SAFE STREETS PINELLAS

Safe Streets for All
49th Street Corridor
Summary Report

June 26, 2024

Study Partners

FORWARD PINELLAS

st.petersburg

GULFPORT INC. 1910 Gateway to the Gulf

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1.0 Overview

Safe Streets Pinellas is a collaborative effort to create a transportation system that is safe for everyone. The goal of the effort is for no one to be killed or seriously injured using the roadways in Pinellas County. Forward Pinellas in partnership with the City of St. Petersburg (COSP) and the City of Gulfport (COG) seeks to identify safety improvements along 49th Street that advance the elements of the Safe Streets Pinellas Action Plan and have the potential to be implemented through a future Safe Streets and Roads for All (SS4A) implementation grant and/or local funding sources. The study team worked with agency partners, stakeholders, and the community to evaluate multimodal needs and develop a prioritized list of recommended improvements for the 49th Street corridor.

The study includes the portion of 49th Street from 25th Avenue South to 1st Avenue North in southern Pinellas County. The length of the corridor in the study area is approximately 1.8 miles. This road is unique because it is divided at the centerline by the boundary between the cities of Gulfport and St. Petersburg. The roadway is maintained by both cities. **Figure 1** shows the project location.

1.1 Planning Context

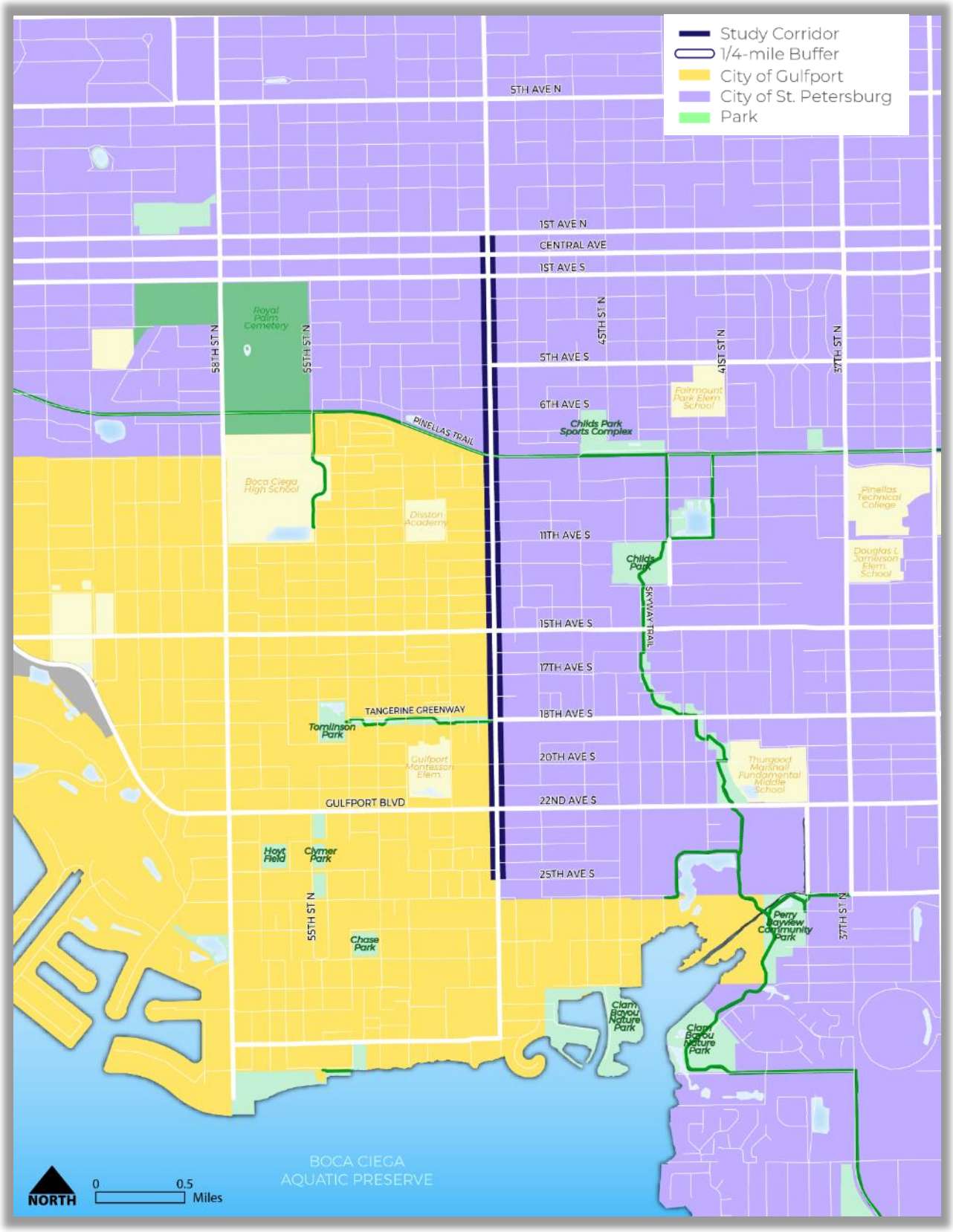
In 2021, Forward Pinellas developed and adopted the Safe Streets Pinellas Resolution, committing the agency to prioritizing safety in all aspects of what they do. One of the biggest responsibilities of Forward Pinellas is to prioritize transportation projects for funding. Following the Safe Streets Pinellas Action Plan, Forward Pinellas revamped the evaluation process of potential projects. All transportation projects either proposed or added to the Multimodal Transportation Priority List are evaluated on a point-based system. Of the total points a project is eligible to receive, 25% are based on safety, the highest percentage of any rating category. This was done to prioritize the scale of the safety challenges identified in Safe Streets Pinellas Plan, to ensure that advancing projects apply sufficient safety considerations for all roadway users. In 2022, the City of St. Petersburg adopted resolution 2022-181 to indicate its support of the Safe Streets Pinellas initiative.

In early 2023, Forward Pinellas received grant funding from the SS4A federal program to conduct planning studies focused on corridors identified on the County's High-Injury Network. Forward Pinellas, in partnership with cities of Gulfport and St. Petersburg, is using the funds to conduct a targeted safety analysis along a section of 49th Street. The analysis centers around data collection, evaluation of existing challenges, and engagement with the local community through walking audits held collaboratively with community organizations and private stakeholders. This effort builds on the work completed through the Safe Streets Pinellas Action Plan to fully understand issues at each location through a Safe Systems Approach and will identify and prioritize safety improvement strategies that can be implemented.

1.2 Purpose of the Document

This report documents the existing conditions of the corridor, including the characteristics of the roadway, community demographics, multimodal presence, and crash history. In addition, this report summarizes the public outreach activities, including community walking audits and stakeholder workshops, as well as online engagement. Ultimately, this report provides short, medium, and long-term recommendations for improving safety and the travelling experience along the corridor.

Figure 1: Project Location



2.0 Demographics

As shown in **Figure 1**, the City of Gulfport borders the west side of the road south of the Pinellas Trail. The City of St. Petersburg borders the east side of the road and the portion of the corridor north of the Pinellas Trail. The socioeconomic (SE) data was derived from the Forward Pinellas 2050 LRTP update (Tampa Bay Regional Planning Model). The base year of the model is 2020. The data source for other demographic data types such as minority population, household car ownership, poverty population and age population distribution is based on the American Community Survey (ACS).

The demographic assessment of the 49th Street study area was analyzed within a ¼-mile buffer from 25th Avenue South to 1st Avenue North. The results also were split into the west and east of the corridor. The total population in the study area is nearly 4,000 with a larger number on the east (City of St. Petersburg) side of the street, around 57%. The number of employees is about 1,500, with 52.8% west of the road and 47.2% east of the alignment. The total minority population percentage in the study area is approximately 60%; the east side minority is 72%, which is higher than the west side at 42%. Similarly, on the west side, 9% of the population is below the poverty level, while the east side has 25% below poverty. The population age group distribution shows the east side is relatively younger than the west. The population below age 20 is approximately 13% on the west side and 33% on the east. Residents above the age of 60 also make up 26% of the population on the west side and 16% on the east side. **Tables 1-3** illustrate the demographic data for the study area.

Table 1: Population, Employment, and Households

Data	West of 49th Street	East of 49th Street	Total	Countywide Total
Population	44.1%	55.9%	4,341	959,107
Employment	52.8%	47.2%	1,578	590,400
Households	49.5%	50.5%	1,849	444,995

Table 2: Minority, Zero Car Households, Limited English Proficiency (LEP), and Poverty

Data	West of 49th Street	East of 49th Street	Percent of the Study Area
Minority Population	40.0%	70.8%	58.4%
Zero Car Households	7.0%	9.5%	8.3%
LEP Population	5.8%	0.0%	2.4%
Poverty Households	8.8%	24.1%	17.2%

Table 3: Age Breakdown

Data	West of Alignment	East of Alignment	Percent of the Study Area
Under Age 20	13.0%	33.0%	24.9%
Age 20-39	28.7%	26.6%	27.5%
Age 40-59	31.8%	23.7%	27.0%
Age 60 and above	26.4%	16.7%	20.6%

3.0 Transportation Characteristics

The corridor is a north-south roadway connecting Gulfport to the west end of downtown St. Petersburg. From 25th Avenue South to 22nd Avenue South, the roadway is two lanes and transitions from residential to commercial uses. From 22nd Avenue South to 1st Avenue South, the roadway is primarily four lanes, undivided, and supports a variety of uses including commercial, institutional, and limited residential properties. From south of 15th Avenue South to north of 11th Avenue South, the roadway widens to introduce a two-way center left-turn lane, with occasional stamped medians. Between 1st Avenue South and 1st Avenue North, there is a two-way center left-turn lane. The speed limit is posted at 30 miles per hour (mph) south of 22nd Avenue South and 35 mph throughout the remainder of the corridor. However, vehicles are observed going faster than the speed limit. There are no bicycle lanes, and the comfort level for pedestrians and bicyclists is low. The average annual daily traffic (AADT) for the roadway is 15,000 vehicles.

3.1 Signalized Intersections and Mid-block Crosswalks

There are eight signalized intersections with pedestrian crosswalks and two mid-block crosswalks with Rectangular Rapid Flashing Beacon (RRFB) devices along the corridor. The following describes the intersections. **Figure 2** shows the signals and marked crosswalk locations.

22nd Avenue South/Gulfport Boulevard (Signalized Intersection)

Aerial image of intersection


Gulfport Boulevard, looking east


22nd Avenue South, looking west

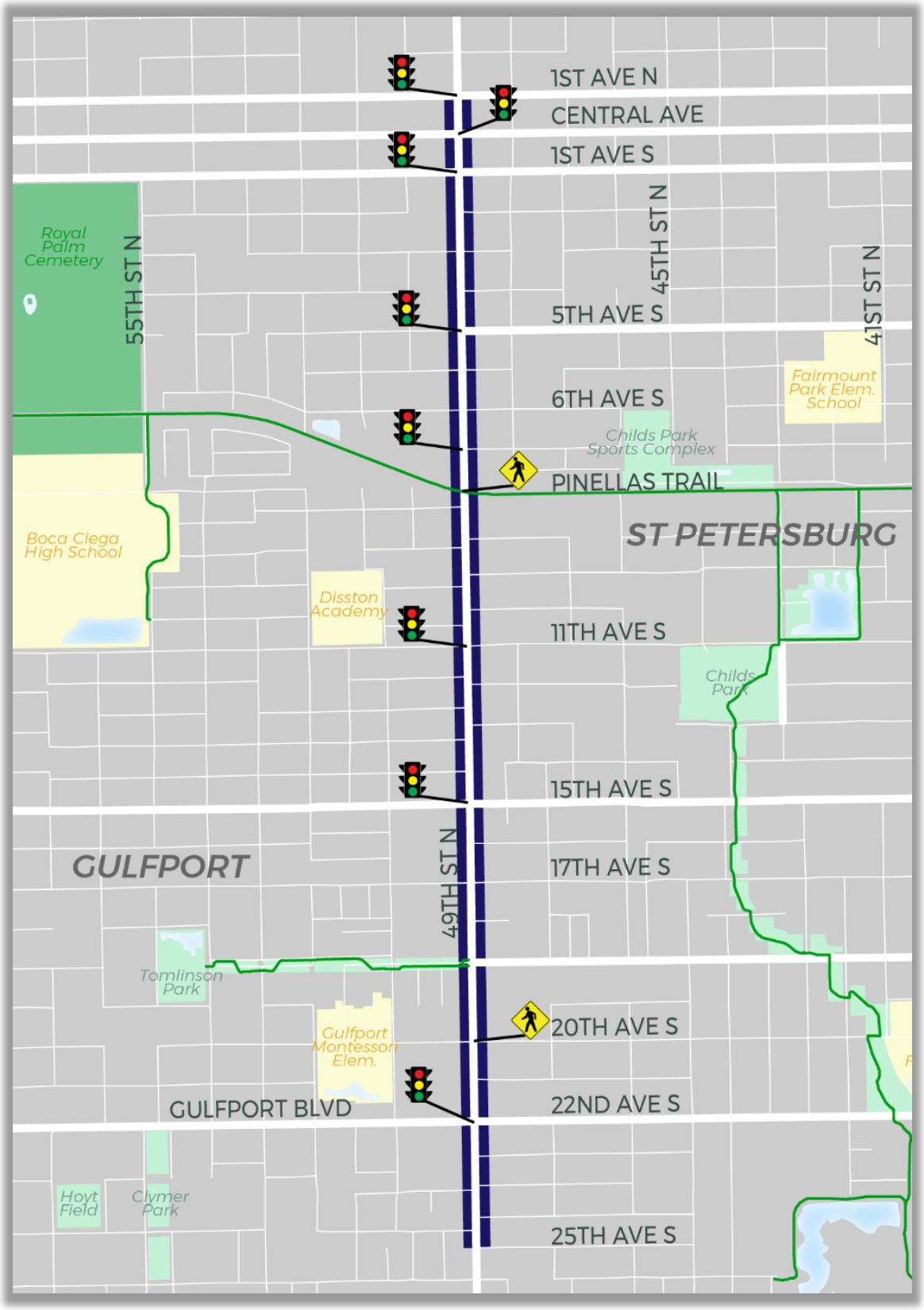

49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Stop bars are faded on all approaches
- Painted brick crosswalks are cracked and faded on all approaches
- The sidewalk on the northeast corner blends into the driveways
- There is no sidewalk on the southwest corner
- Sidewalks on the northwest and southeast corners are set back from the road

Figure 2: Signals and Mid-block Crosswalks



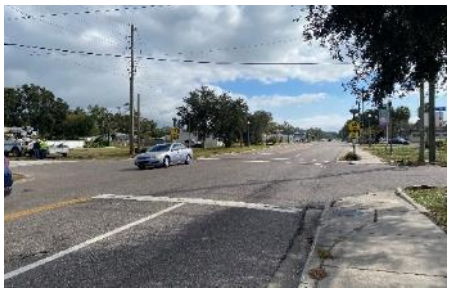
20th Avenue South (Crosswalk with RRFB)

Aerial image of intersection

20th Avenue, looking east

20th Avenue South, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Stop-controlled on the side street of 20th Avenue South
- RRFB located on south side of intersection, enhancing the 49th Street crossing, in a school zone
- This intersection is not signalized and has unmarked crosswalks for the northbound, southbound, and westbound approaches

Tangerine Avenue South/18th Avenue South (Unsignalized Intersection with Marked Crosswalk)

Aerial image of intersection


49th Street, looking north


49th Street, looking north

Observations about this intersection:

- Intersection is unsignalized with a brick-stamped crosswalk
- Stop-controlled from the three side-street approaches
  - Tangerine Avenue to the west has two approaches, bifurcated by the Tangerine Greenway and park
  - 18th Avenue South, to the east, has a right-turn and left-turn lane at the intersection approach
- Crosswalk is faded and blends in with the roadway
- There are no pedestrian crossing signs
- Vehicles queue southbound to turn eastbound (left)

15th Avenue South (Signalized Intersection)

Aerial image of intersection


15th Avenue South, looking east


15th Avenue South, looking west

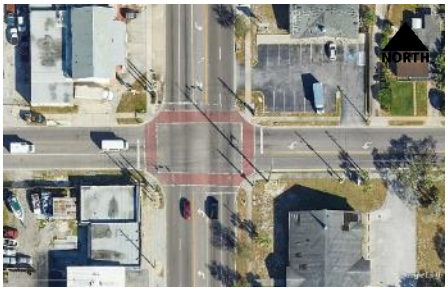

49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Exclusive left-turn lanes are provided for motorists on all approaches, with only permissive phase signal timings, allowing vehicles to turn left when traffic permits
- Crosswalks are brick-stamped on all approaches and are faded
- Sidewalk abuts the road in several areas, with vehicles parked on sidewalks in southwest corner
- There is no sidewalk on the west side of 49th Street north of 15th Street or the north side of 15th Street, east of 49th Street

11th Avenue South (Signalized Intersection)



Aerial image of intersection


11th Avenue South, looking east


11th Avenue South, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Exclusive left-turn lanes are provided for motorists on all approaches, with only permissive phase signal timings, allowing vehicles to turn left when traffic permits
- Crosswalks are brick-stamped on all approaches and are faded
- There is no sidewalk on the south side of 11th Avenue west of 49th Street
- Sidewalks are separated from the roadway

Pinellas Trail (Mid-block Crossing with RRFB)

Aerial image of trail crossing


49th Street, looking north


49th Street, looking south

Observations about this crossing:

- Crosswalks are striped but; orientation of striping is not standard
- There is a narrow median, which can be used as a pedestrian refuge, but is not wide enough to serve same purpose for bicyclists
- Some bicyclists observed not utilizing the push button; consider adding an alternative form of detection for bicyclists who approach the crosswalk at a different speed than pedestrians and have a different acceptable gap based on the speeds at which they can cross the roadway
- Roadway configuration presents a multiple-threat scenario for crosswalk users which occurs when a driver strikes a pedestrian because a vehicle in the other lane stopped for the pedestrian to cross

Fairfield Avenue South (Signalized Intersection)

Aerial image of intersection


Fairfield Avenue South, looking east


Fairfield Avenue South, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Striped crosswalks are provided on the north, south, and east sides of the intersection
- All crosswalks are faded
- The west side of the intersection is a driveway into the Pinellas County School District bus parking lot
- Sidewalks on the east and west sides of the road are set back from the roadway
- No sidewalks on Fairfield Avenue South
- Stop bars on north and south sides of intersection are faded

5th Avenue South (Signalized Intersection)

Aerial image of intersection


5th Avenue South, looking east


5th Avenue South, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Exclusive left-turn lanes are provided for motorists on the north and south approaches, with only permissive phase signal timings
- Striped crosswalks are provided on all approaches
- Striping appears to be in good condition
- Sidewalks abut road in most locations

1st Avenue South (Signalized Intersection)

Aerial image of intersection


1st Avenue South, looking east


1st Avenue South, looking east


49th Street, looking north


49th Street, looking south


Obscured pedestrian signal, looking east

Observations about this intersection:

- Striped crosswalks are provided on all approaches and are in good condition with directional ADA ramps at the northwest, northeast, and southeast corners
- Connection to PSTA's SunRunner Bus Rapid Transit (BRT) service, with a median station on the northeast corner
- Curb extension is provided in a series of landscape-filled, concrete separators on the southeast corner to slow motorists turns across the east crosswalk nearest the BRT station; landscape condition varies
- A "One Way" sign obstructs the pedestrian signal on the southeast corner (see picture above)

Central Avenue (Signalized Intersection)

Aerial image of intersection


Central Avenue, looking east


Central Avenue, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Exclusive left-turn lanes are provided for motorists on all approaches, with only permissive phase signal timings, allowing vehicles to turn left when traffic permits
- Striped crosswalks are provided on all approaches with directional, ADA ramps
- Crosswalk paint on east side of intersection is cracked
- Stop bars on north and south sides of intersection are faded

1st Avenue North (Signalized Intersection)

Aerial image of intersection


1st Avenue North, looking west


49th Street, looking north


49th Street, looking south

Observations about this intersection:

- Striped crosswalks are provided on all approaches and are in good condition with directional ADA ramps on all corners
- Connection to PSTA's SunRunner Bus Rapid Transit (BRT) service, with a median station on the southwest corner
- Curb extensions are provided in two landscaped concrete separators on the northwest corner nearest the BRT station; landscape condition varies

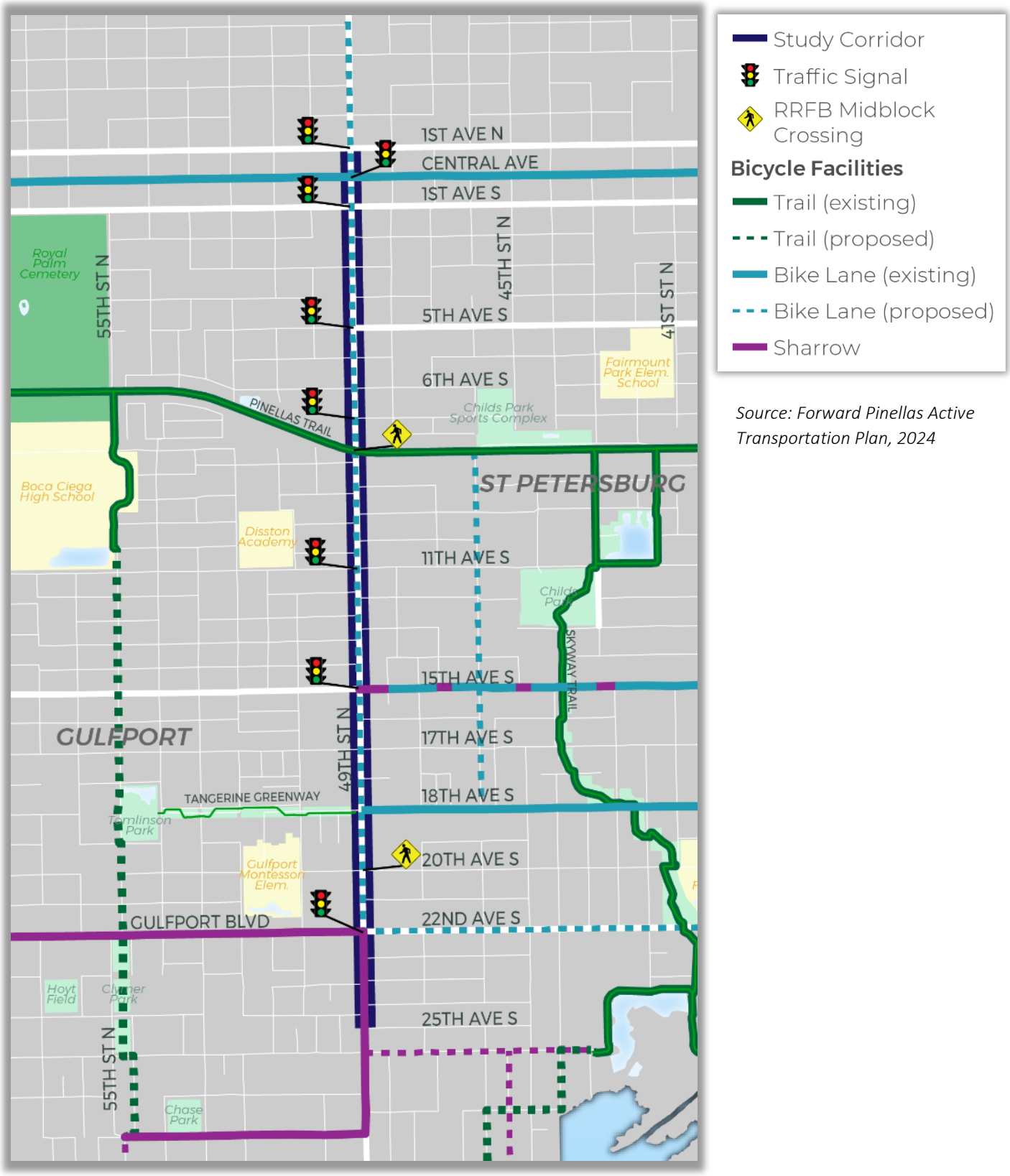
3.2 Bicycle Facilities

Within the study area there are multi-use trails, bicycle lanes, and shared lane markings, or sharrows, available to accommodate bicyclists' travel. In addition to the existing facilities, bicycle lanes are proposed as part of the Forward Pinellas Active Transportation Vision on 49th Street from 13th Avenue North to Gulfport Boulevard and along 22nd Avenue South between 49th Street South and 34th Street South. **Table 4** describes the existing bicycle facilities and **Figure 3** shows the existing and proposed bicycle facilities in the study area.

Table 4: Existing Bicycle Facilities in the Study Area

Bicycle Facility Type	Facility	Width
Multi-Use Trails	Pinellas Trail	15ft wide
	Gulfport Tangerine Greenway	6ft wide
Bicycle Lanes	Central Ave	5ft wide
	15th Ave South	5ft wide
	18th Ave South	5ft wide
Shared Lane Markings	Gulfport Blvd	N/A
	15th Ave South	
	26th Ave South	
	28th Ave South	
	49th St South	

Figure 3: Existing and Proposed Bicycle Facilities in the Study Area



Source: Forward Pinellas Active Transportation Plan, 2024

3.3 Transit

Eight transit routes cross or provide service along 49th Street. Route 79 provides the most significant amount of service, with the route traveling along 49th Street from Gulfport Boulevard to 5th Avenue South. Other routes either intersect the corridor or provide service along a shorter section of 49th Street. Transit service frequencies along 49th Street range from 30 to 60 minutes. **Table 5** lists the existing transit routes and **Figure 4** shows the existing transit service in the study area.

Table 5: Existing Transit Service in the Study Area

Bicycle Facility Type	Facility
SunRunner BRT	7 days per week: 15 min 6am-8pm; 30 min 8pm-12am
Route 18	M-F: 20-25 min Sat: 30-45 min Sun: 60 min
Route 52	M-Sat: 30 min Sun: 60 min
Route 52LX	M-F: 30 min peak only
Route 79	**M-F: 30-35 min** **Sat-Sun: 60 min**
Route 14	M-F: 30 min Sat-Sun: 60min
Route 15	7 days per week: 60 min
Route 23	M-Sat: 30 min Sun: 60 min

Transit activity in the study area is highest on the northern end of the corridor and is associated with the SunRunner service that travels along 1st Avenues North and South. Additional activity occurs between 11th Avenue South and the Pinellas Trail, and around 22nd Avenue South. **Figure 5** shows the average weekday ridership by route in the study area.

Figure 4: Existing Transit Service in the Study Area

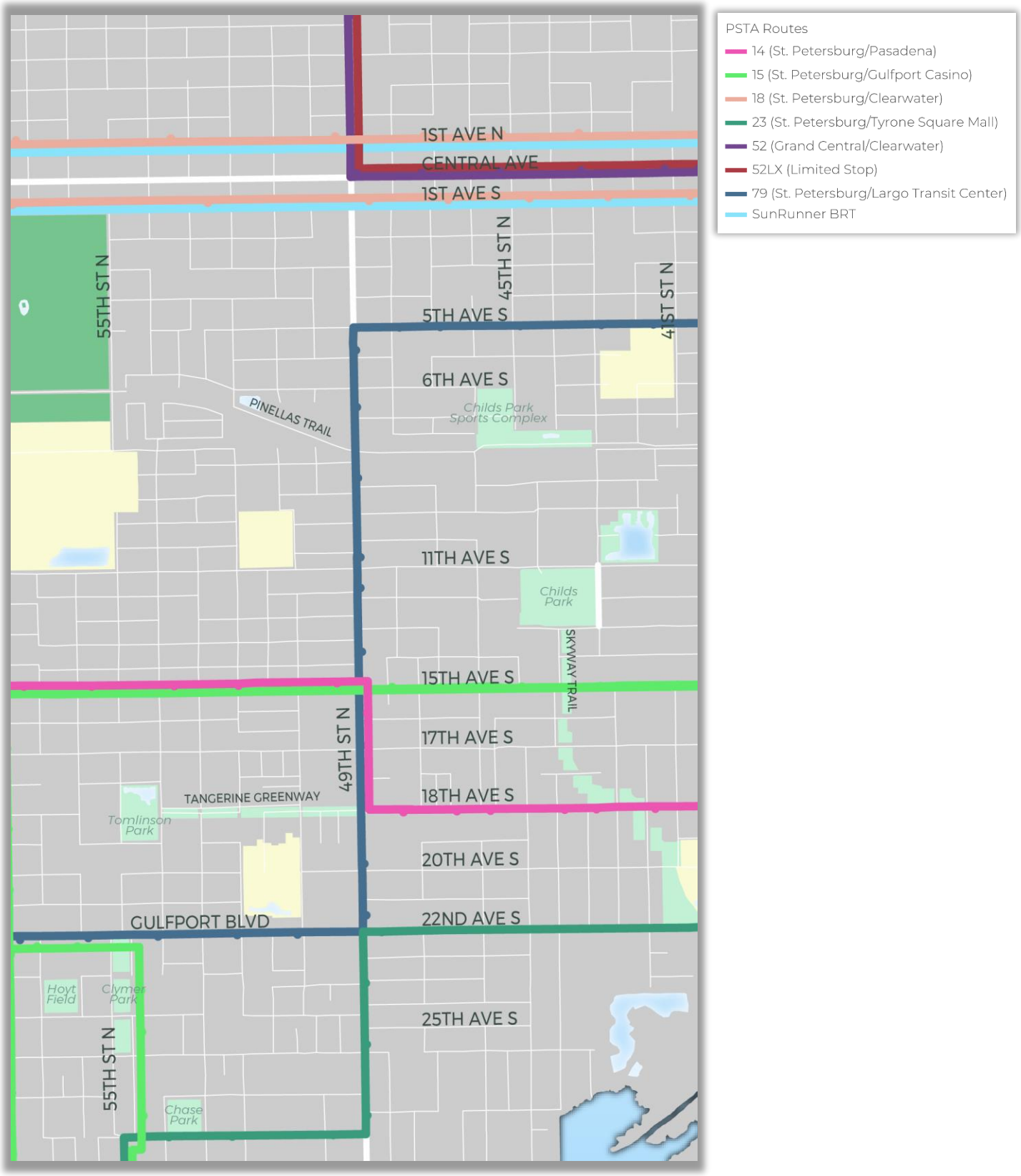
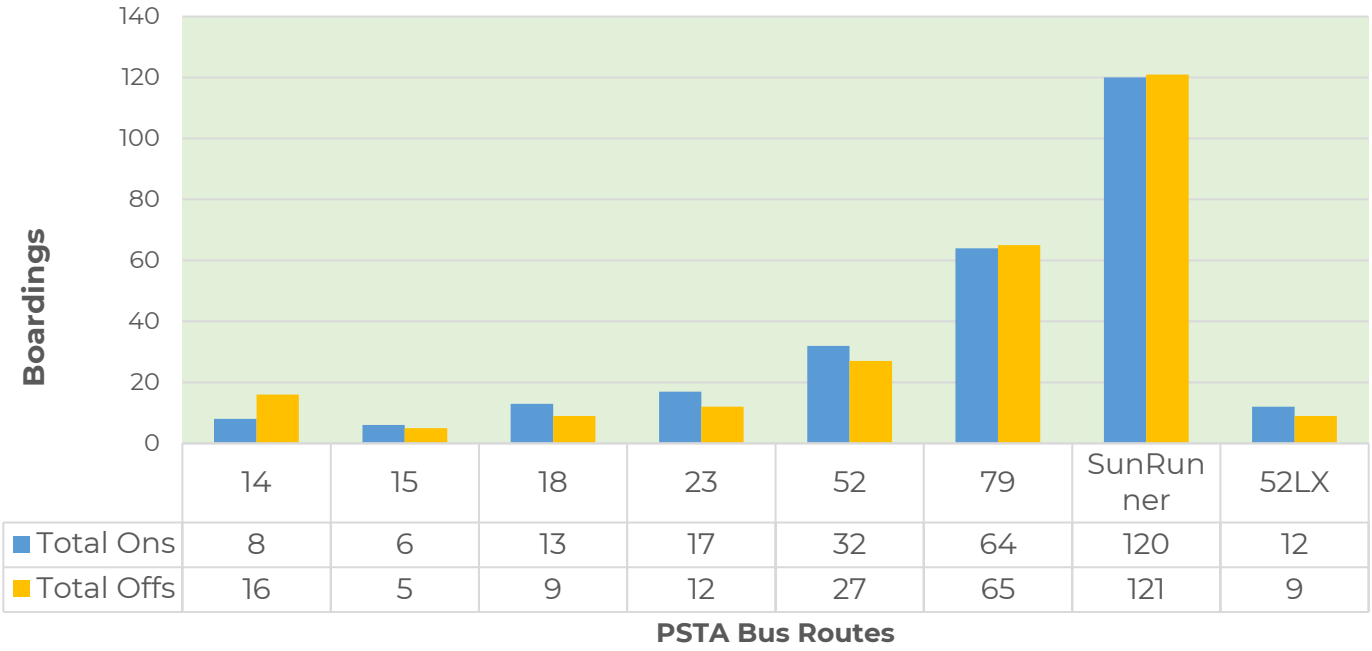


Figure 5: Average Weekday Study Area Ridership by Route (June 2023)



There are 37 transit stops in the corridor. Seven contain shelters with benches, eight contain benches only, and one has a simme seat.

Transit Shelter with Bench & Trash Can

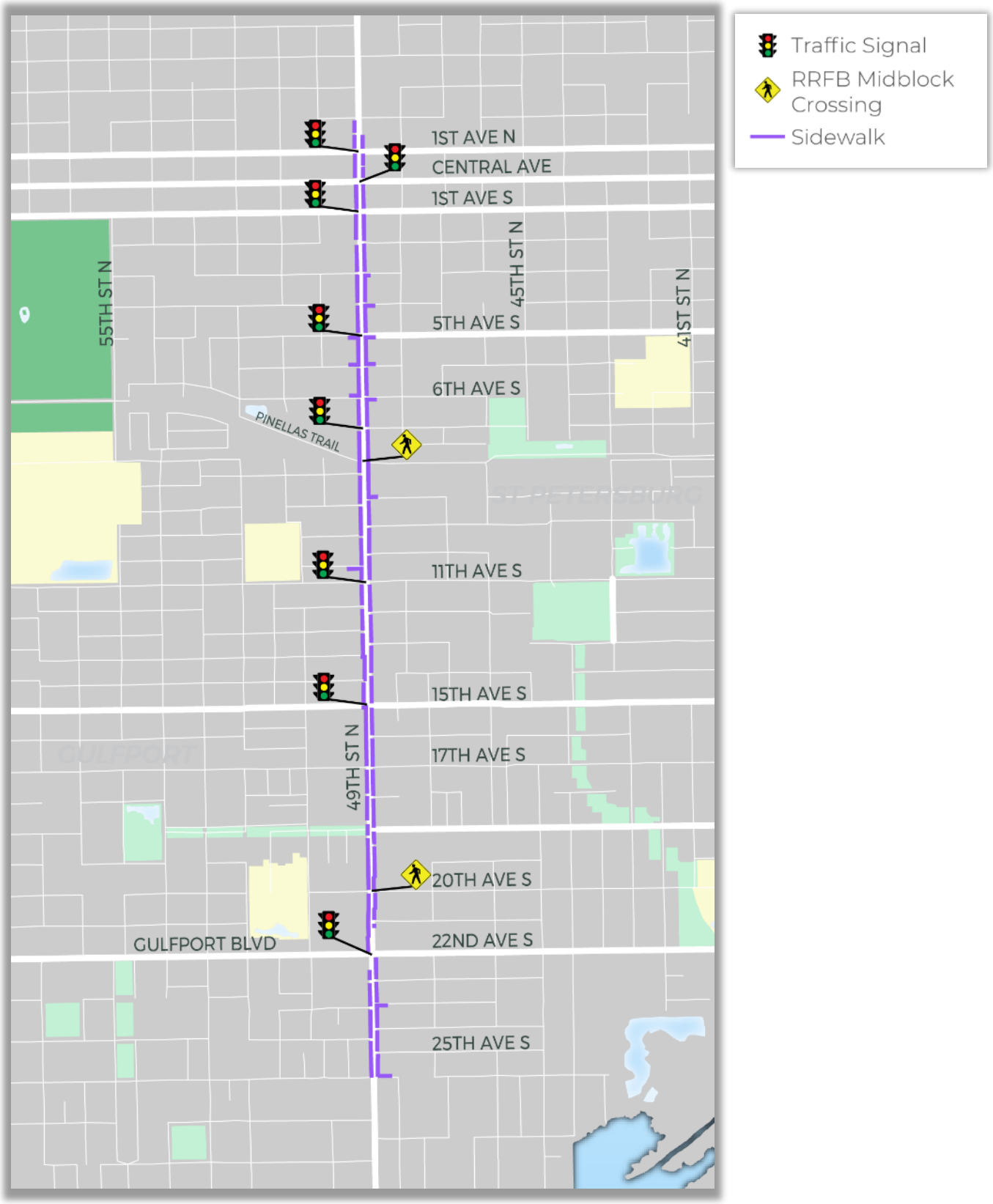
Bench with Trash Can

Simme Seat

3.4 Sidewalks

Sidewalks are generally provided on both sides of 49th Street. They tend to be wider on the east side of 49th Street, varying between five and six feet wide. Sidewalks on the west side of the street are about four feet wide. With parking for several of the businesses located in front of the buildings along 49th Street, the sidewalks blend into the driveways or are located immediately adjacent to the business entrances, with limited distinction from the driveways and/or private property. In many instances, there is no buffer between the sidewalk and the roadway and there is occasional parking across the pedestrian pathways. Between 5th Avenue South and the Pinellas Trail, utility poles encroach into the sidewalk on the west side of 49th Street, just north of the Pinellas Trail. Sidewalks in this area are also generally only four feet wide. A gap in the sidewalk network exists on the east side of 49th Street north of 22nd Avenue South. **Figure 6** shows the sidewalk locations along 49th Street.

Figure 6: Existing Sidewalks along 49th Street



Utility Pole Conflicts

Business Frontage Conflicts

No Sidewalk Buffer

Light Pole Conflicts and No Sidewalk Buffer

4.0 Crash Assessment

The crash data over the most recent five-year period (2018-2022) were obtained from the Pinellas County Crash Data Management System (CDMS) along the 49th Street Corridor from 1st Avenue North to 22nd Avenue South. The crash heat map along the corridor is shown below in **Figure 7**. A total of 421 crashes were identified within the project limits.

4.1 Crash Data Overview

As shown in **Table 6**, the most reported crash type was angle crashes (32.3% of the five-year crash total), followed by rear end crashes (30.4%), sideswipe crashes (10.9%), and left turn crashes (10.5%). When combined, pedestrian and bicycle crashes made up 5.9% of the total crashes during the five-year period. Within the study limits, the study corridor had one (<1%) fatal crash, 16 (3.8%) incapacitating injury crashes, 67 (15.9%) non-incapacitating injury crashes, 80 (19%) possible injury crashes, and 257 (61%) PDO (property damage only) crashes.

4.2 Crash Summary

Fatal, Serious Injury, Pedestrian and Bicycle Crashes

In line with Vision/Target Zero best practices, the safety analysis focused on pedestrian, bicyclist, serious injury and fatal crashes. Over the five-year period there were 1 fatal crash, 16 incapacitating injury crashes, 67 non-incapacitating injury crashes, 80 possible injury crashes, and 257 crashes with only property damage. The fatal crash involved a motorist traveling in the southbound curb lane who struck a senior pedestrian crossing 49th Street from east to west at a marked crosswalk when the RRFB was not activated. The crash report noted that streetlights on the west side of the intersection were not functional when the crash occurred.

Table 6 provides a detailed summary of these crashes along the corridor. The number of crashes increased by 44.6% between 2018 and 2022. There was a higher concentration of crashes near the intersection of 49th Street South and 8th Avenue South, followed by the intersections at 20th Avenue South, 22nd Avenue South, 11th Avenue South, and 15th Avenue South. Failure to yield right-of-way and disregarded traffic control devices were the two main contributing causes for these crashes.

High Crash Locations

The three intersections at north end of the study corridor were identified to be the hot spots for crashes as shown in the heat map presented in **Figure 7**. **Figure 8** presents the locations of the fatal and severe injury crashes and **Figure 9** shows the crash locations for pedestrian and bicyclist crashes. The crash types and severities are summarized in **Tables 7** and **8**.

Crashes by Temporal Conditions

Historical crashes by severity were evaluated over the temporal conditions for the past five years. While the reason for the increase is unknown, it is likely due to a lack of adequate safety measures. The crashes are presented in **Figures 10-13**.

Figure 7: 49th Street Corridor Crash Heat Map (2018-2022)

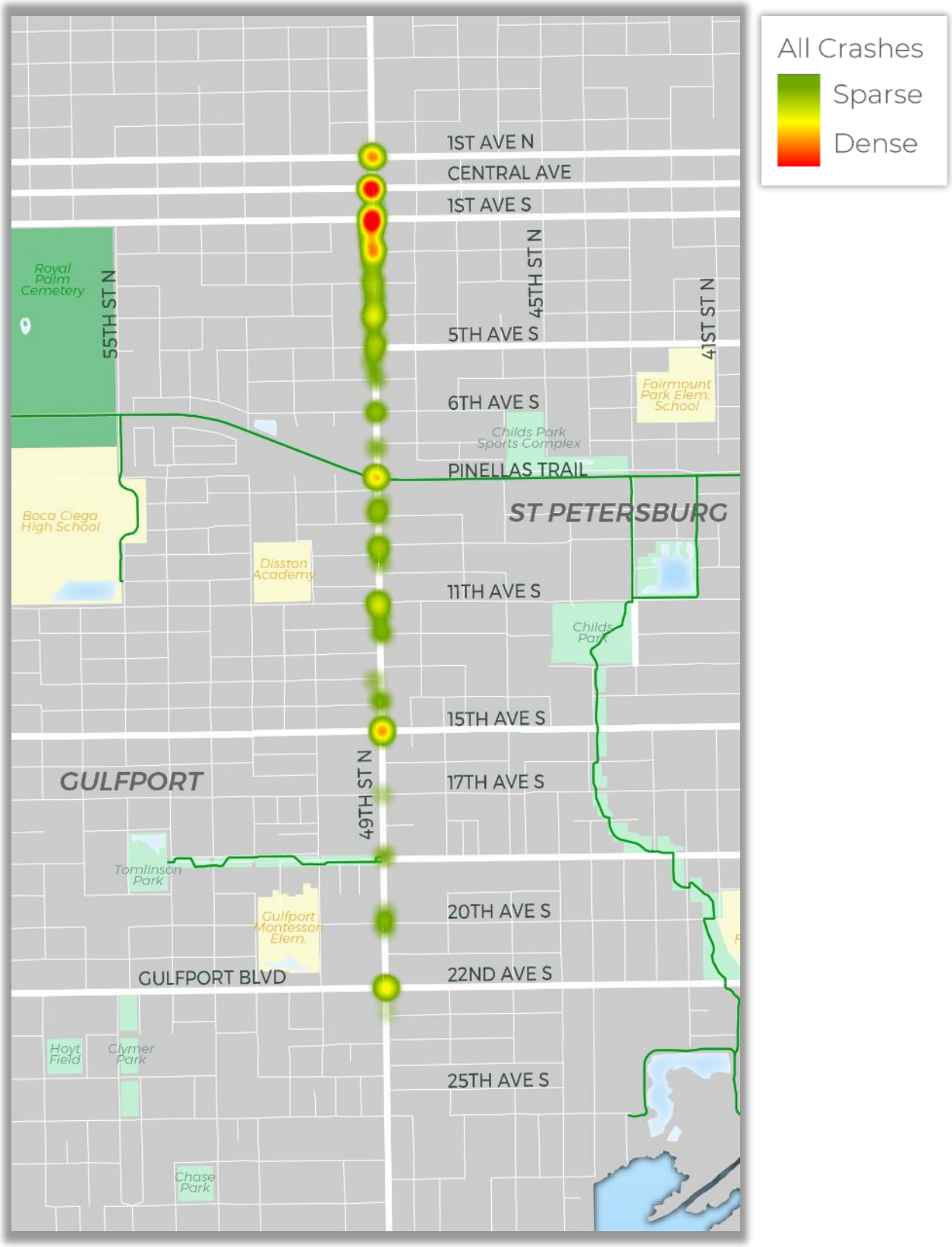


Table 6: Crash Data Summary

Crash Type	2018	2019	2020	2021	2022	Total	% of Total
Angle	19	20	34	38	25	136	32.3%
Head On	2	2	3	3	5	15	3.6%
Left Turn	4	5	10	9	16	44	10.5%
Right Turn	1	0	0	0	0	1	0.2%
Rear End	23	27	25	29	24	128	30.4%
Sideswipe	7	16	2	9	12	46	10.9%
Hit Fixed Object	3	6	4	3	5	21	5.0%
Hit Non-Fixed Object	0	0	0	0	0	0	0.0%
Bike	3	4	4	1	4	16	3.8%
Pedestrian	2	4	2	0	1	9	2.1%
Run Off Road	0	0	0	0	0	0	0.0%
Single Vehicle	1	0	0	2	1	4	1.0%
U-Turn	0	0	0	0	1	1	0.2%
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Fatal Crashes	0	1	0	0	0	1	0.2%
Incapacitating Injury Crashes	2	4	4	2	4	16	3.8%
Non-Incapacitating Injury Crashes*	10	8	13	19	17	67	15.9%
Possible Injury Crashes*	13	16	21	10	20	80	19.0%
Property Damage Only	40	55	46	63	53	257	61.0%
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Day	42	54	61	67	77	301	71.5%
Night	23	30	23	27	17	120	28.5%
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Daylight	41	54	61	67	77	300	71.3%
Dark Lighted	19	24	18	22	15	98	23.3%
Dark Not Lighted	1	0	1	1	1	4	1.0%
Dark Unknown	1	0	0	0	0	1	0.2%
Dawn	0	3	1	2	0	6	1.4%
Dusk	3	3	3	2	1	12	2.9%
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Wet	**6**	**13**	**10**	**10**	**8**	**47**	**11.2%**
Dry	**59**	**71**	**74**	**84**	**86**	**374**	**88.8%**
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Clear	**59**	**68**	**71**	**82**	**82**	**362**	**86.0%**
Cloudy	**1**	**4**	**5**	**3**	**6**	**19**	**4.5%**
Rain	**5**	**12**	**8**	**9**	**5**	**39**	**9.3%**
Other	**0**	**0**	**0**	**0**	**1**	**1**	**0.2%**
Total	**65**	**84**	**84**	**94**	**94**	**421**	**100.0%**
Aging Driver Crashes	**16**	**18**	**25**	**16**	**17**	**92**	**21.9%**
Teenage Driver Crashes	**9**	**12**	**8**	**11**	**14**	**54**	**12.8%**
Distracted Driver Crashes	**5**	**4**	**7**	**7**	**4**	**27**	**6.4%**
Lane Departure	**10**	**18**	**9**	**11**	**21**	**69**	**16.4%**
Alcohol or Drugs Related	**3**	**5**	**6**	**3**	**1**	**18**	**4.3%**

Figure 8: 49th Street Corridor Fatal and Severe Injury Crash Location Map (2018-2022)

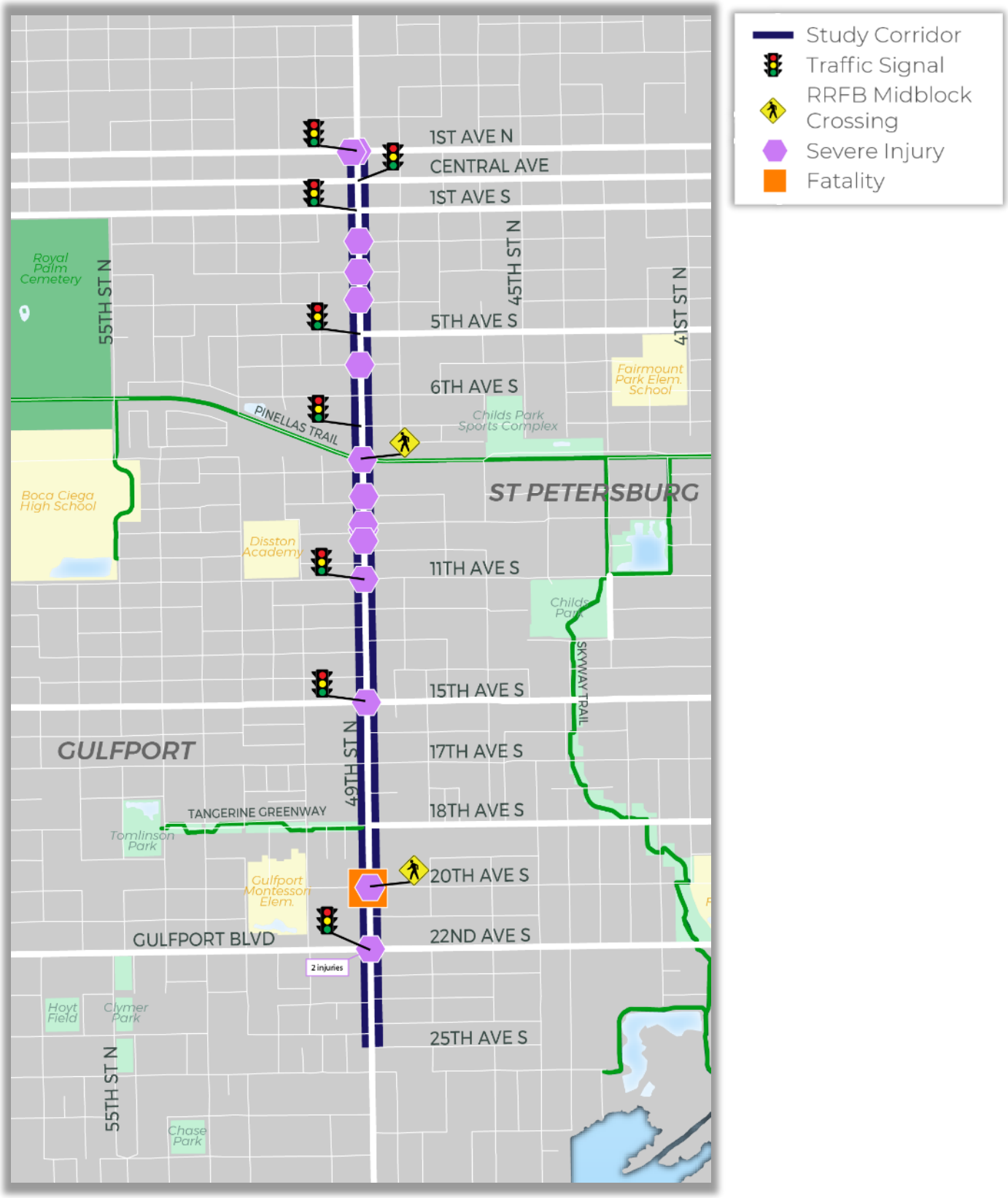


Figure 9: 49th Street Corridor Bicyclist and Pedestrian Crash Location Map (2018-2022)

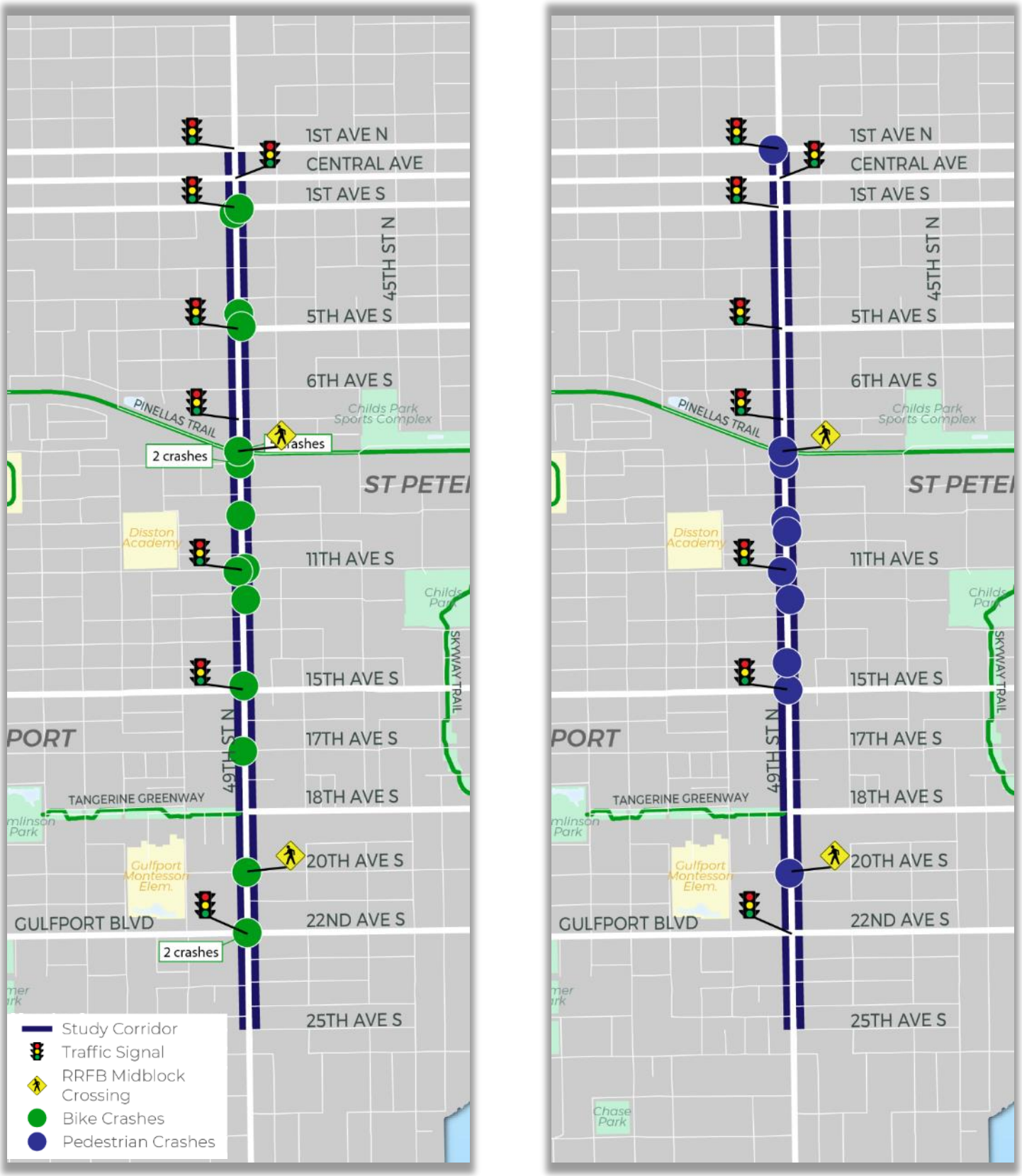


Figure 10: Crash Severity by Year (2018-2022)

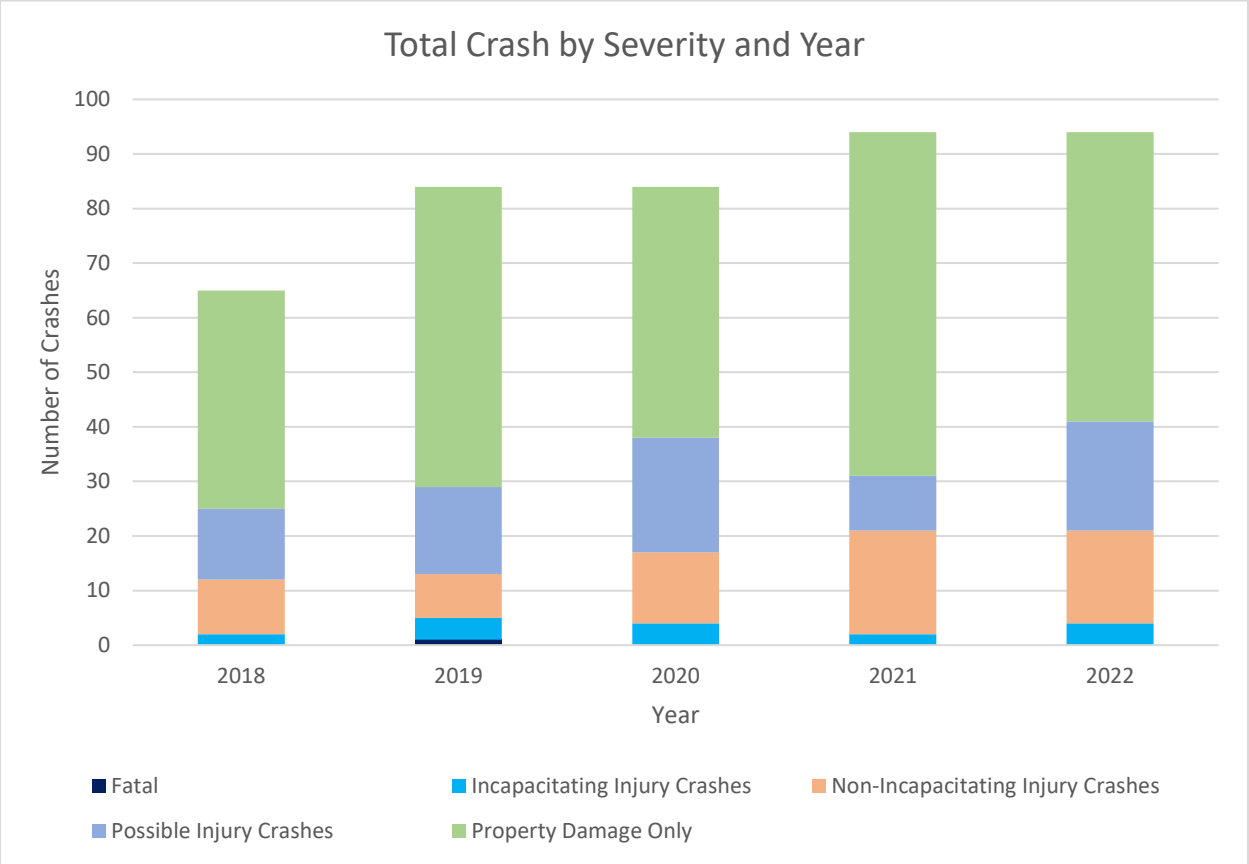


Figure 11: Crash Severity by Month (2018-2022)

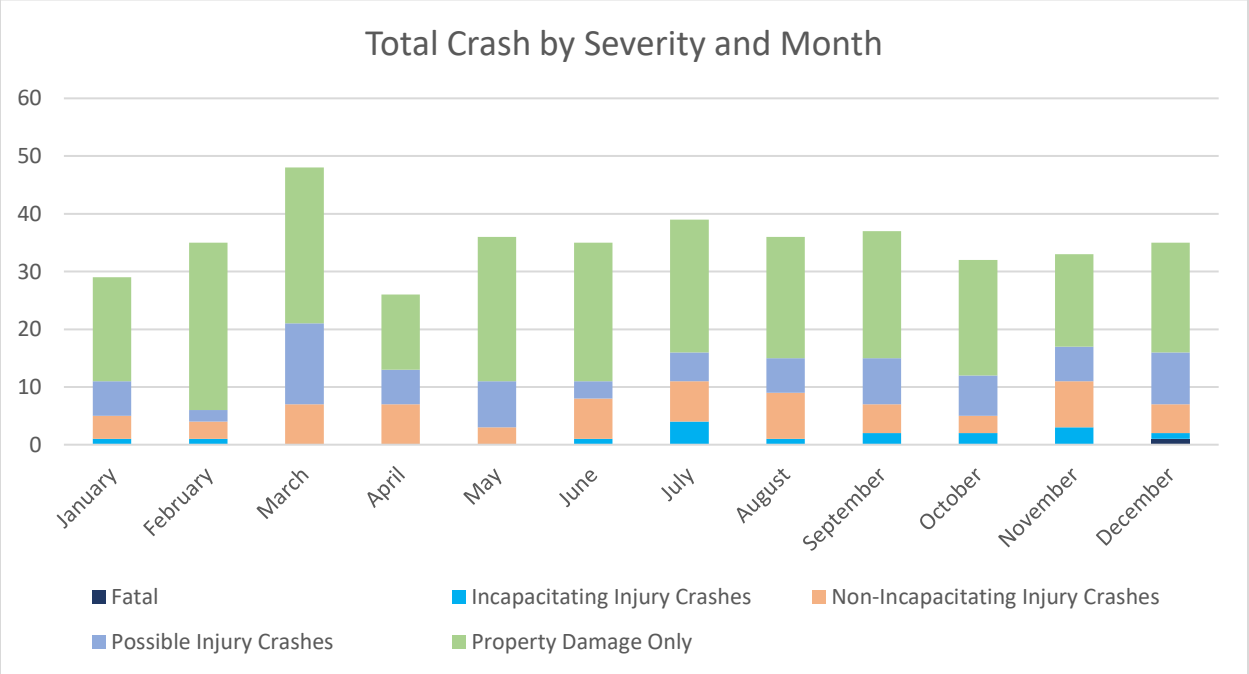


Figure 12: Crash Severity by Day of Week (2018-2022)

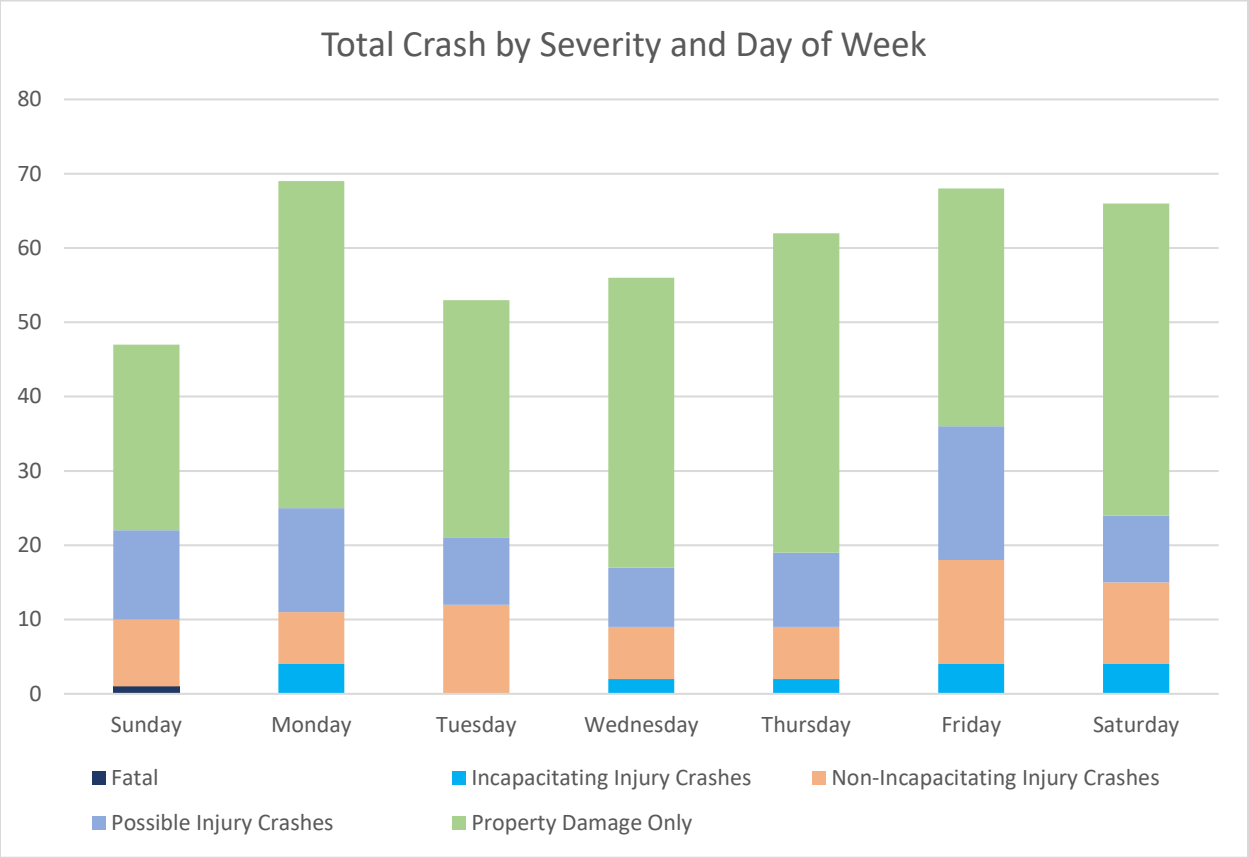


Figure 13: Crash Severity by Time of Day (2018-2022)

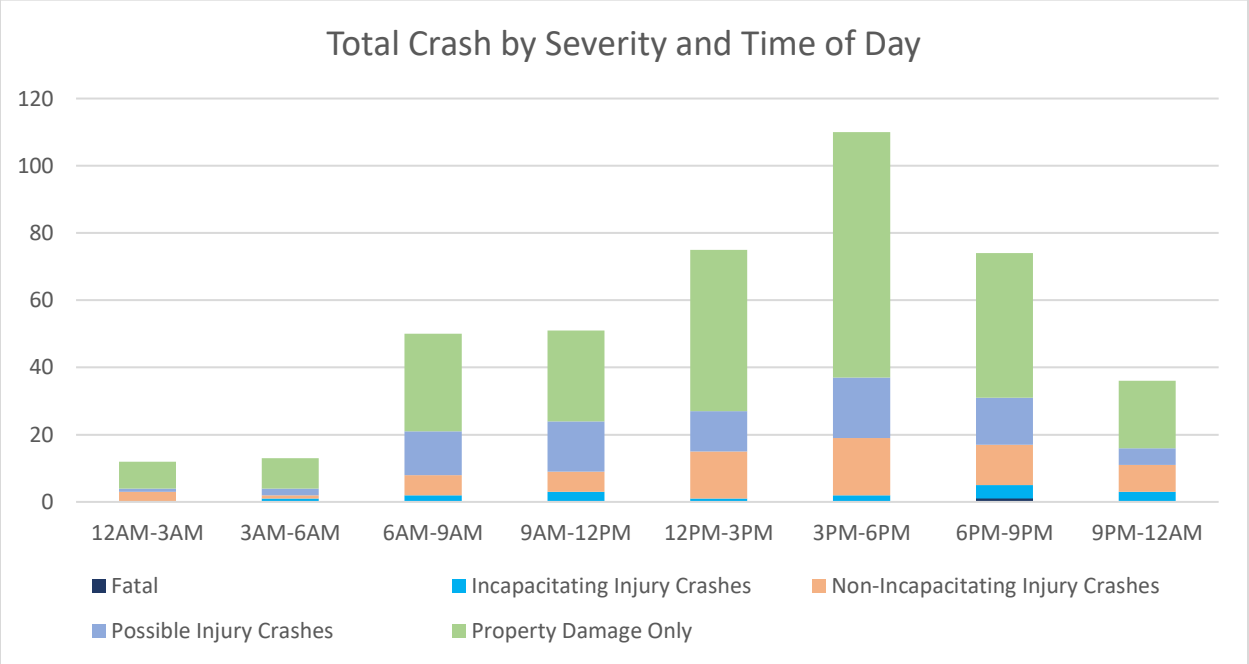


Table 7: Crashes by Types at Crash Hot Spots

Crash Type	Angle	Head On	Left Turn	Right Turn	Rear End	Side swipe	Hit Fixed Object	Bike	Ped.	Single Veh.	U-Turn	Total
49th St S & 1st Ave N	34	1	2	0	32	3	0	0	1	0	0	**73**
49th St S & Central Ave N	13	3	8	0	9	10	2	0	0	0	0	**45**
49th St S & 1st Ave S	20	2	1	0	14	8	2	2	0	0	0	**49**
Total	**67**	**6**	**11**	**0**	**55**	**21**	**4**	**2**	**1**	**0**	**0**	**167**

Table 8: Crashes by Severity at Crash Hot Spots

Crash Type	Fatal	Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	Possible Injury Crashes	Property Damage Only	Total
49th St S & 1st Ave N	0	2	9	11	51	**73**
49th St S & Central Ave N	0	0	5	6	34	**45**
49th St S & 1st Ave S	0	0	4	12	33	**49**
Total	**0**	**2**	**18**	**29**	**118**	**167**

5.0 Walking Audit

Two guided walking audits were held to identify safety concerns along the corridor. Both were conducted on January 22, 2024. The first was 2:00pm to 4:00pm and the second was 5:30pm to 8:00pm. This allowed for observation during the day and in the evening. The audits were facilitated in conjunction with the emerging Fusion 49th Street District Association who organized additional walk audit meetups with instructions provided by City of St. Petersburg staff. Participant feedback about the roadway was recorded using a web-based mapping application. The map allowed the user to drop "pins" in locations and provide comments and photos. For stakeholders and members of the community who were unable to attend the walking audits, the mapping application was publicly available on the project website. Online participants were guided via an instructional video and recorded their feedback in the same way as walking audit participants.

5.1 Event Promotion

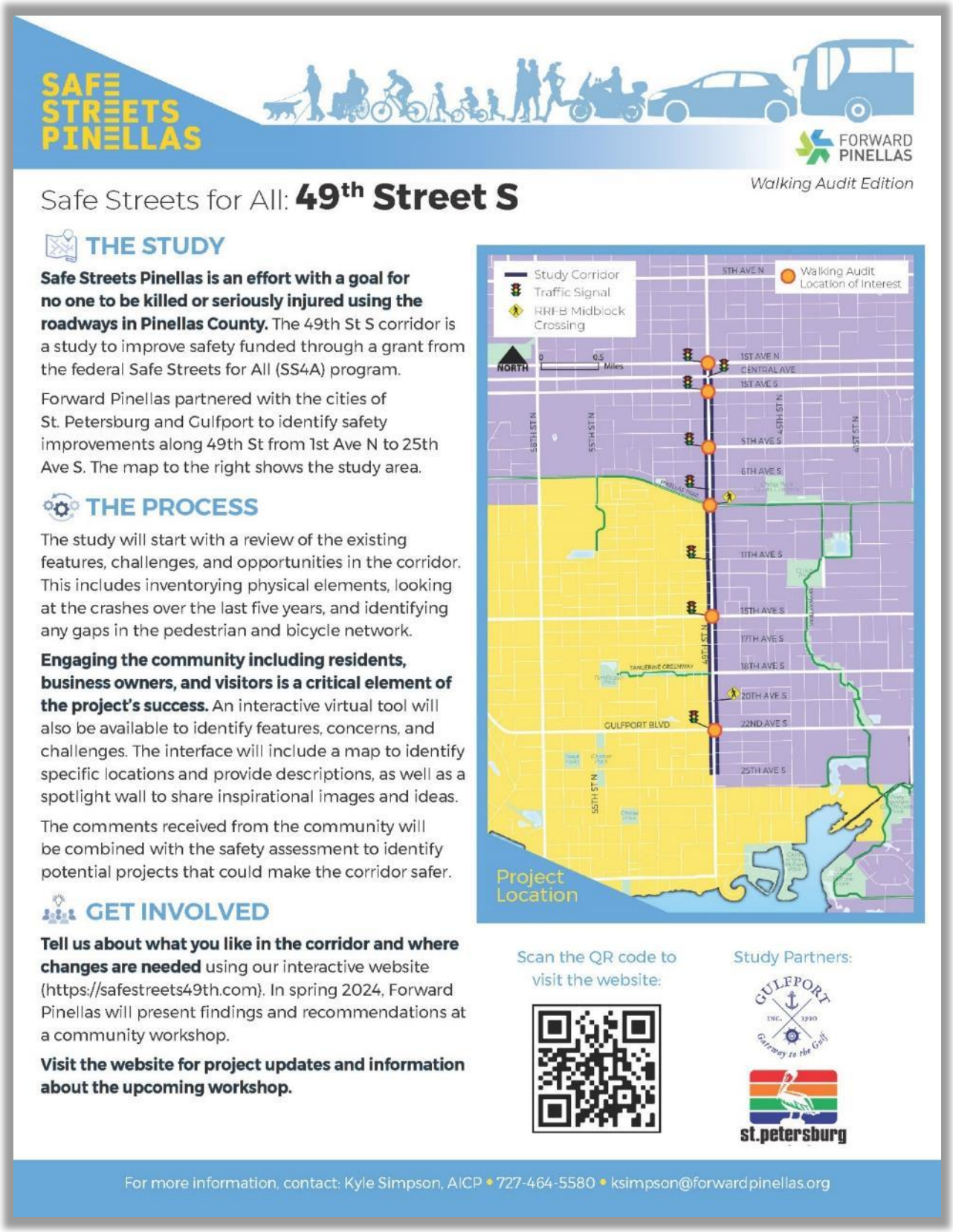
Prior to the events, the Project team used a variety of methods to get the word out to corridor residents, businesses, and visitors:

- Flyers were posted in business windows and passed out to those interested (see **Figure 14**)
- Events were promoted online via District 7 Speaks, a platform hosted by the City Council member for the St. Petersburg City Council District 7
- Events were promoted through social media (Facebook & Instagram) posts by Forward Pinellas, the City of St. Petersburg, the City of Gulfport, and the Fusion 49th Street District Association
- Event information was distributed to stakeholders via the Council of Government (COG) distribution list and 49th Street District mailing list

5.2 Format and Facilitation

For each of the two guided audits, participants met at the Gulfport Community Center (1617 49th Street South). The team provided a short introduction to the project, explained the goal of the audit, and split the attendees into two groups. The first group traveled north and observed the portion of the corridor from the Pinellas Trail to 1st Avenue North. The second group traveled south and observed the portion south of the Pinellas Trail to 22nd Avenue South. Each group stopped at focus locations to discuss what they noticed. Observations were logged through a mobile application by participants. Facilitators also recorded comments through the mobile app and on paper.

Figure 14: Walking Audit Announcement Flyer



Focus Locations

Each group was assigned three focus locations, for a total of six:

- 22nd Avenue South
- 15th Avenue South
- Pinellas Trail
- 5th Avenue South
- 1st Avenue South
- 1st Avenue North

Questions Asked

The following questions were asked at each location:

1. Take a look around and tell me about the intersection where we are right now.
2. How would you rate your comfort and safety as a walker, biker, driver?
3. What assets do you see?
4. Are there any factors that negatively impact your comfort and safety at this time?
5. What would you like to see here that doesn't currently exist?

5.3 Observation Summary

The following describes the observations of the walking audit participants.

49th St and 22nd Ave S

1. Take a look around and tell me about the intersection where we are right now.
   - Multiple potholes/ trip hazards
   - No ramp on two of the four corners leading on or off the sidewalk
   - The electronic walk signal does not beep for people who are visually impaired
   - Poor continuity of the sidewalk and smoke shop parcel
   - Can't tell who has the right of way
   - This area has a median separating the road and sidewalk so it feels safer
   - Walking slightly past the smoke shop there was no sidewalk for the bus stop which could bean ADA compliance issue

2. How would you rate your comfort and safety as a walker, biker, driver?
   - Out of 1-10, Safety level at a 4
   - Nothing is stopping drivers from making a quick right turn, putting walkers and bikers in danger
   - A little safer due to the median separating the road and sidewalk

3. What assets do you see?
   - Landscaping between road and sidewalk
   - Nice mural on the smoke shop across the street
   - Grocery store close by

4. Are there any factors that negatively impact your comfort and safety at this time?
   - Bad condition of the crosswalk/ noticeable potholes crossing the street
   - Sidewalk is very narrow making it difficult for multiple pedestrians to pass by each other
   - Without proper ramps to enter or exit the sidewalk it is difficult for strollers, bikers, and wheelchairs to cross
   - Inconsistent use of crosswalk areas; people cross at areas other than the crosswalk and cars were not stopping when crosswalk flashers were on
   - Wide driveways to businesses are not needed; makes it hard for drivers to know if they should use the area to park and makes it dangerous for pedestrians with cars potentially blocking the walkway
   - The lack of sidewalk ramps make exiting or entering the sidewalk dangerous for bikers, strollers, or wheelchairs

5. What would you like to see here that doesn't currently exist?
   - More access to public transportation
   - Covering for bus stops
   - Potential lane reduction (4 lanes to 2 lanes with a turning lane) would hopefully slow down drivers and allow them to better see pedestrians prior to turning
   - If reducing lanes is not possible, potentially narrow the existing lanes to slow down drivers by adding landscaping/medians and lighting
   - Cleaner area
   - Better sidewalks

<u>49th St and 15th Ave S</u>

1. Take a look around and tell me about the intersection where we are right now.
   - Lots of trash and broken areas of the sidewalk
   - There is a more defined street crossing area
   - There are more signs for pedestrian crossings
   - There is a push button for crossing the street
   - Curbs for business next to the intersection
   - Driveway access is not used, can be confusing to a driver that is visiting this establishment for the first time
   - No barrier between driveway area and sidewalk

2. How would you rate your comfort and safety as a walker, biker, driver?
   - Mid-range on safety, rate about a 5

3. What assets do you see?
   - There are ramps to enter and exit sidewalks
   - There is a food mart
   - Nice bus stop with Simme seats (would like a covered area though)
   - Hurricane Evacuation Route sign
   - Nice Gulfport sails on the light poles, very welcoming

4. Are there any factors that negatively impact your comfort and safety at this time?
   - There is a need for commercial improvements
   - The sidewalks seem to have a lot of litter; no trashcans are available
   - There are no caps on the street lights which allows the street light to shine towards the sky rather than direct the light towards the sidewalk; this could make the sidewalk feel a little safer at night

5. What would you like to see here that doesn't currently exist?
   - More businesses; there are a lot of vacant buildings it would be nice to see more needed businesses in the area
   - Cleaner sidewalk and business fronts
   - Businesses and storefronts that are softer on the eyes; there are a lot of car maintenance shops and trash in the area
   - Crosswalk signs would also be a nice addition

<u>49th St and Pinellas Trail</u>

1. Take a look around and tell me about the intersection where we are right now.
   - This area is peaceful and quiet
   - The lanes seem narrower which slows down traffic a bit
   - Cleaner (trashcans available)
   - Street lighting: currently lights are off on Southside and currently on, on Gulfport side (could be due to different settings, Gulfport setting could be weather related whereas southside on a timing schedule)
   - Welcome to Gulfport signage is nice and inviting
   - Nice shrubs
   - Driveway to business, but not a parking area; parking was on the side or in back
2. How would you rate your comfort and safety as a walker, biker, driver?
   - Pretty safe (7-8 rating)
   - Safest area on the walk
3. What assets do you see?
   - Trash cans
   - Crosswalk buttons work and traffic is paying attention to them
   - Traffic drives a little slower in this area, may be due to expecting people to cross and the lanes are narrower
   - Great lighting that is currently on and working
4. Are there any factors that negatively impact your comfort and safety at this time?
   - Lack of separation of the sidewalk and business store front
   - The parking in front of businesses has no separation between parking and sidewalk, no parking bumpers puts anyone on the sidewalk in danger
5. What would you like to see here that doesn't currently exist?
   - There is a lot of land use for the school bus compound; could that land be better utilized?
   - In high traffic area it would be nice to see a bus pull off to allow the roads to remain flowing, but a safe place for people to enter and exit the bus

<u>49th St and 5th Ave S</u>

1. Take a look around and tell me about the intersection where we are right now.
   - More trash than other areas
   - Narrow sidewalk
   - Bus stop but no bench
   - Inconsistent sidewalks
   - ADA warning pads missing

- No bike rack or bike lanes
- Utility poles interrupt sidewalks
- Limited lighting

2. How would you rate your comfort and safety as a walker, biker, driver?
   - Not comfortable, especially with inconsistent sidewalks and where there are sidewalks, there are unsmooth areas
   - A bike lane would improve safety; but might not be enough to make riders feel safe because of the speed cars are driving
   - Uncomfortable due to how fast cars are going
   - Saw a biker have to get off the sidewalk
   - Wheelchair access could be difficult on narrow sidewalk

3. What assets do you see?
   - Garden by the sidewalk looks nice
   - Line of sight is good
   - Good crosswalk striping

4. Are there any factors that negatively impact your comfort and safety at this time?
   - No bike racks
   - Inconsistent sidewalk
   - Limited lighting
   - Not handicap accessible
   - Utility poles interrupt the sidewalk
   - Cars enter into the crosswalk when turning for line of sight—not safe
   - There is not a crosswalk button on both sides of the street
   - The button on the east side of the street would not be accessible to someone in a wheelchair

5. What would you like to see here that doesn't currently exist?
   - Wider sidewalks
   - Covering over bus stops
   - Curb extensions
   - Wheelchair access
   - Pedestrian signals
   - Better drainage to prevent the flooding that occurs
   - Better lighting

<u>49th St and 1st Ave S</u>

1. Take a look around and tell me about the intersection where we are right now.
   - Low power lines
   - Little effort on this side of the street
   - Turning lane narrows and cuts into crosswalk
   - Crosswalk doesn't change
   - No curb buffer
   - No bike lane
   - Cars can exit the BP gas station through four different driveways

2. How would you rate your comfort and safety as a walker, biker, driver?
   - Not good, but better than other areas
   - Not safe and inconsistent
   - No bike lane means on-street biking
   - Space is okay for walking on sidewalk but not for a bike

3. What assets do you see?
   - Island
   - Welcoming curb appeal
   - Good SunRunner access
   - Some lighting but could be better

4. Are there any factors that negatively impact your comfort and safety at this time?
   - Not handicap accessible
   - Short traffic light changes and hand doesn't light up
   - No timer for crossing which makes it scary
   - Too open—no buffers
   - Confusion with multiple driveways
   - Inconsistent sidewalk access and no ramps

5. What would you like to see here that doesn't currently exist?
   - Timer for crosswalk
   - Push buttons to activate a crossing signal
   - Lighting to make the area brighter—there is some but dim
   - Uniform lighting between Gulfport and St. Pete sides; warm lighting preferred
   - Bike racks
   - Fewer poles

<u>49th St and 1st Ave N</u>

1. Take a look around and tell me about the intersection where we are right now.
   - New and nice
   - Good job on this intersection
   - There's more lighting
   - Not an issue with utility poles here
   - There are buttons on this side unlike across the street

2. How would you rate your comfort and safety as a walker, biker, driver?
   - Good at the SunRunner stop
   - Power poles are in their proper place

3. What assets do you see?
   - Everything looks good
   - This is an ideal intersection
   - There's enough space on the sidewalk to be away from the cars on the road

4. Are there any factors that negatively impact your comfort and safety at this time?
   - There's no hard infrastructure at the crosswalk
   - East side of the street has a crossing button the west side does not
5. What would you like to see here that doesn't currently exist?
   - Could use some more trash cans

In addition to these locations, the teams stopped to discuss other areas:

South of Queensboro

- Sidewalk was broken/uneven which is a tripping hazard

Between 9th Ave and 10th Ave South

- Parking with no barrier to sidewalk
- Cars are backing out into oncoming traffic which could cause accidents

Tangerine Street (at the Daycare)

- The sidewalk ends; this could cause confusion and danger for walkers, bikers, and others

18th Avenue South

- Very busy traffic area and no pedestrian help
- Did not feel safe crossing the street; waited longer than normal to make sure the coast was clear before crossing
- Could benefit from a streetlight and maybe a left turn lane
- Could benefit from a crosswalk and signage, maybe a crosswalk button

5.4 Interactive Map

As a companion to the Walking Audit, a website was created for the study (www.safestreets49th.com) and housed an interactive mapping tool that allowed users to enter comments tied to specific locations. The website also contained a spotlight wall to post any inspirational photos or ideas. Participants were asked to register for the site before entering their comments.

Registration questions included:

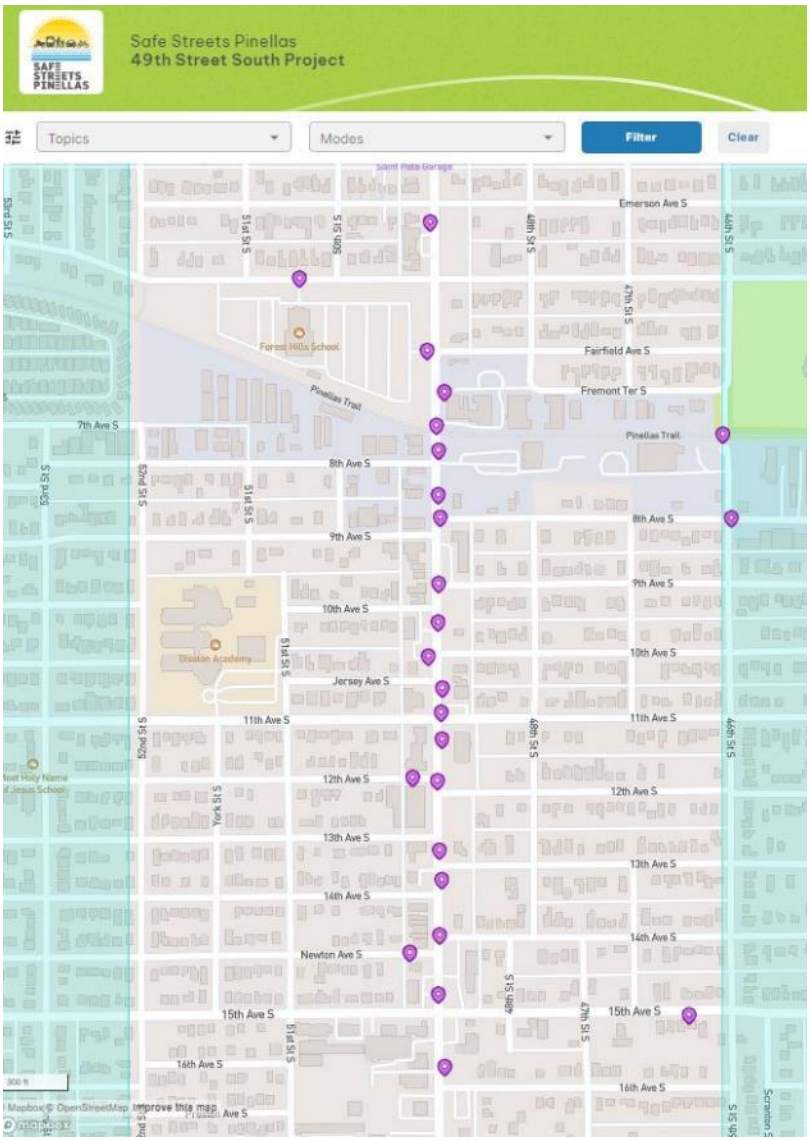
- Email
- Zip code
- Age
- Gender
- Income
- Race
- Ethnicity
- Live in the corridor (Y/N)
- Work in the corridor (Y/N)
- Own a business in the corridor (Y/N)
- Primary mode of transportation
- How do you use the corridor?

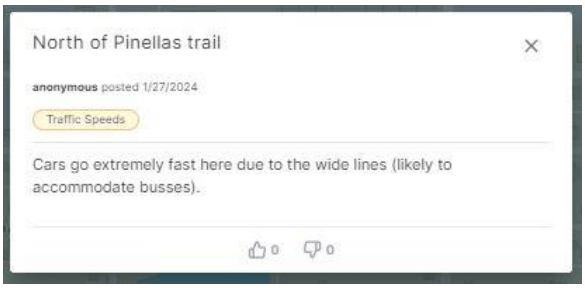
Once registered, users could add a point on the map, select the safety topic (e.g., crosswalk, vehicle speeds, etc.), transportation mode (e.g., bike, auto, etc.), describe the concern or suggestion, and upload a photo. Commenters could also review other comments and "like" them if they agreed. **Figure 15** shows screenshots of the mapping tool.

In total, the team received 135 comments, with many of them concentrated in the following locations:

- 22nd Avenue South/Gulfport Boulevard
- 18th Avenue South
- 15th Avenue South
- 11th Avenue South
- Pinellas Trail crossing

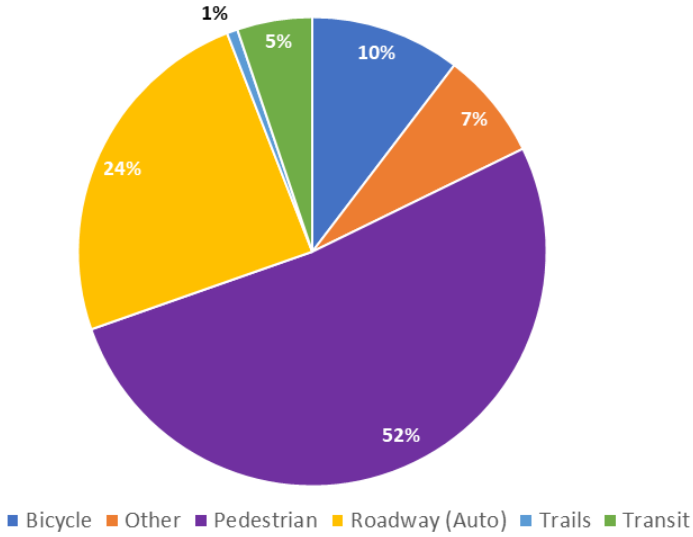
Figure 15: Interactive Mapping Tool Screenshots





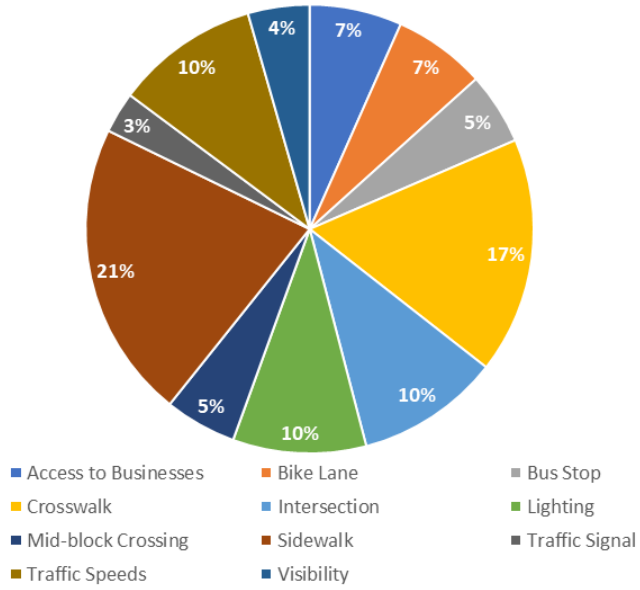
Most comments referred to pedestrian concerns (70), followed by auto concerns (33). In addition, respondents indicated the most concern for pedestrian infrastructure such as sidewalks and mid-block crossings. Mitigating traffic speeds, improving intersections, and enhancing lighting were also frequently mentioned. **Figure 16** shows the breakdown of comments by mode. **Figure 17** shows the breakdown of comments by topic.

Figure 16: Interactive Mapping Comments by Mode



Mode	Responses	% of Responses
Bicycle	14	10%
Other	10	7%
Pedestrian	70	52%
Roadway (Auto)	33	24%
Trails	1	1%
Transit	7	5%
Grand Total	**135**	**100%**

Figure 17: Interactive Mapping Comments by Topic



Topic	Responses	% of Responses
Access to Businesses	9	7%
Bike Lane	9	7%
Bus Stop	7	5%
Crosswalk	23	17%
Intersection	14	10%
Lighting	13	10%
Mid-block Crossing	7	5%
Sidewalk	29	21%
Traffic Signal	4	3%
Traffic Speeds	14	10%
Visibility	6	4%
Grand Total	**135**	**100%**

6.0 Alternatives

Following the existing conditions review, walking audits, and comments submitted online, the team developed two alternatives to address the safety and aesthetic concerns arising from the analysis and comments received. Two alternatives were developed to address the conditions along 49th Street, with the goal of improving traffic safety for all roadway users and mitigating traffic speeds, both identified as significant concerns. The alternatives were presented to the community at a community workshop on April 1, 2024, and online through a virtual survey available April 9-19, 2024.

6.1 Alternative 1: Modify to Two Lanes Divided

Alternative 1 would significantly modify the roadway from a four-lane undivided road to three lanes: two travel lanes and a shared center turn lane in the sections where the four-lane undivided condition currently exists. In the current five-lane section, the curb lanes would be modified to allow a consistent lane configuration through the entire corridor. The speed limit would be reduced to 30 mph. The road would be reconstructed to have landscaped medians at various points along with a slight curvature to slow traffic. In addition, this alternative features bus bays to allow buses to stop without interfering with traffic in the remaining through lane while providing safe access for transit riders.

The sidewalk on the east side is proposed to be widened to 12 feet with a wide landscaped buffer that will vary depending on available right-of-way. Mid-block crossings enhanced with Rectangular Rapid Flashing Beacons (RRFB) would also be provided to allow for safe access to pedestrian destinations throughout the corridor. All intersection crosswalks would be striped for high visibility and the crossing signals would be timed with leading pedestrian intervals. LED lighting would replace the existing lighting to provide greater illumination and visibility.

The features of Alternative 1 include:

- Repurpose lane to 10’ travel lanes- 3 lanes
- Reduce posted speed to 30 MPH
- Mid-block crosswalks with RRFB and overhead light
- Chicaned roadway
- Bus bays
- Bus pads; shelters where feasible
- Spot medians with landscaping
- 12’ multi-use path along entire east side
- High-visibility crosswalks for ALL crosswalks (10’ min.)
- Consistent roadway LED Lighting for all modes
- Wide pedestrian trail buffer
- Pedestrian trail lighting
- Leading pedestrian interval at signalized intersections
- Speed limit pavement markings
- Potential roundabout or traffic signal @ 18th Ave S

Figures 18-21 show a conceptual layout of Alternatives 1 and 2.

6.2 Alternative 2: Retain 4 Lanes

Alternative 2 would keep the roadway at four lanes, but with some safety enhancements. For this alternative, speed mitigation and safety improvements rely on vertical traffic calming. For example, the signalized intersections in the study would be raised and striped for high visibility. In addition, raised mid-block crossings controlled with RRFBs would also be provided at various locations. The speed limit is also proposed to be reduced to 30 mph throughout the corridor, which would include speed limit pavement markings. Landscaped medians would be installed where space permits and LED lighting would replace the existing lighting.

The features of Alternative 2 include:

- Retain current cross sections
- Reduce posted speed to 30 MPH
- Raised mid-block crosswalks with RRFB and overhead light
- Spot medians with landscaping
- 12’ multi-use path along entire east side
- Raised high-visibility crosswalks at signalized intersections (10’ min.)
- Consistent roadway LED Lighting for all modes
- Pedestrian trail lighting
- Leading pedestrian interval at signalized intersections
- Speed limit pavement markings
- Potential roundabout or traffic signal @ 18th Ave S

Figures 18-21 show a conceptual layout of Alternatives 1 and 2.

Figure 18: Alternatives 1 and 2 from 25th Avenue South to 20th Avenue South

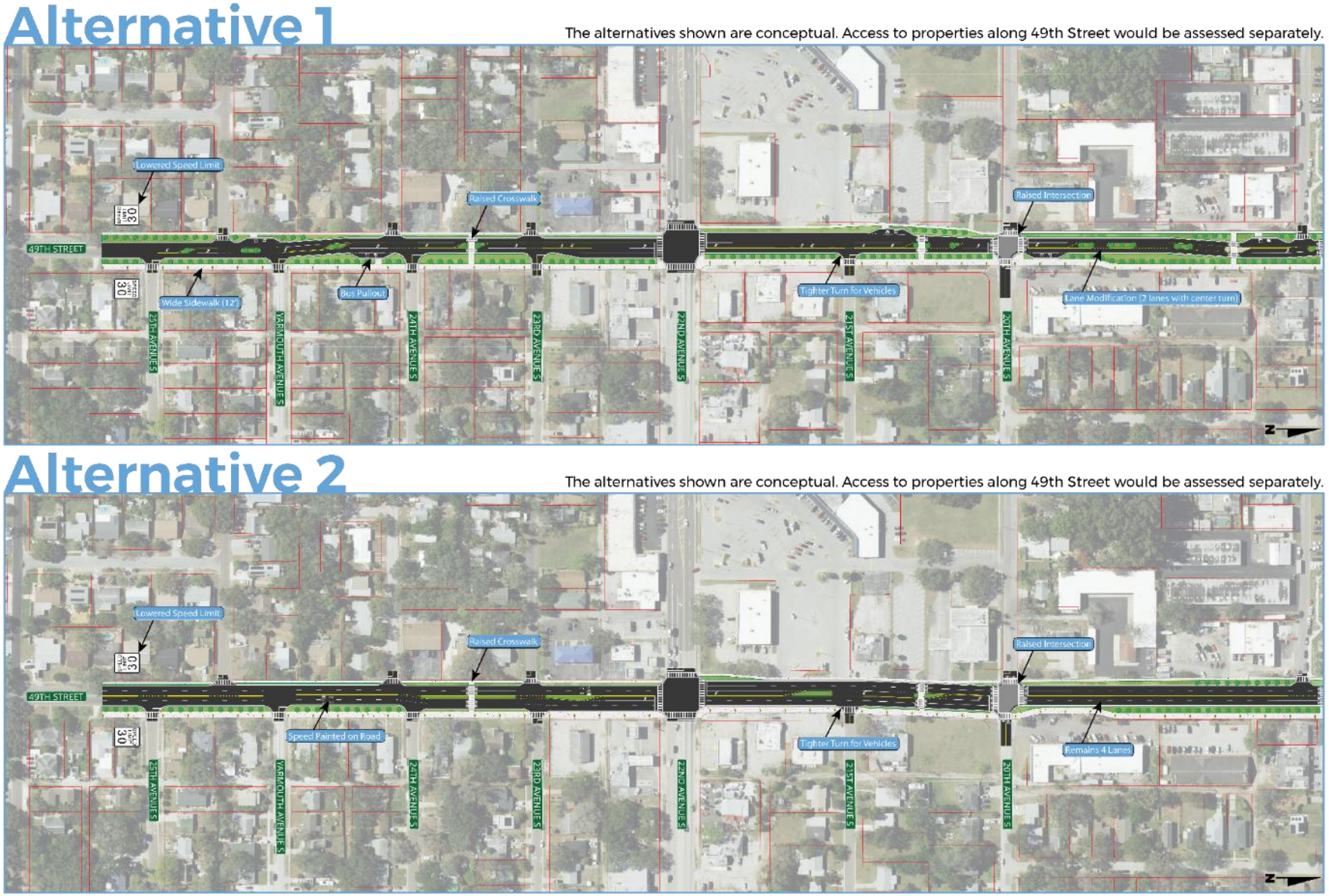


Figure 19: Alternatives 1 and 2 from 18th Avenue South to 12th Avenue South

Figure 20: Alternatives 1 and 2 from 11th Avenue South to Emerson Avenue South

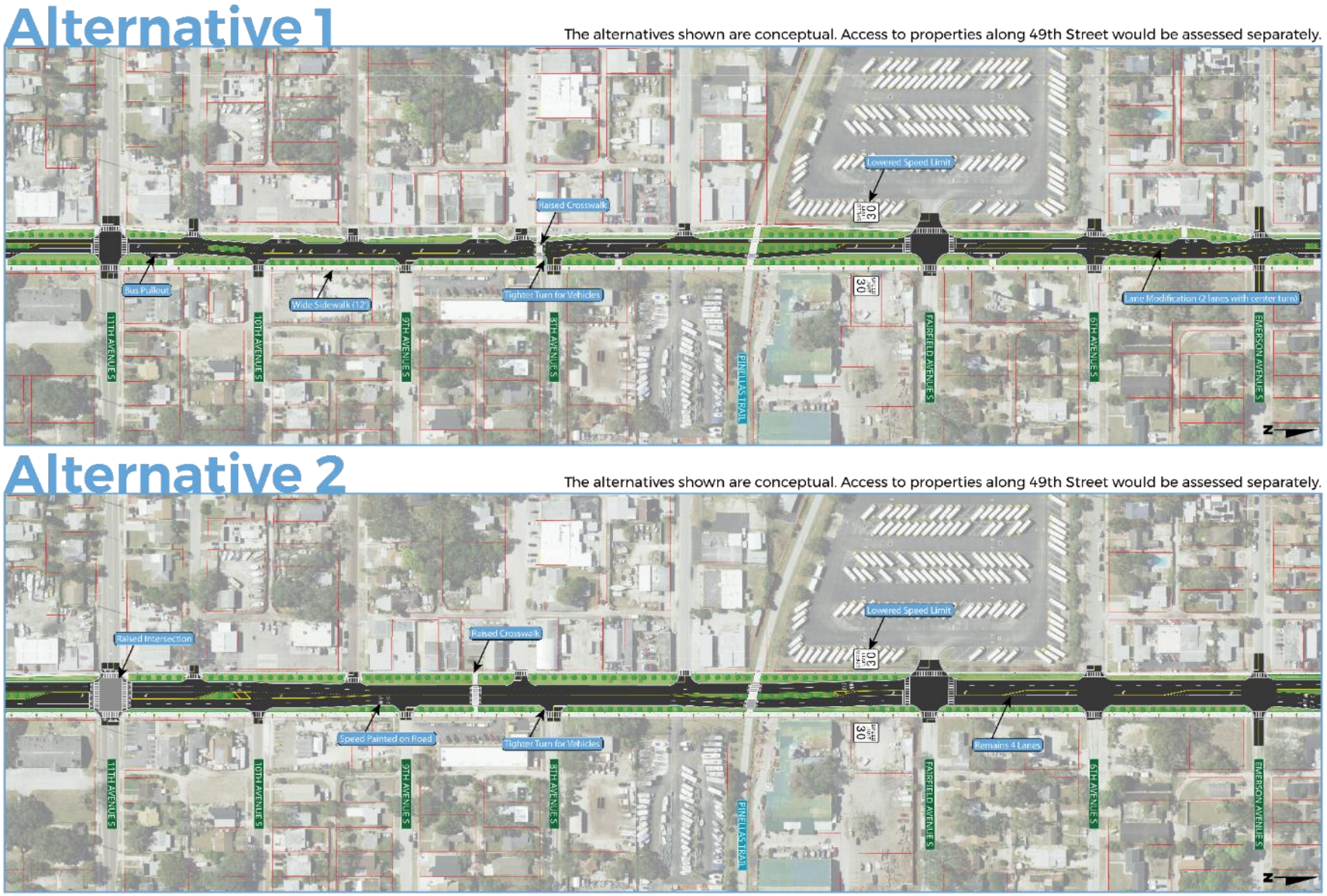
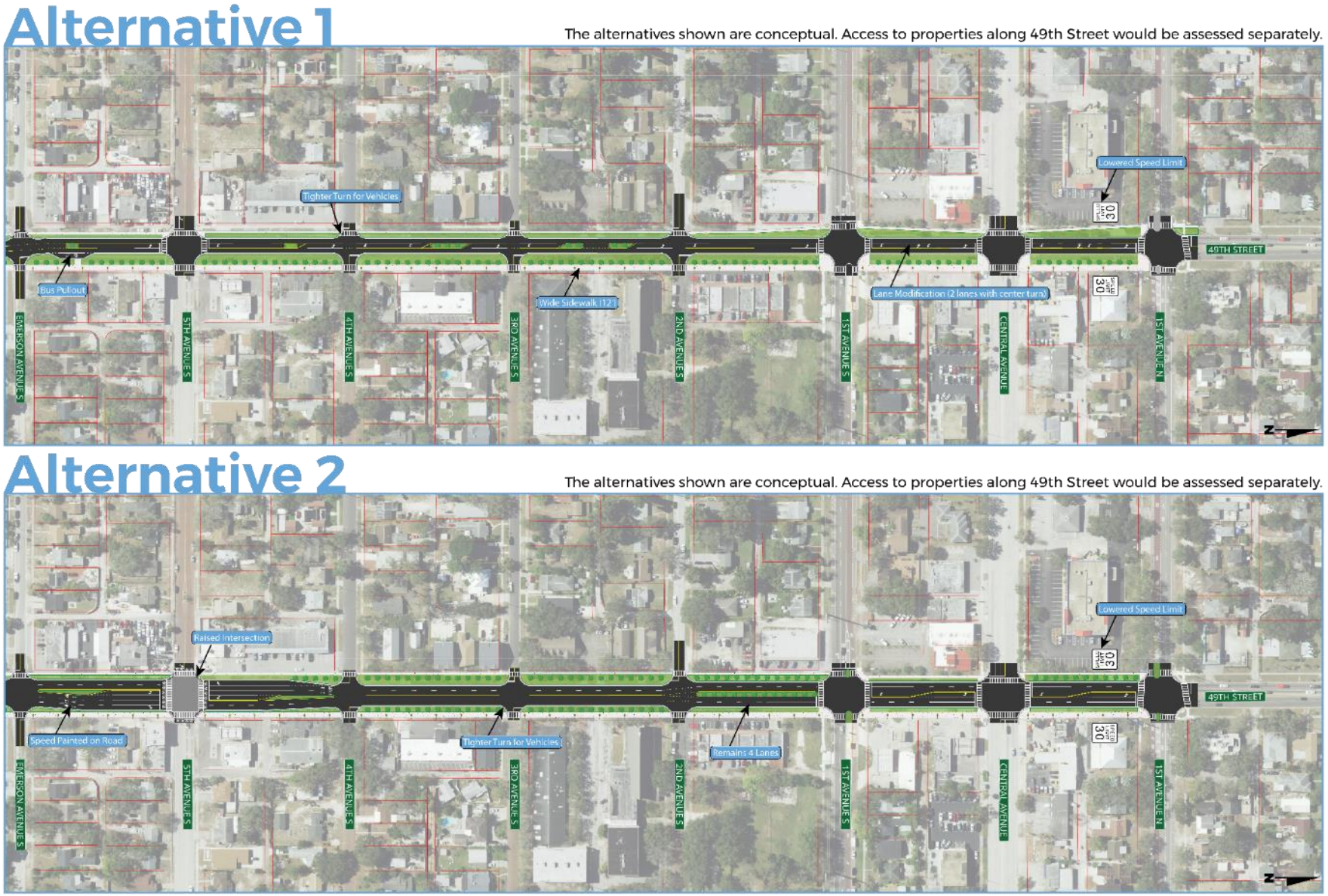


Figure 21: Alternatives 1 and 2 from 11th Avenue South to 1st Avenue North



7.0 Public Involvement

Understanding the public's needs and preferences was an ongoing priority throughout the study. The project team used stakeholder coordination, an interactive map, a fact sheet, a community workshop, and online survey.

7.1 Stakeholder Coordination

The study team worked with staff from the City of Gulfport and City of St. Petersburg through a study management team. The team met monthly to review the progress of the study, discuss the alternatives, and refine the alternatives. In addition, the team worked closely with the 49th Street Business District to ensure the voice of the local community helped to shape the recommendations.

7.2 Community Workshop and Online Survey

Community Workshop

An in-person Community Workshop was held April 1, 2024, at the Gulfport Community Center as part of the Fusion 49th Street District Association regular meeting. Forty-six people attended the workshop. Project staff presented the background of the project and discussed the alternatives considered. Attendees were asked to review the alternatives and provide comments on the display boards provided. Comments were transcribed into an excel sheet and tabulated. **Figure 22** shows images from the workshop.

Online Survey

For those unable to attend the workshop, an online survey was created to measure preferences that would guide safety improvement recommendations for the corridor. The survey was open April 9-19, 2024, and mirrored the questions asked of those who attended the in-person workshop. The website included a recording of the presentation given at the in-person workshop to communicate the same information to those choosing to complete the survey on the website. There were 643 survey respondents.

Workshop and Survey Promotion

Prior to the workshop and survey, the Project team used a variety of methods to get the word out to corridor residents, businesses, and visitors:

- Study website was updated with information about the workshop and a link to the survey
- Post cards were mailed to all landowners and residents/businesses within 500 feet of the corridor announcing the study and requesting participation in the online survey (see **Figure 23**)
- Flyers were posted in business windows and passed out to those interested (see **Figure 24**)
- St. Petersburg City staff visited the open businesses on the corridor the week prior to the Community Workshop to discuss the event with business owners and staff, inviting them to the workshop and to complete the online survey, and posting the flyers in visible locations
- The workshop and survey were promoted online via District 7 Speaks, a platform hosted by the City Council member for the St. Petersburg City Council District 7
- The workshop and survey were promoted through social media (Facebook & Instagram) posts by Forward Pinellas, the City of St. Petersburg, the City of Gulfport, and the Fusion 49th Street District Association
- Event information was distributed to stakeholders via the Council of Government (COG) distribution list and 49th Street District mailing list

Figure 22: Community Workshop Images

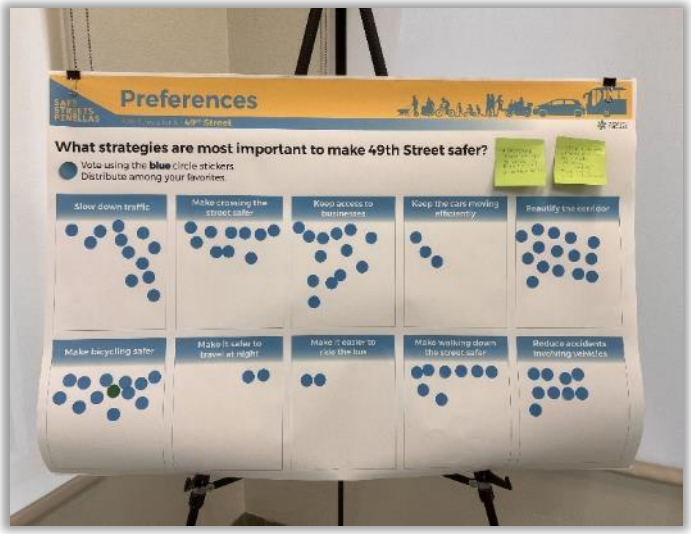
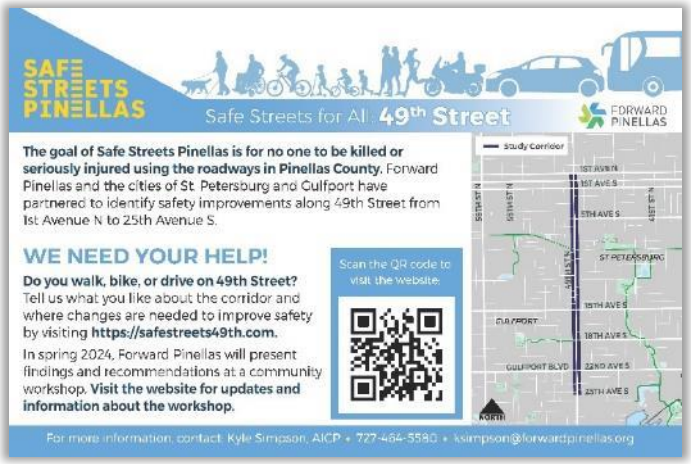


Figure 23: Study Post Card



Front

Back

Figure 24: Workshop Flyer

Summary

In determining preferences to improve safety in the 49th Street corridor, the public was asked to rank preferences, treatments, and choose between two alternatives. Preferences refers to outcomes of safety improvement actions. Treatments refers to individual means that result in safety improvements. The alternatives proposed were:

- Alternative 1: Modify the corridor to three lanes that includes a center turn lane in select locations, with enhancements
- Alternative 2: Retain current lane configuration, with enhancements

Question One: Preferences

Question 1 asked "What *preferences* are most important to make 49th Street safer?" Both Community Workshop participants and those who took the online survey were allowed to select up to four of the ten options provided.

According to the responses collected through both the online survey and at the workshop, the top preferences were:

1. Make crossing the street safer
2. Make walking down the street safer
3. Make bicycling safer
4. Make it safer to travel at night

Combined results from the Community Workshop and online survey are in **Table 9.**

Table 9: Survey Results – Preferences

Preference	Rank	Workshop	Online	Total
Make crossing the street safer	1	12	271	283
Make walking down the street safer	2	10	271	281
Make bicycling safer	3	19	239	258
Make it safer to travel at night	4	4	251	255
Beautify the corridor	5	22	212	234
Reduce accidents involving vehicles	6	10	210	220
Slow down traffic	7	15	201	216
Keep the cars moving efficiently	8	7	202	209
Keep access to businesses	9	17	165	182
Make it easier to ride the bus	10	5	170	174

Survey participants were provided the opportunity to provide additional comments to the Preferences question in an open-ended text box. Aside from comments such as "No," "N/A," and similar, 209 responses were recorded in the online survey and were analyzed to identify common themes.

Words and themes that occurred multiple times include:

- "Safe," "Safety," "Safely," or "Unsafe": **68**
- "Pedestrian(s)": **25**
- "Bike," "Bicycle," or "Cyclist": **22**
- "Speed limit" or need to slow traffic: **15**
- "Lighting": **10**
- "Sidewalk": **10**
- "Crime," "Police," or "Law Enforcement": **9**
- "Crosswalk": **6**

Participants at the Community Workshop provided feedback through comment cards. The complete list of verbatim comments to the Preference question from the workshop and online survey are included in the Survey Summary Report.

Question Two: Treatments

Question Two asked "What *treatments* should be considered to make 49th Street safer for all users?" Respondents could choose up to six of the options provided. The top ten choices from Community Workshop participants and those who took the online survey are in **Table 10**.

The top three preferences are:

1. Lighting
2. Wide Sidewalks
3. Bus Pullouts
4. Midblock Crosswalks

Table 10: Survey Results – Treatments

Treatment	Rank	Workshop	Online	Total
Lighting	1	31	388	419
Wide Sidewalks	2	19	357	376
Bus Pullouts	3	14	322	336
Midblock Crossings	4	13	322	335
Raised Crosswalks	5 (tie)	14	290	304
Landscaping	5 (tie)	26	278	304
Lower Speed Limit	7	18	248	266
Roundabouts	8	10	224	234
Lane Repurposing	9 (tie)	6	227	233
Medians	9 (tie)	8	225	233

Survey participants were provided the opportunity to provide additional comments in an open-ended text box asking, "Do you have any additional comments regarding treatments, including what you like and don't like?" Aside from comments such as "No," "N/A," and similar, 140 responses were recorded in the online survey and were analyzed to identify common themes.

Words and themes that occurred multiple times include:

- "Safe," "Safety," "Safely," or "Unsafe": **21**
- "Pedestrians": **18**
- "Speed limits" or "slow down traffic": **17**
- "Lighting": **12**
- "Landscaping," "Landscape," "Trees," or "Green": **11**
- "Crosswalk": **9**
- "Bike," "Bicycle," or "Cyclist": **9**
- "Traffic light(s)": **7**

A complete list of verbatim comments to the Treatments question is in the Survey Summary Report.

Alternative Preference

Participants at both the Community Workshop and online had access to review materials that illustrated potential improvements to the 49th Street South corridor in the two alternative alignments. After prioritizing preference and treatments options and reviewing the proposed alignments, they were asked to choose the alternative they preferred: Alternative One or Alternative Two. Following the presentation and discussion with staff to understand the benefits and challenges of each alternative, an overwhelming majority of the Community Workshop participants selected Alternative One as their preferred alternative.

A majority of the online survey participants also selected Alternative One as their preferred alternative. Out of a total of 626 combined votes, Alternative 1 tallied just over 53% preference, Alternative 2 just under 47%. Combined survey results are illustrated in **Table 11**.

Table 11: Survey Results – Preferred Alternative

Alternative	Rank	Workshop	Online	Total
Alternative 1	1	19	313	332
Alternative 2	2	7	284	294

Open Ended Responses - Final Comments

After choosing their preferred alternative, survey participants were provided the opportunity to answer the question, "Do you have any additional comments about these alternatives, or any other information that will be helpful to the Safe Streets Pinellas project team?" After eliminating "No," "N/A," and similar responses, 143 comments were tallied in the online survey, and analyzed to determine common themes of interest.

Words and themes that occurred multiple times include:

- "Safe," "Safety," "Safely," or "Unsafe": **30**
- "Traffic light(s)": **16**
- "Speed limits" or need to slow down traffic: **11**
- "Pedestrian(s)": **9**
- "Bike," "Bicycle," or "Cyclist": **7**
- "Lighting": **6**
- "Landscaping," "Landscape," "Trees," or "Green": **6**
- "Bus pullouts": **4**

A complete list of verbatim comments to the Alternatives question is in the Survey Summary Report.

8.0 Recommendations and Next Steps

Following the review of technical data, combined with the results of the workshop and online survey, the study team identified the recommended alternative cross-section for the roadway and a series of recommended projects for the 49th Street corridor based on the results of the community outreach. The recommended alternative, Alternative 1, and its associated elements are described in Section 6. These elements are part of an initial concept designed to improve safety. Studies conducted by the Federal Highway Administration (FHWA) have shown that lane repurposing from a 4-lane to a 3-lane cross section can result in a 19 percent to 47 percent reduction in total crashes. In order to move forward with implementation, additional analysis and refinement is recommended prior to the full implementation of Alternative One. As part of the path forward, the following studies are needed before some permanent improvements can be made (additional studies may be needed beyond this list as the project progresses):

- Corridor Lighting Study
- Intersection Control Evaluation @ 18th Ave South
- Access Management & Parking Study
- Speed Limit Reduction Study
- Traffic Study to Include Impact of Proposed Lane Assignments
- Crosswalk Location Analysis

Some improvements are independent of modifications associated with Alternative One and could be implemented as soon as practicable and will be part of a phased approach to implementation.

For a phased approach to implementation, the recommended alternative is subdivided into a combination of short-term, mid-term, and long-term projects as shown in Table 12. Short-term projects represent "low-hanging fruit" or projects that can be initiated relatively quickly without additional analysis and would not be significantly impacted if the roadway cross-section were to be changed. Mid-term projects are those that require additional analysis but are generally considered feasible. Long-term projects are those that would rely on, and be informed by, the results of the studies mentioned above and could have greater funding requirements.

This study also recommends the lane repurposing be introduced as an SS4A demonstration project. This presents an opportunity to introduce lane repurposing as a SS4A Demonstration Project. Demonstration projects offer temporary safety improvements to test the proposed recommendations to determine future benefits. This allows for the measurement of safety benefits through data collection and evaluation (i.e. – before and after studies) prior to permanent corridor-wide implementation. This, along with the traffic simulation study recommended above, would determine the viability of the recommended alternative as a long-term cross-section for 49th Street.

Implementing the demonstration project in the 49th Street corridor would allow for the use of temporary materials. Temporary materials do not make permanent changes to roadways or surrounding infrastructure and allow for flexibility should there be lessons learned during the evaluation of the demonstration project. Types of flexible materials include painted pavement markings, plastic delineators, plastic barriers, planters, and prefabricated raised separators, to name a few. These improvements have the potential to be funded in part via a USDOT SS4A Demonstration Grant.

Table 12: Recommended Projects and Phasing

Project	Location
Short-Term Projects	
High-visibility crosswalks & pedestrian ramps	All crosswalks (signalized intersections & cross streets)
Leading pedestrian interval (LPI) at intersection crossing signals	All signalized intersections
Convert existing lighting to LED	22nd Ave S to 1st Ave N
Raise the existing stamped medians	10th Ave S to 16th Ave S
Initiate additional recommended studies	22nd Ave S to 1st Ave N
Pursue lane repurposing study and demonstration project: Repurpose to three lanes (2 travel lanes w/ shared turn lane with chicanes + bus bays)	22nd Ave S to 1st Ave N
Mid-Term Projects	
Mid-block crosswalks with RRFB & overhead light	Raised median locations (TBD)
Spot medians with trees between driveways	10th Ave S to 16th Ave S
Pinellas Trail enhancements	Pinellas Trail
Posted speed limit 30 MPH & speed limit pavement markings	22nd Ave S to 1st Ave N
12’ multi-use path along east side w/ buffer, lighting & transit amenities	22nd Ave S to 1st Ave N
Initiate short-term recommendations from additional studies	22nd Ave S to 1st Ave N
Long-Term Projects	
Lane repurposing including bus bays and chicanes*	22nd Ave S to 1st Ave N
Additional medians + pedestrian crosswalks	22nd Ave S to 1st Ave N
Corridor lighting	22nd Ave S to 1st Ave N
Intersection modification	18th Ave S
Access management & parking	22nd Ave S to 1st Ave N

**Pending results of demonstration project before and after study and traffic analysis.*

8.1 Potential Funding

To implement the recommended alternative and its associated elements, funding sources must be identified. Funding can come from one or all of the following sources: local, state and federal. Local funding can be provided through and interlocal agreement between the City of Saint Petersburg and the City of Gulfport. Furthermore, grant funding has the potential to be utilized through the USDOT Safe Streets and Roads for All grant, which is a discretionary program intended to assist communities in preventing roadway deaths and serious injuries. Potential matching funds for the grant could come from the South St. Pete CRA via the Corridor Planning Program and CRA Grant Match Program. Additional funding opportunities could be made available through Forward Pinellas's project prioritization process, which would make the corridor eligible for State and Federal funds such as Surface Transportation Block Grants or Transportation Alternatives Set-Aside funds. Specific funding strategies will be determined in future phases of the project.

8.2 Next Steps

As the project moves toward implementation and upon approval or acceptance of these plan recommendations, the City of St. Petersburg and the City of Gulfport for infrastructure investments would be create and execute a Memorandum of Understanding (MOU) or Interlocal Agreement.