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team introductions

**City Departments**
- Transportation & Parking Management
- Planning & Development Services
- Economic & Workforce Development
- Community Services
- Parks & Recreation
  - Healthy St. Pete/Health in All Policies
  - Recreation/Libraries
- Mayor’s Office
  - Urban Affairs
  - Education
  - Office of Sustainability & Resiliency

**Partner Agencies & Key Stakeholders**
- Forward Pinellas
- Foundation for a Healthy St. Petersburg
- Neighborhood Associations
  - Bartlett Park
  - Cromwell Heights
  - Melrose Mercy
- Highland Oaks
- Mel-Tan Heights
- Deuces Live Main Street Association
- Pinellas County Urban League
- Pinellas Suncoast Transit Authority (PSTA)
- South St. Petersburg Community Redevelopment
- Area Citizens’ Advisory Committee
- Pinellas County Schools/Perkins Elementary School
1 introduction

Study Overview
Study Area
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STUDY OVERVIEW

STUDY PURPOSE

The purpose of this study is to develop a plan to reconfigure the street to better serve how residents get around, improve safety, and increase the desirability of the corridor as a destination for neighborhood retail and businesses.

The study is focused on conditions along 18th Avenue South from west of 34th Street to east of 16th Street (approximately 1.6 miles). The study will also consider conditions and identify opportunities on other connecting and parallel streets impacting 18th Avenue South.
**STUDY OVERVIEW**

**SCOPE & SCHEDULE**

The study schedule consists of three phases, and will conclude with a feasible concept that can move forward into final design. The study includes significant public engagement as follow-on from the recommendations of previous planning work, including the Complete Streets Implementation Plan and the 18th Avenue South Health Impact Assessment, in order to build understanding, consensus, and support among key community and City stakeholders around an achievable set of modifications for the corridor.

**FUTURE PHASES**

Corridor improvements for 18th Avenue South are identified as a top priority in the Forward Pinellas Active Transportation Plan and are targeted for funding in 2025. It’s possible that construction may occur sooner pending the completion of the final design phase(s).
18th Avenue is classified as an east-west secondary collector and serves adjacent single family residential neighborhoods and neighborhood commercial land uses. Perkins Elementary School is also directly adjacent to the study corridor.

Within the study area limits, the street is two lanes undivided in each direction with turn lanes at major signalized intersections. There are no bikeways or bike markings. Sidewalks vary in width from 4 to 6 feet with frequent driveways and little to no buffer from the curb. There are also numerous transit stops, including two bus bays.
The study area is just southwest of Downtown St. Petersburg, FL. 18th Avenue South is an important corridor for regional east-west trips (including bus service) due to the breakdown of the street grid. 22nd Avenue South and 26th Avenue South also help support non-local east-west travel.

Immediately east and west of the study area, 18th Avenue South transitions from four lanes to two lanes with a center two way left turn lane (TWLTL). Bike lanes begin west of 34th St. Observations today show the three lane configuration works well for these segments.

A similar project was recent completed through the reconfiguration of Dr ML King, Jr St. Multimodal improvements are also being planned for 34th Street (US 19).
up next:
study
background
STUDY BACKGROUND

ST. PETE COMPLETE STREETS POLICY & IMPLEMENTATION PLAN

Approved in 2015, the resolution calls for the City to focus transportation development to create a comprehensive, integrated, and connected network.

WHAT ARE COMPLETE STREETS?

Transportation environments where people of all ages and physical and economic abilities can safely and comfortably move around the city.

- Account for surrounding land uses and how they are served
- Include strategic connections within the grid of streets for all modes
- Network of routes and facilities for all modes to efficiently reach all parts of the City
**ST. PETE COMPLETE STREETS POLICY & IMPLEMENTATION PLAN**

**STUDY BACKGROUND**

**COMPLETE STREET STUDY**

**18TH AVENUE SOUTH**

**TAKEAWAYS FOR 18TH AVENUE SOUTH**

**neighborhood collector**

ROADWAY DESIGNATION

- **25 mph**
  - Maximum Desired Speed
- **road diet**
  - 4 LANES → 2 OR 3 LANES
- **separated bikeway**
  - WITH STRIPED OR PHYSICAL BARRIER
- **6’ – 10’**
  - SIDEWALK WIDTHS
- **neighborhood greenways**
  - ALONG CONNECTING STREETS
- **public transit**
  - MODAL PRIORITY

**Context Zone:**

- **Land Use**

**Flexible Design Table**

- **Modal Priorities**

**Street Type**

- **Desired Operating Speeds**

**Table**

- Flexible Design
- Modal Priorities
- Desired Operating Speeds
introduction

STUDY BACKGROUND

DR. ML KING, JR. STREET RECONFIGURATION

In 2018, Dr. ML King, Jr Street from 4th Avenue North to 34th Avenue North was reconfigured and resurfaced based on the recommendations from the Complete Streets Policy and Implementation Plan.

Improvements include buffered bike lanes on each side of the roadway and six enhanced crosswalks with median refuges and RRFBs.

wage growth

businesses

commercial rents

vacancies
The 18th Avenue South study area is within the South St. Petersburg Community Redevelopment Agency (CRA) boundaries. The South St. Petersburg Redevelopment Plan was adopted in 2015. This plan acknowledges declining property values and the deterioration of sites within the study area and recommends a revitalization effort that embraces “place-based” and “people-based” strategies.
In 2019, the city completed a Health Impact Assessment (HIA) of the 18th Avenue South corridor. An HIA measures the potential health effects, both intended and unintended, of future improvements.

The HIA assessed the community and found that the 18th Avenue South study area is characterized by higher poverty and lower rates of vehicle ownership. Many residents use alternative modes of transportation with higher than usual rates of transit usage.

There is a high percentage of households with a single head of household. These families tend to spend around 75% of their income on housing and transportation alone, demonstrating a need for less expensive ways to travel.
**Introduction**

**Study Background**

**Traffic Calming and Speed Reduction**
- Horizontal and vertical deflections
- Street width reductions
- Intersection modifications including signal timing and roundabouts
- Consider a road diet

**Placemaking & Streetscaping**
- Identity for the corridor
- Street trees, landscaping, street furniture, and trash receptacles
- Pedestrian-scale signage
- Quality bus stops

**Bicycle Network and Facility**
- Install separated bicycle facility to enhance safety and perception of safety
- Connect to existing and proposed bicycle network and facilities
- Identify locations for short- and long-term parking

**Pedestrian Facilities and Walkability**
- Widen sidewalks and add or enhance buffer
- Install frequent and well-marked crossings
- Address driveway and vehicle parking conflicts
- Modify traffic signals

**Land Use**
- Evaluate existing zoning
- Promote affordable housing density bonuses
- Neighborhood-serving development
- Assess vacant lots

**Programming and Funding**
- Plan “activation events”
- Partner with local businesses for bike-friendly promotions
- Create an equity plan for bike share
In February 2020, Forward Pinellas adopted the Advantage Pinellas: Active Transportation Plan, the bicycle and pedestrian component of the Long Range Transportation Plan. The plan identified the top ten bicycle and pedestrian project priorities for the county, based on a combination of data analysis, geographic equity, regional network connectivity, facility diversity, and stakeholder feedback.

This analysis identified the 18th Avenue South/Salt Creek Trail Extension project as the highest priority active transportation project in the county. The project extends from 18th Avenue South from 37th Street South to 4th Street South and the Salt Creek Trail from 18th Avenue South to 26th Avenue South, and proposes a combination of separated bike lanes, trail, bike boulevards, and pedestrian crossings.
Both the Health Impact Assessment and Forward Pinellas 2045 LRTP identified options for the reallocation of lanes on 18th Avenue South that reduce the number of travel lanes and significantly improve conditions for people walking and biking.
defining success

Corridor Characteristics
Vision, Goals, & Objectives
Best Practices Toolbox
up next: corridor characteristics
The study area has high rates of people walking due to lower rates of vehicle ownership and high transit usage. It also sees a large number of crashes involving pedestrians – including three fatalities over the last five years.

The sidewalks on the both sides of the street are narrow with non-continuous surfaces, wide driveways, ADA issues, and little to no buffer from the street. Crosswalk markings are often faded and signalized intersections do not always allow adequate time for pedestrians to cross. The walk audit conducted by the HIA revealed drivers failing to yield to people crossing.
Biking on 18th Avenue South today is uncomfortable due to a lack of dedicated bikeways and vehicle speeds. A Level of Traffic Stress score of 4 indicates that biking on the street is only comfortable for "highly confident" riders (4-7% of the general population).

Lack of dedicated bike parking is another barrier to riding a bike to destinations in the study area.

In comparison to pedestrian crashes, bicycle crashes are more closely clustered between 22nd Street and 16th Street.

*Based on combined bike/ped counts during daylight hours over a two day period (November 13 and 14, 2019)
PEOPLE TAKING THE BUS

Within the study area, 18th Avenue South services Pinellas Suncoast Transit Authority (PSTA) routes 14, 34, and 90. Stop design and amenities vary across stops. The two stops at Tangerine Plaza (east of 22nd St) have bus bays and shelters.

Route 14 travels east-west on 18th Avenue South between 49th Street and Dr. MLK, Jr. Street. This is the 11th most productive PSTA route with 30 minute peak weekday headways and 1,100 passengers per day. Route 34 travels north-south on 34th Street (US-19) and is the 3rd most productive PSTA route with 15-30 min peak weekday headways and 2,500 passengers per day.

*Bus stops are shown individually on the corresponding side of the street*
The study area consists of two 10 foot lanes in each direction with turn lanes at signalized intersections. Low traffic volumes and a straight segment lead to excessive speeding along the street, creating a dangerous environment for both people driving and not driving. Frequent driveways and intersecting streets provide a high level of access for people driving, but are also potential conflict points.
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CORRIDOR CHARACTERISTICS

Segment 1
West of the 34th Street intersection to before 22nd Street intersection

- Mostly residential with some commercial with driveways and houses fronting the street
- Includes I-275 highway underpass

Segment 2
22nd Street intersection to east of the 16th Street intersection

- Mostly commercial and some residential with driveways to businesses and shopping centers fronting the street
- Informal and formal parking within the right-of-way
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CORRIDOR CHARACTERISTICS

TYPICAL SECTION

70’ – 90’
RIGHT-OF-WAY

3
SIGNALIZED INTERSECTIONS

1
RRFB PEDESTRIAN CROSSING

16
TRANSIT STOPS

14
TOTAL INTERSECTING STREETS

no bikeway
unbuffered sidewalk
sidewalk interruptions
residential with some commercial context

narrow buffer

SEGMENT 1

40.00’
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CORRIDOR CHARACTERISTICS

no bikeway
unbuffered sidewalk
sidewalk interruptions
narrow buffer
commercial with some residential context

TYPICAL SECTION

85’-90’
RIGHT-OF-WAY
2
SIGNALIZED INTERSECTIONS
0.62
MILES

1
RRFB PEDESTRIAN CROSSING
11
TRANSIT STOPS
12
TOTAL INTERSECTING STREETS

SEGMENT 2

18th Ave South
Perkins Elementary
Metro PCS
China Star
Melrose Mercy

United States Postal Service
Smith’s Funeral Home
Blue Nile
Salem’s Fresh Eats
Breaking Free by Faith
Elks Lodge
13th Street Heights
Cromwell Heights

no bikeway
unbuffered sidewalk
sidewalk interruptions
narrow buffer
commercial with some residential context

18th Avenue
COMPLETE STREET STUDY
st. petersburg
up next: vision, goals & objectives
Defining success: Vision, Goals, & Objectives

Vision Statement:

18th Avenue South is reimagined into a street that equitably reflects the identity & priorities of the neighborhood to support a thriving, interconnected community that is safe and enjoyable for people of all abilities walking, biking, taking the bus, and driving.
defining success
VISION, GOALS, & OBJECTIVES

DRAFT PROJECT GOALS

Equity & Inclusion
Actively listen to and learn from the community to design a street that reflects the ways in which they travel and the neighborhood character.

Safety & Accessibility
Reduce crashes and conflicts while ensuring accessibility for all ages, abilities, and ways of travel.

Community Health & Sustainability
Promote a healthy and comfortable street with economic opportunity.
defining success
VISION, GOALS, & OBJECTIVES

- Reflect character of the neighborhoods through streetscape & placemaking improvements
- Utilize 34th Street or I-275 underpass as a gateway into the neighborhood
- Design for ADA accessibility

DRAFT OBJECTIVES

- Safely & comfortably connect neighborhoods across 18th Avenue South
- Slow vehicle speeds to 25 mph
- Ensure safe and efficient transportation to and from Perkins Elementary
- Improve travel time reliability for people walking, biking, taking the bus, and driving
- Coordinate bus stops and improve amenities
- Create more equitable allocation of street space between modes of travel

SEGMENT 1
defining success
VISION, GOALS, & OBJECTIVES

Support neighborhood commercial district through streetscape & placemaking improvements
Utilize 16th Street and 22nd Street as a gateway into the neighborhood
Design for ADA accessibility

Safely connect both sides of 18th Avenue South for access to jobs, businesses, and bus stops
Slow vehicle speeds to 25 mph
Improve parking and driveway conditions

Improve travel time reliability for people walking, biking, taking the bus, and driving
Coordinate bus stops and improve amenities
Create more equitable allocation of street space between modes of travel
up next: best practices toolbox
defining success
BEST PRACTICES TOOLBOX

Car travel lanes can be repurposed to provide space for new uses. Road diets can convert 4-lane roads into 3 lanes or 2 lanes to improve safety and operations.

FHWA recognizes roadways with Average Daily Traffic (ADT) of less than 20,000 as candidates for road diets.

LANE REALLOCATIONS & ROAD DIETS

SAFETY is improved by narrowing lanes, creating a more comfortable street for drivers and non-drivers.

OPPORTUNITY for other modes of travel and to increase accessibility for users of all ages and abilities.

CAPACITY can be maintained by separating left turns and encouraging walking, biking, and taking the bus.

Before

After

Source: NACTO Urban Street Design Guide

Source: FHWA
Recognizing the limitations of street space in cities is an important step to improving the transportation network. Reallocating space for multiple modes can help people move around more efficiently.

**People Walking**
Encouraging walking can remove short car trips from the road (one mile or less) that contribute to traffic congestion.

**People Biking**
Creating an accessible and connected bike network can remove mid-length trips from the roadway and increase access to transportation for non-drivers.

**People Taking the Bus**
Improving transit provides access to destinations for non-drivers and people who don’t have access to a car. Transit is the most efficient way to move large groups of people and conserves street space in cities.
**SEPARATED BIKEWAY**
For 18th Avenue South
Best for streets with high bike and pedestrian activity as well as car traffic to separate people biking from people walking and driving.

**BIKE BOULEVARDS**
For intersecting residential streets
Also known as neighborhood greenways, bike boulevards are low speed and low traffic streets where bikes share the road with cars but have priority on the street.

Considerations for deciding between a one-way or two-way cycle track include:
- Conflict points (intersections, driveways)
- Popular destinations
- Bikeway network connections
- Presence of on-street parking
- Roadway width
The design of comfortable bikeways requires that, as speed and traffic volumes increase, the level of separation from vehicles must also increase.

Source: FHWA

https://www.youtube.com/watch?v=6-RYhnS01Mc
defining success
BEST PRACTICES TOOLBOX

CROSSING THE STREET
Create a safer crossing experience by increasing visibility and stopping vehicle traffic

FLASHING (RRFB) CROSSINGS
Rapid Rectangular Flashing Beacons (RRFBs) flash when pushed to increase visibility and alert cars to stop.

MEDIAN REFUGE ISLANDS
Midblock islands allow people to cross one direction of traffic at a time and provides a safe refuge.

CROSSING AN INTERSECTION
Prioritize people crossing at intersections and increase visibility

INTERSECTION BULB-OUTS
Slow turning traffic and shorten distance for people crossing by tightening turn radius at corners.

FIXED PEDESTRIAN SIGNALS
Add automatic pedestrian crossing signals that don’t require pushing a call button.

Source: NACTO Urban Street Design Guide

Intersection Bulb-Out in St. Petersburg

Source: curbed.com

Source: NACTO Urban Street Design Guide
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BEST PRACTICES TOOLBOX

BUS STOP DESIGN

Bus stops should be comfortable places that invite and encourage using transit.

ENHANCED & ACCESSIBLE BUS STOPS

Bus stops should be ADA-compliant and accessible. Successful bus stops should include as many of the following elements as possible: shelter/shade, benches, route signage/wayfinding, bike parking, and trash receptacles.

BUS BULBS / ISLANDS

Curb extensions to align transit stop with on-street parking or separate boarding from the sidewalk with a bike channel.

TRANSIT RELIABILITY IMPROVEMENTS

Improving the transit experience and reliability will help the community, build ridership, and encourage further investment.

BUS STOP COORDINATION

Space bus stops that are convenient and accessible and allow for efficient and on-time bus service.

ACTIVE TRANSIT SIGNAL PRIORITY

Coordinate signals with bus routes and positions to improve bus headways and reliability.

FREQUENCY

Frequent service based on current and future ridership and improve headways.
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BEST PRACTICES TOOLBOX

CASE STUDY

2011 TRANSIT BOARDING ISLANDS
Seattle, Washington

Previously road dieted from 4 lanes to 3 lanes with a center TWLTL and shoulder bike lanes, Dexter Ave had average daily traffic counts under 11,000 and did not require the center turn lane.

Today, counts of people biking and transit ridership have increased. The project also calmed traffic by removing the center turn lane that impatient drivers would use to pass buses.

Source: NACTO Urban Street Design Guide
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BEST PRACTICES TOOLBOX

TRAFFIC CALMING

To achieve the desired speed for a street, various traffic calming elements can be used. The Florida Department of Transportation (FDOT) Design Manual emphasizes these 3 speed management concepts for successful projects.

**ENCLOSURE**
Gives the sense that the street is contained rather than a limitless expanse of space.

Design strategies may include street trees, building fronts near the street, and on-street parking.

**ENGAGEMENT**
Connects the driver to the surrounding environment through visual and audio input.

Design strategies may include narrow lanes, on-street parking, patterned and painted pavement, and frequent crossings for people walking and biking.

**DEFLECTION**
Provides horizontal and vertical movements of drivers from the path of travel.

Design strategies may include raised intersections and crosswalks, chicaning, and roundabouts.
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BEST PRACTICES TOOLBOX

PROTECTED INTERSECTIONS
Physically separate bikes and cars until the intersection, increase visibility, and slow turning movements.

ROUNDABOUTS
Compared to a traditional intersection, roundabouts minimize conflict points and maintain traffic flow to improve safety and operational efficiency.

CONFLICT POINTS
Minimize and formalize conflict points at intersections & driveways.

TURN LANES
Limit and slow turning by removing unnecessary turn lanes and managing left turn access.

CONSOLIDATE DRIVEWAYS
Close extra driveways, narrow overbuilt driveways, and promote shared access points and side street entrances.

EMPHASIZE CROSSINGS
At crossing conflicts, use green paint for bikeways and paint wide crosswalks. Maintain sidewalk surfaces across driveways.

Potential conflict points in a roundabout vs. a 4-way intersection

Source: NHTSA

Roundabout  4-Way Intersection

Source: NACTO Urban Bikeway Design Guide

Source: FHWA

Source: FHWA
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BEST PRACTICES TOOLBOX

PROTECTED INTERSECTIONS

CONFLICT POINTS

Source: https://www.youtube.com/watch?v=FlApbX2tpA&feature=emb_title
02

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BEST PRACTICES TOOLBOX

5 lane road with no on-street parking

dangerous mixing zone for bikes and drivers

BEFORE

Source: NACTO Urban Street Design Guide

separated people walking, biking, and driving at intersection

connected separated bikeways

CASE STUDY

separated bikeways in every direction

on-street parking with road diet

separate people walking & biking

AFTER

AS part of a 5 to 3 lane road diet, a protected intersection was constructed at 200 S and 300 W where two streets with separated bikeways intersect. The intersection was 90% underutilized for vehicle capacity, making it a good location for low stress biking.

2015 PROTECTED INTERSECTION
Salt Lake City, Utah

https://vimeo.com/142436767

Source: NACTO Urban Street Design Guide
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BEST PRACTICES TOOLBOX

INNOVATIVE TRAFFIC SIGNALS
Adjust and coordinate traffic signals to manage vehicles speeds, decrease delays for side streets and people, and improve flow of non-motorized traffic.

REDUCED CYCLE LENGTHS
Shorten signal cycles to decrease delays for side streets and people crossing and to manage vehicle speeds.

COORDINATED PROGRESSIONS
Create gaps for crossing the street and help the flow for bicycles and transit or slow traffic to protect people walking.

BIKE & PEDESTRIAN SIGNALS
Introduce protected signal phases for people walking and biking or for transit to improve safety and travel time reliability.

LEADING PEDESTRIAN INTERVALS (LPIs)
People crossing at a traffic signal are given a few seconds head start before cars are allowed to turn into a crosswalk.

PROTECTED SIGNAL PHASES
Adding protected signals for people walking, biking, or taking transit can increase safety and travel time reliability.

Source: CyclingTips.com

Pictured: “Pedestrian Scramble”

Source: Streetsblog Chicago
VALENCIA STREET
San Francisco, CA

Before
- Southbound (12:55pm, 111, all other times)
- Travel Time: 5:56 min
- Distance: 1.01 Miles
- Average Speed: 10mph
- Traffic Lights: 3 green, 7 red
- Started with start of green at 14th

After
- Southbound (3:20pm, 111, all other times)
- Travel Time: 5:18 min
- Distance: 0.98 miles
- Average Speed: 10mph
- Traffic Lights: 10 green, 0 red
- Slowed down once for right turning vehicle

https://youtu.be/isLoIbW02I8
defining success
BEST PRACTICES TOOLBOX

PLACEMAKING & STREETSCAPE

THE PUBLIC REALM
The street is a place for the community to use and enjoy.

PAINTED INTERSECTIONS
Create interesting and aesthetically pleasing intersections that reflect the neighborhood’s character.

GATEWAY TREATMENTS
Encourage drivers to slow down by indicating that they are entering a new area and different environment.

A street should reflect the local culture and character of a community. Placemaking is a combination of many street design and streetscaping elements, but can specifically include wayfinding signage for people not driving, public art, and street facing businesses and homes. These elements, in combination with other complete streets strategies, help communicate the neighborhood's identity.
2009 ALLEN AND PIKE STREETS PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT
New York, New York

Before improvements, the wide thoroughfare had 3 travel lanes in each direction, long crosswalks, and unprotected bike lanes between the travel and parking lanes. Unsafe conditions included excessive speeding and weaving movements, bike lane obstructions, and turning conflicts at busy intersections.
Project Visioning Team (PVT) #1

The PVT held a kickoff meeting on May 21, 2020. The PVT consists of city staff, partner agencies, neighborhood associations and other community groups. Throughout the meeting, the project team received feedback on the existing conditions of the street, the visions, goals, & objectives, and the best practices toolbox. This feedback was used to refine the visions, goals, & objectives and begin prioritizing potential improvements for the street.
next steps
Based on feedback from the Project Visioning Team and residents and businesses in the study area, the team will begin to evaluate the feasibility of potential improvements along the corridor and to consider alternatives.

A second Project Visioning Team meeting and public engagement are scheduled for later this summer to present these preliminary findings and gather feedback on the alternatives.
contact information

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