



# FT HARRISON AVENUE

## Complete Streets Study







# 01

# COMPLETE STREETS

# COMPLETE STREETS ...

- Provide people of all ages and abilities with safe and comfortable travel options, regardless of their mode of travel
- Provide a network of streets and balanced transportation options that are safer and more efficient for everyone
- Not every street should serve every means of travel equally
- All roads need to provide safe accommodation for other modes.

## COMPLETE STREETS FOR CLEARWATER IMPLEMENTATION PLAN



City of Clearwater  
June 2019



# DESIGN STRATEGIES OVERVIEW



PARKLET



LANDSCAPED ISLANDS



BICYCLE FACILITY



INTERSECTION BULB-OUT



ON-STREET PARKING



MIDBLOCK BULB-OUT



CROSSING REFUGE ISLAND



ENHANCED INTERSECTION TREATMENTS



Each design strategy provides its own unique benefits to enhancing a street.





## DEMONSTRATION PROJECT



## PERMANENT INSTALLATION



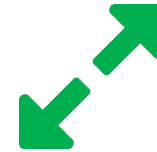
SMALLER  
PROJECTS



LOWER  
COST



REAL TIME  
FEEDBACK



LARGER  
PROJECTS



HIGHER  
COST



LONG TERM  
FEEDBACK





## DEMONSTRATION PROJECT



## PERMANENT INSTALLATION



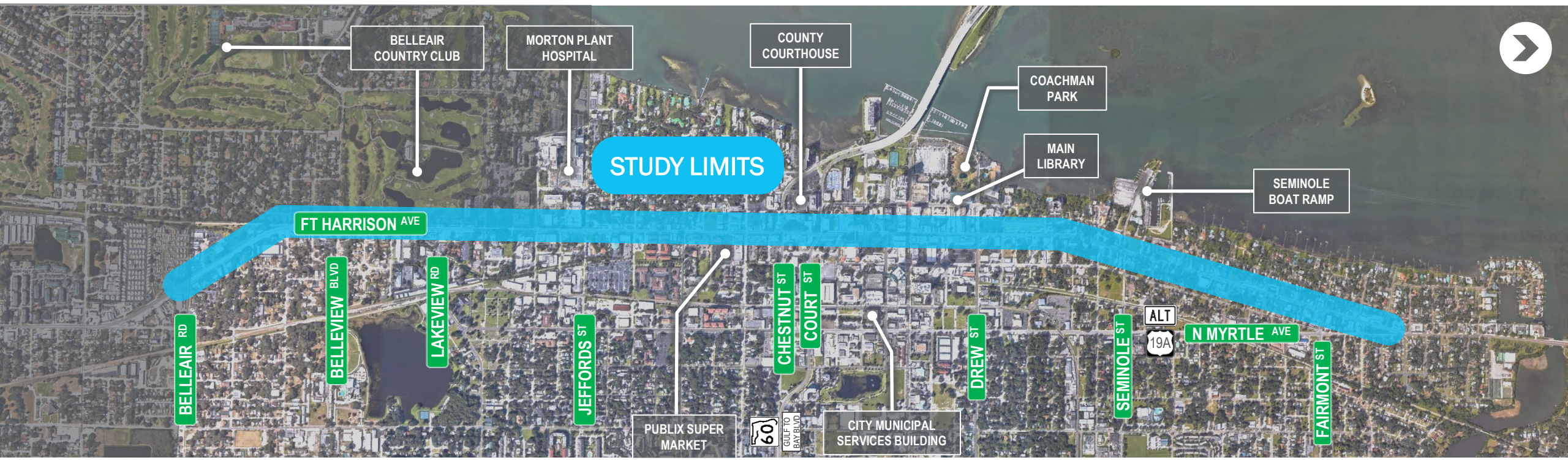




# 02 PROJECT RECAP



# PROJECT OVERVIEW



## LIMITS: Ft Harrison Ave from Belleair Rd to N Myrtle Ave

**3.2**  
MILES

**CITY OF  
CLEARWATER**  
JURISDICTION

### CONNECTEDNESS TO KEY DESTINATIONS

- CLEARWATER BEACH
- SEMINOLE BOAT RAMP
- PARK ST TRANSIT CENTER
- MORTON PLANT HOSPITAL
- CITY OF LARGO
- CITY OF DUNEDIN
- US ALT-19 & US 19
- SR 60



# PROJECT VISIONING TEAM MEETINGS & WALKSHOP



**2**  
MEETINGS



**30**  
ATTENDEES



## KEY OBSERVATIONS & COMMENTS

- Maintenance of sidewalks
- Back of curb sidewalks feel dangerous
- Identity for Ft Harrison Ave

- Business owners, residents, institutions, local agencies, and city staff
- Observed existing conditions and brainstormed ideas
- Discussed potential design strategies and preliminary concepts







# 03 PLANNING LEVEL CONCEPTS



# DEFINING SUCCESS



## Segment 1

- Improve **multimodal connections** across corridor & into downtown
- Create a **gateway** into the City & downtown

## Segment 2

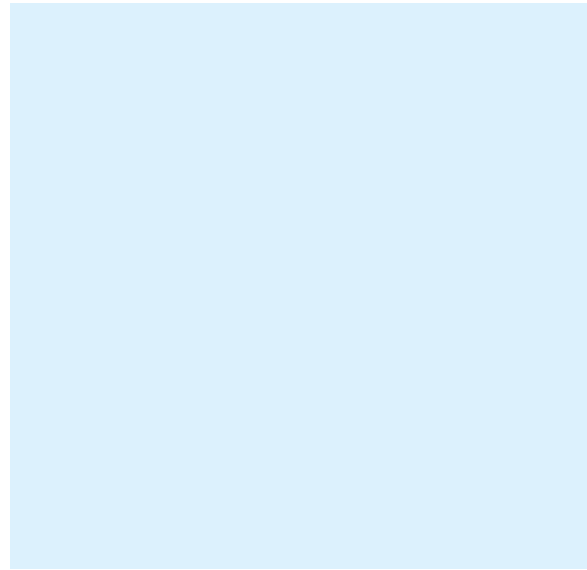
- Use streetspace to create a **welcoming, livable, & economically vibrant** downtown

## Segment 3

- **Beautify** the streetspace to **attract investment and development** to achieve future land use vision



# SEGMENT 1A BELLEAIR RD TO BELLEVIEW BLVD



## CHARACTERISTICS

**100'**

TYPICAL ROW

**30 MPH**

POSTED SPEED

**4 LANE  
UNDIVIDED**

TYPICAL SECTION

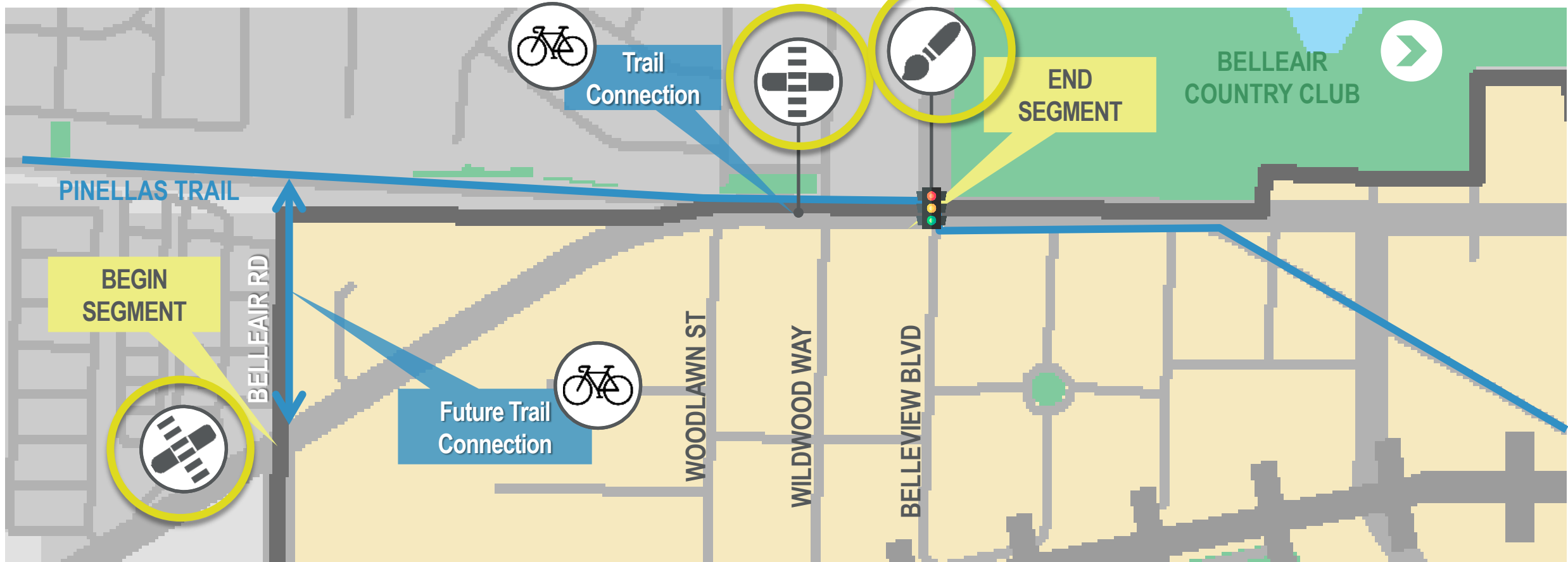
- NO CURB
- LITTLE SHADE
- WIDE DRIVEWAYS
- UNBUFFERED SIDEWALKS  
IN SOME AREAS





# SEGMENT 1A: City Gateway

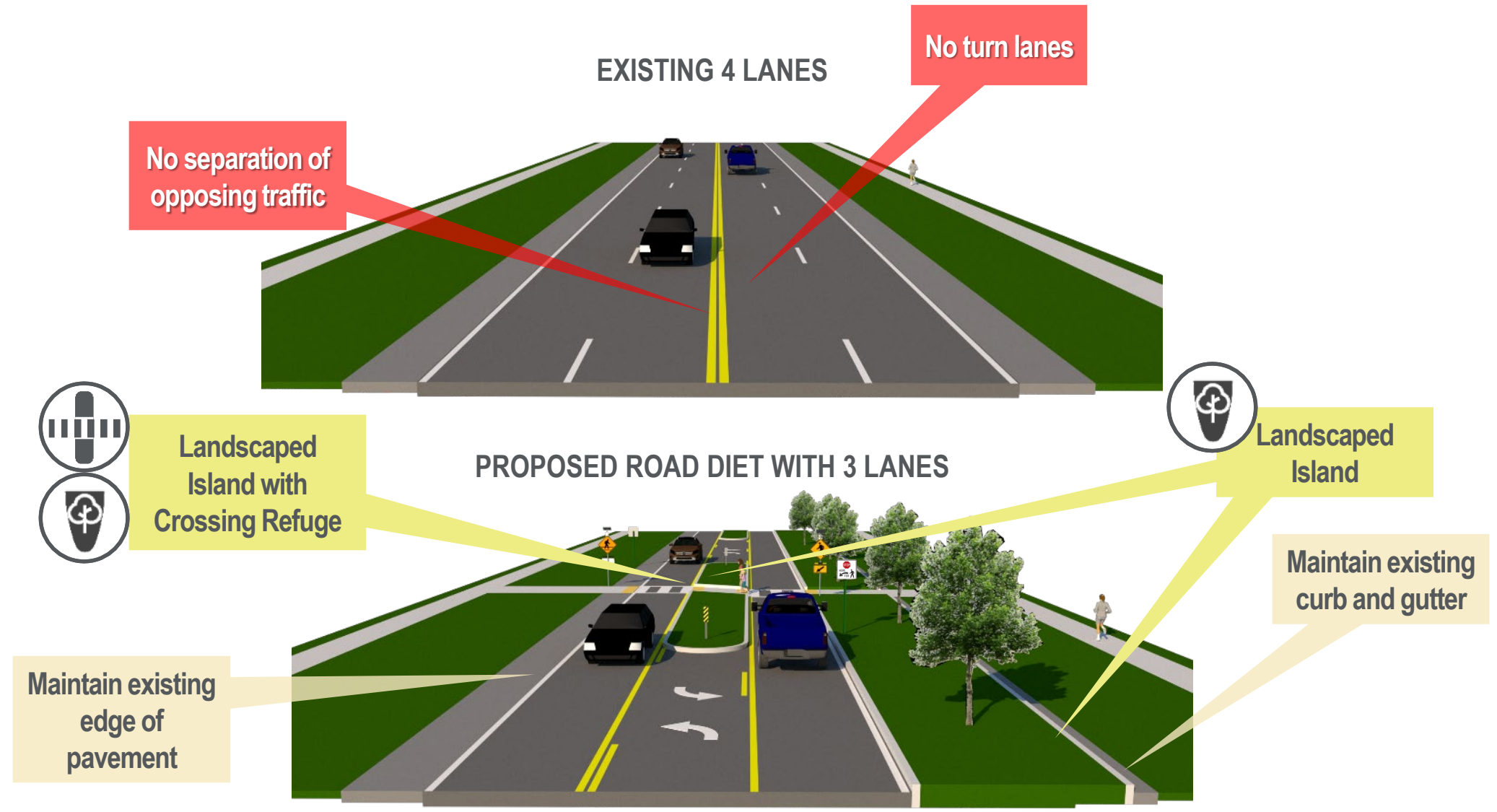
BELLEAIR RD to BELLEVIEW BLVD





# SEGMENT 1A: City Gateway

BELLEAIR RD to BELLEVIEW BLVD





# SEGMENT 1B BELLEVIEW BLVD TO CHESTNUT ST



## CHARACTERISTICS

60'

TYPICAL ROW

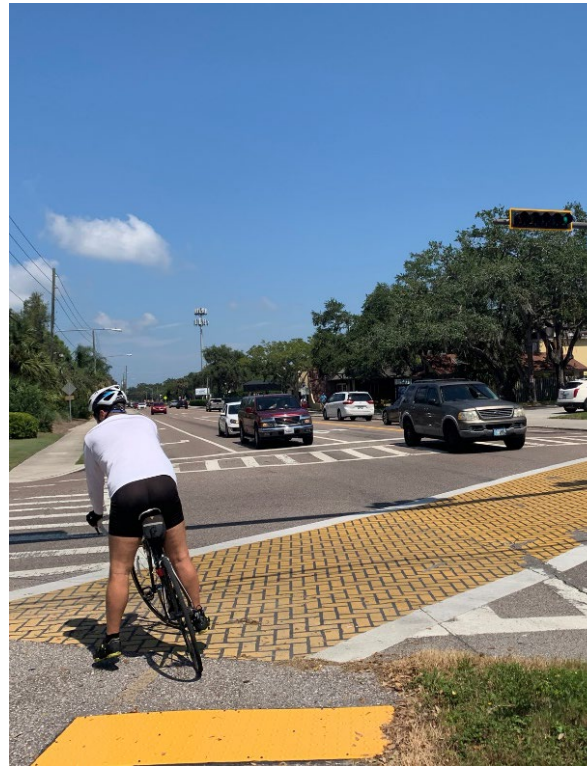
30 MPH

POSTED SPEED

2 LANES  
WITH TWLTL

TYPICAL SECTION

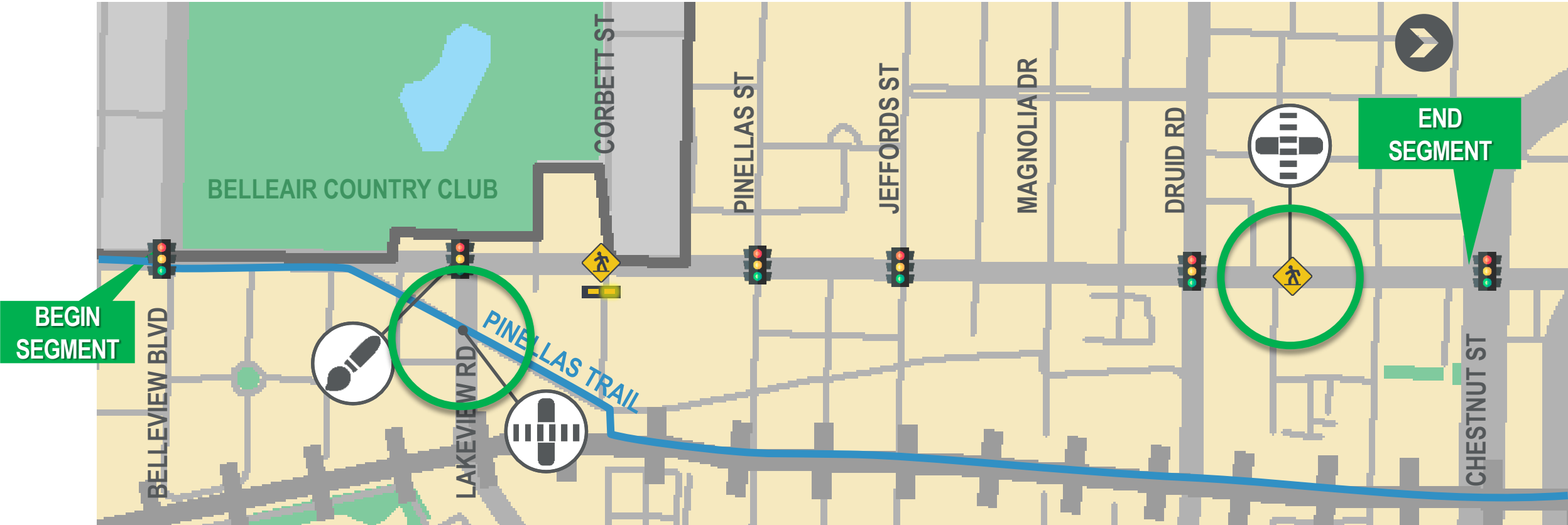
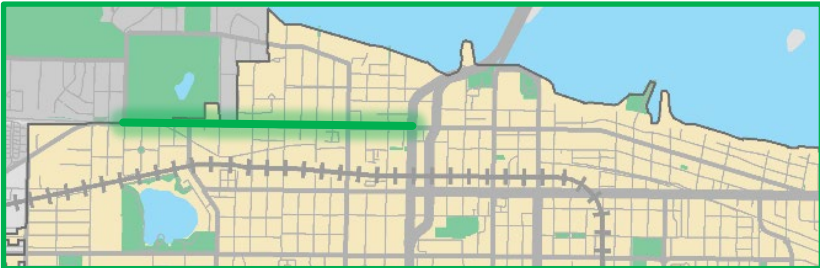
- PEDESTRIAN CROSSINGS
- INTERMITTENT TREES
- UNBUFFERED SIDEWALKS
- TRANSITION INTO DOWNTOWN
- TRAIL SEPARATES FROM ROW





# SEGMENT 1B: Downtown Transition

BELLEVIEW BLVD to CHESTNUT ST





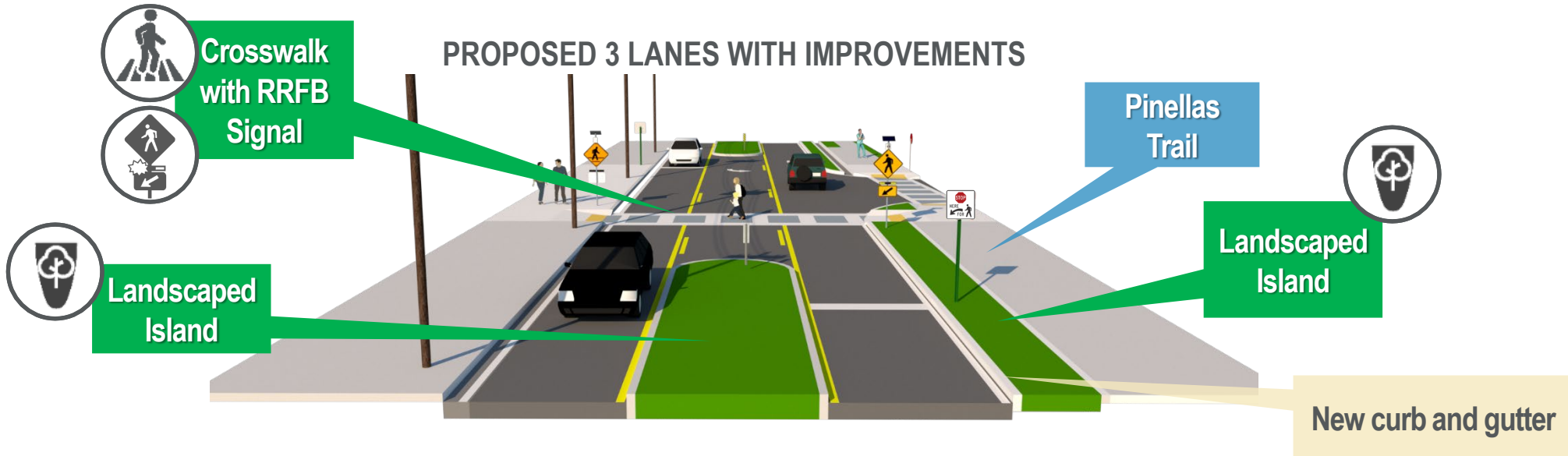
# SEGMENT 1B: Downtown Transition

BELLEVIEW BLVD to CHESTNUT ST

EXISTING 3 LANES



PROPOSED 3 LANES WITH IMPROVEMENTS





# SEGMENT 2 CHESTNUT ST TO DREW ST



## CHARACTERISTICS

**55' – 70'**

TYPICAL ROW

**30 MPH**

POSTED SPEED

**2 LANE  
WITH TWLTL**

TYPICAL SECTION

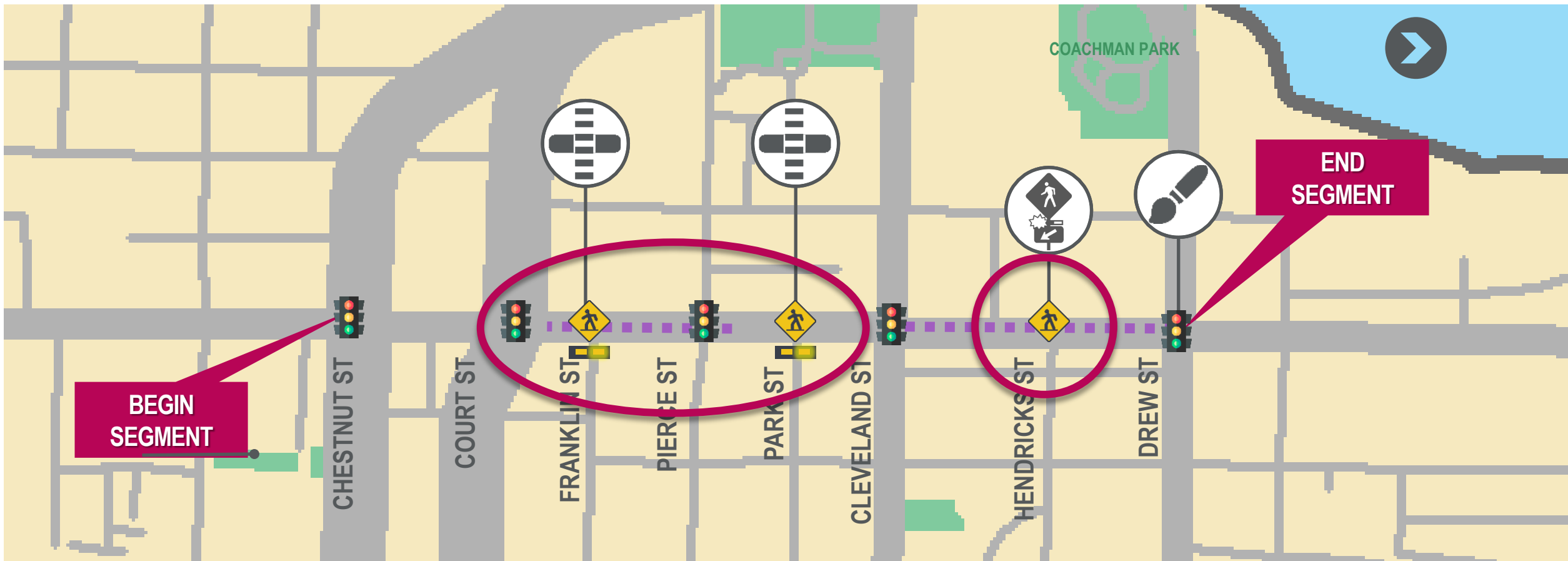
- PEDESTRIAN FRIENDLY DEVELOPMENT
- INTERMITTENT TREES & SHADE
- TRAFFIC CONGESTION DURING PEAK TIMES





# SEGMENT 2: Downtown Core

CHESTNUT ST to DREW ST

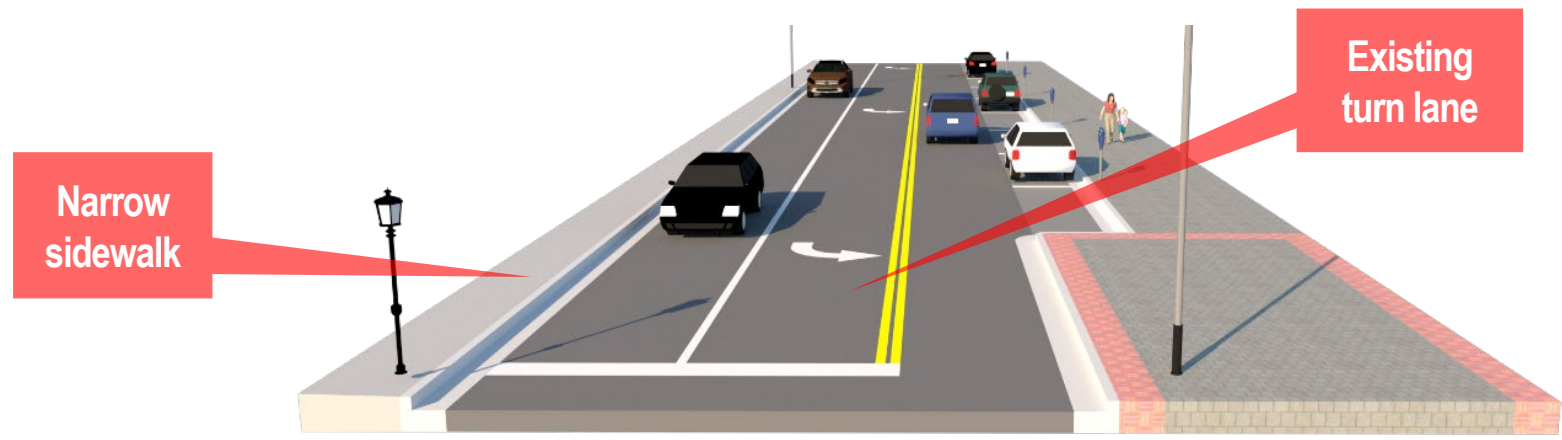




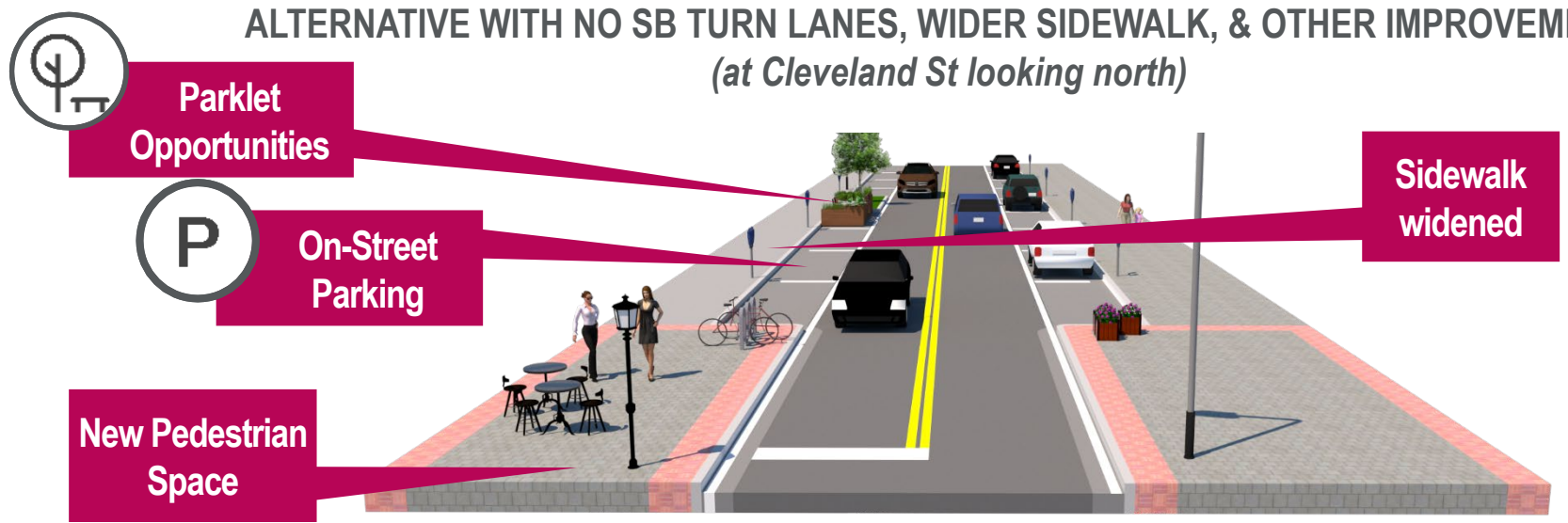
# SEGMENT 2: Downtown Core

CHESTNUT ST to DREW ST

EXISTING 2 LANES WITH EXTRA LONG TURN LANE  
*(at Cleveland St looking north)*



ALTERNATIVE WITH NO SB TURN LANES, WIDER SIDEWALK, & OTHER IMPROVEMENTS  
*(at Cleveland St looking north)*





# SEGMENT 2: Downtown Core

CHESTNUT ST to DREW ST



## ALTERNATIVE CONCEPT COURT ST TO PIERCE ST

- Remove center turn lane to widen western sidewalk and add on-street parking and/or a curbside loading zone, moving delivery vehicles from center turn lane



LOOKING SOUTH ON FT. HARRISON AVE FROM PIERCE ST



# SEGMENT 3 DREW ST TO N MYRTLE AVE



## CHARACTERISTICS

**55' – 60'**

TYPICAL ROW

**30 MPH**

POSTED SPEED

**2 LANES  
WITH TWLTL**

TYPICAL SECTION

- SEMINOLE ST BOAT RAMP ACCESS
- POOR SIDEWALKS & CROSSINGS
- UNBUFFERED & NARROW SIDEWALKS
- NO TREES & SHADE





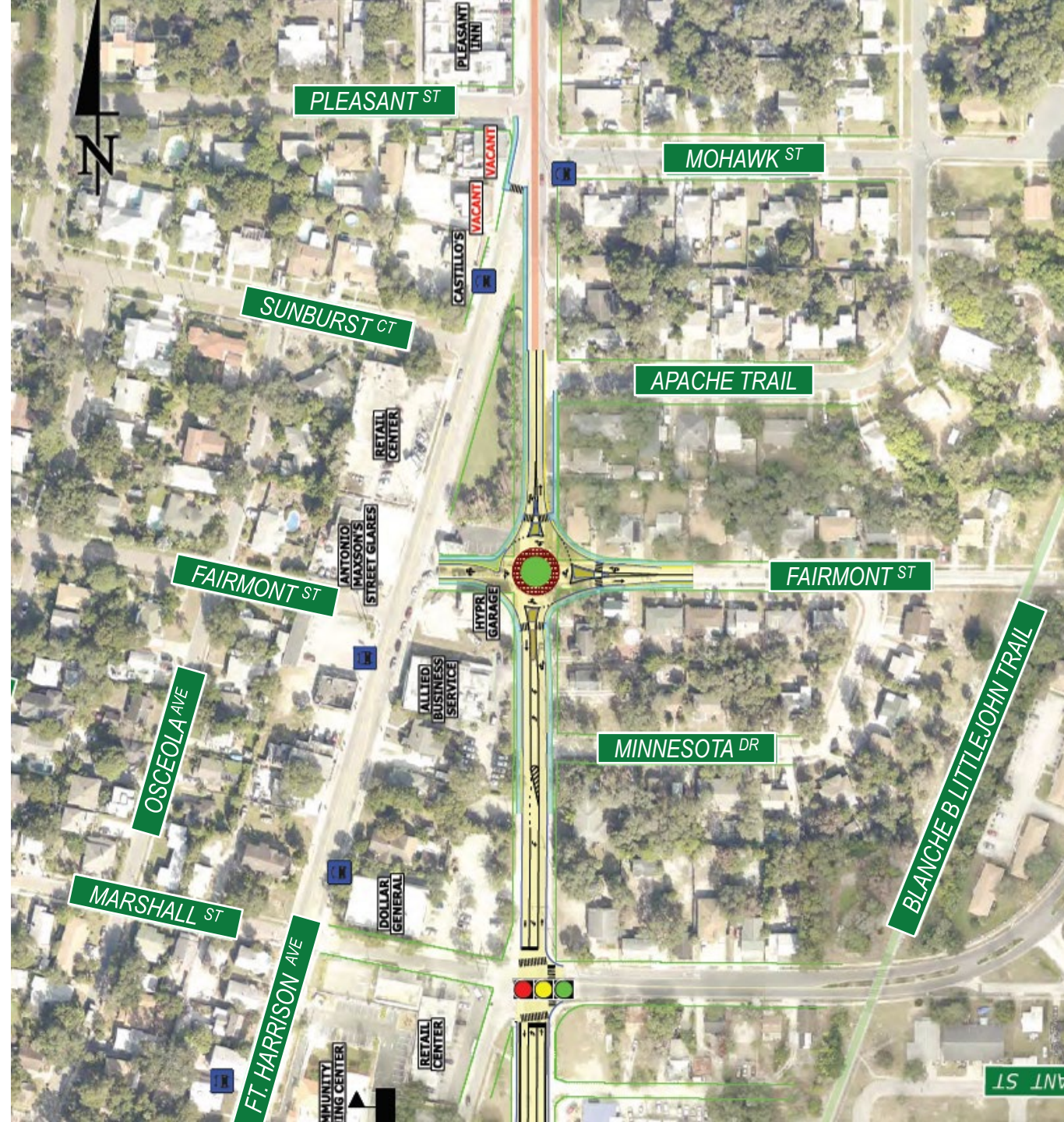
# PREVIOUS STUDIES & PLANS

## US ALT-19 CORRIDOR STUDY

### FAIRMONT ST ROUNDABOUT

FDOT, MAY 2019

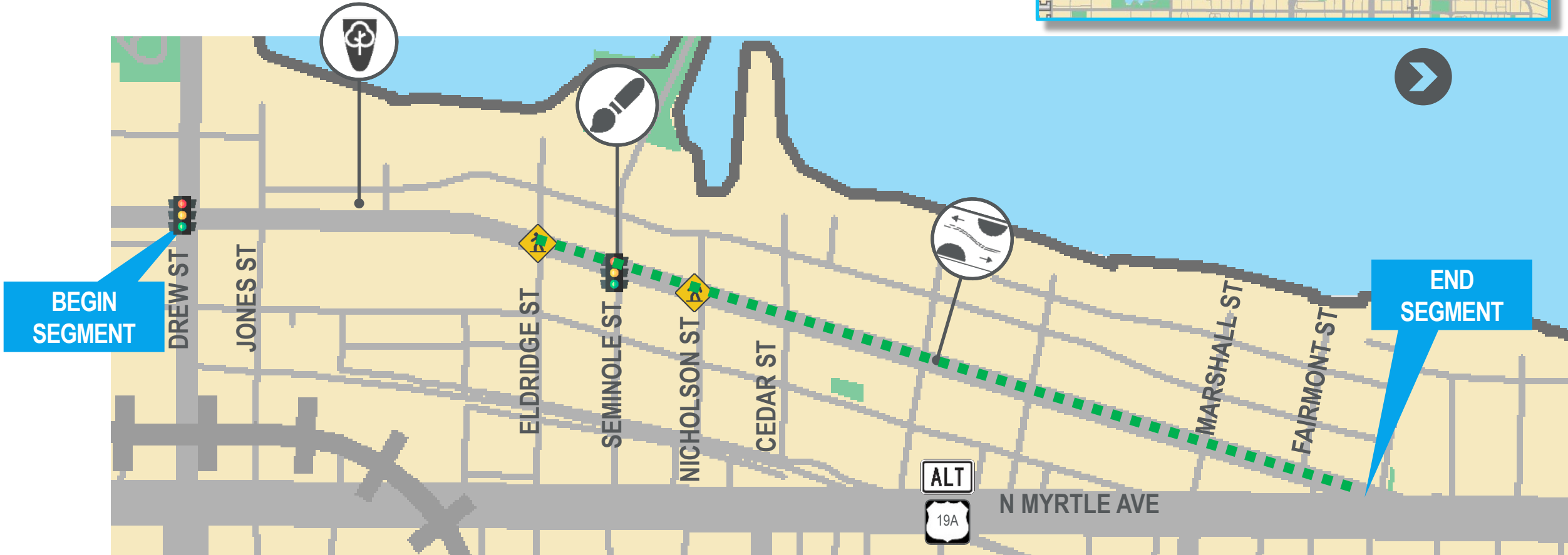
- Project goal: Improve traffic operations on US Alt-19
- Proposed roundabout to relieve traffic congestion for vehicles going from northbound Ft Harrison Ave onto northbound Alt-19





# SEGMENT 3: Old Bay / North Marina

DREW ST to N MYRTLE AVE

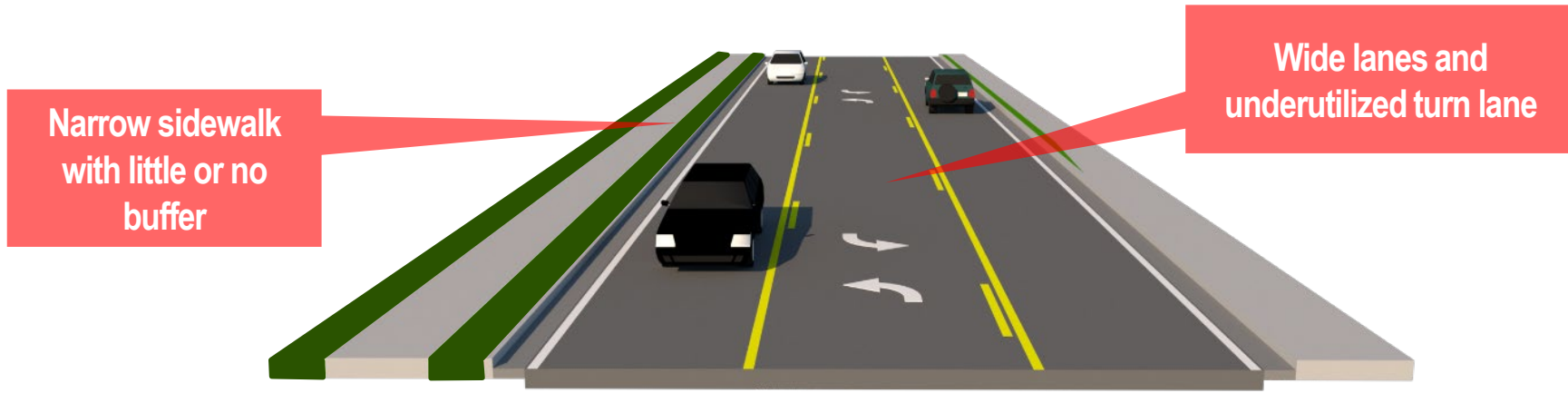




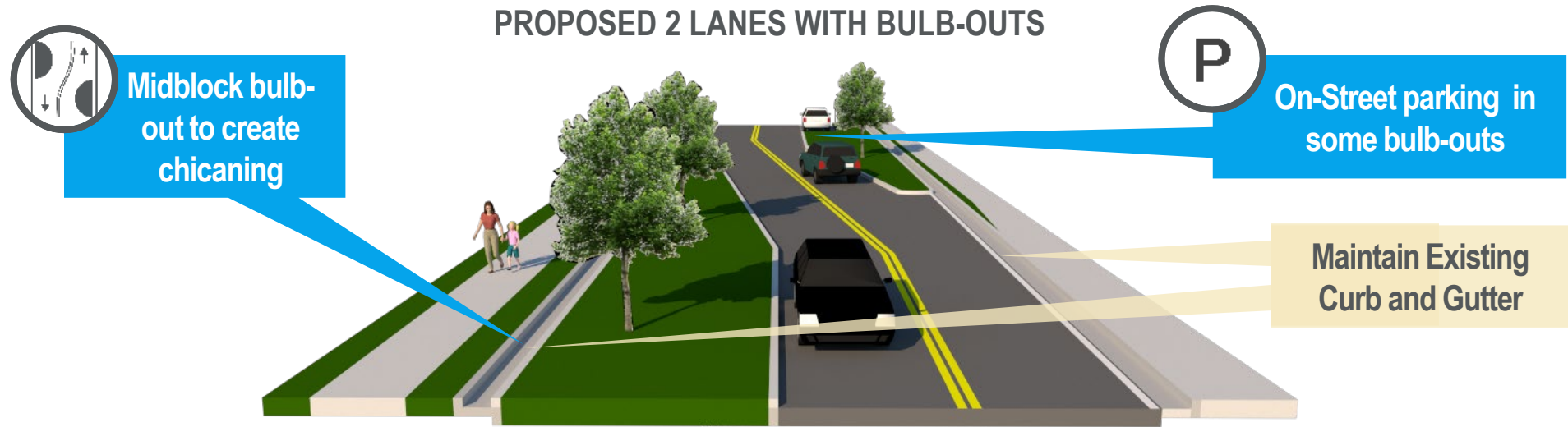
# SEGMENT 3: Old Bay / North Marina

DREW ST to N MYRTLE AVE

EXISTING 3 LANES



PROPOSED 2 LANES WITH BULB-OUTS



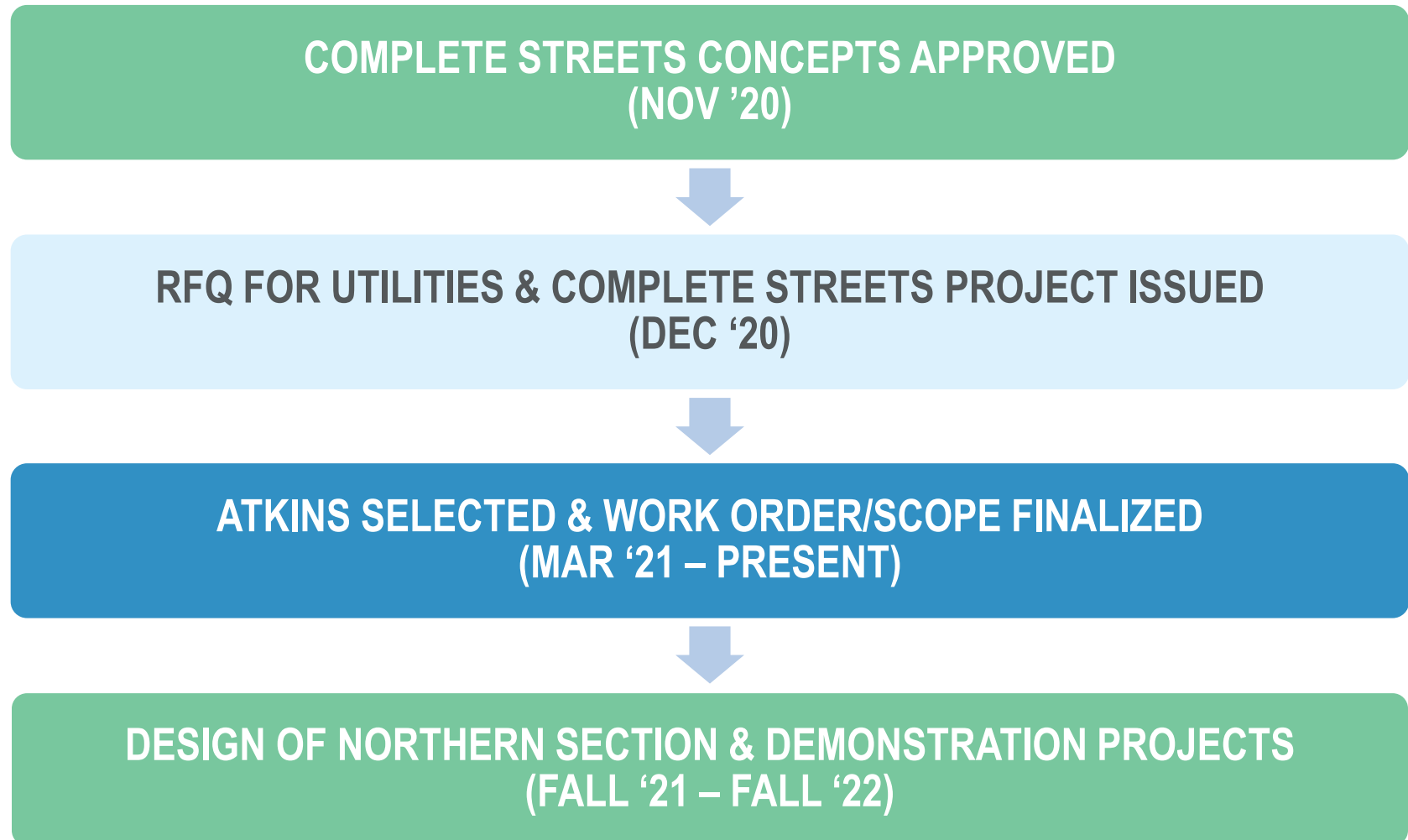




# 04 MOVING FORWARD



# IMPLEMENTATION IN OLD BAY/ NORTH MARINA







# FT HARRISON AVENUE

## Complete Streets Study

