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.**

C. **Awards and Presentations**
   1. SPFR ‘Fall Prevention Day’ Proclamation
   2. CAPI Presentation for the Volunteer Road Patrol
   3. ‘Carefest Day’ Proclamation
   4. ‘City of Compassion’ Proclamation
   5. ‘Indigenous Peoples & Sacred Lands Day’ Proclamation

D. **Intergovernmental Reports**
   1. Land Use & Transportation *(No report to be given; backup for informational purposes only.)*
   2. Homeless Leadership Board
   3. Public Arts Commission
   4. Tampa Bay Regional Planning Council

E. **Legal**

F. **Adjournment**
CITY OF ST. PETERSBURG
Transportation and Parking Management Department

MEMORANDUM

TO: Darden Rice, City Council Member, District 4
    Brandi Gabbard, City Council Member, District 2

FROM: Evan Morey, Director

DATE: September 11, 2018

SUBJECT: Brief of Forward Pinellas Meeting on September 12, 2018

The board of Forward Pinellas (FP), Pinellas County’s Metropolitan Planning Organization (MPO) and Planning Council (PPC), will discuss several items on September 12, 2018 that are of importance to the City of St. Petersburg. City staff is also providing information on items that affect areas located outside of St. Petersburg that may require action by the board members. The meeting agenda is attached and a link to the agenda packet can be found at http://forwardpinellas.org/agendas/.

5. CONSENT AGENDA
Routine items are placed on the Consent Agenda for approval with no discussion, but may be removed and acted upon separately. Items on the Consent Agenda that are particularly relevant to St. Petersburg include: Acceptance of the Quarter Three Financial Report for the PPC (item C.), Approval of the Appointment of Richard Hartman, a St. Petersburg citizen, to the Local Coordinating Board (item D.), Cancellation of the December FP Board Meeting (Item F.), and Approval of Amended Interlocal Agreement for Regional Transportation Planning and Coordination (item G.). Administration recommends that the board approve the Consent Agenda.

6. PUBLIC HEARING ITEMS
6A. Proposed Amendments to the FY 2018/19 – FY 2022/23 Transportation Improvement Program
The FDOT is requesting that FP approve the Annual Roll-Forward Amendment to the adopted Transportation Improvement Program (TIP) to reconcile year one of the TIP with the FDOT Work Program. The FY 2018/19 through 2022/23 TIP will take effect on October 1, 2018. Until then, the FY 2017/18 through 2021/22 TIP will be used by FHWA and FTA for authorization of funds. This is a routine annual process to assist FP in identifying projects that were not committed in the
previous Fiscal Year (2017/18) and have automatically rolled into FY 2018/19 of the FDOT Work Program. This amendment ensures that year one of the FY 2018/19 – 2022/23 TIP, adopted by the Board on June 13, 2018, matches year one of the FDOT Work Program. **Administration recommends that the board approve the proposed amendments to the FY 2018/19 – FY 2022/23 Transportation Improvement Program.**

6B. Annual Adoption of Transportation Priorities

FP adopts project priority lists on an annual basis for the allocation of federal funding. These include the Multimodal Transportation Priority Projects List and Transportation Alternatives (TA) Program Priority List. FP also adopts the Tampa Bay Transportation Management Area (TMA) priority list, as recommended by the TMA Leadership Group, along with the other two MPOs serving the urbanized area. The approved priority lists are used by the FDOT in the development of its Five-Year Work Program.

The FP board reviewed the draft 2018 Multimodal Transportation Priority Projects List at their July 11, 2018 meeting. The only change to the list is the advancement of the St. Petersburg Greater Downtown Area Network Alternatives Analysis from Priority #26 to priority #8 on the unfunded list of projects. The information about the other projects remains the same. In terms of St. Petersburg area projects, the Ulmerton Road widening project from 49th Street to 38th Street and Gandy Boulevard project that consists of overpasses at Dr. ML King Jr. Street and 4th Street are being removed from the under construction or funded for construction/implementation list because of their completion, and the Gateway/Mid-County Master Plan is being added to this list. Changes to existing St. Petersburg projects on the unfunded list include the addition of a trail facility crossing Tampa Bay in the corridor for the Gandy Boulevard capacity project from 4th Street to the Gandy Bridge and the addition of a hardened shoulder for transit operations from I-375 to Gandy Boulevard for the I-275 lane continuity project from 54th Avenue South to Gandy Boulevard. Four new projects in other jurisdictions have been added to the top half of the unfunded Multimodal Transportation Priority Project list.

On the TA Program Priority List, the Treasure Island Causeway/Fred Marquis Pinellas Trail Connection, Bicycle Facilities (Phase II) and Pedestrian Crosswalk Enhancement (Rectangular LED Rapid Flashing Beacons) projects will be removed from the list because they have been completed. The TMA 2018 Top Priorities List was approved by consensus on May 11, 2018. For the St. Petersburg area, it includes interstate modernization projects, regional transit catalyst projects (including Central Avenue BRT) and the Duke Energy Trail. **Administration recommends that the board approve the Annual Adoption of Transportation Priorities.**

6C1. Case CW 18-19 – City of St. Petersburg

This proposed amendment is submitted by the City of St. Petersburg and seeks to amend an approximately 1.5-acre site from Residential Medium to Multimodal Corridor. This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and, supported by and designed to facilitate transit. The subject property includes an existing fitness club with surface parking. The applicant is proposing to replace the existing fitness club with a modernized fitness club and structured parking. Structured parking is not an allowable use on the portion of the subject property that is designated Residential Medium. If approved, this amendment will be consistent with the City of St. Petersburg’s Comprehensive
Plan. At its September 4, 2018 meeting, the Planners Advisory Committee voted 11-0 to recommend approval of this amendment. *Administration recommends that the board approve the requested amendment.*

7. PRESENTATIONS AND/OR ACTION ITEMS
7A. PSTA Activities Report
PSTA Chair Janet Long will present an update on PSTA activities. *This is an informational item and no action is required.*

7B. TBARTA Activities Report
A TBARTA representative will present an update on TBARTA’s regional transit planning and development activities. *This is an informational item and no action is required.*

7C. Advantage Pinellas Update
Advantage Pinellas is the integrated countywide transportation plan for Pinellas County. FP is responsible for developing a long-range transportation plan every five years to account for changes in transportation needs, land uses and shifting regional travel patterns and any demographic changes that may have occurred. Co-branded with the PSTA Community Bus Plan and integrating local transportation initiatives, Advantage Pinellas will identify future transportation needs and prioritize those needs for funding within a strategic planning framework that includes potential redevelopment areas, equitable economic growth, long-term housing needs and resilient infrastructure.

FP staff has been coordinating closely with the Hillsborough County and Pasco County MPOs to develop a regional public engagement tool. The three MPOs have created three different scenarios for how the region could invest transportation funding in the future and what impacts those investments could have on growth and community development. The online tool will allow the MPOs to gauge public support for future transportation options and inform the projects that will ultimately be prioritized in the tri-county regional transportation plan and reinforced countywide through Advantage Pinellas. Forward Pinellas staff will provide an overview of the It’s Time Tampa Bay survey and provide an overview of other activities underway in the development of the Advantage Pinellas Plan. *This is an informational item and no action is required.*

7D. Tampa Bay Next Update
FDOT District Seven will provide its quarterly update on Tampa Bay Next. Tampa Bay Next is a process to modernize Tampa Bay’s transportation infrastructure, including the interstate system and other regionally significant highways. FDOT is conducting public engagement activities around the region to involve the public in transportation decisions. *This is an informational item and no action is required.*

7E. Strategic Intermodal System (SIS) Update
The Strategic Intermodal System (SIS) is Florida’s high priority network of transportation facilities important to the state’s economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state’s limited transportation resources on the facilities most significant for
interregional, interstate, and international travel. The SIS is the state’s highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state’s long-range transportation vision and policy plan. Every three to five years, FDOT develops a cost feasible plan, identifying the multimodal transportation projects on the SIS that can be funded by revenues anticipated to be available within the next 20 years.

FP staff will provide an overview of the SIS and the 2045 SIS Cost Feasible Plan and review staff comments on the Plan. FP staff has provided a draft letter with comments on the SIS update. The first three recommendations in the letter relate to advancing road projects in the St. Petersburg area, which include: the Gandy Boulevard capacity project from east of 4th Street to the Gandy Bridge, replacement of the Gandy bridge, and SR 686/Roosevelt Boulevard capacity project from I-275 to Dr. ML King Jr. Street. FP staff recommends that potential new overpasses on US 19 north of Tampa Road be reevaluated. FP staff notes that current FDOT policy does not allow for transit capital or operating components to be funded with SIS dollars unless it is a fixed guideway project, and said they want the FDOT to consider other mobility options such as bus rapid transit. Administration recommends that the board authorize staff to transmit comments on the SIS update.

7F. Forward Pinellas Complete Streets Program Adjustments
Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. The FP Complete Streets Program is about to enter its third year, providing competitive funding for both the planning and construction of complete streets projects countywide. FP staff have identified opportunities to refine the program criteria to make the application and review process more reliant on the linkage between land use and transportation conditions of the roadways and surrounding communities. This approach will help to ensure that the applications that receive funding are those that are most reflective of the intent of the program, which is to focus this transportation funding in areas that will see the greatest potential for positive transformative land use change through combined public and private sector investment.

FP staff is recommending requiring local governments to provide some additional information with their applications to ensure they are more closely aligned with the intent of the program. Staff will provide an overview of the proposed changes to the application criteria and seek approval of these changes. Once approved, FP staff will proceed with issuing a call for projects in early October. The Technical Coordinating Committee reviewed the proposed changes at its August meeting and unanimously recommended approval of the revised application criteria. Administration recommends that the board approve the FP 2018 Complete Streets Program Application Criteria.

8. DIRECTOR’S REPORT
Whit Blanton will provide a brief update on the status of the activities related to the three SPOTlight Emphasis Areas, the Federal Transit Administration Triennial Review, the FP
Legislative Committee, and “The Kennedy Report” on regional transit funding. Mr. Blanton will also likely report on the regional transportation meetings that were held during the summer. *This is an informational item and no action is required.*

Should you have any questions or comments about the September 12, 2018 FP board meeting items, please contact Evan Mory at 551-3322.

EM/TMW/KS

cc: Mayor Rick Kriseman  
Members of City Council  
Kanika Tomalin, Deputy Mayor and City Administrator  
Tom Green, Assistant City Administrator  
Kevin King, Chief of Policy and Public Engagement  
Ben Kirby, Director, Communications  
Alan DeLisle, Administrator, City Development
EXECUTIVE COMMITTEE MEETING MINUTES
AUGUST 6, 2018

Committee Chair Long called the August 6, 2018 Executive Committee meeting to order at 10:04 AM. Members present: Janet Long, Joe Barkley, Darden Rice and John Tornga. Absent was: Pat Gerard. Also present were: Brad Miller, CEO, and PSTA staff members.

PUBLIC COMMENT

None.

ACTION ITEMS

May 3, 2018 Meeting Minutes – Mr. Barkley made a motion, seconded by Ms. Rice, to approve the minutes. Motion passed unanimously.

INFORMATION ITEMS

August Board Agenda – The Committee reviewed the August 2018 Board agenda. Discussion took place regarding the ferry service and service changes and the need for communicating the changes. Committee Chair Long said she would like a presentation on the Beach Tran and Hyper Loop. Mr. Barkley requested information on the level of success with the Clearwater Beach Park ‘n Ride and Committee Chair Long would like an update on the Park ‘n Ride to the airport. Mr. Barkley suggested that one of the airport buses be on display outside PSTA after the next Board meeting.

OTHER BUSINESS

Mr. Miller mentioned a ribbon cutting event on October 3rd in downtown St. Petersburg for the expansion of the Looper and the electric buses.

ADJOURNMENT

The meeting was adjourned at 10:40 AM. The next Executive Committee will be on September 10th at 11:00 AM.
1. Complete Streets
   a. Implementation Plan [updated August 9, 2018]
      i. The City of St. Petersburg adopted a Complete Streets Policy on November 2, 2015 (#020400) to encourage streets that are safe and convenient for all users of the roadway. Steps the City will pursue to achieve a network of Complete Streets in St. Petersburg.
      ii. Efforts towards creating a Complete Streets Implementation Plan have been underway since early 2017. Those efforts include establishing the modal priority and desired operational speeds to meet the given or desired land use character for corridors citywide, identifying needed physical modifications to make walking and bicycling safe and comfortable choices, and prioritizing actions needed to build the identified improvements and enact the needed changes to City codes and processes.
      iii. Extensive public involvement has included four public workshops in March 2017, an online survey, a public open house, bus and bicycle tours, stakeholder meetings, numerous presentations to community groups, and City Council committee reviews. Draft materials are available for review on the City’s website and the initial draft plan was provided in July 2018 to Complete Streets and Bicycle Pedestrian Advisory Committee members for review and comment.
      iv. The Complete Streets Committee established through the policy represents a diverse set of City departments and community organizations. The Committee serves as the project steering committee through plan development and that role will continue through implementation.

   b. MLK, Jr. Street Resurfacing and Redesign – Complete Streets Pilot Project [updated August 14, 2018]
      i. The City plans to mill and resurface Dr. M.L. King, Jr. Street from approximately 5th Avenue N to 34th Avenue N in 2018. Resurfacing provides an opportunity, through our Complete Streets Program, to redesign the roadway configuration and implement changes to the roadway striping that enable a street to be safer while continuing to move people across several modes and support business needs along the corridor.
      ii. Following community meetings in November 2017-June for the Dr. M.L. King, Jr. Street resurfacing and redesign, a concept involving turning one of five traffic lanes into a bicycle lane in each direction and adding several crosswalks has emerged as the preferred alternative. This proposal is based on transportation data and community feedback. Transportation staff will continue talking with and receiving feedback from citizens and businesses over the coming weeks, which could result in changes to the current proposed plan. A final decision on design is expected in late August. Construction is anticipated to begin later this summer with expected completion in late 2018.

   c. Forward Pinellas Complete Streets Program. Forward Pinellas has created a program to fund concept planning, design, or construction projects that encourage the implementation of Complete Streets projects that meet the needs of all roadway users and that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan.
      i. In December 2016, the City submitted two project applications, one in each funding category for consideration within the Forward Pinellas Complete Streets Program. $1 Million of construction funding was approved for the Skyway Marina District – 34th Street
South Sidewalk Improvements construction project, to be completed when the roadway is resurfaced in a few years. The South St. Petersburg East-West Transportation Network Action Plan planning study was not selected for funding.

ii. In December 2017, the City submitted an updated project application for the South St. Petersburg East-West Transportation Network Action Plan planning study. The study was again not selected for funding under the Forward Pinellas program.

2. Trail Facilities
   a. Pinellas Trail
      i. Trail lighting – A pilot project to install pedestrian-scale lighting on the Pinellas Trail between 20th Street and 24th Street has been awarded. Construction is anticipated to begin in early fall with an expected completion date of December 2018. [updated August 7, 2018]
   
   b. Bayway Trail
      i. Bayway Trail South (SR 679) – FDOT is currently designing multiple improvements for SR 679, connecting SR 682 and Tierra Verde. The improvements include a 12’ wide trail on the east side of SR 679 to eventually connect with the trail leading to Fort De Soto. The roadway resurfacing will also introduce sidewalks on the west side, shoulders, and sections of bike lane. The project also includes replacement of the existing two-lane movable bridge with a two-lane, high-level, and fixed-span bridge. Instead of a traffic signal, a roundabout will be provided at the south side of the bridge at the intersection of Madonna Blvd/First Street. FDOT has selected American Bridge Company/American Consulting Professionals LLC as their design/build firm. Mobilization is slated to begin in October with actual construction starting in November. A tentative construction completion is scheduled for early 2021. [updated August 7, 2018]

   c. Booker Creek Trail
      i. Historic Booker Creek Trail Loop
         1. Phase IIA – connecting Campbell Park to 3rd Street
            a. The boardwalk-style path through Woodbrook and Roser Parks has been placed on hold until such time that a related opportunity can be further developed. FDOT’s work program includes a capital project to replace the MLK Street Bridge over Booker Creek, which can include accommodation of the trail under the reconstructed bridge. Routing the trail under the bridge removes the expensive and steep section of trail that would have been required and also removes the need for trail users to cross MLK Street at a signal. Design of the bridge has begun with an estimated completion in July 2019. Construction funds for the bridge have been programmed for 2021. Construction of a trail with an alignment under the reconstructed bridge will need to be planned and funded as a future project.
            b. The funding set aside for this project is instead being used to create a separated bikeway along the south side of 6th Avenue S between MLK Street and 4th Street, as envisioned in the Innovation District Streetscape and Connectivity Plan. Council approved design contract on May 3, 2018, survey is currently in process. The section between 4th Street and 3rd Street will be designed with the Central Avenue Bus Rapid Transit project which is anticipated in FY19/FY20. [updated August 7, 2018]

      2. Phase IIB – USFSP/Bayboro – Construction has been completed for the sections of the trail along the east side of 3rd Street from 11th Avenue South to 6th Avenue South. Construction of the trail along the east side of 1st Street from 6th Avenue South to 5th Avenue/Dali Boulevard South is complete. [updated August 7, 2018]
3. Phase IIC – Waterfront – Resurfacing and striping of the on-street portion along Bay Shore Dr. has been completed. Additional elements, including green paint, planters, and wayfinding signage are currently being designed with installation expected for fall 2018. [updated August 9, 2018]

ii. Campbell Park - Construction of the St. Petersburg Regional Skate Park along the west/south band of Booker Creek through Campbell Park is complete. Plans for the Skate Park have been modified such that a trail bypass is no longer necessary; events at the park should not interfere with trail operations. New bike racks installed as a part of construction will be modified for better functionality. [updated August 14, 2018]

iii. Booker Creek Trail North - The CSX rail corridor was identified as a future trail corridor on the 2003 City Trails plan between 1st Avenue South and Booker Creek Park at 13th Avenue North. The Forward Pinellas MPO plan shows a future trail continuing up the rail corridor to the Lealman area, and the segment is also shown on the regional trails planning maps managed TBARTA and the Opportunity Maps managed by the State Office of Greenways and Trails. The CSX rail corridor is still owned by the railroad, and the City has explored purchasing the property outright, but found it to be cost prohibitive. The current approach is to incorporate trail construction into possible future regional transit plans for the corridor. [updated August 14, 2018]

d. Treasure Island Causeway Trail – connecting the Pinellas Trail to Treasure Island.
   i. Phase I – Pinellas Trail Connection – Phase I includes a concrete path east of the bridges with a two-way protected bike lane on 1st Avenue South. It also includes wayfinding signs with pavement markings in the section west of the first bridge. Construction has been completed, though minor modifications to certain median dividers are forthcoming. [updated August 7, 2018]

   ii. Phase II – Central Avenue – The second phase of the project will add a separated path along the north side of Central Ave adjacent to Causeway Isles. Design is currently underway and is expected to be completed in late 2018. The FDOT Work Program includes construction funding in their FY19 budget and it is anticipated that construction can begin as soon as design is completed and would be done concurrent with other roadway and drainage improvements along Central Avenue. [updated August 7, 2018]

e. Gateway Area Trails. Conversations have begun with Gateway area businesses on how to improve access to the trail. In addition to the below trail segments that are currently progressing, Forward Pinellas will soon undertake the development of a Gateway Area Master Plan to address broader land use and transportation opportunities in the area, which will include the identification and plan for funding of future trail facilities.
   i. Roosevelt Boulevard Trail - FDOT has completed construction of a new trail on the east/north side of the roadway in conjunction with the resurfacing project. The roadway resurfacing has also included shoulder and sections of shoulder/bike lane. The trail forms a segment of the eastern leg of the Pinellas Trail Loop. [updated August 9, 2018]

   ii. Gandy Blvd – Trail segments are being created along the Gandy Blvd corridor
      1. The segment west of 4th Street is being pursued as a part of the various roadway construction projects currently underway that are creating grade separated interchanges with the local streets.
      2. The segment east of 4th Street is being pursued as a part of the roadway construction projects, as well as a part of the SUN Trail program being a link in the Florida Gulf Coast Trail (see later in this document for details of the SUN Trail program).

   iii. 28th Street – The City has identified funding to develop a trail along the east side of 28th Street from Gandy Blvd to 118th Avenue North. The scope for preliminary design and an alignment study of connections at the terminus at both ends is currently being developed
such that the study is completed before the end of the calendar year. [updated August 14, 2018]

iv. Forward Pinellas has identified a conceptual Gateway Trail Corridor that would generally connect Lealman to the Gateway Area. Alignments need to be studied, but include a potential trail connection from Joe’s Creek Park to Sawgrass Lake Park, the forthcoming trail along Gandy Blvd, and continuing to a future new trail bridge over Tampa Bay. Pinellas County Planning staff has initiated a “Linking Lealman” plan focused on the Lealman CRA, which seeks to address both Complete Streets as well as this proposed regional trail corridor.

v. Howard Frankland Bridge Trail - FDOT is working to replace the northbound span of the Howard Frankland Bridge which is nearing the end of its useful life. Based on requests by MPOs on both sides of the Bay, the new concept for the bridge replacement includes a bicycle/pedestrian trail on the north side of the bridge. FDOT staff is working with staff from the City, County, and Forward Pinellas to develop trail connections to the trail on the bridge so that it’s more readily accessible once construction is completed. In February 2018, the Forward Pinellas BPAC endorsed 4th Street as the preferred connection route to the new Howard Frankland Bridge Trail, with a connection to Ulmerton Road being identified as also desirable but a second priority. The RFP for the design-build project to replace the Howard Frankland Bridge is expected to be released in December 2018 with an award to a design-build firm in Fall 2019. [updated August 14, 2018]

vi. Gandy Bridge Trail - FDOT has begun scoping to replace the northbound span of the Gandy Bridge which is nearing the end of its useful life. Following the demolition of the Friendship Trail Bridge, the new concept for the bridge replacement includes a bicycle/pedestrian trail on the new structure.

f. Florida SUN Trail Network - The State of Florida has made $25M available each year for construction of selected regional trails identified as a part of the Shared Use Non-motorized (SUN) Trail network. Two of the statewide trails start in downtown St. Petersburg.

   i. Coast-to-Coast (C2C) Trail - The Fred Marquis Pinellas Trail serves as the western terminus of the Coast-to-Coast (C2C) Trail, which is the highest priority trail in the state. The portion of C2C Trail within the City is completed, notwithstanding amenities that may be added to support long distance travel.

   ii. Florida Gulf Coast Trail - The North Bay Trail, also known as the eastern leg of the Pinellas Trail Loop, serves as the northern terminus of the currently re-named Florida Gulf Coast Trail, which a trail concept connecting between Pinellas and Collier Counties.

      1. Funding for the gaps in this segment of the Pinellas Trail Loop has been previously pursued unsuccessfully via the USDOT’s TIGER grant program. In coordination with City and Forward Pinellas, Pinellas County Public Works submitted an application to FDOT District 7 to fund the east leg of the Pinellas Trail Loop through the SUN Trail network program. Six project applications were forwarded by FDOT District 7 to the FDOT Central Office. Two projects in Pinellas County were selected for funding, including an overpass of SR 60 in Clearwater and a segment of trail in Palm Harbor, but no segments in the City.

      2. A Gulf Coast Trail summit was held on January 2017, resulting in a draft Position Statement of support for the trail. The document also identified the MPOs along the corridor as the entities that comprise the Gulf Coast Trail Alliance.

   iii. In coordination with TBARTA, Forward Pinellas has added several future trail segments to the TBARTA Multi-Use Trails Regional Priorities Map as a Conceptual Trail and the State Office of Greenways and Trails’ Land Trails Opportunities Map. These segments would all form branches or loops off of the Coast-to-Coast Trail and Florida Gulf Coast Trail. The segments include the Joe’s Creek Greenway Trail, the CSX right of way between downtown
St Petersburg and Lealman, the Gandy Bridge corridor, and a new Gateway Trail corridor connecting Lealman to the Gandy Bridge with a route to be determined.

g. Trail Counters – Automated counting equipment to record the number of trail users has been installed along trails across the City. Over the coming months, equipment installed at the following locations will be providing continuous counting that differentiates pedestrians, bicyclists, and directions of travel:
   i. Pinellas Trail near Tyrone (location pending approval of County permit)
   ii. Pinellas Trail near Childs Park (location installed and maintained by Forward Pinellas)
   iii. Pinellas Trail near Tropicana Field
   iv. Skyway Trail near Twin Brooks Golf Course
   v. North Bay Trail near Coffee Pot Park

3. Pedestrian Facilities
   a. 2016 Downtown Bulb outs – Construction is substantially complete at several downtown intersections, including: 1st Street/1st Avenue N, 1st Street/1st Avenue S, 1st Street/2nd Avenue S, 1st Street/4th Avenue N, 1st Street/5th Avenue S, Beach Drive/1st Avenue S, Beach Drive/1st Avenue N, Beach Drive/2nd Avenue N, 2nd Street/2nd Avenue S, and 7th Street/Central Avenue. Landscaping and lighting elements will be added in late 2018/early 2019. [updated August 14, 2018]

   b. Bulb outs for 3rd Street through Downtown – The City has received FDOT safety funds to design and construct bulb outs to shorten pedestrian crossing distances and tighten the turn radii at feasible corners between 5th Avenue North and 5th Avenue South. Design has been underway through 2017 and is expected to be completed in 2018. Construction to follow in summer of 2019. Intersections along 4th Street were previously included in this project, but have been removed due to required drainage costs being higher than anticipated. [updated August 7, 2018]

   c. 4th Street South/3rd Street South – Crossing improvements were included as a part of the Innovation District Streetscape and Connectivity Plan. Enhanced midblock crossings are planned on 4th Street and 3rd Street between 6th Ave S and 18th Ave S. There are three locations planned on 4th Street including 7th Avenue S, 11th Avenue S, and Newton Avenue S (between 14/15th Avenue S), and one location planned on 3rd Street at 11th Avenue South. Final crossing locations may be adjusted in the design phase. Design has been initiated and is to be completed in early 2019 with construction following thereafter. [updated August 14, 2018]

   d. Rectangular Rapid Flashing Beacon (RRFB) Crosswalk Enhancements
      i. 120 crossings are now equipped with RRFBs in the City. 57 were installed in 2016 and 17 in 2017. St. Petersburg now has the highest known implementation of RRFB devices installed in any city in the United States.
      ii. The RRFB equipment had its interim approval rescinded by the federal government on December 21, 2017 due to a patent issue that was unrelated to the safety performance. A new interim approval was issued on March 20, 2018, with the primary difference being a slightly modified flashing pattern. (For more details, see: https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm) All existing installations will remain in place, planned and funded installations may proceed, and the device may again be included in future projects.

   e. As an educational component, City staff developed and distributed a utility bill flier in January 2018 to provide traffic safety tips for both motorists and bicyclists aimed at informing city residents as to the meaning of certain new green pavement markings that have been or are expected to be installed following resurfacing projects. Additional copies of the flier were produced to be distributed a community events and neighborhood association meetings.
f. A series of downtown wayfinding signs and informational kiosks are forthcoming to direct pedestrians to major destinations. A similar system of signs will be oriented to motorists with a special emphasis on entrances to the parking garages with the goal of reducing the amount of traffic circulating and looking for on-street parking spaces. A contract for the pedestrian signs and vehicular wayfinding signs was approved by Council in December 2017. Fabrication of the vehicular wayfinding signs is underway and installation should begin in fall 2018. Fabrication of the pedestrian wayfinding signs is expected in fall 2018 [updated August 14, 2018]

4. Bicycle Routes and Facilities
   a. Downtown Bicycle Network
      i. First Avenue South – Downtown Trail – Intersection Improvements – The City is currently scoping spot improvements to striping at the intersections. Improved striping at driveways is occurring as a part of private redevelopment along the corridor. Further updates to the intersection at 3rd Street is to be incorporated with the FDOT-funded bulb outs safety project.
      ii. Beach Drive – Shared Lane Markings have been installed between 1st Avenue S and 7th Avenue N, with ‘Bikes May Use Full Lane’ signage to follow. The 15 MPH speed limit signs have been replaced with 20 MPH speed limit signs, along with an increased number of speed limit signs along the corridor. Though it may seem counterintuitive to increase the posted speed limit, the change will enable St. Petersburg Police Department officers to more-readily enforce unsafe speeding above 20 MPH on the corridor in accordance with state law.
      iii. 1st Street – the bike lane drop between 2nd Avenue N and 3rd Avenue N is being filled with shared lane markings and modified bike lane markings and signs to follow to indicate that bicyclists should be expected in the travel lane in this segment. [updated August 7, 2018]
      iv. 2nd Avenue N – Shared Lane Markings and ‘Bikes May Use Full Lane’ signage are to be installed between 2nd Street and Beach Drive.

   b. 30th Avenue North Bicycle Facility – 30th Avenue North from MLK to 58th Street is being selectively widened and resurfaced to add a continuous bike lane across almost the entire city. The project is currently being constructed in segments from west-to-east with an estimated completion date around the end of August 2018. [updated August 7, 2018]

   c. City staff have been working to improve and add bicycle facilities as a part of the annual resurfacing program.
      i. Preliminary FY 2019 Resurfacing locations are expected in fall 2018. [updated August 14, 2018]
      ii. The FY2018 resurfacing program is currently in development and is expected to add or widen bike lanes on several roadways, including: MLK Jr. Street from 5th Avenue N to 34th Avenue N (see Complete Streets projects above for full update on this segment), 16th Street from Pinellas Point Drive to 62nd Avenue S, 22nd Avenue S from 4th Street to Beach Drive SE, 28th Street from 34th Avenue N to 37th Avenue N, 30th Avenue N from MLK Jr St to 4th Street, 30th Avenue N from 71st Street to 66th Street, 31st Street from 9th Avenue N to 13th Avenue N, 34th Avenue N from 4th Street to Maple Street, and 37th Street from Central Avenue to 1st Avenue N.
      iii. The FY2017 resurfacing program included improved or added bicycle facilities along segments of 18th Avenue South, 15th Avenue South, 20th Street, and Pinellas Point Drive.
      iv. FY2016 program improvements to the bicycle facilities included: Pinellas Point Drive/Roy Hanna Drive/62nd Ave S, 13th Avenue N, 37th Street South, and 19th Street N. Final installations to include green pavement markings in selected locations is forthcoming.
v. The FY2016 program also included the reconfiguration of 1st Street from 5th Ave S to Central Ave, which has created a two-way separated bicycle path along the east side of the roadway. Additional elements, including green paint, planters, and wayfinding signage are currently being designed with installation expected for fall 2018. [updated August 9, 2018]

d. FDOT will be resurfacing 54th Avenue South between 41st Street and 34th Street. The restriping to be completed includes the addition of buffered bike lanes. Design was completed in early 2018. The project is currently under construction with a tentative completion at the end of 2018. [updated August 7, 2018]

e. City staff continue to install bicycle racks in locations throughout the City in an effort to promote healthy transportation for daily activities. Forthcoming installations include Central Avenue through both the EDGE and Grand Central business districts.

f. Bike Share [updated August 9, 2018]
   i. As of mid-July 2018, the Coast program in St. Petersburg has seen over 61,000 trips taken and over 120,000 miles ridden.
   ii. A member survey was completed in early 2018 with results included in an annual report that can be viewed here: www. CoastBikeShare.com/Data
   iii. Program updates in the works include expansion of subsidized membership programs and the introduction of “virtual hubs” where users may return the bikes to designated city bike racks at no cost.

g. An update to the City’s Bike Map is underway including graphical redesign and the creation of topical content addressing different types of bicyclists and greater detail on some areas of the City. The updated maps are currently pending more-detailed route guidance as currently being developed in the Complete Streets Implementation Plan. Final graphic design will be completed by the City’s Marketing Department, with anticipated completion in late-2018. [updated August 9, 2018]

5. Multi-modal Projects
   a. Central Avenue Speed Limit Optimization - Work has begun to make the speed limits along Central Avenue as consistent as possible.
      i. The targets for posted and operating speeds include reducing the section through Grand Central to 20 mph to match downtown, as well as an incremental reduction for the western segments to 35 mph, and eventually to 30 mph in later years.
      ii. The future primary bicycle facilities for the corridor include the following segments:
         1. Bayshore Blvd. to 31st St – Shared Lane Markings and associated signage including Bikes May Use Full Lane signs, reverse-facing bicyclists’ wrong way signs, and Do Not Pass signs. These markings and signage have been completed.
         2. 31st St to 66th St – Bike lanes (30-35 mph) Bike lanes are to be added to this segment as a part of the West Central Streetscape project which is currently being scoped, and the Central Avenue Corridor Bus Rapid Transit project which will impact the bike lanes on the adjacent 1st Avenues North and South. There is also a pending application for federal Transportation Alternatives funds to add Complete Streets amenities to this segment.
         3. 66th St to Park St – Bike lanes (30-35 mph) Pinellas County has completed their project to resurface the section from Pasadena Avenue to Park Street, which added 5’ bike lanes.
         4. Park St to Treasure Island – Treasure Island Trail which is currently under various stages of design and construction. (30-35 mph)
iii. Pedestrian improvements along the corridor will be included at selected locations as individual projects and funding are identified.

iv. Each phase of implementation will include targeted education and enforcement

1. City staff has completed a speed study of Central Avenue in the EDGE and Grand Central Districts, and is working with PD to increase enforcement of speeding and other moving violations. With the recently completed bulb outs at 24th, 25th, and 26th Streets, the City will be conducting a new speed study to see if a reduced speed limit is now warranted.

2. City has received funding from FDOT to conduct HVE operations again in FY2018, and will coordinate enforcement with the Central Ave improvements as possible.

3. City staff developed and distributed a Shared Lane Marking educational utility bill flyer that is serving as a model garnering attention across the region; the City has been asked to submit the flyer to the Florida Bicycle Association, Pinellas County MPO, and Bike Walk Tampa Bay Board for their consideration. An educational video is also being pursued. The Police Department has begun distributing the sharrows flier to cyclists riding on the sidewalks and will be part of an effort to educate cyclists riding too fast or not yielding to pedestrians.

b. 34th Street projects

i. CityTrails funds are being applied to extend the current pathway along 37th Street northward from 34th Avenue S to 30th Avenue S, then continuing eastward along 30th Avenue S between 37th and 34th Streets in conjunction with a mixed use development project in the Skyway Marina District.

ii. FDOT is planning a resurfacing project from 54th Avenue S to 22nd Avenue N, which is expected in the next 3-5 years.

iii. Skyway Marina District – 34th Street South Sidewalk Improvements construction project. At their March 8, 2017 meeting, the Forward Pinellas Board voted to approve funding for the 34th Street South Sidewalks Improvements construction project via their new Complete Streets funding program. The schedule for the improvements will be linked with FDOT’s resurfacing project.

iv. The City is working with Forward Pinellas and PSTA to study a potential lane elimination or conversion of one of the three general purpose lanes in each direction to dedicated transit and/or bicycle lanes which could also be completed at the time of resurfacing. A consultant has begun the analysis for Forward Pinellas with results expected in late summer 2018 and the study finalized by the end of 2018. [updated August 14, 2018]

c. 4th Street North

i. City is working with FDOT to project to install median channelization and pedestrian crossings on 4th Street North from 30th Avenue North to Koger Blvd. Funding for the design is included in the FDOT Draft Tentative Five Year Work Program in FY20/21 with construction anticipated in FY22/23.

d. Riviera Bay/San Martin Blvd. bridge replacement [updated August 14, 2018]

i. Pinellas County has completed a Project Development and Environment study to identify and screen alternatives to replace and raise the bridge over Riviera Bay as well as review the segments of San Martin Blvd. that lead to the bridge.

ii. The preferred alternative includes a trail along the east/south side of the bridge, as a segment of the Pinellas Trail Loop. Bike lanes are included on the bridge, though it is unclear how the County would incorporate bike lanes on the roadway segments on each side of the bridge. The City has requested the County develop an additional capital project for roadway improvements on the approaches to the bridge to incorporate bike lanes.
e. **22nd Avenue S corridor**
   i. Pinellas County is currently constructing sidewalk improvements between 58th Street and 49th Street, and has funding in place to construct missing segments of sidewalk along the north side between 49th Street and 40th Street
   ii. Pinellas County is also conducting a corridor study and completing traffic analysis for 22nd Avenue S between 58th Street and 34th Street including assessing a potential reconfiguration of the roadway to include one through lane in each direction along with the addition of a center turn lane and bike lanes.

f. **South St. Petersburg East-West Transportation Network Action Plan.** While not approved for funding under the new Forward Pinellas Program, the Action Plan will be pursued with City funds. A scope for that Plan is currently being developed and will be finalized once the Complete Streets Implementation Plan has been approved.

g. **Transit projects**
   i. **Central Avenue Corridor Bus Rapid Transit**
      1. Premium buses will connect downtown to the Don Cesar Hotel on St Pete Beach,
      2. Features include off-board fare collection, low-floor boarding, high frequency, limited stops, lanes dedicated to buses and business access/left turns only along 1st Avenues North & South
      3. Impacts identified in the preliminary design include removal of bike lanes along 1st Avenues North and South west of 20th Street and the complementary addition of bike lanes to Central Avenue between 31st Street and Pasadena Street.
      4. Application for funding was submitted to the Federal Transit Administration in September 2017. In February 2018, USDOT’s FY2019 Capital Investment Grant Report to Congress was released and included PSTA’s Central Avenue BRT Project with a higher than expected rating of Medium-High; this rating positions the project in an excellent manner to receive Federal funds. PSTA is currently working to initiate design services for the project which is expected to begin in Fall 2018. [*updated August 14, 2018]*
   ii. **Downtown Circulator –** PSTA and City have evaluated options to improve transit movements and connections within downtown, and anticipate service changes to Looper route to become operational in October 2018 which includes significantly more service hours and offers the service at a free fare for passengers. The service would be provided, in part, with the County’s first all-electric bus. [*updated August 14, 2018]*
   iii. **Skyway Marina District shelters –** PSTA and the City are partnering to provide twelve (12) shelters in the Skyway Marina District and 37th Street from 30th Avenue South to 54th Avenue South. At locations where shelters exist, they will be replaced with PSTA’s new style of shelter. At stops with at least 10 passengers boarding each day (PSTA’s current threshold is a minimum of 40 passengers each day), a new shelter will be added. An agreement to solidify details of the partnership is being completed and anticipated to go to City Council for their approval in fall 2018. The agreement is being structured such that it can be amended to include shelters throughout St. Petersburg that are funded jointly by the City and PSTA in the future. [*updated August 14, 2018]*
   iv. **Citywide shelters program -** City staff are working with PSTA to add over 20 shelters at PSTA stops in the city. These shelters will be placed at strategic locations which previously did not have a shelter and will be city funded. Installation is anticipated to begin in 2019 pending funding approval of the FY19 City Capital Improvements Program budget. [*updated August 14, 2018]*
   v. **Route 100X Extension –** Route 100X now connects downtown Tampa to the Gateway Mall and Downtown St. Petersburg. PSTA received funding from FDOT to extend route 100X to Downtown St. Petersburg in June 2018 at the current service level with temporary layover
on 2nd Ave NE west of Bayshore Drive. City staff are working with PSTA on the exact location for a permanent layover, including the potential for a park and ride. [updated August 14, 2018]

vi. AV shuttle demonstration project - PSTA has partnered with the City and FDOT for a pilot Automated Vehicle (AV) shuttle demonstration project along Bayshore Drive from the Dali Museum to the Vinoy Hotel. The vehicle will have a top speed of around 15 MPH and will be staffed with an attendant during operation. Anticipated launch of the 3-month pilot project is November 1, 2018. [updated August 24, 2018]

vii. Cross Bay Ferry to resume operations between St. Petersburg and Tampa with services to run from November 1, 2018 through April 30, 2019. Bicycles may be brought onboard the ferry, and Coast Bike Share is available for use on each end with a single membership [updated August 24, 2018]

h. Transportation Demand Management (TDM) activities
   i. Bicycle Friendly Business Program
      1. As a part of the national League of American Bicyclists’ Bicycle Friendly America program, the new local BFB program recognizes employers for their efforts to encourage a more welcoming atmosphere for employees, customers, and community members who ride bicycles.
      2. The City has offered assistance to local businesses that want to pursue certification. The assistance includes safety training, an evaluation of bicycle parking needs, and completion of the application. Interested businesses should visit the website to learn more: https://stpetegreenhouse.com/bikefriendlybusiness and also contact Christine Acosta at christine@pedalpowerpromoters.com
      3. The City’s efforts were presented and recognized at the League of American Bicyclist’s annual National Bike Summit in Washington DC on March 5, 2018.
      4. As of August 7, 2018, St. Petersburg has 32 certified businesses, the fourth-most of any city in the country. [updated August 9, 2018]
   ii. City is participating in the Commuter Services education and driving alternatives programs being managed by TBARTA: http://tbarta.com/en/commuter-services