



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 16, 2016

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

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

Dear Ms. Favero,

The City of St Petersburg is pleased to submit the attached application for the Skyway Marina District – 34th Street South Sidewalk Improvements for consideration with the Forward Pinellas Complete Streets Program. The proposed project will provide widened and buffered sidewalk improvements on the west side of 34th Street South which will significantly enhance conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor. You'll noticed as outlined in the application, we've structured project such that it can be advanced to align with the resurfacing of the roadway by the Florida Department of Transportation which leverages our critical transportation infrastructure resources.

The City considers this to be an important project as it is within the Skyway Marina District which is a primary emphasis area for redevelopment in St. Petersburg. The project is in keeping with a key objective of the Skyway Marina District Plan to create a multimodal environment throughout the District and moves the City of St. Petersburg forward toward completing a Complete Streets network. It also serves to advance Complete Streets efforts by the Forward Pinellas Board as it develops its Vision for US 19 SPOTlight Emphasis Area.

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 and are excited at the opportunity to work collaboratively to build this important infrastructure within the Skyway Marina District.

Sincerely,

Evan Mory, Director
Transportation & Parking Management

Skyway Marina District - 34th Street South Sidewalk Improvements

Forward Pinellas Complete Streets Program

Construction Project Application

December 16, 2016

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

Name: Cheryl N. Stacks, P.E., Transportation Manager
Postal Address: One 4th Street North, 8th Floor, St. Petersburg, FL 33701
Email Address: Cheryl.Stacks@stpete.org
Phone: 727-892-5328

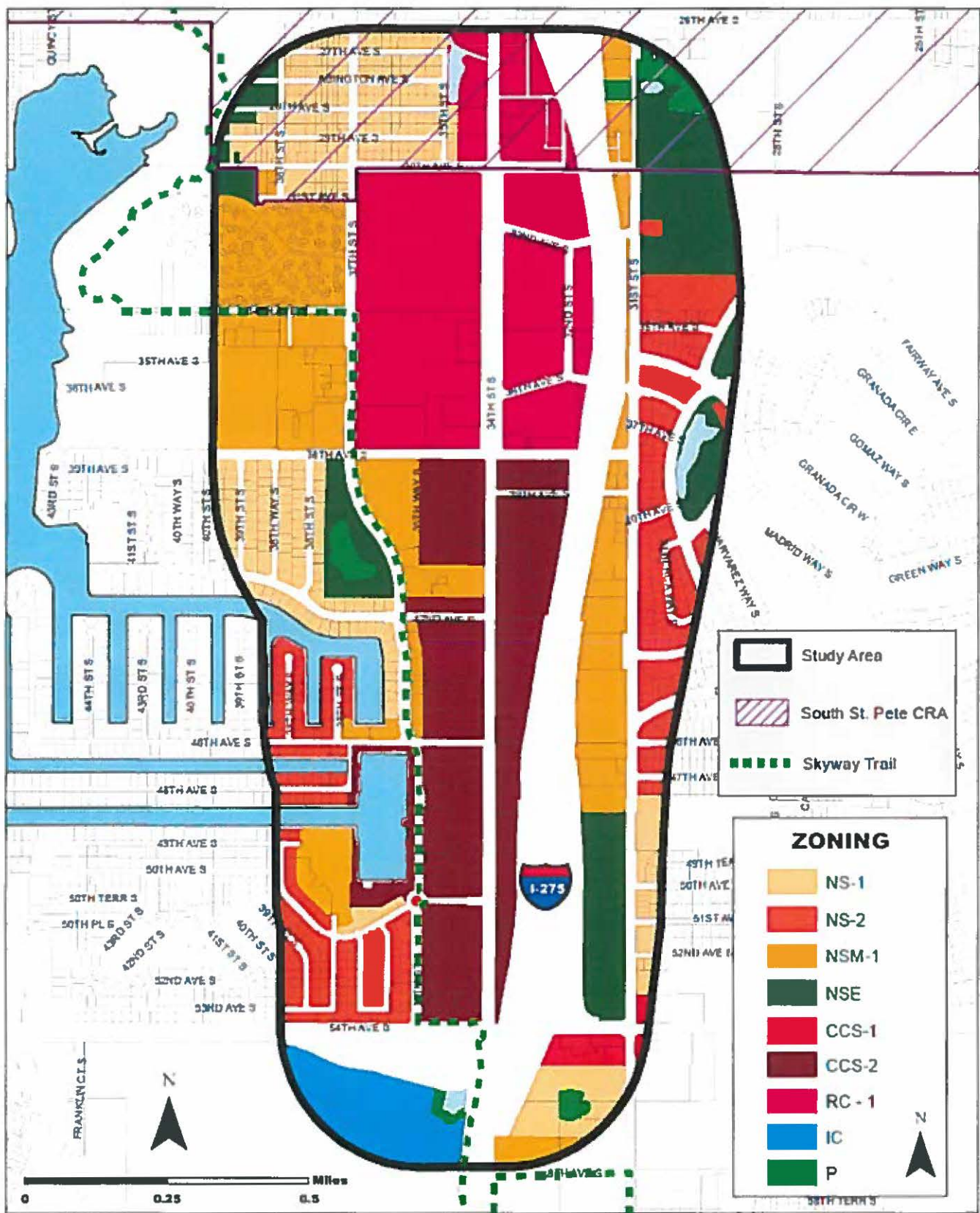
2. Describe the project location. Include specific information on the project limits, jurisdiction of roadway and abutting properties, land use characteristics of abutting properties and any unique characteristics of the roadway (serves local/regional travel, serves a major activity center, etc.).

The Skyway Marina District of St. Petersburg has been a focus area for the City due to its great potential as a future employment, residential, and commercial destination in South St. Petersburg. The heart of the District is 34th Street South (US19), where the bulk of the District's commercial property is located. While there are numerous existing local and regional destinations along 34th Street South within the District (from 30th Avenue South to 54th Avenue South), there are also multiple areas of opportunity for future regional commercial and employment centers.

34th Street South is under the jurisdiction of the Florida Department of Transportation (FDOT), who is a collaborative partner with the City of St. Petersburg. No additional ROW is anticipated to be needed for the project, although minor utility relocation by Duke Energy might be needed.

It is also of significance that 34th Street South is part of the Forward Pinellas' US19 SPOTlight Emphasis on a Vision for US19. The proposed improvements to 34th Street South are in line with and support the goals outlined by Forward Pinellas through the SPOTlight Emphasis Area program.

For context of the area surrounding the project, the current zoning and future land use categories for the study area are shown on the following pages.



Study Area

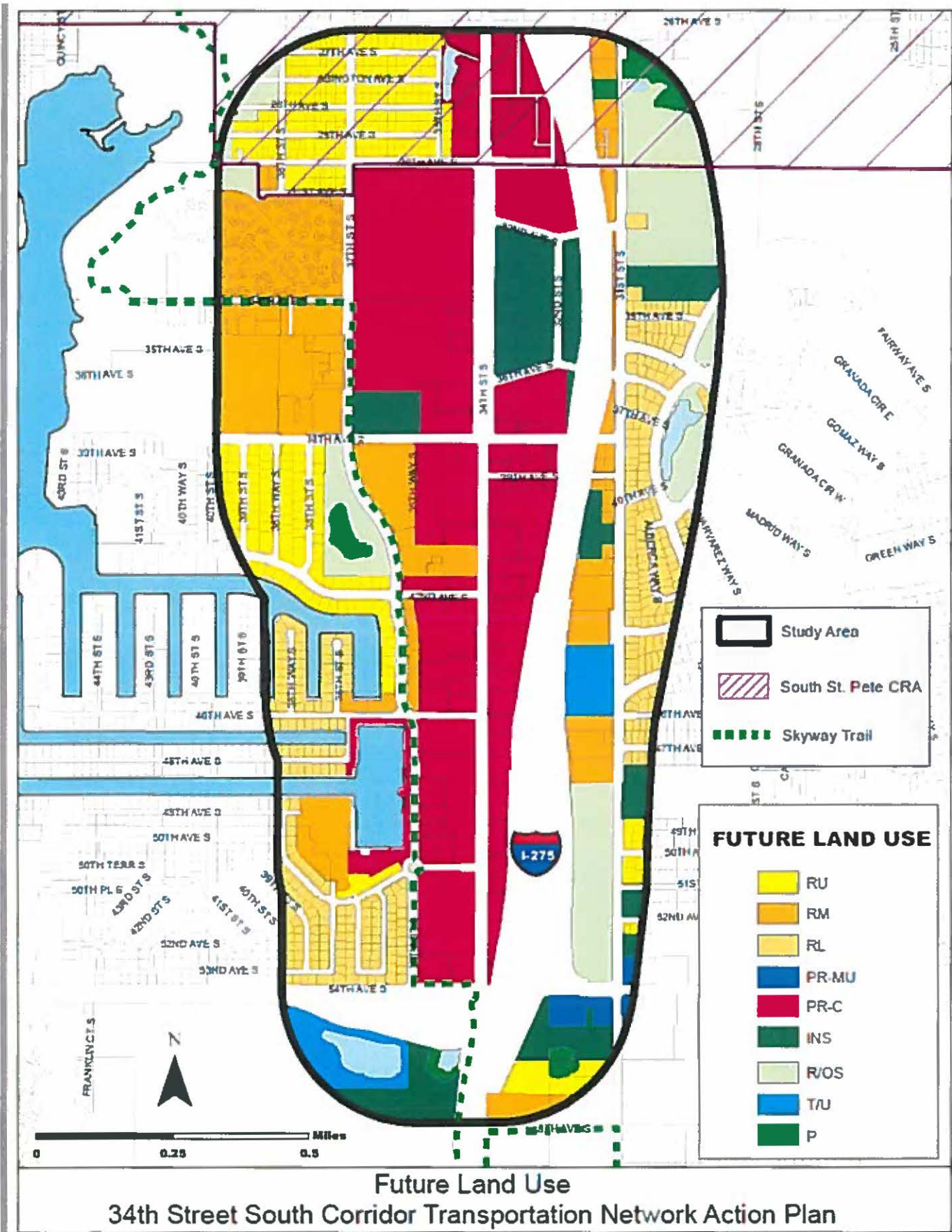
South St. Pete CRA

Skyway Trail

ZONING

- NS-1
- NS-2
- NSM-1
- NSE
- CCS-1
- CCS-2
- RC-1
- IC
- P

Zoning
34th Street South Corridor Transportation Network Action Plan



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

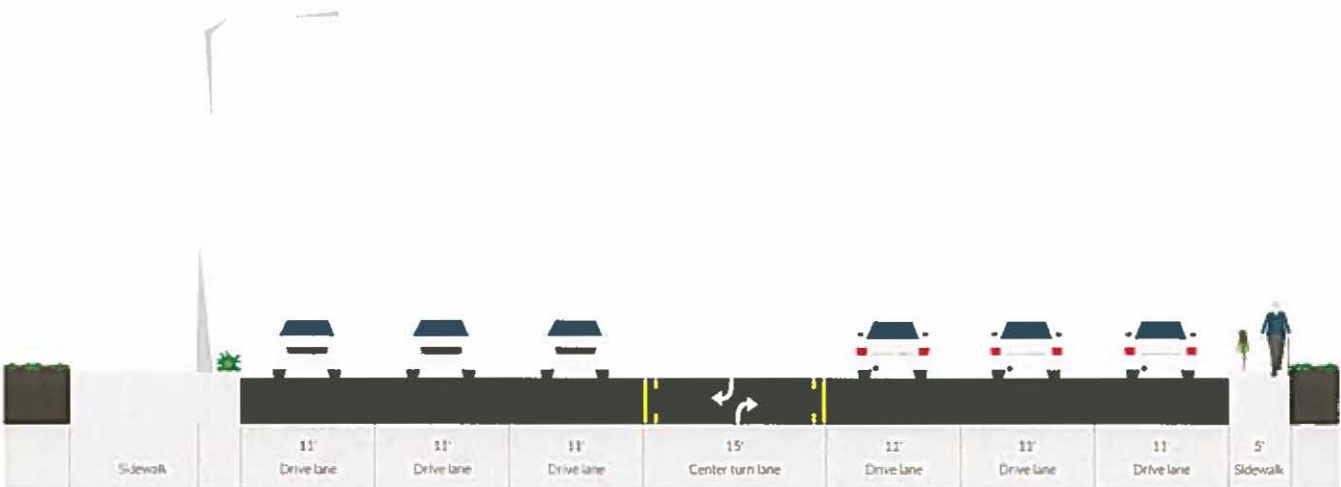
The proposed project will provide widened and buffered sidewalk improvements on the west side of 34th Street South from 30th Avenue South to 54th Avenue South, which will significantly enhance conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor. The proposed sidewalk width would 10-feet unless constraints indicate that only a narrower, 8-foot sidewalk can feasibly be constructed. Consequently, sidewalk ramps will need to be widened where appropriate to accommodate the wide sidewalk. Utility relocations may be necessary in some areas in order to provide the continuous sidewalk.

34th Street South – Existing Conditions



[LC1]

34th Street South – Modified Existing with Trail



a. Pedestrian accommodations being added/enhanced;

The majority of existing sidewalks along 34th Street South within the Skyway Marina District are of substandard width based on the City's Land Development Regulations. This is especially notable in areas where the sub-standard sidewalk is at the back of the curb abutting the six lane, 45MPH roadway. Given the lack of on-street bicycle facilities, people on bicycles often choose to ride on the sidewalk, creating conflict points whenever they need to pass another pedestrian or bicyclist.

By providing a 10' (8' in constrained locations) boulevard-style sidewalk on both sides of 34th Street South within the District, the pedestrian experience will be greatly enhanced through safety and comfort, as well as providing for improved connections for future residential, commercial, and employment within the district.

b. Bicycle facilities being added/enhanced;

No bicycle facilities currently exist along 34th Street South within the Skyway Marina District. While bicyclists have a legal right to ride on the road under Florida State Law, few do given the high operating speeds of the roadway. The current sub-standard sidewalk width of 4'-5' found in the majority of the district creates passing conflicts when bicyclists and pedestrians encounter each other, degrading the experience of both users. Providing a 10' sidewalk will greatly enhance the user experience and safety for bicyclists to travel along 34th Street and traverse the District.

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

The City's Skyway Trail provides a parallel bicycle pedestrian facility along 37th Street from 34th Avenue South to 54th Avenue South/Pinellas Bayway. With the pending Phillips development located on the east side of 34th Street South between 30th Avenue South and 32nd Avenue, the City intends to extend the Skyway Trail to the north along 37th Street, and then east along 30th Avenue S, providing a connection to 34th Street.

There are currently bicycle lanes along 38th Avenue S between 37th Street and 31st Street, which is the first access across Interstate 275 to the south of 26th Avenue S. The bike lane is discontinued through the intersection with 34th Street, making room for dedicated turn lanes.

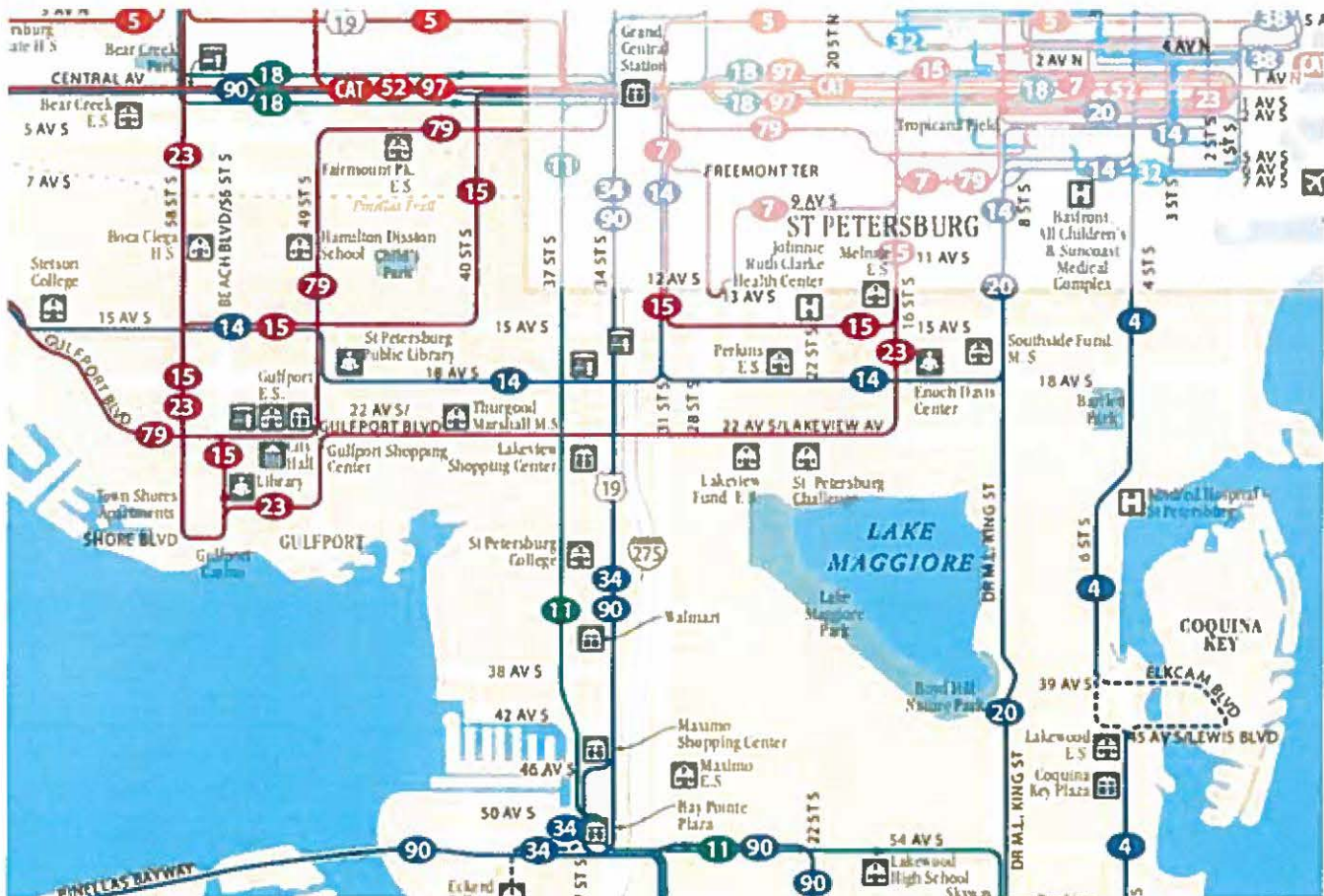
The Lakewood Connector Trail runs along 46th Avenue South between 37th Street and 31st Street. From 34th Street to 31st Street, a primary section of the trail is provided by a bicycle pedestrian underpass between I-275 making this a primary connection point for non-motorized

transportation to connect the Lakewood Estates neighborhood to the commercial activity on 34th Street.

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

The Skyway Marina District is currently served by PSTA's Route 34 (formerly Route 19), which had the highest ridership of any route in the PSTA system in FY16. Route 34 features some of the best headways and span of service within the PSTA system, running from 6am to 11:30pm Monday – Friday with frequencies of 15 – 35 minutes. PSTA route 90 provides very limited commuter service from the Bayway and Pasadena to Grand Central Station along 34th Street.

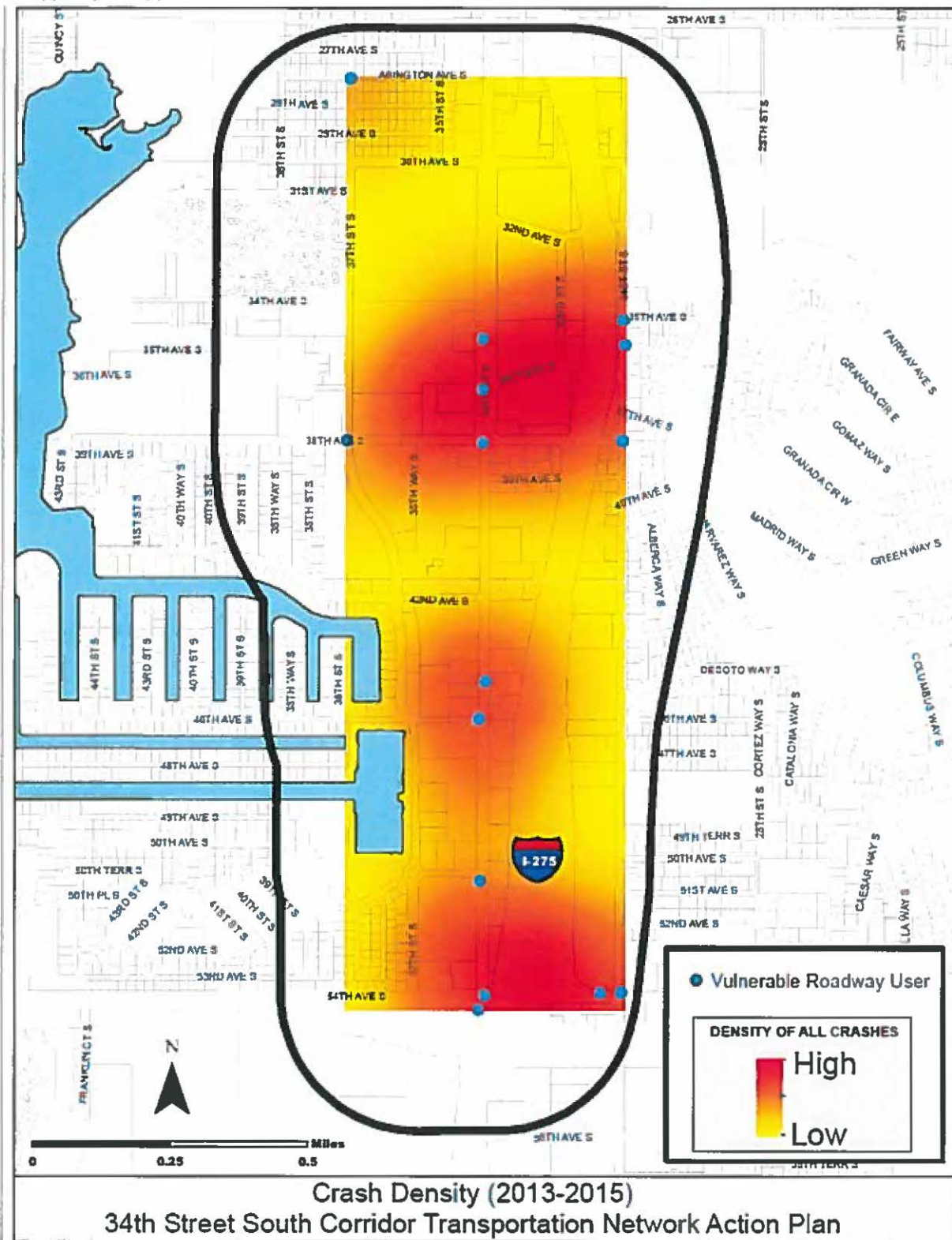
PSTA's Community Bus Plan identified US19 as a future Bus Rapid Transit (BRT) corridor. Given the corridor's high ridership and excess roadway capacity within the Skyway Marina District, there is strong potential for future premium transit.



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

Improved sidewalk and pathway connections to existing and future transit stops will increase the user experience for both existing and future transit customers.

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

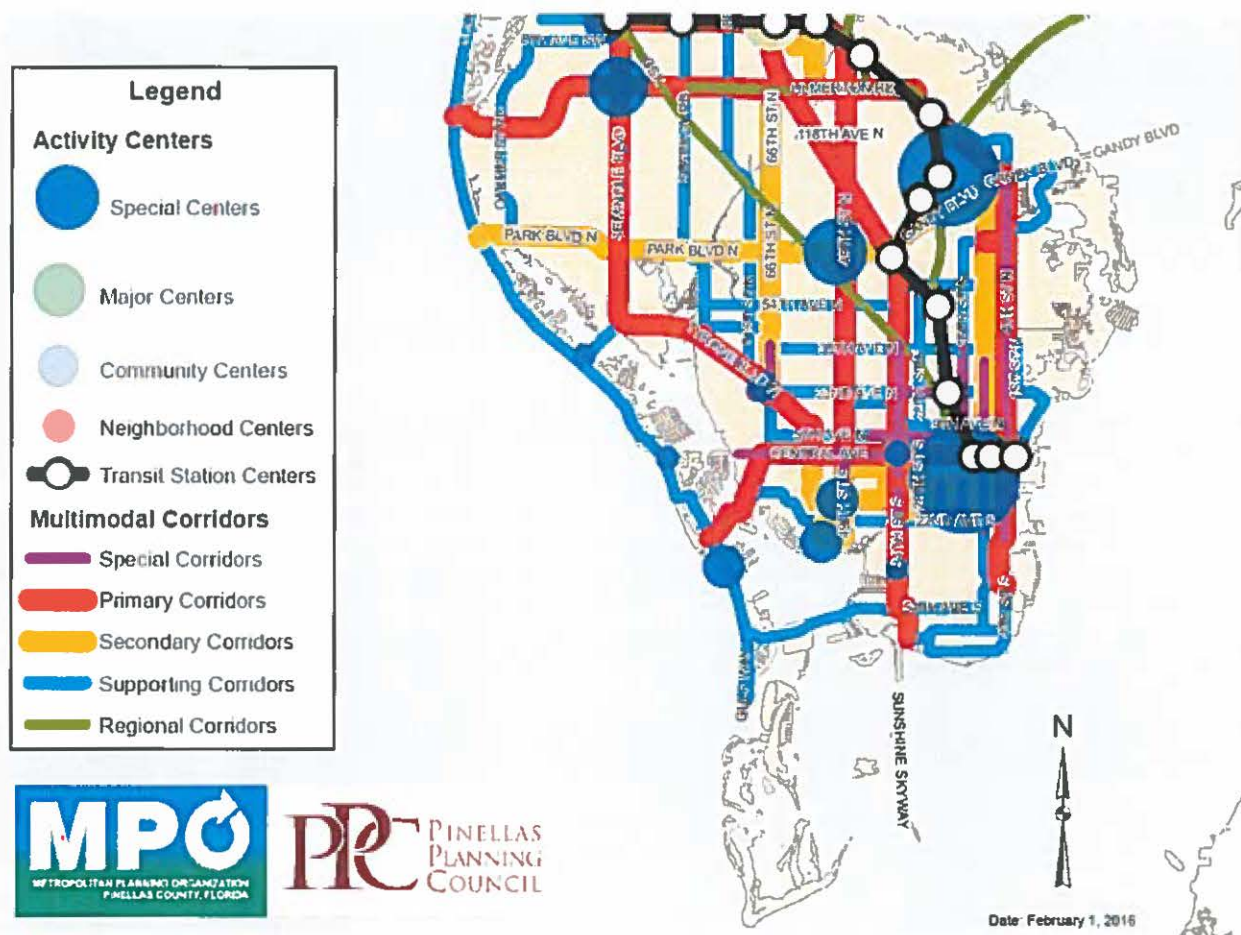


The project will improve safety for all users. The widened sidewalk will provide an adequate space for the movement of pedestrians and bicyclists in both directions. It will also increase the conspicuity of the pathway at driveway crossings.

g. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the Transit Oriented Vision Map (see link: http://forwardpinellas.org/wpcontent/uploads/2016/06/Vision_Map_21000_scale.pdf)

34th Street is identified as a Primary Multimodal Corridor, with a Special Activity Center located along 34th Street in the vicinity of 38th Avenue S. The Transit Oriented Vision Map section covering the study area is excerpted below, reflecting the above description.

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



h. Is the project segment within an adopted CRA?

The project segment borders the South St. Petersburg CRA at 30th Avenue South.

While not a CRA, The project helps to advance the recommended transportation improvements listed within the City's adopted Skyway Marina District Plan. It's consistent with the three goals identified in the District Plan to provide and promote a multimodal transportation system that is safe and reliable.

Goal 1: Improve the overall safety of the transportation system

Goal 2: Enhance the City Trail system

Goal 3: Improve the transit system

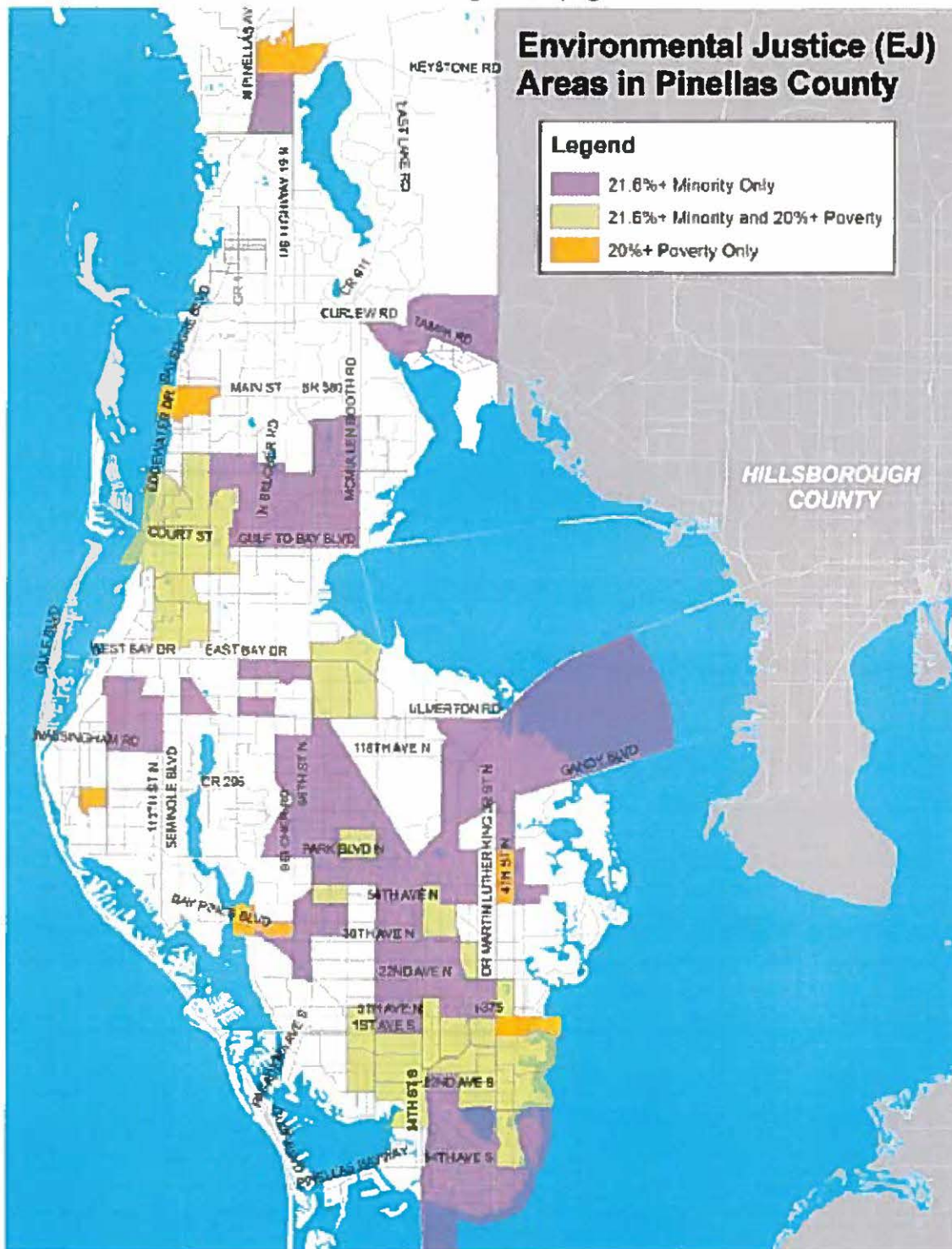
i. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?

The corridor currently features traditional FDOT cobra lighting for the roadway. The City of St. Petersburg is currently undertaking a project to install pedestrian-scale lighting along 34th Street South within the Skyway Marina District in conjunction with improved landscaping, providing for a boulevard atmosphere along the corridor.

Furthermore, the City has recently initiated an effort with both FDOT and Duke Energy that would study current conditions along state facilities to develop a capital program to bring infrastructure up to not only the current standard, but also to bring conditions up to the luminosity standards that are expected to be adopted by FDOT in the near future.

j. Is the project corridor within a low income, disadvantaged or Environmental Justice area?

The majority of the study area is comprised of both minority and poverty Environmental Justice areas, as noted in the below extracted image from page 4-52 of the 2040 Pinellas L RTP.



<http://forwardpinellas.org/wp-content/uploads/2016/11/2040-LRTP.pdf>

k. Access management strategies.

Creating a new and widened sidewalk along the west side of 34th Street, along with maintaining the concrete pathway surface across driveways, will increase the conspicuity of people walking and bicycling along the corridor. It will be much more apparent to turning motorists that they should expect to see people crossing the driveways and intersections.

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

The City has prepared a planning level cost estimate for the sidewalk improvements project and can provide a more detailed LRE as preparation for the future resurfacing project approaches. That estimate is located below.

FDOT has indicated that design for the sidewalk improvements can be absorbed within their efforts to develop resurfacing program plans, therefore this application need only consider construction costs, and the estimated costs to the Complete Streets Program could be reduced based on items that would ordinarily be included regardless as to whether the sidewalk is widened to exceed FDOT's standards. For example, the cost estimate below includes such items as Mobilization, Clearing & Grubbing, MOT, Signs and Pavement Markings which can be reasonably expected to be absorbed within a typical resurfacing project and may not be necessary to attribute to the Complete Streets Program funding.

Regardless, if it's necessary for the City to contribute to or perform design services for the sidewalk improvement project, it can be provided through the City's previous-appropriated funding for Complete Streets within the FY17 program.

34th Street South Sidewalk Improvements - Planning Level Cost Estimate

Item	Quantity	Unit	Unit Cost	Total
Mobilization (5%)	1	LS	\$50,000	\$50,000
Clearing & Grubbing (2.5%)	1	LS	\$10,000	\$25,000
MOT (5%)	1	LS	\$50,000	\$50,000
Concrete Removal	4070	SY	\$19.70	\$80,179
Concrete Sidewalk (4") - 10'	8140	SY	\$36.39	\$296,215
Ramps	22	EA	\$1,100	\$24,200
Signs and Pavement Markings	1	LS	\$18,000	\$18,000
Utility Relocation	1	LS	\$75,000	\$75,000

Contract Allowance (20%)	1	LS	\$125,000	\$125,000
SUBTOTAL				\$743,594

DESIGN (25%) - Anticipated to be absorbed with 3R project				\$185,898
CEI - Post Design Services (20%)				\$148,719

TOTAL PROJECT COST				\$1,078,211
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Forward Pinellas Program Request*

\$892,312

*may be reduced based on improvements incorporated entirely within 3R project

5. 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.

34th Street is the location of most commercial activity in the Skyway Marina District and for much of the southern tip of Pinellas County, yet the corridor can be challenging to traverse for those least able to afford to drive. The widened sidewalk will provide a better facility for people to traverse the corridor and access the employment and shopping opportunities without a car.

6. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements (see link below). (<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 is an exception to that norm with bodies of water and Interstate 275 limiting the travel route options. This project is expressly intended to implement and catalyze further 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 create a facility that achieves the

Transportation Element Goals 3 & 4 by making 34th Street more conducive to multimodal and transit-oriented travel. This project encourages transformative change towards the goals clearly defined for the Skyway Marina District and one of Forward Pinellas' SPOTlight Emphasis Areas.

34th Street South within the Skyway Marina District is largely zoned Corridor Commercial Suburban – 2 (CCS-2) and Retail Center – 1 (RC-1). Within CCS-2, no parking spaces shall be allowed between the principal building and the primary street for small lots and no more than a double row of parking spaces with a single drive lane is allowed between the principal building and the primary street for medium lots. Where multiple store fronts or multiple buildings exist within the same development, each store front and building shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property. Furthermore, cross easements which connect the internal pedestrian system are encouraged between abutting property owners. CCS-2 encourages mixed-use development and provides residential density and FAR bonuses to projects that are “activity centers”.

The RC-1 district allows retail development containing mixed uses with accessory office or multifamily structures. FAR bonuses are awarded for:

- Fronting onto primary street(s): Nonresidential, pedestrian-oriented uses exceeding 95 percent of the linear building frontage.
- Fronting onto all other streets: Nonresidential, pedestrian-oriented uses exceeding 50 percent but not greater than 75 percent of the linear building frontage; Nonresidential, pedestrian-oriented uses exceeding 75 percent of the linear building frontage.
- Provide publicly-accessible, unenclosed space reserved exclusively for multimodal uses including, but not limited to: trolley, bus, bus rapid transit and/or light rail passenger platforms and/or covered shelters; and bicycle parking and associated amenities provided in excess of the minimum bicycle parking requirements required by the parking and loading design standards. The value of such amenities shall be equal to one-quarter of one percent or more of the total construction cost.
- Public Art: Provide public art as an integral component of the pedestrian-level sidewalk area or publicly-accessible open space. The value of such a feature(s) shall be equal to one-quarter of one percent or more of the total construction cost.
- Decorative Crown Element: Provide a decorative crown element on at least one building that includes decorative night lighting. The value of such feature shall be equal to one-quarter of one percent or more of the total construction cost of the building on which the element is located.

RC-1 Building and parking layout and orientation:

- New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally-oriented complexes which cause rear yards or rear facades to face towards the perimeter of the development.
- All service areas and loading docks shall be located behind the front facade line of the principle structure.
- All principal structures shall be oriented toward the primary street. The first floor of big box buildings shall be edged with a use liner containing any permitted use (e.g., retail, restaurant, residential) or the entire wall shall include architectural details such as fenestration, large false (or real) display windows, natural finishes and other architectural features.
- Buildings shall be located adjacent to streets to improve access and provide walkway connections to bus stops and public sidewalks.
- Parking lot location shall be as follows:
 - For small lots, no parking spaces shall be allowed between the principal building and the primary street.
 - For medium lots, no more than a double row of parking spaces with a single drive lane shall be allowed between the principal building and the primary street.
 - For large lots, parking spaces are allowed anywhere on the property but if placed to the rear of the property, provision shall be made to allow current or future out-parcel development following the small lot/out parcel design guidelines.

RC-1 Pedestrian Connections

- Where multiple store fronts or multiple buildings exist within the same development, each use and building shall be connected by an internal sidewalk system that is clearly delineated from the street. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
- Cross easements which connect the internal pedestrian system are encouraged between abutting property owners.

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

The 34th Street South Sidewalk Improvements project should be reasonably linked to the upcoming resurfacing project which FDOT has indicated that is likely to be included in the Work Program within the next 3-5 years.

Skyway Marina District – 34th Street South Sidewalk Improvements

Support for Application

- 1. St. Petersburg City Council Resolution 2016-595
(Council material and indication of unanimous approval)**
- 2. City of St. Petersburg Complete Streets Committee**
- 3. Skyway Marina District**
- 4. Ceridian HCM, Inc.**
- 5. AARP Florida**

COUNCIL MEETING

Municipal Building
175-5th Street North
Second Floor Council Chamber

CITY OF ST. PETERSBURG

December 15, 2016
3:00 PM

2016-560 thru 2016-613

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 Rice with a second by Councilmember Montanari. Roll Call. Ayes. Kennedy, Montanari, Kornell, Rice, Wheeler-Bowman, Foster, Naves, None, Absent, Gerdes, Nurse. (Deleting CB-14, E-2)

C. Consent Agenda (see attached)

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

Open Forum

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

Setting January 5, 2017 as the public hearing date for the following proposed Ordinance(s):

1088-V

1. Ordinance approving a vacation of a 16-foot wide L shaped alley located at the southeast corner of 4th Street North and 41st Avenue North. (City File 15-33000015)

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

253-H

2. An Ordinance of the City of St. Petersburg, Florida amending Chapter 17, Article IV of the City Code relating to local business taxes: creating a definition of employee; reorganizing sections to clarify intent; reorganizing the tax schedule to enhance readability and more closely align with categories and classifications of the equity study; and correcting scrivener's errors.

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

E. Reports

R and F

1. Homeless Leadership Board - (Oral) (Chair Foster)

A motion was moved and approved by Councilmember Kennedy with a second by Councilmember Kornell. Roll Call. Ayes. Gerdes, Kennedy, Montanari, Kornell, Nurse, Rice, Wheeler-Bowman, Foster, Naves, None, Absent, None. (Defer until January 5, 2017)

2. ~~Tampa Bay Regional Planning Council - (Oral) (Vice Chair Rice)~~ [DELETED]

the Local Law Enforcement State Trust Fund (1601) to the Police Department, Local Law Enforcement State Trust (140-2857) to fully fund the awards.

- 2016-590 28. Authorizing the Mayor or his designee to accept the Foundation for a Healthy St. Pete-Community Resource Bus grant in the amount of \$130,000 from the State of Florida Department of Health and to execute a grant agreement along with all other documents necessary to effectuate this transaction; approving a supplemental appropriation in the amount of \$130,000 from the increase in the unappropriated balance of the Police Grant Fund (1702), resulting from these additional revenues, to the Police Department, Administrative Services Bureau (140-1385), Department of Health Grant (TBD).

29. ~~A resolution declaring the 32nd Annual MLK Dream Big Parade to be held on January 16, 2017 to be a special event within the meaning of Section 16.70.030.1.5, c. 1, of the St. Petersburg City Code; delineating boundaries and time period within which the declaration is to be effective; suspending pushcart vending permits issued for locations on the right of way pursuant to Section 16.70.030.1.5, of the St. Petersburg City Code within the delineated boundaries during the time period.~~ [MOVED TO REPORTS AS E-17]

- 2016-591 30. Confirmation of reappointment of Rick Nale as a regular member to the City Beautiful Commission to serve a three-year term ending December 31, 2019 to the City Beautiful Commission.

- 2016-592 31. Confirming the reappointment of Mary Wyatt Allen to the Health Facilities Authority.

- 2016-593 32. Confirming the reappointment of Mary Hilton Cross to the Health Facilities Authority.

- 2016-594 33. Authorizing the Mayor or his designee to accept an Assistance Funding Purchase Order ("Order") from the Florida Fish and Wildlife Conservation Commission ("FFWCC") Gopher Tortoise Habitat Management Program for a Gopher Tortoise Habitat Management Plan Phase V Project at Boyd Hill Nature Preserve at a maximum reimbursement amount of \$15,000; and to execute all other documents necessary to effectuate the Order; approving a supplemental appropriation in the amount of \$15,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these additional revenues, to the Parks & Recreation Boyd Hill Nature Trail (1902389) Gopher Tortoise Habitat Management Plan Phase V Project (TBD).

- 2016-595 34. A Resolution expressing support for the two Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program.

- 2016-596 35. Approving the minutes of the November 3, November 10, and November 21, 2016 City Council meetings.

Resolution No. ____

A RESOLUTION EXPRESSING SUPPORT FOR THE TWO COMPLETE STREETS PROJECTS SUBMITTED ON BEHALF OF THE CITY OF ST. PETERSBURG TO FORWARD PINELLAS FOR FUNDING CONSIDERATION WITHIN THE FORWARD PINELLAS COMPLETE STREETS PROGRAM; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City is working to implement a Complete Streets Program where streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

WHEREAS, this City Council has previously stated an intent that all appropriate sources of funding, including city, county, state and federal sources, be drawn upon to implement the City's Complete Streets Program; and

WHEREAS, Pinellas County's Land Use and Transportation planning agency, Forward Pinellas, has developed a Complete Streets Program that is intended to support local governments by "creating an incentive program to encourage the implementation of Complete Streets projects that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan"; and

WHEREAS, Forward Pinellas has recently issued a Call for Applications to solicit projects for funding consideration in two categories, which are Concept Planning and Design, and Construction; and

WHEREAS, the City has identified two outstanding candidate projects, one in each stated funding category, for consideration within the Forward Pinellas Complete Streets Program that meet or exceed the minimum application criteria and represent the City's best opportunity to be awarded funds from the Forward Pinellas Complete Streets Program; and

WHEREAS, the candidate project for the Concept Planning and Design category is the South St. Petersburg East-West Transportation Network Action Plan which is intended to review the southern half of the South St.

Petersburg Community Redevelopment Area (CRA) in a network analysis of 18th, 22nd, and 26th Avenues South in order to further the community goals established in the CRA Redevelopment Plan; and

WHEREAS, the candidate project for the Construction category is the Skyway Marina District Enhanced Sidewalk Improvement Project which is intended to provide high-quality, widened and buffered sidewalks along both sides of 34th Street South between 30th Avenue and 54th Avenue South in order to further the community goals established in the Skyway Marina District Plan; and

WHEREAS, both of these projects have been endorsed by the City's Complete Streets Committee and relevant local community groups to move forward as the City's candidate projects for the Forward Pinellas Complete Streets Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg that this Council hereby affirms its support of the two Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program.


This resolution shall become effective immediately upon its adoption.

LEGAL:



00300093

DEPARTMENT:





MEMORANDUM

To: Forward Pinellas Board Members

From: Cheryl N. Stacks, P.E. *CNS*
St. Petersburg Complete Streets Committee Chairperson

Date: November 16, 2016

Subject: Support for the two Complete Streets projects 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 15, 2016, the City of St. Petersburg's Complete Streets Committee voted unanimously to indicate support for the City of St. Petersburg's two applications for funding within the Forward Pinellas Complete Streets Program; our committee member that represents the Forward Pinellas staff recused himself from the vote.

The Committee is excited by the opportunities presented in these two candidate projects that align well with the City's forthcoming Complete Streets Implementation 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. 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. The City's Construction Application is the Skyway Marina District – 34th Street Sidewalk Improvements that includes widened and buffered sidewalks along 34th Street South in the Skyway Marina District from 30th Avenue South to 54th Avenue South. It complements current City investments to improve transit and pedestrian conditions along this roadway and can be aligned with the future resurfacing of this roadway by FDOT.

With support from the Forward Pinellas Board, these two candidate projects can be advanced more quickly than if they were to be completed solely by local funds. 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.

December 12, 2016

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 Construction
Application – Skyway Marina District – 34th Street South Sidewalk Improvements

Dear Ms. Favero,

On behalf of the Skyway Marina District Association, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Construction Application for the sidewalk improvements along 34th Street South in the Skyway Marina District. The proposed project will provide widened and buffered sidewalk improvements on the west side of 34th Street South which will significantly enhance conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor. Importantly, it is in keeping with a key objective of the Skyway Marina District Plan to create a multimodal environment throughout the District which is centered on 34th Street South in St. Petersburg. We believe that it also serves to advance recommendations that were previously made to the Forward Pinellas Board as a part of its listening tour for the *Vision for US 19 SPOTlight* Emphasis Area.

With support from the Forward Pinellas Board, the construction of these sidewalks can begin at a time that aligns with the FDOT's planned resurfacing project which is tentatively in the outer years of the proposed FDOT Work Program. By providing residents and visitors to the Skyway Marina District with improved sidewalks, it sets the stage for the continued development of 34th Street South as a Complete Street that accommodates all roadway users. It also leverages and would enhance other City investments that have been enjoyed by the District to create a multimodal environment.

We look forward to the support of Forward Pinellas for these improved sidewalks in the Skyway Marina District.

Sincerely,



Keri Melshenker
Skyway Marina District Association



December 15, 2016

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 Construction
Application – Skyway Marina District – 34th Street South Sidewalk Improvements

Dear Ms. Favero,

On behalf of Ceridian HCM, Inc., I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Construction Application for the sidewalk improvements along 34th Street South in the Skyway Marina District. The proposed project will provide widened and buffered sidewalk improvements on the west side of 34th Street South which will significantly enhance conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor. Importantly, it is in keeping with a key objective of the Skyway Marina District Plan to create a multimodal environment throughout the District which enhances access to our campus. We believe that it also serves to advance recommendations that were previously made to the Forward Pinellas Board as a part of its listening tour for the *Vision for US 19 SPOTlight* Emphasis Area.

With support from the Forward Pinellas Board, the construction of these sidewalks can begin at a time that aligns with the FDOT's planned resurfacing project which is likely to be included in the outer years of the proposed FDOT Work Program. By providing our employees with improved sidewalks, it leverages and enhances other City investments which sets the stage for the continued development of 34th Street South as a Complete Street that accommodates all roadway users.

We look forward to the support of Forward Pinellas for these improved sidewalks in the Skyway Marina District.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Simmons'.

Todd Simmons
Vice President
Ceridian HCM, Inc.



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December 15, 2016

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 Construction Application – Skyway Marina District – 34th Street South Sidewalk Improvements

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 change is by working with communities to adopt an "age-friendly" mindset to make their city a great place to live 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 Construction Application for the sidewalk improvements along 34th Street South in the Skyway Marina District. The proposed project will provide widened and buffered sidewalk improvements on the west side of 34th Street South, which will significantly enhance conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor.

By providing AARP members and all St. Petersburg residents with improved sidewalks, it leverages and enhances other City investments, which sets the stage for the continued development of 34th Street South as a Complete Street that accommodates all roadway users.

We believe that the Skyway Marina District, like other areas in Pinellas, would benefit from improved sidewalks that help residents of all ages. AARP Florida welcomes every effort by Pinellas County cities to become more age-friendly and support the City of St. Petersburg in this application.

Sincerely,

Laura Cantwell
AARP Florida
Associate State Director of Advocacy and Outreach