

# City of Pinellas Park

## Forward Pinellas Complete Streets Concept Planning Application

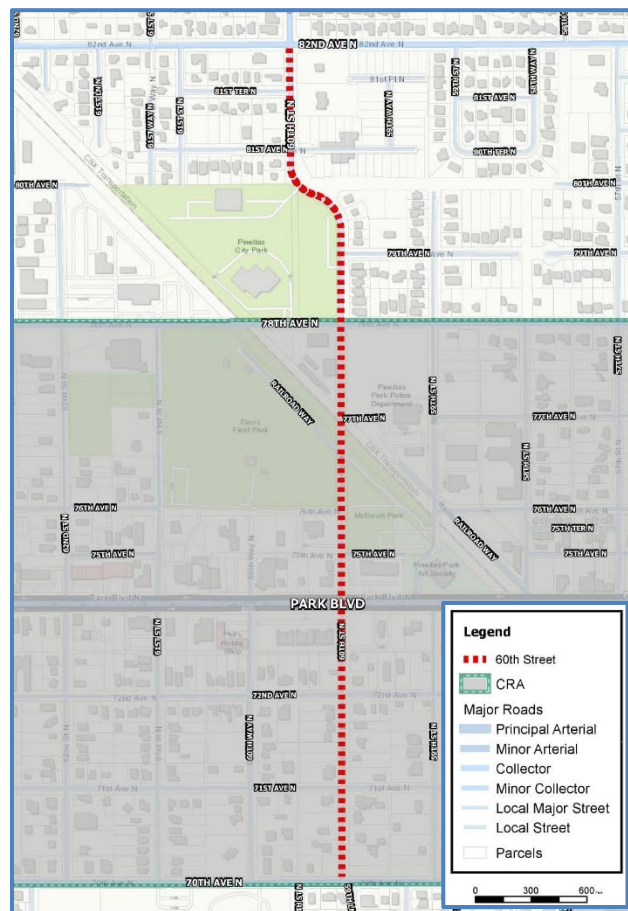
### 60th Street N. Complete Street Concept Plan

November 10, 2022

The City of Pinellas Park is seeking grant funding from the Forward Pinellas Complete Streets Concept Planning Program for the creation of a complete streets concept plan for 60<sup>th</sup> Street N. between 82<sup>nd</sup> Avenue N. and 70<sup>th</sup> Avenue N. The following is the City's formal application prepared pursuant to the application materials.

#### Project Summary

The project corridor is just over three quarters of a mile (0.78 miles) in length and is the central spine to the City's City Center District. This central spine will be the City's first north/south corridor designed for all users under the complete streets concept. The complete streets concept plan will evaluate the existing conditions of the right-of-way, including traffic volumes and turning movements at intersections, in context with existing plans. The end goal is to create network of safer streets that accommodate all users and provide access to while also enhancing the City Center.



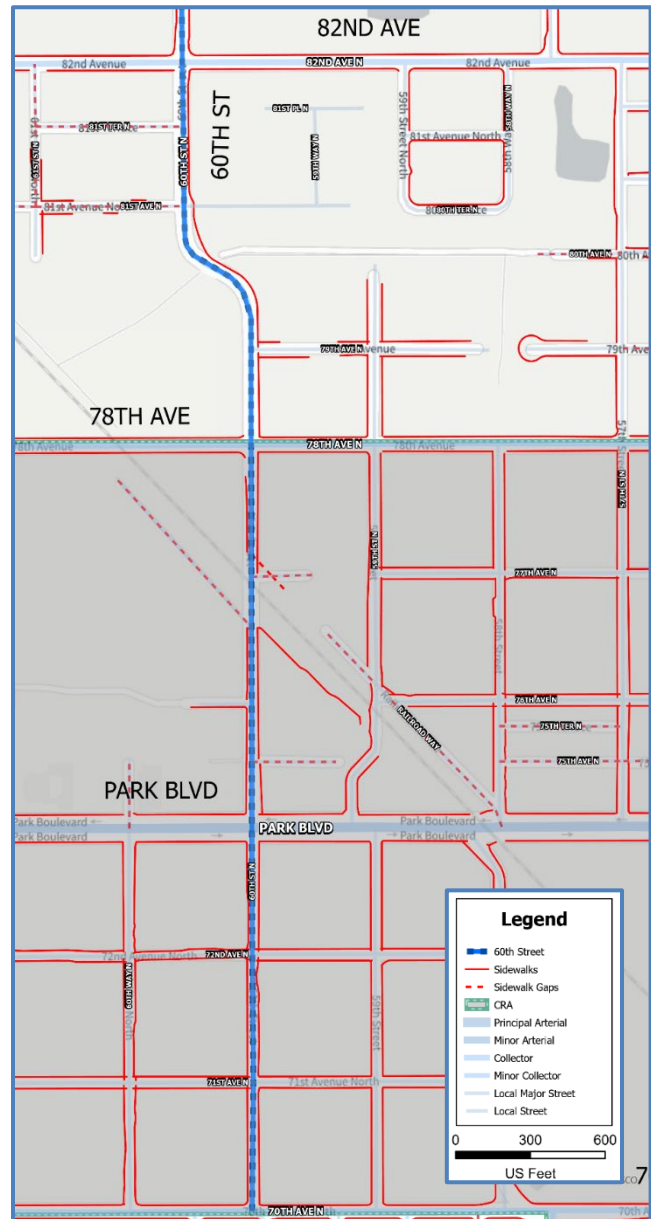
1. Describe in detail the existing conditions of the project location, including the following, as applicable:

a. Sidewalk Facilities

Sidewalk locations and widths vary throughout the project corridor. The portion north of 78<sup>th</sup> Avenue N. has four-foot-wide sidewalks on the east side of the street while the rest of the corridor has a mix of four and five foot wide sidewalks on both sides of the street. The sidewalks are generally set back a few feet from the travel lanes. Several smaller gaps exist along certain properties and driveways. There is one large gap at the CSX rail crossing where there are no sidewalks through the rail property.



Sidewalk gap at CSX tracks



b. Bicycle Facilities

There are currently no marked bicycle facilities within the project corridor.

c. Connecting Facilities

Most cross streets along the project corridor include sidewalks on both sides of the street with widths of four to five feet. There are non-buffered bike lanes along 70<sup>th</sup> Avenue N. at the south end of the project corridor.

**d. Roadway Characteristics**

The project corridor is primarily one lane in each direction. The portion north of Park Boulevard has center line striping and a posted speed limit of 30 MPH, while the portion south of Park Boulevard has no striping and a posted speed limit of 25 MPH. There are center turn lanes at the signal at 78<sup>th</sup> Avenue N. There are signals at Park Boulevard and 78<sup>th</sup> Avenue N. and four-way stops at 82<sup>nd</sup> Avenue N. and 70<sup>th</sup> Avenue N. All other intersections are cross street stops. There is a large S-curve between 82<sup>nd</sup> Avenue N. and 78<sup>th</sup> Avenue N. with chevron arrow signs through the curves and a 20 MPH warning sign on either side of the curves. According to Florida Department of Transportation (FDOT) records, Average Annual Daily Traffic (AADT) counts have been between 1,400 and 1,500 for the area north of Park Boulevard. No traffic data is available for the area south of Park Boulevard.



**e. Heat Mitigation**

A majority of the project corridor features mature growth shade trees with the notable exception of the area around 78<sup>th</sup> Avenue N. The area around 78<sup>th</sup> Avenue N. is the subject of two planning efforts that will enhance tree canopy in the coming years. First is the 78<sup>th</sup> Avenue Complete Streets Concept Plan which was completed in 2021 and calls for the installation of street trees along an eight-foot-wide trail. The City is seeking funding for construction of the 78<sup>th</sup> Avenue N. improvements and is applying for this year's Multimodal Priority program. Secondly, this area is also part of the City Center Plan, which will improve all aspects of the public realm including the addition of trees. The City is currently refining the City Center Plan with the help of engineering consultants and is already working with an architect and contractor for the construction of a new Public Safety Complex on 60<sup>th</sup> Street N.

**f. Safety Issues**

From January 1, 2021 to October 29th, 2022, Pinellas Park Police Department investigated 25 traffic crashes along 60th Street N. from 82nd Avenue N. to 70th Avenue N. A majority of those occurred at intersections along the project corridor.

**g. Transit Service**

The project corridor is served by Pinellas Suncoast Transportation Authority (PSTA) routes 52, 74, 79, and 52LX, which provides limited express service. No PSTA routes travel on 60th Street N.; however, route 74 provides East-West services along Park Boulevard which 60th Street N. intersects. Route 74 features headways of 30 minutes or less. Routes 52 and 79 also provide North-South connections on either side of 60th Street N., which is the hub street of the proposed City Center. Headways for those routes are from 30 and 32 minutes respectively.



**h. Activity Center Connections**

The 60th Street N. complete streets project traverses the Pinellas Park Community Redevelopment Agency (CRA) Activity Center from its northern edge to its southern edge and is a critical component of the Pinellas Park CRA’s strategic redevelopment efforts to create a City Center District. The project corridor is the connective route for the residential areas north and south of Park Boulevard to reach the City Center. About a third of the project corridor extends north, further into the residential area, increasing access.

Together with the proposed improvements to 78<sup>th</sup> Avenue N., the installation of complete street improvements along 60th Street N. would have a transformative impact upon the City’s redevelopment efforts and its efforts to connect disparate City assets, amenities, and destinations.

Properties and facilities that are located adjacent to or are served by complete street facilities frequently experience an increase in valuation and economic activity subsequent to the installation of complete street infrastructure and amenities.

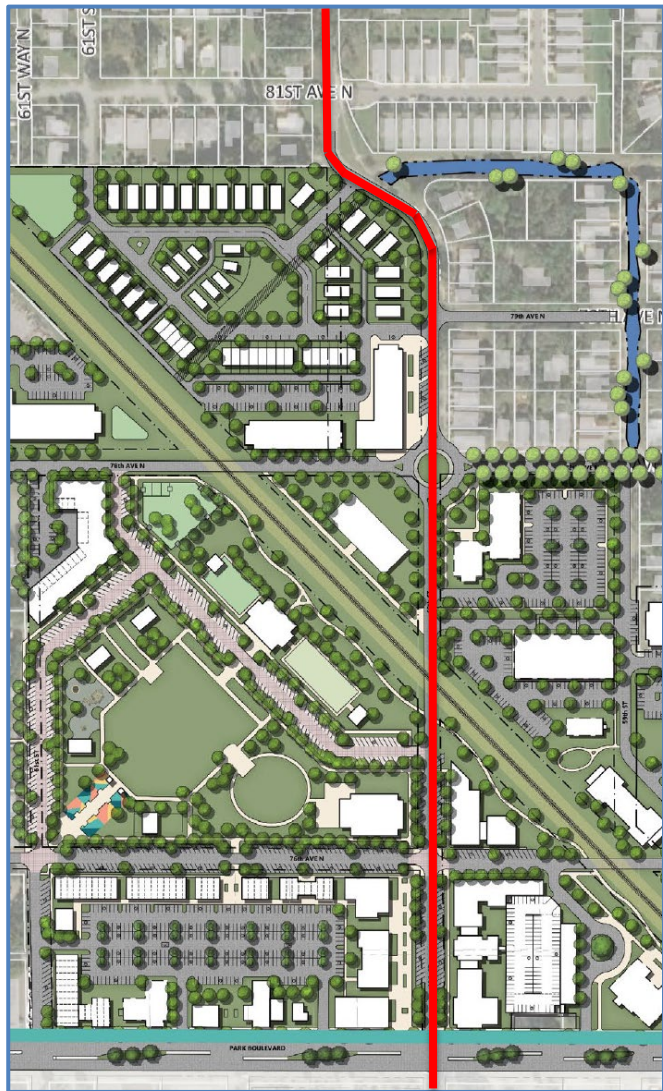


**i. Location within a CRA**

As the City’s CRA boundary matches the Activity Center boundary in this area, approximately two thirds of the subject corridor is located within the Pinellas Park Community Redevelopment Area (CRA).

**j. Redevelopment Plan**

Not only is the project corridor mostly within a CRA, it is the primary north/south corridor in the City Center. The City Center was contemplated in the 2020 CRA Plan update and was further refined in the City Center Plan, which was created with help from the Forward Pinellas Placemaking Grant program. This district is envisioned to be the civic and recreation “living room” for the city with a redeveloped park surrounded by city buildings and restaurant and retail spaces to activate the area. 60<sup>th</sup> Street N. will provide the main vehicular and pedestrian access to this area from Park Boulevard and the areas south as well as the residential core of the City to the north.



**k. Street Lighting**

The subject corridor currently has auto-oriented cobra head style lighting through a majority of the area. A small area along McDevitt Park features decorative pedestrian lighting. It is anticipated that the existing lighting will be reviewed for improvements, while the area within and adjacent to the City Center will see enhanced pedestrian scale lighting.

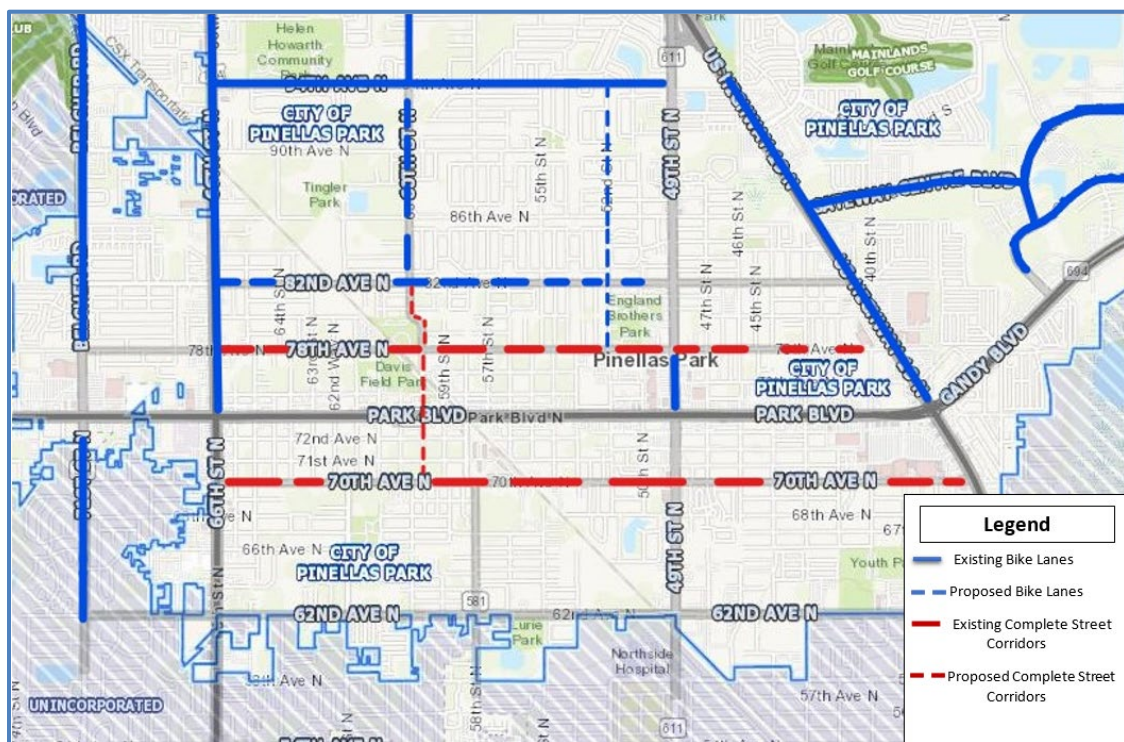
**2. Provide a cost estimate and documentation of the local match being provided by the applicant.**

The City has estimated \$75,000 for the proposed Complete Streets concept plan for 60<sup>th</sup> Street N. The City is requesting \$60,000 in grant funding with a twenty percent (\$15,000) match coming from the City/CRA. The CRA has budgeted \$1,150,000 for the planning and construction of City Center.

**3. Describe how this project will serve multiple travel modes, including pedestrian, bicycling, and transit use.**

It is anticipated that the project corridor will provide improved vehicular, pedestrian and bicyclist facilities. Vehicular improvements may include new roundabouts at 82<sup>nd</sup> Avenue N. and 70<sup>th</sup> Avenue N., a new traffic signal at Park Boulevard, and the reconfiguration of the S-curve portion of the roadway. Pedestrian improvements may include the closing of sidewalk gaps with wider sidewalks on both sides of the street and crosswalks at the new traffic signal at Park Boulevard, which will replace an existing HAWK signal. Bicycle improvements may include a mix of bike lanes and road separated trails depending on the context of the area.

All of the proposed improvements will enhance access to other facilities and modes of travel. The new traffic signal at Park Boulevard will provide a new safe access point in the middle of a 1.5 mile gap along the major arterial and evacuation route. Park Boulevard provides access to mass transit as it is traversed by PSTA's Route 74 with 30-minute headways.



The project corridor also intersects with multiple east/west collector streets that are actively in the process of being improved with their own complete streets treatments. 82<sup>nd</sup> Avenue N. is anticipated to be resurfaced in the next three years, at which time the middle turn lane will be removed and buffered bike lanes will be added. 78<sup>th</sup> Avenue N. has a concept plan completed with portions on the multimodal priority list. 70<sup>th</sup> Avenue N. is in the Long Range Transportation Plan for complete streets improvements. All of these projects will allow users to go between 66<sup>th</sup> Street N. and US Highway 19 while using 60<sup>th</sup> Street N. as a safer north/south route. These connections to 66<sup>th</sup> Street N., 49<sup>th</sup> Street N., and US Highway 19 provide additional access to mass transit routes on those roadways as well.

**4. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements.**

The proposed 60th Street N. complete street is located within the Pinellas Park Community Redevelopment Area (CRA) and Pinellas County's Gateway District. This area allows mixed-use development through the Mixed-use (MXD) and Town Center (TC) zoning districts within much of the project corridor. The maximum residential density allowed within these districts is 25 dwelling units per acre.

The latest update of the CRA Plan proposes updating the applicable sections of the City's Land Development Code to encourage urban design standards including requiring buildings to be located up to the right-of-way line and providing for reduced parking requirements.

**5. Is it expected that these projects will move forward for implementation/construction?**

The proposed improvements are a major part of the overall vision for connectivity in the future Pinellas Park City Center District. There's a total of \$1,150,000 allocated in fiscal year 2022-2023 alone towards City Center initiatives in the CRA CIP. The fire station at the new Public Safety Complex being constructed at 60<sup>th</sup> Street N. and 78<sup>th</sup> Avenue N. will require a new traffic signal to be constructed at Park Boulevard and 60<sup>th</sup> Street N. The new traffic signal will result in improvements a block or two on either side of the new traffic signal. Other areas would be synchronized with corresponding projects like the reconfiguration of 82<sup>nd</sup> Avenue N., 78<sup>th</sup> Avenue N., and 70<sup>th</sup> Avenue N. There is also no anticipated right-of-way acquisition, which should help expedite the implementation of the concept plan.

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

As with many areas of Pinellas County, Pinellas Park is fairly built out with minimal vacant infill opportunities and the area along the project corridor is no different with 6.31% being vacant. This is not surprising with more than half of the project corridor lined with single-family residential neighborhoods with few vacant lots.

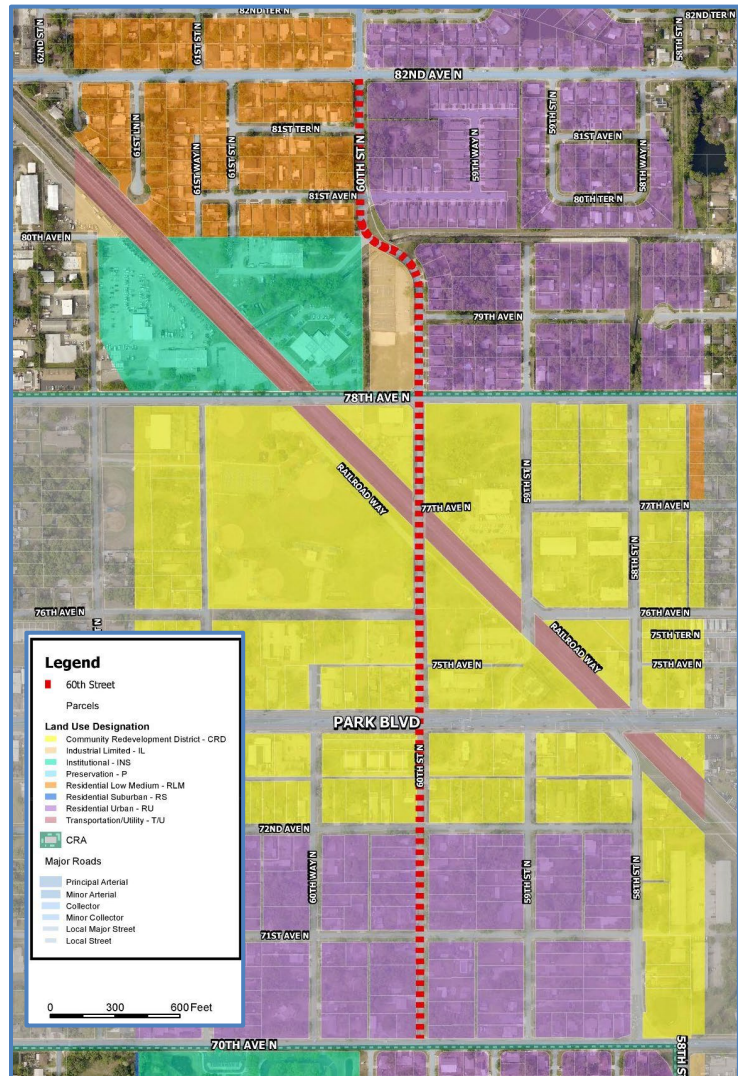
**7. Describe how are the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments?**

Underdeveloped and underutilized parcels exist in two realms: those that are publicly owned and those that are privately owned. Many of the publicly owned parcels are slated for redevelopment including the new Public Safety Complex, new City Hall, and the redevelopment of Davis Field into a more diverse and active park. Complete streets improvements on 60<sup>th</sup> Street N. will greatly increase access for all users from both sides of Park Boulevard to these new amenities and services. More importantly, complete streets improvements will make it easier and safer for people to access the underdeveloped and underutilized privately owned parcels without the need of a car. The area around the project corridor is the oldest in the city, yet still diverse with most properties developed between the 1910s and 1980s. The age of existing structures together with the new pedestrian friendly vision for the area makes it possible for these properties to redevelop in a more urban way, with a minimal amount of land dedicated to parking lots.



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

There are a mix of land use categories within a quarter mile of the project corridor. The Community Redevelopment District (CRD) category comprises a significant portion of the existing land use, which is not surprising due to the location within the CRA and Activity Center. This category allows a wide variety of uses including commercial, residential, and institutional. Residential land use categories comprise approximately a third of the existing land use categories. The CSX rail line, under Transportation/Utility, bifurcating the subject corridor is another 12 percent of the existing land use categories. The City's Community Development, Purchasing, and Public Works facilities comprise the Institutional uses. Finally, there is a small portion of Industrial Limited due to some properties on the periphery of the project corridor.



| Existing Land Use within ¼ Mile of 78 <sup>th</sup> Avenue N. Centerline |                     |
|--|---------------------|
| Land Use Category  | Percentage of Total |
| CRD - Community Redevelopment District                                   | 36.26%              |
| IL - Industrial Limited  | 6.25%               |
| INS - Institutional  | 10.25%              |
| RLM - Residential Low Medium   | 7.53%               |
| RU - Residential Urban   | 28.00%              |
| T/U - Transportation Utility   | 11.73%              |



**9. Is the proposed corridor within an area designated by Forward Pinellas as an Environmental Justice Area? For low income, minority, or both?**

Two thirds of the project corridor is located along the boundaries of Census Tracts 249.04 and 249.06 and the final third goes into the middle of 249.01. The latest Forward Pinellas Environmental Justice Demographic Analysis Report identifies tract 249.04 as being above the countywide average minority population. Within tract 249.04, the Asian population percentage is 15.86% and the Hispanic population percentage is between 10% and 19.99%. While the African American population percentage is lower than the countywide average, the percentage of African Americans below the poverty line is high in the vicinity of the project corridor. Tract 249.01 and 249.04 have 57.66% and 52.86% of the African American population below the poverty line respectively.

**10. Describe how will the transportation disadvantaged populations will be served by the improvements proposed?**

The transportation disadvantaged population will be served by this project through its provision of non-automobile transportation alternatives to access multiple civic services, mass transit on Park Boulevard, and a network of alternative transportation routes. The overall network proposed in the Pinellas Park CRA Plan, of which the 60th Street N. complete street is a component, will provide non-automobile connectivity for the transportation disadvantaged by enabling extensive and safer access to existing transit routes, sidewalk, and trail networks.

Better access to public services such as the City's new police and fire headquarters; senior center; and Community Development, Human Resources, Public Works and Purchasing Departments will be provided within a quarter mile of the project corridor.

There are schools located within a quarter mile of the terminuses of the project corridor that will be more easily accessible for children walking or biking to school as a result of this project and its connections to the greater network.

Additionally, the Department of Health has an office less than half mile from the project corridor which is easily accessible by transit on Park Boulevard and local sidewalks.

**11. Describe how would the project would increase access to healthy food for minority, low-income, or both populations in the abutting and adjacent communities?**

The project corridor will provide an expanded network of complete streets and specifically a critical north/south route to 78<sup>th</sup> Avenue N. 78<sup>th</sup> Avenue N. is an alternative east/west route to Park Boulevard that provides access to a Publix and Walmart Neighborhood Market at 49<sup>th</sup> Street N. and 66<sup>th</sup> Street N. respectively.

**12. Would you be willing/able to accept a lower grant allocation than the amount you requested? If yes, what is the minimum allocation you would need for the project?**

Yes, if necessary, the City would accept a 50/50 match at \$37,500.

RESOLUTION NO. 22-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINELLAS PARK, PINELLAS COUNTY, FLORIDA, AUTHORIZING THE CITY MANAGER TO APPLY TO FORWARD PINELLAS FOR THE 2023 COMPLETE STREETS CONCEPT PLANNING PROGRAM TO CREATE A COMPLETE STREETS CONCEPT PLAN FOR 60<sup>TH</sup> STREET NORTH BETWEEN 82<sup>ND</sup> AVENUE NORTH AND 70<sup>TH</sup> AVENUE NORTH, AND TO APPLY FOR THE 2023 MULTIMODAL PRIORITY PROJECT PROGRAM TO CONSTRUCT COMPLETE STREETS IMPROVEMENTS ALONG 78<sup>TH</sup> AVENUE NORTH BETWEEN 66<sup>TH</sup> STREET NORTH AND 49<sup>TH</sup> STREET NORTH; AND PROVIDING FOR AN EFFECTIVE DATE.

---

**WHEREAS**, Forward Pinellas provides coordinated land use planning and transportation planning services for Pinellas County and its municipalities, including Pinellas Park; and

**WHEREAS**, Forward Pinellas provides technical and financial assistance to local municipalities to implement projects and programs that provide mobility options, promote sustainable development patterns and support transportation system improvements within the County through its Local Assistance grant program; and

**WHEREAS**, on September 12th, 2022, Forward Pinellas issued a call for funding opportunities, including the 2023 Complete Streets Concept Planning Program and the Multimodal Priority Projects Program; and

**WHEREAS**, the City Manager has recommended to the City Council that the City apply to Forward Pinellas to create a complete streets design for the 60<sup>th</sup> Street North corridor between 82<sup>nd</sup> Avenue North and 70<sup>th</sup> Avenue North, and to construct complete streets improvements along 78<sup>th</sup> Avenue North between 66<sup>th</sup> Street North and 49<sup>th</sup> Street North; and

**WHEREAS**, the Pinellas Park City Council finds that applying for such grant programs and completing the projects for which the grant awards are received serves a public purpose and will represent a benefit to the citizens of the City of Pinellas Park.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PINELLAS PARK, PINELLAS COUNTY, FLORIDA, AS FOLLOWS:

**SECTION ONE:** The City Manager is authorized to execute the application documents necessary to apply for the Forward Pinellas 2023 Complete Streets Concept Planning Program to create a complete streets design for the 60<sup>th</sup> Street North corridor between 82<sup>nd</sup> Avenue North and 70<sup>th</sup> Avenue North, and the Multimodal Priority Project Program to construct complete streets improvements along 78<sup>th</sup> Avenue North between 66<sup>th</sup> Street North and 49<sup>th</sup> Street North.

**SECTION TWO:** That this Resolution shall be in full force and effect immediately upon its adoption and approval in the manner provided by law.

ADOPTED THIS 27<sup>th</sup> DAY OF October, 2022.


AYES: (5) Council Members; Butler, Mullins, Reed, Sabiel, Mayor Bradbury

NAYES: (0)


ABSENT: (0)

ABSTAIN: (0)

APPROVED THIS 27<sup>th</sup> DAY OF October, 2022.

  
Sandra L. Bradbury  
MAYOR

ATTEST:

  
Diane M. Corna, MMC  
CITY CLERK