

5<sup>th</sup> Avenue South Complete Streets  
Forward Pinellas Complete Streets Program  
2022 Funding Cycle - Construction Project Application

**1. Provide the name and contact information for the agency point of contact for this application.**

Name: Cheryl N. Stacks, P.E., AICP, Transportation Manager  
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Email Address: [Cheryl.Stacks@stpete.org](mailto:Cheryl.Stacks@stpete.org)  
Phone: 727-892-5328

**2. Describe the project location. Include specific information on the project limits, jurisdiction of roadway and abutting properties, land use characteristics of abutting properties and any unique characteristics of the roadway (serves local/regional travel, serves a major activity center, etc.).**

Currently, 5<sup>th</sup> Avenue South is a four-lane undivided City street that lacks any bicycle lanes, on-street parking, has no crosswalks, and lends itself to higher motor vehicle speeds. The 5th Avenue South Complete Streets project calls for transformational changes along 5<sup>th</sup> Avenue South from 28<sup>th</sup> Street to 22<sup>nd</sup> Street South to convert two motor vehicle lanes to include continuous bike lanes and on-street parking. The project is derived from the Warehouse Arts District Deuces Live Joint Action Plan (WADA/Deuces Plan) which calls for improvements to make 5<sup>th</sup> Avenue South a Complete Street as one of the plan's primary recommendations. The Plan was finalized in December 2018 and adopted by City Council.

Further, the project is also included within the St. Petersburg Complete Streets Implementation Plan that was adopted by City Council 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 for a network of connected and comfortable bicycle routes is to support redevelopment and the adaptive reuse of land where appropriate, and provide viable multimodal transportation options to allow people to connect between the City's various districts and neighborhoods. The Warehouse Arts District and Deuces Live Main Street are located to the immediate west of the greater downtown core, including the EDGE District, and to the south of the Grand Central District. Providing a connected network of bicycle routes provides opportunities to enhance connectivity between these districts. This is particularly important along 5<sup>th</sup> Avenue South which is one of the few collector streets for which I-275 does not present a significant barrier as it's fully continuous across St. Pete including under the interstate until it becomes a one-way street providing directional access into downtown. Yet it remains with excess vehicle capacity to reasonably allow for lane conversions.

Additionally, and importantly, the project will also create much-needed on-street parking to help urbanize this transitioning area that's currently characterized by industrial, arts, and light manufacturing with limited supportive uses. It's anticipated that an increasing portion of the supportive uses may become permissible with changes implemented as a part of the St. Pete 2050 Plan, and those uses would be well-served with the additional parking and multimodal connections.

## 5<sup>th</sup> Avenue South Complete Streets

**3. Describe in detail the proposed improvements that will be provided by the project, including the following, as applicable:**

**a. Pedestrian accommodations being added/enhanced;**

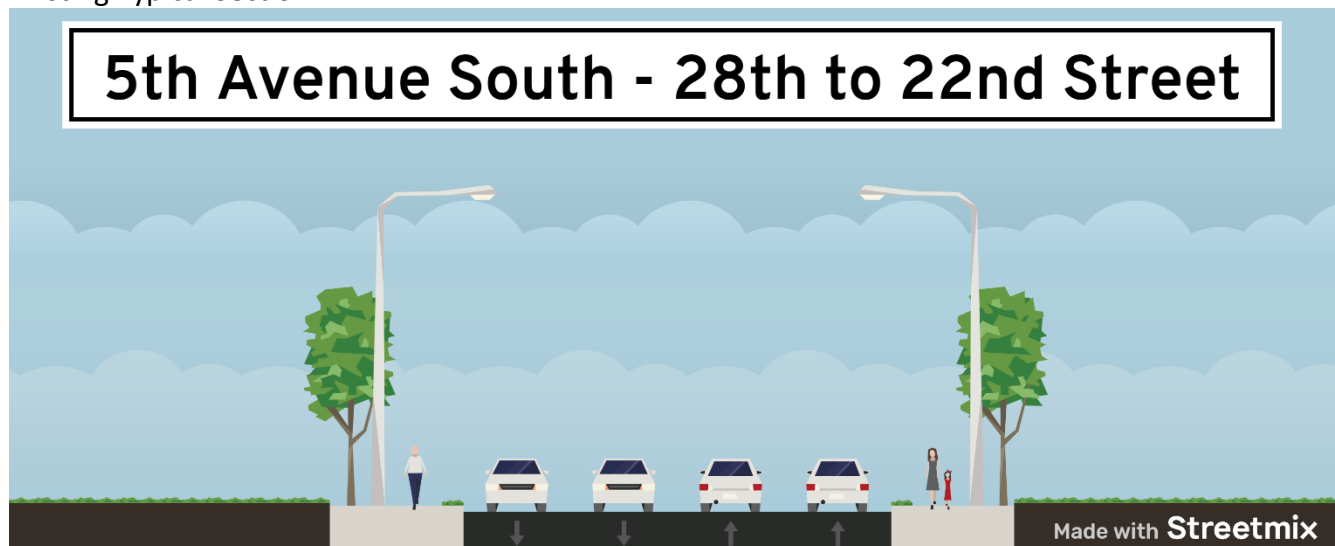
While the project does not call for significant improvements to the existing sidewalks due to right-of-way constraints, it's anticipated that new ADA-compliant sidewalk ramps would be included, and at a minimum, lead to an enhanced pedestrian crossing at 25<sup>th</sup> Street, an identified Neighborhood Greenway within the City's Complete Streets Implementation Plan. This enhanced pedestrian crossing will include a RRFB device as well as a concrete curb extension to minimize exposure for pedestrians and bicyclists crossing at this location. Further, the City expects to work with PSTA on the design of the curb extension and crossing such that it serves transit users accessing the existing stop at 25<sup>th</sup> Street, with the potential to relocate the stop at 26<sup>th</sup> towards the enhanced crossing.

Other project elements serve to create indirect pedestrian benefits. The conversion of the motor vehicles lanes should help to moderate speeds along 5<sup>th</sup> Avenue South. Further, it also means the cross-section following construction will have a bike lane and parking aisle nearest the curb. This serves to make the sidewalks more comfortable by increasing the buffer between the existing sidewalks and the motor vehicle traffic.

**b. Bicycle facilities being added/enhanced;**

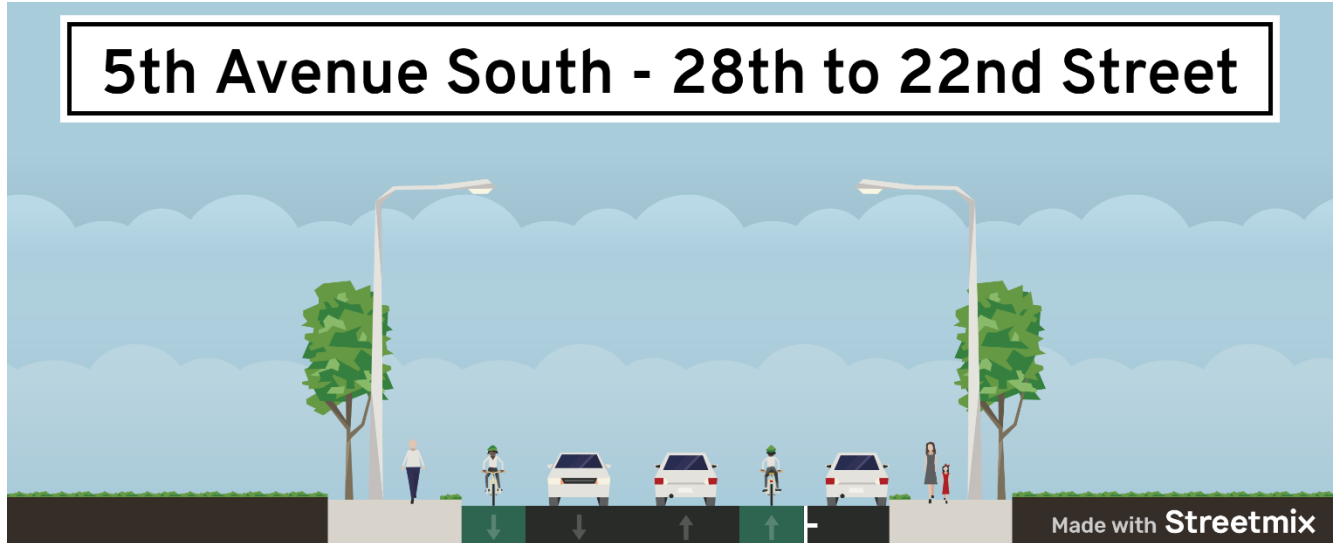
There are currently no bicycle facilities along 5<sup>th</sup> Avenue South. However, this project proposes a reconfiguration of the existing lanes to include 6' marked bicycle lanes on both sides of the road between 28<sup>th</sup> Street and 22<sup>nd</sup> Street. The existing typical section and a proposed typical section illustrating the added bike lanes are shown below.

Existing Typical Section



## 5<sup>th</sup> Avenue South Complete Streets

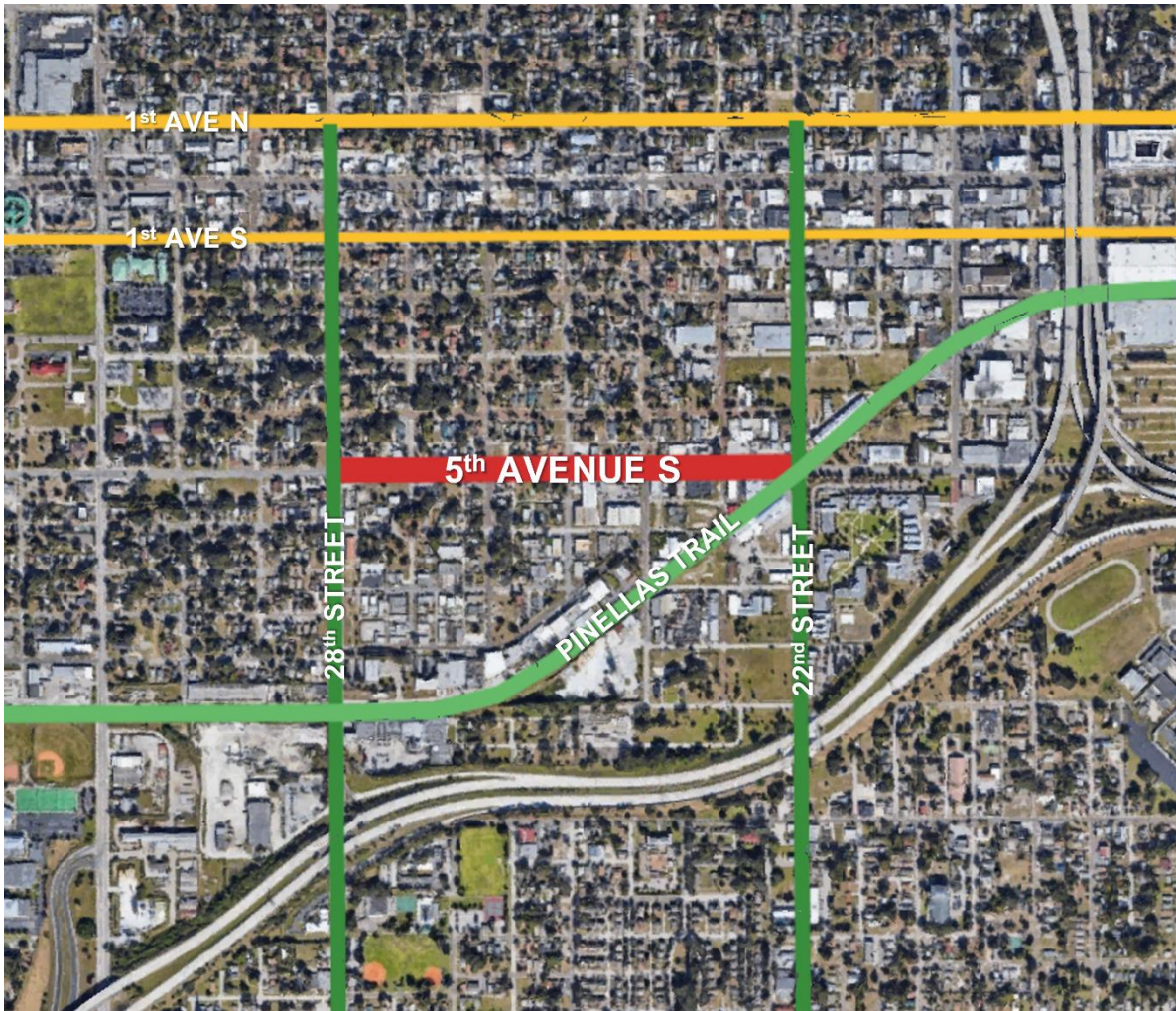
Proposed Typical Section



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

The project will connect to projects on 28<sup>th</sup> Street and 22<sup>nd</sup> Street that will add bicycle infrastructure. It's anticipated, based on relatively recent applications for TA and Complete Streets funding, these complementary projects will be constructed at the same time or near this 5<sup>th</sup> Avenue South project. As a result, the area will have a small network of on-street bicycle lanes that increases multimodal access within the Warehouse Arts District and south St. Petersburg. Further, the bike lanes on 5<sup>th</sup> Avenue South will serve as a parallel route to the Pinellas Trail that, except for the section between 24<sup>th</sup> Street and 20<sup>th</sup> Street, is only open during daylight hours. A map illustrating the project application, connecting bike lanes on 22<sup>nd</sup> Street and 28<sup>th</sup> Street, Pinellas Trail, and the SunRunner Bus Rapid Transit line which also includes bicycle accommodation is included below.

## 5<sup>th</sup> Avenue South Complete Streets



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

PSTA Route 79 is currently the only route that runs along 5<sup>th</sup> Avenue South and operates with a peak headway of 32-minutes. Route 7 crosses the project corridor along 28<sup>th</sup> Street South and operates with 60-minute headways.

However, the project will help to increase the bicycle infrastructure within a quarter mile of the premium SunRunner Bus Rapid Transit line which will have frequent transit service with 15-minute headways during the night and 30-minute headways for late-night service when operations begin in 2022.



## 5<sup>th</sup> Avenue South Complete Streets



<https://www.psta.net/media/5391/psta-map-spring-june-2021.pdf>

**e. How the project will provide accommodations for transit riders along the corridor;**

The City will work with PSTA to consider stop coordination/consolidation along this section of 5<sup>th</sup> Avenue South, particularly for the eastbound stop that's currently at 26<sup>th</sup> Street. Ideally the stop would be relocated to 25<sup>th</sup> Street to form a pair where users could use the proposed enhanced crosswalk with a concrete curb extension. Again, the curb extension will be designed and constructed to accommodate any transit stops and therefore will benefit transit users as well as other people choosing to walk and bicycle in this area.

Further, the addition of bicycle facilities will increase the user experience for both existing and future transit customers. It adds infrastructure for transit users who may be accessing transit stops via bicycle, which is especially true given the project location and its proximity to the future 22<sup>nd</sup> Street South Bus Rapid Transit (BRT) station, the proposed changes will provide a bikeable infrastructure to access the BRT service. For transit users walking to along 5<sup>th</sup> Avenue South, it increases user comfort by increasing the effective buffer space between the sidewalk and the motor vehicle traffic.

**f. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.). How will the project improve safety for all users? Forward Pinellas is available to provide assistance in compiling this data to support your application;**

As noted during the development of both the WADA/Deuces Live Joint Action Plan, this section of 5<sup>th</sup> Avenue South is currently overbuilt to prioritize the fast movement of motor vehicles, which has resulted in a documented history of requests to address traffic safety issues, particularly at the intersection of 5<sup>th</sup> Avenue South and 22<sup>nd</sup> Street where the Pinellas Trail also crosses within the intersection. A primary goal this Complete Streets project is to address that misaligned priority and

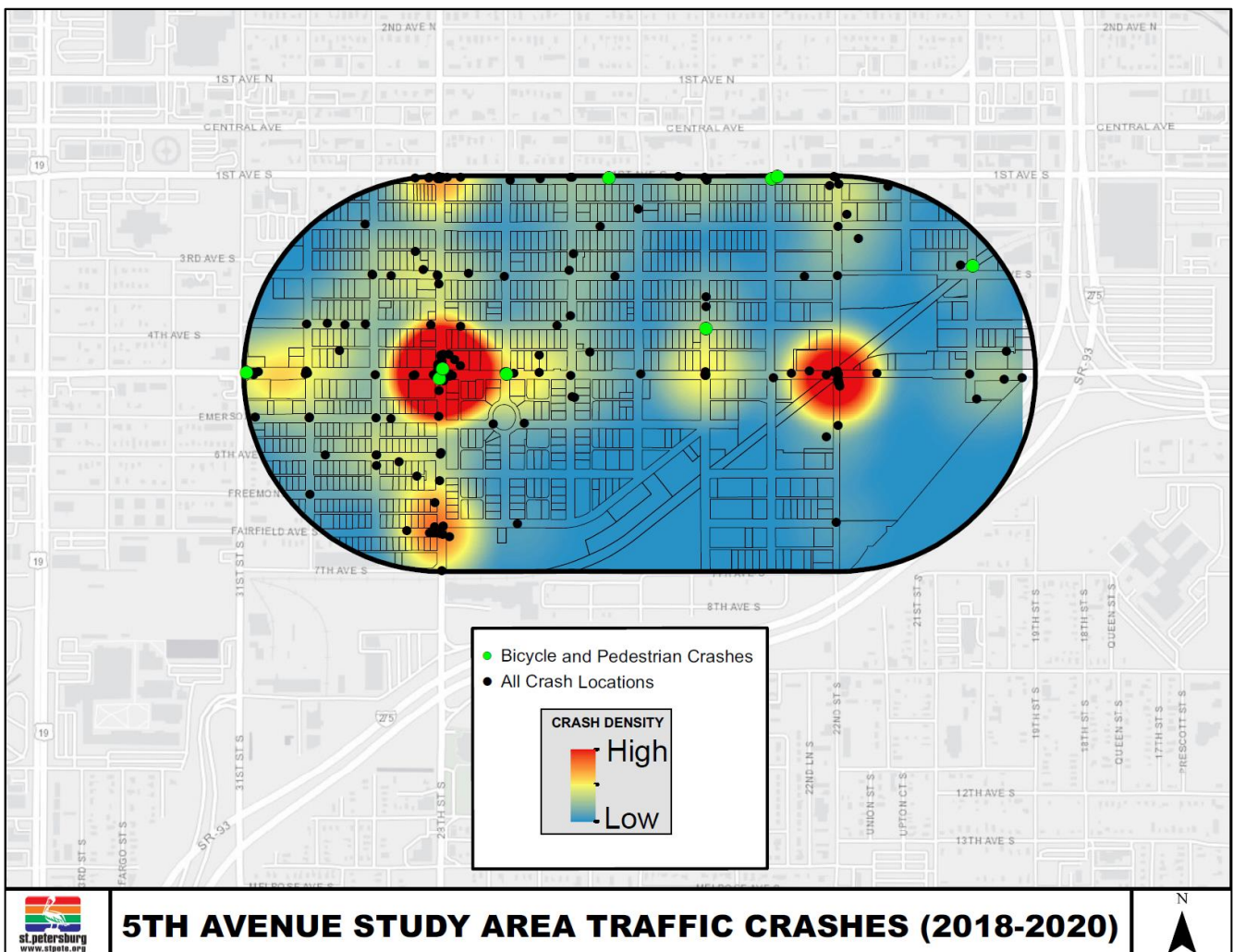
## 5<sup>th</sup> Avenue South Complete Streets

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 infrastructure 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.

As shown in the map below, crashes along 5<sup>th</sup> Avenue South are clustered at the signalized intersections of 28<sup>th</sup> Street and 22<sup>nd</sup> Street though several crashes, including those involving pedestrians and bicyclists have occurred along the entire corridor. This further supports the need for the development of specific bicycle infrastructure and the enhanced crossings included within this project.

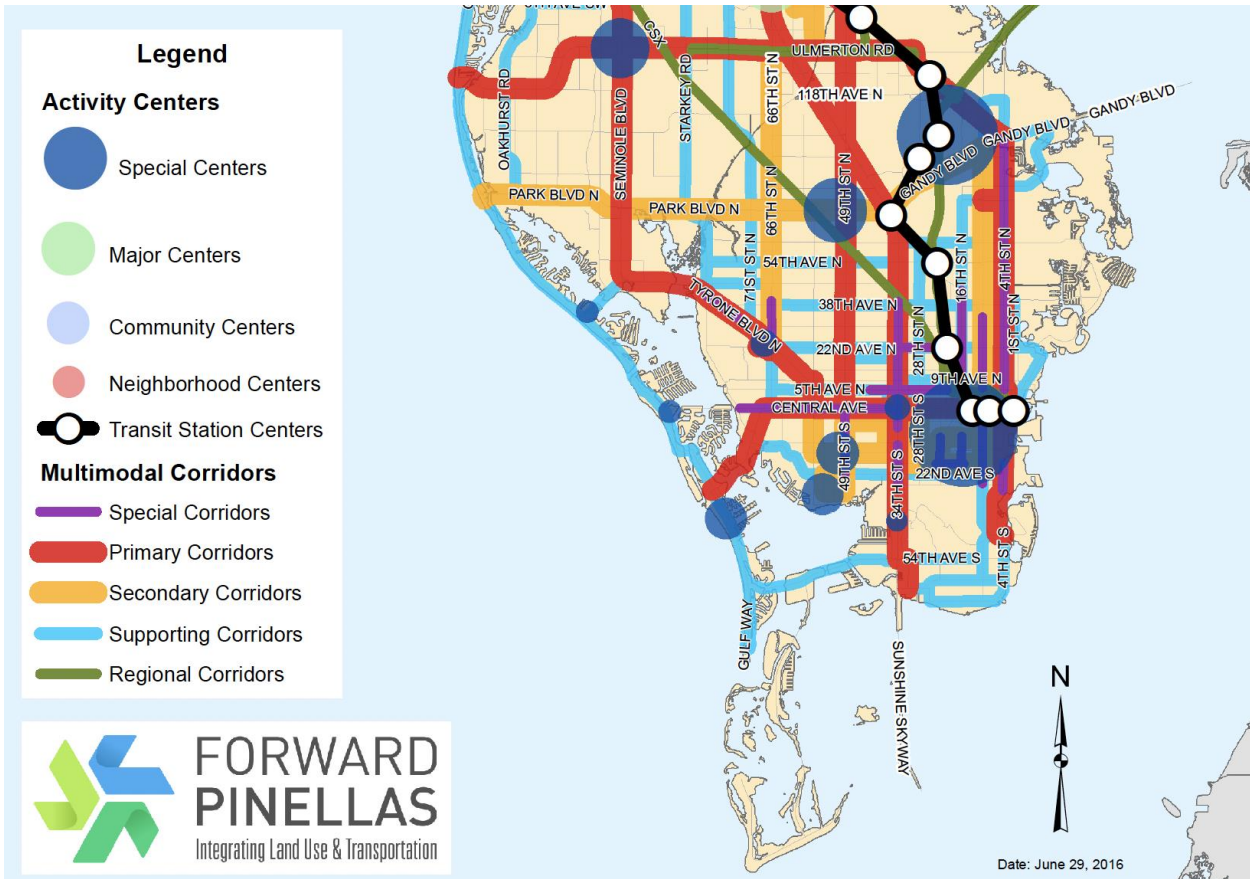
Another identified hot spot is located at the unsignalized intersection(s) of Fairfield Avenue South and 28<sup>th</sup> Street which is planned to be addressed with improvements made through the 28<sup>th</sup> Street projects in the Transportation Alternatives programs.



## 5<sup>th</sup> Avenue South Complete Streets

**g. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the Transit Oriented Land Use Vision Map (see link: <https://bit.ly/3uNH8bm>);**

The entire project is within a Special Center. It is located on an identified Supporting Corridor, 5<sup>th</sup> Avenue South and connects with another identified Supporting Corridor, 28<sup>th</sup> Street.

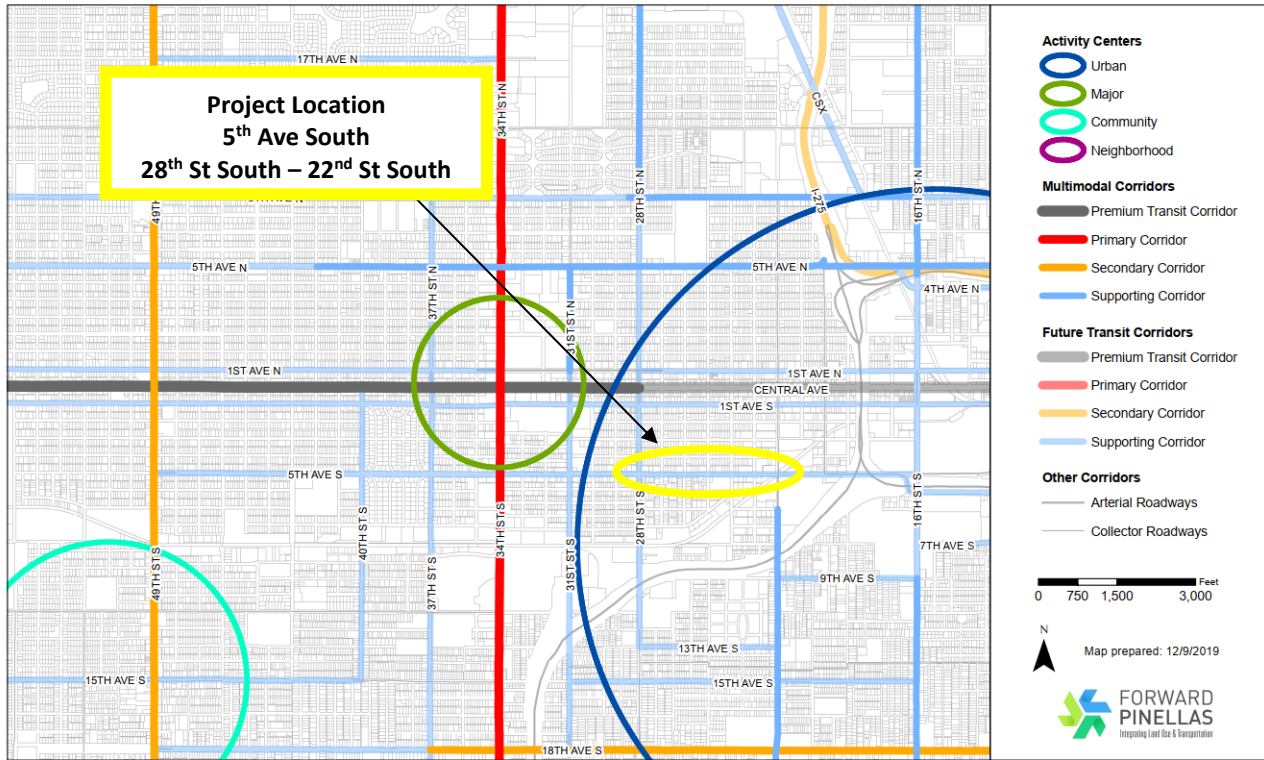


(see link: [http://forwardpinellas.org/wp-content/uploads/2016/06/Vision\\_Map\\_21000\\_scale.pdf](http://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdf))

The below map was provided by Forward Pinellas and is inclusive of the current Land Use Strategy centers and corridors and shows the project area at a scale that better illustrates the proposed project and its access/connections to Activity Center(s) and Multimodal Corridor(s).

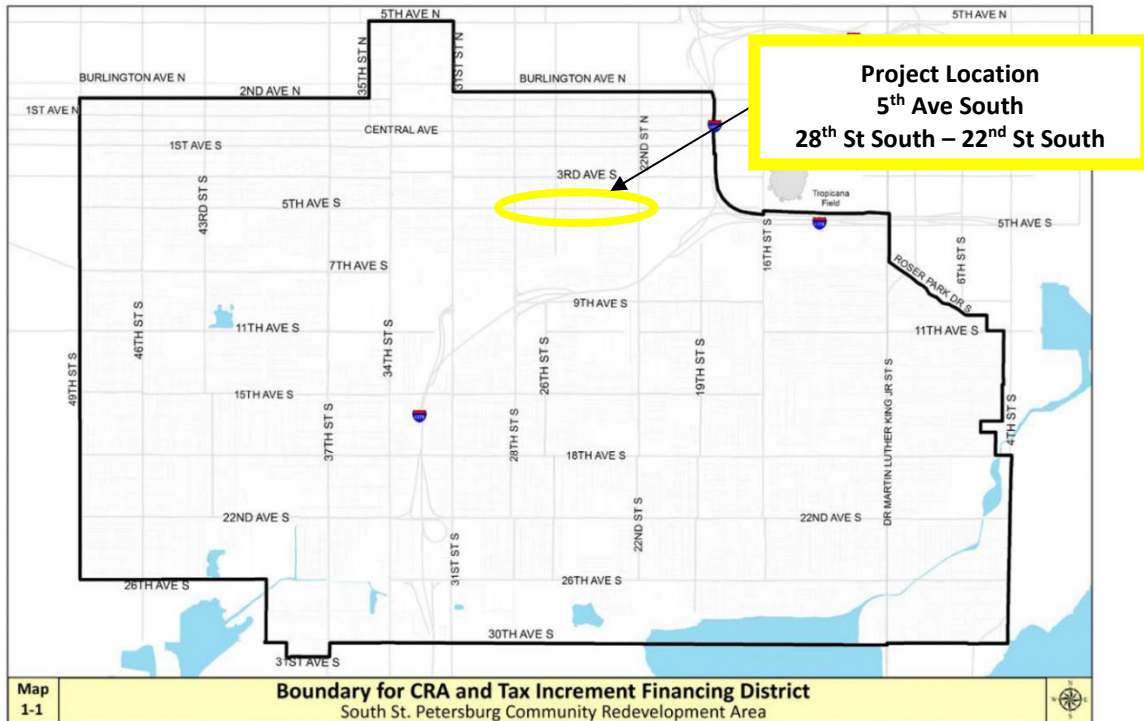


## 5<sup>th</sup> Avenue South Complete Streets



**h. Is the project segment within an adopted CRA?;**

Yes, the project is located entirely within the South St. Petersburg Community Redevelopment Area. See map below.



<https://bit.ly/3DiPEIO>



## 5<sup>th</sup> Avenue South Complete Streets

**i. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?;**

The corridor currently features street lighting. A review and investment for more streetlighting would likely require additional right-of-way and modifications to the sidewalk which are outside the scope of this project.

**j. Access management strategies.**

Much like most of St. Petersburg's grid of streets, 5<sup>th</sup> Avenue South has established small blocks and regular intersections. It's one of the few collector roads in south St. Pete which is continuous access across the City including under I-275 providing significant access, not only to the adjacent businesses and properties along 5<sup>th</sup> Avenue South but also to connect across St. Pete. Providing the bicycle lanes will help to form the network of bicycle routes needed to support multimodal transportation while also help to moderate speeds to improve traffic safety for all roadway users.

**4. Provide detailed project cost information and documentation of the local match being provided by the applicant.**

The total estimated cost of the 5<sup>th</sup> Avenue South project, including roadway and intersection changes, laid out in this application is anticipated to be \$1,328,905. The City's application for this project requests the full amount of funding offered through the Forward Pinellas Complete Streets Program, or \$1,000,000 which would cover the anticipated \$949,218 in construction and \$50,782 in construction engineering and inspection (CEI) services. The remaining balance of the project, \$237,305 in design costs and the remaining balance of CEI services, \$91,600, would be required through local funds which can be programmed to meet and support the project schedule as noted in the response to Question 7 below. A detailed cost estimate is included in the completed "FDOT Consolidated Project Application for "Transportation Block Grant and Transportation Alternative Set-Aside Funding" attached to this application. A summary table of the project costs by phase and the funding source is included below. An excerpt of the FY22 CIP budget is attached to illustrate City's typical annual investments in Complete Streets.

	FP/FDOT Funding	Local Funding
Design		237,305
Construction	949,218	
CEI	50,782	91,600
TOTAL	\$1,000,000	\$328,905

**5. Describe any barriers to connecting low income or elderly communities with activity centers that exist along the project limits, and how the proposed project will address them.**

The project corridor is currently built almost exclusively for motor vehicle modes of travel. The improvements being put forward in this application will provide dedicated bicycle lanes in both

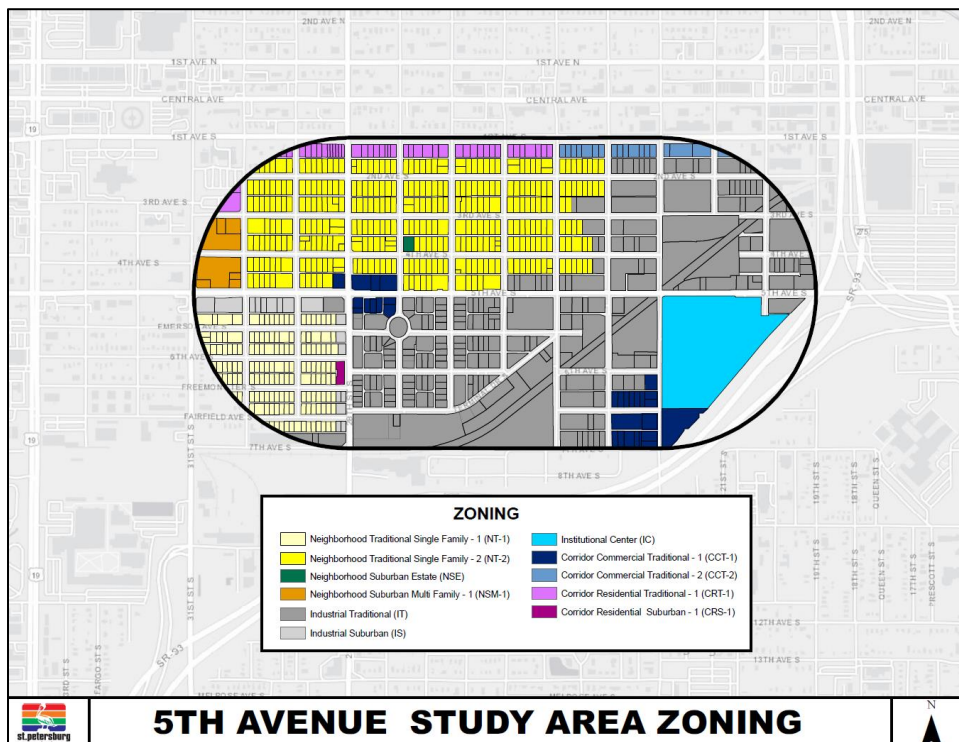
## 5<sup>th</sup> Avenue South Complete Streets

directions, increasing the comfort of the corridor for non-motorized users to utilize. These improvements will help activate the public realm and spur private investment in parcels along the corridor, creating a safer and more inviting space for low income and elderly residents.

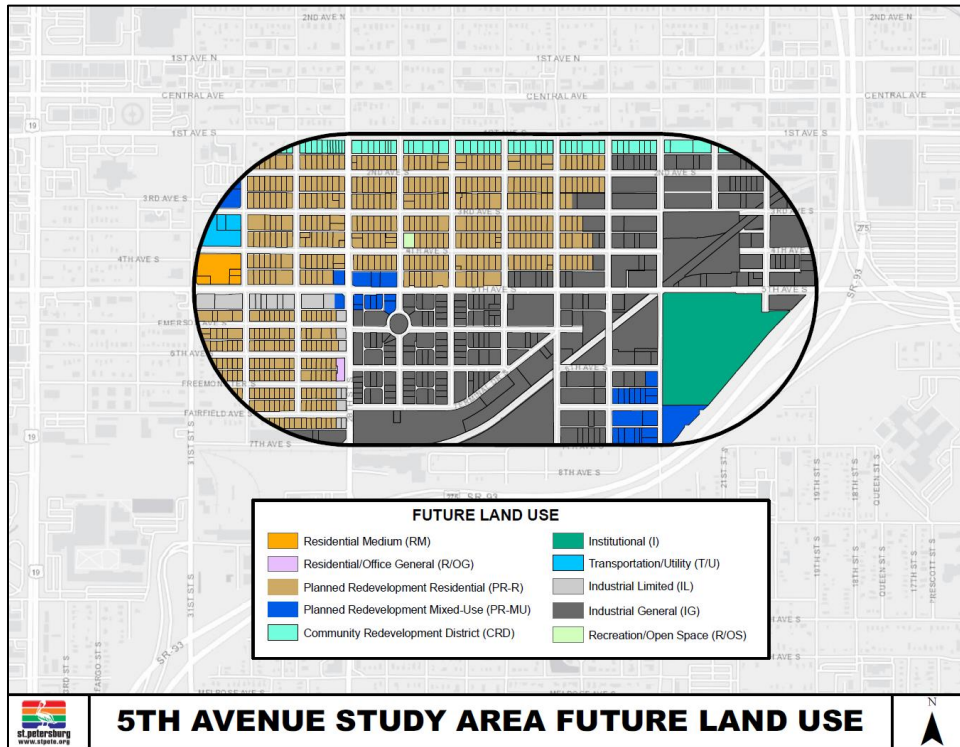
**6. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent 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 (see link below). (<https://bit.ly/2YwRLnt>)**

While a significant portion of the project remains in an area that zoned as industrial which tends to prioritize motor vehicle access, it's worth noting current zoning regulations now allow for a limited amount of supportive uses; commercial and retail. It's primarily for these supportive uses the current project supports, with added vehicle parking and added bicycle and pedestrian access. Further, the City is working to develop amendments to its Comprehensive Plan as a part of the recommendations from the St. Pete 2050 efforts. Those amendments are anticipated to propose greater flexibility in allowing more supportive land uses within the catchment areas of high-frequency transit, including the SunRunner Bus Rapid Transit project and along the Pinellas Trail. Consequently, it's anticipated that even more support for mixed use development will be included in the vicinity of the 5<sup>th</sup> Avenue South Complete Streets project when those amendments are adopted in 2022 and as the proposed changes are considered in the Countywide Plan.

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

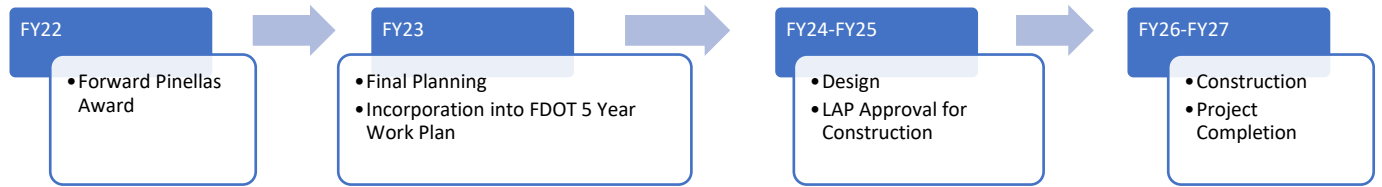


## 5<sup>th</sup> Avenue South Complete Streets



### 7. Provide a project schedule to highlight the anticipated timeline to complete the project.

Design is anticipated to take between 12 – 18 months and will be coordinated to precede the availability of construction funds. Construction and project completion would likely come 12 – 18 months after funding award and LAP approval. A summary timeline is provided below.



### 8. What percentage of parcels along the corridor are vacant?

Within an area that's one-quarter mile from the project corridor, a total of 19.3% of the land area, or 37.47 acres is vacant and developable.

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

The destinations connected through this project area are key economic drivers for the City. Reconfiguring 5<sup>th</sup> Avenue South to better serve people walking, bicycling, and using transit while also providing on-street parking was a key recommendation of the WADA/Deuces Live Joint Action Plan as it specifically aimed to address identified gaps in infrastructure needed to support the rapid redevelopment in the Warehouse Arts District. Making 5<sup>th</sup> Avenue South a Complete Street with moderated speeds, increased access via the bike and parking, and added frequent crossings are essential elements needed and included in this project application.

## 5<sup>th</sup> Avenue South Complete Streets

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

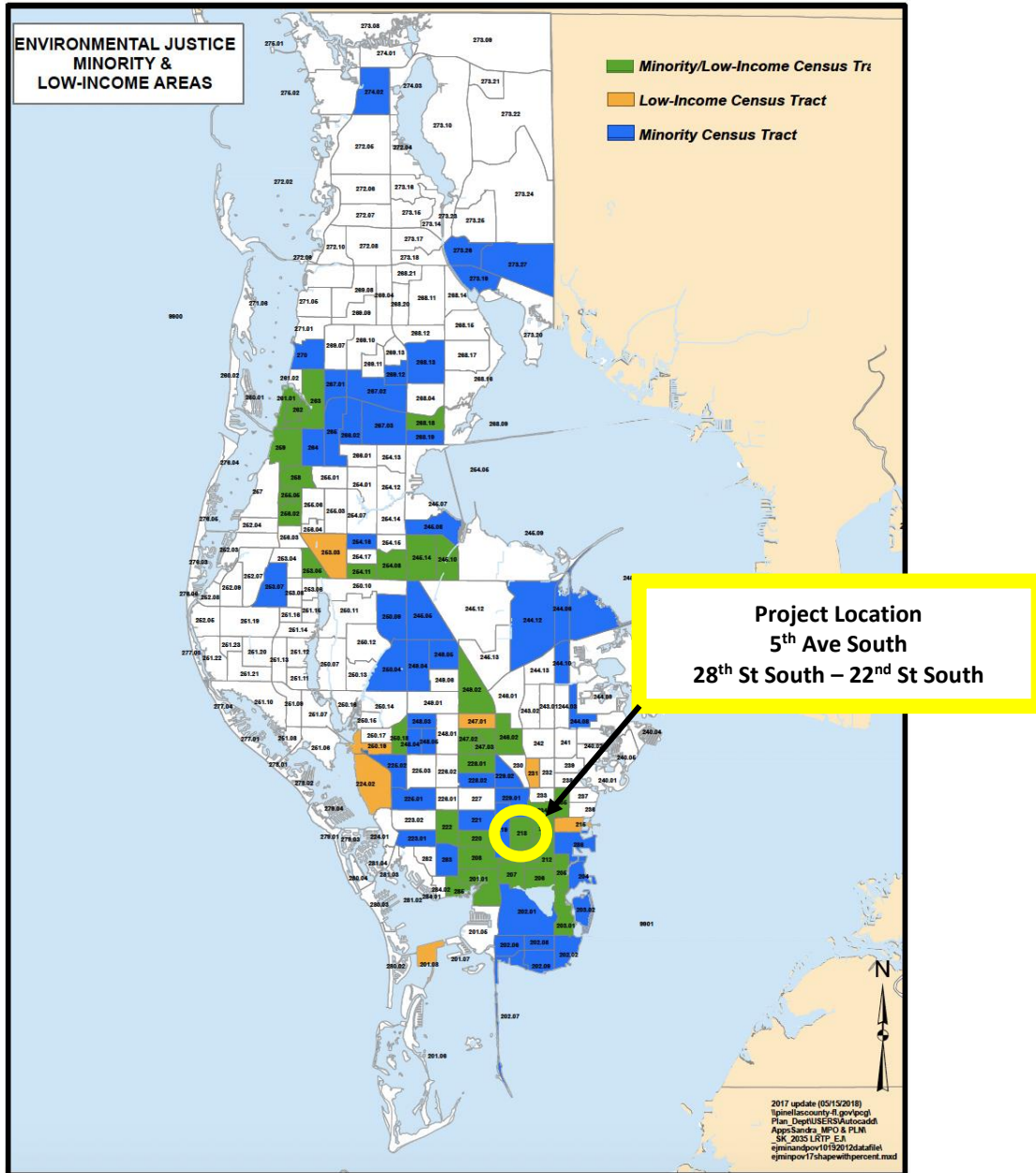
Property Use	Acres	Percentage
Single Family Home	54.81	28.35%
General Warehouse	28.69	14.84%
Federal Gov't - Non-residential (commercial) only	16.27	8.42%
Light Manufacturing	15.99	8.27%
Vacant Industrial Land	13.66	7.06%
Vacant Residential - lot & acreage less than 5 acres	8.58	4.44%
Single Family - more than one house per parcel	5.75	2.97%
Church, Church School, Church Owned Building (Parsonage code 0110), Salvation Army, Missions	5.32	2.75%
Vacant Commercial Land	4.99	2.58%
Cement Plant, Asphalt Plant, Rock, Gravel & Clay Plant	4.74	2.45%
Vacant Park Land	4.63	2.39%
Vacant Industrial Land w/XFSB	3.68	1.91%
Duplex-Triplex-Fourplex	3.23	1.67%
General Office	3.09	1.60%
Open Storage	2.69	1.39%
Literary, Scientific & Cultural Facilities	2.12	1.10%
City Gov't - Non-residential (commercial) only	1.68	0.87%
Electric Power Company (Florida Power, Tampa Elec.) Easement, Office & Sub-Station	1.60	0.83%
Auto/Marine Repair	1.45	0.75%
Vacant Commercial Land w/XFSB	1.38	0.71%
Industrial Not Classified Elsewhere	1.12	0.58%
Distribution Warehouse	1.07	0.55%
Private Schools & Colleges, Day Care Centers	1.01	0.52%
Single Building Store	0.86	0.44%
Non-Profit Charitable Services	0.78	0.41%
Medical Office Building - single & multi-story	0.66	0.34%
Apartments (5-9 units)	0.59	0.31%
Convenience Store	0.59	0.31%
Strip Store - (2 or more stores)	0.48	0.25%
Vacant Residential Land w/XFSB	0.46	0.24%
Restaurant, Cafeteria	0.44	0.22%
Telephone Company Property - office & building	0.42	0.22%
Apartments (10 - 49 units)	0.13	0.07%
Club, Lodge, Union Hall, Civic Club, Health Spa	0.11	0.06%
Vacant Institutional Land	0.09	0.05%
Store w/Office or Apartment	0.08	0.04%
Food Processing Plant	0.05	0.03%
Improved Agricultural	0.05	0.02%
Railroad Property - Assessed by County Appraiser	0.02	0.01%
<b>Total</b>	<b>193.37</b>	<b>100.00%</b>



## 5<sup>th</sup> Avenue South Complete Streets

**11. Is the project located in an area designated by Forward Pinellas as an Environmental Justice area? For minority, low income or both?**

The entire study area is comprised of both minority and poverty Environmental Justice areas, as noted in the below extracted image from page 4-52 of the 2045 Pinellas L RTP.



<https://bit.ly/3iyHfmp>

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

The transportation disadvantaged will benefit from the connected and comfortable bicycle infrastructure which will make utilizing a bicycle as a means of transportation more appealing and

## 5<sup>th</sup> Avenue South Complete Streets

safer for riders of all ages and abilities. The improved pedestrian crossing proposed at 25<sup>th</sup> Street South will provide a better crossing and potential relocation of the transit stop for eastbound users to better utilize the crosswalk.

**13. Provide a completed FDOT Consolidated Project Application for “Transportation Block Grant and Transportation Alternative Set-Aside Funding”.**

See attached application.

## 5<sup>th</sup> Avenue South Complete Streets

### 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)
- FY22 Approved Capital Improvements Program excerpt demonstrating local funding support
- Memorandum and letters of community support
  - Complete Streets and Mayor’s Bicycle Pedestrian Advisory Committee memo
  - Warehouse Arts District Association letter
  - St. Petersburg Distillery letter
- FDOT Consolidated Project Application for “Transportation Block Grant and Transportation Alternative Set-Aside Funding” with attachments
  - Detailed Engineer’s Cost Estimate
  - Project Location Map
  - Right-of-Way documentation
  - Typical Sections
  - Concept Drawings
  - Memorandum and letters of community support
    - Complete Streets and Mayor’s Bicycle Pedestrian Advisory Committee memo
    - Warehouse Arts District Association letter
    - St. Petersburg Distillery letter

Note: Supporting right-of-way documentation and LAP Certification information included within completed FDOT Consolidated Project Application for “Transportation Block Grant and Transportation Alternative Set-Aside Funding”.

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

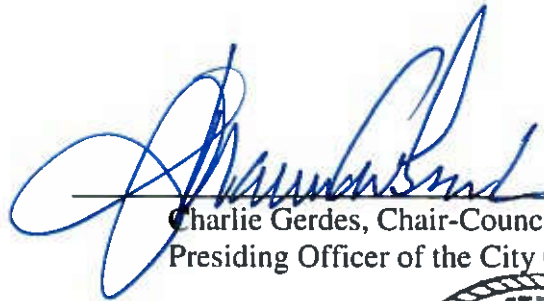
WHEREAS, the final draft Plan may require non-substantive edits necessary prior to the publication of the final Plan.

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 2<sup>nd</sup> 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.

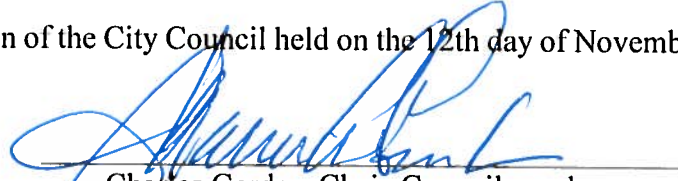
BE IT FURTHER RESOLVED, that it is this City Council's intent that all appropriate sources of funding, including City, County, State and Federal sources, are drawn upon to implement the Complete Streets Program.

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

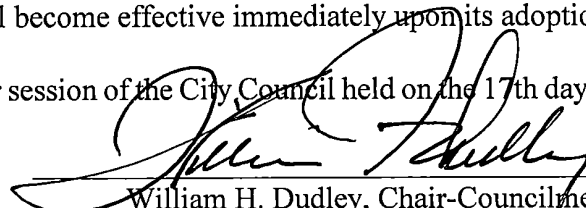
WHEREAS, the purpose of this resolution is to provide the Administration with blanket authority to apply for grants to enable the City to meet deadlines for submission of grant applications; and


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



## FY22 Capital Improvement Program (CIP)

### HOUSING CAPITAL IMPROVEMENT

Affordable/Workforce Housing	\$600,000
Legal Collection Expense	<u>25,000</u>
<i>Total Housing</i>	<i>\$625,000</i>

### GENERAL CAPITAL IMPROVEMENT

Outdoor Court Facility Improvements	\$285,000
Dwight Jones Storage Area	50,000
MOB Repairs and Improvements	1,215,000
Sanitation New Facility	11,082,500
Childs Park Gym HVAC Replacement	275,000
Union Central District Gateway Features	100,000
Sidewalk Reconstruction	400,000
Grand Central District Lighting Upgrade	158,000
Complete Streets Enhancements	450,000
Rectangular Rapid Flashing Beacon Improv.	150,000
CAD/RMS Mobile System	<u>1,000,000</u>
<i>Total General Capital</i>	<i>\$15,165,500</i>

### PUBLIC SAFETY CAPITAL IMPROVEMENT

Fire Engine 4 Replacement (F444)	\$369,000
Fire Engine 8 Replacement (F447)	357,000
Fire Engine 12 Replacement (F432)	366,000
Police Take Home Vehicles	<u>504,000</u>
<i>Total Public Safety</i>	<i>\$1,596,000</i>

### CITYWIDE INFRASTRUCTURE CAPITAL IMPROVEMENT

Neighborhood Enhancement	\$50,000
Alley and Road Reconstruction - Brick	200,000
Alley Reconstruction - Unpaved	200,000
Curb/Ramp Reconstruction	100,000
Sidewalk Reconstruction	400,000
Street and Road Improvements	4,250,000
Bicycle Pedestrian Facilities	100,000
Bike Share	100,000
<b>Complete Streets</b>	<b><u>450,000</u></b>
Neighborhood Trans. Management Program	100,000
Sidewalks Expansion	250,000
Sidewalks-Neighborhood and ADA Ramps	250,000
Transit Shelter Expansion	200,000
Bridge Venetian Blvd. W of Shore Acres	850,000
Bridge Overlook Drive NE over Smacks Bayou	350,000
Bridge 38th Ave S over Minnow Canal	2,250,000
Bridge Life Extension Program	750,000
Sanitary Sewer Annual Pipe Repair/Replace	5,000,000
Sanitary Sewer Priority Area CIPP	4,000,000
Minor Storm Drainage	500,000
Affordable Housing Land Acquisitions	1,250,000
Seawall Renovations and Replacement	875,000
Transfer Repayment Debt Service	<u>737,656</u>
<i>Total Citywide Infrastructure</i>	<i>\$23,212,656</i>



MEMORANDUM

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To: Forward Pinellas Board Members

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

Date: October 26, 2021

Subject: Support for the project applications submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Transportation Alternatives and Complete Streets Programs

---

At their respective meetings in September, the Mayor's Bicycle Pedestrian Committee and Complete Streets Committee voted to indicate support for the City of St. Petersburg's applications for funding within the Transportation Alternatives and Complete Streets Programs that are prioritized by Forward Pinellas and typically administered by the Florida Department of Transportation.

The Committees are excited by the opportunities presented in these candidate projects that were all included in the City's Complete Streets Implementation Plan which was adopted in May 2019. Specifically, these candidate projects and associated grant programs include:

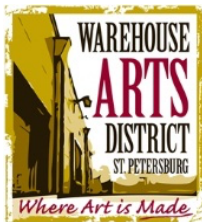
- Transportation Alternatives
  - 28<sup>th</sup> Street South Bike Lanes
  - 6<sup>th</sup> Street Bikeway
- Complete Streets
  - Concept Planning: South Skyway Marina District – South Planning Area Study
  - Construction: 5<sup>th</sup> Avenue South Complete Streets

The 28<sup>th</sup> Street South Bike Lane project follows on to prior successful applications that included a separated bikeway from 5<sup>th</sup> Avenue South to the SunRunner BRT corridor. The current application builds on that by extended the separated bikeway into the neighborhoods immediately south to connect with the 18<sup>th</sup> Avenue South Complete Streets project. While the 6<sup>th</sup> Street Bikeway project provides separated bike infrastructure through the City's downtown core, also connecting with the SunRunner BRT corridor and approaching the 6<sup>th</sup> Avenue South Bikeway that's expected to be constructed in 2022.

The Complete Streets planning study will allow to develop the recommended bicycle and pedestrian infrastructure types needed to connect the Skyway Trail around 31<sup>st</sup> Street South and Pinellas Point Drive in the South Planning area of the Skyway Marina District with popular routes for a broad range of cycling interests and skills. While the Complete Streets construction project along 5<sup>th</sup> Avenue South allows the City, Forward Pinellas, and FDOT to leverage prior investments along the Deuces Corridor with complementary infrastructure to expand further into the Warehouse Arts District. Since the presentations in September, the City has since truncated the 5<sup>th</sup> Avenue South project to cover the section from 28<sup>th</sup> Street to 22<sup>nd</sup> Street, though staff has every reason to believe this would not alter the Committees support for the project.

As noted during the presentations to the Committees 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.





St. Petersburg Warehouse Arts District Association  
PO Box 7452  
St. Petersburg, FL 33734  
warehouseartsdistrict@gmail.com

October 26, 2021

Ms. Angela Ryan,

Forward Pinellas

310 Court Street

Clearwater, FL 33756

Subject: Warehouse Arts District Association support for the City of St. Petersburg's 5<sup>th</sup> Avenue South Complete Streets Construction Project Application

Dear Ms. Ryan,

On behalf of the Warehouse Arts District Association, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets 5<sup>th</sup> Avenue South Construction Project Application. The proposed Construction Project will implement improvements along the 5<sup>th</sup> Avenue South from 28<sup>th</sup> Street to 22<sup>nd</sup> Street within the Warehouse Arts District. The roadway and streetscape improvements will add much needed bicycle and on-street parking infrastructure through the District as provided within the Warehouse Arts District/Deuces Live Joint Action Plan which our organization played a key role in developing.

With support from the Forward Pinellas Board, this Construction Project will be a catalyst for redevelopment within areas of the Warehouse Arts District that are continuing to emerge and allow for more revitalization within South St. Petersburg. Providing a Complete 5<sup>th</sup> Avenue South will increase access to and through the Warehouse Arts District allowing our residents, employees, and visitors more mobility options essential to the growth and vitality of St. Petersburg. We look forward to the support of Forward Pinellas for this much-desired project in the Warehouse Arts District.

Sincerely,

A handwritten signature in black ink that reads 'Mark Aeling'. The signature is written in a cursive, flowing style.

Mark Aeling

Warehouse Arts District Association

Board Chair



October 29, 2021

Ms. Angela Ryan,  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Subject: St Petersburg Distillery Company support for the City of St. Petersburg's  
5<sup>th</sup> Avenue South Complete Streets Construction Project Application

Dear Ms. Ryan,

On behalf of St Petersburg Distillery Company, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets 5<sup>th</sup> Avenue South Construction Project Application. The proposed Construction Project will implement improvements along the 5<sup>th</sup> Avenue South from 28<sup>th</sup> Street to 22<sup>nd</sup> Street within the Warehouse Arts District. Coupled with planned improvements on 28<sup>th</sup> Street, the roadway and streetscape improvements will add much needed bicycle and on-street parking infrastructure through the District and benefit businesses such as St Petersburg Distillery. Our site encompasses 22.5 acres between 28<sup>th</sup> Street and 31<sup>st</sup> Street, from I-275 to the Pinellas Trail. These improvements will greatly improve community connectivity, as many of our employees bike, bus and walk to work.

With support from the Forward Pinellas Board, this Construction Project will be a catalyst for additional investment within areas of the Warehouse Arts District that are continuing to emerge and allow for more revitalization within South St. Petersburg. Providing a Complete 5<sup>th</sup> Avenue South will increase access to and through the Warehouse Arts District allowing our residents, employees, and visitors more mobility options essential to the growth and vitality of St. Petersburg. We look forward to the support of Forward Pinellas for this much-desired project.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew J. Armstrong", written in a cursive style.

Matthew J. Armstrong  
Director of Planning & Development



# FDOT Transportation Alternatives Set-Aside Program

## FUNDING APPLICATION

Submittal Date:

### APPLICANT INFORMATION

<b>Agency/Organization Name:</b>			
<b>Agency Contact Name:</b>		<b>Title:</b>	
<b>Mailing Address:</b>		<b>City:</b>	<b>State: FL    Zip Code:</b>
<b>County:</b>		<b>MPO/TPO (if applicable):</b>	
<b>Telephone:</b> 727-551-3322		<b>Email Address:</b> evan.mory@stpete.org	

### CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

**PROJECT TYPE:**  Infrastructure  Non-infrastructure

*FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.*

### FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- Currently fully LAP Certified / Year of Certification:
- Not LAP Certified but will seek project-specific certification
- Not LAP Certified but project will be administered by the FDOT District
- Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

<b>LAP Sponsor/Implementing Agency Name:</b>			
<b>LAP Sponsor/Implementing Agency Contact Name:</b>		<b>Title:</b>	
<b>Mailing Address:</b>		<b>City:</b>	<b>State: FL    Zip Code:</b>
<b>Telephone:</b> 727-893-7197		<b>Email Address:</b> michael.gebler@stpete.org	

## PROJECT INFORMATION

### PROJECT NAME/TITLE:

### ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1.  Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2.  Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3.  Conversion and use of abandoned railroad corridors for non-motorized use
4.  Construction of turnouts, overlooks, and viewing areas
5.  Inventory, control or removal of outdoor advertising
6.  Historic preservation and rehabilitation of historic transportation facilities
7.  Vegetation management practices in transportation rights of way
8.  Archaeological activities related to impacts from transportation projects
9.  Environmental mitigation activities
10.  Safe Routes to School

**\*NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

### PROJECT LOCATION:

<b>Roadway name:*</b>		
<input type="checkbox"/> <b>On-State System Road</b> (State Roadway)	<input type="checkbox"/> <b>Off-State System Road</b> (Local Roadway)	<b>Roadway number:</b> (i.e. US, SR, CR, etc., if applicable)

**\*NOTE:** For off-road/trail projects please indicate adjacent roadway

### PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

<b>South or West Termini:</b> Street Name/Mile Post/Other	<b>North or East Termini:</b> Street Name/Mile Post/Other
<b>Project Length (in miles):</b>	
<b>Attachment included?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>A location map with aerial view is attached to this application.</b> <input type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

**PROJECT DESCRIPTION:**

**Brief Description (1,000 character limit)** (e.g. *planning, design and construction of a sidewalk along Sample Road*)

*Detailed Scope of Work:*

A detailed scope of work is attached.

Yes (Required)

*Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.*

Conceptual or design plans are attached.

Yes  No

Typical Section drawings are attached.

Yes  No

Other attachment (e.g. studies, documentation to support the project).

Yes  No

If yes, please describe (250 character limit):

**PUBLIC INVOLVEMENT(500 character limit for each question below):**

**Has the applicant received input from stakeholders?** Briefly explain:

Yes  No

**Have public information or community meetings been held?**

Yes  No

If yes, please provide a brief description and attach supporting documentation:

**Describe public and private support for the project** (e.g. *petitions, endorsements, resolutions, letters of support*):



**Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?**

Yes  No

If Yes, specify and provide documentation:

**Is environmental permitting required?**

Yes  No

If Yes, specify and provide documentation:

**Provide any additional project specific information that should be considered:**

## PROJECT IMPLEMENTATION

**Please indicate the project phases included in this funding request:**

- Planning activities
- Project Development and Environment Study (PD&E)
- Preliminary Engineering/Final Design
- Right-of-Way (ROW)
- Construction
- Construction Engineering and Inspection activities (CEI)

**Please indicate who will execute the project phases identified for this project:\***

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

**\*NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

Yes  No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete?  Yes  No

If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

## PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed?  Yes  No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required?  Yes  No

If Yes, please describe (500 character limit):

## PROJECT COST ESTIMATE AND FUNDING REQUEST

**ESTIMATED PROJECT COST:**

A detailed project cost estimate is attached.

Yes (Required)

*Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.*

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>PERCENT OF TOTAL PROJECT COST</b>			<b>100%</b>

*\*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.*



# ENGINEER'S ESTIMATE

**PROJECT DESCRIPTION:** 5th Ave South , TA Application  
from 28th Street S to 22nd Street S

<b>PAY ITEM SPEC YEAR:</b>	Jun-21
<b>SUBMITTAL TYPE:</b>	100% Estimate
<b>COUNTY:</b>	Pinellas
<b>DATE:</b>	October 15, 2021
<b>ENGINEERING CONSULTANT FIRM:</b>	City of Saint Petersburg
<b>CONTACT NAME:</b>	Ziba Mohammadi
<b>PHONE NUMBER:</b>	727-892-5302
<b>FILE VERSION:</b>	Phase III Estimate
<b>PAGE NUMBER:</b>	1 of 5

## COMPONENT GROUPS

100 - STRUCTURES		\$45,000.00
200 - ROADWAY		\$361,677.00
300 - SIGNING & PAVEMENT MARKINGS		\$186,697.00
400 - LIGHTING	<i>NOT USED</i>	
500 - SIGNALIZATION	<i>NOT USED</i>	
550 - ITS	<i>NOT USED</i>	
600 - LANDSCAPE / PERIPHERALS	<i>NOT USED</i>	
700 - UTILITIES		\$1,150.00
800 - ARCHITECTURAL	<i>NOT USED</i>	
900 - MASS TRANSIT	<i>NOT USED</i>	
1000 - INVALID & OTHER ITEMS	<i>NOT USED</i>	
<b>COMPONENT SUB-TOTAL</b>		<b>\$594,524.00</b>
(102-1) MOT (Maintenance of Traffic)	10%	\$59,452.40
<b>SUB-TOTAL</b>		<b>\$653,976.40</b>
(101-1) MOB (Mobilization)	10%	\$65,397.64
<b>SUB-TOTAL</b>		<b>\$719,374.04</b>
PU (Project Unknowns)	25%	\$179,843.51
<b>SUB-TOTAL</b>		<b>\$899,217.55</b>
(999-25) Initial Contingency (Do Not Bid)		\$50,000.00
<b>PROJECT GRAND TOTAL</b>		<b>\$949,217.55</b>

## NOTES:

25% construction cost will be for design fee

15% construction cost will be for post design fee

Total project cost will be the project grand total (above) times 1.4

\$1,328,904.57







**ENGINEER'S ESTIMATE**  
**CITY OF ST. PETERBURG ENGINEERING & CAPITAL IMPROVEMENTS DEP.**

FILE VERSION: EE\_03-15\_Rev23  
 PAGE NUMBER: 4 of 5

**300-SIGNING AND PAVEMENT MARKINGS**

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	12/10/2019	TOTAL COST
				City of Saint Petersburg	
				Ziba Mohammad	
				727-892-5302	
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	10	\$450.00	\$4,500.00
0700 1 60	SINGLE POST SIGN, REMOVE	AS	5	\$150.00	\$750.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	160	\$6.00	\$960.00
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.98	\$5,900.00	\$5,782.00
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	2.35	\$6,050.00	\$14,217.50
	SIGNS	EA	10	\$500.00	\$5,000.00
	THERMOPLASTIC, STANDARD-OTHER SURFACES, GREEN, SOLID, 24"	LF	2613.75	\$50.00	\$130,687.50
0711 11 170	Thermoplastic, Standard, White, Arrow/Symbole- 6 blocks- 3 on each block- (2arrows)	EA	36	\$100.00	\$3,600.00
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE/ BIKE SYMBOL-6 blocks- 3 on each block- (2 E	EA	36	\$450.00	\$16,200.00
M-13	Allowance for Contract	LS	1	\$5,000.00	\$5,000.00
			1660		
<b>300-Signing &amp; Pavement Markings</b>			<b>COMPONENT TOTAL</b>		<b>\$186,697.00</b>



# 5<sup>th</sup> Avenue South Complete Streets: Attachments

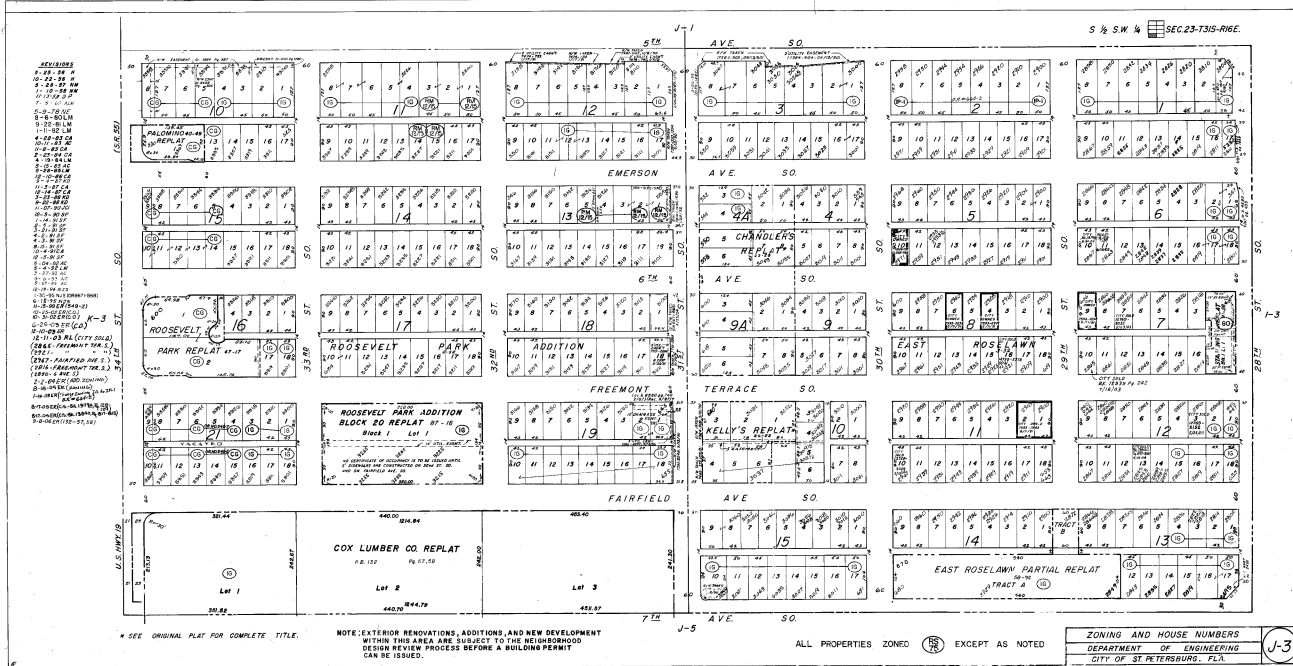
Florida Department of Transportation  
2022 Transportation Alternative Set-Aside Program  
Funding Consideration for Fiscal Year 2027/2028

## Attachment 1: General Project Location

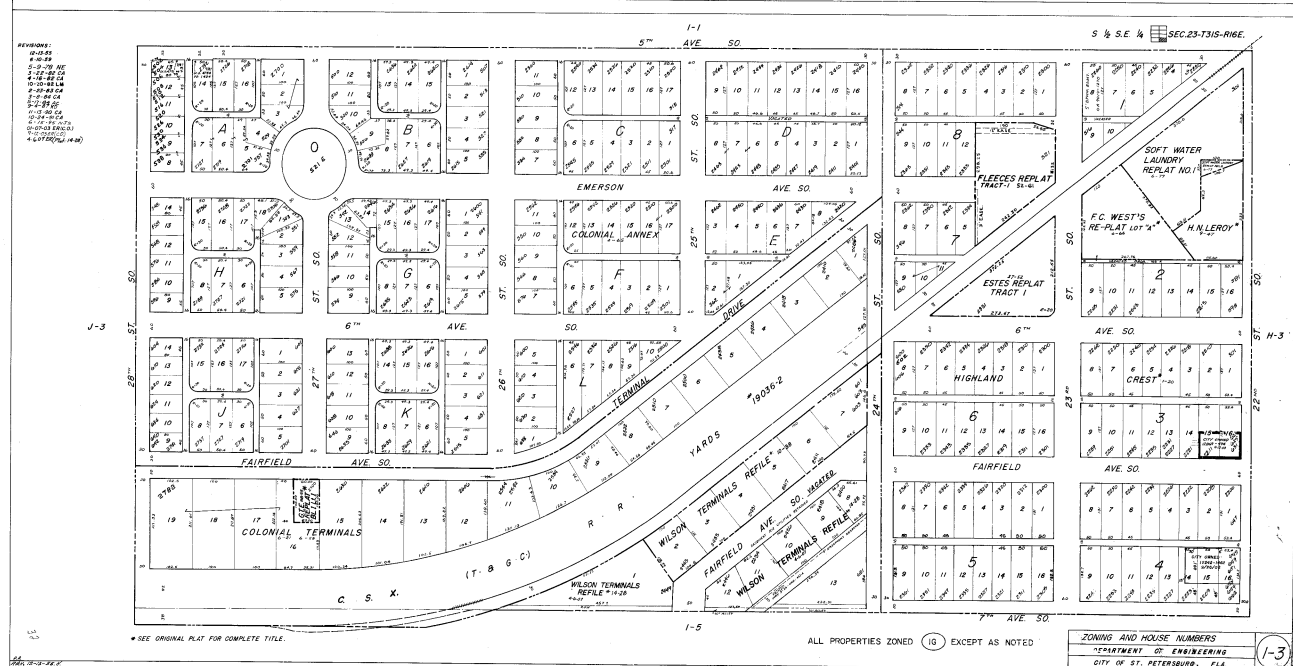


# 5<sup>th</sup> Avenue South Complete Streets: Attachments

## Attachment 2A: Right-of-Way Documentation



## Attachment 2B: Right-of-Way Documentation



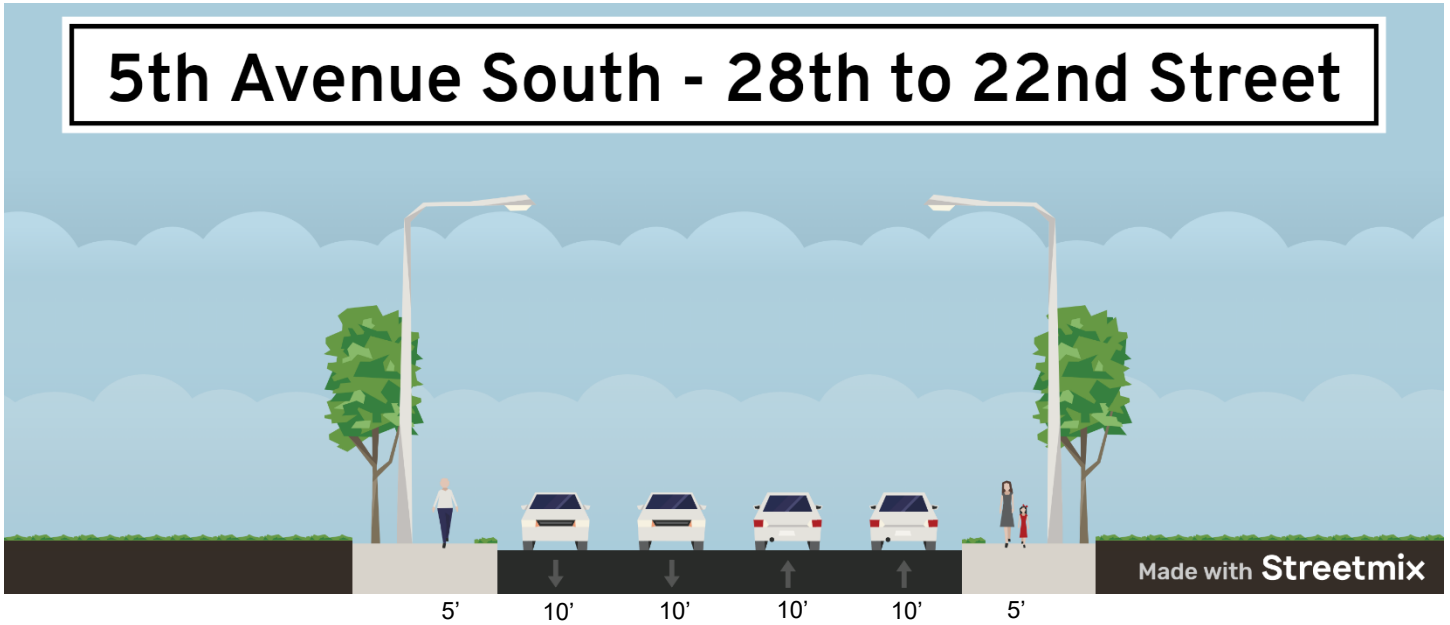




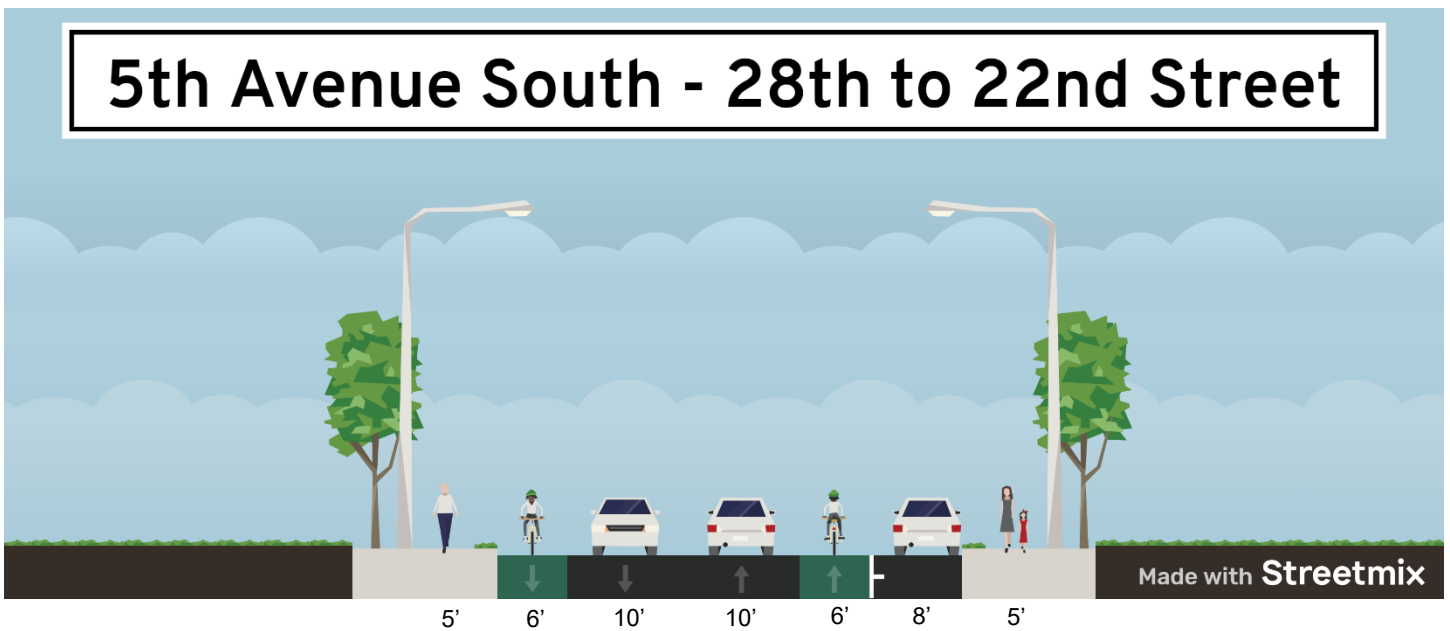
# 5<sup>th</sup> Avenue South Complete Streets: Attachments

## Attachment 3: Typical Sections

Existing Typical Section: 4 Lane Section (28<sup>th</sup> Street South – 22<sup>nd</sup> Street South)



Proposed Typical Section: 2 Lane with Bike Lanes and On-street Parking Section (28<sup>th</sup> Street South – 22<sup>nd</sup> Street South)



# 5<sup>th</sup> Avenue South Complete Streets: Attachments

## Attachment 4: Concept Drawings

Note: Plan concept drawings including sidewalk improvements for which sidewalk easements would be required. Those are not a part of this project application.





MEMORANDUM

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To: Forward Pinellas Board Members

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

Date: October 26, 2021

Subject: Support for the project applications submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Transportation Alternatives and Complete Streets Programs

---

At their respective meetings in September, the Mayor's Bicycle Pedestrian Committee and Complete Streets Committee voted to indicate support for the City of St. Petersburg's applications for funding within the Transportation Alternatives and Complete Streets Programs that are prioritized by Forward Pinellas and typically administered by the Florida Department of Transportation.

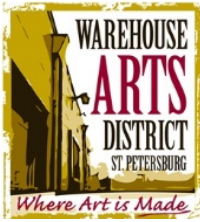
The Committees are excited by the opportunities presented in these candidate projects that were all included in the City's Complete Streets Implementation Plan which was adopted in May 2019. Specifically, these candidate projects and associated grant programs include:

- Transportation Alternatives
  - 28<sup>th</sup> Street South Bike Lanes
  - 6<sup>th</sup> Street Bikeway
- Complete Streets
  - Concept Planning: South Skyway Marina District – South Planning Area Study
  - Construction: 5<sup>th</sup> Avenue South Complete Streets

The 28<sup>th</sup> Street South Bike Lane project follows on to prior successful applications that included a separated bikeway from 5<sup>th</sup> Avenue South to the SunRunner BRT corridor. The current application builds on that by extended the separated bikeway into the neighborhoods immediately south to connect with the 18<sup>th</sup> Avenue South Complete Streets project. While the 6<sup>th</sup> Street Bikeway project provides separated bike infrastructure through the City's downtown core, also connecting with the SunRunner BRT corridor and approaching the 6<sup>th</sup> Avenue South Bikeway that's expected to be constructed in 2022.

The Complete Streets planning study will allow to develop the recommended bicycle and pedestrian infrastructure types needed to connect the Skyway Trail around 31<sup>st</sup> Street South and Pinellas Point Drive in the South Planning area of the Skyway Marina District with popular routes for a broad range of cycling interests and skills. While the Complete Streets construction project along 5<sup>th</sup> Avenue South allows the City, Forward Pinellas, and FDOT to leverage prior investments along the Deuces Corridor with complementary infrastructure to expand further into the Warehouse Arts District. Since the presentations in September, the City has since truncated the 5<sup>th</sup> Avenue South project to cover the section from 28<sup>th</sup> Street to 22<sup>nd</sup> Street, though staff has every reason to believe this would not alter the Committees support for the project.

As noted during the presentations to the Committees 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.



St. Petersburg Warehouse Arts District Association  
PO Box 7452  
St. Petersburg, FL 33734  
warehouseartsdistrict@gmail.com

October 26, 2021

Ms. Angela Ryan,

Forward Pinellas

310 Court Street

Clearwater, FL 33756

Subject: Warehouse Arts District Association support for the City of St. Petersburg's 5<sup>th</sup> Avenue South Complete Streets Construction Project Application

Dear Ms. Ryan,

On behalf of the Warehouse Arts District Association, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets 5<sup>th</sup> Avenue South Construction Project Application. The proposed Construction Project will implement improvements along the 5<sup>th</sup> Avenue South from 28<sup>th</sup> Street to 22<sup>nd</sup> Street within the Warehouse Arts District. The roadway and streetscape improvements will add much needed bicycle and on-street parking infrastructure through the District as provided within the Warehouse Arts District/Deuces Live Joint Action Plan which our organization played a key role in developing.

With support from the Forward Pinellas Board, this Construction Project will be a catalyst for redevelopment within areas of the Warehouse Arts District that are continuing to emerge and allow for more revitalization within South St. Petersburg. Providing a Complete 5<sup>th</sup> Avenue South will increase access to and through the Warehouse Arts District allowing our residents, employees, and visitors more mobility options essential to the growth and vitality of St. Petersburg. We look forward to the support of Forward Pinellas for this much-desired project in the Warehouse Arts District.

Sincerely,

Mark Aeling

Warehouse Arts District Association

Board Chair



October 29, 2021

Ms. Angela Ryan,  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Subject: St Petersburg Distillery Company support for the City of St. Petersburg's  
5<sup>th</sup> Avenue South Complete Streets Construction Project Application

Dear Ms. Ryan,

On behalf of St Petersburg Distillery Company, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets 5<sup>th</sup> Avenue South Construction Project Application. The proposed Construction Project will implement improvements along the 5<sup>th</sup> Avenue South from 28<sup>th</sup> Street to 22<sup>nd</sup> Street within the Warehouse Arts District. Coupled with planned improvements on 28<sup>th</sup> Street, the roadway and streetscape improvements will add much needed bicycle and on-street parking infrastructure through the District and benefit businesses such as St Petersburg Distillery. Our site encompasses 22.5 acres between 28<sup>th</sup> Street and 31<sup>st</sup> Street, from I-275 to the Pinellas Trail. These improvements will greatly improve community connectivity, as many of our employees bike, bus and walk to work.

With support from the Forward Pinellas Board, this Construction Project will be a catalyst for additional investment within areas of the Warehouse Arts District that are continuing to emerge and allow for more revitalization within South St. Petersburg. Providing a Complete 5<sup>th</sup> Avenue South will increase access to and through the Warehouse Arts District allowing our residents, employees, and visitors more mobility options essential to the growth and vitality of St. Petersburg. We look forward to the support of Forward Pinellas for this much-desired project.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew J. Armstrong", written in a cursive style.

Matthew J. Armstrong  
Director of Planning & Development