Dr. M.L. King, Jr. Street North Resurfacing and Reconfiguration Update

AUGUST 23, 2018

Housing, Land Use, and Transportation City Council Committee Meeting
What’s Happening to M.L. King, Jr. Street N?

Street to be milled and resurfaced from approximately 5th Ave N to 34th Ave N in FY2018 Annual Resurfacing Program that addresses pavement maintenance. Project schedule has been driven by these pavement maintenance requirements.

Resurfacing provides an opportunity to implement changes to the roadway striping and lane configuration.
Support for Moving Forward with Proposed Plans

- Community-led Change.org
  - 888 when submitted to City, currently over 1,170
  - Approximately 50% of respondents indicated they were from St. Petersburg

- CONA
- Adjacent neighborhood associations
- MLK Business District Board
- Some of the individual MLK businesses

- Mayor’s Bicycle Pedestrian Advisory Committee
- Complete Streets Committee
- PSTA
- City of St. Petersburg Forward Pinellas Board Members
- Engineering Study/Technical Evaluation
- Mayor and City Administration
Project Timeline & Meetings
Community Input and Project Development

**November – December**
- Online Survey – open through mid-December
- November 1 Public Meeting
  - Crescent Lake
  - Euclid – St. Paul
  - Historic Uptown
- November 13 - Trolley Tour with Greater St. Petersburg Area Chamber of Commerce
- November 28 Public Meeting
  - Crescent Heights
  - Greater Woodlawn
  - Magnolia Heights
- December 5 – Historic Uptown Neighborhood

**January – March**
- Technical Evaluation and validation of Roadway Reconfiguration as viable alternative
- Presentation of Roadway Reconfiguration as preferred alternative

**March - April**
- Complete Streets Committee
  - November 14
  - December 19
  - January 16
  - February 20 (vote)
- March 22 - City Council Housing, Land Use, and Transportation Committee
- April 5 – Public Meeting – preferred alternative presented to the public

**Engineering Study/Technical Evaluation of Preferred Alternative Developed and Reviewed**
Additional Community Input since April 5\textsuperscript{th} meeting

- April 24 Chamber Public Policy Committee
- May 17 Chamber Transportation Committee
- June 5 MLK Business District Association
- June 20 and July 18 Mayor’s Bicycle and Pedestrian Advisory Committee
- July Petition and Small-Group Meetings

- Complete Streets Committee
  - June 19
  - July 17
- August 15 CONA Meeting
- August 23 - City Council Housing, Land Use, and Transportation Committee
Additional Community Feedback during Individual and Small Group Business meetings

July Business Owner Petition and Small-Group Meetings

[Business owners and employees (64)]

► July 11 - Extended invitation to all businesses included on list via hand-delivered letter

► July 16 – July 30 - Met with all businesses requesting meeting (12) and received one email listing project concerns
Current Conditions

- Project Length: 1.75 miles
- Roadway Classification: Minor Arterial
- Existing Curb to Curb Width:
  - ~60' (5th Ave N to 30th Ave N)
  - ~50’ (30th Ave N to 34th Ave N)
- Roadway Level of Service: B/C
- Motor Vehicle Speeds:
  - Speed Limit – 35 mph
  - Average operating speeds – 45 mph
  - 34% of southbound vehicles exceed 45 mph
Recent (3-year) Crash History

- Total Crashes: 108
- Crashes with Incapacitating Injuries: 3
- Crashes with Fatal Injuries: 0
- Crashes involving Motorcyclists: 3
- Crashes involving Bicyclists: 2
- Crashes involving Pedestrians: 2

40% of crashes occurred along 20% of the corridor length
This is a safety project on a roadway with safety issues.

- Hit by a vehicle traveling at 20 MPH: 9 out of 10 pedestrians survive.
- Hit by a vehicle traveling at 30 MPH: 5 out of 10 pedestrians survive.
- Hit by a vehicle traveling at 40 MPH: only 1 out of 10 pedestrians survives.
Reconfiguration Options

- Alternatives developed and reviewed for five segments of the corridor:
  - 5th Ave N to 7th Ave N
  - 7th Ave N to 9th Ave N
  - 9th Ave N to 11th Ave N
  - 11th Ave N to 30th Ave N
  - 30th Ave N to 34th Ave N
- Preferred alternatives developed into proposed plans
**Existing Lane Configuration**

**Proposed Configuration**

- Converts one NB lane and reduces inside lane width to provide bike lanes
- Retains on-street parking
7th Ave to 9th Ave N

Existing Lane Configuration

Proposed Configuration

- Converts one NB lane and the underutilized on-street parking to a painted median that allows for left turns and continuous bike lanes
9th Ave to 11th Ave

Proposed Configurations

Highland to 11th Ave
Converts one SB lane and narrows motor vehicle lanes to continue the proposed buffered bike lane

9th Ave to Highland
Converts one SB lane and narrows motor vehicle lanes to continue the proposed buffered bike lane
Existing Lane Configuration

Proposed Configuration

- Reduces one southbound lane which reduces southbound motor vehicle capacity, but would also mitigate excessive speeding
- Uses reclaimed space to provide buffered or physically separated bike lanes
30th to 34th Ave N

Existing and Proposed Lane Configuration

- Curb to curb width narrows in this section, though vehicle volumes are consistent with the wider section to the south.
- Retains existing lane configuration that matches the section north of 34th Ave N that was previously resurfaced.
- New bicycle lanes currently being constructed along 30th Ave N makes this a natural transition to end the north/south bike lanes.
Proposed Crosswalk Locations

Existing crossing moved from 17th Ave N to 15th Ave N.
Responsiveness to Concerns and Compromises incorporated in Proposed Plans

- Proposed change is a **partial road diet**, which was considered after receiving multiple requests to remove one through lane in each direction to further reduce excessive speeding and enhance safety from 5th Ave N to 30th Ave N.

- Proposed change includes a “door-zone” bike lane with no buffer from **5th Ave N to 7th Ave N** to retain the on-street parking which is well-utilized and highly valued by the businesses.

- Proposed **crosswalk locations were determined to retain all currently-permissible vehicle turning movements with the inclusion of a median refuge**: existing crosswalk at 17th Ave N will be relocated to retain left turns onto 17th Ave with new crosswalks near 15th Ave N and 19th Ave N where medians can be provided.

- Newest design **expanded project scope to include a new buffered bike lane on 8th Street** from 4th Ave N to MLK Street (shorter, more direct path for northbound cyclists coming from Downtown) and modifies the pathway at the Highland merge to shorten the crossing distance (exposure) and provide warning beacon device for improved visibility and comfort.
Proposed change includes an 11’ curb lane which better accommodates buses and large vehicles (freight movement), but more easily enables higher speeds than 10’ lanes.

To preserve better traffic operations, particularly for right-turning motorists, the proposed change includes a shared bike lane/right-turn lane at 5th Ave N and 22nd Ave N rather than providing a dedicated bike lane through those intersections.

Proposed change retains all legally permitted turns and modifies the northbound left-turn storage at 28th Ave N to create, and legally permit, a left-turn into Rollin’ Oats/St. Pete Yoga, based on data provided and requested by those business owners.

Proposed change purposefully includes raised medians only at pedestrian crosswalks and otherwise retains painted medians for accessory uses of turn storage and freight deliveries.
Expanded project scope includes addition of 18 on-street parking spaces on 7th Ave N immediately west of MLK to increase parking supply and replace spaces lost for turn lanes.

Proposed change adds a dedicated left-turn lane at 7th Ave N to better accommodate non-emergency access to St. Anthony’s, which required the removal of a bus pullout bay and four on-street parking spaces.

St. Anthony’s Hospital and Sunstar EMS have indicated they have no significant concerns with the proposed changes.

Currently working with PSTA to coordinate bus stop locations with the proposed crosswalks which is expected to reduce the number of stop locations and minimize the interruptions to through motorists on the corridor.

Traffic signal timings would be adjusted to optimize operations including consideration for left-turns from side streets and driveways.
Initially considered configuration at Highland merge, though City staff heard significant feedback this may not provide enough comfort for typical bicyclists.
Highland Merge Design

Proposed configuration at Highland merge
Shared Right Turn/Bike Through Lane

Optimized timings with proposed alternative - combined bike lane/right-turn lane at 22nd Ave & 5th Ave
Proposed configuration supports observed existing traffic pattern with majority of through motorists in single lane at 22nd Avenue North
How should we measure this Complete Streets project?
Identified Goals for MLK Street Resurfacing and Reconfiguration Project

- Increase safety for all MLK Street roadway users and increase transit utilization
- 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
- Protect existing revenue streams and provide new streams for existing and future businesses
Objectives to Achieve Goals for MLK Street Resurfacing and Reconfiguration Project

- 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 MLK Street and increase the number of people crossing the street at marked crosswalks
- Add high-quality bike lanes where feasible to induce mode split, assist in vehicle speed reduction, and provide access to businesses via mode other than auto and walking such that the number of people choosing to bicycle along MLK Street N increases
- Connect high-quality bike lanes with established bicycle facilities to increase the bicycle network and increase the number of people living within a half-mile of a high-quality bicycle lane
- Minimize negative impacts by protecting and improving intersection function where possible through lane assignments and signal timing
- Balance the needs of different modes by maintaining two lanes of through auto travel based on highest directional demand
- Improve travel time reliability for all modes
Performance Measures for MLK Street Resurfacing and Reconfiguration Project

- Measure crash data by mode monthly every 6 months for a minimum of three years to assess the change in the number and severity of crashes. Desired target of at least 15% reduction in total crashes from baseline data.

- Measure average and 85th percentile speeds to assess anticipated speed reduction at three-months post-installation and every 6 months thereafter for a minimum of three years. Desired targets include:
  - reduction in operating speeds of 5-10 MPH to average speed and 85th percentile speed measured in the direction of travel with lane reduction; and
  - reduction in operating speeds of 2-10 MPH speed reduction to the average and 85th percentile speed in the direction of travel where existing auto lanes are maintained.

Expect speed limit reduction from 35 to 30 MPH which may be considered following the results of a future speed study using procedure outlined in FDOT Speed Zoning Manual, current edition.
Performance Measures for MLK Street Resurfacing and Reconfiguration Project

- Measure number of people walking and using a bicycle along the corridor. Desired target of 150 people per day and 10% annual increase in the number of people walking and bicycling along the corridor for the first three years.

- Measure number of people utilizing new crosswalks. Conduct spot checks at least three times per year. Desired target of 60 pedestrians each day utilizing the new crosswalk locations.

- Measure average auto travel time for the corridor during AM and PM peak at three-months post-installation and every 6 months thereafter for a minimum of three years. Desired target of no more than 3-5 minutes increase in the average travel time in either direction compared to pre-construction levels.
Measure major intersection performance at 5th, 9th, 22nd, and 30th Avenues on a quarterly basis. Desired target is zero intersections with recurrent failure for more than 5 minutes at peak periods.

Measure business sales tax data along the corridor to assess anticipated increases at 90 days and annually post-installation for year-over-year, if available, for five years. Desired target is 5% increase over citywide average.

Develop and administer public opinion survey(s) to a broad range of roadway users and stakeholders at 6 months post-installation to gauge perception of roadway changes. Desired target is 75% of survey respondents have a favorable or neutral response to the changed configuration.
“There’s been a sort of a sea change in the way people think about roads and real estate in general. If you design a city around cars, you’re going to get more cars. If you design a city around people, you’re going to get more people and places and better real estate value.”

-Ed McMahon, a senior fellow at the Urban Land Institute, Washington, D.C.
Five case studies found that transforming the street into a complete street would lead to a $520M net increase in property values over the next 5-10 years.

Each analyzed case study, all of which contained lane conversions, showed an increase in property values, business activity, and return on investment.
Economic Effects of Traffic Calming on Urban Small Businesses


San Francisco, CA – Valencia Street

Reconfigured roadway with bike lanes

One year later:

- Bicycle volume increased by 140%
- Pedestrian crashes decreased by 36%

Four years later:

- 37% of businesses reported increased sales
- 73% said the street was more attractive
- 65% said the conversion had an overall positive impact on their businesses
- Only 7% of businesses thought the conversion made traffic worse while 41% thought it improved traffic congestion on street
San Diego, CA – La Jolla Boulevard

Installed roundabouts and other features to improve safety in the Bird Rock business district

Survey of tax receipts among 95 businesses along corridor showed 20% boost in sales.

(San Diego Union-Tribune article, Feb. 2017)
Complete Streets in California


• City of Lancaster, CA;
• Complete Streets design in 2008, reducing lanes, creating a central "rambla", widening sidewalks, and general streetscape enhancements.
• Sales tax revenue increased by 26%, new jobs are estimated at 800, 40 businesses opened on the boulevard within 2 years of the project’s completion, and private investment topped $125M.
Santa Monica, CA – Ocean Avenue
Reconfigured roadway in 2008 to include parallel parking, center turn lane, added bike lanes.

Total number of crashes reduced by 65% and injury crashes dropped by 60% in nine-month timeframe following implementation.
“Road Diets have the potential to improve safety, provide operational benefits, and increase the quality of life for all road users. Road Diets can be relatively low cost if planned in conjunction with reconstruction or resurfacing projects since applying Road Diets consists primarily of restriping.”

“Improving safety is a top priority for the U.S. Department of Transportation, and the Federal Highway Administration (FHWA) remains committed to reducing highway fatalities and serious injuries on our Nation’s roadways through the use of proven safety countermeasures, including Road Diets.”
USDOT/FHWA Guidance on Road Diets

ROAD DIET
Safety | Livability | Low Cost

MYTH BUSTERS

Road Diets’ Economic Impacts

Myth: A Road Diet will reduce vehicle throughput and hurt business.
An ever-increasing number of transportation agencies are implementing Road Diets, which reallocate vehicle lanes for a number of uses, including accommodating pedestrians, bicyclists, and transit. Road Diets are also a means of traffic calming that can reduce speeding-related crashes and improve overall roadway safety. However, a common concern associated with Road Diets is that the configuration could be harmful to the economic health of the neighborhood due to a reduction of traffic volume along the corridor.

“More people on foot are better for businesses.”
Jeanette Sadik-Khan
What Should We Reasonably Expect Due to the Proposed Changes?
Current Condition near 28th Avenue North
Rendering of Proposed Changes near 28th Avenue North
Current Condition near 24th Avenue North
Rendering of Proposed Changes near 24th Avenue North
Anticipated Trade-Offs
Likely Benefits

- Better positions the roadway to achieve the project goals that are to -
  - Increase safety for all roadway users and increase transit utilization
  - Protect character of the roadway as Minor Arterial and develop corridor as City Connector through Complete Streets
  - Provide higher quality of life to adjacent neighborhood residents
  - Protect existing revenue streams and provide new streams for existing and future businesses
- Reduction in excessive speeding by motorists, particularly in the segments where there is one lane for through vehicles
- More frequent and enhanced crosswalks with median refuges and RRFB warning beacons which provides additional safety for pedestrians, enables residents to access businesses across MLK with more ease and without the use of motor vehicle
Anticipated Trade-Offs

Likely Benefits

- Lower Level of Traffic Stress and significantly shortened travel times for bicyclists using the corridor which greatly increases the propensity for additional use by a more diverse population and can lead to improved public health and fewer short car trips.

- Case studies from similar roadways in other communities show they’ve experienced benefits including:
  - Reduction in traffic crashes
  - Reduction in operating speeds
  - Increase in people using bikes, transit, and walking
  - Increase in economic activity

- Operational improvements at 9th Avenue North
Anticipated Trade-Offs
Expected Consequences

- Some increase in motor vehicle traffic congestion in the morning and evening rush hours, particularly the southbound evening rush hour between 30th Ave N and 11th Ave N (estimated to be approximately 90 seconds of additional travel time per the consultant engineering evaluation).

- Traffic signal timings will require adjustments during peak congestion times to find optimal operations which minimizes the delay along the corridor while also inducing gaps for motorists to make a left turn out of driveways and side streets.

- Determining the optimal traffic signal timing for actual conditions may take some time as drivers adjust to the proposed change.

- Speed reduction in the northbound direction north of 9th Ave N will be less than the speed reduction in the southbound direction.

- Potential for lower traffic volumes as some motorists may perceive the roadway congestion as being intolerable and choose an alternate route.
The scope includes milling, resurfacing and striping of MLK St from 4th Ave N to 34 Ave N. Five (5) new medians will be constructed at various locations for pedestrian crossings. Each median will include new ADA ramps on the east and west side of the roadway and additional concrete sidewalk along each ramp approach. RRFBs will be installed at each crosswalk for enhanced visibility.

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<th>Project Element</th>
<th>Estimated Cost</th>
<th>Approved Funding Source(s)</th>
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<td>Milling &amp; Resurfacing</td>
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$450,000 made available in Complete Streets category for FY17, FY18, and proposed FY19 budget
Next Steps

- September 2018 – Resurfacing and striping begins
  - Establish new lane configurations
  - Add crosswalks with RRFB lights
- Later in 2018/Early 2019 – Physical improvements and thermoplastic markings
  - Concrete medians for pedestrian refuges
  - Enhanced markings and features for bicyclists (green pavement markings, flex-posts in certain locations, bike racks)
- Data Collection and Evaluation of Performance Measures related to Complete Streets
Factors to Consider in Path Forward

- 1/3 of motor vehicles exceed posted speed of 35 mph by more than 10 mph
- Reduction of one lane from corridor would result in a projected increase of travel time at the peak hour of less than 2 minutes, assuming no traffic diverts to a different route
- Approximately 10,700 residents live within a walkable ½-mile distance of the corridor
- Economic Development best practices and test cases indicate that slower traffic and increased access for pedestrians and bicyclists is a net-positive for most businesses
- City practice, supported by existing and new policies, has been to use resurfacing as an opportunity to adjust roadway markings for safety, added mobility, and system efficiency
Existing Policies and Orders that Expressly Support Proposed Changes

- Comprehensive Plan
- Complete Streets Policy and Resolution
- Executive Order establishing Health in All Policies and Projects
- Executive Order establishing policies consistent with Sustainability and Resiliency Initiatives
“The City shall develop and maintain a multi-modal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicles miles traveled and greenhouse gas emissions.”

“The City shall support a proposal that reduces the traffic carrying capacity of the road network, such as... a reduction in the number of through lanes or lane widths... if the proposal’s benefits, such as neighborhood preservation, community and economic development, and promotion of alternative modes of transportation, outweigh the loss of roadway capacity.”
Complete Streets Policy and Resolution

- “Complete Streets are planned, designed, operated, and maintained so that people of all ages and physical and economic abilities can safely and comfortably move around the city street network.”

- “In addition to the customary accommodation of motorists and commercial traffic, facilities for pedestrians, bicyclists and transit riders will be established as core elements in the planning and design of all roadway and bridge projects, including privately constructed roadways.”

- “The City will seek to attain the desired roadway character and performance that would achieve the community’s goals for each corridor’s land use context. Motor Vehicle Level of Service is one metric used to evaluate the performance of a particular roadway intersection or corridor for one group of users. To achieve the desired character and performance, additional quantitative and qualitative metrics including safety, comfort for all roadway users, and establishing neighborhood character conducive to economic development will factor into future roadway design decisions.”

- “City staff will create a Complete Streets Implementation Plan to guide the development of future roadway facilities for all modes of travel, with an emphasis on identifying roadway modifications and improvements needed to facilitate non-motorized travel. However, contextually appropriate bicycle and pedestrian accommodation will be considered for all roadways whether the specific improvements are outlined in the Complete Streets Implementation Plan or not.”
Executive Order on Health in All Policies

WHEREAS, policies implemented by the City outside of the traditional health sector significantly affect the social determinants of health, including policies related to urban redevelopment, food access, housing, transportation, public safety... sustainability... and economic development.

It shall be the policy of the City of St. Petersburg to apply the consideration of health, health impacts, and the social determinants of health to the City’s decision-making, including policy development and implementation, budgeting, and the delivery of services.
Executive Order on Sustainability and Resiliency

- “WHEREAS, our Sustainability Vision is a city with the capacity to endure by finding the balance between environmental stewardship, economic vitality and social equity.”

- “WHEREAS, our Sustainability Goals are a 100% clean energy transition, zero waste, protection and enhancement of natural systems and preserves, the protection and enhancement of shade, urban forest, and green space, sustainable built environment practices, safe and efficient multimodal transportation networks, improvement of our local economy, and a Healthy St. Pete.”
Local Examples of Road Diets in St. Pete
Central Avenue

Sections of Central Avenue previously included four lanes with two lanes of parallel on-street parking. One lane in each direction was re-purposed to convert the parking to angled spaces. This significantly increased parking capacity and reduced motor vehicle speeds.
One motor vehicle lane and a traditional bike lane were re-purposed to create the first bi-directional protected bike lane in Florida. Sight visibility for the protected bike lane dictated a need to significantly reduce the number of parking spaces on the south side of 1st Avenue.
Local Examples of Road Diets in St. Pete

1st Street South

One parking lane and a traditional bike lane were re-purposed to create a bi-directional, enhanced buffered bike lane. The buffer is purposefully wide to accommodate large planters providing roadway aesthetics and placemaking, as well as additional comfort for a wider range of cyclists. The buffer also houses a Bike Share hub.
One motor vehicle lane was re-purposed to allow existing on-street parallel parking to be converted to angled parking. This increased and replaced the parking supply that was displaced to accommodate transit vehicles when significant service changes were made in 2015 to eliminate Williams Park as a PSTA transfer hub.
Local Examples of Road Diets in St. Pete

16th Street South

16th Street South, between 54th Avenue and Pinellas Point Drive, previously included four lanes for motor vehicles. One motor vehicle lane was re-purposed to create bike lanes and a wider center turn lane for large vehicles, especially school buses which frequently use the roadway to serve Lakewood High School.
9th Avenue North, west of 66th Street, previously included four lanes for motor vehicles. One motor vehicle lane was re-purposed to create a center turn lane and add bike lanes. This was a traditional road diet that provides better traffic operations and safety for motorists, bicyclists, and pedestrians.
Local Examples of Road Diets in St. Pete

20th Street South

20th Street South from Central Avenue to 5th Avenue S, previously included four lanes for motor vehicles. One motor vehicle lane was re-purposed to create a bike lane in each direction.
Current Traffic on MLK Street – 18,600 vehicles per day
Projected 2030 Traffic on MLK Street – 21,350

Detailed Engineering Study/Traffic Evaluation indicated it’s feasible with design elements incorporated in proposed plan coupled with traffic signal optimization.
Local Examples of Adding Bike Lanes through Resurfacing

Reviewing resurfacing projects to determine whether contextually-appropriate modifications can be made to add bike lanes has been City practice since CityTrails Bicycle Pedestrian Master Plan was adopted in 2003. Below are some recent examples of contextually-appropriate modifications, including lane narrowing and/or elimination of unnecessary turn lanes, that allowed for improved bike lanes (wider, with buffers where feasible, and continuous bike lanes across intersections).

- 18th Ave S – 49th St to 34th St
- 13th Ave N – 34th St to 16th St
- 37th Street S – 22nd Ave S to 34th Ave S
- 16th Street S – 62nd Ave S to Pinellas Point Drive
- 30th Avenue N – 66th St to 60th St
- 34th Avenue N – 4th St to 1st St
- 28th Street N
- Central Ave – Park St to Pasadena Blvd (County project)
- Roosevelt - 28th St to 4th St (FDOT project)
- 54th Ave S – 41st St to 34th St (FDOT project)
- Bayway – Tierra Verde to E/W Bayway (FDOT project)
Local Examples of Adding Bike Lanes through Resurfacing

- Wide travel lines with generally permissive parking on both sides
- No bike lanes
- Complaints of excessive speeding

15th Avenue South Before
Local Examples of Adding Bike Lanes through Resurfacing

- Consolidated parking to one side
- Narrowed travel lanes
- Added bike lanes

15th Avenue South
After
Local Examples of Improving Bike Lanes through Resurfacing

- Minimum bike lanes adjacent to curb
- Travel lanes with variable widths
- Complaints of excessive speeding
Local Examples of Improving Bike Lanes through Resurfacing

- Narrowed travel lanes
- Widened bike lanes
- Added buffer for additional comfort

Pinellas Point Drive South
After
Local Example of Leveraging Funding for a Complete Street – 30th Ave North Bike Lanes

Milling and resurfacing with variable widening (1'-8') from MLK Street to 58th Street to provide continuous bike lane. Project also included reset of the granite curbs and completion of several sidewalk gaps along the project.

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79%  21%

Consideration was given to see if this project could be constructed as a protected bike lane, though the frequent driveways precluded that from being a viable alternative.
How could more robust public input be garnered earlier in future processes?

- Starter ideas presented by staff include additional, possible scenarios, including extreme-case scenarios, to garner stronger community attention early in the process (e.g., repurpose two lanes on MLK)

- Potential for mailed or hand-delivery of notification instead of routine notification methods earlier in project

Controversy about the project may remain even though the public has not only been informed of the project, but actively engaged in any proposed changes, when some constituents have competing goals for safety versus speed of access.