



December 14, 2018

Ms. Chelsea Favero, AICP  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**Subject: City of St. Petersburg's Application for Forward Pinellas Complete Streets Program**

Dear Ms. Favero,

The City of St Petersburg is pleased to submit the attached 18<sup>th</sup> Avenue South Complete Streets Concept Planning Study application for consideration with the Forward Pinellas Complete Streets Program. The proposed study will implement one of the top priorities identified in the City's Complete Streets Implementation Plan, expected to be adopted in spring 2019. The Concept Planning effort will identify a specific suite of safety and operational improvements to improve the environment for non-motorized transportation options thereby improving public health and quality of life.

Furthermore, it will develop improvements to further the goals established South St. Petersburg Community Redevelopment Area (CRA) Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

Thank you for the opportunity to apply for funding that will allow the City of St. Petersburg to meet the transportation safety and economic development needs of our city's residents. We look forward to the support of Forward Pinellas for this much-desired study to make 18<sup>th</sup> Avenue South in South St. Petersburg a Complete Street.

Sincerely,

Evan Mory, Director  
Transportation & Parking Management



City of St. Petersburg  
Transportation & Parking Management Department  
P.O. Box 2842  
St. Petersburg, FL 33731-2842  
O: 727-892-5328

# 18<sup>th</sup> Avenue South Complete Streets Concept Planning Study

Forward Pinellas Complete Streets Program  
Concept Planning Project Application  
December 14, 2018

Name: Cheryl N. Stacks, P.E., AICP, Transportation Manager  
Postal Address: One 4th Street North, 8th Floor, St. Petersburg, FL 33701  
Email Address: [Cheryl.Stacks@stpete.org](mailto:Cheryl.Stacks@stpete.org)  
Phone: 727-892-5328

The primary objective of this Concept Plan is to identify a suite of safety and operational improvements that will improve the environment for non-motorized transportation options by moderating motor vehicle speeds while also maintaining travel time reliability. Working within the constraints of existing right of way, the Concept plan may also consider the application of corridor-level modifications such as road diets and revised intersection configurations.

The importance of this roadway to serve multiple user types, and the need for this effort to improve transportation in the area, is emphasized by the City's Complete Streets Policy. A citywide Complete Streets Implementation Plan is under development and has included extensive public involvement. The corridor identified in this application was repeatedly identified by the public as needing immediate attention. Correspondingly, that forthcoming plan identifies the effort proposed in this application amongst the City's highest priorities for implementation.

St. Petersburg's characteristic street grid breaks down north and south of 18<sup>th</sup> Avenue South. The result is that all roadway users, including people walking, biking, driving, and taking transit, must travel along 18<sup>th</sup> Avenue South at some point for non-local east/west trips. In the current configuration, 18<sup>th</sup> Avenue S in the study area is characterized by low traffic congestion resulting in high motor vehicle speeds. The speeding traffic presents difficulty for pedestrians to cross and no comfortable or continuous routes for bicyclists. With the added consideration of low motor vehicle ownership rates and high poverty, residents are essentially cut off from using the most economical means of transportation.

The data collection and analysis completed as a basis for the Concept plan will include multimodal traffic counts, analysis, and speed study. The resulting recommendations may include modifications or enhancements such as: signal cycle lengths and coordination, signal phasing and amenities for non-motorized users, and traffic calming. An additional factor to be considered will be pedestrian comfort including sidewalk widths, crossing locations and distances, overhanging vegetation, driveway conflicts, and the buffer provided between the pathway and the curb. A key element of the network

connectivity analysis will be the identification of needed access pathways or stop amenities for PSTA bus stops.

Specific information requested in Call for Applications follows:

1. Describe in detail the existing conditions of the project location, including the following, as applicable:

a. Sidewalks along the corridor (e.g., gaps exist on both sides of the corridor, 100% coverage on both sides of the corridor, sidewalks along one side of corridor, etc.);

Sidewalks are generally provided along both sides of 18<sup>th</sup> Avenue South within the study area. However, several areas of continuous driveways and informal parking configurations result in regular vehicle encroachment and obstructions. The sidewalks are generally minimum widths. Most of the corridor has a grass buffer between the curb and sidewalk, though some of them are very narrow and not wide enough to support trees.

b. Bicycle facilities along the corridor (e.g., bike lanes, adjacent multiuse trail, etc.);

There are currently no continuous dedicated bicycling facilities.

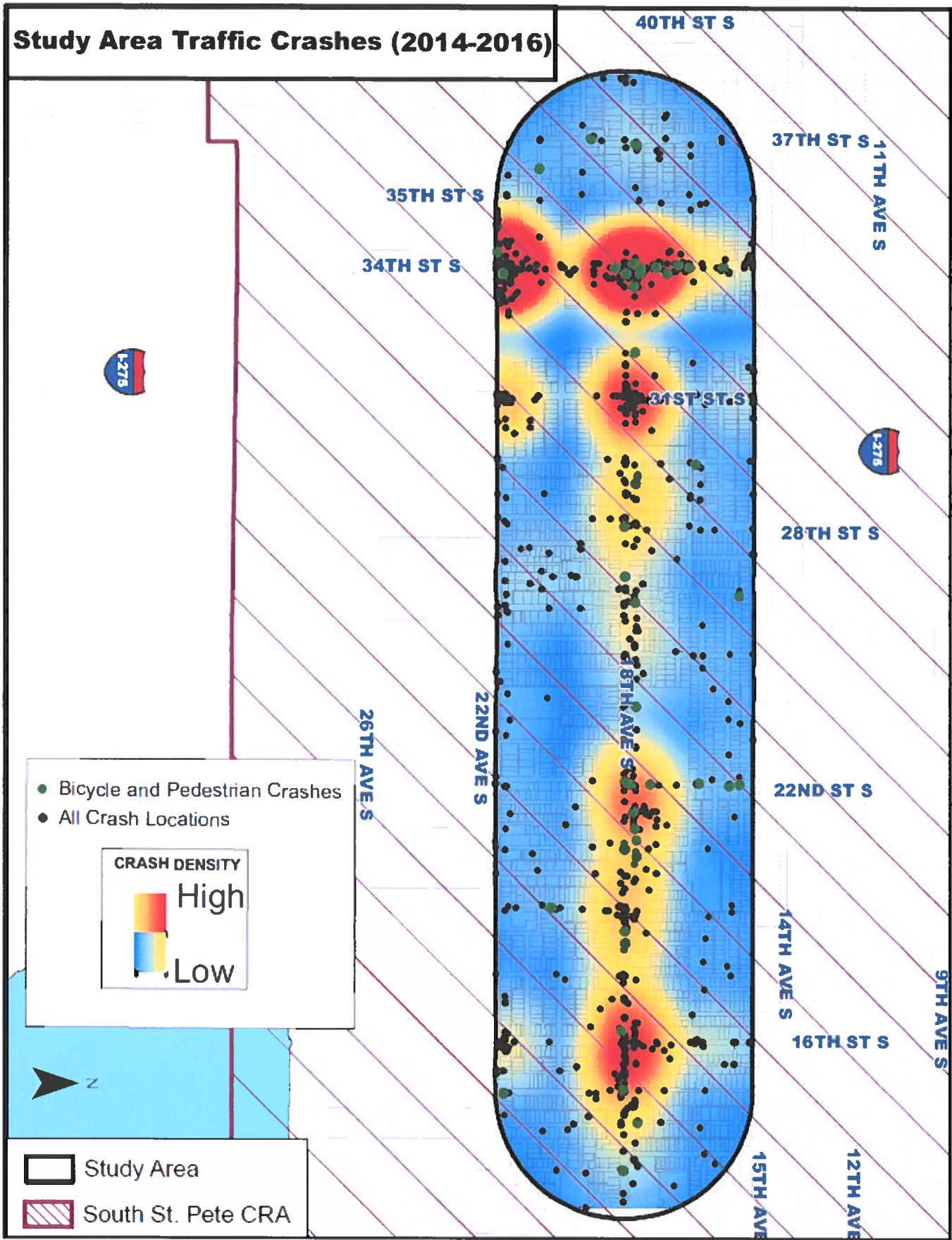
c. Sidewalks and/or bicycle facilities along an intersecting roadway segment that truncate at the project limits;

Bike lanes are present on sections of the north-south collectors such as 22<sup>nd</sup> Street and 31<sup>st</sup> Street. However, the existing bike lanes are minimally-sized and often dropped at intersections in lieu of turn lanes. To the north of the study area, there are bike lanes on the parallel 15<sup>th</sup> Avenue S. To the west, there are bike lanes on 37<sup>th</sup> Street.

d. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.);

A primary goal of the Concept Plan is to address the safety concerns for all users, with a focus on achieving lower motor vehicle travel speeds that will reduce the frequency and severity of crashes. The project includes specific review of the intersection configurations and functions, which are the where many crashes are clustered on the corridor. Crash data for the corridor is shown below.

# Study Area Traffic Crashes (2014-2016)



*e. Existing and proposed transit service along the corridor, including frequency of service;*

Multiple transit routes operated by the Pinellas Suncoast Transit Authority (PSTA) traverse the study area. A map of the PSTA routes is shown on the next page. Route 14 travels with 30-minute headways along 18<sup>th</sup> Avenue S between 49<sup>th</sup> Street and Dr. M.L. King Jr. Street with a diversion north to the Grand Central Station along 31<sup>st</sup> Street, ultimately connecting Pasadena to downtown St. Petersburg.

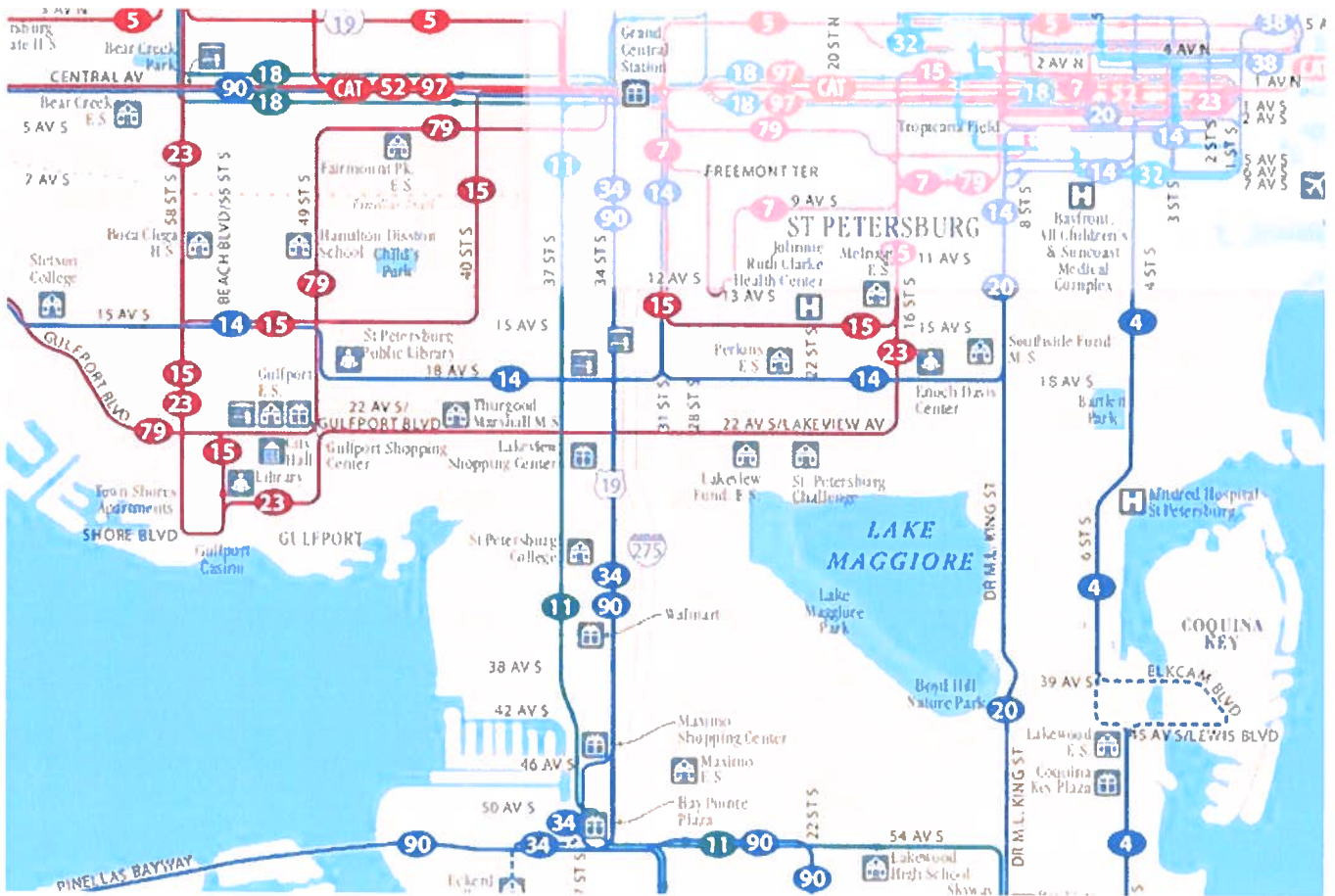
Notably, the study area crosses 34<sup>th</sup> Street, a designated multimodal corridor from the Forward Pinellas Transit-Oriented Land Use Vision Map. Route 34 (15-30 minute headways) is among the highest frequency and ridership of the entire PSTA system, carrying 964,092 passengers in FY 17 making it the fourth most productive route in the PSTA system. Route 90 provides limited morning and late afternoon commuter service from the Pinellas Bayway and Pasadena Avenue to Grand Central Station along 34<sup>th</sup> Street.

Route 23 (30-minute headways) travels along 22<sup>nd</sup> Avenue S from 49<sup>th</sup> Street to 16<sup>th</sup> Street, where it then continues north into downtown St. Petersburg. Route 14 was the tenth most productive route in the PSTA system in FY 2017, carrying 412,852 passengers.

Route 15 travels along 15<sup>th</sup> Avenue S immediately north of the study area with 60-minute headways between 31<sup>st</sup> Street and 16<sup>th</sup> Street, but is required to detour back north to Grand Central Station to get across I-275 before returning to 15<sup>th</sup> Avenue S to the west. The combined ridership for the three east-west routes (Routes 15, 14 and 23) that travel along 15<sup>th</sup>, 18<sup>th</sup> and 22<sup>nd</sup> Avenues South was 727,915 passengers in FY 2017, which indicates the high level of demand for east-west transit service in this corridor. This transit use and demand results in an associated high level of pedestrian traffic.

Route 20 connects Pinellas Point to downtown St. Petersburg with 60-minute headways, crossing the study area via Dr. M.L. King Jr. Street before continuing on to the Tyrone area.





f. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the PPC Transit Oriented Vision Map;

18<sup>th</sup> Avenue S is designated as a Secondary Corridor and also a Special Corridor. Most of the study area is covered by a Special Activity Center on the Transit-Oriented Vision Map. The east-west connectivity that 18<sup>th</sup> Avenue S provides is a critical link connecting between the primary multimodal corridors of 4<sup>th</sup> Street to the east and 34<sup>th</sup> Street to the west. Further, 34<sup>th</sup> Street to the west is one of three countywide Forward Pinellas SPOTlight Emphasis Areas focused on a “Vision for US 19”. Dr. M.L. King Jr. Street, 16<sup>th</sup> Street, and 22<sup>nd</sup> Street are north-south cross streets through the study area that are also designated as special multimodal corridors ready for redevelopment.

The Transit-Oriented Vision Map section covering the study area is excerpted on the next page, reflecting the above description. Since a large section of the study area is covered by the downtown St. Petersburg special center designation, Forward Pinellas staff provided the map that shows the underlying multimodal corridors.

(see link: [http://forwardpinellas.org/wp-content/uploads/2016/06/Vision\\_Map\\_21000\\_scale.pdf](http://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdf))

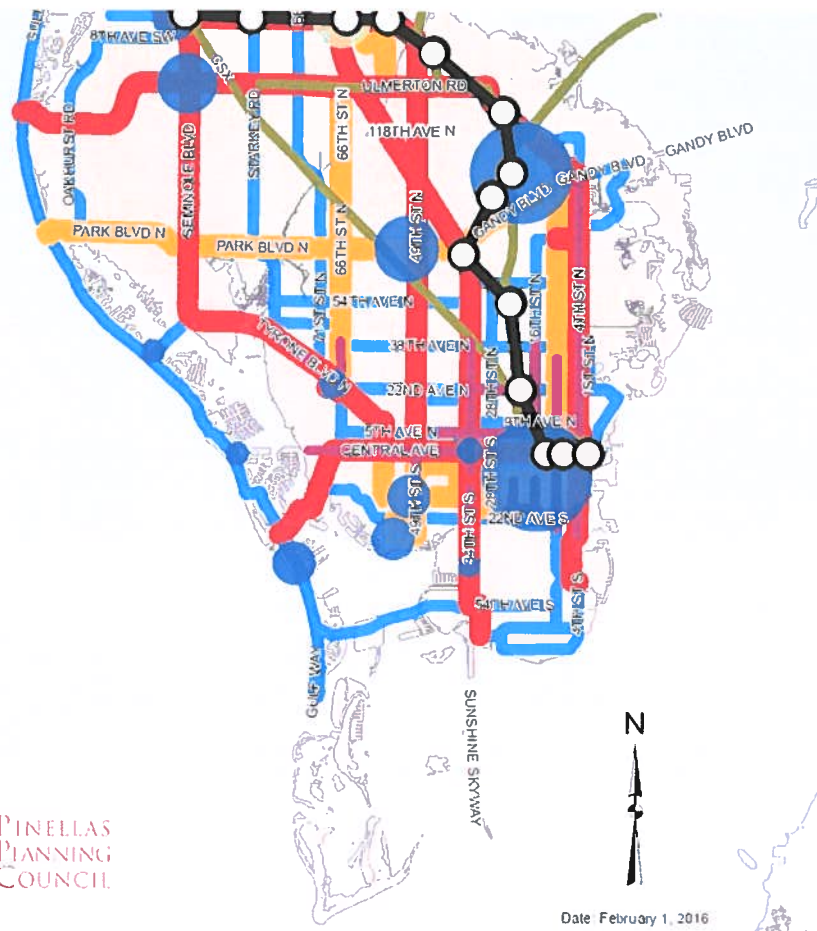
**Legend**

**Activity Centers**

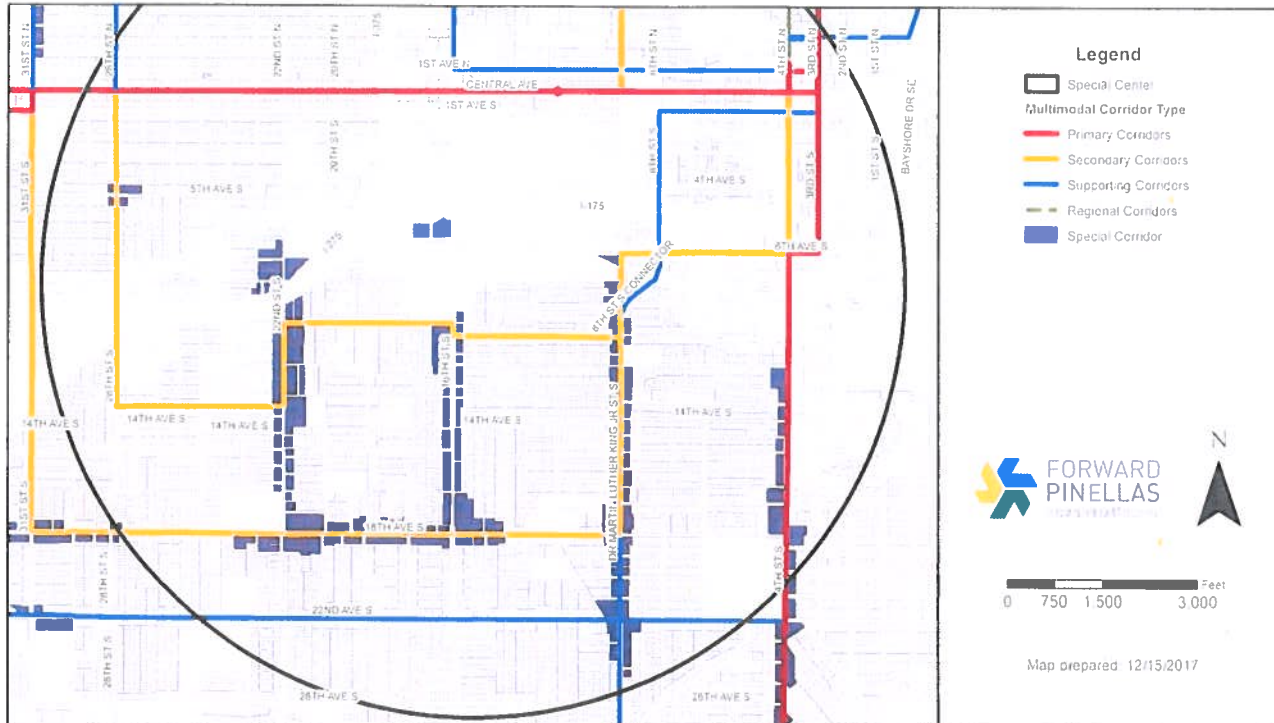
- Special Centers
- Major Centers
- Community Centers
- Neighborhood Centers
- Transit Station Centers

**Multimodal Corridors**

- Special Corridors
- Primary Corridors
- Secondary Corridors
- Supporting Corridors
- Regional Corridors

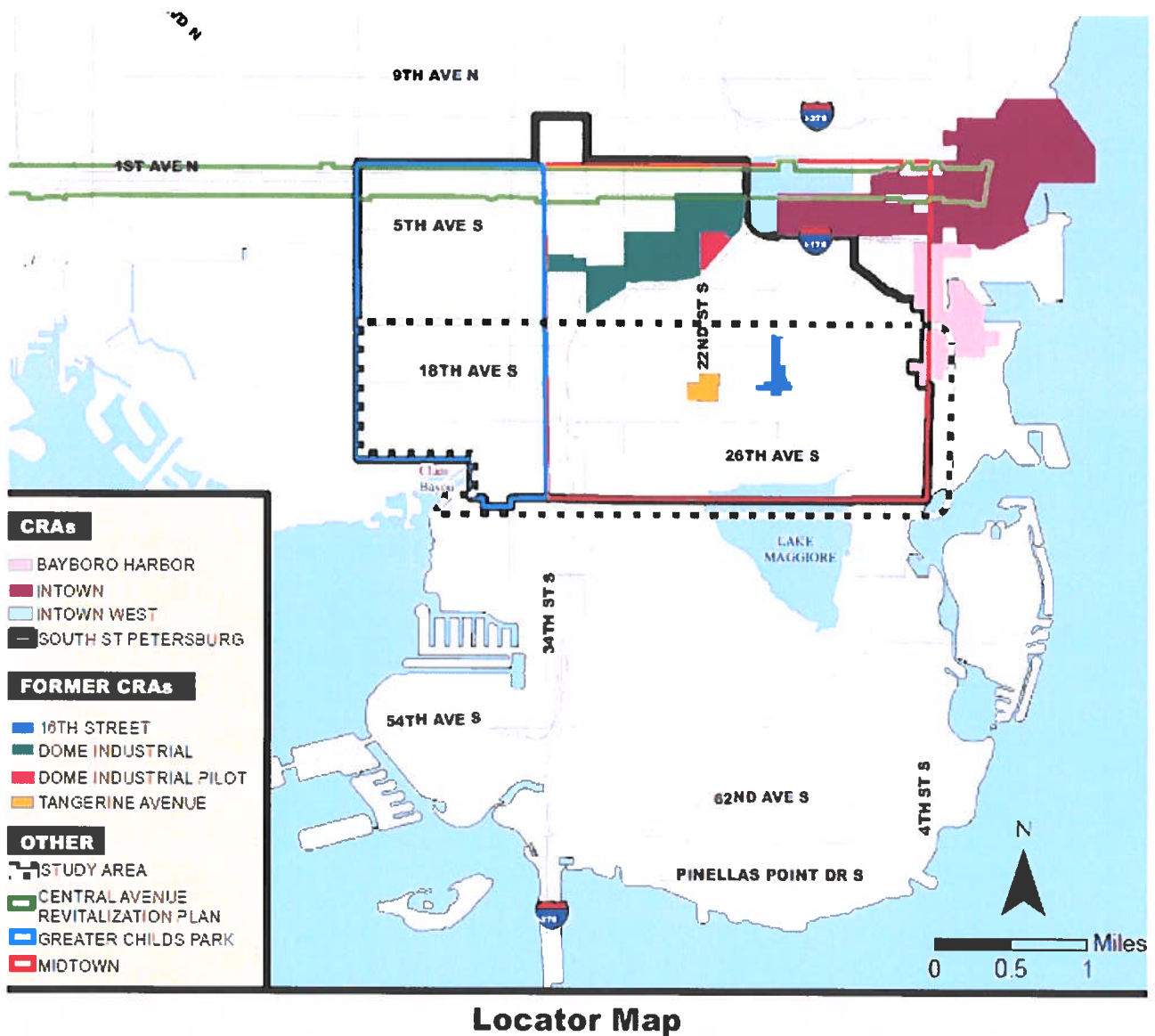


Vision Map Corridors for Downtown St. Petersburg Area



*g. Is the project within an adopted Community Revitalization Area (CRA)?;*

This Concept Plan study area, 18<sup>th</sup> Avenue South from 35<sup>th</sup> Street to 14<sup>th</sup> Street, is located within the South St. Petersburg Community Redevelopment Area, and seeks to further the community goals established in the CRA Redevelopment Plan (see map below). The effort directly builds upon the work done under several past redevelopment areas and plans within this study area including: 16<sup>th</sup> Street South Revitalization Plan (1983), Tangerine Avenue (2003), Midtown Strategic Planning Initiative (2002), and the Greater Childs Park Strategic Planning Initiative (2007). It also is influenced by work completed for the surrounding areas including: Dome Industrial Park (2007) and the many neighborhood plans.





*h. Describe how this project fits into an economic development or redevelopment strategy or plan, if applicable;*

The economic success of south St. Petersburg is a top City priority, as demonstrated through multiple Community Redevelopment Area plans, joint development efforts to create a neighborhood grocery store, and the recent Warehouse Arts District and Deuces Live Joint Action Plan. The neighborhoods surrounding 18<sup>th</sup> Avenue S have low rates of motor vehicle ownership and high rates of transit use. Reconfiguring the street to better serve how the residents get around can improve the safety and increase the desirability of the corridor as a destination for neighborhood-serving retail and other businesses.

Shown below is the now-vacant grocery store property.



*i. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?; and*

Yes, the project study area has street lighting. However, this Concept plan will review the existing lights to identify locations that need to be repaired or have the current lighting enhanced. In particular, the Concept plan will look at pedestrian scaled lighting that would be supportive of streetscape enhancements to be considered for 18<sup>th</sup> Avenue S. It will also specifically address lighting for identified crossing locations as well as the I-275 underpass.

*2. Provide a cost estimate and documentation of the local match being provided by the applicant.*

A detailed scope of the Concept Plan has not been developed, but given experience with similar efforts it is anticipated that the cost to develop the plan will be approximately \$100,000. The City requests that \$100,000 of study costs be covered by the Forward Pinellas Complete Streets Program. Any additional study costs and the costs to implement the resulting recommendations are anticipated to be borne by local funds that include the City of St. Petersburg's Complete Streets FY18 appropriation (Multimodal Impact Fee funds).

*3. Describe how the project will serve multiple travel modes, including walking, bicycling and transit use.*

This project will be a catalyst for transformative change. That change starts with the environment presented when people step outside their homes and businesses. The needs of motorists are already well-served in the study area. To that end, this Concept plan specifically seeks to identify improvements and amenities that make walking, bicycling, and accessing bus stops equally safe, comfortable, and convenient options.

The Concept plan will consider the application of corridor-level modifications such as road diets and intersection configurations and traffic control where signals may not be necessary for traffic or desirable for non-motorized roadway users. An additional factor to be considered will be pedestrian comfort including sidewalk widths, crossing locations and distances, overhanging vegetation, driveway conflicts, and the buffer provided between the pathway and the curb. A key element of the network connectivity analysis will be the identification of needed access pathways or stop amenities for PSTA bus stops.

With the goal of readily-actionable improvements, the Concept plan will focus on identifying and prioritizing infrastructure within the existing right of way. Improvements that would require right of way may be identified in the Concept plan, but will need additional study outside the limits of this project.

*4. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements;*

St. Petersburg is defined by the established urban grid of streets, which provides multiple route and mode options for getting around. This specific study area already features many of the urban form elements identified in the planning and urban design principles as enumerated in Land Use Component Goal 16 of The Countywide Plan Strategies (2015). Specifically, this Concept Plan will identify Connectivity and Public Realm Enhancements for the study area. This

effort builds upon the existing CRA Redevelopment Plan efforts, and identifies actions to remedy the study area's transportation network shortcomings and encourage transformative change towards the goals clearly defined for the CRA.

*5. It is expected that these projects will move forward for implementation/construction. Provide a project schedule to highlight the anticipated timeline for completion of the concept planning project. Please include a proposed timeline for the design and ultimate implementation/construction of the project.*

The anticipated initiation of this Concept Planning effort is summer 2019, which coincides with the anticipated adoption of the Complete Streets Implementation Plan in spring 2019. Approximately 6 months will be required for completion of envisioned Concept Plan scope as defined in this application.

Following completion of the Concept Plan by early-2020, the remaining timeline for completion includes 6-8 months for final design. The effort proposed in this application is being included as a Phase Two implementation element in the City's forthcoming Complete Streets Implementation Plan, which would target construction within 2-5 years. A detailed timeframe for construction will be developed upon completion of the Concept Plan and identification of construction funding availability.

*6. What percentage of parcels along the corridor are vacant?*

16.7% of parcels within ¼-mile of the corridor are vacant. 10.7 acres out of 63.9 acres total.

*7. Describe how the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments.*

The neighborhoods surrounding 18<sup>th</sup> Avenue S have low rates of motor vehicle ownership and high rates of transit use. Reconfiguring the street to better serve how the residents get around can improve the safety and increase the desirability of the corridor as a destination for neighborhood-serving retail and other businesses.

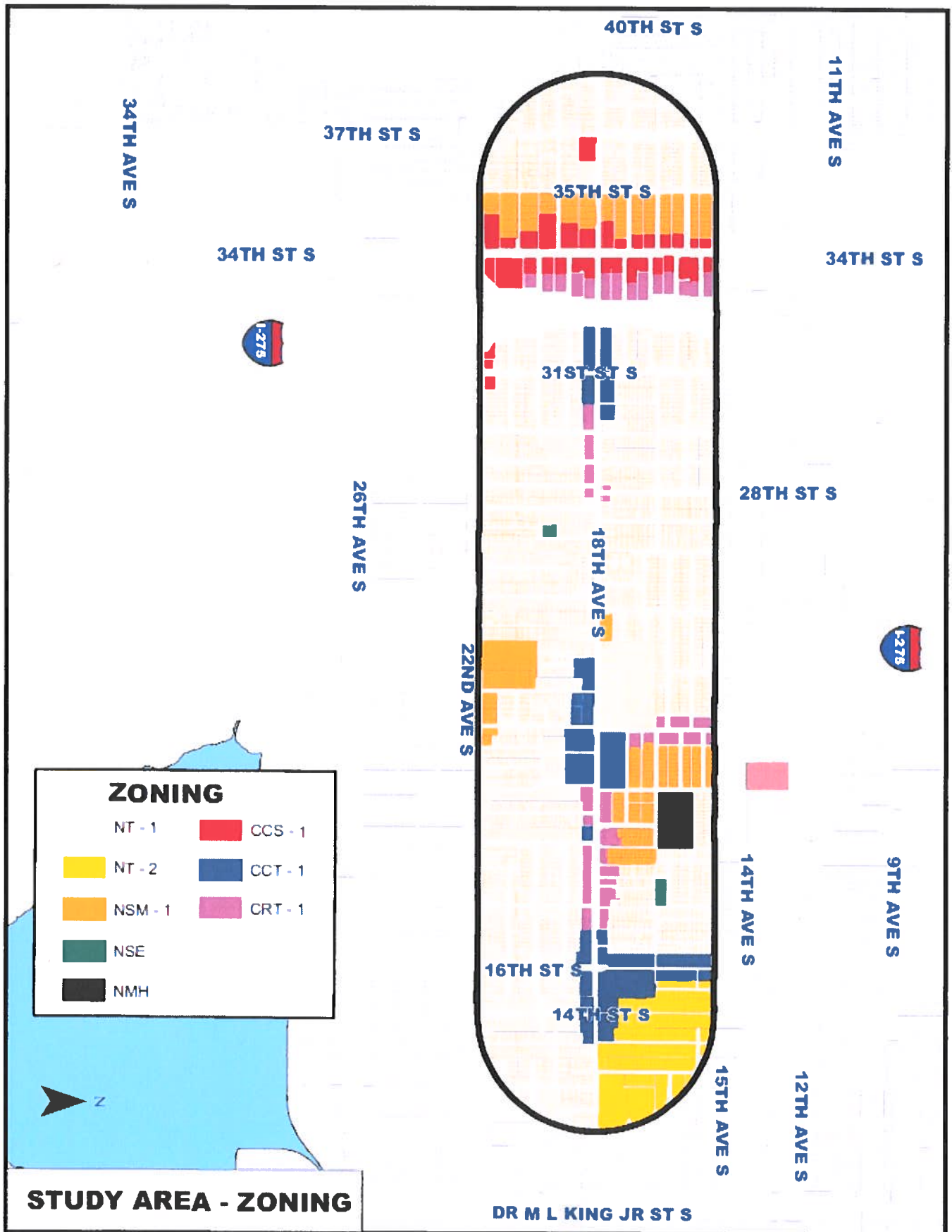
18<sup>th</sup> Avenue South is a collector roadway that is maintained by the City. The section from 34<sup>th</sup> Street to 16<sup>th</sup> Street is four lanes undivided and has a speed limit of 35 mph. Much of the corridor is zoned commercial with a future land use designation of Planned Redevelopment Mixed-Use. The commercial properties fronting on 18<sup>th</sup> Avenue S are surrounded by residential uses. The corridor features many neighborhood-serving businesses and has a great opportunity for transformation.

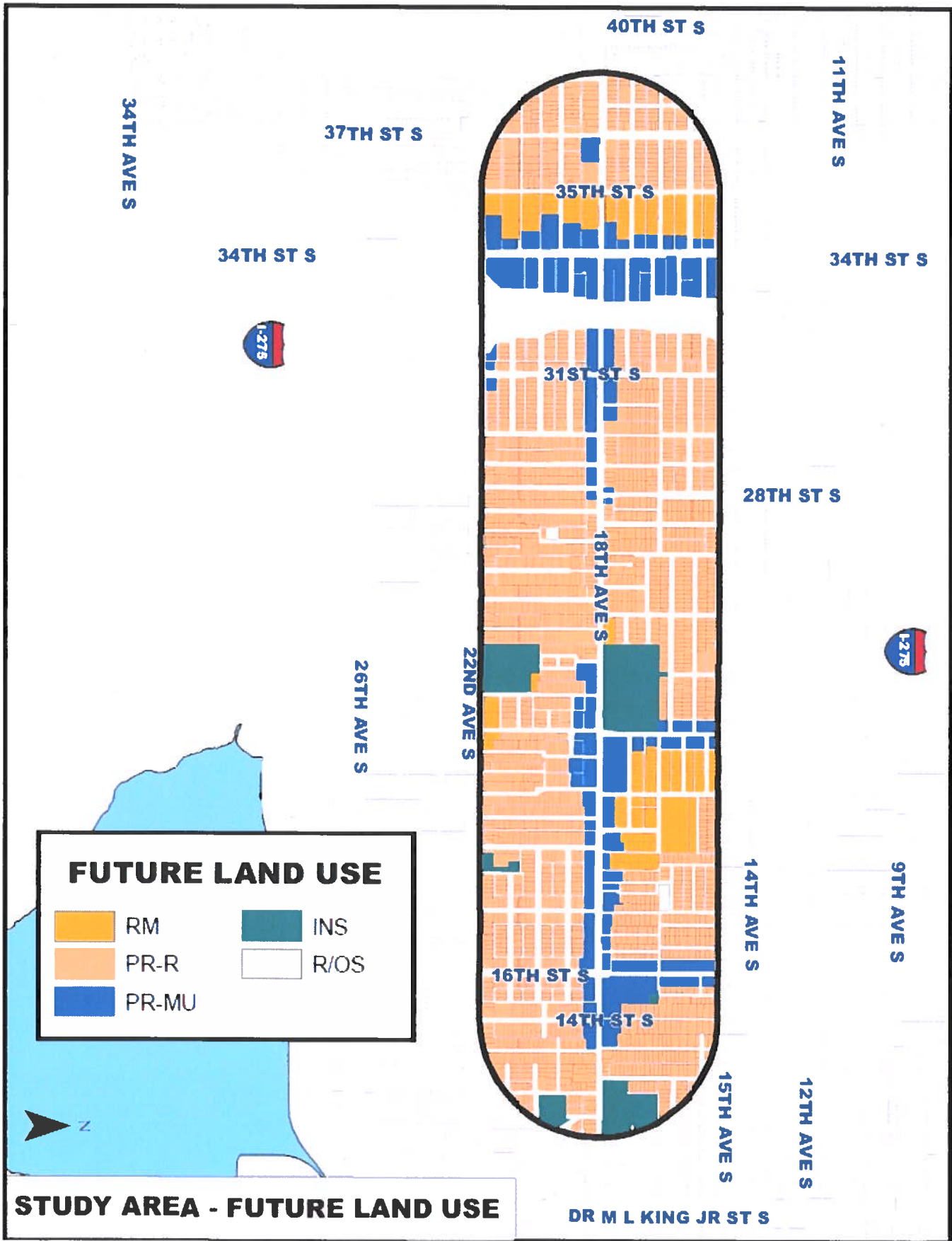
8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

<u>LAND USE</u>	<u>ACRES</u>	<u>PERCENT</u>
Churches	5.44	8.51
Clubs/Lodges Halls	0.63	0.98
Community Shopping	3.60	5.64
Drive-In Rest	0.26	0.41
Financial Inst	1.44	2.25
Miscellaneous	0.09	0.14
Mixed Use	0.36	0.56
Mortuary/Cemetery	0.28	0.44
Multi-Fam <10 Units	1.11	1.73
Multi-Fam 10+ Units	1.38	2.16
Off Bldg 1 Story	4.42	6.92
Open Storage	0.35	0.54
Public Schools	13.87	21.70
Restaurants/Cafe	0.14	0.22
Rights-Of-Way	0.04	0.06
Single Family	9.79	15.32
Stores, 1 Story	9.32	14.57
Vac Institutional	0.30	0.47
Vacant	4.02	6.29
Vacant Commercial	6.13	9.59
Vacant Industrial	0.25	0.39
Vehicle Sl/Serv/Rent	0.33	0.51
Warehouse Stor/Dist	0.39	0.60
<b>TOTAL</b>	<b>63.91</b>	<b>100.00</b>

The current zoning and future land use categories for the study area are shown on the following pages.

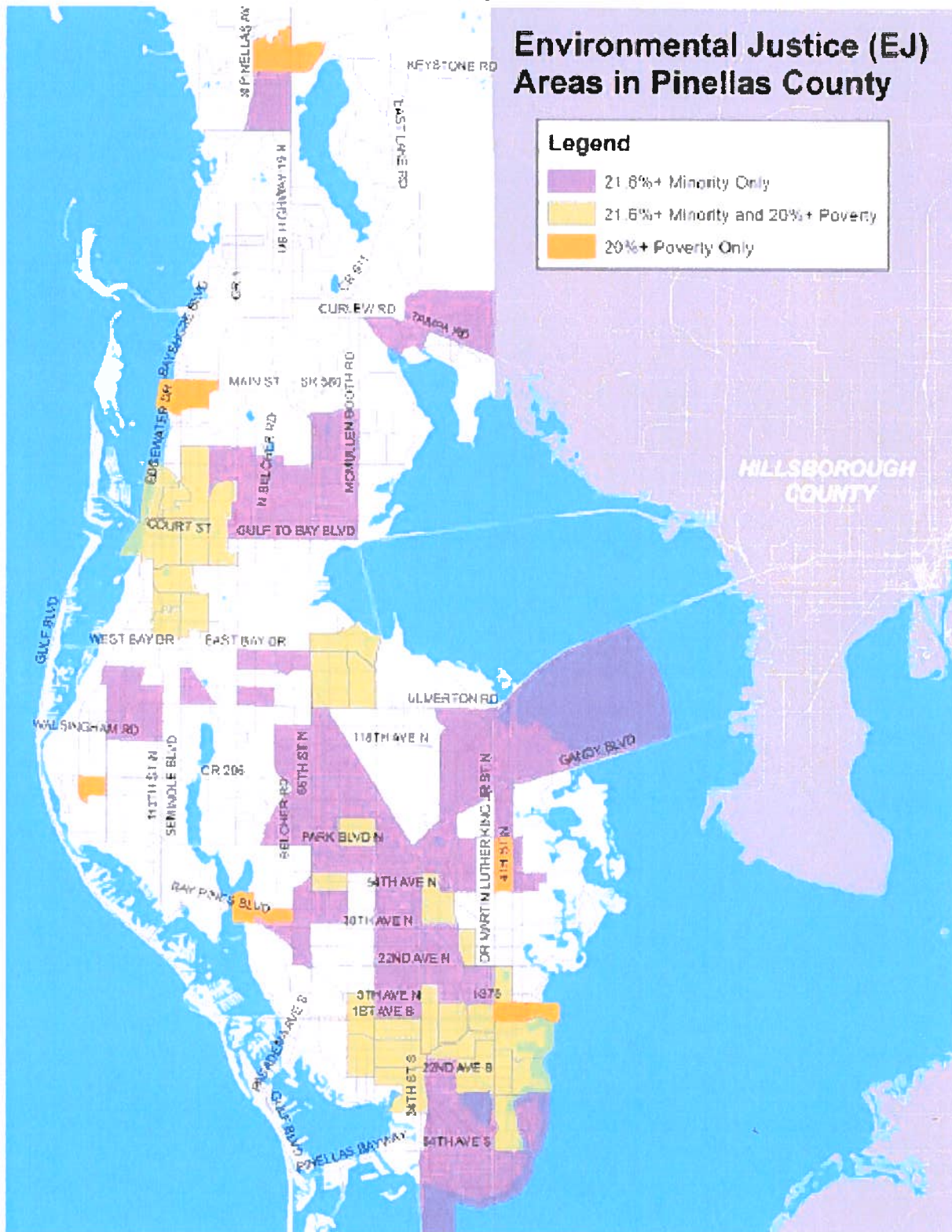






9. Is the project located in an area designated by Forward Pinellas as an environmental justice area? For minority, low income or both?

The entire study area is comprised of both minority and poverty Environmental Justice areas, as noted in the below extracted image from page 4-52 of the 2040 Pinellas LRTP.



<http://forwardpinellas.org/wp-content/uploads/2016/11/2040-LRTP.pdf>

*10. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.*

Transportation Disadvantaged will benefit from the project in multiple ways. Improved lighting will increase the safety of the area and can reduce crashes between motor vehicle drivers and vulnerable roadway users. Connected bicycle infrastructure will make utilizing a bicycle as a means of transportation more appealing and comfortable for riders of all ages and abilities. All of the proposed pedestrian improvements also benefit transit riders, since transit riders typically walk to and from bus stops and a primary aim of the project is to slow motor vehicle speeds and create a better pedestrian environment.

*11. Would you be willing/able to accept a lower grant allocation than the amount you requested? If yes, what is the minimum allocation you would need for the project?*

This is the third time the City has applied for funding to address the critical needs along this corridor. This application has addressed all previous feedback received for the past applications, which is reflected in an application focused solely on the 18<sup>th</sup> Avenue S corridor and by focusing specifically on making improvements to the corridor that would improve safety and support the economic development of the corridor. A lower allocation would introduce further delays as other funding sources would need to be identified to advance the project.

A detailed project scope and associated consultant fee has not yet been developed. The City is committed to covering any additional associated costs should the Concept Planning effort cost more than the requested amount.



18<sup>th</sup> Avenue South Complete Streets Study

Forward Pinellas Complete Streets Program  
Concept Planning Project Application

Support for Application – Included as Attachments

1. St. Petersburg City Council Resolution 2018-624  
(The attached Council material and resolution indicates unanimous approval at the meeting on December 13, 2018. As a sign of the strong support, the item was moved off the Consent Agenda and heard separately as a Good News item, which means it also received a dedicated vote of unanimous approval)
2. City of St. Petersburg Complete Streets Committee
3. South St. Petersburg CRA Citizens Advisory Committee
4. Pinellas County Urban League Young Professionals
5. AARP Florida



**Consent Agenda B  
December 13, 2018**

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

**(Procurement)**

- 2018-619 1. Approving the renewal of a blanket purchase agreement with Tyler Technologies, Inc., formerly Socrata, Inc., a sole source supplier, for software maintenance for the Department of Technology Services, at an estimated annual cost of \$119,941, for a total contract amount of \$262,293.
- 2018-620 2. Accepting a proposal from BLM Technologies of Florida LLC, dba EvolvTec, for computer hardware maintenance and repair, for the Department of Technology Services, at an estimated annual cost of \$40,000, for a total contract amount of \$120,000.
3. ~~Approving a job order to New Vista Builders Group, LLC, to partially renovate the interior of the James Weldon Johnson Community Library (JWJCL). Work is being coordinated by City Engineering & Capital Improvements for the St. Petersburg Library System, at a total contract amount of \$64,903.~~ **[MOVED TO REPORTS AS ITEM F-5]**

**(City Development)**

- 2018-621 4. Authorizing the Mayor, or his designee, to execute a Fifth Amendment to the City of St. Petersburg's September 27, 2007 Lease Agreement with Harborage Marina, L.L.C. ("Lease") in accordance with the voter-approved conditions of Ordinance 336 H, including expansion of the leased premises to allow for a new dock and other improvements and extension of the Lease term to a date no more than 30 years following execution of the amendment (expected November 30, 2048). Requires affirmative vote of at least six (6) members of City Council.
- 2018-622 5. Authorizing the Mayor, or his designee, to execute a five (5) year License Agreement with Robert A. Diaz and Christine Harlan, for an annual fee of \$50.00, to fence a portion of a City-owned property located in Safety Harbor for the City's 36-Inch Water Transmission Main.
- 2018-623 6. Authorizing the Mayor, or his designee, to execute a three (3) year License Agreement between the City of St. Petersburg and the Salvador Dali Museum, Inc. for use of fifty (50) non-exclusive vehicular parking spaces to accommodate employee parking within the Albert Whitted Airport overflow parking area for a use fee of \$1,406.89 per month. Requires affirmative vote of at least six (6) members of City Council.
- 2018-624 7. A Resolution expressing support for the Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program; and providing an effective date. **[Moved for good news]**  
A motion was moved and approved by Councilmember Montanari with a second by Councilmember Gerdes. Roll Call. Ayes. Driscoll. Gerdes. Wheeler-Bowman. Montanari. Kornell. Rice. Foster. Gabbard. Naves. None. Absent. None.

Resolution No. \_\_\_\_

A RESOLUTION EXPRESSING SUPPORT FOR THE COMPLETE STREETS PROJECTS SUBMITTED ON BEHALF OF THE CITY OF ST. PETERSBURG TO FORWARD PINELLAS FOR FUNDING CONSIDERATION WITHIN THE FORWARD PINELLAS COMPLETE STREETS PROGRAM; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City is working to implement a Complete Streets Program where streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

WHEREAS, this City Council has previously stated an intent that all appropriate sources of funding, including city, county, state and federal sources, be drawn upon to implement the City's Complete Streets Program; and

WHEREAS, Pinellas County's Land Use and Transportation planning agency, Forward Pinellas, has developed a Complete Streets Program that is intended to support local governments by "creating an incentive program to encourage the implementation of Complete Streets projects that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan"; and

WHEREAS, Forward Pinellas has recently issued a Call for Applications to solicit projects for funding consideration in two categories, which are Concept Planning and Construction; and

WHEREAS, the City has identified two outstanding candidate projects in each category within the Forward Pinellas Complete Streets Program that meet or exceed the minimum application criteria, and represent the City's best opportunities to be awarded funds from the Forward Pinellas Complete Streets Program; and

WHEREAS, the candidate project in the Concept Planning category is the 18<sup>th</sup> Avenue South Complete Streets project which is intended to review the 18<sup>th</sup> Avenue South corridor within the city limits, considering the various adjacent land uses, and develop a specific plan and preliminary design that best

accommodates all roadway users to further the community goals established in the CRA Redevelopment Plan; and

WHEREAS, the candidate project in the Construction category is the 22nd Street South Complete Streets project which advances the highest-priority project from the Warehouse Arts District Deuces Live Joint Action Plan, and includes streetscape improvements and roadway improvements along 22nd Street from 5th Avenue S to 11th Avenue S that will allow the existing bicycle lanes to be widened to a consistent width for the full length of the corridor; and

WHEREAS, these projects have been endorsed by the City's Complete Streets Committee and relevant local community groups to move forward as the City's candidate projects for the Forward Pinellas Complete Streets Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg that this Council hereby affirms its support of the Complete Streets project submitted on behalf of the City of St. Petersburg to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program.

This resolution shall become effective immediately upon its adoption.

LEGAL:

  
\_\_\_\_\_

00415035

DEPARTMENT:

  
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MEMORANDUM

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To: Forward Pinellas Board Members

From: Cheryl N. Stacks, P.E., PTOE, AICP *CNS*  
St. Petersburg Complete Streets Committee Chairperson

Date: November 14, 2018

Subject: Support for the two Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program

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At its meeting on November 13, 2018, the City of St. Petersburg's Complete Streets Committee voted unanimously to indicate support for the City of St. Petersburg's two applications for funding within the Forward Pinellas Complete Streets Program; our committee member that represents the Forward Pinellas staff recused himself from the vote.

The Committee is excited by the opportunities presented in these two candidate projects that align well with the City's forthcoming Complete Streets Implementation Plan. The City's Concept Planning and Design Application is the 18<sup>th</sup> Avenue South Corridor Study which will review the 18th Avenue South corridor from west of 34th Street to east of 16th Street, completing community engagement and detailed traffic analysis to develop safety and operational improvements to further the goals of the established CRA Redevelopment Plan and determine specific improvements outlined in the draft Complete Streets Implementation Plan. The City's Construction Application is the 22<sup>nd</sup> Street South Corridor Improvements which will implement road way and streetscape improvements along 22nd Street South from 5th Avenue South to 11th Avenue South, that closes existing gaps in the bike lanes and allows the existing bicycle lanes to be widened to a consistent width for the full length of the corridor. The roadway and streetscape improvements are derived from the nearly final Warehouse Arts District Deuces Live Joint Action Plan and the Complete Streets Implementation Plan. Both projects further the goals of the established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

With support from the Forward Pinellas Board, these candidate projects will be catalysts for redevelopment. By providing South St. Petersburg residents with Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for these much-desired projects in South St. Petersburg.



SOUTH ST. PETERSBURG COMMUNITY REDEVELOPMENT AREA  
CITIZEN ADVISORY COMMITTEE  
ECONOMIC DEVELOPMENT DIVISION

City of St. Petersburg  
P.O. Box 2842  
St. Petersburg, FL 33731 2842

December 4, 2017

Ms. Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**Subject: Support by the South St. Petersburg Citizen Advisory Committee for the City of St. Petersburg's Complete Streets Concept Planning Project Application**

Dear Ms. Favero,

On behalf of South St. Petersburg Community Redevelopment Area (CRA) Citizen's Advisory Committee, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Concept Planning Project Application. The proposed Concept Planning Project will review the 18th Avenue South corridor from west of 34th Street to east of 16th Street, completing community engagement and detailed traffic analysis to develop improvements to further the goals of the established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

With support from the Forward Pinellas Board, this Concept Planning Project will delve deeper into the identified study area within the South St. Petersburg CRA, providing preliminary design elements with specificity that can be advanced into a capital program for implementation. By providing South St. Petersburg residents with Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for this much-desired project in South St. Petersburg.

Sincerely,

Dr. Ricardo Davis, Chair  
South St. Petersburg Citizen Advisory Committee



# Pinellas County Urban League, Inc.

## *Building for Equal Opportunity*

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### SUPPORTED BY:



December 4, 2018

Ms. Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Dear Ms. Favero:

On behalf of the Pinellas County Urban League's Young Professionals, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Concept Planning Project Application. The proposed Concept Planning Project will review the 18th Avenue South corridor from west of 34th Street to east of 16th Street, completing community engagement and detailed traffic analysis to develop improvements to further the goals of the established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents and that diversity and inclusion of Americans is part of the plan within the CRA.

As a community service organization, our focus areas are: **Economic and Financial Empowerment, Education, Affordable Housing and Health Initiatives.** On an annual basis, over 27,762 residents in Hillsborough and Pinellas Counties receive services in the areas of youth education, crime prevention, employment, health services, weatherization and home energy assistance. Our focus is help **Empower Communities and Change Lives.**

With support from the Forward Pinellas Board, this Concept Planning Project will delve deeper into the identified study area within the South St. Petersburg CRA, providing preliminary design elements with specificity that can be advanced into a capital program for implementation. By providing South St. Petersburg residents with Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for this much-desired project in South St. Petersburg.

Should you have any questions or require additional information, please feel free to contact me at 727.327.3568 or via email at [whaynes@pcul.org](mailto:whaynes@pcul.org).

Sincerely,

Rev. Watson L. Haynes, II  
President and Chief Executive Officer

WHL:lza

333 – 31<sup>st</sup> Street North  
St. Petersburg, FL 33713

Phone: (727) 327-2081  
Fax: (727) 321-8349

Website: [www.pcul.org](http://www.pcul.org)  
E-Mail: [info@pcul.org](mailto:info@pcul.org)



360 Central Avenue, Suite 1750 | St. Petersburg, FL 33701  
1-866-595-7678 | Fax: 727-561-9570 | TTY: 1-877-434-7598  
aarp.org/fl | flaarp@aarp.org | twitter: @AARPFL  
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Ms. Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**Subject: Support for the City of St. Petersburg's Complete Streets Concept Planning and Construction Application - South St. Petersburg**

Dear Ms. Favero,

As a non-profit, non-partisan social welfare membership organization, AARP enhances the quality of life for all as we age. One way that AARP is driving social changes is by working with communities to adopt an "age-friendly" mindset to make their city a great place for people of all ages. In 2016, the City of St. Petersburg was designated as a member of the World Health Organization/AARP Age Friendly Network of Communities.

Part of that effort is to address transportation needs, which includes work such as complete streets. If this application is approved, we look forward to collaborating with the City of St. Petersburg on their Complete Streets concept planning and streetscape improvements in South St. Petersburg.

By providing South St. Petersburg residents with a network of Complete Streets, it enables greater transportation options. Walkable and bikeable communities allow residents to access work, medical needs, parks, and shopping. All of these are essential to our economy and to residents' well-being.

As AARP's Florida state office, we welcome every effort by any of Florida's cities to become more age-friendly and support the City of St. Petersburg's Complete Streets Concept Planning and Construction Application. We believe that these complete streets projects will help residents of all ages and abilities to better engage with their community.

Sincerely,

Jeff Johnson  
State Director  
AARP Florida

Real Possibilities