34TH STREET
LANE RE-PURPOSING PROJECT
22ND AVE S to 54TH AVE S
About the Project

- FDOT resurfacing 22\textsuperscript{nd} Ave N to 54\textsuperscript{th} Ave S
- Additional improvements on 22\textsuperscript{nd} Ave S to 54\textsuperscript{th} Ave
- Purpose of improvements
  - Advance goals of Skyway Marina District Plan
  - Safety and accessibility for all users
Project Area Description

- Two mile section
- Six lanes with median
- 45 mph posted speed limit
- FDOT jurisdiction
- Skyway Marina District
- South St Petersburg CRA
- Bus Route 34
  - 5:15 AM to 11:30 PM, M-F
  - 20-30 min. headways
Average Annual Daily Traffic (AADT)

2017 AADT

- 36,500
- 28,000
- 26,688

AADT By Year

- 2010: 26,500
- 2011: 28,000
- 2012: 28,000
- 2013: 24,500
- 2014: 24,500
- 2015: 26,688
Level of Service Conditions

- Operating at less than 50% of six lane capacity, LOS C
- 22\textsuperscript{nd} Ave S and 54\textsuperscript{th} Ave S intersections, LOS E
- Parallel Roads
  - I-275
  - 31\textsuperscript{st} St
  - 37\textsuperscript{th} St
- Lane elimination study/feasibility analysis
Crash Trends 2013 – 2017

Intersections

- **22nd Ave S and 54th Ave S**
  - 41% of all crashes
  - 50% of bike/ped crashes
  - 2 fatalities (22nd Ave S and 38th Ave S)
Crash Trends 2013 - 2017

• Average annual crashes
  • Total = 148
  • Injuries = 19
• Youngest age groups (15-24) involved in 18% of crashes
Crash Trends 2013 - 2017

- 45% - straight ahead movements. 50% of the total injuries
- Aggressive driving was a factor in 30% of straight ahead crashes and 70% of the left turn crashes
- 7% of straight ahead crashes involved vulnerable users
Cross Sections – Existing Section

34th Street | Existing Section

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Cross Sections – BAT Lane Concept

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34th Street | BAT Lane Concept

25'-6"
Sidewalk
Landscape
Varied

6'-0" - 10'-0"

5'-0"
L/A

25'-6"

20' Buffer
2' Curb + Gutter

11'-4"

11'-0"

11'-0"

39'-0"

12'-0"

139'-0"

138'-0"

15'-6"

38'-0"

34th Street (Just North of 42nd Avenue) - Estimated Right-of-Way

Curb Face-to-Curb Face

12'-2"

Median

Curb Face-to-Curb Face

Curb Face-to-Curb Face
Cross Sections – Proposed Pedestrian Crossing

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34th Street | Proposed Pedestrian Crossing

Concept developed using HUD Design Manual criteria with assumed 35 mph design and posted speed.
Median Extension at Intersections

34th Street/US-19/SR-55

Legend:
- Proposed Median Curb
- Proposed Pedestrian Pushbutton

Scale: 1" = 50'

Median Extension At Signalized Intersection Example
Mid-Block Crossing

34th Street/US-19/SR-55

Midblock Crossing
With Obstructions Example
Transition Areas

34th Street/US-19/SR-55

54th Ave S - South Transition

22nd Ave S - North Transition
Next Steps

• April 4 – Public meeting and open house
• April 23 - Skyway Marina District Board
• April/May - Complete Streets Committee
• May - City Council
• June 12 - Forward Pinellas Board
• Design work, 2020
• Construction, 2022
• Development of complete streets concept plan, TBD