



City of St. Petersburg

Post Office Box 2842
St. Petersburg, Florida 33731-2842
St. Pete-TV Channels: 15 • 615 • 20
Telephone: 727-893-7171

December 15, 2017

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

Subject: City of St. Petersburg's Application for Forward Pinellas Complete Streets Program

Dear Ms. Favero,

The City of St Petersburg is pleased to submit the attached application for the South St. Petersburg East-West Transportation Network Action Plan for consideration within the Forward Pinellas Complete Streets Program. The proposed Action Plan will follow-on the initial findings from the City's Complete Streets Implementation Plan to be adopted in early 2018, and will identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options thereby providing a Complete Streets grid that is more conducive to improved public health and quality of life.

Furthermore, it will develop improvements to further the goals established South St. Petersburg Community Redevelopment Area (CRA) Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

Thank you for the opportunity to apply for funding that will allow the City of St. Petersburg to meet the transportation safety needs of our city's residents. We look forward to the support of Forward Pinellas for this much-desired action plan in South St. Petersburg.

Sincerely,

Evan Mory, Director
Transportation & Parking Management

South St. Petersburg East-West Transportation Network Action Plan

Forward Pinellas Complete Streets Program Concept Planning Application December 15, 2017

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

Name: Lucas Cruse, Bicycle Pedestrian Coordinator
Postal Address: One 4th Street North, 8th Floor, St. Petersburg, FL 33701
Email Address: Lucas.Cruse@stpete.org
Phone: 727-892-5274

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

This project study area covers the southern half of the South St. Petersburg Community Redevelopment Area, and seeks to further the community goals established in the CRA Redevelopment Plan. As noted in the Redevelopment Plan, “traffic circulation within the South St. Petersburg CRA is facilitated by a series of arterials and collectors that, for the most part, make for efficient travel in the north-south and east-west direction. The lone exception to this is east-west travel between 5th Avenue South and 5th Avenue South, which is blocked by Interstate 275.” There is then no way across I-275 between 26th Avenue S and 38th Avenue S. In between these obstructed sections, three roadways cross I-275 in relatively close proximity, each with a different character and land use. Each of these three primary corridors also has its own unique mobility challenges, and this action plan attempts to address them simultaneously by applying a network analysis approach to a study area that covers these three east-west corridors and the surrounding street grid.

The importance of these roadways to serve multiple user types, and the need for this effort to improve transportation in the area, is emphasized by the City’s Complete Streets Policy. A citywide Complete Streets Implementation Plan has been under development for the past year, including extensive public involvement. The corridors identified in this application were repeatedly identified by the public as needing immediate attention. Correspondingly, that forthcoming plan identifies the effort proposed in this application amongst the City’s highest priorities for short term implementation.

Twenty-second Avenue S is a minor arterial roadway that is maintained by the City east of 34th Street and by the County west of 34th Street. It is zoned residential with a matching future land

use. The roadway carried roughly 22,500 motor vehicles per day to the west of I-275 in 2016 and 10,500 to the east. The roadway is the fastest route across the study area with an undivided four-lane configuration, limited traffic signals and a speed limit of 35 mph. There is a significant amount of spare roadway capacity for motor vehicles. The volume to capacity ratio is less than 45% east of 34th Street and 70% between 34th Street and 58th Street.

Eighteenth/Tangerine Avenue S is a collector roadway that is maintained by the City. The street has multiple characters with the area west of 37th Street being almost exclusively residential. The section from 37th Street to Dr. M.L. King Jr. Street is four lanes undivided and has a speed limit of 30 to 35 mph. It is zoned commercial with a future land use designation of Planned Redevelopment Mixed-Use. This section of the street serves as the home for the majority of neighborhood-serving businesses in the study area, has seen the most commercial investment, and also has the greatest opportunity for transformation. Eighteenth Avenue S to the east of 16th Street is mostly two lanes undivided with surrounding land use that is mostly residential.

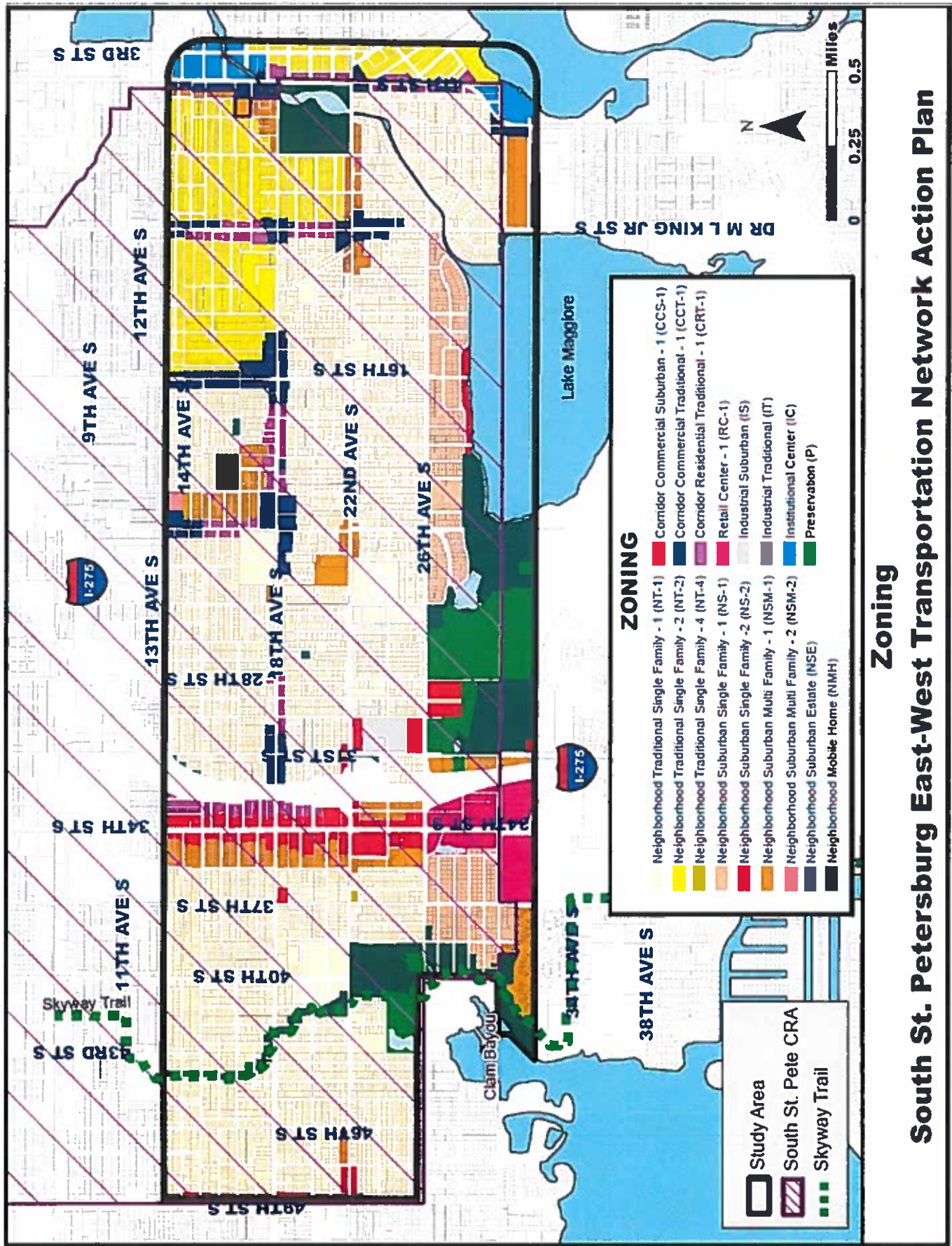
Twenty-sixth Avenue S is a collector roadway that is maintained by the City. It is zoned residential with a matching future land use. The street is currently an undivided two-lane facility with regular stop signs, sporadic median islands for traffic calming, and a speed limit of 30 mph. The street provides the best existing east-west bicycling option through the study area connecting to the Skyway Trail on the west end, yet experiences high motor vehicle operating speeds and difficult crossings at Salt Creek and I-275.

Notably, access to and from Interstate 275 is split between two of the three primary study corridors. Twenty-second Avenue S is the location of southbound exit and northbound entrance ramps for I-275. Twenty-sixth Avenue S is the locations of northbound exit and southbound entrance ramps to I-275.

A further challenge to east-west mobility in the study area is that St. Petersburg's characteristic street grid breaks down between and to either side of the three primary corridors introduced above. The result is that all through traffic, including transit and bicyclists, must also use the three corridors at some point to traverse the study area.

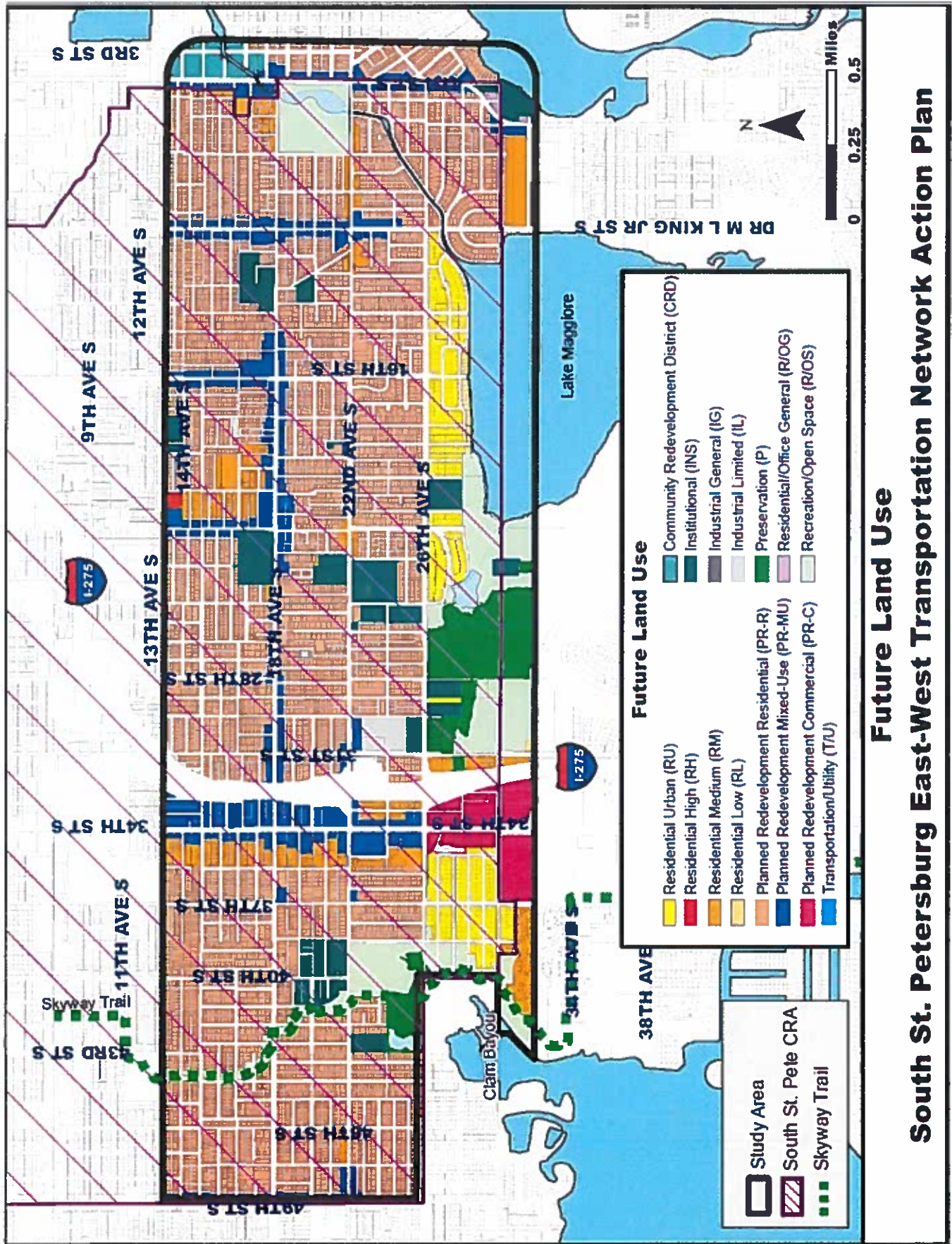
In contrast to the east-west travel challenges, the grid is maintained in the north-south direction through the study area, allowing for numerous route options for all modes via a choice of local, collector, and arterial roadways. These roadways are addressed in greater detail later in this application.

The current zoning and future land use categories for the study area are shown on the following pages.



Zoning

South St. Petersburg East-West Transportation Network Action Plan



Future Land Use

South St. Petersburg East-West Transportation Network Action Plan

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

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

Sidewalks are provided generally along both sides of all three study corridors, with a few gaps along one side of isolated segments. The County has programmed \$250,000 for design in FY 17 and \$600,000 for construction in FY 18 to fill a portion of the gaps along 22nd Avenue S between 58th Street and 34th Street. The County will soon initiate an approximately \$125,000 study to advance the construction of roadway improvements including the missing segments of sidewalk. That study will also collect and analyze traffic data for the corridor, which will supplement the work proposed in this application.

Sidewalks are generally provided along at least one side of the residential streets that fill in the grid connecting the study focus corridors. However, these streets also provide a generally acceptable environment featuring on-street parking, low traffic volumes, and frequent traffic calming to encourage slower speeds and improve conditions for both pedestrians and cyclists.

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

No continuous dedicated bicycling facilities exist along the three study area east-west corridors, other than a few segments of disjointed bike lane along 26th Avenue S. The City is working in conjunction with the City of Gulfport to complete an east-west bicycle route and trail that would connect the Skyway Trail to downtown Gulfport; construction, utilizing funding from each of the municipalities, is anticipated to be completed in 2018. The east end of that trail is aligned with 26th Avenue S.

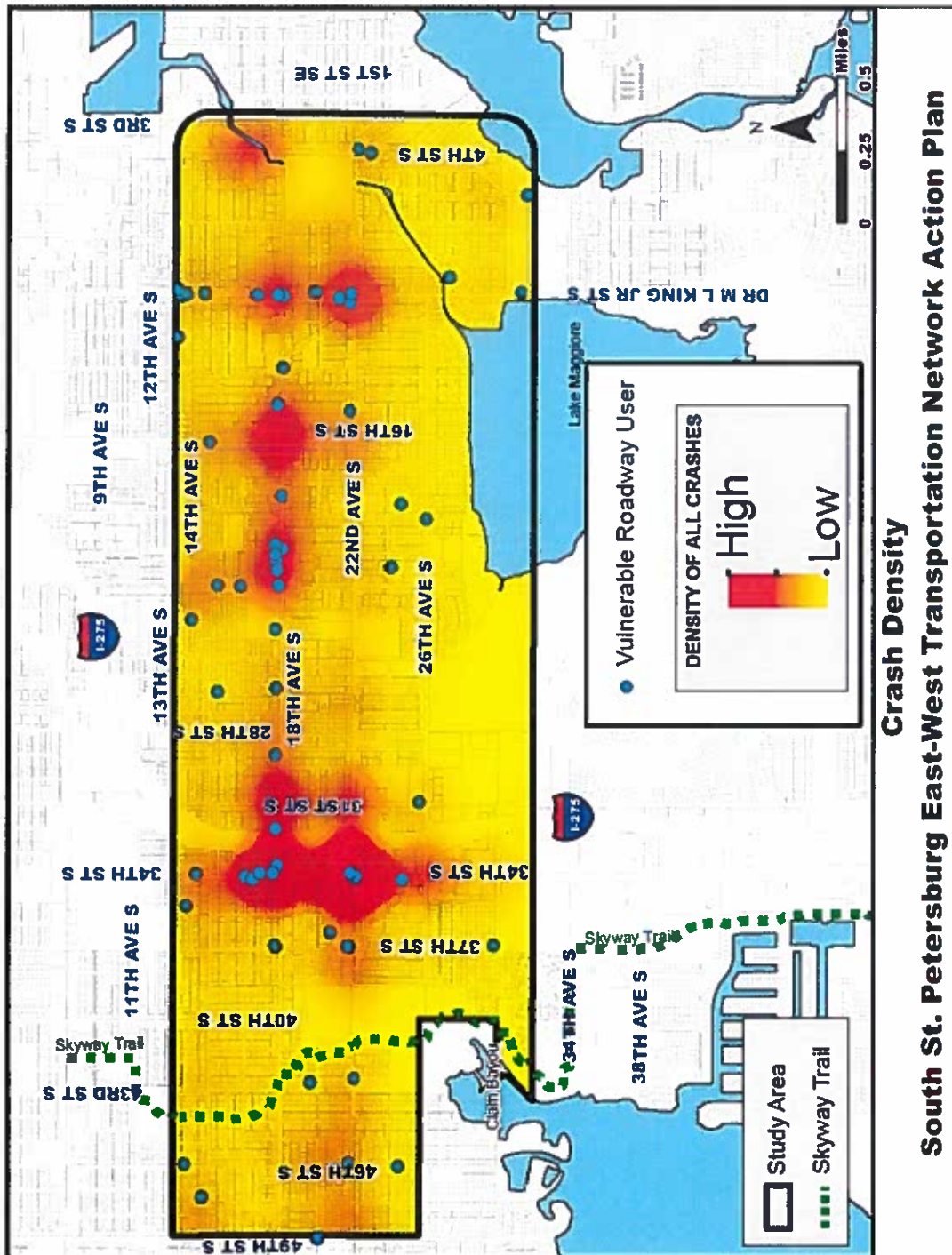
c. Sidewalks and/or bicycle facilities along an intersecting roadway segment that truncate at the project limits;

In contrast to and supporting the need for the east-west focus of the proposed Action Plan, numerous bicycle facilities and routes exist along the many redundant north-south streets that cross the study area. Bike lanes are present on multiple sections of the north south collectors such as 16th Street, 22nd Street, 28th Street, 31st Street, and 37th Street. However, the existing bike lanes are minimally sized and often dropped at intersections in lieu of turn lanes.

Bookending the study area is the Skyway Trail on the west and the South Bay Bike Route on the east. The Skyway Trail is generally a 12' wide asphalt path that connects the Pinellas Trail to Clam Bayou, the Skyway Marina District, the Bayway Trail, and the Skyway fishing pier. The South Bay Bike Route connects downtown to Pinellas Point via a combination of bike lanes and signed routes that is very popular with recreational cycling groups, seeing among the highest volumes of bicyclists in the City.

d. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.). Forward Pinellas is available to provide assistance in compiling this data to support your application;

The map below depicts the density of all crashes within the Transportation Network Action Boundaries from 2013 through 2016. Crash locations involving vulnerable roadway users, which are represented by the blue dots on the map, are dispersed throughout the project boundary beyond the locations with a high density of all crashes. This highlights the need for a systematic, network based approach to reduce vulnerable roadway user crashes.



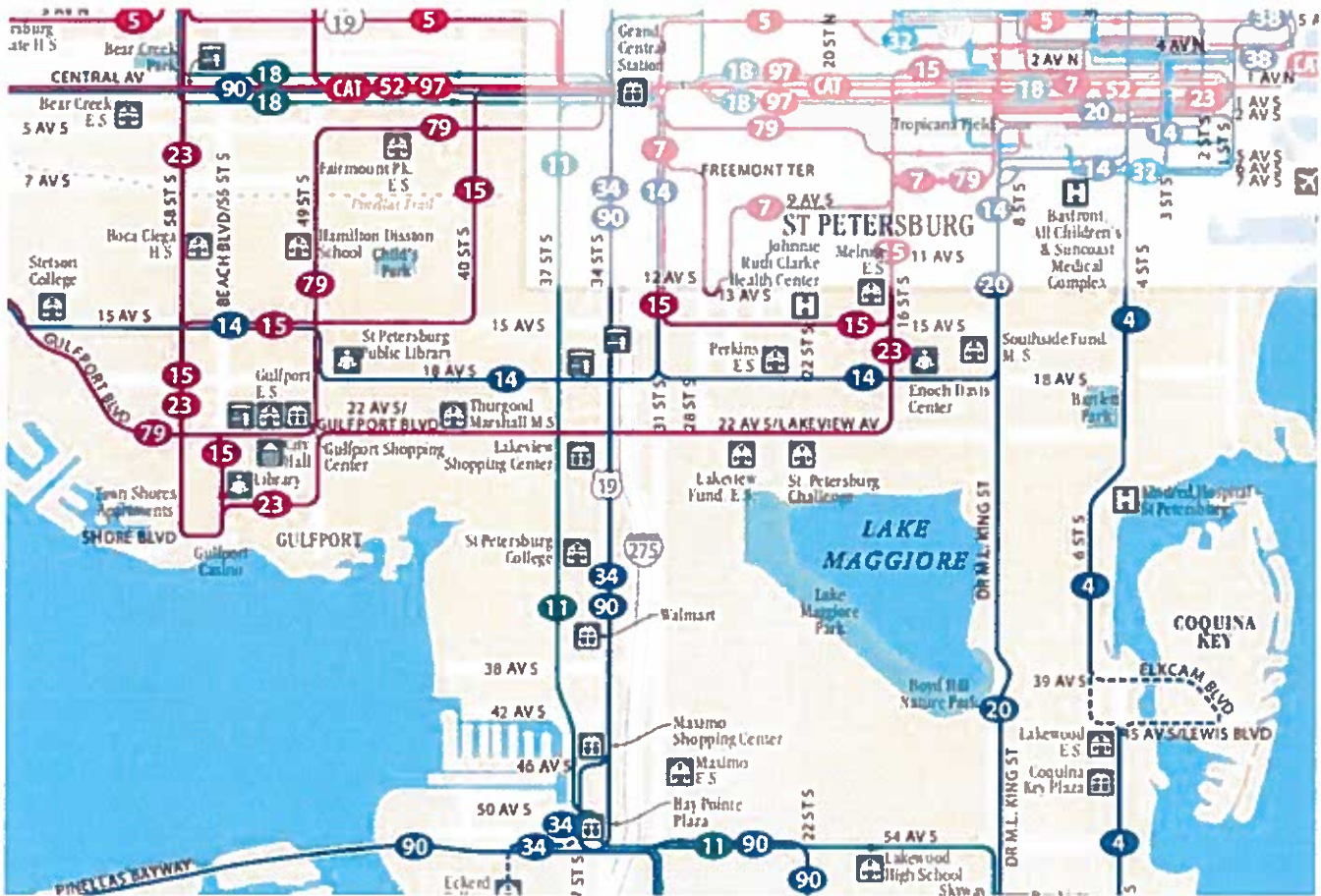
e. Existing and proposed transit service along the corridor, including frequency of service;

Multiple transit routes operated by the Pinellas Suncoast Transit Authority (PSTA) traverse the study area. A map of the PSTA routes is shown on the next page. The study area also has a high concentration of multimodal corridors from the Forward Pinellas Transit-Oriented Land Use Vision Map, with two primary multimodal corridors along 34th Street and 4th Street. Notably, Routes 34 (15-30 minute headways) and 4 (15 minute headways) are among the highest frequency and ridership of the entire PSTA system. Route 34 carried 964,092 passengers and Route 4 carried 904,298 passengers in FY 17, and were the fourth and fifth most productive routes in the PSTA system. On the western end of the study area, Route 79 serves 49th Street and has a headway of approximately 30 minutes. Route 79 was the seventh most productive route in the PSTA system in FY 2017, carrying 484,862 passengers.

Two routes traverse the study area with 30-minute headways along the focus corridors. Route 14 travels along 18th Avenue S between 49th Street and Dr. M.L. King Jr. Street with a diversion north to the Grand Central Station along 31st Street, ultimately connecting Pasadena to downtown St. Petersburg. Route 23 travels along 22nd Avenue S from 49th Street to 16th Street, where it then continues north into downtown St. Petersburg. Route 14 was the tenth most productive route in the PSTA system in FY 2017, carrying 412,852 passengers.

Route 15 travels along 15th Avenue S in the study area with 60-minute headways between 31st Street and 16th Street, but is required to detour back north to Grand Central Station to get across I-275 before returning to 15th Avenue S to the west. The combined ridership for the three east-west routes (Routes 15, 14 and 23) that travel along 15th, 18th and 22nd Avenues South was 727,915 passengers in FY 2017, which indicates the high level of demand for east-west transit service in this corridor.

Two additional north-south routes traverse the study area. Route 20 connects Pinellas Point to downtown St. Petersburg with 60-minute headways via Dr. M.L. King Jr. Street before continuing on to the Tyrone area. Route 90 provides limited morning and late afternoon commuter service from the Pinellas Bayway and Pasadena Avenue to Grand Central Station along 34th Street.

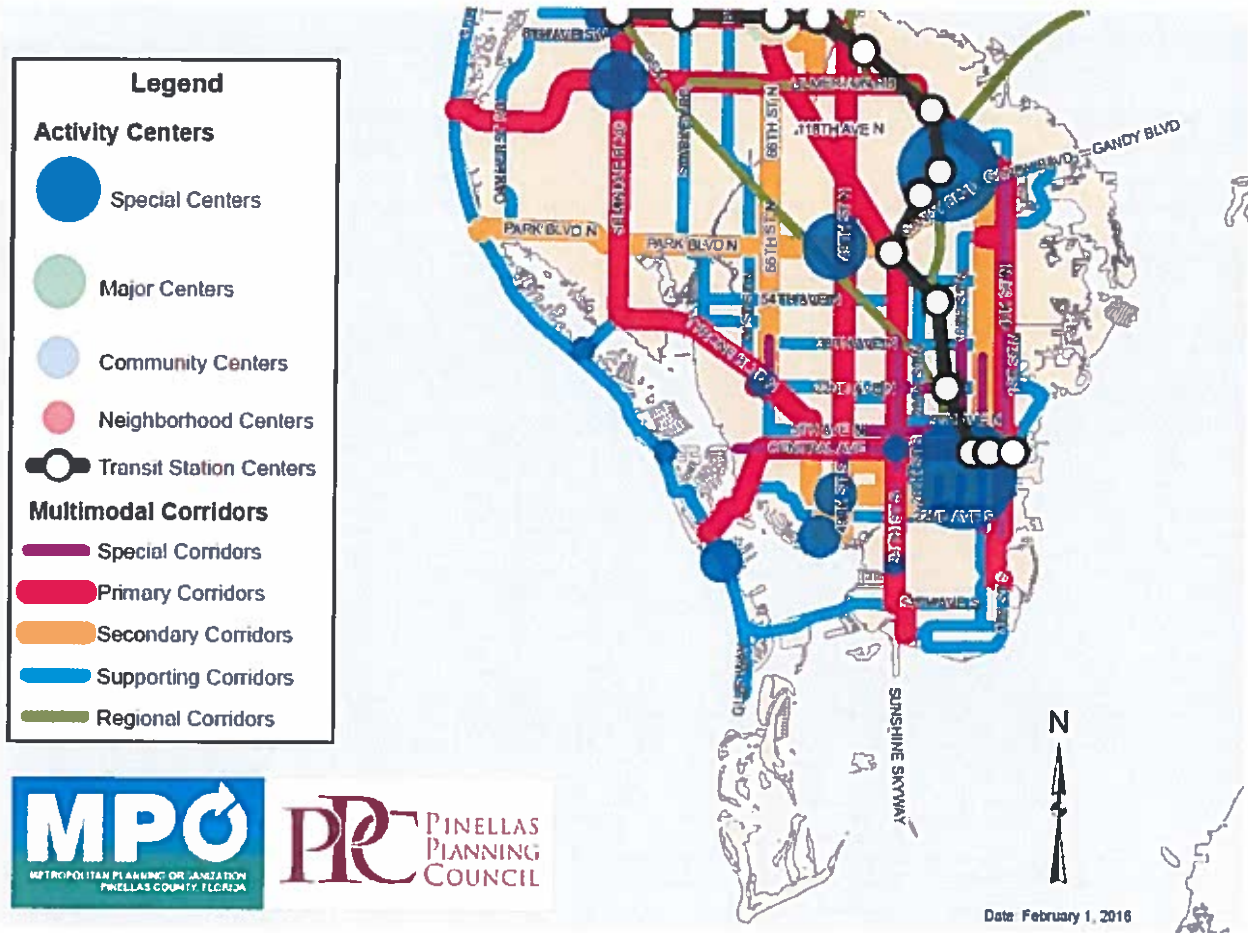


f. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the PPC Transit Oriented Vision Map;

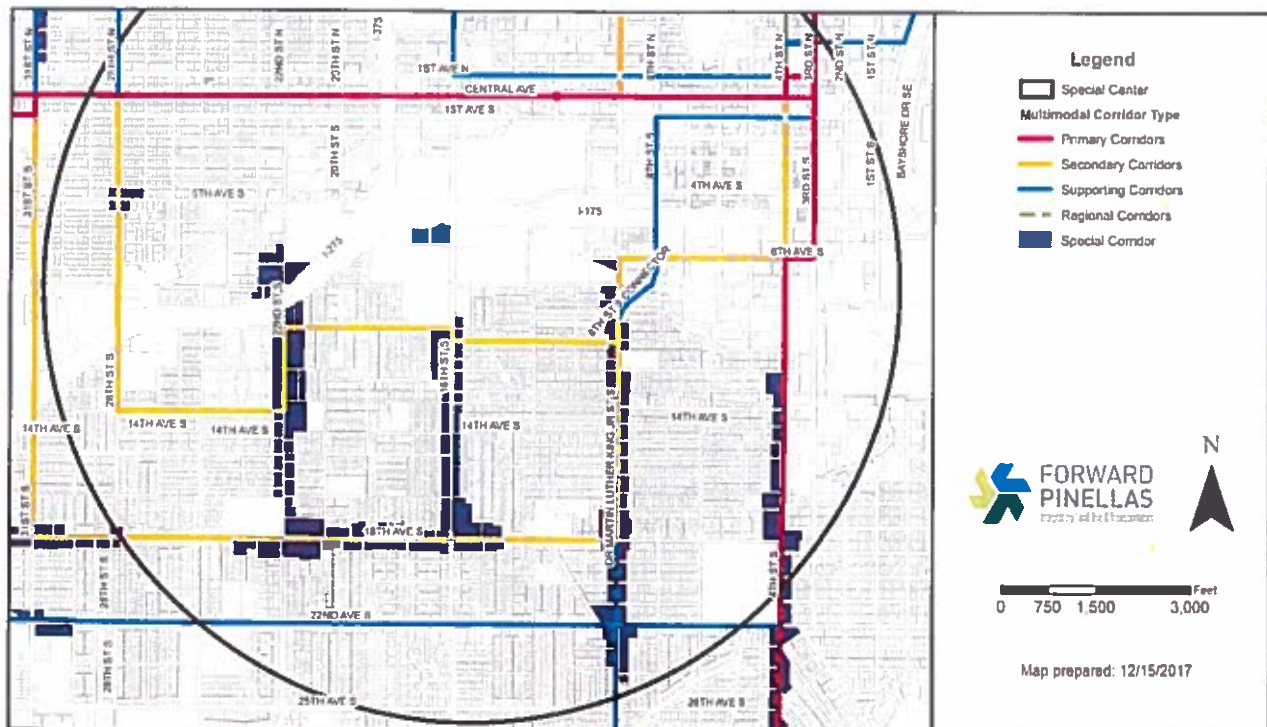
Most of the study area is covered by a Special Activity Center on the Transit-Oriented Vision Map. Twenty-second Avenue S is identified as a supporting multimodal corridor. The east-west connectivity that the study area roadways provide are critical links connecting between the primary multimodal corridors of 4th Street to the east and 34th Street to the west. Further, 34th Street to the west is one of three countywide Forward Pinellas SPOTlight Emphasis Areas focused on a “Vision for US 19”. Dr. M.L. King Jr. Street, 16th Street, and 22nd Street are north-south cross streets through the study area that are also designated as special multimodal corridors ready for redevelopment.

The Transit-Oriented Vision Map section covering the study area is excerpted on the next page, reflecting the above description. Since a large section of the study area is covered by the downtown St. Petersburg special center designation, Forward Pinellas staff provided the map on the next page that shows the underlying multimodal corridors.

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



Vision Map Corridors for Downtown St. Petersburg Area

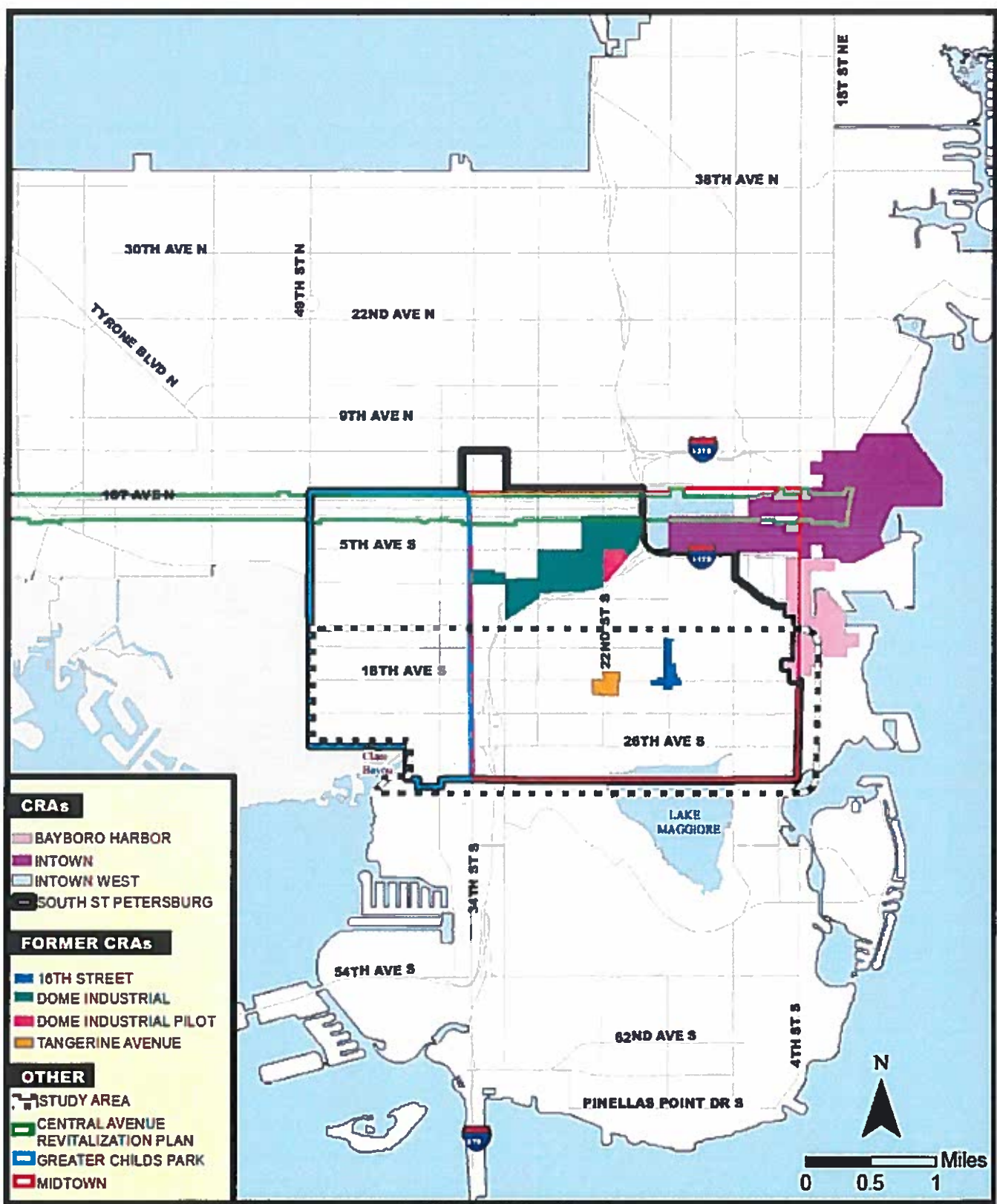


g. Is the project within an adopted Community Revitalization Area (CRA)?;

The project study area is focused on the southern half of the South St. Petersburg Community Redevelopment Area (please see map on next page), and aims specifically to make progress towards the goals outlined in that CRA Redevelopment Plan. It directly builds upon the work done under several past redevelopment areas and plans within this study area including: 16th Street South Revitalization Plan (1983), Tangerine Avenue (2003), Midtown Strategic Planning Initiative (2002), and the Greater Childs Park Strategic Planning Initiative (2007). It also is influenced by work completed for the surrounding areas including: Dome Industrial Park (2007) and the many neighborhood plans.

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

Yes, the project study area has street lighting. However, this action plan will review the existing lights to identify locations that need to be repaired or have the current lighting enhanced. In particular, the action plan will look at pedestrian scaled lighting that would be supportive of streetscape enhancements to be considered for 18th Avenue S. It will also specifically address lighting for identified crossing locations as well as the I-275 underpasses.



Locator Map

South St. Petersburg East-West Transportation Network Action Plan

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

A detailed scope of the network Action Plan has not been developed, but given experience with similar efforts it is anticipated that the cost to develop the plan will be approximately \$120,000. The City would request that one half of those costs, approximately \$60,000, be covered by the Forward Pinellas Complete Streets Program. Remaining costs are anticipated to be borne by local funds that include the City of St. Petersburg's Complete Streets FY18 appropriation (Transportation Impact Fee funds). As mentioned previously in this application, the County will soon initiate a \$125,000 study of 22nd Avenue S to the west of 34th Street. That study will also collect and analyze traffic data for the corridor, which will supplement the work proposed in this application.

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

This project will be a catalyst for transformative change. That change starts with the environment presented when people step outside their homes and businesses. The needs of motorists are already well-served in the study area. To that end, this action plan seeks to identify spot improvements and amenities that make walking, bicycling, and accessing bus stops equally safe, comfortable, and convenient options.

With the goal of readily-actionable improvements, the action plan will focus on identifying and prioritizing infrastructure within existing right of way. Improvements that would require right of way may be identified in the action plan, but will need additional study outside the limits of this project.

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

The study area corridors are characterized by low traffic congestion resulting in high motor vehicle speeds. The speeding traffic presents difficulty for pedestrians to cross and no comfortable or continuous routes for bicyclists. With the added consideration of low motor vehicle ownership rates and high poverty, residents are essentially cut off from using the most economical means of transportation. Correspondingly, the primary objective of this Action Plan is to identify a suite of safety and operational improvements that will improve the environment for non-motorized transportation options by moderating motor vehicle speeds while also maintaining the necessary roadway capacity.

This Action Plan effort is anticipated to begin in the final stages of the City's forthcoming Complete Streets Implementation Plan. A key element of that effort will be the identification of modal priority for specific segments of the City's street network, and a corresponding tool box of improvements appropriate to each modal priority and context. Where the Complete Streets

Implementation Plan will address citywide needs and issues, this Action Plan will delve deeper into the identified study area and develop specific improvements to further the goals established by both Complete Streets and the CRA Redevelopment Plan.

The data collection and analysis completed as a basis for the action plan will include multimodal traffic counts, analysis, and speed study. The resulting recommendations may include modifications or enhancements such as: signal cycle lengths and coordination, signal phasing and amenities for non-motorized users, and traffic calming. Working within the constraints of existing right of way, the action plan may also consider the application of corridor-level modifications such as road diets and intersection traffic control such as roundabouts or raised intersections where signals may not be necessary for traffic or desirable for non-motorized roadway users.

In coordination with the traffic analysis results, the Action Plan will also include network connectivity analysis to identify the best existing and potential bicycle routes and pedestrian crossing location improvements. An additional factor to be considered will be pedestrian comfort including sidewalk widths, crossing distances, overhanging vegetation, driveway conflicts, and the buffer provided between the pathway and the curb. A key element of the network connectivity analysis will be the identification of needed access pathways or stop amenities for PSTA bus stops.

7. Describe how the project will address access management.

Overall, this Action Plan will identify steps to create streetscapes that are more supportive of the desired mixed-use environment. The toolbox for those improvements will include but not be limited to consolidating commercial driveways, remove parking from retail frontages, and the improvement of sidewalks across driveways.

8. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements (see link below).

(<http://www.pinellasplanningcouncil.org/cwp/CWPstrategies.pdf>).

St. Petersburg is defined by the established urban grid of streets, which provides multiple route and mode options for getting around. This specific study area already features many of the urban form elements identified in the planning and urban design principles as enumerated in Land Use Component Goal 16 of The Countywide Plan Strategies (2015). Specifically, this Action Plan will identify Connectivity and Public Realm Enhancements for the study area. This

effort builds upon the existing CRA Redevelopment Plan efforts, and identifies actions to remedy the study area's transportation network shortcomings and encourage transformative change towards the goals clearly defined for the CRA.

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

The effort proposed in this application is being included as a short term implementation element in the City's forthcoming Complete Streets Implementation Plan, which is slated to be finalized in early 2018. The anticipated initiation of this Action Plan is summer 2018, which coincides with the availability of this program's funds. Approximately 6 months will be required for completion of envisioned Action Plan scope as defined in this application.

Following completion of the Action Plan by early-2019, the remaining timeline for completion includes 3 months for final design. A detailed timeframe for construction will be developed upon completion of the Action Plan and identification of construction funding availability.

South St. Petersburg East-West Transportation Network Action Plan

Support for Application

- 1. St. Petersburg City Council Resolution 2017-694
(Council material and indication of unanimous approval)**
- 2. City of St. Petersburg Complete Streets Committee**
- 3. South St. Petersburg CRA Citizens Advisory Committee**
- 4. Pinellas County Urban League**
- 5. AARP Florida**

Resolution Nos. 2017-683 thru 2017-733

A. Meeting Called to Order and Roll Call.

Invocation and Pledge to the Flag of the United States of America.

B. Approval of Agenda with Additions and Deletions.

A motion was moved and approved by Councilmember Wheeler-Bowman with a second by Councilmember Nurse. Roll Call. Ayes. Rice. Nurse. Gerdes. Kennedy. Wheeler-Bowman. Foster. Montanari. Kornell Naves. None. Absent. None.

C. Consent Agenda (see attached)

A motion was moved and approved by Councilmember Nurse with a second by Councilmember Kornell. Roll Call. Ayes. Rice. Nurse. Gerdes. Kennedy. Wheeler-Bowman. Foster. Montanari. Kornell Naves. None. Absent. None.

Open Forum

D. New Ordinances - (First Reading of Title and Setting of Public Hearing)

E. Reports

1. Museum of American Arts and Crafts Movement Funding Agreement [C. Ballestra]

- (a) A resolution approving the Funding Agreement between the City of St. Petersburg, Florida and the American Craftsman Museum, Inc. a.k.a Museum of the American Arts and Crafts Movement (Developer) for the Developer to implement a Streetscape Improvement Plan for the Museum of the American Arts and Crafts Movement in an amount not to exceed \$500,000; authorizing the City Attorney's office to make non-substantive changes to the Funding Agreement; authorizing the Mayor or his designee to execute the Funding Agreement and all other documents necessary to effectuate this transaction; approving a rescission in the amount of \$300,000 from the unencumbered balance of the Citywide Infrastructure Fund (3027), Comprehensive Streetscape and Greenscape Project (Oracle No. 12897); approving a supplemental appropriation in the amount of \$300,000 from the increase in the unappropriated balance of the Citywide Infrastructure Fund (3027) resulting from the above rescission to the Museum of American Arts and Crafts Movement Streetscape Improvement Plan Project (Oracle No. tbd); approving a rescission in the amount of \$200,000 from the unencumbered balance of the General Capital Improvement Fund (3001), Intown Streetscape Improvement FY15 Project (Oracle No. 14602); approving a supplemental appropriation in the amount of \$200,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001) resulting from the above rescission to the Museum of American Arts and Crafts Movement Streetscape Improvement Plan Project (Oracle No. tbd); and providing an effective date.

A motion was moved and approved by Councilmember Foster with a second by Councilmember Wheeler-Bowman. Roll Call. Ayes. Rice. Nurse. Gerdes. Kennedy. Wheeler-Bowman. Foster. Montanari. Kornell Naves. None. Absent. None.

2. Update on Healthy St. Petersburg Foundation/ Bayfront Health

- (a) A resolution supporting the City of St. Petersburg's continued ownership of the Bayfront Hospital Facility; providing that certain changes of circumstances may result in the sale of the Bayfront Hospital Facility being in the best interests of the City and its residents.

A motion was moved and approved by Councilmember Kennedy with a second by Councilmember Gerdes. Roll Call. Ayes. Rice. Nurse. Gerdes. Kennedy. Wheeler-Bowman. Foster. Montanari. Kornell Naves. None. Absent. None.

2017-718

2017-719

CONSENT



AGENDA

COUNCIL MEETING

CITY OF ST. PETERSBURG

Consent Agenda B December 14, 2017

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

(Procurement)

- 2017-687 1. Approving the renewal of a blanket purchase agreement with Bright House Networks, LLC, for internet services for the Department of Technology Services (DoTS), at an estimated annual cost of \$94,000, for a total contract amount of \$479,000.
- 2017-688 2. Accepting bids from L&H Signs, Inc. and Don Bell Signs LLC for wayfinding signs and installation for the Transportation & Parking Management Department, at a total cost of \$411,488.
- 2017-689 3. Approving blanket purchase agreements with Cemex, Inc., Davis Concrete, Inc., and Concrete-on-Call, Inc. for concrete mix materials, at an estimated annual cost of \$240,000, for a total contract amount of \$360,000.
- 2017-690 4. Renewing an annual service agreement with Intergraph Corporation, dba Hexagon Safety & Infrastructure, for records management software applications for the Police Department, at a total cost of \$273,360.36.
- 2017-691 5. Approving a three-year blanket purchase agreement with Mac Papers, Inc., for envelopes and utility bill stock for the Marketing Department, at a total contract amount of \$240,000.
- 2017-692 6. Renewing an agreement with SCI Distribution LLC, a sole source supplier, for fleet management system maintenance, support and service for the Fleet Management Department, for a total contract amount of \$180,000.
- 2017-693 7. Accepting a proposal from Toshiba America Business Solutions, Inc., for public copiers and a print management system for the City's Public Libraries, at a three-year contract amount of \$150,000.

(City Development)

- 2017-694 8. Expressing support for the Complete Streets project submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program.
- 2017-695 9. Approving disbursement of up to \$275,000 from the Capital Repair, Renewal and Replacement Sinking Fund Account for Tropicana Field Capital Projects; approving a supplemental appropriation in the amount of \$275,000 from the unappropriated balance of the Tropicana Field Capital Projects Fund (3081) to the Tropicana Field FY18 Improvements Project (TBD); and providing an effective date.



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MEMORANDUM

To: Forward Pinellas Board Members

From: Evan Mory *Evan Mory*
St. Petersburg Complete Streets Committee, Chairperson

Date: November 28, 2017

Subject: Support for the Complete Streets project submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program

At its meeting on November 14, 2017, the City of St. Petersburg's Complete Streets Committee discussed the City of St. Petersburg's application for funding within the Forward Pinellas Complete Streets Program and indicated support for the project application for the South St. Petersburg East-West Transportation Network Action Plan.

The City's Concept Planning and Design Application is the South St. Petersburg East-West Transportation Network Action Plan which will identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options thereby providing a Complete Streets grid that is more conducive to improved public health and quality of life. The Committee is excited by the opportunities presented by this candidate project as it supports the preliminary findings from the City's Complete Streets Implementation Plan that's also in development. Furthermore, it will develop improvements to further the goals established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

While the Complete Streets Implementation Plan already underway will provide a plan to improve transportation across the city, its broad scope did not provide for the in-depth review that this corridor needs and deserves. With support from the Forward Pinellas Board, this area can be thoroughly addressed on an area-specific, tight-focused basis. By providing our residents and visitors with timely implementation of a Complete Streets network, the City can, and would welcome the opportunity to, serve as a model to Pinellas County for an inclusive transportation system that accommodates all roadway users.



SOUTH ST. PETERSBURG COMMUNITY REDEVELOPMENT AREA
CITIZEN ADVISORY COMMITTEE
ECONOMIC DEVELOPMENT DIVISION

City of St. Petersburg
P.O. Box 2842
St. Petersburg, FL 33731-2842

December 8, 2017

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

Subject: Support by the South St. Petersburg Citizen Advisory Committee for the City of St. Petersburg's Complete Streets Concept Planning and Design Application

Dear Ms. Favero,

On behalf of South St. Petersburg Community Redevelopment Area (CRA) Citizen's Advisory Committee, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Concept Planning and Design Application for the South St. Petersburg East-West Transportation Network Action Plan. The proposed Action Plan will identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options thereby providing a Complete Streets grid that is more conducive to improved public health and quality of life. Furthermore, it will develop improvements to further the goals established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

With support from the Forward Pinellas Board, this Action Plan effort can begin at a time that aligns with the final stages of the City's forthcoming Complete Streets Implementation Plan. A key element of that effort will be the identification of modal priority for specific segments of the City's street network, and a corresponding tool box of improvements appropriate to each modal priority and context. Where the Complete Streets Implementation Plan will address citywide needs and issues, this Action Plan will delve deeper into the identified study area within the South St. Petersburg CRA, providing preliminary design elements with specificity that can be advanced into a capital program for implementation.

By providing South St. Petersburg residents with a network of Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for this much-desired action plan in South St. Petersburg.

Sincerely,

Dr. Ricardo Davis, Chair
South St. Petersburg Citizen Advisory Committee



Pinellas County Urban League, Inc.

Building for Equal Opportunity

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DR. FRANK A. BIAFORA
 UNIVERSITY OF SOUTH FLORIDA
 ST. PETERSBURG

FIRST VICE-CHAIRPERSON
ERIK C. SMITH
 CARLTON CONSULTING

SECOND VICE-CHAIRPERSON
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 LUCKY'S REAL TOMATOES

SECRETARY
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 ABILITY

ASSISTANT SECRETARY
JESSICA L. CLARK
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TREASURER
GRANT McMILLON, MBA
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KARNARDO GARNETT, ESQ.
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COUNSEL TO THE BOARD
JOHN R. RICHARDSON
 GOODIS THOMPSON & MILLER

November 29, 2017

333 – 31st Street North
 St. Petersburg, FL 33713

Phone: (727) 327-2081
 Fax: (727) 321-8349

Website: www.pcul.org
 E-Mail: info@pcul.org

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

Subject: Support for the City of St. Petersburg's Complete Streets Concept Planning and Design Application - South St. Petersburg East-West Transportation Network Action Plan

Dear Ms. Favero:

On behalf of the Pinellas County Urban League, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Concept Planning and Design Application for the South St. Petersburg East-West Transportation Network Action Plan. The proposed Action Plan will identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options by moderating motor vehicle speeds while also maintaining the necessary roadway capacity.

The Pinellas County Urban League is a 501(c)(3) organization that serves African Americans and other disenfranchised members of the community to achieve social and economic equality. The League serves over 15,000 low-income residents in the areas of youth education, crime prevention, employment, health services, weatherization and home energy assistance annually. Our focus is help *Empower Communities and Change Lives.*

With support from the Forward Pinellas Board, this Action Plan effort can begin at a time that aligns with the final stages of the City's forthcoming Complete Streets Implementation Plan. A key element of that effort will be the identification of modal priority for specific segments of the City's street network, and a corresponding tool box of improvements appropriate to each modal priority and context. Where the Complete Streets Implementation Plan will address citywide needs and issues, this Action Plan will delve deeper into the identified study area within the South St. Petersburg Community Redevelopment Area (CRA) and develop specific improvements to further the goals established by both Complete Streets and the CRA Redevelopment Plan.

By providing South St. Petersburg residents with a network of Complete Streets, it enables greater transportation options for work, school, medical and shopping trips that are essential to our economy and to providing Ladders of Opportunity with true socioeconomic mobility. We look forward to the support of Forward Pinellas for this much-desired action plan in South St. Petersburg.

Sincerely,


Rev. Watson L. Haynes, II
 President & CEO

WHL:lza

SUPPORTED BY:



AFFILIATED WITH THE NATIONAL URBAN LEAGUE, INC.

December 8, 2017

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

Subject: Support for the City of St. Petersburg's Complete Streets Concept Planning and Design Application - South St. Petersburg East-West Transportation Network Action Plan

Dear Ms. Favero,

As a non-profit, non-partisan social welfare membership organization, AARP enhances the quality of life for all as we age. One way that AARP is driving social changes is by working with communities to adopt an "age-friendly" mindset to make their city a great place for people of all ages. In 2016, the City of St. Petersburg was designated as a member of the World Health Organization/AARP Age Friendly Network of Communities.

Part of that effort is to address transportation needs, which includes work such as complete streets. If this application is approved, we look forward to collaborating with the City of St. Petersburg on their Complete Streets Concept Planning Application for the South St. Petersburg East-West Transportation Network Action Plan.

By providing South St. Petersburg residents with a network of Complete Streets, it enables greater transportation options. Walkable and bikeable communities allow residents to access work, medical needs, parks, and shopping. All of these are essential to our economy and to residents' well-being. We look forward to the support of Forward Pinellas for this much-desired action plan in South St. Petersburg.

We believe that South St. Petersburg, like other communities in Pinellas, would benefit from complete streets. This initiative will help residents of all ages engage with their community. AARP Florida welcomes every effort by Pinellas County to become more age-friendly and supports the City of St. Petersburg in this application.

Sincerely,



Jeff Johnson
State Director
AARP Florida