City of St. Petersburg
Committee of the Whole
Meeting of September 28 @ 2:30 p.m.
City Hall - Room 100

A. Call to Order – Council Chair Darden Rice

B. Discussion Items

1. Complete Streets - Evan Mory

   a. Lisa Frank, Campaign Organizer – Florida Consumer Action
      Network (Recipient of Foundation for a Healthy St. Petersburg
      grant for Complete Streets public outreach efforts)


C. Next Meeting – October 19, 2017 @ 8:00 a.m., City Hall – Room 100
   Weeki Wachee Fund – Booker Creek Park
   Weeki Wachee Fund – Multi-year tree planting program
   Foundation for a Healthy St. Pete

D. Adjournment
St. Petersburg Complete Streets Implementation Plan

Project Update and Draft Preliminary Recommendations

September 2017
Presentation Agenda

• Policy and Implementation Plan Background
• Status of Implementation Plan development
  • GIS Database Development and Inventory
  • Transportation Project Delivery Procedure Review
  • Public Engagement Activities
  • Goals, Objectives, and Guiding Principles Development
  • Complete Streets Process – Land Use and Transportation Integration
  • Transportation System Performance Metrics
  • Complete Streets Recommendations
• Remaining Work and Next Steps
Complete Streets Policy
Five Critical Elements

1. Planning and design shall equally consider all modes
2. Land use context matters, not just motor vehicle level of service
3. Implementation Plan to guide future facilities
4. Draw upon all appropriate sources of funding
5. City Departments shall incorporate principles into work plans
Implementation Plan

GIS Database Development and Inventory
Transportation Project Delivery Procedure Review
Public Engagement Activities
Goals, Objectives, and Guiding Principles Development
Complete Streets Process – Land Use and Transportation Integration
Transportation System Performance Metrics
Complete Streets Recommendations
Implementation Plan Action List
GIS Database Development and Inventory

- By having a strong base of data, the City can improve decision-making while implementing Complete Streets.

- The City of St. Petersburg needs to maintain data in support of the performance metrics:
  - To establish a baseline for future measurement
  - To perform routine assessments of program success
  - And acknowledges that some data may be more complex to obtain and maintain
Transportation Project Delivery Process

- Meetings have been held with those City Departments that effect the street network to discuss their project delivery process.
- The goal is to streamline the project delivery process to integrate the complete streets process.
- Developing proposed process modifications to City Departments who physically change streets.
Public Engagement Activities

- 4 public workshops throughout St. Petersburg
- 750+ project surveys completed
- City groups including Complete Streets Committee and the BPAC
- Major support shown through all public engagement activities
Goals and Objectives

- Enhance Safety and Provide Comfortable Access
- Promote Social Equity
- Support High Quality of Life and Improved Public
  Health
- Provide Mobility Options
- Encourage and Support Economic Development
- Promote Placemaking and Community Sustainability
- Provide Transportation Network Compatible with
  Community Context
- Integrate Transportation Network Across Modes

Kimley-Horn
Complete Streets Process
Integrated with FDOT Complete Streets Approach
<table>
<thead>
<tr>
<th>FDOT Context Zones</th>
<th>Rural</th>
<th>Rural Town</th>
<th>Suburban</th>
<th>Suburban/Commercial/Urban General</th>
<th>Urban Core/Urban Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Historic towns; very little development with natural area surrounding</td>
<td>Residential uses as well as large non-residential uses with parking space</td>
<td>Big box development and vehicle dominance</td>
<td>Mix of land uses including commercial and residential</td>
<td>Area with unique characteristics</td>
</tr>
<tr>
<td>St. Petersburg Context Zones</td>
<td>N/A</td>
<td>N/A</td>
<td>Residential</td>
<td>Commercial</td>
<td>Mixed use</td>
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<tr>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>Special Use</td>
<td>Industrial</td>
<td>Parks/Civic</td>
</tr>
<tr>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>Public park and recreation area, schools and civic centers such as community centers and libraries</td>
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</table>
# St. Petersburg Roadway Types

<table>
<thead>
<tr>
<th>Street Level</th>
<th>Complete Streets Category</th>
<th>Traditional Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Alley</td>
<td>N/A</td>
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<tr>
<td>1</td>
<td>Local Street</td>
<td>Urban Local</td>
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<tr>
<td>2</td>
<td>Neighborhood Collector</td>
<td>Urban Minor Collector</td>
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<td></td>
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<td>Urban Minor Arterial</td>
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<tr>
<td>3</td>
<td>City Connector</td>
<td>Urban Major Collector</td>
</tr>
<tr>
<td>4</td>
<td>Thoroughfare</td>
<td>Urban Principal Arterial - Other</td>
</tr>
<tr>
<td>5</td>
<td>Freeways/Expressway</td>
<td>Urban Principal Arterial - Freeways/Expressways</td>
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Kimley-Horn
Example Context Classification

Thoroughfares

66th Street North
(1st Avenue N to 9th Avenue N)

34th Street South
(30th Avenue S to 54th Avenue S)

Residential

Mixed Use
Example Context Classification

City Connectors

Residential

16th Street North
(62nd Avenue N to Gandy Blvd)

Mixed Use

Central Avenue
(34th Street to 58th Street)
Example Context Classification

Neighborhood Connectors

Residential

9th Avenue North
(16th Street to 66th Street)

Mixed Use

18th Avenue South
(14th Street to 22nd Street)
Example Context Classification
Local Streets

Residential  
19th Street North
(30th Avenue N to 54th Avenue N)

Mixed Use  
3rd Avenue North
(8th Street to Beach Drive)

Kimley-Horn
Number of Lanes Analysis

- Review of development patterns, context, and projected population growth
- Analyze projected AADTs
- Review modal prioritization
- Candidate corridors for lane reductions or conversions
  - Will help achieve best design solution for priority mode(s)
<table>
<thead>
<tr>
<th>Core Use (I-Districts)</th>
<th>Flexible Design Guidance</th>
<th>Street Type</th>
<th>Smaller Terminal</th>
<th>Medium Terminal</th>
<th>Larger Terminal</th>
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<tbody>
<tr>
<td>Mixed Use (Urban Core)</td>
<td>Local</td>
<td>Pedestrian, Bicycler</td>
<td>Bike, Pedestrian</td>
<td>Bike, Pedestrian</td>
<td>Transit, Pedestrian</td>
</tr>
<tr>
<td></td>
<td>Preferred Treatment</td>
<td>10 ft. sidewalk</td>
<td>Neighborhood Greenway elements 2</td>
<td>Neighborhood Greenway elements 2</td>
<td>Medium Transit Amenity 3</td>
</tr>
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<td></td>
<td></td>
<td>20 mph</td>
<td>25 mph</td>
<td>30 mph</td>
<td>35 mph</td>
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<tr>
<td>Commercial (Urban)</td>
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<td>Bike, Pedestrian</td>
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<td>30 mph</td>
<td>35 mph</td>
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<td>Industrial</td>
<td>Local</td>
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<td>30 mph</td>
<td>35 mph</td>
</tr>
<tr>
<td>Special District</td>
<td>Local</td>
<td>Pedestrian, Bicycler</td>
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<td>35 mph</td>
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</tr>
<tr>
<td>Parks/Rec</td>
<td>Local</td>
<td>Pedestrian, Bicycler</td>
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*Pedestrian facilities should be prioritized along all street types regardless of modal prioritization results.

*For all preferred treatments, available N/M may dictate a narrow treatment application.

*Neighborhood Greenway elements can be found within the Design Elements section of the Implementation Plan.

*Separated bicycle facilities or 5 ft. buffered bike lanes are ideal, if this is not possible due to construction, please use the following spacings in order of priority: 3 ft. buffered bike lane, 5 ft. bicycle lane, 4 ft. bicycle lane.

*Sidewalks are the American with Disabilities Act Standards. The City should strive to exceed this minimum of 4 ft. sidewalks are acceptable.

*Low, Medium, and High Transit Amenities are based on transit level and content zone; City Staff should work with PTSA to determine the N/M accommodations needed for the appropriate improvements.

*Shared use paths are recommended in areas where bicycle and pedestrians may use the same facility based on modal priority and/or street speed.
Transportation System Performance Metrics

- FHWA Requirements
- State considerations for performance metrics and associated goals
- Integration with Forward Pinellas and City equipment
- Data Collection - Count
- FDOT Pay Item consideration
- Project inclusion
Performance Metrics

- Based on the Complete Streets Implementation Plan Goals and Objectives
- System-wide goals and Corridor-specific goals
- Measures for program success as well as tool for project prioritization
- Categories include:
  - Safety
  - Economic Development and Placemaking
  - Equity
  - Mobility and Connectivity
  - Environment and Sustainability
  - Public Health
Performance Metrics Under Consideration

- Level of Stress Analysis
  - Number of lanes, speed, existing facilities, AADT
- Network Completeness
- Mode Split
- Travel time reliability
- Project Cost and Cost Effectiveness
- Accessibility/Travel Affordability

- Employment, Parks/Civic, Healthcare
Complete Streets Recommendations
Project Delivery Categories

- Stand-alone
- Opportunity
- Resurfacing/Maintenance
- Neighborhood
- Greenways
- Trails
Steps to prioritizing projects:

- Technical Analysis
- Existing facilities
- Level of Stress
- Crash Data
- Stakeholder and Public Input
- Corridor identification
- Areas of interest
- Technical Expertise
- Project Readiness
## Workshop Exercise Results

<table>
<thead>
<tr>
<th>Top 8 Budget Priorities</th>
<th>Dollars Allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Crossings</td>
<td>15%</td>
</tr>
<tr>
<td>Shared - Use Paths/Trails</td>
<td>14%</td>
</tr>
<tr>
<td>Designated On-Street Bike ways</td>
<td>13%</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>12%</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>9%</td>
</tr>
<tr>
<td>Upgraded Transit Stops</td>
<td>9%</td>
</tr>
<tr>
<td>Better Maintenance</td>
<td>8%</td>
</tr>
<tr>
<td>Enhanced Landscaping/Shade Trees</td>
<td>8%</td>
</tr>
</tbody>
</table>
Survey Results

Participants prioritized improvements that would encourage cycling or walking in the following order: (1=most, 7=least)

1. More shade on the routes
2. Reduced express bus headways
3. Vehicle speed reductions
4. Separated bicycle facilities
5. Additional bicycle parking at commercial and employment destinations
6. Landscaped buffers between the sidewalk and the curb
7. Improved pedestrian crossings
Project Delivery Recommendations

Complete Streets design elements are applied to all transportation projects regardless of implementing agency or department.

- Emphasis is on incorporating transportation planning into the project delivery process.
- All City Departments take complete streets into consideration in their work programs.
- Develop GOOD projects!
Sidewalk Recommendations

- Regardless of modal prioritization, pedestrian facilities will be placed wherever feasible.
- Based on Context Zone, recommended minimums – Residential – 6', Industrial – 6', Commercial – 8', Mixed Use – 10'.
- Special Use – Determined based on unique area characteristics.
- Buffers will be recommended in appropriate locations.

Will focus on the entire streetscape, including street furniture, trees and street furniture.
Bicycle Network Recommendations

- Will take into consideration context, right-of-way, intersections and driveways, and potential crossing locations for recommendations of facility type.

Bicycle Network comprised of a variety of bicycle facility types.

Examples include:
- Separated Bike Facilities
- Bike Lanes
- Neighborhood Greenways
- Trails & Shared Use Paths
Bicycle Facility Types

Trails

Shared Use Paths
Bicycle Facility Types

Buffered Bike Lanes

Separated Bike Lanes
Bicycle Facility Types

Neighborhood Greenway

Traditional Bike Lane
Bike Lane Recommendations (within curbs)

- Separated Bike Lanes
  - Will be implemented wherever appropriate & feasible (First Preference)
  - Two-way separated bike lanes considered a part of the Trail System that
    follow trail standards
  - One-way separated bike lanes – on-street element
    - 8 ft. - 10 ft. ideal (5 foot bike lane; 3-5 foot buffer with vertical
    - 7 ft. ideal (5 foot bike lane; 2 foot painted buffer)
    - 6 ft. if constraints are present
    - Bike Lanes – on street facilities
      - 5 ft. standard
      - 4 ft. if constraints are present and gutter pan exists

St. Petersburg Complete Streets Implementation Plan

Kimley-Horn
Global Recommendations

- Align transportation goals with City values
- Design streets to achieve desired speeds that are contextually appropriate
- Prioritize safety over vehicle speeds
  - Operating speeds in areas that prioritize non-motorized users should be moderated such that the propensity for a fatal or severe injury is minimized
- Provide more and better mode choices
Next Steps

- Refinement/expansion of complete street recommendations
- Recommendations for Policy and Administrative Changes
- Complete Streets Policy Update
- Land Development Regulations (LDRs)
- Potential new policies - Green Streets, Pilot/Demo projects, etc.
- Public Outreach
  - Public Open House - October 3, 6-3pm, Main Branch Library
  - Continued Stakeholder Outreach (by request)
- Work Program Development for Complete Streets Implementation
  - 1 year, 2-5 years, 6-10 years prioritized lists for capital programming

Second City Council Committee of the Whole Workshop - November/December

Finalization and Adoption of Implementation Plan - est. December/January
<table>
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<tr>
<th>Context Zone (UDOT Context Zone)</th>
<th>Flexible Design Guidance</th>
<th>Local</th>
<th>Neighborhood Collector</th>
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<tr>
<td>Mixed-Use (Urban Core)</td>
<td>What is the Mode Priority?</td>
<td>10 ft. sidewalk</td>
<td>Neighborhood Greenway</td>
<td>Separated bicycle facility or 7 ft. buffered bicycle lane</td>
<td>High Transit Accessible* balanced at 8 ft. minimum sidewalk</td>
</tr>
<tr>
<td></td>
<td>Preferred Treatment #1</td>
<td>10 ft. sidewalk</td>
<td>Neighborhood Greenway</td>
<td>Median Transit Accessible* balanced at 8 ft. minimum sidewalk</td>
<td>Shared use path*</td>
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<td>Commericial (Urban)</td>
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<tr>
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<td>Preferred Treatment #2</td>
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<td>Neighborhood Greenway</td>
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<td>Preferred Treatment #4</td>
<td>6 ft. sidewalk</td>
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<td>Parks/Recreation</td>
<td>What is the Mode Priority?</td>
<td>5 ft. sidewalk</td>
<td>Neighborhood Greenway</td>
<td>Separated bicycle facility or 7 ft. buffered bicycle lane</td>
<td>High Transit Accessible* balanced at 8 ft. minimum sidewalk</td>
</tr>
<tr>
<td></td>
<td>Preferred Treatment #6</td>
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<td>Neighborhood Greenway</td>
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*Pedestrian facilities should be prioritized along all street types, regardless of designations shown above.
*For all preferred treatments, avoid an AIC unless there is no possible treatment variation.
*Neighborhood Greenway elements can be found within the Design Elements section of the Implementation Plan.
*Shared use path is the American with Disabilities Act Standard. The City should aspire to exceed that minimum if it can.
*High Transit Accessible is based on the design, speed, and context zone. City Staff would work with PDMA on determining the AIC recommendations needed for the appropriate improvements.
*Shared use paths are recommended in areas where bicycle and pedestrian routing may use the same facility based on local context.
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