

Feb, 23

Hello all,

As you are aware the 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. 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.

Specifically, the project from N. Osceola Avenue to N. Myrtle Avenue (Segment 1) 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:

1. Enhanced (painted, textured or raised) side street crossings and intersection crosswalks
2. Enhanced signage and wayfinding to direct motorists to yield to pedestrians and bicyclists
3. Curb extensions and/or bulb outs
4. Enhanced bike lanes with painted treatments
5. Permanent speed limit pavement markings
6. Speed reduction and/or target speed signs
7. Curb ramps with detectable warnings
8. Rapid flashing beacon or pedestrian hybrid beacon
9. Enhanced lighting
10. Street furniture

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

1. Enhanced (painted, textured or raised) crosswalks, side street crossings, and mid-block and intersection crosswalks
2. Enhanced signage and wayfinding to direct motorists to yield to pedestrians and bicyclists
3. Leading pedestrian interval at intersection crossings
4. No right on red and turning restrictions
5. Marked crosswalks at unsignalized intersections to emphasize short blocks (requires further coordination with FDOT Traffic Operations Department)
6. Pedestrian signs R1-6a (gateway treatment) at school crossings
7. Pedestrian refuge islands
8. Speed limit pavement markings
9. Speed reduction (target speeds)
10. Curb ramps with detectable warnings
11. Rapid flashing beacon or pedestrian hybrid beacon
12. Enhanced lighting
13. Street furniture
14. Street trees

The FDOT is now in the process of preparing a Lane Repurposing Report for the complete street improvements and needs your help. We are requesting letters of support for the project from the City of Clearwater, Forward Pinellas and Pinellas County to include in the report. An example letter is provided for your use. If you can please provide your project support letter by 03/02/23 it would be greatly appreciated. If you have any questions or need additional information, please do not hesitate to reach out.

Thank you,

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