COMMISSION AGENDA:
3.18.14 #26

Re-assessment of Planned Park Street and Starkey Road Improvements

In the original edition of the Pinellas County Comprehensive Plan adopted in 1989, Park Street, from Tyrone Boulevard to Park Boulevard, and Starkey Road from Park Boulevard to East Bay Drive was identified for expansion from four to six lanes. It was also included in the original Penny for Pinellas project list that was approved by voter referendum in 1989. The need for the improvements was based on analysis by the Planning Department and Metropolitan Planning Organization (MPO) indicating the 7.5-mile facility would operate below the County's adopted level of service (LOS) standard of C average daily and D peak hour by 2010. The section between Tyrone Boulevard and Ulmerton Road was projected to operate at LOS F and the remaining portion was projected to operate at LOS E. It should be noted that the County's current LOS standard also includes a volume to capacity ratio (VCR) of less than 0.9. The VCR reflects the percentage of the maximum vehicle carrying capacity utilized by average annual daily traffic (aadt).

Updates to the Comprehensive Plan since 1989 and concurrent editions of the MPO Long Range Transportation Plan have confirmed the need for the additional lane capacity on Park Street/Starkey Road. Although six-lane design work has been completed on portions of the corridor and construction work is in progress at the intersection of Bryan Dairy Road, implementation of the overall project has been delayed due to reductions in Penny revenue.

Traffic count data reported in the MPO's annual Level of Service Reports has shown a decline in aadt on Park Street/Starkey Road since 2000. This parallels a 0.5 percent decline in the County's population that occurred from 2000 to 2010. Although population is expected to grow again by the next Census, it is not anticipated that there will be a need for six lane capacity through the entire length of the facility.

However, it is recognized that improvements are needed throughout the corridor to provide safe accommodations for pedestrians, bicyclists and transit users. Sidewalks currently exist only in intermittent sections. There are no bicycle lanes and most of the transit stops are inaccessible to people who require Americans with Disabilities Act (ADA) accommodations. In addition, some modifications are needed at certain intersections to relieve existing congestion. Therefore, a consultant team was authorized to re-evaluate the original plans calling for the design of a six-lane facility and to recommend changes necessary to address the changing conditions and needs. The consultant team assigned to the task had previously completed six-lane design work on a portion of the corridor. The re-assessment study was recently completed and resulted in the recommendations listed below.

- Maintain a minimum 19.5 foot median width for separation of two-way traffic and provide left-turn lanes.
- Maintain four lanes with exception of the sections described below.
  - Cross Bayou Bridge to 106th Avenue - Reconstruct this 2.8 mile section to six lanes to improve traffic flow at Park Boulevard intersection and provide continuity from this

location to the Bryan Dairy Road intersection, which will include six lanes when the current construction project there is completed.

  - Ulmerton Road to East Bay Drive – Reconstruct this 1.4 mile section to a five lane road to accommodate complete street design elements recommended by the City of Largo. This includes wide sidewalks and a landscape buffer abutting the residential properties.

- Provide minimum lane width of 11-feet.
- Maintain existing stormwater conveyance system.
- Incorporate bus pads and adjoining connecting sidewalks.
- Provide continuous sidewalks along each side of the corridor.
- Provide continuous bicycle lanes along each side of the corridor.

The section of Park Street from Tyrone Boulevard to north of 86th Avenue North, primarily on the west side, is adjacent to land within the City of Seminole. The section of Starkey Road from south of Ulmerton Road to East Bay Drive traverses the City of Largo. Department of Environment and Infrastructure, Planning Department and MPO staff has been working with these cities to ensure the design of the project addresses their concerns. The remaining sections of the corridor are within unincorporated county.

PARK STREET/STARKEY ROAD (CR 1)

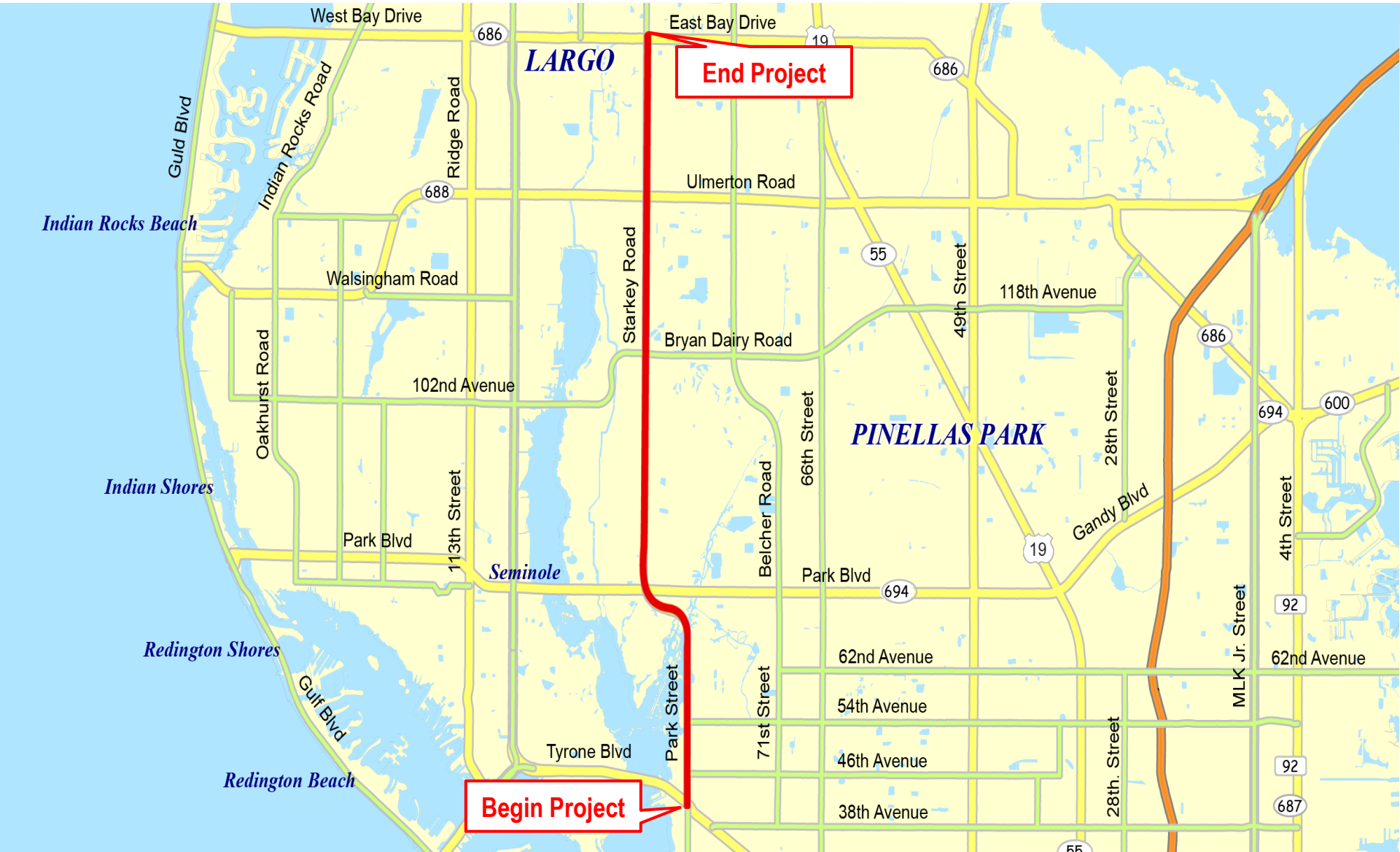
From Tyrone Boulevard (US 19A) to East Bay Drive (SR 686)

CORRIDOR RE-ASSESSMENT

March 18, 2014

Pinellas County

Project Location



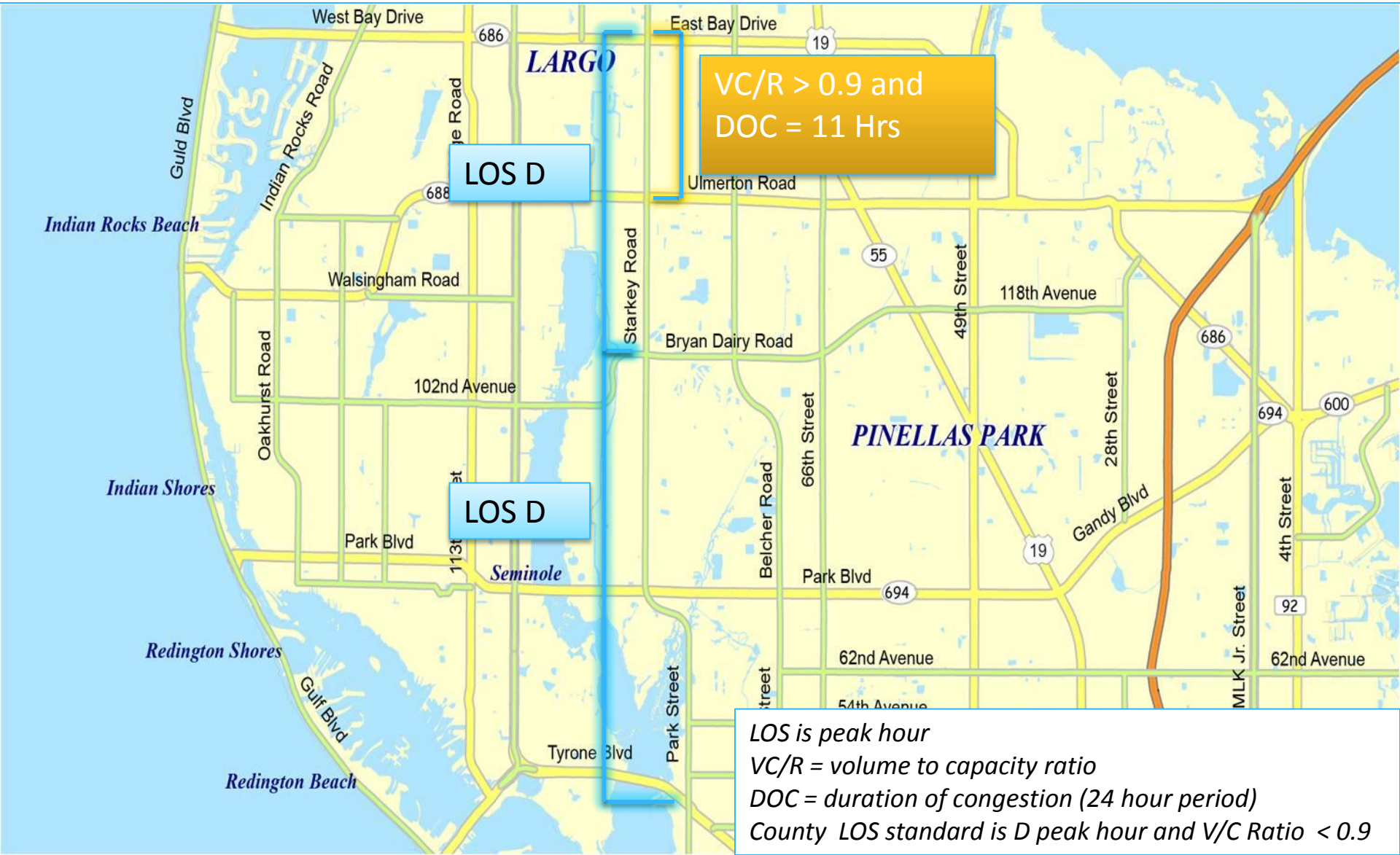
Park St/Starkey Rd AADT

Segment	1989*	2012[1]	Difference
Tyrone Blvd to Park Blvd	46,900	24,500	-91%
Park Blvd to Bryan Dairy Rd	39,800	27,400	-45%
Ulmerton Rd to E Bay Drive	36,300	30,600	-19%

** Projected in Pinellas County Comprehensive Plan for 2010*

[1] Year 2012 AADT Volume; Pinellas County 2012 LOS Report

Park St/Starkey Rd Level of Service

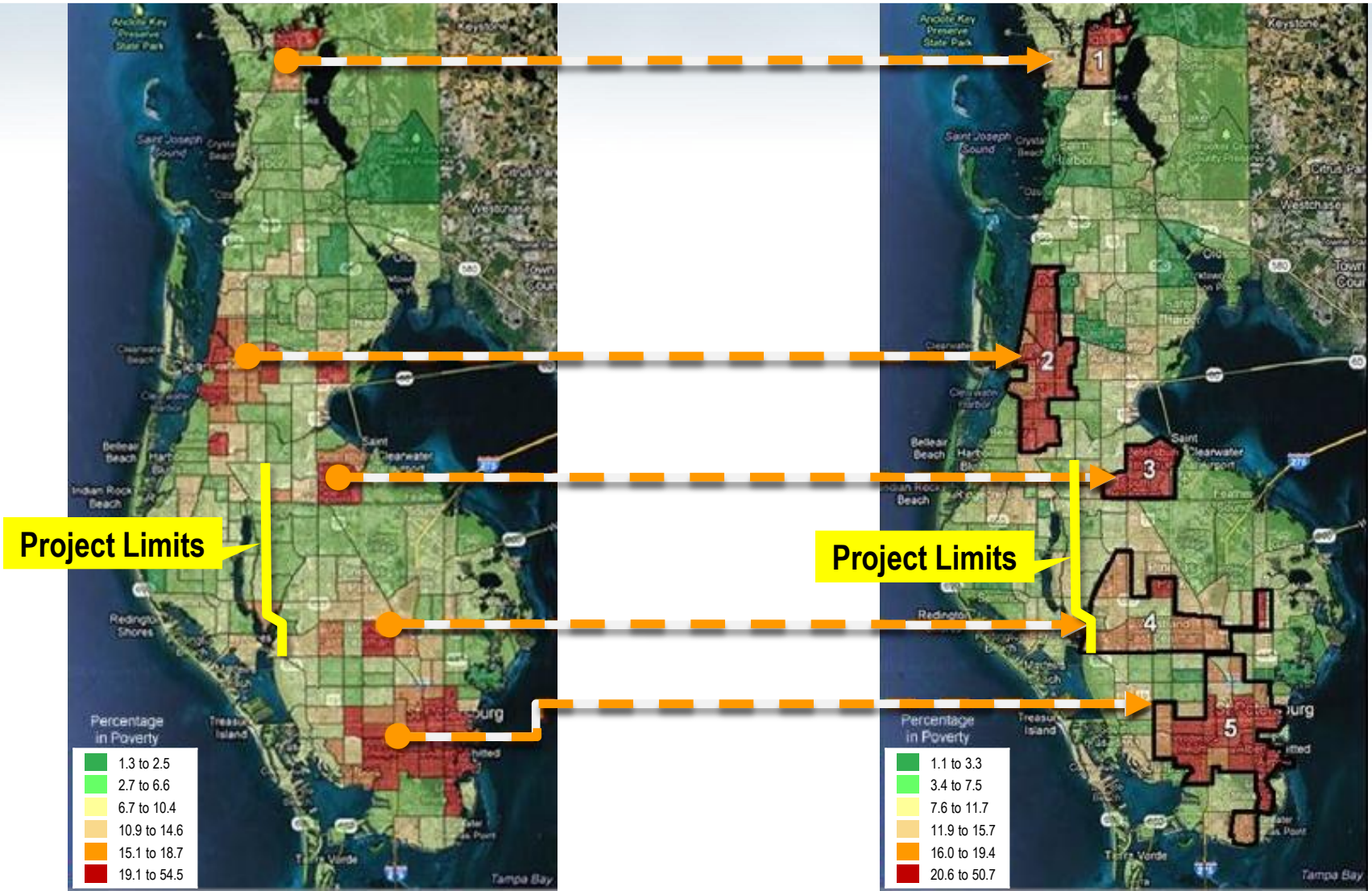


LOS is peak hour
VC/R = volume to capacity ratio
DOC = duration of congestion (24 hour period)
County LOS standard is D peak hour and V/C Ratio < 0.9

Disadvantaged Communities

Communities by Census Tract, 2000

Communities by Census Tract, 2005 to 2009



Purpose of Assessment

- Re-visit original plans for six lane design
- Consideration of capacity needs in light of recent trend in reduced traffic demand
- Providing safe accommodations for bicyclists, pedestrians and transit users
- Intersection modifications needed to improve traffic flow

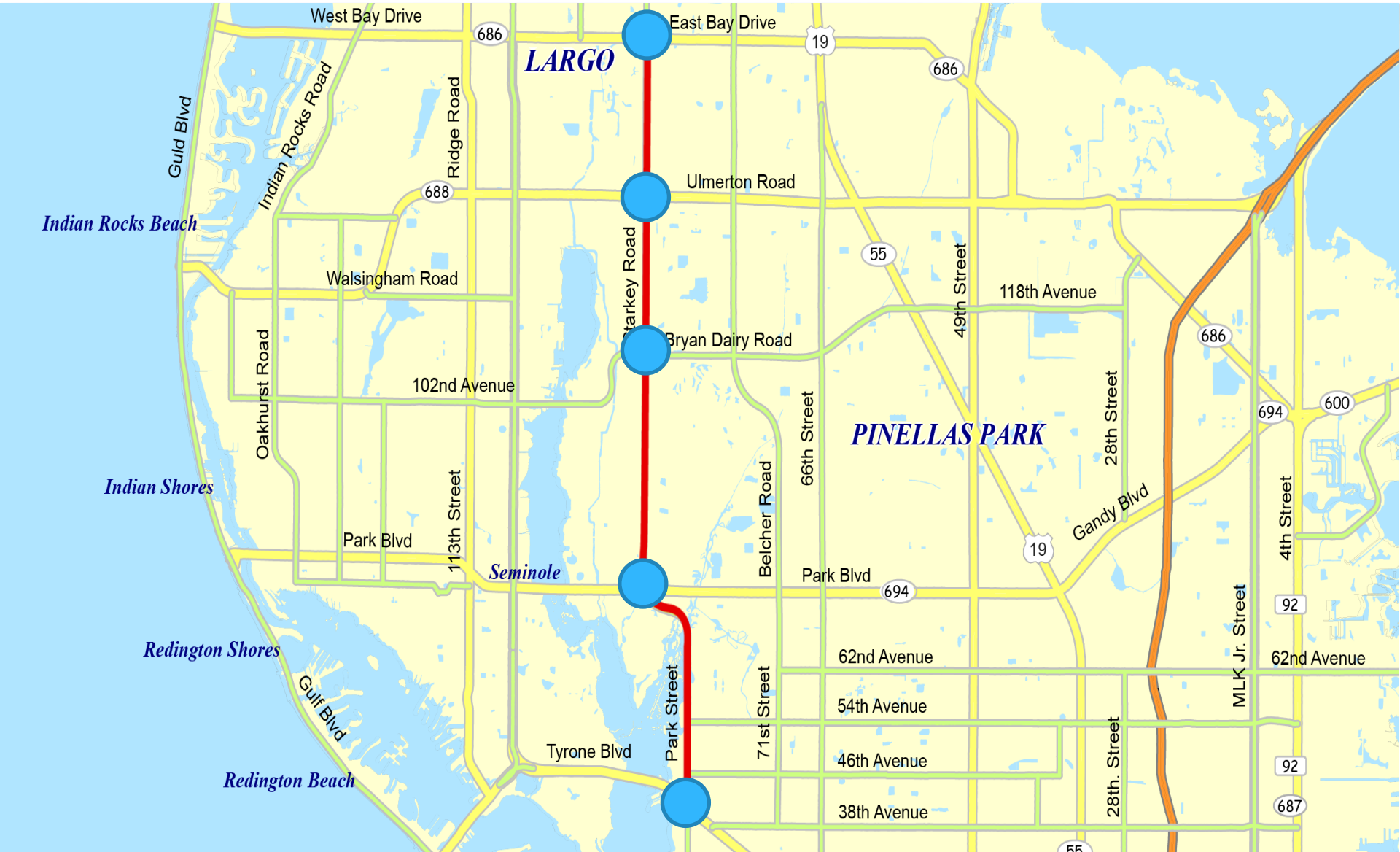
Park St/Starkey Rd Assessment

- Assessment Report Addressed
  - Updated Traffic Conditions
  - Design Criteria
  - Typical Section Evaluation
- Costs
- Multi-modal Accommodations
- Summary

Design Criteria

- Maintain a minimum 19.5 foot median width for separation of two-way traffic and provide left-turn lanes.
- Minimum lane width of 11-feet.
- Maintain existing stormwater conveyance system.
- Incorporate bus pads and adjoining connecting sidewalks.
- Provide continuous sidewalks along each side of the corridor- away from curb if ROW permits
- Provide continuous bicycle lanes along each side of the corridor.

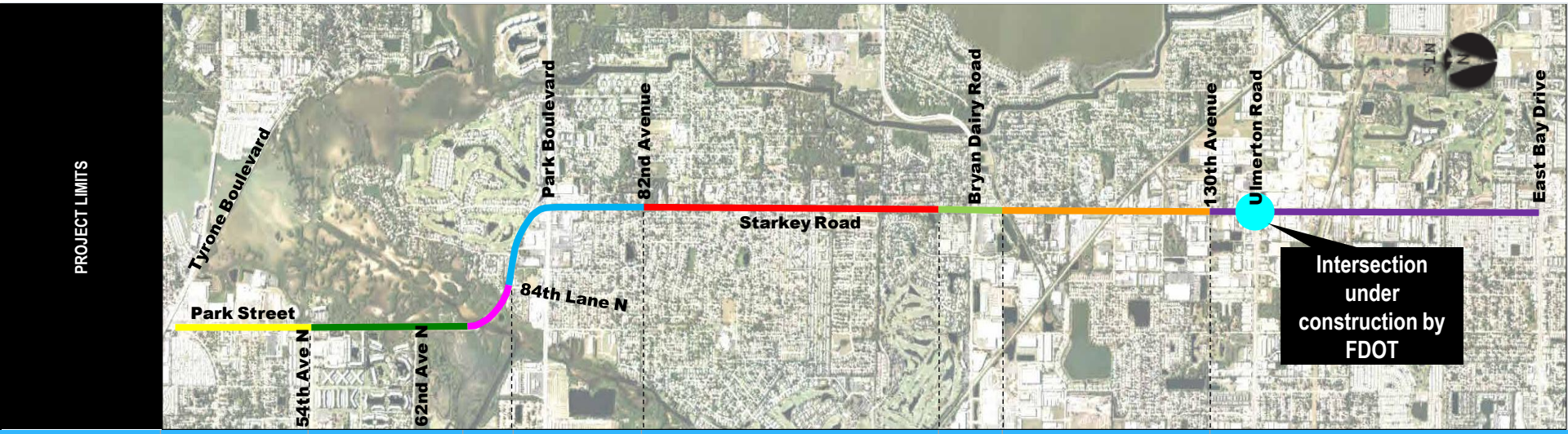
Intersection Capacity Needs



Intersection Capacity Needs

- These intersections are currently failing or will fail in the future.
- A primary consideration in the study was to improve the capacity of the intersections but not overbuild the links between them.
- Transitions from the built out intersections to the narrow links is a critical design issue.

Project Segments



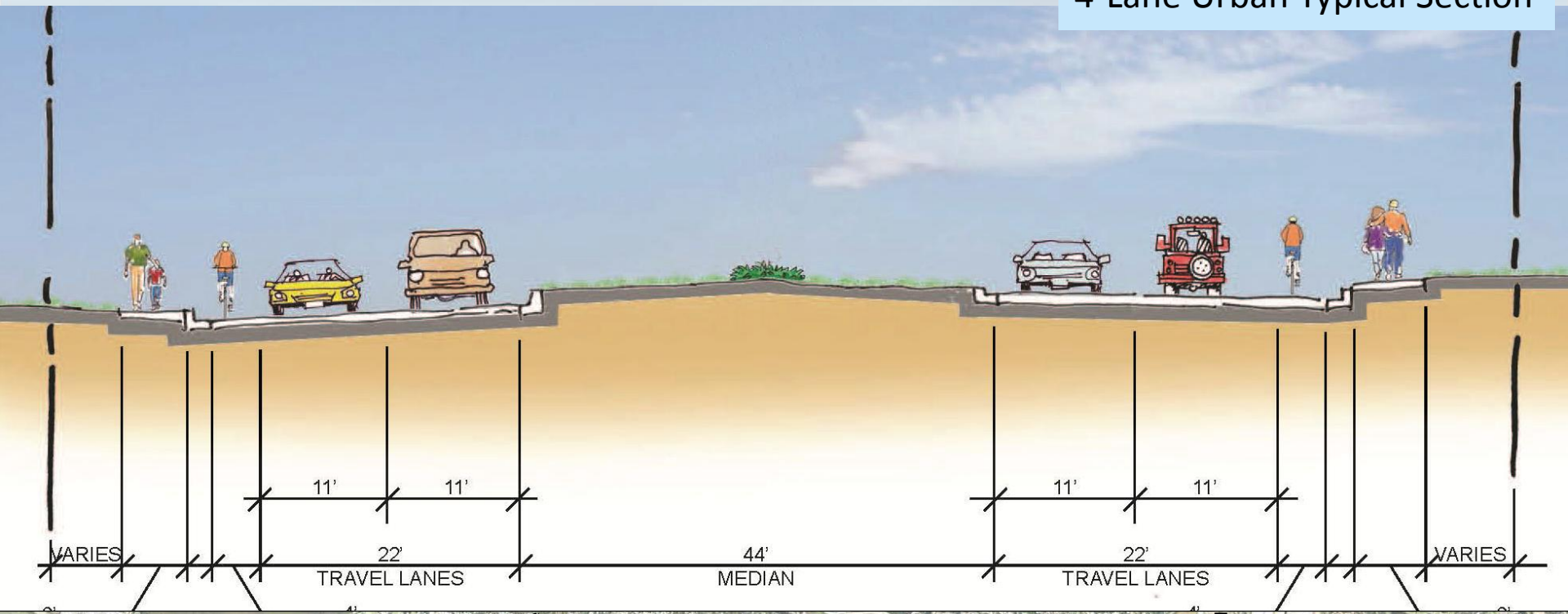
Segment	1A	1B	1C	2	3	4	5	6
Existing Conditions								
Existing # of Lanes	4	4	4	4	4	6	4	4
Segment Length (miles)	0.91	0.87	0.33	1	1.5	0.4	1.1	1.4

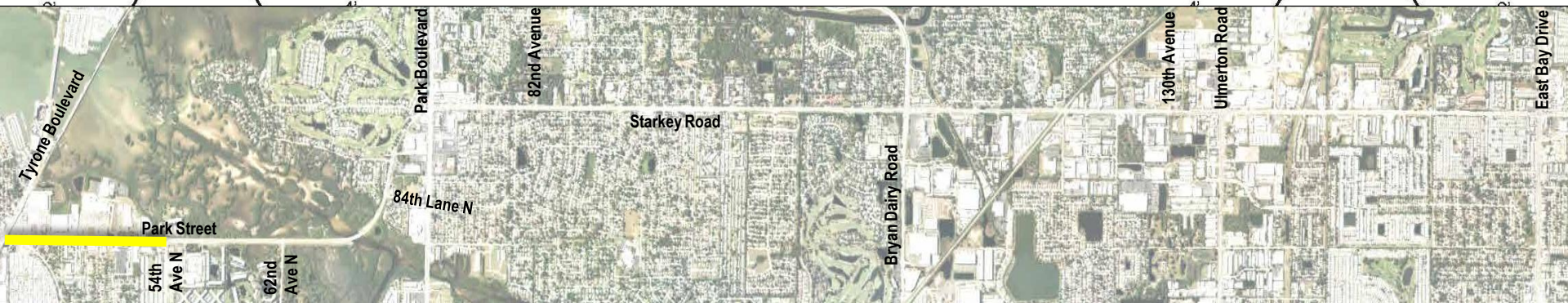
- Pedestrian facilities not continuous
- No Bike facilities
- No Bus Pads

Segment 1A

From Tyrone Boulevard to 54th Avenue North

4-Lane Urban Typical Section



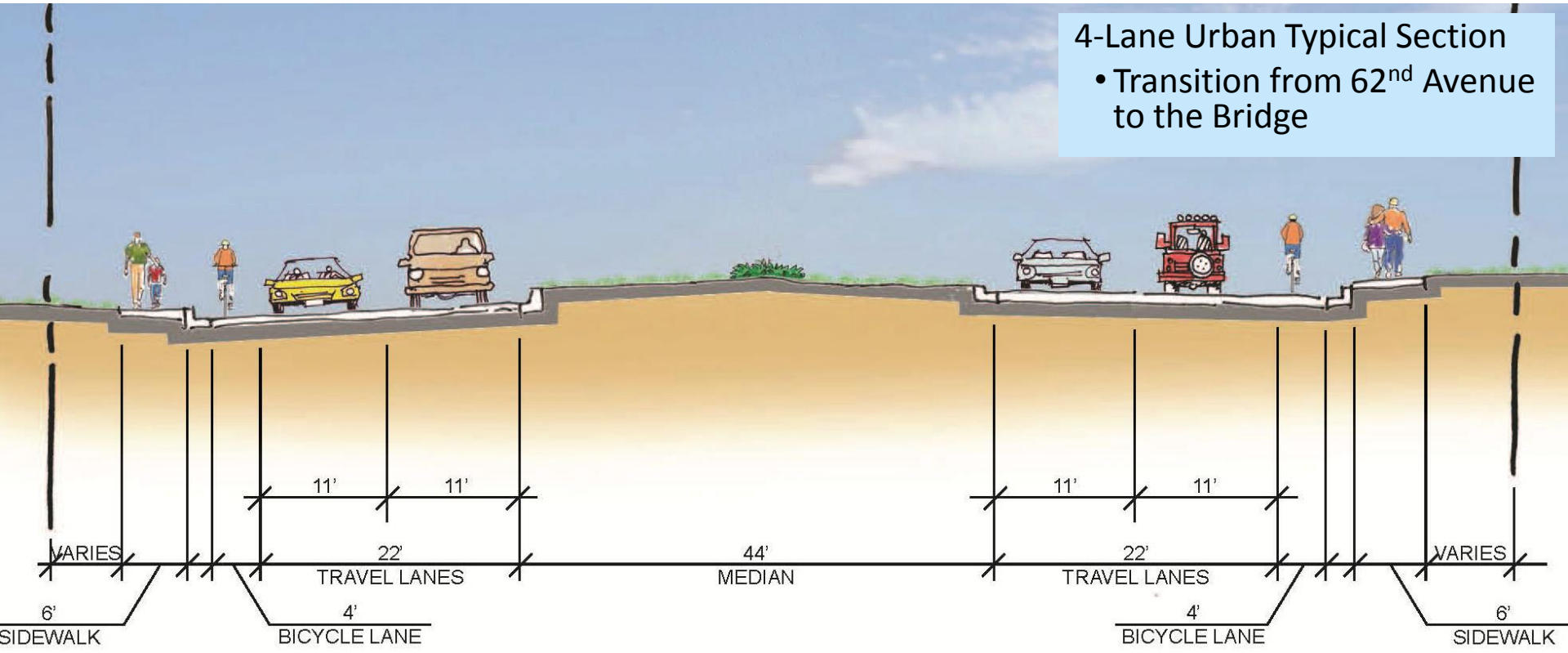


Segment 1B

From 54th Avenue North to the Bridge

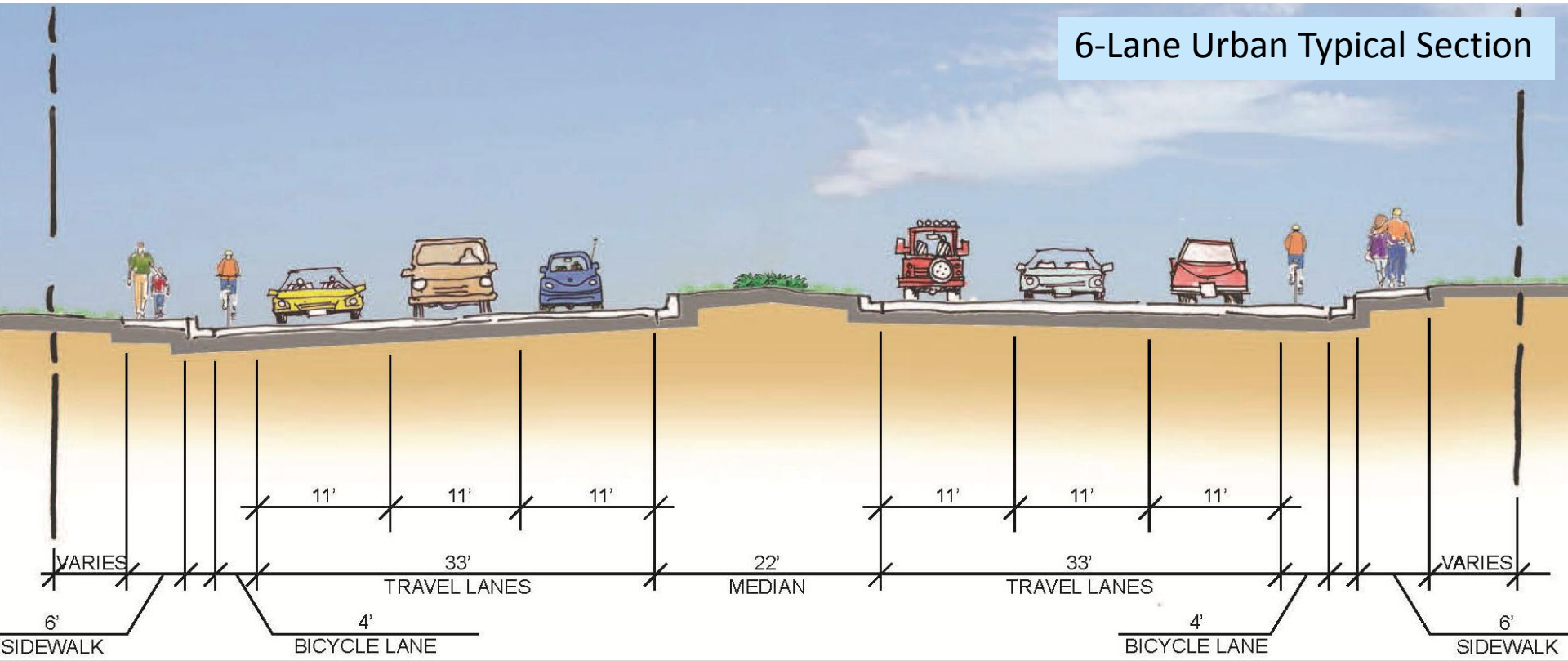
4-Lane Urban Typical Section

- Transition from 62nd Avenue to the Bridge



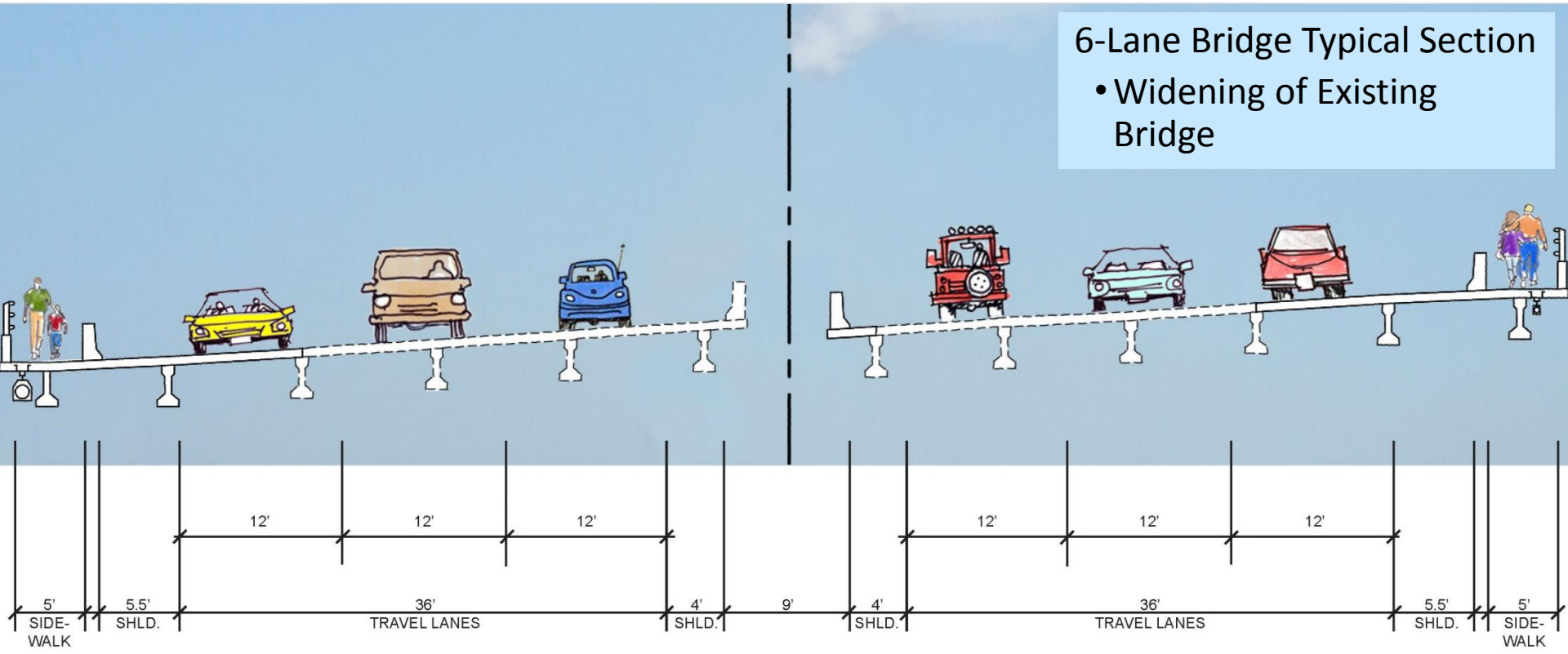
Segment 1C

From Southside of the Bridge to 84th Lane North



Segment 1C

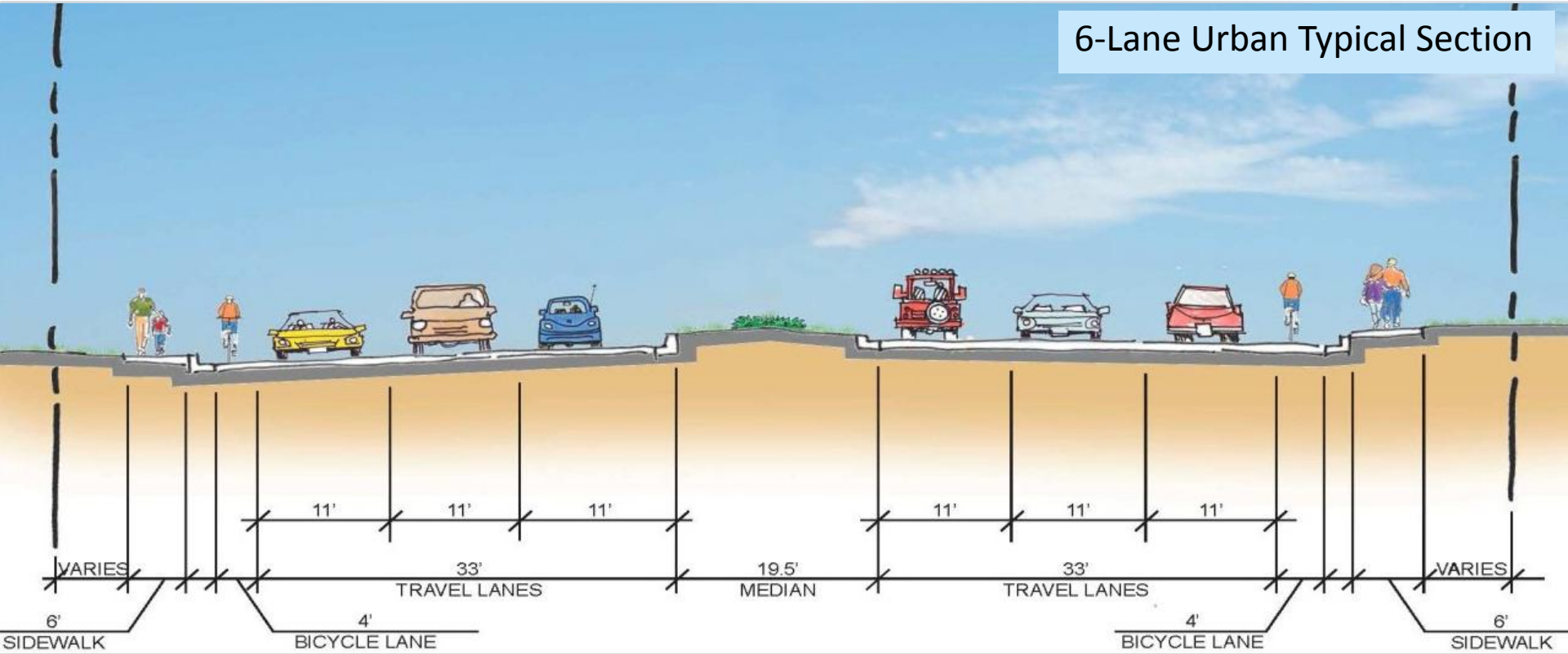
From Southside of the Bridge to 84th Lane North



Segment 2

From 84th Lane North to 82nd Avenue North

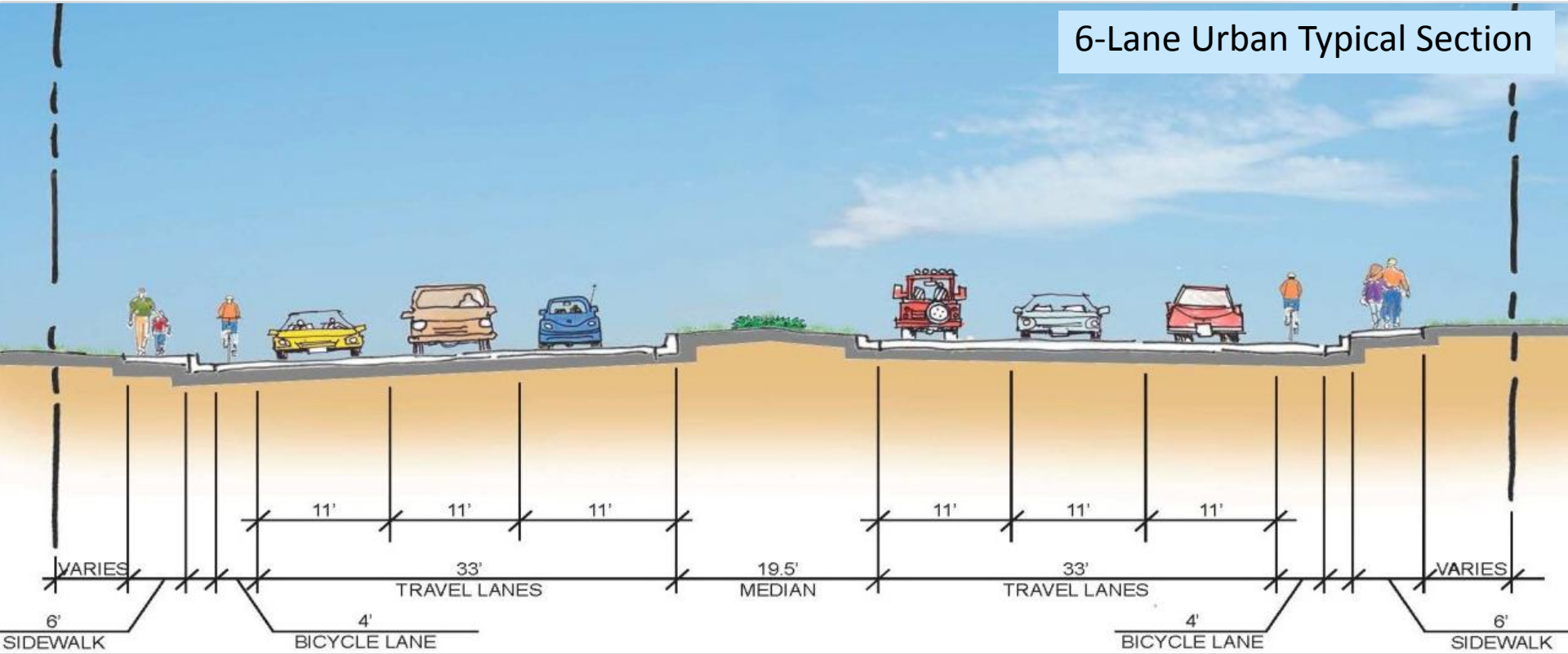
6-Lane Urban Typical Section



Segment 3

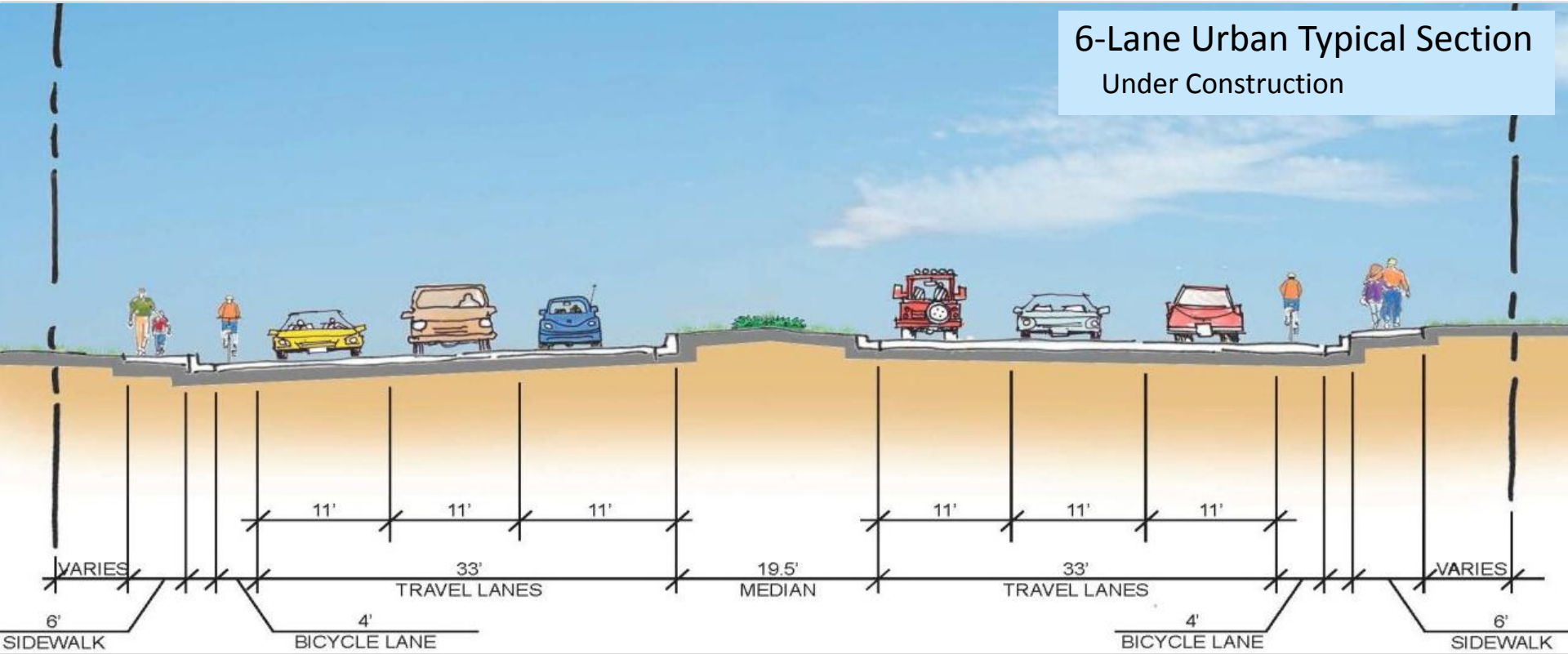
From 82nd Avenue North to 106th Avenue North

6-Lane Urban Typical Section



Segment 4

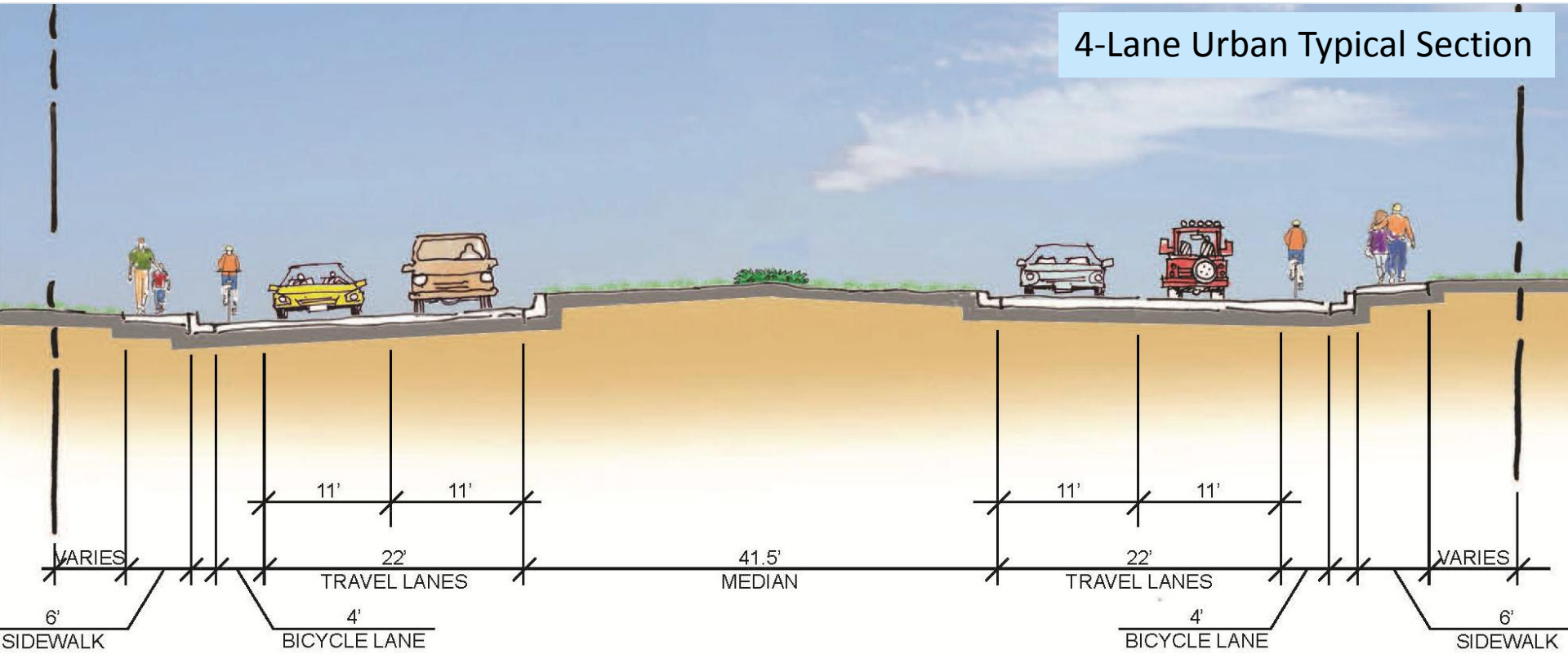
From 106th Avenue North to North of Bryan Dairy Road



Segment 5

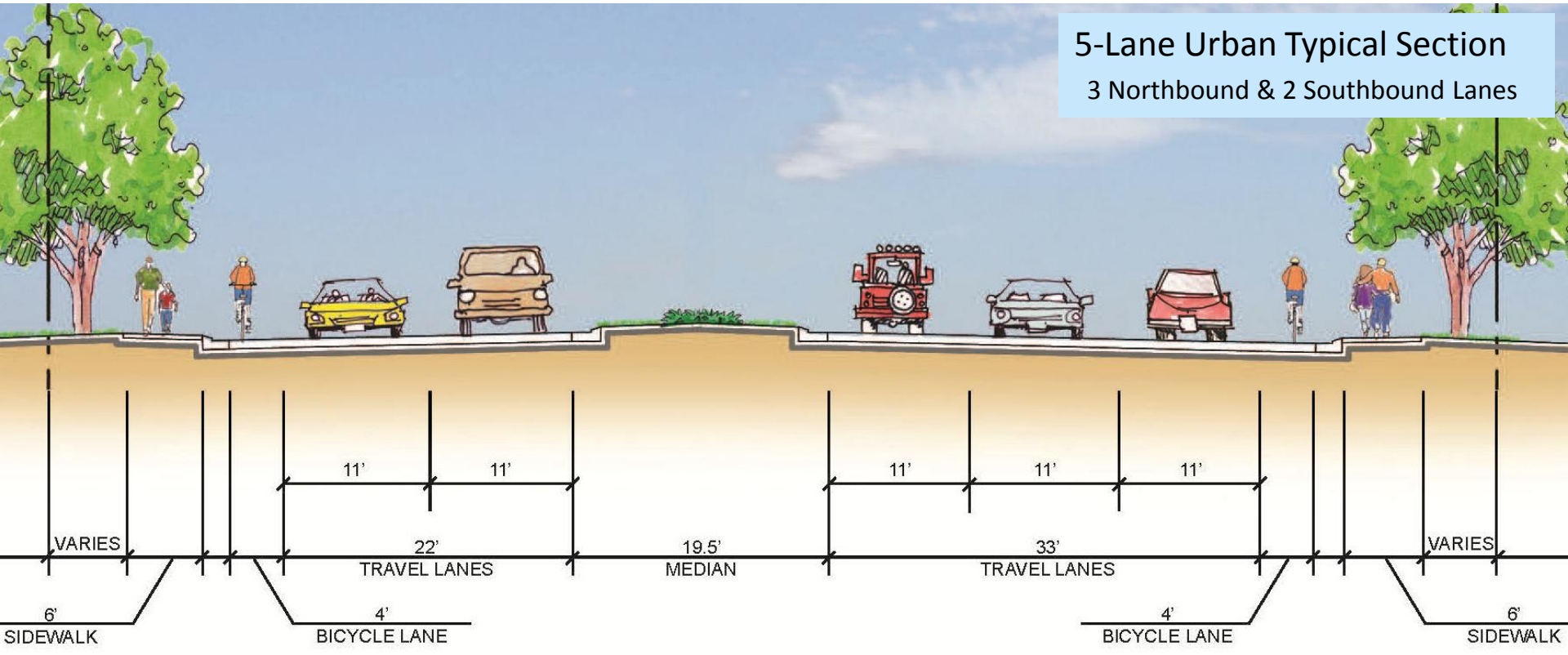
From North of Bryan Dairy Road to 130th Avenue North

4-Lane Urban Typical Section



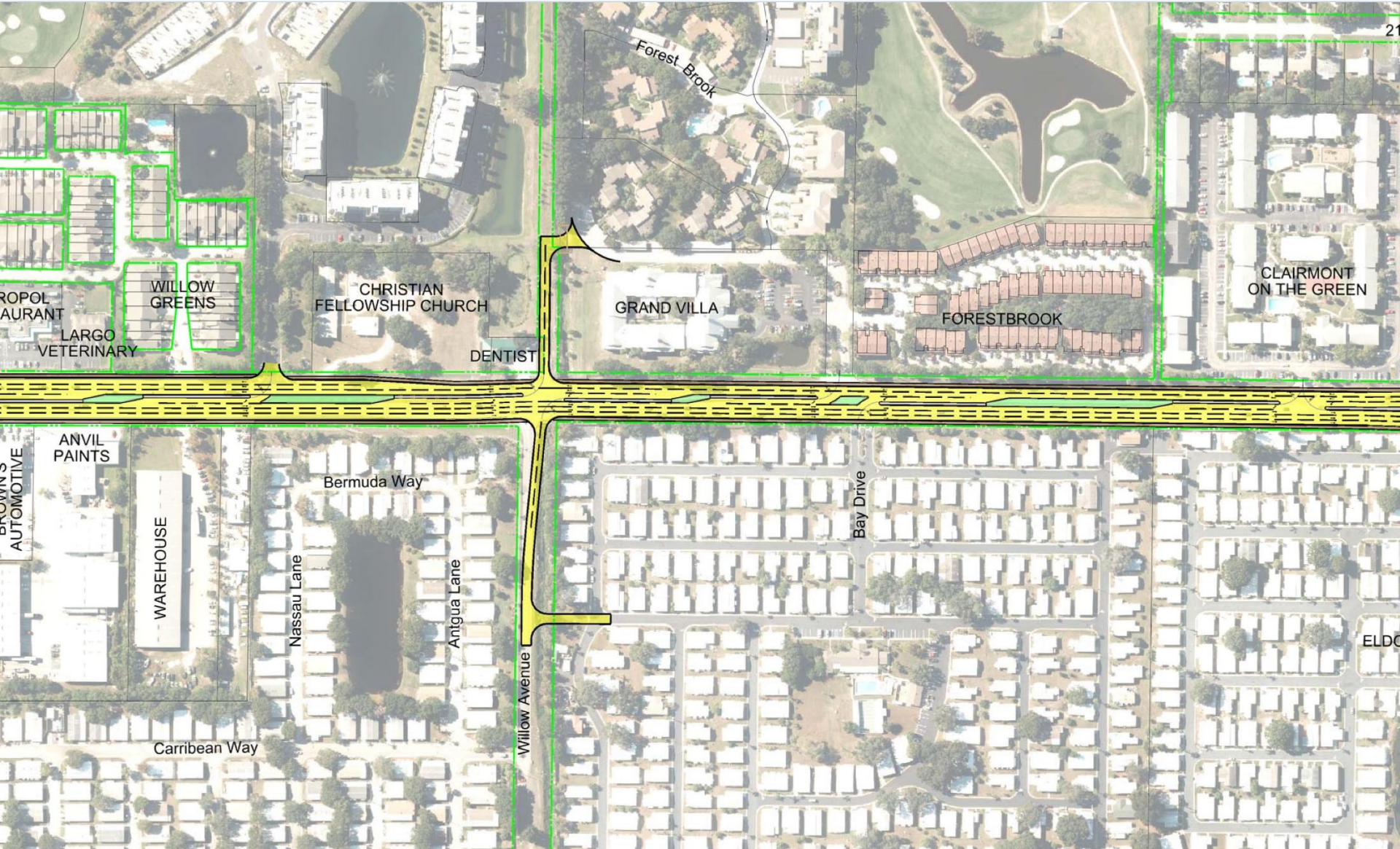
Segment 6

From 130th Avenue North to East Bay Drive



Segment 6 – Plan View

From Willow Avenue to Bay Drive



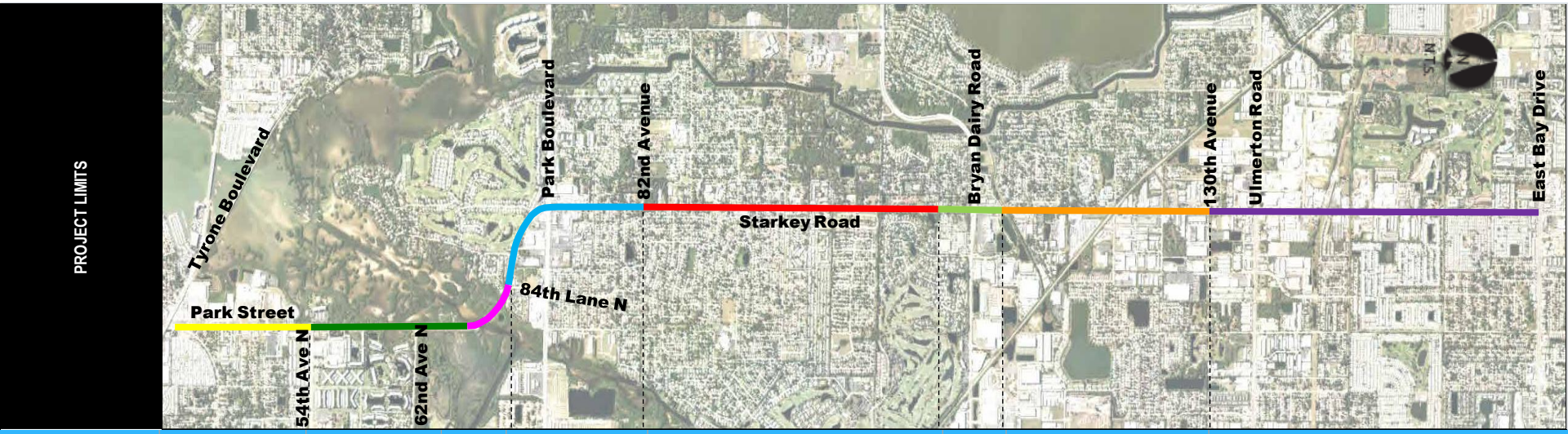
Summary

SEGMENT	LIMITS	CIP CONSTRUCTION FISCAL YEAR	JUSTIFICATION
1A	Tyrone Boulevard to 54th Avenue North	2017/18	This 4-lane project completes the connection to the 46th Avenue project and addresses pedestrian safety concerns in this area.
1B	54th Avenue North to the Bridge	not currently funded	This 4-lane project allows for the transition from 4 lanes to the 6 lane bridge and addresses pedestrian and multimodal safety concerns
1C	Southside of the Bridge to 84th Lane North	2015/16	This 6-lane project widens the existing functionally obsolete bridge to bring it up to standards and provide bicycle and pedestrian facilities
2	84th Lane North to 82nd Avenue North	2016/17	This 6-lane project is an extended intersection improvement project that improves the traffic flow at Park Boulevard.
3	82nd Avenue North to 106th Avenue North	not currently funded	This 6-lane project addresses continuity, pedestrian and multimodal safety concerns
4	106th Avenue North to North of Bryan Dairy Road	Under Construction	This 6-lane project provides improved traffic flow and connection to the Bryan Dairy Road project – Starkey Road to 72nd Street.
5	North of Bryan Dairy Road to 130th Avenue North	not currently funded	This 4-lane project addresses pedestrian and multimodal safety concerns
6	130th Avenue North to East Bay Drive	not currently funded	This 5-lane project addresses traffic flow especially between Ulmerton Road and East Bay Drive as well as pedestrian and multimodal safety concerns

Multi-modal Accommodations
Existing

Multi-modal Accommodations Proposed

Project Costs



Segment	1A	1B	1C	2	3	4	5	6
Improvements per Assessment Report								
Proposed # of Lanes (C&G)	4	4	6	6	6	6	4	5 (3 NB & 2 SB)
Proposed Ped Facilities	6’	6’	6’	6’	6’	6	6	6
Proposed Bike Facilities	4’	4’	4’	4’	4’	4’	4’	4’
Design Cost	$ 215K	$ 215K	$ 220K	$ 134K	$ 236K	$ 63K	$ 220K	$ 550K
Construction Cost	$ 4.9M	$ 5.3M	$ 4.6M	$ 5.2M	$ 9.5M	$ 4.2M	$ 6.2M	$ 8.8M

PARK STREET/STARKEY ROAD (CR 1)

From Tyrone Boulevard (US 19A) to East Bay Drive (SR 686)

CORRIDOR RE-ASSESSMENT RESULTS

QUESTIONS

March 18, 2014

Pinellas County