



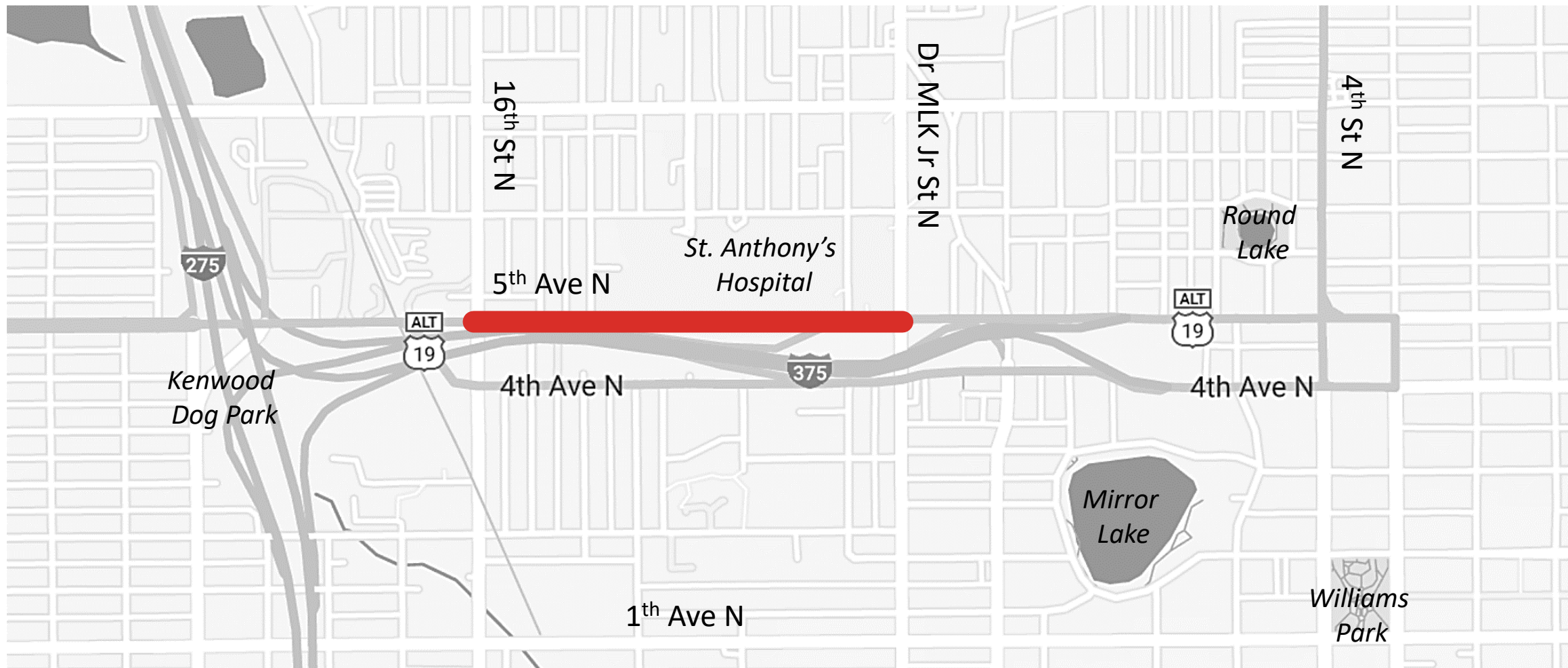
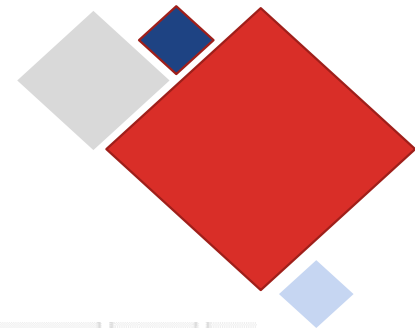
ALTERNATE US 19/ SR 595/ 5TH AVE N LANE REPURPOSING PROJECT

16th St N to Dr. Martin Luther King Jr St N

Financial Project ID (FPID): 448036-1



STUDY CORRIDOR



PROJECT BACKGROUND

Speed Management Study
conducted in 2019

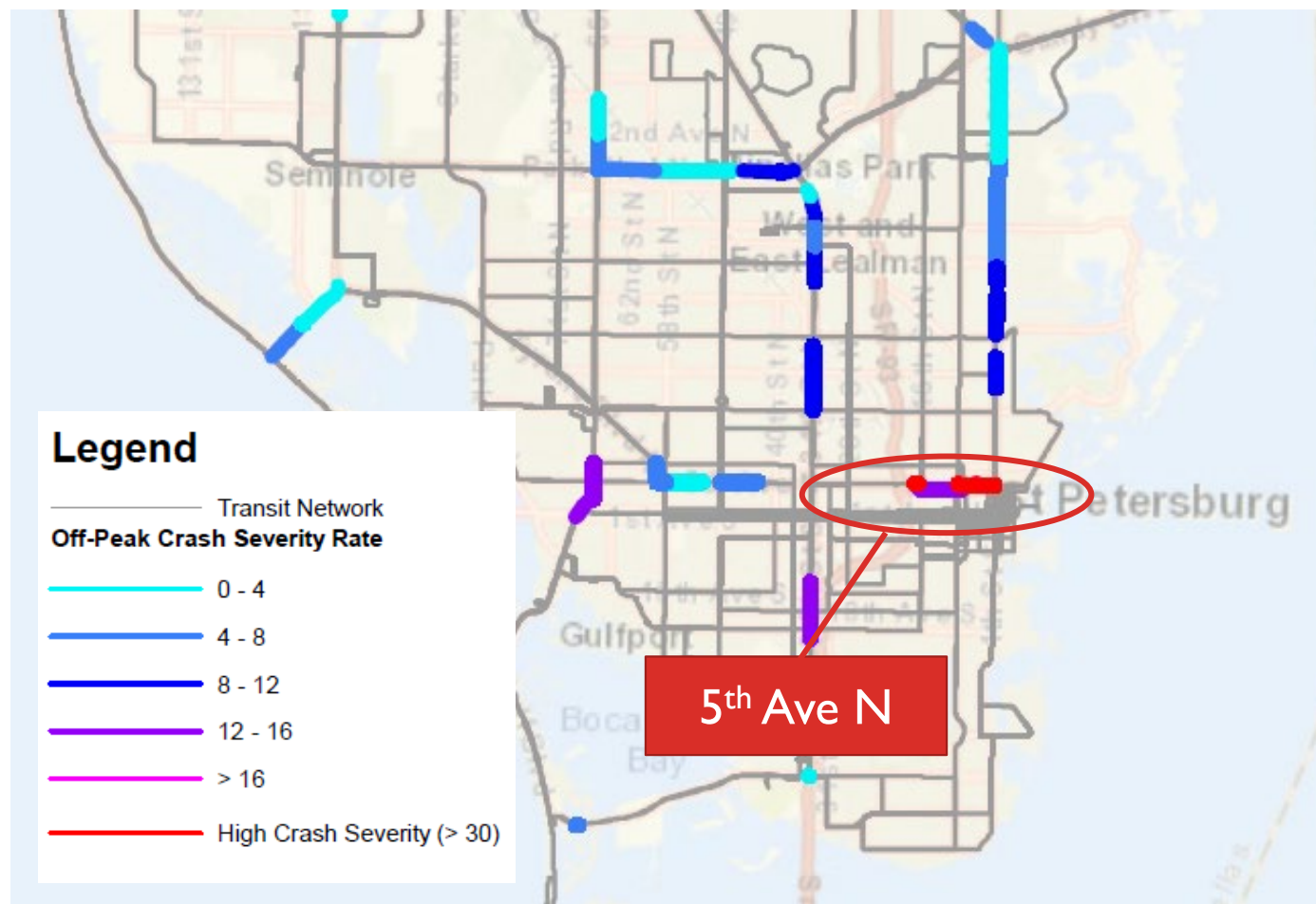
- High posted speed (35 mph)
based on context



PROJECT BACKGROUND

Speed Management Study
conducted in 2019

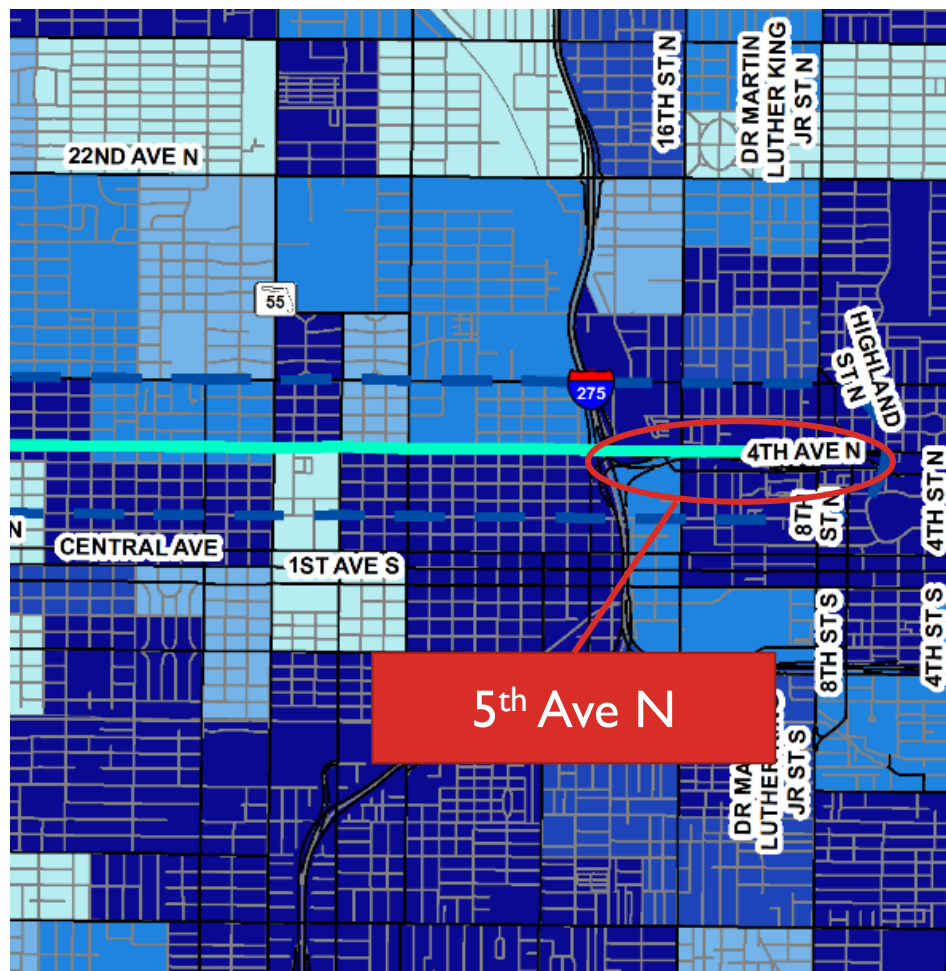
- High off-peak crash severity
 - 222 crashes 2014-2018
 - 65 resulted in at least one injury
 - 2 resulted in a fatality



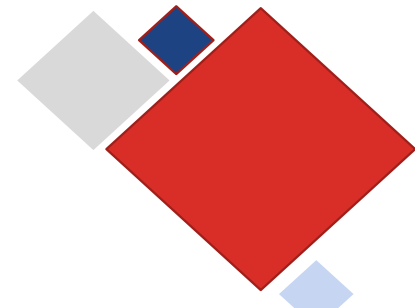
PROJECT BACKGROUND

Speed Management Study conducted in 2019

- High percent of households without access to a vehicle



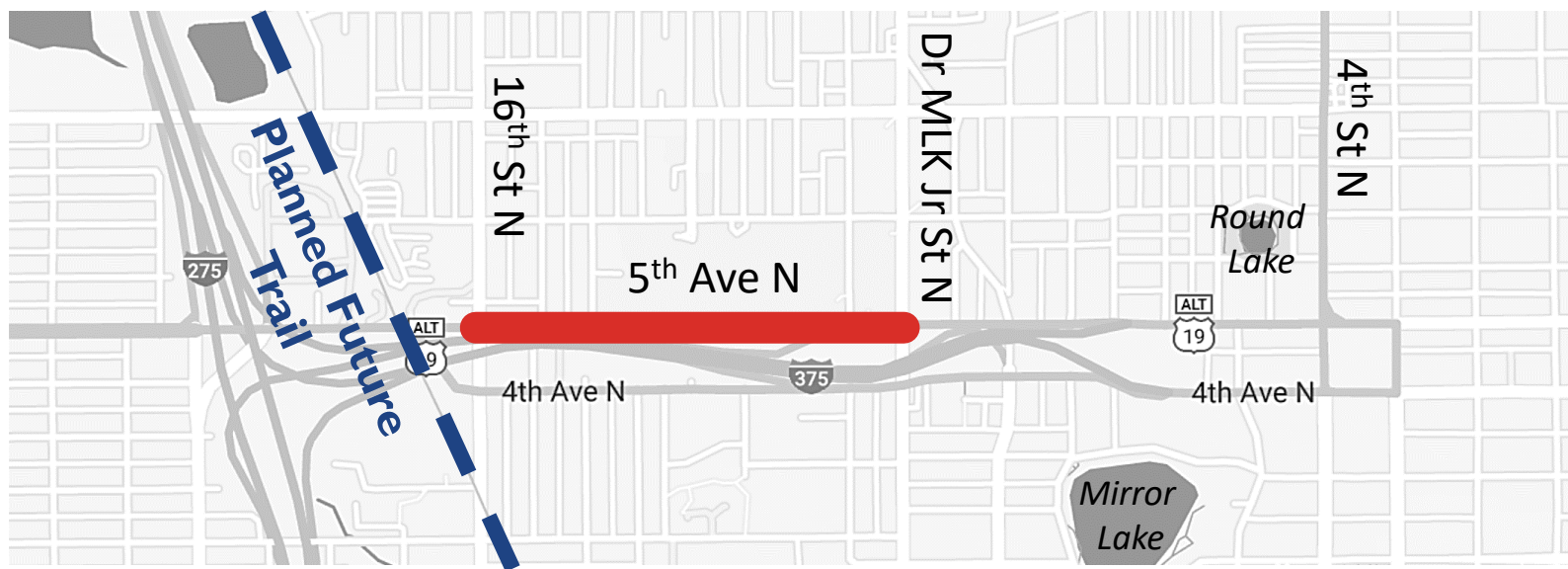
Source: United States Census Bureau

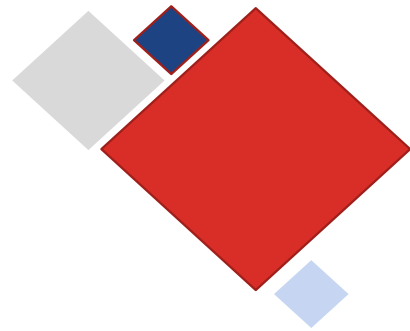


PROJECT BACKGROUND

St. Petersburg Complete Streets Implementation Plan (2019)

- Set 30 mph desired speed
- Identifies potential future trail west of 16th St N





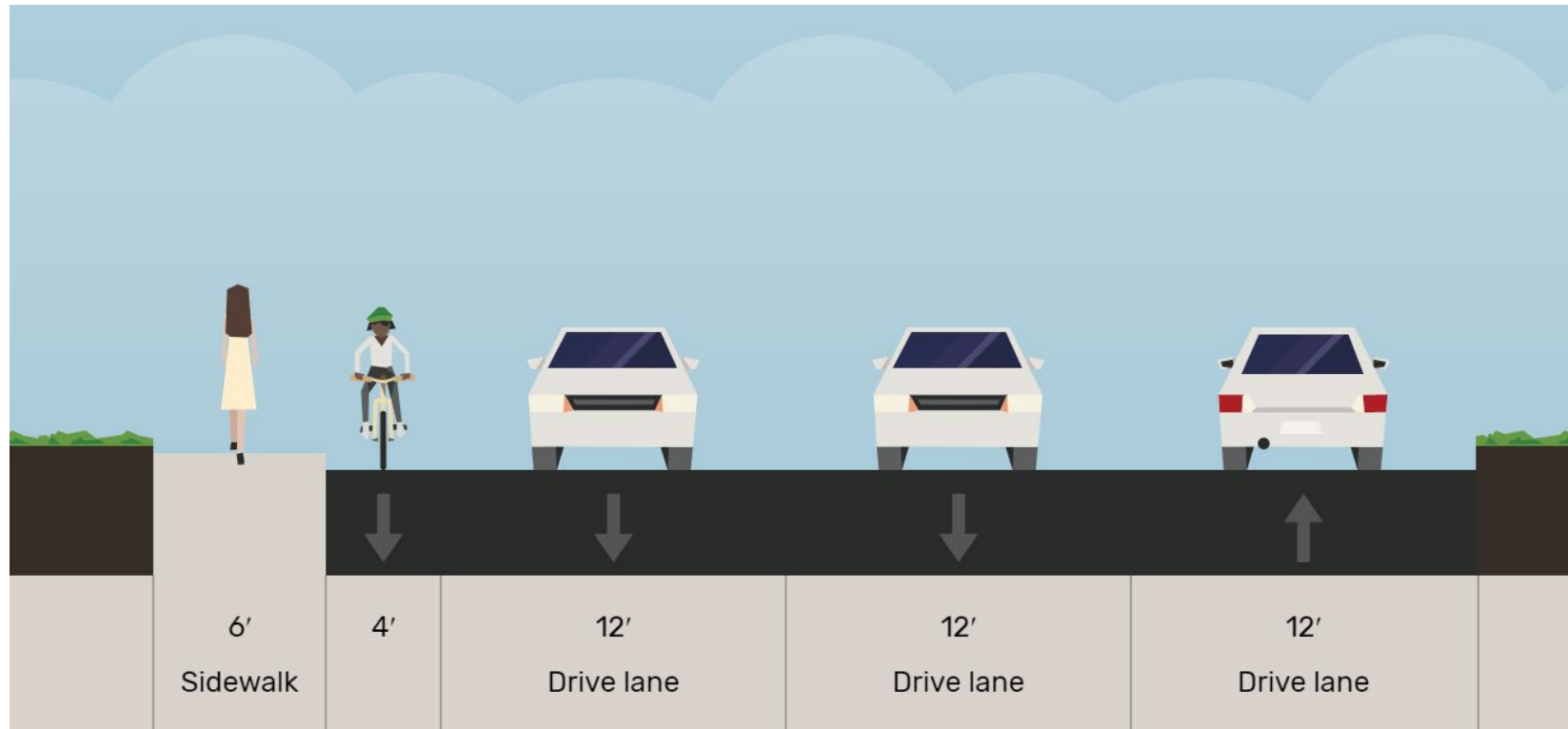
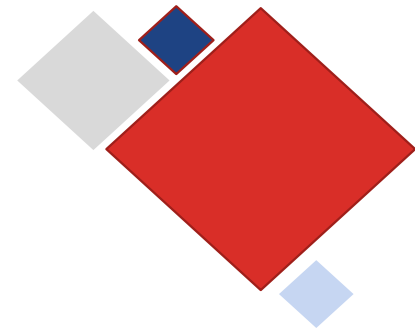
PROJECT BACKGROUND

Resurfacing, Restoration, and Rehabilitation (RRR) from 4th St N to 58th St N

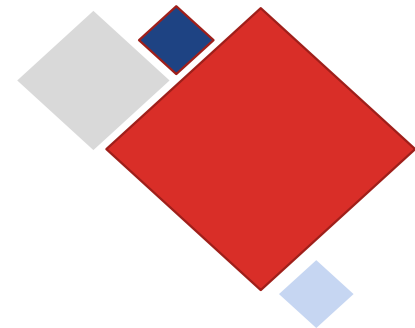
- Maintenance project funded for construction in fiscal year 2024
- Opportunity to implement lane repurposing as part of resurfacing project



EXISTING STREET SECTION



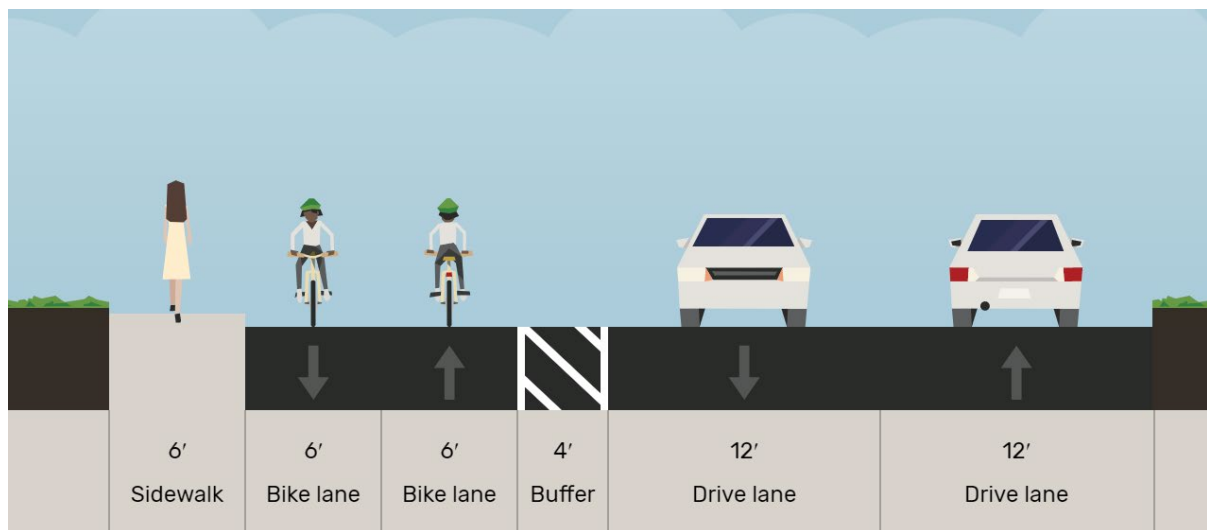
POTENTIAL STREET SECTION

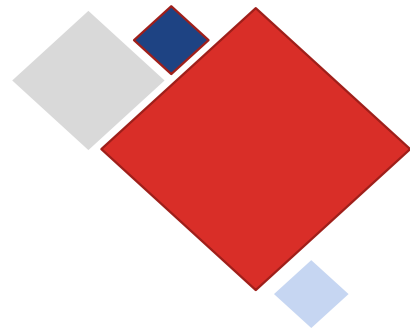


Existing



Proposed





Source: Zicla

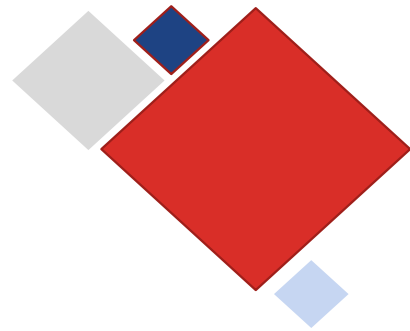
POTENTIAL BICYCLE FACILITY



Source: NACTO



Source: Google



LANE REPURPOSING BENEFITS

Speed Reduction

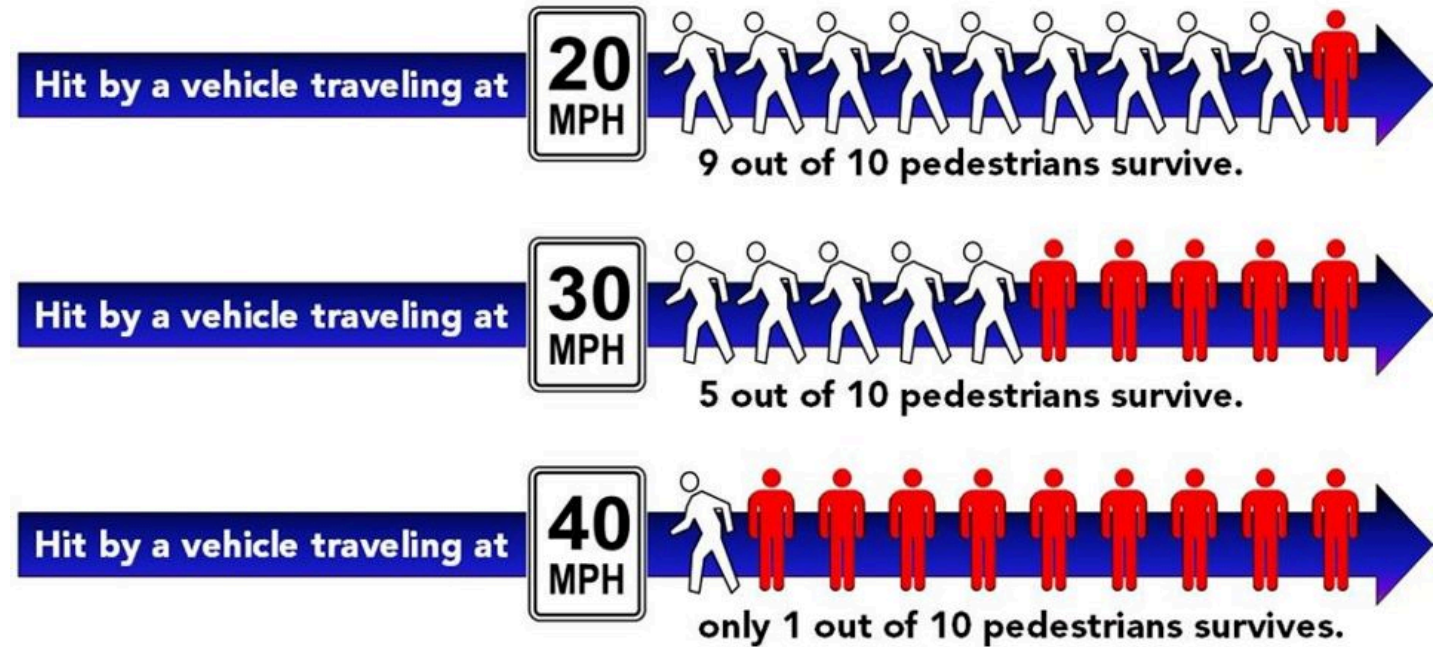
- Narrowing the roadway for vehicles naturally encourage lower speeds

Safety

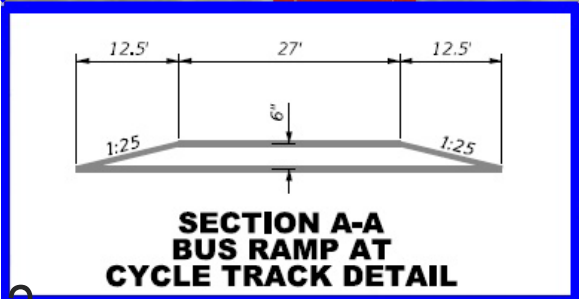
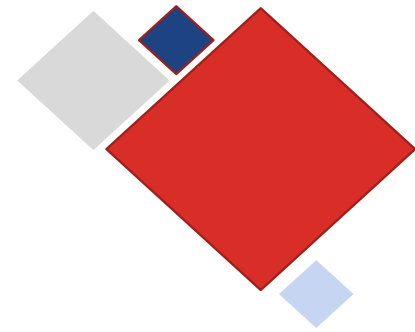
- Shorter/easier crossing for pedestrians

Mobility

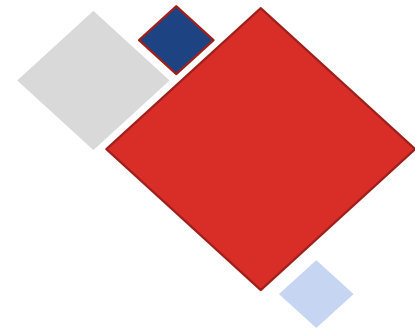
- Reallocated spaces provides improved facility for bicyclists



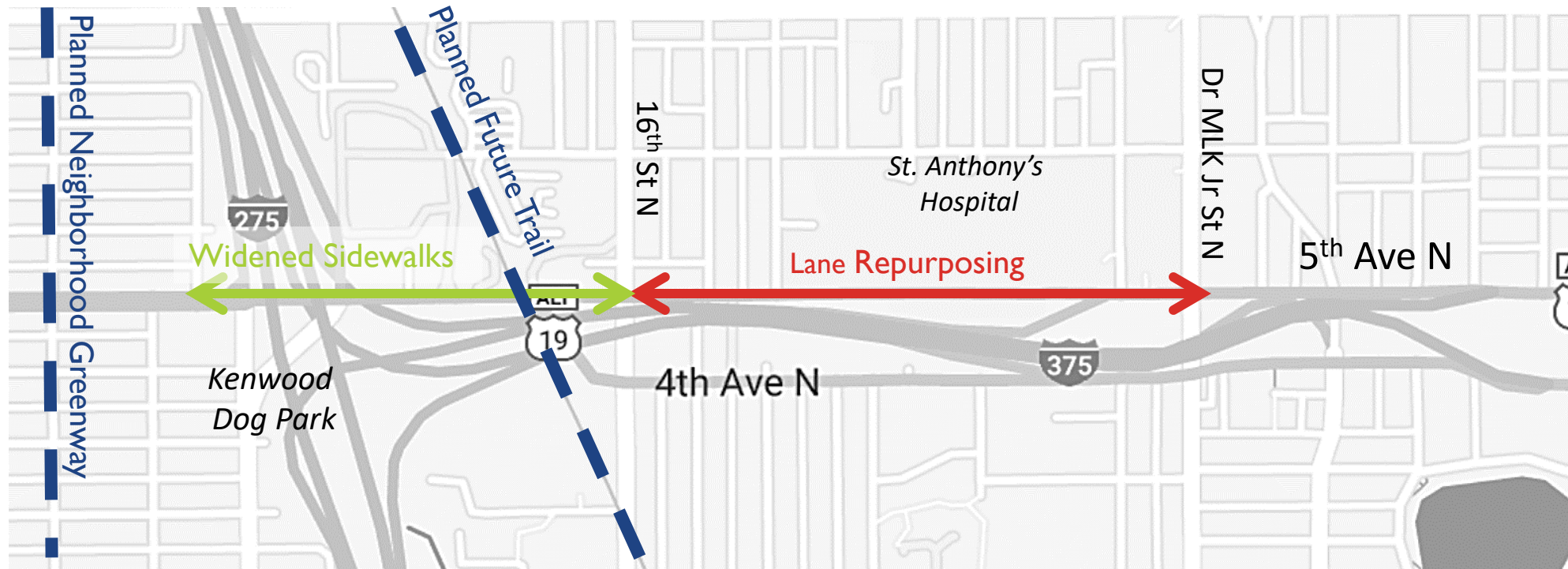
PROPOSED TYPICAL SECTION AT ST. ANTHONY'S HOSPITAL



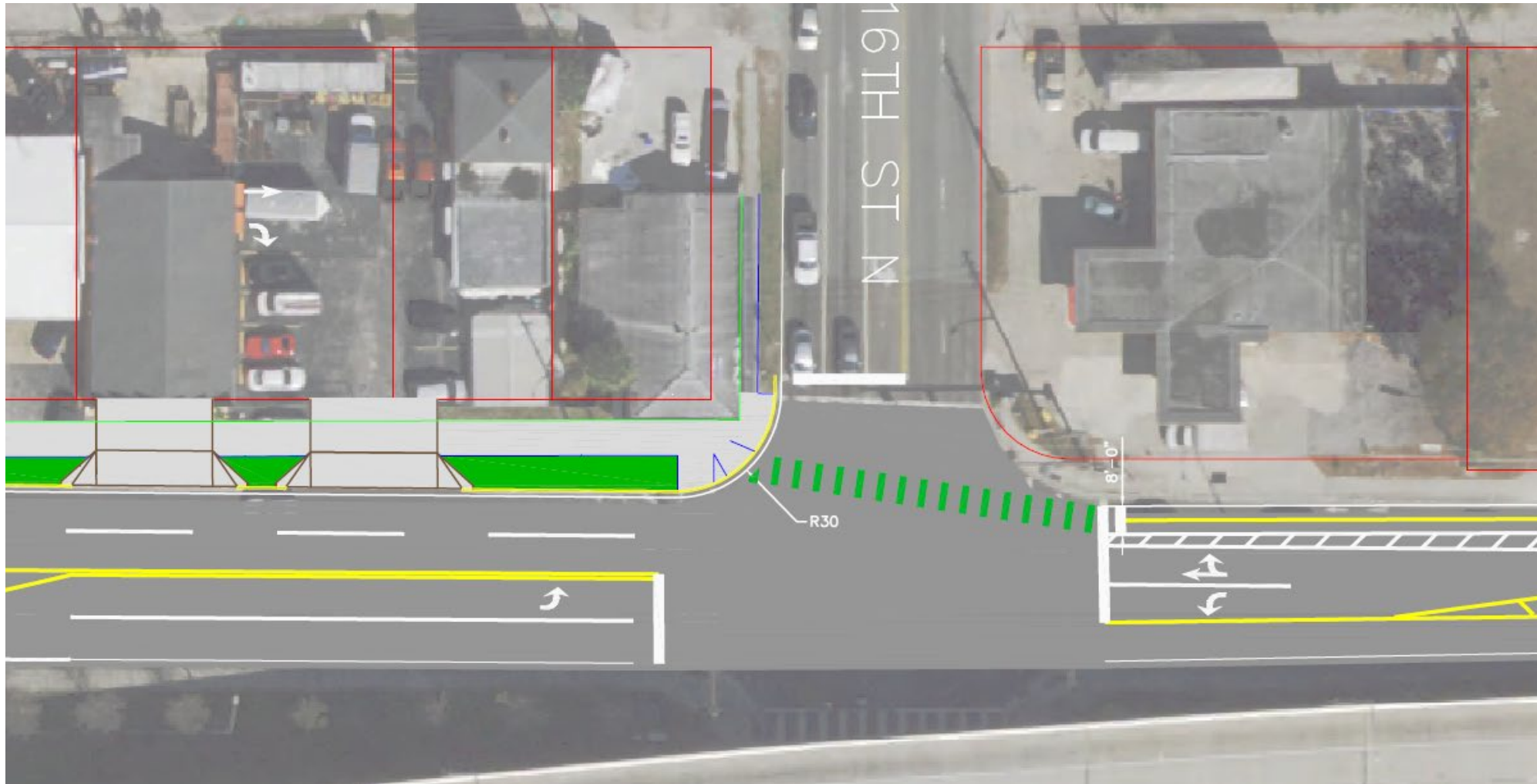
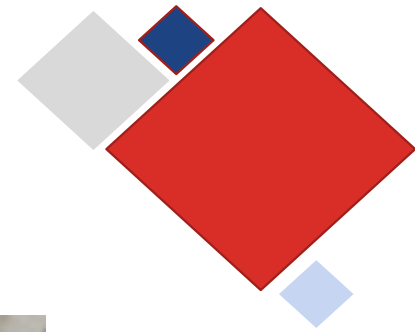
TRANSITION TO WIDE SIDEWALK AT 16TH STREET



Widen sidewalk to connect bicyclists to neighborhood greenway west of I-275



TRANSITION TO WIDE SIDEWALK AT 16TH STREET



VEHICLE LEVEL OF SERVICE (LOS)

- Letter grade system to measure traveler perception of how well a transportation facility operates
- Generally, D/E is the goal for design in urban areas
- Congestion during peak periods need to be viewed in comparison to how the street functions all 24 hours of the day
- LOS should be balanced with other factors related to user safety and comfort



LOS A



LOS D



LOS B



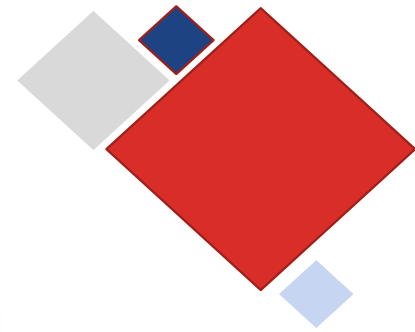
LOS E



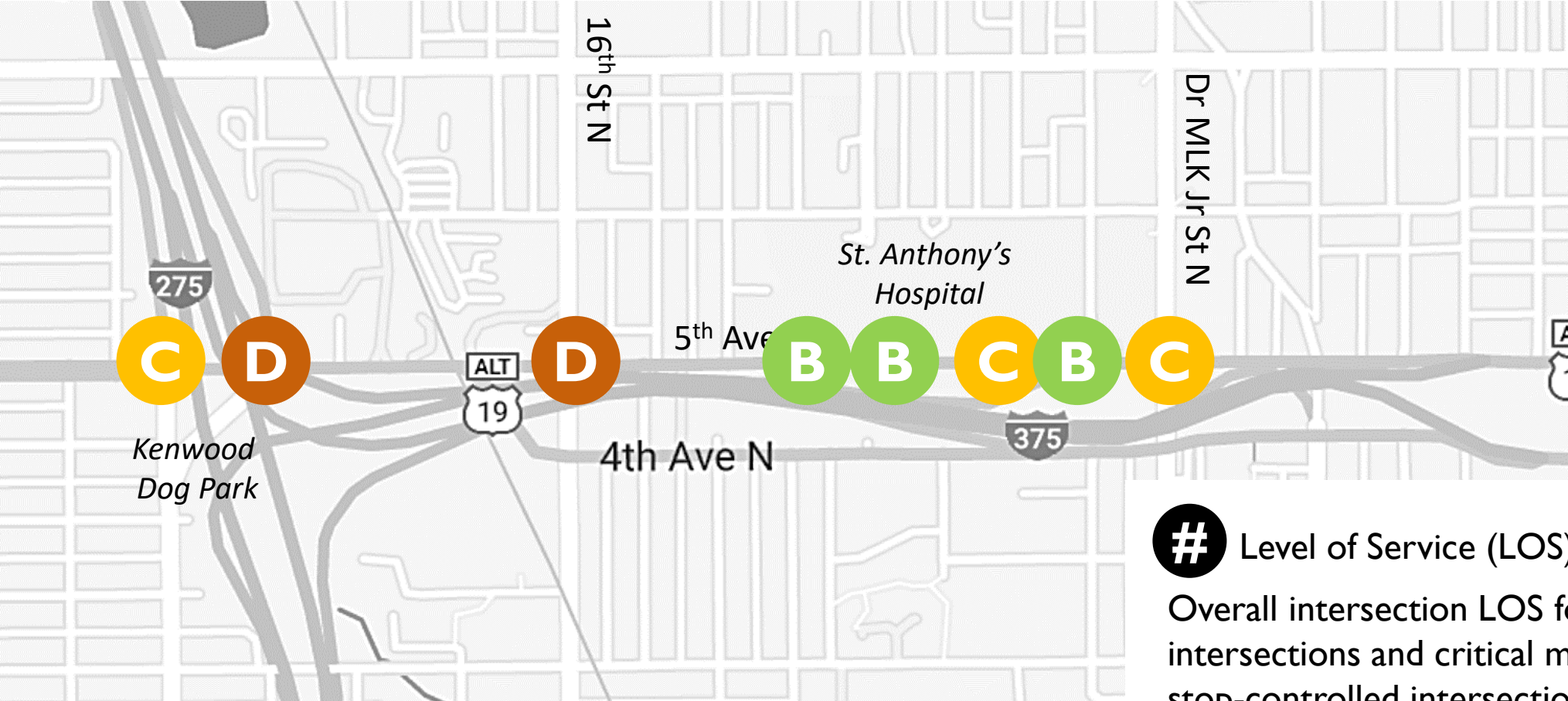
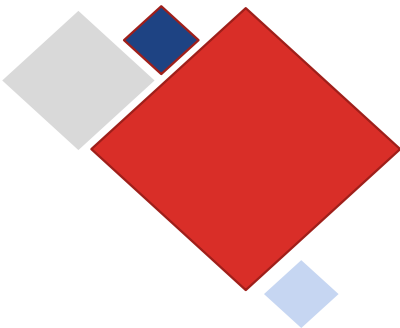
LOS C



LOS F



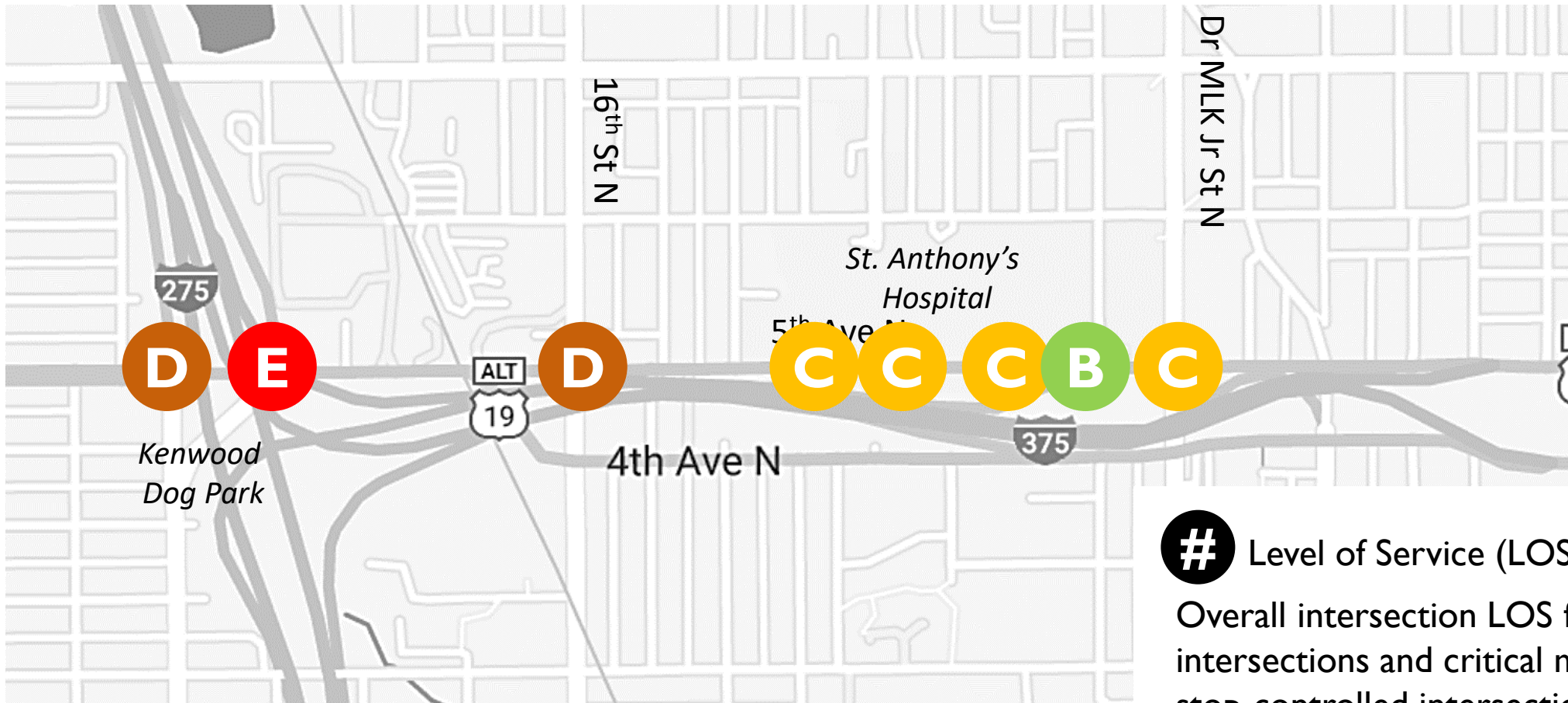
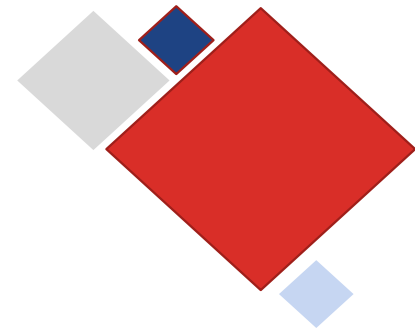
EXISTING TRAFFIC ANALYSIS



Level of Service (LOS)

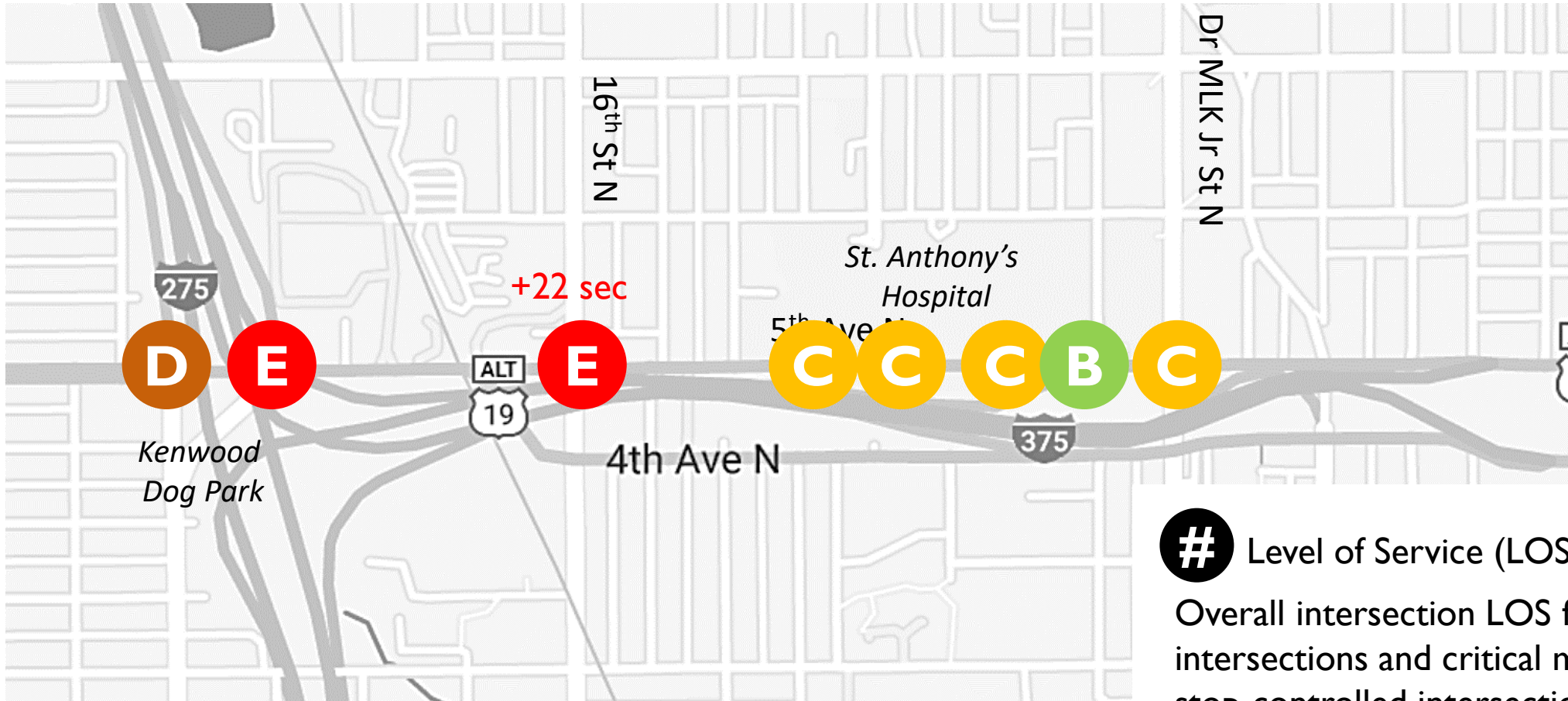
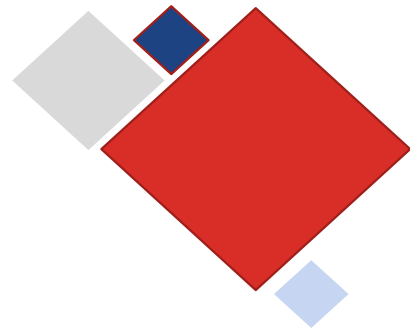
Overall intersection LOS for signalized intersections and critical movement for stop-controlled intersections

FUTURE TRAFFIC ANALYSIS (2045 WITHOUT PROJECT)



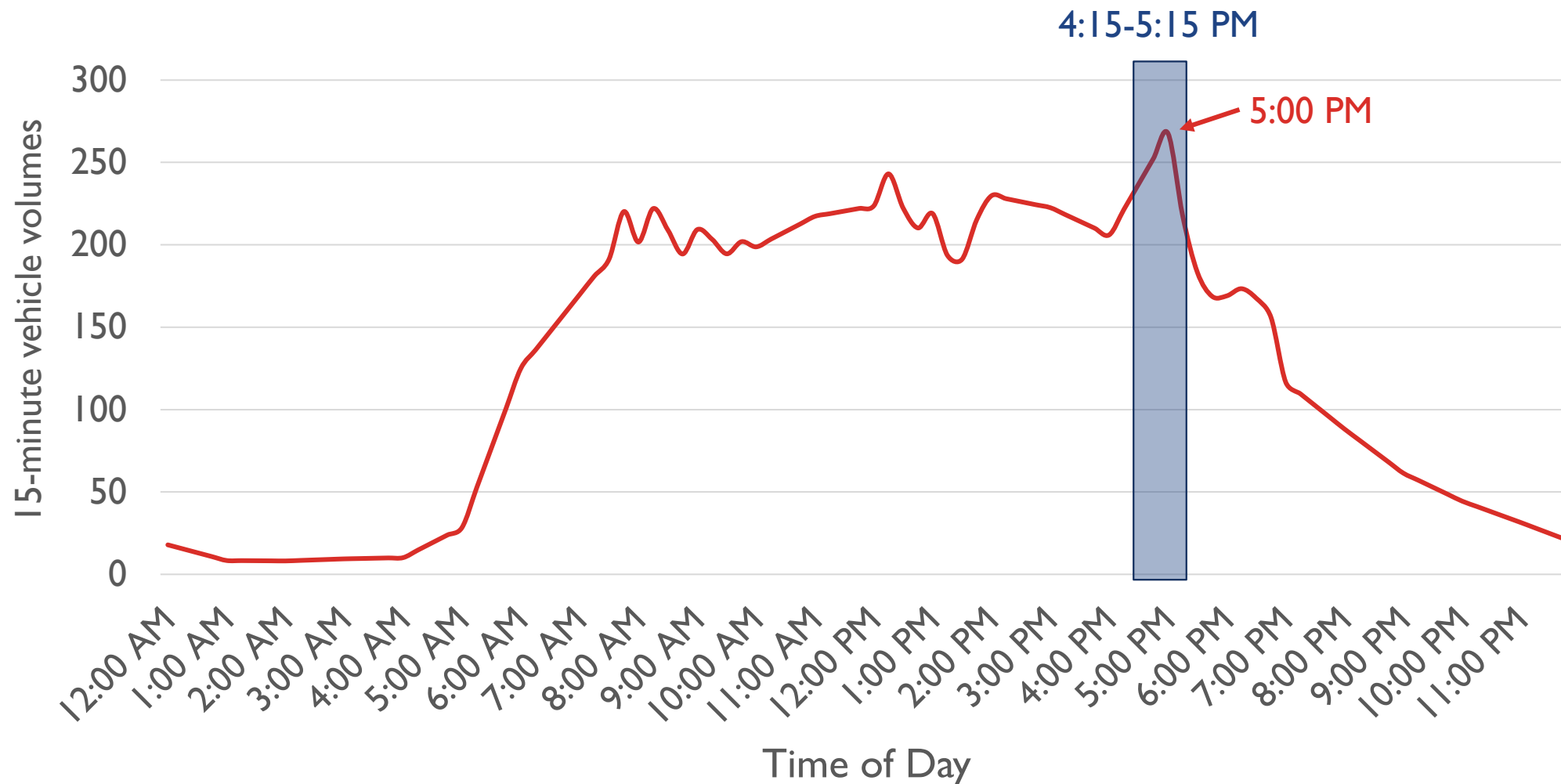
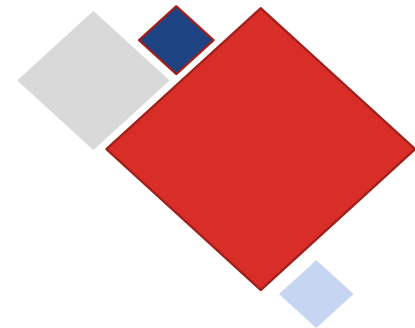
Level of Service (LOS)
Overall intersection LOS for signalized intersections and critical movement for stop-controlled intersections

FUTURE TRAFFIC ANALYSIS (2045 WITH PROJECT)



Level of Service (LOS)
Overall intersection LOS for signalized intersections and critical movement for stop-controlled intersections

TRAFFIC VARIATION THROUGHOUT THE DAY



PUBLIC INPUT

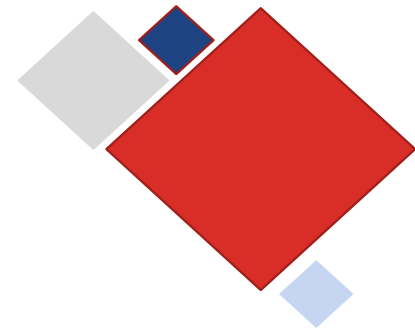
FROM JULY PUBLIC MEETING

TODAY:

- Cars move too fast
- Appreciate the proximity to the highway and connection across town
- Not too much traffic
- Sidewalks need to be improved
- Don't feel safe biking

PROPOSED CHANGES:

- More comfortable
- Safer for bikers and walkers
- Questions about hospital input and ambulance operation
- Favored the raised buffer
- Benefit from bike lane being raised up to make bus access easier



ADDITIONAL PROJECT IMPROVEMENTS

New crosswalks at future neighborhood greenways

- 55th Street N
- 46th Street N
- 40th Street N
- 22nd Street N

Fill sidewalk gaps

Intersection Safety Improvements

