



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 22<sup>nd</sup> Street South Complete Streets project for consideration with the Forward Pinellas Complete Streets Program. The project is derived from the Warehouse Arts District Deuces Live Joint Action Plan which calls for roadway and streetscape improvements along 22nd Street from 11th Avenue South to 18<sup>th</sup> Avenue South, including significant improvements to widen the sidewalks and the development of the intersection of 15<sup>th</sup> Avenue South as a major gateway to the Deuces corridor. The project connects with programmed 22<sup>nd</sup> Street improvements to the north that connect to the Pinellas Trails and will be funded in part by a prior Complete Streets grant award. It also connects with planned improvements along 18<sup>th</sup> Avenue South that are a high priority within the Forward Pinellas Active Transportation Plan, with concept designs being accomplished through Complete Streets funding.

As noted within the application, the City is prepared to initiate design for the project once construction funds have been programmed, though the design will commence approximately 18 months prior to construction funding availability so the detailed design can be moved immediately to construction upon completion.

Thank you for the opportunity to apply for funding that will allow the City of St. Petersburg to meet the transportation safety needs of our city's residents and visitors. We look forward to the support of Forward Pinellas and are excited at the opportunity to work collaboratively to build this important infrastructure.

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

## 22<sup>nd</sup> Street South Complete Streets

Forward Pinellas Complete Streets Program  
2021 Funding Cycle - Construction Project Application  
October 23, 2020

1. *Provide the name and contact information for the agency point of contact for this application.*

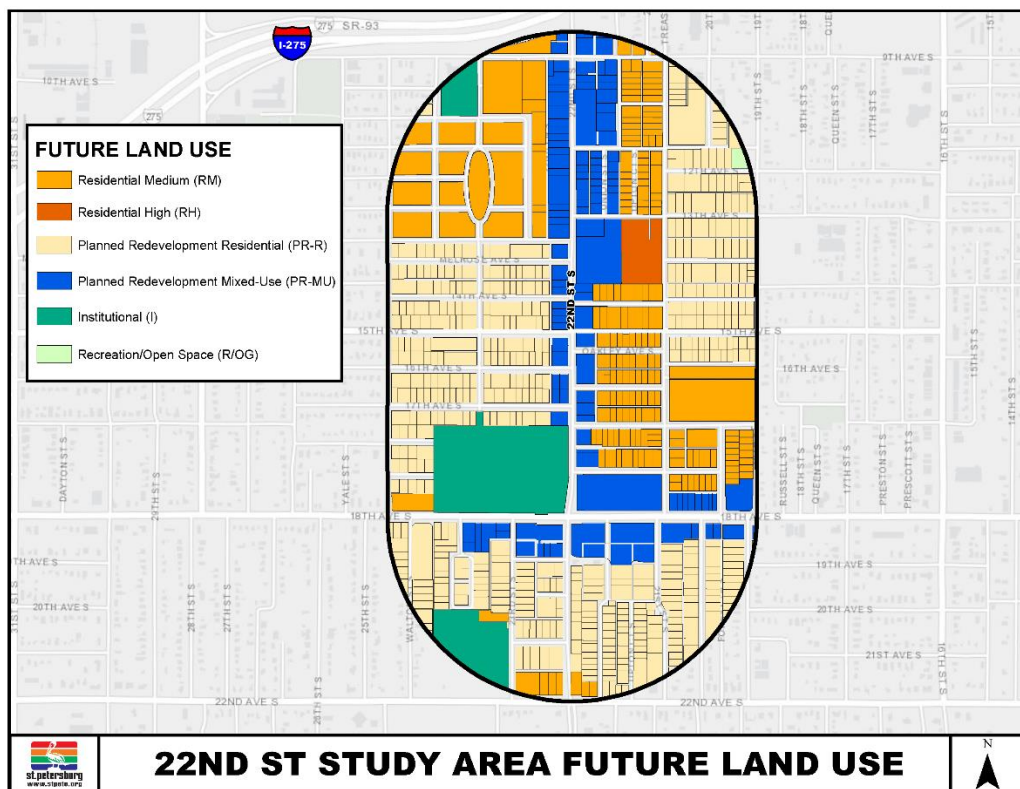
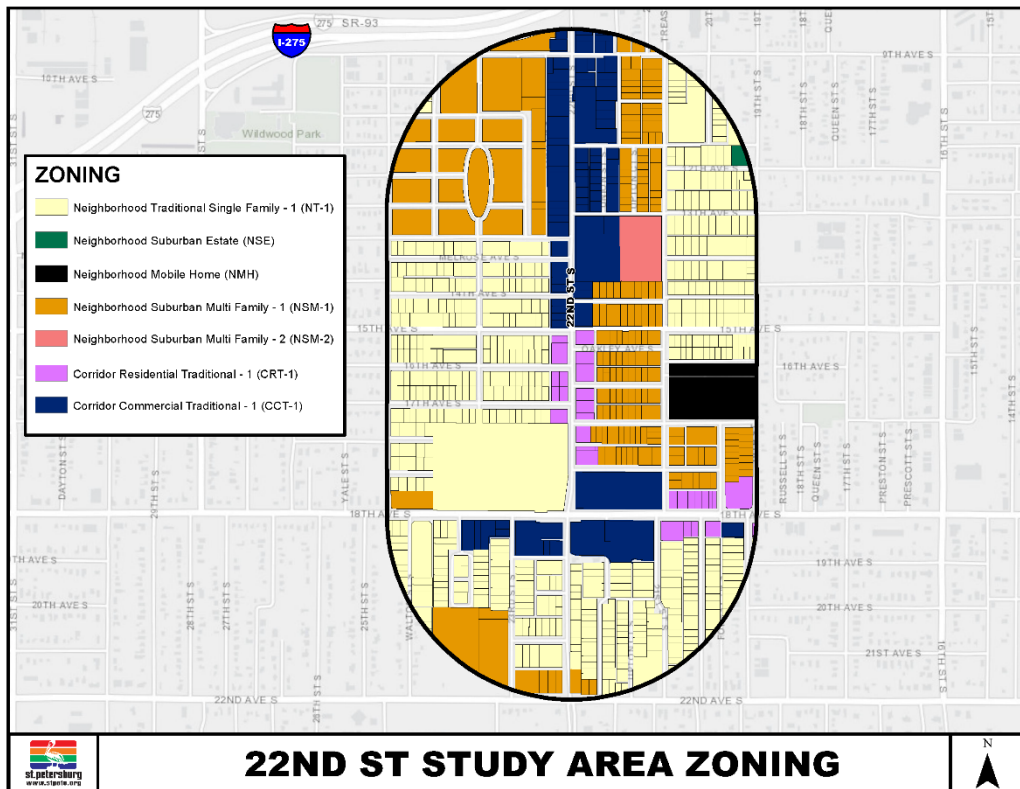
Name: Cheryl N. Stacks, P.E., AICP, Transportation Manager  
Postal Address: One 4th Street North, 8th Floor, St. Petersburg, FL 33701  
Email Address: [Cheryl.Stacks@stpete.org](mailto:Cheryl.Stacks@stpete.org)  
Phone: 727-892-5328

2. *Describe the project location. Include specific information on the project limits, jurisdiction of roadway and abutting properties, land use characteristics of abutting properties and any unique characteristics of the roadway (serves local/regional travel, serves a major activity center, etc.).*

The 22<sup>nd</sup> Street South project is derived from the Warehouse Arts District Deuces Live Joint Action Plan (WADA/Deuces Plan), finalized in December 2018 and adopted by City Council. This project reconstructs the streetscape of 22<sup>nd</sup> Street between 11<sup>th</sup> Avenue South and 18<sup>th</sup> Avenue South as envisioned in the WADA/Deuces Plan, including a complete reconfiguration of 15<sup>th</sup> Avenue South as a Gateway to the Deuces Main Street district. The intersection of 22<sup>nd</sup> Street and 18<sup>th</sup> Avenue South is to be reconstructed under a separate and complementary project. Concept Planning for that project has been partially funded under the Forward Pinellas Complete Streets program.

The Deuces Live Main Street has been a focus area for the City due to its great potential as an employment, residential, and commercial destination in south St. Petersburg. 22<sup>nd</sup> Street in this area serves the front doors of the Royal Theater, the St. Petersburg College Midtown Campus, multiple neighborhood-serving businesses, multi-family residential blocks, and Perkins Elementary School. It is important that 22<sup>nd</sup> Street South contribute not only to vehicular traffic that may be going to or from the Central Avenue corridor, but also to the ongoing redevelopment of the physical, social, and economic fabric of the residents and businesses in the Deuces Live Main Street area.

The roadway is under the jurisdiction of the City of St. Petersburg, the City is LAP certified, and the project is 100% within public right of way. For context of the area surrounding the project, the current zoning and future land use categories for the study area are shown on the following pages.

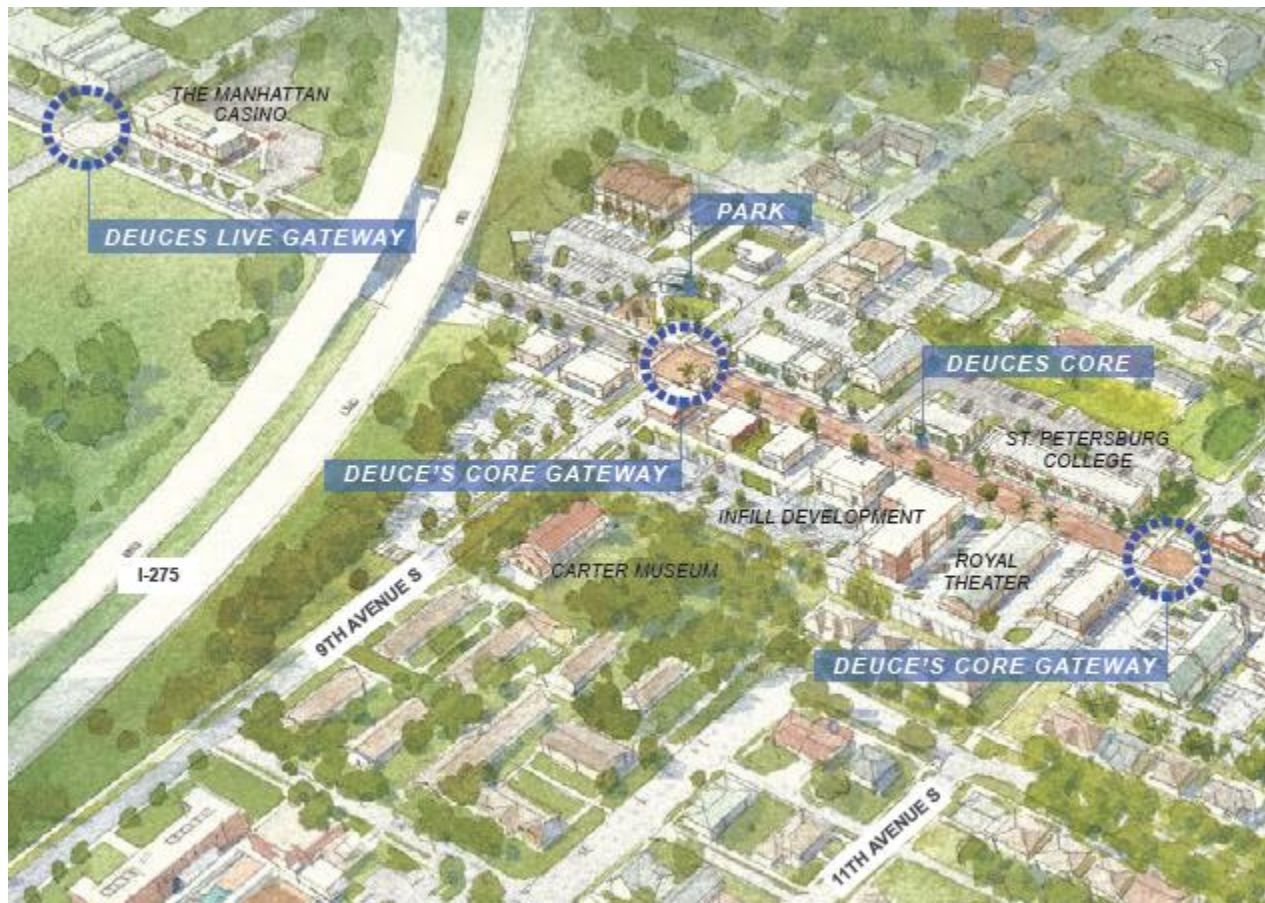




3. Describe in detail the proposed improvements that will be provided by the project, including the following, as applicable:

The roadway and streetscape improvements will provide considerable benefits to the public realm that are likely to be transformative for the Deuces Live District. As an emergent Main Street and host to St. Petersburg College campus, the district requires more complete facilities for all modes of travel and a destination environment that supports the residents and businesses.

This section of the corridor will remain a two-lane road with widened and buffered sidewalks for both pedestrians and bicyclists. The project introduces consistent streetscape materials and amenities to both unify and improve the destination feel of the entire corridor. Pedestrian crossings on the corridor and reconstructing the intersection and associated bicycle lanes along 15<sup>th</sup> Avenue S will establish a gateway for the Main Street district. New bus stop locations will be created to serve desired future transit service.



*a. Pedestrian accommodations being added/enhanced;*

A core project element is to make 22<sup>nd</sup> Street S a livable street, providing a wider and more-comfortable place to walk along the entire corridor. Consolidated driveways, landscaped buffers from the roadway, and other streetscape amenities will improve the pedestrian environment. The intersection at 15<sup>th</sup> Avenue South will be designed as a southern gateway for the Deuces Live Main Street district core.



*a(sic). Bicycle facilities being added/enhanced;*

This project replaces existing substandard width bike lanes with an overall improved streetscape in a destination-focused and low-speed environment conducive to shared lanes. Shared Lane Markings will be added to the roadway consistent with the roadway segment immediately to the north that is currently being designed under a separate Complete Streets project.



This project also includes a widened and buffered pathway that will provide space for both pedestrians and bicyclists who are not comfortable riding on the roadway with motor vehicle traffic. The added buffer space will also be used to provide bicycle parking to support the adjacent businesses and institutions as a part of the standard streetscape along the entire corridor. In combination, the sharrows and widened walkway will provide travel options for bicyclists of all ages and experience/comfort levels.

The proposed typical configuration of the roadway is shown below.



### **SOUTH MAIN**

**[11th Avenue S to 15th Avenue S]**

#### **PROPOSED CONDITION**

**Two Lane Road with On-Street Parking on  
West Side and Shared Bicycle Lanes**

#### **Streetscape Improvements:**

- Flip Parking to the West Side of the Street
- Add Planters with Street Trees
- Widen West Sidewalk
- Pedestrian Lights
- Street Furniture

*b. Sidewalks and/or bicycle facilities along an adjacent roadway segment that truncate at the project limits;*

13<sup>th</sup> Avenue South is a planned Neighborhood Greenway to the east of this project, and associated wayfinding signage along 22<sup>nd</sup> Street will be included as a part of this project.

A central element of this project is the complete reconfiguration of 15<sup>th</sup> Avenue South as a gateway to the Deuces Main Street district. There are currently bicycle lanes on 15<sup>th</sup> Avenue to either side of 22<sup>nd</sup> Street, however they are discontinuous through the signalized intersection. Correspondingly, the operational reconfiguration in this project is to continue the bicycle lanes through the intersection, utilizing contemporary “protected intersection” elements to make the bicycle crossings continuous, conspicuous, comfortable, and ultimately more safe. Similarly, bus stops will be provided for this intersection for PSTA Route 15 that travels along 15<sup>th</sup> Avenue South.

The intersection of 22<sup>nd</sup> Street and 18<sup>th</sup> Avenue South is to be reconstructed under a separate and complementary project. Concept Planning for that project has been partially funded under the Forward Pinellas Complete Streets program. The preliminary concepts being screened in that study include either separated bike lanes or a widened and buffered pathway as being included in this project.

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

No PSTA bus routes currently run along 22<sup>nd</sup> Street South for most of the project limits. PSTA Route 7 approaches 22<sup>nd</sup> Street South from the west at 13<sup>th</sup> Avenue South. It travels briefly along 22<sup>nd</sup> Street, with 60-minute headways, between 13<sup>th</sup> Avenue South and 9<sup>th</sup> Avenue South before continuing east along 9<sup>th</sup> Avenue S.

Route 15 travels along 15<sup>th</sup> Avenue S across the study area with 60-minute headways between 31<sup>st</sup> Street and 16<sup>th</sup> Street, but is required to detour back north to Grand Central Station to get across I-275 before returning to 15<sup>th</sup> Avenue S to the west.

A new transit line or circulator service has been proposed on this section of the corridor as a part of the WADA Deuces Live Joint Action Plan, and all of the proposed changes are providing a transit-supportive environment.



*d. How the project will provide accommodations for transit riders along the corridor*

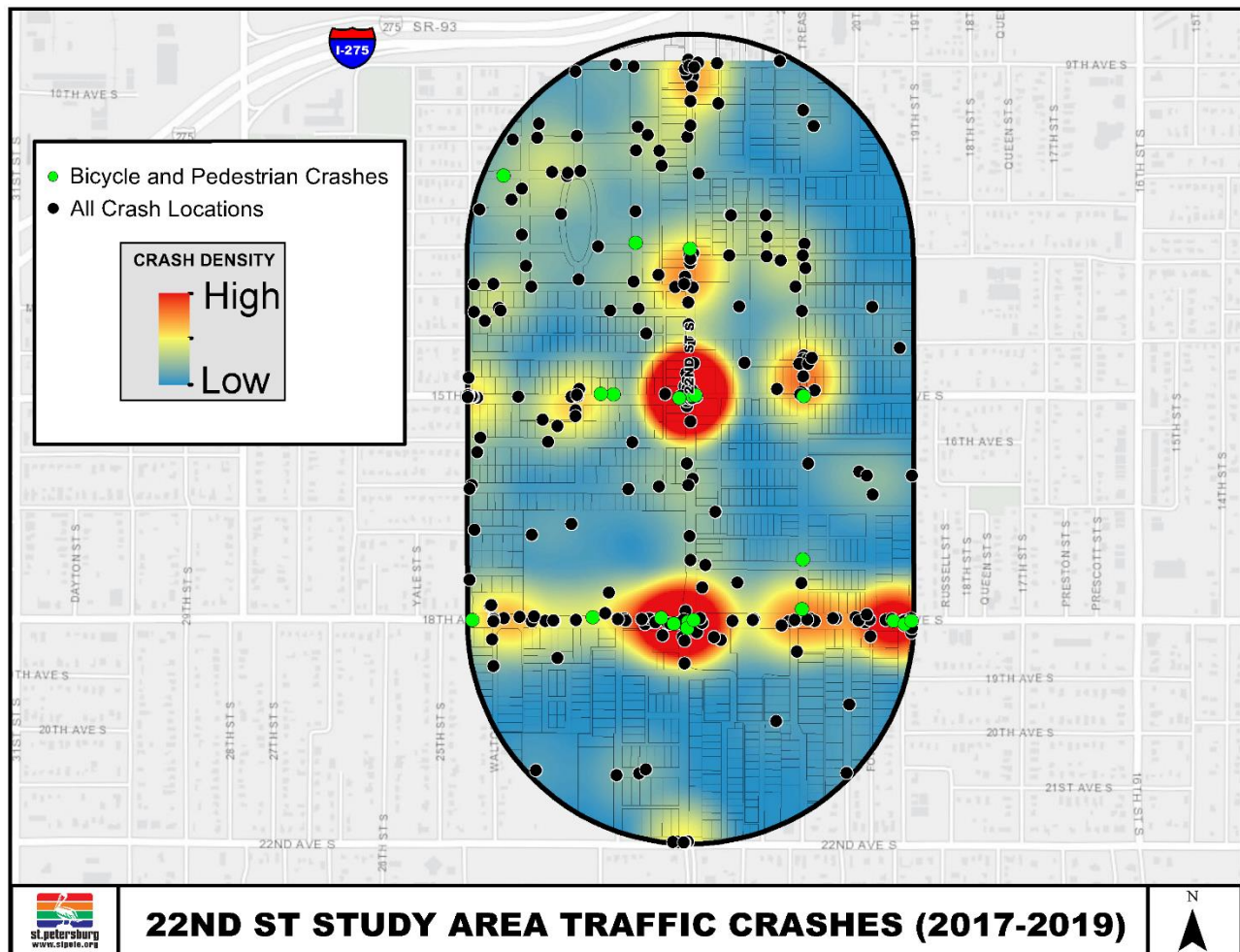
The reconfigured intersection at 15<sup>th</sup> Avenue South will include new bus stops as a key element of the gateway to the Deuces Live Main Street district.

An improved pathway and crossings will increase the user experience for both existing and future transit customers getting to and from any future transit service on the corridor. The project also improves connections to Central Avenue to the north, including the future SunRunner Bus Rapid Transit line, which will run along 1st Avenues North and South and have stations at 22<sup>nd</sup> Street.



e. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.). How will the project improve safety for all users? Forward Pinellas is available to provide assistance in compiling this data to support your application

The project will address the primary safety concern for all users, which is mostly speeding traffic. It includes reconfiguration of the intersection of 13<sup>th</sup> Avenue South where a hotspot of crashes is identified along the project corridor. Again, it's worth noting the intersection of 18<sup>th</sup> Avenue South will see improvements to address excessive motorists' speeds and traffic crashes through a separate though complementary project. Crash data for the corridor is shown below.

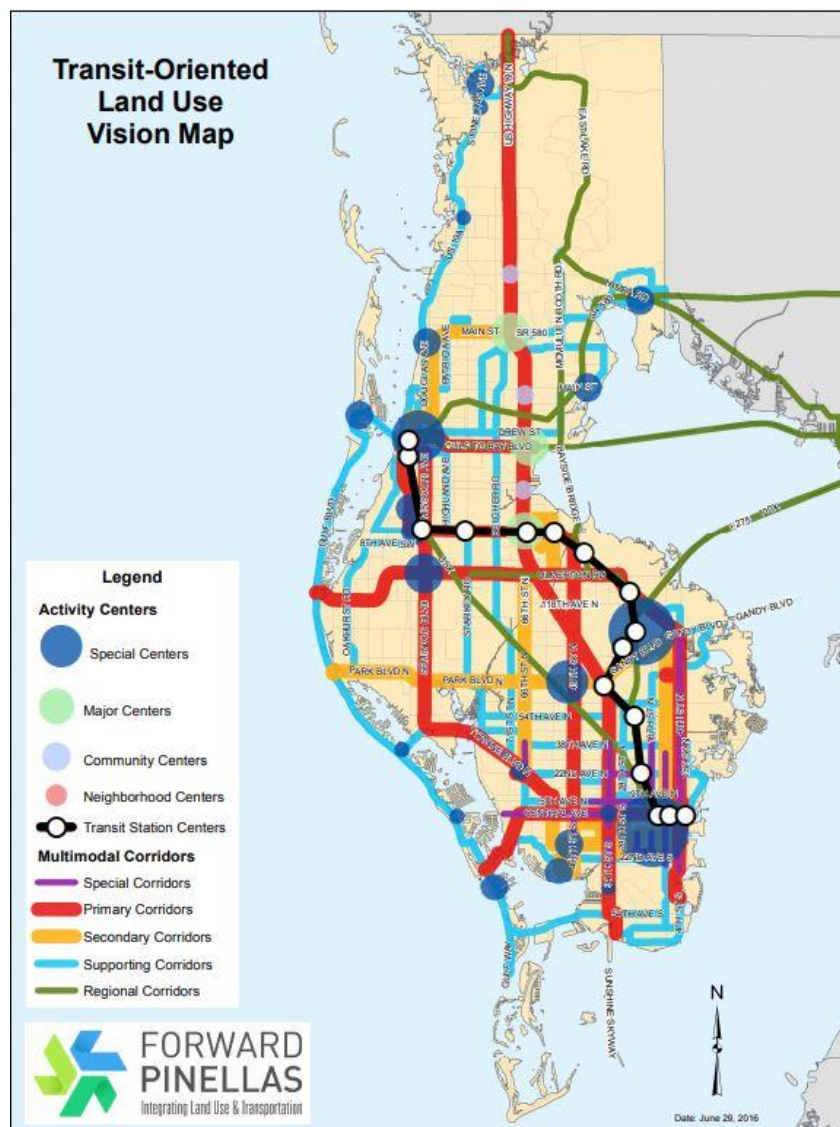


f. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the Transit Oriented Vision Map (see link: [http://forwardpinellas.org/wpcontent/uploads/2016/06/Vision\\_Map\\_21000\\_scale.pdf](http://forwardpinellas.org/wpcontent/uploads/2016/06/Vision_Map_21000_scale.pdf))

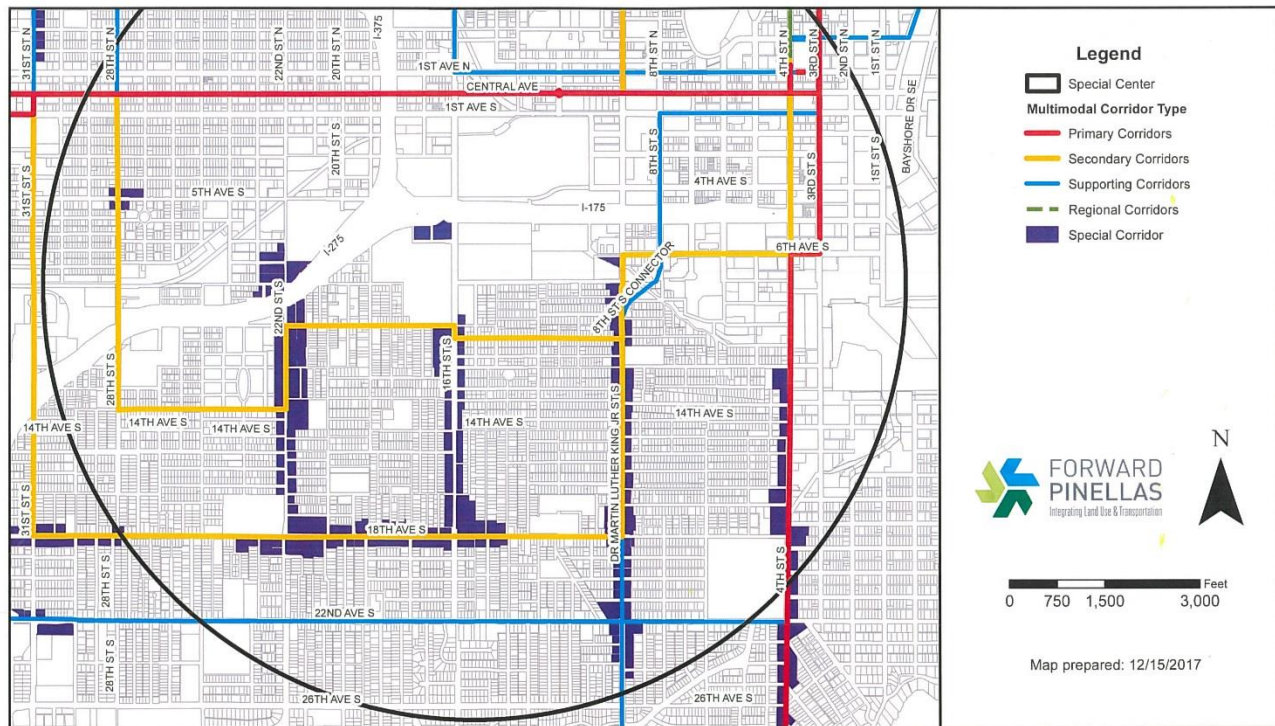
The entire project is within a Special Center and identified as a Special Corridor. 22<sup>nd</sup> Street S between 11<sup>th</sup> Avenue S and 13<sup>th</sup> Avenue S is identified as a Secondary Corridor as is 18<sup>th</sup> Avenue South at the southern terminus of the project.

The Transit Oriented Vision Map section covering the study area is excerpted below. 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: [https://forwardpinellas.org/wp-content/uploads/2016/06/Vision\\_Map\\_21000\\_scale.pdfpdf](https://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdfpdf))



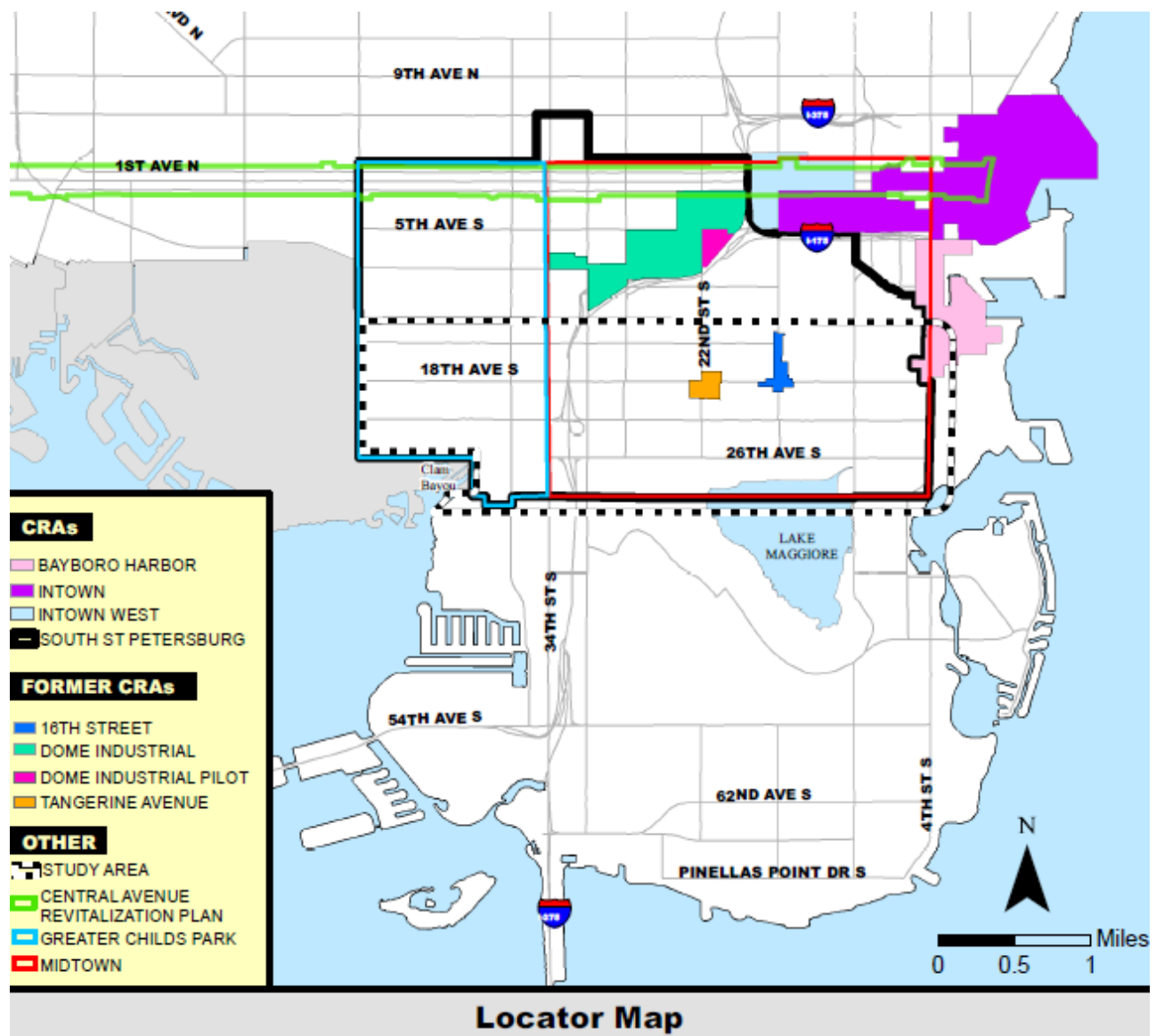
Vision Map Corridors for Downtown St. Petersburg Area



g. Is the project segment within an adopted CRA?

Yes, the project is located in the South St. Petersburg Community Redevelopment Area (see map below) and aims specifically to make progress towards the goals outlined in that CRA Redevelopment Plan. It directly builds upon the work done under several past redevelopment areas and plans within this study area including: 16<sup>th</sup> Street South Revitalization Plan (1983), Tangerine Avenue (2003), Midtown Strategic Planning Initiative (2002), and the Greater Childs Park Strategic Planning Initiative (2007), and the WADA Deuces Live Joint Action Plan (2018). It also is influenced by work completed for the surrounding areas including: Dome Industrial Park (2007) and the many neighborhood plans. It is a focus area of the City's most recent initiative, Deuces Rising - integrated, comprehensive place-making plan comprised of a welcoming gateway, housing that is affordable, new parks, and an infusion of resources that encourage private businesses to thrive.





*h. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?*

The corridor currently features an inconsistent assortment of street lighting including one FDOT cobra lighting and scattered acorn lights for pedestrians. The streetscape redesign to be completed as a part of this project will include modern and consistent lighting for both the roadway and sidewalks.

*i. Access management strategies.*

22<sup>nd</sup> Street is an existing urban corridor with established small blocks and regular intersections. Driveways replaced as a part of the project will sized and designed appropriately to maintain

the pedestrian character and streetscape elements. The addition and reconfiguration of on-street parking where feasible will improve access to businesses and cultural destinations along the corridor, further decreasing the need or desirability of driveways.

*4. Provide detailed project cost estimate and documentation of the local match being provided by the applicant.*

The total estimated cost of the 22nd Street South project, including the roadway and streetscape changes laid out in this application is anticipated to be \$1,507,000. The City's application for this project requests the full amount of funding offered through the Forward Pinellas Complete Streets Program, or \$1,000,000. The remaining balance of the project \$507,000 would be required through local funds or other future-identified funds, with the project phased to accommodate approved funding levels.

The budget figures provided are opinions of probable cost based on conceptual planning and include a 15% markup for project unknowns. Actual costs may vary based on market, time of implementation, and detail decisions made in final design regarding level of complexity and finish. No additional ROW is anticipated to be needed for the project, although minor utility relocation, including that by Duke Energy might be needed.

ROADWAY	\$ 985,000
LIGHTING	\$ 100,000
LANDSCAPE/PERIPHERALS	\$ 60,000
MOB/MOT	\$ 192,000
Project Unknowns	\$ 170,000
TOTAL	\$ 1,507,000

*5. Describe any barriers to connecting low income or elderly communities with activity centers that exist along the project limits, and how the proposed project will address them.*

I-275 disconnects the north-south street grid within the project area, channeling all roadway users to 22nd Street for north-south travel. The current lack of consistent bicycle facilities, outdated streetscape, and vacant and underutilized parcels negatively affect the user experience for people walking and biking the corridor to access Central Avenue or Pinellas Trail to the north, or businesses along 18<sup>th</sup> Avenue South. This project will update the streetscape to current best practices for lighting, street trees, and furniture, while providing consistent and wider bicycle lanes. These improvements will help activate the public realm, provide access to the educational and community services along the corridor, and spur private investment in other parcels, creating a safer and more inviting space for low income and elderly residents.

6. 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 (see link below). (<http://www.pinellasplanningcouncil.org/cwp/CWPstrategies.pdf>)

St. Petersburg is defined by the established urban grid of streets, which provides multiple route and mode options for getting around. This specific study area is an exception to that norm with Interstate 275 limiting the travel route options. This project is expressly intended to implement and catalyze further 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 Action Plan will create a facility that achieves the Transportation Element Goals 3 & 4 by making 22<sup>nd</sup> Street more conducive to multimodal and transit-oriented travel. This project encourages transformative change towards the goals clearly defined for the WADA/Deuces Plan.

Most of the corridor is located within Corridor Commercial Traditional District - 1 (CCT - 1) zoning, including the section north of 15<sup>th</sup> Avenue South and at the approach to the intersection of 18<sup>th</sup> Avenue South with Tangerine Plaza. This zoning category is supportive of multimodal transportation and principles in the Countywide Plan in multiple ways:

16.20.080.1. - Composition of corridor commercial traditional.

- A. The corridor commercial traditional development pattern includes the design aesthetics, densities and uses found in the various neighborhood shopping districts of the early 20th Century Main Street.
- B. These districts are characterized by a collection of compatible, interrelated uses that include shopping, service, employment and residential opportunities. The symbiotic relationship of these mixed uses creates a more balanced community, reduces traffic, consolidates service delivery, and benefits the surrounding residential areas that are within walking distance.
- C. The buildings in the corridor commercial traditional districts often exhibit architecture of the early 20th Century Main Street. Buildings typically feature vertically oriented architecture and are constructed close to the street, as these uses depend upon pedestrian access. Architectural details such as large display windows, awnings, an articulated base course and cornice, use of natural materials and other fenestrations are common. Primary entries face the street and are enhanced with architecturally appropriate features.
- D. Driveways and parking areas in front yards are not typical in most traditional corridors. Consequently, alleys and secondary roadways are the primary routes for utilities and access to off-street parking to the rear of properties. Rear parking areas are often connected to the building by rear entrances, arcades within buildings or small pedestrian paths, courtyards or plazas between buildings.

16.20.080.7. - Building design.



The following design criteria allows the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

*Site layout and orientation.* The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

*Building and parking layout and orientation.*

1. New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause a rear yard or rear facade to face toward abutting properties (*supports LU 16.1.3.C.i*)
2. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure's linear frontage, per street face, shall be on the building setback line (*supports LU 16.1.3.C.ii*)
3. All service areas and loading docks shall be located behind the front facade line of the principal structure (*supports LU 16.1.3.C.iii*)
4. The principal structure shall be oriented toward the primary street. A building on a corner property may be oriented to the secondary street so long as all street facades are articulated as primary facades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building (*supports LU 16.1.3.C.i*)
5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure (*supports LU 16.1.5.B.iii*)
6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section (*supports LU 16.1.3.C.iii*)

*Vehicle connections.*

1. Nonresidential development within CCT-1:  
Access to parking shall be from the street. If the primary street is utilized for vehicular access, the driveway shall serve the entire complex, not individual units, and shall not exceed one lane in each direction (*supports LU 16.1.3.B.iii*)
2. Residential development within CCT-1:  
Access to parking shall be designed to take advantage of the first available alternative in the following prioritized list: (*supports LU 16.1.3.B.iii*)
  - a. Access shall be made from the alley or secondary street.
  - b. Where no alley or secondary street are present, access shall occur from the primary street.
  - c. For multi-unit structures, the driveway shall serve the entire complex, not individual units and shall not be wider than one lane in each direction.

*Pedestrian connections.*

1. Each ground floor multifamily unit or commercial unit that faces a primary street shall contain a primary entry which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops (*supports LU 16.1.5.C.iii*)
2. Where a single building includes separate commercial and residential entrances, the residential entrances shall be raised at least 16 inches above ground level or recessed within the facade to reinforce a privacy zone and distinguish it from the commercial entrances (*supports LU 16.1.5.C.iii*)

7. Provide a project schedule to highlight the anticipated timeline to complete the project.

Design is anticipated to take 12-18 months and will be coordinated to precede the availability of construction funds sufficiently close to establish realistic bid estimates.

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

15.47% of parcels within ¼-mile of the corridor are vacant. 29.60 acres out of 191.42 acres total.

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

The Deuces Live Main Street has been a focus area for the City due to its great potential as a future employment, residential, and commercial destination in south St. Petersburg, including the most recent initiative, Deuces Rising. 22<sup>nd</sup> Street in this area has short blocks and an urban form that's generally supportive of non-motorized modes. The current lack of premium streetscape elements inhibits redevelopment opportunities, even as 22<sup>nd</sup> Street serves the front doors of the Royal Theater, the St. Petersburg College Midtown Campus, multiple neighborhood-serving businesses, multi-family residential blocks, and Perkins Elementary School. It is important that 22<sup>nd</sup> Street South contribute not only to vehicular traffic that may be going to or from Central Avenue, but also to the ongoing redevelopment of the physical, social, and economic fabric of the residents and businesses in the Deuces Live Main Street area by making it easier for people walking, bicycling, and using transit.

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

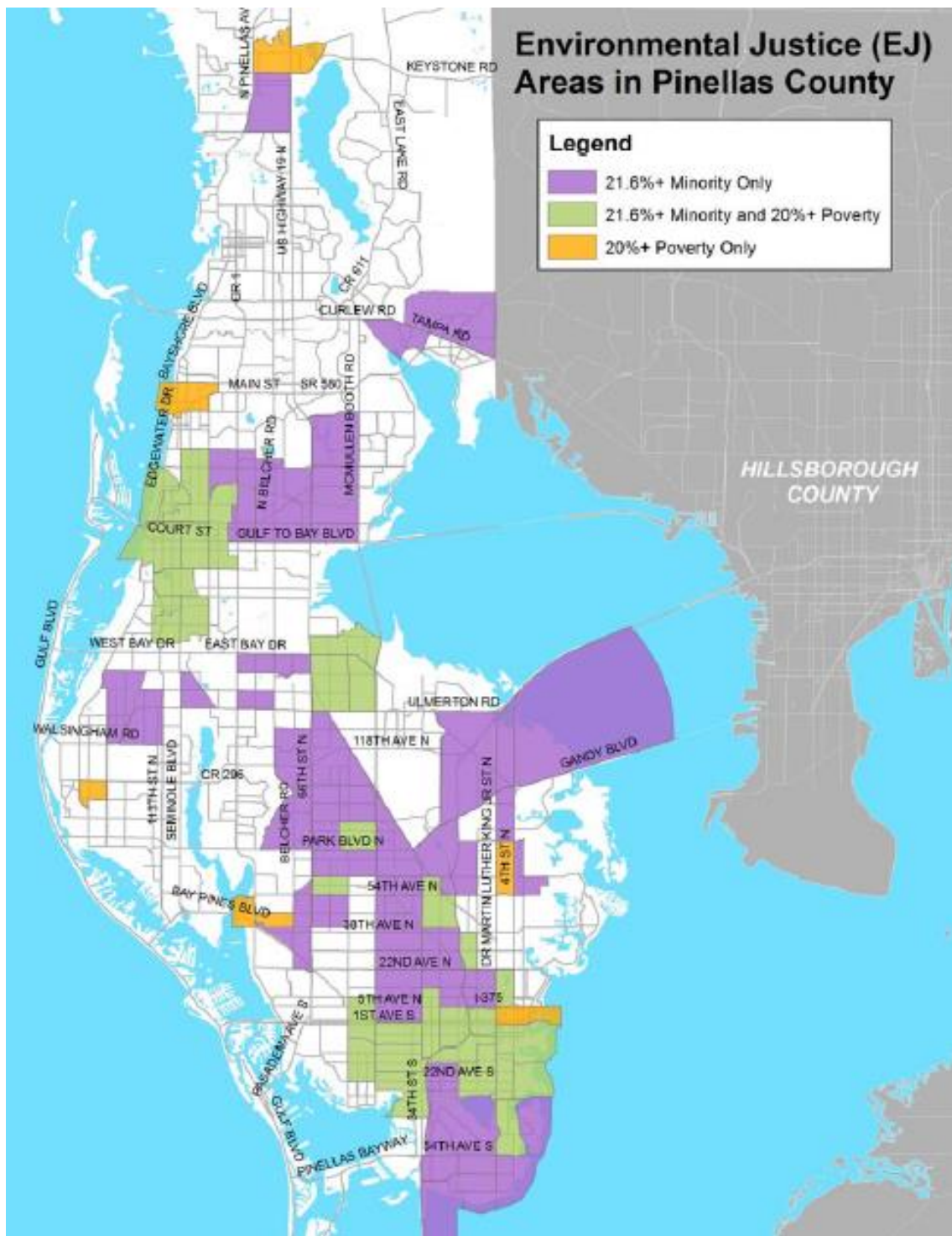
<u>LAND USE</u>	<u>ACRES</u>	<u>PERCENT</u>
Apartments (10 - 49 units)	2.50	1.31
Apartments (5-9 units)	0.78	0.41
Apartments (50 units or more)	15.16	7.92
Auto/Marine Repair	0.10	0.05

Church, Church School, Church Owned Building (Parsonage code 0110), Salvation Army, Missions	7.61	3.97
City Gov't - Non-residential (commercial) only	7.51	3.92
Club, Lodge, Union Hall, Civic Club, Health Spa	0.42	0.22
County Public Schools	15.78	8.25
Duplex-Triplex-Fourplex	3.77	1.97
Financial Institution	1.44	0.75
General Office	0.79	0.41
General Warehouse	0.52	0.27
Manufactured Home Park (Lot Rental Community)	5.49	2.87
Medical Office Building - single & multi-story	0.56	0.29
Neighborhood Shopping Center	3.60	1.88
Non-Profit Charitable Services	2.69	1.40
Park Land - Public Park, Forest, Recreation Area ( Gov't owned)	1.39	0.73
Private Schools & Colleges, Day Care Centers	2.15	1.12
Public Colleges, SPC, USF	0.59	0.31
Restaurant, Cafeteria	0.21	0.11
Right-of-Way Street and Road, Irrigation Canal, Channel, Ditch, etc.	0.07	0.04
Single Building Store	2.16	1.13
Single Family - more than one house per parcel	5.42	2.83
Single Family Home	78.90	41.22
Skilled Nursing, Memory Care, Rest Home, Senior Rehab Center, Adult Day Care	0.63	0.33
Store w/Office or Apartment	0.31	0.16
Strip Store - (2 or more stores)	1.27	0.66
Vacant Commercial Land	9.84	5.14
Vacant Commercial Land w/XFSB	2.32	1.21
Vacant Institutional Land	0.05	0.02
Vacant Residential - lot & acreage less than 5 acres	16.98	8.87
Vacant Residential Land w/XFSB	0.41	0.21
<b>TOTAL</b>	<b>191.42</b>	<b>100.00</b>

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

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





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

12. 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 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 and comfortable bicycle infrastructure will make utilizing a bicycle as a means of transportation more appealing and safe for riders of all ages and abilities. All of the proposed pedestrian improvements also benefit transit riders, since transit riders typically walk to and from bus stops and a primary aim of the project is to slow motor vehicle speeds and create a better pedestrian environment.



## MEMORANDUM

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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

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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
- 22<sup>nd</sup> 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.