



City of Clearwater

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Clearwater, FL 33755

Cover Memo

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Agenda Number: 4.3

SUBJECT/RECOMMENDATION:

Drew Street Update and Requested Letter of Support - Kevin Lee and Brian Shoyer, FDOT

SUMMARY:

In 2016, residents living on or near Drew Street petitioned the City to pursue a complete streets grant study for the Drew Street Corridor. Upon successful completion of that initial study, subsequent additionally detailed analysis was performed. The ultimate result was a completed Florida Department of Transportation (FDOT), District Seven, Drew Street Complete Street Corridor Study. This study reviewed the technical feasibility of providing complete street treatments on Drew Street (State Road 590) from N. Osceola Avenue to N. Keene Road. The result of this work calls for repurposing two of the four existing travel lanes, improve safety for all users, and provide multimodal options.

FDOT District 7 is now in the process of preparing a Lane Repurposing Report for the complete street improvements. This report will be submitted to FDOT headquarters in Tallahassee for their review and potential approval. For that purpose, FDOT District 7 is requesting letters of support for the project from the City of Clearwater, Forward Pinellas, and Pinellas County to include in the application. The purpose of this item is to request City Council approval of a letter supporting the lane reduction application.



CITY OF CLEARWATER

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PUBLIC WORKS

April 4, 2023

David Gwynn
Florida Department of Transportation, District Seven
11201 N McKinley Drive
Tampa, Florida 33612-6403

Subject: Lane repurposing on Drew Street

As Mayor and on behalf of the City of Clearwater, I respectfully submit this letter in support of lane repurposing on Drew Street, from N. Osceola Avenue to N. Keene Road. The lane repurposing, as part of the proposed improvements, is designed to improve safety in the Drew Street corridor. We look forward to next steps in the project, including review of design concepts and participating in public meetings to further gauge community support and concerns with the proposed design.

I expect your planning process will include a robust public participation component. It is important that our citizens are aware of and have the opportunity to provide input on such a critical project.

The City of Clearwater strongly supports regional transportation and mobility as critical to its preeminent position as an international tourist destination and fundamental to our economic success and quality of life. Therefore, the City of Clearwater supports the lane repurposing on Drew Street, from N. Osceola Avenue to N. Keene Road and looks forward to continued collaboration with FDOT on this priority project and other District Seven projects.

Sincerely,

XX, Mayor

Frank V. Hibbard, Mayor

Mark Bunker, Councilmember
Kathleen Beckman, Councilmember



David Allbritton, Councilmember
Lina Teixeira, Councilmember

"Equal Employment and Affirmative Action Employer"

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March 8, 2023

Brian L. Shroyer
Multimodal Project Manager
Florida Department of Transportation, District Seven
11201 North McKinley Drive
Tampa, FL 33612

RE: Support for Drew Street/SR 590 Lane Repurposing and Complete Street Design

Dear Mr. Shroyer:

Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, is proud to offer this letter of support for the Florida Department of Transportation's Lane Repurposing Report for the Drew Street Complete Street Design. The project is a Forward Pinellas priority resulting from its Complete Streets Program and supports the Safe Streets Pinellas Vision Zero Action Plan. The concept plan and proposed design is consistent with the Advantage Pinellas 2045 Long Range Transportation Plan (LRTP).

The western portion of Drew Street designated as State Road 590 from N. Osceola Avenue to Keene Road is a substandard, unsafe, inefficient roadway that divides residential neighborhoods and is a barrier to accessing destinations in downtown Clearwater and along the roadway itself. From 2020 through 2022, this section had more than 500 crashes, averaging about 170 per year, with more than 60 crashes involving injury, many severe, and one fatality. A safety analysis revealed that average travel speeds are well above the posted 35 and 40 mph limits.

As a result of a request from surrounding neighborhoods, the City of Clearwater applied for and received a grant from Forward Pinellas in 2017 for funding to develop a concept plan for the roadway with extensive public engagement. Upon completion of the planning effort, the Clearwater City Council approved the concept plan and Forward Pinellas placed the project on its priority list and secured funding from the Department to conduct a feasibility study and advance project design and construction phases into the State's Five-Year Work Program. We are excited to see this safe, accessible roadway transformation occur.

The proposed lane repurposing would bring the roadway up to a functional standard consistent with its land use context, accommodating the needs of all users to travel along and across the roadway. Going from a 4-lane undivided roadway to a 2-lane divided roadway with dedicated left turn lanes, additional protected crosswalks, bike lanes and wide sidewalks, depending on the section, will result in safer multimodal access, fewer crashes, and reduced speeding. With the addition of coordinated signal timing through the Advanced Traffic Management System, we are confident that Drew Street will move traffic more efficiently and safely after lane repurposing.

This is a well-conceived multimodal transportation safety project that demonstrates our shared commitment to complete streets, safety and mobility on our transportation network. Thank you for your partnership and commitment to the needs of our Pinellas County communities.

Sincerely,

Whit Blanton, FAICP

A handwritten signature in blue ink, appearing to read 'Whit Blanton', is placed over a light blue rectangular background.

Executive Director

cc: Forward Pinellas Board

Summary of progress on FDOT Drew Street corridor improvements, 3/23/23

FDOT progress:

2/17/22 – City Council passed Res 22-07 to request FDOT to limit safety concerns on Drew St by lowering speed limit from Saturn to Myrtle. FDOT placed speed reduction signs Myrtle to Betty Lane in early May 2022 in a portion of the corridor, as requested in resolution No 22-07.

9/14/22 – Cardno selected as design firm, Jason Yam is the design PM for Cardno, and the Kevin Lee is the design PM for FDOT. FDOT planning consultant (WGI) was asked to do more analysis including lane repurposing and Intersection Control Evaluation (ICE) analysis, so the design is slowed down a bit. There are a couple of new signals planned, at Hillcrest and N Lake Dr.

2/21/23 – FDOT request letters of support from Clearwater, County and Forward Pinellas. FDOT has completed control survey. Forward Pinellas submitted their letter of support on 3/8/23.

3/23/23 – FDOT shares 15% concept plans with City staff (Eng/PW & Planning) and met virtually for an overview. FDOT met with Forward Pinellas and Pinellas County on 3/20. Reps for both agencies joined in on the city meeting. County comments due to FDOT on 3/24. City comments due to FDOT on 3/29.

4/4/23 – Council meeting – discuss FDOT's request for letter of support for lane repurposing from Osceola to Keene.

Next Steps:

1. FDOT will host in-person public information meeting in April to early-May timeframe. Date and location TBD.
2. FDOT expects to be at 60% design plans in fall of 2023. Will meet with County, Forward Pinellas and the city to review and solicit comments.
3. FDOT anticipates project will bid in mid-2024.
4. FDOT anticipates construction to start late 2024.
5. FDOT confirmed they expect no need for County or City financial contributions.

Documents completed by FDOT:

1. The 2/22 Intersection Control Evaluation (ICE) study which evaluated intersections and need for signals. The study showed that two additional signals will be recommended, at Hillcrest and N Lake Dr. (Council has)
2. The Drew St Corridor Study from 2022 (Council has)
3. 1/23 Lane Repurposing Concept Report (Council has as of 3/17/23)

Planning Actions:

At the request of neighborhood representatives (date of request unknown), the City Council authorized staff to prepare an application requesting funding to develop a complete street concept plan for Drew Street.

December 15, 2016

- City Council passed Resolution No. 16-27 supporting the submission of a grant application for the Forward Pinellas Complete Streets Grant Program to develop a complete streets concept for the Drew Street corridor from N. Ft. Harrison Avenue to US 19.
- Application requested \$50,000 in funding, with city matching contributions of \$25,000 in-kind and \$25,000 direct funding.
- Council supported the submission with a vote of 4 to 1, Mayor Cretokos voting Nay. However, the Resolution was unanimously approved.

March 8, 2017

- Forward Pinellas selected the city to receive a Complete Streets grant in the amount of \$50,000 to be used for consulting services to produce a comprehensive concept plan and provide assistance in the project's community outreach and stakeholders' engagement activities.

July 20, 2017

- City Council passed Resolution No. 17-23 authorizing the Memorandum of Agreement between the city and Forward Pinellas for the grant.

February 12, 2018

- City Council provided direction regarding the make-up of the Complete Streets Advisory Committee which provided the project team with feedback for both the Drew Street Complete Streets Concept Plan and the Citywide Complete Streets Implementation Plan.

July 30, 2018

- Planning & Development Department staff and Consultant Team presented three concept scenarios developed for each of the three segments of Drew Street to City Council during their work session and requested direction.
- Detailed memo provided in agenda packages, which includes descriptions of the scenarios; memo also included public preference and staff recommendations.
 - Segment 1: Downtown (City segment) between N. Osceola and Myrtle Avenues
 - Recommendation & Public Preference: Concept B (two-way bike lane scenario)
 - Council Direction: Concept B [incorporated into the final report]
 - Segment 2: Neighborhood (FDOT segment) between Myrtle Avenue and Keene Road
 - Recommendation & Public Preference: Concept B ("road diet" scenario)
 - Council Direction: Concept B [incorporated into the final report]
 - Segment 3: Commercial (primarily County segment) between Keene Road and US 19
 - Recommendation & Public Preference: Concept B ("landscaped medians & midblock crossings" scenario)
 - Council Direction: Concept B [incorporated into the final report]
 - Team discussed with County doing a hybrid of scenarios B & C where C has narrower median which permits wider bike lanes, explore options for a more pronounced bike facility.
- Spot intersection improvements also recommended for:
 - Drew Street and Myrtle Avenue
 - Drew Street and North Betty Lane
 - Drew Street and Corona Avenue
 - Drew Street and Old Coachman Road / Duke Energy Trail

September 6, 2018

- City Council passed Resolution No. 18-12 approving the Complete Drew Street Concept Plan, a Complete Streets concept plan for Drew Street, from North Osceola Avenue to US Highway 19, and authorize transmittal to Forward Pinellas and other jurisdictions for the completion of the Forward Pinellas Complete Streets Grant Program agreement

3/17/2023

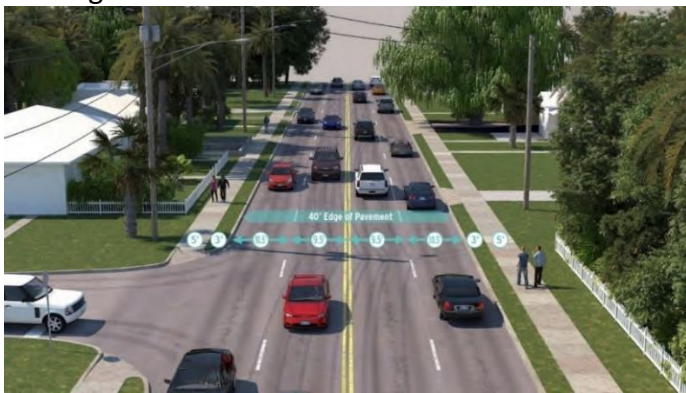
Florida Department of Transportation (FDOT), District Seven, in coordination with the City of Clearwater, Forward Pinellas, and Pinellas County completed the Drew Street Complete Street Corridor Study to review the technical feasibility of providing complete street treatments on Drew Street (State Road 590) from N. Osceola Avenue to N. Keene Road that will repurpose two of the four existing travel lanes, improve safety for all users, and provide multimodal options.

FDOT Request: FDOT is now in the process of preparing a Lane Repurposing Report for the complete street improvements and needs your help. FDOT is requesting letters of support for the project from the City of Clearwater, Forward Pinellas and Pinellas County to include in the report (*on 3/8/23, FDOT shared the support letter from Forward Pinellas. To date, Pinellas County has not submitted one*). An example letter is provided for your use. If you can please provide your project support letter by 03/02/23 (*Engineering confirmed with FDOT that mid-April is adequate*) it would be greatly appreciated. If you have any questions or need additional information, please do not hesitate to reach out.

The Complete Street Corridor Study resulted in the development of treatments including a bi-directional cycle track from N. Osceola Avenue to N. Myrtle Avenue, improved pedestrian facilities including mid-block crossings, and a wider multi-use path from N. Myrtle Avenue to N. Keene Road. The speed limit in the corridor would also be reduced to 30 miles per hour throughout the corridor.

project from **N. Osceola Avenue to N. Myrtle Avenue (Segment 1)**

Existing



Proposed



FDOT proposes repurposing Drew Street within existing right-of-way to include **a two-lane, undivided roadway with 12-foot lanes and a 10-foot bi-directional bike lane on the north side of the corridor**. The bike lane will include a three-foot buffer to accommodate flex posts between vehicular and bicycle traffic. The typical section also includes a 5-foot sidewalk with 4-foot landscaped buffer on both sides of the roadway. Speed reduction and design speed management strategies have been recommended to further reduce speeds and improve safety in the segment. Currently, the speed limit in this section varies between 30 to 35 mph. It is recommended that speeds be reduced to 30 mph in both directions for the entire length of this segment.

The concept also includes considerations of potential safety treatments for consideration in design phase, including:

- Enhanced (painted, textured or raised) side street crossings and intersection crosswalks
- Enhanced signage and wayfinding to direct motorists to yield to pedestrians and bicyclists
- Curb extensions and/or bulb outs

- Enhanced bike lanes with painted treatments
- Permanent speed limit pavement markings
- Speed reduction and/or target speed signs
- Curb ramps with detectable warnings
- Rapid flashing beacon of pedestrian hybrid beacon
- Enhanced lighting
- Street furniture

From N. Myrtle Avenue to N. Keene Road (Segment 2)

Existing



Proposed



FDOT proposes repurposing Drew Street to provide a two-lane, divided roadway concept, with 11-foot lanes in each direction and a 15-foot continuous left turn lane. A 2-foot buffer is proposed between the back of the curb and gutter, and an 8-foot sidewalk is proposed on each side of the roadway. Pinch points exist within this segment that will require the elimination of the 2-foot buffer to accommodate the 8-foot sidewalk and avoid property acquisition. Mid-block crossing locations will be determined during the design phase.

Speed reductions and design speed management strategies have also been recommended to further reduce speeds and improve safety. Currently, portions of Drew Street between North Myrtle Avenue and North Keene Road vary between 35 mph and 40 mph. It is recommended that speeds be reduced to 35 mph in both the eastbound and westbound directions for the entire length of this segment.

The concept includes considerations of additional potential safety treatments for consideration in design phase, including:

- Enhanced (painted, textured or raised) crosswalks, side street crossings, and mid-block and intersection crosswalks
- Enhanced signage and wayfinding to direct motorists to yield to pedestrians and bicyclists
- Leading pedestrian interval at intersection crossings
- No right on red and turning restrictions
- Marked crosswalks at unsignalized intersections to emphasize short blocks (requires further coordination with FDOT Traffic Operations Department)
- Pedestrian signs R1-6a (gateway treatment) at school crossings
- Pedestrian refuge islands
- Speed limit pavement markings
- Speed reduction (target speeds)

- Curb ramps with detectable warnings
- Rapid flashing beacon or pedestrian hybrid beacon
- Enhanced lighting
- Street furniture
- Street trees