

Southern Skyway Marina District Complete Streets Concept Planning Application

Forward Pinellas Complete Streets Program

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The Skyway Marina District is the southern gateway to Pinellas County, and an area poised to continue rapid growth and redevelopment. To support that redevelopment, there is a need for new trail connections and roadway safety modifications between the core of the Skyway Marina District and through the district's South Planning Area. The primary objective of this Concept Planning effort is to complete the directed public discussion and analysis necessary to advance the designs that will connect these districts and be a catalyst for transformative change.

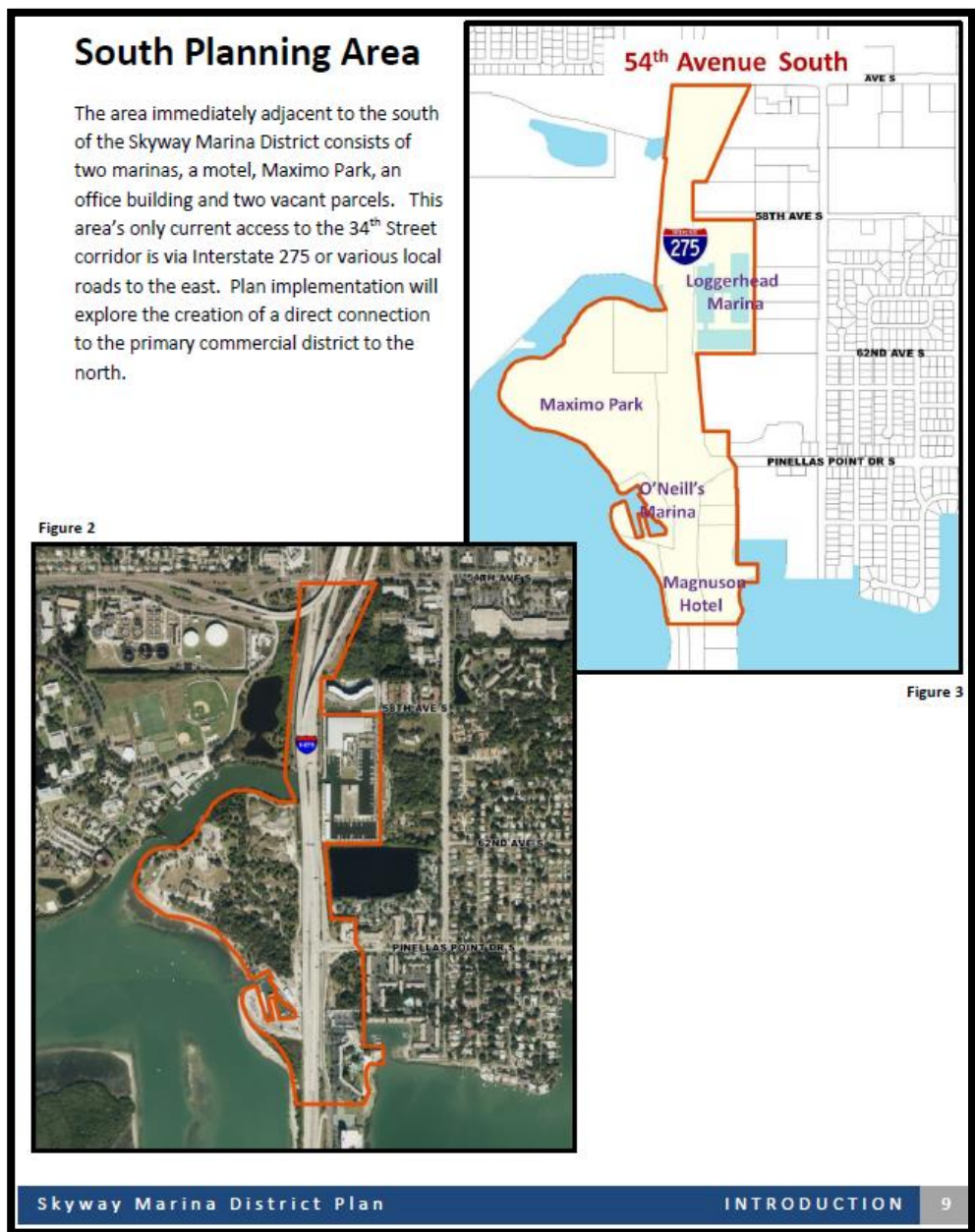
The Skyway Marina District Plan was adopted in May 2014, reflecting the community and City's desire to establish a destination district in southern St. Petersburg. The vision for the plan is to ensure the vibrancy and quality of life for all area residents and visitors, specifically noting an enhanced trail system as a part of a broader multimodal environment. The transportation goals for the district specifically identify the need to provide a connected trail facility along 31st Street and connectivity between the South Planning Area and the 34th Street corridor via a bridge connection to Maximo Park.

The St. Petersburg City Council adopted the Complete Streets Implementation Plan in May 2019. Among the broad safety and economic development goals, that plan lays out a safe and connected network of bicycle routes. The purpose of a network of connected and comfortable bicycle routes is to support the adaptive reuse of land across the broader district and provide multimodal connections from adjacent areas as fits a destination district. This accomplishes community and economic development goals, including providing safe and economical mobility without requiring the excess of space as is typically demanded for the expedient use or storage of cars. These goals and approaches are consistent across the Skyway Marina District Plan.

The 31st Street corridor is part of a larger north-south bicycle route that spans St. Pete, with a combination of trails, bike lanes, and marked bicycle routes. This Concept plan study area focuses on the 1.15-mile segment of 31st Street between 46th Avenue South and Pinellas Point Drive, connecting the primary commercial areas of the district with the outlying commercial areas at the gateway to Maximo Park and the Skyway Trail and the trail underpass underneath I-275. The concept planning study will also address crossings and other safety enhancements needed to improve connectivity and

excessive speeding on Pinellas Bayway within the study area. The envisioned bikeways would connect several existing popular bicycling facilities, including: the existing Bayway Trail that runs along 54th Avenue South out to Fort De Soto and the Gulf Beaches, Maximo Park, the trail over the Dick Misner Bridge along I-275 down to the Skyway rest area, the buffered bike lanes along Pinellas Point Drive to the east, and the “South Loop” route popular with hundreds of recreational cyclists every day.

The scope of work for the concept planning project includes the following elements: alternatives development and screening, technical analysis, a public dialogue to guide the design choices, and the selection and advancement of the safest and most comfortable design configurations sufficient to prioritize safety and the most economical use of public space, which could include lane reallocation.



Specific information requested in Call for Applications follows:

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

a. Sidewalks along the corridor (e.g., gaps exist on both sides of the corridor, 100% coverage on both sides of the corridor, sidewalks along one side of corridor, etc.);

Sidewalks are continuously provided along both sides of 31st Street and Pinellas Point Drive, with narrow grass buffers with a connection to an existing trail underpass of I-275 near 46th/47th Avenue South. However, the cross slopes do not meet ADA at the driveways as shown in the image below. The street cross section is wide for the volume of traffic carried, resulting in high motorist speeds and difficult pedestrian crossing opportunities. The addition of separated bikeways on each side in place of the narrow shoulder shown below is one of the alternatives that would be evaluated in the study. That change would increase the buffer space and comfort for sidewalk users.





There are existing sidewalks on 54th Avenue South. However, they are both in similar condition to those along 31st Street where they are minimum width and there is no adjacent bicycle facility.

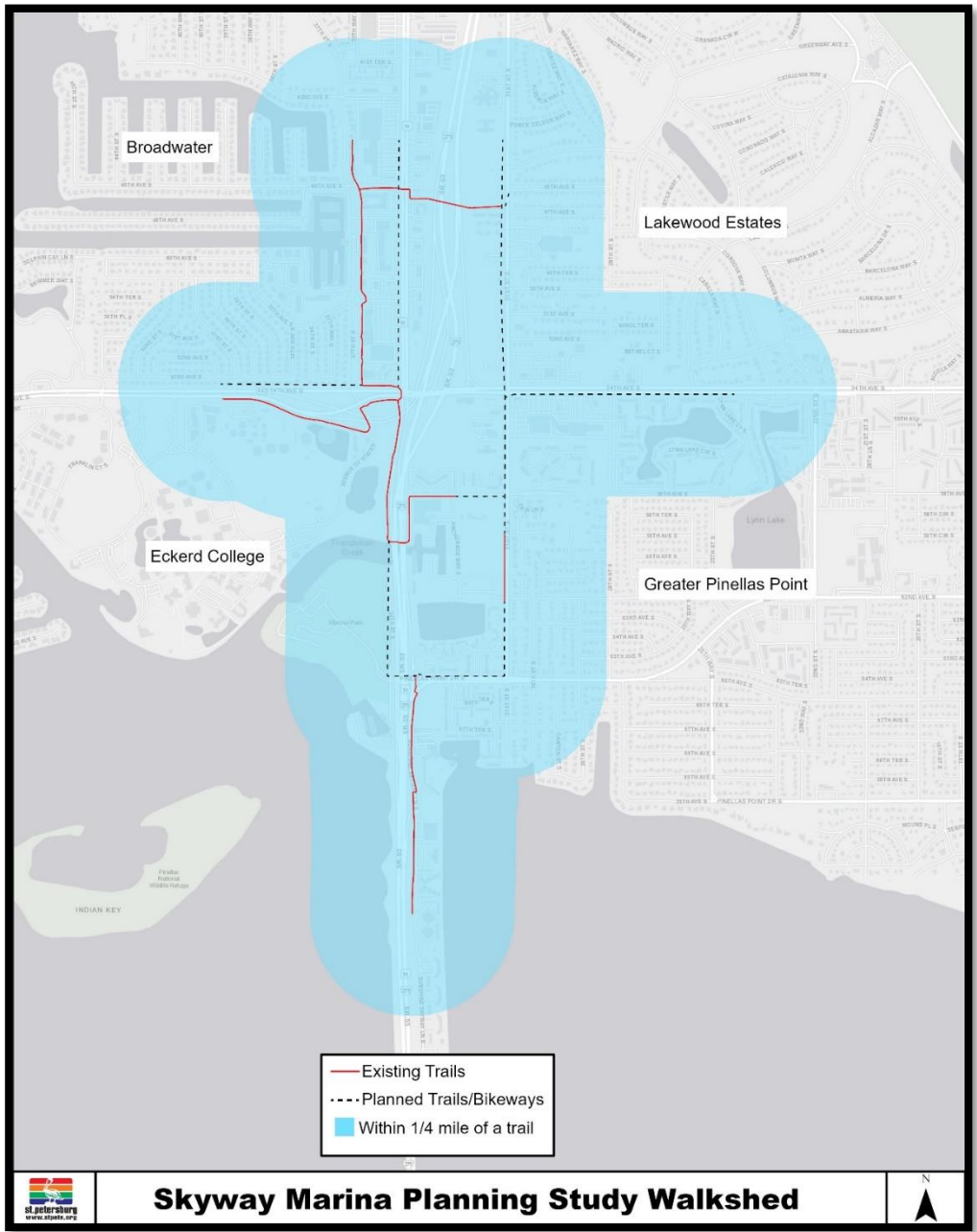
The following image shows the missing sidewalk along both sides of 58th Avenue South, as seen from 31st Street. This segment leads to an underpass of I-275 at Frenchman’s Creek; however, there are no connecting facilities or wayfinding signs leading to the underutilization of the underpass, similar to the condition of the trail underpass of I-275 at 46/47th Avenue South also pictured above.



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

St. Petersburg's characteristic street grid is split by I-275, which spans the study area and physically divides the city. The divide results in constrained route options between the Skyway Marina District core area and Greater Pinellas point for all roadway users, including people walking, biking, driving, and taking transit. As laid out in the Complete Streets Implementation Plan, there is an opportunity and a need to create a connected network of comfortable facilities for residents, students, and visitors to traverse the study area and access both businesses and recreational areas without using a car. The primary goal of this study is to connect the areas with a safe, comfortable, and well-marked/signed network of routes for people walking and bicycling, which has been the fuel driving St. Petersburg's resurgence as one of the most prominent urban centers across Florida to allow this area of St. Petersburg to benefit as greatly as have others.

The roadways carry significant motor vehicle traffic at high speeds yet are heavily used daily by both commuting and recreational cycling groups. This study would evaluate future roadway cross sections, including identifying areas to widen sidewalks to trails and add dedicated bicycle facilities. Overall, there is also a need for improved wayfinding signage through the district to guide walkers and bicyclists to the safest routes, the location of the existing I-275 trail underpasses and provide distances to destinations within the district. The majority of the study area is within a walkable distance, ¼ of a mile, to a trail. Expanding the connectivity and prominence of the trail network will help improve the accessibility of adjacent neighborhoods.



As shown in previous images and also in the image below, there are marked shoulders along 31st Street that are 3' wide. The minimum width of bicycle lane is 4' wide for safe operation thus the "Share the Road" signage for bicyclists is confusing for both bicyclists and motorists because the shoulder is often mistaken as dedicated for bicyclists, rather than providing a clear indication that bicyclists should be expected to be riding in the roadway. This configuration should be modified such that the shoulder is of sufficient width to be used safely by bicyclists or it should be removed and replaced with infrastructure that works well for most bicyclists.

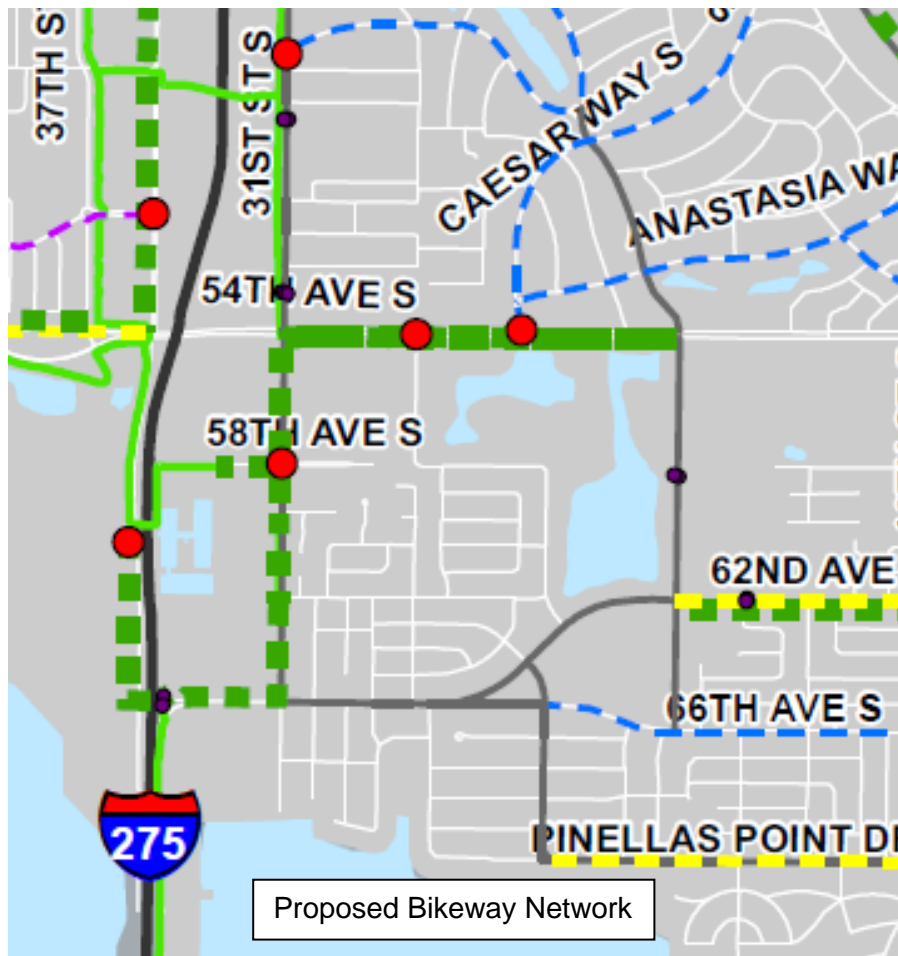
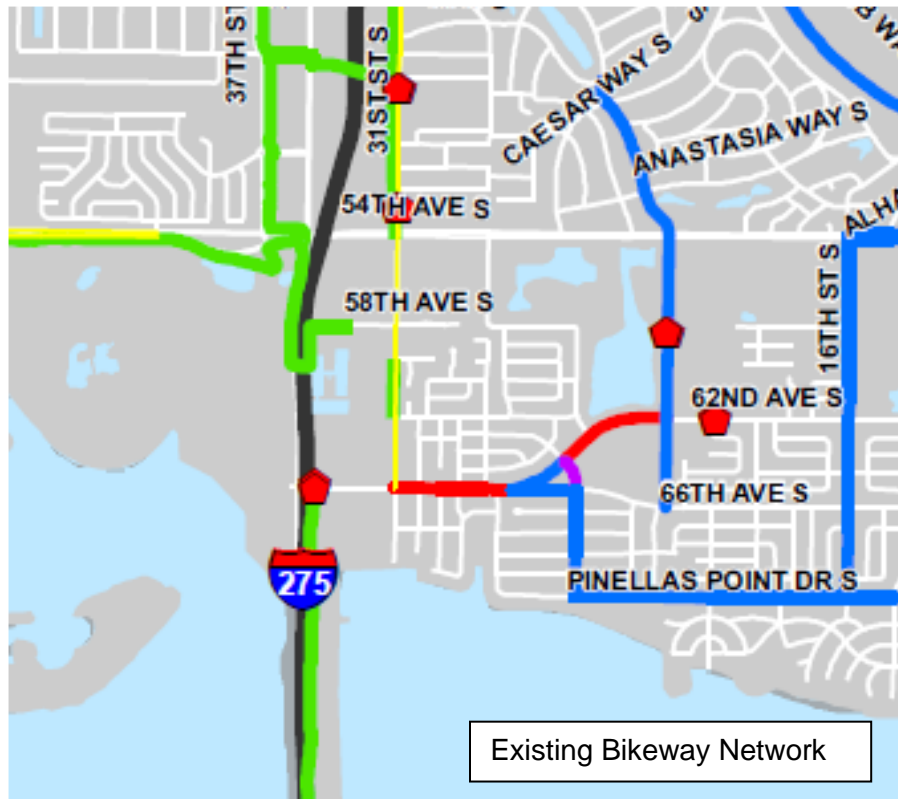


There is an eastbound-only buffered bike lane on Pinellas Point Drive. The image below shows the existing conditions for westbound bicyclists on Pinellas Point Drive. There are no markings or lanes designated for bicyclists and there is only a minimum-width sidewalk with grade changes at each of the frequent driveways.



Below are snapshots of the City's Skyway Marina District Plan and the Complete Streets Implementation Plan, showing the existing bikeway network in the study area, the approved bikeway network in the plan, including the needed trail connections in the study area. The target is to create a connected bikeway that has a low Level of Traffic Stress and is comfortable for all user types. An on-road facility can better accommodate local users and can reduce vehicle speeds to foster safer crossings for all users.





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

A core goal of this planning effort is to fill the gaps shown in the maps above, particularly between these existing bicycle routes and trails that are discontinuous through the study area:

- The trail along 37th Street that approaches from the north.
- The Bayway Trail that approaches from the west.
- The Skyway Trail that approaches from the west and south.
- The buffered bike lanes on Pinellas Point Drive that approach from the southeast.
- The existing trail underpasses of I-275 that lack connections on the east side and wayfinding signage.
- Maximo Park to the southwest.

The following content and images show where the existing facilities on the corridor either terminate or transition to substandard facilities. The primary intent of this study is to connect all of the trails and bikeways in this area with comfortable and wide pathways for people walking and bicycling to allow them to reach the existing destinations within the Skyway Marina District and those that are expected as the District redevelops and grows in prominence.

Note that the left/west side of 31st Street as shown below shows the only section, approximately 800-feet in length, where the sidewalk has been widened to a 10'-wide pathway. The pathway narrows as shown to the minimum-width sidewalk. The widened pathway as shown is typical of what would be proposed to be advanced as an option for the remainder of the study corridors.



There is currently a section of trail on the west side of I-275 connecting the district to the north with an underpass of I-275 between 54th Avenue South and 58th Avenue South. However, the connections on the east side are missing or substandard. Sidewalks are missing along most of the south side of 58th Avenue South for the connection between 31st Street and the existing I-275 underpass, other than a short segment existing along the Loggerhead Marina. Filling that gap and widening narrow sidewalks in the area is a core part of the need that has led to this study. The images below show the existing trail underpass and the location where the trail along 58th Avenue South ends abruptly. As shown, there are no wayfinding signs identifying the existence or access to the underpass along the entire corridor.





The final major gap is that there is a need for the pathway along the west side of I-275 to be continuous via a bridge between the west side of the I-275 underpass and Maximo Park. The underpass and pathways along 31st Street serve to connect the communities to the east, whereas the needed bridge would directly connect communities to the north down to the destinations of Maximo Park and the trail along the Skyway. This study would evaluate the best means to construct that bridge, whether it be affixed to the adjacent I-275 structure, or be its own separate structure.



d. Roadway characteristics (e.g., number of travel lanes, lane widths, posted speed limit, traffic volume if available, etc.)

31st Street S is a 3-lane road with 10-foot lanes and 3-foot paved shoulders for bicyclists. The posted speed limit is 35 miles per hour with a desired operating speed of 30 miles per hour. The traffic volume was last collected on March 4th, 2020 and recorded roughly 5,500 vehicles traveling northbound and 6,400 traveling southbound.

e. Heat mitigation (e.g. existing, or planned street trees, existing tree canopy cover of sidewalk and/or bicycle facility, existing or planned building awnings, etc.)

The study will incorporate methods to reduce heat on the trail, such as shade trees, and explore methods to fund landscaping improvements along the trail, as many construction funds would not cover that additional cost. The reduction of vehicular traffic through expanding trail connections will also mitigate heat and help reduce emissions along the corridor.

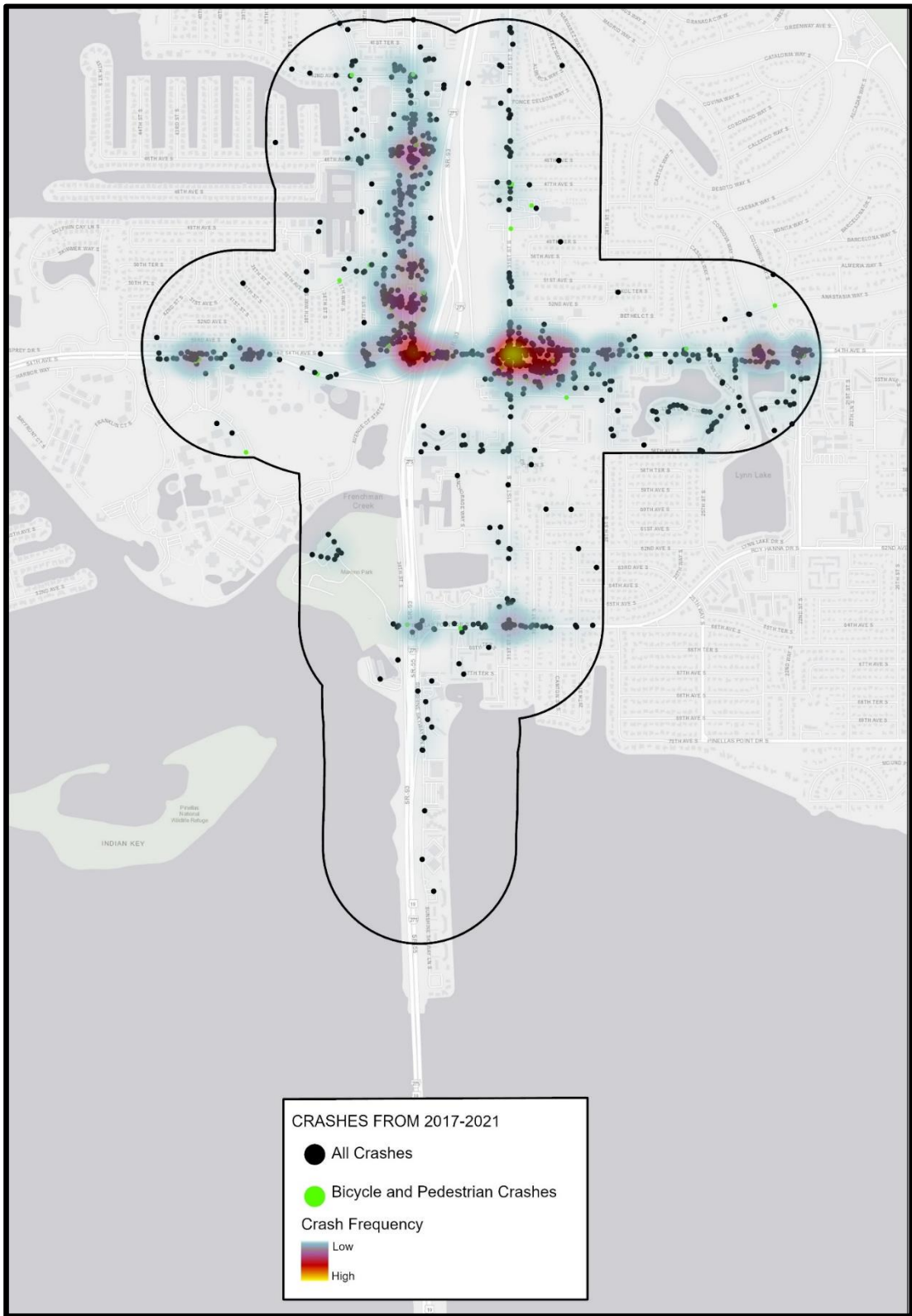
f. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.);

31st Street is currently overbuilt to prioritize the fast movement of motor vehicles, which has resulted in a documented history of requests for traffic calming from the Greater Pinellas Point Neighborhood Association. A primary goal of the Concept Plan is to address that misaligned priority and resulting safety concerns, which includes the community-expressed desire to lower motor vehicle travel speeds and reduce the frequency and severity of crashes.

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

A specific outcome of the study will be identification of modifications needed to reduce motorist speeds in these locations where there are conflicts between street users and those moving to or from the Interstate system. It bears repeating that while motorists have multiple options to move across and through the study area, there are limited options to get across I-275 (trail underpass near 46th/47th Avenue South and area near Frenchman's Creek) provided for people outside of cars and the routes to access them not continuous or not intuitive, safe, or comfortable.

As shown in the map below, crashes are clustered at the signalized intersections of 34th Street, 54th Avenue South, 31st Street, and Pinellas Point Drive. The high volumes of motorized traffic and crashes at the signalized intersections further supports the need for crossings and alternate trail routes that take non-motorized users away from these high crash areas.



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

The Pinellas Suncoast Transit Authority (PSTA) operates 40 routes. Three of these routes traverse the study area.

Several PSTA bus routes cross the study corridor:

- 54th Ave S between 34th and 31st Streets
 - Route 11 serves 54th Ave S with 60-minute headways
 - Route 90 serves 54th Ave S with two trips per day as a commuter service
 - Route 34 serves 34th St S 20-minute peak headways
- 31st Street between 54th Ave S and Pinellas Point Drive
 - Route 11 serves 31st St with 60-minute headways
 - Route 90 serves 31st St with two trips per day as a commuter service
- Pinellas Point Drive – west of 31st Street to Maximo Park
 - Route 11 serves 31st St with 60-minute headways
 - Route 90 serves 31st St with two trips per day as a commuter service

The annual ridership and rank in FY 2019 for the three PSTA routes that traverse the study area are shown in the table below.

PSTA Route	FY 19 Ridership
34	785,501
11	185,754
90	23,830

Additional transit considerations for the study area are the existing bus transfer point along Roy Hanna Drive at the southeastern end of the study area and the planned Business Access and Transit (BAT) lanes forthcoming on 34th Street. A planned LX service will accompany completion of the BAT lanes, planned for construction in 2023 through 2024.

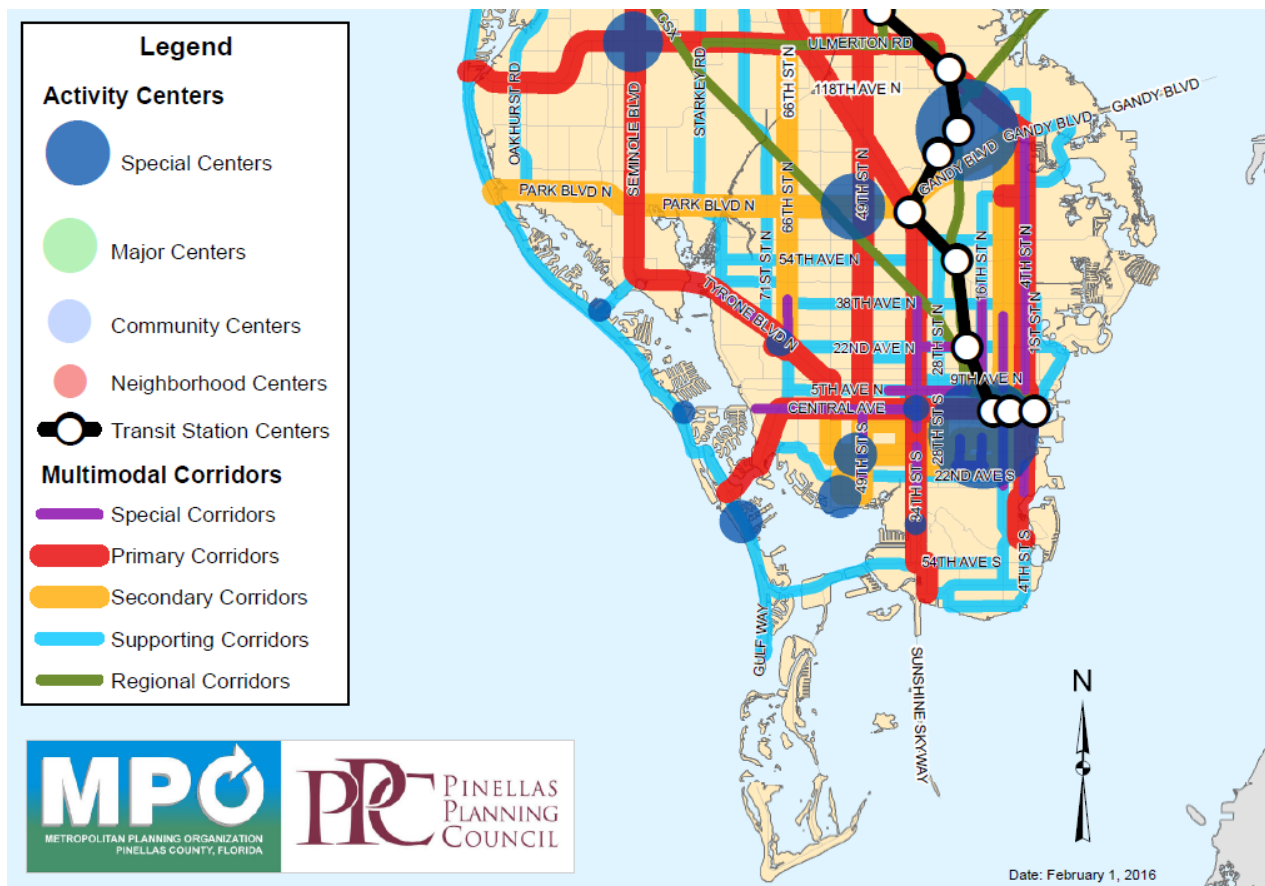
h. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the PPC Transit Oriented Vision Map;

The study area crosses and provides access to multiple designated Multimodal Corridors:

- Primary Corridors: 34th Street, 54th Avenue South, 31st Street
- Supporting Corridors: 54th Avenue South, Pinellas Point Drive, 62nd Avenue South

A Special Activity Center on the Transit-Oriented Vision Map exists immediately north of this study area, and connection to that area is the primary goal of this study.

(see link: http://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdf)



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

No.

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

The current focus of the right of way in the study area is to move vehicles through, rather than to local businesses. Two of the major barriers to mobility in the study area are I-275 and 34th St., both major thoroughfares dividing St. Petersburg. The wide streets with high-speed traffic and discontinuous trail network present a challenge for pedestrians to cross and no comfortable or dedicated space for bicyclists, which is especially true for the many Floridians who have chosen to age in place with access to urban amenities. Connecting the trail system will not only improve safety and access but will ease congestion and improve the economic viability of local businesses within the study area.

The study area has multiple key economic drivers for St. Petersburg including the Skyway Marina District commercial areas and increases in residential density, Eckerd College, Maximo Park and the destination Skyway Trail, and all tourists approaching the Gulf Coast beaches.

Improving the non-motorized transportation network to better serve the current and future people on foot and bicycle and will support similar investments by these regional destinations.

Eckerd College is home to roughly 2,000 students who have access to a campus-sponsored bikeshare system, but currently do not have access to a connected trail network that could help improve access to nearby businesses. Additionally, St. Petersburg's nearby beaches are frequently named some of the most beautiful beaches in the country and bring millions of tourists annually. Congestion is frequent on the roads and bridges headed to these award-winning beaches and affects not only tourists, but residents commuting for work, school, and other necessary trips. Businesses can benefit from connections to not only vehicular traffic, but bicyclists and pedestrians who can gain access from a connected trail network. Visitors and tourists will also reap the benefits of a connected trail network which would contribute to the continually rising economic benefit St. Petersburg receives from tourism.

Shown below is an excerpt from the Skyway Marina District Plan, showing the needed trails. The primary vision for the plan is to ensure the vibrancy and quality of life for all area residents and visitors, specifically noting an enhanced trail system as a part of a broader multimodal environment. The transportation goals for the district specifically identify the need to provide a connected trail facility along 31st Street and connectivity between the South Planning Area and the 34th Street corridor.



k. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?; and

Yes, the project study area has street lighting. However, this Concept plan will review the existing lights to identify locations that need to be repaired or upgraded to current standards. In particular, the Concept plan will look at intersection lighting that would be supportive of improved comfort for the bicycle network, trails, and pedestrian crossings. It will also specifically address lighting for the I-275 underpass and trail approaches.

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

Given that a consultant would be engaged in the process, a detailed scope of the Concept Plan has not been developed, but given experience with similar efforts it is anticipated that the cost to develop the plan will be approximately \$100,000. The City requests that \$100,000 of study costs be covered by the Forward Pinellas Complete Streets Program though may be able to complete the study if a lesser amount were awarded. Any additional study costs and the costs to implement the resulting recommendations are anticipated to be borne by local funds that include the City of St. Petersburg's Complete Streets FY23 appropriation (Multimodal Impact Fees).

3. Describe how the project will serve multiple travel modes, including walking, bicycling and transit use.

This project will be a catalyst for transformative change. That change starts with the environment presented when people step outside their homes and businesses. The needs of motorists are already served in the study area whereas other roadway users are not yet equitably accommodated with facilities that are connected to each other to reach the various destinations within and adjacent to the Skyway Marina District. To that end, this Concept plan specifically seeks to identify improvements and amenities that make walking, bicycling, and accessing bus stops equally safe, comfortable, and convenient options.

The Concept plan will consider the application of corridor-level modifications such as new trail segments, potential lane repurposing to establish a connected bikeway network, safe and regular crossing opportunities, and intersection configurations, while also considering any right-of-way needs and constraints. All pedestrian improvements are inherently transit-supportive, and all concepts would sustain or improve access pathways and/or stop amenities for PSTA bus stops.

4. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does

the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements;

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 already features many of the urban form elements identified in the planning and urban design principles as enumerated in Land Use Component Goal 16 of The Countywide Plan Strategies (2015).

Specifically, this Concept Plan will identify Connectivity and Public Realm Enhancements for the study area. This effort builds upon the community and stakeholder discussions completed for the Complete Streets Implementation Plan and the Skyway Marina District Plan, which identified the actions required to transform the transportation network towards the goals outlined in these plans.

Additional planning in the area includes the imminent resurfacing of 34th Street, which will include dedicated transit lanes north of 54th Avenue South. An express service is planned to utilize the dedicated lanes and both the City and PSTA continue to look at options to make best use of that forthcoming transit facility, including how the areas around the planned stops could be enhanced for Transit Oriented Development (TOD). The same partnership continues to explore TOD opportunities through implementation of recommendations from the SunRunner Rising study, which includes potential Comprehensive Plan changes that would be beneficial to maximizing the multimodal investments in this study area as well.

5. It is expected that these projects will move forward for implementation/construction. Provide a project schedule to highlight the anticipated timeline for completion of the concept planning project. Please include a proposed timeline for the design and ultimate implementation/construction of the project.

The anticipated initiation of this Concept Planning effort is late summer-early fall 2023. Approximately 9 months will be required for completion of the envisioned Concept Plan as defined in this application. The Concept Plan would include short, medium, and long-term recommendations that target construction within 1-5 years as projects become programmed for funding, which could include state and federal sources.

Following completion of the Concept Plan in mid 2024, the remaining timeline for completion includes 10-12 months for final design. A detailed timeframe for construction will be developed upon completion of the Concept Plan.

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

A total of 5.04% of the land area, or 26.33 acres is vacant and developable. An additional 12.14% of the land area within the study area is used for parks, water plants, and other civic utilities.

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

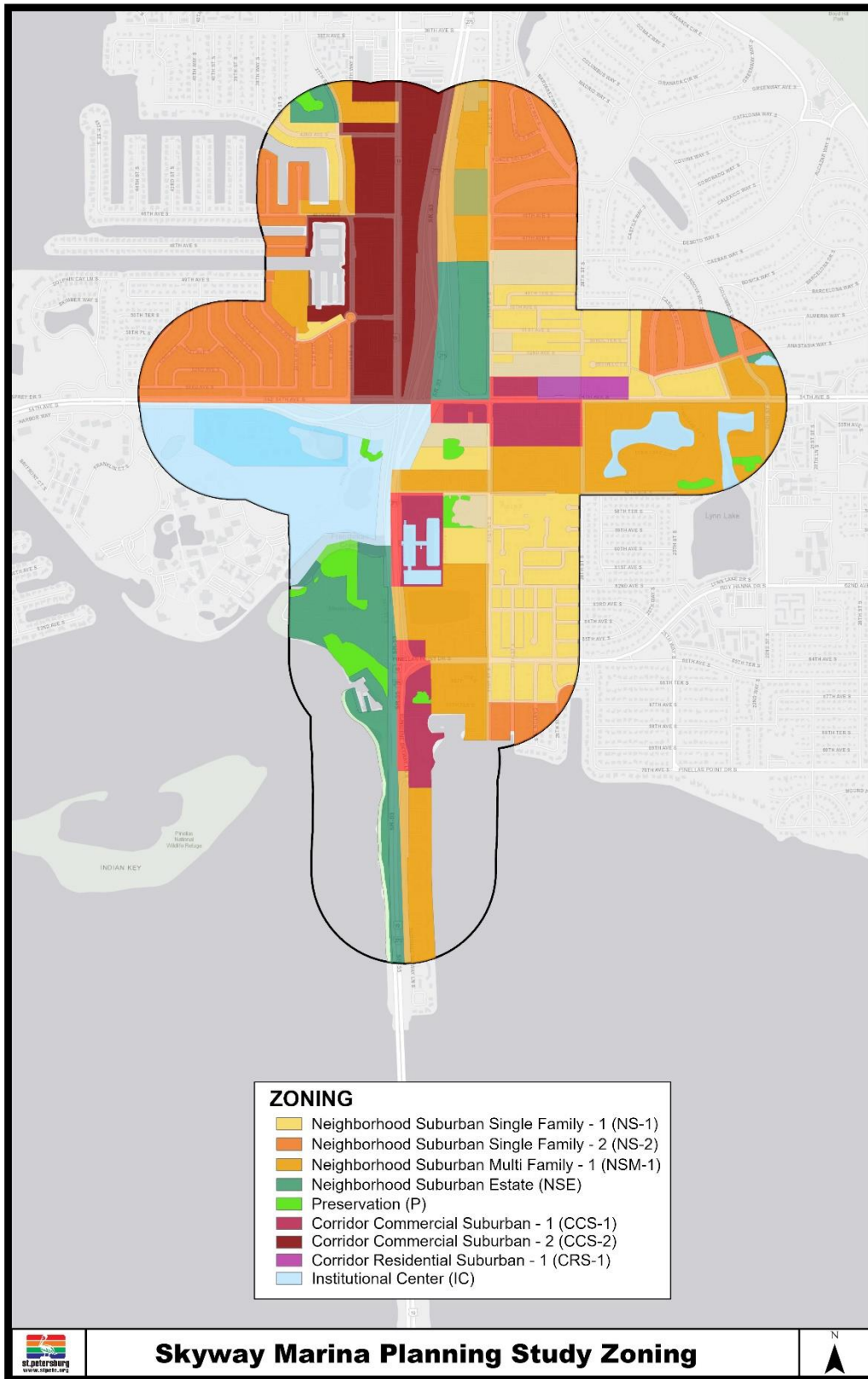
The destinations connected through this study area are key economic drivers for the City and all of Pinellas County. Reconfiguring the streets to better serve people on foot and bicycle fits with the similar investments such as the planned premium transit line along 34th Street at the northern end of the study area. The Skyway Marina District is rapidly redeveloping, but without adequate non-motorized transportation access to the premium recreation facilities to the south in Maximo Park and the Skyway Trail.

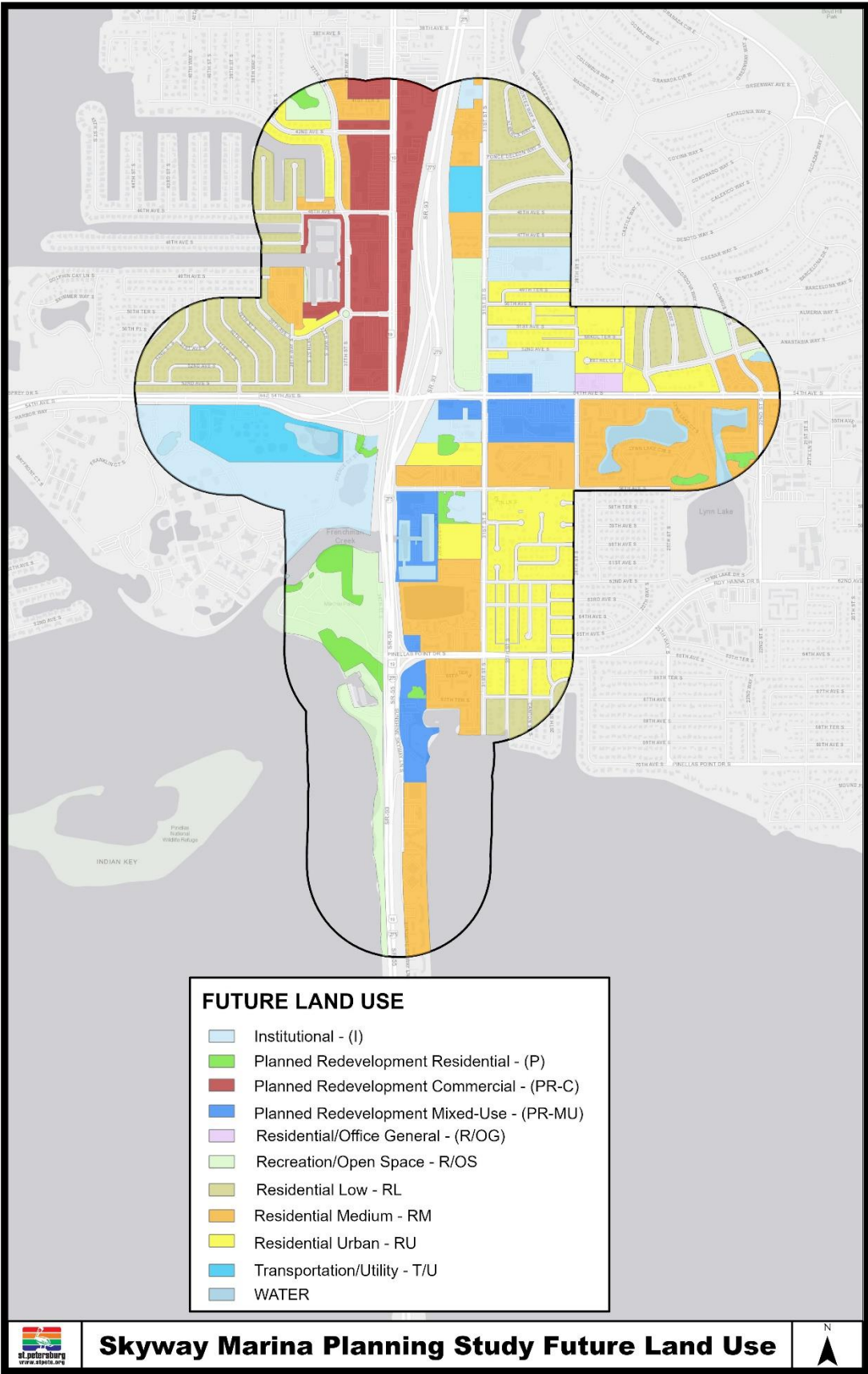
8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

LAND USE	ACRES	%
Single Family Home	137.21	26.24%
Apartments (50 units or more)	72.15	13.80%
Vacant Park Land	42.50	8.13%
Private Schools & Colleges, Day Care Centers	35.27	6.74%
Church, Church School, Church Owned Building (Parsonage code 0110), Salvation Army, Missions	30.25	5.78%
Marina - Boat Storage (High & Dry and/or Wet Slip)	25.40	4.86%
Condo Conversion - Apartments to Platted Condo (Predominately Owner-Occupied)	22.69	4.34%
Park Land - Public Park, Forest, Recreation Area (Gov't owned)	17.05	3.26%
Neighborhood Shopping Center	16.16	3.09%
Water & Sewer Plants	16.09	3.08%
Vacant Commercial Land	11.74	2.25%
Condo Common Area Assn Owned	11.00	2.10%
Condominium	8.67	1.66%
Hotels and Motels (50 units or more)	8.64	1.65%
Vacant Residential - lot & acreage less than 5 acres	6.93	1.32%
Financial Institution	6.84	1.31%
Supermarket & Superstore	6.39	1.22%
Apartments (10 - 49 units)	5.91	1.13%
Single Building Store	5.28	1.01%
County Public Schools	4.52	0.86%
Convenience Store	4.41	0.84%
Planned Unit Development	4.02	0.77%
Strip Store - (2 or more stores)	3.83	0.73%
Vacant Commercial Land w/XFSB	3.74	0.72%
Submerged Land - river, lake	2.92	0.56%
Skilled Nursing, Memory Care, Rest Home, Senior Rehab Center, Adult Day Care	2.48	0.47%

Medical Office Building - single & multi-story	1.80	0.34%
City Gov't - Non-residential (commercial) only	1.71	0.33%
Subdivision common area	1.72	0.33%
Single Family - more than one house per parcel	1.26	0.24%
Vacant Residential Land w/XFSB	1.26	0.24%
Telephone Company Property - office & building	1.14	0.22%
Fast Food Restaurant	0.95	0.18%
Duplex-Triplex-Fourplex	0.58	0.11%
Right-of-Way Street and Road, Irrigation Canal, Channel, Ditch, etc.	0.26	0.05%
Auto/Marine Repair	0.18	0.03%
Total	522.95	100%

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





10. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.

The current street configuration has not adequately considered nor addressed the needs of people outside cars. Transportation Disadvantaged citizens will benefit from the project in multiple ways. Improved crossings and lighting will increase the safety of the area and can reduce crashes between motor vehicle drivers and vulnerable roadway users. Connected bicycle infrastructure will make utilizing a bicycle as a means of transportation more appealing and comfortable for riders of all ages and abilities. All of the proposed pedestrian improvements also benefit transit riders, since transit riders typically walk to and from bus stops and a primary aim of the project is to moderate motor vehicle speeds and create a better pedestrian environment at each of the intersections as a part of adding separated bicycling facilities and crossings.

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

The study area has ample opportunity to access fresh and healthy foods, but primarily by vehicular travel. For the transportation disadvantaged or those without access to a vehicle, it is difficult to access the nearby Publix stores or other healthy food options. The expansion of trail connections will increase access to the grocery stores for those who must bicycle or walk to them. Additionally, coordination between PSTA and the City through this study can help reorient the bus stops closer to the grocery store entrances to make them more convenient and desirable.

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?

This grant will be a catalyst to advance this particular project, and \$100k would be sufficient to establish plans for a proactive streetscape environment that anticipates the expected redevelopment and continued urban growth along and in the blocks surrounding the concept planning study area. However, the City could provide a 20-50% match if necessary

Attachments

- City Council resolutions documenting project and grant application support
 - 2019-226 approving the Complete Streets Implementation Plan
 - 2015-540 supporting the Complete Streets Policy
 - 2014-162 approving Administration submittal of grant application(s)
- FY23 Approved Capital Improvements Program excerpt demonstrating local funding support

NO. 2019-226

A RESOLUTION APPROVING THE ST. PETERSBURG COMPLETE STREETS IMPLEMENTATION PLAN (“PLAN”); AUTHORIZING THE CITY ADMINISTRATION TO MAKE NON-SUBSTANTIVE CHANGES AS NECESSARY TO THE DRAFT PLAN PRIOR TO PUBLICATION OF THE FINAL PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg (“City”) Comprehensive Plan’s Vision Element directly supports the principle that mobility afforded to the individual is fundamental to the success of the City’s land use and transportation system; and

WHEREAS, through implementation of the City’s Complete Streets Program, streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

WHEREAS, the City has stated its desire for inclusion of a Complete Streets philosophy within the Transportation Mission Statement in the Vision Element, which states: “St. Petersburg will have a livable balance of connected transportation options for all of its citizens. Pedestrian and bicycle facilities shall be designed, encouraged and celebrated as indicators of a healthy city. Public transit shall be sensitive to the context of neighborhoods and integrated into future economic and development plans”; and

WHEREAS, the City recognizes the potential benefits to its sustainability efforts, the local economy, and other positive transformations that may occur with investments made in implementing Complete Streets; and

WHEREAS, the City has a significant interest in maintaining a sustainable transportation system, and increasing the opportunity for bicycle and pedestrian travel as an alternative to the automobile which reduces the City’s reliance on fossil fuels which places the City of St. Petersburg in a position to more effectively reduce greenhouse emissions and improve air quality; and

WHEREAS, St. Petersburg desires to be a city of opportunity whereby the health and wellness of its citizens is considered vital to the overall shared success of the City and a

transportation network that considers the needs of all users will be a key component toward providing access to healthy lifestyles; and

WHEREAS, the City desires to complement the efforts being adopted by communities across the nation at all levels of government, including the Federal Safe Streets Act of 2014; the Florida Department of Transportation, which has adopted a Complete Streets Policy; and the Pinellas County Transportation Plan, which includes an endorsement of Complete Streets elements; and

WHEREAS, on November 2, 2015, the Complete Streets City Administrative Policy #020400 became effective, which included the requirement to create and adopt the Complete Streets Implementation Plan (“Plan”); and

WHEREAS, on November 12, 2015, City Council passed Resolution 2015-540, wherein the Council affirmed its support of the Complete Streets Program and Administrative Policy #020400, thus launching the development of the Plan; and

WHEREAS, since July 2016, the City’s Complete Streets Committee has convened monthly to guide Plan development; and

WHEREAS, on November 10, 2016, City Council approved an agreement with Kimley-Horn and Associates, Inc. to assist the City’s efforts to create the Plan; and

WHEREAS, beginning in Spring 2017, the City hosted four area-wide public workshops to solicit public input with respect to goals and ideas for Complete Streets; and

WHEREAS, on October 3, 2017, the City hosted a city-wide open house to share the Plan’s initial findings; and

WHEREAS, on December 12, 2018, another city-wide public meeting was held to share the first draft of the Plan with the community; and

WHEREAS, this final draft Plan before the City Council will serve as a long-term vision and blueprint for how St. Petersburg’s street network should be designed and function over the next two decades, which will also be responsive to changing conditions and public engagement in five-year increments; and

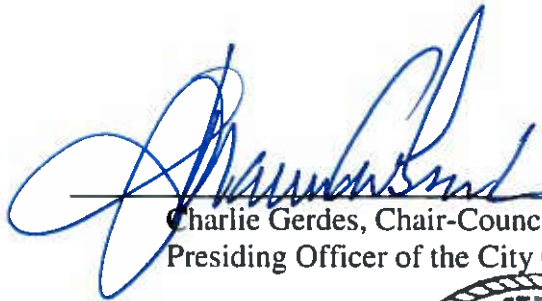
WHEREAS, the final draft Plan may require non-substantive edits necessary prior to the publication of the final Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg that this Council hereby approves the final draft of the Complete Streets Implementation Plan ("Plan"), in order to create a comprehensive, integrated, and connected network where Complete Streets are designed and operated to promote safety and accessibility for all users of our roads, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, and operators of commercial and emergency vehicles, and people of all ages and physical and economic abilities.

BE IT FURTHER RESOLVED, that it is this City Council's intent to authorize the City Administration to make any non-substantive changes to the attached final draft Plan necessary to publish the final Plan.

This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 2nd day of May 2019.



Charlie Gerdes, Chair-Councilmember
Presiding Officer of the City Council

ATTEST:



Chan Srinivasa, City Clerk



NO. 2015-540

A RESOLUTION SUPPORTING THE COMPLETE STREETS PROGRAM; PROVIDING THAT IT IS THE CITY'S INTENT THAT ALL APPROPRIATE SOURCES OF FUNDING, INCLUDING CITY, COUNTY, STATE AND FEDERAL SOURCES ARE DRAWN UPON TO IMPLEMENT THE COMPLETE STREETS PROGRAM; INSTRUCTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Vision Statement directly supports the principle that mobility afforded to the individual is basic to the success of the City's land use and transportation system; and

WHEREAS, through implementation of the City's Complete Streets Program, streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

WHEREAS, the City has stated its desire for inclusion of a Complete Streets philosophy within the Transportation Mission Statement in the Vision Element of the Comprehensive Plan which states, "St. Petersburg will have a livable balance of connected transportation options for all of its citizens. Pedestrian and bicycle facilities shall be designed, encouraged and celebrated as indicators of a healthy city. Public transit shall be sensitive to the context of neighborhoods and integrated into future economic and development plans"; and

WHEREAS, the City has, through the implementation of the CityTrails Bicycle Pedestrian Master Plan, made significant progress toward development of a pedestrian and bicycle network throughout St. Petersburg that has helped to create a more balanced transportation system that enhances mobility; and

WHEREAS, the City updated its Land Development Regulations to recognize the importance of providing context-sensitive land use planning that supports the desire of the City to improve the balance in the community's mobility as well as to help create unique and long-lasting places; and

WHEREAS, the City recognizes the potential benefits to the local economy and positive transformations that may occur with investments made in implementing Complete Streets; and

WHEREAS, the City has a significant interest in maintaining a sustainable transportation system, and increasing the opportunity for bicycle and pedestrian travel as an alternative to the automobile which reduces the City's reliance on fossil fuels which places the City of St. Petersburg in a position to more effectively reduce greenhouse emissions and improve air quality; and

WHEREAS, St. Petersburg desires to be a city of opportunity whereby the health and wellness of its citizens is considered vital to the overall shared success of the City and a transportation network that considers the needs of all users will be a key component toward providing access to healthy lifestyles; and

WHEREAS, the City desires to complement the efforts by the Florida Department of Transportation (FDOT) that adopted a Complete Streets Policy in September 2014 which states in part that the "Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of 'Complete Streets'. While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities"; and

WHEREAS, the Pinellas County Transportation Plan includes an endorsement of Complete Streets elements that are similar to those in the FDOT Complete Streets Policy by establishing goals that call for the provision of a balanced and integrated multi-modal transportation system for local and regional travel that enhances quality of life and promotes sustainability.

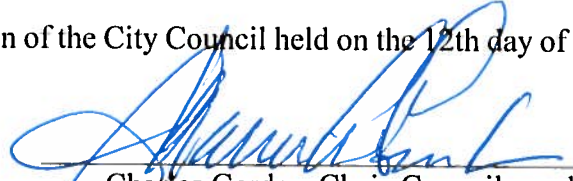
NOW, THEREFORE, BE IT RESOLVED By the City Council of the City of St. Petersburg that this Council hereby affirms its support of the Complete Streets Program, including City of St. Petersburg Administrative Policy #020400 regarding the Complete Streets Program, which calls for the City of St. Petersburg to continue the development of its transportation system with the intent to create a comprehensive, integrated, and connected network where Complete Streets are designed and operated to promote safety and accessibility for all users of our roads, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, and operators of commercial and emergency vehicles, and people of all ages and physical and economic abilities.

BE IT FURTHER RESOLVED, that it is this City Council's intent that all appropriate sources of funding, including City, County, State and Federal sources, are drawn upon to implement the Complete Streets Program.

BE IT FURTHER RESOLVED, that the City Clerk is instructed to transmit a copy of this Resolution to the President of the United States, the United States Senate Majority Leader, the Speaker of the United States House of Representatives, the United States Secretary of Transportation, the State of Florida Department of Transportation Secretary, members of the Pinellas County Legislative Delegation, and the Executive Director of the Pinellas County Metropolitan Planning Organization and Pinellas Planning Council.

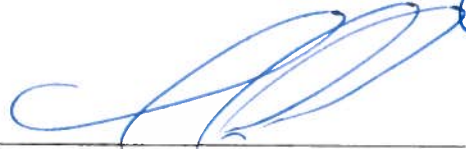
This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 12th day of November,
2015.



Charles Gerdes, Chair-Councilmember
Presiding Officer of the City Council

ATTEST:



Chan Srinivasa, City Clerk



NO. 2014 -162

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO SUBMIT GRANT APPLICATIONS WHICH REQUIRE PRIOR APPROVAL BY CITY COUNCIL FOR SUBMISSION; TO REPRESENT TO THE GRANTOR THAT CITY COUNCIL HAS APPROVED THE SUBMISSION OF THE GRANT APPLICATIONS; AND TO EXECUTE ALL DOCUMENTS NECESSARY TO SUBMIT SUCH GRANT APPLICATIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, some applications for grants require approval of the application by City Council as a condition for submission of applications; and

WHEREAS, this requirement sometimes creates a shortage of time for preparing and presenting an item for City Council approval in time to meet the grant application deadline; and

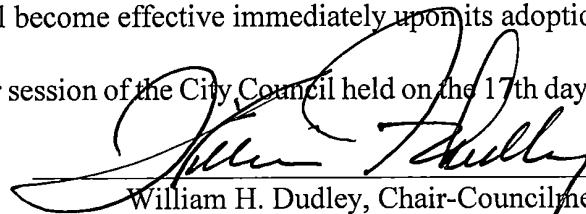
WHEREAS, the purpose of this resolution is to provide the Administration with blanket authority to apply for grants to enable the City to meet deadlines for submission of grant applications; and

WHEREAS, acceptance of all grants awarded must be approved by City Council.


NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is authorized to submit grant applications which require prior approval by City Council for submission; to represent to the grantor that City Council has approved the submission of the grant application; and to execute all documents necessary to submit such grant applications.

This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 17th day of April, 2014.



William H. Dudley, Chair-Councilmember
Presiding Officer of the City Council

ATTEST: 

Eva Andujar, City Clerk



FY23 BUDGET IN BRIEF

City of St. Petersburg
September 29, 2022

RECREATION AND CULTURE CAPITAL IMPROVEMENT

Athletic Facilities Improvements	\$200,000
Coliseum – Stage Project	150,000
Mahaffey Theater Improvements	400,000
Johnson Library Chiller Replacement	351,000
General Library Improvements	100,000
Crescent Lake Tennis Court Improvements	300,000
Park Facilities Improvements	350,000
Parks Lighting Improvements	100,000
Play Equipment Replacement	600,000
Preserve Improvements	100,000
North Shore Aquatic Center ADA Imps	100,000
Swimming Pool Improvements	400,000
Enoch Davis Recreation Center Imps	200,000
Recreation Center Improvements	300,000
Sunken Gardens South Gate Perimeter Wall	300,000
Transfer Repayment Debt Service	<u>1,452,288</u>
Total Recreation and Culture	\$5,403,288

CITY FACILITIES CAPITAL IMPROVEMENT

Dwight H. Jones – Waterproofing & Paint	\$50,000
City Facility HVAC Replacement/Upgrade	200,000
Manhattan Casino HVAC Replace/Upgrade	350,000
City Facility Roof/Waterproofing	200,000
Fire Facilities Major Improvements	150,000
Transfer Repayment Debt Service	<u>190,092</u>
Total City Facilities	\$1,140,092

MULTIMODAL IMPACT FEES CAPITAL PROJECTS

City Trails- Multi-Use Trails	\$200,000
Downtown Intersection and Ped Facilities	500,000
Traffic Safety Program	75,000
Complete Streets	<u>350,000</u>
Sidewalk Expansion	<u>50,000</u>
Total Multimodal	\$1,175,000

DOWNTOWN PARKING CAPITAL IMPROVEMENT

New Meter Technology	\$200,000
New Meters Downtown	200,000
Sundial Garage Waterproofing	<u>750,000</u>
Total Downtown Parking	\$1,150,000

GOLF COURSE CAPITAL PROJECTS

Twin Brooks GC Maint Bldg. & Parking Imp	<u>\$450,000</u>
Total Golf Course	\$450,000

WATER RESOURCES CAPITAL PROJECTS

Computerized System Improvements	\$4,580,000
Water Distribution System Improvements	1,050,000
Water Resources Building Improvements	6,100,000
Lift Station Improvements	5,700,000
Sanitary Sewer Collection System	14,650,000
Water Reclamation Facilities Imps.	16,500,000
Reclaimed Water System Improvements	1,975,000
Water Treatment/Supply	<u>\$300,000</u>
Total Water Resources	\$50,855,000

STORMWATER DRAINAGE CAPITAL PROJECTS

Stormwater Pump Stations	\$250,000
Bartlett Lake/Salt Creek Pump Station	200,000
Master Plan Projects	250,000
Minor Storm Drainage	750,000
Stormwater System Resiliency	500,000
50th Ave N West of 5th Street SDI	3,878,500
Appian Way & Vicinity Resiliency	750,000
Connecticut Ave NE & Vicinity Resiliency	500,000
Crescent Lake Water Quality Improvements	100,000
Drainage Line Rehabilitation/Repl	1,500,000
Lake Improvements	500,000
Little Bayou Water Quality Improvements	400,000
MLK Channel Improvements	250,000
Old NE Stormwater Drainage Imp	3,000,000
Stormwater Vaults & Backflow Preventers	200,000
Utility Network Extension – SPTO Assets	<u>500,000</u>
Total Stormwater Drainage	\$13,528,500

AIRPORT CAPITAL PROJECTS

Taxiway “A” Rehab	\$121,000
Upgrade Access Control Security System	<u>120,000</u>
Total Airport	\$241,000

MARINA CAPITAL IMPROVEMENT

Marina Facility Improvements	<u>\$250,000</u>
Total Marina	\$250,000

BIKE/PEDESTRIAN CAPITAL PROJECTS

71 st Street Trail Connection	\$730,566
28 th Street – 1 st Avenue N- Pinellas Trail	323,558
Central Avenue – 31 st to 34 th Streets	<u>179,748</u>
Total Bicycle/Pedestrian Capital	\$1,233,872

TOTAL CIP FUNDS **\$113,129,372**