



Downtown St Petersburg
MOBILITY STUDY

Forward Pinellas Board

← **April 14, 2021** →



STUDY GOALS



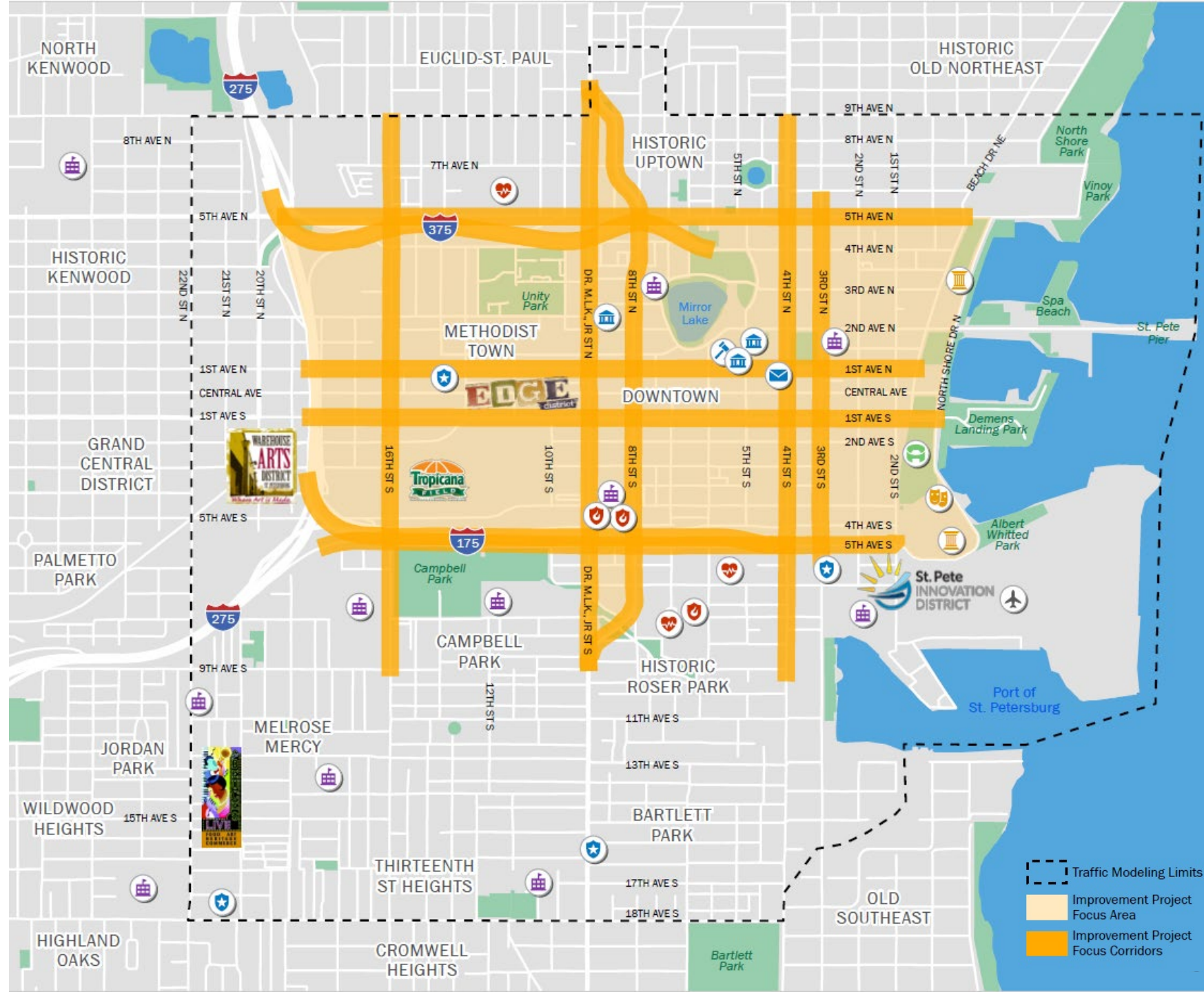
Define a vision for multimodal mobility in greater Downtown St. Petersburg (DTSP)



Test improvement strategies against mobility, livability and economic vitality performance measures



Identify projects and programs to advance



What is our vision?

What is the mobility future we want for DTSP? What goals should we have?





How do we get there?

What performance measures should we use to make sure we can reach our vision? What are our values?



Crashes



Business
Access



Mode
Share



Travel
Time

What improvement projects in DTSP should we evaluate?



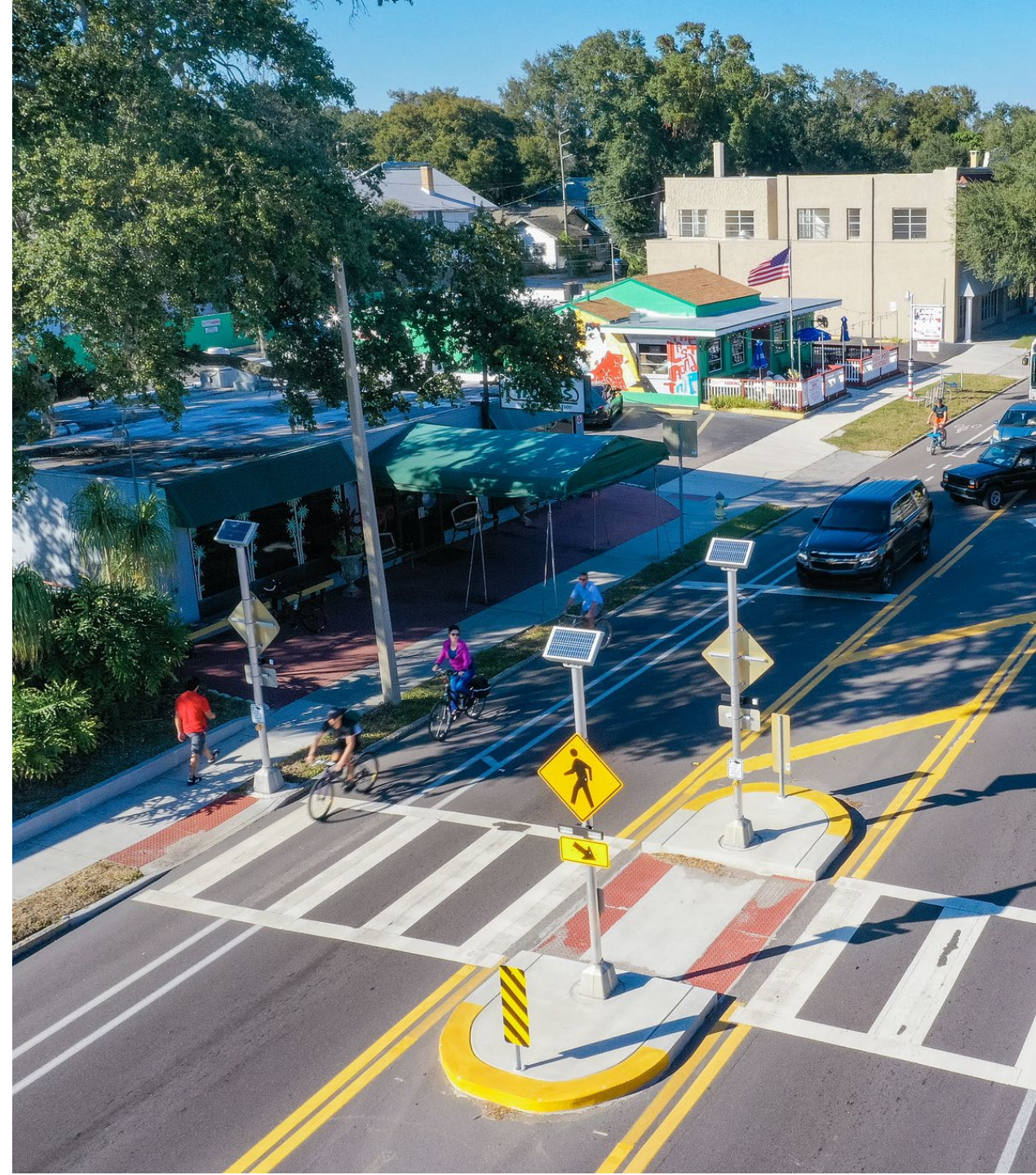
How do we balance needs?

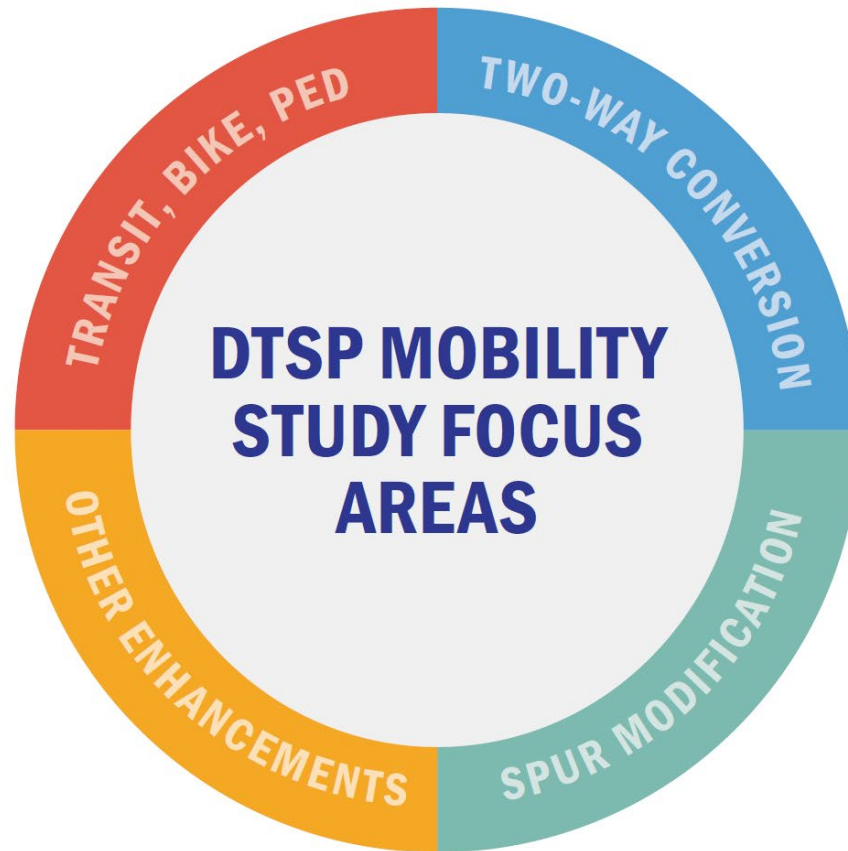
What are the tradeoffs we need to consider to balance the needs of all users & all modes in DTSP?

Quick and easy
vehicle access

Safe
bike/pedestrian
conditions

Community
connectivity





Which bike, pedestrian & transit projects could help improve mobility?

Are there opportunities for some one-way pairs to be converted to two-way operations?

What other safety & mobility enhancements should be considered?

Do I-375 & I-175 help mobility for nearby communities to Downtown?

Community Outreach

WHAT IS YOUR INTEREST IN DOWNTOWN ST. PETERSBURG?



358

I visit museums &/or events in DTSP



317

Live in or around DTSP



302

I shop in or around DTSP



182

I own property in or around DTSP



141

I work in or around DTSP



37

I worship in or around DTSP



20

I go to restaurants in or around DTSP



14

I exercise in or around DTSP



13

My child or I go to school in DTSP



8

I socialize in or around DTSP



7

I visit parks in or around DTSP



3

I conduct business in or around DTSP



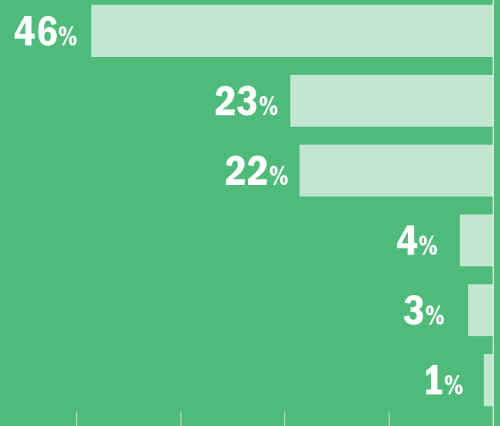
1

I volunteer in or around DTSP

*Bold: Multiple Choice Answer; Non-bold: Written In

TRAVELING TO & IN DOWNTOWN ST. PETERSBURG

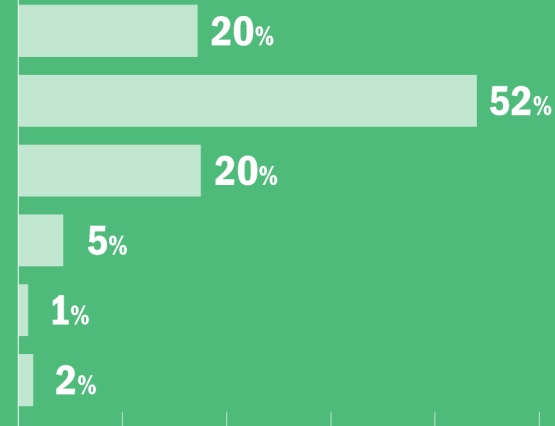
HOW DO YOU TRAVEL TO DTSP?



MODES

- Personal Vehicle
- Walk
- Bike
- Transit
- Rideshare
- Micromobility

HOW DO YOU TRAVEL ONCE IN DTSP?



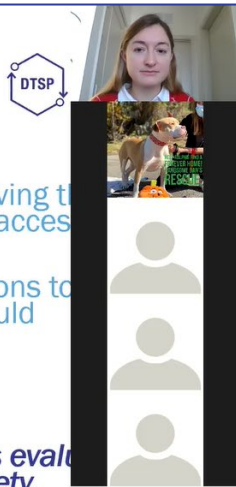
SUMMER 2020 SURVEY FINDINGS (See full results online)

Question 2

Another long-term project we are exploring is changing or removing the interstate spurs (I-175 and I-375). While they provide regional access to DTSP, they act as barriers to the adjacent neighborhoods.

We will be conducting a traffic model to explore how modifications to interstate spurs and the addition of more local connections would affect overall travel to and around DTSP.

- **What are your thoughts on this idea?**
- **Would this fit with your vision for DTSP?**
- **What performance measures should we consider to help us evaluate this? How do we value competing interests (e.g., speed/safety, regional access to hospitals/major employers, better neighborhood connections)?**



Sort Comments

mentimeter.com/s/d3f00894d390e21875fd5d312bf102/r1fcc0050d2b

Go to www.menti.com and use the code 79 92 50 5



What is the best way for us to get input on the study and share with others?

Amy test

These groups are helpful, present, and presentations to groups like PSTA TRAC

Continue offering these sessions, small breakout sessions are great, and making them available at different times of day, different dates of week.

Social media (Twitter, Nextdoor, Facebook, etc), leveraging contact databases of institutions, businesses, and neighborhood associations.



INSTRUCTIONS

Pinellas should be really taking a look at the potential of the CSX tracks. Though the City is currently in litigation with CSX about the acquisition of the tracks, planning and education should be taking place. The Beltline is an extremely great example as to what can be the future of our city. The I-MIX zoning code using along these tracks can monumental for connecting many, many neighborhoods to DTSP



View the discussion

2 months ago

Like +4Dislike

to walk or bike, there needs to be a focus on access and priority for this type of travel, not simply a focus on vehicle traffic. This includes access to planned SunRunner stops to and from attractions and surrounding neighborhoods for those walking or biking.

View the discussion

3 months ago

Like +10Dislike -1

Walkers and bicyclists are vulnerable to accidents because of speeding, weaving and reckless driving at the I-375 and I-175 ramps, as well as at one-way intersections. Drivers are also at risk in these areas.

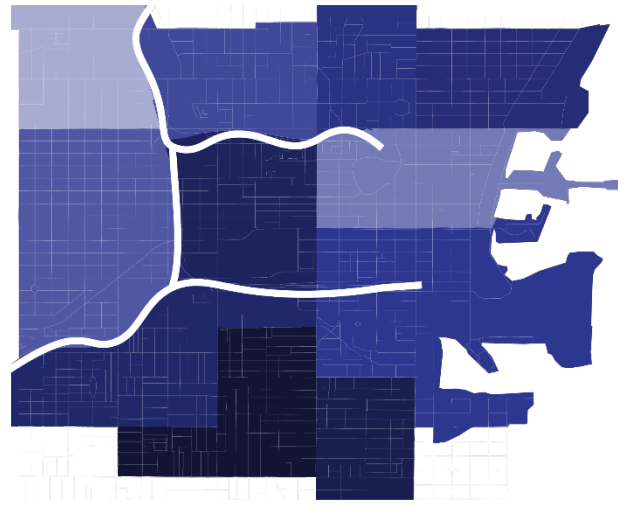
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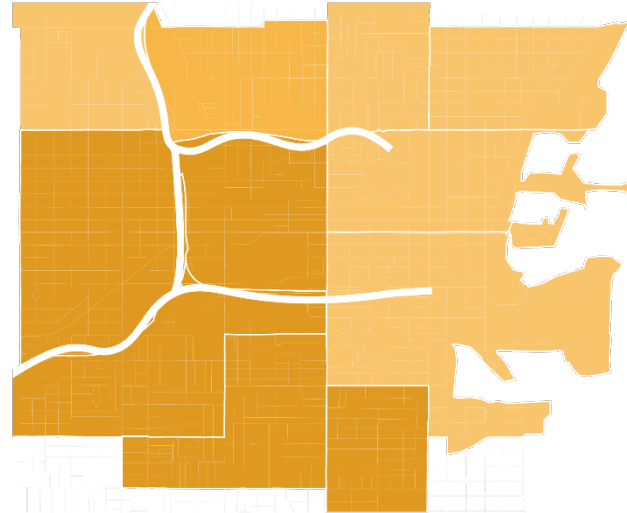
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Existing Conditions

Socioeconomic Data



Median Household Income



% of Negative Health Indicators with % Higher than City Avg.



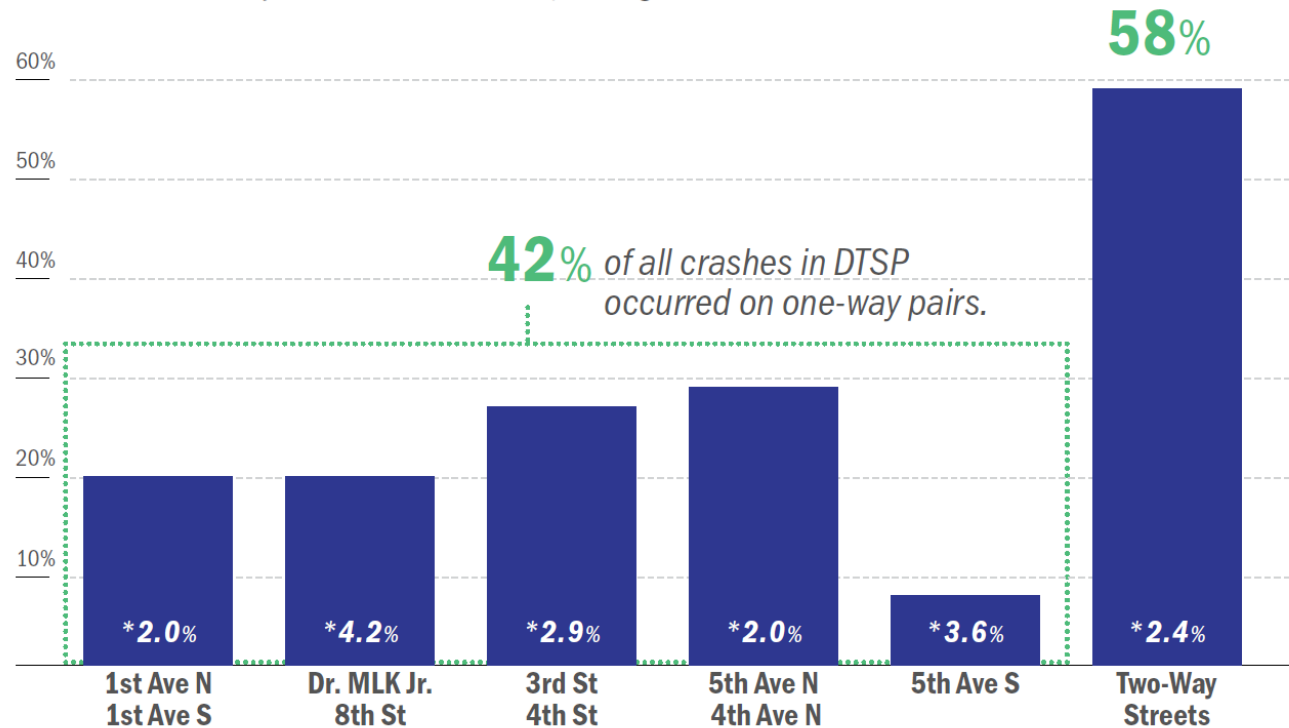
- Majority of census tracts in DTSP have lower median income than St. Petersburg/County

- Almost half of census tracts have negative health indicator % higher than St. Petersburg

Safety

CRASHES ON ONE-WAY PAIRS

*% of crashes on one-way streets that are fatal or incapacitating



Source: CDMS, 2015-2019

BICYCLE & PEDESTRIAN CRASH SUMMARY, 2015-2019



PEDESTRIAN CRASHES

20% of pedestrian crashes were fatal or incapacitating

44% occurred on one-way streets (110)



BICYCLE CRASHES

8% of bicycle crashes were fatal or incapacitating

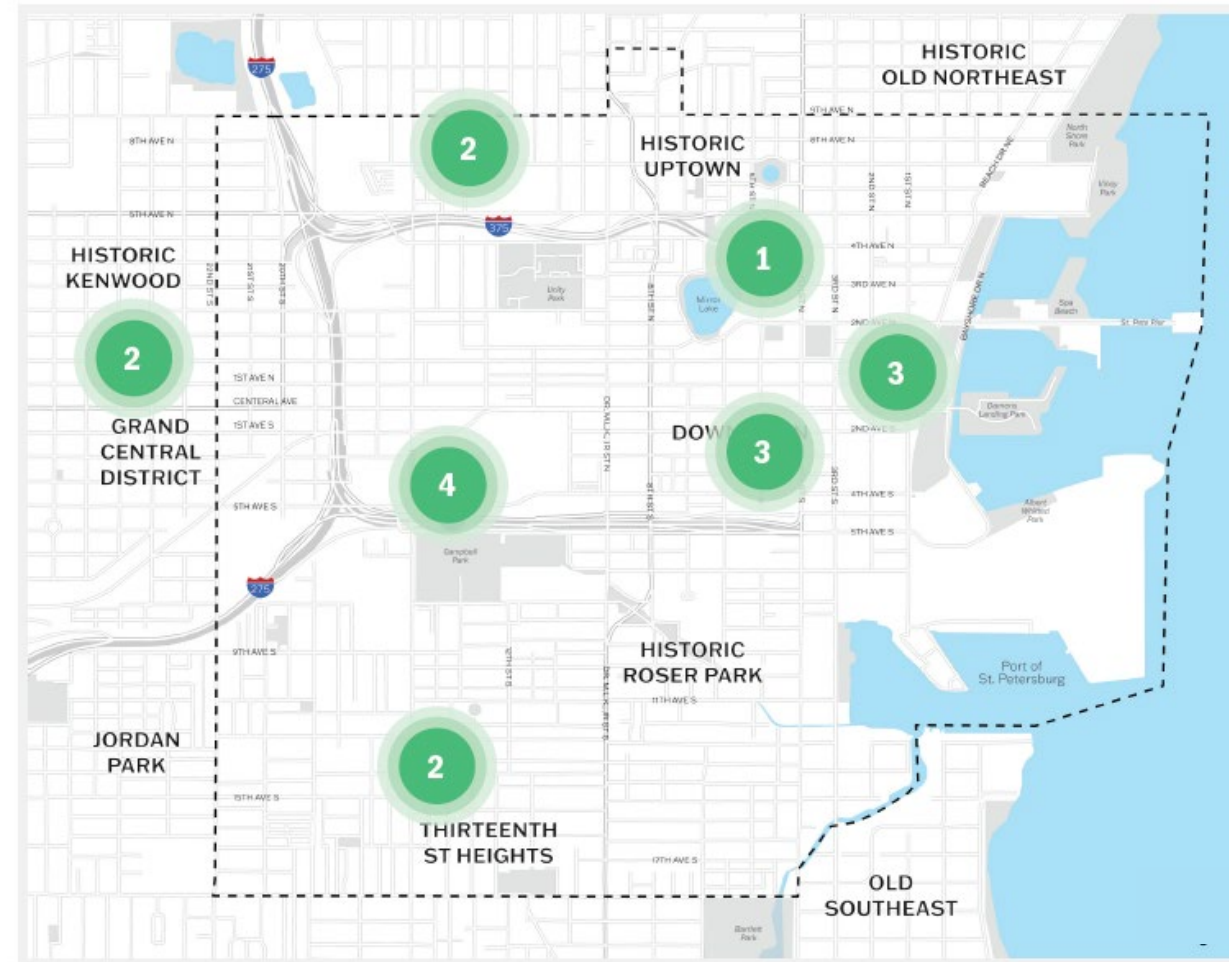
33% occurred on one-way streets (83)

Source: CDMS, 2015-2019

Facilities, Barriers & Opportunities

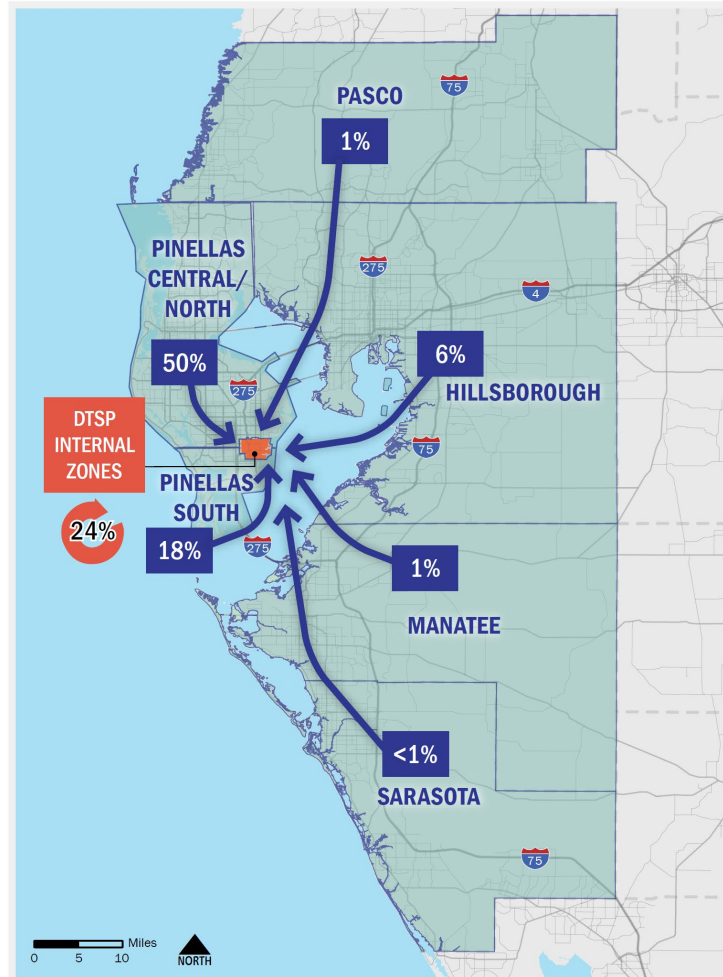
Pedestrian Needs & Opportunities

- 1** Pedestrian Safety at High Speed/ High Volume Intersections
- 2** Pedestrian Connectivity into DTSP from Neighborhoods
- 3** Pedestrian Priority Areas
- 4** Pedestrian Base System



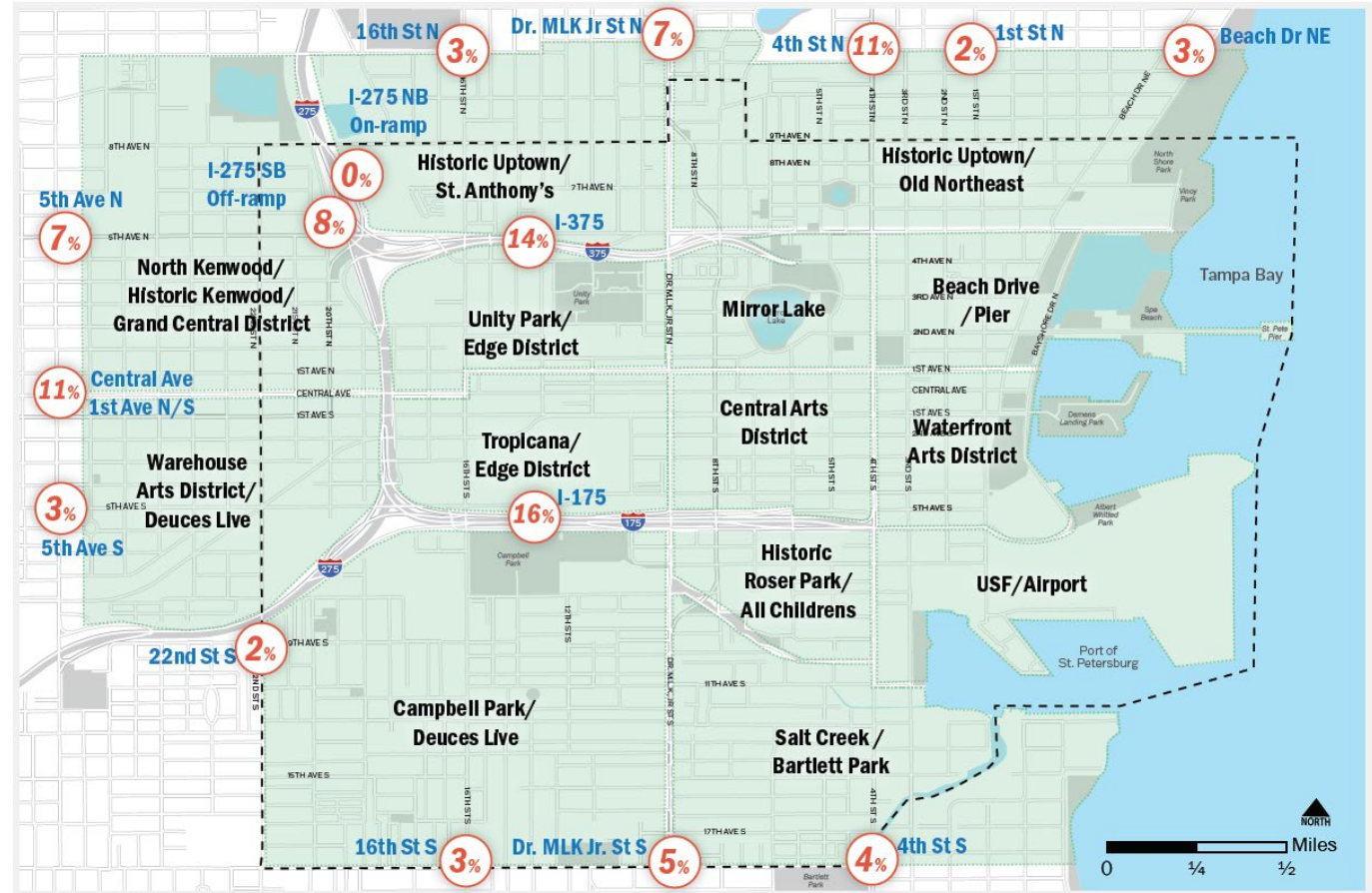
Travel Patterns

ORIGIN ZONES FOR DTSP DESTINATIONS

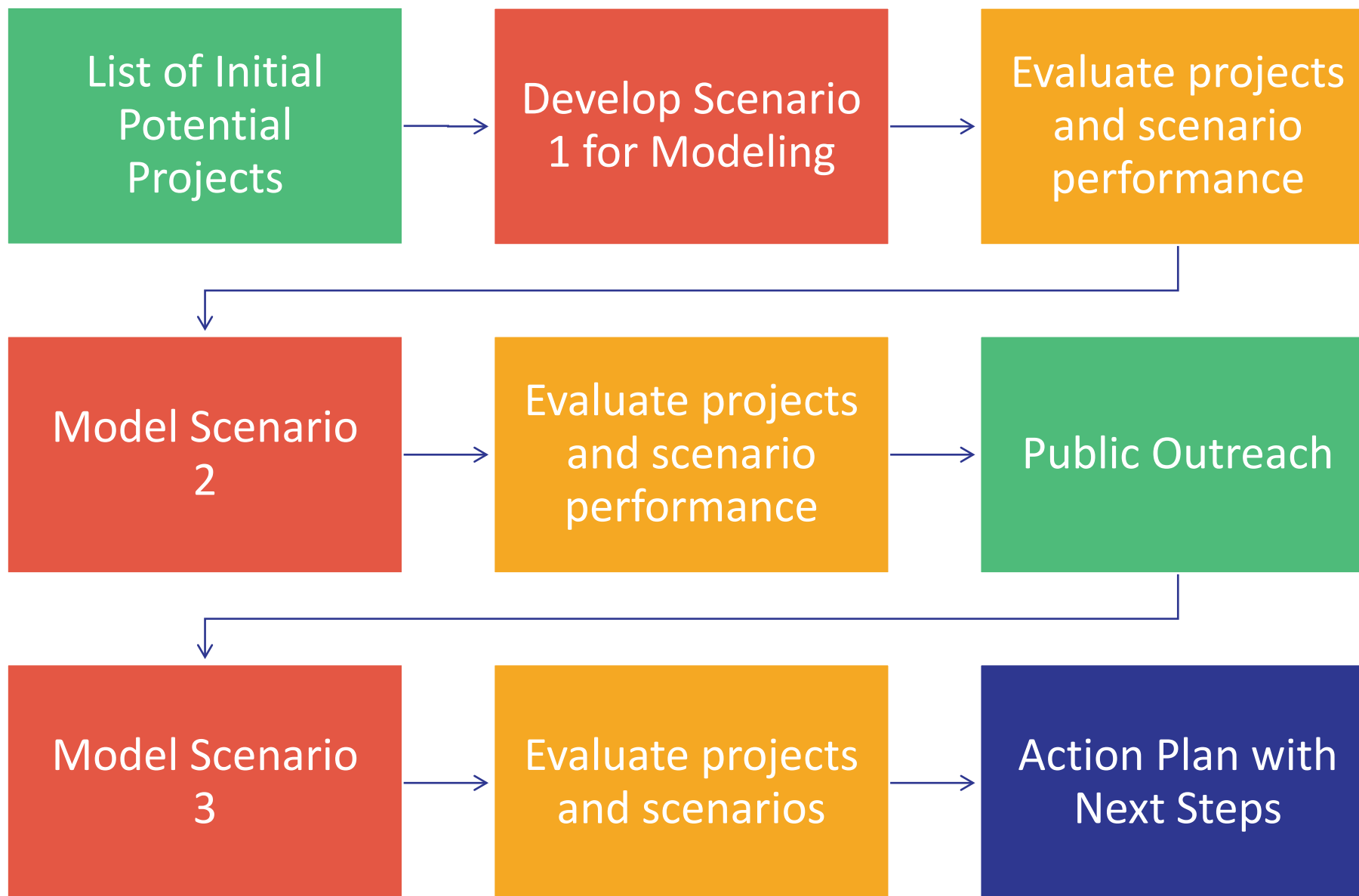


Source: StreetLight Data

REGIONAL TRIPS TO DTSP BY PASS THROUGH ZONES



Developing and Evaluating Projects

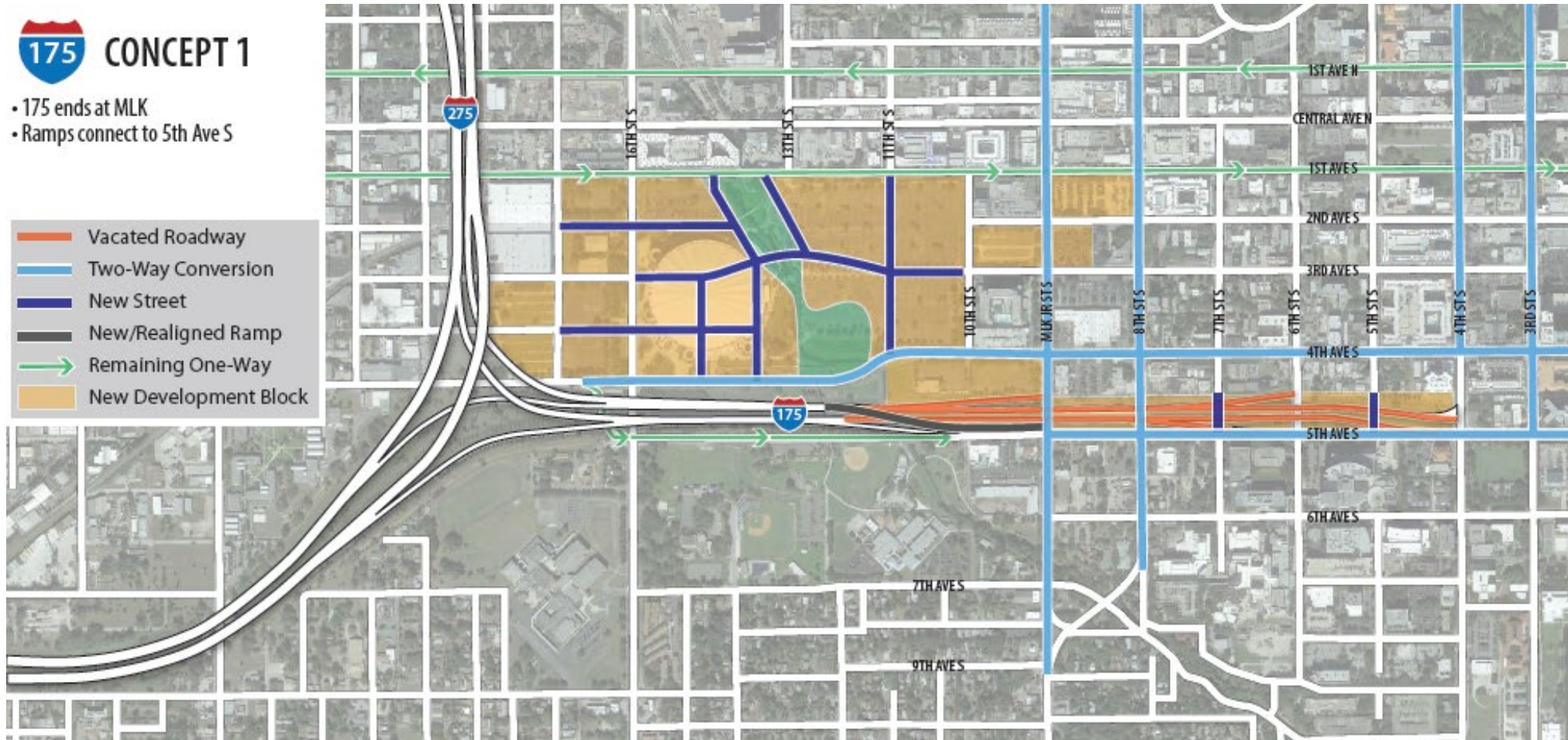


Example Concepts Being Explored

CONCEPT 1

- 175 ends at MLK
- Ramps connect to 5th Ave S

-  Vacated Roadway
-  Two-Way Conversion
-  New Street
-  New/Realigned Ramp
-  Remaining One-Way
-  New Development Block

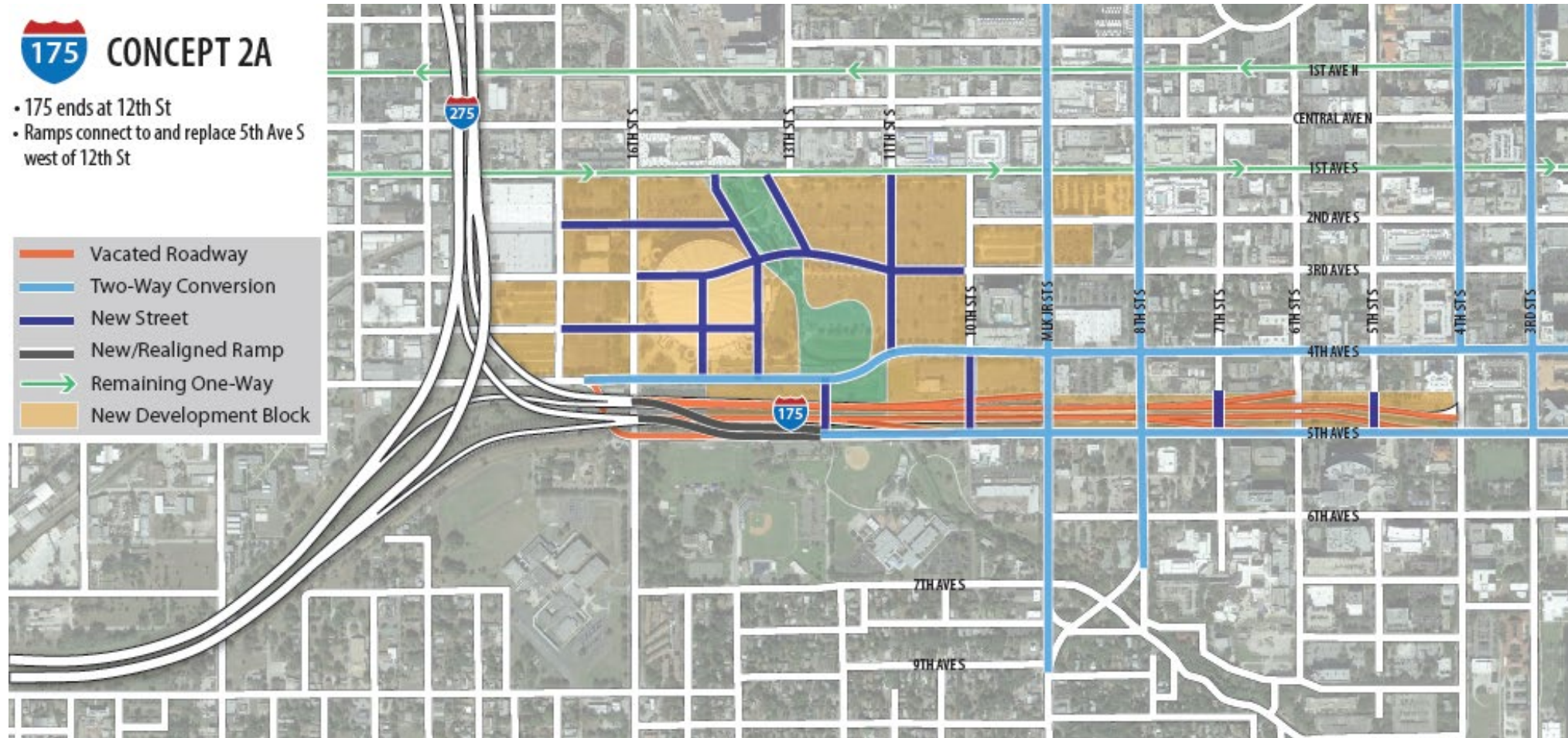


Example Concepts Being Explored

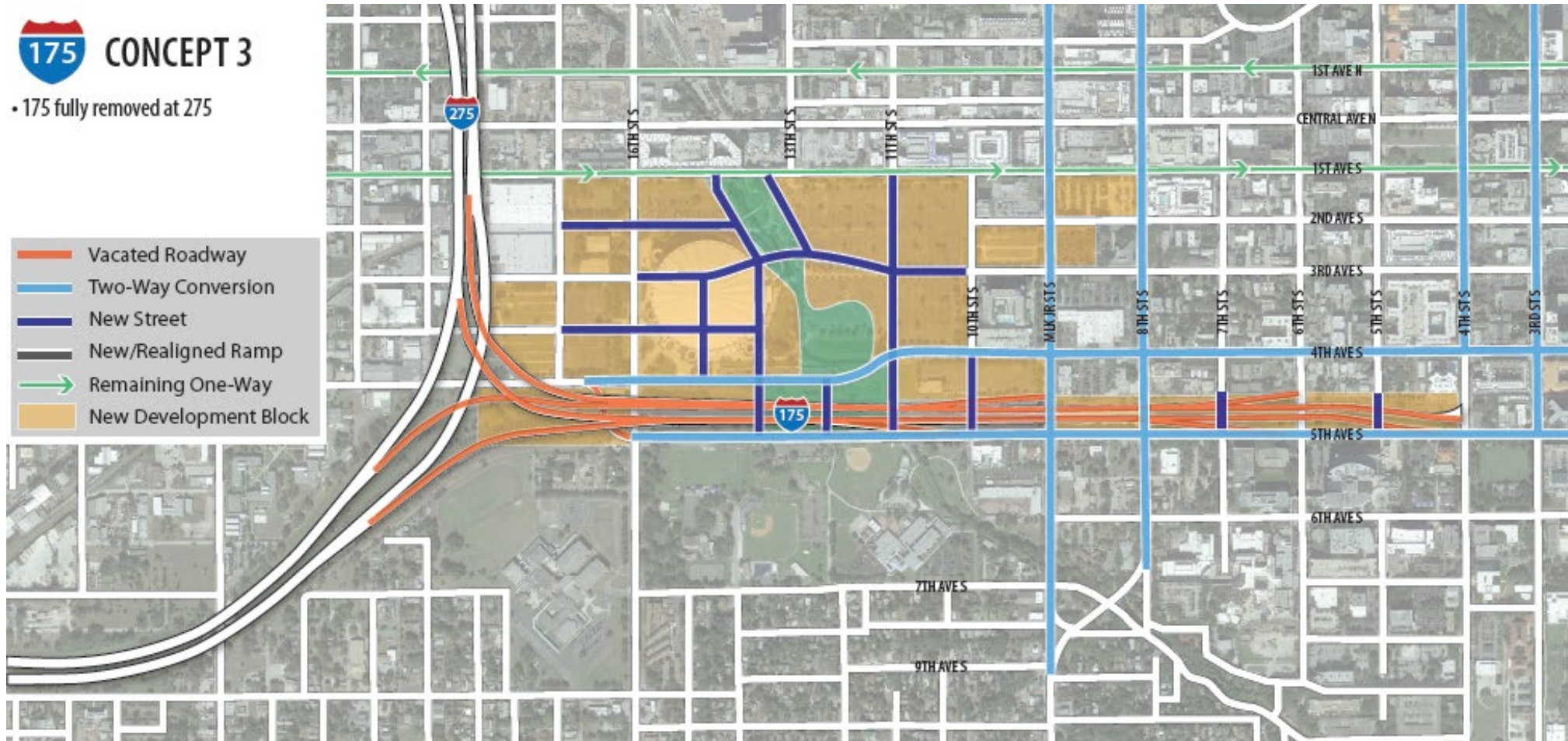
CONCEPT 2A

- 175 ends at 12th St
- Ramps connect to and replace 5th Ave S west of 12th St

-  Vacated Roadway
-  Two-Way Conversion
-  New Street
-  New/Realigned Ramp
-  Remaining One-Way
-  New Development Block



Example Concepts Being Explored

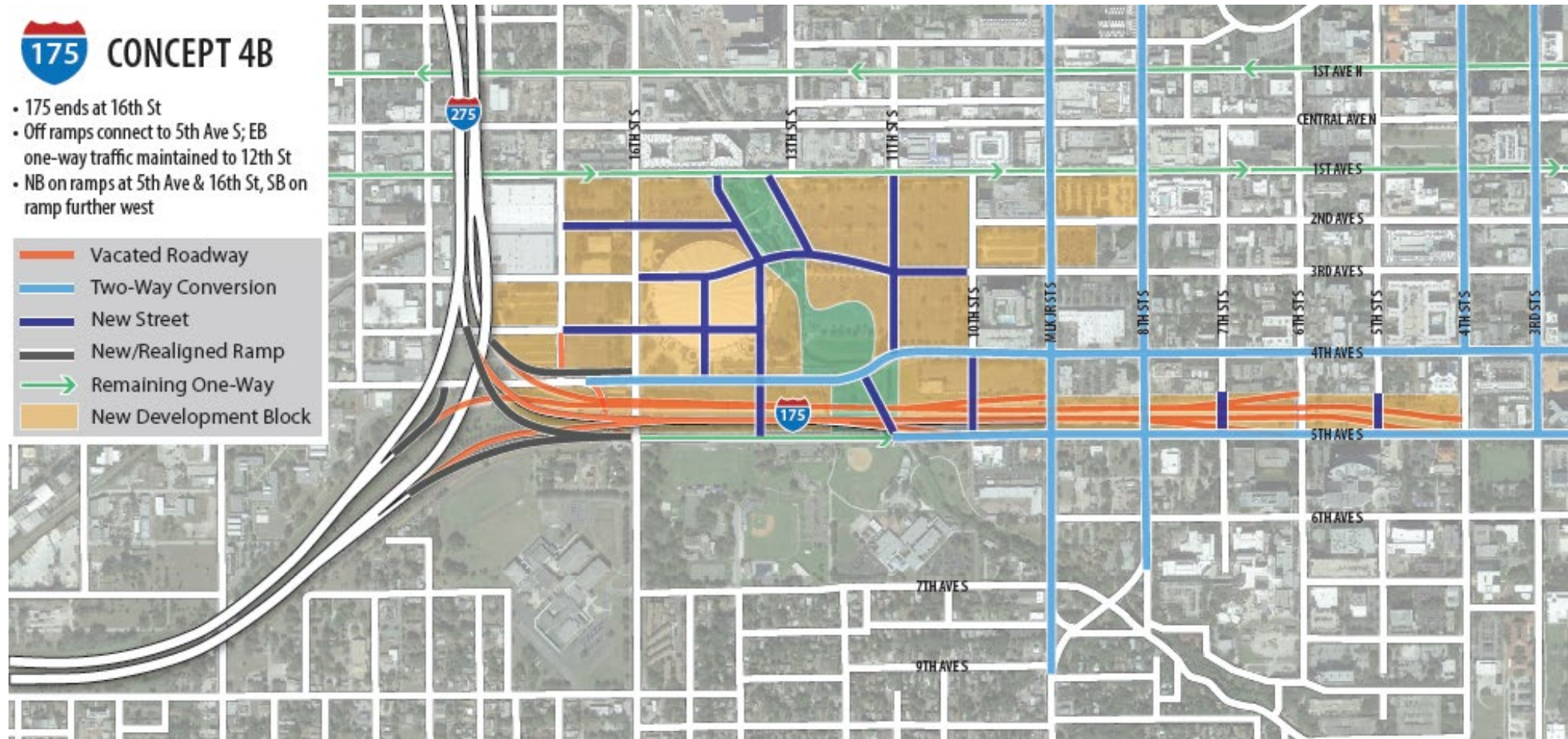


Example Concepts Being Explored

CONCEPT 4B

- 175 ends at 16th St
- Off ramps connect to 5th Ave S; EB one-way traffic maintained to 12th St
- NB on ramps at 5th Ave & 16th St, SB on ramp further west

-  Vacated Roadway
-  Two-Way Conversion
-  New Street
-  New/Realigned Ramp
-  Remaining One-Way
-  New Development Block

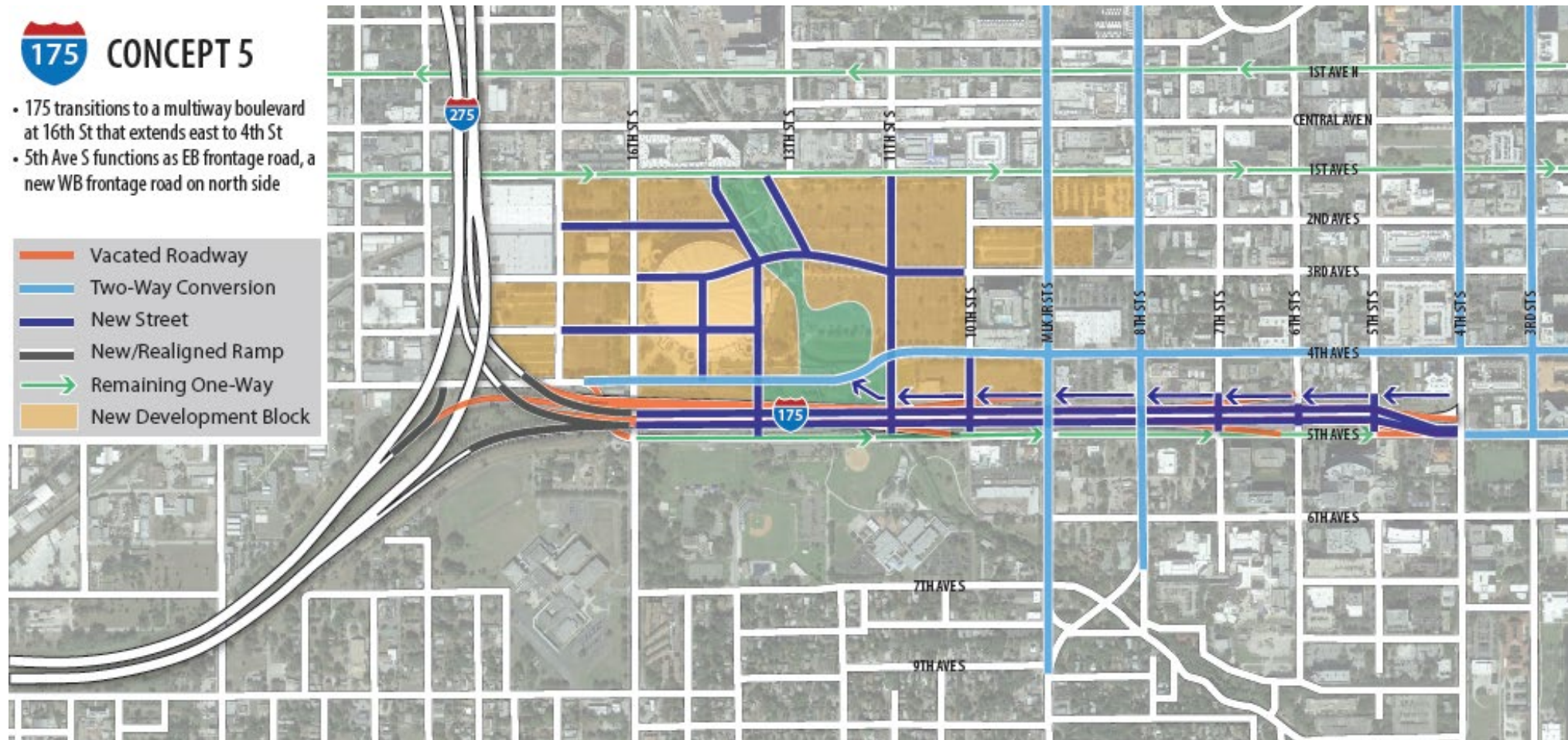


Example Concepts Being Explored

CONCEPT 5

- 175 transitions to a multiway boulevard at 16th St that extends east to 4th St
- 5th Ave S functions as EB frontage road, a new WB frontage road on north side

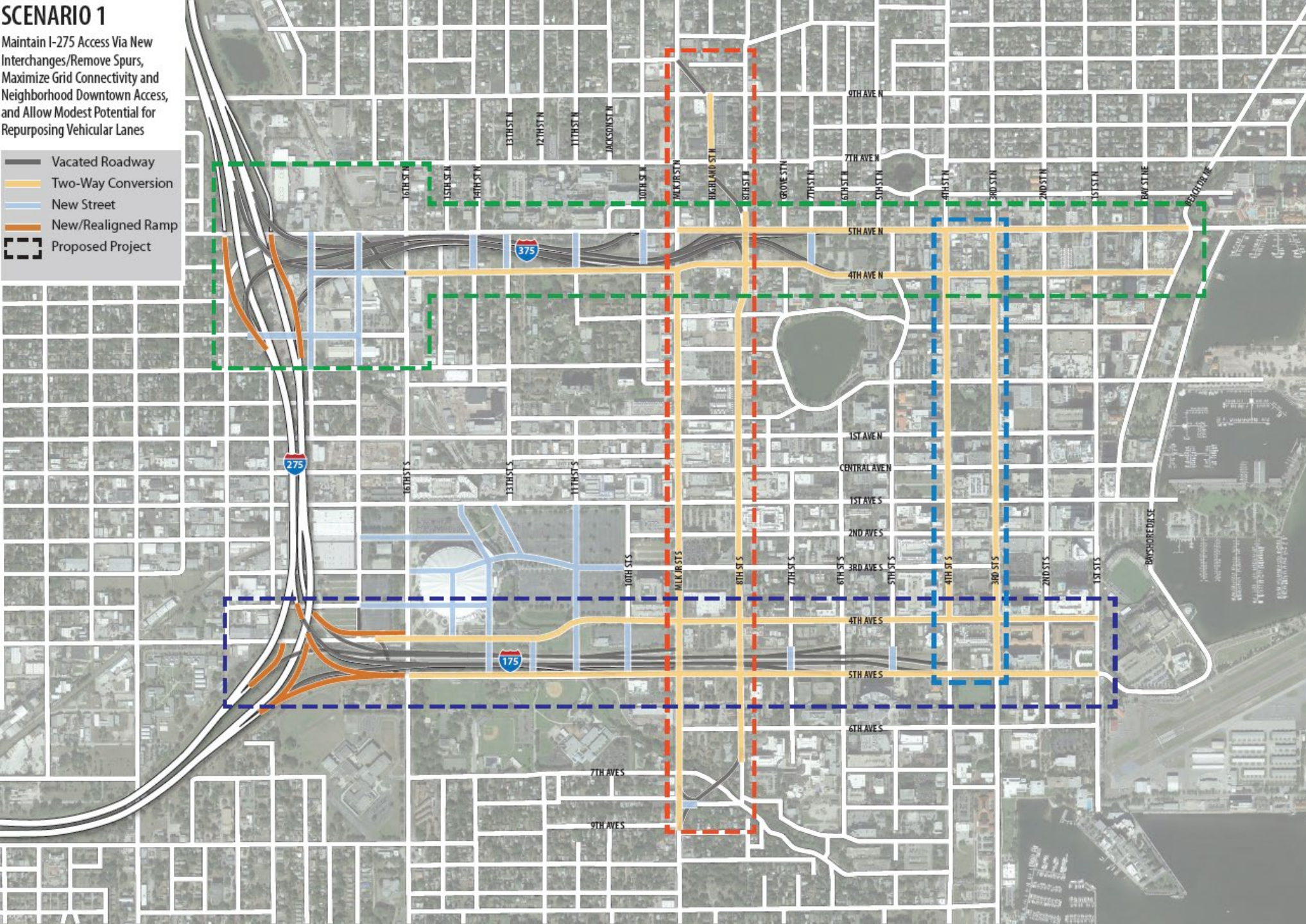
	Vacated Roadway
	Two-Way Conversion
	New Street
	New/Realigned Ramp
	Remaining One-Way
	New Development Block



SCENARIO 1

Maintain I-275 Access Via New Interchanges/Remove Spurs, Maximize Grid Connectivity and Neighborhood Downtown Access, and Allow Modest Potential for Repurposing Vehicular Lanes

- Vacated Roadway
- Two-Way Conversion
- New Street
- New/Realigned Ramp
- Proposed Project



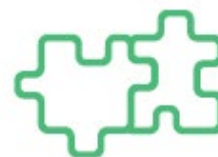
Measuring Performance



SAFE



VIBRANT & LIVABLE



**ACCESSIBLE &
CONNECTED**



MULTI-MODAL

NEXT STEPS



- Analyze Scenario 1 performance and develop Scenario 2
- Public Outreach
- Develop Scenario 3 based on results of Scenarios 1 & 2 and public outreach
- Develop Action Plan with public feedback to prioritize projects



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