



# Complete Streets and FDOT 5<sup>th</sup> Ave N Safety Improvements

May 2022

# Complete Streets Implementation Plan

## Strategic Approaches

- Connected Networks
- Neighborhood Greenways
- Modal Priorities
- Maximum Desired Operating Speeds
- Placemaking
- Sustainability
- Health In All Policies



NO. 2019-226

A RESOLUTION APPROVING THE ST. PETERSBURG COMPLETE STREETS IMPLEMENTATION PLAN ("PLAN"); AUTHORIZING THE CITY ADMINISTRATION TO MAKE NON-SUBSTANTIVE CHANGES AS NECESSARY TO THE DRAFT PLAN PRIOR TO PUBLICATION OF THE FINAL PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg ("City") Comprehensive Plan's Vision Element directly supports the principle that mobility afforded to the individual is fundamental to the success of the City's land use and transportation system; and

WHEREAS, through implementation of the City's Complete Streets Program, 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, the City has stated its desire for inclusion of a Complete Streets philosophy within the Transportation Mission Statement in the Vision Element, which states: "St. Petersburg will have a livable balance of connected transportation options for all of its citizens. Pedestrian and bicycle facilities shall be designed, encouraged and celebrated as indicators of a healthy city. Public transit shall be sensitive to the context of neighborhoods and integrated into future economic and development plans"; and

WHEREAS, the City recognizes the potential benefits to its sustainability efforts, the local economy, and other positive transformations that may occur with investments made in implementing Complete Streets; and

WHEREAS, the City has a significant interest in maintaining a sustainable transportation system, and increasing the opportunity for bicycle and pedestrian travel as an alternative to the automobile which reduces the City's reliance on fossil fuels which places the City of St. Petersburg in a position to more effectively reduce greenhouse emissions and improve air quality; and

WHEREAS, St. Petersburg desires to be a city of opportunity whereby the health and wellness of its citizens is considered vital to the overall shared success of the City and a



# Connected Networks & Neighborhood Greenways

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- Remove barriers and connect neighborhoods
- Level of Traffic Stress for bicyclists
- Neighborhood Greenways
  - Leverages historic grid of streets
  - Parallel, comfortable routes to arterial and collector roadways
  - Leverages prior investments in neighborhood traffic calming
  - Strategic investment in improved crossings of major streets
  - “Toolbox” to be developed



# Complete Streets Implementation Plan

## - Connected Network

### Legend

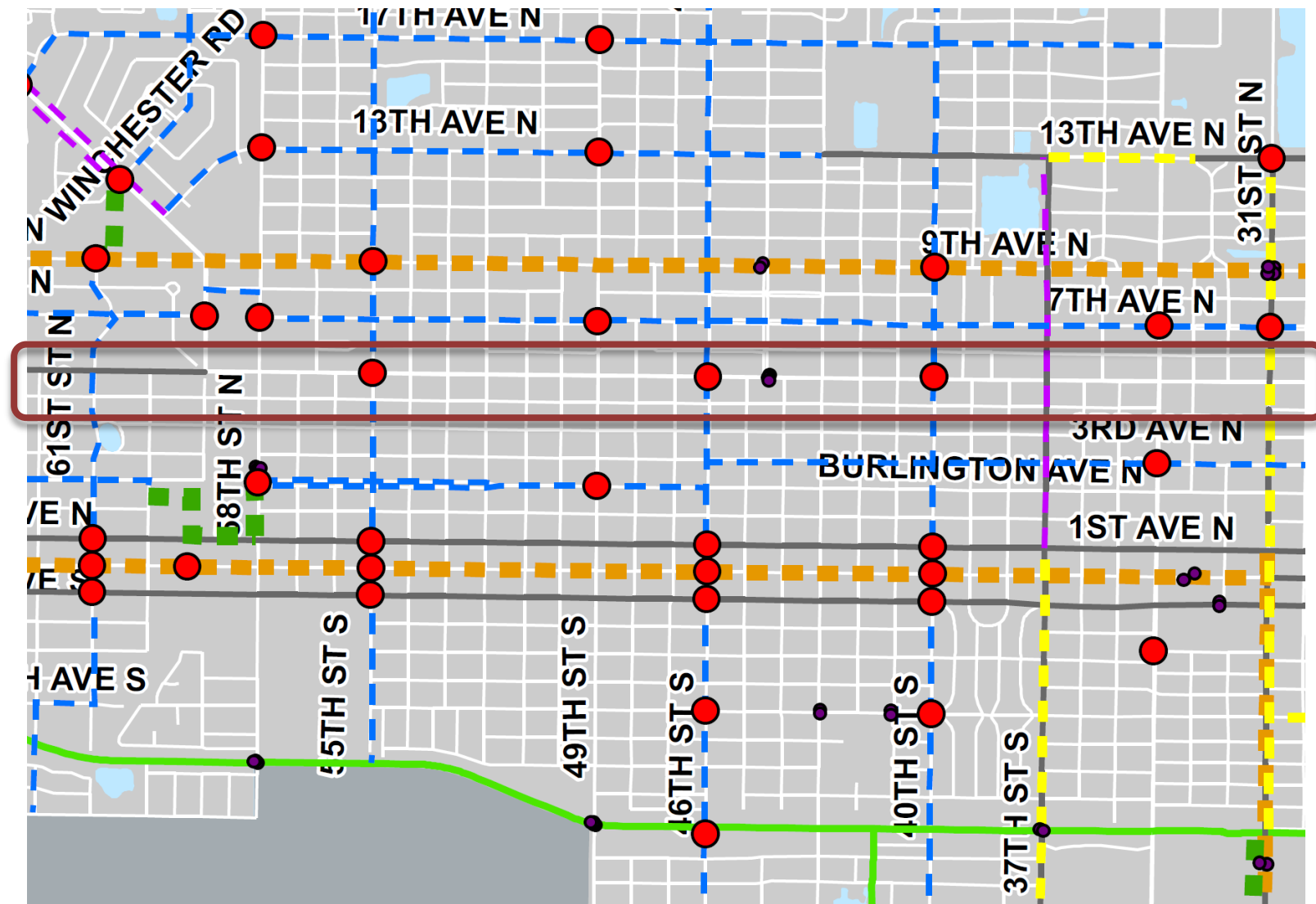
#### Linear Recommendation

- Trail: Two-way bicycle traffic with physical separation from travel lanes
- Separated Bike Lane: Includes striped or physical buffers
- Bike Lane: Portions of roadway designated for one-way bicycle traffic
- Neighborhood Greenway: Streets designated for bicycle priority and traffic calming
- Shared Lane Marking: Reminders that bicyclists should occupy full travel lanes

● Pedestrian Crossing, Greenway Connection, or Bridge

#### Existing Infrastructure

- Existing Bike Facility
- Existing Trails
- Existing RRFB Crossing



# Neighborhood Greenways



# 5<sup>th</sup> Avenue N Project Overview

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- FDOT Roadway with planned maintenance within next two years in section between Dr. M.L. King Street and Tyrone Boulevard
- FDOT Complete Streets review in advance of project design
  - Existing conditions review
  - Crash Analysis
  - FDOT and City of St. Pete planned improvements that can be incorporated within project scope



# 5<sup>th</sup> Avenue N Project - Goals and Objectives

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## Goals:

- Increase safety for all roadway users
- Protect the character of the roadway as a Minor Arterial and develop corridor as City Connector through Complete Streets
- Provide higher quality of life to adjacent neighborhood residents

## Objectives:

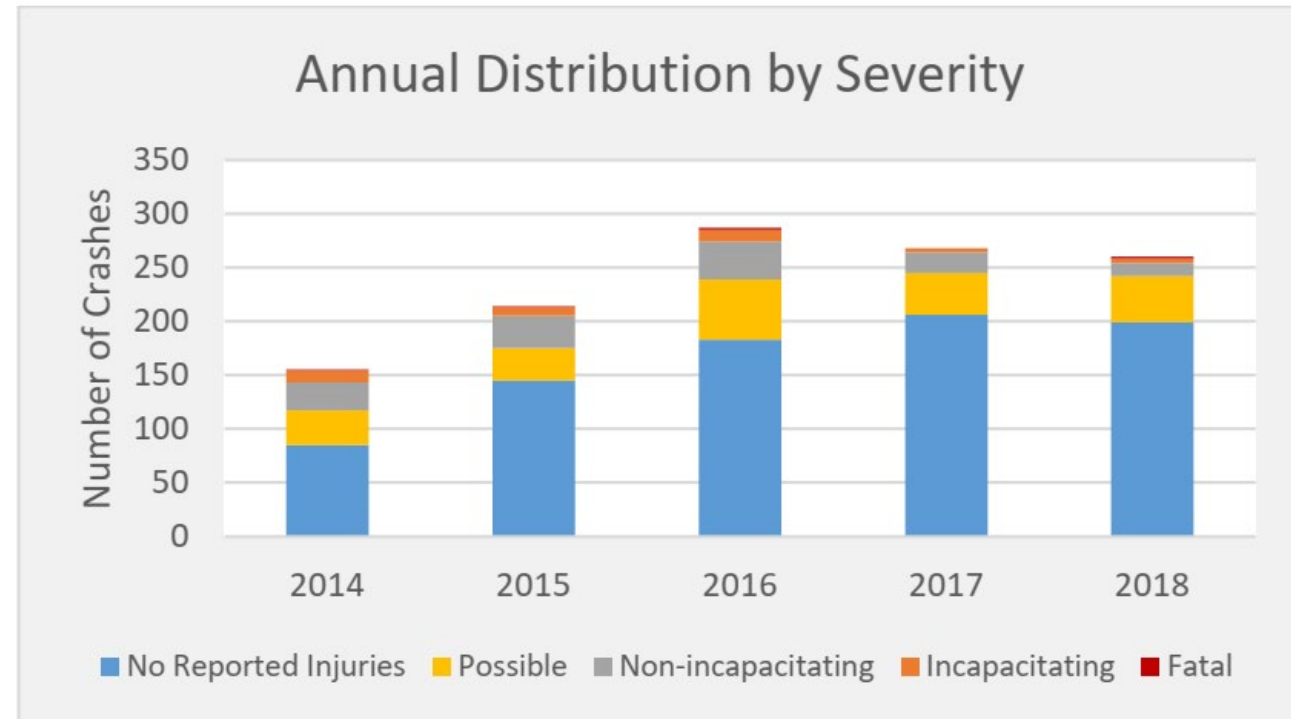
- Reduce the frequency and severity of traffic crashes across all modes
- Reduce excessive speeds by motorists
- Add high-quality crosswalks to connect neighborhood residents and businesses across 5<sup>th</sup> Avenue North and increase the number of people crossing the street at marked crosswalks
- Improve travel time reliability for all modes



# 5<sup>th</sup> Avenue North Crash Analysis

For the section between Dr. M.L. King, Jr Street and Tyrone Boulevard, an FDOT traffic crash analysis found total of 1,184 crashes including six fatalities and 38 incapacitating injury crashes identified during the five-year review period from 2014 through 2018.

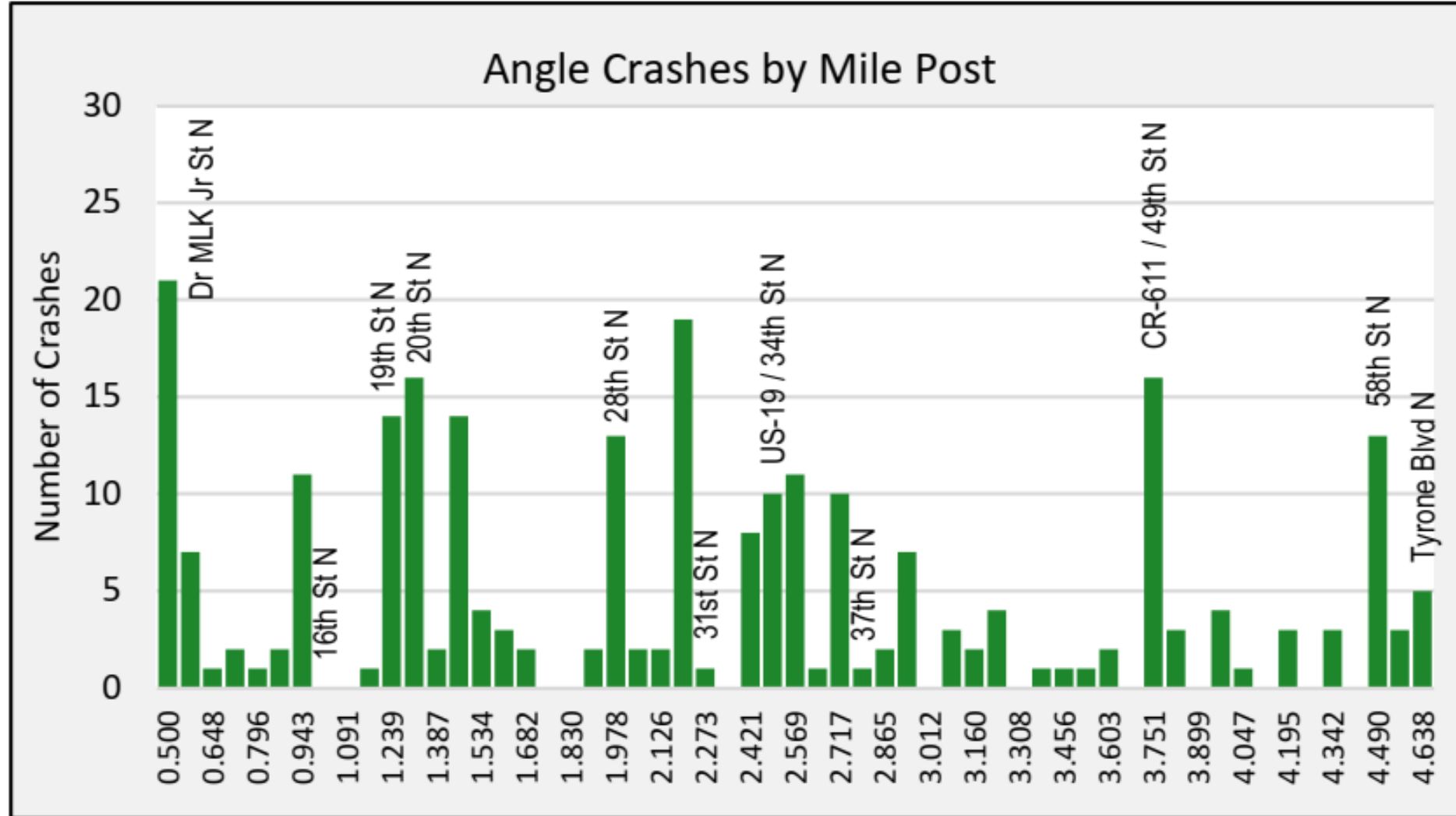
Highest Injury	2014	2015	2016	2017	2018	5-year Total	Percent of Total
Fatal	1	1	2	0	2	6	0.5%
Incapacitating	11	8	11	4	4	38	3.2%
Non-incapacitating	26	30	35	19	12	122	10.3%
Possible	32	30	56	39	43	200	16.9%
No Reported Injuries	85	145	183	206	199	818	69.1%
<b>Total</b>	<b>155</b>	<b>214</b>	<b>287</b>	<b>268</b>	<b>260</b>	<b>1,184</b>	<b>100.0%</b>





# 5<sup>th</sup> Avenue North Crash Analysis

Angle crashes represent the highest risk for severe or fatal injuries



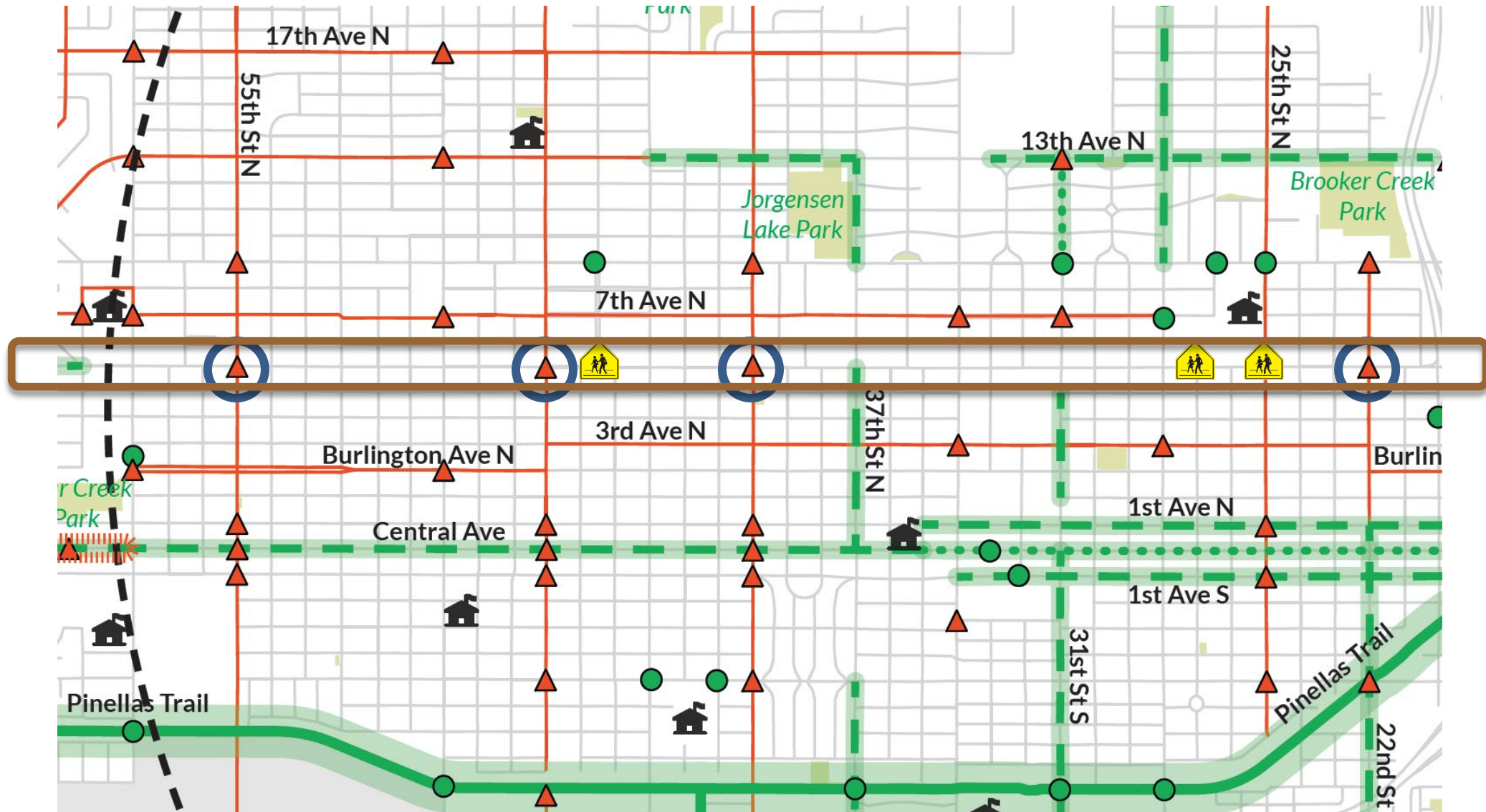
# 5<sup>th</sup> Avenue North Crossings

## Neighborhood Greenways

- 55<sup>th</sup> Street
- 46<sup>th</sup> Street
- 40<sup>th</sup> Street
- 22<sup>nd</sup> Street

## Existing School Crossings

- 25<sup>th</sup> Street
- 27<sup>th</sup> Street
- 45<sup>th</sup> Street



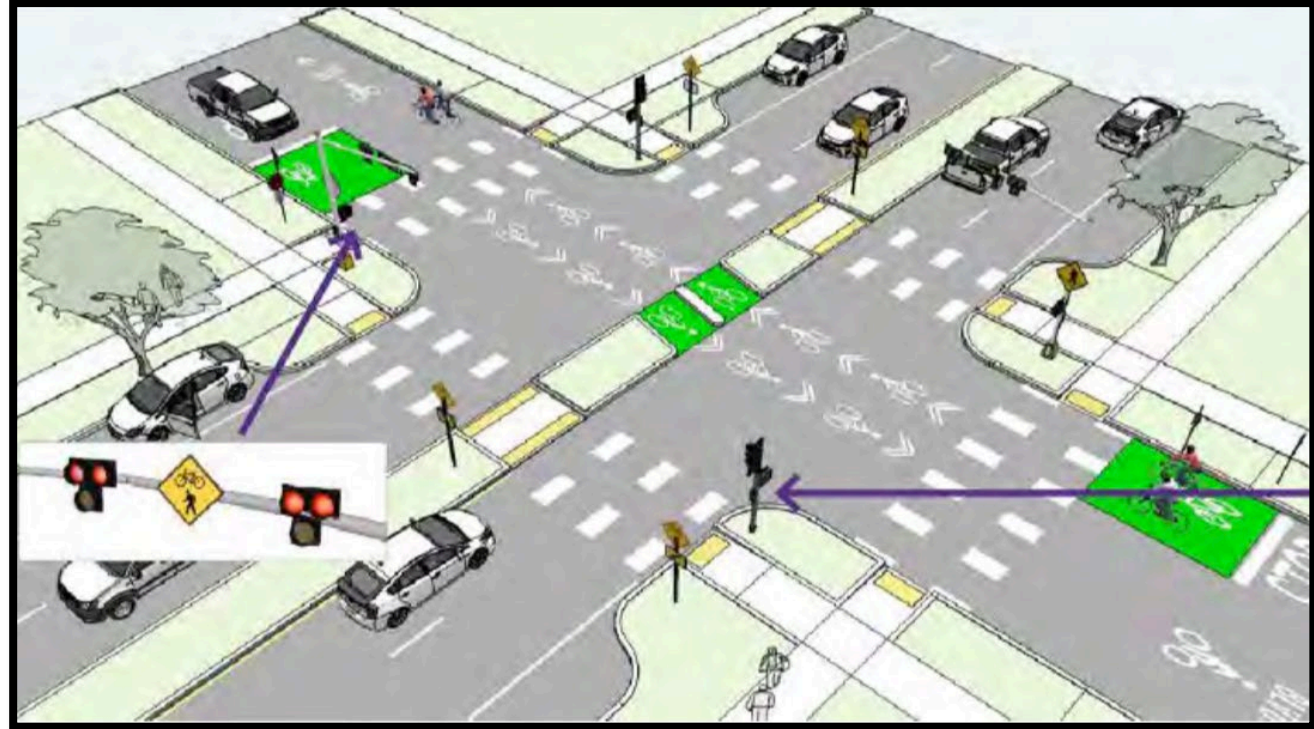
# Design Criteria & Considerations

## All Crossings

- Pedestrian Hybrid Beacons, not RRFBs (yellow flashing lights) per updated FDOT Traffic Engineering Manual requirements

## Neighborhood Greenway Crossings

- Certain movements restricted for enhanced crossing safety and reduced conflicts
  - Side street left-turns and through movements across 5<sup>th</sup> Ave N
  - Left-turns from 5<sup>th</sup> Ave N into the neighborhoods
- Number of restricted movements varies based on alternative concept designs



*Courtesy: Bike East Bay, Berkeley, CA*

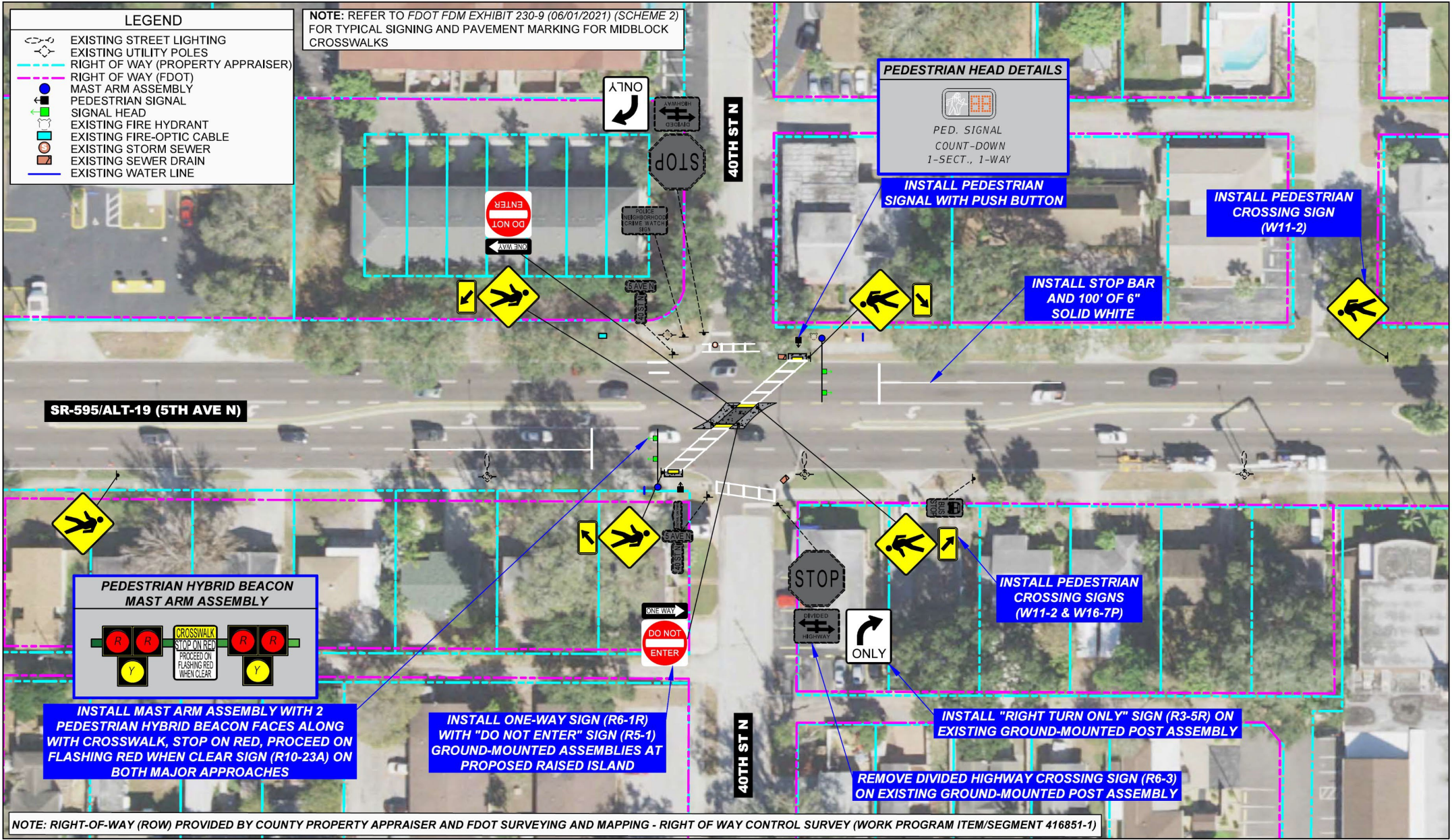
# Pedestrian Hybrid Beacons

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LEGEND	
	EXISTING STREET LIGHTING
	EXISTING UTILITY POLES
	RIGHT OF WAY (PROPERTY APPRAISER)
	RIGHT OF WAY (FDOT)
	MAST ARM ASSEMBLY
	PEDESTRIAN SIGNAL
	SIGNAL HEAD
	EXISTING FIRE HYDRANT
	EXISTING FIRE-OPTIC CABLE
	EXISTING STORM SEWER
	EXISTING SEWER DRAIN
	EXISTING WATER LINE

NOTE: REFER TO FDOT FDM EXHIBIT 230-9 (06/01/2021) (SCHEME 2) FOR TYPICAL SIGNING AND PAVEMENT MARKING FOR MIDBLOCK CROSSWALKS

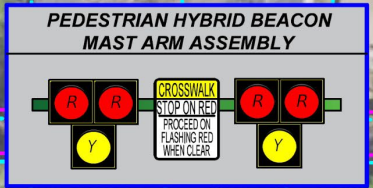


**PEDESTRIAN HEAD DETAILS**  
  
 PED. SIGNAL  
 COUNT-DOWN  
 1-SECT., 1-WAY

**INSTALL PEDESTRIAN SIGNAL WITH PUSH BUTTON**

**INSTALL PEDESTRIAN CROSSING SIGN (W11-2)**

**INSTALL STOP BAR AND 100' OF 6" SOLID WHITE**



**INSTALL MAST ARM ASSEMBLY WITH 2 PEDESTRIAN HYBRID BEACON FACES ALONG WITH CROSSWALK. STOP ON RED, PROCEED ON FLASHING RED WHEN CLEAR SIGN (R10-23A) ON BOTH MAJOR APPROACHES**

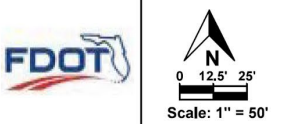
**INSTALL ONE-WAY SIGN (R6-1R) WITH "DO NOT ENTER" SIGN (R5-1) GROUND-MOUNTED ASSEMBLIES AT PROPOSED RAISED ISLAND**

**INSTALL PEDESTRIAN CROSSING SIGNS (W11-2 & W16-7P)**

**INSTALL "RIGHT TURN ONLY" SIGN (R3-5R) ON EXISTING GROUND-MOUNTED POST ASSEMBLY**

**REMOVE DIVIDED HIGHWAY CROSSING SIGN (R6-3) ON EXISTING GROUND-MOUNTED POST ASSEMBLY**

NOTE: RIGHT-OF-WAY (ROW) PROVIDED BY COUNTY PROPERTY APPRAISER AND FDOT SURVEYING AND MAPPING - RIGHT OF WAY CONTROL SURVEY (WORK PROGRAM ITEM/SEGMENT 416851-1)

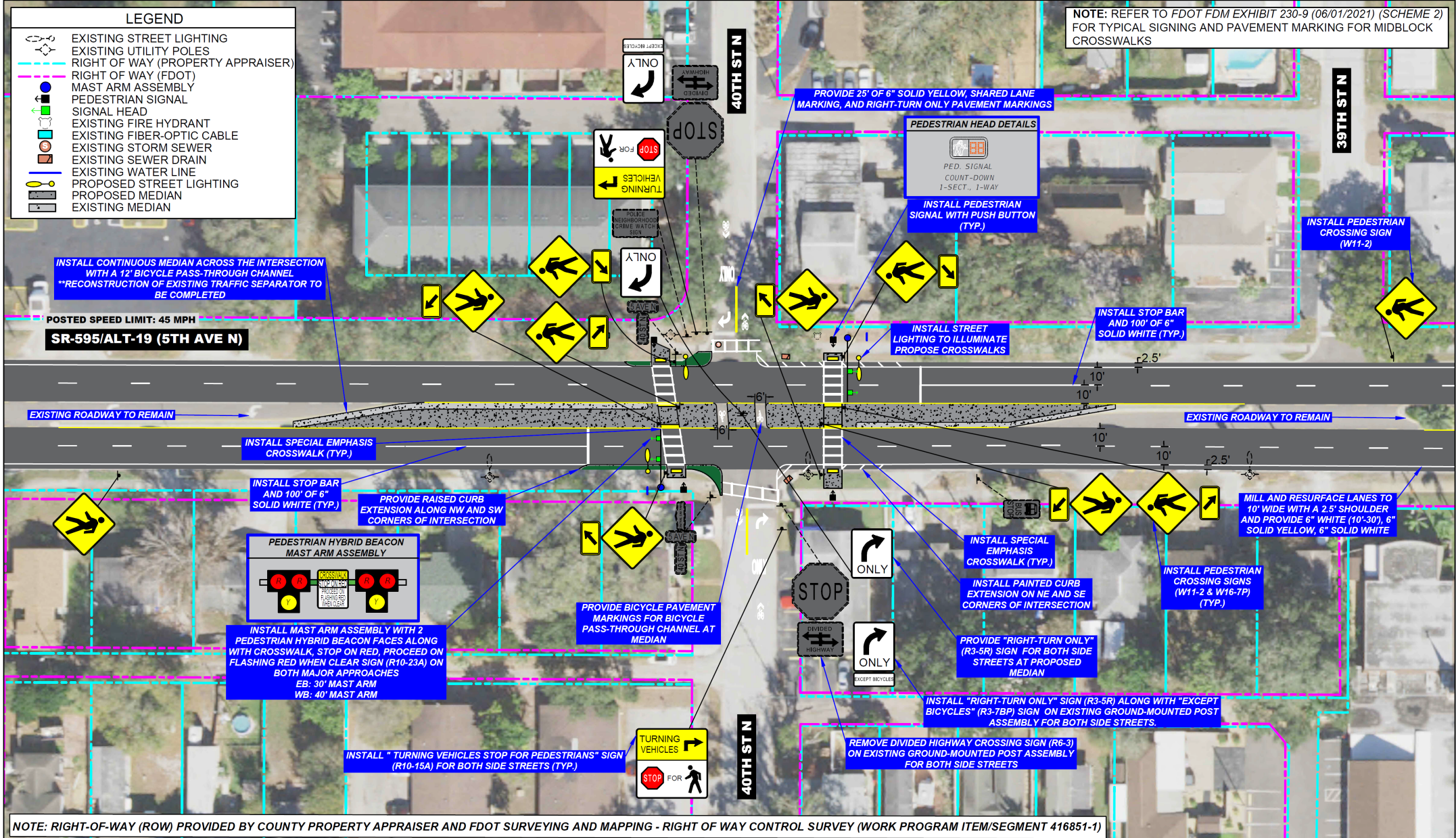


## SR-595/ALT-19 (5th Ave N) at 40th St N Pedestrian Hybrid Beacon (PHB) Concept Plan

**LEGEND**

- EXISTING STREET LIGHTING
- EXISTING UTILITY POLES
- RIGHT OF WAY (PROPERTY APPRAISER)
- RIGHT OF WAY (FDOT)
- MAST ARM ASSEMBLY
- PEDESTRIAN SIGNAL
- SIGNAL HEAD
- EXISTING FIRE HYDRANT
- EXISTING FIBER-OPTIC CABLE
- EXISTING STORM SEWER
- EXISTING SEWER DRAIN
- EXISTING WATER LINE
- PROPOSED STREET LIGHTING
- PROPOSED MEDIAN
- EXISTING MEDIAN

NOTE: REFER TO FDOT FDM EXHIBIT 230-9 (06/01/2021) (SCHEME 2) FOR TYPICAL SIGNING AND PAVEMENT MARKING FOR MIDBLOCK CROSSWALKS



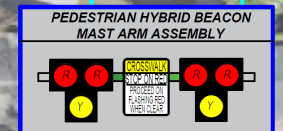
INSTALL CONTINUOUS MEDIAN ACROSS THE INTERSECTION WITH A 12' BICYCLE PASS-THROUGH CHANNEL  
\*\*RECONSTRUCTION OF EXISTING TRAFFIC SEPARATOR TO BE COMPLETED

POSTED SPEED LIMIT: 45 MPH  
**SR-595/ALT-19 (5TH AVE N)**

INSTALL SPECIAL EMPHASIS CROSSWALK (TYP.)

INSTALL STOP BAR AND 100' OF 6" SOLID WHITE (TYP.)

PROVIDE RAISED CURB EXTENSION ALONG NW AND SW CORNERS OF INTERSECTION



INSTALL MAST ARM ASSEMBLY WITH 2 PEDESTRIAN HYBRID BEACON FACES ALONG WITH CROSSWALK, STOP ON RED, PROCEED ON FLASHING RED WHEN CLEAR SIGN (R10-23A) ON BOTH MAJOR APPROACHES  
EB: 30' MAST ARM  
WB: 40' MAST ARM

PROVIDE BICYCLE PAVEMENT MARKINGS FOR BICYCLE PASS-THROUGH CHANNEL AT MEDIAN

INSTALL "TURNING VEHICLES STOP FOR PEDESTRIANS" SIGN (R10-15A) FOR BOTH SIDE STREETS (TYP.)

PROVIDE 25' OF 6" SOLID YELLOW, SHARED LANE MARKING, AND RIGHT-TURN ONLY PAVEMENT MARKINGS

PEDESTRIAN HEAD DETAILS



INSTALL STREET LIGHTING TO ILLUMINATE PROPOSED CROSSWALKS

INSTALL STOP BAR AND 100' OF 6" SOLID WHITE (TYP.)

EXISTING ROADWAY TO REMAIN

MILL AND RESURFACE LANES TO 10' WIDE WITH A 2.5' SHOULDER AND PROVIDE 6" WHITE (10'-30'), 6" SOLID YELLOW, 6" SOLID WHITE

INSTALL SPECIAL EMPHASIS CROSSWALK (TYP.)

INSTALL PAINTED CURB EXTENSION ON NE AND SE CORNERS OF INTERSECTION

INSTALL PEDESTRIAN CROSSING SIGNS (W11-2 & W16-7P) (TYP.)

PROVIDE "RIGHT-TURN ONLY" (R3-5R) SIGN FOR BOTH SIDE STREETS AT PROPOSED MEDIAN

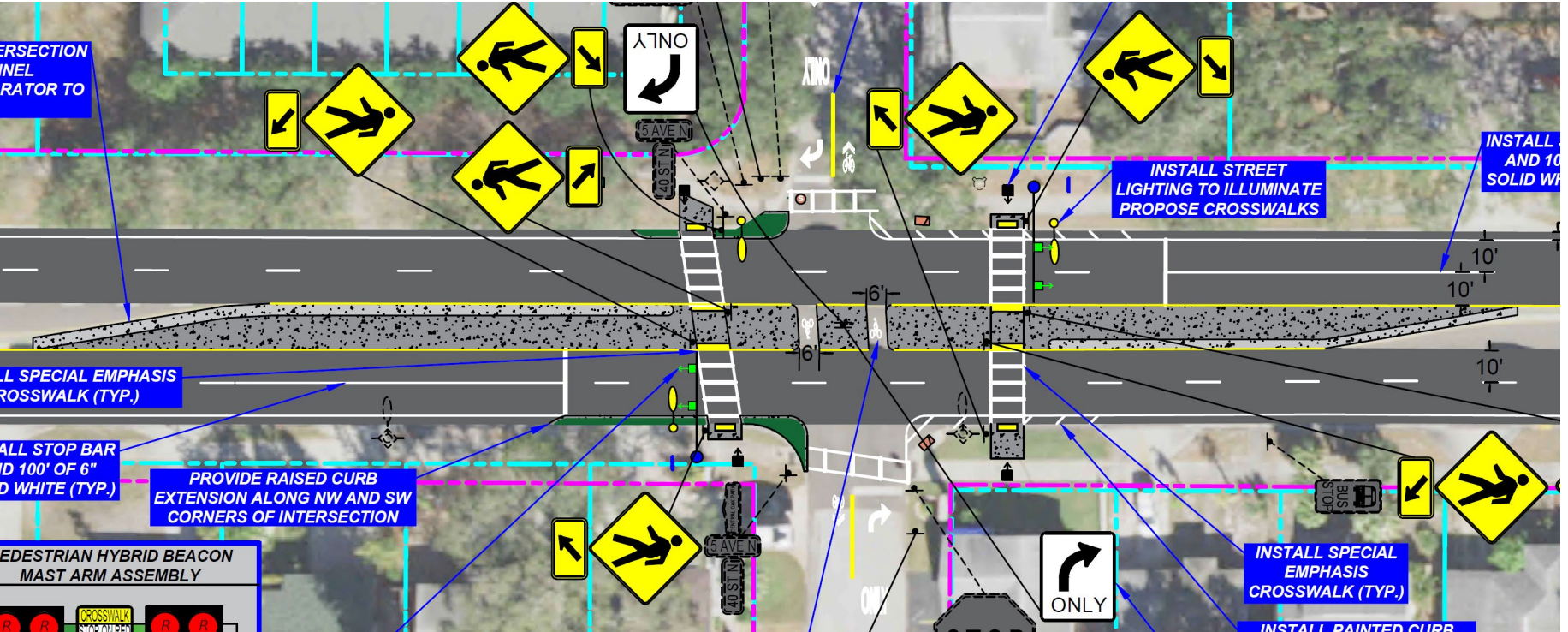
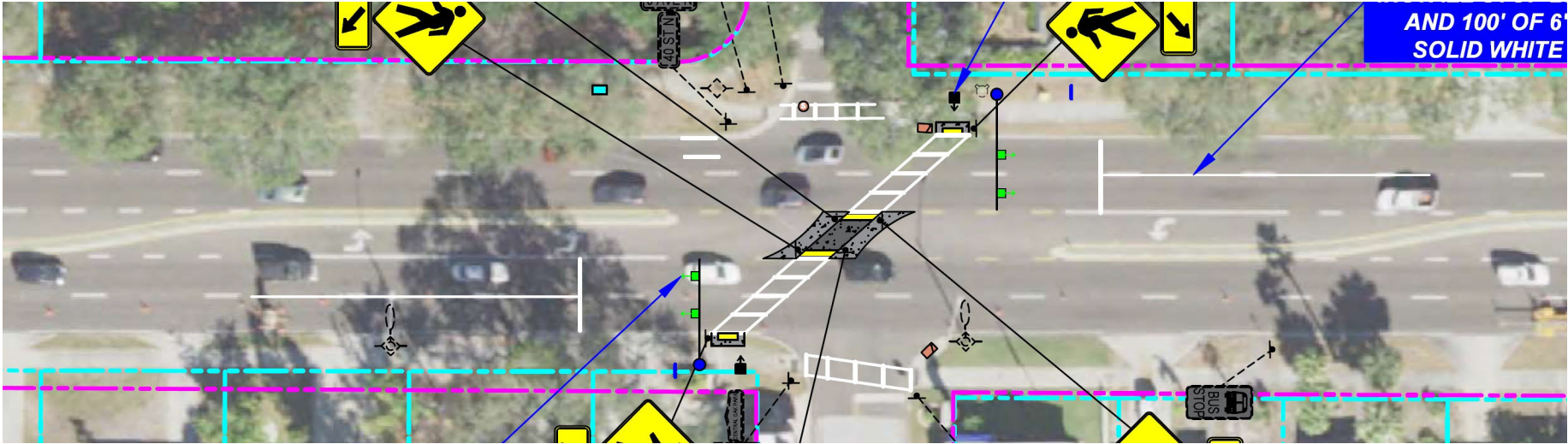
INSTALL "RIGHT-TURN ONLY" SIGN (R3-5R) ALONG WITH "EXCEPT BICYCLES" (R3-7BP) SIGN ON EXISTING GROUND-MOUNTED POST ASSEMBLY FOR BOTH SIDE STREETS.

REMOVE DIVIDED HIGHWAY CROSSING SIGN (R6-3) ON EXISTING GROUND-MOUNTED POST ASSEMBLY FOR BOTH SIDE STREETS

NOTE: RIGHT-OF-WAY (ROW) PROVIDED BY COUNTY PROPERTY APPRAISER AND FDOT SURVEYING AND MAPPING - RIGHT OF WAY CONTROL SURVEY (WORK PROGRAM ITEM/SEGMENT 416851-1)

**SR-595/ALT-19 (5th Ave N) at 40th St N  
Pedestrian Hybrid Beacon (PHB) Concept Plan**

# Comparison of Alternatives





# Thank You!

Please provide comments  
within a short survey.



More information:  
Cheryl Stacks, P.E.  
727-892-5328  
[Cheryl.stacks@stpete.org](mailto:Cheryl.stacks@stpete.org)

