St. Petersburg Complete Streets Implementation Plan

CNU Florida Statewide Meeting
October 4, 2019
Why Complete Streets?

Safety

44 people KILLED IN TRAFFIC CRASHES IN 2018

1 FATALITY
PERSON RIDING BICYCLE

15 FATALITIES
PEOPLE IN MOTOR VEHICLES

7 FATALITIES
PEOPLE RIDING SCOOTER/MOPED

7 FATALITIES
PEOPLE RIDING MOTORCYCLE

14 FATALITIES
PEOPLE WALKING

MOTOR VEHICLES ONLY

VULNERABLE ROADWAY USERS
Complete Streets Policy #020400

1. Planning and design shall equally consider all modes

2. Land use context matters, not just motor vehicle level of service

3. Implementation Plan to guide future facilities

4. Draw upon all appropriate sources of funding

5. City Departments shall incorporate principles into work plans
Strategic Approaches

- Connected Networks
- Neighborhood Greenways
- Modal Priorities
- Maximum Desired Operating Speeds
- Placemaking
- Sustainability
- Health In All Policies
Connected Networks for Each Mode

- Remove barriers and connect neighborhoods
- Level of Traffic Stress for bicyclists
- Transitions matter
- Neighborhood Greenways
  - Leverages historic grid of streets
  - Parallel, comfortable routes to arterial and collector roadways
  - Leverages prior investments in neighborhood traffic calming
  - Strategic investment in improved crossings of major streets
# Complete Streets Network

## Full Plan Cost by Element

<table>
<thead>
<tr>
<th>Full Plan</th>
<th>Quantity</th>
<th>Estimated Cost</th>
<th>% of Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail</td>
<td>58.8 mi.</td>
<td>$47,813,009</td>
<td>59.2%</td>
</tr>
<tr>
<td>Separated Bike Lane</td>
<td>35.5 mi.</td>
<td>$23,538,888</td>
<td>29.2%</td>
</tr>
<tr>
<td>Crossings</td>
<td>197 total</td>
<td>$5,904,500</td>
<td>7.3%</td>
</tr>
<tr>
<td>Neighborhood Greenway</td>
<td>91.3 mi.</td>
<td>$1,836,780</td>
<td>2.3%</td>
</tr>
<tr>
<td>Shared Lane Marking</td>
<td>18.0 mi.</td>
<td>$299,168</td>
<td>0.4%</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>16.5 mi.</td>
<td>$1,341,819</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

Total Network: $80,734,164

### Additions

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
<th>Estimated Cost</th>
<th>% of Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossings</td>
<td>197</td>
<td>$5,904,500</td>
<td>7.3%</td>
</tr>
<tr>
<td>On-Street Bikeways</td>
<td>161.2</td>
<td>$23,538,888</td>
<td>29.2%</td>
</tr>
<tr>
<td>Trails</td>
<td>58.8</td>
<td>$47,813,009</td>
<td>59.2%</td>
</tr>
</tbody>
</table>

Total Network: $330.9 miles

20% of City’s Streets Every 4-5 Blocks
Modal Priority

- Land use context matters
- Not exclusive facilities for each mode on every street
- Transit priorities coordinated with PSTA and regional transportation planning efforts
- Vehicular priorities include longer distance trips, freight movement, and suburban areas where the street grid breaks down
- Mobility options that encourage shorter trips without driving
- Preserve capacity on thoroughfares for longer trips
Maximum Desired Operating Speeds

- Essential for safety, particularly in pedestrian-oriented areas
- Based on land use, street type, modal priority, and placemaking principles
- Departs from traditional approach in which streets are designed to highway standards regardless of land use context
- Construct built environment for desired operating speeds that encourage motorists to drive accordingly
• Encourage development that supports walking and bicycling to access local storefront businesses

• Adjust parking and development standards for transit priority corridors

• Corridor development as a strategy within the City & Chamber’s joint Grow Smarter initiative
Sustainability & Health in All Policies
Implementation Plan Overview
Realizing Complete Streets

Ongoing Process Improvements
- Policy Changes
- Project Delivery Changes
- Land Development Regulation Changes
- Demonstration and Pilot Projects

Capital Program Projects
- Network of Connected Facilities
- Phased Implementation with Focus on Next 5 Years
- Public Involvement to Happen with Each Project

Program Enhancements
- Education
- Encouragement
- Enforcement
- Continued and Enhanced Partnerships

Evaluation and Performance Measures
- Using the Proper Tools and Metrics for Each Project
- Tracking Progress Towards Plan Goals
American Cities Climate Challenge (ACCC)

- NACTO training for staff
- Improve public transit speed, reliability, and user experience
- Implement high priority segments in the walking and bicycling network to be safe and inviting to all
- Encourage new mobility options and commuter incentives
## Five-Year Capital Improvement Program

### Phases 1 & 2 Cost by Element

<table>
<thead>
<tr>
<th>Element</th>
<th>Quantity</th>
<th>Estimated Cost</th>
<th>% of Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossings</td>
<td>102 total</td>
<td>$2,632,000</td>
<td>55.6%</td>
</tr>
<tr>
<td>Neighborhood Greenway</td>
<td>41.0 mi.</td>
<td>$822,740</td>
<td>17.4%</td>
</tr>
<tr>
<td>Separated Bike Lane</td>
<td>3.0 mi.</td>
<td>$794,901</td>
<td>16.8%</td>
</tr>
<tr>
<td>Trail</td>
<td>3.7 mi.</td>
<td>$263,617</td>
<td>5.6%</td>
</tr>
<tr>
<td>Shared Lane Marking</td>
<td>11.4 mi.</td>
<td>$167,039</td>
<td>3.5%</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>5.3 mi.</td>
<td>$53,699</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$4,733,996</strong></td>
<td></td>
</tr>
</tbody>
</table>
Program Enhancements

• Education
  • Neighborhood Greenways deployment
  • Utilize social media and videos
  • Training for City staff

• Encouragement
  • New Bike Map
  • Bicycle Friendly Business Program
  • Promote Safe Speeds

• Enforcement

• Continued and Enhanced Partnerships
Dr. ML King, Jr Street N Pilot Project Preliminary Indicators

- New analysis tool using data from Google can track corridor travel times
- Only minimal additional corridor travel time in southbound direction where lane was repurposed
- Variable across day with intermittent peaks

1. MLK North Bound Results
   - Average Travel Time Charts:

2. MLK South Bound Results
   - Average Travel Time Charts:
Traffic Volume Up & Speed Down

- Traffic Volumes have increased
  - November 2017 - 18,661 ADT
  - November 2018– 19,067 ADT
- Average speeds southbound have decreased
  - Before lane reduction – 41 mph/24hr, 44mph between 10-11pm
  - Post-change –
    - Average speed reduced 35 mph/24hr, 38mph 10-11pm
    - Excessive speeding reduced 41% (10mph over and up)
    - Severe speeding reduced by 63% (15+mph over)