



DREW STREET CORRIDOR STUDY

Stakeholder Kick-off Meeting

March 30, 2021





Agenda

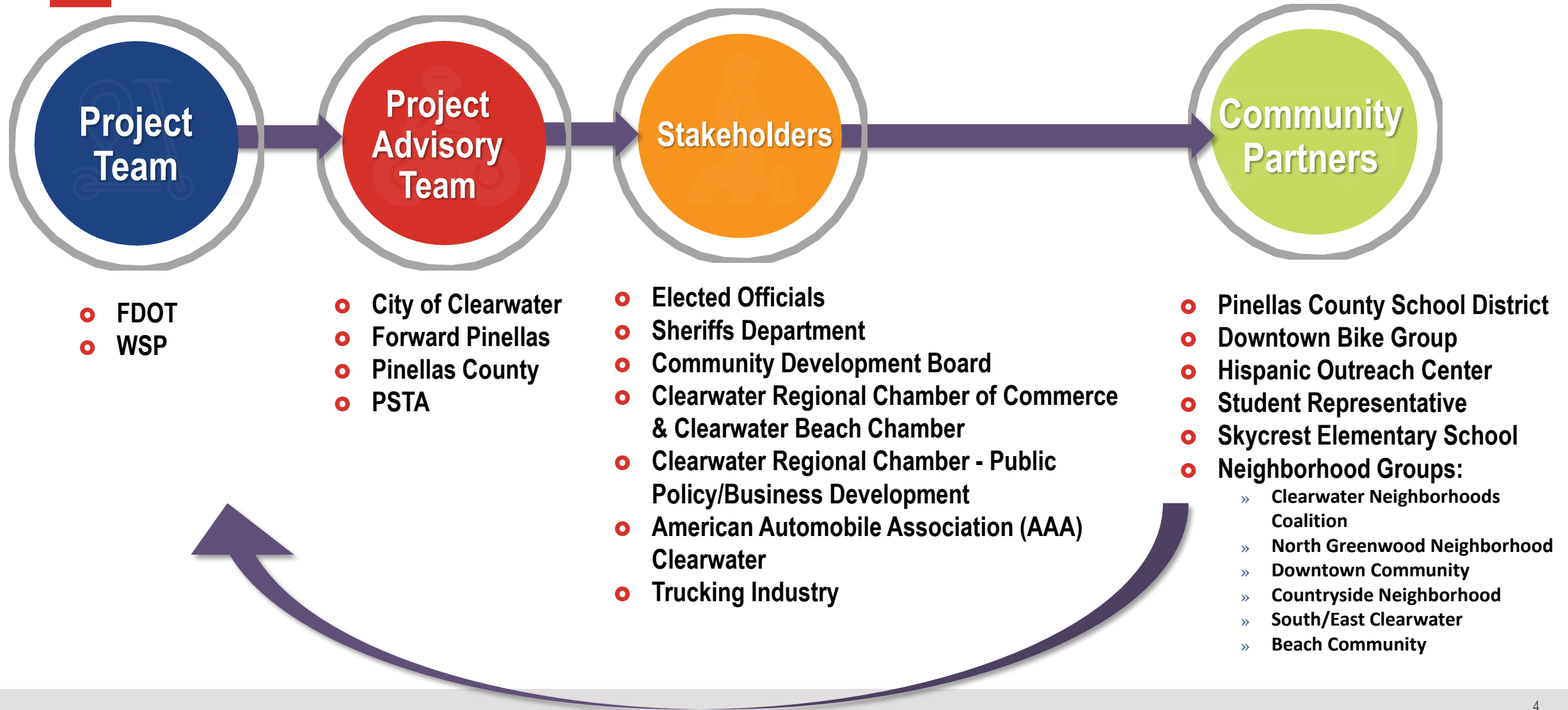
- ◉ Introductions
- ◉ Project Overview
 - » Purpose and Goals
 - » Stakeholders
 - » Study Background
- ◉ Study Area Review
- ◉ Next Steps/Discussion
- ◉ Project Team Contacts



Study Overview

- Review existing conditions
- Define future conditions (2045)
- Conceptual Design Review, Development, and Refinement
 - » Evaluate the preferred alternatives from the 2018 Complete Street Concept Plan
 - » Refine and develop additional concepts per segment as needed
 - » Develop Implementation Plan
- Coordinate with stakeholders (throughout process)

Project Stakeholders

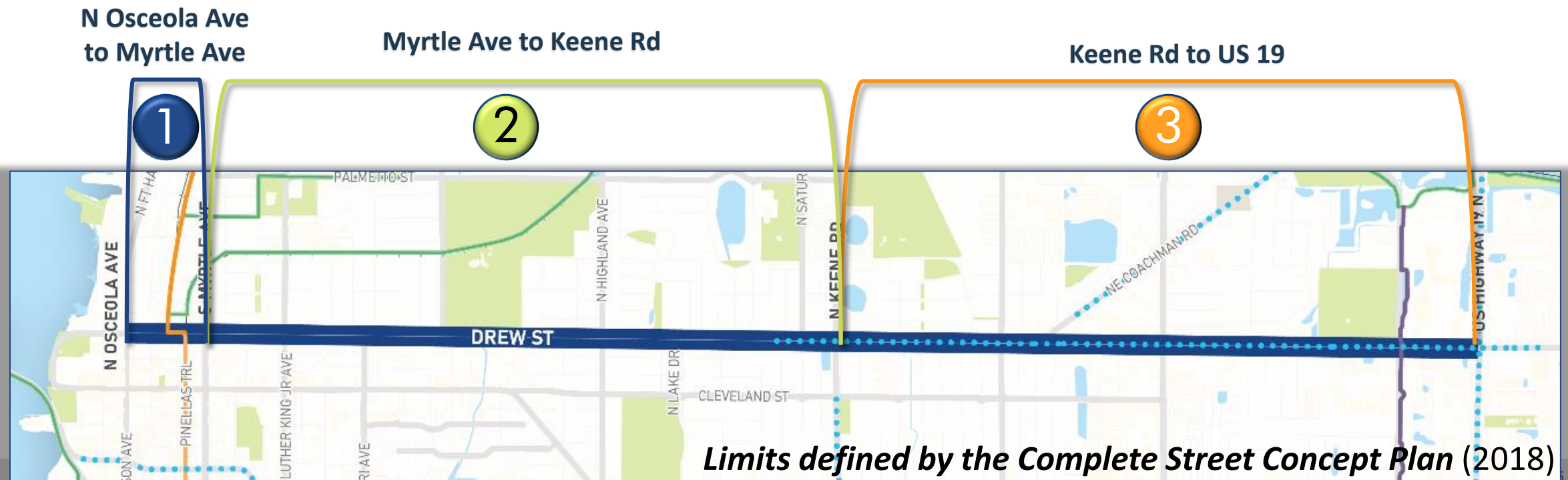




Study Area



- Drew Street from N Osceola Avenue to US 19
- 4.3-mile corridor
- 3 segments/jurisdictions: City of Clearwater, FDOT, Pinellas County





Study Background

● Complete Street Concept Plan completed in 2018

» Identified preferred alternatives for 3 segments of Drew Street

» Conducted stakeholder and public engagement

» Identified corridor challenges:

- *Safety*
- *Narrow sidewalks*
- *Narrow travel lanes*
- *Lack of trail connectivity*
- *Left-turn lane conflicts*
- *Lack of mid-block crossing and landscaping*
- *Lack of lighting*
- *Dangerous intersections*

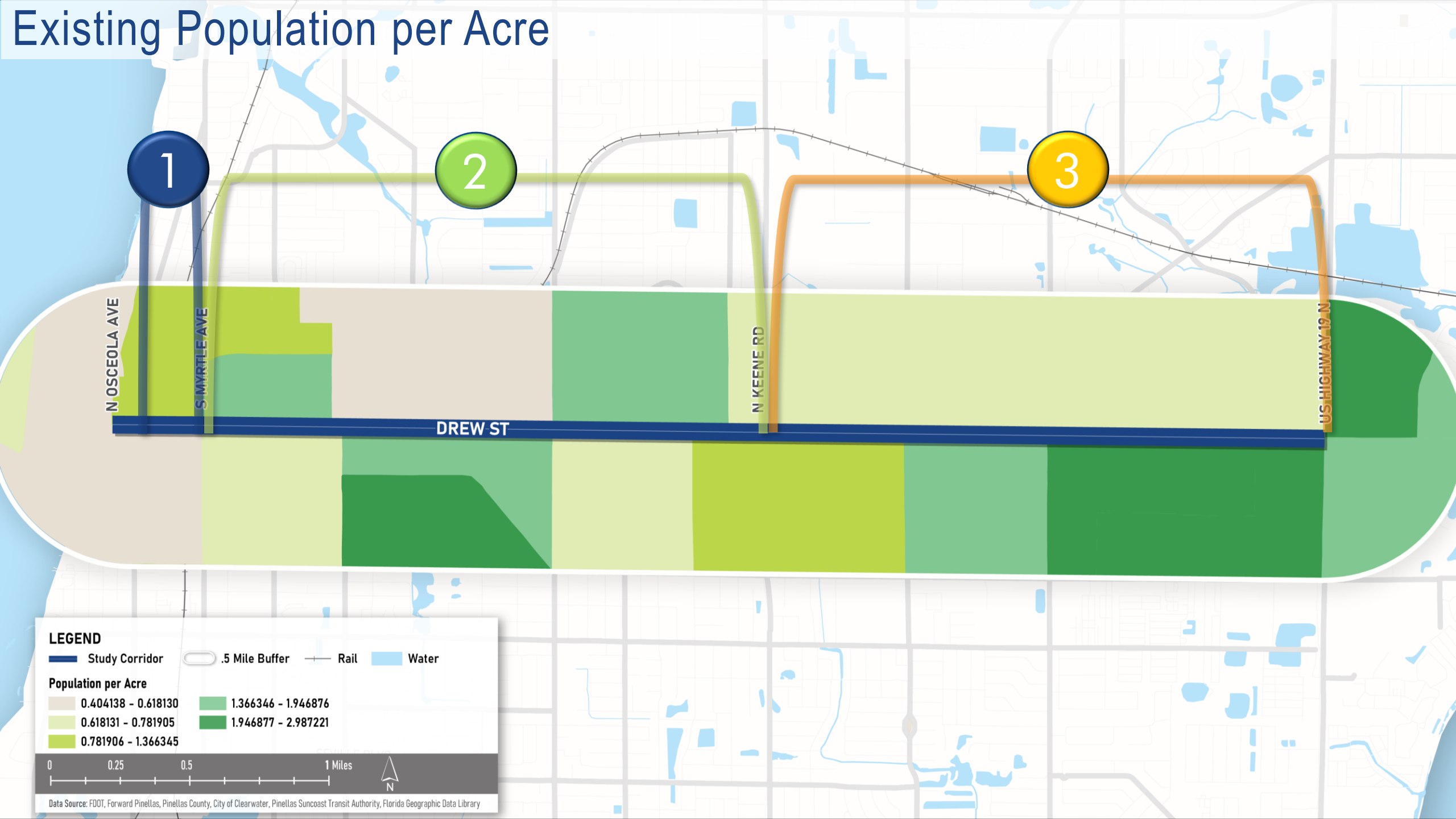




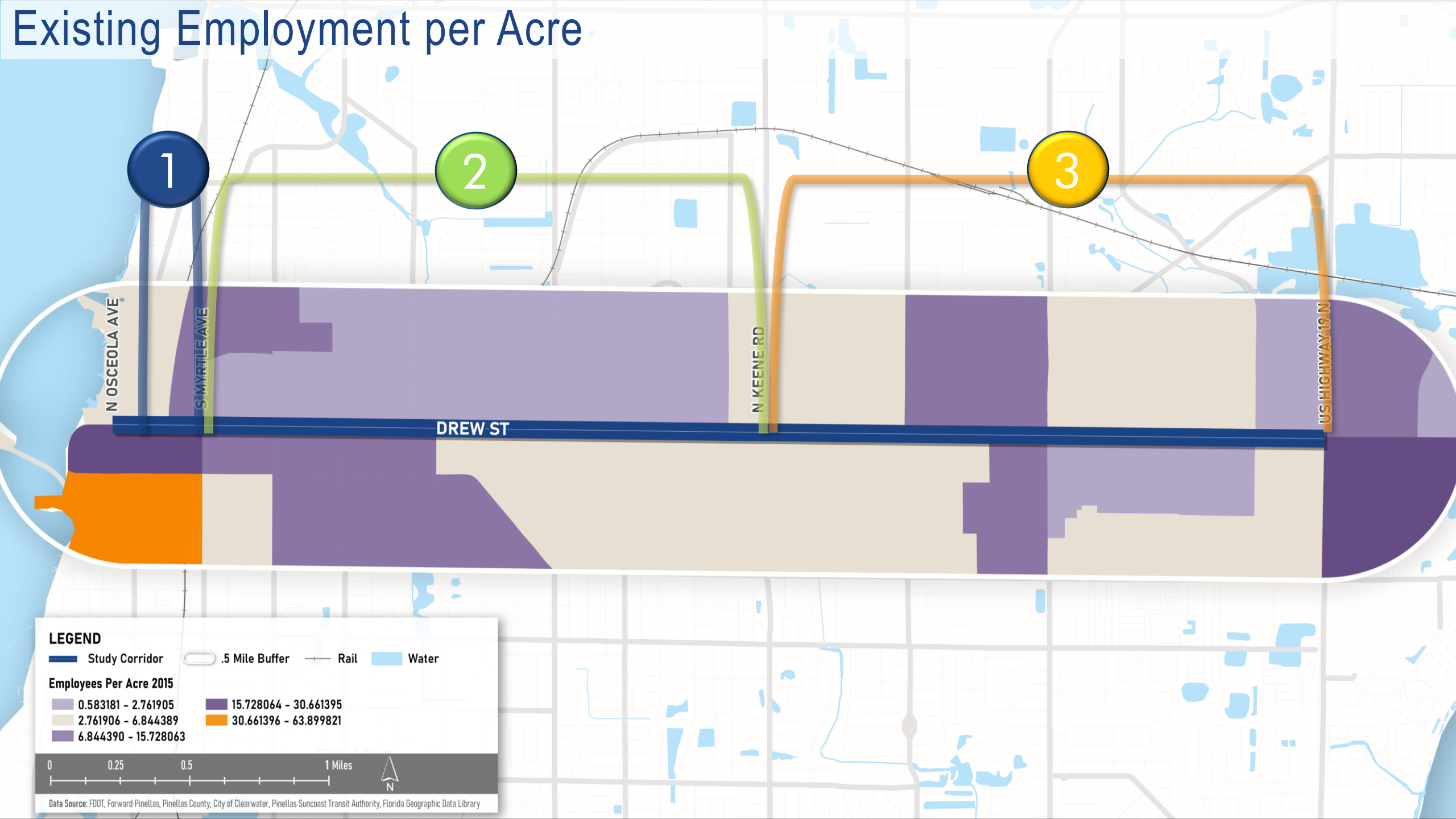
Data Collection

- **Planning context and data collected:**
 - » **Complete Street Concept Plan (completed in 2018)**
 - » **SR 60 Corridor Study**
 - » **Imagine Clearwater Master Plan**
 - » **SR 590 Drew Street Sidewalk Concept Plans (E Missouri to Betty Lane)**
 - » **City of Clearwater Complete Streets Implementation Plan**
 - » **SR 60 Corridor Multimodal Implementation Strategies**
- **Other data needs:**
 - » **Right of way/survey data**
 - » **Pedestrian counts**

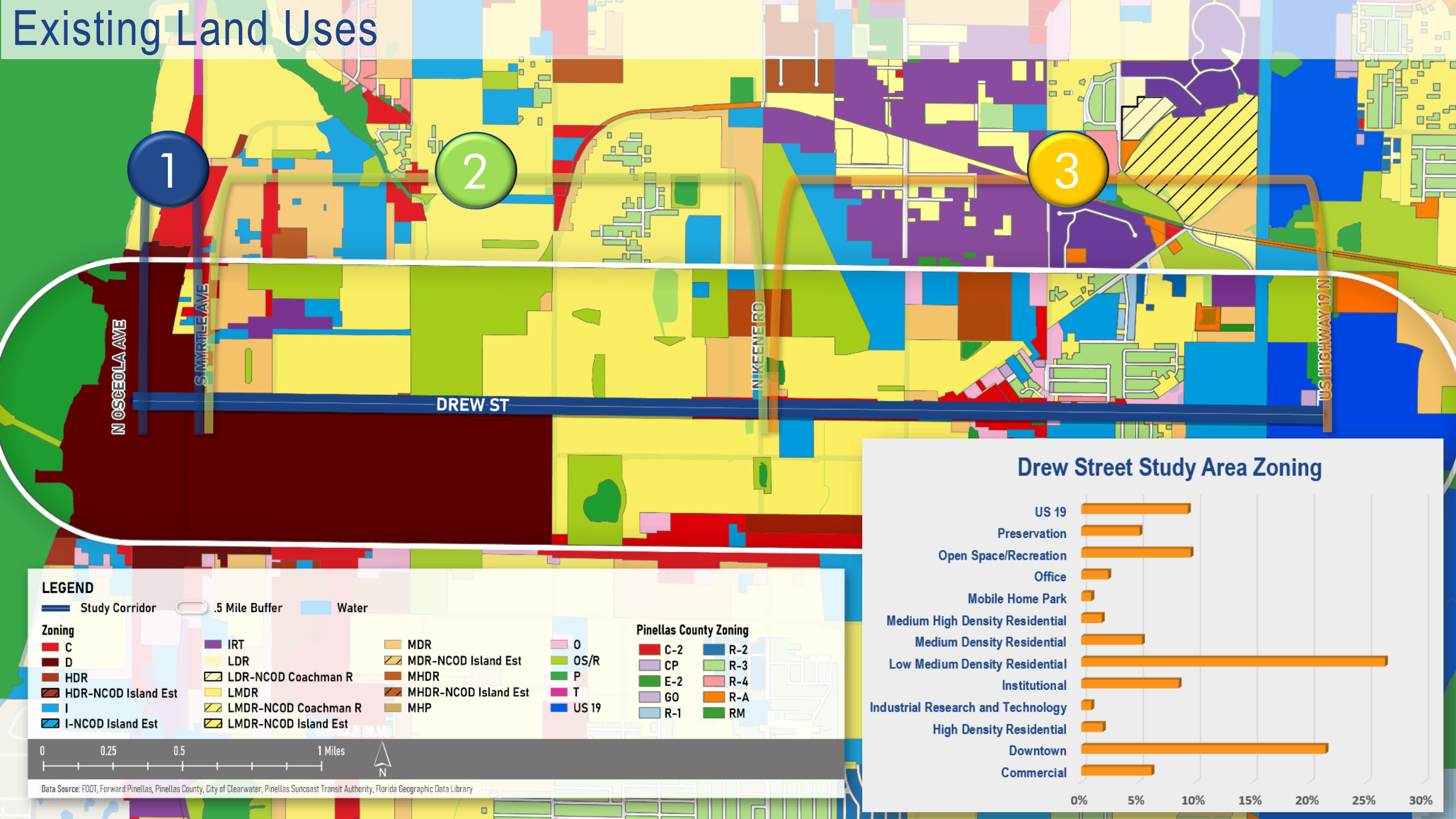
Existing Population per Acre



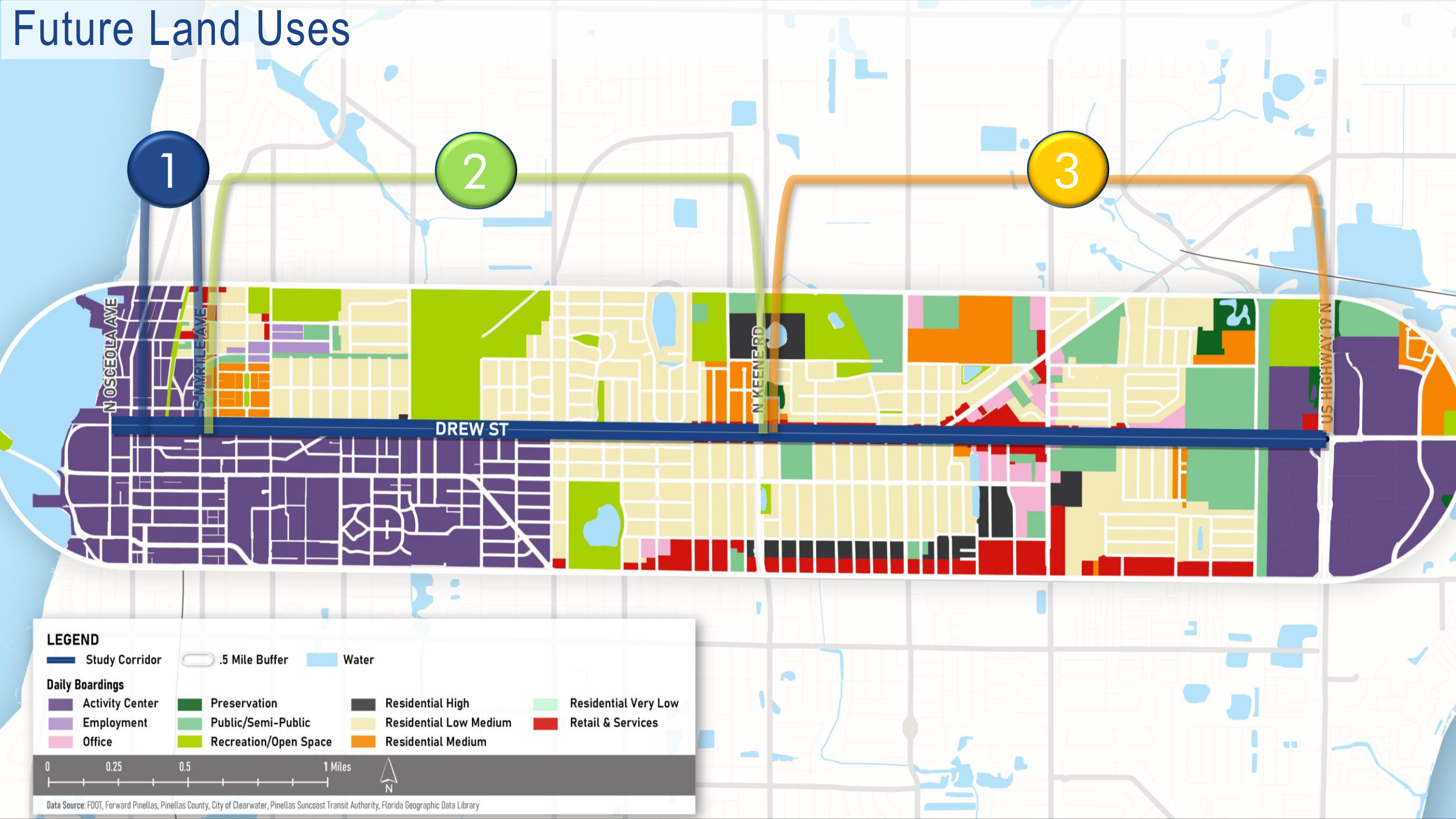
Existing Employment per Acre



Existing Land Uses



Future Land Uses

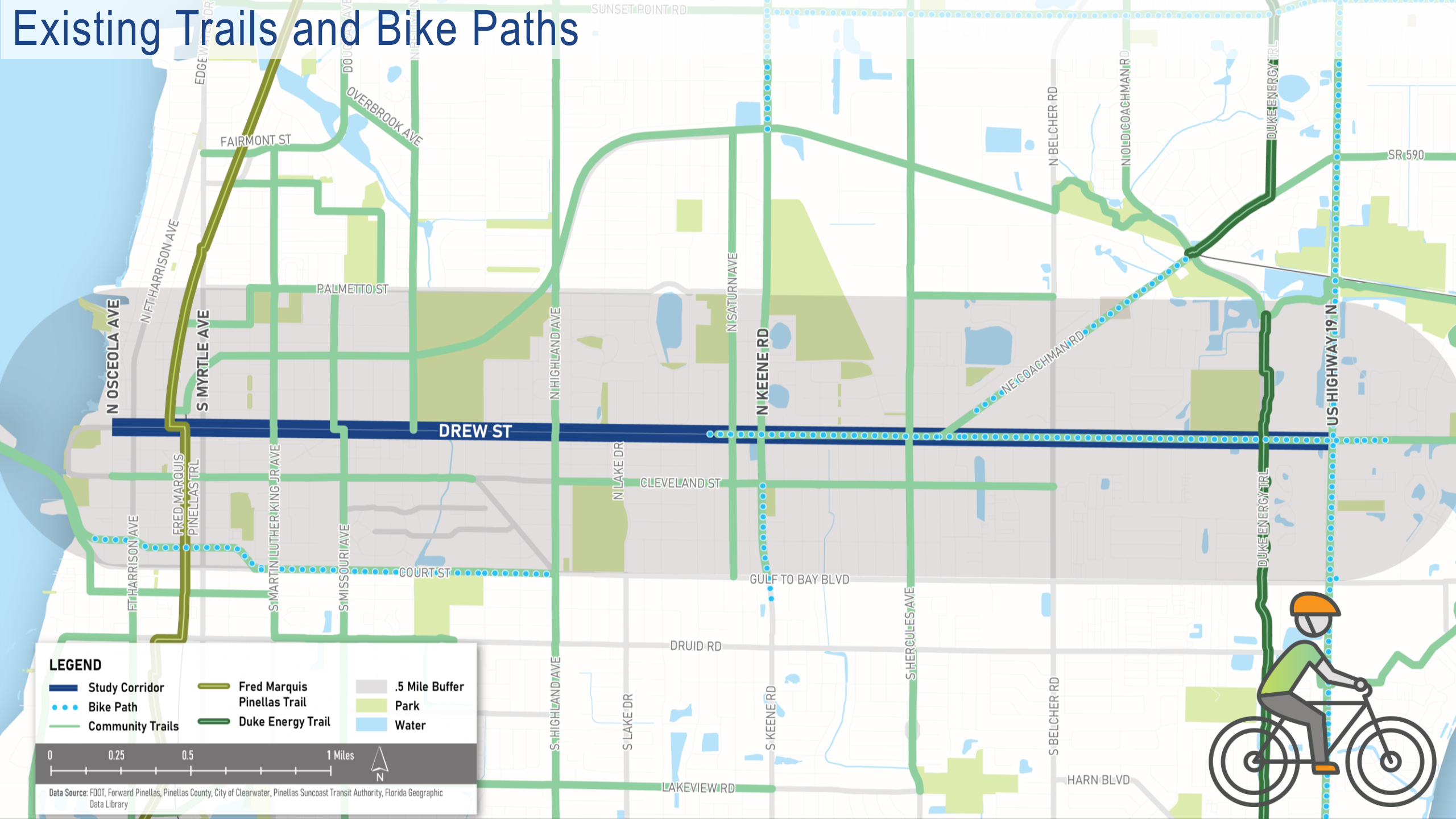




Major Attractions

- ◉ Downtown Clearwater
- ◉ Pinellas Trail & Duke Energy Trail
- ◉ Coachman Park
- ◉ City of Clearwater Public Library
- ◉ Clearwater Country Club
- ◉ Joe DiMaggio Sports Complex
- ◉ Spectrum Field
- ◉ Churches and Schools
 - » Clearwater Academy International
 - » St. Pete College-Clearwater
 - » Church of Scientology
 - » Delphi Academy
 - » Skycrest Elementary School
 - » Florida Spine Institute
 - » Skycrest Christina School

Existing Trails and Bike Paths

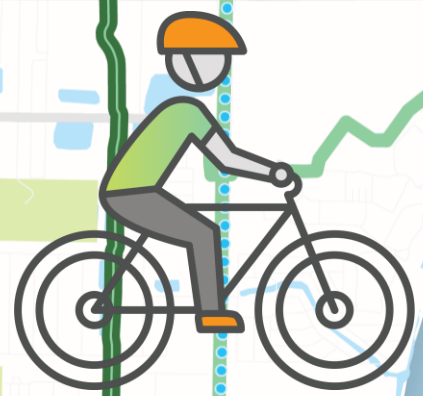


LEGEND

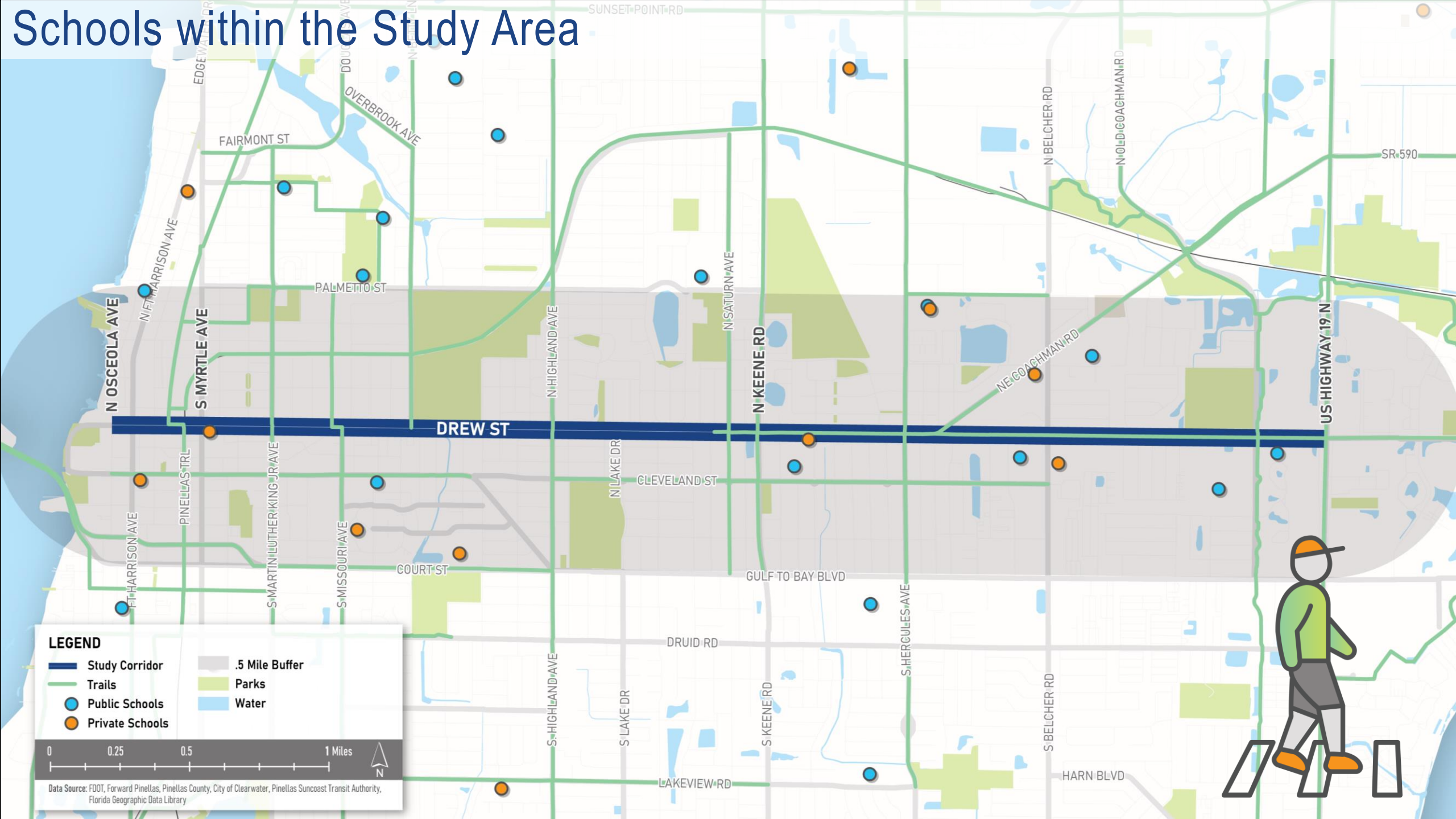
- Study Corridor
- Bike Path
- Community Trails
- Fred Marquis Pinellas Trail
- Duke Energy Trail
- .5 Mile Buffer
- Park
- Water

0 0.25 0.5 1 Miles

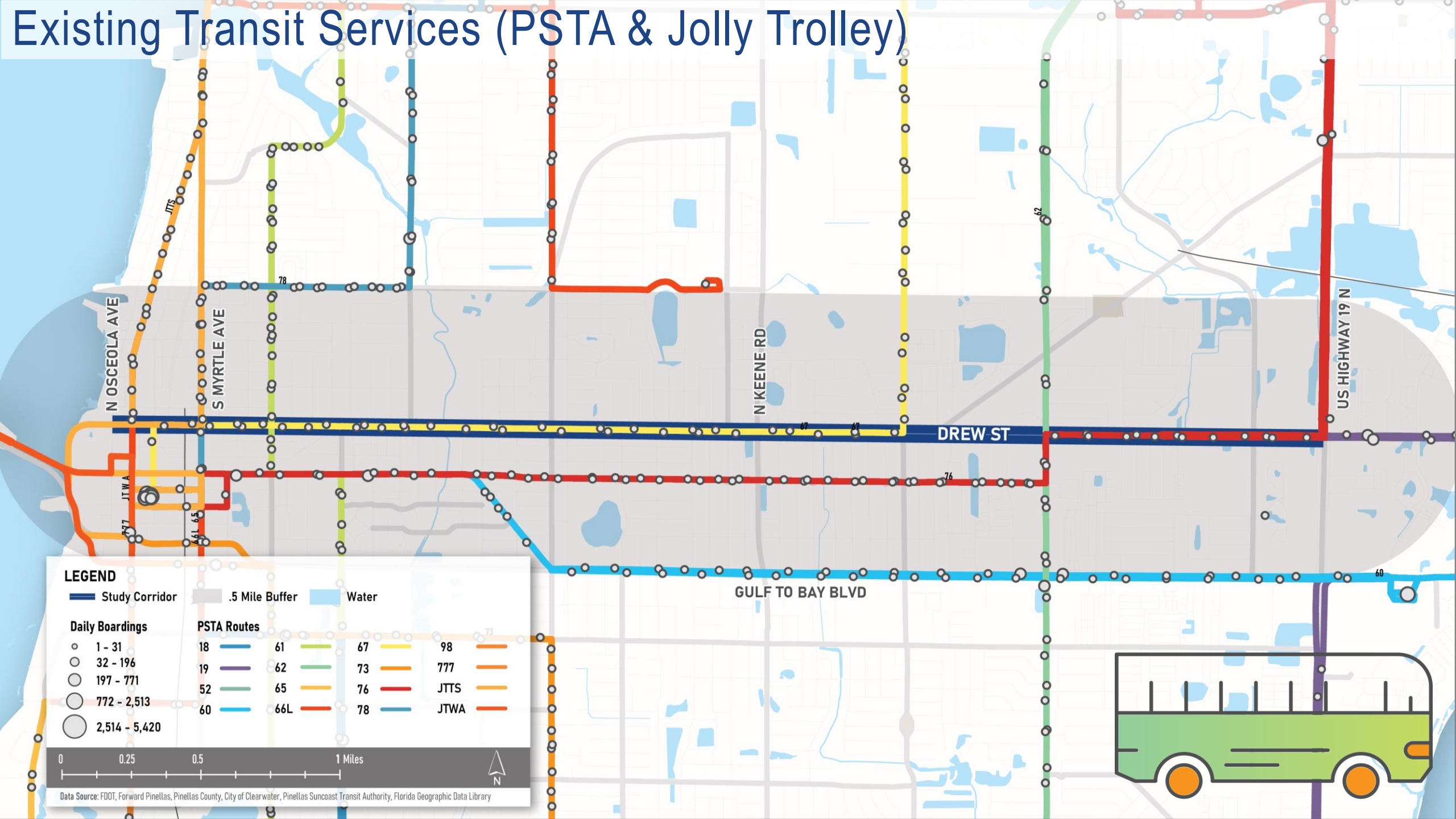
Data Source: FDOT, Forward Pinellas, Pinellas County, City of Clearwater, Pinellas Suncoast Transit Authority, Florida Geographic Data Library



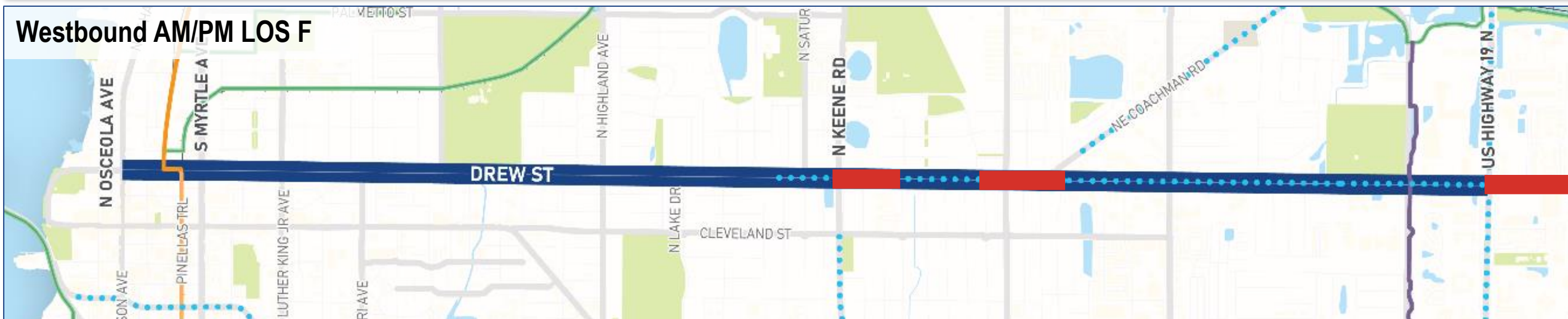
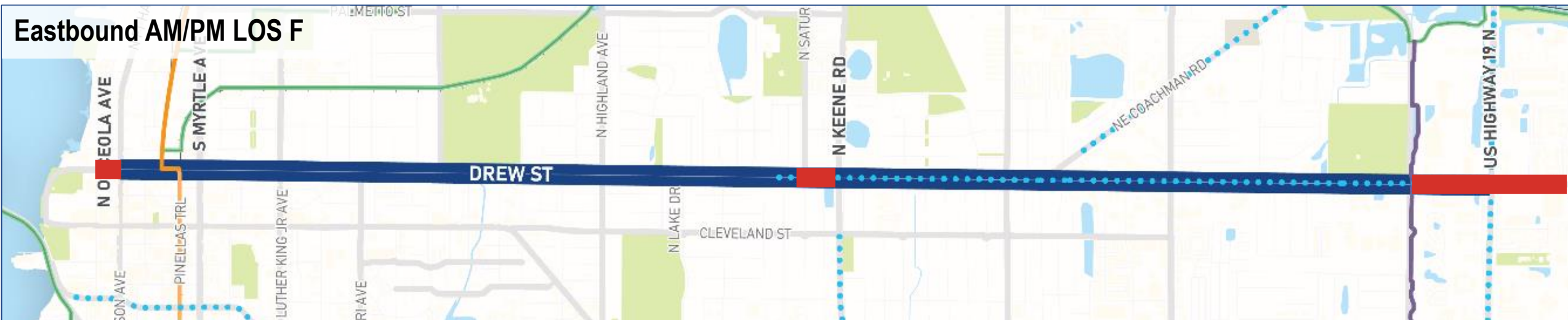
Schools within the Study Area



Existing Transit Services (PSTA & Jolly Trolley)

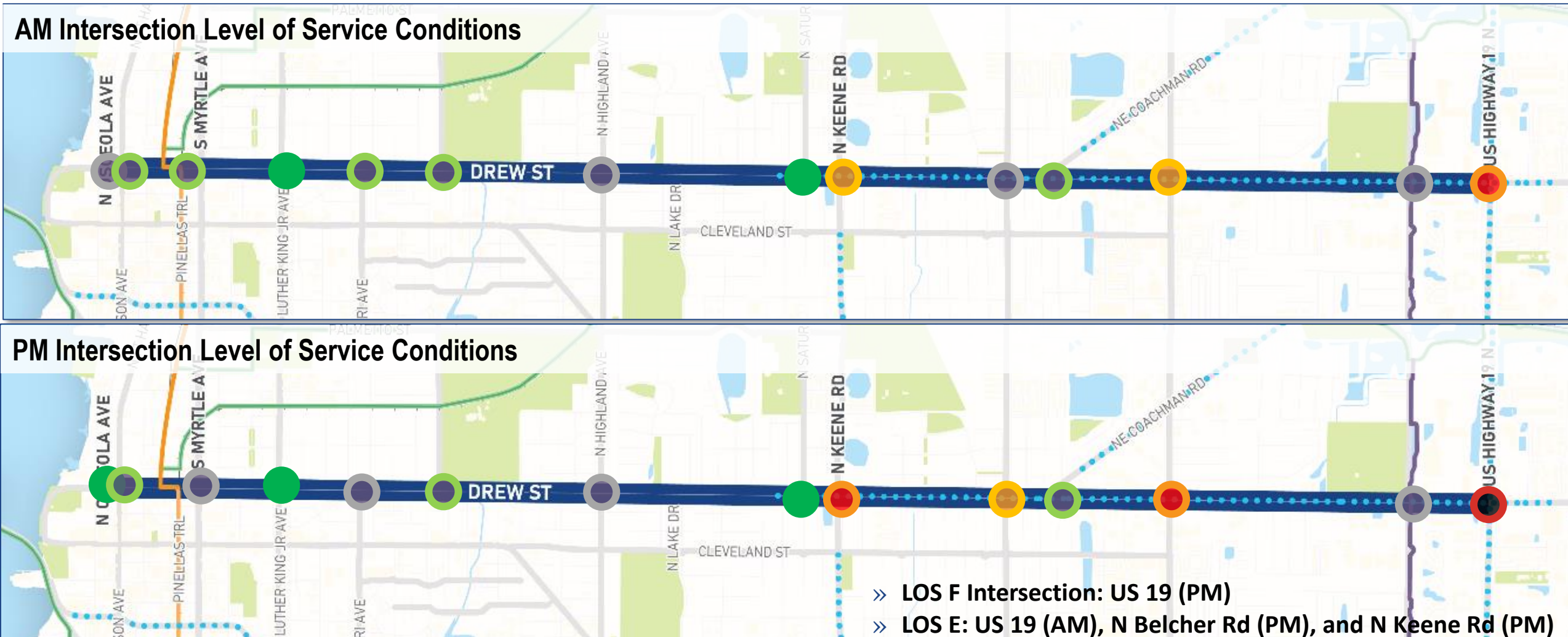
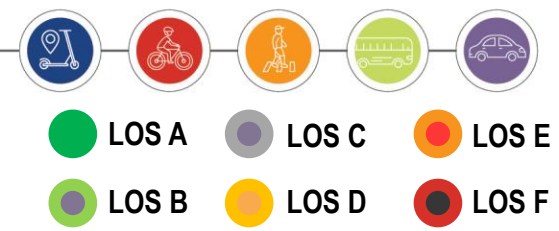


LOS F



Existing Traffic: SR 60 Study Traffic Analysis (completed June 2017), AM Peak: 7:45am to 8:45am, PM Peak: 5pm to 6pm

Existing Intersection Level of Service



Existing Traffic: SR 60 Study Traffic Analysis (completed June 2017), AM Peak: 7:45am to 8:45am, PM Peak: 5pm to 6pm

Corridor Safety

- **1,432** crashes within the most recent 5-year crash history (2015-2019)
 - » **747** total injuries
 - » **69** serious injuries
 - » **9** total fatalities (1 with a pedestrian, 4 with bicyclists involved)
- Crash types:
 - » **40%** rear end crashes
 - » **22%** angle crashes
 - » **11%** sideswipe crashes
 - » **11%** left turn
 - » **2%** head on
 - » **4%** bike/pedestrian
 - » **3%** fixed object





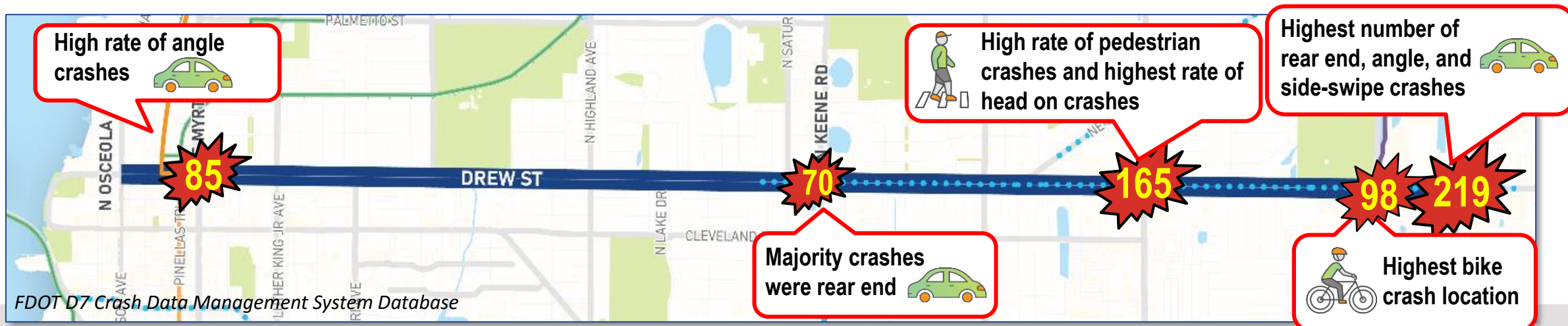
Corridor Safety

• High crash locations:

» **81%** at intersections

» **Top 5 intersection: US 19, Belcher, Old Coachman, Myrtle Ave, Keene Rd**

- *US 19 majority were rear end and sideswipes*
- *44% of crashes occurred at the top 5 intersections*
- *Segment 2 has the highest rate of pedestrian crashes (11) followed by Segment 3 (9)*

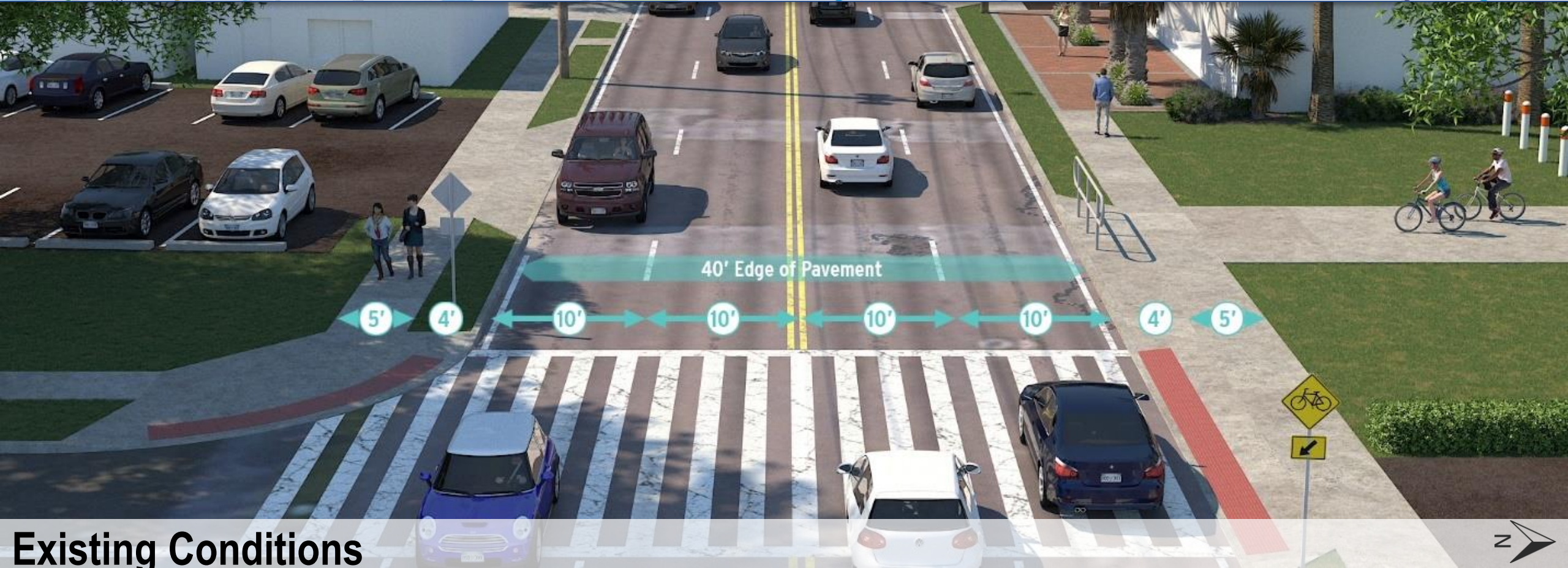
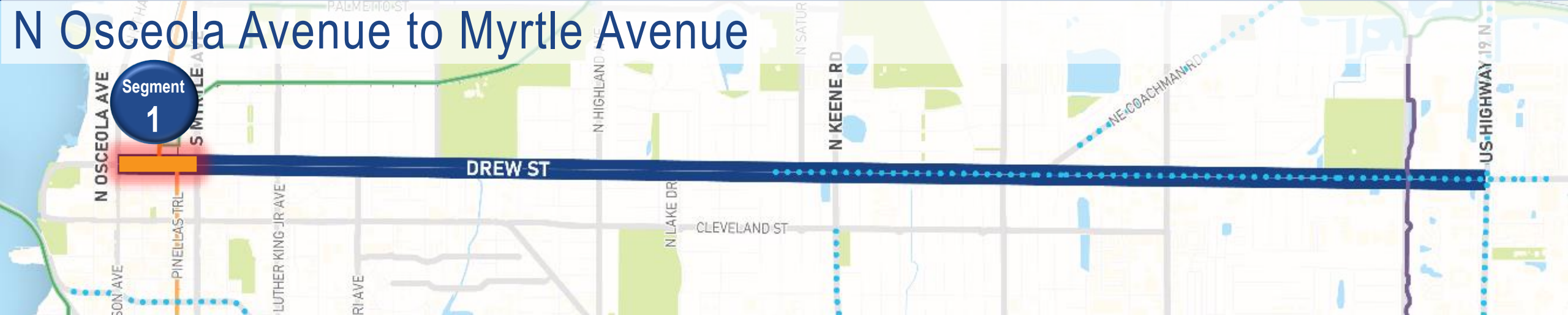




Context Classification

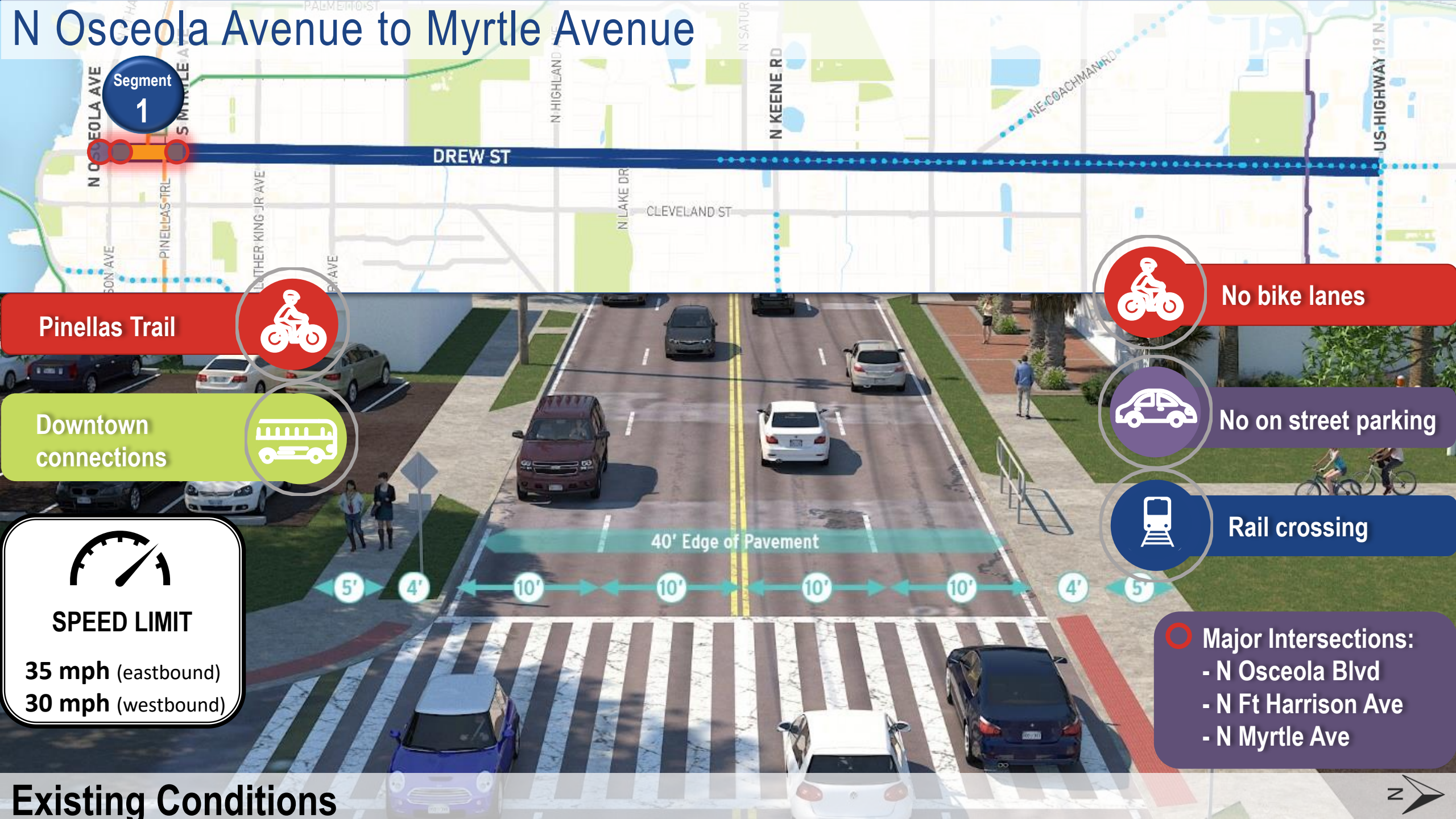
- ◉ **C4 Urban General:** well connected roadway network with small blocks and a mix of uses
- ◉ Allowable design speed: **30-45 mph**
- ◉ **Multimodal** accommodations: bicycle, pedestrian, transit
- ◉ **Mix of Land Uses:** single family, multi-family residential, institutional, neighborhood scale retail, and/or office
- ◉ Employment density: Greater than **20 jobs per acre**
- ◉ Population density: Greater than **20 persons per acre**

N Osceola Avenue to Myrtle Avenue



Existing Conditions

N Osceola Avenue to Myrtle Avenue



Segment
1

Pinellas Trail

Downtown
connections



SPEED LIMIT

35 mph (eastbound)

30 mph (westbound)



No bike lanes



No on street parking



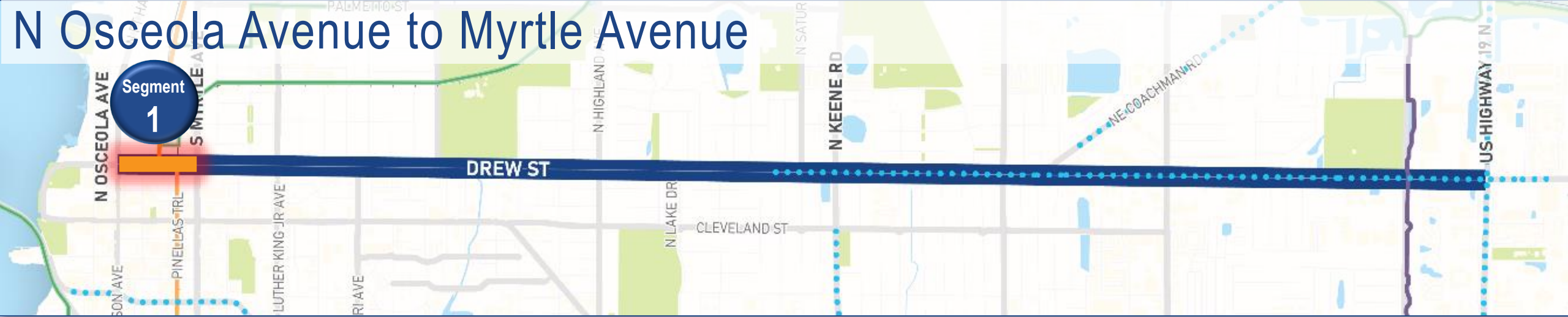
Rail crossing

- Major Intersections:
- N Osceola Blvd
 - N Ft Harrison Ave
 - N Myrtle Ave

Existing Conditions

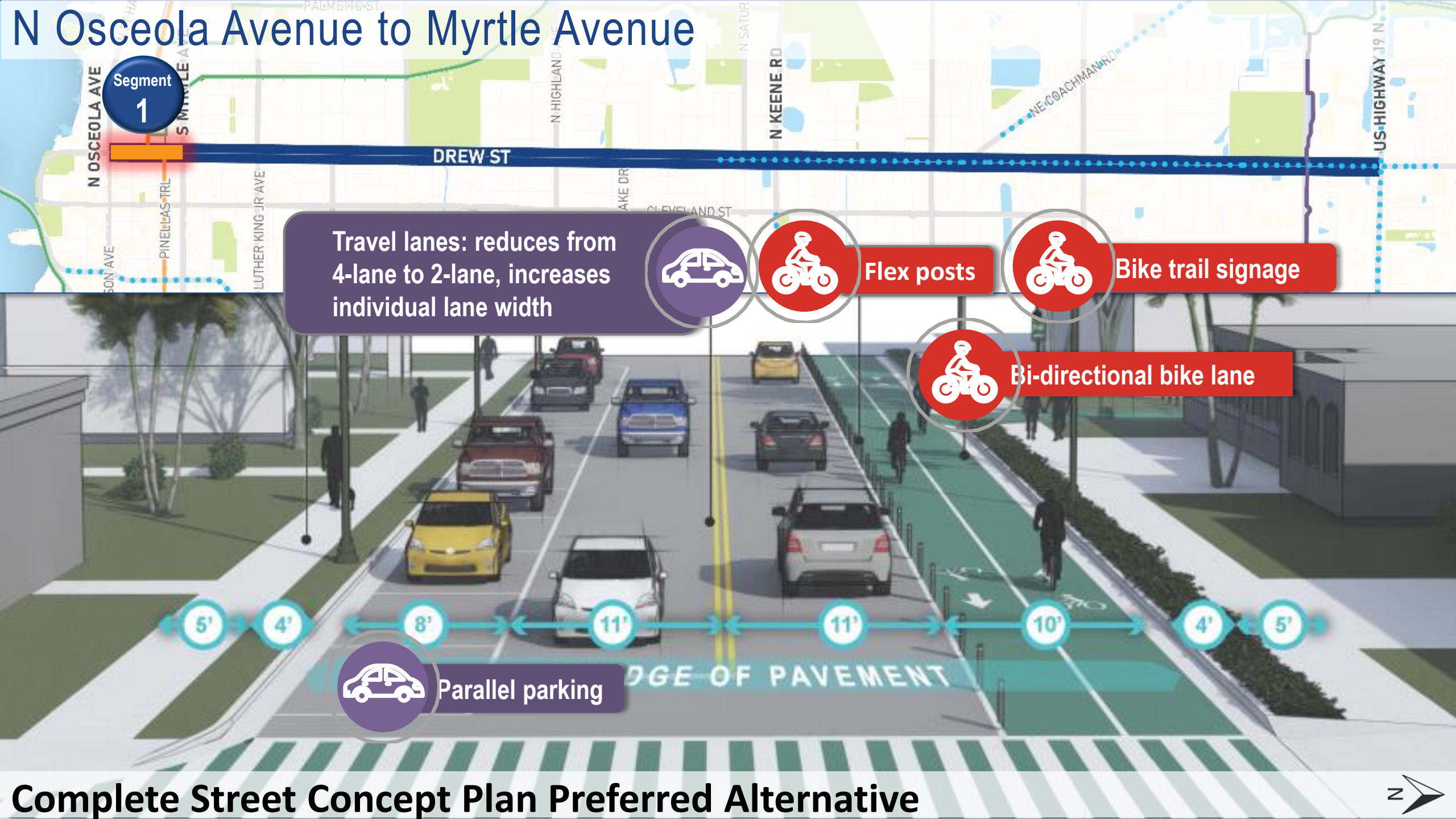


N Osceola Avenue to Myrtle Avenue



Existing Conditions

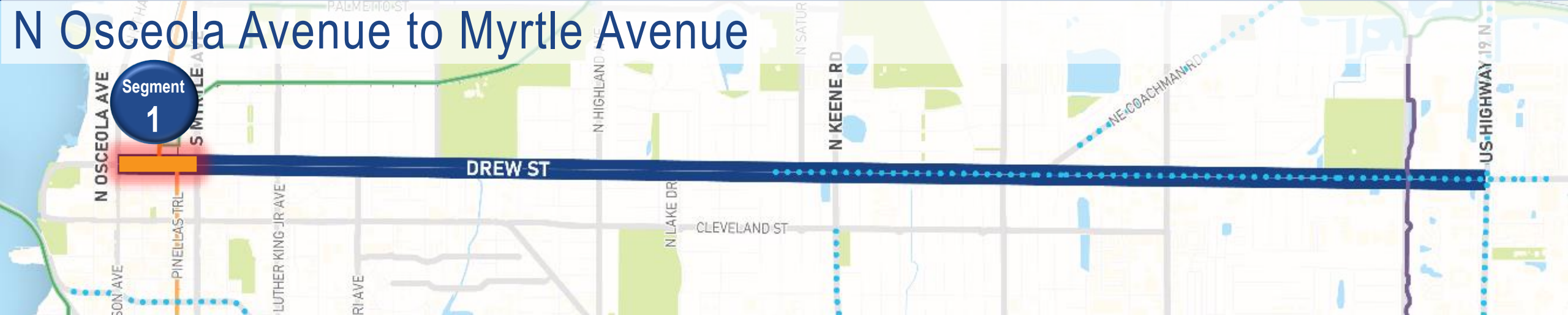
N Osceola Avenue to Myrtle Avenue



Complete Street Concept Plan Preferred Alternative



N Osceola Avenue to Myrtle Avenue

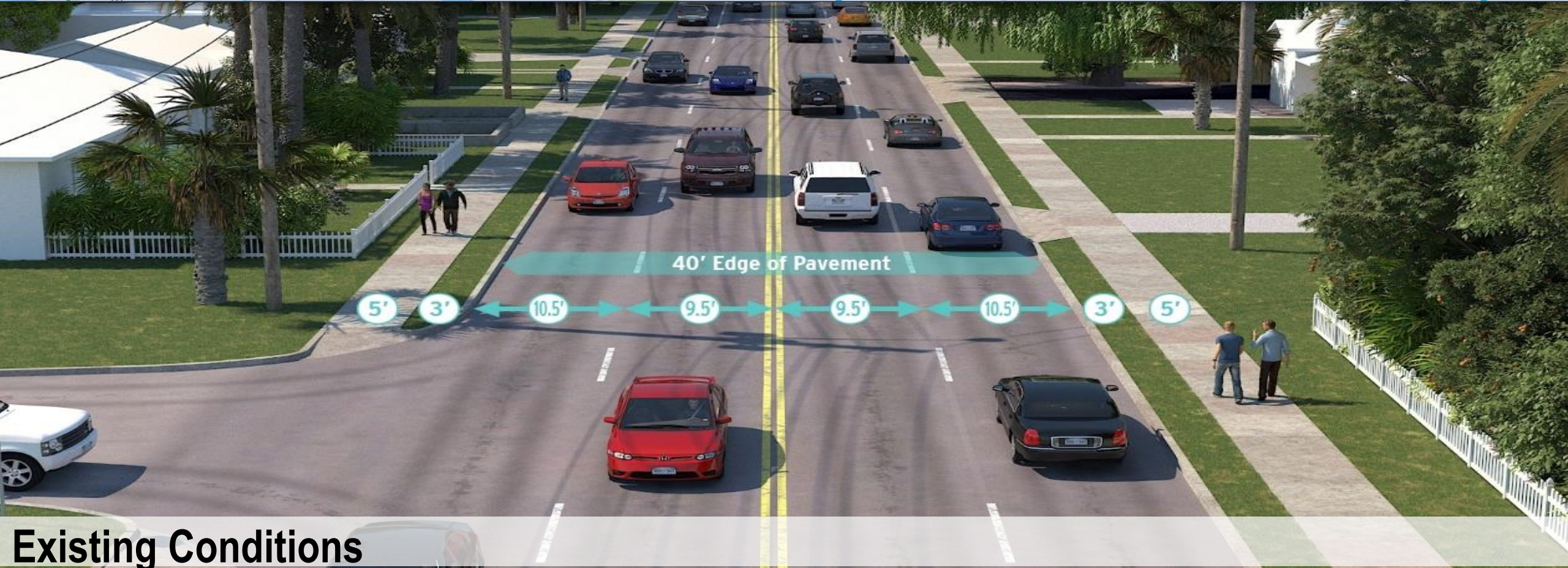
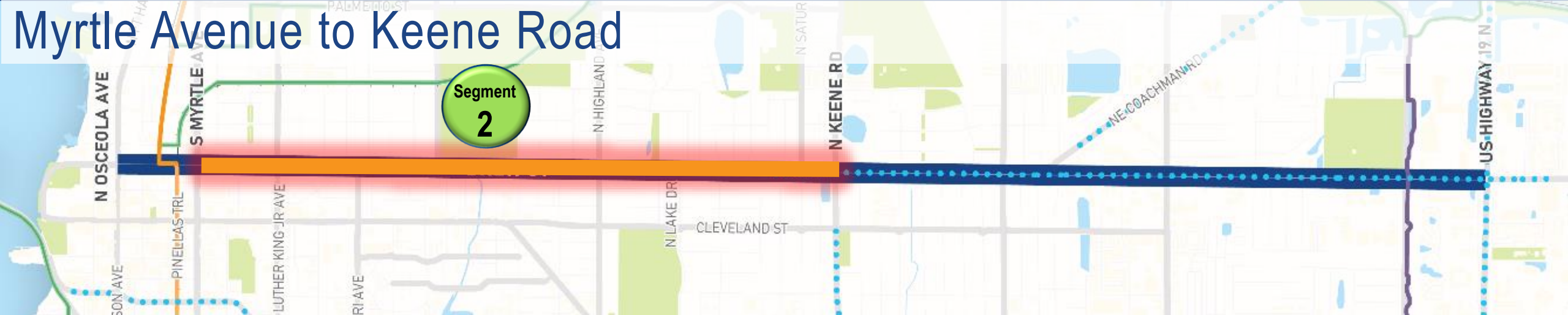


For discussion:

- » **Separate cyclists from pedestrians (3 ft needed for delineators) for consistency with FDOT Design Manual**
- » **Context classification recommends 6-ft sidewalks; preferred alternative shows 5-ft**
- » **Pavement up to face of curb vs edge of pavement**
 - *Preferred shows 40 ft to edge of pavement, but true edge of pavement is only 37 ft; if preferred alternative is constructed, 3 ft of widening is required*
 - *Considerations for utility relocations if widening*
- » **Importance of parking (18 spaces recommended in Segment 1 from N Osceola Ave to Myrtle Ave)**
- » **Imagine Clearwater includes trail on south side of Drew Street; preferred alternative shows trail on north side**
- » **Options for bus stops/pull-offs**
- » **Utility strip/planting area should be 5 ft for consistency with FDOT Design Manual vs the 4 ft shown**

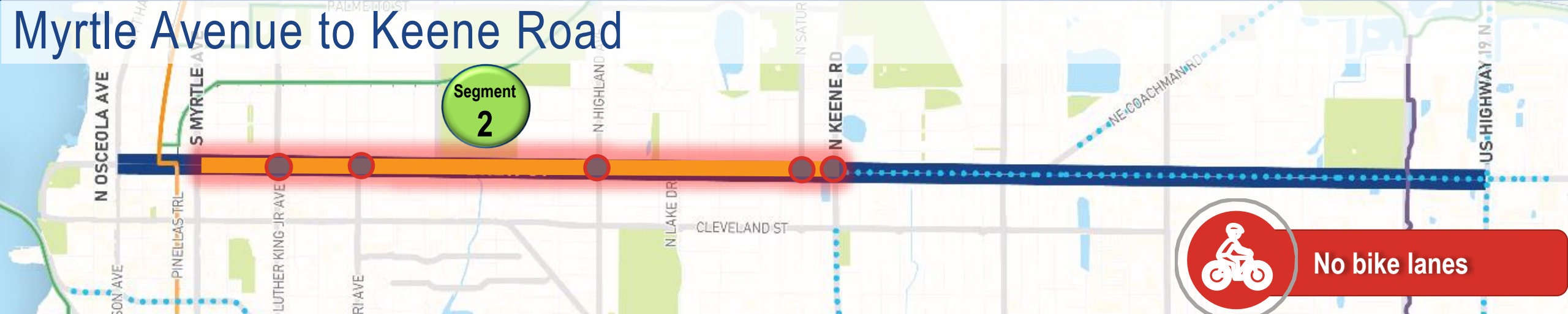
Complete Street Concept Plan Preferred Alternative

Myrtle Avenue to Keene Road



Existing Conditions

Myrtle Avenue to Keene Road



No bike lanes

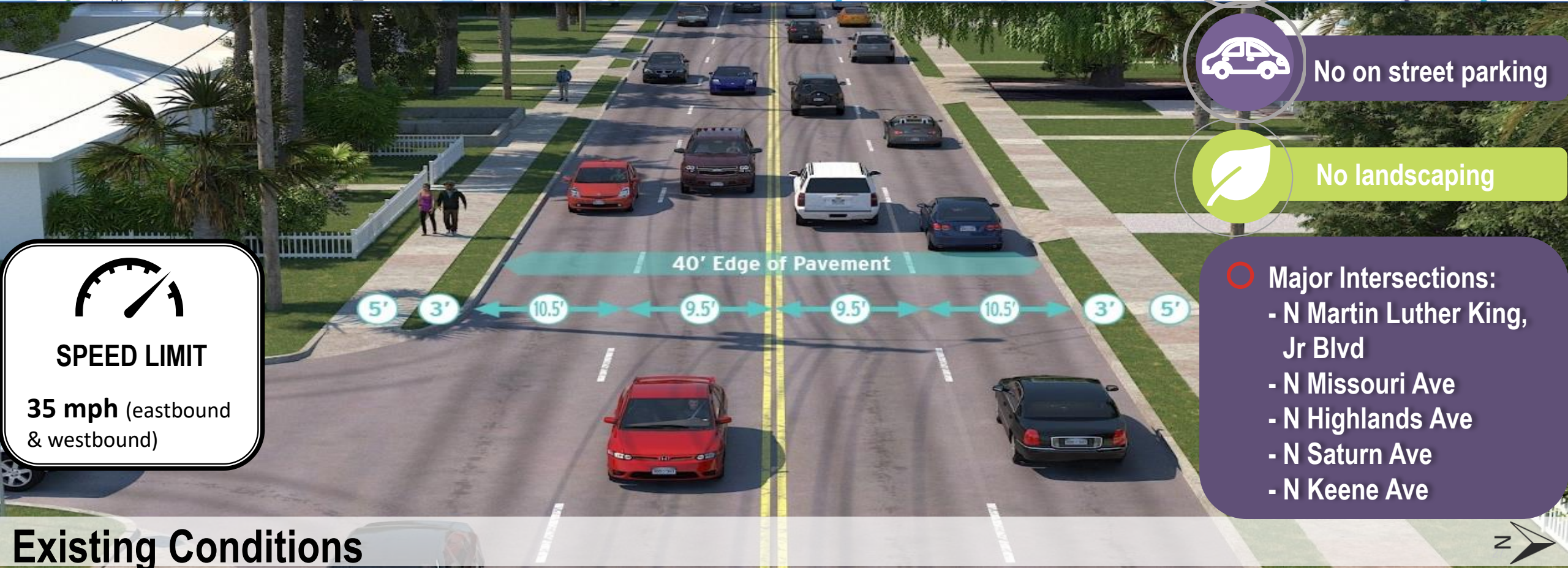


No on street parking



No landscaping

- Major Intersections:
- N Martin Luther King, Jr Blvd
 - N Missouri Ave
 - N Highlands Ave
 - N Saturn Ave
 - N Keene Ave



SPEED LIMIT

35 mph (eastbound
& westbound)

Existing Conditions

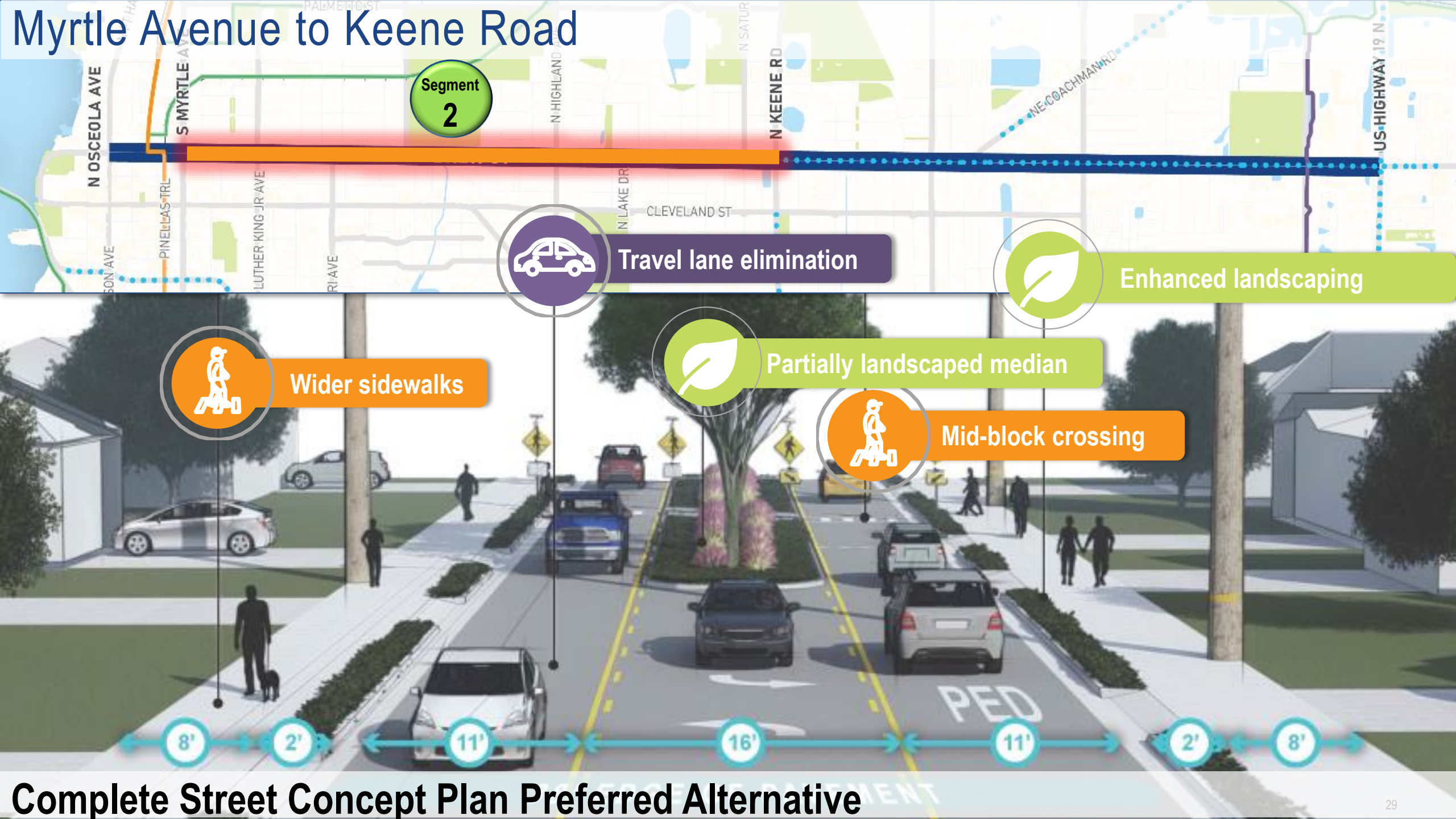


Myrtle Avenue to Keene Road



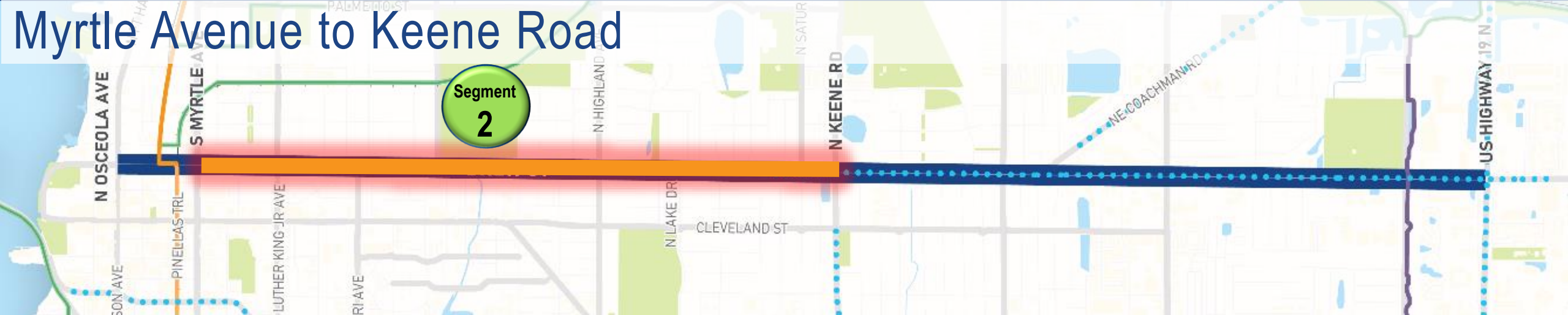
Existing Conditions

Myrtle Avenue to Keene Road



Complete Street Concept Plan Preferred Alternative

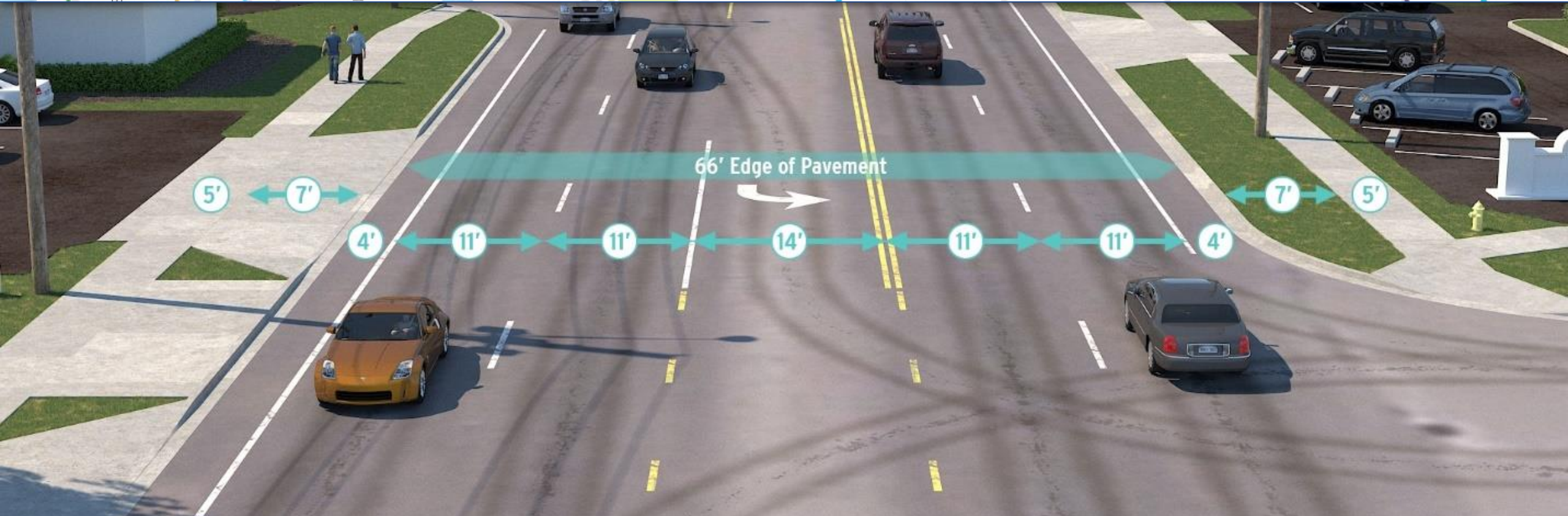
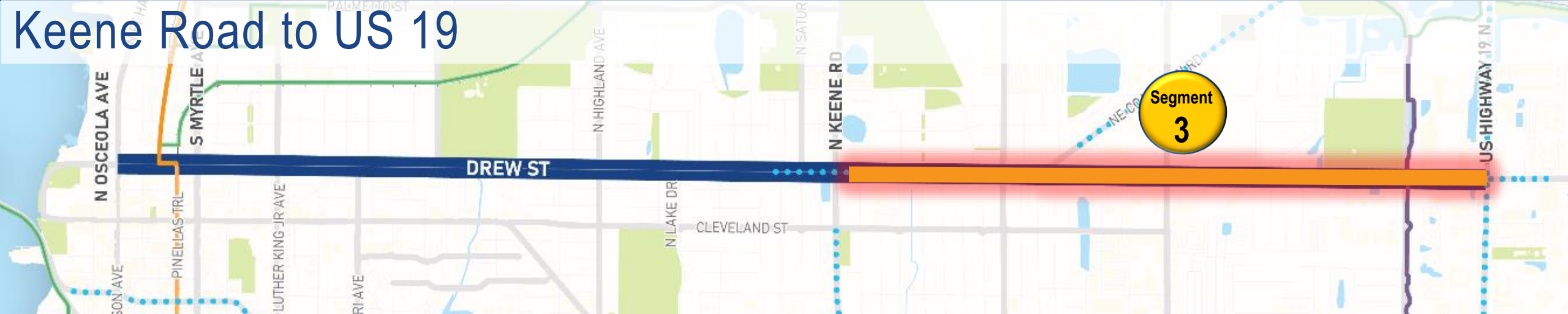
Myrtle Avenue to Keene Road



For discussion:

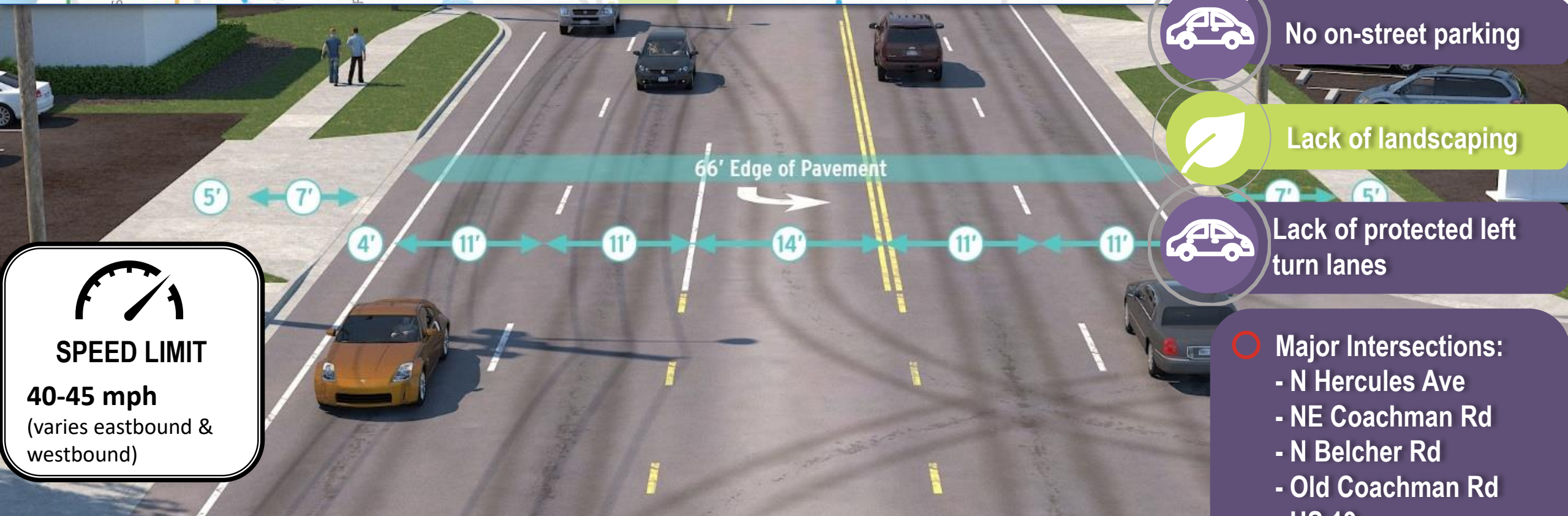
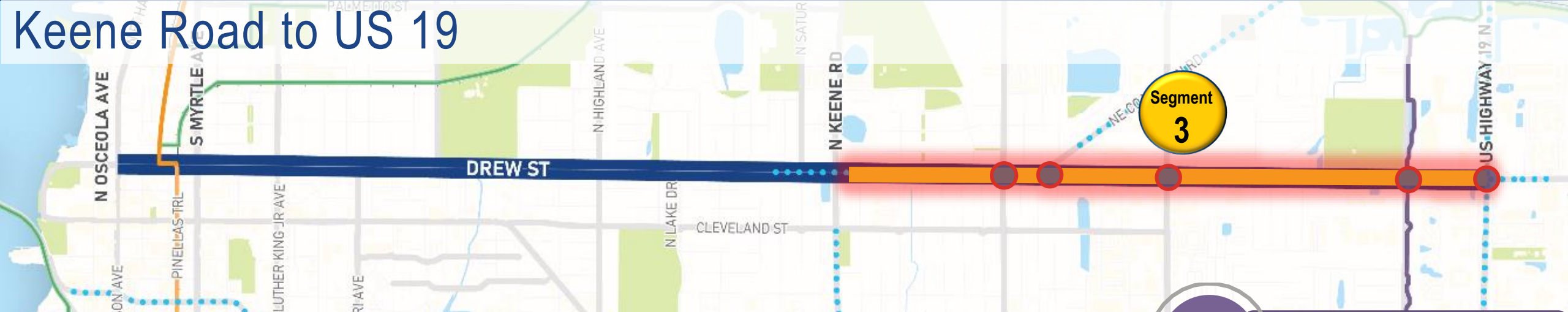
- » Sidewalk gaps should be addressed with FDOT project
- » Property access
- » Capacity for bus stops
- » Right of way/widening
 - *Limited space with abutting properties (see pictures)*
- » Mid-block crossing locations (schools, intersection crash locations)
- » Roadway and median widths
- » Utility strip/planting area should be 5 ft per FDOT Design Manual vs the 2 ft shown

Keene Road to US 19



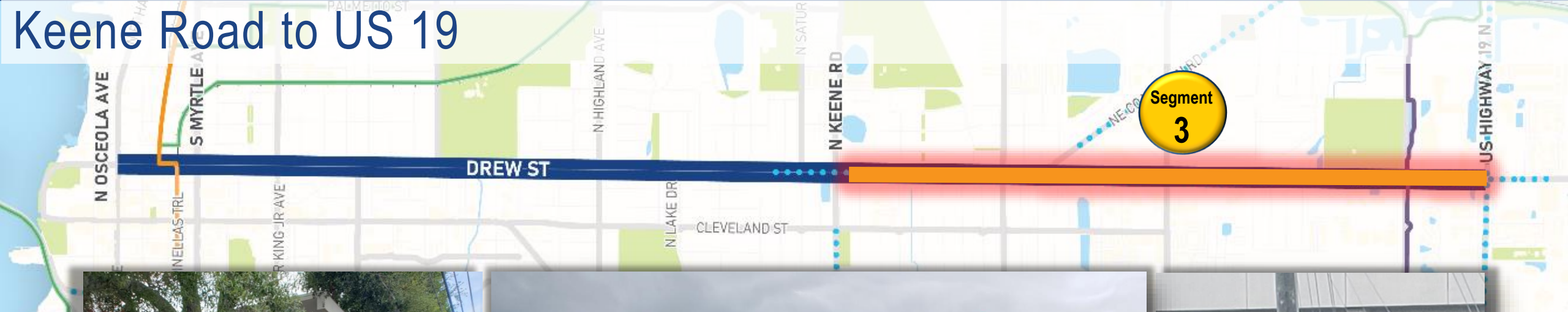
Existing Conditions

Keene Road to US 19



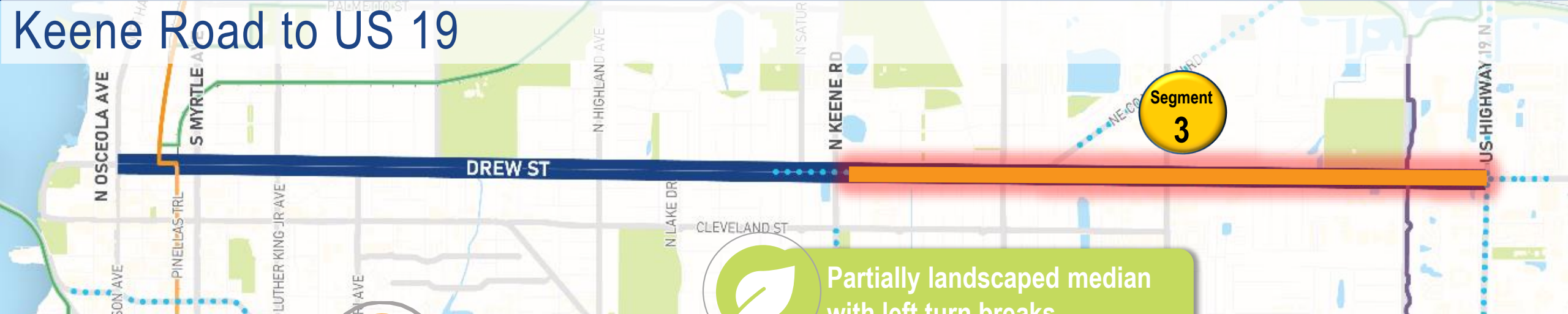
Existing Conditions

Keene Road to US 19



Existing Conditions

Keene Road to US 19



Partially landscaped median with left turn breaks



Enhanced landscaping



Mid-block crossing

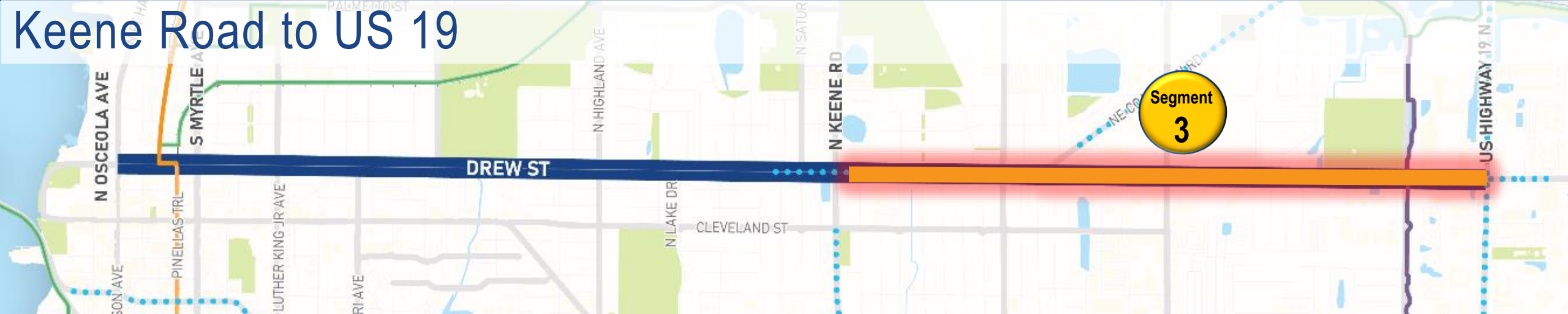


Bike lane markings



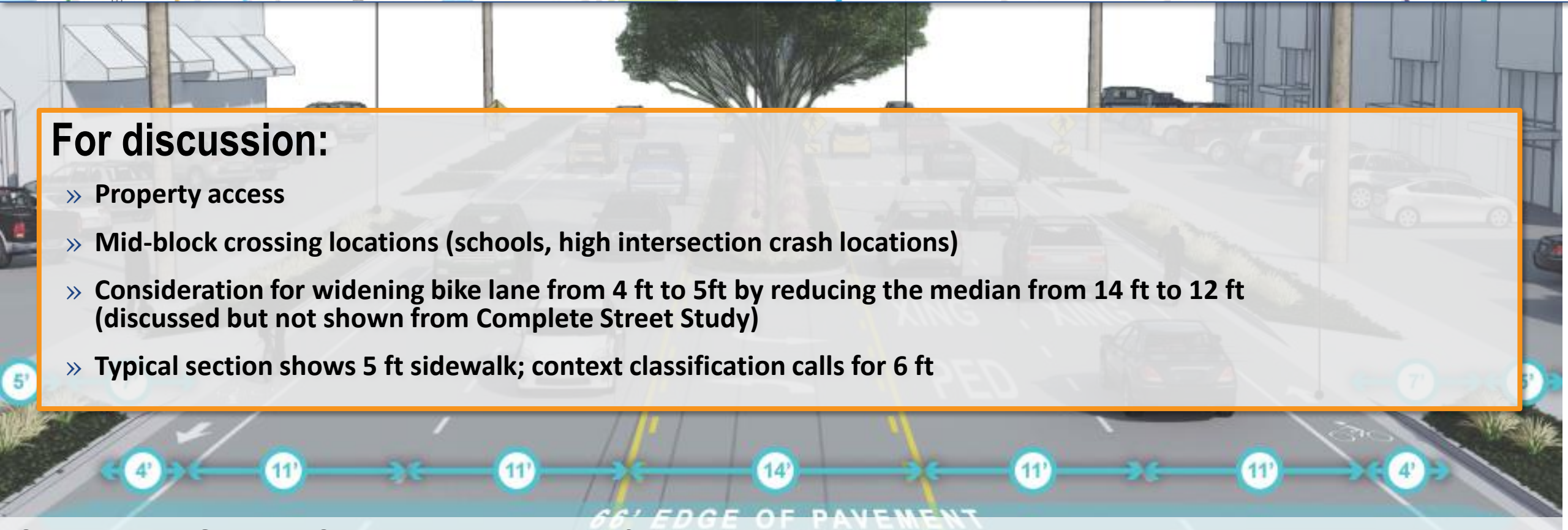
Complete Street Concept Plan Preferred Alternative

Keene Road to US 19



For discussion:

- » Property access
- » Mid-block crossing locations (schools, high intersection crash locations)
- » Consideration for widening bike lane from 4 ft to 5ft by reducing the median from 14 ft to 12 ft (discussed but not shown from Complete Street Study)
- » Typical section shows 5 ft sidewalk; context classification calls for 6 ft



Complete Street Concept Plan Preferred Alternative



Discussions/Next Steps

- **Discussions:**

- » Stakeholder direction
- » Areas of concern along the corridor
- » Challenging pedestrian/bicycle crossing areas
- » Access management

- **Next Steps:**

- » Complete future conditions
- » Complete design review and coordination



Schedule



Drew Street Corridor Study and Concept Evaluation

Restart Schedule Update March 2021



Contacts

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