



December 13, 2019

Ms. Chelsea Favero, AICP  
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 6th Street Bikeway -Complete Streets Concept Planning Study for consideration with the Forward Pinellas Complete Streets Program. The proposed study will follow-on the findings from the City's Complete Streets Implementation Plan adopted in May 2019. It will identify a preferred roadway configuration for 6th Street between Roser Park and Mirror Lake through the downtown core to provide a continuous, safe, and comfortable bikeway to improve the environment for non-motorized transportation options thereby improving public health and quality of life.

While the project area is located within the study area for the Downtown St. Petersburg (DTSP) Mobility Study, we see this project application and funding as complementary to that effort. It would allow the City to begin a concerted effort to develop better infrastructure for non-motorized users on 6th Street even as more longer-term strategies are developed for the regional roadways which are the primary focus of the DTSP Mobility Study.

Thank you for the opportunity to apply for funding that will allow the City of St. Petersburg to better meet the transportation safety needs of our city's residents. We look forward to the support of Forward Pinellas for this much-desired study to make 6th Street a more Complete Street.

Sincerely,

A handwritten signature in blue ink that reads "Evan Mory".

Evan Mory, Director  
Transportation & Parking Management



City of St. Petersburg  
Transportation and Parking Management  
P.O. Box 2842  
St. Petersburg, FL 33731-2842  
O: 727-892-5341

# 6<sup>th</sup> Street Bikeway - Complete Streets Concept Planning Study

Forward Pinellas Complete Streets Program  
Concept Planning Project Application  
December 12, 2019

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

The St. Petersburg City Council adopted the Complete Streets Implementation Plan in May 2019. Among the broad safety and economic development goals, that plan lays out a safe and connected network of bicycle routes. The primary objective of this Concept Planning effort is to identify the preferred configuration and advance the conceptual design for separated and comfortable bicycling facilities on 6<sup>th</sup> Street as a core part of the downtown bicycle network.

The 6<sup>th</sup> Street Bikeway through downtown is part of a larger north-south bicycle route that spans the entire city, largely with Neighborhood Greenways following 7<sup>th</sup> Street, which is discontinuous through downtown. This Concept plan study area focuses on the 0.8-mile segment between Mirror Lake and Booker Creek, connecting the Central Arts District with the hospitals and Innovation District. The envisioned north-south bikeway would link two premium east-west bikeways: the existing separated bikeway segment of the Pinellas Trail along 1st Avenue South and the forthcoming 6th Avenue South bikeway that is currently being designed and is funded for construction in 2020.

As with the entirety of the Complete Streets Implementation Plan, the addition of dedicated facilities for bicyclists is part of a broader strategy to moderate motor vehicle speeds to further goals of placemaking, encouraging walkable urban form through redevelopment, and improving pedestrian safety with improved intersections and crossings.

The scope of work for the concept planning project includes the following elements: alternatives development and screening to select and advance the safest and most comfortable design configurations, technical analysis sufficient to inform the design of re-allocating of the roadway space and modifying traffic operations, and a public dialogue to guide the design choices.

Specific information requested in Call for Applications follows:

1. 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 continuously provided along with established street trees between the walkway and curb on both sides of 6<sup>th</sup> Street within the study area. However, the street cross section is wide for the volume of traffic carried and traffic signals moderate pedestrian crossing opportunities when there is regularly no conflicting cross traffic, which results in poor compliance with the pedestrian phases of the signals. Therefore, the intersections present pedestrian crossings with more exposure and regulation than fitting the surrounding land use context and traffic volumes. The addition of protected features for bicyclists at the intersections also serves to create bulb outs and improved crossings for pedestrians.

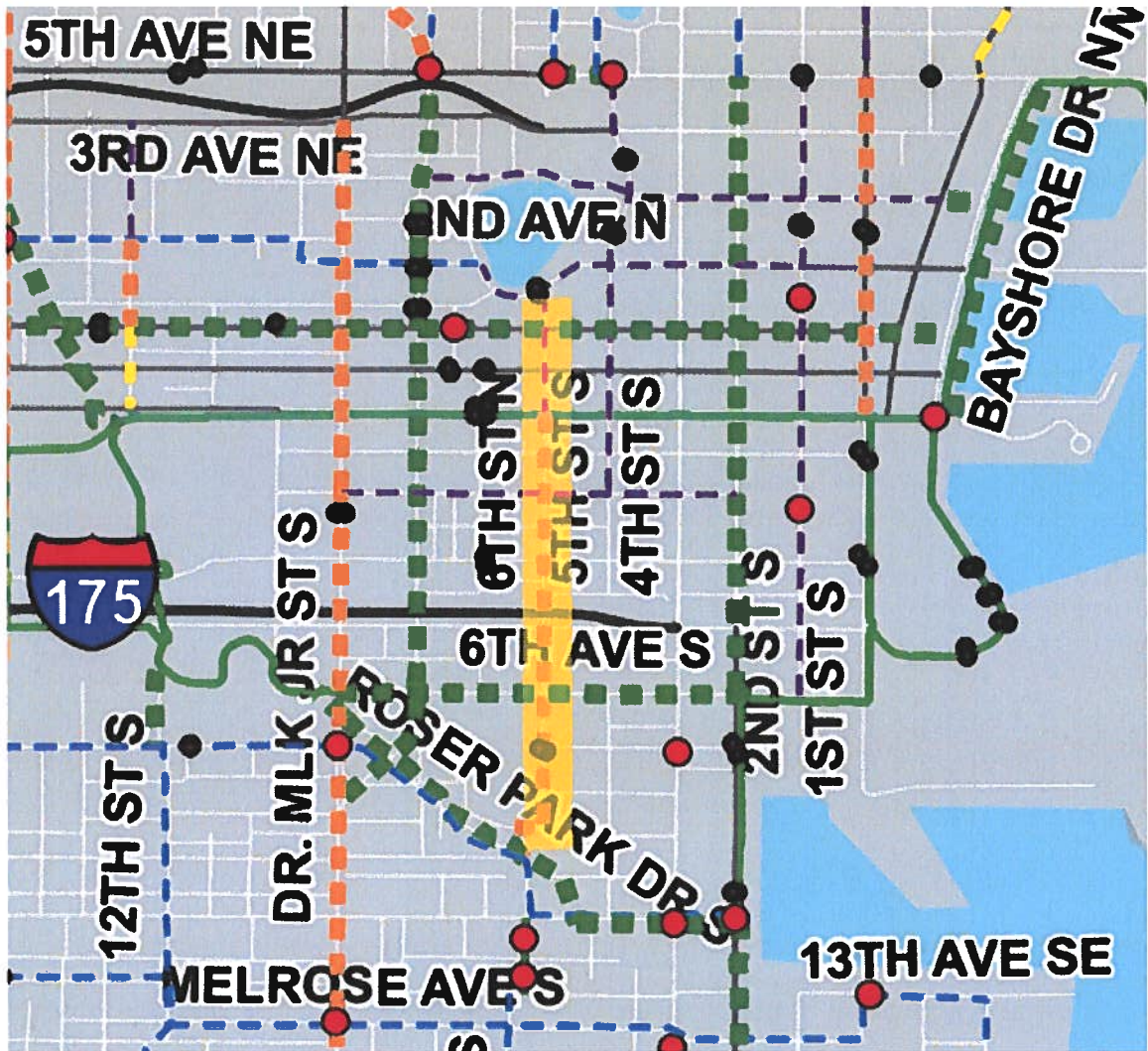
b. Bicycle facilities along the corridor (e.g., bike lanes, adjacent multiuse trail, etc.);

From the broader perspective as laid out in the Complete Streets Implementation Plan, the 6<sup>th</sup> Street Bikeway is an essential link of a continuous north-south bicycling route that spans downtown. The 6th Street bikeway will provide a direct and fully-separated bicycle route connecting the Innovation District hospitals with the Central Arts District and the high-density residential areas between these districts.

There are currently no continuous or dedicated bicycling facilities on any part of 6<sup>th</sup> Street. The nearest north-south bicycle facility is a northbound-only bike lane on 8<sup>th</sup> Street, two blocks to the west, which carries significantly more motor vehicle traffic at higher speeds.

St. Petersburg's characteristic street grid breaks down because of I-175, following roughly the alignment of 5<sup>th</sup> Avenue South. The result is that all roadway users, including people walking, biking, driving, and taking transit, have constrained route options for north/south trips between downtown and neighborhoods to the south. Fourth Street and the one-way couplet of 8<sup>th</sup> Street/MLK Street are both arterial streets that carry high speeds and volumes of motorized traffic. Between 4<sup>th</sup> and 8<sup>th</sup> Streets, 6<sup>th</sup> Street is the only other crossing of I-175 and provides an opportunity to connect the areas with a street more appropriate to the evolving mixed-use urban context.

Below is a snapshot of the City's Complete Streets Implementation Plan, showing the approved bicycle network in the plan, including the 6<sup>th</sup> Street Bikeway. The target is to create a connected bikeway that has a low Level of Traffic Stress and is comfortable for all user types.



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

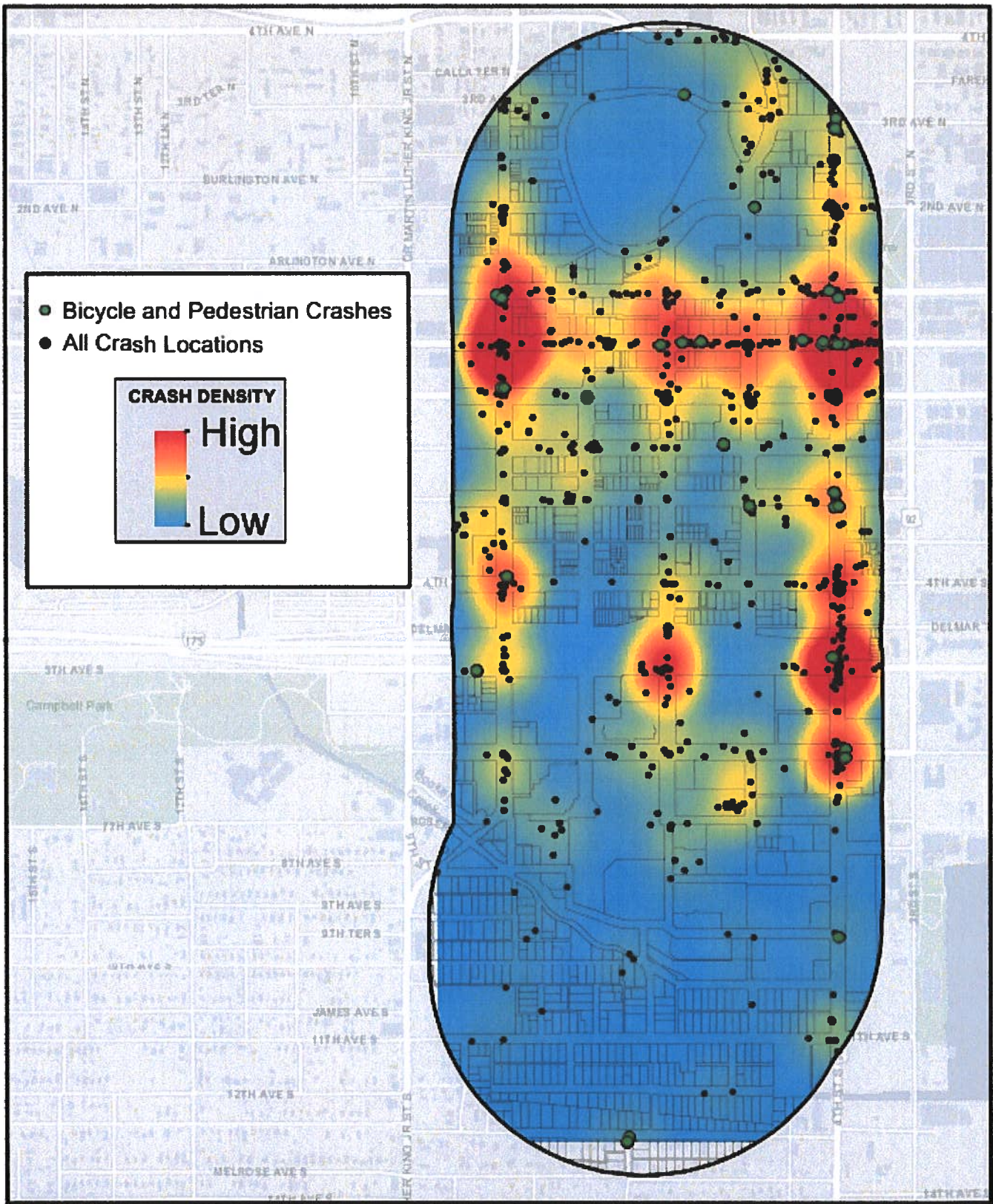
As noted previously, the envisioned north-south bikeway intersects and would link two premium east-west bikeways: the existing separated bikeway segment of the Pinellas Trail along 1st Avenue South and the forthcoming 6th Avenue South bikeway that is currently being designed and is funded for construction in 2020.

The 6<sup>th</sup> Street Bikeway also connects south to the City’s planned Booker Creek Trail that passes through Roser Park and the key north-south 7<sup>th</sup> Street Neighborhood Greenway connecting all the way down to the southern end of the City in Pinellas Point. To the north, the 6<sup>th</sup> Street Bikeway connects with the primary destination and shared lane markings on Central Avenue, a planned separated bikeway on 1<sup>st</sup> Avenue North, the streets that are already popular for bicycling around Mirror Lake, and eventually north to the 7<sup>th</sup> Street Neighborhood Greenway that will connect to the northern end of the City.

*d. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.);*

A primary goal of the Concept Plan is to address the safety concerns for all users, which includes achieving lower motor vehicle travel speeds that will reduce the frequency and severity of crashes. The project includes specific review of the intersection configurations, which are where many crashes are clustered on the corridor. Crashes are clustered at the I-175 underpass and between 1<sup>st</sup> Avenues North and South. Crash data for the corridor is shown below.





**6TH ST STUDY AREA TRAFFIC CRASHES (2016-2018)**



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

The Pinellas Suncoast Transit Authority (PSTA) operates 40 routes. Twelve of these routes traverse the study area. A map of the PSTA routes is shown below. Two routes directly traverse a portion of the study corridor – Route 32 and the Downtown Looper.

Route 32 travels southbound on the study corridor from 3<sup>rd</sup> Avenue South to 6<sup>th</sup> Avenue South. The route does a loop around greater downtown, connecting the medical districts north of 5<sup>th</sup> Avenue North with those south of 5<sup>th</sup> Avenue South. The service operates on 35-minute headways from 9am-5pm Monday-Saturday only.

The Downtown Looper travels northbound on the study corridor from 6<sup>th</sup> Avenue South to 5<sup>th</sup> Avenue South as the southern/western terminus of that service. The Looper operates on 15-minute headways and is a fare-free circulator that connects the downtown St. Petersburg (“DTSP”) Tampa Bay shore with the broader downtown and the Innovation District. The closest stop is on 6<sup>th</sup> Avenue South, just east of 6<sup>th</sup> Street.

Numerous east-west routes cross the study corridor:

- 1<sup>st</sup> Avenue North westbound –
  - Route 18: DTSP to Clearwater, 20-minute peakheadway
  - Route 9: DTSP to Gateway, 30-minute headway
  - Route 23: DTSP to Tyrone Square Mall, 30-minute headway
  - Route 100x: DTSP to Downtown Tampa, 45-minute headway, peak hours Monday-Friday only
  - Route 15: DTSP to Gulfport, 60-minute headway
- Central Avenue –
  - Central Avenue Trolley: DTSP to St Pete Beach, 20-minute headway weekdays, 30-minute headway weekends
- 1<sup>st</sup> Avenue South eastbound
  - Route 9: Gateway to DTSP, 30-minute headway
  - Route 18: Clearwater to DTSP, 30-minute headway
  - Route 23: Tyrone Square Mall to DTSP, 30-minute headway
  - Route 100x: Downtown Tampa to DTSP, 45-minute headway, peak hours Monday-Friday only
- 2<sup>nd</sup> Avenue South both directions –
  - Route 79: Largo to DTSP via Tyrone Square Mall, 35-minute headway
  - Route 7: Tyrone Square Mall to DTSP, 60-minute headway
- 3<sup>rd</sup> Avenue South eastbound –
  - Route 15: Gulfport to DTSP, 60-minute headway
  - Route 20: Pinellas Point to Tyrone Square via DTSP, 60-minute headway

- 4<sup>th</sup> Avenue South westbound –
  - Route 20: Tyrone Square to Pinellas Point via DTSP, 60-minute headway

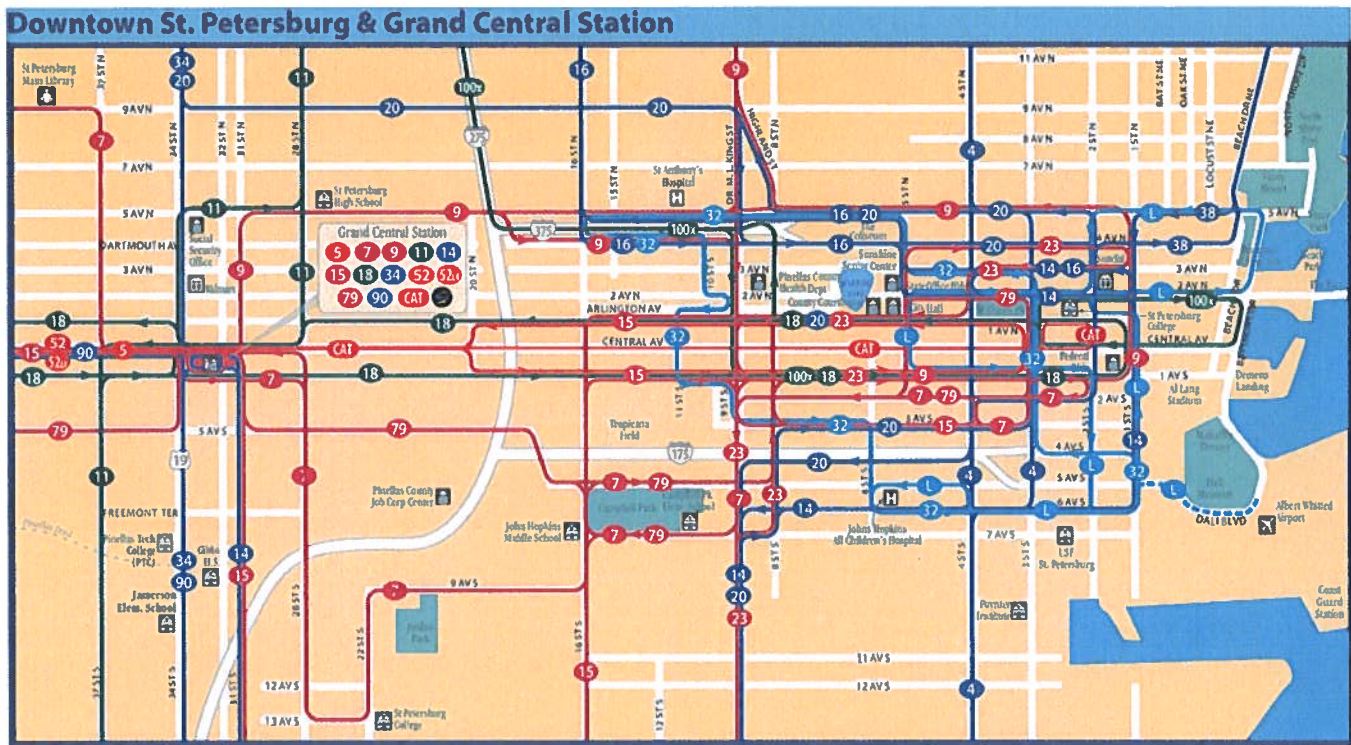
Route 4, serving 3<sup>rd</sup> and 4<sup>th</sup> Streets on the eastern side of the study area, provides service from southern St. Petersburg to the Gateway area with 15-minute headways.

Notably, 1<sup>st</sup> Avenue North and 1<sup>st</sup> Avenue South is the route for the planned Central Avenue Corridor Bus Rapid Transit service, which will connect DTSP with St. Pete Beach. Stops for that service will be located at 5<sup>th</sup> and 8<sup>th</sup> Streets. The planned 6<sup>th</sup> Street Bikeway will enhance access to this service where there is currently no north-south bicycling facilities.

The annual ridership and rank in FY 2019 for the twelve PSTA routes that traverse the study area are shown in the table below. Eight routes were in the upper tier for annual ridership. The ridership amount for the eLooper is just for PSTA’s eLooper vehicle. The Looper Group operates two additional Looper vehicles. The total ridership for the Looper in FY 19 was 88,989.

PSTA Route	FY 19 Ridership	Rank
18	1,064,035	2
CAT	1,007,779	3
4	847,125	5
79	453,288	9
9	298,103	13
15	163,286	17
23	159,784	19
20	150,588	20
7	146,797	21
100x	49,444	32
eLooper	36,664	34
32	33,893	35





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

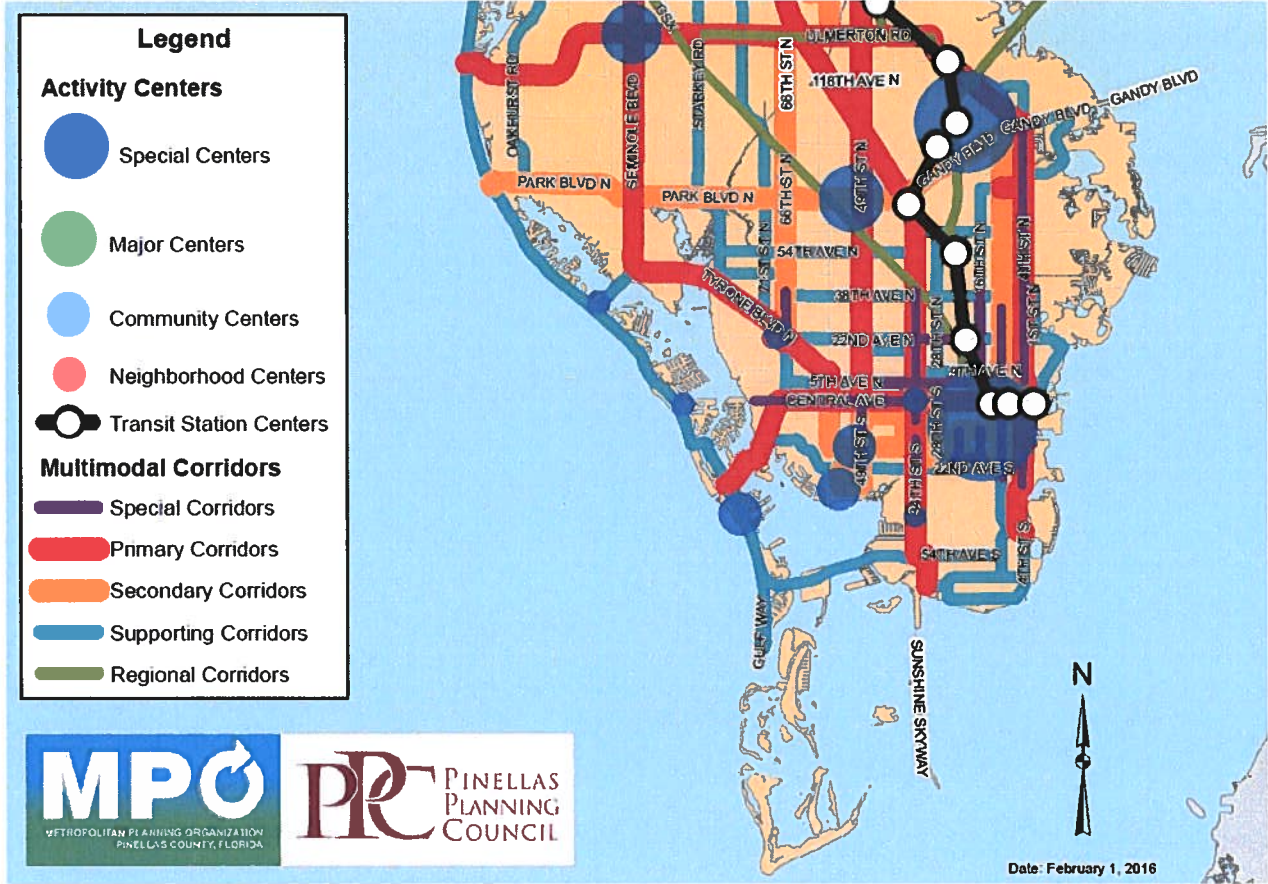
The entire study area is covered by a Special Activity Center on the Transit-Oriented Vision Map.

6<sup>th</sup> Street through the study area crosses and provides access to multiple designated Multimodal Corridors:

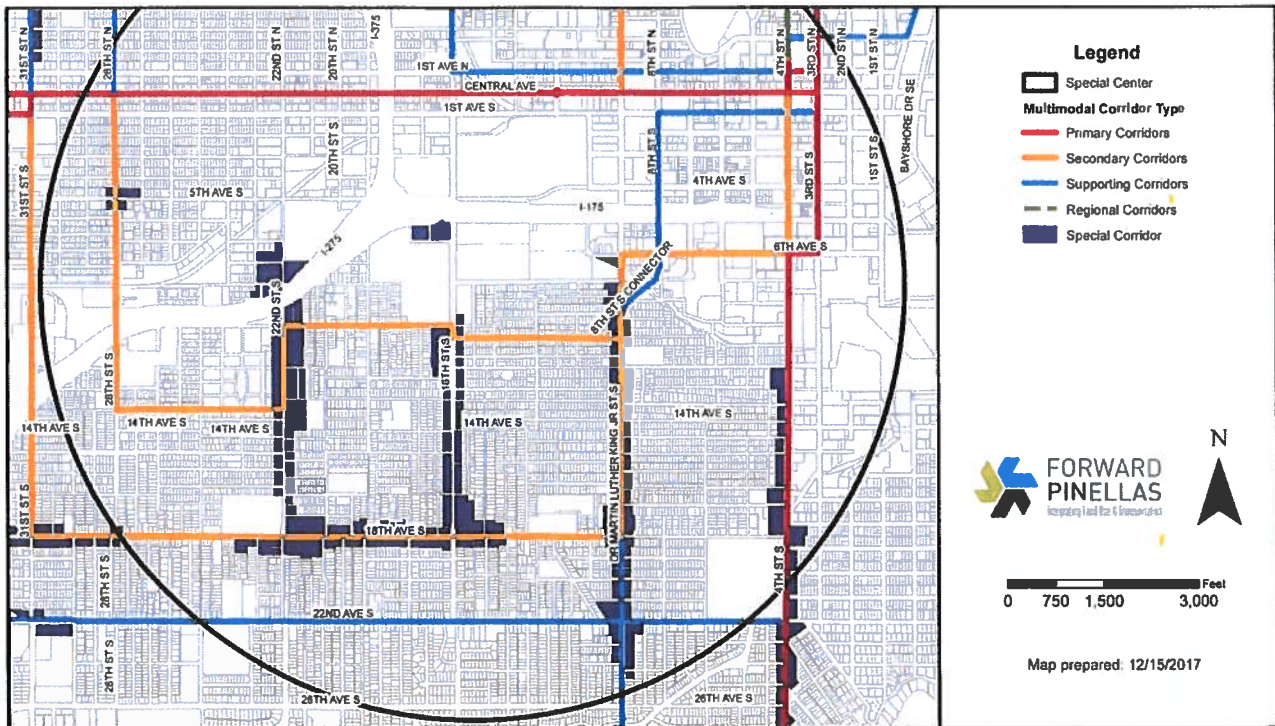
- Primary Corridor: Central Avenue
- Secondary Corridor: 6<sup>th</sup> Avenue South
- Supporting Corridors: 1<sup>st</sup> Avenue North & 1<sup>st</sup> Avenue South

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 that shows the underlying multimodal corridors.

(see link: [http://forwardpinellas.org/wp-content/uploads/2016/06/Vision\\_Map\\_21000\\_scale.pdf](http://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdf))



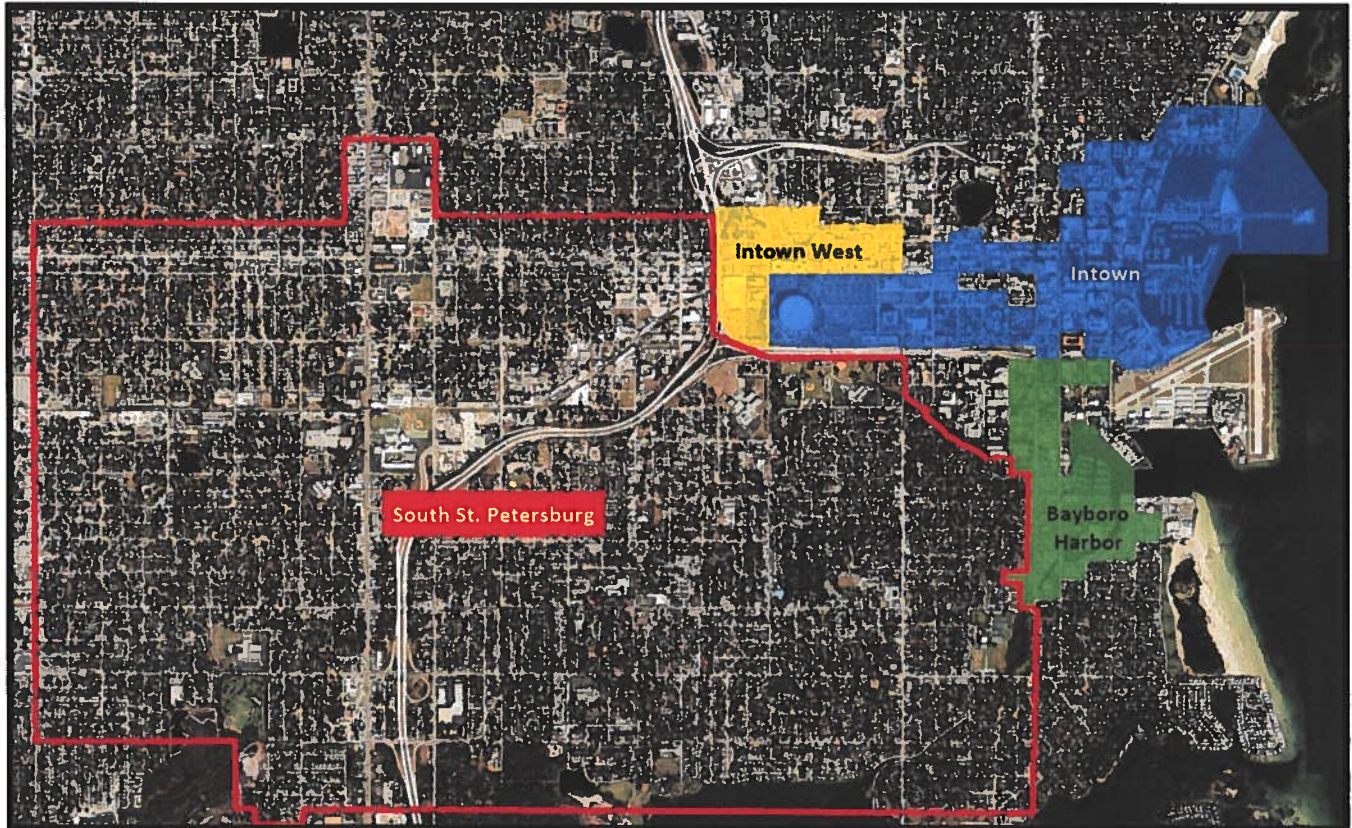
**Vision Map Corridors for Downtown St. Petersburg Area**





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

Portions of the 6<sup>th</sup> Street Bikeway Concept Planning study area are within the Intown CRA, including most of the roadway north of I-175, except for the block between 2<sup>nd</sup> Avenue South and 1<sup>st</sup> Avenue South. Pedestrian system/streetscape improvements are an important component of the Intown Redevelopment Plan. A total of \$25 Million has been allocated for these improvements throughout the Intown Redevelopment Area. See map of downtown CRAs below.



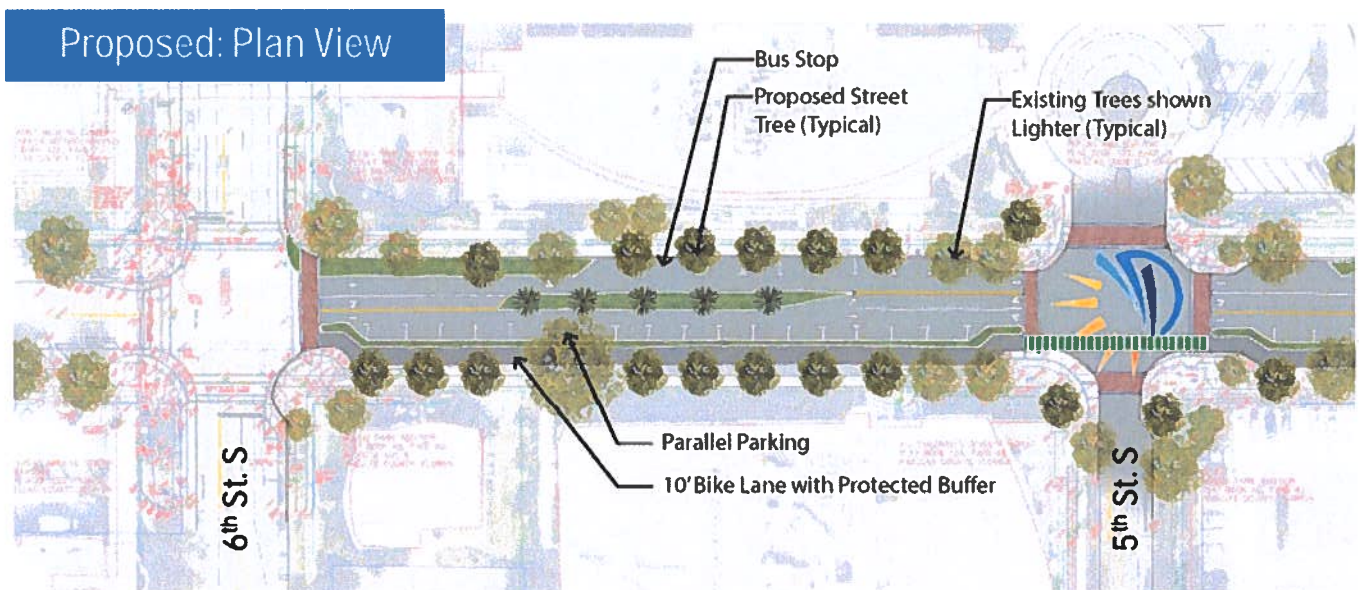
	<b>Special Dependent Districts in St. Petersburg</b> Community Redevelopment Areas	
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*h. Describe how this project fits into an economic development or redevelopment strategy or plan, if applicable;*

In the current configuration, 6<sup>th</sup> Street in the study area is characterized by low traffic volumes resulting in high motor vehicle speeds. The speeding traffic presents difficulty for pedestrians to cross the street and no comfortable or dedicated routes for bicyclists. Though passing through the core of a growing urban residential district, most of the street right of way is dedicated to motor vehicle movement and parking, rather than the most economical and scale-appropriate means of transportation – walking and bicycling.

The 6<sup>th</sup> Street Bikeway will connect the downtown core’s Central Arts District with the Innovation District and hospitals. These destinations are key economic drivers for the City and Pinellas County. Reconfiguring the street to better serve people on foot and bicycle fits with the similar investments being done in each of those districts such as the Central Avenue Corridor Bus Rapid Transit line to the north and the 6<sup>th</sup> Avenue Bikeway to the south. Being the destination, the function and configuration of the street should reflect that character and support the short trips provided by non-motorized modes and transit.

Shown below is an excerpt from the St. Pete Innovation District Streetscape and Connectivity Concept Plan, showing the 6<sup>th</sup> Avenue South Bikeway as a Phase 1 and highest priority recommendation. This 6<sup>th</sup> Street Bikeway Concept Planning Study will complete a next part of the area’s comfortable bicycle network.





*i. 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 Concept plan will review the existing lights to identify locations that need to be repaired or have the current lighting enhanced. In particular, the Concept plan will look at intersection lighting that would be supportive of improved comfort for the bicycle network. It will also specifically address lighting for the I-175 underpass.

*2. Provide a cost estimate and documentation of the local match being provided by the applicant.*

A detailed scope of the Concept Plan has not been developed, but given experience with similar efforts it is anticipated that the cost to develop the plan will be approximately \$100,000. The City requests that \$100,000 of study costs be covered by the Forward Pinellas Complete Streets Program. Any additional study costs and the costs to implement the resulting recommendations are anticipated to be borne by local funds that include the City of St. Petersburg's Complete Streets FY20 appropriation (Multimodal Impact Fees Capital Improvement Fund for the St. Petersburg Downtown Area (District 11A)).

*3. 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 Concept plan specifically seeks to identify improvements and amenities that make walking, bicycling, and accessing bus stops equally safe, comfortable, and convenient options.

The Concept plan will consider the application of corridor-level modifications such as lane repurposing, intersection configurations, and traffic control where signals may not be necessary for current traffic levels or desirable for non-motorized roadway users. An additional factor to be considered will be pedestrian comfort including crossing locations and distances. All pedestrian improvements are inherently transit-supportive, and all concepts would sustain or improve access pathways or stop amenities for PSTA bus stops.

*4. 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;*

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 Concept Plan will identify Connectivity and Public Realm Enhancements for the study area. This effort builds upon the community and stakeholder discussions completed for the Complete Streets Implementation Plan and the Innovation District Streetscape and Connectivity Plan, which identified the actions required to transform the transportation network towards the goals clearly outlined in these plans.

*5. 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 project. Please include a proposed timeline for the design and ultimate implementation/construction of the project.*

The anticipated initiation of this Concept Planning effort is summer 2020, which coincides with the anticipated phasing for the project as outlined in the Complete Streets Implementation Plan adopted in 2019, which targets construction within 2-5 years. Approximately 9 months will be required for completion of the envisioned Concept Plan as defined in this application.

Following completion of the Concept Plan by early-2021, the remaining timeline for completion includes 6-8 months for final design. A detailed timeframe for construction will be developed upon completion of the Concept Plan and identification of construction funding availability.

Note that the Downtown Mobility Study will be happening concurrently with this planning effort. However, that study is performing network analysis on a much larger scale with questions of one-way to two-way conversions of major thoroughfares and the futures of I-175 and I-375. All effort conducted under this Concept Planning Study can move forward independently towards implementation and follows the direction of that much larger study to focus the downtown street network on internal circulation and servicing shorter trips.

*6. What percentage of parcels along the corridor are vacant?*

As of November 2019, 22.7% of parcels (227 out of 1,002 parcels) within ¼-mile of the corridor are vacant. A total of 30.33% of the land area, or 45.75 acres out of 150.86 acres is vacant.

*7. Describe how the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments.*

The 6th Street Bikeway connects the Central Arts District with the Innovation District and hospitals. These destinations are key economic drivers for the City and all of Pinellas County. Reconfiguring the street to better serve people on foot and bicycle fits with the similar investments being done in each of those districts such as the Central Avenue Corridor Bus Rapid Transit line and the 6<sup>th</sup> Avenue South Bikeway. Downtown is the destination and the function and configuration of the street should reflect that character and support short trips by non-

motorized modes and transit. Linking the residential and office/service areas along the corridor supports the broader live, work, play environment downtown.

The below image shows a typical condition with periods of no moving vehicles at all. The curb lane between 3<sup>rd</sup> and 2<sup>nd</sup> Avenues South is marked as a merge for the entire block because the capacity is not needed and there is only a single lane to the north. Signals on span wires are present at the two intersections though they likely only meet warrants for stop signs.



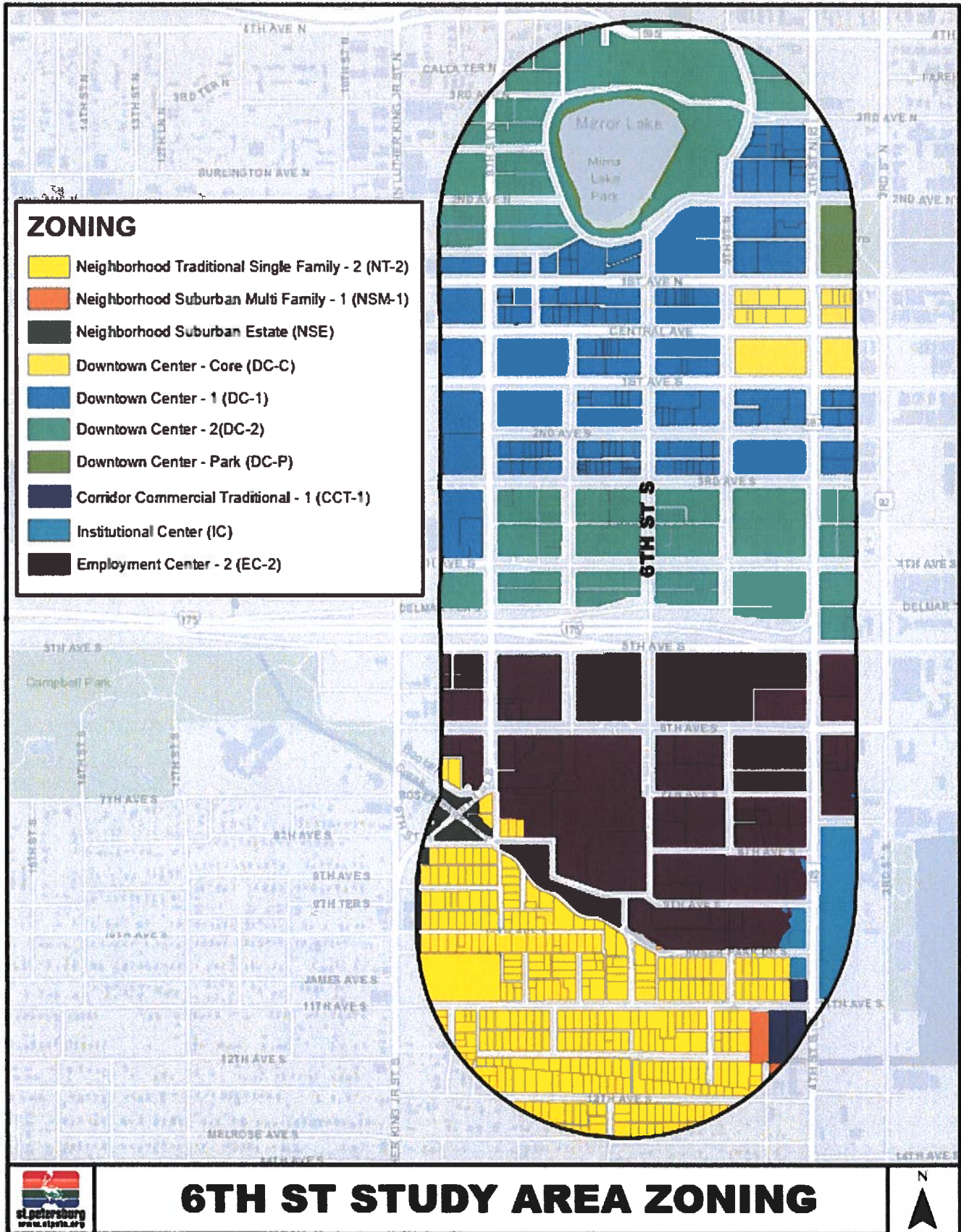
8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

<u>LAND USE</u>	<u>ACRES</u>	<u>PERCENT</u>
ALF (10 or more units)	1.48	0.57
Apartments (10 - 49 units)	7.53	2.90
Apartments (5-9 units)	2.60	1.00
Apartments (50 units or more)	13.83	5.32
Bar, With or Without Package Store	0.16	0.06
Church, Church School, Church Owned Building (Parsonage code 0110), Salvation Army, Missions	5.54	2.13
City Gov't - Non-residential (commercial) only	14.67	5.65
Club, Lodge, Union Hall, Civic Club, Health Spa	0.62	0.24
CO-OP Apartments	0.33	0.13
Condo Common Area Assn Own - open/green space	0.48	0.18
Condo Common Area Assn Own - right-of-way, street, road, irrigation channel, ditch, etc.	0.60	0.23
Condo Conversion - Apartments to Platted Condo (Predominately Owner-Occupied)	3.09	1.19
Condo Office (Unit)	1.07	0.41

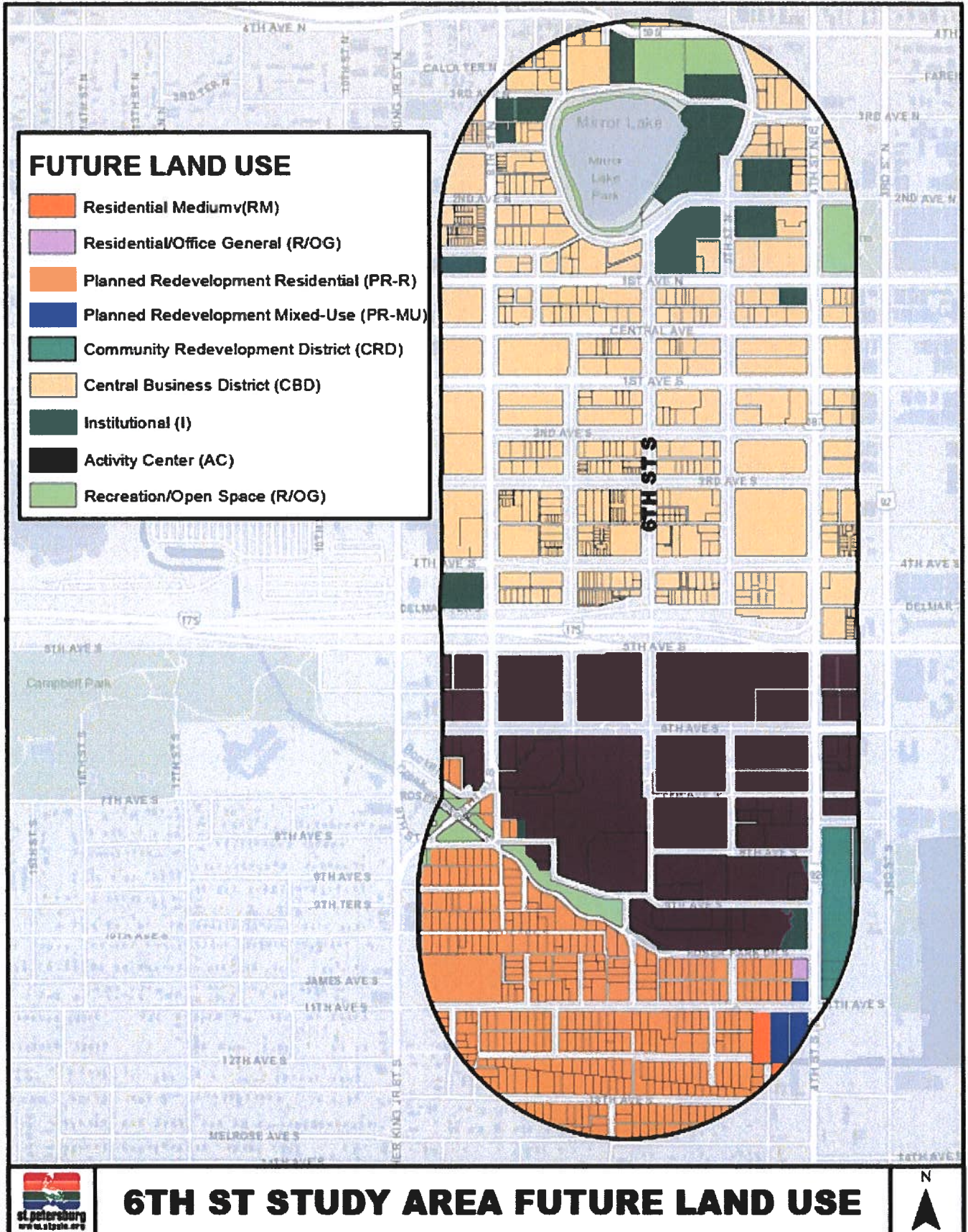
Condo Parking Space, Garage Space, Storage Units, Cabanas	0.04	0.01
Condo Rec Area Dev Own - right-of-way, street, road, irrigation channel, ditch, etc.	0.07	0.03
Condominium	3.73	1.44
County Gov't - Non-residential (commercial) only	4.88	1.88
County Public Schools	0.90	0.35
Duplex-Triplex-Fourplex	5.68	2.19
Enclosed Theater	0.16	0.06
Federal Gov't - Non-residential (commercial) only	0.39	0.15
Financial Institution	1.67	0.64
General Office	5.42	2.09
General Office Bldg - multi-story/campus	13.49	5.19
General Warehouse	0.15	0.06
Hospital	17.30	6.66
Hotels and Motels (49 units or less)	0.74	0.29
Hotels and Motels (50 units or more)	0.77	0.30
Industrial Not Classified Elsewhere	3.34	1.29
Light Manufacturing	0.09	0.04
Literary, Scientific & Cultural Facilities	0.99	0.38
Medical Office Building - single & multi-story	5.16	1.99
Mortuary, Cemetery, Crematorium, Funeral Home	3.28	1.26
Non-Profit Charitable Services	11.79	4.54
Paid Parking	6.73	2.59
Planned Unit Development	3.66	1.41
Private Schools & Colleges, Day Care Centers	5.22	2.01
Public Colleges, SPC, USF	0.65	0.25
Restaurant, Cafeteria	2.54	0.98
Right-of-Way Street and Road, Irrigation Canal, Channel, Ditch, etc.	0.01	0.00
Sewage Disposal/Solid Waste (private) borrow pit/marsh/mangrove/sand dune/swamp/waste land	13.71	5.28
Single Building Store	1.30	0.50
Single Family - more than one house per parcel	5.39	2.08
Single Family Home	30.51	11.74
State Gov't - Non-residential (commercial) only	5.76	2.22
Strip Store - (2 or more stores)	5.51	2.12
Subdivision common area - open/green space, assn owned	0.28	0.11
Subdivision common area - right-of-way, road, irrigation channel, ditch, etc.	0.09	0.03
Telephone Company Property - office & building	0.65	0.25
Vacant Commercial Common Element	0.12	0.04
Vacant Commercial Land	19.32	7.44
Vacant Commercial Land w/XFSB	16.99	6.54
Vacant Condo (development land)	0.20	0.08
Vacant Institutional Land	3.11	1.20
Vacant PUD	0.64	0.25
Vacant Residential - lot & acreage less than 5 acres	5.33	2.05
Vacant Residential Land w/XFSB	0.03	0.01



The current zoning and future land use categories for the study area are shown below.



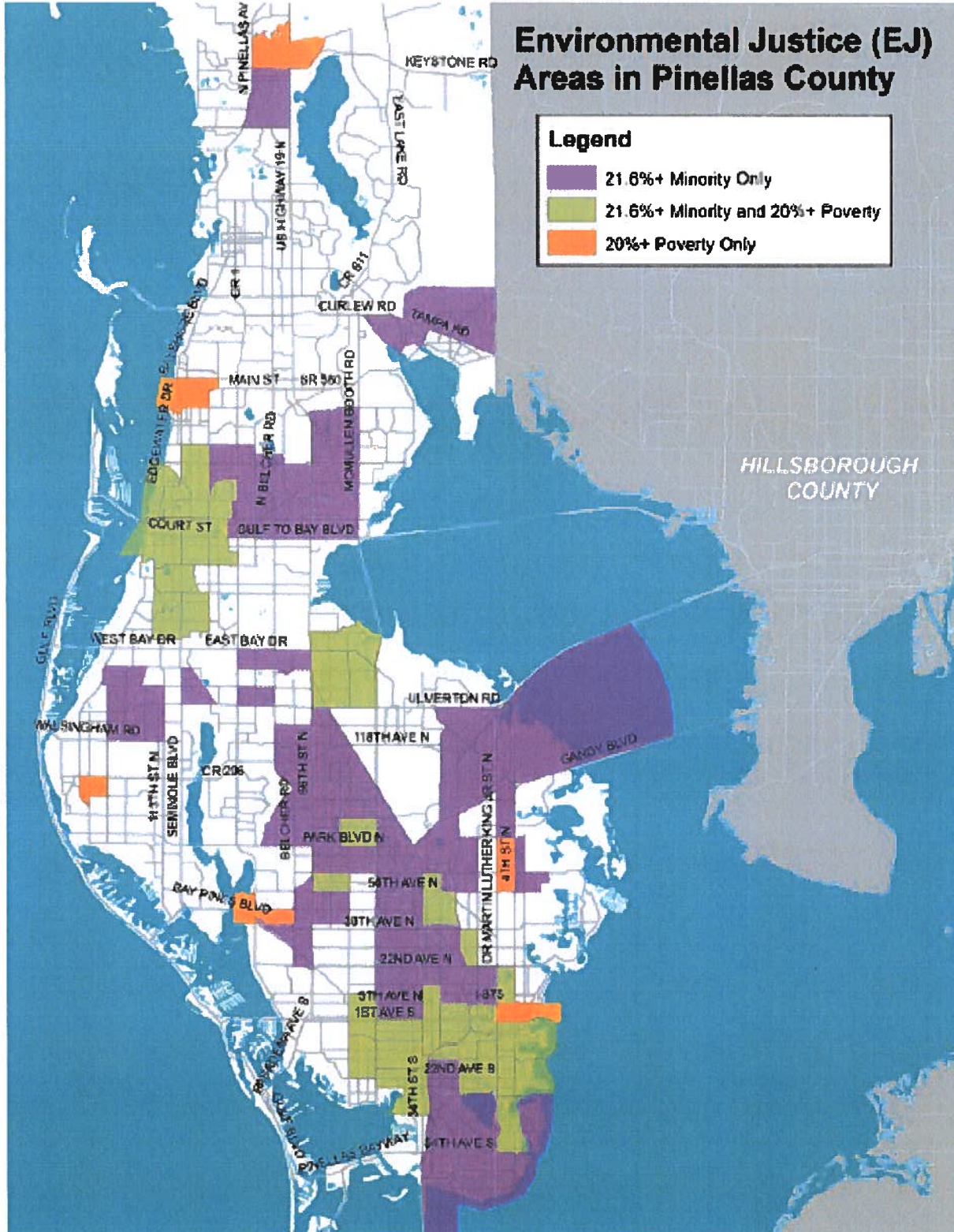






9. Is the project located in an area designated by Forward Pinellas as an environmental justice area? For minority, low income or both?

Most 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 County Long Range Transportation Plan. The northernmost section of the study area is designated for poverty only.



*10. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.*

Transportation Disadvantaged citizens will benefit from the project in multiple ways. Improved lighting will increase the safety of the area and can reduce crashes between motor vehicle drivers and vulnerable roadway users. Connected bicycle infrastructure will make utilizing a bicycle as a means of transportation more appealing and comfortable for riders of all ages and abilities. All of the proposed pedestrian improvements also benefit transit riders, since transit riders typically walk to and from bus stops and a primary aim of the project is to moderate motor vehicle speeds and create a better pedestrian environment at each of the intersections as a part of adding separated bicycling facilities and crossings.

*11. Would you be willing/able to accept a lower grant allocation than the amount you requested? If yes, what is the minimum allocation you would need for the project?*

This grant will be a catalyst to advance this particular project, so any amount awarded would be a significant positive impact towards establishing a proactive streetscape environment that anticipates the expected redevelopment and continued urban growth in the blocks surrounding the concept planning study area.





OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

December 13, 2019

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

**Subject: City of St. Petersburg's Applications for Forward Pinellas grant programs**

Dear Ms. Favero,

The City of St. Petersburg is pleased to submit several grant applications to Forward Pinellas for funding consideration. Each of these candidate projects have my support and have been included within prior planning efforts adopted by City Council. Specifically, these candidate projects and associated grant program include:

- Central Avenue Complete Street for Transportation Alternatives program funding
- 22<sup>nd</sup> Street Complete Street for Transportation Alternatives program funding
- 28<sup>th</sup> Street Complete Street for Transportation Alternatives program funding
- 6<sup>th</sup> Street Complete Street for Complete Streets Concept Planning funding
- 28<sup>th</sup> Street North Trail for Complete Streets Construction funding
- Demonstration and Pilot Project Policy and Guide for Planning & Placemaking funding

Attached is Resolution 2014-162 which provides authorization from the St. Petersburg City Council acknowledging support to submit these grant applications and pursue funding to assist the City in implementing these projects in a timely manner.

Thank you for the opportunity to submit these applications for projects that will allow the City to meet the multimodal transportation safety needs of our St. Petersburg's residents and visitors. We look forward to the support of Forward Pinellas and are excited at the opportunity to continue our successful collaboration in bringing forth more Complete Streets.

Sincerely,

Rick Kriseman  
Mayor  
City of St. Petersburg

NO. 2014 -162

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO SUBMIT GRANT APPLICATIONS WHICH REQUIRE PRIOR APPROVAL BY CITY COUNCIL FOR SUBMISSION; TO REPRESENT TO THE GRANTOR THAT CITY COUNCIL HAS APPROVED THE SUBMISSION OF THE GRANT APPLICATIONS; AND TO EXECUTE ALL DOCUMENTS NECESSARY TO SUBMIT SUCH GRANT APPLICATIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, some applications for grants require approval of the application by City Council as a condition for submission of applications; and

WHEREAS, this requirement sometimes creates a shortage of time for preparing and presenting an item for City Council approval in time to meet the grant application deadline; and

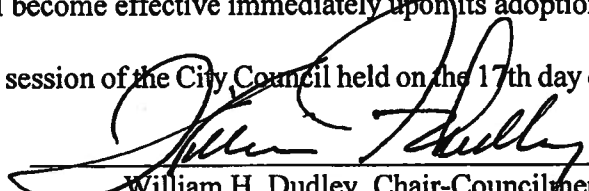
WHEREAS, the purpose of this resolution is to provide the Administration with blanket authority to apply for grants to enable the City to meet deadlines for submission of grant applications; and

WHEREAS, acceptance of all grants awarded must be approved by City Council.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is authorized to submit grant applications which require prior approval by City Council for submission; to represent to the grantor that City Council has approved the submission of the grant application; and to execute all documents necessary to submit such grant applications.

This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 17th day of April, 2014.

  
William H. Dudley, Chair-Council member  
Presiding Officer of the City Council

ATTEST:

  
Eva Andujar, City Clerk





MEMORANDUM

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To: Forward Pinellas Board Members

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

Date: November 20, 2019

Subject: Support for the project applications submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program, Planning and Placemaking Grant, and Transportation Alternatives Program

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At its meeting on November 19, 2019, the City of St. Petersburg's Complete Streets Committee voted to indicate support for the City of St. Petersburg's applications for funding within the Forward Pinellas various grant programs, including the Complete Streets Program, Planning and Placemaking Grant, and Transportation Alternatives 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 candidate projects that were all included in the City's Complete Streets Implementation Plan which was adopted in May 2019.

Specifically, these candidate projects and associated grant program include:

- 6th Street Complete Street for Complete Streets Concept Planning funding
- 28th Street North Trail for Complete Streets Construction funding
- Demonstration and Pilot Project Policy and Guide for Planning & Placemaking funding
- Central Avenue Complete Street for Transportation Alternatives program funding
- 22nd Street Complete Street for Transportation Alternatives program funding
- 28th Street Complete Street for Transportation Alternatives program funding

As the Complete Streets Committee noted during its consideration of the project application, the City believes these candidate projects will be catalysts for redevelopment, provide better placemaking that integrates land use and transportation, and provide safer streets for all roadway users. We look forward to the support of Forward Pinellas and are excited at the opportunity to continue our successful collaboration in bringing forth more Complete Streets.