



PLANNING BOARD WORKSHOP MEETING CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Monday, November 13, 2023
3:00 PM

Call to Order
Pledge of Allegiance
Roll Call

WORKSHOP MEETING

1. Discussion Items

a. Downtown Core Complete Streets Plan

Discussing recommendations and street concepts for 73rd Ave, Corey Ave, and 75th Ave, prior to finalization.

2. Adjournment – **Time certain 3:45 PM**

APPEAL: In accordance with 286.0105, Florida Statute (Notices of meetings and hearings must advise that a record is required to appeal), if a person decides to appeal any decision made by this committee, board, agency, or commission with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AMERICANS WITH DISABILITIES ACT (ADA): In accordance with the Americans with Disabilities Act and Florida Statutes, if any person with a disability defined by the ADA needs special accommodation to participate in this proceeding, then not later than two business days prior to the proceeding, he or she should contact City Hall at (727) 367-2735.

The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall or www.stpetebeach.org.

PLANNING BOARD MEETING CITY OF ST. PETE BEACH

Agenda Report

Action Request: None - for informational purposes.

Strategic Objective:

Date: November 13, 2023

Prepared By: Alaina Grundy, Community Development Assistant

Through: Jennifer McMahon, Chief Operating Officer

Summary of Issue: Discussing recommendations and street concepts for 73rd Ave, Corey Ave, and 75th Ave, prior to finalization.

Funding: N/A

Attachments:

1. Draft SPB Complete Streets Plan
2. Complete Streets Plan Presentation



ST. PETE BEACH COMPLETE STREETS

ST. PETE BEACH DOWNTOWN CORE COMPLETE STREETS PLAN

WORKING DRAFT: SEPTEMBER 2023

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SECTION 1: INTRODUCTION

INTRODUCTION

The **St. Pete Beach Downtown Core Complete Streets Plan** is a comprehensive vision plan to address the current limitation in the Downtown Core area's mobility and infrastructure. The area's roadway conditions, which pose significant safety concerns for pedestrians and bicyclists, present a major hindrance to alternative mobility options. To align with the City's Vision Zero initiative, this **Complete Streets Plan** aims to create a safe, inclusive, and accessible transportation network for both residents and visitors. This plan will serve as a guiding document for future mobility improvements in the focus area.

The focus area encompasses the streets and public realm within the TC-1, TC-2, and CC-1 zoning districts, which comprise the Downtown Core. These streets include:

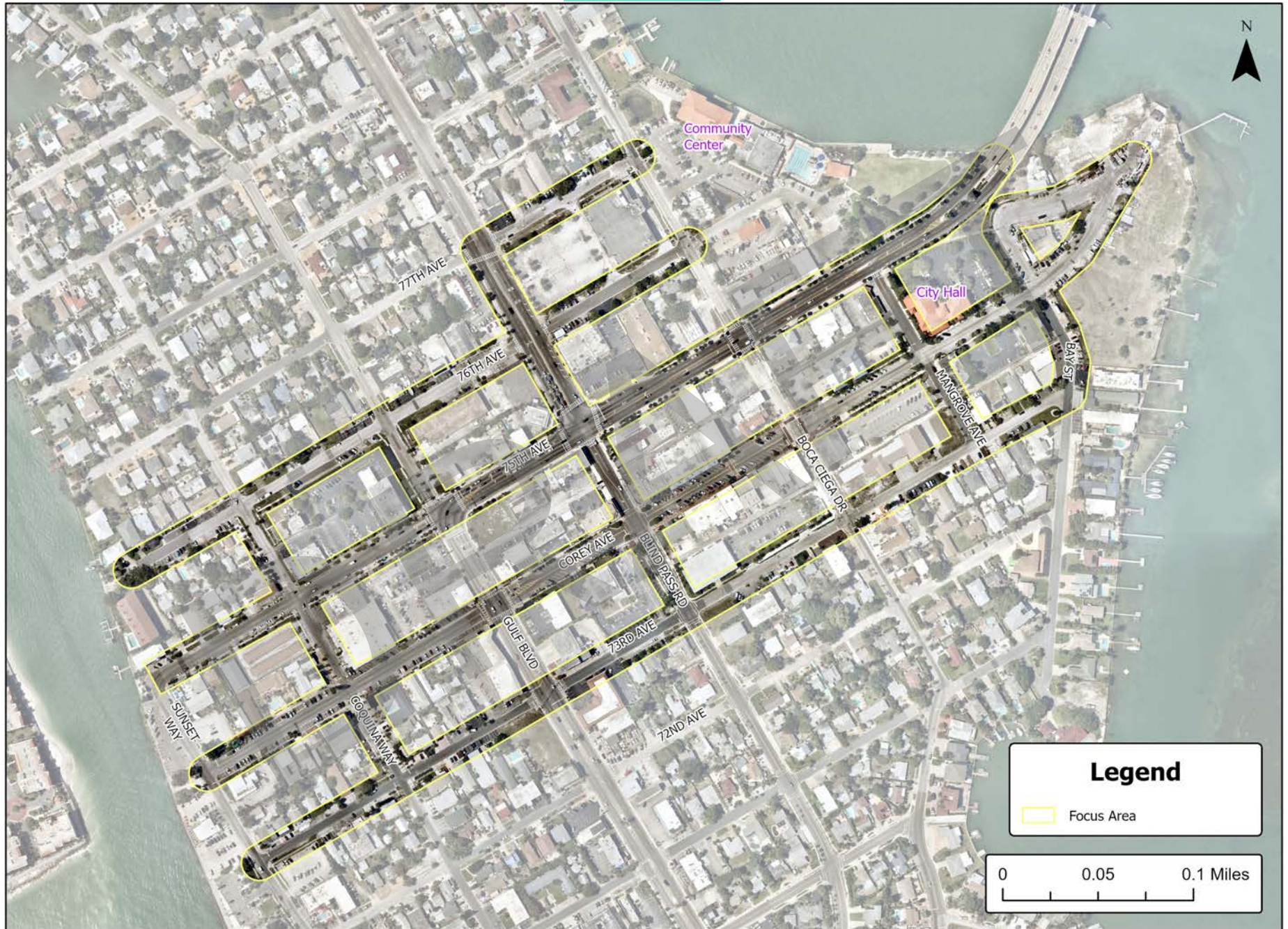
- 73rd Avenue
- Corey Avenue
- 75th Avenue
- 76th Avenue
- 77th Avenue from Blind Pass Road to Boca Ciega Drive
- Coquina Way from 76th Avenue to 73rd Avenue
- Blind Pass Road from 77th Avenue to 73rd Avenue
- Mangrove Avenue from 75th Avenue to 73rd Avenue
- Bay Street from 75th Avenue to 73rd Avenue

The following sections are included in this plan:

- **Existing Conditions:** Summary of existing mobility facilities in the focus area, as well as challenges and opportunities.
- **Community Engagement Summary:** Summarizes community outreach conducted throughout the development of this plan.
- **Complete Streets Toolkit:** Provides a list of tools, safety countermeasures, and strategies to implement Complete Streets.
- **Recommendations and Concepts:** Illustrates how the Complete Streets Toolkit can be implemented within the Downtown Core and provides a list of recommended projects.
- **Next Steps:** Identifies priority projects, costs, and potential funding sources to implement Complete Streets.



Focus Area Map



WHAT ARE COMPLETE STREETS?

Complete Streets are designed to be safe and convenient for people of all ages and abilities. Complete Street design recognize that not all streets need to provide facilities and amenities for every type of travel. Instead, the designs are based on the surrounding character and mobility network to provide functional connections to destinations. Complete Streets can fix multiple mobility problems by providing facilities and safety improvements for bicyclists, pedestrians, and motorists.

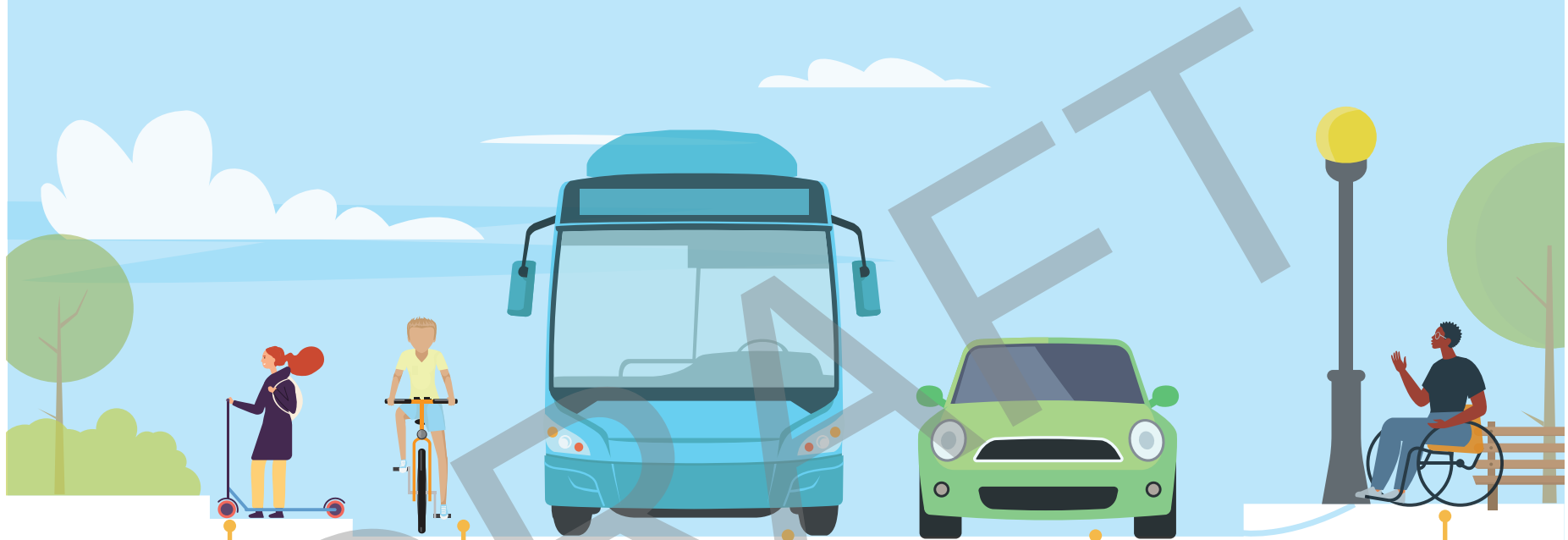
Complete Streets look different depending on the situation and location but may include:

- Sidewalks or trails
- Improved pedestrian crossings
- Bike paths
- Green infrastructure
- Landscaping
- Pedestrian-scale lighting
- On-street parking
- Improved mobility for cars, buses, and freight

WHY COMPLETE STREETS?

Complete Streets is an opportunity to make progress on some of the City's key goals. In 2022, the City announced its participation in the Vision Zero initiative. Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, and accessible mobility for all. This Complete Streets plan will advance the City's Vision Zero initiative within the Downtown Core by emphasizing roadway improvements that promote safety and mobility for all road users.

WHAT ARE COMPLETE STREETS?



Space for **MICROMOBILITY**

Designated curb space for shared bike and scooter parking that keeps sidewalks clear and safe.

Space for **BIKES**

Designated routes and low-stress facilities that support people riding bikes, e-bikes, and scooters.

Space for **TRANSIT**

Bus shelters, bus pullouts and platforms, wayfinding, and signal priority to create transit-friendly corridors.

Space for **CARS**

Traffic calming measures and designs that encourage slower speeds and driver awareness.

Space for **PEOPLE**

Curb ramps, crosswalks, and curb extensions to make it easier for pedestrians to cross streets and access destinations. Space for street furniture, lighting, and public spaces.

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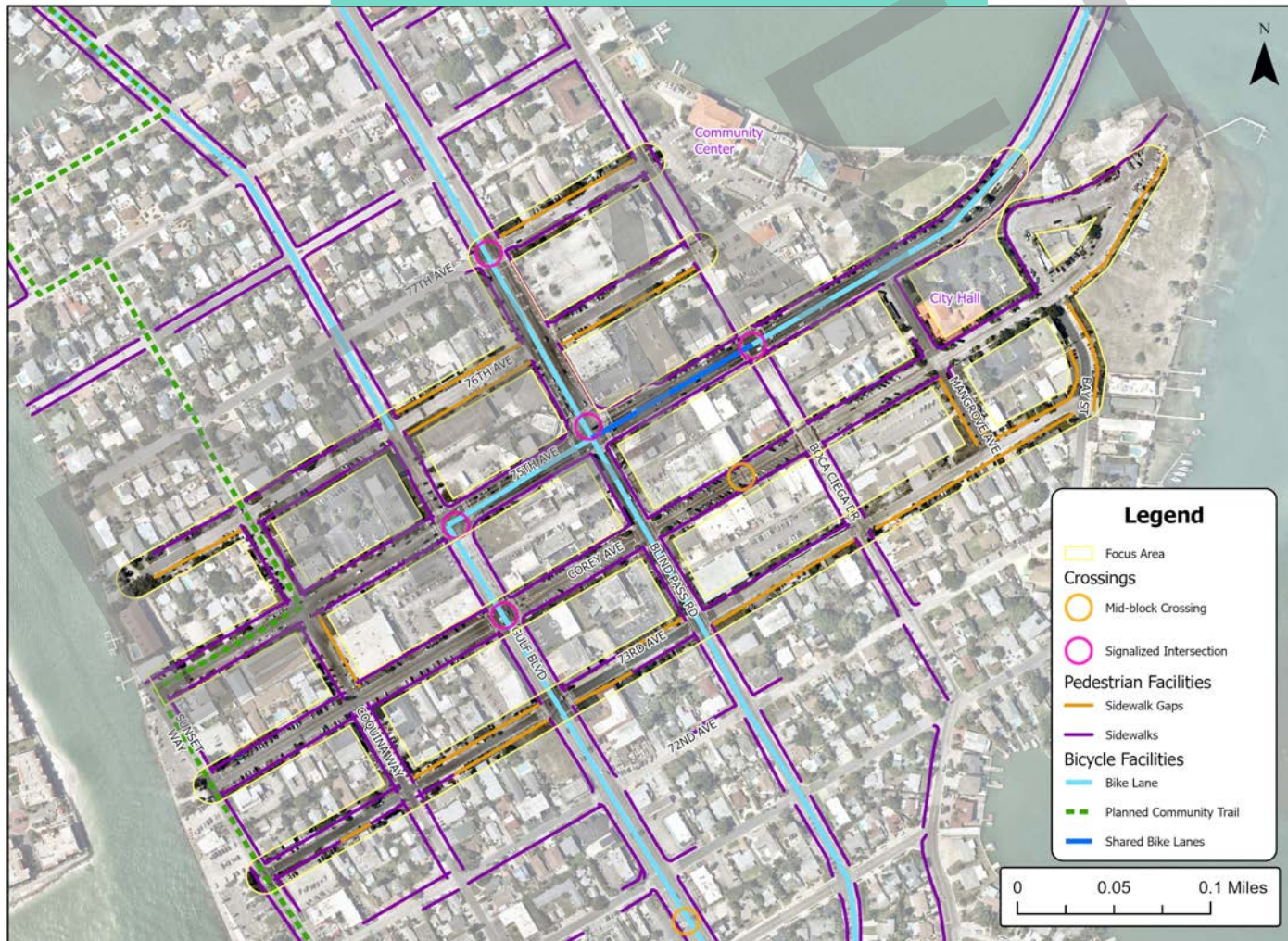
SECTION 2: EXISTING CONDITIONS

Existing Bicycle and Pedestrian Infrastructure

The area has frequent gaps in the sidewalk network, particularly on the residential streets, and it is common for sidewalks to not be present on both sides of street. Existing sidewalks also need improvement; sidewalks are often the same grade as parking and provide minimal distinction between sidewalks and driveways. Additionally, existing sidewalks are 4 feet wide in most sections, which is below the standard width of 6 and 10 feet for C4 and C5 roads, respectfully.

Inconsistencies in crossing treatments such as the lack of pedestrian-scale lighting, inadequate signage, and non/mis-colored detectable warnings may play a role in overall safety and ADA issues for pedestrians. The limited bicycle facilities in the area include a non-protected or non-separated bicycle lane on 75th Avenue, Gulf Boulevard, and Blind Pass Road. Bicycle lanes are approximately 4 feet wide. A planned Community Trail intersects 73rd Avenue, Corey Avenue, and 75th Avenue along Sunset way before continuing on Coquina Way.

Existing Bicycle and Pedestrian Infrastructure Map

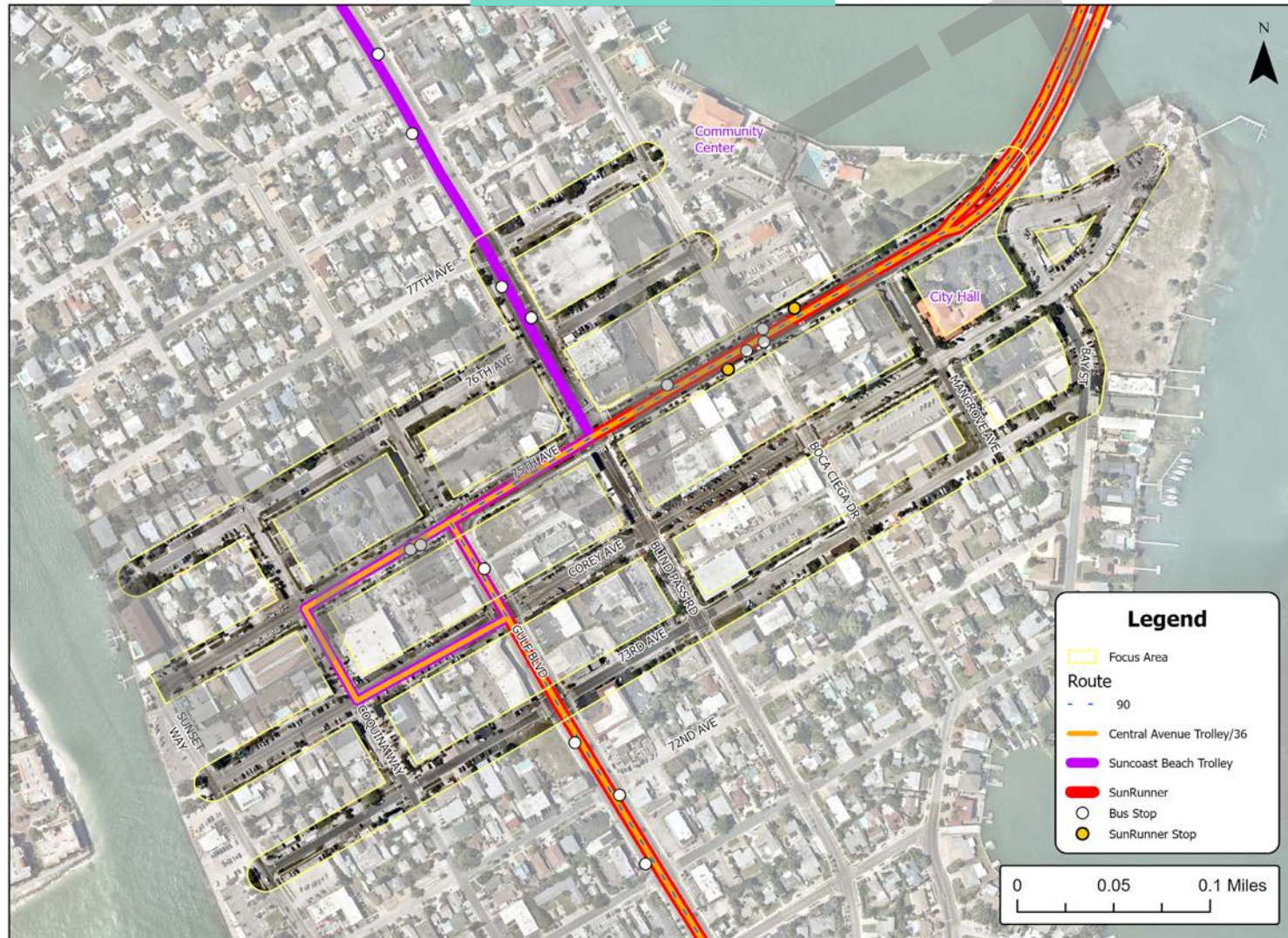


Existing Transit Facilities

PSTA routes 35, 36 (Central Avenue Trolley), 90, and 555 (Suncoast Beach Trolley) connect St. Pete Beach with the rest of Pinellas County. The Bus Rapid Transit (BRT) system, known as SunRunner, opened in October 2022 and runs from St. Pete Beach Access to Downtown St. Petersburg. One SunRunner station is located within the focus area at 75th Avenue and Boca Ciega Drive.

The Suncoast Beach Trolley route covers the Gulf Beaches area from Clearwater Beach to St. Pete Beach. The Central Avenue Trolley runs from St. Pete Beach to Downtown St. Petersburg making frequent stops along a similar route to the SunRunner. The City also has Freebee Shuttle, which is a free on-demand transportation service that serves the entire city.

Existing Transit Facilities Map



Posted Speed Limits

The posted speeds for the area range from 25 MPH to 35 MPH. The state-owned roadways (Gulf Boulevard, Blind Pass Road, and 75th Avenue) have the highest speeds. These street are also the main connections into and out of the City. All other streets within the Downtown Core are 25 MPH.

It is important to note that posted speed limits don't always dictate motorists' speed. Motorists will drive the speed they feel comfortable based on roadway conditions, lane widths, site lines, signal timing, and more. Complete Streets provides tools to achieve target speed limits through street design.

The posted speed limits on the state-owned roadways play a role in the types of improvements that can be implemented, based on the roadway's context classification.

Context Classification

The Florida Department of Transportation (FDOT) identifies state-owned roadways using a context classification system, which considers the land use and development pattern surrounding a roadway to determine appropriate street design criteria. This classification informs various roadway and safety improvements by providing specific standards and infrastructure (such as sidewalk widths, bike facilities, crossings, etc.) based on the roadway's context classification.

In the Downtown Core, there are three state-owned roadways: Gulf Boulevard, Blind Pass Road (75th Avenue to Treasure Island), and 75th Avenue (Gulf Boulevard to South Pasadena). Gulf Boulevard and Blind Pass Road are categorized as a C5-Urban Center classification and 75th Avenue is categorized as a C4-Urban General. In order to implement Complete Streets improvements, coordination between the City and FDOT will be required and improvements will need to meet the context classification standards.

The graphics on the next page further describes the context and characteristics of the Urban General and Urban Center Context Classifications.

Posted Speed Limits Map



Context Classification Map



Context Classification Elements

C5-Urban Center

Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

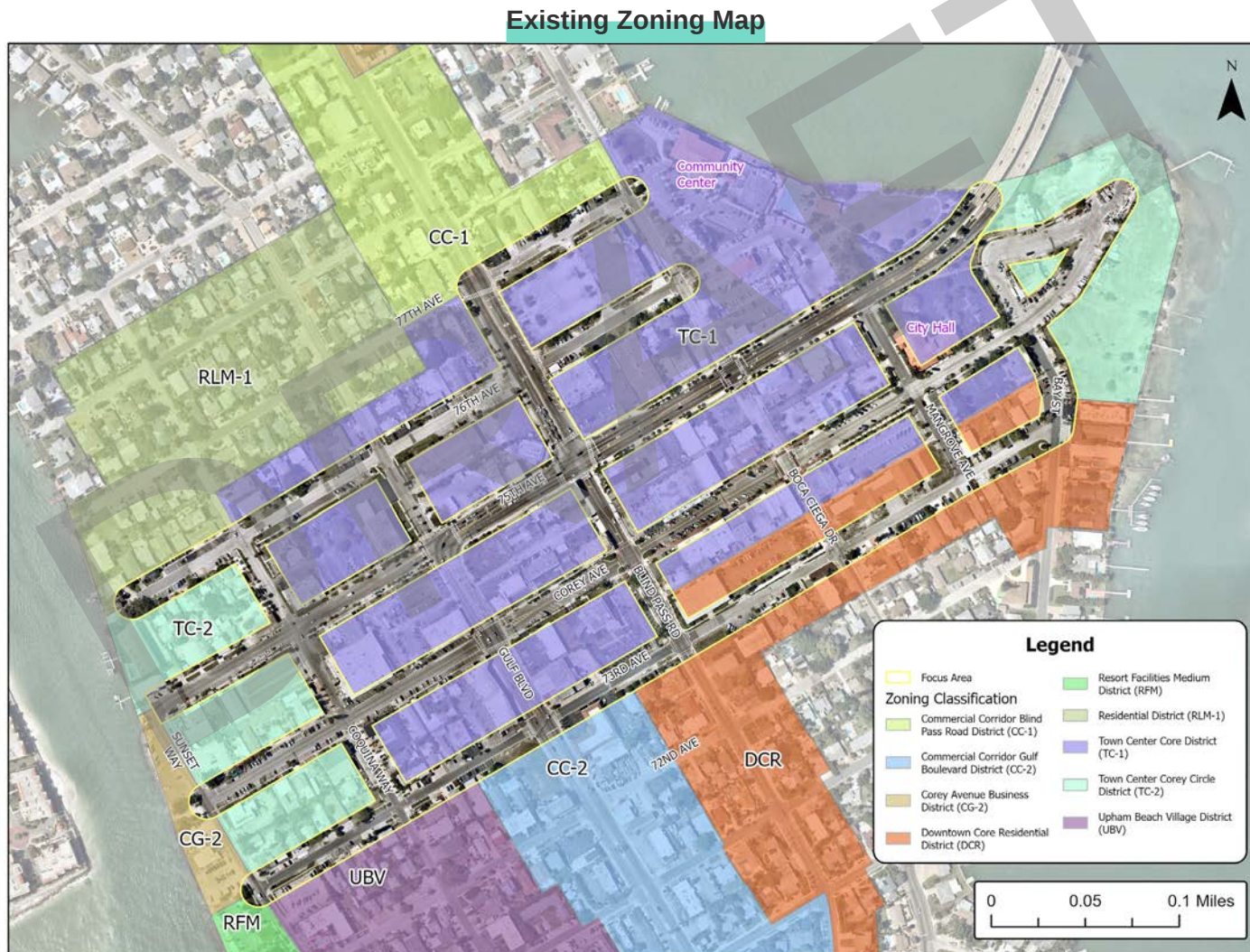
C4-Urban General

Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

Target Speed	30 MPH	35 MPH
Context Classification	C4, and C5	C4, and C5
Fronting Uses	Most parcels fronting street	Some parcels fronting street
Population Density	High	Medium to High
Vulnerable Users	High	Medium to High
Cross Section Elements	On-street parking, sharrows	Separated bicycle lanes, buffered bike lanes
Access Classification	6 and 7	5, 6, and 7
Transit Service	Highest frequency and local serving	Highest frequency and local serving
Transit Ridership	High	Medium to High
Pedestrian and Bicycle Generators	High	Medium
Vehicular Trip Type	>75% Local	>50% Local
Average Trip Length	3 to 5 miles	3 to 5 miles

Existing Zoning

The Land Development Code (LDC) defines the City's zoning districts and provides development requirements for those districts. The Community Redevelopment District along Gulf Boulevard and Blind Pass Road, and within the Town Center Core (TC-1 and TC-2), require 10-foot sidewalks for any new development or redevelopment of a property. These two categories encompass most of the Downtown Core and focus area, therefore, construction of new sidewalks within this area will be 10 feet wide unless it is too constrained to do so. Distinctive and visually interesting paving patterns are encouraged for sidewalks, particularly to define an entrance, gathering place, or outdoor dining area. In addition, part of the Downtown Core, including 76th Avenue, 73rd Avenue, and Coquina Way, require a minimum 8-foot wide landscaped zone between the sidewalk and the building. In that area, energy-efficient, pedestrian-scale lighting fixtures are required every 30 feet, although the spacing can be slightly adjusted.



5-Year Crash Heat Map (2017-2022)

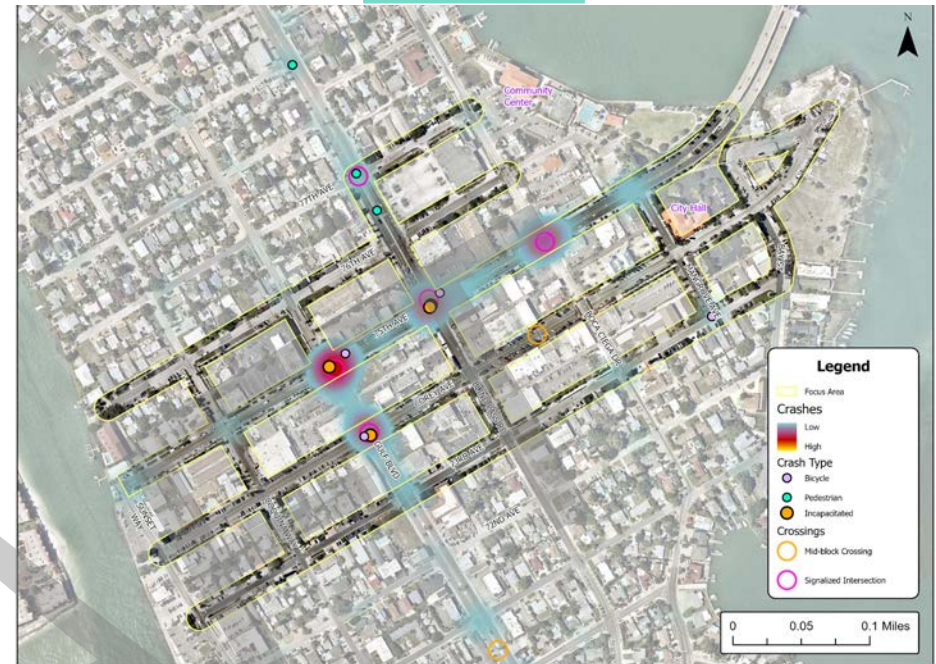
The locations with the highest crashes occur at signalized intersections or mid-block crossings on Gulf Boulevard, 75th Avenue, and Blind Pass Road.

The intersections with the highest crashes are:

- 75th Avenue and Gulf Boulevard
- 75th Avenue and Blind Pass Road
- 75th Avenue and Boca Ciega Drive
- Corey Avenue and Gulf Boulevard

On the following pages, additional analysis for these intersections is conducted to determine potential safety counter measures to eliminate crashes.

Crash Heat Map



5-Year Crash Map by Type of Crash (2017-2022)

The majority of crashes in the St. Pete Beach Downtown Core occur at or in close proximity to signalized intersections and mid-block crossings. Most crashes are rear end crashes indicating that speed and distracted drivers are a persistent issue. Multiple bicycle and pedestrian crashes occurred in a 5-year period, specifically at 75th Avenue and Gulf Boulevard, Corey Avenue and Gulf Boulevard, and 77th Avenue and Blind Pass Road. This indicates dangerous conditions for non-motorists in the area.

The table on the following page gives more detail into the types of crashes occurring with the Downtown Core.

Crash by Type Map



Crash by Type Table

Crash Type	Year					5-Year Total	
	2017	2018	2019	2020	2021	Grand Total	%
Angle	11	5	9	7	7	39	21%
Bike	0	1	1	0	2	4	2%
Head On	1	0	0	0	1	2	1%
Hit Fixed Object	6	6	4	1	4	21	11%
Hit Non-Fixed Object	2	0	0	0	0	2	1%
Left Turn	2	3	2	2	2	11	6%
Pedestrian	2	0	0	0	0	2	1%
Rear End	19	10	18	8	18	73	39%
Right Turn	0	1	1	0	0	2	1%
Sideswipe	8	5	6	3	2	24	13%
Single Vehicle	1	1	0	2	0	4	2%
Unknown	1	2	0	0	0	3	2%
U-Turn	1	1	0	0	0	2	1%

High Crash Intersection: 75th Avenue and Gulf Boulevard

Crash Type	Number of Crashes
Rear End	24
Angle	12
Sideswipe	6
Hit Fixed Object	3
Bike	1
Hit Non-Fixed Object	1
Right Turn	1
Single Vehicle	1

Potential Countermeasures:

- Reduce Curb Radii
- Advanced Dilemma-Zone Detection
- Hardened Centerline
- Roundabout
- Leading Pedestrian Intervals (LPIs)
- Protected Intersection (Long-term)
- Red Light Cameras

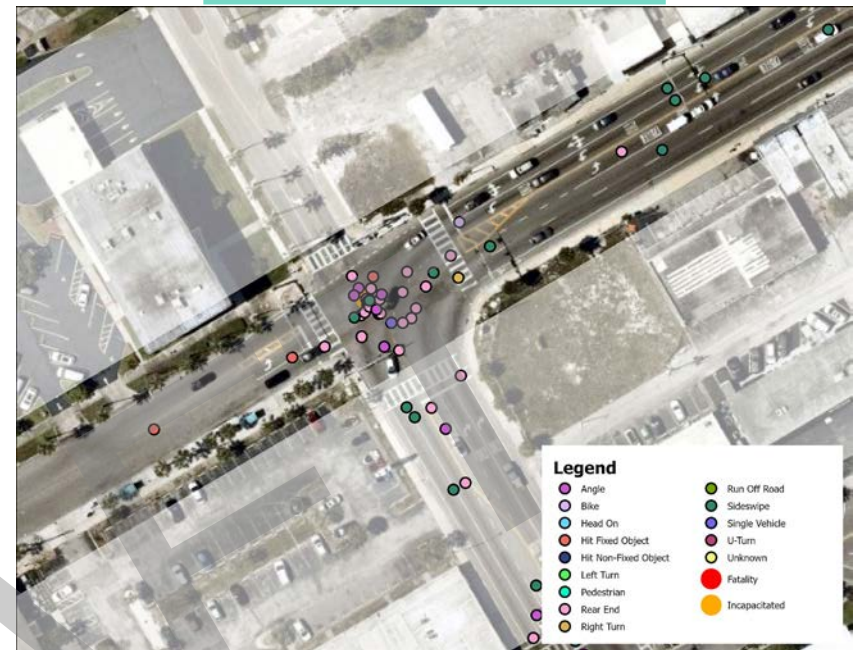
High Crash Intersection: 75th Avenue and Blind Pass Road

Crash Type	Number of Crashes
Rear End	12
Left Turn	6
Sideswipe	4
Angle	2
Bike	1
Hit Non-Fixed Object	1
Head-on	1
Right Turn	1
U-Turn	1

Potential Countermeasures:

- Reduce Curb Radii
- Positive Left-Turn Off-Set
- Protected Intersection (Long-term)
- Straighten Crosswalks

75th Ave & Gulf Blvd Intersection



75th Ave & Blind Pass Rd Intersection



High Crash Intersection: 75th Avenue and Boca Ciega Drive

Crash Type	Number of Crashes
Rear End	15
Angle	10
Left Turn	3
Hit Fixed Object	2
Sideswipe	2
Single Vehicle	1

Potential Countermeasures:

- No Right Turn on Red
- Positive Left-Turn Off-Set
- Leading Pedestrian Intervals

75th Ave & Boca Ciega Dr Intersection



High Crash Intersection: Corey Avenue and Gulf Boulevard

Crash Type	Number of Crashes
Rear End	9
Angle	8
Bike	1
Hit Fixed Object	1
Sideswipe	1

Potential Countermeasures:

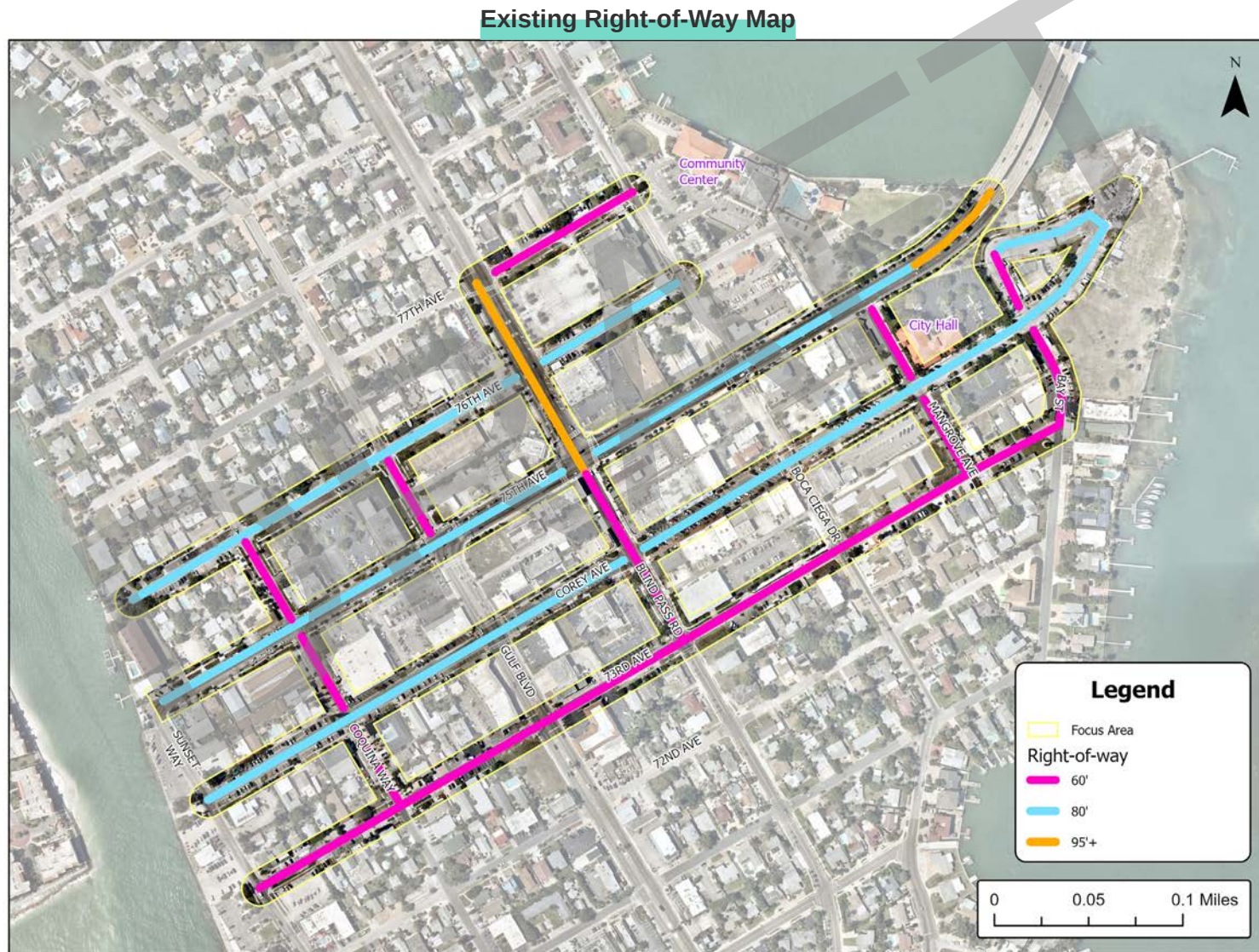
- No Right Turn On Red
- Curb Extensions/Pedestrian Refuge Island
- Advanced Dilemma-Zone Detection
- Green Bike Lane Conflict Zone Markings
- Protected Intersections (Long-term)
- Leading Pedestrian Intervals (LPis)

Corey Ave & Gulf Blvd Intersection



Existing Right-of-Way

Most of the streets' right-of-way within the focus area are approximately 80 feet wide. Other streets, like 73rd Avenue, 77th Avenue, Blind Pass Road, and Bay Street are approximately 60 feet wide. The right-of-way width is important as it impacts potential improvements and facilities that can be added on the street, such as bike lanes, on-street parking, sidewalks, and landscaping. Not every street can have every facility and amenity due to constraints within the right-of-way. This plan examines the overall street network within the downtown core to provide needed mobility connections, facilities, and amenities within the existing right-of-way.



EXISTING PARKING CONDITIONS AND INVENTORY

Existing Conditions

The parking inventory analysis was completed during a field visit on December 28, 2022, March 17, 2023, and April 4, 2023. This analysis included identifying current on-street parking options for both commercial and residential uses, identifying existing parking issues in the focus area, and developing recommendations to address the existing issues.

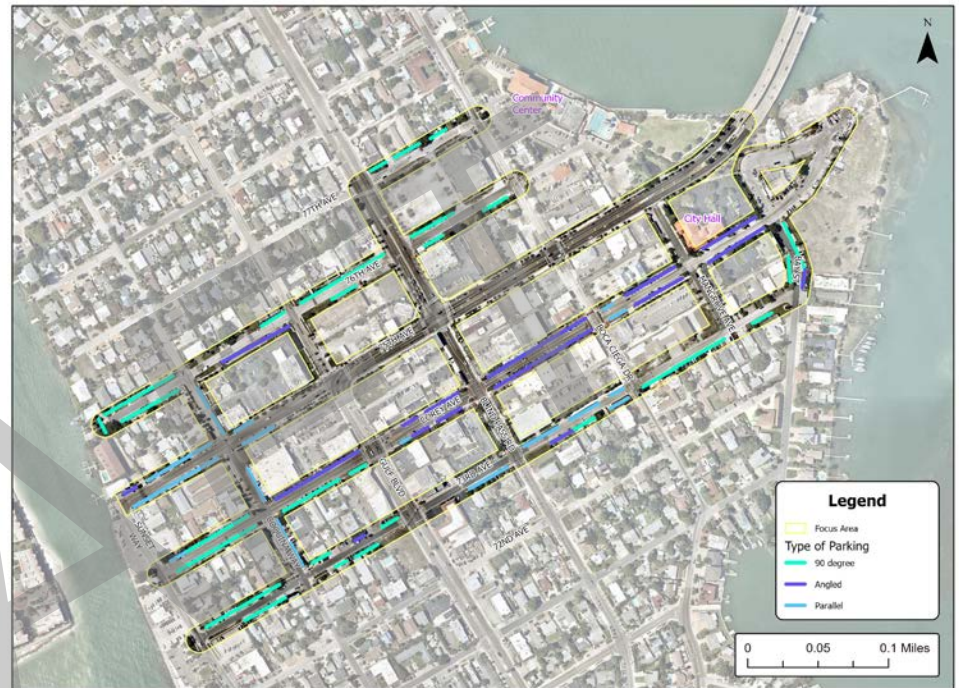
Along each street within the focus area, on-street parking was available for both commercial and residential uses. The type of on-parking configurations included 90-degree parking primarily for residential uses, angled parking primarily near commercial uses along Corey Avenue, and limited parallel parking located on residential streets west of Blind Pass Road.

Throughout the focus area, vehicles frequently parked and blocked public right-of-way, including sidewalks, for both residential and commercial uses. Blocking sidewalks and pedestrian connections creates unsafe conditions by presenting a potential conflict point between pedestrians using the sidewalk and motorists attempting to park. There are also cases when pedestrians must use the roadway to walk because of parked vehicles blocking the sidewalk.

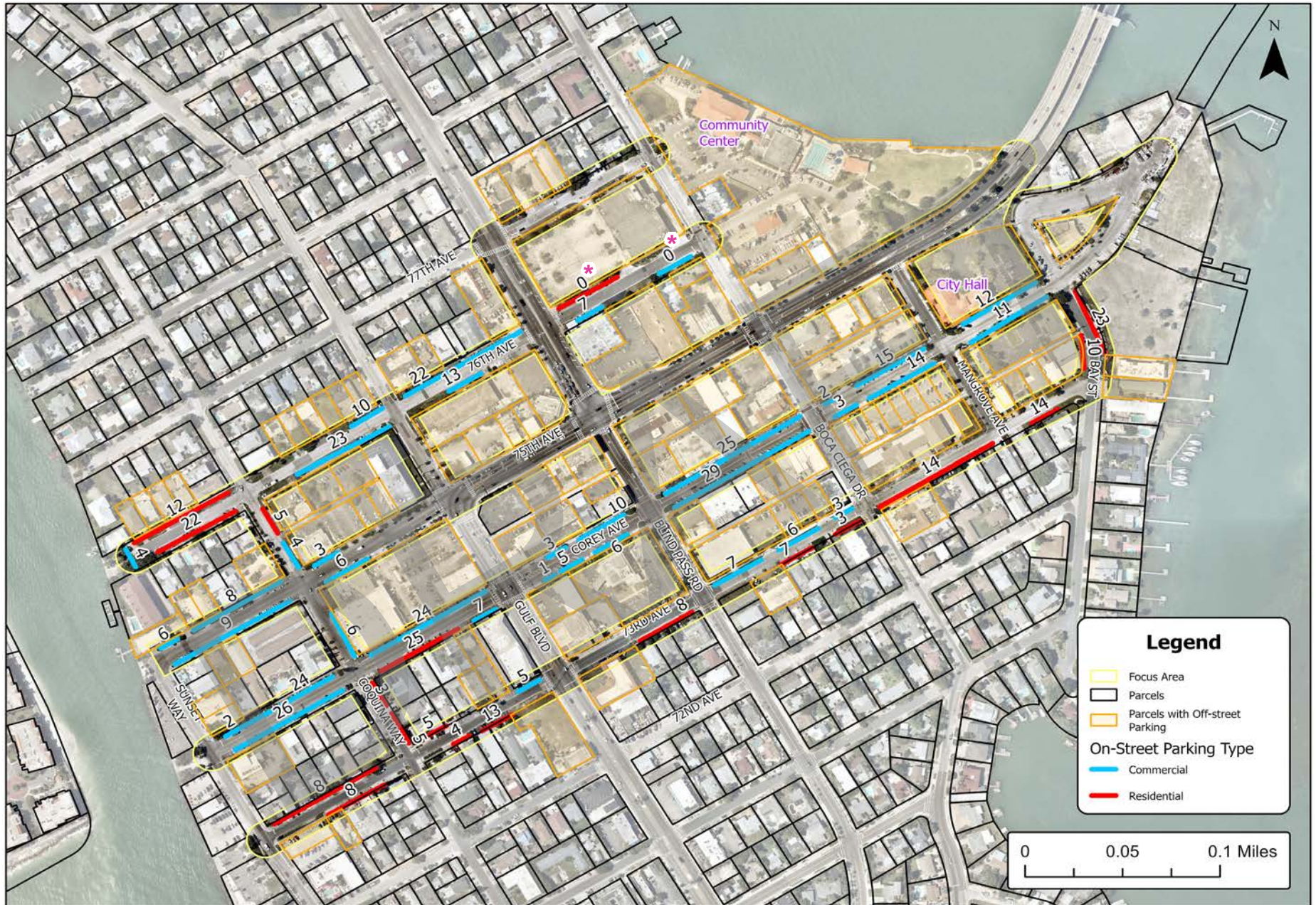
During the field visit, parking was often observed to be at-grade or level with the sidewalk facilities and roadways with no separation. When this occurs, pedestrians are unable to safely use sidewalks, as motorists may have difficulties differentiating roadway from parking area from sidewalks. During events on Corey Avenue, on-street parking was highly utilized with vehicles often parking in unmarked parking space such as on the grass within the right-of-way.

Parking Inventory

A desktop analysis was conducted to count the number of existing on-street parking spaces within the focus area. The map on the following page identifies the number of parking spaces in the right-of-way for commercial and residential uses. These are spaces that have existing pavement or pavers, parking striping, or curb stops. Off-street parking spaces which block or are not in the public right-of-way were not included in the inventory.



Parking Inventory Map



0* - Unmarked or makeshift on-street parking areas that were identified during the field visits.

OTHER CONSIDERATIONS

The following plans and concepts were previously developed in or adjacent to the focus area. The ***Downtown Core Complete Streets Plan*** will connect and build upon the previous recommendations, designs, and improvements outlined in these plans.

Corey Avenue District Plan (2015)

The Corey Avenue District Plan provides a vision, development and design concepts for the downtown area. Some of the elements included in the Vision Plan include:

- Enhance character, sense of place, and image
- Create gateways
- Provide additional amenities
- Capitalize on the “sunrise to sunset” features
- Take advantage of redevelopment opportunities
- Provide guidance for new architecture and land use
- Become more pedestrian and bicycle friendly
- Enhance mobility and connectivity
- Improve parking

Sunset Way Concept Plan

The Sunset Way corridor concept design plans extend from 70th Avenue to 75th Avenue. The concept plans include:

- Bike lanes
- Raised intersection at Corey Avenue and Sunset Way
- Sidewalk and ADA improvements
- Improved, paver crosswalks
- On-street parking improvements
- Off-street parking deck at Corey Avenue and Sunset Way

Boca Ciega Drive Improvements

The Boca Ciega Drive corridor improvements extend from 75th Avenue to 87th Avenue. The improvements will include:

- 10-foot pedestrian path
- Shared-lane markings
- Sidewalks and ADA improvements
- Additional and improved crossings and crosswalks
- On-street parking improvements



Corey Avenue District Plan



Sunset Way Concept Plan

Gulf Winds Drive Re-Paving

The Gulf Winds Drive re-paving project extends from Gulf Boulevard to 75th Avenue. The improvements will include:

- Narrowing travel lanes
- Sidewalks on both sides
- 5-foot bike lanes from 64th Avenue to 73rd Avenue
- Shared lane markings
- On-street parking
- Raised intersections at 64th Avenue, 67th Avenue, Bay Street, and 73rd Avenue
- Storm water drainage improvements
- Improved landscaping

St. Pete Beach Multimodal Plan (2021)

Improvements identified in the Multimodal Plan that are within this plan's focus area include:

- Corridor enhancements and landscaping on Boca Ciega Drive, Blind Pass Road, Sunset Way, and Corey Avenue
- Protected/Separated bike lanes on Boca Ciega Drive, Blind Pass Road, Sunset Way, 75th Avenue, and Corey Avenue
- A multi-use trail along the water connecting Corey Avenue and Boca Ciega drive
- Shared-lane markings on Bay Street
- Intersection improvements at 75th Avenue and Blind Pass Road, 75th Avenue and Gulf Boulevard, and Corey Avenue and Gulf Boulevard

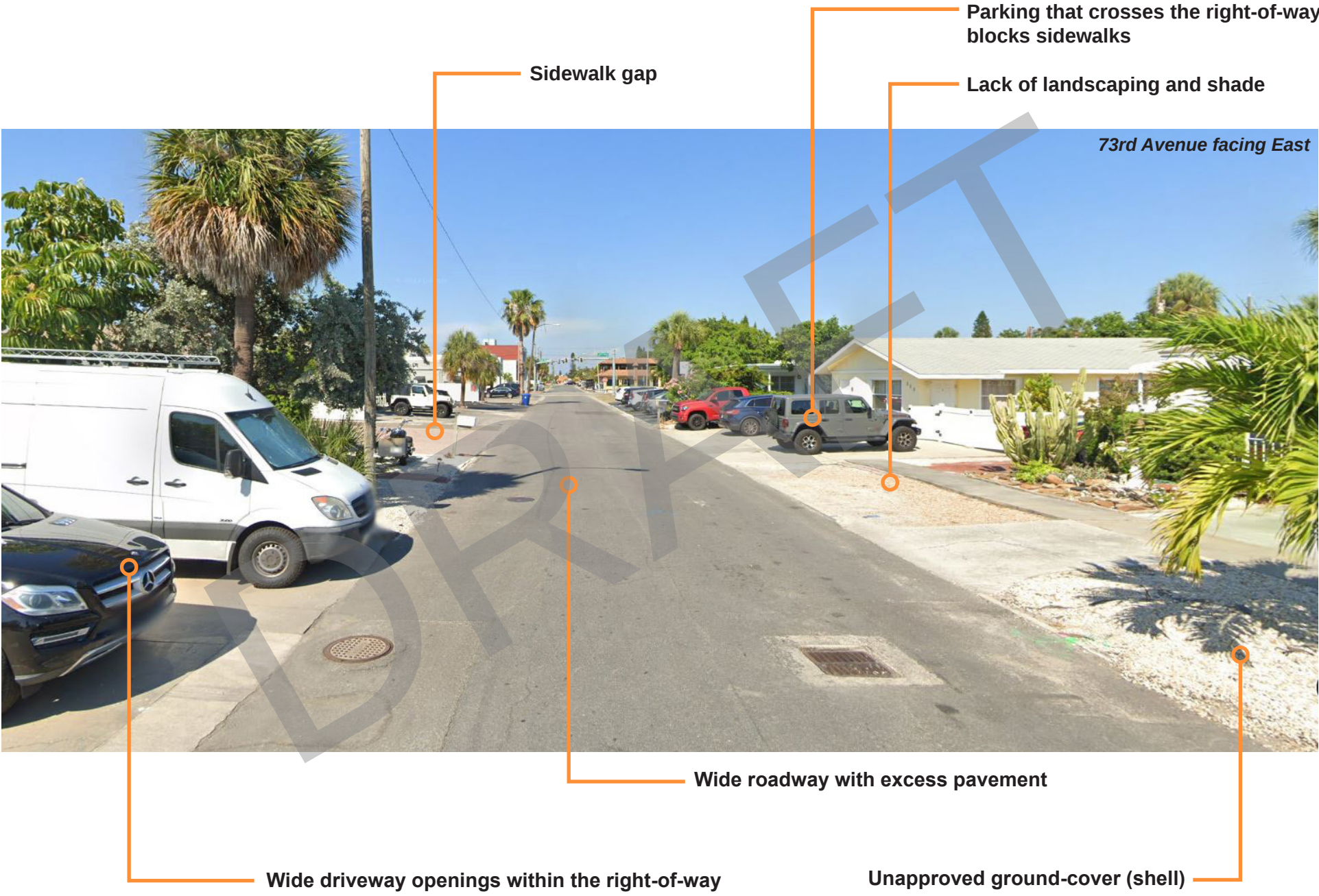
Gulf Boulevard Safety Study (Anticipated Completion: 2023)

This study will provide safety counter measures and a preferred conceptual alternative to improve safety and mobility on Gulf Boulevard from 35th Avenue to 75th Avenue.

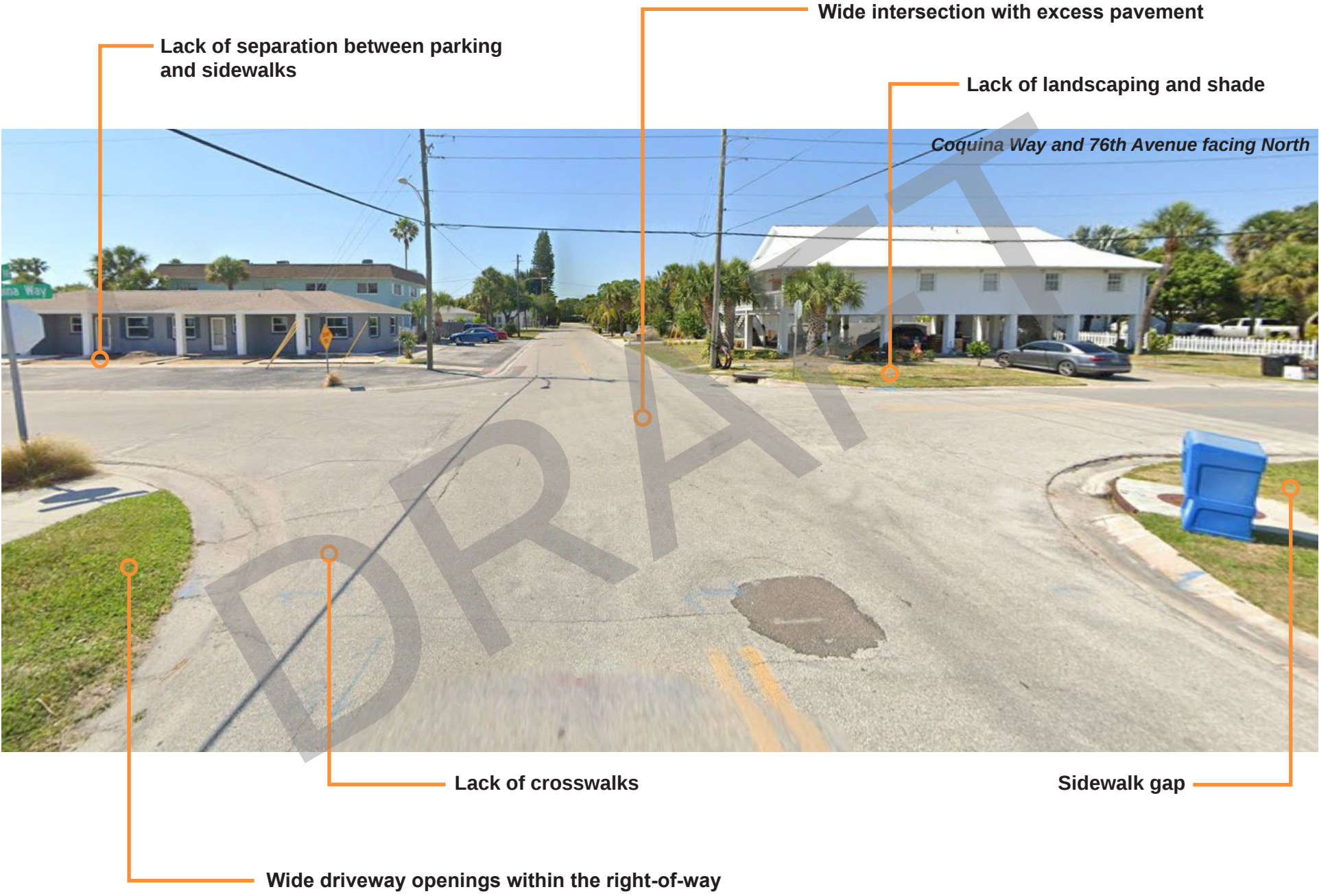


St. Pete Beach Multimodal Plan - Proposed Improvements

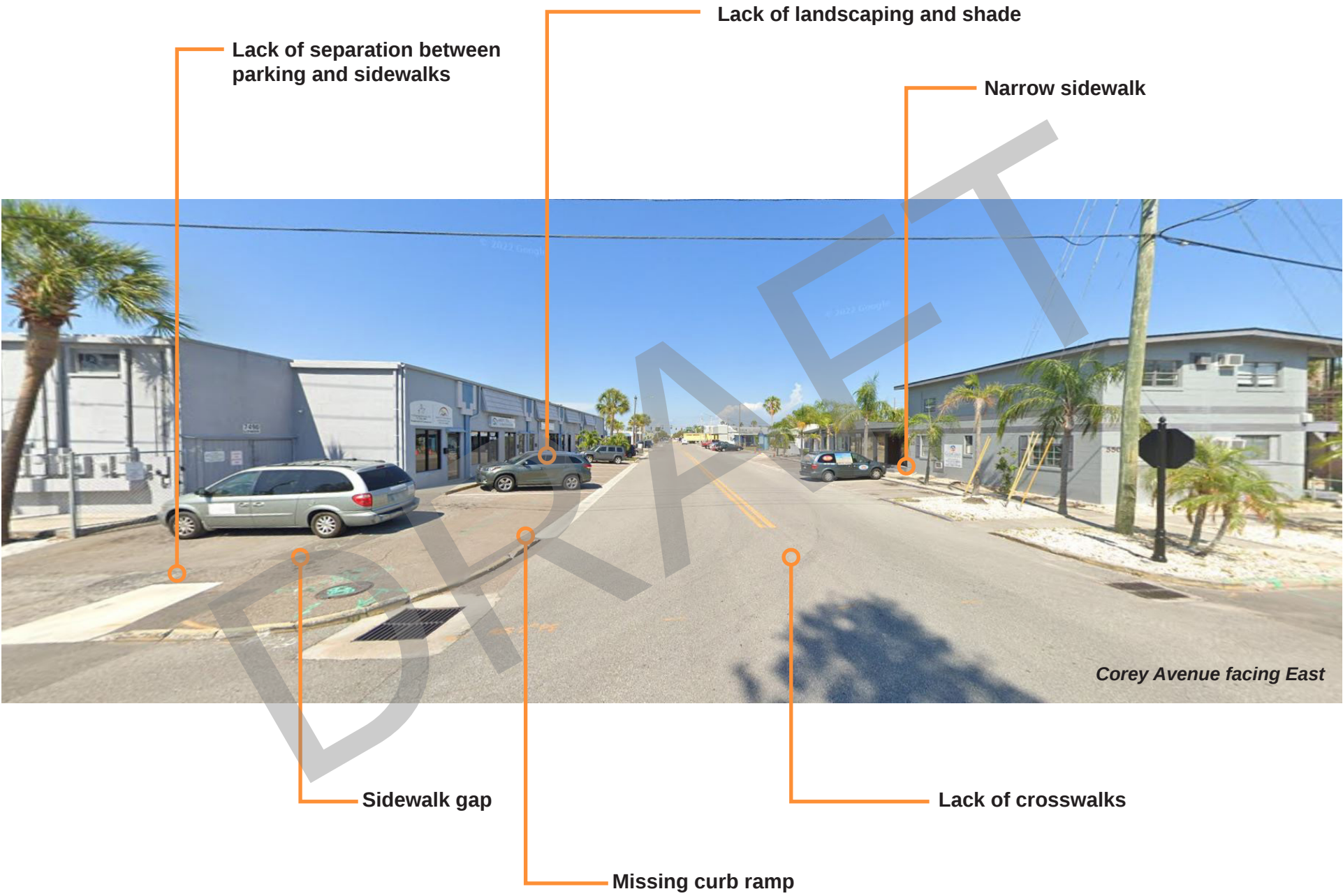
COMPLETE STREETS DEFICIENCY EXAMPLE - 73RD AVENUE



COMPLETE STREETS DEFICIENCY EXAMPLE - COQUINA WAY AND 76TH AVENUE



COMPLETE STREETS DEFICIENCY EXAMPLE - COREY AVENUE



OPPORTUNITIES AND CONSTRAINTS

Through the existing conditions analysis and site visits, an opportunities and challenges map was produced to help identify potential improvements and issues that may need to be solved in this plan. The map on the next page identifies specific location opportunities and challenges. Below are opportunities and challenges that are noted throughout the focus area.

Area-wide Opportunities

- Add additional bike racks at key destinations
- Add additional parking options
- Implement more wayfinding within the area
- Existing street grid network with walkable block sizes
- Better utilize alleyways for commercial vehicles, pathways, or placemaking

Area-wide Challenges

- Non-ADA compliant curbs, crossings, and sidewalks
- Undefined on-street parking spaces, particularly for residents without off-street parking options
- Gaps in the sidewalk network throughout the area
- Inconsistent landscaping



Opportunity: Improve and utilize alleyways for placemaking and alternative connections.



Challenge: Provide designated on-street parking spaces for residents with clear signage.



Opportunity: Implement additional wayfinding and signage for public parking.



Opportunity: Continue and enhance existing street markets and festivals on Corey Avenue.



Challenge: Limited parking inventory and options during special events on Corey Avenue.



Challenge: Vehicles parking within the right-of-way and blocking sidewalks forcing pedestrians into the street.

Opportunities and Challenges Map



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SECTION 3: COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

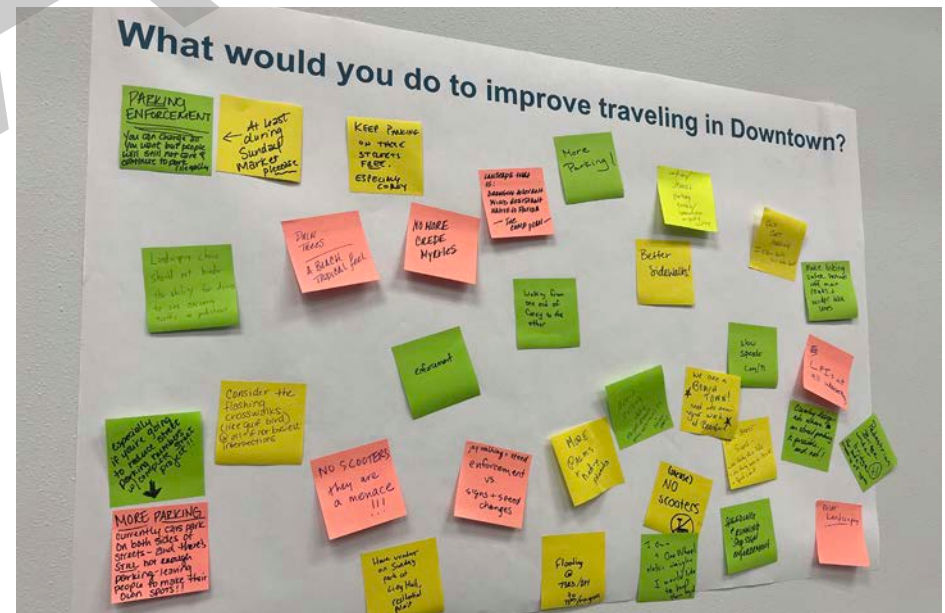
COMMUNITY WORKSHOP #1

The first workshop was held on February 23, 2023 at St. Pete Beach City Hall with approximately 22 residents and business owners in attendance. The first workshop centered around existing conditions, issues and opportunities within the Downtown Core focus area. Attendees placed improvement stickers on a map to identify desired improvements, learned more about Complete Streets components, and left a message on the vision wall to describe how they would improve travel to and around downtown.

During the workshop, multiple issues were identified by community members. First is the lack of parking enforcement, especially on Sunday mornings when the local Sunday Market takes place on Corey Avenue. During this event, it is common for vehicles to park in areas that are not dedicated parking spaces. Community members also identified common occurrences where vehicles are parked illegally for extended periods of time. Another commonly mentioned parking issue was the lack of parking spaces in the Downtown Core. There is a desire for more parking options for on-street and off-street parking and for both commercial and residential uses. Many residents are interested in the opportunity for more shared-parking spaces and a locations for a centrally-located public parking garage.

Below are some of the major themes and comments received from attendees:

- Keep and add on-street parking
- Replace Crepe Myrtle trees with better shade trees
- Find space for a public parking garage
- Add more bike and scooter parking
- Slow vehicle speeds and provide more space for bikes and people walking



WHAT WOULD YOU DO TO IMPROVE TRAVELING IN DOWNTOWN?

The following are responses received at the first workshop from the vision wall question “What would you do to improve traveling in Downtown?” A full list of responses is located in the Appendix.

“ LPIs [leading pedestrian intervals] at all intersections.”

“ Make biking safer, perhaps off main roads and wider bike lanes ”

“ Better sidewalks ”

“ Pedestrian bridge under bridge for safe crossing on 75th Avenue ”

“ More parking ”

“ More palms and native plants ”

STAKEHOLDER MEETINGS

A stakeholder meeting with local business owners and residents occurred on April 4, 2023 at St. Pete Beach City Hall with the Project Team, residents, and business owners in attendance. A brief presentation was given on existing conditions, complete street tools, and draft concepts for specific areas to implement complete street tools and strategies. The meeting was an open forum for participants to voice their opinions on safety and mobility within the Downtown Core.

The following themes were gathered from the meeting:

- Wider sidewalks on 73rd Avenue to accommodate beach goers
- Mix of parking and pedestrians near Buoy's is a problem
- Parking along Coquina Way presents conflicts for all motorists, pedestrians, and bicyclists
- Add four-way stop sign at 75th Avenue and Coquina Way and Corey Avenue and Coquina Way
- Favorable reaction to converting east-west streets to one-way traffic flow
- Create a pedestrian crossing from City Hall to the Community Center
- Analyze Corey Avenue and Mangrove Street for intersection improvements
- Blind Pass Road and Gulf Boulevard deemed as the worst intersection for all modes of travel
- Visibility issues for bus idle zone on 75th Avenue near Gulf Boulevard

COMMUNITY WORKSHOP #2

Placeholder

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SECTION 4: COMPLETE STREETS TOOLKIT

COMPLETE STREETS TOOLKIT

Complete Streets are comprised of engineering and design elements that reduce conflicts and increase safety for all modes of travel. The following pages contain tools and strategies of Complete Streets that are identified for implementation within the focus area.

Streetscape Improvements

Street Trees and Landscaping

Street trees, particularly canopy and shade trees, create comfort in inhospitable environments, especially for pedestrians and transit users. Street trees and landscaping limit sight lines for motorists, naturally causing vehicles to slow down.



Pedestrian-Scale Lighting

Two-thirds of all pedestrian fatalities occur during low-light conditions. The quality, placement, and sufficiency of lighting help create safe environments for motorists and pedestrians.



Street Furniture

Street furniture includes, but is not limited to: benches, outdoor cafe seating, parklets, bollards, public art, and trash receptacles. Street furniture creates active pedestrian spaces and contributes to building a sense of place within a community.



Wayfinding

A comprehensive wayfinding system directs residents and visitors to districts and destinations while encouraging walking and bicycling.



Pedestrian Improvements

Sidewalks

Sidewalks improve neighborhood connectivity, promote recreation and active transportation, and enhance safety for all roadway users. Sidewalk design can vary based on context (e.g., urban versus suburban), activity, and travel behavior. Wider sidewalks enhanced with shade trees can create a more comfortable pedestrian environment.



Multi-Use Trail

A multi-use trail is a path which is separated facility designed to accommodate the movement of pedestrians and bicyclists. Multi-use trails also provide recreational activities and could be a major scenic feature depending on the location and use of materials.



ADA-Compliant Curb Ramp

ADA-compliant curb ramps slope gently into the roadway, making it possible for people using a wheelchair, scooter, walker, or other mobility devices to travel safely between the sidewalk and the roadway.



Intersection and Crossing Improvements

High Visibility Crosswalks

Crosswalks along major corridors should be painted in a way that make it extremely clear to all users of the intersection—including cars, buses, pedestrians, and bicyclists—that there are designated pedestrian zones of the intersections. High visibility crosswalks are more clear and noticeable to oncoming vehicles which creates a safer environment for pedestrians to cross.



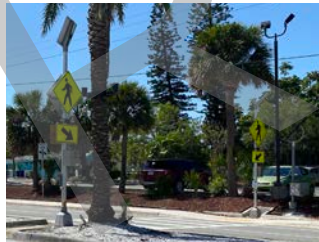
Standard Crosswalk Signage

At unsignalized intersections, standard crosswalk signage will emphasize and alert drivers to the presence of a crosswalk. Crosswalk signage also benefits pedestrians by directing them to cross at appropriate, safe locations.



Rectangular Rapid Flashing Beacons (RRFBs)

Marked crosswalks can improve safety, but in some locations enhancements are needed to improve vehicular yield rates. RRFBs consist of two, rectangular-shaped pedestrian warning signs equipped with yellow lights that flash when activated by pedestrians. RRFBs enhance safety by increasing motorist awareness.



Mid-Block Crossing

Mid-block crosswalks are designated crossing areas that provide pedestrians a safe place to cross the street between intersections.



Leading Pedestrian Intervals (LPIs)

LPIs are a phase in the traffic signal timing which give pedestrians the walk signal prior to the parallel street signal turning green. This allows pedestrians to be more visible in the crosswalks for turning vehicles. LPIs are best used in high pedestrian and high vehicle traffic areas.



Pedestrian Refuge Islands

Pedestrian refuge islands provide pedestrians with a safe place to stop halfway through an intersection or when crossing a busy street. These islands are typically constructed at the end of a median and include landscaping and/or bollards. These are particularly useful for elderly residents and people who are disabled who may take longer to cross large intersections.



Mural and Painted Crosswalks

Mural and painted crosswalks are a safety and placemaking tool to create awareness of a crosswalk while incorporating art and community character. These crosswalks are generally in slower vehicle traffic areas like downtowns, schools, and neighborhoods.



Raised Crosswalk

Raised crosswalks, similar to raised intersections and speed tables, reinforce slow speeds and encourage motorists to yield to pedestrians. Raised crossings are best suited for local streets with slower speeds and high pedestrian activity.



Intersection and Crossing Improvements (cont...)

Raised Intersections

Raised intersections, similar to speed humps and speed tables, reinforce slow speeds and encourage motorists to yield to pedestrians. Raised intersections are best suited for minor intersections and also provide an opportunity for intersection murals.



Image Source: City of Cambridge

Curb Extensions

Curb extensions visually and physically narrow the roadway, which creates safer and shorter crossing distances while increasing available space for pedestrians and street furniture.



Curb Radii Reduction

Minimizing the size of a corner radius improves safety for pedestrians by slowing down the speed at which a vehicle can make a turn and reducing the crossing distance of the intersection.



Neighborhood Traffic Circles

Neighborhood traffic circles, or mini-roundabouts, lower speeds at minor intersection crossings and are ideal for uncontrolled intersections. These may be designed with painted crossings markings or raised islands, but are best implemented in conjunction with landscaping to further calm traffic. Neighborhood traffic circles are best suited for low volume, residential streets.



Roundabouts

Roundabouts are circular intersections without traffic signals that significantly reduce the number of conflict points compared to traditional intersections, thus substantially reducing the probability of crashes that result in serious injury or death for all users. Roundabouts promote lower speeds and traffic calming, improve operational performance, and can be used in a wide range of contexts. Roundabouts are also a sustainable alternative to signalized intersections because they function without electricity, reduce congestion and pollution from idling cars, and provide opportunities for Florida-friendly landscaping. Multi-lane roundabouts may require additional land acquisition.



Bicycle Improvements and Micromobility Design Strategies

Shared Lane Markings

Shared lane markings, also known as “sharrows,” are road markings that indicate a shared lane situation between vehicles and bicyclists. Shared lane markings alert drivers to the potential presence of bicyclists and indicate where bicyclists should position themselves. They are best used on low volume, traffic calmed streets.



Protected Bike Lane

Protected bike lanes are much safer than typical painted bike lanes. The use of landscaping, raised curbs, bollards, planters, and other methods create a protective barrier for bicyclists from vehicle traffic. Protected bike lanes improve safety and encourage more people to bike to their destinations.



Intersection Bike Boxes

Bike boxes are areas at the front of stopped travel lanes at a signalized intersection that are dedicated to allow bikes to get in front of queuing traffic. These bike boxes provide cyclists with safe and clear access to the intersection ahead.



Protected Intersections

Protected intersections are protected bike lanes around all corners of an intersection. Right-turning cyclists never have to cross vehicle traffic in protected intersections and drivers are more aware of cyclists. Protected intersections combine the benefits of curb radii reductions and bike boxes.



Image Source: City of San Luis Obispo

Bikeshare

Bikeshare programs are particularly useful in enhancing transit services, providing links between existing transit stops and major destinations. Bikeshare is ideal for short distance trips and are most successful in downtowns, tourist areas, and activity nodes.



Electric Scooters and Scootershare

Parking for micromobility devices, such as scooters, and key end of trip features. Parking for these devices may be located near transit stops or on/off street near major attractions and downtown areas.



Bicycle Street Furniture

Bicycle street furniture includes bike racks, bike storage containers, and bike repair stations. These amenities encourage more people to bike to their destinations.



Transit

Transit Stops

Transit stops provide a safe and comfortable waiting area for transit users. The installation of bus shelters are encouraged at all bus stops, especially at frequently-used stops and locations used by vulnerable users, such as at schools and senior centers. Benches, trash receptacles, and bike parking are other amenities that are often located with bus stops and provide additional comfort and functionality to the transit network.



Roadway Design Strategies (including Traffic Calming)

Reduced Speed Limit

Having the appropriate speed limit on a street improves safety for all users of the street, including drivers, pedestrians, and bicyclists. In business or residential districts, the maximum posted speed limit must be 30 mph, but a lower speed limit may be established, especially if there is a high degree of pedestrian or bicycle activity on the street.



On-Street Parking

On-street parking increases safety by creating friction along the street which results in slower travel speeds and provides a buffer between pedestrian and vehicle traffic. On-street parking is particularly desirable in downtown locations and allows for frequent turn-over to support retail businesses.



Access Management

Access management is a tool to shift traffic away from a roadway using curbs or medians to limit vehicle access and encourage walking and bicycling. Access management is most applicable in downtown, commercial areas.



Speed Humps and Speed Table

Speed Humps intend to slow traffic speeds on low-volume, low-speed roads. Speed humps reduce speeds to 15-20 mph. Speed tables are raised, mid-block crossings that are flat and longer than speed humps. Speed tables may be used on streets that range from 25-45 mph.



Chicanes

Chicanes are off-set curb extensions used to slow vehicle speeds on residential or low-volume downtown streets. Additionally, chicanes increase the amount of available public space and can be used for seating, bike racks, landscaping, and other amenities.

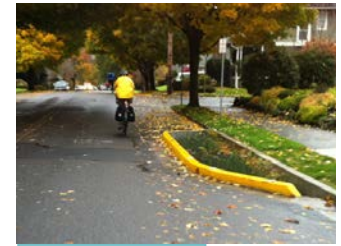


Image Source: NACTO

Pinch Points

Pinch points are curb extensions that may be applied at mid-block to slow vehicle speeds and increase public space. Pinch points can also facilitate mid-block crossings on low-volume streets.



Image Source: NACTO

Median

A median is the area in the center of the road between opposing lanes of traffic. Medians provide the opportunity to install a pedestrian safety island or landscaping.



Hardened Centerlines

Hardened centerlines include vertical elements such as mountable curb or flex posts that force turning drivers to slow down and keep them from crossing over the double yellow lines when turning. These have been shown to reduce vehicle-pedestrian conflicts and reduce the speed of left-turning vehicles.

These are best used at intersections with instances of crashes involving people walking and left-turning motor vehicles, at intersections with high volumes of people walking and biking, or at intersections where vehicles are frequently turning across double yellow lines at high speeds.



Image Source: NYC DOT

Tactical Public Spaces

Tactical public spaces transform public right-of-way typically used for vehicles for the use of pedestrians and public space through temporary or permanent design elements. Some of these methods include: parklets, pedestrian-only streets, the use of planters or bollards to block off specific streets (or portions of a street), and intersection reconfigurations. Other common instances include closing a street for a market or festival for a certain period of time.



Alleyways

Alleyways help create better mobility by allowing delivery and service-type vehicles to more easily access the back of businesses rather than the front. This strategy helps clear the curb lane of unwanted vehicles and creates more space for other street design elements, such as on-street parking, bike parking, bike lanes, multi-use paths, and more. Additionally, alleyways can improve congestion by potentially removing a stopped vehicle from the curbside lane, and also improve emergency response times by improving access for emergency vehicles. Pedestrian-scale lighting in alleyways promotes public safety and can also create an environment that encourages businesses to open their alleyway entrances to the public. Alleyways can be closed to vehicle traffic at certain times to create pedestrian zones for street festivals, open air markets, and other public events. Alleyway use is ideal in downtown areas and dense commercial districts.



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SECTION 5: RECOMMENDATIONS AND CONCEPTS

RECOMMENDATIONS AND CONCEPTS

The recommendations are divided into parking recommendations, street concepts, and complete streets recommendations for the entire focus area.

PARKING RECOMMENDATIONS

Throughout the development of this plan, concerns with parking were observed and voiced during the community engagement process. The parking management strategies and street concepts outline specific recommendations to improve parking and connectivity within the focus area.

Parking Management Strategies

The management of existing parking spaces and the creation of new parking spaces can be accomplished through implementing on-going, short-term, medium-term, and long-term strategies. Each strategy below is accompanied by a brief description and its suggested implementation timeline.

Recommendation	Description	Timeline
Expand the Freebie service	Expanding the Freebie services offers first and last mile connections to Corey Avenue and can reach parking locations that are of longer walking distance to Corey Avenue.	On-going
Increase the number of staff to handle enforcement	Additional staff will support more frequent enforcement of parking fees and parking in spaces properly. More enforcement coverage will help ensure the parking system is being used fairly.	On-going
Increase/facilitate shared parking agreements	Create opportunities for property owners to share parking resources.	On-going
Enhance bike parking	Expand short-term and long-term bike parking. Long-term parking includes covered and secured bike parking structures.	Short-term
Change rates for special events	The City and local business owners can work together to plan for peak weekends/events to make additional parking available. This can be accomplished by activating private parking lots, adjusting parking restrictions for a specific time-frame, and utilizing vacant lots/open spaces.	Short-term
Extend parklet program	Study additional locations to implement parklets with respect to where spaces could be removed to accomplish this policy. Parklets reduce the amount of on-street spaces but provide a safe environment for those seeking outdoor dining experience.	Mid-term
Expand dedicated loading zones for commercial deliveries	By creating a well-defined drop-off zone and loading zone, less conflicts should occur between unauthorized vehicles parking in those zones and delivery vehicles. Proper signage should be visible in those zones to effectively communicate additional parking restrictions.	Mid-term
Re-stripe on-street spaces to be more efficient	Create smaller on-street spaces, where feasible, to increase the number of on-street parking spaces.	Long-term
Ordinance changes	Conduct a review of parking ordinances and make changes as needed to effectively manage the parking system in the focus area.	Long-term

STREET CONCEPTS

The following street concepts were developed using the two common right-of-way widths within the focus area: 60 feet and 80 feet. These concepts are intended to be used as a blue-print for future street improvement projects within the focus area and City. It is important to note that not each street is the same and these blue-prints may need to be adjusted based on the conditions and needs of each individual street.

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PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

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PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

80' ROW (COREY AVENUE): OPTION A

PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

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PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

80' ROW (75TH AVENUE): OPTION A

PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

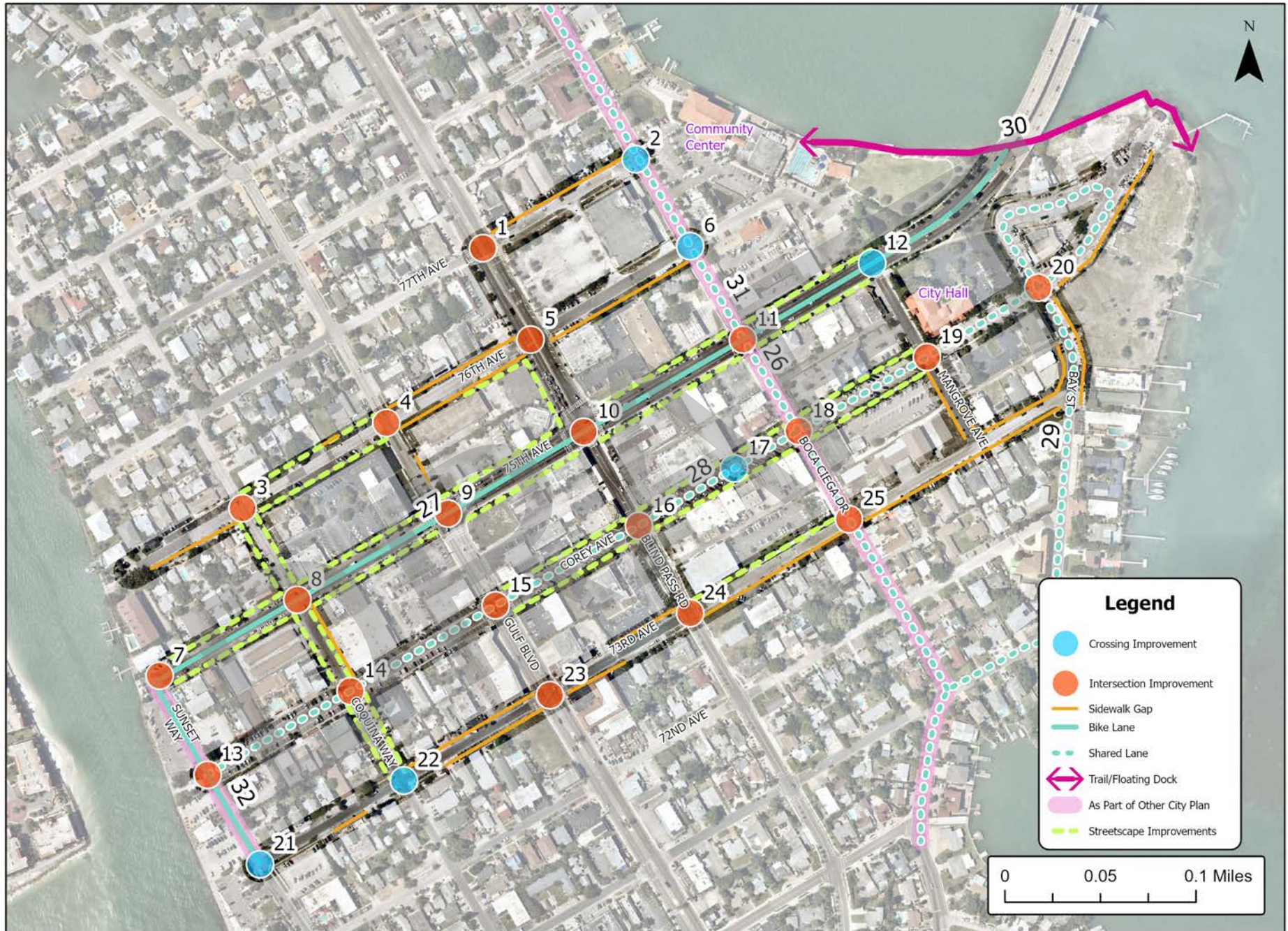
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PLACEHOLDER FOR FINAL CONCEPTS AND COSTS

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Focus Area Improvements Map



COMPLETE STREET IMPROVEMENTS

Focus Area-wide Improvements

- ☐ Add and improve wayfinding to public parking locations
- ☐ Fill sidewalk gaps
- ☐ Explore a central location to construct a public parking garage
- ☐ Add green paint to existing bike lanes

73rd Avenue Improvements

- ☐ Fill sidewalk gaps
- ☐ Improve on-street parking
- ☐ Streetscape improvements

Corey Avenue Improvements

- ☐ Streetscape improvements (street trees, benches, trash receptacles, street banners)
- ☐ Add bicycle facilities: shared lane markings
- ☐ Close street for events/weekends between Blind Pass Road and Mangrove Street
- ☐ Improve on-street parking
- ☐ Add raised crosswalk where there is an existing mid-block crossing between Blind Pass Road and Boca Ciega Drive
- ☐ Widen sidewalks
- ☐ Add more bicycle parking
- ☐ Designate space for scooter parking

75th Avenue Improvements

- ☐ Streetscape improvements
- ☐ Add and improve bike facilities

76th Avenue Improvements

- ☐ Improve on-street parking
- ☐ Fill sidewalk gaps
- ☐ Streetscape improvements

Coquina Way Improvements

- ☐ Streetscape improvements
- ☐ Fill sidewalk gaps
- ☐ Implement “No Parking” between 75th Avenue and Corey Avenue
- ☐ Improve on-street parking

77th Avenue Improvements

- ☐ Fill sidewalk gaps

Boca Ciega Drive Improvements

- ☐ Add bike facility: shared lane markings (as part of the Boca Ciega Drive repaving project)

Bay Street Improvements

- ☐ Add bike facility: shared lane markings
- ☐ Fill sidewalk gaps

Intersection and Crossing Improvements

1. Blind Pass Road and 77th Avenue

- ☐ Reduce curb radii
- ☐ Improve and add curb ramps to meet ADA standards

2. Boca Ciega Drive and 77th Avenue

- ☐ Add crosswalks

3. Coquina Way and 76th Avenue

- ☐ Add crosswalks
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Construct a neighborhood traffic circle or mini roundabout
- ☐ Improve lighting near intersection

4. Gulf Boulevard and 76th Avenue

- ☐ Add crosswalks
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Construct a neighborhood traffic circle or mini roundabout
- ☐ Construct concrete medians at existing markings on Gulf Boulevard

5. Blind Pass Road and 76th Avenue

- ☐ Reduce curb radii
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Reduce or relocate driveway entries into the parking lot at the SW corner of the intersection
- ☐ Trim landscaping blocking signage

6. Boca Ciega Drive and 76th Avenue

- ☐ Add crosswalks

7. Sunset Way and 75th Avenue

- ☐ Reduce curb radii
- ☐ Add crosswalks

8. Coquina Way and 75th Avenue

- ☐ Add crosswalks
- ☐ Add 4-way stop
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Improve lighting near intersection
- ☐ Install curb extensions

9. Gulf Boulevard and 75th Avenue

- ☐ Implement LPI signal timing
- ☐ Restripe roadway and move bus parking further west to prevent vehicle queuing at intersection for through lane
- ☐ Review signal effectiveness for eastbound through vehicles
- ☐ Add “No Right Turn on Red” signs
- ☐ Add a hardened centerline
- ☐ Add green paint to the bike lane

10. Blind Pass Road and 75th Avenue

- ☐ Implement LPI signal timing
- ☐ Convert north bound bike lane to a protected bike lane by adding flex posts or delineators
- ☐ Implement a “No-Turn on Red” sign for west bound vehicles on 75th turning right onto Blind Pass Road
- ☐ Reduce curb radii
- ☐ Add green paint to the bike lane and/or sharrow marking

11. Boca Ciega Drive and 75th Avenue

- ☐ Implement LPI signal timing
- ☐ Add green paint to the bike lane and/or sharrow marking
- ☐ Add wayfinding signage for public parking, destinations, and bike routes

12. Mangrove Street and 75th Avenue

- ☐ Consolidate driveway entries into the lot at the SE corner of intersection
- ☐ Add mid-block crossing or Pedestrian Hybrid Beacon
- ☐ Add green paint to the bike lane
- ☐ Add wayfinding signage for public parking, destinations, and bike routes

13. Sunset Way and Corey Avenue

- ☐ Construct a raised intersection

14. Coquina Way and Corey Avenue

- ☐ Add crosswalks
- ☐ Add 4-way stop
- ☐ Construct a raised intersection
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Trim or relocate landscaping obstructing stop sign at SE corner

15. Gulf Boulevard and Corey Avenue

- ☐ Implement LPI signal timing
- ☐ Construct an updated gateway monument to Corey Avenue
- ☐ Implement Advanced Dilemma-Zone Detection for the intersection signal
- ☐ Improve lighting near intersection
- ☐ Add bike parking
- ☐ Add green paint to the bike lane
- ☐ Add wayfinding signage for public parking, destinations, and bike routes

16. Blind Pass Road and Corey Avenue

- ☐ Improve lighting near intersection
- ☐ Add a street mural or public art (mural opportunity at NE corner on 371 Corey Avenue/Paradise Gifts & Home Decor)
- ☐ Add green paint to the bike lane

17. Corey Avenue (between Blind Pass Road and Boca Ciega Drive)

- ☐ Construct a raised crosswalk
- ☐ Update signage to meet FDOT standards

18. Boca Ciega Drive and Corey Avenue

- ☐ Construct a raised intersection
- ☐ Add a street mural or placemaking improvement

19. Mangrove Street and Corey Avenue

- ☐ Add crosswalks
- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Add a street mural or public art
- ☐ Reduce curb radii
- ☐ Stormwater improvements

20. Bay Street and Corey Avenue

- ☐ Improve and add curb ramps to meet ADA standards
- ☐ Reduce curb radii

21. Sunset Way and 73rd Avenue

- ☐ Add crosswalks

22. Coquina Way and 73rd Avenue

- ☐ Add crosswalks

23. Gulf Boulevard and 73rd Avenue

- ☐ Reduce curb radii
- ☐ Conduct mid-block crossing study south of the intersection
- ☐ Add green paint to the bike lane

24. Blind Pass Road and 73rd Avenue

- ☐ Improve lighting near intersection
- ☐ Add a street mural or public art
- ☐ Add green paint to the bike lane
- ☐ Add wayfinding signage for public parking, destinations, and bike routes

25. Boca Ciega Drive and 73rd Avenue

- ☐ Construct a raised intersection

Other Location Improvements

- ☐ Improve alleyways between 75th Avenue and 73rd Avenue
- ☐ Construct a floating dock or boardwalk under Corey Causeway bridge connecting Corey Avenue to the Community Center
- ☐ Explore the opportunity for a kayak launch at the Community Center or at the east end of Corey Avenue

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SECTION 6: NEXT STEPS

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FUNDING OPPORTUNITIES

Funding for the preferred alternatives and other recommended improvements may come from sources outside of City funds, such as local, state, and federal grants. The below table provides a list of grant opportunities that the City of Treasure Island can apply for to partially fund the recommended improvements.

Grant Name	Agency/Organization	Applicable Projects	Maximum Request and Required Match
AARP Community Challenge	American Association of Retired Persons (AARP)	• “Quick action” projects that achieve one or more of the below outcomes: ◦ Create vibrant public places that improve open spaces, parks and access to other amenities ◦ Deliver a range of transportation and mobility options ◦ Ensure a focus on Diversity, Equity and Inclusion while improving the built and social environment of a community ◦ Increase civic engagement	Max. Request: \$50,000 Matching Basis: None
Beautification Program	Florida Department of Transportation (FDOT)	• Purchase and installation of plant materials, soil amendments, and irrigation systems on FDOT right-of-ways (may extend onto publicly-owned property that is continuous to FDOT right-of-way in some instances)	Max. Request: \$100,000 Matching Basis: 50/50
Complete Streets Grant Funding	Forward Pinellas	• Development of Complete Streets concept plans that will be a catalyst for transformational change • Construction of improvements that accommodate multiple modes of travel	Max. Request: \$100,000 for concept plans and \$1.0M for construction projects Matching Basis: Local match recommended, but not required
Florida Recreation Development Assistance Program (FRDAP)	Florida Department of Environmental Protection (FDEP)	• Acquisition or development of land for public outdoor recreational areas and facilities, including recreational trails	Max. Request: \$200,000 Matching Basis: Project Cost of \$50,000 or less: 100/0 \$50,001-150,000: 75/25 Over \$150,000: 50/50
Healthy Streets Program	U.S. Department of Transportation	• Expand tree cover by purchasing and planting trees, site preparation, ongoing maintenance, and repairing of storm damage to trees • Deploy smart surfaces, such as reflective pavement in urban heat islands and porous pavement in flood prone areas, to improve air quality, reduce the summer heat, and reduce stormwater run-off	Max. Request: \$15M Matching Basis: 80/20 unless applicant can prove a hardship
Land and Water Conservation Fund	FDEP	• Acquisition or development of land for public outdoor recreational areas and facilities, including recreational trails	Max. Request: \$1.5M Matching Basis: 50/50

Grant Name	Agency/Organization	Applicable Projects	Maximum Request and Required Match
Multimodal Transportation Priority Projects	Forward Pinellas and FDOT	- Roadway capacity, intersection, and/or operational improvements - Transit infrastructure enhancements and expansions - Improvements that provide greater transit access or safety for resident of low-income and disadvantaged communities - Technological investments that improve mobility, such as Intelligent Transportation Systems, transit signal priority, and technology applications for transportation micromobility	Max. Request: None (minimum \$300,000) Matching Basis: None
Our Town Program	National Endowment for the Arts	- Projects must demonstrate a specific role for arts, culture, and design in strengthening the local community - Cultural district planning, creative asset mapping, or public art planning - Design of cultural facilities, public space, and/or public art	Max. Request: \$150,000 Matching Basis: 50/50
PeopleforBikes Grant	PeopleforBikes	- Bike paths, lanes, trails, and bridges - Mountain bike and BMX facilities - Bike parks and pump tracks - End-of-trip facilities such as bike racks, bike parking, bike repair stations, and bike storage	Max. Request: \$10,000 Matching Basis: 50/50
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Federal Highway Administration (FHWA)	Planning of or implementation of transportation improvements to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise	Max. Request: None (minimum \$100,000) Matching Basis: 80/20
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	U.S. Department of Transportation	Surface transportation infrastructure projects or planning for surface transportation capital projects that will have a significant local or regional impact	Max. Request: None (minimum \$5.0M for capital projects, no minimum for planning projects) Matching Basis: 80/20

Grant Name	Agency/Organization	Applicable Projects	Maximum Request and Required Match
Recreational Trail Program (RTP)	FDEP	• Construction of new recreational trails (with restrictions for new trails on Federal lands) • Maintenance and restoration or renovation of existing recreational trails • Development and rehabilitation of trailside and trailhead facilities • Recreational trail linkages	Max. Request: Non-motorized trail: \$500,000 Motorized trail: \$2.5M Matching Basis: 50/50, 60/40, or 80/20 (Program/Grantee), with more points awarded for a greater match
Road to Zero Community Traffic Safety Grants	National Highway Traffic Safety Administration (NHTSA) and National Safety Council	• Implementation of evidence-based countermeasures that support a Safe Systems approach to improve traffic safety and address traffic fatalities, mobility, and access	Max. Request: \$200,000 (minimum \$50,000) Matching Basis: None
Safe Streets and Roads for All (SS4A) Grant Program	U.S. Department of Transportation	• Development or completion of a comprehensive safety action plan, or to supplement activities to support or enhance an existing Action Plan • Implementation of projects and strategies identified in the Action Plan that address roadway safety issues	Max. Request: \$25.0M (minimum \$100,000) Matching Basis: 80/20
Shade Structure Program	American Dermatological Association	• Installation of permanent shade structures where children learn and play - roof must be reconstructed of shade cloth, metal, or wood and provide "significant protection" from ultraviolet radiation • Applicants must be a non-profit organization, school, daycare, or city park	Max. Request: \$8,000 Matching Basis: None
Transportation Alternatives (TA) Grant	Forward Pinellas and FDOT (must complete FDOT's TA application and include complete application as a part of Forward Pinellas' TA application)	• Construction, planning, and design of on- and off-road facilities for bicyclists and pedestrians • Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers • Inventory, control, or removal of outdoor advertising • Vegetation management practices in transportation rights of way • Environmental mitigation activities	Max. Request: \$3.0M (minimum \$300,000) Matching Basis: None

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APPENDIX A: COMMUNITY ENGAGEMENT

Workshop 1
Workshop scans of sign-in sheets
Scanned sticker map
Document of vision board

Workshop 2
Workshop scans of sign-in sheets

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Downtown Core Complete Streets Plan

Public Workshop #2

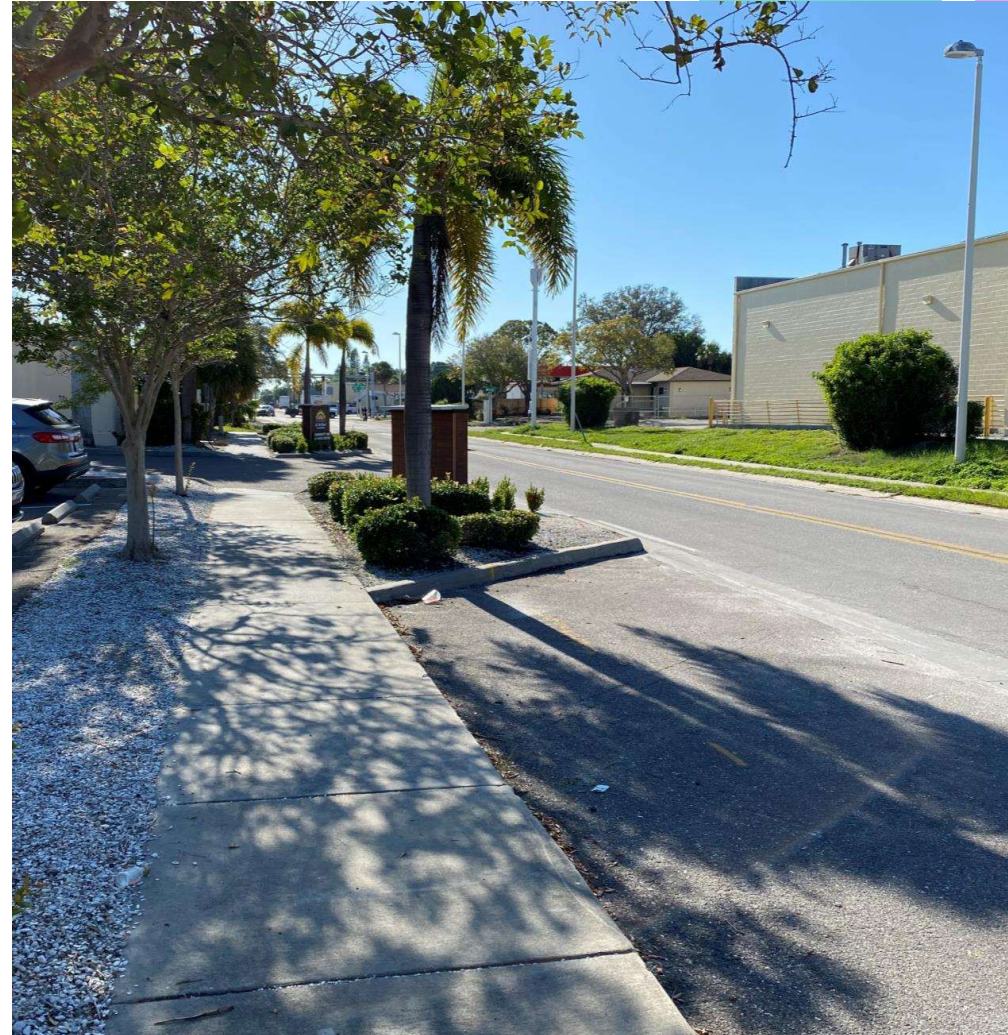


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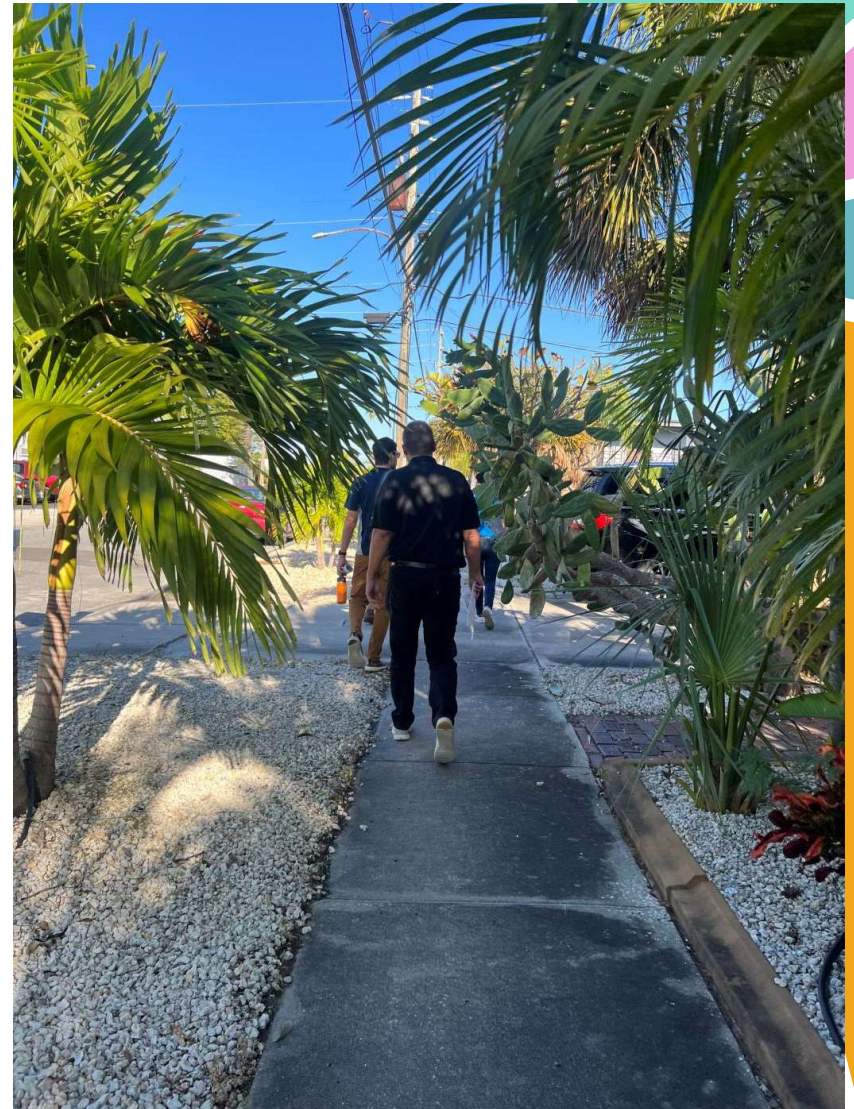
Today's Objectives

- Project Overview
- What We've Heard
- Complete Streets Toolkit
- Focus Area Recommendations
- Draft Street Concepts
- Activities
 - Focus Area Recommendations
 - Street Concepts and Voting
 - Comment Cards
 - Talk with Project Team

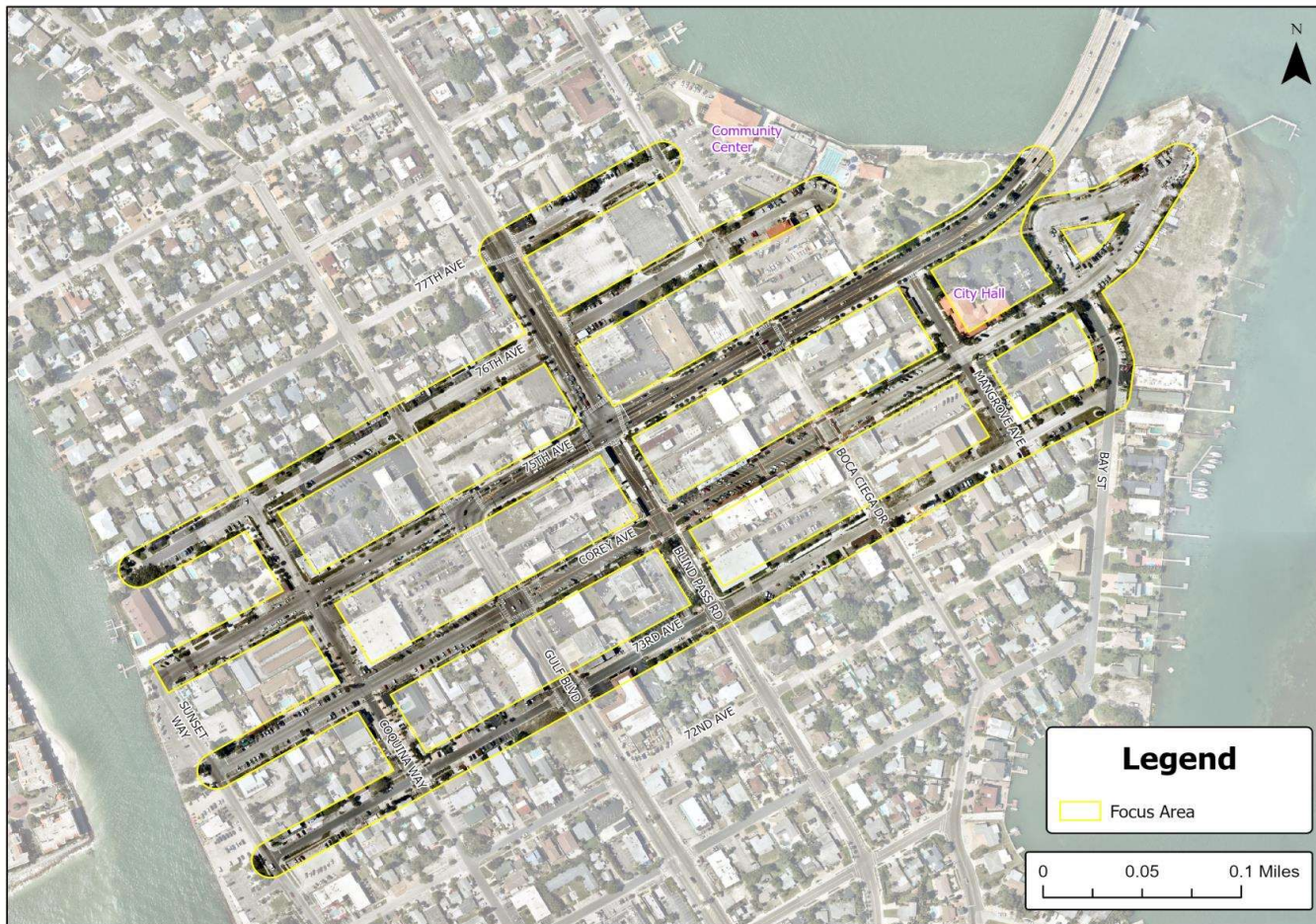


Project Overview

- Goals
 - Identify potential safety and connectivity enhancements
 - Develop multimodal network with recommendations and concepts
 - Prioritized list of implementable improvements



Focus Area



What are Complete Streets?

- Designed to be **safe and convenient** for people of all ages and abilities
- Designs based on **surrounding character**
- Opportunity to **fix multiple problems**
- Emphasizes **safety** for cyclists, pedestrians, and motorists
- Provides **mobility, access, and transportation options** for all modes of travel



Project Schedule

- Kickoff and Field Review (December 22')
- Community Workshop #1 (February 23')
- Stakeholder Interviews (March - September 23')
- Initial Recommendations (March – July 23')
- Community Workshop #2 (October 23')
- Final Recommendations and Draft Plan (Fall 23')
- City Commission Presentation (Fall/Winter 23')

What We've Heard

- **Slow vehicle speeds** on local streets
- Add more **4-way stops** on local streets
- **Visibility issues** (vehicles and landscaping obstructions)
- Add **dedicated bike routes**
- Add **bike and scooter parking** locations
- **Improve sidewalks** and widen sidewalks in some areas
- **More on-street parking**
- Plant **native landscaping** (no Crepe Myrtles)



Complete Streets Toolkit

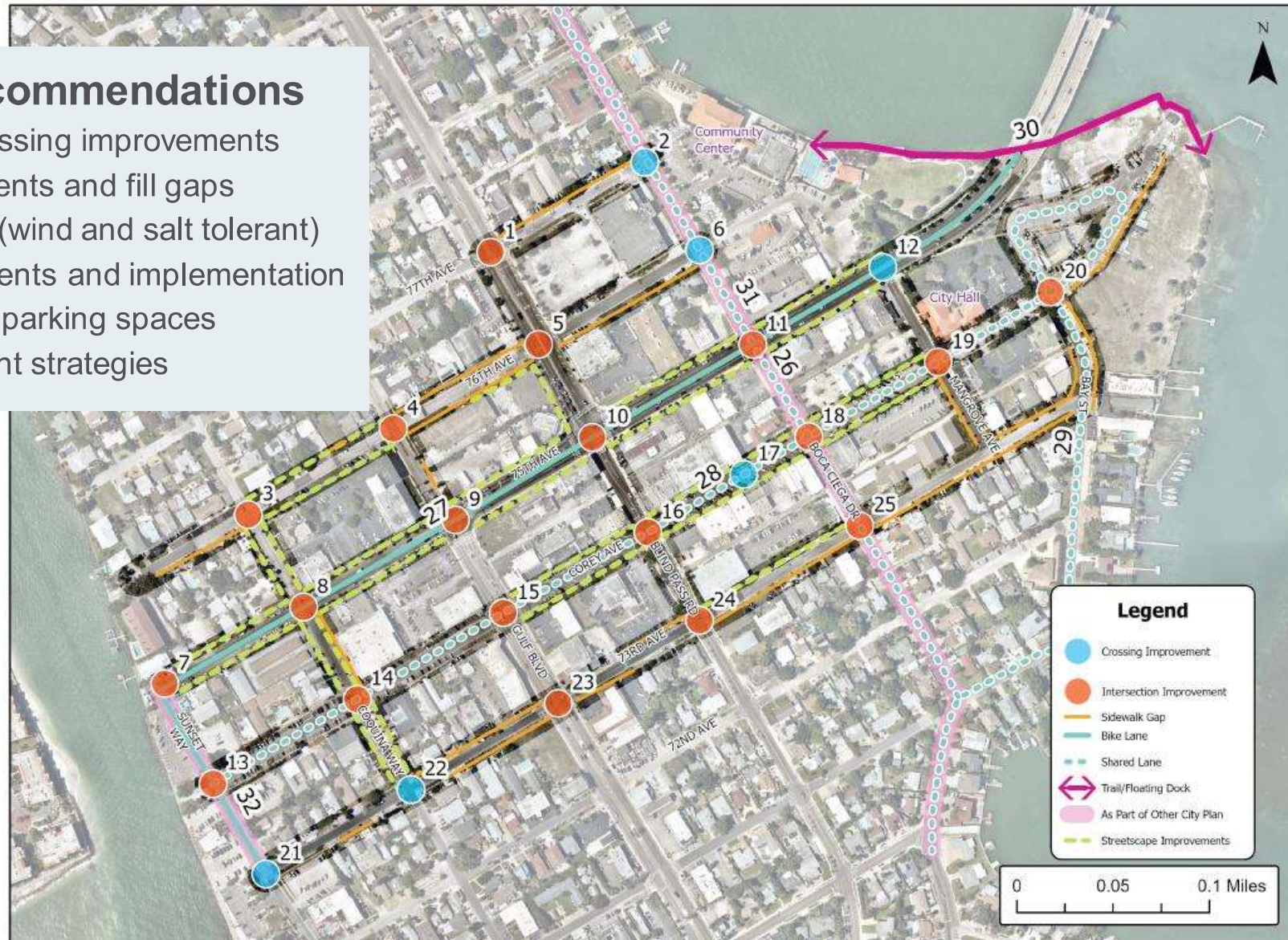
Toolkit Improvement Categories

1. Streetscape
2. Pedestrian
3. Intersection and Crossings
4. Bicycle and Micromobility
5. Roadway and Traffic Calming
6. Placemaking



Focus Area Recommendations

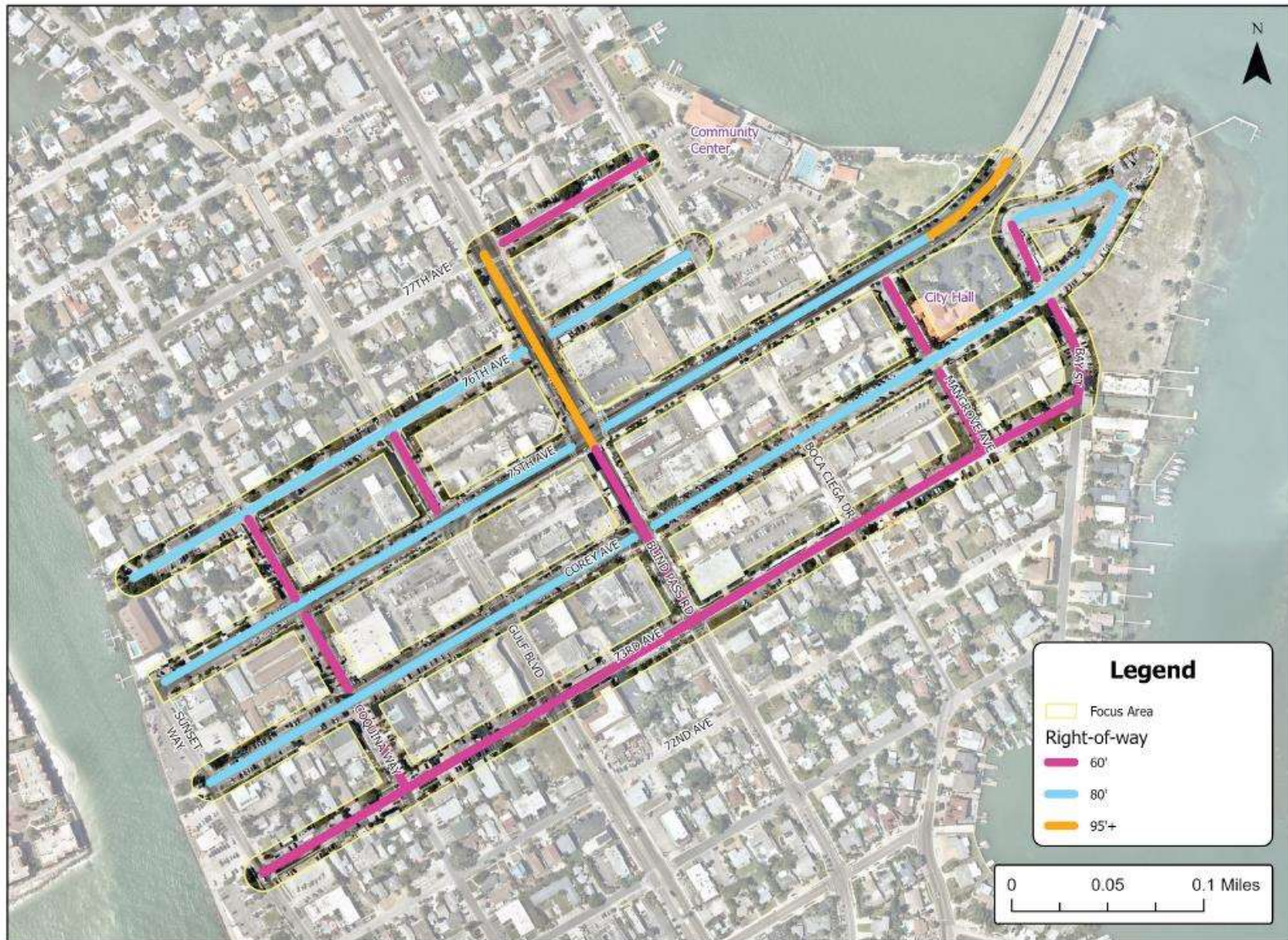
- Intersection and crossing improvements
- Sidewalk improvements and fill gaps
- Native landscaping (wind and salt tolerant)
- Bike lane improvements and implementation
- Improved and safer parking spaces
- Parking management strategies



Street Concepts

- Utilizes the common right-of-way widths to provide a template for street improvements within the Focus Area
 - Strategically prioritizes certain modes of travel
 - Improves streetscape and connectivity
 - Adds safer parking spaces within the focus area that meet existing City code requirements





73rd Ave – Existing



60' ROW

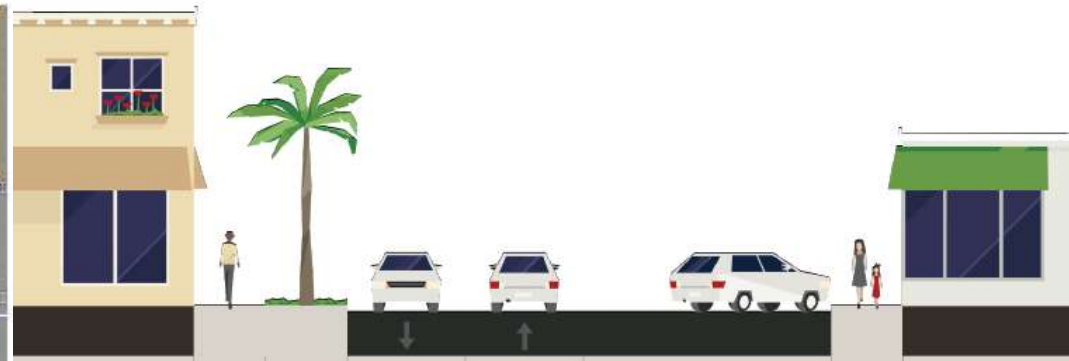
- 5' Sidewalk (on both sides)
- 12' Travel lanes
- Some 90 degree on-street parking
- On-street parking blocks sidewalk in areas
- 36 existing spaces

73rd Ave– Option 1 (Two-way street)



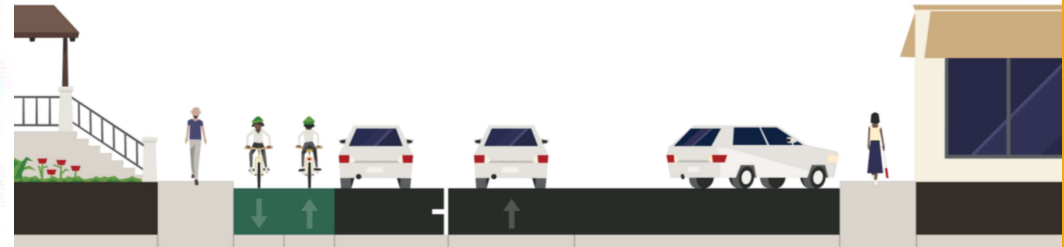
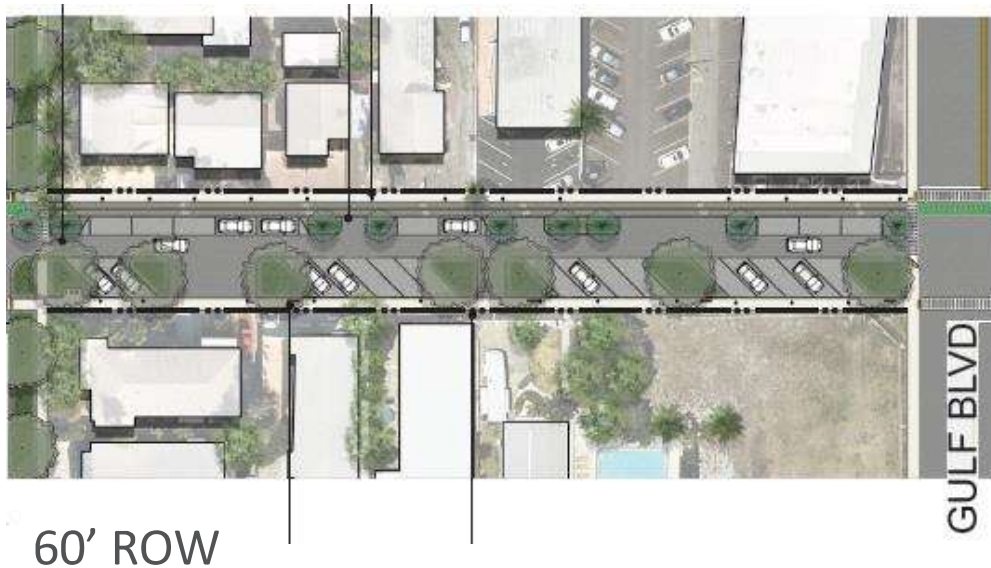
60' ROW

GULF BLVD



- 6' Sidewalk (on both sides)
- 10' Travel lanes
- Angled on-street parking
- Landscaping/shade trees (one side)
- Approx. 38 Parking spaces (36 existing spaces)

73rd Ave – Option 2 (One-way Street)



- 6' Sidewalk (on both sides)
- 10' Travel lane (one-way)
- Angled on-street parking
- Parallel on-street parking
- Two-way, protected bike lanes
- Approx. 54 parking spaces (36 existing spaces)

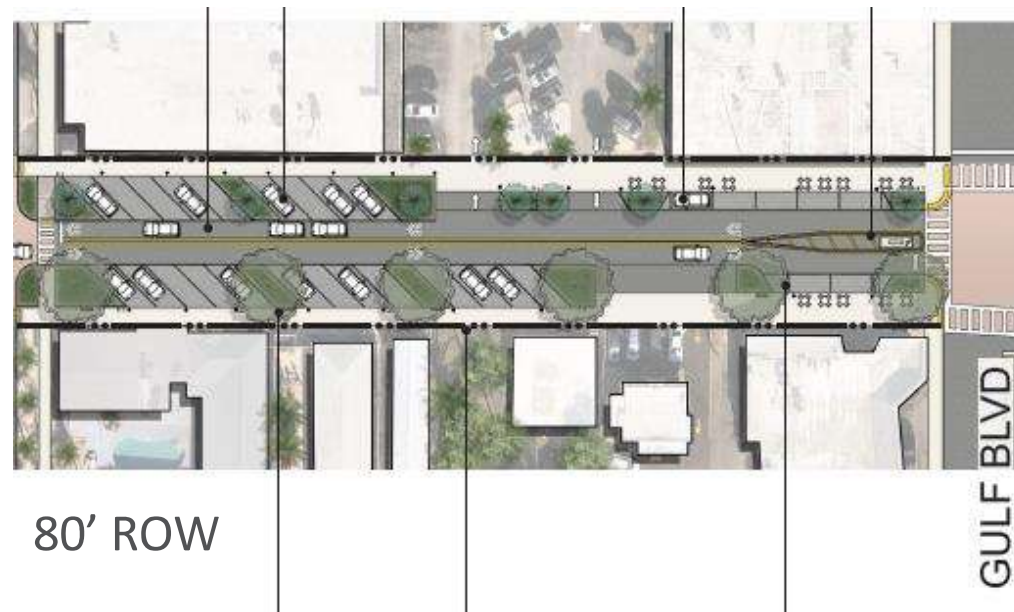
Corey Ave – Existing



80' ROW

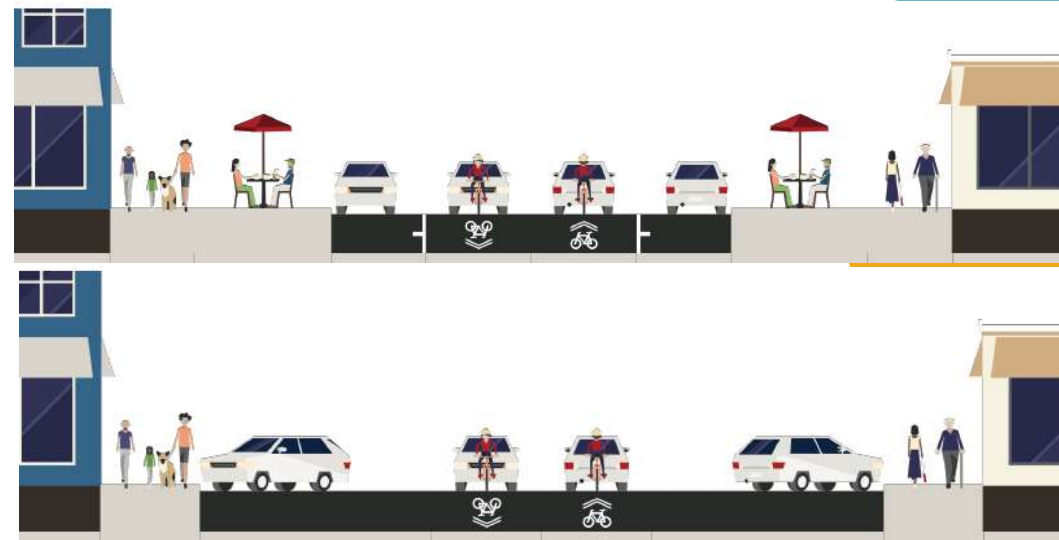
- 5' Sidewalk (on both sides)
- 18' Travel lanes
- Angled and 90 degree on-street parking
- On-street parking blocks sidewalk in areas
- 109 existing spaces

Corey Ave – Option 1 (Mix of Parking)



80' ROW

- 9-10' Sidewalks (on both sides)
- Outdoor café seating
- 10' Travel lanes
- Angled on-street parking
- Parallel on-street parking



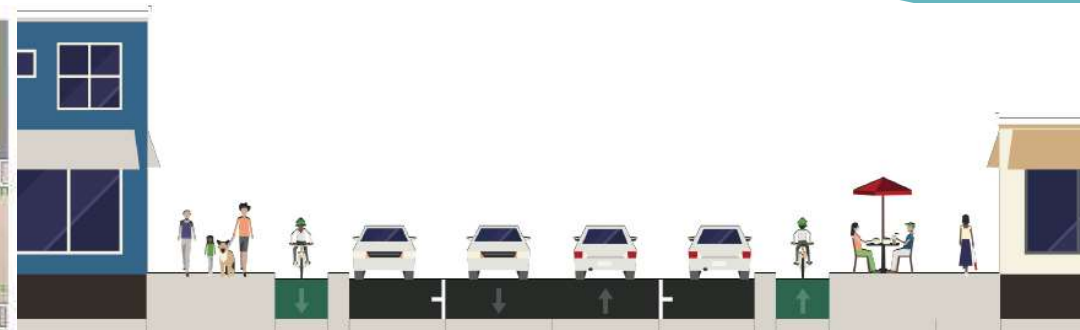
- Shared lane markings
- Landscaping
- Approx. 59 parking spaces (109 existing spaces)

Corey Ave – Option 2 (Parallel Parking)



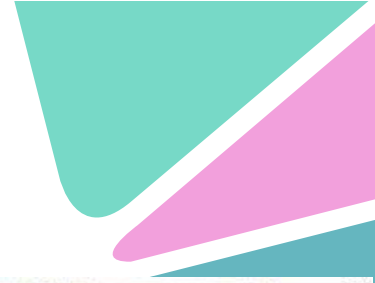
80' ROW

GULF BLVD



- 6' Sidewalk (one side), 12' sidewalk (one side)
- Outdoor café seating
- 10' Travel lanes
- Parallel on-street parking
- Protected bike lanes
- Landscaping/shade trees
- Approx. 46 parking spaces (109 existing spaces)

75th Ave – Existing

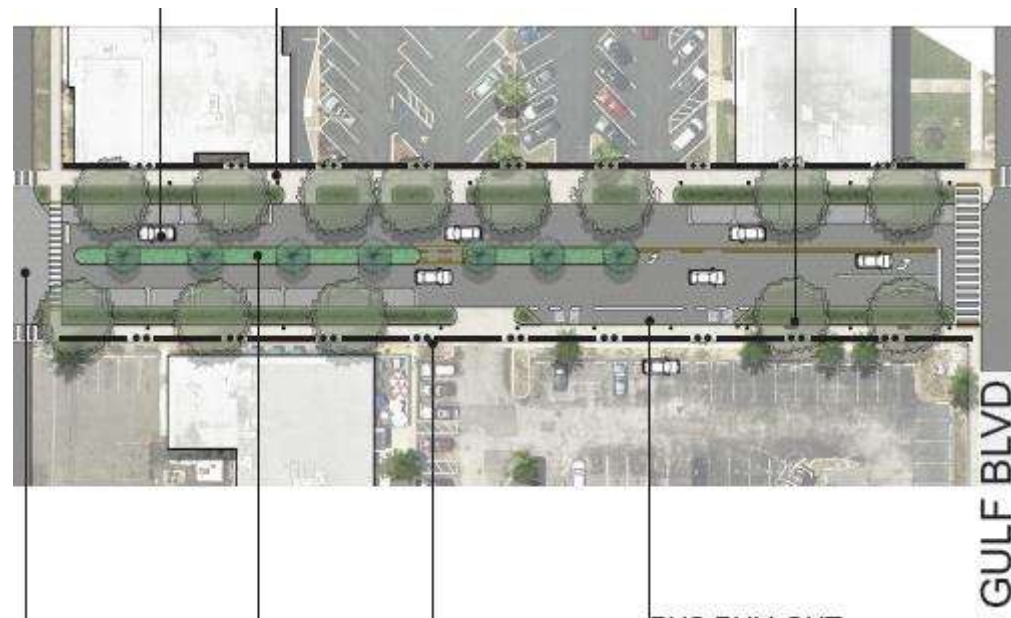


80' ROW

- 6' Sidewalk (on both sides)
- 14' Travel lanes
- Parallel on-street parking
- 26 existing spaces

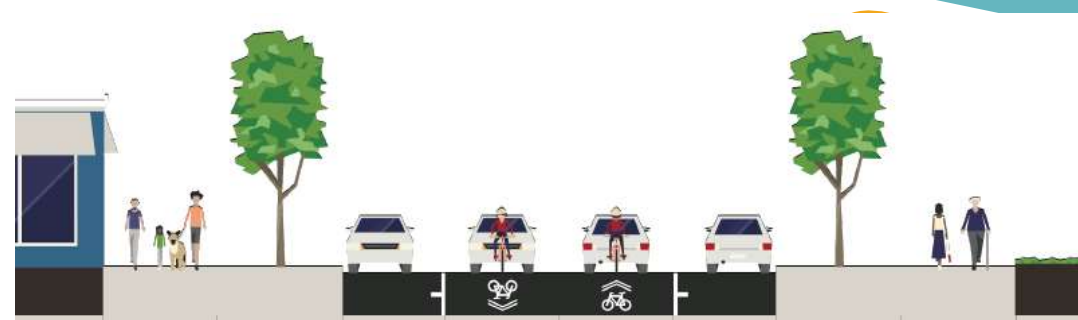


75th Ave – Option 1 (Landscape Median)



- 8' Sidewalks (both sides)
- 10' Travel lanes
- Parallel on-street parking
- Landscaped median
- Landscaping/shade trees
- Approx. 39 parking spaces (26 existing spaces)

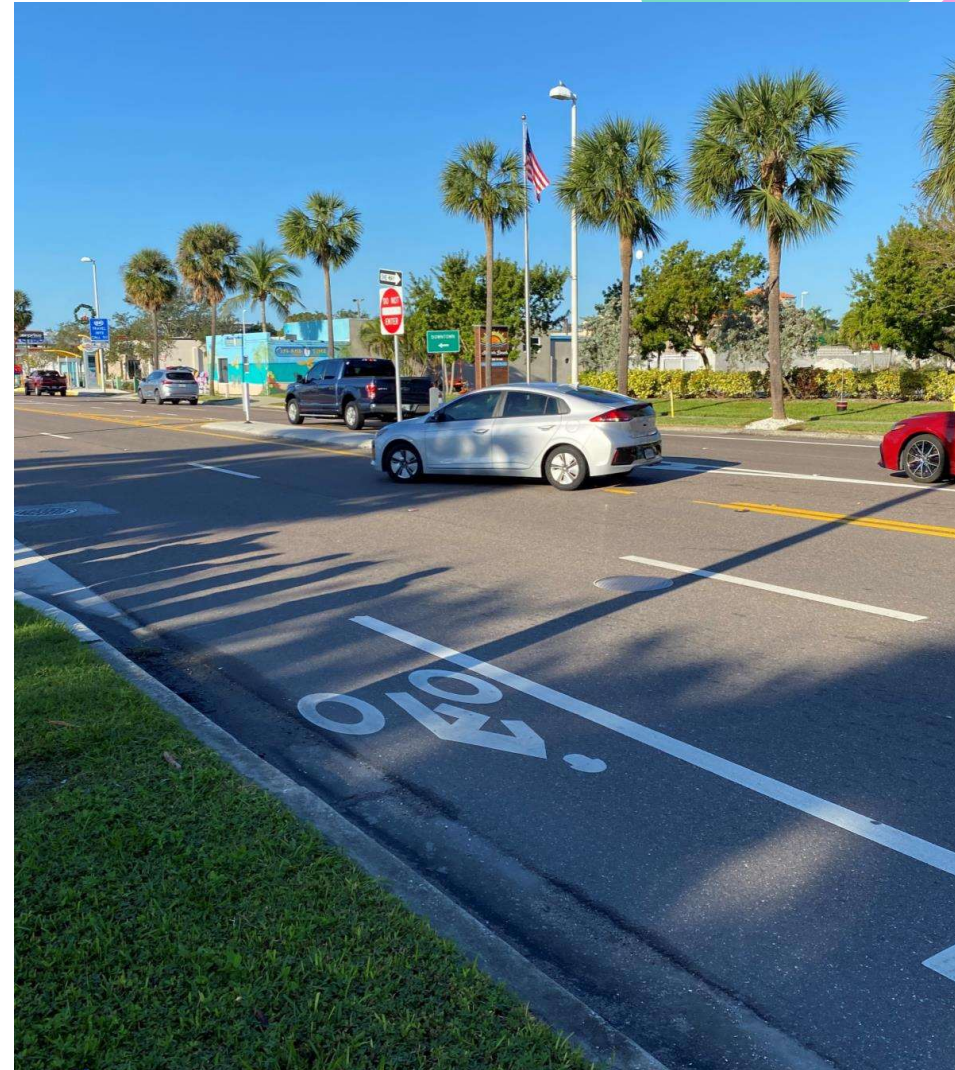
75th Ave – Option 2 (Wider Sidewalks)



- 10' Sidewalks (both sides)
- 10' Travel lanes
- Parallel on-street parking
- Landscaping/shade trees
- Shared lane markings
- Approx. 41 parking spaces (26 existing spaces)

Next Steps

- Refine final recommendations and street concepts based on community feedback
- City Commission Presentation



Workshop Activities

- Complete Streets Toolkit
- Focus Area Recommendations
- Street Concepts
- Comment Cards
- Talk with Project Team

