



# Nebraska Avenue Roadway Improvements Second Project Information Meeting

December 13, 2023 | 6:00 to 7:30 p.m. via Zoom (Virtual)



# Purpose of Meeting

- § Explain the project background to get everyone on the same page.
- § Review changes to the project that address the feedback we received after the first meeting.
- § Explain reasoning behind some of the recommended solutions.
- § Receive comments and answer questions.

# Project Overview

## § Project Location

§ Nebraska Avenue from Alt. U.S. 19 to Westlake Boulevard





# How did this project get started?



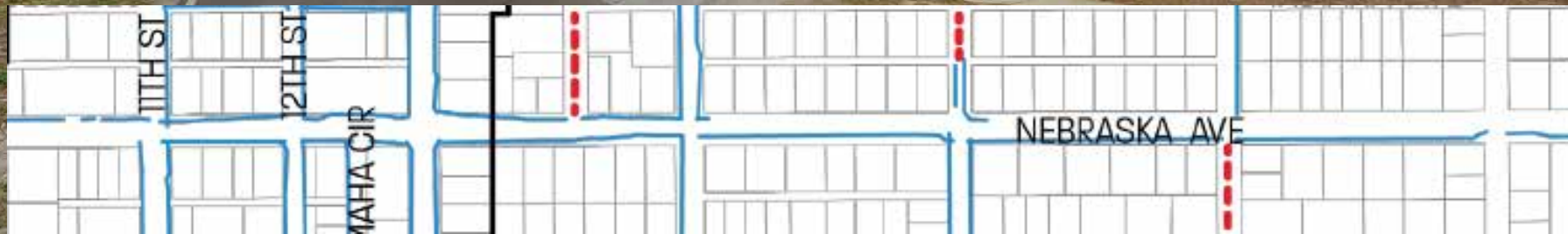


# Flooding





# Sidewalks that don't continue







# Crashes

**75 crashes from 2015-2019**

- § 10 injuries
- § No fatalities

**Crashes at unsignalized intersections**

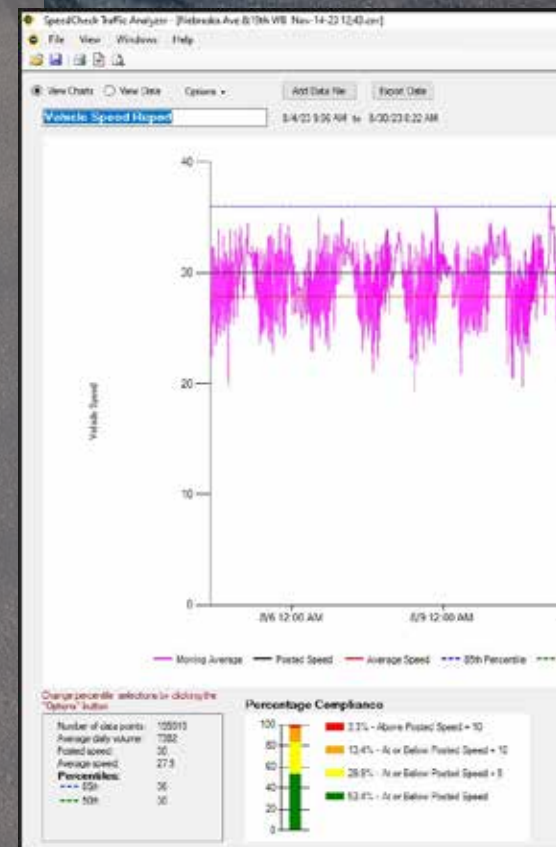
- |                               |                             |
|-------------------------------|-----------------------------|
| § 14 <sup>th</sup> Street – 3 | 15 <sup>th</sup> Street – 6 |
| § 16 <sup>th</sup> Street – 5 | 17 <sup>th</sup> Street – 4 |
| § 18 <sup>th</sup> Street – 3 | 19 <sup>th</sup> Street – 6 |

**44 crashes from 2021-2023**



# Speeding cars

Recent speed radar devices showed 15% of cars were traveling more than 6MPH faster than the speed limit.





# Project Studies

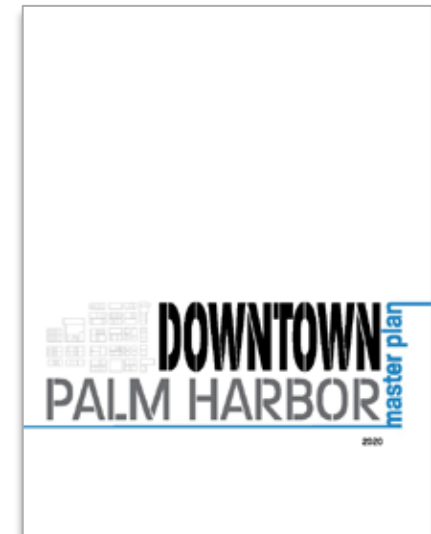
FINAL  
PROJECT DEVELOPMENT STUDY

County PID: 004182A  
**Nebraska Avenue Roadway Improvement from  
Alternate US 19 to Westlake Boulevard**  
April 2021

Prepared for  
Pinellas County  
Public Works Transportation Engineering Section  
14 S. Fort Harrison Avenue  
Clearwater, FL 33756

Prepared by  
Cardno, Inc.  
380 ParkPlace Boulevard, Suite 300  
Clearwater, FL 33759

The 2021 Project Development Study referenced two other studies that identified the need for improvements to Nebraska Avenue.





# Project Goals



- § **Address driver safety**
  - § Roadway safety improvements and traffic calming
- § **Address pedestrian and bicycle safety**
  - § Complete and widen sidewalk on north side
  - § Repair and replace portions of sidewalk on the south side
- § **Reduce drainage runoff into driveways and yards**
  - § Add curb and gutter and install underground drainage system
- § **Improve walkability and parking in the Downtown area**
  - § Downtown improvements to be consistent with improvements along Florida Avenue
  - § Wide sidewalks and on-street parking



# Public Involvement

- § In-Person Project information meeting, February 2023
- § Meetings with small groups of residents
- § Phone calls from citizens

## What we heard:

- § Save the trees
- § **Don't put in such a wide trail**
- § Concerns about the mini-roundabout
- § In favor of sidewalks on both sides of the road
- § Requests for drainage improvements
- § Support traffic calming to reduce speeding vehicles







# The new design



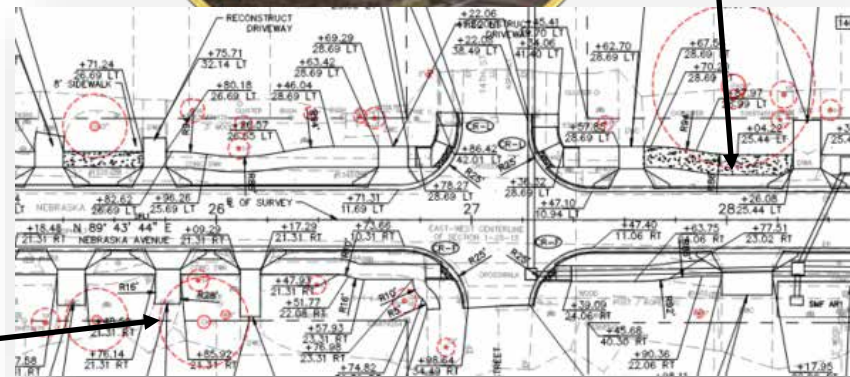
# Only 5 trees in 2 clumps affected!

## New innovative drainage solution will save the trees

§ Approximately 5 trees that are currently impacted by power lines to be removed.



“Rock Burrito”

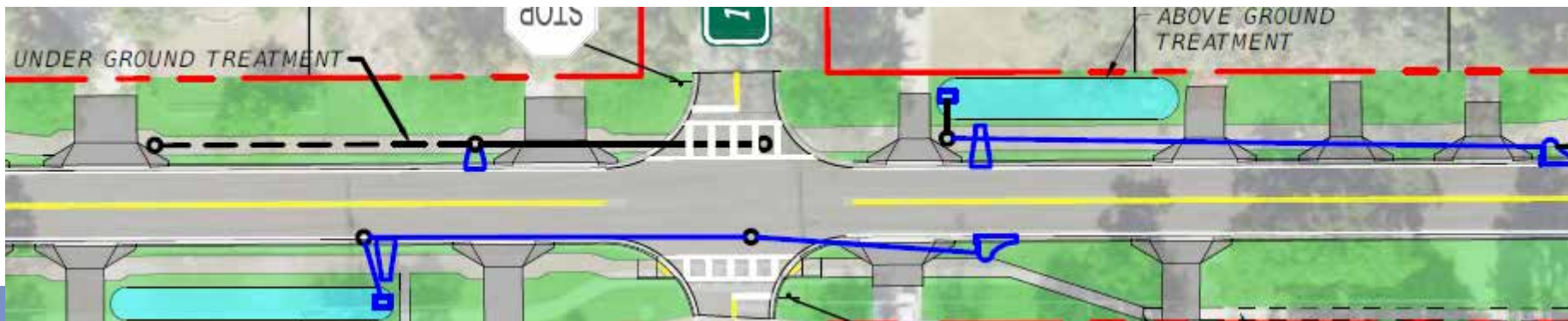
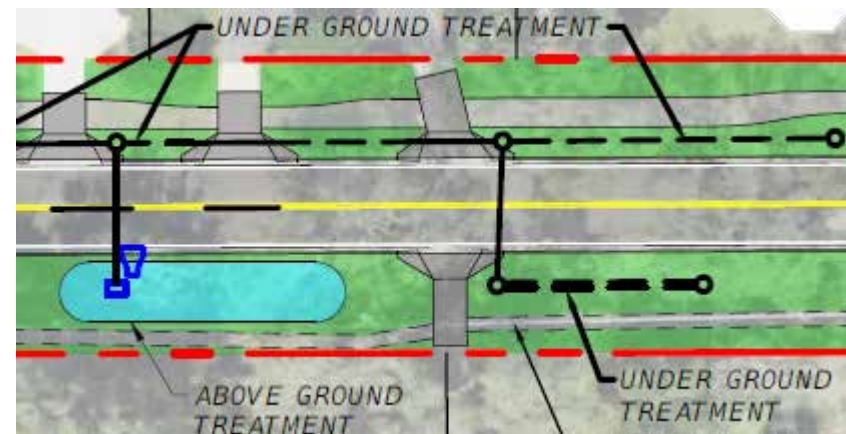


Red circles denote critical tree root zone



# Major drainage improvements

New curbs and gutters combined with underground and above ground water treatment will reduce flooding.



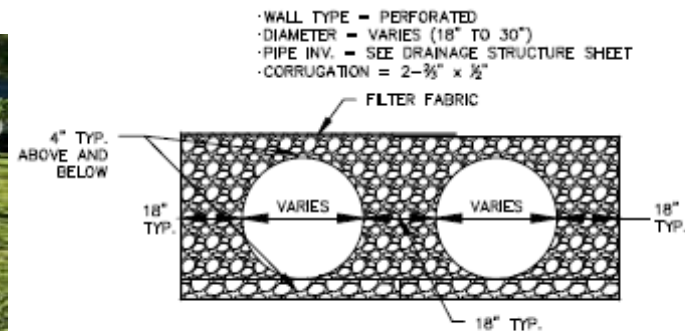




# Major drainage improvements

## Proposed drainage improvements include:

- § Curb and gutter collection
- § Shallow swales for water treatment
- § Underground treatment system
- § Defined outfall locations



**TYPICAL SECTION VIEW (DOUBLE PIPE)**  
SCALE: N.T.S.

**Exfiltration System**



# Proposed Improvements, East



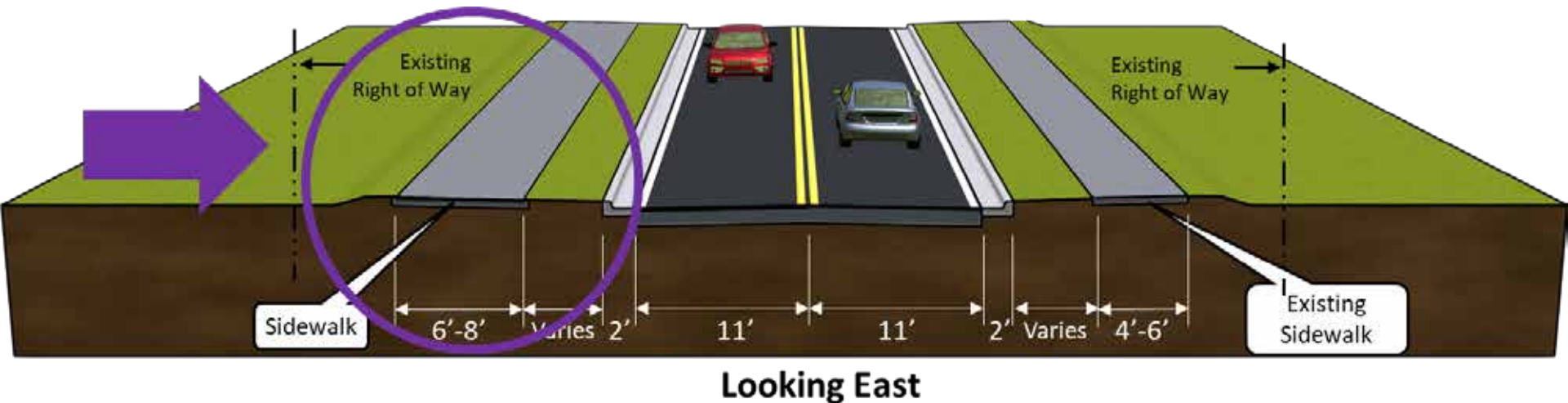
No anticipated tree impacts in this area



# Proposed Improvements, Residential

## Proposed typical section of the road in the residential area

- § 6-ft to 8-ft sidewalk on the north will allow safe passage of pedestrians and kids riding bicycles to school. Sidewalk redesigned to minimize impact to landscaping where possible. Most existing sidewalk on the south remains.







# Proposed Improvements, Downtown

## Plan view of downtown area



No anticipated tree impacts in this area



# Proposed Improvements, Downtown

## Proposed typical section in the downtown area

- § 8-ft sidewalk on the north and south sides
- § On street angled parking



# 16th & Nebraska

A busy intersection for pedestrians, bikes and cars at peak hours



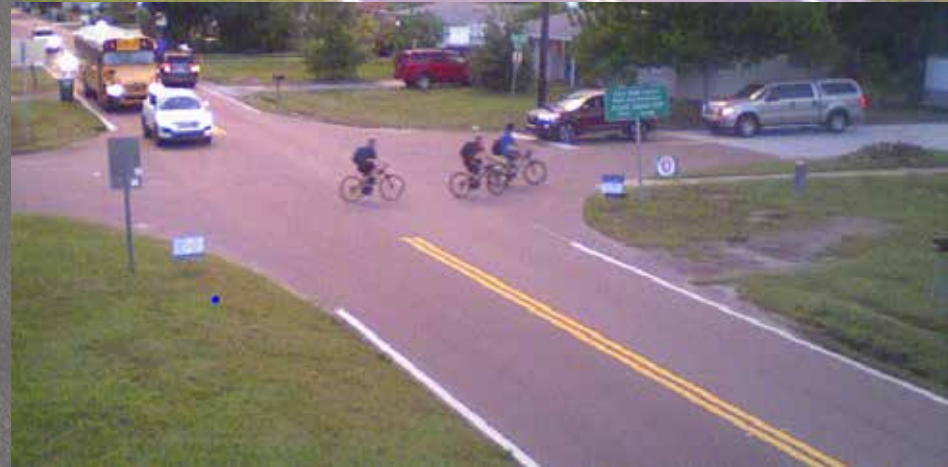




# High pedestrian and bike traffic

School, sports facilities, churches and downtown Palm Harbor all contribute to a high number of pedestrians.

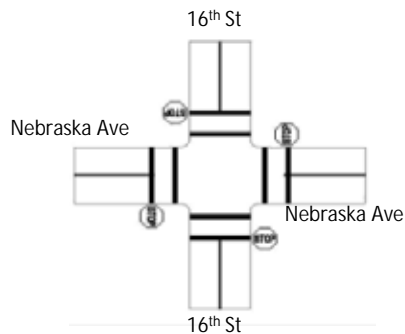
We all want to make this intersection safer for our kids and everyone else who uses it.



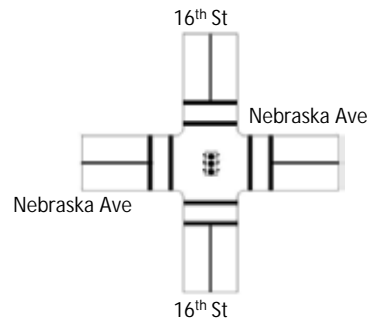


# Intersection options we analyzed

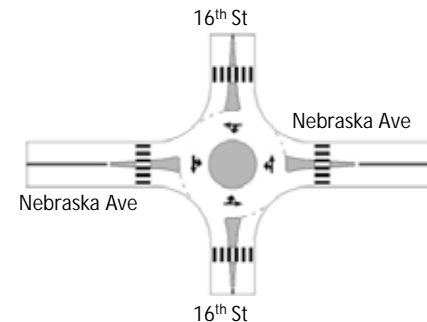
## 4-Way Stop



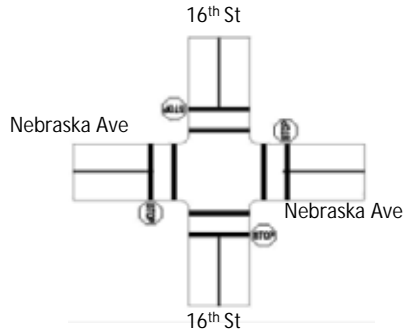
## Traffic Signal



## Mini-Roundabout



# 4-way stop with turn lanes on Nebraska



Requires dedicated left  
turn lanes on Nebraska  
for 16th Street

## Pros:

- § **Pedestrians have right of way** at all four crossings.
- § **Low-cost** option.

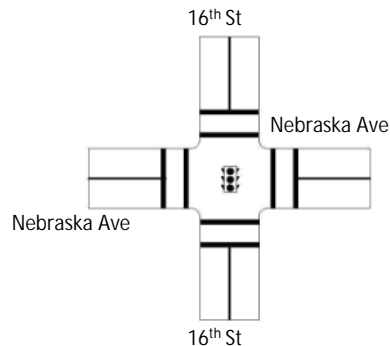
## Cons:

- § **Lowest capacity** of any intersection types, so have to add turn lanes.
- § **Anticipate significant delays** along Nebraska Avenue.
- § **More than a dozen homes** will have restricted left-turn access due to stopped vehicles during peak times.
- § **Increase in rear-end crashes** and potential for serious accidents.
- § **Pedestrians must cross three lanes** on Nebraska because of the left-turn lanes.





# Traffic light with turn lanes on Nebraska



**Requires dedicated left turn lanes on Nebraska for 16th Street**

## Pros:

- § Provides left turn opportunities for 16th Street.
- § Commonly used and understood by all users.
- § Pedestrians can cross all streets with pedestrian signal.

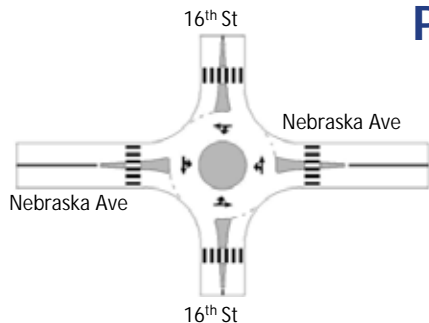
## Cons:

- § Increased delays along Nebraska Avenue.
- § More than a dozen homes will have restricted left-turn access due to stopped vehicles during peak times.
- § Increase in rear-end crashes.
- § Potential increase in overall severity of crashes.
- § Pedestrians must cross three lanes on Nebraska because of turn lane.

Intersection must meet warrant analysis. Unclear if it would yet, but let's assume.



# Mini-roundabout with crosswalk flashers



## Pros:

- § **Reduces speeding** along Nebraska.
- § **Reduces crash severity** over other intersection types.
- § **Pedestrians can safely cross all streets one-lane at a time** with flashing beacons.
- § **Crosswalks are set back** from intersection to reduce what drivers must pay attention to at once.
- § **There is continuous flow.** More cars can pass through than other intersection types.
- § **Provides a left turn solution for 16th St.**
- § **Less expensive to maintain** than signals.

## Cons:

- § May require a period of driver adjustment.
- § Splitter islands will restrict left-turn access to four homes.



# Mini-Roundabout Concept



Looking West





# Mini-Roundabout Concept

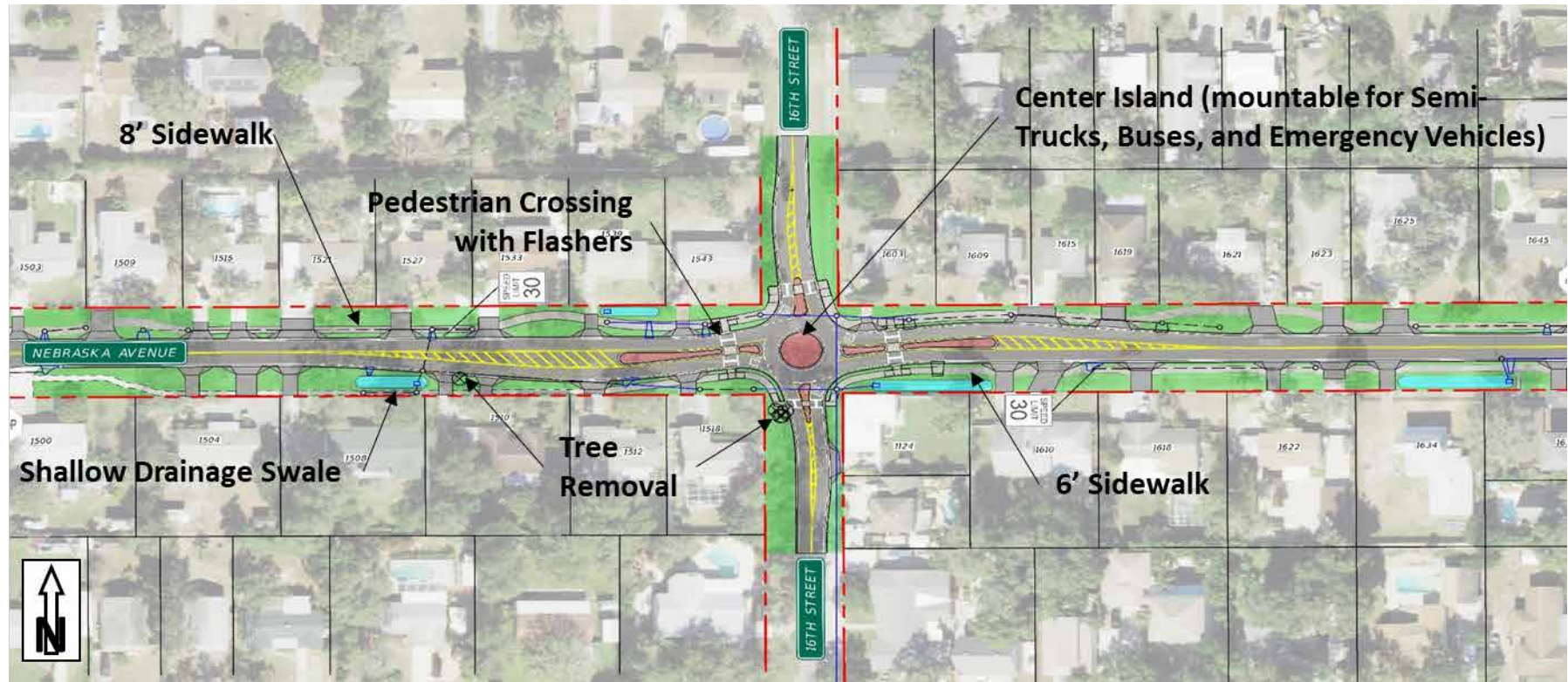


Looking South





# Plan View of Mini-Roundabout





# Only two areas with trees affected

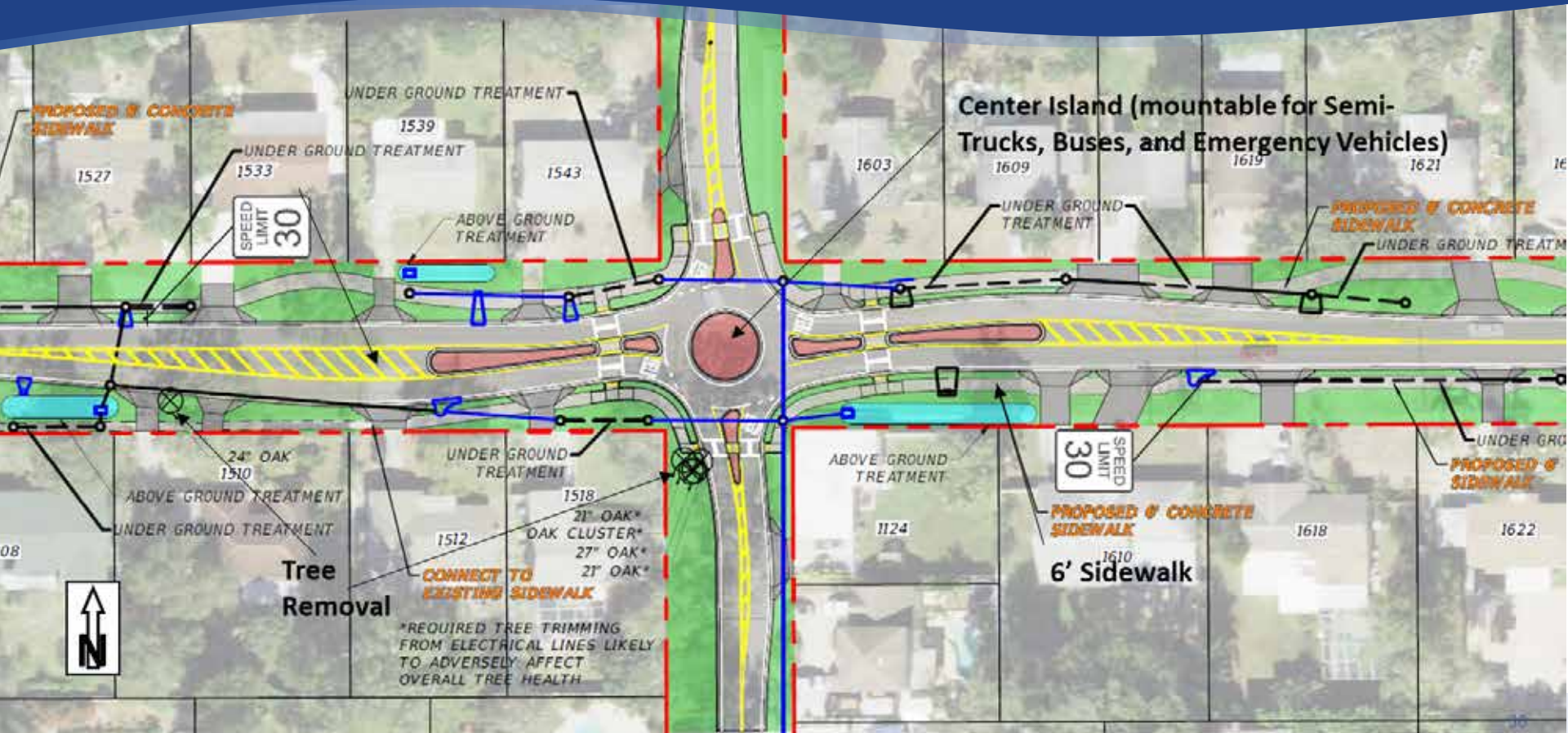
#	Type	Diameter
1	Oak	24"
2	Oak	21"
3	Oak	21"
4	Oak	27"
5	Oak	12"





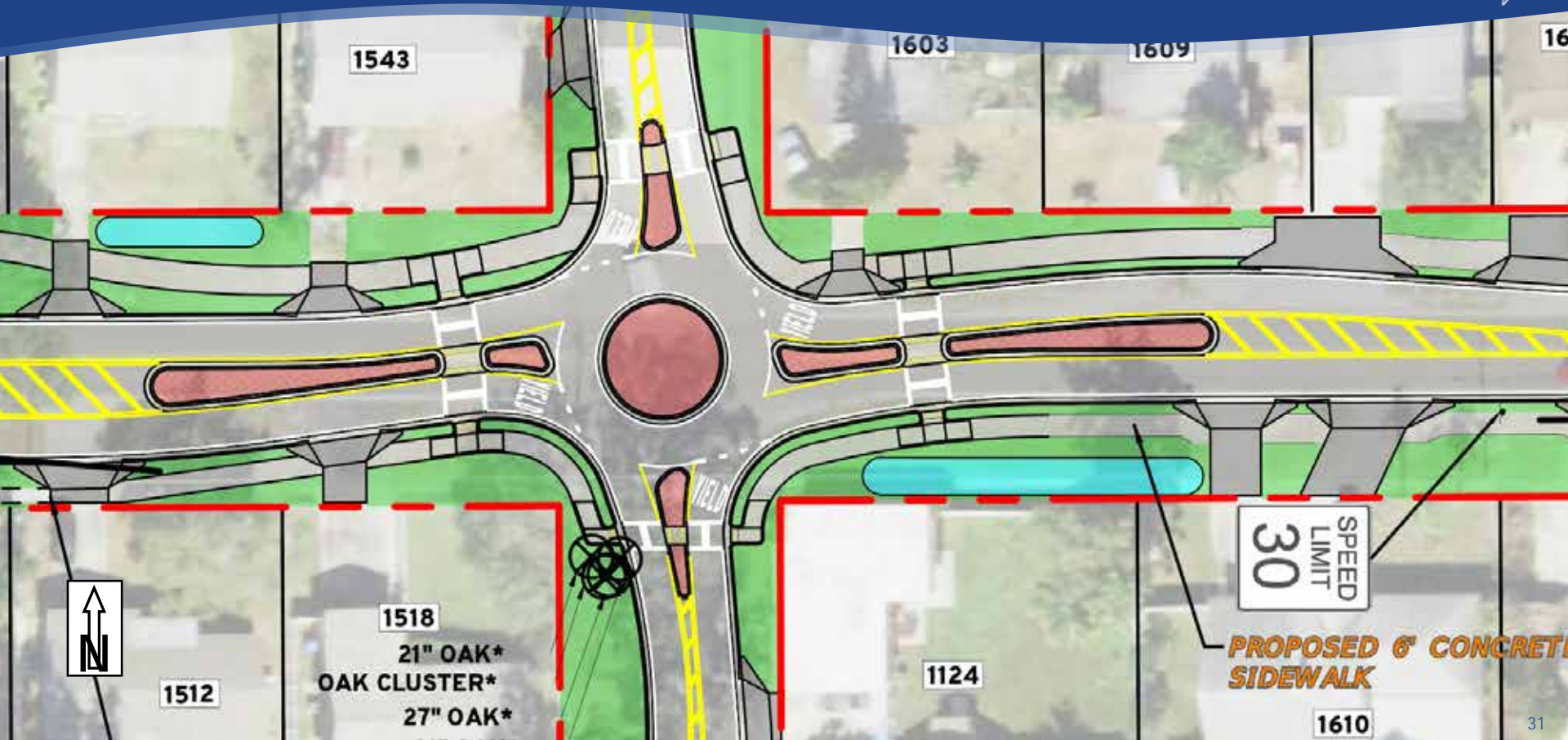


# Plan View of Mini-Roundabout





# Plan View of Mini-Roundabout







# Rendering of Mini-Roundabout





# Why a mini-roundabout?

## § Proven safety countermeasures

§ Reduces speeds

§ Less severe crashes

§ Reduce fatalities by 90%

## § Improved traffic efficiency

§ 30%-50% increased capacity

§ Less delays than stop signs and signals

## § Safer for pedestrians

§ Rectangular Rapid Flashing Beacons

§ Slower vehicular speeds

§ Lighting for nighttime visibility

### Benefits of a roundabout:

#### Lives saved

- Up to a 90% reduction in fatalities
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 75% fewer conflict points than four way intersections

#### Slower vehicle speeds (under 30 mph)

- Drivers have more time to judge and react to other cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

#### Efficient traffic flow

- 30-50% increase in traffic capacity

#### Reduction in pollution and fuel use

- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

#### Money saved

- No signal equipment to install and repair
- Savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)

#### Community benefits

- Traffic calming
- Aesthetic landscaping

*U.S. Department of  
Transportation - Federal  
Highway Administration*

# Recommendation of a mini-roundabout

- § **We've heard and studied the need to make this intersection safer.**
- § **After analyzing the options and reading countless studies about intersections, we have no doubt that the mini roundabout is the safest solution that meets all the project goals.**
- § **We've heard from residents that they are skeptical or don't want the mini roundabout.**
- § **We hope the information we have shared tonight helps you understand our recommendation.**



# Summary

## § Virtual Project Information Meeting – December 2023

- § Greater explanation of project background
- § Additional information regarding safety concerns
- § Improved drawings showing proposed improvements

### What we presented:

- § **Significantly reduced tree impacts**
- § **Reduced sidewalk width**
- § **Proposed drainage improvements**
- § **Explanation about mini roundabout & alternative**
- § **Completion of sidewalks on both sides of the road**
- § **Traffic calming to reduce speeding vehicles**







# Next Steps

- § Post citizen survey on project webpage
- § **Post tonight's presentation on the project webpage**
- § Compile results of survey and address any remaining comments on webpage
- § Complete project design – Spring 2024
- § Advertise for construction – Summer 2024
- § Begin construction – Late 2024
- § Complete construction – Early 2026



# Questions? Raise your hand or type in the Q&A

You may also email or call the project manager

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