



LINKING LEALMAN ACTION PLAN

IMPLEMENTING MOBILITY AND COMPLETE STREETS

MARCH 2019



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GLOSSARY

A

Accessibility: The ease and ability for people, of all ages and abilities, to reach a destination.

Advanced Traffic Management System (ATMS): A traffic management tool that incorporates technology to improve the flow of vehicles traffic and improve safety.

Average Annual Daily Traffic (AADT): The average 24-hour volume of vehicular traffic at a given point or section of a roadway.

B

Bicycle Boulevard/Bikeway: A roadway of low-vehicular traffic that gives bicycle traffic equal priority and lane use as vehicular traffic. Priority is established through signs and pavement markings.

Branding: A method to market a community through cohesive images, colors, history, and character.

Built Environment: Man-made structures, features and facilities in which people travel, live, and work.

Bulb-Outs: Extension of the curb to create shorter crossing distances and increased visibility for pedestrians. Bulb-outs are also a method to slow vehicular traffic.

C

Community Redevelopment Area (CRA): A geographic area that is targeted for redevelopment by a local governing agency.

Complete Streets: Streets that account for users of all ages, abilities and modes of transportation which includes: pedestrians, bicyclists, transit, motorists and freight.

Connectivity: The density of connections in transportation networks, and the directness of links that allows travel to major activity centers, housing, retail, employment and other essential needs.

E

Equity: The concept that public policy should be directed with impartiality, fairness and justice; that all people should have equivalent access to livelihood, education, public resources, community participation, and self-determination in meeting fundamental needs.

G

Gateways: Landscaping, structure, or signs that indicate entrance to a neighborhood or community.

Greenspace: Park, recreation or civic space that is available to the public.

Green Infrastructure: Practices and/or design that uses vegetation and landscaping to absorb, filter, and move water in an environmentally friendly way.

I

Interchange Improvements: Design or physical enhancements at intersections that improve traffic flow, safety or function.

L

Livability: The quality of life a community provides to its residents.

GLOSSARY

Long Range Transportation Plan (LRTP): Plan that defines transportation goals, policies, funding, investments and projects for the county.

M

Mid-block Crossing: Pedestrian crossing that is not marked by signals but is located near activity attractors. Can be done through Rectangular Rapid Flashing Beacons (RRFBs) and striping.

Minor Arterial: High capacity urban roadway that delivers traffic to interstates or major roadways.

Mobility: The opportunity for people to travel within and out of their community. Mobility has multiple modes: walking, biking, transit, vehicular, air travel, water travel, etc.

Multimodal: Various modes of transportation that includes: walking, cycling, transit, and automobile. Multimodal project and studies consider all modes.

Multi-Use Path: Pathway that accommodates pedestrians and bicyclists.

N

Neighborhood Greenway: Residential streets with low volumes of vehicle traffic that share the roadway with bicyclists.

P

Pedestrian-scale: Development or design that incorporates sense of height, bulk, and architectural details that relate to the size of the human body to create comfortable built environments.

Placemaking: A method of using a community's assets, inspiration, and potential to create public spaces that improve health and well-being for residents.

R

Rectangular Rapid Flashing Beacons (RRFBs): Traffic safety warning devices that uses LED flashing lights to alert motorists of a pedestrian crossing.

Resurface Roadway: New pavement and street painting on a roadway. Resurfacing projects can also include enhancement to bicycle and pedestrian facilities.

Right-Of-Way (ROW): The legal amount of space owned by an entity (usually public) between buildings which includes: landscaping, sidewalk, curb, bike lanes, vehicle travel lanes, parking, transit facilities, and medians.

S

Sharrows: A shared-lane marking on a street that indicates the roadway is shared between bicyclists and motorists and share priority.

Signal Warrant Analysis: A study that is performed to determine if a traffic signal is needed for a particular intersection based on vehicle volume, pedestrian volume, school proximity, crash history or roadway network.

Streetscape: The natural and built environment of a roadway's layout.

GLOSSARY

T

Tax Increment Financing: Financial method that is used to subsidize redevelopment, infrastructure, and other community improvement projects for a specific area with defined boundaries.

Traffic Calming: Physical designs that are intended to improve safety for motorists, pedestrian and bicyclists by slowing traffic speeds.

Traffic Queuing: Congestion or back up of traffic on a roadway usually located at a signalized intersection or driveway.

Transit Oriented Development (TOD): Type of development that is centered around a public transit station. A walkable and bikeable environment that include these developments: multi-family residential, office/commercial space, and public spaces.

U

Urbanism: The way in which people inhabit urban areas and how the built environment is designed/shaped around the urban location.
Wayfinding/Signage: Signs or other graphics that help people orient themselves in a physical space and navigate within a community.

W

Wayfinding/Signage: Signs and other directional tools/designs to guide and connect people to community amenities, attractions, and activity centers.

Widewalk: A sidewalk with a wider width that allows for pedestrian and bicycle travel.



INTRODUCTION

The Linking Lealman Action Plan outlines an actionable plan of phased complete streets and mobility improvements for Lealman. These improvements will work with and establish future redevelopment opportunities to enhance Lealman's transportation network. Lealman is a census designated place located in south-central Pinellas County, between Pinellas Park, the City of St. Petersburg and Kenneth City. The purpose of this plan is to build off the current community assets such as Raymond H. Neri Community Park, the designated Lealman Community Redevelopment Area (CRA), and the new Lealman Exchange, to create an interconnected multimodal system, link economic redevelopment, and develop concepts for focus corridors.

Pinellas County was awarded a Forward Pinellas grant of \$50,000 to develop a complete streets concept plan for the 54th Avenue North Corridor within the Lealman CRA. This concept plan proposes various complete streets concepts to boost safety and considers all modes of transportation. After receiving the 54th Avenue grant, County staff decided to examine the entire Lealman CRA study area shown in Figure 1. The study area extends slightly beyond the Lealman CRA limits to look at transportation in the area as a connected network. Information on 54th Avenue North is included within the Linking Lealman Action Plan. This plan is a follow-up to the Lealman CRA Plan adopted in 2016 that included recommendations on improving multimodal mobility, accessibility and safety in the area.



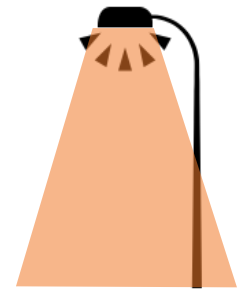
MAJOR TAKEAWAYS

SIDEWALKS



Throughout the study area there are significant gaps in the sidewalk network. Approximately **2/3 of the study area** does not include sidewalks. The current condition of the sidewalk infrastructure network creates an unsafe and disconnected environment for pedestrians. The addition and improvement of sidewalk infrastructure will increase safety and connectivity within the study area and Lealman.

LIGHTING



There are significant gaps in lighting infrastructure throughout the study area. The absence of lighting contributes to unsafe corridor conditions and high numbers of traffic crashes. Lack of lighting also deters and prohibits individuals from walking and bicycling. The implementation of additional lighting infrastructure will contribute to safer conditions within the study area. Improved lighting will also facilitate safer pedestrian and bicycle travel within the community.

LINKING LEALMAN PLAN

GOALS:

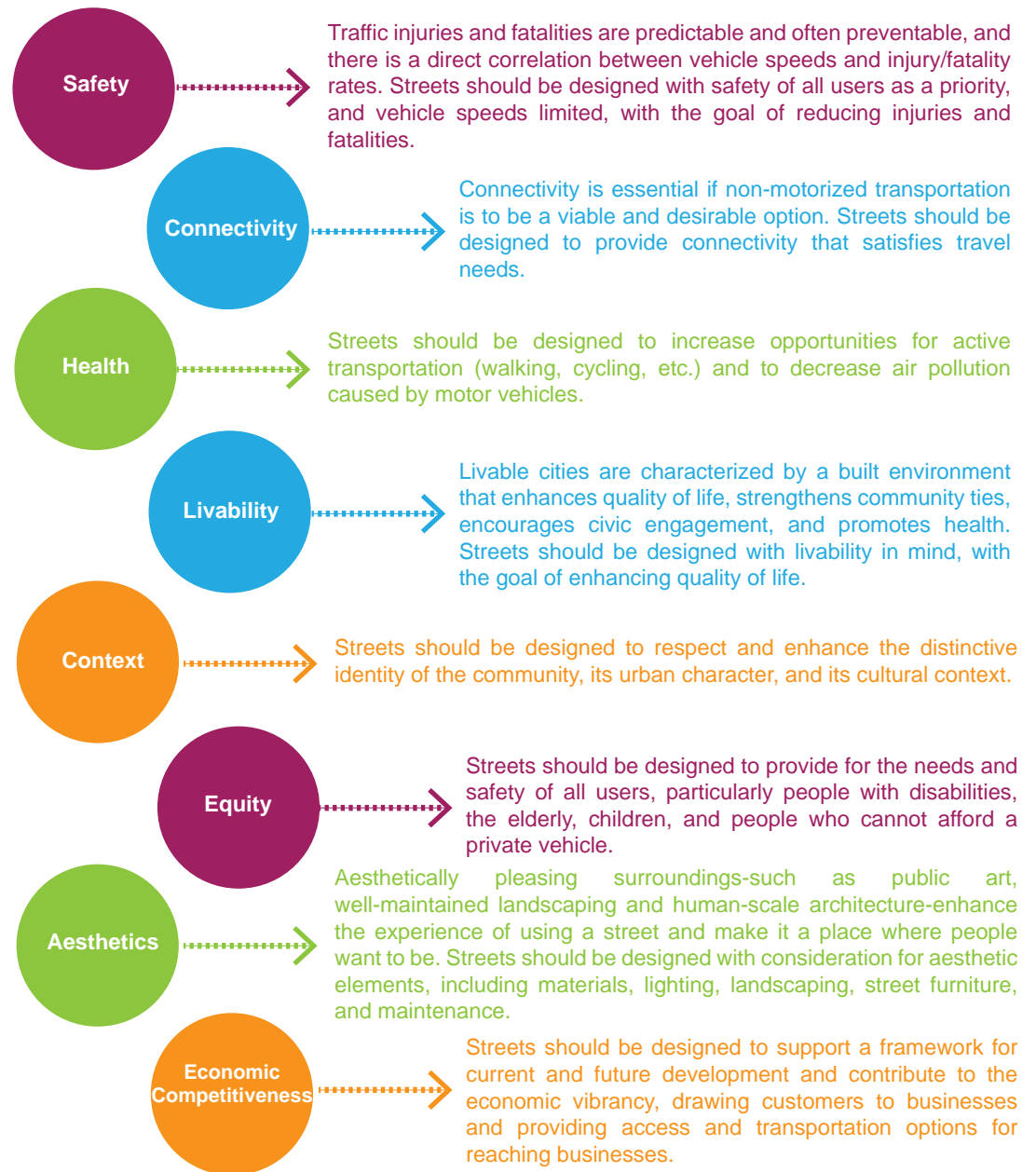
The Plan includes several goals:

- Encourage mobility and accessibility for all transportation modes
- Create an actionable plan for complete street improvements
- Provide a link between economic redevelopment opportunities, safety, and mobility objectives
- Develop concepts for focus corridors

GLOBAL THEMES:

Building upon the plan's goals, several themes will be incorporated into proposed complete street concepts, which include:

- Crossing/intersection improvements
- Provide more east to west and north to south connections
- Focus on eliminating sidewalk gaps
- Develop a connected trail network
- Enhanced lighting
- Transportation in the Joe's Creek industrial area



Source: Pinellas County



Figure 1 shows the **STUDY AREAS, SURROUNDING CITIES, AND COMMUNITY FEATURES** within the Linking Lealman and 54th Avenue Plans. An objective of this plan is to provide convenient, safe, and accessible multimodal facilities to connect residents to the major destinations within Lealman.

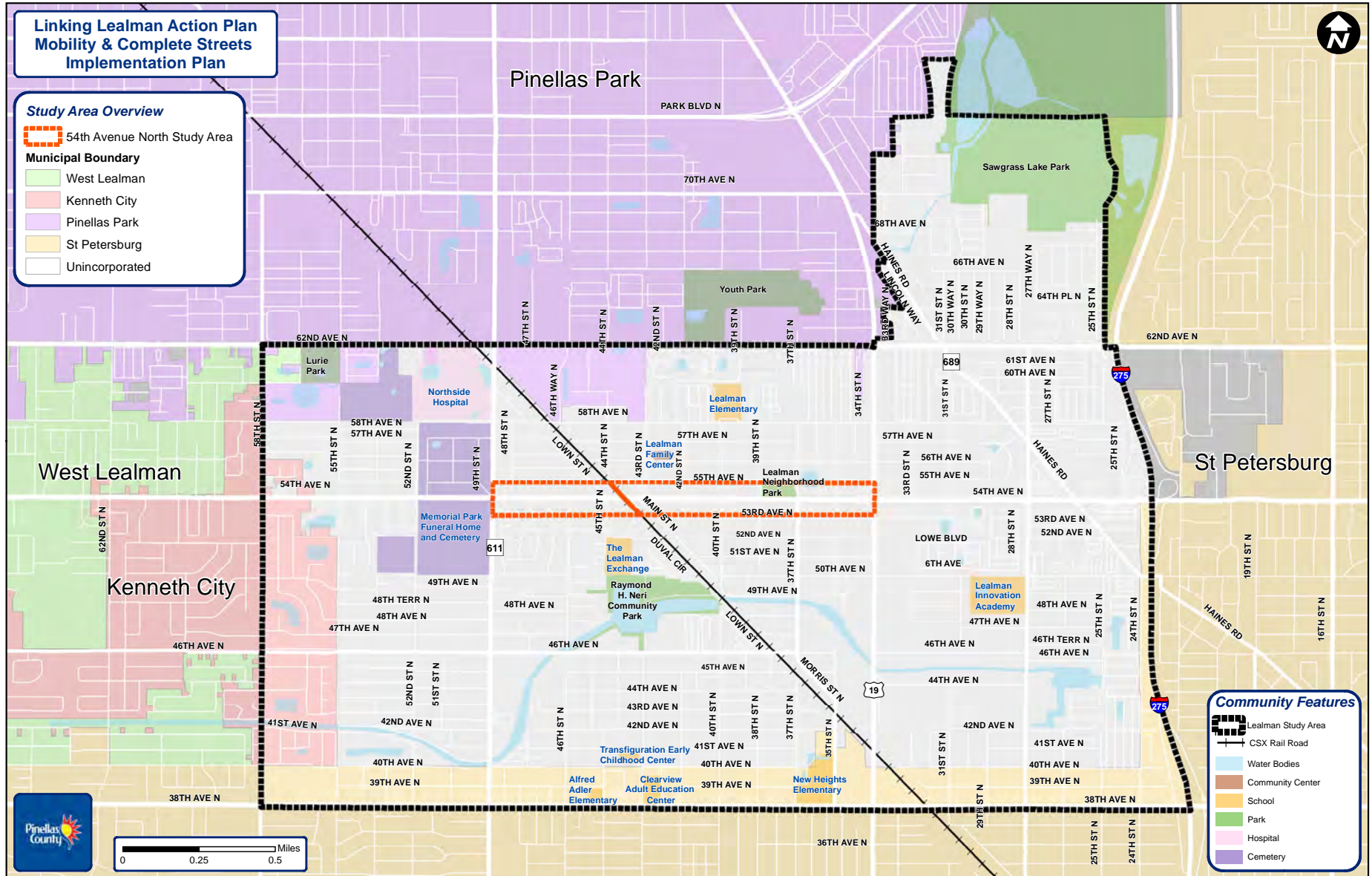


FIGURE 1: STUDY AREA MAP

LEALMAN GUIDING PLANS

GUIDING STUDIES & PLANS:

This review includes previous plans and studies related to the Lealman area. These guiding documents provide foundational context helpful in providing proposed recommendations.

LEALMAN COMMUNITY REDEVELOPMENT AREA

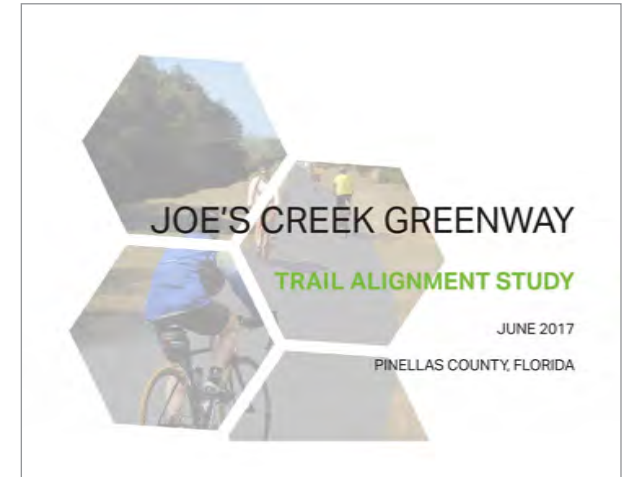
In June of 2016, the Lealman Community Redevelopment Area Advisory Committee and the Pinellas County Community Redevelopment Agency completed the Lealman CRA Plan – a comprehensive, long-term strategy for economic development and revitalization for the area that overlays the Linking Lealman study area. The Plan includes goals and priorities that include:

- Redevelop commercial corridors by utilizing urbanism and complete street design concepts
- Provide connections to the existing Fred Marquis Pinellas Trail
- Implement transportation facility improvements such as completing the sidewalk and roadway networks and reducing surface parking
- Promote pedestrian safety by improving area lighting



JOE'S CREEK GREENWAY TRAIL ALIGNMENT STUDY

The Joe's Creek Greenway Trail Alignment Study was prepared in June 2017 by AECOM for Forward Pinellas in collaboration with Pinellas County. The purpose of the study was to identify a preferred trail alignment for a proposed multi-use trail that generally follows the banks of Joe's Creek. The trail would connect the existing trail at Raymond H. Neri Community Park (formerly known as Joe's Creek Greenway Park) to the Fred Marquis Pinellas Trail to the west, 34th Street North (US 19) and future City of St. Petersburg bicycle and pedestrian facilities to the east. The proposed alignment would connect the existing trail at Neri Park north along the CSX rail line to 52nd Avenue to utilize the existing railroad crossing. After crossing the railroad tracks, the proposed alignment shifts south along Main Street North to connect back to the creek and continues to 34th Street North. The conceptual alignment identified in the 2017 study could be adjusted to connect with additional multimodal improvements identified in the Linking Lealman study.



A VISION FOR THE FUTURE OF CENTRAL LEALMAN

The VISION plan, developed by Lealman community members in 2001, outlines specific objectives to maintain the area's identity as a distinct, unincorporated community. Specific related objectives include the following:

- Install gateway markers to clearly identify Lealman
- Maintain the current pattern of street development & implement traffic calming measures
- Utilize Joe's Creek as a linear greenway
- Increase transportation opportunities for disadvantaged residents
- Create a safe and connected trail, sidewalk, and bike network

A VISION for the Future of Central Lealman

Developed by Members of the Community
July 2001

Extracted from the Revitalization Plan for the
Lealman Community

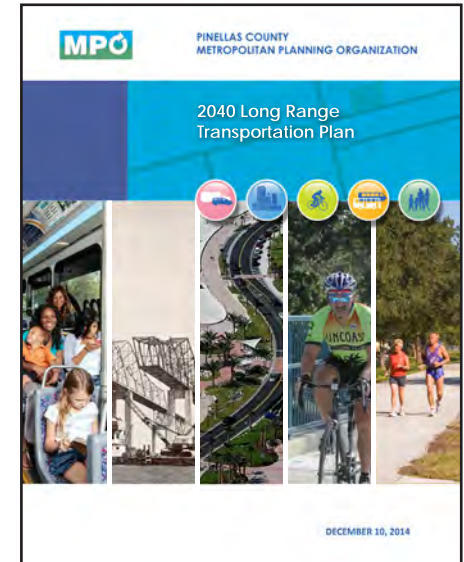
OTHER GUIDING PLANS

FORWARD PINELLAS 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)

The plan describes key roadway and transit projects for the county, which align with a vision to provide a comprehensive mobility network. Although the LRTP does not include 54th Avenue North as a priority or committed roadway or transit project, the following corridors in Lealman are recommended for enhancements:

- Haines Road
- 62nd Avenue North
- 28th Street North
- 46th Avenue North

These potential projects should be included in any long-term network analysis. Additionally, the LRTP includes planned trail facilities, such as the Joe's Creek Trail, which could provide additional connection opportunities. The LRTP is currently being updated for 2045.



FORWARD PINELLAS BICYCLE AND PEDESTRIAN MASTER PLAN:

The Forward Pinellas Bicycle and Pedestrian Master Plan was prepared by Forward Pinellas in December of 2013 and amended in May of 2017. It identifies various bicycle/pedestrian improvements for the Lealman area, including proposed trails, bicycle lanes, and sidewalks. Notably, the Plan recommends a bicycle lane on 54th Avenue North from Park Street to Haines Road. The plan also recommends the evaluation of alternatives to accommodate bike lanes and establish 54th Avenue North as a gateway corridor to Lealman.



KENNETH CITY FUTURE LAND USE ELEMENT PLAN

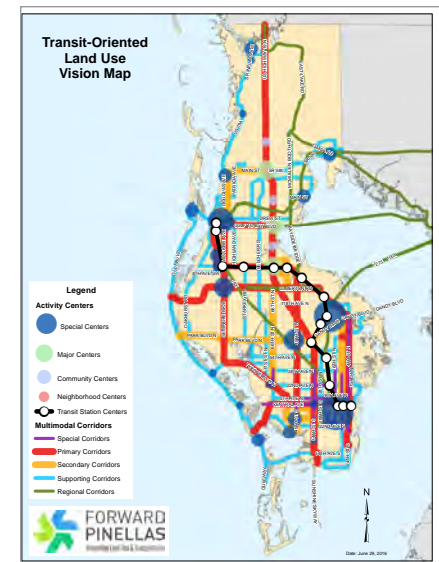
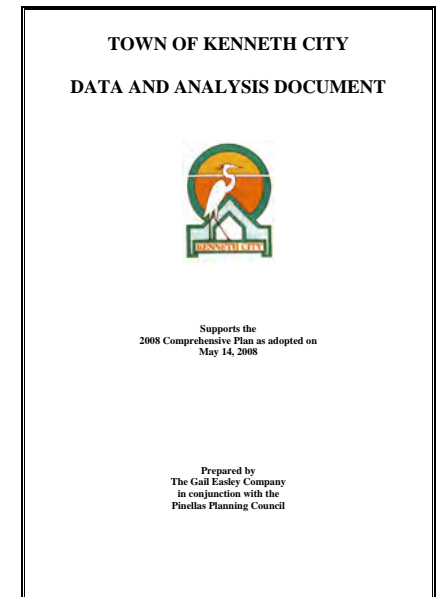
Kenneth City has less than one percent of vacant land remaining out of its 347 acres of land. Like Lealman, most of the future land use is designated as residential (77%) and commercial development (14%). New development through 2025 will be minimal in Kenneth City.

PINELLAS COUNTY FUTURE LAND USE ELEMENT

The Pinellas County Future Land Use Element lists Lealman as a traditional neighborhood development form, which includes low-rise residential and neighborhood retail and services.

FORWARD PINELLAS TRANSIT ORIENTED VISION MAP

According to the 2016 Transit Oriented Vision Map, 54th Avenue North is considered a transit-supporting corridor. The CSX rail line is designated as a regional corridor and a transit station center is envisioned for the 28th Street North and 54th Avenue North area.



COMMITTED PROJECTS

There are several projects being implemented in the County's five-year Capital Improvement Program (CIP) for the Lealman study area. The following table shows all projects relevant to the Lealman study area. The purpose of the CIP projects is to implement future short term and quick win (next 5 years) projects. These projects, shown in Figure 2 on the following page and in Table 1 below, are a starting point for creating proposed projects for the Linking Lealman Action Plan. Additional resurfacing projects in the study area in the planning process for 2022-2024.

Project Type	Location	From/To	Fiscal Year
ATMS	49 th St N	46 th Ave N to SR 60	2019-2020
Drainage Improvements	Haines Road	60 th Ave N to US 19	2018-2020
Drainage Improvements	42 nd Ave	US 19	
Environmental	Gandy Blvd	E of US 19 to E of 1-275	2017-2018
Interchange Improvement (FDOT)	US 19	70 th Ave N to 118 th Ave N	Discussed at Lealman Stakeholder Meeting
Interchange Improvement (FDOT)	US 19	70 th Ave N to Cypress Terrace	2017-2018
Railroad crossing improvements	54 th Ave N		2019- depends on CSX
Reconstruction & Addition of Bike Lanes	Haines Rd	60 th Ave N to US 19	2018 to 2020
Resurfacing (FDOT)	US 19/34 th St N	44 th Ave to N of Park Blvd	2018-2021
Resurfacing	SR 694	W/US 19 to E of Grand Ave/S Frontage Rd	2019-2021
Sidewalk Construction	25 th Street N	62 nd Ave N to Sawgrass Park	2019-2020
Sidewalk Construction	46 th Ave N	49 th St N to 55 th St N	2019-2020
Sidewalk Construction	45 th St N	Duval Park Blvd to South of 54 th Ave N	Completed-2019
Sidewalk Construction	28 th St N - both sides of road	38 th Ave N to 54 th Ave N	Starting Grant Process
Sidewalk Construction	42 nd Ave N	35 th St N to 45 th St N	
Sidewalk & Drainage Improvements	62 nd Ave N	62 nd St N to 55 th St N	2019-2020
Sidewalk & Drainage Improvements	58 th Ave N	49 th St N to 34 th St N	
Sidewalk & Drainage Improvements	62 nd Ave N	58 th Street N	2019-2020
Sidewalk Improvements	19 th St N	38 th Ave N to 54 th Ave N	2018-2019
Sidewalk & Roadway Improvements	46 th Ave N	49 th St N to 35 th St N	Penny for Pinellas
Sidewalk & Roadway Improvements	54 th Ave N	49 th St N to 34 th St N	In Planning Phase
Sidewalk & Roadway Improvements	62 nd Ave N	49 th St N to 34 th St N	Penny for Pinellas/ Preliminary Engineering

TABLE 1: CAPITAL PROGRAM IMPROVEMENTS AND COMMITTED PROJECTS LIST



Figure 2 shows the CAPITAL PROGRAMMED IMPROVEMENTS. These are committed and funded County and State projects for the next five years.

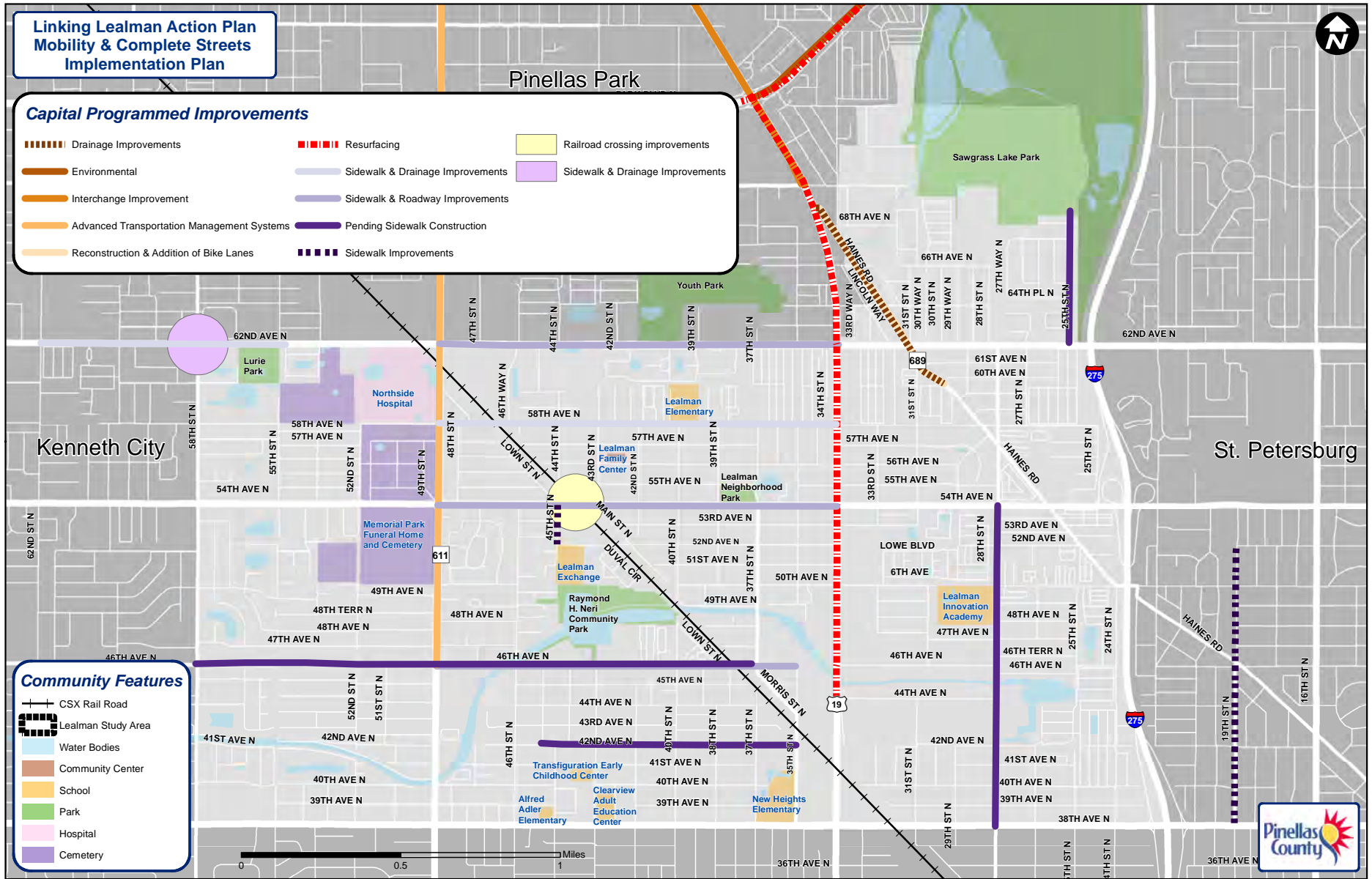


FIGURE 2: CAPITAL PROGRAMMED IMPROVEMENTS MAP

STAKEHOLDER OUTREACH

The development of the Linking Lealman Action Plan included several outreach events such as community stakeholder meetings, agency coordination meetings, and public workshops. The purpose was to obtain valuable local and regional input on the priorities, challenges, opportunities, and goals, all of which are used in guiding the future transportation plan recommendations. Below are summaries of the key items discussed at each meeting.



Community Workshop #1

AGENCY COORDINATION

To facilitate regional coordination, several meetings were held with Pinellas County staff, surrounding cities, and Forward Pinellas Committees. Items discussed included future transportation projects, issues, needs, and gaps. Below are the key take-aways from each of these meetings.

✓ COMMUNITY REDEVELOPMENT AGENCY CITIZEN ADVISORY COMMITTEE MEETING #1 – JANUARY 23RD, 2018

- Number one priority regarding future transportation projects is safety
- North and south roadway connections are needed to improve roadway network connectivity and reduce traffic queues
- Traffic calming measures such as speed reduction and center two-way left-turn lanes are essential on 54th Avenue North
- Wider sidewalks and street lighting are improvements that would greatly enhance mobility

✓ COUNTY AND CITY COORDINATION MEETING – FEBRUARY 15TH, 2018

- Overall vision is to improve mobility, not create separate facilities
- Complete street designs that ensure minimal traffic impediment of adjacent roadways
- Mid-block crossings are an essential safety improvement needed along several main corridors
- Lack of interconnectivity is a major challenge for all modes of transportation
- Examine how the neighborhood greenway network can be extended from St. Petersburg to Lealman and up to Pinellas Park
- Ensure design coherence as Pinellas Park has multiple transportation improvements on 62nd Avenue North

✓ COUNTY STAFF MEETING – MARCH 15TH, 2018

- Bring to fruition actionable projects instead of only planning ideas
- Create interconnected sidewalk and trail networks within the study area
- Coordination with public works is key as drainage is the main obstacle
- Ensure plan coordinates with the economic redevelopment vision of the industrial area
- Examine all pertinent crash rates and data when constructing complete street concepts

✓ COMMUNITY DISTRICT SERVICES MEETING – SEPTEMBER 4TH, 2018

- Include sidewalk additions on Haines Road
- Prioritize the Raymond H. Neri Community Park projects, including providing roadway connections.
- A community priority is placing a crosswalk on 46th Avenue North at the railroad tracks for the children to safely access the Police Academy Learning Center.

✓ ADDITIONAL PROJECT UPDATES

Several meetings were held with various community associations and agencies on the initial recommendations of each modal type. Project presentations and updates were provided to attendees to gather feedback on the different recommended project types and the phasing of projects at the following meetings:

- *COMMUNITY REDEVELOPMENT AGENCY CITIZEN ADVISORY COMMITTEE MEETING #2-AUGUST 29TH, 2018*
- *LEALMAN COMMUNITY DISTRICT SERVICES MEETING-SEPTEMBER 4TH, 2018*
- *PINELLAS COUNTY PUBLIC WORKS WORKSHOP MEETING-OCTOBER 8TH, 2018*
- *FORWARD PINELLAS TECHNICAL COORDINATING COMMITTEE-OCTOBER 24TH, 2018*
- *LEALMAN COMMUNITY ASSOCIATION MEETING-NOVEMBER 7TH, 2018*
- *FORWARD PINELLAS BICYCLE PEDESTRIAN ADVISORY COMMITTEE-NOVEMBER 19TH, 2018*
- *FORWARD PINELLAS CITIZENS ADVISORY COMMITTEE-DECEMBER 6TH, 2018*
- *COMMUNITY REDEVELOPMENT AGENCY MEETING #3-DECEMBER 19TH, 2018*

COMMUNITY WORKSHOP #1 HIGHLIGHTS

The Linking Lealman Community Workshop was held on June 5, 2018 with approximately 25 members of the public participating. Participants were asked to complete five different exercises to express their ideas. Overall, the number one comment/concern was the need for sidewalks and sidewalk improvements. Other reoccurring themes were lighting, bike lanes, and landscaping.



IDEA WALL EXERCISE 1

Participants were provided with the following prompts:

“WHAT ARE YOUR CONCERNS WITH TRANSPORTATION IN LEALMAN?”

and

“HOW WOULD YOU IMPROVE TRANSPORTATION IN LEALMAN?”

19 participants answered and the top answers are shown in the following graphic:

SIDEWALKS

 LIGHTING

PUBLIC TRANSIT 

 BIKE LANES

VEHICLE SCALE



MONEY MADNESS

EXERCISE 2

Participants were given \$200 in play money and boxes labeled with different types of improvements. They were asked to distribute their money in the boxes to show their improvement priorities. The top five answers are shown in the following graphic:

TOP 5 EXERCISE RESPONSES

Category	\$	% Of Total
Sidewalks	\$720	28%
Enhanced Landscaping/Shade Trees	\$460	18%
Better Maintenance	\$450	18%
Designed On-Street Bikeways	\$390	15%
Intersection Improvements	\$170	7%



MAP LINKING LEALMAN

EXERCISE 3

Participants were provided with maps of the Lealman area and stickers representing different improvements. They were asked to place stickers on the map to show where they thought specific improvements were needed. 124 stickers were placed and all responses are recorded on the Exercise 3 Results maps. The top five categories places are tallied as follows:

TOP 5 EXERCISE RESPONSES

Category	Number Of Votes	% Of Total
Enhance Sidewalks	50	40%
Landscaping	13	10%
Add Bicycle Facilities	12	10%
Street Lighting	12	10%
Branding/Placemaking	11	9%



ENHANCEMENTS

EXERCISE 4

Participants were shown various improvements planned for the Lealman area and asked if they had any comments on the planned improvements. Overall, the comments centered around sidewalks. Other comments focused on concerns about the need for streetlights, increased congestion associated with new housing developments and concerns regarding the impact of a road diet on emergency vehicles.



54TH AVENUE NORTH SPOTLIGHT

EXERCISE 5

Participants were shown potential designs for 54th Avenue North and asked to provide feedback on the concepts. Comments received were concerned with pedestrian volumes, safety and the lack of streetlights. Several participants also voiced disapproval of the lane reduction scenario due to congestion or emergency access concerns and several supported the lane reduction due to added safety benefits.

54TH AVENUE NORTH PUBLIC WORKSHOP

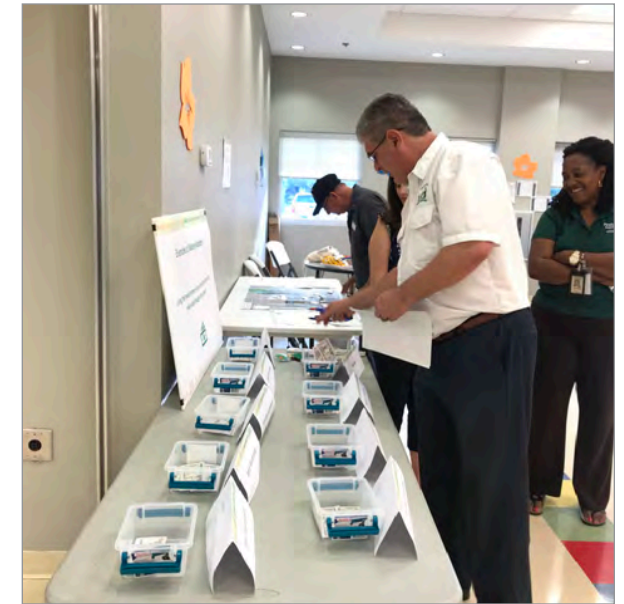
As part of the 54th Avenue North project there was an additional public workshop in which participants completed a variety of exercises designed to establish resident priorities and street concept ideas. Specific details and results for this workshop can be found in the 54th Avenue North Complete Streets Concept Plan.

ONLINE SURVEYS

Two online surveys were conducted during the study. The first survey was available during March and April of 2018 and asked participants to identify transportation priorities and specific issues in Lealman. Of the 43 responses received, sidewalks, maintenance of existing roads, lighting, and bicycle and pedestrian facilities were ranked as the highest priorities and specific concerns were identified that informed plan development. A second survey specifically related to 54th Avenue North was conducted between August and December of 2018. Areas of general consensus from the 89 respondents include: support for intersection improvements at 49th Street North, and the need for improved lighting, sidewalks, crossings and bicycle accommodations.



54th Avenue North Workshop



COMMUNITY WORKSHOP #2 HIGHLIGHTS

The Linking Lealman Community Workshop #2 was held on February 7, 2019 with approximately 38 participating members of the public. A brief presentation provided project background information, plan process, and the phasing process for the plan recommendations. Draft project recommendation boards were placed around the room and participants were asked to review each board and provide feedback on comment forms. The following pictures show the boards used and the prominent feedback received through the comment sheets.



LINKING LEALMAN: BICYCLE

PHASING TABLE

Project ID	Type	Location	Description	Phase
B1	Trail	4th Street to 10th Street	Lealman Community Center to Lealman Park	Phase 1
B2	Trail	10th Street to 14th Street	Lealman Community Center to Lealman Park	Phase 1
B3	Trail	14th Street to 18th Street	Lealman Community Center to Lealman Park	Phase 1
B4	Trail	18th Street to 22nd Street	Lealman Community Center to Lealman Park	Phase 1
B5	Trail	22nd Street to 26th Street	Lealman Community Center to Lealman Park	Phase 1
B6	Trail	26th Street to 30th Street	Lealman Community Center to Lealman Park	Phase 1
B7	Trail	30th Street to 34th Street	Lealman Community Center to Lealman Park	Phase 1
B8	Trail	34th Street to 38th Street	Lealman Community Center to Lealman Park	Phase 1
B9	Trail	38th Street to 42nd Street	Lealman Community Center to Lealman Park	Phase 1
B10	Trail	42nd Street to 46th Street	Lealman Community Center to Lealman Park	Phase 1
B11	Trail	46th Street to 50th Street	Lealman Community Center to Lealman Park	Phase 1

PROJECT SPOTLIGHTS

- B1 WITH STREET V**
- B7 SIDEWALK EXAMPLE**

LINKING LEALMAN: INTERSECTIONS + CROSSINGS

PHASING TABLE

Project ID	Type	Location	Description	Phase
I1	Intersection	4th Street & 10th Street	Lealman Community Center to Lealman Park	Phase 1
I2	Intersection	10th Street & 14th Street	Lealman Community Center to Lealman Park	Phase 1
I3	Intersection	14th Street & 18th Street	Lealman Community Center to Lealman Park	Phase 1
I4	Intersection	18th Street & 22nd Street	Lealman Community Center to Lealman Park	Phase 1
I5	Intersection	22nd Street & 26th Street	Lealman Community Center to Lealman Park	Phase 1
I6	Intersection	26th Street & 30th Street	Lealman Community Center to Lealman Park	Phase 1
I7	Intersection	30th Street & 34th Street	Lealman Community Center to Lealman Park	Phase 1
I8	Intersection	34th Street & 38th Street	Lealman Community Center to Lealman Park	Phase 1
I9	Intersection	38th Street & 42nd Street	Lealman Community Center to Lealman Park	Phase 1
I10	Intersection	42nd Street & 46th Street	Lealman Community Center to Lealman Park	Phase 1
I11	Intersection	46th Street & 50th Street	Lealman Community Center to Lealman Park	Phase 1

PROJECT SPOTLIGHTS

- C1**
- C2**
- C3**
- C4**
- C5**
- C6**
- C7**
- C8**
- C9**
- C10**
- C11**
- C12**
- C13**
- C14**
- C15**
- C16**
- C17**
- C18**
- C19**
- C20**

LINKING LEALMAN: PLACEMAKING: SIGNAGE, WAYFINDING, + GREEN SPACE

PHASING TABLE

Project ID	Type	Location	Description	Phase
P1	Placemaking	4th Street to 10th Street	Lealman Community Center to Lealman Park	Phase 1
P2	Placemaking	10th Street to 14th Street	Lealman Community Center to Lealman Park	Phase 1
P3	Placemaking	14th Street to 18th Street	Lealman Community Center to Lealman Park	Phase 1
P4	Placemaking	18th Street to 22nd Street	Lealman Community Center to Lealman Park	Phase 1
P5	Placemaking	22nd Street to 26th Street	Lealman Community Center to Lealman Park	Phase 1
P6	Placemaking	26th Street to 30th Street	Lealman Community Center to Lealman Park	Phase 1
P7	Placemaking	30th Street to 34th Street	Lealman Community Center to Lealman Park	Phase 1
P8	Placemaking	34th Street to 38th Street	Lealman Community Center to Lealman Park	Phase 1
P9	Placemaking	38th Street to 42nd Street	Lealman Community Center to Lealman Park	Phase 1
P10	Placemaking	42nd Street to 46th Street	Lealman Community Center to Lealman Park	Phase 1
P11	Placemaking	46th Street to 50th Street	Lealman Community Center to Lealman Park	Phase 1

PROJECT SPOTLIGHTS

- P9**
- P10**

Phasing Presentation Boards for Workshop

Overall, residents commented that they recognized the importance and need for the Linking Lealman Plan and the recommendations for the study area. Many of the comments expressed support for increased lighting and sidewalk gap improvements. Many residents commented on how prevalent speed reduction and traffic calming measures are needed in the community. Other comments included concern for particular roadways and the alignment of the Joe's Creek Trail which will require further analysis at the design phase. Residents noted they are supportive of additional greenspaces and increased trail connectivity, particularly, the east-west connections to the Pinellas Trail. Other residents noted that they hope this plan will help propel Lealman forward and improve overall transit and connection to surrounding communities.



LINKING LEALMAN: SIDEWALKS

PROJECT PHASING

- QUICK WINS**: TOTAL MILES OF NEW SIDEWALK: 1.9 MILES
- SHORT-TERM**: TOTAL MILES OF NEW SIDEWALK: 16.9 MILES
- MID-TERM**: TOTAL MILES OF NEW SIDEWALK: 9.7 MILES
- LONG-TERM**: TOTAL MILES OF NEW SIDEWALK: 5.6 MILES

PROJECT SPOTLIGHTS

- 54TH AVE N
- 42ND AVENUE N
- 42ND AVE N & 42TH ST N
- 42ND AVENUE N

LINKING LEALMAN: PEDESTRIAN + TRAIL

PHASING TABLE

Project ID	Project Name	Phase	Start Date	End Date	Priority
TL1	42ND AVENUE N	Phase 1	2023	2024	High
TL2	42ND AVENUE N	Phase 2	2024	2025	High
TL3	42ND AVENUE N	Phase 3	2025	2026	High
TL4	42ND AVENUE N	Phase 4	2026	2027	High
TL5	42ND AVENUE N	Phase 5	2027	2028	High
TL6	42ND AVENUE N	Phase 6	2028	2029	High
TL7	42ND AVENUE N	Phase 7	2029	2030	High
TL8	42ND AVENUE N	Phase 8	2030	2031	High
TL9	42ND AVENUE N	Phase 9	2031	2032	High
TL10	42ND AVENUE N	Phase 10	2032	2033	High
TL11	42ND AVENUE N	Phase 11	2033	2034	High
TL12	42ND AVENUE N	Phase 12	2034	2035	High
TL13	42ND AVENUE N	Phase 13	2035	2036	High
TL14	42ND AVENUE N	Phase 14	2036	2037	High
TL15	42ND AVENUE N	Phase 15	2037	2038	High
TL16	42ND AVENUE N	Phase 16	2038	2039	High
TL17	42ND AVENUE N	Phase 17	2039	2040	High
TL18	42ND AVENUE N	Phase 18	2040	2041	High
TL19	42ND AVENUE N	Phase 19	2041	2042	High
TL20	42ND AVENUE N	Phase 20	2042	2043	High
TL21	42ND AVENUE N	Phase 21	2043	2044	High
TL22	42ND AVENUE N	Phase 22	2044	2045	High
TL23	42ND AVENUE N	Phase 23	2045	2046	High
TL24	42ND AVENUE N	Phase 24	2046	2047	High
TL25	42ND AVENUE N	Phase 25	2047	2048	High
TL26	42ND AVENUE N	Phase 26	2048	2049	High
TL27	42ND AVENUE N	Phase 27	2049	2050	High
TL28	42ND AVENUE N	Phase 28	2050	2051	High
TL29	42ND AVENUE N	Phase 29	2051	2052	High
TL30	42ND AVENUE N	Phase 30	2052	2053	High
TL31	42ND AVENUE N	Phase 31	2053	2054	High
TL32	42ND AVENUE N	Phase 32	2054	2055	High
TL33	42ND AVENUE N	Phase 33	2055	2056	High
TL34	42ND AVENUE N	Phase 34	2056	2057	High
TL35	42ND AVENUE N	Phase 35	2057	2058	High
TL36	42ND AVENUE N	Phase 36	2058	2059	High
TL37	42ND AVENUE N	Phase 37	2059	2060	High
TL38	42ND AVENUE N	Phase 38	2060	2061	High
TL39	42ND AVENUE N	Phase 39	2061	2062	High
TL40	42ND AVENUE N	Phase 40	2062	2063	High
TL41	42ND AVENUE N	Phase 41	2063	2064	High
TL42	42ND AVENUE N	Phase 42	2064	2065	High
TL43	42ND AVENUE N	Phase 43	2065	2066	High
TL44	42ND AVENUE N	Phase 44	2066	2067	High
TL45	42ND AVENUE N	Phase 45	2067	2068	High
TL46	42ND AVENUE N	Phase 46	2068	2069	High
TL47	42ND AVENUE N	Phase 47	2069	2070	High
TL48	42ND AVENUE N	Phase 48	2070	2071	High
TL49	42ND AVENUE N	Phase 49	2071	2072	High
TL50	42ND AVENUE N	Phase 50	2072	2073	High
TL51	42ND AVENUE N	Phase 51	2073	2074	High
TL52	42ND AVENUE N	Phase 52	2074	2075	High
TL53	42ND AVENUE N	Phase 53	2075	2076	High
TL54	42ND AVENUE N	Phase 54	2076	2077	High
TL55	42ND AVENUE N	Phase 55	2077	2078	High
TL56	42ND AVENUE N	Phase 56	2078	2079	High
TL57	42ND AVENUE N	Phase 57	2079	2080	High
TL58	42ND AVENUE N	Phase 58	2080	2081	High
TL59	42ND AVENUE N	Phase 59	2081	2082	High
TL60	42ND AVENUE N	Phase 60	2082	2083	High
TL61	42ND AVENUE N	Phase 61	2083	2084	High
TL62	42ND AVENUE N	Phase 62	2084	2085	High
TL63	42ND AVENUE N	Phase 63	2085	2086	High
TL64	42ND AVENUE N	Phase 64	2086	2087	High
TL65	42ND AVENUE N	Phase 65	2087	2088	High
TL66	42ND AVENUE N	Phase 66	2088	2089	High
TL67	42ND AVENUE N	Phase 67	2089	2090	High
TL68	42ND AVENUE N	Phase 68	2090	2091	High
TL69	42ND AVENUE N	Phase 69	2091	2092	High
TL70	42ND AVENUE N	Phase 70	2092	2093	High
TL71	42ND AVENUE N	Phase 71	2093	2094	High
TL72	42ND AVENUE N	Phase 72	2094	2095	High
TL73	42ND AVENUE N	Phase 73	2095	2096	High
TL74	42ND AVENUE N	Phase 74	2096	2097	High
TL75	42ND AVENUE N	Phase 75	2097	2098	High
TL76	42ND AVENUE N	Phase 76	2098	2099	High
TL77	42ND AVENUE N	Phase 77	2099	2100	High
TL78	42ND AVENUE N	Phase 78	2100	2101	High
TL79	42ND AVENUE N	Phase 79	2101	2102	High
TL80	42ND AVENUE N	Phase 80	2102	2103	High
TL81	42ND AVENUE N	Phase 81	2103	2104	High
TL82	42ND AVENUE N	Phase 82	2104	2105	High
TL83	42ND AVENUE N	Phase 83	2105	2106	High
TL84	42ND AVENUE N	Phase 84	2106	2107	High
TL85	42ND AVENUE N	Phase 85	2107	2108	High
TL86	42ND AVENUE N	Phase 86	2108	2109	High
TL87	42ND AVENUE N	Phase 87	2109	2110	High
TL88	42ND AVENUE N	Phase 88	2110	2111	High
TL89	42ND AVENUE N	Phase 89	2111	2112	High
TL90	42ND AVENUE N	Phase 90	2112	2113	High
TL91	42ND AVENUE N	Phase 91	2113	2114	High
TL92	42ND AVENUE N	Phase 92	2114	2115	High
TL93	42ND AVENUE N	Phase 93	2115	2116	High
TL94	42ND AVENUE N	Phase 94	2116	2117	High
TL95	42ND AVENUE N	Phase 95	2117	2118	High
TL96	42ND AVENUE N	Phase 96	2118	2119	High
TL97	42ND AVENUE N	Phase 97	2119	2120	High
TL98	42ND AVENUE N	Phase 98	2120	2121	High
TL99	42ND AVENUE N	Phase 99	2121	2122	High
TL100	42ND AVENUE N	Phase 100	2122	2123	High

PROJECT SPOTLIGHTS

- 42ND AVENUE N
- 42ND AVENUE N
- 42ND AVENUE N

LINKING LEALMAN: TRANSIT

PHASING TABLE

Project ID	Project Name	Phase	Start Date	End Date	Priority
T1	42ND AVENUE N	Phase 1	2023	2024	High
T2	42ND AVENUE N	Phase 2	2024	2025	High
T3	42ND AVENUE N	Phase 3	2025	2026	High
T4	42ND AVENUE N	Phase 4	2026	2027	High
T5	42ND AVENUE N	Phase 5	2027	2028	High
T6	42ND AVENUE N	Phase 6	2028	2029	High
T7	42ND AVENUE N	Phase 7	2029	2030	High
T8	42ND AVENUE N	Phase 8	2030	2031	High
T9	42ND AVENUE N	Phase 9	2031	2032	High
T10	42ND AVENUE N	Phase 10	2032	2033	High
T11	42ND AVENUE N	Phase 11	2033	2034	High
T12	42ND AVENUE N	Phase 12	2034	2035	High
T13	42ND AVENUE N	Phase 13	2035	2036	High
T14	42ND AVENUE N	Phase 14	2036	2037	High
T15	42ND AVENUE N	Phase 15	2037	2038	High
T16	42ND AVENUE N	Phase 16	2038	2039	High
T17	42ND AVENUE N	Phase 17	2039	2040	High
T18	42ND AVENUE N	Phase 18	2040	2041	High
T19	42ND AVENUE N	Phase 19	2041	2042	High
T20	42ND AVENUE N	Phase 20	2042	2043	High
T21	42ND AVENUE N	Phase 21	2043	2044	High
T22	42ND AVENUE N	Phase 22	2044	2045	High
T23	42ND AVENUE N	Phase 23	2045	2046	High
T24	42ND AVENUE N	Phase 24	2046	2047	High
T25	42ND AVENUE N	Phase 25	2047	2048	High
T26	42ND AVENUE N	Phase 26	2048	2049	High
T27	42ND AVENUE N	Phase 27	2049	2050	High
T28	42ND AVENUE N	Phase 28	2050	2051	High
T29	42ND AVENUE N	Phase 29	2051	2052	High
T30	42ND AVENUE N	Phase 30	2052	2053	High
T31	42ND AVENUE N	Phase 31	2053	2054	High
T32	42ND AVENUE N	Phase 32	2054	2055	High
T33	42ND AVENUE N	Phase 33	2055	2056	High
T34	42ND AVENUE N	Phase 34	2056	2057	High
T35	42ND AVENUE N	Phase 35	2057	2058	High
T36	42ND AVENUE N	Phase 36	2058	2059	High
T37	42ND AVENUE N	Phase 37	2059	2060	High
T38	42ND AVENUE N	Phase 38	2060	2061	High
T39	42ND AVENUE N	Phase 39	2061	2062	High
T40	42ND AVENUE N	Phase 40	2062	2063	High
T41	42ND AVENUE N	Phase 41	2063	2064	High
T42	42ND AVENUE N	Phase 42	2064	2065	High
T43	42ND AVENUE N	Phase 43	2065	2066	High
T44	42ND AVENUE N	Phase 44	2066	2067	High
T45	42ND AVENUE N	Phase 45	2067	2068	High
T46	42ND AVENUE N	Phase 46	2068	2069	High
T47	42ND AVENUE N	Phase 47	2069	2070	High
T48	42ND AVENUE N	Phase 48	2070	2071	High
T49	42ND AVENUE N	Phase 49	2071	2072	High
T50	42ND AVENUE N	Phase 50	2072	2073	High
T51	42ND AVENUE N	Phase 51	2073	2074	High
T52	42ND AVENUE N	Phase 52	2074	2075	High
T53	42ND AVENUE N	Phase 53	2075	2076	High
T54	42ND AVENUE N	Phase 54	2076	2077	High
T55	42ND AVENUE N	Phase 55	2077	2078	High
T56	42ND AVENUE N	Phase 56	2078	2079	High
T57	42ND AVENUE N	Phase 57	2079	2080	High
T58	42ND AVENUE N	Phase 58	2080	2081	High
T59	42ND AVENUE N	Phase 59	2081	2082	High
T60	42ND AVENUE N	Phase 60	2082	2083	High
T61	42ND AVENUE N	Phase 61	2083	2084	High
T62	42ND AVENUE N	Phase 62	2084	2085	High
T63	42ND AVENUE N	Phase 63	2085	2086	High
T64	42ND AVENUE N	Phase 64	2086	2087	High
T65	42ND AVENUE N	Phase 65	2087	2088	High
T66	42ND AVENUE N	Phase 66	2088	2089	High
T67	42ND AVENUE N	Phase 67	2089	2090	High
T68	42ND AVENUE N	Phase 68	2090	2091	High
T69	42ND AVENUE N	Phase 69	2091	2092	High
T70	42ND AVENUE N	Phase 70	2092	2093	High
T71	42ND AVENUE N	Phase 71	2093	2094	High
T72	42ND AVENUE N	Phase 72	2094	2095	High
T73	42ND AVENUE N	Phase 73	2095	2096	High
T74	42ND AVENUE N	Phase 74	2096	2097	High
T75	42ND AVENUE N	Phase 75	20		

EXISTING CONDITIONS

A primary goal of the Linking Lealman Action Plan is to encourage mobility of all transportation types through the provision of safe and accessible facilities. To reach this goal it is imperative to understand the existing transportation network, people's daily travel needs, and current travel patterns. The following pages provide key facts and takeaways of the existing multimodal conditions broken down by transportation type as well as the challenges and opportunities presented by current conditions. The main challenges and opportunities that will be addressed are as follows.

46TH AVENUE NORTH



CHALLENGES + OPPORTUNITIES

CHALLENGES:

- **Lack of multimodal facilities** - the majority of streets in Lealman do not have safe spaces for pedestrians and bicyclists
- **Barriers and aesthetics** - insufficient street lighting and shade trees make walking, biking and using transit uncomfortable and less safe
- **Safety** - several high crash areas with a history of abnormally high crash rates
- **Multimodal populations** - more people in Lealman rely on transit, biking and walking as their primary mode of transportation compared to the rest of the County
- **Land use** - maintain existing freight/industrial economy while fostering more diverse economic development

OPPORTUNITIES:

- **Improve existing facilities** - fill sidewalk gaps, add amenities, improve safety, improve crossings and intersections
- **Make new connections** - provide new facilities to address gaps in the system, connect to existing and future green spaces
- **Creating gateways** - feature Lealman as a "place" and create a sense of identity, signage and wayfinding to encourage local and regional connectivity
- **Provide new facilities** - address the needs of the community with new sidewalks and trails



62nd Avenue North



Lealman Neighborhood Street

EMPLOYMENT + POPULATION

EMPLOYMENT:

With major employers like Northside Hospital and Joe's Creek Industrial Park, many people commute to Lealman. In addition, many Lealman residents work in other cities or commute to other parts of Pinellas County or Hillsborough County. As depicted in Figure 3, about 8,200 Lealman residents commute out of Lealman to work daily and about 6,400 people commute into Lealman daily. Only about 420 people live and work in Lealman. This large commuting population is an economic driver for Lealman and Pinellas County and transportation improvements are critical to maintaining economic vitality. There is also a significant amount of Lealman residents that do not own a vehicle or are living below the poverty line who need transportation options.

POPULATION:

SOURCE: 2018 ESRI DATA






	<u>LEALMAN</u>	<u>PINELLAS CO.</u>
 POPULATION	22,742	916,542
 AGE DISTRIBUTION	0-14: 16.8%	0-14: 14.4%
	15-64: 67.5%	15-64: 64.4%
	65+: 15.7%	65+: 21.2%
 MEDIAN HOUSEHOLD INCOME	\$35,920	\$49,730
 HOUSEHOLDS THAT OWN/LEASE A VEHICLE	83%	86%
 LIVING BELOW THE POVERTY LINE	19%	12%



FIGURE: 3 EMPLOYMENT FLOW FOR LEALMAN
Source: OnTheMap with US Census Bureau Data

CRASH STATISTICS (2012-2017)



28th Street North



54th Avenue North



62nd Avenue North



54th Avenue North

Creating complete streets in the Lealman study area will increase safety for pedestrians, bicyclists, and motorists. The existing transportation infrastructure in the Lealman area is not built to current standards, encourages high speed motor vehicle travel, and creates an unsafe environment for all users, particularly pedestrians. Based on crash data within the study area boundary, ten pedestrians lost their lives between 2012 and 2017 and, as seen in Figures 4 (p. 31) and 5 (p. 32), the current crash hot-spot corridors and locations are:

- 62nd Avenue North
- 54th Avenue North
- 34th Street North
- 49th Street North

CRASH STATISTICS (2012-2017)

3,436 TOTAL CRASHES FROM 2012 – 2017

880 TOTAL CRASHES IN 2016

19 FATALITIES AND 206 INCAPACITATING INJURIES FROM 2012-2017

215 CRASHES INVOLVED A BICYCLE OR PEDESTRIAN FROM 2012-2017

10 PEDESTRIAN FATALITIES 2012-2017

TOP CRASH TYPES:

1. REAR END: 1,327 CRASHES
2. ANGLE & HIT FIXED OBJECT: 1,097 CRASHES
3. SIDESWIPE: 295 CRASHES

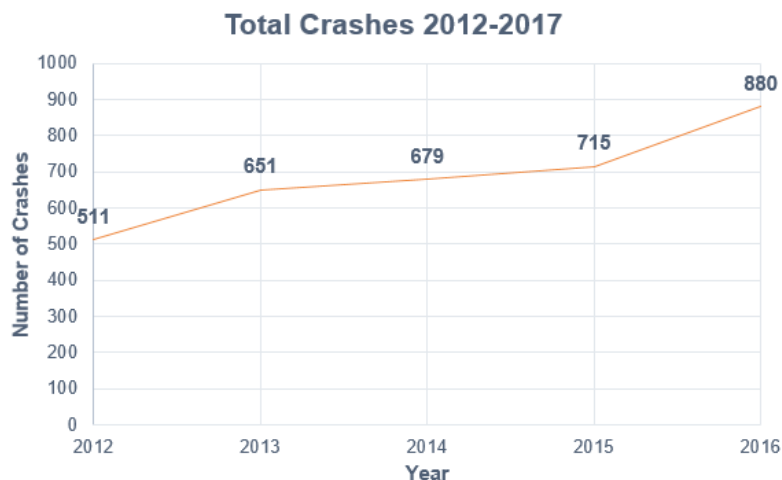


 Figure 4 identifies the **TOP CRASH AREAS** within the study area boundary. Most of the crash hot spots were focus corridors identified by County staff and residents during public workshops and stakeholder interviews.

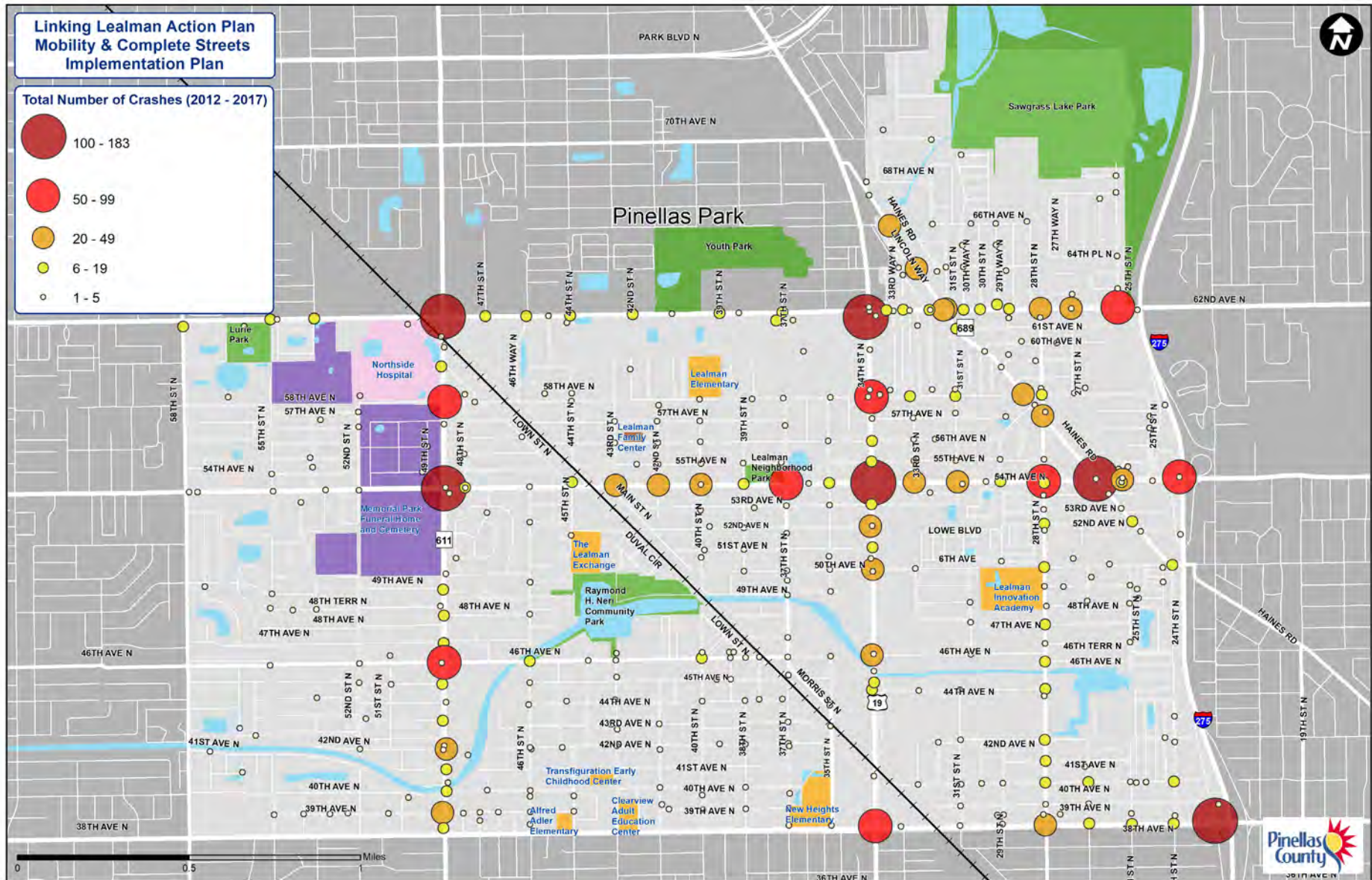


FIGURE 4: TOP CRASH AREAS IN THE STUDY AREA MAP



Figure 5 identifies the fatal and incapacitating **BICYCLE AND PEDESTRIAN CRASHES**. The 10 pedestrian fatalities and 52 incapacitating bicycle and pedestrian injuries shown indicate hot spots where safety improvements are most needed for bicyclists and pedestrians.

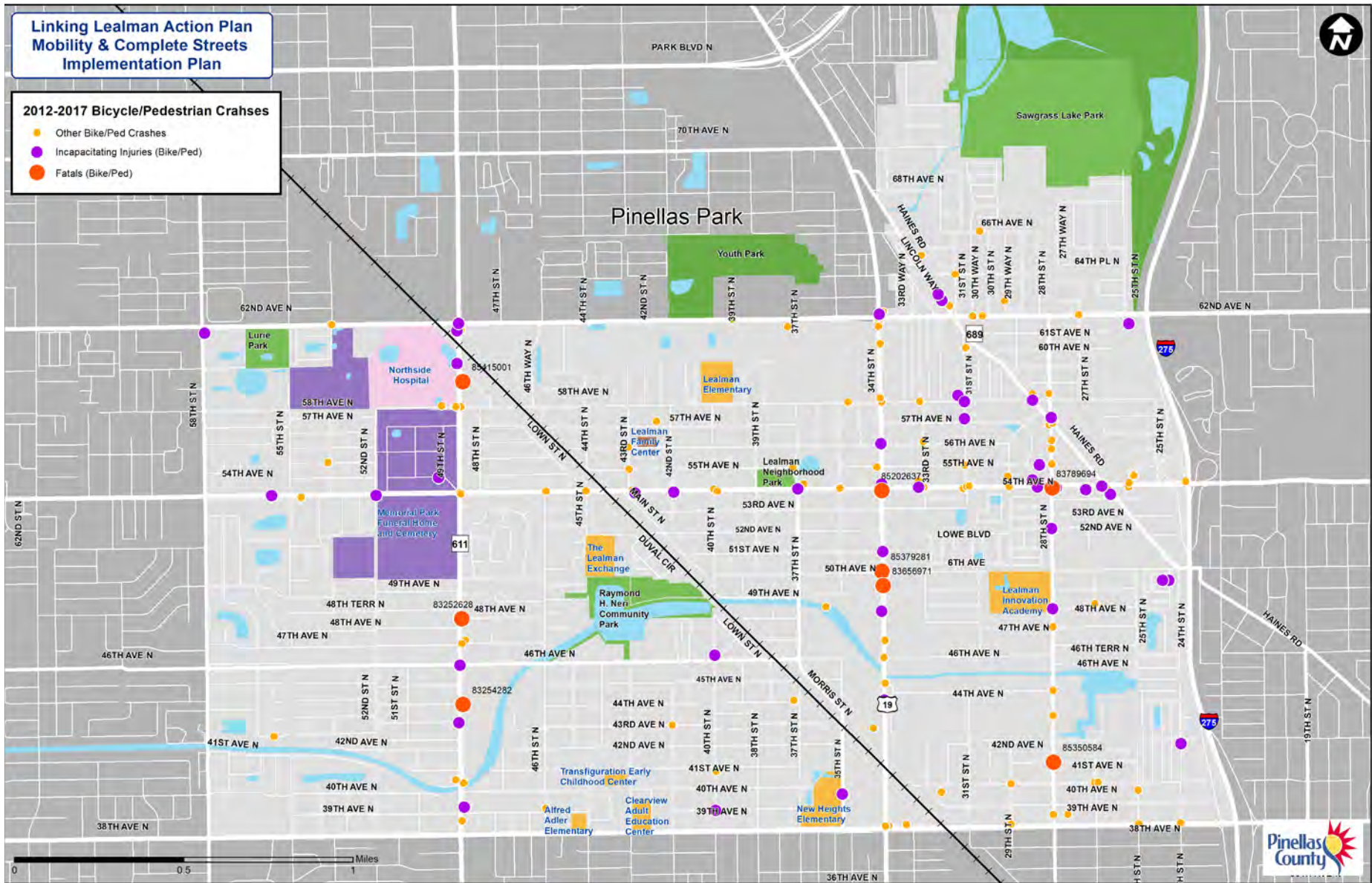


FIGURE 5: BICYCLE & PEDESTRIAN CRASHES MAP

STREET NETWORK

The Lealman roadway network contains a good baseline for a connected grid system. However, there are several areas where critical north to south and east to west connections are missing. In addition, the roadway network contains many challenges to the safety and accessibility of all roadway users.

EXISTING NETWORK WITHIN STUDY AREA:

- **3.56 MILES** OF STATE ROADS **2.0%**
- **25.63 MILES** OF COUNTY ROADS **18.0%**
- **117.17 MILES** OF LOCAL ROADS **80.0%**
- **146.36 MILES** OF TOTAL ROADWAYS

OPPORTUNITIES + CHALLENGES:

- **Several roadway designs currently encourage speeding**
 - 54th Avenue North (lack of crossings and high speed)
 - 34th Street North (high speed)
 - 62nd Avenue North (low visibility & high speed)
 - 46th Avenue North (lack of facilities)
 - 49th Street North (lack of crossings and high speed)
 - 28th Street North (lack of facilities)



49th Street N & 62nd Avenue North



US 19 north of 62nd Avenue North

TRANSIT NETWORK

The six local bus routes and bus stops in the Lealman area are mostly concentrated on the arterial and collector roadways. Typical headways for the area are around 50 minutes and many stops lack basic amenities such as benches and lighting. The Pinellas Suncoast Transit Authority (PSTA) recently implemented its first limited stop 15-minute peak hour service on the Route 52, which serves 49th Street.

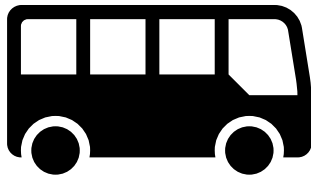
EXISTING NETWORK:

6 ROUTES ANNUAL RIDERSHIP = 1,528,929 RIDERS
SYSTEM-WIDE AVERAGE REVENUE HOURS = 14,016 HOURS
LOCAL BUS ROUTES = 6
TOTAL BUS STOPS = 102

60-MINUTE HEADWAYS ON ROUTES 97, 75, 38, 11

30-MINUTE HEADWAY ON ROUTE 34

15 TO 30-MINUTE HEADWAY ON ROUTE 52



2017 ROUTE RANKING*:

(45 TOTAL ROUTES IN PINELLAS COUNTY)

ROUTE 52 = **#1**

ROUTE 34 = **#3**

ROUTE 11 = **#16**

*BASED ON TOTAL RIDERSHIP

RECOMMENDATIONS:

TRANSIT STOP ENHANCEMENTS:

- Shelters with benches
- ADA compliance
- Lighting

PEDESTRIAN & TRAIL NETWORK

A well-connected roadway/sidewalk network provides active transportation opportunities. A variety of community amenities are currently surrounded by a lack of sidewalk connections. Figures 7-9 (p.37, 39, & 40) provide examples of current community connectivity issues within the Lealman study area. Network enhancements could increase neighborhood connectivity, reduce walking distances, and facilitate walking, bicycling, and transit use.

EXISTING NETWORK:

- ABOUT **46 MILES** OF SIDEWALKS
- ABOUT **30%** OF STREETS INCLUDE SIDEWALKS
- TRAIL NETWORK IS **1 MILE**

OPPORTUNITIES + CHALLENGES:

- Poor roadway lighting
- Narrow/broken sidewalks
- Lack of buffers between the roadway and pedestrians
- Lack of crossings leading to schools
- Lack of trail connections to main parks
- Connect to City of St. Petersburg



Examples of current walking conditions

BICYCLE NETWORK

A well-connected bicycle infrastructure network provides opportunities for safe, non-motor vehicle travel and increases transportation equity in the community. Based on field observations, Lealman has a significant number of bicyclists in the community. Providing adequate bicycle networks and infrastructure allows for residents to travel safely and efficiently throughout the community and to adjacent communities. Proper networks and infrastructure also provides the opportunity for households to forgo car ownership and allocate finances towards other needs. Last, bicycle networks and infrastructure encourage bicycling as a healthier and more sustainable mode of transportation, which increases the community's overall health.

EXISTING NETWORK:

*CURRENTLY ABOUT **1.61**
MILES OF BICYCLE LANES
1.44% OF ROADWAYS
HAVE BICYCLE LANES*

OPPORTUNITIES + CHALLENGES:

- Few existing bicycle facilities
- Existing facilities aren't separated from traffic
- Opportunity to build a new connected system for the Lealman area
- Opportunity to enhance bicycle usage in Lealman



Examples of current bicycling conditions

CORRIDOR CONTEXT

ROADWAY CLASSIFICATION

Development patterns, land use, and travel demand provide context for designing facilities that meet user needs consistent with the surrounding environment. The designated roadway classifications, shown in Figure 9, serve different volumes of traffic, land uses, and multimodal transportation options. The design of roadways should consider all users, but also which users have priority. For instance, I-275 is an important freight and motorist corridor that would be appropriate for additional transit use, but not pedestrian and bicycle travel. Some corridors require balancing the needs of multiple users, such as 28th Street North, where freight, transit, bicycle, pedestrian, and motorist travel all require accommodations.

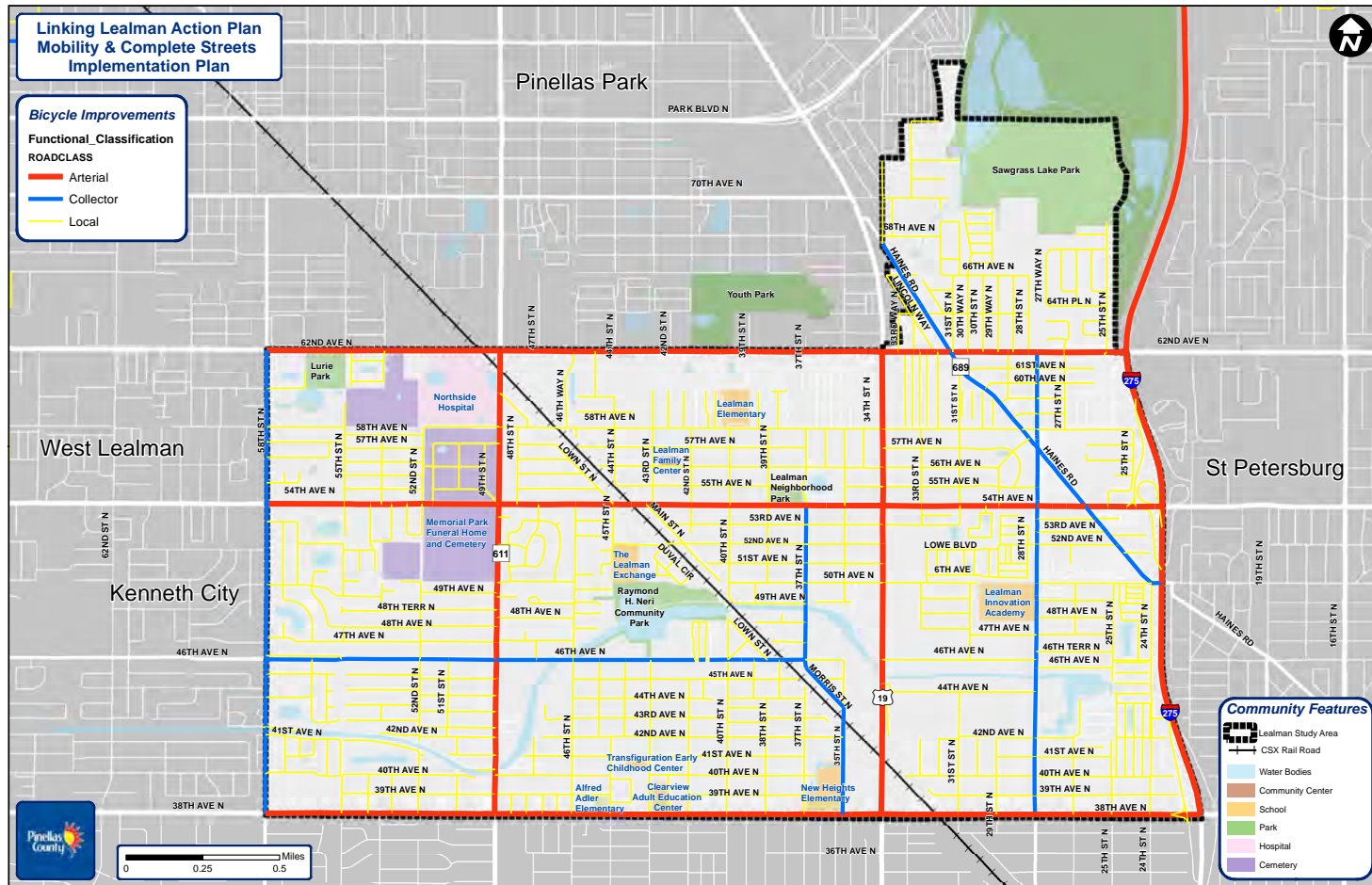


FIGURE 9: CORRIDOR CLASSIFICATION MAP

CORRIDOR CONTEXT

LEALMAN REGULATING PLAN

The draft Living Lealman Form-Based Code establishes a regulating plan for Lealman that assigns district typologies intended for varying levels of activity and development form. Target corridors are identified as areas of opportunity to enhance connectivity and travel for all modes of transportation. Based on the roadway classification and district typologies, appropriate roadway, pedestrian, transit, and bicycle characteristics should be considered based on context. For example, wider sidewalks and bicycle facilities should be included for the target corridors, as well as within urban and commercial areas.

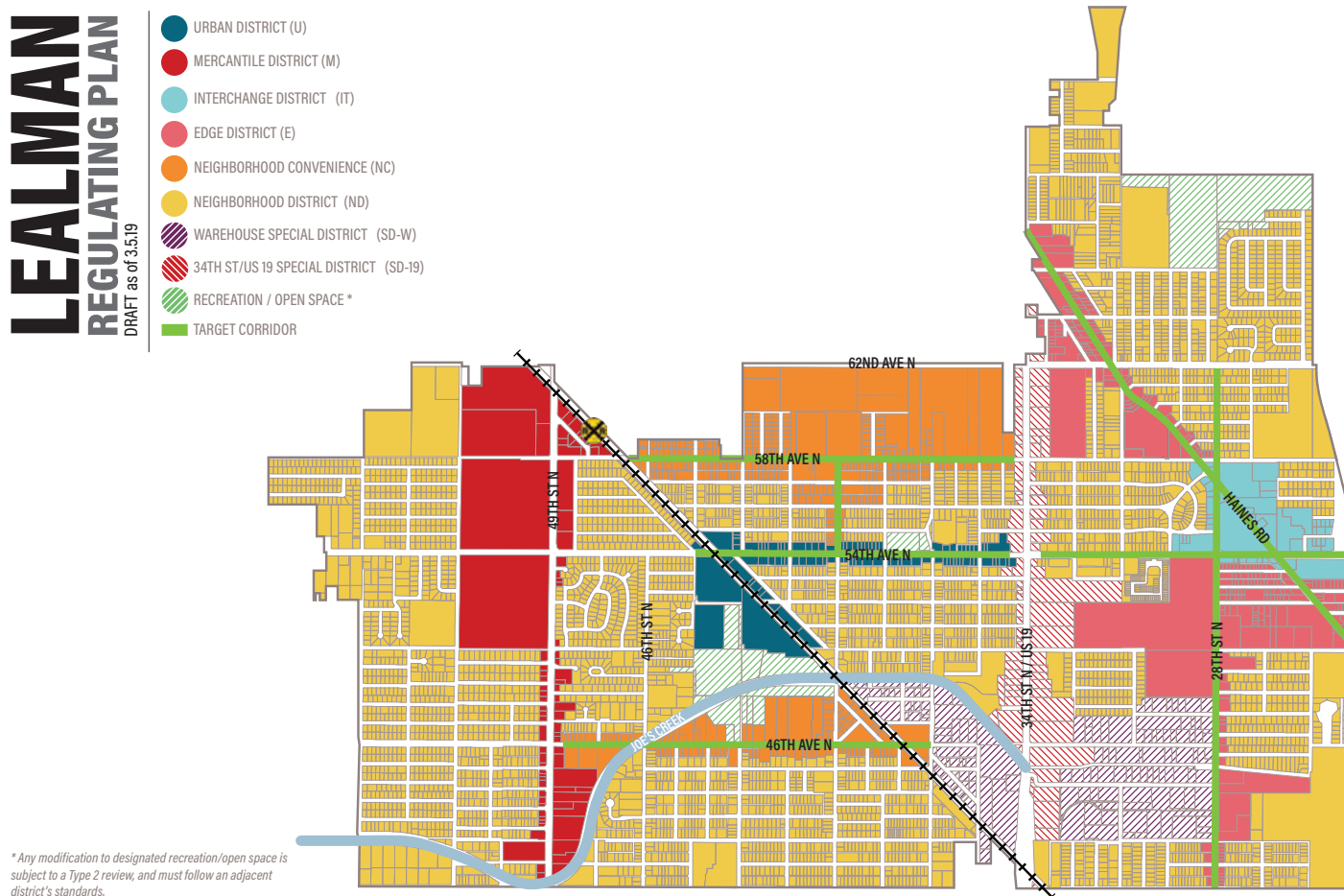


FIGURE 10: LEALMAN DISTRICT CLASSIFICATIONS
SOURCE: PINELLAS COUNTY

RECOMMENDATIONS

This section will provide transportation recommendations to create a complete streets environment in the Lealman area. The recommendations are structured by mode of transportation and include roadway, transit, bicycle, and pedestrian and trails. Due to limited resources, projects will be phased in design/construction in Lealman. Quick wins are improvements that can bring quick and meaningful change. Short-term improvements can be accomplished in the near future and are usually of shorter length. Mid-term improvements are comprehensive and involve multiple agencies and resources to design and implement. Long-term improvements are major infrastructure changes or regional connections that require significant funding and other resources to accomplish. Examples of each phasing type are shown in this section.



MAJOR CHALLENGES + THEMES

Recommendations will improve upon the major challenges and themes for the Lealman area listed below.

REGIONAL AND LOCAL CONNECTIONS:

- Lealman has several opportunities to create a local trail system and connect to the regional trail system in Pinellas County.
- Severe sidewalk and bicycle gaps show a lack of an interconnected system. Opportunity exists for short-term projects to fill those gaps and increase mobility.
- Wayfinding and signage for parks and trails would increase usage and visibility of the multiple recreational amenities.

TRANSPORTATION IMPROVEMENTS:

- There is a need for multimodal improvements that work in tandem to create a safe and accessible transportation system for all users on key corridors such as 54th Avenue North, 62nd Avenue North, 46th Avenue North, 34th Street North, 28th Street North and 49th Street North.
- High peak traffic movement has led to several intersections operating at a failing level of service. Providing greater neighborhood access can be achieved through signal optimization.
- Traffic calming measures are needed in residential areas to increase safety and accommodate multimodal transportation.

BARRIERS:

- Situated between two major cities, Pinellas Park and St. Petersburg, the Lealman area could greatly benefit from gateways, wayfinding and signage indicating its boundaries.
- Multiple roadways aren't continuous, creating a roadway system that lacks connectivity. The lack of connectivity forces all automobile traffic to main routes, instead of providing alternatives for local travel.

OVERALL RECOMMENDATIONS

OVERALL RECOMMENDATIONS

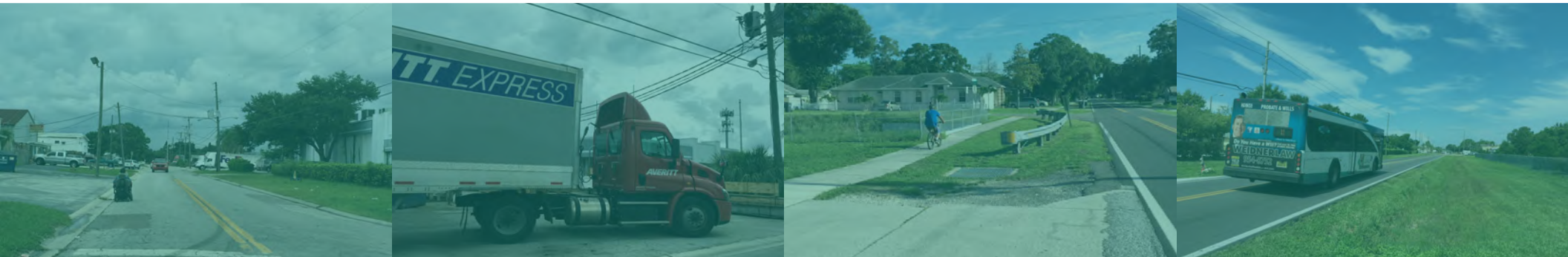
- Global
 - Add sidewalks
 - Lighting
- Improved crossings and intersections improvements
- Trail and bicycle improvements
- Transit improvements
- Placemaking elements



PRIORITIZATION

Prioritization of projects consider the following factors:

- Safety benefits
- Fill gaps
- Connect to community assets
- Leverage existing projects
- Provide options to different users
- Relate to economic development goals



PROJECT PHASING & NEXT STEPS

QUICK WINS

- > **CONNECT SIDEWALK GAPS LESS THAN 0.5 MILES LONG**
- > **PARK CONNECTIONS: WAYFINDING/SIGNAGE**
- > **GREEN SPACE OPPORTUNITIES**

SHORT-TERM

- > **CONNECT SIDEWALK GAPS & DEVELOP TRAIL NETWORK**
- > **PARK CONNECTIONS**
- > **CROSSINGS ON NON-MAJOR ROADWAYS**
- > **TRANSIT STOP IMPROVEMENTS**

MID-TERM

- > **CONTINUE TRAIL & BICYCLE NETWORK**
- > **CROSSINGS IMPROVEMENTS ON MAJOR ROADWAYS**
- > **DECREASE TRANSIT HEADWAYS**
- > **CONNECT MAJOR SIDEWALK GAPS**

LONG -TERM

- > **CONTINUE INTERSECTION IMPROVEMENTS ON MAIN ROADWAYS**
- > **CONTINUE TO LINK TRAILS THROUGHOUT LEALMAN TO CREATE AN INTERCONNECTED NETWORK**
- > **ADDING TRANSIT FACILITIES AND SERVICE**
- > **CONTINUE TO IMPROVE ACCESS TO INDUSTRIAL AREAS FOR FREIGHT**

TYPES OF PROJECTS



**STREET
ENHANCEMENTS**



**SAFER CROSSINGS
& INTERSECTIONS**



TRANSIT



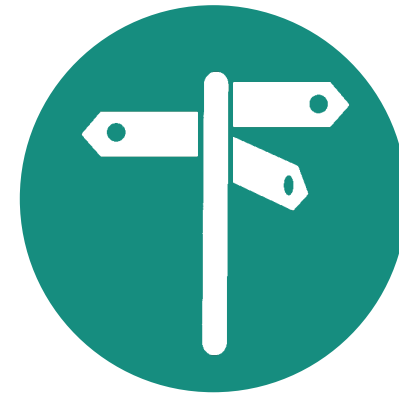
**PEDESTRIAN
& TRAIL
ENHANCEMENTS**



BICYCLE



SIDEWALK



PLACEMAKING

STREET ENHANCEMENTS

The street network is primarily a grid pattern throughout Lealman. The primary corridors are designed to quickly convey a large volume of fast-moving traffic, which creates an unsafe environment for all modes of transportation. There is a major need to improve safety along streets, intersections and crossings. This can be done with traffic calming measures such as landscaping, medians, bulb-outs, painted crosswalks, and lighting.

INTERSECTION IMPROVEMENTS FOR ADVANCED OPERATIONS AND SAFETY

ROADWAY CONNECTIVITY IMPROVEMENT:

- Improve safety at intersections and crossings
- Traffic calming measures in neighborhoods

STREETScape IMPROVEMENTS FOR ADDITIONAL LIGHTING, MEDIANS, OR LANDSCAPING:

- 62nd Avenue North
- 54th Avenue North
- 28th Avenue North
- 49th Street North
- 46th Avenue North

CROSSINGS/INTERSECTIONS SPOTLIGHT

A primary purpose of this plan is to increase safety by improving intersection and crossing conditions for all users. Below are a few examples of crossings and intersections that can be improved in the study area. Figure 11 and Table 2 describe these projects in further detail.

62ND AVE NEAR YOUTH PARK



- ADD ENTRY TO PARK
- ADD MID-BLOCK CROSSING ALONG CORRIDOR
- ADD LANDSCAPING

54TH AVE & 37TH ST



- IMPROVE PLACEMENT AND VISIBILITY OF RECTANGULAR RAPID FLASHING BEACON
- HIGH EMPHASIS CROSSWALK
- SIGNAL EVALUATION

52ND AVE & DUVAL PARK BLVD



- REALIGN DRIVEWAY
- IMPROVE ACCESS TO THE PARK FOR PEDESTRIAN & BICYCLISTS

CROSSINGS/INTERSECTIONS SPOTLIGHT

49TH ST N AT 58TH AVE N



- SIGNAL WARRANT ANALYSIS
- IMPROVE CONNECTIVITY TO HOSPITAL

49TH ST N & 38TH AVE N



- RE-STRIPE CROSSWALK
- ADD SIDEWALK TO CONNECT TO THE EXISTING PEDESTRIAN RAMPS
- IMPROVE PEDESTRIAN RAMPS

HAINES RD AT 50TH AVE N



- ADD CROSSING
- ROUNDABOUT AND/OR GATEWAY FEATURE
- SIDEWALKS WITH BICYCLE CONNECTION TO 50TH AVE

CROSSINGS & INTERSECTIONS PHASING

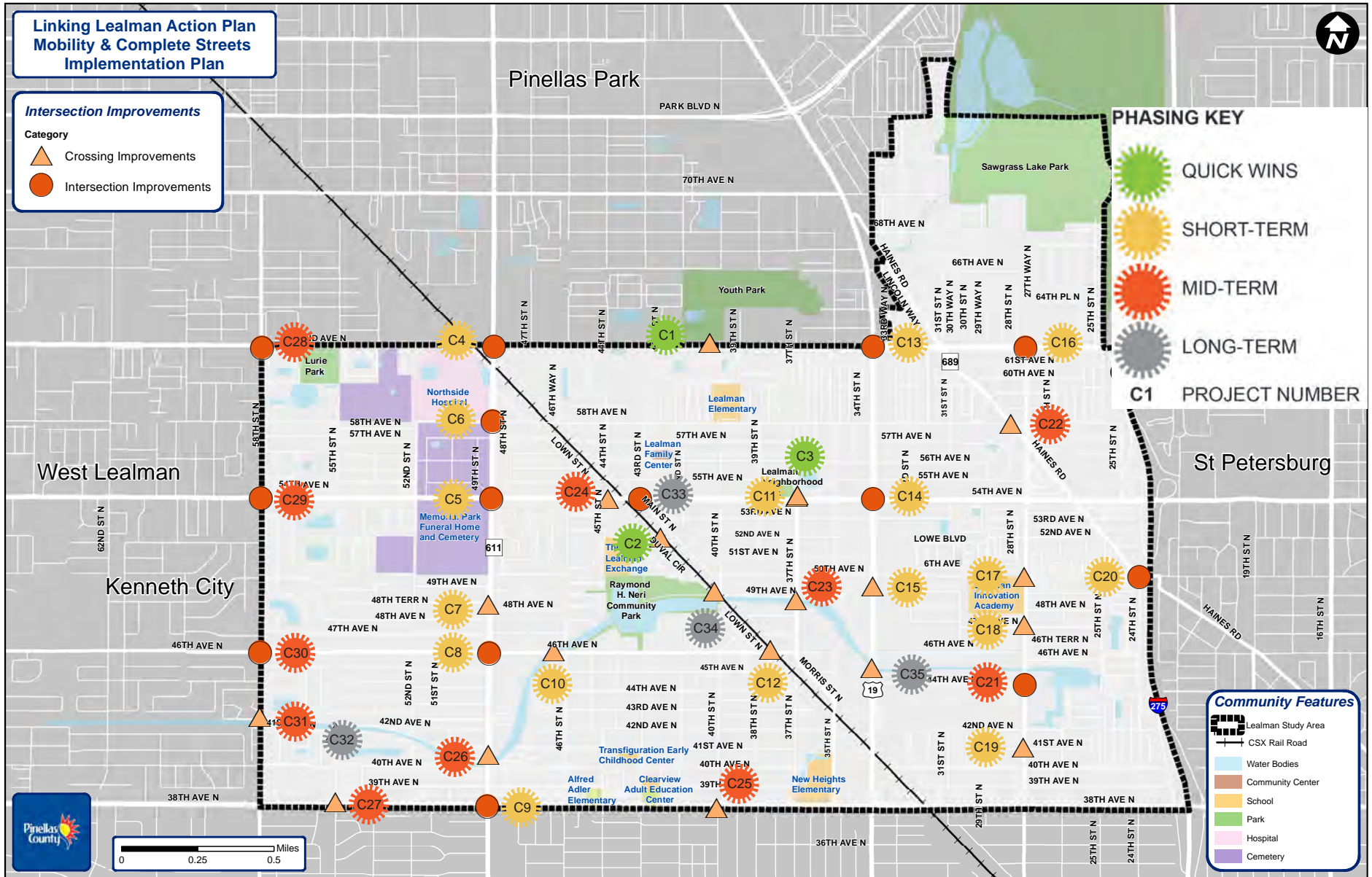


FIGURE 11: CROSSINGS & INTERSECTIONS PHASING MAP

CROSSINGS & INTERSECTIONS PHASING

Crossings & Intersections Phasing				
Project ID	Type	Location	Description	Phase
C1	Crossings	62nd Ave N & Youth Park	Install mid-block crossing and RRFB	Quick Wins
C2	Crossings	Duval Park Blvd & 52nd Ave N	Allow pedestrian and bicyclist crossing, add sidewalks, fencing, and crossing	Quick Wins
C3	Crossings	54th Ave N & 37th St N	High emphasis crossing & walk, signal analysis	Quick Wins
C4	Intersection	62nd Ave N & 49th St N	Improve turn lanes; Restripe intersection; improve merge lane	Short-Term
C5	Intersection	49th St N & 54th Ave N	Construct raised median at north and east legs of intersection	Short-Term
C6	Intersection	49th St N & 58th Ave N	Signal warrant analysis & crosswalks	Short-Term
C7	Crossings	48th Ave N & 49th St N	Improve turn lane; if warranted, consider mid-block crossing with RRFB	Short-Term
C8	Intersection	49th St N & 46th Ave N	Consider protected turning phases; improve driveway access points at intersection	Short-Term
C9	Intersection	49th St N & 38th Ave N	Improve curb ramps; improve striping; close median on east leg	Short-Term
C10	Crossings	46th Ave N & 46th St N	Install mid-block crossing	Short-Term
C11	Crossings	54th Ave N & 37th St N	Improve RRFB/Signalize	Short-Term
C12	Crossings	46th Ave N & 38th St N	Pedestrian crossing; Improve railroad crossing	Short-Term
C13	Intersection	62nd Ave N & US 19	Re-stripe crosswalks & pavement markings, add signage & ramps	Short-Term
C14	Intersection	54th Ave N & US 19	Re-stripe crosswalks & pavement marking & add sigange	Short-Term
C15	Crossings	50th Ave N & US 19	Mid-block crossing, signal analysis	Short-Term
C16	Intersection	62nd Ave N & 28th St N	Signal/Warrant analysis & crosswalk	Short-Term
C17	Crossings	28th St N & 50th Ave N	Improve visibility of crosswalks; install RRFBs	Short-Term
C18	Crossings	47th Ave N & 28th St N	Mid-block crossing near school, install RRFBs	Short-Term
C19	Crossings	28th St N & 41st Ave N	Add crosswalk striping	Short-Term
C20	Intersection	Haines Road & 50th Ave	Add crossing; roundabout; sidewalks with bicycle connection	Short-Term
C21	Crossings	44th Ave N & 28th St N	Mid-block crossing	Mid-Term
C22	Crossings	Haines Road & 58th Ave N	Add crossing markings at at least one location	Mid-Term
C23	Crossings	40th St N & 37th St N	Mid-block crossing, Add crosswalk on west side	Mid-Term
C24	Crossings	Lown St & 54th Ave N	Add crossing markings and RRFB; Signal warrant analysis; improve Railroad crossing	Mid-Term
C25	Crossings	38th Ave N & 40th St N	Mid-block crossing, RRFB	Mid-Term
C26	Crossings	49th St N & 40th Ave N	Install crosswalk on east leg & stop bar	Mid-Term
C27	Crossings	38th Ave N & 55th St N	Improve visibility; add crosswalks on east/west legs; consider placement of RRFBs if warranted	Mid-Term
C28	Intersection	62nd Ave N & 58th St N	Install ADA curb ramps & crosswalks	Mid-Term
C29	Intersection	54th Ave N & 58th St N	Extend eastbound & westbound turn lanes; Improve curb ramps	Mid-Term
C30	Intersection	46th Ave N & 58th St N	Install crosswalks & improve ADA curb ramps	Mid-Term
C31	Crossings	42nd Ave N & 58th St N	Improve curb ramp at crosswalk; improve striping at intersection	Mid-Term
C32	Crossings	Joe's Creek Dr & 55th St N	Provide connection from Joe's Creek Dr to 55th St	Long-Term
C33	Intersection	54th Ave N & Main St N	Realign intersection; add turn lanes	Long-Term
C34	Crossings	49th Ave N & 40th St N	Create connection from Raymond Neri Park across railroad	Long-Term
C35	Crossings	46th Ave N & US 19	Signal warrant analysis & potential midblock crossing	Long-Term

Crossings/ Intersections	Quick Wins Costs	Short-term Costs
Crossings	\$480,000	\$1,520,000
Intersections	\$0	\$1,630,000
Improvements		
Crossings	3	8
Intersections	0	9

**Conceptual Planning Level Estimates*

TABLE 2: INTERSECTIONS & CROSSINGS PHASING TABLE

TRANSIT ENHANCEMENTS

There is strong transit ridership throughout the study area, particularly on Routes 52 and 34. Reduced headways along these routes would better serve existing demand and further encourage transit use in the area. To increase connectivity and growth, additional routes should be considered along activity corridors such as 28th Street North and 62nd Avenue North. Transit stops should be improved and accessible with adequate bus shelters/coverings, lighting, seating, and platforms.

REDUCE HEADWAYS WHEN POSSIBLE

- 15 minute headways on most-used routes

IMPROVEMENTS NEEDED WITH 52 AND 52 LX

- Covered bus stops and shelters
- Bus stop platforms
- Add signage and wayfinding

ADDITIONAL FACILITIES TO FILL NETWORK GAPS:

- 28th Street North
- 62nd Avenue North

TRANSIT SPOTLIGHT

49TH STREET-52 LOCAL & LX



- REDUCE HEADWAYS ON MOST-USED BUS ROUTES

28TH ST N & 62ND AVE N



- ADD PATHWAY & PLATFORM FOR BUS STOPS
- ADD BUS SHELTER, LIGHTING, & SEATING

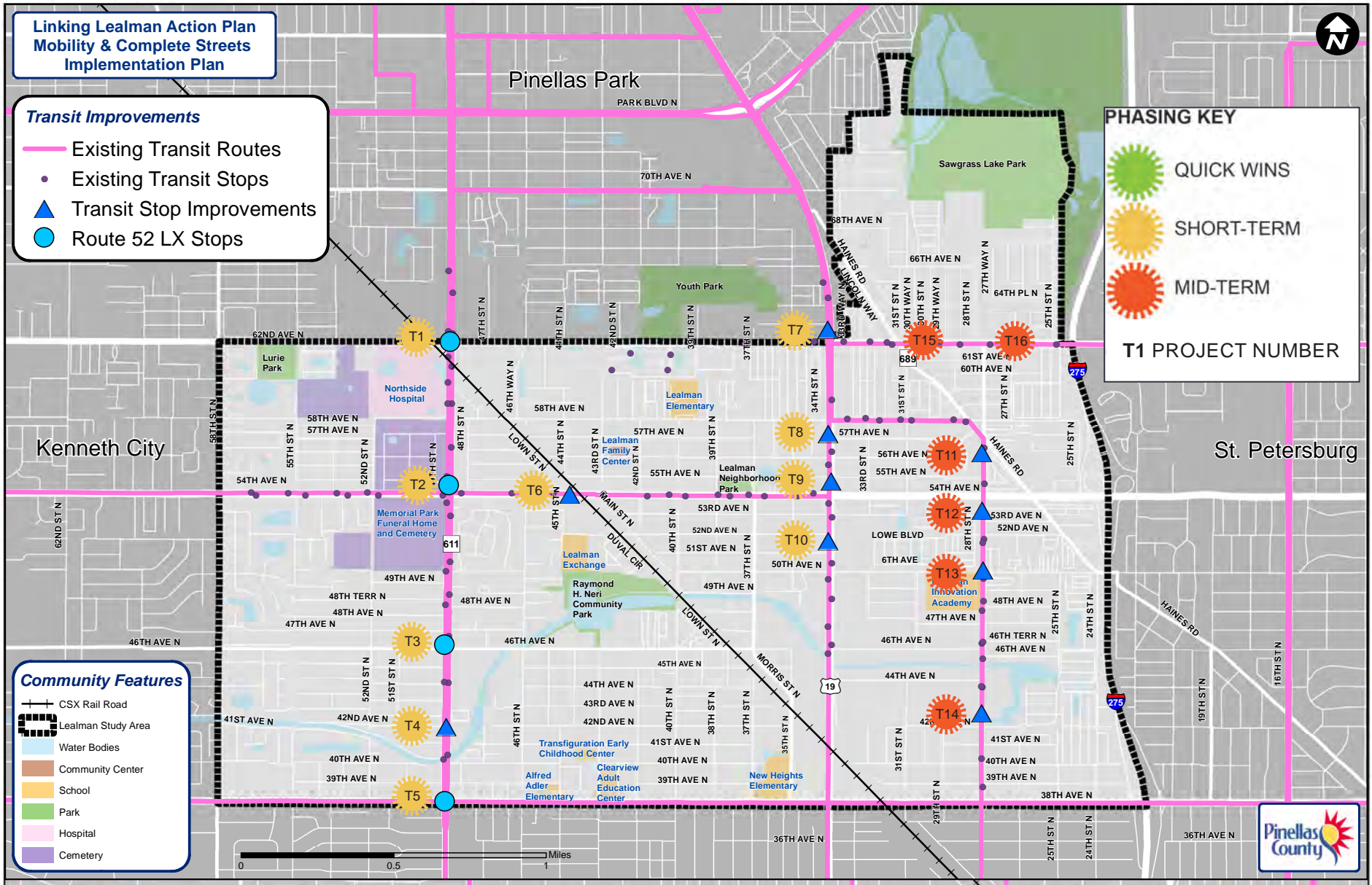
PSTA BUS SHELTER



Photo source: PSTA

- CONCEPT FOR IMPROVED BUS SHELTERS
- LOOK AT KEY LOCATIONS PARTICULARLY ALONG 34TH AND 49TH STREET

TRANSIT PHASING



TRANSIT PHASING

Transit Phasing					
Project ID	Type	Stop ID	Location	Description	Phase
T1	Transit	2674 & 2695	49th St N & 62nd Ave N	Route 52 LX Stops	Short-Term
T2	Transit	2523, 2534, 2488 & 2485	49th St N & 54th Ave N	Route 52 LX Stops	Short-Term
T3	Transit	2361	49th St N & 46th Ave N	Route 52 LX Stops	Short-Term
T4	Transit	2278* & 2290*	49th St N & 41st Ave N	Route 52 LX Stops	Short-Term
T5	Transit	No current stop	49th St N & 38th Ave N	Route 52 LX Stops	Short-Term
T6	Transit	2481	45th St N/Lown St & 49th Ave N	Transit Stop Improvements	Short-Term
T7	Transit	2690 & 2477	US 19 & 62nd Ave N	Transit Stop Improvements	Short-Term
T8	Transit	2556	US 19 & 57th Ave N	Transit Stop Improvements	Short-Term
T9	Transit	2519	US 19 & 54th Ave N	Transit Stop Improvements	Short-Term
T10	Transit	2436	US 19 & 51st Ave N	Transit Stop Improvements	Short-Term
T11	Transit	2543 & 2550	28th St N & Haines Road	Transit Stop Improvements	Mid-Term
T12	Transit	2455	28th St N & 53rd Ave N	Transit Stop Improvements	Mid-Term
T13	Transit	2422 & 2425	28th St N & 50th Ave N	Transit Stop Improvements	Mid-Term
T14	Transit	2294 & 2286	28th St N & 42nd Ave N	Transit Stop Improvements	Mid-Term
T15	Transit	2633	28th St N & 62nd Ave N	Improve bus stop pads	Mid-Term
T16	Transit	2645*	25th St N & 62nd Ave N	Improve bus stop pads	Mid-Term

*New shelters and pads currently programmed

TABLE 3: TRANSIT PHASING TABLE

PEDESTRIAN & TRAIL ENHANCEMENTS

The trail network within Lealman should be expanded and improved to better connect places within Lealman and to adjacent communities. The expansion of the trail system in Lealman will provide and increase connectivity to green and open spaces, multimodal transportation options, activity centers, employment and schools. This will increase transportation and recreation options for the community that will improve the quality of life for residents.

EXISTING CROSSWALK ENHANCEMENTS

- Bicycle and pedestrian striping and signage
- Improved lighting

ADDITION OF MID-BLOCK CROSSINGS

- Several improvements needed around Lealman

TRAIL CONNECTIONS

- Trail connections to Raymond H. Neri Park

EXPANSION OF NEIGHBORHOOD GREENWAY

- Trail along Sawgrass Lake Park
- Trail along railroad

CONNECTION OF RAYMOND H. NERI PARK TO LEALMAN EXCHANGE

- Provide additional connections particularly to Raymond H. Neri Park

IMPROVE TRAIL AND SIDEWALK CONNECTIVITY TO SCHOOLS

- Connection along 40th Street to Lealman Elementary
- Connection from Joe's Creek Trail to Lealman Innovation Academy
- Trail signage

ADDRESS KEY SIDEWALK GAPS

- Connect gaps around Lealman prioritizing those that address origins and destinations

PEDESTRIAN & TRAIL SPOTLIGHT

NERI COMMUNITY PARK



- IMPROVE ACCESS TO THE PARK FOR PEDESTRIANS AND BICYCLISTS

62ND AVENUE N



- ADD BICYCLE AND PEDESTRIAN FACILITIES
- ADD LIGHTING

28TH STREET N CONNECTION



- CREATE CONNECTION TO SAWGRASS LAKE PARK
- ADD LIGHTING

43RD STREET N CONNECTION



- FORMALIZE CONNECTION
- ADD LIGHTING

TRAIL PHASING

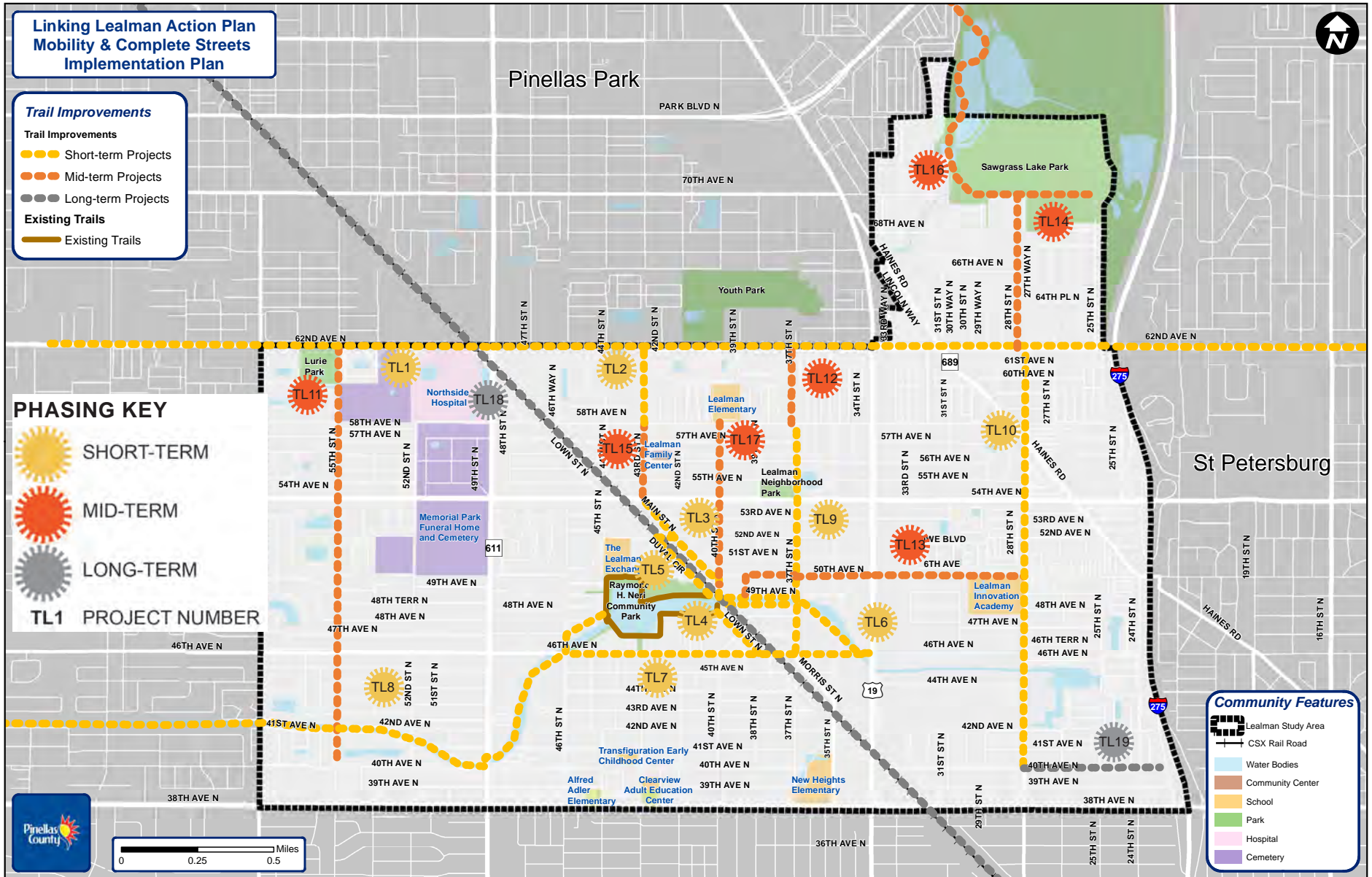


FIGURE 13: TRAIL PHASING MAP

TRAIL PHASING

Trail Phasing				
Project ID	Type	Location	Description	Phase
TL1	Trail	62nd Ave N	Create sidewalk and trail signage	Short-Term
TL2	Trail	43rd St N	Provide trail connection along Lealman Family Center	Short-Term
TL3	Trail	Main St	Provide trail connection to Neri Park along Main Street	Short-Term
TL4	Trail	Lown St	Provide trail connection to Neri Park along Lown St	Short-Term
TL5	Trail	Duval Circle	Provide trail connection to Neri Park along Duval Circle	Short-Term
TL6	Trail	49th Ave N	Provide trail connection to Neri Park along 49th Ave N	Short-Term
TL7	Trail	46th Ave N	Provide trail connection to Neri Park along 46th Ave N	Short-Term
TL8	Trail	Joe's Creek Dr/41st Ave N	Provide trail connection to Neri Park	Short-Term
TL9	Trail	37th St N	Provide trail connection along 37th St N to Youth Park/62nd Ave N; Add lighting	Short-Term
TL10	Trail	28th St N	Create sidewalk and trail connection	Short-Term
TL11	Trail	55th St N	Bicycle striping from 55th St N from 40th Ave N to 62nd Ave N	Mid-Term
TL12	Trail	37th St N	Create trail connecting 58th Ave N to 62nd Ave along green space	Mid-Term
TL13	Trail	50th Ave N	Create trail connection from Neri Park trail to Lealman Innovation Academy	Mid-Term
TL14	Trail	28th St N	Create trail connection to Sawgrass Lake Park along 28th St	Mid-Term
TL15	Trail	43rd St	Create trail connection along County easement along 43rd St N	Mid-Term
TL16	Trail	Sawgrass Lake Park	Create trail along Sawgrass Lake Park	Mid-Term
TL17	Trail	40th St N	Provide trail connection along 40th St N to Lealman Elementary, create signing and trail signage along 40th St N to Lealman Elementary	Mid-Term
TL18	Trail	Railroad Trail	Create trail along railroad	Long-Term
TL19	Trail	44th Ave N	Create trail along 44th Ave N	Long-Term

TABLE 4: TRAIL PHASING TABLE

Trails	Quick Wins Costs	Short-term Costs
Trails	\$0	\$8,210,000
Improvements		
Trails	0	10.16 Miles

**Conceptual Planning Level Estimates*

BICYCLE ENHANCEMENTS

Bicycle enhancements, in addition to the trail network, are included to provide a connected bicycle grid network. The completion of bicycle lanes on Haines Road is identified as well as wider sidewalks on 54th Avenue North (identified in the 54th Avenue Complete Streets section on p. 76). 46th Avenue North is also anticipated to include wider sidewalks for bicyclists with signage and potentially a trail or sidewalk for a section (identified on the trail map).

Neighborhood greenways are anticipated to provide connections on 46th Street North, 40th Street North, 35th Street North, and 50th Avenue North that will tie into the neighborhood greenways identified in the City of St. Petersburg Complete Streets Implementation Plan. 58th Avenue North could also be considered as a neighborhood greenway or bicyclists could be encouraged to ride on the sidewalks. Neighborhood greenways could be included as interim improvements while longer-term trail plans are developed. The neighborhood greenways provide connections throughout the Lealman area on slower speed and lower volume streets and could include signage such as route guidance and sharrows. They could also include traffic calming to slow motorist speeds for the comfort of bicyclists as well as crossing at key streets.

EXPAND BICYCLE NETWORK

- Increase connectivity to local and regional networks

ADDITIONAL BICYCLE FACILITIES

- Sidewalk along 54th Avenue North, 58th Avenue North, and 46th Avenue North
- Trail pavement markings and wayfinding

CONNECT BICYCLE NETWORK TO TRAIL NETWORK:

- 46th Avenue North at the start of Joe's Creek Trail and at 46th Avenue North and railroad tracks
- Possible trail connection on the railroad tracks at Joe's Creek Trail at 49th Avenue North

BICYCLE SPOTLIGHT

46TH STREET N



- USE RIGHT OF WAY TO ADD BICYCLE FACILITIES
- ADD LIGHTING

GREENWAY EXAMPLE



BICYCLE BOULEVARD
BERKLEY, CA

SOURCE: NACTO.ORG

SHARROW EXAMPLE



SHARROW-SHARED LANE
AUSTIN, TX

SOURCE: NACTO.ORG

BICYCLE PHASING

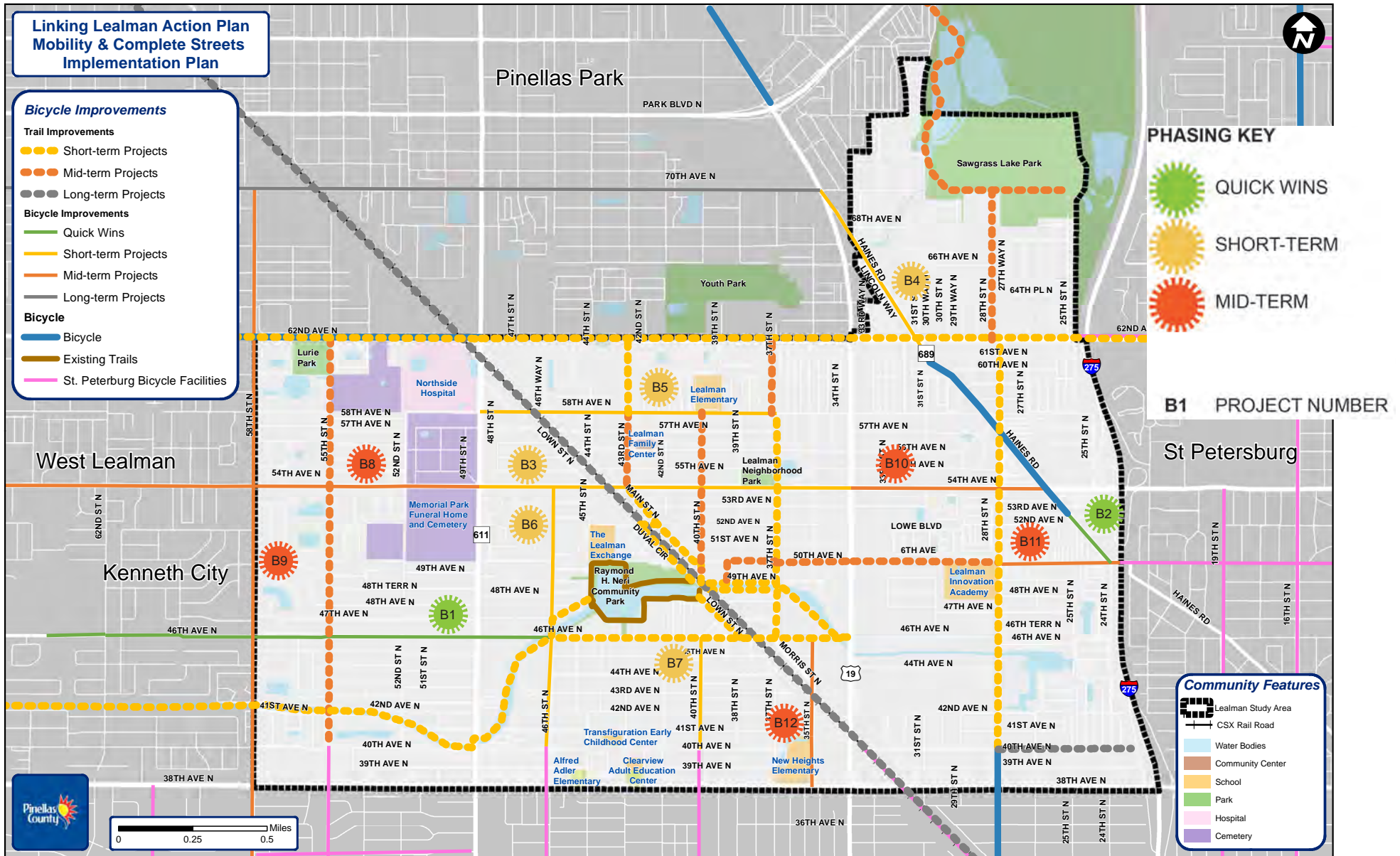


FIGURE 14: BICYCLE PHASING MAP

BICYCLE PHASING

Bicycle Phasing				
Project ID	Type	Location	Description	Phase
B1	Bicycle	46th Ave N	Bicycle Lanes/widewalk along 46th Ave N	Quick Wins
B2	Bicycle	Haines Rd	Complete Haines Road bicycle lane to 50th Ave N	Quick Wins
B3	Bicycle	54th Ave N	Widewalk along 54th Ave N	Short-Term
B4	Bicycle	Haines Rd	Bicycle lanes along Haines Rd	Short-Term
B5	Bicycle	58th Ave N	Bicycle Signage	Short-Term
B6	Bicycle	46th St N	Neighborhood greenway, (sharrows & signage)	Short-Term
B7	Bicycle	40th St N	Bicycle signage and pavement markings	Short-Term
B8	Bicycle	54th Ave N	Widewalk along 54th Ave N	Mid-Term
B9	Bicycle	58th St N	Widewalk along 58th St on west side	Mid-Term
B10	Bicycle	54th Ave N	Widewalk along 54th Ave from US 19 to 28th St N	Mid-Term
B11	Bicycle	50th Ave N	Neighborhood greenway (sharrows & signage)	Mid-Term
B12	Bicycle	35th St N	Bicycle trail pavement markings along 35th St	Mid-Term

TABLE 5: BICYCLE PHASING TABLE

Bicycle Facilities	Quick Wins Costs	Short-term Costs
Bicycle	\$140,000	\$550,000
Improvements		
Bicycle	1.89 Miles	2.58 Miles

**Conceptual Planning Level Estimates*

SIDEWALK PHASING

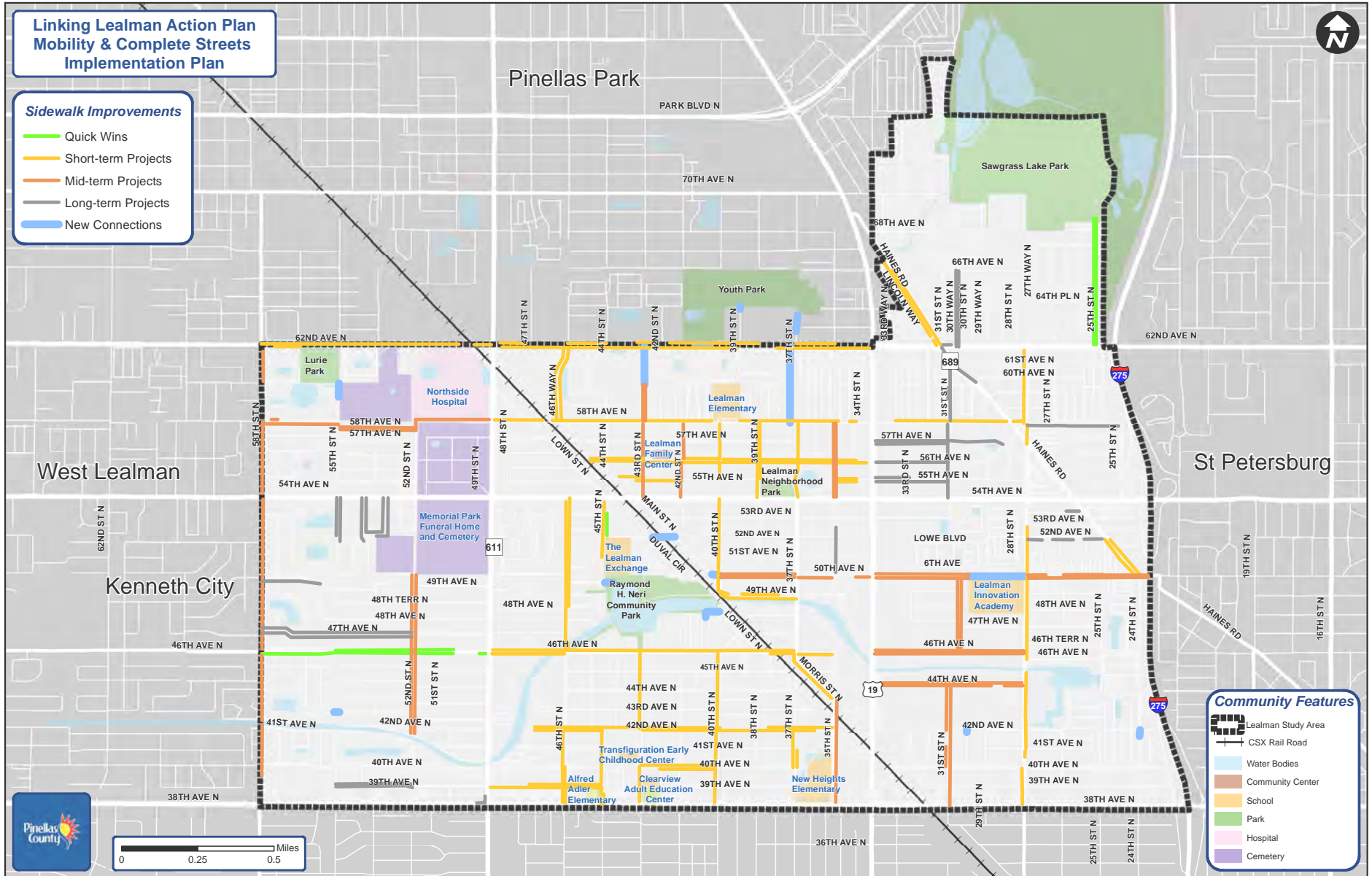


FIGURE 15: SIDEWALK PHASING MAP & REGIONAL CONNECTIONS

SIDEWALK SPOTLIGHT

The current network of Lealman sidewalks lack infrastructure and complete connectivity. Sidewalks should be implemented and gaps in sidewalks should be bridged to improve safety, connectivity, and transportation options. It is essential to provide and increase connectivity to green and open spaces, multimodal transportation options, activity centers, and schools.

FILL GAPS IN SIDEWALK NETWORK

ADDITION OF NEW SIDEWALKS

INCREASE OVERALL SIDEWALK NETWORK

CONNECTIONS TO ACTIVITY CENTERS

- New connections to the Lealman Exchange, Lealman Neighborhood Park, Youth Park, Lurie Park, Lealman Elementary School, Lealman Innovation Academy, and Raymond H. Neri Park.

	Quick Wins Costs	Short-term Costs
Sidewalks		
Sidewalks	\$770,000	\$5,710,000
Improvements		
Sidewalks	1.94 Miles	14.49 Miles

**Conceptual Planning Level Estimates*

54TH AVENUE N



- ADD SIDEWALKS & CROSSWALKS

PLACEMAKING ENHANCEMENTS

Crafting Lealman into a place where people want to work, live and play starts by showcasing the existing amenities. There are a variety of great parks and community features that tend to get lost in this concrete jungle. Providing wayfinding is just a start; improving these community features and providing critical missing transportation connections will help to carve out Lealman as another top Pinellas County place.

CREATE MORE DEFINED GATEWAYS:

- 46th Avenue North
- 62nd Avenue North
- 34th Avenue North
- 54th Avenue North

ENHANCE EXISTING GREEN SPACES:

- Lurie Park
- Lealman Neighborhood Park

WAYFINDING AND SIGNAGE TO COMMUNITY FEATURES:

- Raymond H. Neri Community Park
- The Lealman Exchange

STREETSCAPE IMPROVEMENTS:

- 49th Street North
- 54th Avenue North

CONNECTIVITY:

- Enhance and increase connections to green and open spaces

PLACEMAKING SPOTLIGHT

54TH AVE N. AT HAINES RD



- CREATE DEFINED GATEWAY TO LEALMAN
- ADD WAYFINDING & SIGNAGE

LEALMAN NEIGHBORHOOD PARK



- IMPROVE ACCESS TO THE PARK FROM NEIGHBORHOODS
- ADD GREEN SPACE & OPEN SPACE

PLACEMAKING PHASING

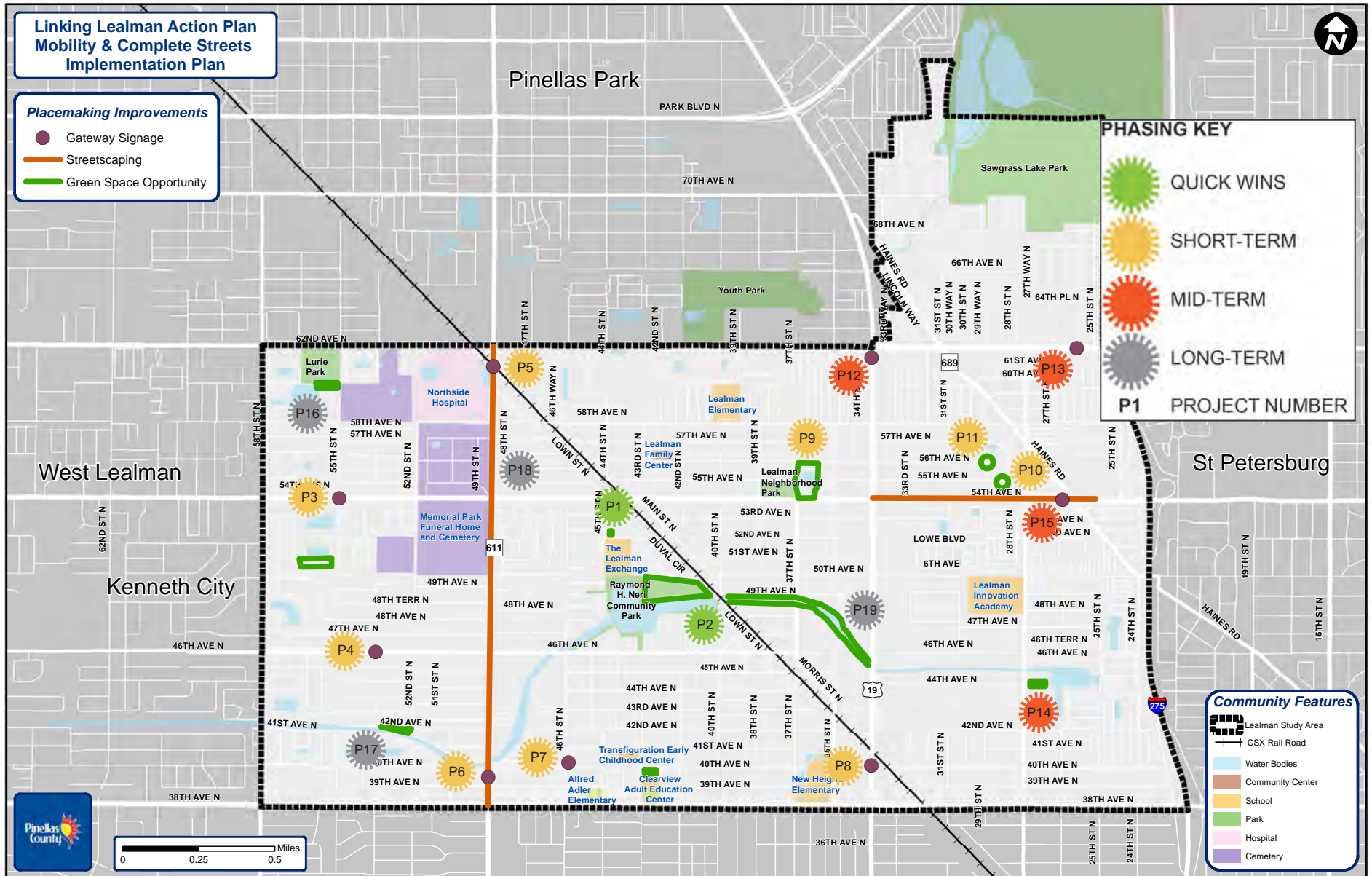


FIGURE 16: PLACEMAKING PHASING MAP

PLACEMAKING PHASING

Placemaking Phasing			
Project ID	Location	Description	Phase
P1	Lealman Exchange	Greenway space by Lealman Exchange	Quick Wins
P2	Joe's Creek	Greenway space by Joe's Creek	Quick Wins
P3	55th St N & 54th Ave N	Gateway Signage	Short-Term
P4	46th Ave N & 46th Ave N	Gateway Signage along 46th Ave N	Short-Term
P5	49th St N & 62nd Ave N	Gateway Signage along 49th Street N (south of 49th St N & 62nd Ave N)	Short-Term
P6	49th St N & 40th Ave N	Gateway signage at 49th St (south of 49th St N & 40th Ave N)	Short-Term
P7	45th St N & 40th Ave N	Gateway signage at 45th St N	Short-Term
P8	US 19	Gateway signage north of intersection of US 19 & 38th Ave N	Short-Term
P9	Lealman Neighborhood Park	Green space by Lealman Neighborhood Park; Remove fencing	Short-Term
P10	54th Ave N	Streetscaping along 54th Ave N from 34th St N to Haines Rd	Short-Term
P11	Divison Dr	Greenspace improvements along Division Dr and pedestrian amenities	Short-Term
P12	US 19	Gateway signage at US 19 & 62nd Ave N	Mid-Term
P13	62nd Ave N	Gateway signage along 62nd Ave N & 25th St N	Mid-Term
P14	44th Ave N	Green space on the east side of 44th Ave N & 28th St N	Mid-Term
P15	54th Ave N	Streetscaping along 54th Ave N from US 19 to 28th St N	Mid-Term
P16	56th Way	Green Space Opportunity, north of 56th Way	Long-Term
P17	South of 42nd Ave N	Green Space Opportunity; Add benches or pedestrian features	Long-Term
P18	49th St N	Streetscaping along 49th St N from 62nd Ave to 40th Ave N	Long-Term
P19	Neri Park	Greenway space by Neri Park	Long-Term

Placemaking	Quick Wins Costs	Short-term Costs
Placemaking: Streetscapes, Greenspaces, Gateways/ Wayfinding	\$120,000	\$850,000
Improvements		
Placemaking: Streetscapes, Greenspaces, Gateways/ Wayfinding	2-3 Wayfinding/ Gateway Sign, 2 Greenscape Enhancements	6 Wayfinding/ Gateway Sign, 2 Greenscape Enhancements

**Conceptual Planning Level Estimates*

TABLE 7: PLACEMAKING PHASING TABLE

CORRIDOR CONCEPTS

CORRIDOR SPECIFIC CONCEPTS

The following map depicts the focus corridors for the Lealman area. Improvements will be given priority on these corridors as they provide critical infrastructure opportunities for the Lealman area. The following section graphically details proposed concepts for these focus corridors. The concepts show proposed improvements at a street-based level for the focus corridors in the Lealman area. Main themes in improvements are the addition or enhancement of sidewalks, pedestrian scaled lighting, and maintaining road capacity.

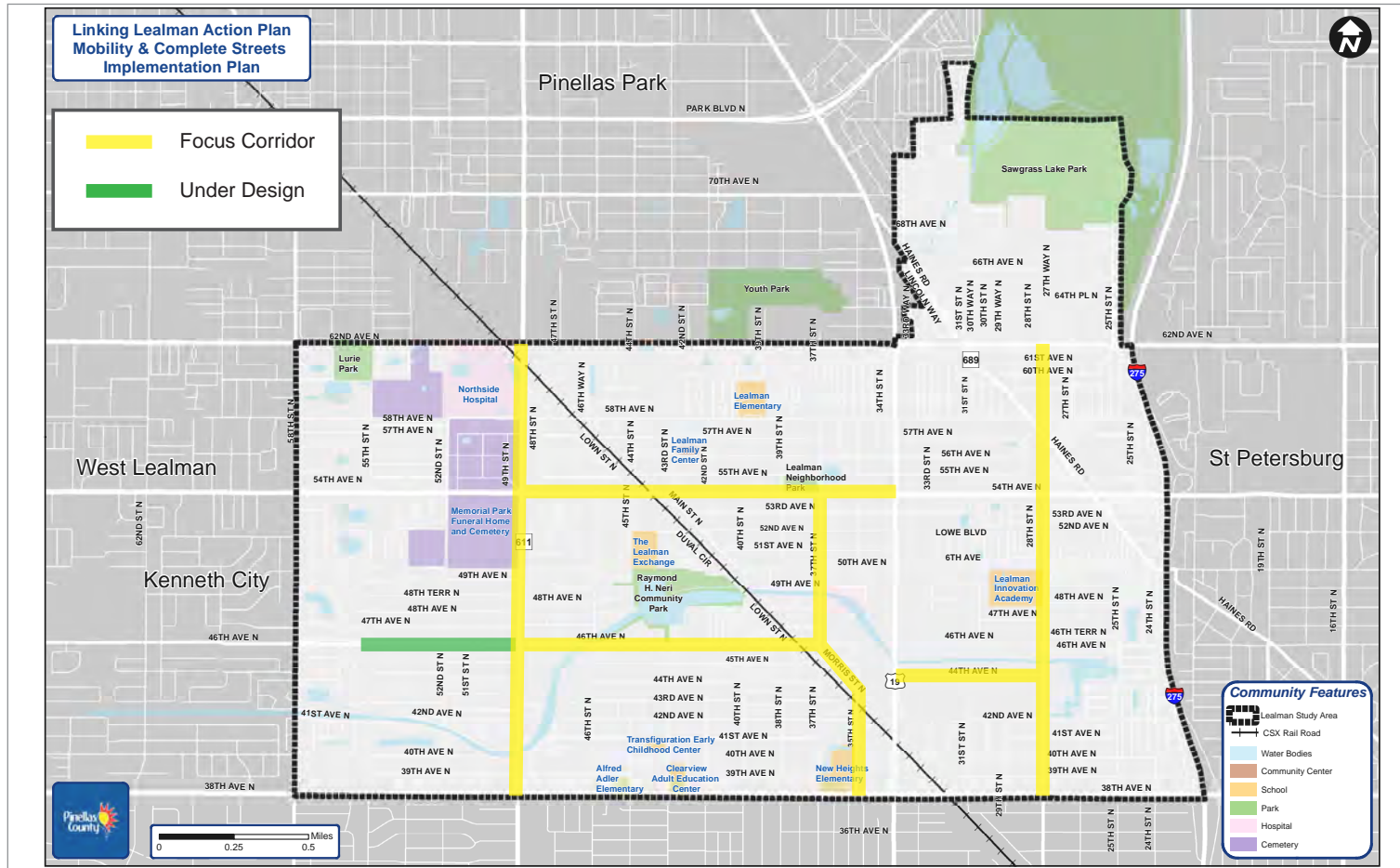


FIGURE 17: FOCUS CORRIDORS MAP

28TH STREET NORTH

28TH STREET CORRIDOR

The 28th Street corridor is one of the main north-south streets in Lealman, heavily used by pedestrian, bicyclists, and transit riders in addition to motorists. Additionally, freight access to the Joe's Creek Industrial Park is a major consideration. The corridor has potential access to trails, future trails, and Sawgrass Lake Park. The street needs to be re-designed to take into account all users.

GOALS:

- Improve sidewalks & fill gaps
- Add bicycle facilities
- Enhance bus stops
- Add & enhance pedestrian crossings
- Add lighting



28th Street Design Concepts

28TH STREET NORTH SPOTLIGHT

SPOTLIGHT A: 38TH AVE N TO 54TH AVE N



ROW: VARIES (APPROX. 60' TO 70')
TWO TRAVEL LANES (11' EACH)

*CONCEPTUAL RENDERING-WOULD REQUIRE ADDITIONAL STUDY THROUGH A DESIGN PHASE

- ADD WIDEWALK FOR PEDESTRIAN & BICYCLISTS (APPROX. 10 FT.)
- ADD LIGHTING & LANDSCAPING
- INCLUDE CROSSINGS

SPOTLIGHT B: 54TH AVE N TO 62ND AVE N



ROW: VARIES (APPROX. 60')
TWO TRAVEL LANES (11' EACH)

*CONCEPTUAL RENDERING-WOULD REQUIRE ADDITIONAL STUDY THROUGH A DESIGN PHASE

- ADD WIDEWALK FOR PEDESTRIAN & BICYCLISTS (APPROX. 10 FT.)
- CROSSINGS
- ADD LIGHTING
- ADD LANDSCAPING
- ON-STREET PARKING IN SOME AREAS

46TH AVENUE NORTH

46TH AVENUE NORTH CORRIDOR

The 46th Avenue corridor is a main east-west connection within Lealman that connects to Kenneth City. The corridor is heavily used by pedestrians, bicyclists, transit riders, and motorists. The corridor has potential to serve increased pedestrian and bicycle travel with improved infrastructure. The street also has access to trails, future trails, Raymond H. Neri Community Park, and the Pinellas Sheriff's Police Athletic League. The street needs to be re-designed to provide facilities for all users.

GOALS:

- Widen sidewalks & fill gaps
- Add bicycle facilities
- Add & enhance pedestrian crossings
- Add lighting



46TH AVENUE NORTH SPOTLIGHT

SPOTLIGHT C: 49TH ST TO 37TH ST-PROPOSED DESIGN (WEST FACING)



ROW: VARIES (APPROX. 60')
TWO TRAVEL LANES (10' EACH)

*CONCEPTUAL RENDERING-WOULD REQUIRE ADDITIONAL STUDY THROUGH A DESIGN PHASE

- ADD SIDEWALK (BOTH SIDES)
- NORTHSIDE TRAIL/WIDEWALK
- TRAIL CONNECTION/CROSSING TO JOE'S CREEK
- ADD LIGHTING
- RESURFACE ROADWAY

49TH ST TO 37TH ST-EXISTING CONDITIONS (EAST FACING)



- ADD WIDEWALK FOR PEDESTRIAN & BICYCLISTS (APPROX. 10 FT.)
- CROSSINGS
- ADD LIGHTING
- ADD LANDSCAPING
- ON-STREET PARKING IN SOME AREAS

49TH STREET NORTH

49TH STREET NORTH CORRIDOR

49th Street North is a major north-south route that connects Lealman with the rest of the County. The corridor has some of the highest traffic volumes in Lealman, and accommodates a wide range of users. 49th Street North is one of the most heavily used transit routes in the County, and has recently added express service offering 15 minute headways at peak times. Many pedestrians and cyclists use 49th Street North to access transit stops, commercial development, services and jobs. Northside Hospital is a major employer and activity center located on the corridor in Lealman, and the corridor includes satellite medical offices and pharmacies. The corridor also needs to accommodate freight traffic as a critical County-wide north-south route. Some localized transportation needs were identified for the corridor as part of Linking Lealman. However, because of the corridor's County-wide significance, it was determined that a full corridor review is needed to develop a comprehensive long-range transportation improvement plan

GOALS:

- Enhance bus stops
- Add & enhance pedestrian crossings
- Add lighting
- Conduct a full corridor review

SPOTLIGHT D: 49TH ST: 38TH AVE TO 62ND AVE



54TH AVENUE N. COMPLETE STREETS

INTRODUCTION

Pinellas County Planning was awarded a \$50,000 grant from Forward Pinellas to develop the 54th Avenue North Complete Streets Concept Planning Project, which explores the complete streets concept to enhance overall safety and the level of service for all modes of transportation. The limits for this study are on 54th Avenue North between 34th Street North and 49th Street North. This corridor is planned to become a viable main street commercial corridor with multiple amenities such as Raymond H. Neri Community Park, Joe's Creek Trail, and the Lealman Exchange. A complete streets concept will aide in enhancing mobility and safety along 54th Avenue North and connecting residents and commuters to the rest of the Lealman area.

PROJECT OBJECTIVES:

- Improve pedestrian and bicycle safety and comfort
- Explore alternatives for the existing wide right-of-way
- Improve traffic flow and reduce crashes
- Add additional roadway amenities such as lighting, landscaped medians and buffers, and green infrastructure
- Connect existing and proposed trail features

CONCEPT SPOTLIGHT

CORRIDOR CHARACTERISTICS & CHALLENGES:

54th Avenue North is a four-lane minor arterial Pinellas County roadway divided by the CSX railroad track into two segments: West and East. The Western segment is primarily single-family residential with some commercial development at the 54th Ave. N /49th St. N intersection and the 54th Ave. N/CSX intersection. Main challenges for this roadway are the high-speed limit of 40 mph, few crosswalks, limited potential for design changes around the rail crossing, numerous access management issues, and westbound traffic queuing. The Eastern segment is a narrow four-lane, undivided roadway with numerous commercial driveways, transit stops and two-way stop intersections with industrial, commercial, and residential land uses. In addition, the Lealman Special Fire Control District and Lealman Neighborhood Park are located on this segment. Main challenges for the Eastern portion include narrow and broken sidewalks, lack of mid-block crossings, high crash rates, and a lack of designated left-turn lanes causing corridor congestion.



FIGURE 18: 54TH AVENUE NORTH SEGMENTS

54TH AVENUE N. COMPLETE STREETS

KEY FINDINGS:

After an extensive existing conditions analysis and community workshops, preferred roadway scenarios were chosen for both segments of 54th Avenue North. A variety of scenario options were developed and the top two preferred scenarios for each segment were chosen by the public and Pinellas County staff.

WESTERN SEGMENT

For the Western portion, the two scenarios were chosen for further evaluation. Scenario 1 maintains the roadway exactly as it is today with no programmed improvements. Scenario 2 improvements include extending the median and dedicated left-turn lane at the 49th Street N intersection to reduce westbound congestion, reduce travel time, and prevent cut-through traffic through the neighborhoods. Scenario 2 also includes adding a small landscaped median to accommodate a crosswalk, widening sidewalks, and two-way left-turn lanes. This scenario doesn't impact travel time and is a moderate cost.

SCENARIO 1: EXISTING "LEAVE AS IS"



SCENARIO 2: ADD MEDIAN AND WIDEN SIDEWALKS



CONCEPT SPOTLIGHT

EASTERN SEGMENT

For the Eastern segment, three preferred scenarios were chosen for further analysis. Scenario 1 maintains the roadway exactly as it is today with no proposed improvements. Scenario 2 depicts a lane reappointment in which one travel lane is eliminated to provide two-way left-turn lanes, increase pedestrian safety, add landscaped medians, provide off road bicycle facilities on the wide sidewalk, and reduce roadway speed. This scenario does not significantly impact travel time and is moderately expensive. Lastly, Scenario 3 widens the right of way to keep the existing travel lanes and add a multi-use path, two-way left-turn lanes, and landscaped medians. This scenario would affect approximately 80% of surrounding properties and would have significantly greater costs and implementation time than Scenario 2.



SCENARIO 1: EXISTING "LEAVE AS IS"

TOTAL ROW: 58 FT.



SCENARIO 2: LANE REAPPOINTMENT (ROAD DIET)

TOTAL ROW: 54 FT.



SCENARIO 3: WIDEN ROADWAY/ PURCHASE RIGHT-OF-WAY

TOTAL ROW: 84 FT.

NOTE: RED SHADE INDICATES ADDITIONAL REQUIRED ROW FOR IMPLEMENTATION

FUNDING + PARTNERSHIPS

FUNDING OPPORTUNITIES:

There are several funding options to consider in implementing projects:

- **Penny for Pinellas** - Continue to utilize Penny for Pinellas dollars for infrastructure improvements
- **Gas Tax** - Look to increase millage or index the gas tax for additional maintenance funding
- **Tax Increment Financing** - Continue to utilize the TIF funding from the Lealman Community Redevelopment Agency (CRA) for quick wins
- **Florida Department of Transportation (FDOT) revenue sources** - Work with FDOT to continue to improve US 19 and look for other funding opportunities such as the Highway Safety Improvement Program (HSIP), Local Agency Program (LAP) funding, pairing safety dollars through matching dollars, Safe Routes to School, 3R (Resurfacing, Restoration, and Rehabilitation), Transportation Alternatives Program.
- **Forward Pinellas** – Continue to pursue complete streets grant opportunities and Transportation Alternatives Program funding. Projects should also be included in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).
- **Pinellas Suncoast Transit Authority (PSTA) revenue sources** – Utilize transit funding for enhanced bus service and stops
- **Opportunity Zones** - Through a qualifying Opportunity Fund, investors can defer and/or reduce their federal capital gains tax liability.

ADDITIONAL PARTNERSHIPS:

- Schools
- Public health
- Law enforcement
- Local institutions

ACTION PLAN

ACTION ITEMS

In addition to the phasing of improvements summarized in this report, below are Action Items that were identified throughout the planning process.

Implement wayfinding/signage through the Lealman CRA

- Work with the Lealman CRA to implement wayfinding/signage
- **Lead agencies: Pinellas County Planning, Lealman CRA**

Provide access to local parks

- Work with County staff to open up and provide access to the parks in the Lealman study area. Particularly provide additional access to Raymond H. Neri Park, improve the Lealman Neighborhood Park, and provide a connection to Youth Park in Pinellas Park.
- **Lead agencies: Pinellas County Planning, Pinellas County Parks, Pinellas Park**

Implement enhanced bus stops and service

- Work with PSTA to provide enhanced bus stops particularly on US 19, 49th Street, and 28th Street. Look to provide enhanced bus service on local routes such as first and last mile service
- **Lead agencies: Pinellas Suncoast Transit Authority (PSTA)**

Implement US 19 improvements

- Implement recommendations from the road safety audit and access management studies with the upcoming resurfacing particularly the mid-block crossing or signalization at 50th Avenue North.
- **Lead agencies: FDOT**

Form traffic calming neighborhood plans

Provide solutions for neighborhoods particularly west of the railroad tracks and north of 54th Avenue North.

Lead agencies: Pinellas County Planning, Pinellas County Engineering

Implement lighting and storm-water improvements

- Incrementally add lighting and storm-water projects.
- **Lead agencies: Pinellas County Engineering, Pinellas County**

ACTION PLAN

Coordinate redevelopment plans and stormwater projects with the Joe's Creek Industrial Park

- Coordinate with the regional stormwater master plan to provide adequate infrastructure for existing and future development
- **Lead agencies: Pinellas County Planning, Pinellas County Engineering, Pinellas County Stormwater**

Seek additional funding sources

- As mentioned previously, utilize additional funding sources such as grants and matching funds.
- **Lead agencies: Pinellas County Planning, Pinellas County Engineering**

Connect Street Typologies with Form Based Code

- Include street design guidance into the form-based code to implement context sensitive design.
- **Lead agencies: Pinellas County Planning**

Develop ADA Transition Plan

- Work with County staff to develop an ADA transition plan
- **Lead agencies: Pinellas County Planning, Pinellas County Engineering**

Continue to work with community institutions to identify needed improvements

- Continue to coordinate with Lealman Family Center, Pinellas Sheriff's Police Athletic League (PAL), Lealman Community Association (LCA), religious institutions
- **Lead agencies: Pinellas County Planning**

Work with partners to implement trail and bicycle network

- Work with FDOT, Forward Pinellas, City of St. Petersburg, Kenneth City, and Pinellas Park to implement trail network
- **Lead agencies: Pinellas County Planning**

Follow-up streetscape plans

- Create plans that detail a vision for 49th Street North and at 54th Avenue North east of US 19
- **Lead agencies: Pinellas County Planning**

