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December 12, 2019

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

Dear Ms. Favero,

On behalf of the City of St. Pete Beach, I am pleased to submit the Forward Pinellas Complete Street Concept Plan grant application for the Boca Ciega and Gulf Winds Drive Complete Streets Project. The City is requesting \$70,000 to fund a Complete Street Concept Plan Study for the Boca Ciega and Gulf Winds Drive corridor from 87th Avenue to Gulf Boulevard. The City is committed to a local match of \$30,000.

The goal of the Boca Ciega and Gulf Winds Drive Complete Streets Project is to make it easier for residents and visitors to take transit, walk, or bike to their destinations. The Boca Ciega and Gulf Winds Drive corridor is nestled between the City's two main Economic Emphasis Areas (EEA), which are less than a mile apart. The Boca Ciega and Gulf Winds Drive are considered local roadways and due to their location, lower vehicular traffic, and residential context, it is an ideal corridor, in which the City desires to transform into an inviting, safe, and comfortable street for pedestrians and cyclists. The Boca Ciega and Gulf Winds Drive Project focuses on increasing mobility between neighborhoods and the City's EEAs, in order to reduce vehicular dependence and improve the overall traffic flow, pedestrian circulation, and safety throughout the City's major activity centers. Funding for the study is critical to assist the City in gathering community input and identifying safety and operational improvements, in order to improve mobility for all users along the Boca Ciega and Gulf Winds Drive.

Thank you for the opportunity to apply for funding that will allow the City of St. Pete Beach address the mobility needs of our community. As the project contact, please direct correspondence concerning the grant application to me at Mgonzalez@stpetebeach.org or by phone at (727) 363-9213.

Sincerely,



Michelle Gonzalez
Director of Transportation and Parking

Boca Ciega & Gulf Winds Drive: Envisioning Complete Streets

**Forward Pinellas
Complete Street
Program 2019**

Concept Planning Application



City of St. Pete Beach Background / Problem Statement

Incorporated in 1957, the City of St. Pete Beach combined the communities of Pass-a-Grille, Belle Vista, St. Petersburg Beach and unincorporated Pinellas County. The City of St. Pete Beach is a small coastal community on the Gulf of Mexico known for its outstanding beaches and strong tourism trade. The City's beaches, hotels, and historic resources attract tourists and visitors from all over the world. The City has a population of approximately 10,000 residents; however, the total population quadruples to over 40,000 seasonally within a geographic area of only 2.2 square miles of land.

The City has a high concentration of resorts, hotels, and other tourist accommodations, many of which are aging and in need of redevelopment. St. Pete Beach has experienced very little meaningful investment or reinvestment in its core resort and commercial areas during the past 30 years. The lack of reinvestment can primarily be attributed to previously outdated regulatory scheme and development patterns that no longer support the needs of residents or visitors, and further, was not environmentally sustainable. Over time in the City's history, the resident population has become more permanent and less seasonal, which requires a different approach to the design of the public realm. With the exception of new residential construction, most of the core resort and commercial areas consist primarily of older structures that fail to comply with current building and safety codes, flood protection and management regulations, environmental regulations, as well as modern open space and design standards. There is a substantial need to improve the function of the public realm - streets, sidewalks, public facilities and off-street parking - in terms of safety, environmental and aesthetic design to create a quality sustainable community for residents and visitors alike.

This slow and steady decline in the number and quality of resorts, hotels, and other tourist accommodations is also reflected in the decline and attrition of local businesses on Gulf Boulevard and within the traditional historic shopping district located on Corey Avenue, which serves residents and visitors but is primarily supported by tourists.

In addition, many of the City's main street corridors have narrow, poorly maintained sidewalks; virtually no landscaping; substandard lighting; inadequate and substandard bike lanes; insufficient pedestrian crosswalks; and too many curb cuts that are too wide with a curb cut approximately every 15 feet. These conditions leave the pedestrian and bicyclist feeling unsafe and unprotected from passing cars. The character of many streets in the City, in terms of both safety and aesthetics, is not only a deterrent to reinvestment, but lack almost all the amenities and improvements of a quality livable community.



City of St. Pete Beach Complete Streets Solution

In 2012, the City of St. Pete Beach underwent an update to the City's Comprehensive Plan to reevaluate the City's planning policies and development patterns to create new policies that will guide the future development of the City in a manner that supports the needs of residents or visitors, and transforms St. Pete Beach to an environmentally sustainable community.

During the updates to the Plan, the City held several citizen input sessions to understand what is most important to residents and business owners. The results of the citizen input sessions determined that there is a strong desire by both residents and multi-generational local hotel and motel owners to preserve the heritage of the City as a tourist destination because it is the foundation of the local economy and it offers the residents a diversity of services and amenities. Citizens also expressed a need and desire to create a more environmentally friendly and sustainable community, that will improve the quality of life for residents and visitors by requiring the City to establish goals and objectives promoting Green practices and strategies for redevelopment.

One of the main views expressed was the desire to rebuild the City into a "walkable" community that provides safe and comfortable pedestrian, bicycle, trolley and other environmentally-friendly modes of mobility that will reduce greenhouse gas emissions, improve air quality, encourage outdoor fitness initiatives for a healthier community, and lastly reduce traffic congestion and automobile dependency in St. Pete Beach.

This feedback played a crucial role in the Comprehensive Plan update and significant changes were incorporated in updates to the Future Land Use, Transportation, and Capital Improvement elements of the Plan. These elements were updated to include policies that focus on transforming our roadways to multi-modal use corridors and aided in identifying key Economic Emphasis Areas (EEA) and Complete Street Roadway projects that will encourage and connect residents and visitors to use alternative mobility options that are safe, comfortable and provide continuous pedestrian and bicycle pathways linked to the downtown areas, recreational facilities, activity and entertainment centers and the beach.

The City understands that urban revitalization efforts consider transportation, land uses, and all surrounding networks to create the best environment that is most beneficial to the community. By investing in complete streets improvements that link and support the City's Economic Emphasis Areas, the City hopes to improve the local economy, restore historic buildings and structures, and create vibrant streetscapes for all to enjoy.

Boca Ciega and Gulf Winds Drive Complete Streets

The City of St. Pete Beach is seeking funding assistance through the Forward Pinellas Complete Streets Program to develop a Complete Street Concept Plan Study for Boca Ciega Drive from 87th Avenue to 70th Avenue and along Gulf Winds Drive from 70th Avenue to Gulf Boulevard. The total project length is about 1.5 miles.

Currently, the roadway conditions along the 60 ft. right-of-way of Boca Ciega and Gulf Winds Drive leave pedestrians and bicyclists feeling unsafe and unprotected from passing cars. There are no bicycle facilities along the corridor to support safe bicycling and sidewalk connectivity is only provided along the west side of the street and is not ADA compliant. In addition, street intersections along the corridor are missing proper crosswalk markings needed for adequate pedestrian safety. The roadway also lacks proper pedestrian lighting and landscaping, which make the pedestrian realm feel more comfortable, safer, and inviting. The Boca Ciega and Gulf Winds Drive corridor is missing almost all the amenities of a quality livable street and has the potential to be an ideal corridor to support safe bicycle and pedestrian mobility that connects residents, visitors, and tourist to the City's major activity centers.

The Boca Ciega and Gulf Winds Drive corridor is a primary roadway within the City of St. Pete Beach that connects various residential communities directly to the City's two main commercial corridors, which the City has identified as Economic Emphasis Areas (EEA). These two emphasis areas are the Corey Avenue District and the Gulf Boulevard Commercial Area. This roadway is unique to the City, not only because it connects many residences to both EEAs, but it also has the potential to act as a safe and more comfortable alternate route for pedestrians and cyclists traveling between both commercial areas without having to use Gulf Boulevard, the City's busy main arterial road. In addition, the Boca Ciega and Gulf Winds Drive corridor also links the community to the St. Pete Beach Community Center. The Community Center offers residents and visitors a wide variety of aquatic and recreational programs catered toward young children, adults, and seniors. In FY 2019, the City's Community Center recreational program had over 112,000 participants. Furthermore, the corridor also provides connectivity to 8 outdoor pocket parks; various restaurants and shops along Corey Avenue and Gulf Boulevard; educational and religious facilities, such as Gulf Beaches Elementary School and St. Albans Episcopal Church and Day School. Lastly, it also provides connectivity to the St. Pete Beach Library, which in FY 2019 visitors of the library borrowed over 150,000 library materials.

The City of St. Pete Beach believes the Boca Ciega and Gulf Winds Drive corridor has the potential to bring about transformative change and desires to redesign the corridor to create a "walkable" streetscape that is supportive of alternate modes of mobility and the surrounding land use. The primary goals of this project are:

- Achieve balanced and increased accessibility and connectivity within the corridor and surroundings area land use for all users

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- Improve safety and reduce the number of accidents along the corridor
 - Create a competitive advantage for existing businesses and support future growth
 - Promote active living by providing access and interconnectivity throughout the City
 - Invest in equitable transportation projects as a catalyst for encouraging economic revitalization and reinvestment surrounding the corridor
 - Enhance safety, comfort, and functionality of the corridor for all users, especially pedestrians, bicyclists, and transit riders
 - Improve multimodal connectivity between the City's two main commercial districts
 - Provide transit and non-motorized access to those who cannot or choose not to drive; such as those who are socially, economically or physically disadvantaged

Residents and businesses understand the potential to make Boca Ciega and Gulf Winds Drive safer, more livable, and a better street to stimulate economic growth. Complete Streets improvements on Boca Ciega and Gulf Winds Drive would work in harmony with a broad spectrum of City and Countywide plans, especially those addressing walking, biking, transit connectivity to Downtown and other Activity Centers. The Project will include a community-based planning process to reimagine mobility and accessibility surrounding the Project corridor.

The intent of the City of St. Pete Beach's Complete Streets application is to promote transportation improvements that serve as a catalyst for transformative changes within and connected to the Boca Ciega and Gulf Winds Drive Complete Streets Project. The estimated cost of the Concept Planning Study is \$100,000. The City of St. Pete Beach is requesting \$70,000 in grant support and is providing a \$30,000 local match.

Forward Pinellas Complete Streets Concept Plan- Call for Application Questions

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.);

Narrow five (5) foot sidewalks are found primarily along the west side of Boca Ciega and Gulf Winds Drive. There are various segments along the west side of the corridor where the sidewalk is interrupted. The sidewalk network does not meet ADA standards, as it lacks curb ramps and detectable warning pads. There are no sidewalks on the east side of the project limits, except for the segment of Boca Ciega Drive between 75th and 73rd Avenue, which is the only portion of the roadway where sidewalks are present on both sides. Crosswalk markings are also missing at many intersections along the corridor.

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

Currently, there are no bicycle lanes, multi-use trails, or other bicycle facilities along Boca Ciega and Gulf Winds Drive.

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

Yes, sidewalks are located along various intersecting roadways that truncate the project limits, such as on 75th Avenue and Corey Avenue. Bicycle lanes are located along Blind Pass Road from north of 93rd Avenue to 75th Avenue, which run parallel to Boca Ciega Drive. Lastly, bike lanes are also present along Gulf Boulevard, which in the future will create a connected network through Gulf Winds Drive between the Corey Avenue District and the Gulf Boulevard Commercial Area.

Please see **Exhibit A** Project Location Map for more information on sidewalk and bicycle connectivity.

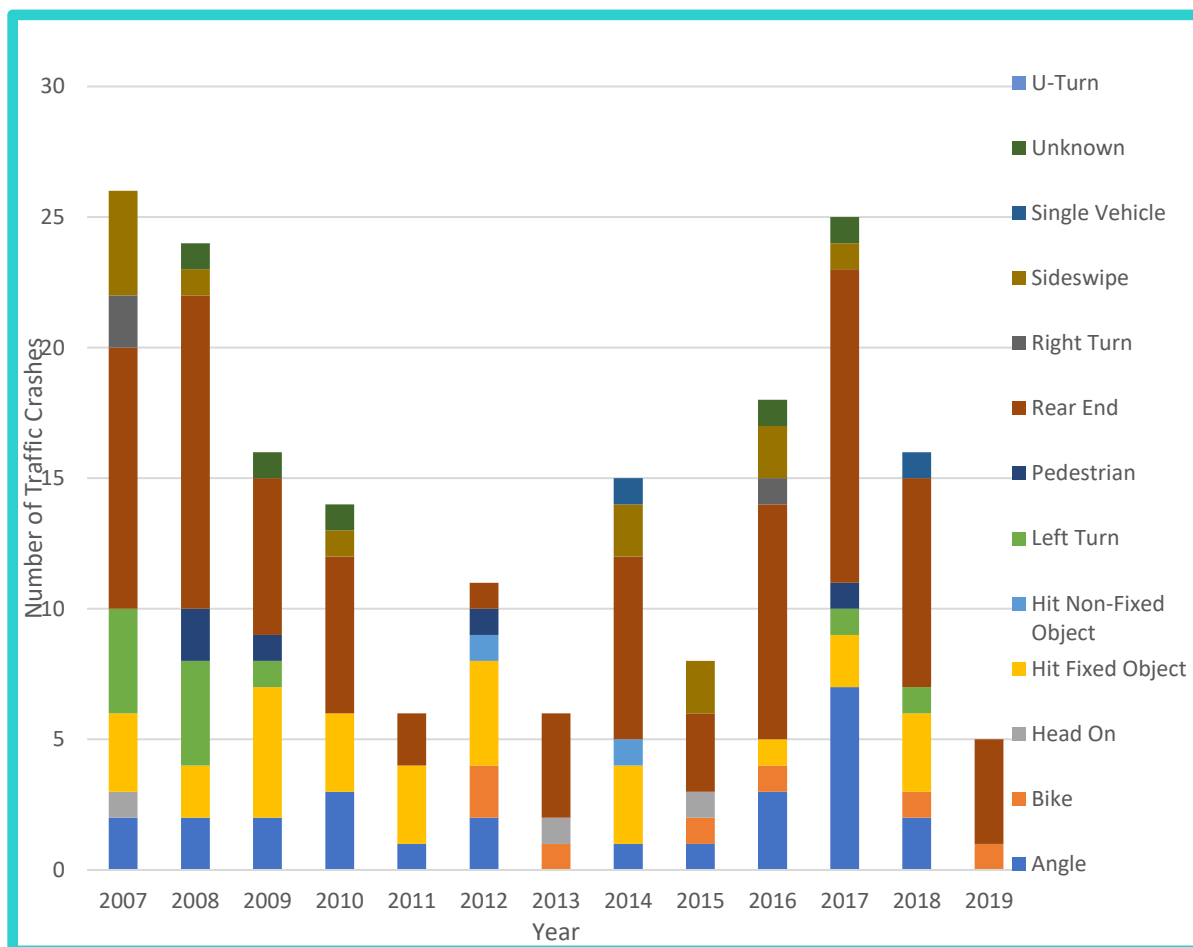
d) Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.).

Based on available crash data, between the period between 2007- 2019, there have been 190 recorded accidents along Boca Ciega and Gulf Winds Drive. Majority of accidents were located either at the intersection of Boca Ciega and 75th Avenue or

Gulf Winds Drive and Gulf Boulevard. There have been 12 documented accidents along Boca Ciega and Gulf Winds Drive, which involved a pedestrian or bicyclist. The chart below summarizes the traffic crashes per year along the project corridor by crash type.

As part of the work to be completed under the Concept Plan study, a corridor safety and operational analysis will be conducted to assess and determine the best treatments at problem intersections to improve safety for bicycle, pedestrian, and vehicular movements.

Boca Ciega and Gulf Winds Drive Traffic Crashes per Year by Crash Type



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

Although there is no existing transit service that runs along the project corridor, the Boca Ciega and Gulf Winds Drive Complete Streets Project will enhance pedestrian and bicycle connectivity to and from transit stops and major activity centers along 75th Avenue, Gulf Boulevard, and Blind Pass Road.

Existing transit routes operate parallel to Boca Ciega and Gulf Winds Drive, along Blind Pass Road and Gulf Boulevard. These routes are the Suncoast Trolley, which operates Monday through Sunday with 20-minute headways, the Central Avenue Trolley, which operates Monday to Sunday with 20-minute headways, and Route 90 Commuter Service, which operates during peak hour periods from 7:00 am to 9:30 am and 4:00 pm to 6:00 pm.

In addition, the Central Avenue Bus Rapid Transit (BRT) Service is planned to begin operating in 2021 and will run along 75th Avenue down to Gulf Boulevard to the County Beach Access Park. The proposed BRT service will operate every 15 minutes from 6 am to midnight providing transit riders a quick connection between the St. Pete Beach and Downtown St. Petersburg. The project is projected to attract more than 4,500 riders per day.

See **Exhibit B** for detailed transit schedules and routes.

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

The Transit-Oriented Land Use Vision Map located within the Countywide Plan for Pinellas County (Countywide Plan) Strategies identifies those areas of the County most able to accommodate higher densities and intensities in coordination with transit service and other multimodal transportation, including Activity Centers and Multimodal Corridors. On this map, 75th Avenue and Gulf Boulevard are highlighted in gray, as Premium Transit Corridor. The Boca Ciega and Gulf Winds Drive corridor intersects 75th Avenue and runs parallel to and connects to Gulf Boulevard. Improving pedestrian and bicyclist mobility along Boca Ciega and Gulf Winds Drive will help support better access to transit and assist with addressing first and last mile issues by providing a safer and more comfortable route that connects the City's permanent and seasonal residents to transit stops and activity centers on 75th Avenue and Gulf Boulevard.

The Transit-Oriented Land Use Vision Map also depicts the City of St. Pete Beach as a Major Activity Center within the region. The City's major activity centers are the Corey Avenue District and the Gulf Boulevard Commercial Area. The Boca Ciega and Gulf Winds Drive corridor provides a safer direct route for pedestrians and bicyclists that supports connectivity between both major activity centers within the City. See **Exhibit C** Transit-Oriented Land Use Vision Map.

g) Is the project within an adopted Community Redevelopment Area (CRA)?

The Boca Ciega and Gulf Winds Drive Complete Streets Project is not considered to be within an adopted Community Redevelopment Area (CRA). Although the project is not within a CRA, it lies between the City's two main commercial corridors, which are identified by the City as Economic Emphasis Areas (EEA). These two emphasis areas are the Corey Avenue District and the Gulf Boulevard Commercial Area. The segment of Boca Ciega Drive from 77th Avenue to 73rd Avenue lies directly within the Corey Avenue District. The City of St. Pete Beach adopted the Corey Avenue District Plan in 2015. The focus of the plan is to guide development in both the public and private realms toward an enhanced, more pedestrian-friendly downtown

environment. The vision and goal for the Corey Avenue District is to meet the needs of residents and further the ideal of quality communities, as a function of living, working, and recreation opportunities. The design and functionality of the Corey Avenue District will have a renewed focus on livable community strategies that focus more on people and less on motor vehicles with community improvements and site design that values connectivity; safe and attractive gathering places; functional and attractive design; and alternative mobility options.

Currently, the City is working on several projects that will improve walkability and the aesthetics of Corey Avenue to transform it into an inviting vibrant downtown hub, which are expected to generate and attract new businesses and development to the City's downtown center. The Boca Ciega and Gulf Wind Drive Complete Streets project will help further the City's current efforts by creating an enhanced network supporting alternate mobility options that connects the residential community to the City's downtown, as well as better connecting the large resort area off of Gulf Boulevard to the Corey Avenue District. See **Exhibit D** Corey Avenue District Plan Map.

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

The Boca Ciega and Gulf Winds Drive Complete Streets project supports the City's economic development and redevelopment strategy by applying urban revitalization efforts that link transportation and land uses to create a surrounding network of complete streets improvements that connect and support the City's Economic Emphasis Areas (EEA), and in turn act as a catalyst to draw in private investment to improve the local economy, restore historic buildings, and create vibrant streetscapes for all to enjoy. The investment communities make in implementing complete streets projects can stimulate far greater private investment, especially when the improvements are made in or near retail districts and downtowns, where pedestrians and cyclists feel unwelcome.

The goal of the Boca Ciega and Gulf Winds Drive Complete Streets Project is to make it easier for residents and visitors to take transit, walk, or bike to their destinations. The Boca Ciega and Gulf Winds Drive corridor is nestled between the City's two main EEAs, which are less than a mile apart. To the south of Gulf Winds Drive along Gulf Boulevard is the Gulf Boulevard Commercial Area and to north along Boca Ciega Drive is the Corey Avenue District. The City desires to utilize this corridor as a direct link between both major activity centers for pedestrians and bicyclists. Boca Ciega and Gulf Winds Drive are considered local roadways with an AADT of 3,100 vehicles. Due to its location, lower vehicular traffic, and residential context, it is an ideal corridor, in which the City desires to be transformed into an inviting, safe, and comfortable street that encourages pedestrian and bicycle mobility between the City's major activity centers. The alternative route option for walking and biking, linking both activity centers is through Gulf Boulevard, a much more congested roadway, currently designed to prioritize vehicular movement. The Boca Ciega and Gulf Winds Drive Project focuses on increasing pedestrian linkages between neighborhoods and the City's EEAs, in order to reduce vehicular dependence and improve the overall traffic flow, pedestrian circulation, and safety throughout the City's main activity centers.

Another focus of this project is to draw in more sustainable tourism. When communities and their downtowns are walkable, they capture a greater share of tourist dollars, as visitors are interested in experiencing community life. Places where visitors and residents alike feel community pride and activity, are increasingly likely to be strong economically. Walkability is very good for business, especially tourism-oriented businesses. In fact, it is hard for people to spend money when they are in a car, so getting tourists out of their cars is a key to sustainable tourism and increased business. Increasing tourism not only helps the local economy in St. Pete Beach, but it also helps to support the regional economy, as well. As the hotel, restaurant, and retail industries grow in St. Pete Beach, they create more job opportunities for those living in the surrounding regional area.

Providing better access to people who walk, take transit, and ride bicycles means encouraging more people to visit and shop on a street. By making all travel options attractive, the Boca Ciega and Gulf Winds Drive Complete Streets Project can help reduce congestion costs, improve real estate values, incentivize private investment, increase tourism and create more jobs.

Lastly, implementing complete streets projects also has economic benefits even before the projects are finished. A report published by Smart Growth America found that roadway improvement projects, which include bike and pedestrian facilities create more jobs during construction than those that are only designed for vehicles, per dollar spent.

i) Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?

Yes, the project corridor has street lighting, however lighting is poor in many areas along the corridor. The concept plan study will review the existing lighting to identify locations where lighting is needed to be repaired, enhanced, or added.

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

Attached to the application under **Exhibit E** is a copy of the resolution passed by the City of St. Pete Beach Commission, in which the City Manager is authorized to apply for the Forward Pinellas Complete Streets Grant and if awarded execute an agreement with Forward Pinellas and expend budgeted funds.

The estimated cost of the Concept Planning Study is \$100,000. The City of St. Pete Beach is requesting \$70,000 in program support and is providing a \$30,000 local match. Attached under **Exhibit F** the project scope and schedule are included.

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

A key objective of this project is the increased safety of all people traveling to, from, and between the Corey Avenue District and the Gulf Boulevard Redevelopment District, especially the most vulnerable people such as children, elderly, and people

with disabilities. The project aims to increase the number of people who feel comfortable enough to walk, bike, and ride transit for everyday needs.

The Boca Ciega and Gulf Winds Drive corridor is a primary roadway within the City of St. Pete Beach that connects various residential communities directly to the City's two main Economic Emphasis Areas. This roadway is unique to the City, not only because it connects many residences to both emphasis areas, but it also has the potential to act as a safe and more comfortable alternate route for pedestrians and cyclist traveling between both major activity centers without having to use Gulf Boulevard, the City's main arterial road. In addition, the Boca Ciega and Gulf Winds Drive corridor also links the community to the St. Pete Beach Community Center. The Community Center offers residents and visitors a wide variety of aquatic and recreational programs catered toward young children, adults, and seniors. In FY 2019, the City's Community Center recreational program had over 112,000 participants. Furthermore, the corridor also provides connectivity to 8 outdoor pocket parks; various restaurants and shops along Corey Avenue and Gulf Boulevard; and educational and religious facilities, such as Gulf Beaches Elementary School and St. Albans Episcopal Church and Day School. Lastly, Boca Ciega and Gulf Winds Drive provides connectivity to the St. Pete Beach Library, which in FY 2019 visitors of the library borrowed over 150,000 library materials.

A complete sidewalk network, wider sidewalks (in some locations), and better separation of the pedestrian realm from vehicular travel lanes would improve pedestrian safety and comfort. The project aims to improve ADA accessibility; add crosswalk markings; add pedestrian countdown timers at signalized intersections; add and improve pedestrian scaled lighting; reduce conflicts at driveways and add landscaping with canopy trees that provide shade and comfort for pedestrians. Enhanced sidewalks and crossings would make safer walking environments for numerous children who travel the corridor to school and to the City's Community Center. The project will also seek to reduce travel lane widths to encourage slower vehicular traffic, add curb extensions, and possibly roundabouts in suitable locations to create shorter crossing distances to accommodate non-motorized travel. Vehicle-to-vehicle conflict points in a roundabout configuration reduces the potential for severe injuries and fatalities, as compared to conventional intersections.

Better integration of transportation facilities for all modes of travel, as a result of complete street improvements would improve overall mobility within the Project corridor and the surrounding areas. Complete pedestrian and bicycle facilities and safer, more convenient means of crossing at Boca Ciega and Gulf Winds Drive would make the street more appealing for non-motorized travel. Also, the addition of bicycle lanes would help take bikes off sidewalks. Bicycle parking opportunities are identified in the Corey Avenue District Master Plan and would encourage biking to local destinations.

Accessibility means the ability for people to get to where they want to go safely, and efficiently. The Boca Ciega and Gulf Winds Drive Complete Streets Project will substantially enhance the ability to arrive at a destination by a variety of modes. There are a wide variety of daily destinations for living, working, shopping, exercise, socializing and healthcare within walking distance of Boca Ciega and Gulf Winds

Drive. Accessibility to these and many other destinations in a single journey would greatly improve through the implementation 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.**

The Boca Ciega and Gulf Winds Drive Complete Streets Project lies between the City's two Economic Emphasis Areas (EEA). The first EEA is the Corey Avenue District. The objective of this District emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide: quality neighborhood, government and commercial services in the City's traditional historic shopping district by creating a live, work, shop, dine and play main street. Another focus of this District is to create quality residential neighborhoods surrounding the core commercial areas by reducing commercial encroachment into those residential neighborhoods and by establishing increased open space and buffering between residential and nonresidential uses.

Local planning requirements encourage mixed-use development in the Town Center District (TC-1), illustrated on the map included in **Exhibit A**. This district runs along Boca Ciega Drive from approximately 77th Avenue to the mid-block of Corey Avenue and 73rd Avenue. The TC-1 also requires that buildings be located no more than 15' from the property line fronting along Boca Ciega Drive.

The Commercial Corridor Blind Pass Road District (CC-1) just north of TC-1 encourages mixed-use to an extent, but the Code only permits commercial, if the property fronts on Blind Pass Road, which would require property assemblage. The Downtown Core Residential District (DCR), which runs just south of TC-1 for approximately a block, also allows limited commercial facilities like restaurants with City Commission approval.

The City has at least two standards in its Code to enable reduction in surface parking along the CC-1, TC-1, and DCR portions of the corridor: The first standard states changes in use do not require additional parking to be provided, if the building is not expanded and if the site cannot accommodate additional parking. The second standard states, new development or site redevelopment allows for the owner to pay into a City fund to provide parking elsewhere in the downtown area, as approved by the City Commission.

To the south of Gulf Winds Drive along Gulf Boulevard is the City's Gulf Boulevard Commercial Area. This commercial area is focused on encouraging revitalization and redevelopment of primarily temporary lodging uses, such as resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard. It also

focuses on providing commercial and mixed-use retail/residential uses on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district. The Gulf Boulevard Commercial Area is desired to be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.

As part of the Gulf Boulevard Commercial Area there are four (4) associated emphasis areas, one of which is the Large Resort District (LR), which sits directly across from Gulf Winds Drive along Gulf Boulevard. This District is devoted almost exclusively to larger resort temporary lodging uses that occupy approximately 84% of the land area within the District. There are five (5) existing high-rise multi-family residential condominiums in the District that likely will not be redeveloped in the foreseeable future. In addition, there are a very limited number of properties along this 0.9-mile strip of Gulf Boulevard that could potentially redevelop as large-scale temporary lodging uses that may be eligible for increased height and density. Many of the policies and regulations in place for this District, align with the Forward Pinellas Countywide Plan Strategies. For example, the LR restricts and discourages land use plan amendment that convert temporary lodging uses to permanent residential uses, and it provides for the revolutionization and retention of temporary lodging, which aligns with County Plan Strategy LU 10.1 and LU 10.2. Moreover, the LR District encourages and allows for street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public. Under this land use, temporary lodging facilities going through redevelopment or new construction should provide opportunities for public beach access by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Furthermore, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways. The Boca Ciega and Gulf Winds Drive Complete Streets Project will further support this initiative by connecting the City's residences with a safe route to access the beach at public entry points created by new or redevelopment of temporary lodging facilities.

This area is starting to experience reinvestment focused on improving temporary lodging facilities along Gulf Boulevard. Recently, the Tradewinds Hotel was purchased by a South Florida property investment firm, which seeks to renovate the hotel. Another temporary lodging facility, the Howard Johnson Hotel was recently purchased by an investment group, whose plans to renovate and expand the hotel was approved by the City Commission.

Another emphasis area part of the larger Gulf Boulevard Commercial Area is the Activity Center District, which is located just south of Gulf Wind Drive along Gulf Boulevard. The policies established in the Activity Center District are intended to encourage commercial revitalization through reinvestment and redevelopment throughout the District. The primary focus of commercial redevelopment is Dolphin Village Shopping Center, which is the most significant commercial hub on Gulf Boulevard. The Activity Center is a primary commercial core of the City and needs

revitalization, not a change of core character. Exclusive residential use is prohibited in this district. Commercial redevelopment will be encouraged in a manner that will serve the retail service needs of residents and visitors alike for several decades into the future.

As a result, a more comprehensive and unified approach to commercial redevelopment will be encouraged by allowing a secondary residential component if certain minimum standards are met. One important requirement is the assembly of land to reduce the existing number of smaller lots and provide opportunities for unified redevelopment that reduces curb cuts on Gulf Boulevard that will result in improved traffic flow and reduced vehicular-pedestrian conflict.

Lastly, mixed-use is also encouraged to an extent on the west side of Gulf Winds Drive from approximately 67th Ave to the Gulf Boulevard terminus. This area is located within the Commercial Corridor Gulf Boulevard District (CC-2). As with CC-1, the CC-2 requires property assemblage in many cases as properties containing commercial uses must front along Gulf Boulevard. Since the CC-2 has a maximum 20' front setback standard for commercial, it is likely parking would be in the rear (along Gulf Winds Drive.). Although parking would most likely be placed along Gulf Winds Drive, it is required that parking facilities should provide pedestrian connectivity with a separate path

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.

Yes, it is expected that the Boca Ciega and Gulf Winds Drive Complete Streets Project will move forward for construction. The projects are listed in the City's 5-year Capital Improvement Plan, as two separate projects for design in FY 2021 and FY 2022 and construction in FY 2023 and FY 2024.

The estimated timeline for the completion of the Concept Plan Study is about 10 months. The project schedule is included under **Exhibit F**.

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

There are 8 vacant parcels along the project corridor.

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

The City of St. Pete Beach has nearly reached build-out and has a high concentration of resorts, hotels, and other tourist accommodations, many of which are aging and in need of redevelopment.

While the City's landowners are poised for growth, the city infrastructure system is not. Very little of the redevelopment or renovation can move forward due to limitations in the City's sanitary sewer system. In 2016, the City effectively declared

a moratorium on new hotel development on Gulf Boulevard in St. Pete Beach. The existing overburdened sewer system has reached capacity and occasionally leaks onto city streets, onto the beach and into waterways in the wake of heavy storms.

The moratorium has had a significant impact on the St. Pete Beach economy. With a small geographic area, each commercial property plays an important role in the economic base of the City. Like every other community, the City was deeply impacted by the 2008 drop in the real estate market. However, while the City has participated in the rebounding real estate market, it has not experienced the growth of other communities due to the limitations of the sanitary sewer system.

While neighboring coastal cities have cranes and active construction sites, redevelopment and growth in St. Pete Beach remained stalled until the sewer system expansion project is complete. This has left many properties and businesses around the City's major activity centers underutilized and vacant for quite some time and creating a latent demand for redevelopment in the City.

In January 2020, the City will begin the Gulf Boulevard sanitary sewer project, which once completed, will lift the moratorium and it is anticipated that the City will begin to experience development and redevelopment at an accelerated rate.

This project will help to support the vacant and underutilized properties, by improving mobility and connectivity between these properties to the neighboring residential community, various major activity centers, and transit stops surrounding the project corridor.

The Boca Ciega and Gulf Winds Drive Complete Streets project will transform the roadway into an inviting streetscape that will complement and incentivize developers to invest in projects that will make St. Pete Beach into a walkable community, improve the local economy, restore historic buildings and structures, and create vibrant streetscapes for all to enjoy.

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.

The land use categories within ¼ mile of the project corridor are as follows:

- Residential (Activity Center Condos, Downtown Core Residential, and Residential Districts) – 60.95%
- Commercial (Commercial Corridors and Commercial Districts)- 5.22%
- Institutional- 0.14%
- Resort (Large Resort and Resort Facilities Medium)- 20.96%
- Mixed Use (Residential Office Retail District and Town Centers)- 12.60%
- Recreational/Open Space- 0.10%
- Utilities- 0.03%

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

The project location is not located in an environmental justice area designated by Forward Pinellas.

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

The transportation disadvantaged population would benefit from this project in multiple ways. First, the project intends to improve sidewalk ADA accessibility. It is often difficult or impossible for a person using a wheelchair, scooter, walker, or other mobility device to cross a street, if the sidewalk on either side of the street ends without a curb ramp. It is also dangerous. If curb ramps are not provided, these individuals are forced to make a difficult choice. They can either stay at home and not go to their chosen destination, or they can risk their personal safety by using their wheelchairs, scooters, or walkers to travel alongside cars and other vehicles in the streets.

In addition, the project will improve safety for school children attending Gulf Beaches Elementary School and St. Alban's Day School. The school area during morning and afternoon periods create a lot of congestion and disorganized traffic, which make it a dangerous environment for children. The Concept Plan Study will include an assessment to improve the traffic circulation and connectivity to the schools, so that it is safer for the children attending the elementary and day schools.

The project will also help the aging population of St. Pete Beach. In 2017, the median age of residents living in St. Pete Beach was 59 years old and it is projected that by 2022 the median age of the City's residents will increase to 62 years old. Furthermore, 60% of the City's population is 50 years old or older. This mean the City needs to start planning and investing in projects and programs that will allow its residents to age in place. The Boca Ciega and Gulf Winds Drive Complete Streets Project will focus on supporting aging in place initiatives by enhancing the walkability of our streets with ADA accessible sidewalks; landscaping that provide tree canopy coverage for shade; the addition of adequate street lighting for safety, extending pedestrian signal timing to allow for elderly and children to cross with ease; place additional pedestrian crossing signage, crosswalk markings and wayfinding signage to guide pedestrians and motorist; and create more street networks that provide safe access to transit. The project will also improve access to the City's Community Center and Public Library, which provides many programs and activities catered to seniors.

Complete street projects help to create active and healthy communities. Sixty-five (65) percent of residents are more likely to walk for exercise or to a nearby destination on streets that provide sidewalks. Easy access to transit and networks of connected bicycle lanes encourage physical activity and can help reduce health care costs and improve longevity.

Lastly, the project will benefit people of low income who commute to St. Pete Beach for work, by adding bicycle infrastructure and enhancing sidewalk connectivity along

the Boca Ciega and Gulf Winds Drive. This will help support better access to transit stops along 75th Avenue, Blind Pass Road and Gulf Boulevard, while also improving accessibility to the City's major activity centers.

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?

Yes, the City is willing to accept a lower grant allocation than requested, although this would require the City to modify the scope to reduce the study cost. The minimum allocation the City would need for the project is \$50,000.

Exhibit A

Project Map



0 700 1,400
Feet

Gulf Winds Drive/Boca Ciega Drive 60 FT RIGHT-OF-WAY TYP.

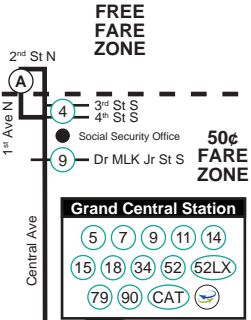
Legend

	Gulf Winds Dr/Boca Ciega Dr		RFM: Resort Facilities Medium District
	Sidewalks		RFM/P: Resort Facilities Medium/Preservation
	Bike Lanes		RLM-1: Residential District
	Traffic Crashes Reported 2002-2019		RLM-2: Residential District
	Vacant Parcels		RM: Residential District
Land Use			ROR: Residential/Office/Retail
	AC: Activity Center District		R/OS: Recreation/Open Space
	CC-1: Commerical Corridor Blind Pass		R/OS/P: Recreation/Open Space/Preservation
	CC-2: Commercial Corridor Gulf Blvd		RU-1: Residential District
	CG-2: Commercial District		RU-2: Residential District
	DCR: Downtown Core Residential District		TC-1: Town Center Corey
	INS: Institutional District		TC-2: Town Center Corey Coquina West and Corey Circle
	LR: Large Resort District		TU: Transportation Utility
	LR/P : Large Resort/Preservation		UBV: Upham Beach Village



Exhibit B

Transit Service Maps

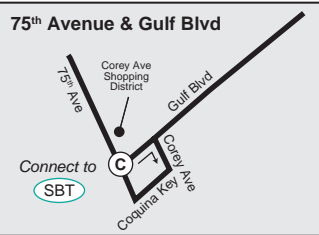


FARE ZONES

Fares on this route depend upon where you board the trolley. When traveling **westbound**, **pay when you exit** based upon the zone you're in. When traveling **eastbound**, **pay when you board** based upon the zone you're in. Seniors and riders with disabilities may ride for half fare in the \$2.25 zone (\$1.10) with valid ID. Youth and Student reduced fares are accepted. GO Cards are accepted for all trips.

Legend

- Timepoint
- Central Avenue Trolley
- Fare Boundary
- Landmark
- Intersecting Street & Bus Route
- Direct Connect Stop



* (90) also operates along CAT route west of Grand Central Station

Central Avenue Trolley

BAY SHORE DR TO
ST. PETE BEACH/DON CESAR

ST. PETE BEACH/DON CESAR
TO BAY SHORE DR

MONDAY - FRIDAY

(A)	(B)	(C)	(D)	(D)	(C)	(B)	(A)
Depart 1st Ave N & 3rd St N	Grand Central Station	75 Ave & Gulf Blvd	Don Cesar	Don Cesar	75 Ave & Gulf Blvd	Grand Central Station	Arrive 1st Ave N & 3rd St N
—	—	—	—	—	6:20	6:38	6:58
—	6:10	6:30	6:40	6:40	6:50	7:08	7:28
6:05 AM	6:20	6:40	6:50	7:05	7:15	7:38	7:58
6:25	6:40	7:05	7:15	7:25	7:35	7:58	8:18
6:45	7:05	7:30	7:40	7:45	7:55	8:18	8:38
7:05	7:25	7:50	8:00	8:05	8:15	8:38	8:58
7:25	7:45	8:10	8:20	8:25	8:35	8:58	9:18
7:45	8:05	8:30	8:40	8:45	8:55	9:18	9:38
8:05	8:25	8:50	9:00	9:05	9:15	9:38	9:58
8:25	8:45	9:10	9:20	9:25	9:35	9:58	10:18
8:45	9:05	9:30	9:40	9:45	9:55	10:18	10:38
9:05	9:25	9:50	10:00	10:05	10:15	10:38	10:58
9:25	9:45	10:10	10:20	10:25	10:35	10:58	11:18
9:45	10:05	10:30	10:40	10:45	10:55	11:18	11:38
10:05	10:25	10:50	11:00	11:05	11:15	11:38	11:58
10:25	10:45	11:10	11:20	11:25	11:35	11:58	12:18
10:45	11:05	11:30	11:40	11:45	11:55	12:18	12:38
11:05	11:25	11:50	12:00	12:05	12:15	12:38	12:58
11:25	11:45	12:10	12:20	12:25	12:35	12:58	1:18
11:45	12:05	12:30	12:40	12:45	12:55	1:18	1:38
12:05 PM	12:25	12:50	1:00	1:05	1:15	1:38	1:58
12:25	12:45	1:10	1:20	1:25	1:35	1:58	2:18
12:45	1:05	1:30	1:40	1:45	1:55	2:18	2:38
1:05	1:25	1:50	2:00	2:05	2:15	2:38	2:58
1:25	1:45	2:10	2:20	2:25	2:35	2:58	3:18
1:45	2:05	2:30	2:40	2:45	2:55	3:18	3:38
2:05	2:25	2:50	3:00	3:05	3:15	3:38	3:58
2:25	2:45	3:10	3:20	3:25	3:35	3:58	4:18
2:45	3:05	3:30	3:40	3:45	3:55	4:18	4:38
3:05	3:25	3:50	4:00	4:05	4:15	4:38	4:58
3:25	3:45	4:10	4:20	4:25	4:35	4:58	5:18
3:45	4:05	4:30	4:40	4:45	4:55	5:18	5:38
4:05	4:25	4:50	5:00	5:05	5:15	5:38	5:58
4:25	4:45	5:10	5:20	5:25	5:35	5:58	6:18
4:45	5:05	5:30	5:40	5:45	5:55	6:18	6:38
5:05	5:25	5:50	6:00	6:05	6:15	6:38	6:58
5:25	5:45	6:10	6:20	6:25	6:35	6:58	7:18
5:45	6:05	6:30	6:40	6:45	6:55	7:18	7:38
6:05	6:25	6:50	7:00	7:05	7:15	7:38	7:58
6:25	6:45	7:10	7:20	7:25	7:35	7:58	8:18
6:45	7:05	7:30	7:40	7:45	7:55	8:18	8:38
7:05	7:25	7:50	8:00	8:05	8:15	8:38	8:58
7:35	7:55	8:20	8:30	8:35	8:45	9:08	9:28
8:05	8:25	8:50	9:00	9:05	9:15	9:38	9:58
8:35	8:55	9:20	9:30	9:35	9:45	10:08	10:28
9:05	9:25	9:50	10:00	10:05	10:15	10:38	10:58
9:35	9:55	10:20	10:30	10:35	10:45	11:08	11:28
10:05	10:25	10:50	11:00	11:05	11:15	11:38	11:58
10:35 *	10:55 *	11:13 *	11:23 *	11:35 *	11:45 *	12:08 *	12:28 *
11:05 *	11:25 *	11:43 *	11:53 *	12:05 *	12:15 *	12:38 *	12:58 *
11:35 *	11:55 *	12:13 *	—	—	—	—	—

Ⓜ - Wheelchair Service Provided On All Trips * - Friday only
TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.

Central Avenue Trolley

BAY SHORE DR TO
ST. PETE BEACH/DON CESAR

ST. PETE BEACH/DON CESAR
TO BAY SHORE DR

SATURDAY, SUNDAY & HOLIDAYS

(A)	(B)	(C)	(D)	(D)	(C)	(B)	(A)
Depart 1st Ave N & 3rd St N	Grand Central Station	75 Ave & Gulf Blvd	Don Cesar	Don Cesar	75 Ave & Gulf Blvd	Grand Central Station	Arrive 1st Ave N & 3rd St N
6:05 AM	6:20	6:40	6:50	7:00 AM	7:10	7:33	7:53
6:35	6:55	7:20	7:30	7:30	7:40	8:03	8:23
7:05	7:25	7:50	8:00	8:00	8:10	8:33	8:53
7:35	7:55	8:20	8:30	8:30	8:40	9:03	9:23
8:05	8:25	8:50	9:00	9:00	9:10	9:33	9:53
8:35	8:55	9:20	9:30	9:30	9:40	10:03	10:23
9:05	9:25	9:50	10:00	10:00	10:10	10:33	10:53
9:35	9:55	10:20	10:30	10:30	10:40	11:03	11:23
10:05	10:25	10:50	11:00	11:00	11:10	11:33	11:53
10:35	10:55	11:20	11:30	11:30	11:40	12:03	12:23
11:05	11:25	11:50	12:00	12:00 PM	12:10	12:33	12:53
11:35	11:55	12:20	12:30	12:30	12:40	1:03	1:23
12:05 PM	12:25	12:50	1:00	1:00	1:10	1:33	1:53
12:35	12:55	1:20	1:30	1:30	1:40	2:03	2:23
1:05	1:25	1:50	2:00	2:00	2:10	2:33	2:53
1:35	1:55	2:20	2:30	2:30	2:40	3:03	3:23
2:05	2:25	2:50	3:00	3:00	3:10	3:33	3:53
2:35	2:55	3:20	3:30	3:30	3:40	4:03	4:23
3:05	3:25	3:50	4:00	4:00	4:10	4:33	4:53
3:35	3:55	4:20	4:30	4:30	4:40	5:03	5:23
4:05	4:25	4:50	5:00	5:00	5:10	5:33	5:53
4:35	4:55	5:20	5:30	5:30	5:40	6:03	6:23
5:05	5:25	5:50	6:00	6:00	6:10	6:33	6:53
5:35	5:55	6:20	6:30	6:30	6:40	7:03	7:23
6:05	6:25	6:50	7:00	7:00	7:10	7:33	7:53
6:35	6:55	7:20	7:30	7:30	7:40	8:03	8:23
7:05	7:25	7:50	8:00	8:00	8:10	8:33	8:53
7:35	7:55	8:20	8:30	8:30	8:40	9:03	9:23
8:05	8:25	8:50	9:00	9:00	9:10	9:33	9:53
8:35	8:55	9:20	9:30	9:30	9:40	10:03	10:23
9:05	9:25	9:50	10:00	10:00	10:10	10:33	10:53
9:35	9:55	10:20	10:30	10:30	10:40	11:03	11:23
10:12	10:32	10:50	11:00	11:00	11:10	11:33	11:53
10:35 *	10:55 *	11:13 *	11:21 *	11:30 *	11:40 *	12:03 *	12:23 *
11:05 *	11:25 *	11:43 *	11:51 *	12:00 *	12:10 *	12:33 *	12:53 *
11:35 *	11:55 *	12:13 *	—	—	—	—	—

Ⓜ - Wheelchair Service Provided On All Trips * - Saturday only Effective 10-20-19
TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.

Suncoast Beach TrolleySM

ST. PETE BEACH TO DOWNTOWN CLEARWATER

MONDAY - SUNDAY AND HOLIDAYS

(A) 75 Ave & Gulf Blvd	(B) Gulf Blvd & 150 Ave	(C) Gulf Blvd & 180 Ave	(D) Beach Walk	(F) Island Estates	(G) Park Street Terminal
5:20 AM	5:33	5:37	6:00 X	6:08	6:25
5:50	6:03	6:07	6:30 X	6:38	6:55
6:20	6:33	6:37	7:00 X	7:08	7:25
6:50	7:03	7:07	7:30 X	7:38	7:55
7:18	7:33	7:37	8:00 X	8:08	8:25
7:40	7:58	8:02	8:30 X	8:38	8:50
8:10	8:28	8:32	9:00 X	9:08	9:20
8:40	8:58	9:02	9:30 X	9:38	9:50
9:10	9:28	9:32	10:00		10:15
9:40	9:58	10:02	10:30		10:45
10:10	10:28	10:32	11:00		11:15
10:40	10:58	11:02	11:30		11:45
11:10	11:28	11:32	12:00		12:15
11:40	11:58	12:02	12:30		12:45
12:10 PM	12:28	12:33	1:00		1:15
12:40	12:58	1:03	1:30		1:45
1:10	1:28	1:33	2:00		2:15
1:40	1:58	2:03	2:30		2:45
2:10	2:28	2:33	3:00		3:15
2:40	2:58	3:03	3:30		3:45
3:10	3:28	3:33	4:00		4:15
3:40	3:58	4:03	4:30		4:45
4:10	4:28	4:33	5:00		5:15
4:40	4:58	5:03	5:30		5:45
5:10	5:28	5:33	6:00		6:15
5:40	5:58	6:03	6:30		6:45
6:10	6:28	6:33	7:00		7:15
6:45	7:02	7:07	7:30		7:45
7:15	7:32	7:37	8:00		8:15
7:45	8:02	8:07	8:30		8:45
8:15	8:32	8:37	9:00		9:15
8:45	9:02	9:07	9:30		9:45
9:15	9:32	9:37	10:00		10:15
9:45	10:02	10:07	10:30		10:45
10:16	10:33	10:37	11:00		11:16
10:50 #	11:05 #	11:09 #	11:30 #		11:45 #
11:20 #	11:35 #	11:39 #	12:00 #		12:15 #
11:50 #	12:05 #	12:09 #	12:30 #		12:40 #

The Clearwater Jolley Trolley (727) 445-1200 provides circulator service to Clearwater Beach, Island Estates, and Mandalay Ave every day from 10:00 AM to 8:30 PM. Ask your Bus Operator for a transfer or show the Jolley Trolley driver your GO Card and you can ride for free.

- These trips do not run Monday through Thursday.

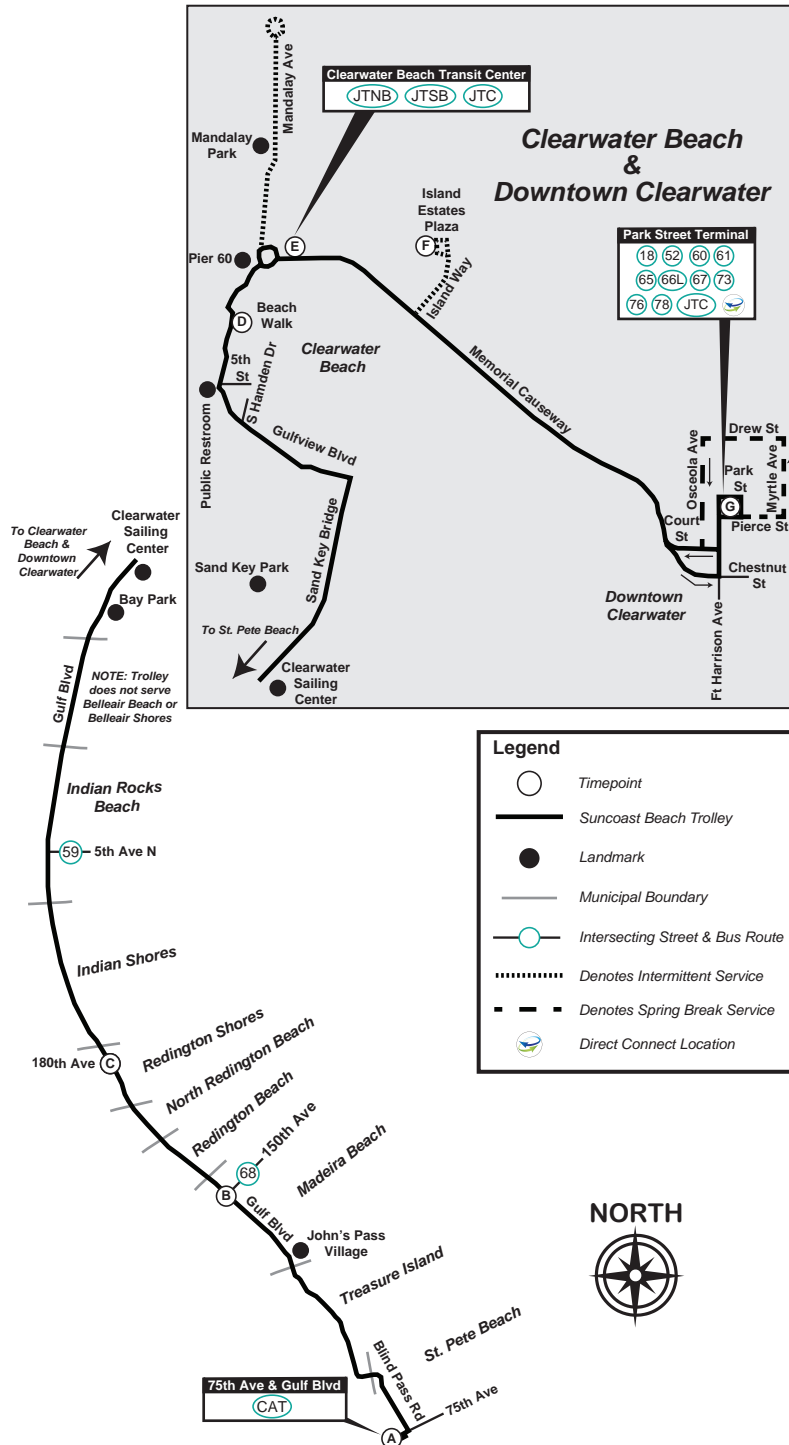
Effective 2-3-19

X - Serves Mandalay Ave & Acacia St these trips

NOTE: Trolley does not serve Belleair Beach or Belleair Shores

♿ - Wheelchair Service Provided On All Trips

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.



Suncoast Beach TrolleySM

DOWNTOWN CLEARWATER TO ST. PETE BEACH

MONDAY - SUNDAY AND HOLIDAYS

Ⓒ Park Street Terminal	Ⓕ Island Estates	Ⓔ Clearwater Beach Transit Center	Ⓒ Gulf Blvd & 180 Ave	Ⓑ Gulf Blvd & 150 Ave	Ⓐ 75 Ave & Gulf Blvd
5:05 AM	5:15 X	5:18	5:48	5:54	6:20
5:35	5:45 X	5:48	6:18	6:24	6:50
6:05	6:15 X	6:18	6:48	6:54	7:20
6:35	6:45 X	6:48	7:18	7:24	7:51
7:10	7:20 X	7:24	7:48	7:54	8:20
7:40	7:50 X	7:54	8:18	8:24	8:50
8:10	8:20 X	8:24	8:48	8:56	9:22
8:10	—	8:18 *	—	—	—
8:40	8:50 X	8:54	9:18	9:26	9:52
9:10	9:20 X	9:24	9:48	9:56	10:20
9:47	The Clearwater Jolley Trolley (727) 445-1200 provides circulator service to Clearwater Beach, Island Estates, and Mandalay Ave every day from 10:00 AM to 8:30 PM. Ask your Bus Operator for a transfer or show the Jolley Trolley driver your GO Card and you can ride for free.	10:00	10:20	10:26	10:50
10:17		10:30	10:50	10:56	11:20
10:47		11:00	11:20	11:26	11:50
11:17		11:30	11:50	11:56	12:20
11:47		12:00	12:20	12:26	12:50
12:17 PM		12:30	12:50	12:56	1:20
12:47		1:00	1:20	1:26	1:50
1:17		1:30	1:50	1:56	2:20
1:47		2:00	2:20	2:26	2:50
2:17		2:30	2:50	2:56	3:20
2:47		3:00	3:20	3:26	3:50
3:17		3:30	3:50	3:56	4:25
3:47		4:00	4:20	4:26	4:55
4:17		4:30	4:50	4:56	5:25
4:47		5:00	5:20	5:26	5:55
5:17		5:30	5:50	5:56	6:25
5:47		6:00	6:20	6:26	6:55
6:17		6:30	6:50	6:56	7:20
6:47		7:00	7:20	7:26	7:50
7:17		7:30	7:50	7:56	8:20
7:47		8:00	8:20	8:26	8:50
8:17		8:30	8:50	8:56	9:20
8:47		9:00	9:20	9:26	9:50
9:17	—	9:30	9:50	9:56	10:20
9:47	—	10:00	10:20	10:28	10:45
10:17 #	—	10:30 #	10:50 #	10:54 #	11:14 #
10:47 #	—	11:00 #	11:20 #	11:24 #	11:40 #
11:17 #	—	11:30 #	11:50 #	11:54 #	12:10 #

* - This trip ends at Sand Key.

Effective 2-3-19

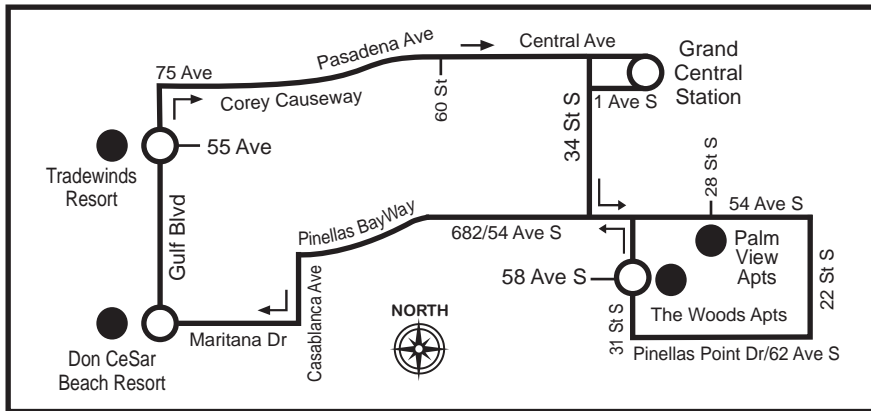
- These trips do not run Monday through Thursday.

X - Serves Mandalay Ave & Acacia St these trips

NOTE: Trolley does not serve Belleair Beach or Belleair Shores

♿ - Wheelchair Service Provided On All Trips

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.



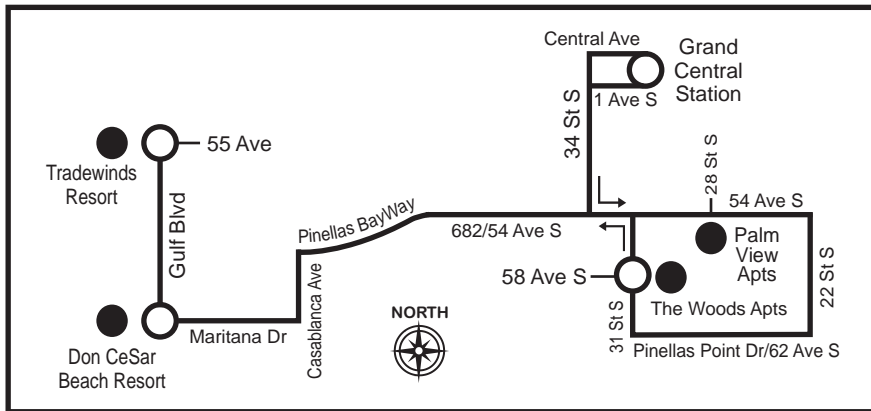
Route 90 COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH TO GRAND CENTRAL STATION

Serving: Grand Central Station, Palm View Apartments, The Woods Apartments, Don CeSar Beach Resort, Tradewinds Resort, St. Pete Beach, Grand Central Station

MONDAY - SUNDAY

Grand Central Station	31 St S & 58 Ave S	Gulf Blvd & Maritana Dr	Gulf Blvd & 55 Ave	Grand Central Station
7:05 AM	7:25	7:35	7:40	8:05



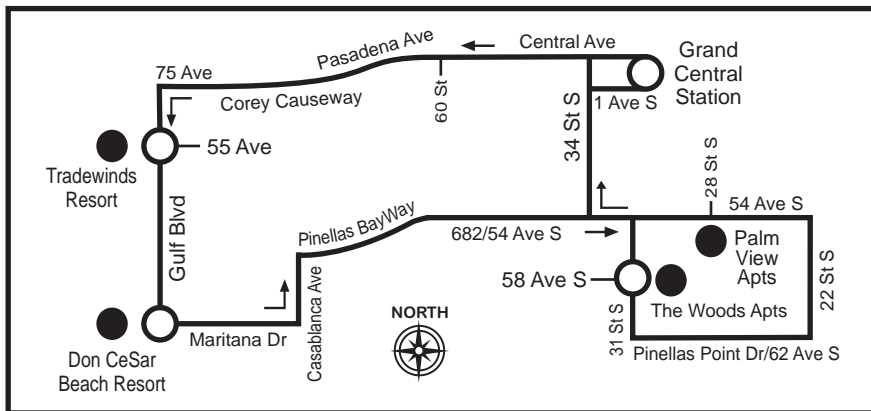
Route 90 COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH VIA PINELLAS BAYWAY

Serving: Grand Central Station, Palm View Apartments, The Woods Apartments, Don CeSar Beach Resort, Tradewinds Resort, St. Pete Beach

MONDAY - SUNDAY

Grand Central Station	31 St S & 58 Ave S	Gulf Blvd & Maritana Dr	Gulf Blvd & 55 Ave	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
8:20 AM	8:40	8:50	8:55	9:00	9:05	9:20	9:35



Route 90 COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH TO GRAND CENTRAL STATION

Serving: Grand Central Station, St. Pete Beach, Tradewinds Resort, Don CeSar Beach Resort, Palm View Apartments, The Woods Apartments, Grand Central Station

MONDAY - FRIDAY

Grand Central Station	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
4:00 PM	4:20	4:25	4:40	5:00
5:10	5:30	5:35	5:50	6:10

SATURDAY, SUNDAY AND HOLIDAYS

Grand Central Station	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
4:20 PM	4:40	4:45	5:00	5:20
5:30	5:50	5:55	6:10	6:30

LEGEND:

○ : Timepoint; see scheduled times. Board at bus stop signs located frequently throughout route.

● : Landmark



- Wheelchair Service Provided On All Trips

Effective 10-4-09

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC, WEATHER OR UNFORESEEN EVENTS.



CENTRAL AVENUE BRT FACT SHEET



PSTA.net/BRT



SERVICE FACTS

- **Length of Route:**
11 miles one way
- **Proposed Stations:** 17
- **Proposed Frequency:**
Bus every 15 minutes
- **Proposed Service Span:**
6am-midnight
- **# of Jobs within ½ mile
of Corridor:** 50K
- **# of People within ½ mile
of Corridor:** 40K
- **Project Cost:** \$41.35M



PROJECT STATUS

Design Completed: 15%
Final Design Underway

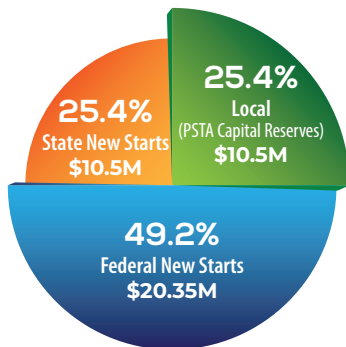
PSTA's Central Avenue Bus Rapid Transit (BRT) project is the first project in the Tampa Bay Region to ever advance in the federal Capital Investment Grant Program (CIG) process and receive a medium-high rating, the second highest rating possible.

By connecting downtown St. Petersburg to Pinellas County beaches, the Central Avenue BRT will:

- Attract more than 4,500 riders/day
- Support revitalization and economic development in the Central Avenue corridor
- Provide tourists with fast, easy, and convenient transportation between a dense hotel district and the many cultural attractions in downtown St. Petersburg
- Provide rapid, limited stop service for residents and workers
- Reduce bus travel time in the corridor by 30%



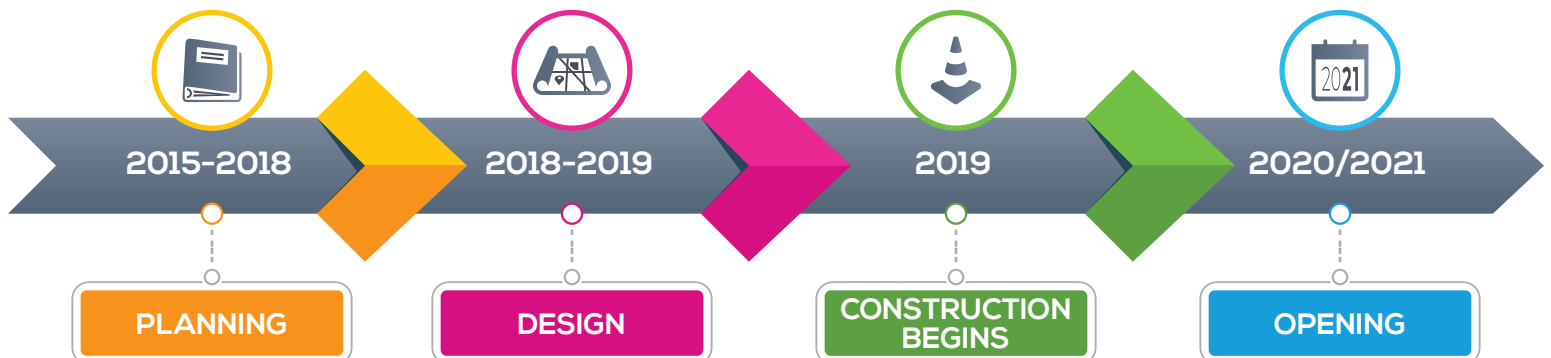
PROPOSED FUNDING



Source	Type	Committed (Millions)	Planned (Millions)
State	FDOT Design Funds	\$1M	–
State	FDOT New Starts Transit Program	\$9.5M	–
Regional	PSTA Capital Reserve	\$5M	–
Local	City of St. Petersburg	\$2M	\$2M
Local	City of St. Pete Beach	–	\$1.5M
TOTAL		\$17.5M	\$3.5M



PROPOSED SCHEDULE



PSTA CENTRAL AVENUE BRT HIGH TRIP GENERATORS

Rev. 10.31.18



Brad Miller
PSTA Chief Executive Officer
Office: (727) 540-1807
Cell: (727) 459-9697
Email: bmiller@psta.net



#MODERNTRANSIT

Exhibit C

**Countywide Transit-Oriented
Land Use Vision Map**

Figure 1
The Land Use Strategy Map

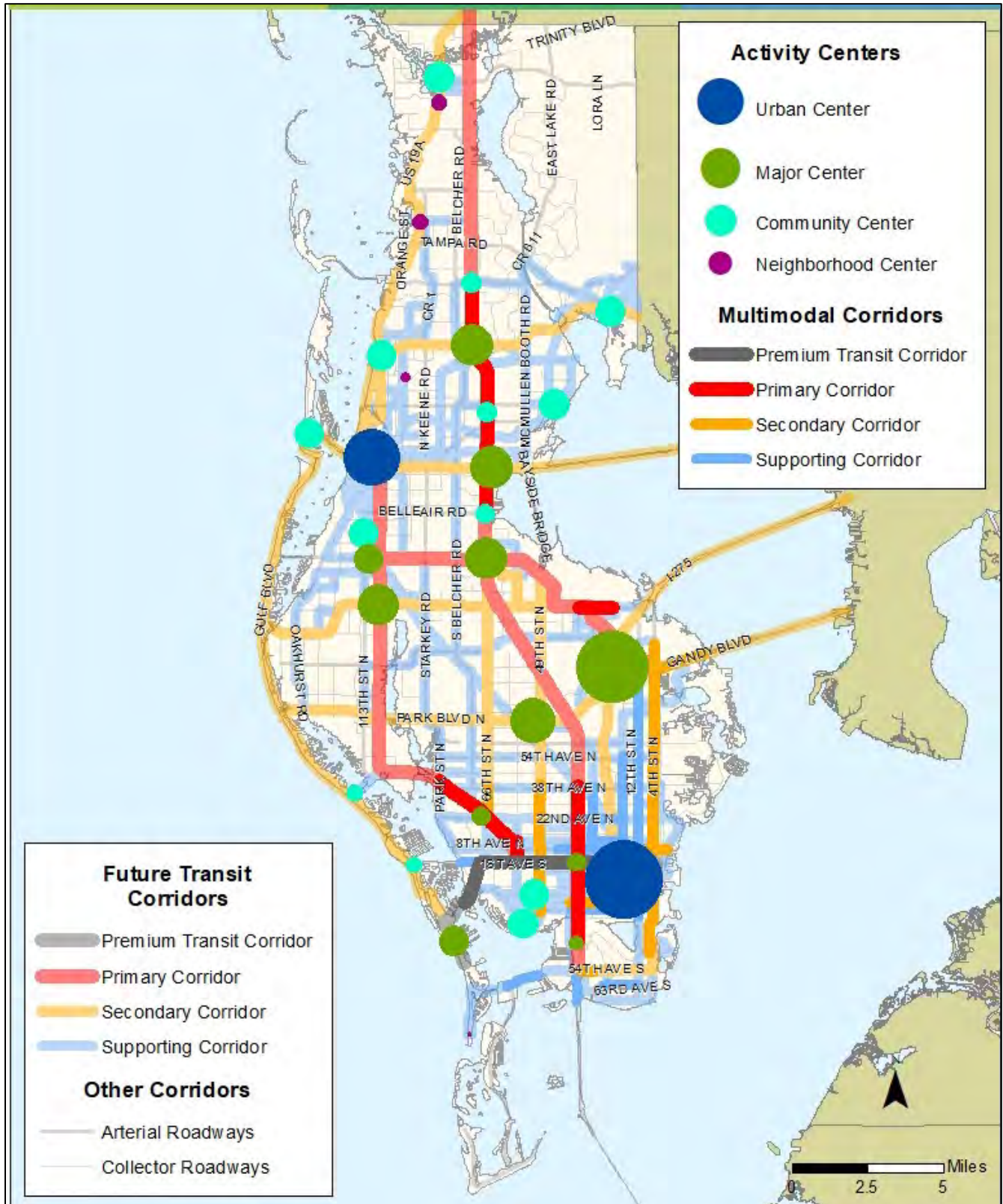


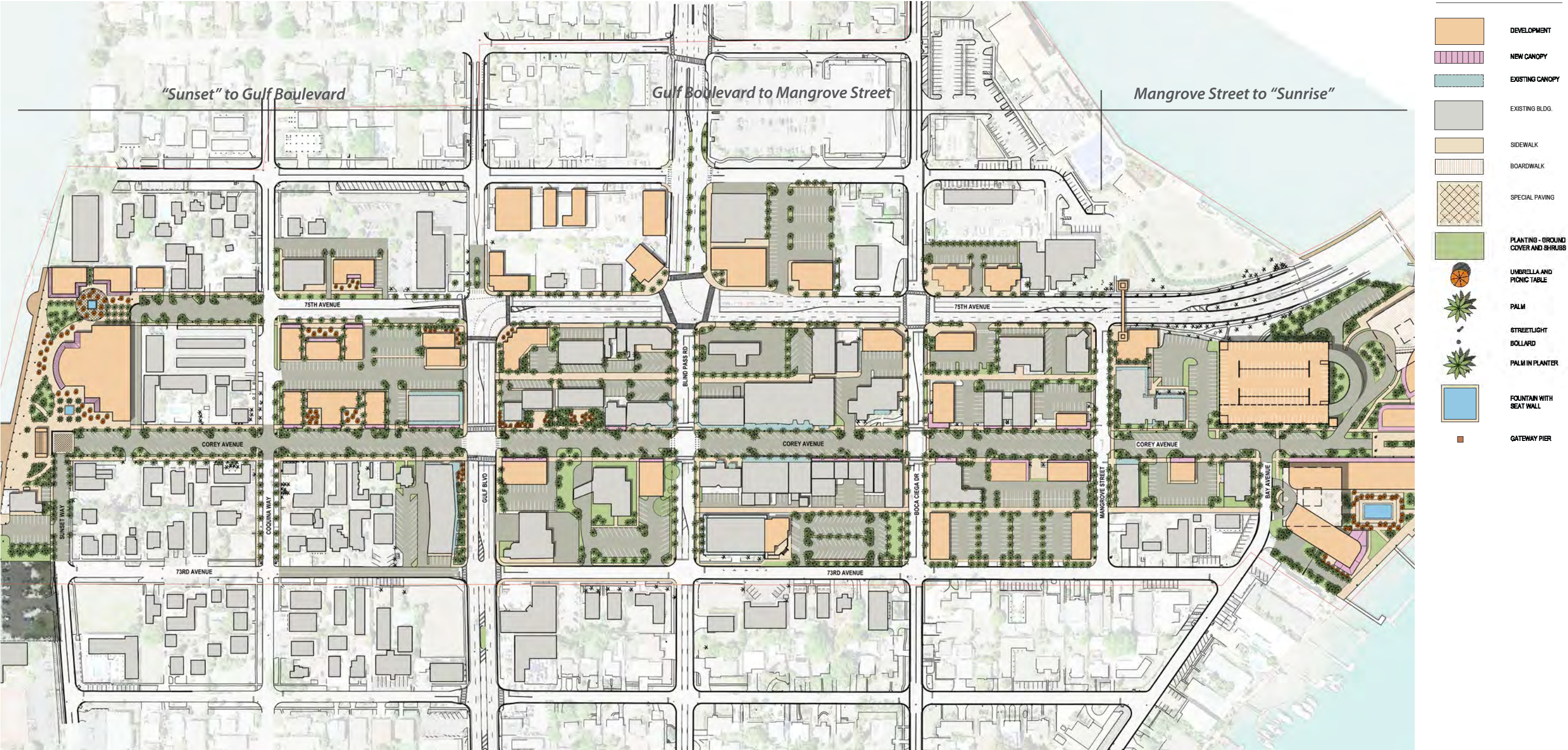
Exhibit D

Corey Avenue District Plan Map

Corey Avenue District Area Map



A Vision for the Corey Avenue District



A Vision for the Corey Avenue District: "Sunrise to Sunset"

Exhibit E

Resolution and Letters of Support

RESOLUTION 2019-13

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER TO APPLY FOR THE FORWARD PINELLAS COMPLETE STREETS CONCEPT PLANNING PROJECT GRANT IN AN AMOUNT NOT TO EXCEED \$100,000.00, AND IF AWARDED TO EXECUTE AN AGREEMENT APPROVED BY THE CITY COMMISSION WITH FORWARD PINELLAS TO ASSIST IN FUNDING THE BOCA CIEGA/GULF WINDS DRIVE COMPLETE STREETS RECONSTRUCTION PROJECT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of St. Pete Beach ("City") would like to receive assistance from The Forward Pinellas Complete Streets Program to assist in funding the Boca Ciega/Gulf Winds Drive Complete Streets Reconstruction Project ("Project"); and

WHEREAS, The Forward Pinellas Complete Streets Program is providing funding up to \$100,000.00 in Fiscal Year 2020 to assist local municipalities to develop complete streets concept plans for projects that will bring about transformative change and create roadways that are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area; and

WHEREAS, The Forward Pinellas Complete Streets Program will assist the City with funding to develop complete streets concept plans for the Boca Ciega/Gulf Winds Drive Corridor from 87th Avenue to Gulf Boulevard; and

WHEREAS, the goal of the City for this phase of the Project is to develop complete streets concept plans that align with the community's vision and character of the roadway to help guide the future design and construction phases of the Project; and

WHEREAS, the Project will be included in the City's Fiscal Year 2020-2024 Capital Improvement Program; and

WHEREAS, the City is requesting \$70,000.00 in concept plan funding from Forward Pinellas and will be providing a \$30,000.00 match for a total Project cost of \$100,000.00.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, THAT:

SECTION 1. Recitals. The above recitals ("Whereas" clauses) are true and correct and adopted hereby as findings, purpose and intent of the City Commission.

SECTION 2. The City Commission hereby authorizes the City Manager to apply for the Forward Pinellas Complete Streets Concept Planning Project Grant in an amount not to exceed \$100,000.00 to assist in funding the Boca Ciega/Gulf Winds Drive Complete Streets Reconstruction Project, and to execute the associated agreement approved by the City Commission.

SECTION 3. Effective Date. This resolution shall take effect immediately upon adoption.


PASSED AND APPROVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, THIS 10TH DAY OF DECEMBER, 2019.

CITY COMMISSION, CITY OF ST. PETE
BEACH, FLORIDA.




Alan Johnson, Mayor

ATTEST:



Rebecca C. Haynes, City Clerk

APPROVED AS TO FORM:



Andrew Dickman, City Attorney



December 2, 2019

Forward Pinellas
Concept Planning Grant Review Committee
310 Court Street
Clearwater, FL 33756

To Whom It May Concern:

This letter is sent on behalf of the business community in St. Pete Beach that the Tampa Bay Beaches Chamber of Commerce represents. We would like to express our full support of the City of St. Pete Beach's effort to apply for and be awarded the "Planning Grant". It is our view that the plans for the corridors of Boca Ciega Drive and Gulf Winds Drive are a very well planned and thought out project.

We look forward to hearing the committee's final decision.

Regards,

Robin A. Miller, IOM, FCCP
President & CEO

Exhibit F
Scope and Schedule

Boca Ciega and Gulf Winds Drive

Project Scope and Schedule

TASK 1	Project Kick Off
<ul style="list-style-type: none"> -Develop project management plan -Create Community Participation Plan -Coordinate with Forward Pinellas staff on project schedule, goals, and plan -Conduct on-site walk and bike assessment 	
TASK 2	Existing Plan Review, Data Collection, and Base Mapping
<ul style="list-style-type: none"> -Review existing City and County plans and documents - Identify existing conditions and other corridor specific information for the study area - Collect traffic operations data and safety analysis - Conduct additional site visit to further asses parking, walking, and bicycling conflicts - Conduct community walking audits with community volunteers to collect information on bicycle and pedestrian activity 	
TASK 3	Stakeholder Outreach
<ul style="list-style-type: none"> - Identify community stakeholders - Develop stakeholder interview questionnaire -Setup small-group and one-on-one stakeholder interviews - Analyze and prepare stakeholder interview summary report 	
TASK 4	Preliminary Design Concepts and Evaluation Criteria
<ul style="list-style-type: none"> - Based on data and information gathered develop several schematic design concepts - Meet and coordinate with Forward Pinellas on preliminary design concepts - Organize and host Community Workshop for public review and comment of preliminary design concepts - Develop conceptual level cost estimates for each preliminary design concept 	
TASK 5	Final Concept Plans, Presentations, and Report
<ul style="list-style-type: none"> - Incorporate feedback from Forward Pinellas and the Community Workshop to develop final corridor concept plan- Host second Community Workshop for public review and comment final concept plans- Develop final report and concept plans- Present final concept plans at St. Pete Beach Commission meeting for Commission approval 	

Task	Spring 2020		Summer 2020		Fall 2020		Winter 2020/2021	
1. Grant Award								
2. Project Kick Off								
3. Existing Plan Review and Base Mapping								
4. Stakeholder Outreach								
5. Preliminary Design Concepts and Evaluation Criteria								
6. Update Concepts, Presentations, Final Report								