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IMPLEMENTATION PLAN

COMPLETE STREETS

OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

May 23, 2019

Dear Friend:

As your mayor, my first job is always the safety of the citizens of this great city. Recently, Florida was ranked as one of the least safe states for bicyclists, and Pinellas County was ranked as one of the most dangerous in the nation for both pedestrians and bicyclists. The statistics for pedestrian safety as well as motorcycle & scooter safety (the other vulnerable roadway user categories) is not yet a success story.

We still don't have enough high-quality crosswalks. Distracted driving, impaired driving, and poor choices by motorists and pedestrians are all contributors to having far too many pedestrian deaths in Florida, Tampa Bay, Pinellas County and St. Petersburg. Driving too fast is an epidemic which not only causes crashes but leads to more serious injuries and deaths – loved ones are lost and people lose their ability to live a quality life due to serious injury far too often. Furthermore, drivers who drive too fast cannot bear the full blame. This is because that's how engineers, planners, and city leaders here and in other cities have designed roads for decades – we invite people to drive too fast.

Thus, the science behind the solution is clear: Complete Streets are safer streets.

Complete Streets aims to rethink how we design our roads and encourage lower overall speeds. It aims to provide safer choices for all modes of transportation and attempts to make the safe and healthy choice the easy choice that also moves us towards a healthier city. It makes more modes of transportation viable choices for our citizens and aims to account for young and old, people fast on their feet and those who may be less agile. Our Complete Streets Implementation Plan will also continue to build more trails and we will continue to invest in more sidewalks.

Besides being good for health and quality of life, Complete Streets has also proven to be good for business. Better for business means more jobs and more jobs means an improved quality of life for all citizens.

Investments in Complete Streets and public transit can help solve issues of equity experienced by many families in St. Petersburg. Many families simply can't afford to own a car and still pay for

housing, food, insurance, and other life necessities. Complete Streets is good for everyone -- but it is especially advantageous for those who can't drive a car everywhere they need to go.

I thank our City Council for supporting Complete Streets and sharing my belief that safety is our top priority. I hope you will join me in supporting this new chapter in St. Petersburg's evolution where we will make St. Petersburg a better City than it already is.

Sincerely,

Rick Kriseman
Mayor
City of St. Petersburg

ACKNOWLEDGEMENTS

The development of the City of St. Petersburg Complete Streets Implementation Plan would not have been possible without the guidance and insight of many community stakeholders. We would like to thank the following entities for their involvement during the development of this Plan:

Mayor Rick Kriseman and City Administration

City of St. Petersburg Council and Committees

City of St. Petersburg Departments

- Transportation and Parking Management
- Planning and Development Services
- Economic and Workforce Development
- Engineering and Capital Improvements
- Office of Sustainability & Resiliency
- Stormwater, Pavement, and Traffic Operations
- Marketing
- Police
- Fire Rescue
- Neighborhood Affairs – Community Services
- Parks and Recreation
- Urban Affairs

The Complete Streets Committee

Community Partners:

- The Mayor's Bicycle and Pedestrian Advisory Committee (BPAC)
- American Association of Retired Persons (AARP)
- Committee to Advocate for Persons with Impairments (CAPI)
- Council of Neighborhood Associations (CONA)
- Florida Consumer Action Network Foundation (FCAN)
- Florida Department of Health – Pinellas County
- Citizen Advisory Committee (CAC) for the South St. Petersburg Community Redevelopment Agency (CRA)
- St. Petersburg Area Chamber of Commerce (Chamber)
- St. Petersburg Sustainability Council
- Pinellas County
- Forward Pinellas

The dedicated citizens of St. Petersburg and Pinellas County

Prepared with assistance from: Kimley»Horn

SECTION 1: INTRODUCTION

What Are Complete Streets?

Complete Streets are transportation environments where people of all ages and physical and economic abilities can safely and comfortably move around the city. Rather than a single set of prescribed elements, Complete Streets are flexible and take into account the surrounding land uses they're intended to serve. Complete Streets include strategic connections within the grid of streets such that a network of routes and facilities are provided for all modes to efficiently reach all parts of the City.

St. Petersburg has a well-established, dense grid of streets that create the underlying walkable urban form that spans the entire city. The grid means that anywhere you want to go, there are numerous route choices and excess vehicular capacity on almost all major thoroughfares. The City's land area is almost fully developed which means growth is being accommodated via redevelopment and increasing density within the existing urban pattern. Having an underlying urban street grid and a traditional pattern of mixed uses is ideal for walking and bicycling and has been a natural catalyst for the regeneration seen across the City in the past decade. The thriving downtown area features a density and mix of uses that places it among the premier urban areas in all of Florida. The surrounding areas are generally stable residential neighborhoods and commercial strips that have also seen reinvestment.

In addition to the many aspirational goals embodied by Complete Streets, a fundamental principle guiding the approaches and designs is increased safety and comfortable mobility options for all modes of travel. The numbers of injuries and fatalities on our streets are sobering. Most traffic crashes are preventable and the severity of the remaining crashes can be minimized. The Complete Streets program is a recognition of the need to address the issue of traffic safety at a system level.

Complete Streets Policy & Resolution

Mayor Rick Kriseman issued the Complete Streets Administrative Policy on November 2, 2015 (#020400) to direct future priorities and projects. The St. Petersburg City Council then unanimously-approved Complete Streets City Council Resolution 2015-540 affirming Council support of the Complete Streets Program, including the Administrative Policy. The Resolution calls for the City to continue the development of its transportation system with the intent to create a comprehensive, integrated, and connected network where Complete Streets are designed and operated to promote safety and accessibility for all users of our roads, trails, and transit systems, including people walking, bicycling, using public transit, driving, and operating commercial and emergency vehicles, and people of all ages and physical and economic abilities. The full language of the Policy and supporting Council Resolution can be found in Appendix A.

The Complete Streets Policy outlines the approach and steps the City will pursue to achieve a network of Complete Streets in St. Petersburg, including the creation of this Complete Streets Implementation Plan. The core elements of the Policy are:

1. Facilities for people walking, bicycling, and using public transit should be established as core elements in the planning and design of all roadway and bridge projects
2. Appropriate context-sensitive roadway design standards should be considered while recognizing the need for flexibility in balancing the needs of users and adjacent land uses
3. City staff should create a Complete Streets Implementation Plan to guide the development of future roadway facilities for all modes of travel
4. The City should draw upon all appropriate sources of funding
5. City departments should incorporate the corresponding elements of these Complete Streets principles into their work plans

This Complete Streets Implementation Plan defines the approach and steps the City will pursue to achieve the desired character and performance of every street as envisioned in the Policy and Resolution. To achieve that end, additional quantitative and qualitative metrics including safety, comfort for all roadway users, and establishing neighborhood character conducive to economic development will factor into future roadway design decisions. This Plan therefore identifies needed project delivery process changes, a proactive capital improvements program to build a network of connected routes for different users, and the means of measuring success.

Complete Streets Committee

The Complete Streets Committee was created by the Complete Streets Policy to direct development of this Implementation Plan and to be a forum to guide future decisions as the principles and projects outlined in this Implementation Plan are brought to fruition. With meetings starting in 2016 shortly after passage of the Complete Streets Policy, the Complete Streets Committee is led by Transportation and Parking Management Department staff and is comprised of City staff from various departments, partner agencies and organizations, and citizen representatives. The Complete Streets Committee membership is intended to represent different perspectives and functional specialties to promote coordination among City Administrations and Departments, and to ensure communication with our community stakeholders. Per the Complete Streets Policy, the Committee is comprised of a maximum of 20 members and includes the following representatives:

City of St. Petersburg Departments (as named within the Complete Streets Policy):

- Transportation and Parking Management – Chair, non-voting
- Transportation and Parking Management
- Planning and Economic Development (now Planning and Development Services)
- Engineering and Capital Improvements
- Office of Sustainability & Resiliency
- Stormwater, Pavement and Traffic Operations
- Neighborhood Affairs
- Parks and Recreation
- Urban Affairs
- Police
- Fire Rescue

Partner Organizations (five members):

- St. Petersburg Area Chamber of Commerce
- Council of Neighborhood Association (CONA)
- American Association of Retired Persons (AARP)
- Forward Pinellas (the Pinellas County Metropolitan Planning Organization/Pinellas Planning Council)
- Florida Department of Health – Pinellas County

Complete Streets Committee Meeting

Citizen Perspectives (five members)

- Local bicycle and pedestrian advocacy group
- Committee to Advocate for Persons with Impairments (CAPI) Citizen Representative
- St. Petersburg Sustainability Council
- Citizen-At-Large - #1
- Citizen-At-Large - #2

The Complete Streets Committee guided the development of this Implementation Plan via numerous project updates and topical workshops where the content within was explored and created collaboratively. Specific Plan topics and content informed through engagement with the Committee include: initial program priorities, how to incorporate feedback received through the public open houses, development and application of the street types and context zones, modal priorities, maximum desired operating speeds, Implementation Plan goals and objectives, evaluation metrics and data collection priorities, design criteria to be applied to future projects, a proactive capital program, and implementation priorities.

Upon adoption of the Plan, the Complete Streets Committee will continue to meet and provide guidance on the development of projects that impact the streets in St. Petersburg. The Complete Streets Committee will also continue to play a significant role in decisions that will enact the principles within this Implementation Plan for years to come.

Community Engagement

The concepts and priorities in this Plan were guided by a series of discussions with citizens and stakeholder groups to identify the needs and opportunities for changes around the City. In addition to numerous meetings and in-person discussions, drafts of all project materials were posted to the City's website, social media platforms, and shared via email distribution lists to keep citizens informed throughout the development of the Plan and to encourage participation. The following sections introduce the overall methods and timeline of engagement.

Overall, the input from citizens and stakeholders through meetings, workshops, and the survey was overwhelmingly supportive of Complete Streets. The majority of participants were excited and eager to see the future possibility of more multimodal options and safer streets for all user types. Full results from the public outreach efforts can be found in Appendix F.

Public Workshops & Open Houses

A set of four public workshops took place in March 2017. The workshops were held in areas throughout the City, which gave residents several opportunities to provide input. The public workshops began with a brief presentation on the intent of the Implementation Plan and a description of the activities available to the attendees. Each of the activities was designed to receive feedback on a different aspect of complete streets planning and implementation. The public workshops included the following exercises:

- Priority Pyramid: Participants were asked to prioritize complete streets themes using a pyramid graphic. Participants placed six complete streets themes on a pyramid shaped worksheet to indicate the most important themes of a complete street.
- Budget Prioritization: Participants were allotted a hypothetical budget and were asked to allocate their budget to fund the projects they felt were the most important.
- Build-a-Street: Participants were instructed to create an ideal complete street using roadway element cutouts depicting typical roadway elements such as travel lanes, bike lanes, street trees, and sidewalks. Each cutout was scaled to size, which required participants to prioritize which elements should be included or left out given typical roadway right of way widths in St. Petersburg. Participants arranged the cutouts to create unique roadway layouts that they felt depicted complete streets.
- Project Map and Corridor Identification: Participants were asked to mark the location of necessary improvements and facility gaps throughout the City on large printed maps.

Public Workshop Activities

The results from workshop activities revealed how the public would like to see Complete Streets projects implemented. The following is a summary of the feedback received from the public implementing Complete Streets within St. Petersburg:

- The priority pyramid activity resulted in six themes being identified as core elements that should be included in the Implementation Plan: safety, added-mobility options, projects that promote placemaking, projects that have a high propensity for use, sustainability, and projects that fill gaps in the transportation networks.
- The budget prioritization activity indicated desires to fund pedestrian crossings, multi-use trails, and designated on-street bikeways.

- The build-a-street activity yielded a set of four basic elements that over 50% of participants wanted to see on City streets: two travel lanes, street trees, bike lanes, and sidewalks.
- The project map and corridor identification activity identified a number of priority issues and locations for projects that focus on safety and added mobility. Specific roadways and intersections identified by workshop participants were along the following corridors:
    - Central Avenue (particularly outside downtown)
    - Dr. Martin Luther King Jr. Street
    - 4th Street
    - 1st Avenue North
    - 1st Avenue South
    - 16th Street
    - 18th Avenue South
    - 22nd Avenue South
    - 22nd Avenue North
    - 26th Avenue South
    - 28th Street
    - 31st Street
    - 34th Street
    - 54th Avenue South
    - 62nd Avenue South
    - 9th Avenue North

Public Workshop Participants

Following the initial four public open houses, core elements of the Implementation Plan content started to coalesce. A fifth, follow-up Public Open House was held in October 2017 to bring forth the evolving Plan recommendations.

Following a year of additional outreach and dialogue, and the completion of a pilot project on MLK Street North, a final public open house was held in December 2018 to bring forth the final Plan recommendations. The content presented in December 2018 was not substantially different from what was presented in October 2017, with the updates reflecting clarifications to address questions and changes happening across a dynamic city over the intervening year.

Online Survey

An online project survey was available for public input between April and May 2017. Over 750 people participated in the survey and provided input on a range of complete street related topics. The survey resulted in information related to preferred mode of travel, key corridors for complete street improvements, and strategies that would encourage participants to use non-motorized or transit modes. Full results of the survey are in Appendix F. Below are a few key takeaways from the survey results:

- Questions asked about the modes used for various types of trips, with respondents being able to select more than one mode.

    - The most common mode of transportation for commuting is clearly driving at 87%. However, 23% of respondents also indicated that they sometimes bike to work and 16% sometimes walk to work.
    - For non-commute trips that take people between neighborhoods or across town, the primacy of driving decreases some to 77% of respondents. For these non-work and potentially shorter trips, 42% of respondents sometimes bicycle and 30% sometimes walk.
    - For travel within neighborhoods, the dominant mode of transportation is walking, as done by 72% of respondents. Fifty-three percent (53%) of respondents sometimes use a bicycle to get around within their neighborhoods and 50% sometimes drive.
- When it comes to bicycling, most respondents consider themselves as either enthused-and-confident (37%) or interested-but-concerned (41%). Only 13% self-identify as strong-and-fearless, while 10% of respondents either do not or are not able to bicycle. This tells us that 90% of respondents use a bicycle to get around and have an interest in being able to ride to other places if more comfortable facilities were available for them to do so.
- When asked about how they would prefer to get around, 72% of respondents indicated that they would like to bicycle more often and 56% would like to walk more often. When asked about what they didn't like, 53% of respondents indicated that they would prefer to drive alone less.
- In the context of this Implementation Plan, "facilities" refers to the different types of physical transportation infrastructure such as roadways, bike lanes, separated bikeways, trails, and sidewalks. When asked about the condition of existing facilities, 73% of respondents thought driving facilities were good or better, 65% thought walking facilities were good or better, and 50% thought bicycling facilities were good or better.
- Primary obstacles discouraging survey participants from walking or bicycling more were perceptions of safety and a lack of sufficient facilities such as sidewalks, bike lanes, or trails. On the opposite side of that question, participants indicated that they would walk or bicycle more if more shade was added, transit operated with shorter headways between buses, and if vehicle speeds were lowered.
- Mirroring the initial four public open houses, participants identified the same set of top corridors of concern: 4th Street, Central Avenue, and MLK Street.

Stakeholder Meetings and Outreach

Multiple stakeholders were interviewed and engaged during the development of the Plan. The following is a representative sample of the groups engaged in dialogue as the Implementation Plan was being developed: Meetings with City Departments took place to learn how they currently implement projects that impact the streets whether through physical modifications such as sewer upgrades and public events that impact the streets for short periods. Multiple presentations and coordination meetings were held with regional partners such as Pinellas County, Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA), and the Tampa Bay Area Regional Transit Authority (TBARTA). District 7 of the Florida Department of Transportation (FDOT) provided insight into the State's vision and efforts for Complete Streets and how it will impact our joint projects. Presentations were given to the Council of Neighborhood Associations (CONA), St. Petersburg Area Chamber of Commerce including the Transportation Committee and Public Policy Committee and two (2) Chamber-sponsored trolley tours,

several individual neighborhood associations, the South St. Petersburg Community Redevelopment Area (CRA), Committee to Advocate for Persons with Impairments (CAPI), Florida Department of Health in Pinellas County, American Association of Retired Persons (AARP), and Bike/Walk Tampa Bay regional summit participants.

Mayor's Bicycle and Pedestrian Advisory Committee

The Mayor's Bicycle and Pedestrian Advisory Committee (BPAC) was integral to creating and implementing the 2003 CityTrails program over the past decade-plus, with members that have been actively involved in discussions that impact the City's built environment. Through the development of this Implementation Plan, the BPAC generally received the same content and presentation materials as Complete Streets Committee.

The BPAC members represent some of the local population that spend the most time walking and bicycling around the City. They therefore also are some of the most frequent observers of issues and opportunities, being topical experts through experience. Being engaged with the details of projects, City staff prepares quarterly projects summary reports to share the latest details of the many projects happening around town. These reports are also shared with various external groups via an extensive email list and via regular reports to City Council, which have included updates on the development of this Implementation Plan. An example project summary report can be seen in Appendix D.

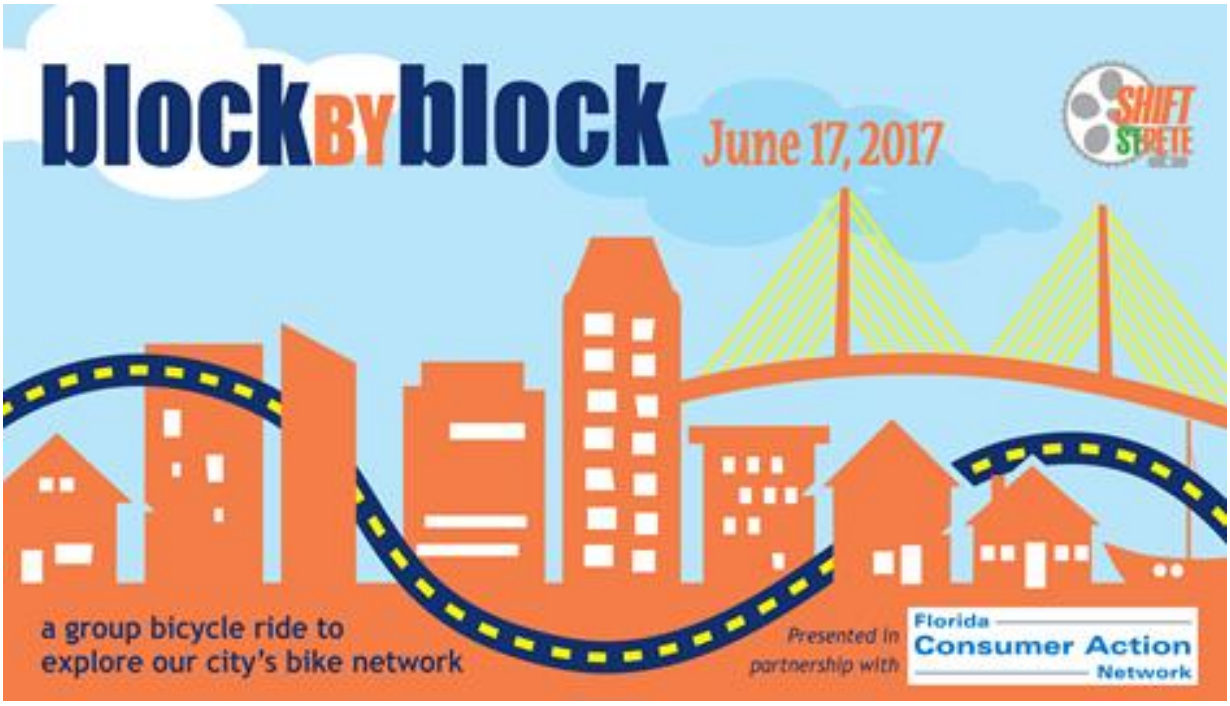
Walking Audits & Bicycle Tours

In addition to the public outreach directly led by City staff, the results of external efforts are echoed in the Implementation Plan recommendations. The local non-profit Florida Consumer Action Network (FCAN) independently received a grant from the Foundation for a Healthy St. Petersburg to conduct outreach and walking audits on several thoroughfares throughout St. Petersburg. The audits found that many of the pedestrian facilities throughout the City were in fair condition, though there are general concerns along several key corridors such as 18th Avenue South, 34th Street South, and 4th Street North. This effort was important in assisting with the identification of needed improvements, including the following typical overall concerns:

- High traffic speeds
- Difficultly navigating intersections and crossing the street in general
    - Wide intersections
    - Long wait times
    - Wide turning radii for motor vehicles
    - Missing curb ramps
    - Missing marked crosswalks
- Concerns about the presence or condition of sidewalks
    - Cracks present
    - Narrow or close to curb
    - Not fully accessible

Representatives from FCAN and citizen members of a local bicycle/pedestrian advocacy group joined together to host the "Block-By-Block: Minimum Grid" bicycle ride with the City in June 2017. The ride and tour was enjoyed by almost 50 people riding bicycles, including City Council Member Lisa Wheeler-

Bowman. The ride was organized to introduce and explore the variety of the existing bicycle infrastructure types found in St. Petersburg, including traditional bike lanes, separated bike lanes with a physical buffer between motor vehicle traffic and areas designated for bicyclists, and low-speed, low-volume streets that are comfortable for use by most people riding bicycles. The group rode from Crescent Lake Park, through neighborhoods to Downtown, through the Innovation District and the Historic Roser Park area, before finally returning to Crescent Lake Park. The effort was instrumental to demonstrate the viability of bicycling as a form of transportation, particularly for short-range trips between neighborhoods and commercial centers, while also pointing out some of the gaps that people on bicycle encounter when trying to find routes that are low-stress and connect across the city.



Implementation Plan Overview

Over the last two years through the development of this Implementation Plan, and in the three-plus years since the Policy was adopted, the City has aggressively sought to garner significant community input to this Complete Streets Implementation Plan. The strategies described throughout this Implementation Plan are the result of continued conversations and responses to concerns and requested changes presented along the way - applying industry best practices and proven safety countermeasures while balancing the sometimes-competing nature of the feedback received. It acknowledges existing conditions and progress made to date, while also outlining a Complete Streets Approach that sets forth an all-inclusive plan to realize streets that are safe, comfortable, fit within the land use context, and allow St. Petersburg to continue to grow in a healthy and sustainable way.

SECTION 2: EXISTING CONDITIONS

This section provides a snapshot of St. Petersburg's existing transportation networks. The overview of existing facilities, projects underway, and the existing project delivery process lays the groundwork for the added infrastructure and process modifications laid out in this Implementation Plan. The following content is included in this section:

- An overview of the 2003 CityTrails Bicycle Pedestrian Master Plan
- An overview of existing transportation networks for each mode of travel:
    - Motor Vehicle
    - Transit
    - Trails
    - Sidewalks
    - Bicycle Network
    - Highlights of a selection of strategic investments made by the City to promote safety, economic development, and add mobility options:
        - Central Avenue
        - Enhanced Pedestrian and Trail Crossings
        - Coast Bike Share
        - Bicycle Parking
- A summary of existing Project Delivery processes
- An overview of existing programs for Education, Encouragement, Enforcement, and Evaluation

2003 CityTrails Bicycle Pedestrian Master Plan

The City of St. Petersburg has long pursued diverse transportation options to improve safety and quality of life for its citizens and visitors. The City adopted the CityTrails Bicycle and Pedestrian Master Plan (referred to as the CityTrails Plan) in 2003, which included the following vision to shape the future development of the multimodal transportation network:

> *"St. Petersburg will be a city with a balanced transportation system designed to move people safely and effectively. Pedestrian and bicycle facilities shall be designed, encouraged, and celebrated as indicators of a healthy city."*

The process surrounding development of the CityTrails Plan included formation of the Mayor's Bicycle and Pedestrian Advisory Committee (BPAC), a group that continues to guide City decisions today. In coordination with the BPAC, the CityTrails Plan guided the creation of a network of trails and bike lanes throughout St. Petersburg. The City has worked diligently to significantly increase its bicycle infrastructure, constructing a majority of the infrastructure laid out in the 2003 CityTrails Plan. In doing so, the City made significant progress in providing the foundation of a network that allows for people to choose walking and bicycling as preferred forms of transportation.

A positive safety trend correlates with bike lane and trail expansion in that as more miles were constructed, the average number of traffic fatalities involving people on bicycles has decreased. In the 8

years from 2003 to 2010, 22 people in St. Petersburg lost their lives while bicycling. During the 8 years from 2011 through 2018, the total number of fatalities involving people on bicycles in St. Petersburg is less than half, at 10 total.

Existing Transportation Networks

Motor Vehicle Network

St. Petersburg's historical development pattern has played a critical role in the establishment of its street network, with a largely connected urban grid of streets. The density of the grid is generally the greatest in the areas located closest to the downtown core that were some of the first parts of the City to be developed, and consequently follow traditional city planning principles, supported by a diversity of transportation modes, notably the city's trolley system that shared the street network. The grid's density, and sometimes the grid itself, tends to break down in the areas of St. Petersburg that were developed following World War II following suburban planning principles when automobile access was a predominant influence.

St. Petersburg's grid provides excellent transportation access opportunities for motor vehicle drivers with few barriers. Most roadways have been designed to highway standards and have capacity that allows for traffic operations, even at peak hours, to occur with little congestion. Because of that design, excessive traffic speeds are often prevalent and a common concern brought forth to the city's public safety officials.

For many decades, state policy and laws related to growth management and concurrency made motor vehicles the effective default modal priority for all decisions impacting the streets across the City, with other modes being accommodated as a secondary consideration. New policies and regulations went into effect in 2016 that essentially reduced the focus to mitigating the traffic impacts of large developments on roadways with documented traffic capacity constraints. A minimum motor vehicle Level of Service (LOS) standard for vehicles on major roads no longer exists in the Comprehensive Plan, but the alleviating of LOS deficiencies is described. LOS deficiencies are not described for other modes.

Forward Pinellas, as the County's Metropolitan Planning Organization, routinely monitors conditions for motorists along roadways within Pinellas County. Accordingly, the 2017 Annual Level of Service Report indicates that few roadways within St. Petersburg operate at levels whereby the traffic volumes approach the capacity of the roadway. Those roadways typically include corridors along the State and County system, including I-275, Gandy Boulevard, and sections of 22nd Avenue North, near the interchange with I-275, and 38th Avenue North in the vicinity of 34th Street/U.S. 19.

Traffic operations are largely accomplished through coordination of the City's over 300 signalized intersections. The downtown core, given its closely spaced traffic signals, are operated with fixed timing cycles. Outside of the downtown core, the remaining system is largely coordinated with semi-actuated cycles that provide for more demand-responsive green times for motor vehicle drivers. Cycle lengths vary across the city, with the downtown core at generally 80-second cycle lengths. Longer cycle lengths are prevalent at major intersections, especially at intersections of State and County Roads, with cycle lengths reaching as much as 180-seconds at certain locations.

Detection devices at signalized intersections have typically included inductive loops embedded in the pavement, though the City has been moving toward implementation of video detection for increased flexibility, improved reliability, and better ease of maintenance.

The City has established a network of designated Truck Routes to allow for freight movement across the Motor Vehicle Network. These routes, primarily located along State and County roadway, and are incorporated within the Comprehensive Plan, have been identified with regulatory signage to allow for appropriate enforcement along streets which accommodate the larger freight vehicles. Additional regulations, such as time of day operations, may also apply and are posted as well when applicable. Those regulations notwithstanding, freight vehicle drivers may operate on all streets within St. Petersburg when their destination is located on such street. This approach to strategically accommodating freight movement in St. Petersburg ensures that vehicle movements are linked to the functionality of the street types and remain contextually appropriate.

As noted above, higher levels of traffic congestion routinely occur on Interstate 275 during peak demand times, or morning and afternoon rush hours. In 2017, FDOT completed a Project Development and Environment (PD&E) study to review modifications that could be developed to improve operations along I-275. The study found that lane continuity improvements would increase the number of continuous lanes in each direction of I-275. Currently, FDOT is re-evaluating the PD&E to determine whether additional capacity improvements beyond the lane continuity modifications should be considered. Those additional capacity improvements would position I-275 to receive and continue planned express lanes from the Howard Frankland Bridge through to Downtown St. Petersburg. The addition of express lanes is included in the Forward Pinellas 2040 Long Range Transportation Plan and recognizes that I-275 is a vital link in the regional transportation network. As a major north-south corridor through St. Petersburg and Pinellas County, I-275 links the Tampa Bay Region with the remainder of the state and the nation supporting commerce, trade, and tourism. Preserving the operational integrity and regional functionality of I-275 through these planned improvements is critical to the mobility and economy of the Tampa Bay Region.

Improvements to I-275 notwithstanding, the City is currently partnering with Forward Pinellas and FDOT to conduct a Downtown Mobility Analysis that would help the City understand the ways in which the greater downtown transportation network can help meet the area's needs for improved access, connectivity, and mobility in the long term, including consideration for growth planned with the redevelopment of the Tropicana site and Innovation District. The study will focus on opportunities associated with the potential conversion of existing one way pairs, 3rd Street and 4th Street and 8th Street and Dr. M.L. King, Jr. Street through downtown. Furthermore, the study will evaluate the impacts associated with the couplet limited access facilities of I-175 and I-375 and their extension into the downtown core. Recommendations from this Downtown Mobility Analysis are intended to be incorporated in the Forward Pinellas' Long Range Transportation Plan to be eligible for state and federal funds for future implementation.

Transit Network

Transit service in St. Petersburg is provided by the Pinellas Suncoast Transit Authority (PSTA), which was created to provide public transit operations within most areas of Pinellas County. PSTA currently operates a total of 43 routes, including some that provide limited service to Hillsborough County. Almost 60% of those PSTA routes operate within St. Petersburg, including an express bus services from downtown St. Petersburg to downtown Tampa (100X). Recently PSTA introduced the 52LX which provides express bus service on the Route 52 to complement this popular route.

The PSTA system within St. Petersburg is comprised of 25 routes that largely operate on the arterial and collector roadway network that spans the city. Service for each of these routes varies, but in general, most areas of St. Petersburg have transit service along the major corridors making transit service accessible to St. Petersburg residents and visitors, especially during weekday daylight hours. Evening, weekend, and holiday service is less frequent. Though in recent years, PSTA has developed a Late Shift program within its Transportation Disadvantaged program to offer subsidized fares for taxi and rideshare services during late night and early morning hours for transit users who meet certain income eligibility criteria are going to and from work.

Several PSTA routes have 30-minute headways, meaning that transit users can expect approximately one bus to pass by a stop every 30 minutes. Certain routes have more frequent service that includes 15-minute and 20-minute headways, such as the Route 4, Route 18, Route 34, Route 59, Route 74, the Central Avenue Trolley, and the Downtown Looper/e-Looper. Many routes offer more limited service that includes up to 55-minute and 60-minute headways, such as the Routes 7 and 16. The 100X which provides limited-stop express service between downtown St. Petersburg and downtown Tampa offers twelve (12) round-trips on weekdays.

PSTA offers programs which subsidize the cost of fares for transit users who meet certain eligibility criteria. Persons who are elderly or who are disabled may qualify for reduced fare to access routine bus services. Additionally, PSTA also provides Demand Response Transportation (DART) services for people who, because of their disability, are unable to safely and independently utilize PSTA buses. DART service is a form of public transportation which meets PSTA's obligations to provide door-to-door service which parallels or complements local bus service in accordance with the Americans with Disabilities Act (ADA).

The City has worked closely with PSTA in recent years to develop several projects that has and will continue to impact transit service within St. Petersburg. Notably, in 2015 the City and PSTA completed a redesign of the transit services in Downtown St. Petersburg such that Williams Park was no longer required to serve as a transit hub. Transit service in Downtown was transformed from a hub-and-spoke system around the 4.3-acre Williams Park to a grid network with service distributed amongst many streets in St. Petersburg's downtown core. Changes to the service were desired as the existing system did not provide for optimal transit service, nor did it allow for the park to be fully enjoyed by city residents and visitors. In all, sixteen (16) transit routes that served downtown St. Petersburg were modified with the focus of the changes aimed at not only on providing continuity of service to existing passengers, but also establishing service on additional streets to address latent demand for transit service.

As a follow-up to the modifications related to downtown transit service, the City and PSTA worked with the St. Petersburg Downtown Partnership to significantly enhance the Downtown Looper service. In October 2018, a new streamlined route with expanded service hours and free fares was introduced. The service was designed to be provided with two Looper trolleys (operated and managed by the Downtown Partnership) and one all-electric bus (operated and managed by PSTA).

Linked with the improvements to transit service in Downtown, the City and PSTA have worked for years to develop the region's first Bus Rapid Transit (BRT) project that would be federally-supported with funding from the Federal Transit Administration's Capital Investment Grant Program in addition to state and local funding. The Central Avenue Corridor BRT project would provide premium transit service from Downtown St. Petersburg to St. Pete Beach, primarily on the one-way pairs of 1st Avenues North and South. The limited stop service would be enhanced with a semi-dedicated traffic lane, traffic signal priority, and stations/vehicles that enable level-floor boarding and off-board fare collection that makes the service similar to traditional rail systems found in other major cities.

In addition to the Central Avenue Corridor BRT project, a Regional Transit Feasibility Plan was conducted to develop a starter or catalyst project for regional premium transit services that could introduce more BRT services in the greater Tampa Bay area. The Plan began in 2017 and reviewed prior studies and current opportunities within Hillsborough, Pinellas, and Pasco Counties to identify the top transit corridors in the region, and determine ultimately one "catalyst project" that could be implemented first. The identified catalyst project is a 41-mile BRT route within the I-275 corridor from downtown St. Petersburg to Wesley Chapel. The BRT vehicles would operate in dedicated lanes from downtown St. Petersburg to the Gateway area and express lanes from the Gateway area to the Westshore area of Tampa. The BRT vehicles would operate in dedicated lanes or mixed traffic in the remaining segments. The Tampa Bay Area Regional Transit Authority (TBARTA) Board approved the recommended catalyst project at their meeting on November 16, 2018. Future project development studies are needed in order to advance the project into design, construction, and operations. FDOT recently funded a Project Development and Environment Study, which will be conducted by TBARTA.

As the transit provider for the entire county, PSTA has partnered with Forward Pinellas to jointly develop the integrated Advantage Pinellas plan that will serve as Pinellas County's 2045 Long Range Transportation Plan that expressly considers the PSTA transit network. The plan will identify the major transportation and transit needs for Pinellas County with an emphasis on the development of projects that will improve mobility and safety, and encourage economic development. Identification within the plan positions projects to receive state and federal funding for implementation. The Advantage Pinellas plan is expected to be adopted by the Forward Pinellas board in late 2019.

Finally, as a part of its Modern Transit program, PSTA continues to pursue initiatives that bring additional efficiencies and innovation to their operations. To that end, PSTA has partnered with the Transit app to assist passengers with integrated trip planning, and also developed the Direct Connect program to partner with rideshare and taxi companies to provide critical first mile/last mile connectivity. PSTA is also working to advance its profile with regard to electric and autonomous vehicles and has initiated several pilot projects that will help the agency understand the impacts to these types of innovations. Service with PSTA's first all-electric bus began in December 2018 along the modified

Looper route. Additional electric buses will be ordered in upcoming years and used on other routes. In 2019-2020, PSTA intends to launch its first autonomous vehicle demonstration project in St. Petersburg along Bayshore Drive.

Within the public realm and right-of-way, few transit stops along the PSTA routes include significant transit amenities such as shelters, benches or seating, trash receptacles and bike racks. The City and PSTA hear frequent requests for these improvements, though the frequency at which stops are located and right-of-way constraints present challenges to implementation of these amenities, above and beyond the financial constraints of PSTA's limited resources. In 2018, the City entered into an agreement with PSTA to contribute to transit shelter and amenities expansion. A concerted effort to coordinate expansion of transit shelter amenities with overall consideration for stop frequency and crosswalk locations should be pursued by the City and PSTA.

Trail Corridors

The City of St. Petersburg has a connected network of trails providing over 50 miles of pathways with 38.9 miles paved and 11.4 miles unpaved. These trails, sometimes alternatively referred to as multi-use paths or shared-use paths, help separate people on foot or bicycle from motorists to create a safe and more comfortable experience. The existing network of trails was a major investment, which shows the support of decision makers in the community to promote safe and desirable facilities for all user types and skills.

The trails often run parallel with roadways, and sometimes follow independent alignments through park settings outside of a roadway right-of-way. Some of the trails further separate bicyclists from pedestrians with separate areas for each mode; an example being the Pinellas Trail along 1st Avenue South through downtown, which was the first modern separated bikeway built in Florida. For the purposes of this Implementation Plan, a two-way separated bikeway is classified as a Trail.

Compared to other facility types for non-motorized modes of travel, trails can be the most expensive. Trails often require dedicated or enhanced foundation and drainage construction, which makes them both very appealing and also very costly investments. In addition to the increased footprint and cost, there are additional considerations and limitations for incorporating trails into the broader infrastructure of a streetscape. These limitations include limited right of way and the potential conflicts created at each street and driveway crossing. In general, trails work best along linear corridors with limited crossings such as waterfronts, creeks, and current/former rail road lines. The other location type where trails/two-way separated bikeways may be appropriate are urban corridors that either fill a gap in the existing trail network or along one-way streets where facilitation of two-way bicycle operations is desirable for a connected network of routes.

The primary trail corridors located within the City are:

- Pinellas Trail
- Skyway Trail
- North Bay Trail
- Bayway Trail
- Booker Creek Trail

- Treasure Island Trail
- Gateway Area, including trails along Gandy Blvd and Roosevelt Blvd

The Pinellas Trail is the primary artery of St. Petersburg's trail network, following an abandoned railroad corridor and now spanning 58 miles across all of Pinellas County. The other primary trails within the City form spurs, loops, or extensions of the original Pinellas Trail. The Skyway and Bayway Trails connect the Pinellas Trail south to Clam Bayou, Eckerd College, Fort DeSoto, and Pass-a-Grille Beach. The Treasure Island Trail is the most direct connection from the Pinellas Trail west to the Gulf beaches. The North Bay Trail extends the Pinellas Trail northward along the west coast of Tampa Bay connecting downtown to the Gateway area. Together with the Gandy Blvd trail and Roosevelt Blvd trail, the North Bay Trail forms the eastern side of the emerging Pinellas Trail Loop that covers all of Pinellas County.

The section of the Pinellas Trail leading to downtown has the distinction of being the western hub of the forthcoming statewide Coast to Coast Trail that will provide a continuous trail link from the Gulf of Mexico to the Atlantic Ocean, as well as the northern hub for the Florida Gulf Coast Trail that will span from St. Petersburg to Naples. Those two trails are being developed by the Florida Office of Greenways and Trails under the Shared Use Non-motorized (SUN) Trail network.

Numerous official and unofficial neighborhood connections thread the many trails into the surrounding neighborhoods. The Pinellas Trail also features several grade separated crossings of major roads, with sloped ramps that are specifically sought out by bicyclists looking for cardiovascular exercise on the otherwise flat landscape. New developments downtown prominently emphasize their proximity to the Pinellas Trail and their provision of premium bicycle parking amenities.

Sidewalk Network

St. Petersburg has a large sidewalk network with close to full coverage throughout the older neighborhoods, and coverage that becomes more sporadic as you move away from downtown and into neighborhoods developed in the automobile age.

The City has an existing street network that consists of approximately 1,066.9 miles (excluding interstates). An ideal sidewalk network would encompass both sides of the roadway. With both sides of the roadways in mind, it is reasonably assumed that a complete network would need to represent approximately 2,133.8 miles (1,066.9 x 2) of sidewalk. The City has approximately 840 miles of existing sidewalks, which translates to 39% coverage when looking at both sides of all streets.

The creation of a sidewalk network on both sides of the road can stand as an ideal goal, but many factors can prevent the development or even reduce the need for sidewalks on both sides of the road. Conditions such as limited right-of-way, existing infrastructure, funding, or community desire may reduce the need or feasibility for sidewalks in certain areas. According to the Federal Highway Administration (FHWA), the current average cost of a concrete sidewalk is $91 per linear foot. Applying that average to the 1,293.8 miles of street-sides without sidewalk in the City yields a total cost of almost $622 Million. The amount allocated to creating new sidewalks in the City budget in 2018 was $300,000.

The City has pursued expansion of the sidewalk network with a focus on establishing sidewalks on at least one side of all streets functionally classified as Collectors or Arterials, which has now been completed. The remaining gaps to achieve sidewalks on both sides of these streets are increasingly difficult to fill due to issues such as lack of publicly-owned right of way, constructability challenges due to drainage or other landscape features, or neighborhood resistance. The many miles of residential streets outside the downtown area that were originally developed without sidewalks often have the same challenges as the remaining gaps along the larger streets.

The City of St. Petersburg has had its walkability evaluated by the professionals at Walk Score, that includes an advisory board that brings together urban planning, environmental, and technical experts from institutions such as The Sightline Institute and The Brookings Institution. The purpose of the Walk Score, developed by the realty company, Redfin, was to make it easy for people to evaluate walkability and transportation when choosing where to live. St. Petersburg currently has an average Walk Score of 43 on a scale of 1 to 100 with higher scores representing better walkability. Not surprisingly, the Walk Score for downtown reflects its high degree of walkability with a score greater than 90. Traditional neighborhoods closest to the downtown core have Walk Scores that are above 70, while neighborhoods in the more suburban areas of St. Petersburg range from approximately 15 to 45.

The City continues to pursue the addition of missing sidewalks where possible with the funding available, often with an emphasis on connections to civic destinations such as schools, recreation centers, and libraries, as well as other pedestrian traffic generators such as PSTA bus stops.

Bicycle Network

St. Petersburg is fortunate to have relatively flat terrain, year-round weather that is seldom cold enough for ice or snow, and miles of picturesque coastline. Bicycling provides a healthy and affordable transportation option for people from all walks of life in St. Petersburg. The City is proud of its diversity and that is reflected by witnessing all types of people using bicycles in St. Petersburg for all sorts of purposes. Formerly known as “God’s Waiting Room”, bicycling has played a central role in creating a true renaissance for St. Petersburg. If you ask new residents what drew them to St. Petersburg, the renowned bicycling facilities and culture is often near the top of the list. Bicycling, in and of itself, is a perfect reflection of St. Petersburg’s culture – charming, eclectic, smart, sustainable, and human-scaled. As a testament to how naturally St. Petersburg is suited to utilitarian bicycling, the US Postal Service delivers mail throughout the downtown via custom cargo bicycles.

1st Street North – Contra-flow Bike Lanes on One-Way Street

St. Petersburg currently has 72.0 miles of on-street bicycle facilities, including shared lane markings, shoulders, bike lanes, buffered bike lanes, and separated bike lanes. There are 50.3 miles of trails with 38.9 miles paved and 11.4 miles unpaved. There is a total of 122.3 miles of bikeways when combining the on-street and trail facilities.

The emerging national ideal of a connected bicycle network is in the genetic makeup of St. Petersburg. As discussed previously, the City's grid of streets provides comfortable bicycling route alternatives that avoid traveling along the most-busy streets. The City's trail investments serve as the spine to the growing bicycle network throughout St. Petersburg. Since the adoption of the CityTrails Plan in 2003, over 75% of the roadway projects completed within the City have included bicycle facilities. Together, the City's trails, on-street facilities, and extensive grid of quiet residential streets offer many miles of comfortable bicycling, though connections between these linear segments can often require crossing barriers such busy roadways, resulting in many pockets of bike-friendly streets that are isolated from adjacent areas and destinations.

The strong bicycling culture in St. Petersburg and the natural affinity to bicycling provided by the flat and connected grid of streets has resulted in the City being recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists. The Silver ranking awarded in fall 2017 was an upgrade from the Bronze ranking held by the City for many years, and is the highest such designation of any major city in Florida. The data used to evaluate the City and award the Silver ranking can be seen in the League's "Report Card" shown below, along with showing how the City compares with its peer cities across the country.

In May 2018, as a part of the PlacesForBikes new City Ratings effort, the City of St. Petersburg was recognized as the highest rated city as a place for people to bicycle in the state of Florida. Of the 485 cities evaluated, St. Petersburg was rated 22nd in the nation overall and 11th in the United States for the pace at which conditions are improving for people on bicycles. PlacesForBikes is a PeopleForBikes program to develop, connect and celebrate great places to ride. It offers a data-driven approach to identifying the best U.S. towns for bicycling. Using feedback from everyday bicyclists, city staffers, open-source maps and publicly available data, it scores five key factors: Ridership, Safety, Network, Acceleration and Reach. Where St. Petersburg scored especially well was in the Acceleration category which considers the rate at which conditions are improving for people on bicycles. The City's Complete Streets Policy and plans to develop a low-stress bicycle network through implementation of Complete Streets was a key factor in that consideration.

Also in 2018, Bicycling Magazine named St. Petersburg as one of their Top 50 Best Bicycling Cities. The 2018 rating of #33 represents a twenty-position improvement from the 2016 rating of #53. In summarizing the improvements made by St. Petersburg, they noted the City's commitment to the Bicycle Friendly Business program that has growth exponentially in the last two years, while also noting planned initiatives such as Complete Streets that would work toward improving safety for people on bicycles by reducing higher fatality rates.

ST. PETERSBURG, FL

BICYCLE FRIENDLY COMMUNITY
Fall 2017
SILVER
THE LEAGUE

TOTAL POPULATION	POPULATION DENSITY
259,906	4,289
TOTAL AREA (sq. miles)	
60.6	

OF LOCAL BICYCLE FRIENDLY BUSINESSES 2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	St. Petersburg
High Speed Roads with Bike Facilities	35%	11%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	10%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	13%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 36K	1 PER 25K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	4.8/10
EDUCATION *Motorist awareness and bicycling skills*	5.3/10
ENCOURAGEMENT *Mainstreaming bicycling culture*	5.6/10
ENFORCEMENT *Promoting safety and protecting bicyclists' rights*	4.9/10
EVALUATION & PLANNING *Setting targets and having a plan*	5.8/10

KEY OUTCOMES

	Average Gold	St. Petersburg
RIDERSHIP *Percentage of Commuters who bike*	5.2%	1.2%
SAFETY MEASURES **CRASHES** *Crashes per 10K bicycle commuters*	291	1,303
SAFETY MEASURES **FATALITIES** *Fatalities per 10K bicycle commuters*	2.6	6.8

KEY STEPS TO GOLD

» St. Petersburg's reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.

» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program.

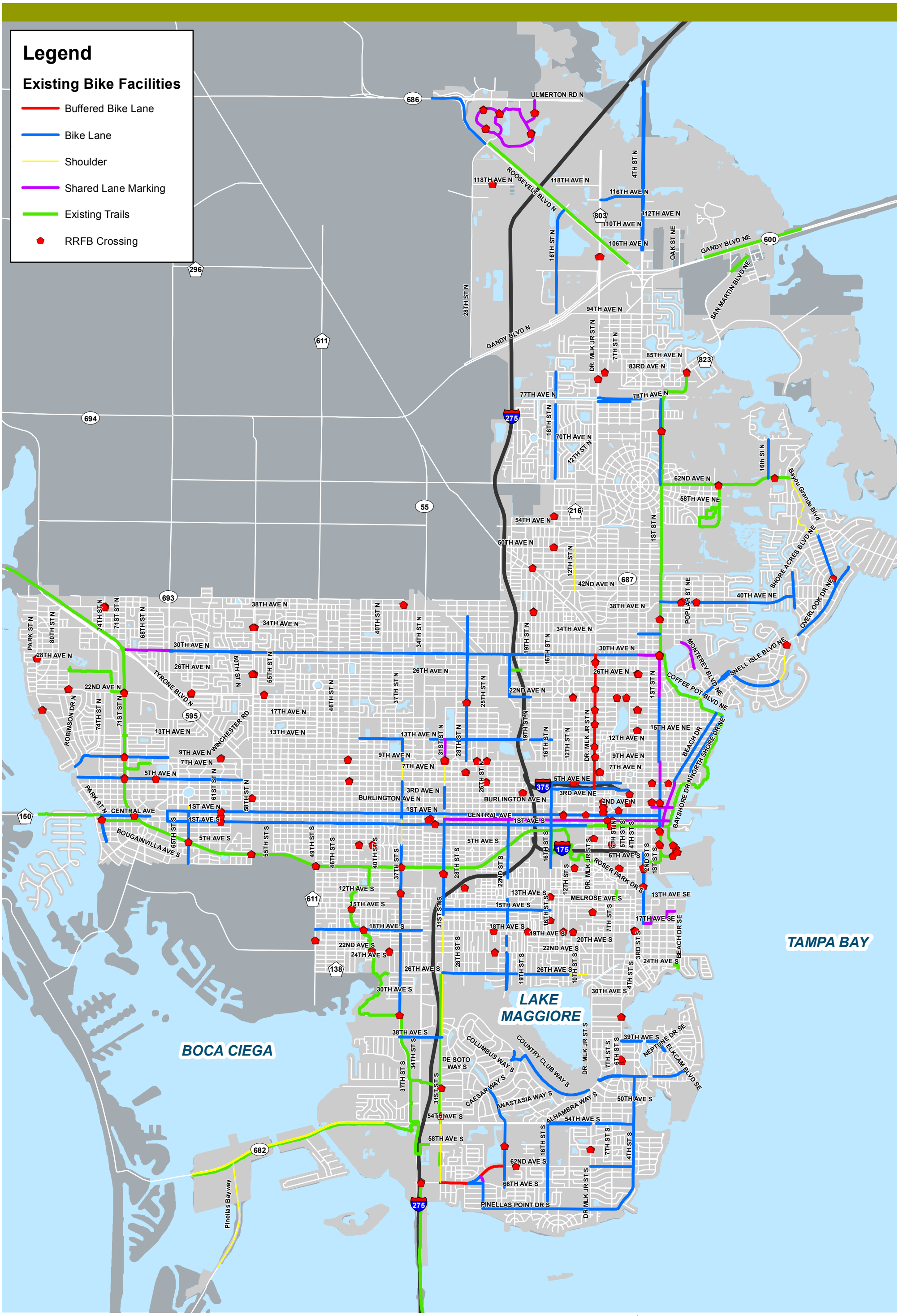
» Your application indicated that most of the bicycle-related fatalities in St. Petersburg have occured on the State roadway system. Work with neighboring local jurisdictions to encourage FDOT to improve the safety of these roads for all road users, including bicyclists and pedestrians.

» Mandatory registration can be a barrier to some people choosing to use a bicycle. You should review your local ordinance that requires bicycle registration and consider non-enforcement actions that can address the concerns that led to the current requirement.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY eco counter AND LEAGUE MEMBERS

Existing Bicycle Infrastructure



Back side of Existing Conditions Map

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Strategic Investments

Several recent and ongoing projects highlight that the concepts behind Complete Streets have been a priority of St. Petersburg's for many years, including projects completed through CityTrails and other programs. The below projects emphasize the City's strategic investments that transcend simple roadway projects and seek more fundamental goals such as laying the groundwork for high quality walkable development and supporting economic development.

Central Avenue

Spanning the entire City from beach to bay and home to hundreds of local businesses, Central Avenue is a primary commercial and cultural corridor for St. Petersburg. Thirty years ago, the street was dedicated to moving cars and had many empty storefronts. The introduction of "Plaza Parkway" design standards in the early 1990s resulted in bulb outs and enhanced pedestrian environments on downtown corners, and removed travel lanes to add diagonal or parallel parking. While the Plaza Parkway standard is no longer used, it established the template and expectation that streets downtown are destinations as much as facilities to move motor vehicles. Similar efforts have been made to improve the pedestrian environment and add character-defining streetscape designs in business districts moving west from downtown through the EDGE and Grand Central Districts.

The Central Avenue Speed Limit Optimization Plan has resulted in a multi-pronged effort to transition six separate speed limit zones across the City to only two speed limit zones, featuring primarily speed reductions and an increase of the minimum speed limit from 15 mph to a more-enforceable 20 mph. The multi-pronged effort has included installation of bulb outs, pedestrian crossings, shared lane markings, bicycle lanes, lane reallocations, education materials and outreach, an artistically painted intersection, and targeted enforcement. Much more than just cosmetic changes, the modifications listed above have successfully resulted in self-regulated motorist speed reductions and have changed the function of the street from motor vehicle throughput to being a destination for storefront retail. The various elements are all working together to ensure that Central Avenue remains St. Petersburg's living room and economic engine for local businesses.

The Central Avenue Trolley represents another strategic investment on the part of the City, PSTA, and the St. Petersburg Downtown Partnership. Previously, the Looper Group, as an organization within the Downtown Partnership, had operated a shuttle service from the St. Pete Pier through to the Grand Central Station to connect residents and visitors with two popular retail activity centers. In October 2011, the service was modified and expanded such that PSTA took on operating responsibilities for the

route. In an agreement with the City, the City invested in the service to provide a subsidy that would keep fares for users lower than PSTA's standard fares and introduce a fare free zone between the Pier and Sundial and a reduced fare zone between Sundial and Grand Central Station. Since that time, the City has continued that partnership and investment on an annual basis, even as the Pier has been closed for reconstruction. The Central Avenue Trolley has developed into one of PSTA's most productive routes and has worked to establish Central Avenue, particularly between the waterfront and the Grand Central District as a great place for people and transit.

Further supporting the urban development of Central Avenue, planning for the Central Avenue Corridor Bus Rapid Transit (BRT) line includes provisions for premium transit that will run along the one-way pair of the 1st Avenues, just one block to either side of Central Avenue. The articulated buses planned for the BRT program introduces service enhancements usually associated with fixed rail transit systems such as: interior bike racks, improved station facilities that include level boarding, off-board fare collection, greater frequencies, and expanded service hours. The project includes corresponding improvements to the bicycle network including the addition of bike lanes to Central Avenue to the west of the Grand Central District, further indicating Central Avenue as the destination for people. The City completed the Central Avenue Revitalization Plan in 2012 and then created the Central Avenue Activity Center along the BRT route to allow for higher density and intensity development along Central Avenue and parcels located on the southern side of 1st Avenue South and northern side of 1st Avenue North The City is hopeful that the BRT service will facilitate the redevelopment of the Central Avenue corridor at higher densities and intensities, and this higher density and intensity development will provide additional riders for the BRT service.

Enhanced Pedestrian and Trail Crossings

At the national forefront of implementing changes to improve the safety of non-motorized transportation, St. Petersburg was the first U.S. city to implement the Rectangular Rapid Flashing Beacon (RRFB) for pedestrian crosswalks, which are a proven measure to increase motorist yielding rates at mid-block crosswalks from less than 20% to a remarkable 80% plus. This highly successful treatment has now been implemented nationwide with similar results. St. Petersburg was also the first agency in the State of Florida to implement a pedestrian hybrid beacon along a multi-use trail, including three devices along the Pinellas Trail, two of which are on re-purposed railroad mast arms.

To date, the city has installed 123 RRFB-equipped crossings. Several RRFB locations have included additional push buttons oriented to the curb where they are easily accessible to people on bicycles. To round out the innovative crossing treatments along the Pinellas Trail, the City has implemented "scramble" all-red signal phasing where the trail crosses the 5th Avenue South/22nd Street intersection in the burgeoning Warehouse Arts District.

Coast Bike Share

The Coast Bike Share program highlights the commitment and progress on improving conditions for bicycling in St. Petersburg. Aided by a technical assistance grant from the U.S. Environmental Protection Agency (EPA) to further investigate the program's feasibility and development of an action plan for implementation, the City issued a RFI to assess the marketplace for bike share in St. Petersburg. It was determined through that process that the most appropriate size of the initial launch of the Bike Share

Program in the City should be 300 bikes with 450 racks at 30 hubs with coverage that generally includes the greater downtown core and the City's renowned waterfront park system. Ultimately, the selected Bike Share Program's business model called for the City to own the bike share equipment with an upfront investment of $1,500,000 that included program setup, software fees, and contingency. The agreement that was negotiated with the operator assigns responsibility for the program management, marketing, operations, and maintenance on the City's behalf, at no further cost to the City during the three-year term. Funding for the program was a collaborative effort that leveraged the City's multimodal impact fees, revenue from parking fees collected downtown, and even a portion of the City's settlement from the BP oil spill. Through the summer of 2016, the City and Coast engaged in a significant public outreach effort, including an online survey that garnered 900 responses, to determine the locations best suited for bike share hubs in St. Petersburg.

Coast Bike Share held a Soft Launch of operations in November 2016 with 100 bikes located at 10 hubs in the greater downtown core. The timing of the Soft Launch was co-incident with the City-led initiative to bring water ferry transit operations across Tampa Bay with direct service between downtown St. Petersburg and downtown Tampa. Coast Bike Share was previously operational in Tampa, so the Bike Share program was able to provide critical first mile/last mile transit connections for the ferry with membership reciprocity on both sides of Tampa Bay. A Full Program Launch of the Bike Share program in St. Petersburg was accomplished in February 2017 with an inaugural bicycle ride to and on the City's "Healthy St. Pete Bike Loop", which is a 1-mile loop of two-way separated bikeway created via the resurfacing program on the Grand Prix race track portion of our downtown waterfront.

As of January 2019, Coast Bike Share has seen over 80,000 trips and over 165,000 miles of riding in St. Petersburg. The program continues to expand and add equity programs to increase the viability of the system as a transportation option for those most in need. The program has expanded to 16 additional locations through the establishment of "virtual hubs" where public bike racks are identified as official locations to return the shared bicycles.

Bicycle Parking

Bicycle parking is now considered an essential and expected element of public infrastructure in St. Petersburg. To support the demand for bicycle parking, the City provides bike racks to any business that requests it as long as there is a suitable location near the business in the public right of way. Based on the initial success of that program, the City was able to secure over 300 new bike racks via a grant under the Partnerships to Improve Community Health (PICH), a program of the Center for Disease Control (CDC). The PICH grant focused on increasing proven determinants of health such as access to healthy food and access to healthy transportation options like bicycling. In addition to continuing to fill requests, bicycle racks are being distributed throughout the City in commercial districts, at civic destinations, and in city parks, all to support the encouragement of active transportation options.

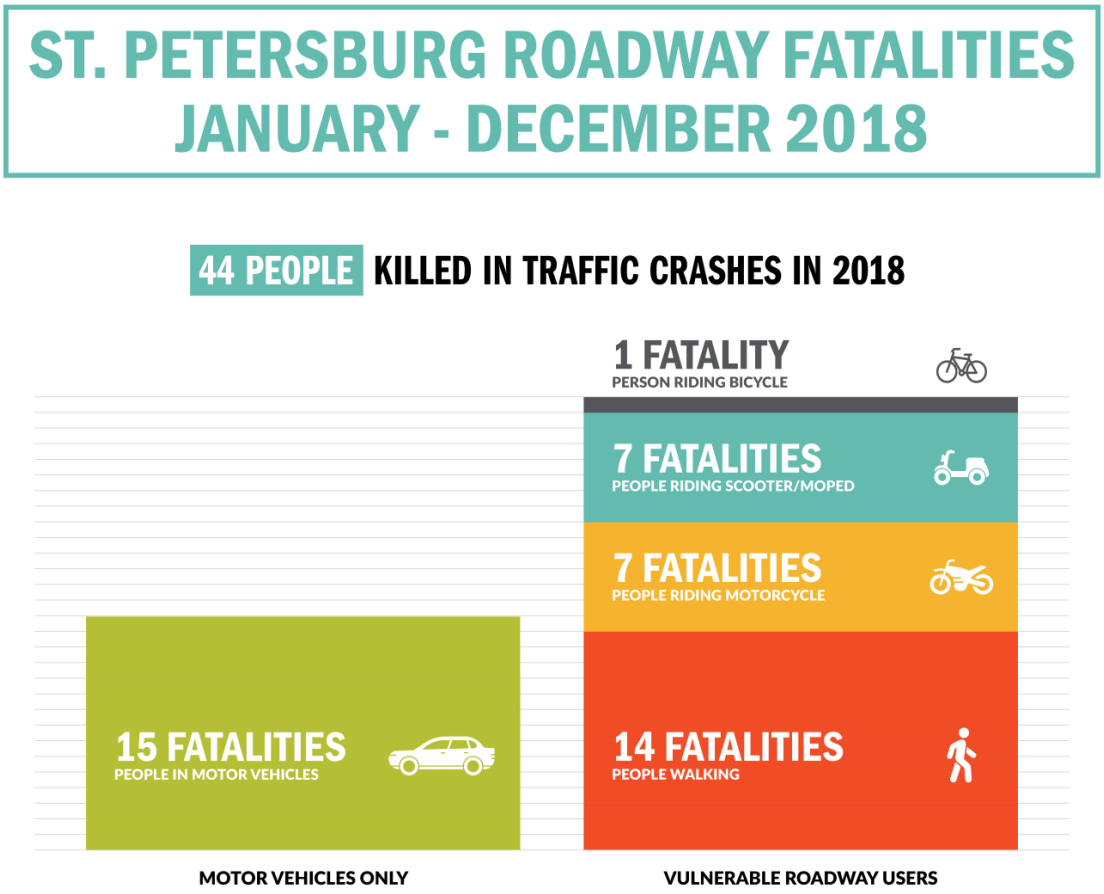
In addition to the proactive program that adds bicycle racks as described above, the City has also updated the Land Development Regulations (LDRs) such that new development provides sufficient bicycle parking. Based on the standards outlined in the Bicycle Parking Guide, a publication of the Association of Pedestrian and Bicycle Professionals, all new developments must provide adequately designed and placed racks sufficient to meet both the short and long term bicycle parking needs of each

land use. One of the notable results has been the creation of dedicated "velo rooms" in the ground floors of many of the new residential towers that are being constructed. These rooms are being presented as primary selling points to prospective tenants with one space required per residential unit and often feature enhanced facilities such as repair stations and lockers. Another popular provision in the updated LDRs is that a small amount of the required motor vehicle parking can be reduced if more bicycle parking is provided than the minimum required, which both saves money and land dedicated to motor vehicle parking and promotes bicycling.

The City now has approximately 1,600 bicycle parking spaces accessible to the public, with approximately 700 spaces added since 2015. Many more long term bicycle parking spaces have been installed in secure locations for residents of multi-family buildings and tenants of commercial spaces.

Traffic Safety Data

Safety was the primary concern raised through all discussions surrounding the development of this Implementation Plan. It is also the focus and context of most transportation planning and design projects. Safety and speeding are continual issues raised by neighborhood associations and concerned residents. Despite the myriad voices and efforts focused on traffic safety, crashes and the resulting injuries and fatalities continue to be a perennial issue in St. Petersburg, across the Tampa Bay Region, and throughout Florida. Indeed, Florida is known to have some of the worst traffic safety statistics in the country, particularly for vulnerable roadway users such as people walking and people riding bicycles, scooters, and motorcycles.



While the City and region's ranking has improved as compared to prior years, the Pedestrian Danger Index (PDI) has increased reflecting a need to continue pursuing strategies to improve safety for our vulnerable roadway users.

Released in January 2019, Dangerous by Design by Smart Growth America identified the Tampa-St. Petersburg-Clearwater metropolitan area as the ninth most dangerous in the country in the latest version of this report that quantifies risks to pedestrians. While the City and region's ranking has improved as compared to prior years, the Pedestrian Danger Index (PDI) has increased reflecting a need to continue pursuing strategies to improve safety for our vulnerable roadway users. Several action items recommended by the industry-professional group and hereby incorporated in this Plan include prioritization of projects that will benefit vulnerable road users; incorporation of design flexibility provided by the FHWA that provide for reduced speeds and safer streets; development and implementation of Complete Streets principles in work programs; and test out bold, creative approaches to safer street design.

A review of traffic crash locations across St. Petersburg shows that they happen in all parts of the City. The concentrations of crashes on the City's streets are greater as the volumes and speeds of motor vehicles increases. The distribution across all locations indicates that systemic changes are needed to address the root causes of traffic crashes.

Aggregated traffic safety and crash data can be found in Appendix C.

Existing Project Delivery

City staff from multiple administrative units and departments have responsibilities that physically change the streets of St. Petersburg as routine parts of their work. Each group has specialized expertise to provide various necessary services that keep the City functioning properly. These technical specialties include:

- Water resources
- Stormwater
- Reclaimed water
- Pavement maintenance
- Traffic operations
- Capital projects
- Planning
- Economic development

- Development services
- Parking

To differing degrees, the services of the many departments may require reconstruction, major alterations, or generally maintaining the City's streets. When the water resources, stormwater, and pavement maintenance groups work on the streets, their primary interest is not to reconfigure the street but to deliver potable water, address stormwater, and replace worn out surfaces. However, in accordance with their primary interests, the remaining groups do purposefully reconfigure the streets to change the operations of a street or an intersection, to construct or reconstruct a street, or to help increase social and economic exchange along a street.

Each group noted above operates in good faith to advance the City's overall objectives and the objectives of their specialized areas. Despite these efforts, the system has not been fully coordinated, leaving value on the table and causing missed opportunities with the street system as well as the myriad of other aspects the street system affects. A broader perspective is needed to achieve the goal of advancing future development and City-wide objectives, including Complete Streets.

The Mayor and City Administration are responsible for the overall direction of transportation and street design in the City. The Transportation and Parking Management Department is the closest thing to a single coordinating entity that can communicate and cooperate between each of the functional groups within the City Administration — as well as numerous other groups within and outside the City. Having the Transportation and Parking Management Department chair the Complete Streets Committee, along with regular participation from the other entities, has helped to improve coordination and communication.

The following categorization of project types provides details of the various initiatives and efforts that result in physical changes to the City's streets which must be coordinated to achieve the goals of Complete Streets:

- Standalone Projects – These projects are initiated specifically to make changes to the configuration and transportation operations of a roadway. These projects stem from efforts such as district economic development plans, neighborhood traffic calming requests, or traffic safety programs. Examples of these types of projects include road diets for traffic safety and operational improvements, mast arm and signalization upgrades, road widening to add bicycle facilities.
- Resurfacing Projects – Pavement maintenance, restoration, and rehabilitation projects allow an opportunity to revisit and reconfigure striping configurations and traffic operations.
- Opportunity Projects - Capital projects deal with subsurface utilities that result in impacts to the roadway surface or other physical items placed in the public right of way.
- Land Development – Streets are often impacted or modified as private property is redeveloped with new buildings, which are informed by existing land development regulations. Much like opportunity projects, these projects do not have transportation as a primary focus yet result in direct changes to the City's streets.

The opportunity is to strategically steer the future of the streets towards the common objectives by altering the City staff's processes and responsibilities such that the sum of the groups' efforts better advance each group's primary interests and simultaneously advance the overall interests of the City through:

- better coordination of the groups' efforts where there is overlap;
- leveraging the work to advance complete street objectives, development objectives, and green infrastructure objectives, while ensuring consistent application of design standards, guidelines, and best practices;
- better identify and align the projects with overall City priorities; and
- providing a structure where the overall trajectory of the streets can be influenced and guided efficiently and effectively.

Existing Programs

The physical infrastructure of the City is complemented by many concerted efforts by the City and other organizational partners through myriad events, materials, and trainings. These efforts can generally be categorized in one of four E's: Education, Enforcement, Encouragement, and Evaluation.

Education

Educational materials have included flyers enclosed with the mailings of all City utility bills. Topics covered on these flyers have included bicycle shared lane markings, traffic laws, pedestrian safety, driver safety, and new markings for bicycle lanes. These utility mailer flyers have served double duty as a hand out at community events and neighborhood association meetings. When new street markings are installed, City staff will sometimes walk the corridor and hand-deliver the flyers along with an associated letter introducing both the markings and why they were being installed, providing significant value following the initial mailing.

Trainings, memberships to professional organizations, webinars, and conferences are just a few of the opportunities provided to City staff, which are also often opened to the community and agency partners.

The St. Pete Bike Co-op is a cooperative bike repair shop run by volunteers. They provide the parts, tools and expertise needed to help you fix and maintain your bike. They are a 501c3, tax exempt, non-profit, volunteer run, community organization. The organization also routinely holds and supports group rides with maintenance and ride support volunteers. As detailed later in this Implementation Plan, the Bike Co-op is a Platinum-certified Bicycle Friendly Business, only the second business in Florida to be recognized at the highest level of certification.

The City also partners with PSTA to host trainings where citizens can practice mounting their bicycles on a bus bike rack to encourage combining bicycle and transit. Another key partner for education is the FDOT Alert Today, Alive Tomorrow program, which includes a suite of educational materials that deliver traffic safety messages for all roadway users via mass media and major sporting events.

In addition to the City led educational events, the schools within St. Petersburg offer bicycle education to students at all education levels. Education is delivered to elementary and middle school students with funding through the FDOT Safe Routes to School program. The State has partnered with Johns Hopkins All Children's Hospital to deliver this content to school-aged children. Unfortunately, the program has been recently scaled back and the content is no longer delivered directly to students. Instead, the program has moved towards a "train-the-trainer" model where curriculum content is provided to teachers with the hope that they can fit it into their other teaching content curriculum requirements.

Bicyclist Safety Education

A handful of adult bicycling courses are held each year, generally using either the League of American Bicyclists' Traffic Skills 101 content or the American Bicycling Education Associations' Cycling Savvy content. Bicycling safety education is also provided by the St. Petersburg Bicycle Club members, bike shop staff, the St Pete Bike Co-op, and by local advocates.

At the community level, the local walking and bicycling advocacy organization Shift St Pete has partnered with the Florida Consumer Action Network (FCAN) and City staff to host community walk audits and bike tours aimed at introducing residents to both the premium existing routes/facilities and highlighting the areas that need improvement. The goals are to educate residents about planning efforts and to equip the network of advocates and grow new advocates with the tools necessary to ask for those improvements.

The American Association of Retired Persons (AARP) was originally founded in St. Petersburg and still maintains a strong presence. Their advocacy efforts have focused on making livable communities where people do not need to drive to participate in daily activities, which becomes especially important as people age. As a result, their program of engagement at local events and the Saturday Market have yielded many helpful comments on how to improve getting around St. Petersburg without a car as well as providing an opportunity to educate the community about their bicycling options.

Enforcement

The Police Department is an active participant in the Complete Streets Committee and BPAC meetings, providing updates on enforcement efforts and to hear concerns from members of the bicycle and

pedestrian community. Since 2014, all patrol officers have participated in the Department's Park, Walk, and Talk Program to better engage with the community. The program, instituted by Chief Holloway, provides officers the opportunity to step out of their cruisers and talk to people for one hour a week to encourage more positive interactions that enhances relationship-building. In addition to Park, Walk, and Talk engagements, police officers also assist with education events and even host some events and rides themselves. They have educational materials available which outline safety precautions including theft deterrent measures. St. Petersburg police officers also report any needed safety improvements to the appropriate City departments.

The St. Petersburg Police Department is an annual participant in the FDOT High Visibility Enforcement program, where training and funding is provided to conduct overtime enforcement details focused solely on the safety of people walking and bicycling. Those details are concentrated on the highest crash locations and include a scripted progression of phases from education, to warning, and finally citations.

The City works proactively to improve the security of our trails. This includes coordination with regional agencies and law enforcement on a Pinellas Trail Security Task Force to track enforcement issues and trends. One result of that regional coordination has been the development of a uniform system of trail markers that provides unique location identifiers every 0.1-mile of each trail that are mapped in the 911 system to aid in emergency response and report maintenance issues. Another proactive effort has been the installation of security cameras in certain locations where crime and personal safety was an issue.

Encouragement

The City has many existing partners that encourage bicycling including the St. Petersburg Chamber of Commerce, Downtown Business Association, local tourism board, and local civic organizations. The City and its partners host numerous recreational rides and weekly rides to encourage people who are new to bicycling to come out. The City also hosts special events throughout the year focusing on bicycling within the community, drawing thousands of residents and visitors. With only a handful of peers across the country, selected City post offices deliver by bike as well, encouraging citizens to do the same by seeing this daily.

St. Petersburg is blessed with numerous organized and semi-organized bicycling events every day of the year. With daily rides, the St. Petersburg Bicycle Club has been an active part of the local bicycling community since 1964. Club leadership estimates the participation in their 17 organized rides each week. The rides average 30 riders in each with a maximum of 190 riders on Saturday mornings. The routes and participation yield a cumulative total of 1,069,640 miles ridden within the City of St. Petersburg each year as a part of the Club's rides. In addition to the daily Club rides, there are numerous additional regular group rides that are organized independently by bike shops and other community groups.

In addition to the daily recreational rides, there are a number of recurring rides including weekly Track Bike Tuesdays, monthly Critical Mass Rides, and quarterly Block-By-Block community engagement rides sponsored by Shift St Pete. Furthermore, there are a number of special annual events, the most notable include 100 riders on a Jack Kerouac Literary Bike Tour, 400 riders on the Tweed Ride supporting the Shuffleboard Club, five tours capped at 100 riders apiece to view and often meet the artists of the

dozens of murals completed each year as a part of the Shine Mural Festival, and 3,750 riders in the Biking for Brews fundraiser.

The largest single bicycling event of 2016 saw the first Open Streets community event in St. Petersburg. The event closed a 1.3 mile loop in the heart of downtown encompassing Mirror Lake and Williams Park, as well as all streets internal to the loop. The event included provision of in kind road closures and detours by FDOT, protection and support from the Police Department, and over $10,000 in private sponsorships. The event was almost universally praised and drew an estimated crowd of over 6,000 participants. Subsequent Open Streets events have been held on Central Avenue in the EDGE and Grand Central Districts in 2017 and along the City's downtown waterfront in 2018.

Open Streets Event – Central Avenue

Evaluation

The City evaluates its transportation network for different modes of transportation. The City coordinates with Forward Pinellas, surrounding jurisdictions and the FDOT on the performance of the roadway network including high crash locations and consequently traffic fatalities and injuries, congested areas, and freight activity. The City also coordinates with the Pinellas Suncoast Transit Authority (PSTA) on transit service, routes, and how to best connect to stops.

A universal difficulty in planning for people walking and bicycling as compared to people driving motorized vehicles is the challenge of obtaining accurate counts. Correspondingly, the City has been working with a pool of volunteers to conduct regular counts of people walking and biking at selected locations across the City. The data is collected in a format such that it can be incorporated in the National Bicycle Documentation Project. In combination with permanent counters that exist and are being installed in the coming year, the volunteer counts help tell the true story of how many people use key segments of the City's trail and bicycle networks.

Lastly, the City is working with researchers at the University of South Florida's Center for Urban Transportation Research on several programs such as a new data collection method that comprehensively measures street lighting to identify gaps and areas where additional lighting is needed. City staff also participates in the statewide Pedestrian and Bicyclist Safety Coalition organized by FDOT. Supported by data, the Coalition seeks to address a number of research and practice questions including factors that influence crash trends and traffic safety for people walking and bicycling.

Bicycle Friendly Business Program

Transcending and incorporating education, encouragement, and evaluation, St. Petersburg knows that bicycling is good for the community and good for business. To support that connection, the City has initiated a program to encourage the certification of local businesses as Bicycle Friendly Businesses (BFB) by the League of American Bicyclists (LAB), a nationwide group supporting the development of a bicycle friendly America through information, advocacy, and promotion.

Many St. Petersburg businesses are already bike-friendly in a variety of ways; the BFB Program provides recognition for efforts already made, and furthers progress with assessments and action plans in four categories: Encouragement, Evaluation, Engineering, and Education. A minimum of strength in two of the "E"s is required for certification, and conveying biking as a key part of the business' culture is very important. Action plans are developed for individual businesses and generally include the following minimum components: hosting bicycle safety classes for employees during the application process, promoting bicycling to both employees and customers through incentives, and providing physical accommodations to facilitate cycling. Support for the program is a collaborative effort among many City Departments: Transportation and Parking, Economic Development/Small Business Liaison, Healthy St. Pete, and Marketing.

To jumpstart the BFB program, an independent consultant was retained to oversee all elements of the program and ensure timely adherence to performance metrics, consistency of message content, and process flow of business engagements. Pedal Power Promoters tracks action plan development and progress, conducts employee bike safety education, conducts bike parking consultations, assists with Coast Bike Share membership training and corporate enrollment, and oversees application production. Over 2017 and 2018, 36 Bicycle Friendly Businesses have been certified, which is the fourth most of any city in the country and includes the Platinum-certified St Pete Bicycle Co-op, only the second business in Florida to be recognized at the highest level of certification. Notably, the certifications also include Silver-level recognition for three City office buildings: City Hall, the Municipal Services Center, and the Greenhouse.

Healthy St. Pete Program

Public Health is what society does collectively to assure the conditions in which all people can be healthy. Evaluating health in St. Petersburg comes from eight determinants; housing & neighborhoods, public safety, water & sanitation, natural environment, built environment, transportation, economic development, and community context. This plan will evaluate these determinants as they relate to Complete Streets and contributing to better public health through transportation.

Healthy St. Pete is a citywide community engagement and empowerment initiative that will help our community eat, play, shop and live healthier. Data related to health outcomes, quality of life, and length of life, along with information provided by the Florida Department of Health in Pinellas County, verified that behavioral risk factors such as poor nutrition and limited physical activity affect the health of our community. According to 2018 numbers for Pinellas County residents, only 34.7% are at a healthy weight and 54.4% are insufficiently active. Income, neighborhood, gender and race also impact access to health care and affect health outcomes.

A reduction in vehicle related crashes, injuries, and fatalities has a major impact on public health. It is estimated that in the first half of life, more Americans die from motor vehicle crashes than any other cause, including cancer or the flu. These injuries and fatalities often cause a shift in productivity, decreased property values, and a disruption to social services farther breaking down the health of a community.

Safer streets inherently lead to improved public health in a multitude of ways. Most notably, the increase to physical activity through active transportation such as walking, cycling, skateboarding, and scootering. Increased physical activity ultimately leads to a reduction in obesity rates and chronic diseases such as diabetes, a decrease in social isolation and increased mental wellbeing. These opportunities for a more cohesive community are felt by everyone, regardless of age, sex, or physical ability. The most common environmental exposures affecting public health are air quality, water quality, and less common noise quality/pollution. The Centers for Disease Control and Prevention estimates that more than 11 million people live with 500 feet of a major roadway and are regularly exposed to negative effects of air pollution. This air pollution is a large contributor to respiratory diseases, cardiovascular disease and stroke.

These are outcomes that we can change by working together. That is why the City has brought important partners to the table to advance health policy in this city. Just like the World Health Organization's own Healthy Cities initiative, through Healthy St. Pete, we will implement institutional change, capacity-building, partnership-based planning and innovative projects to advance St. Petersburg's health and well-being.

The Healthy St Pete Program is a key partner in providing education, encouragement, and evaluation support for decisions that influence access to healthy physical activity on the City's streets. The City has taken steps in enact Health in All Policies, with Complete Streets being a corner stone of this initiative.

Neighborhood Transportation Program

St. Petersburg is home to many active neighborhood associations. Many of these have custom Neighborhood Transportation Plans that feature a comprehensive review of traffic flows and issues, which has resulted in a mature system of neighborhood-based traffic calming measures. The extensive grid of streets, existing neighborhood approach to traffic planning, and existing set of traffic calming is especially ripe to build upon and establish an official network of Neighborhood Greenways. The City works through their own committees and these community committees to continually share safety information and details of upcoming projects.

Office of Sustainability & Resiliency

The Office of Sustainability & Resiliency (OSR) was created by Mayor Kriseman to deliver progressive, sustainable policies and effective programs to address the city's environmental, economic, and social challenges. The OSR works closely with the City Council, city departments, businesses, and the community to develop innovative environmental solutions that foster equity, vibrant communities and shared prosperity. In signing Executive Order 2017-01 Sustainable St. Petersburg, Mayor Kriseman reiterated the City's commitment to a sustainable vision for St. Petersburg that includes a safe and efficient multimodal transportation network which is supported by Complete Streets.

Referenced within the City's Executive Order, and in Executive Order 2015-07 which it replaced, is the St. Petersburg's desire to pursue certification as a STAR Community. The STAR Community Rating System is the nation's first comprehensive framework and certification program for evaluating local sustainability, encompassing economic, environmental and social performance measures. In December 2016, following the City's year-long robust sustainability assessment that evaluated a wide range of sustainability objectives, St. Petersburg was certified as a 3-STAR Community.

Transportation consideration factored highly in at least two of the STAR Community rating categories, including Built Environment and Natural Systems. The City scored reasonably well within the Built Environment category, particularly with regard to Compact and Complete Communities, however left the most room for growth within the Transportation Choices element indicating that improvements are needed to promote diverse transportation modes, including walking, bicycling, and transit, that are safe, low-cost, and reduce vehicle miles traveled which will move the City to a more sustainable future. Regarding the Natural Systems category, the City scored relatively low within the Green Infrastructure element. The report noted to improve, the City could partner with community groups to implement proper green infrastructure practices, encourage green infrastructure wherever possible during the review of development projects, and utilize green infrastructure in public spaces which could be incorporated into Complete Streets projects. It's anticipated the City will update its STAR Community certification beginning in 2019 and intends to show growth toward becoming a 5-STAR Community.

The city's first-ever Integrated Sustainability Action Plan (ISAP) is being finalized in early 2019. The plan will be a great milestone for the city's sustainability efforts that reflects community and business collaboration. The ISAP itself is a comprehensive document with a baseline of more than 500 metrics that cuts across many related disciplines from the built and natural environments including transportation. The Plan recognizes the City's need to work toward improved racial and social equity, and the role in which transportation access and Complete Streets plays in that effort.

In keeping with the prior assessment, the ISAP's goal areas are aligned with the STAR Community categories, and several targets and objectives are supported by and/or are complementary to Complete Streets. In the Built Environment category, increased access to transit and increased mileage of sidewalks are included as is an increase in the percentage of households and businesses with access to transit. In the Equity & Empowerment category, a goal provides targets for the minimum percentage of the population spending less than 45% of income on combined housing and transportation costs. In the Health & Safety category, a priority action includes implementation of the City's Complete Streets program to reduce traffic injuries and fatalities. While in the Natural Systems category, a priority action includes the development of a community-wide green infrastructure plan that is integrated with all other relevant local plans such as the Complete Streets Implementation Plan.

Finally, in 2019, St. Petersburg was selected to participate in the American Cities Climate Challenge (ACCC), a program of Bloomberg Philanthropies that allows the City to significantly deepen and accelerate efforts to tackle climate change and promote a sustainable future for St. Petersburg residents. As a part of the City's commitment to the ACCC, the City is accepted into a two-year acceleration program with powerful new resources and access to cutting-edge support to help meet or

exceed the City's goal to reduce the greenhouse gas (GHG) emissions 20% by December 2020. Initiatives within the Transportation sector are included as a part of the ACCC. Specifically, the City will work toward improved public transit speed, reliability and user experience; implement high priority segments in the walking and bicycling network to be safe and inviting to all, including for those using transit; encourage new mobility options and commuter incentives; and electrify city fleets and buses.

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SECTION 3: THE COMPLETE STREETS APPROACH

Introduction

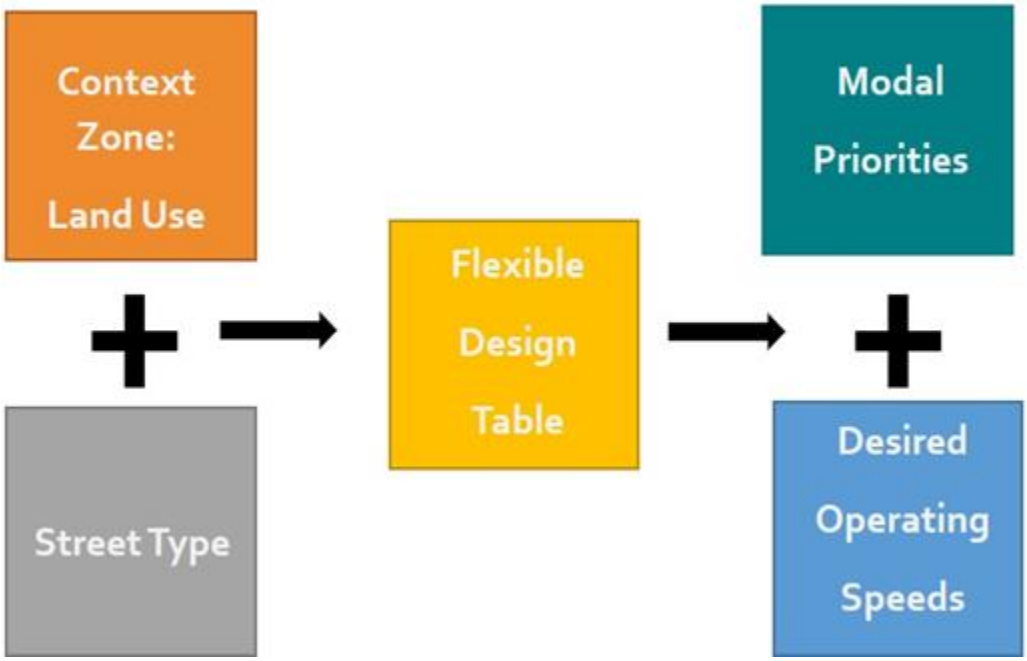
The City has a solid foundation of implementing projects that have built transportation networks for all modes of travel. The City will continue to renew and grow into the future, and how the streets are designed and function have a large effect on the image, accessibility, safety, inclusiveness, and value of the City. Competition between cities and counties for bright people, investment, and good employers has never been higher. The success of businesses, residential areas, mixed use areas, and recreational facilities depends on a network of streets that meet those needs.

Complete Streets is a departure from past practices and past beliefs that date back to a time when high motor vehicle speeds and throughput in all places were synonymous with progress and surpassed all other considerations. This section builds on the accomplishments of the past and outlines an approach that integrates Complete Streets into City projects and decisions going forward.

This section includes the following:

- Vision, Goals, Objectives & Strategies – framework for the Complete Streets approach
- Strategic Approaches – big ideas to incorporate Complete Streets principles or strategies
- Design For Context – designing with existing and planned land uses in mind

The graphic below below outlines the City's approach for addressing Complete Streets. In the following section, each of these components within the figure will be discussed in detail and how it will be applied during the City's Complete Streets decision process.



The policies, plans, and guidelines laid out in this Implementation Plan set the direction for the City's streets. It is impossible for any plan to anticipate every circumstance and possibility, now and into the future. This Section's role is to help ensure that all entities and staff at the City, who affect streets, are contributing to the direction of Complete Streets as much as feasible, recognizing that there will be times where:

- the policies, plans, and guidelines are silent on subjects
- there are competing or conflicting policies and/or interests
- the situation is unanticipated
- existing and past practices interfere with Complete Streets
- there are judgment calls to be made

Vision, Goals, Objectives

The overall vision, goals, objectives, and strategies were developed to guide this Implementation Plan. Each play a role in implementing the Complete Streets approach.

- "Vision" represents the desired outcome.
- A "Goal" broadly supports the vision.
- An "Objective" is a specific, measurable item to get to the goal.
- A "Strategy" consists of specific action items.
- Performance metrics gauge the progress of implementation of Complete Streets projects.

Vision: Transportation systems that are inclusive, environmentally sustainable, promote economic development, and lead to a healthier St. Petersburg.

The Plan goals consist of the following:

1. Safe and Comfortable Access
2. Mobility Options for an Integrated Transportation Network
3. Transportation Efficiency that Promotes Reliable Travel Times for all Modes
4. Social Equity
5. Economic Development
6. High Quality of Life and Community Places
7. Improved Public Health
8. Community Sustainability, Resiliency, and Environmental Quality

The following content provides details of the objectives, strategies, and performance metrics that align with each goal. In order to chart a path forward, it is essential to know the desired outcomes of this Implementation Plan. Possible performance metrics are identified for each Objective, which will be monitored and tracked as data becomes available and as appropriate to implement future projects. This content will guide decisions about the City's streets for years to come. The specific programs, approaches, and implementation steps are spelled out in the remainder of this Implementation Plan.

Goal 1: Safe and Comfortable Access

Objective 1.1: Reduced frequency and severity of traffic crashes, especially those involving people walking and bicycling

- Strategy 1.1.A: Review traffic crash data to identify system-level remedies that may reduce the most common crash types
- Strategy 1.1.B: Prioritize modifications at intersections and corridors utilizing countermeasures to reduce the frequency and severity of crashes involving people walking and bicycling
- Strategy 1.1.C: Routinely review street lighting as a part of all projects for compliance with standards for all modes

Suggested Performance Metrics: Number of crashes (total, severe injury, fatal injury) by mode, age, gender, race, ethnicity, and disability status (annual); Rate of crashes (total, severe injury, fatal injury) by mode per 100,000 person-miles-traveled and by 100,000 population (annual); Percentage of corridor (project-based review) and citywide network covered by street lighting that meets or exceeds acceptable standards for all modes; number of bicycle and pedestrian education programs held by the City and other transportation partners at schools and public events.

Objective 1.2: Context-sensitive design standards and strategies that emphasize safety and comfort for the most vulnerable road users

- Strategy 1.2.A: Plan, design, construct, maintain, and manage a transportation network that accommodates the needs of vulnerable road users
- Strategy 1.2.B: Utilize state-of-the-practice and emerging designs including the City's Complete Street Design Guidelines (found in Appendix A), state standards such as the Florida Design Manual and guidance within the Complete Streets Handbook, and national guides provided by the American Association of State and Highway Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), the Institute of Transportation Engineers (ITE), and the Congress of New Urbanism (CNU).
- Strategy 1.2.C: Implement context-sensitive elements during all roadway maintenance and modification projects
- Strategy 1.2.D: Install the appropriate bicycle facility types in relation to roadway characteristics, land use, and context that reduce the Level of Traffic Stress (LTS) for people bicycling
- Strategy 1.2.E: Reduce motor vehicle travel speeds to increase the safety and comfort for all roadway users, particularly on roadways where other modes are prioritized

Suggested Performance Metrics: Number and length of projects implemented annually using Complete Streets guidance documents; Percentage of corridor (project-based review) and network where operating speeds are within desired target speed (5 mph, 5-15 mph, greater than 20 mph); Percentage of corridor (project-based review) with a reduction in LTS and with an LTS equal to or less than 2.0; Percentage of city street network that is traversable with an LTS equal to or less than 2.0.

Objective 1.3: Enhanced viability of bicycling and walking for transportation and recreation

- Strategy 1.3.A: Modify land development regulations to further require or incentivize the facilities and design elements that support bicycling, walking, and transit use with new development such as, but not limited to, widened and/or buffered sidewalks, bicycle parking, changing rooms, or showers
- Strategy 1.3.B: Supporting infrastructure

Suggested Performance Metrics: Perform initial and semi-annual review of land development regulations; Number of projects implemented annually using updated land development regulations requirements for supportive infrastructure, by infrastructure type.

Goal 2: Mobility Options for an Integrated Transportation Network

Objective 2.1: The transportation needs are met for all mobility types, users, and ability levels

- Strategy 2.1.A: Promote the inclusion of Complete Streets in related city policies and practices to provide additional pedestrian and bicycle facilities/elements
- Strategy 2.1.B: Review and revise policies and design standards to support the development of transportation options for all modes of travel
- Strategy 2.1.C: Revise planning and zoning policies to support the modal prioritization as developed by the Complete Streets Committee

Suggested Performance Metrics: Complete initial and biannual review of design standards and policies.

Objective 2.2: Connectivity for all modes of travel to employment centers, schools, parks, healthcare, and community services

- Strategy 2.2.A: Prioritize implementation of pedestrian and bicycle infrastructure that connects to employment centers, schools, parks, healthcare, and community services
- Strategy 2.2.B: Continue expansion of bike share system

Suggested Performance Metrics: Count of new or refurbished facility elements by mode (annual); Length of new or refurbished facility elements by mode (annual); Count of new or expanded bike share hubs (annual); Percentage of population with access (within ¼-mile) to bike share system (annual); percentage of community centers/assets that are directly connected to bicycle and/or pedestrian infrastructure.

Objective 2.3: Reduced physical barriers to bicycling and walking

- Strategy 2.3.A: Prioritize projects that close gaps in the existing bicycle and walking network
- Strategy 2.3.B: Prioritize projects that lower the level of stress for people walking and bicycling, especially crosswalks and crossing facilities

Suggested Performance Metrics: Number and length of gaps closed by mode (annual); change to LTS on bicycle-prioritized roadways citywide (annual); Percentage of bicycle-prioritized roadway network with LTS equal to or less than 2.0 (annual); Percentage of population with access (within ¼-mile) to bicycle element with LTS lower equal to or less than 2.0 (annual).

Objective 2.4: Improved and equitable access to transit

- Strategy 2.4.A: Promote investments in bicycling and walking that connect to transit
- Strategy 2.4.B: Prioritize projects that improve non-motorized access to transit and offer first/last mile benefits
- Strategy 2.4.C: Prioritize and leverage improvements near transit-prioritized corridors

Suggested Performance Metrics: Number of projects that connect to transit-prioritized corridors by mode (annual).

Objective 2.5: A citywide transportation network with no service gaps between destinations or transportation modes

- Strategy 2.5.A: Identify transportation service gaps where the network is not meeting the needs of all user types and implement projects to close the gaps
- Strategy 2.5.B: Prioritize the development of projects that facilitate connections and transfers between modes of travel, such as the development of park-and-ride facilities or multi-use trails that connect to transportation hubs

Suggested Performance Metrics: Number and length of gaps closed by mode (annual); Percent of population connected to major destinations via LTS 2 or better; Percent of population connected to major destinations via sidewalk network.

Objective 2.6: Redevelopment along transit-prioritized corridors support ridership, promote livability, and develop community character

- Strategy 2.6.A: As indicated in the Grow Smarter Strategy, continue updating zoning and land development regulations for transit-prioritized corridors to encourage contextually appropriate higher densities that support mixed-use, walkable development
- Strategy 2.6.B: As indicated in the Grow Smarter Strategy, conduct analyses to identify potential redevelopment and/or reuse scenarios tied to St. Petersburg's approved target sectors

Suggested Performance Metrics: Length of transit-prioritized corridors with updated zoning to enable transit-oriented development; Number of redevelopments located along to transit-prioritized corridors.

Objective 2.7: Appropriate bicycle and pedestrian connections are planned, constructed, and maintained between jurisdictions

- Strategy 2.7.A: Continue participation in the advisory committees of Forward Pinellas, including the Bicycle Pedestrian Advisory Committee and Technical Coordinating Committee, to ensure appropriate bicycle and pedestrian connections to the City of St. Petersburg are planned, constructed, and maintained
- Strategy 2.7.B: Continue participation in the Tampa Bay Area Regional Transit Authority (TBARTA) Regional Multi-use Trails Committee, or similar committee to ensure appropriate regional bicycle and pedestrian connections to the City of St. Petersburg are planned, constructed, and maintained
- Strategy 2.7.C: Continue efforts to meet with adjacent jurisdictions to ensure appropriate bicycle and pedestrian connections to the City of St. Petersburg are planned, constructed, and maintained

Suggested Performance Metrics: Number of miles of bicycle and pedestrian infrastructure that is connected between jurisdictions.

Goal 3: Transportation Efficiency that Promotes Reliable Travel Times for all Modes

Objective 3.1: A balanced transportation network that provides mobility for all modes of travel

- Strategy 3.1.A: Monitor the modal split within St. Petersburg on an annual basis to determine shifts in user types
- Strategy 3.1.B: Seek to provide travel time reliability for all modes without creating excessive delay for prioritized modes based on street level and context zone

Suggested Performance Metrics: Percentage of trips by mode (annual); Travel time along project corridor by mode; Travel time reliability by mode; Emergency response time to emergency healthcare facilities.

Goal 4: Social Equity

Objective 4.1: Investments made for bicycling, walking, and transit access in traditionally underserved neighborhoods

- Strategy 4.1.A: Develop funding criteria that prioritize projects and programs that serve traditionally underserved neighborhoods who may rely on bicycling, walking, and transit as their sole or primary form of transportation
- Strategy 4.1.B: Identify a comprehensive bicycling and walking system and suite of programs in traditionally underserved neighborhoods
- Strategy 4.1.C: Coordinate with the Pinellas Suncoast Transit Authority (PSTA) to identify potential transit locations and amenities that will increase comfortable access to larger populations, with special preference to areas with an increased percentage of transportation disadvantaged

Suggested Performance Metrics: Percentage of funding allocated to bicycling, walking, and transit access projects in traditionally underserved neighborhoods as indicated by census data (annual); Count of new or refurbished facility elements by mode (annual); Length of new or refurbished facility elements by mode (annual).

Objective 4.2: Improved bicycle and pedestrian access to employment centers and health resources in St. Petersburg such as parks, open space, recreation centers, healthcare, and fresh food

- Strategy 4.2.A: Prioritize implementation of infrastructure or routes that connect to employment centers, parks, open space, recreation centers, healthcare, and fresh food

Suggested Performance Metrics: Percentage of the population living within one mile of a recognized employment center; Number of people living within one mile of a recognized employment center; Percentage of the population living within one mile of a health resource center; Number of people living within one mile of a health resource center; Percentage of the population living within a ten-minute walk (½ mile) of a park; Number of people living within a ten-minute walk (½ mile) of a park; Percentage of the population living within a ten-minute walk (½ mile) of an off-street multi-use trail system; Number of people living within a ten-minute walk (½ mile) of an off-street multi-use trail system; Measure bicycle accessibility via LTS 2 or better for all of the categories above.

Objective 4.3: Programs that encourage broader bicycling and walking activity across all demographics

- Strategy 4.3.A: Support and increase the existing capacity of the FDOT's Safe Routes to School program for Pinellas County and St. Petersburg
- Strategy 4.3.B: Expand Transportation Demand Management (TDM) programs that provide education and encouragement of all travel modes. Examples include rideshare support and the Bicycle Friendly Business program.
- Strategy 4.3.C: Support development of ambassador-type program to encourage additional bicycling, walking, and transit activities
- Strategy 4.3.D: Support community events and programs that encourage active transportation

Suggested Performance Metrics: Amount of funding provided toward education and encouragement programs (annual); Percentage of trips by mode (annual); Percentage increase of attendees at transportation community events/programs from previous years.

Objective 4.4: Increased local capacity to execute and administer education and encouragement programs throughout St. Petersburg

- Strategy 4.4.A: Provide departments with technical resources or funding support to administer education and encouragement activities

Suggested Performance Metrics: Amount, time, and funding allotted to training for education and encouragement activities (annual).

Goal 5: Economic Development

Objective 5.1: Increased multimodal access to major industries and employers, especially those associated with the industries prioritized in the Grow Smarter initiative

- Strategy 5.1.A: Maintain an inventory of major industry and employment centers within the City
- Strategy 5.1.B: Prioritize and incentivize the development of Complete Streets elements that provide multimodal access to employment centers
- Strategy 5.1.c: Provide technical assistance to developers during the site plan review and permitting stages to make them more aware of multimodal requirements and incentives

Suggested Performance Metrics: Number and size of Grow Smarter opportunity sites (annual); Number and size of developments incorporating Complete Streets elements with multimodal access (annual).

Objective 5.2: Non-motorized and transit access to existing and future growth areas within the City

- Strategy 5.2.A: Identify areas of potential growth throughout the City
- Strategy 5.2.B: Prioritize the development of non-motorized and transit access improvements to the areas of potential growth

Suggested Performance Metrics: Walk score, bike score, and transit score for activity centers (annual); City rating by PlacesForBikes (annual).

Objective 5.3: Transit-oriented development strategies are used to improve cohesion between economic and residential development

- Strategy 5.3.A: Prioritize the implementation of design standards that increase access to economic development areas
- Strategy 5.3.B: Promote development in areas with transportation nodes which increase access to the area to reduce reliance upon single-occupancy vehicles

Suggested Performance Metrics: Update of design standards (biannual); Number and size of developments' multimodal access (annual).

Goal 6: High Quality of Life and Community Places

Objective 6.1: Transportation projects are leveraged to create places of enduring quality

- Strategy 6.1.A: Incorporate elements of placemaking best practices that fit the land use context into all transportation projects

Objective: 6.2: Routine feedback from the public on the condition and needs of the transportation network

- Strategy 6.2. A: Prioritize development strategies based on the needs of each neighborhood and business district in the City
- Strategy 6.2.B: Utilize a variety of methods to seek public input to identify facility needs and desires with an emphasis on equitable access to public input opportunities
- Strategy 6.2.C: Identify and utilize a diverse group of engaged citizens (race, culture, gender, and income) with an interest in transportation to provide feedback on implementation of Complete Streets projects
- Strategy 6.2.D: Develop guidance to allow for grassroots demonstration projects that allow the public to engage in development of transportation network

Suggested Performance Metrics: Number of input opportunities, number of various types of input opportunities, and responses provided for transportation projects in St. Petersburg (annual); Update of demonstration projects guidance (biannual); Number of demonstration projects requested and implemented (annual).

Objective: 6.3: Affordable housing options are supported by increased non-motorized and transit access to residential development

- Strategy 6.3.A: Prioritize multimodal access to residential areas

Suggested Performance Metrics: Percentages of city with a combined housing and transportation expense that is more/less than 45% of total income.

Goal 7: Improved Public Health

Objective 7.1: Increased number of people walking and bicycling

- Strategy 7.1.A: Establish monitoring programs to identify the number of people walking and bicycling within the transportation network
- Strategy 7.1.B: Maintain and disperse route maps showing the location of pedestrian, bicycle, and transit elements as well as other forms of transportation on a regular basis
- Strategy 7.1.C: Identify goals to increase the overall share of people walking and bicycling within the transportation network

Suggested Performance Metrics: Number of automatic count stations added (annual); number of bicyclists and pedestrians counted (seasonal and annual); Number of bicycle maps printed and distributed (annual); Review of metrics to determine the impacts of increase bicycle and pedestrian use on motor vehicle congestion and air quality.

Objective 7.2: Continued implementation of the Healthy St. Pete program and Community Health Improvement Plan implementation

- Strategy 7.2.A: Work with the Healthy St. Pete (HSP) staff to develop educational campaigns to explain the health benefits of using alternative transportation options and encouraging their use
- Strategy 7.2.B: Continue to support the Bicycle-Friendly Business program
- Strategy 7.2.C: Participate in development of Community Health Improvement planning and implementation efforts by the Florida Department of Health – Pinellas County

Suggested Performance Metrics: Number and types of Healthy St. Pete programs involving transportation (annual); Number of Bicycle-Friendly Businesses certified and level of certification (annual); Percentage of the population living within a half mile of a healthy food source; Percentage of the population living within a ten-minute walk (½ mile) of a park; Percentage of the population living within a ten-minute walk (½ mile) of an off-street multi-use trail system.

Objective 7.3: Reduction of transportation-related emissions that contribute to air pollution

- Strategy 7.3.A: Monitor air quality figures for the City of St. Petersburg for improvement as the viability of the multimodal network increases
- Strategy 7.3.B: Identify annual vehicle miles travelled (VMT) figures for St. Petersburg and continue to monitor to determine how the multimodal network is being used effectively

Suggested Performance Metrics: Air quality metrics (annual); Number and change vehicle miles traveled (annual).

Goal 8: Community Sustainability, Resiliency, and Environmental Quality

Objective 8.1: Implementation of green infrastructure within Complete Streets projects

- Strategy 8.1.A: Increase the number of trees within design guidelines and planted as part of new projects
- Strategy 8.1.B: Increase the number of trash receptacles and recyclables placed along sidewalk and multi-use trail facilities
- Strategy 8.1.C: Promote the implementation of street projects that include green streets measures and plan for maintenance of such features to preserve evapotranspiration functionality
- Strategy 8.1 D: During implementation of Complete Streets projects, actively seek co-benefits for flood/storm water storage solutions in street or within Low Impact Development (LID) project area

Suggested Performance Metrics: Number of trees planted in public rights-of-way (annual); Average size (caliper) of trees planted in public rights-of-way (annual); Net new trees planted in public rights-of-way; Number of trash and recyclable receptacles placed along pedestrian facilities (annual); Number and length of projects that include green streets measures (annual); Amount of litter reduction (annual); Amount (sf) of permeable pavement or natural features as displaced pavement (annual).

Objective 8.2: Use of environmentally sustainable fueling options

- Strategy 8.2.A: Increase the number of electric vehicle charging stations
- Strategy 8.2.B: Continue to partner with the Pinellas Suncoast Transit Authority to advance the use of electric and hybrid electric transit vehicles within St. Petersburg

Suggested Performance Metrics: Number of electric vehicle charging stations publicly available (annual); Amount of electricity used for electric vehicle charging in public rights-of-way (annual); Number of routes utilizing electric buses (annual); Miles of transit service provided utilizing electric buses (annual).

Strategic Approaches

The vision, goals, objectives, and strategies outline how Complete Streets will be integrated from a system and policy level. The following content introduces this Implementation Plan's big ideas, which include specific approaches to be used to guide future projects and designs that will impact the City's streets.

- Placemaking
- Context Zones
- Street Types
- Modal Priority
- Maximum Desired Operating Speeds
- Flexible Street Design Guidance
- Level of Traffic Stress for People Bicycling
- Neighborhood Greenways
- Transit Oriented Development
- Sustainability and Smart Growth

Placemaking

St. Petersburg's land area is almost fully developed which means growth is being accommodated via redevelopment within the existing pattern. The City is known for its unique neighborhoods and districts. Placemaking seeks to embrace and retain the different landscapes and unique aspects of these districts. Integrating the values of the surrounding community lead to quality design for people and place.

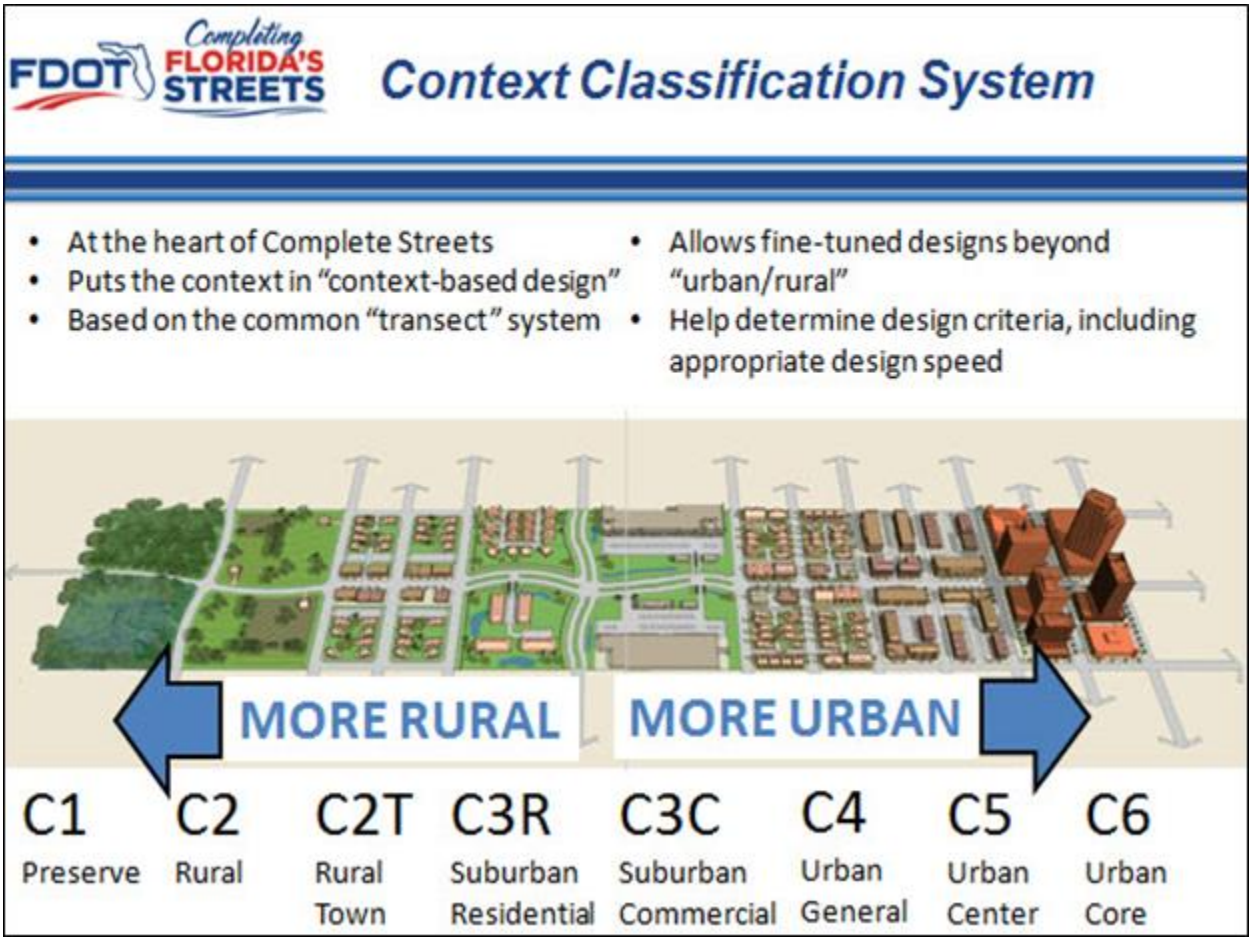
> *"As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.*
>
> *With community-based participation at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well being."*
>
> --The Project for Public Spaces

Placemaking as it relates to Complete Streets leads us to strategically pursue street designs that excel as much as places to be as places to move through. In order to make a "place" elements should be introduced that make people feel welcome, comfortable, and interested.

Placemaking - Approach Takeaway: Look for the elements that make a district unique and reflect the values of the surrounding community any time a given street corridor is altered.

Land Use Context Zones

It is essential to consider the existing and desired surrounding land use context when making decisions that impact the streets. Categorizing the City's existing land uses and urban form into "Context Zones" help to identify the transportation needs and elements that are expected to serve these different types of areas. As a part of its own efforts to implement Complete Streets, the FDOT has made great advances in incorporating context zone classifications within the FDOT Design Manual that are related to the rural to urban transect. The graphic below shows the FDOT Context Classification system.



Due to the primarily urban context and the varying mixture of land use types in St. Petersburg, a unique set of land use context zones was developed. These "custom" context zones are generally compatible with FDOT but are more closely aligned with current land use. The contexts identified in the Implementation Plan are reflective of both what is there now as well as anticipated redevelopment.

The following Land Use Context Zones represent existing land uses throughout the St. Petersburg:

- Industrial Context Zones are generally characterized by warehousing, distribution, manufacturing, freight, or other commercial uses. The parcels are often large and frequently have buildings with open interiors and established loading access, exterior storage and service lots, informal parking areas, and low density. Traditionally, these zones were least compatible with non-residential uses. However, heavy manufacturing uses are now less common and these zones can often house less intensive uses such as specialized manufacturing, live/work space for artists, and yoga studios.
- Parks/Civic Context Zones are areas used as parks with natural preservation, parks with active sports fields and playgrounds, drainage and utility corridors, recreation centers, public services, libraries, and schools.
- Residential Context Zones are characterized by predominantly housing uses. The residential areas are comprised of mostly single-family houses, interspersed with duplexes and low rise multifamily housing buildings. The areas often feature moderately sized lawns or tree canopies, and sometimes brick streets. Residential Context Zones covers a majority of the City's land area.
- Commercial Context Zones are represented by the presence of parking lots fronting the street serving retail and services, strip malls, and other regional destination businesses such as big-box stores. Commercial development can range from single-story development to larger multi-level and multi-purpose buildings. Housing regional destination businesses, Commercial Context Zones are generally located along principal arterial roads or at major intersections, and are typically dominated by motor vehicle traffic.
- Mixed-Use Context Zones are represented by the mixture of both commercial and residential uses. These areas often follow the traditional urban pattern of commercial frontages with residential uses above and behind. Buildings are generally fronting on the sidewalks with parking in some combination of behind the buildings, structured, or off site. Mixed-Use Context Zones can be either concentrations of blocks such as downtown or linear corridors such as MLK Street, 34th Street, or Central Avenue and 1st Avenues North and South.
- Special District Context Zones denote areas of interest with characteristics that have specific or intensive uses. These areas typically consist of having a unique character such as large shopping malls, planned developments, sports arenas, hospital campuses, evolving former industrial areas, or specialized downtown areas. Generally, these areas are distinct in nature and contain both aesthetic and development differences when compared to the surrounding areas. Special District Context Zones are popular destinations, typically providing services or employment that may generate large numbers of people. Thus, these areas will require multimodal improvements to ensure the safe and efficient flow of transportation. The Special Districts within St. Petersburg are:
    - Greater Downtown, including the following sub-districts
        - Tropicana Field
        - Innovation District
        - Warehouse Arts District
    - Gateway Area
    - Tyrone Square Mall
    - Skyway Marina District

Below is a crossover between the FDOT and St. Petersburg Context Zones. In order to accurately reflect the conditions in St. Petersburg, Parks/Civic, Special Use, and Industrial Zones were created outside of the previously identified FDOT descriptions.

Land Use Context Zones

FDOT Context Zones	Description	St. Petersburg Context Zones
Rural	Natural and rural zones	N/A
Rural Town	Historic towns; very little development with natural area surrounding	N/A
Suburban	Residential uses as well as large non-residential uses with parking space	Residential
Urban	Mix of land uses including commercial and residential	Mixed use
Urban Core	Big box development and vehicle dominance	Commercial
N/A	Area with unique characteristics	Special Use
N/A	Non-residential land uses including manufacturing or light industry	Industrial
N/A	Schools, parks, and other recreational land uses	Parks/Civic

Land Use Context Zones - Approach Takeaway: Land use and transportation are inextricably linked. When altering streets, understanding the existing and planned land use context is necessary for appropriate street design – and vice versa.

Street Types

Historically, streets have been classified based on a federal motor vehicle service hierarchy called "Functional Class", that is, their ability to move a certain number of cars at a certain speed. The distinguishing characteristic within the motor vehicle Functional Class system is framed as whether a street serves mobility (arterial roads) or property access (local streets).

Complete Streets is a philosophy that streets have many different roles, functions, and characteristics, and that they need to serve multiple types of uses. Correspondingly, a new hierarchy of "Street Types" was developed for St. Petersburg to better identify the different roles, functions, and characteristics for different modes of travel.

The functionally classified roads were split into these categories to better organize the streets' functions for all user types in relation to how roads operate. The below table describes how the functionally classified roads in St. Petersburg were organized within the new street level categories.

Complete Street Types & Motor Vehicle Functional Class Types

Street Level	Motor Vehicle Functional Class Type*	Complete Street Type
0	N/A	Alley
1	Urban Local	Local Street
2	Urban Minor Collector	Neighborhood Collector
2	Urban Minor Arterial	
3	Urban Major Collector	City Connector
4	Urban Principal Arterial - Other	Thoroughfare
5	Urban Principal Arterial - Freeways/Expressways	Freeways/Expressways
5	Urban Principal Arterial - Interstate	
5	Urban Principal Arterial - Freeways/Expressways	

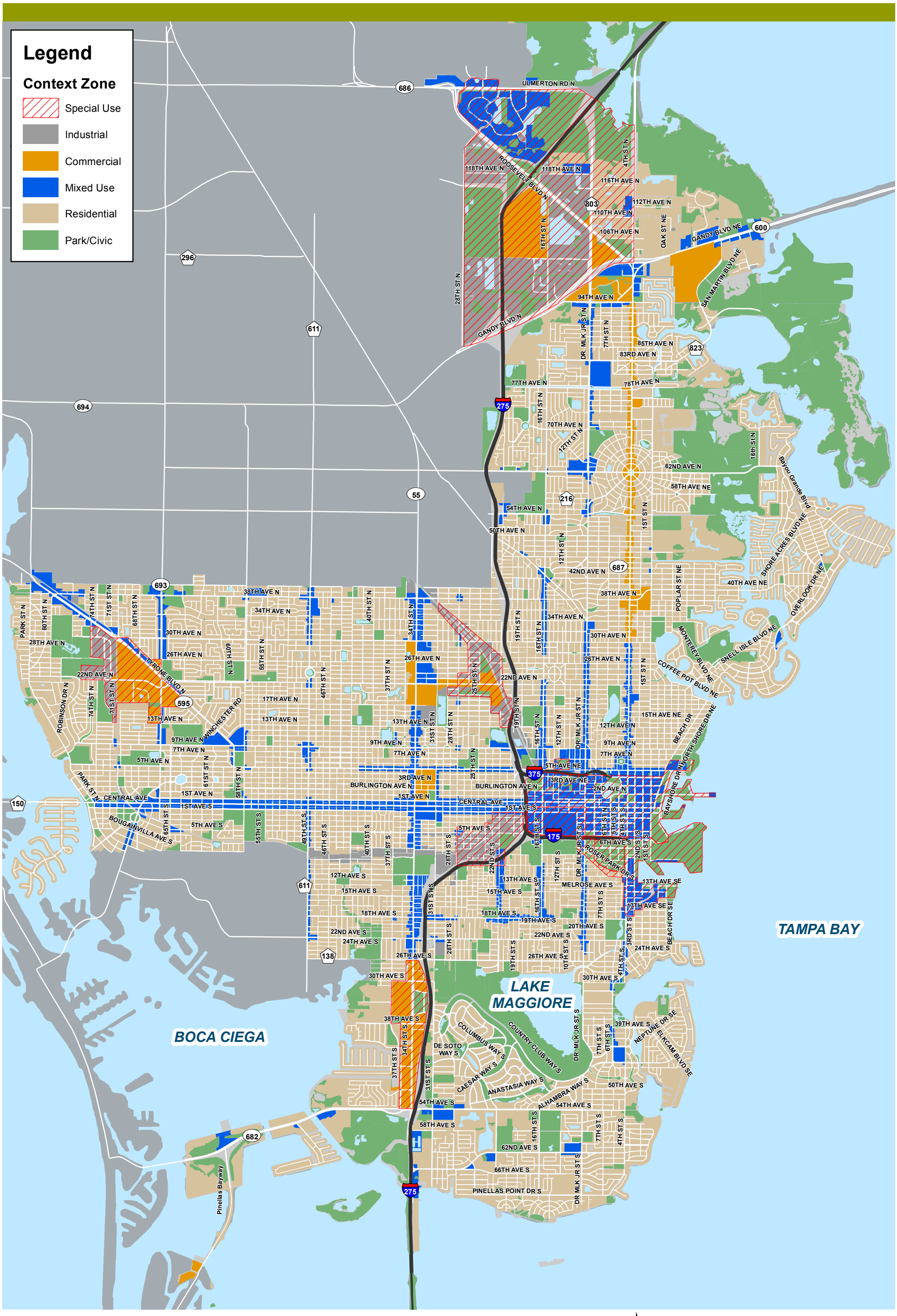
*Rural functional classifications were not included.

It is important to note that there is a network of alleys within the City that don't fall into one of the identified categories and are below the lowest FDOT functional classification. Alleys are a key element of St. Petersburg's historic pattern of development, which reinforces that a new Complete Streets typology is needed so they are adequately covered.

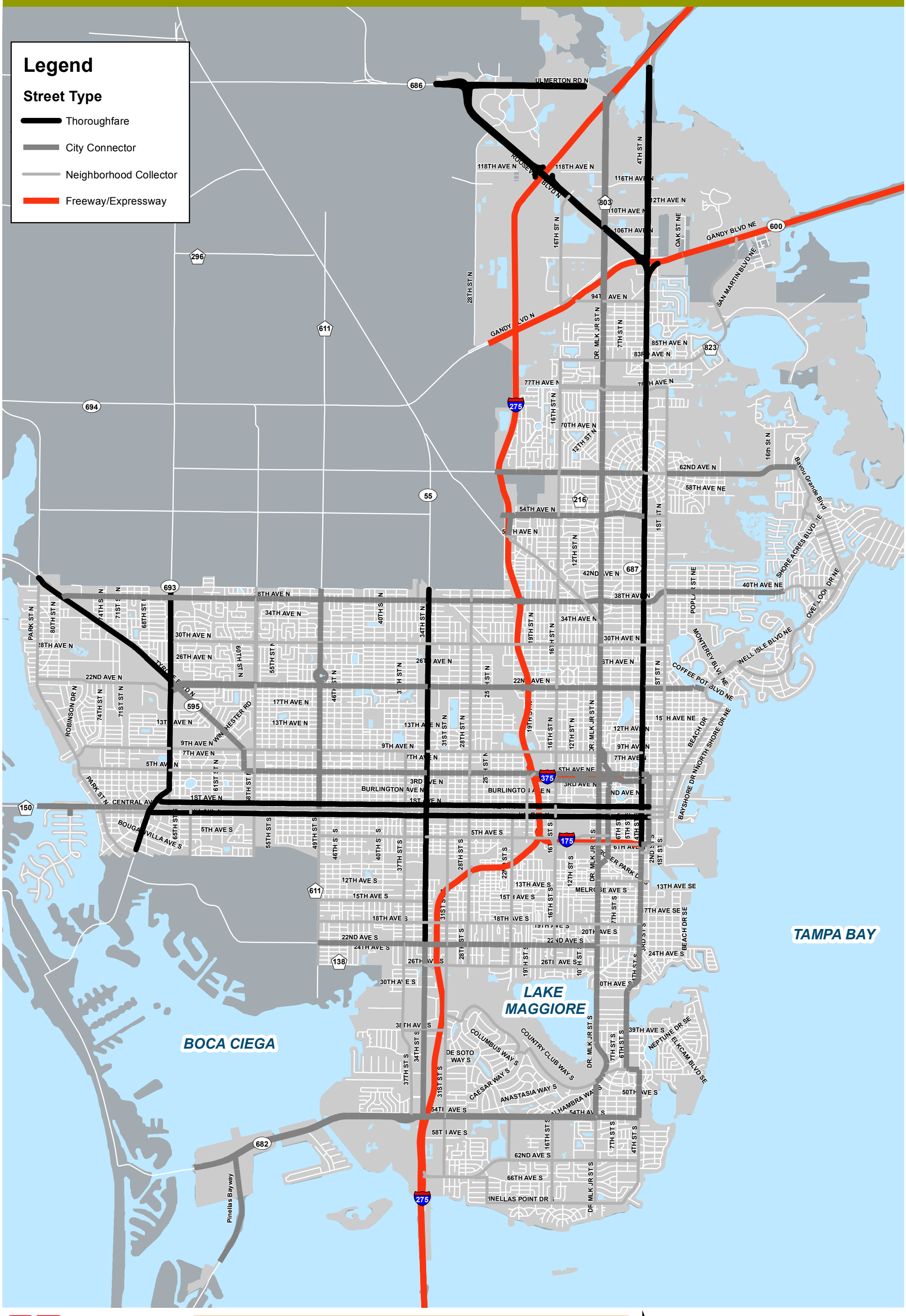
Freeways and expressways are limited access facilities by their very nature, so a different approach to those facility types is needed. It is important to recognize that they play a critical role in providing higher speed throughput for longer distance trips to connect St. Petersburg to the larger Tampa Bay region.

Street Types - Approach Takeaway: Different streets must serve different needs and functions, forming networks for all modes of travel.

Land Use Context



Street Types



Modal Priority

For second half of the 20th Century, the effective default modal priority for decisions impacting the streets across the country has been motor vehicles, with other modes being accommodated as a secondary consideration. This is reflected locally by Comprehensive Plan requirements for minimum motor vehicle Levels of Service but not for any other modes of travel, pervasive speeding enabled by excess capacity and highway design features, continuous and duplicative curb cuts that degrade or eliminate the pedestrian environment, bus stops that lack basic amenities, and a disconnected network of minimum-width on street bicycle facilities. Reviewing the goals of Complete Streets and studying the combinations of land use and street type across St. Petersburg point us towards decisions about future street configurations that both strategically maintain motor vehicle mobility across the City, while also shifting the priority to other modes on selected corridors when they better suit the given context.

A key principle of the Complete Streets program and this Implementation Plan, is that it is neither necessary nor desirable for every street to have dedicated, exclusive space and accommodations for each and every mode of travel. It is also not physically possible given limited public rights of way. However, applying the concept that each mode should have a connected network, the City is able to start identifying corridors where particular modes should be prioritized. This leverages the great resource the City has in a connected grid of streets, reinforcing the need to maintain these public rights of way and to (re)introduce public streets and alleys as large parcels are redeveloped.

The preceding Implementation Plan content created categories to describe different types of land use patterns and street types in St. Petersburg. Those categories were then applied and mapped to provide an overview of the existing form of the city. The reason for such categorization is to help identify the desired street configurations and elements that should be expected to support each given context. The desired modal priorities for each combination of Land Use Context and Street Type were developed in close coordination with the Complete Streets Committee, and application to the City's street network included coordination with regional partners such as the Pinellas Suncoast Transit Authority (PSTA).

Since pedestrian facilities enable other transportation modes to be successful, the City must first prioritize and provide for pedestrian accommodations on all streets. This includes crossings, streetscape improvements, and access management to preserve the pedestrian realm within the streetscape. Pedestrian priority is therefore not mapped for the City's streets because the accommodation of pedestrian access is a default consideration for every street in St. Petersburg.

The Modal Priority map depicts the major roadways within St. Petersburg, and the corridors identified as Vehicle and Transit priority that should all be managed to maintain reliable motor vehicle travel times. The difference is that Transit priority corridors should have added elements to support transit operations and access such as pedestrian crossings and access paths to/from those bus stops as well as potential preferential or operational traffic configurations such as traffic signal priority or queue jumps. The Transit priority corridors also indicate areas where land redevelopment should be specifically encouraged to be supportive of transit service through design considerations such as orientation of building entrances to the transit stops and adjusted minimum motor vehicle parking standards.

The connected network of bicycle routes is more-fully explained in the Neighborhood Greenways and Infrastructure Recommendations sections of this Implementation Plan. However, to complete the bicycle network, there are instances where bicycle travel should be accommodated along selected portions of the Vehicle and Transit priority network. While this plan seeks to proactively develop parallel networks for people bicycling that avoids major roads, there will still be regular locations where people bicycling will need to have facilities on major roads to either access destinations or connect the network. In general, the larger the roadway, the greater the need for separated bicycle facilities.

Modal Priority - Approach Takeaway: Review the Modal Priority for guidance on which elements and controlling design criteria should be used for each project. The overlapping networks of Modal Priority complement each other and seek to maximize value for the existing land development patterns. This modal hierarchy allows for guidance on which facility types should be implemented during a project and guides consideration of the tradeoffs that may need to be addressed based on existing conditions and available right-of-way on the project corridor.

Maximum Desired Operating Speeds

There is a general consensus that excessive traffic speeds are a concern across all parts of St. Petersburg. Police enforcement of speeds in all locations and at all times is not a reasonable expectation, nor is it an efficient means of addressing the underlying system-wide issue of excessive motor vehicle speeds resulting from building City streets to highway standards.

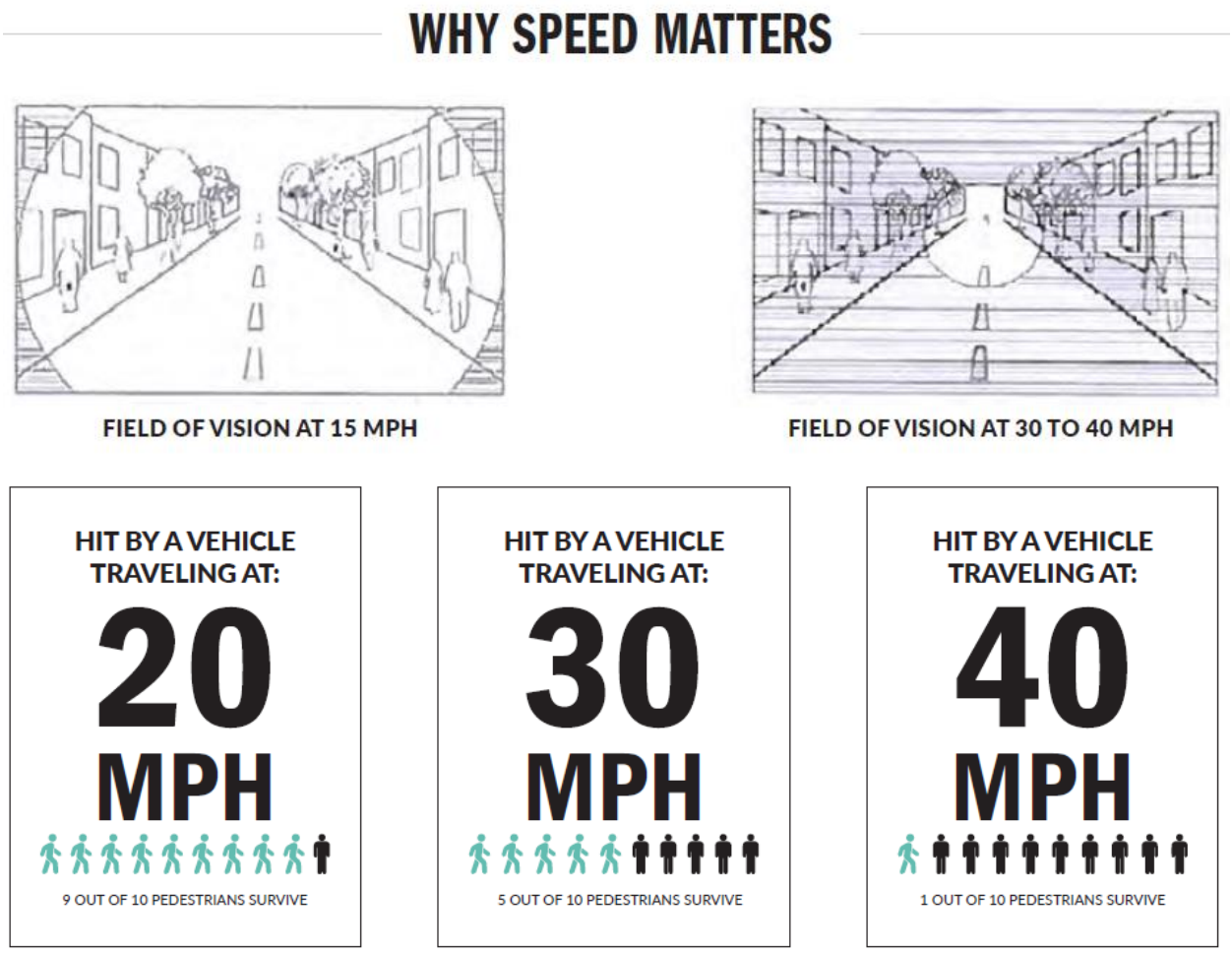
A guiding principle of this Implementation Plan and the application of Modal Priority is that motor vehicle speeds must be moderated in areas where people walking or bicycling is a priority. Correspondingly, another important strategic approach of this Implementation Plan is to identify the maximum desired operating speeds for street corridors across St. Petersburg. In order to integrate this strategic approach, maximum desired operational speeds have been identified for the functionally classified roadways throughout the City (excluding Interstates and other divided highways).

The City must pursue the systematic slowing of motorists to context-sensitive speeds through self-enforcing street design to increase safety, access, comfort, and the use of non-automobile modes of transportation. Below are important parts of this strategy:

- Speed limits are maximums, rather than expected minimums. Plan and design such that maximum desired speeds, target speeds, operating speeds, and posted speed limits are all equal (i.e., drop the practice for designing at higher speeds than posted speeds which encourages speeding).
- Use the maximum desired speed based on the context and modal priorities to guide street design decisions.
    - Apply this strategic concept at a project decision level by conducting speed studies and additional analysis to determine if the roadways can be modified to better accommodate the Modal Priority users.
    - If motorist speeds are exceeding the posted speed limit, the maximum desired operating speed, or both, then modify the street through design changes to achieve self-enforcing moderation of motorist speeds.
    - A national dialogue is happening that indicates moving away from using the measured existing 85th percentile speeds to set speed limits. The City should continue to track the development of updated national and FDOT guidance for establishing context-sensitive speed limits to achieve the maximum desired operating speeds outlined in this Implementation Plan.
- Above all, focus on the development of a street network that prioritizes safety over speed. The public support for reducing traffic speeds was recently reinforced via the results of a statistically-valid survey of Pinellas County residents that indicated 57% of participants were willing to exchange lower speeds for safer streets.

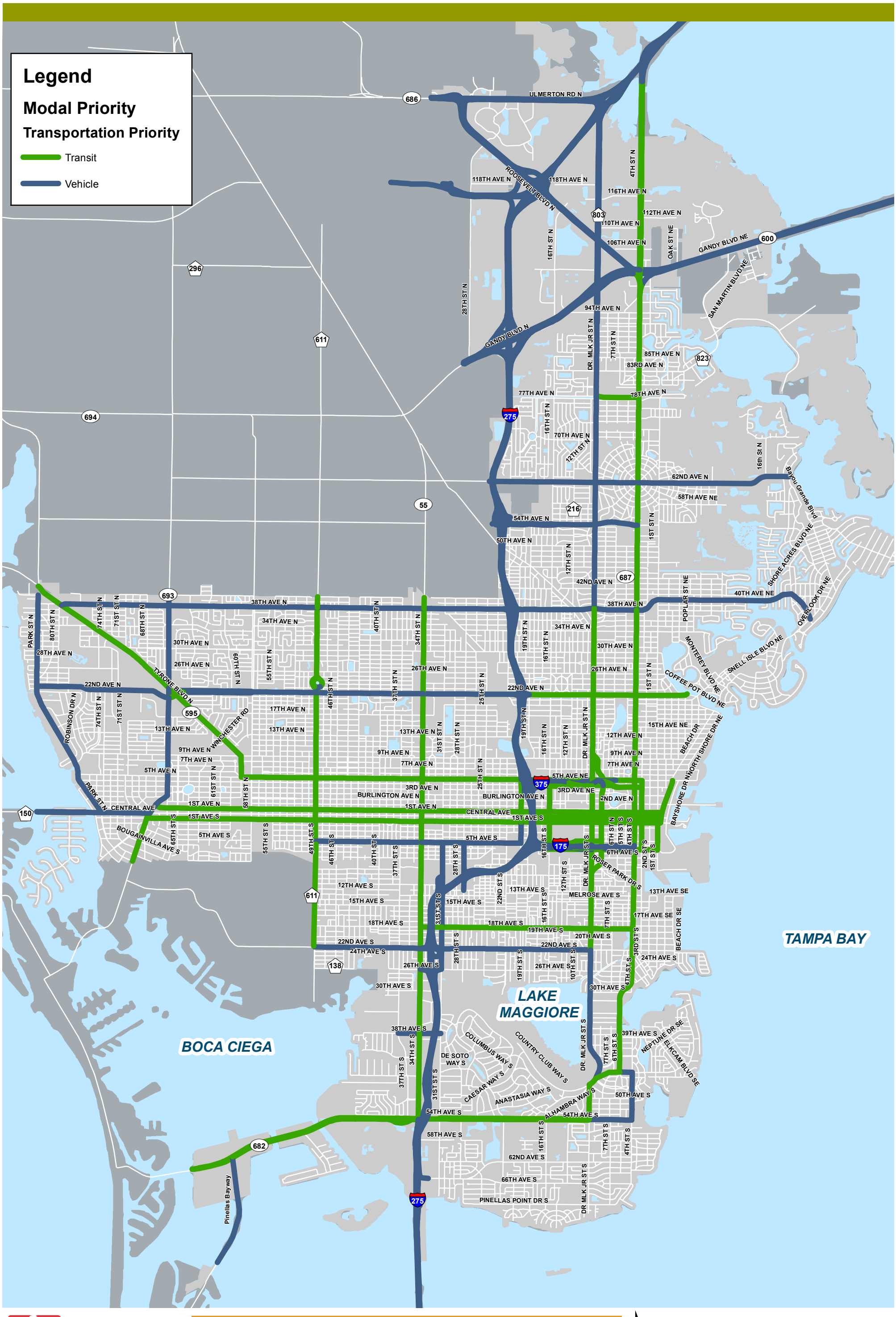
The following maps show the maximum desired operating speed for roadways throughout the City and the difference between posted and maximum desired operating speeds. A comparison between the existing posted speed limits and the maximum desired operating speeds shows that the majority of the City's functionally classified roadways are operating above the target speed.

When identifying maximum desired operating speeds for design, the impact of lower speeds on injury reduction is evident. A reduction in vehicle related crashes, injuries, and fatalities has a major impact on public health. It is estimated that in the first half of life, more Americans die from motor vehicle crashes than any other cause, including cancer or the flu. These injuries and fatalities often cause a shift in productivity, decreased property values, and a disruption to social services farther breaking down the health of a community. Designing streets using a context-sensitive maximum operating speed will improve safety.



Maximum Desired Operating Speeds - Approach Takeaway: Design decisions should use the maximum desired operating speed as controlling design criteria to encourage self-regulation of appropriate motorist speeds and to reflect the desired modal priority of each corridor. This self-regulation of speed will ultimately create a safer space resulting in fewer people injured or killed by traffic crashes.

Modal Priority



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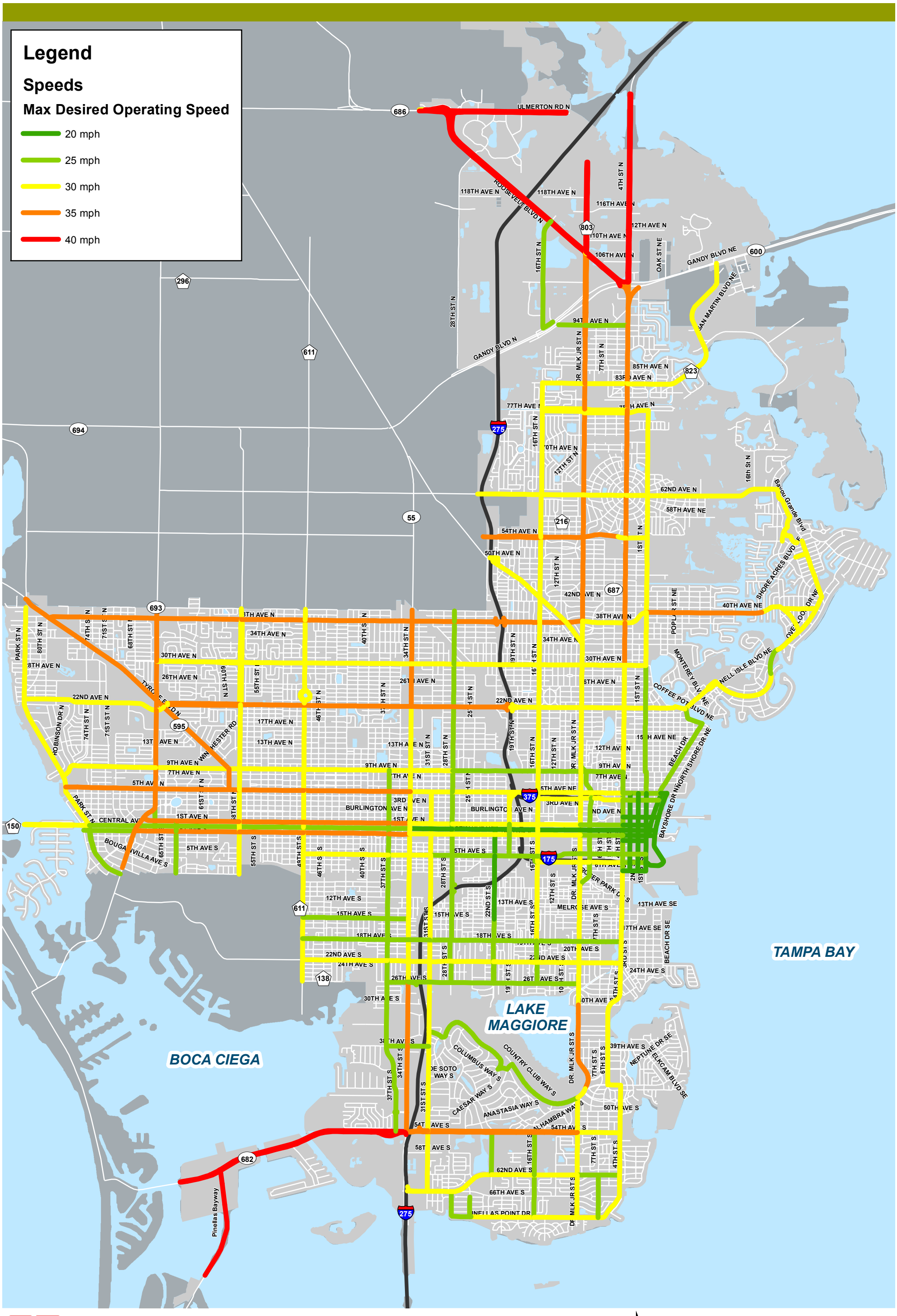
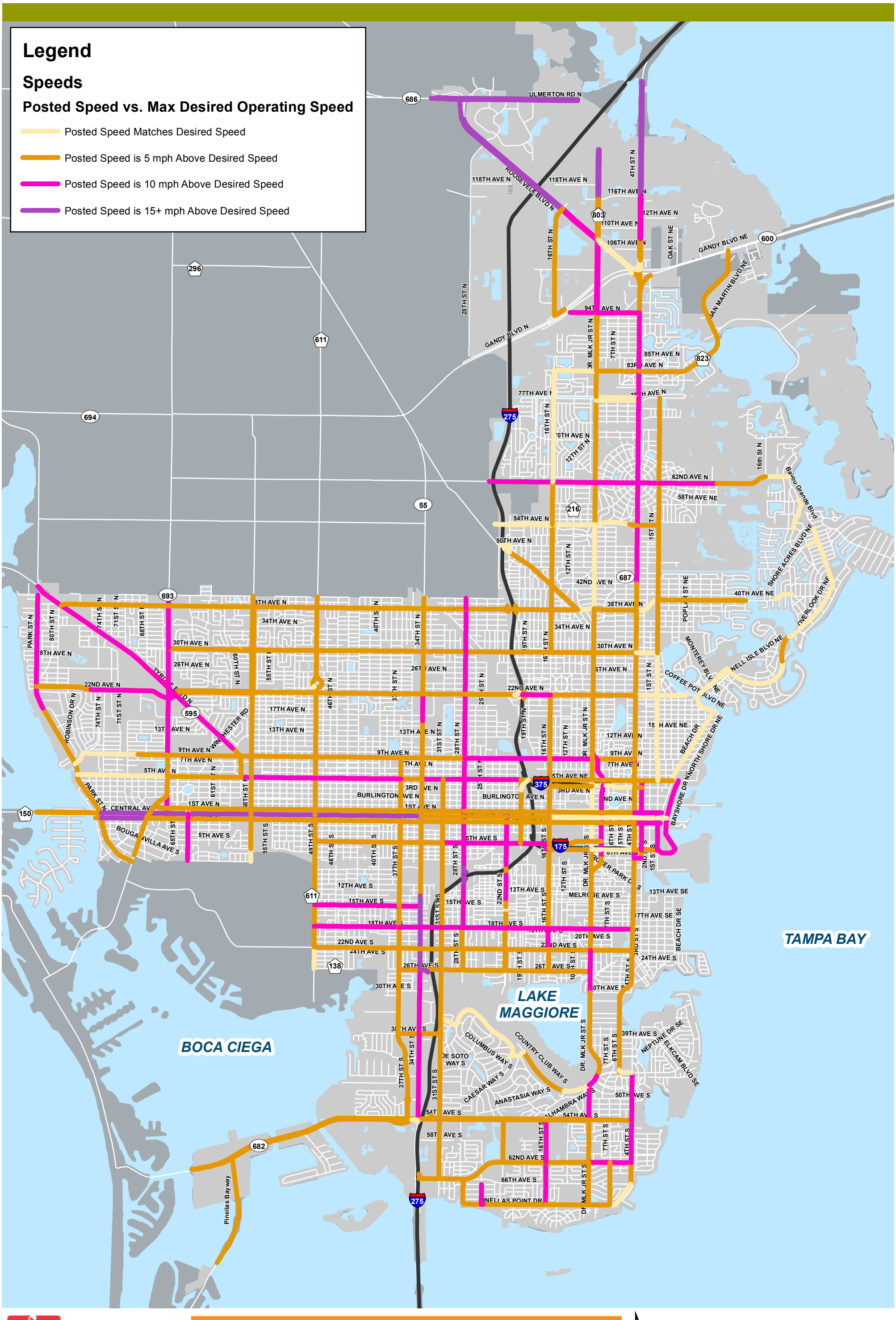
Maximum Desired Operating Speeds



Posted Speed vs. Maximum Desired Operating Speed



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Flexible Street Design Guidance Table

Context Zone (FDOT Context Zone)	Flexible Design Guidance	Street Type[7]			
		Local	Neighborhood Collector	City Connector	Thoroughfare
Mixed-Use (Urban Core)	***What is the Modal Priority*** [1]**?**	Bicycle, Pedestrian	Bicycle, Pedestrian	Bicycle, Transit	Transit, Pedestrian
	Target Speed	15-20 mph	20-25 mph	20-30 mph	25-30 mph
	Preferred Treatment [2]	10 ft. sidewalk Neighborhood Greenway elements[3]	Neighborhood Greenway Separated bicycle facility or 7 ft.[4] buffered bicycle lane 10 ft. sidewalk	Separated bicycle facility or 7 ft.[4] buffered bike lane Medium Transit Amenities[6] 10 ft. sidewalk	High Transit Amenities[6] 10 ft. minimum sidewalk Shared-use path[8]
Commercial (Urban)	***What is the Modal Priority*** [1]**?**	Pedestrian, Bicycle	Bicycle, Pedestrian	Vehicle, Transit	Transit, Vehicle
	Target Speed	15-20 mph	20-25 mph	20-30 mph	25-35 mph
	Preferred Treatment [2]	8 ft. sidewalk Neighborhood Greenway elements[3]	Separated bike facility or 7 ft.[5] buffered bike lane 8 ft.[5] minimum sidewalk	High Transit Amenities[6] 8 ft.[5] minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane	High Transit Amenities[6] 8 ft.[5] minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane
Residential (Suburban)	***What is the Modal Priority*** [1]**?**	Pedestrian, Bicycle	Bicycle, Pedestrian	Transit, Pedestrian	Transit, Vehicle
	Target Speed	15-25 mph	20-30 mph	25-35 mph	30-40 mph
	Preferred Treatment [2]	6 ft. sidewalk Neighborhood Greenway elements[3]	Neighborhood Greenway Separated bicycle facility or 7 ft.[4] buffered bike lane 6 ft.[5] minimum sidewalk	Low Transit Amenities[6] 6 ft.[5] minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane	High Transit Amenities[6] Shared-use path[8] 6 ft.[5] minimum sidewalk
Industrial	***What is the Modal Priority*** [1]**?**	Pedestrian, Bicycle	Vehicle, Bicycle	Vehicle, Transit	Vehicle, Transit
	Target Speed	15-25 mph	25 mph	30 mph	30-40 mph
	Preferred Treatment [2]	6 ft. sidewalk Neighborhood Greenway elements[3]	Separated bike facility or 7 ft.[4] buffered bike lane 6 ft.[5] minimum sidewalk	Medium Transit Amenities[6] 6 ft.[5] minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane	High Transit Amenities[6] 6 ft.[5] minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane
Special District	***What is the Modal Priority*** [1]**?**	Pedestrian, Bicycle	Pedestrian, Bicycle	Transit, Pedestrian	Transit, Pedestrian
	Target Speed	15-20 mph	20-25 mph	25-35 mph	25-35 mph
	Preferred Treatment [2]	TBD/varies minimum sidewalk Neighborhood Greenway elements[3]	TBD/varies minimum sidewalk Shared-use path[8] Separated bicycle facility or 7 ft.[4] buffered bike lane	High Transit Amenities[6] Shared-use path[8] Separated bicycle facility or 7ft.[4] buffered bike lane TBD/varies minimum sidewalk	High Transit Amenities[6] Shared-use path[8] TBD/varies minimum sidewalk Separated bicycle facility or 7ft.[4] buffered bike lane
Parks/Civic	***What is the Modal Priority*** [1]**?**	Pedestrian, Bicycle	Pedestrian, Bicycle	Pedestrian, Bicycle	Pedestrian, Bicycle
	Target Speed	15-20 mph	20-25 mph	25-35 mph	25-35 mph
	Preferred Treatment [2]	10 ft. sidewalk	10 ft. sidewalk	10 ft. sidewalk	10 ft. sidewalk

[1] *Pedestrian facilities should be prioritized along all street types regardless of modal prioritization results.*

[2] *For all preferred treatments, available R/W may dictate possible treatment application.*

[3] *Neighborhood Greenway elements can be found within the Design Elements section of the Implementation Plan.*

[4] *Separated bicycle facilities or 7 ft. buffered bike lanes are ideal ; if this is not possible due to constraints, please use the following options in order of priority: 6 ft. buffered bicycle lane, 5 ft. bicycle lane, 4 ft. bicycle lane.*

[5] *5 ft. sidewalks are the American with Disabilities Act Standards. The City should strive to exceed that minimum but if constraints are present, 5 ft. sidewalks are acceptable.*

[6] *Low, Medium, and High Transit Amenities are based on street level and context zone; City Staff should work with PSTA on determining the R/W accommodation needed for the appropriate improvements.*

[7] *Alleys and Freeway/Expressways are not included in this table; for alleys apart of the network, please follow the same guidance used for local streets.*

[8] *Shared use paths are recommended in areas where bicycle and pedestrians may use the same facility based on modal priority and/or target speed.*

Flexible Street Design Guidance

The strategic approaches summarized previously are important in implementing good street design. It is essential to understand the surrounding context zone and street type as well as the modal priority and maximum desired operating speed to select the appropriate Complete Street elements. There is no one-size-fits-all as projects can have different constraints and require tradeoffs. The key word is flexibility, which is essential for street design that fits the context.

Several existing sets of minimum criteria and design guidance underlie the design of public streets in St. Petersburg. At the national level, the Manual of Uniform Traffic Control Devices (MUTCD) sets the minimum criteria, and the various publications of the American Association of State and Highway Transportation Officials (AASHTO) provide the most generally-accepted design guidance. Together, these materials form the basis of the design standards produced by FDOT for use in the State of Florida. FDOT then produces the Florida Design Manual (FDM) for use on State highways and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (also referred to as the "Florida Greenbook") for all other public streets. The City has also adopted a number of local standards that establish design values to be used for selected applications.

The Florida Greenbook provides the following guidance, which emphasizes that context should drive the selection of appropriate design elements and values for each street:

> *"Users of this Manual are cautioned that the strict application of exact numerical values, conditions or use information taken from portions of the text may not be appropriate for all circumstances. Individual references to design values or concepts should not be used out of context or without supporting engineering judgement."*

Cities around the world provide examples of many street configurations that successfully go beyond bare minimums to safely accommodate multiple user groups as fits the community's context and needs. A number of additional resources are available that provide supplementary guidance to the minimum criteria introduced above. FHWA has produced several documents that give examples and guidance for engineers including: "Achieving Multimodal Networks", the "Separated Bike Lane Planning and Design Guide", and the "Bikeway Selection Guide". The National Association of City Transportation Officials (NACTO) have produced further guidance including the "Urban Street Design Guide", the "Urban Bikeway Design Guide", and the "Transit Street Design Guide".

It is a professional responsibility of street designers to utilize the full range of available guidance when selecting the appropriate design elements and criteria to be used for each street. The Goals of this Implementation Plan shall guide judgments when design decisions require tradeoffs between design elements. The Complete Streets Committee will also be a guiding force to ensure that Complete Streets elements are being properly considered and incorporated into projects.

Flexible Design Guidance - Approach Takeaway: To supplement the published guidance references noted above, the Flexible Street Design Guidance Table created for this Implementation Plan is an aspirational tool that the City will use to identify design considerations that should be applied to street

designs for each given context in St. Petersburg. The table identifies preferential facility types and design criteria for each mode, and in each context.

Level of Traffic Stress for People Bicycling

This Implementation Plan recognizes that different people have different levels of comfort bicycling in traffic. Industry practice has identified four generalized types of bicyclists based on skill and experience level: children and elderly, interested but concerned, enthused and confident, strong and fearless. The strong and fearless riders can navigate even the most stressful streets in the City, but most bicyclist types cannot, which can decrease the viability of bicycling even short distances. As a result, the City has gaps within the continuity of the existing bicycle network, limiting where many people are able to travel comfortably by bicycle. Much more than just spot issues, these gaps can limit the effectiveness and value of the entire bicycle network.

An essential element of this Implementation Plan is the creation of a network of bicycle routes that are comfortable for people 8-to-80 years of age. The bike network envisioned in this Implementation Plan seeks to utilize routes parallel to busier roads wherever possible (see Neighborhood Greenways). However, sometimes the context and connectivity needs require that bicycle travel be provided a dedicated facility. A general principle is that the comfort of people on bicycle requires more separation as motor vehicle traffic volumes and speeds increase.

Example of Separated Bikeway – Cambridge, MA

This Implementation Plan introduces a metric called Level of Traffic Stress (LTS) that estimates the level of comfort for a given bicycle route based on different types of bicyclists. The goal is to establish a connected network of bicycle routes that are comfortable for most people.

Four Types of Bicyclists

Type of Bicyclist	Description
Children/Elderly	Needs a facility completely separated from the roadway such as a multi-use trail.
Interested but Concerned	People who would like to ride their bicycle but have fears which are usually caused by vehicles. This type of bicyclist needs low speeds, low volumes, and a separated facility such as a buffered bike lane.
Enthused and Confident	People who feel comfortable bicycling along a corridor next to vehicles at lower speeds and with facilities such as a bike lane or signage.
Strong and Fearless	People who will bicycle along a corridor regardless of the conditions. These users have no problem sharing the lane with a vehicle traveling at speeds greater than 40 mph.

Throughout the City, there are islands of ideal bicycle network but there are also barriers that separate these islands from connecting to one another. Analysis was completed for this Implementation Plan to determine baseline LTS conditions for all streets in St. Petersburg. The LTS for a given roadway is influenced by the existing speed limit and volume of motor vehicles, the number of travel lanes, the presence and characteristics of a bicycle facility, and whether there is a safe crossing location.

LTS is an important metric because it helps identify barriers and gaps in the comfortable bicycle network. By identifying the barriers between the areas of connected network, the City can focus on how to address the obstacles or look for more opportune ways to make connections. For example, the LTS base line completed for this Implementation Plan has helped to identify locations where small investments such as an enhanced crossing may provide a low stress connection between otherwise isolated comfortable bicyclist networks. As the City implements projects, LTS will be continually updated to see how the network is expanding to be more encouraging for people who need greater comfort. Appendix E contains details of the calculations and methodology of the LTS analysis for St. Petersburg.

Level of Traffic Stress for Bicyclists - Approach Takeaway: Lack of comfortable bicycle facilities and barriers such as busy roadway crossings can create gaps in the bicycle network that discourage all but the most confident bicyclists. Level of Traffic Stress is a metric that measures the comfort of bicycle routes and can therefore help identify the gaps that disrupt the City's network of bicycle routes.

Neighborhood Greenways

Building on St. Petersburg's grid of streets, this Implementation Plan envisions an integrated bicycle network with low stress routes that connect all parts of the City to each other, trail corridors, and major destinations. The network is spaced with a maximum of roughly 4-6 blocks between parallel routes.

Neighborhood Greenway (Source: NACTO)

Neighborhood Greenways are low-speed and low-traffic volume roadways identified as part of a connected network of bicycle routes, where it is not necessary or desirable to create dedicated, exclusive space for bicycling on these streets. Neighborhood Greenways build on the City's successful neighborhood transportation program, working to build upon the existing traffic calming that has been installed in coordination with neighborhood traffic plans.

Neighborhood greenways include three main design tools:

- Traffic calming in coordination with neighborhood traffic plans,
- Enhanced crossings at larger streets, and
- Wayfinding and other signage/mapping.

The routes and crossings established as Neighborhood Greenways represent the single largest proactive investment in this Plan, improving connectivity for both people on foot and people riding bicycles to safely and comfortably move between neighborhoods, reach nearby shopping, or access bus stops.

Neighborhood Greenways - Approach Takeaway: Neighborhood Greenways use the best parts of existing neighborhood streets to increase the network of comfortable bicycle routes and connect neighborhoods to each other with regular and safe crossings for people using non-motorized modes of travel.

Transit Oriented Development

Transit Oriented Development (TOD) results in a built environment that can improve ridership and increase the feasibility of healthier transportation options. TOD promotes a richer mix and higher density of land uses along corridors as well as on sites along transit routes, in districts, centers, and in downtown. Work with PSTA, City land use planners, and developers to create the mutually supportive active transportation environments through land use changes, parking regulations, bike and walking infrastructure, and open space. Changes should be made to the Comprehensive Plan, Land Development Regulations (LDRs), and other planning guidance to reflect Complete Streets priorities and transit-oriented development with initiatives that improve the City's ability to grow smarter, making Complete Streets easier to implement.

As discussed previously, Modal Priority is essential to identifying the appropriate design elements and criteria for a given street. Those streets identified as a Transit Priority should pursue TOD design principles to guide future development along corridors to maximize the use of the transit system.

Transit Oriented Development - Approach Takeaway: The building configuration, density, and land uses along transit priority corridors should support the use of those transit routes. The City will seek to continue the increase of development density and pedestrian-oriented design along transit-prioritized corridors.

Sustainability and Smart Growth

Sustainable measures should be considered and included in all elements of design and implementation of Complete Streets. Applying innovation strategies during design can help with drainage, energy use for street lighting, ecological conservation, and increased shade which can provide additional comfort for those walking and biking. Design can also have a significant impact on the lifespan of a project and can increase the longevity and durability of a project. The City is currently completing an Integrated Sustainability Action Plan (ISAP) that will serve as guidance for all City Departments on how to integrate sustainability into their projects. As the City moves forward, these smart growth strategies will promote a more sustainable St. Petersburg with less reliance on personal vehicles.

Sustainability and Smart Growth - Approach Takeaway: Integrate innovative drainage, energy use, lighting, conservation, and shade with street designs to achieve integrated sustainable outcomes.

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SECTION 4: IMPLEMENTATION PLAN

The previous section summarized the Complete Streets Approach including the Implementation Plan vision and goals as well as strategic approaches to implement street modifications. This section focuses on implementation actions, timing, and next steps to bring these approaches to fruition. The following is included in this section:

- Process improvements – includes changes to policy and project delivery
- Capital projects – outlines project recommendations and phasing
- Program enhancements – lists new and expanded programs

Process Improvements

The streets of St. Petersburg are the largest component of the City's public realm, and they fall under the responsibility of many City Departments and other agencies. How the streets are designed and function have a large effect on the image, walkability, accessibility, safety, inclusiveness, and value of the City. Complete Streets strategically steer the future of the streets towards common objectives by altering the processes and responsibilities such that the sum of the many groups' efforts better advance each group's primary interests and simultaneously advance the overall interests of the City by:

- better coordination of the groups' efforts where there is overlap;
- leveraging the work to advance complete street objectives, traffic safety objectives, development objectives, and green infrastructure objectives, while ensuring consistent application of design standards, guidelines, and best practices;
- better identify and align the projects with overall City priorities such as Grow Smarter, Healthy St. Pete, and Sustainability & Resiliency; and
- provide a structure where the overall trajectory of the streets can be influenced and guided efficiently and effectively.

This section includes improvements to the processes by which the City makes changes to its streets. Complete Streets revolves around planning for people and the ideas of proximity, access, exchange, identity, network, convenient, connectedness, and scale. Walkability is fundamental. Though the form looks different for different land use contexts and parts of the City, the vision of a walkable and livable community covers the entire City. Processes and policy changes will be made to support this vision throughout the city. The areas of process improvement include the following:

- Administrative Policy changes
- Project delivery changes
- Land Development Regulation changes
- Demonstration & pilot projects
- Funding sources and strategies

Administrative Policy Changes

The Complete Streets Policy sets the direction for how the City's streets will be managed. A review of other policies should be undertaken to ensure that they coincide with Complete Streets. Future administrative policies should be considered as needed to advance initiatives that sprout forth from the ideas planted in this Implementation Plan.

Potential future changes to the Complete Streets Policy may be necessary to reflect official titles that can change over time for City Departments or other organizational partners. Also related to membership, the Policy may be revisited to add additional voting and/or non-voting members such as City Sanitation, PSTA, or FDOT.

Comprehensive Plan Changes

The Comprehensive Plan is the City's guiding document addressing community growth and policy that dictate public infrastructure, including transportation. The City is currently in the initial stages of created an updated Comprehensive Plan following a citywide long-term planning effort, Vision 2050.

The existing transportation element of the Comprehensive Plan references the need for multimodal transportation options. However, the primary metric and minimum criteria that supersedes these other considerations is motor vehicle level of service (LOS) and moving traffic. The vision for transportation in St. Petersburg needs to move towards the principles of Complete Streets, which emphasize traditional and flexible approaches to achieve the many goals for the City's streets such as placemaking, economic development, and accommodations for many user types.

Highlights of needed changes or additions to the Transportation Element of the Comprehensive Plan include the following topics:

- Decisions that impact transportation and land uses should reflect the different characters of districts and neighborhoods across the City.
- Maximize accessibility to the city, downtown, civic destinations, parks, neighborhoods, and businesses.
- Maximize the connectivity of the street network by encouraging more streets to follow the traditional grid street pattern and alleys to increase access.
- Protect the pedestrian realm and traditional pattern of development in applicable neighborhoods by limiting the abandonment of public rights of way or alleys and controlling the design and placement of private driveways.
- Change the priority away from Level of Service, reduce automobile dependence, and to reduce Vehicle Miles of Travel (VMT) (described in more detail below).
- Reduce greenhouse gases (continue to tie to additional Complete Streets policies)
- Strategize for reducing the number and rate of crashes.
- Introduce Vision Zero as a City goal and metric to guide future decisions.
- Introduce Level of Traffic Stress.
- Encourage Street trees.
- Reduce parking minimums in coordination with modal priorities.
- The quality of place for the "static users" (i.e. residents, shops, businesses).
- Complete Streets and the quality of the environment for people on foot and on bicycle (i.e. comfortable, engaging, attractive, accessible).
- The effects of vehicle technology and the desired policy direction for innovation in mobility options and mobility as a service.
- Adoption of the Flexible Street Design Guidance Table and the enhanced project delivery process.

As population continues to grow, the City must pursue the systematic reduction of trip lengths and VMT. The fundamental "land use" purpose of the City is to provide and concentrate the components of civic life in order to provide convenient and effective exchange without needing to travel long distances. Development patterns should continue to be encouraged to achieve increasing numbers of short trips (by car, bicycle, and ideally by foot) or transit trips and reduce long distance trips. In aggregate, the strategy is to encourage more social and economic vibrancy/exchange while simultaneously achieving less VMT in total and per capita.

With goals of sustainability, access to healthy transportation options, level of service (LOS) cannot be the sole and controlling minimum performance measure for decisions that impact the streets. Congestion can never be fully eliminated, and moderate levels of congestion during peak periods need to be viewed in consideration of how the street functions all 24 hours of the day. Correspondingly, there is a need to remove other similar surrogates for LOS (delay, travel time, etc.), and seek to balance those measures in consideration of people using the street outside of a vehicle.

Other recommendations are to incorporate context sensitive design into the Comprehensive Plan by including the context zone, street types, modal priority, and maximum desired operating speed content and maps. In addition, the City should revise the maps covering future number of lanes as well as updated truck routes. The truck routes should be adjusted to reflect the updated Vehicle and Transit Modal Priority corridors.

Project Delivery Changes

The current project delivery processes were outlined in Section 2 – Existing Conditions. The following content provides some guidance on key strategies and protocols that can improve the project delivery process to meet the goals of this Implementation Plan.

Standalone projects offer one opportunity to implement Complete Streets elements. These types of projects are comprehensive in nature and allow for a holistic approach to identifying needs. However, the limiting factor for standalone projects is their high costs, prioritization in consideration of limited resources, and the lengthy process for completion.

Example of Project Implementation

Standalone projects should be pursued primarily as a part of a proactive Capital Improvements Program. However, the City will also continue to work collaboratively with the Complete Streets Committee to pursue standalone projects jointly with district and land use plans, seeking to continue

the momentum garnered along with any potential funding sources identified specific to that plan's implementation.

In general, maintenance projects do not involve moving the curbs or changing the width of the pavement surface. Resurfacing, restoration, and rehabilitation projects allow reconfiguration of streets through re-striping. This has several advantages in that it reduces the project costs through reduced mobilization and contracting costs and it speeds the process since paving is already being provided. As a result, maintenance projects such as resurfacing form one of the primary means of achieving Complete Streets in St. Petersburg.

Ongoing data collection efforts will improve the ability to track the changing conditions of pavement surfaces, which will enable better planning of needed maintenance. Supported by this added data, the City should look to modify the process by which segments of streets are advanced to the front of the resurfacing program to identify corridors at least two full years in advance. Earlier identification will enable adequate time for coordination, design, and public outreach. Sufficient lead time to review corridors and potential modifications is essential to ensure that all issues can be fully considered and resources can be aligned such that needed modifications can be developed commensurate with resurfacing. This includes coordinating needed changes to traffic signals, drainage, curb ramps or other accessibility improvements, and median-protected crossings.

During the review of candidate resurfacing corridors, the City focus will typically include:

- Involving the public and stakeholders as needed, including notice to property owners along a corridor early in the public engagement process when substantial changes are being considered;
- Advancing Americans with Disabilities Act (ADA) objectives commensurate with the adopted ADA Transition Plan (e.g., altering the alignment and grade of pedestrian ramps);
- Reallocating space between the curbs (e.g., altering number, size, and purpose of lanes; adding, removing, or altering on-street parking, creating space for bike lanes, separated bike lanes, or bike corals; etc.);
- Advancing comfort and safety objectives for people walking and using bicycles;
- Identifying the desired operating speeds and advancing designs that strongly encourage adherence to posted speed limits;
- Altering or adding crossings;
- Considering the transitions for all roadway users at the end points of resurfacing projects;
- Coordinating projects from year to year to create continuity for changes; and
- Consideration for conducting temporary installations prior to capital projects if a need for experimentation is identified to test a project or if funding prohibits full implementation.

Some of the issues and resulting changes identified may not always be accomplished at the time of resurfacing due to cost infeasibility to implement with what would otherwise be just resurfacing and the need to coordinate timing and impacts with adjacent projects. In those cases, the larger modifications identified will be added to this Implementation Plan at the next regular update.

Commensurate with the Complete Streets Policy, maintenance or utility projects outside of resurfacing for pavement surface restoration shall also be reviewed for incorporation of Complete Streets

Implementation Plan considerations or recommendations. At a minimum, these projects should include a review of Complete Streets implications when they disturb either curbs within 25' of the corner radius or the existing pavement surface for the length of ½-block or greater.

Land Development Regulation & Process Changes

Land development regulations and approval processes shall be modified to include a review of applicable Complete Streets Implementation Plan recommendations or elements for the given project location. For example, site plans shall be reviewed to ensure that sidewalks are sufficiently wide and that redundant or overly-wide driveways are consolidated and narrowed as appropriate. This Implementation Plan includes tools and guidance such as the Flexible Design Table. However, there are a number of topical issues that need to be addressed explicitly in the City's land development regulations which ensures they are included when the construction occurs.

The City's current Land Development Regulations (LDRs) and the processes by which development projects are reviewed, constructed, and inspected need to be revised to be supportive of Complete Streets. The following is a list of topical issues that need to be addressed to achieve streets that reflect this Implementation Plan's principles:

Development review process updates needed to align with Complete Streets strategic approaches:

- Development plans should specifically address how the design complies with the following Implementation Plan elements: Modal Priority, Maximum Desired Operating Speed, and the Flexible Design Table.
    - Consider corridors with transit and bike priority as priority corridors for affordable housing initiatives.
    - Incorporate street and sidewalk guidelines based on street typology and context zone.
    - Review the Transit Modal Priority corridors for needed changes to zoning requirements to encourage increased densities, mixed uses, and traditional walkable urban forms along the transit corridors around the City. There is an immediate need to revisit the corridors with current transit projects at various stages of implementation such as the reinvented and expanded Looper downtown circulator bus, the Central Avenue Corridor Bus Rapid Transit project that is expected to be operational in late 2020, and future premium transit along 34th Street.
    - Review and amend parking minimums citywide based on land use, modal priority, and current industry best practices. Specifically should consider reducing parking minimums in mixed use land use context zones and along corridors with a transit priority.
- Review the policy for impact fee credits and determining which transportation amenities will count and which transportation amenities will be required.
- All staff with responsibilities in the development review and construction inspection process will receive training to ensure that the principles of Complete Streets and elements of this Implementation Plan are incorporated.
    - Establish formal protocols for all development project types that require review by Transportation and Parking Management staff, for example all commercial and multi-family residential projects.

- Establish a bicycle parking inspection program to ensure that required bicycle parking meets code requirements in both site plan review and building inspections prior to issuing final Certificate of Occupancy.
- Develop a formal process and guidance for pop-up, demonstration, and parklet projects.
- Update and provide guidance that considers all modes for Temporary Traffic Control/Maintenance of Traffic (MOT) during construction.
    - Require continuous pedestrian pathways on both sides of the street at all times within Downtown Center zoning districts.
    - Ensure accommodation of people riding bicycles through construction sites in the public right-of-way. This includes providing temporary diversion of bike lanes or shared lane markings along with appropriate signage. When neither a diverted bike lane nor temporary shared lane condition is desired, establish a full detour.
    - Review FDOT and other applicable standard details and identify any needed supplemental signage or standards.

LDR Topical updates:

- Parking
    - Consider maximum car parking standards for Mixed Use land use context zone areas and along Transit Modal Priority corridors.
    - Consider reducing/removing motor vehicle parking minimums for workforce housing.
    - Add specifications and quantities for electric vehicle charging readiness in parking garages and other developments.
    - Diagonal parking should not be configured such that motorists back out over crosswalks. Adjust setbacks from crosswalks for where diagonal parking may begin on the leaving side of intersections. Bulb outs should be added or enlarged to fill that space with elements such as landscaping, bicycle parking, or sidewalk café.
- Bicycle Parking
    - Update existing content to include better graphics of and examples of designs, including dimensional requirements and examples of typical equipment types allowed and not allowed by code.
    - Update existing content for long term bicycle parking within buildings to add guidance and requirements for lockers/showers in offices and other applicable uses, limiting the percentage of required long term spaces that may be hanging, and clarifying that in-unit spaces do not reduce the quantity of long term required in a separate bike room or storage area.
    - Create or modify existing ordinances to consider specifically permitting on-street bike parking/bicycle corrals and building accessibility so that bicycles are specifically allowed to be parked inside non-residential buildings.
    - Create a policy to add and upgrade all bicycle parking at City facilities to current standard.
    - Review the existing provision that allows reducing the amount of required motor vehicle parking when additional bicycle parking is added, and add needed conditions.

- Sidewalks - Need better definition of streetscape and pedestrian realm along with specific topical revisions, including:
    - Create a graphic defining the different streetscape elements and minimum widths that should be included in various contexts. For example, there is a need to specifically require buffers for sidewalks so there is separation from the back of the curb and all streets include a landscape/furnishing zone of a width that is appropriate to the context.
    - Update or replace Plaza Parkway design standards and locations of applicability to address vertical elements, lighting, landscaping, and bicycle parking.
    - Clarify that minimum sidewalk widths indicate the minimums that must be maintained clear without obstruction or intrusion by utility poles or other associated infrastructure, landscaping or café space.
    - Create minimum shade tree provisions for sidewalk buffers.
    - Bulb outs at all crosswalks within the Downtown Center zoning districts and along streets where the existing curb line is not at the edge of the right-most travel lane should be added as minimum requirements rather than as bonus features.
- Access management
    - Develop maximum curb radius standards for streets and driveways based on land use context zone and street type.
    - Update the driveways packet and standards to address the following issues: encourage the consolidation of redundant driveways, address driveway spacing and proximity to intersections, establish maximum driveway widths, make explicit the maintenance of sidewalk surfaces and cross slopes at full width across all driveways, and address when/where detectable warning surfaces should be used for either driveways or alleys.
    - Develop guidance and criteria such that building entrances are situated so that pedestrian ingress/egress facilitates safe street crossing locations.
    - Develop standards to maintain sight visibility triangles at parking garage exits, and associated pedestrian and/or vehicle detection systems for parking garage exits and driveways with obscured views.
    - Develop a standard design to maintain an ADA accessible path across alleys where they meet streets.
- Support the historic grid of streets that defines St. Petersburg
    - Policy to fill in or re-establish a numbered public street grid with redevelopment.
    - Consider stronger criteria for the vacation of alleys and other public right of way to maintain/re-establish traditional street grid and block sizes, and reduce the number of curb cuts.
    - Provide criteria to encourage the orientation of building entrances to corners to facilitate crossings at intersections and crosswalks.
- Trails
    - Create policy to preserve abandoned rail corridors for multi-use trails.
    - Create policy to utilize utility corridors for multi-use trails.
    - Create policy and design guidance such that the frequency of driveways across trails be minimized, and where required that they have added regulation of width, spacing, and minimum design elements.

Demonstration and Pilot Projects

Demonstration and pilot projects should be allowed and encouraged when possible. Demonstration projects are typically initiated by the community, whereas pilot projects are initiated by the City.

Demonstration and pilot projects often include temporary or short-term changes to the public realm or open spaces to test new configurations and concepts before full scale investment or physical construction. They allow for making temporary changes to the street to test alternatives and are opportunities to hear from the community on certain applications. If successful, they can turn into lower cost changes. Below are typical examples of the types of installations completed with either demonstration or pilot projects:

- Road diets
- Intersection narrowing, such as with painted bulb outs or "protected intersections" when separated bikeways are present
- Crossing improvements
- Painted intersections
- Parklets, public plazas, and other open space
- Bio-swales for onsite stormwater infiltration (can be either during construction or permanent)

Funding Sources and Strategies

The Complete Streets Policy states that "the City Budget and Management Department, with assistance from all applicable City departments, will identify all current and potential sources of funding at local, state, and federal levels for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects." St. Petersburg should coordinate specifically with Forward Pinellas, Pinellas County, the surrounding cities, and FDOT to continue the exploration of funding opportunities.

Projects should be coordinated with Forward Pinellas for the inclusion of Complete Streets projects into priority lists including the transportation improvement program (TIP) and long-range transportation plan (LRTP). By coordinating with the Forward Pinellas, the City may be able to take advantage of external funding sources such as State and Federal grants/loans. As each project is identified, roadway management and ownership will determine which agencies must be involved in the planning and funding processes. The City should track and explore national trends that are breaking down silos between transportation funding categories and introducing new funding categories from related industries so that comprehensive Complete Streets improvements can be eligible for the largest funding categories.

Capital Projects

Much of the preceding Implementation Plan content introduced the concepts, goals, and processes of Complete Streets. The capital projects outlined in the following section are the physical infrastructure needed to expand and connect the networks for all modes of travel throughout the City. The capital program presents a phased plan for expanding those networks based on existing funding levels. The elements of the capital program are as follows:

- The Complete Streets Network
- Capital Project Phasing
- Implementation Considerations
- Location-Specific Narratives

The Complete Streets Network

As specified within the Complete Streets Policy, this Implementation Plan serves as the next iteration of the City's Bicycle and Pedestrian Master Plan. There are currently 110.9 miles of paved bikeways in St. Petersburg, 72.0 miles on-street and 38.9 miles on paved trails. This plan envisions an additional 161.2 miles of on-street routes and 58.8 miles of trails, for a total connected bikeway network of 330.9 miles. The resulting network of 233.2 miles of on street bicycle routes at full build-out equates to some form of bicycle accommodation on 20% of the City's streets.

Including 197 crossings and 271 segments of linear bikeway, over 500 individual Complete Streets infrastructure recommendations were identified to improve safety and complete a network of comfortable routes for people to move around all parts of the City by foot and bicycle. There are several big geographic connectivity concepts that provide significant network benefits that warrant being highlighted:

- Neighborhood Greenways & associated crossing improvements. Fifty-six percent (56%) of the new recommended bike routes across the whole City will be accomplished via Neighborhood Greenways. As detailed in the Complete Streets Approach section of this Implementation Plan, Neighborhood Greenways utilize the existing grid of low volume and speed neighborhood streets to provide comfortable routes for people riding bicycles while simultaneously improving crossings for people walking and continuing neighborhood desires for traffic calming.
- Parallel routes for major north-south corridors. 4th Street, 34th Street, and 66th Street all traverse the City, carrying large traffic volumes with high speeds of through traffic while also connecting neighborhoods. Serving as parallel corridors to Interstate 275, these are the primary north-south corridors traversing the City. These streets have Transit Modal Priorities, which means there is a need to maintain their ability to efficiently move motor vehicles with reliable travel times. Correspondingly, no dedicated bicycle facilities or routes are planned for these streets. Instead, St. Petersburg's grid facilitates the creation of bike routes on parallel streets, along with regular east-west bike routes that provide access to and crossings of these major north-south streets.
- The Salt Creek and Lake Maggiore ecosystem is a centerpiece of the natural environment in south St. Petersburg. This Implementation Plan envisions a multi-use trail circumnavigating around the greater Lake Maggiore and Boyd Hill Preserve area, with connections to the east and downtown via Salt Creek, and connections to west including the Skyway Trail and Gulfport via 26th Avenue South. The loop and connecting spurs would be created by a variety of facility types including paved pathways and on-street routes, with a common theme being both non-motorized access and ecological restoration.
- The Gateway Area on the northern end of St. Petersburg is a major regional growth center with generally suburban land use and roadway patterns. The pattern of large parcels and large roads lends itself more to separated trails rather than on-street accommodations. This plan envisions a network of connected trails in the Gateway Area with a few key connections across Roosevelt

Blvd. and Gandy Blvd. via trails along the 4th Street, 16th Street and 28th Street corridors. This network of trails complements planned trail connections to the rest of Pinellas County via the Pinellas Trail Loop and across Tampa Bay via reconstructed Howard Frankland and Gandy Bridges.

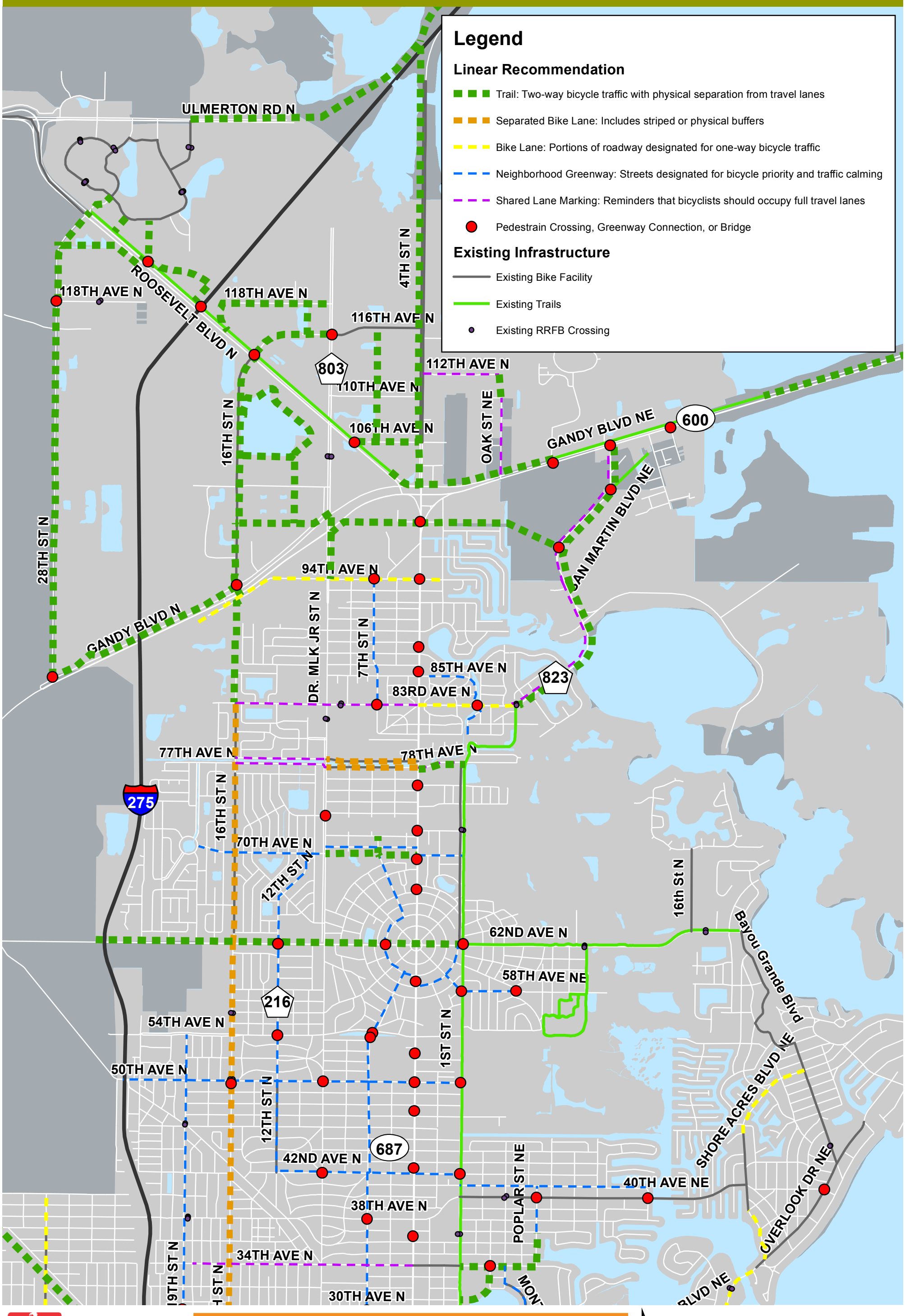
- The downtown core is among the most urban locations of all Florida, and the streets should reflect that. Each and every street needs to facilitate placemaking and car-free lifestyles through such elements as design for low speeds, bulb outs at all corners, a fully connected network of bike routes, one-way conversions, and diagonal parking. The key recommendations for downtown are to fill in and increase transitions and intersections for the existing network of bike lanes and separated bikeways wherever feasible.
- The CSX railway corridor leading northwest out of downtown is a major opportunity for the City. In addition to remaining a conduit for future regional transit, the wide corridor could also form a key link in the Pinellas County trail network. Numerous highly-successful examples of rails-with-trails exist around the country, particularly for the high-quality land development that they can facilitate – a key example being the Atlanta BeltLine.

The recommendations can be summarized by several facility types – linear bicycle facilities, crossing improvements which provide some of the greatest benefits, continued sidewalk expansion, and potential lane conversions.

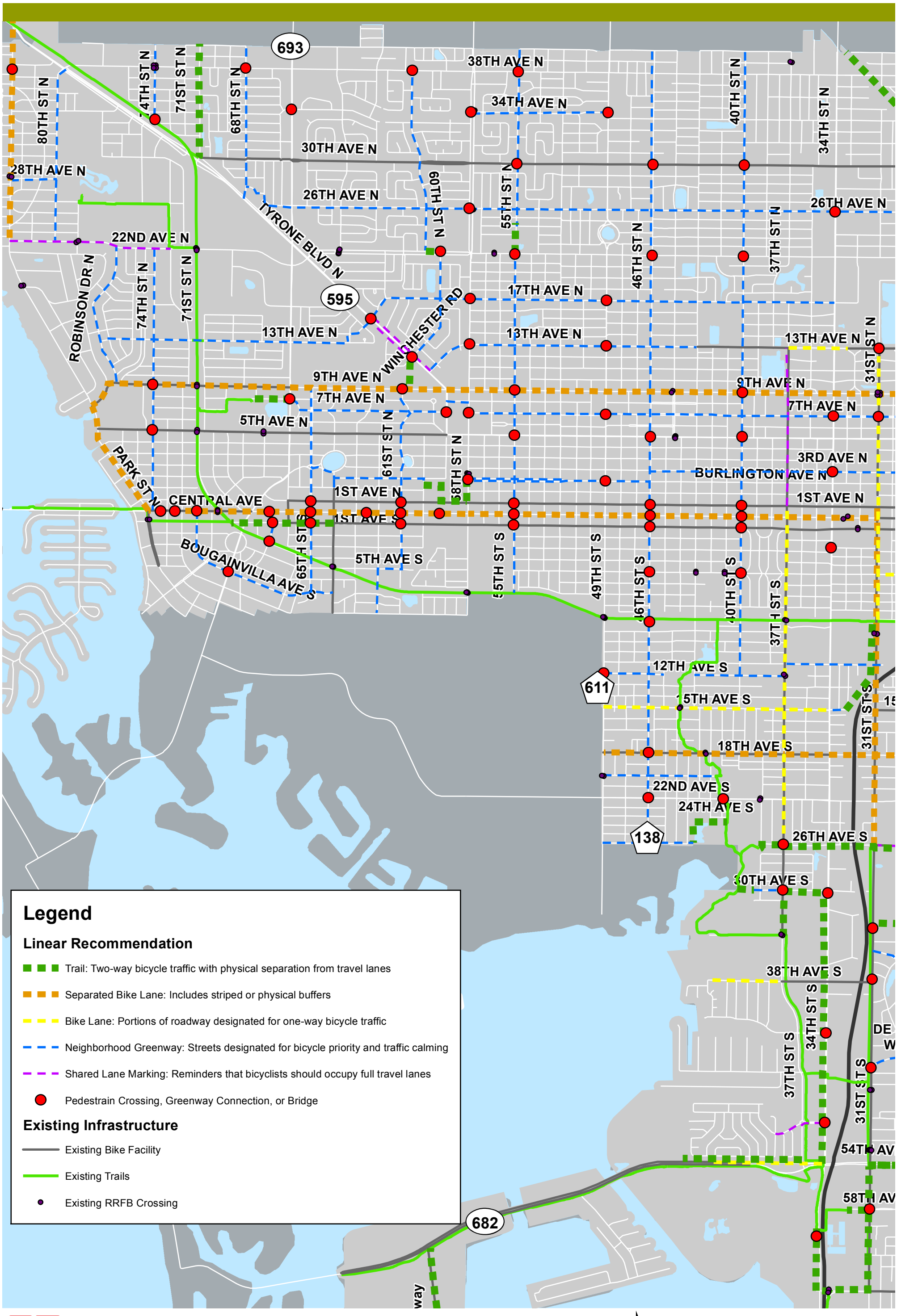
- Linear bicycle facilities - These recommendations will provide increased opportunity for travel between locations and will range from on street routes to new trail facilities. A core principle of this plan is that context should drive the appropriate design elements, and that the goal is to create comfortable routes. In some contexts, comfort requires physically separated bikeways and in other contexts, only wayfinding and simple markings are appropriate. The types of linear bicycle facilities included in this Implementation Plan are:
    - Trails and Shared Use Side Paths – Two-way bicycle traffic with physical separation from travel lanes.
    - Separated/Buffered Bicycle Lanes – Includes physical buffers such as vehicles or curbing and could include striping or painted buffers.
    - Traditional Bicycle Lanes – Portions of roadway designated for one-way bicycle traffic.
    - Neighborhood Greenways – Streets designated for bicycle priority with low auto volumes and speeds.
    - Shared Lane Markings – Reminders that people on bicycles should occupy the full travel lanes.
- Crossings
    - Bridge Connections – Connection over either a roadway or body of water via a bridge.
    - Connector Paths – Short connection to a path or trail such as at street cul de sacs.
    - Pedestrian Crossing and Bicycle Button / Detection – Actuated crossing location with bicycle buttons as necessary.

In addition to the bicycle network and pedestrian crossings identified in this Implementation Plan's capital program, continued expansion and improvements to the sidewalk network will be necessary to develop Complete Streets throughout the City. Sidewalks will continue to be addressed through their own existing and separate capital program.

Bicycle Network & Crossings - North



Bicycle Network & Crossings - West



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Kimley»Horn

ST. PETERSBURG Complete Streets
IMPLEMENTATION PLAN

Bicycle Network & Crossings - South

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ST. PETERSBURG Complete Streets
IMPLEMENTATION PLAN

N

0 0.5 1 Miles

Bicycle Network & Crossings - Downtown

30TH AVE N
26TH AVE N
22ND AVE N
25TH ST N
19TH ST N
16TH ST N
12TH ST N
9TH ST N
1ST ST N
DR. MLK JR ST N
31ST ST N
28TH ST N
15TH AVE NE
12TH AVE N
9TH AVE N
7TH AVE N
5TH AVE NE
3RD AVE NE
2ND AVE N
COFFEE POT BV
BEACH DR
BAYSHORE DR NE
375
BURLINGTON AVE N
CENTRAL AVE
1ST AVE S
5TH AVE S
175
28TH ST S
22ND ST S
16TH ST S
12TH ST S
DR. MLK JR ST S
6TH ST S
5TH ST S
4TH ST S
2ND ST S
1ST ST S
6TH AVE S
ROSER PARK DR S
13TH AVE S
MELROSE AVE S
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15TH AVE S
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18TH AVE S
19TH AVE S
17TH AVE SE
7TH ST S
3RD ST S
20TH AVE S
10TH ST S
24TH AVE S
30TH AVE S
39TH AVE S
BEACH DR SE

Legend

Linear Recommendation

- Trail: Two-way bicycle traffic with physical separation from travel lanes
- Separated Bike Lane: Includes striped or physical buffers
- Bike Lane: Portions of roadway designated for one-way bicycle traffic
- Neighborhood Greenway: Streets designated for bicycle priority and traffic calming
- Shared Lane Marking: Reminders that bicyclists should occupy full travel lanes
- Pedestrain Crossing, Greenway Connection, or Bridge

Existing Infrastructure

- Existing Bike Facility
- Existing Trails
- Existing RRFB Crossing

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Implementation - Phase One & Two Projects

Crossing Projects by Phase

Phase	Crossings
1 – First Year	40
2 – Two to Five Years	62

Linear Projects by Phase

Phase 1 - First Year	Length (mi.)
Bike Lane	3.3
Neighborhood Greenway	18.0
Separated Bike Lane	0.5
Shared Lane Marking	6.9
Trail	0.8
	29.5

Phase 2 - Two to Five Years	Length (mi.)
Bike Lane	2.0
Neighborhood Greenway	23.0
Separated Bike Lane	2.6
Shared Lane Marking	4.4
Trail	2.9
	34.9

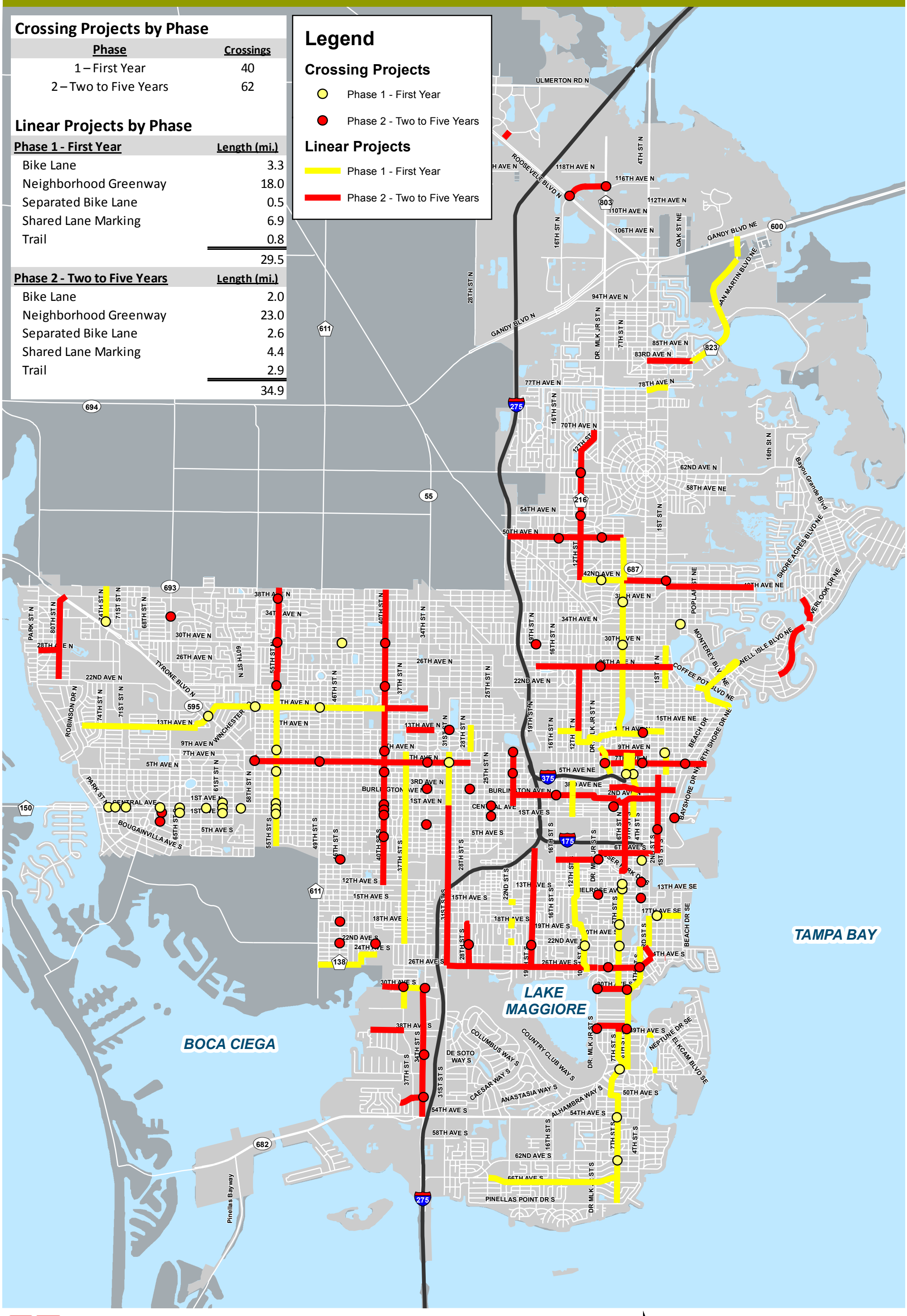
Legend

Crossing Projects

- Phase 1 - First Year
- Phase 2 - Two to Five Years

Linear Projects

- Phase 1 - First Year
- Phase 2 - Two to Five Years



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Potential Future Lane Re-Allocations

Implementing some projects may require re-allocating the existing roadway space. This map identifies all foreseen segments where some general travel lanes could be removed or repurposed to build a connected network for other modes of travel or to meet other Complete Streets goals such as speed reduction. Each project that may involve lane re-allocation will include additional study, targeted public involvement, and coordination with regional stakeholders such as Pinellas County and the Florida Department of Transportation. Full implementation of the projects in this Implementation Plan are anticipated to occur over 20+ years, with possible phasing identified for each segment in the table below.

Phase	Street	From	To	Length (mi.)	Proposed Facility	Notes
1	8th St/Highland	4th Ave N	MLK St N	0.4	Separated Bike Lane	3>2 Lane Road Diet
2	1st Ave S	Pasadena Ave	18th St	4.5	Bus Rapid Transit	Preferential-Use Lane for Buses and Turns (current PSTA study)
2	1st Ave N	66th St	3rd St	5.6	Bus Rapid Transit	Preferential-Use Lane for Buses and Turns (current PSTA study)
2	34th St	54th Ave S	22nd Ave S	2	Bus Rapid Transit	Preferential-Use Lane for Buses and Turns (current FDOT study)
2	6th St	9th Ave S	1st Ave S	0.6	Separated Bike Lane	4>3 Lane Road Diet
2	28th St	15th Ave S	9th Ave N	1.7	Separated Bike Lane	4>3 Lane Road Diet
2	1st Ave N	3rd St	1st St	0.2	Diagonal Parking	3>2 Lane Road Diet
2	1st Ave S	4th St	Bayshore Dr	0.4	Diagonal Parking	3>2 Lane Road Diet
2	2nd Ave S	6th St	1st St	0.5	Diagonal Parking	3>2 Lane Road Diet
2	2nd St	6th Ave S	5th Ave N	0.9	Diagonal Parking	3>2 Lane Road Diet
2	22nd Ave S	49th St	Skyway Trail	0.7	Traffic Calming	4>3 Lane Road Diet (current County study)
				17.1		
3	Central Ave	Park St	58th St	1.8	Separated Bike Lane	5>4 or 5>3 Road Diet (current streetscape project that will only add bike lanes)
3	18th Ave S	37th St	3rd St	2.9	Separated Bike Lane	4>3 Lane Road Diet (forthcoming study in Phase 1-2)
3	9th Ave N	66th St	MLK St	5	Separated Bike Lane	4>3 Lane Road Diet
3	26th Ave S	37th St	31st St	0.5	Trail	Connect Clam Bayou to Lake Maggiore
3	1st Ave S	Pinellas Trail	64th St	0.5	Trail	Extend existing trail across Pasadena Blvd.
3	1st Ave N	22nd St	Beach Dr	1.8	Trail	Similar to 1st Avenue S downtown
3	Central Ave	58th St	31st St	2.3	Separated Bike Lane	5>4 or 5>3 Road Diet
3	MLK St	18th Ave S	4th Ave N	1.7	Separated Bike Lane	5>4 or 5>3 Road Diet
3	34th St	22nd Ave S	1st Ave N	1.6	Bus Rapid Transit	Preferential-Use Lane for Buses and Turns (future FDOT study)
3	8th St/Highland	MLK St S	4th Ave N	1.1	Separated Bike Lane	5>4 or 5>3 Road Diet (includes two-way conversion)
3	3rd St	6th Ave S	5th Ave N	0.9	Separated Bike Lane	5>4 or 5>3 Road Diet (includes two-way conversion)
3	83rd Ave N	MLK St	Riverside Dr N	0.8	Separated Bike Lane	4>3 Lane Road Diet
3	5th Ave S	31st St	16th St	1.3	Separated Bike Lane	4>2 Lane Road Diet (WADA/Deuces Live Master Plan)
3	Park St	Central Ave	Country Club Rd N	0.7	Separated Bike Lane	4>3 Lane Road Diet
3	Park St	Elbow Ln N	Pinellas Trail	1.5	Separated Bike Lane	4>3 Lane Road Diet
3	54th Ave S	MLK St S	4th St	0.5	Separated Bike Lane	4>3 Lane Road Diet
				24.9		
4	1st St	1st Ave S	5th Ave N	0.5	Separated Bike Lane	3>2 Lane Road Diet
4	16th St	18th Ave S	62nd Ave N	5.3	Separated Bike Lane	5>3 Lane Road Diet (Curb lanes > separated bike lanes)
				5.8		

Total centerline miles of potential lane re-allocation:	48.2	miles
Total centerline miles of streets in St. Petersburg:	1,147	miles
% of streets impacted over 20+ year plan horizon:	4.2%	

Road_Diets

Potential Future Lane Re-Allocations

- Bus Rapid Transit
- Diagonal Parking
- Separated Bike Lane
- Trail

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Capital Project Phasing

The infrastructure recommendations have been divided into linear projects and crossing projects. Together with the existing facilities, the proposed projects form a connected network of bicycle routes and systematic addition of pedestrian crossings throughout the City. Estimated unit costs for each linear and crossing improvement were applied to estimate the cost for each project.

Based on the amount of funding expected to be available within each phase, groups of individual projects have been assigned phases to indicate the approximate timeline for completion. Project phasing was developed through a combination of factors including public and stakeholder outreach, analysis of the existing network and known gap areas, a planning-level review of constructability, and potential for significant progress on developing a connected network of low stress routes across all parts of the City.

As a general phasing rule, the crossing recommendations will be implemented at the same time as any associated linear infrastructure recommendations on the same corridor. However, several crossing locations may occur in earlier phases based on the importance of the connection to the overall network or other identified issues. Sidewalk modifications should be considered for all associated linear projects but are not reflected within the Implementation Phase Tables and will be addressed at the time of implementation.

Crossing Projects by Phase

Phase	Crossings	Estimated Cost
1 – First Year	40	$787,000
2 – Two to Five Years	62	$1,845,000
3 – Six to Ten Years	79	$2,747,500
4 – Ten + Years	15	$525,000
Crossing Projects Grand Total	**197**	**$5,904,500**

Linear Projects by Phase

Phase 1 - First Year	Length (mi.)	Estimated Cost
Bike Lane	3.3	$9,000
Neighborhood Greenway	18.0	$350,478
Separated Bike Lane	0.5	$50,000
Shared Lane Marking	6.9	$101,698
Trail	0.8	$0
	29.5	$511,176
Phase 2 - Two to Five Years	**Length (mi.)**	**Estimated Cost**
Bike Lane	2.0	$44,699
Neighborhood Greenway	23.0	$472,262
Separated Bike Lane	2.6	$744,901
Shared Lane Marking	4.4	$65,341
Trail	2.9	$263,617
	34.9	$1,590,820
Phase 3 - Six to Ten Years	**Length (mi.)**	**Estimated Cost**
Bike Lane	5.8	$172,768
Neighborhood Greenway	41.6	$840,810
Separated Bike Lane	25.3	$15,588,468
Shared Lane Marking	4.7	$94,171
Trail	26.8	$20,843,215
	104.2	$37,539,432
Phase 4 - Ten + Years	**Length (mi.)**	**Estimated Cost**
Bike Lane	5.4	$1,115,352
Neighborhood Greenway	8.7	$173,230
Separated Bike Lane	7.2	$7,155,519
Shared Lane Marking	1.9	$37,958
Trail	28.3	$26,706,177
	51.4	$35,188,236
Linear Projects Grand Total	**220.0 mi.**	**$74,829,664**

The core of the Implementation Plan's capital program is Phases 1 and 2, which covers projects that the City will proactively pursue over the next five years. There are also highly-valuable projects in Phases 3 and 4, and their timing could be advanced as opportunities such as resurfacing or other external opportunities arise.

Phases 1 & 2 Cost by Element

Element	Quantity	Estimated Cost	% of Cost
Crossings	102 total	$2,632,000	55.6%
Neighborhood Greenway	41.0 mi.	$822,740	17.4%
Separated Bike Lane	3.0 mi.	$794,901	16.8%
Trail	3.7 mi.	$263,617	5.6%
Shared Lane Marking	11.4 mi.	$167,039	3.5%
Bike Lane	5.3 mi.	$53,699	1.1%
		$4,733,996	

Full Plan Cost by Element

Element	Quantity	Estimated Cost	% of Cost
Trail	58.8 mi.	$47,813,009	59.2%
Separated Bike Lane	35.5 mi.	$23,538,888	29.2%
Crossings	197 total	$5,904,500	7.3%
Neighborhood Greenway	91.3 mi.	$1,836,780	2.3%
Shared Lane Marking	18.0 mi.	$299,168	0.4%
Bike Lane	16.5 mi.	$1,341,819	1.7%
		$80,734,164	

As depicted within the tables above, the implementation of a full Complete Streets network will represent a significant endeavor by the City. It is important to note that the implementation of this network will take years, however, with each new project adding to the overall network, each project will improve the safety and livability of the City.

Implementation Considerations

Neighborhood Greenways will be implemented in coordination with Neighborhood Traffic Plans and the existing Neighborhood Transportation Management program and processes.

The costs of implementing linear and crossing infrastructure throughout St. Petersburg can vary substantially. In addition to the generalized average costs applied to determine the estimates above, supporting infrastructure may be needed for individual locations such as drainage, traffic signals, lighting, and landscaping. By including these features, the cost for any given location can vary greatly based on the included improvements.

Looking forward, the creation of a more robust and complete sidewalk network can be a long and challenging endeavor. It will be necessary to identify priority areas and shift the focus of developing additional sidewalks into the future. The following areas should be used to help prioritize the implementation of sidewalk projects as they are identified:

- Functionally classified and major roadways (excluding interstates). High-speed roadways should be prioritized to improve safety for people walking.
- Areas of high-pedestrian crash density. These areas represent an opportunity to reduce incidents involving people walking.
- School areas. The surrounding areas are likely to have a higher percentage of walking trips when compared to other areas in the City.
- Multi-use Trails, transit routes, and transfer stations. Connections to these areas should be maintained and enhanced.
- Transportation disadvantaged and areas of low-vehicle ownership. Provide connections in areas where residents may not have access to private motorized vehicles.
- Neighborhoods, connecting to parks and civic spaces to promote improved recreational opportunities and public health

In addition to Neighborhood Greenways implementation, it may be necessary to re-evaluate existing lane configurations for certain corridors in order to be sure the Complete Streets Approach is fully realized. The decision to re-allocate space from one mode, or movement, to another should be taken with care, and accordingly the City will conduct appropriate traffic studies to understand the consequences of any proposed re-configuration as it relates to the modal priorities established through the Complete Streets Approach. The City will seek to garner considerable input from the community and project stakeholders before implementing significant re-allocations, and develop an evaluation plan to inform the Complete Streets Committee and City leaders throughout any projects that include lane re-allocation. The City will also provide direct notice to all property owners along corridors being considered for lane re-allocations to ensure that they are notified when those projects are initiated.

Based on public input received as a part of this Plan's development, this Implementation Plan identifies a list of roadways that are most likely to have the existing lane configuration reviewed for potential changes to better align with the modal priorities and networks.

Location-Specific Narratives

Below is more detail for a number of specific project areas to provide adequate guidance for future project scope development and when opportunity projects arise:

Streets:

- 1st Avenue North
    - East of 1st Street, will be converted from one-way to two-way.
    - Between 1st Street and 3rd Street, a two-way separated bikeway will be constructed along the north side of the street, and diagonal parking will be implemented, where feasible, to reduce modal conflicts.
    - Between 3rd Street and 22nd Street, two-way separated bikeway will be installed along the north side of the street with a design similar to that along 1st Avenue South.
- 1st Avenue South, east of 4th Street will have diagonal parking added.
- 3rd/4th Streets and 8th/MLK Streets are currently one-way pairs throughout downtown. This plan envisions them being converted to two-way operations. If they remain one-way, then two-way separated bikeway/trail should be constructed on the east side of 3rd Street and 8th Street. If the two-way conversion proceeds, then separated bike lanes should be constructed on each side of 3rd Street and 8th Street. (The City has been moving towards the conversion of one-way streets to two-way operations. Previous studies have indicated that all major streets should be considered for conversion to two-way with the exception of 1st Avenues North and South.)
- Several of the predominantly multi-family residential streets within the downtown grid have narrow sidewalks and wide asphalt with more space dedicated to motor vehicle traffic lanes than needed for the traffic volumes. These streets should be reviewed for the possible addition of diagonal parking, the removal of unwarranted traffic signals and replacement with stop signs, and intersection bulb outs.
- The City should continue to review I-375 and I-175 through a data-driven and network-based approach to consider the possibility of removal or modification to replace all or portions of them with urban boulevards and other infrastructure (i.e. network of streets and connected open spaces) and developable land. Interstate removals, modifications, and caps have been accomplished in several cities across the Unites States.
- Areas with concentrations of people walking and bicycling are better served by traffic signals that feature short cycle lengths and pre-timed operations with pedestrian phases on recall. Design considerations that can improve the overall traffic functionality of signals with short cycles and pre-timed operations include: bulb outs that shorten pedestrian crossing distances and associated clearance intervals, leading pedestrian intervals to minimize right-turning conflicts, and the removal of unwarranted traffic signals altogether in favor of stop signs or modern roundabouts.
- Remove all “Share the Road” signs, and replace with R4-11 “Bikes May Use Full Lane” signage along with other associated signage and markings as necessary.

Trails:

- With an active waterfront, the City receives regular complaints of congestion on the path along the waterfront. The trail facilities along the Tampa Bay waterfront has several narrow sections and gaps that should be improved. Observed conflicts also indicate there is a need to provide

separate pedestrian and bicycle facilities. Widening the trail along with the addition of amenities and landscaping is consistent with the Downtown Waterfront Master Plan and allows for both transportation modes to safely use and enjoy the downtown area.

- As envisioned in the Downtown Waterfront Master Plan, the new St. Pete Pier provides opportunities to connect existing bicycle and pedestrian facilities and create new facility connections. This includes a trail connection between Beach Drive and Bayshore Drive in line with the proposed bikeway on 3rd Avenue N.
- Pinellas Trail access improvements: Numerous formal and informal access points exist along the Pinellas Trail, which have all been documented. In coordination with Pinellas County as the maintaining agency, need to identify a plan of action for each of these access points to include needed improvements or access control.
- Pinellas Trail Loop: Partner with the County and Forward Pinellas on an overall Pinellas Trail Management Plan to address future plans for maintenance, landscaping, specialized operations within special districts, consistent design features such as wayfinding, and plans for statewide SUN Trails routes planned to utilize segments of the City's trail network.
- Pinellas County is currently crafting plans to create a trail along the Joe's Creek waterway that generally runs east-west, just north of the City boundary. The City will establish connections to Joe's Creek via multiple new trails and neighborhood greenways connections at:
    - CSX rail corridor trail
    - 71st Street trail
    - 50th Avenue North
    - 28th Street – major north/south Complete Street
    - Sawgrass Lake – as a major destination and connection point for several converging routes, including
        - 62nd Avenue North
        - 28th Street from the north
        - 28th Street from the south
        - Gandy Blvd trail
- Connections to St. Petersburg parks and the existing multi-use trail network should be maintained and improved. Similar to schools, local parks are likely to draw many people on foot and bicycle from the neighborhoods and nearby areas, thereby increasing the need for mobility options. St. Petersburg is fortunate that several existing multi-use trails provide additional access throughout the City. As the sidewalk network is improved, connections to the trail network should be prioritized to increase the safe use of the multi-use trail network.

Program Enhancements

Policy improvements and capital projects were summarized previously in this section. Programs help the City meet or exceed this Implementation Plan's goals and may also be added or expanded under the following categories:

- Education
- Encouragement
- Enforcement
- New partnerships

Education

Develop a comprehensive Transportation Demand Management (TDM) program for both education and encouragement of multi-modal transportation options. The City should look for opportunities to partner with other departments and agencies on public relation efforts to help provide education fact sheets or advertisements for community events related to biking and walking.

St. Petersburg should continue to create educational materials and programs on Complete Streets and transportation options throughout the City. To maximize the value of educational materials, it is necessary to develop messages targeting contemporary issues and targeting specific audiences. It is recommended that either internal staff or external experts hold educational seminars/trainings for City leadership and appropriate staff across City Administrations. One existing program from outside the community is an exemplary model for the City to pursue, which is the Bicycle Friendly Driver program created by Fort Collins, Colorado.

Following the model developed for the existing Bicycle Friendly Business program, the City should continue to work with local businesses and develop innovative teaching events for the staff as well as patrons about bicycling within the City. Fact sheets discussing the cost savings and benefits of biking and walking over driving should be developed by City staff and provided to local businesses for distribution and teaching opportunities.

The City offers a mix of classes to educate adults on bicycle basics, including safe riding habits, sharing the road, and bicycle handling basics. Utility flyers have been utilized in the past, but the City should explore other forms of communication with its residents and businesses, including news events, emails from City Council members with bicycling education, and tagging onto existing City outreach events and other platforms such as social media.

In addition to education for residents and visitors, t is recommended that all applicable City and partner agency staff learn about Complete Streets methodologies and work to include these into everyday practices. Applicable staff functional areas that should be targeted can include but are not limited to:

- Design
- Development Services
- Maintenance of Traffic
- Building and Capital Project Inspections

- Police/Fire Departments
- PSTA, including drivers
- Special Events

Many of the schools within St. Petersburg offer optional bicycle education to their students through a presentation with no on-bike component. Incentivizing the schools within the City to hold mandatory, on-bike safety training will not only help with education but also encouragement of use. Education for bicycling and walking needs to be customized to various age groups with the understanding that children have different capabilities to learn and process safety. Citywide bike-to-school and walk-to-school day events should be coordinated with the Pinellas County School Board (PCSB). Coupling this event with educational videos, pamphlets to send home with students, and events at schools with demonstrations can help educate while encouraging students to explore alternative forms of transportation.

In addition to the overall programmatic recommendations noted above, the City should purse the following targeted Education programs:

- Conduct a review and update of all bicycle safety education materials and programs following the format of the FHWA Bicycle Safety Action Plan (BSAP).
- Education program to inform and discourage parking on or blocking sidewalks. Similar campaign to discourage parking on landscaped buffers between curb and sidewalk. It damages the landscaping and possible utilities underneath. It also reduces the traffic calming impact and benefit provided by on street parking. The visual and physical narrowing of cars parked at the curb is an intentional and positive element of on street parking.
- Materials and videos should be developed that address documented unsafe behaviors in traffic from all roadway users.

Encouragement

The City's Bicycle Map is a highly valued community resource that is constantly in demand from both residents and visitors in bike shops, City offices, hotels, and visitor centers. Previous iterations of the bike map focused on showing only existing dedicated facilities for people bicycling such as marked bike lanes and constructed trails. As laid out in this Implementation Plan, the City is looking to establish a more robust and connected network of bicycle routes connecting all parts of the City, and future iterations of the City's Bike Map need to reflect this full network. Further, maps and materials for

people bicycling serve different trip types and user populations. To support these different user groups, two maps should be created. The first would be an "Introduction to Bicycling in St. Petersburg" to include the full City network, highlighted routes showing the fully connected "comfortable" network, recommended recreation routes of varying length, educational resources such as traffic laws and safe riding tips, and information about programs such as Coast Bike Share and how to use bikes on PSTA buses. The second map (or set of maps) should eschew the educational information in favor of zoomed-in detail of the full bike network including enhanced details such as crossing locations and neighborhood-level destinations.

The City should develop a Pace Car program to encourage traveling at speed limit, specifically providing driver safety training for all City employees and requiring City vehicles to travel at posted speed limits to set the proper examples. Positive examples must be provided to supplement enforcement efforts.

The development of Complete Streets should be celebrated. St. Petersburg is fortunate to have a strong Bicycle and Pedestrian Advisory Council (BPAC) and several bicycle and running clubs that hold events throughout the year. These resources should be utilized to hold monthly/yearly events to introduce Complete Streets principles to the public. Upon completion of major projects, the City should partner with local clubs to hold awareness/educational events to highlight the new development. These events should be planned to introduce newly designed streets while informing the public on the benefits of Complete Streets elements. Additionally, it is recommended that St. Petersburg maintain informational booths at major events around the City.

Events could include:

- Fairs/festivals
- Walking events
- Exercise programs
- Educational seminars
- Cleanups
- 5k races

The City should coordinate with agencies and organizations to hold events throughout the year regarding safety on the road network. This list represents a small number of organizations that may be willing to partner with the City to create and distribute educational materials that may reach a variety of citizens.

- Fire department
- Police/Florida Highway Patrol
- Hospitals
- Running/Biking clubs
- State Departments (i.e. Health, Economic Opportunity, Environmental Protection)

Pursue creation of both mountain bike tracks and pump tracks.

Enforcement

Through education programs, residents should begin to understand safety best practices and how modal choices interact with each other, supported by intuitive designs that promote self-regulation of speeds, reducing the need for enforcement throughout the City. However, the enforcement of safe conditions on Complete Streets will remain essential to their success and should be incorporated as a vital part of the planning process. As Complete Streets are planned and constructed, enforcement at these new project sites may be necessary to promote awareness and provide education as other modes are constructed.

Certify law enforcement officers to teach adult bicycling education courses such as the American Bicycle Education Association's Cycling Savvy program and/or the League of American Bicyclist's Traffic Skills 101 program. Following certification, the City should make offering these classes are recurring activity.

Strategic Partnerships

Strategic partnerships are important to the success and the continued support for Complete Streets projects. Moving forward, the City of St. Petersburg should focus on educating and finding partnerships that could be used to improve the implementation of Complete Streets infrastructure and programs. It is recommended that the City continue to partner with health-and-wellness related organizations within and outside of the City government, including county, state, and national health departments. Complete Streets promote healthy lifestyles through increased physical activity and may qualify for assistance grants or education programs offered from these agencies. Complete Streets directly support efforts for sustainability and resiliency. By continuing to pursue additional partnerships with health education providers and supporting organizations, the City of St. Petersburg may increase the overall use of the Complete Streets network.

In addition to governmental agencies, local citizen groups and non-governmental organizations (NGOs) should also be considered as local resources. Citizen groups and NGO support can garner public support for infrastructure improvements and explain the benefits to community. These partnerships should be utilized to promote awareness of and the overall safety of the network. Additionally, as projects are implemented throughout the City, community input and local partnerships may provide support in the development of additional facilities.

Local organizations that should be considered for strategic partnerships include:

- St. Petersburg Area Chamber of Commerce
- Council of Neighborhood Association (CONA)
- American Association of Retired Persons (AARP)
- Healthy St. Pete
- Forward Pinellas (MPO/PPC)
- Florida Department of Health – Pinellas County

SECTION 5: PERFORMANCE MEASURES & EVALUATION

Methods to quantify the progress and successes are needed as this Implementation Plan is put into action. A series of performance measures have been developed in coordination with the Goals to monitor the success of the Complete Streets program and projects.

The implementation Plan outlined process changes, capital projects, and program enhancements. This section identifies performance measures that help evaluate the Complete Streets approach and Implementation Plan. The following is included in this section:

- Metrics
- Progress reporting
- Certifications
- Implementation Plan Updates and Amendments

Metrics

A series of performance measures have been developed for the City to understand the infrastructure changes into the future. Using these measures, the City will be able to actively understand changes to the transportation network, while gathering information to promote further improvements. Though some of this data is already gathered regularly, other performance measures may require special studies or dedicated staff time for appropriate data collection.

The City should have several baseline performance measures as a starting point to determine the success of Complete Streets projects. By looking at the existing conditions data and infrastructure, the City can identify the baseline conditions for many of the performance measures listed above. For those performance measures in which the City does not possess any data, a methodology to begin data gathering will be developed. More complex performance measures will likely require interagency coordination to collect the necessary data and to improve accuracy.

This plan includes a series of performance measures that should be used to determine the success or potential success of a Complete Streets project. These measures will aid the City in future analysis of the transportation network. The performance metrics for the Implementation Plan were developed through their conformance with the Implementation Plan's goals as well as with FDOT Complete Streets Handbook and FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures.

The column identifying "Complexity" refers to St. Petersburg's ability to quantify the effects of the corresponding performance measure. Low complexity indicates a metric that will be easier to quantify whereas Medium and High complexity indicate a metric which requires more intensive analysis or may require stakeholder feedback.

Performance Measures

Performance Measures	Complexity
Bike share usage by location/citywide	Low
Miles of bicycle facilities which are up to a standard of 5ft or greater	Low
Miles of pedestrian facilities meeting context zone design standards	Low
Number of crashes involving people bicycling	Low
Number of fatalities involving people bicycling	Low
Number of fatalities involving people driving a motor vehicle	Low
Number of fatalities involving people walking	Low
Number of crashes related to people walking	Low
Number of severe injuries involving people bicycling	Low
Number of severe injuries involving people driving a motor vehicle	Low
Number of severe injuries involving people walking	Low
Percent increase of bicycle facility gaps filled	Low
Percentage of people using transit facilities (BRT or transit routes) as compared to other modes	Low
Provides access to community destinations such as parks, civic buildings, stadiums, etc.	Low
Provides access to major industries/employers	Low
Provides access to transit stop	Low
Miles of pedestrian facilities meeting ADA standards	Medium
Mode split	Medium
Number of complete street projects that include green streets measures	Medium
Number of crossings that meet design guidance	Medium
Number of street trees per complete street projects	Medium
Number of trash receptacles and recyclables placed along pedestrian facilities	Medium
Percentage of transportation disadvantaged population within 1/4 mile of a transit facility	Medium
Potential to access future growth within St. Petersburg	Medium
Reduction in Level of Traffic Stress for people bicycling	Medium
Community outreach to identify improvements	High
Number of people bicycling on selected facilities	High
Percent reduction in average miles traveled in a personal vehicle	High
Percent reduction in citywide greenhouse gas emissions	High
Population served by alternate modes of transportation	High
Transit on-time reliability	High

The relative complexity of obtaining this data may change over time, particularly with the advent and application of new technologies, which the City will continue to pursue. The above table

notwithstanding, the specific citywide and project level performance measures aligned with each Goal in Section 3 will be pursued and reported through the Complete Streets Committee.

Traffic Data Collection Program

As the City develops additional infrastructure facilities for people walking and bicycling, annual count programs should be conducted to identify usage. Typically, vehicle roadway volumes are a well-documented by programs through FDOT and other agencies which should continue, however, the number of people walking or bicycling on a given road is typically unknown. Count locations throughout the city should be identified that can collect usage of bicycle and pedestrian facilities. In the beginning, equipment will likely take the form of temporary counting systems or in some cases manual counts. As the development of pedestrian, transit, and bicycle facilities continues to rise, the installation of permanent trail counters in specific locations will be beneficial to document the use. By implementing consistent counting programs, the City will be able to use the information for promotional materials and to further support its applications for bicycle/pedestrian certifications.

It is recommended that the City identify multiple locations along priority corridors and planning areas to establish and expand permanent counting locations. Priority locations will focus on popular destinations in addition to areas where increased travel or development being planned.

Some of the counting methods typically used to count bicycle and pedestrian activity are listed below:

- Infrared Detection
- Inductive Loops
- Video Imaging
- Pneumatic tubes
- Manual Counts
- Mobile Application Data

Though not an inclusive list, the above counting methods can be used in a variety of different scenarios to gather user information. The counting method will be highly dependent upon the type of user (e.g. people walking, bicycling, driving, or using public transit) data being collected. Some equipment will only be triggered by one user type, while others are effective at capturing all types. The City should employ multiple counting methods and promote regular data gathering efforts to maintain baseline information and quantify future changes. As count locations are identified, it is recommended that annual count collection be conducted to accurately identify changes in use. The City will be able accurately compare count information with the performance measures to determine the success of the transportation network. This information can then be used to provide return on investment accounting and may also provide justification for additional expenditure or projects.

The City is encouraged to continue the program that enlists volunteers to count users at identified locations at regular intervals throughout the year. These volunteers can be used to monitor select locations and gather year-over-year updates on the conditions of the facilities and the types of users. The use of manual counting will allow for the collection user perspectives and other issues of concern.

Network Connectivity

In addition to understanding how the network is changing, the City is encouraged perform regular network analysis to identify existing and desired routes between areas of interest. The primary tool is to continue to utilize and improve upon the Level of Traffic Stress (LTS) analysis that has been described herein. By revisiting the LTS analysis in the future, the City will be able to understand how the network has changed and will be able to guide future recommendations and address areas of concern.

Moving forward, the City is encouraged to gather regular updates regarding bicycle and pedestrian connectivity. The City should conduct a review of its bicycle and pedestrian infrastructure network annually and generate a report showing changes. The annual report should be made available to increase public awareness and encourage use of the system. Through this annual process, the City will retain its commitment to the creation of a cohesive transportation network that complies with the Complete Streets Policy.

Review motor vehicle network performance through such venues as PSTA system performance, the FDOT-maintained regional travel demand model, and freight routes.

St Pete Stat

In 2018, the City of St. Petersburg launched StPeteStat, an interactive platform that uses live data to explore the work of the city. It measures performance, demonstrates transparency and encourages accountability. The initial launch included data from a small group of city departments with the understanding that additional departmental data will be added over time. The City is encouraged to incorporate the performance measures from its Complete Streets efforts within the StPeteStat reporting to continue to inform the public as to the status and impact of Complete Streets projects.

Mode Split

Mode split represents the share of citywide transportation divided between transit, walking, cycling, and personal vehicle use. By accurate and regular accounting of the performance measure, the City will generate a baseline mode split and will then be able to compare changes as more data is gathered. Understanding the existing mode split within the City will be an important step in setting goals for increasingly diverse transportation choices, and is also a key factor in several STAR Community evaluation categories. By developing a more inclusive street network, residents and visitors will be more likely to choose healthier and more sustainable transportation options thereby improving the City's mode split.

Progress Reporting

Upon completion of the Implementation Plan, the City will begin implementing the phased infrastructure recommendations. As these recommendations are completed, the need to identify additional routes will be necessary to address the changes within the transportation network. Per the Complete Streets Policy, an annual report will be made to the City Council. This report will include the following:

- The accomplishments from each participating department
- Review of the Performance Measures and other indicators of Implementation Plan impact
- Current barriers to Complete Streets Policy Implementation
- The project workplan for the coming year

The Complete Streets Committee will remain as an integral part of the implementation process and will be responsible for the continued development of multimodal facilities. Through this process the Complete Streets Committee will review the performance measures to provide comment and recommendations to the City. Moving forward, the Complete Streets Committee will be responsible for the effective implementation of the Complete Streets Policy and will act as a resource to promote collaboration between local and regional agencies. In addition to the annual reporting, it is recommended that the Complete Streets Committee received regular reports regarding the implementation and phasing of the proposed recommendations to ensure continued consistency with the intent of the Complete Streets Policy.

Building public awareness is important to maintaining support and continuing to be able to implement similarly related projects. Updating the public on projects that have been implemented and how they have positively impacted baseline conditions and performance measures to improve quality of life and other modal types is vital to this Implementation Plan's success. It is recommended that as Complete Streets projects are implemented, social media announcements are planned, detailing the project and how it will benefit new modal users. Also, updating the online interactive map to include newly implemented Complete Streets projects helps to update the public not only on progress of the Implementation Plan, but also on how the network is continuing to grow.

Certifications

The League of American Bicyclists (LAB) maintains a Bicycle Friendly Community (BFC) designation program to rate communities across the nation. Many aspects of a community will contribute to the level of comfort and safety of people bicycling, but the following ten "Building Blocks of a Bicycle Friendly Community" are used to evaluate each community:

- High speed roads with bicycle facilities
- Total bicycle network mileage to total road network mileage
- Bicycle education in schools
- Share of Transportation budget spent on bicycling
- Bike month and bike to work events
- Active bicycle advocacy group

- Active bicycle advisory committee
- Bicycle Friendly laws and ordinances
- Bike Plan is current and is being implemented
- Bike program staff to population

In 2017, the City applied and was recognized with a Silver level designation. The approaches and recommendations of this Implementation Plan move the City towards higher levels of certification. When gold level designation standards are met, St. Petersburg will apply for a new review of its silver status.

Walk Friendly Communities (WFC) is another nationwide community recognition program that highlights the importance of safe walking conditions. Cities and towns are eligible to apply for recognition under one of five designation levels. Communities with higher designation levels have more walkable facilities and programs in place while lower tiers meet less of the necessary criteria. Communities applying for a WFC designation will create an online account and will answer questions relating to seven subject areas. Additionally, self-Assessment forms are available for communities to develop an understanding of their walkability prior to initiating the application process.

The American Association of Retired Persons (AARP) has developed the Network of Age-Friendly Communities (AFC). AFC is an affiliate of the World Health Organization's (WHO) Age-Friendly Cities and Communities Program which is operating around the world for the betterment of cities. After application, member communities are held to strict assessment cycles which monitor the improvement of eight "domains of livability" as described below:

- Outdoor Spaces and buildings
- Transportation
- Housing
- Social participation
- Respect and social inclusion
- Civic participation and employment
- Communication and information
- Community support and health services

AFC members are required to develop action plans regarding the implementation of age-friendly improvements and polices. Baseline assessments and the involvement of older populations within the planning process will be the first major steps of the community action plan. Once baseline conditions have been established, a 3-year action plan will be implemented to address inefficiencies and measure improvements. Evaluation of the action plan should be conducted by comparing against the baseline assessment and by collecting community input. Being an AFC is a continuous process that requires coordination with AARP and shows a dedication to the comfort and safety of a community's aging population.

Two additional existing certifications held by the City should be re-certified when necessary: Places for Bikes and STAR Communities.

The City is encouraged to pursue and expand upon their current levels of involvement with these organizations to bring notoriety and users into St. Petersburg. By completing these applications, the City will continue to identify the infrastructure conditions and will promote the continued expansion of these transportation facilities.

Implementation Plan Updates and Amendments

This Implementation Plan is a living document that will require tracking needed amendments and updates to better address the changing conditions of the City, with updates set for every four years as established in the Complete Streets Policy. The City will need to reassess priorities to ensure that strategies and goals within this Implementation Plan are being implemented appropriately. Upon the development of the Implementation Plan update, the City should conduct another round of public involvement to revisit the goals and objectives based on the current conditions of the City.

It is also recommended that the planning level cost estimates be updated frequently and to ensure that the priorities described in this document accurately represent the desires of the City. City staff will provide regular progress report to the City Council based on the performance measures herein and any progress made in the implementation of the Policy. The City should use these performance measures to adjust the process and to celebrate its successes along the way.

The City of St. Petersburg will increase accountability and transparency regarding Complete Streets Policy #020400 by monitoring and sharing these performance measures. An accurate understanding of the successes of the Implementation Plan will help quantify the benefits associated with Complete Streets infrastructure, thereby justifying further investment into the transportation network. The City will utilize the Implementation Plan, and the strategies within, to create a transportation network that is safe, efficient, and for all users.

Appendices available under separate cover:

APPENDIX A - COMPLETE STREETS POLICY & RESOLUTION

APPENDIX B – GLOSSARY OF TERMS

APPENDIX C - TRAFFIC SAFETY DATA - MAP AND TABLES

APPENDIX D - MAYOR'S BPAC PROJECT SUMMARY REPORT EXAMPLE

APPENDIX E - BICYCLIST LEVEL OF TRAFFIC STRESS METHODOLOGY

APPENDIX F - PUBLIC ENGAGEMENT SUMMARIES