

31st Street Planning Study

Complete Streets Concept Planning Application

Forward Pinellas Complete Streets Program

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The City of St. Petersburg is a growing city and desires to continue prioritizing high-quality redevelopment supported by transportation infrastructure that is safe and comfortable for all roadway users. Since its 2015 adoption of a Complete Streets Policy and the 2019 adoption of the Complete Streets Implementation Plan, the City has emphasized strategic investment in roadway projects that accomplish the City's fundamental goal toward implementing complete streets. Even prior though, the City has several adopted several plans that are consistent with complete streets concepts. The scope of work for this application includes a concept planning project to assist in community engagement and development of concepts and preliminary design for modifications of 31st Street South for better multimodal accommodations.

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. There are three distinct districts, all of which have corresponding master plans, within the corridor: the Skyway Marina District (southern portion of the corridor), Grand Central District (northern portion of the corridor), and Union Central Districts (northern portion of the corridor).

This Concept plan study area focuses on the 4.33-mile segment of 31st Street between 1st Avenue North and Pinellas Point Drive, connecting the Skyway Marina District through the South St. Petersburg Community Redevelopment Area (CRA) with primary commercial areas of the Grand Central and Union Central districts. The concept planning study will also address crossings and other safety enhancements needed to improve connectivity and reduce excessive speeding within the study area. The envisioned bikeways would connect with 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 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 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 Union Central District encompasses six neighborhoods, 375 acres, and major travel corridors within the City. The Union Central District Plan was adopted in December 2019, and specifically intended to improve the aesthetics, enhance the identity, encourage investment, and increase opportunities for businesses within the District. Key strategies of the plan included recommendations for improving economic development, streetscape, transportation, land use and urban design, and branding. The transportation goals for the district specifically identify the need to enhance the pedestrian corridor, resurface and add sidewalks.

Union Central and Grand Central Districts share a border along 31st Street and has an emphasis on public realm. The Grand Central District is located along the Central Avenue corridor, a major urban corridor which extends bay-to-beach across the City of St. Petersburg. With rapidly increasing development in the area, the City of St. Petersburg developed a master plan for the Grand Central District to guide future development, while maintaining the District's unique character. The primary goals of the master plan are to set clear standards and priorities for the public realm and create a safer district for pedestrians. The transportation recommendations specifically identify bulb outs at 1st Avenue S, Central Avenue, and 1st Avenue N.

The 31st Street corridor has connections through the Warehouse Arts District, including the St. Pete Distillery at the edge of the Warehouse Arts District. The Warehouse Arts District is located between 16th Street and 31st Street between 10th Avenue South and 1st Avenue and has transformed from a primarily industrial area to a community of emerging and established artists. Proposed zoning changes could increase the intensity of mixed-use to support the premium SunRunner transit service. The activation of the space within the Warehouse Arts District has increased the level of pedestrian and bicycling activity, which strengthens the City's goals of providing safe pedestrian access to the district.

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.

The scope of work for the concept planning project includes the following elements: alternatives development and screening, technical analysis performed through an equity lens, 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.



Figure 1 Location Map

South Planning Area

The area immediately adjacent to the south of the Skyway Marina District consists of two marinas, a motel, Maximo Park, an office building and two vacant parcels. This area's only current access to the 34th Street corridor is via Interstate 275 or various local roads to the east. Plan implementation will explore the creation of a direct connection to the primary commercial district to the north.



Figure 2



Figure 3

Figure 2 Skyway Marina District Planning Area

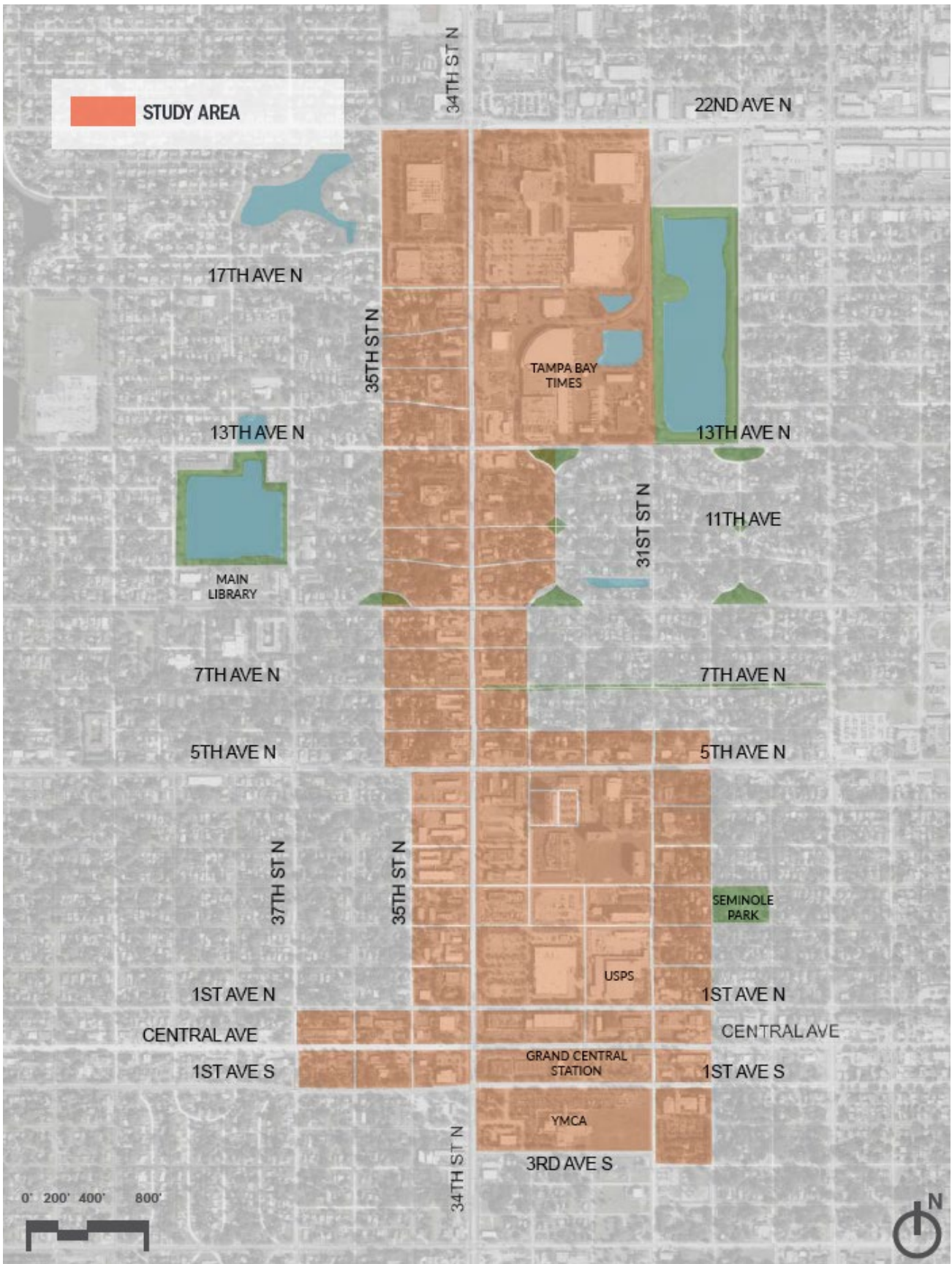


Figure 3 Union Central District Planning Area

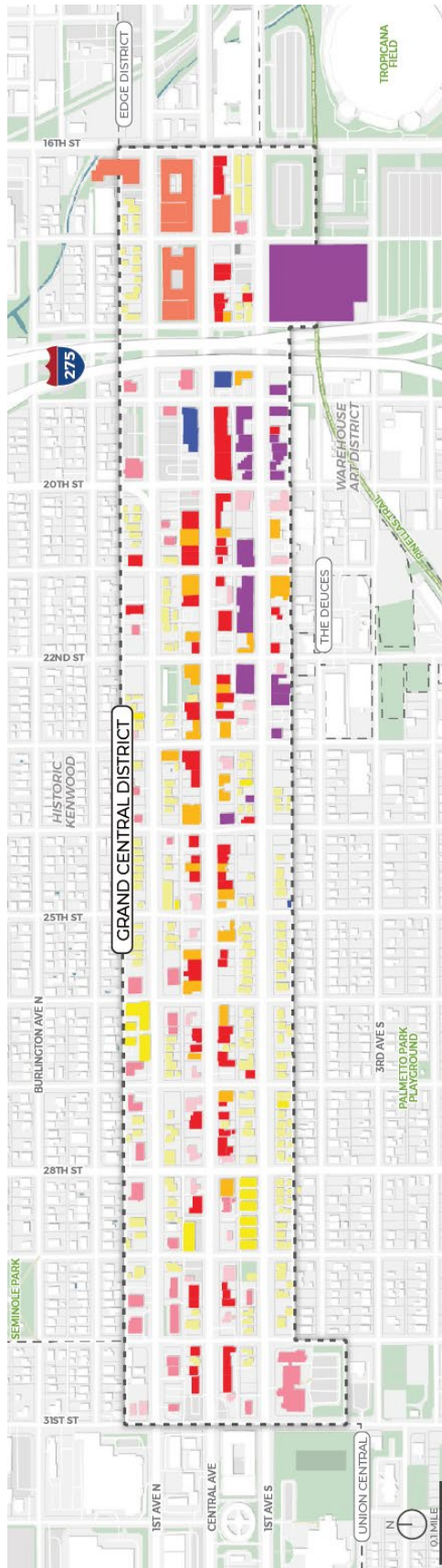


Figure 4 Grand Central District Planning Area

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.);

With the exception of a short section near the Pinellas Trail, sidewalks are continuously provided along both sides of 31st Street, 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, especially south of 54th Avenue South 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, $\frac{1}{4}$ 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 in the images 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.



31st Street is an important north-south route for bicyclists, as it not bifurcated by I-275 and provides a continuous north-south access through the core of St. Petersburg. 31st Street also goes through the core of the South St. Petersburg CRA and provides residents within the CRA access to commercial uses. The image below shows recent modifications, with green paint and striping, that were made to 31st Street to indicate the continuous bike lane along the entrance to I-275:



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 complete safe and comfortable infrastructure for non-motorists that can serve as a catalyst for economic growth and redevelopment, particularly between these existing bicycle routes and trails that are discontinuous through the study area:

- The SunRunner Bus Rapid Transit (BRT) line to the north.
- The Pinellas Trail to 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 various districts adjacent to 31st Street and those that are expected as the area redevelops and grows in prominence.

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.



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.



There is also a major gap between Maximo Park and the communities to the east of 31st Street. There is a need for a continuous pathway along the west side of I-275, which could be accomplished by a bridge. The underpass and pathways along 31st Street serve to connect the communities to the east, whereas a bridge would directly connect communities to the north down to the destinations of Maximo Park and the trail along the Skyway Bridge. 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.



While bicycle infrastructure has recently been improved in the vicinity of the Pinellas Trail and 31st Street as illustrated in the picture in the section above, the final gap of sidewalk along 31st Street is adjacent to the former rail mast arm at the Pinellas Trail. The Pinellas Trail crosses 31st Street, just south of Fairfield Avenue S. The sidewalk gap is on the east side of 31st Street and illustrated in the pictures below.



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

The cross section of 31st Street varies through the project corridor. South of 54th Avenue South, 31st Street South is a 5-lane section. North of 54th Avenue South, 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 within the project corridor, such as shade trees, and explore methods to fund landscaping improvements including along the adjacent trails, as many construction funds would not cover that additional cost. The reduction of vehicular traffic through expanding bicycle and pedestrian infrastructure will also mitigate heat and help reduce emissions along the corridor thereby also potentially improving air quality and magnifying public health benefits.

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, with excess capacity in certain sections, and widened lanes throughout, 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 and more recently, requests from the St. Pete Distillery to improve safety and connectivity to the Pinellas Trail. 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, lower-stress options to get across I-275 (38th Avenue South, trail underpass near 46th/47th Avenue South, area near Frenchman's Creek) provided for people outside of cars and the routes to access them not continuous or not yet intuitive, safe, or comfortable.

As shown in the map below, crashes are clustered at the signalized intersections of 22nd Avenue South, 54th Avenue South, 31st Street, and Pinellas Point Drive. There were 440 vehicle crashes, and

21 crashes that involved bicyclists or pedestrians along the project corridor. The high volumes of motorized traffic and crashes at the signalized intersections, including those in proximity to I-275, further supports the need for crossings and alternate bicycle and pedestrian routes that increase the safety for these users operating in these high crash areas.

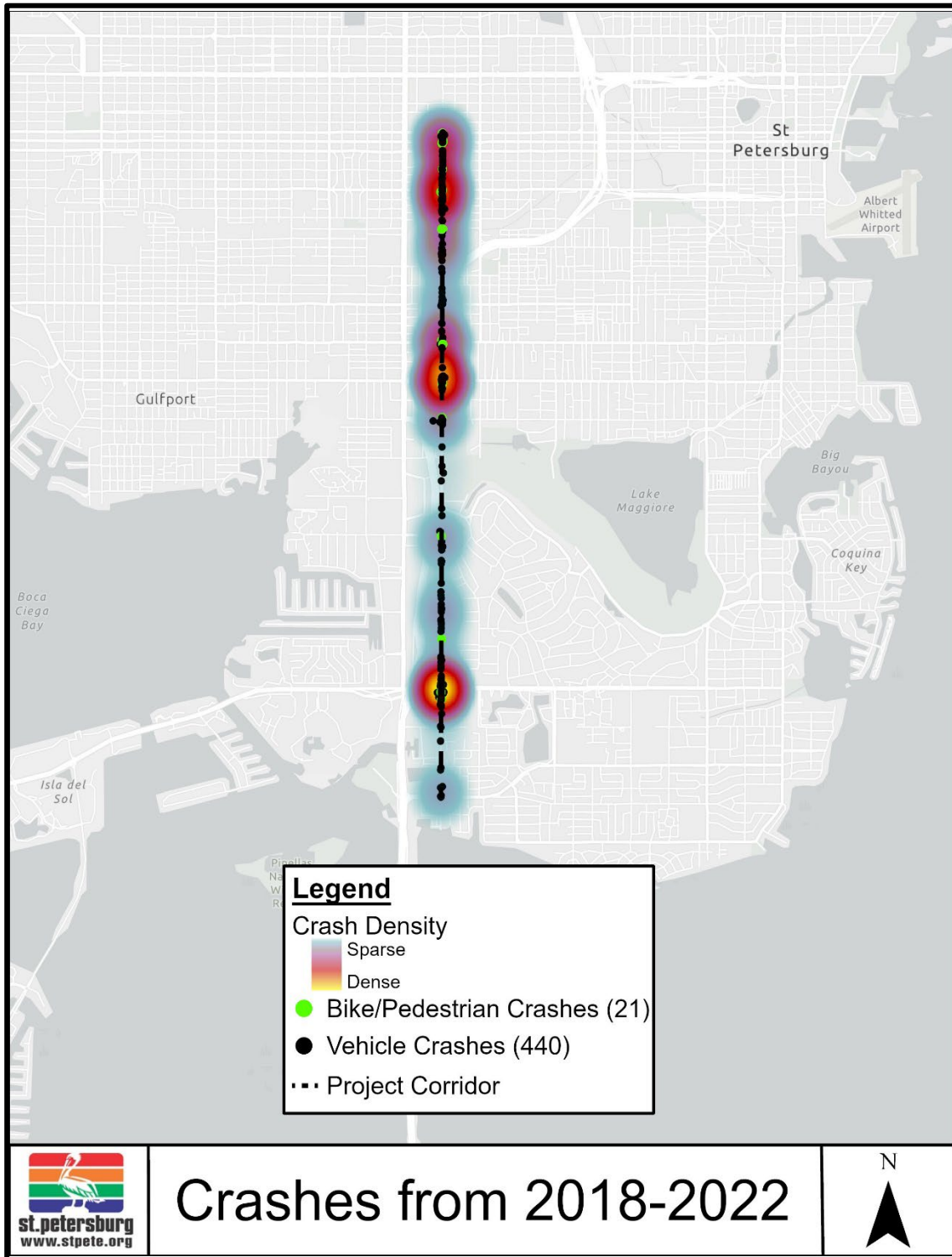


Figure 5 Project Corridor Crashes, 2018 - 2022

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

The Pinellas Suncoast Transit Authority (PSTA) operates 40 routes. Eleven of these routes traverse the study area or are accessible at Grand Central Station which is located on 32nd Street and Central Avenue. Eleven PSTA bus routes cross the study corridor:

- Route 7: Stops at Grand Central and serves Tyrone Mall, Downtown, and Roy Hanna Drive with 60-minute headways.
- Route 9: Begins and ends at Grand Central and serves Downtown and Gateway Mall with 30-minute headways.
- Route 11: Serves 31st Street from Pinellas Point Drive to 54th Avenue South and provides connections at Grand Central Station and Pinellas Park with 60-minute headways.
- Route 14: Serves 31st Street from 18th Avenue South to Central Avenue and provides connections to South Pasadena, Gulfport, and Downtown with 30-minute headways.
- Route 15: Serves 31st Street from 15th Avenue South to Central Avenue and provides connections to Gulfport and Downtown with 60-minute headways.
- Route 18: Provides service between Grand Central and Clearwater with 30-minute headways.
- Route 23: Crosses 31st Street at 22nd Avenue South and provides service to Downtown, Gulfport, and Tyrone Mall with 30-minute headways.
- Route 79: Serves 31st Street from 5th Avenue South to Central Avenue and provides service between Downtown and Largo with 30-minute headways.
- Route 90: Serves 54th Ave S with two trips per day as a commuter service to the beaches.
- Central Avenue Trolley (CAT): Provides service along Central Avenue with 30-minute headways between St. Pete Beach and Downtown. This route is anticipated to be truncated in Fall 2023 and serve Central Avenue only between Downtown and Grand Central Station.
- SunRunner BRT: The SunRunner began service in October 2022 as the first BRT in the Tampa Bay Region and provides connections along 1st Avenues North and South between St. Pete Beach and Downtown with 15-minute headways during most times of the day, and 30-minute headways after 8pm.

The annual ridership in FY 2022 for the eleven PSTA routes that traverse the study area are shown in the table below.

PSTA Route	FY 22 Ridership
7	116,834
9	309,774
11	156,272
14	277,981
15	120,381
18	705,429
23	139,900
79	287,795
90	20,486
CAT	592,629
SunRunner*	Began service in FY 23

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 Bus and Turn (BAT) lanes forthcoming on 34th Street. A planned LX service will accompany completion of the BAT lanes, currently under construction through 2024.

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

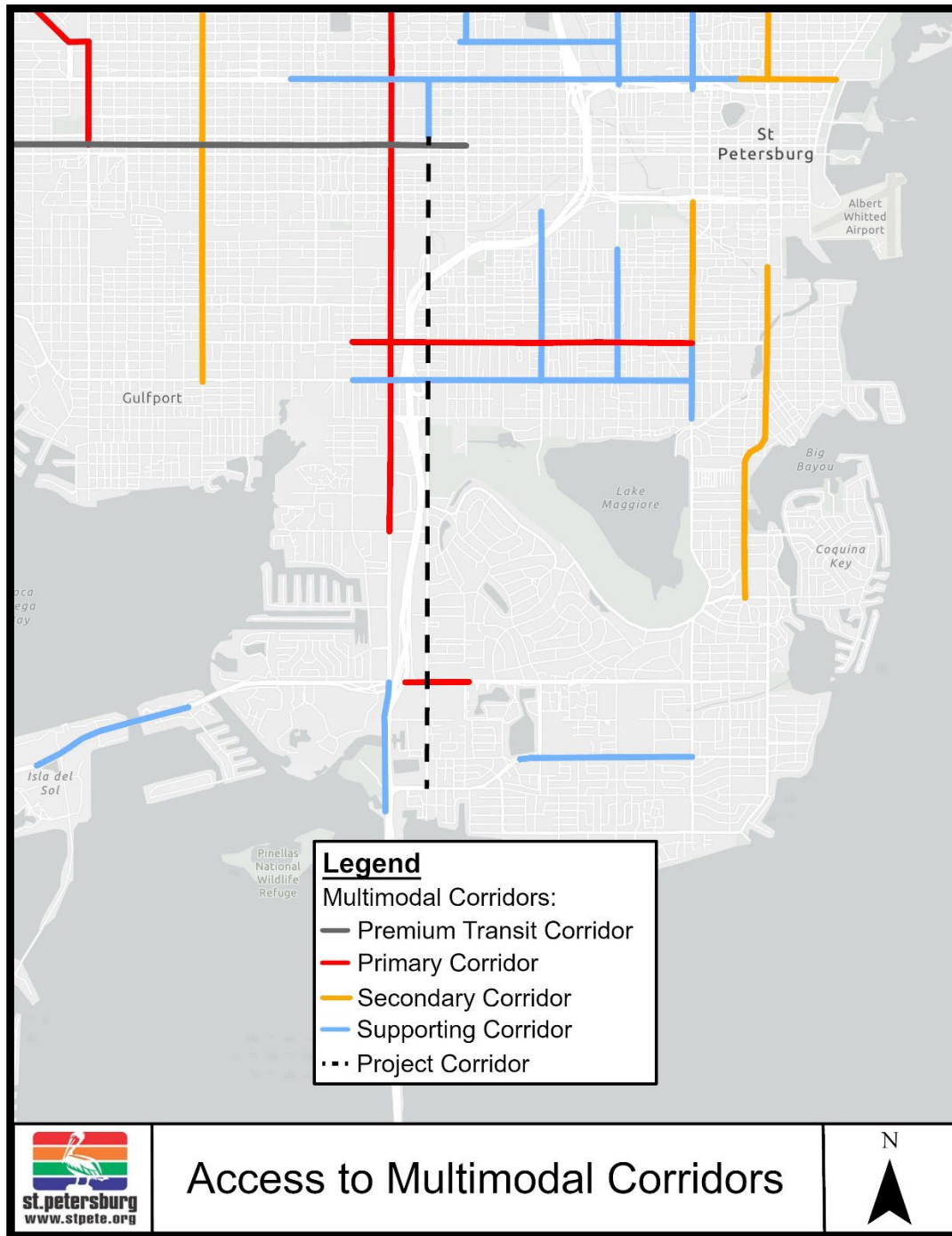


Figure 6 Multimodal Corridors

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

- Premium Corridors: Central Avenue
- 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.

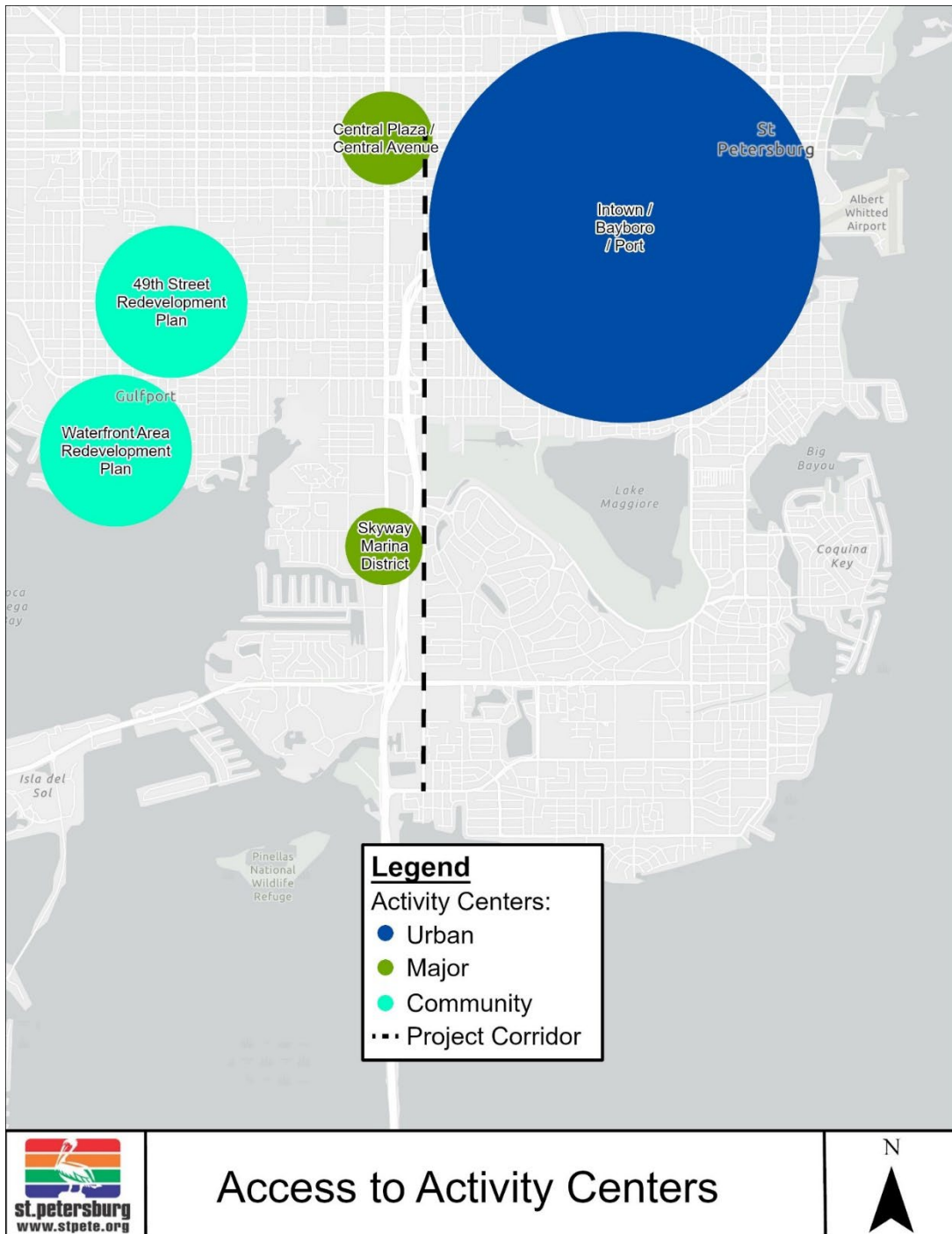


Figure 7 Activity Centers

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

Yes.

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 bicycle and pedestrian infrastructure 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 Grand Central District, Union Central District, and Skyway Marina District commercial areas. There are also increases in residential density, Eckerd College, Maximo Park and the destination Skyway Trail and Bayway Trail providing access to 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.

The 31st Street corridor has connections through the Warehouse Arts District, including the St. Pete Distillery at the edge of the Warehouse Arts District. The Warehouse Arts District is located between 16th Street and 31st Street between 10th Avenue South and 1st Avenue and has transformed from a primarily industrial area to a community of emerging and established artists. Proposed zoning changes could increase the intensity of mixed-use to support the premium SunRunner transit service. The activation of the space within the Warehouse Arts District has increased the level of pedestrian and bicycling activity, which strengthens the City's goals of providing safe pedestrian access to the district.

The corridor also has connections to the South St. Petersburg Community Redevelopment Area (CRA). The South St. Petersburg CRA was established to promote reinvestment in housing and neighborhoods, commercial corridors, business development, and education and workforce development within the South St. Petersburg CRA. The CRA, which is 4,777 acres, is the largest in St. Petersburg and one of the largest in Florida. The CRA encompasses Greater Childs Park, more than twenty neighborhood and business associations, and two Florida Main Street Districts. This project builds upon the City's strong track record of meaningful engagement of the public and key stakeholders, particularly residents and businesses from underserved and historically disadvantaged communities within the South St. Petersburg CRA, in the planning, design, and execution of St. Petersburg's transportation plans and projects.

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, or portions thereof, 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 FY24 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 along and adjacent to 31st Street. 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, the Skyway Marina District Plan and Union Central Plan, all of which identified the actions required to transform the transportation network towards the goals outlined in these plans. The City is currently completing a study for the Grand Central District, which builds upon the goals and objectives of the Complete Streets Implementation Plan. The City will soon partner with PSTA for a South St. Petersburg CRA Mobility Study that's likely to consider opportunities to improve transit access along 31st Street South.

Additional efforts in the area includes completion of 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 2024. 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-2025, the remaining timeline for completion includes 12-15 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 9% of the land area is vacant and developable. An additional 0.73% 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 premium transit line along 34th Street at the northern end of the study

area. The Grand Central District, Skyway Marina District, Warehouse Arts District, and points along 31st Street are rapidly redeveloping, but without adequate accommodation for safe and comfortable non-motorized transportation access.

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.

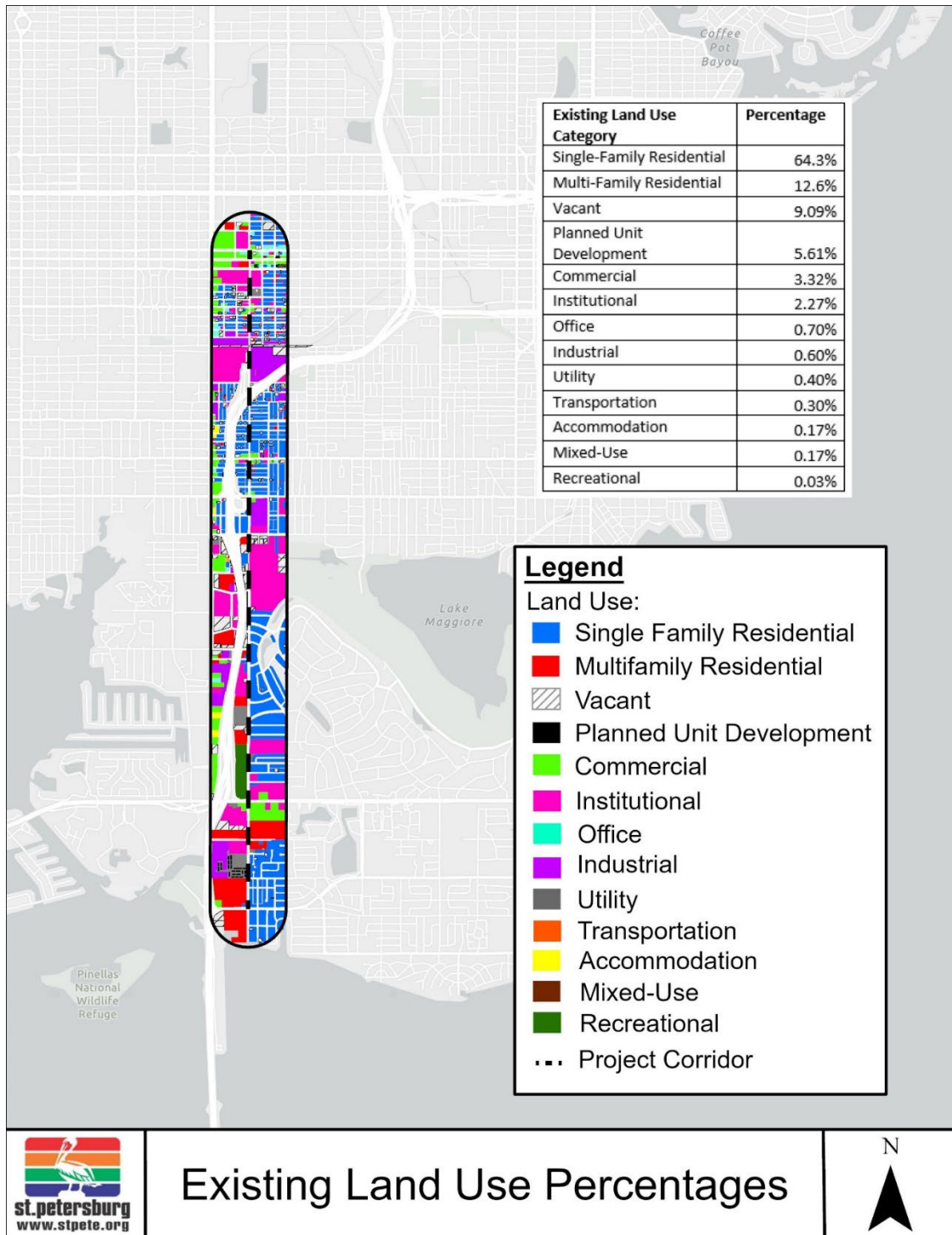


Figure 7 Existing Land Use

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

Most of the study area is within an identified minority only Environmental Justice area, as noted in the below.

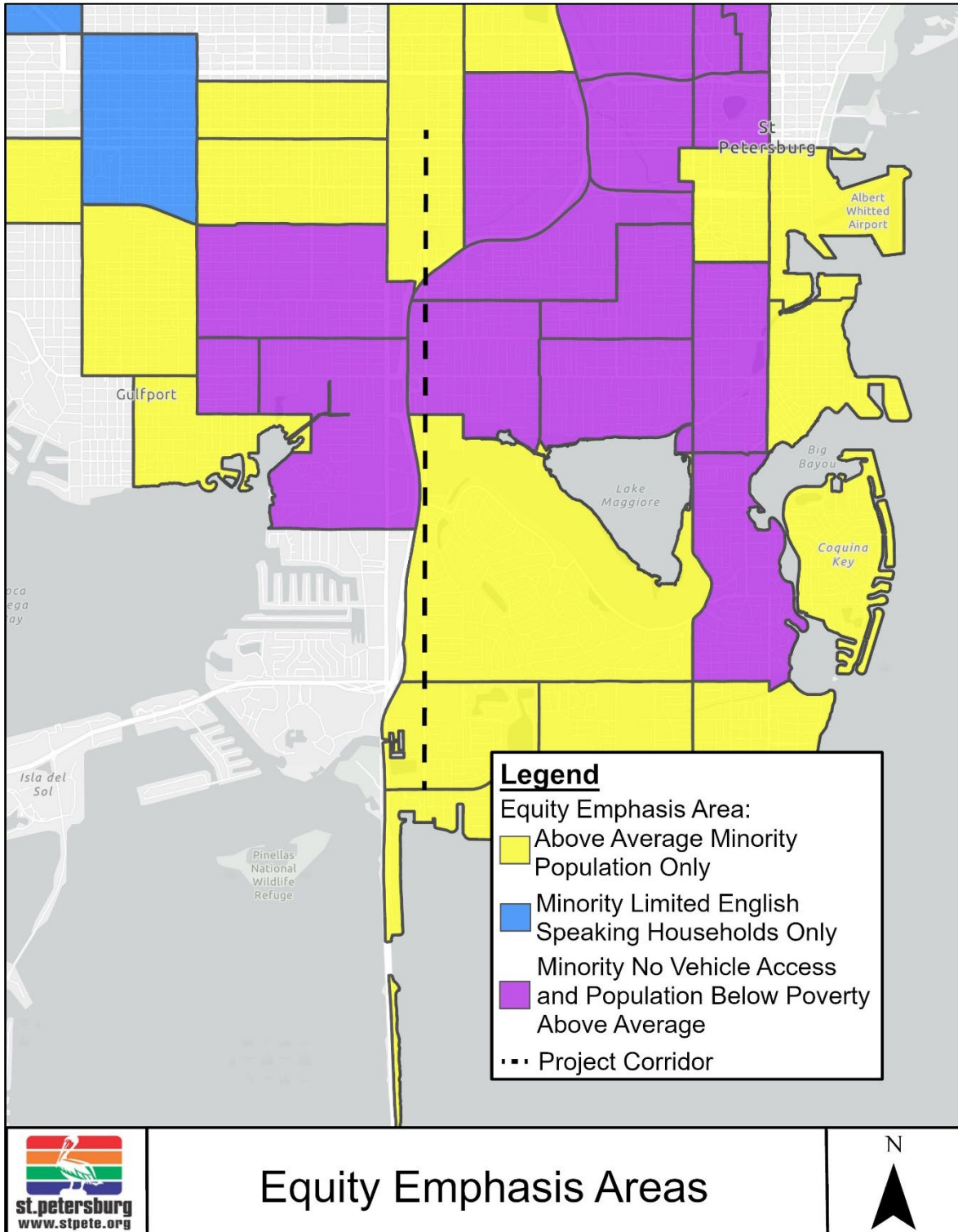


Figure 2 Equity Emphasis Area

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

Residents in the census tracts surrounding the project corridors experience higher rates of poverty and lower rates of vehicle ownership. Health data shows higher rates of physical inactivity, obesity, diabetes, and other chronic health conditions and behavioral risk factors compared to the rest of the City. The current street configuration has not adequately considered nor addressed the needs of people outside cars. Transportation Disadvantaged residents will benefit from the project in multiple ways. The vision for this project is to determine equitable and evidence-based transportation design strategies to not only improve road safety and transportation accessibility for all users but also 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, Walmart, 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 multimodal 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, or adjust the project scope to phase the study.

Attachments

1. City Council resolutions documenting project and grant application support
 - a. 2019-226 approving the Complete Streets Implementation Plan
 - b. 2015-540 supporting the Complete Streets Policy
 - c. 2014-162 approving Administration submittal of grant application(s)
2. FY24 Approved Capital Improvements Program excerpt demonstrating local funding support
3. Mayor's Bicycle Pedestrian Advisory Committee (BPAC) documentation of grant application support
 - a. Memo regarding support from Mayor's BPAC
 - b. Draft Minutes from the September 20, 2023, BPAC Meeting
4. Letters of Support
 - a. Lakewood Estates Civic Association
 - b. Blue Sky Communities
 - c. Skyway Marina District

Attachment 1a

2019-226 approving the Complete Streets Implementation Plan

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



Attachment 1b

2015-540 supporting the Complete Streets Policy

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.

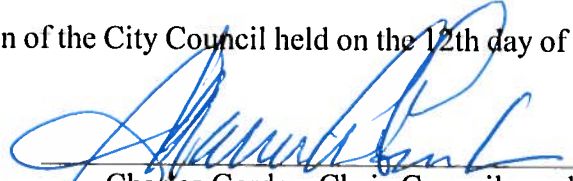
NOW, THEREFORE, BE IT RESOLVED By the City Council of the City of St. Petersburg that this Council hereby affirms its support of the Complete Streets Program, including City of St. Petersburg Administrative Policy #020400 regarding the Complete Streets Program, which calls for the City of St. Petersburg 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.

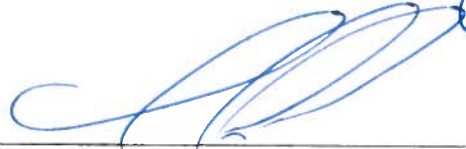
This resolution shall become effective immediately upon its adoption.

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



Attachment 1c

2014-162 approving Administration submittal of grant application(s)

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

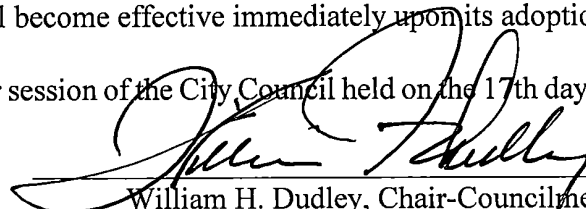
WHEREAS, the purpose of this resolution is to provide the Administration with blanket authority to apply for grants to enable the City to meet deadlines for submission of grant applications; and


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

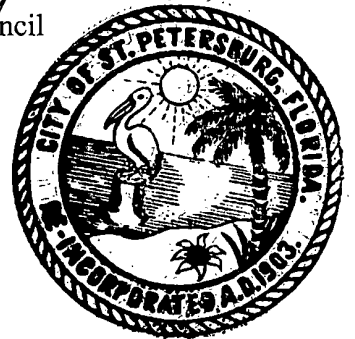
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is authorized to submit grant applications which require prior approval by City Council for submission; to represent to the grantor that City Council has approved the submission of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



Attachment 2

**FY24 Approved Capital Improvements Program excerpt illustrating
annual capital funding to demonstrate local funding support**

FY24 Capital Improvement Program (CIP)

HOUSING CAPITAL IMPROVEMENT

Affordable/Workforce Housing	\$750,000
Total Housing	\$750,000

GENERAL CAPITAL IMPROVEMENT

17th Street N Over Booker Creek	\$2,250,000
62nd Ave S at Maximo	2,812,500
Fleet Facility Replacement - Building A	3,000,000
Little St. Mary's Restroom Imps	100,000
MOB Repairs and Improvements	1,840,000
Pier Sidewalk Expansion (Tram Path)	300,000
Pier SW Facility Improvements	100,000
Enoch Davis Recreation Center Imp	250,000
Ferry Dock	250,000
Infrastructure TBD	930,000
Police CAD/RMS Mobile System	244,242
Transfer to Stormwater Drainage CIP	<u>250,000</u>
Total General Capital	\$12,326,742

PUBLIC SAFETY CAPITAL IMPROVEMENT

Fire Engine 5/F495 Replacement	\$314,000
Ladder Truck 13/F429 Replacement	1,294,000
Police Take Home Vehicles	<u>648,000</u>
Total Public Safety	\$2,256,000

BIKE/PEDESTRIAN CAPITAL PROJECTS

18th Ave South Complete Streets	\$1,341,235
22nd Street S - 5th A/S to 1st A/N	351,248
28th Street - 18th A/S to 5th A/S	404,333
62nd A/S Trail - 22nd to MLK St	198,467
6th Street - 4th A/S to Mirror Lake Drive	392,244
North Shore Elementary Sidewalks	<u>125,508</u>
Total Bicycle/Pedestrian Capital	\$2,813,035

CITYWIDE INFRASTRUCTURE CAPITAL IMPROVEMENT

Neighborhood Enhancement	\$50,000
62nd A/N, East of 1st Street	3,500,000
Alley/Roadway Reconstruction - Brick	200,000
Alley Reconstruction - Unpaved	200,000
Curb Replacement/Ramps	400,000
School Zone Upgrades	600,000
Sidewalk Reconstruction	1,300,000
Street and Road Improvements	5,400,000
Traffic Signal/BRT System Upgrades	400,000
Complete Streets	400,000
Foster Hill Dr. & 38th A/N Modifications	100,000
Neighborhood Trans Mgmt. Program	150,000
Sidewalks - Expansion Program	350,000
Sidewalks - Neighborhood & ADA Ramps	350,000
Wayfaring Signage and Sign Replacement	100,000
17th S/N Over Booker Creek	1,000,000
2nd S/N Over Tinney Creek	300,000
Overlook Dr NE Over Smacks Bayou	350,000
Snell Isle Blvd NE Over Coffee Pot Bayou	300,000
7th Street N Over Gateway	400,000
58th St N Over Bear Creek	300,000
62nd Ave S at Maximo	1,187,500
Bridge Life Extension Program	1,000,000
Sanitary Sewer Annual Pipe Repair/Repl.	5,000,000
Sanitary Sewer Annual Pipe CIPP Lining	2,000,000
Affordable Housing Land Acquisition	1,750,000
Fleet Facility Replacement - Building A	3,300,000
Seawall Renovation & Replacement	1,055,000
Transfer to Debt Service Fund (Bridge)	<u>817,393</u>
Total Citywide Infrastructure	\$32,259,893

Attachment 3a

Memo from Bicycle Pedestrian Advisory Committee



MEMORANDUM

To: Forward Pinellas Board Members

From: Cheryl N. Stacks, P.E., PTOE, AICP, Transportation Manager *1st Cheryl N Stacks*

Date: October 2, 2023

Subject: Support for the City of St. Petersburg Complete Streets program project applications

At its September 20, 2023, meeting, the Mayor's Bicycle Pedestrian Advisory Committee (BPAC) voted to indicate support for the City of St. Petersburg's applications for Complete Streets Program funding, which is prioritized by Forward Pinellas and typically administered by the Florida Department of Transportation. The draft minutes of the meeting are attached for reference.

The BPAC members expressed excitement over the opportunities presented in these candidate projects, which are included in the City's Complete Streets Implementation Plan, adopted in May 2019. Moreover, the Complete Streets Construction project application is included in the Grand Central District Master Plan. Specifically, these candidate projects include:

- Concept Planning: 31st Street Planning Study
- Construction: Grand Central District Curb Extensions

The Complete Streets Planning Study will allow the City to develop recommendations for bicycle and pedestrian infrastructure types needed for 31st Street. The study will help the City to determine how to improve the corridor's ability to serve as a connection between several activity centers and districts, including but not limited to the Skyway Marina District, Union Central, Grand Central District, and the Warehouse Arts District. The Complete Streets Construction Project, for permanent curb extensions in the Grand Central District, will follow on an interim safety improvement and allow for the bulb outs to serve an economic development and sustainability function.

As noted during the presentations to the BPAC for their consideration of the project applications, the City believes these candidate projects will provide safer streets for all roadway users and serve as catalysts for better placemaking that integrates land use and transportation. We look forward to the support of Forward Pinellas and are excited at the continued opportunity to collaborate in bringing forth more Complete Streets.

Attachment 3b

**Draft Minutes from September 20, 2023, Bicycle Pedestrian Advisory
Committee Meeting**

City of St. Petersburg, Florida
Mayor's Bicycle and Pedestrian Advisory Committee
September 20, 2023, Meeting Minutes

Call to Order 7:34 am

Members in attendance: Mallory Arents, Haley Busch, Josette Green, Toby Vongkoth, Alex Willoughby, Gordon Brown, Peter Hood, Brian Peret, Mary Shaw, Carolyn Baar, Anne Fidanzato

Others in Attendance: Charlie Guy, Kyle Simpson, Stacie Steinke, Joe Camera, Kristen Ehrlich

City Staff in Attendance: Jonathon Westman, Kyle Hurin, Brejesh Prayman, Corey Malyszka, Evan Mory, Cheryl Stacks, Maika Arnold, Elisabeth Staten

Approval of Meeting Minutes:

The June 2023 meeting minutes were unanimously approved.

Public Comment:

A member of the public asked for stronger restrictions on electric vehicles illegally using the sidewalk, such as steeper fines and citations.

Presentations:

Grant Application Updates:

- Staff provided an update on Forward Pinellas grants being pursued: Complete Streets and Transportation Alternative. The City is pursuing a Complete Streets Planning grant for 31st Street, to examine the bicycle and pedestrian infrastructure needs. The City is pursuing a Complete Streets Construction grant to convert interim painted bulb-outs to concrete, permanent bulb-outs at 21st Street, 23rd Street, and 27th Street, as recommended by the Grand Central Master Plan. The City is also submitting three Transportation Alternatives applications has: Filling sidewalk gaps on 9th Avenue North from Tyrone Boulevard to Country Club Road; Filling sidewalk gaps in the Warehouse Arts District on Emerson Avenue, 6th Avenue South, 27th and 26th Streets as recommended by the WADA/Deuces Live plan; and the creation of the Lakewood Trail between 31st Street South to Country Club Way.
- Staff noted that there are no updates regarding the Safe Streets and Road for All Grant.
- Staff indicated that the City is applying for the Reconnecting Communities grant to fund a planning study on the two-way conversion of 8th Street and MLK Street.

A member asked if there had been any recent feedback from the community for the 9th Avenue North project and staff advised there was roughly two years ago prior to initial design. A member asked how the department decides which projects to pursue. Cheryl explained that it is based on several criteria outlines in the application and which projects have existing support through adopted plans.

Carolyn Baar made a motion to attach a letter of support for the grant applications and Gordon Brown made the second. The motion passed unanimously.

Construction Action Plans; Maintenance of Traffic Plans:

- Corey Malyszka presented an overview of Construction Action Plans (CAPs) which were adopted in December of 2019 and allow staff to negotiate the effects of construction on parking, sidewalks, and bicycle infrastructure with the contractors.
- Brejesh Prayman presented an overview of Maintenance of Traffic (MOT) Plans and explained that zero lot lines, adjacent construction, and minor renovations can all affect the type of temporary traffic control that is needed. There can also be several MOT plans for different phases of the construction.
- Evan Mory presented several examples of MOT signage being placed or removed improperly and Corey explained that an inspector visits site biweekly or as needed.

Members had several questions regarding the timing of permitting, removal of access to walkways, and the availability of CAPs to the public. Staff explained that walkways are closed when adjacent construction is unable to safely provide access through their site and that Engineering is currently working on creating a database for existing and future construction projects and closures and contact information will be provided to members to report any issues they see. A member asked how special event closures are coordinated with other departments and the neighborhoods affected. Staff explained that all departments coordinate on closures for special events led by the Police Department and improved coordination and communication with the neighborhoods affected can be examined.

New business

Next month's meeting will discuss bicycle and pedestrian safety and education with staff from CUTR.

Member Updates:

- A member requested to add a topic to a future agenda: an update on micro mobility, including safety. Staff agreed to add the topic to a future agenda.
- A member asked if the City has considered designating Central Avenue as car-free. Staff mentioned that Car Free St. Pete is an organization to get involved with for those interested in similar concepts.

Updates, Announcements, and Events:

Staff reminded everyone to participate in the Bike Friendly Communities survey that supports the City's Bike Friendly renewal application, and encouraged sharing it with other bicyclists in the community.

Adjournment at 9:00 am

This publication can be made available in alternative formats for persons with disabilities by calling 727- 893-7345 or 711 for the Florida Relay Service or e-mailing the ADA Coordinator, at lendel.bright@stpete.org. Please allow 72 hours for your request to be processed. The City of St. Petersburg does not discriminate on the basis of disability in admission to, access to, or operations of its programs, services or activities.

The City does not discriminate on the basis of disability in its hiring or employment practices. Questions, concerns, complaints or requests for additional information regarding the Americans with Disabilities Act may be forwarded to the City's ADA Coordinator- Lendel Bright – 727-893-7229, Email- lendel.bright@stpete.org, fax- 727-551-3247.

La ciudad de St. Petersburg se compromete a garantizar que el acceso al programa vital esté disponible para todos los ciudadanos y visitantes. Si necesita traducción de idiomas para acceder a esos programas o documentos, comuníquese con el Coordinador de Diversidad y ADA de la Ciudad al 727-893-7345 o lendel.bright@stpete.or

Attachment 4a

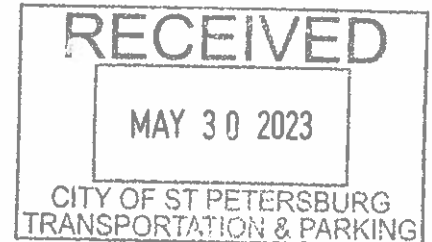
**Letters of Support
Lakewood Estates Civic Association**



Lakewood Estates Civic Association, Inc.
P. O. Box 15903
St. Petersburg, FL 33733

May 24, 2024

Ms. Cheryl Stacks
Mr. Evan Mory
City of St. Petersburg
P O Box 2842
St. Petersburg, FL 33713



Re: Pedestrian Crosswalks, 31st Street S

Dear Cheryl and Evan:

This is formal notification that the Lakewood Estates Civic Association has no objection to, and indeed endorses, the city's plan to install lighted pedestrian crosswalks on 31st Street South. Our understanding is that these will be placed at or near the intersections with Desoto Way South, 38th Avenue South, and 35th Avenue South. The Association polled its membership of about 509 households and received only one objection, based on the individual's concerns about the crosswalks impeding automobile traffic. We do not believe that these crosswalks will have any more significant impact on cars than the ones in place on 4th Street North. In fact, if they slow things down, that will be a good thing. Regular directed patrols by the SPPD on this street produce an astonishing number of tickets for excess speed.

We understand from conversations with our member Kristen Ehrlich that there are plans for further upgrades/safety measures for this street and would appreciate being kept in the loop as these plans move forward. Our members are in favor of a traffic light at 38th Avenue S. This will not only make left turns safer; it will slow things down on the long stretch between 26th Ave S and 54th, which for lack of any control device is a virtual racetrack.

Sincerely,

Judy Ellis
President

cc: Ms. Kristen Ehrlich

Attachment 4b

**Letters of Support
Blue Sky Communities**



Blue Sky Communities
180 Fountain Parkway N
Suite 100
St. Petersburg, FL. 33716

October 6, 2023

Ms. Chelsea Favero
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Subject: Blue Sky Communities support for the City of St. Petersburg's 31st Street Complete Streets
Concept Planning Project Application

Dear Ms. Favero,

On behalf of Blue Sky Communities, I would like to indicate our strong support for the City of St. Petersburg's 31st Street Complete Streets Concept Planning Project Application. The proposed planning study will review the 31st Street corridor from 1st Avenue North to Pinellas Point Drive, completing meaningful community engagement with corridor stakeholders and a detailed traffic analysis to develop improvements that further the goals of the Complete Streets Implementation Plan which aims to provide a low-stress bicycle and pedestrian network across St. Petersburg, connecting neighborhoods with commercial centers.

As our affordable housing community, Skyway Lofts, is but several blocks to the east of the Skyway Trail, we are especially appreciative of the City's efforts in eagerly supporting the utilization of multimodal transportation to connect our residents more efficiently to employment opportunities in the Skyway Marina District, the Gulf beaches, and downtown.

With support from the Forward Pinellas Board, this Concept Planning Project will delve deeper into the various sections of 31st Street, from the SunRunner corridor through South St. Petersburg, providing preliminary design elements with specificity that can be advanced into a capital program for implementation. By providing St. Petersburg residents and visitors, especially those in South St. Petersburg with Complete Streets, greater transportation options for work, school, medical and shopping trips that are essential to economic growth and socioeconomic mobility are made available. Further, they support our community's efforts for equitable, attainable, and affordable housing.

We look forward to the support of Forward Pinellas for this much-desired project in South St. Petersburg and all of the city.

Sincerely,

Scott Macdonald
Principal
Blue Sky Communities

CC: Charley Guy

Attachment 4c

**Letters of Support
Skyway Marina District**



4801 37th St. S. St Petersburg FL 33711 - 727-466-7173 - skywaymarinadistrict.org

October 2, 2023

Ms. Chelsea Favero
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Subject: Skyway Marina District support for the City of St. Petersburg's 31st Street Complete Streets Concept Planning Project Application

Dear Ms. Favero,

On behalf of The Skyway Marina District, Inc, I would like to indicate our strong support for the City of St. Petersburg's 31st Street Complete Streets Concept Planning Project Application. The proposed planning study will review the 31st Street corridor from 1st Avenue North to Pinellas Point Drive, completing meaningful community engagement with corridor stakeholders and a detailed traffic analysis to develop improvements that further the goals of the Complete Streets



Implementation Plan which aims to provide a low-stress bicycle and pedestrian network across St. Petersburg, connecting neighborhoods with commercial centers.

With support from the Forward Pinellas Board, this Concept Planning Project will delve deeper into the various sections of 31st Street, from the SunRunner corridor through South St. Petersburg, providing preliminary design elements with specificity that can be advanced into a capital program for implementation. By providing St. Petersburg residents and visitors, especially those in South St. Petersburg with Complete Streets, greater transportation options for work, school, medical and shopping trips that are essential to economic growth and socioeconomic mobility are made available. Further, they support our community's efforts for equitable, attainable, and affordable housing.

We look forward to the support of Forward Pinellas for this much-desired project in South St. Petersburg.

Sincerely,

Misty Bottorff, Executive Director of The Skyway Marina District