City of St. Petersburg
Public Services & Infrastructure Committee
July 10, 2025 – 9:55 AM
City Hall, Room 100

Members: Committee Chair Lisset Hanewicz, Council Chair Copley Gerdes, Council Member Richie Floyd, and Council Member Mike Harting

Alternate: Council Member Corey Givens, Jr

Support Staff: Elisabeth Moore – City Council Legislative Aide

1) Call to Order

2) Approval of Agenda

3) Approval of June 12, 2025 Minutes

4) New Business – July 10, 2025

a) Capital Improvement Assessment - Roads – ***Claude Tankersley, Public Works Administrator and Evan Birk, Engineering Design Manager***
Attachments
1) PowerPoint Presentation

b) A Discussion on Restricting the Hours during which Peddling, Soliciting, or Canvassing at a Private Residence is Permitted – ***Devon Haggitt, Assistant City Attorney***
Attachments
1) Vice Chair Hanewicz's New Business Item, June 5, 2025
2) St. Petersburg Code of Ordinances Ch. 17, Art. V (Soliciting and Peddling) with Proposed Changes

Upcoming Meeting Dates & Tentative Agenda Items

August 14, 2025
a) A Discussion on Necessary Changes to City Code Chapter 2, Article IX (City Television) as well as Potential Policy Changes – ***Michael Flanagan, Interim Marketing Director***

September 14, 2025
a) Update on the Citywide Capital Asset Management Program ("CAMP") – ***Claude Tankersley, Public Works Administrator and Philip Lazzara, Asset Management Director***

General Attachments:
Minutes of the June 12, 2025 PS&I Committee Meeting
Pending and Continuing Referral List
Agenda Item Support Material

City of St. Petersburg
Public Services & Infrastructure Committee
June 12, 2025, Meeting Minutes
City Hall, Room 100

Present: Committee Chair Lisset Hanewicz, Council Chair Copley Gerdes, Council Member Richie Floyd, Council Member Mike Harting, and Council Member Corey Givens, Jr. (Alternate)

Absent: None

Also Present: Council Member Gina Driscoll, Council Member Brandi Gabbard, Council Member Deborah Figgs-Sanders, City Administrator Rob Gerdes, Assistant City Attorney Michael Dema, Development Coordination Managing Director Brian Caper, CEO of the St. Petersburg Downtown Partnership Jason Mathis, Police Chief Anthony Holloway, Assistant City Administrator Tom Greene, City Development Administrator James Corbett, Housing and Neighborhood Services Administrator Amy Foster, Stormwater, Pavement, and Traffic Operations Director Marshall Hampton, Codes Compliance Assistance Director Joe Waugh, Transportation and Parking Director Evan Mory, Sanitation Director Willie Joseph, Sanitation Assistant Director Robert Turner, Social Services Planning Manager Helen Rhymes, Housing and Community Development Director Avery Slyker, Parks and Field Operations Superintendent Barbara Stalbird, Uniform Services Assistant Police Chief Antonio Gilliam, Lieutenant Thomas Qualey, Lieutenant Jason Levey, Assistant City Attorney Joseph Patner, and Assistant City Clerk Paul Traci.

Support Staff: Elisabeth Moore – City Council Legislative Aide

1. Call to Order – 9:55 AM
2. Approval of Agenda – CM Gerdes motioned for approval. All voted in favor.
3. Approval of May 8, 2025 Minutes – CM Floyd motioned for approval. All voted in favor.
4. New Business – June 12, 2025

A Discussion on the Clean and Safe Program – *Brian Caper, Development Coordination Managing Director and Jason Mathis, CEO of the St. Petersburg Downtown Partnership*

Council Member Driscoll introduced the proposal for a Clean and Safe Program for Downtown St. Petersburg, highlighting the need for enhanced services due to the city's unprecedented surge in residents, visitors and businesses after the COVID-19 pandemic. She emphasized the program's potential to uplift the entire Downtown community and introduced Brian Caper, Development Coordination Managing Director, to provide a high-level overview of Clean and Safe programs.

Mr. Caper explained that Clean and Safe programs typically include services such as street and sidewalk cleaning, graffiti abatement, safety services, and social outreach. These programs are often operated by nonprofit organizations under contract with local governments and are frequently funded through Business Improvement Districts (BIDs): privately directed and publicly sanctioned organizations that supplement public services within geographically defined boundaries by generating multiyear revenue through a compulsory assessment on local property owners and/or businesses. With over 1,000 such districts active nationwide, Mr. Caper highlighted varied models from cities including Tampa, Philadelphia, Nashville, and New York. He then highlighted the St. Petersburg Downtown Partnership's (SPDP) interest in a Clean and Safe Program and introduced CEO Jason Mathis to present the framework.

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Mr. Mathis began by noting that the SPDP focuses solely on long-term planning in Downtown St. Petersburg and does not provide direct services or receive City funding. He proposed a $1 million Clean & Safe program pilot with Phase 1 targeting core maintenance, such as graffiti removal, litter pickup, and power washing, in high-traffic areas like Beach Drive, Central Avenue, and Williams Park. Phase 2 would introduce trained safety ambassadors to aid in code enforcement efforts, small-business support, and individualized outreach to unhoused residents. He cited Downtown's explosive growth (from 3,000 to over 20,000 residential units since 2010, a 21% job increase in the past decade, a projected 35% rise in hotel capacity, and taxable property values climbing from $1.4 billion to $4.8 billion since 2014), along with rising police call volumes, to argue that these trends require an outreach-first model that supplements rather than replaces law enforcement and treats unhoused individuals as neighbors with diverse circumstances. He also said that a successful Downtown pilot could lead to expansion into other neighborhoods.

Mr. Mathis emphasized the importance of securing adequate resources to manage the program. He proposed using parking meter revenues, primarily generated by visitors, as a dedicated funding source tied directly to Downtown upkeep. He also recommended exploring the creation of a special service district, such as a BID, and renegotiating the City's agreements with Pinellas County to permit the use of CRA funds for this purpose. He stressed the need to define clear metrics for success and to include a provision for phasing out the program. Finally, he clarified that the SPDP would support the initiative but would not operate it.

Council Member Floyd asked if the program could be funded by businesses rather than residents. Mr. Mathis explained the difficulty of relying solely on business assessments due to the high proportion of residential properties in Downtown. CM Floyd also suggested exploring funding through the Pinellas County Tourist Development Council (TDC) and inquired as to whether cleaning services would cover public or private property. Mr. Mathis confirmed they would serve public property.

CM Floyd emphasized that any Clean and Safe initiative must prioritize social services and outreach, cautioning against programs that could lead to the displacement or criminalization of unhoused individuals. He urged that any safety ambassadors be focused on support, not policing, and voiced concerns about the equitable extension of services to include under-resourced neighborhoods.

Mr. Mathis clarified that a more appropriate term than "safety ambassadors" could be "dedicated social workers" who would provide consistent and compassionate outreach to individuals regardless of their housing situation. He affirmed that efforts would be coordinated with existing service providers and law enforcement to enhance current programs, mentioning the St. Petersburg Police Department's Police Assisting the Homeless (PATH) unit. CM Floyd acknowledged the value of programs like PATH and the City's Community Assistance and Life Liaison (CALL) program, which shifts appropriate responsibilities from police to qualified outreach professionals, and cautioned against any model that merely relocates vulnerable populations from one area of the City to another.

Council Chair Gerdes asked for clarification on overlaps between the proposed program and existing initiatives. St. Petersburg Police Chief Anthony Holloway clarified that PATH is a proactive, citywide outreach team engaging daily with unhoused residents, while CALL is a reactive mental health response service triggered by referrals. Housing and Neighborhood Services Administrator Amy Foster noted that the CALL program does not address homelessness directly and that the City does have one staff member dedicated to street outreach during the work week.

Chair Gerdes asked if the City could obtain zip code data from ParkMobile to clarify who most uses downtown parking, noting that parking revenue does not come exclusively from visitors. Transportation and Parking Director Evan Mory stated that he would request the data.

City Administrator Rob Gerdes clarified that Administration's preference is for the Downtown business and residential community to fund any Clean and Safe program directly. However, acknowledging the funding hurdle and the City's budget constraints, he floated the possibility of

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temporarily funding the initiative by expanding paid parking into new areas, such as the Edge District, until private property owners take over future costs.

Chair Gerdes reiterated his preference for funding the program through a special district and emphasized that if CRA funds were considered, they should be applied equitably across all CRAs, with a broader focus on activity centers citywide rather than prioritizing only Downtown.

Council Member Harting expressed strong support for the proposed program's cleaning efforts but voiced reservations about the safety component, expressing confidence in the City's existing outreach and policing infrastructure.

Council Member Gabbard stressed that homeless outreach must be prioritized as a core element of the Clean and Safe program rather than deferred to a secondary phase. She inquired about the procedure to establish a BID and asked staff to explore alternative funding mechanisms such as dedicating a portion of sales tax revenue. Mr. Mathis outlined two possible methods for forming a BID: either through a quasi-governmental Downtown Development Authority created by the state, or through City Council action, provided that over 50% of affected property owners do not file formal objections.

Council Member Figgs-Sanders warned that using general taxpayer dollars to expand services in a single neighborhood risks creating inequities. She urged stakeholders to prioritize homeless outreach in Phase 1, consult local organizations already working with the unhoused population, and consider the potential impact on small businesses.

Council Member Givens agreed on Phase 1 support for unhoused individuals and community-partner collaboration, and proposed exploring an opt-in funding model.

CM Driscoll acknowledged the consensus that homeless outreach efforts should be prioritized. She supported using Intown CRA revenues to finance the pilot program, while advocating for flexibility in future neighborhood-specific funding approaches. She recalled advocating for increasing staffing dedicated to homeless outreach at the Fiscal Year 2026 Operating Budget Workshop.

Chair Gerdes and Committee Chair Hanewicz both stressed the importance of ensuring that the program's geographic boundaries align precisely with the CRA area if CRA funds are to be utilized.

Prior to making a motion, Chair Gerdes cautioned that options for upcoming Committee of the Whole (COW) meeting agendas are limited, with October being the earliest option with room on the agenda. CM Driscoll expressed concern about the timing, noting that she would like the COW to occur before the FY 26 budget is approved. Chair Gerdes said he would work with Administration and the City Council Administrative Officer, but expressed concern with setting a definitive date earlier than October. CM Driscoll responded that she would like the item to be scheduled for October, but hoped an earlier date could be considered.

Chair Gerdes motioned to refer the Discussion on the Clean and Safe Program to the Committee of the Whole. All voted in favor.

Administrator Gerdes suggested that the next conversation on this item include three key elements: an overview of the services currently available in Downtown, a detailed review of funding options, and a discussion of the potential scope of work for a Request for Proposals (RFP).

CM Driscoll urged Administration to explore internal adjustments that align with the feedback received to help advance the broader initiative.

With no further business, Chair Hanewicz adjourned the meeting at 11:15 AM.

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Public Services & Infrastructure Committee

Pending & Continuing Referral List

July 10, 2025

	Topic	Return Date	Referral Date	Prior Meeting	Referred by	Staff	Notes
1	A Discussion on Restricting the Hours during which Peddling, Soliciting, or Canvassing at a Private Residence is Permitted	7/10/2025	6/5/2025	____	Hanewicz	Devon Haggitt	
2	**Capital Improvement Assessment (Maintenance & Hurricane/Tropical Storm Preparedness)** (1) Bridges (2) Reclaimed Water (3) Sidewalks (4) Seawalls (5) Stormwater (6) Potable Water (7) Wastewater (8) Buildings (9) **Roads**	7/10/2025 - Roads (Evan Birk & Claude Tankersley)	2/2/2017	a) 9/24/2020 b) 8/24/2017 c) 9/24/2020 d) 9/24/2020 e) 7/12/2018 f) 7/26/2018 (COW) h) 9/24/2020	Hanewicz	a) Tankersley b) Palenchar c) Tankersley d) Tankersley e) M.Hampton f) Palenchar g) Tankersley h) Tankersley	**9/24/2020** – C. Tankersley provided update on sidewalks, seawalls, bridges & their respective investment gaps. As well as introduced "CAMP" Committee asked staff to return with more info on funding for sidewalks & seawalls, as well as further guidance on the conflict between Sec. 25-191 & Resolution 96-55 related to property owner responsibilities **9/6/2022** – Item was deferred by Committee Chair Montanari **1/9/2025** - CM Hanewicz took over the item, initiated originally by CM Montanari.
3	A Discussion on Necessary Changes to City Code Chapter 2, Article IX (City Television) as well as Potential Policy Changes	8/14/2025	6/12/2025	____	Hanewicz (Staff Request)	Michael Flanagan	
4	Update on the Citywide Capital Asset Management Program ("CAMP") (Previously the "City's Facility Maintenance Plan")	9/11/2025	6/7/2018	5/9/2019 11/4/2021 12/8/2022	Hanewicz, Administration	Claude Tankerlsey Philip Lazzara	**9/12/2019** – T. Greene indicated staff would like return to PS&I for a check-in once the plan became fully staffed **9/24/2020** – Brief update from C. Tankersley on the name change ("CAMP") & plan overview **11/4/2021** – Comprehensive update of CAMP, including the new asset management administrative policy and status of cloud-based software for city-wide asset management. **12/8/2022** – Brief update from C. Tankersley and Brief update from A. Miller on Strategic Asset Management **1/9/2025** - CM Hanewicz took over the item, initiated originally by CM Montanari.
5	A Presentation on the Findings of the Private Laterals Pilot Study. Discussion to Include Consideration of Potential Financing Programs for Residents to be Administered by SELF (Solar Loan Energy Fund)	TBD	3/23/2023	10/12/2023	Gabbard	Claude Tankersley John Palenchar Kira Barrera	**10/12/2023** - Item returning for further discussion **5/7/2024** - Per John P - should be ready to come back soon (when Jacobs report is final) **9/19/2024** - Per the Committee of the Whole (COW), this item will be discussed at a COW and will remain on this referral list until that discussion occurs.
6	A Discussion Regarding the Renovation and Future Use of the Sunshine Center	TBD	5/6/2021	_____	Gabbard	Mike Jefferis	**1/9/2025** - CM Gabbard took over the item, initiated originally by CM Montanari.

7	Update on Albert Whitted Airport Master Plan	TBD	5/17/2018	8/9/2018 2/13/2020 7/15/2021 1/27/2022	Hanewicz (Staff Request)	Chris Ballestra R. Lesniak, D. DiCarlo- (Environmental Services Associates (ESA)	**7/15/2021 –** Update on master plan progress, review of working papers submitted to the FAA **1/27/2022** – Update on master plan progress, overview of most recent submittals to the FAA and next steps **1/9/2025** - CM Hanewicz took over the item, initiated originally by CM Montanari.
8	A Discussion Regarding Codes Compliance Assistance Moving to Proactive Enforcement of our Short-Term Rental Ordinance.	TBD	8/1/2024	_____	Floyd	Joe Waugh	**1/9/2025** - Due to the impacts of the hurricanes in 2024, this item has been temporarily postponed.
9	A Discussion on the City's Electric and Hybrid Fleet Vehicles and the Plan for Achieving Emissions-Free Mobility.	TBD	8/8/2024	_____	Figgs-Sanders	Claude Tankersley Randall Johnston	
10	A Discussion on No Wake Zones on Roads During Flood Events, Potential Signage, and Enforcement Under Florida Statutes (FS 316.183)	TBD	9/5/2024	_____	Gabbard	Brett Pettigrew Laura Roe	**1/9/2025** - CM Gabbard took over the item, initiated originally by CM Montanari. Senator DiCeglie is currently sponsoring legislation that may allow municipalities to reduce speed limits. Will follow up after 2025 session has ended.
11	Residential Parking Permit Program for Areas Outside the Current Downtown Boundaries Outlined in City Code Section 26-168	TBD	7/20/2023	11/7/2024	Hanewicz	Evan Mory, Heather Judd	
12	Update on the City's Sign Code (16.40.120)	TBD	7/11/2024	11/7/2024	Gerdes	Heather Judd	
13	An Update on the City's Wastewater Collection Facilities and the Capital Projects Identified (funded and not funded) to Address the Natural Hazards Associated with the Three Facilities.	TBD	10/31/2024	2/13/2025	Hanewicz	Claude Tankersley John Palenchar	
14	A Discussion Regarding Construction Crane Safety	TBD	10/31/2024	2/13/2025	Driscoll	Brejesh Prayman Don Tyre	
15	Public Funding for Elections	TBD	12/1/2022	3/6/2025	Floyd	Brett Pettigrew	
16	City of St. Petersburg 2025 Community Survey	TBD	6/6/2024	5/8/2025	Hanewicz (Staff Request)	Amy Foster	**9/12/2024** - Discussion of 2025 Survey to come back before the end of the year. **1/9/2025** - A. Foster indicated that the hurricanes delayed this item coming back last fall and the release of the next survey would not be until spring. **5/8/2025** - A. Foster indicated that the results should be ready in fall 2025.
17	A Discussion on Unwinding the Extension of the Intown CRA	TBD	6/12/2025	_____	Floyd	TBD	
2025 PS&I Dates: ~~1/9, 2/13, 3/6, 5/8, 6/12~~, 7/10, 8/14, 9/11, 10/9, 11/6, 1/15/2026							***Updated: 7/2/2025***

Pavement and Roadways

Engineering & Capital Improvements Department
Stormwater, Pavement & Traffic Operations Department

July 10, 2025

Agenda

- Pavement Definitions
- Departmental Responsibilities
  - Capital Program
  - Operational Maintenance Program
  - Responsibility Matrix
- Roadway Asset Inventory
- Capital Planning
- Cost Trends
- What Influences Pavement Deterioration
- Examples of Premature Deterioration
- SPTO Process
- Cross-Departmental Coordination
- Future Goals

Pavement Definitions

Roadway Types

- Arterial – higher speed and higher volume
- Collector – connects local roads to arterial roads
- Residential – local neighborhood streets, low speed and low volume
- Alleys – public ROW, primarily used as a means of access to the rear or side entrance of a residence or business

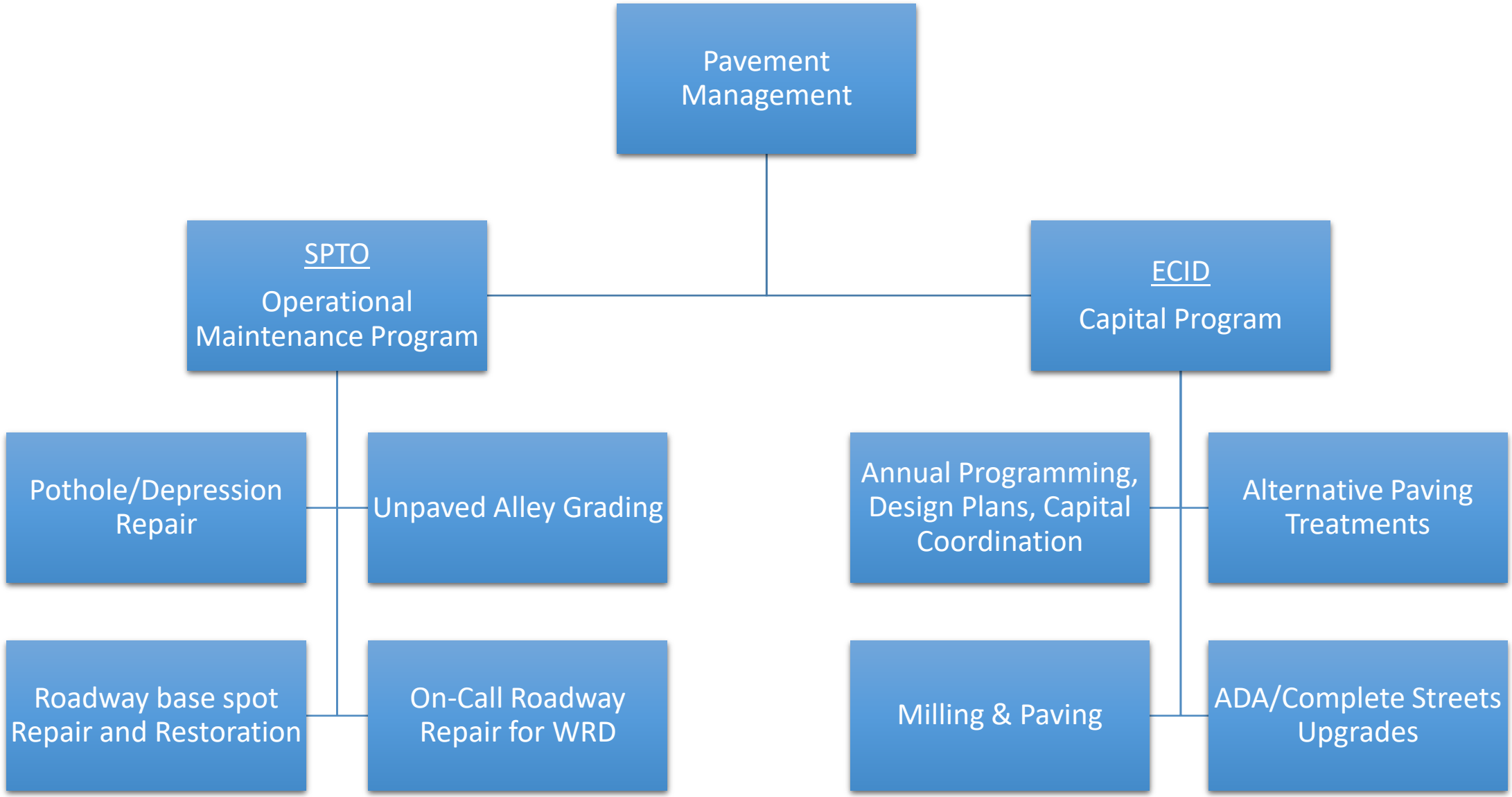
Paved vs. Unpaved Surface Types

- Paved – asphalt, concrete, brick, asphalt block, and alternative treatments usually applied to asphalt
- Unpaved – millings, dirt, grass, shell

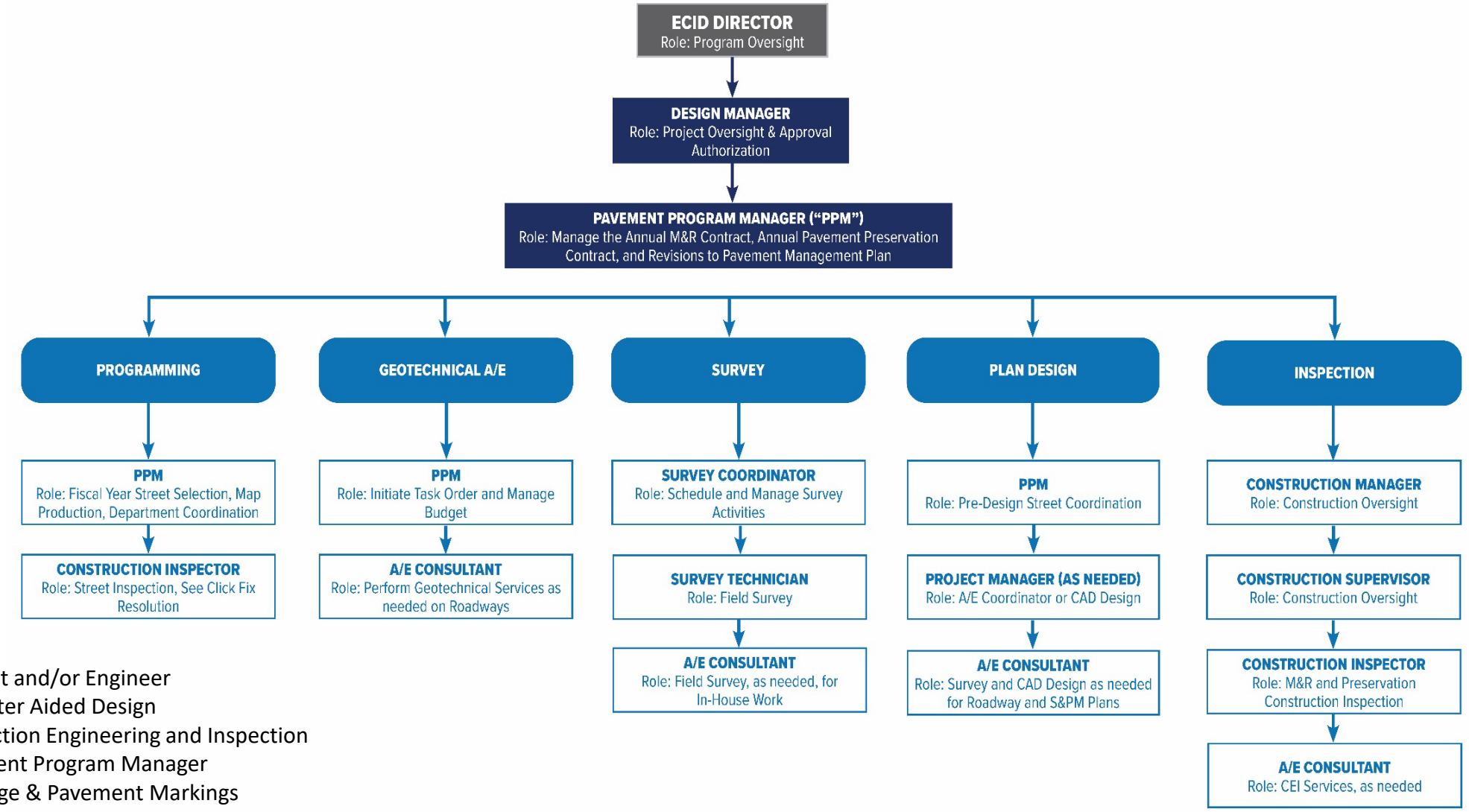
Pavement Terms

- PCI – Pavement Condition Index. Rating system to grade the condition of roadways 0-100
- Pavement Preservation – refers to varying treatments applied to roadways to extend their serviceable life
- Roadway – consists of the lower base material, usually limestone or crushed concrete, and the one to multiple layers of asphalt on top.
- Pavement – the top layer(s) of asphalt and alternative treatment

Departmental Responsibilities



Capital Program - Departmental Responsibilities



A/E – Architect and/or Engineer
CAD – Computer Aided Design
CEI – Construction Engineering and Inspection
PPM – Pavement Program Manager
S&PM – Signage & Pavement Markings

Roadway Asset Inventory

Pavement Condition Ratings

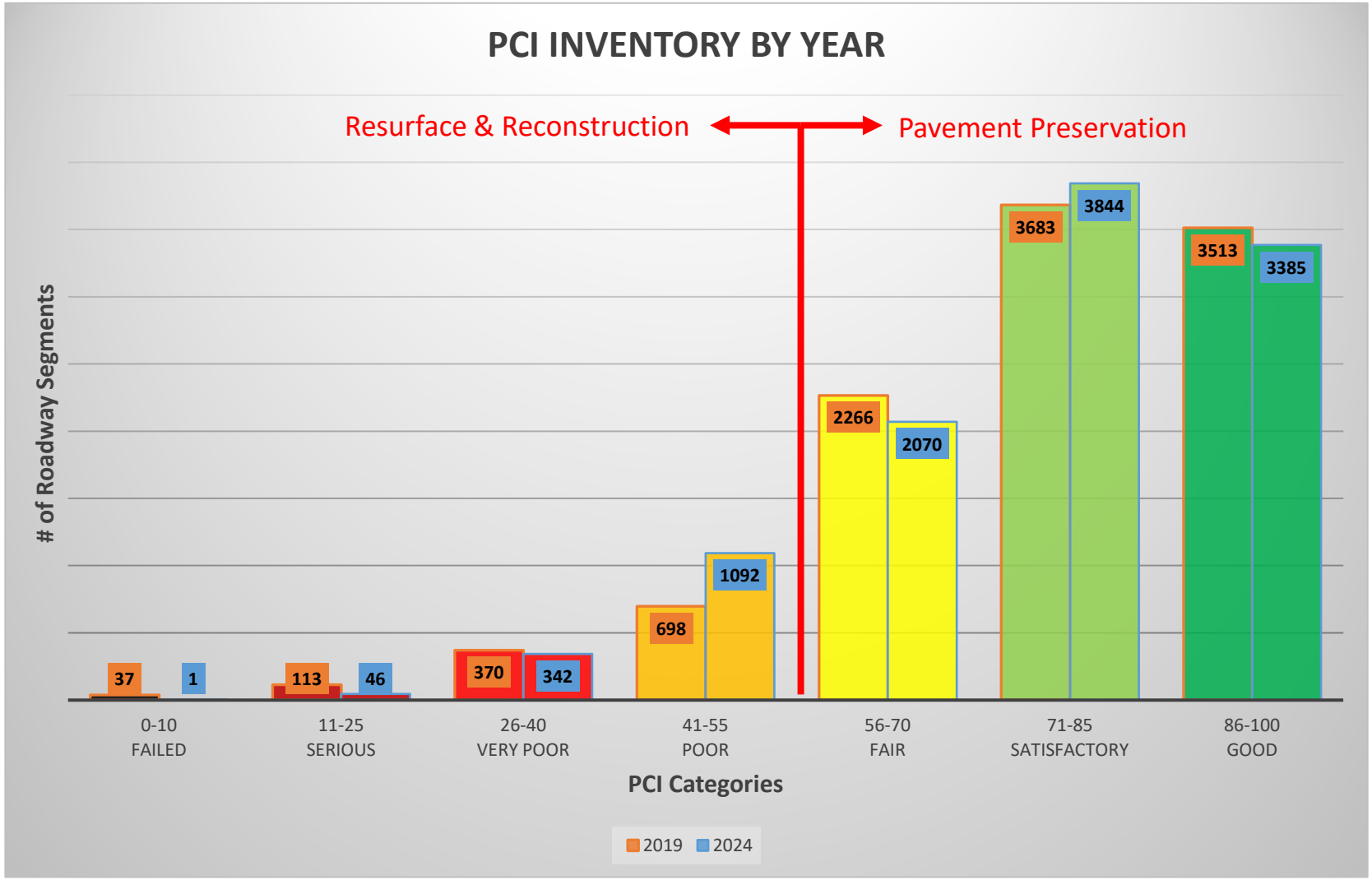
2019 Inventory

Average Citywide PCI – 75

2024 Inventory

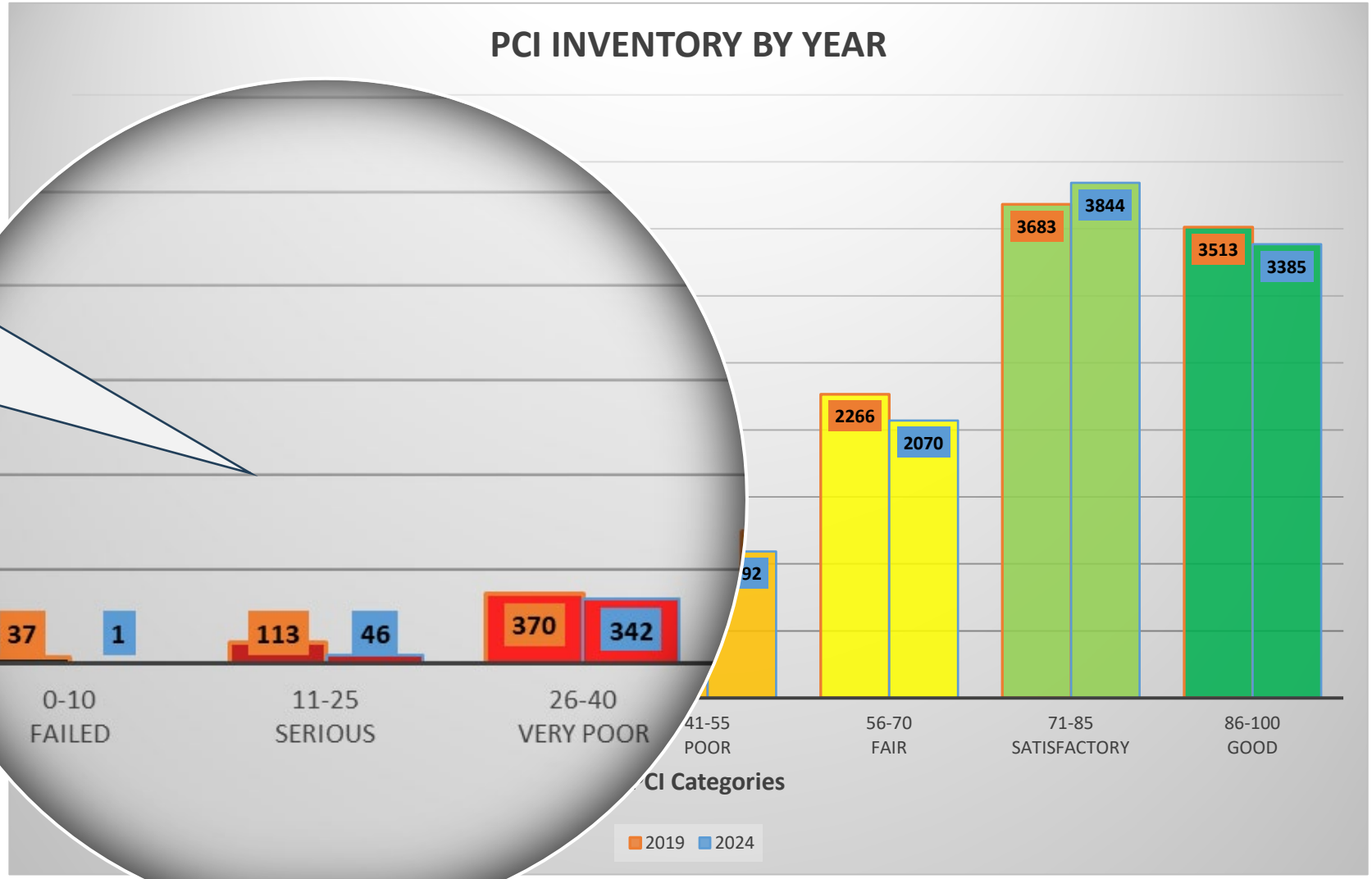
Average Citywide PCI – 74.3

Critical threshold for milling and resurfacing streets is 55 and below.



Roadway Asset Inventory

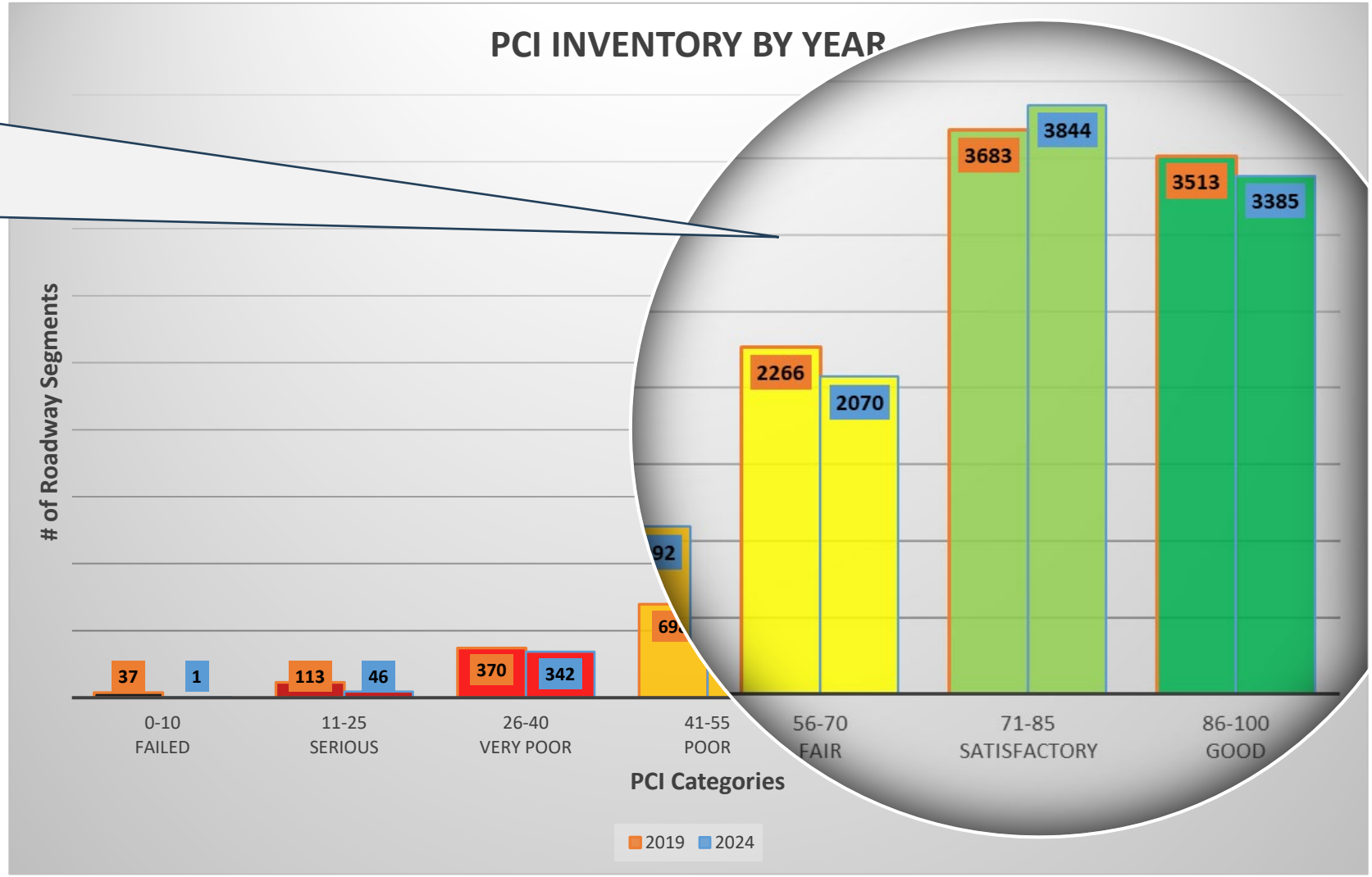
Frequent Citywide inventory updates have allowed us to identify and prioritize roadways in the worst condition



Roadway Asset Inventory

Increase of 200 segments in the satisfactory category.

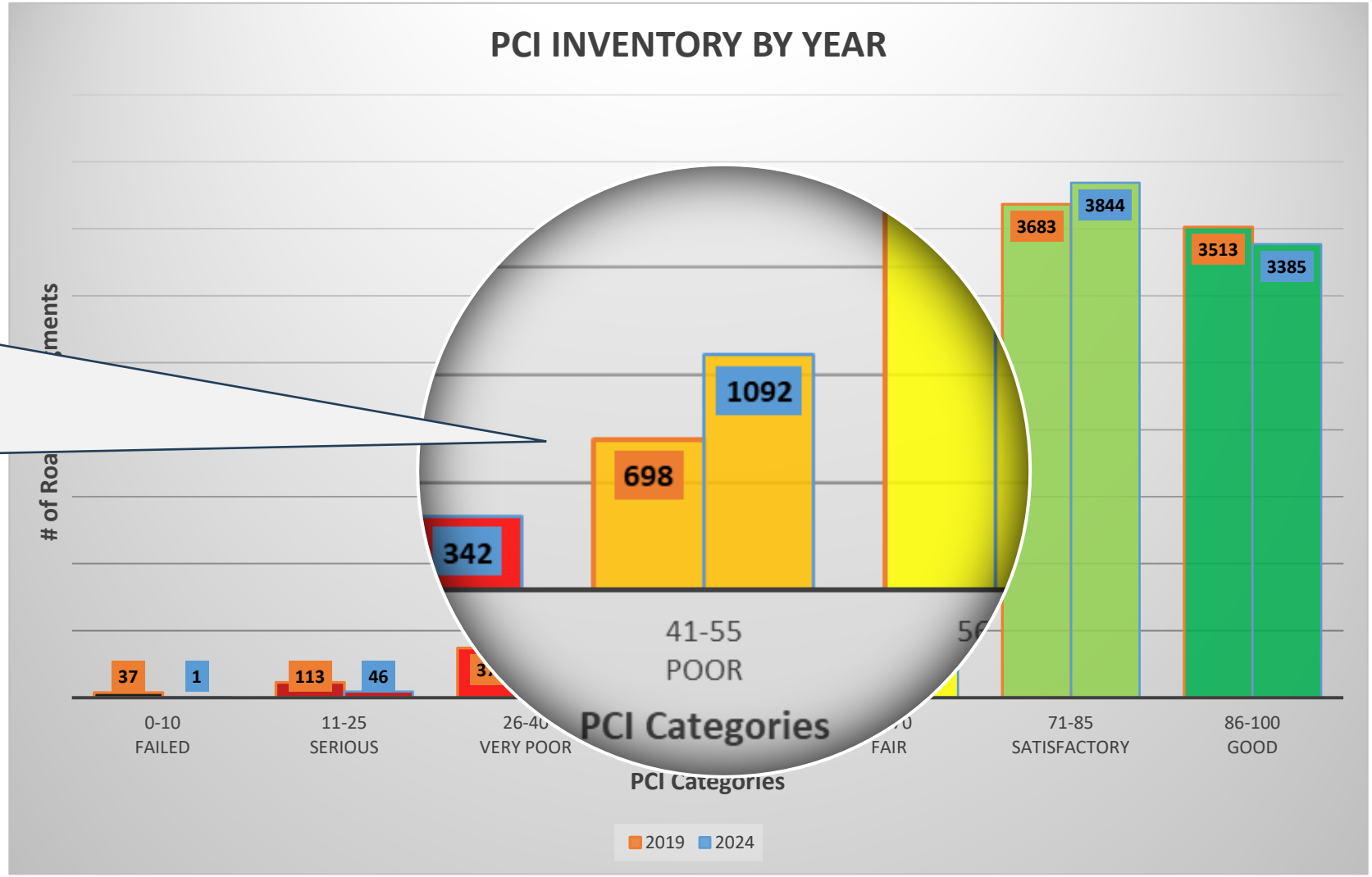
Roads are degrading at a rate faster than we can resurface



Roadway Asset Inventory

Significant increase in the Poor category.

Roadway conditions declining very quickly, and will soon enter into categories which will require more intensive reconstruction



Roadway Asset Inventory

Paved vs. Unpaved

Lane Miles by Surface Type

	Lane Miles	Centerline Miles
Paved	2066.186	965.684
Brick	166.618	92.233
Unpaved	144.671	146.852
TOTAL	**2377.475**	**1204.769**

Lane Miles by Functional Type of Segment

Paved Roadway

Asphalt
Concrete
Brick
Asphalt Block
Alternative Treatments over Asphalt

	Lane Miles
Paved Arterials	219.850
Paved Collectors	269.689
Paved Residential	1493.351
Paved Streets	**1982.890**
Paved Alleys	**83.296**

Unpaved Roadway

Millings
Dirt
Grass
Shell
Alternative Treatments over Millings

	Lane Miles
Brick Roads	154.386
Brick Alleys	12.232
Unpaved Roads	8.494
Unpaved Alleys	136.177

Capital Planning

Capital Program Prioritization:

The objective is to maintain a Citywide **average minimum PCI of 75**. Using a proactive approach with pavement preservation avoids costly major rehabilitations and protects infrastructure investments.

- Data-Driven: Pavement Management System (PMS) software along with GIS to conduct PCI assessments every five years.
- Forward Planning: Our goal is a minimum 3-year forward-looking resurfacing schedule for all street types.
- Comprehensive Feedback: Information from PCI assessments is supplemented by See Click Fix, resident emails/phone calls, and staff field observations.
- Funding Allocation: Construction funding ($3M-$5M from Penny for Pinellas) is historically allocated as:
  - Roadway Program primarily funded by Penny for Pinellas
  - Residential: 70%
  - Arterial/Collector: 24%
  - Alley: 6%
- Fiscally Responsible Planning: Segments planned for resurfacing are aligned with other City capital projects (e.g., Sanitary Sewer, Watermain, Stormwater or Complete Streets) to leverage resources, minimize disruption and provide a comprehensive project addressing as much of the needs at one time.

Capital Planning

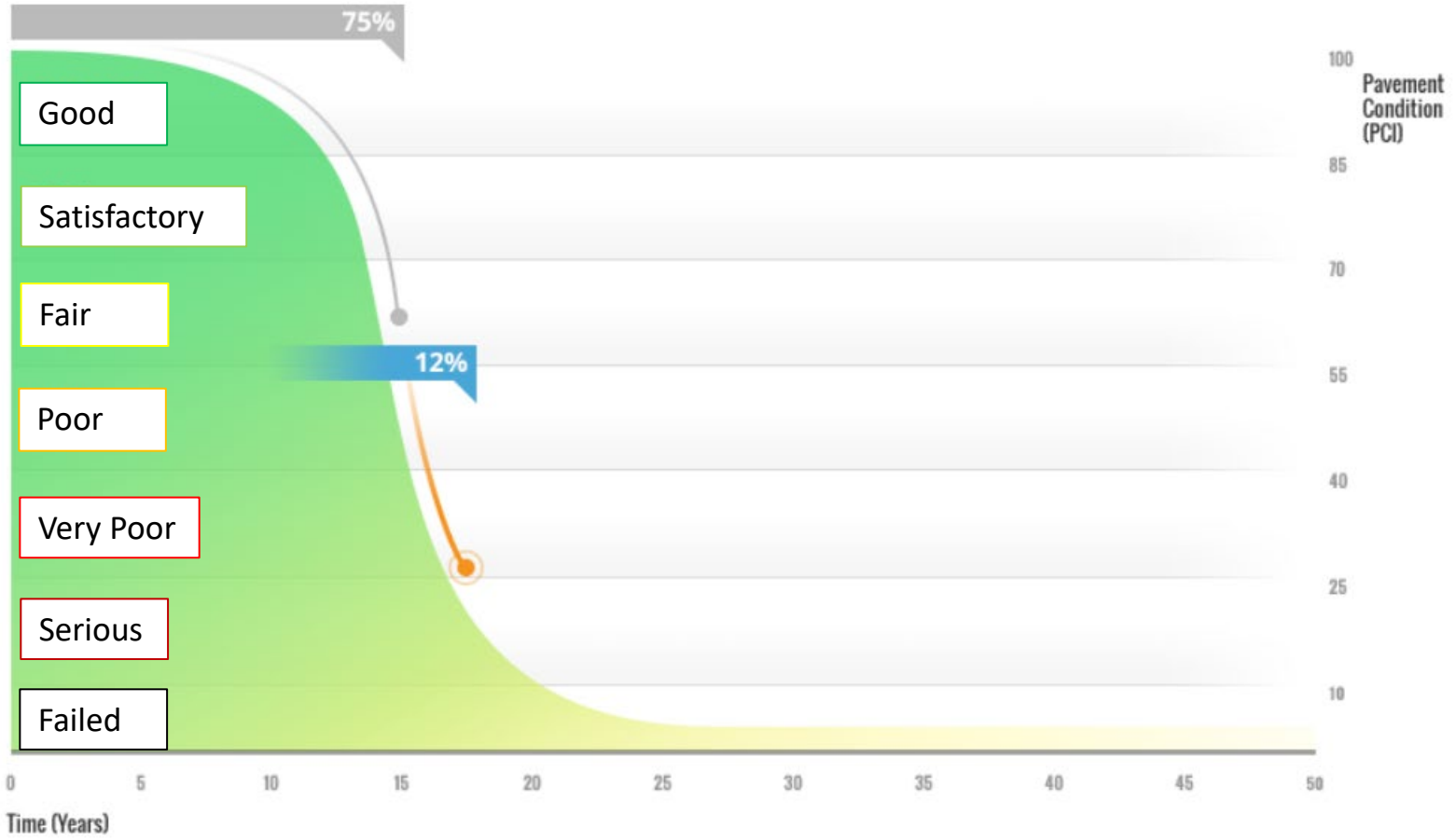
Data driven approach leads to better planning.

Within the first 75% of a roadway service life, it will **decrease 40%** in quality

Within the next 12% of the roadway service life, it will **decline an additional 40%** in quality

PCI – Pavement Condition Index

Rating from 0-100



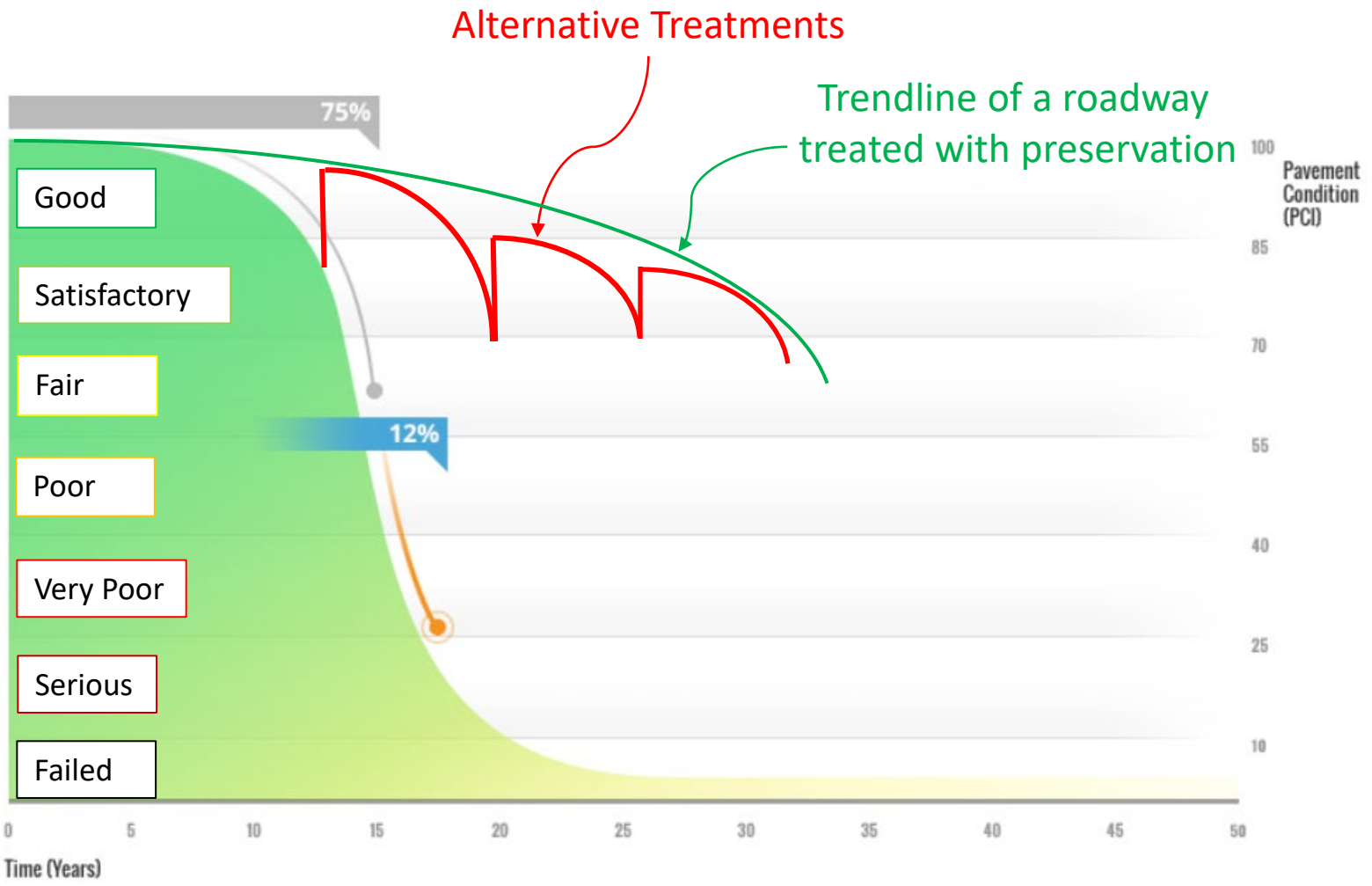
Roadresource.org

Capital Planning

Pavement Preservation with Alternative Treatments

Alternative treatments are cheaper than typical milling & paving and can be used in conjunction with other treatments to extend the life of a roadway. Currently we are utilizing:

- Micro-Surfacing
- Cape Seal



Roadresource.org

Capital Planning

Pavement Preservation with Alternative Treatments

Alternative treatments are cheaper than typical milling & paving and can be used in conjunction with other treatments to extend the life of a roadway. Possible treatments include:

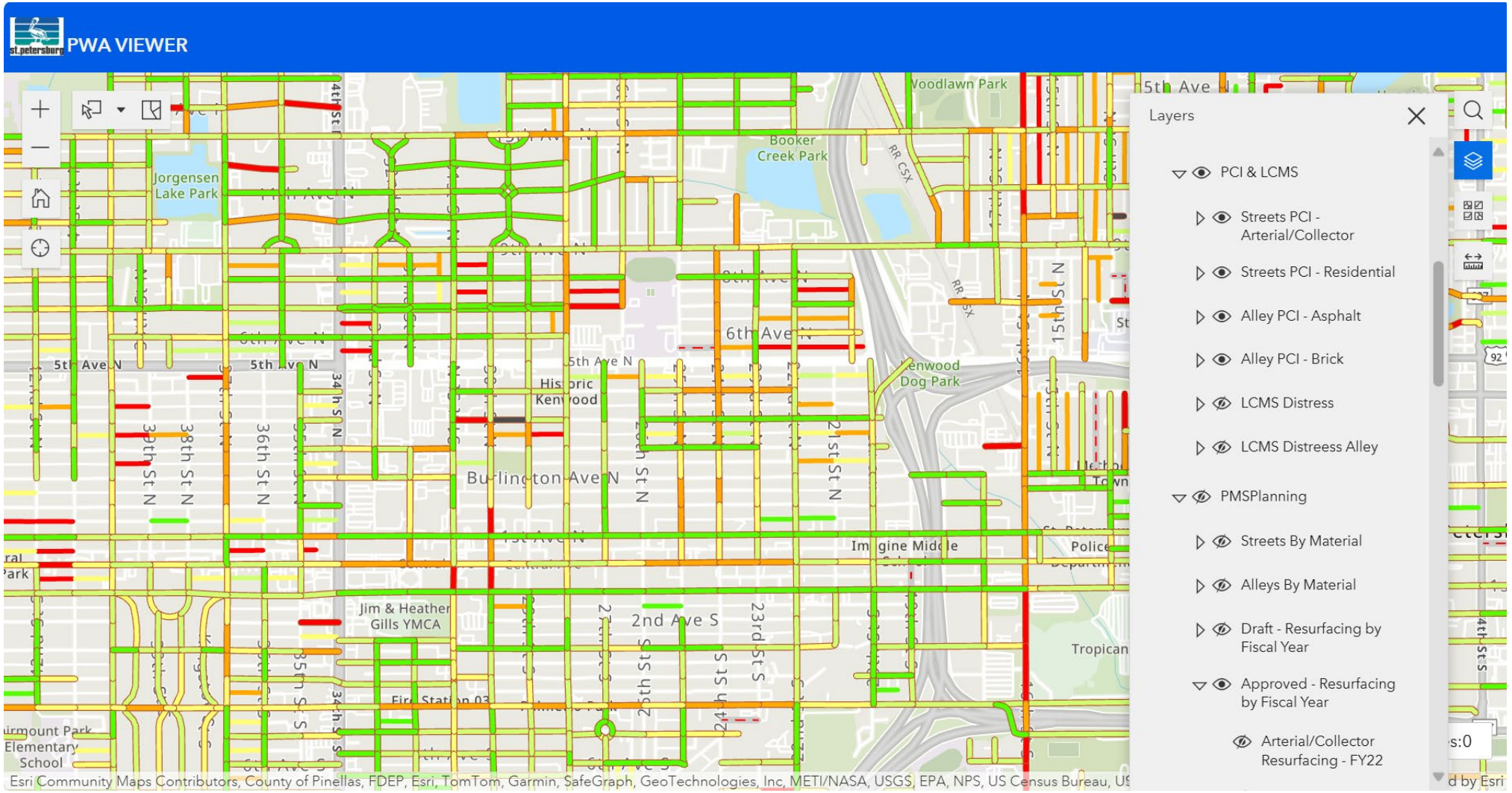
- Micro-Surfacing
- Cape Seal
- Asphalt Rejuvenators
- Hot & Cold In-Place Recycling
- Full Depth Reclamation



Bear Creek Neighborhood
Emerson Ave S

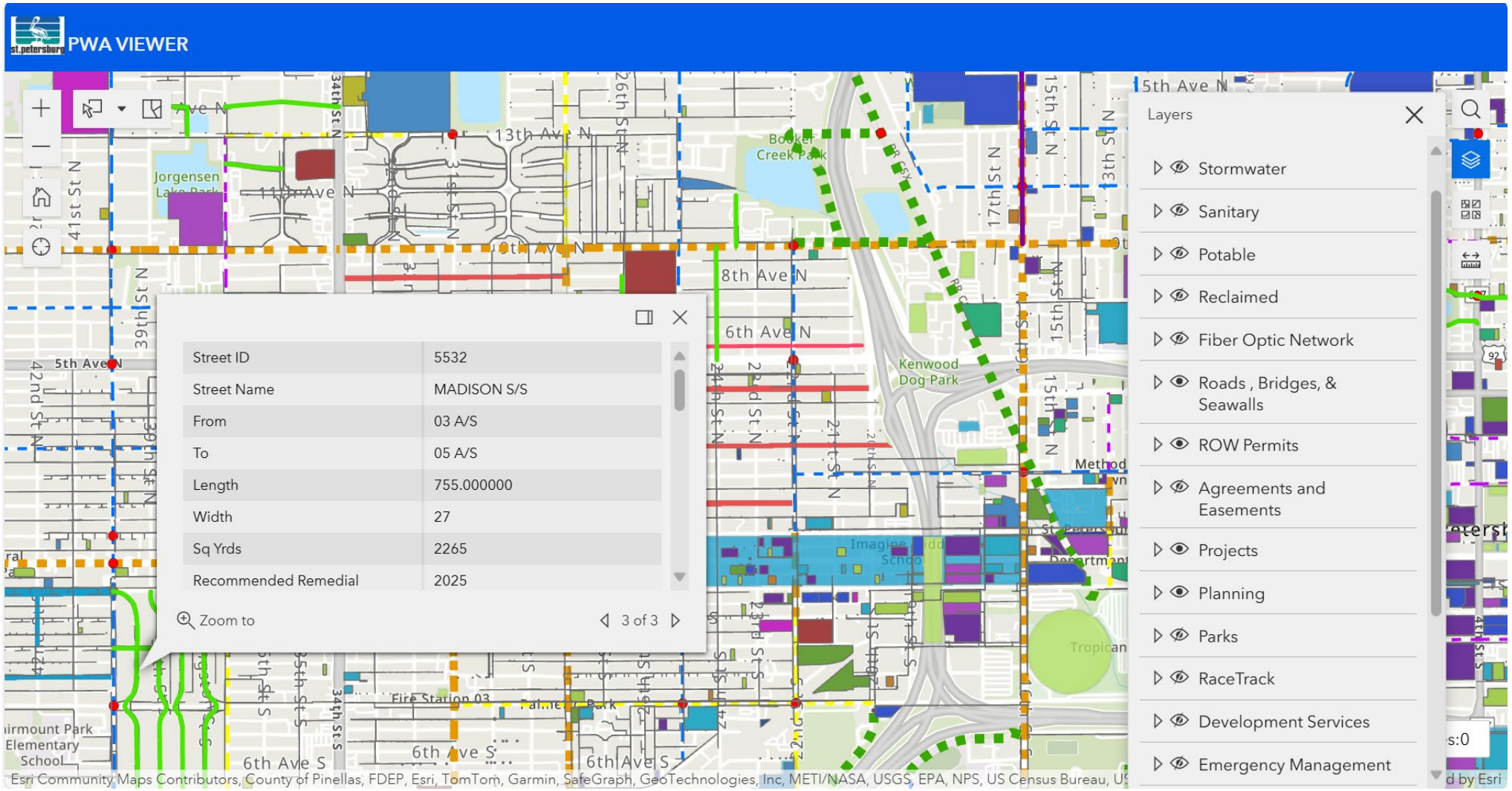
Capital Planning

Analysis of the Pavement Condition Ratings (Data from 2024 and updated on a 5-year cycle). Contract Approved by Council on January 18, 2024.



Capital Planning

Analysis of other work planned within the ROW, and sequencing pavement improvement work following or coordinated with other projects or City adopted plans. Note the additional data layers on the right.



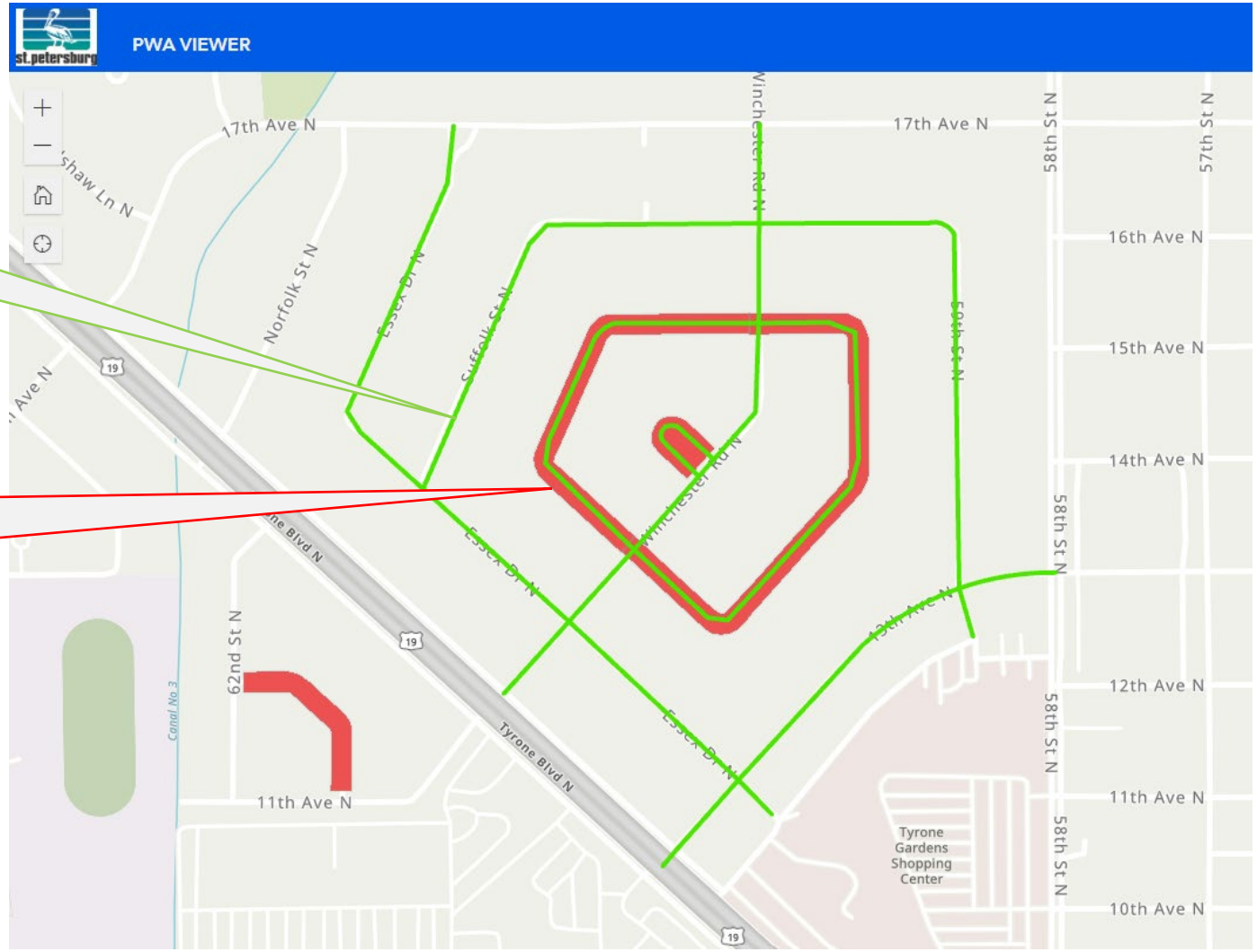
Capital Planning

Capital Program Prioritization

Planned FY-25 Micro Surface Roadway Treatment. Construction late 2025

Completed 2” HDPE Water Main Replacement. Completed early 2024

City’s PWA viewer allows us to coordinate projects and better align them with other department’s planned projects.



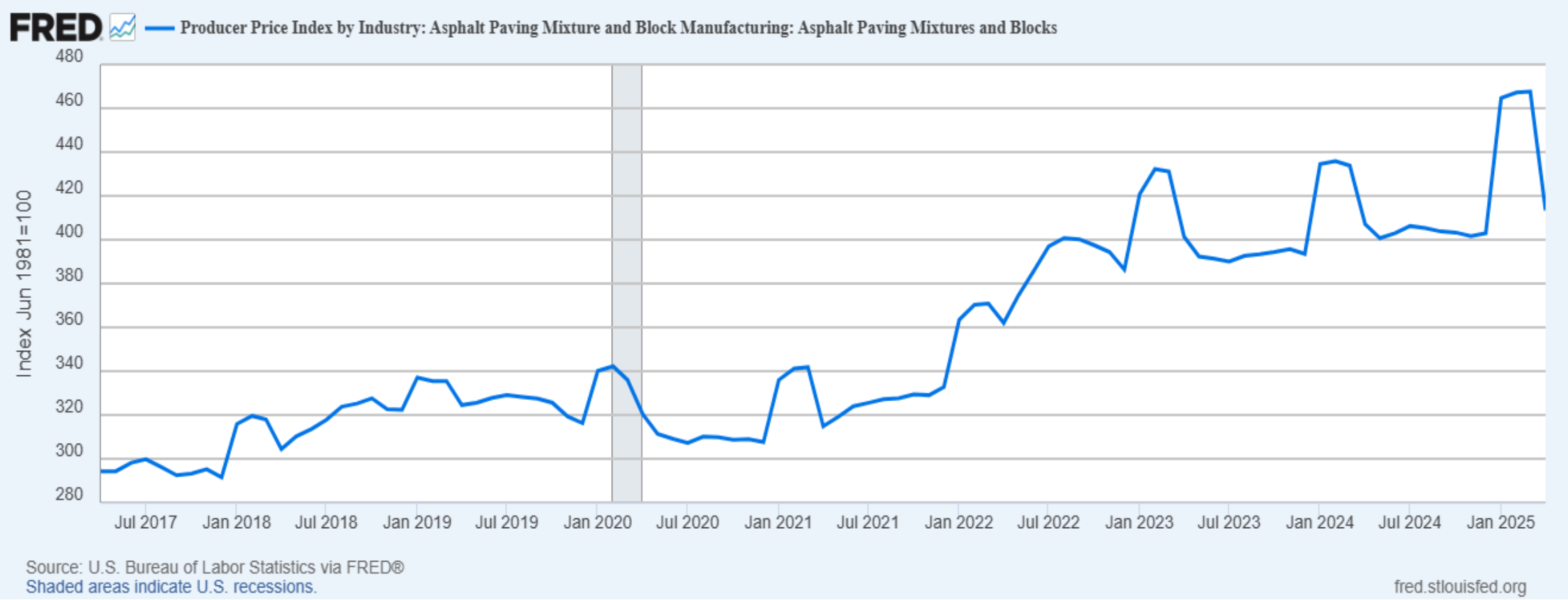
Capital Planning

Additional Cost Impacts:

- Program costs
- Adherence to Title II of the Americans with Disabilities Act ("ADA")
  - Act was first adopted in 1991, establishing the obligation for curb ramps during alterations.
  - In 2010, ADA Standards for Accessible Design updated the technical standards.
  - Later clarified in 2013 by DOJ and DOT, specifying the need for curb ramps to be upgraded during alterations which in include roadway resurfacing.
- Complete Streets:
  - City Complete Streets Policy and Resolution effective 2015
  - City Complete Streets Plan released 2019
  - Incorporating Complete Streets elements like bike lanes and signage requires additional design time & money and additional construction/maintenance costs.
- Construction costs are unstable – limiting our lane miles paved per year
  - Market volatility
  - 2019-2024 saw asphalt material costs nearly triple.

Cost Trends

Asphalt Price Index
2017-2025



Cost Trends

2023

- Incorporated design and construction of ADA curb ramp complete street elements
- Utilized Pavement Preservation Treatments to increase lane miles

2024

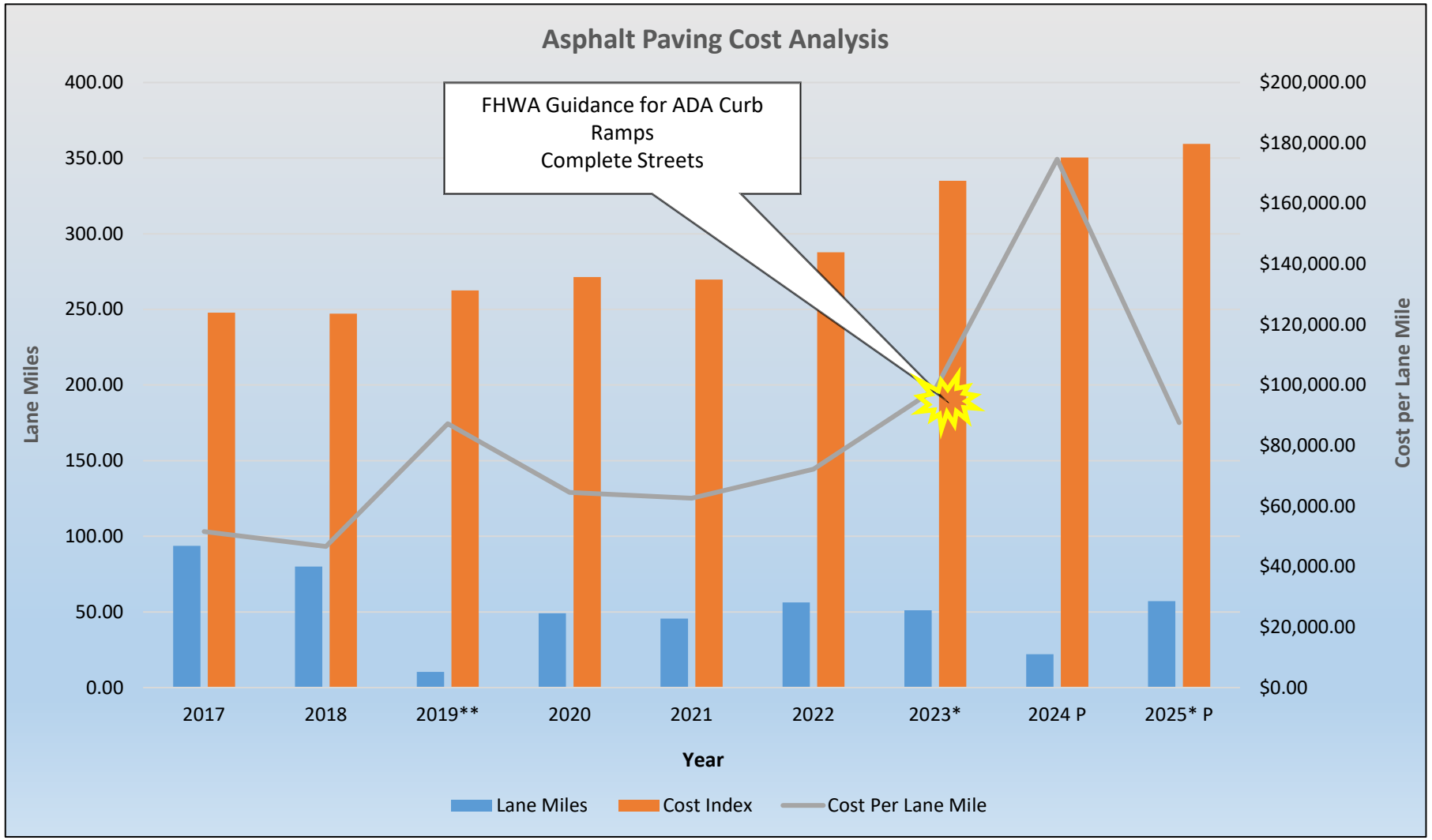
- High cost per lane mile = no planned Pavement Preservation Treatments

2025

- Bringing back Pavement Preservation. Reducing overall costs and adding lane miles.

Lane Miles Treated per Year (Blue)

110 Lane Miles needed to maintain current level of service.



What Influences Pavement Deterioration

- Age of Roadway
  - Existing roadways were not built for the level of traffic and vehicle loading that we typically see today.

- Design Criteria
  - Our City roads were designed and constructed during the early to mid 1900's when
    - Average vehicle weight was less
    - Amount of vehicular traffic was less
    - Number of vehicles transporting loads were less, and their loads carried were also less

- Economic Impacts
  - The increase in construction, both residential and commercial, has greatly affected our roadway health.
    - Heavy concrete trucks
    - Trucks transporting building materials
    - Detours causing stress on roadways that typically do not see that type of loading, or were not designed for that type of loading
    - More "axle loading" on roadways shortening their service life

- Public and Private Utilities
  - Cuts in the roadway to facilitate utility connections compromise structural integrity if not properly repaired

What Influences Pavement Deterioration

- Environmental Impacts
  - Increased seasonal high-water table

These are some of the factors which cause a significant strain on the existing roadway infrastructure, leading to accelerated degradation of the pavement conditions.

Examples of Premature Deterioration

Visible roadway distress after 2024 storm events

- Cracking
- Brick base showing
- Efflorescence



Examples of Premature Deterioration

Visible roadway distress after 2024 storm events

- Cracking
- Depression
- Pothole (soon)



Examples of Premature Deterioration

- Marring of the asphalt top course.
- Unknown as to cause. Possible contractor or construction



Examples of Premature Deterioration

- Improper surface restoration or patch
- Potentially leads to differential settlement and failure. This results in additional cost of repair.



SPTO Process

- Crew size of 8 people
- Repair Prioritization Process
- Pothole Repair “Runs”



SeeClickFix Requests for FY22, Road Surface Repair

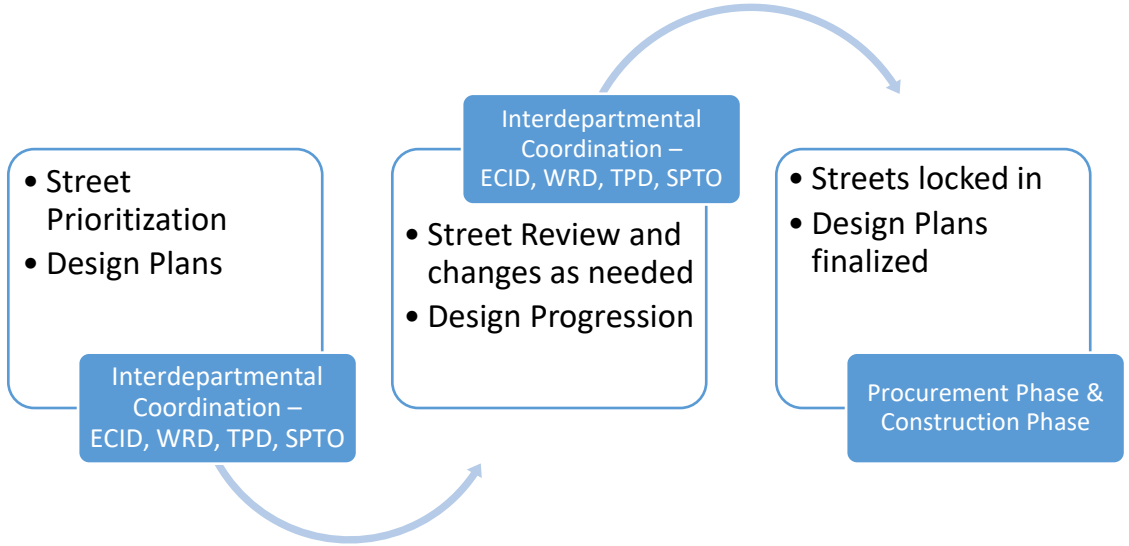
Created	Closed	Open	Days To Close
1,830	1,828	2	97.6

SeeClickFix Requests for FY25, Road Surface Repair

Created	Closed	Open	Days To Close
1505	1266	239	16.1

Cross-Departmental Collaboration

- ECID utilizes the GIS viewers to help coordinate and plan resurfacing projects.
- Alternative Cross Departmental Programs
    - Working groups with SPTO and WRD to better coordinate smaller maintenance projects
- Monthly roadway meetings with SPTO to discuss SCF's issues, program changes, etc.



Future Program Goals

- Updated specifications & standards for increase Axle Loading *(Completed and will be annually updated)* ✓
- Citywide inspections and post storm inspections *(Contracted)* ✓
- More alternative treatments: *(Contractors for Alternative Treatment options have been executed and being implemented currently)* ✓
    - Goal to reach city average PCI of 80
    - Goal to reach 110 lane miles each year
- Pavement Management Plan *(Completed)* ✓
- Brick Pavement Management Plan *(Completed)* ✓

THANK YOU

Engineering & Capital Improvements Department
One 4th Street North - MSC
(727) 893-7238
https://www.stpete.org/

CITY COUNCIL AGENDA
NEW BUSINESS ITEM

TO: Members of City Council

DATE: May 23, 2025

COUNCIL DATE: June 5, 2025

RE: Referral to the Public Services and Infrastructure Committee for a Discussion on Restricting the Hours during which Peddling, Soliciting, or Canvassing at a Private Residence is Permitted

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ACTION DESIRED:
Respectfully requesting a referral to the Public Services and Infrastructure Committee, or any other relevant committee, for a discussion on restricting the hours during which peddling, soliciting, or canvassing at a private residence is permitted.

Lisset Hanewicz
Council Vice-Chair, District 4

ARTICLE V. SOLICITING AND PEDDLING[1]

DIVISION 1. GENERALLY

Sec. 17-158. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Canvasser or *solicitor* means any person, whether a resident of the City or not, traveling either by foot, automobile, truck or any other type of conveyance from house to house or from street to street, taking or attempting to take orders for the sale of goods, wares or merchandise, subscriptions, personal property of any nature whatsoever for future delivery, or for services to be furnished or performed in the future whether or not such individual has, carries or exposes for sale, a sample of the merchandise or whether collecting advance payments on such sales or not. The term "canvasser" or "solicitor" includes any person who hires, leases, uses or occupies any building or structure, or any other place within the City for the sole purpose of exhibiting samples and taking orders for future delivery.

Peddler means any person, whether a resident of the City or not, traveling by foot, automobile, truck or any other type of conveyance from house to house or from street to street, carrying, conveying or transporting goods, wares and merchandise, offering and exposing them for sale, or making sales or delivering articles to purchasers or who, by traveling from house to house, or street to street, shall sell or offer the same for sale from an automobile, truck, or any other type of conveyance; one who solicits orders and, as a separate transaction makes deliveries to purchasers as a part of the scheme or design to evade the provisions of this article, shall be deemed a peddler, subject to the provisions of this article. The term "peddler" includes the terms "hawker" and "huckster."

(Code 1973, § 11-299; Code 1992, § 17-151; Ord. No. 931-G, § 1(17-151), 6-4-2009; Ord. No. 182-H, § 1, 7-9-2015)

Sec. 17-159. Exceptions.

For the purposes of this article, the terms "peddler," "solicitor" or "canvasser" shall not be construed to apply to the following persons:

(1) Farmers or truck gardeners selling, offering for sale or soliciting orders for any products grown, raised or produced by them.

(2) Vendors of milk, bakery products, groceries or other food products of any kind, duly licensed in the City to sell the products from a truck or wagon.

(3) Persons peddling, soliciting or canvassing where the proceeds derived from the peddling, soliciting or canvassing are to be used for charitable or religious purposes, or on behalf of a qualified and filed candidate or candidates for public office or on behalf of a political party.

[1]State law reference(s)—Solicitation of Contributions Act, F.S. § 496.401 et seq.; home solicitation sales, F.S. § 501.012 et seq.

(4) Salesmen or agents for wholesale houses or firms who solicit orders from, or sell to retail dealers in the City for resale or other commercial purposes, or to manufacturers for manufacturing or other commercial purposes.

(5) Children of or under the age of 16 years, except when they are acting as agents of adults subject to this article.

(6) Route salesmen and supervisors for laundry, dry cleaning, rug cleaning, garment storage, linen supply, towel supply and diaper services, operated from clearly identifiable vehicles, and newspaper deliverymen on a regular route, including their supervisors.

(7) Trades or professions regulated by general State laws.

(Code 1973, § 11-300; Code 1992, § 17-152; Ord. No. 931-G, § 1(17-152), 6-4-2009; Ord. No. 182-H, § 1, 7-9-2015)

Sec. 17-160. Prohibited acts.

It shall be unlawful for any solicitor, canvasser or peddler to engage in any of the following prohibited acts:

(1) Fail to display, upon proper demand of the prospective buyer, any law enforcement officer, or code enforcement inspector, the permits required under this section.

(2) Fail to pay or renew a business tax certificate.

(3) Ring the bell, knock on the door, or otherwise attempt to gain admittance, for the purpose of peddling or soliciting, at any residence, dwelling or apartment at which a sign bearing the words "No Peddlers or Solicitors," or words of similar import indicating that such persons are not wanted on said premises, is painted, affixed or otherwise exposed to public view.

(4) Distribute, deposit, place, throw, scatter, or cast or cause the distribution, placing, throwing, scattering or casting of any handbill at any residence, dwelling or apartment at which a sign bearing the words "No Peddler or Solicitors," or words of similar import indicating that such persons are not wanted on said premises, is painted, affixed or otherwise exposed to public view. Handbill shall be as defined in chapter 20.

(5) Fail to disclose to the prospective buyer, upon request, the name of the company, product or organization that he or she represents.

(6) Fail to leave the premises immediately if requested to do so.

(7) Ring the bell, knock on the door, or otherwise attempt to gain admittance, for the purpose of peddling or soliciting, at any residence, dwelling or apartment between the hours of 8:00 p.m. and 8:00 a.m.

(Ord. No. 182-H, § 1, 7-9-2015)

Secs. 17-161—17-186. Reserved.

DIVISION 2. PERMITS[2]

[2]Editor's note(s)—Ord. No. 182-H, § 1, adopted July 9, 2015, changed the title of Div. 2 from "Registration Certificate" to "Permits."

Sec. 17-187. Permits required.

It shall be unlawful for any solicitor, canvasser or peddler to engage in such business or act within the City without first obtaining and possessing a valid City permit in compliance with the provisions of this division.

(Code 1973, § 11-301; Code 1992, § 17-166; Ord. No. 931-G, § 2(17-153), 6-4-2009; Ord. No. 182-H, § 1, 7-9-2015)

Sec. 17-188. Application and procedures.

(a) *Permit application procedure.*

(1) Each applicant for a permit required by this section shall make application to the POD on forms to be supplied by the POD, which application shall contain the information required by the POD. The applicant shall furnish all the information required by the form, as well as a nonrefundable processing fee for the permit and any renewal thereof. The following shall information shall be provided:

a. *Copies of drivers licenses.* A copy of a valid State driver's license, and a list of every state where the applicant held a driver's license during the preceding three years and including, if available, the driver's license number;

b. *Addresses of residence.* The addresses of each and every place of residence or domicile of the applicant during the preceding three years, including the current residence address;

c. *Traffic record for three years previous to the application.* The requirement applies if the planned solicitation, canvassing, or peddling requires the use of a motor vehicle. Only pleas of nolo contendere, convictions and forfeitures of collateral need be reported. Parking citations need not be reported;

d. *Criminal record.* Only pleas of nolo contendere, convictions, or forfeitures of collateral need be reported.

(2) The police department shall take the fingerprints of each applicant and shall retain them along with the application.

(b) *Permit fee.* Each applicant shall submit the permit fee as set forth in chapter 12 along with the application.

(c) Upon the filing of the initial application or an application for renewal, the police department shall cause the applicant to be investigated. The applicant shall complete a release and consent form in which the applicant designates and allows the Chief of Police or his designee to contact and obtain from the FBI, FDLE and/or department of motor vehicles, for every state in which the applicant has lived for the past three years, all records regarding the applicant. Upon the issuance of a City permit, the police department shall also issue the applicant a photo identification card.

(d) If the applicant is required under F.S. § 501.22, as amended, to hold a State home solicitation permit, such State permit must be current and active at the time of application. Proof of a current, valid State permit shall entitle the applicant to forgo the background check and fingerprinting portion only of the permit application required by this section.

(e) If the Police Department finds that the applicant meets the requirements of this chapter, it shall issue a permit to the applicant. The Police Department shall refuse to issue a permit to an applicant for any of the following reasons:

(1) The applicant has been convicted of any offense involving commission of a felony within the past five years or a misdemeanor within the last three years.

(2) The applicant is on parole or probation for a felony or misdemeanor.

(3) The applicant has been designated as a sexual predator.

(4) The applicant has submitted false or materially misleading statements in the application.

(5) If an applicant has been arrested prior to or subsequent to the submission of his initial application or application for renewal, said application shall be held in abeyance until a prosecutorial decision or a judicial determination has been rendered.

(f) City permits may be revoked if the permit holder is found to have violated any part of this section after the issuance of the permit, or if the permit holder's required State permit has been suspended, revoked or has expired.

(g) The applicant or the permittee shall have a right to appeal a decision to deny or revoke a permit. The appeal shall be on a form provided by the City Clerk and must be filed with the City Clerk within ten days of the decision. The appeal shall be heard by the City Administrator or by a Department Director or other Senior Management Official who has been designated by the City Administrator for the purpose of conducting the hearing. The hearing shall be conducted at a reasonable time and place, following notice of the hearing to the appellant. The hearing shall be informal and the strict rules of evidence shall not be applicable, but the minimal requirements of due process shall be observed. The objective of the hearing shall be to determine whether the denial or revocation complies with the requirements of the Code. At the hearing, the POD and the applicant may introduce such evidence as is deemed necessary. The decision of the City Administrator or the City Administrator's designee shall be final and the applicant shall be deemed to have exhausted all administrative remedies.

(Code 1973, § 11-302; Code 1992, § 17-167; Ord. No. 931-G, § 2(17-154), 6-4-2009; Ord. No. 182-H, § 1, 7-9-2015)

Sec. 17-189. Permit renewal.

(a) The permit shall be valid until the end of the fiscal year of the City and shall expire on September 30 following the issuance; however, permits issued or renewed during the months of August and September shall expire on the last day of September of the year next following their issuance or renewal. The permit must be renewed each year.

(b) Permits may be renewed for a one-year period, provided that the Police Department's authorized investigation of the criminal record reveals no criminal violations during the period of his expiring permit. If the investigation reveals such violations, the permit shall not be valid.

(c) The permit is the property of the City and is not transferable to any other person other than the named permit holder.

(d) A permit holder shall make application for a renewal of the permit at least 30 days but not more than 60 days prior to the expiration of the permit.

(Ord. No. 182-H, § 1, 7-9-2015)

Secs. 17-190—17-214. Reserved.

DRAFT