



FT HARRISON AVENUE

Complete Streets Study



01 COMPLETE STREETS

02 PROJECT RECAP

03 PLANNING LEVEL
CONCEPTS & COSTS



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 their own unique benefits to enhancing a street .



DEMONSTRATION PROJECT



SMALLER
PROJECTS



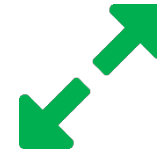
LOWER
COST



REAL TIME
FEEDBACK



PERMANENT INSTALLATION



LARGER
PROJECTS



HIGHER
COST



LONG TERM
FEEDBACK



DEMONSTRATION PROJECT



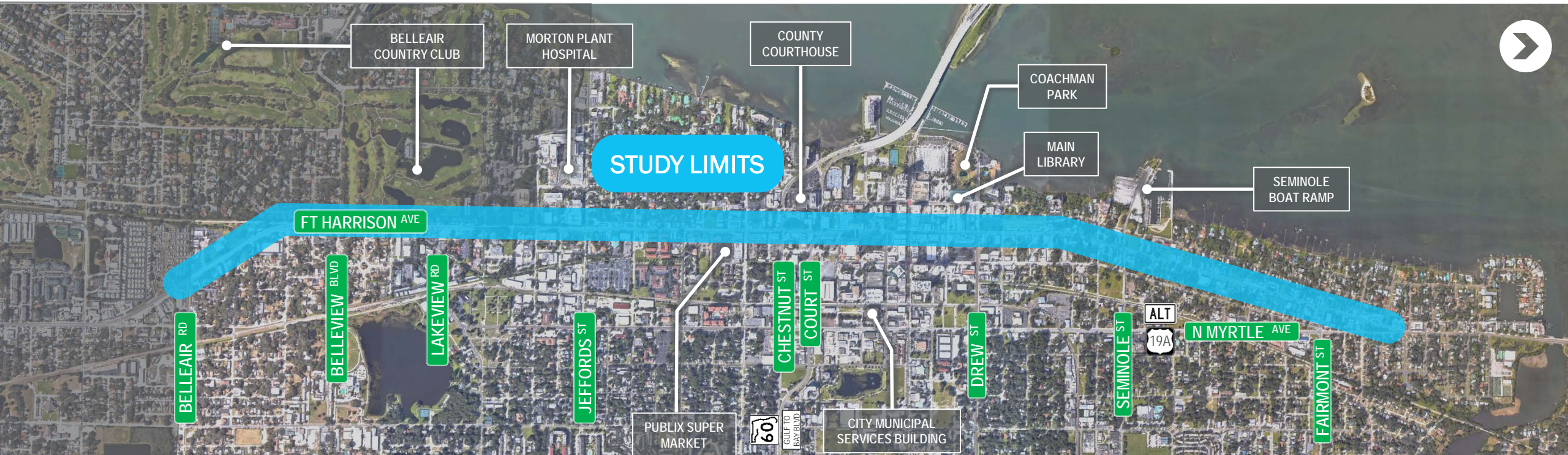
PERMANENT INSTALLATION





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



PUBLIC ENGAGEMENT

BLAST FRIDAY



Friday, Feb. 28

FROM 5 PM TO 10 PM



300+

PEOPLE REACHED
AT BLAST FRIDAY



Social Media

OUTREACH INCLUDED POSTS TO
FACEBOOK & NEXTDOOR



600

POSTCARDS MAILED

PUBLIC INPUT SURVEY



131

TOTAL PARTICIPANTS



3 weeks

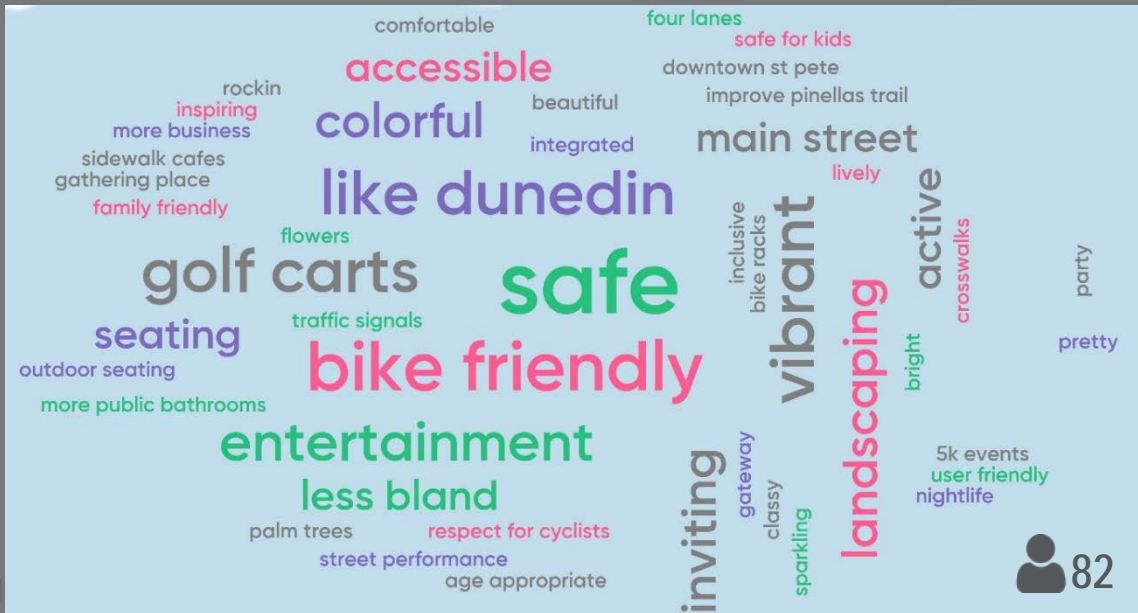
TO RESPOND



5 min

TO COMPLETE

What word describes your future vision for Ft Harrison Ave?



FT. HARRISON AVENUE STUDY

WELCOME

Let us know what you think!
The Ft. Harrison Avenue Complete Streets Study aims to develop achievable improvements to advance Clearwater's **mobility**, **safety**, and **placemaking** objectives through a complete streets approach.

Study Limits

Begin

WHAT IS A COMPLETE STREET?
A street that **reallocates** space to be **designed** for and **operated** by **everyone**, including vehicles, transit, pedestrians, and cyclists of all ages and abilities.

TRADEOFFS

IMPRESSIONS

PREFERENCES

THANK YOU!



03 PLANNING LEVEL CONCEPTS & COSTS

DEFINING SUCCESS



Segment 1

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

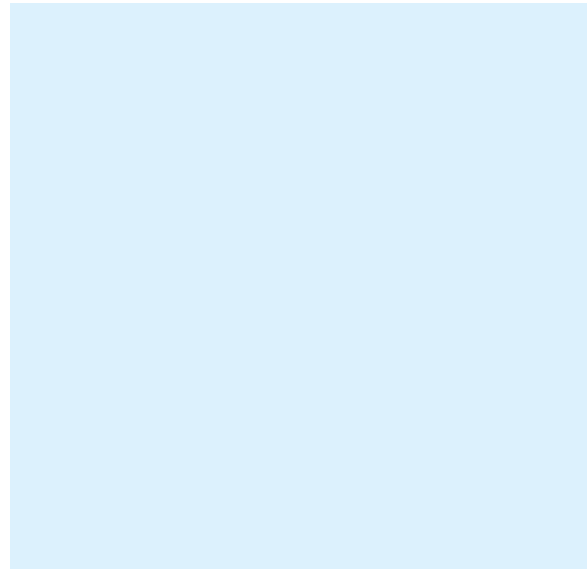
Segment 2

- 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

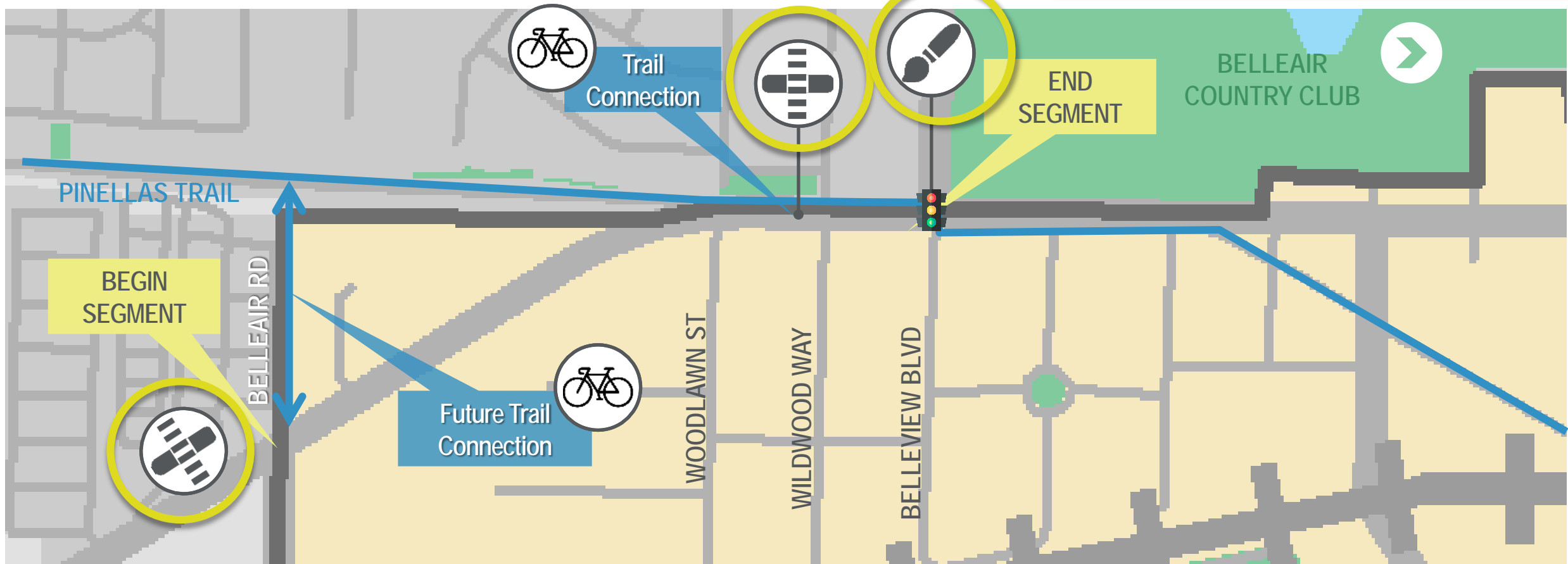
TYPICAL SECTION

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



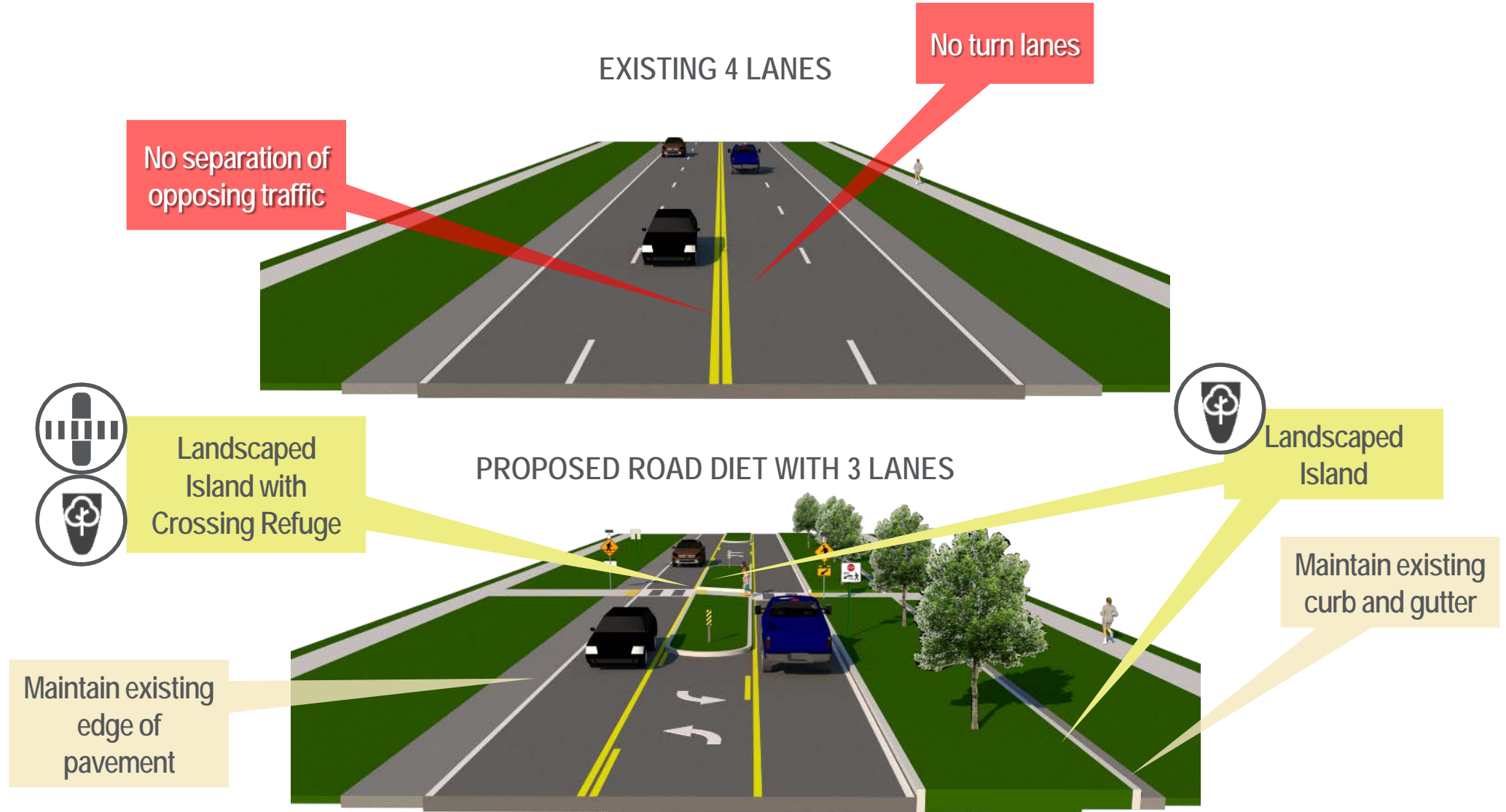
SEGMENT 1A: City Gateway

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

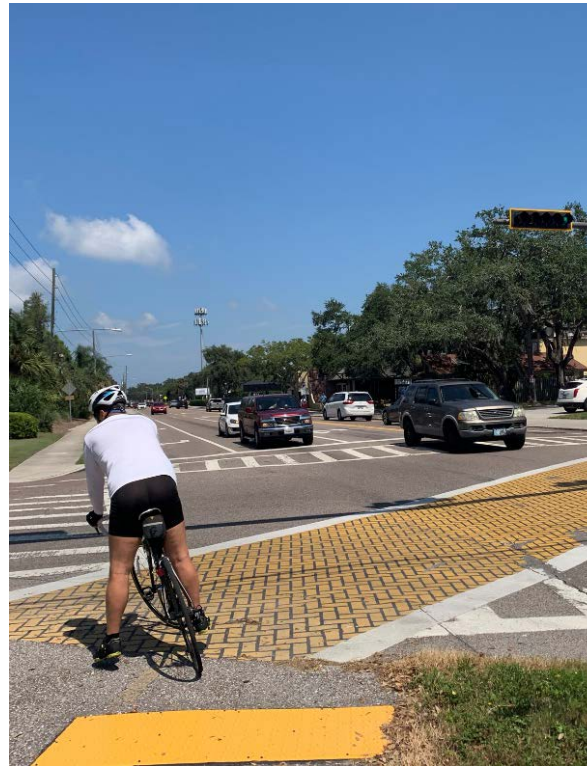
30 MPH

POSTED SPEED

2 LANES
WITH TWLTL

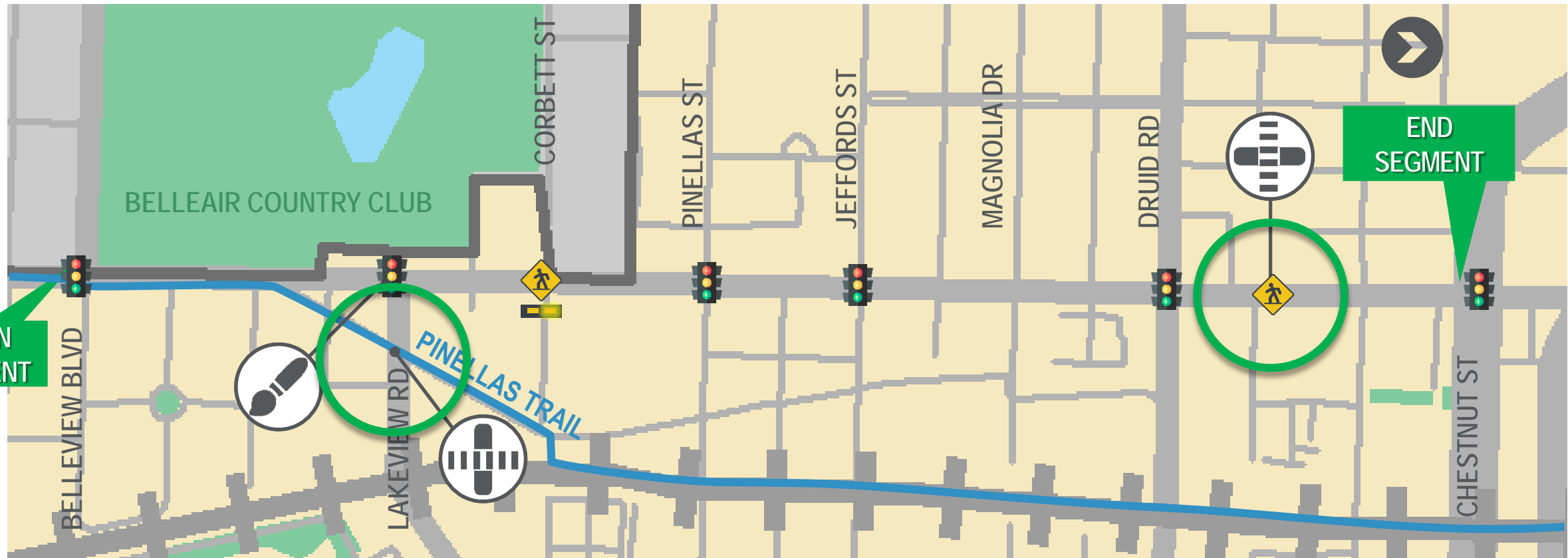
TYPICAL SECTION

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



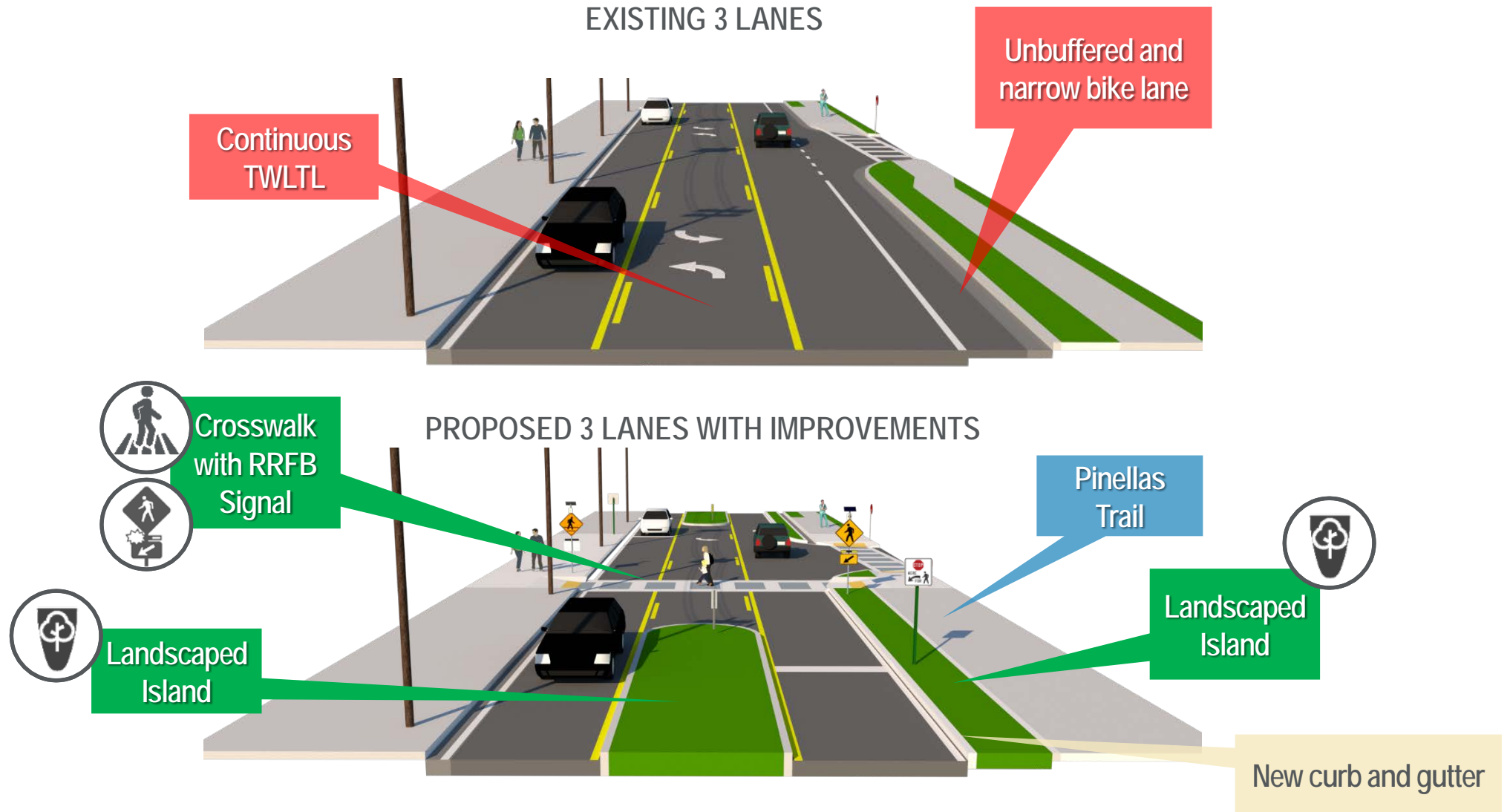
SEGMENT 1B: Downtown Transition

BELLEVUE BLVD to CHESTNUT ST



SEGMENT 1B: Downtown Transition

BELLEVIEW BLVD to CHESTNUT ST



SEGMENT 2 CHESTNUT ST TO DREW ST



CHARACTERISTICS

55' – 70'

TYPICAL ROW

30 MPH

POSTED SPEED

2 LANE
WITH TWLTL

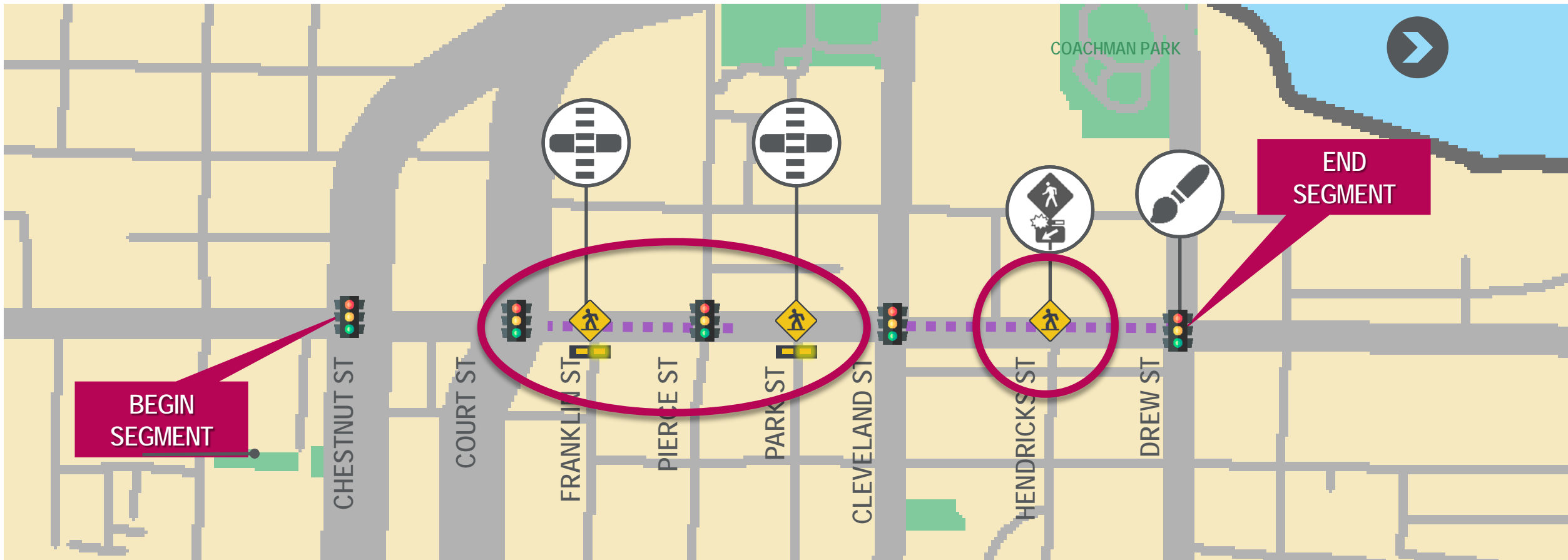
TYPICAL SECTION

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



SEGMENT 2: Downtown Core

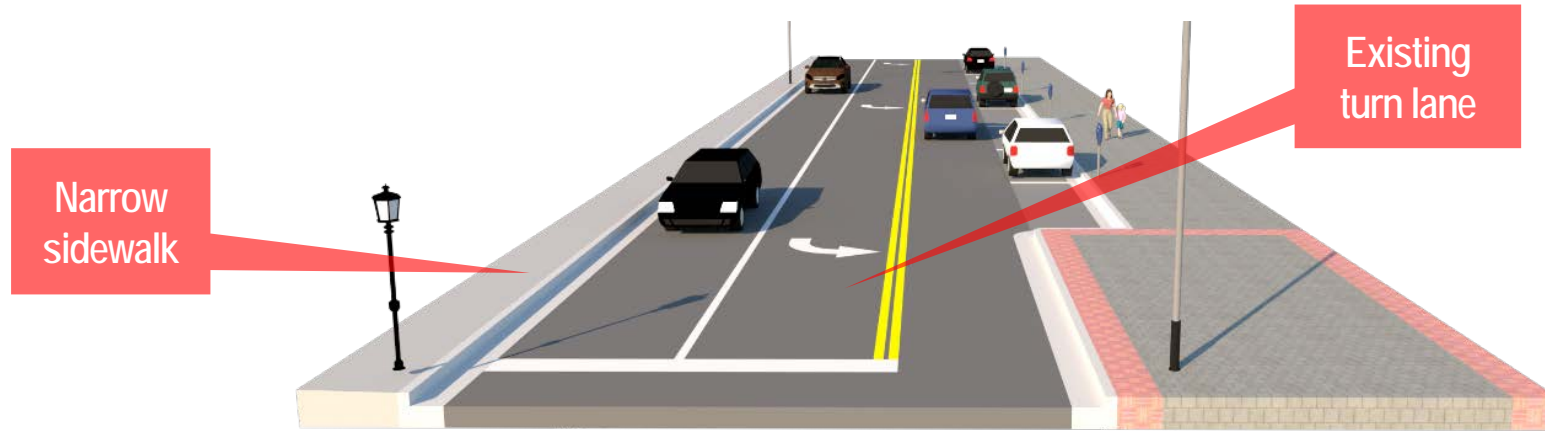
CHESTNUT ST to DREW ST



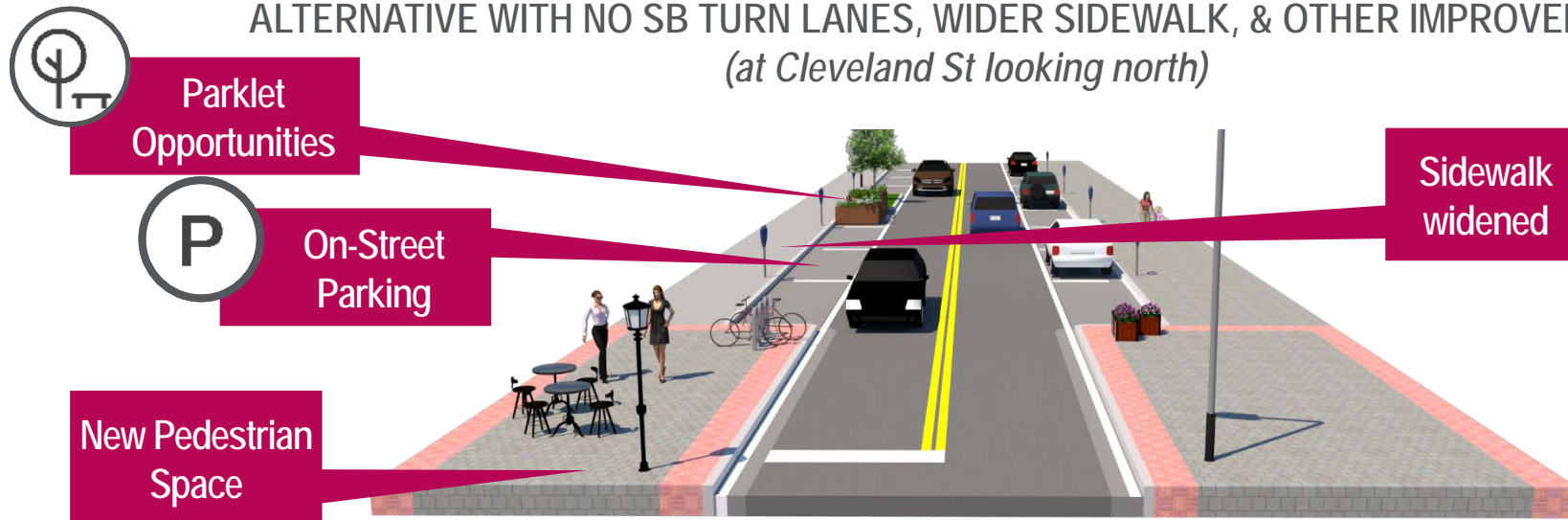
SEGMENT 2: Downtown Core

CHESTNUT ST to DREW ST

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

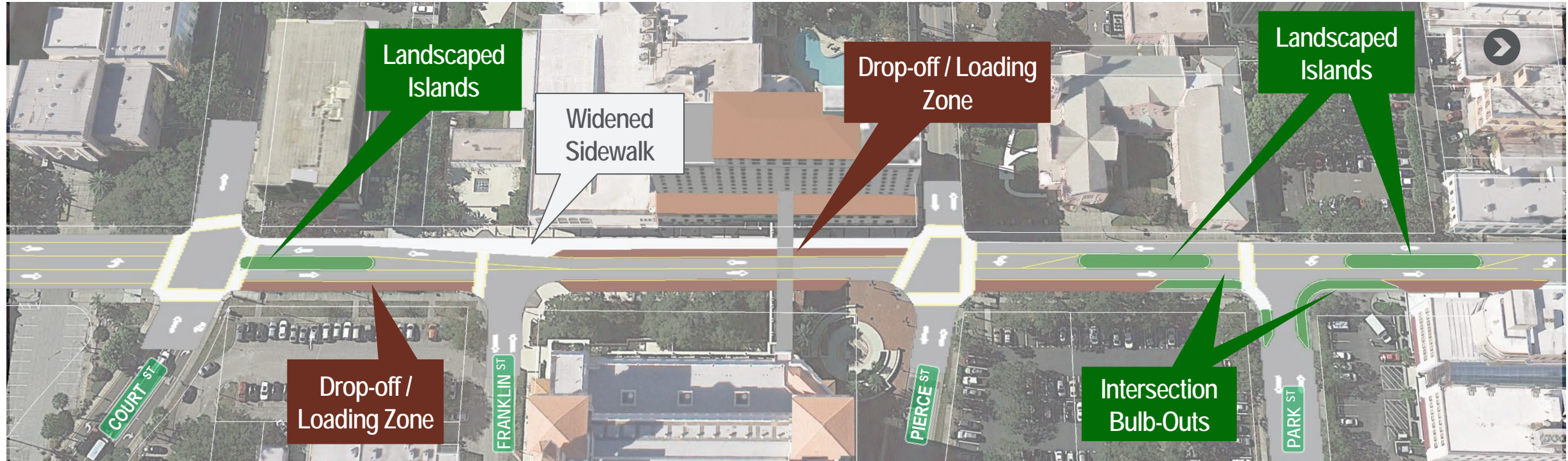


ALTERNATIVE WITH NO SB TURN LANES, WIDER SIDEWALK, & OTHER IMPROVEMENTS
(at Cleveland St looking north)



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

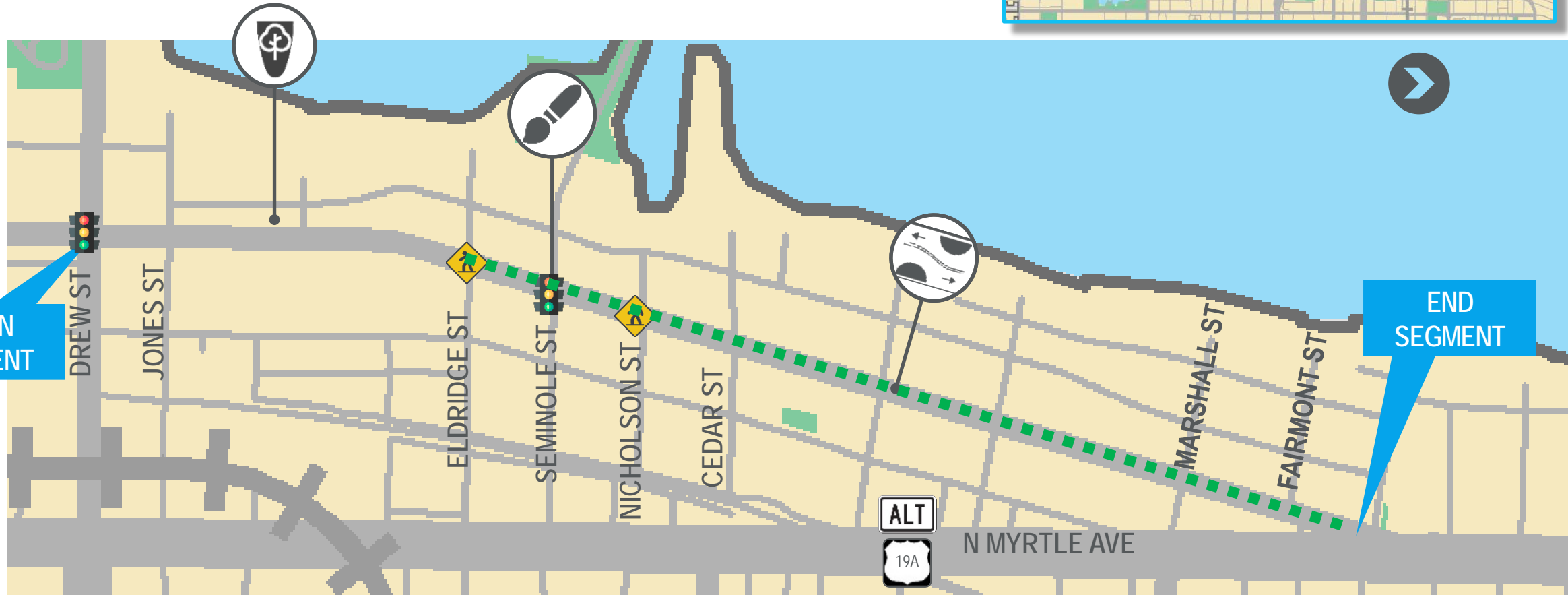
TYPICAL SECTION

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



SEGMENT 3: North Marina

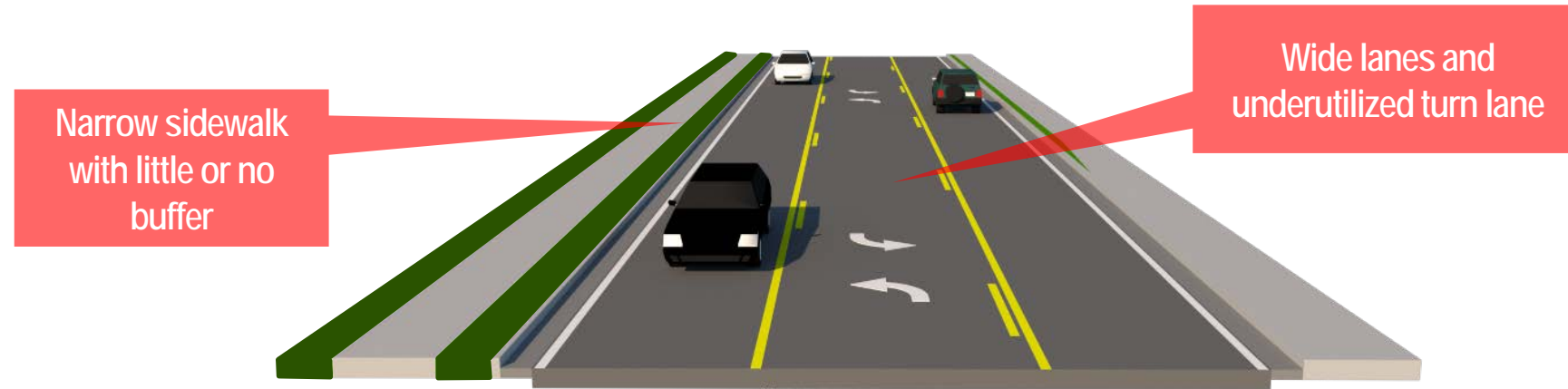
DREW ST to N MYRTLE AVE



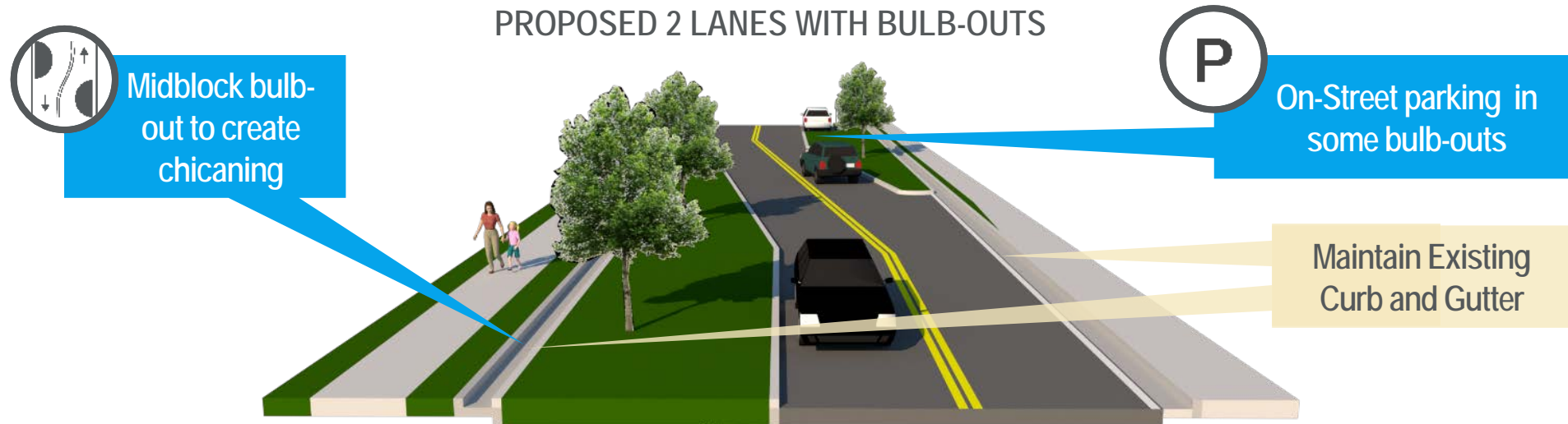
SEGMENT 3: North Marina

DREW ST to N MYRTLE AVE

EXISTING 3 LANES



PROPOSED 2 LANES WITH BULB-OUTS





FT HARRISON AVENUE

Complete Streets Study

