will the proposed project address the deficiencies? Is there a deficient or substandard bridge?

Purpose and Need of the Study

- To Address Near-Term Multimodal Transportation Needs Through Context Sensitive Solutions
- To Develop a Long-Term Corridor Vision That Defines the Goals and Objectives and Policy Requirements to Establish a More Walkable Bicycle-Friendly Urban Environment

Intersections and Segments for Phase 2 Evaluation

- Current list of proposed segments and intersections for further evaluation and alternatives development

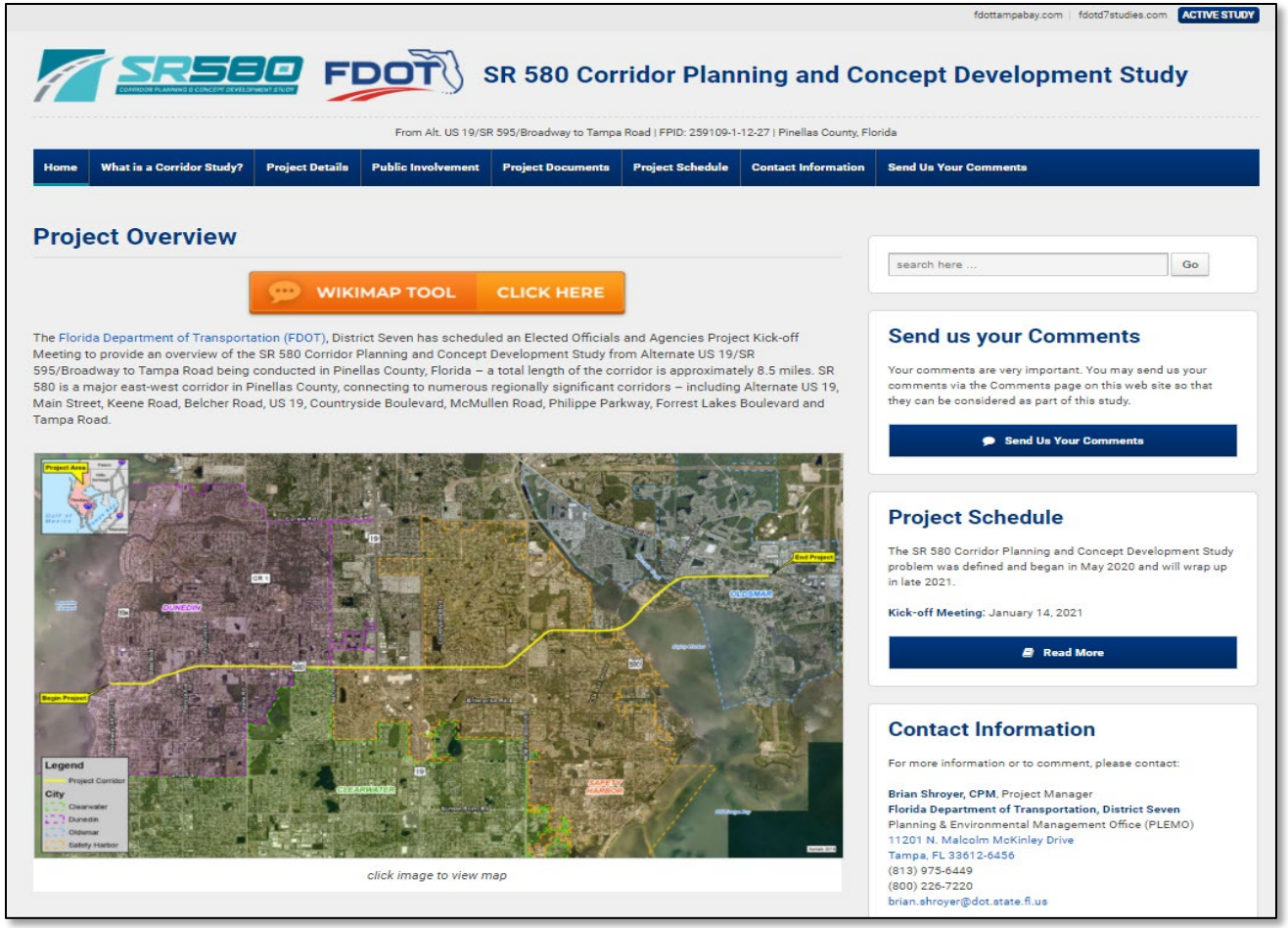
ID #	Intersection	Concerns
1	Alt US 19	Safety
2	Keene Rd	LOS, Safety
3	Belcher Rd	LOS, Safety
4	US 19 Frontage Rd	LOS, Safety
5	Countryside Blvd	LOS, Safety
6	McMullen Booth Rd	LOS, Safety
7	Tampa Rd	Public concern
8	State St	Public concern

ID#	Segments		Concerns
	From	To	
1	Lake Haven Rd	Keene Rd	LOS, Safety
2	Pinewood Dr	Belcher Rd	LOS, Safety
3	Belcher Rd	Enterprise Rd	LOS, Safety
4	Enterprise Rd	US 19 Frontage Rd	LOS, Safety
5	Charles Ave	McMullen Booth Rd	LOS, Safety
6	Bayview Blvd	St Petersburg Dr	LOS, Safety
7	Summerdale	US 19 Frontage Rd	LOS, Safety
8	Achieva Way	Keene Rd	LOS, Safety
9	Bayview Blvd	Tampa Road	Gap in sidewalk, bike lanes

Project Website

- Provide comments on the Project Website!

https://www.fdotd7studies.com/projects/sr580-corridor/



Thank You!

Thank You!

Questions?

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

Comments from 1st PAG Meeting

- There is an issue with the left turn from northbound State Street to westbound SR 580
- A new section of the Pinellas Trail that is crossing SR 580 on the eastside of the Clearwater Mall.
- SR 580 is designated as a Forward Pinellas investment corridor
- Safety concerns surrounding US 19 intersection
  - Eastbound right turn operation issues
- Anticipate substantial redevelopment near Countryside Mall
  - Currently there is a lot of pedestrian activity within the area
- Potential express transit service
- Concerns regarding the two-way left turn lane in the City of Dunedin
- New town center on SR 580 near Tampa Road
- CSX railroad crossing (safety concerns)
- Forest Lake Blvd intersection
  - Forest Lakes Blvd to be widened in the future