



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM PRIORITIES



City of St. Pete Beach
SUNSET WAY COMPLETE
STREETS PHASE 2 PROJECT
Cover Sheet

FORWARD PINELLAS
2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION
Submitted by the City of St. Pete Beach
In Concert with BellTower Consulting Group



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION CHECKLIST

In order to be added to the Forward Pinellas TA Program Priority List and eligible for funding, TA applications must include ALL of the requirements on this checklist. Any project that does not meet all of the requirements on the checklist (in addition to the requirements on the TA application) will not be considered for inclusion on the TA Priority List for funding.

- ☒ Completed Florida Department of Transportation's (FDOT) Transportation Alternatives (TA) Application including all of the requirements and documentation required on the application checklist included as part of FDOT's TA application. The TA application is available online at <https://www.fdot.gov/planning/systems/tap/default.shtm> along with additional guidance and other useful information.
- ☒ Completed Forward Pinellas TA Program Application Checklist (this form)
- ☒ Completed Forward Pinellas TA Program Addendum
- ☒ The amount of funding requested in the application is at least \$300,000 and no more than \$2,000,000
- ☒ Documentation of acquisition of 100% of right-of-way or easement.
- ☒ Please ensure that all applications include sufficient detail for the engineer's estimate. FDOT requires detailed quantities used to generate the engineer's estimate even at the planning level. Forward Pinellas staff can provide examples of the level of detail required upon request.
- ☒ In addition to the public involvement documentation required in the TA Application, the application must include a letter or resolution from the applicant's elected Board, documenting community support for the project.
- ☒ The TA application has been properly executed with an authorized signature of a person with budget authority (i.e. County Administrator or Public Works Director)

The signature below confirms that everything in the FDOT TA Application, the Forward Pinellas TA Addendum and this Forward Pinellas TA Checklist have been fully filled out, completed and all of the required documentation has been provided at the time of the TA Application submittal.

City of St. Pete Beach

October 1, 2021

Type name of applicant here

Date

A handwritten signature in blue ink, appearing to read "Alex Rey", written over a horizontal line.

Alex Rey, City Manager

Signature of applicant

* This addendum accompanies the Florida Department of Transportation's (District 7) Surface Transportation Block Grant Program and Transportation Alternatives Set-Aside Program Project Application for funding consideration for fiscal year 2027/28.



St. Pete Beach City Hall
155 Corey Avenue
St. Pete Beach, FL 33706

September 24, 2021

Robert Feigel, Program Planner
Chelsea Favero, AICP, Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Mr. Feigel and Ms. Favero,

Re: FDOT Transportation Alternatives Program Grant Proposal for the City of St. Pete Beach
Sunset Way Complete Streets Phase 2 Project

As the City Manager of St. Pete Beach, our city is pleased to submit the Transportation Alternatives Program Grant Proposal for the Sunset Way Complete Streets Phase 2 Project. Known as the Sunset Capital of Florida and TripAdvisor's No. 1 Beach in the U.S., St. Pete Beach is a picturesque tourist attraction and family destination that encompasses a National Historic District, fishing piers, boat ramps, beach resorts and residences, parks, public library, restaurants, galleries, scenic outdoor experiences, entertainment, attractions, and is home to the finest sugary-sands beaches in Pinellas County, Florida.

The proposed Sunset Way Complete Streets Phase 2 Project termini is on Sunset Way, from Corey Avenue to 67th Avenue: and on Beach Plaza, from 71st Avenue to 67th Avenue, totaling approximately 0.64 miles. Currently, the Project corridor lacks the vital infrastructure and improvements to safely connect the community to our amenities and services. The Project incorporates the planning, design, and construction of safe pedestrian and bicycle infrastructure in compliance with the Americans with Disabilities Act (ADA). The city is committed to this Project and will pursue LAP Certification prior to the grant funding being encumbered.

If funded, the Project will provide safe pedestrian and bicycle infrastructure for the residents, business owners, and visitors of all ages and abilities in St. Pete Beach.

Thank you again for your consideration of the Sunset Way Complete Streets Phase 2 Project.

Sincerely,

Alex Rey
City Manager



FDOT Transportation Alternatives Set-Aside Program

FUNDING APPLICATION

Submittal Date: 10/1/2

APPLICANT INFORMATION

Agency/Organization Name: City of St. Pete Beach			
Agency Contact Name: Michelle Gonzalez, AICP		Title: Community Development Director	
Mailing Address: 155 Corey Avenue		City: St. Pete Beach	State: FL Zip Code: 33706
County: Pinellas		MPO/TPO (if applicable): Forward Pinellas MPO	
Telephone: (727) 363-9213		Email Address: mgonzalez@stpetebeach.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:

LAP Sponsor/Implementing Agency Name: City of St. Pete Beach			
LAP Sponsor/Implementing Agency Contact Name: Michelle Gonzalez, AICP		Title: Community Development Director	
Mailing Address: 155 Corey Avenue		City: St. Pete Beach	State: FL Zip Code: 33706
Telephone: (727) 363-9213		Email Address: mgonzalez@stpetebeach.org	

PROJECT INFORMATION

PROJECT NAME/TITLE: Sunset Way Complete Streets Phase 2

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:

Roadway name: * On Sunset Way, from Corey Avenue to 67th Avenue; and on Beach Plaza, from 71st Avenue to 67th Avenue		
<input type="checkbox"/> On-State System Road (State Roadway)	<input checked="" type="checkbox"/> Off-State System Road (Local Roadway)	Roadway number: (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.

South or West Termini: 67th Avenue Street Name/Mile Post/Other	North or East Termini: Corey Avenue Street Name/Mile Post/Other
Project Length (in miles): 0.64	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" 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*)

According to the National Complete Streets Coalition, "Streets are a vital part of livable, attractive communities. All people ought to have safe, comfortable, and convenient access to community destinations and public places— whether walking, driving, bicycling, moving actively with assistive devices, or taking public transportation." A Complete Street is a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users, regardless of age or ability. The proposed Sunset Way Complete Streets Phase 2 Project termini is on Sunset Way, from Corey Avenue to 67th Avenue; and on Beach Plaza, from 71st Avenue to 67th Avenue, totaling 0.64 miles. The Project includes the planning, design, and construction of ADA compliant pedestrian and bicycle infrastructure to enhance safety, improve mobility, and connect people of all ages and abilities to amenities, activity centers, multimodal corridor, and transit in the #1 acclaimed St. Pete Beach.

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):

Exhibit A Project Location Map with Aerial View, Exhibit B Beach Walk and Sunset Way Phases 1-3 Map, Exhibit C Typical Section Drawings and Conceptual, Exhibit D OPC, Exhibit E Detailed Project Schedule, Exhibit F Proof of ROW, Exhibit G Resolution, Exhibit H Letters of Support, Exhibit I Sunset Way Concept excerpts, and Exhibit J St. Pete Beach Multimodal Plan excerpts.

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

Has the applicant received input from stakeholders? Briefly explain:

☒ Yes ☐ No

The City of St. Pete Beach launched the strategic planning process in September 2019. The outcome will be Vision 2030. The Plan is supported by a collaboration of business owners, city staff, elected officials, and residents. Transportation weaknesses identified for improvements in the Plan are the lack of pedestrian connectivity and safety, crosswalks, and pedestrian and bicycle safety walkability. The Sunset Way Complete Streets Phase 2 Project directly targets the Plan priorities of the City.

Have public information or community meetings been held?

☒ Yes ☐ No

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

The St. Pete Beach Multimodal Plan was developed in January 2021. The Plan underwent extensive public and private input to evaluate the existing infrastructure and make recommendations for improvements (excerpts of the Plan are attached). In addition, the City conducted a Residential Survey as part of the Off-Street Parking requirement updates. The results yielded that 82% of surveyors use personal vehicles and 67% are likely to use transit, walking or bicycling that is safe and accessible.

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

At the September 27, 2021 City Commission Meeting, the Commission passed and adopted Resolution 2021-19 in support of this Project and grant application (see Exhibit G attached). In addition, Letters of Support showing public and private support for this Project are included with this application (see Exhibit H attached).

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

☐ Yes ☒ No

If Yes, specify and provide documentation:

The City conducted a preliminary environmental review through the Pinellas County WebGIS search tool for Historical Sites, the Florida Department of Environmental Protection (FDEP) Fish and Wildlife Species Locations Geosearch, and FDEP Wastewater to Wetlands Sites which yielded no historical sites, habitats, rare species, or wetlands are within the project termini. The City's consultant will perform a more detailed NEPA environmental review and monitoring to ensure compliance and conformity.

Is environmental permitting required?

☐ Yes ☒ No

If Yes, specify and provide documentation:

The City conducted a preliminary Environmental Considerations Search which yielded no contamination at site. The City is aware of federal law requirements and will ensure National Environmental Policy Act (NEPA) process compliance, as well as, conformity with any and all regulatory agencies to conduct a more thorough review for potential contamination and mitigate accordingly.

Provide any additional project specific information that should be considered:

Due to the streets in this area being traveled by residents, tourists, beachgoers, resort guests, and patrons, the City desperately requires safe mobility improvements, sidewalks, and bicycle lanes. This project is part of the larger Beach Walk vision. If funded, the Project will provide safe pedestrian and bicycle ADA infrastructure, connecting people of all ages and abilities to restaurants, parks, resorts, beaches, public transit, activity centers, and multimodal corridors in St. Pete Beach.

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 checked="" 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 checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" 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):

N/A

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):

Ownership and maintenance will be the responsibility of the City of St. Pete Beach. St Pete Beach's Public Works Department is responsible for environmental programs; facilities management; reclaimed water service; solid waste; stormwater drainage; wastewater service; and the maintenance, design and planning for roads, bridges, sidewalks, street signs, pavement markings, and traffic lights. The Public Works Department and engineers will be responsible for maintenance of the project.

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.

Right-of-way (ROW) acquisition is not proposed with this project. The City owns the ROW (see Exhibit F Proof of ROW).

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):

N/A. Right-of-way (ROW) acquisition is not proposed with this project. The City owns the ROW (see Exhibit F Proof of ROW).

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe (500 character limit):

N/A

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	\$0	\$0	\$0
Project Development & Environmental Study (PD&E)	\$0	\$0	\$0
Design Costs/Plan Preparation	\$35059.20	\$7514.80	\$42574
Environmental Assessment (s) associated with the design phase	\$3000	\$2000	\$5000
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$57088.80	\$14272.20	\$71361
Right-of-Way	\$0	\$0	\$0
Construction	\$437680.80	\$109420.20	\$547101
Construction Engineering and Inspection Activities (CEI)	\$19029.60	\$4757.40	\$23787
Other costs* (please describe)	\$0	\$0	\$0
TOTAL ESTIMATED PROJECT COST	\$551858.4	\$137964.6	\$689823
PERCENT OF TOTAL PROJECT COST	80%	20%	100%

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





SUNSET WAY COMPLETE STREETS PHASE 2 PROJECT

**Detailed Project Scope of Work
and Application Exhibits**

**FORWARD PINELLAS
2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION
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2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION



Sunset Way Complete Streets Phase 2 Project

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2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION

Introduction:

The **City of St. Pete Beach** was incorporated in 1957 with the consolidation of the Towns of Pass-a-Grille, Don CeSar, Belle Vista, St. Petersburg Beach and unincorporated Pinellas County to become the City of St. Petersburg Beach. In 1994, the citizens voted to shorten the name to “St. Pete Beach” to distinguish it from the city of St. Petersburg a few miles to the east. The City of St. Pete Beach is located in the Florida Department of Transportation (FDOT) District 7 and is served by the Forward Pinellas Metropolitan Planning Organization (MPO).

St. Pete Beach is TripAdvisor’s top beach in America for 2021 and also named the #5 beach in the world! St. Pete Beach is a postcard-perfect seaside destination with soft-white sands, warm Gulf of Mexico waters, and a friendly laid-back vibe loved by locals and visitors. Known as a tranquil beach community, St. Pete Beach is a scenic jewel of approximately 7 square miles in Pinellas County. With a history as rich as it’s sunsets, St. Pete Beach offers something for everyone. As a barrier island in Florida, St. Pete Beach offers activities for the adventure seekers with many kayaking, windsurfing, and touring groups. The tour groups will often times unveil new discoveries, even for the locals. The locally owned eateries are a must dine experience for foodies. Unparalleled breakfast spots, exquisite steakhouses, and award-winning seafood restaurants line the city streets. The Historic Corey Avenue Shopping District of St. Pete Beach offers hip shops for patrons located on Gulf Blvd. The beautiful pristine beaches, amazing selection of locally owned restaurants and shops, and award-winning accommodations for guests, it’s no wonder why this beach is a favorite for visitors and locals alike.



The City Commission is comprised of five (5) Members; Mayor, Vice Mayor, and three Commissioners. The City Manager, Alex Rey, is the Chief Executive Officer and is responsible for the overall daily operations of the City and for the delivery of high quality services. With a population estimate just over 9,700 out of season; and over 13,000 in season; the City of St. Pete Beach is a picturesque tourist attraction and family destination that encompasses a National Historic District, fishing piers, boat ramps, beach resorts and residences, parks, public library, activity centers, restaurants, bars, galleries, shops, amazing outdoor scenic experiences, entertainment, attractions, and home to the finest sugary-white sands beach in south Florida.

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Detailed Scope of Work

Currently, the City of St. Pete Beach has limited safe pedestrian and bicycle infrastructure for residents and visitors to access its key destinations, amenities, and major attractions, such as restaurants, bars, public parks, activity centers, and historic landmarks on Sunset Way and Corey Avenue. The key connections into and within the City are identified as: Pinellas Bayway, Gulf Boulevard, 75th Avenue/Pasadena Avenue, and Blind Pass Road. The limited connections (see illustration to the right) restrict safe pedestrian and bicycle access which results in traffic accidents, congestion, and heavy reliance on Gulf Boulevard.

According to the National Complete Streets Coalition, “Streets are a vital part of livable, attractive communities. All people ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, moving actively with assistive devices, or taking public transportation.” A Complete Street is a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users, regardless of age or ability. **The proposed [Sunset Way Complete Streets Phase 2](#) Project termini is on Sunset Way, from Corey Avenue to 67th Avenue, (0.4 miles) and on Beach Plaza, from 71st Avenue to 67th Avenue (0.24 miles), approximately 0.64 miles total.**



Photo of Existing Conditions

Sunset Way and Corey Ave (looking South)

Eligibility

The City of St. Pete Beach is seeking TA Program funding for the Project Category of “Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities).” The Project includes the planning, design, and construction of ADA compliant pedestrian and bicycle infrastructure to enhance safety, improve mobility, and connect people of all ages and abilities to amenities, activity centers, multimodal corridor, and transit in the #1 acclaimed St. Pete Beach.

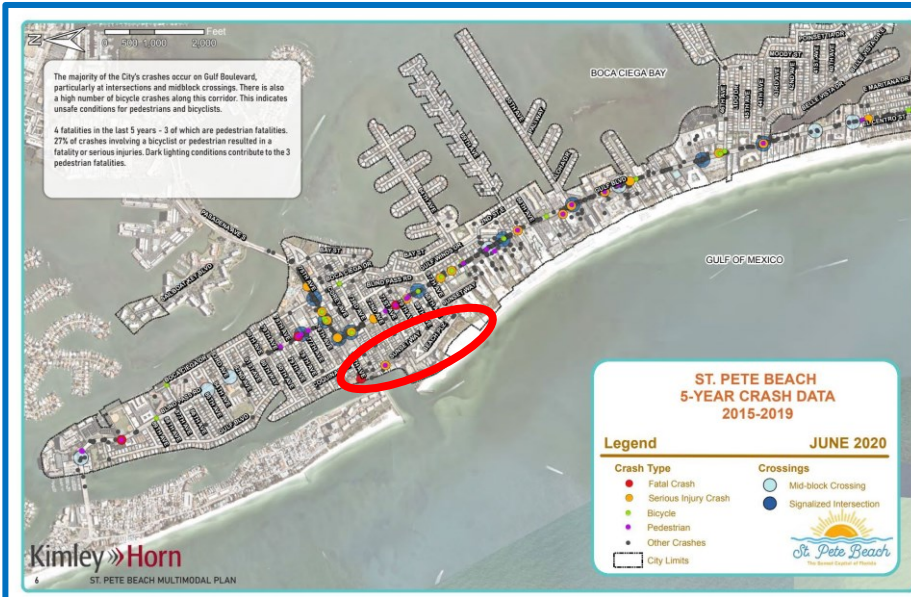
Feasibility

Currently, the proposed Project corridor lacks the vital infrastructure to safely connect the community. The corridor deficiencies include bicycle lanes, continuous sidewalks, crosswalks, enhanced lighting, and Complete Streets improvements with ADA accessibility. The [Phase 1 of the Sunset Way Complete Streets Project](#) included park improvements, ROW improvements, and landscape beautification along Corey Avenue, from Sunset Way east to Coquina Way. The [Sunset Way Complete Streets Phase 2 Project](#) incorporates and continues the implementation and goals of the Citywide Multimodal Plan, Beach Walk Visioning Study, Community Residential Surveys, and the [2030 Strategic Plan](#).

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Safety

Due to the lack of continuous sidewalks along Sunset Way and Beach Plaza, pedestrians typically walk in the streets and place themselves at risk, sharing the road/street with cars and other vehicles. According to the St. Pete Beach Multimodal Plan study 5-Year Crash Data, the Project impact area, outlined in red, has suffered other crashes, pedestrian crash, serious injury crash, and a fatal crash on Sunset Way and 73rd Avenue (see Crash Data illustrated to the left). This project is essential to provide safe connectivity for both residents and

visitors to and from Beach Walk and other amenities in the City. **The City of St. Pete Beach has endorsed via a Resolution and supports Vision Zero for Pinellas County to eliminate traffic fatalities and severe injuries on our roadway network and to provide safe, healthy, and equitable mobility. The #1 Goal of this Project is to enhance safety and improve mobility for pedestrians and bicyclists on Sunset Way and Beach Plaza, as part of the greater Beach Walk project in the City of St. Pete Beach.**

The image illustrated to the right shows the area's existing conditions. **To remedy these conditions, the Sunset Way Complete Streets Phase 2 Project** incorporates the planning, design, and construction of ADA compliant and safe pedestrian and bicycle infrastructure, including accessible new sidewalks, filling gaps to existing sidewalks, crosswalks, bicycle lanes and/or sharrows markings, high visibility street markings, landscape buffers from the roadway, lighting, and other safety related infrastructure in compliance with the Americans with Disabilities Act (ADA).



Due to the streets in this area being heavily traveled by pedestrians, tourists, beachgoers, resort guests, and patrons, the City desperately requires safe mobility improvements, sidewalks, and bicycle lanes. The City wants to improve pedestrian and bicycle mobility on Sunset Way and Beach Plaza as a part of the larger Beach Walk Project. The Project will connect residents and guests to the west end of Corey Avenue and Sunset Way restaurants, businesses, public art events, parks, and general public amenities in the City.

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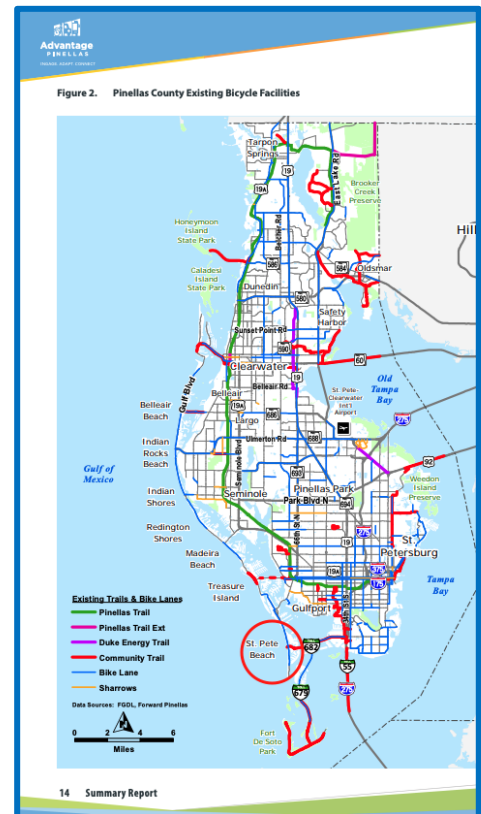
Connectivity

As stated in the [Countywide Plan Strategies](#), “Connectivity is an urban design term that refers to the degree to which streets, roads, and pedestrian routes are joined together to provide a continuous, convenient system for travel within any given area. The more connected the street network through an area, the more access and circulation options are provided” (page 16). The **Phase 2 Project** will construct new 8 ft wide sidewalks on the west side of Sunset Way, 5 ft wide sidewalks on the east side of Sunset Way, and 6 ft wide sidewalks on the east and west sides of Beach Plaza, as well as fill in gaps in the existing sidewalk as required. In addition, the Project will construct 5 ft wide bicycle lanes on both sides of Sunset Way where feasible, add 3 ft wide landscape buffers from the roadway on the west side of Sunset Way, and sharrow markings on Beach Plaza. Furthermore, the Project will include the addition of high visibility crosswalk markings and other safety-related infrastructure in compliance with the Americans with Disabilities Act (ADA) to increase pedestrian and bicycle safety, enhance mobility, enhance connection of existing facilities from the north end of Sunset Way to the larger Beach Walk project, safely connect the west end of Corey Avenue to Upham Beach, and increase the overall walkability to activity centers, residences, parks, restaurants, and local businesses.

This proposed termini of this Sunset Way project is Phase 2 of a three-phased visionary Project for St. Pete Beach. The Corey Avenue Phase I Project consisted of improving pedestrian spaces and aesthetics along Corey Avenue. This Project links to the **County’s recently installed bicycle lanes** on Blind Pass Road, Gulf Blvd., and ultimately connecting to Pasadena Avenue via 75th Avenue. This Project will be a well-balanced Complete Streets network which enhances mobility, supports livability, and spurs economic development while providing more safe mobility mode choices for residents, businesses, visitors, and people of all ages and abilities. The Project will connect people to Upham Beach and Sunset Way via 7 public transit stops on Gulf Blvd. that are within a 5-minute walk of the project area, thereby relaxing vehicular levels of service and maximizing transit routes to Activity Centers and Multimodal Corridors.

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The Project will provide access to added services and amenities, including retail services, resorts, and recreation/open spaces. Ultimately, this Project will provide an alternate route for pedestrians and cyclists to move up and down the island. The visionary Beach Walk project is proposed to extend down to St. Pete Beach County Park, and end to the north with the connection at Sunset Way and Beach Plaza. Through this Project, pedestrians and cyclists will be able to access shops and restaurants in the City's Downtown core, businesses along Gulf Blvd, City Hall, activity centers, public library, and many more amenities.

Connectivity with Freebee

An added transportation option provided by the City of St. Pete Beach is Freebee! Freebee is a free, door-to-door, on-demand transportation service. Freebee vehicles are 100% electric, and emission-free. Freebee caters to any and all ages, from children to seniors, and all types of pets. For a free ride, residents and tourists can simply download the Freebee app, request a ride, and jump on board a Freebee eco-friendly vehicle to this Project's destination, restaurants, bars, beaches, parks, and any of the many St. Pete Beach amenities.



Connectivity with Public Transit

The Project will be a focal point of the community and served by existing and future transit. The Project is served by the existing Pinellas Suncoast Transit Authority (PSTA) CAT, from Corey Avenue south on Sunset Way.

As a Project that supports and will serve Major Activity Centers, the Project will provide direct access to the SunRunner Bus Rapid Transit (BRT) on Sunset Way and Corey Avenue with headways of 30-minutes or less. Commencing in 2022, the SunRunner will be a new train-like transit line that will connect downtown St. Petersburg to South Pasadena and **St. Pete Beach**. The line will run every 15-minutes during the day and every 30-minutes during the evening.



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In addition, the Project will provide direct access to the existing Suncoast Beach Trolley. The Trolley runs every 20 to 30 minutes from 5:00 a.m. to 10:00 p.m., 7 days a week, including holidays, and runs until midnight on Friday and Saturday evenings. The SBT provides service to all of the Gulf Beaches from Pass-A-Grille to Clearwater Beach. The Trolley also connects to bus routes serving Downtown St. Petersburg and provides stops on 75th Avenue near this Project on Sunset Way and Beach Walk.



The [Sunset Way Complete Streets Phase 2 Project](#) aligns with the [Forward Pinellas Countywide Plan Strategies](#), Transportation Component for the Transit-Oriented Development, Transportation Goal 3.0: Transit-Oriented Pedestrian/Bicycle Planning, to “Enhance the existing transportation network to provide functional and effective pedestrian, bicycle, and transit connections in transit-oriented areas.” In addition, the Project aligns with Transportation Goal 4.0: Complete Street Design, to “Design streets to be multimodal Complete Streets, with an emphasis on safety, access and circulation for all users, regardless of age or ability, based on the context of the roadway and its surrounding area.” This Project will be a well-balanced Complete Streets network which enhances mobility, supports livability, and spurs economic development while providing more safe mobility mode choices for residents, businesses, visitors, and people of all ages and abilities.

Geographic Equity

According to the Forward Pinellas Active Transportation Plan Equity Analysis, “*The lack of accessible transportation infrastructure and transit service in a community has a direct impact on the health and economic well-being of its residents*” (page 33). As seen in Figure 20 of the Plan, the areas this Project will serve represent a diverse concentration of the St. Pete Beach population of persons below the poverty level between 9% to 14% and even 20% or greater. The [Sunset Way Complete Streets Phase 2](#) Project will provide access to Environmental Justice areas as identified by the [Forward Pinellas Environmental Justice map](#) for Low-Income Census Tracts 201.08 to the south and 224.02 to the north (Figure 2, page 7; and Figure 3, page 8). The Project will benefit, serve, and be accessible, via 9-minute commute, to the population in Census Tract 201.08 by heading north on Pinellas Bayway to Gulf Blvd. and turning left on 67th Avenue. In addition, the Project will benefit, serve, and be accessible, via 12-minute commute, to the population in Census Tract 224.02 by traveling on Pasadena Avenue to Corey Avenue, continuing south on 75th Avenue. The Areas with High Asian Population analysis for Census Tract 201.08 represented 69% are below the Poverty Level (Table 7, page 20). The Age Analysis in Table 10 reveals the Census Tract 201.08 in Pinellas County represents where the median age exceeds age 65 at 65.9% (page 23). In addition, the Areas with High White Alone Population below the Poverty Level analysis in Census Tract 224.02 revealed 25% of the white population are below the poverty level (Table 8, page 22). Conclusively, this Project will serve and benefit people of diverse economic levels, ethnicities, ages, and abilities.

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Cost Estimate (Exhibit D)

The City of St. Pete Beach is requesting TA funding for the Planning, Engineering, and Design; Construction; and Construction Engineering and Inspection (CEI) Phases of the **Sunset Way Complete Streets Phase 2 Project**. **The total estimated Project cost is \$689,823. The total amount of TA funding requested for this Project is \$551,858.40. The amount of local matching funds provided by the City is \$137,964.60, or 20% local cost-share.** An Opinion of Probable Cost is attached as Exhibit D. The constructability of the Project is feasible and the City is enthusiastic to commence this partnership with FDOT and the Forward Pinellas MPO.

Project Schedule (Exhibit E)

The Project's Design Phase elements are estimated at 16 months. The Construction and CEI Phases are estimated at 19 months. The Total Project is estimated at 35 months. Please see Exhibit E Detailed Project Schedule attached.

Environmental

The City conducted a preliminary environmental review through the Pinellas County WebGIS search tool for Historical Sites, the [Florida Department of Environmental Protection \(FDEP\) Fish and Wildlife Species](#) Locations Geosearch, and FDEP Wastewater to Wetlands Sites which yielded no historical sites, habitats, rare species, or wetlands are within the project termini. The City's consultant will perform a more detailed archeological protected species/critical habitat impacts review and monitoring for known and potential sites for endangered species. The City is aware of federal law requirements and will ensure National Environmental Policy Act (NEPA) process compliance, as well as, conformity with any and all regulatory agencies, accordingly.

Right-of-Way Availability (Exhibit F)

Right-of-way (ROW) acquisition is not proposed with this Project. The City owns the ROW (see Exhibit F Proof of ROW).

Maintenance Responsibility

Ownership and maintenance will be the responsibility of the City of St. Pete Beach. St Pete Beach's Public Works Department is responsible for environmental programs; facilities management; reclaimed water service; solid waste; stormwater drainage; wastewater service; and the maintenance, design and planning for roads, bridges, sidewalks, street signs, pavement markings, and traffic lights. The Public Works Department and engineers will be responsible for maintenance of the project.

Local Agency Program (LAP) Certification

As stated in the City Manager's Letter of Support, the City is committed to this Project and will pursue LAP Certification prior to the grant funding being encumbered. The City commits to becoming LAP Certified prior to project authorization and will be LAP Certified at the time the project is programmed.

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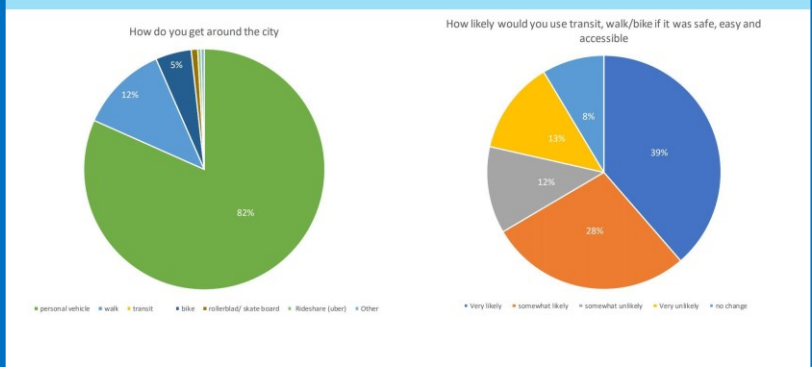
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Public Involvement and Support

The Sunset Way Complete Streets Phase 2 Project furthers strategies adopted in the Citywide Multimodal Plan, Beach Walk Visioning Study, Community Residential Surveys, and the 2030 Strategic Plan. All Plans and community Surveys underwent extensive public participation. At the September 27, 2021 City Commission Meeting, the Commission passed and adopted **Resolution 2021-19** in support of this Project and grant application (see **Exhibit G** attached).

In addition, Letters of Support showing public and private support for this Project are included with this application (see **Exhibit H** attached). Moreover, the City conducted a **Residential Survey** as part of the Off-Street Parking requirement updates. The results yielded that 82% of surveyors use personal vehicles, and 67% are very likely or somewhat likely to use transit, walking or bicycling that is safe and accessible.

Citywide Survey Results



The City of St. Pete Beach launched the strategic planning process in September 2019. The outcome will be a working document taking the City of St. Pete Beach to the goal created collaboratively - [Vision 2030](#). The ongoing collaboration for Vision 2030 includes business owners, city staff, elected officials, and residents. Three of the vital Transportation weaknesses identified for improvements in the Plan are the lack of pedestrian connectivity and safety, crosswalks, and pedestrian and bicycle safety walkability. The [Sunset Way Complete](#)

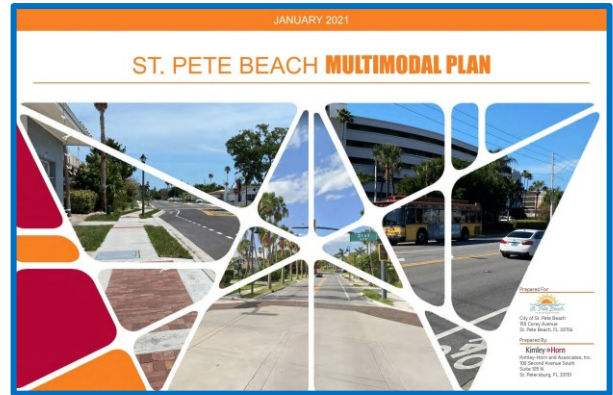
[Streets Phase 2 Project](#) directly addresses and identifies viable solutions for all three weaknesses (see **Exhibit I** Sunset Way Concept Excerpts).

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Furthermore, the **St. Pete Beach Multimodal Plan** was developed in January 2021 and aligns with the goals of this Project to provide a safe and cohesive bicycle and pedestrian network in St. Pete Beach. The Plan identifies this Project and the Beach Walk Community Trail as a priority. These projects are not just amenities for residents and tourists, but a necessity in providing continuous pedestrian connectivity along the barrier islands throughout Pinellas County (pages 16-17). The Plan underwent extensive public and private input to evaluate the existing infrastructure and make recommendations for improvements (see **Exhibit J** St. Pete Beach Multimodal Plan Excerpts).



The **St. Pete Beach Urban Design Sunset Way Concept** includes Phase 2 of the Sunset Way Complete Streets Project. The bike lanes and sidewalks proposed for Phase 2 will improve infrastructure and connect to the planned improvements in Phase 3 on Sunset Way and 75th Avenue will reduce traffic incidents and provide safe pedestrian and bicyclist connectivity to Beach Walk and support the County's community trails. The Project will provide a safe alternate route of transportation and mobility for pedestrians and cyclists traveling the length of the barrier islands. The Project highlights the connection to Beach Walk through Upham Beach, and the connection from Sunset Way to the main transportation corridor.



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Beach Walk Vision

The Sunset Way Complete Streets Phase 2 Project will provide links from existing bike lanes and sidewalks on Gulf Boulevard, Blind Pass Rd, Corey Avenue, Gulf Winds Drive, and Boca Ciega Drive to the planned Beach Walk Project. A typical section of the Project area and the connection to Upham Beach are illustrated below. The City's Beach Walk Vision will provide pedestrian connectivity from County Park to the northern end of the barrier island parallel to Gulf Boulevard, connecting the City's major beaches, businesses, hotels, and restaurants, all of which are within the Major Activity Center identified in the Forward Pinellas Plan.

If funded, this TA Program Grant will assist the City to provide safe pedestrian and bicycle ADA infrastructure, connecting residents, business owners, and visitors of all ages and abilities to waterfront dining, restaurants, bars, parks, recreation, resorts, hotels, Beach Plaza, public transit, activity centers, and the #1 acclaimed St. Pete Beach.

Beach Walk Vision Page 3



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Beach Walk Vision Page 4



Beach Walk Vision Page 7



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Beach Walk Vision Page 8



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Exhibit A Project Location Map with Aerial View



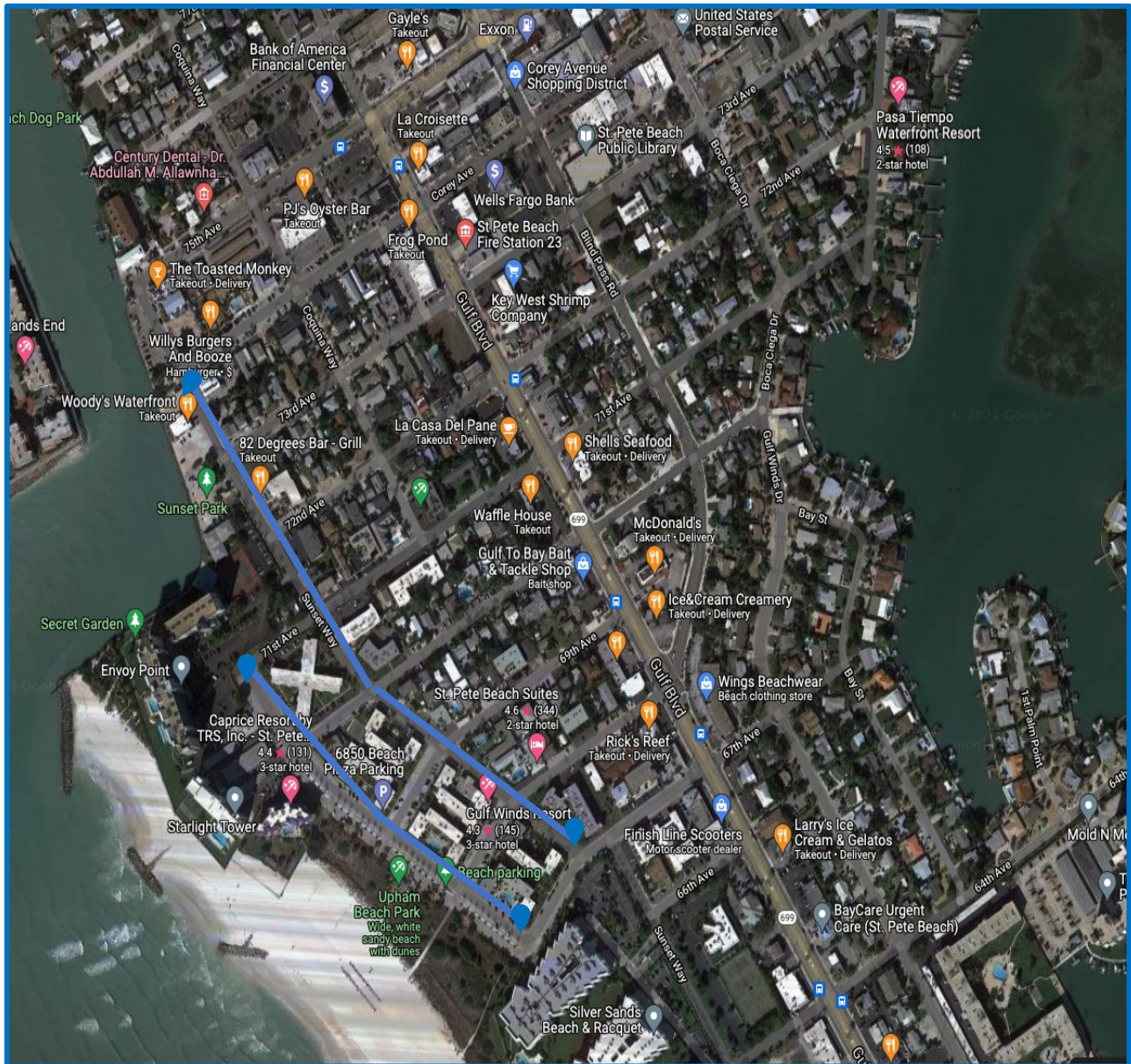
The proposed [Sunset Way Complete Streets Phase 2](#) Project termini is on Sunset Way, from Corey Avenue to 67th Avenue, (0.4 miles) and on Beach Plaza, from 71st Avenue to 67th Avenue (0.24 miles), approximately 0.64 miles total.

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The **Phase 2 Project** will construct new 8 ft wide sidewalks on the west side of Sunset Way, 5 ft wide sidewalks on the east side of Sunset Way, and 6 ft wide sidewalks on the east and west sides of Beach Plaza, as well as fill in gaps in the existing sidewalk as required. In addition, the Project will construct 5 ft wide bicycle lanes on both sides of Sunset Way, add 3 ft wide landscape buffers from the roadway on the west side of Sunset Way, and sharrow markings on Beach Plaza. Furthermore, the Project will include the addition of high visibility crosswalk markings and other safety-related ADA compliant infrastructure to increase pedestrian and bicycle safety, enhance mobility, enhance connection to existing facilities from the north end of Sunset Way to the larger Beach Walk project, safely connect the west end of Corey Avenue to Upham Beach, and increase the overall walkability to activity centers, residences, parks, arts, restaurants, waterfront dining, resorts, and local businesses.

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Exhibit B Beach Walk and Sunset Way Phases 1-3 Map



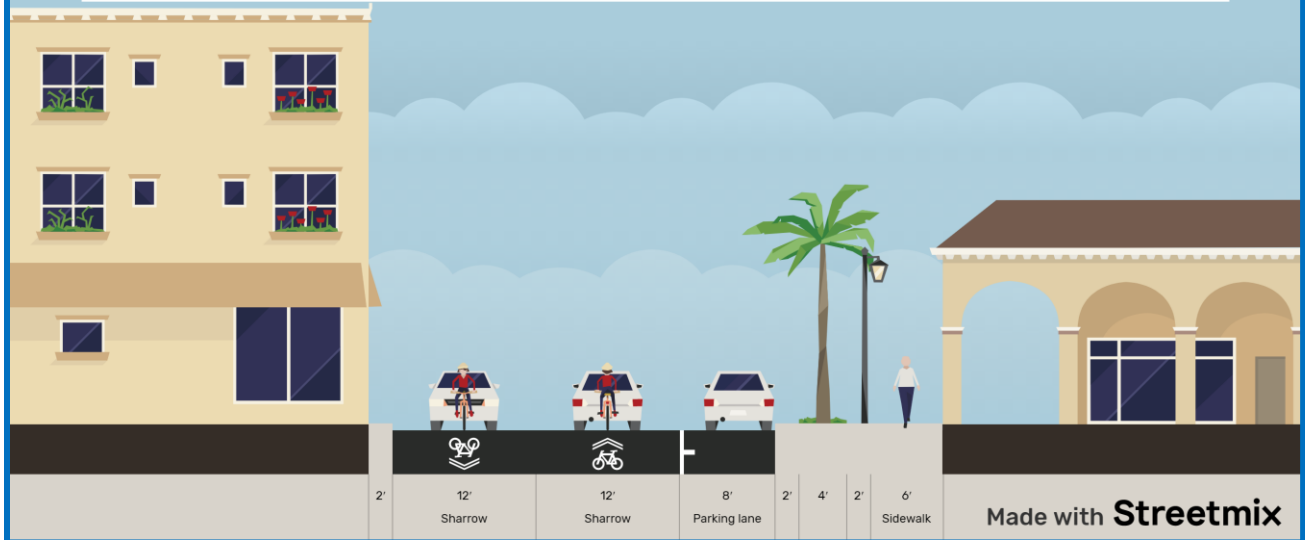
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Exhibit C Typical Section Drawings and Conceptual

Sunet Way 70th to 67th Typical S...



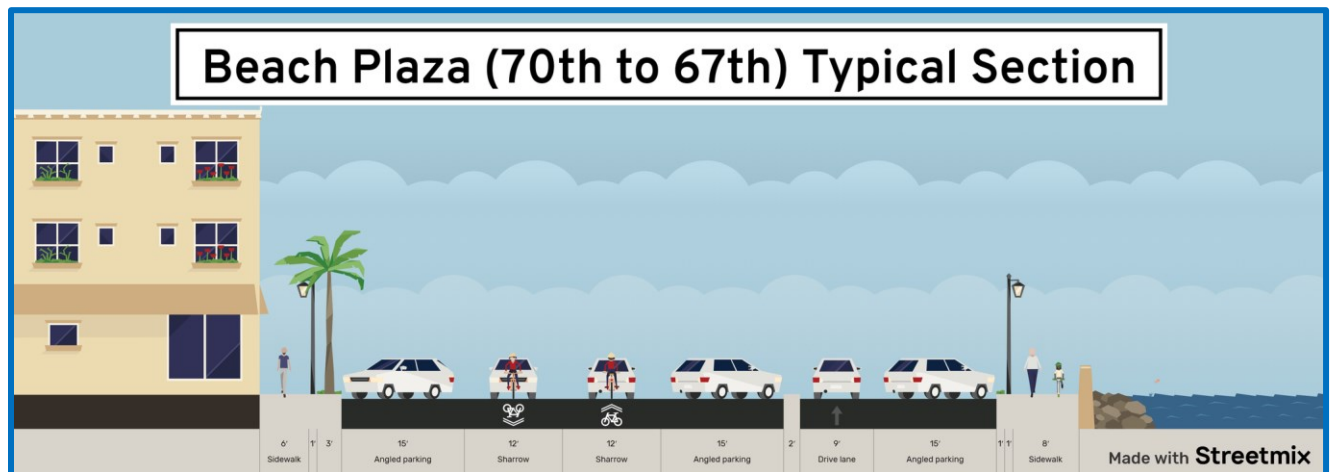
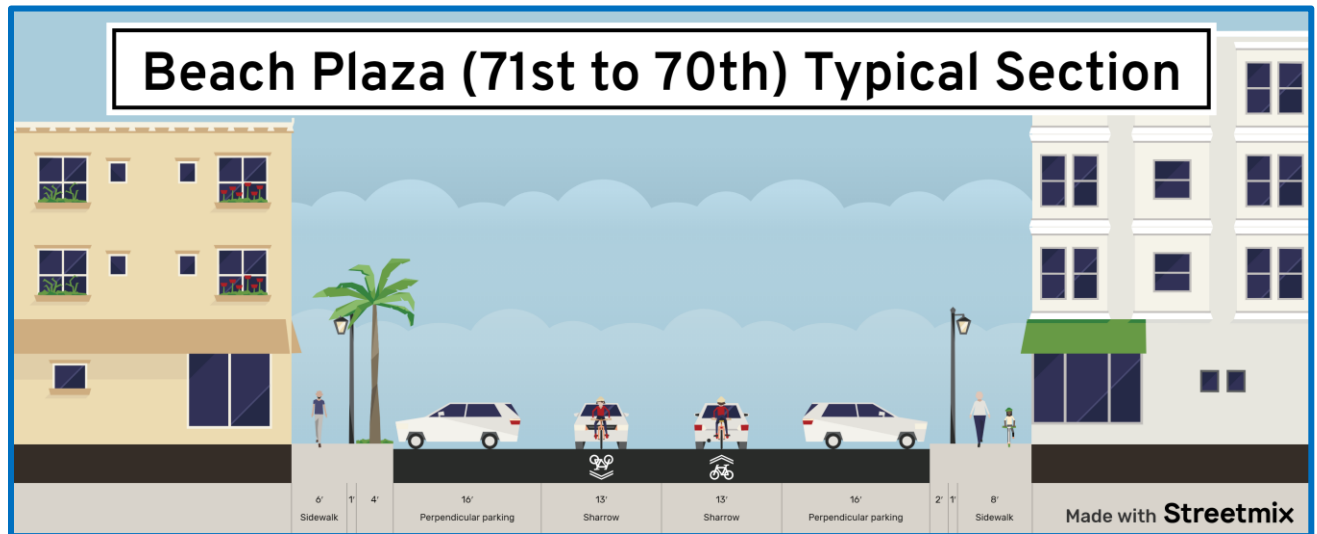
Sunet Way Corey to 70th Typical Secti...



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Exhibit D Opinion of Probable Cost

SUNSET WAY: PRELIMINARY OPINION OF PROBABLE COST FOR St. Pete Beach Urban Design Based on Conceptual Design from St. Pete Beach Urban Design Vision Book 20-Sep-21					
ITEM	DESCRIPTION	ESTIMATED QUANTITY		UNIT PRICE	AMOUNT
SITE IMPROVEMENTS					
Sidewalk	Concrete	1,500	SY	\$35.00	\$52,500.00
Bike Lane	Paint	9,000	SF.	\$3.00	\$27,000.00
Raised Intersection	Specialty vehicular pavers	220	SY	\$15.00	\$3,300.00
Specialty Pavers: Vehicular	Specialty vehicular pavers at crosswalks	90	SY	\$15.00	\$1,350.00
Specialty Pavers: Pedestrian	Specialty pavers	8,820	SF.	\$12.00	\$105,840.00
Pedestrian Light		26	EA.	\$1,500.00	\$39,000.00
Landscaping		21,000	SF.	\$10.00	\$210,000.00
Irrigation		21,000	SF.	\$1.75	\$36,750.00
SUBTOTAL - SITE IMPROVEMENTS					\$475,740.00
TRAFFIC CONTROL (5%)					\$23,787.00
CONSTRUCTION PERMITS (15%)					\$71,361.00
MOBLIZATION (10%)					\$47,574.00
CEI (5%)					\$23,787.00
DESIGN (10%)					\$47,574.00
TOTAL					\$689,823.00
DISCLAIMER:					
The Landscape Architect has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Landscape Architect at this time and represent only the Landscape Architect's judgment as a design professional familiar with the construction industry. The Landscape Architect cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs. It is assumed existing base materials are suitable for proposed improvements with no modification.					

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Exhibit E Detailed Project Schedule

Detailed Project Schedule	Duration (months)
Sunset Way Complete Streets Phase 2 Project	
Subsequent to Award, LAP Certification and Agreement Execution	
Design Phase	
RFP Preparation for Design	1
Submittal of RFP to FDOT RFP Review and FDOT NTP for Advertisement	2
Advertise Design RFP	1
Evaluate Proposals	1
FDOT Award Concurrence Letter	1
Commission Approval of Design Contract	1
Issue NTP for Design Services	0
Design, Engineering, Environmental, and Permitting Phase (Includes FDOT Reviews and Approvals at 30%, 60%, 90%, and Final)	9
Total 16 Months	
Construction and CEI	
RFP Preparation for Construction and CEI	1
Submittal of RFP to FDOT RFP Review and FDOT NTP for Advertisement	2
Advertise Construction/CEI RFP	1
Evaluate Proposals	1
FDOT Award Concurrence Letter	1
Commission Approval of Construction/CEI Contract	1
Issue NTP for Construction/CEI	0
Construction/CEI Completion	12
Total 19 Months	

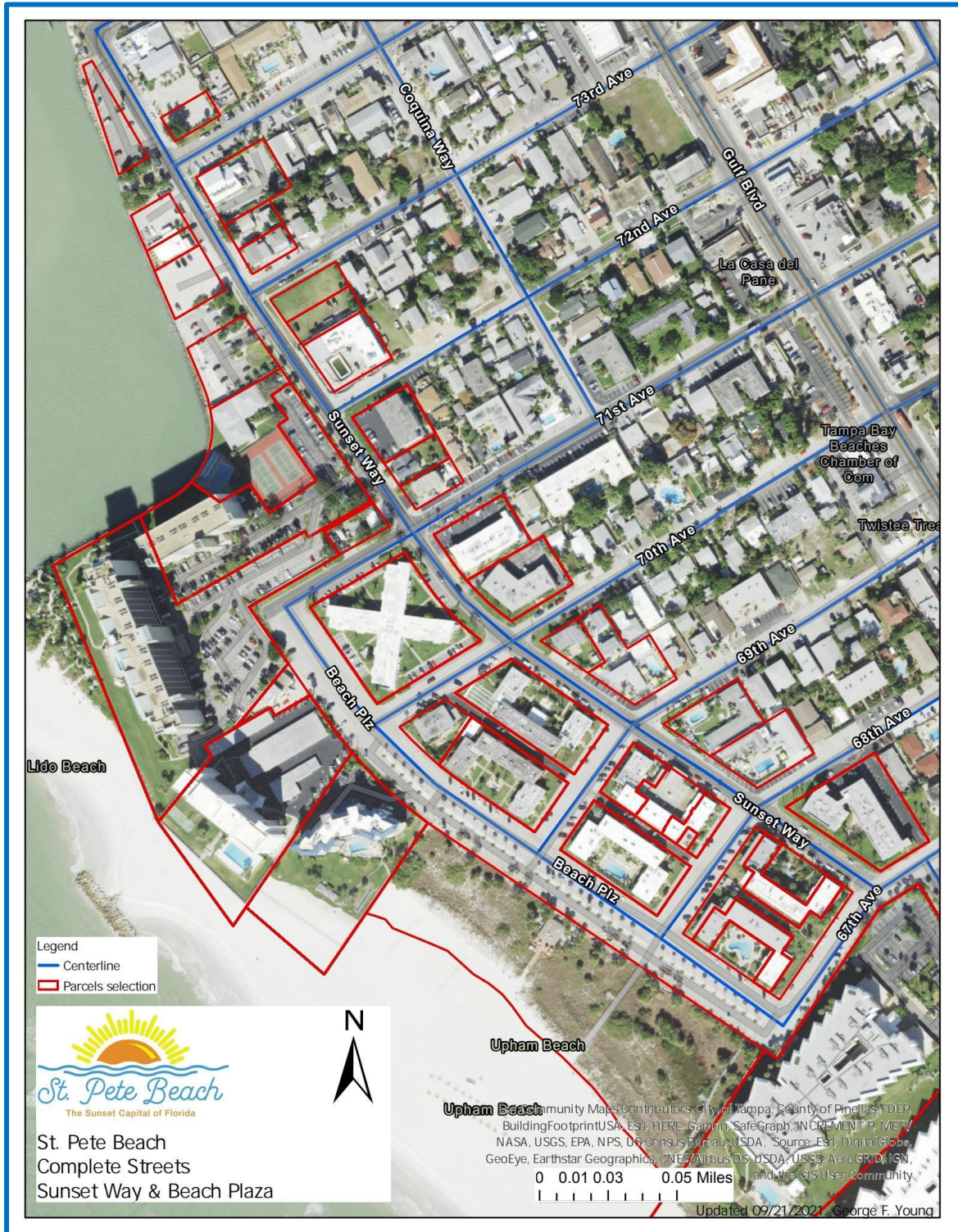
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Exhibit F Proof of ROW



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Exhibit G City Commission Resolution 2021-19

RESOLUTION 2021-19

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, AUTHORIZING THE APPLICATION TO FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PRIORITY PROJECTS LIST FOR GRANT FUNDING.

WHEREAS, the City of St. Pete Beach is experiencing significant commercial revitalization on the West End of Corey Avenue.


WHEREAS, the safety of pedestrians and cyclists along Sunset Way and Upham Beach is a concern.

WHEREAS, Forward Pinellas provides funding for projects through the FDOT Transportation Set-Aside Program.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of St. Pete Beach, that:

City Staff may apply for grant funding through Forward Pinellas' Transportation Alternatives grant program to fund projects that bring the City's vision for a pedestrian friendly Sunset Way and Upham Beach area to life and eventually connect the area to the larger Beach Walk project.

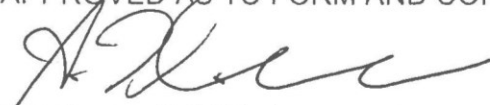
Passed this 27th day of September 2021 by the City Commission of the City of St. Pete Beach, Florida.


Alan Johnson, Mayor

ATTEST:


Amber LaRowe, City Clerk

APPROVED AS TO FORM AND CORRECTNESS:


Andrew Dickman, City Attorney

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2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION

Exhibit H Letters of Support



St. Pete Beach City Hall
155 Corey Avenue
St. Pete Beach, FL 33706

September 24, 2021

Robert Feigel, Program Planner
Chelsea Favero, AICP, Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Mr. Feigel and Ms. Favero,

Re: FDOT Transportation Alternatives Program Grant Proposal for the City of St. Pete Beach
Sunset Way Complete Streets Phase 2 Project

As the City Manager of St. Pete Beach, our city is pleased to submit the Transportation Alternatives Program Grant Proposal for the Sunset Way Complete Streets Phase 2 Project. Known as the Sunset Capital of Florida and TripAdvisor's No. 1 Beach in the U.S., St. Pete Beach is a picturesque tourist attraction and family destination that encompasses a National Historic District, fishing piers, boat ramps, beach resorts and residences, parks, public library, restaurants, galleries, scenic outdoor experiences, entertainment, attractions, and is home to the finest sugary-sands beaches in Pinellas County, Florida.

The proposed Sunset Way Complete Streets Phase 2 Project termini is on Sunset Way, from Corey Avenue to 67th Avenue: and on Beach Plaza, from 71st Avenue to 67th Avenue, totaling approximately 0.64 miles. Currently, the Project corridor lacks the vital infrastructure and improvements to safely connect the community to our amenities and services. The Project incorporates the planning, design, and construction of safe pedestrian and bicycle infrastructure in compliance with the Americans with Disabilities Act (ADA). The city is committed to this Project and will pursue LAP Certification prior to the grant funding being encumbered.

If funded, the Project will provide safe pedestrian and bicycle infrastructure for the residents, business owners, and visitors of all ages and abilities in St. Pete Beach.

Thank you again for your consideration of the Sunset Way Complete Streets Phase 2 Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alex Rey".

Alex Rey
City Manager

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6990 Gulf Boulevard – St. Pete Beach, FL – 33706 – 727.360.6957

September 24, 2021

Mr. Robert Feigel, Program Planner
Chelsea Favero, AICP, Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Mr. Feigel and Ms. Favero,

Re: FDOT Transportation Alternatives Program Grant Proposal for the City of St. Pete Beach Sunset Way Complete Streets Phase 2 Project

The Tampa Bay Beaches Chamber of Commerce (TBBCoC), located at 6990 Gulf Boulevard in St. Pete Beach, is pleased to submit our letter of support for the *Transportation Alternatives Program Grant Proposal for the Sunset Way Complete Streets Phase 2 Project*. The TBBCoC is one of the largest chambers in the Tampa Bay area, serving beach communities from Clearwater Beach and Sand Key in the north to St. Pete Beach and Pass-A-Grille in the south.

Our Mission Statement is, "To support businesses, promote tourism, and provide a platform for collaboration to enhance the business environment and quality of life in our communities." Our Vision Statement is, "The Tampa Bay Beaches Chamber of Commerce is a proactive business advocate, recognized as the preeminent business organization in our region for sustaining economic viability."

With a history as rich as its sunsets, St. Pete Beach offers something for everyone. The beautiful pristine beaches, amazing selection of locally owned businesses, and award-winning accommodations for guests, it's no wonder why this beach is a favorite for visitors and locals alike. The project proposed for Sunset Way, from Corey Avenue to 67th Avenue: and on Beach Plaza, from 71st Avenue to 67th Avenue, would bring safe and vital pedestrian and bicycle infrastructure improvements to one of the most adored destinations in Pinellas County.

The Project would provide the much needed capital investment in an area booming in economic growth and vitality. Thank you for your consideration and funding support of the Sunset Way Complete Streets Phase 2 Project.

Sincerely,

A handwritten signature in blue ink that reads "Robin A. Miller".

Robin A. Miller
President/CEO

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The Toasted Monkey
678 75th ave
St. Pete Beach, FL 33706
727.360.5800
www.thetoastedmonkey.com

September 24, 2021

Robert Feigel, Program Planner
Chelsea Favero, AICP, Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Mr. Feigel and Ms. Favero,

Re: FDOT Transportation Alternatives Program Grant Proposal for the City of St. Pete Beach
Sunset Way Complete Streets Phase 2 Project

The Toasted Monkey wishes to express our support of the City of St. Pete Beach Transportation Alternatives Grant Proposal to provide mobility options for the residents, businesses, and visitors of St. Pete Beach.

Located at 678 75th Avenue in St. Pete Beach, The Toasted Monkey is a beachfront bar and grill with an outdoor, island-themed area and an inside lounge with sports on televisions. The Toasted Monkey is a casual dining restaurant serving fresh food made in-house, with a fabulous Florida beach feel. There is plenty of covered dining, indoor and outdoor bar seating, and the laid-back atmosphere that locals and tourists alike enjoy. Toasted Monkey is family friendly, and the covered outdoor areas are dog-friendly as well. Toasted Monkey offers terrific service in a clean and inviting location and handmade food from fresh ingredients. The decorations are fun, and funky, with cool artwork and collectibles decorating the walls and ceilings. It's a real slice of Old Florida, and the perfect place to bring the kids, or grandma, or all your friends! Whether you are looking for great food, a fun place to dine, cold drinks or fun and games, the place to go is Toasted Monkey – St Pete Beach.

The Toasted Monkey supports the City of St. Pete Beach in its vision to enhance safety and mobility for pedestrians and bicyclists of all ages and abilities.

Thank you for your consideration of the City of St. Pete Beach Sunset Way Complete Streets Phase 2 Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chelsea Favero".

Chavero

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2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION

Exhibit I Sunset Way Concept Excerpts



Sunset Way



Crosswalk at turn of 75th Ave into Sunset Way



Sunset Way

St Pete Beach | Design Renderings



View of Parking Lot from Boardwalk

6



Raised Intersection at Corey Avenue and Sunset Way

St Pete Beach | Design Renderings

7

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Corey Avenue and Sunset Way Excerpt



Waterfront Restaurants Excerpt



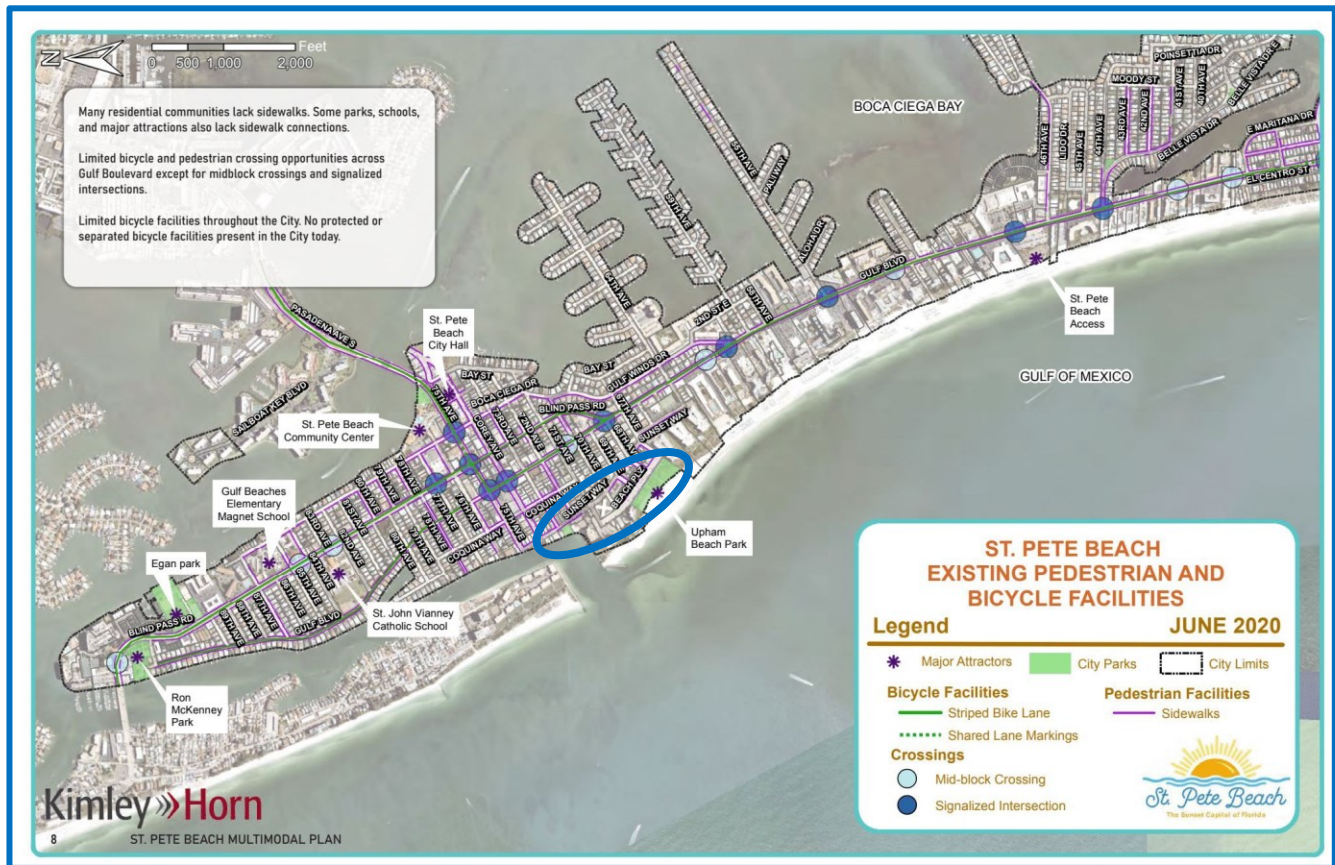
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Exhibit J St. Pete Beach Multimodal Plan Excerpts

Project Need: Existing Conditions/Lack of Facilities (Pages 3,8)



1. EXISTING CONDITIONS

EXISTING CONDITIONS
The existing conditions analysis included examination of existing parks, City districts, major attractions, roadway characteristics, pedestrian and bicycle networks, public transit, and a 5-year crash analysis. A brief summary for each of the Existing Conditions Maps is below:

Key Connections and Major Attractors

- The major attractions within the City were identified as public parks, schools, public buildings, public facilities, and historic landmarks. There are three major activity areas within the City: Downtown, Hotel District, and Pass-A-Grille Historic District.
- There is limited access to and within the City. The key connections into and within the City are identified as: Pinellas Bayway, Gulf Boulevard, 75th Avenue/Pasadena Avenue, and Blind Pass Road. The limited connections restrict access to all modes of transportation and results in congestion and heavy reliance on Gulf Boulevard capacity.

Crash Data Analysis (2015-2019)

- Fatal Crashes**
 - Total of 4 fatalities in St. Pete Beach in the last 5 years. All fatalities occurred in the northern section of the City, particularly in the downtown area. 3 of the fatalities were pedestrians and one was a motorist. 2 of the pedestrians were struck while walking on the sidewalk and one was struck while crossing the road. 3 of the fatalities occurred at night.
- Incapacitating Crashes (Serious Injuries)**
 - 21 total incapacitating injuries: 4 bicyclists, 4 pedestrians. Almost all of these crashes occurred along Gulf Blvd, and 75th Avenue near the downtown area.
- Bike/Pedestrian Crashes**
 - 48 crashes: 24 bike, 24 pedestrians. Almost all occurred along Gulf Boulevard, Blind Pass Road, and 75th Avenue.
 - 27% of crashes involving bicyclists or pedestrians result in a fatality or incapacitating injuries.
 - Concentration/clusters of crashes at intersections and crossings. Typically rear-end vehicle crashes.

Bicycle and Pedestrian Network

- Existing pedestrian network (sidewalks and crossings)
 - Walk shed (5 minutes, 10 minutes)
 - Based on the crash data, pedestrian travel along and crossing Gulf Boulevard and Blind Pass Road is unsafe and results in a high number of crashes. This is due to limited signalized crossings on Gulf Boulevard, speeding vehicles, and dark lighting conditions at night due to lack of pedestrian-scale lighting.
- Existing bicycle networks
 - There are existing bicycle facilities on most major roadways and key connections within the City. The only key connection roadway that does not have bike facilities is Pinellas Bayway. Based on the crash data, bicycling on Gulf Boulevard, 75th Avenue, and Blind Pass Road is unsafe and results in a high number of crashes.

Transit Stops, Routes, and Onboarding/Alighting

- There are three existing transit routes within the City: Central Avenue Trolley (CAT), route 90, and the Suncoast Beach Trolley. These routes primarily run along Gulf Boulevard and connect to St. Petersburg, South Pasadena, and Treasure Island. The onboarding and alighting data indicates overall low ridership with the most popular stop located at 75th Avenue and Gulf Boulevard in the Downtown District.
- Freebie Shuttle Service (not shown on map): free electric shuttle service provided by the City that covers communities south of the St. Pete Beach County Beach Access Park to Pass-A-Grille.

Planned Multimodal Improvements (from Forward Pinellas)

- A Community Trail is identified to run along the Gulf Beaches and connect north to Treasure Island. The trail is not yet funded or designed.
- The Bus Rapid Transit (BRT) from St. Petersburg to the Beaches under construction and is planned to open in 2021. The enhanced transit will require well-connected bicycle and pedestrian networks to and from the BRT station areas. The BRT will aid in managing congestion during peak tourism season along Gulf Boulevard and 75th Avenue/Pasadena Avenue.

Functional Roadway Classification

- The key connections are also classified as the only arterials within the City and are owned by FDOT. Improvements to these corridors will have the most impact to the overall transportation network and will have to follow FDOT guidelines. To address connectivity and multimodal improvements, coordination between the City and FDOT will be required.

The Existing Conditions Map series begins on the following pages. The analysis is illustrated in the Existing Conditions Map Series that includes:

- Key Connections and Major Attractors
- 5-Year Crash Data (2015-2019)
- Bicycle and Pedestrian Facilities
- Existing Walksheds
- Transit Stops/Routes
- Transit Onboarding/Alighting
- Multimodal Improvements (Identified in the Forward Pinellas Advantage Pinellas Plan)
- Functional Roadway Classification

EXISTING CONDITIONS 3

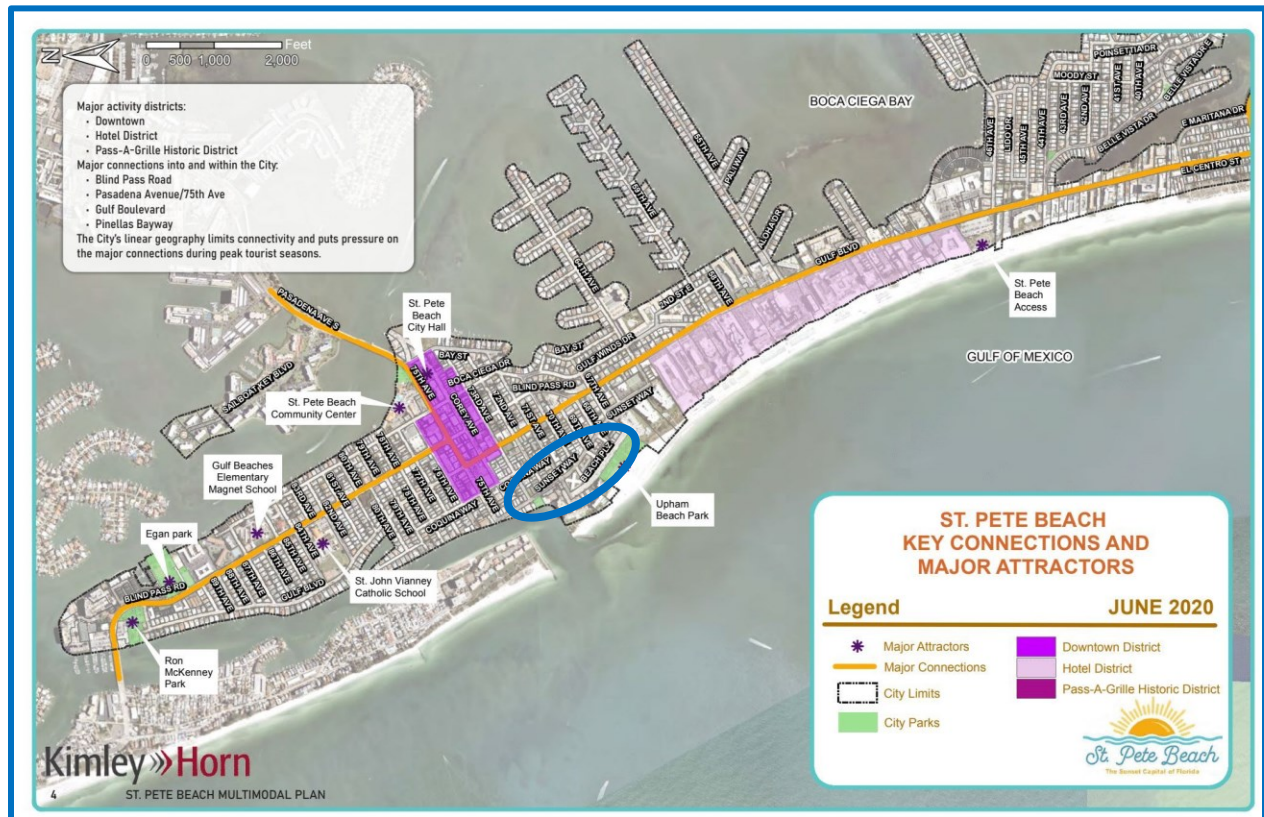
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Project Need: Lack of Facilities in the Project Area

Need to Connect to Major Connections and Attractions (Page 4)

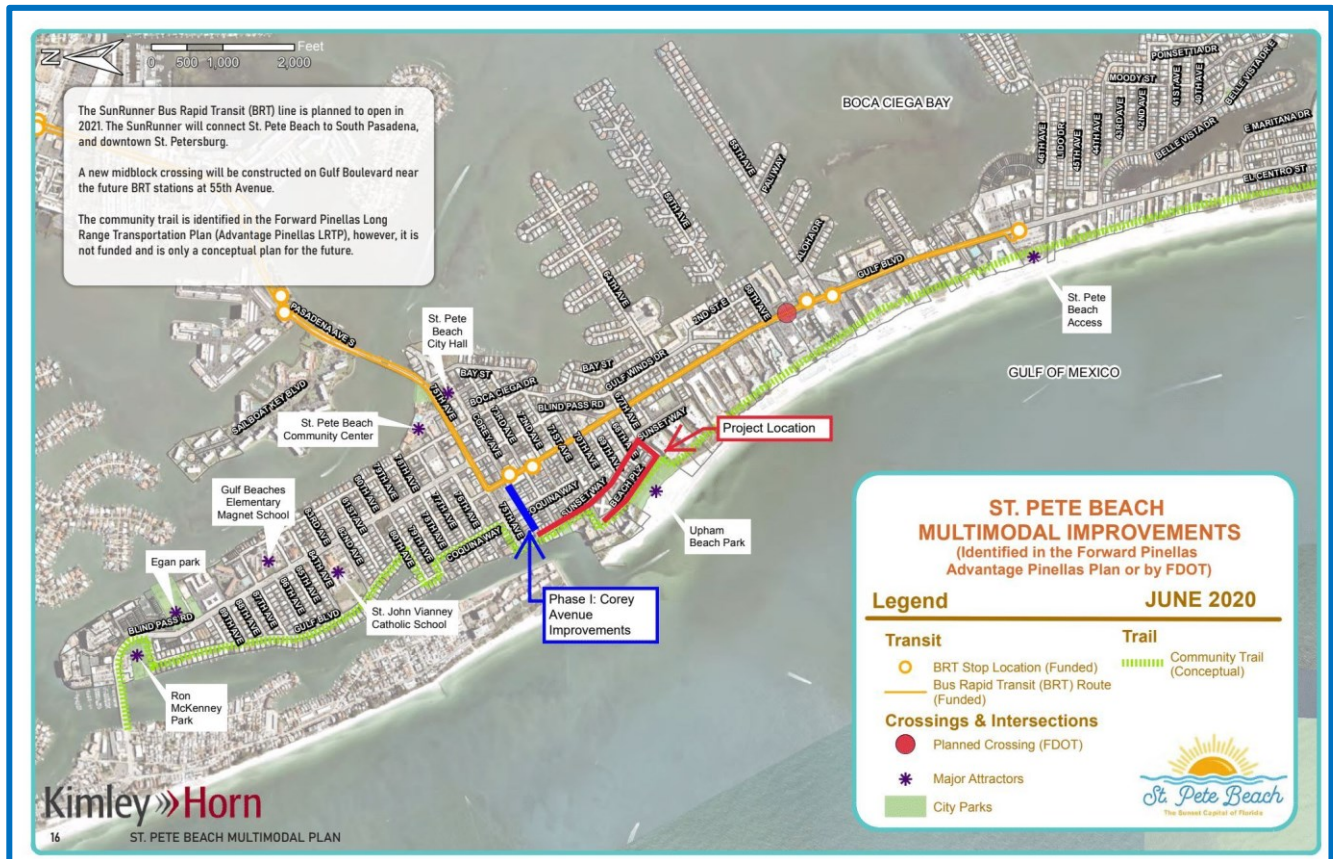


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Proposed Improvements (Page 16)



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2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION

**Thank you for your consideration of the City of St. Pete Beach
TA Program Application for the Sunset Way Complete Streets
Phase 2 Project**

Contact for this Application

Michelle Gonzalez, AICP, Director

Community Development

155 Corey Avenue,

St. Pete Beach, FL 33706

Phone: (727) 363-9213

Email: mgonzalez@stpetebeach.org

www.stpetebeach.org

Vision Statement

The City of St. Pete Beach strives to maintain our distinct sense of community values that fosters an environment of innovation, resiliency, sustainability and inspiration.

Mission Statement

The City of St. Pete Beach is committed to ensuring an optimal quality of life for its community by protecting our beaches and family-friendly environment while being respectful of our history.

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APPLICATION ADDENDUM



CITY OF ST. PETE BEACH
SUNSET WAY COMPLETE STREETS
PHASE 2 PROJECT



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

The addendum information **must** accompany a completed Florida Department of Transportation's (FDOT) Surface Transportation Block Grant Program and Transportation Alternatives (TA) Set-Aside Program Project Application, including all of the requirements and documentation required on the application checklist included in the TA application.

Program Structure:

- Minimum Project Award: \$300,000
- Maximum Project Award: \$2,000,000
- A maximum of two projects will be selected to be prioritized for funding. There is no guarantee that all projects will receive funding in the next 5-Year Work Program.
- Each jurisdiction may submit a maximum of two projects for consideration during this funding cycle.
- If a project is selected for inclusion on the priority list, the project will only remain on the list for a maximum of three years before being removed.

Application Prerequisites:

- The application must include a resolution of support from the agency's governing body and documentation of public support.
- 100% of right-of-way must be acquired or documentation of an easement provided.
- Applying agency must be LAP certified, demonstrate a commitment to obtain LAP certification within a timely manner to implement the project or provide an agreement with a LAP certified agency to implement the project on their behalf.

Please provide, at a minimum, the information requested below. Applications will be competitively evaluated based on the information provided by the applicant. For technical support or additional information, please contact Rob Feigel at rfeigel@forwardpinellas.org. **Technical support should be requested no later than September 10, 2021 to ensure Forward Pinellas staff has sufficient time to gather the needed information.**



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

1. List what, if anything, has not been checked as included with the TA application on FDOT's TA Program application checklist and the Forward Pinellas checklist?

N/A. All checklist items have been included. Interactive links are provided throughout this Addendum for convenient access to maps, references, and the proposed Project.

2. If anything on the checklist was not included in the application, why was it not included with the TA application?

N/A. All checklist items have been included. Interactive links are provided throughout this Addendum for convenient access to maps, references, and the proposed Project.

3. What project phases are included in the funding request, the amount of TA funding requested, the amount of local matching funds and in-kind support for each phase (should match what's in the TA Application)?

The City of St. Pete Beach is requesting TA funding for the Planning, Engineering, and Design (PE/Final Design); Construction; and Construction Engineering and Inspection (CEI) Phases of the [Sunset Way Complete Streets Phase 2 Project](#). The total estimated Project cost is \$689,823. The total amount of TA funding requested for this Project is \$551,858.40. The amount of local matching funds provided by the City is \$137,964.60, or 20% local cost-share, as illustrated below in the specified Project Phases.

Project Phase	TA funds	Local Matching Funds
<input type="checkbox"/> Planning:	\$ 0	\$ 0
<input type="checkbox"/> PD&E:	\$ 0	\$ 0
<input checked="" type="checkbox"/> PE/Final Design:	\$ 38,059.20	\$ 9,514.80
<input checked="" type="checkbox"/> Construction:	\$ 494,769.60	\$ 123,692.40
<input checked="" type="checkbox"/> Construction Engineering and Inspection (CEI):	\$ 19,029.60	\$ 4,757.40
TOTAL	\$ 551,858.40	\$ 137,964.60

4. Attach a detailed description and map showing how the project provides direct access to an existing Multimodal Corridor as designated on the Countywide Land Use Map.

The **Sunset Way Complete Streets Phase 2** Project will be the defining Multimodal Corridor project in this area to provide direct access to the public. Being a barrier island, the City of St. Pete Beach currently has limited connectivity to Pinellas County's large trail network; however, the **Sunset Way Complete Streets Phase 2 Project** is directly connected to the proposed "community trail" identified in the [Forward Pinellas Active Transportation Plan \(ATP\)](#) (January 2020). Additionally, Sunset Way is Phase II of a three-phase Project. Phase I included updates to Corey Avenue

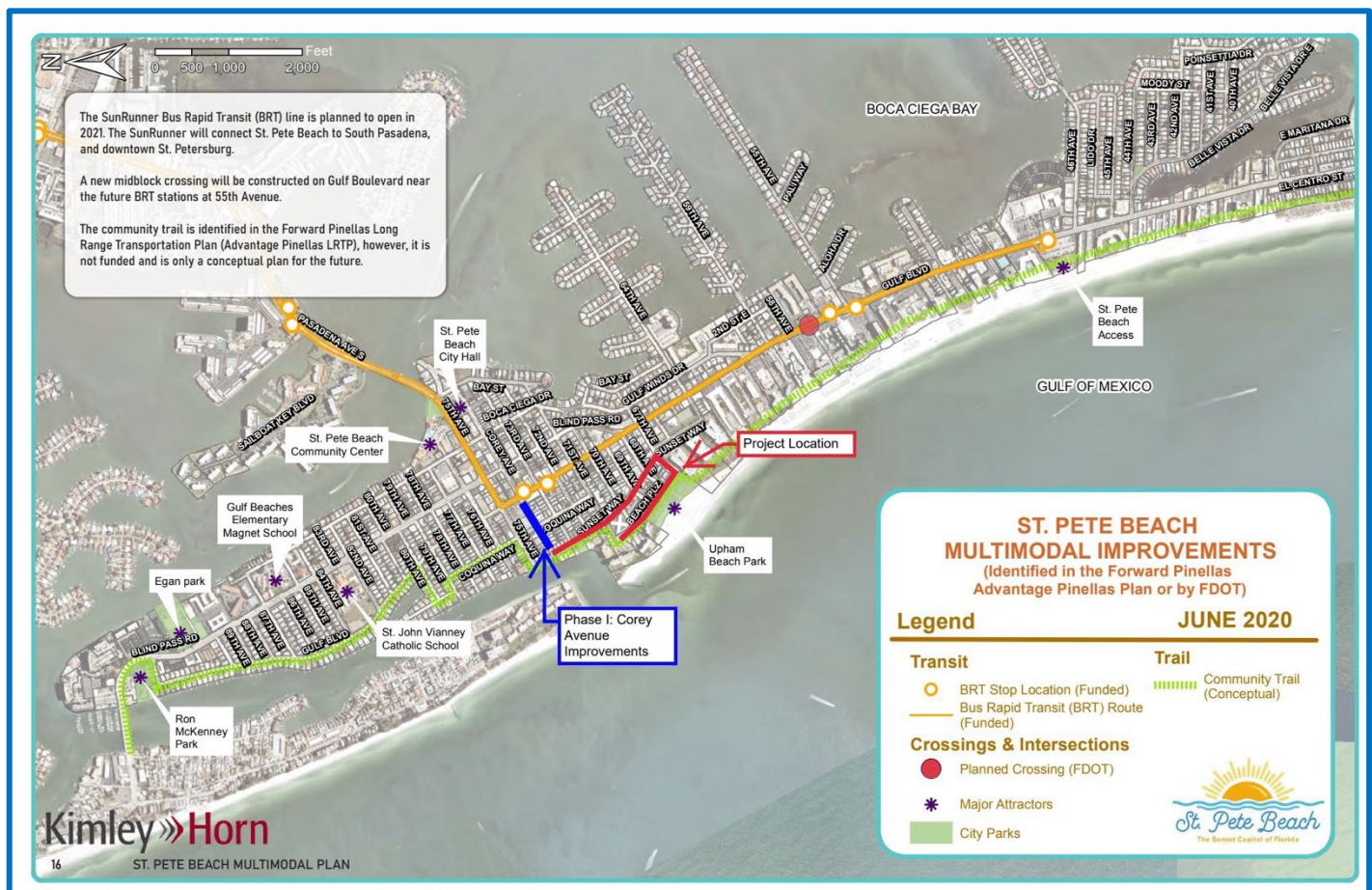
2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

and referenced in the **Forward Pinellas ATP (Figure 6-Page 22 illustrated below)**. The Corey Avenue Phase I Project consisted of improving pedestrian spaces and aesthetics along Corey Avenue. This Project links to the County's recently installed bicycle lanes on Blind Pass Road, and ultimately connecting to Pasadena Avenue via 75th Avenue.



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

Furthermore, the Project links transit users to Corey Avenue and Gulf Blvd., providing access to the SunRunner Bus Rapid Transit (BRT) stops. Moreover, several other bus services, such as the Central Avenue and Suncoast Trolley, provide stops on 75th Avenue nearby Sunset Way. Subsequent to this Project's completion and the completion of Phase 3, direct access will be provided to bicycle lane and sidewalks on Blind Pass Road via 75th Avenue. The bicycle lanes recently installed by the county along Blind Pass provide access up to Treasure Island and the bicycle lanes down 75th Avenue provide access over the bridge to South Pasadena. **Without this Project, the City of St. Pete Beach will be disconnected from the community it serves. With this Project, the City of St. Pete Beach will be able to provide safe, convenient, and accessible mobility options for people of all ages and abilities.**



- Attach a detailed description and map showing how the project is located within, or connects directly to, an existing Activity Center as identified on the Countywide Land Use Map.

The **Sunset Way Complete Streets Phase 2** Project connects directly to existing Activity Centers as identified on the Countywide Land Use Map. The Sunset Way Complete Streets Phase 2 Project termini is on Sunset Way, from Corey Avenue to 67th Avenue; and on Beach Plaza, from 71st Avenue to 67th Avenue, totaling 0.64 miles (Project Location Map illustrated below).

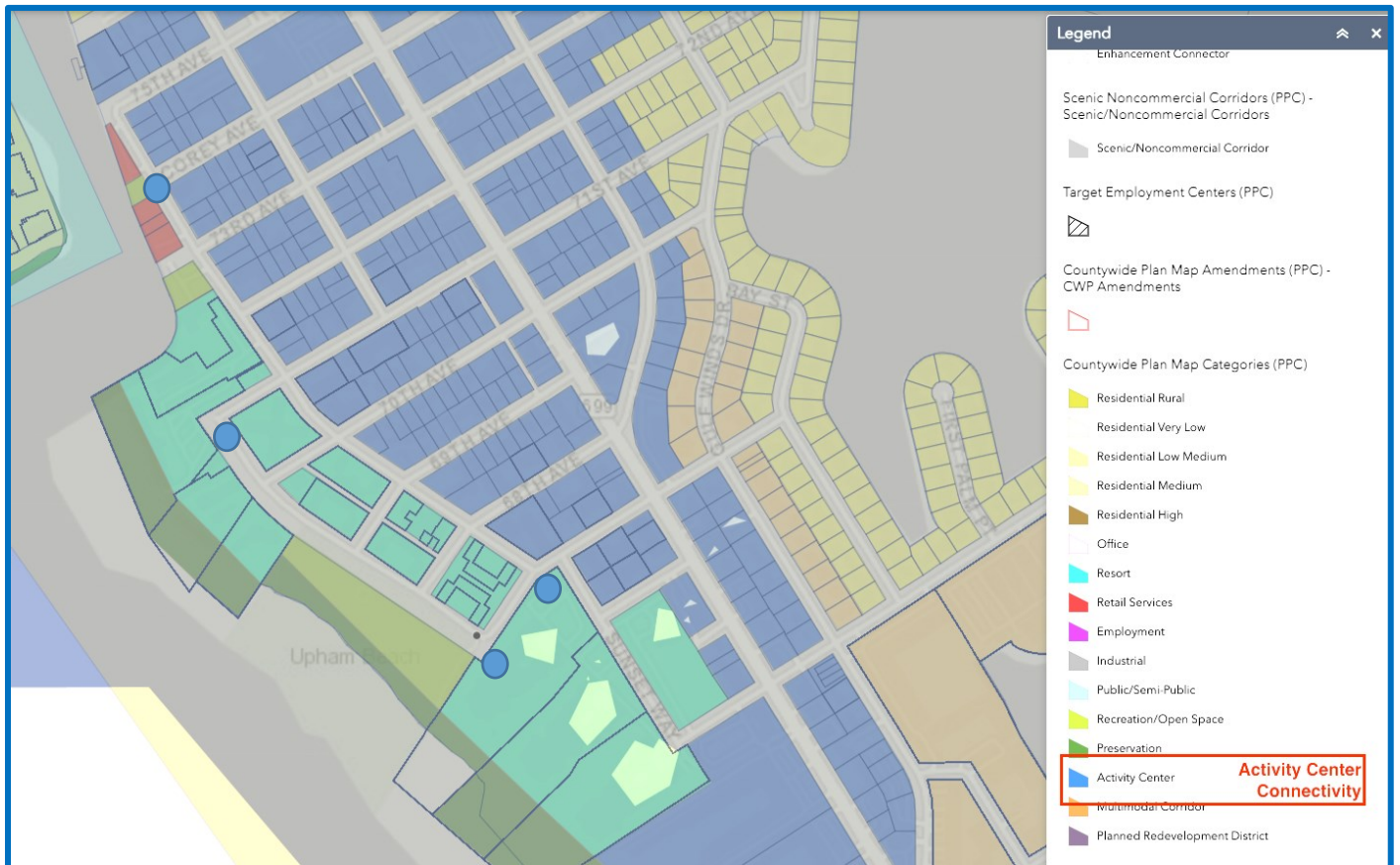
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The Project connects directly to existing Activity Centers as identified on the Countywide Land Use Map, including [Upham Beach Park](#) which stretches from 67th Avenue to 71st Avenue (illustrated below).

Activity Centers Connectivity Map



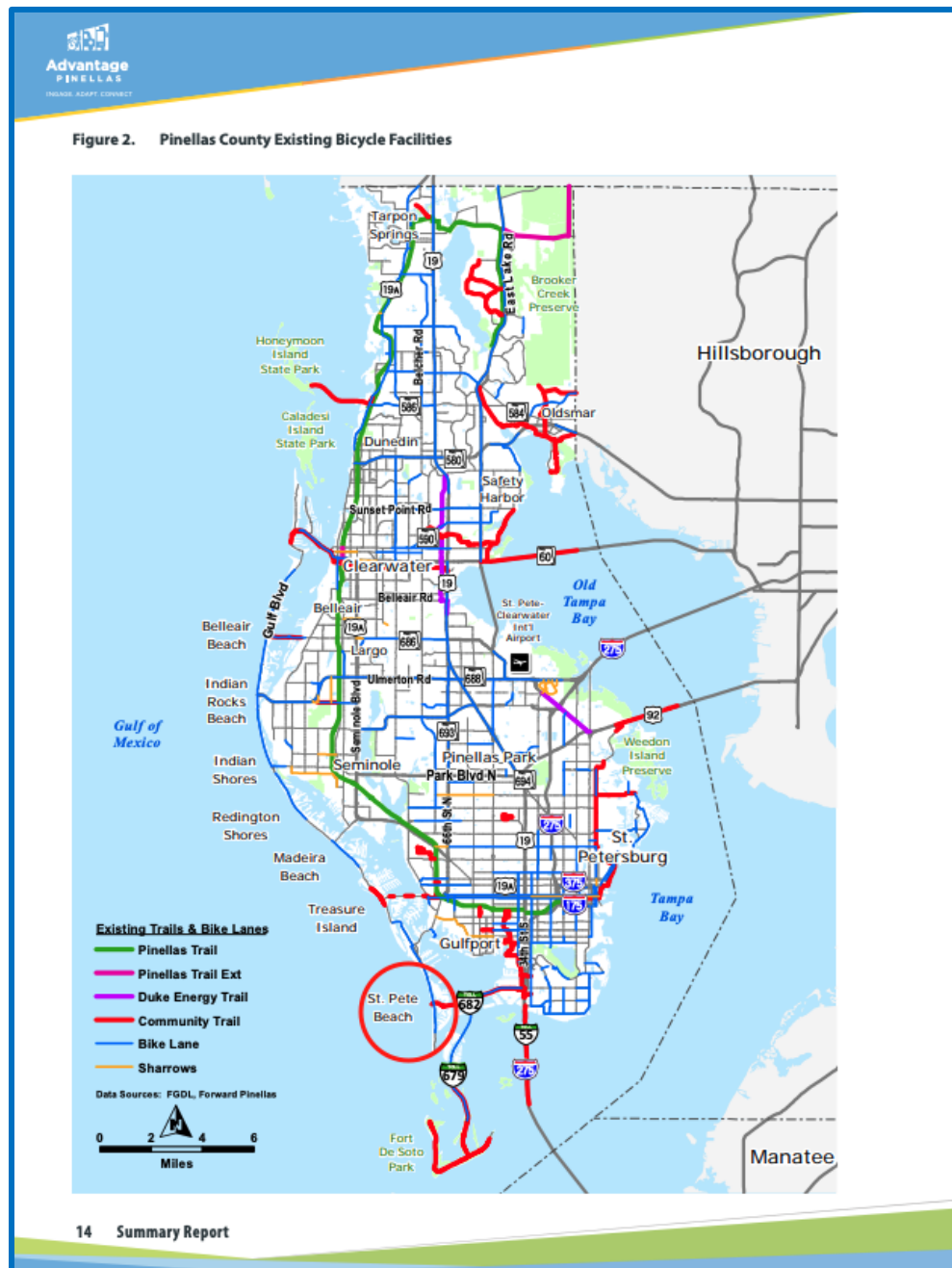
6. Attach a detailed description of how the project is identified in the Forward Pinellas Active Transportation Plan or directly connects to a facility identified in the Plan. Attach the relevant pages from the Plan that identifies the project and highlight the portion that identifies your project. Alternatively, attach a map(s) depicting the project location as an overlay on the Plan that shows how the project directly connects to a facility identified in the Plan.

The **Sunset Way Complete Streets Phase 2** Project is identified in the [Forward Pinellas Active Transportation Plan](#) and will directly connect to existing trails and bike lanes facilities identified in the Plan (Figure 2-Pinellas County Existing Bicycle Facilities, page 14). In addition, the Project will directly connect to the Proposed Community Trail identified in the Forward Pinellas Active Transportation Vision Map (Figure 6, page 22). Moreover, the Project will benefit the South Area Vision for Bike Facilities, including a Proposed Community Trail traveling from the north end of Treasure Island to the southern tip of Pass-A-Grille (Figure 9, page 25). All three phases of the Sunset Way Complete Streets Project, in addition to the City's own Beach Walk Project, will assist Forward Pinellas in accomplishing its Vision to "have a

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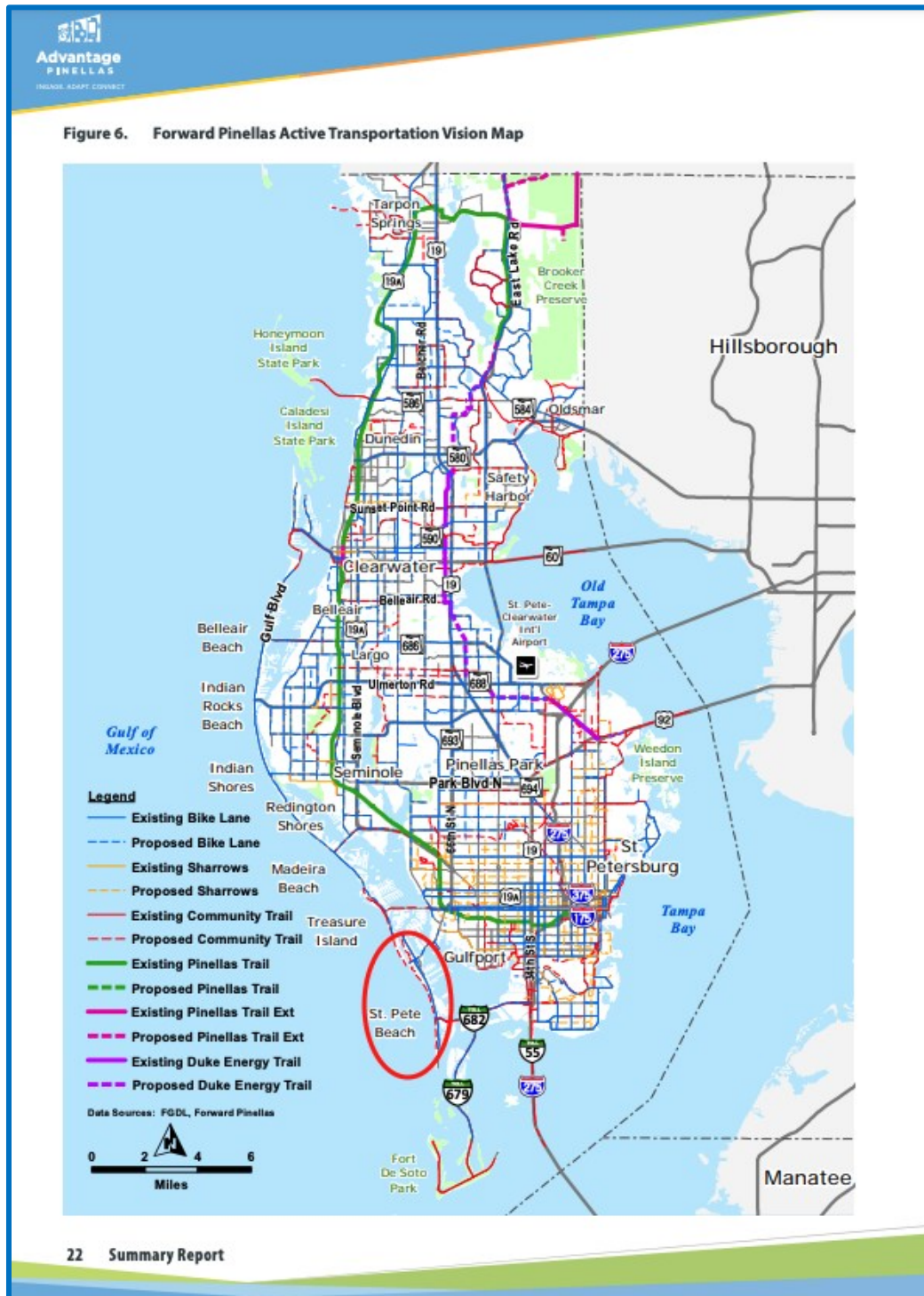
safe, connected and comfortable active transportation network, which is community fostered and in harmony with all travel modes, and that advances an efficient, productive, and healthy mobility system for all users.”

Figure 2-Pinellas County Existing Bicycle Facilities



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Figure 6-Forward Pinellas Active Transportation Vision Map

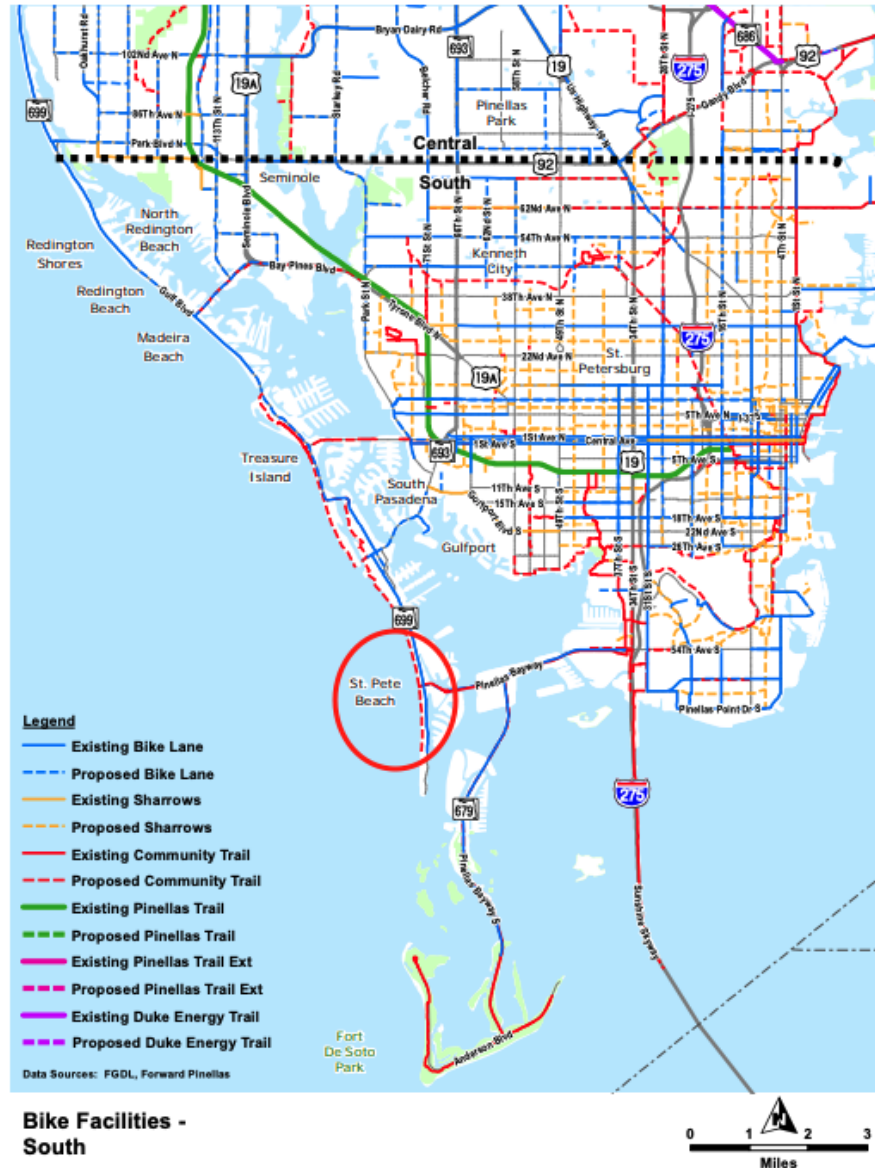


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Figure 9- South Area Vision Area



Figure 9. South Area Vision Area



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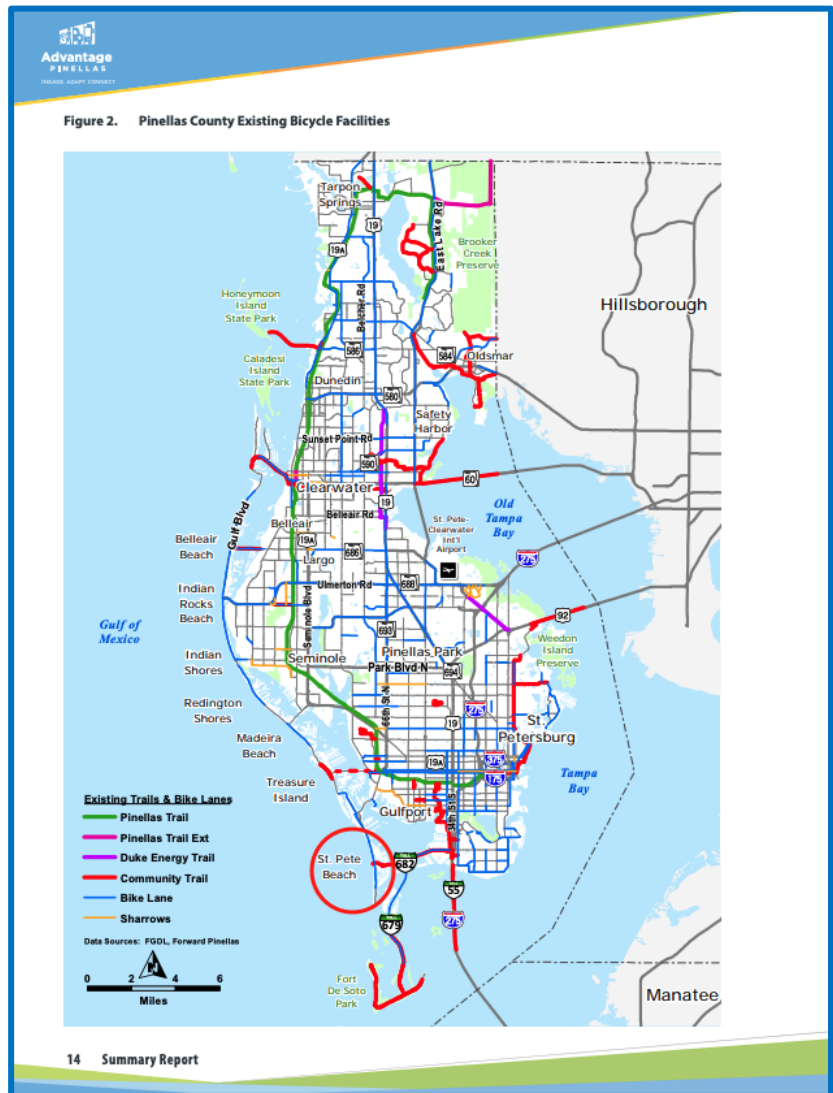
7. Describe how the project connects two or more existing bicycle/pedestrian facilities (fills a gap). Include a map showing the gap that this project is filling.

The proposed [Sunset Way Complete Streets Phase 2](#) Project will take place on Sunset Way, from Corey Avenue to 67th Avenue, (0.4 miles) and on Beach Plaza, from 71st Avenue to 67th Avenue (0.24 miles), approximately 0.64 miles total ([click on hyperlink for Interactive Map](#)).

The **Sunset Way Complete Streets Phase 2** Project is identified in the [Forward Pinellas Active Transportation Plan](#) and will directly connect to existing trails and bike lanes facilities identified in the Plan (Figure 2- Pinellas County Existing Bicycle Facilities, page 14).

Currently, the Project corridor lacks the vital infrastructure to safely connect the community. The corridor deficiencies include bicycle lanes, continuous sidewalks, crosswalks, enhanced lighting, and Complete Streets improvements with ADA accessibility. The [Phase 1 of the Sunset Way Complete Streets Project](#) included park improvements, ROW improvements, and landscape beautification along Corey Avenue, from Sunset Way west to Coquina Way. The [Sunset](#)

[Way Complete Streets Phase 2 Project](#) incorporates and continues the implementation and goals of the Citywide Multimodal Plan, Beach Walk Visioning Study, Community Residential Surveys, and the 2030 Strategic Plan. The Sunset Way Complete Streets Phase 2 Project incorporates the planning, design, and construction of ADA compliant and safe pedestrian and bicycle infrastructure, including accessible new sidewalks, filling gaps to existing sidewalks, crosswalks, bicycle lanes and/or sharrow markings, high visibility street markings, landscape buffers from the roadway, lighting, and other safety related infrastructure in compliance with the Americans with Disabilities Act (ADA). The Sunset Way Complete Streets Phase 2 Project is identified in the Forward Pinellas Active Transportation Plan and will directly connect to existing trails and bike lanes facilities identified in the Plan (Figure 2-Pinellas County Existing Bicycle Facilities, page 14).

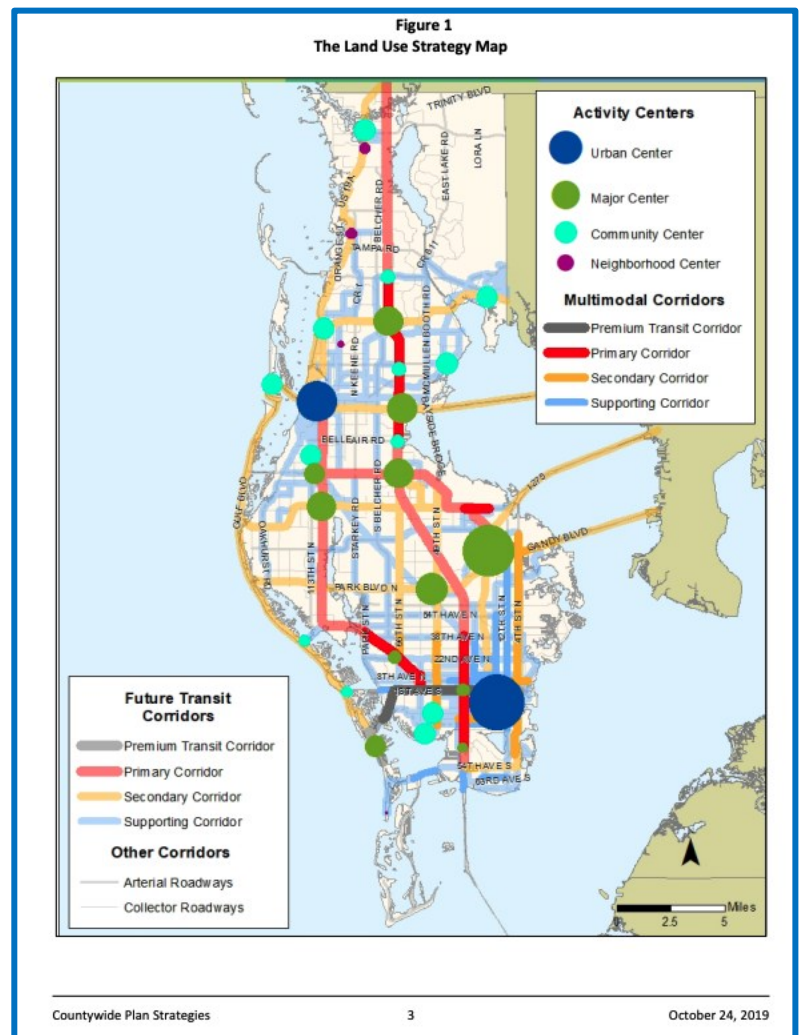


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The Sunset Way Complete Streets Phase 2 Project aligns with the [Forward Pinellas Countywide Plan Strategies](#), Transportation Component for the Transit-Oriented Development, Transportation Goal 3.0: Transit-Oriented Pedestrian/Bicycle Planning, to “*Enhance the existing transportation network to provide functional and effective pedestrian, bicycle, and transit connections in transit-oriented areas.*” In addition, the Project aligns with Transportation Goal 4.0: Complete Street Design, to “*Design streets to be multimodal Complete Streets, with an emphasis on safety, access and circulation for all users, regardless of age or ability, based on the context of the roadway and its surrounding area.*” This Project will be a well-balanced Complete Streets network which connects existing bicycle/pedestrian facilities, enhances mobility, supports livability, and spurs economic development while providing more safe mobility mode choices for residents, businesses, visitors, and people of all ages and abilities.

8. Describe how the project will provide direct access to existing transit routes. Will the project connect to existing transit service with headways of 30 minutes or less? Will the project connect to transit service with existing headways of between 45 and 60 minutes?

The Sunset Way Complete Streets Phase 2 Project will provide direct access to existing transit routes and activity centers. St. Pete Beach was identified in the [Countywide Plan Strategies](#) as a “Major Center” due to its convenient connection to the greater County via bus routes and the SunRunner BRT (planned to begin service in 2022), which will shuttle people from Downtown St. Petersburg to St. Pete Beach County Park (Figure 1, page 3, illustrated below).



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The Project will be a focal point of the community and served by existing and future transit. The Project is served by the existing Pinellas Suncoast Transit Authority (PSTA) CAT, from Corey Avenue south on Sunset Way.



As a Project that supports and will serve Major Activity Centers, the Project will provide direct access to the SunRunner Bus Rapid Transit (BRT) **on Sunset Way and Corey Avenue with headways of 30-minutes or less.** Commencing in 2022, the SunRunner will be a new train-like transit line that will connect downtown St. Petersburg to South Pasadena and **St. Pete Beach.** The line will run every 15-minutes during the day and every 30-minutes during the evening.



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In addition, the Project will provide direct access to the existing Suncoast Beach Trolley. **The Trolley runs every 20 to 30 minutes** from 5:00 a.m. to 10:00 p.m., 7 days a week, including holidays, and runs until midnight on Friday and Saturday evenings. The SBT provides service to all of the Gulf Beaches from Pass-A-Grille to Clearwater Beach. The Trolley also connects to bus routes serving Downtown St. Petersburg and **provides stops on 75th Avenue near this Project on Sunset Way** and Beach Walk. The Trolley has regular stops along its route, and every few blocks there is a bus stop sign where commuters can catch the Trolley between its regular stops. The SBT provides transit to the shops on **Corey Avenue** in St. Pete Beach. Furthermore, all Trolleys provide wheelchair access (ADA accessible) and bicyclists may bring their bikes on the Trolley **which makes this Phase 2 Project an asset in connecting to existing transit service**, employment, restaurants, retail, residential, and the TripAdvisor's No. 1 Beach in the U.S. in 2021 – St. Pete Beach.



St. Pete Beach Multimodal Plan-Existing Transit-Page 12



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An added transportation option provided by the City of St. Pete Beach is Freebee! Freebee is changing the way people experience Florida, physically moving the masses through FREE, electric transportation. As a “going green” advocate, Freebee fully supports South Florida’s Climate Action Plan by serving the community while operating on clean energy, so when St. Pete Beach commuters ride Freebee, they too become a part of the solution in the efforts to reduce carbon emissions from our beautiful local neighborhoods. For a free ride, residents and tourists can simply download the Freebee app, request a ride, and jump on board a Freebee eco-friendly vehicle **to this Project’s destination, restaurants, bars, beaches, parks, and any of the many St. Pete Beach amenities.**

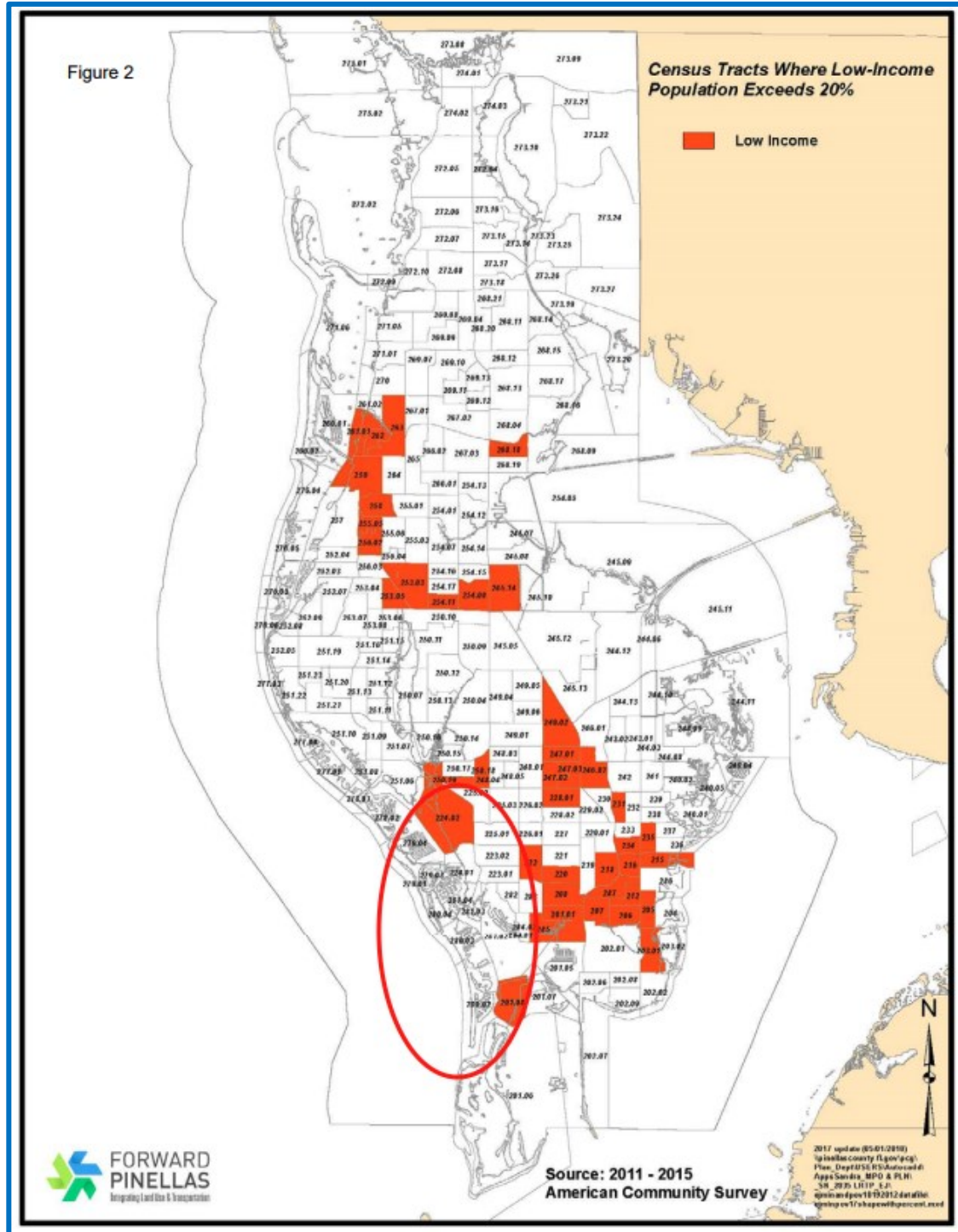


9. Describe whether or not the project is within (or provides direct access to) an Environmental Justice area as identified by Forward Pinellas. Attach a map(s) depicting the completed project on the Forward Pinellas Environmental Justice map. Identified Environmental Justice maps can be located at: https://forwardpinellas.org/wp-content/uploads/2018/06/2045-EJ-Report_Final.pdf.

The **Sunset Way Complete Streets Phase 2** Project will provide access to Environmental Justice areas as identified by the [Forward Pinellas Environmental Justice map](#) for Low-Income Census Tracts 201.08 to the south and 224.02 to the north (see Figure 2, page 7; and Figure 3, page 8, illustrated below). The Project will benefit, serve, and be accessible, via 9-minute commute, to the population in Census Tract 201.08 by heading north on Pinellas Bayway to Gulf Blvd. and turning left on 67th Avenue. In addition, the Project will benefit, serve, and be accessible, via 12-minute commute, to the population in Census Tract 224.02 by traveling on Pasadena Avenue to Corey Avenue, continuing south on 75th Avenue.

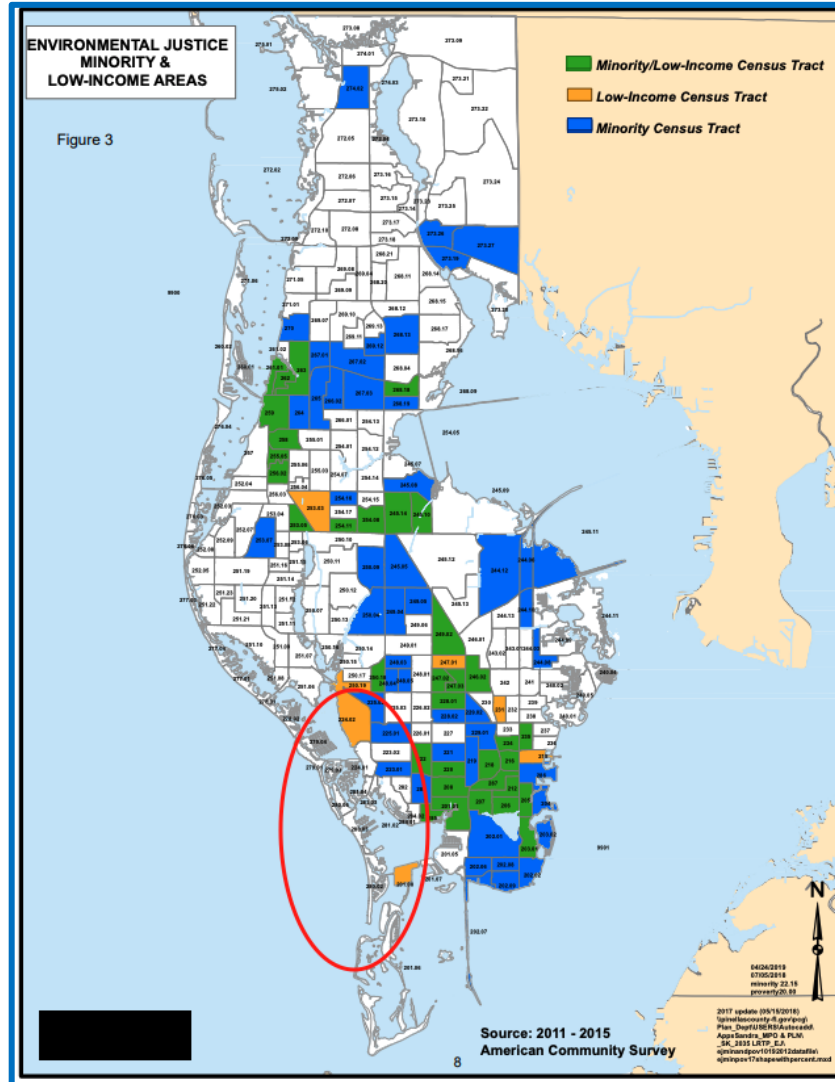
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Figure 2-Low Income Census Tract (Page 7)



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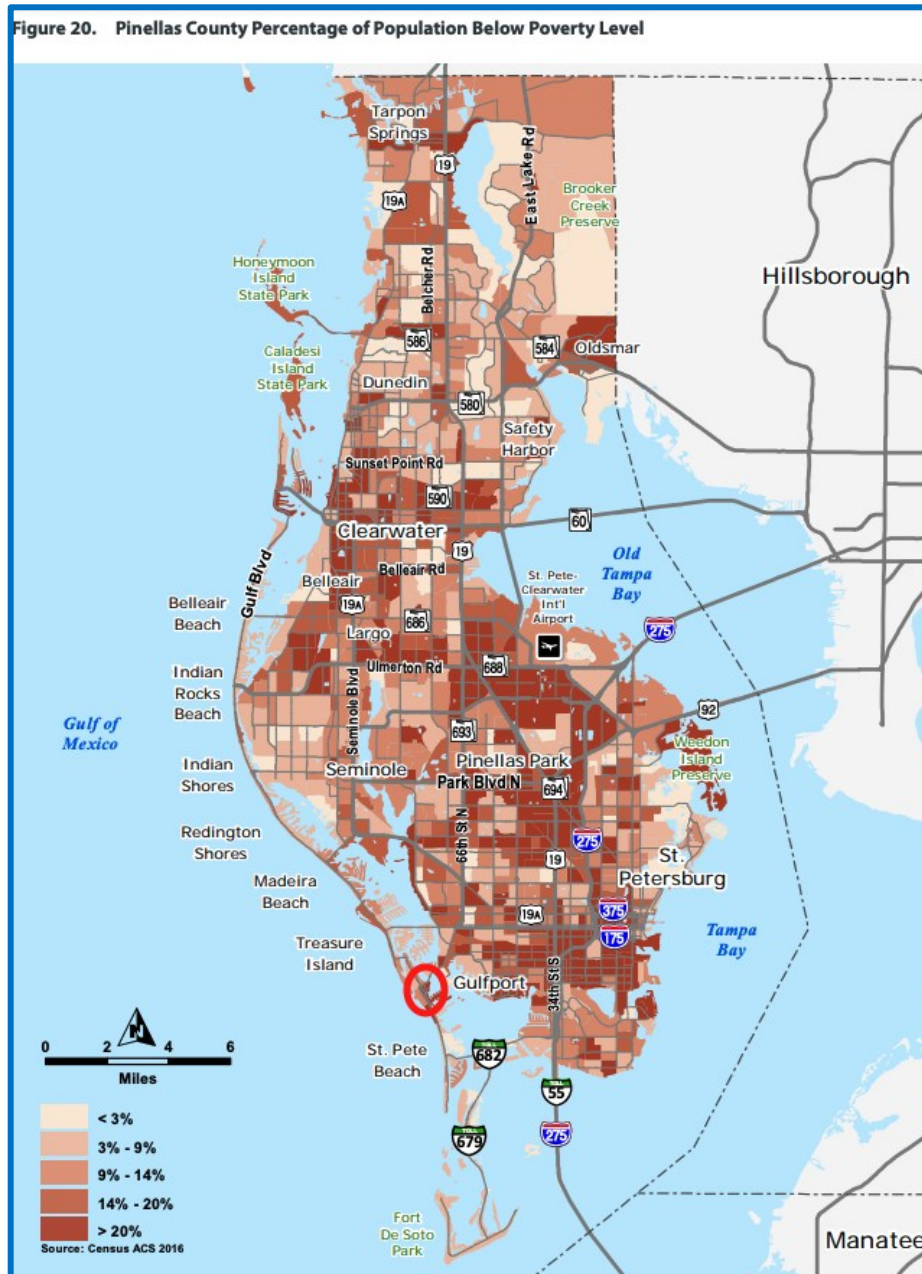
Figure 3-Low Income Census Tract (Page 8)



The Areas with High Asian Population analysis for Census Tract 201.08 represented 69% are below the Poverty Level (Table 7, page 20). The Age Analysis in Table 10 reveals the Census Tract 201.08 in Pinellas County represents where the median age exceeds age 65 at 65.9% (page 23). In addition, the Areas with High White Alone Population below the Poverty Level analysis in Census Tract 224.02 revealed 25% of the white population are below the poverty level (Table 8, page 22). Conclusively, this Project will serve and benefit people of diverse economic levels, ethnicities, ages, and abilities.

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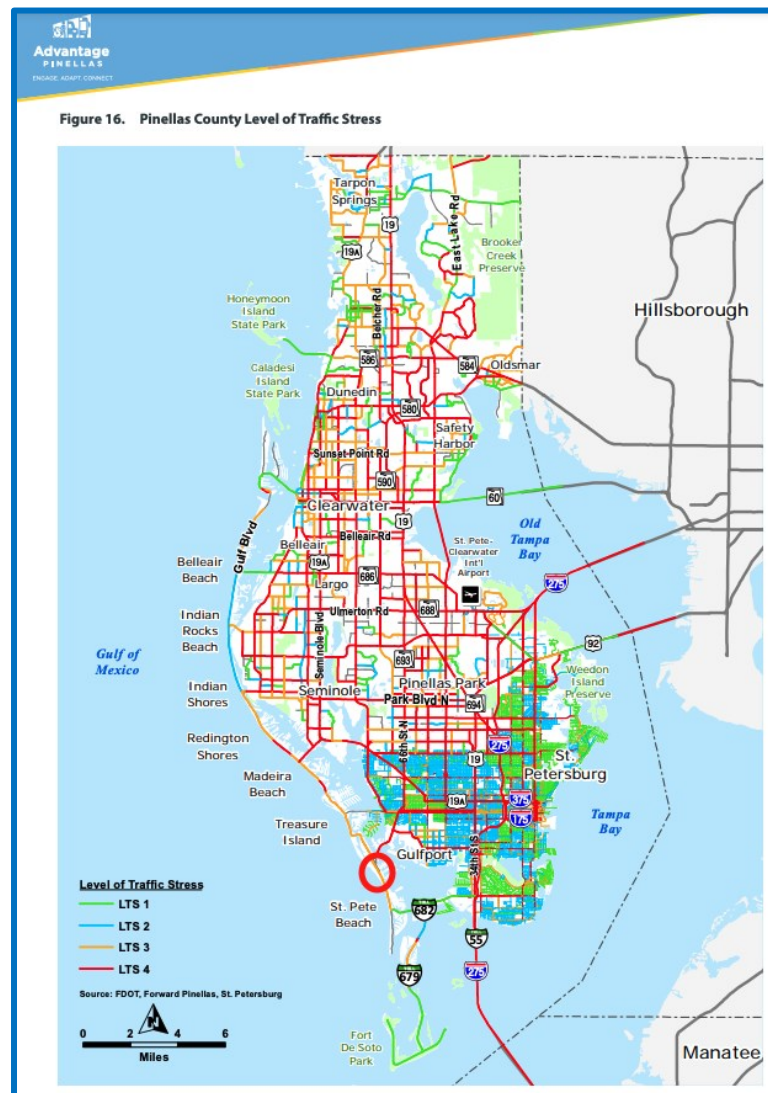
According to the Forward Pinellas Active Transportation Plan Equity Analysis, *“The lack of accessible transportation infrastructure and transit service in a community has a direct impact on the health and economic well-being of its residents”* (page 33). As seen in Figure 20, the areas this Project will serve represent a diverse concentration of the St. Pete Beach population of persons below the poverty between 9% to 14% and even 20% or greater.



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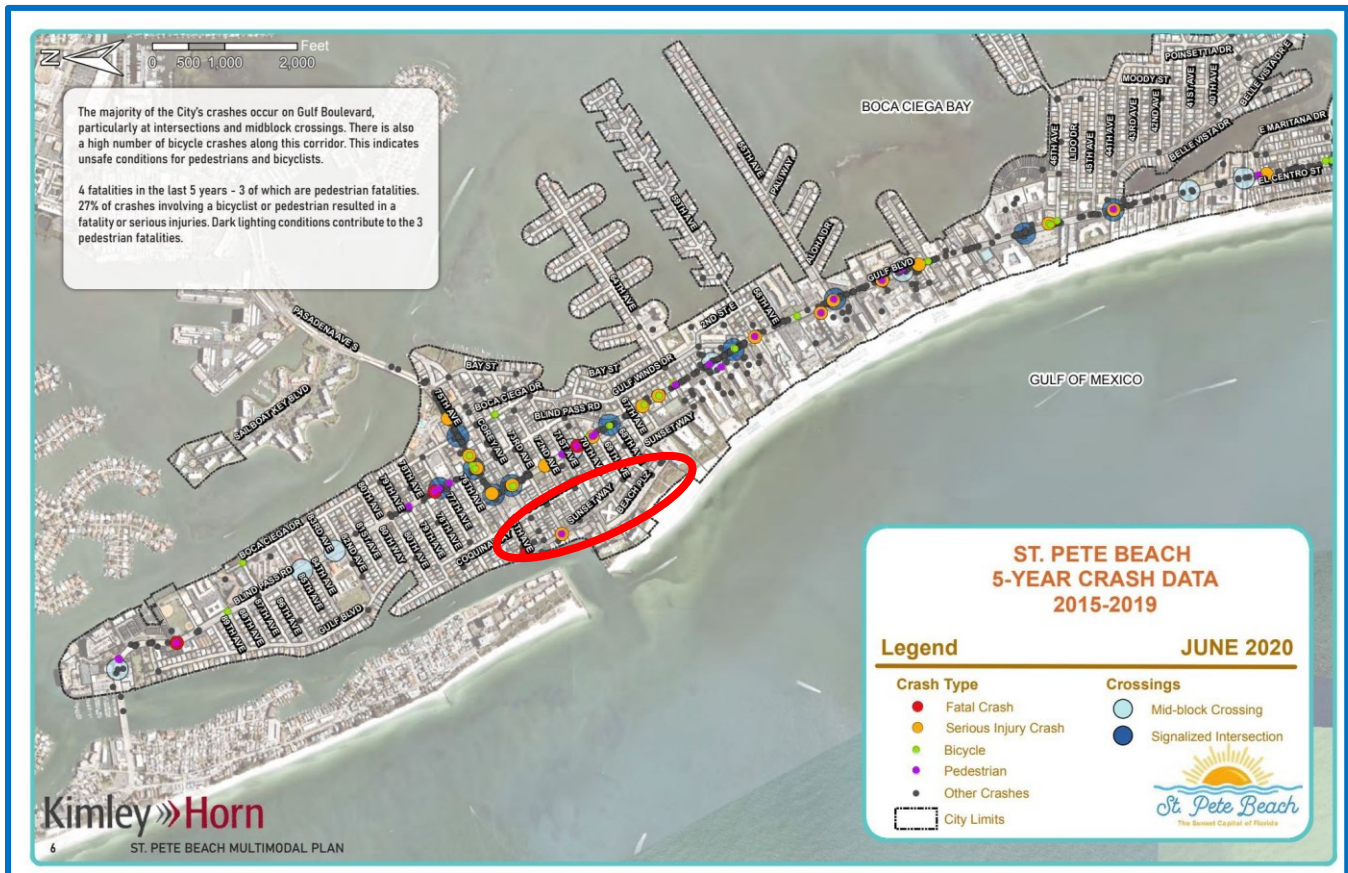
10. **For bicycle projects only:** The Forward Pinellas Active Transportation Plan includes a methodology to identify the level of traffic stress of various bicycle facilities. Provide documentation about the level of traffic stress along the project corridor that will result after the phase of your project application has been constructed. The Forward Pinellas methodology must be utilized for this determination. **Please contact Forward Pinellas staff for this information no later than September 10, 2021.**

According to the [Forward Pinellas Active Transportation Plan](#), the “Level of Traffic Stress (LTS), provides a comprehensive evaluation of a street network’s stressfulness corresponding to different user profiles, providing a way to map the bicycle network according to which populations they serve rather than just according to facility type” (page 28). The Plan’s Figure 16-Pinellas County Level of Traffic Stress illustrated below shows the Project area is currently at LTS 3 (page 32). The level of traffic stress along the Project corridor that will result **after the phase of the Project has been constructed is 1-All Ages and Abilities.**



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According to the **SPB Multimodal Plan study 5-Year Crash Data** illustrated below, the Project area has suffered other crashes, pedestrian crash, serious injury crash, and a fatal crash on Sunset Way and 73rd Avenue (page 6).



Scope:

The **Sunset Way Complete Streets Phase 2** Project incorporates the planning, design, and construction of ADA compliant and safe pedestrian and bicycle infrastructure, including accessible new sidewalks, filling gaps to existing sidewalks, crosswalks, bicycle lanes and/or sharrows, high visibility street markings, landscape buffers from the roadway, lighting, and other safety related infrastructure in compliance with the Americans with Disabilities Act (ADA). The Phase 2 Project will construct new 8 ft wide sidewalks on the west side of Sunset Way, 5 ft wide sidewalks on the east side of Sunset Way, and 6 ft wide sidewalks on the east and west sides of Beach Plaza, as well as fill in gaps in the existing sidewalk as required. In addition, the Project will construct 5 ft wide bicycle lanes on both sides of Sunset Way where feasible, add 3 ft wide landscape buffers from the roadway on the west side of Sunset Way, and sharrows on Beach Plaza. Furthermore, the Project will include the addition of high visibility crosswalk markings and other safety-related infrastructure in compliance with the **Americans with Disabilities Act (ADA)** to increase pedestrian and bicycle safety, enhance mobility, enhance connection of existing facilities from the north end

2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

of Sunset Way to the larger Beach Walk project, safely connect the west end of Corey Avenue to Upham Beach, and increase the overall walkability to activity centers, residences, parks, arts, restaurants, and local businesses.

Consistent with the [Forward Pinellas Transportation Alternatives Program Table 2-Evaluation Criteria](#), and the [Table 3-Traffic Level of Stress Level Descriptions](#), the level of traffic stress along the Project corridor that will result after the phase of the Project has been constructed is **1-All Ages and Abilities**.

Table 2. Evaluation Criteria

GOAL	EVALUATION CRITERIA	SCORING
SAFETY	Project addresses an identified High Bicycle or Pedestrian Crash Intensity Segment or Intersection	<ul style="list-style-type: none"> - Includes High Bike or Ped Crash Segment or Intersection - 100 - Crosses High Bike or Ped Crash Segment - 75 - High Bike or Ped Crash Segment or Intersection within 0.5 mile - 50 - No High Bike or Ped Crash Segments or Intersections - 0
	Project provides direct access to a multimodal corridor, and/or is located within or directly connects to an Activity Center (as designated on the Countywide Plan Map)	<ul style="list-style-type: none"> - Multimodal Corridor & Activity Center - 100 - Multimodal Corridor Only - 50 - Activity Center Only - 50 - Neither - 0
INTEGRATED & CONNECTS	Average of project bicycle & pedestrian demand scores	<ul style="list-style-type: none"> - Average weighted demand score over project length, 0-100 - Yes - 100 - No - 0
	Project connects 2 or more existing facilities (fills a gap)	<ul style="list-style-type: none"> - Multiple core routes or routes with headways <= 30 min - 100 - One core route or route with headway <= 30 min - 60 - No core routes, but one or more routes with headways of 45-60 min - 30 - No access to transit - 0
ACCESSIBLE & COMFORTABLE	Project provides direct access to transit	
	After project completed, the level of traffic stress (LTS) for bicyclists along the project corridor: (1) All ages & abilities - 100 (2) Interested but concerned - 60 (3) Somewhat confident - 30 (4) Highly confident - 0	<ul style="list-style-type: none"> - Average weighted LTS over project length, 0-100
QUALITY OF LIFE	After project is completed, sidewalk coverage (including trails) for full length of project is complete for:	<ul style="list-style-type: none"> - Both sides of the street - 100 - One side of the street only - 50 - High Equity Score & Low Service - 100 - High Equity Score Only - 50 - Low Service Area Only - 50 - Neither - 0
	Project is included within, or provides direct access to an area with a High Composite Equity score (5 or higher) and low bicycle or pedestrian services	
QUALITY OF LIFE	Project provides a direct connection to or extension of an existing recreational facility or destination	<ul style="list-style-type: none"> - Yes - 100 - No - 0



If funded, the Project will provide safe pedestrian and bicycle friendly access, connecting residents, business owners, and visitors of all ages and abilities to waterfront dining, restaurants, bars, parks, recreation, activity centers, resorts, hotels, Beach Plaza Parking, public transit, and the #1 acclaimed beaches of St. Pete Beach.

11. For sidewalk projects only: Check the box for whichever of the following statements apply most once the sidewalk construction has been completed within the project limits.

- ☐ After the project is constructed, there will be a sidewalk on one side of the segment of roadway that's within the limits of the newly-constructed project
- ☒ After the project is constructed, there will be sidewalks on both sides of the segment of roadway that's within the limits of the newly-constructed project
- ☐ After the project is constructed, there will be a separated pedestrian corridor with at least a two foot buffer from the roadway within the limits of the newly-constructed project



2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

For your reference the scoring criteria that will be utilized by the subcommittee to review applications is included below.

Criteria	Points
Project provides direct access to a Multimodal Corridor, as designated on the Countywide Land Use Map	10
Project is located within, or directly connects to, an Activity Center, as identified on the Countywide Land Use Map	10
Project is identified in the Forward Pinellas Bicycle Pedestrian Master Plan or directly connects to a facility identified in the Plan	5
Project connects 2 or more existing facilities (fills a gap)	10
For projects that construct bicycle facilities (sidewalks are not considered bicycle facilities for the purposes of these criteria), the level of traffic stress along the project corridor after improvement:	
1 - All Ages and Abilities	15
2 - Interested But Concerned	10
3 - Enthused and Confident	5
4 - Strong and Fearless	0
Project provides direct access to a priority transit route or one with headways of:	
30 minutes or better	10
45-60 minutes	5
Project is included within, or provides direct access to, and Environmental Justice area, as identified by Forward Pinellas	15
If the project includes sidewalk construction, the final corridor includes:	
Sidewalk on one side of the roadway	5
Sidewalks on both sides of the roadway	10
A separated pedestrian corridor with a minimum of a 2' buffer from the roadway	15