



October 23, 2020

Ms. Angela Ryan
Forward Pinellas
310 Court Street
Clearwater, FL 33756

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

Dear Ms. Ryan,

The City of St Petersburg is pleased to submit the attached application for the 6th Street Bikeway - Complete Streets Concept Planning Study for consideration with the Forward Pinellas Complete Streets Program. The proposed study will follow-on the findings from the City's Complete Streets Implementation Plan adopted in May 2019. It will identify a preferred roadway configuration for 6th Street between Roser Park and Mirror Lake through the downtown core to provide a continuous, safe, and comfortable bikeway to connect with the imminent SunRunner BRT project and improve the environment for non-motorized transportation options thereby improving public health and quality of life. It has been updated from last year's application to reflect the valuable feedback provided by Forward Pinellas staff.

While the project area is located within the study area for the Downtown St. Petersburg (DTSP) Mobility Study, we see this project application and funding as complementary to that effort. It would allow the City to begin a concerted effort to develop better infrastructure for non-motorized users on 6th Street even as more longer-term strategies are developed for the regional roadways which are the primary focus of the DTSP Mobility Study.

Thank you again for the opportunity to apply for funding that will allow the City of St. Petersburg to better meet the transportation safety needs of our city's residents. We look forward to the support of Forward Pinellas for this much-desired study to make 6th Street a more Complete Street.

Sincerely,

/s/ Evan Mory

Evan Mory, Director
Transportation & Parking Management



City of St. Petersburg
Transportation and Parking Management
P.O. Box 2842
St. Petersburg, FL 33731-2842
O: 727-892-5341

6th Street Bikeway - Complete Streets Concept Planning Study

Forward Pinellas Complete Streets Program

Concept Planning Project Application

October 23, 2020

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
Phone: 727-892-5328

This project will be a catalyst for transformative change. The St. Petersburg City Council adopted the Complete Streets Implementation Plan in May 2019. Among the broad safety and economic development goals, that plan lays out a connected network for all roadway users that includes safe and comfortable bicycle routes. The primary objective of this Concept Planning effort is for the public discussion and technical analysis necessary to identify the preferred configuration to advance the design for separated and comfortable bicycling infrastructure on 6th Street as a core part of the bicycle network in downtown St. Petersburg, a major activity center. The purpose of a network of connected and comfortable bicycle routes is to support the adaptive reuse of land across the broader district as fits a destination downtown and connect adjoining neighborhoods and businesses to expand the urban footprint. This accomplishes community and economic development goals, including providing safe and economical mobility without requiring the excess of space as is typically demanded for the expedient use or storage of cars, preserving that land for other uses.

The 6th Street Bikeway through downtown is part of a larger north-south bicycle route that spans St. Pete, largely with Neighborhood Greenways following 7th Street outside downtown. This Concept plan study area focuses on the 0.8-mile segment between Mirror Lake and Booker Creek, connecting the Central Arts District north of Central Avenue and institutions surrounding Mirror Lake with the hospitals and Innovation District south of Central Avenue. The envisioned north-south bikeway would link two premium east-west bikeways: the existing Pinellas Trail along 1st Avenue South and the forthcoming 6th Avenue South bikeway funded for construction in early 2021.

As with the entirety of the Complete Streets Implementation Plan, the addition of dedicated facilities for bicyclists is part of a broader strategy to moderate motor vehicle speeds to further goals of placemaking, encouraging walkable urban form through redevelopment, and improving pedestrian safety with improved intersections and crossings.

The scope of work for the concept planning project includes the following elements: alternatives development and screening, technical analysis, a public dialogue to guide the design choices, and the

selection and advancement of the safest and most comfortable design configurations sufficient to re-allocate the roadway space to prioritize safety and the most economical use of public space.

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 continuously provided along with established street trees between the walkway and curb on both sides of 6th Street within the study area. However, the street cross section is wide for the volume of traffic carried and traffic signals moderate pedestrian crossing opportunities when there is regularly no conflicting cross traffic, which results in poor compliance with the pedestrian phases of the signals. Therefore, the intersections present pedestrian crossings with more exposure and regulation than fitting the surrounding land use context and traffic volumes. The addition of protected features for bicyclists at the intersections also serves to create bulb outs and improved crossings for pedestrians.

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

There are currently no comfortable north-south bicycling facilities in or out of downtown west of 3rd Street. The nearest bicycle facility is an unprotected bike lane on 8th Street, which carries significantly more motor vehicle traffic at higher speeds and only serves people heading northbound into downtown without a comparable southbound facility.

As laid out in the Complete Streets Implementation Plan, the 6th Street Bikeway is a continuous north-south bicycling route that spans downtown. It provides a direct and fully separated bicycle route connecting the Roser Park and Bartlett Park neighborhoods to the south with the jobs and amenities of Central Avenue and Mirror Lake.

St. Petersburg's characteristic street grid breaks down because of I-175, which spans most of the urban block that used to be present between the former 4th and 5th Avenues South. The result is that all roadway users, including people walking, biking, driving, and taking transit, have constrained route options for north/south trips between downtown and neighborhoods to the south. Fourth Street and the one-way couplet of 8th Street/MLK Street are both arterial streets that carry high speeds and volumes of motorized traffic. Between 4th and 8th Streets, 6th Street is the only other crossing of I-175 and provides the best opportunity to connect the areas with a street more appropriate to established urban fabric that has been the fuel driving St. Petersburg's resurgence as one of the most prominent urban centers across Florida.

Specifically, this project would provide premium bicycle infrastructure that connects the Innovation District directly with the downtown core.

Below is a snapshot of the City's Complete Streets Implementation Plan, showing the approved bicycle network in the plan, including the 6th Street Bikeway. The target is to create a connected bikeway that has a low Level of Traffic Stress and is comfortable for all user types.



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

The 6th Street Bikeway is a core element of the entire City's bicycle network, providing a missing north-south link that connect neighborhoods both to and through downtown.

The 6th Street Bikeway intersects and links two premium east-west bikeways: the existing segment of the Pinellas Trail along 1st Avenue South and the forthcoming 6th Avenue South bikeway that is funded for construction in 2021.

The 6th Street Bikeway connects to Booker Creek and the 7th Street Neighborhood Greenway which leads south all the way to Pinellas Point. To the north, the 6th Street Bikeway connects to Central Avenue, a planned separated bikeway on 1st Avenue North, Mirror Lake, and eventually north to the Complete Streets Phase 1 project of a 7th Street Neighborhood Greenway that connects all the way to the northern end of the City.

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

6th Street is currently overbuilt to prioritize the fast movement of motor vehicles with additional access to I-175, ignoring the context of being within one of the premier destination downtowns in all of Florida, renowned for its high degree of walkability. A primary goal of the Concept Plan is to address that misaligned priority and resulting safety concerns, which includes the community-expressed desire to lower motor vehicle travel speeds and reduce the frequency and severity of crashes.

As shown in the map below, crashes are clustered at the I-175 underpass and between 1st Avenues North and South. The project includes specific review of the intersection and ramp configurations for traffic leading to or from I-175. A specific outcome of the study will be identification of modifications needed to reduce motorist speeds in these locations where there are conflicts between urban street users and those moving to or from the Interstate system. It bears repeating that while motorists have multiple options to move across and through downtown, this is the only low volume crossing of I-175 provided for people outside of cars east of Dr. MLK, Jr. Street.

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

The Pinellas Suncoast Transit Authority (PSTA) operates 40 routes. Twelve of these routes traverse the study area. A map of the PSTA routes is shown below. Two routes directly traverse a portion of the study corridor – Route 32 and the Downtown Looper.

Route 32 travels southbound on the study corridor from 3rd Avenue South to 6th Avenue South. The route does a loop around greater downtown, connecting the medical districts north of 5th Avenue North with those south of 5th Avenue South. The service operates on 35-minute headways from 9am-5pm Monday-Saturday only.

The Downtown Looper travels northbound on the study corridor from 6th Avenue South to 5th Avenue South as the southern/western terminus of that service. The Looper operates on 15-minute headways and is a fare-free circulator that connects the downtown St. Petersburg (“DTSP”) Tampa Bay shore with the broader downtown and the Innovation District. The closest stop is on 6th Avenue South, just east of 6th Street.

Innovation District planning and future downtown circulator service planning will include further discussion on 6th Street as corridor for additional circulator services, that could include autonomous vehicle driven services to connect with the existing Looper and Sun Runner BRT and further connect the Innovation District to the downtown core. The infrastructure changes associated with the bikeway development will provide a more conducive environment for transit circulator services with moderate speeds and high-quality bicycle and pedestrian infrastructure.

While service has been significantly altered due to the current pandemic, prior service included numerous east-west routes crossing study corridor. Headways noted below are from prior service conditions noted as a target to which the City will return or exceed in the future.

- 1st Avenue North westbound –
 - Route 18: DTSP to Clearwater, 20-minute peak headway
 - Route 9: DTSP to Gateway, 30-minute headway
 - Route 23: DTSP to Tyrone Square Mall, 30-minute headway
 - Route 100x: DTSP to Downtown Tampa, 45-minute headway, peak hours Monday-Friday only
 - Route 15: DTSP to Gulfport, 60-minute headway
- Central Avenue –
 - Central Avenue Trolley: DTSP to St Pete Beach, 20-minute headway weekdays, 30-minute headway weekends
- 1st Avenue South eastbound
 - Route 9: Gateway to DTSP, 30-minute headway

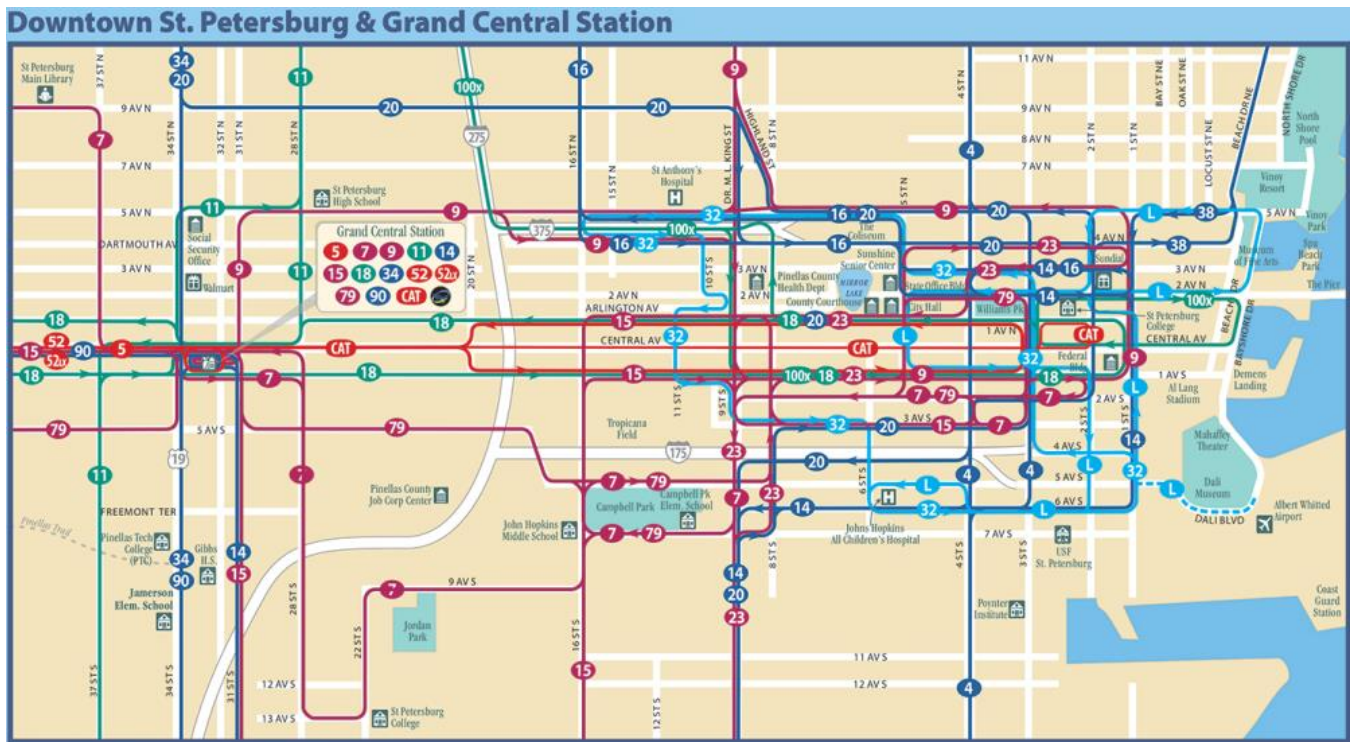
- Route 18: Clearwater to DTSP, 30-minute headway
- Route 23: Tyrone Square Mall to DTSP, 30-minute headway
- Route 100x: Downtown Tampa to DTSP, 45-minute headway, peak hours
Monday-Friday only
- 2nd Avenue South both directions –
 - Route 79: Largo to DTSP via Tyrone Square Mall, 35-minute headway
 - Route 7: Tyrone Square Mall to DTSP, 60-minute headway
- 3rd Avenue South eastbound –
 - Route 15: Gulfport to DTSP, 60-minute headway
 - Route 20: Pinellas Point to Tyrone Square via DTSP, 60-minute headway
- 4th Avenue South westbound –
 - Route 20: Tyrone Square to Pinellas Point via DTSP, 60-minute headway

Route 4, serving 3rd and 4th Streets on the eastern side of the study area, provides service from southern St. Petersburg to the Gateway area with 15-minute headways.

Notably, 1st Avenue North and 1st Avenue South is the route for the SunRunner Bus Rapid Transit service currently under construction which will connect DTSP with St. Pete Beach. Stops for that service will be located at 5th and 8th Streets. The planned 6th Street Bikeway will enhance access to this service where there are currently limited to no north-south bicycling facilities.

The annual ridership in FY 2020 for the twelve PSTA routes that traverse the study area are shown in the table below. Eight routes were in the upper tier for annual ridership. The ridership amount for the eLooper is just for PSTA's eLooper vehicle. The Looper Group operates two additional Looper vehicles. The total ridership for the Looper in FY 20 was 52,960.

| PSTA Route | FY 20 Ridership |
|------------|-----------------|
| 18 | 809,364 |
| 4 | 745,395 |
| CAT | 649,819 |
| 79 | 368,546 |
| 9 | 341,293 |
| 15 | 140,852 |
| 23 | 189,670 |
| 20 | 157,637 |
| 7 | 143,623 |
| 100x | 49,633 |
| eLooper | 35,293 |
| 32 | 36,455 |



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

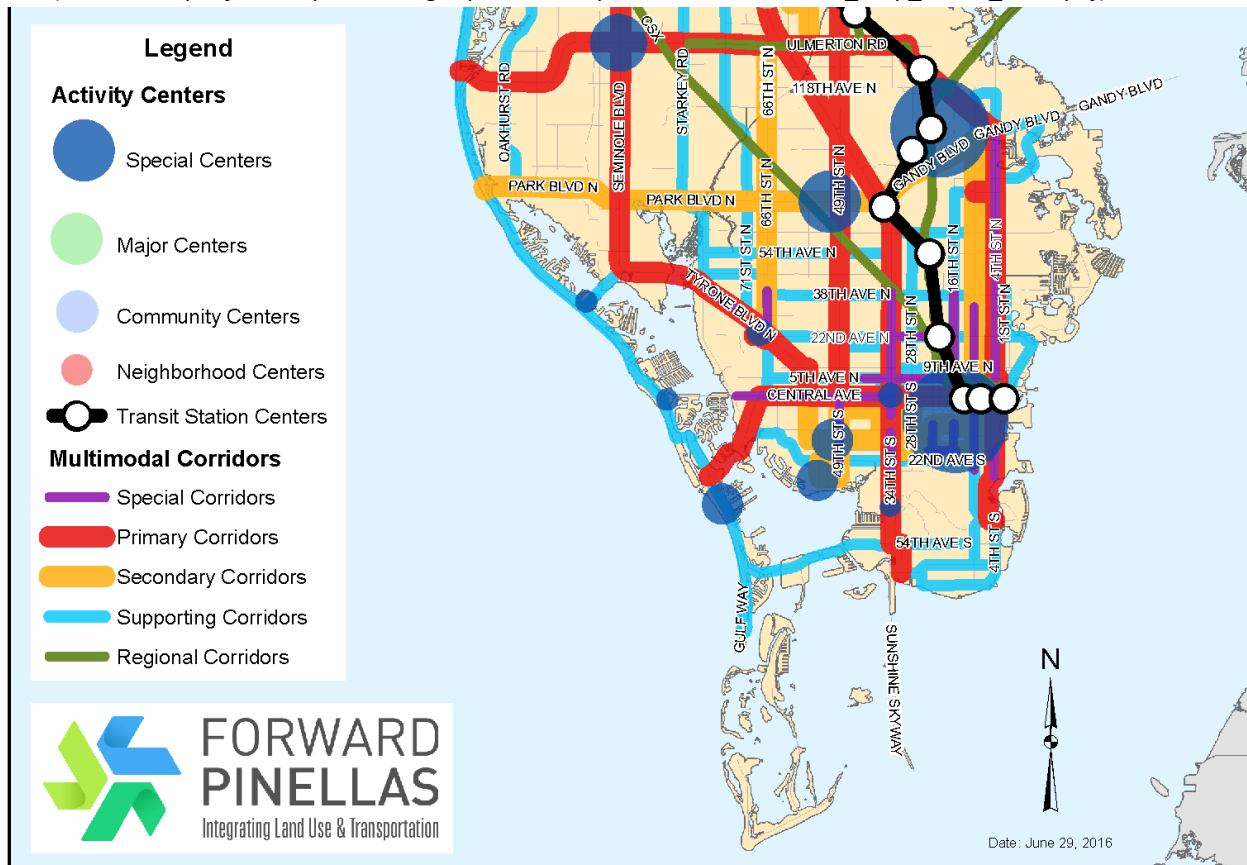
The entire study area is covered by a Special Activity Center on the Transit-Oriented Vision Map.

6th Street through the study area crosses and provides access to multiple designated Multimodal Corridors:

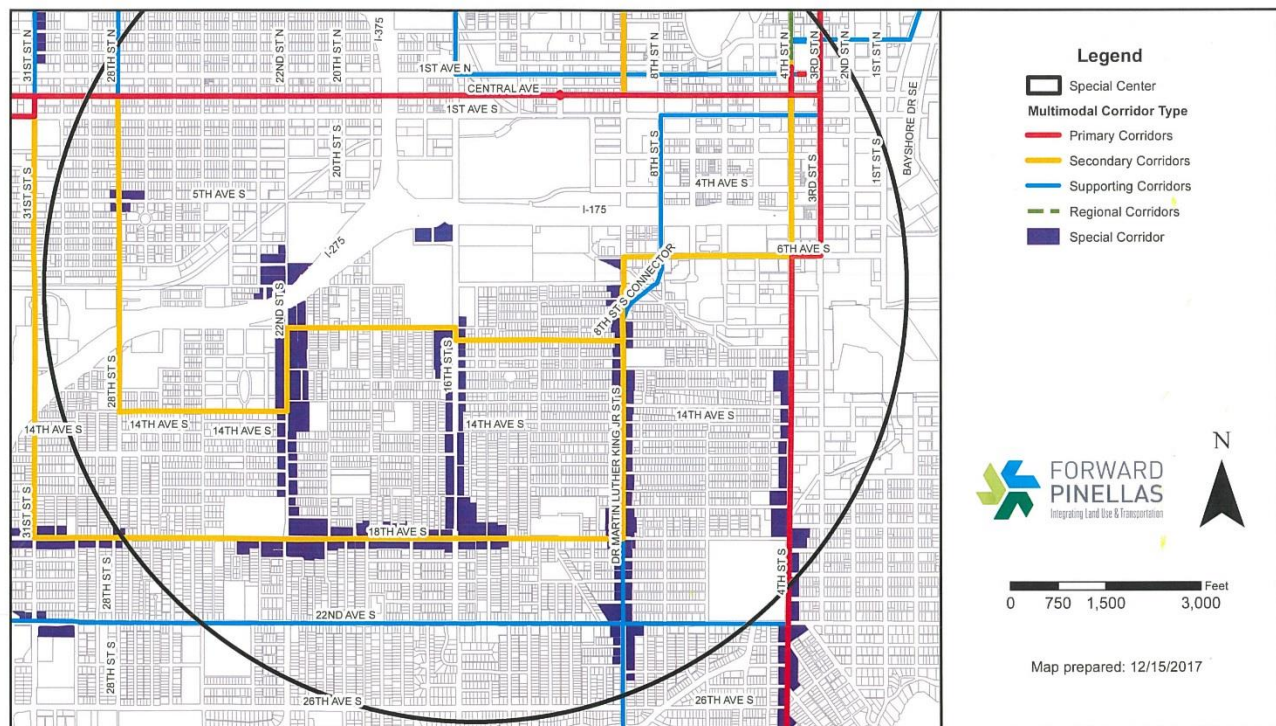
- Primary Corridor: Central Avenue
- Secondary Corridor: 6th Avenue South
- Supporting Corridors: 1st Avenue North & 1st Avenue South

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)

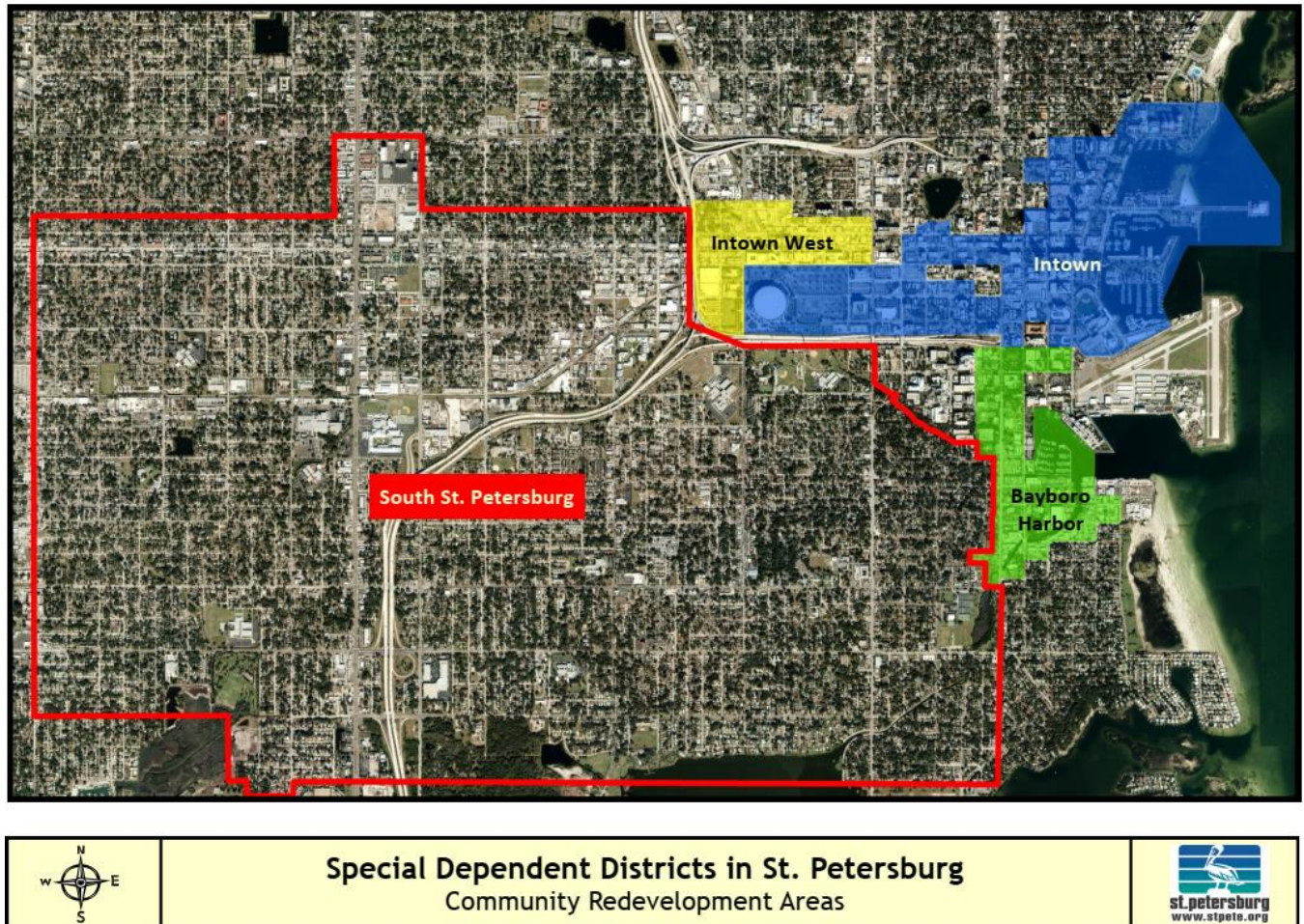


Vision Map Corridors for Downtown St. Petersburg Area



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

Portions of the 6th Street Bikeway Concept Planning study area are within the Intown CRA, including most of the roadway north of I-175, except for the block between 2nd Avenue South and 1st Avenue South. Pedestrian system/streetscape improvements that include infrastructure for bicyclists are an important component of the Intown Redevelopment Plan. A total of \$25 Million has been allocated for these improvements throughout the Intown Redevelopment Area.



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

There are several economic development strategies and redevelopment initiatives that an improved 6th Street with a premier bikeway would support. As noted above, the project corridor is largely located within the Intown CRA with planned improvements guided through the Intown Redevelopment Plan. That Plan includes streetscape improvements including bicycle and pedestrian infrastructure, to promote a better urban form throughout downtown

that prioritizes scale-appropriate means of transportation – walking and bicycling to provide multimodal access that supports the various uses adjacent to 6th Street.

The project corridor is also within the study area of the SunRunner BRT Transit-Oriented Development study. Reconfiguration of the roadway supports more short trips by non-motorized modes and the first-mile/last-mile connectivity necessary to sustain BRT ridership. SunRunner BRT stations will be located within 1-2 blocks to each side of 6th Street.

From a land use perspective, the project corridor itself is marked by a reasonable mix of uses - the Innovation District as an activity center, residential - both multi-family and single-family housing, official and retail through the Central Avenue corridor, and institutional uses near Mirror Lake. However, in the current configuration 6th Street in the study area is a streetscape dominated by low motor vehicle traffic volumes and high motor vehicle speeds. The wide street and resulting speeding traffic present a challenge for pedestrians to cross and no comfortable or dedicated space for bicyclists which inhibits the corridor from reaching its full potential to support greater density and intensity. Therefore, the transformative change that should be anticipated from a reconfigured 6th Street would recognize the latent demand that exists for high-quality bicycle and pedestrian infrastructure and allow for increases of the existing development. It's worth noting that the project corridor is just outside the boundary of the recently expanded Coastal High Hazard Area.

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 upgraded to current standards. In particular, the Concept plan will look at intersection lighting that would be supportive of improved comfort for the bicycle network. It will also specifically address lighting for the I-175 underpass and potential placemaking opportunities with enhanced lighting under the I-175 underpass.

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

Given that a consultant would be engaged in the process, 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 the current program maximum of \$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 FY20 appropriation (Multimodal Impact Fees Capital Improvement Fund for the St. Petersburg Downtown Area (District 11A)).

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, and travel along the corridor. The needs of motorists are already served in the study area to the exclusion of other users. To that end, this Concept plan specifically seeks to identify improvements and amenities that make not just bicycling, but also walking and accessing bus stops equally safe, comfortable, and convenient options.

The Concept plan will consider the application of corridor-level modifications such as lane repurposing, intersection configurations, and traffic control where signals may not be necessary for current or anticipated traffic levels or desirable for non-motorized roadway users. An additional factor to be considered will be pedestrian comfort including crossing locations and distances. All pedestrian improvements are inherently transit-supportive, and all concepts would sustain or improve access pathways or stop amenities for PSTA bus stops and consider future opportunities for circulator service along 6th Street.

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;

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 community and stakeholder discussions completed for the Complete Streets Implementation Plan and the Innovation District Streetscape and Connectivity Plan, which identified the actions required to transform the transportation network towards the goals outlined in these plans.

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 2021. Approximately 9 months will be required for completion of the envisioned Concept Plan as defined in this application, which targets construction within 2-5 years in line with the City's Complete Streets Implementation Plan.

Following completion of the Concept Plan by early-2022, the remaining timeline for completion includes 6-8 months for final design. A detailed timeframe for construction will be developed upon completion of the Concept Plan.

Note that the Downtown Mobility Study being completed in coordination with Forward Pinellas will be happening concurrently with this planning effort. That study is performing network analysis on a much larger scale with questions of one-way to two-way conversions of major thoroughfares and the futures of I-175 and I-375. However, St. Petersburg is graced with a dense urban street grid that will be able to accommodate even the most-dense redevelopment. Correspondingly, all effort conducted under this Concept Planning Study can move forward independently towards implementation and follows the direction of that much larger study to focus the downtown street network on internal circulation and servicing shorter trips.

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

As of October 2020, 22.7% of parcels (227 out of 1,002 parcels) within ¼-mile of the corridor are vacant. A total of 30.33% of the land area, or 45.75 acres out of 150.86 acres is vacant.

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

The destinations connected by this roadway reconfiguration are key economic drivers for the City and all of Pinellas County. Reconfiguring the street to better serve people on foot and bicycle fits with the similar investments such as the SunRunner Bus Rapid Transit line, the Pinellas Trail Extension on 1st Avenue South, and the 6th Avenue South Bikeway. Linking the residential and office/service areas along the corridor supports the broader live, work, play environment downtown, and encourages greater intensification.

The below image shows a typical existing condition with periods of no moving vehicles at all. The wide stretch of asphalt is empty most of the time. The curb lane between 3rd and 2nd Avenues South is marked as a merge for the entire block because the capacity is not needed and there is only a single lane to the north that easily meets capacity needs. Surface parking lots remain. Signals on span wires are present at the two intersections though they likely only meet warrants for stop signs.

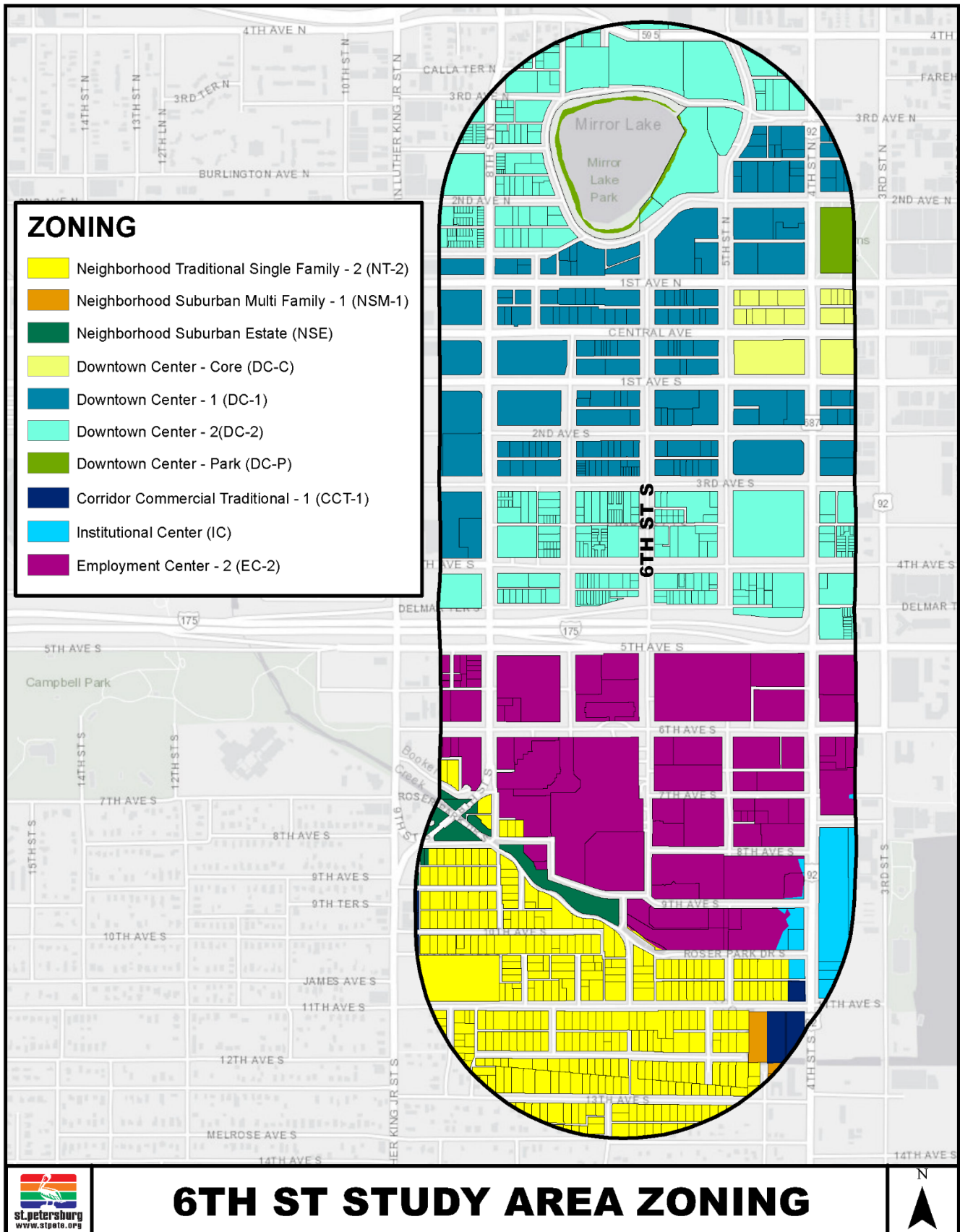


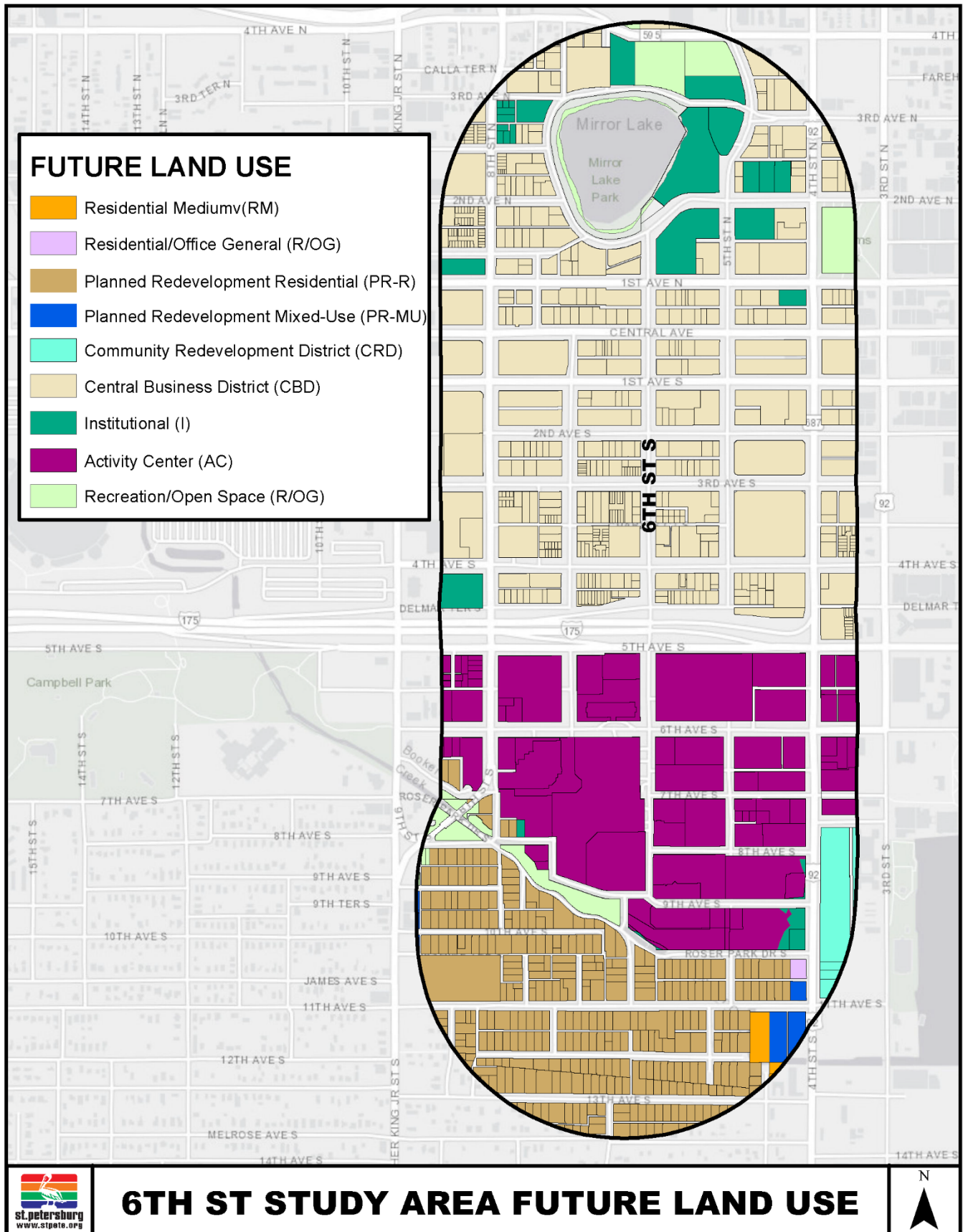
8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

| <u>LAND USE</u> | <u>ACRES</u> | <u>PERCENT</u> |
|--|--------------|----------------|
| ALF (10 or more units) | 1.08 | 0.42 |
| Apartments (10 - 49 units) | 7.29 | 2.81 |
| Apartments (5-9 units) | 2.60 | 1.00 |
| Apartments (50 units or more) | 13.84 | 5.33 |
| Bar, With or Without Package Store | 0.16 | 0.06 |
| Church, Church School, Church Owned Building (Parsonage code 0110), Salvation Army, Missions | 5.94 | 2.29 |
| City Gov't - Non-residential (commercial) only | 13.20 | 5.08 |
| Club, Lodge, Union Hall, Civic Club, Health Spa | 0.62 | 0.24 |
| CO-OP Apartments | 0.33 | 0.13 |
| Condo Common Area Assn Own - open/green space | 0.60 | 0.23 |
| Condo Common Area Assn Own - right-of-way, street, road, irrigation channel, ditch, etc. | 0.60 | 0.23 |
| Condo Conversion - Apartments to Platted Condo (Predominately Owner-Occupied) | 2.68 | 1.03 |
| Condo Office (Unit) | 1.50 | 0.58 |
| Condo Parking Space, Garage Space, Storage Units, Cabanas | 0.04 | 0.01 |
| Condo Rec Area Dev Own - right-of-way, street, road, irrigation channel, ditch, etc. | 0.07 | 0.03 |
| Condominium | 3.31 | 1.28 |
| County Gov't - Non-residential (commercial) only | 4.88 | 1.88 |
| County Public Schools | 0.90 | 0.35 |
| Duplex-Triplex-Fourplex | 5.62 | 2.17 |
| Enclosed Theater | 0.16 | 0.06 |
| Federal Gov't - Non-residential (commercial) only | 0.39 | 0.15 |
| Financial Institution | 1.67 | 0.64 |

| | | |
|---|---------------|---------------|
| General Office | 5.53 | 2.13 |
| General Office Bldg - multi-story/campus | 9.43 | 3.63 |
| General Warehouse | 0.15 | 0.06 |
| Hospital | 17.30 | 6.66 |
| Hotels and Motels (49 units or less) | 0.74 | 0.29 |
| Hotels and Motels (50 units or more) | 0.77 | 0.30 |
| Industrial Not Classified Elsewhere | 3.34 | 1.29 |
| Light Manufacturing | 0.09 | 0.04 |
| Literary, Scientific & Cultural Facilities | 0.99 | 0.38 |
| Medical Office Building - single & multi-story | 5.16 | 1.99 |
| Mortuary, Cemetery, Crematorium, Funeral Home | 3.28 | 1.26 |
| Non-Profit Charitable Services | 11.79 | 4.54 |
| Paid Parking | 6.73 | 2.59 |
| Planned Unit Development | 3.99 | 1.54 |
| Private Schools & Colleges, Day Care Centers | 5.22 | 2.01 |
| Public Colleges, SPC, USF | 0.65 | 0.25 |
| Restaurant, Cafeteria | 2.54 | 0.98 |
| Right-of-Way Street and Road, Irrigation Canal, Channel, Ditch, etc. | 0.01 | 0.00 |
| Sewage Disposal/Solid Waste (private)borrow pit/marsh/mangrove/sand dune/swamp/waste land | 13.71 | 5.28 |
| Single Building Store | 1.30 | 0.50 |
| Single Family - more than one house per parcel | 5.39 | 2.08 |
| Single Family Home | 30.81 | 11.87 |
| State Gov't - Non-residential (commercial) only | 5.76 | 2.22 |
| Strip Store - (2 or more stores) | 5.51 | 2.12 |
| Subdivision common area - open/green space, assn owned | 0.28 | 0.11 |
| Subdivision common area - right-of-way, road, irrigation channel, ditch, etc. | 0.09 | 0.03 |
| Telephone Company Property - office & building | 0.65 | 0.25 |
| Vacant Commercial Common Element | 0.12 | 0.04 |
| Vacant Commercial Land | 22.09 | 8.51 |
| Vacant Commercial Land w/XFSB | 17.67 | 6.81 |
| Vacant Condo (development land) | 0.20 | 0.08 |
| Vacant Institutional Land | 3.11 | 1.20 |
| Vacant PUD | 0.31 | 0.12 |
| Vacant Residential - lot & acreage less than 5 acres | 4.81 | 1.85 |
| Vacant Residential Land w/XFSB | 0.03 | 0.01 |
| TOTAL | 259.56 | 100.00 |

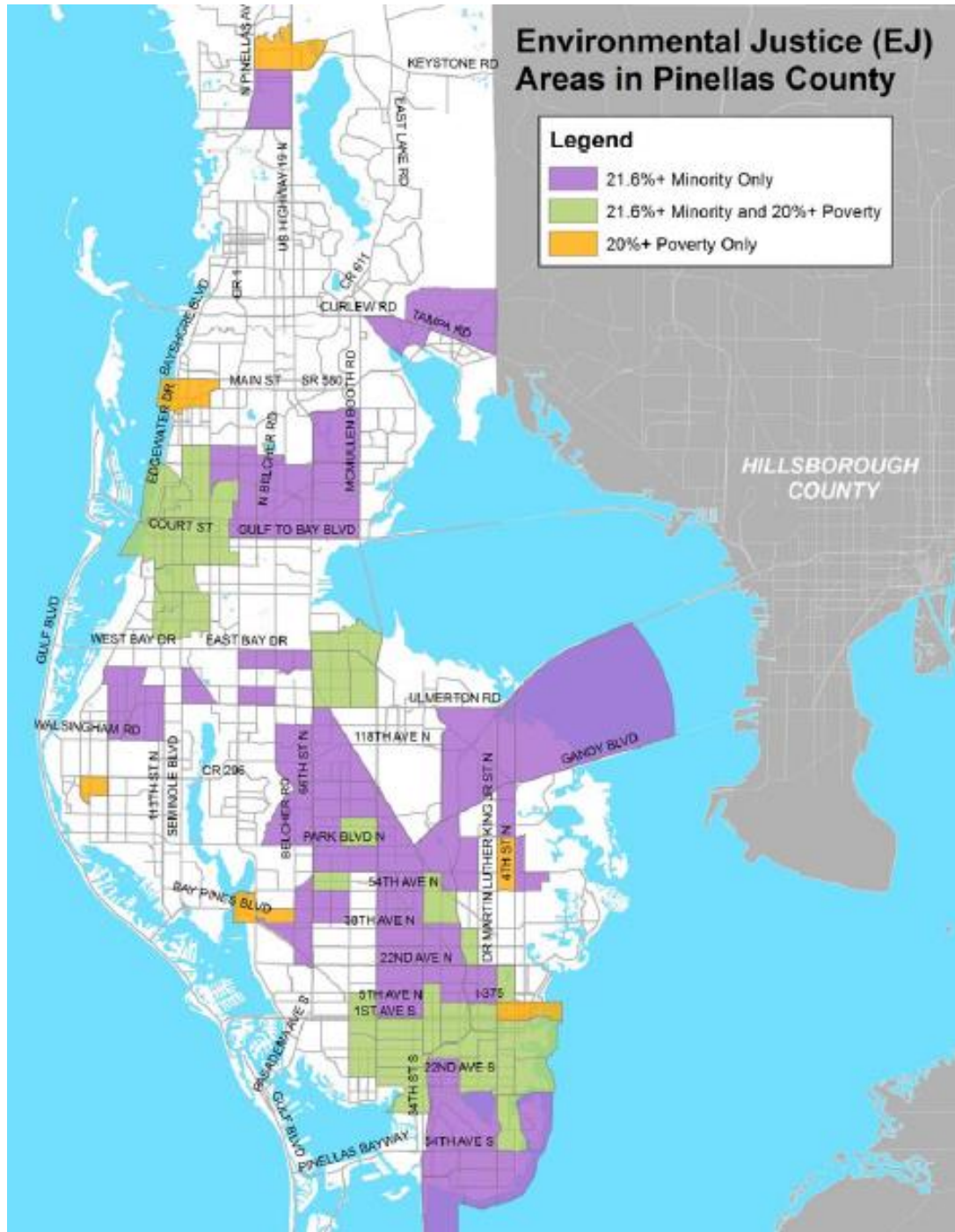
The current zoning and future land use categories for the study area are shown below.





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

Most of the 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 County Long Range Transportation Plan. The northernmost section of the study area is designated for poverty only.



<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.

The current street configuration has not adequately considered or addressed the needs of people outside cars. Transportation Disadvantaged citizens 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 moderate motor vehicle speeds and create a better pedestrian environment at each of the intersections as a part of adding separated bicycling facilities and crossings.

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 could accept a lower grant allocation as this grant will be a catalyst to advance this particular project. It's anticipated that a minimum grant allocation of \$75,000 would be required for the City to move forward with the study as provided in the schedule above.



MEMORANDUM

To: Forward Pinellas Board Members

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

Date: October 21, 2020

Subject: Support for the project applications submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program, Planning and Placemaking Grant, and Transportation Alternatives Program

At its meeting on September 15, 2020, the City of St. Petersburg's Complete Streets Committee voted to indicate support for the City of St. Petersburg's applications for funding within the Forward Pinellas Complete Streets Program.

The Committee is excited by the opportunities presented in these candidate projects that were all included in the City's Complete Streets Implementation Plan which was adopted in May 2019. Specifically, these candidate projects and associated grant program include:

- 6th Street Bikeway for Complete Streets Concept Planning funding
- 22nd Street South Complete Street for Complete Streets Construction funding

As the Complete Streets Committee noted during its consideration of the project application, the City believes these candidate projects will be catalysts for redevelopment, provide better placemaking that integrates land use and transportation, and provide safer streets for all roadway users. We look forward to the support of Forward Pinellas and are excited at the opportunity to continue our successful collaboration in bringing forth more Complete Streets.