34TH STREET SOUTH LANE RE-PURPOSING PROJECT

What is the Project?

The Florida Department of Transportation (FDOT) has scheduled a resurfacing project for 34th Street South from 22nd Avenue North to 54th Avenue South in 2022. In addition to the resurfacing work, the section from 22nd Avenue South to 54th Avenue South is planned to include the following improvements:

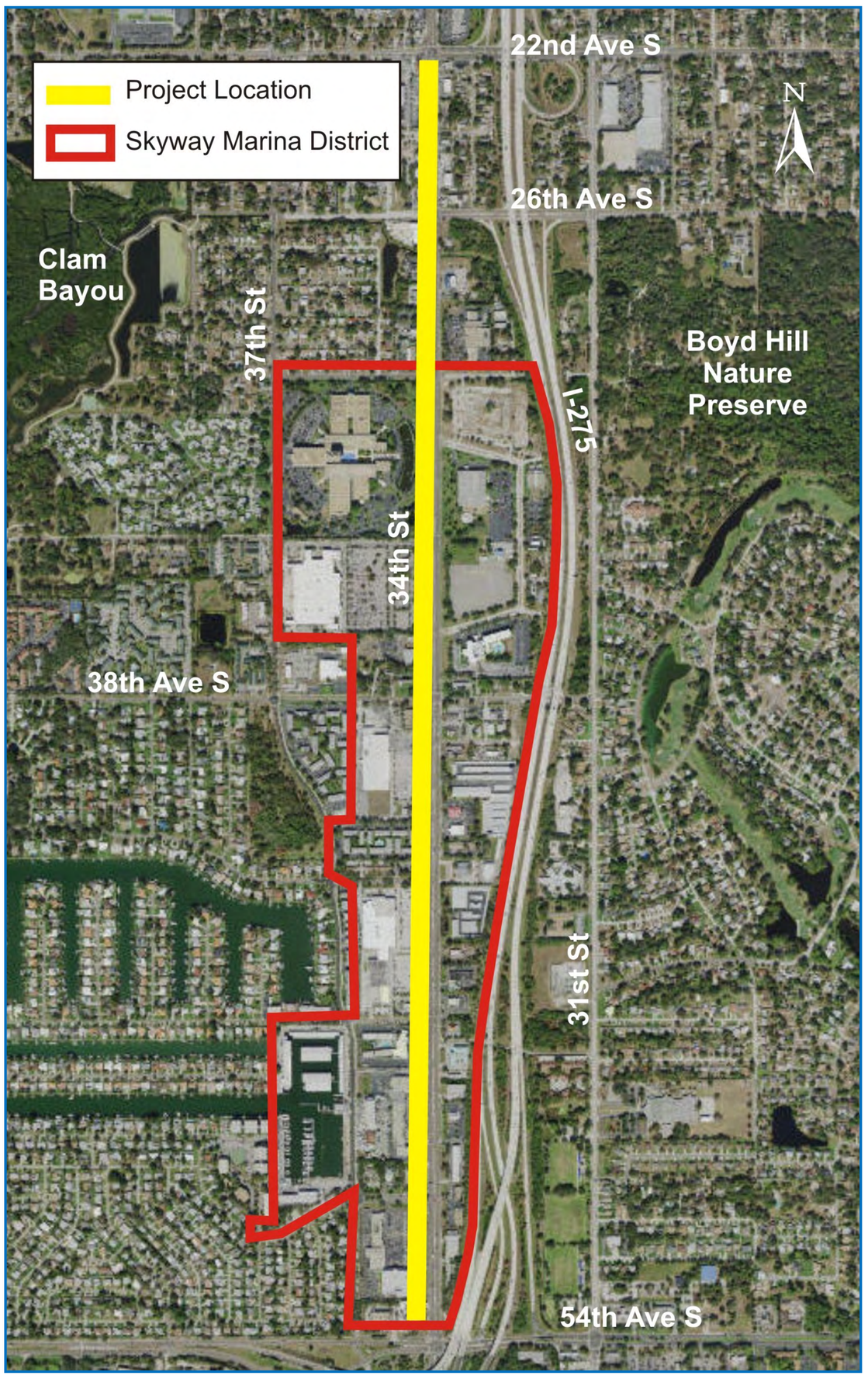
- Re-purposing of the outside lanes from general purpose through traffic to business access and transit (BAT) lanes (i.e., shared bus and right-turn lanes);
- Construction of 6-10 foot sidewalks on both sides of the road; and
- Enhanced pedestrian activated crosswalks.

What is the Goal of the Project?

The vision for the Skyway Marina District is to create a safe walkable environment that provides viable alternatives to automobile travel while supporting the development of a vibrant local economy. The resurfacing project provides an opportunity to implement "complete street" improvements that move the District closer to achieving this vision.

Why 34th Street?

- The 34th Street South corridor is the main thoroughfare of the Skyway Marina District and, north of 26th Avenue South, it serves the South St. Petersburg Community Redevelopment Area (CRA).
- Enhancing this section of 34th Street South with complete street improvements is consistent with the Skyway Marina District Plan and is one of the goals of the CRA to promote reinvestment along its commercial corridors. The Skyway Marina District Plan sets forth design guidelines for public space, streets and building architecture, and environmental sustainability.
- Plans for complete street improvements on 34th Street South are already underway in the Skyway Marina District. This includes pedestrian scale lighting, landscaping, a feasibility study of utility line burial and pole removal, and a grant fund award to construct a wide sidewalk on the west side of the roadway.



Project Area Description

- Two mile section
- Traverses the Skyway Marina District and the South St. Petersburg Community Redevelopment Area (CRA)
- Six lane road with divided median
- 45 mph posted speed limit
- Carries approximately 27 thousand vehicles daily
- Served by PSTA Route 34
  - Service provided from 5:15 AM to 11:30 PM, Mon - Fri.
  - 20-30 minute headways
- Retail business is the predominant land use activity along the roadway.
- Major destinations adjacent to the roadway include the Ceridian Office Park, St. Petersburg College Allstate Campus and Bay Pointe Plaza.

Where Can I Get More Information?

Forward Pinellas website:

http://forwardpinellas.org/projects

Send comments or questions to:

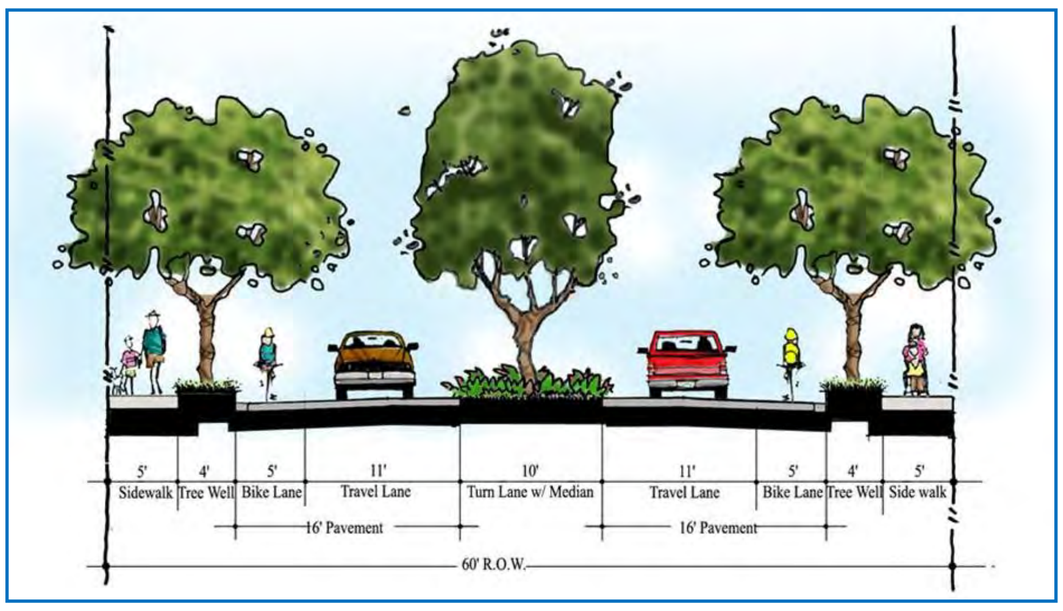
abartolotta@forwardpinellas.org

COMPLETE STREETS

What is a Complete Street?

Complete streets are designed to accommodate people of all ages and abilities, whether walking, riding a bicycle, taking a bus or driving a vehicle. They provide a safe place for people to travel by foot or bicycle and the facilities necessary to give people viable mobility choices.

Sample Cross Section of a Complete Street



What Types of Features Make Up a Complete Street?

What are the Benefits of a Complete Street?

- Health - Wide, attractive sidewalks and well-defined bike routes, where appropriate to community context, encourage healthy and active lifestyles among residents of all ages.
- Safety - Lower vehicle travel speeds, enhanced bicycle and pedestrian facilities and pedestrian-friendly design of adjacent land uses result in fewer crashes and a safer environment for people traveling by foot or bicycle.
- Community - A variety of transportation options allow everyone, particularly people with disabilities and older adults, to get out and stay connected to the community.
- Sense of Place - Better integration of land use and transportation and well designed streets help to create a sense of place that becomes a destination point and gathering place for the community.
- Environmental - Complete Streets help reduce carbon emissions and are an important part of strategies to address climate change.
- Economic - Complete Streets benefit local economies by increasing property values and business activity and spurring private investment

Does a Complete Street Project Include Lane Elimination?

Referred to as a “road diet,” the elimination of general purpose through lanes is an option that is sometimes implemented as a complete streets improvement. It is an effective tool in reducing travel speeds and crashes and opening up right-of-way space to safely accommodate bicyclists, pedestrians, and/or transit users. It is normally preceded by a determination that the reduced roadway capacity will not adversely impact its operating conditions for motorists.

Complete Streets Policies

In addition to the customary accommodation of motorists and commercial traffic, facilities for pedestrians, bicyclists and transit riders will be established as core elements in the planning and design of all roadway and bridge projects, including privately constructed roadways.

- City of St. Petersburg

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to cyclists, motorists, transit riders, freight handlers and pedestrians.

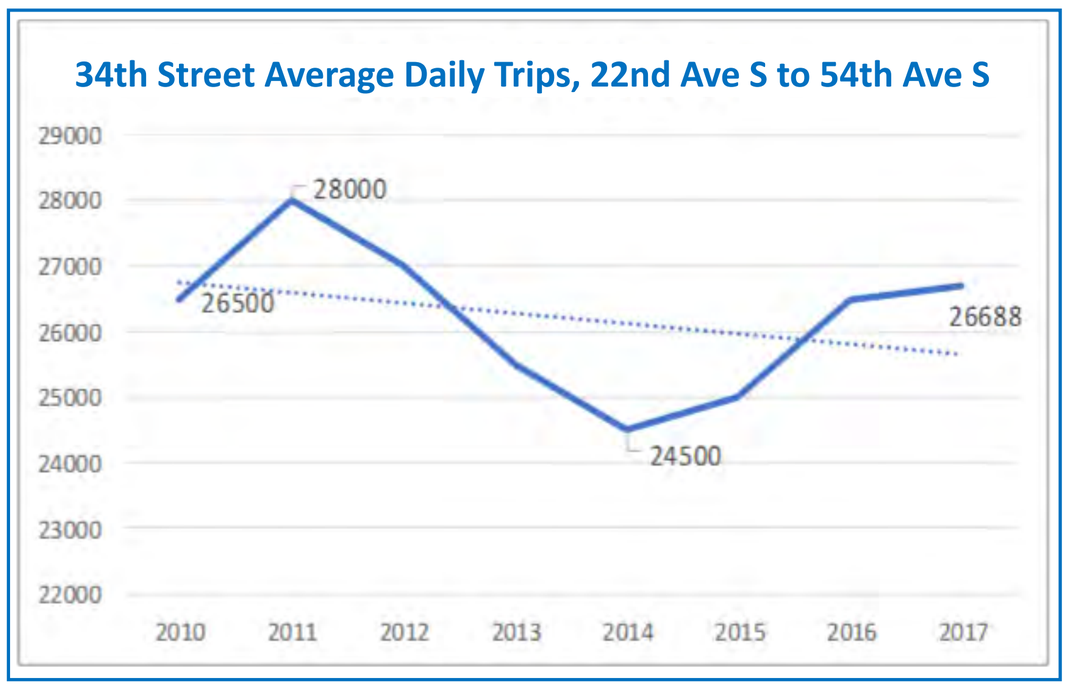
- Florida Department of Transportation

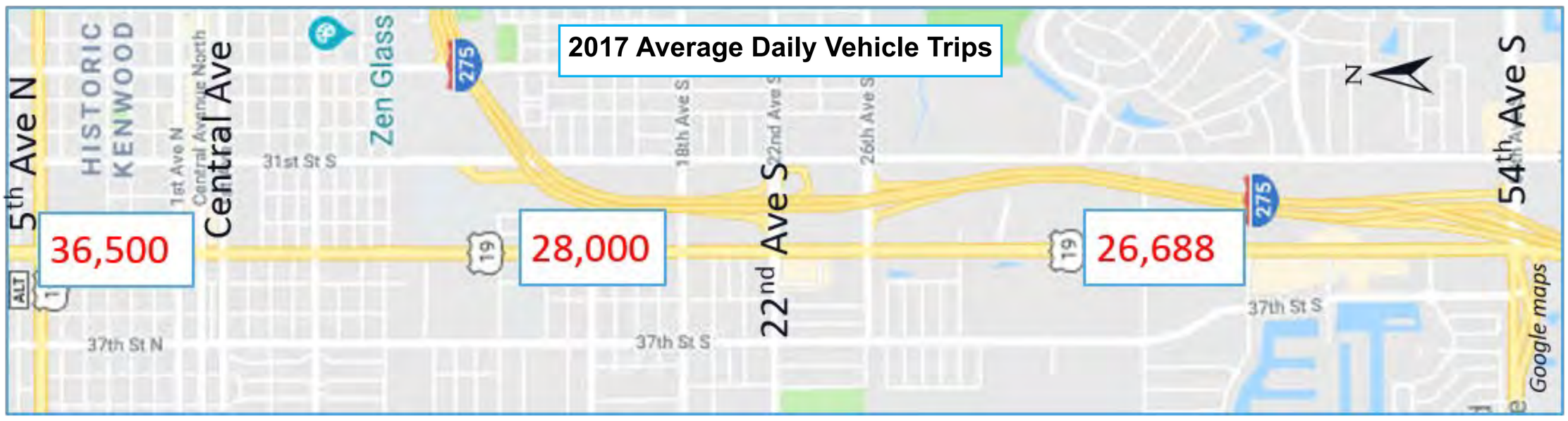
34TH STREET OPERATIONS AND PERFORMANCE

What are the Traffic Conditions on 34th Street?

The number of daily vehicles traveling 34th Street between 22nd Avenue South and 54th Avenue South has remained constant for many years, averaging 26,211 vehicles per day since 2010. That is less than 50 percent of the operating capacity of the roadway.

Traffic volumes on this section of 34th Street have historically been lower than those to the north, indicating that a significant number of south bound motorists are turning at 22nd Avenue South.

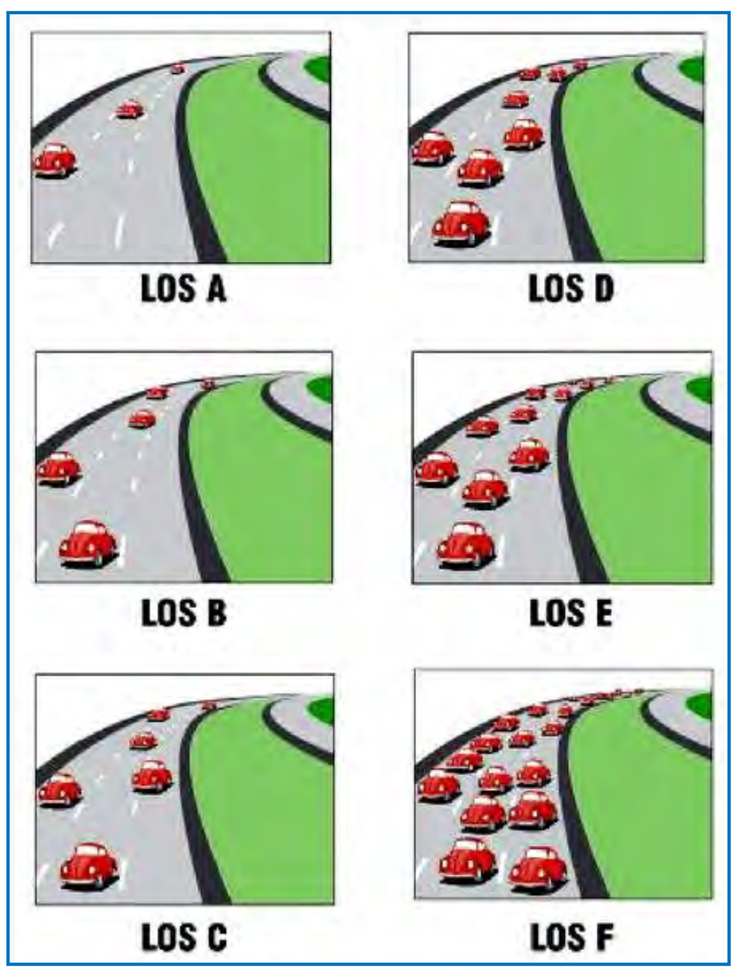




How Does 34th Street Perform?

Under PM peak hour conditions, northbound traffic on 34th Street between 22nd Avenue South and 54th Avenue South operates at level of service (LOS) B and southbound traffic operates at LOS C. These LOS grades reflect free flow or at near free flow conditions and exceed the Florida Department of Transportation LOS D standard.

The intersections on this section of 34th Street perform at LOS C or better with the exception of 22nd Avenue South and 54th Avenue South. These intersections perform at LOS E and F, respectively, with a duration of congestion that is less than an hour.



Would the Proposed BAT Lane Project Impact the Level of Service (LOS) on 34th Street?

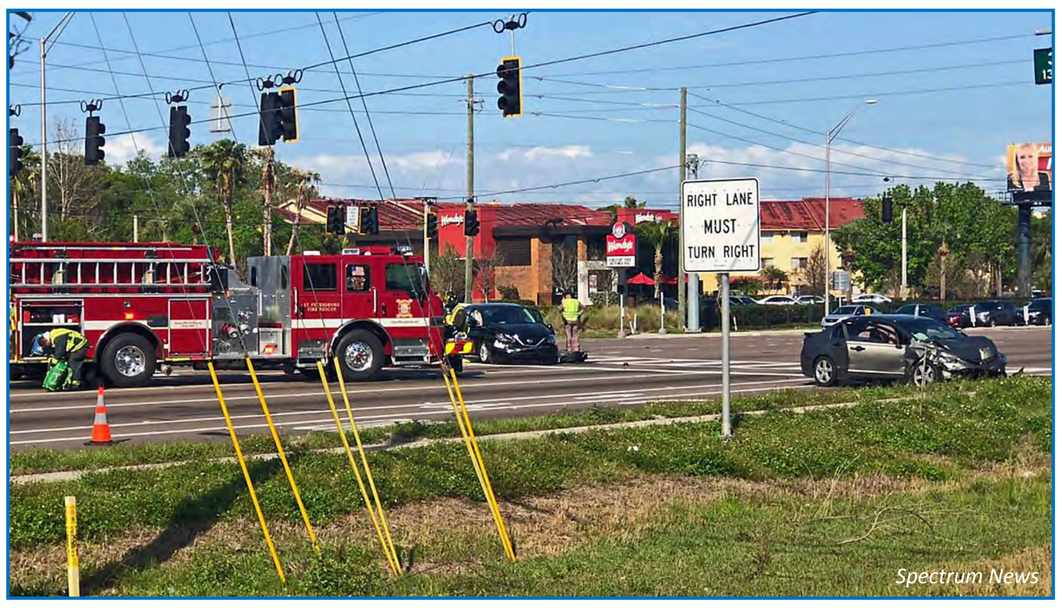
Re-purposing the outside lanes of 34th Street from 22nd Avenue South to 54th Avenue South for business access and transit would not have an adverse impact on the LOS conditions of the roadway. This includes the intersections as well as the segments in between. The existing capacity of the intersections would not be affected by the re-purposing project.

In addition, the scheduled and planned improvements in the area will provide travelers with mobility options that will help to reduce the demand for automobile travel. In addition to the business access and transit (BAT) lanes, these improvements include wide sidewalks and pedestrian activated crosswalks. The Skyway Marina District Plan also calls for streetscape improvements and pedestrian friendly land use and site design requirements that will help create an environment more conducive to walking, bicycling, and transit use.

34TH STREET CRASH TRENDS 2013 - 2017

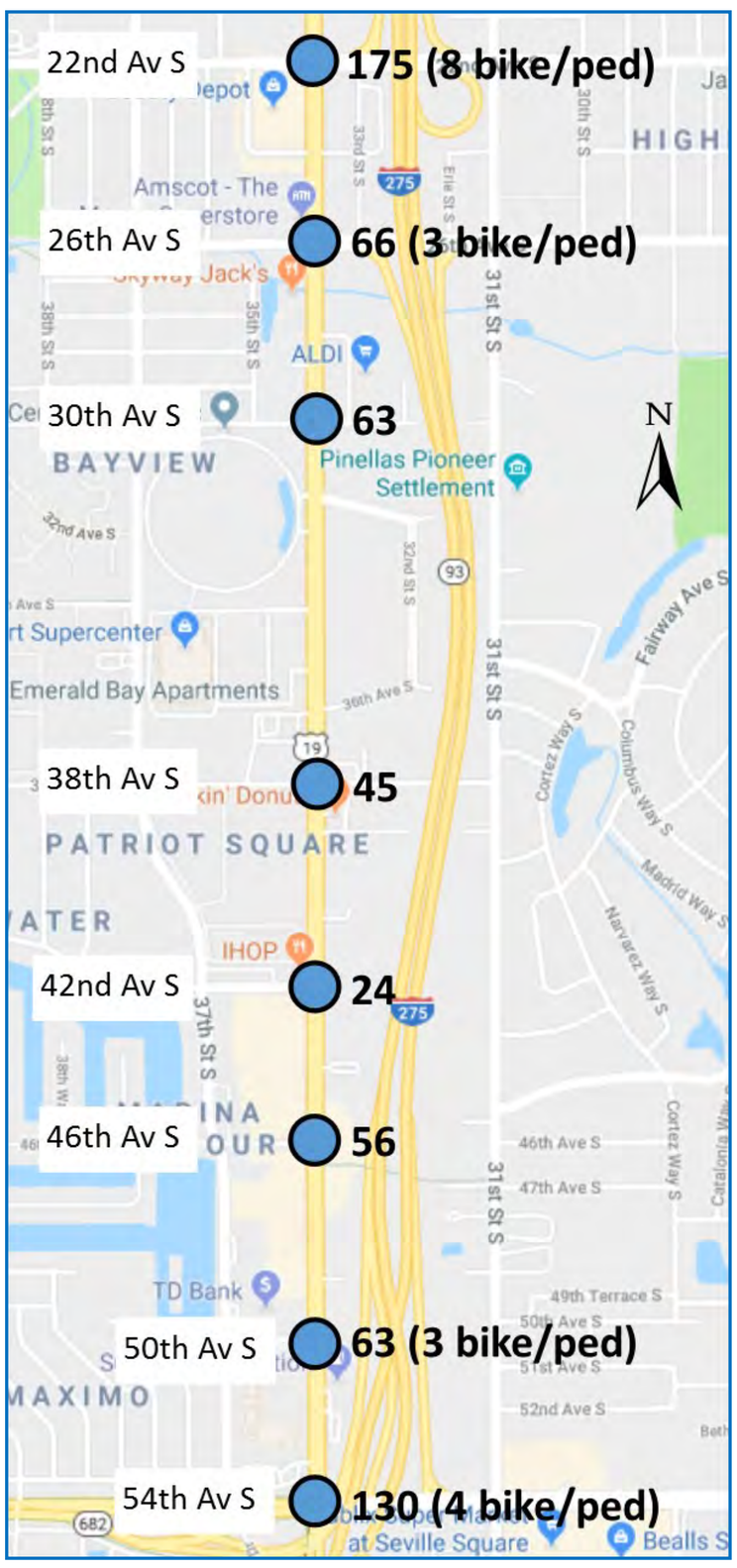
Where are the Crashes Occurring?

Multi-lane roads with high travel speeds such as 34th Street are where most crashes occur in Pinellas County. The intersections that bookend the 22nd Avenue South to 54th Avenue South section of the corridor had the highest share of its crashes from 2013 to 2017, 41 percent. These intersections also were the site of 50 percent of the corridor's 24 bicycle and pedestrian crashes. Two people were fatally injured in crashes that occurred on the corridor from 2013 to 2017, one at the 22nd Avenue South intersection and the other at the 38th Avenue South intersection.



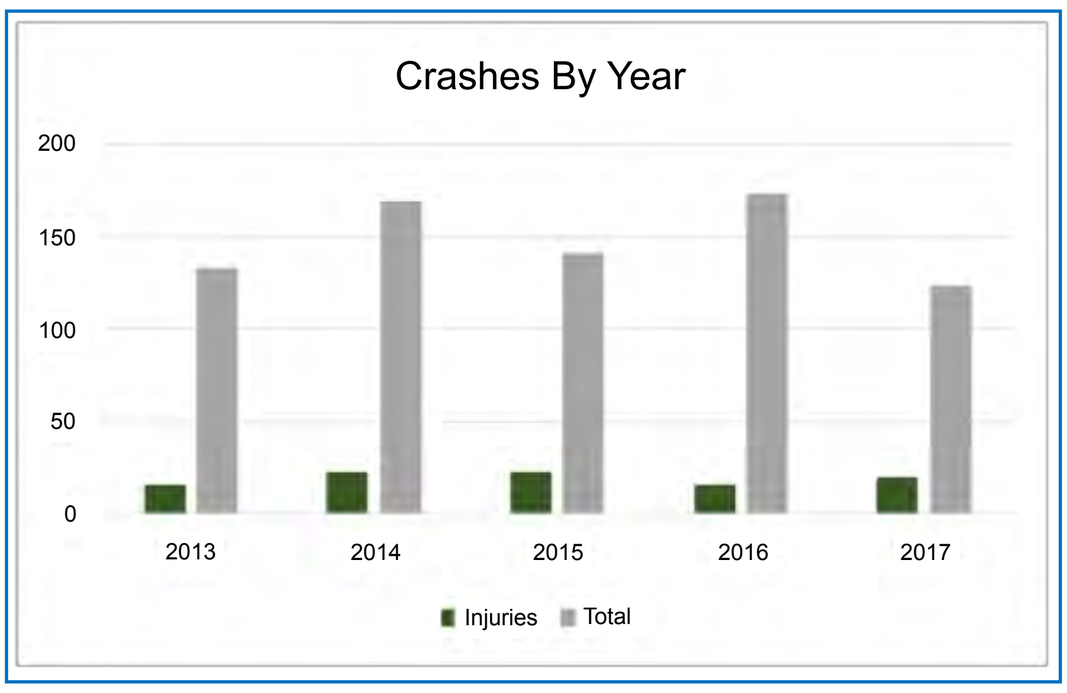
Spectrum News

Intersection Crashes



How Many Crashes Per Year?

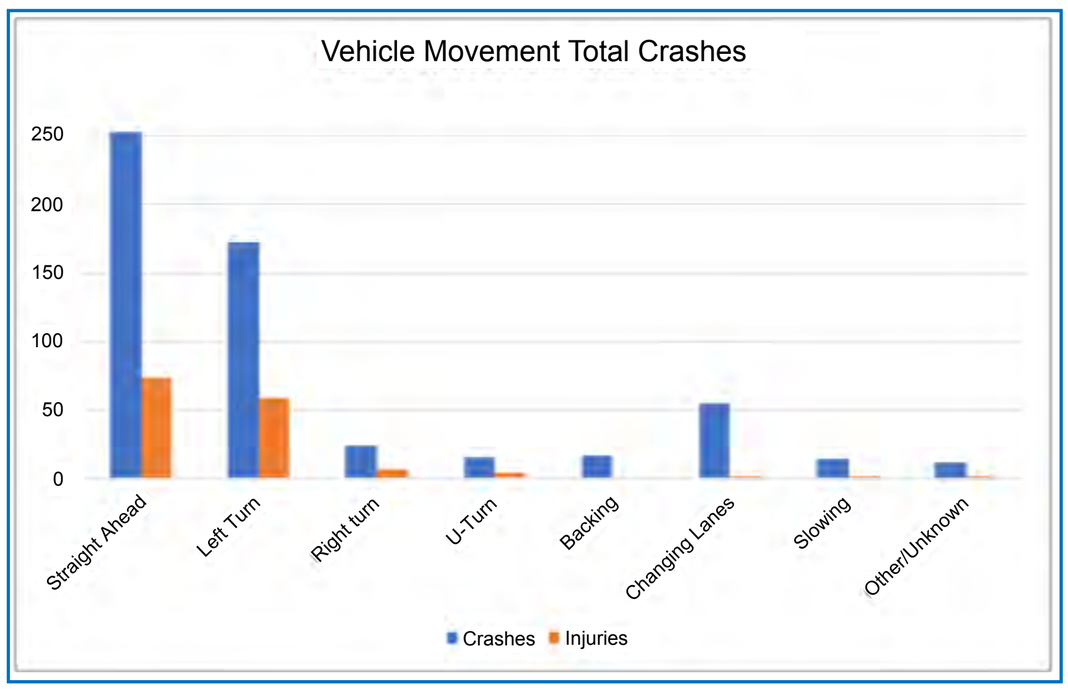
The section of 34th Street from 22nd Avenue South to 54th Avenue South averaged 148 crashes annually from 2013 to 2017. In thirteen percent of them people were injured.

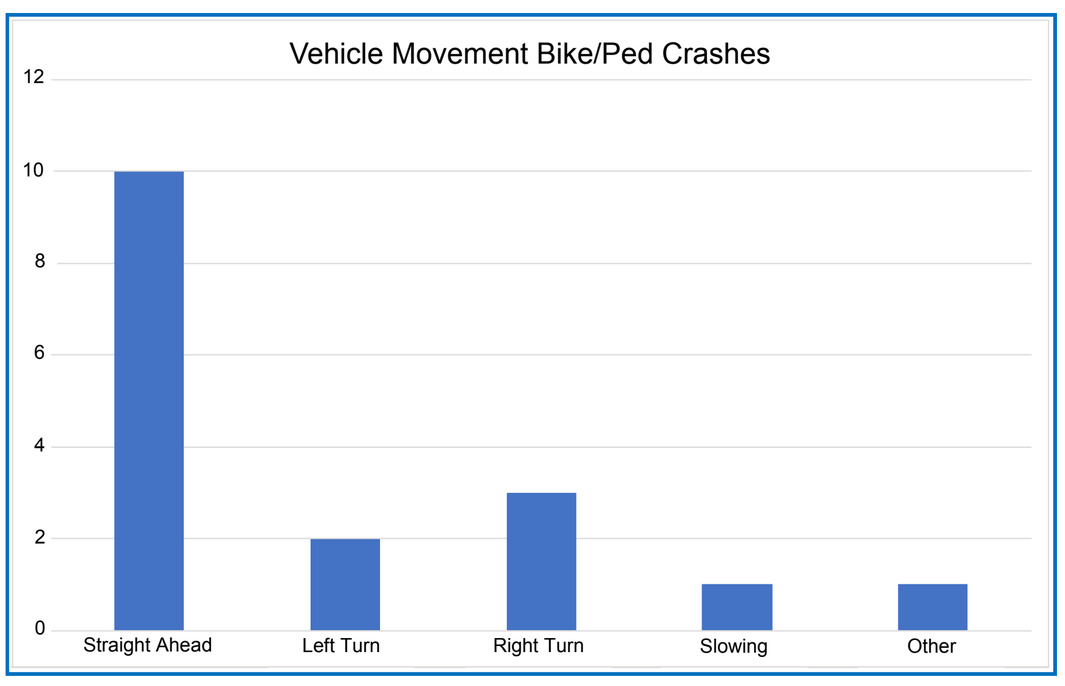


What is Causing the Crashes?

Speeding and aggressive driving are factors involved with most of the crashes on 34th Street. Forty-five percent of the crashes from 2013 to 2017 on the 22nd Avenue South to 54th Avenue South section involved straight ahead vehicle movements, a common indicator of motorists driving too fast, which accounted for 50 percent of the injuries on the corridor.

Aggressive driving was a factor in 30 percent of the straight ahead crashes and 70 percent of the left turn crashes. Seven percent of the straight ahead crashes involved vulnerable users (i.e., pedestrians, bicyclists, motorcyclists).





SKYWAY MARINA DISTRICT PLAN

What is the Skyway Marina District Plan?

The Skyway Marina District Plan is the result of the southern St. Petersburg community and City's desire to establish a destination district in southern St. Petersburg. The Plan sets forth goals, objectives and guidelines pertaining to the future development of the district in terms of land use and site design, economic development, streetscape, transportation and marketing and promotion.

What are the Objectives of the Plan?

- Create a place with a recognizable identity
- Increase the population and buying power
- Increase employment
- Create a multimodal environment
- Promote sustainability

Maximo Marina

What are the Plan's Land Use and Site Design Goals?

- **Construction of High Quality New Development**
  - Create an Activity Center designation for the 34th Street corridor that will increase the density and intensity of development.
  - Encourage new development to use sustainable building techniques and environmentally sensitive site design.
  - Encourage the private sector to use art in public areas.
- **Enhancement of Existing Development**
  - Encourage restaurants to construct outdoor dining areas.
  - Promote Crime Prevention through Environmental Design (CPTED) principles.
  - Create a district team to meet regularly about issues and projects within the District.

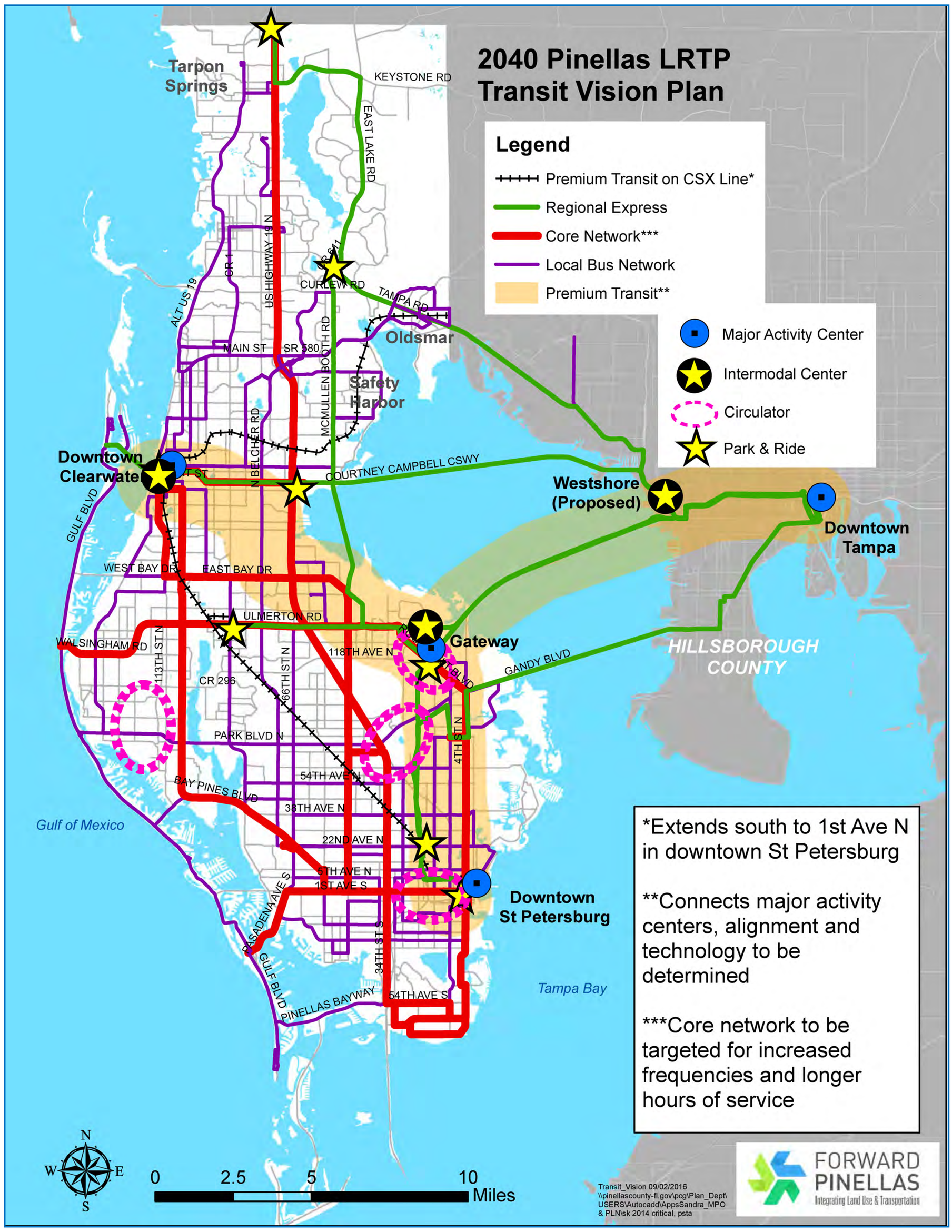
The Getaway at Maximo Marina

What are the Plan's Transportation Goals?

- **Improve the Overall Safety of the Transportation System**
  - Reconfigure the turn lanes to improve the traffic flow of the 54th Avenue South and 34th Street intersection.
  - Conduct a roadway safety audit for driveways along 34th Street South.
- **Enhance the City Trail System**
  - Provide direct trail connectivity between the retail corridor north of 54th Avenue South and South Planning Area if design and cost are feasible.
  - Identify and construct additional trail feeder lanes for the City Trail from 37th Street South to 34th Street, extending to 31st Street when possible.
- **Improve the Transit System**
  - Evaluate 34th Street ridership to determine most appropriate bus stop locations.
  - Explore the dedication of a bus lane.

Third Street Promenade in Santa Monica, CA., an example of a town center development with the type of land design that reflects the vision of the Skyway Marina District Plan.

TRANSIT VISION FOR PINELLAS COUNTY



What is the Transit Vision for Pinellas County?

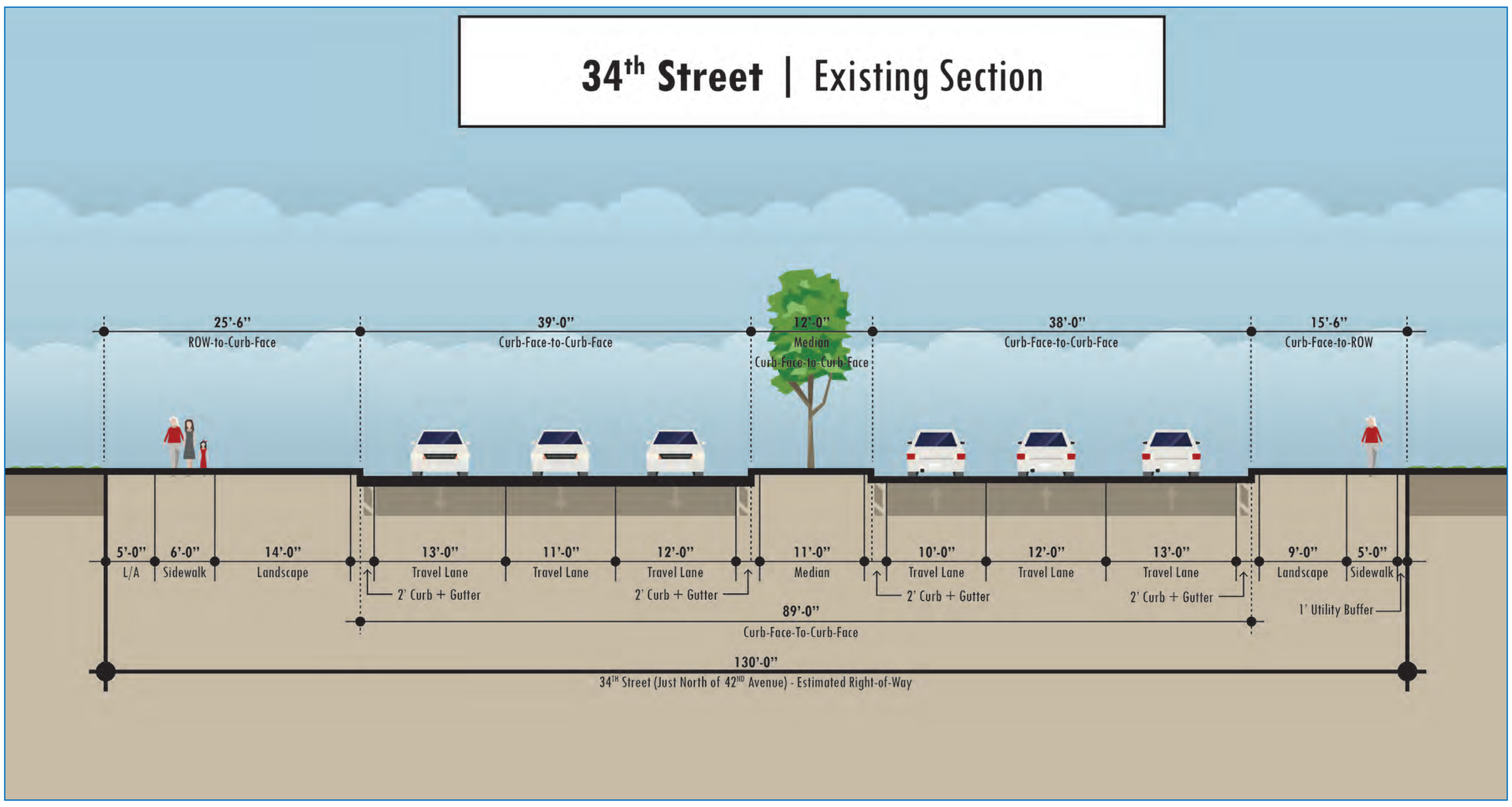
The vision for transit in Pinellas County, as identified in the Long Range Transportation Plan (LRTP), emphasizes essential "core" routes and supporting local routes. US Highway 19/34th Street is one of the core routes. These routes are the most productive in the current Pinellas Suncoast Transit Authority (PSTA) system from the standpoint of ridership and/or revenue. This approach concentrates funding in areas with the greatest potential for ridership growth while maintaining local service to passengers outside of the core route network. Improvements to the core routes will be aimed at providing more frequent bus service for longer hours. This will include consideration of premium transit service such as bus rapid transit (BRT), which typically utilizes specialized buses, dedicated right-of-way, off-board fare collection, and platform level boarding.

What is the Long Range Transportation Plan?

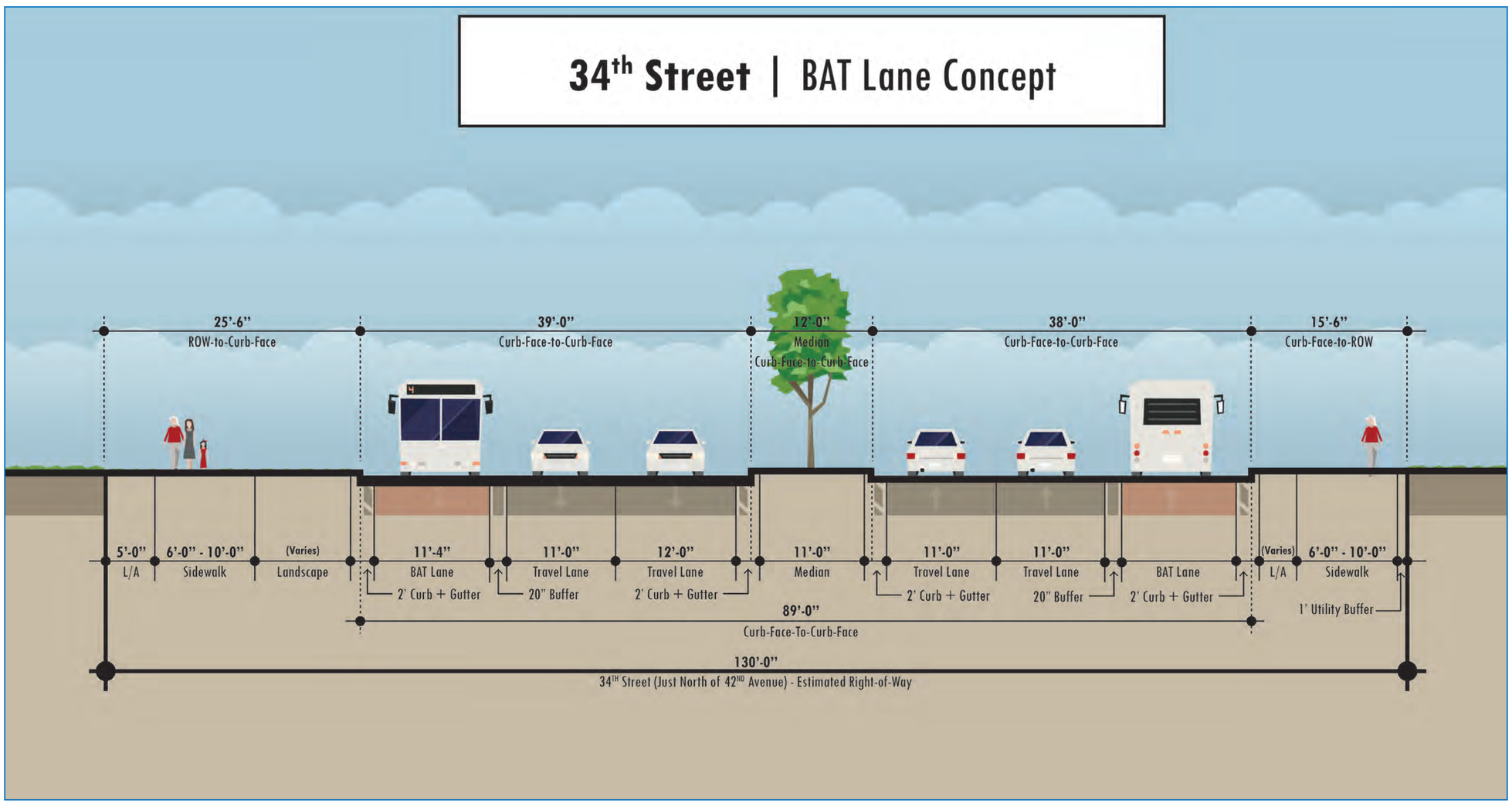
The Long Range Transportation Plan (LRTP) is required in order to receive federal and state funding for transportation improvements in Pinellas County. It sets forth a 20 year vision for the area's transportation system, addressing all principal modes of transportation. The LRTP for Pinellas County was most recently adopted in 2014 with a horizon year of 2040. Accomplishing the goals of the LRTP is reliant on a robust transit system that provides a comparable travel option to the automobile. The latest version of the LRTP, "Advantage Pinellas," which extends the horizon year to 2045, is scheduled for adoption by the Forward Pinellas Board in November, 2019. The Advantage Pinellas Plan will build on the transit vision identified in the 2040 LRTP while reflecting a more corridor focused analysis of future improvement needs.

TYPICAL SECTIONS

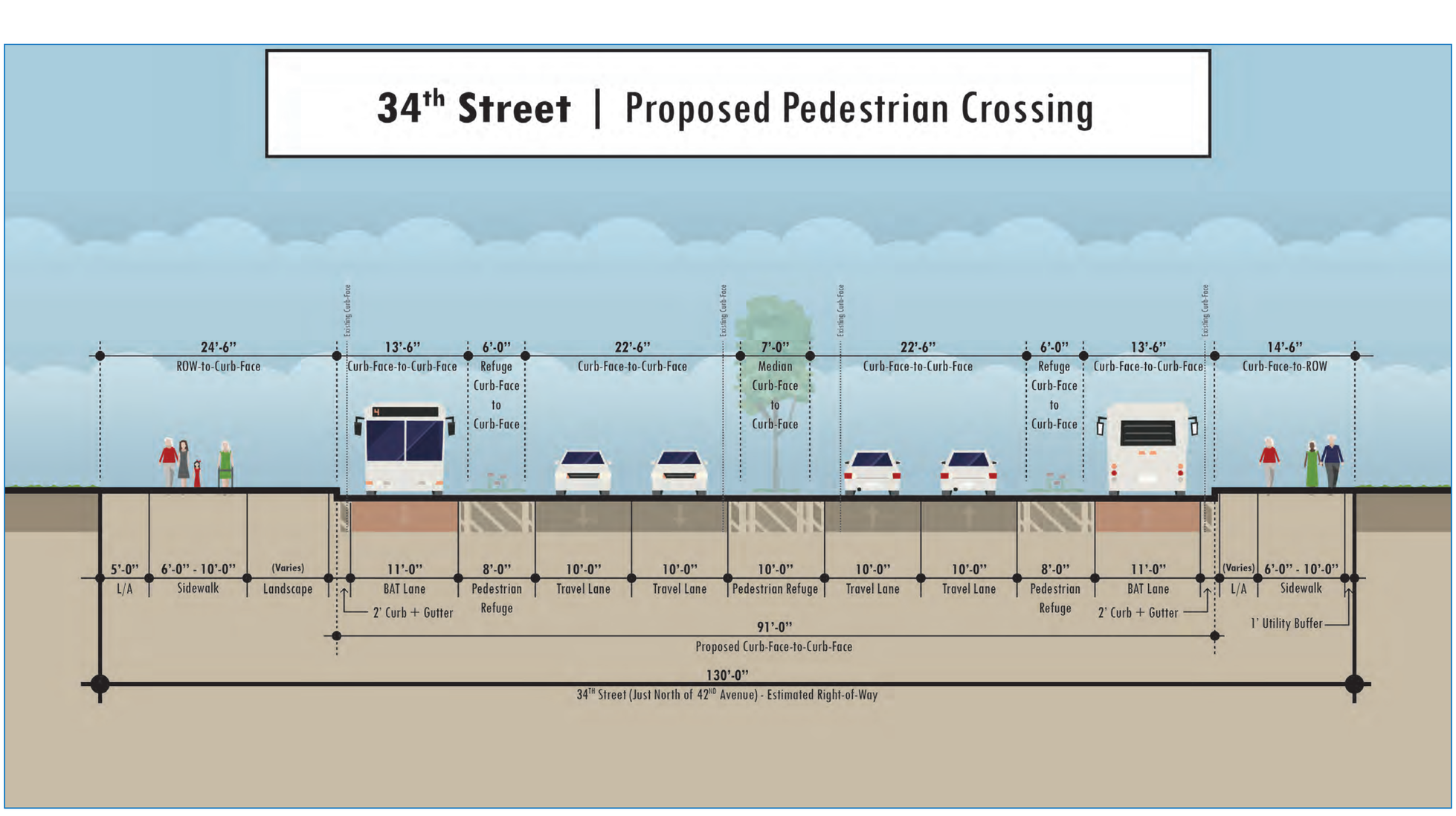
34th Street | Existing Section



34th Street | BAT Lane Concept

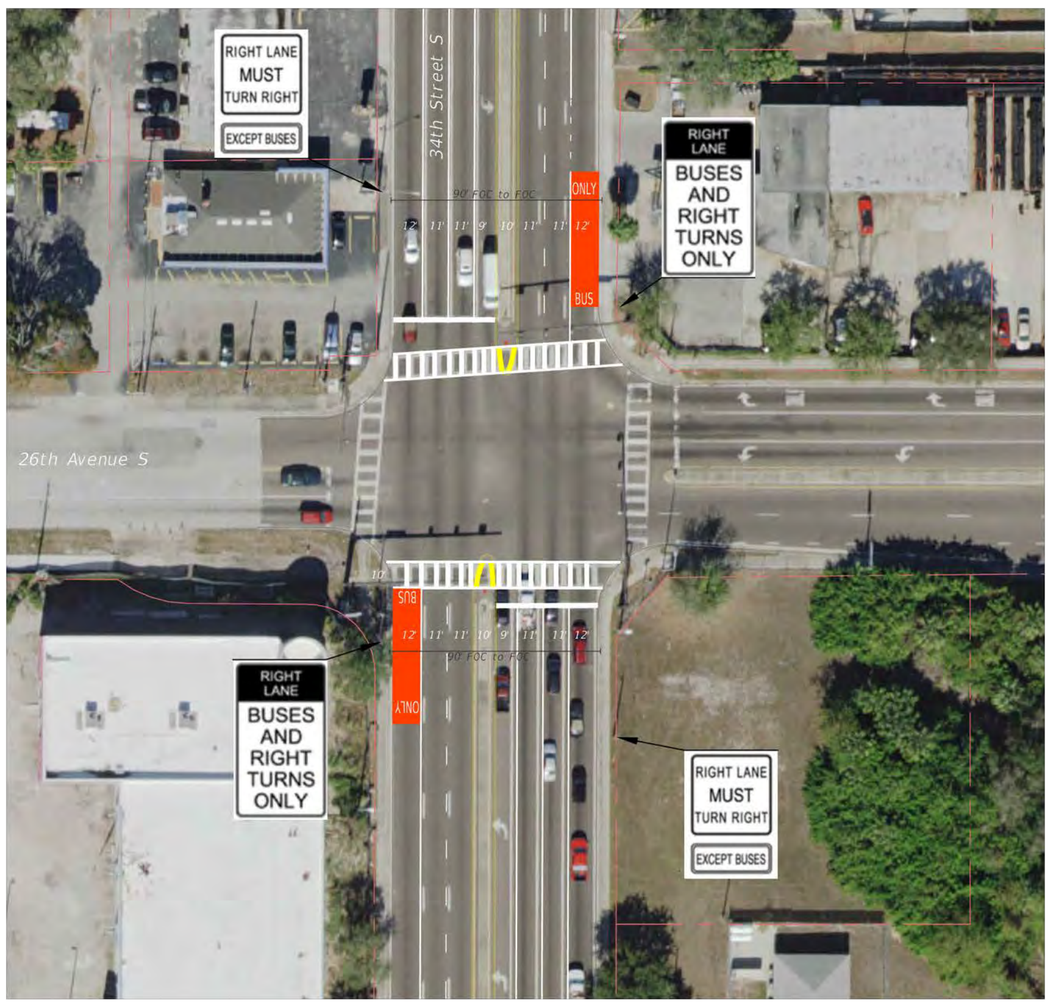


34th Street | Proposed Pedestrian Crossing



BUSINESS ACCESS AND TRANSIT (BAT) LANE CONCEPTS

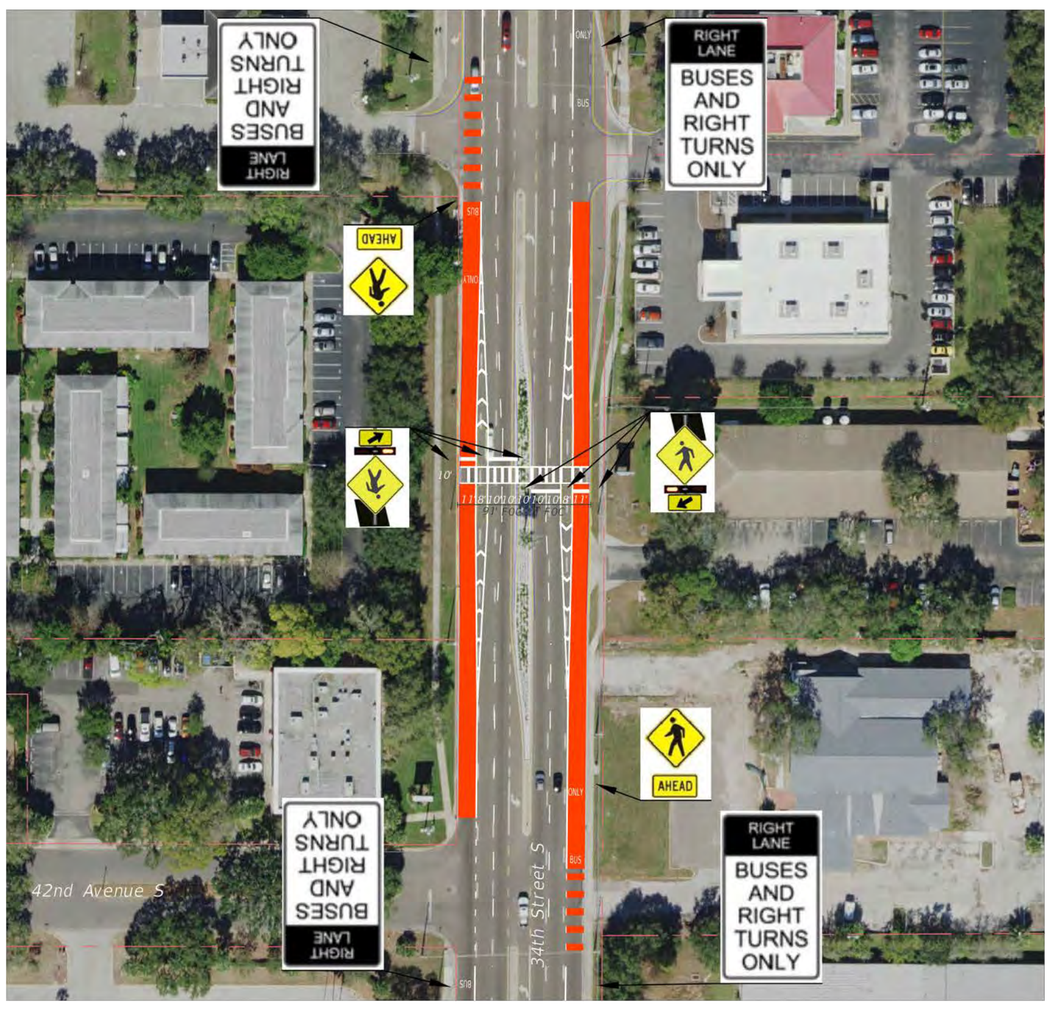
Median Extension At Signalized Intersection Example



Scale: 1" = 50'
50 25 0 50

LEGEND
Proposed Median Curb
Proposed Pedestrian Pushbutton

Midblock Crossing Example



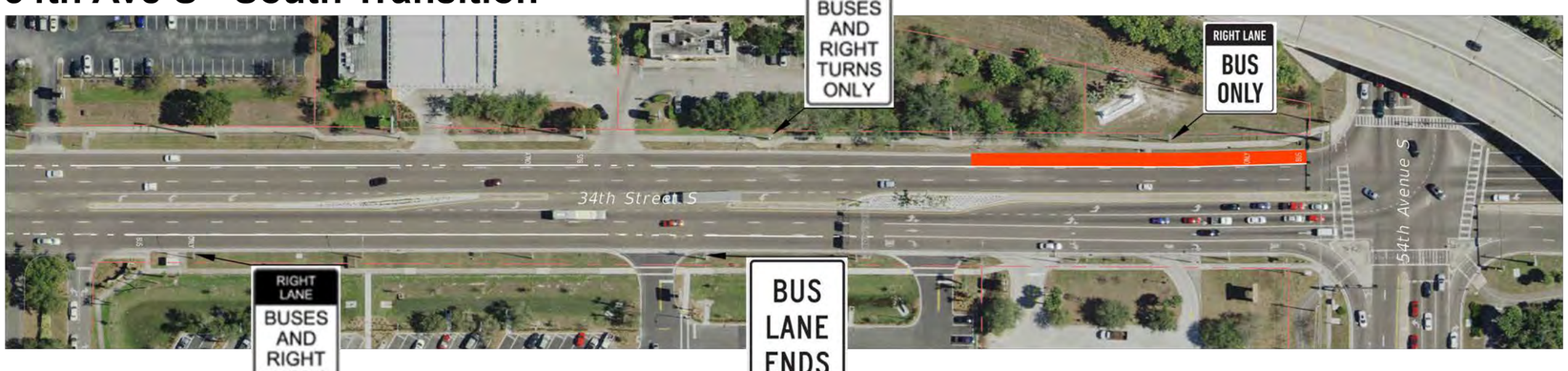
Scale: 1" = 80'
80 40 0 80

LEGEND
Proposed Curb
Proposed Gutter Pan

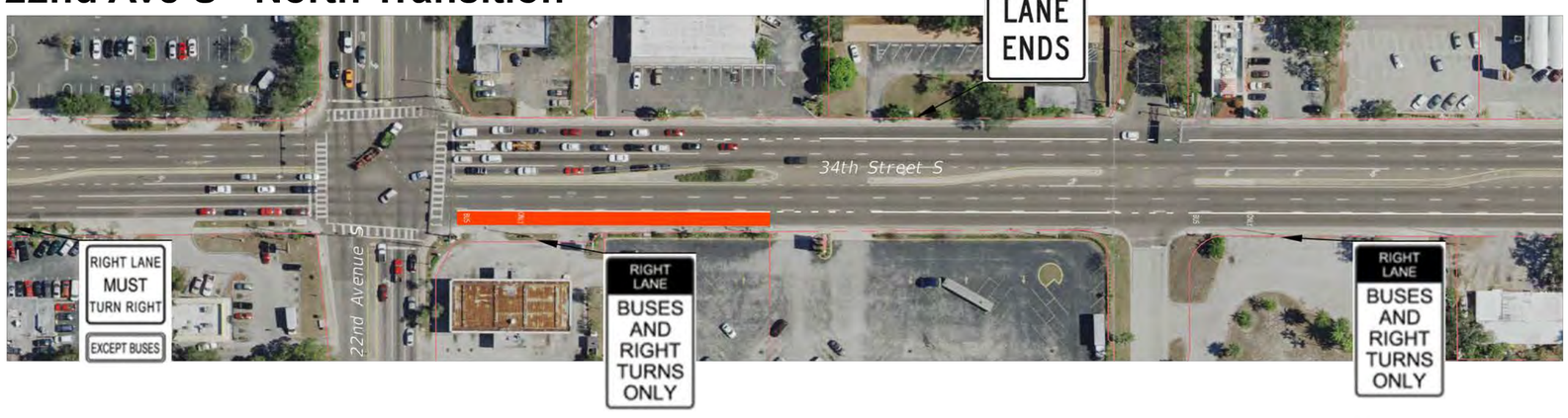
Transition Areas

Scale: 1" = 100'
100 50 0 100

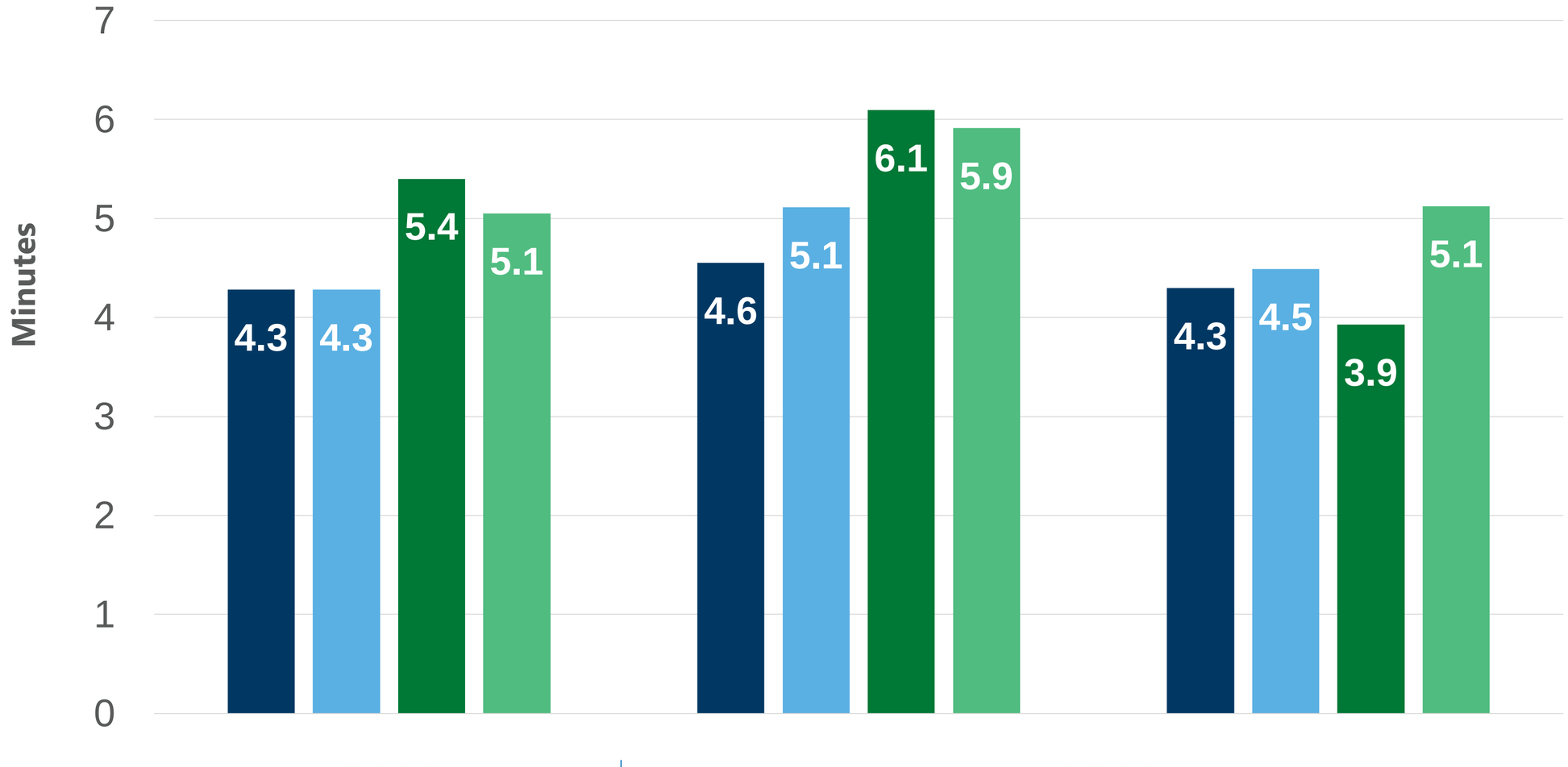
54th Ave S - South Transition



22nd Ave S - North Transition



TRAVEL TIME ANALYSIS
From 54th Ave S to 22nd Ave S



	2018 Existing		2040 No Build		2040 Build *	
	Travel Time (mins)	Arterial LOS	Travel Time (mins)	Arterial LOS	Travel Time (mins)	Arterial LOS
Northbound AM	4.3	B	4.6	C	4.3	B
Northbound PM	4.3	B	5.1	C	4.5	C
Southbound AM	5.4	C	6.1	D	3.9	B
Southbound PM	5.1	C	5.9	D	5.1	C
Lane Configuration						

* “Build” performs better due to improved signal phasing. This leads to more green light time for right turns at these signals.

“Build” Highlights:

No access elimination.

Operates at the same level or better than “No Build” Configuration.

Parallel corridors within the vicinity of 34th Street South are predicted to be underutilized in the future and can handle additional capacity if needed.