

APPENDIX A - COMPLETE STREETS POLICY & RESOLUTION

CITY OF ST. PETERSBURG ADMINISTRATIVE POLICY

#020400

SUBJECT: Complete Streets**APPROVAL: Rick Kriseman, Mayor****EFFECTIVE DATE: 11/2/2015****REPLACES POLICY DATED: N/A****Synopsis:**

As the City of St. Petersburg grows, the roadways must evolve to continue meeting the civic goals of safety, equity, public health, quality of life, access to jobs and economic development. In particular, the City desires to be a premier destination for accessibility that includes walking and bicycling. To that end, 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. A Complete Street provides the right accommodation for the land use context and is therefore not a mandate to provide exclusive facilities for each mode on every street. Establishing Complete Streets will enable the City of St. Petersburg to further achieve its status as a city of opportunity where the sun shines on all who come to live, work and play.

Complete Streets policies are being adopted in communities across the nation at all levels of government, including the Florida Department of Transportation which adopted a Complete Streets policy in September 2014. At the Federal level, the Safe Streets Act (S. 2004/H.R. 2468), introduced in 2015, requires states and Metropolitan Planning Organizations to adopt inclusive transportation policies for future projects within two years. By adopting a Complete Streets policy at this time, the City of St. Petersburg will join with the other communities who are leading the development of transportation systems that are not only inclusive but are also more environmentally sustainable, promote economic development, and ultimately provide for a healthier city. Principles supported by Complete Streets, including compact development in established town and city centers, transit connecting homes and jobs, and neighborhoods and streets that make walking and bicycling safe, convenient, and enjoyable are proven smart growth measures that are known to increase property tax revenues and support reduced costs for providing public services.

This policy outlines the approach and steps the City Administration will pursue to achieve a network of Complete Streets in St. Petersburg. In addition to the policy directives, City staff is directed to create a Complete Streets Implementation Plan as described herein. The Implementation Plan will include an update of the 2003 Bicycle and Pedestrian Master Plan as an essential piece of a comprehensive, integrated, and connected network of facilities that fit the land use context.

Policy:

1. 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.

2. 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.

The most appropriate context-sensitive roadway design standards will be considered while recognizing the need for flexibility in balancing the needs of the users as well as adjacent land uses.

3. 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.
4. The City will draw upon all appropriate sources of funding including but not limited to City, County, State and Federal sources to implement the Complete Streets program.
5. City departments will incorporate the corresponding elements of these Complete Streets principles into their work plans.

Procedure:

The appropriate City staff in all Administrations, led by the Transportation and Parking Management Department, will develop guidelines and an implementation plan for the City of St. Petersburg's Complete Streets program for approval by the City Administrator. These guidelines and the Complete Streets Implementation Plan will be developed collaboratively with all appropriate City Departments and through an extensive program of public involvement. All new processes, guidelines, designations, metrics, and specific facility recommendations will be outlined in the Plan. The Complete Streets program and implementation plan will include the following components:

1. Complete Streets Implementation Plan – The City Administrator will direct the Transportation and Parking Management Department, as well as other appropriate departments, to update the City's 2003 Bicycle Pedestrian Master Plan to include an assessment of the current roadway and trail networks and develop recommendations that reflect a Complete Streets approach to the transportation system. The resulting plan will document existing conditions and barriers, establish a network of bicycle routes, identify needed facilities to make walking and bicycling safe and comfortable choices, prioritize the identified improvements and connections to complete the network, and establish a Complete Streets checklist to be used in the planning, design, and construction phases of all roadway development and redevelopment projects.

The Complete Streets Implementation Plan will define and apply a Complete Streets functional classification overlay for principal arterials, minor arterials, collectors and neighborhood collectors. The functional overlay will include such elements as the appropriate mix of facilities and design speeds to meet the given or desired land use character for each corridor.

2. Design Standards & Training - The appropriate City staff from the City Development Administration and Public Works Administration will review current design standards, including any subdivision and land development regulations that apply to new roadway construction, to ensure that they reflect the most appropriate context-sensitive design guidelines to achieve Complete Streets. The design references to be reviewed and considered for endorsement include but are not limited to publications from the American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), Congress of New Urbanism (CNU), Federal Highway Administration (FHWA), and Florida Department of Transportation (FDOT).

The Administration and all appropriate Departments will encourage and support staff professional development and training on Complete Streets design and implementation best practices through attending conferences, classes, seminars, and workshops.

3. Management & Coordination - The City Administrator will promote project coordination among city administrations and departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources and achieve the goals of this Policy. The Transportation and Parking Management Department is directed to lead the Complete Streets program. The following Administrations are key stakeholders in implementing Complete Streets: City Development, Public Works, Leisure Services, and Neighborhood Affairs.

The City will work with partner agencies and utilities that perform work within the public right-of-way to be sure that their efforts are in keeping with the Complete Streets policy. The City Administrator is directed to work with partner agencies and jurisdictions to ensure that multimodal connections can be made across jurisdictional boundaries.

The Mayor's Bicycle and Pedestrian Advisory Committee (BPAC) was established as a part of the adoption of the CityTrails Bicycle Pedestrian Master Plan in 2003 to provide an outlet for citizens to both learn about and provide feedback on bicycle and pedestrian planning efforts being undertaken by the City as a part of the CityTrails plan implementation. The BPAC's contributions and dedication to the cause have made great strides to advance ideas and progress for pedestrians and bicyclists. In accordance with this policy, and to assure City staff is aware of the committee concerns, a new regular committee, the Complete Streets Committee, will be established as a resource and collaborative partner for the Mayor and other City elected officials, municipal staff,

and partner agencies to effectively implement Complete Streets in St. Petersburg. This committee should also include representation from partner agencies.

The Complete Streets Committee will be chaired by staff from the Transportation and Parking Management Department, and be comprised of not more than 20 voting representatives from City departments and suggested community groups including, but not limited to:

- a. City Departments
 - i. Transportation and Parking Management – Chair, non-voting
 - ii. Transportation and Parking Management
 - iii. Planning and Economic Development
 - iv. Engineering and Capital Improvements
 - v. Office of Sustainability
 - vi. Stormwater, Pavement and Traffic Operations
 - vii. Neighborhood Affairs
 - viii. Parks and Recreation
 - ix. Urban Affairs
 - x. Police
 - xi. Fire Rescue
- b. Partner Organizations (5 members)
 - i. St. Petersburg Area Chamber of Commerce
 - ii. Council Of Neighborhood Association (CONA)
 - iii. American Association of Retired Persons (AARP)
 - iv. Pinellas County Metropolitan Planning Organization/Pinellas Planning Council (MPO/PPC)
 - v. Florida Department of Health – Pinellas County
- c. Citizen Perspectives (5 members)
 - i. Local bicycle and pedestrian advocacy group
 - ii. Committee to Advocate for Persons with Impairments (CAPI) Citizen Representative
 - iii. St. Petersburg Sustainability Council
 - iv. Citizen-At-Large - #1
 - v. Citizen-At-Large - #2

The Complete Streets Implementation Plan will be developed collaboratively with the guidance of the Complete Streets Committee and an extensive program of public involvement. New processes, guidelines, designations, metrics, and specific facility recommendations will be outlined in the Plan. The Committee will also serve as the body to review and recommend approval of any variances from the Plan's provisions.

4. Funding – The City Budget and Management Department, with assistance from all applicable City departments, will identify all current and potential future sources of funding at the local, state, and federal levels for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects. The funding partners to be consulted may include but are not limited to the Florida

Department of Health (FDOH) - Pinellas County, the Pinellas Suncoast Transit Authority (PSTA), Pinellas County, the Florida Department of Transportation, and TBARTA.

5. Outreach – The City will prepare outreach materials for key community stakeholders which explain the requirements and standards associated with the implementation of the Complete Streets policy. Materials to be developed include but are not limited to website content, maps and route information, public education covering newly implemented facilities, information sheets for developers and business owners, and other topical issues.

Additionally, the Transportation and Parking Management Department will host a quarterly forum that is open to the public, with a specific invitation to the existing BPAC members, in order to continue to garner feedback from the citizenry about their transportation concerns and to provide information on the City's transportation planning efforts.

6. Reporting and Evaluation - An annual report will be made to the City Council by the Transportation and Parking Management Department showing progress made in implementing this policy. The report will include accomplishments from each participating department, indicators measuring the impact of the Complete Streets Program, current barriers to implementation, and the work plan for the following year.

The Complete Streets Implementation Plan will be updated four fiscal years after adoption to document accomplishments and recalibrate priorities.

Contact: Transportation and Parking Management Director

NO. 2015-540

A RESOLUTION SUPPORTING THE COMPLETE STREETS PROGRAM; PROVIDING THAT IT IS THE CITY'S INTENT THAT ALL APPROPRIATE SOURCES OF FUNDING, INCLUDING CITY, COUNTY, STATE AND FEDERAL SOURCES ARE DRAWN UPON TO IMPLEMENT THE COMPLETE STREETS PROGRAM; INSTRUCTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Vision Statement directly supports the principle that mobility afforded to the individual is basic to the success of the City's land use and transportation system; and

WHEREAS, through implementation of the City's Complete Streets Program, streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

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

WHEREAS, the City has, through the implementation of the CityTrails Bicycle Pedestrian Master Plan, made significant progress toward development of a pedestrian and bicycle network throughout St. Petersburg that has helped to create a more balanced transportation system that enhances mobility; and

WHEREAS, the City updated its Land Development Regulations to recognize the importance of providing context-sensitive land use planning that supports the desire of the City to improve the balance in the community's mobility as well as to help create unique and long-lasting places; and

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

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

WHEREAS, St. Petersburg desires to be a city of opportunity whereby the health and wellness of its citizens is considered vital to the overall shared success of the City and a transportation network that considers the needs of all users will be a key component toward providing access to healthy lifestyles; and

WHEREAS, the City desires to complement the efforts by the Florida Department of Transportation (FDOT) that adopted a Complete Streets Policy in September 2014 which states in part that the "Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of 'Complete Streets'. While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities"; and

WHEREAS, the Pinellas County Transportation Plan includes an endorsement of Complete Streets elements that are similar to those in the FDOT Complete Streets Policy by establishing goals that call for the provision of a balanced and integrated multi-modal transportation system for local and regional travel that enhances quality of life and promotes sustainability.

NOW, THEREFORE, BE IT RESOLVED By the City Council of the City of St. Petersburg that this Council hereby affirms its support of the Complete Streets Program, including City of St. Petersburg Administrative Policy #020400 regarding the Complete Streets Program, which calls for the City of St. Petersburg to continue the development of its transportation system with the intent to create a comprehensive, integrated, and connected network where Complete Streets are designed and operated to promote safety and accessibility for all users of our roads, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, and operators of commercial and emergency vehicles, and people of all ages and physical and economic abilities.

BE IT FURTHER RESOLVED, that it is this City Council's intent that all appropriate sources of funding, including City, County, State and Federal sources, are drawn upon to implement the Complete Streets Program.

BE IT FURTHER RESOLVED, that the City Clerk is instructed to transmit a copy of this Resolution to the President of the United States, the United States Senate Majority Leader, the Speaker of the United States House of Representatives, the United States Secretary of Transportation, the State of Florida Department of Transportation Secretary, members of the Pinellas County Legislative Delegation, and the Executive Director of the Pinellas County Metropolitan Planning Organization and Pinellas Planning Council.

APPENDIX B – GLOSSARY OF TERMS

Bike Lane - A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Conventional bike lanes run curbside when no parking is present, adjacent to parked cars on the right-hand side of the street or on the left-hand side of the street in specific situations. Bike lanes typically run in the same direction of traffic, though they may be configured in the contra-flow direction on low-traffic corridors necessary for the connectivity of a particular bicycle route.

Buffered Bike Lane - Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Bulb Out - Bulb outs visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small.

Bus Rapid Transit (BRT) - BRT is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

Facility - Transportation infrastructure that enables safe and comfortable accommodation for the mode(s) for which it was designed. Motor vehicle facilities include roadways. Bicycle facilities can include bicycle lanes, bikeways, and trails. Pedestrian facilities include sidewalks and trails.

Land Use Context - An area of different land uses, architectural types, density, adjacent roadways, topography and other natural features. Current and future land use and should reflect a community vision and can often drive a roadway design.

Level of Service (LOS) - A qualitative metric that indicates the level of motor vehicle congestion on roads and at intersections. It has typically been used to determine how well a facility is operating from a motorist's perspective. Typically defined from A to F, with levels A through D representing optimal conditions for motorists and E and F being the operating conditions for motorists. LOS can also be used to define conditions for pedestrians, bicyclists, and transit users, however industry best practices are moving toward other indicators that are more sensitive to the needs of those other modes, such as Level of Traffic Stress.

Level of Traffic Stress - "Traffic Stress" is defined as how comfortable a roadway feels for a person biking, based on interaction with other modes of travel (people walking or driving), traffic controls (stop signs, signals, etc), and the geographic features of the area.

Modal Priority - Assignment of priority to users of a certain mode of transportation along a roadway when such modes should be prioritized given the street function and adjacent land use.

Maximum Desired Operating Speed - The speed limit along the facility that is driven by users, not necessarily the posted speed limit. This speed can be determined by several factors like road classification, topography, and land use. Other factors, such as weather or other vehicles, can affect the operating speed.

Rectangular Rapid Flashing Beacon (RRFB) - RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

Road Diet - Revising streets with different lane configurations to become safer and more efficient through multimodal changes. Changes can include creation of center turn lanes, bike lanes or protected lanes, widening sidewalks, and create/remove on-street parking generally by reapportioning auto lanes. Through a reconfiguration of the lanes, formerly overly-wide streets often become leaner, safer, and more efficient. They become multi-modal and more productive.

Street Type - Helps determine the functional role of a roadway for trips based on volume of traffic and surrounding land use. It can have an influence in the streets design.

Sharrows / Shared Lane Marking - A shared lane environment for bicycles and automobiles created through the use of a pavement marking that includes a bicycle symbol and white chevrons. It is used to support a complete bikeway network, but is not a formal facility type. The sharrows reinforce the bicycle traffic on the roadway, offer proper positioning, and provide wayfinding guidance.

Separated Bikeway (also referred to as Cycletrack, Protected Bikeway) - A separated bikeway, sometimes referred to as a cycle track or protected bikeway, is a bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Within this Plan, a separated bikeway will provide for one-way bicycle traffic. Separated facilities that are intended for two-way bicycle traffic shall be deemed to be Trails.

A separated bikeway is intended for exclusive or primary use by bicyclists; is physically separated from motor traffic, parking, and distinct from the sidewalk; and is generally created by the introduction of a vertical element within a designated buffer space. The vertical element associated with a separated bikeway may vary and should be selected such that it's sensitive to the context of the facility and its environment. They often include, but are not limited to, concrete islands/separators, bollards/flexible posts, or planters. If at sidewalk level, a curb or concrete island separates bicycle traffic from motor vehicle traffic, while different pavement color/texture typically separates the bikeway from the sidewalk. If at street level, they can be separated from motor traffic by raised concrete separators or bollards/flexible posts. Provision of a parking aisle adjacent to a separated bikeway may be considered, but does not negate the need for a routine vertical element. By separating cyclists from motor traffic, separated bikeways can offer a higher level of comfort than conventional bike lanes and may be more attractive to a wider spectrum of the public.

Trail (also referred to as Shared-Use Trail or Mixed-Use Path) - Shared use trails provide low-stress environments for bicycling and walking that are separate from motor vehicle traffic. They can be great places for novice and child bicyclists to try out their bicycling skills prior to taking trips on urban streets. Shared use paths are frequently in high demand among bicyclists, joggers, in-line skaters, people walking dogs, people with disabilities, and a variety of other users. Systems of shared use trails in urban and suburban communities serve as the arterials of the bicycle and pedestrian transportation system, such as the Pinellas Trail. They serve as a complement to and extension of on-street facilities (not as alternatives to them) and offer the protection from motor vehicle traffic that many Americans seek when looking to leave their car behind in favor of a bike, walk, or skate. A shared use trail is defined as a transportation facility that is physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use trails may also be used by pedestrians, skaters, persons using wheelchairs or other assistive devices, joggers, and other nonmotorized users. Within this Plan, trails are facilities which are designed for two-way travel bicycle and pedestrian travel. In many communities, shared use trails may also be referred to as trails, multi-use trails, bike paths, hiker/biker trails, or other similar terms.

The above definitions were compiled from a combination of the following resources:

- National Association of City Transportation Officials (NACTO)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- PedBikeSafe.org
- Seattle Department of Transportation
- City of Chicago, Complete Streets Design Guidelines

APPENDIX C - TRAFFIC SAFETY DATA - MAP AND TABLES

2018 City of St. Petersburg Traffic Crash Trends and Conditions Report

Crash	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Traffic Crashes															
Non Injury Crashes	7,659	7,220	5,368	5,982	5,925	5,169	6,039	5,802	5,977	6,680	6,569	6,925	8,003	6,816	90,134
Serious Injury Crashes	2,149	2,463	3,738	2,763	2,282	2,787	1,697	1,843	1,930	1,425	2,160	2,176	880	831	29,124
Fatal Crashes	25	28	38	34	23	33	52	25	14	31	28	29	25	35	420
TOTAL TRAFFIC CRASHES	9,833	9,711	9,144	8,779	8,230	7,989	7,788	7,670	7,921	8,136	8,757	9,130	8,908	7,682	119,678
Bicycle Crashes															
Non Injury Crashes	66	68	73	63	68	56	74	83	70	97	175	118	116	129	1,256
Serious Injury Crashes	90	82	85	83	91	70	84	108	92	95	29	86	101	104	1,200
Fatal Crashes	1	3	3	4	4	1	3	1	0	2	2	0	1	1	26
TOTAL BICYCLE CRASHES	157	153	161	150	163	127	161	192	162	194	206	204	218	234	2,482
Pedestrian Crashes															
Non Injury Crashes	36	29	30	20	45	33	33	30	31	51	39	36	49	39	501
Serious Injury Crashes	72	63	59	60	89	84	54	75	85	64	63	63	71	75	977
Fatal Crashes	4	3	10	9	6	4	7	2	6	6	11	14	8	14	104
TOTAL PEDESTRIAN CRASHES	112	95	99	89	140	121	94	107	122	121	113	113	128	128	1,582
Motor Cycle Crashes															
Non Injury Crashes	38	19	29	42	33	26	102	134	37	26	42	60	96	61	745
Serious Injury Crashes	78	110	104	147	146	149	44	48	154	147	125	164	84	84	1,584
Fatal Crashes	4	0	5	7	3	5	5	3	1	6	5	5	5	13	67
TOTAL MOTOR CYCLE CRASHES	120	129	138	196	182	180	151	185	192	179	172	229	185	158	2,396
Aggressive Driving Crashes															
Non Injury Crashes				1,067	1,139	1,126	26	395	1,099	1,239	194	479	798	588	8,150
Serious Injury Crashes				318	631	645	74	519	618	340	47	145	151	124	3,612
Fatal Crashes				4	2	5	0	3	2	4	0	0	0	1	21
TOTAL AGGRESSIVE DRIVING CRASHES	N/A	N/A	N/A	1,389	1,772	1,776	100	917	1,719	1,583	241	624	949	713	11,783
Lane Departure Crashes															
Non Injury Crashes				1,071	1,119	1,284	497	1,510	3,664	3,690	1,667	1,416	1,503	1,431	18,852
Serious Injury Crashes				277	225	326	286	274	334	149	99	146	118	97	2,331
Fatal Crashes				4	5	6	10	10	13	3	6	6	8	3	74
TOTAL LANE DEPARTURE CRASHES	N/A	N/A	N/A	1,352	1,349	1,616	793	1,794	4,011	3,842	1,772	1,568	1,629	1,531	21,257
Impaired Driving Crashes															
Non Injury Crashes	196	236	216	112	195	176	357	398	330	227	131	124	168	131	2,997
Serious Injury Crashes	87	68	53	108	94	119	44	38	30	50	116	92	57	51	1,007
Fatal Crashes	3	2	12	11	8	9	26	17	2	3	13	9	9	6	130
TOTAL IMPAIRED DRIVING CRASHES	286	306	281	231	297	304	427	453	362	280	260	225	234	188	4,134

2018 City of St. Petersburg Traffic Crash Trends and Conditions Report

Crash	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Aging Drivers (65+)															
Non Injury Crashes				1,414	1,424	1,373	1,409	1,424	1,642	1,161	1,301	1,390	1,651	1,444	15,633
Serious Injury Crashes				24	25	31	32	25	24	64	52	70	202	177	726
Fatal Crashes				1	2	3	3	4	1	3	5	7	4	2	35
TOTAL AGING DRIVERS (65+)	N/A	N/A	N/A	1,439	1,451	1,407	1,444	1,453	1,667	1,228	1,358	1,467	1,857	1,623	16,394
Teen Drivers (15 to 19)															
Property Crashes				1,141	1,152	1,032	901	827	845	615	674	690	708	595	9,180
Serious Injury Crashes				14	18	14	15	8	10	27	20	29	97	79	331
Fatal Crashes				1	2	0	2	0	0	0	3	1	0	2	11
TOTAL TEEN DRIVERS (15 TO 19)	N/A	N/A	N/A	1,156	1,172	1,046	918	835	855	642	697	720	805	676	9,522
Distracted Driver															
Non Injury Crashes							108	122	181	178	306	374	420	408	2,097
Serious Injury Crashes							173	131	110	85	83	70	55	66	773
Fatal Crashes							3	0	1	2	2	0	0	1	9
TOTAL DISTRACTED DRIVER	N/A	N/A	N/A	N/A	N/A	N/A	284	253	292	265	391	444	475	475	2,879
Moving Violations Issued															
State of Florida							2,359,612	2,749,767	2,243,984	2,082,988	2,037,434	1,983,598	1,898,556	2,964,856	18,320,795
Pinellas County	198,687	193,789	192,794	164,850	148,641	143,831	139,021	137,168	130,355	118,629	110,064	99,517	62,417	101,003	1,940,766
City of St. Petersburg	44,575	42,710	39,496	26,009	32,064	34,026	32,692	30,934	36,918	36,921	25,954	22,228	17,883	24,925	447,335
TOTAL MOVING VIOLATIONS ISSUED	243,262	236,499	232,290	190,859	180,705	177,857	2,531,325	2,917,869	2,411,257	2,238,538	2,173,452	2,105,343	1,978,856	3,090,784	20,708,896
Red Light Running Violations															
Stop On Red Program 2011 to 2014							2,519	10,604	5,989	3,182	17	0	0	0	22,311
City of St. Petersburg - Police							991	804	672	799	748	1,564	640	711	6,929
TOTAL RED LIGHT RUNNING VIOLATIONS	N/A	N/A	N/A	N/A	N/A	N/A	3,510	11,408	6,661	3,981	765	1,564	640	711	29,240

APPENDIX D - MAYOR'S BPAC PROJECT SUMMARY REPORT EXAMPLE



Mayor's Bicycle Pedestrian Advisory Committee

Projects Summary Report

November 2018

1. Complete Streets

a. Implementation Plan *[updated November 6, 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. Recommendations from a revised draft plan will be presented and made available to the Complete Streets Committee and public in winter 2018 with adoption planned for early 2019.
- 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 Project *[updated November 6, 2018]*

- i. The City has recently resurfaced Dr. M.L. King, Jr. Street from approximately 5th Avenue N to 34th Avenue N. Resurfacing provided 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. Following traffic analysis and community meetings spanning November 2017-June 2018, a concept involving converting one of five traffic lanes into a buffered bicycle lane in each direction and adding several crosswalks emerged as the preferred alternative.
- ii. Construction of the pedestrian crosswalks, including raised refuge medians and enhanced flashing beacons, is anticipated to be completed in late 2018. City staff will continue to monitor and review the performance of the corridor over the coming year, making adjustments as necessary.

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.
- iii. Forward Pinellas has recently announced an application period for consideration in 2018, with applications being due on Friday, December 14, 2018. Two applications are being pursued in this round of funding: *[updated November 6, 2018]*
 - 1. Planning – 18th Avenue South: Public engagement, alternatives analysis, and conceptual design for selected alternative.
 - 2. Construction – 22nd Street: Implementation of modifications developed in the Warehouse Arts District – Deuces Live Joint Action Plan.

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 underway and expected to be completed in December 2018. *[updated October 15, 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. Construction is slated to begin in late 2018 and be completed in summer 2021. FDOT has established a project information website that can be accessed here <http://www.fdotampabay.com/project/238/410755-2-52-01>. *[updated October 15, 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. Design for the section between MLK Street and 4th Street is now underway. The section between 4th Street and 3rd Street will be designed with the Central Avenue Bus Rapid Transit project which has been recently initiated. *[updated October 15, 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.
 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 following the 2019 Grand Prix event. *[updated October 15, 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 were been modified such that a trail bypass was 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 October 15, 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.
- 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 in early 2019. *[updated October 15, 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/early 2019. The FDOT Work Program included 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 October 15, 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, in partnership with the cities of St. Petersburg, Largo, Pinellas Park, and Pinellas County has begun 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. *[updated October 15, 2018]*
- 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.
 - 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 and improvements to the interchange of I-275 with Gandy Blvd.
 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 Roosevelt Blvd. The scope for an alternatives study of various alignments and connections at the terminus at both ends is currently being developed such that the study will begin in early 2019. It is anticipated that the study will screen the alternatives using draft metrics in the Complete Streets Implementation Plan as well as for public health indicators to be compliant with the City’s Executive Order on Health in All Policies. *[updated October 15, 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.
 - 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 and trail connections to 4th Street/Roosevelt Blvd. *[updated October 15, 2018]*
- 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 S, 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.
- 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 late 2018. Construction to follow in summer of 2019. Intersections along 4th Street were previously included in this project, but have been removed at this time due to required drainage costs being higher than anticipated. FDOT has informed the City that it may have funding in future years to construct the remaining bulbouts on 4th Street and intends to include those in its next tentative Draft Five Year Work Program. *[updated October 15, 2018]*
- c. Innovation District Streetscape and Connectivity Plan – Sidewalk and landscaping improvements are planned on 5th Street between 6th Avenue S and 8th Avenue S. Several 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 south of 14th Avenue S, and one location planned on 3rd Street at 11th Avenue South. Final crossing locations may be adjusted in the design phase. Design is underway and expected to be completed in spring 2019 with construction following thereafter. *[updated November 6, 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 at 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 early 2019. Fabrication of the pedestrian wayfinding signs is expected to begin in late 2018 with installation in spring 2019. *[updated October 15, 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 has been filled with shared lane markings, modified bike lane markings and signs to follow to indicate that bicyclists should be expected in the travel lane in this segment. *[updated November 6, 2018]*
- iv. 2nd Avenue N – Shared Lane Markings and ‘Bikes May Use Full Lane’ signage has been installed between 2nd Street and Beach Drive. *[updated November 6, 2018]*

- b. 30th Avenue North Bicycle Facility – 30th Avenue North from MLK Street to 58th Street has been widened where necessary and resurfaced to add a continuous bike lane across almost the entire city. Construction is substantially completed though minor modifications to add/adjust signage and provide additional markings may be completed in 2019. A community ride to jointly celebrate this project and the new bike lanes on MLK Street has been scheduled for November 10th. *[updated November 6, 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 for arterial and collector roads are being finalized and expect to include the following roadway segments: 13th Avenue N from 54th Street to 58th Street, 16th Street N from Gandy Blvd to Roosevelt Blvd, 26th Avenue S from 34th Street to 37th Street, 40th Avenue NE from 1st Street to Shore Acres Blvd, 62nd Avenue NE from 1st Street to Bayou Grande Blvd, 62nd Avenue S from MLK Street to 22nd Street, and Bayou Grande Blvd NE from Venetian Blvd to 62nd Avenue NE. It is not anticipated that new bike lanes will be added to any segments included in the FY19, though data collection is underway to determine whether existing bike lanes can be widened and/or other minor adjustments made to improve the existing bicycle network. *[updated October 15, 2018]*
 - ii. Work from the FY2018 resurfacing program finishing up with added or widened 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 following 2019 Grand Prix. *[updated October 15, 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.
- 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. Additional bicycle racks were recently added at locations along MLK Street N adjacent to the new bike lane. *[updated October 15, 2018]*
- f. Bike Share *[updated October 16, 2018]*
 - i. Through September 2018, the Coast program in St. Petersburg has seen over 72,600 trips taken and over 148,000 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 continued promotion of new “virtual hubs” where users may return the bikes to designated city bike racks at no cost. Twelve “virtual hubs” have recently been added to the system at locations outside the Downtown core. Future expansions of virtual hubs will include MLK Street N. *[updated November 6, 2018]*

- 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 2019. *[updated October 15, 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 has now entered the design phase, 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. *[updated October 15, 2018]*
 - 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 fall 2018 and the study finalized in early 2019. *[updated October 15, 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 Five Year Work Program in FY20/21 with construction anticipated in FY22/23.
 - d. Riviera Bay/San Martin Blvd. bridge replacement
 - 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 with alternatives that include modifying portions of the corridor to one through lane in each direction along with the addition of a center turn lane and bike lanes. *[updated November 6, 2018]*
 - f. 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 recently initiated design services for the project. *[updated October 15, 2018]*

- ii. Downtown Circulator – Anticipated service changes to the Looper became effective in early October 2018 that provides significantly more service hours and offers the service at a free fare for passengers. The service will be provided, in part, with the County’s first all-electric bus beginning in December 2018 or early 2019. *[updated October 15, 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.
 - 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. *[updated October 15, 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, and recently completed a study to determine layover location alternatives. *[updated October 15, 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 has been delayed as approval for the anticipated vehicle use is needed by NHTSA which is not approving applications at this time. It is anticipated the pilot project could occur in early 2019 instead. *[updated October 15, 2018]*
 - vii. Cross Bay Ferry has resumed operations between St. Petersburg and Tampa with services to run 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 November 6, 2018]*
- g. Transportation Demand Management (TDM) activities
- i. Bicycle Friendly Business Program *[updated October 15, 2018]*
 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. The City is working to continue these efforts for a second year beginning in Fall 2018.
 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.

Deputy Mayor has been invited to speak at a panel discussion related to the City's initiatives at the 2019 National Bike Summit

4. As of August 2018, St. Petersburg has 32 certified businesses, the fourth-most of any city in the country.
- ii. City is participating in the Commuter Services education and driving alternatives programs being managed by TBARTA: <http://tbarta.com/en/commuter-services>

APPENDIX E - BICYCLIST LEVEL OF TRAFFIC STRESS METHODOLOGY

Roadway Level of Traffic Stress (LTS):

Roadway LTS will be determined for roads without bike facilities by using Table 1, and the LTS for roadways with bike facilities greater than 4 ft. in width will be determined using Table 2. Table 1 and Table 2 were developed from Peter Furth's accepted methodologies for LTS.

(<http://www.northeastern.edu/peter.furth/wp-content/uploads/2014/05/LTS-Tables-v2-June-1.pdf>).

Local Road Assumptions:

- All will be assumed to have no centerline (data is not available in existing files)
- All local roads will be given an AADT of 1,500 for the entire roadway
- All will be assumed to be bi-directional

Major Road Assumptions:

- Roadways within the Major Roads file will be assumed to have a centerline
- Roadways with no AADT that are 4+ LANES will be given an AADT of 10,000 to fill data gaps
- Roadways with no AADT that are 2+ lanes will be given an AADT of 2,000 to fill the gaps
- AADT will be modified by 1.5 on 1-way roadways ($AADT * 1.5$); both the actual count and the adjusted number will be in the attribute table
- Trails exist as a separate data layer. Trails adjacent to a roadway will be excluded from that roadway's LTS analysis. All trails will be given a LTS 1 score and will be used in the following network connectivity analysis

Roadway File Merge:

The local and major road files have been merged into a single GIS shapefile to conduct the LTS analysis. This file represents the St. Petersburg street network and will show the LTS for all streets in the City. This file contains the following:

- Road Name
- Posted Speed Limit
- Number of Lanes
- Bike Facility Presence (shoulder/bike lane)
- Bike Facility Width
- AADT Estimate (The "Effective AADT" using the above assumptions)

Table 1: Roadway LTS without a Bike Lane (Mixed Traffic Criteria)

Roadway LTS: No Bike Lane		Miles Per Hour						
Lane Count	Effective AADT	<=20	25	30	35	40	45	50+
Unlaned 2-way Street (No Centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3001 +	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
	1501-3000	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3001 +	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4				
3+ thru lanes per direction	Any AADT	LTS 3	LTS 3	LTS 4				

Effective AADT = AADT for two-way roads; Effective AADT = 1.5*AADT for one-way roads

Table 2: Roadway LTS with a Bike Lane

Roadway LTS: With Bike Lane		Miles Per Hour					
Lane Count	Bike Lane Width*	<= 25	30	35	40	45	50+
1 thru lane per direction, or unlined	>=6'	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	<6'	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	>=6'	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	<6'	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
3+ lanes per direction	Any Width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

*Bike facilities/shoulders less than 4 ft. wide will not be considered

Maps will be created that shows the resulting LTS score of each roadway segment. Use established 11x17 quadrant map layouts and scales to display the data, rather than only citywide. QA/QC review to be undertaken at this step to ensure that results accurately reflect existing conditions, with modifications made to LTS thresholds within the tables as needed.

Intersection LTS

The LTS for intersections with a signal will be considered LTS 1 (Table 3). For those intersections without a nearby Rectangular Rapid Flash Beacon (RRFB) or signal, Table 4 will be used to determine the LTS score, while intersections with an RRFB within 250 ft. will be determined using Table 5. Tables 3, 4, and 5 were also developed using Peter Furth’s approved methodologies, specifically Table 6B from his LTS criteria with modifications to account for the data available in St. Petersburg.

<http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/>

Intersection Assumptions:

- All Intersections with a Signal will be considered LTS 1
- The highest speed and highest lane count will be used to determine the baseline LTS at the intersection
- For the signalized intersection analysis, to account for any data discrepancies, a buffer of 150ft will be applied to identify signalized intersections
- Intersections within 250 ft. of an RRFB will be calculated based on Table 5. The reasoning for 250 ft. is due to downtown blocks having an approximate distance of 300 ft. between streets. This buffer may be adjusted to make sure RRFB near intersections are accounted for.

Table 3: Intersection LTS – with Signal (Within 150 ft. Buffer)

Intersection LTS: Signalized Intersection	LTS 1
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Table 4: Intersection LTS – No RRFB

Intersection LTS: No RRFB	Number of Lanes		
	Speed Limit	<= 3	4-5
<= 25	LTS 1	LTS 2	LTS 4
30	LTS 1	LTS 2	LTS 4
35	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Table 5: Intersection LTS – Near RRFB

Intersection LTS: Near RRFB (250 ft.)	Number of Lanes		
	Speed	<= 3	4-5
<= 25	LTS 1	LTS 1	LTS 2
30	LTS 1	LTS 2	LTS 3
35	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

APPENDIX F - PUBLIC ENGAGEMENT SUMMARIES

Public Involvement Workshop Summary

The St. Petersburg Complete Streets Implementation Plan involved several different venues for the public to offer their input. One of the key efforts for this project was the Complete Street workshops which were held the week of March 20th through March 23rd.

The following outlines the workshop activities, dates, locations, and the input that was received. All workshops were held from 6:00 p.m. until 8:00 p.m. and were open house format after an initial project presentation.

Public Workshop Locations

- Monday, March 20th, 2017
St. Petersburg College Midtown
Community Room
1300 22nd Street South
St. Petersburg | 33712
- Tuesday, March 21st, 2017
Willis S. Johns Recreation
Center at Fossil Park
6635 Dr. Martin Luther King Street North
St. Petersburg | 33702
- Wednesday, March 22nd, 2017
St. Petersburg College Allstate Center
Desoto Room
3200 34th Street South
St. Petersburg | 33711
- Thursday, March 23rd, 2017
St. Petersburg College Gibbs Campus
West St. Petersburg Library
6605 5th Avenue North
St. Petersburg | 33710

The public workshops began with a brief presentation on the intent of the St. Petersburg Complete Streets Implementation Plan and a description of the activities available to the attendees. Each of the activities was designed to receive feedback on a different aspect of complete streets planning and implementation. The public workshops included the following exercises:

- **Project Map and Corridor Identification:** Participants were asked to mark the location of necessary improvements and facility gaps throughout the City on large printed maps.
- **Budget Prioritization:** Participants were allotted a hypothetical budget and were asked to allocate their budget to fund the projects they felt were the most important.
- **Priority Pyramid:** Participants were asked to prioritize complete streets themes using a pyramid graphic. Participants placed six complete streets themes on a pyramid shaped worksheet to indicate the most important themes of a complete street.
- **Build a Street:** Participants were instructed to create an ideal complete street using roadway element cutouts. Participants arranged the cutouts to create unique roadway layouts which depicted complete streets.

Public Involvement Activity Results

Project Map and Corridor Identification

A map of the City of St. Petersburg was provided to participants to mark up using pens and post it notes. The purpose of this activity was for the public to share where they felt the focus of projects for the Plan should be directed. This activity was also an opportunity for the participants to provide the locations of where sidewalk and bike facility gaps were, where they felt improved multi-modal facilities were needed, and the types and locations of other transportation related issues. For this activity, St. Petersburg was divided into four quadrants; north, south, west, and central/downtown. Participants provided feedback on all four of the St. Petersburg quadrant maps, with some notable roadways receiving more comments than others.

The comments have been organized into three categories, roadway, intersection, and general comments. The majority of participants identified specific improvements for roadways or intersections throughout the city, while others chose to offer city wide or destination based comments such as increasing the general safety of the city or by adding trails to certain parks. For those roadways with multiple comments pertaining to the same area or improvements an **X** with the number of times a similar comment was received is included at the end of the comment. E.g. If a roadway received three similar comments an **X3** will be listed just after the comment.

Roadways:

- Beach Blvd
 - Add sharrows between 5th Ave and Northshore Rd
- Burlington Ave N
 - Add a bike corridor and a paved lane on brick streets
- Central Ave
 - The area is dangerous for bikes X₃
 - Community events should be implemented in the area
 - Dangerous area for pedestrians
 - Implement a loop between 1 St N and 1st St S
- Dr. MLK JR St
 - Add bike lanes X₄
 - Needs a continuous north/south bike route from 54th Ave N to downtown
 - Add buffered bike lanes
 - Add lighting improvements from 9th Ave S to Pinellas Point (hard to see pedestrians)
 - Needs to be more walkable, bike friendly, and easier to cross 30th Ave N to 18th Ave S
 - Needs a bike path to connect the downtown to the south from 18th Ave S to Pinellas Point Dr X₂
 - Remove lanes south of 22nd Ave S for dedicated bike lanes X₂
 - Should be changed from 1-way to 2-way street (slow speeds down, increase walkability, improve the local economy) X₂
 - Needs a road diet
- Gandy Bridge Shoulder
 - Street sweepers needed
 - Expand sidewalks into shared-use paths
- Gulfport Blvd S
 - Needs protected bike lanes on the north side of the roadway
- Park St
 - Roundabout doesn't allow for trucks/RVs
 - Park St needs restriping on the roadway to create a 2-lane divided roadway with wide bike lanes
 - Implement rectangular rapid flashing beacons to help people travel to the water front and local businesses

- Pinellas Bayway
 - Needs intersection improvements such as advance stop lines, better signage and better pedestrian connections from Gulf Blvd to 34th St S
- Pinellas Point S
 - Remove bike lanes and add sharrows
 - Another respondent disagreed (Bike lanes = narrower roads which slow down cars) the road needs repair
 - Add landscaping and widen the roadway to accommodate bicycles
- Puryear Park Trail
 - Bus transit needed in the area south of this roadway
- Roosevelt Blvd
 - Better/more direct connections from the North Bay Area
 - Expand sidewalks into shared-use paths
- San Martin Bridge/Road
 - Widen the lanes
 - Add a shoulder/bike lane
- Skyway Bridge
 - Add rapid transit
- Ulmerton Rd
 - Expand sidewalks into shared-use paths
- US 19
 - Reduce the number of lanes, the width of lanes, and add a dedicated transit lane from 22nd Ave to 54th St
- 1st Ave
 - Change from a 1-way to a 2-way street from beach to 16th Street
 - Add midblock crossings
 - Sidewalks are too narrow
- 1st St N and S (one-way pair)
 - Add continuous bike lane between 6th Ave S and 22nd Ave N
 - Switch parking and bike lane or create a buffer for the bike lane
- 3rd St
 - Change from a 1-way to 2-way street

- 4th Ave N
 - Between 5th Ave N and 22nd Ave N, needs economic development and a protected bike lane with bollards
 - Add bike lanes
- 4th St
 - Add bike lanes **X6**
 - Add bike trail from 45th Ave to 22nd Ave S
 - Implement a continuous bike path with shade, lighting and improved connectivity
 - Add express bus or improved transit options from 9th Ave to the north
 - Implement a road diet and add sharrows or dedicated bike lane **X2**
 - Decrease lane width and add separated bike lanes from 18th to 45th St
 - Change from a 1-way to 2-way street **X2**
 - Needs to be more accessible and safe for cyclists and pedestrians (unsafe and limited sidewalks)
 - Need crosswalks from 30 Ave N to 38th Ave
- 5th Ave N
 - Add speed controls and more crosswalks from I-275 to 34th St
 - Needs improvement from 28th St N and 16th St N
 - Needs a common median with only two travel lanes to slow traffic and increase drive awareness of pedestrians, especially children from 49th St to 34th St
- 5th St
 - Increase the bike lane width or remove the lanes and put sharrows
 - Roadway has dangerously high speeds
- 6th St
 - Add sharrows north of 45th Ave S
 - Decrease lane width and add separated bike lanes from 18th to 45th St
 - Add bike trail from 45th Ave to 22nd Ave S
 - Needs to be more accessible and safe for cyclists and pedestrians (unsafe and limited sidewalks)
- 8th St
 - Needs a road diet
 - Change from a 1-way to 2-way street **X2**
- 9th Ave N
 - Improve bike lanes from 28th St to Dr. MLK JR St
 - Needs better crossing locations from Dr MLK JR St to 4th St N

- 13th Ave N
 - Is unsafe and has trucks parking on the sidewalks from 22nd St to 19th St
- 15th Ave S
 - Add wider and separated bike lanes
- 16th St
 - Bike Lane/trail extension between Gandy Blvd and 83rd Ave N
 - Add bike lanes X₃
 - Add buffered bike lanes
 - From I-175 to 22nd Ave N needs more green space, bike lanes, and street lighting
- 18th Ave S
 - Add better lighting
 - Improve bike lane markings
 - Needs bike lanes and vehicle speed reductions
- 19th St
 - Needs additional parking space between 1st St N and 1st St S
- 22nd Ave N
 - Add bike lanes
 - Install Rectangular Rapid Flash Beacons from 16th St to I-275 to improve east/west connections
 - Needs a reduction in vehicle speed and the addition of bike and pedestrian accommodations
 - Increase the number of sidewalks
- 22nd Ave S
 - Increase the number of sidewalks X₃
 - Needs wider sidewalks
 - Needs sidewalk repairs
 - Needs a pet friendly park
- 22nd St
 - Add more lighting to increase nighttime safety from 18th Ave S to Central Ave
 - Make a 2-lane roadway with bike lanes on each side
 - Add sharrows from 9th Ave N to 1st Ave N
- 25th St
 - Add bike lane to the sanitation facility

- 28th St
 - Reduce the roadway from 4 lanes to 2 lanes through the Kenwood area
 - Needs road diet
 - Has a broken sidewalk which is overgrown and incomplete from 9th Ave N to 22nd Ave N
- 30th Ave N
 - Needs bike lane improvements
- 31st St
 - Implement 1 travel lane per direction (safer for cyclists because of the constant middle turn lane which can be used by motorists to avoid cyclists)
 - Improve crossings from 31st St from 34th St to 16th St (especially with the schools and greater development in the central area)
 - Add designated bike lane **X2**
 - Add continuous bike lanes from 22nd Ave to 26th Ave
 - Add landscaping and shade trees on the Skyway Trail (the trail is very hot)
- 34th Ave N
 - Needs sidewalk repairs
- 34th St
 - Implement dedicated public transit lane (bus, trolley or rapid transit) **X2**
 - Needs reduced lane width, bus bulb outs that don't block traffic, sidewalk buffers, and landscaping/shade trees **X2**
 - Implement a road diet and reduce a lane of car traffic (The roadway is very wide, it needs better sidewalks, separated bike lanes, trees, and vehicle slowing)
 - Needs a safe bike access to the Skyway Marina businesses which are located along 37th St S and 31st St S
- 38th Ave N
 - Needs a reduction in vehicle speed and the addition of bike and pedestrian accommodations
 - Add bike lanes
- 40th Ave N
 - Flooding issues within the area near Shores Acres Park
- 46th Ave N
 - Needs an east/west bike route
- 49th St
 - Road diet from 5th Ave to 31st Ave S

- 54th Ave N
 - Add bike lanes
- 54th Ave S
 - Add bike lanes
 - improve landscaping for the Skyway Bridge and Eckerd College to invite people to make use of the Bayway and skyway bike trails
- 62nd Ave
 - Remove the car lane east of 1st St
 - Add sharrows
 - Add landscaping and widen sidewalks
- 62nd Ave S
 - Needs larger bike lanes
 - Dangerous for cyclists (the roadway could be an asset to encourage ridership if the roadway is improved)

Intersections:

- Dr. MLK JR and 12th Ave
 - Add pedestrian crosswalks (heavy pedestrian traffic and jaywalking)
- Dr. MLK JR St and 22nd Ave N
 - Upgrade sidewalks to be ADA compliant
- Dr. MLK JR St and 62nd Ave S
 - Increase economic development
- Dr. MLK JR St and I-75
 - Reduce the off-ramp speed to 30 mph
 - Needs pedestrian safety improvements (pedestrian sanctuary)
- Eckerd College Crossing at 54th Ave S
 - Add a crosswalk
- Haynes Rd N and 38th Ave N
 - Needs improvement and no parking in the bike lane signage is needed
- I-275 and Roy Hannah Dr
 - Needs improvement
- Pinellas Point Dr and 4th St S
 - Needs traffic control

- 1st Ave N and S Pasadena Ave
 - Needs signage and a designated bike route
- 1st St and 5th Ave N
 - Needs signal improvements for cyclists
- 1st St and 28th St
 - Intersection improvements
- 4th St N and 30th Ave N
 - Add wider sidewalks in the area
- 5th Ave N and Beach Dr
 - Needs bike improvements
- 5th Ave and Bay St
 - Needs a crosswalk for seniors, so they may reach west bound bus transit
- 6th St N and Central Ave
 - Should implement painted bulb outs to reduce the amount of people running the light
- 9th Ave and 58th St
 - Needs access to the neighborhood commercial areas
- 9th St and 58th St
 - Intersection improvements
- 13th Ave and 54th St
 - Intersection improvements
- 18th Ave S and 4th St
 - Offset of roadway is unexpected
- 22nd Ave S and I-275
 - Add designated turn lanes to reduce vehicle back up at the intersection
- 22nd Ave N and Tyron Blvd
 - Intersection improvements
- 22nd Ave N and Snell Island
 - Needs a bike crossing
- 22nd Ave N and I-275
 - Needs intersection improvement
- 16th St and 37th Ave
 - Intersection improvements

- 28th St and 22nd Ave
 - Needs access to the neighborhood commercial areas
- 30th Ave N and 1st St
 - Intersection improvements
- 30th Ave N and 38th Ave N
 - Needs more sidewalks and bike lanes in the area
- 34th St S and Pinellas Byway
 - Dangerous intersection for cyclist going west because of conflict with vehicles turning west from 34th St
- 34th St S and 38th Ave
 - The intersection has lots of accidents and needs intersection improvements
- 34th St and 5th Ave
 - Improve intersection safety
- 54th Ave S and 4th St S
 - Add a traffic signal
 - (One respondent added a comment disagreeing)
 - Needs intersection improvements for cyclists
- 54th Ave and 34th St
 - Needs a slip lane; the intersection causes vehicles to not be able to stop at pedestrian crossing; pedestrian lighting is on a 2-minute cycle leading to most people crossing the roadway without the signal; needs an audio signal
- 46th Ave. and 22nd St
 - Intersection improvements
 - NE and SW corners need sidewalk connections
- 49th St and 5th Ave
 - Needs access to the neighborhood commercial areas
- 49th St and 9th Ave
 - Needs access to the neighborhood commercial areas
- 49th St and 30th Ave
 - Needs access to the neighborhood commercial areas
- 49th St and 38th Ave
 - Needs access to the neighborhood commercial areas

- 62nd Ave N. and 1st St
 - Intersection improvements

General Comments

- Add countdown pedestrian signals and wayfinding signs for bikes and pedestrians
- Better buffers between vehicle and bike lanes, especially along major roadways X2
- Commuter rail along the CSX tracks X2
 - Rails with trails should be implemented from I-275 to the intersection of 38th Ave N and 34th St S
- Considerations for dangerous areas
 - Speed of cars and bikes in relation to pedestrian
 - Cars backing out of parking spaces with low visibility
 - Narrow sidewalks need to be widened
 - Landscaping needs to be repaired/maintained
 - No consistent vibe/theme or “placemaking”
- Create a music destination at the Palm Theater
- Crescent lake Park
 - Add wider sidewalks/paths X2
- Downtown
 - Add bike parking shelters
 - Implement no turn on red restrictions
 - Do not close the downtown trails for special events
- Eckerd College
 - Add a trolley providing service to Eckerd College which ends near I-375 and 9th Ave N
- Improve city wide street markings (especially crosswalks)
- Incorporate community health in all policies
 - Incorporate the Healthy St Petersburg goals
- Kenwood area needs bike lanes, crosswalks, and protected bike lanes
- Need a trail under I-275 from Pinellas Trail, near to Booker Creek Lake
- Need wayfinding signs using the 10,000-ft. methodology
- Sidewalks/Paths
 - Treat sidewalks like transportation and make sure they are ADA compliant; Add trees to the sidewalks, bike lanes and shared use trails
 - Most sidewalks don’t have public garbage cans
 - Implement larger sidewalks to accommodate dogs, walkers, joggers, and strollers
 - Increased lighting and pedestrian access is necessary throughout

- Better drainage, pedestrian signage, planted medians, and dog waste stops should be implemented throughout the City
- Booker Creek Trail
 - Reconfigure the Trail
- Pinellas Trail
 - Improve the exit to the Pinellas Trail at Roy Hannah Dr, near Maximus Park
 - Take the Pinellas Trail away from the parks department and make it an inter-transit corridor, including lights
 - Build a monorail over the Pinellas Trail so the City can have rail and trail
 - Needs better wayfinding signage to the beach
 - Add lights on the Pinellas Trail within the Warehouse district, south of 1st Ave S
- Skyway Trail
 - Improve the connection between Pinellas Point Dr and Skyway Trail
 - Dolphin Cay/Marina Bay area needs a light and crossing to get to the Skyway Trail on 31st St S
 - Wayfinding needed behind the Logger Head Marina to connect to the Skyway Trail and 31st St S
 - Create a trail connection between Skyway Trail and Downtown Gulfport
- South Bay Trail
 - Needs an extension of the trail to the south

Project Map and Corridor Identification General Trends

Of the comments received, several roadways were identified multiple times by the participants. The top three corridors mentioned within the Project Map and Corridor Identification were the following:

- Central Avenue
- Dr. MLK Jr St
- 4th St

The Dr. MLK Jr St, Central Ave, and 4th St areas received a large number of comments suggesting improvements. The most common response were the improvements to or the development of additional bike lanes to improve bicycle mobility along these roadways. Additionally, several roadways throughout the City received comments on multiple intersections. The Dr. MLK Jr St and 22nd Ave S roadways received many comments suggesting complete streets intersection improvements. These improvements ranged from changes to the sidewalk network to the reduction in speed for highway off ramps. In addition to the roadway specific comments, participants made general comments regarding destinations or

those intended to address concerns across the City. Most commonly, sidewalks and trails received comments regarding necessary safety and comfort improvements to encourage use.

Overall, the participants indicated many areas throughout the City needing improvements for pedestrian and cyclist mobility and safety. The majority of comments received were related to the development of sidewalks and bike lanes throughout the City. These comments have identified existing gaps within the multi-modal network, and will be taken into consideration to create a more complete transportation system as part of this Plan.

Budget Prioritization

The Budget Prioritization activity gave participants the opportunity to “fund” specific Complete Streets features. Each workshop participant was given twenty, \$100 bills to be allocated to the project types that they wanted to “fund”. This activity allowed the participants to identify the types of Complete Streets features that should receive more funding for implementation. Each participant was given the opportunity to use their budget on the following transportation project categories:

- Pedestrian crossings
- Sidewalks
- Upgraded transit stops
- Shared-Use Paths/Trails
- Designated On-Street Bike ways
- Bicycle amenities (parking, showers)
- Street Lighting
- Enhanced Landscaping/Shade Trees
- Better Maintenance
- Conversion of one way streets to two way streets
- Other (please specify)

Budget Prioritization Feedback

The responses to the budget activity have indicated that the top three priorities are as follows:

- Pedestrian Crossings
 - Pedestrian crossings received the highest allocated budget between all four workshops. This project category focuses on the safe travel of pedestrians through the installation of additional pedestrian crossing amenities and improved pedestrian crossing amenities.

- Shared-Use Paths/Trails
 - Shared – Use Paths/Trails received the second highest budget between all four workshops, indicating that many workshop participants were in favor of the continued development of these facilities. Shared-use paths and trails can be used by pedestrians as well as cyclists, and are larger than wide sidewalks.
- Designated On-Street Bikeways
 - Workshop participants indicated that the development of designated on-street bikeways is a major priority. Designated on street bikeways allow for the separation of motorists and cyclists along a roadway which helps improve the overall safety and use of the roadway network.

Table 1 below shows the activity broken down by all categories and the money that was allocated to each. The categories “other” and “conversion of one way streets to two-way streets” were given the lowest number of dollars for this activity. Responses to the “other” category included pedestrian and cyclist education, creative signage, and transit route/stop improvements.

Table 1: Complete Streets Budget Prioritization Results

Budget Priority	Dollars Allocated
Pedestrian Crossings	\$19,600
Shared - Use Paths/Trails	\$18,100
Designated On-Street Bike ways	\$17,800
Sidewalks	\$16,400
Street Lighting	\$12,400
Upgraded Transit Stops	\$11,700
Better Maintenance	\$10,500
Enhanced Landscaping/Shade Trees	\$10,400
Bicycle Amenities	\$7,700
Other	\$4,900
Conversion of One Way Streets to Two Way Streets	\$4,000

Based on the results of the budget Priority activity, participants desire to fund the more tangible features first. The creation of multi-modal facilities took priority, while supporting features such as additional lighting, landscaping, and maintenance received less funding. The results of this activity will help guide priority decision making for future complete streets projects.

Priority Pyramid

Workshop participants were provided a worksheet with six boxes tiered into the shape of a pyramid. Another sheet with the following themes related to Complete Streets was also provided to participants. Participants were asked to identify which of these themes they felt were the most important when implementing Complete Streets projects and prioritized them within the pyramid, with the top being highest priority. The 11 themes were as follows:

- Low cost
- Feasibility
- Fills a gap in the network
- Social equity
- Propensity for use
- Added mobility options
- Sustainability
- Safety
- “Placemaking”/Economic Development
- Improved Comfort/Quality of Existing Facilities
- Health

Priority Pyramid Feedback

The pyramid for this activity allowed for six of the 11 categories to be prioritized, excluding five categories each time the activity was completed.

The results of this activity have been recorded to determine the percent that each theme was included within the pyramid activity. The six themes included the most within this activity were:

- Safety
 - The most commonly chosen theme among the activity was safety. This indicates that the public values the safety of all users along the street network, and that safety needs to be a priority while developing and implementing Complete Streets.
- Added Mobility Options
 - This theme indicates a desire for additional transit, pedestrian, bicyclists, and motorist opportunities to be included while developing Complete Streets. Options that fall within this theme can include bike lanes, new transit routes, and additional sidewalks, among many other options.
- Economic Development/“Placemaking”
 - Placemaking refers to planning and development efforts in which areas are made to suit the needs of many users. Placemaking is intended to create desirable areas where people want to visit and interact. The way Complete Streets are designed can help contribute to placemaking and can boost economic development.

- Propensity for Use
 - Workshop participants expressed that projects which tend to be used more should be given priority over other projects. Factors included within this theme include safety, design, and location of the facility being used.
- Sustainability
 - Projects which are considered sustainable are those that reduce impacts to the natural environment as well projects that will be usable for a long period of time.
- Fills a Gap in the Network
 - This theme refers to the overall need to focus efforts on the creation of a complete modal network, in which users of all types will be able to reach their destinations using their desired transportation choice.

The break down by theme and percentage chosen at the workshops is included in **Table 2** below. In addition to the established Complete Streets themes, a write-in answer of “Motorist/Cyclist Education” was included in the pyramid by a participant.

Table 2: Priority Pyramid Responses

Complete Street Theme	Percent of Total Responses
Safety	14.62%
Added Mobility Options	13.84%
Economic Development/"Placemaking"	10.97%
Propensity for Use	10.18%
Sustainability	9.40%
Fills a Gap in the Network	9.14%
Social Equity	9.14%
Improved Comfort/Quality of Existing Facilities	7.57%
Health	7.31%
Feasibility	6.79%
Low Cost	1.04%

The results from the Priority Pyramids activity will be used to evaluate future project types as they relate to complete streets. Overall, participants favored the implementation of safe multi-modal transportation options and a focus toward economic development during the implementation of these complete streets themes. Economic development through the implementation of “placemaking” strategies will increase business viability by providing safe and desirable spaces for pedestrians and cyclists who may frequent these businesses.

Build a Street

Four sets of wooden planks were available to allow participants to build a street using a variety of different roadway element figures. The participants were asked to design streets with widths of 30 ft., 44 ft., and 60 ft. from curb to curb.

For this activity, participants created their ideal complete street by arranging provided roadway element cutouts along wooden planks. The participants were asked to design streets with widths of 30 ft., 44 ft., and 60 ft. from curb to curb. A variety of roadway elements were available to the participants which allowed them to design their ideal street. The available roadway elements included the following:

- Travel Lanes
- Planted Median
- Urban Street Planter
- Bicycle Lanes
- One-Way Bicycle Facility
- Two-Way Bicycle Facility
- Alternating Parking
- Bus Only Lane
- Narrow Sidewalk
- Medium Sidewalk
- Wide Sidewalk
- Street Trees
- Narrow Landscaped
- Transit Amenity
- Multi-Use Path
- Parallel Parking
- Angle Parking
- Outdoor Space
- Streetcar

Participants ideal streets ranged from only including three roadway elements to as many as 13 elements! Roadways with more elements represented the wider curb to curb options, allowing for more amenities to serve a variety of users. In total, 64 complete streets were created by workshop participants. **Table 3** depicts the analysis of how often a roadway element was included within the Build a Street activity.

Table 3: Percentage of Roadway Elements as they Appeared within the Build a Street activity

Roadway Element	Percentage
2 Travel Lanes	77%
Street Trees	70%
Bicycle Lanes	55%
Narrow Sidewalk	52%
Multi Use Path	42%
Medium Sidewalk	39%
Urban Street Planter	33%
Transit Amenity	33%
Streetcar	31%
Outdoor Space	22%
Planted Median	20%
One-Way Bicycle Facility	20%
Parallel Parking	17%
Bus Only Lane	16%
Alternating Parking	14%
Two-Way Bicycle Facility	8%
4 Travel Lanes	6%
Angle Parking	3%
6+ Travel Lanes	2%
Narrow Landscaped Median	2%
5 Travel Lanes	0%
Wide Sidewalk	0%

Of the options provided to the participants, the top three roadway elements, excluding travel lanes, were:

- Street Trees (70%)
 - Street trees help improve the aesthetic appeal of the roadways while providing tangible benefits to pedestrians and cyclists. Street Trees provide shade for non-motorists, reduce heat island effects, and help provide a visual narrowing of the roadway which will typically slow traffic and improve the safety of the corridor.
- Bicycle Lanes (55%)
 - Bicycle lanes provide a separated facility for cyclists along the road corridor. Bike lanes can either be protected with a barrier or designated through striping and signage. Typically, participants included bicycle lanes on both sides of their roadway to allow efficient and safe travel in both directions.

- Narrow Sidewalks (52%)
 - Most participants included sidewalks within their complete street. Sidewalks provide a safe space for pedestrians that separates them from both cyclists and motorists. Typically, most participants included sidewalks on both sides of the roadway to create a more complete network. Narrow sidewalks are generally between 5-6 ft. and were the most common type of sidewalk included within the activity.

Based on the results of the Build a Street activity, the public has indicated the elements they desire to see within complete street projects throughout St. Petersburg. In addition to this feedback, roadway speed, roadway width, and context zones will help determine the appropriate roadway elements that will be implemented on complete street.

Several of the complete streets elements listed above will serve the same user type. E.g. bus only lanes and streetcars will primarily serve transit riders while potentially improving other conditions on the roadway for other users. Because of these similarities, each of the complete streets elements has been grouped into one of six element categories. The six element categories are described below.

- Bicycle Facilities: (bicycle lanes, one-way and two-way bicycle facilities)
- Multi-Use Path
- Outdoor Dining Space
- Planted Space: (planted medians, narrow landscaped medians, urban street planters, and street trees)
- Sidewalks: (narrow, medium, and wide sidewalks)
- Transit: (bus only lanes, street cars, transit amenities)

Each of the element categories is comprised of similar complete streets elements which will serve the needs of a single user type. Streets with more element categories will meet the needs of multiple user types and create a more complete street network. **Table 4** depicts the percentage of element categories as they were included within the Build a Street activity.

Table 4: Number of Element Categories per Complete Street

Number of Element Categories	Percentage of the Total
0	1.56%
1	9.38%
2	23.44%
3	37.50%
4	21.88%
5	4.69%
6	1.56%

As the data above shows, 37.5 percent of the participants included three element categories within their complete street examples and an additional 28.13 percent of respondents included four or more element categories. Over 65 percent of the participants included three or more element categories within their example streets, indicating a desire within the community to accommodate several user types on the road network. This desire to meet the needs of multiple use types will be reflected within the implementation of the complete streets elements throughout St. Petersburg.

Survey Results

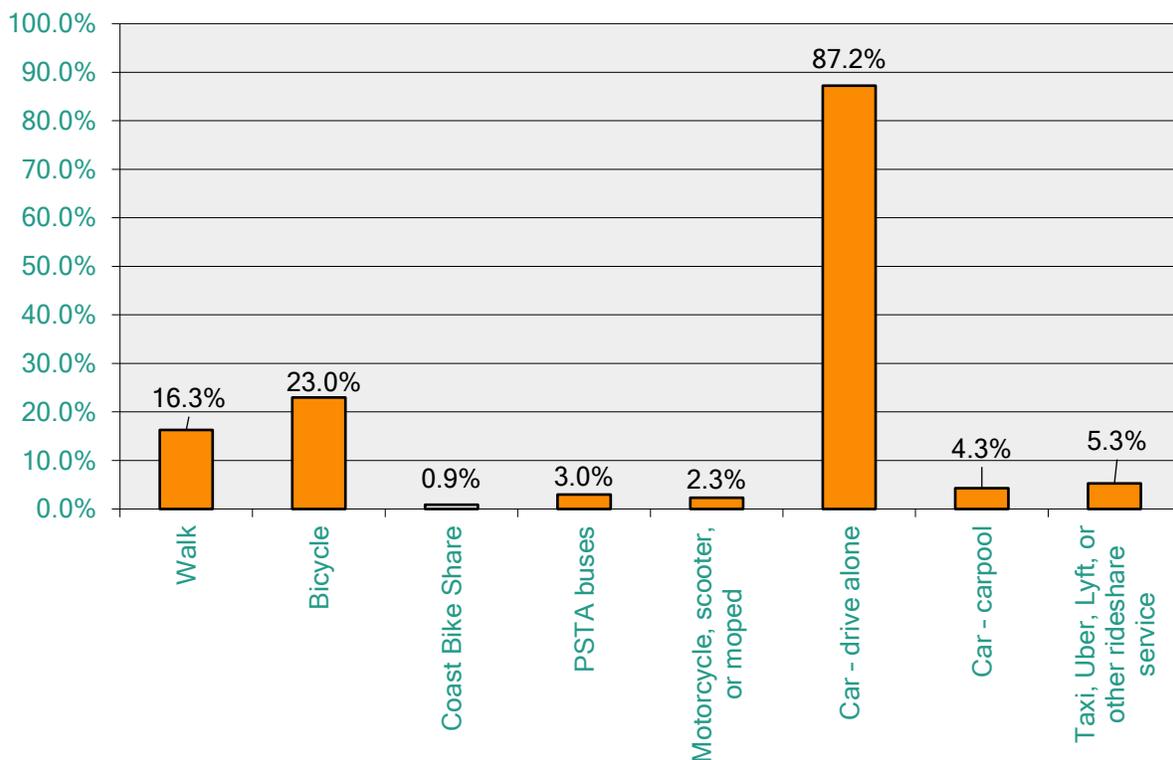
A project Survey was conducted as part of the Complete Streets Implementation Plan development. The survey was available from March 31st to May 31st and over this time, 756 individuals participated in the survey. The survey addressed several topics related to Complete Streets including preferred mode travel, keys corridors for complete street improvements, and strategies that would encourage participants to use non-motorized or transit modes. Below is a summary of the survey results.

Question 1

What modes of transportation do you use most often for commuting to/from work?

Most respondents (87.2%) indicated that driving alone is their most common way of commuting to work. Riding a bicycle and walking to work were the next highest forms of transportation with 23% and 16% of the responses respectively. Of the “other” responses received many did not need to commute to work because they are retired or they work from home. **Figure 1** depicts the percentage of each response received.

Figure 1: Transportation Modes to and from Work

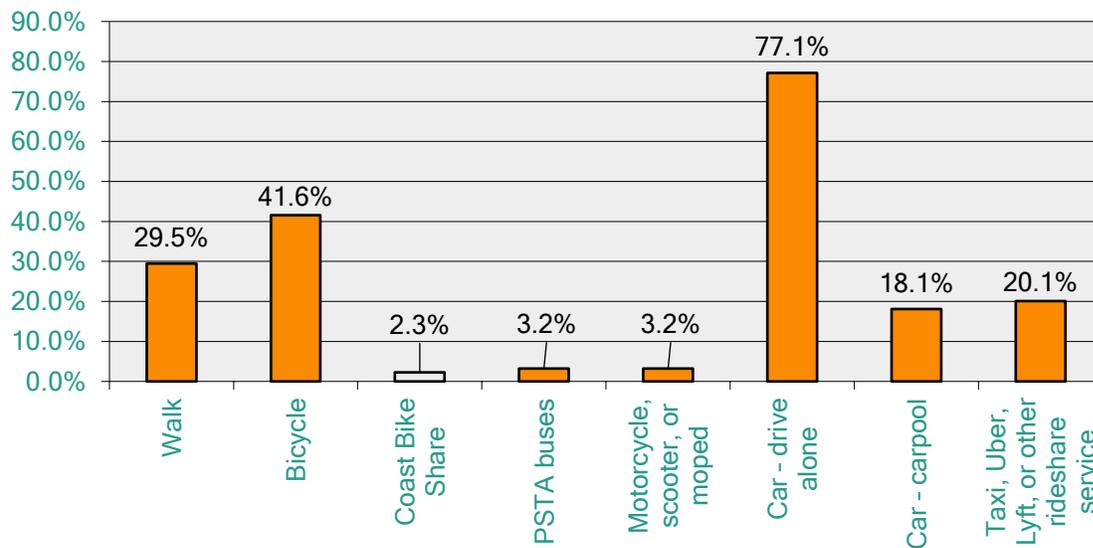


Question 2

What modes of transportation do you use most often for moving across town or between neighborhoods for any purposes other than commuting to/from work? [Select up to three]

Participants indicated driving alone in cars (77.1%) was the most common mode of transportation when traveling across town or between neighborhoods. Bicycling (41.6%) and walking (29.5%) were the next most common choices. Of the “other” responses received, electric vehicles, bike share, and sharing vehicles were common responses. **Figure 2** depicts the percentages of the responses received.

Figure 2 Transportation Modes Used to Travel Across Town or Between Neighborhoods (Non-Commuting Trips)

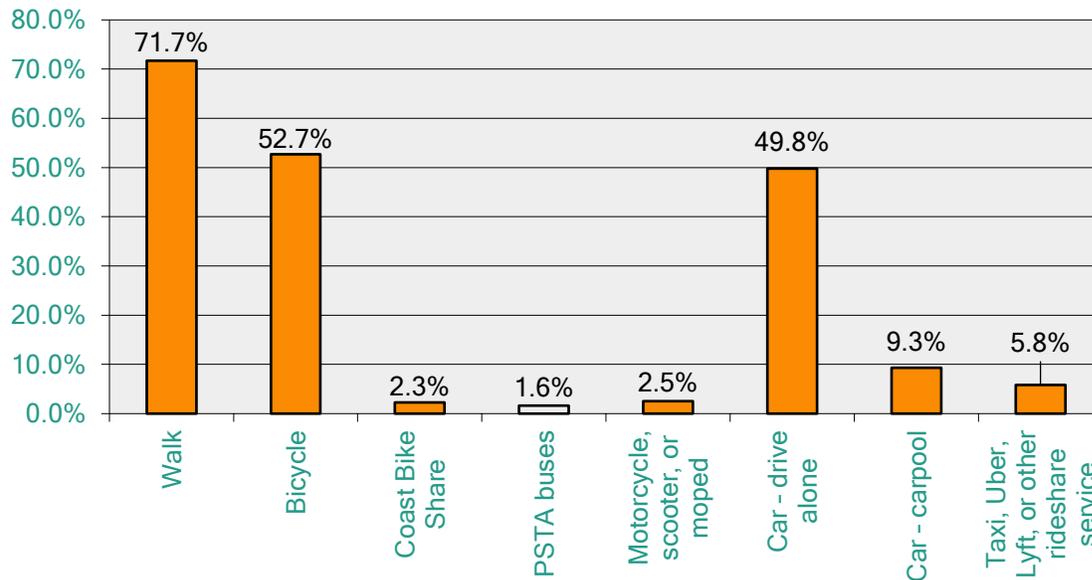


Question 3

What modes of transportation do you use most often for moving within neighborhoods? [Select up to three]

Participants indicated that walking was the most common form of transportation when traveling within neighborhoods. 71.7% of participants indicated that they walked, while 52.7% indicated that they rode bicycles, and 49.8% drove.

Figure 3: Transportation Mode Used to Travel Within Neighborhoods



Question 4

Do you have a condition that limits your mobility or travel mode options?

92.7% of the participants indicated that they were not limited by a condition, while 7.3% have mobility limitations.

Question 5

Do you own or otherwise have regular access to a car?

97.9% of the respondents have regular access to a car while only 2.1% do not.

Question 6

Have you used the Coast Bike Share program in St. Petersburg?

88.4% of the participants have not used the Coast Bike Share Program while 11.6% have used the program. This response may indicate that many of the survey respondents are residents of St. Petersburg and do not use Coast Bike Share, and most of the users for the program are visitors to the area.

Question 7

When it comes to bicycling, how would you classify yourself?

Most survey participants classified themselves as “Interested but Concerned” (40.7%) as it related to their comfort level of riding bicycles. Following closely, “Enthused and Confident” made up 36.9% of the responses, indicating that most the respondents are interested in riding a bicycle. Only 9.6% of respondents indicated that they were unable or unwilling to ride. **Table 1** depicts the percentage of the responses for each category.

Table 1: Bicycling Comfort Level

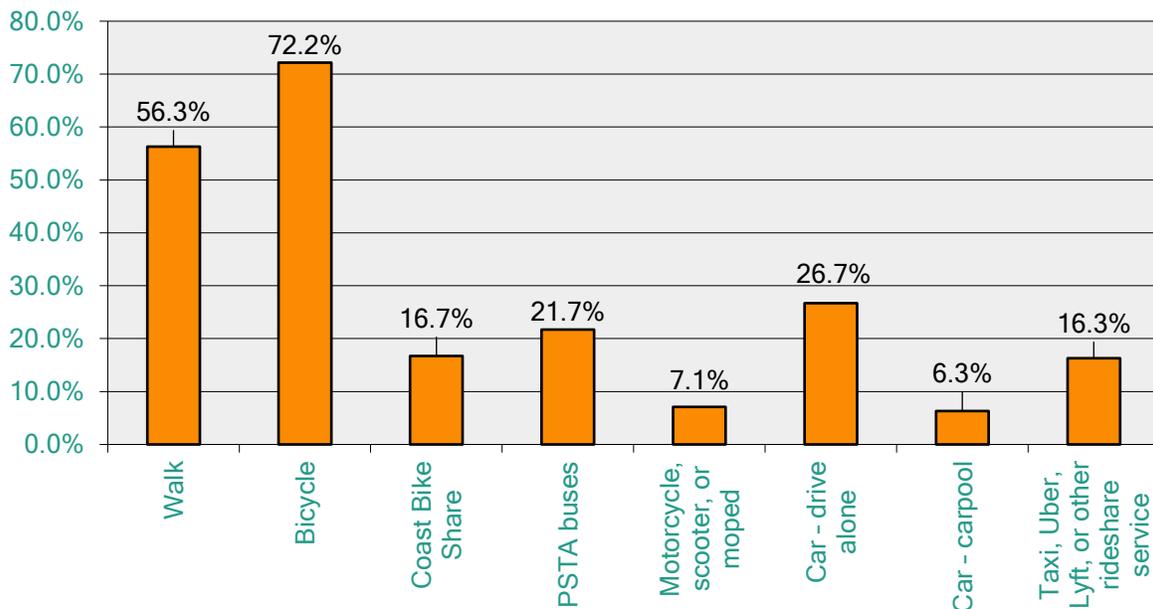
Answer Options	Response Percent
Strong and fearless (You use a bicycle as you would a motor vehicle and don't mind sharing space with other vehicles)	12.7%
Enthused and confident (You can get around by bicycle, but prefer to ride on roads with little to no traffic and slow motor vehicle traffic)	36.9%
Interested but concerned (You strongly prefer or exclusively ride on separated facilities like the Pinellas Trail or sidewalks. You would ride more if you felt safer.)	40.7%
No way no how (Cannot ride or lack of interest)	9.7%

Question 8

What travel modes would you prefer to use more often? [Select up to three]

Survey participants indicated that cycling was the preferred transportation mode with 72.2% of the responses, while walking (56.3%) and driving (26.7%) were the next highly preferred modes. Of the “other” responses received survey respondents indicated that they would like to use light rail or trolley transportation options in St. Petersburg. **Figure 4** depicts the percentage of responses for each of the preferred transportation modes.

Figure 4: Preferred Transportation Modes



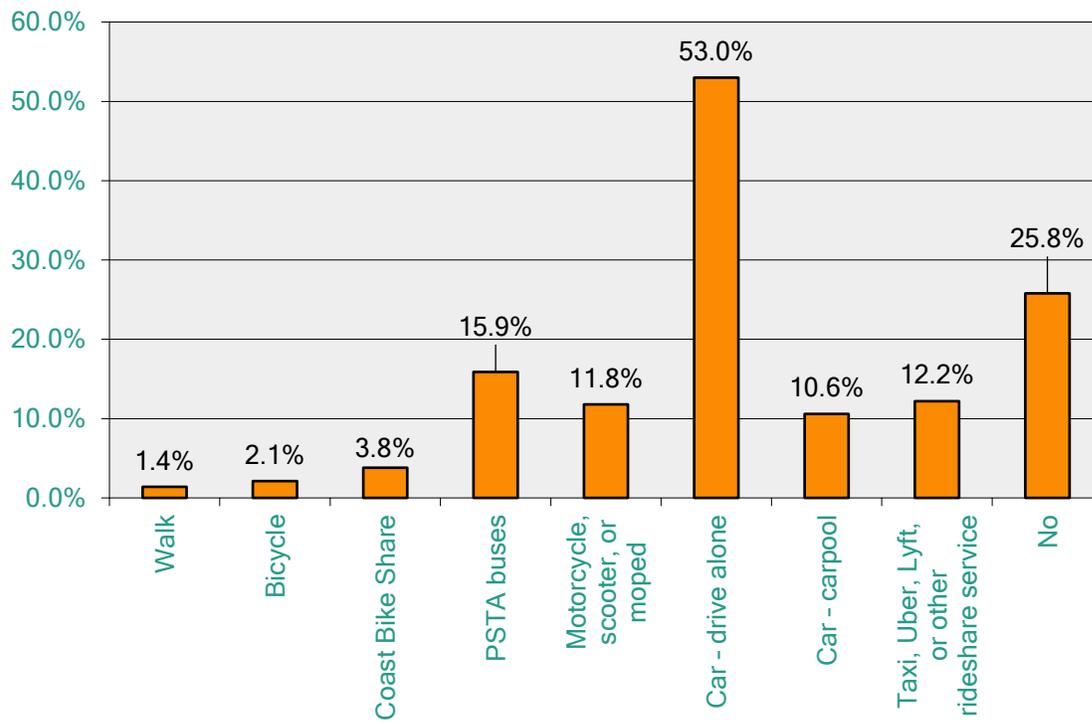
Question 9

Are there any travel modes you would prefer to use less often? [Select up to three]

53% of the survey respondents indicated they were interested in reducing the amount they drive in cars while 25.8% indicated they did not want to reduce the use of their modal choice.

Figure 5 depicts the percentage of respondents wanting to reduce their current amount of the traveling by mode.

Figure 5: Non-preferred Transportation Modes



Question 10

Is there adequate bicycle parking at or near your place of employment?

35.8% indicated that bicycle parking was available at their place of work while over 64% indicated that either no parking was available or that it was not applicable to their situation.

Table 2 depicts percentage of the responses.

Table 2: Adequacy of Bicycle Parking at the Workplace

Answer Options	Response Percent
Yes	35.8%
No	28.8%
Not applicable	35.5%

Question 11

How would you generally rate the driving facilities in St. Petersburg?

73.2% of participants indicated that the driving facilities within St. Petersburg are good or better, while 21.1% felt they are acceptable, and 5.8% indicated that the facilities were in poor condition. **Table 3** depicts how the respondents rate the driving facilities throughout the City.

Table 3: Driving Facilities Rating

Answer Options	Response Percent
Excellent	4.7%
Very Good	27.8%
Good	40.7%
Acceptable	21.1%
Poor	5.8%

Question 12

How would you generally rate the walking facilities in St. Petersburg?

65.1% of the participants indicated that walking facilities throughout the City were in good or better condition, while 10.7% of the participants indicated that the walking facilities were in poor condition. **Table 4** depicts the walking facility ratings.

Table 4: Walking Facilities Rating

Answer Options	Response Percent
Excellent	7.7%
Very Good	26.7%
Good	30.7%
Acceptable	24.2%
Poor	10.7%

Question 13

How would you generally rate the bicycling facilities in St. Petersburg?

49.5% of the participants indicated the bicycle facilities in St. Petersburg were in at least good or better condition, while 17.3% of the participants indicated that the bicycle facilities throughout the city were in poor condition. **Table 5** depicts the bicycle facility ratings.

Table 5: Bicycle Facilities Ratings

Answer Options	Response Percent
Excellent	3.3%
Very Good	15.5%
Good	30.7%
Acceptable	33.3%
Poor	17.3%

Question 14

Which of the following are the most significant obstacles that discourage you from walking or bicycling in St. Petersburg? [Please arrange the options into your order of priority with 1 being your most significant obstacle]

Participants prioritized the most significant obstacles that discourage walking or bicycling in St. Petersburg in the following order: (One being the most significant and six being the least significant obstacle)

1. Safety
2. Not enough facilities
3. Distance/accessibility
4. Time
5. Quality of existing facilities
6. There are no obstacles

Question 15

Which of the following improvements would most encourage you to walk or bicycle more often? [Please arrange the options into your order of priority with 1 being the improvement that would encourage you the most]

Participants prioritized improvements that would encourage bicycling or walking in the following order: (One being the most encouraging improvement and six being the least encouraging improvement)

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

Question 16

When considering methods to prioritize future transportation projects, which considerations are most important? [Please arrange the options into your order of priority with 1 being your highest priority]

Participants ranked the methods which prioritize future transportation projects throughout the City in the following order:

1. Health
2. Improved comfort or quality of existing facilities
3. Economic Development/ "Placemaking"
4. Safety
5. Sustainability
6. Added mobility options
7. Propensity for use
8. Social equity
9. Fills a gap in the network
10. Feasibility
11. Low cost

Question 17

How likely would you be to support the use of transportation investments to promote revitalization efforts (neighborhoods, business districts, and strategic corridors)?

52.8% of respondents were absolutely in favor of using transportation investments to help revitalization efforts, while only 2.2% were not in support. **Table 6** depicts the willingness of the respondents to use transportation investments to promote revitalization efforts.

Table 6: Support for Transportation Investments Which Promote Revitalization Efforts

Answer Options	Response Percent
Not likely – not in support	2.2%
Somewhat likely – it depends on the project	16.4%
Likely – this is a good idea if it doesn't deter from other immediate needs	28.6%
Absolutely – we need to be doing this immediately, and with every transportation project	52.8%

Question 18

Please identify the three street segments that would most benefit from added or improved bicycle facilities (shared lane markings, bike lane, separated bike path, etc.):

Participants indicated many street segments throughout St. Petersburg needing improvements, but for this analysis the Top five responses have been recorded below. Of the street segments mentioned by survey respondents, 4th Street received significantly more comments than the next closest street, Central Avenue. **Table 7** shows the top five roadways which survey respondents felt would benefit from added or improved bicycle facilities.

Table 7: Streets Which Need Added or Improved Bicycle Facilities

Top Five Common Responses	Rank
4 th Street	1
Central Avenue	2
Dr. Martin Luther King Jr Street	3
9 th Street	4
1 st Avenue N	5

Question 19

Please identify the three street segments that would most benefit from added or improved pedestrian facilities (new or enhanced sidewalks, improved lighting, safer crossings, etc.):

4th Street has been identified as the most popular street segment needing pedestrian improvements. **Table 8** depicts the top five street segments identified for pedestrian improvements by survey respondents.

Table 8: Streets Which Need Added or Improved Pedestrian Facilities

Top Five Common Responses	Rank
4 th Street	1
Dr. Martin Luther King Jr Street	2
Central Avenue	3
34 th Street	4
9 th Street	5

Question 20

Please identify the three intersections that would most benefit from added or improved facilities for people walking or bicycling (new or enhanced signals, shorter crossing distances, improved lighting, better crosswalks or curb ramps, etc.):

Table 9 depicts the top six intersections which were identified as needing improvements throughout St. Petersburg by survey respondents. The most common response was the intersection of 22nd Avenue and 4th Street. Throughout the open-ended questions within the survey, 4th Street remains a common response for roadways needing improvement.

Table 9: Intersections Which Need Added or Improved Bicycle or Pedestrian facilities

Top Six Common Responses	Rank
22 nd Avenue N and 4 th Street	1
54 th Avenue S and 34 th Street	2
Tyrone Boulevard and 66 th Street	3
38 th Avenue N and 4 th Street	4
Dr. Martin Luther King Jr Street	5
Tyrone Boulevard and Park Street	6

Question 21

Please identify three locations where you would like to see additional bicycle parking facilities.

The participants identified Central Avenue as the most necessary location for additional bicycle parking amenities. Responses to this question varied from naming Districts, grocery stores, public buildings or entire roadways, but the top five responses can be seen below in **Table 10**.

Table 10: Locations for Additional Bike Parking Facilities

Top Five Common Responses	Rank
Central Avenue	1
Beach Drive	2
Downtown	3
Restaurants/Retail Centers	4
Vinoy Park	5

Question 22

Please identify three locations where you would like to see additional Coast Bike Share hubs.

Participants indicated they were interested in seeing additional Coast Bike Share hubs primarily along Central Avenue and 4th Street. In addition to the responses indicating locations for additional bike share hubs, approximately 11.45% of the respondents indicated that there were enough Coast Bike Share Hubs around the City or that they were not necessary. **Table 11** depicts the responses for locations around the City for new hubs.

Table 11: Locations for Additional Coastal Bike Share Hubs

Top Five Common Responses	Rank
Central Avenue	1
4 th Street	2
Beach Access	3
Downtown	4
Grand Central District	5

Question 23

Do you have anything else that you would like to add or suggest related to the City of St. Petersburg's Complete Streets Implementation Program?

Of the responses received, approximately 34.95% were in favor of additional bike, pedestrian or transit amenities to be installed around the City. The second most common response was the indication that additional Police enforcement and citations for both bikes/pedestrians and vehicles. **Table 12** depicts the top five open ended suggestions.

Table 12: Additional Comments

Top Five Common Responses	Response Percent
Additional or improved bicycle, pedestrian, and transit facilities	34.95%
Increased police enforcement on vehicles, pedestrians and cyclists	8.60%
Increased speed controls throughout the City	5.38%
Implementing light rail or a trolley system	3.76%
Increased shade or coverage for facilities	3.76%

Question 24

Please enter the Zip code of your residence.

Table 13 depicts the top five zip codes for participant residences throughout the St. Petersburg area. 33701, is the downtown St. Petersburg area and represents the largest portion (16.92%) of the survey participants living within this area.

Table 13: Zip code of Residence

Top Five Zip Codes	Response Percent
33701	16.92%
33704	15.38%
33713	14.07%
33705	10.11%
33710	10.11%

Question 25

Please describe your work status.

33.6% of the participants indicated they did not commute to work because of retirement, working from home, or not having a job. 66.4% of the participants maintain employment which requires them to commute to work throughout the week. **Table 14** depicts the employment figures for the participants.

Table 14: Work Status

Answer Options	Response Percent
Employed	66.4%
Employed - work from home	15.6%
I am retired	14.5%
I do not work	3.5%

Question 26

Please enter the Zip code of your workplace.

Table 15 depicts the top five zip codes that survey participants work in. The 33701 zip code near the downtown St. Petersburg area has the most significant number of participant employment, receiving 32.11% of the total responses.

Table 15: Zip code of Workplace

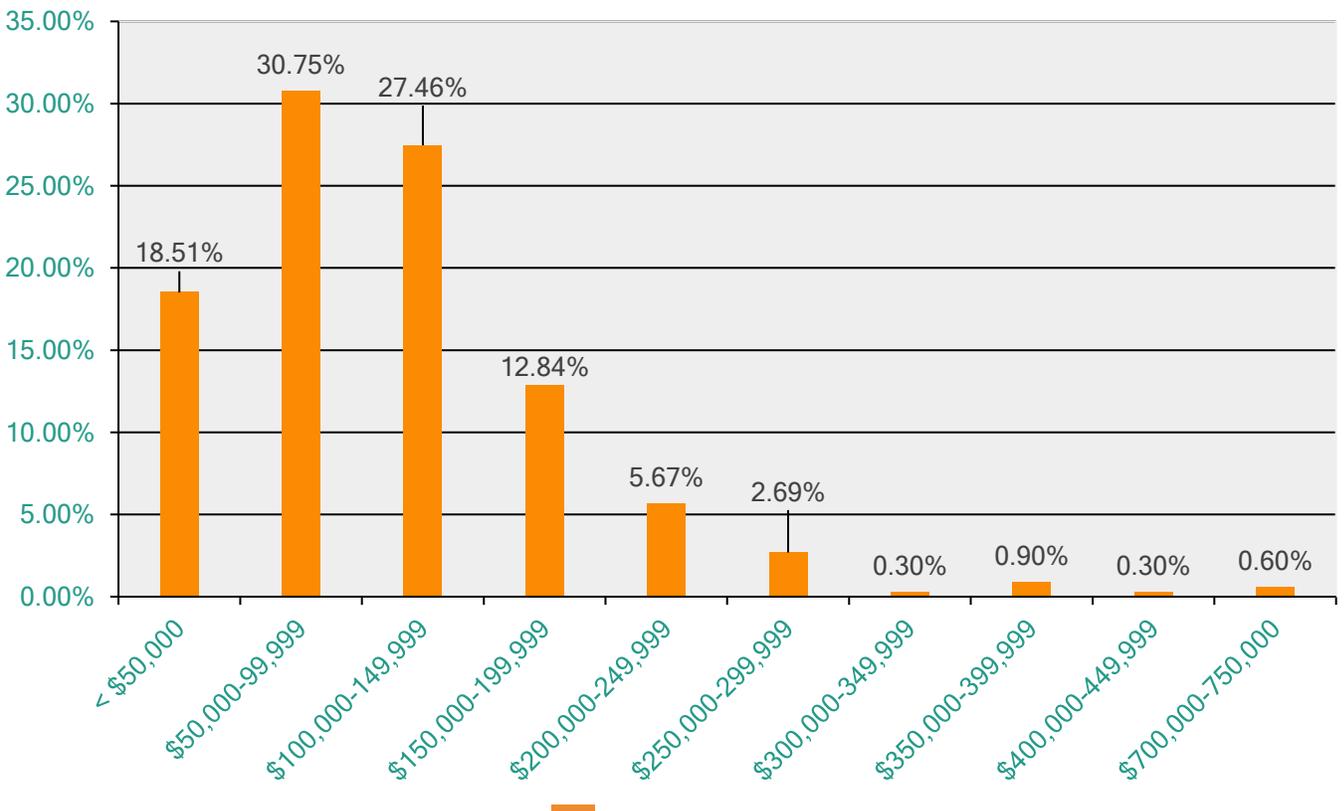
Top Five Zip Codes	Response Percent
33701	32.11%
33716	8.70%
33705	5.02%
33702	4.35%
33710	4.01%

Question 27

Please enter your annual gross family income.

Figure 6 depicts the annual gross family incomes of the survey participants with the highest percentage of participants making between \$50,000 and \$100,000 annually. Together 76.72% of the population reported a gross family income of less than 150,000 a year.

Figure 6: Annual Gross Family Income



Question 28

Please select your gender.

Table 16 depicts that the survey participants were almost evenly split between males and females.

Table 16: Participant Gender

Answer Options	Response Percent
Female	50.8%
Male	49.0%
Other	0.2%

Question 29

Please enter your age.

Figure 7 below shows the age breakdown of the survey respondents. The majority of the respondents (81.69%) were between the age of 30 and 69, with a nearly even distribution across those age ranges.

Figure 7: Participant Age

