



May 2026

CONNECTING SOUTH ST. PETE CRA



Final Report





Introduction.....2

- Purpose2
- Engagement Driven Planning2
- Project Sponsors.....2
- Study Area & Commercial Corridors3

A New Vision.....4

- Safe & Easy Travel4
- Better Options.....4
- Access to Opportunity4

Planning Context.....5

- About the Community.....5
- Ways to Get Around12
- Crash Hotspots21

Community Engagement23

- Engagement Phases23
- Key Themes & Outcomes27

Study Recommendations28

- Recommendation Tiers28
- Project Funding28
- Tier 1. Pilot Projects29
- Tier 2. Commercial Corridor Focus.....42
- Tier 3. Mobility Projects & Initiatives54





Introduction

The Connecting South St. Pete CRA study was undertaken to identify walking, biking, and transit access improvements with the greatest short-term potential to positively impact the lives of residents and businesses within the CRA.

Purpose

The South St. Pete Community Redevelopment Area (CRA) is located within the City of St. Petersburg in Pinellas County, Florida. Getting around the South St. Pete CRA can be difficult. For generations, CRA residents have experienced mobility challenges impacting their quality of life, prosperity, mobility, and access to opportunity. Compared to the residents across the city and county, South St. Pete residents have higher rates of poverty and unemployment, spend more of their income on housing and transportation, and are more reliant on walking and transit service to access local and regional shopping, employment, educational, and institutional destinations.

Engagement Driven Planning

The Connecting South St. Pete CRA study was organized around an intensive program of public and stakeholder engagement. Through community workshops and neighborhood association meetings; walking, biking, and transit mobile workshops; and online surveys, South St. Pete CRA residents, business owners, social service providers, and community leaders shared their perspectives on issues impacting mobility across the CRA. Study participants brainstormed improvement opportunities, debated options, and guided the study team through the definition of a long-list of transportation improvement projects and investments and a focused list of improvements designed for rapid implementation.

Both the long-list and focused projects are designed to address limited mobility options, travel safety, and barriers to accessing destinations within the South St. Pete neighborhood and between the CRA and destinations across the city and region.

Project Sponsors

The Connecting South St. Pete CRA study was sponsored by the City of St. Petersburg, the South St. Pete CRA, Pinellas Suncoast Transit Authority (PSTA), and Florida Department of Transportation (FDOT).



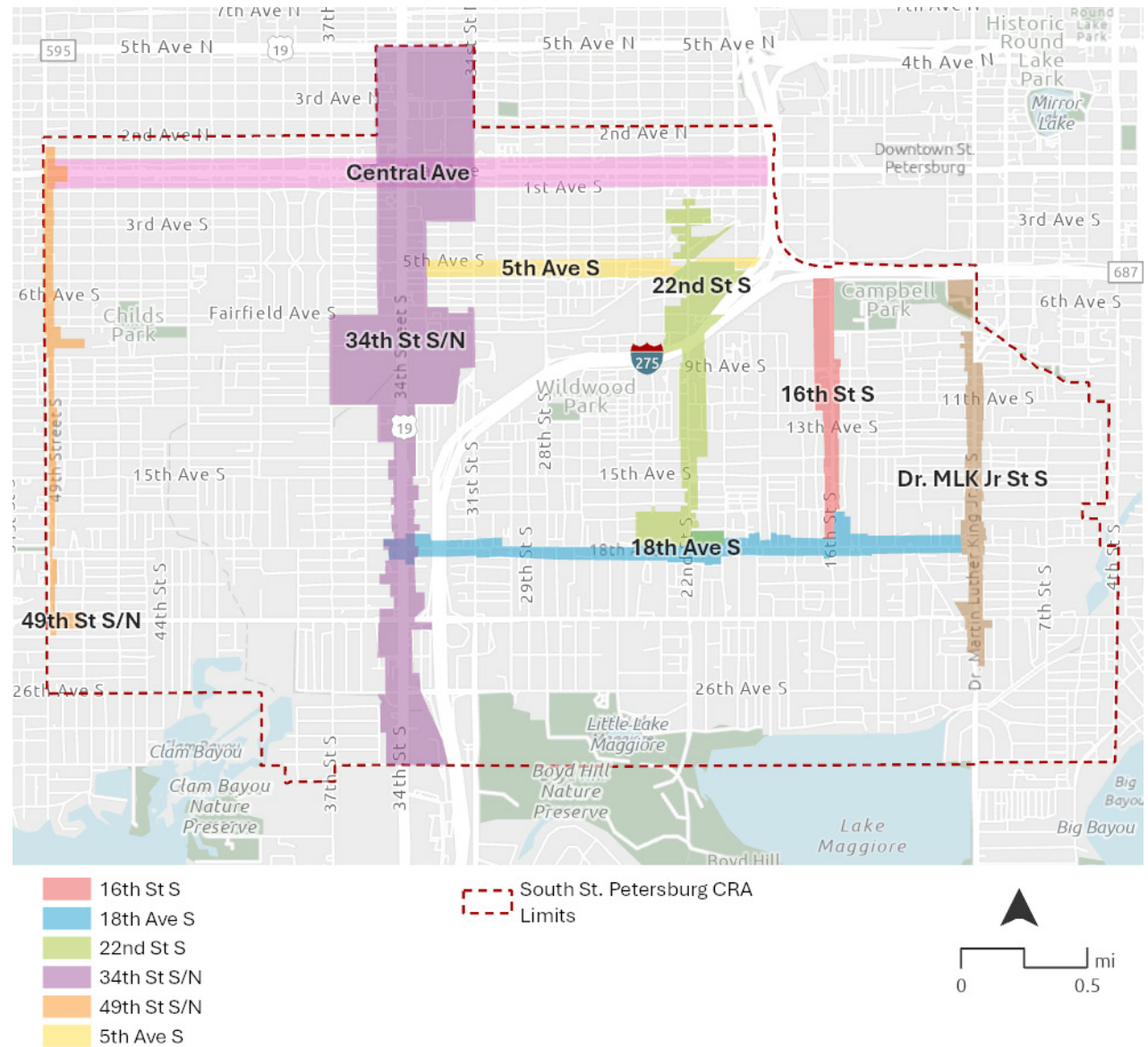
Study Area & Commercial Corridors

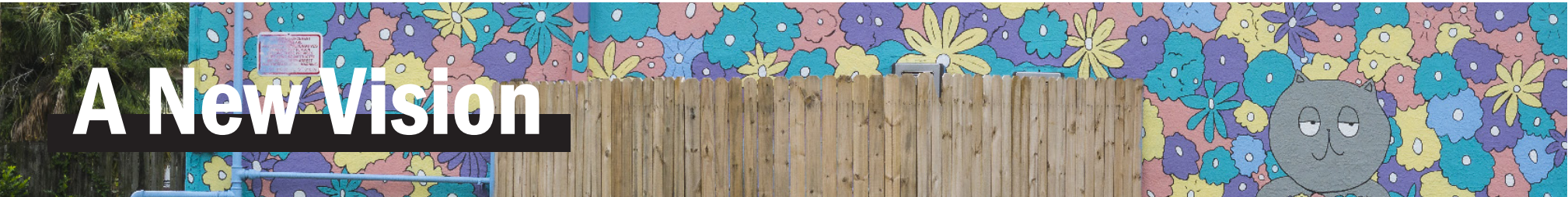
The South St. Pete CRA was established to promote reinvestment in housing and neighborhoods, revitalization of commercial corridors, business investment, and workforce development.

The 7.4 square-mile CRA—the largest in St. Pete and one of the largest in Florida—is comprised of more than 20 neighborhood and business associations, as well as two Florida Main Street Districts. The *South St. Petersburg Redevelopment Plan* identifies 8 commercial corridors, each offering a diverse mix of commercial and institutional uses serving the needs of residents and attracting patrons from across the city.

If the CRA were an independent city in Pinellas County, it would be the 8th largest in land area and the 4th most populous.

Figure 1. CRA Boundaries & Designated Commercial Corridors





A New Vision

The vision statements below express community aspirations for improving mobility, connectivity, and accessibility across the South St. Pete CRA. The statements are drawn from feedback received during stakeholder listening sessions, neighborhood association meetings, and multiple conversations with community residents and business owners.



Safe & Easy Travel

It should be easy, safe, and affordable for residents, visitors, and business owners to get where they need to go.

Across South St. Pete CRA neighborhoods, sidewalks, crosswalks, and trails should be connected and safe; bus stops and bike-friendly streets should be close by; and it should be easy to access destinations across the CRA, city, and county.



Better Options

People should have choices about how they travel, whether by car, bus, walking, biking or other means.

Options are important to people in the CRA. Many, including younger, older, and disabled people, don't have access to cars. Walking and biking should be attractive and convenient options for short trips and bus service should be easy to access with direct connections to important destinations.



Access to Opportunity

Decisions about projects and programs should be shaped by an understanding of community needs and past patterns of neglect and disinvestment.

Several past projects, like the construction of I-275 and I-175, make it difficult for people to get where they need to go in the CRA and across the city. Addressing barriers to access is important to improve livability and access to opportunity.



Planning Context

This section of the report provides a summary of key findings from research and analytical tasks completed early in the study. Information on community history, demographics, infrastructure conditions, destination accessibility, and travel safety supports community discussions about issues and ideas for change.

About the Community

Understanding community conditions provides a foundation for improving mobility conditions across South St. Pete.

RICH HISTORY & CULTURE

The CRA contains several of St. Pete's most historic and unique communities. The CRA is home historic places such as the Deuces Live commercial corridor—the historic main street serving South St. Pete communities for over 100 years, the Manhattan Casino, the Happy Workers Day Care Center, the Royal Theater, as well as Jordan Park—the historic public housing complex constructed in two stages between 1939 and 1941.

The CRA is also home to critical social, cultural, and education institutions, including the Dr. Carter G. Woodson Museum, the Midtown Campus of St. Petersburg College, the Foundation for a Healthy St. Pete, the Johnnie Ruth Clarke Center, as well as the well-loved Childs Park and Campbell Park Recreation Centers and the Enoch D. Davis Center. The Heritage Trail, marked with a series of interpretive and educational stations, offers a great way to experience the community and learn more about its history and culture.

Additional information on the community's history can be found on web sites produced by the Dr. Carter G. Woodson Museum, Visit Florida, and the City of St. Petersburg.





BARRIERS TO OPPORTUNITY

Public policies and investments over the past century have had powerfully negative impacts on South St. Pete communities. For generations, three major elements of the regional transportation network—the Atlantic Coast Line Railroad corridor, 34th Street S, and the interstate system—have isolated communities, impacted livability, and restricted access to opportunities across the city and region.

1900s—Atlantic Coast Line Railroad

From the early 1900s through today, the Atlantic Coast Line Railroad corridor, now the location of the Pinellas Trail, has served as a significant physical barrier between South St. Pete and the rest of the city. The former rail corridor disrupts the street grid. Incompatible land uses separate residential areas, and sidewalks were never built in industrial areas along the corridor.

1940-50s—Extension of 34th Street S & End of Streetcar Service

Another significant barrier was created with the southern extension of 34th Street S and its designation as a U.S. highway. In the 1950s, 34th Street S was extended south to serve as the primary roadway connection between the newly built Sunshine Skyway Bridge and central Pinellas County. Since this extension and subsequent development as an auto-oriented commercial corridor, 34th Street S has created significant mobility challenges for residents, especially impacting those walking and

biking. High travel volumes, high travel speeds, long distances between signalized crosswalks, narrow and unbuffered sidewalks, and auto-oriented strip commercial development combine to create a significant barrier to local mobility and accessibility.

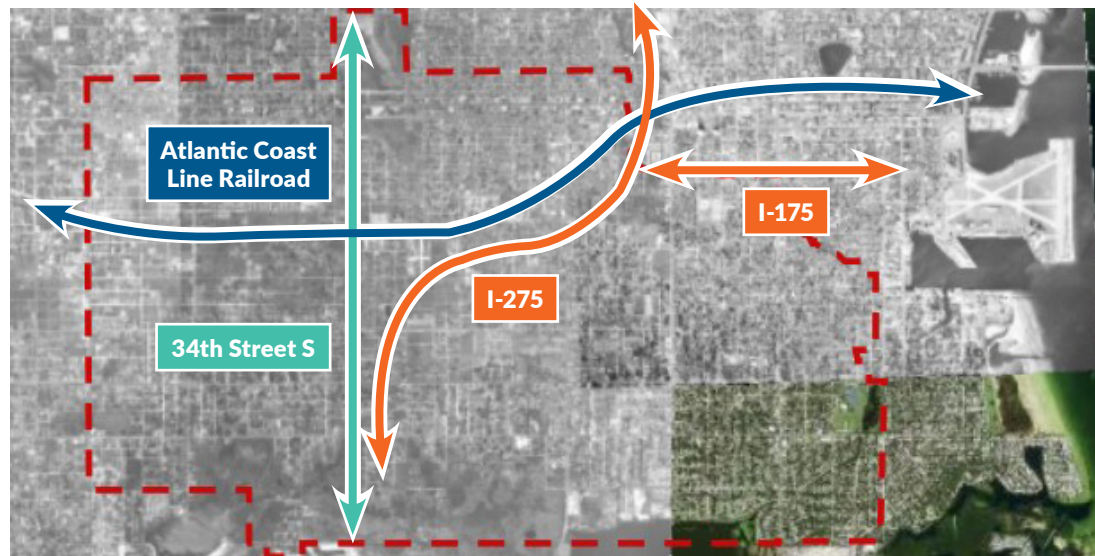
The end of streetcar service in the late 1940s along Dr. Martin Luther King, Jr. Street S (then 9th Street S) and 18th Avenue S (then Tangerine Avenue S) to Gulfport, also contributed to the community’s isolation.

1970s—Construction of I-275 & I-175

Of all the physical barriers dividing and isolating South St. Pete communities, I-275 and the I-175 spur are the most significant and consequential. Highway construction resulted in significant displacement

and the closure of important north-south and east-west streets. Construction resulted in the complete closure of 40 out of the 48 local roadway connections. These closures vastly reduced east-west and north-south connections between South St. Pete neighborhoods and city destinations. The closures forced changes in bus routes (completely removing the traditional route along 15th Street S), significantly lengthened or altogether blocked trips by people walking or bicycling, and concentrated vehicle trips onto the 8 roadways left open after the construction of I-275 and I-175.

Figure 2. Historic South St. Petersburg with Barriers





STEADY GROWTH AT MODEST DENSITIES

According to recent projections, the CRA is expected to gain 8,000 new residents and 2,000 new workers over the next 20 years. This percentage of growth is somewhat higher compared to other areas of the city and county.

The population and employment density (or persons per acre) in South St. Pete will remain similar to densities in other predominantly residential areas

across the city and county. Most neighborhoods in the CRA have 5 to 10 people and jobs per acre with jobs concentrated along commercial corridors. For comparison, several areas of downtown St. Petersburg have over 100 people and jobs per acre today. These densities are projected to double to 200 people and jobs by 2045.

Overall, housing and job densities in CRA neighborhoods are sufficient to support enhanced local bus and microtransit services—on-demand

transportation services with dynamic routing using shuttle buses or vans—but may not be high enough on their own to support a high frequency service like SunRunner.



18%

Increase in RESIDENTS in the South St. Pete CRA between 2024 to 2045 (TBRPM)

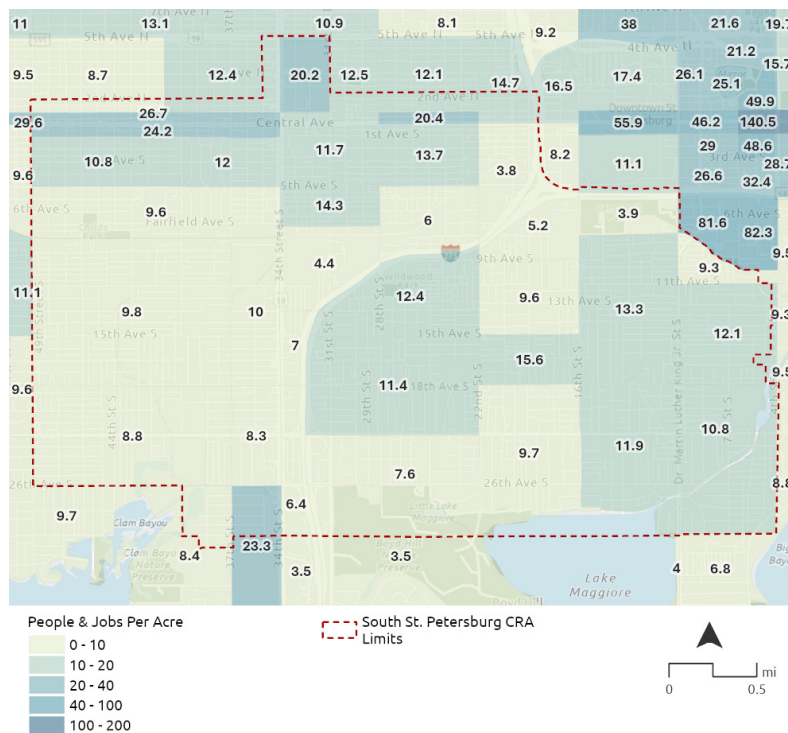


12%

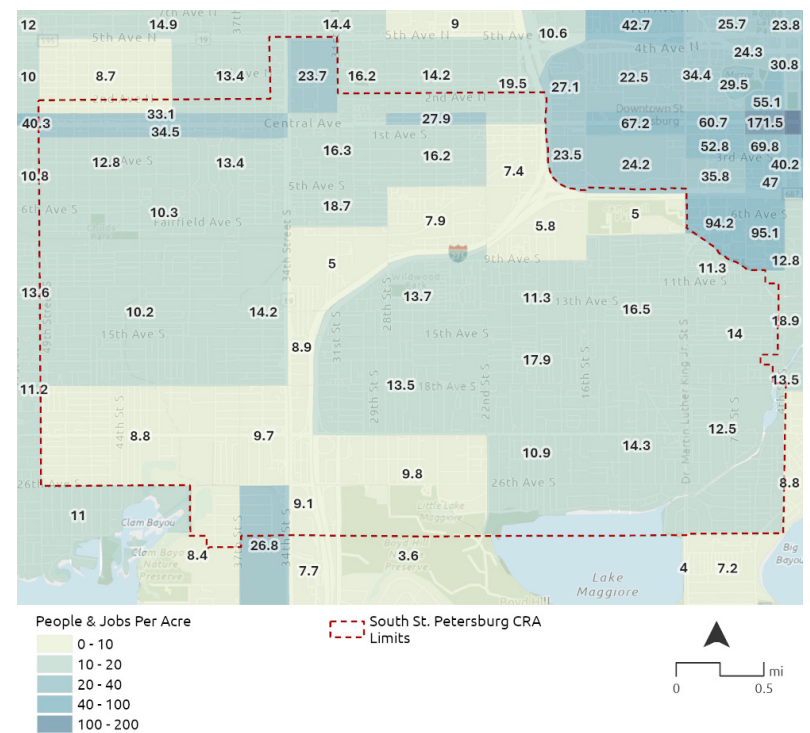
Increase in WORKERS in the South St. Pete CRA between 2024 to 2045 (TBRPM)

Figure 3. Activity Density (People & Jobs per Acre)

2024



2045





FAMILY & INDIVIDUAL CHALLENGES

South St. Pete CRA residents face significantly more social and economic challenges than residents in the rest of the City of St. Petersburg and Pinellas County.

- Nearly one in five households in the CRA fall below the poverty line compared to a little over one in 10 in the city and county.
- A slightly higher proportion of the population in the CRA is below 18 years old, suggesting that reliance on walking and biking is higher in these neighborhoods than in other parts of the city and county.

- Disability status and labor force participation rates in the CRA are similar to those across the region.
- 11% of CRA households do not have access to a private vehicle.

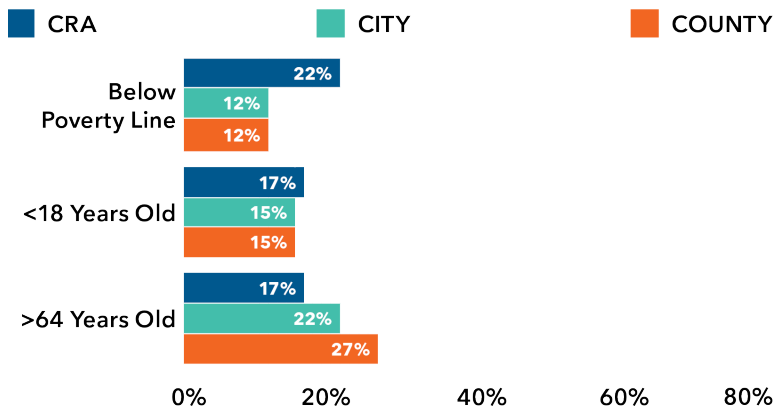
- 12% of CRA residents commute by means other than driving (including taking public transit, walking, or biking) compared to 10% in the city and 5% in the county.

WALK & TRANSIT DEPENDENCE

Compared to the city and county, CRA residents are substantially more dependent on transit, walking, and biking to access daily destinations.

- 4.5% of CRA residents commute by public transit compared to 1.7% in the city and 1.2% in the county.

Figure 5. Age & Poverty



Source: U.S. Census Bureau, American Community Survey (ACS) 2022

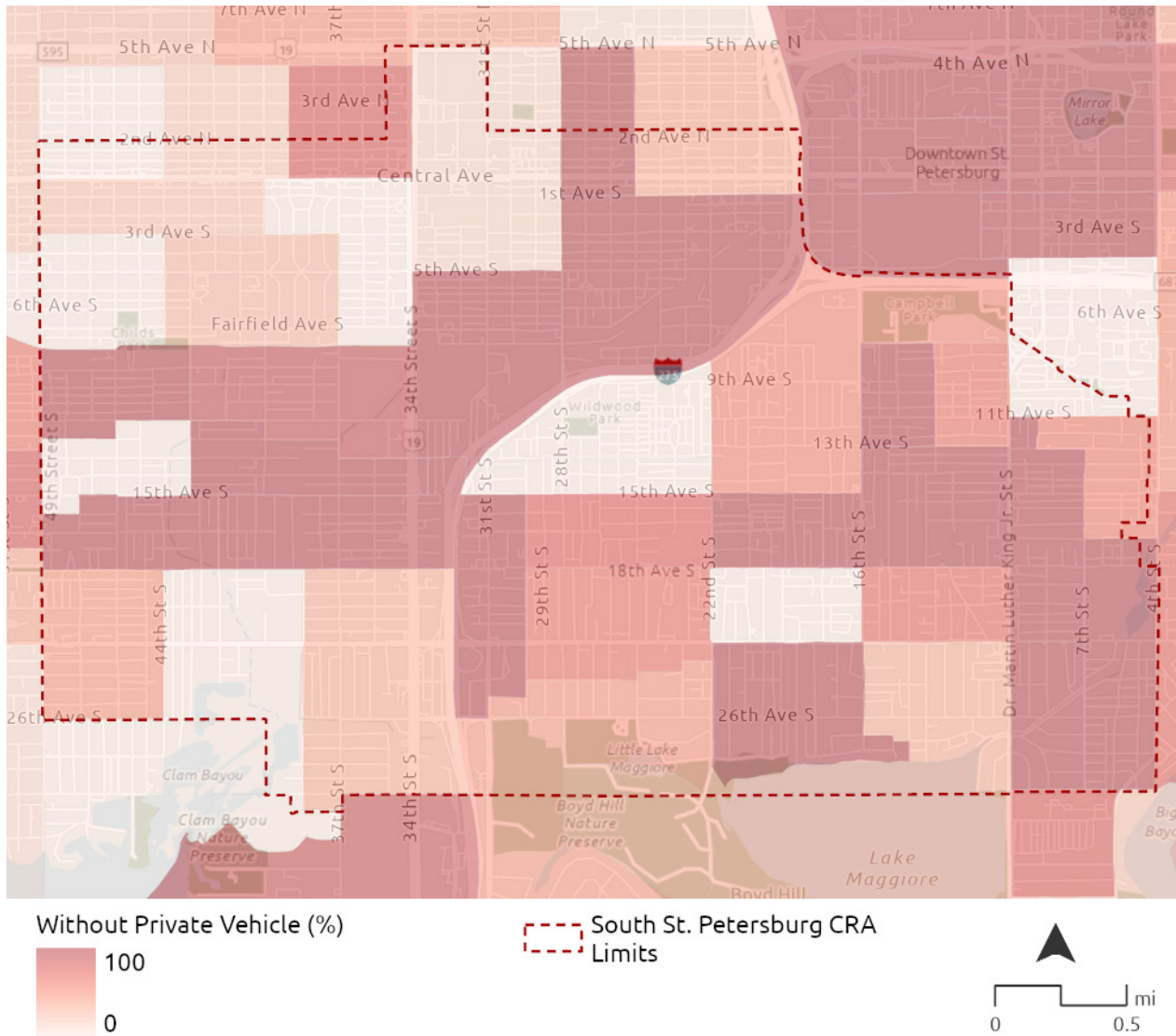
Figure 6. Commute by Walking, Biking or Transit



Source: U.S. Census Bureau, American Community Survey (ACS) 2022



Figure 7. Population Without a Private Vehicle



HIGH HOUSING & TRANSPORTATION COSTS

Households in the city spend a high percentage of their income on housing and transportation costs. According to data from the Center for Neighborhood Technology (CNT), the average household in the city spends 31% of their total income on housing and 19% on transportation costs for a total of 50%. This is well above the 45% threshold CNT researchers define as affordable.

For South St. Pete residents, high reliance on the use of private automobiles and long distance travel to regional employment centers increases overall living expenses. Compared to other regions with lower average transportation costs, including Miami and Atlanta with 14-15% transportation costs and New York City, Boston, and San Francisco with 8-9% transportation costs, the transport cost burden on local residents is significant.

(Additional information on housing and transportation costs (H+T Index) from the CNT is available at cnt.org.)



Ways to Get Around

South St. Pete’s quality of life is affected by the presence and condition of streets, sidewalks, crosswalks, trails, bike infrastructure, and bus stops.

WALKING

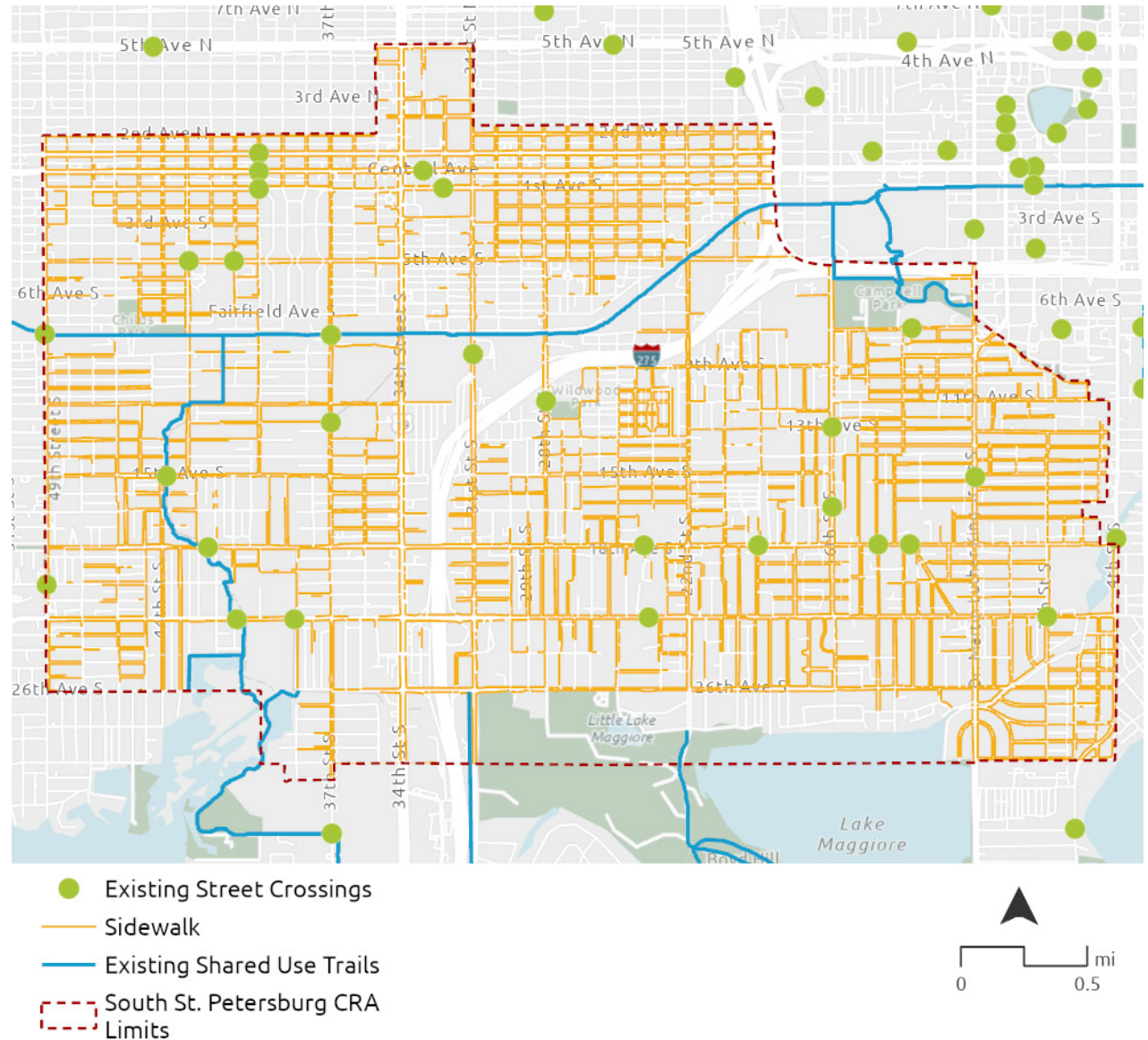
Sidewalks & Trails

The condition of sidewalks, crosswalks, and trails varies across the CRA. While most streets have sidewalks on one or both sides, some areas have no sidewalks at all. In addition, curb ramps at intersections may not comply with current standards and crosswalks may be unmarked or poorly marked. Even where sidewalks exist, poor conditions make walking difficult, uncomfortable, and unsafe.

- High-speed traffic and poor visibility increase risks for walkers crossing busy roads and accessing bus stops. This is especially true along 34th Street N and S and crosswalks at I-275 and I-175 ramps.
- Along commercial corridors, parking is often located between streets and building entries, creating direct conflicts between people walking and drivers accessing parking spaces.
- Throughout the neighborhoods, many sidewalks are poorly maintained or blocked by utility poles or vegetation, forcing people to walk in the street.

Multiuse trails, including the Pinellas Trail and Skyway Trail, offer options for walking and biking, but access to these trails is not always easy or direct, and only a few signs provide direction between trails and surrounding destinations.

Figure 8. Walking in South St. Pete CRA





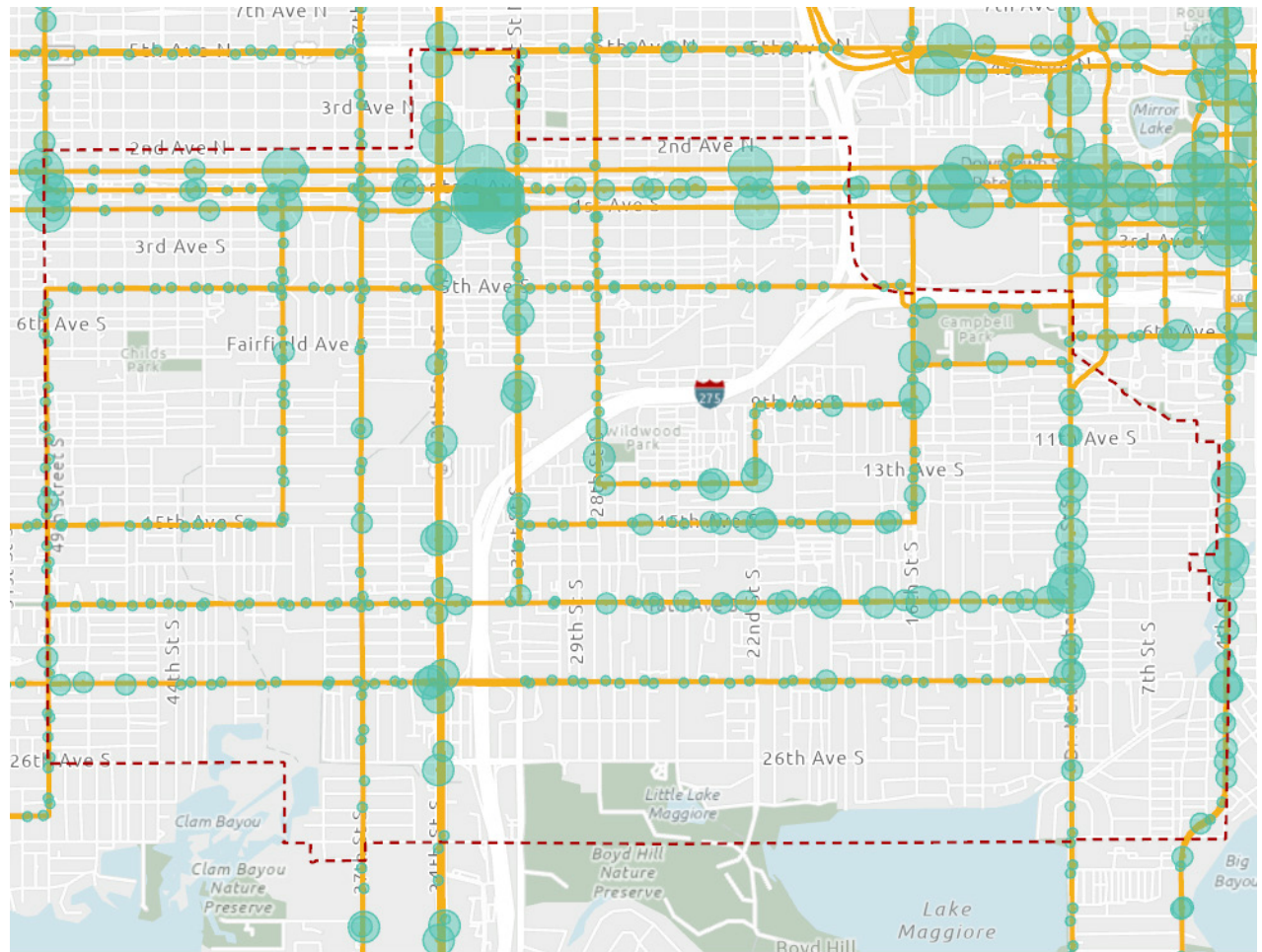
TRANSIT

The Pinellas Suncoast Transit Agency (PSTA) operates several bus routes serving South St. Pete neighborhoods. The highest levels of service are provided by SunRunner along 1st Avenue N and S, the Spark service on 34th Street, and the new 15-minute service along 4th Street S. Areas beyond walking distance of these corridors are served by less frequent routes (every 30 to 60 minutes) or have no service within easy walking distance.

As described below, distance, cost, and mobility challenges impact travel for people who rely on transit or seek alternatives to driving.

- Access to high-capacity service is limited by distance—much of the CRA is beyond walking distance of high frequency service.
- Physical barriers, poor sidewalk conditions, lack of lighting and shade, and sidewalk gaps make accessing transit stops difficult.
- Most transit stops lack shade, seating, and shelters, and while roadway lighting is present, light levels and coverage do not promote a sense of security.
- Despite improvements under the Connected Community Bus Network plan, trips from the CRA often require transfers that lengthen travel times to destinations across the city and county.
- For people with disabilities, PSTA offers the Access paratransit service for customers unable to use fixed-route buses who meet eligibility requirements. More information is available at PSTA.net.

Figure 10. PSTA Stops Boarding/Alighting

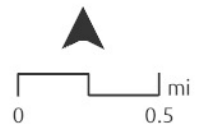


PSTA Stops Boarding/Alighting

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 200
- >200

— PSTA Route

- - - South St. Petersburg CRA Limits





DRIVING

Interrupted Street Grid

South St. Pete CRA’s neighborhoods are organized around a traditional grid of low volume residential streets and higher volume collectors and arterials serving commercial, institutional, and industrial land uses. When not interrupted, the street grid allows for easy access between neighborhood destinations, as well as multiple options for longer range travel to places throughout the city, county, and region.

Where the grid is interrupted, primarily along the I-275 and the I-175 corridors, street closures have impacted travel in several ways. Such closures have:

- Reduced the number of street connections between South St. Pete and city destinations (40 local streets were closed with the construction of I-275 and I-175).
- Concentrated vehicle trips, modal conflicts, and crash exposure at highway ramp terminals and signalized intersections at major crossroads.
- Increased distance and time for local driving, walking, and biking trips.
- Impacted transit routing, transit travel time reliability, and emergency service response.

Neighborhood Street Speed Limits

Although speed limits on neighborhood streets varies between 25 to 30 mph, the city is completing a neighborhood speed limit study which is likely to result in, subject to funding availability, application of 25mph limits on neighborhood streets citywide.

Accessing Destinations

Understanding how people travel to different destinations within the CRA and across the region helps in identifying opportunities for improving how people get around.

TRAVEL PATTERN ANALYSIS

Travel data from the U.S. Census and other sources allows for analysis of how people access destinations in and around the CRA. This data supports study of the following:

- **Travel Mode.** The mode of travel people use to access destinations—driving or riding in a car, walking, riding a bike, or taking transit.
- **Travel Distance.** How far people travel to access different places.
- **Trip Purpose.** The primary purpose of the trip—getting to work, running errands or accessing recreational or educational destinations.

ACCESS TO JOBS

Access to Jobs by All Modes

Approximately 25,000 workers live in the CRA, but over 90% of them (22,427) commute to jobs outside the CRA. Just 2,269 workers live and work within the CRA. Another 18,900 workers from outside the district commute to jobs within the district on a typical workday.

- Live and Work in the CRA. Only a small number of people both live and work in the CRA. This include

residents who work from home, operate a home-based business, or enjoy relatively short commutes and likely have very low transportation costs.

- Live in the CRA, Work Elsewhere. Most of the workers who live in South St. Pete travel to jobs outside the CRA, primarily to jobs in Downtown or in the Gateway area. About half of these workers travel less than 10 miles to their place of work. Surprisingly, over 20% of workers from South St. Pete travel more than 25 miles to jobs outside the city and county.
- Live Elsewhere, Work in the CRA. People who work in the CRA but live elsewhere primarily commute to their jobs from less than 10 miles away. They tend to live north of the CRA in other neighborhoods in the city or Pinellas County. (Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics [LEHD], 2021)

Access to Jobs by Transit

Compared to other places in Pinellas County and Tampa Bay, residents in South St. Pete have less access to jobs using 30-minute transit commute. (CNT, 2022)

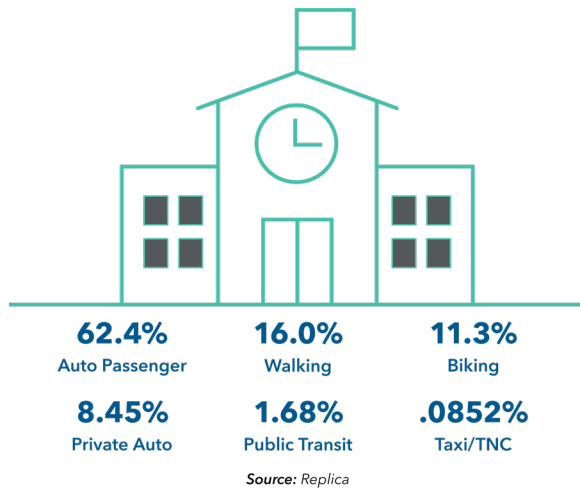
This job accessibility analysis was completed prior to the start of PSTA’s service improvements called for by the Connected Community Bus Plan. Service improvements resulted in enhanced travel times to jobs for many South St. Pete CRA residents.



TRAVEL TO SCHOOLS

Although most people access schools by driving (either by personal vehicle or bus), 27% of trips to schools on a typical weekday are made by walking (16%) or biking (11%). Given the high proportion of walk and bike trips, improving pedestrian safety within proximity of schools is an important focus of planning for the city and Pinellas County Schools.

Figure 11. How People Get to Schools.

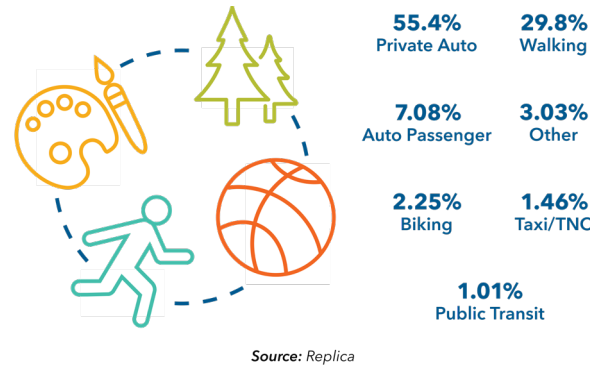


TRAVEL TO RECREATION CENTERS

Like schools, most people travel to city recreation centers by car, but the share of people walking to these destinations is particularly high at 30%. Of the five recreation centers in the CRA, only two are directly connected to a multiuse trail—Childs Park Recreation Center is linked to the Skyway Trail and Campbell Park is served by the Historic Booker

Creek Trail. The Campbell Park Recreation Center is the only center in the CRA served directly by a street with a dedicated bike lane.

Figure 12. How People Get to Recreation Centers.



TRAVEL TO COMMUNITY DESTINATIONS

Although community centers, libraries, social service providers, and other critically important destinations were not included in this analysis, they share similar accessibility issues and challenges. Destinations like the Enoch D. Davis Center, adjacent to the James Weldon Johnson Branch Library on 18th Avenue S, supports the needs of residents from across the CRA and city. The features space dedicated to human service agencies, community meeting rooms, multi-purpose halls, and a snack bar, with on-site services include legal aid, congregate dining, and utility bill assistance.

TRAVEL TO COMMERCIAL CORRIDORS

As with other destinations in the CRA, driving is the predominant means of travel to South St. Pete's commercial corridors. Across all 8 corridors, driving accounts for 74 to 84% of all trips, with 5th Avenue S at the high end and Dr. Martin Luther King, Jr. Street S at the low end.

Of all the corridors, two stand out for their high share of walking trips: Dr. Martin Luther King, Jr. Street S and 49th Street S. Walking trips account for 21% of all trips to Dr. Martin Luther King, Jr. Street S and 20% of all trips to 49th Street S. Other corridors with high walk trip percentages include 16th Street S (13%), 22nd Street S (12%), and 18th Avenue S (12%). Clearly, walking plays an important role in the economic success of business along these streets.

Corridors with the lowest walk share draw visitors from greater distances and are less dependent on surrounding neighborhoods. As the most highly auto-oriented corridor in the city, 34th Street S draws trips from across the city and region. Central Avenue offers a highly walkable environment but because it attracts a high number of trips from greater distances, walking trips are lower than corridors like Dr. Martin Luther King, Jr. Street S. Travel to 5th Avenue S is unique in a different way. The corridor has the highest percent of work trips (almost 30% of all trips) and the lowest percent of trips from nearby neighborhoods.

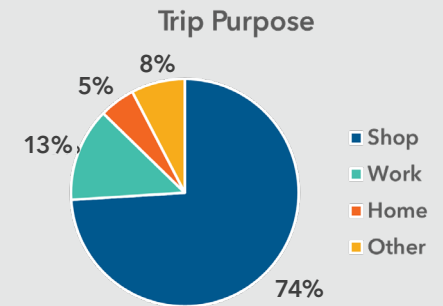
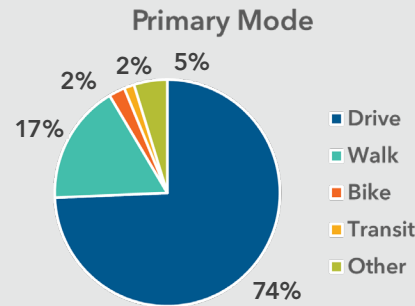
The following pages include additional information for each corridor.



COMMERCIAL CORRIDOR ACCESS

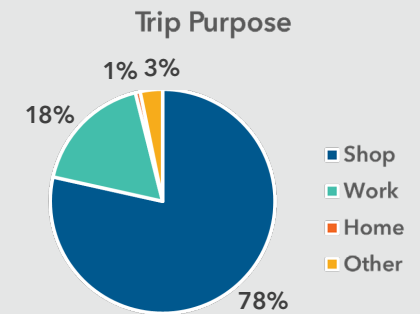
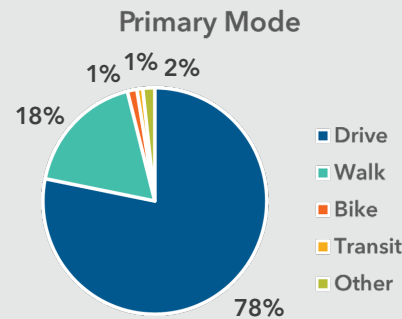
Dr. Martin Luther King, Jr. Street S

Businesses along this historic corridor provide important neighborhood services for residents on the east side of the CRA. From the commercial hub at the north end of the corridor to more contemporary developments to the south, this street serves as an important local thoroughfare connecting communities throughout all of St. Petersburg. About two thirds of the trips to the corridor in the CRA are 2 miles or less in distance. Although the corridor has one of the highest walk mode shares in the CRA—17% of trips to the corridor are walk trips—several factors make walking challenging, including distances between signalized intersections, narrow sidewalks and frequent curb cuts, and few pedestrian crosswalks.



49th Street S

Forty-ninth Street S, the boundary between Gulfport and St. Petersburg, serves communities on the far west side of the Childs Park neighborhood. The corridor is an important bus route and home to a variety of neighborhood-serving retail destinations. This corridor has one of the highest walk mode shares in the CRA, with 18% of trips made by walking. A recently completed plan for the corridor south of the Pinellas Trail identifies investments to improve walking, biking, and access to transit. Implementation of the plan is underway.

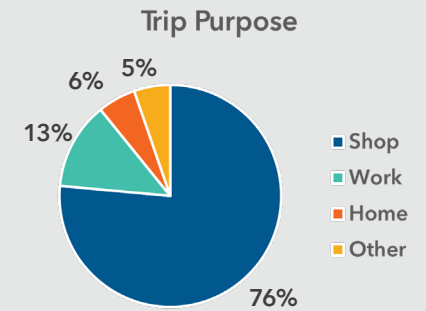
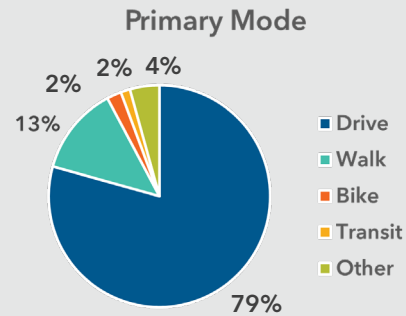




COMMERCIAL CORRIDOR ACCESS

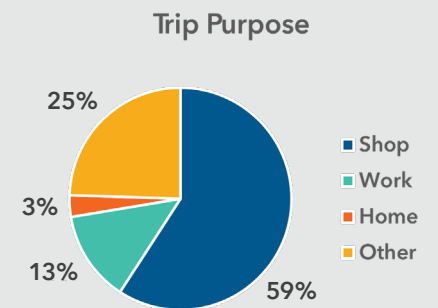
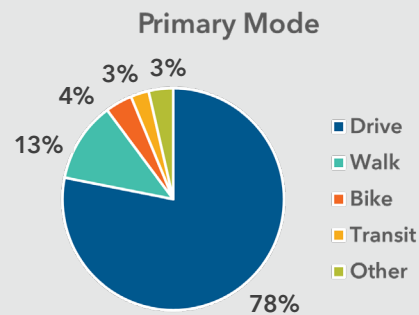
16th Street S

The 16th Street S corridor is another of the CRA's neighborhood-oriented commercial corridors serving the daily and weekly needs of nearby residents. (About 40% of the total trips to the corridor are 2 miles or less in distance.) Streetscape, landscape, and parking access improvements completed in the 1980s contribute to making this one of the safer travel corridors in the CRA. The corridor also has the potential to become an important connection with South St. Pete neighborhoods and future destinations within the Historic Gas Plant district development.



22nd Street S

The 22nd Street S corridor, part of which is known as Deuces Live, is the historic heart of South St. Pete. Uses along the corridor include shops and restaurants, small businesses, and educational institutions like the Midtown Campus of St. Pete College and Perkins Elementary School. This district serves as a site for community events and activities, and provides a critical link between Deuces Live and the Warehouse Arts District. (The trip purpose category "Other," which is 25% for this corridor, includes trips to educational, social service, professional and personal service, and cultural destinations.)

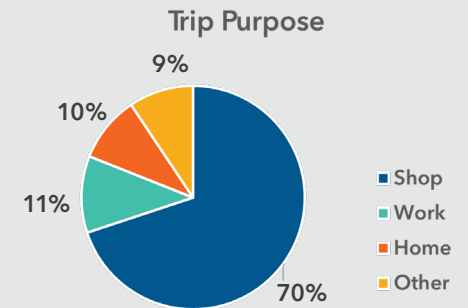
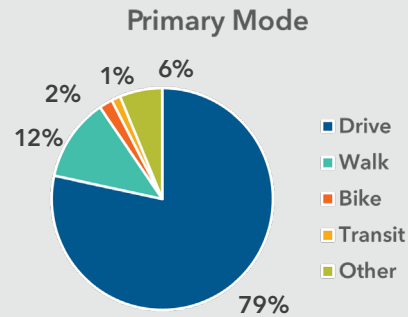




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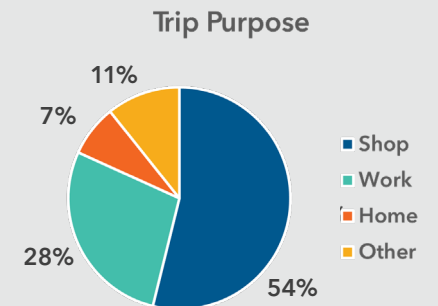
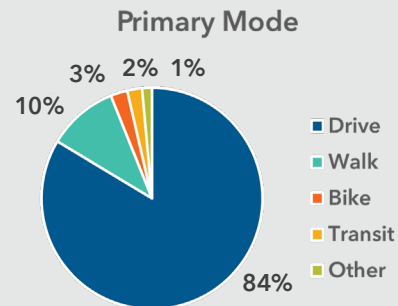
18th Avenue S

18th Avenue S, home to Perkins Elementary, Enoch D. Davis Center, and several religious institutions, serves as an important neighborhood-serving commercial corridor. Almost 13% of all trips to the corridor are walking trips. Approximately 40% of the total trips to the corridor are two miles or less in distance. Current plans for this corridor are focused on slowing traffic speeds, improving safety for people walking and biking, and improving access to transit.



5th Avenue S

Within the CRA, 5th Avenue S is a high-speed corridor with a mix of commercial, light industrial, institutional (including the Pinellas County Job Corps Center), and residential uses. Compared to the CRA's other commercial corridors, 5th Avenue S has the highest percent of work trips (almost 30% of all trips to the corridor are for work purposes) and lowest percent of trips from nearby neighborhoods. The corridor serves as an important east-west connector in the Warehouse Arts District, acting as a parallel route to the Pinellas Trail. The *Complete Streets Implementation Plan* calls for lane repurposing for development of an exclusive bike lane. The corridor also has the potential to serve as an important connection to the Historic Gas Plant District redevelopment.

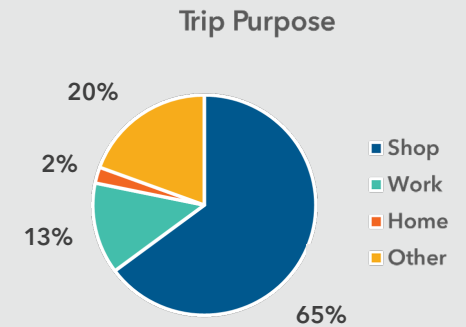
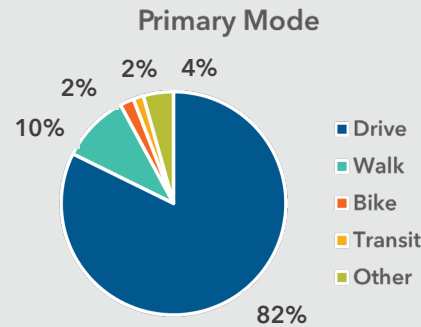




COMMERCIAL CORRIDOR ACCESS

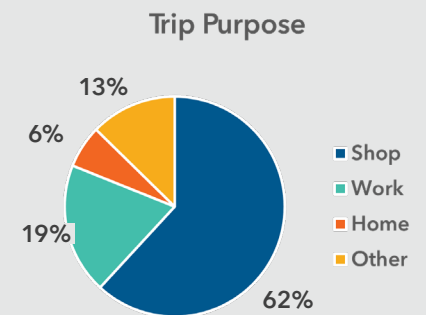
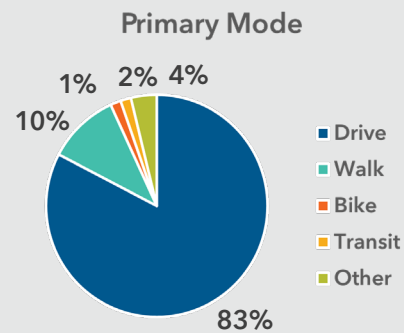
34th Street S

As the most auto-oriented commercial corridor, 34th Street S is a high-speed, high-volume travel corridor connecting the Sunshine Skyway Bridge with destinations in central and north Pinellas County. The corridor includes neighborhood-serving and regional destinations, and is home to important social service and education institutions, including the Foundation for a Healthy St. Petersburg and Pinellas Technical College. Although corridor conditions present challenges for walking, biking, and accessing transit, recent investment by FDOT has improved safety and accessibility, and as part of PSTA's introduction of the Spark service, new bus shelters and passenger amenities have been installed at several bus stops.



Central Avenue

The stretch of Central Avenue within the CRA has experienced a significant transformation in the past decade. Building rehabilitation, new business investment, streetscape improvements, and the introduction of SunRunner service have made the corridor the most lively, walkable, bikeable, and transit-accessible destination in the CRA.





Crash Hotspots

Safe travel is a key concern for South St. Pete residents, workers, and visitors. Addressing conditions contributing to higher crash rates, especially those resulting in severe injury or death, is a top priority for the city.

ALL CRASH HOTSPOTS

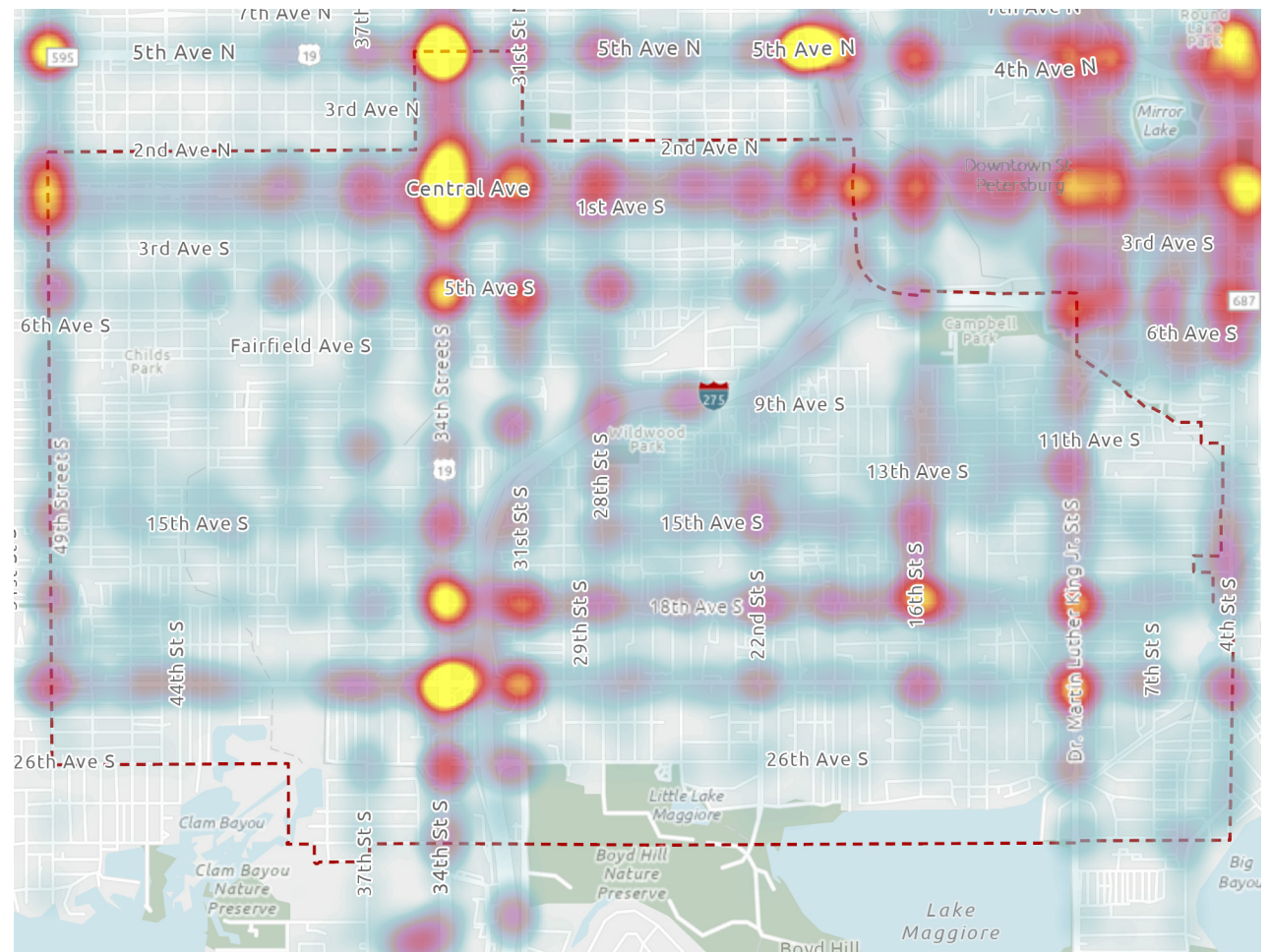
South St. Pete includes several locations with high rates of total crashes. As shown on the map to the right, crash hotspots include:

- Intersections along 34th Street S at 1st Avenue N, Central Avenue, 1st Avenue S, 5th Avenue S, 18th Avenue S, and 22nd Avenue S.
- Intersections along 5th Avenue S at 31st Street S and 28th Street S.
- Intersections along Dr. Martin Luther King, Jr. Street S at 18th Avenue S and 22nd Avenue S.
- The 1st Avenue N, Central Avenue, and 1st Avenue S corridors.
- The 18th Avenue S corridor.

HIGH INJURY NETWORK

Most of the crash hotspots are along the city’s High Injury Network, a designation for streets with high rates of crashes resulting in severe injuries and fatalities. High Injury Network corridors within the CRA include 18th Avenue S, 34th Street N and S, 1st Avenue N/Central Avenue/1st Avenue S, and Dr. Martin Luther King, Jr. Street S between 30th Avenue S and 5th Avenue S.

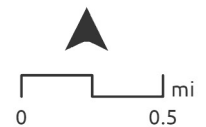
Figure 13. All Crash Hot Spots



Automobile Crashes



South St. Petersburg CRA Limits





PEDESTRIAN & BICYCLIST-INVOLVED CRASHES

Commercial corridors in the CRA experience high numbers of crashes involving pedestrians and bicyclists. For the most part, these corridors also have some of the highest rates of walking as a means to access commercial destinations.

The top five corridors with high rates of pedestrian fatalities, from high to low, include:

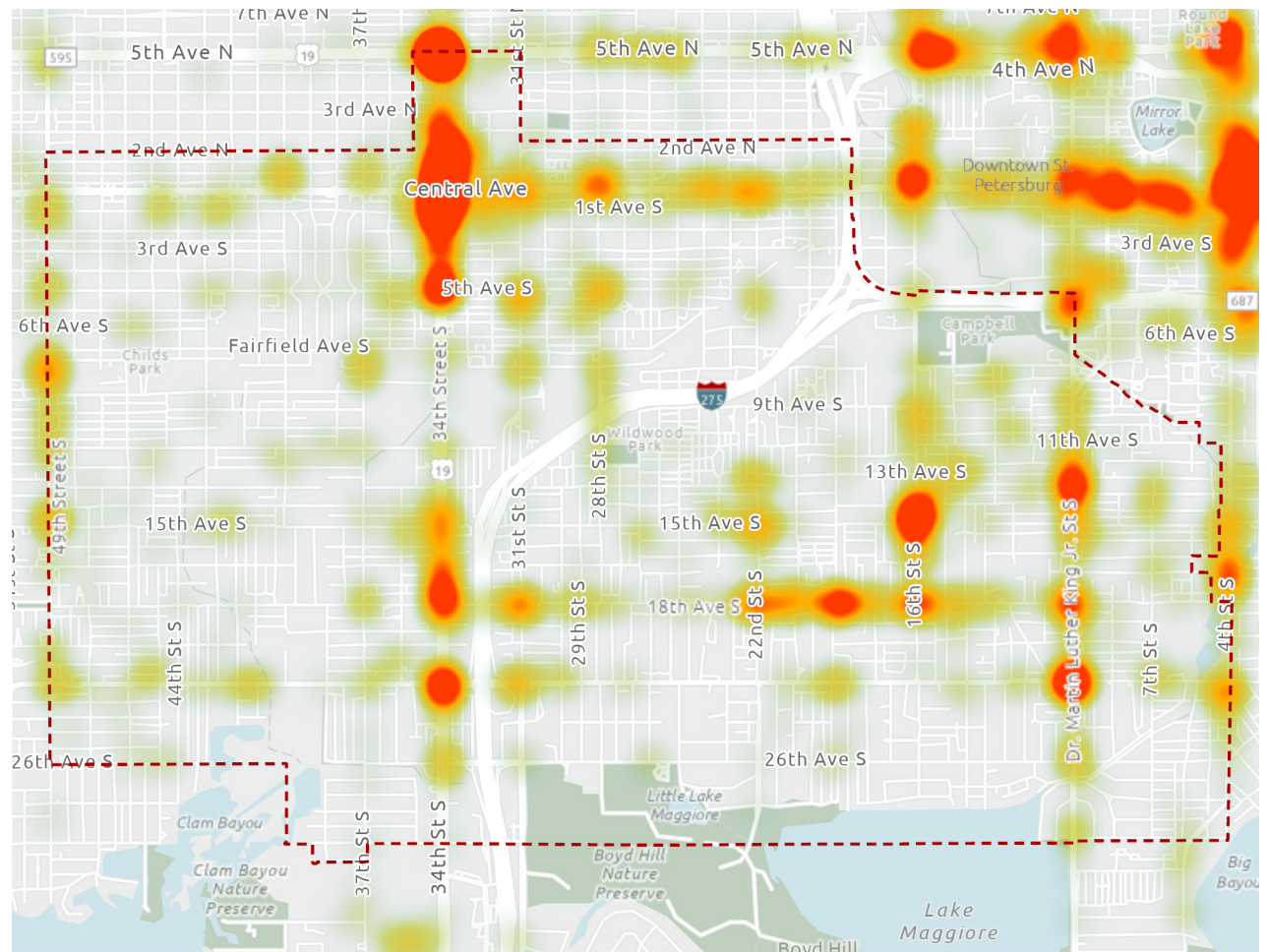
- Central Avenue.
- 18th Avenue S.
- 16th Street S.
- Dr. Martin Luther King, Jr. Street S.
- 49th Street S.

The top 4 corridors with high rates of crashes involving pedestrians and bicyclists, from high to low, include:

- 16th Street S.
- Dr. Martin Luther King, Jr. Street S.
- 18th Avenue S.
- 34th Street.
- Central Avenue.

Three corridors stand out for having both high rates of walking and high rates of crashes involving pedestrians: Dr. Martin Luther King, Jr. Street S, 18th Avenue S, and 16th Street S.

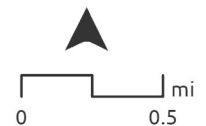
Figure 14. Pedestrian & Bicyclist Crash Hotspots



Pedestrian/Bike Crashes



South St. Petersburg CRA Limits





Community Engagement

Recommendations presented in this report were informed by an intensive, community-centered communication and engagement program. Project communications and engagement activities were designed to elevate the voices of South St. Pete residents, business owners, and visitors—particularly those most affected by mobility challenges—and to gather place-based, authentic feedback to ensure planning decisions reflect community concerns and address needs and priorities.

Engagement Phases

Engagement was organized in three phases, each of which provided opportunities for the project team to learn about the diverse travel experiences of community residents, share findings from technical analyses, explore issues and solutions, and define priorities for project implementation.

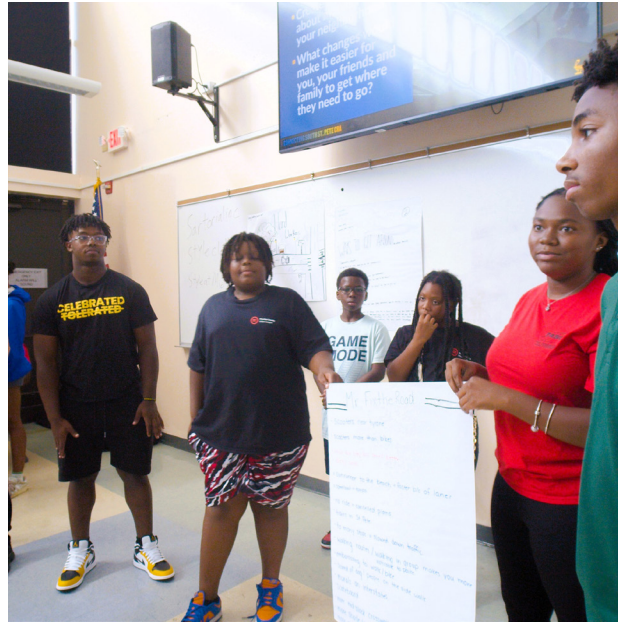
As described in this section of the report, South St. Pete stakeholders had opportunities to share their stories and ideas through a variety of engagement event and activities. Engagement was organized around a series of neighborhood meetings and community events; hands-on workshops; multimodal mobile workshops (walking, bicycling, and transit workshops); and online mapping and survey tools.





PHASE 1. LISTENING & LEARNING

The first round of engagement was designed to introduce the project and gather feedback from individuals and organizations active in the community. The planning team convened stakeholders from neighborhood and business associations, social service agencies, and community institutions to better understand mobility conditions affecting quality of life and access to opportunity for South St. Pete CRA residents and businesses. The team also participated in community events to share information about the study and learn from the perspectives of South St. Pete stakeholders.



POP-UP EVENTS

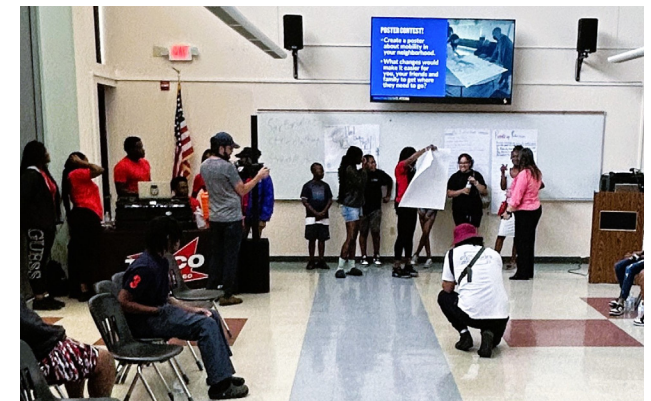
- » Mayor Welch’s City Hall on Tour, December 5, 2023
- » Collard Green Festival, February 17, 2024

NEIGHBORHOOD MEETINGS

- » Campbell Park Neighborhood Association, May 6, 2024
- » CONA, May 14, 2024
- » Childs Park Neighborhood Association, May 21, 2024

LISTENING SESSIONS

- » Social Service Agencies, July 12, 2024
- » Business Districts, July 17, 2024
- » Institutions & Public Agencies, July 18, 2024
- » Youth Groups, July 18, 2024





PHASE 2. ISSUES & IDEAS

During the second round of engagement, stakeholders participated in a series of issues and ideas workshops, multimodal mobile workshops, and an online survey. Engagement during this round was designed to encourage dialogue, capture experiences, and identify ideas for improvement.

During January 2025, three hands-on public workshops were held at meeting spaces across the CRA. These sessions included interactive activities and facilitated discussions focused on walking, biking, transit access, and travel safety and comfort. Participants shared experiences and ideas through collaborative exercises, including map-based activities, toolkit vision boards, project prioritization polling, and open discussion. Participants provided input by recording notes on large maps; participating in a funding exercise to allocated “pretend” money

to types of projects; and sharing feedback with city and PSTA staff through one-on-one discussions and comment forms.

Three multimodal mobile workshops were organized to better understand stakeholder perceptions of pedestrian comfort and safety, bicycle and micromobility travel, destination accessibility, and transit access. Participants, traveling by foot, bike, and bus to stops along key corridors, engaged with local stakeholders, including business owners, crossing guards, bus drivers, and advocates for people with mobility challenges.

Through an online survey, over 300 participants dropped “pins” on maps to share location-specific concerns and ideas. The geo-location of feedback allowed for detailed spatial analysis of comments along with critical project data regarding travel safety and transit use.

ISSUES & IDEAS WORKSHOPS

- » Childs Park Recreation Center, January 25, 2025
- » St. Petersburg College Midtown Center, January 28, 2025
- » Campbell Park Recreation Center, January 29, 2025

MULTIMODAL MOBILE WORKSHOPS

- » Walk Tour, February 1, 2025
- » Bus Tour, February 2, 2025
- » Bike Tour, February 8, 2025

ONLINE MAP SURVEY

- » Open from January-February 2025





PHASE 3. PROJECT PRIORITIES

The final round of broad community engagement was completed in Fall 2025. Large-scale community workshops were held at Campbell Park and the Enoch D. Davis Center. These open-house-style workshops focused on reviewing, refining, and prioritizing projects to improve pedestrian safety and comfort, destination accessibility, bicycle connectivity, and transit access.

Participants reviewed project concepts and completed interactive surveys using the Mentimeter platform to rate and prioritize improvements along major corridors within the CRA.

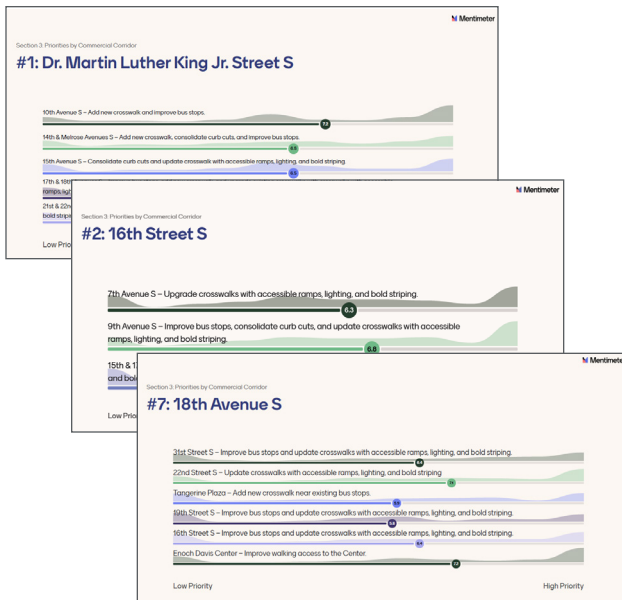


PROJECT PRIORITY WORKSHOPS

- » Campbell Park Recreation Center, November 17, 2025
- » Enoch D. Davis Center, November 19, 2025

PROJECT PRIORITY SURVEY

- » Open through November 2025





Key Themes & Outcomes

Across all engagement activities, residents consistently emphasized the need for safer, more accessible, and more comfortable ways to travel throughout the South St. Pete CRA. Key themes included creating better connected walking and biking networks as called for in the city's Complete Streets Implementation Plan; updating existing and constructed new crosswalks; providing lighting and shading along sidewalks; reducing traffic speeds;

expanding protected bike infrastructure; improving access to trails; and enhancing bus stops and transit connections.

Overall, stakeholders expressed strong support for the implementation of previous plans calling for mobility improvements along 49th Street S and 22nd Street S. Comments focused heavily on the need to addressing travel safety, transit stop conditions, and access to community and commercial destinations along Dr. Martin Luther King, Jr. Street S and 18th Avenue S.



MOBILITY ISSUES & IDEAS

- » Overall support for improving sidewalks, adding and enhancing crosswalks, improving travel comfort, and adding protected bike lanes.
- » Deep concern about traffic speed and safety, especially at crash hotspots along Dr. Martin Luther King, Jr. Street S, along 18th Avenue S, and near schools, parks, and recreation centers.
- » Strong support for the implementation of recent complete streets plans prepared for 49th Street S and 22nd Street S.
- » Interest in improving place quality and identity, celebrating history and heritage, wayfinding, and ensuring projects contribute to the making of safe and attractive public streets, streetscapes, and public spaces.
- » Improving access to the Pinellas Trail, activating trail frontage, and adding new amenities, including lighting and seating.
- » Desire for shelter, shade, lighting, and seating at bus stops.





Study Recommendations

Mobility improvement recommendations were developed through a review of recently completed plans; a careful analysis of conditions affecting travel safety, transit access, and destination accessibility; and robust public engagement. Through this process, three tiers of project recommendations were developed.

Recommendation Tiers

Planning and engagement activities resulted in the definition of three tiers of projects, with the first tier defining projects ready for implementation, the second tier identifying projects in priority areas along commercial corridors, and the third tier offering a long list of projects across the full CRA.

TIER 1. PILOT PROJECTS

As described below, planning activities led to the identification of Pilot Projects with the potential for short term implementation. For Pilot Project locations, preliminary concept plans and costs estimates were prepared. The plans provide a level of detail required to accelerate project programming and implementation. The selected locations for the Pilot Projects include sites along Dr. Martin Luther King, Jr. Street S and 18th Avenue S.

TIER 2. COMMERCIAL CORRIDOR FOCUS

A short list of projects was developed to identify groupings of opportunities along CRA Commercial Corridors, many with the potential for short-term implementation. Focus areas were defined based on the delineation of locations with high crash rates, high levels of transit use, and high levels of community concern as expressed during public workshops and online surveys.

TIER 3. ALL PROJECTS & INITIATIVES

Early planning resulted in the development of a long list of potential improvement projects and initiatives designed to improve safety and mobility across the South St. Pete CRA. This long list includes over 150 projects and initiatives organized in five broad categories—Complete Streets Planning & Implementation Projects, Active Transportation

& Transit Access Projects, Trail Connection & Improvement Projects, Sidewalk Connection Projects, and Reconnecting Community Projects. The list includes both newly defined projects and projects identified in previous planning studies.

Project Funding

Funding for project implementation should draw upon all eligible sources, including but not limited to city, county, and state capital improvement funding programs; state and federal grants; philanthropic organizations; and private sector partners, possibly as part of mitigating impacts of development and redevelopment projects. Although funding may or may not be focused specifically on mobility (e.g., resilience, environmental, housing, public health and safety, program funding), such funding support could be pursued if it allows for advancement of recommendations presented in this plan.



Tier 1. Pilot Projects

PROJECT IDENTIFICATION

Following identification of a long and short list of potential projects, a ranking exercise was completed to identify improvement projects for early implementation. Through an initial qualitative ranking, as shown in Table 1, locations were scored as high priority, moderate priority, or low priority based on the level of community feedback on issues and ideas, the rate of crashes involving bicyclists and pedestrians, and level of transit use by stop location. This initial scoring was translated to a numerical score to support an overall ranking by corridor. As shown in the table, Dr. Martin Luther King, Jr. Street S and 18th Avenue S received the highest total scores in the numerical ranking system.

OVERVIEW OF CONCEPTS

Initial concept plans and opinions of probable construction costs have been prepared for high priority locations along Dr. Martin Luther King, Jr. Street S and 18th Avenue S. The concepts were prepared in response to community concerns about bus stop conditions and amenities, traffic speed, crash hotspots, connections between bus stops and community destinations, and distance between protected crosswalks.

Brief descriptions of improvements shown in the concept plans follow.

Table 1. Pilot Project Selection – Qualitative Scoring

Corridor	Community Priorities		Walking & Biking Safety	Transit Access	Planning Context
	Phase 2 Hotspots	Phase 3 Priorities	Ped Crash Hotspots	High Use Stops	
Dr. Martin Luther King, Jr. Street S	High - Focus from 9th-14th Avenue S	High - Scores above 6.5 with high of 7.2 at 10th Avenue S	High - Pulse points at 9th, 14th, 18th & 22nd Streets S	High	CRA CC. No recent studies. Significant public interest in improvements.
18th Avenue S	Moderate- Focus at 16th Avenue S	High - Score from 5.8 with high of 7.2 at Enoch D. Davis Ctr.	High - Multiple Locations from 34th to 9th Street S	High	CRA CC. Addressed by recent plan with potential for interim improvements.
16th Street S	Moderate - Focus at 9th, 15th & 18th Avenue S	High - Scores above 6.1 with high of 6.9 at 9th Avenue S	High - Pulse points at 9th, 15th & 18th Avenue S	Moderate	CRA CC. Past improvements. Need for refresh and updates.
34th Street S	Low	High - Scores above 6.8 with high of 7.6 for overall crash hotspots	High - Pulse points from 5th Avenue N to 5th Avenue S & 15th to 22nd Avenue S	High	CRA CC. Recent improvements but highest crash hotspots.
22nd Street S	Moderate - Focus at 5th and 9th Avenue S	High - Scores above 6.6 with high of 7.0 for plan implementation and bike lanes	Moderate - Pulse points at 12th, 15th, & 18th Avenue S	Moderate	CRA CC. Addressed by <i>Voices from the Corridor</i> with potential for interim improvements.
5th Avenue S	High - Focus at 31st Street S)	High - Scores from 6.0 with high of 7.7 for plan implementation	Low - Pulse points at 26th & 24th Avenue S	Low	CRA CC. Addressed by <i>Complete Streets Implementation Plan</i> with potential for interim improvements.
49th Street S	Low	High - Scores above 6.9 with high of 7.4 from trail to 1st Avenue S	Low - Pulse points at 5th, 12th & 15th Avenue S	Low	CRA CC. Addressed by recent plan with potential for interim improvements.



Table 2. Pilot Project Selection – Numerical Scoring

Corridor	Community Priorities		Walking & Biking Safety	Transit Access	Numerical Rank
	Comment Hotpots	Phase 3 Priorities	Crash Hotspots	High Use Bus Stops	
Dr. Martin Luther King, Jr. Street S	5	5	5	5	20
18th Avenue S	3	5	5	5	18
16th Street S	3	5	5	3	16
34th Street S	1	5	5	5	16
22nd Street S	3	5	3	3	14
5th Avenue S	5	5	1	1	12
49th Street S	1	5	1	1	8

Dr. Martin Luther King, Jr. Street S Concepts

- Add new bus stop with shelter on 8th Street S at 9th Avenue S.
- Add new shared use path on the east side of Dr. Martin Luther King, Jr. Street S from 9th Avenue S to 8th Avenue S.
- Complete bus stop improvements, including bus boarding platform, bench, and shelter, on the west side of Dr. Martin Luther King, Jr. Street S south of 9th Street S.
- Add new midblock crosswalk and relocated bus stops (with bus boarding platform, bench, and shelter) on both sides of Dr. Martin Luther King, Jr. Street S south of 10th Avenue S.
- Improve accessible ramps on west side of Dr. Martin Luther King, Jr. Street S at 11th Avenue S.
- Explore removing existing bus stop at 13th Avenue S on west side of Dr. Martin Luther King Street S.
- Add new medians and curb extension on 13th Avenue S at Dr. Martin Luther King, Jr. Street S.

- Add new medians between 13th Avenue S and 11th Avenue S.
- Add new curb extensions on 14th Avenue S and Melrose Avenue S at Dr. Martin Luther King, Jr. Street S.
- Add new crosswalk and median on Dr. Martin Luther King, Jr. Street S at the Neighborhood Greenway crossing at 14th Avenue S/Melrose Avenue S intersection.

18th Avenue S Concepts

- Consider relocating bus stop and improve with bus pad, bench, and shelter on south side of 18th Avenue S east of 22nd Street S.
- Add new crosswalk and intersection improvements on 18th Avenue S at 21st Street S.
- Add new shelters at bus stops on south side of 18th Avenue S west of 19th Street S.
- Complete intersection safety improvements at 18th Avenue S and 19th Street S Neighborhood Greenway.

- Explore potential to narrow continuous driveway and improve parking configuration on south side of 18th Avenue S east of 19th Street S to improve intersection operations and pedestrian safety along sidewalk and crosswalks.

CONCEPT PLANS & COSTS

Concept plans and opinions of probable construction costs are included below. The concept plans show the location and types of recommended improvements. The opinions of probable construction costs show breakdowns of estimated costs by pay item and other cost factors. Costs for pay items are drawn from the *FDOT Basis of Estimates and Historical Item Average Cost Reports* (from 06/01/2025 to 11/30/2025). These opinions of probable costs are subject to refinement as additional design is completed. Estimates also may require reconsideration if project implementation is delayed following plan acceptance.

Table 3. Probable Construction Cost Summary

Conceptual Plan Probable Construction Costs		
Commercial Corridor	Segment Location	Opinion of Probable Cost
Dr. Martin Luther King, Jr. Street S Concept	11th Avenue S to 9th Avenue S	\$1,090,521
	15th Avenue S to 11th Avenue S	\$705,744
18th Avenue S Concept	22nd Street S to 20th Street S	\$354,892
	20th Street S to 18th Street S	\$253,488
TOTAL COST ALL SEGMENTS		\$2,404,644



Figure 15. Dr. Martin Luther King, Jr. Street S Concept - 11th Avenue S to 9th Avenue S

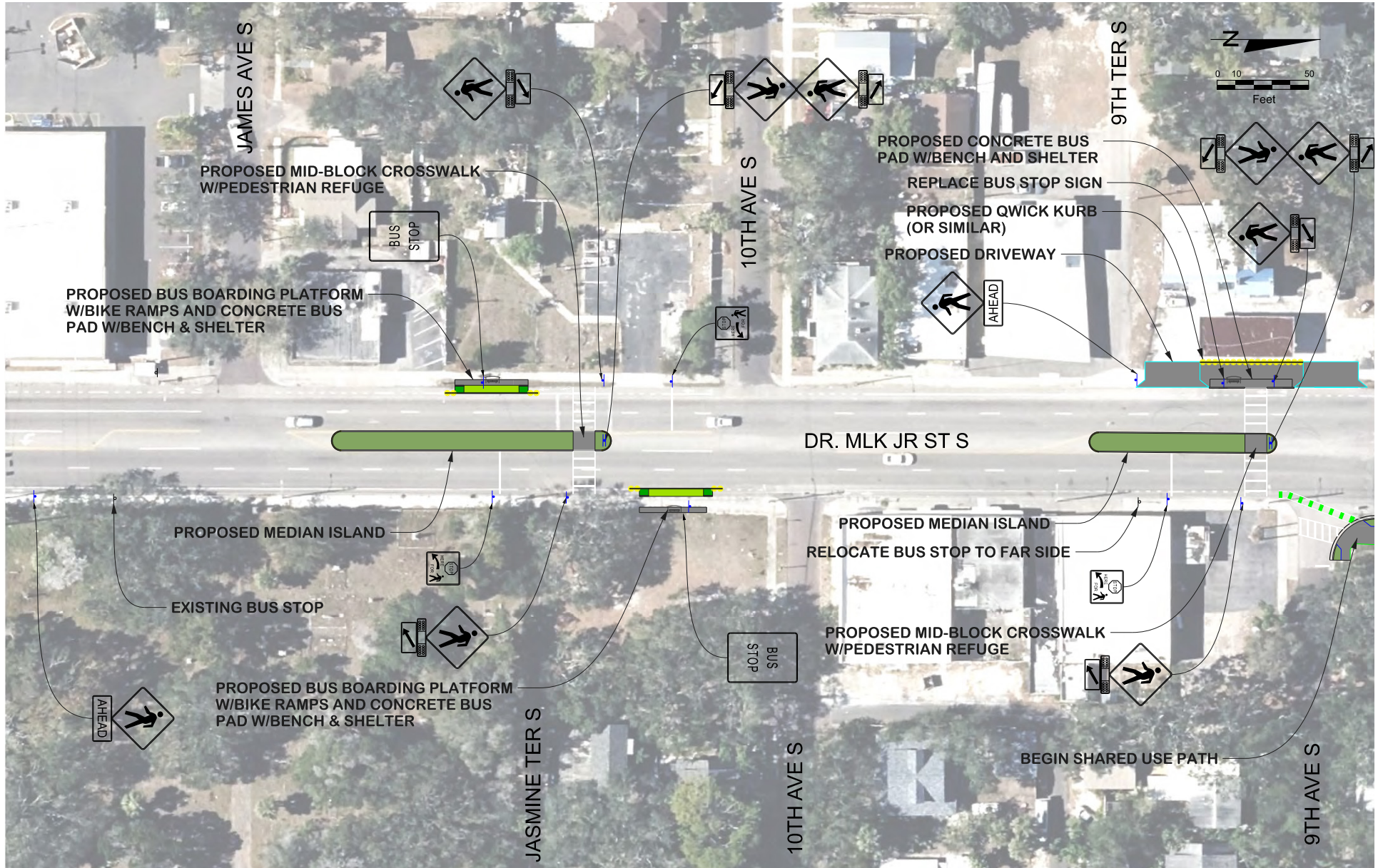




Figure 16. Dr. Martin Luther King, Jr. Street S Concept - 9th Avenue S to 7th Avenue S





Table 4. Dr. Martin Luther King, Jr. Street S Concept - 11th Avenue S to 7th Avenue S

Element	Qty.	Unit	Unit Cost	Total Cost
CLEARING & GRUBBING	0.12	AC	\$56,565.81	\$6,787.90
REMOVAL OF EXISTING CONCRETE	307	SY	\$49.40	\$15,149.33
CONCRETE CURB & GUTTER, TYPE F	500	LF	\$52.49	\$26,243.75
CONCRETE CURB, TYPE D	536	LF	\$60.83	\$32,602.20
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	344	SY	\$91.35	\$31,424.40
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	98	SY	\$110.96	\$10,874.33
BUS BOARDING PAD- CONCRETE	100	SY	\$186.71	\$18,712.74
MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK	2	AS	\$18,877.50	\$37,755.00
MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	4	AS	\$15,578.98	\$62,315.90
SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	13	EA	\$740.01	\$9,620.16
SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	2	EA	\$94.91	\$189.83
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	305	LF	\$5.03	\$1,532.63
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	380	LF	\$10.03	\$3,809.50
THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	0.028	GM	\$3,804.79	\$108.09
GREEN-COLORED PAVEMENT MARKINGS, BIKE LANE	121	SF	\$10.96	\$1,326.46
QWICK KURB (OR SIMILAR PRODUCT) FOR DELINEATION	78	LF	\$175.00	\$13,650.00
COBRA HEAD LIGHTING SYSTEM INSTALLATION TO EXISTING POLE	4	EA	\$750.00	\$3,000.00
BUS STOP SHELTER DISMANTLE AND NEW INSTALL	4	EA	\$18,879.85	\$75,519.40
			Subtotal	\$350,621.61
		25%	Mobilization	\$87,655.40
		25%	MOT	\$87,655.40
		15%	Streetscape Improvements	\$52,593.24
			New Subtotal	\$578,525.66
		30%	Contingency	\$173,557.70
OPINION OF PROBABLE CONSTRUCTION COST TOTAL				\$752,083.36
			ENGINEERING AND SURVEY (30% OF CONSTRUCTION)	\$225,625.01
			CEI (15% OF CONSTRUCTION)	\$112,812.50
OVERALL COST BY SEGMENT				\$1,090,520.87

Note: ROW Acquisition is not anticipated for this project. Costs for pay items are drawn from the FDOT Basis of Estimates and Historical Item Average Cost Reports (from 06/01/2025 to 11/30/2025).



Figure 17. Dr. Martin Luther King, Jr. Street S Concept - 15th Avenue S to 14th Avenue S

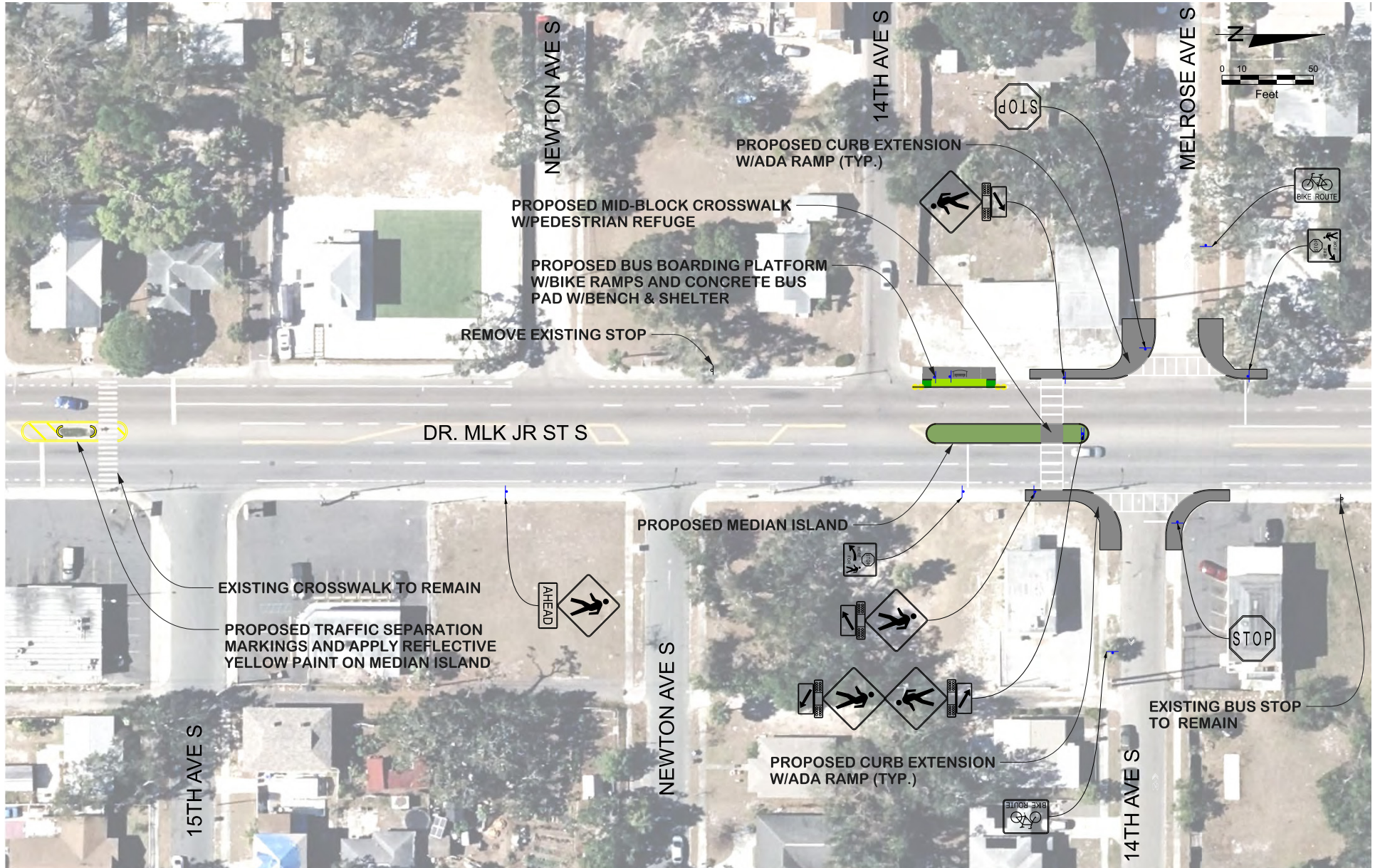




Figure 18. Dr. Martin Luther King, Jr. Street S Concept - 13th Avenue S to 11th Avenue S





Table 5. Dr. Martin Luther King, Jr. Street S Concept - 15th Avenue S to 11th Avenue S

Element	Qty.	Unit	Unit Cost	Probable Cost
CLEARING & GRUBBING	0.15	AC	\$56,565.81	\$8,538.11
REMOVAL OF EXISTING CONCRETE	480	SY	\$49.40	\$23,690.04
CONCRETE CURB & GUTTER, TYPE F	527	LF	\$52.49	\$27,660.91
CONCRETE CURB, TYPE D	712	LF	\$60.83	\$43,307.40
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	57	SY	\$91.35	\$5,227.25
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	731	SY	\$110.96	\$81,064.27
MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK	1	AS	\$18,877.50	\$18,877.50
MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	2	AS	\$15,578.98	\$31,157.95
SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	16	EA	\$740.01	\$11,840.20
SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	5	EA	\$94.91	\$474.56
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	532	LF	\$5.03	\$2,673.30
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	456	LF	\$10.03	\$4,571.40
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	4	EA	\$228.85	\$915.40
THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.18	GM	\$7,005.33	\$1,276.35
QWICK KURB (OR SIMILAR PRODUCT) FOR DELINEATION	-	LF	\$175.00	\$-
COBRA HEAD LIGHTING SYSTEM INSTALLATION TO EXISTING POLE	8	EA	\$750.00	\$6,000.00
			Subtotal	\$267,428.48
		15%	Mobilization	\$40,114.27
		15%	MOT	\$40,114.27
		10%	Streetscape Improvements	\$26,742.85
			New Subtotal	\$374,399.87
		30%	Contingency	\$112,319.96
OPINION OF PROBABLE CONSTRUCTION COST TOTAL				\$486,719.83
			ENGINEERING AND SURVEY (30% OF CONSTRUCTION)	\$146,015.95
			CEI (15% OF CONSTRUCTION)	\$73,007.97
OVERALL COST BY SEGMENT				\$705,743.75

Note: ROW Acquisition is not anticipated for this project. Costs for pay items are drawn from the FDOT Basis of Estimates and Historical Item Average Cost Reports (from 06/01/2025 to 11/30/2025).



Figure 19. 18th Avenue S Concept - 22nd Street S to Union Street S

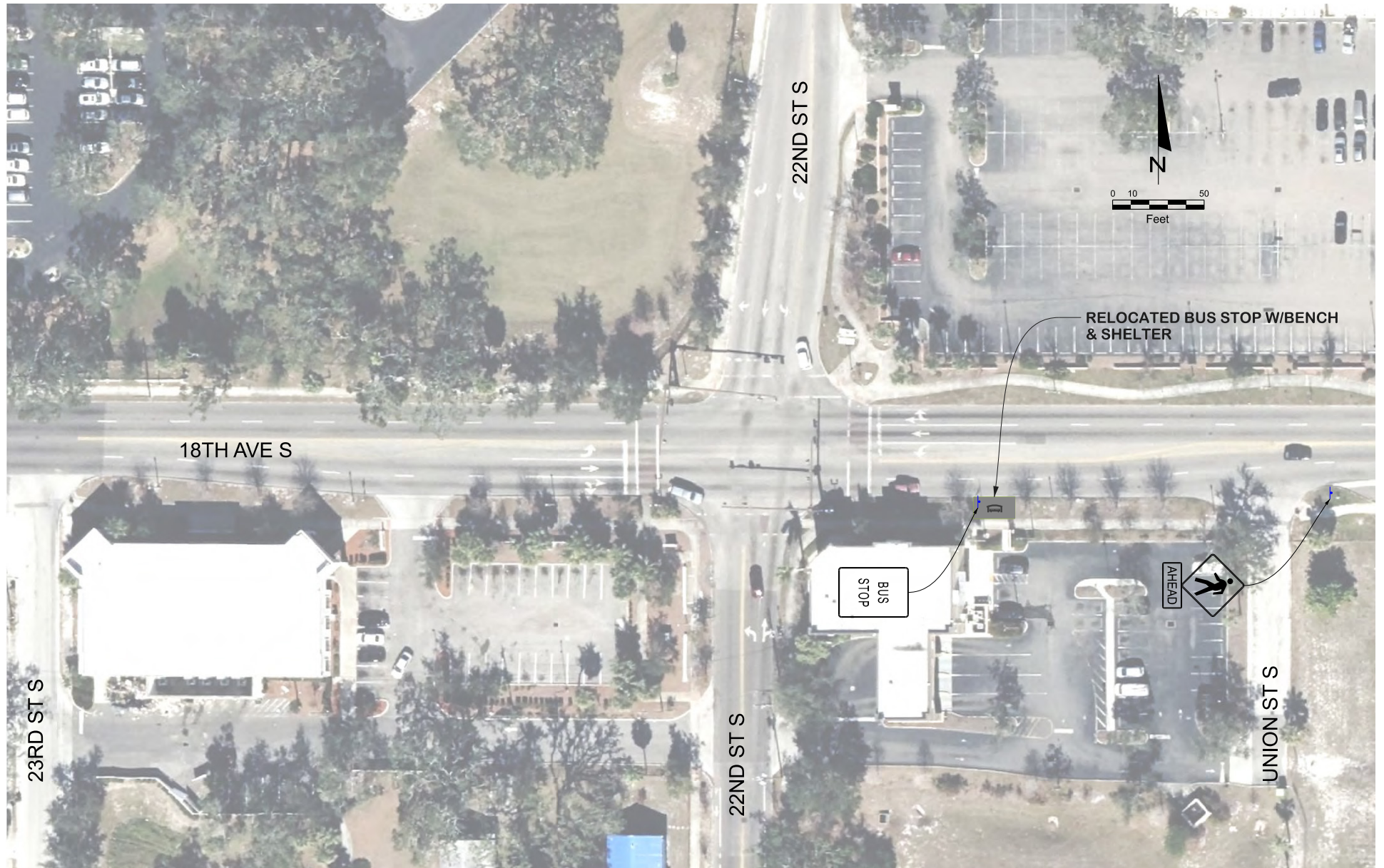




Figure 20. 18th Avenue S Concept - Union Street S to 20th Street S

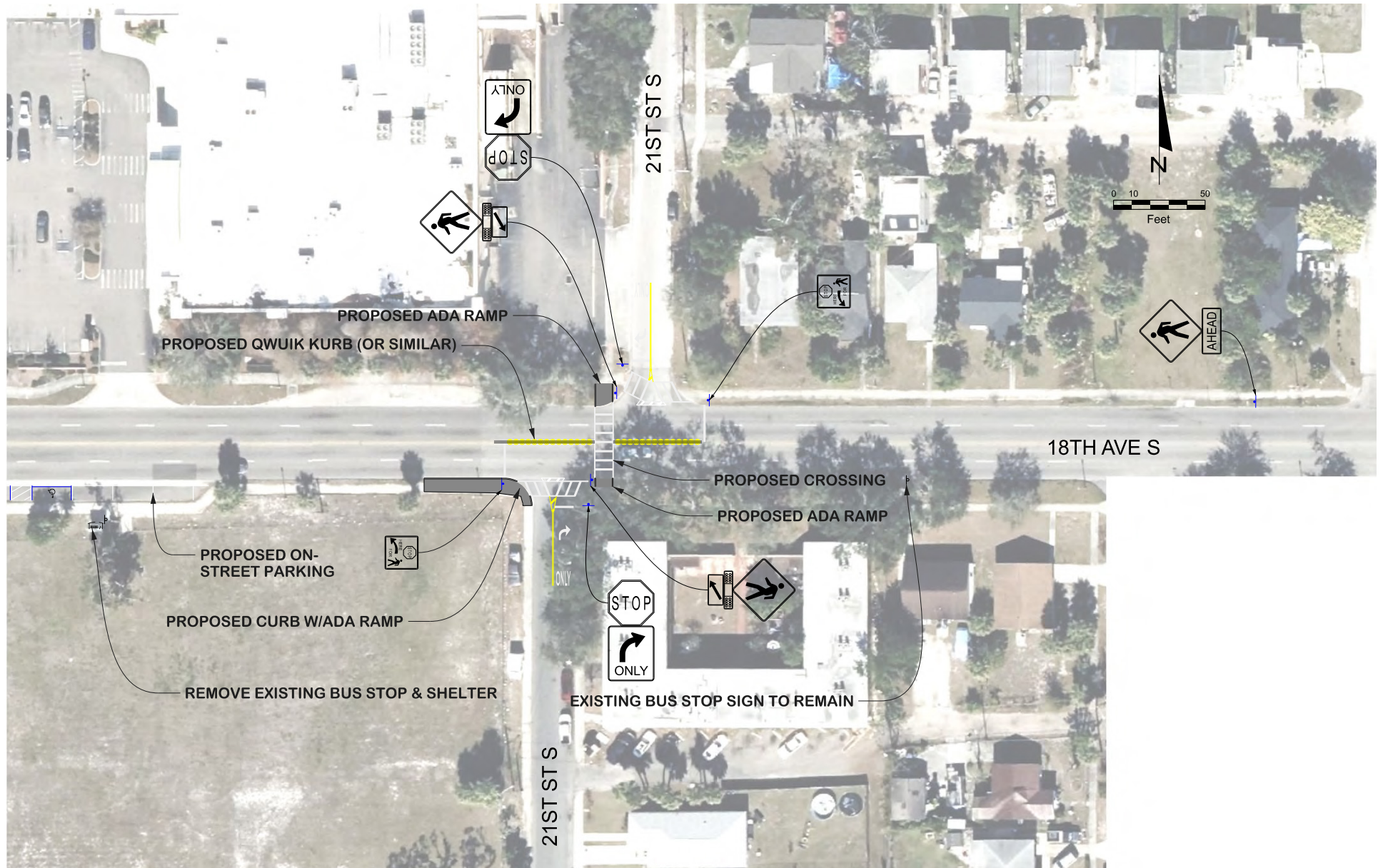




Table 6. 18th Avenue S Concept - 22nd Street S to 20th Street S

Element	Qty.	Unit	Unit Cost	Total Cost
CLEARING & GRUBBING	0.01	AC	\$56,565.81	\$597.34
REMOVAL OF EXISTING CONCRETE	48	SY	\$49.40	\$2,360.22
CONCRETE CURB, TYPE D	65	LF	\$60.83	\$3,953.63
CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	56	SY	\$91.35	\$5,075.00
MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	2	AS	\$15,578.98	\$31,157.95
SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	8	EA	\$740.01	\$5,920.10
SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	2	EA	\$94.91	\$189.83
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	708	LF	\$5.03	\$3,557.70
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	648	LF	\$ 10.03	\$6,496.20
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	2	EA	\$228.85	\$457.70
THERMOPLASTIC, STANDARD, WHITE, ARROW	2	EA	\$108.44	\$216.88
THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.01	GM	\$6,820.46	\$51.67
THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.08	GM	\$7,005.33	\$530.71
THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	15	LF	\$7.33	\$109.88
THERMOPLASTIC, REFURBISHMENT, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	15	LF	\$14.58	\$218.63
QWICK KURB (OR SIMILAR PRODUCT) FOR DELINEATION	100	LF	\$175.00	\$17,500.00
COBRA HEAD LIGHTING SYSTEM INSTALLATION TO EXISTING POLE	4	EA	\$750.00	\$3,000.00
BUS STOP SHELTER DISMANTLE AND NEW INSTALL	1	EA	\$18,879.85	\$18,879.85
			Subtotal	\$100,273.27
		25%	Mobilization	\$25,068.32
		25%	MOT	\$25,068.32
		15%	Streetscape Improvements	\$15,040.99
			New Subtotal	\$165,450.89
		30%	Contingency	\$49,635.27
OPINION OF PROBABLE CONSTRUCTION COST TOTAL				\$215,086.16
ENGINEERING AND SURVEY (50% OF CONSTRUCTION)				\$107,543.08
CEI (15% OF CONSTRUCTION)				\$32,262.92
OVERALL COST BY SEGMENT				\$354,892.16

Note: ROW Acquisition is not anticipated for this project. Costs for pay items are drawn from the FDOT Basis of Estimates and Historical Item Average Cost Reports (from 06/01/2025 to 11/30/2025).



Figure 21. 18th Avenue S Concept - 20th Street S to 18th Street S





Table 7. 18th Avenue S Concept - 20th Street S to 18th Street S

Element	Qty.	Unit	Unit Cost	Probable Cost
CLEARING & GRUBBING	0.01	AC	\$56,565.81	\$324.64
REMOVAL OF EXISTING CONCRETE	25	SY	\$49.40	\$1,235.00
CONCRETE CURB, TYPE D	100	LF	\$60.83	\$6,082.50
CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	54	SY	\$110.96	\$5,979.65
BUS BOARDING PAD- CONCRETE	25	SY	\$186.71	\$4,667.81
SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	10	EA	\$740.01	\$7,400.13
SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	2	EA	\$94.91	\$189.83
THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	210	LF	\$5.03	\$1,055.25
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	250	LF	\$10.03	\$2,506.25
THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	6	EA	\$228.85	\$1,373.10
THERMOPLASTIC, STANDARD, WHITE, ARROW	2	EA	\$108.44	\$216.88
THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.01	GM	\$6,820.46	\$96.88
THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.08	GM	\$7,005.33	\$530.71
THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	10	LF	\$7.33	\$73.25
THERMOPLASTIC, REFURBISHMENT, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	35	LF	\$14.58	\$510.13
QWICK KURB (OR SIMILAR PRODUCT) FOR DELINEATION	100	LF	\$175.00	\$17,500.00
COBRA HEAD LIGHTING SYSTEM INSTALLATION TO EXISTING POLE	4	EA	\$750.00	\$3,000.00
BUS STOP SHELTER DISMANTLE AND NEW INSTALL	1	EA	\$18,879.85	\$18,879.85
Subtotal				\$71,621.84
		25%	Mobilization	\$17,905.46
		25%	MOT	\$17,905.46
		15%	Streetscape Improvements	\$10,743.28
New Subtotal				\$118,176.04
		30%	Contingency	\$35,452.81
OPINION OF PROBABLE CONSTRUCTION COST TOTAL				\$153,628.85
ENGINEERING AND SURVEY (50% OF CONSTRUCTION)				\$76,814.42
CEI (15% OF CONSTRUCTION)				\$23,044.33
OVERALL COST BY SEGMENT				\$253,487.60

Note: ROW Acquisition is not anticipated for this project. Costs for pay items are drawn from the FDOT Basis of Estimates and Historical Item Average Cost Reports (from 06/01/2025 to 11/30/2025).



Tier 2. Commercial Corridor Focus

COMMERCIAL CORRIDOR FUNDING

Projects in this tier are drawn from the long list of projects identified early in the study and described in the following section of the report. The projects identified in this section are candidates for funding under the CRA's Commercial Corridor Planning Program, a program designed to reduce blight, improve public infrastructure, encourage economic development, attract businesses, increase amenities and services, and strengthen corridor image and identity. The Commercial Corridor Planning Program provides funding for projects identified within accepted corridor plans, mobility studies, and other plans and may be used especially in conjunction with other eligible sources.

FACTORS SHAPING PROJECT DEFINITION

Tier 2 projects were identified based on factors associated with community feedback, crash hotspots, and transit use. Specifically, analysis resulted in the following areas of focus:

- Locations where community members identified issues or offered suggestions for improvements.
- Locations with high rates of crashes involving bicyclists and pedestrians.
- Locations with high transit use based on a review of bus boarding and alighting data.





COMMUNITY ISSUES & IDEAS

Does the project address concerns and priorities expressed by community stakeholders during project engagement activities and through surveys?

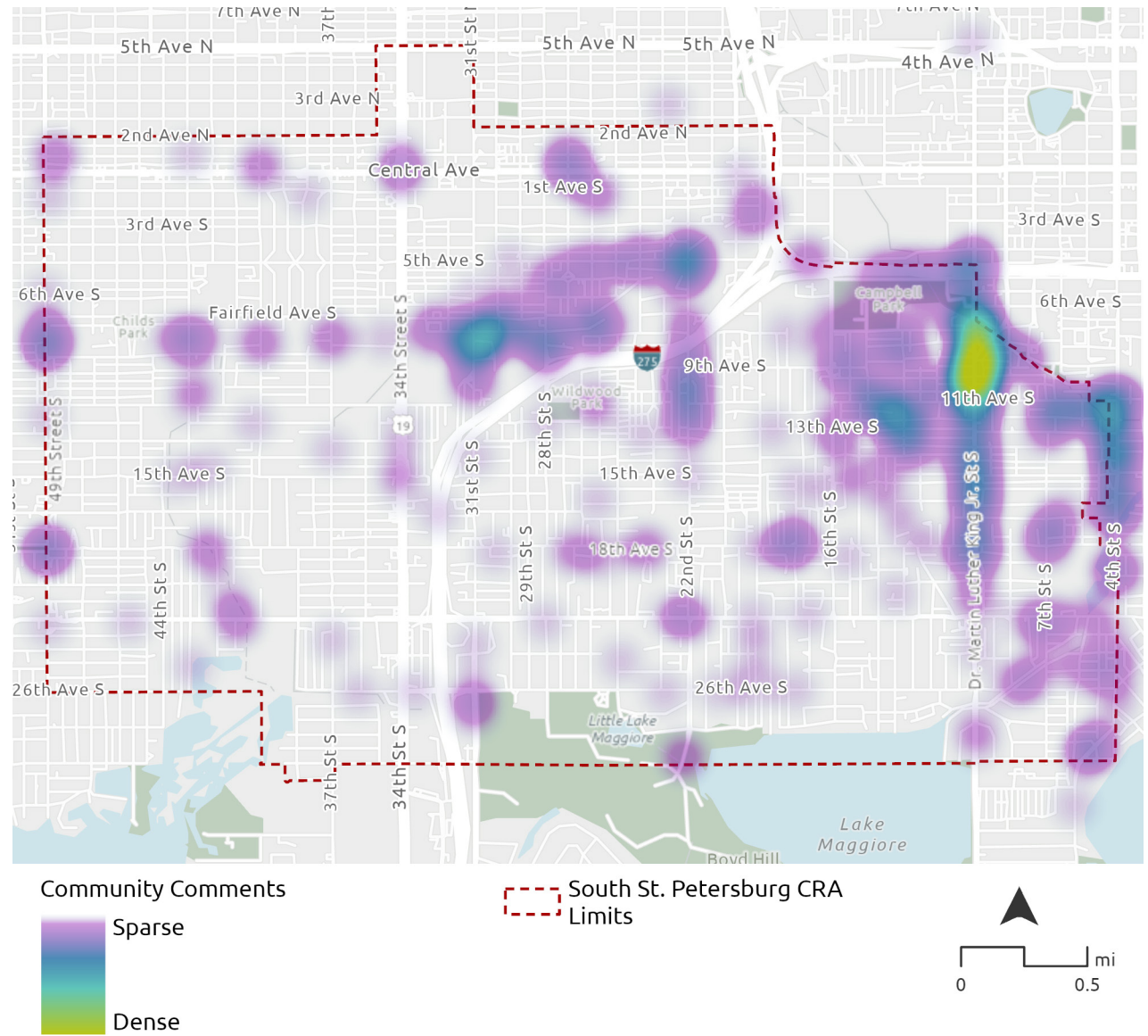
Specific feedback received through the Phase 2 online map tool and workshops and the Phase 3 survey and workshops focused heavily on the absence of safe walking and biking infrastructure. Through the online map tool, the top three “pins” placed on maps identified locations with high-speed driving and opportunities to improve biking and walking. As Figure 22 indicates, such comments were concentrated heavily in the following locations:

- Dr. Martin Luther King, Jr. Street S from 6th Avenue S to 18th Avenue S.
- Pinellas Trail at several street crossing locations from 49th Street S to 22nd Street S.
- 18th Avenue S at 49th Street S, 17th Street S.
- 22nd Street S around 9th Street S to 13th Street S.

(Please note participants offered multiple comments about conditions on 4th Street S but these locations are outside the boundaries of the CRA and are being addressed through other planning efforts.)

An understanding of community priorities was also gained through the survey conducted during Phase 3 of the study. Through the survey, participants shared their general priorities for improving safety and mobility as well as priorities for improvements along primary commercial corridors.

Figure 22. Community Issues and Ideas Comments Heat Map, PSTA Social Pinpoint





WALKING & BIKING CRASH HOTSPOTS

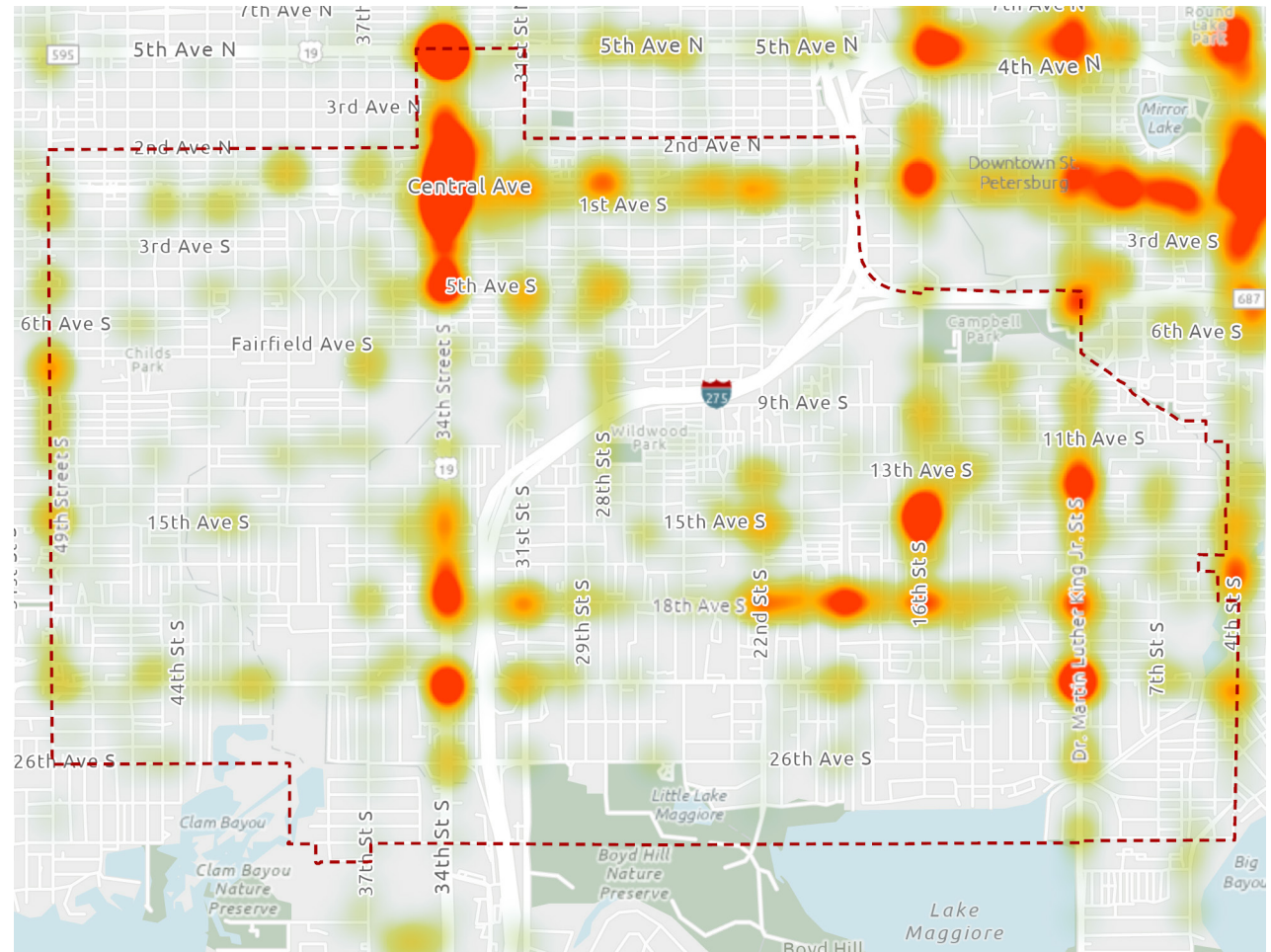
Does the project improve safety for walking and biking in crash hotspot locations.

Early project research identified the following corridors as having the highest concentrations of crashes involving pedestrians and bicyclists:

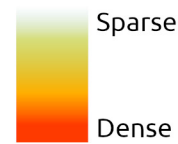
- 34th Street S at 5th Avenue N, between 1st Avenues N and S and between 15th Avenue S and 22nd Avenue S.
- Dr Martin Luther King, Jr. Street S (multiple locations).
- 16th Street S at 15th Avenue S.
- 18th Avenue S (multiple locations).
- 5th Avenue S (multiple locations).

Virtually all these pedestrian and bicyclist crash hotspot locations share the following characteristics: mixed land uses; high traffic volumes and speeds; high transit boarding, alighting, and transfer activity; absence of or deficiencies in crosswalk conditions; and lack of bike lanes.

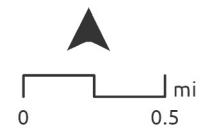
Figure 23. Pedestrian-Bicycle Involved Crash Hotspots



Pedestrian/Bike Crashes



South St. Petersburg CRA Limits





HIGH TRANSIT USE LOCATIONS

Does the project improve conditions at and within walking distance of high use bus stops, including high transfer locations?

The map highlights bus stops with higher than average boarding and alighting activity. For each of these locations, the map also shows the number of crashes involving walkers and bicyclists within proximity of the stop. Locations with both elevated levels of transit access and elevated levels of crashes include the following:

- 34th Street N & S between 5th Avenue N and 3rd Avenue S and between 25th Avenue S and 22nd Avenue S.
- Dr Martin Luther King, Jr. Street S from 9th Avenue S to 18th Avenue S and at 22nd Avenue S.
- 18th Avenue S at 34th Street S and from 22nd Street S to 16th Street S.
- 22nd Street S from 12th Street S to 15th Street S.
- 16th Street S from 7th Avenue S to 9th Avenue S and at 18th Avenue S.

Figure 24. Pedestrian-Bicycle Involved Crashes at High Transit Access Locations





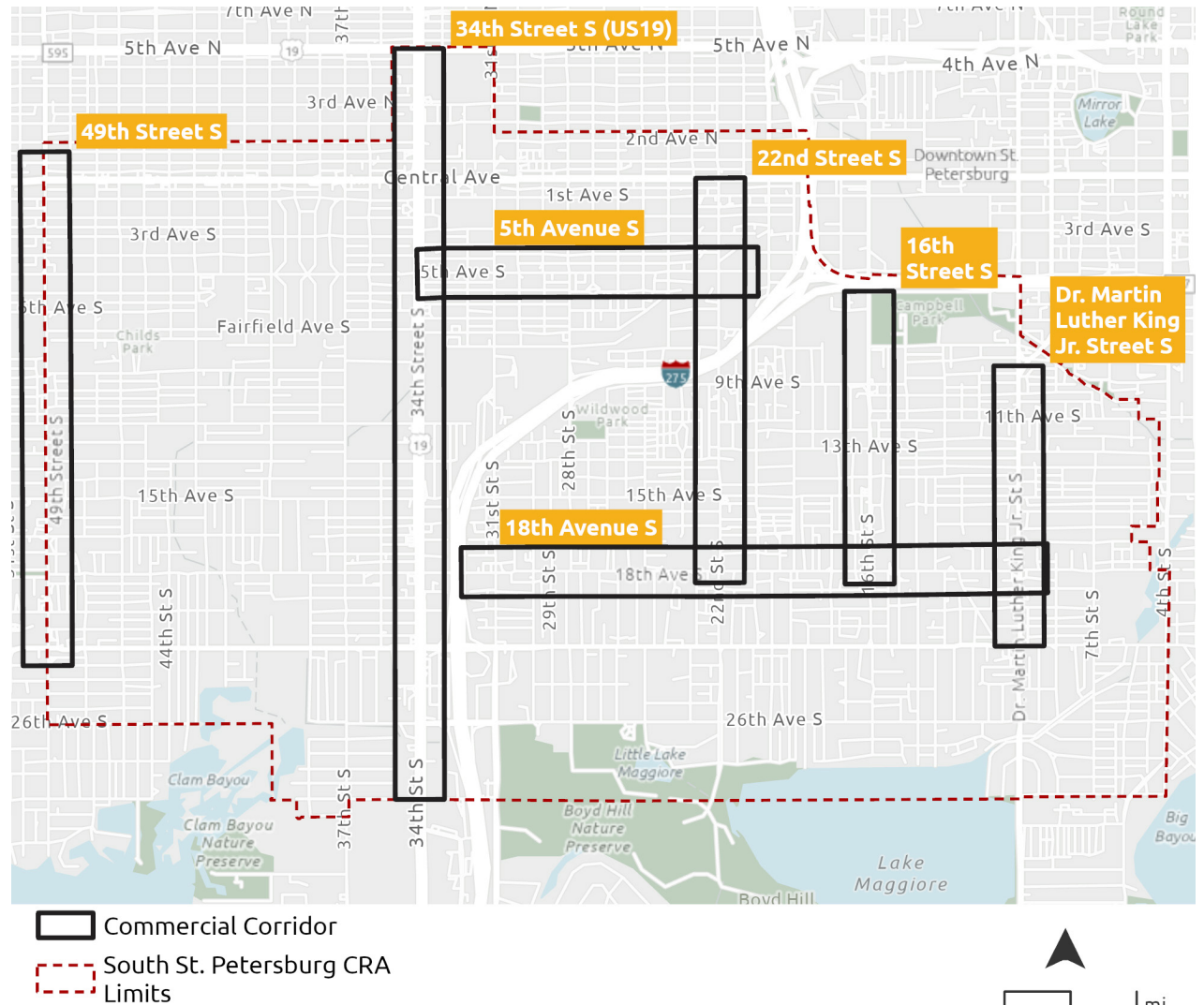
PRIORITIES BY COMMERCIAL CORRIDOR

The Connecting South St. Pete CRA effort engaged residents through workshops, pop-up events, mobile tours, and walking, biking, and transit-focused activities to identify priority mobility needs across seven key commercial corridors as shown in Figure 25. Community input consistently highlighted concerns about speeding, crash hotspots, limited safe crossings, sidewalk gaps, and inadequate bus stop amenities.

Recommended improvements focus on adding and upgrading crosswalks with accessible ramps and lighting, enhancing bus stops with seating and shelters, calming traffic, improving trail and transit access, and advancing previously adopted corridor studies and plans to improve safety, accessibility, and connectivity throughout the CRA.

The map graphics on the following pages highlight existing conditions, key issues by corridor, and recommended improvements.

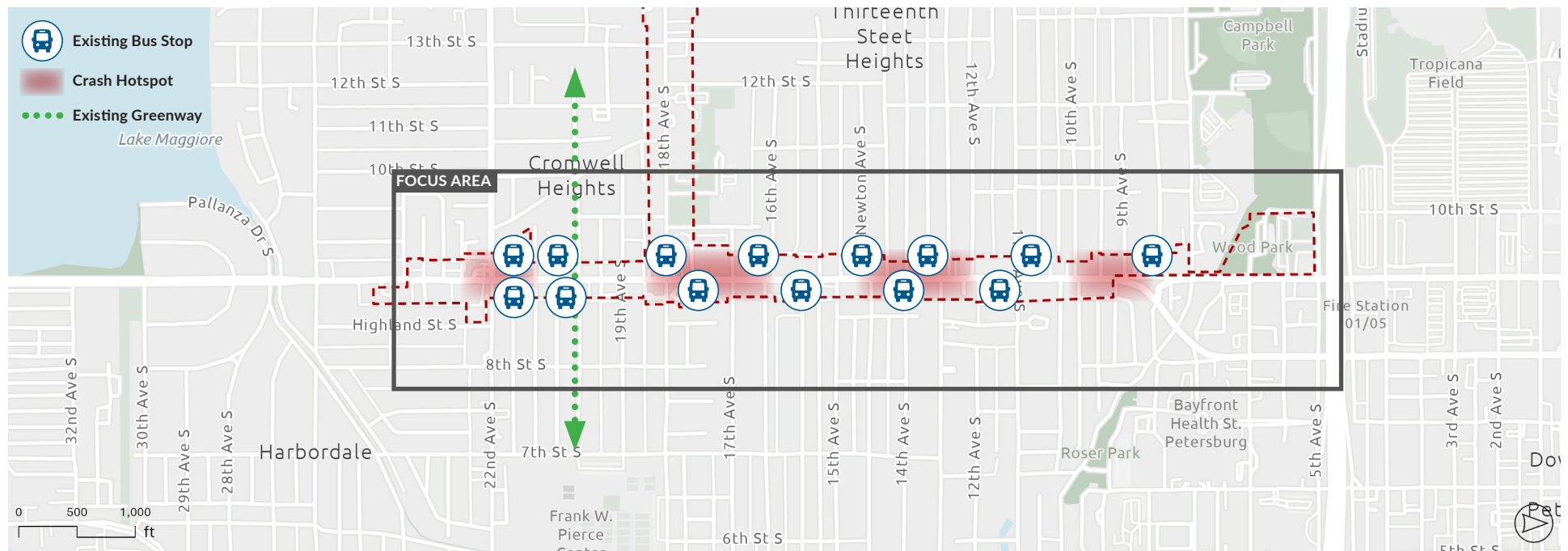
Figure 25. CRA Commercial Corridors





Dr. Martin Luther King, Jr. Street S. Moderate speeds, improve pedestrian safety, and improve access to transit, especially at crash hotspots.

Figure 26. Dr. Martin Luther King, Jr. Street S Focus Area



CONDITIONS & KEY ISSUES

- Home to a variety of neighborhood-serving businesses and services with a very high rate of walking and biking travel to destinations.
- Few places for walkers to safely cross the street.
- High ridership at bus stops but few stops have seating, lighting, or shelters due to rights-of-way constraints and grade challenges.

- High number of crashes overall and high number involving walkers and bicyclists, including several resulting in severe and fatal injuries.

CORRIDOR RECOMMENDATIONS

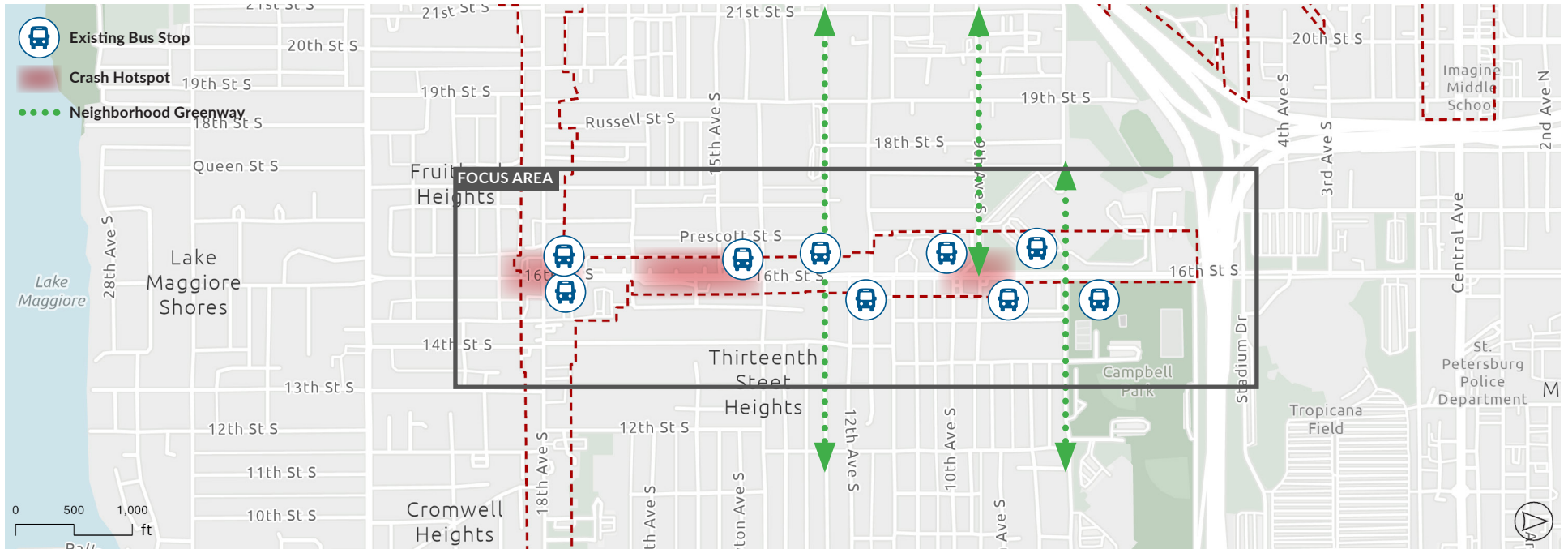
- At 9th and 10th Avenues S, add new crosswalks and improve bus stops.
- At 14th Avenue S/Melrose Avenues S, add new crosswalk, consolidate or minimize curb cuts, and improve bus stops.

- At 15th Avenue S, consolidate or minimize curb cuts and update crosswalk with accessible ramps, lighting, and bold striping.
- At 17th & 18th Avenues S, improve bus stops, add new crosswalk, and upgrade existing crosswalks with accessible ramps, lighting, and bold striping.
- At 21st & 22nd Avenues S, improve bus stops, add new crosswalk, and update existing crosswalks with accessible ramps, lighting, and bold striping.



16th Street S. In coordination with plans for the Historic Gas Plant District, complete intersection improvements to address pedestrian safety and transit access.

Figure 27. 16th Street S Focus Area



CONDITIONS & KEY ISSUES

- Home to schools, churches, and a variety of neighborhood-serving businesses.
- Past improvements added landscaped medians, improved sidewalk conditions along commercial frontages, and added crosswalks.
- High rate of walking and biking to corridor destinations but few crosswalks meet current standards for pavement markings and signage

- Despite past improvements, the corridor has several crash hotspots, including areas with high number of crashes involving pedestrians.
- High ridership at bus stops along the corridor but few bus stops have seating, shelters, shade, or pedestrian-scaled lighting.

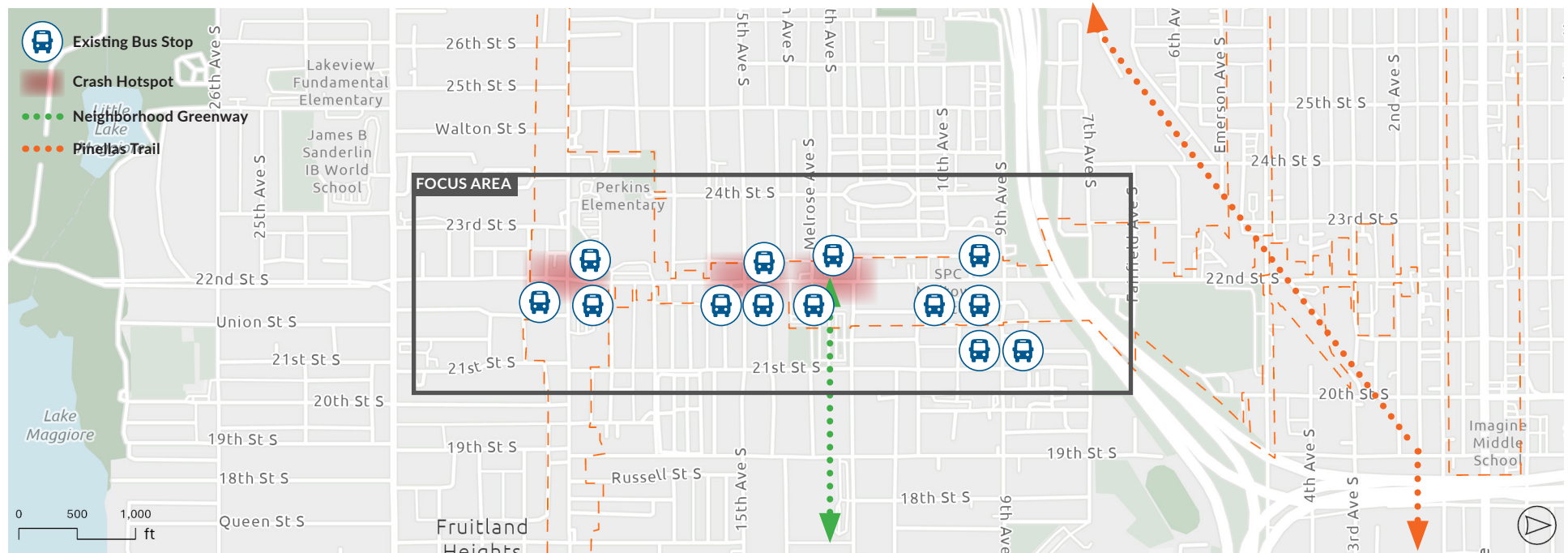
CORRIDOR RECOMMENDATIONS

- At 7th Avenue S, upgrade crosswalks with accessible ramps, lighting, and bold striping.
- At 9th Avenue S, improve bus stops, consolidate or minimize curb cuts, and update crosswalks with accessible ramps, lighting, and bold striping.
- At 15th & 17th Avenues S, consolidate or minimize curb cuts and update crosswalks with accessible ramps, lighting, and bold striping.



22nd Street S. Implement *Voices from the Corridor* recommendations to support business development and enhance safety and accessibility.

Figure 28. 22nd Street S Focus Area



CONDITIONS & KEY ISSUES

- The Deuces Live corridor is home to the Woodson Museum of Florida, St. Pete College Midtown, and important historic sites and neighborhood-serving businesses.
- Very high rates of walking to the corridor but many existing crosswalks do not meet current design standards.

- High number of overall crashes and high number of crashes involving walkers and bicyclists.
- High bus ridership along the corridor (Route 9 travels along the corridor from 9th Avenue S to 15th Avenue S) but few bus stops have seating, shade, or shelters.
- Recent studies, including the *Voices from the Corridor* and the *WADA/Deuces Joint Action Plan*, have identified needed improvements.

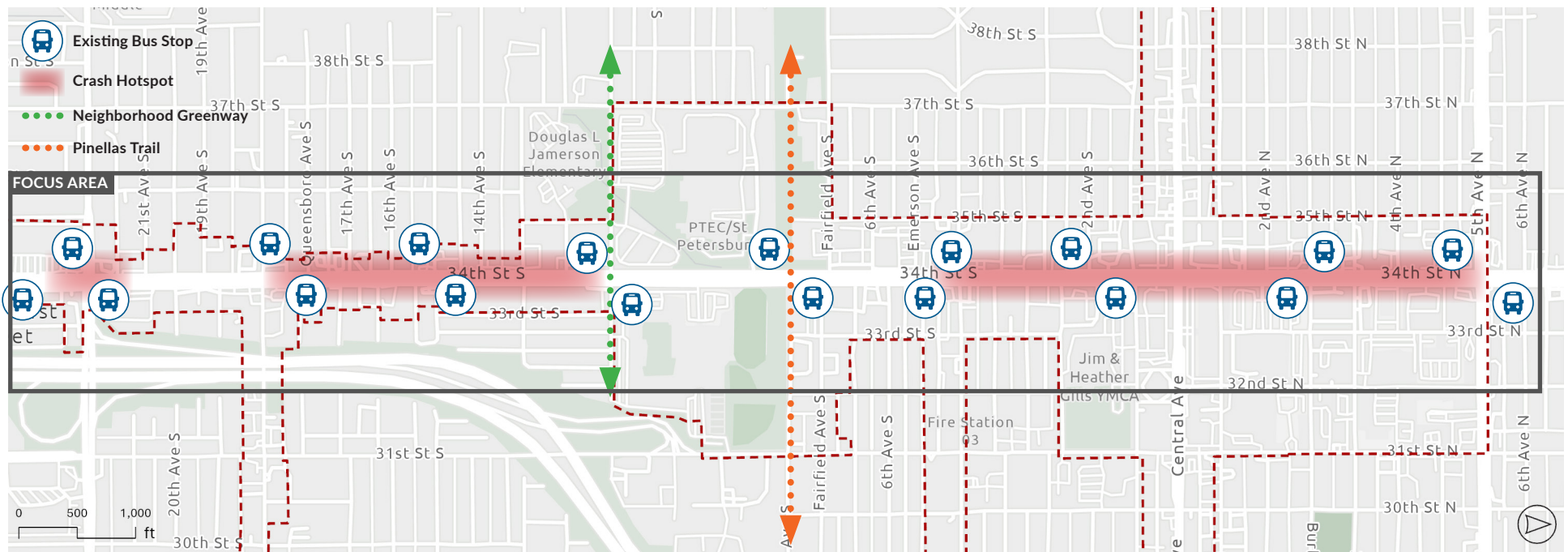
CORRIDOR RECOMMENDATIONS

- Continue efforts to implement *Voices from the Corridor* and the *WADA/Deuces Joint Action Plan*.
- Add new and enhance existing crosswalks and alternate on-street parking to lower traffic speeds to 25 mph.
- Add continuous bike infrastructure, with shared lane markings from 11th Avenue S to 13th Avenue S.



34th Street S (US 19). Implement enhancements to improve safety and access to Spark bus stops.

Figure 29. 34th Street (US19) Focus Area



CONDITIONS & KEY ISSUES

- 34th Street is a high volume, high-speed arterial corridor under FDOT jurisdiction. Recent improvements include improved crosswalks and an enhanced pedestrian crossing at 3rd Avenue S.
- Destinations draw patrons from across the region but the auto-oriented character makes walking and biking challenging.
- Very high number of crashes overall with very high number involving walkers and bicyclists.

- Few places exist for walkers to safely cross the corridor between signalized intersections, which are infrequent.
- PSTA’s new Spark service introduced enhanced bus service conditions along the corridor.

CORRIDOR RECOMMENDATIONS

- Improve access to Spark service by improving connecting sidewalks, adding and enhancing crosswalks along 34th Street and cross streets,

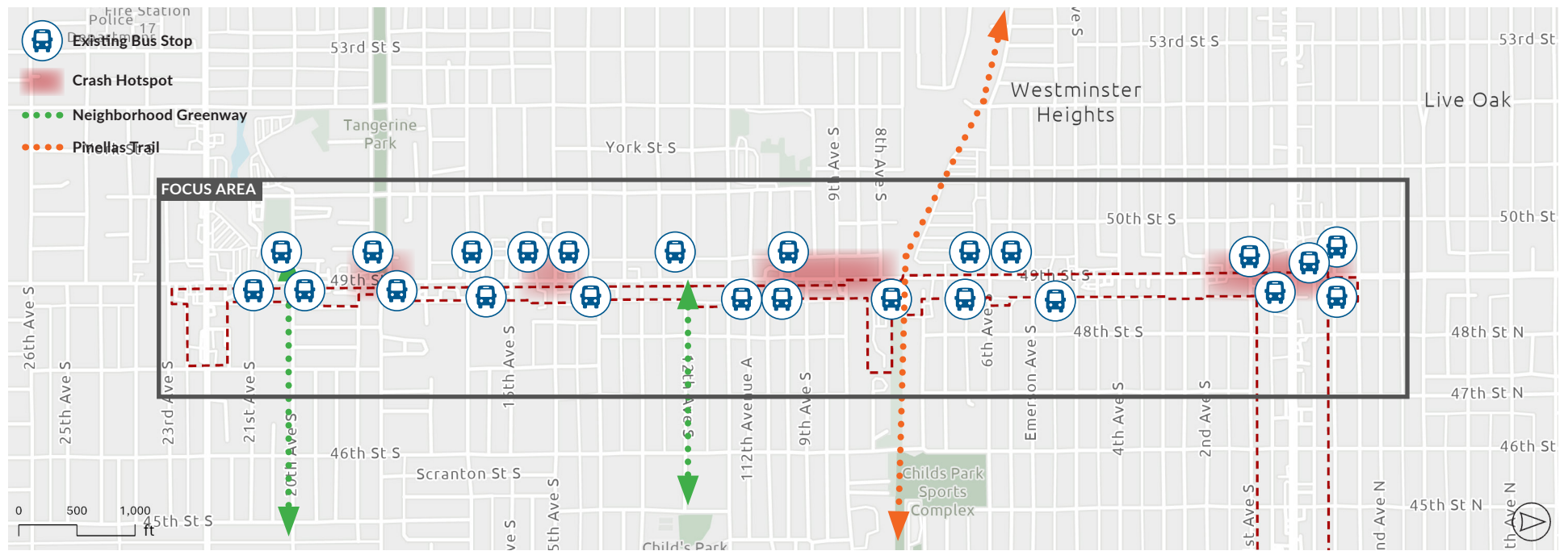
and adding shade, lighting, seating and other amenities at bus stops.

- Continue to work towards implementation of mobility recommendations presented in the *Union Central District Plan*.
- Continue working with FDOT to improve safety at crash hotspots.



49th Street S. Implement recommendations from the *49th Street Safe Streets for All Study*, which calls for implementation of a multiuse trail and improved connections to premium transit services.

Figure 30. 49th Street S Focus Area



CONDITIONS & KEY ISSUES

- The corridor is home to a variety of neighborhood-serving businesses and services.
- The corridor enjoys high rates of walking and biking to corridor destinations but few places for walkers to safely cross the corridor.
- PSTA's recent changes provide enhanced level of service but few bus stops have seating, shelter, or pedestrian-scaled lighting.

- No protected space is provided for bicyclists along the corridor and significant sidewalk gaps exist along side street sidewalks.
- Comprehensive improvement strategies are defined through the recently completed *49th Street Safe Streets for All Study*. The study provides recommendations for short-, mid-, and long-term improvements to address safety and accessibility challenges and improve walking and biking along the corridor.

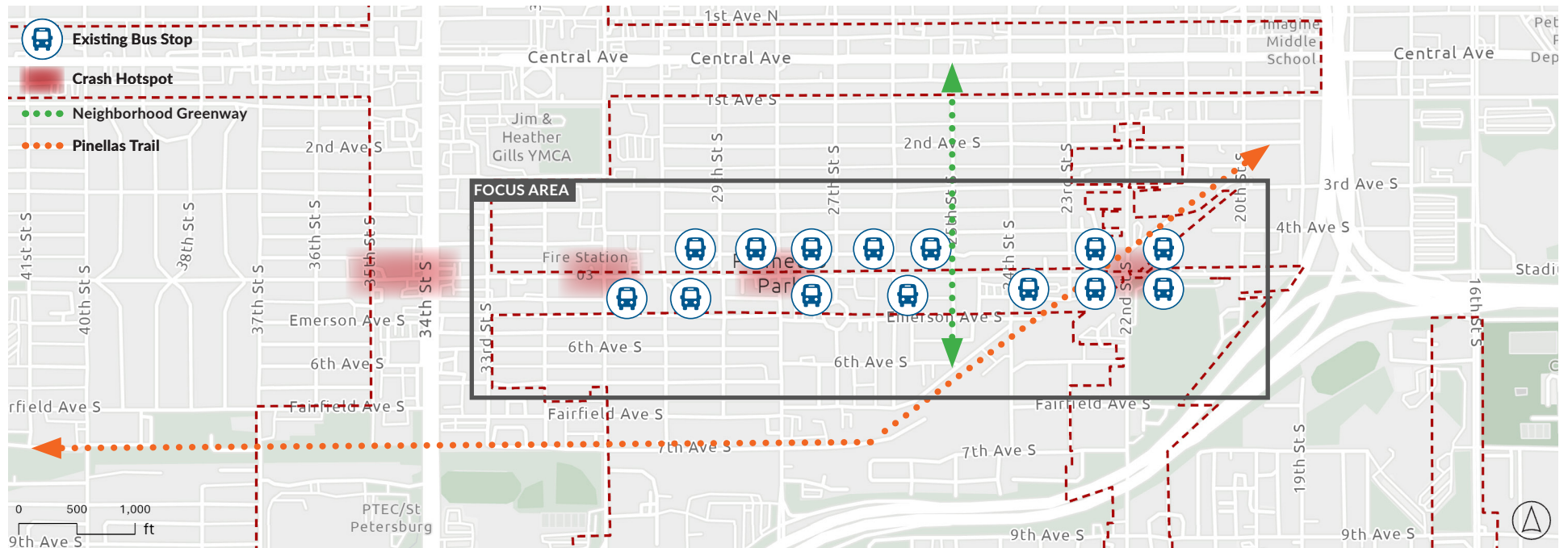
CORRIDOR RECOMMENDATIONS

- Continue efforts to implement the *49th Street Safe Streets for All Study*.
- Between the Pinellas Trail and 1st Avenue S, build a shared use path/trail to access SunRunner.
- At the Pinellas Trail crossing, add advance Rectangular Rapid Flashing Beacons (RRFB) for improved visibility.



5th Avenue S. Improve pedestrian safety and bus stop access between 22nd Street S and 28th Street S.

Figure 31. 5th Avenue S Focus Area



CONDITIONS & KEY ISSUES

- Provides access to several employers along and near the corridor
- Residents express concern about high traffic speeds and limited opportunities to safely cross the corridor.
- Primarily due to right-of-way constraints, few bus stops have seating or shelters.

- The Pinellas Trail runs parallel to the corridor but is only accessible during daylight areas (except for the section with lighting between 20th and 24th Streets S.

CORRIDOR RECOMMENDATIONS

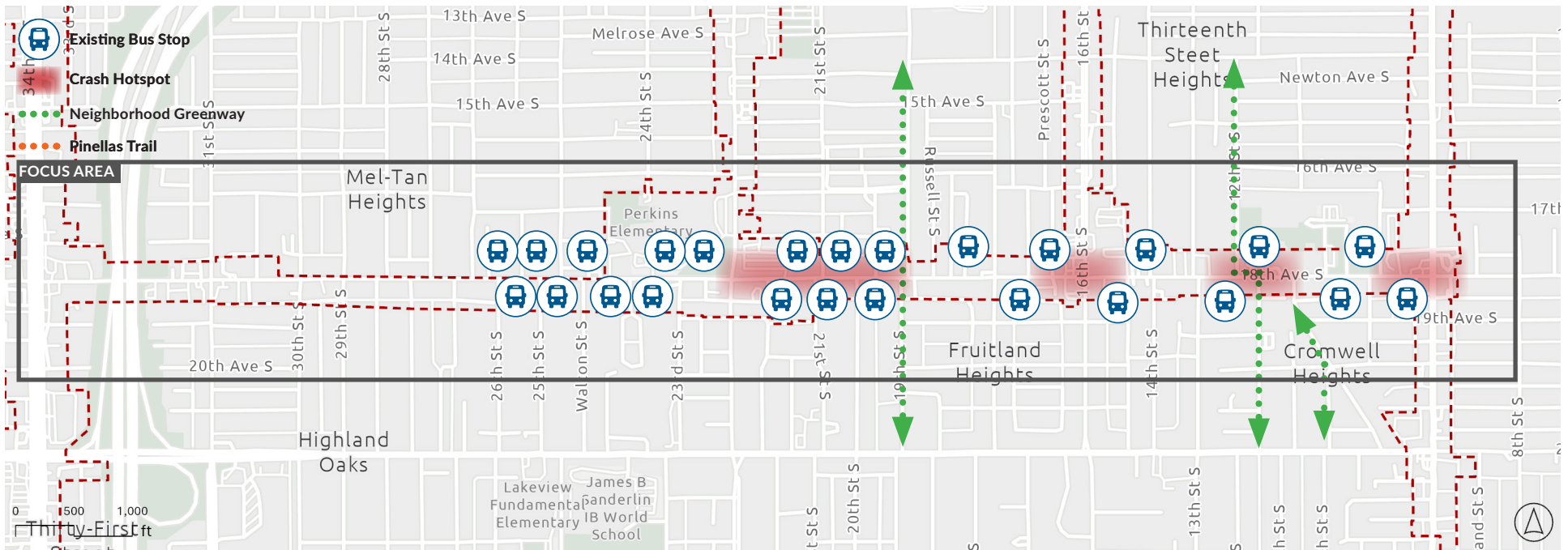
- At 24th Street S, update crosswalks with accessible ramps, lighting, and bold striping.
- At the 25th Street S Neighborhood Greenway crossing, add new crosswalk.

- At 28th Street S, improve bus stops and update crosswalks with accessible ramps, lighting, and bold striping.
- Install additional lighting on along the Pinellas Trail.
- Through future study, explore the feasibility of lane repurposing and the trade-offs of implementing on-street parking or exclusive bike infrastructure.



18th Avenue S. Add lighting, improve crosswalks, and enhance bus stops to improve pedestrian safety and access to transit, especially at crash hotspots.

Figure 32. 18th Avenue S Focus Area



CONDITIONS & KEY ISSUES

- Home to schools, recreation centers, churches, and a variety of neighborhood-serving businesses.
- High rate of walking and biking to corridor destinations.
- High ridership at bus stops along the corridor.
- Few places for walkers to safely cross the corridor.
- High number of crashes overall and high number involving walkers and bicyclists.
- Few bus stops have seating or shelters

CORRIDOR RECOMMENDATIONS

- At 31st Street S, improve bus stops and update crosswalks with accessible ramps, lighting, and bold striping.
- At 22nd Street S, update crosswalks with accessible ramps, lighting, and bold striping
- Near Tangerine Plaza, add new crosswalk near existing bus stops. (See Tier 1 Pilot Projects)

- At 16th Street S, improve bus stops and update crosswalks with accessible ramps, lighting, and bold striping.
- Improve walking and biking access to Enoch D. Davis Center, including enhanced crosswalks connecting Neighborhood Greenways.



Tier 3. Mobility Projects & Initiatives

The third tier of recommendations, presented in the tables below, offers a long list of projects and initiatives designed to improve walking, biking, and access to transit across the South St. Pete CRA. This list, focusing primarily on city roadways but also addressing conditions along county and FDOT controlled facilities, provides the following:

- A foundation for the identification of tier one and two recommendations presented in previous sections of this chapter.

- Support for further development and implementation of projects identified in past and recent corridor studies, neighborhood plans, and commercial corridor plans.
- A starting point for project development and funding through programs supported by the CRA, city, Pinellas County, PSTA, Forward Pinellas, FDOT, and others.

A description of each category and highlights of recommended projects and initiatives follows.

ACTIVE TRANSPORTATION & TRANSIT ACCESS PROJECTS

This category of projects identifies those intended to improve walking, biking, and access to transit along key city-controlled corridors across the CRA. Projects listed below in Table 8 include intersection, crosswalk, and bus stop improvements along CRA commercial corridors, as well as two CRA-wide studies to assess the feasibility of introducing microtransit service and expanding micromobility (scooter and bike share) access to better serve South St. Pete neighborhoods and improve connections to SunRunner and Spark stops.

Table 8. Active Transportation & Transit Access Projects

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
16th Street S - Crosswalk, Bus Stop, & Lighting @ 7th Avenue S	16th Street S	10th Avenue S	8th Avenue S
16th Street S - Crosswalk, Bus Stop, & Lighting @ 15th Avenue S	16th Street S	18th Avenue S	15th Avenue S
16th Street S - Crosswalk, Bus Stop, & Lighting @ 9th Avenue S	16th Street S	9th Avenue S	9th Avenue S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 12th Street S Greenway	18th Avenue S	12th Street S	12th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 16th Street S	18th Avenue S	16th Street S	16th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 19th Street S Greenway	18th Avenue S	19th Street S	19th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 22nd Street S	18th Avenue S	21st Street S	22nd Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 31st Street S	18th Avenue S	31st Street S	31st Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 46th Street S Greenway	18th Avenue S	46th Street S	46th Street S
1st Avenue N - Crosswalk Improvement @ 46th Street N Greenway	1st Avenue N	46th Street N	46th Street N
1st Avenue S - Crosswalk Improvement @ 46th Street S Greenway	1st Avenue S	46th Street S	46th Street S
16th Street S - Crosswalk, Bus Stop, & Lighting @ 7th Avenue S	16th Street S	10th Avenue S	8th Avenue S
16th Street S - Crosswalk, Bus Stop, & Lighting @ 15th Avenue S	16th Street S	18th Avenue S	15th Avenue S
16th Street S - Crosswalk, Bus Stop, & Lighting @ 9th Avenue S	16th Street S	9th Avenue S	9th Avenue S



Table 9. Active Transportation & Transit Access Projects (continued)

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 12th Street S Neighborhood Greenway	18th Avenue S	12th Street S	12th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 16th Street S	18th Avenue S	16th Street S	16th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 19th Street S Neighborhood Greenway	18th Avenue S	19th Street S	19th Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 22nd Street S and 31st Street	18th Avenue S	21st Street S	31st Street S
18th Avenue S - Crosswalk, Bus Stop, & Lighting @ 46th Street S Neighborhood Greenway	18th Avenue S	46th Street S	46th Street S
1st Avenue N - Crosswalk Improvement @ 46th Street N Greenway	1st Avenue N	46th Street N	46th Street N
1st Avenue S - Crosswalk Improvement @ 46th Street S Greenway	1st Avenue S	46th Street S	46th Street S
22nd Avenue S - Crosswalk, Bus Stop, & Lighting @ 10th Street S Greenway	22nd Avenue S	10th Street S	10th Street S
22nd Avenue S - Crosswalk, Bus Stop, & Lighting @ 28th Street S Greenway	22nd Avenue S	28th Street S	28th Street S
22nd Avenue S - Crosswalk, Bus Stop, & Lighting @ 46th Street S Greenway	22nd Avenue S	46th Street S	46th Street S
28th Street S - Crosswalk Improvement @ 3rd Avenue S, 6th Avenue S, and 13th Avenue S	28th Street S	3rd Avenue S	13th Avenue S
34th Street N - Spark Stop Improvements - Multiple Locations	34th Street N/S	--	--
34th Street S - Crosswalk, Bus Stop, & Lighting @ Fairfield Avenue S	34th Street S	Fairfield Avenue S	Freemont Terrace S
5th Avenue S - Crosswalk, Bus Stop, & Lighting @ 24th Street S, 28th Street S, and 40th Street S	5th Avenue S	24th Street S	40th Street S
5th Avenue S - Crosswalk, Bus Stop, & Lighting @ 46th Street S Greenway	5th Avenue S	46th Street S	46th Street S
7th Avenue S - Campbell Park Safety & Access Management	7th Avenue S	16th Street S	14th Street S
7th Street S - Improve Neighborhood Greenway links to Bartlett Park.	7th Street S	13th Avenue S	11th Avenue S
Central Ave - Resurfacing & Bike Lane Improvements	Central Avenue	58th Street N/S	34th Street N/S
Central Avenue - Crosswalk & Lighting Improvement @ 46th Street S Greenway	Central Avenue	46th Street S	46th Street S
Dr Martin Luther King, Jr. Street S - Crosswalk, Bus Stop, & Lighting @ 10th Avenue S	Dr Martin Luther King, Jr. Street S	11th Avenue S	9th Avenue S
Dr Martin Luther King, Jr. Street S - Crosswalk, Bus Stop, & Lighting @ 14th Avenue S Greenway	Dr Martin Luther King, Jr. Street S	15th Avenue S	11th Avenue S
Dr Martin Luther King, Jr. Street S - Crosswalk, Bus Stop, & Lighting @ 18th Avenue S	Dr Martin Luther King, Jr. Street S	18th Avenue S	17th Avenue S
Dr Martin Luther King, Jr. Street S - Crosswalk, Bus Stop, & Lighting @ 22nd & 20th Avenues S	Dr Martin Luther King, Jr. Street S	24th Avenue S	20th Avenue S
Micromobility Study - Service Areas & Hub Locations	Commercial Corridors	--	--
Microtransit Feasibility Study - Access to SunRunner & Spark Stops	Districtwide	--	--
Wayfinding and Community Identity Infrastructure Districtwide	Districtwide	--	--



RECONNECTING COMMUNITY PROJECTS

Projects under this category are intended to improve existing or create new connections across I-275 and I-175. These reconnecting community projects call for 1) improvements at existing interstate underpasses, including enhancements to sidewalks, lighting, streetscapes, placemaking, ramp crosswalks, and intersection crosswalks; and 2) new trail underpass or overpass connections to reestablish connections cut off when I-275 and I-175 were initially constructed. Implementation of these recommendations will require continued coordination between the CRA, City, and FDOT.

Table 10. Reconnecting Community Projects

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
15th Avenue S - I-275/I-175 New Trail Overpass/ Underpass	15th Avenue S	34th Street S	31st Street S
16th Street S - I-275/I-175 Underpass Improvements	16th Street S	7th Avenue S	4th Avenue S
18th Avenue S - I-275/I-175 Underpass Improvements	18th Avenue S	35th Street S	30th Street S
22nd Avenue S - I-275/I-175 Underpass Improvements	22nd Avenue S	35th Street S	30th Street S
25th Street S - I-275/I-175 New Trail Overpass along Greenway	25th Street S	9th Avenue S	8th Avenue S
26th Avenue S - I-275/I-175 Underpass Improvements	26th Avenue S	35th Street S	30th Street S
28th Street S - I-275/I-175 Underpass Study	28th Street S	13th Avenue S	Fairfield Avenue S
31st Street S - I-275/I-175 New Trail Overpass/ Underpass	31st Street S	Melrose Avenue S	Pinellas Trail



TRAIL CONNECTION & IMPROVEMENT PROJECTS

Two dozen recommendations focus on improving multiuse trails across the South St. Pete CRA. Specific recommendations call for improving lighting along portions of the Pinellas and Skyway Trails, creating new trails along portions of I-275, and improving connections to existing trails.

Table 11. Trail Connection & Improvement Projects

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
49th Street S - Pinellas Trail Crossing	Pinellas Trail	49th Street S	49th Street S
49th Street S - Shared Use Path	49th Street S	Pinellas Trail	1st Avenue S
New Multiuse Trail along I-275	I-275 Along S-E ROW	19th Street S	16th Street S
New Multiuse Trail along I-275	I-275 Along W-N ROW	15th Avenue S	Pinellas Trail
New Multiuse Trail along I-275	I-275 Along W-N ROW	22nd Street S Underpass	20th Street S @ 5th Avenue S
Pinellas Trail Lighting Project	Pinellas Trail	49th Street S	24th Street S
Sidewalk Connection to Pinellas Trail	Pinellas Trail @ 23rd Street S	6th Avenue S	5th Avenue S
Sidewalk Connection to Pinellas Trail	Pinellas Trail @ 32nd Street S	Fairfield Avenue S	Pinellas Trail
Sidewalk Connection to Pinellas Trail	Pinellas Trail @ 46th Street S	Freemont Terrace S	8th Avenue S
Sidewalk Connections to Pinellas Trail	17th Avenue S	44th Street S	40th Street S
Sidewalk Connections to Pinellas Trail	26th Street S	6th Avenue S	Terminal Drive S
Sidewalk Connections to Pinellas Trail	36th Street S	5th Avenue S	Fairfield Avenue S
Sidewalk Connections to Pinellas Trail	38th Street S	5th Avenue S	Fairfield Avenue S
Sidewalk Connections to Pinellas Trail	39th Street S	5th Avenue S	Fairfield Avenue S
Sidewalk Connections to Pinellas Trail	40th Street S	5th Avenue S	Fairfield Avenue S
Sidewalk Connections to Pinellas Trail	42nd Street S	24th Avenue S	17th Avenue S
Sidewalk Connections to Pinellas Trail	43rd Street S	20th Avenue S	18th Avenue S
Sidewalk Connections to Pinellas Trail	Fairfield Avenue S	28th Street S	26th Street S
Sidewalk Connections to Pinellas Trail	Madison Street S	5th Avenue S	Fairfield Avenue S
Sidewalk Connections to Pinellas Trail	Terminal Drive S	26th Street S	24th Street S
Sidewalk Connections to Skyway Trail	44th Street S	11th Avenue S	8th Avenue S
Sidewalk Connections to Skyway Trail	46th Street S	11th Avenue S	5th Avenue S
Sidewalk Connections to Skyway Trail	Emerson Avenue S	47th Street S	46th Street S
Skyway Trail Lighting Project	Skyway Trail	54th Avenue S	Pinellas Trail



SIDEWALK CONNECTION PROJECTS

To support strategic decision-making for investment in sidewalk construction in South St. Pete CRA neighborhoods, an assessment was conducted to identify sidewalk gaps in locations providing direct access to important community destinations, including commercial corridors, parks and recreation centers, and schools.

The list below is intended as a reference to support the identification and prioritization of sidewalk projects consistent with the provisions of the city’s *Sidewalk Master Plan*, which currently in development. This list identifies key gaps in the existing network but other sidewalk gap projects may be identified as priorities.

Table 12. Sidewalk Connection Projects

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
Sidewalk Connections to 16th Street S	13th Avenue S	16th Street S	14th Street S
Sidewalk Connections to 16th Street S	14th Avenue S	22nd Street S	16th Street S
Sidewalk Connections to 22nd Street S	14th Avenue S	22nd Street S	19th Street S
Sidewalk Connections to 49th Street S	16th Avenue S	49th Street S	47th Street S
Sidewalk Connections to 16th Street S	17th Avenue S	17th Street S	16th Street S
Sidewalk Connections to 49th Street S	17th Avenue S	49th Street S	47th Street S
Sidewalk Connections to 18th Avenue S	17th Street S	18th Avenue S	15th Avenue S
Sidewalk Connections to 18th Avenue S	18th Street S	18th Avenue S	17th Avenue S
Sidewalk Connections to 49th Street S	20th Avenue S	49th Street S	48th Street S
Sidewalk Connections to 18th Avenue S	20th Street S	18th Avenue S	Queensboro Avenue S
Sidewalk Connections to 49th Street S	21st Avenue S	49th Street S	47th Street S
Sidewalk Connections to 5th Avenue S	25th Street S	5th Avenue S	Terminal Dr S
Sidewalk Connections to 18th Avenue S	26th Street S	26th Avenue S	18th Avenue S
Sidewalk Connections to 5th Avenue S	29th Street S	5th Avenue S	Fairfield Ave S
Sidewalk Connections to 5th Avenue S	30th Street S	7th Ave S	5th Avenue S
Sidewalk Connections to 5th Avenue S	32nd Street S	5th Avenue S	Freemont Terrace S
Sidewalk Connections to 16th Street S	9th Avenue S	16th Street S	15th Street S
Sidewalk Connections to 18th Avenue S	Dayton Street S	18th Avenue S	17th Avenue S
Sidewalk Connections to 34th Street S	Emerson Avenue S	34th Street S	32nd Street S
Sidewalk Connections to 49th Street S	Fairfield Avenue S	49th Street S	46th Street S



Table 13. Sidewalk Connection Projects (Continued)

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
Sidewalk Connections to 34th Street S	Freemont Terrace S	34th Street S	31st Street S
Sidewalk Connections to 16th Street S	James Avenue S	16th Street S	14th Street S
Sidewalk Connections to 18th Avenue S	Preston Street S	18th Avenue S	17th Avenue S
Sidewalk Connections to 18th Avenue S	Russell Street S	18th Avenue S	15th Avenue S
Sidewalk Connections to Childs Park Lake	10th Avenue S	44th Street S	43rd Street S
Sidewalk Connections to Wildwood Park	10th Avenue S	Yale Street S	25th Street S
Sidewalk Connections to Wildwood Park	11th Avenue S	26th Street S	25th Street S
Sidewalk Connections to Wildwood Park	12th Avenue S	26th Street S	25th Street S
Sidewalk Connections to Dell Holmes Park	19th Street S	26th Avenue S	Park
Sidewalk Connections to Dell Holmes Park	20th Street S	26th Avenue S	Park
Sidewalk Connections to Twin Brooks Golf Course	21st Avenue S	37th Street S	35th Street S
Sidewalk Connections to Dell Holmes Park	22nd Street S	26th Avenue S	Park Entrance
Sidewalk Connections to Boyd Hill Nature Preserve	25th Street S	26th Avenue S	Lamparilla Way S
Sidewalk Connections to Boyd Hill Nature Preserve	26th Street S	26th Avenue S	24th Avenue S
Sidewalk Connections to Boyd Hill Nature Preserve	29th Street S	26th Avenue S	24th Avenue S
Sidewalk Connections to Boyd Hill Nature Preserve	30th Street S	26th Avenue S	24th Avenue S
Sidewalk Connections to Childs Park Sports Complex	46th Street S	3rd Avenue S	Freemont Terrace S
Sidewalk Connections to Childs Park Sports Complex	6th Avenue S	47th Street S	45th Street S
Sidewalk Connections to Trailhead Park	Fairfield Avenue S	40th Street S	37th Street S
Sidewalk Connections to Wildwood Park	Irving Avenue S	Yale Street S	24th Street S
Sidewalk Connections to Dell Holmes Park	Union Street S	26th Avenue S	22nd Street S
Sidewalk Connections to Wildwood Park	Yale Street S	15th Avenue S	11th Avenue S
Sidewalk Connections to Jordan School	10th Avenue S	Yale Street S	25th Street S
Sidewalk Connections to PTEC/ Vocational Technology Institution	10th Avenue S	40th Street S	37th Street S
Sidewalk Connections to SPC Midtown Center	11th Avenue S	21st Street S	Union Street S
Sidewalk Connections to Douglas L. Jameson Elementary School	12th Avenue S	35th Street S	34th Street S
Sidewalk Connections to Melrose Elementary School	13th Avenue S	16th Street S	14th Street S
Sidewalk Connections to Douglas L. Jameson Elementary School	14th Avenue S	40th Street S	37th Street S
Sidewalk Connections to John Hopkins Middle School	15th Street S	11th Avenue S	10th Street S



Table 14. Sidewalk Connection Projects (Continued)

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
Sidewalk Connections to John Hopkins Middle School	18th Street S	12th Avenue S	7th Avenue S
Sidewalk Connections to Thurgood Marshall Fundamental Middle School	20th Avenue S	43rd Street S	42nd Street S
Sidewalk Connections to James B Sanderlin IB World School	23rd Street S	26th Avenue S	25th Avenue S
Sidewalk Connections to Lakeview Fundamental Elementary School	24th Avenue S	28th Street S	School Entrance
Sidewalk Connections to James B Sanderlin IB World School	25th Avenue S	23rd Street S	22nd Street S
Sidewalk Connections to Jordan School	25th Street S	10th Avenue S	9th Avenue S
Sidewalk Connections to Gibbs High School	33rd Street S	11th Avenue S	15th Avenue S
Sidewalk Connections to Thurgood Marshall Fundamental Middle School	41st Street S	24th Avenue S	22nd Avenue S
Sidewalk Connections to Fairmount Elementary School	42nd Street S	5th Avenue S	3rd Avenue S
Sidewalk Connections to Fairmount Elementary School	43rd Street S	5th Avenue S	4th Avenue S
Sidewalk Connections to Fairmount Elementary School	6th Avenue S	41st Street S	40th Street S
Sidewalk Connections to PTEC/ Vocational Technology Institution	8th Avenue S	40th Street S	37th Street S
Sidewalk Connections to PTEC/ Vocational Technology Institution	9th Avenue S	40th Street S	37th Street S
Sidewalk Connections to Fairmount Elementary School	Emerson Avenue S	41st Street S	40th Street S
Sidewalk Connections to Gibbs High School	Fargo Street S	13th Avenue S	11th Avenue S
Sidewalk Connections to Jordan School	Irving Avenue S	Yale Street S	24th Street S
Sidewalk Connections to Lakeview Fundamental Elementary School	Lamparilla Way S	26th Avenue S	22nd Street S
Sidewalk Connections to Melrose Elementary School	Melrose Avenue S	21st Street S	19th Street S
Sidewalk Connections to Perkins Elementary School	Quebec Avenue S	25th Street S	School Entrance
Sidewalk Connections to SPC Midtown Center	Union Street S	13th Avenue S	11th Avenue S



COMPLETE STREETS PLANNING & IMPLEMENTATION PROJECTS

This category, building on recommendations and guidance in the city’s *Complete Streets Implementation Plan*, lists large-scale, longer-term projects and initiatives to improve conditions across full corridors or subareas of the CRA. Recommendations call for the completion of new complete streets planning studies (e.g., Dr. Martin Luther King, Jr. Street S), the updating of past planning studies like the Complete Streets plan

prepared for 18th Avenue S, the implementation of planning recommendations from recent studies (e.g., *Voices from the Corridor*, the *49th Street Safe Streets for All Study*, and the *Downtown St. Pete Mobility Study*), and the implementation of recently completed neighborhood plans for Melrose-Mercy and Palmetto Park.

For the most part, realization of recommendations will require 1) additional community consultation to refine proposed interventions; 2) completion of more detailed phases of planning, design, and engineering;

3) additional community engagement; and 4) collaboration with funding partners to supplement resources available from CRA and city programs. Although broader in scope than recommendations in other categories, it’s important to proceed with long-term corridor and subarea planning, while smaller-scale projects move from planning through design and construction.

(Please note many of these recommendations are identified as “ultimate” projects. For these, interim solutions are identified to allow for short-term improvements while longer term planning continues.)

Table 15. Complete Streets Planning & Implementation Projects

Project Name	Corridor Name	Location From (W/S)	Location To (N/E)
16th Street S - Streetscape & Lighting Refresh	16th Street S	18th Avenue S	5th Avenue S
18th Avenue S - Ultimate Complete Streets - East Segment	18th Avenue S	15th Street S	3rd Street S
22nd Avenue S - Ultimate 4>3 Complete Streets Lane Repurposing	22nd Avenue S	31st Street S	4th Street S
31st Street - Ultimate Complete Streets Corridor Study Improvements	31st Street N/S	Pinellas Point Drive	1st Avenue N
34th Street S - Travel Safety and Access to Transit Planning - On-going Coordination with FDOT	34th Street S	26th Avenue S	5th Avenue N
49th Street N/S - Ultimate Complete Streets Study - 4>3 Lane Repurposing & Roundabout	49th Street N/S	1st Avenue N	25th Avenue S
5th Avenue S - Ultimate Complete Streets - East Segment	5th Avenue S	31st Street S	16th Street S
5th Avenue S - Ultimate Complete Streets - West Segment	5th Avenue S	49th Street S	31st Street S
8th Street N/S - Complete Streets & Two-Way Conversion	8th Street N/S	9th Avenue S	7th Avenue N
9th Avenue S - Complete Streets Improvements	9th Avenues S	22nd Street S	16th Street S
Dr. Martin Luther King, Jr. Street - Complete Streets & Two-Way Conversion	Dr Martin Luther King, Jr. Street S	9th Avenue S	5th Avenue N
Dr. Martin Luther King, Jr. Street S - Ultimate Complete Streets Improvements	Dr Martin Luther King, Jr. Street S	18th Avenue S	10th Avenue S
Palmetto Park Neighborhood Plan Implementation	Palmetto Park Neighborhood	--	--
13th Street Heights Neighborhood Plan Implementation	13th Street Heights Neighborhood	--	--

