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 South St. Petersburg East-West Transportation Network Action Plan for consideration with 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 developed in early 2017, 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 and Design Application
December 15, 2016

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.).

   Implementation of the improvements developed under this project will be a catalyst for transformative change for the study area. That change starts with presenting viable transportation options 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.

   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 15th Avenue South and 5th Avenue South, which is blocked by Interstate 275.”

   Most of St. Petersburg has a grid of closely-spaced streets that allows countless alternative route options to get from Point A to Point B. However, that characteristic street grid breaks down in this study area. Looking more closely at the issue introduced in the CRA Redevelopment Plan, the only streets that provide a continuous east-west path through the CRA to the south of 5th Avenue S are the three primary corridors of 18th, 22nd, and 26th Avenues S. The result is that all through traffic, including transit and bicyclists, must also use these three corridors at some point to traverse the study area.
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. 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.

22nd Avenue S is a minor arterial roadway that is zoned residential with a matching future land use. The roadway carried roughly 20,000 motor vehicles per day to the west of I-275 in 2015 and 10,000 to the east. The roadway is the fastest route across the study area with an undivided four-lane configuration and limited traffic signals.

18th Avenue S is a collector roadway. 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 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. 18th Avenue S to the east of 16th Street is mostly 2 lanes undivided with surrounding land use that is mostly residential.

26th Avenue S is a collector roadway that is zoned residential with a matching future land use. The street is currently an undivided two lanes with regular stop signs and sporadic median islands for traffic calming. 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. 22nd Avenue S is the location of southbound exit and northbound entrance ramps for I-275. 26th Avenue S is the locations of northbound exit and southbound entrance ramps to I-275.

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.
Future Land Use

North St. Petersburg East-West Transportation Network Action Plan

- Study Area
- South St. Pete CRA
- Skyway Trail

Legend:
- Yellow: Residential Urban (RU)
- Red: Residential High (RH)
- Blue: Planned Redevelopment Residential (PR-R)
- Orange: Planned Redevelopment Mix Use (PR-MU)
- Blue: Planned Redevelopment Commercial (PR-C)
- Green: Community Redevelopment District (CRD)
- Gray: Institutional (INS)
- Brown: Industrial General (IG)
- Gray: Industrial Limited (IL)
- Green: Preservation (P)
- Pink: Residential/Office General (R/OG)
- Light Green: Recreation/Open Space (R/OS)
- Blue: Transportation/Utility (T/U)
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 $400,000 in FY17 to fill a portion of the gaps along 22nd Avenue S between 49th Street and 34th Street.

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 between 31st Street and 12 Street.

At least two Coast Bike Share hubs will be operational in the study area by the end of January 2017, and determining the locations of future hubs will be completed in coordination with the routes and facilities developed in this study.

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 for the provision of turn lanes.

Bookending the study area is the Skyway Trail on the west and the South Bay Bike Route on the east. On the west end, 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. On the east end, 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. The east end also connects to Lake Maggiore, Salt Creek, and inlets of Tampa Bay.
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.

South St. Petersburg East-West Transportation Network Action Plan
The addition of routes and connections for people to walk, bike, and access transit will improve safety by reducing the conflict points with motor vehicles. Addressing the speeds of motor vehicles will also lead to safety benefits for all.

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

Multiple transit routes traverse the study area 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.

Two PSTA routes traverse the study area with 30-minute headways along the focus corridors. PSTA 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. PSTA route 23 travels along 22nd Avenue S from 49th Street to 16th Street, where it then continues north into downtown St. Petersburg.

PSTA route 15 also 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.

Two additional north-south routes traverse the study area. PSTA route 20 connects Pinellas Point to downtown St. Petersburg with 60-minute headways via 9th Street before continuing on to the Tyrone area. PSTA route 90 provides very limited commuter service from the Bayway and Pasadena to Grand Central Station along 34th Street.
Most of the study area is covered by a Special Activity Center on the Transit Oriented Vision Map. 22nd 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 US19”. 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 below, reflecting the above description.

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

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.
h. 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 LRTP.
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 $150,000. The City would request that one third of those costs, approximately $50,000, 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 FY17 appropriation (Transportation Impact Fee funds). The City would also make a request to Pinellas County to assist in the local contribution as 22nd Avenue S is a County roadway. However, if the County is unable to participate, the City would cover the entire amount.

5. If applying for design funding, has a concept plan been completed? If so, please provide documentation.

Building upon the citywide efforts in the forthcoming Complete Streets Implementation Plan, this action plan will complete the necessary data analysis and preliminary design for the resulting improvements within the targeted study area.

Additionally, the County is already studying 22nd Avenue S to the west of 34th Street in ways that could inform and support this project.

6. If applying for design funding, describe how the project will serve multiple travel modes, including walking, bicycling and transit use.

This project will be a catalyst for transformative change. 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 create transformative transportation options by making 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.

7. If applying for design funding, 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 toolbox 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.

8. If applying for design funding, describe how the project will address access management.

Overall, this Action Plan will identify steps to create a connected network of routes, and streetscapes that are more supportive of the desired mixed-use environment, particularly for the neighborhood-serving commercial properties along 18th Avenue S. The toolbox for the improvements will include but not be limited to providing additional non-motorized connections that continue to restrict motor vehicle access, consolidating commercial driveways, remove parking from retail frontages, and the improvement of sidewalks across driveways.

9. 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

South St. Petersburg East-West Transportation Network Action Plan

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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).


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.

10. 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 anticipated initiation of this Action Plan is fall 2017, which coincides with completion of the forthcoming citywide Complete Streets Implementation Plan and also the availability of this program’s funds. Approximately 6 months will be required for completion of the envisioned Action Plan scope as defined in this application.

Following completion of the Action Plan by early-2018, 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 2016-595
   (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
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, Nayes. None. Absent. Gerdes, Nurse. (Deleting CB-14, E-2)

C. Consent Agenda (see attached)

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):

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)


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 scriveners’ errors.


E. Reports

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


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.

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 16.70.030.15, 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 16.70.030.15 of the St. Petersburg City Code within the delineated boundaries during the time period. [MOVED TO REPORTS AS E-17]

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.

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

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

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).

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.

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: 

DEPARTMENT:
MEMORANDUM

To: Forward Pinellas Board Members

From: Cheryl N. Stacks, P.E.  
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.
Ms. Chelsea Favero, AICP
Principal Planner
Forward Pinellas
310 Court Street
Clearwater, FL 33756

December 12, 2016

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 South St. Petersburg Community Redevelopment Area (CRA) Citizens 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 that 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 economic growth and socioeconomic mobility desired by 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,

Ms. Theresa Jones, Vice Chairperson
Citizen Advisory Committee for the South St. Petersburg CRA
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 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 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
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 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 change 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 and Design 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 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