



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 28th Street Gateway Trail for consideration for construction funding within the Forward Pinellas Complete Streets Program. The candidate project includes the development of a shared use trail, associated minor structures, and amenities along the east side of 28th Street North between Gandy Boulevard and Roosevelt Boulevard, as laid out in the City's Complete Streets Implementation Plan, the Gateway Mid-County Area Master Plan, and the Forward Pinellas Active Transportation Plan. As noted in the application, the City is completing a preliminary design study in 2020 that will solidify the alignment while also incorporating elements of a cursory health impact assessment that advances our Health in All Policies. Following this study, the City intends to advance final design of the project with County Penny funds to be completed in 2022.

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 to bring forward the construction of this much-needed trail within the Gateway area of St. Petersburg and Pinellas County.

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

28th Street Gateway Trail - Complete Streets Construction Project

Forward Pinellas Complete Streets Program Construction Project Application December 12, 2019

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

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
Phone: 727-892-5328

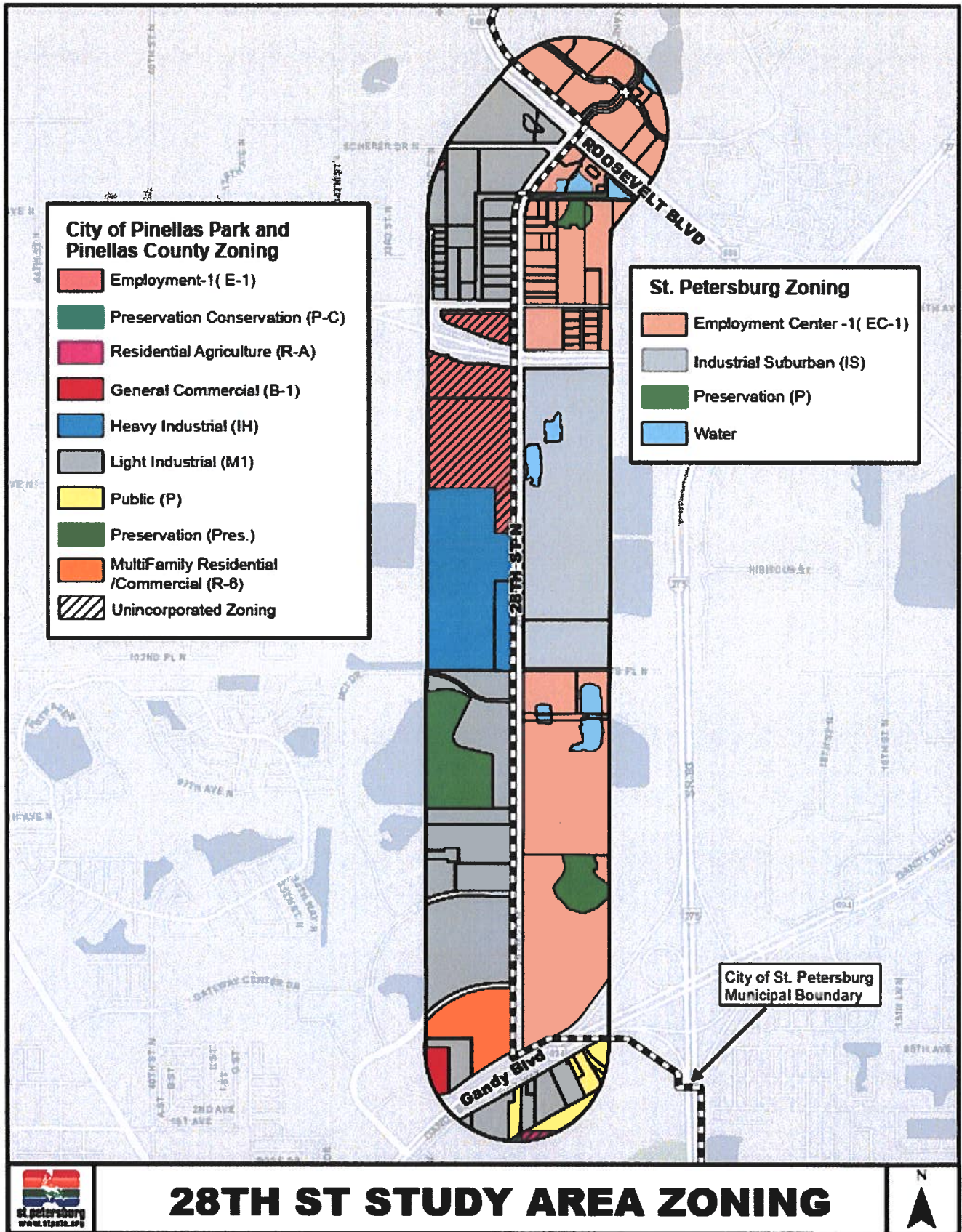
2. Describe the project location. Include specific information on the project limits, jurisdiction of roadway and abutting properties, land use characteristics of abutting properties and any unique characteristics of the roadway (serves local/regional travel, serves a major activity center, etc.).

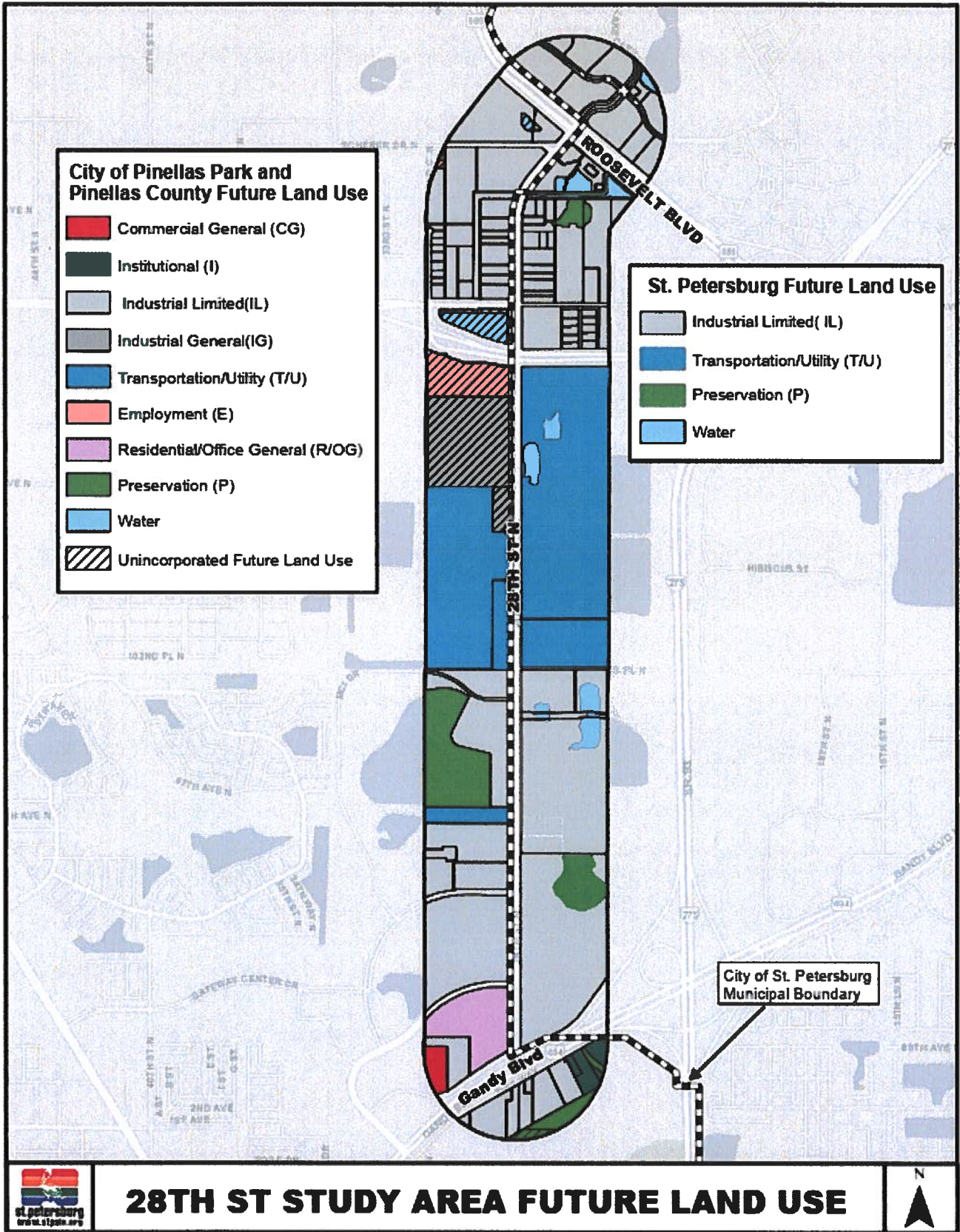
This project includes the development of a shared use trail, associated minor structures, and amenities along the east side of 28th Street North between Gandy Boulevard and Roosevelt Boulevard, as laid out in the City's Complete Streets Implementation Plan, the Gateway Mid-County Area Master Plan, and the Forward Pinellas Active Transportation Plan. The City is completing a preliminary design study in 2020 that will solidify the alignment while also incorporating elements of a cursory health impact assessment. Following this study, the City intends to advance final design of the project with County Penny funds to be completed in 2022.

Future phases of this trail corridor would include structures over Gandy Boulevard connecting to Sawgrass Lake and downtown St. Petersburg to the south and over Roosevelt Boulevard connecting to Carillon and the future Howard Frankland Bridge Trail to the north. The northern end of the trail will connect to or is intended to be a segment of the Pinellas Trail Loop.

28th Street is under the jurisdiction of Pinellas County. Gandy Boulevard and Roosevelt Boulevard are under the jurisdiction of FDOT. Properties to the east of 28th Street are within the city limits of the City of St. Petersburg, while properties to the west of 28th Street are within unincorporated Pinellas County and City of Pinellas Park.

The City of St. Petersburg is LAP certified and the project is 100% on public right of way. 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.

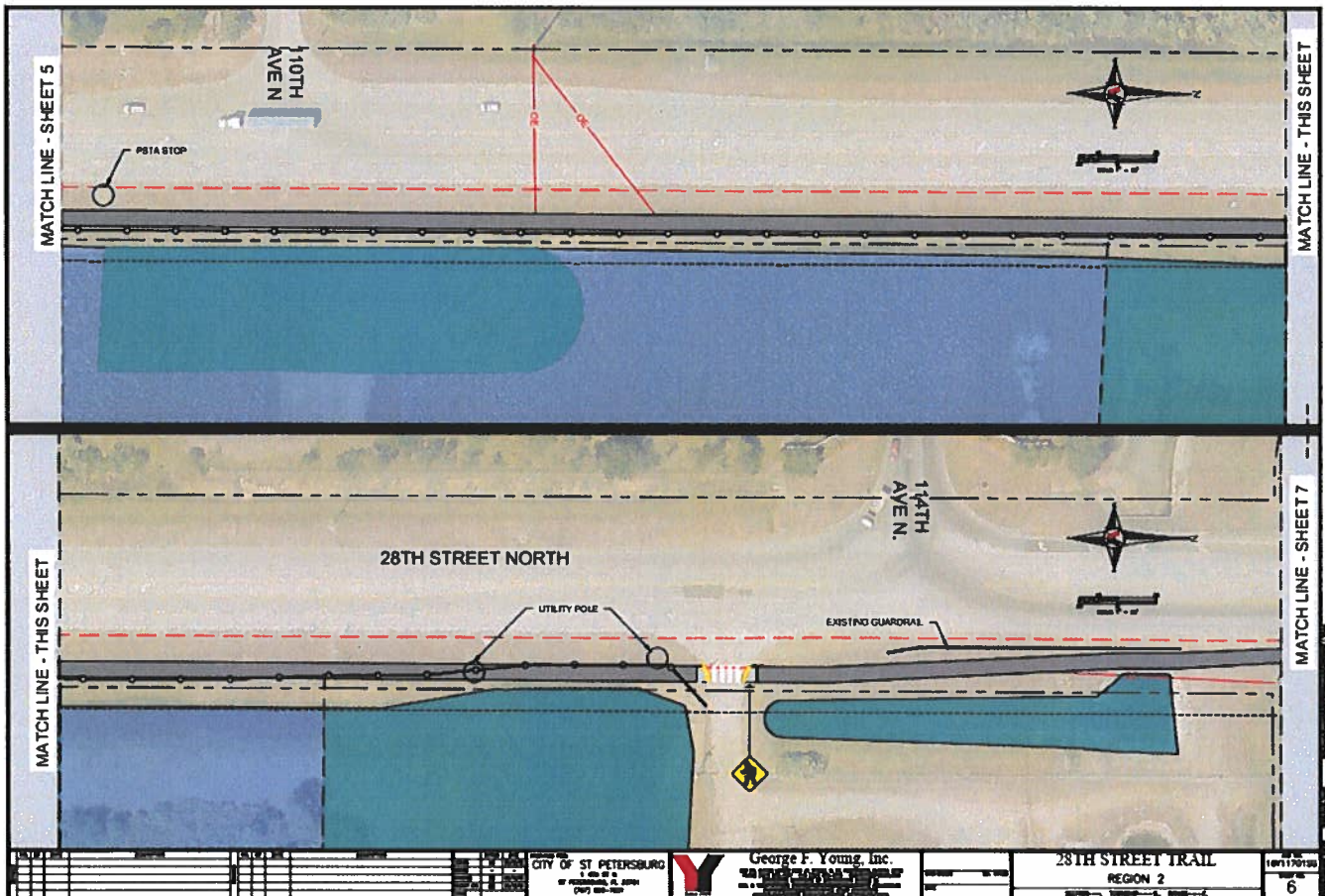




3. Describe in detail the proposed improvements that will be provided by the project, including the following, as applicable:

The project will be constructing a continuous shared use trail along the east side of 28th Street, including associated minor structures and amenities.

An excerpt of the preliminary trail plans is shown below, including how the trail would provide access to PSTA bus stops on the corridor.



a. Pedestrian accommodations being added/enhanced;

The trail will accommodate pedestrian traffic with provision of a new dedicated space to walk, separated from the roadway where possible, and enhanced with landscaping and amenities.

a(sic). Bicycle facilities being added/enhanced;

The trail will accommodate bicycle traffic with provision of a new dedicated space to ride, separated from the roadway where possible, and enhanced with landscaping and amenities.

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

Roosevelt Boulevard to the north has a trail on the north side and shoulders/bike lanes. Gandy Boulevard to the south has a trail planned for the north side that is being constructed by FDOT in conjunction with improvements to the Gandy Boulevard interchange with I-275. A trail along Scherer Drive to the west is being planned by Pinellas County as a part of the Pinellas Trail Loop.

Future phases of the 28th Street Gateway Trail would include structures over Gandy Boulevard connecting to Sawgrass Lake and downtown St. Petersburg to the south and over Roosevelt Boulevard connecting to Carillon and the future Howard Frankland Bridge Trail to the north. The northern end of the trail will connect to or is intended to be a segment of the Pinellas Trail Loop.

Both Grand Boulevard and Gateway Centre Parkway have bike lanes that terminate at the west side 28th Street. The City will work with Pinellas County and the City of Pinellas Park to incorporate crossings to connect those bike lanes with this trail as the design is advanced.

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

The Pinellas Suncoast Transit Authority (PSTA) operates 40 routes. Three of these routes traverse the study area. PSTA's Headquarters and the 34th Street Transfer Center are located immediately northwest of the project area. A map of the PSTA routes is shown below.

- Route 4: Gateway to southern St. Petersburg, 15-minute headway
- Route 11: Gateway to downtown St. Petersburg, 30-minute headway
- Route 52LX: downtown Clearwater to Grand Central Station via Gateway, 30-minute headway

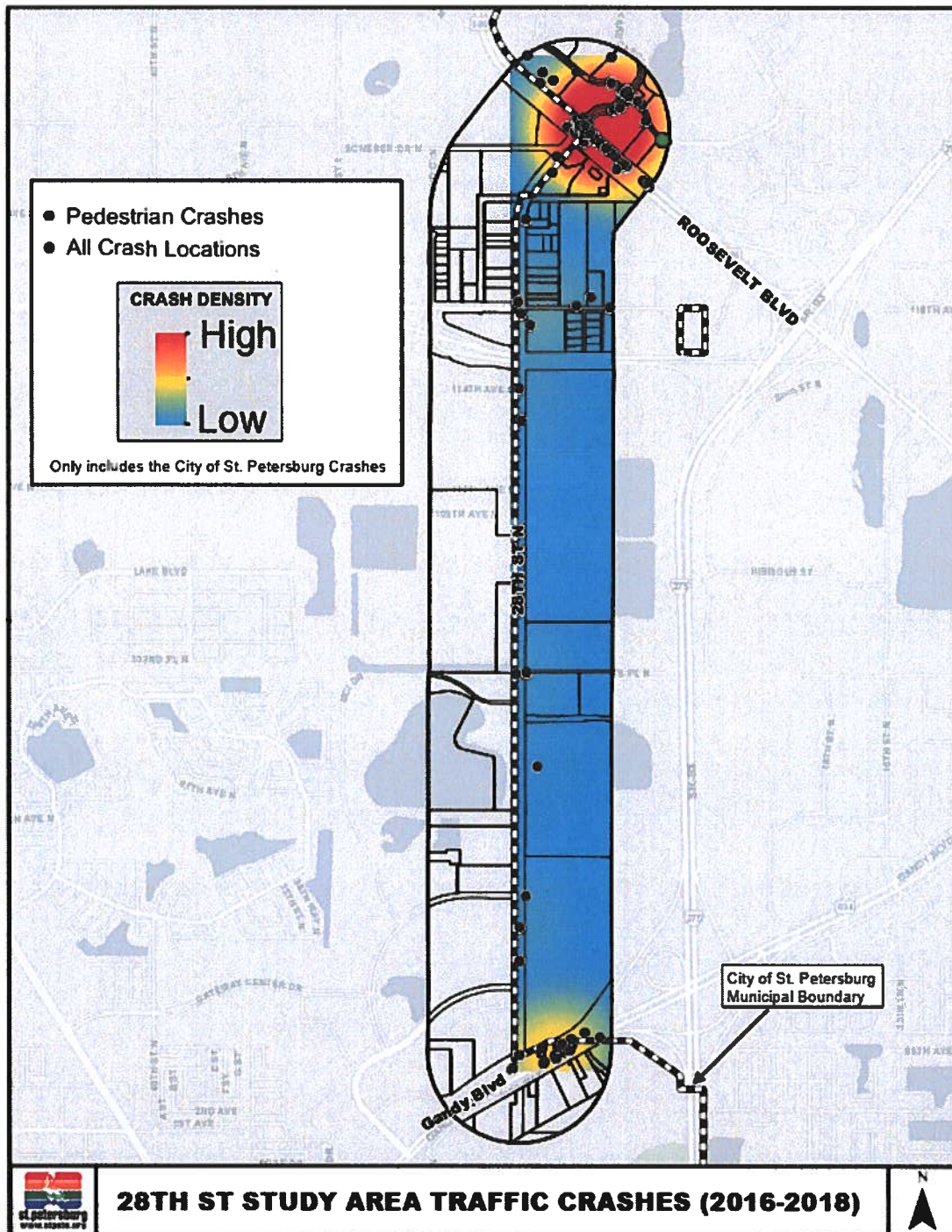


d. How the project will provide accommodations for transit riders along the corridor

The trail will allow transit users a safe way to reach employment destinations along the corridor. Amenities for trail users may include transit stop amenities such as shelters. The trail will also connect the surrounding areas in the vicinity of several designated Transit Station Centers, which is being advanced as a part of the Gateway Mid-County Master Plan, a Forward Pinellas Emphasis Area.

e. 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

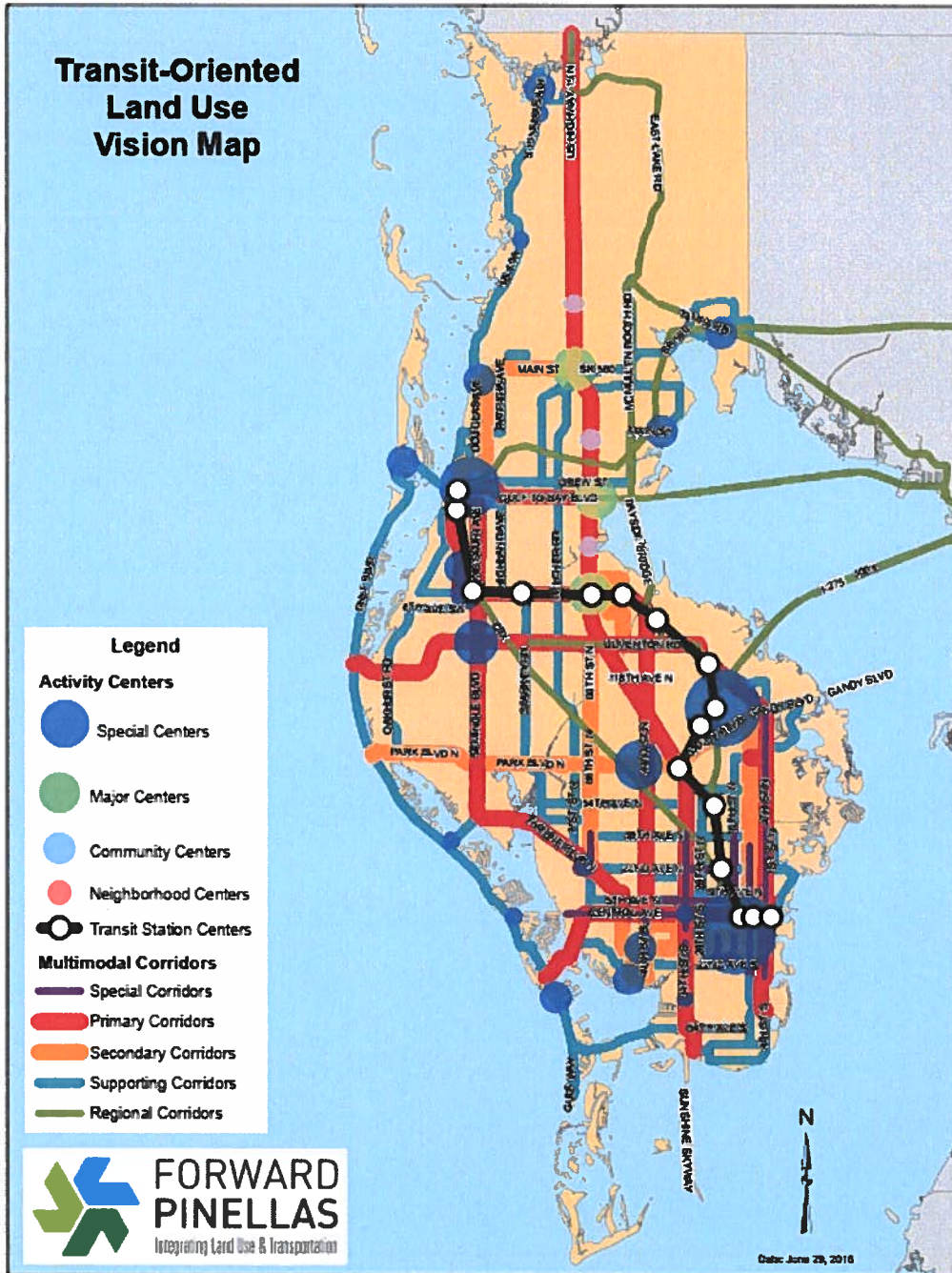
There are currently no facilities for nonmotorized transportation along the corridor, and there are no nearby parallel corridors, so the trail will be a totally new and safe place to connect destinations within this activity center. Crash data for the corridor is shown below.



f. 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)

The entire project is within a Special Center. 28th Street connects to Roosevelt Blvd as a Primary Corridor to the north and Gandy Blvd as a Secondary Corridor to the south. The trail will connect the surrounding areas in the vicinity of several designated Transit Station Centers. The Transit Oriented Vision Map section covering the study area is excerpted below.

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



g. Is the project segment within an adopted CRA?

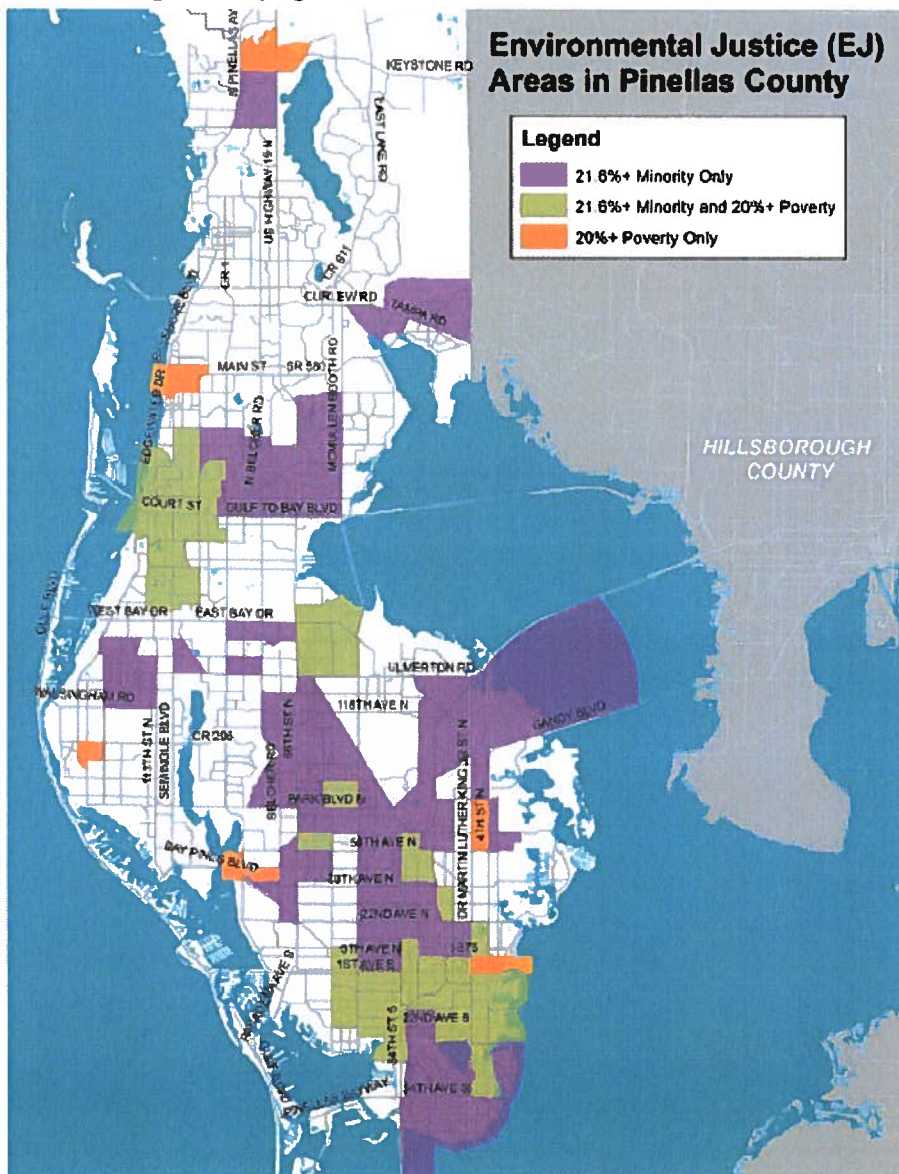
There are currently no Community Redevelopment Areas in the Gateway Area.

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

There is no existing street lighting along 28th Street in the project area. Lighting for the trail will be included as a part of the construction project.

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

The entire study area is comprised of a poverty Environmental Justice area, as noted in the below extracted image from page 4-52 of the 2040 Pinellas LRTP.



j. Access management strategies.

The design scope includes making the trail continuous across all driveways and adjusting driveways for trail safety as necessary. Once constructed, the trail and amenities will establish a multimodal corridor that will be preserved as properties may redevelop.

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

A draft preliminary design report has produced several design and alignment alternatives. The below cost estimates reflect the range of potential costs available at this stage of design. The cost of a 12' wide asphalt trail with 2' unpaved shoulders for the 28th Street Gateway Trail project is estimated to be in the range of \$964,455 to \$2,810,519. Not included in those costs are amenities to include landscaping, pedestrian-scale lighting, and street furniture including benches, trash receptacles, and bike racks. Also not included at this phase of design are mark ups for contingency or construction supervision. Actual costs may vary based on market, time of implementation, and detail decisions made in final design regarding level of complexity and finish. No additional ROW is anticipated to be needed for the project, although minor utility relocation might be needed.

The table below summarizes the cost estimates for three segments of the trail as follows. Note that the aerial crossings are not included in this request for funding, though are included below to give an overview of the full project.

- Region 1 – Gandy Boulevard to Gateway Centre Parkway
- Region 2 – Gateway Centre Parkway to 118th Avenue North
- Region 3 – 118th Avenue North to Roosevelt Boulevard

Region	Minimum Buffer Cost Estimate	Maximum Buffer Cost Estimate
Aerial Crossing of Gandy Blvd	\$1,782,340	N/A
1 (2385 LF)	\$178,844	\$1,039,580
2 (8475LF)	\$645,152	\$1,612,923
3 (2600LF or 2925LF)	<u>\$140,459</u>	<u>\$158,016</u>
Total Cost for Regions 1, 2 and 3:	\$964,455	\$2,810,519
Aerial Crossing of Roosevelt Blvd	\$1,416,940	N/A

The City's application for this project requests the full amount of funding offered through the Forward Pinellas Complete Streets Program, or \$1,000,000. The remaining balance of the project and other associated phases to include the aerial crossings would be required through local funds or other future-identified funds, with the project phased to accommodate approved funding levels.

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.

The trail will allow transit users a safe way to reach employment destinations along the corridor. These improvements will help activate the public realm and spur private investment in parcels along the corridor, creating a safer and more inviting space. The Gateway Mid-County Master Plan also envisions a new roadway at 102nd Avenue North, which would further connect the area to the residential and employment areas located across I-275 to the east.

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://forwardpinellas.org/wp-content/uploads/2016/06/Countywide-Plan-Strategies.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 Interstate 275 and large industrial properties 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 project will create infrastructure that achieves the Transportation Element Goals 3 & 4 by making 28th Street more conducive to multimodal and transit-oriented travel. This project encourages transformative change towards the goals clearly defined for the Gateway Mid-County Master Plan.

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

Design is anticipated to begin in early 2020 and take 10-12 months, utilizing previously allocated County Penny funds. If additional funding is secured, construction could start as soon as 2022.

8. What percentage of parcels along the corridor are vacant?

As of November 2019, 19.8% of parcels (27 out of 136 parcels) within ¼-mile of the corridor are vacant. A total of 21.8% of the land area, or 176.58 acres out of 809.05 acres is vacant.

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

The trail will provide immediate access to the employment opportunities along the corridor. Much of Pinellas County's growth is anticipated to be concentrated in the Gateway Mid-County Area over the coming decades. The trail will encourage that development and redevelopment to be sustainable and healthy, particularly with planned regional transit intermodal centers in the area.

10. 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>
Apartments (50 units or more)	21.76	2.69
Automobile Rental Agency, Used Car Lot, Trailer, Truck & Van Rental	11.16	1.38
Business Park/Flex	11.88	1.47
City Gov't - Non-residential (commercial) only	104.65	12.93
Condo Common Area Assn Own - right-of-way, street, road, irrigation channel, ditch, etc.	5.78	0.71
Condo Common Area Assn Own - w/improvement	1.64	0.20
Condo Industrial/Warehouse (Unit)	5.52	0.68
Condo Office (Unit)	1.42	0.18
County Gov't - Non-residential (commercial) only	118.46	14.64
Electric Power Company (Florida Power, Tampa Elec.) Easement, Office & Sub-Station	6.45	0.80
Federal Gov't - Non-residential (commercial) only	38.45	4.75
Food Processing Plant	4.39	0.54
Garage (workshop) type units complex	0.04	0.00
General Office	6.11	0.76
General Office Bldg - multi-story/campus	51.72	6.39
General Warehouse	95.55	11.81
Heavy Industrial	20.85	2.58
Hotels and Motels (50 units or more)	3.02	0.37
Light Manufacturing	71.15	8.79
Mini-Storage Warehouse	8.72	1.08
Mortuary, Cemetery, Crematorium, Funeral Home	6.04	0.75
Park Land - Public Park, Forest, Recreation Area (Gov't owned)	1.43	0.18
Private Schools & Colleges, Day Care Centers	0.98	0.12
Raw Acreage Tract Not Zoned for Agriculture or Commercial Purpose	13.76	1.70
Right-of-Way Street and Road, Irrigation Canal, Channel, Ditch, etc.	2.54	0.31
Sewage Disposal, Solid Waste (private) borrow pit, marsh, mangrove, sand dune, swamp, waste land	18.67	2.31
Telephone Company Property - office & building	0.32	0.04
Vacant Commercial Common Element	29.75	3.68
Vacant Commercial Land	52.05	6.43
Vacant Commercial Land w/XFSB	0.11	0.01
Vacant Condo (development land)	0.70	0.09

Vacant Industrial Land	73.83	9.13
Vacant Industrial Land w/XFSB	20.14	2.49
TOTAL	809.05	100.00

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

The project is located within an area comprised of a poverty Environmental Justice area, as noted in the above extracted image from page 4-52 of the 2040 Pinellas LRTP. See map in section 3.i. above.

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

The transportation disadvantaged 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.



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
- 22nd Street Complete Street for Transportation Alternatives program funding
- 28th Street Complete Street for Transportation Alternatives program funding
- 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

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

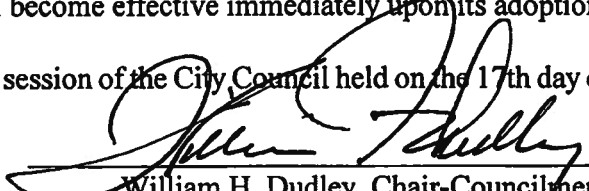
WHEREAS, the purpose of this resolution is to provide the Administration with blanket authority to apply for grants to enable the City to meet deadlines for submission of grant applications; and

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

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

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.