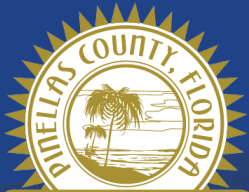


Nebraska Avenue Roadway Improvements



BOARD OF
COUNTY COMMISSIONERS

Kelli Hammer Levy, Public Works Director

Tom Washburn, Transportation Division Director

Our Vision: To Be the Standard for Public Service in America



Presentation Overview



Project Overview & Existing Conditions

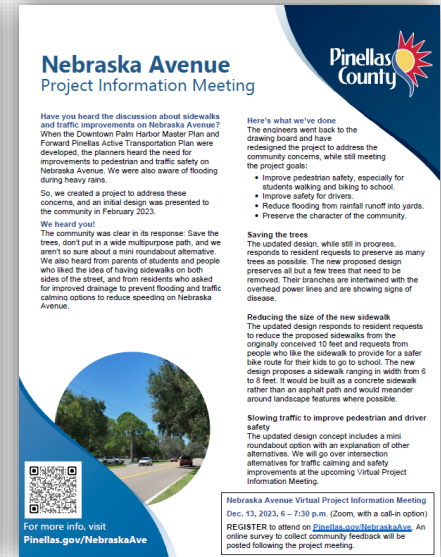
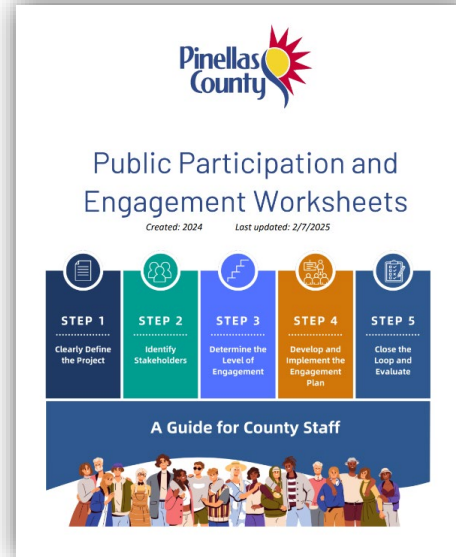
How the Project Started and Background

Project Goals

Public Engagement #1 – What we Learned

Public Engagement #2 – The New Design

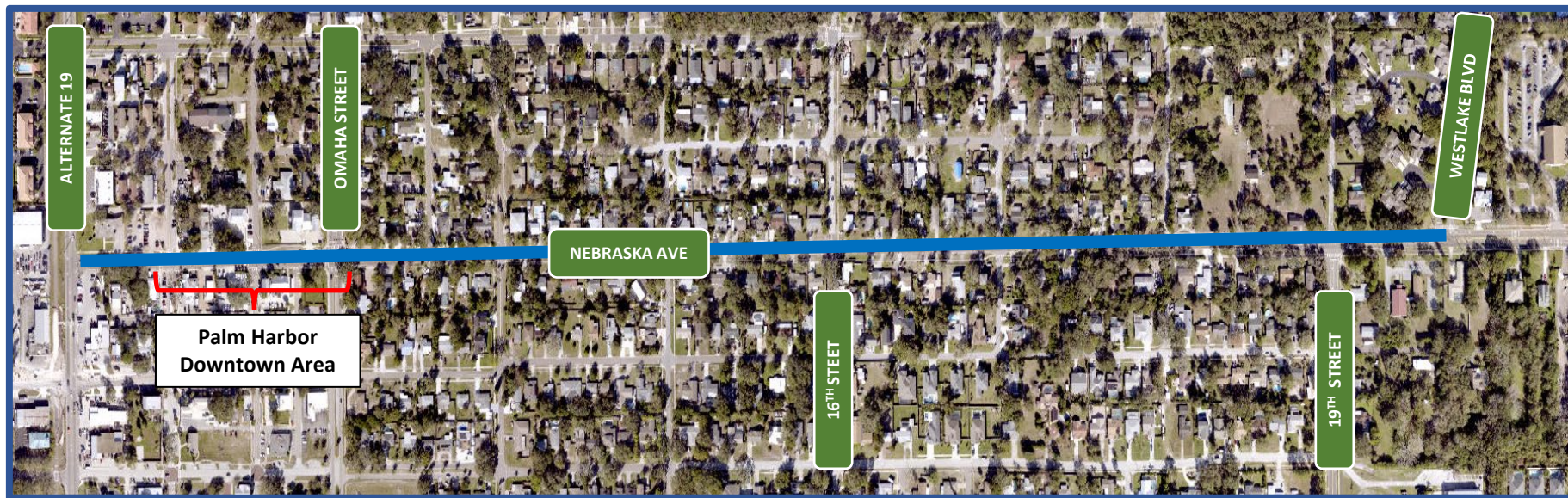
Recommended Next Steps



Project Overview

Project Location

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



Project Overview

Existing Conditions

- Two 11-ft lanes
- Unpaved Shoulders
- Sidewalk on the south side
- Downtown Bike Lanes
- Signalized intersections at Omaha St, Westlake Blvd and Belcher Rd
- 30 MPH posted Speed Limit



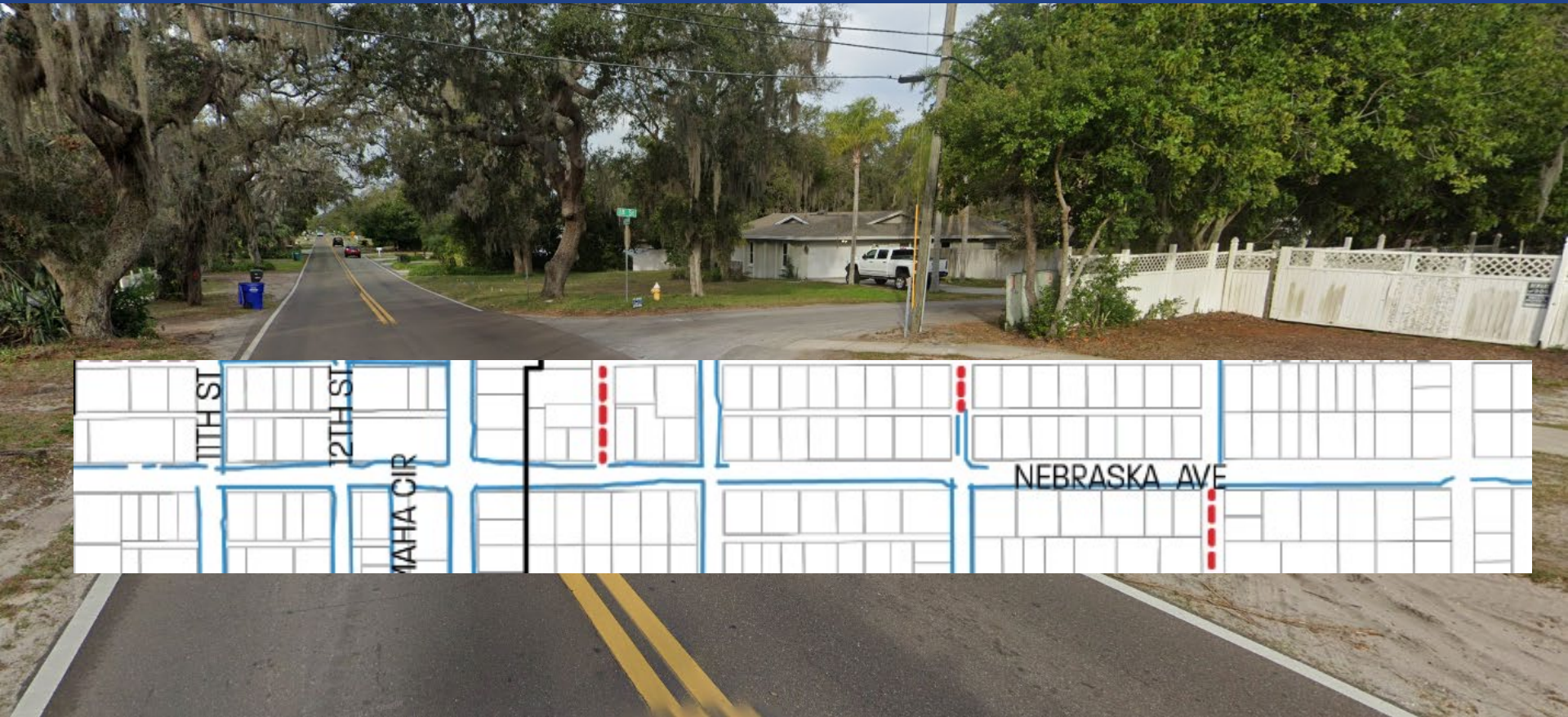
A solid yellow circle is positioned on the left side of the slide, partially cut off by the edge.

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 th Street – 3 | 15 th Street – 6 |
| ▪ 16 th Street – 5 | 17 th Street – 4 |
| ▪ 18 th Street – 3 | 19 th Street – 6 |

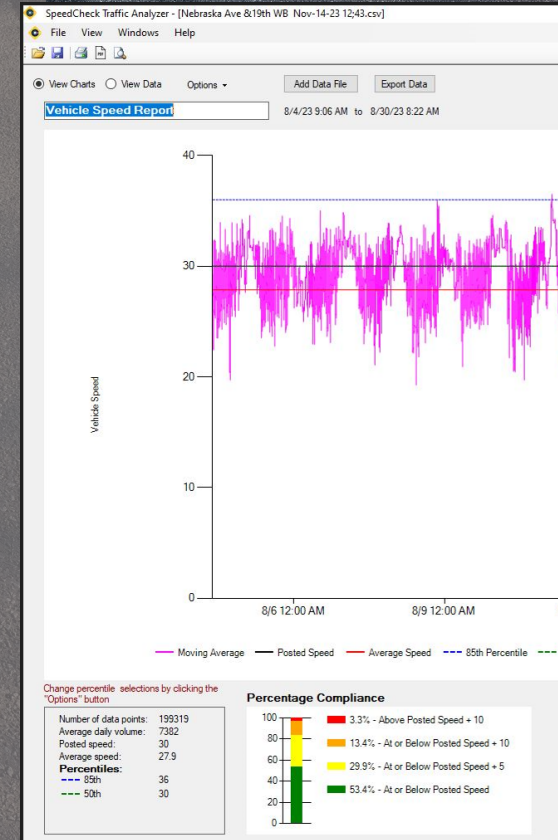
44 crashes from 2021-2023



Speeding cars



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



Project Background

Advantage Pinellas Active Transportation Plan

Downtown Palm Harbor Master Plan

Residents requested project to improve drainage, pedestrian and bicycle activity, speeding

Project Development Study (2021)

Project Design Begins (2022)

- Began coordination with residents and businesses
- Preliminary design layout in November 2022

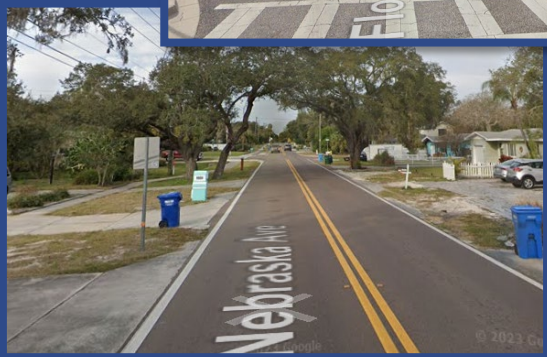
1st Public Meeting (February 2023)

2nd Public Meeting (December 2023)

Commissioner Briefings



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 downtown area

- Downtown improvements to be consistent with improvements along Florida Avenue
- Wide sidewalks, and on-street parking

Public Involvement #1

In-Person project information meeting – February 2023

Meetings with small groups of residents

Phone calls and emails from citizens

What we heard:

- 
- A background image showing a public meeting in progress. Several people are seated at round tables covered with blue tablecloths, engaged in discussion. Some are looking at documents or maps. The room has white walls and a wooden floor.
- **Save the trees**
 - **Don't put in a wide trail**
 - **In favor of sidewalks on both sides of the road**
 - **Concerns about the mini-roundabout**
 - **Requests for drainage improvements**
 - **Support traffic calming to reduce speeding vehicles**

A large yellow circle is partially visible on the left side of the slide.

Public Engagement #2

December 2023

The New Design

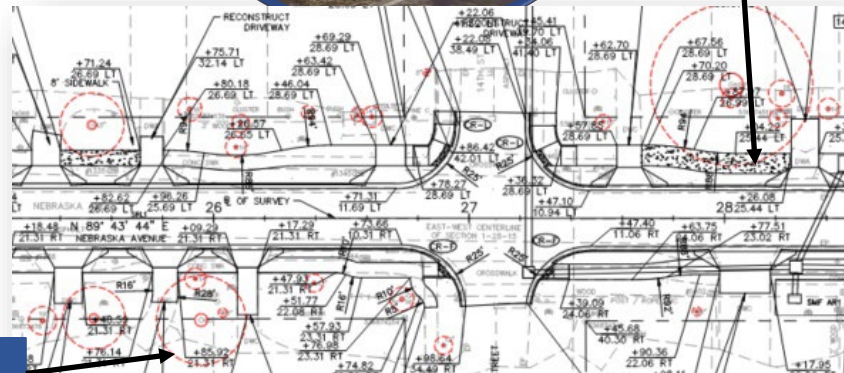
Reduced Tree Impacts

New innovative drainage solution will save trees

- Approximately 9 trees need to be removed.
- Most are interfering with powerlines
- Appropriate trees will be replanted to mitigate



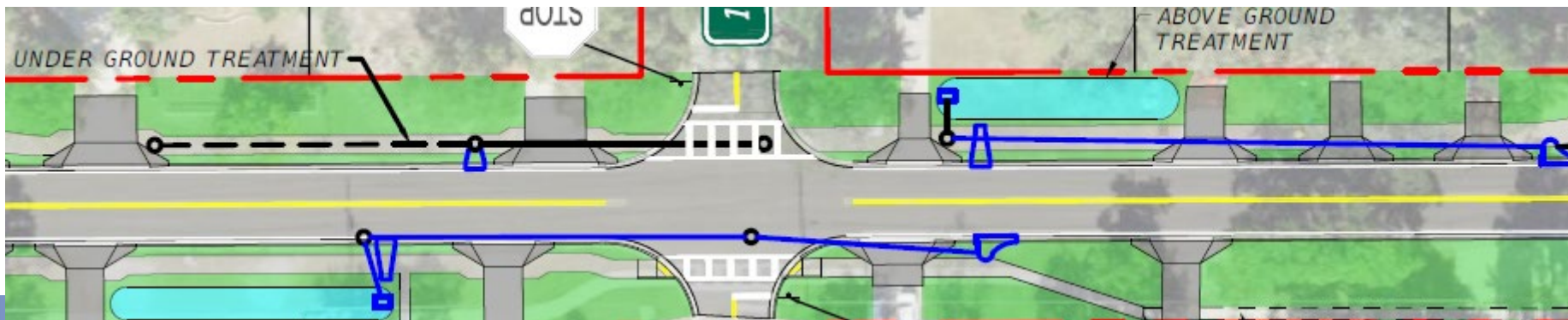
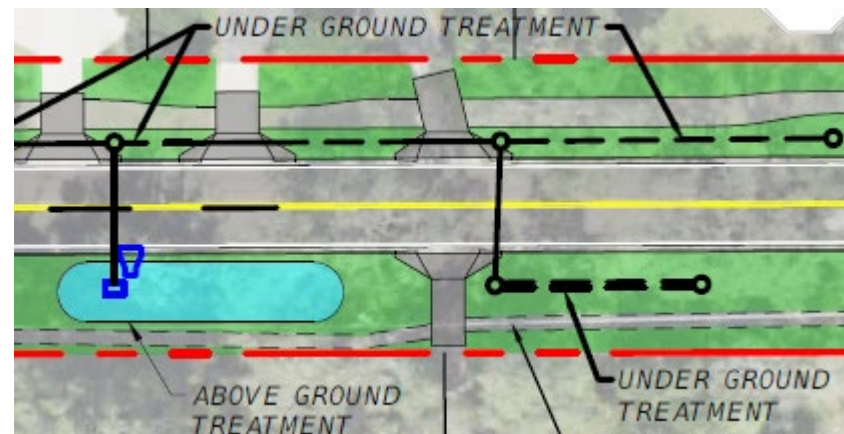
“Rock Burrito”



Red circles denote critical tree root zone

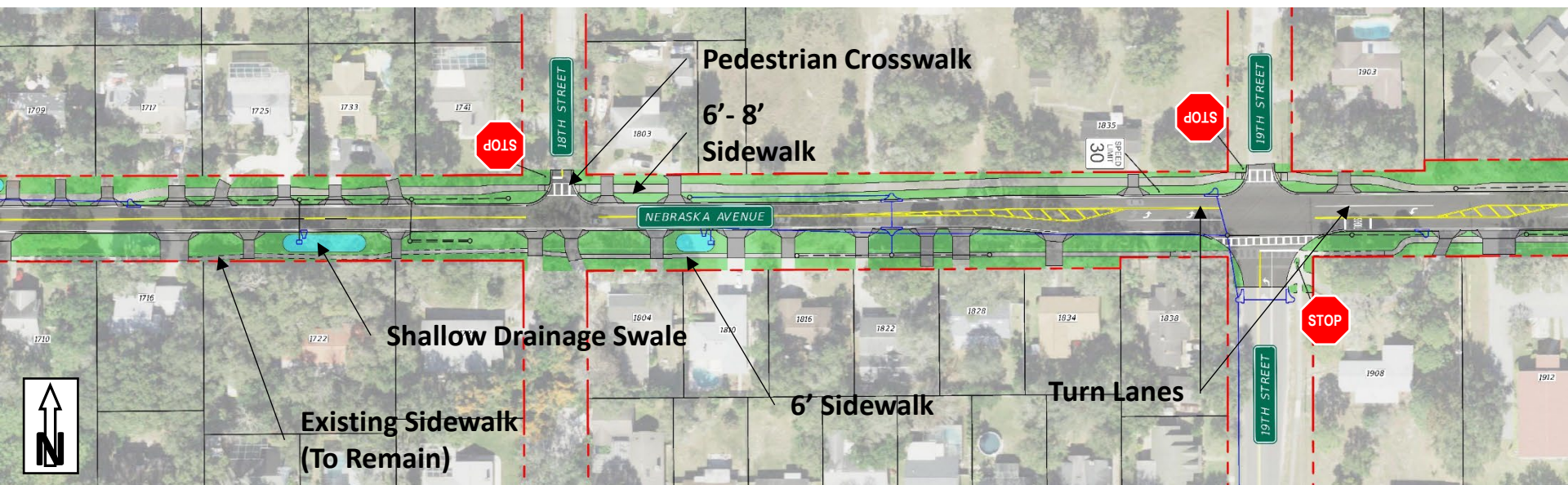
Major Drainage Improvements

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



Proposed Improvements, East

Plan view of area east of Omaha Street

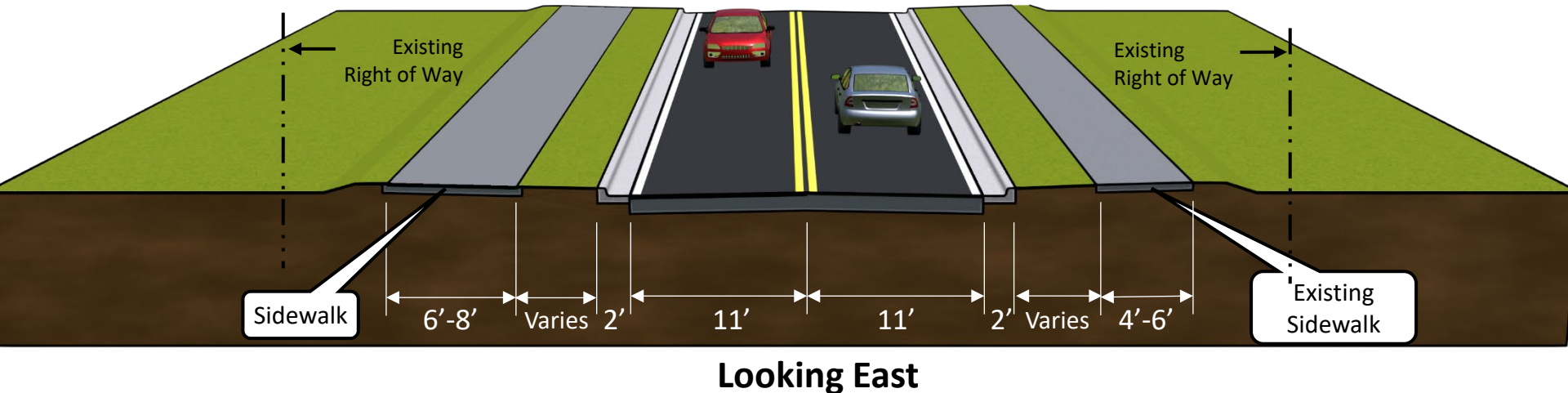


No anticipated tree impacts in this area

Proposed Improvements, Residential

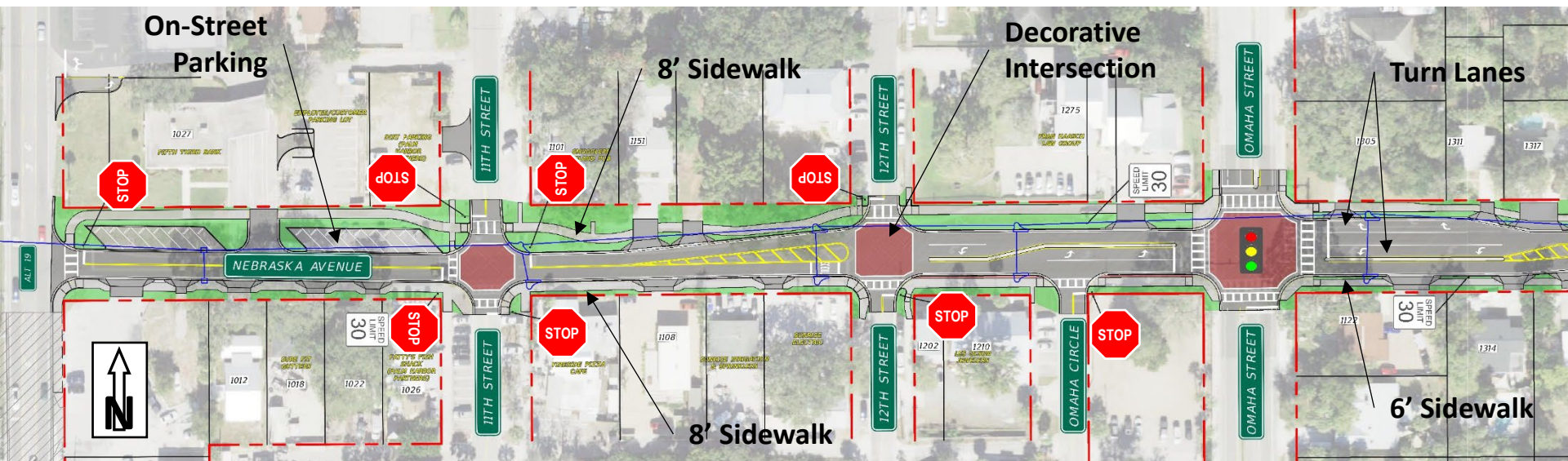
Proposed typical section of the road in the residential area

- 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

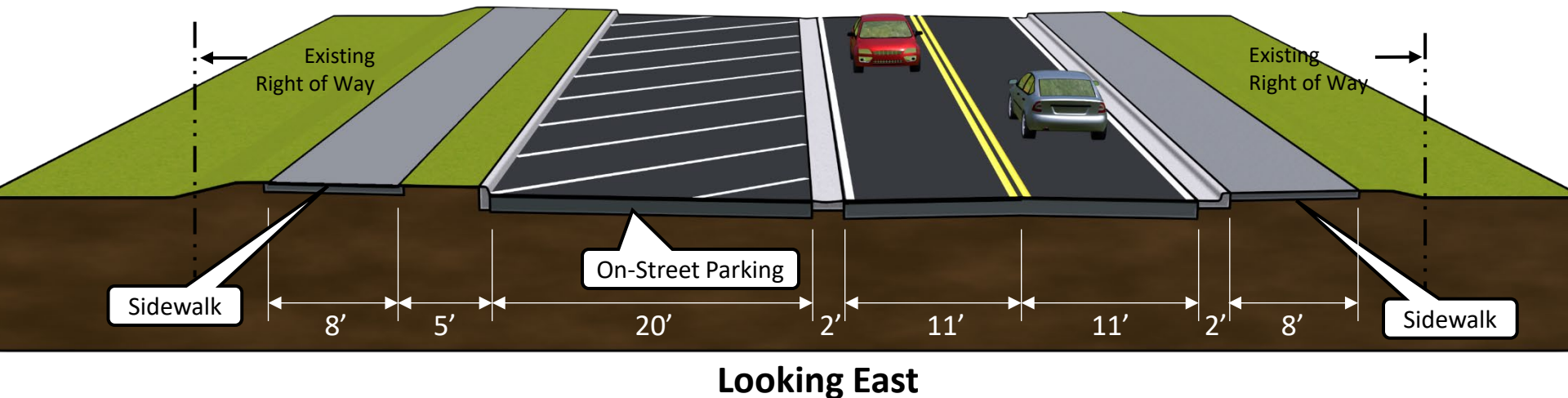


No anticipated tree impacts in this area

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



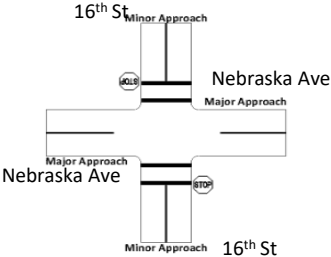
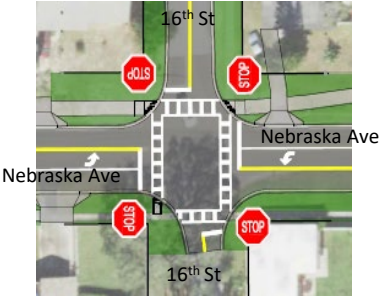
High pedestrian and bike traffic

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

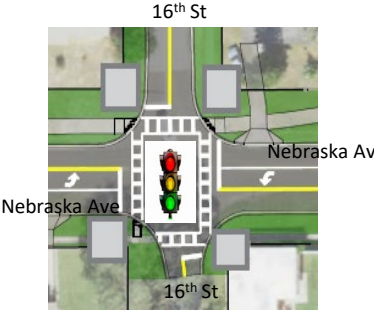
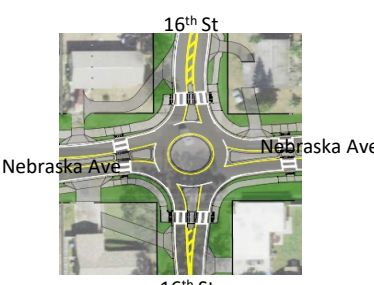
We all want to make this intersection safer for our kids and everyone else who uses it.



Intersection Alternatives

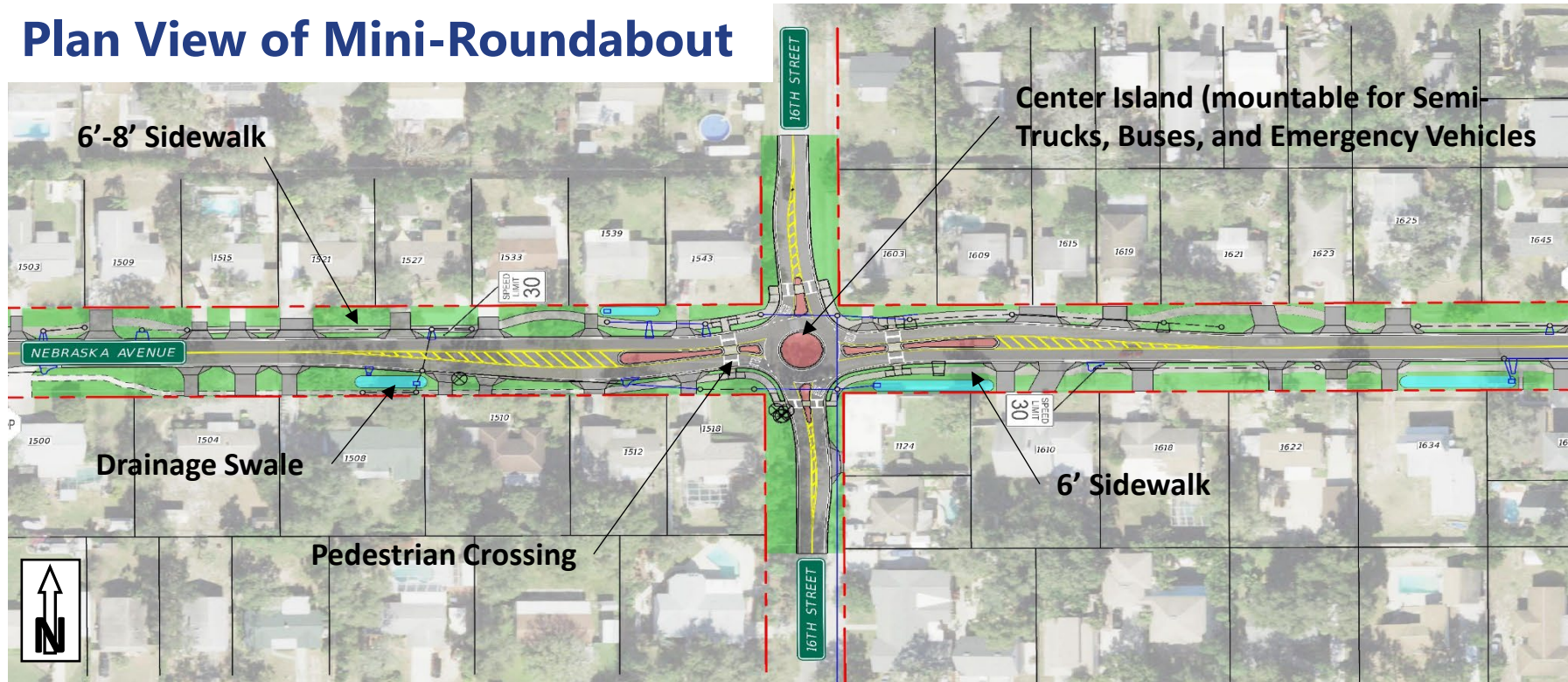
Intersection Type	Graphic	Pros	Cons
Two-Way Stop Control		<ul style="list-style-type: none"> • Current condition – no learning curve • Free flow movement for Nebraska Avenue • Pedestrians crossing 16th Street have right of way • No cost to implement 	<ul style="list-style-type: none"> • Does not provide traffic calming along Nebraska Avenue • Poor left turn access from 16th Street • Causes delays on Nebraska Avenue due to left turning vehicles • No pedestrian crossing for Nebraska Avenue • No safety improvements
All-Way Stop Control		<ul style="list-style-type: none"> • Requires dedicated left turn lane for 16th Street – helps during dismissal • Pedestrians have right of way at all four crossings • Low-cost option 	<ul style="list-style-type: none"> • Intersection does not meet warrant analysis • Lowest capacity of any intersection type • Left turn lanes will restrict left-turn access to over a dozen homes • Significant back-ups along Nebraska Avenue • Potential for increase in rear-end crashes • Expect violations with Nebraska traffic either rolling through or not stopping as many times there will be no traffic on 16th St (Nebraska volumes are 3 to 4 times higher than 16th Street)

Intersection Alternatives

Intersection Type	Graphic	Pros	Cons
Signalized Control		<ul style="list-style-type: none"> Provides left turn opportunities for 16th Street Commonly used and understood by all users Pedestrians can cross all streets with pedestrian signal 	<ul style="list-style-type: none"> Intersection does not meet warrant analysis Increased delays along Nebraska Ave Left turn lanes will restrict left-turn access to over a dozen homes Increase in rear-end crashes likely Potential increase in overall severity of crashes Additional equipment at each corner <ul style="list-style-type: none"> Signal pole, controller, ped signals, pull boxes Most expensive alternative
Roundabout		<ul style="list-style-type: none"> Reduces speeding along Nebraska Reduces crash severity over other intersection types Pedestrians can safely cross all streets with Rapid Rectangular Flashing Beacons Continuous flow intersection Provides left turn opportunities for 16th Street Less expensive to maintain than signals 	<ul style="list-style-type: none"> Splitter islands will require modified access to four homes May require a period of driver adjustment <ul style="list-style-type: none"> Most in area have likely driven the Alt 19/Florida Ave

Proposed Improvements December 2023

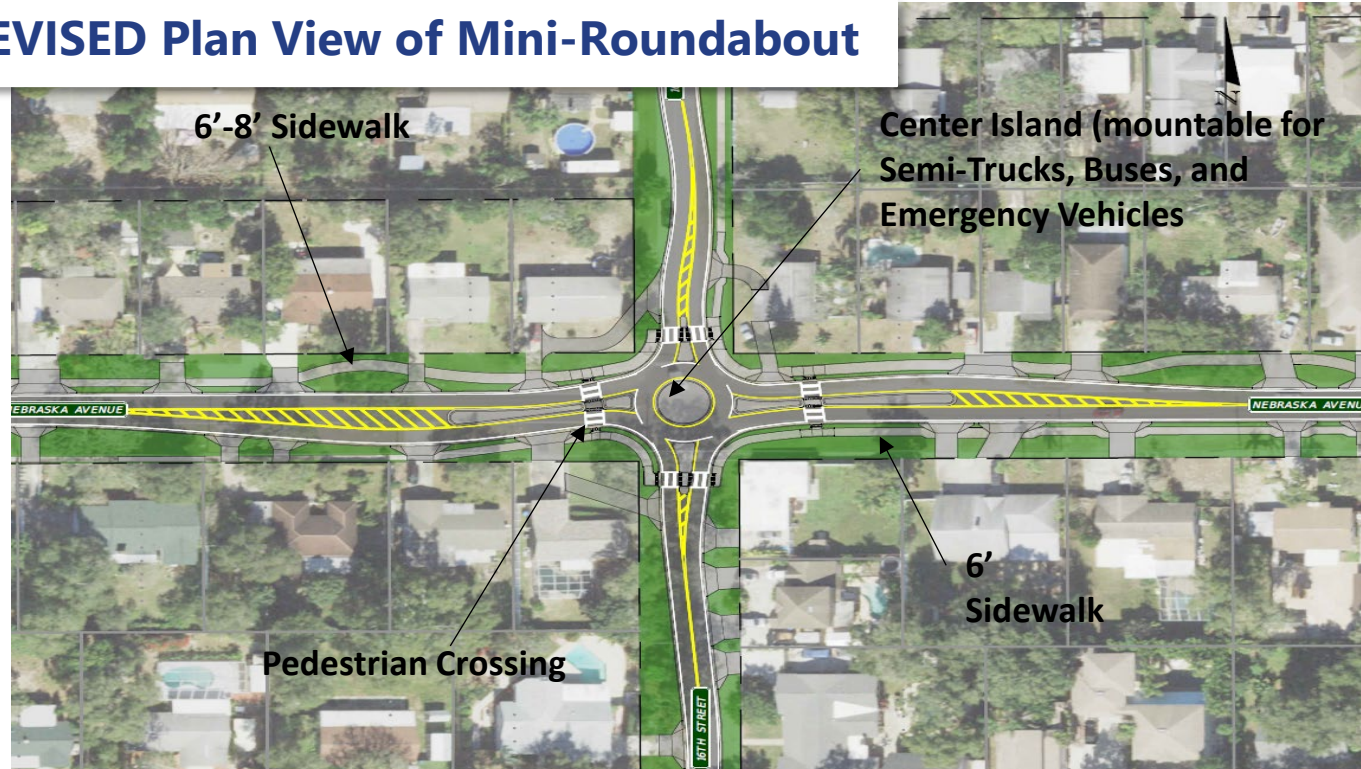
Plan View of Mini-Roundabout



Proposed Improvements Update 2024

REVISED Plan View of Mini-Roundabout

Mini-Roundabout changes after meetings with 3 of 4 corner property owners.



Mini-Roundabout Concept



Looking West

Mini-Roundabout Concept



Looking South

Rendering of Mini-Roundabout



Proven History

FDOT collected post-construction feedback and found that 73% of public responses were positive after roundabout construction

Roundabouts reduce number of crashes & encourage speed reduction and consistency

Around the County:

- 20 roundabouts throughout
- 3 in construction (FDOT & Oldsmar)

Harn Blvd & Clairborne Dr, Clearwater



Aurora Ave & Cleveland St, Clearwater

Recommended Next Steps

Complete project design: Spring 2026

- Current design is what was presented at last community meeting
- Final work on the drainage design delayed finalizing the plans

Advertise for construction: Summer - Fall 2026

Begin construction – Late 2026

Complete construction – 2028



Thank you