



ACTIVE TRANSPORTATION PLAN

Technical Memorandum VI: Project Concept Summaries

Updated April 2024



Advantage
PINELLAS

ENGAGE. ADAPT. CONNECT.



2024 UPDATE

The 2020 Forward Pinellas Active Transportation Plan analyzed bicycle and pedestrian needs in the region and identified projects to bridge crucial gaps in the active transportation network.

A total of 47 projects were identified across Pinellas County, and ten priority projects were selected for project concept summaries. Each project concept summary includes a safety score, an integrated and connected score, an accessibility and comfort score, and a quality of life score. Each score component was calculated in 2020 when the priority projects were identified.

As part of the 2024 Active Transportation Plan update, the ten priority projects were reviewed and it was determined to retain the ten priority projects. The project planning cost estimates have been revised to adjust for inflation between 2020 and 2024.

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Project Number 1: Oldsmar Trail | County Area: North

PROJECT LIMITS: OLDSMAR TRAIL, CURLEW ROAD TO TAMPA ROAD

PROJECT LOCATION

LENGTH: 0.90 MILE

PROJECT DESCRIPTION



Existing paved Oldsmar Trail ends just north of Curlew Road. Portion of canal frontage north of that point appears to be an existing unpaved trail. This project would extend the paved trail north from the existing terminus to Tampa Road. Project would consist of a widened sidewalk along the north side of Tampa Road to approximately 300 west of E. Lake Road South at which point it would connect to a proposed section of the Pinellas Trail on the east side of the canal.



Connections to Key Destinations: Extends Oldsmar Trail; Oldsmar Sports Park; Shoppes at Boot Ranch; future section of Pinellas Trail

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- Existing paved Oldsmar Trail along the canal is approximately 15 feet wide. Proposed extension of this trail should maintain the same width.
- There appears to be an existing unpaved connection in this area from the canal frontage through a wooded section to the Oldsmar Sports Park, so there may be an opportunity to formalize that connection with a paved trail spur. There is also an existing connection from the current north terminus of the paved trail at Curlew Road to the park via the sidewalk along the north side of Curlew Road and an 8-foot wide sidewalk along Windward Place. Wayfinding signage should be provided for the existing sidewalk connection to the park, and via the trail spur if connected.
- As part of the Tampa Road Corridor Plan, the City of Oldsmar intends to work with property owners to place wider meandering sidewalks along the roadway that allow access to properties and protect existing trees.
- Project connection to the Pinellas Trail would provide access to the Circle Lake Tarpon Trail Route.
- On the north side of Tampa Road, east of E. Lake Road, there may be limited opportunity to widen the existing sidewalk as it immediately abuts the parking area for the Shoppes of Boot Ranch. Any widening would likely require right-of-way acquisition and also shifting of an existing retaining wall.
- A structure would be required to ramp the trail down from the Tampa Road sidewalk down to the berm alongside the canal to connect to the proposed section of the Pinellas Trail.

POPULATION & EMPLOYMENT



1,924
POPULATION
Within 1/4 mile
of project



913
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



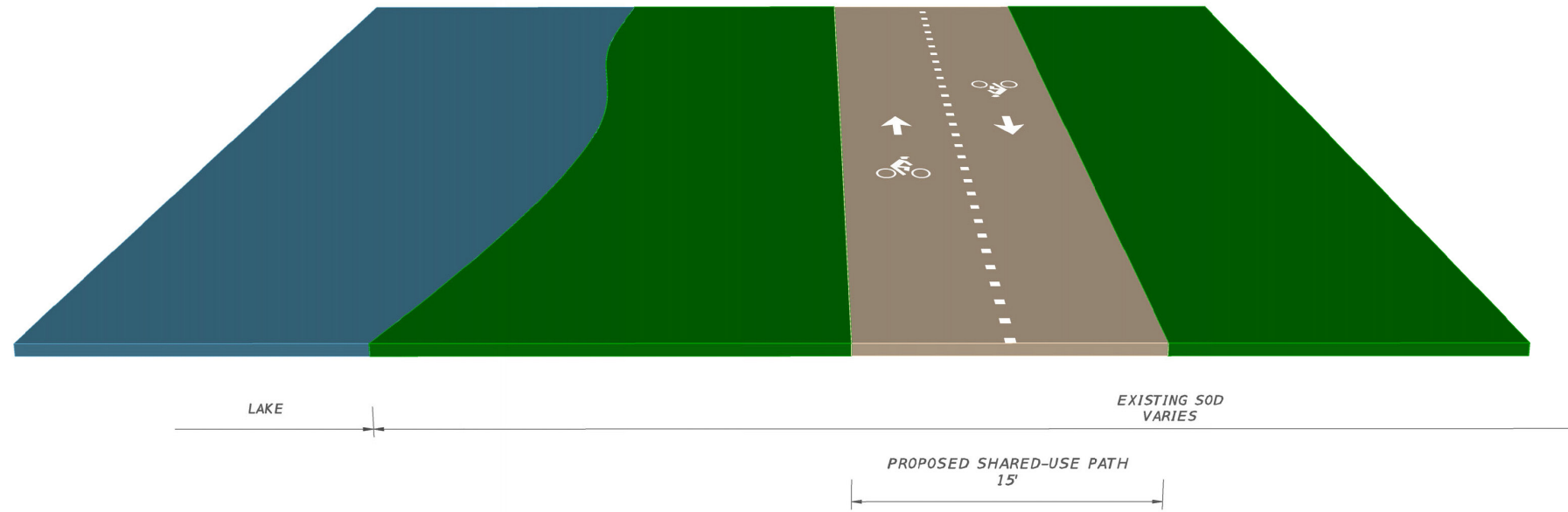
TRAIL







PEDESTRIAN
CROSSINGS

OLDSMAR TRAIL

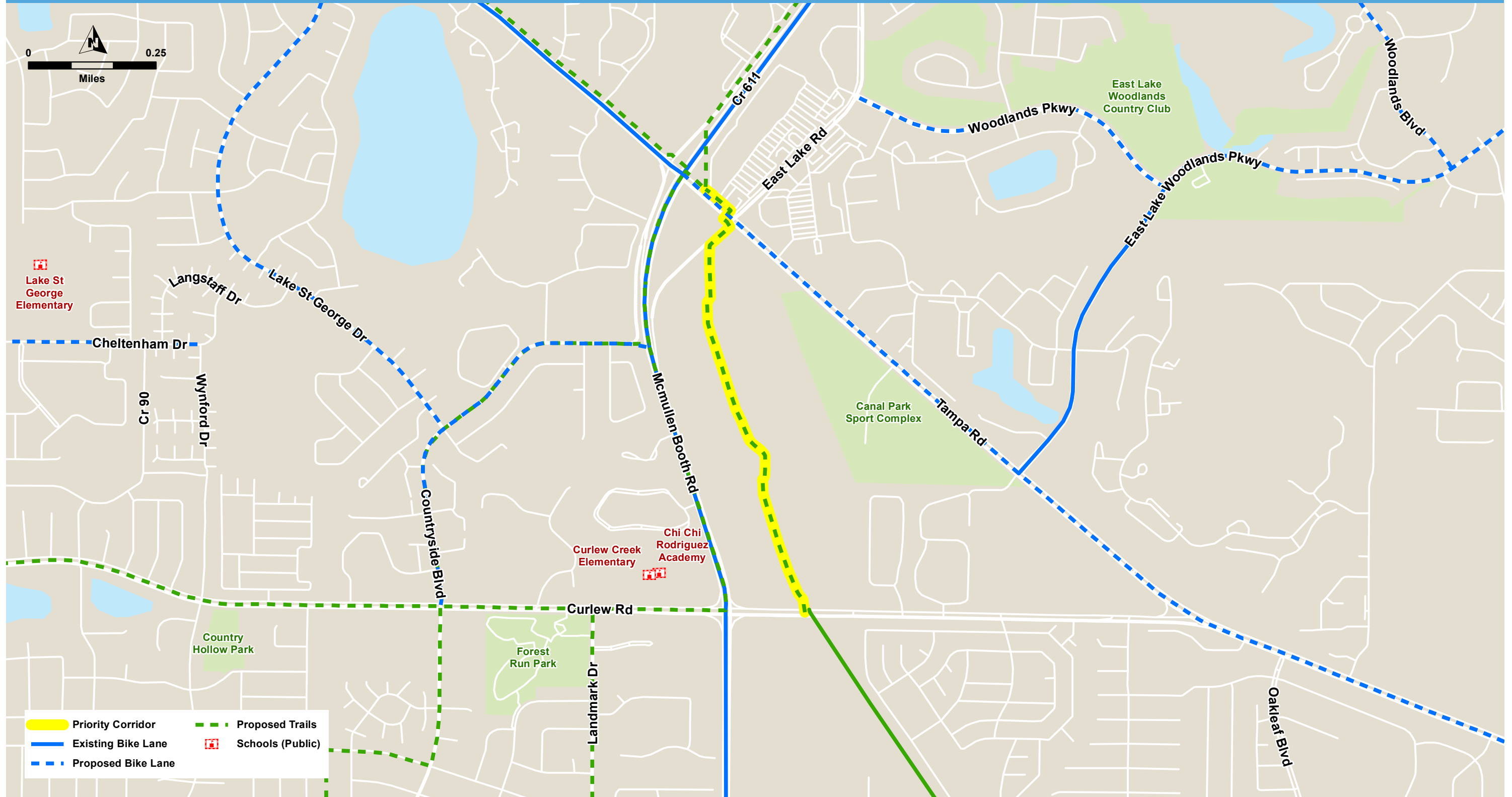
TYPICAL SECTION



PROJECT & PRIORITY SCORING RESULTS

<p>0</p>  <p>SAFETY SCORE</p> <ul style="list-style-type: none"> Not within 0.5-mile of an identified high bike/pedestrian crash segment or intersection 	<p>19</p>  <p>INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> Not within or providing direct access to a multimodal corridor or activity center Average bike/pedestrian demand score = 46.0 Connects to one existing facility (extends Oldsmar Trail) Provides direct access to 2 bus routes with headways of 45-60 min (Route 62; North County Connector OTC) 	<p>42.9</p>  <p>ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> Average weighted bicycle LTS score = 100 (all LTS 1) Results in full sidewalk coverage on one side only Not in a high composite equity score area nor in a low bicycle or pedestrian service area 	<p>100</p>  <p>QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> Extends Oldsmar Trail; connects to Oldsmar Sports Park, Shoppes of Boot Ranch and future segment of Pinellas Trail
<p>27.6 TOTAL WEIGHTED SCORE</p>	<p>9 PRIORITY RANKING (North Area Priority 3)</p>	<p>\$1.9 MILLION PLANNING COST ESTIMATE</p>	

CORRIDOR MAP: OLDSMAR TRAIL, CURLEW ROAD TO TAMPA ROAD



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Project Number 2: Nebraska Avenue Loop | County Area: North

PROJECT LIMITS: NEBRASKA AVENUE, 19TH STREET TO W. LAKE ROAD; 19TH STREET, CR 39 TO NEBRASKA AVENUE; CR 39 / CR 95, 19TH STREET TO W. LAKE ROAD; W. LAKE ROAD, CR 95 TO NEBRASKA AVENUE

PROJECT LOCATION LENGTH: 5.23 MILES

PROJECT DESCRIPTION



This project would provide a shared-use path alongside four roadways, connecting neighborhoods in Palm Harbor, including on both sides of US 19.



Connections to Key Destinations: Palm Field; Palm Harbor Library; Palm Harbor Middle School; Lake St. George Elementary School

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

NEBRASKA AVENUE:

- A shared-use path is proposed on the south side of the street, which could be accomplished by widening the existing sidewalk to a minimum of 8 feet, preferably 10 feet. The apparent right-of-way (source: Pinellas County Property Appraiser parcel lines) indicates the ability to widen the sidewalk either to the outside or within the landscape strip, where one is available. In some locations, the path may need to narrow back to the existing sidewalk width in locations with existing mature trees, utility poles, or other obstructions.

- US 19 is proposed to be converted to a limited access facility in the future, similar to sections further to the south. A grade-separation is proposed at Nebraska Avenue, allowing the shared-use path to go underneath US 19 alongside Nebraska Avenue.

- A path on this side would fill an existing gap in the sidewalk from east of US 19 to W. Lake Road. This section may require the construction of curb and gutter on the south/west side of the street, with the path at or near the back of curb.
- The segments of Nebraska Avenue from Alt. US 19 to Belcher Road and from Rivere Road to US 19 are included in the Pinellas County Complete Streets Corridor Evaluation as Tier 2 segments.

WEST LAKE ROAD:

- The path is proposed to transition from the west side of the road to the east side at an existing marked crosswalk at the Queen Anne Drive intersection. Providing the path on the east side of the road south of this point would fill an approximate 1-mile gap in the sidewalk network over two sections.

- (Cont) The west side of W. Lake Road already has complete sidewalks in this section south to CR 95.
- Coordination will be needed with the electric utility; the section south of Jeffrey Drive has electric transmission lines along the east side of the street.
- The apparent right-of-way appears sufficient to construct a path on this rural two-lane section.

COUNTY ROAD 39 / 95

- The path is proposed to be located on the north side of CR 95 east of US 19, which will fill a 0.2-mile gap in the sidewalk network. Complete sidewalks exist on the south side of the road.
- The shared-use path on CR 95 could be extended approximately 750 feet to the east from W. Lake Road (via a widened sidewalk on the north side of the road to provide a complete, wider connection to Lake St. George Elementary School.
- There is a grade-separation proposed for US 19 just north of CR 95 for a pedestrian underpass and vehicular U-turns. This location will provide enhanced connectivity for Lake St. George Elementary School, and will allow the proposed shared-use path on CR 95 to connect across US 19. 10-foot wide sidewalks along frontage roads on each side of US 19 will provide connectivity to the proposed pedestrian underpass.
- There is a sidewalk gap of approximately 0.12 miles on the north side of the road west of Sunflower Drive; sidewalk is recommended to fill this gap.
- The Belcher Road intersection currently is stop controlled on CR 39. Traffic control options need to be evaluated to facilitate path crossings; a full signal would be preferred (if vehicle warrants can be met), but alternatively should include a pedestrian hybrid beacon (PHB) or RRFBs at minimum.
- Opportunity to extend the path further west to connect to Hermosa Drive and towards CR 1 through a natural area where there is currently a gap in the road network. A community trail was previously proposed for this section.

- The segments of Hermosa Drive / CR 39 from Alt. US 19 to CR 1 to US 19 and CR 95 from US 19 to Langstaff Drive are included in the Pinellas County Complete Streets Corridor Evaluation as Tier 3 segments.
- The path is proposed to be located on the south side of CR 39 / CR 95 west of US 19, which would fill an approximate 0.4-mile gap in the sidewalk network.
- The apparent right-of-way appears to be sufficient to construct a path on this rural two-lane section; there is one apparent pinch point in the right-of-way just west of Fisher Road where property acquisition or an easement may be required.

19TH STREET

- A path is proposed on the west side of the street, which could be accomplished by widening the existing sidewalk to a minimum of 8 feet, preferably 10 feet. The apparent right-of-way generally indicates the ability to widen the sidewalk within the landscape strip. In some locations, the path may need to narrow back to the existing sidewalk width in locations with existing mature trees, utility poles, or other obstructions.
- Coordination will be needed with Pinellas County Schools and Palm Harbor Middle School regarding widening of the existing sidewalk in front of (and within the property of) the school.
- There is a sidewalk gap of approximately 0.17 miles on the east side of the road north of Swan Lane; sidewalk is recommended to fill this gap.
- North of Tampa Avenue, the posted speed drops from 35 mph to 25 mph. Also, north of Mourning Dove Drive, the street widens to approximately 30 feet. The combination of wider street and lower posted speed provides the opportunity for a potential less expensive option – to stripe 5-foot bike lanes adjacent to 10-foot travel lanes, with shared lane markings in the narrower 25-mph section south of Mourning Dove Drive. However, with this being in such close proximity to Palm Harbor Middle School, a shared lane configuration may not be desirable in lieu of a wider shared-use path.

POPULATION & EMPLOYMENT



9,469
POPULATION
Within 1/4 mile of project



4,453
EMPLOYMENT
Within 1/4 mile of project

BICYCLE & PEDESTRIAN FACILITIES



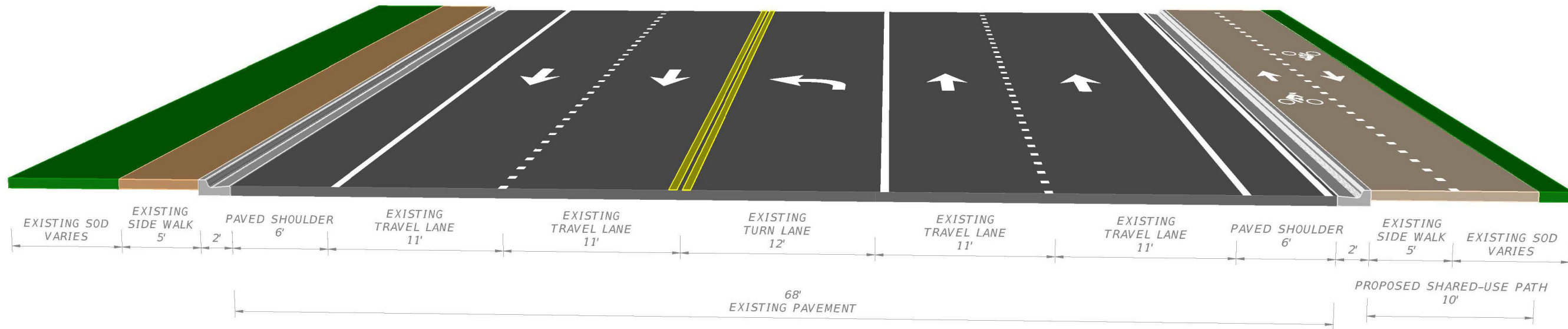
TRAIL







PEDESTRIAN
CROSSINGS

NEBRASKA AVENUE LOOP

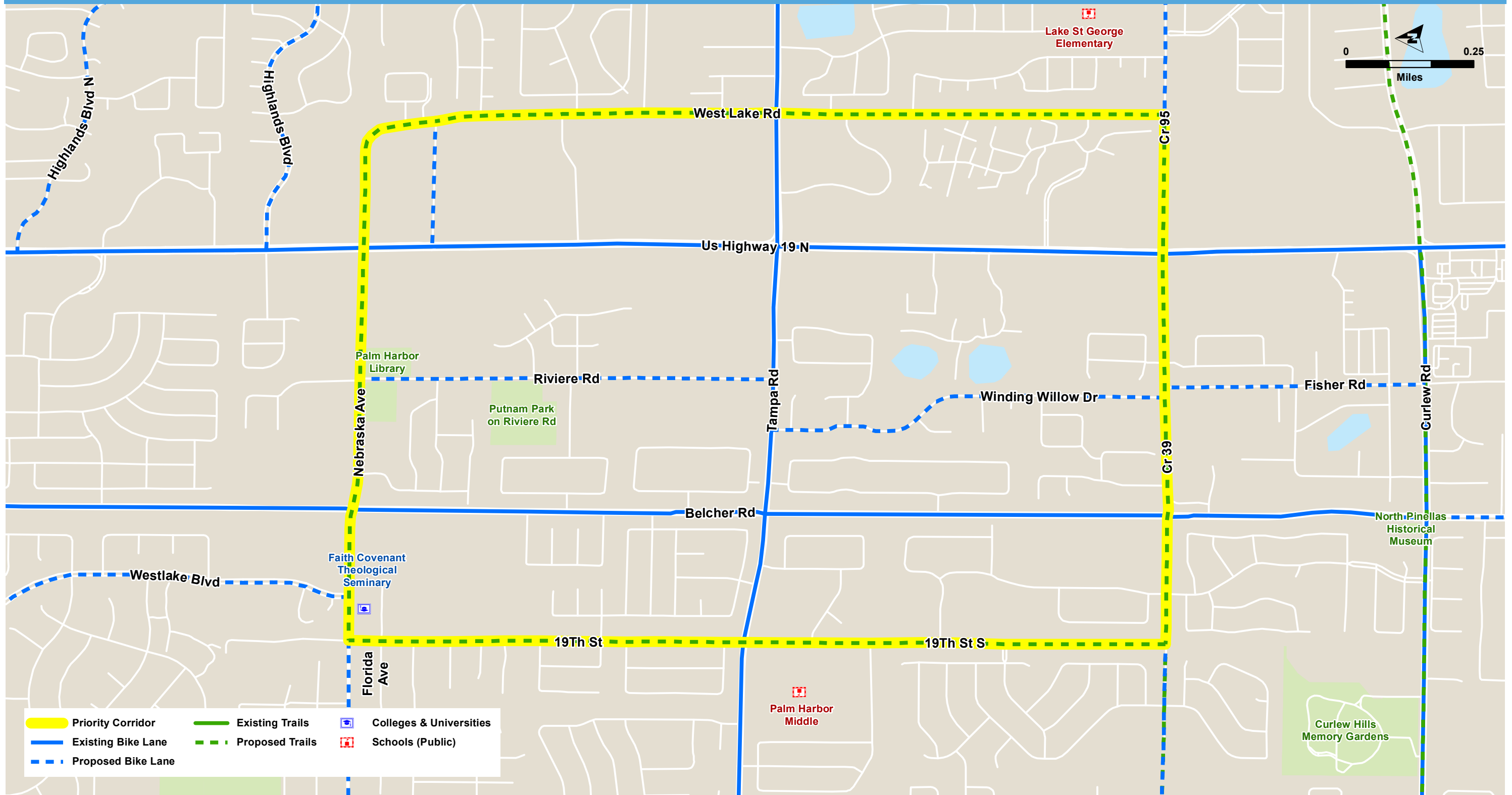
TYPICAL SECTION : LOCATION SHOWN IS NEBRASKA AVENUE EAST OF BELCHER ROAD



PROJECT & PRIORITY SCORING RESULTS

<p>0</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> Not within 0.5-mile of an identified high bike/pedestrian crash segment or intersection 	<p>49.6</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> Not within or providing direct access to a multimodal corridor or activity center Average bike/pedestrian demand score = 38.4 Connects to multiple existing facilities (bike lanes/paved shoulders on Nebraska Ave, Tampa Rd, Belcher Rd, US 19) Provides direct access to 1 core bus route (Route 19) 	<p>57.1</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> Average weighted bicycle LTS score = 100 (all LTS 1) Results in full sidewalk coverage on both sides of the four streets Not in a high composite equity score area nor in a low bicycle or pedestrian service area 	<p>100</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> Connects to Palm Field, Palm Harbor Library, Palm Harbor Middle School, Lake St. George Elementary School
<p>44.8 TOTAL WEIGHTED SCORE</p>	<p>6 PRIORITY RANKING (North Area Priority 2)</p>	<p>\$11 MILLION PLANNING COST ESTIMATE</p>	

CORRIDOR MAP: NEBRASKA AVENUE LOOP



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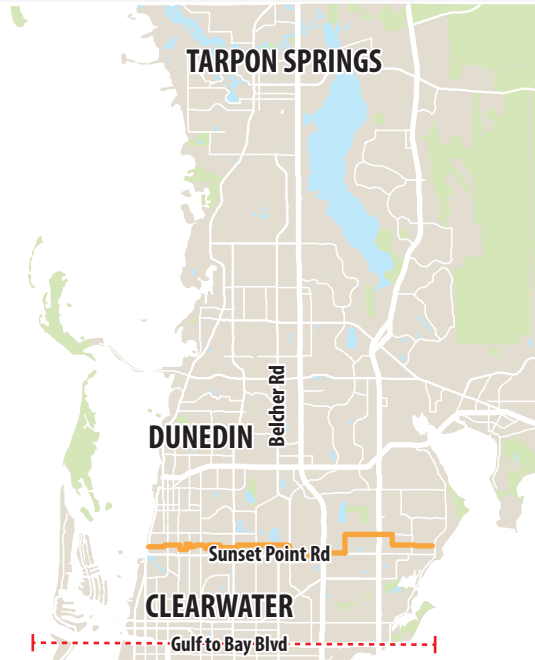
Project Number 3: Sunset Point Road / Main Street | County Area: North

PROJECT LIMITS: SUNSET POINT ROAD, ALTERNATE US 19 TO PHILLIPE PARKWAY

PROJECT LOCATION

LENGTH: 8.02 MILES

PROJECT DESCRIPTION



This project provides a connection across the county from Alt. US 19 in Clearwater to Phillippe Parkway in Safety Harbor. The proposed route includes a combination of bike boulevards and shared-use paths. The western-most portion of the route connects Alt. US 19 to Coachman Road via several neighborhood streets, located less than one-quarter mile north of Sunset Point Road. At Coachman Road, a shared-use path is proposed along the west side of the street connecting south to Sunset Point Road. The path would then run along the south side of the street to the signal at World Parkway Boulevard where it would cross to the north side of the street, and continue east to Soule Road. From that point, the route turns off of Sunset Point Road and continues to the north and east as a bike boulevard, using Soule Road, Union Street / Cedar Street, Elm Street, and 4th Street North to reach Phillippe Parkway.



Connections to Key Destinations: Pinellas Trail; State Street Park; Montclair Park; Valencia Park; Frank Tack Park; Duke Energy Trail; Soule Road Park; McMullen Booth Elementary School; Safety Harbor Elementary School; Downtown Safety Harbor; Mullet Creek Park.

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- Sunset Point Road from Alt. US 19 to Keene Road has traffic volumes (approximately 7,500) and a posted speed (35 mph) that make it undesirable for a shared lane configuration. It also has a very narrow and limited right-of-way between Alt. US 19 and Douglas Avenue. The proposed bike boulevard provides a parallel facility on low volume, low speed neighborhood streets – Sedeeva Street, Iva Street, N Sedeeva Circle, Chenango Avenue, State Street, Freedom Drive, Byram Drive, Kruse Lane, Souvenir Drive, Nugget Drive, Algonquin Drive, and Montclair Road.
- Supplemental traffic control is proposed to help route users cross the street at more significant collectors and arterials, including Douglas Avenue at Iva Street / N Sedeeva Circle; N Betty Lane at State Street; Highland Avenue at Byram Drive; Keene Rd at Algonquin Dr / Montclair Rd.
- A short trail connection via land acquisition or easement may be needed to connect State Street to Freedom Drive if the streets don't fully connect. Need to verify if a signed route can be taken through Clearwater Village (private property, no trespassing sign at entrance off Kings Highway). One potential alternate route would to use Granada Street and Woodlawn Terrace to connect between the Pinellas Trail and Kings Highway, although that would require connections on unbuilt roadway right-of-way. Another alternative could include a shared-use path south along Betty Lane to Sunset Point Road and then north on Kings Highway.

- For bike boulevard sections, add wayfinding signs to direct users along route including turns, and implement bike-friendly traffic calming elements, such as speed tables or cushions, to help achieve appropriate vehicle speeds. Some streets already have traffic calming such as Byram Drive, Souvenir Drive, Algonquin Drive, and portions of Montclair Road. Consider lowering posted speed limits on streets currently posted at greater than 25 mph if traffic calming is implemented.
- Proposed shared-use path on the west side of Coachman Road would connect bike boulevard on Montclair Road to shared-use path Sunset Point Road, but would require the removal of the southbound right turn lane into the Publix and southbound right turn lane at Sunset Point Road, along with extension of curb to get sufficient path width.
- Shared-use path on Sunset Point Road would begin at Coachman Road on the south side of the street, and transition to the north side at the World Parkway signalized intersection, continuing west to Soule Road. There is generally more available right-of-way on the north side, although in some locations, widening the existing sidewalk may be challenging. The path on the north side avoids a dangerous low angle, high speed driveway at the Sunset Point shopping center just west of Lawson Road. The shared-use path would supplement the existing on-street bike lanes on this section of Sunset Point Road. The potential to improve the existing on-street bike lanes to buffered bike lanes is low as the travel lanes are already 11-feet wide.
- The eastern bike boulevard would use Soule Road, Union Street, Cedar Street, Elm Street, and 4th Street North. Additional traffic calming in the form of speed tables or speed cushions would help control speeds to provide a more bike-friendly corridor. There appears to be sufficient right-of-way along Soule Road and Union Street should a shared-use path be preferred on those streets. The only major street crossing on this route at McMullen Booth Road has existing signal control. Consider lowering posted speed limits on streets currently posted at greater than 25 mph if traffic calming is implemented.
- The lane striping could be modified at the Sunset Point Road / McMullen Booth Road to provide east/west bike lane accommodation through the intersection, with the bike lanes transitioning to shared lane markings once east of the intersection in the two-lane section.
- Main Street in Safety Harbor is proposed to be striped with shared lane markings east of McMullen Booth Road. Public involvement is needed to refine the proposed route and treatments. An alternatives analysis may be needed.

POPULATION & EMPLOYMENT



16,988
POPULATION
Within 1/4 mile
of project



5,912
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



BIKE
BOULEVARD



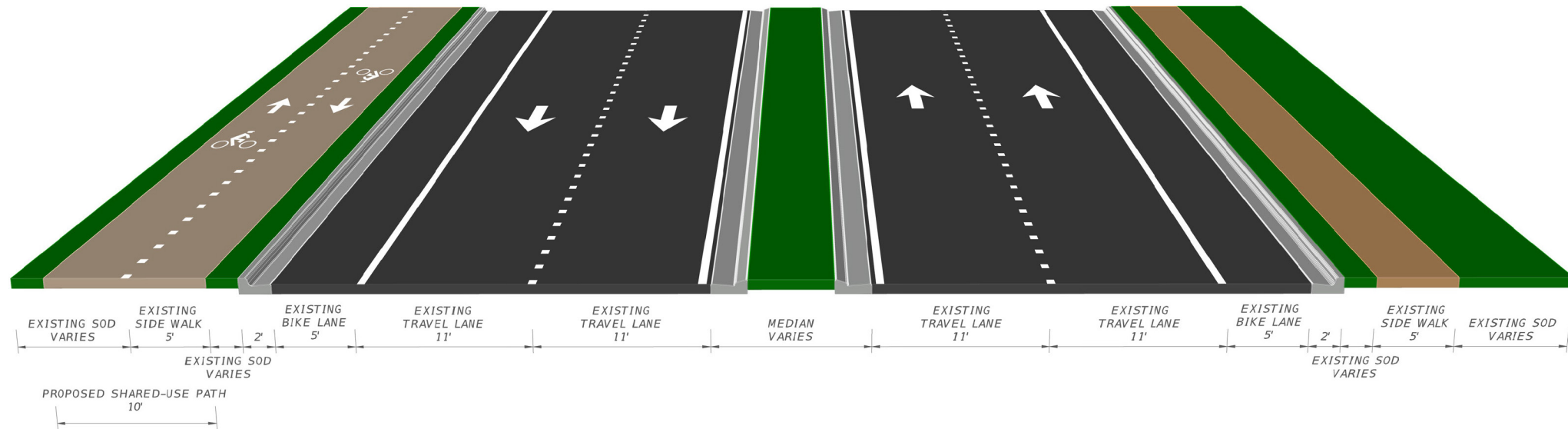
PEDESTRIAN
CROSSING







TRAIL

SUNSET POINT / MAIN STREET

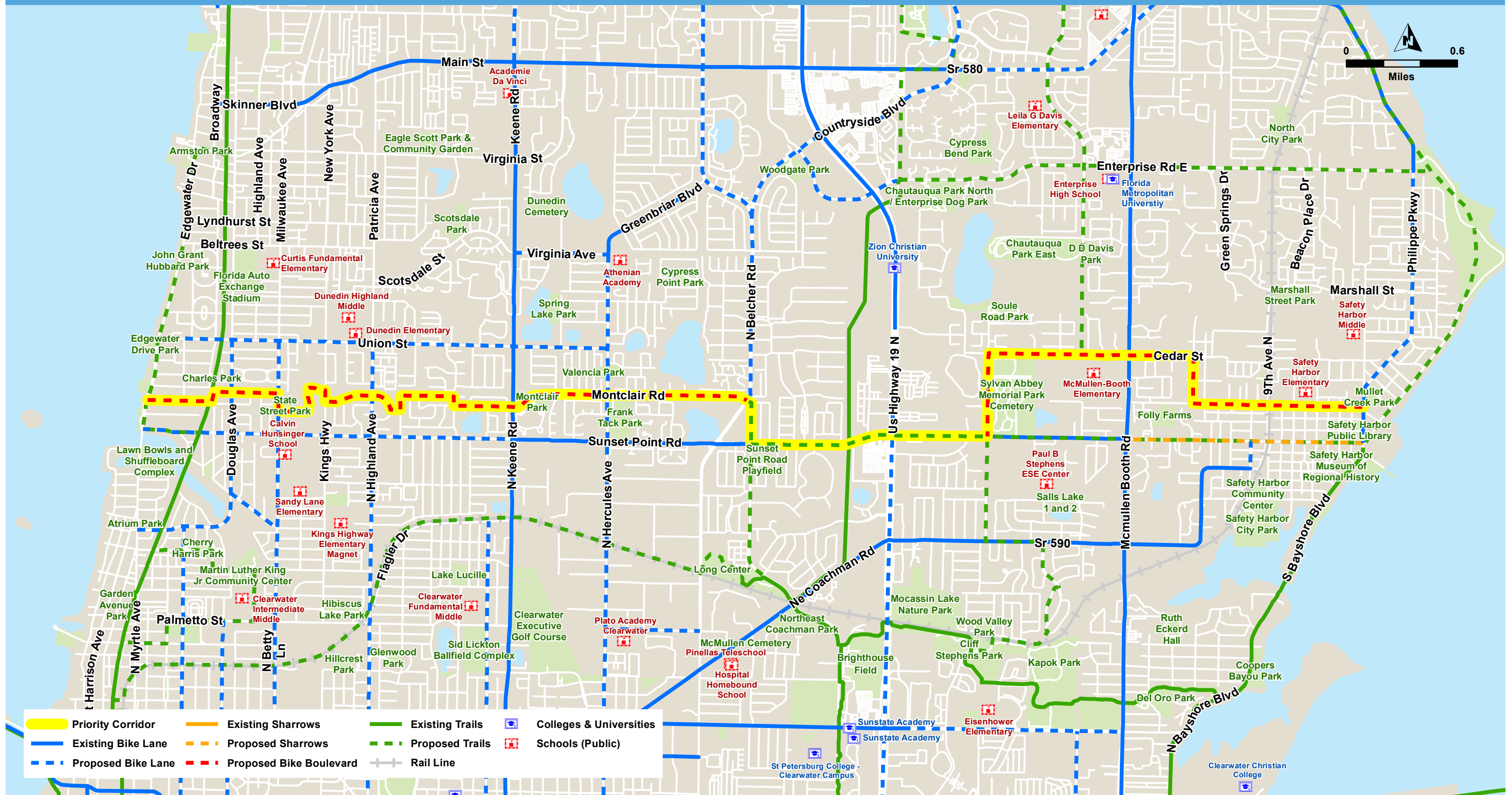
TYPICAL SECTION: LOCATION SHOWN IS SUNSET POINT ROAD, EAST OF US 19



PROJECT & PRIORITY SCORING RESULTS

<p>0</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> Not within 0.5-mile of an identified high bike/pedestrian crash segment or intersection 	<p>63</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> Not within or providing direct access to a multimodal corridor, but connects to an activity center (Safety Harbor) Average bike/pedestrian demand score = 53.8 Connects to multiple existing facilities (Pinellas Trail, Duke Energy Trail, and bike lanes/paved shoulders on Sunset Point Rd & Keene Rd) Provides direct access to 1 core bus route (Route 19) 	<p>62.2</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> Average weighted bicycle LTS score = 67.8 (combination of LTS 1 & 2) Does not result in full sidewalk coverage on at least one side of all streets along route Traverses high composite equity score areas that also represent low bicycle and pedestrian service areas 	<p>100</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> Connects to Pinellas Trail and Duke Energy Trail, multiple parks (State Street Park, Montclair Park, Valencia Park, Frank Tack Park, Soule Road Park, & Mullet Creek Park), & multiple schools (McMullen Booth Elementary School & Safety Harbor Elementary School)
<p>52.0 TOTAL WEIGHTED SCORE</p>	<p>3 PRIORITY RANKING (North Area Priority 1)</p>	<p>\$3.6 MILLION PLANNING COST ESTIMATE</p>	

CORRIDOR MAP: SUNSET POINT ROAD / MAIN STREET



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Project Number 4: 142nd Avenue North / 16th Avenue Southwest | County Area: Central

PROJECT LIMITS: 142ND AVENUE NORTH / 16TH AVENUE SOUTHWEST, PINELLAS TRAIL TO 58TH STREET NORTH

PROJECT LOCATION

LENGTH: 5.59 MILES

PROJECT DESCRIPTION



This project would provide a shared-use path alongside this roadway corridor from between 58th Street to the Pinellas Trail, and would serve as an east/west corridor across the City of Largo. A portion of the project would be accomplished as a component of a new two-lane street connection between Belcher Road and Lake Avenue.

Connections to Key Destinations: Pinellas Trail; Donegan Park; Greater Ridgecrest Branch YMCA; Taylor Park; St. Petersburg College; Florida Beacon Bible College

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- Project corridor is the top priority in the City of Largo's Multimodal Plan for city maintained projects. It includes construction of a new 2-lane road with complete streets features from Belcher Road to Lake Avenue and sidepath/trail along the entire corridor from 66th Street to the Pinellas Trail.
- Provides an alternative east/west corridor to Ulmerton Road.
- Enhancements would be needed to provide for safe crossings at the intersections with Ridge Road and Seminole Boulevard, both 6-lane roadways. Signal control or pedestrian hybrid beacons would be preferred traffic control.
- Coordination would be required with the Palm Hill mobile home development as the proposed route passes through private property within this development between Ridge Road and Seminole Boulevard, including a crossing of Sabal Pam Drive.
- Route proposes a crossing of the railroad tracks between 16th Street SE and Donegan Road, which would require coordination with CSX and appropriate railroad crossing treatments. If the tracks cannot be crossed, an alternative route would be to run the path along Donegan Road to 8th Avenue SE/SW, continuing west to the Pinellas Trail. This alternative route would also provide a direct connection to Largo Middle School.
- Proposed route includes a diversion onto 66th Street at US 19 to cross under US 19. There is long term potential for grade separated crossing over US 19, but additional assessment would be required.
- The segment of Donegan Road from Lake Avenue to 8th Avenue SE is a Tier 1 segment in the Pinellas County Complete Streets Corridor Evaluation, and 142nd Avenue from Belcher Road to 66th St is a Tier 4 segment.

POPULATION & EMPLOYMENT

11,786
POPULATION
Within 1/4 mile
of project

7,866
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



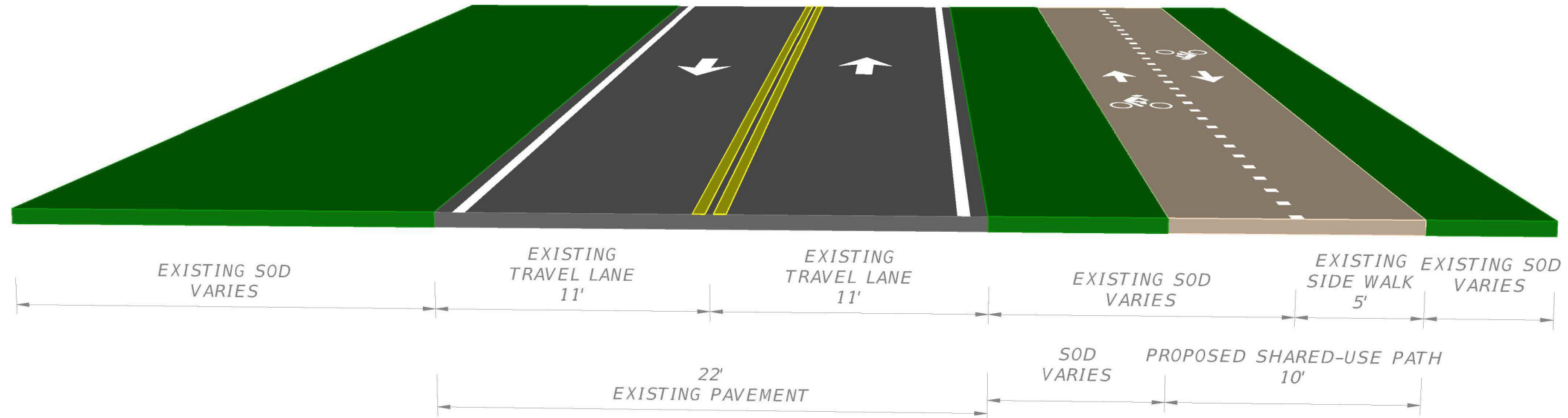
TRAIL







PEDESTRIAN
CROSSINGS

142ND AVENUE NORTH / 16TH AVENUE SOUTHWEST

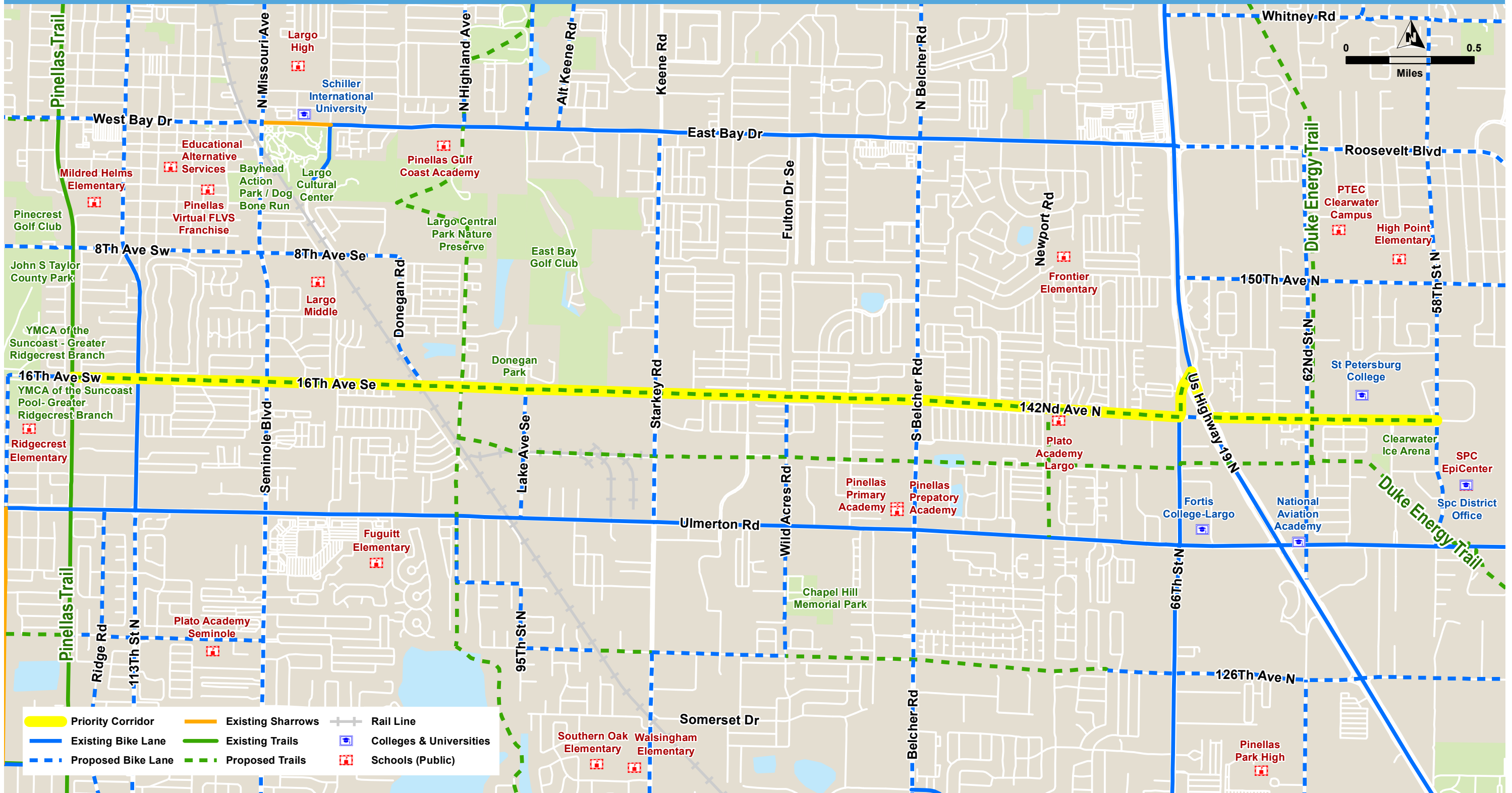
TYPICAL SECTION



PROJECT & PRIORITY SCORING RESULTS

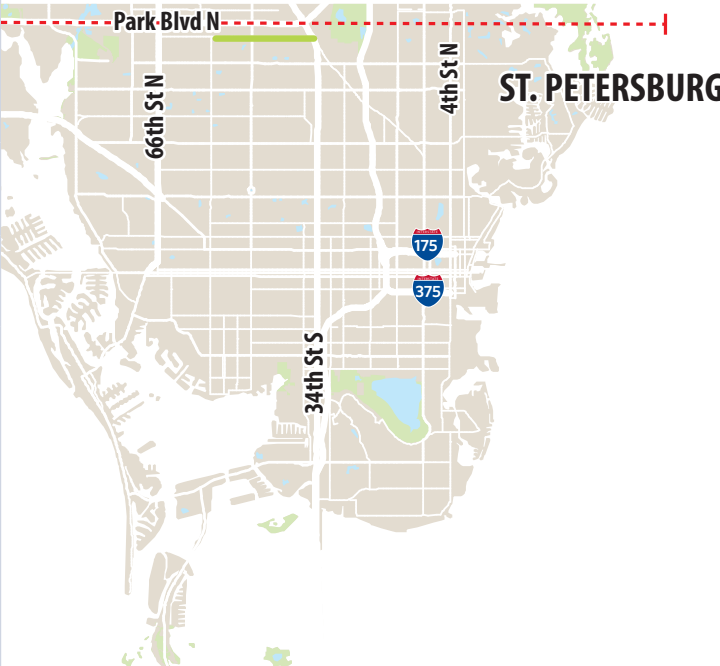




<p>75</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> ▪ Crosses an identified high pedestrian crash segment (Seminole Blvd, Ulmerton Rd to 16th St SE) 	<p>61.9</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> ▪ Not within or providing direct access to a multimodal corridor or activity center ▪ Average bike/pedestrian demand score = 47.6 ▪ Connects to multiple existing facilities (Pinellas Trail, and bike lanes/paved shoulders on Ridge Rd, 66th St N & US 19) ▪ Provides direct access to 2 core bus route (Routes 18 & 34) 	<p>85.7</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> ▪ Average weighted bicycle LTS score = 100 (all LTS 1) ▪ Results in full sidewalk coverage on one side of the street along route ▪ Traverses high composite equity score areas that also represent low bicycle and pedestrian service areas 	<p>100</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> ▪ Connects to Pinellas Trail, Donegan Park & Plato Academy Largo
<p>74.8 TOTAL WEIGHTED SCORE</p>	<p>5 PRIORITY RANKING (Central Area Priority 2)</p>	<p>\$11.8 MILLION PLANNING COST ESTIMATE (Trail only, does not include new roadway construction)</p>	

CORRIDOR MAP: 142ND AVENUE NORTH / 16TH AVENUE SOUTHWEST



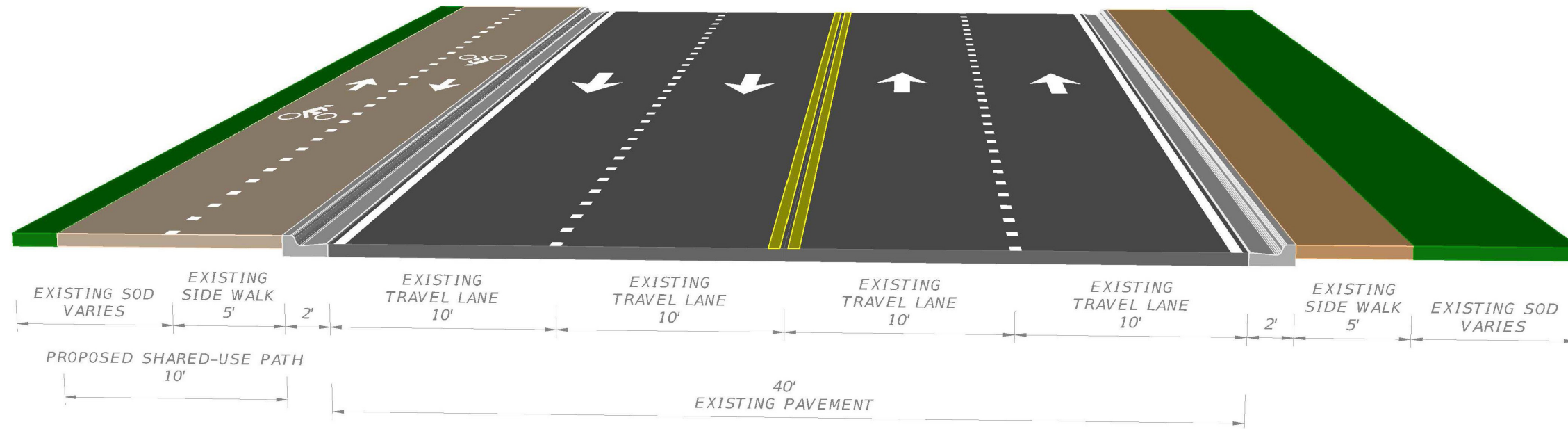
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Project Number 5: 70th Ave North | County Area: South





PROJECT LIMITS: 70TH AVENUE NORTH, 58TH STREET NORTH TO US 19	
PROJECT LOCATION	PROJECT DESCRIPTION
<p>LENGTH: 1.90 MILES</p> 	<p>This project would provide a multi-use trail on the north side of 70th Avenue and provide an alternate east/west route to Park Boulevard across Pinellas Park.</p> <p> Connections to Key Destinations: Pinellas Park CRA; Shoppes at Park Place; Nina Harris ESE Center; existing neighborhoods; Lealman Community Redevelopment Area</p>
<h3>ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS</h3> <ul style="list-style-type: none"> As a four-lane undivided street with an AADT of approximately 10,700, this section of 70th Avenue North is an ideal candidate for a lane elimination to reconfigure as a three-lane segment. While this reconfiguration is not contemplated as part of the proposed multi-use trail project, it is included as a complete street project in the City of Pinellas Park CRA Plan. The proposed \$10 million project in the CRA plan included a 10' multi-use trail, widening of sidewalks, installation of a landscape strip and street lights. There is an existing midblock crossing with RRFBs behind the Shoppes at Park Place. There is also an existing marked but uncontrolled school crossing at 52nd Street, which may be a candidate for upgrading to RRFBs. Available right-of-way along the north side of the street is tight in many locations and the trail width will likely need to be narrowed within these pinch points. A pedestrian railroad crossing gate may be needed for the proposed trail on the west side of the CSX railroad crossing located just east of 58th Street. Trail could be extended east of US 19 to 34th Street North, which is part of a proposed bike boulevard route connecting the 28th Street North corridor. 70th Avenue North from 58th Street North to US 19 is a Tier 4 segment in the Pinellas County Complete Streets Corridor Evaluation. 	
<h3>POPULATION & EMPLOYMENT</h3> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>3,918 POPULATION Within 1/4 mile of project</p> </div> <div style="text-align: center;">  <p>3,909 EMPLOYMENT Within 1/4 mile of project</p> </div> </div>	
<h3>BICYCLE & PEDESTRIAN FACILITIES</h3> <div style="text-align: center;">  <p>TRAIL</p> </div>	

70TH AVE NORTH

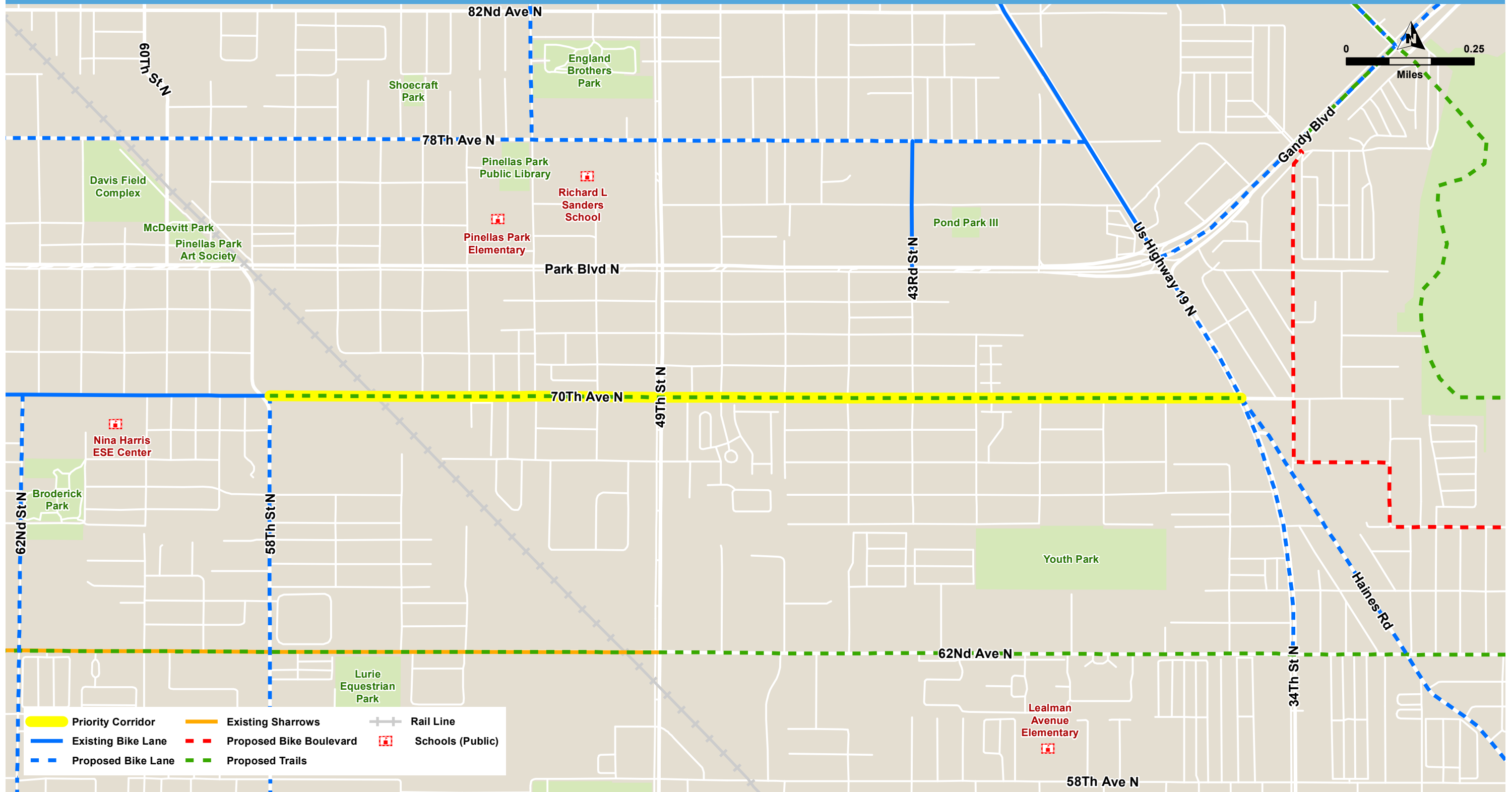
TYPICAL SECTION



PROJECT & PRIORITY SCORING RESULTS

<p>50</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> ▪ Within 0.5-mile of two identified high bike and ped crash segments (Park Blvd, from 66th St to 58th St, and from 49th St to 43rd St), high bike crash intersection (Park Blvd at 52nd St) and a high ped crash intersection (Park Blvd at 49th St) 	<p>51.5</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> ▪ Not within or providing direct access to a multimodal corridor, but connects to an activity center (Pinellas Park) ▪ Average bike/ped demand score = 55.9 ▪ Connects to one existing facility (existing bike lanes on 70th Ave, west of 58th St) ▪ Provides direct access to 2 core bus route (Routes 34 and 52/52LX) 	<p>78.6</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> ▪ Average weighted bicycle LTS score = 100 (all LTS 1) ▪ Maintains full sidewalk coverage on both side of the street along route ▪ Not in a high composite equity score area, but traverses a low bicycle service area 	<p>0</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> ▪ Does not connect to existing recreational facility or destination.
<p>58.1 TOTAL WEIGHTED SCORE</p>	<p>10 PRIORITY RANKING (South Area Priority 4)</p>	<p>\$4 MILLION PLANNING COST ESTIMATE (Trail only, does not include new roadway construction)</p>	

CORRIDOR MAP: 70TH AVE NORTH



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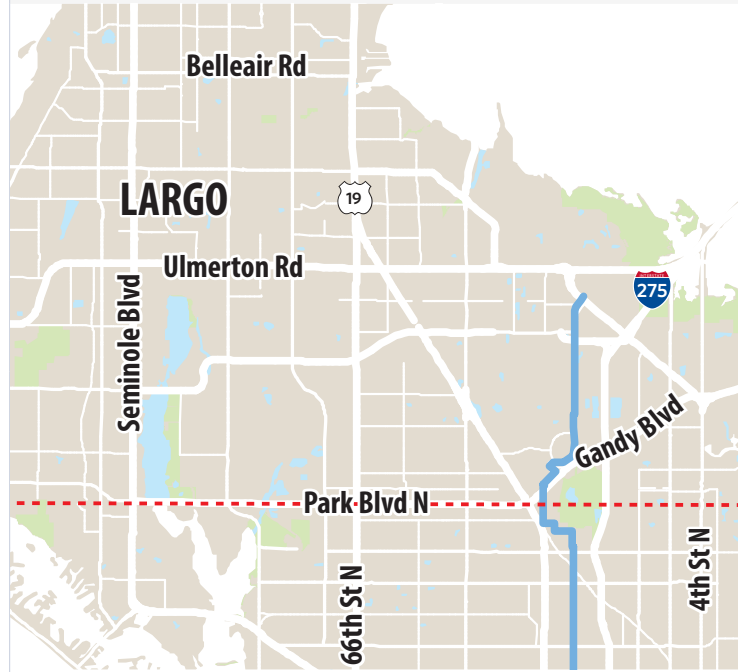
Project Number 6: 28th Street North | County Area: Central

PROJECT LIMITS: ROOSEVELT BLVD TO 30TH AVENUE NORTH

PROJECT LOCATION

LENGTH: 6.45 MILES

PROJECT DESCRIPTION



This project provides a north/south connection through St. Petersburg, Pinellas Park, and Lealman along the 28th Street corridor, primarily in the form of a multi-use trail alongside the roadway, in conjunction with a section of bike boulevard in the neighborhoods west of Sawgrass Lake Park



Connections to Key Destinations: Duke Energy Trail; Gateway/Mid-County area; Carillon area; Sawgrass Lake Park; Lealman Innovation Academy

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- The Gateway Master Plan classifies 28th Street as an Avenue/Main Street, with bicyclists and pedestrians as the priority modes. The master plan shows both proposed bike lanes and a proposed trail along the 28th Street corridor from Roosevelt Boulevard to Gandy Boulevard. The trail would connect to the existing Duke Energy Trail at Roosevelt Boulevard. The south end would connect to the proposed Bypass Community Trail along Gandy Boulevard.
- The segment of 28th Street North from Gandy Access Road to 114th Avenue North is a Tier 1 segment in the Pinellas County Complete Streets Corridor Evaluation and part of the County's FY 2020 paving program. This section of 28th Street currently has a rural typical section with five lanes, 45 mph posted speeds, no sidewalks, and transit stops. This section is a designated truck route. The sections from 114th Avenue North to 118th Avenue North and from 118th Avenue North to Roosevelt Boulevard are Tier 3 corridors.
- The proposed trail route could follow North Gandy Boulevard (where 28th Street becomes North Gandy Boulevard) to Gandy Boulevard or could follow Grand Avenue to Gandy Boulevard. If North Gandy Boulevard is used, supplemental traffic control may be needed at the North Gandy Boulevard / Grand Avenue intersection to allow trail users to cross to the west side of Grand Avenue.
- Once at Grand Avenue, the trail would travel south and cross to the south side of Gandy Boulevard at the existing signalized intersection. The trail would continue east along the south side of Gandy Boulevard until reaching 34th Street at which point it would become a bike boulevard route.
- The proposed bike boulevard route would use 34th Street, 68th Avenue North, 32nd Avenue North, 66th Avenue North, and 28th Avenue North to reach a proposed midblock crossing with appropriate traffic control / enhanced crossing features at 62nd Avenue North. Use wayfinding signs to direct users along the route including turns, and implement bike-friendly traffic calming elements, such as speed tables or cushions, to help achieve appropriate vehicle speeds.
- South of 62nd Avenue North, the street is predominantly a two-lane urban section with a trail proposed to run alongside the roadway. A three-lane section between Haines Road and 54th Avenue North has tighter, more constrained right-of-way and trail widths may be need to be narrowed. This section connects to existing on-street bike lanes at 38th Avenue North.
- The segment of 28th Street North from Haines Road to 62nd Avenue North is a Tier 1 segment in the Pinellas County Complete Streets Corridor Evaluation and part of the County's FY 2021 paving program. The segment from 38th Avenue North to Haines Road is a Tier 2 segment.

POPULATION & EMPLOYMENT



8,381
POPULATION
Within 1/4 mile
of project



11,406
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



BIKE
BOULEVARD



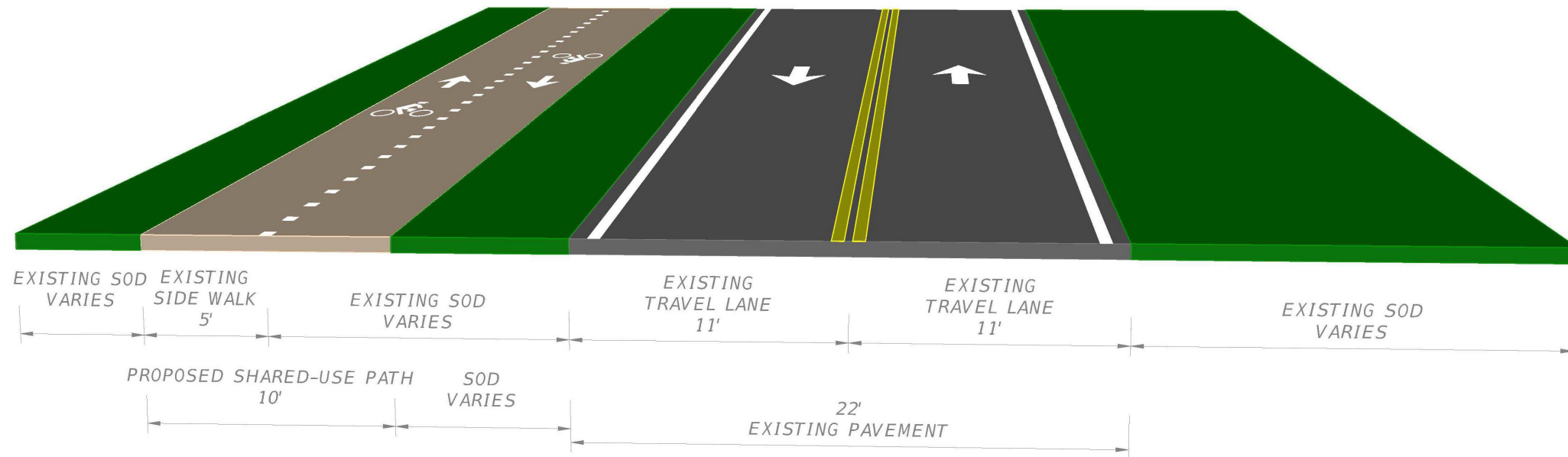
PEDESTRIAN
CROSSING



TRAIL

28TH STREET NORTH

TYPICAL SECTION: LOCATION SHOWN IS 28TH STREET NORTH, SOUTH OF 62ND AVENUE NORTH



PROJECT & PRIORITY SCORING RESULTS

100



SAFETY SCORE

- Includes an identified high pedestrian crash intersection (28th St N at 54th Ave N)

75.3



INTEGRATED & CONNECTED SCORE

- Provides direct access to a multimodal corridor (at 38th Ave N) and multiple activity centers (Gateway & Pinellas Park)
- Average bike/pedestrian demand score = 41.4
- Connects to multiple existing facilities (Duke Energy Trail, and bike lanes/paved shoulders on Gateway Center Pkwy & 28th St N)
- Provides direct access to 1 core bus route (Route 4)

71.4



ACCESSIBLE & COMFORT SCORE

- Average weighted bicycle LTS score = 100 (all LTS 1)
- Does not result in full sidewalk coverage on at least one side of all streets along route
- Traverses high composite equity score areas that also represent low bicycle and pedestrian service areas

100



QUALITY OF LIFE SCORE

- Connects to Duke Energy Trail & Lealman Innovation Academy

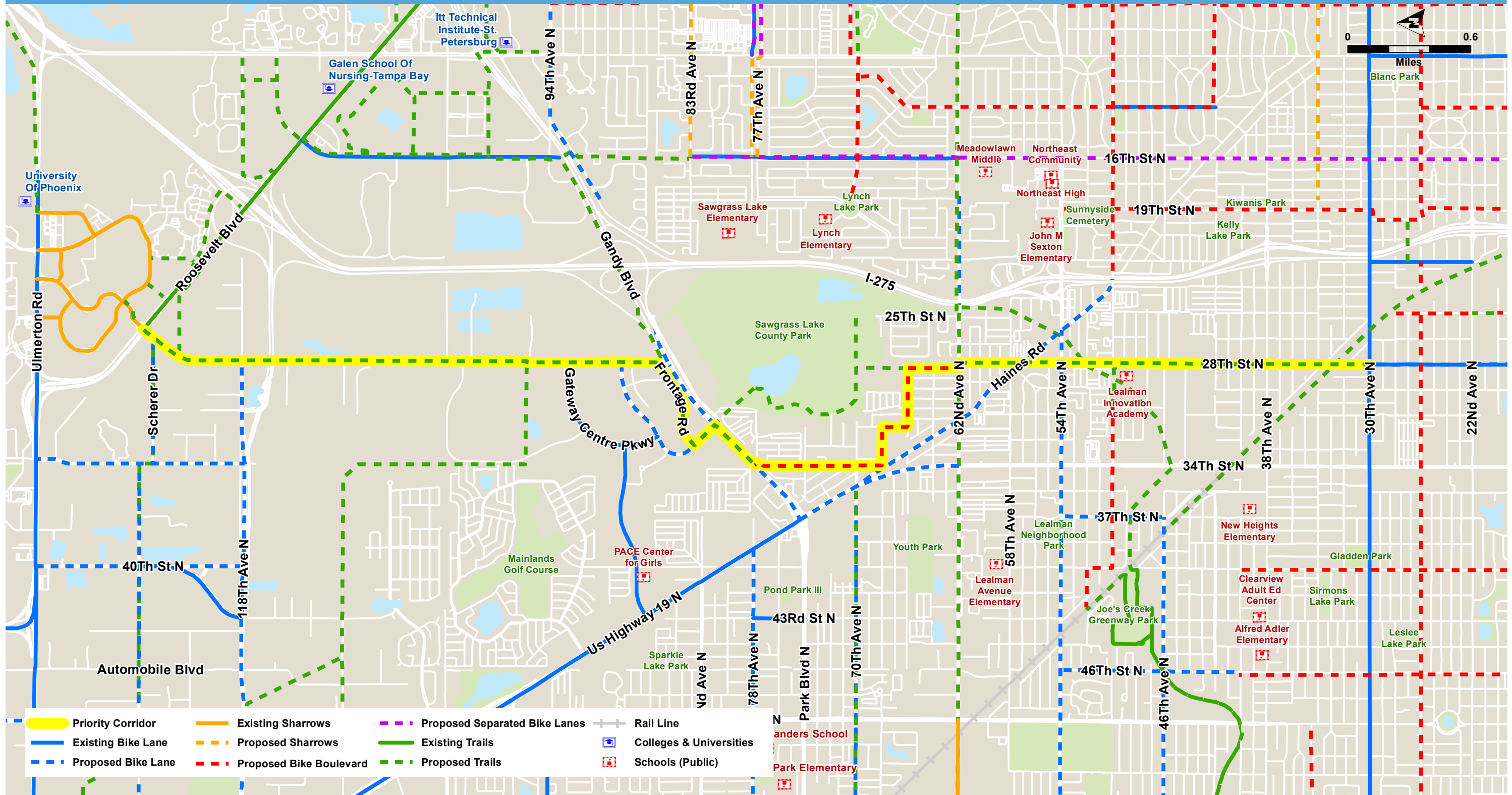
80.1 TOTAL WEIGHTED SCORE

2 PRIORITY RANKING
(Central Area Priority 1)

\$10.6
MILLION

PLANNING COST ESTIMATE
(Trail only, does not include new roadway construction)

CORRIDOR MAP: 28TH STREET NORTH



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Project Number 7: Joe's Creek Greenway | County Area: South

PROJECT LIMITS: 54TH AVENUE NORTH AT JOE'S CREEK TO 28TH STREET NORTH; 71ST STREET NORTH FROM JOE'S CREEK GREENWAY TO PINELLAS TRAIL

PROJECT LOCATION

LENGTH: 6.21 MILES



PROJECT DESCRIPTION

This project will provide a critical link between Joe's Creek Greenway Park and the Pinellas trail, allowing users to travel safely in the Lealman area of Pinellas County to the Pinellas Trail system. The trail will become a linear park which provides a safe, inexpensive option for regular recreation and exercise for people living in the surrounding communities



Connections to Key Destinations: Joe's Creek Greenway Park; Pinellas Trail; Lealman Innovation Academy

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- Project evaluated to determine a preferred trail alignment in Joe's Creek Greenway Trail Alignment Study (June 2017, AECOM). Project is proposed as a 12-foot multi-use trail connecting Joe's Creek Greenway Park to the Pinellas Trail via Joe's Creek and the City of St. Petersburg planned future 71st Street North Trail. The study evaluated three connections on the east and west sides of the existing Joe's Creek Greenway Park, with East Connection Option 1 and West Connection Option 1 along with the central spine along Joe's Creek emerging as the preferred route.
- East Connection Option 1 starts at Joe's Creek Greenway Park and runs along the eastern edge of the Duval Park Apartments property to utilize the existing CSX Railroad crossing at 52nd Avenue North, then traverses southeast along Main Street North utilizing Pinellas County right-of-way/easements. After utilizing a short segment along 40th Street North the trail would then head east along the north side of Joe's Creek before switching to the south side of Joe's Creek east of 37th Street North and would terminate on the west side of 34th Street North across from the intersection of 46th Avenue North. This option would require a structure to cross back to the north of Joe's Creek just to the west of 34th Street North.
- The proposed east connection in this concept differs from the proposed East Connection Option 1 in that it proposes to utilize a bike boulevard on 52nd Avenue North, 40th Street North, and 50th Avenue North. The bike boulevard would be an in-street route on these low volume, low speed streets, supplemented with wayfinding signage and traffic calming such as speed cushions. A crossing would be required where 50th Avenue North crosses US 19 (34th Street North) – a grade separated crossing could be considered, but the crossing could also be facilitated by a traffic signal.
- (Cont) East of 31st Street North where 50th Avenue North currently ends, a trail is proposed along the north edge of the Lealman Innovation Academy property to provide a connection to 28th Street North, which would tie into an existing midblock crossing and the proposed trail along 28th Street North.
- West Connection Option 1 diverges from Joe's Creek at 71st Street North and travels south along 71st Street North, connecting to the future City of St. Petersburg 71st Street Trail at 38th Avenue North, and subsequently the Pinellas Trail.
- The preferred trail alignment from the alignment study included 13 roadway crossings. Five crossings are proposed to include RRFBs (37th Street North, 58th St North, 62nd Street North, 71st Street North, 46th Avenue North); two crossings are proposed as full traffic signals or pedestrian hybrid beacons (49th Street North, 66th Street North); and six crossings are proposed to be accommodated with signs and markings only (46th Street North, Tyler Circle North, 41st Street North, 40th Avenue North, 39th Avenue North, 38th Avenue North).
- Preferred trail alignment utilizes existing disturbed areas or existing unimproved paths within Pinellas County lands along Joe's Creek to minimize impacts to existing vegetation and wildlife habitats. It also limits the amount of conflicts with Pinellas County utilities and a proposed bank stabilization project.
- The segment of 71st Street North from 38th Avenue North to 54th Avenue North is a Tier 1 segment in the Pinellas County Complete Streets Corridor Evaluation and was recently resurfaced as part of the County's FY 2018 paving program. The segment from the Pinellas Trail north to 38th Avenue is listed as a planned multi-use trail connector and included for preliminary engineering in 2022/2023, and is included as a Tier 4 segment.

POPULATION & EMPLOYMENT



14,820
POPULATION
Within 1/4 mile
of project



6,704
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



**BIKE
BOULEVARD**



**PEDESTRIAN
CROSSING**

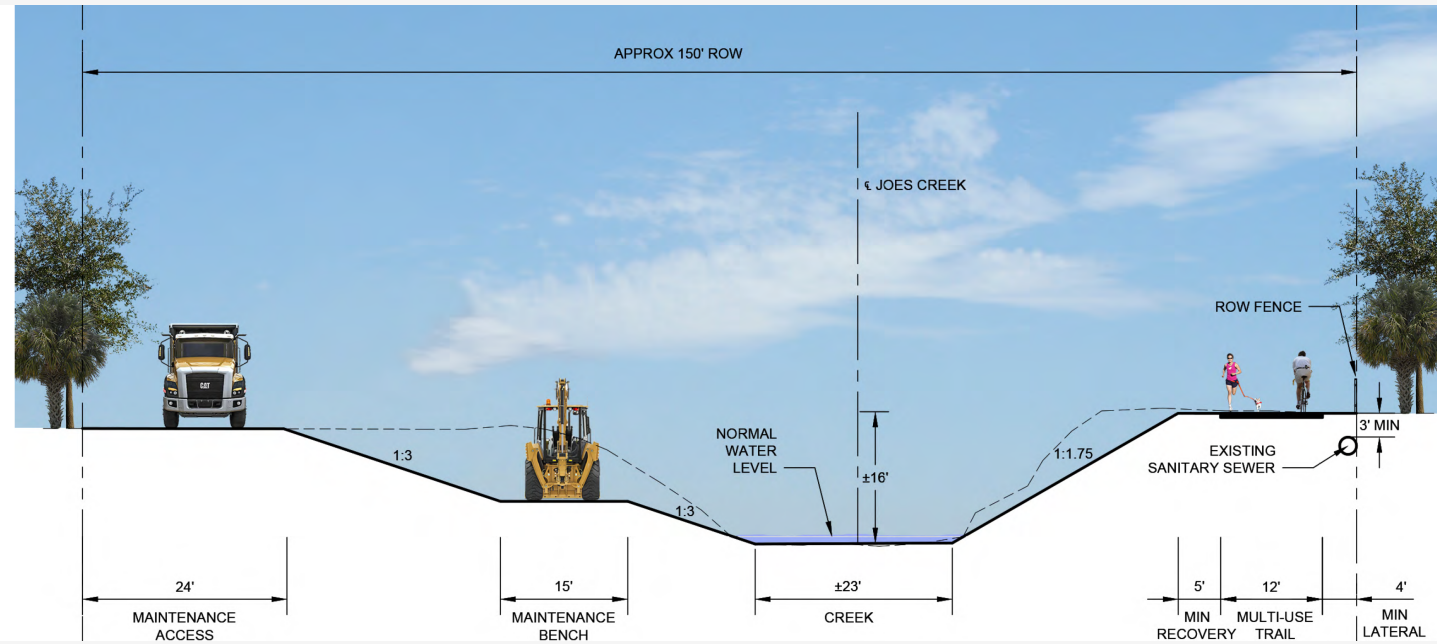


TRAIL

JOE'S CREEK GREENWAY

TYPICAL SECTION: LOCATION SHOWN IS JOE'S CREEK GREENWAY ON RECOMMENDED ROUTE BETWEEN JOE'S CREEK GREENWAY PARK AND 49TH STREET NORTH

Source: Joe's Creek Greenway Trail Alignment Study, June 2017



PROJECT & PRIORITY SCORING RESULTS

50



SAFETY SCORE

- Within 0.5-mile of an identified high bike crash segment (66th St N, 38th Ave N to 30th Ave N) & high pedestrian crash intersection (28th St N at 54th Ave N)

62.9



INTEGRATED & CONNECTED SCORE

- Not within or providing direct access to a multimodal corridor or activity center
- Average bike/pedestrian demand score = 51.5
- Connects to multiple existing facilities (existing Joe's Creek Trail, and bike lanes/paved shoulders on Gateway Center Pkwy & 28th St N)
- Provides direct access to multiple core bus routes (Routes 18, 34, & 52/52LX)

69.3



ACCESSIBLE & COMFORT SCORE

- Average weighted bicycle LTS score = 91.2 (mostly LTS 1, small section of LTS 2)
- Does not result in full sidewalk coverage on at least one side of all streets along route
- Traverses high composite equity score areas that also represent low bicycle and pedestrian service areas

100



QUALITY OF LIFE SCORE

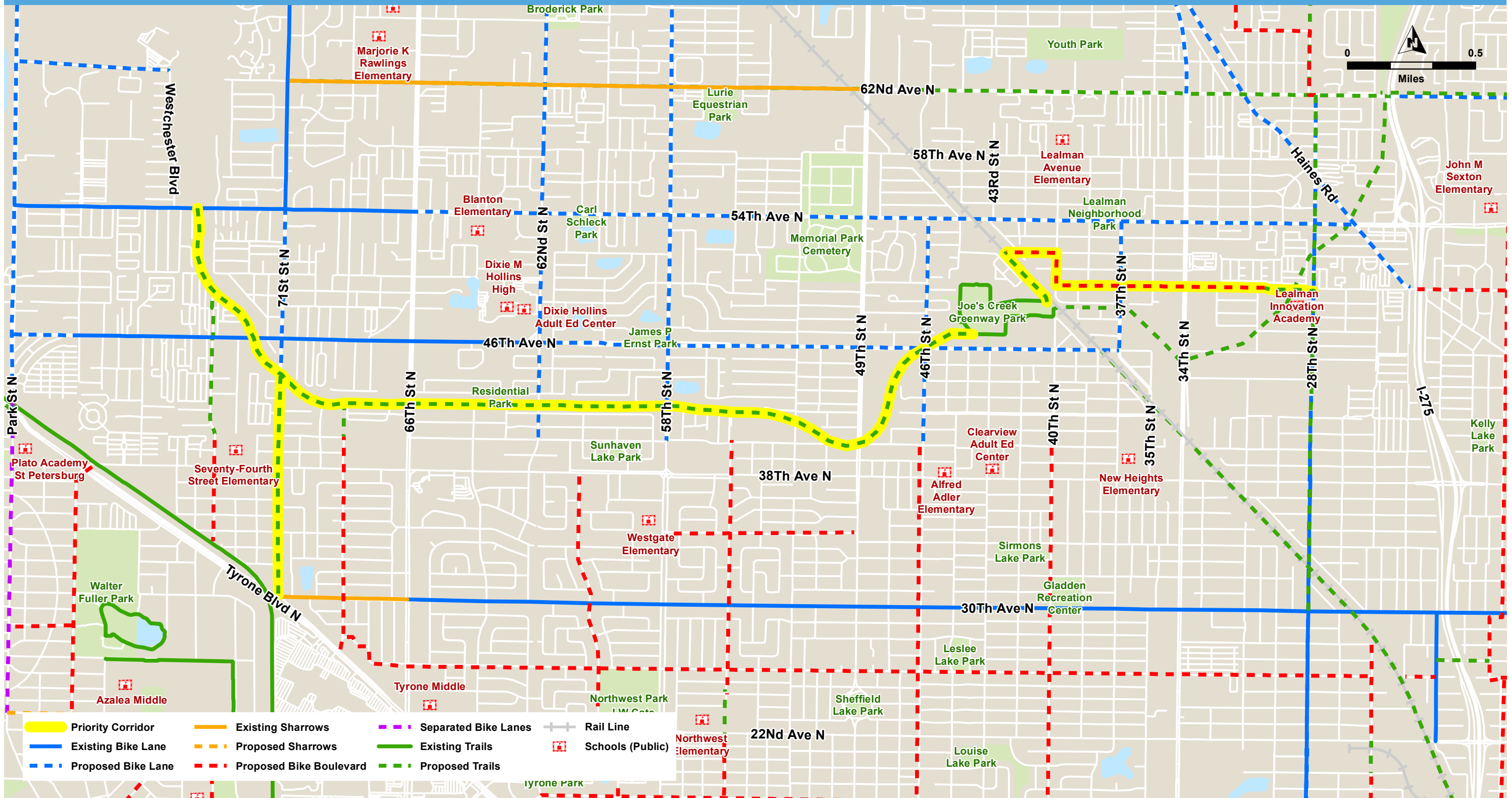
- Extends existing Joe's Creek Trail, and connects to Joe's Creek Greenway Park & Lealman Innovation Academy

64.4 TOTAL WEIGHTED SCORE

7 PRIORITY RANKING
(South Area Priority 3)

\$11.9 MILLION PLANNING COST ESTIMATE

CORRIDOR MAP: JOE'S CREEK GREENWAY



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Project Number 8: San Martin Boulevard | County Area: Central

PROJECT LIMITS: SAN MARTIN BOULEVARD, MACOMA DRIVE NE (AT PATICA RD NE) TO GANDY BOULEVARD

PROJECT LOCATION

LENGTH: 1.80 MILES

PROJECT DESCRIPTION



This project closes a key section of the Pinellas Trail Loop by extending the North Bay Trail north to the Friendship Trail and Duke Energy Trail at Gandy Boulevard.



Connections to Key Destinations: Duke Energy Trail; North Bay Trail; Riviera Bay Park

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- The San Martin Boulevard Bridge has been the subject of an ongoing PD&E Study, which also includes an evaluation of an extension of the North Bay Trail including alignment alternatives and crossing locations.
- The PD&E concept for the bridge includes both on-street buffered bike lanes and the trail, however, the road is not proposed to be widened outside of the bridge limits. Extending the on-street bike lanes beyond the bridge limits may be a potential option for consideration; alternatively, shared lane markings could be considered to enhance the in-street environment.
- The trail alternatives evaluated in the PD&E Study included a west side alternative, east side alternative, and hybrid alternative that includes portions on both sides with a crossing near Osceola Court. The west alignment would have four trail crossing/connection points, while the east alignment has two, and the hybrid has three. The cost estimate for this project assumes use of the east alignment.
- A crossing of Gandy Boulevard is needed to provide a connection to the existing Friendship Trail. The preferred crossing would likely be a new traffic signal at the Gandy Boulevard / San Martin Boulevard intersection, but a pedestrian hybrid beacon located just east of San Martin Boulevard could also be considered.
- The segment of San Martin Boulevard from Weedon Drive NE to Gandy Boulevard is a Tier 1 segment in the Pinellas County Complete Streets Corridor Evaluation and part of the County's FY 2021 paving program. The segment (Patoca Road) from Macoma Drive to Weedon Drive NE is a Tier 2 segment.

POPULATION & EMPLOYMENT



1,398
POPULATION
Within 1/4 mile
of project



1,186
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



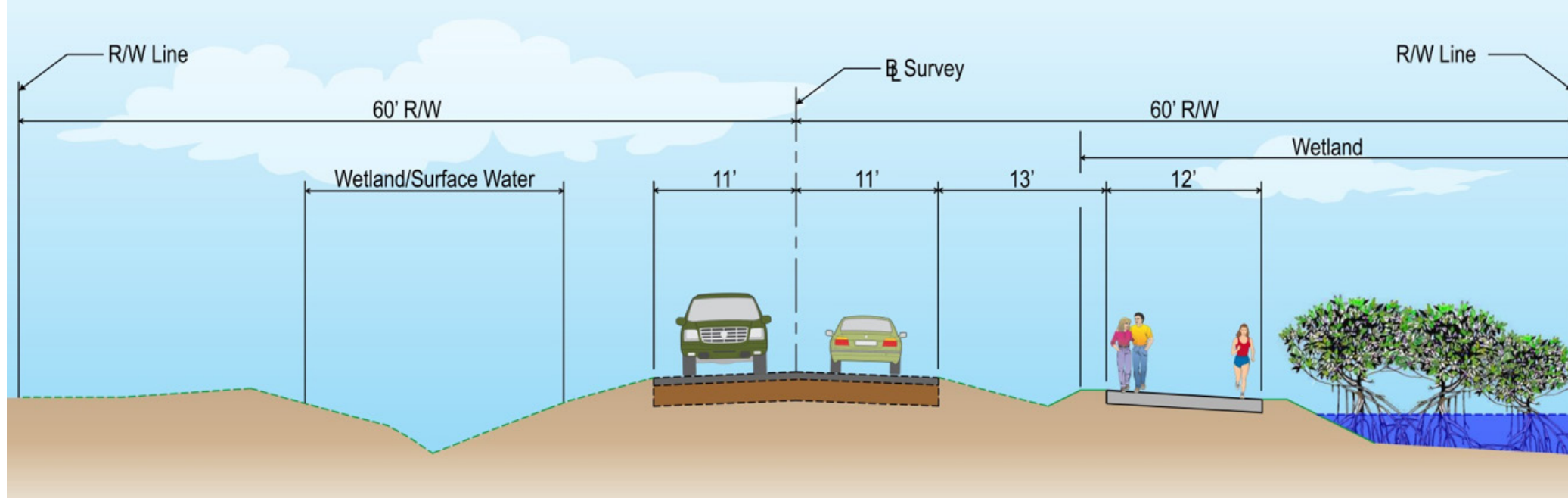
TRAIL







PEDESTRIAN
CROSSINGS

SAN MARTIN BOULEVARD

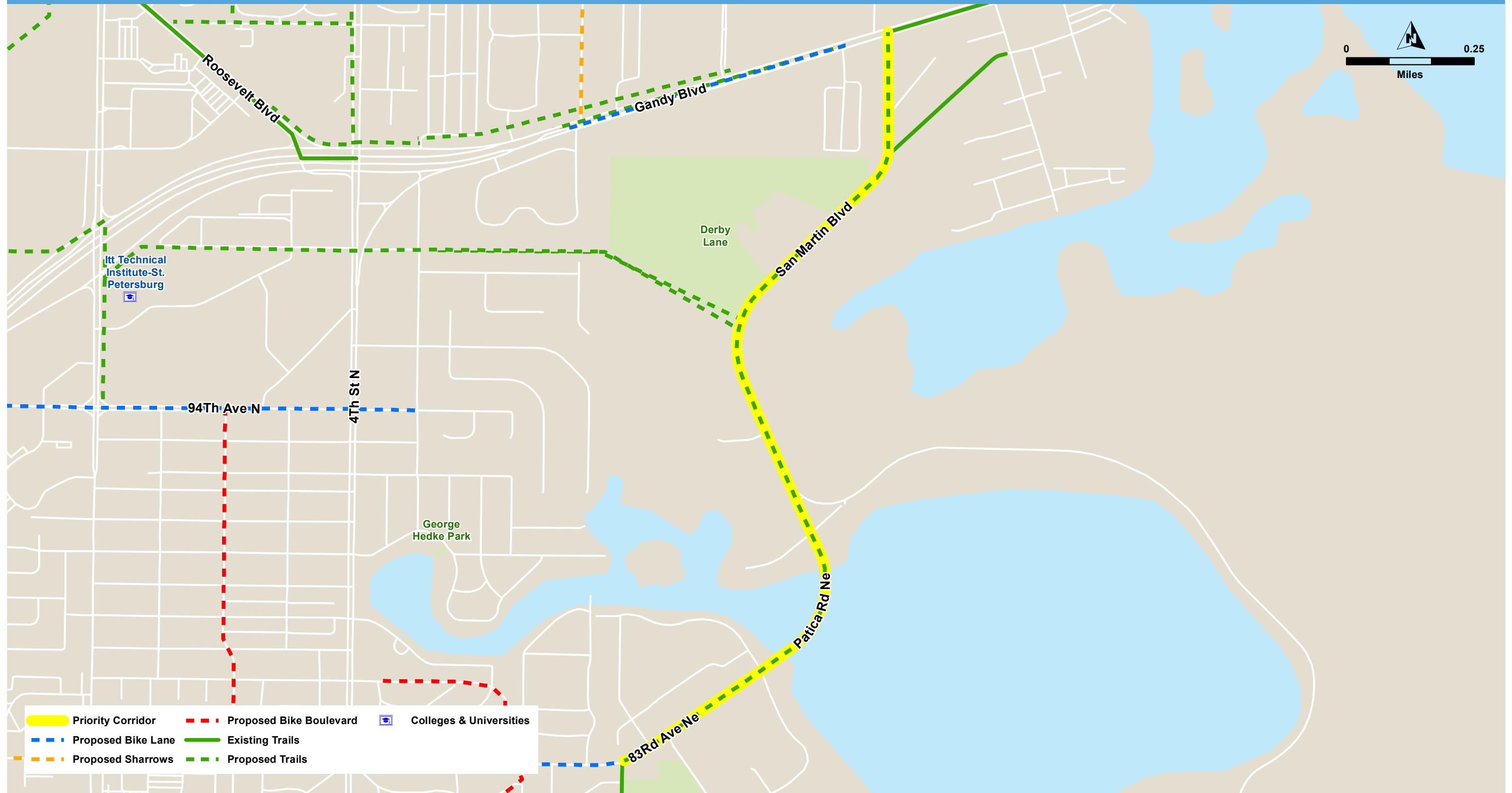
TYPICAL SECTION: LOCATION SHOWN IS PROPOSED SECTION FOR THE RIGHT/EAST TRAIL ALIGNMENT NORTH OF THE BRIDGE



PROJECT & PRIORITY SCORING RESULTS

<p>0</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> Not within 0.5-mile of an identified high bike/pedestrian crash segment or intersection 	<p>59.3</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> Provides direct access to a multimodal corridor (along Gandy Blvd), but no direct access to an activity center Average bike/pedestrian demand score = 27.2 Connects to multiple existing facilities (Pinellas Trail Loop North Bay Trail, Friendship Trail Gandy Blvd, & Friendship Trail Savona Dr) Provides direct access to 1 bus route with headways of 30 min (Route 9) 	<p>64.3</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> Average weighted bicycle LTS score = 100 (all LTS 1) Results in full sidewalk coverage on one side only Traverses a low pedestrian service area, but no high composite equity score areas 	<p>100</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> Connects Pinellas Trail Loop North Bay Trail with Friendship Trail Gandy Blvd, & connects to Riviera Bay Park
<p>51.2 TOTAL WEIGHTED SCORE</p>	<p>8 PRIORITY RANKING (Central Area Priority 3)</p>	<p>\$1.1 MILLION PLANNING COST ESTIMATE</p>	

CORRIDOR MAP: SAN MARTIN BOULEVARD



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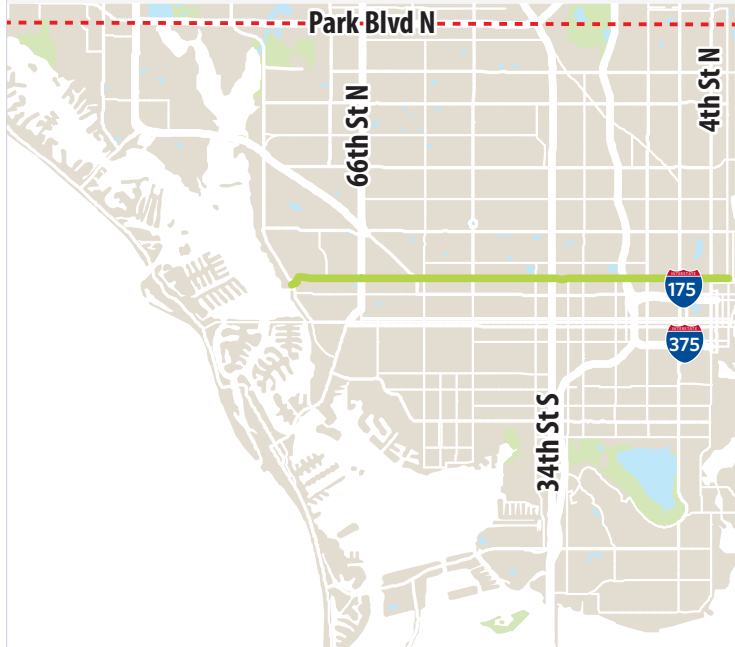
Project Number 9: 9th Avenue North | County Area: South

PROJECT LIMITS: PARK STREET NORTH TO 1ST STREET NORTH

PROJECT LOCATION

LENGTH: 6.95 MILES

PROJECT DESCRIPTION



This project would provide a key east/west bicycle connection across the City of St. Petersburg on the north side of downtown.

Connections to Key Destinations: Pinellas Trail; St. Petersburg Public Library, North Central Neighborhood Park, St. Petersburg High School, St. Petersburg Catholic High School

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- Corridor identified in the City of St. Petersburg Complete Streets Implementation Plan for separated bike lanes from Park Street North to Dr. MLK Jr. Street North, shared lane markings from Dr. MLK Jr. Street North to 4th Street North, and separated bike lanes from 4th Street North to 3rd Street North. The separated bike lanes between 66th Street North and Dr. MLK Jr. Street North are proposed to be achieved via a road diet reconfiguration from the existing four-lane undivided section to a three-lane section.
- The section between Park Street North and 66th Street North is a three-lane section with existing bike lanes. Enhancements to gain more separation for the bike lanes could be made by simply reducing the widths of each of the travel lanes to 10 feet.
- Curb to curb width of the existing four-lane section is 44 feet in some areas, but narrows to just 40 feet in others, which would make it very challenging to achieve separated bike lanes if it is desired to do a simpler, less expensive retrofit at street level and go to a three-lane section. One solution (shown in the typical section) would be to reconfigure to a two-lane section with separated bike lanes. This may be feasible because the daily traffic volumes are approximately 3,100 vehicles per day, which may make a center two-way left turn lane unnecessary, particularly since the corridor widens to a five-lane section at major signalized cross streets today – those intersections would be reconfigured with three-lane sections and separated bike lanes. Other configurations that leave the existing curb to curb width unchanged may be possible as well, such as sidewalk level separated bike lanes placed between the curb and sidewalk.
- There is potential for protected intersections at locations where the 9th Avenue North separated bike lanes would intersect other corridors with proposed separated bike lanes, such as at 28th Street North and 16th Street North.
- The City's Complete Streets Implementation Plan shows proposed pedestrian crossings / greenway connections along the 9th Avenue North corridor at the following locations: 74th Street North, 61st Street North, 55th Street North, 40th Street North, 25th Street North, and 22nd Street North.
- The existing two-lane section between Dr. MLK Jr. Street North and 4th Street North has narrow undesignated bike lanes. In lieu of the proposed shared lane markings, these bike lanes could potentially be widened by narrowing the adjacent travel lanes.
- The one-block section from 4th Street North to 3rd Street North is currently a two-lane, one-way street, and could be retrofit with separated bike lanes either by placing them outside the curbs adjacent to the existing sidewalks or by removing one travel lane.
- The section from 3rd Street North to 1st Street North is proposed to be a bike boulevard with appropriate traffic calming as needed. This section would connect to proposed shared lane markings on 1st Street North and an enhanced pedestrian crossing / greenway connection at the 9th Avenue North / 1st Street North intersection.

POPULATION & EMPLOYMENT

17,292
POPULATION
Within 1/4 mile
of project

9,466
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



SEPARATED
BIKE LANES

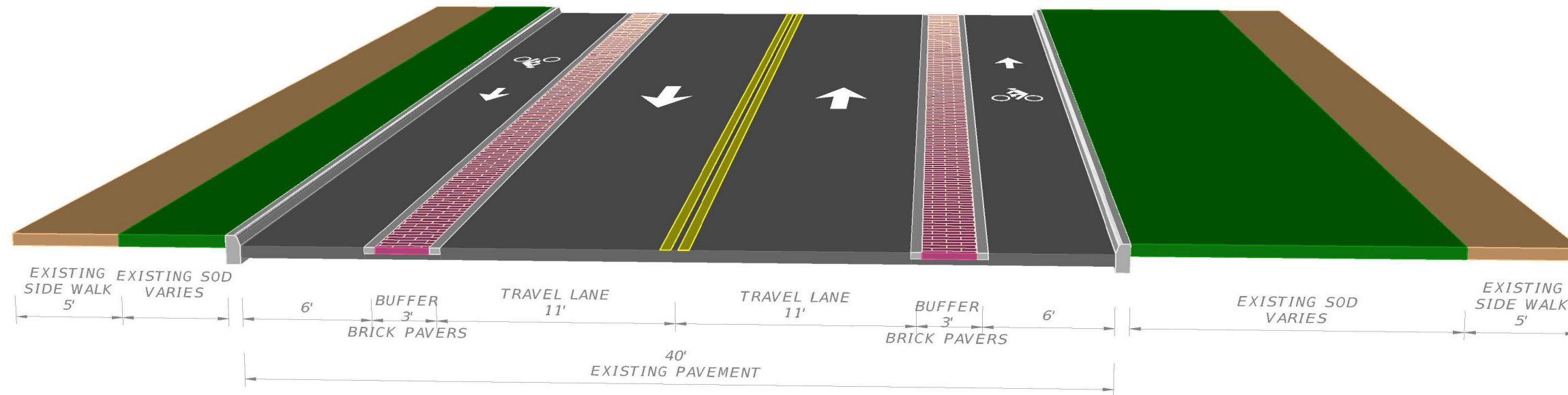
SHARED
LANE
MARKINGS

BIKE
BOULEVARD





PEDESTRIAN
CROSSINGS

9TH AVENUE NORTH

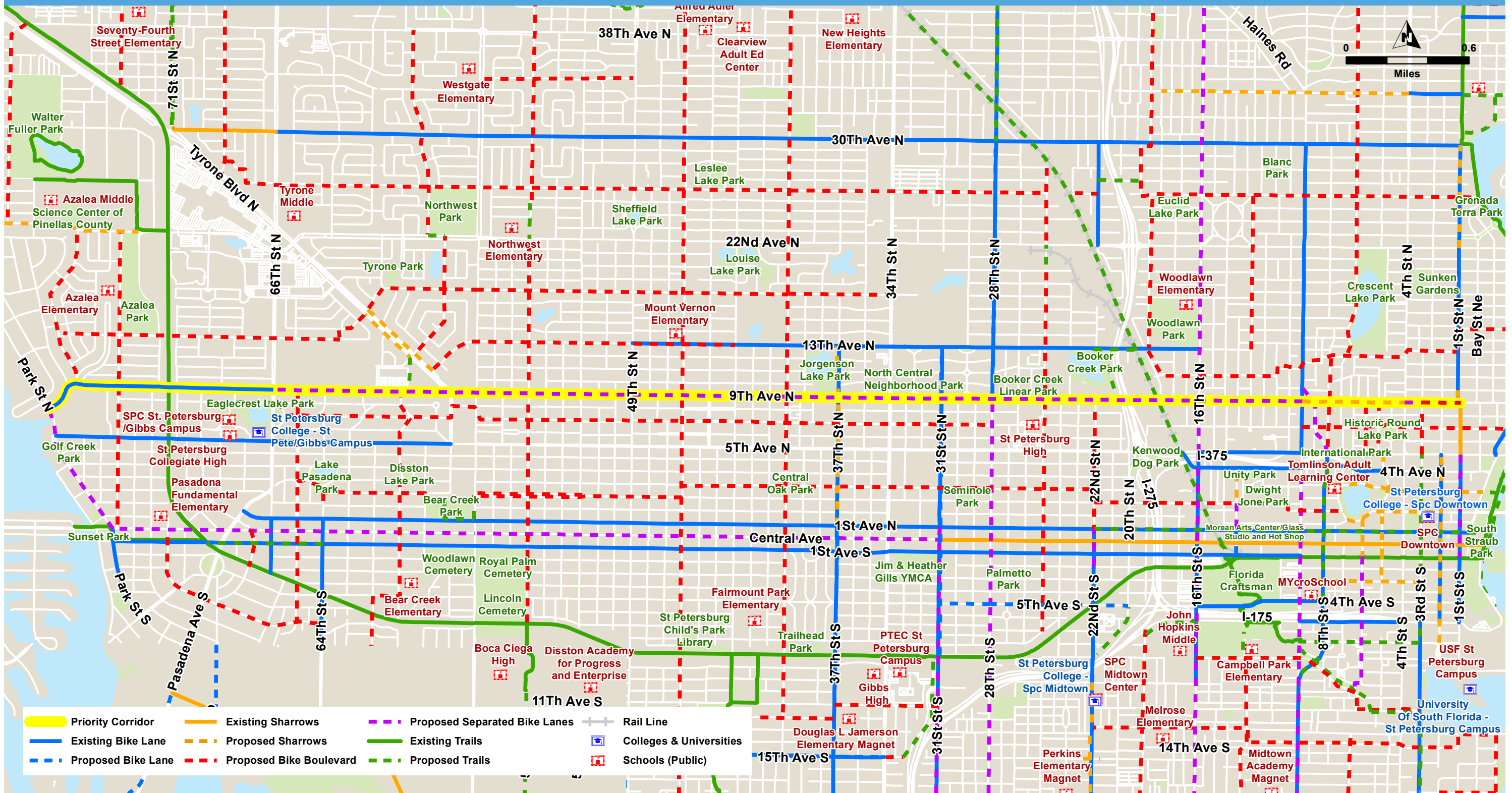
TYPICAL SECTION



PROJECT & PRIORITY SCORING RESULTS

<p>75</p> <p> SAFETY SCORE</p> <ul style="list-style-type: none"> ▪ Crosses an identified high bike crash segment (4th St N, 22nd Ave N to 9th Ave N) 	<p>88.8</p> <p> INTEGRATED & CONNECTED SCORE</p> <ul style="list-style-type: none"> ▪ Provides direct access to a multimodal corridor (at numerous cross streets along the corridor) and multiple activity centers (Tyrone Square; Pinellas Trail; downtown St. Petersburg) ▪ Average bike/pedestrian demand score = 55.2 ▪ Connects to multiple existing facilities (Pinellas Trail and bike lanes/paved shoulders on 9th Ave N, 37th St N, 31st St N, 28th St N, & Dr. Martin Luther King Jr St N) ▪ Provides direct access to multiple core bus routes (Routes 4, 18, 34, & 52/52LX) 	<p>84.8</p> <p> ACCESSIBLE & COMFORT SCORE</p> <ul style="list-style-type: none"> ▪ Average weighted bicycle LTS score = 83.3 (mostly LTS 1, small section of LTS 2) ▪ Results in full sidewalk coverage on one side only ▪ Traverses high composite equity score areas, as well as low bicycle and pedestrian service areas (but not overlapped with high equity areas) 	<p>100</p> <p> QUALITY OF LIFE SCORE</p> <ul style="list-style-type: none"> ▪ Connects to Pinellas Trail, St. Petersburg Public Library, & North Central Neighborhood Park
<p>83.8 TOTAL WEIGHTED SCORE</p>	<p>4 PRIORITY RANKING (South Area Priority 2)</p>	<p>\$7.6 MILLION PLANNING COST ESTIMATE</p>	

CORRIDOR MAP: 9TH AVENUE NORTH

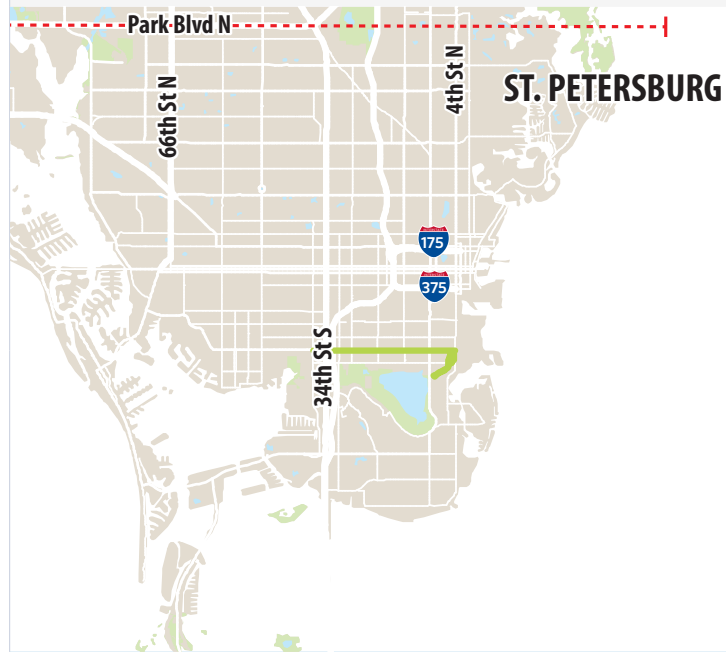


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Project Number 10: 18th Avenue South / Salt Creek Trail Extension | County Area: South

PROJECT LIMITS: 37TH STREET SOUTH TO 4TH STREET SOUTH; SALT CREEK TRAIL FROM 18TH AVENUE

PROJECT LOCATION LENGTH: 4.06 MILES



PROJECT DESCRIPTION

This project would provide safety and operational improvements that would improve the environment for non-motorized users by moderating motor vehicle speeds, providing a continuous east/west bicycle route and facilities, and providing safer and more comfortable crossing treatments.



Connections to Key Destinations: Bartlett Park, Frank H. Pierce Recreation Center, St. Petersburg Tennis Center, Enoch D Davis Center, James Weldon Johnson Branch Library, Harbordale Park, Perkins Elementary School, Midtown Academy

ISSUES, OPPORTUNITIES, & CONCEPT CONSIDERATIONS

- The 18th Avenue South corridor is identified in the City of St. Petersburg Complete Streets Implementation Plan for separated bike lanes from 37th Street South to 3rd Street South. The separated bike lanes are proposed to be achieved via a road diet reconfiguration from the existing four-lane undivided section to a three-lane section. Additionally, trail is proposed along both sides of Salt Creek from 18th Avenue South to 26th Avenue South.
- The City has also submitted and had approved an application to the Forward Pinellas Complete Streets Program to complete a Concept Planning Study for the 18th Avenue South corridor from 37th Street South to Dr. MLK Jr. Street South.
- Curb to curb width of the existing four-lane section is approximately 40 feet, which would make it very challenging to achieve separated bike lanes if it is desired to do a simpler, less expensive retrofit at street level and go to a three-lane section. One solution (shown in the typical section) would be to reconfigure to a two-lane section with separated bike lanes. This may be feasible because the daily traffic volumes are approximately 4,300 vehicles per day, which may make a center two-way left turn lane unnecessary, particularly since the corridor widens to a five-lane section at several major signalized cross streets today – those intersections would be reconfigured with three-lane sections and separated bike lanes. Other configurations that leave the existing curb to curb width unchanged may be possible as well, such as sidewalk level separated bike lanes placed between the curb and sidewalk.
- East of 16th Street South, the existing configuration changes to a three-lane section and the curb to curb width narrows to approximately 35 feet. East of Dr. MLK Jr. Street South, the street changes to a two-lane street with on-street parking permitted, while the width is maintained at 35 feet. Coordination would be needed on these sections to determine if and where turn lanes and on-street parking would need to be maintained. The constrained width may necessitate separated bike lanes being shifted to outside the curbs in this section.
- There is potential for protected intersections at locations where the 18th Avenue South separated bike lanes would intersect other corridors with proposed separated bike lanes, such as at 31st Street South, 28th Street South, 16th Street South, and Dr. MLK Jr. Street South.
- The City's Complete Streets Implementation Plan shows a proposed pedestrian crossing / greenway connection at 18th Avenue South and 7th Street South and one at 22nd Avenue South and the Salt Creek Trail.
- While trail is proposed along both side of Salt Creek in the City's Complete Streets Implementation Plan, simpler bicycle facility treatments could be considered in some locations given the very low volume, low speed nature of the adjacent streets. As such, this concept proposes bike boulevards with signage and additional traffic calming as needed on East Harbor Drive South from 22nd Avenue South to 24th Avenue South, and on East and West Harbor Drive South from 7th Street South to 26th Avenue South.

POPULATION & EMPLOYMENT



10,226
POPULATION
Within 1/4 mile
of project



1,713
EMPLOYMENT
Within 1/4 mile
of project

BICYCLE & PEDESTRIAN FACILITIES



**BIKE
BOULEVARD**



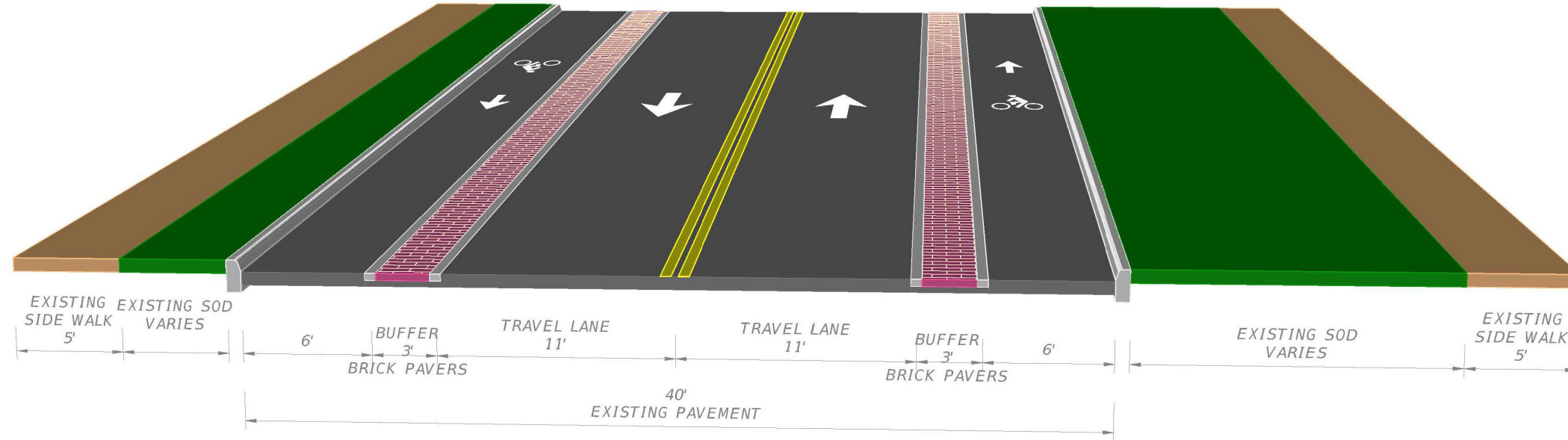
**PEDESTRIAN
CROSSING**



**SEPARATED
BIKE LANES**

18TH AVENUE SOUTH

TYPICAL SECTION



PROJECT & PRIORITY SCORING RESULTS

100



SAFETY SCORE

- Crosses an identified high bike crash segment (4th St N, 22nd Ave N to 9th Ave N)

90.5



INTEGRATED & CONNECTED SCORE

- Provides direct access to a multimodal corridor (at numerous cross streets along the corridor) and multiple activity centers (Tyrone Square; Pinellas Trail; downtown St. Petersburg)
- Average bike/ped demand score = 55.2
- Connects to multiple existing facilities (Pinellas Trail and bike lanes/paved shoulders on 9th Ave N, 37th St N, 31st St N, 28th St N, & Dr. Martin Luther King Jr St N)
- Provides direct access to multiple core bus routes (Routes 4, 18, 34, & 52/52LX)

80.9



ACCESSIBLE & COMFORT SCORE

- Average weighted bicycle LTS score = 83.3 (mostly LTS 1, small section of LTS 2)
- Results in full sidewalk coverage on one side only
- Traverses high composite equity score areas, as well as low bicycle and pedestrian service areas (but not overlapped with high equity areas)

100



QUALITY OF LIFE SCORE

- Connects to Pinellas Trail, St. Petersburg Public Library, & North Central Neighborhood Park

90.9 TOTAL WEIGHTED SCORE

1 PRIORITY RANKING
(South Area Priority 1)

\$5.9 MILLION PLANNING COST ESTIMATE

CORRIDOR MAP: 118TH AVENUE SOUTH/SALT CREEK TRAIL EXTENSION



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