BOARD OF COMMISSIONERS REGULAR WORKSHOP
TUESDAY, NOVEMBER 7, 2023 – 7:00 PM
120 108TH AVENUE
TREASURE ISLAND, FL 33706

MEETING NOTICE AND AGENDA

- THIS MEETING WILL IMMEDIATELY FOLLOW THE 6 PM CITY COMMISSION MEETING -

A. CITY MANAGER AND CITY ATTORNEY REPORT

City Manager Amy Davis
City Attorney Jennifer Cowan

B. DISCUSSION

B.1 Approval of the Contract and General Conditions for the Operation of the Treasure Island and Madeira Beach Chamber of Commerce Friday Morning Market
TI Mad Beach Chamber of Commerce Friday Market Contact and General Conditions (BMO Edits) (02595488-6).docx
FRIDAYMORNINGMARKET webp.pdf

B.2 Discussion of proposed Ordinance No. 2023-11, Allowing the City to create and impose special assessments for capital improvements or essential services in response to a petition from residents and to provide an administrative process regardless of how the special assessment is initiated that is more detailed and complete that what is provided for in Florida Statutes
Treasure Island - Assessments (02593087).PPTX
COTI Assessment Ordinance 2023-11(02375985-5).docx

B.3 Draft Treasure Island Downtown Mobility Plan
Att A - Downtown Mobility Presentation.pptx
Att B - Draft Mobility Plan.pdf
Att C - Outreach Summary.pdf

B.4 Draft Treasure Island City-Wide Connectivity Plan
Att A - Citywide Connectivity Presentation.pdf
Att B - Draft ConnectivityReport.pdf

C. PUBLIC COMMENT

D. ADJOURNMENT

For any person desiring to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based [F.S. 286.0105]. NOTE: Any transcript shall be requested and made by the individual requesting same at his or her own expense. Therefore, a court reporter may be desired or required accordingly.

Any person with a disability who needs any accommodation in order to participate in this proceeding is entitled to assistance at no cost. Please contact the Office of the City Clerk in writing at 120 108th Avenue, Treasure Island, FL, 33706 or by phone at (727) 547-4575 at least two working days prior to the meeting to advise what assistance is needed.

AGENDA ITEM NO. B.1

Item Cover Page

BOARD OF COMMISSIONERS AGENDA ITEM REPORT

DATE:	November 7, 2023
SUBMITTED BY:	Cathy Hayduke, Parks & Recreation
ITEM TYPE:	Request to Commission
AGENDA SECTION:	DISCUSSION
SUBJECT:	Approval of the Contract and General Conditions for the Operation of the Treasure Island and Madeira Beach Chamber of Commerce Friday Morning Market
BACKGROUND:	The Treasure Island and Madeira Beach Chamber of Commerce has hosted a Friday Morning Market at Treasure Island Park since approximately 2003.The market is held from the first Friday in December through the last Friday in in April annually. The City does not have a current agreement with Treasure Island & Madeira Beach Chamber of Commerce to host the market in Treasure Island Park. City staff recently met with the Treasure Island & Madeira Beach Chamber President, Barry Rubin to discuss the potential of expanding the market to include more produce, gourmet/artisan food and additional vendors. Mr. Rubin agree to explore ways to expanding the market, especially to give it more of a "farmers market" feel with produce and gourmet/artisan food options.
POLICY/PURPOSE:	Commission approval is required to authorize the City Manager to enter into Contract with Treasure Island & Madeira Beach Chamber of Commerce for its annual Friday Morning Market.
STRATEGIC PLAN RELEVANCE:	Financial and Economic Development Road Map GOAL 1: Foster a vibrant business community: OBJECTIVE 1: Identify opportunities to cultivate an environment to help local businesses thrive. Community Road Map: Goal 1 Objective 3, Expand programming opportunities and unique community events.

ANALYSIS/DISCUSSION: The Friday Morning Market will be held on Fridays from the first Friday in December through the last Friday in April of each year, with setup and breakdown of the market occurring on the same day. The Friday Morning Market will start at 9:00 am and finish by 2:00 pm. Setup will occur from 7:00 am to 9:00 am. Breakdown will begin immediately after the market from 2:00 pm and last until 3:00 pm.

The term of the contract shall be in effect twelve (12) months from the date first written on the contract. The contract may be renewed for additional five (5) one (1) year renewal terms upon the mutual written agreement of both parties. Any significant requests for changes to the contract for the annual Friday Morning Market will need to be approved by the City Commission.

The Chamber agrees to provide to the City annually and by no later than two (2) weeks prior to the first event date, a detailed site plan and schedule for the Friday Morning Market, which shall include the agreed upon parking area for vendors and set-up date and times through breakdown of the market to the Parks and Recreation Director. Any changes or additions to the event activities or extension of event times will require additional Commission approval and an amendment to the contract.

The market will be open to artisan, non-food, food vendors and not-for-profit organizations.

The Friday Morning Market will be held in Treasure Island Park at One Park Place, Treasure Island, FL 33706. Treasure Island Park shall remain open to the public during the Friday Morning Market.

The City will allow the vendors to park one (1) vehicle per vendor space in Treasure Island Park during the market as designated on the site plan. Historically, the city has waived parking meter fees at the Treasure Island Community Center parking lot from 9:00 am to 2:00 pm for utilization by attendees during the market so this is also reflected in the agreement.

The Treasure Island and Madeira Beach Chamber of Commerce is responsible for providing the following:

1. The Chamber is required to provide the City with a Certificate of Insurance naming the City of Treasure Island as an additional insured entity as outlined in the Contract and is to be submitted to the Parks and Recreation Department no later than five (5) days prior to the first day of the market. The Certificate of Liability Insurance shall cover the entire day and times encompassed by the Friday Market.
2. The Chamber should operate the market similar to a Farmer's Market providing local farmers and artisans to sell fruit, vegetables, meat, cheese, and bakery products directly to marketgoers. The Chamber shall continue to enhance the market with unique and varied vendors.
3. The Chamber is responsible for obtaining the necessary permits from the Florida Department of Business and Professional Regulations to operate the Friday Market.
4. The Chamber is responsible for providing staff or volunteers for the cleanup, trash pickup, and trash disposal generated by the Friday Market. Throughout the event and at the conclusion of the event, Treasure Island Park must be cleaned and free from trash and debris and returned to the condition in which it was originally found. The Chamber and its staff or volunteers will be responsible for emptying trash receptacles and coordinating with Parks and Recreation staff to dispose of trash bags. The Chamber will reimburse the city for any additional cleanup attributed to the Friday Market that is conducted by city staff and as related to the market.
5. If the Chamber provides food vendors in conjunction with the Friday Market, the City must receive a Certificate of Insurance and all necessary permits required for providing for the vendors from the individual vendors.
6. The Chamber is responsible for obtaining the necessary permits from the City's Community Improvement Department for the installation of tents larger than 10 feet x 10 feet, and/or for the use of commercial equipment, including but not limited to staging, as applicable and consistent with the City's Code of Ordinances.
7. The Chamber agrees to cancel the Friday Market during City observed holidays that fall within the market schedule.
8. The Chamber is responsible for promoting the Friday Market.
9. Vendors must utilize generators for any and all electrical needs pertaining to vendor space.
10. The Chamber will be permitted to have up to a 10x10 stage for entertainment during the market.
11. The Chamber of Commerce will pay the Park Improvement Fund fee as approved in the City of Treasure Island's Adopted Fee Schedule, as may be

amended through the annual budget process. Such funds will be accounted for based on Governmental Accounting Standards Board and/or Governmental Finance Officers Association standards.

12. The Chamber shall not sell or serve or permit the sale or service of any alcohol at the Friday Market.

FUNDING:

The Treasure Island and Madeira Beach Chamber of Commerce will pay to the Park Improvement Fund three percent (3%) of net profits from fund-raising or revenue-generating activities or events held in city-owned parks by Non-Profits and For-Profit organizations, and as approved by the City. Such funds will be accounted for in a separate account that will only be used towards park improvements.

The Chamber will provide a financial report at the end of the market season to the Parks and Recreation Department. The Finance Department will bill the Chamber of Commerce at the end of the season based off the financial report.

MOTION:

I move to approve and authorize the City Manager to enter into a Contract with the Treasure Island and Madeira Beach Chamber of Commerce to operate the Friday Market in Treasure Island Park.

ATTACHMENTS:

TI Mad Beach Chamber of Commerce Friday Market Contact and General Conditions (BMO Edits) (02595488-6).docx

FRIDAYMORNINGMARKET webp.pdf

CONTRACT AND GENERAL CONDITIONS FOR OPERATION OF TREASURE ISLAND & MADEIRA BEACH FRIDAY MARKET

This **CONTRACT** ("CONTRACT"), is entered on this_ day of November 2023 ("Effective Date"), by and between the **CITY OF TREASURE ISLAND, FLORIDA,** a Florida municipal corporation with its principal address at 120 108th Avenue, Treasure Island, FL 33706 ("CITY") and **TREASURE ISLAND & MADEIRA BEACH CHAMBER OF COMMERCE, INC.,** a Florida Not for Profit Corporation with its principal place of business at 12601 Gulf Boulevard, Treasure Island, FL 33706 ("CONTRACTOR") (collectively, the "Parties"), who, in consideration of the mutual promises and agreements set forth herein, agree as follows:

ARTICLE 1 - SCOPE OF CONTRACT

TREASURE ISLAND & MADEIRA BEACH CHAMBER OF COMMERCE

The CITY has been authorized by the City Commission of the City of Treasure Island ("Commission") to contract with CONTRACTOR for the general conditions for operation of the Annual Friday Market (hereinafter the "EVENT") to be held in the CITY during the dates and times as provided herein.

ARTICLE 2 - TERM AND DATES OF APPLICABILITY

1. The EVENT shall be held on Fridays from the first Friday in December through the last Friday in April of each year that this CONTRACT is in effect, with setup and breakdown of the EVENT occurring on the same day (hereinafter, all dates on which the EVENT is scheduled shall be referred to as the "EVENT DATE").

2. The EVENT shall start at 9:00 am and finish by 2:00 pm. Setup will occur from 7:00 am to 9:00am. Breakdown will begin immediately after the EVENT from 2:00 pm and last until 3:00 pm.

3. This CONTRACT shall be in effect twelve (12) months from the date first written above. The CONTRACT may be renewed for additional five (5) one (1) year renewal terms upon the mutual written agreement of the Parties pursuant to article 9, section 16. Any such mutual written renewal agreement shall specify the dates and times that the EVENT for that year will run and amend any portion of this CONTRACT related to dates or times. Any significant requests for

changes to the contract for the annual Friday Market will need to be approved by the City Commission. This CONTRACT shall govern CONTRACTOR's rights and obligations in connection with the EVENT from the commencement of the EVENT setup to the conclusion of all EVENT activities, including breakdown. CONTRACTOR agrees to provide to the CITY annually and by no later than two (2) weeks prior to the first EVENT DATE, a detailed site plan and schedule of the EVENT, which shall include the agreed upon parking area for vendors and set-up date/times through breakdown of the EVENT to the Parks and Recreation Director. Any changes or additions to the event activities or extension of event times will require additional Commission approval and an amendment to this CONTRACT.

4. The EVENT area shall be limited to Treasure Island Park at One Park Place, Treasure Island, FL 33706. The Treasure Island Park shall remain open to the public during the EVENT. This CONTRACT does not provide CONTRACTOR any exclusive rights to CITY owned property.

ARTICLE 3 - TERMINATION OR SUSPENSION OF THE CONTRACT

1. Termination by Either Party

Either party may terminate this CONTRACT, with or without cause and without penalty or expense to the terminating party, upon twenty-four (24) hours' written notice to the other party. Upon expiration of such time period, this CONTRACT shall be deemed terminated, and all obligations under this CONTRACT shall cease. If the EVENT is rescheduled, this CONTRACT is not applicable to dates other than those specified in Article 2, unless expressly agreed to in writing by the CITY.

ARTICLE 4 - OBLIGATIONS OF THE CITY

1. The CITY authorizes CONTRACTOR’s vendors to park one (1) vehicle per vendor space in Treasure Island Park during the EVENT as designated on the site plan.

2. The CITY will waive parking meter fees at the Treasure Island Community Center parking lot from 9:00 am to 2:00 pm for utilization by EVENT attendees during the EVENT.

ARTICLE 5 - OBLIGATIONS OF CONTRACTOR

1. CONTRACTOR is required to provide the CITY with a Certificate of Insurance naming the CITY as an additional insured entity at a level no less than the specific limits required in Article 8, Section 2 below, to be submitted to the CITY Parks and

Recreation Department no later than five (5) days prior to the first day of the EVENT. The Certificate of Liability Insurance shall cover the entire day/times encompassed by the EVENT and Effective Date of this CONTRACT beginning at set up time through the final breakdown of the EVENT. See Article 8 for more information regarding insurance.

2. CONTRACTOR shall operate the EVENT as a Farmer's Market and continue to enhance the market with unique, varied vendors. For the purposes of this CONTRACT, a Farmer's Market is a market at which local farmers sell directly to consumers, fruit, vegetables, meat, and a variety of artisan food vendors (e.g. fresh seafood, baked goods, pastries, jams, chocolates, cheeses, salsas, chutneys, sauces, imported truffles, pickles, popsicles, spices, jerky, etc.) and a wide variety of craft. There may be one stage no larger than 10x10 with live music during the Event and non-profits may also have booths.

3. CONTRACTOR is responsible for obtaining the necessary permits from the Florida Department of Business and Professional Regulations to operate the EVENT.

4. CONTRACTOR is responsible for providing staff or volunteers for the cleanup, trash pickup, and trash disposal generated by the EVENT. Throughout the EVENT and at the conclusion of the EVENT, the EVENT area must be cleaned and free from trash and debris and returned to the condition in which they were originally found. CONTRACTOR shall be responsible for keeping the EVENT area clean and free from trash. CONTRACTOR and its staff or volunteers will be responsible for emptying trash receptacles and coordinating with Parks and Recreation staff to dispose of trash bags. Any additional cleanup attributed to the EVENT will be conducted by the CITY and CONTRACTOR will reimburse the CITY for any and all of this additional work related to the EVENT.

5. If the CONTRACTOR provides food vendors in conjunction with the EVENT, the CITY must receive a Certificate of Insurance and all necessary permits required for providing for the vendors. See Article 8 for more information regarding insurance.

6. CONTRACTOR is responsible for obtaining the necessary permits from the CITY's Community Improvement Department for the installation of tents larger than 10 feet x 10 feet, and/or for the use of commercial equipment, including but not limited to staging, as applicable and consistent with the CITY's Code of Ordinances and City Resolutions.

7. CONTRACTOR agrees to cancel EVENT during CITY observed holidays.

8. CONTRACTOR is responsible for promoting the EVENT.

9. CONTRACTOR, vendors, performers, and EVENT participants must adhere to and comply with all applicable Federal, State, and local laws, regulations, and ordinances. CONTRACTOR shall be responsible for ensuring the provisions of this CONTRACT are complied with and not violated by EVENT organizers, vendors, performers, and EVENT participants.

10. Vendors must utilize generators for any and all electrical needs pertaining to vendor space.

11. The EVENT will be held in Treasure Island Park, One Park Place, Treasure Island, FL 33706.

12. The CONTRACTOR will pay the Use pf Public Property Review – Park Improvement Fund fee as approved in the City of Treasure Island's Adopted Fee Schedule, as may be amended. Such funds will be accounted for based on Governmental Accounting Standards Board and/or Governmental Finance Officers Association standards.

13. The CONTRACTOR shall abide by all City of Treasure Island ordinances.

14. The CONTRACT shall not sell or serve or permit the sale or service of any alcohol at the EVENT.

ARTICLE 6 - INJURY OR DAMAGE TO PERSONS OR PROPERTY

If any party to the CONTRACT suffers injury or damage to person or property because of an act or omission of the other party, of any of the other party's employees or agents, or for others for whose acts such party is legally liable, written notice of such injury or damage, whether or not insured, shall be given to the other party within a reasonable amount of time not exceeding twenty- four (24) hours after the first observance. This notice shall provide sufficient detail to enable the other party to investigate the matter.

ARTICLE 7- COMPLIANCE WITH FEDERAL, STATE, AND LOCAL LAWS

CONTRACTOR shall be solely responsible for compliance with all federal, state, county, and local laws, rules and/or regulations, and lawful orders of public authorities including those set forth in this CONTRACT and that, in any manner, could bear on the work performed under this CONTRACT including, but not limited to all rules and regulations related to safety and compliance therewith. The CITY shall have no authority to direct, oversee, or instruct CONTRACTOR's employees, volunteers, or any other individuals performing this CONTRACT. Omission of any applicable laws, ordinances, rules, regulations, standards or orders from this CONTRACT shall not relieve CONTRACTOR of its obligations to comply with all laws fully and completely. Upon request, CONTRACTOR shall furnish to the CITY certificates of compliance with all such laws, orders and regulations., including, but not limited to, the following:

- Title VI of the 1964 Civil Rights Act.
- Title VII of the 1964 Civil Rights Act, as amended by the Equal Employment Opportunity that prohibits discrimination in employment.
- Age Discrimination Act of 1973.

- Contract Work Hours and Safety Standards Act.
- Section 504 of the Rehabilitation Act prohibiting discrimination in the employment of the handicapped.
- Fair Labor Standards Act.
- Chapter 112, Florida Statutes, prohibiting conflicts of interest **in** the procurement of contracts with a governmental agency.
- Section 119.0701, Florida Statutes, maintenance of public records as applicable.
- Section 161.58, Florida Statutes
- All CITY ordinances

ARTICLE 8 - INDEMNIFICATION AND INSURANCE

1. Indemnification

The Parties recognize that CONTRACTOR is an independent contractor. CONTRACTOR agrees to assume liability for and indemnify, hold harmless, and defend the CITY, its commissioners, mayor, officers, employees, agents, and attorneys of, from, and against all liability and expense, including reasonable attorneys' fees in connection with any and all claims, demands, damages, actions, causes of action, and suits in equity of whatever kind or nature, including claims for personal injury, property damage, relief, or loss of use, arising out of the execution, performance or nonperformance of the duties of the CONTRACTOR regarding the EVENT or in the performance of or non-performance of its obligations under this CONTRACT, whether or not due to or caused by the negligence of the CITY, its commissioners, mayor, officers, employees, agents and attorneys. CONTRACTOR's liability hereunder shall include all attorneys' fees and costs incurred by the CITY in the enforcement of this indemnification provision. This indemnification provision includes claims made by any employees of CONTRACTOR against the CITY, and CONTRACTOR hereby waives its entitlement, if any, to immunity under section 440.11, Florida Statutes. Nothing contained in this contract, and specifically this provision requiring CONTRACTOR to indemnify the CITY, is intended to nor shall it be construed as an additional waiver of sovereign immunity by the CITY beyond the CITY's expressed written contractual obligations contained within this CONTRACT, nor shall it be construed as a waiver of any defenses or limitations to any claims, including those based on the doctrine of sovereign immunity or section 768.28, Florida Statutes. The obligations contained in this paragraph shall survive the termination of this CONTRACT, however terminated and shall not be limited by the amount of any insurance required to be obtained or maintained under this CONTRACTOR.

Subject to the limitations set forth in this Article 8, CONTRACTOR shall assume control of the defense of any claim asserted by a third party against the CITY for which CONTRACTOR is obligated to indemnify, defend, and hold harmless the

CITY and, in connection of such defense, shall appoint lead counsel in each case at CONTRACTOR's expense. The CITY shall have the right, at its option, to participate in the defense of any third-party claim, without relieving CONTRACTOR of any of its obligations hereunder. If CONTRACTOR assumes control of the defense of any third-party claim in accordance with this Article 8, CONTRACTOR shall obtain the prior written consent of the CITY before entering into any settlement of such claim. Notwithstanding anything to the contrary in this Section, CONTRACTOR shall not assume or maintain control of the defense of any third party claim, but shall pay the fees of counsel retained by the CITY and all expenses, including experts' fees, if (a) an adverse determination with respect to the third party claim would, in the good faith judgment of the CITY, be detrimental in any material respect to the CITY's reputation; (b) the third party claim seeks an injunction or equitable relief against the CITY; or (c) CONTRACTOR has failed or is failing to prosecute or defend vigorously the third party claim. Each party shall cooperate, and cause its agents to cooperate, in the defense or prosecution of any third-party claim and shall furnish or cause to be furnished such records and information, and attend such conferences, discovery proceedings, hearings, trials, or appeals, as may be reasonably requested in connection therewith.

2. Insurance Requirements

A. **The CONTRACTOR is required, at its own cost and expense, to acquire, maintain, and provide evidence of the minimum insurance policies and limits, and keep specified insurance in force until the CITY accepts that the CONTRACTOR has satisfactorily completed all work required under the CONTRACT; and cause SUBCONTRACTORS(S), if utilized, to acquire and maintain the same.**

1. The CONTRACTOR will provide the CITY with a Certificate or Certificates of Insurance showing the existence of coverage as required by the CONTRACT prior to the start of any work under this CONTRACT. In addition, the CONTRACTOR will provide to the CITY, if requested in writing, certified copies of all policies of insurance. New certificates and new certified copies of policies shall be provided to the CITY whenever any policy is renewed, revised, or obtained from other insurers. The City of Treasure Island shall be named as the Certificate Holder.

   The address where such certificates and certified policies shall be sent or delivered is as follows:

   City of Treasure Island
   Attention: Parks and Recreation
   Department 120 108th Avenue
   Treasure Island, FL 33706

2. All required policies providing liability coverage(s), other than Workers' Compensation policy, for both CONTRACTOR and SUBCONTRACTOR(S) shall be endorsed to include The City of Treasure Island as an Additional Insured.

3. The Named Insured on the Certificate of insurance must match the entity's name that is signing the CONTRACT with the CITY.

4. CONTRACTOR shall notify the CITY within twenty-four (24) hours of receipt of any notice of policy expiration, cancellation, nonrenewal, or adverse material change in the required coverages received by CONTRACTOR from its insurer.

B. **Specific Insurance Coverages and Limits**

All requirements in this Insurance Section shall be complied with in full by the CONTRACTOR unless excused from compliance in writing by the CITY. The amounts and types of insurance must conform to the following minimum requirements. Current Insurance Service Office (ISO) or National Council on Compensation Insurance (NCCI) policies, forms, and endorsements or broader shall be used where applicable. Notwithstanding the foregoing, the wording of all policies, forms, and endorsements must be acceptable to the CITY.

Workers' Compensation and Employers' Liability Insurance shall be maintained in force during the term of this CONTRACT for all employees engaged in this work under this CONTRACT, in accordance with the laws of the State of Florida. The minimum acceptable limits shall be:

1. Workers' Compensation: Employer's Liability:

2. Florida Statutory Requirements
   $1,000,000 Each Employee
   $1,000,000 Each Employee Disease
   $1,000,000 Aggregate Disease

3. Commercial General Liability Insurance: The CONTRACTOR shall provide for all operations, including but not limited to, Independent CONTRACTOR, Contractual Liability Premises/Operations, Products/Completed Operations, and Personal Injury. Projects with a Completed Operations exposure are required to maintain coverage for a period of two (2) years beyond final acceptance by the CITY.

   $1,000,000 Per Occurrence
   $1,000,000 Products/Completed Operations Aggregate
   $1,000,000 Personal/Advertising Injury
   $2,000,000 General Aggregate

4. Business Automobile Liability Insurance: The CONTRACTOR shall provide coverage for all owned, hired, and non-owned vehicles.

   $1,000,000 Combined Single Limit Per Accident

5. Excess or Umbrella Liability Insurance: The CONTRACTOR shall provide excess of the primary coverage required in items 1, 2, 3, and 4 above.

   $1,000,000 Per Occurrence
   $1,000,000 General Aggregate

6. Property Insurance: CONTRACTOR will be responsible for all damage to its own property, equipment, and/or materials.

C. These insurance requirements shall not limit the liability of the CONTRACTOR and/or SUBCONTRACTOR (S).

D. All policies shall be written on a primary, non-contributory basis.

E. Insurance Policies, other than Professional Liability, shall include waivers of subrogation in favor of the CITY.

F. Companies issuing the insurance policy, or policies, shall have no recourse against

the CITY for payment of premiums or assessments for any deductibles which are all at the sole responsibility and risk of the CONTRACTOR.

G. All insurance policies must be placed with insurers duly authorized to do business in the State of Florida and have a current AM Best rating of A- VII or better.

H. Any deductibles or self-insured retentions must be declared to and approved by the CITY. The CITY may require the CONTRACTOR to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

I. Receipt of certificates or other documentation of insurance or policies or copies of policies by the CITY, or by any of its representatives, which indicates less coverage that is required, does not constitute a waiver of the CONTRACTOR'S obligation to fulfill the insurance requirements specified in this CONTRACT.

J. Precaution shall be exercised at all times by the CONTRACTOR for the protection of all persons, including employees, and property. The CONTRACTOR shall be expected to comply with all applicable laws, regulations, or ordinances related to safety and health, and shall make special efforts where appropriate to detect hazardous conditions and shall take prompt action where loss control/safety measures should reasonably be expected.

The CITY may order work to be stopped if conditions exist that present immediate danger to persons or property. The CONTRACTOR acknowledges that such stoppage will not shift responsibility for any damages from the CONTRACTOR to the CITY.

K. No Waiver

Neither approval nor failure to disapprove insurance furnished by the CONTRACTOR or its SUBCONTRACTORS will relieve the CONTRACTOR or SUBCONTRACTOR from responsibility to prove insurance as required.

ARTICLE 9 - MISCELLANEOUS PROVISIONS

1. Governing Law and Venue

This CONTRACT shall be governed by the laws of the State of Florida. Venue for the purposes of any suit, action, or other preceding arising out of, or relating to, this CONTRACT shall be solely within the Sixth Judicial Circuit, in and for Pinellas County, Florida for state actions and solely in the United States District Court of the Middle District of Florida, Tampa Division for federal actions.

2. Attorneys' Fees and Costs

In the event of any action brought by either party against the other to enforce any of the

obligations hereunder or arising out of any dispute concerning the terms and conditions hereby created, including any appeals, the losing party shall pay the prevailing party such reasonable amounts for fees, costs, and expenses, including attorneys' fees, as may be set by the Court.

3. Validity. Severability and Reformation

The validity, interpretation, construction, and effect of this CONTRACT shall be in accordance with and be governed by the laws of the State of Florida. Any provision or part of this CONTRACT held to be void or unenforceable under any law shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the parties. The Parties agree that this CONTRACT shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision which comes as close as possible to expressing the original intention of the stricken provision.

4. Assignment and Construction of Contract

The terms and provisions of this CONTRACT shall be binding upon the Parties and their respective partners, successors, heirs, executors, administrators, assigns and legal representatives. Notwithstanding the forgoing, CONTRACTOR's rights and obligations under this CONTRACT may not be transferred, assigned, sublet, mortgaged, pledged, or otherwise disposed of or encumbered in any way without the CITY's prior written consent. The CITY may assign its rights and obligations under this CONTRACT to any successor to the rights and functions of the CITY or to any governmental agency to the extent required by applicable laws or governmental regulations or to the extent the CITY deems necessary or advisable under the circumstances. The Parties agree that in any event of litigation concerning the construction of this CONTRACT or interpretation of any language used **in** this CONTRACT, that this CONTRACT and any of its provisions shall not be construed against the CITY by virtue of this CONTRACT having been drafted by the CITY.

5. Permits

CONTRACTOR is responsible for obtaining any and all permits necessary to perform the requirements of this CONTRACT, at its own expense and prior to such performance.

6. Entire Agreement

This CONTRACT embodies the entire CONTRACT of the CITY and CONTRACTOR. There are no promises, terms, conditions, or allegations other than those contained herein, and this document shall supersede all previous communications, representations, and/or agreements whether within or verbal between the parties hereto.

7. Liability

CONTRACTOR is liable for all obligations under this CONTRACT.

8. No Third-Party Beneficiaries

This CONTRACT is entered into solely for the benefit of the Parties and shall not be construed as a benefit to any third parties, including but not limited to the general public, constituents or citizens of the CITY, nor shall it be construed as enforceable by any third parties.

9. Termination

This CONTRACT is subject to, and CONTRACTOR acknowledges that this CONTRACT is revocable at will by the CITY, that it is subject to being withdrawn and terminated by the CITY at any time, for any reason, upon five (5) calendar days' written notice provided by the CITY to CONTRACTOR as provided for herein. The CITY, in its sole discretion, shall have the authority to determine whether to terminate this CONTRACT, and CONTRACTOR agrees that the CITY's discretion in any termination of this CONTRACT shall not be subject to judicial review or challenge, but shall be final.

10. Non-Reliance

CONTRACTOR understands and agrees that it has not and will not rely upon any grant or promise of grant of this CONTRACT in any manner whatsoever, including but not limited to, the expenditure or investment of funds.

11. Waiver

Failure to insist upon strict compliance with any terms, covenants or conditions of the CONTRACT shall not be deemed a waiver of such, nor shall any waiver or relinquishment of such right or power at any time be taken to be a waiver of any other breach. Any waiver, alteration, or modification of any of the provisions of the CONTRACT, or cancellation or replacement of this CONTRACT, shall not be valid unless in writing and signed by the parties.

12. Notices

All notices required or made pursuant to this CONTRACT shall be made in writing and sent by certified U.S. mail, return receipt requested addressed to the following:

If to the CITY:
City of Treasure Island
120 108th Avenue
Treasure Island, FL 33706
Attn: City Manager

With required copy to:
Jennifer R. Cowan, City Attorney
Bryant Miller Olive P.A.
One Tampa City Center, Suite 2700
Tampa, Florida 33602

If to CONTRACTOR:
Treasure Island & Madeira Beach Chamber of Commerce
12601 Gulf Boulevard
Treasure Island, FL 33706
Attn: Chamber President

Either party may change its above noted address by giving written notice to the other party in accordance with the requirements of this section.

13. Headings and Section References

The headings and section references in this CONTRACT are inserted only for the purpose of convenience and shall not be construed to expand or limit the provisions contained in such sections.

14. E-Verify

CONTRACTOR shall utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of: (a) all persons employed by CONTRACTOR throughout the term of this CONTRACT; and (b) all persons, including subcontractors, retained or hired by CONTRACTOR, regardless of compensation, to perform work under this CONTRACT.

15. Force Majeure

Neither party shall be liable for its non-performance, or delayed performance, in whole or in part, if caused by Force Majeure. Force Majeure shall be defined as a fire, flood, act of God, war, terrorism, riot, national emergency, sabotage, civil disturbance, strike, labor dispute, pandemic, epidemic, governmental act, law, ordinance, rule, order or regulation, or events which are not the fault or are beyond the control of the party, whether foreseeable or not.

16. Amendments

This CONTRACT may not be amended or modified except in writing, executed by the Parties.

17. No Issuance of Identification Documents

Pursuant to section 166.246, Florida Statutes, CONTRACTOR represents that it does not issue identification documents to individuals who do not provide proof of lawful presence in the United States.

18. No Affiliation with Foreign Countries of Concern

To the extent that this CONTRACT would grant CONTRACTOR access to an individual's personal identifying information, pursuant to section 287.138, Florida Statutes CONTRACTOR certifies, represents, and warrants that it is not affiliated with a foreign country of concern, as such countries are identified in section 287.138(1), Florida Statutes. CONTRACTOR certifies, represents, and warrants

that: (a) CONTRACTOR is not owned by a foreign country of concern; (b) the government of a foreign country of concern does not have a controlling interest in CONTRACTOR; and (c) CONTRACTOR is not organized under the laws of or has its principal place of business in a foreign country of concern.

19. Termination for Scrutinized Companies

By executing this CONTRACT, pursuant to section 287.135, Florida Statutes, CONTRACTOR certifies, represents, and warrants that it is not on the Scrutinized Companies that Boycott Israel List and it is not participating in a boycott of Israel, and that all such certifications were true as of the effective date of any this CONTRACT. Notwithstanding anything contained in this CONTRACT to the contrary, the CITY may terminate this CONTRACT immediately if CONTRACTOR is found to have been placed on the Scrutinized Companies that Boycott Israel List as that term is defined and such list is maintained pursuant to Section 287.135, Florida Statutes, or is otherwise engaged in a boycott of Israel. Such termination shall be in addition to any and all remedies available to the CITY at law.

20. Public Records

CONTRACTOR agrees to comply with the Florida Public Records Act, as applicable, including, but not limited to Section 119.0701, Florida Statutes. Documents which are considered public records herein under Florida law include, but are not limited to: records related to the entry, management and implementation of the CONTRACT itself; emails/correspondence between the CITY and the CONTRACTOR related to the CONTRACT; emails or correspondence from all other entities related to the CONTRACT (i.e. suppliers, vendors, etc.); billing and related documents; plans or other documents that may be necessary, reports, etc.; subcontracts; and all vendor invoices. The CONTRACTOR agrees, to the extent required by law, to:

a. Keep and maintain public records that ordinarily and necessarily would be required by the public agency in performing the services of the CONTRACT; and

b. Provide the public with access to the public records under the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided for by law; and

c. Ensure that the public records that are exempt or confidential, and exempt from public record disclosure requirements, are not disclosed, except as authorized by law; and

d. Meet all requirements where retained public records and transfer, at no cost, to the CITY, all public records in possession of the CONTRACTOR, upon termination or completion of the CONTRACT

and destroy any duplicate public records that are exempt or confidential, or exempt from public record disclosure requirements.

Furthermore, the CONTRACTOR agrees that all records stored electronically shall be provided to the CITY in a format that is compatible with the information technology systems of the CITY. The CONTRACTOR shall promptly provide the CITY with a copy of any request to inspect or copy public records that CONTRACTOR receives with a copy of the CONTRACTOR's response to each request. The CONTRACTOR understands and agrees that failure to provide access to the public records shall be a material breach of the CONTRACT and grounds for termination.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

City Clerk, City of Treasure Island 120 108th Avenue Treasure Island, FL 33706 Tel: (727) 547-4575
Fax: (727) 547-4582
cityclerk@mytreasureisland.org

IN WITNESS WHEREOF the Parties have executed the CONTRACT as of the Effective Date.

CITY: The City of Treasure Island

_____

Amy Davis, City Manager

ATTEST:

_____

Celine Kidwell, City Clerk

CONTRACTOR: TREASURE ISLAND & MADEIRA BEACH CHAMBER OF COMMERCE, INC.

_____

By:_____

Title:_____

WITNESS:

_____

Name:_____

WITNESS:

_____

Name:_____


Friday Morning
MARKET

AGENDA ITEM NO. B.2

Item Cover Page

BOARD OF COMMISSIONERS AGENDA ITEM REPORT

DATE: November 7, 2023

SUBMITTED BY: Amy Davis, Administration

ITEM TYPE: For Consideration and Discussion

AGENDA SECTION: DISCUSSION

SUBJECT: Discussion of proposed Ordinance No. 2023-11, Allowing the City to create and impose special assessments for capital improvements or essential services in response to a petition from residents and to provide an administrative process regardless of how the special assessment is initiated that is more detailed and complete that what is provided for in Florida Statutes

BACKGROUND: The Isle of Capri civic association and residents have approached the City on how they could bury utilities in their neighborhood. In order to fund a project such as this, it would require the City to impose a special assessment to the project area for the purposes of paying for the burying of utilities. Currently, the City's code does not have a mechanism to create and impose citizen-initiated special assessment for the purpose of a capital improvement or essential service.

The proposed ordinance is drafted to allow citizen-initiated (petition initiated) assessments for any capital improvement, not just undergrounding utilities, and will provide administrative processes and procedures that will allow a uniform method for all assessments (both citizen initiated and City initiated). This item was presented at the August 8th workshop and heard at first reading, September 5th, and was scheduled to be heard for 2nd reading on September 18th, however, the Commission pulled the discussion back to a workshop.

POLICY/PURPOSE: To consider adopting an ordinance to enable the City to respond to a petition request from citizens to create a special

assessment to fund a capital improvement project or essential services and to provide an administrative process for both petition initiated and city initiated special assessments that is more detailed and clear that what is currently provided for in Florida state statutes.

STRATEGIC PLAN RELEVANCE: Financial and Economic Development; Goal #2 Maximize the utilization of the City's Resources.

ANALYSIS/DISCUSSION: The proposed ordinance would provide not only for the City to create a citizen-initiated special assessment, it would also provide for an administrative process for both citizen-initiated and city-initiated special assessments that would be uniform. Currently, the City has the authority under Chapter 170 and Home Rule to both create and impose a special assessment (with or without the need to adopt the proposed ordinance), however, the process that is included in Chapter 170 is not very complete, so often cities who adopt an ordinance to create assessments from citizen-initiated efforts will also include a complete administrative process to clearly outline the process for clarity and this process will apply to any assessment create, regardless of how it was initiated.

The proposed ordinance provides for the process and procedure for the imposition of an assessment, definitions, authorizing the creation of assessment areas, optional and mandatory prepayment of assessments, establishing procedures for notice and adoption of assessment rolls and correction of error and omissions, authorizing the issuance of obligations secured by assessments and that such obligations will not create a general debt obligation for the City (meaning non-ad valorem debt).

The procedure in the proposed ordinance for a citizen/petition initiated request requires a 2-step petition/ballot process where the initial petition requires 70% of the property owners to sign onto the proposed improvement or essential service as well as a second ballot with better cost estimates with 80% of the property owners in favor. The City Commission would consider the adoption of an initial resolution, with notices required, then followed by a final resolution with notices required. The City Commission has the full authority whether to approve the resolution to enact the special assessment and all associated actions.

If there is a City-initiated improvement that is necessary an initial and final resolution with notices would still be required. The notice requirement requires actual notice to be sent to any affected property owner. Many years ago, the City of Treasure

Island implemented a road tax assessment, presumably to pay for road construction.

The Commission asked for other similar cities that have assessment ordinances; Belleair Beach (population 1,600) and Long Boat Key (population 6,900). These two cities have similar assessment ordinance to what is being proposed, however, neither City has a second ballot provision in their ordinances. Additionally, the Florida League of Cities also surveys cities each year on multiple topics including assessments. Of the cities that responded to the 2020 survey through the Florida League of Cities the following summary statements can be concluded:

- More than 150 cities in Florida use assessments
- In Pinellas County - Clearwater, Oldsmar, Safety Harbor and St. Pete Beach use assessments. We also know that Belleair Beach also has an assessment ordinance, similar to the proposed ordinance except without the ballot provisions
- Of similarly sized communities (5k to 8k in population) - there are 25 similar sized cities that use assessments
- Other beach communities - there are approximately 27 beach cities that use assessments

FUNDING:

With all projects, the fiscal impact is soft costs as staff may need to research scope and cost. As time goes on, there may be hard costs involved, such as hiring a consultant to oversee a project and to provide cost estimates. If an assessment program is ultimately implemented, these hard costs can be included into total assessment paid by the property owners in the special assessment area.

A special assessment is a funding tool for Cities authorized by Florida Constitution, Chapter 170, prior to Home Rule or 1968. This authorization includes the authority and process for providing improvements and levying and collecting special assessments against property benefited. Post home-rule and codified in Florida Statutes in 1973, cities have the authority to create and impose special assessments through Home Rule, however, this authorization does not include the ability for cities to create a citizen-driven/petitioned special assessment. Additionally, Chapter 197 of Florida Statutes provides a process for collection on the annual property tax bill through the tax collector's office.

If debt is required to pay for the improvement that a special assessment is going to fund overtime, any borrowed funds still must follow the City Charter and Florida Statutes.

MOTION: Consensus to move Ordinance No. 2023-11, providing for the City to create and impose a special assessment for the funding of capital improvements or essential services to a first reading?

ATTACHMENTS:
Treasure Island - Assessments (02593087).PPTX
COTI Assessment Ordinance 2023-11(02375985-5).docx

Introduction to Special Assessments

Chris Roe
and
Jennifer Cowan

Bryant Miller Olive

OUR NAME IS EASY TO REMEMBER OUR WORK IS HARD TO FORGET.

Tallahassee Orlando Miami Jacksonville Tampa Atlanta Washington D.C.

What are Funding Tools Used by Cities?

- Ad valorem = property taxes
  - City Commission sets milage rate
  - All property is taxed
- Non-Ad Valorem = assessments
  - City Commission sets through assessment resolution adoption
  - Only those properties which gain a special benefit are assessed
- User Fees
  - City Commission sets through fee schedule
  - Citizens who use the facility/service pay the fee

Historical Overview – Municipal Assessments

- Before Home Rule
  - Constitution did not speak to municipal powers
  - Essentially - Municipalities had the powers provided to them by the legislature
    - Assessments: Chapter 170
      - Often used in road assessments – including City of Treasure Island
      - No authority for citizen-initiated assessments

Historical Overview – Municipal Assessments

- After Home Rule - (1968 Constitution and Codified in Statutes 1973)
  - "Municipalities shall have governmental, corporate and proprietary powers to enable them to conduct municipal government, perform municipal functions and render municipal services, and may exercise power for municipal purposes except as otherwise provided by law."
    - No longer need statutory authority for assessments – ability to pass Ordinance specifying process.

Current Statutes Regarding Assessments

- Chapter 170 - Authority/Process for providing improvements and levying and collecting special assessments against property benefited.
  - Supplemental source of authority and procedure for assessment, alternative to home rule
  - Lists examples of services and improvements which can be funded by assessment (Roadways, Sewers, Drainage, Water, Utilities, Parks, Recreation facilities, Seawalls, Parking, Transit)
  - Generally, does not require landowner approval
- Chapter 197 – Provides Process for collection on annual property tax bill through the tax collector's office

Ordinance – Why adopt one?

- To provide a process for consideration of a citizen-initiated assessment
- To provide a uniform method for all assessments
- To provide administrative processes and procedures for items not included in the statutes.

What are Assessments? (Introduction)

- A funding tool
- Similar to ad valorem property taxes, different in key respects
  - Assessments can be collected on tax bill (sometimes called “non-ad valorem assessments”)
  - Payment is mandatory
  - Different formula for calculating
  - Generally benefit-based, not necessarily tied to property value
- Lien priority in event of nonpayment
  - Co-equal with property taxes
  - Senior to mortgages or other non-tax liens

Who Uses Assessments?

- Used in Florida since late 1800's
- Available to cities, counties, special districts
- More than 150 cities in FL
  - Pinellas County
    - Clearwater, Pinellas Park, Safety Harbor, St. Pete Beach
  - At least 25 other similarly sized coastal communities (population of 8k-5k)
  - More than 27 beach communities including Belleair Beach and Longboat Key

Requirements of Assessments

Key requirements for all assessment programs:

- Special benefit to property
  - Identified in legislative finding in City Resolution
- Fair and reasonable apportionment
  - Assessment is apportioned according to relative benefit received by each property
  - Generally formulaic and determined by a consultant
- Due Process for property owners
  - Identified in statute or by ordinance

Common Questions

- How are assessments regulated?
  - Home rule authority, state statutes and case law
- Can assessments be City-Wide?
  - Yes, if it meets legal requirements (i.e. there is a special benefit to the properties, etc.)
- Does this affect the City's Charter?
  - No, the City could adopt an assessment now without Charter Revision.
  - If the City takes out a loan (whether pledged to be paid out by an assessment or not) would have to follow the City's Charter, Statutes, and the Constitution.

Common Types of Assessments

- Capital Improvements
  - Types:
    - Utility undergrounding
    - Roads
    - Sidewalks
    - Water/wastewater
    - Beach renourishment, etc.
  - Assessment can be pledged to repayment of loan/bonds
  - Total amount determined at outset, collected in annual installments over defined term
  - Annual installment payments end when project is paid for

Common Types of Assessments, continued

- Services
  - Fire protection
  - Solid waste
  - Stormwater
  - street lighting, etc.
- May be perpetual, renewed each year
- Assessments cannot fund general administration of government
  - No law enforcement, no city hall or administration buildings

General Provisions – In ordinances or statutes

- Imposition vs. Collection
  - Each has separate process/procedure
  - Due process:
    - Notice to affected property owners
    - Opportunity to be heard/public hearing
  - Collection methods
    - Direct Billing
    - Tax bill

Detail Considerations

- Apportionment method
  - Not fixed by statute
  - Local discretion – fair and reasonable standard
- Timing
  - Process typically commences calendar year before levy for tax bill collection
  - Development and implementation between 90 and 120 days
- Full or partial funding
- Accounting
- Exclusions and Exemptions

Process for Levying/Collecting Assessment

1. Enact ordinance establishing assessment procedure
   - Does not impose any assessment or obligate city tom impose any assessment
   - Only establishes process for initial levy and annual administration
   - Generic, applies to any type of assessment
   - May include a landowner petition process
     - Sets approval threshold
     - Threshold at city option (can be 51%, 75%, 80% etc.)
     - Petition process not binding on city; request to assess

Process for Levying/Collecting Assessment

1. Initial resolution to begin process for assessment levy
   - Describes improvement/service to be funded
   - Estimates cost to be recovered through assessment
   - Special benefit
   - Apportionment methodology
   - Schedules public hearing
   - Directs notice of public hearing

Process, continued

3. Mailed & published notice of public hearing
4. Public hearing
   - Public comment
   - Adoption of final resolution
     - Imposes assessment
     - Approves assessment roll
       - Database/list of all properties subject to assessment & amount
5. Forward assessment roll to tax collector for tax bill collection
6. Referendum approval not required by state law

Process, continued

- If using tax bill/uniform method for collection:
  - Adopt resolution expressing intent to use uniform method during calendar year before collection begins
    - Non-binding, does not require future imposition
    - Only preserves ability to collect on the tax bill in the following November
  - Only required once, prior to first year tax bill collection
  - Not required for direct billing

Notice

- For initial levy:
  - Published notice 20 days prior to public hearing
  - Mailed notice 20 days prior to public hearing
    - Time/date/place of hearing
    - Amount to be imposed against each property and number of units assigned
  - Notice generally only required for initial levy (not annually), unless
    - New property added
    - Assessment amount increases

Challenges

- No benefit to property
- Arbitrary apportionment
- Process defects
  - Did not follow notice requirements
- Refund risk

Validation

- Expedited court process for confirming validity of assessment program
- Premised on borrowing money via loan or bonds and pledging assessment to repayment
- Accomplished prior to first collection of new assessment
- Reduces threat of challenge
- Proactive alternative to defending future legal challenges
- Typically takes 90-120 days where uncontested/not appealed

Open Discussion & Questions

Bryant Miller Olive

ORDINANCE 23-11

AN ORDINANCE OF THE CITY OF TREASURE ISLAND, FLORIDA RELATING TO THE FUNDING OF CAPITAL IMPROVEMENTS AND ESSENTIAL SERVICES THROUGH THE IMPOSITION OF SPECIAL ASSESSMENTS; RENAMING CHAPTER 46 FROM "TAXATION" TO "TAXATION AND SPECIAL ASSESSMENTS"; CREATING ARTICLE V – SPECIAL ASSESSMENTS TO PROVIDE THE PROCEDURE FOR THE IMPOSITION OF SUCH SPECIAL ASSESSMENTS; PROVIDING DEFINITIONS; AUTHORIZING THE IMPOSITION AND COLLECTION OF SPECIAL ASSESSMENTS TO FUND THE COST OF CAPITAL IMPROVEMENTS AND ESSENTIAL SERVICES PROVIDING A SPECIAL BENEFIT TO REAL PROPERTY WITHIN THE CITY; AUTHORIZING THE CREATION OF ASSESSMENT AREAS; ESTABLISHING PROCEDURES FOR NOTICE AND ADOPTION OF ASSESSMENT ROLLS AND FOR CORRECTION OF ERRORS AND OMISSIONS; PROVIDING FOR THE OPTIONAL AND MANDATORY PREPAYMENT OF ASSESSMENTS; PROVIDING THAT ASSESSMENTS CONSTITUTE A LIEN ON ASSESSED PROPERTY UPON ADOPTION OF THE ASSESSMENT ROLLS; ESTABLISHING PROCEDURES AND METHODS FOR COLLECTION OF ASSESSMENTS, INCLUDING ASSESSMENTS IMPOSED ON GOVERNMENT PROPERTY; AUTHORIZING THE ISSUANCE OF OBLIGATIONS SECURED BY ASSESSMENTS; PROVIDING FOR VARIOUS RIGHTS AND REMEDIES OF THE HOLDERS OF SUCH OBLIGATIONS; PROVIDING THAT SUCH OBLIGATIONS WILL NOT CREATE A GENERAL DEBT OR OBLIGATION OF THE CITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; PROVIDING FOR CODIFICATION AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Article VIII, section 2 of the Florida Constitution and Section 166.021, Florida Statutes, grant the City all governmental, corporate, and proprietary powers to enable the City Commission to conduct municipal government, perform municipal functions, and render municipal services, and exercise any power for municipal purposes, except when expressly prohibited by law, and such powers may be exercised by the enactment of City ordinances;

WHEREAS, the City Commission wishes to establish a procedure for establishing special assessments to fund capital improvements and essential services; and

WHEREAS, the special assessments authorized pursuant to this Ordinance shall constitute non-ad valorem assessments within the meaning and intent of the Uniform Assessment Collection Act;

WHEREAS, the special assessments imposed pursuant to this Ordinance will be imposed by the City Commission, not the Property Appraiser or Tax Collector and any

activity of the Property Appraiser or Tax Collector under the provisions of this Ordinance shall be construed solely as ministerial;

WHEREAS, the City Commission wishes to rename Chapter 46 from “Taxation” to “Taxation and Special Assessments;” and

WHEREAS, the City Commission determines that the adoption of this Ordinance is in the interests of the public health, safety and welfare of the City and its residents.

NOW, THEREFORE, THE CITY OF TREASURE ISLAND DOES ORDAIN:

SECTION 1. The recitals set forth in the “Whereas” clauses above are ratified and confirmed as true and correct and are hereby adopted as legislative findings by the City Commission of the City of Treasure Island, Florida, for the adoption of this Ordinance.

SECTION 2. That Chapter 46 “Taxation” of the Code of Ordinances of the City of Treasure Island, Florida, is hereby renamed to “Taxation and Special Assessments.”

SECTION 3. That Chapter 46 of the Code of Ordinances of the City of Treasure Island, Florida, is hereby amended to read as follows:

Article V. – Special Assessments

Sec. 46-150. - Definitions. The following terms shall have the following meanings, unless the context clearly requires otherwise:

"Annual Assessment Resolution" means the resolution described in Section 46-158, approving an Assessment Roll for a specific Fiscal Year.

"Assessment" means a special assessment imposed by the City Commission pursuant to this Ordinance to fund the Capital Cost of Capital Improvements or the Service Cost of Essential Services. The term "Assessment" and the reference to non-ad valorem assessments herein means those assessments which are not based upon millage and which can become a lien against a homestead as permitted by Article X, Section 4 of the Florida Constitution.

"Assessment Area" means any of specific areas created by resolution of the City Commission pursuant to Sec. 46-152 that specially benefit from Capital Improvements or Essential Services.

"Assessment Coordinator" means the City Manager or such person's designee.

"Assessment Roll" means the special assessment roll relating to Capital Improvements or Essential Services containing the information specified in Section 46-154, approved by a Final Assessment Resolution or an Annual Assessment Resolution pursuant to Sec. 46-157 and 46-158.

"Assessment Unit" means the apportionment unit utilized to determine the Assessment for each parcel of property, as set forth in the Initial Assessment Resolution. "Assessment Units" may include, by way of example and not limitation, one or a combination of the following: front footage, land area, improvement area, equivalent residential connections or units, equivalent benefit units, permitted land use, trip generation rates, rights to future trip generation capacity under applicable concurrency management regulations, property value or any other physical characteristic or reasonably expected use of the property that is related to the Capital Improvements or Essential Services to be funded from proceeds of the Assessment.

"Capital Cost" means all or any portion of the expenses that are properly attributable to the acquisition, design, construction, installation, reconstruction, renewal or replacement (including demolition, environmental mitigation and relocation) of Capital Improvements under generally accepted accounting principles; and including reimbursement to the City for any funds advanced for Capital Cost and interest on any interfund or intrafund loan for such purposes.

"Capital Improvements" means capital improvements constructed or installed by the City which provide a special benefit to lands within an Assessment Area.

"City" means City of Treasure Island, Florida.

"City Code" means the Code of Ordinances of the City of Treasure Island, Florida.

"City Commission" means the City Commission of the City of Treasure Island, Florida.

"City Manager" means the chief executive officer of the City, or such person's designee.

"Essential Services" means the services, facilities, or programs which provide a special benefit to, or relieve a burden attributable to, lands within an Assessment Area.

"Final Assessment Resolution" means the resolution described in Sec. 46-157 which shall confirm, modify or repeal the Initial Assessment Resolution and which shall be the final proceeding for the imposition of an Assessment.

"Fiscal Year" means the period commencing on October 1 of each year and continuing through the following September 30, or such other period as may be prescribed by law as the Fiscal Year for the City.

"Government Property" means property owned by the United States of America, the State of Florida, a county, a special district, a municipal corporation, or any of their respective agencies or political subdivisions.

"Initial Assessment Resolution" means the resolution described in Section 46-153, which shall be the initial proceeding for the imposition of an Assessment.

"Maximum Assessment Rate" means the highest rate of an Assessment established by the City Commission in an Initial Assessment Resolution and included in the notices required by Sec. 46-155 and 46-156.

"Obligations" means bonds or other evidence of indebtedness including but not limited to, notes, commercial paper, capital leases or any other obligation issued or incurred to finance Capital Improvements and secured, in whole or in part, by proceeds of the Assessments.

"Ordinance" means this Capital Improvement and Essential Services Procedural Assessment Ordinance.

"Pledged Revenue" means, as to any series of Obligations, (A) the proceeds of such Obligations, including investment earnings, (B) proceeds of the Assessments pledged to secure the payment of such Obligations, and (C) any other legally available non-ad valorem revenue pledged, at the City Commission's sole option, to secure the payment of such Obligations, as specified by the Ordinance and any resolution authorizing such Obligations.

"Property Appraiser" means the Pinellas County Property Appraiser.

"Resolution of Intent" means the resolution expressing the City Commission's intent to collect Assessments on the ad valorem tax bill required by the Uniform Assessment Collection Act.

"Service Cost" means all or any portion of the expenses that are properly attributable to the provision of Essential Services under generally accepted accounting principles; and including reimbursement to the City for any funds advanced for such expenses and interest on any interfund or intrafund loan for such purposes.

"Tax Collector" means the Pinellas County Tax Collector.

"Tax Roll" means the real property ad valorem tax assessment roll maintained by the Property Appraiser for the purpose of the levy and collection of ad valorem taxes.

"Uniform Assessment Collection Act" means sections 197.3632 and 197.3635, Florida Statutes, or any successor statutes authorizing the collection of non-ad valorem assessments on the same bill as ad valorem taxes, and any applicable regulations promulgated thereunder.

Sec. 46-151. – Authority and Purpose. The City Commission is authorized to impose Assessments against property located within an Assessment Area to fund Capital Improvements or Essential Services. The Assessment shall be computed in a manner that fairly and reasonably apportions the Capital Costs or Service Costs among the parcels of property within an Assessment Area, based upon objectively determinable Assessment Units related to the value, use or physical characteristics of the property.

Sec. 46-152. – Creation of Assessment Areas.

(A) The City Commission is authorized to create Assessment Areas by resolution. Each Assessment Area shall encompass only that property specially benefited by the Capital Improvements or Essential Services proposed for funding from the proceeds of Assessments to be imposed therein. Either the Initial Assessment Resolution proposing an Assessment Area or the Final Assessment Resolution creating an Assessment Area shall include brief descriptions of the Capital Improvements or Essential Services proposed for such area, a description of the property to be included within the Assessment Area, and legislative findings that recognize the special benefit to be provided by each proposed

Capital Improvement or Essential Service to property within the Assessment Area. Properties in any Assessment Area need not be adjacent or contiguous to any other property in an Assessment Area. An Assessment Area may encompass the entire area of the City.

(B) Petition Process.

(1) The City Commission may establish an Assessment Area either upon its own motion or upon written petition by a majority of affected property owners.

(2) Property owners shall include any persons, firm, partnership, corporation, trust, or other legal entity holding title to any property which would be liable for Assessments if the Assessments were imposed. The requirements for a majority of such property owners shall mean no less than (a) seventy (70) percent of the owners in number where the Assessment against each parcel is substantially equal, or (b) the owners of parcels liable for seventy (70) percent of the Assessment where the proposed Assessment against each parcel is not substantially equal. For purposes of this section, substantially equal means a variance between the highest and lowest Assessment of not more than twenty (20) percent.

(3) The property owner petition shall contain:

(i) The name, address and phone number of the property owner(s) submitting the petition and designating the property owner(s), if any, with whom the City should primarily communicate regarding the petition (the "Petitioners Representative");

(ii) a description of the proposed Capital Improvements or Essential services to be provided within the Assessment Area;

(iii) a description of the boundaries of the proposed Assessment Area and/or the real property to be included therein, which may be based upon reference to bordering streets, waterways or other defining boundaries, lots or units, and/or tax parcel identification numbers;

(iv) a cost estimate for the proposed Capital Improvements or Essential Services, including the supporting information or documentation upon which such cost estimate is based; and

(v) a statement that the petitioners (a) request that the improvements be constructed or that the services be provided, (b) recognize that the determination regarding the imposition of Assessments shall be made solely by the City Commission after public hearing, (c) agree to be assessed for the actual cost for construction of the improvements or provisions of services (regardless of whether such actual cost exceeds the cost estimate included in the petition) and imposing the Assessments, including allowable administrative and other incidental costs connected therewith, and (d) agree to pay the costs of preparing the plans, specifications, and cost estimates required for the project whether or not the project is ultimately constructed.

(4) The property owner petition shall be submitted to the office of the City Manager which shall make an initial determination (after consultation with the City Attorney, as or if necessary) as to whether the petition satisfies the requirements of this section. If the petition is determined to be insufficient, the Petitioners Representative shall be so notified, and the property owners may at their option resubmit an amended petition correcting the insufficiency. If the petition is determined to be sufficient, the City Manager shall present the petition to the City Commission which shall take such actions as may be necessary to determine, in its sole discretion, whether to proceed with creation of the Assessment Area, which actions may include but are not limited to investigating the financial and practical feasibility of providing the improvements or services and any associated legal considerations, conducting its own cost estimate, requesting additional information from the petitioners, etc.

(5) Notwithstanding the petition process established pursuant to this section, the City Commission shall retain the authority to create Assessment Areas on its own motion without property owner petition and/or the concurrence of seventy (70) percent of the property owners.

(C) Ballot Process.

(1) Upon receipt of petitions sufficient to satisfy the requirements of paragraph (B) of this section, the City Commission shall proceed to authorize the expenditure of City funds in an identified amount to enable staff to develop or obtain a good faith estimate of the actual cost of providing the Capital Improvements or Essential Services contemplated by the petitions. The estimate of actual cost may take the form of a proposal, bid or binding cost estimate provided by a contractor, service provider, engineer or other party and may include reasonable contingencies for future cost increases or inflation. Once the estimate of actual cost is prepared, a ballot for signature by owners of property within the proposed Assessment Area shall be prepared by the City Manager. The ballot shall include the following:

i. Notice that an Assessment Area is being considered for the area where the owner's property is located;

ii. Identification of the preliminary estimates of the total estimated Maximum Assessment Rate based on binding estimate;

iii. That the preliminary estimates are subject to change;

iv. Identification of any costs, which costs will be the responsibility of each property owner separate and apart from any resulting Maximum Assessment Rate;

v. Notice that only signed ballots returned to the City shall be counted toward meeting the approval threshold adopted herein; and

vi. The due date for returning signed ballots.

(2) The ballot shall include a statement that by signing this ballot, the property owner requests and agrees to:

i. The construction of the Capital Improvements or activation of the Essential Services in the proposed Assessment Area;

ii. The Capital Improvements or Essential Services shall be paid for by the property owners within the Assessment Area through the imposition of an Assessment and by the property owner signing the ballot that the property owner will pay an Assessment in the estimated amount identified in the ballot, and acknowledge that their property will be subject to a special assessment lien to secure payments due

in an amount as approved by Final Assessment Resolution of the City Commission, plus interest and payable over a period of time as provided in the Final Assessment Resolution after a public hearing. All property owners will be notified of the date and time of the public hearing at least twenty (20) days prior to the public hearing.

iii. The City Manager shall provide a form of the ballot to the Petitioners Representative who shall distribute copies thereof to each property owner in the proposed Assessment Area. Ballots must be returned to the City Manager within ninety (90) days of the Petitioners Representative's receipt of the form of the ballots from the City Manager.

(3) The ballot described in (1) and (2) above may be modified by the City Manager to include any facts or representations that may be applicable to the proposed Assessment, including, but not limited to, whether private easements may be required from property owners in order for the City to proceed with construction of Capital Improvements and whether there are additional cost considerations which may not be included within the proposed Assessment.

(4) The ballots shall be mailed to the owners of property comprising the proposed Assessment Area at the address of record included the property database maintained by the Property Appraiser, or any updated or forwarding address available through reasonable diligence in the event a mailed ballot is returned as undeliverable.

(5) Completed, signed ballots shall be returned to the City Manager who shall verify authenticity of owner name and parcel information by reference to the most recent tax roll. The City Manager may consider any other evidence provided that may contradict the information provided on the tax roll in order to identify and verify the owner of a property within a proposed Assessment Area, but reliance on the information contained in the tax roll is presumptively valid.

(6) In order for the City to proceed with consideration of an Assessment, ballots must be timely returned to the City evidence that at least eighty (80) percent those property owners within the proposed Assessment Area, returned signed ballots in

accordance with the procedures set forth in this section and are in favor of the proposed Assessment. For the purposes of calculating the percentage, each parcel shall be counted as one (1) owner.

(7) Following timely receipt of the ballots of at least eighty (80) percent of the property owners in the proposed Assessment Area in favor of the Assessment, the initial proceeding for the imposition of the Assessment, as provided for in section 46-153 will be scheduled for consideration of the City Commission.

(8) Notwithstanding the ballot process established pursuant to this section, the City Commission shall retain the authority to create Assessment Areas on its own motion but may present a question by mail, ballot or other process, concerning the creation of a proposed Assessment Area to obtain an expression from property owners residing within the proposed Assessment Area as to whether the Assessment Area should be created. The cost of the ballot shall be added to the cost of the Capital Improvements or Essential Services in the event the City Commission determines to create the proposed Assessment Area.

(9) Notwithstanding anything herein to the contrary, the results of any ballot held pursuant to this section are not binding on the City Commission and the City Commission may decline to establish an Assessment Area regardless of the results of any such ballot.

Sec. 46-153.- Initial Assessment Resolution. The initial proceeding for imposition of an Assessment shall be the City Commission's adoption of an Initial Assessment Resolution. The Initial Assessment Resolution shall:

(A) describe the proposed Assessment Area;

(B) describe the Capital Improvements or Essential Services proposed for funding from proceeds of the Assessments;

(C) estimate the Service Cost or Capital Cost;

(D) establish a Maximum Assessment Rate if desired by the City Commission;

(E) describe with particularity the proposed method of apportioning the Service Cost or Capital Cost among the parcels of property located within the Assessment Area,

such that the owner of any parcel of property can objectively determine the amount of the Assessment, based upon its value, use or physical characteristics;

(F) include specific legislative findings that recognize the equity provided by the apportionment methodology;

(G) schedule a public hearing at a meeting of the City Commission, which meeting shall be a regular, adjourned or special meeting, at which to hear objections of all interested persons and to consider adoption of the Final Assessment Resolution and approval of the Assessment Roll; and

(H) direct the Assessment Coordinator to (1) prepare the Assessment Roll pursuant to Section 46-154, (2) publish the notice required by Section 46-155, and (3) mail the notice required by Section 46-156 using information then available from the Property Appraiser.

Sec. 46-154.- Assessment Roll

(A) The Assessment Coordinator shall prepare a preliminary Assessment Roll that contains the following information:

(1) a summary description of each parcel of property (conforming to the description contained on the Tax Roll) subject to the Assessment;

(2) the name of the owner of record of each parcel, as shown on the Tax Roll;

(3) the number of Assessment Units attributable to each parcel;

(4) if applicable, the estimated maximum annual Assessment to become due in any Fiscal Year for each Assessment Unit; and

(5) if applicable, the estimated maximum annual Assessment to become due in any Fiscal Year for each parcel.

(B) Copies of the Initial Assessment Resolution and the preliminary Assessment Roll shall be on file in the office of the Assessment Coordinator and open to public inspection. The foregoing shall not be construed to require that the Assessment Roll be in printed form if the amount of the Assessment for each parcel of property can be determined by use of a computer terminal or otherwise accessible through the internet or similar data base.

Sec. 46-155. Notice by Publication. After filing the Assessment Roll in the office of the Assessment Coordinator, as required by Section 46-154 (B), the Assessment Coordinator shall publish once in a newspaper of general circulation within Pinellas County a notice stating that at a meeting of the City Commission on a certain day and hour, not earlier than 20 calendar days from such publication, which meeting shall be a regular, adjourned or special meeting, the City Commission will hear objections of all interested persons to the Final Assessment Resolution and approval of the Assessment Roll. The published notice shall conform to the requirements set forth in the Uniform Assessment Collection Act. Such notice shall include (A) a geographic depiction of the property subject to the Assessment; (B) the proposed schedule of the Assessment; (C) the method by which the Assessment shall be collected; (D) the Maximum Assessment Rate in the event one was adopted in the Initial Assessment Resolution; and (E) a statement that all affected property owners have the right to appear at the public hearing and to file written objections within 20 days of the publication of the notice. Notwithstanding anything herein to the contrary, notice of a proposed Assessment may be given in any manner authorized by law.

Sec. 46-156. – Notice by Mail. In addition to the published notice required by Section 46-155, the Assessment Coordinator shall provide notice of the proposed Assessment by first class mail to the owner of each parcel of property subject to the Assessment. The mailed notice shall conform to the requirements set forth in the Uniform Assessment Collection Act. Such notice shall include (A) the purpose of the Assessment; (B) the rate of Assessment to be levied against each parcel of property including a Maximum Assessment Rate in the event one was adopted by the Initial Assessment Resolution; (C) the Assessment Unit to be applied to determine the Assessment; (D) the number of such Assessment Units contained in each parcel; (E) the total revenue to be collected by the Assessment; and (F) a statement that failure to pay the Assessment will cause a tax certificate to be issued against the property or foreclosure proceedings may be instituted, either of which may result in a loss of title to the property; (G) a statement that all affected property owners have a right to appear at the hearing and to file written objections with the

City Commission within 20 days of the notice; and (H) the date, time and place of the hearing. Notice shall be mailed at least 20 calendar days prior to the hearing to each property owner at such address as is shown on the Tax Roll on the twentieth calendar day prior to the date of mailing. Notice shall be deemed mailed upon delivery thereof to the possession of the U.S. Postal Service. The Assessment Coordinator may provide proof of such notice by affidavit. Notwithstanding anything herein to the contrary, notice of a proposed Assessment may be given in any manner authorized by law.

Sec. 46-157. – Adoption of Final Resolution. At the time named in such notices, or to which an adjournment or continuance may be taken, the City Commission shall conduct the public hearing established pursuant to section 46-153 to receive written objections and hear testimony of interested persons and may then, or at any subsequent meeting of the City Commission, adopt the Final Assessment Resolution which shall:

(A) confirm, modify or repeal the Initial Assessment Resolution with such amendments, if any, as may be deemed appropriate by the City Commission;

(B) create the Assessment Area;

(C) establish the maximum amount of the Assessment for each Assessment Unit;

(D) approve the Assessment Roll, with such amendments as it deems just and right; and

(E) determine the method of collecting the Assessments.

Sec. 46-158. – Annual Assessment Resolution. The City Commission shall adopt an Annual Assessment Resolution during its budget adoption process for each Fiscal Year in which Assessments will be imposed to approve the Assessment Roll for such Fiscal Year. The Final Assessment Resolution shall constitute the Annual Assessment Resolution for the initial Fiscal Year. The Assessment Roll, as prepared in accordance with the Initial Assessment Resolution and confirmed or amended by the Final Assessment Resolution, shall be confirmed or amended by the Annual Assessment Resolution to reflect the then applicable portion of the cost of the Capital Improvements or Essential Services, or both, to be paid by Assessments. If the proposed Assessment

for any parcel of property exceeds the Maximum Assessment Rate established in the Initial Assessment Resolution for the area and described in the notices provided pursuant to Sections 46-155 and 46-156 or if an Assessment is imposed against property not previously subject thereto, the City Commission shall provide notice to the owner of such property in accordance with Section 46-156 and conduct a public hearing prior to adoption of the Annual Assessment Resolution. Failure to adopt an Annual Assessment Resolution during the budget adoption process may be cured at any time.

Sec. 46-159. – Effect of Assessment Resolutions. The adoption of the Final Assessment Resolution or of an Annual Assessment Resolution requiring notice as provided in Section 46-158, shall be the final adjudication of the issues presented (including, but not limited to, the apportionment methodology, the rate of assessment, the maximum annual Assessment of each parcel, the adoption of the Assessment Roll and the levy and lien of the Assessments), unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of the City Commission's adoption of the Final Assessment Resolution. The Assessments for each Fiscal Year shall be established upon adoption of the Annual Assessment Resolution. If the Assessments are to be collected pursuant to the Uniform Assessment Collection Act, the Assessment Roll, as approved by the Annual Assessment Resolution, shall be certified to the Tax Collector.

Sec. 46-160. – Prepayment of Assessment.

(A) The Assessment imposed against any parcel of property to fund Capital Improvements shall be subject to prepayment at the option of the property owner, as follows:

(1)Prior to the issuance of Obligations, the Assessment Coordinator shall provide first class mailed notice to the owner of each parcel of property subject to the Assessment of the City Commission's intent to issue such Obligations. On or prior to the date specified in such notice (which shall not be earlier than the thirtieth day following the date on which the notice is delivered to the possession of the U.S. Postal Service), or such later date

as the City Commission may allow in its sole discretion, the owner of each parcel of property subject to the Assessment shall be entitled to prepay the total Assessment obligation.

(2) Following the date specified in the notice provided pursuant to Section 46-160(A), or such later date as the City Commission may allow in its sole discretion, the owner of each parcel of property subject to the Assessment shall be entitled to prepay the total remaining Assessment upon payment of an amount equal to the sum of (a) such parcel's share of the principal amount of Obligations then outstanding, (b) the premium associated with redemption of such parcel's share of the principal amount of Obligations then outstanding, and (c) interest on such parcel's share of the principal amount of Obligations then outstanding, from the most recent date to which interest has been paid to the next date following such prepayment on which the City can redeem Obligations after providing all notices required by the ordinance or resolution authorizing issuance of such Obligations; provided however, that during any period commencing on the date the annual Assessment Roll is certified for collection pursuant to the Uniform Assessment Collection Act and ending on the next date on which unpaid ad valorem taxes become delinquent, the City may reduce the amount required to prepay the Assessments imposed against any parcel of property by the amount of the Assessment certified for collection with respect to such parcel.

(B) At the City's election, the Assessment imposed against any parcel of property may be subject to acceleration and mandatory prepayment if at any time a tax certificate has been issued and remains outstanding in respect of such property. In such event, the amount required for mandatory prepayment shall be the same as that required for an optional prepayment authorized by Section 46-160 (B).

(C) The amount of all prepayments computed in accordance with this Section 46-160 shall be final. The City shall not be required to refund any portion of a prepayment if (1) the Capital Cost is less than the amount upon which such prepayment was computed, or (2) annual Assessments will not be imposed for the full number of years anticipated at the time of such prepayment.

Sec. 46-161 – Lien of Assessments.

(A) Upon adoption of the Annual Assessment Resolution for each Fiscal Year, Assessments to be collected under the Uniform Assessment Collection Act shall constitute a lien against assessed property equal in rank and dignity with the liens of all state, county, district or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles and claims, until paid. The lien shall be deemed perfected upon adoption by the City Commission of the Annual Assessment Resolution and shall attach to the property included on the Assessment Roll as of the prior January 1, the lien date for ad valorem taxes.

(B) Upon adoption of the Final Assessment Resolution, Assessments to be collected under the alternative method of collection provided in Section 46-166 shall constitute a lien against assessed property equal in rank and dignity with the liens of all state, county, district or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles and claims, until paid. The lien shall be deemed perfected on the date notice thereof is recorded in the Official Records of Pinellas County, Florida.

Sec. 46-162. – Revisions to Assessments. If any Assessment made under the provisions of this Ordinance is either in whole or in part annulled, vacated or set aside by the judgment of any court, or if the City Commission is satisfied that any such Assessment is so irregular or defective that the same cannot be enforced or collected, or if the City Commission has omitted the inclusion of any property on the Assessment Roll which property should have been so included, the City Commission may take all necessary steps to impose a new Assessment against any property benefited by the Capital Improvement or Essential Service, following as nearly as may be practicable the provisions of this Ordinance, and in case such second Assessment is annulled, the City Commission may levy and impose other Assessments until a valid Assessment is imposed.

Sec. 46-163. – Procedural Irregularities. Any informality or irregularity in the proceedings in connection with the levy of any Assessment under the provisions of this Ordinance shall not affect the validity of the same after the approval thereof, and any Assessment as finally approved shall be competent and sufficient evidence that such Assessment was duly levied, that the Assessment was duly made and adopted, and that all proceedings related to such Assessment were duly had, taken and performed as required by this Ordinance; and no variance from the directions hereunder shall be held material unless it be clearly shown that the party objecting was materially injured thereby. Notwithstanding the provisions of this Section 46-163, any party objecting to an Assessment imposed pursuant to this Ordinance must file an objection with a court of competent jurisdiction within the time periods prescribed herein.

Sec. 46-164. – Correction of Errors and Omissions.

(A) No act of error or omission on the part of the City Commission, Assessment Coordinator, Property Appraiser, Tax Collector, or their deputies or employees, shall operate to release or discharge any obligation for payment of any Assessment imposed by the City Commission under the provisions of this Ordinance.

(B) In the event that the number of Assessment Units attributed to a parcel of property is incorrect under the terms of the apportionment methodology adopted by the City Commission for a given Assessment program, the number of Assessment Units attributed to such parcel may be corrected at any time by the Assessment Coordinator, including upon presentation of competent substantial evidence by the owner of such parcel. Any such correction which reduces an Assessment shall be considered valid from the date on which the Assessment was imposed and shall in no way affect the enforcement of the Assessment imposed under the provisions of this Ordinance. Any such correction which increases an Assessment or imposes an assessment on omitted property shall first require notice to the affected owner at the address shown on the Tax Roll notifying the owner of the date, time and place that the City Commission will consider confirming the correction and offering the owner an opportunity to be heard.

(C) After the Assessment Roll has been delivered to the Tax Collector in

accordance with the Uniform Assessment Collection Act, any changes, modifications or corrections thereto shall be made in accordance with the procedures applicable to errors and insolvencies for ad valorem taxes.

Sec. 46-165. – Method of Collection. Unless directed otherwise by the City Commission, Assessments (other than Assessments imposed against Government Property) shall be collected pursuant to the Uniform Assessment Collection Act, and the City shall comply with all applicable provisions thereof, including but not limited to (1) entering into a written agreement with the Property Appraiser and the Tax Collector for reimbursement of necessary expenses, (2) certifying the Assessment Roll to the Tax Collector, and (3) adopting a Resolution of Intent after publishing weekly notice of such intent for four consecutive weeks preceding the hearing. The Resolution of Intent may be adopted either prior to or following the Initial Assessment Resolution; provided however, that the Resolution of Intent must be adopted prior to January 1 (March 1 with consent of the Property Appraiser and Tax Collector) of the year in which the Assessments are first collected on the ad valorem tax bill. This section shall not be construed to require adoption of an additional Resolution of Intent, and notice thereof, if a Resolution of Intent was previously adopted and is currently in effect for the area in question. Any hearing or notice required by this Ordinance may be combined with any other hearing or notice required by the Uniform Assessment Collection Act. Upon adoption of a Resolution of Intent, the Mayor and/or City Manager shall be authorized to execute reimbursement agreement(s) on behalf of the City as contemplated by section 197.3632(2) of the Uniform Assessment Collection Act, and to take such other actions as may be necessary or desirable in order to effectuate collection of the Assessments in accordance with the Uniform Assessment Collection Act.

Sec. 46-166 – Alternative Method of Collection. In lieu of using the Uniform Assessment Collection Act, the City may elect to collect the Assessment by any other method which is authorized by law or provided by this Section 46-166 as follows:

(A) The City shall provide Assessment bills by first class mail to the owner of

each affected parcel of property, other than Government Property. The bill or accompanying explanatory material shall include (1) a brief explanation of the Assessment, (2) a description of the Assessment Units used to determine the amount of the Assessment, (3) the number of Assessment Units attributable to the parcel, (4) the total amount of the parcel's Assessment for the appropriate period, (5) the location at which payment will be accepted, (6) the date on which the Assessment is due, and (7) a statement that the Assessment constitutes a lien against assessed property equal in rank and dignity with the liens of all state, county, district or municipal taxes and other non-ad valorem assessments.

(B) A general notice of the lien resulting from imposition of the Assessments shall be recorded in the Official Records of Pinellas County, Florida. Nothing herein shall be construed to require that individual liens or releases be filed in the Official Records.

(C) The City shall have the right to appoint or retain an agent to foreclose and collect all delinquent Assessments in the manner provided by law. An Assessment shall become delinquent if it is not paid within thirty (30) days from the due date. The City or its agent shall notify any property owner who is delinquent in payment of an Assessment within sixty (60) days from the date such Assessment was due. Such notice shall state in effect that the City or its agent will initiate a foreclosure action and cause the foreclosure of such property subject to a delinquent Assessment in a method now or hereafter provided by law for foreclosure of mortgages on real estate, or otherwise as provided by law.

(D) All costs, fees and expenses, including reasonable attorney fees and title search expenses, related to any foreclosure action as described herein shall be included in any judgment or decree rendered therein. At the sale pursuant to decree in any such action, the City may be the purchaser to the same extent as an individual person or corporation. The City may join in one foreclosure action the collection of Assessments against any or all property assessed in accordance with these provisions. All delinquent property owners whose property is foreclosed shall be liable for an apportioned amount of reasonable costs and expenses incurred by the City and its agents, including reasonable attorney fees, in collection of such delinquent Assessments and any other costs incurred by the City as a result of such delinquent Assessments including, but not limited to, costs

paid for draws on a credit facility and the same shall be collectible as a part of or in addition to, the costs of the action.

(E) In lieu of foreclosure, any delinquent Assessment and the costs, fees and expenses attributable thereto, may be collected pursuant to the Uniform Assessment Collection Act; provided however, that (1) notice is provided to the owner in the manner required by law and this Ordinance, and (2) any existing lien of record on the affected parcel for the delinquent Assessment is supplanted by the lien resulting from certification of the Assessment Roll to the Tax Collector.

Sec. 46-167. – Responsibility for Enforcement. The City and its agents, if any, shall maintain the duty to enforce the prompt collection of Assessments by the means provided herein. The duties related to collection of Assessments may be enforced at the suit of any holder of Obligations in a court of competent jurisdiction by mandamus or other appropriate proceedings or actions.

Sec. 46-168. – Government Property.

(A) If Assessments are imposed against Government Property, the City shall provide Assessment bills by first class mail to the owner of each affected parcel of Government Property. The bill or accompanying explanatory material shall include (1) a brief explanation of the Assessment, (2) a description of the Assessment Units used to determine the amount of the Assessment, (3) the number of Assessment Units attributable to the parcel, (4) the total amount of the parcel's Assessment for the appropriate period, (5) the location at which payment will be accepted, and (6) the date on which the Assessment is due.

(B) Assessments imposed against Government Property shall be due on the same date as Assessments against other property within the Assessment Area and, if applicable, shall be subject to the same discounts for early payment.

(C) An Assessment shall become delinquent if it is not paid within thirty (30) days from the due date. The City shall notify the owner of any Government Property that is delinquent in payment of its Assessment within sixty (60) days from the date such

Assessment was due. Such notice shall state in effect that the City will initiate a mandamus or other appropriate judicial action to compel payment.

(D) All costs, fees and expenses, including reasonable attorney fees and title search expenses, related to any mandamus or other action as described herein shall be included in any judgment or decree rendered therein. All delinquent owners of Government Property against which a mandamus or other appropriate action is filed shall be liable for an apportioned amount of reasonable costs and expenses incurred by the City or its agents, including reasonable attorney fees, in collection of such delinquent Assessments and any other costs incurred by the City as a result of such delinquent Assessments including, but not limited to, costs paid for draws on a credit facility and the same shall be collectible as a part of, or in addition to, the costs of the action.

(E) As an alternative to the foregoing, an Assessment imposed against Government Property may be collected on the bill for any utility service provided to such Government Property. The City Commission may also contract for such billing services with any utility not owned by the City.

(F) Notwithstanding anything herein to the contrary, Assessments shall not be imposed against Government Property which is exempted from the payment of special assessments and/or non-ad valorem assessments under state or federal law. The foregoing class of properties not to be assessed do not include Government Property that is leased for private use. Nothing herein shall be construed to require the imposition of Assessments against Government Property.

Sec. 46-169. – General Authority.

(A) The City Commission shall have the power and is hereby authorized to provide by ordinance or resolution, at one time or from time to time in series, for the issuance of Obligations to fund Capital Improvements and any amounts to be paid or accrued in connection with issuance of such Obligations including but not limited to capitalized interest, transaction costs and reserve account deposits.

(B) The principal of and interest on each series of Obligations shall be payable from Pledged Revenue. At the option of the City Commission, the City may agree, by ordinance or resolution, to budget and appropriate funds to make up any deficiency in the

reserve account established for the Obligations or in the payment of the Obligations, from other non-ad valorem revenue sources. The City Commission may also provide, by ordinance or resolution, for a pledge of or lien upon proceeds of such non-ad valorem revenue sources for the benefit of the holders of the Obligations. Any such ordinance or resolution shall determine the nature and extent of any pledge of or lien upon proceeds of such non-ad valorem revenue sources.

Sec. 46-170. – Terms of the Obligations. The Obligations shall be dated, shall bear interest at such rate or rates, shall mature at such times as may be determined by ordinance or resolution of the City Commission, and may be made redeemable before maturity, at the option of the City, at such price or prices and under such terms and conditions, all as may be fixed by the City Commission. Said Obligations shall mature not later than forty (40) years after their issuance. The City Commission shall determine by ordinance or resolution the form of the Obligations, the manner of executing such Obligations, and shall fix the denominations of such Obligations, the place or places of payment of the principal and interest, which may be at any bank or trust company within or outside of the State of Florida, and such other terms and provisions of the Obligations as it deems appropriate. The Obligations may be sold at public or private sale for such price or prices as the City Commission shall determine by ordinance or resolution. The Obligations may be delivered to any contractor to pay for the provision of Capital Improvements or may be sold in such manner and for such price as the City Commission may determine by ordinance or resolution to be for the best interests of the City.

Sec. 46-171. - Variable Rate Obligation. At the option of the City Commission, Obligations may bear interest at a variable rate.

Sec. 46-172. – Temporary Obligations. Prior to the preparation of definitive Obligations of any series, the City Commission may, under like restrictions, issue interim receipts, interim certificates, or temporary Obligations, exchangeable for definitive Obligations when such Obligations have been executed and are available for delivery. The City Commission may also provide for the replacement of any Obligations which shall become mutilated,

destroyed or lost. Obligations may be issued without any other proceedings or the happening of any other conditions or things other than those proceedings, conditions or things which are specifically required by this Ordinance.

Sec. 46-173. – Anticipated Notes. In anticipation of the sale of Obligations, the City Commission may, by ordinance or resolution, issue notes and may renew the same from time to time. Such notes may be paid from the proceeds of the Obligations, the proceeds of the Assessments, the proceeds of the notes and such other legally available moneys as the City Commission deems appropriate by ordinance or resolution. Said notes shall mature within five (5) years of their issuance and shall bear interest at a rate not exceeding the maximum rate provided by law. The City Commission may issue Obligations or renewal notes to repay the notes. The notes shall be issued in the same manner as the Obligations.

Sec. 46-174. – Taxing Power Not Pledged. Obligations issued under the provisions of this Ordinance shall not be deemed to constitute a general obligation or pledge of the full faith and credit of the City within the meaning of the Constitution of the State of Florida, but such Obligations shall be payable only from Pledged Revenue and, if applicable, proceeds of the Assessments, in the manner provided herein and by the ordinance or resolution authorizing the Obligations. The issuance of Obligations under the provisions of this Ordinance shall not directly or indirectly obligate the City to levy or to pledge any form of ad valorem taxation whatsoever. No holder of any such Obligations shall ever have the right to compel any exercise of the ad valorem taxing power on the part of the City to pay any such Obligations or the interest thereon or to enforce payment of such Obligations or the interest thereon against any property of the City, nor shall such Obligations constitute a charge, lien or encumbrance, legal or equitable, upon any property of the City, except the Pledged Revenue.

Sec. 46-175. – Trust Funds. The Pledged Revenue received pursuant to the authority of this Ordinance shall be deemed to be trust funds, to be held and applied solely as provided in this Ordinance and in the ordinance or resolution authorizing issuance of the

Obligations. Such Pledged Revenue may be invested by the City, or its designee, in the manner provided by the ordinance or resolution authorizing issuance of the Obligations. The Pledged Revenue upon receipt thereof by the City shall be subject to the lien and pledge of the holders of any Obligations or any entity other than the City providing credit enhancement on the Obligations.

Sec. 46-176. – Remedies of Holders. Any holder of Obligations, except to the extent the rights herein given may be restricted by the ordinance or resolution authorizing issuance of the Obligations, may, whether at law or in equity, by suit, action, mandamus or other proceedings, protect and enforce any and all rights under the laws of the state or granted hereunder or under such ordinance or resolution, and may enforce and compel the performance of all duties required by this part, or by such ordinance or resolution, to be performed by the City.

Sec. 46-177. – Refunding Obligations. The City may, by ordinance or resolution of the City Commission, issue Obligations to refund any Obligations issued pursuant to this Ordinance, or any other obligations of the City issued to finance Capital Improvements and provide for the rights of the holders hereof. Such refunding Obligations may be issued in an amount sufficient to provide for the payment of the principal of, redemption premium, if any, and interest on the outstanding Obligations to be refunded. If the issuance of such refunding Obligations results in an annual Assessment that exceeds the estimated maximum annual Assessments set forth in the notice provided pursuant to Section 46-156, the City Commission shall provide notice to the affected property owners and conduct a public hearing in the manner required by this Article.

SECTION 4. SEVERABILITY.

It is the intention of the City Commission that each provision hereof be considered severable, and, if any section, subsection, sentence, or provision of this ordinance is held invalid, the remainder of the ordinance shall not be affected.

SECTION 5. CONFLICT.

All ordinances or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

SECTION 6. CODIFICATION.

Sections 2 and 3 of this ordinance shall be codified in the Code of Ordinances for the City of Treasure Island, Florida. The codifier is authorized to renumber or reclassify such other provision of the Code of Ordinance to accomplish such intention. The codifier is also authorized to make editorial changes not affecting the substance of this Ordinance in the substitution of article, ordinance, section, paragraph, or such other appropriate word or phrase in order to accomplish such intention.

SECTION 7. EFFECTIVE DATE.

This Ordinance shall take effect immediately upon its final passage.

FIRST READING and PUBLIC HEARING on the __ day of ___, 202_.

SECOND READING and PUBLIC HEARING on the __ day of ___, 202_.

PUBLISHED in the Tampa Bay Times on the day of , 202_.

The foregoing ordinance was offered during the meeting of the City Commission of the City of Treasure Island, Florida, sitting on the __ day of ____, 202_ by Commissioner _____ who moved its adoption; was seconded by Commissioner _____ and upon roll call, the vote was:

YEAS:

NAYS:

ABSENT OR ABSTAINING:

_____
Tyler Payne, Mayor

ATTEST:

_____
Celine Kidwell, City Clerk

AGENDA ITEM NO. B.3

Item Cover Page

BOARD OF COMMISSIONERS AGENDA ITEM REPORT

DATE:	November 7, 2023
SUBMITTED BY:	Stacy Boyles, Public Works
ITEM TYPE:	Presentations
AGENDA SECTION:	DISCUSSION
SUBJECT:	Draft Treasure Island Downtown Mobility Plan
BACKGROUND:	In November 2022, the Commission approved a work authorization with Stantec to provide a downtown improvement plan to address safety and connectivity for all modes of travel, including micromobility. Multiple engagement sessions were held during the process and feedback was incorporated into the draft plan. This represents one of three connectivity studies encompassing all areas within the City. The other two plans are the Gulf Boulevard Safety Analysis and Design Alternatives and the City-wide Connectivity Plan.
POLICY/PURPOSE:	The purpose of this item is to request Commission review and feedback of the draft report prior to adoption.
STRATEGIC PLAN RELEVANCE:	The Infrastructure Road Map, Goal 1, Objective 3 is to *"Enhance City-wide connectivity to create an improved environment for bikes and pedestrians."* Bold Action 1 under this objective is to *"Identify connectivity gaps and grant opportunities".*
ANALYSIS/DISCUSSION:	A draft plan has been developed for review and consideration prior to final adoption. This plan will be incorporated into the City of Treasure Island's Connectivity Master Plan, along with the other two plan components.
FUNDING:	No funding is requested at this time. Previously authorized design fees for the project were not exceed $100,000 from Municipal Services Account No. 001-5410-31300.

MOTION: Any comments or feedback from the Commission?

ATTACHMENTS:
Att A - Downtown Mobility Presentation.pptx
Att B - Draft Mobility Plan.pdf
Att C - Outreach Summary.pdf

Treasure Island

Downtown Mobility Plan



Summary of Recommendations

City Commission Meeting | September 18, 2023

TREASURE ISLAND
FLORIDA



Premise of the Plan: Four Main Goals



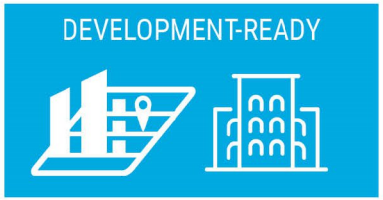
Multimodal: a more walking, biking, and rolling friendly downtown



Resilient: a downtown better prepared for natural and climate-based impacts



Highly connected: many paths to navigate downtown's destinations and connect to/from it

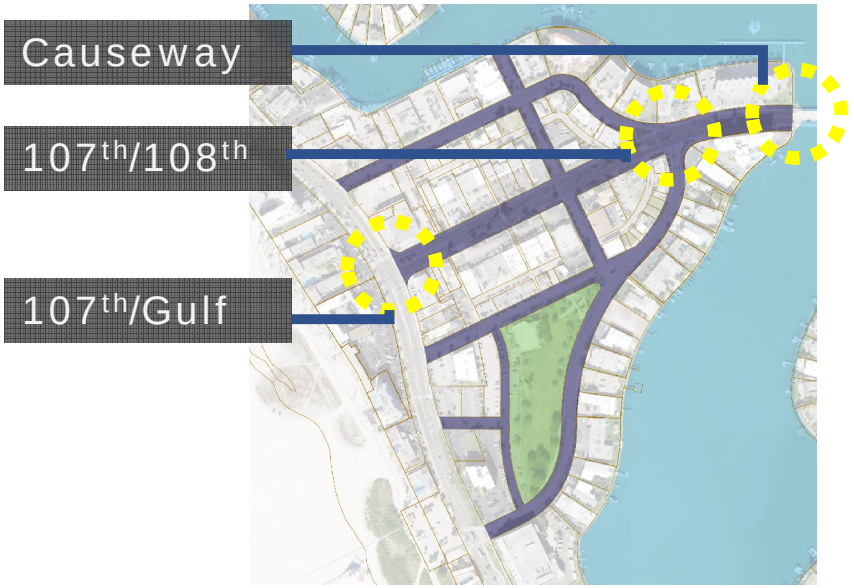


Development-ready: a plan that guides the City on development-based contributions

Mobility and Traffic Foundations



Treasure Island's local street network gives it more ability to manage traffic than if there were one single corridor.



However, there are pinch points around downtown, and downtown's network must continue to help address these.

Traffic Analysis Steps

Count our Current Traffic

Consider Regional Growth

Consider New Development

Distribute Traffic on the Network

Assess Impacts and Opportunities

- Daily traffic counts: 24 hours of traffic at a single point, measured by direction.
- Intersection traffic counts: **peak periods** of all movements at an intersection, with the **peak hour** within this selected for analysis.

Traffic Analysis Steps

Count our Current Traffic

Consider Regional Growth

Consider New Development

Distribute Traffic on the Network

Assess Impacts and Opportunities

Add in the traffic that would occur even if no new development happened in Treasure Island.

In Pinellas County, this is typically **1.5% per year**, and we looked out over 8 years.

Traffic Analysis Steps

Count our Current Traffic

Consider Regional Growth

Consider New Development

Distribute Traffic on the Network

Assess Impacts and Opportunities

We considered the buildout of the 'south block' of 107th Avenue (between Gulf Drive and 1st Street East).

Then we considered what would happen if the 'north block' developed as well.

Traffic Analysis Steps

Count our Current Traffic

Consider Regional Growth

Consider New Development

Distribute Traffic on the Network

Assess Impacts and Opportunities

This new traffic doesn't all go in the same direction.

Pinellas County's traffic forecasting model provides guidance for how to direct new traffic onto downtown streets.

Traffic Analysis Steps

Count our Current Traffic

Consider Regional Growth

Consider New Development

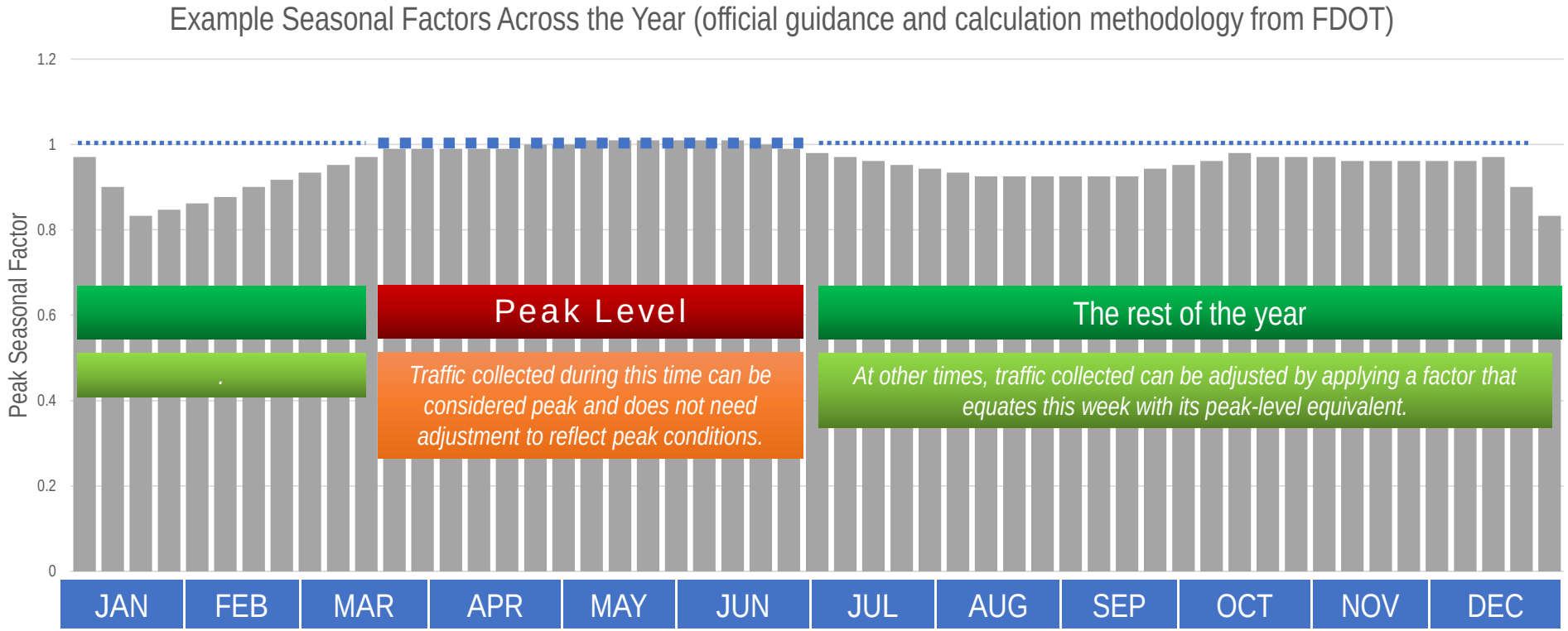
Distribute Traffic on the Network

Assess Impacts and Opportunities

Based on the results of this, we can understand where enhancements are needed.

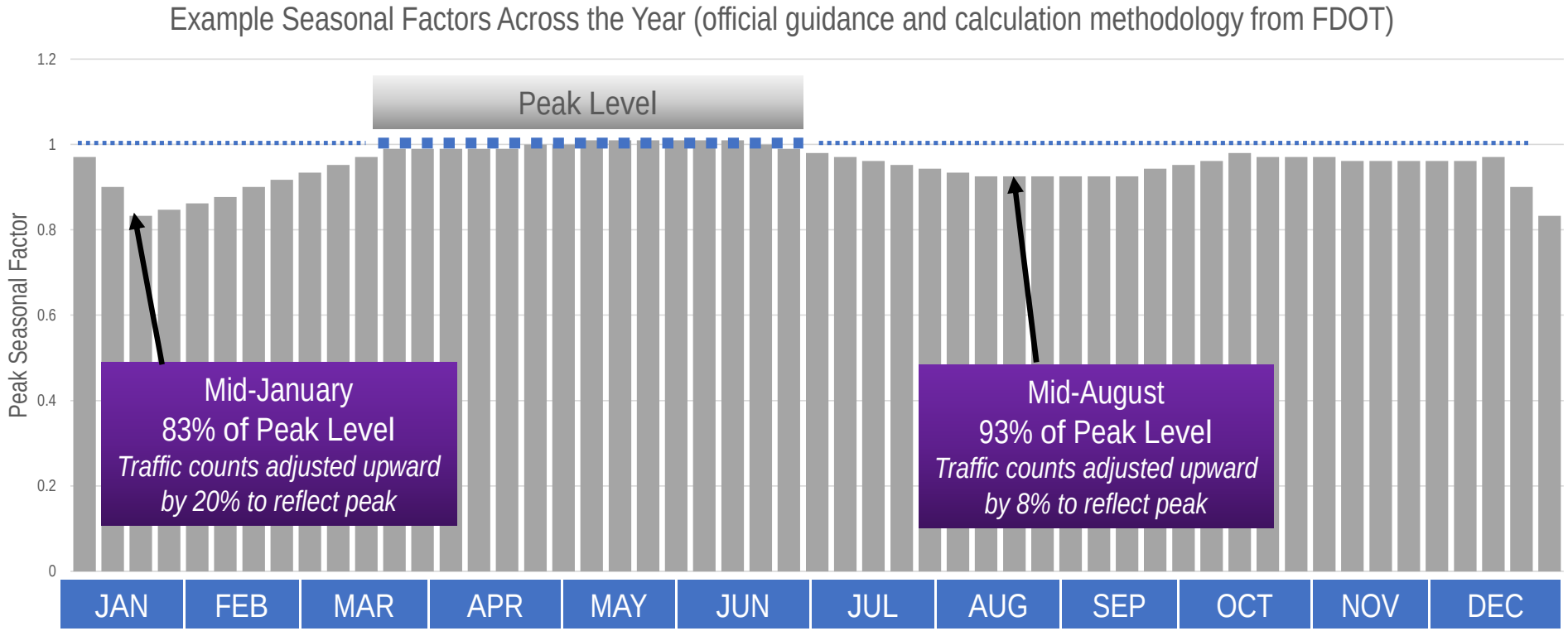
What remains of our right-of-way can be used for other purposes: walking, bicycling, landscaping, and other features.

Seasonal Traffic Adjustment: How it Works



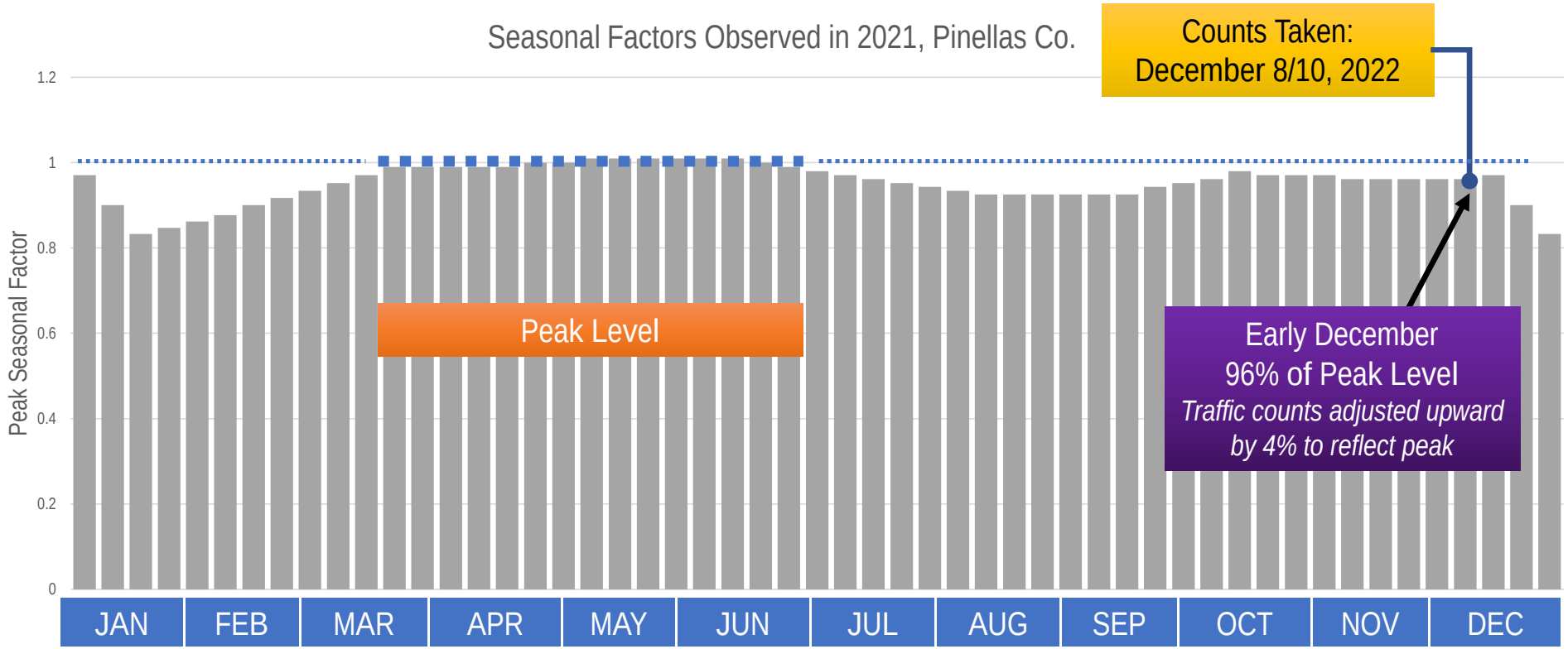
FDOT publishes adjustment factors each year for each of Florida's counties. Traffic from any time of the year can be equated to the peak for the year by applying a seasonal factor.

Seasonal Traffic Adjustment: How it Works



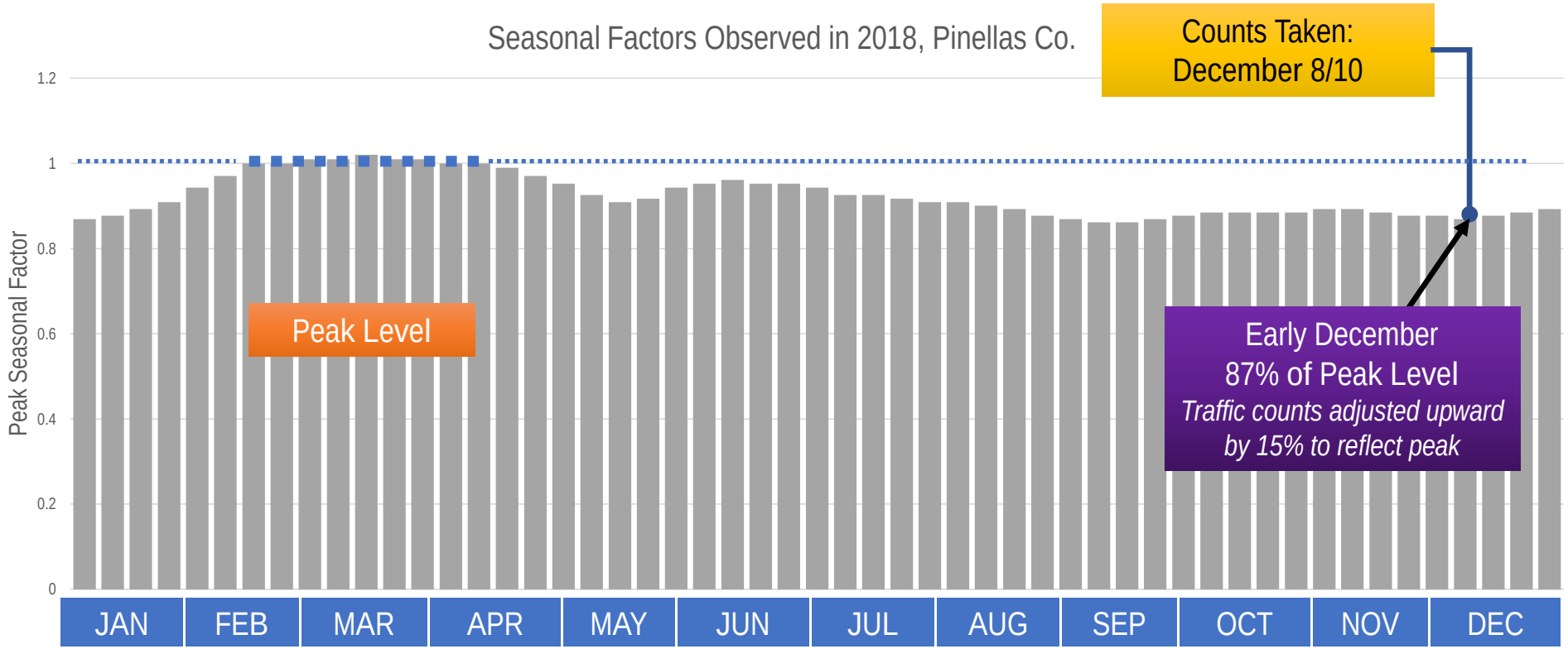
FDOT publishes adjustment factors each year for each of Florida's counties. Traffic from any time of the year can be equated to the peak for the year by applying a seasonal factor.

Seasonal Traffic Adjustment



Our study's traffic data was collected in mid-December. While not the peak-of-the-peak, it is close and has been close over past years.

Seasonal Traffic Adjustment



Let's compare this to before the pandemic: there was more variation between peak and off-peak, but not greatly more.

Why Not Design for the Peak?

Roadways well below capacity are usually associated with higher speeds.

The more travel lanes, the more distance people walking or rolling need to cross.

The more travel lanes, the more stormwater runoff for existing infrastructure to process.



Current Right-of-Way

- 100’ on 107th Avenue
- 60’ on most other streets



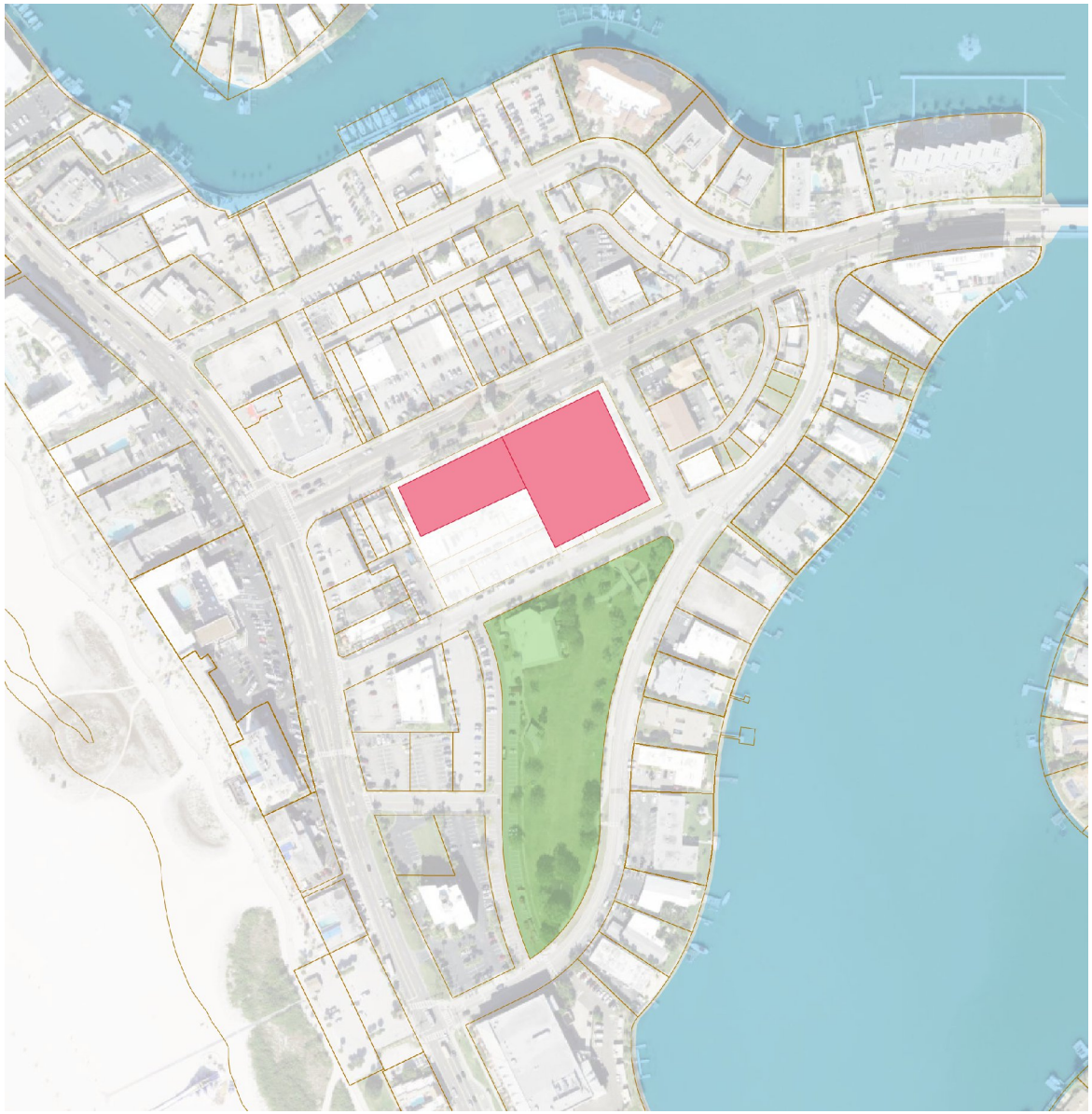
Downtown's most complex intersection design

- 104th/108th/107th
- Current challenge stems from centerlines do not meet at a single point



What could we do today?

- Restructure this intersection from its current configuration (almost, but not quite, a single intersection) **into two discrete intersections**



Redevelopment of South Site



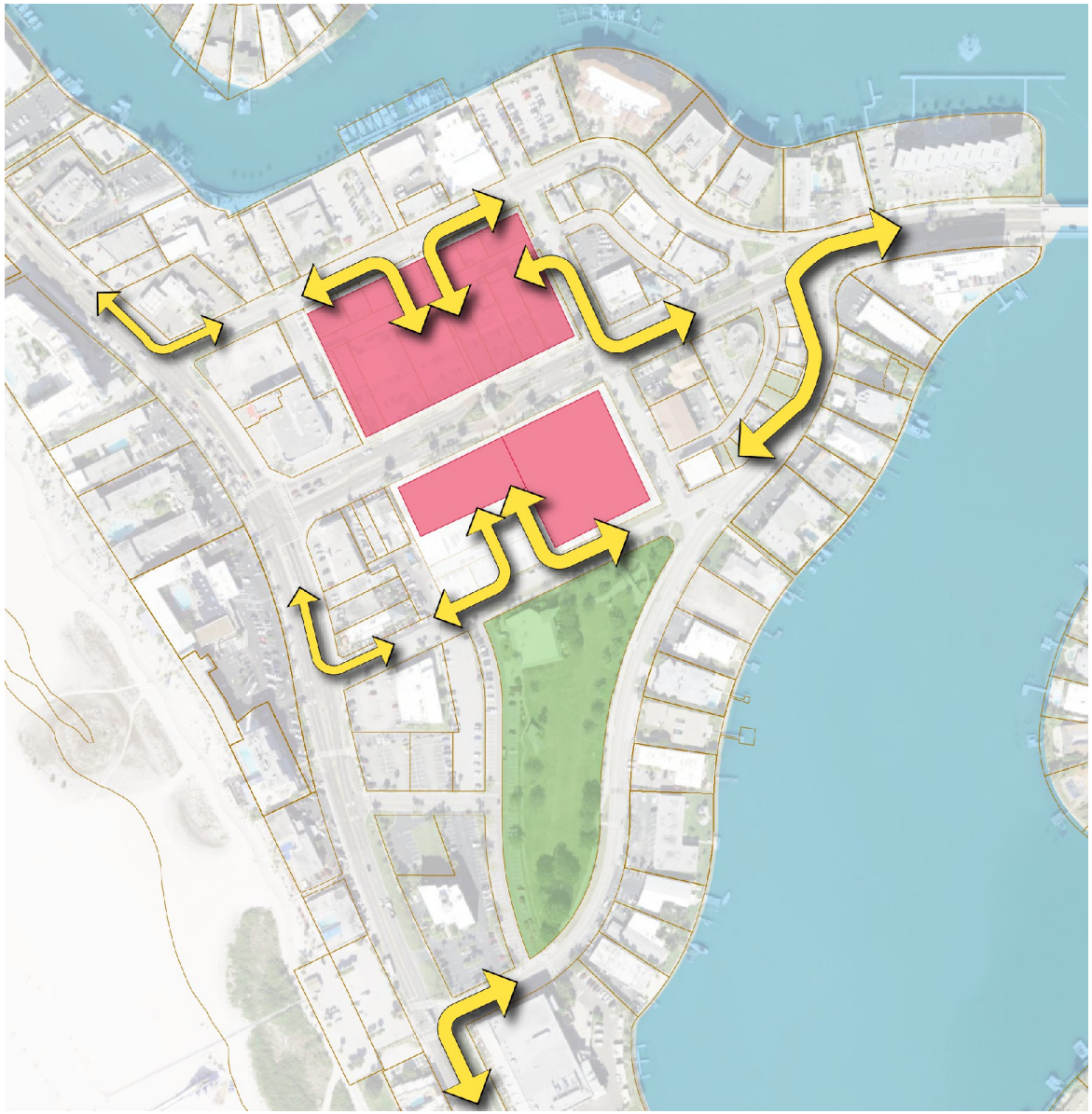
Redevelopment of South Site

- Traffic flow affects 1st/107th intersection
- Other intersections affected but network offers other capacity for them to absorb traffic growth



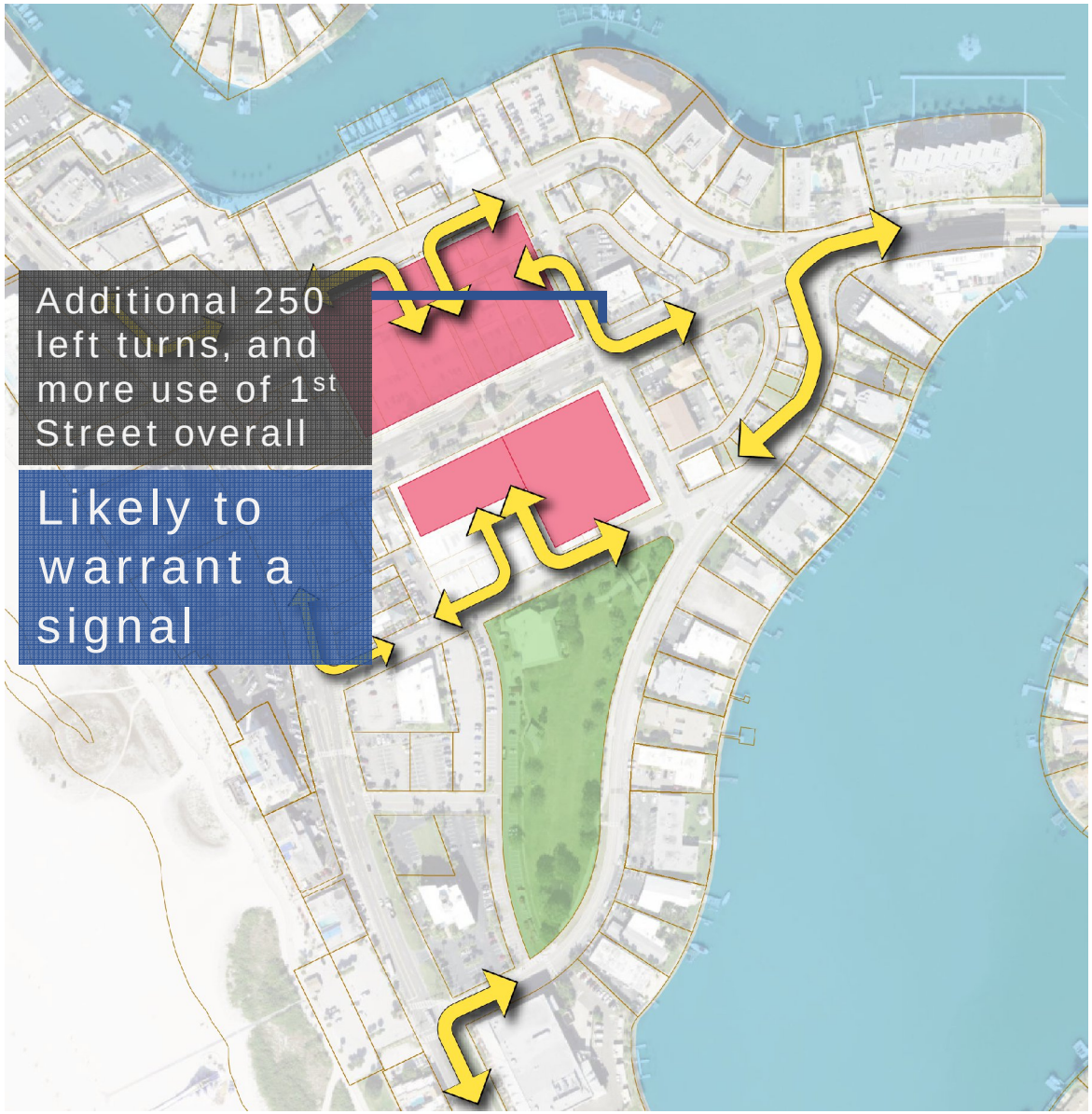
Redevelopment of South Site

- Left turns at 104th increase: enough of these could warrant a signal



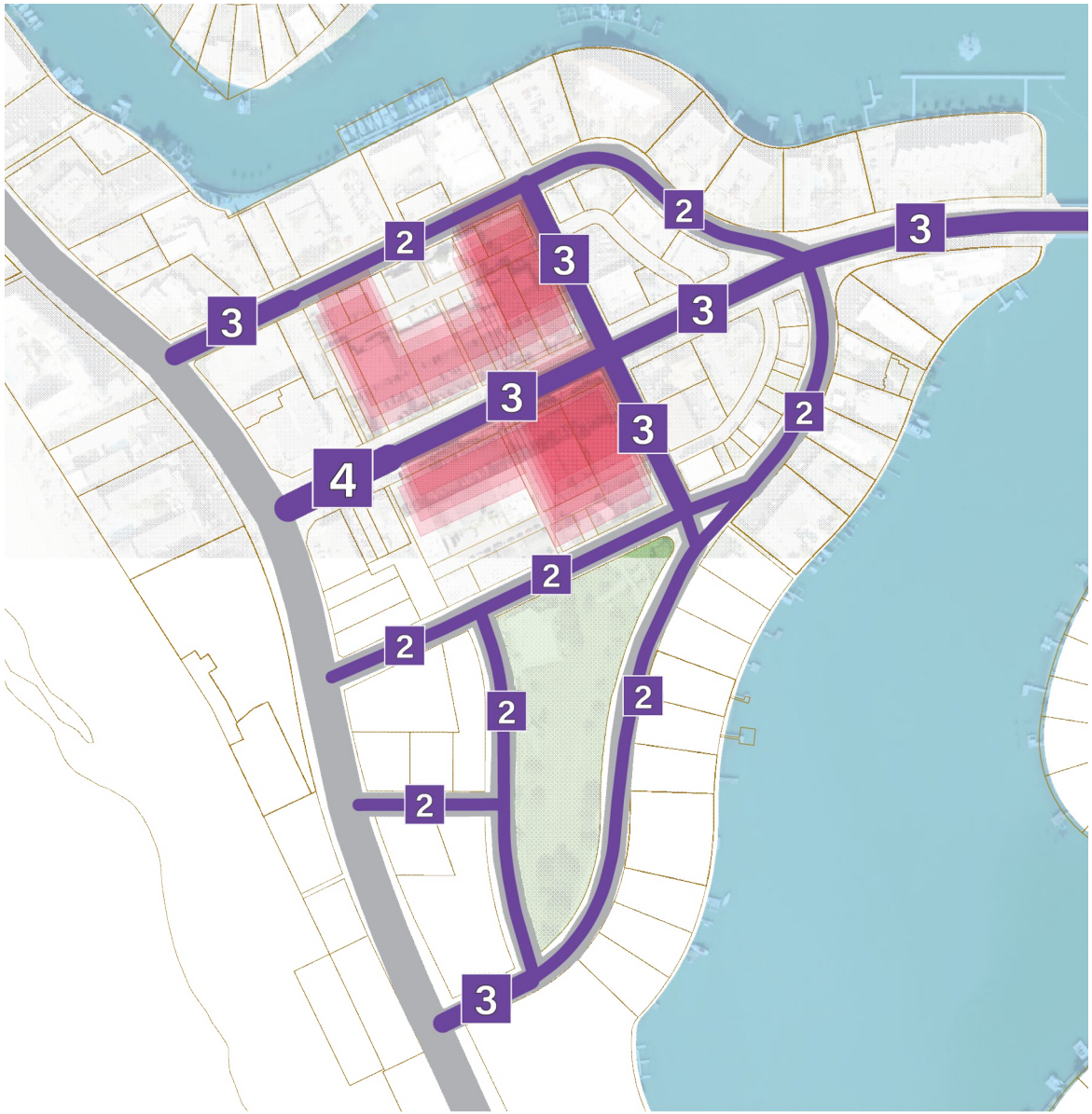
Redevelopment of South and North Sites

- Traffic flow affects 1st/107th intersection
- 108th and 106th Avenues also assumed for access
- Other intersections affected but network offers other capacity for them to absorb traffic growth



Redevelopment of South and North Sites

- Traffic flow affects 1st/107th intersection
- 108th and 106th Avenues also assumed for access
- Other intersections affected but network offers other capacity for them to absorb traffic growth



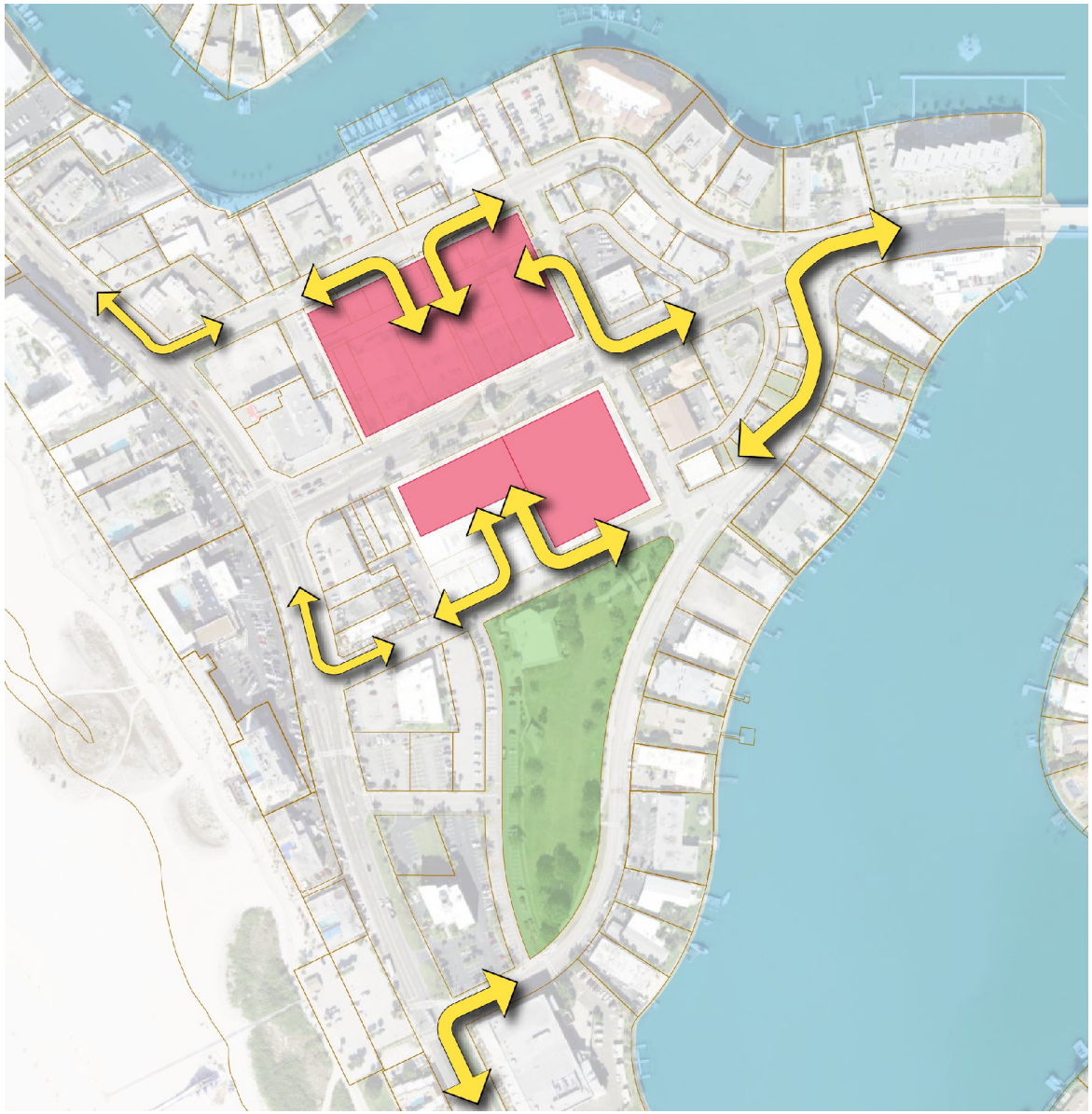
Basic vehicle capacity needed for this traffic

- With generally 10-11 feet per travel lane, this allows considerable remaining space to be used for other modes
- Key question is what and how we illustrate this



How Right-of-way can be used

- In only two street does even half the ROW need to be used to accommodate this traffic
- On most streets, it's only one third



107th Avenue: Why the lane reduction works

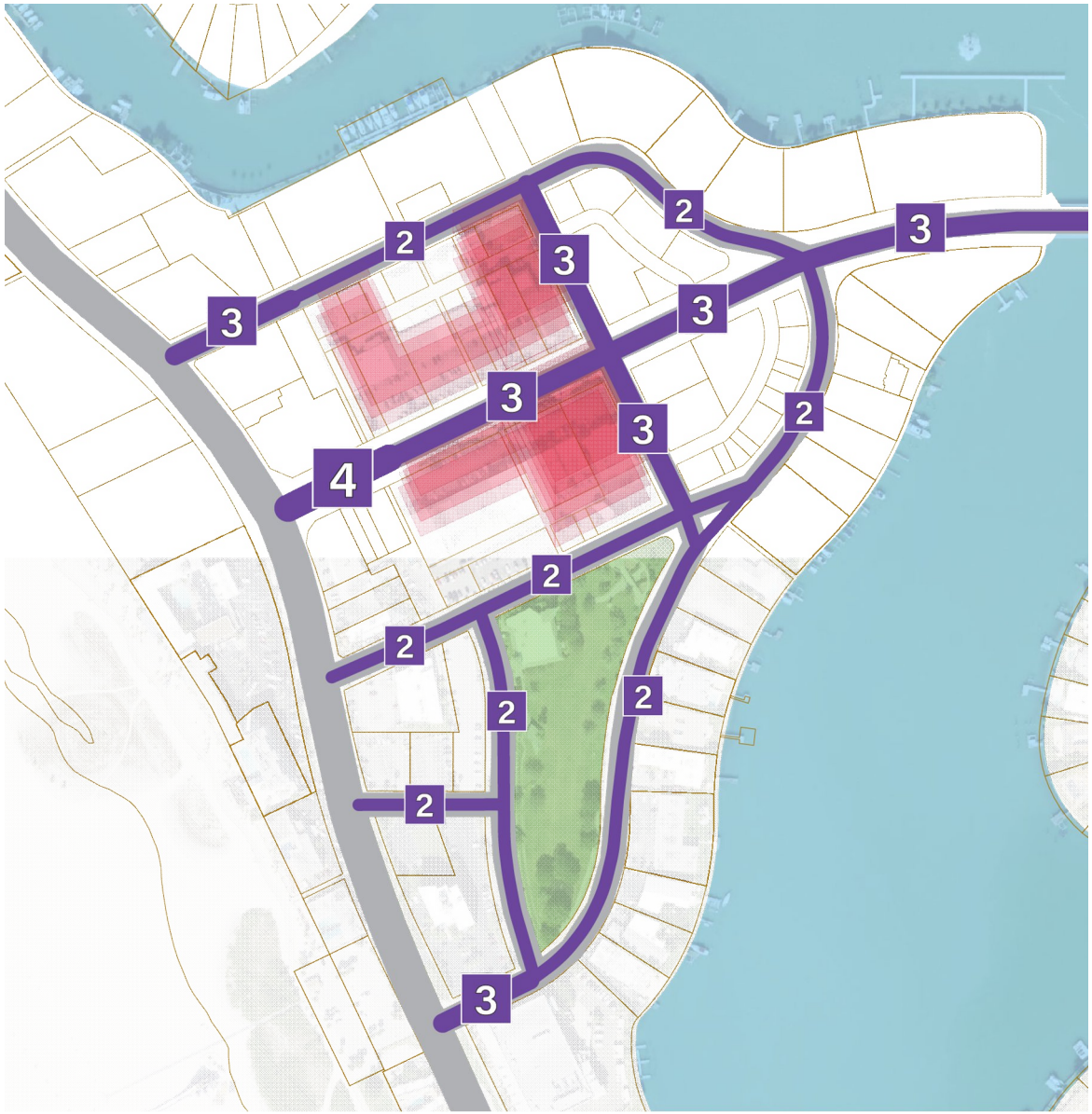
- Traffic added to 107th is only at the edges of downtown
- No curb cuts through downtown: traffic can't be added except via 1st Street
- Most traffic is traveling either to/from mainland or to/from north (Madeira, Redington, etc.)



Development Traffic with Today's Street Network



Development Traffic with Potential Enhancements



Next steps for projects: what else can be done

- With generally 10-11 feet per travel lane, this allows considerable remaining space to be used for other modes
- Key question is what and how we illustrate this



North Downtown Candidate Projects



North Downtown Candidate Projects



South Downtown Candidate Projects

Treasure Island

Downtown Mobility Plan



Thank you for your participation!



Treasure Island
Downtown Mobility Plan

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Treasure Island Downtown Mobility Plan

TABLE OF CONTENTS

	Purpose and overview of this plan	1
	How to use this document	2
1	**CONTEXT FOR THE PLAN**	**3**
1.1	Downtown's transportation network	3
1.2	How downtown is changing	4
1.3	Streets and rights-of-way	5
2	**MOBILITY NEEDS AND OPPORTUNITIES**	**6**
2.1	Traffic and circulation	6
2.2	Reflecting seasonal changes in traffic	9
2.3	Forecasting future traffic conditions	12
2.4	Summarizing the implications of future traffic: what does downtown need?	18
2.5	What are downtown's opportunities?	19
3	**MOBILITY PLAN RECOMMENDATIONS**	**29**
3.1	Overview of recommendations	29
	Detailed Recommended Project Profiles	32
4	**IMPLEMENTING THE MOBILITY PLAN**	**83**
4.1	Moving forward with recommendations	83
4.2	Combining and separating projects	85

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PURPOSE AND OVERVIEW OF THIS PLAN

The City of Treasure Island led this Downtown Mobility Plan in the context of ongoing and potential change in the City's central business district. Since the plan's kickoff in late 2022, numerous sites in and around downtown have been redeveloped, and the twin commercial blocks in the center of downtown, north and south of 107th Avenue, matured as land uses since well before the plan began. This plan functions as a blueprint for how to guide transportation-related investment in downtown in the context of this change. Most importantly, **this plan sets forth a vision for downtown as a more walkable, connected district** where Treasure Island's signature amenities—its Gulf and bayside waterfronts—are more accessible by walking and driving.

The plan is developed with the following major goals:



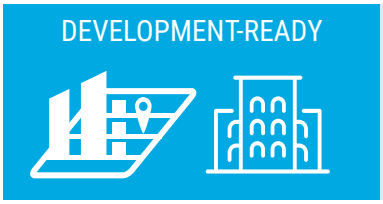
Treasure Island's downtown is evolving into a mixed-use district with immediate access to Pinellas County's world-renowned Gulf beaches, and promoting ways to allow travel around downtown and among its destinations without having to park and drive is a high priority for the City.



As a coastal community, Treasure Island faces ongoing challenges of storm- and hurricane-related flooding, tidal flooding and sea-level rise, and high groundwater table levels. Any investment in downtown infrastructure should incorporate resiliency and sustainability measures as much as possible.



The easier it is for people to travel through downtown with direct paths, safe crossings of streets and traffic, and plentiful options that are intuitive to navigate, the more they will choose to do this, and the more they will want to visit Treasure Island for this high-quality experience.



With Treasure Island a desirable location for new development and investment, the City must have a clear vision for how the mobility system will take shape as downtown evolves with redevelopment. This allows the City to guide the way development makes contributions to the public realm to mitigate its impacts.

The plan is based on an understanding that Treasure Island, like many of its beachfront neighbor communities, is a regional destination in the Tampa Bay area and that vehicle travel to and from Downtown is (and will likely remain) a primary form of travel. For this reason, this plan is rooted in an assessment of traffic conditions and operations so that any changes to streets are made responsibly and in a manner that does not impede reliable vehicle access to and from downtown. However, it builds on this study to explore opportunities for better using downtown Treasure Island's right-of-way to serve a variety of purposes in line with the goals stated above.

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HOW TO USE THIS DOCUMENT

The Downtown Mobility Plan is part of a larger series of study efforts that the City has undertaken to improve transportation safety and promote non-driving travel throughout the City. This is key to maintaining a safe and efficient transportation network—the City's highly constrained geography and built-out character means that streets and roads can't be expanded for more vehicle capacity without significant tradeoffs and impacts. However, this is also aligned with the City's desire to promote sustainability and reduce its ecological footprint, something important to a coastal community facing increasing environmental challenges and risk of hurricanes and other natural threats.

The Downtown plan is accompanied by a separate study of city-wide mobility options focused on Treasure Island's neighborhoods and a study of the Gulf Boulevard corridor conducted in partnership with the City of St. Pete Beach, Pinellas County, and the Florida Department of Transportation. As such, the Downtown Mobility Plan is one component of a larger comprehensive mobility plan for the City of Treasure Island.

This plan is divided into the following four sections:

	Section	Consult this Section for	Begins on page
1	**Context for the Plan**	• Background and Context for the Downtown Mobility Plan	3
2	**Mobility Needs and Opportunities**	• Overview of the Traffic Analysis framing the Mobility Plan's recommendations • Overview of Green Infrastructure Opportunities	6
3	**Mobility Plan Recommendations**	• Master Table and Map of Project Recommendations • Detailed Descriptions and Cost Estimates for Each Project • Illustrative Renderings of Select Projects	29
4	**Implementing the Mobility Plan**	• Overall Implementation Framework: How to get the Plan's recommendations achieved • Combining Project Recommendations from the Plan	83

To learn more about:



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SECTION

1

CONTEXT FOR THE PLAN

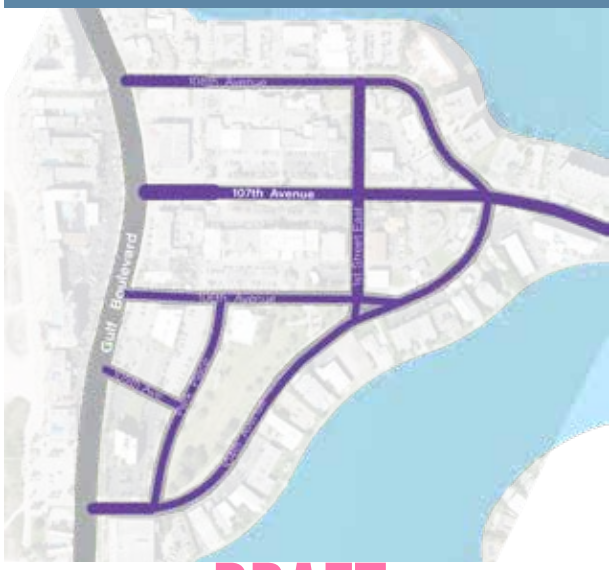
1.1 DOWNTOWN'S TRANSPORTATION NETWORK

Downtown Treasure Island occupies a compact grid of streets around the intersection of 107th Avenue (which continues across Boca Ciega Bay as the Treasure Island Causeway and Central Avenue) and Gulf Boulevard. While this is a principal means of entry into the city and Pinellas barrier island communities, it is also Treasure Island's primary commercial and civic district and features multiple points of access to both Gulf beaches and the bay. These different roles point to the need for this district to balance travel from longer-distance destinations and within the downtown district.

This mobility plan for downtown is based on making the most of this street network and augmenting it with other connections, all in the interest of making downtown Treasure Island a more connected and walkable destination.

As shown in the diagram below, the downtown street network contains several different streets and blocks, with some blocks supported by mid-block alleys. Parts of these streets include sidewalks and some even feature bicycle markings on street, but these multimodal networks have gaps throughout the system.

Figure 1.1
Downtown Mobility Plan Area



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GULF BOULEVARD

The primary street of the larger barrier island communities, Gulf Boulevard provides a continuous connection from St. Pete Beach north to Clearwater Beach, and it serves as the exclusive way in and out of neighboring beach communities that do not have bridge connections to the Pinellas peninsula mainland. Through Treasure Island (and indeed for much of its length), it is designated as a state highway owned and maintained by the Florida Department of Transportation. This state ownership means that changes to Gulf Boulevard require additional coordination.

For this reason, the Downtown Mobility Plan has focused only on local streets. The separate study on Gulf Boulevard and its recommendations are contained as an overall component of a citywide mobility plan for Treasure Island, although this plan makes occasional references to conditions or opportunities on Gulf Boulevard.

1.2 HOW DOWNTOWN IS CHANGING

As a primary commercial center with a larger grid of streets and blocks and bridge access directly to downtown St. Petersburg, Treasure Island's downtown district has potential for redevelopment and evolution into a unique destination among the Pinellas beach communities. This downtown mobility plan evolved from a recognition of this potential, and it builds on the plans that the City has led to guide downtown buildings and urban design approaches.

This plan also recognizes the recent years' shift of market demand for redevelopment toward mixed-use developments bringing residential units and community-supporting commercial and civic spaces to downtowns like Treasure Island's. This suggests that an increased mix of housing and retail space, especially so close to beach and waterfront destinations, will bring an increased desire for walking, cycling, and other low-impact forms of transportation.

Figure 1.2 below illustrates select sites that show potential for change and discusses what opportunities these might provide for increased mobility options. As noted in the introduction to this plan, the City may use this plan as a framework for coordinating street-based transportation enhancements with redevelopment of downtown sites to ensure that the district's potential as a walkable and well-connected town center is fully realized.

Figure 1.2
Recent and Potential Development Changes in Downtown



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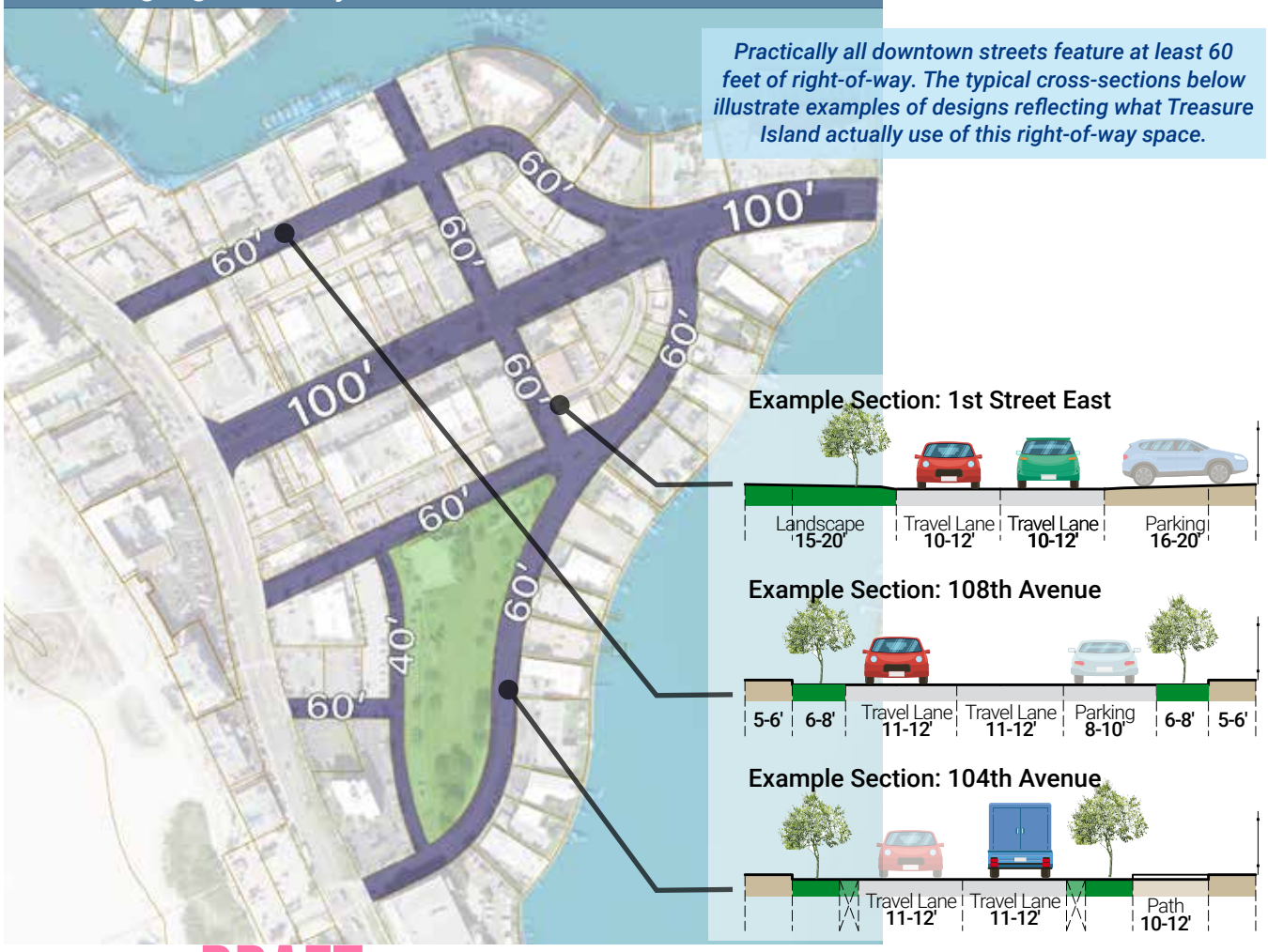
1.3 STREETS AND RIGHTS-OF-WAY

The Downtown Mobility Plan considered existing streets and rights-of-way as the basic canvas for how the overall transportation system could be expanded and enhanced, and based initial ideas around opportunities within existing right-of-way. In a fully built downtown like Treasure Island's, this is an important strategy to reduce the costs of capital projects and facilitate their implementation through not taking on additional right-of-way acquisition.

Overall, this gives downtown Treasure Island considerable opportunity: most streets feature generous 60-foot right-of-way dimensions, and 107th Avenue features a right-of-way of 100 feet. Typical street designs today do not use all of this space, with most streets only occupying around half of current right-of-way.

Figure 1.3 below illustrates the rights-of-way in downtown along with how typical sections are currently used. As noted, significant parts of downtown right-of-way today are hosting uses other than people-oriented mobility: parking occurs directly adjacent to buildings in some locations (often with no space for pedestrians), space is used for auxiliary lanes, or in many locations space is simply left as open soil and not used for typical street functions.

Figure 1.3
Existing Rights of Way for Local Downtown Streets



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SECTION
2
MOBILITY NEEDS AND OPPORTUNITIES

2.1 TRAFFIC AND CIRCULATION

This Downtown Mobility Plan is based on balancing current and project vehicle traffic (and the need to accommodate it) with a desire to make Downtown Treasure Island more walkable and connected. For this reason, the plan's findings and recommendations are based on a comprehensive understanding of traffic conditions. This included not only current traffic, but also explored the potential effects of high-season winter traffic and a pair of scenarios for future development based on the primary opportunities in Downtown.

The next several pages include descriptions and diagrams that illustrate the findings of this traffic analysis and what this would mean for transportation opportunities. The premise of creating a plan for Downtown was to balance all of its mobility needs—safety, connectivity, convenience, and functional circulation—and as a result, traffic was a critical baseline to understand.

THE TRAFFIC STUDY AREA

The Downtown Mobility Plan explored traffic circulation from 104th Avenue at Gulf Boulevard north to 108th Avenue at Gulf Boulevard and extending east from these points to Boca Ciega Bay. This allowed both of Downtown's signalized intersections to be analyzed, as well as other key unsignalized intersections representing major nexus points in downtown traffic circulation. Traffic volume data was collected in December 2022 and adjusted based on Florida Department of Transportation seasonal adjustment factors to represent a worst-case condition typical of the height of winter/early spring visitor season (typically March).

In current and potential future conditions, each traffic scenario explored weekday peak hour conditions in both morning and afternoon periods. The study team selected these times as opposed to weekend (especially Saturday afternoon) intervals due to the higher concentration of traffic in the weekday peak hours. Taking this approach allowed a conservative, 'worst-case' traffic condition to be studied and to serve as a baseline for projecting additional growth in traffic from new development.

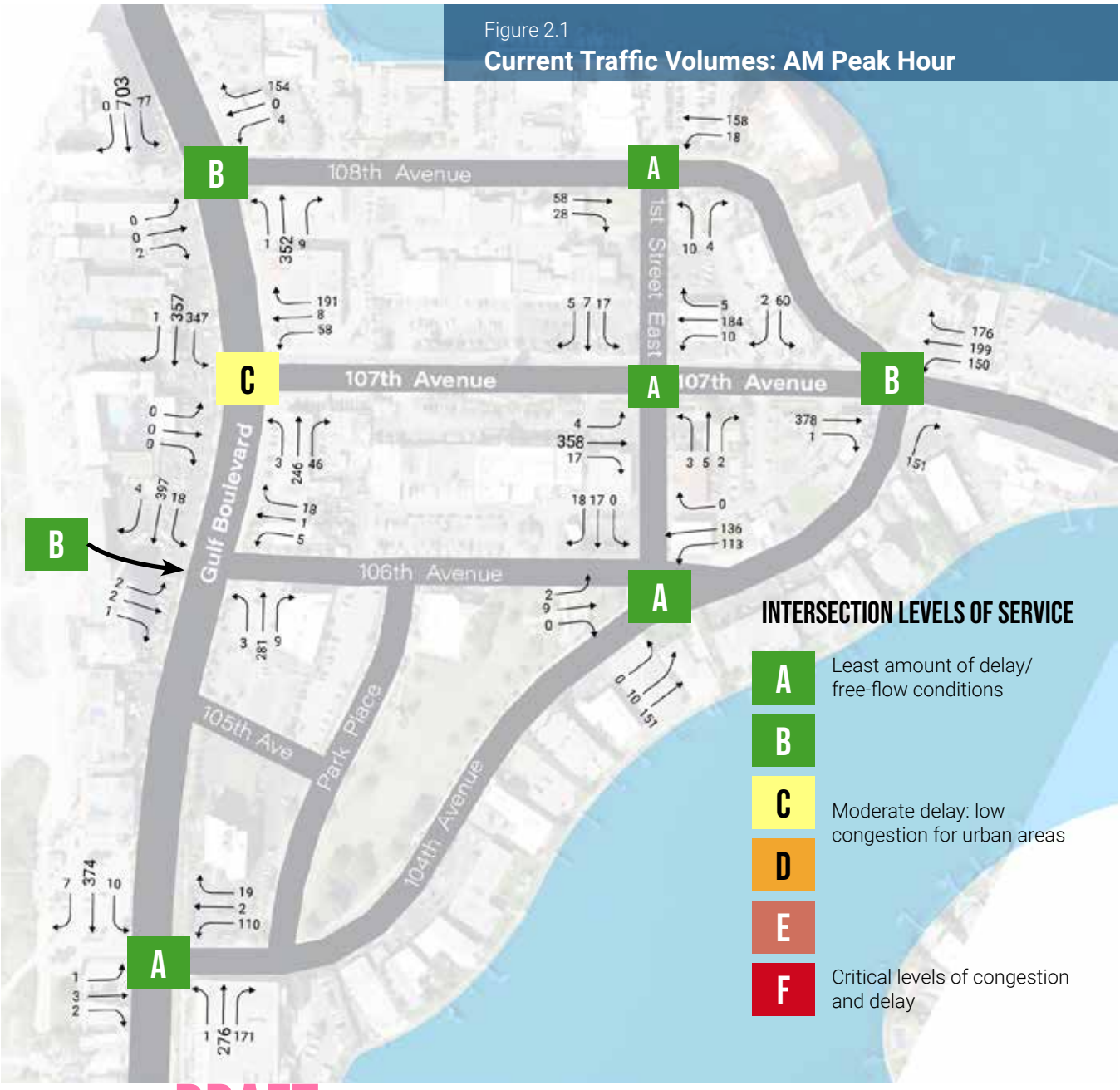
It is important to note that the Downtown Mobility Plan's traffic study did collect traffic data and consider intersections along Gulf Boulevard, but the study has not made substantial recommendations for Gulf Boulevard typical sections or intersections. Those recommendations are collected separately in the Gulf Boulevard Study component of the overall larger Treasure Island Citywide Mobility Plan.

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CURRENT CONDITIONS

Overall, downtown Treasure Island's streets operate within their vehicle-carrying capacity. Daily traffic volumes on main streets do not exceed the general ability of the streets to carry this traffic, and fit within what transportation agencies such as FDOT consider reasonable levels of service for urban areas. When considering small areas like downtowns with numerous intersections, most traffic studies evaluate the intersections on the basis of a level of service, or a generalized measure of delay experienced at the intersection averaged out for all users, and do so during morning and afternoon peak hours of travel. Level of service is typically reported with letter grades, from A to F, with A representing minimal delay and free-flowing conditions for most motorists and F representing lengthy delay and significant congestion. Most downtown Treasure Island intersections operate at a high level of service, as indicated in Figures 2.1 and 2.2.

Figure 2.1
Current Traffic Volumes: AM Peak Hour

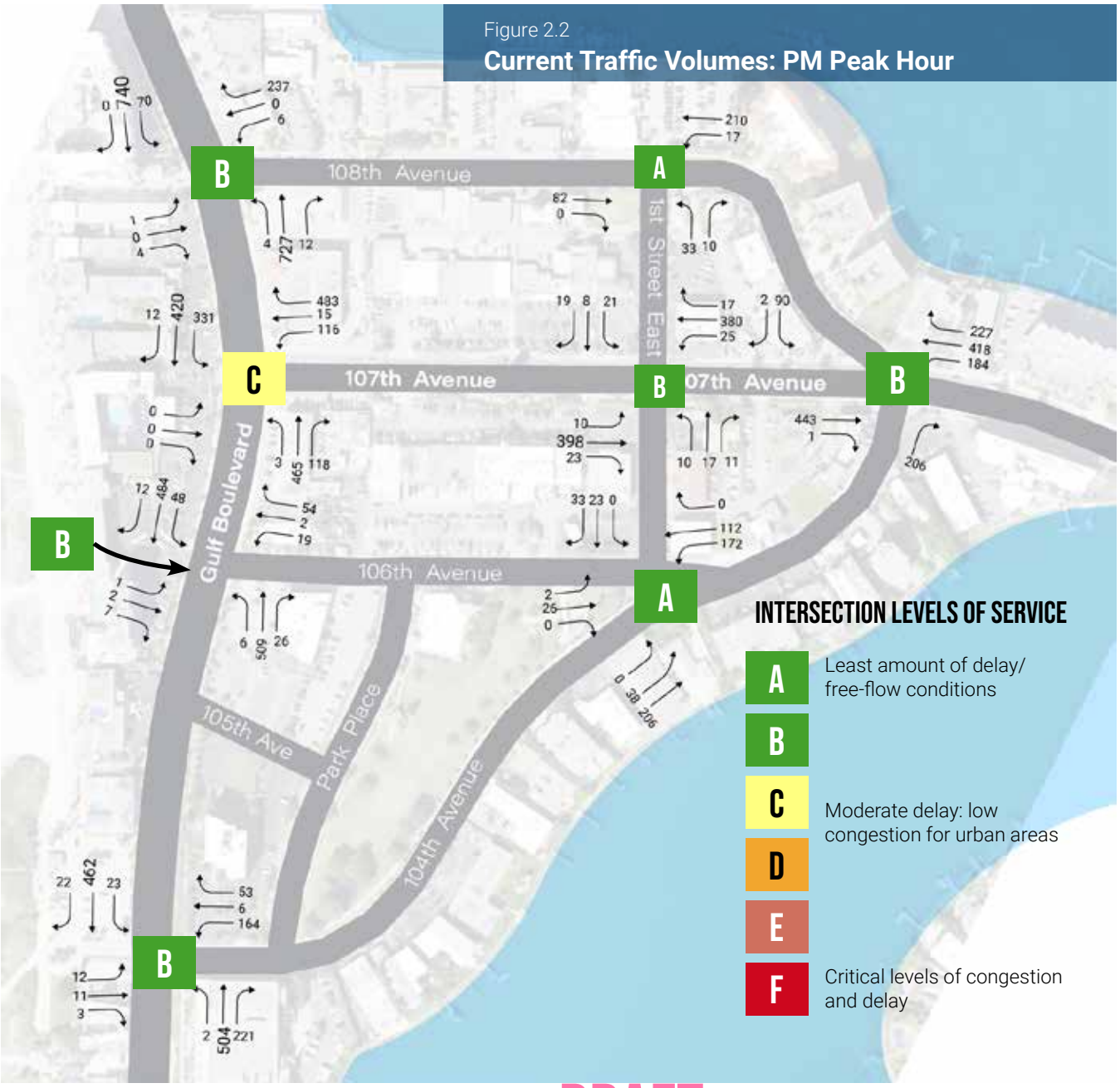


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In addition, primary streets do not carry traffic throughout the day that exceeds their typical carrying capacity or operates at low levels of service. 107th Avenue carries between 9,500 and 12,000 vehicles per day in four lanes of traffic, and Gulf Boulevard (though not considered directly in the Downtown Mobility Plan) carries between 12,000 vehicles per day (south of 107th Avenue, where it is less traveled) and 19,000 vehicles per day (north of 107th Avenue). The traffic volume on 107th Avenue in particular suggests that more capacity exists on that street than is currently needed, and the traffic study raised an initial question of whether changes to its typical section might be feasible.

It is important to understand the difference between daily traffic, where peak periods of travel are considered along with non-peak periods, and between a typical street section and intersections (which test an overall road's capacity because they introduce crossing and conflicting traffic, and thus require traffic to stop periodically). However, both measures show that current conditions are not exhausting the capacity of downtown Treasure Island's streets.

Figure 2.2
Current Traffic Volumes: PM Peak Hour



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2.2 REFLECTING SEASONAL CHANGES IN TRAFFIC

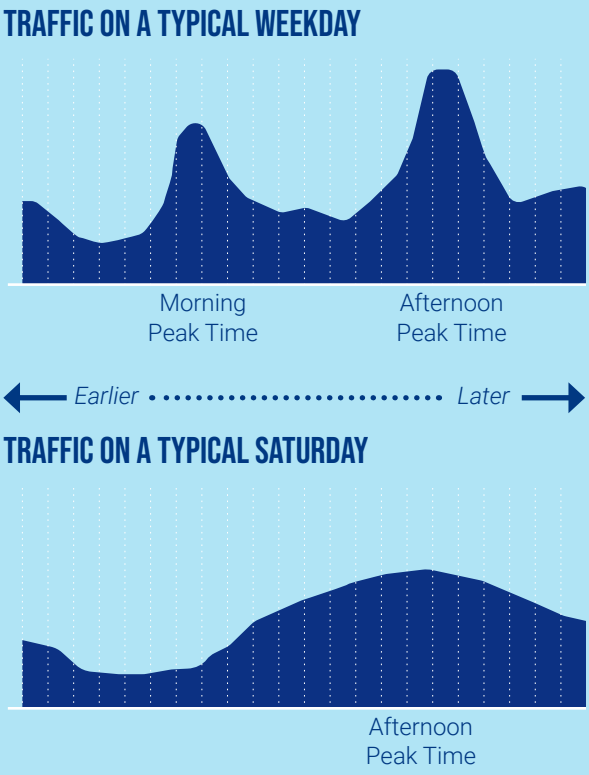
SEASONAL ADJUSTMENTS

The Plan's traffic study collected data in December 2022, intended to represent a typical period of traffic activity outside of peak travel conditions. This allows a more reliable focus on single-hour traffic that forms the basis of intersection-based analysis approaches typically used in small areas of study such as in this Downtown Mobility Plan. The study team considered modification factors to this December data to better reflect peak travel conditions during the height of the Florida visitor season, typically in the early spring of each calendar year. These adjustments are explained in greater detail on the following pages.

Traffic data was also collected on typical weekdays (Tuesday through Thursday), reflecting typical traffic analysis practice of avoiding Mondays and Fridays (when travel conditions may not be typical due to long weekends, early departures, or other similar factors). The planning team selected these times after reviewing available FDOT traffic data on hourly distribution of traffic throughout typical days and collecting new data on daily traffic on Thursdays and Saturdays to offer a comparison. Both data sources showed that while Saturdays have an extended 'peak' over several hours and a greater aggregate amount of traffic during that peak, weekdays feature peak travel times that are more concentrated and the peak hour of travel—the basis for intersection-focused traffic analysis—is greater than any single hour of travel during a Saturday (as noted in the diagram below).

Why traffic data from a weekday and not a Saturday?

The Downtown Mobility Plan traffic study element collected traffic data on typical weekdays at peak hours. The study team worked with City staff to determine the best times and recommended these as more conservative, higher-traffic conditions than a Saturday. That seems counterintuitive to many in Treasure Island, who note that traffic is generally heavier on Saturdays than during the week. ***The reason for this is the basis of analyzing intersections, which is on one-hour periods.*** *Most traffic analysis selects a peak hour of travel because industry methodology has developed its basic metrics around how much traffic an intersection can process in an hour. Saturdays tend to have several consecutive busy hours, but no one hour is busier than the weekday peak hours.*



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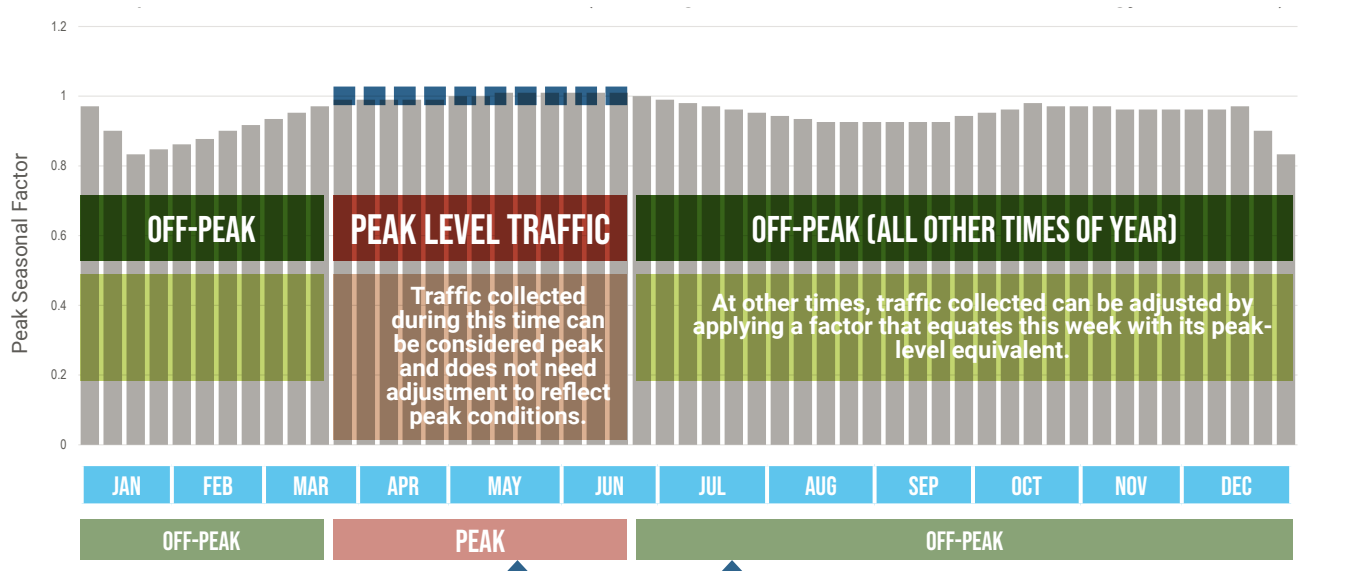
HOW SEASONAL ADJUSTMENTS WORK

In Florida, the Florida Department of Transportation provides data based on statewide monitoring and reporting of a previous year's traffic conditions to reflect the seasonal variances in traffic that occur around the state. This is the accepted official way to account for changes in traffic patterns, and one that local governments, transportation planning organizations, and FDOT all use. This information is collected and distributed for each of Florida's counties, allowing a finer-grain level of adjustment to reflect different characteristics throughout the state—and meaning that coastal counties like Pinellas that experience high levels of seasonal visitors and see corresponding traffic increases—are matched more closely to their local conditions.

Adjusting for seasonal differences is based on comparing traffic data collected at a given point in the calendar year with the matching point in the previous year. The bar charts below and on the following pages illustrate how this works:

- A traffic study collects data at a time of year when data is representative of reliable, 'normal' conditions. This typically avoids known holiday periods when out-of-town vacations tend to occur, and the summer, when most schools and university functions are out of session and traffic levels are lower.
- The study will consider the FDOT-published seasonal adjustment factor from that same week in the previous calendar year. To account for peak conditions, the study will multiply its observed volumes of traffic by a factor that would increase its seasonal adjustment factor to 1.0.

Figure 2.3 **Seasonal Factors and Adjustments (Example Year from FDOT Methodology)**



Because peak level traffic conditions typically occur over several weeks, they have a seasonal factor at or close to 1.0, meaning that the rest of the year is normalized or adjusted to this time.

The factor is typically below 1.0 during non-peak times of the year, sometimes substantially. Traffic studies adjust for this by multiplying their traffic data by a factor that would match them with peak conditions: the ratio of the time they were collected to the peak time.

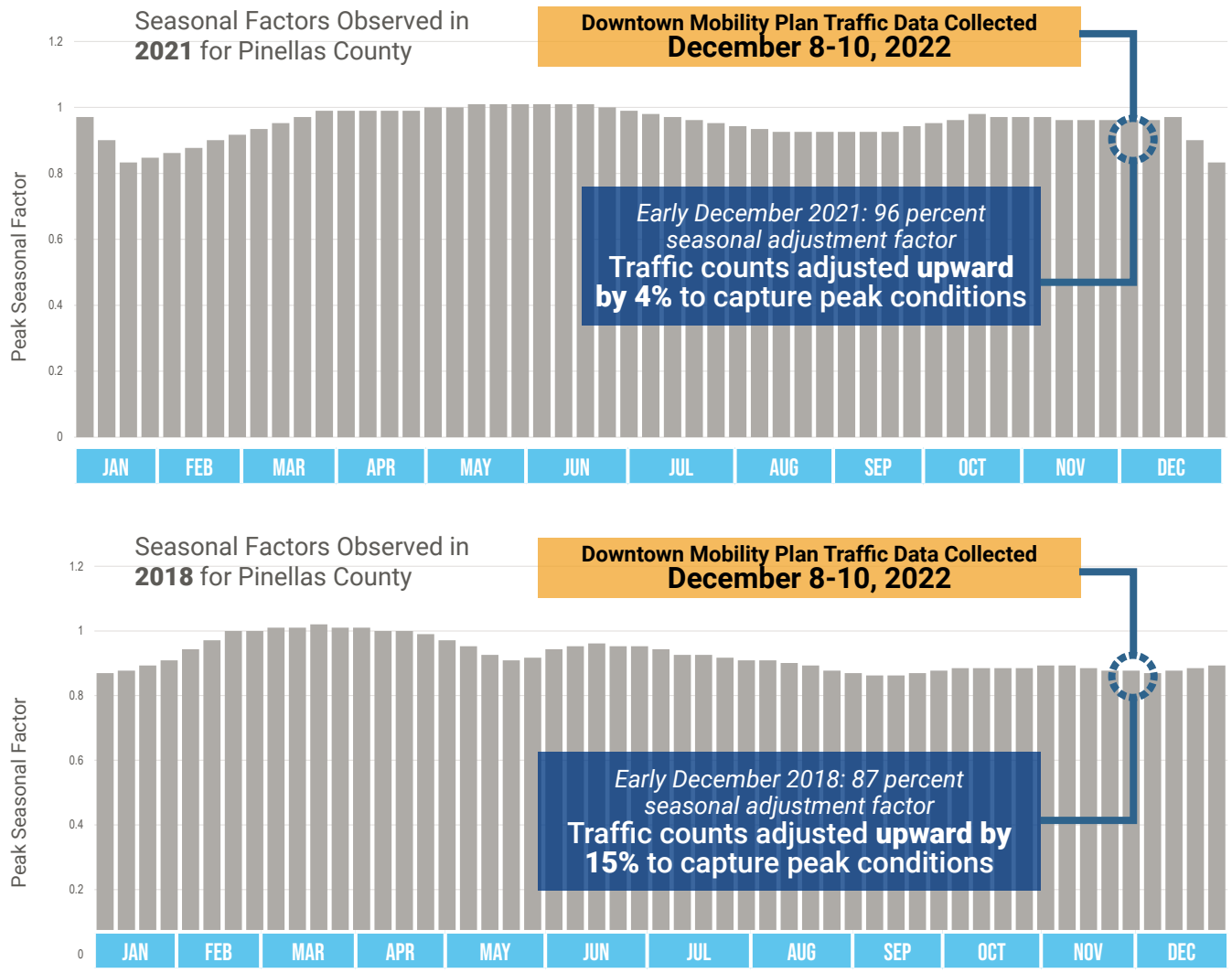
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SEASONAL ADJUSTMENTS BEFORE AND AFTER THE COVID-19 PANDEMIC

The Downtown Mobility Plan was conducted after the COVID-19 pandemic and City staff and plan stakeholders noted that traffic volumes appear to be lower since the pandemic than they were before. They also noted that prior to the pandemic, peak-period travel was more concentrated and intense—meaning a higher degree of variation between peak-season and off-peak-season traffic conditions.

To account for this, the Downtown Mobility Plan's traffic study considered both pre- and post-pandemic conditions, reviewing FDOT-published seasonal adjustment factors for both 2021 (post-pandemic) and 2018 (pre-pandemic). The study team observed that seasonal differences were indeed more pronounced prior to the pandemic, and for this reason the traffic analysis made adjustments based on 2018 seasonal adjustment factors. This was intended to capture a more conservative condition wherein pre-COVID-19 travel patterns return in the future and the more pronounced seasonal variations affect traffic shifts between peak and off-peak times. As noted in the two diagrams of Figure 2.4 below, this resulted in a 15% increase applied to the traffic data the study collected.

Figure 2.4 **Seasonal Factors and Adjustments for Downtown Treasure Island**



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2.3 FORECASTING FUTURE TRAFFIC CONDITIONS

INCREASES IN TRAFFIC EVEN WITH NO REDEVELOPMENT

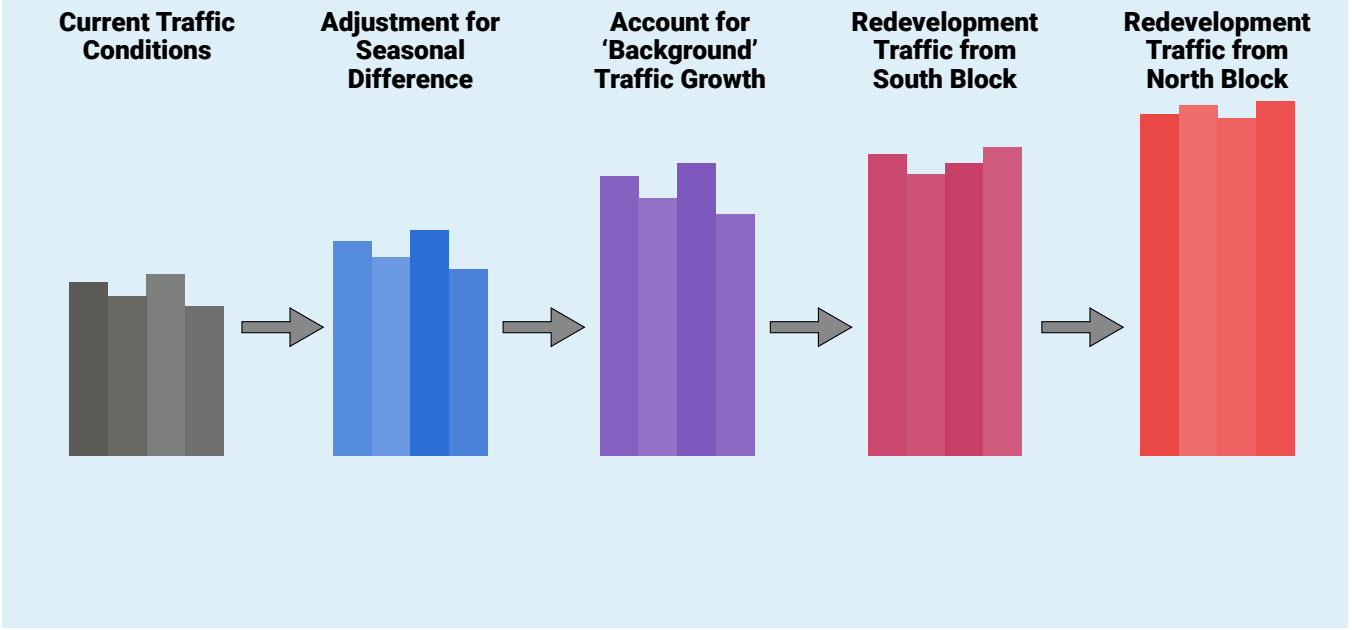
As stated previously, the Downtown Mobility Plan is not simply based on current conditions. Its recommendations have been based on a comprehensive traffic study that considers potential new traffic to come from multiple different sources, including the larger increases in traffic that have traditionally accompanied Florida's decades of population growth. While future traffic conditions also considered potential for redevelopment of key Downtown sites in Treasure Island, especially downtown's two largest potential sites on either side of 107th Avenue between 1st Street and Gulf Boulevard, the Downtown Mobility Plan's traffic study first considered what increases in traffic would be expected in any conditions.

The diagram in Figure 2.5 at the bottom of the page provides a simple summary of the traffic analysis steps and the various levels of growth considered for this study. Just as the earlier point about downtown Treasure Island's right of way pointed to potential opportunity to achieve a broad set of multimodal outcomes within this existing space, it is important for the City to make these decisions based on a thorough understanding of potential traffic outcomes.

BACKGROUND TRAFFIC GROWTH AND DISTRIBUTION

The planning team developed estimates for what increases in traffic would occur even without specific site redevelopment in downtown Treasure Island based on future traffic forecasts used in the Tampa Bay Regional Planning Model (TBRPM), a travel demand forecasting model used for planning purposes by Forward Pinellas, the metropolitan planning organization responsible for distributing major state and regional transportation funds and programming projects. The TBRPM is an official source of traffic forecasts and project planning reviewed and approved by state and federal transportation agencies. Forward Pinellas works closely with the County and municipal governments of Pinellas County to ensure that the TBRPM reflects expected growth from local future land

Figure 2.5 **Steps of Forecasting for Added Future Traffic**



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use plans and development forecasts, and as such the model is a primary planning tool for future transportation needs. Based on the TBRPM's forecasts, the Downtown Mobility Plan's traffic analysis used annual increases of 1.5 percent as a basis for future traffic and considered this over a 5-year development buildout horizon. These are conservative estimates intended to provide a likely worst-case scenario in future traffic conditions from travel throughout Pinellas County.

The TBRPM also provides the basis for traffic distribution, or where traffic in a particular location is traveling throughout Pinellas County and the Tampa Bay region. This is important for a focused traffic study like this one conducted for Treasure Island because it allows analysts to understand how future traffic will affect particular streets and intersections.

The diagram to the right and table below provide more detail on expected impacts from travel to occur throughout downtown Treasure Island, even without redevelopment.

Traffic Impact Summary: Continued Growth in Area Traffic (even without redevelopment in Downtown)		
New Traffic Added	**273** AM Peak Hour Trips (combined total passing through downtown)	**403** PM Peak Hour Trips (combined total passing through downtown)
What Intersections Experience Increases in Congestion?	None. Most added traffic is moving through existing intersections, which already have additional capacity for these movements.	
Where Are Enhancements Needed?	None needed for implementation simply from background growth rates. Existing streets and intersections have capacity to accommodate this.	

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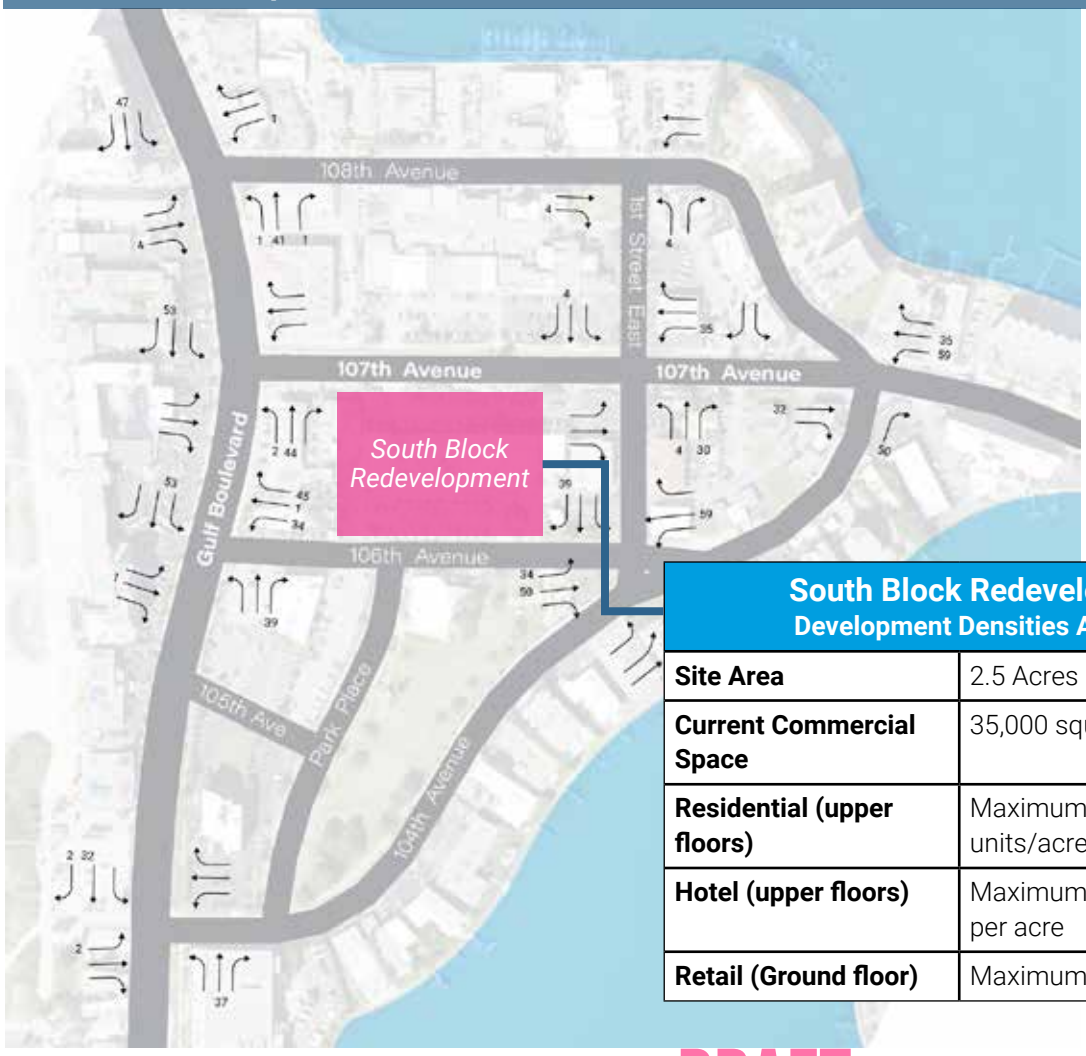
LOOKING AHEAD WITH TRAFFIC: REDEVELOPMENT OF THE SOUTH BLOCK

As stated previously, the Downtown Mobility Plan is not simply based on current conditions or what additional traffic would be expected with increases in development and travel activity throughout Pinellas County as a whole. Its recommendations have been based on considering potential new traffic to come from redevelopment of downtown, especially downtown's two largest potential sites on either side of 107th Avenue between 1st Street and Gulf Boulevard.

The traffic study used a full buildout of the south block of redevelopment as a basis for how traffic impact would be estimated. However, it calculated this traffic impact as a full redevelopment of the site and subtracted the impact of traffic that could be attributed to the current commercial land uses on the site today. While an exact program of uses was not available for the traffic analysis, the study team estimated this amount of traffic by measuring the existing footprint of buildings and assuming that 70 percent of this surface area was usable as gross floor area by which traffic impacts would be calculated.

This is explained in detail in the tables and diagrams on this and the following page.

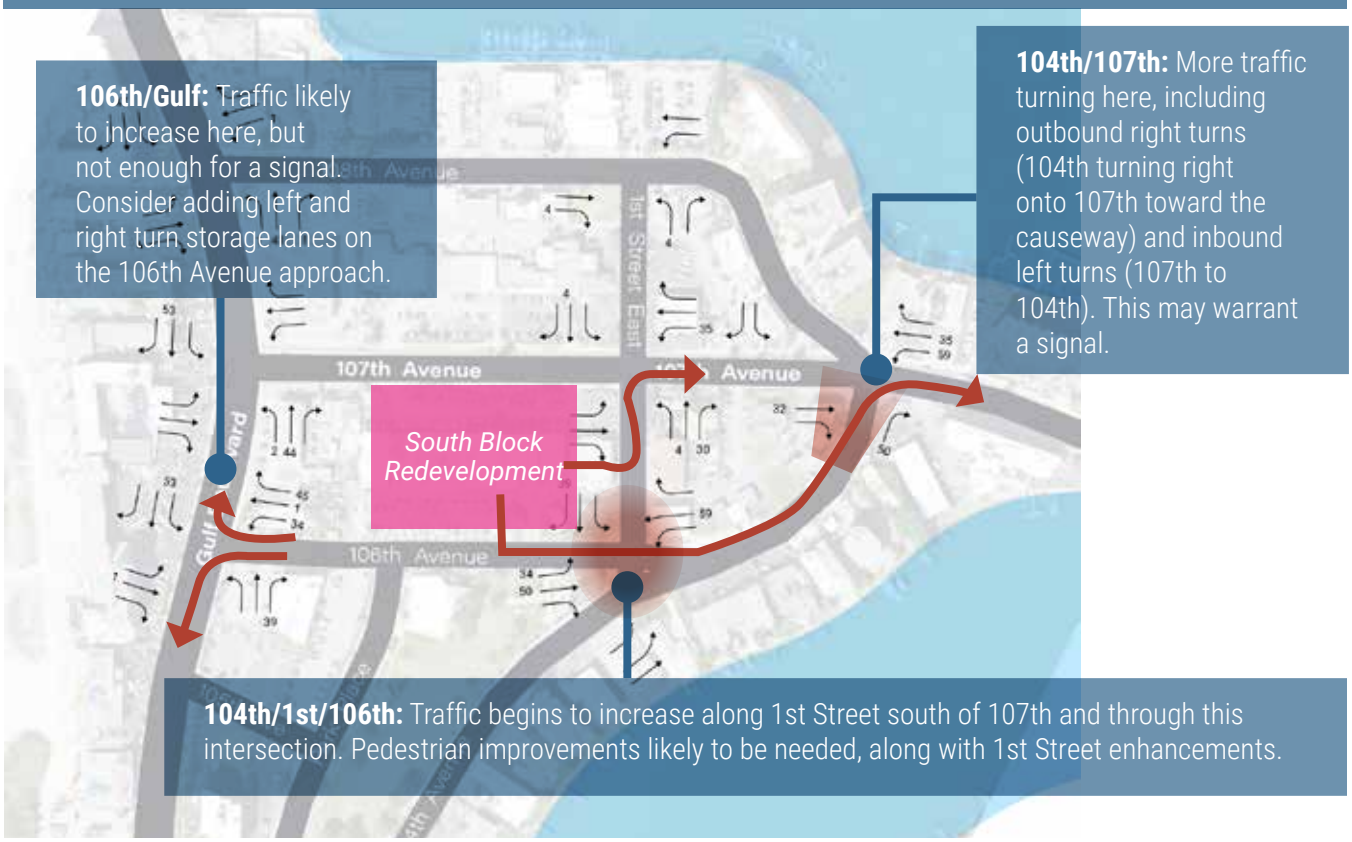
Figure 2.6 **Development Considered in the South Block**



South Block Redevelopment Development Densities Assumed	
Site Area	2.5 Acres
Current Commercial Space	35,000 square feet
Residential (upper floors)	Maximum density at 24 units/acre
Hotel (upper floors)	Maximum density at 22 units per acre
Retail (Ground floor)	Maximum 1.0 floor-area ratio

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Figure 2.6A **Major Traffic Impacts Noted from South Block Redevelopment**



Traffic Impact Summary: Adding Traffic from South Block Redevelopment		
New Traffic Added	**279** AM Peak Hour Trips	**355** PM Peak Hour Trips
Estimated Traffic from Previous Land Uses on the Site	**66** AM Peak Hour Trips	**189** PM Peak Hour Trips
Net Traffic Increase	**213** AM Peak Hour Trips	**166** PM Peak Hour Trips
Where Are Enhancements Needed?	**107th Avenue and 104th-108th Avenues:** Traffic impact may begin to warrant a signal based on westbound left turns **106th Avenue and Gulf Boulevard:** Westbound turns (from 106th) increase, not enough for a signal but enough to consider enhancements on 106th at the intersection (such as left and right turn lanes) **106th Avenue and 104th Avenue-1st Street:** Traffic increases in both AM and PM peak periods and justifies pedestrian-based improvements.	

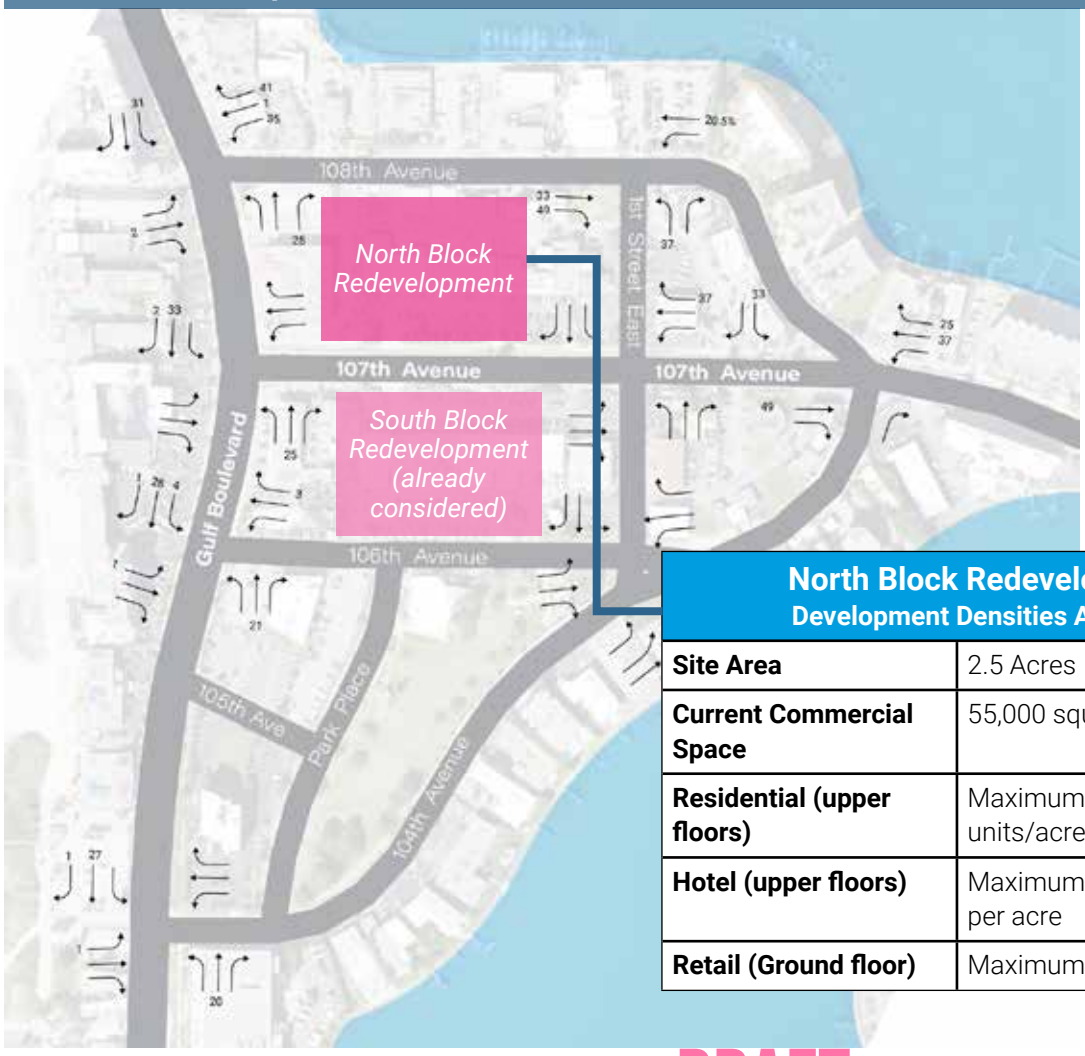
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REDEVELOPMENT OF THE NORTH BLOCK

The Mobility Plan also considered a scenario in which redevelopment occurred on the block on the north side of 107th Avenue between Gulf Boulevard and First Street. This used the same approach as the previous step of calculation of traffic impact from the south block's redevelopment. It assumed the same factors in estimating traffic to be attributed to current land uses and removed these before adding back traffic generated from the redevelopment of the site.

As with the north block, redevelopment of the site into a mixed-use development heavily featuring hotel and residential land uses, as allowed by Treasure Island's zoning ordinance, results in a relatively light traffic impact despite a substantial increase in development density and building height. This increase is relatively minor due to the change in land uses: retail and commercial land use typically generate much higher levels of traffic than residential uses do, and even though the new developments are assumed to include retail uses, they do not include the same intensity as before given other zoning-related site parameters and development controls.

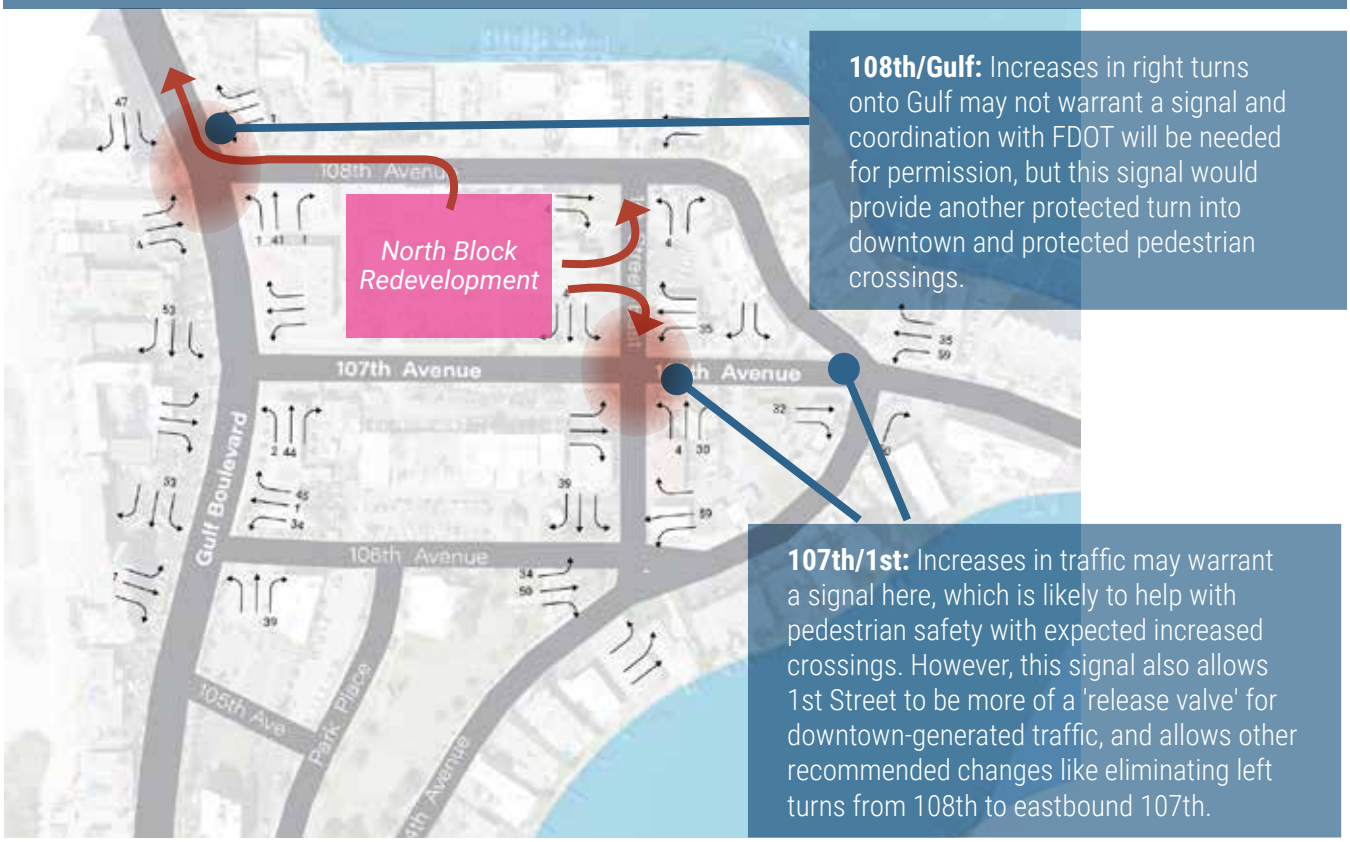
Figure 2.7 **Development Considered in the North Block**



North Block Redevelopment Development Densities Assumed	
Site Area	2.5 Acres
Current Commercial Space	55,000 square feet
Residential (upper floors)	Maximum density at 24 units/acre
Hotel (upper floors)	Maximum density at 22 units per acre
Retail (Ground floor)	Maximum 1.0 floor-area ratio

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Figure 2.7A Major Traffic Impacts Noted from North Block Redevelopment



Traffic Impact Summary: Adding Traffic from North Block Redevelopment

These numbers are new additions above and beyond the South Block's impacts

New Traffic Added	**279** AM Peak Hour Trips	**355** PM Peak Hour Trips
Estimated Traffic from Previous Land Uses on the Site	**89** AM Peak Hour Trips	**261** PM Peak Hour Trips
Net Traffic Increase	**190** AM Peak Hour Trips	**95** PM Peak Hour Trips
Where Are Enhancements Needed?	**107th Avenue and 1st Street East:** Traffic impact may begin to warrant a signal based on increased traffic on most movements, including across 107th Avenue **108th Avenue and Gulf Boulevard:** Westbound right turns (from 108th) increase, likely not enough for a signal but potentially; and this may be coordinated along with safety-based signal warrants to approach FDOT about adding a signal	

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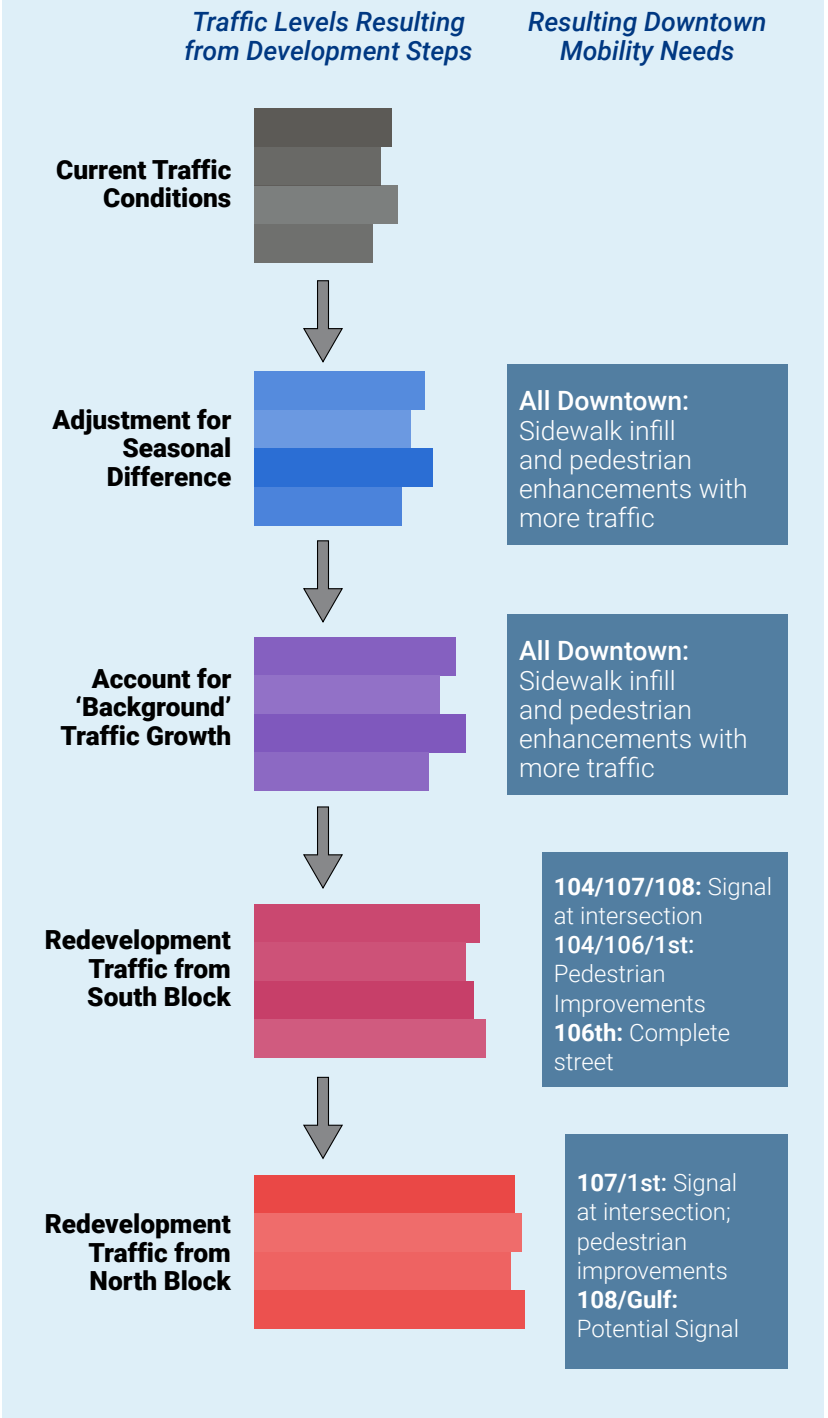
2.4 SUMMARIZING THE IMPLICATIONS OF FUTURE TRAFFIC: WHAT DOES DOWNTOWN NEED?

As each of these potential phases of growth and development has been considered for traffic impacts, changes to the downtown mobility network to accommodate additional traffic have been reflected each step of the way. The diagram to the right reflects this, along with potential changes that might happen with each step.

Overall, the Downtown Mobility Plan's goals are to create a more walkable and connected city center for Treasure Island and to give the City a framework for how future development of downtown can help to achieve this. Although the traffic study in the previous section considered three significant potential steps in a path toward more downtown development, Treasure Island has been seeing (and continues to see) smaller-scale redevelopment already happening that may change this balance. In addition, because of its relative proximity to downtown St. Petersburg and the Central Avenue corridor, Treasure Island is poised to grow in popularity as a beach and waterfront destination.

In addition to the specific responses outlined here, downtown Treasure Island will need continued attention to intersection designs, pedestrian crossings, and missing pedestrian and bicycle routes in the overall downtown network. Even if traffic impacts from new development can largely be accommodated without major increases in vehicle-carrying capacity of downtown streets, non-driving travel in downtown will also grow, and these forms of travel need attention to improve safety and comfort.

Figure 2.8 **Development Steps and Resulting Mobility Needs**



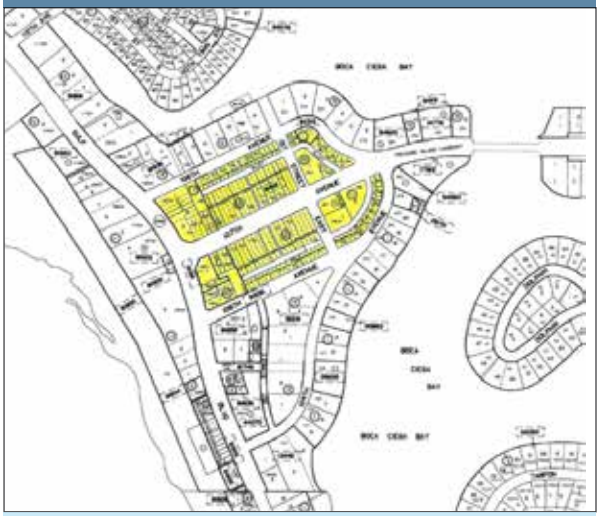
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2.5 WHAT ARE DOWNTOWN'S OPPORTUNITIES?

As illustrated in the traffic analysis presentation on the preceding pages, the traffic-related needs for downtown streets are relatively confined to select streets and intersections. The presence of a complete network of streets also helps to distribute traffic, and as new traffic growth is expected to be related mostly to potential redevelopment in downtown, this plan recommends a network-based approach that better utilizes downtown streets.

However, the study also illustrates numerous opportunities for downtown streets, the most significant among these being the reduction of 107th Avenue's two lanes per direction to a single lane. This is a significant change for downtown allowed by the development controls put in place with Treasure Island's downtown core mixed-use development zoning district (PR-MU)—no driveway access points or curb cuts are allowed to properties from 107th Avenue, requiring side streets like 1st Street and back-of-block streets like 106th and 108th Avenues to provide access. For this reason, most trips after redevelopment would use the connecting street network for circulation.

Figure 2.9 **PR-MU Zoning District Area**



Downtown's central blocks are in the PR-MU zoning district that sets downtown's highest allowed densities and most advanced streetscape requirements.

How much of Downtown's right-of-way will be needed for traffic?

Perhaps the most significant mobility opportunity for downtown Treasure Island is reducing 107th Avenue from two lanes per direction to a single lane through the core commercial district (from 108th Avenue to just east of Gulf Boulevard). This works because zoning regulations would require all traffic generated from new development to enter and exit via side streets—but perhaps more notably, it also takes better advantage of downtown's full network to distribute traffic. As discussed in project recommendations, this means that signage, wayfinding, and intersection design need to be engaged in specific projects so that motorists have easy navigation into and around downtown.

Travel Lanes to meet projected traffic needs on each street



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REDUCING LANES ON 107TH AVENUE

Because of the limitations on access to the two potential redevelopment blocks along 107th Avenue between Gulf Boulevard and 1st Street East, a greater amount of the traffic that would remain on 107th Avenue after redevelopment is simply moving to and from Gulf Boulevard or the Treasure Island Causeway. Based on the traffic analysis findings, traffic in peak hours is not expected to grow as a result of redevelopment, and some traffic volumes may actually decline due to their needing to use other network streets (such as 1st Street and 106th Avenue). In particular, the block of 107th between Gulf Boulevard and 1st Street will have no curb cuts other than the existing alleys parallel to Gulf Boulevard. The City has an opportunity to set the design of this street to better promote the pedestrian realm and placemaking intent of the PR-MU zoning district, which envisions the 107th Avenue corridor as a destination main street for downtown Treasure Island. Changing the character of the street allows .

MAKING BETTER USE OF THE NETWORK

Hand-in-hand with the ability for development traffic on the two primary development sites to use side streets for access is the ability for the larger downtown street network to better support circulation and keep traffic movements focused to specific intersections. First Street in particular shows promise to play a more important role as a distributor of left-turning traffic in downtown, and by balancing out traffic at this intersection, designs of other key links in downtown may be changed to reduce vehicle-vehicle and vehicle-pedestrian conflicts.

It is important to remember that the overall downtown street grid is comprehensive and offers multiple links between the Gulf and the Bay. The more these smaller side streets can distribute traffic, especially destination traffic, throughout downtown, the less a primary thoroughfare like 107th Avenue and its intersection with Gulf Boulevard has to absorb traffic.

BICYCLING AND WALKING ALTERNATIVES TO GULF BOULEVARD

Today, only one continuously designated bicycle facility connects the north and south sides of downtown: Gulf Boulevard. As discussed in the separate report on Gulf Boulevard, some portions of this corridor feature protected lanes, where others require sharing travel

Figure 2.10 **Traffic Circulation on 107th**



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lanes with vehicles (an undesirable condition that many community members have shared with City staff and planning team members, and that discourages cycling use through downtown).

With available right-of-way on most downtown streets and a need for only two travel lanes on many typical cross-sections, the 108th Avenue and 104th Avenue corridors offer an alternative to Gulf Boulevard that connects major downtown destinations, including the Treasure Island Community Park. A portion of 104th Avenue (from 106th Avenue to Park Place) already features a wide sidewalk that serves this purpose. The City has an opportunity to continue this connection, in addition to the pedestrian corridor already envisioned through the middle of the two primary blocks on either side of 107th Avenue.

Figure 2.11 **Potential for Mode Priority Corridors**



With project recommendations from the Downtown Mobility Plan, downtown begins to emerge as a series of mode-priority corridors offering multiple ways of connection.

ADDED TRAFFIC CONTROL FOR MORE EFFICIENT OPERATIONS AND FOR PEDESTRIAN SAFETY

As noted in the summary of the Downtown Mobility Plan's traffic analysis, only a limited number of intersections approach levels where traffic signals are expected to be warranted, and even these would only meet warrants from new development. This is positive in that it suggests Downtown Treasure Island's allowed levels of density with new development have been carefully considered within the constraints of existing infrastructure, and the City has planned not to see significant increases in new traffic and changes in downtown's character. However, these new signals offer potential benefits for bicycle and pedestrian mobility through new protected crossings of major streets—especially 107th Avenue.

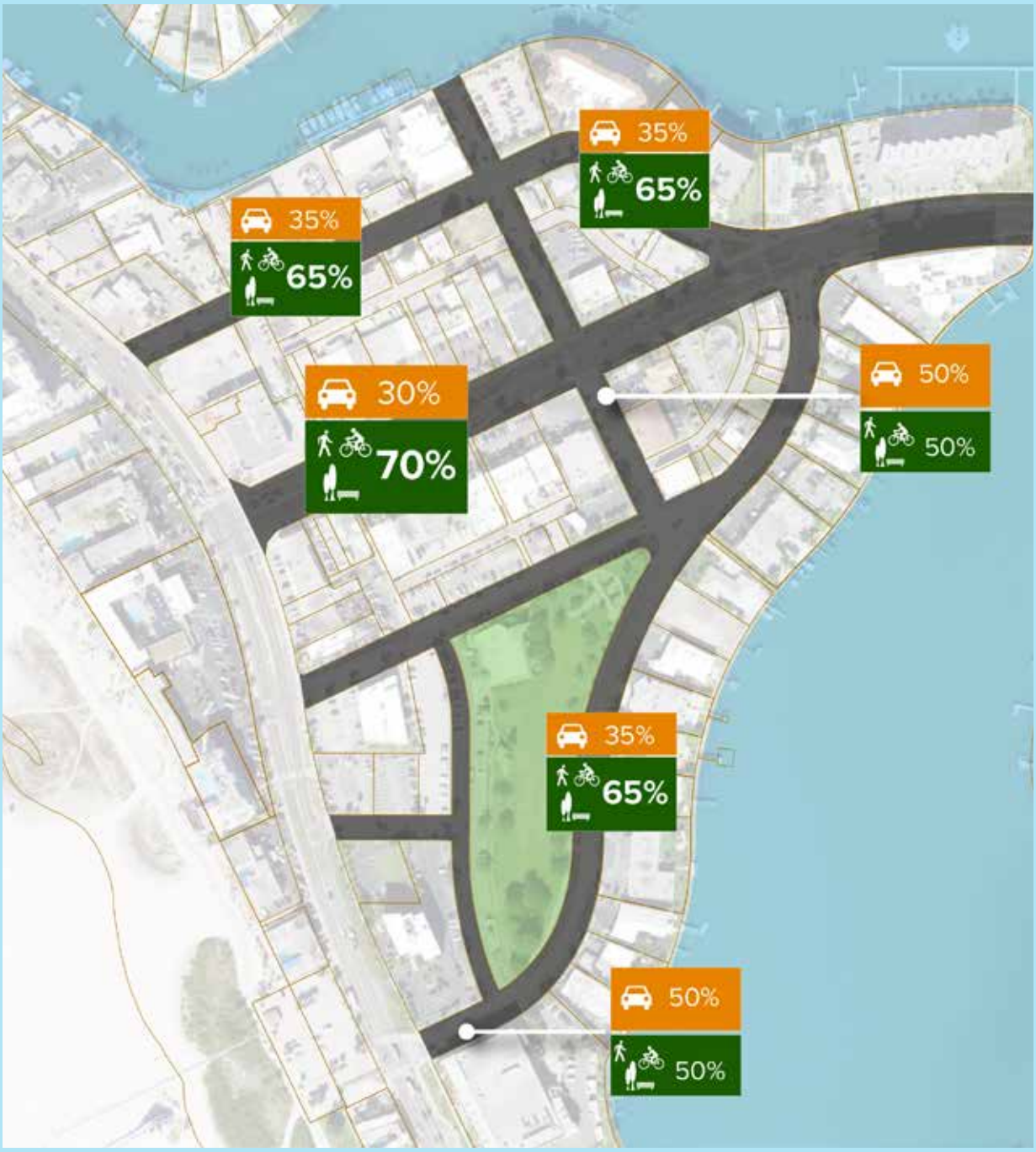
The diagram on the following page illustrates how traffic needs, as determined through the analysis in this section, would claim space in available right-of-way. In nearly all cases, half of right of way or less is truly needed for vehicle circulation based on typical roadway design elements such as travel lane widths, sidewalk widths, and landscaping space. The remainder of this space can be used for other purposes such as pedestrian and bicycle space, enhanced landscaping, and resiliency-based treatments that help Treasure Island manage natural hazards common to coastal communities.

This last point is a particular area for the Downtown Mobility Plan to introduce resiliency-based street designs, and project recommendations detailed later in this plan are identified for potential to use green infrastructure or low-impact design measures to extend the capacity of downtown's stormwater drainage and flooding management systems. *Text continues on page 23.*

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How could Downtown's right-of-way potentially be used?

The results of the traffic analysis in the previous sections indicate that specific needs for accommodating traffic are limited to key intersections, turning movements, and select blocks of streets. This diagram illustrates what share of each street's right-of-way remains for other modal uses.



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GREEN INFRASTRUCTURE AND OPPORTUNITIES TO USE IT

There are opportunities to use right-of-way beyond just transportation and mobility. Because street rights of way typically carry most major utilities serving a community, this public space is where many of the natural and human-made impacts of cities and towns are met and addressed. In a barrier island community like Treasure Island, addressing stormwater and flooding is particularly important. High groundwater tables and the influence of tides mean that rain-based flooding is always a risk for downtown Treasure Island.

The Downtown Mobility Plan has integrated opportunities for low-impact development practices, commonly referred to as green infrastructure, to be a part of transportation and mobility-based investments in the public right-of-way. These treatments are regarded as innovative stormwater best management practices (BMPs) that take advantage of natural functions to help reduce burden on utility infrastructure. BMPs suggested for Treasure Island in the Downtown Mobility Plan include bioswales, stormwater tree trenches, and permeable pavement.

Although the Downtown Mobility Plan has identified a series of potential locations for green infrastructure treatments, two primary types of BMP are the most common in these ideas, and would be applied in different forms and designs to fit within the available footprint of recommended mobility projects. These are described below, and in the detailed profile descriptions on pages 24 through 28.

STORMWATER TREE TRENCHES

Stormwater tree trenches are planting areas for trees with below-grade stormwater management systems designed to collect, treat, and temporarily store stormwater runoff. Stormwater runoff is directed to the trench through a new inlet such as a curb cutoff. Stormwater is detained and either infiltrated into the subgrade or slowly released back into the existing storm system through an underdrain. Below-grade storage could consist of clean-washed stone, engineered soil media, piping, or modular storage units such as Silva Cells. The modular storage units provide structural support with an open design allowing for large soil volumes that support tree growth and provide stormwater management through absorption, evapotranspiration, and interception. Stormwater tree trenches can be sited within the sidewalk along the roadway curbing or set back from the roadway.

- Tree trenches provide 25% phosphorus removal efficiency and 15% nitrogen removal efficiency.
- Similar to the bioswales, general maintenance activities for tree trenches include removing debris and watering trees, more frequently during the first growing season.

BIOSWALE

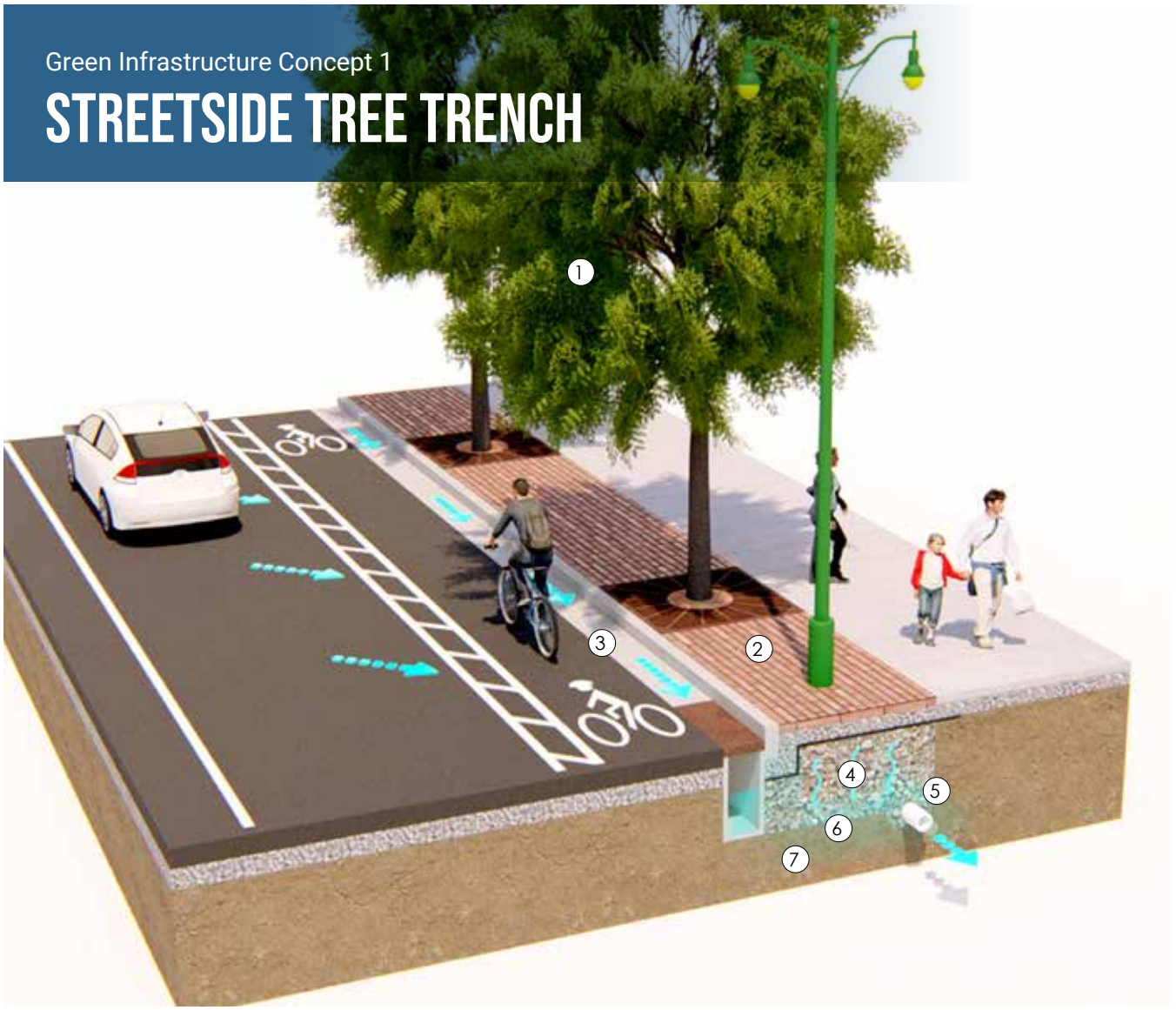
Bioswales are vegetated landscaped channels that can be designed on the streetside or as a median. They are used to direct water to a discharge point at its furthest downstream end while encouraging infiltration along the length of the practice. Stormwater runoff is directed to the bioswale surface through curb cuts, trench drains, catch basins, or overland flow. Water inside the practice then slowly infiltrates through vegetation and engineered soil media, providing water quality treatment, volume reduction, and attenuation. When the system capacity has been reached, outflow from the bioswale can discharge back through an outlet pipe into the existing system or back into the street.

- Bioswales provide 20% phosphorus removal efficiency and 25% nitrogen removal efficiency.
- General maintenance activities include removing debris and watering vegetation, more frequently during the first growing season.

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Green Infrastructure Concept 1

STREETSIDE TREE TRENCH



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Stormwater runoff from sidewalk flows through porous hardscape material (this is an optional part of this concept, and trenches may be designed only to collect stormwater from roadway per Item 3)
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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Green Infrastructure Concept 2

MEDIAN BIOSWALE



Alternative Planting Design

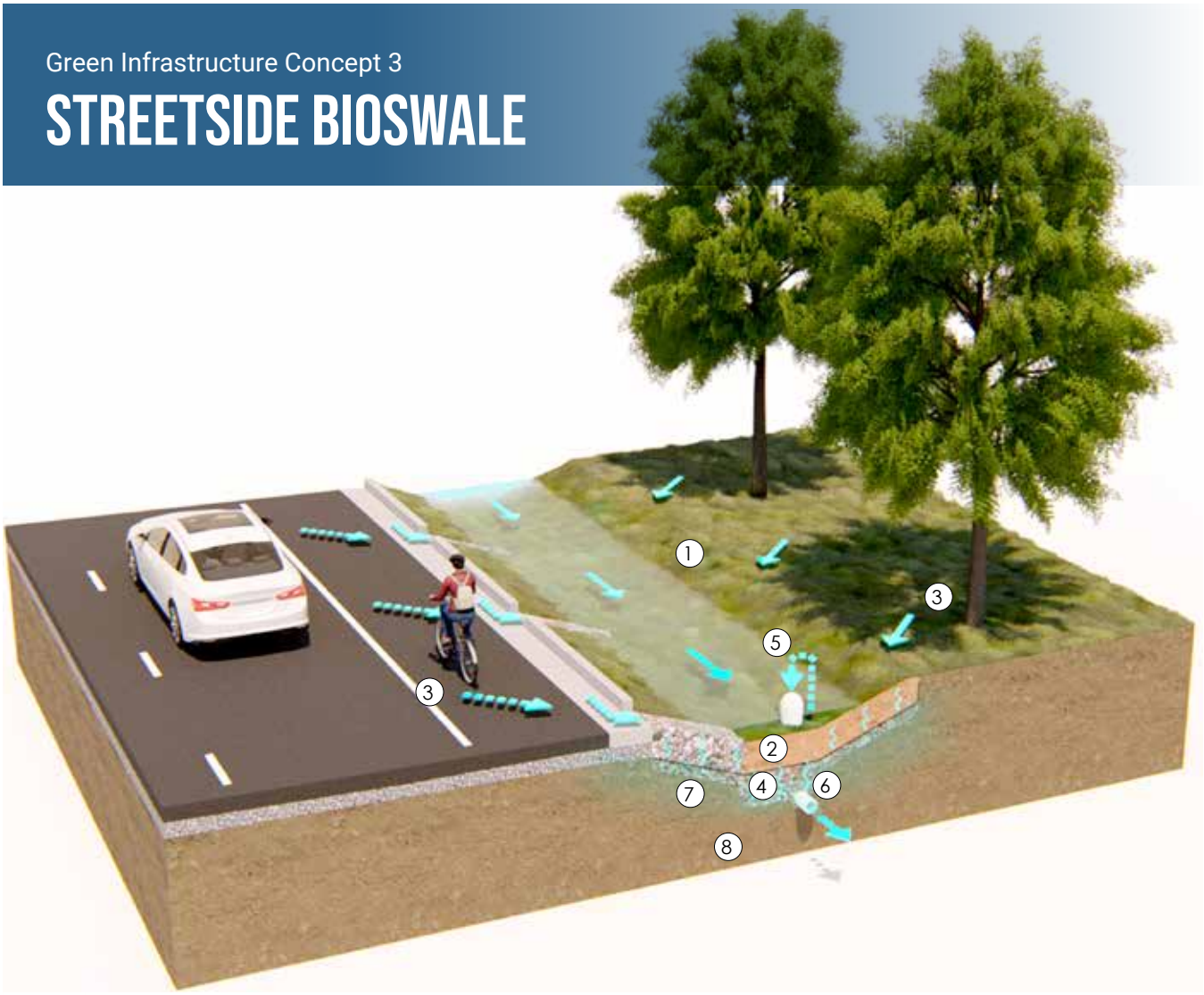
Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Overflow limits amount of surface ponding, connected to traditional infrastructure
6	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
7	Stormwater infiltrates into subgrade
8	Leveled subgrade

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Green Infrastructure Concept 3

STREETSIDE BIOSWALE



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Overflow (Optional) limits amount of surface ponding, connected to traditional infrastructure
6	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
7	Stormwater infiltrates into subgrade
8	Leveled subgrade

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Green Infrastructure Concept 4

STORMWATER PLANTER ALONG CURB



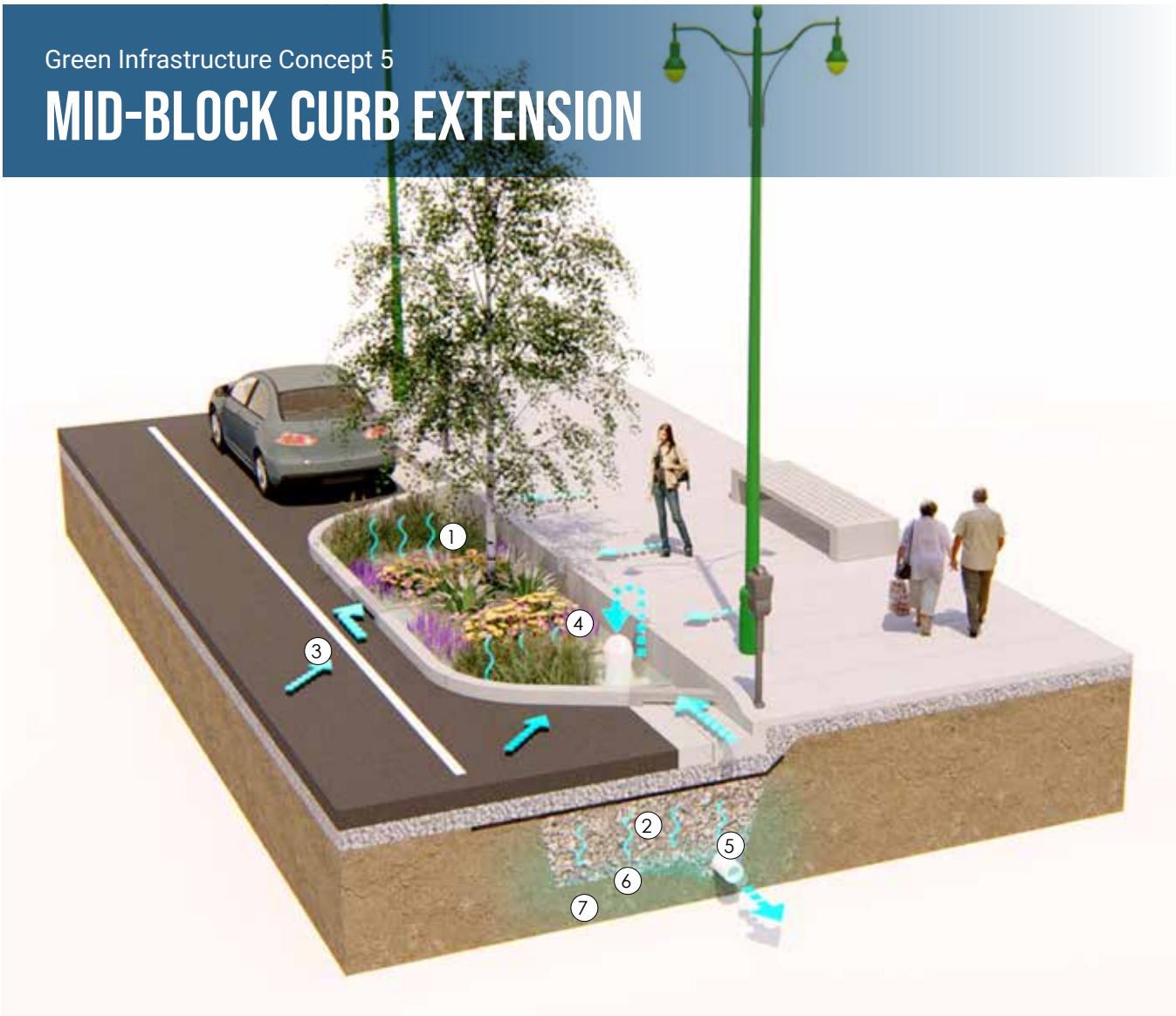
Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Overflow limits amount of surface ponding, connected to traditional infrastructure
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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Green Infrastructure Concept 5

MID-BLOCK CURB EXTENSION



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Overflow limits amount of surface ponding, connected to traditional infrastructure
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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SECTION
3
MOBILITY PLAN RECOMMENDATIONS

3.1 OVERVIEW OF RECOMMENDATIONS

The plan's key recommendations are based on a series of capital projects that improve overall multimodal connectivity on locally-controlled streets in downtown Treasure Island. All recommendations are summarized in the master table and map on pages 30 and 31, and the remainder of this section of the report provides detailed project profiles of the individual plan projects.

All of these recommendations are based within existing public right-of-way. Because the built environment of downtown has used its overall area exhaustively—meaning that there are no unclaimed or unused open spaces in downtown other than the Treasure Island Community Park and the Gulf beaches. However, as stated previously, the public right-of-way of downtown is significant, and leaves plentiful space for other types of mobility after the basic vehicle traffic needs of a street have been met.

Figure 3.1
Block-Based Numbering System for Recommended Projects



These recommendations are based on a simple system of numbering each street and block separately. The projects tend to be fit into small increments, and this is intended to give the City maximum flexibility in working with developers to contribute appropriate amounts of an overall street's changes. The plan's key recommendations are based on a series of capital projects that improve overall multimodal connectivity on locally-controlled streets in downtown Treasure Island.

Because the built environment of downtown has used its overall area exhaustively—meaning that there are no unclaimed or unused open spaces in downtown other than the Treasure Island Community Park and the Gulf beaches, and all other land outside of street rights-of-way is part of an active use of private property—all of these recommendations occur within public right-of-way. However, as stated previously, the public right-of-way of downtown is significant, and leaves plentiful space for other types of mobility after the basic vehicle traffic needs of a street have been met.

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Table 3.1

Recommended Projects Master List

Refer to page numbers to the right to find detailed project profile in the Plan report

	Project Description	Green Infrastructure Potential?	Parking Potential?	Development needed?	Page
1A	Sidewalk from south side of 108th from Gulf Blvd to Alley	N/A	No	No	32
1B	Green infrastructure - south side of 108th from Gulf Blvd to Alley	Yes	No	No	34
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side	N/A	N/A	No	36
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue	N/A	Yes	Yes	38
3A	Rebalanced ROW - 108th Avenue Curve	No	No	No	40
3B	Sidewalk-Streetscape - south side of 108th on the curve	Yes	No	Yes	42
4A	1st Street North of 107th	No	No	Yes	44
4B	1st Street Complete Street (North)	Yes	Yes	Yes	46
5A	107th Street Lane Merge Project	Yes	No	No	48
6A	107th Lane Reduction (West)	Yes	Yes	No	54
6B	107th Streetscape (West, North Side)	Yes	Yes	Yes	56
6C	107th Streetscape (West, South Side)	Yes	Yes	Yes	56
7A	107th Lane Reduction (East)	Yes	Yes	No	58
7B	107th Streetscape (East, North Side)	Yes	Yes	Yes	60
7C	107th Streetscape (East, South Side)	Yes	Yes	Yes	60
8A	Configuration of right-lane drop and directional signage	No	No	No	62
9A	1st Street Complete Street (South)	Yes	Yes	Yes	64
10A	Sidewalk - west side of 104th to 106th	No	No	Yes	66
10B	Landscape - west side of 104th from 107th to 106th	Yes	No	Yes	66
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)	Yes	Yes	Yes	68
12A	106th Avenue Sidewalk Infill	No	No	No	70
12B	106th Avenue Complete Street	Yes	Yes	Yes	72
15A	105th Avenue Complete Street	Yes	No	No	74
INT-1	107th Avenue/1st Street Intersection	Yes	No	Yes	76
INT-2	104th/107th/108th Intersection Reconfiguration	Yes	N/A	Yes	78
INT-3	104th/106th/1st Street intersection	Yes	N/A	Yes	81

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699
Gulf Boulevard
107th Avenue
108th Avenue
106th Avenue
105th Avenue
104th Avenue
Park Place
Treasure Island Community Park
INT-1
INT-2
INT-3
6A
7A
12B
15A
699

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PROJECT 1A

108TH AVENUE SIDEWALK INFILL

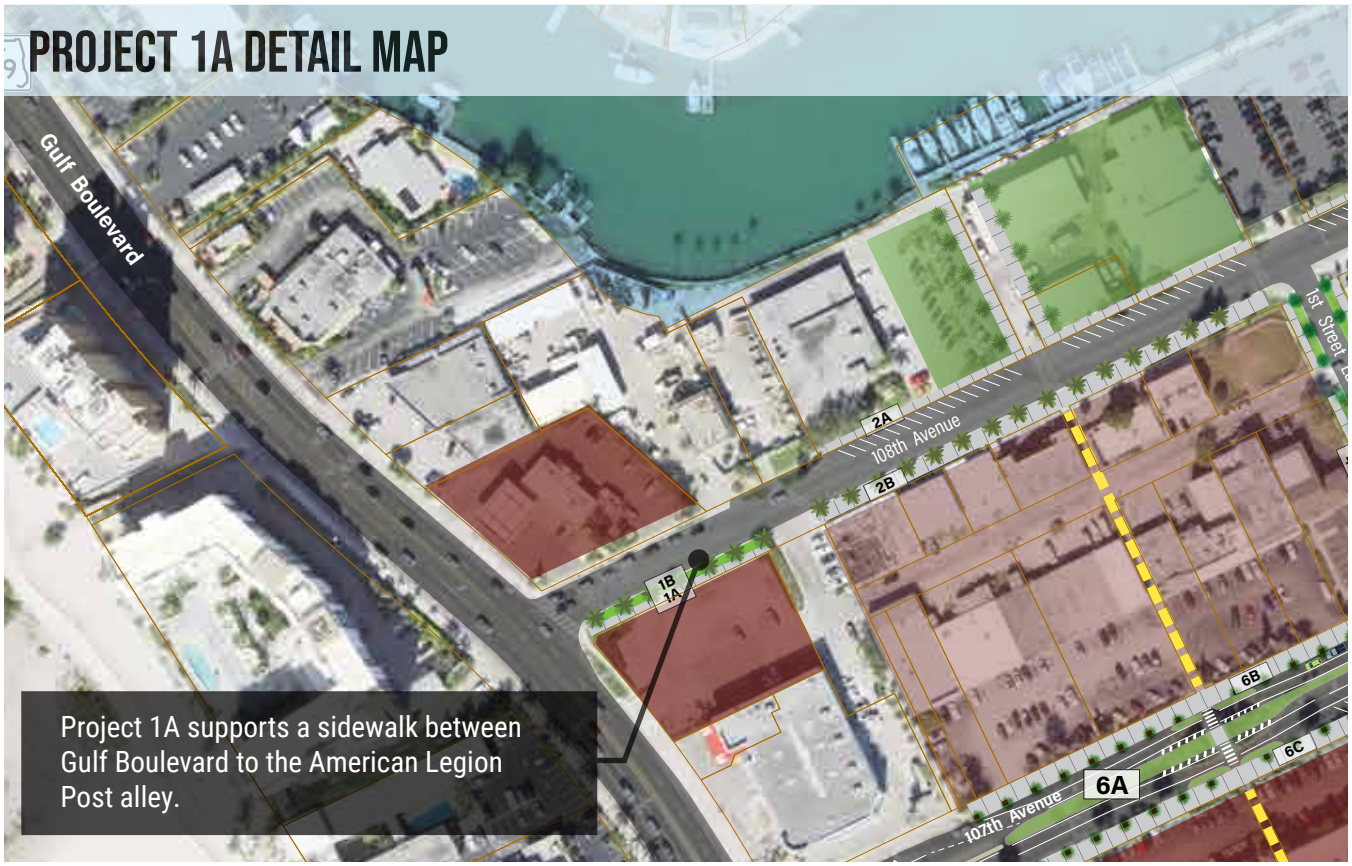
[GULF BOULEVARD TO MID-BLOCK ALLEY]

The available ROW on 108th Avenue provides the opportunity to expand the pedestrian network in Downtown Treasure Island by installing a sidewalk on the south side, between Gulf Boulevard and the Alley adjacent to the American Legion Post. This installation would require minor utility relocation and allows exploring opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff (although that project is described separately under Project 1B).

Estimated Cost	$40,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 1B
Green Infrastructure Potential?	This project component only covers the sidewalk, and adjacent landscaping (under Project 1B) may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	No: this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	No: the project does not impact existing buildings or building-support functions.

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PROJECT 1A DETAIL MAP



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PROJECT 1B

108TH AVENUE SIDEWALK LANDSCAPE/GREEN INFRASTRUCTURE

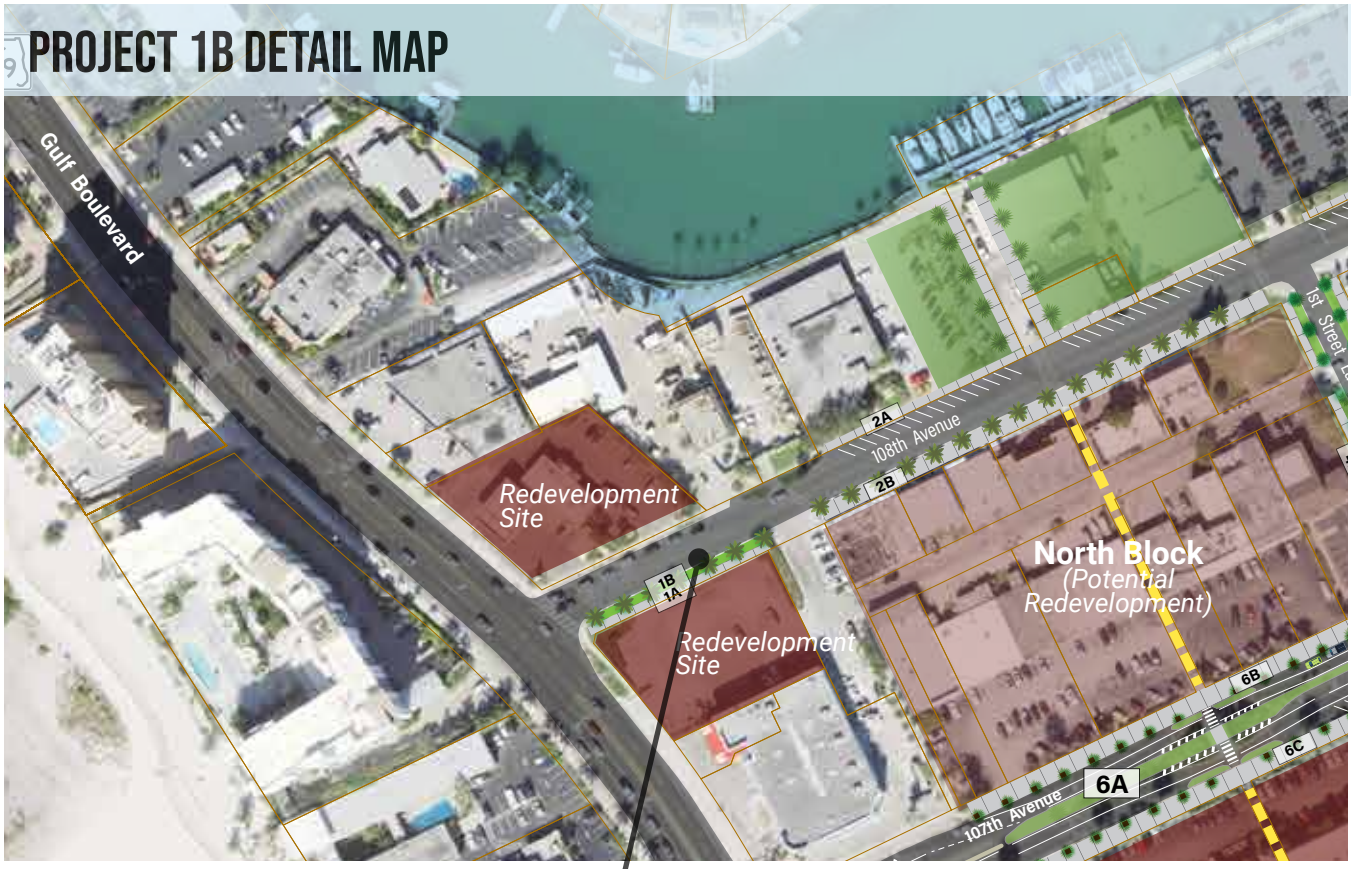
[GULF BOULEVARD TO MID-BLOCK ALLEY]

Working within the existing ROW, the plan envisions incorporating landscaping, potentially in the form of green infrastructure, to help mitigate stormwater runoff. This can be accomplished with a small inlet at corner of the 108th Avenue and Gulf Boulevard intersection. This intervention will add greenery and help reduce flooding in the pedestrian crosswalk.

Estimated Cost	$125,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 1A
Green Infrastructure Potential?	This project component only covers the landscaping portion of the plan, and assumes that sidewalk would be completed. .
Parking Potential?	No: this small project does not touch the main roadway portion of the street and fits within an unused portion of right-of-way. However, it does not appear that sufficient right-of-way is available to allow parking in addition to the streetside treatments.
Redevelopment of Adjacent Sites Needed?	No: the project does not impact existing buildings or building-support functions.

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PROJECT 1B DETAIL MAP



The plan is looking for opportunities to add landscaping, requiring at least 5 feet of width.

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PROJECT 2A

108TH AVENUE NORTH SIDE RETROFIT

[MID-BLOCK ALLEY TO 1ST STREET]

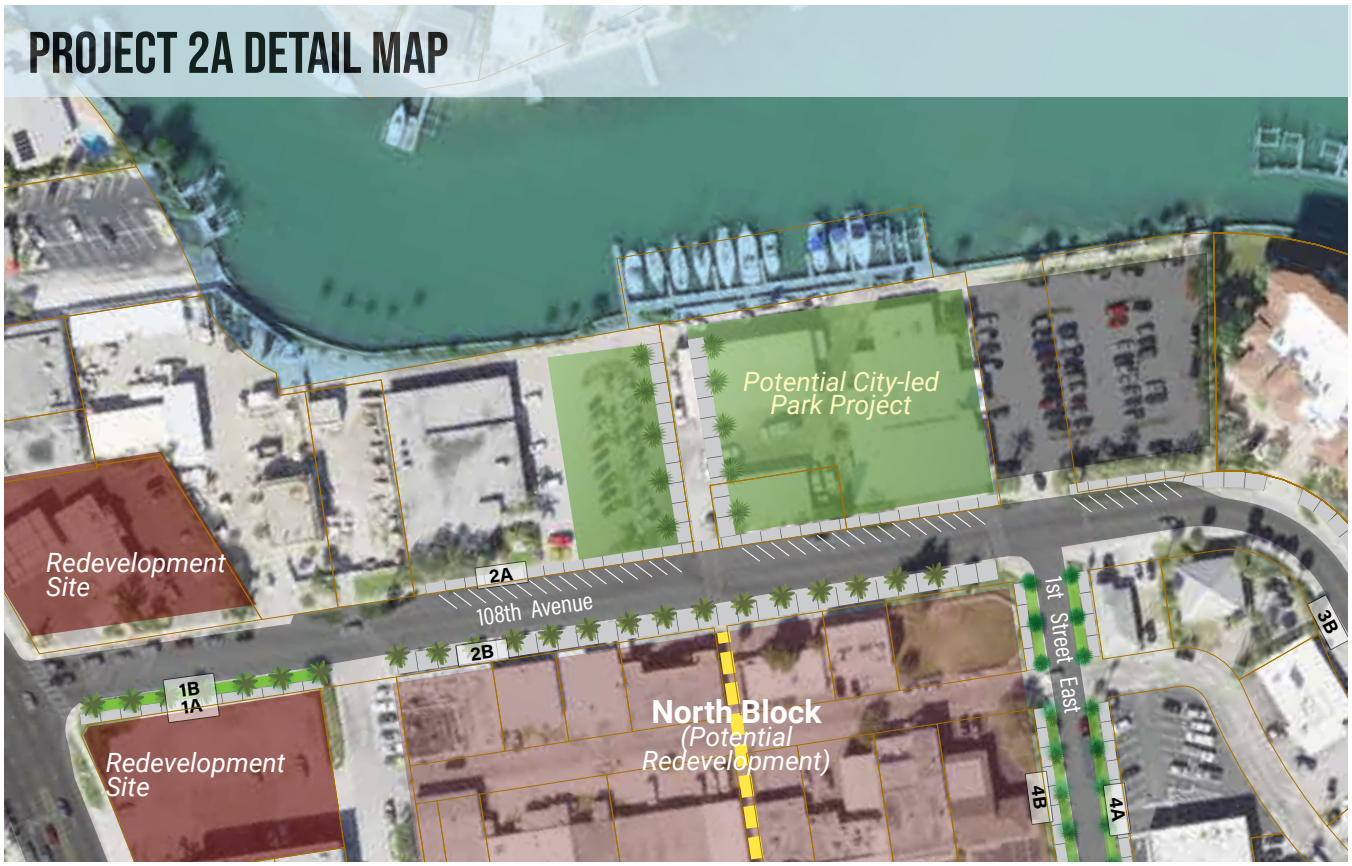
When space is available and sidewalks don't exist, the plan envisions filling the gaps. These are typically 8 feet to allow ample pedestrian space. If added space is available, the plan is looking for opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff. This requires ample space, typically at least 5 feet of width.

The project focuses on adding on-street parking to support a larger effort by the City to redevelop waterfront properties into a City building, a park, and an off-street parking lot adding parking outside of the downtown core.

Estimated Cost	$750,000
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: requires additional right-of-way, though City owns most adjacent property on this side of the street
Key Partnerships and Stakeholders	None needed for implementation as City owns property
Related projects	Project 2B
Green Infrastructure Potential?	This project component only covers the north side and is associated with past design concepts for reshaping this side of the street and providing additional on-street parking to support a waterfront park and City building. It is focused on the street portion and has not included extensive space for landscaping, though street design could be coordinated with features in the park space to support enhanced stormwater management.
Parking Potential?	**Yes:** the project has envisioned angled parking to be constructed along the north side.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. This project for the north side of 108th Avenue could be undertaken without changes on the south side.

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PROJECT 2A DETAIL MAP



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PROJECT 2B

108TH AVENUE SOUTH SIDE RETROFIT

[MID-BLOCK ALLEY TO 1ST STREET]

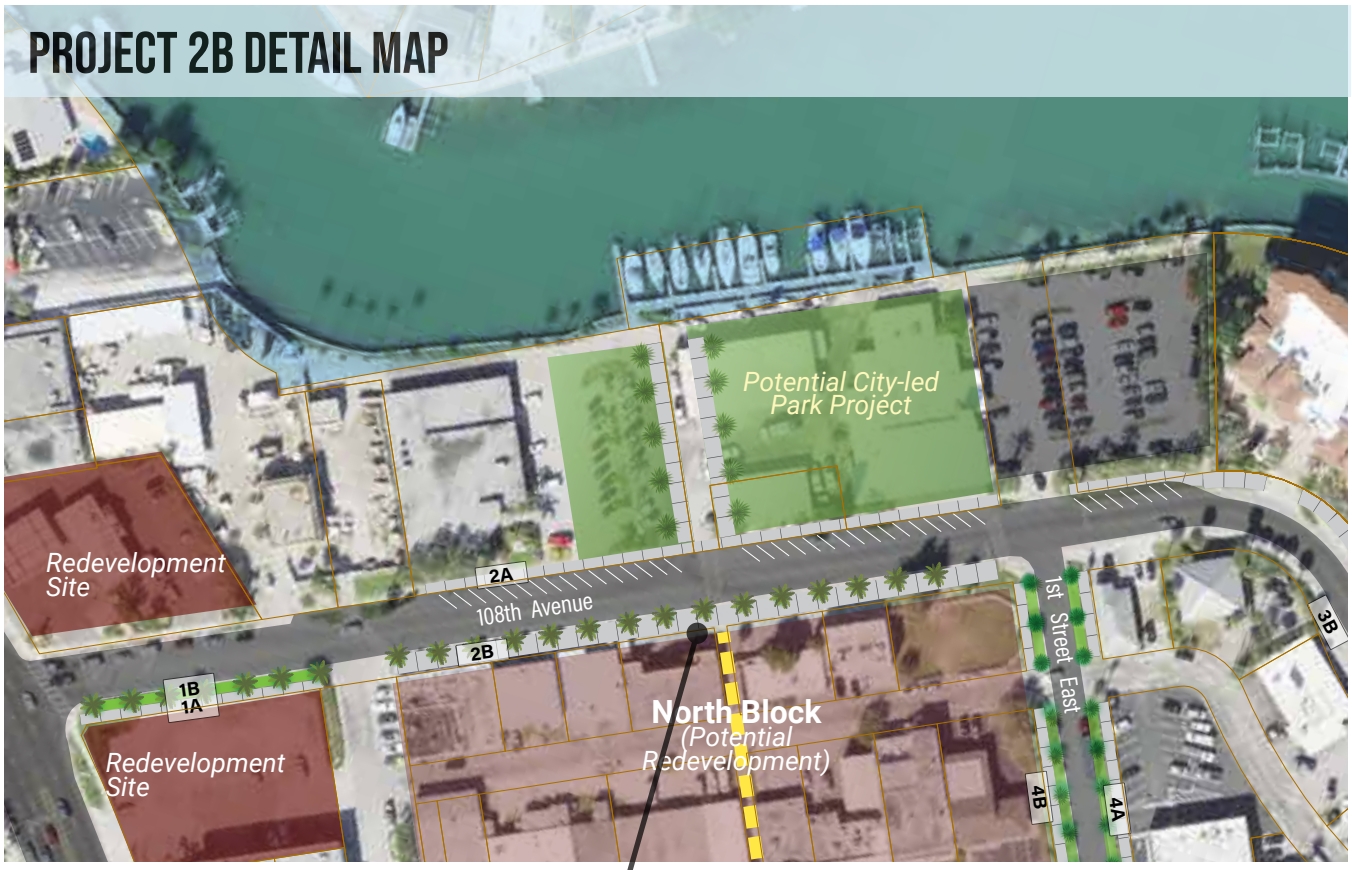
108th Avenue has over 30 feet of pavement dedicated to vehicles, and less than 5 feet reserved for pedestrians on the north side of the road. The Plan recommends the right-of-way be redistributed to accommodate all user groups, rather than just vehicles today.

A larger project likely tied to the redevelopment of the 'North Block' between 107th and 108th, this would take current space within right-of-way and provide a consistent sidewalk (none exists today) with streetscape treatment.

Estimated Cost	$592,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, but will likely require relocation of some utility locations (such as drainage inlets).
Key Partnerships and Stakeholders	Coordination with existing property owners and businesses or with future property owners/ developers.
Related projects	Project 2A
Green Infrastructure Potential?	**Yes:** the tree planting shown as part of the project could include green infrastructure treatments such as tree trenches or silva cell planters.
Parking Potential?	**Yes:** as envisioned, the project may still allow on-street parking if this is desired (though that is not illustrated in the recommendation concepts shown in this plan).
Redevelopment of Adjacent Sites Needed?	**Likely yes:** reusing right-of-way for enhanced streetscape space here would remove parking, and construction may even impact existing buildings. This is likely to be most feasible with redevelopment of the entire block.

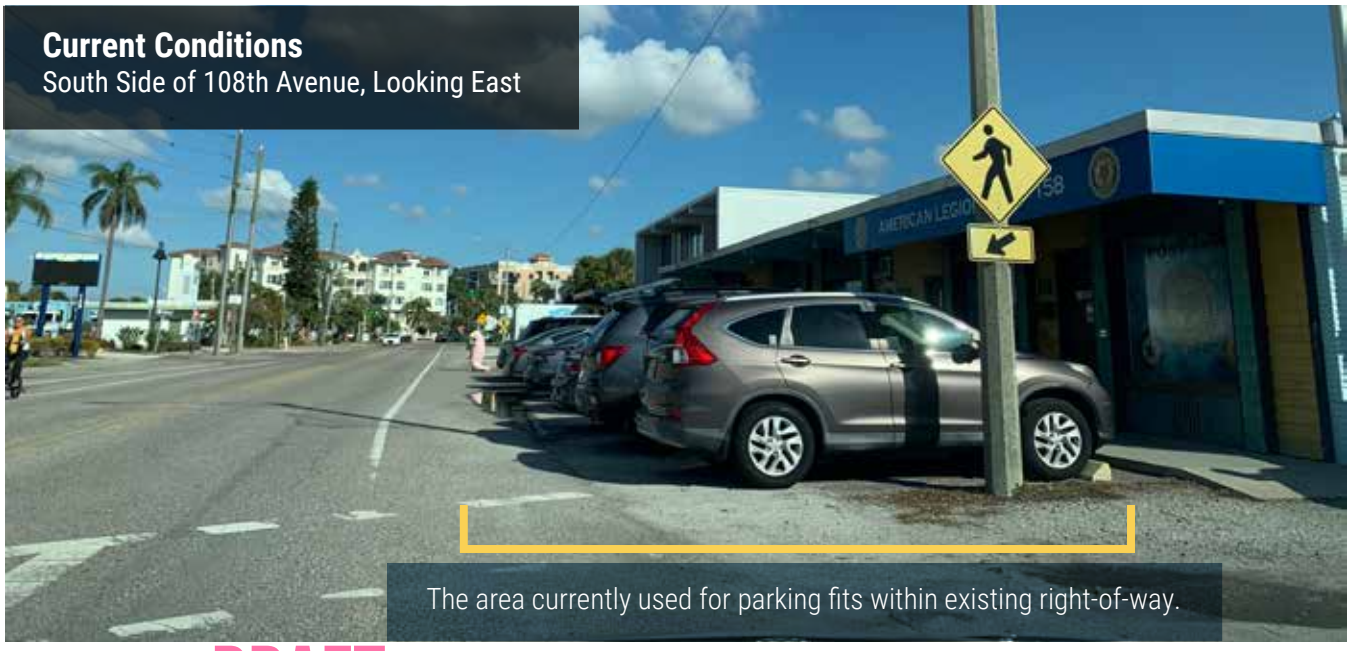
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PROJECT 2B DETAIL MAP



Currently, the space within right-of-way on the south side of 108th Avenue is used for perpendicular parking.

Current Conditions
South Side of 108th Avenue, Looking East



The area currently used for parking fits within existing right-of-way.

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PROJECT 3A

REBALANCE RIGHT-OF-WAY ON 108TH AVENUE: SHARED USE PATH

[1ST STREET TO 107TH AVENUE]

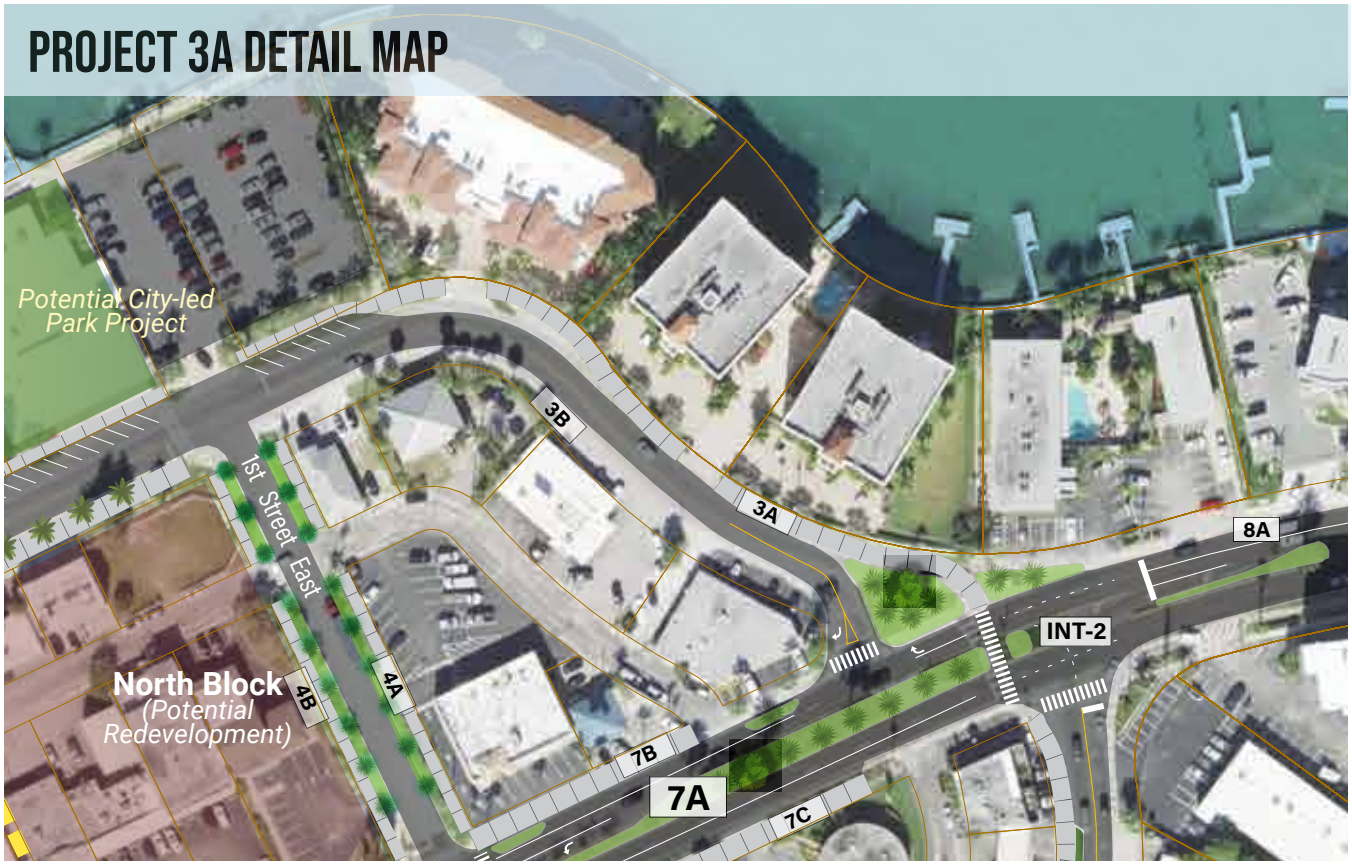
108th Avenue needs to be rebalanced throughout the roadway extent, with emphasis at the curve approaching 1st Street and 107th Avenue. The limited sight lines here create a safety hazard for all users, especially given space for non-auto users is limited.

The plan is not likely to include parking along the curve for safety/visibility reasons. This opens up right-of-way to be used for more walking and biking space.

Estimated Cost	$872,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 2A; Intersection Project 2
Green Infrastructure Potential?	Green infrastructure may be viable in some locations, but would likely be in small installations where existing right-of-way allows installations to fit. Because of the north side of the street touching on residential properties, this recommendation does not include acquiring additional right-of-way.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

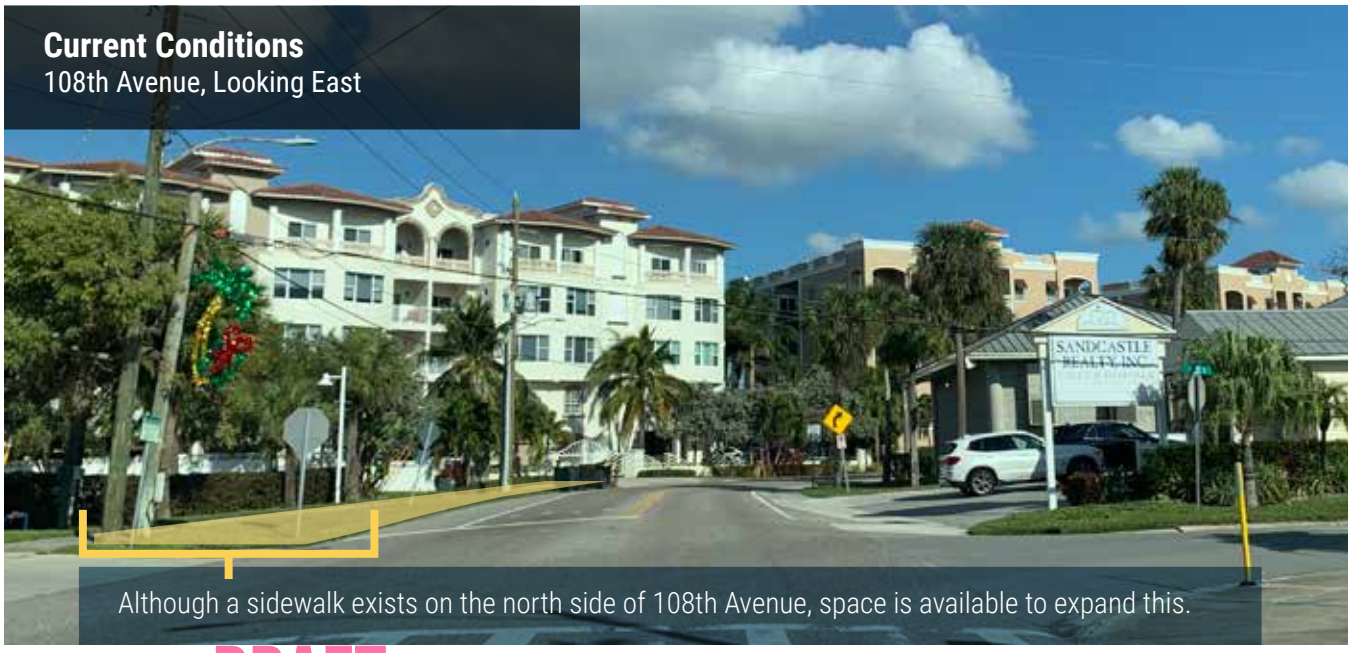
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PROJECT 3A DETAIL MAP



Because of the curves of 108th Avenue, it is not recommended to include on-street parking between 1st Street and 107th Avenue, but there is space in the right-of-way for potential sidewalk expansion and even a multi-use path. This space could also support added landscaping.

Current Conditions
108th Avenue, Looking East



Although a sidewalk exists on the north side of 108th Avenue, space is available to expand this.

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PROJECT 3B

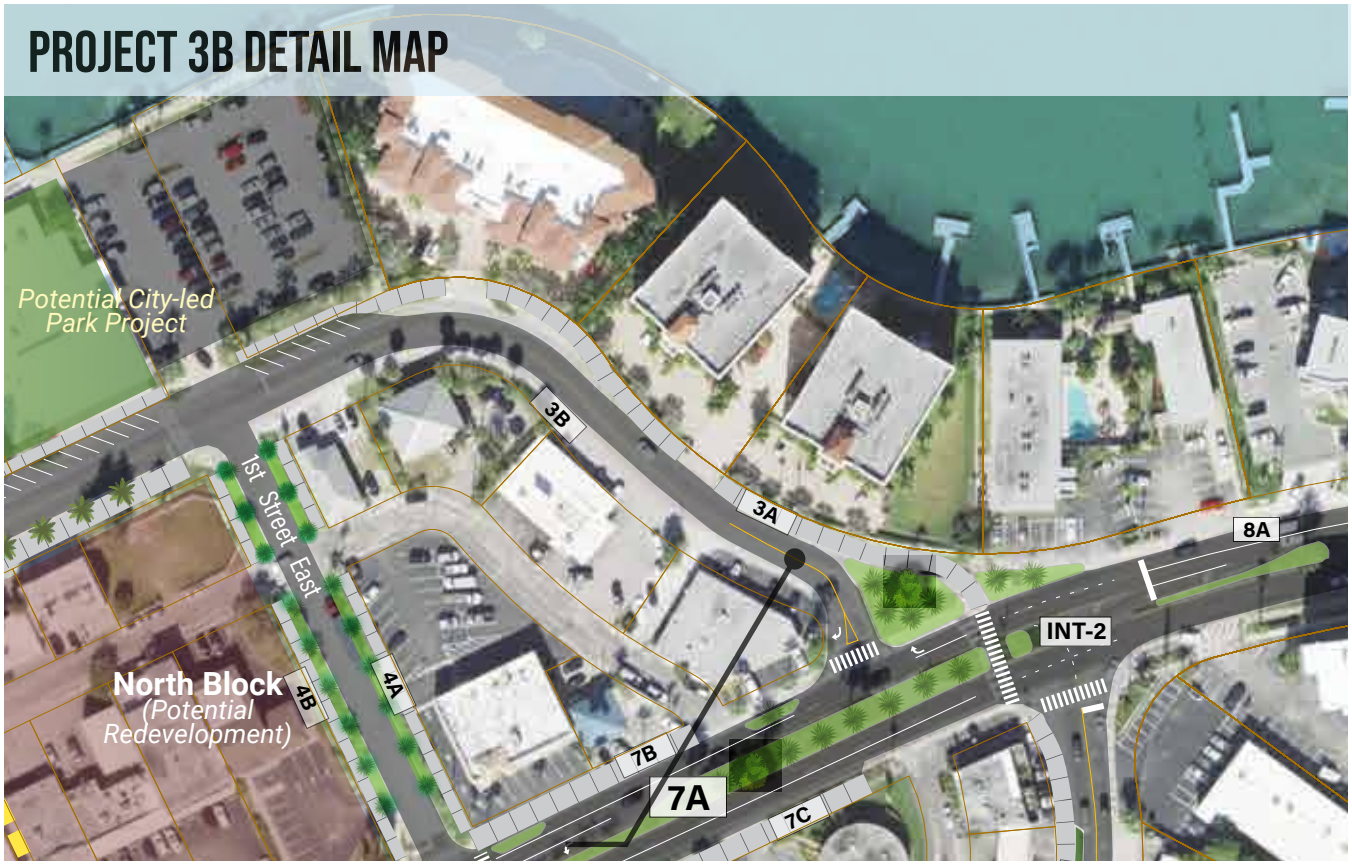
108TH AVENUE SIDEWALK + STREETSCAPE OPTION
[INSIDE THE CURVE]

Alternatively, sidewalk and streetscape could be added on the south side of 108th along the curve. This would likely require substantial changes to these properties as well.

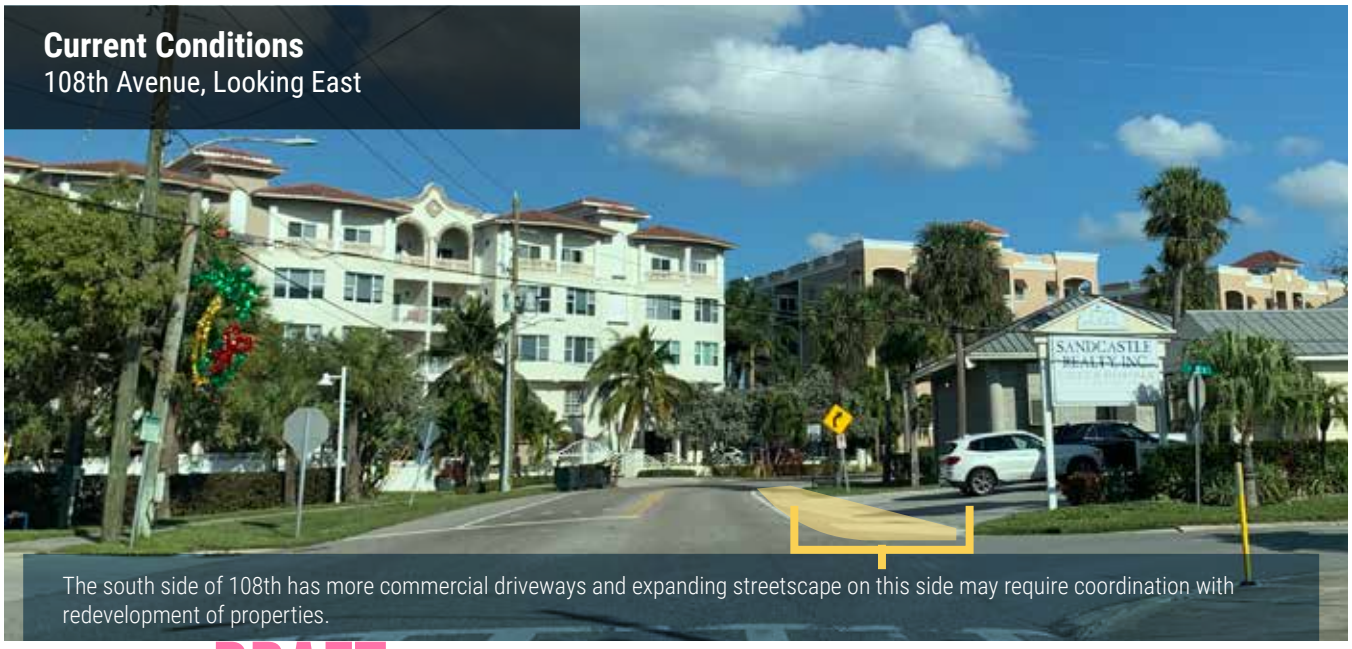
Estimated Cost	$531,000
Potential Funding Sources	City funds
Complexity to Implement	High complexity: has significant impact for access to these properties and may need to wait on redevelopment, though alley may be able to offset losses in parking and building loading access. Likely to have impacts on drainage infrastructure requiring substantial redesign.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 3A
Green Infrastructure Potential?	**Not likely** given the degree of impervious surface outside of right-of-way and the location of stormwater infrastructure below the street.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**Likely Yes:** Project 3A is recommended as less impactful to the overall functions of the street; changing the south side (inside the curve) of this block will likely have impacts on existing adjacent properties and may be better coordinated with redevelopment efforts.

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PROJECT 3B DETAIL MAP



Because of the curves of 108th Avenue, it is not recommended to include on-street parking between 1st Street and 107th Avenue, but there is space in the right-of-way for potential sidewalk expansion and even a multi-use path. This space could also support added landscaping.



Current Conditions
108th Avenue, Looking East

The south side of 108th has more commercial driveways and expanding streetscape on this side may require coordination with redevelopment of properties.

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PROJECT 4A

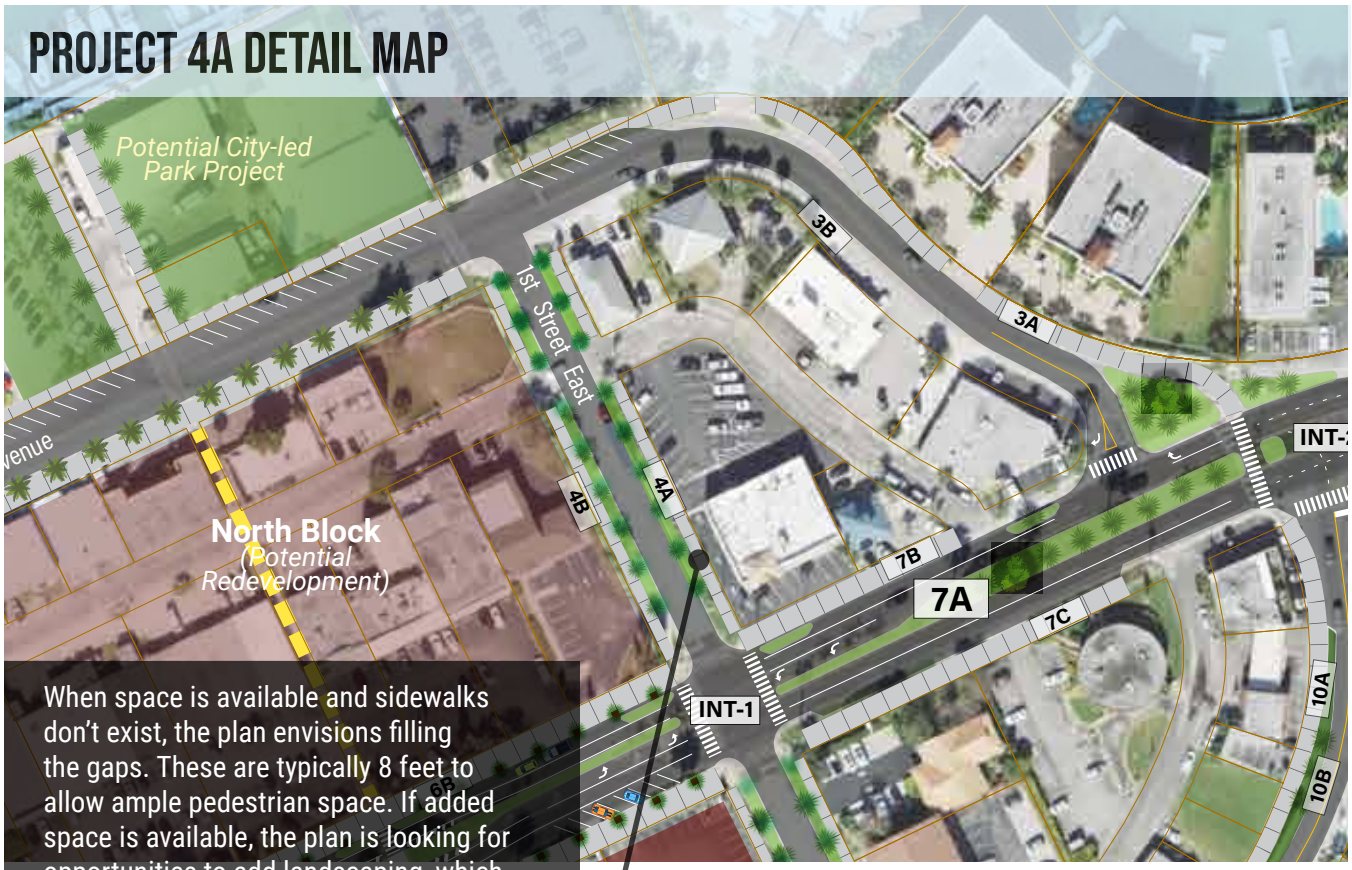
1ST STREET SIDEWALK INFILL
[NORTH OF 107TH AVENUE]

The Downtown Mobility Plan lays out a larger vision for how 1st Street carries a greater function for circulation and access to redevelopment properties. Even in the short term, however, there are opportunities to enhance it with small projects. This one would fill in a gap in existing sidewalk on the east side of 1st Street; this could be undertaken

Estimated Cost	$56,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 4B; Intersection Project 1
Green Infrastructure Potential?	This project component only covers the sidewalk, and adjacent landscaping (under Project 4B) may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	Not considered for sidewalk infill portion (this project): this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 4A DETAIL MAP



When space is available and sidewalks don't exist, the plan envisions filling the gaps. These are typically 8 feet to allow ample pedestrian space. If added space is available, the plan is looking for opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff. This requires ample space, typically at least 5 feet of width.



Current Conditions
1st Street East, Looking North

Even without other changes to 1st Street East north of 107th, the lack of sidewalk on the east side could be filled relatively simply.

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PROJECT 4B

1ST STREET COMPLETE STREET
[NORTH OF 107TH AVENUE]

1st Street has potential to be a key connection for Downtown Treasure Island, especially with the new intersection at 107th Avenue.

Project 4B recommends a full reconstruction of street to allow 11' lanes and turning storage for entry into a new development on the North Block. While the project likely happens with redevelopment of this site, it is important to allow potential access into the site.

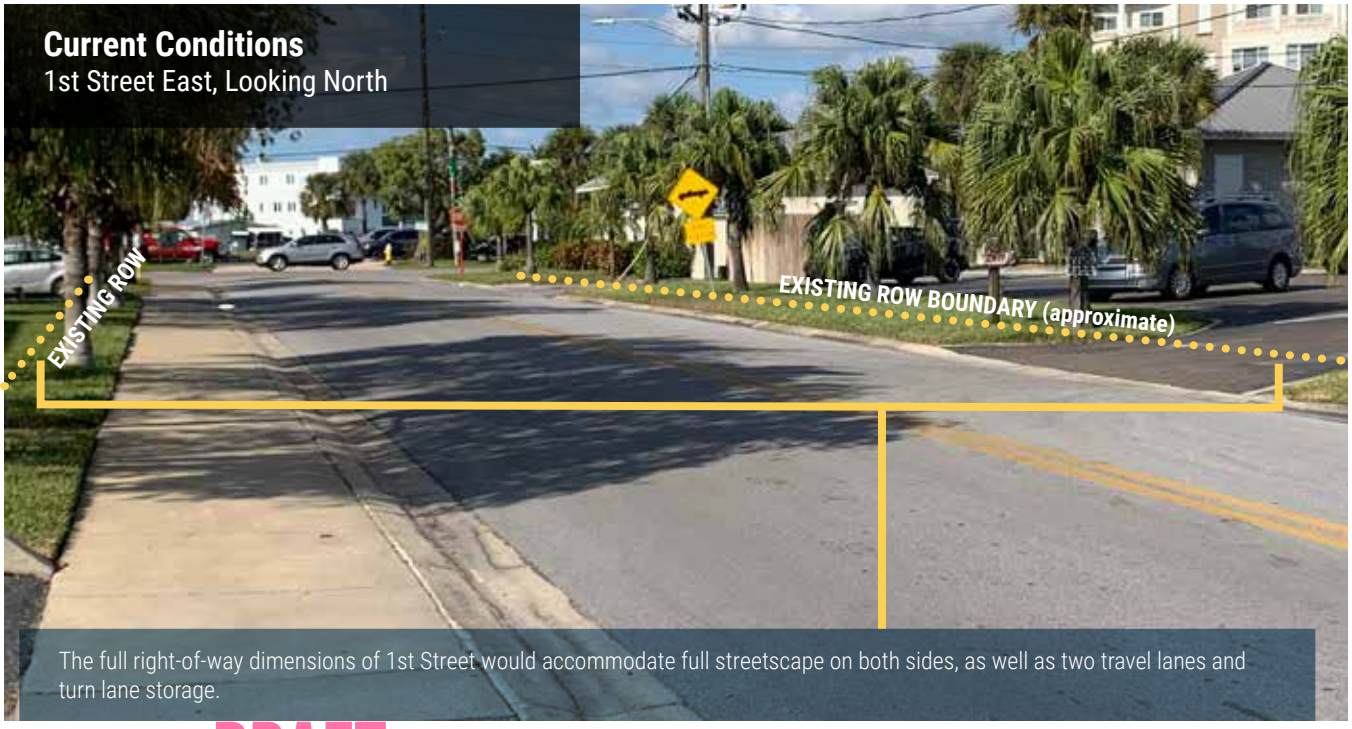
Estimated Cost	$1,231,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not significantly impact existing utility infrastructure, but construction of curbs and new driveways for redeveloped properties may impact this.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 4A; Intersection Project 1
Green Infrastructure Potential?	**Yes:** especially with tree trenches and bioswale curb extensions.
Parking Potential?	**Potentially, though not recommended:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 4B DETAIL MAP



When space is available and sidewalks don't exist, the plan envisions filling the gaps. These are typically 8 feet to allow ample pedestrian space. If added space is available, the plan is looking for opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff. This requires ample space, typically at least 5 feet of width.



Current Conditions
1st Street East, Looking North

The full right-of-way dimensions of 1st Street would accommodate full streetscape on both sides, as well as two travel lanes and turn lane storage.

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PROJECT 5A

107TH STREET LANE MERGE
[NORTH]

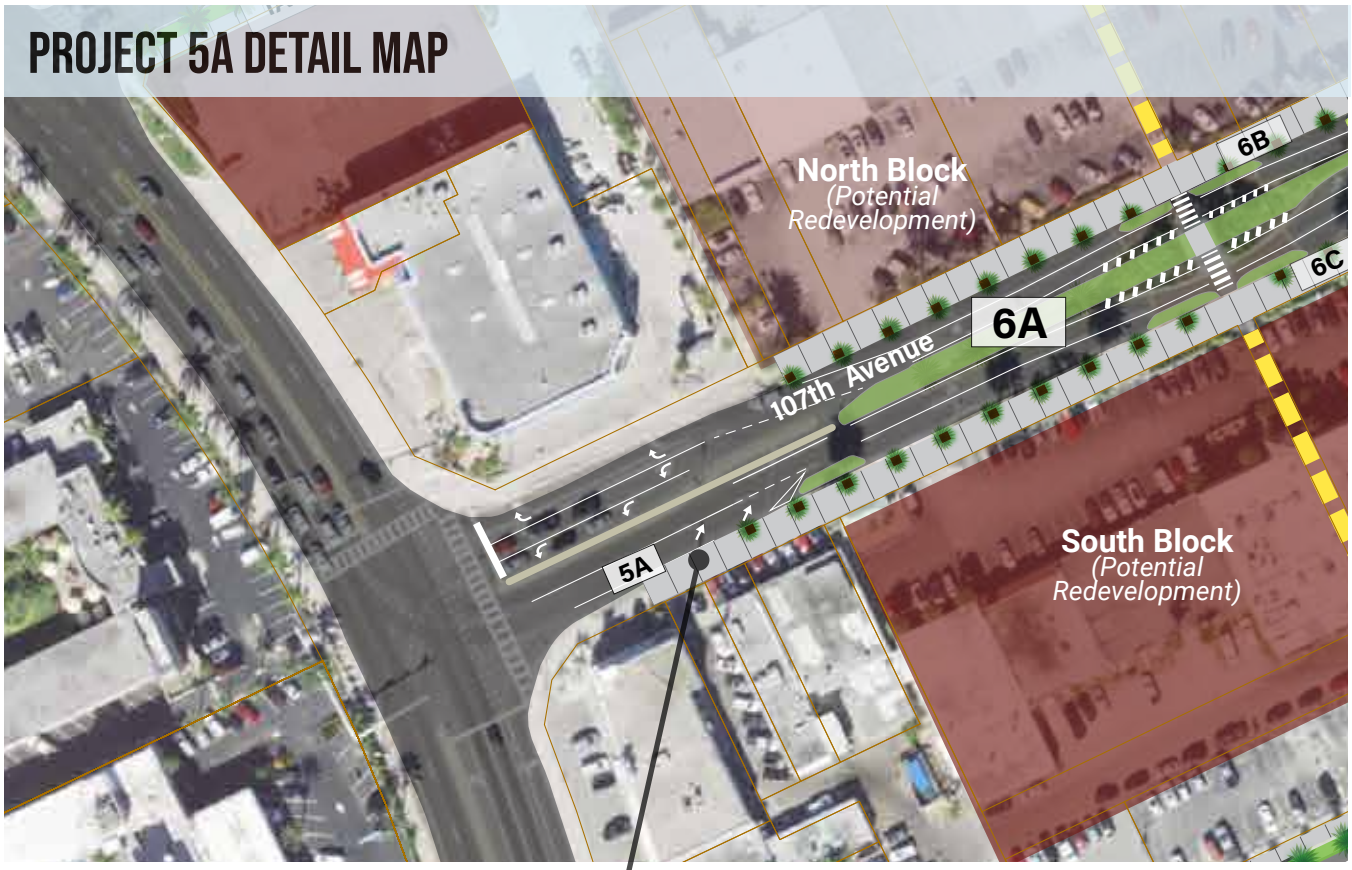
107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

However, a small portion of the street immediately east of Gulf Boulevard must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard, which features southbound dual left turn lanes.

Estimated Cost	$295,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure. Additional signage and markings will be needed.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	This project is needed for the transition to a two-lane typical section at Project 6A (which will continue with Project 7A).
Green Infrastructure Potential?	**No:** this project is intended to set up the lane-merge transition only and is focused on signage, striping, and setting curbs to introduce a new streetscape section (Projects 6B and 6C) intended to be partnered with the lane reduction.
Parking Potential?	**No:** this project is intended to set up the lane-merge transition only.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 5A DETAIL MAP



The project merges two eastbound lanes (from dual left at 107th/Gulf intersection) into a single lane until after 104th



Approximately 200 feet can be retained as a second eastbound receiving lane on 107th Avenue before the merge pavement markings should be completed.

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PROJECTS 6 AND 7

107TH STREET LANE REDUCTION

107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

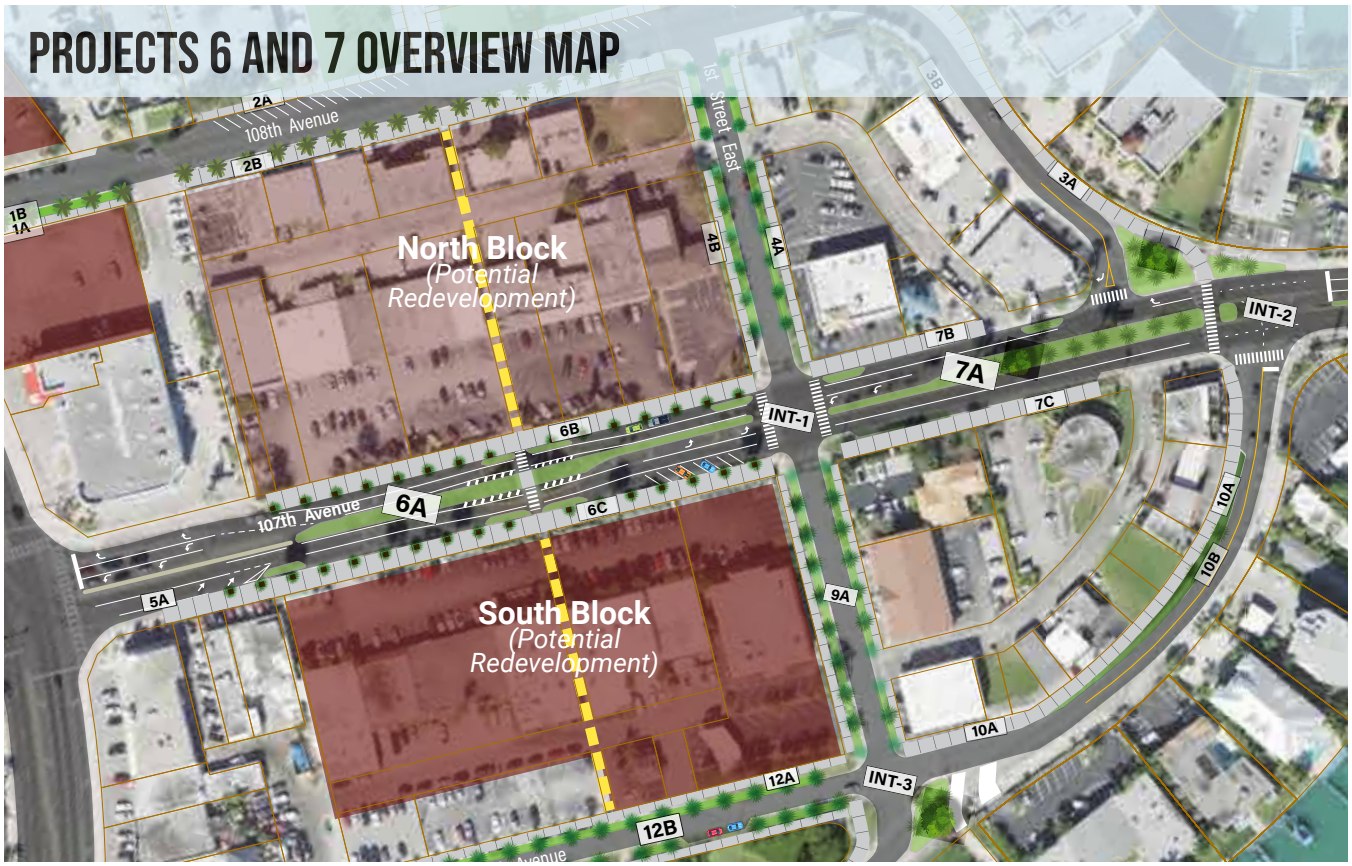
A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard, but the main lengths of the two blocks between Gulf Boulevard and 108th Avenue may be reduced.

This project profile of the entire 107th Avenue corridor is followed by specific component project profiles describing parts of this larger corridor effort that may be implemented separately or in phases.

Estimated Cost	Combined Cost (all components): $2,805,000
Potential Funding Sources	City funds; MPO TIP funds; development contributions
Complexity to Implement	Moderate complexity: lane reductions are less complicated and can fit within existing curbs, but changes to curb lines in Project 6A at the clock tower mid-block crossing and other streetscape implementations (Projects 6B/6C and 7B/7C) are most complex.
Key Partnerships and Stakeholders	Full implementation of this corridor is expected to be a partnership between the City, private developers, and potentially FDOT and Forward Pinellas for potential available funds.
Related projects	Project INT-1 addresses the intersection of 1st Street East; Project INT-2 addresses the intersection of 104th/107th/108th Avenues.
Green Infrastructure Potential?	**Yes:** medians may be able to accommodate bioswales or similar treatments to collect and allow infiltration of stormwater.
Parking Potential?	**Yes:** parking is recommended as a key part of the streetscape to provide buffer between pedestrians and moving vehicles and to support lower-floor commercial uses.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. Streetscape components (projects 7B and 7C) may have more immediate impacts, but travel lanes do not.

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PROJECTS 6 AND 7 OVERVIEW MAP





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PROJECTS 6 AND 7 OVERVIEW ILLUSTRATION

This view looks east toward the Treasure Island Causeway and Boca Ciega Bay. It shows a repurposed right-of-way for 107th Avenue that includes streetscape enhancements, lane reductions, and connects to the pedestrian space required in the Downtown Core PR-MU zoning district.



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Downtown's clock tower is a defining Treasure Island landmark and redesigning 107th Avenue could still allow it to stay, even with realigned curbs that straighten the travel lanes along the corridor. Overall, 107th Avenue's right-of-way could be used to support more of a sense of place and vibrancy for downtown than it currently does, with expanded sidewalk width connecting to pedestrian plaza space that would be required of redeveloped properties along 107th Avenue.



Because of the clock tower's position along the mid-block pedestrian passageway that would be retained with redevelopment, this remains a key location for pedestrians to cross with a protective flashing beacon. With the Downtown Mobility Plan's full recommendations, pedestrians would have four protected crossings of 107th Avenue (as opposed to two today).

Repurposing the right-of-way of 107th Avenue gives opportunities for landscaping to include green infrastructure, such as curb extensions as shown here that channel stormwater and allow it to percolate before entering underground pipe-based systems.

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PROJECT 6A

107TH AVENUE LANE REDUCTION

[FROM LANE MERGE AFTER GULF BOULEVARD TO 1ST STREET EAST]

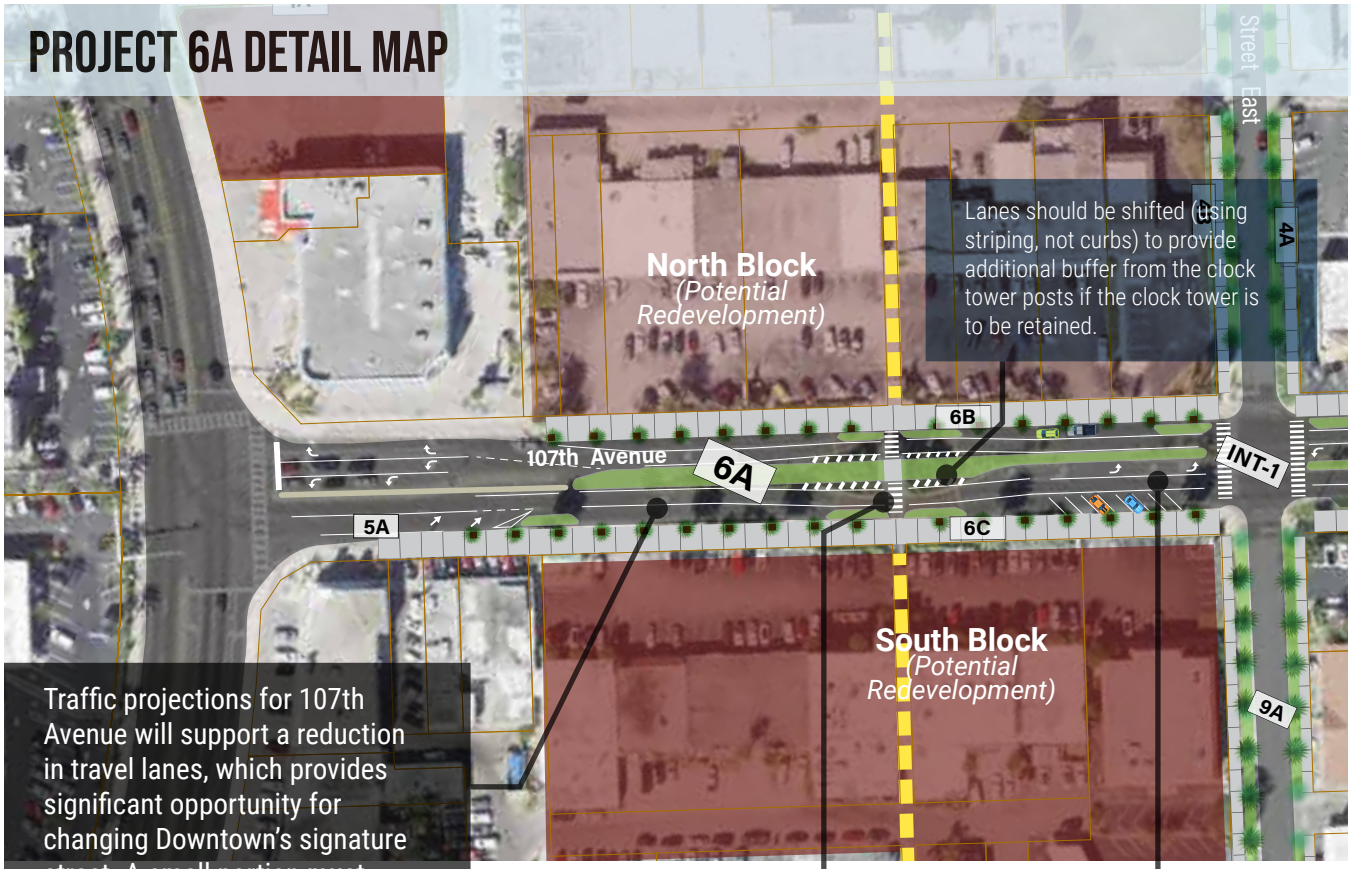
107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

In practical terms, this project should be implemented along with project 5A, though if they must be separated for cost reasons, project 5A should come first, along with a paint- and striping-based version of the lane reduction in the eastbound direction. That may include temporarily omitting reconstruction of the median around the clock tower in the middle of this block, simply reducing lanes in a short-term approach until full implementation of the streetscape can be accomplished.

Estimated Cost	$440,000 (lane reduction for the block only, along with median reconstruction)
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, though requires curb realignments at clock tower island and may introduce green infrastructure treatments (see below).
Key Partnerships and Stakeholders	Will require coordination with businesses with remaining driveway entrances if this project is implemented prior to redevelopment of adjacent sites
Related projects	Projects 6B and 6C, which allow more substantial streetscape enhancements.
Green Infrastructure Potential?	This project component primarily covers the traveled way, and adjacent landscaping (under Projects 6B/6C) may be considered for green infrastructure treatments. However, the Plan does not set firm boundaries on which of these street components must fall under which project, and curb extensions and other green infrastructure treatments could be included in this project (as opposed to 6B or 6C).
Parking Potential?	**Yes:** parking is a significant by-product of the lane reduction, with parallel parking able to fit into both sides and potentially even angled parking.
Redevelopment of Adjacent Sites Needed?	**No:** redevelopment is not needed to implement just the lane reduction. The City may advance this project independently of adjacent developments.

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PROJECT 6A DETAIL MAP



Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.

The plan recommends retaining the mid-block crossing aligned with the clock tower, which in turn aligns with the mid-block passageways in the north and south redevelopment blocks.

Intersection turn lanes would be retained like they are today. The primary difference between today's cross-section and the proposed changes of this project is removal of the outer lanes and straightening of the median around the clock tower—all other components of the main street could remain in place prior to projects 6B and 6C being implemented.

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PROJECT 6B/6C

107TH AVENUE STREETSCAPE: GULF BOULEVARD TO 1ST STREET EAST

[6B - NORTH SIDE OF 107TH | 6C - SOUTH SIDE OF 107TH]

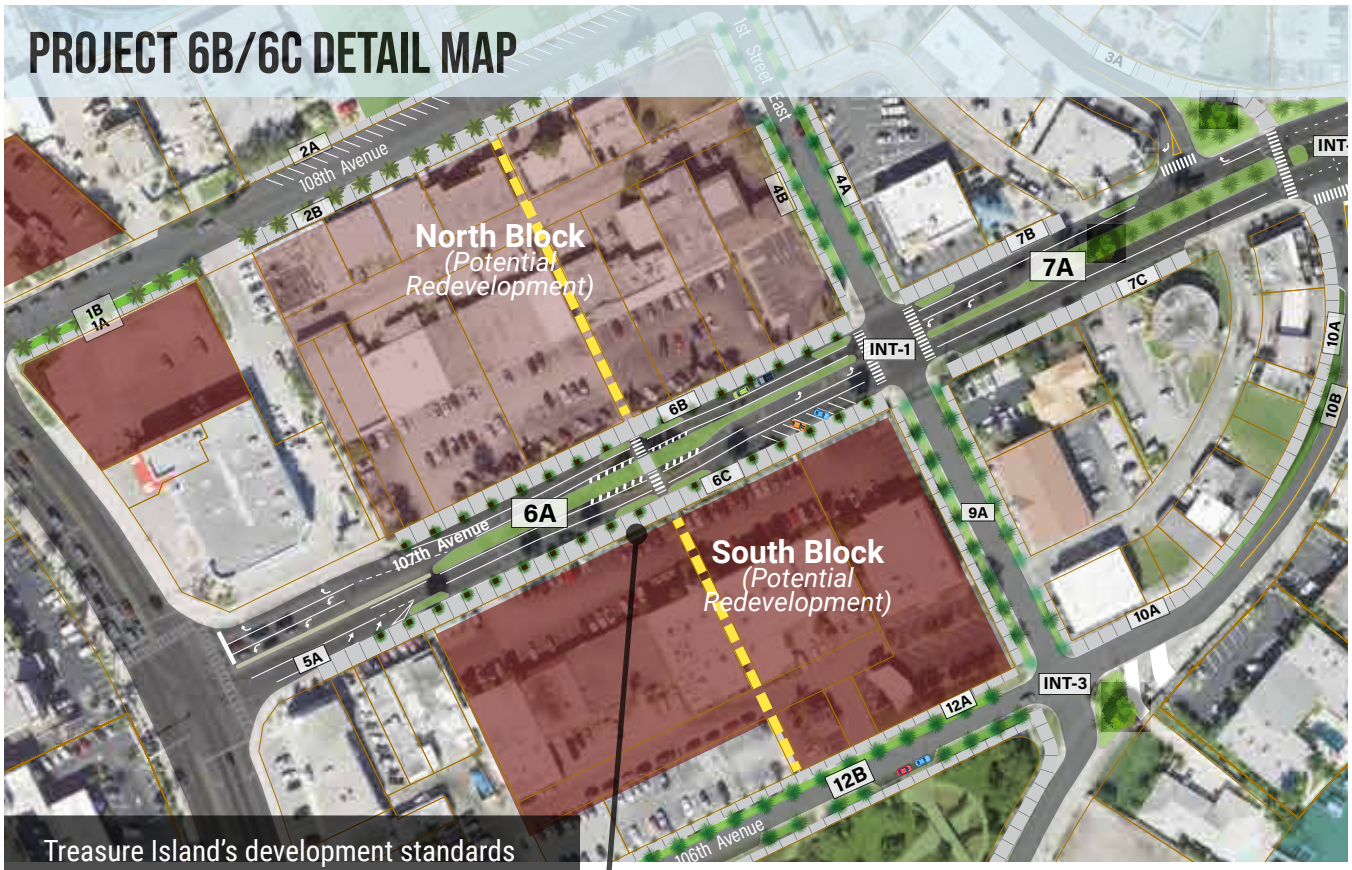
As lanes are reassigned to better serve the vehicle demand, the Plan recommends modernizing the 107th Avenue streetscape by providing for non-auto user groups. This can be accomplished through expanding walking space with potential redevelopment of the blocks on either side of 107th between 1st Street and Gulf Drive.

The walking space could be supplemented with green infrastructure, such as tree trenches, where able. There is also opportunity for on-street parking to provide for local businesses.

Estimated Cost	$477,000 per side of the street ($954,000 for both sides together)
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not have substantial impacts on utilities or existing access. If implemented with redevelopment of the adjacent sites, driveway access would be removed, allowing a continuous streetscape on each side.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Tied closely to 6A, but may be implemented independently of that project if development conditions require this.
Green Infrastructure Potential?	This project component only covers the sidewalk, and features such as tree trenches and silva cells may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Not directly:** parking is assumed under Project 6A as part of the lane reduction.
Redevelopment of Adjacent Sites Needed?	**Not strictly:** the project does not impact existing buildings or building-support functions. However, redevelopment is envisioned as the catalyst for these projects.

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PROJECT 6B/6C DETAIL MAP



Treasure Island's development standards call for no driveway access directly from 107th Avenue if properties redevelop. This provides space for a continuous streetscape, in addition to parking. The current concept shown here reshapes the island median at today's Clock Tower to create a consistent median width along the corridor. This retains the Clock Tower in its current shape, but this could be changed to allow increased parking.

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PROJECT 7A

107TH AVENUE LANE REDUCTION

[1ST STREET EAST TO 104TH AVENUE/108TH AVENUE INTERSECTION]

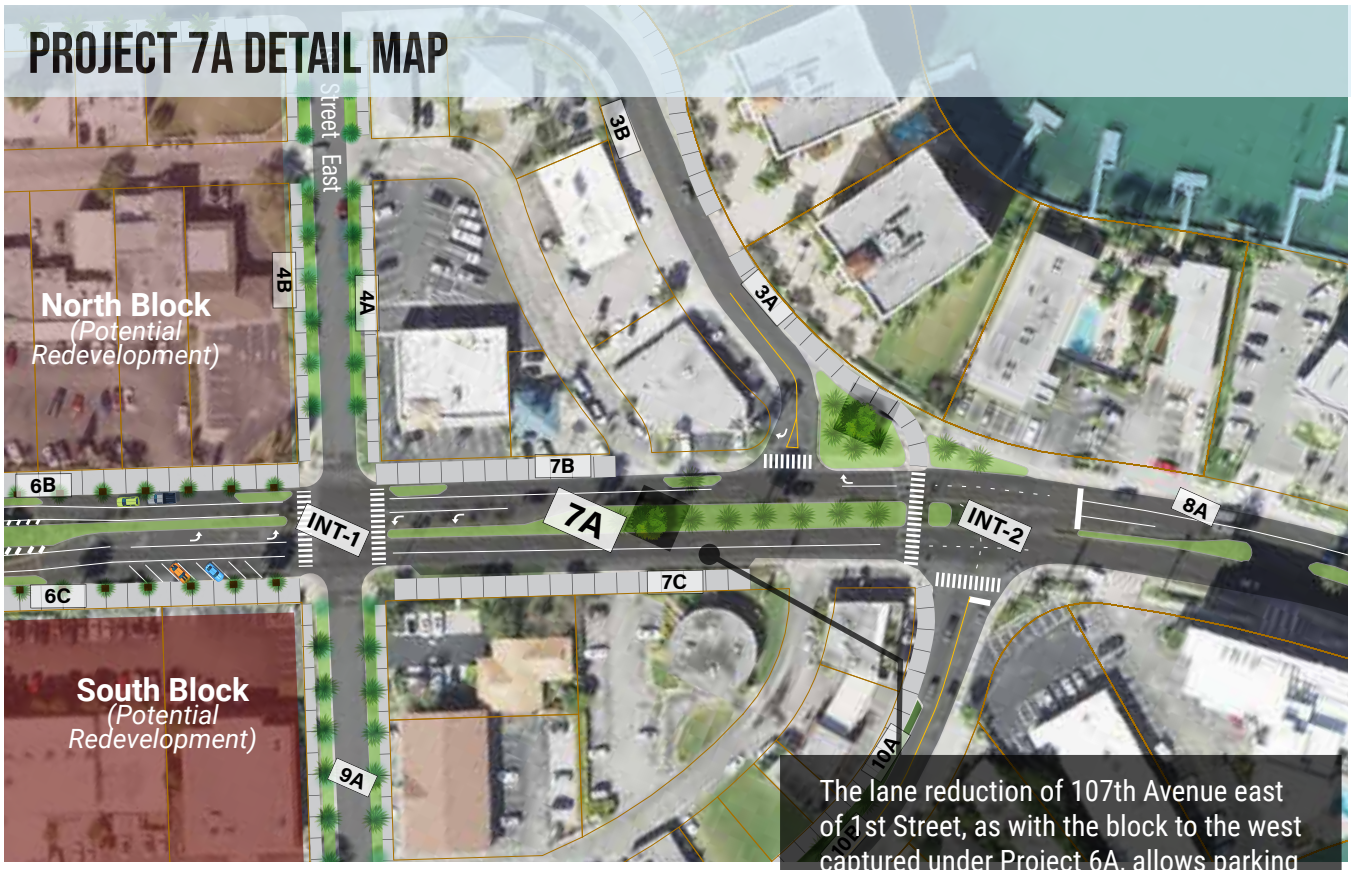
Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.

The Plan recommends continuing the lane reduction from 1st Street East to 104th Avenue. This mitigates the safety and operational challenges that Downtown currently faces.

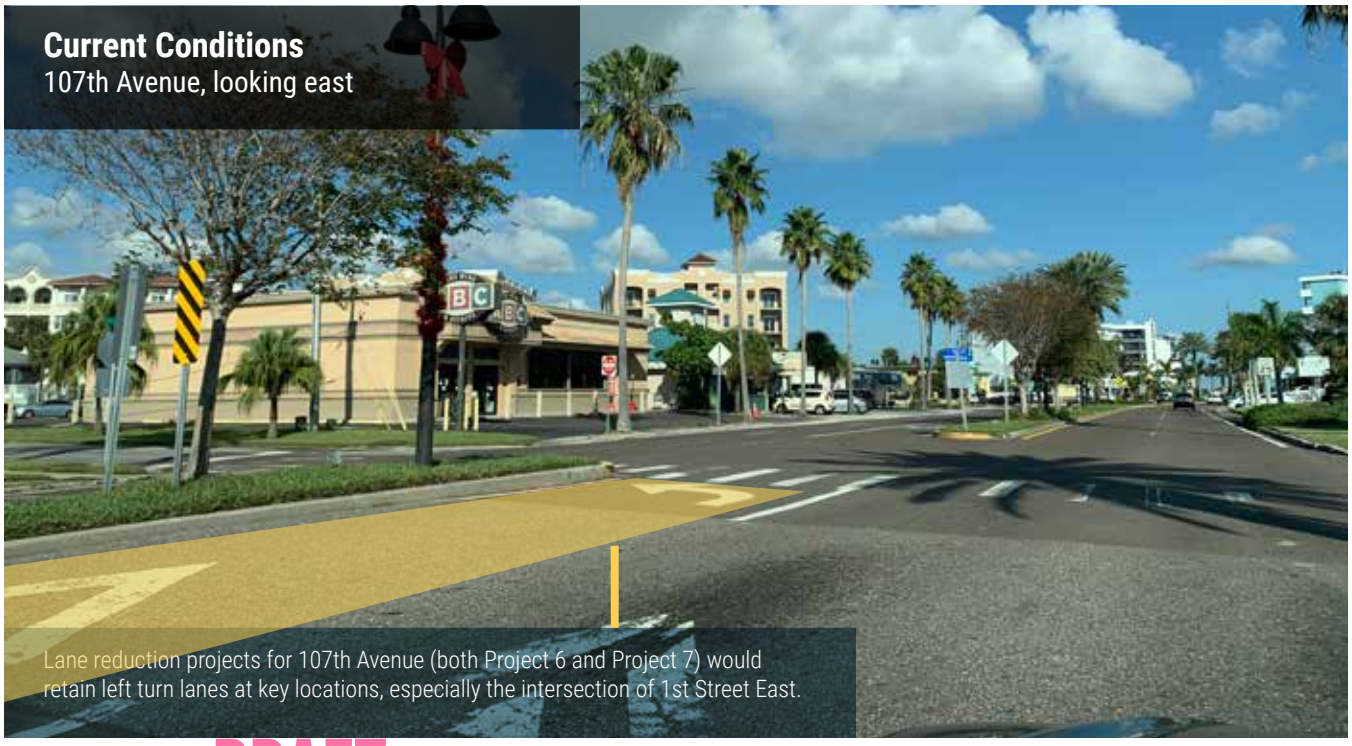
Estimated Cost	$448,000 (lane reduction for the block only, along with median reconstruction of existing median break)
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, and a lane reduction with simple signage and striping could be implemented without larger changes
Key Partnerships and Stakeholders	Partnership with adjacent properties is more important for 7A than for 6A because they are smaller-scale parcels with individual driveways. Access would need to be maintained to more locations during implementation of the project.
Related projects	Projects 7B and 7C, which allow more substantial streetscape enhancements.
Green Infrastructure Potential?	**Yes:** medians may be able to accommodate bioswales or similar treatments to collect and allow infiltration of stormwater.
Parking Potential?	**Yes:** parking is recommended as a key part of the streetscape to provide buffer between pedestrians and moving vehicles and to support lower-floor commercial uses.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. Streetscape components (projects 7B and 7C) may have more immediate impacts, but travel lanes do not.

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PROJECT 7A DETAIL MAP



The lane reduction of 107th Avenue east of 1st Street, as with the block to the west captured under Project 6A, allows parking to be installed in space repurposed from travel lanes.



Lane reduction projects for 107th Avenue (both Project 6 and Project 7) would retain left turn lanes at key locations, especially the intersection of 1st Street East.

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PROJECT 7B/7C

107TH AVENUE STREETSCAPE

[7B - NORTH SIDE OF 107TH | 7C - SOUTH SIDE OF 107TH]

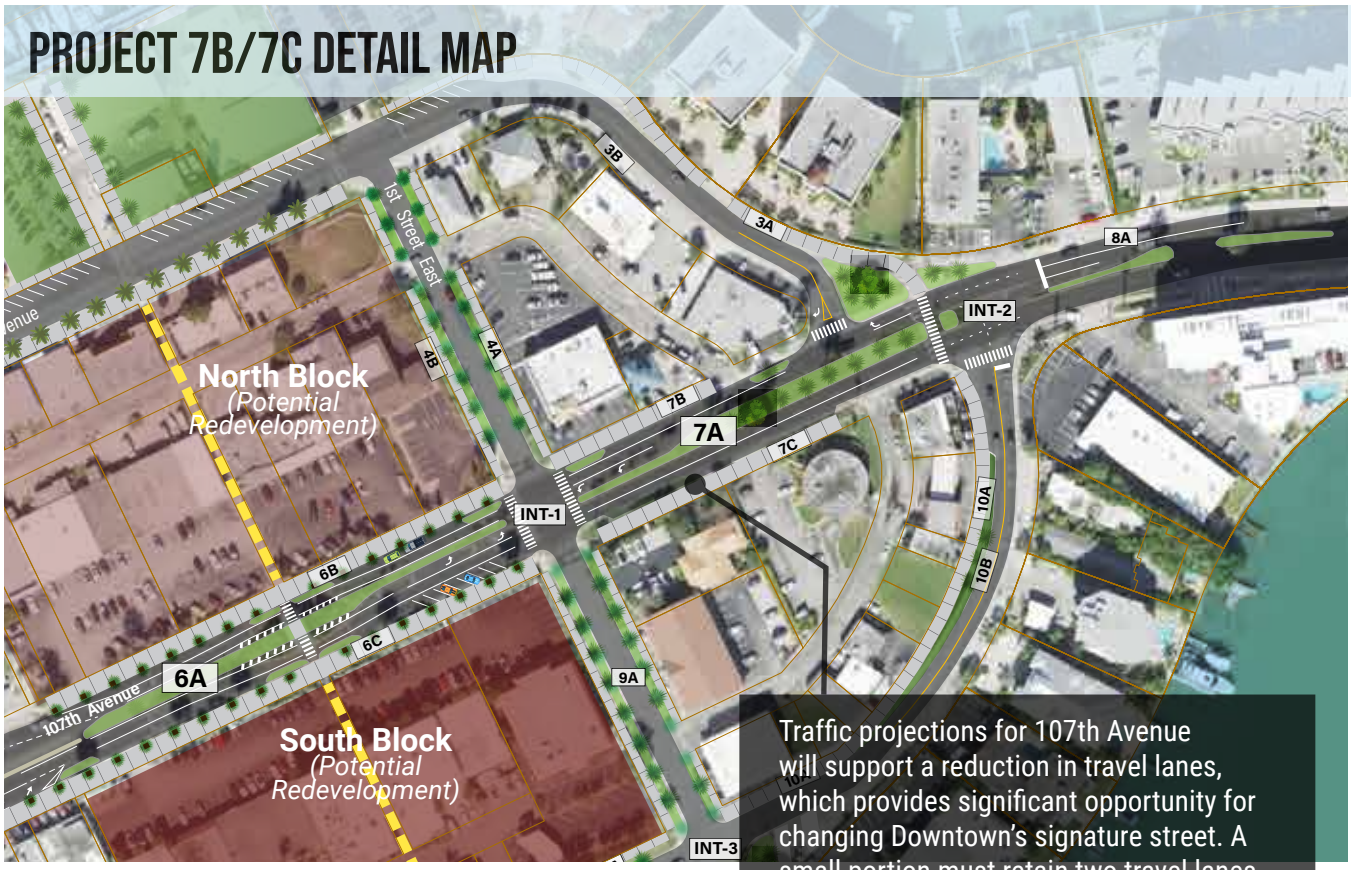
As lanes are reassigned to better serve the vehicle demand, the Plan recommends modernizing the 107th Avenue streetscape by providing for non-auto user groups. Suggested improvements include expanding walking space from the streetscape and pedestrian enhancements more directly adjacent to the two potential redevelopment blocks. Additional streetscape elements could include green infrastructure or on-street parking.

A key feature of this project is that westbound traffic will be reduced from two travel lanes to a single lane at 108th Avenue, with the right-hand (curbside) lane being assigned to right turns only. This allows the streetscape enhancements on the north side of 107th (Project 7C) to begin immediately after the intersection of 108th Avenue.

Estimated Cost	$482,000 per side of street ($964,000 for both sides)
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not have substantial impacts on utilities or existing access. If implemented with redevelopment of the adjacent sites, driveway access would be removed, allowing a continuous streetscape on each side.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Tied closely to 7A, but may be implemented independently of that project if development conditions require this.
Green Infrastructure Potential?	This project component only covers the streetscape and features such as tree trenches and silva cells may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Not directly:** parking is assumed under Project 7A as part of the lane reduction.
Redevelopment of Adjacent Sites Needed?	**Not strictly:** the project does not impact existing buildings or building-support functions. However, redevelopment is envisioned as the catalyst for these projects.

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PROJECT 7B/7C DETAIL MAP



Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.



Current Conditions
107th Avenue, looking east

East of 1st Street, some extents of 107th Avenue have no sidewalk at all. However, right-of-way in these areas appears to extend well beyond curbs.

DRAFT

PROJECT 8A

107TH AVENUE SIGNAGE AND STRIPING ON DOWNTOWN ENTRY

[PRIMARILY FOR WESTBOUND TRAFFIC]

Upon westbound traffic's entry to downtown from the Treasure Island causeway, existing signage points motorists to a right turn at 108th Avenue. However, the design of the overall roadway continues to facilitate high travel speeds, and the complex design of the 104th/107th/108th intersection makes it difficult to understand upon immediate arrival where to make turns. This project applies pavement markings and signage to begin introducing changes that would be implemented by Projects 6 and 7.

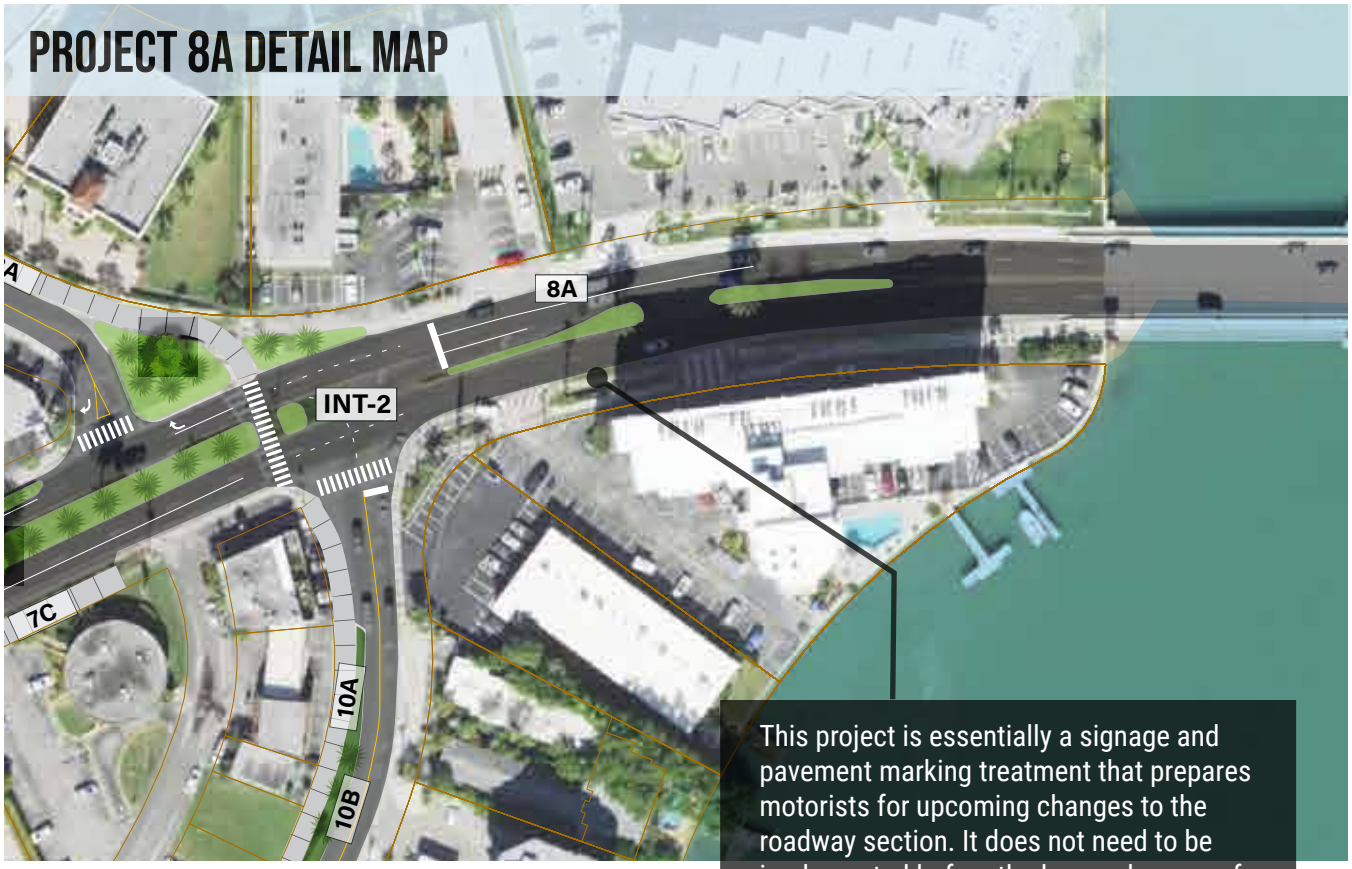
This is listed as its own project because the City may wish to install additional signage anyway, and can do so (including advising of a right-turn-only lane at 108th Avenue) as a temporary measure until the full street redesign west of 108th Avenue is accomplished with Projects 6 and 7.

As a next step to the Downtown Mobility Plan's recommendation, the City should develop a signage and striping plan for this entryway.

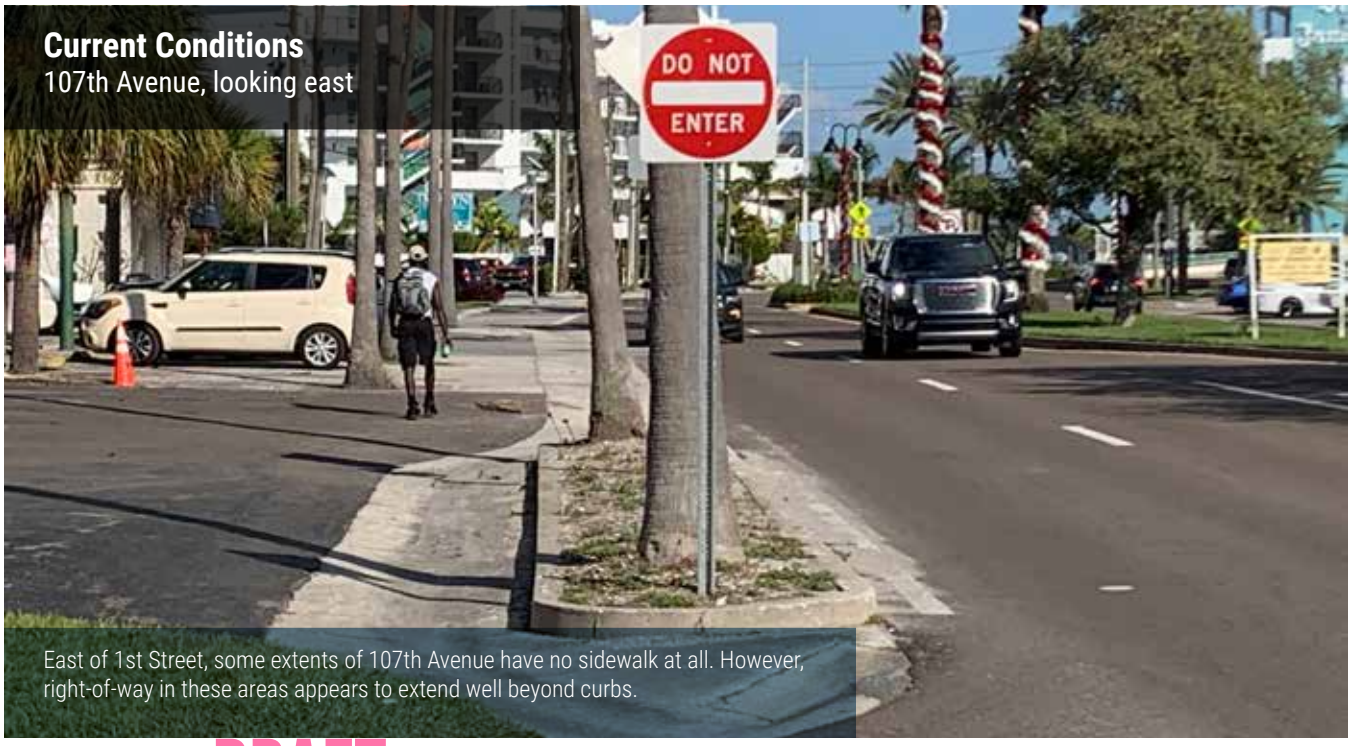
Estimated Cost	$352,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 7A, Intersection Project 2
Green Infrastructure Potential?	**No:** the focus of this project is only on lane management and signage to manage the approach for entering traffic from the Treasure Island Causeway.
Parking Potential?	**No:** the focus of this project is only on lane management and signage to manage the approach for entering traffic from the Treasure Island Causeway.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

DRAFT

PROJECT 8A DETAIL MAP



This project is essentially a signage and pavement marking treatment that prepares motorists for upcoming changes to the roadway section. It does not need to be implemented before the larger changes of projects 6 and 7.



Current Conditions
107th Avenue, looking east

East of 1st Street, some extents of 107th Avenue have no sidewalk at all. However, right-of-way in these areas appears to extend well beyond curbs.

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PROJECT 9A

1ST STREET COMPLETE STREET
[SOUTH OF 107TH AVENUE]

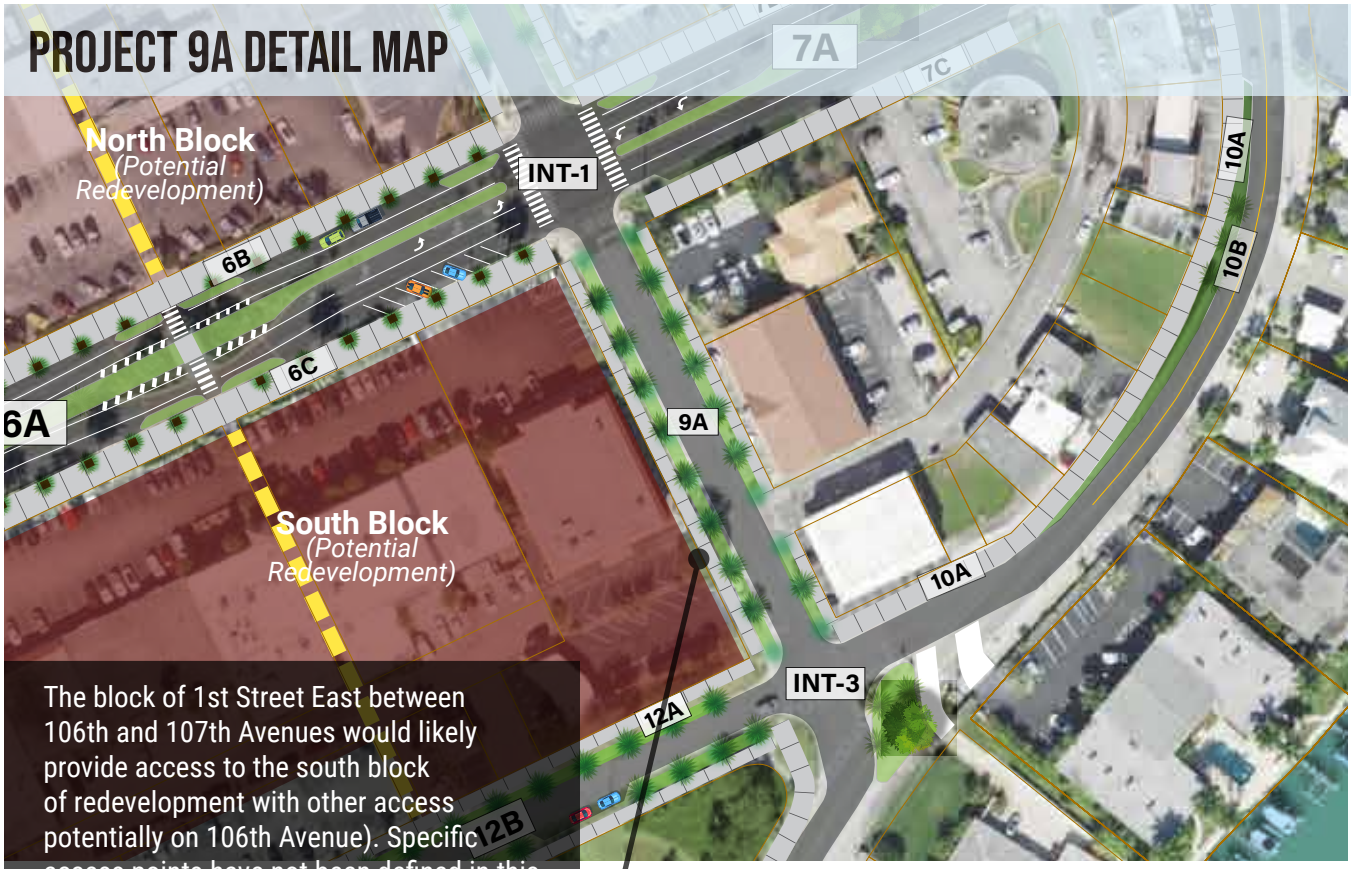
1st Street has potential to be a key connection for Downtown Treasure Island, especially with the new intersection at 107th Avenue.

Project 9A recommends a full reconstruction of street to allow 11' lanes and turning storage for entry into a new development on the South Block. While the project likely happens with redevelopment of this site, it is important to allow potential access into the site.

Estimated Cost	$1,203,000
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure; some driveways for existing property access may need to be reconstructed.
Key Partnerships and Stakeholders	Coordination with adjacent property owners and/or developers.
Related projects	The project is between two of the plan's intersection projects (Intersections 1 and 3); designs should be coordinated to ensure efficiency
Green Infrastructure Potential?	**Yes:** especially with tree trenches and bioswale curb extensions.
Parking Potential?	**Potentially, though not recommended:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 9A DETAIL MAP



The block of 1st Street East between 106th and 107th Avenues would likely provide access to the south block of redevelopment with other access potentially on 106th Avenue). Specific access points have not been defined in this plan, but will shift all entering and exiting traffic to these streets, thus creating a need for these streets to be upgraded with turn lanes and sidewalks offering safe pedestrian circulation.

Current Conditions
1st Street East, looking south from 107th Avenue



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PROJECTS 10A AND 10B

104TH AVENUE MULTI-USE PATH
[106TH TO 107TH AVENUES]

104th Avenue is missing sidewalks on both sides of the street immediately south of 107th Avenue. Adding a sidewalk or multi-use path will encourage pedestrian activity, rather than requiring the use of vehicles or walking in the bicycle lanes or roadway.

This project is envisioned as a multi-use path that continues Project 3A and the improved intersection crossing of Intersection Project 2. It could fit within existing right-of-way, although businesses on the west side of 104th Avenue immediately south of 107th currently use this space for parking.

For this reason, the project is envisioned as a separate effort from the main intersection, to be implemented when the City has been able to coordinate with property owners on where parking can be relocated.

This multi-use path is accompanied by potential green infrastructure treatments (Project 10B) where right-of-way will allow, likely using small bioswales and curb extensions between the main roadway lanes and the multi-use path.

Estimated Cost	Project 10A: $75,000 (for construction only) Project 10B: $64,000
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: fits within existing right-of-way, but may involve changes to drainage infrastructure and will require coordination with adjacent properties for parking relocation.
Key Partnerships and Stakeholders	Coordination with adjacent properties to find alternative locations for parking.
Related projects	These projects are closely tied to Intersection Project 2, which reshapes the 104th/107th/108th intersection but keeps the existing pedestrian crosswalk in its current location. Although that crosswalk will benefit from the overall design of the intersection, a pedestrian path immediately to the south relies on this project being implemented.
Green Infrastructure Potential?	**Yes:** in portions where right-of-way allows, small-footprint best management practices such as bioswales or curb extensions may fit between the shared use path and travel lanes.
Parking Potential?	**Likely no:** this small project does not touch the main roadway portion of the street, and prioritizes impervious surface space over parking.
Redevelopment of Adjacent Sites Needed?	**Possibly:** it may be most practical to implement this in conjunction with redevelopment of the properties south of 107th Avenue.

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PROJECTS 10A AND 10B DETAIL MAP



This sidewalk is envisioned as wider, potentially wide enough to be a multi-use path. Because of more complex property access on the east side of 104th, this project envisions making most change on the west side. However, added landscaping and potential green infrastructure could be added in parts of this project (treated as Project 10B).

Shared-Use Path Example



Shared-use paths *can allow both pedestrians and travelers on wheels (such as bicycles or scooters) to share the same space. To make this work, paths need to be wider—typically at least 10 feet, and more if the space is available, and should not be placed where frequently-spaced driveways will put people on foot or wheels in conflict with turning vehicles.*

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PROJECT 11A

106TH AVENUE COMPLETE STREET
[GULF BOULEVARD TO PARK PLACE]

The plan recommends a full reconstruction of 106th Avenue between Gulf Boulevard and Park Place. The reconstruction will result in a Complete Street, including 11' travel lanes and turning storage to preserve access to the new City Hall site and continue into the retrofit of 106th Avenue on the South Block.

106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.

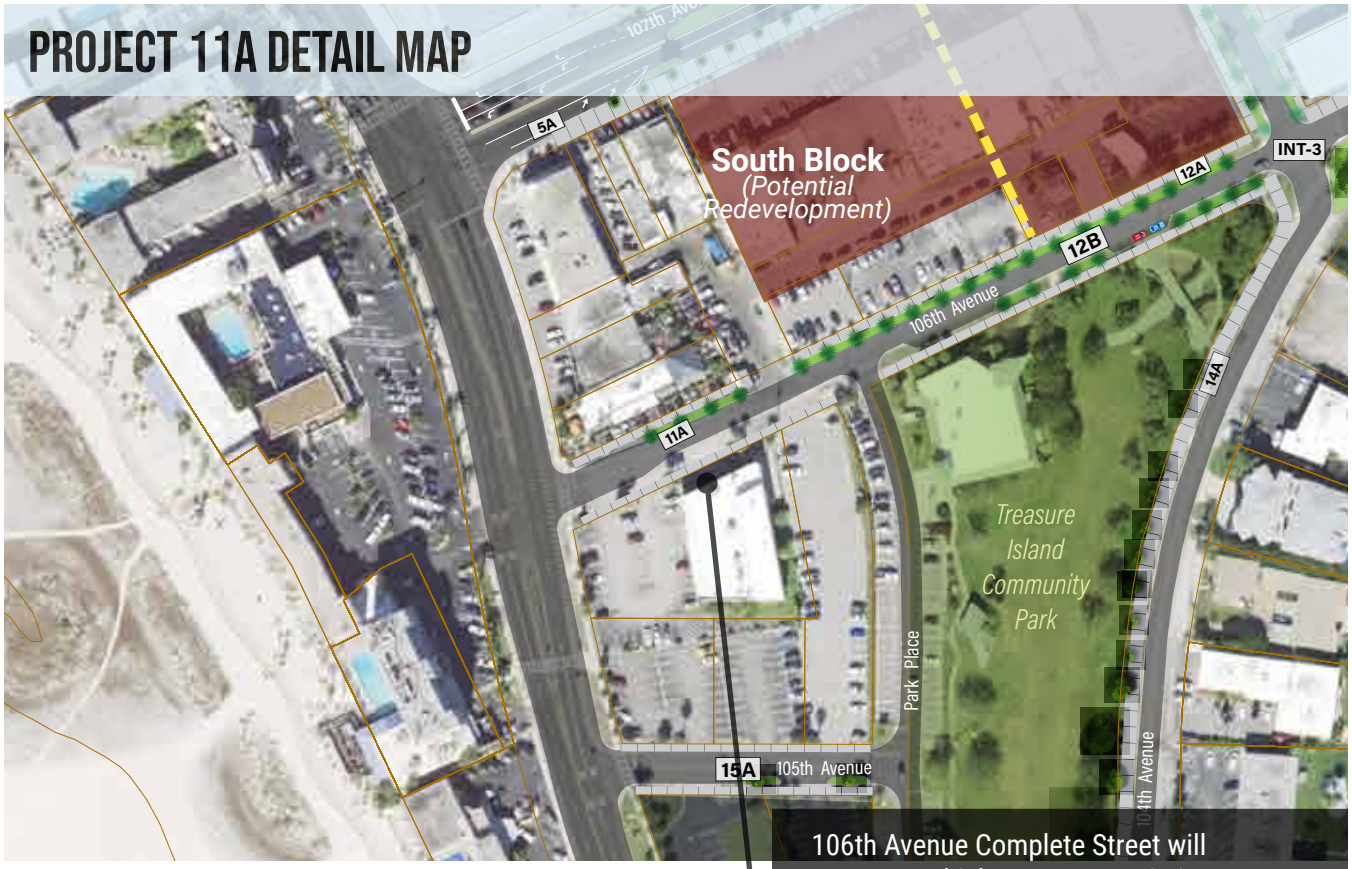
In this particular project, creating a complete street to include sidewalks and streetscape components will provide another pedestrian connection to the Gulf Boulevard corridor near an existing mid-block crossing.

Projects 12A and 12B address the next block to the east, more directly adjacent to the south block redevelopment site along 107th Avenue. It is more closely associated with land development on that block, which will have direct impacts through access expected to be provided from 106th Avenue.

Estimated Cost	$1,100,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	This project may be implemented independently of Projects 12A and 12B, though essentially continues the street enhancements envisioned in those projects and the City may realize efficiencies in completing these at the same time.
Green Infrastructure Potential?	**Yes:** with 60 feet of available right-of-way, the project can fit streetscape elements that could be designed as green infrastructure.
Parking Potential?	**Yes:** right-of-way allows this, potentially alternated with green infrastructure treatments in a streetscape space.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 11A DETAIL MAP



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PROJECT 12A

106TH AVENUE SIDEWALK INFILL

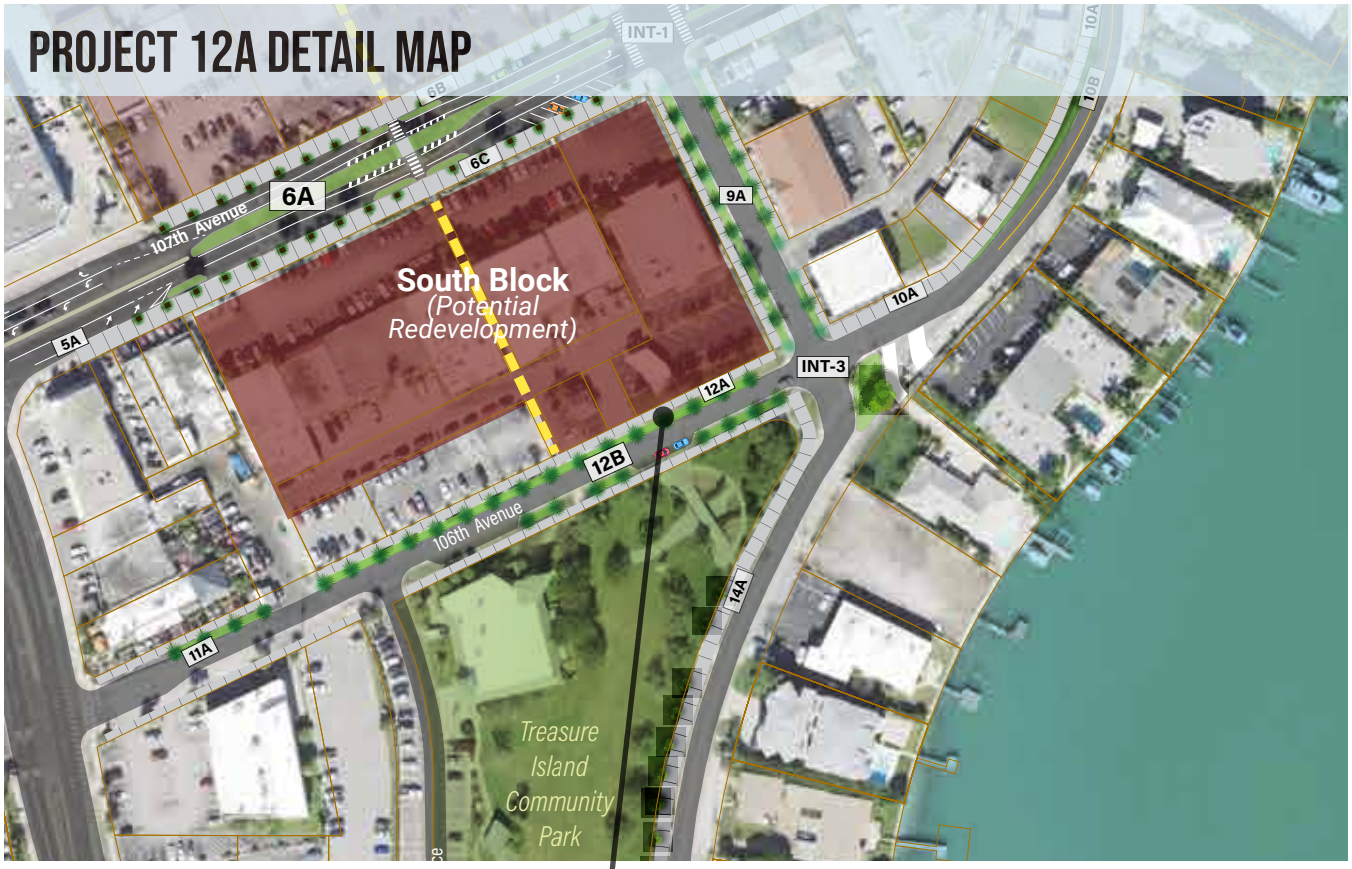
The 106th Avenue Complete Street Project (Project 11A) provides the opportunity for an enhanced streetscape alongside future development.

On the block between Park Place and 104th Avenue, even if redevelopment does not occur, missing sidewalk can be filled in where needed, especially along the south side of the street.

Estimated Cost	$38,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Projects 12B, which would redesign this street more substantially.
Green Infrastructure Potential?	This project component only covers a short-term sidewalk infill, and adjacent landscaping (under Project 12B) may be considered for green infrastructure treatments.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 12A DETAIL MAP



Project 12A is essentially a precursor to 12B, and allows the City to fill a gap in existing sidewalk as a short-term step to a full complete street project as recommended in 12B. With this narrow focus on the sidewalk gap, and a long-term intent of a more comprehensive street to come from a traffic impact mitigation of redevelopment, this project has not envisioned other components.

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PROJECT 12B

106TH AVENUE COMPLETE STREET
[ADJACENT TO REDEVELOPMENT SOUTH BLOCK]

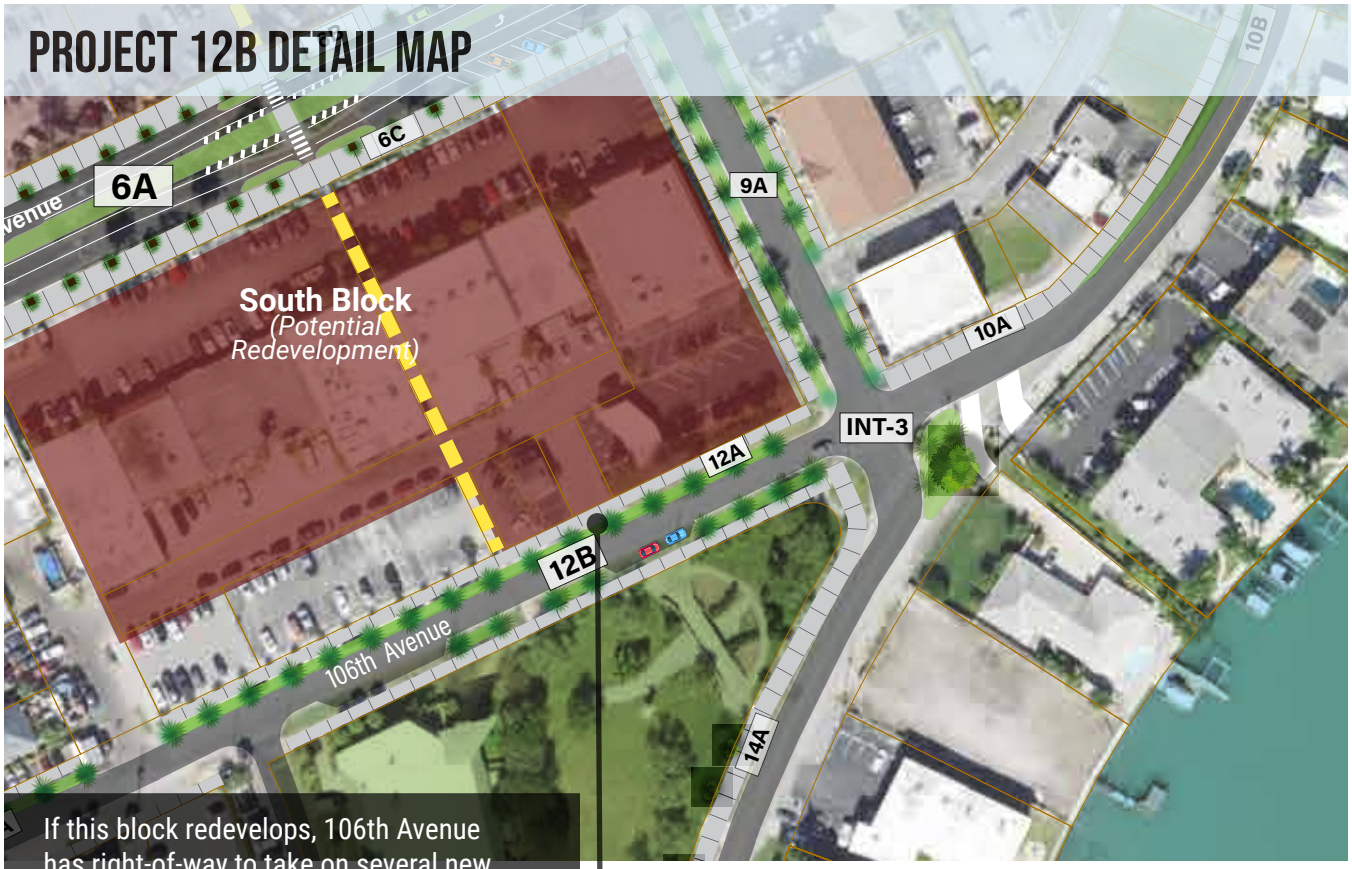
The plan recommends a full reconstruction of 106th Avenue between Park Place and the new 1st Street intersection. The reconstruction will result in a Complete Street, including 11' travel lanes and turning storage to preserve access to new development that may occur on the South Block.

106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.

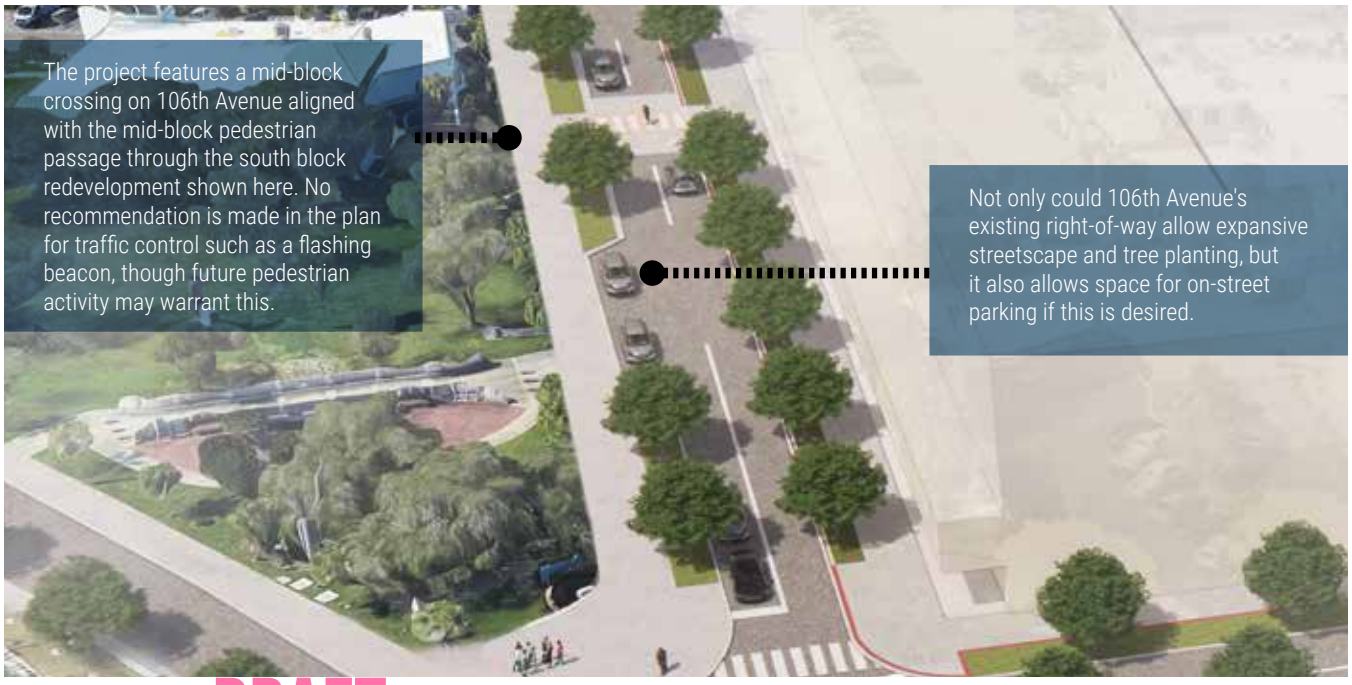
Estimated Cost	$1,601,000
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	Partnership with adjacent property owners and/or developers on placement of driveway access and mitigation of traffic impact through appropriate contributions.
Related projects	Project 12A; Intersection Project 2
Green Infrastructure Potential?	**Yes:** curb extensions and streetscape components may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Yes:** on-street parking fits within available right-of-way and is recommended to support ground-floor uses of redeveloped properties and the Treasure Island Community Park.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions, and does not require redevelopment to occur to be a viable project.

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PROJECT 12B DETAIL MAP



If this block redevelops, 106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.



The project features a mid-block crossing on 106th Avenue aligned with the mid-block pedestrian passage through the south block redevelopment shown here. No recommendation is made in the plan for traffic control such as a flashing beacon, though future pedestrian activity may warrant this.

Not only could 106th Avenue's existing right-of-way allow expansive streetscape and tree planting, but it also allows space for on-street parking if this is desired.

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PROJECT 15A

105TH AVENUE COMPLETE STREET

The Treasure Island Community Park is served by a sidewalk on the southeast side of the park. With varied conditions, this Plan recommends using the repairs as a chance to upgrade the pedestrian connection.

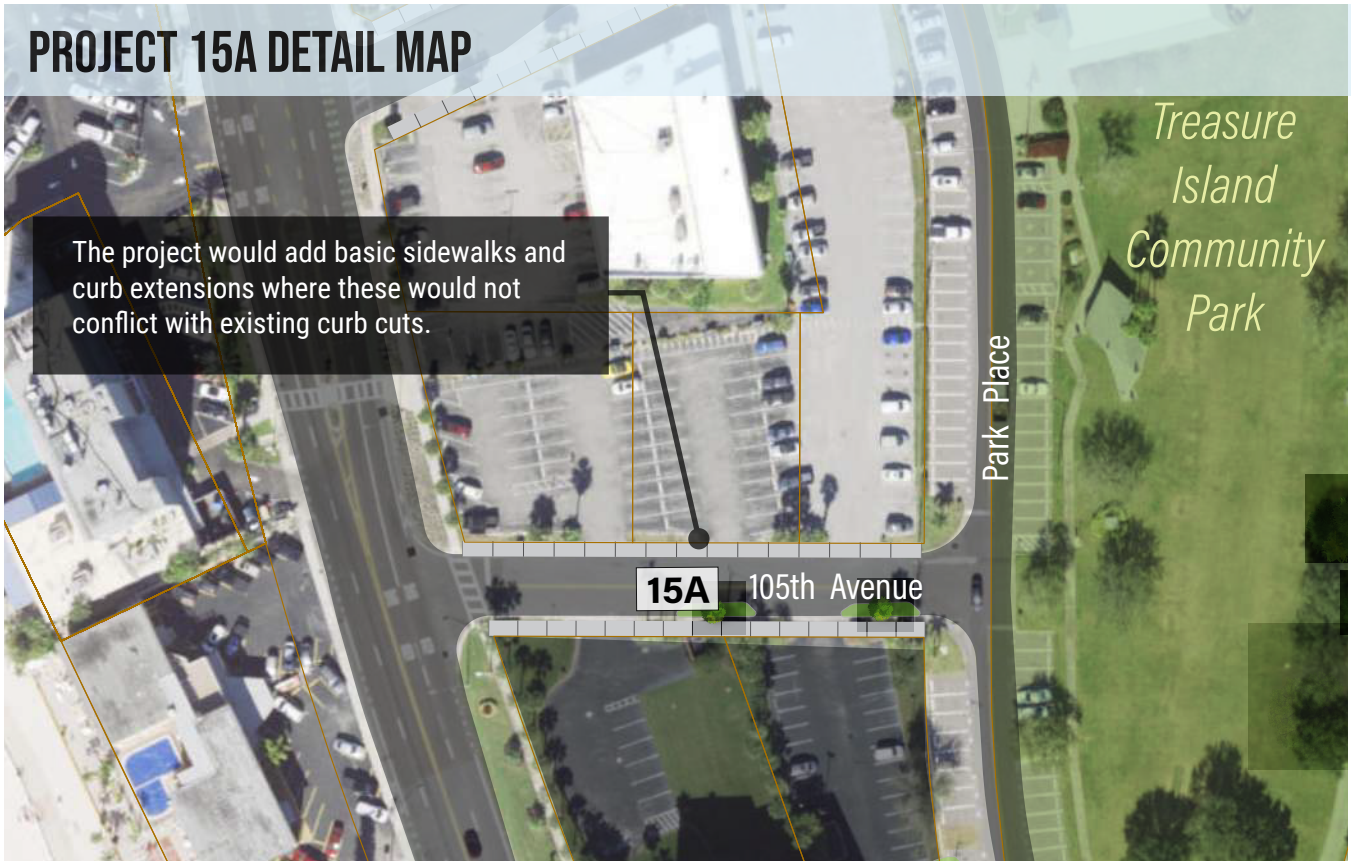
This is a good candidate location for a multi-use path that would support both bicycles and pedestrians. It is adjacent to the park and not interrupted by driveway cuts.

In the short-term, this could also simply be a wide sidewalk with landscaping.

Estimated Cost	$62,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	None
Green Infrastructure Potential?	**Yes:** curb extensions and streetscape components may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 15A DETAIL MAP



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INTERSECTION 1

107TH AVENUE/1ST STREET

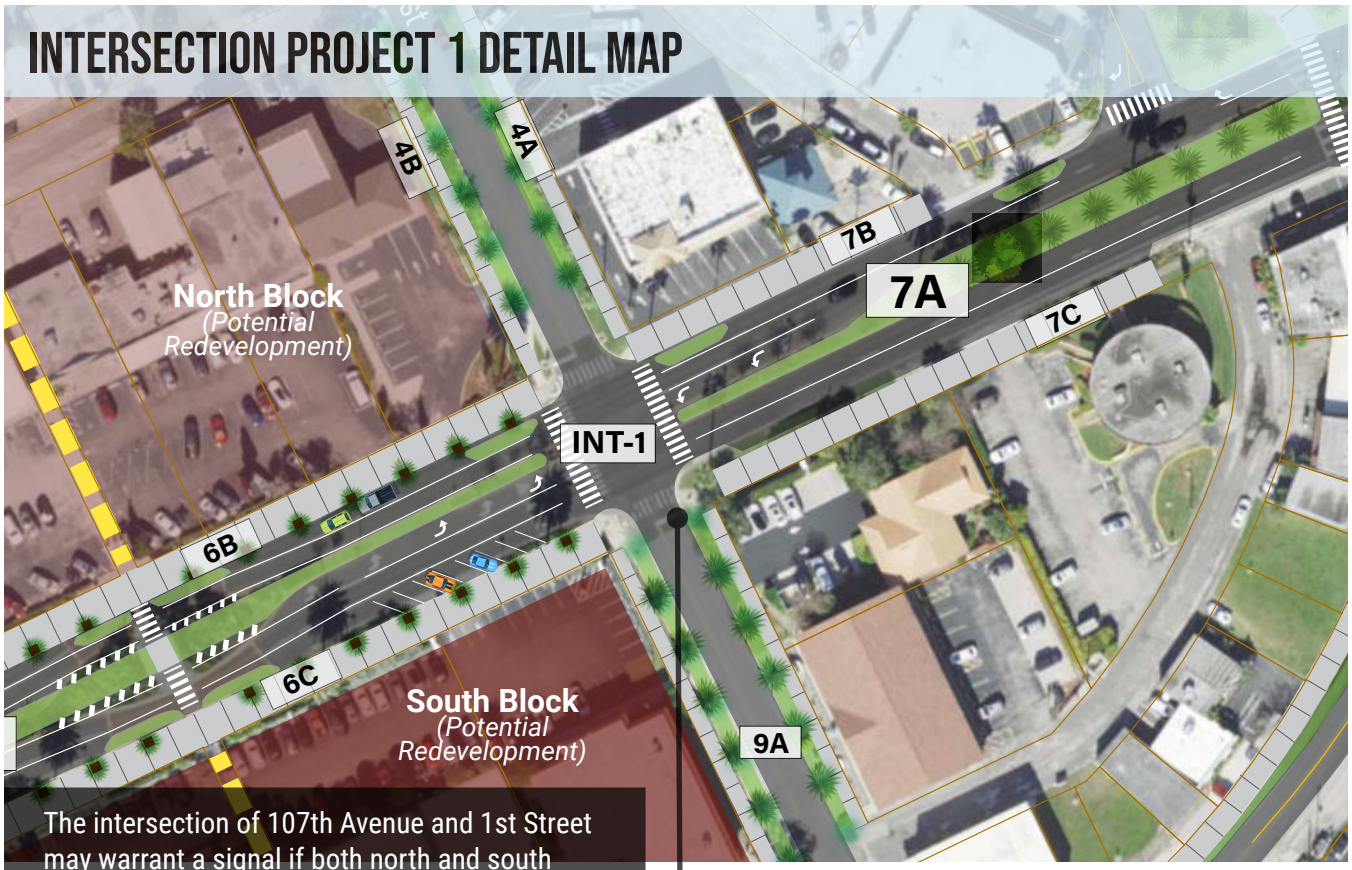
Based on the Downtown Mobility Plan's traffic study, this intersection is likely to warrant a signal when the south and north blocks redevelop. This signal provides a significant benefit for overall mobility options, and makes 1st Street a more robust part of the overall downtown circulation network by facilitating a full range of turns to and from 107th Street.

Intersection Project 2 (at 104th and 108th Avenues) may also warrant a traffic signal if a full buildout of both the north and south blocks occurs, but the recommended design for that intersection. Earlier study for the Downtown Mobility Plan considered roundabout intersections for both of these intersections, but recommends standard signalized designs for relative ease of implementation and avoiding acquisition of costly right-of-way.

Estimated Cost	$966,000
Potential Funding Sources	City funds; developer contributions; may qualify for Federal sources such as Safe Streets for All or RAISE Grants
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation, though if project
Related projects	Projects 6 and 7 (all components); Project 4B; Project 9
Green Infrastructure Potential?	Limited: design of the intersection may be able to incorporate small treatments such as bioswale curb extensions at corners. Most green infrastructure potential is in related streetscape projects associated with the streets connecting to this intersection.
Parking Potential?	**No:** this project focuses only on an intersection and not mid-block sections of the street where parking could be located.
Development Needed?	**No:** the project does not impact existing buildings or building-support functions. It may be coordinated with redevelopment of adjacent sites, but this is not a prerequisite to a viable project.

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INTERSECTION PROJECT 1 DETAIL MAP



The intersection of 107th Avenue and 1st Street may warrant a signal if both north and south blocks redevelop. 1st Street can play a more immediate role in managing overall circulation needs, and improving this intersection to provide safer and higher-visibility pedestrian crossings will make it a key downtown nexus for multiple modes of travel.

Current Conditions
1st Street East, looking south from 107th Avenue



Reconfiguration of the intersection, especially in conjunction with connecting street projects, should revisit drainage locations to determine if more suitable locations are feasible.

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INTERSECTION 2

104TH/107TH/108TH AVENUES

COMPREHENSIVE RECONFIGURATION OF THE INTERSECTION

The 104th/107th/108th intersection presents significant safety and operational challenges as an entry point to downtown, and its current configuration is downtown's most significant design challenge. The concept proposed here reduces the footprint of this intersection while keeping buildings and sites intact. However, with more substantial redevelopment around the intersection, there could be opportunities for different designs.

As indicated in the images on the following pages, a proposed new intersection design essentially keeps all existing streets in place, and retains all currently allowed vehicle turning movements except an eastbound left turn from 108th Avenue to 107th (to travel east on the Treasure Island Causeway). Aligning a bicycle-pedestrian shared-use path between the two intersecting legs of 104th and 108th Avenues allows this existing pedestrian crossing—protected today by a flashing beacon—to become a pedestrian phase in a signalization of this intersection.

Estimated Cost	$1,990,000
Potential Funding Sources	City funds; may qualify for Federal sources such as Safe Streets for All or RAISE Grants
Complexity to Implement	Moderate complexity: fits within existing ROW with limited utility changes, but will require complex maintenance of traffic and access to properties
Key Partnerships and Stakeholders	Adjacent property owners to preserve and modify property access as appropriate
Related projects	Projects 3A and 10A connect a bicycle and pedestrian-focused path to provide an alternative to Gulf Boulevard for north-south downtown travel
Green Infrastructure Potential?	**Yes:** Significant potential with replacement of the westbound right turn slip lane from 107th Avenue to 108th, allowing additional permeable space to be applied in an area with known flooding challenges.
Parking Potential?	**No:** this intersection system marks a point where 107th Avenue returns to its existing four-lane section to the east.
Redevelopment of Adjacent Sites Needed?	No, although construction of the project may impact driveway and parking access for adjacent businesses and should be coordinated with business owners/managers.

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INTERSECTION PROJECT 2 DETAIL MAP



The recommended design concept for this intersection essentially keeps centerlines in the same location. This makes the intersection less complicated to implement, as no additional right-of-way is needed, and existing driveway locations for private properties do not need to be changed. However, the overall intersection design is tied into the larger project to reduce lanes on 107th Avenue.

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INTERSECTION PROJECT 3 OVERVIEW ILLUSTRATION



INTERSECTION PROJECT 3 PERSPECTIVE VIEW



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INTERSECTION 3

104TH/106TH/1ST STREET

RIGHT-SIZING THE INTERSECTION

The 104th/106th/1st Street Intersection is comprised of the 1st Street and 106th Avenue intersection, with 104th Avenue bypassing on the southeast. The moves are complicated for pedestrians, cyclists, and drivers, especially when visiting for the first time.

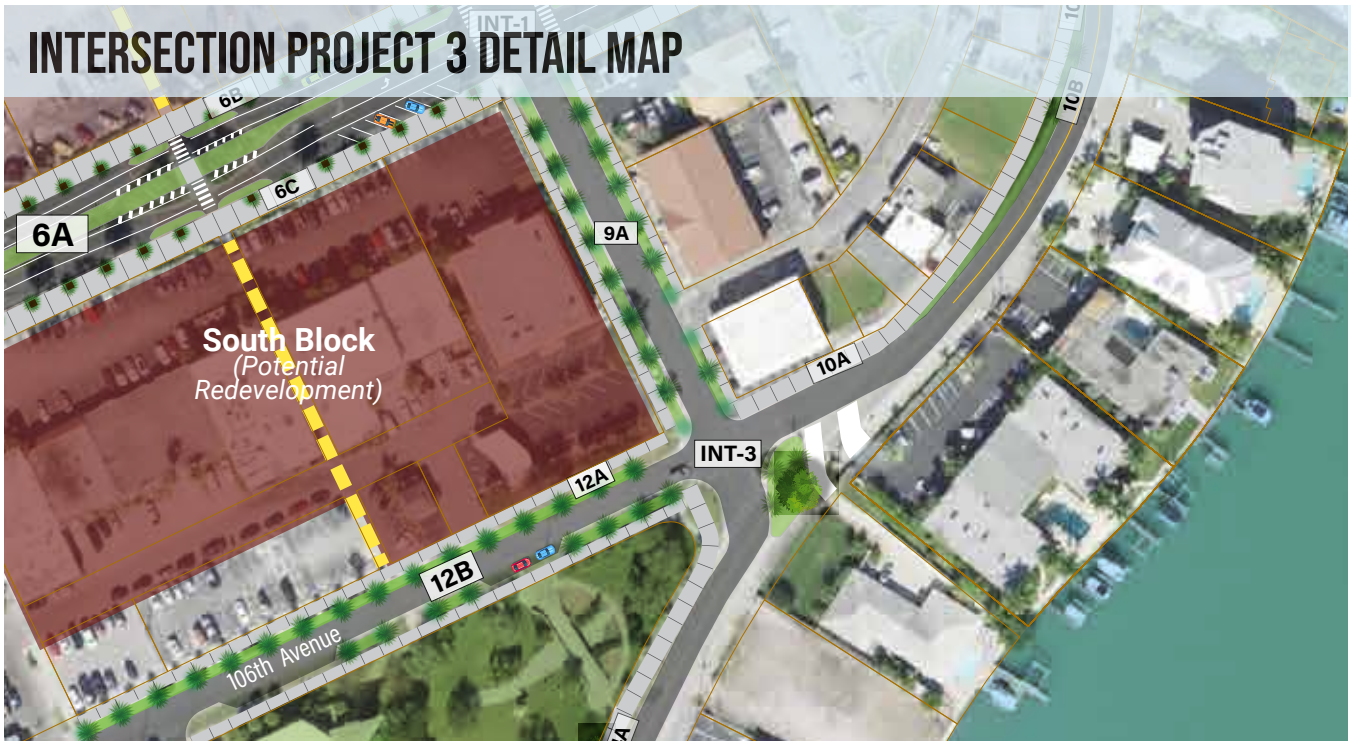
The Plan simplifies this intersection by squaring off 104th Avenue and 1st Street at 106th Avenue, adding green space, and a establishing a better sidewalk connection along 104th Avenue.

The project as illustrated and recommended would eliminate the triangle's 'hypotenuse' lanes on 104th and bring intersection to a single-point, four leg intersection. This will require traffic traveling on 104th (such as from 107th to Gulf Boulevard) to make a full turn at this intersection, and with development traffic impacts the intersection may warrant four-way stop control or another similar measure to help control speeds. The plan's traffic analysis does not suggest a full traffic signal would ever be warranted.

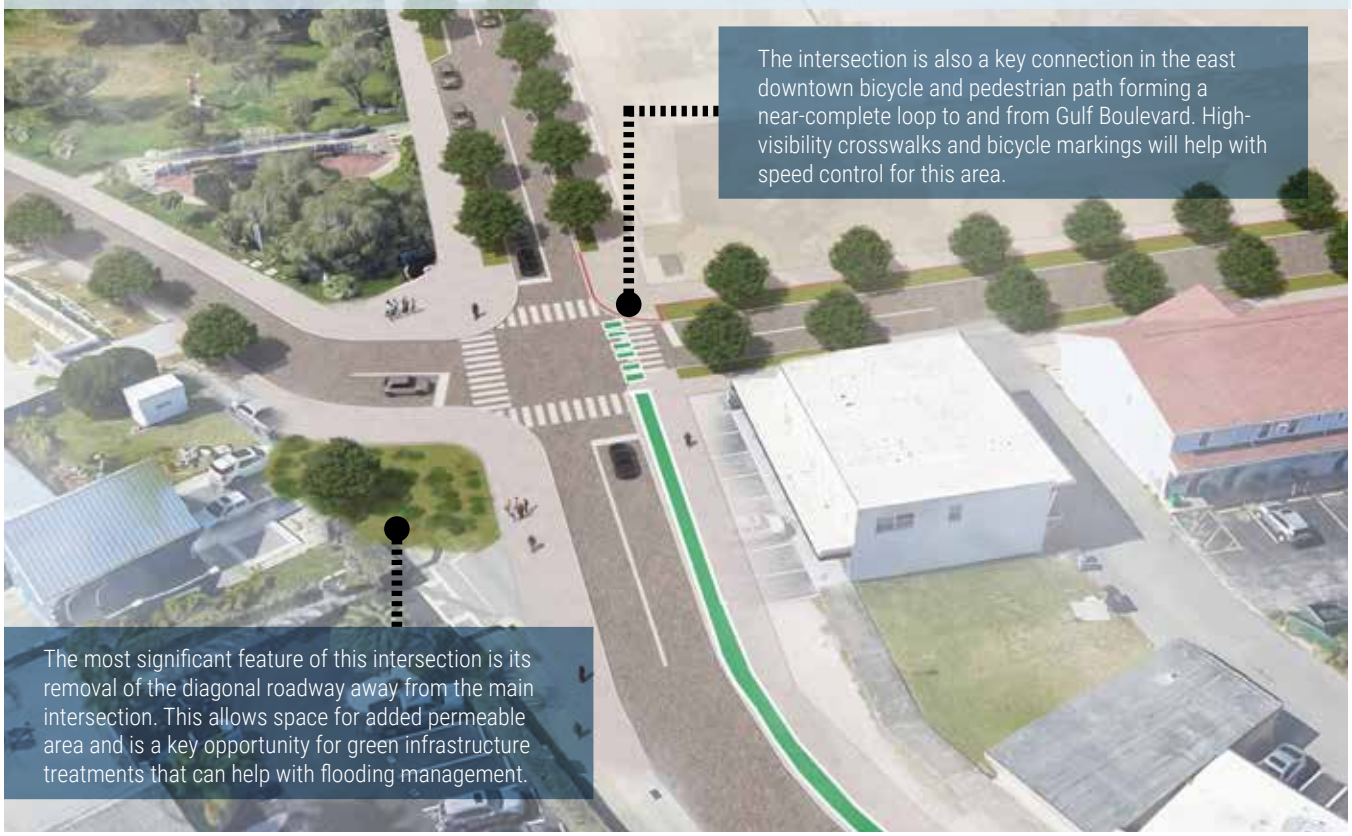
Estimated Cost	$532,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation, though City should partner with residential properties that may need to extend driveways to reach new street alignments.
Related projects	This project should connect the multi-use path created by Project 10A and the existing multi-use path along the Treasure Island Community Park; project also ties into Project 12B.
Green Infrastructure Potential?	**Yes:** the project removes up to 1,500 square feet of roadway surface and allows this space to be permeable. It is a prime location for bioswale treatments, potentially covering a larger area than many other candidate project green infrastructure treatments featured in this plan.
Parking Potential?	**No:** project removes roadway and recommends enhanced pervious areas before adding parking.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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INTERSECTION PROJECT 3 DETAIL MAP



INTERSECTION PROJECT 3 OVERVIEW ILLUSTRATION



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SECTION

4 IMPLEMENTING THE MOBILITY PLAN

4.1 MOVING FORWARD WITH RECOMMENDATIONS

The recommendations presented in the Downtown Mobility Plan are intended to give the City a series of capital improvement projects to implement over the next ten years, and potentially longer depending on availability of funding and resources. Most importantly, however, they constitute a framework of transportation-related improvements that could be implemented either through private development or public investment.

These projects have not been prioritized with a rating or scoring system because of their relatively limited number and the unknown timing of potential factors that could influence them, such as adjacent developments. However, the table below lists projects generally by how they respond to a series of criteria:

- **Their complexity to implement** (as noted in the project descriptions of Section 3, which is partially a function of whether they can be advanced without redevelopment or substantial changes to adjacent sites). Even some projects with relatively low construction costs will require coordination with stakeholders and other property owners.

- **How critical they are from a traffic management standpoint.** The traffic analysis in Section 2 that underpins the recommendations for this plan took conservative scenarios based on recent traffic data and potential development-related impacts. It considered high rates of regional traffic growth and assumed that traffic (especially seasonal variations) would eventually return to pre-COVID levels, even if the data collected for the study may not have fully reflected them. Projects seen as critically important to prepare for a traffic impact are noted as most important, where projects that have opportunity to help with traffic but do not need to be configured with a certain capacity are considered to have supporting potential for traffic.

- **What potential they offer to improve safety and multimodal connections.** A primary goal of the Downtown Mobility Plan is improving pedestrian connectivity and the overall appeal and sense of safety of walking or taking other forms of non-driving travel. As downtown Treasure Island matures and redevelops, taking more short trips on foot or by wheeled or rolling devices is an important way to manage overall impact of development.

The table on the following page shows how the projects in the Downtown Mobility Plan generally meet these criteria.

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FIRST TIER

Highest Contributors to Downtown



Projects that do the best job balancing safety and mobility. The City should consider these projects even when adjacent development does not seem to be forthcoming.

SECOND TIER

Important Projects for Downtown



Projects focused on one or two areas of improvement or may be more complex to implement. Candidates for the City to emphasize for potential development partnerships, or as a secondary City priority.

THIRD TIER

Good Candidates for Downtown



Projects less impactful in their benefit that the City may consider primarily on an opportunity basis.

	Project Description	How complex is the project to implement?	How critical is the project for managing traffic?	What does the project contribute to safety and multimodal options?
5A	107th Street Lane Merge Project	Low	Critical	Significant
4A	1st Street North of 107th Sidewalk Infill	Low	Critical	Moderate
6A	107th Lane Reduction (West)	Moderate	Critical	Significant
7A	107th Lane Reduction (East)	Moderate	Critical	Significant
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)	Low	Important	Significant
12B	106th Avenue Complete Street	Low	Important	Significant
INT-2	104th/107th/108th Intersection Reconfiguration	Moderate	Critical	Moderate
INT-1	107th Avenue/1st Street Intersection	Low	Critical	Significant
3A	Rebalanced ROW - 108th Avenue Curve	Low	Not critical	Significant
7B	107th Streetscape (East, North Side)	Moderate	Important	Significant
7C	107th Streetscape (East, South Side)	Moderate	Important	Significant
8A	Configuration of right-lane drop and directional signage	Low	Critical	Small Improvement
10A	Sidewalk - west side of 104th to 106th	Moderate	Important	Significant
10B	Landscape - west side of 104th from 107th to 106th	Moderate	Important	Significant
9A	1st Street Complete Street (South)	Moderate	Important	Moderate
4B	1st Street Complete Street (North)	Moderate	Important	Moderate
INT-3	104th/106th/1st Street intersection	Low	Important	Moderate
6B	107th Streetscape (West, North Side)	Moderate	Important	Significant
6C	107th Streetscape (West, South Side)	Moderate	Important	Significant
15A	105th Avenue Complete Street	Low	Not critical	Moderate
1A	Sidewalk from south side of 108th from Gulf Blvd to the alley	Low	Not critical	Small improvement
1B	Green infrastructure - south side of 108th from Gulf Blvd to alley	Low	Not critical	Small improvement
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue	Moderate	Not critical	Moderate
12A	106th Avenue Sidewalk Infill	Low	Not critical	Small Improvement
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side	Moderate	Not critical	Moderate
3B	Sidewalk-Streetscape - south side of 108th on the curve	High	Not critical	Moderate

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4.2 COMBINING AND SEPARATING PROJECTS

Throughout the project profiles in this plan, each project was tied to one or more related projects that the City should consider in implementing the plan recommendations. Sometimes these project relationships are due to essentially completing a single effort, such as the comprehensive redesign of 107th Avenue in Projects 6 and 7, each individually broken down into roadway and streetscape components.

As stated previously, the individual project pieces in this plan have been proposed to make it easier for the City to implement small portions at a time or more clearly define how the City and other partners, such as developers, will share the responsibility and cost of a project or suite of projects.

The table and map on the following pages list the plan's recommended projects and offer guidance on approaches to packaging or combining project components. Even though this increases project cost, it may offer efficiency in design and construction of the projects, and may allow the City to achieve a more significant implementation of plan recommendations in a short time.

Likewise, some projects may make sense to separate and implement incrementally, especially when considering higher cost projects and potential funding constraints. The table and map on the following page also offer guidance on practical approaches to keeping plan projects separated.

Finally, the table offers an assessment of who might best take a lead on project delivery, especially if a project is a form of impact mitigation from a private development. The map accompanying the table on the following page is broadly color-coded to reflect the assignments suggested in the table. This offers the City a summary of how much of the plan's overall $15 million of recommended project costs may be divided between the City or provided by partners contributing to Treasure Island's transportation system.

HIGH-LEVEL STRATEGIC APPROACHES

The City should consider the following as implementation approaches in advancing project recommendations:

Capital Improvement Reserves for Development Opportunities. Allocate a reserve amount in each year's capital improvement plan budget to allow the City to partner with developers and potentially extend the amount or scope of a Downtown Mobility Plan project that a developer may partially complete as a means of mitigating impact.

Identifying development incentives for additional developer contributions. If it is more practical for a single entity to complete a project from the plan, or the City does not have sufficient funding to partner with a developer or complete a parallel project, the City should identify potential development incentives to allow in exchange for additional project implementation.

Combining resiliency funding with transportation capital projects. The incorporation of green infrastructure and low-impact development concepts into the Downtown Mobility Plan extends its natural reach beyond transportation; the plan also serves as part of a larger blueprint for resiliency and sustainability for Treasure Island. The City should explore how resiliency-based funding sources can be combined with traditional transportation funding sources, or if resiliency-based funding sources could even cover entire transportation projects.

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	Project Description	Projects to Construct in Tandem These projects should be constructed at the same time to maximize investment opportunities.	Likely Publicly Led	Likely Privately Led	Likely Hybrid Approach
1A	Sidewalk from south side of 108th from Gulf Blvd to the alley	Project Grouping 1: Construction Efficiency	Yes		
1B	Green infrastructure - south side of 108th from Gulf Blvd to alley		Yes		
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side		Yes		
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue			Yes	
3A	Rebalanced ROW - 108th Avenue Curve		Yes		
3B	Sidewalk-Streetscape - south side of 108th on the curve			Yes	
4A	1st Street North of 107th		Yes		
4B	1st Street Complete Street (North)			Yes	
5A	107th Street Lane Merge Project	Project Grouping 5/6: Safe and Efficient Lane Reduction Project; Consistency in Streetscape Work	Yes		
6A	107th Lane Reduction (West)		Yes		
6B	107th Streetscape (West, North Side)				Yes
6C	107th Streetscape (West, South Side)				Yes
7A	107th Lane Reduction (East)	Project Grouping 7: Consistency in Streetscape Work and Minimal Impacts	Yes		
7B	107th Streetscape (East, North Side)				Yes
7C	107th Streetscape (East, South Side)				Yes
8A	Configuration of right-lane drop and directional signage	INT-2 and Project 8: Prepare motorists for lane reduction and turns at intersection	Yes		
9A	1st Street Complete Street (South)			Yes	
10A	Sidewalk - west side of 104th to 106th		Yes		
10B	Landscape - west side of 104th from 107th to 106th		Yes		
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)		Yes		
12A	106th Avenue Sidewalk Infill			Yes	
12B	106th Avenue Complete Street			Yes	
15A	105th Avenue Complete Street	INT-1 and Project 4B: Coordinate 1st Street and Signal Mitigation with Intersection Enhancements	Yes		
INT-1	107th Avenue/1st Street Intersection				Yes
INT-2	104th/107th/108th Intersection Reconfiguration		Yes		
INT-3	104th/106th/1st Street intersection		Yes		

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699
Gulf Boulevard
102nd Avenue
108th Avenue
106th Avenue
105th Avenue
104th Avenue
Park Place
Treasure Island Community Park
INT-1
INT-2
INT-3
1A
1B
2A
2B
3A
3B
4A
4B
5A
6A
6B
6C
7A
7B
7C
8A
9A
10A
10B
11A
12A
12B
15A
16A
Likely Publicly Led
Likely Privately Led
Likely Hybrid Approach

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Treasure Island
Downtown Mobility Plan

August 2023

Prepared for the
City of Treasure Island

Prepared by
Stantec

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Treasure Island Downtown Mobility Plan

TABLE OF CONTENTS

	Purpose and overview of this plan	1
	How to use this document	2
1	**CONTEXT FOR THE PLAN**	**3**
1.1	Downtown's transportation network	3
1.2	How downtown is changing	4
1.3	Streets and rights-of-way	5
2	**MOBILITY NEEDS AND OPPORTUNITIES**	**6**
2.1	Traffic and circulation	6
2.2	Reflecting seasonal changes in traffic	9
2.3	Forecasting future traffic conditions	12
2.4	Summarizing the implications of future traffic: what does downtown need?	18
2.5	What is important to the Treasure Island community?	19
2.6	What are downtown's opportunities?	23
3	**MOBILITY PLAN RECOMMENDATIONS**	**33**
3.1	Overview of recommendations	33
	Detailed Recommended Project Profiles	36
4	**IMPLEMENTING THE MOBILITY PLAN**	**87**
4.1	Moving forward with recommendations	87
4.2	Combining and separating projects	89

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Treasure Island Downtown Mobility Plan

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PURPOSE AND OVERVIEW OF THIS PLAN

The City of Treasure Island led this Downtown Mobility Plan in the context of ongoing and potential change in the City's central business district. Since the plan's kickoff in late 2022, numerous sites in and around downtown have been redeveloped, and the twin commercial blocks in the center of downtown, north and south of 107th Avenue, matured as land uses since well before the plan began. This plan functions as a blueprint for how to guide transportation-related investment in downtown in the context of this change. Most importantly, **this plan sets forth a vision for downtown as a more walkable, connected district** where Treasure Island's signature amenities—its Gulf and bayside waterfronts—are more accessible by walking and driving.

The plan is developed with the following major goals:



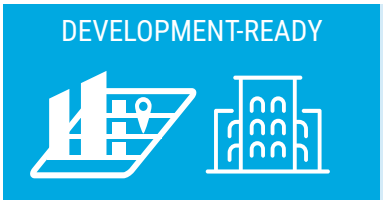
Treasure Island's downtown is evolving into a mixed-use district with immediate access to Pinellas County's world-renowned Gulf beaches, and promoting ways to allow travel around downtown and among its destinations without having to park and drive is a high priority for the City.



As a coastal community, Treasure Island faces ongoing challenges of storm- and hurricane-related flooding, tidal flooding and sea-level rise, and high groundwater table levels. Any investment in downtown infrastructure should incorporate resiliency and sustainability measures as much as possible.



The easier it is for people to travel through downtown with direct paths, safe crossings of streets and traffic, and plentiful options that are intuitive to navigate, the more they will choose to do this, and the more they will want to visit Treasure Island for this high-quality experience.



With Treasure Island a desirable location for new development and investment, the City must have a clear vision for how the mobility system will take shape as downtown evolves with redevelopment. This allows the City to guide the way development makes contributions to the public realm to mitigate its impacts.

The plan is based on an understanding that Treasure Island, like many of its beachfront neighbor communities, is a regional destination in the Tampa Bay area and that vehicle travel to and from Downtown is (and will likely remain) a primary form of travel. For this reason, this plan is rooted in an assessment of traffic conditions and operations so that any changes to streets are made responsibly and in a manner that does not impede reliable vehicle access to and from downtown. However, it builds on this study to explore opportunities for better using downtown Treasure Island's right-of-way to serve a variety of purposes in line with the goals stated above.

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HOW TO USE THIS DOCUMENT

The Downtown Mobility Plan is part of a larger series of study efforts that the City has undertaken to improve transportation safety and promote non-driving travel throughout the City. This is key to maintaining a safe and efficient transportation network—the City's highly constrained geography and built-out character means that streets and roads can't be expanded for more vehicle capacity without significant tradeoffs and impacts. However, this is also aligned with the City's desire to promote sustainability and reduce its ecological footprint, something important to a coastal community facing increasing environmental challenges and risk of hurricanes and other natural threats.

The Downtown plan is accompanied by a separate study of city-wide mobility options focused on Treasure Island's neighborhoods and a study of the Gulf Boulevard corridor conducted in partnership with the City of St. Pete Beach, Pinellas County, and the Florida Department of Transportation. As such, the Downtown Mobility Plan is one component of a larger comprehensive mobility plan for the City of Treasure Island.

This plan is divided into the following four sections:

	Section	Consult this Section for	Begins on page
1	**Context for the Plan**	• Background and Context for the Downtown Mobility Plan	3
2	**Mobility Needs and Opportunities**	• Overview of the Traffic Analysis framing the Mobility Plan's recommendations • Public Comment and Feedback that Shaped the Plan • Overview of Green Infrastructure Opportunities	6
3	**Mobility Plan Recommendations**	• Master Table and Map of Project Recommendations • Detailed Descriptions and Cost Estimates for Each Project • Illustrative Renderings of Select Projects	29
4	**Implementing the Mobility Plan**	• Overall Implementation Framework: How to get the Plan's recommendations achieved • Combining Project Recommendations from the Plan	83

To learn more about:



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SECTION

1

CONTEXT FOR THE PLAN

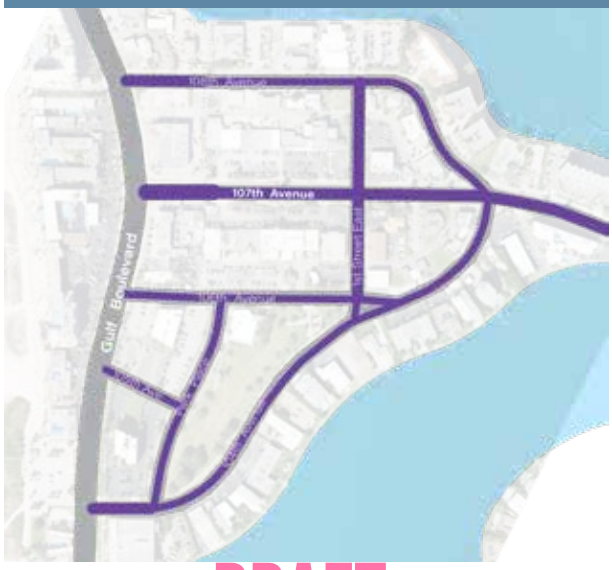
1.1 DOWNTOWN'S TRANSPORTATION NETWORK

Downtown Treasure Island occupies a compact grid of streets around the intersection of 107th Avenue (which continues across Boca Ciega Bay as the Treasure Island Causeway and Central Avenue) and Gulf Boulevard. While this is a principal means of entry into the city and Pinellas barrier island communities, it is also Treasure Island's primary commercial and civic district and features multiple points of access to both Gulf beaches and the bay. These different roles point to the need for this district to balance travel from longer-distance destinations and within the downtown district.

This mobility plan for downtown is based on making the most of this street network and augmenting it with other connections, all in the interest of making downtown Treasure Island a more connected and walkable destination.

As shown in the diagram below, the downtown street network contains several different streets and blocks, with some blocks supported by mid-block alleys. Parts of these streets include sidewalks and some even feature bicycle markings on street, but these multimodal networks have gaps throughout the system.

Figure 1.1
Downtown Mobility Plan Area



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GULF BOULEVARD

The primary street of the larger barrier island communities, Gulf Boulevard provides a continuous connection from St. Pete Beach north to Clearwater Beach, and it serves as the exclusive way in and out of neighboring beach communities that do not have bridge connections to the Pinellas peninsula mainland. Through Treasure Island (and indeed for much of its length), it is designated as a state highway owned and maintained by the Florida Department of Transportation. This state ownership means that changes to Gulf Boulevard require additional coordination.

For this reason, the Downtown Mobility Plan has focused only on local streets. The separate study on Gulf Boulevard and its recommendations are contained as an overall component of a citywide mobility plan for Treasure Island, although this plan makes occasional references to conditions or opportunities on Gulf Boulevard.

1.2 HOW DOWNTOWN IS CHANGING

As a primary commercial center with a larger grid of streets and blocks and bridge access directly to downtown St. Petersburg, Treasure Island's downtown district has potential for redevelopment and evolution into a unique destination among the Pinellas beach communities. This downtown mobility plan evolved from a recognition of this potential, and it builds on the plans that the City has led to guide downtown buildings and urban design approaches.

This plan also recognizes the recent years' shift of market demand for redevelopment toward mixed-use developments bringing residential units and community-supporting commercial and civic spaces to downtowns like Treasure Island's. This suggests that an increased mix of housing and retail space, especially so close to beach and waterfront destinations, will bring an increased desire for walking, cycling, and other low-impact forms of transportation.

Figure 1.2 below illustrates select sites that show potential for change and discusses what opportunities these might provide for increased mobility options. As noted in the introduction to this plan, the City may use this plan as a framework for coordinating street-based transportation enhancements with redevelopment of downtown sites to ensure that the district's potential as a walkable and well-connected town center is fully realized.

Figure 1.2
Recent and Potential Development Changes in Downtown



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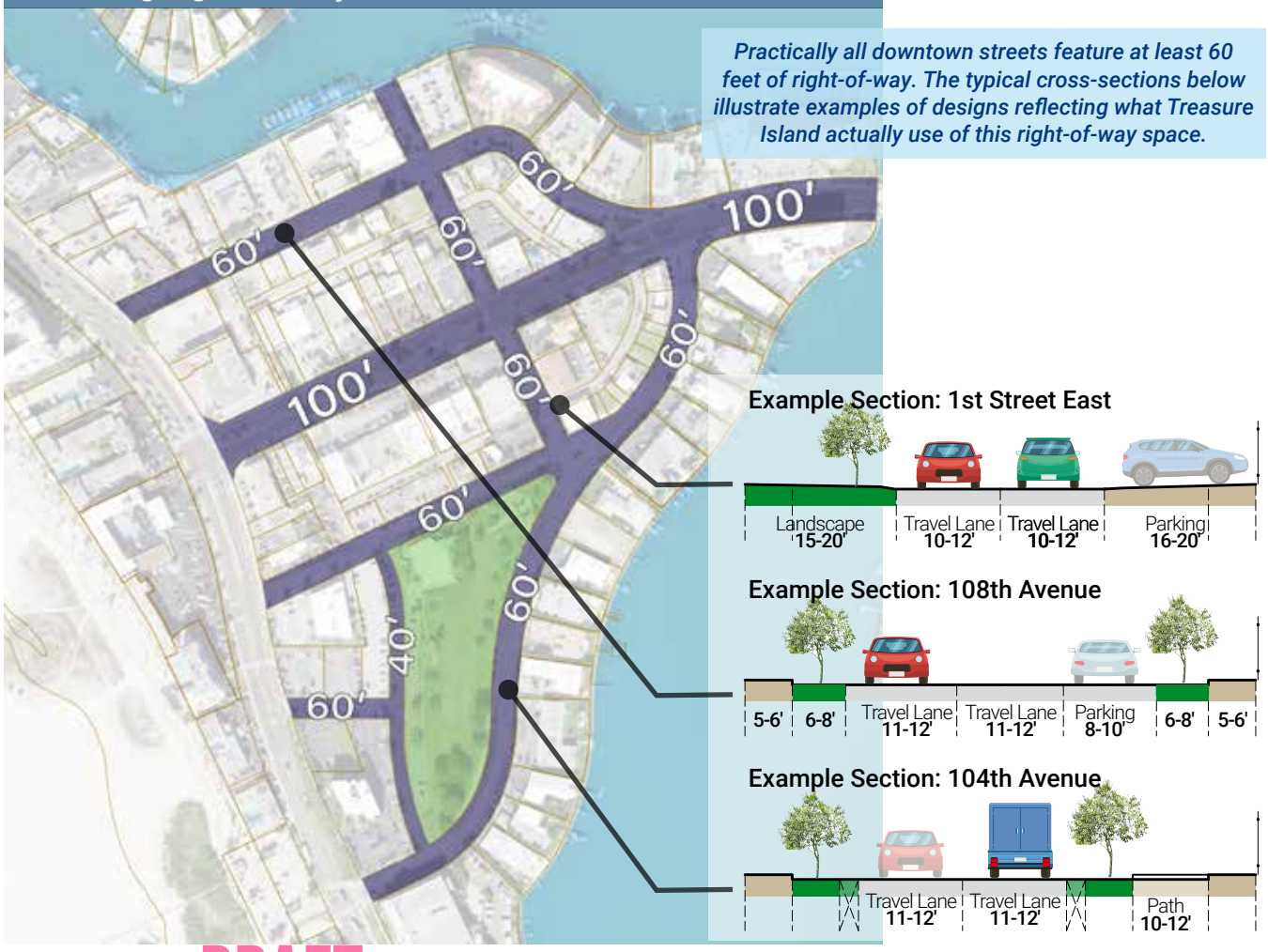
1.3 STREETS AND RIGHTS-OF-WAY

The Downtown Mobility Plan considered existing streets and rights-of-way as the basic canvas for how the overall transportation system could be expanded and enhanced, and based initial ideas around opportunities within existing right-of-way. In a fully built downtown like Treasure Island's, this is an important strategy to reduce the costs of capital projects and facilitate their implementation through not taking on additional right-of-way acquisition.

Overall, this gives downtown Treasure Island considerable opportunity: most streets feature generous 60-foot right-of-way dimensions, and 107th Avenue features a right-of-way of 100 feet. Typical street designs today do not use all of this space, with most streets only occupying around half of current right-of-way.

Figure 1.3 below illustrates the rights-of-way in downtown along with how typical sections are currently used. As noted, significant parts of downtown right-of-way today are hosting uses other than people-oriented mobility: parking occurs directly adjacent to buildings in some locations (often with no space for pedestrians), space is used for auxiliary lanes, or in many locations space is simply left as open soil and not used for typical street functions.

Figure 1.3
Existing Rights of Way for Local Downtown Streets



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SECTION
2
MOBILITY NEEDS AND OPPORTUNITIES

2.1 TRAFFIC AND CIRCULATION

This Downtown Mobility Plan is based on balancing current and project vehicle traffic (and the need to accommodate it) with a desire to make Downtown Treasure Island more walkable and connected. For this reason, the plan's findings and recommendations are based on a comprehensive understanding of traffic conditions. This included not only current traffic, but also explored the potential effects of high-season winter traffic and a pair of scenarios for future development based on the primary opportunities in Downtown.

The next several pages include descriptions and diagrams that illustrate the findings of this traffic analysis and what this would mean for transportation opportunities. The premise of creating a plan for Downtown was to balance all of its mobility needs—safety, connectivity, convenience, and functional circulation—and as a result, traffic was a critical baseline to understand.

THE TRAFFIC STUDY AREA

The Downtown Mobility Plan explored traffic circulation from 104th Avenue at Gulf Boulevard north to 108th Avenue at Gulf Boulevard and extending east from these points to Boca Ciega Bay. This allowed both of Downtown's signalized intersections to be analyzed, as well as other key unsignalized intersections representing major nexus points in downtown traffic circulation. Traffic volume data was collected in December 2022 and adjusted based on Florida Department of Transportation seasonal adjustment factors to represent a worst-case condition typical of the height of winter/early spring visitor season (typically March).

In current and potential future conditions, each traffic scenario explored weekday peak hour conditions in both morning and afternoon periods. The study team selected these times as opposed to weekend (especially Saturday afternoon) intervals due to the higher concentration of traffic in the weekday peak hours. Taking this approach allowed a conservative, 'worst-case' traffic condition to be studied and to serve as a baseline for projecting additional growth in traffic from new development.

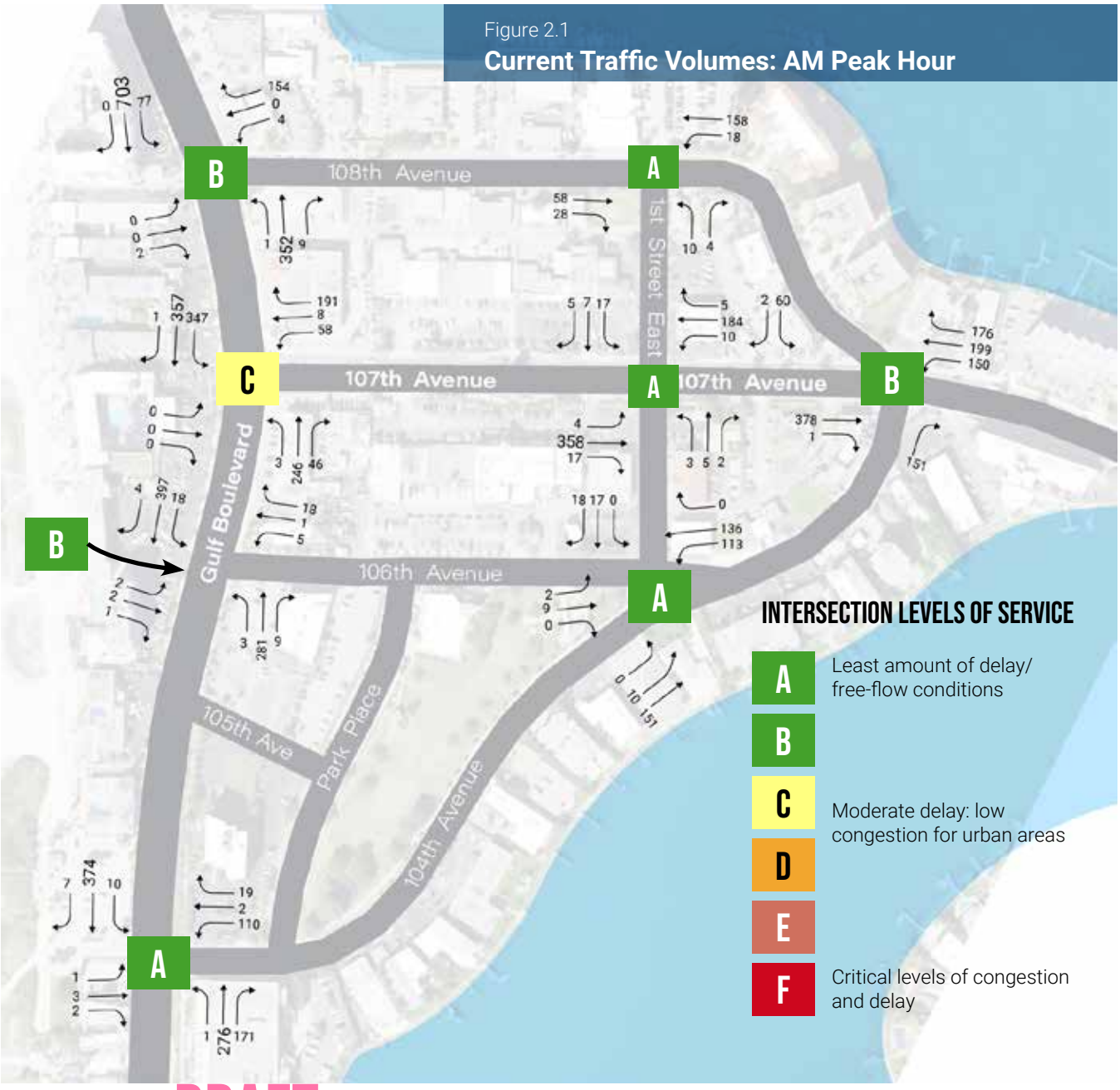
It is important to note that the Downtown Mobility Plan's traffic study did collect traffic data and consider intersections along Gulf Boulevard, but the study has not made substantial recommendations for Gulf Boulevard typical sections or intersections. Those recommendations are collected separately in the Gulf Boulevard Study component of the overall larger Treasure Island Citywide Mobility Plan.

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CURRENT CONDITIONS

Overall, downtown Treasure Island's streets operate within their vehicle-carrying capacity. Daily traffic volumes on main streets do not exceed the general ability of the streets to carry this traffic, and fit within what transportation agencies such as FDOT consider reasonable levels of service for urban areas. When considering small areas like downtowns with numerous intersections, most traffic studies evaluate the intersections on the basis of a level of service, or a generalized measure of delay experienced at the intersection averaged out for all users, and do so during morning and afternoon peak hours of travel. Level of service is typically reported with letter grades, from A to F, with A representing minimal delay and free-flowing conditions for most motorists and F representing lengthy delay and significant congestion. Most downtown Treasure Island intersections operate at a high level of service, as indicated in Figures 2.1 and 2.2.

Figure 2.1
Current Traffic Volumes: AM Peak Hour

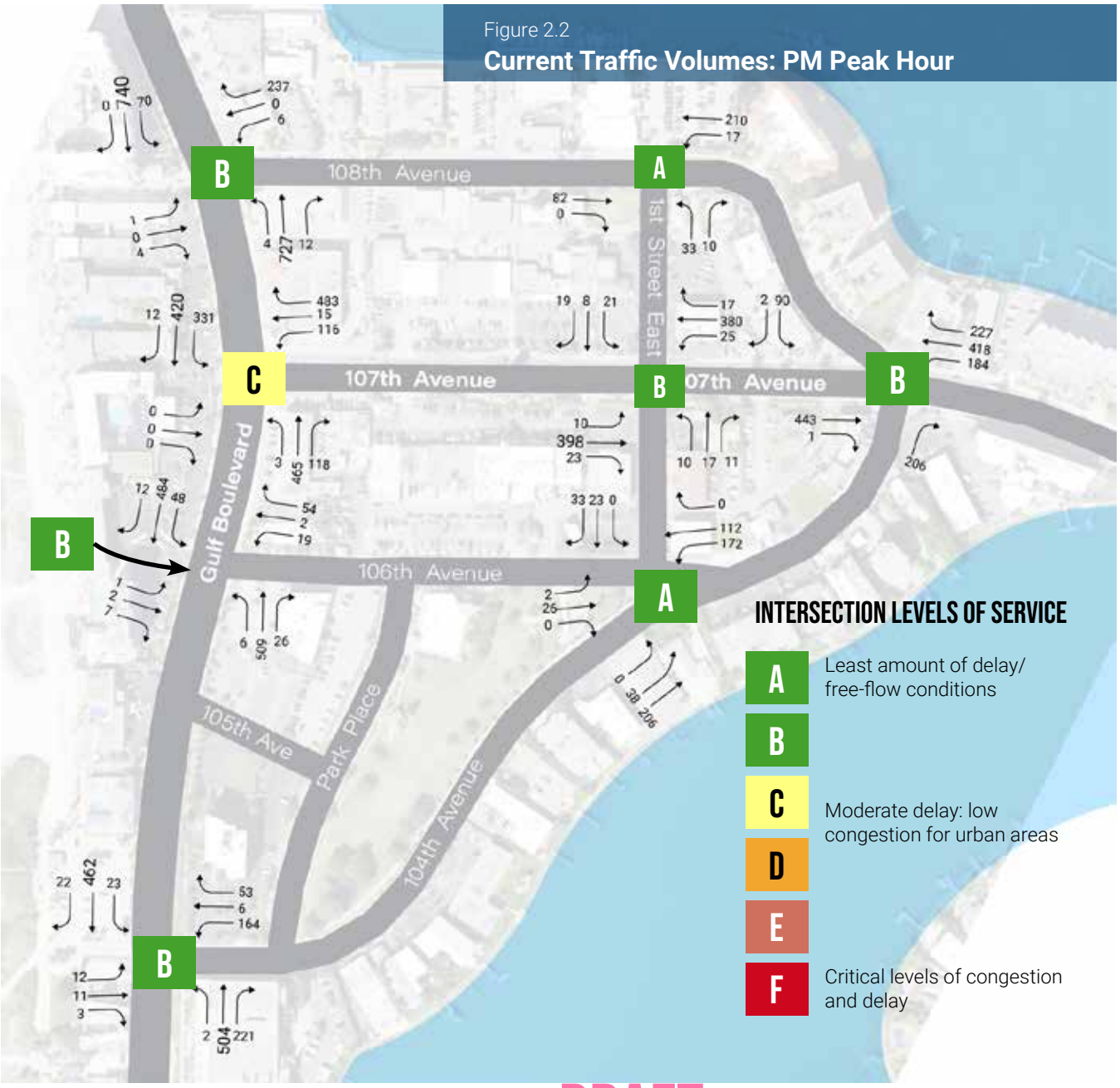


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In addition, primary streets do not carry traffic throughout the day that exceeds their typical carrying capacity or operates at low levels of service. 107th Avenue carries between 9,500 and 12,000 vehicles per day in four lanes of traffic, and Gulf Boulevard (though not considered directly in the Downtown Mobility Plan) carries between 12,000 vehicles per day (south of 107th Avenue, where it is less traveled) and 19,000 vehicles per day (north of 107th Avenue). The traffic volume on 107th Avenue in particular suggests that more capacity exists on that street than is currently needed, and the traffic study raised an initial question of whether changes to its typical section might be feasible.

It is important to understand the difference between daily traffic, where peak periods of travel are considered along with non-peak periods, and between a typical street section and intersections (which test an overall road's capacity because they introduce crossing and conflicting traffic, and thus require traffic to stop periodically). However, both measures show that current conditions are not exhausting the capacity of downtown Treasure Island's streets.

Figure 2.2
Current Traffic Volumes: PM Peak Hour



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2.2 REFLECTING SEASONAL CHANGES IN TRAFFIC

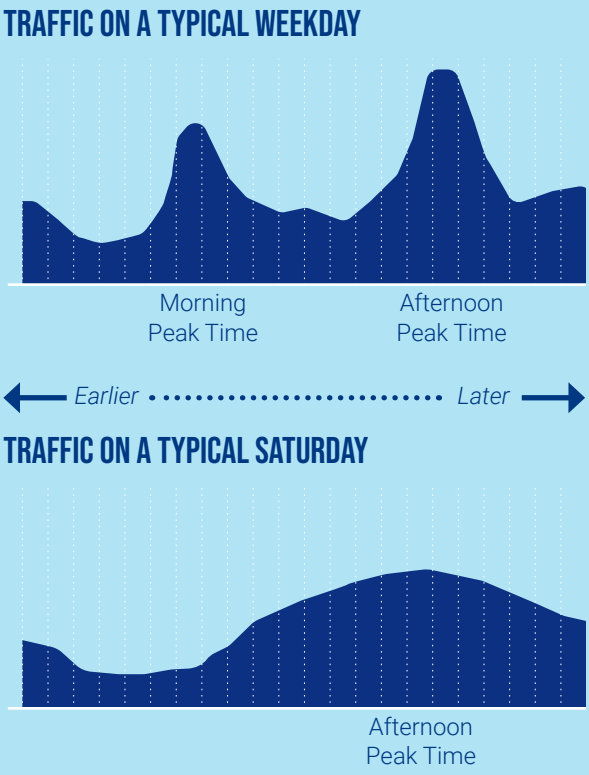
SEASONAL ADJUSTMENTS

The Plan's traffic study collected data in December 2022, intended to represent a typical period of traffic activity outside of peak travel conditions. This allows a more reliable focus on single-hour traffic that forms the basis of intersection-based analysis approaches typically used in small areas of study such as in this Downtown Mobility Plan. The study team considered modification factors to this December data to better reflect peak travel conditions during the height of the Florida visitor season, typically in the early spring of each calendar year. These adjustments are explained in greater detail on the following pages.

Traffic data was also collected on typical weekdays (Tuesday through Thursday), reflecting typical traffic analysis practice of avoiding Mondays and Fridays (when travel conditions may not be typical due to long weekends, early departures, or other similar factors). The planning team selected these times after reviewing available FDOT traffic data on hourly distribution of traffic throughout typical days and collecting new data on daily traffic on Thursdays and Saturdays to offer a comparison. Both data sources showed that while Saturdays have an extended 'peak' over several hours and a greater aggregate amount of traffic during that peak, weekdays feature peak travel times that are more concentrated and the peak hour of travel—the basis for intersection-focused traffic analysis—is greater than any single hour of travel during a Saturday (as noted in the diagram below).

Why traffic data from a weekday and not a Saturday?

The Downtown Mobility Plan traffic study element collected traffic data on typical weekdays at peak hours. The study team worked with City staff to determine the best times and recommended these as more conservative, higher-traffic conditions than a Saturday. That seems counterintuitive to many in Treasure Island, who note that traffic is generally heavier on Saturdays than during the week. ***The reason for this is the basis of analyzing intersections, which is on one-hour periods.*** *Most traffic analysis selects a peak hour of travel because industry methodology has developed its basic metrics around how much traffic an intersection can process in an hour. Saturdays tend to have several consecutive busy hours, but no one hour is busier than the weekday peak hours.*



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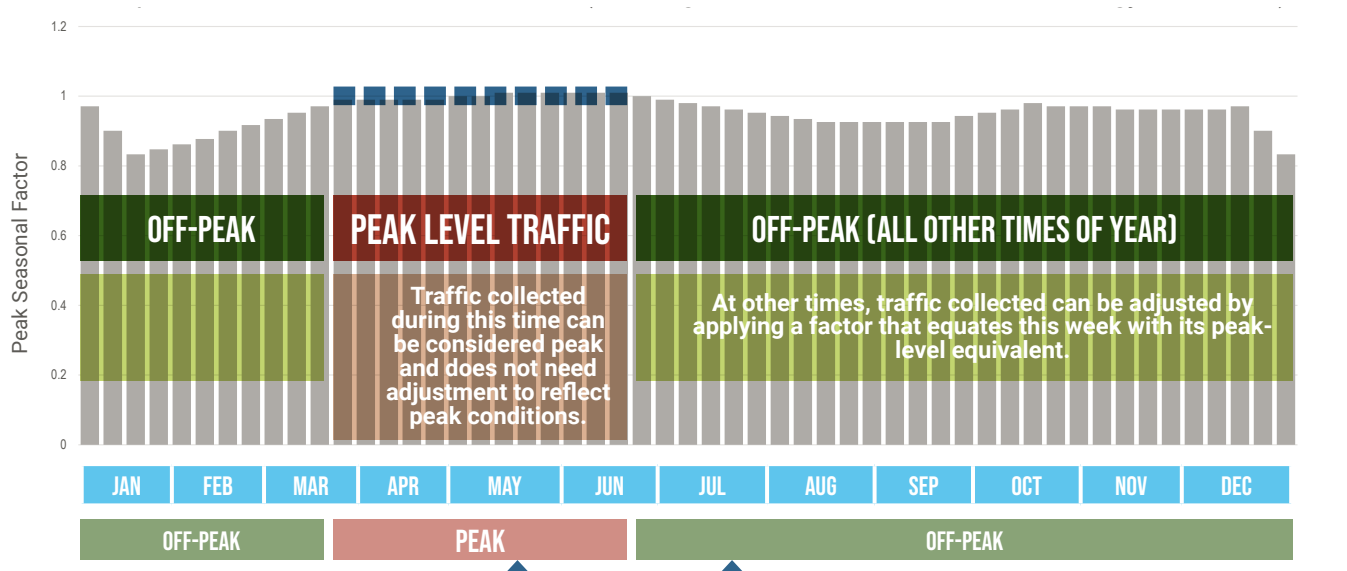
HOW SEASONAL ADJUSTMENTS WORK

In Florida, the Florida Department of Transportation provides data based on statewide monitoring and reporting of a previous year's traffic conditions to reflect the seasonal variances in traffic that occur around the state. This is the accepted official way to account for changes in traffic patterns, and one that local governments, transportation planning organizations, and FDOT all use. This information is collected and distributed for each of Florida's counties, allowing a finer-grain level of adjustment to reflect different characteristics throughout the state—and meaning that coastal counties like Pinellas that experience high levels of seasonal visitors and see corresponding traffic increases—are matched more closely to their local conditions.

Adjusting for seasonal differences is based on comparing traffic data collected at a given point in the calendar year with the matching point in the previous year. The bar charts below and on the following pages illustrate how this works:

- A traffic study collects data at a time of year when data is representative of reliable, 'normal' conditions. This typically avoids known holiday periods when out-of-town vacations tend to occur, and the summer, when most schools and university functions are out of session and traffic levels are lower.
- The study will consider the FDOT-published seasonal adjustment factor from that same week in the previous calendar year. To account for peak conditions, the study will multiply its observed volumes of traffic by a factor that would increase its seasonal adjustment factor to 1.0.

Figure 2.3 **Seasonal Factors and Adjustments (Example Year from FDOT Methodology)**



Because peak level traffic conditions typically occur over several weeks, they have a seasonal factor at or close to 1.0, meaning that the rest of the year is normalized or adjusted to this time.

The factor is typically below 1.0 during non-peak times of the year, sometimes substantially. Traffic studies adjust for this by multiplying their traffic data by a factor that would match them with peak conditions: the ratio of the time they were collected to the peak time.

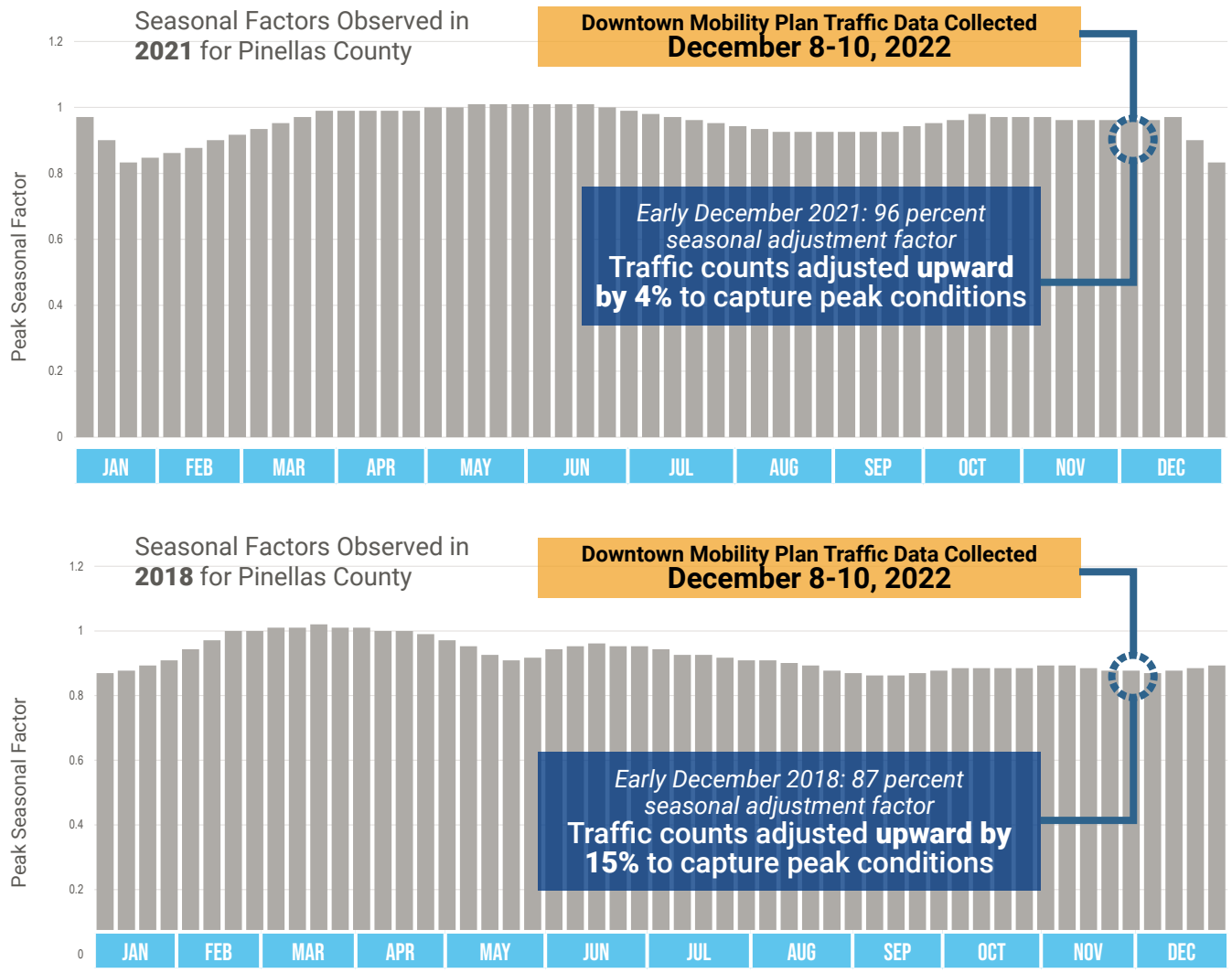
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SEASONAL ADJUSTMENTS BEFORE AND AFTER THE COVID-19 PANDEMIC

The Downtown Mobility Plan was conducted after the COVID-19 pandemic and City staff and plan stakeholders noted that traffic volumes appear to be lower since the pandemic than they were before. They also noted that prior to the pandemic, peak-period travel was more concentrated and intense—meaning a higher degree of variation between peak-season and off-peak-season traffic conditions.

To account for this, the Downtown Mobility Plan's traffic study considered both pre- and post-pandemic conditions, reviewing FDOT-published seasonal adjustment factors for both 2021 (post-pandemic) and 2018 (pre-pandemic). The study team observed that seasonal differences were indeed more pronounced prior to the pandemic, and for this reason the traffic analysis made adjustments based on 2018 seasonal adjustment factors. This was intended to capture a more conservative condition wherein pre-COVID-19 travel patterns return in the future and the more pronounced seasonal variations affect traffic shifts between peak and off-peak times. As noted in the two diagrams of Figure 2.4 below, this resulted in a 15% increase applied to the traffic data the study collected.

Figure 2.4 **Seasonal Factors and Adjustments for Downtown Treasure Island**



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2.3 FORECASTING FUTURE TRAFFIC CONDITIONS

INCREASES IN TRAFFIC EVEN WITH NO REDEVELOPMENT

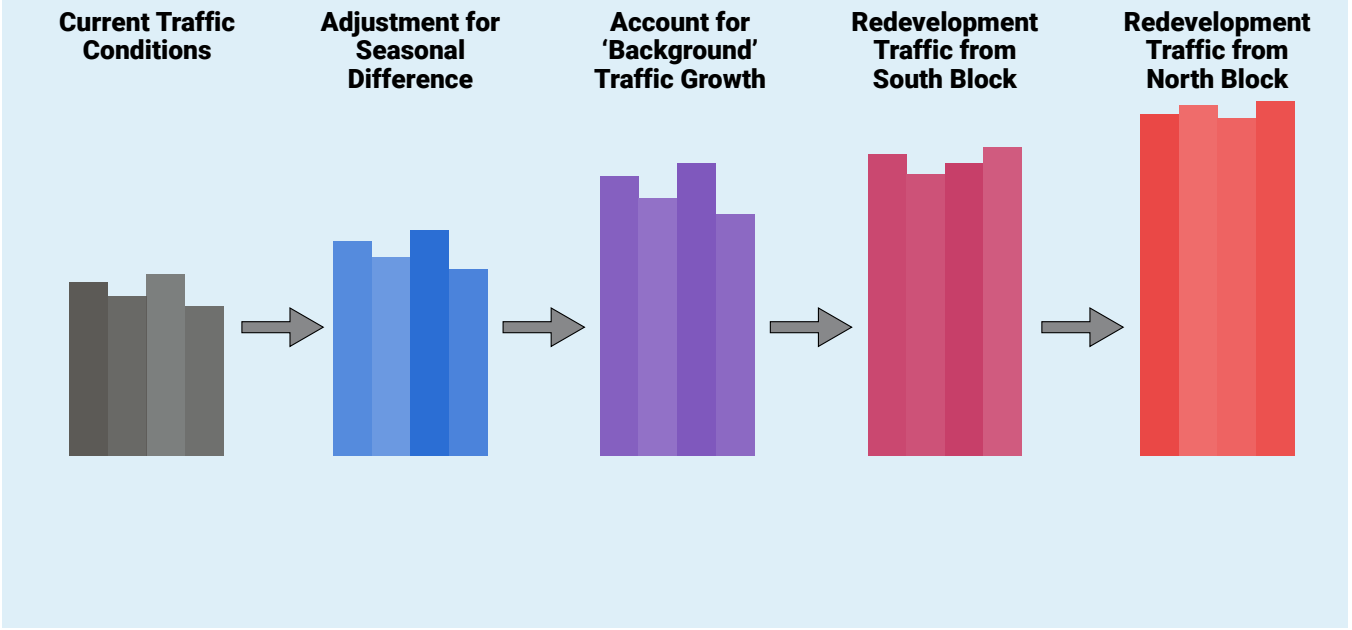
As stated previously, the Downtown Mobility Plan is not simply based on current conditions. Its recommendations have been based on a comprehensive traffic study that considers potential new traffic to come from multiple different sources, including the larger increases in traffic that have traditionally accompanied Florida's decades of population growth. While future traffic conditions also considered potential for redevelopment of key Downtown sites in Treasure Island, especially downtown's two largest potential sites on either side of 107th Avenue between 1st Street and Gulf Boulevard, the Downtown Mobility Plan's traffic study first considered what increases in traffic would be expected in any conditions.

The diagram in Figure 2.5 at the bottom of the page provides a simple summary of the traffic analysis steps and the various levels of growth considered for this study. Just as the earlier point about downtown Treasure Island's right of way pointed to potential opportunity to achieve a broad set of multimodal outcomes within this existing space, it is important for the City to make these decisions based on a thorough understanding of potential traffic outcomes.

BACKGROUND TRAFFIC GROWTH AND DISTRIBUTION

The planning team developed estimates for what increases in traffic would occur even without specific site redevelopment in downtown Treasure Island based on future traffic forecasts used in the Tampa Bay Regional Planning Model (TBRPM), a travel demand forecasting model used for planning purposes by Forward Pinellas, the metropolitan planning organization responsible for distributing major state and regional transportation funds and programming projects. The TBRPM is an official source of traffic forecasts and project planning reviewed and approved by state and federal transportation agencies. Forward Pinellas works closely with the County and municipal governments of Pinellas County to ensure that the TBRPM reflects expected growth from local future land

Figure 2.5 **Steps of Forecasting for Added Future Traffic**



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use plans and development forecasts, and as such the model is a primary planning tool for future transportation needs. Based on the TBRPM's forecasts, the Downtown Mobility Plan's traffic analysis used annual increases of 1.5 percent as a basis for future traffic and considered this over a 5-year development buildout horizon. These are conservative estimates intended to provide a likely worst-case scenario in future traffic conditions from travel throughout Pinellas County.

The TBRPM also provides the basis for traffic distribution, or where traffic in a particular location is traveling throughout Pinellas County and the Tampa Bay region. This is important for a focused traffic study like this one conducted for Treasure Island because it allows analysts to understand how future traffic will affect particular streets and intersections.

The diagram to the right and table below provide more detail on expected impacts from travel to occur throughout downtown Treasure Island, even without redevelopment.

Traffic Impact Summary: Continued Growth in Area Traffic (even without redevelopment in Downtown)		
New Traffic Added	**273** AM Peak Hour Trips (combined total passing through downtown)	**403** PM Peak Hour Trips (combined total passing through downtown)
What Intersections Experience Increases in Congestion?	None. Most added traffic is moving through existing intersections, which already have additional capacity for these movements.	
Where Are Enhancements Needed?	None needed for implementation simply from background growth rates. Existing streets and intersections have capacity to accommodate this.	

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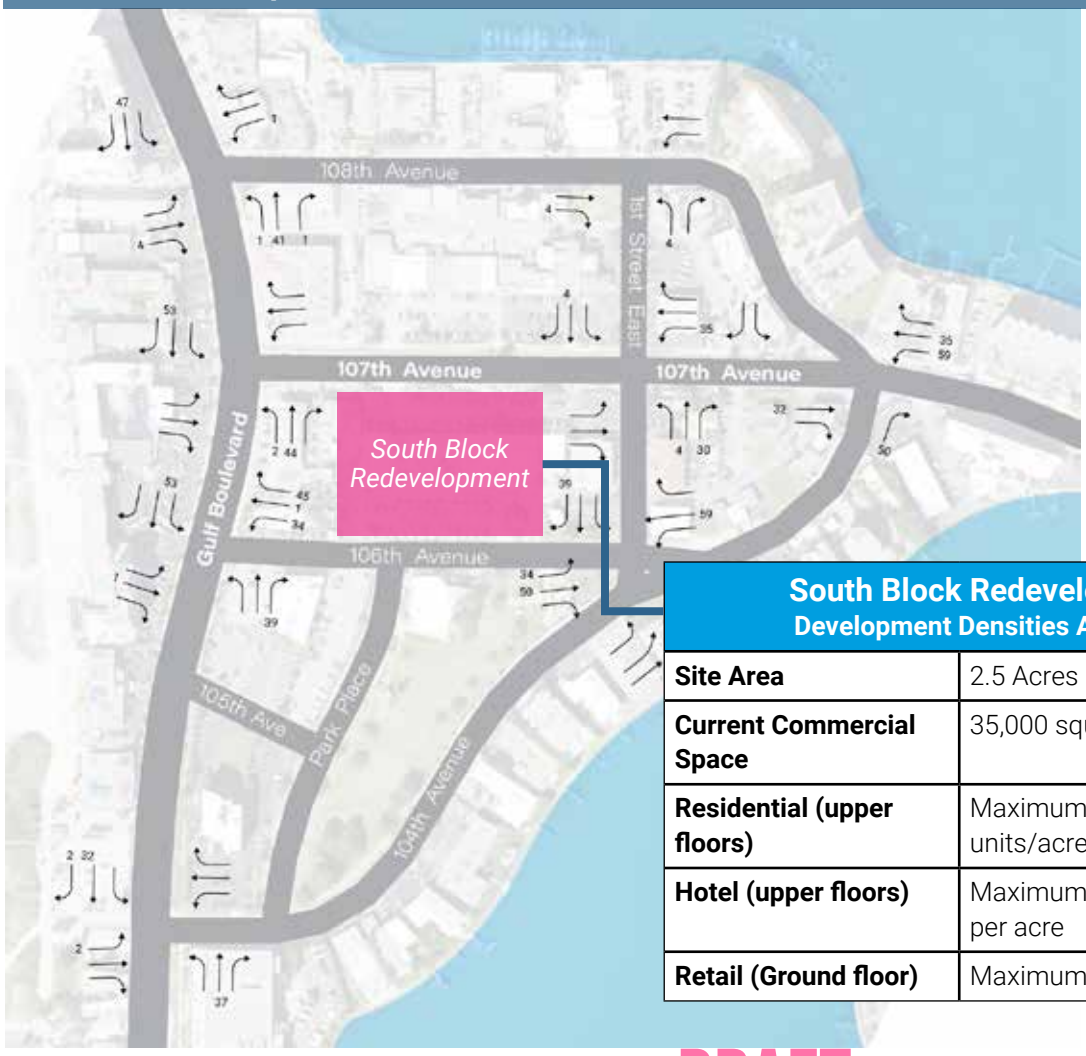
LOOKING AHEAD WITH TRAFFIC: REDEVELOPMENT OF THE SOUTH BLOCK

As stated previously, the Downtown Mobility Plan is not simply based on current conditions or what additional traffic would be expected with increases in development and travel activity throughout Pinellas County as a whole. Its recommendations have been based on considering potential new traffic to come from redevelopment of downtown, especially downtown's two largest potential sites on either side of 107th Avenue between 1st Street and Gulf Boulevard.

The traffic study used a full buildout of the south block of redevelopment as a basis for how traffic impact would be estimated. However, it calculated this traffic impact as a full redevelopment of the site and subtracted the impact of traffic that could be attributed to the current commercial land uses on the site today. While an exact program of uses was not available for the traffic analysis, the study team estimated this amount of traffic by measuring the existing footprint of buildings and assuming that 70 percent of this surface area was usable as gross floor area by which traffic impacts would be calculated.

This is explained in detail in the tables and diagrams on this and the following page.

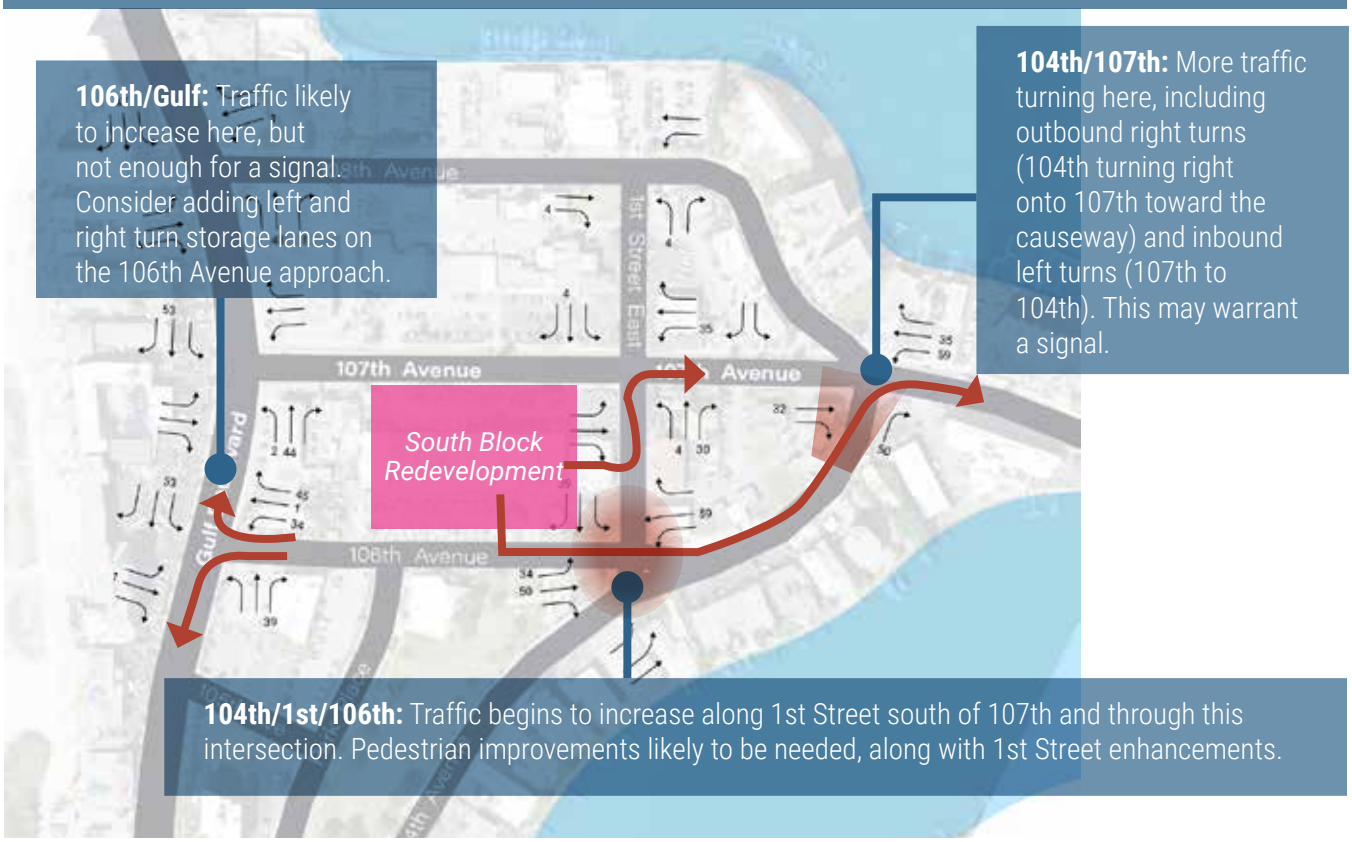
Figure 2.6 **Development Considered in the South Block**



South Block Redevelopment Development Densities Assumed	
Site Area	2.5 Acres
Current Commercial Space	35,000 square feet
Residential (upper floors)	Maximum density at 24 units/acre
Hotel (upper floors)	Maximum density at 22 units per acre
Retail (Ground floor)	Maximum 1.0 floor-area ratio

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Figure 2.6A **Major Traffic Impacts Noted from South Block Redevelopment**



Traffic Impact Summary: Adding Traffic from South Block Redevelopment		
New Traffic Added	**279** AM Peak Hour Trips	**355** PM Peak Hour Trips
Estimated Traffic from Previous Land Uses on the Site	**66** AM Peak Hour Trips	**189** PM Peak Hour Trips
Net Traffic Increase	**213** AM Peak Hour Trips	**166** PM Peak Hour Trips
Where Are Enhancements Needed?	**107th Avenue and 104th-108th Avenues:** Traffic impact may begin to warrant a signal based on westbound left turns **106th Avenue and Gulf Boulevard:** Westbound turns (from 106th) increase, not enough for a signal but enough to consider enhancements on 106th at the intersection (such as left and right turn lanes) **106th Avenue and 104th Avenue-1st Street:** Traffic increases in both AM and PM peak periods and justifies pedestrian-based improvements.	

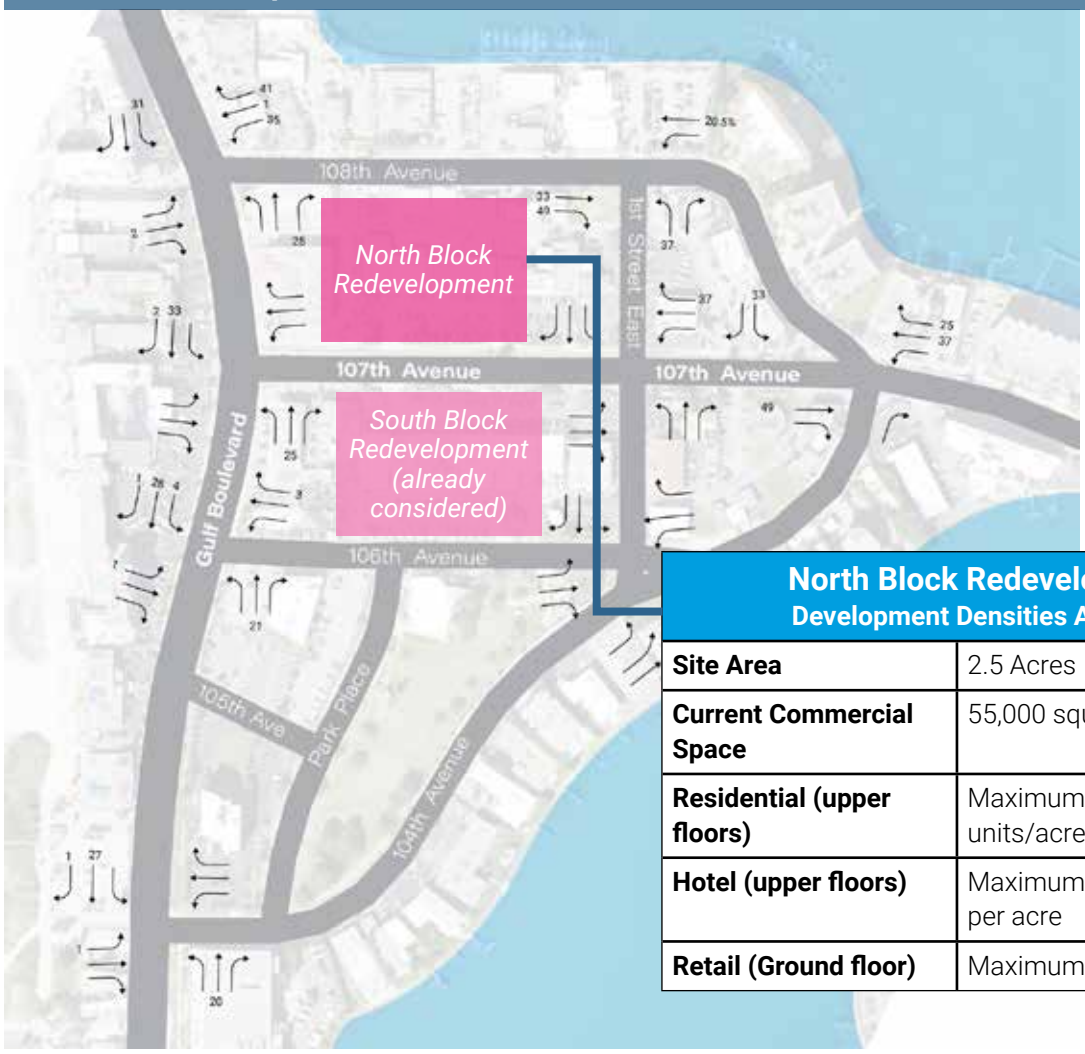
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REDEVELOPMENT OF THE NORTH BLOCK

The Mobility Plan also considered a scenario in which redevelopment occurred on the block on the north side of 107th Avenue between Gulf Boulevard and First Street. This used the same approach as the previous step of calculation of traffic impact from the south block's redevelopment. It assumed the same factors in estimating traffic to be attributed to current land uses and removed these before adding back traffic generated from the redevelopment of the site.

As with the north block, redevelopment of the site into a mixed-use development heavily featuring hotel and residential land uses, as allowed by Treasure Island's zoning ordinance, results in a relatively light traffic impact despite a substantial increase in development density and building height. This increase is relatively minor due to the change in land uses: retail and commercial land use typically generate much higher levels of traffic than residential uses do, and even though the new developments are assumed to include retail uses, they do not include the same intensity as before given other zoning-related site parameters and development controls.

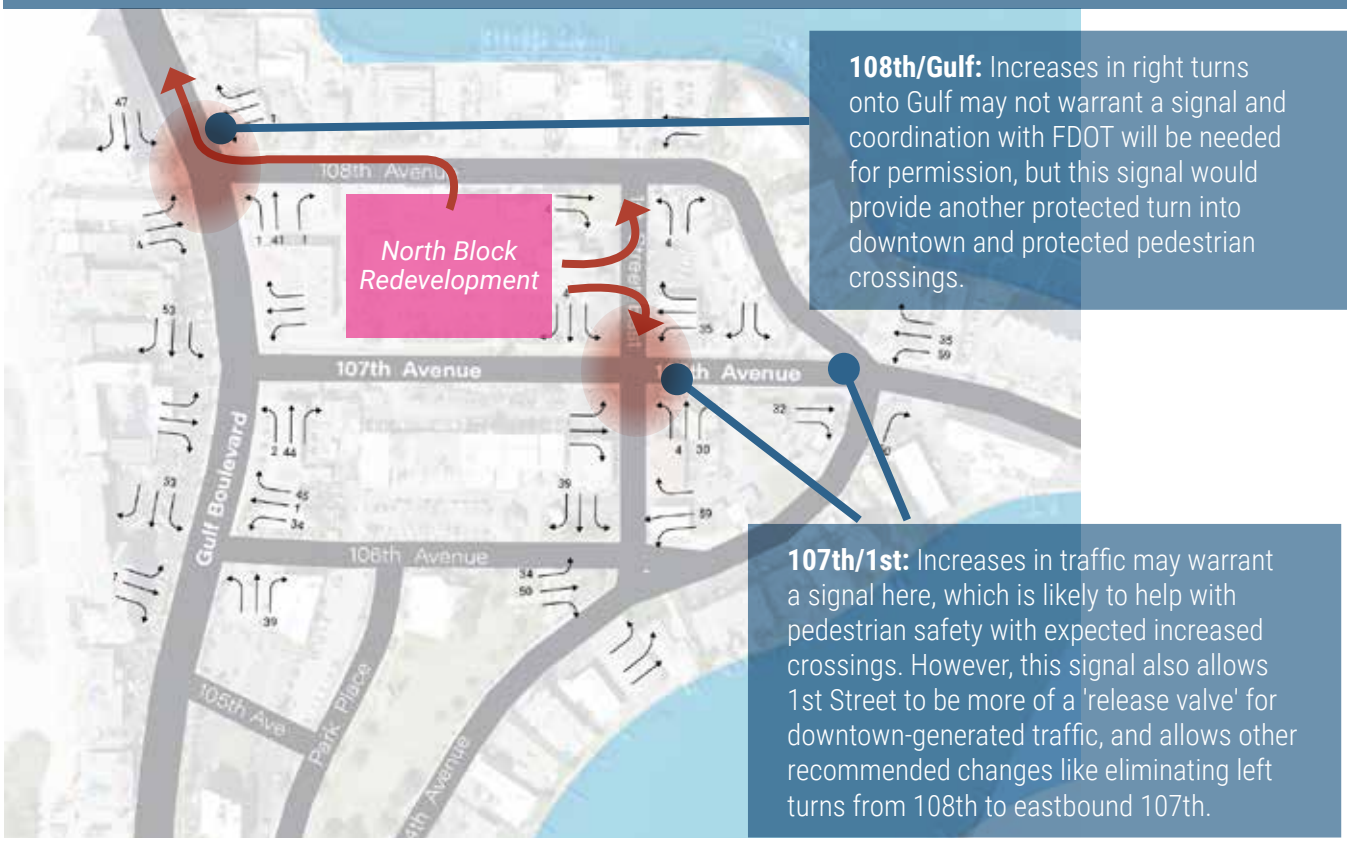
Figure 2.7 **Development Considered in the North Block**



North Block Redevelopment Development Densities Assumed	
Site Area	2.5 Acres
Current Commercial Space	55,000 square feet
Residential (upper floors)	Maximum density at 24 units/acre
Hotel (upper floors)	Maximum density at 22 units per acre
Retail (Ground floor)	Maximum 1.0 floor-area ratio

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Figure 2.7A Major Traffic Impacts Noted from North Block Redevelopment



Traffic Impact Summary: Adding Traffic from North Block Redevelopment

These numbers are new additions above and beyond the South Block's impacts

New Traffic Added	**279** AM Peak Hour Trips	**355** PM Peak Hour Trips
Estimated Traffic from Previous Land Uses on the Site	**89** AM Peak Hour Trips	**261** PM Peak Hour Trips
Net Traffic Increase	**190** AM Peak Hour Trips	**95** PM Peak Hour Trips
Where Are Enhancements Needed?	**107th Avenue and 1st Street East:** Traffic impact may begin to warrant a signal based on increased traffic on most movements, including across 107th Avenue **108th Avenue and Gulf Boulevard:** Westbound right turns (from 108th) increase, likely not enough for a signal but potentially; and this may be coordinated along with safety-based signal warrants to approach FDOT about adding a signal	

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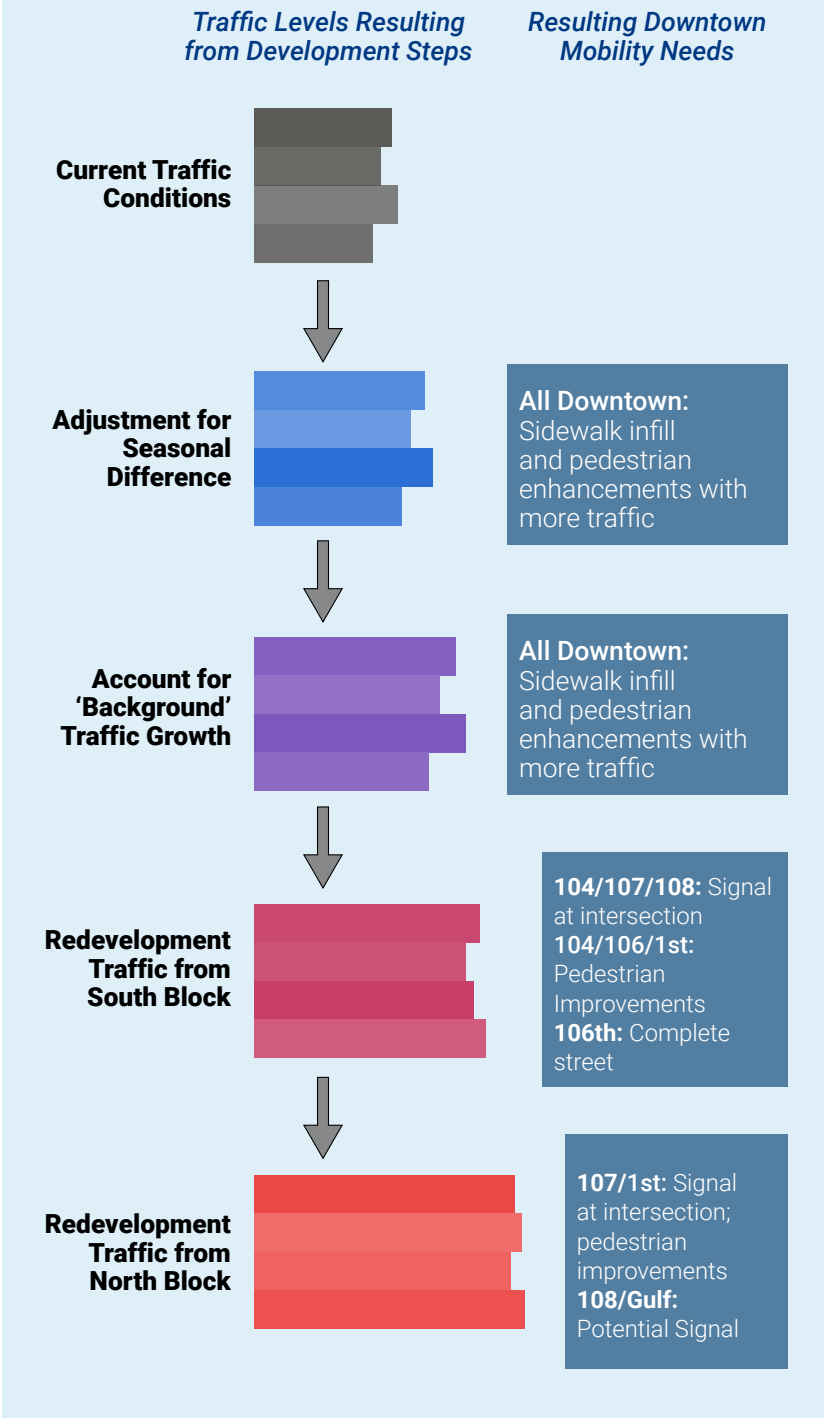
2.4 SUMMARIZING THE IMPLICATIONS OF FUTURE TRAFFIC: WHAT DOES DOWNTOWN NEED?

As each of these potential phases of growth and development has been considered for traffic impacts, changes to the downtown mobility network to accommodate additional traffic have been reflected each step of the way. The diagram to the right reflects this, along with potential changes that might happen with each step.

Overall, the Downtown Mobility Plan's goals are to create a more walkable and connected city center for Treasure Island and to give the City a framework for how future development of downtown can help to achieve this. Although the traffic study in the previous section considered three significant potential steps in a path toward more downtown development, Treasure Island has been seeing (and continues to see) smaller-scale redevelopment already happening that may change this balance. In addition, because of its relative proximity to downtown St. Petersburg and the Central Avenue corridor, Treasure Island is poised to grow in popularity as a beach and waterfront destination.

In addition to the specific responses outlined here, downtown Treasure Island will need continued attention to intersection designs, pedestrian crossings, and missing pedestrian and bicycle routes in the overall downtown network. Even if traffic impacts from new development can largely be accommodated without major increases in vehicle-carrying capacity of downtown streets, non-driving travel in downtown will also grow, and these forms of travel need attention to improve safety and comfort.

Figure 2.8 **Development Steps and Resulting Mobility Needs**



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2.5 WHAT IS IMPORTANT TO THE TREASURE ISLAND COMMUNITY?

The Downtown Mobility Plan engaged the Treasure Island community at two workshops in March and April 2023 wherein participants could learn about the three parallel studies for improved transportation safety and connectivity throughout the City. The Downtown Mobility Plan was one of these, along with the Gulf Boulevard corridor study and the citywide mobility study focused on Treasure Island neighborhoods.

Key themes of all three of these studies coalesced around a strong desire among many Treasure Island residents, businesses, and community members for a more walkable and bike-friendly community, especially along the Gulf Boulevard corridor. This appeared with regard to walking and bicycling on Gulf Boulevard itself—Treasure Island's primary corridor for beach access and for connections to its neighboring island communities.

At the same time, however, many residents remain concerned about vehicle mobility and preserving their ability to reach their homes and businesses without traffic congestion. This underscores how important it will be for changes to Downtown's street network to be coupled with improvements that preserve an efficient and functional street network, but balancing these with safety improvements that make Downtown more connected and convenient on foot and bicycle.

The following pages provide more detail on specific community concerns and priorities, and Figure 2.10 on page 21 provides a summary of concerns and desires by specific locations.

Figure 2.9 **Public Workshop Feedback from March 25, 2023**





At the March 25 workshop, the Stantec team presented initial ideas for potential designs and gathered feedback on what was most important to community members in terms of design priorities.

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WALKING AND CYCLING ON GULF BOULEVARD

Numerous participants in the City's planning studies pointed to safety concerns along Gulf Boulevard, particularly in its more constrained portions.

As a result, the Downtown Mobility Plan sought to identify ways to better use the downtown street grid to provide alternative walking and bicycling connections, especially as distributors throughout downtown. This involved better connections to pedestrian paths already in place, such as the mid-block promenade that crosses 107th Avenue at the clock tower, but also improving streets and shared-use paths to build on existing (but incomplete) parallel connections to Gulf Boulevard, such as the crescent formed by 104th and 108th Avenues.

THE 104TH/107TH AVENUES INTERSECTION

Several community members also noted safety concerns at the complex intersection of 104th, 107th, and 108th Avenues. This intersection currently features a rectangular rapid flashing beacon (RRFB) controlling a pedestrian crossing of 107th Avenue roughly between the centerlines of 104th and 108th where they intersect. This crossing provides some security for pedestrians, but does not address additional crossings at the intersection that are as complex (if not more complex) in their design and visibility.

Overall, the discussion of this intersection points to a strong desire for this part of downtown to be safer to cross on foot, and not simply by car. The crossing of 104th is a particular location where participants would like to see additional enhancement, and prior to the workshops community members had expressed an interest in adding another RRFB protected crossing across the 104th Avenue leg of this intersection.

OTHER COMPLEX INTERSECTIONS

This intersection is not the only complex location with opportunity for change. Participants generally responded favorably to the plan's initial suggestion

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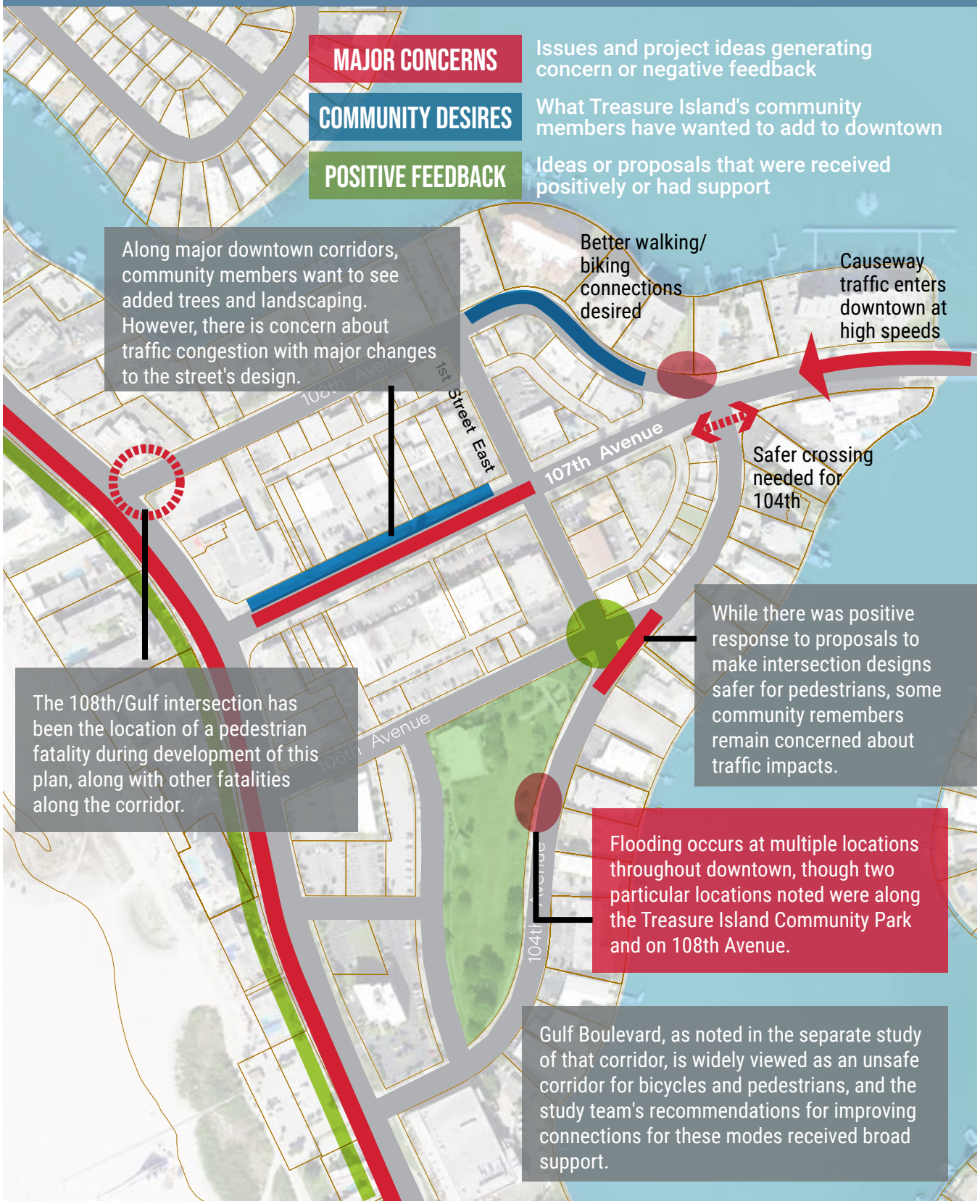
Figure 2.10 **Key Topics of Community Concern**



Above, top: the current crossing of 107th Avenue at 104th and 108th Avenues is protected by a flashing beacon, but numerous requests have been made to the City for a similar treatment across 104th at this intersection.

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Figure 2.11 **Summary Map of Downtown Comments and Concerns**



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that the intersection of 104th Avenue, 106th Avenue, and 1st Street East could be modified to have a smaller footprint and improved pedestrian crossings. In particular, this included positive feedback on this intersection's opportunity to introduce new trees and permeable surfaces in what is otherwise a large area of pavement. Community participants also responded well to the possibility of this intersection occupying a more conventional four-leg design and smaller footprint, meaning less pavement for pedestrians to cross and fewer directions of traffic to which motorists, cyclists, and pedestrians must pay attention.

FLOODING AND STORMWATER MANAGEMENT

Participants in public discussions also noted locations where flooding compromises the downtown street network's ability to safely and comfortably allow people to move, regardless of their travel mode. Most of these flooding locations occur closer to water, especially on the Boca Ciega Bay side of the island, with two in particular noted at 108th Avenue (just north of 107th) and 104th Avenue adjacent to Treasure Island Community Park.

Participants took interest in the Downtown Mobility Plan's references to potential green infrastructure additions to transportation projects and saw these as positive contributions to downtown overall.

TRAFFIC OPERATIONS

Even though public comment and discussion reflected a strong desire for safer walking and bicycling, numerous participants remain concerned about traffic operations and the ability to reach and travel through downtown efficiently and quickly by vehicle. It was clear in community discussions that many community members see appeal in Treasure Island's lack of traffic congestion relative to areas like downtown St. Petersburg, and several expressed worry or opposition to proposals that would limit this and create more congested conditions on the island.

This led the Downtown Mobility Plan study team to consider ways to better utilize the overall downtown street network and reduce the heavy reliance on 107th Avenue and Gulf Boulevard for carrying most regional traffic coming to and from Treasure Island.

OVERALL DIRECTIONS

Ultimately, it will be important for the City to determine its priorities for setting a balance between preserving mobility and enhancing safety and connectivity for other travel modes, and what tradeoffs it will accept between convenience of vehicle travel and balanced, safe options for all types of transportation modes.

The following subsection discusses in detail the opportunities the City has to do this. As with the overall analysis of transportation conditions, these opportunities are founded in traffic operations and making prudent decisions around managing downtown's street rights-of-way so that traffic congestion does not compromise downtown's sense of place and quality of life. However, they also recognize that downtown's right-of-way is more generous than what is needed strictly for traffic movement, and that additional space already exists to make street designs more complete and inclusive of other travel modes.

In particular, downtown's right-of-way can perform functions that help with overall downtown resiliency and sustainability, especially with stormwater and tidal flooding management, and these opportunities are discussed in the following subsection as well.

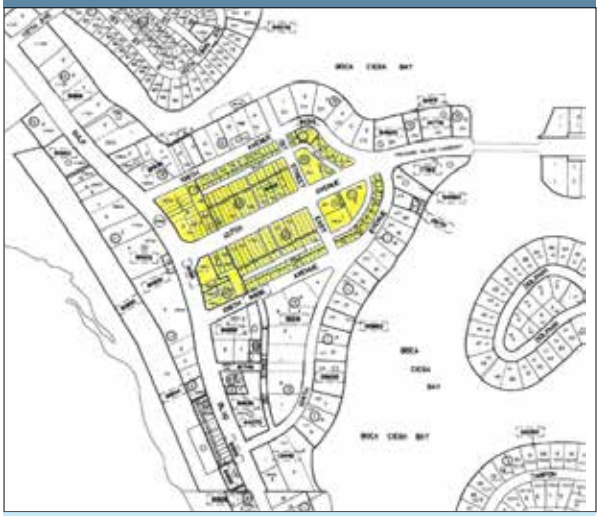
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2.5 WHAT ARE DOWNTOWN'S OPPORTUNITIES?

As illustrated in the traffic analysis presentation on the preceding pages, the traffic-related needs for downtown streets are relatively confined to select streets and intersections. The presence of a complete network of streets also helps to distribute traffic, and as new traffic growth is expected to be related mostly to potential redevelopment in downtown, this plan recommends a network-based approach that better utilizes downtown streets.

However, the study also illustrates numerous opportunities for downtown streets, the most significant among these being the reduction of 107th Avenue's two lanes per direction to a single lane. This is a significant change for downtown allowed by the development controls put in place with Treasure Island's downtown core mixed-use development zoning district (PR-MU)—no driveway access points or curb cuts are allowed to properties from 107th Avenue, requiring side streets like 1st Street and back-of-block streets like 106th and 108th Avenues to provide access. For this reason, most trips after redevelopment would use the connecting street network for circulation.

Figure 2.9 **PR-MU Zoning District Area**



Downtown's central blocks are in the PR-MU zoning district that sets downtown's highest allowed densities and most advanced streetscape requirements.

How much of Downtown's right-of-way will be needed for traffic?

Perhaps the most significant mobility opportunity for downtown Treasure Island is reducing 107th Avenue from two lanes per direction to a single lane through the core commercial district (from 108th Avenue to just east of Gulf Boulevard). This works because zoning regulations would require all traffic generated from new development to enter and exit via side streets—but perhaps more notably, it also takes better advantage of downtown's full network to distribute traffic. As discussed in project recommendations, this means that signage, wayfinding, and intersection design need to be engaged in specific projects so that motorists have easy navigation into and around downtown.

Travel Lanes to meet projected traffic needs on each street



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REDUCING LANES ON 107TH AVENUE

Because of the limitations on access to the two potential redevelopment blocks along 107th Avenue between Gulf Boulevard and 1st Street East, a greater amount of the traffic that would remain on 107th Avenue after redevelopment is simply moving to and from Gulf Boulevard or the Treasure Island Causeway. Based on the traffic analysis findings, traffic in peak hours is not expected to grow as a result of redevelopment, and some traffic volumes may actually decline due to their needing to use other network streets (such as 1st Street and 106th Avenue). In particular, the block of 107th between Gulf Boulevard and 1st Street will have no curb cuts other than the existing alleys parallel to Gulf Boulevard. The City has an opportunity to set the design of this street to better promote the pedestrian realm and placemaking intent of the PR-MU zoning district, which envisions the 107th Avenue corridor as a destination main street for downtown Treasure Island. Changing the character of the street allows .

MAKING BETTER USE OF THE NETWORK

Hand-in-hand with the ability for development traffic on the two primary development sites to use side streets for access is the ability for the larger downtown street network to better support circulation and keep traffic movements focused to specific intersections. First Street in particular shows promise to play a more important role as a distributor of left-turning traffic in downtown, and by balancing out traffic at this intersection, designs of other key links in downtown may be changed to reduce vehicle-vehicle and vehicle-pedestrian conflicts.

It is important to remember that the overall downtown street grid is comprehensive and offers multiple links between the Gulf and the Bay. The more these smaller side streets can distribute traffic, especially destination traffic, throughout downtown, the less a primary thoroughfare like 107th Avenue and its intersection with Gulf Boulevard has to absorb traffic.

BICYCLING AND WALKING ALTERNATIVES TO GULF BOULEVARD

Today, only one continuously designated bicycle facility connects the north and south sides of downtown: Gulf Boulevard. As discussed in the separate report on Gulf Boulevard, some portions of this corridor feature protected lanes, where others require sharing travel

Figure 2.10 **Traffic Circulation on 107th**



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lanes with vehicles (an undesirable condition that many community members have shared with City staff and planning team members, and that discourages cycling use through downtown).

With available right-of-way on most downtown streets and a need for only two travel lanes on many typical cross-sections, the 108th Avenue and 104th Avenue corridors offer an alternative to Gulf Boulevard that connects major downtown destinations, including the Treasure Island Community Park. A portion of 104th Avenue (from 106th Avenue to Park Place) already features a wide sidewalk that serves this purpose. The City has an opportunity to continue this connection, in addition to the pedestrian corridor already envisioned through the middle of the two primary blocks on either side of 107th Avenue.

Figure 2.11 **Potential for Mode Priority Corridors**



With project recommendations from the Downtown Mobility Plan, downtown begins to emerge as a series of mode-priority corridors offering multiple ways of connection.

ADDED TRAFFIC CONTROL FOR MORE EFFICIENT OPERATIONS AND FOR PEDESTRIAN SAFETY

As noted in the summary of the Downtown Mobility Plan's traffic analysis, only a limited number of intersections approach levels where traffic signals are expected to be warranted, and even these would only meet warrants from new development. This is positive in that it suggests Downtown Treasure Island's allowed levels of density with new development have been carefully considered within the constraints of existing infrastructure, and the City has planned not to see significant increases in new traffic and changes in downtown's character. However, these new signals offer potential benefits for bicycle and pedestrian mobility through new protected crossings of major streets—especially 107th Avenue.

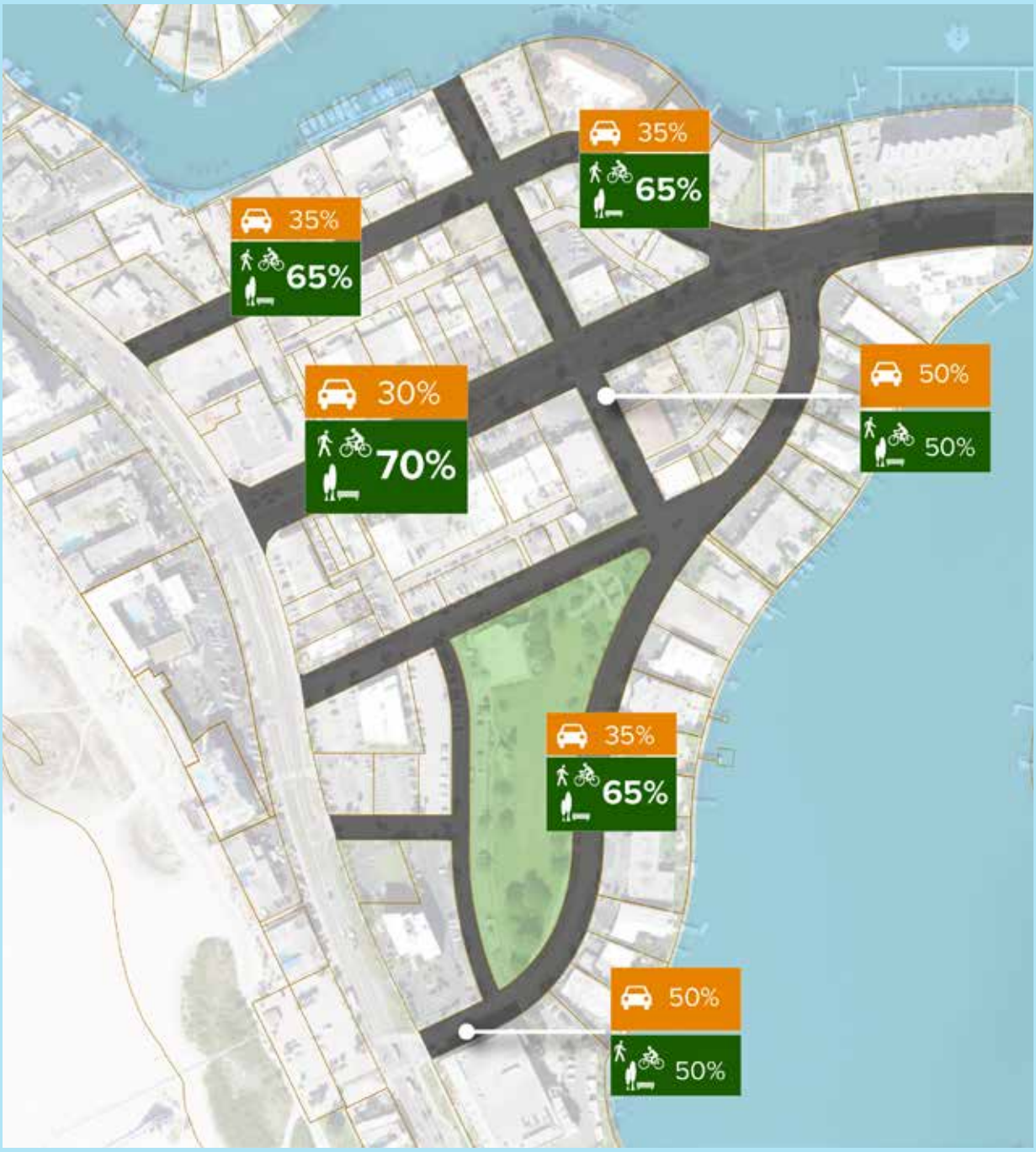
The diagram on the following page illustrates how traffic needs, as determined through the analysis in this section, would claim space in available right-of-way. In nearly all cases, half of right of way or less is truly needed for vehicle circulation based on typical roadway design elements such as travel lane widths, sidewalk widths, and landscaping space. The remainder of this space can be used for other purposes such as pedestrian and bicycle space, enhanced landscaping, and resiliency-based treatments that help Treasure Island manage natural hazards common to coastal communities.

This last point is a particular area for the Downtown Mobility Plan to introduce resiliency-based street designs, and project recommendations detailed later in this plan are identified for potential to use green infrastructure or low-impact design measures to extend the capacity of downtown's stormwater drainage and flooding management systems. *Text continues on page 27.*

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How could Downtown's right-of-way potentially be used?

The results of the traffic analysis in the previous sections indicate that specific needs for accommodating traffic are limited to key intersections, turning movements, and select blocks of streets. This diagram illustrates what share of each street's right-of-way remains for other modal uses.



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GREEN INFRASTRUCTURE AND OPPORTUNITIES TO USE IT

There are opportunities to use right-of-way beyond just transportation and mobility. Because street rights of way typically carry most major utilities serving a community, this public space is where many of the natural and human-made impacts of cities and towns are met and addressed. In a barrier island community like Treasure Island, addressing stormwater and flooding is particularly important. High groundwater tables and the influence of tides mean that rain-based flooding is always a risk for downtown Treasure Island.

The Downtown Mobility Plan has integrated opportunities for low-impact development practices, commonly referred to as green infrastructure, to be a part of transportation and mobility-based investments in the public right-of-way. These treatments are regarded as innovative stormwater best management practices (BMPs) that take advantage of natural functions to help reduce burden on utility infrastructure. BMPs suggested for Treasure Island in the Downtown Mobility Plan include bioswales, stormwater tree trenches, and permeable pavement.

Although the Downtown Mobility Plan has identified a series of potential locations for green infrastructure treatments, two primary types of BMP are the most common in these ideas, and would be applied in different forms and designs to fit within the available footprint of recommended mobility projects. These are described below, and in the detailed profile descriptions on pages 24 through 28.

STORMWATER TREE TRENCHES

Stormwater tree trenches are planting areas for trees with below-grade stormwater management systems designed to collect, treat, and temporarily store stormwater runoff. Stormwater runoff is directed to the trench through a new inlet such as a curb cutoff. Stormwater is detained and either infiltrated into the subgrade or slowly released back into the existing storm system through an underdrain. Below-grade storage could consist of clean-washed stone, engineered soil media, piping, or modular storage units such as Silva Cells. The modular storage units provide structural support with an open design allowing for large soil volumes that support tree growth and provide stormwater management through absorption, evapotranspiration, and interception. Stormwater tree trenches can be sited within the sidewalk along the roadway curbing or set back from the roadway.

- Tree trenches provide 25% phosphorus removal efficiency and 15% nitrogen removal efficiency.
- Similar to the bioswales, general maintenance activities for tree trenches include removing debris and watering trees, more frequently during the first growing season.

BIOSWALE

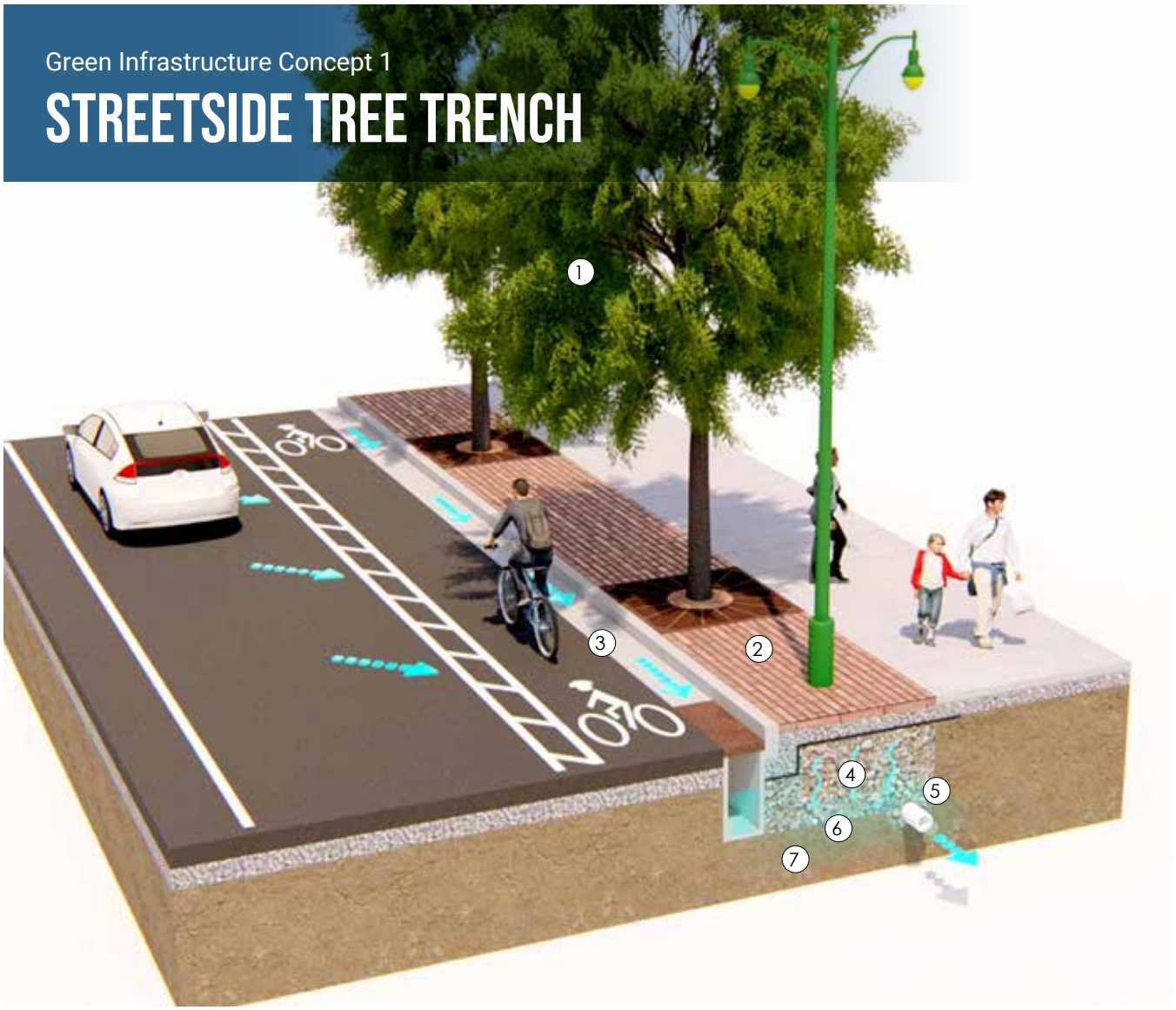
Bioswales are vegetated landscaped channels that can be designed on the streetside or as a median. They are used to direct water to a discharge point at its furthest downstream end while encouraging infiltration along the length of the practice. Stormwater runoff is directed to the bioswale surface through curb cuts, trench drains, catch basins, or overland flow. Water inside the practice then slowly infiltrates through vegetation and engineered soil media, providing water quality treatment, volume reduction, and attenuation. When the system capacity has been reached, outflow from the bioswale can discharge back through an outlet pipe into the existing system or back into the street.

- Bioswales provide 20% phosphorus removal efficiency and 25% nitrogen removal efficiency.
- General maintenance activities include removing debris and watering vegetation, more frequently during the first growing season.

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Green Infrastructure Concept 1

STREETSIDE TREE TRENCH



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Stormwater runoff from sidewalk flows through porous hardscape material (this is an optional part of this concept, and trenches may be designed only to collect stormwater from roadway per Item 3)
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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Green Infrastructure Concept 2

MEDIAN BIOSWALE



Alternative Planting Design

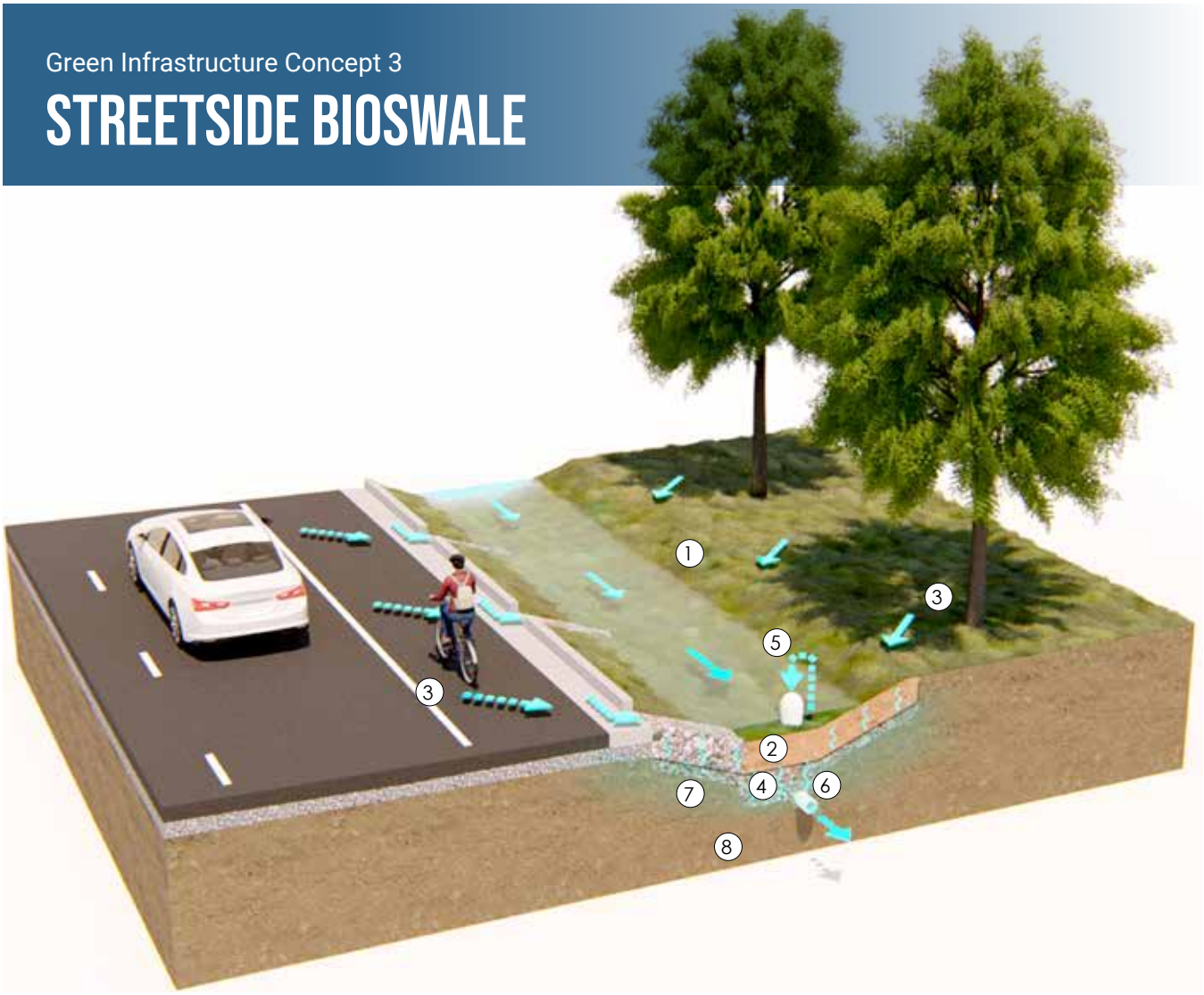
Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Overflow limits amount of surface ponding, connected to traditional infrastructure
6	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
7	Stormwater infiltrates into subgrade
8	Leveled subgrade

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Green Infrastructure Concept 3

STREETSIDE BIOSWALE



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts
4	Drainage rock, soil, or modular storage system provides stormwater storage
5	Overflow (Optional) limits amount of surface ponding, connected to traditional infrastructure
6	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
7	Stormwater infiltrates into subgrade
8	Leveled subgrade

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Green Infrastructure Concept 4

STORMWATER PLANTER ALONG CURB



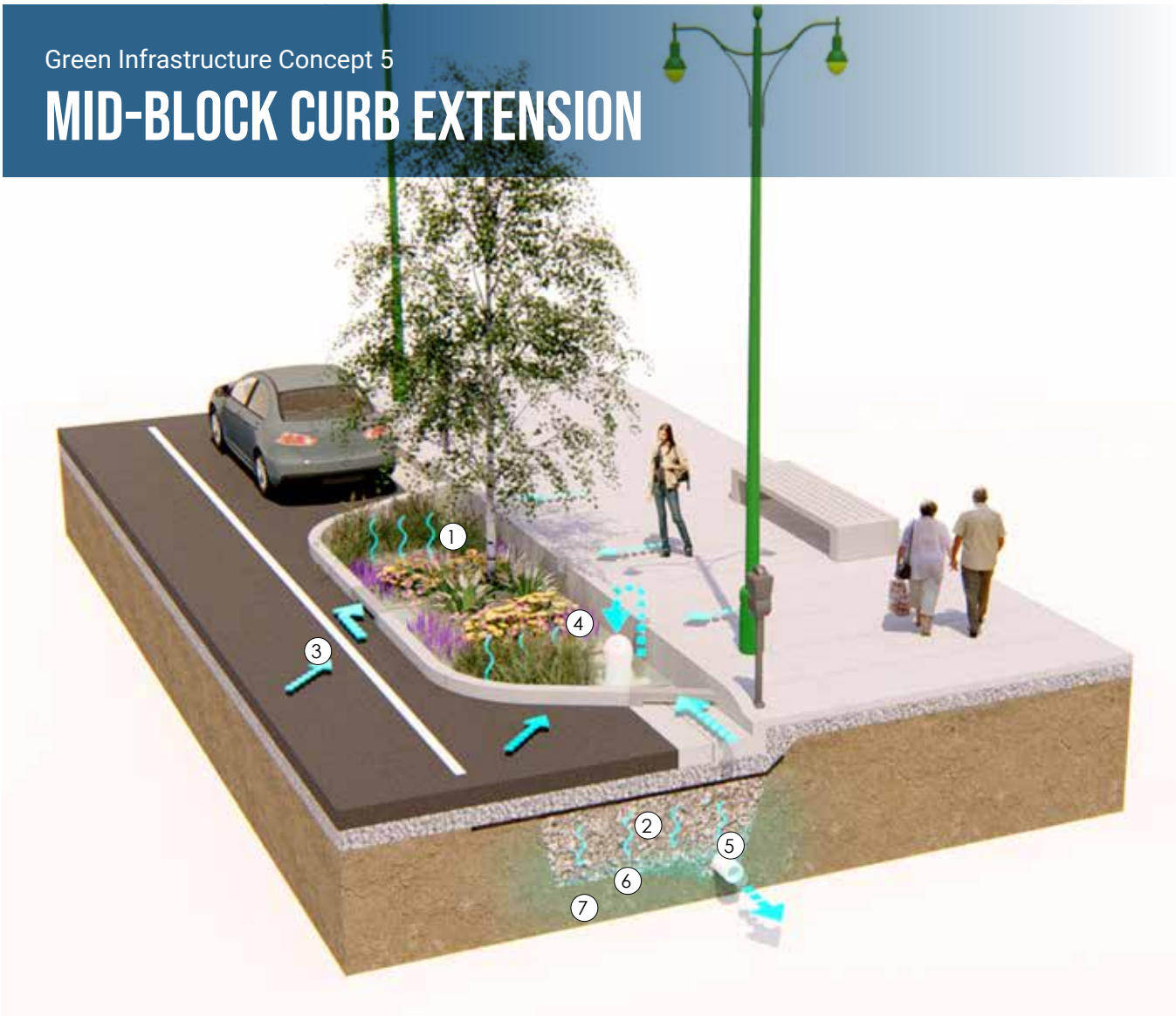
Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Overflow limits amount of surface ponding, connected to traditional infrastructure
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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Green Infrastructure Concept 5

MID-BLOCK CURB EXTENSION



Concept Details

1	Site-specific vegetation, if included, filters and transpires stormwater while enhancing the streetscape
2	Engineered soil media filters stormwater and provides environment for vegetation to grow
3	Stormwater runoff from roadway and sidewalk flows into system through curb cuts, trench drains, and catch basins
4	Overflow limits amount of surface ponding, connected to traditional infrastructure
5	Underdrain ensures proper drain-down of stormwater runoff, connected to traditional infrastructure
6	Stormwater infiltrates into subgrade
7	Leveled subgrade

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SECTION
3
MOBILITY PLAN RECOMMENDATIONS

3.1 OVERVIEW OF RECOMMENDATIONS

The plan's key recommendations are based on a series of capital projects that improve overall multimodal connectivity on locally-controlled streets in downtown Treasure Island. All recommendations are summarized in the master table and map on pages 30 and 31, and the remainder of this section of the report provides detailed project profiles of the individual plan projects.

All of these recommendations are based within existing public right-of-way. Because the built environment of downtown has used its overall area exhaustively—meaning that there are no unclaimed or unused open spaces in downtown other than the Treasure Island Community Park and the Gulf beaches. However, as stated previously, the public right-of-way of downtown is significant, and leaves plentiful space for other types of mobility after the basic vehicle traffic needs of a street have been met.

Figure 3.1
Block-Based Numbering System for Recommended Projects



These recommendations are based on a simple system of numbering each street and block separately. The projects tend to be fit into small increments, and this is intended to give the City maximum flexibility in working with developers to contribute appropriate amounts of an overall street's changes. The plan's key recommendations are based on a series of capital projects that improve overall multimodal connectivity on locally-controlled streets in downtown Treasure Island.

Because the built environment of downtown has used its overall area exhaustively—meaning that there are no unclaimed or unused open spaces in downtown other than the Treasure Island Community Park and the Gulf beaches, and all other land outside of street rights-of-way is part of an active use of private property—all of these recommendations occur within public right-of-way. However, as stated previously, the public right-of-way of downtown is significant, and leaves plentiful space for other types of mobility after the basic vehicle traffic needs of a street have been met.

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Table 3.1

Recommended Projects Master List

Refer to page numbers to the right to find detailed project profile in the Plan report

	Project Description	Green Infrastructure Potential?	Parking Potential?	Development needed?	Page
1A	Sidewalk from south side of 108th from Gulf Blvd to Alley	N/A	No	No	36
1B	Green infrastructure - south side of 108th from Gulf Blvd to Alley	Yes	No	No	38
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side	N/A	N/A	No	40
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue	N/A	Yes	Yes	42
3A	Rebalanced ROW - 108th Avenue Curve	No	No	No	44
3B	Sidewalk-Streetscape - south side of 108th on the curve	Yes	No	Yes	46
4A	1st Street North of 107th	No	No	Yes	48
4B	1st Street Complete Street (North)	Yes	Yes	Yes	50
5A	107th Street Lane Merge Project	Yes	No	No	52
6A	107th Lane Reduction (West)	Yes	Yes	No	58
6B	107th Streetscape (West, North Side)	Yes	Yes	Yes	60
6C	107th Streetscape (West, South Side)	Yes	Yes	Yes	60
7A	107th Lane Reduction (East)	Yes	Yes	No	62
7B	107th Streetscape (East, North Side)	Yes	Yes	Yes	64
7C	107th Streetscape (East, South Side)	Yes	Yes	Yes	64
8A	Configuration of right-lane drop and directional signage	No	No	No	66
9A	1st Street Complete Street (South)	Yes	Yes	Yes	68
10A	Sidewalk - west side of 104th to 106th	No	No	Yes	70
10B	Landscape - west side of 104th from 107th to 106th	Yes	No	Yes	70
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)	Yes	Yes	Yes	72
12A	106th Avenue Sidewalk Infill	No	No	No	74
12B	106th Avenue Complete Street	Yes	Yes	Yes	76
15A	105th Avenue Complete Street	Yes	No	No	78
INT-1	107th Avenue/1st Street Intersection	Yes	No	Yes	80
INT-2	104th/107th/108th Intersection Reconfiguration	Yes	N/A	Yes	82
INT-3	104th/106th/1st Street intersection	Yes	N/A	Yes	85

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699
Gulf Boulevard
102nd Avenue
108th Avenue
106th Avenue
105th Avenue
104th Avenue
Park Place
Treasure Island Community Park
INT-1
INT-2
INT-3
6A
7A
12B
15A
699

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PROJECT 1A

108TH AVENUE SIDEWALK INFILL

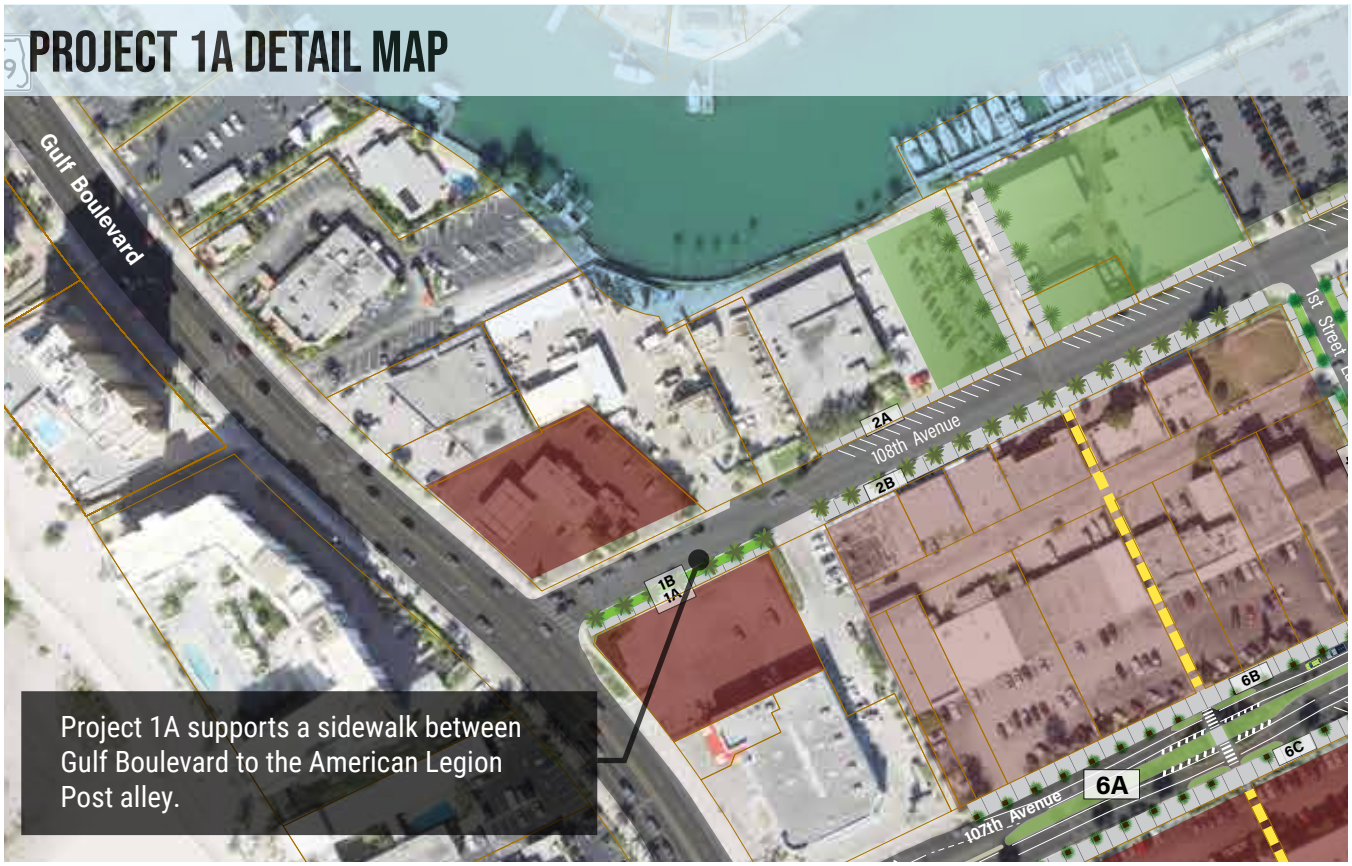
[GULF BOULEVARD TO MID-BLOCK ALLEY]

The available ROW on 108th Avenue provides the opportunity to expand the pedestrian network in Downtown Treasure Island by installing a sidewalk on the south side, between Gulf Boulevard and the Alley adjacent to the American Legion Post. This installation would require minor utility relocation and allows exploring opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff (although that project is described separately under Project 1B).

Estimated Cost	$40,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 1B
Green Infrastructure Potential?	This project component only covers the sidewalk, and adjacent landscaping (under Project 1B) may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	No: this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	No: the project does not impact existing buildings or building-support functions.

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PROJECT 1A DETAIL MAP



Project 1A supports a sidewalk between Gulf Boulevard to the American Legion Post alley.

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PROJECT 1B

108TH AVENUE SIDEWALK LANDSCAPE/GREEN INFRASTRUCTURE

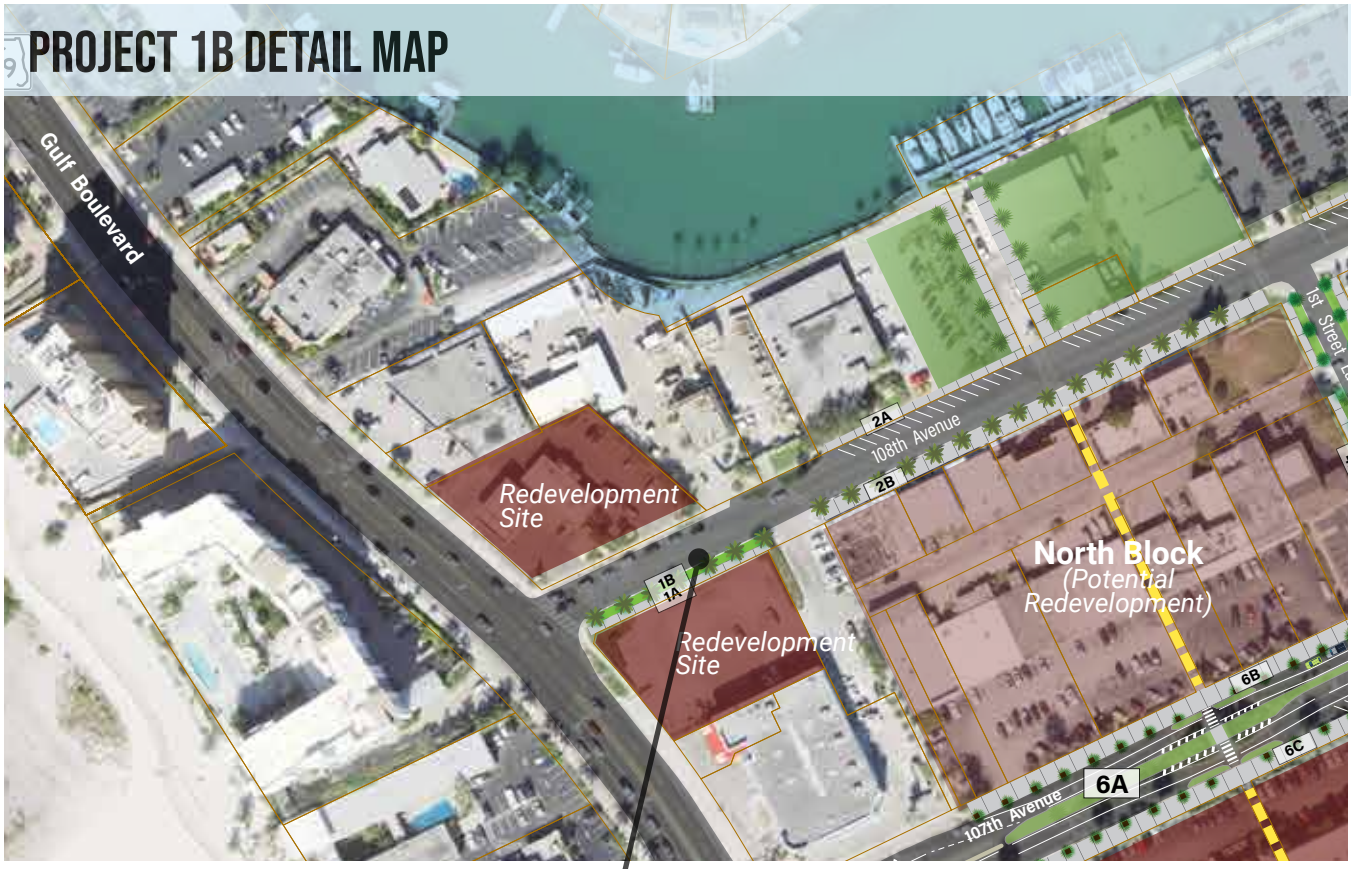
[GULF BOULEVARD TO MID-BLOCK ALLEY]

Working within the existing ROW, the plan envisions incorporating landscaping, potentially in the form of green infrastructure, to help mitigate stormwater runoff. This can be accomplished with a small inlet at corner of the 108th Avenue and Gulf Boulevard intersection. This intervention will add greenery and help reduce flooding in the pedestrian crosswalk.

Estimated Cost	$125,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 1A
Green Infrastructure Potential?	This project component only covers the landscaping portion of the plan, and assumes that sidewalk would be completed. .
Parking Potential?	No: this small project does not touch the main roadway portion of the street and fits within an unused portion of right-of-way. However, it does not appear that sufficient right-of-way is available to allow parking in addition to the streetside treatments.
Redevelopment of Adjacent Sites Needed?	No: the project does not impact existing buildings or building-support functions.

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PROJECT 1B DETAIL MAP



The plan is looking for opportunities to add landscaping, requiring at least 5 feet of width.

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PROJECT 2A

108TH AVENUE NORTH SIDE RETROFIT

[MID-BLOCK ALLEY TO 1ST STREET]

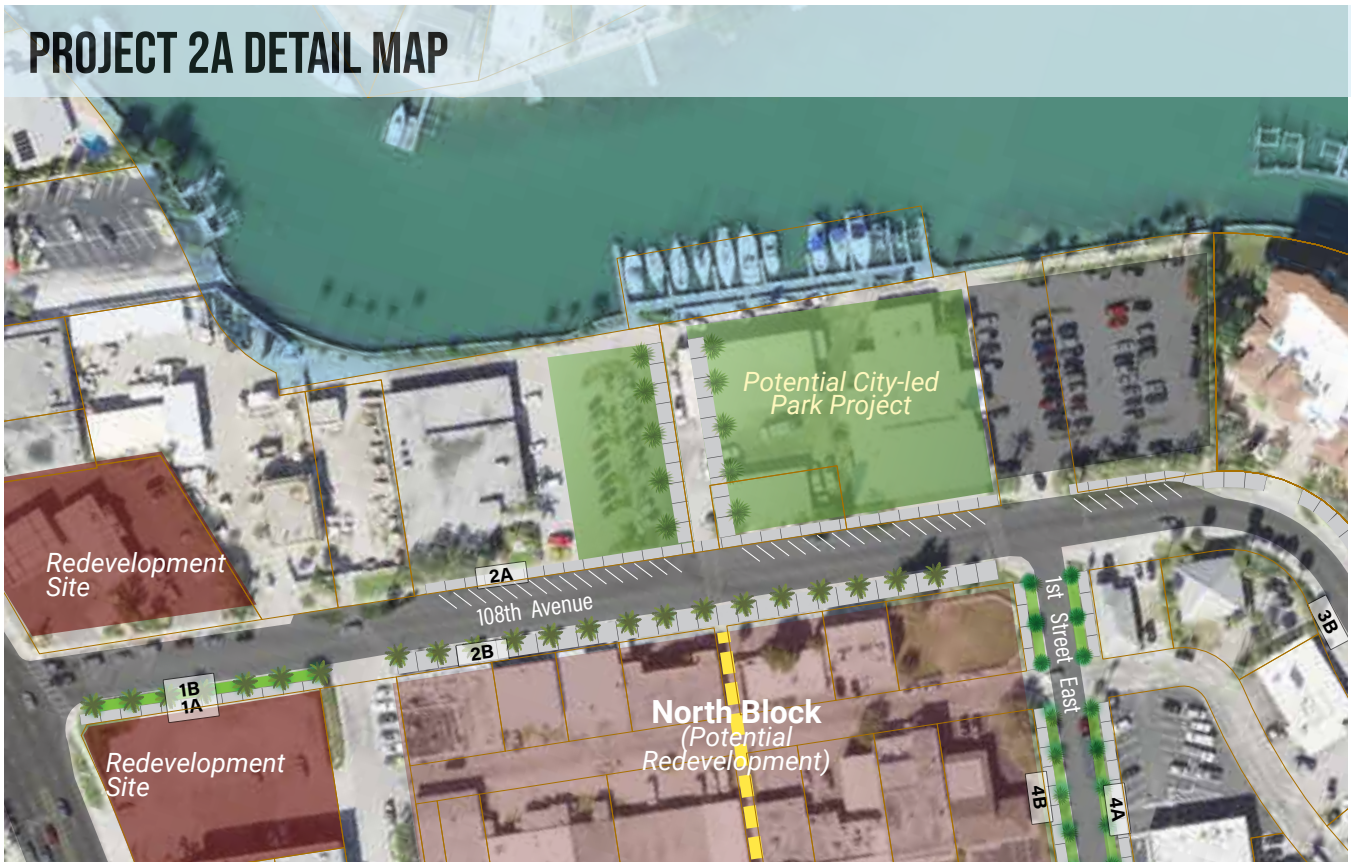
When space is available and sidewalks don't exist, the plan envisions filling the gaps. These are typically 8 feet to allow ample pedestrian space. If added space is available, the plan is looking for opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff. This requires ample space, typically at least 5 feet of width.

The project focuses on adding on-street parking to support a larger effort by the City to redevelop waterfront properties into a City building, a park, and an off-street parking lot adding parking outside of the downtown core.

Estimated Cost	$750,000
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: requires additional right-of-way, though City owns most adjacent property on this side of the street
Key Partnerships and Stakeholders	None needed for implementation as City owns property
Related projects	Project 2B
Green Infrastructure Potential?	This project component only covers the north side and is associated with past design concepts for reshaping this side of the street and providing additional on-street parking to support a waterfront park and City building. It is focused on the street portion and has not included extensive space for landscaping, though street design could be coordinated with features in the park space to support enhanced stormwater management.
Parking Potential?	**Yes:** the project has envisioned angled parking to be constructed along the north side.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. This project for the north side of 108th Avenue could be undertaken without changes on the south side.

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PROJECT 2A DETAIL MAP



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PROJECT 2B

108TH AVENUE SOUTH SIDE RETROFIT

[MID-BLOCK ALLEY TO 1ST STREET]

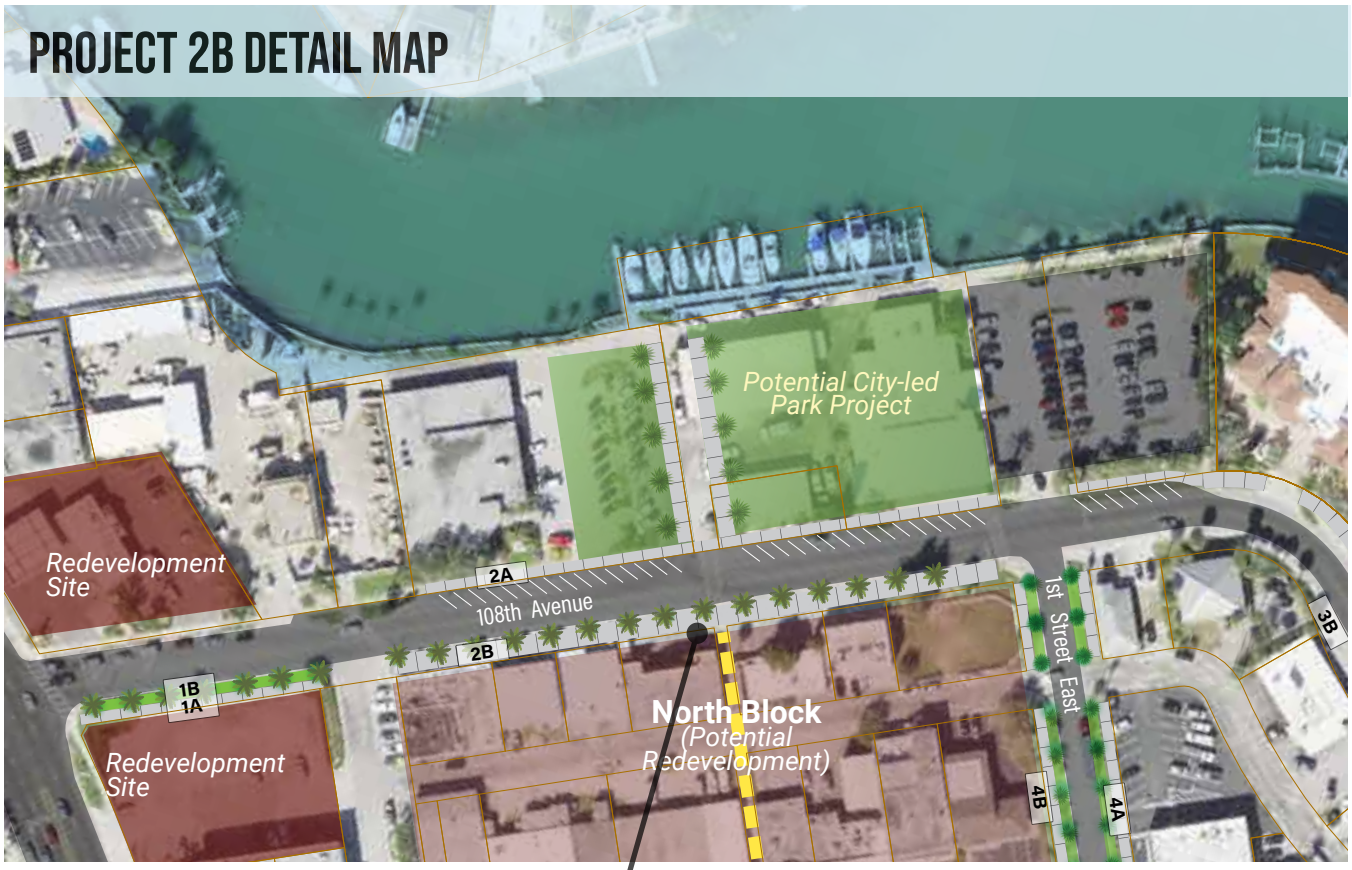
108th Avenue has over 30 feet of pavement dedicated to vehicles, and less than 5 feet reserved for pedestrians on the north side of the road. The Plan recommends the right-of-way be redistributed to accommodate all user groups, rather than just vehicles today.

A larger project likely tied to the redevelopment of the 'North Block' between 107th and 108th, this would take current space within right-of-way and provide a consistent sidewalk (none exists today) with streetscape treatment.

Estimated Cost	$592,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, but will likely require relocation of some utility locations (such as drainage inlets).
Key Partnerships and Stakeholders	Coordination with existing property owners and businesses or with future property owners/ developers.
Related projects	Project 2A
Green Infrastructure Potential?	**Yes:** the tree planting shown as part of the project could include green infrastructure treatments such as tree trenches or silva cell planters.
Parking Potential?	**Yes:** as envisioned, the project may still allow on-street parking if this is desired (though that is not illustrated in the recommendation concepts shown in this plan).
Redevelopment of Adjacent Sites Needed?	**Likely yes:** reusing right-of-way for enhanced streetscape space here would remove parking, and construction may even impact existing buildings. This is likely to be most feasible with redevelopment of the entire block.

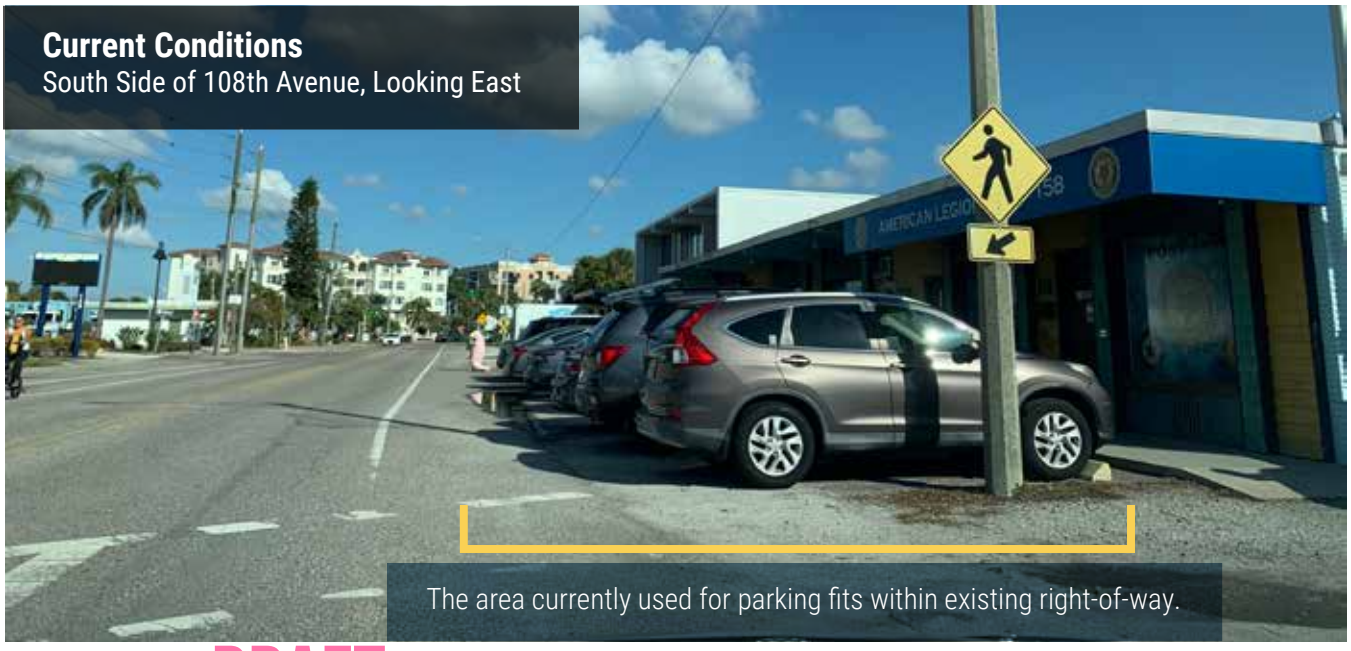
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PROJECT 2B DETAIL MAP



Currently, the space within right-of-way on the south side of 108th Avenue is used for perpendicular parking.

Current Conditions
South Side of 108th Avenue, Looking East



The area currently used for parking fits within existing right-of-way.

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PROJECT 3A

REBALANCE RIGHT-OF-WAY ON 108TH AVENUE: SHARED USE PATH

[1ST STREET TO 107TH AVENUE]

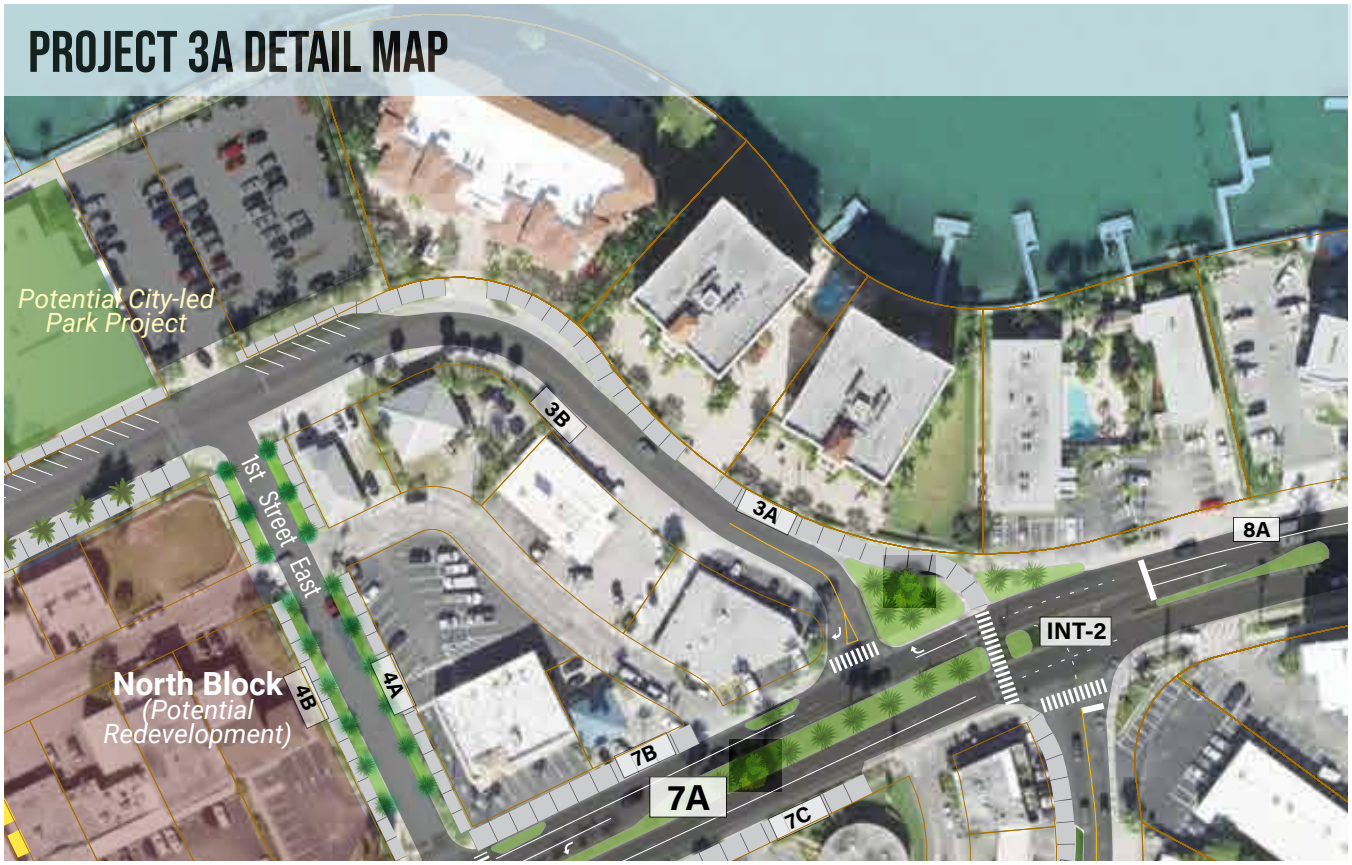
108th Avenue needs to be rebalanced throughout the roadway extent, with emphasis at the curve approaching 1st Street and 107th Avenue. The limited sight lines here create a safety hazard for all users, especially given space for non-auto users is limited.

The plan is not likely to include parking along the curve for safety/visibility reasons. This opens up right-of-way to be used for more walking and biking space.

Estimated Cost	$872,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 2A; Intersection Project 2
Green Infrastructure Potential?	Green infrastructure may be viable in some locations, but would likely be in small installations where existing right-of-way allows installations to fit. Because of the north side of the street touching on residential properties, this recommendation does not include acquiring additional right-of-way.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

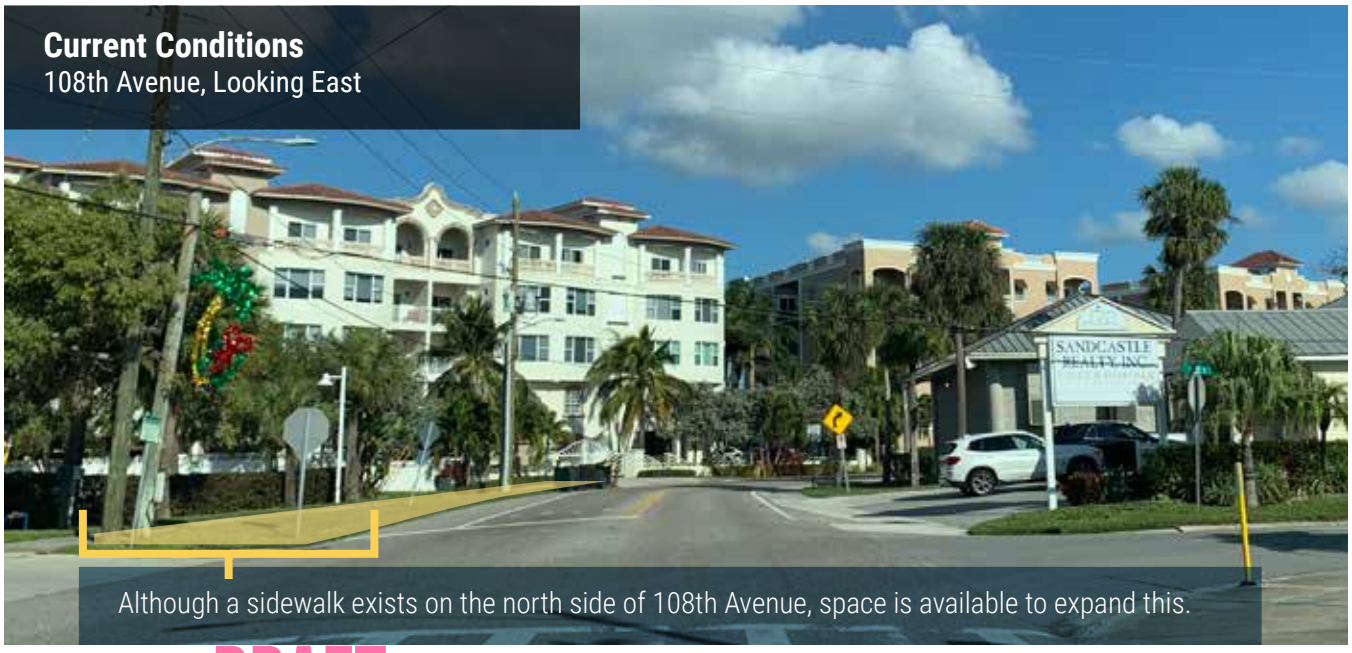
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PROJECT 3A DETAIL MAP



Because of the curves of 108th Avenue, it is not recommended to include on-street parking between 1st Street and 107th Avenue, but there is space in the right-of-way for potential sidewalk expansion and even a multi-use path. This space could also support added landscaping.

Current Conditions
108th Avenue, Looking East



Although a sidewalk exists on the north side of 108th Avenue, space is available to expand this.

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PROJECT 3B

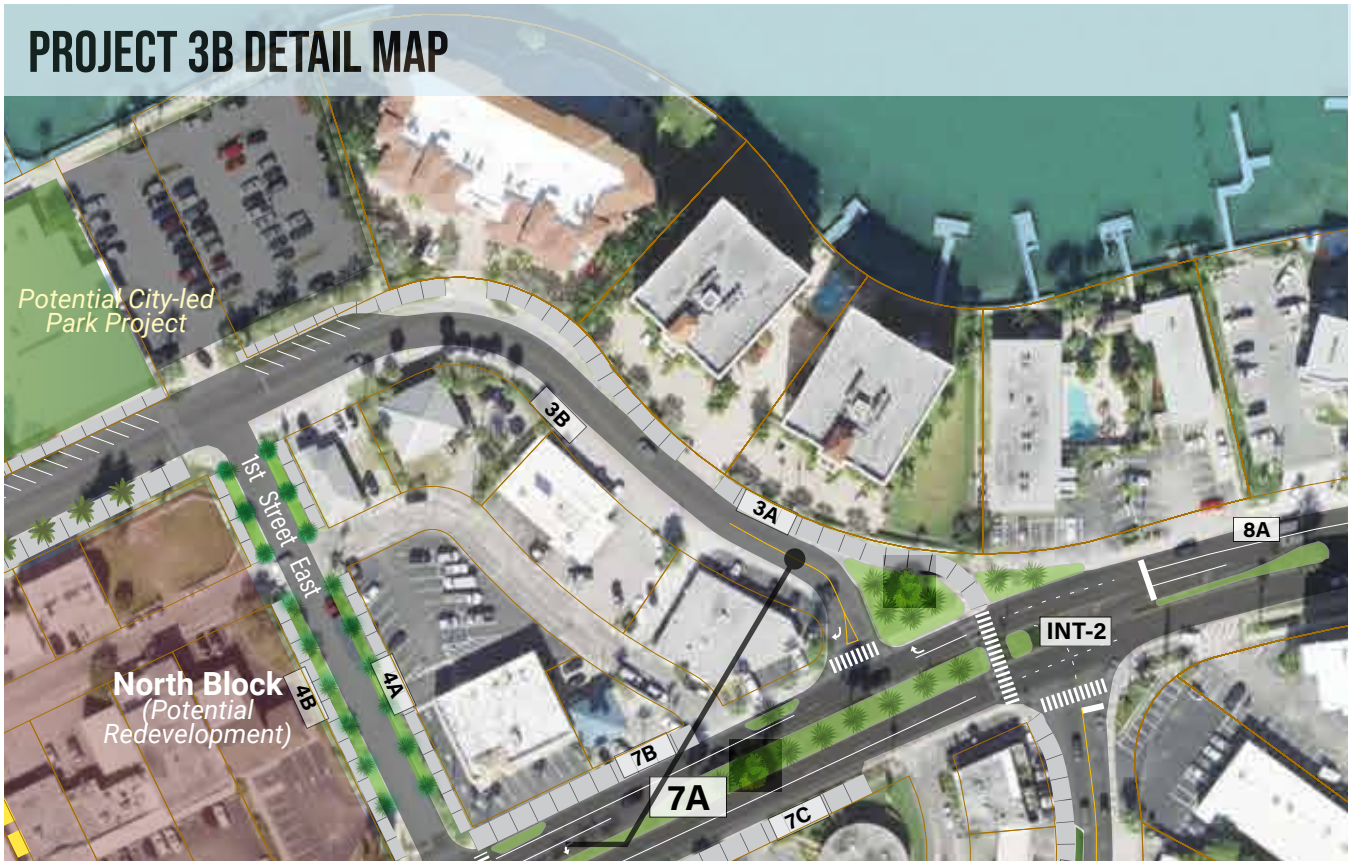
108TH AVENUE SIDEWALK + STREETSCAPE OPTION
[INSIDE THE CURVE]

Alternatively, sidewalk and streetscape could be added on the south side of 108th along the curve. This would likely require substantial changes to these properties as well.

Estimated Cost	$531,000
Potential Funding Sources	City funds
Complexity to Implement	High complexity: has significant impact for access to these properties and may need to wait on redevelopment, though alley may be able to offset losses in parking and building loading access. Likely to have impacts on drainage infrastructure requiring substantial redesign.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 3A
Green Infrastructure Potential?	**Not likely** given the degree of impervious surface outside of right-of-way and the location of stormwater infrastructure below the street.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**Likely Yes:** Project 3A is recommended as less impactful to the overall functions of the street; changing the south side (inside the curve) of this block will likely have impacts on existing adjacent properties and may be better coordinated with redevelopment efforts.

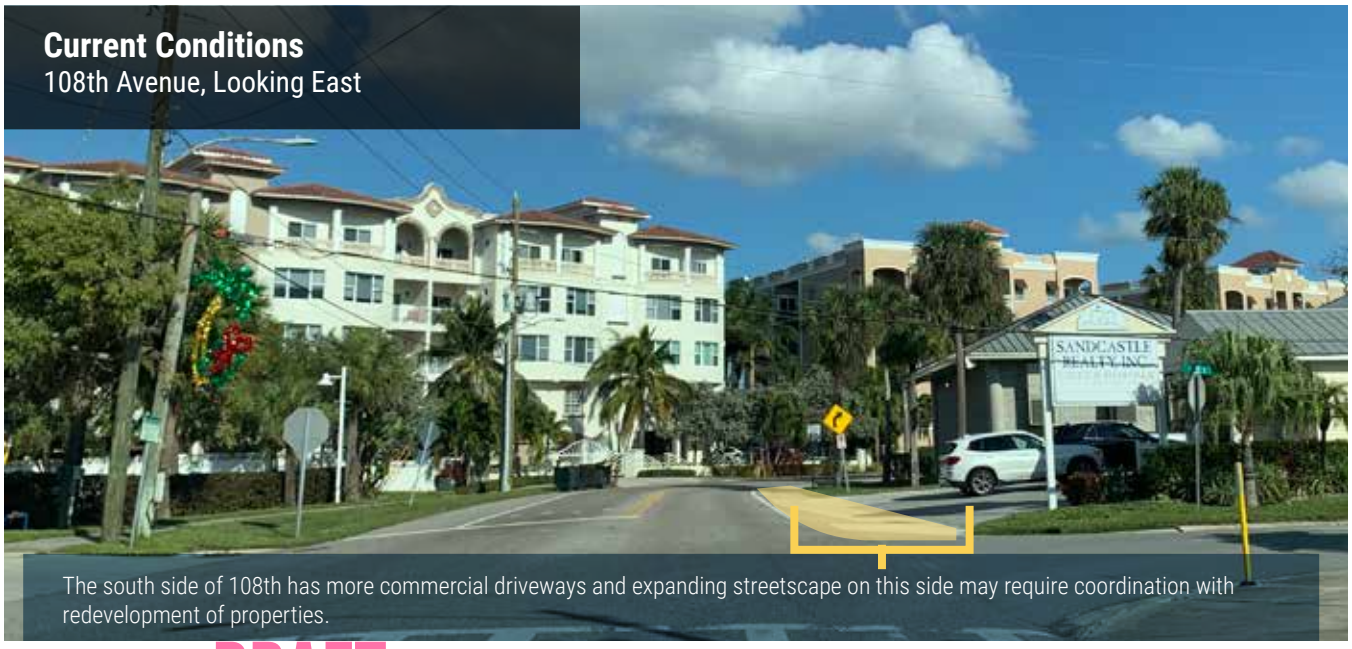
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PROJECT 3B DETAIL MAP



Because of the curves of 108th Avenue, it is not recommended to include on-street parking between 1st Street and 107th Avenue, but there is space in the right-of-way for potential sidewalk expansion and even a multi-use path. This space could also support added landscaping.

Current Conditions
108th Avenue, Looking East



The south side of 108th has more commercial driveways and expanding streetscape on this side may require coordination with redevelopment of properties.

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PROJECT 4A

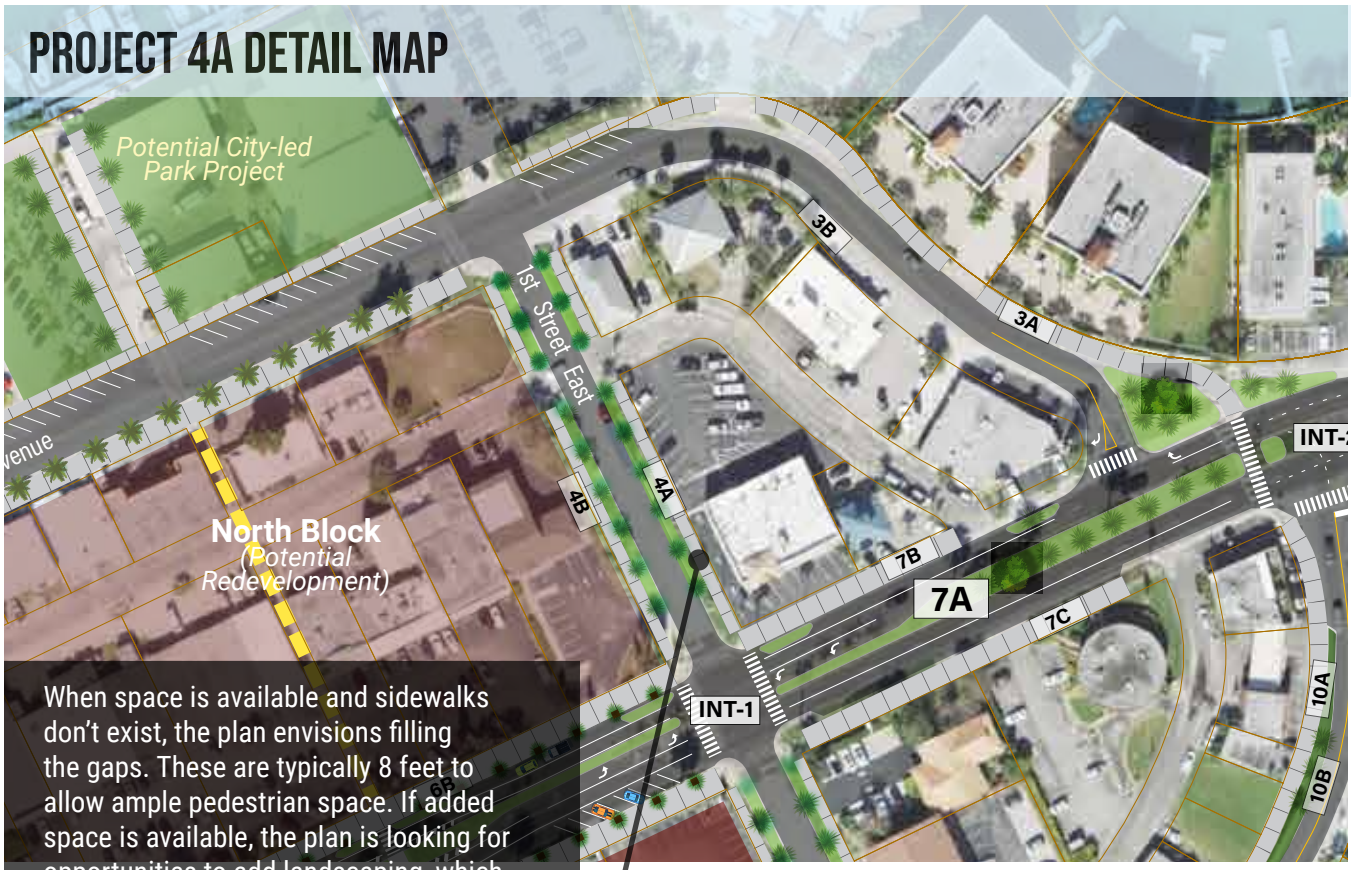
1ST STREET SIDEWALK INFILL
[NORTH OF 107TH AVENUE]

The Downtown Mobility Plan lays out a larger vision for how 1st Street carries a greater function for circulation and access to redevelopment properties. Even in the short term, however, there are opportunities to enhance it with small projects. This one would fill in a gap in existing sidewalk on the east side of 1st Street; this could be undertaken

Estimated Cost	$56,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 4B; Intersection Project 1
Green Infrastructure Potential?	This project component only covers the sidewalk, and adjacent landscaping (under Project 4B) may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	Not considered for sidewalk infill portion (this project): this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 4A DETAIL MAP





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PROJECT 4B

1ST STREET COMPLETE STREET
[NORTH OF 107TH AVENUE]

1st Street has potential to be a key connection for Downtown Treasure Island, especially with the new intersection at 107th Avenue.

Project 4B recommends a full reconstruction of street to allow 11' lanes and turning storage for entry into a new development on the North Block. While the project likely happens with redevelopment of this site, it is important to allow potential access into the site.

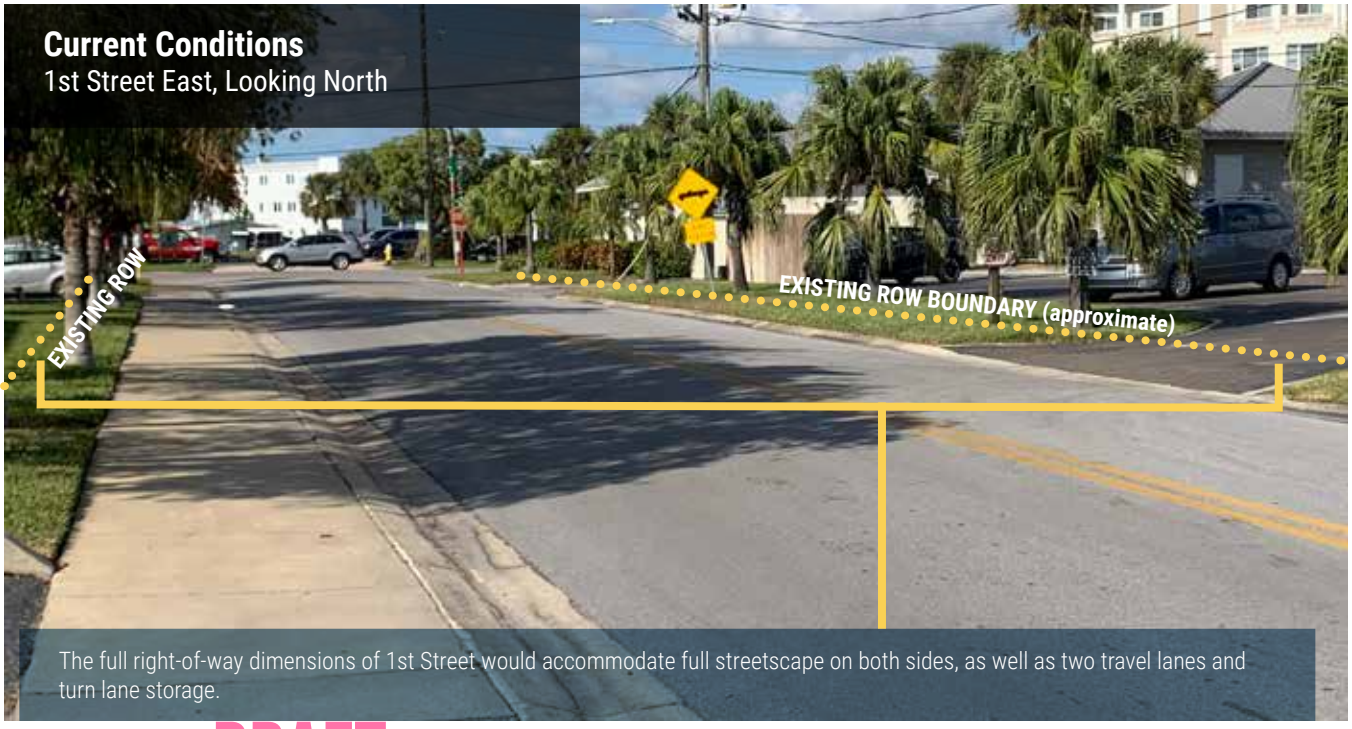
Estimated Cost	$1,231,000
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not significantly impact existing utility infrastructure, but construction of curbs and new driveways for redeveloped properties may impact this.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 4A; Intersection Project 1
Green Infrastructure Potential?	**Yes:** especially with tree trenches and bioswale curb extensions.
Parking Potential?	**Potentially, though not recommended:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 4B DETAIL MAP



When space is available and sidewalks don't exist, the plan envisions filling the gaps. These are typically 8 feet to allow ample pedestrian space. If added space is available, the plan is looking for opportunities to add landscaping, which could be in the form of green infrastructure that helps with runoff. This requires ample space, typically at least 5 feet of width.



Current Conditions
1st Street East, Looking North

The full right-of-way dimensions of 1st Street would accommodate full streetscape on both sides, as well as two travel lanes and turn lane storage.

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PROJECT 5A

107TH STREET LANE MERGE
[NORTH]

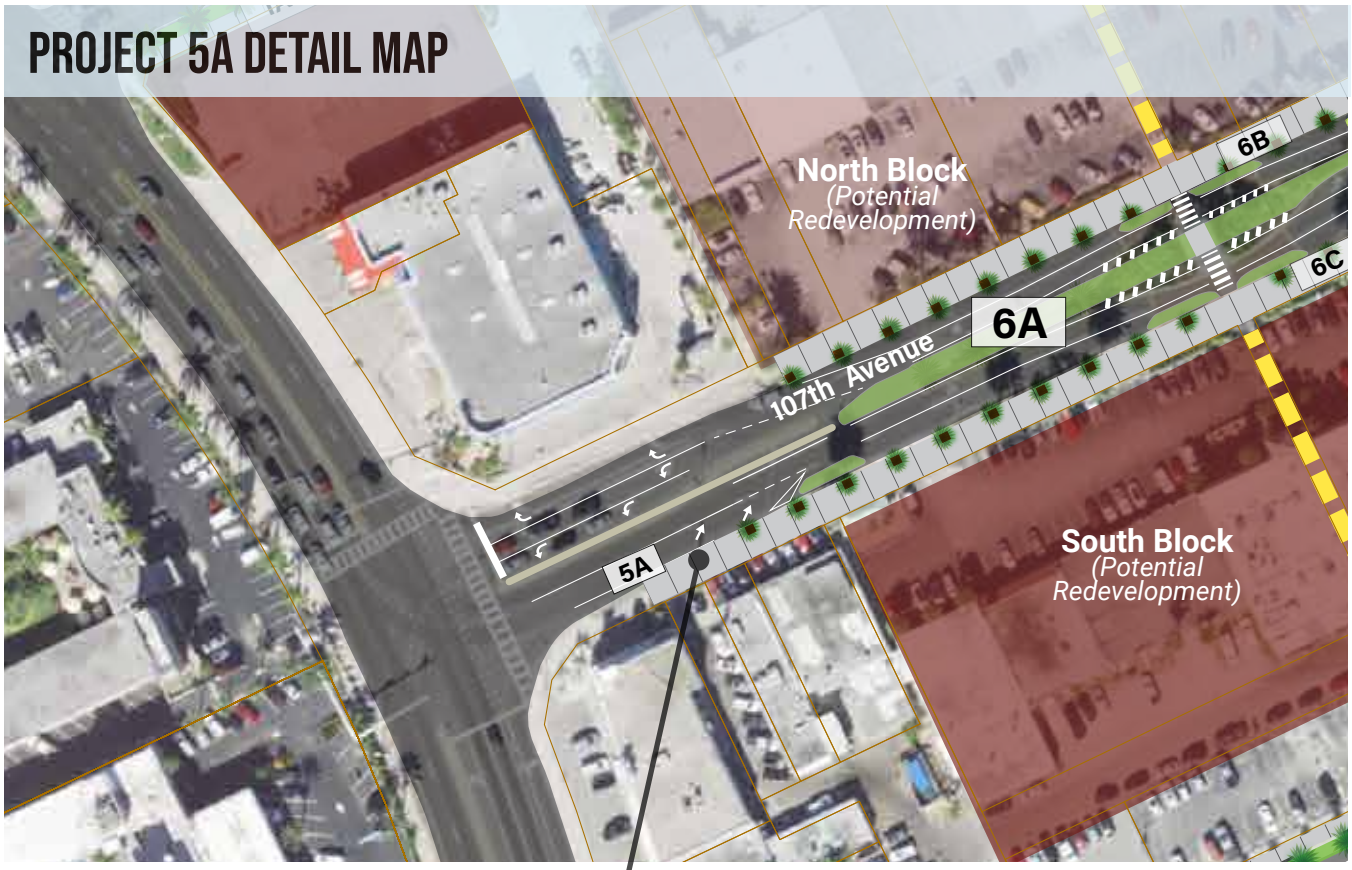
107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

However, a small portion of the street immediately east of Gulf Boulevard must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard, which features southbound dual left turn lanes.

Estimated Cost	$295,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure. Additional signage and markings will be needed.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	This project is needed for the transition to a two-lane typical section at Project 6A (which will continue with Project 7A).
Green Infrastructure Potential?	**No:** this project is intended to set up the lane-merge transition only and is focused on signage, striping, and setting curbs to introduce a new streetscape section (Projects 6B and 6C) intended to be partnered with the lane reduction.
Parking Potential?	**No:** this project is intended to set up the lane-merge transition only.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 5A DETAIL MAP



The project merges two eastbound lanes (from dual left at 107th/Gulf intersection) into a single lane until after 104th



Approximately 200 feet can be retained as a second eastbound receiving lane on 107th Avenue before the merge pavement markings should be completed.

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PROJECTS 6 AND 7

107TH STREET LANE REDUCTION

107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

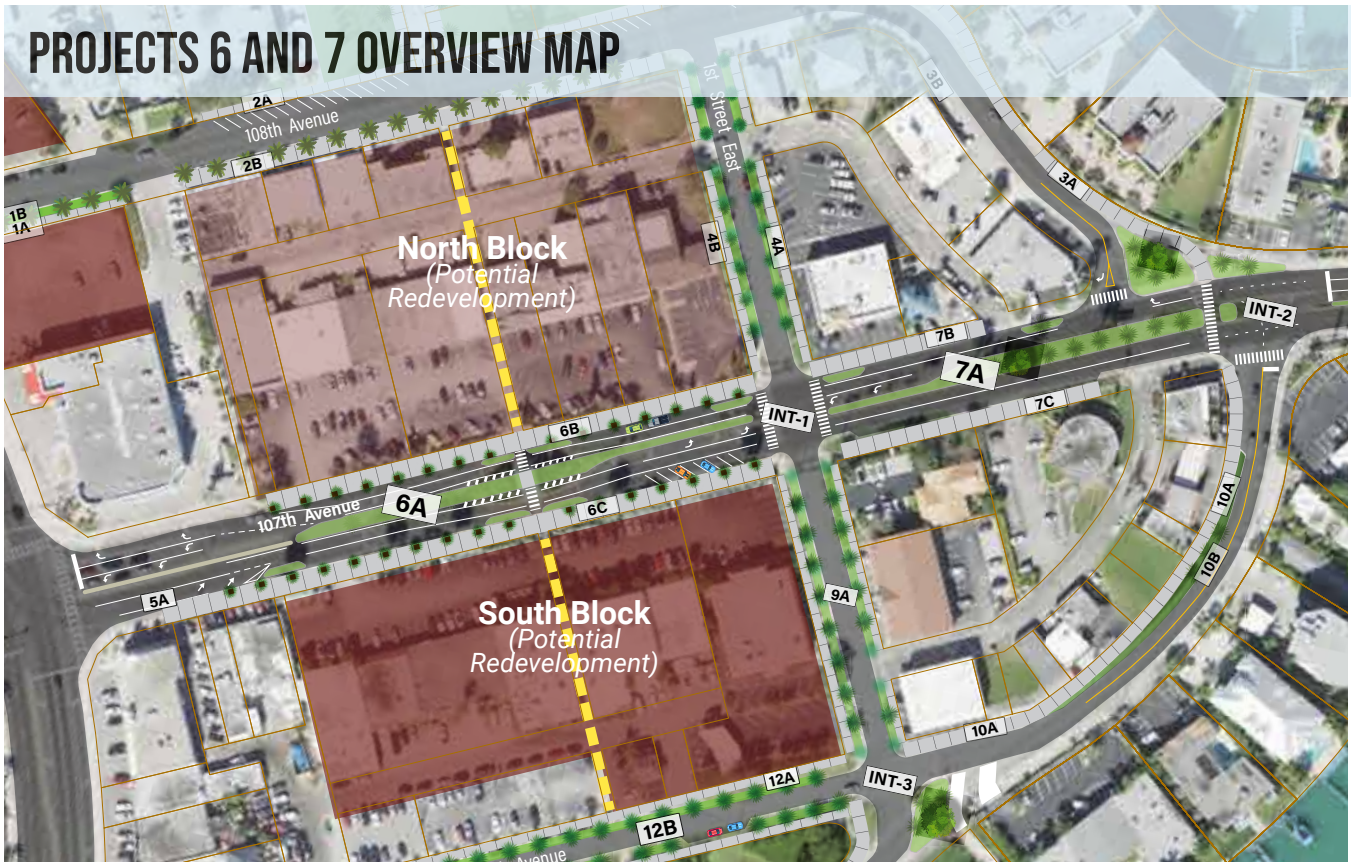
A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard, but the main lengths of the two blocks between Gulf Boulevard and 108th Avenue may be reduced.

This project profile of the entire 107th Avenue corridor is followed by specific component project profiles describing parts of this larger corridor effort that may be implemented separately or in phases.

Estimated Cost	Combined Cost (all components): $2,805,000
Potential Funding Sources	City funds; MPO TIP funds; development contributions
Complexity to Implement	Moderate complexity: lane reductions are less complicated and can fit within existing curbs, but changes to curb lines in Project 6A at the clock tower mid-block crossing and other streetscape implementations (Projects 6B/6C and 7B/7C) are most complex.
Key Partnerships and Stakeholders	Full implementation of this corridor is expected to be a partnership between the City, private developers, and potentially FDOT and Forward Pinellas for potential available funds.
Related projects	Project INT-1 addresses the intersection of 1st Street East; Project INT-2 addresses the intersection of 104th/107th/108th Avenues.
Green Infrastructure Potential?	**Yes:** medians may be able to accommodate bioswales or similar treatments to collect and allow infiltration of stormwater.
Parking Potential?	**Yes:** parking is recommended as a key part of the streetscape to provide buffer between pedestrians and moving vehicles and to support lower-floor commercial uses.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. Streetscape components (projects 7B and 7C) may have more immediate impacts, but travel lanes do not.

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PROJECTS 6 AND 7 OVERVIEW MAP





Current sidewalk widths along 107th vary, although the corridor does not have a consistent streetscape, placement of trees to provide pedestrian protection from vehicles or shade from sun and heat, and existing driveways are sometimes wide.

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PROJECTS 6 AND 7 OVERVIEW ILLUSTRATION

This view looks east toward the Treasure Island Causeway and Boca Ciega Bay. It shows a repurposed right-of-way for 107th Avenue that includes streetscape enhancements, lane reductions, and connects to the pedestrian space required in the Downtown Core PR-MU zoning district.



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Downtown's clock tower is a defining Treasure Island landmark and redesigning 107th Avenue could still allow it to stay, even with realigned curbs that straighten the travel lanes along the corridor. Overall, 107th Avenue's right-of-way could be used to support more of a sense of place and vibrancy for downtown than it currently does, with expanded sidewalk width connecting to pedestrian plaza space that would be required of redeveloped properties along 107th Avenue.



Because of the clock tower's position along the mid-block pedestrian passageway that would be retained with redevelopment, this remains a key location for pedestrians to cross with a protective flashing beacon. With the Downtown Mobility Plan's full recommendations, pedestrians would have four protected crossings of 107th Avenue (as opposed to two today).

Repurposing the right-of-way of 107th Avenue gives opportunities for landscaping to include green infrastructure, such as curb extensions as shown here that channel stormwater and allow it to percolate before entering underground pipe-based systems.

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PROJECT 6A

107TH AVENUE LANE REDUCTION

[FROM LANE MERGE AFTER GULF BOULEVARD TO 1ST STREET EAST]

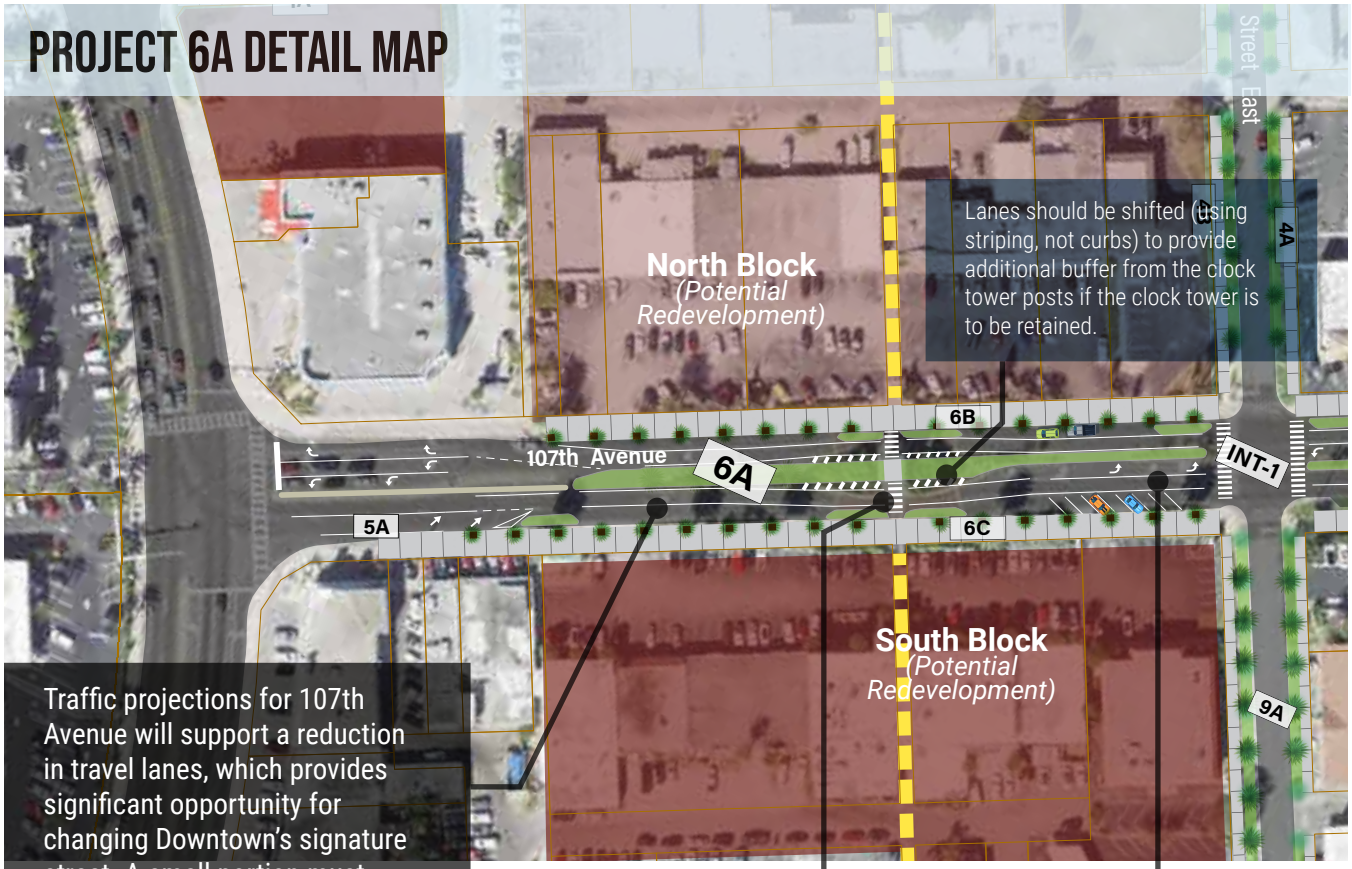
107th Avenue is a four-lane roadway, with two lanes in each direction. Traffic projections for 107th Avenue, with the impact of all area developments accounted for, do not exceed volumes to warrant two lanes. This provides a significant opportunity for changing Downtown's signature street to one-lane in each direction and reduce pavement.

In practical terms, this project should be implemented along with project 5A, though if they must be separated for cost reasons, project 5A should come first, along with a paint- and striping-based version of the lane reduction in the eastbound direction. That may include temporarily omitting reconstruction of the median around the clock tower in the middle of this block, simply reducing lanes in a short-term approach until full implementation of the streetscape can be accomplished.

Estimated Cost	$440,000 (lane reduction for the block only, along with median reconstruction)
Potential Funding Sources	City funds; development contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, though requires curb realignments at clock tower island and may introduce green infrastructure treatments (see below).
Key Partnerships and Stakeholders	Will require coordination with businesses with remaining driveway entrances if this project is implemented prior to redevelopment of adjacent sites
Related projects	Projects 6B and 6C, which allow more substantial streetscape enhancements.
Green Infrastructure Potential?	This project component primarily covers the traveled way, and adjacent landscaping (under Projects 6B/6C) may be considered for green infrastructure treatments. However, the Plan does not set firm boundaries on which of these street components must fall under which project, and curb extensions and other green infrastructure treatments could be included in this project (as opposed to 6B or 6C).
Parking Potential?	**Yes:** parking is a significant by-product of the lane reduction, with parallel parking able to fit into both sides and potentially even angled parking.
Redevelopment of Adjacent Sites Needed?	**No:** redevelopment is not needed to implement just the lane reduction. The City may advance this project independently of adjacent developments.

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PROJECT 6A DETAIL MAP



Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.

The plan recommends retaining the mid-block crossing aligned with the clock tower, which in turn aligns with the mid-block passageways in the north and south redevelopment blocks.

Intersection turn lanes would be retained like they are today. The primary difference between today's cross-section and the proposed changes of this project is removal of the outer lanes and straightening of the median around the clock tower—all other components of the main street could remain in place prior to projects 6B and 6C being implemented.

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PROJECT 6B/6C

107TH AVENUE STREETSCAPE: GULF BOULEVARD TO 1ST STREET EAST

[6B - NORTH SIDE OF 107TH | 6C - SOUTH SIDE OF 107TH]

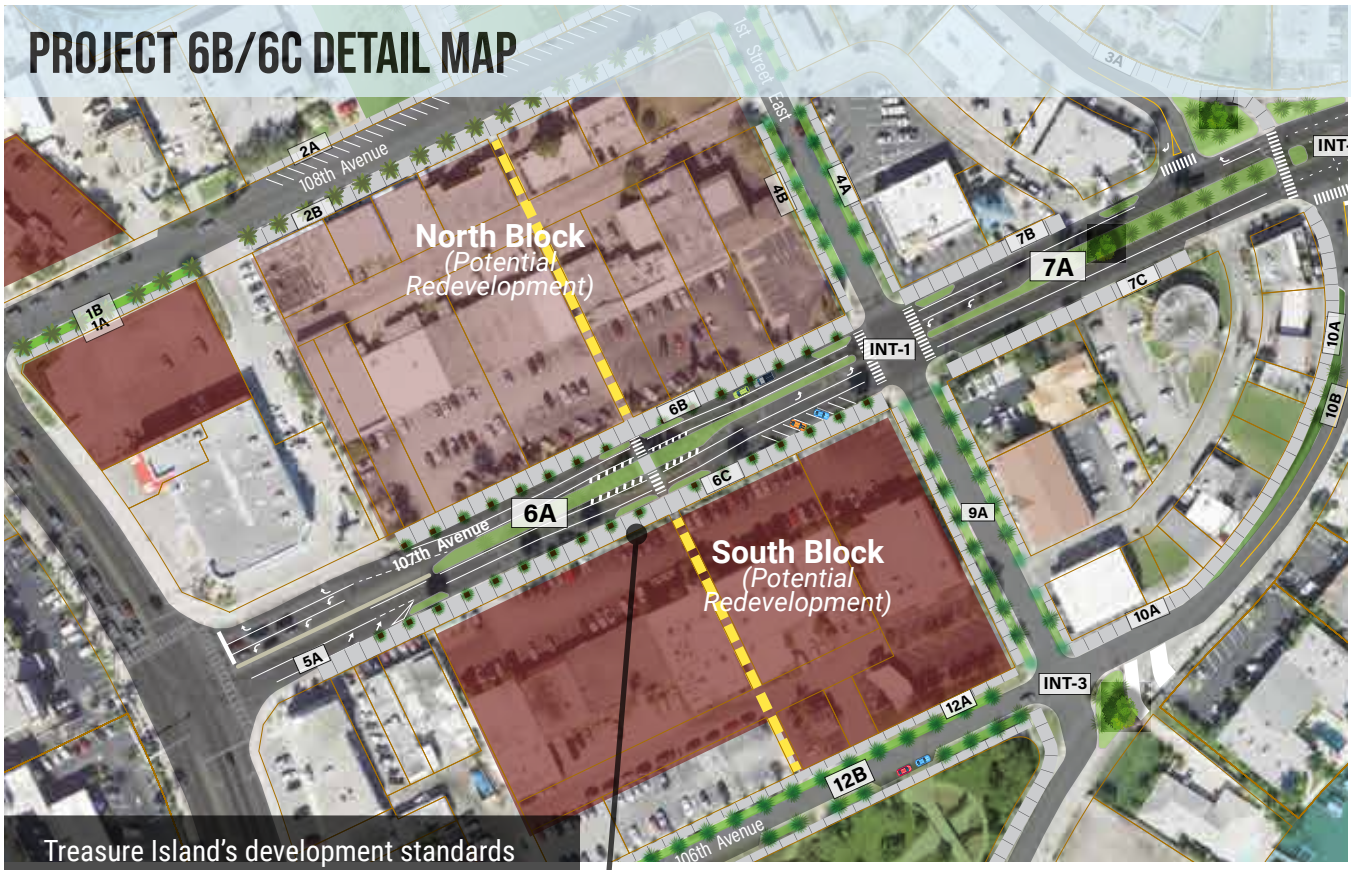
As lanes are reassigned to better serve the vehicle demand, the Plan recommends modernizing the 107th Avenue streetscape by providing for non-auto user groups. This can be accomplished through expanding walking space with potential redevelopment of the blocks on either side of 107th between 1st Street and Gulf Drive.

The walking space could be supplemented with green infrastructure, such as tree trenches, where able. There is also opportunity for on-street parking to provide for local businesses.

Estimated Cost	$477,000 per side of the street ($954,000 for both sides together)
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not have substantial impacts on utilities or existing access. If implemented with redevelopment of the adjacent sites, driveway access would be removed, allowing a continuous streetscape on each side.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Tied closely to 6A, but may be implemented independently of that project if development conditions require this.
Green Infrastructure Potential?	This project component only covers the sidewalk, and features such as tree trenches and silva cells may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Not directly:** parking is assumed under Project 6A as part of the lane reduction.
Redevelopment of Adjacent Sites Needed?	**Not strictly:** the project does not impact existing buildings or building-support functions. However, redevelopment is envisioned as the catalyst for these projects.

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PROJECT 6B/6C DETAIL MAP



Treasure Island's development standards call for no driveway access directly from 107th Avenue if properties redevelop. This provides space for a continuous streetscape, in addition to parking. The current concept shown here reshapes the island median at today's Clock Tower to create a consistent median width along the corridor. This retains the Clock Tower in its current shape, but this could be changed to allow increased parking.

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PROJECT 7A

107TH AVENUE LANE REDUCTION

[1ST STREET EAST TO 104TH AVENUE/108TH AVENUE INTERSECTION]

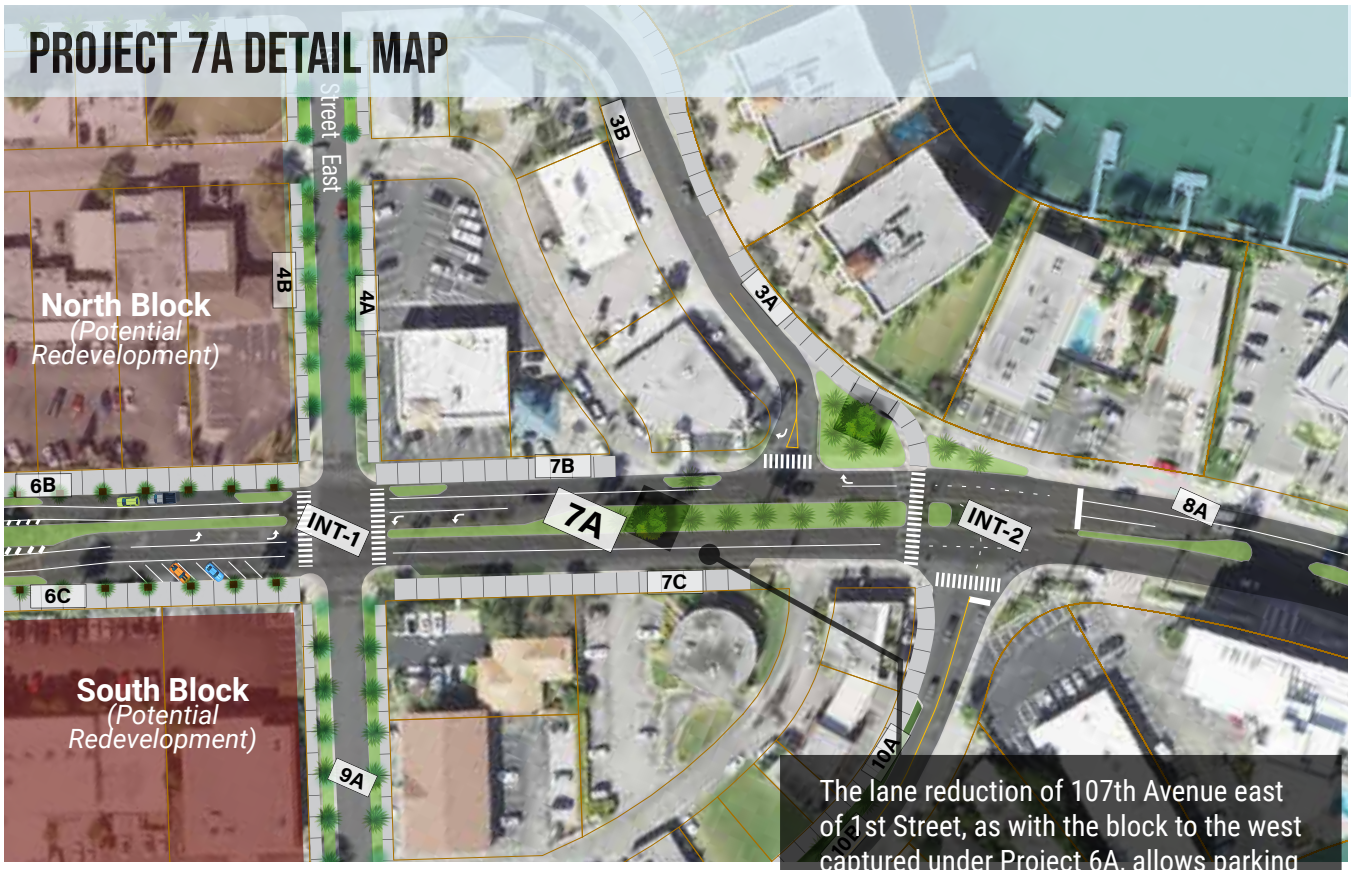
Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.

The Plan recommends continuing the lane reduction from 1st Street East to 104th Avenue. This mitigates the safety and operational challenges that Downtown currently faces.

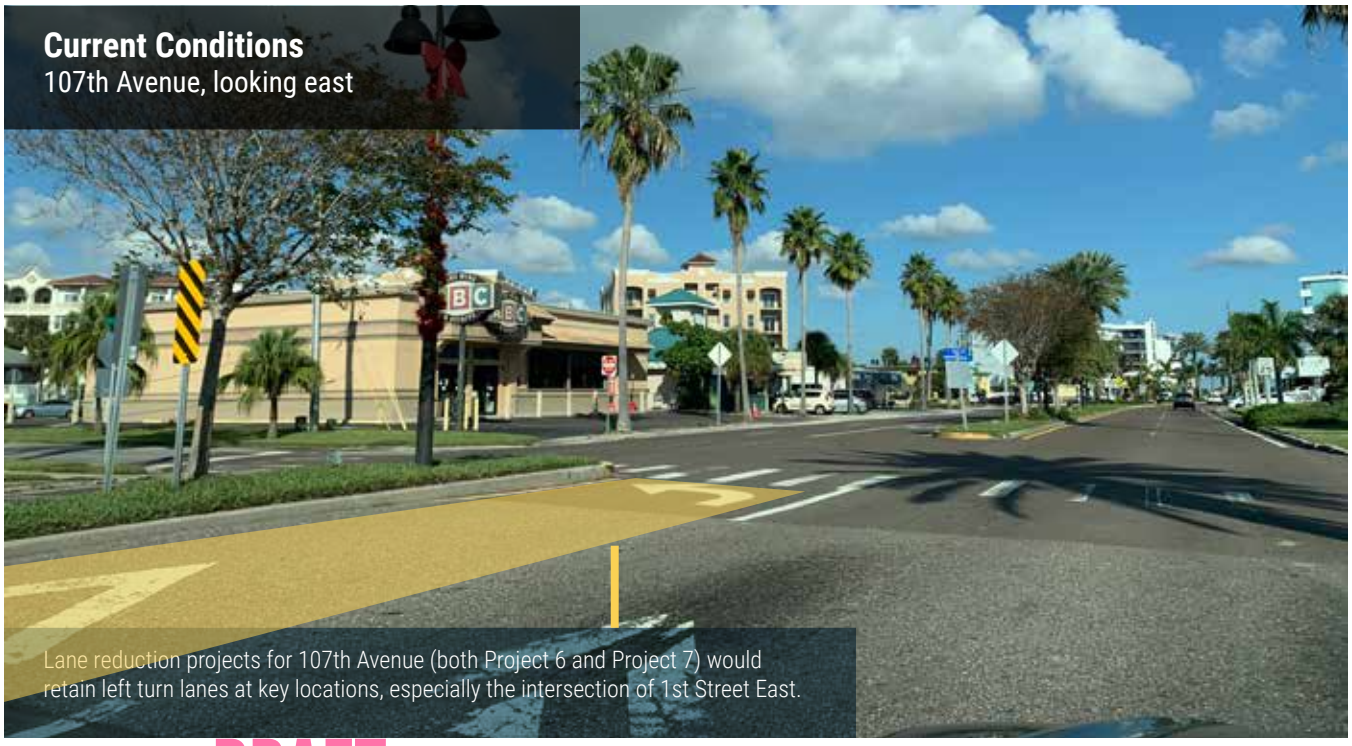
Estimated Cost	$448,000 (lane reduction for the block only, along with median reconstruction of existing median break)
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure, and a lane reduction with simple signage and striping could be implemented without larger changes
Key Partnerships and Stakeholders	Partnership with adjacent properties is more important for 7A than for 6A because they are smaller-scale parcels with individual driveways. Access would need to be maintained to more locations during implementation of the project.
Related projects	Projects 7B and 7C, which allow more substantial streetscape enhancements.
Green Infrastructure Potential?	**Yes:** medians may be able to accommodate bioswales or similar treatments to collect and allow infiltration of stormwater.
Parking Potential?	**Yes:** parking is recommended as a key part of the streetscape to provide buffer between pedestrians and moving vehicles and to support lower-floor commercial uses.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions. Streetscape components (projects 7B and 7C) may have more immediate impacts, but travel lanes do not.

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PROJECT 7A DETAIL MAP



The lane reduction of 107th Avenue east of 1st Street, as with the block to the west captured under Project 6A, allows parking to be installed in space repurposed from travel lanes.



Lane reduction projects for 107th Avenue (both Project 6 and Project 7) would retain left turn lanes at key locations, especially the intersection of 1st Street East.

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PROJECT 7B/7C

107TH AVENUE STREETSCAPE

[7B - NORTH SIDE OF 107TH | 7C - SOUTH SIDE OF 107TH]

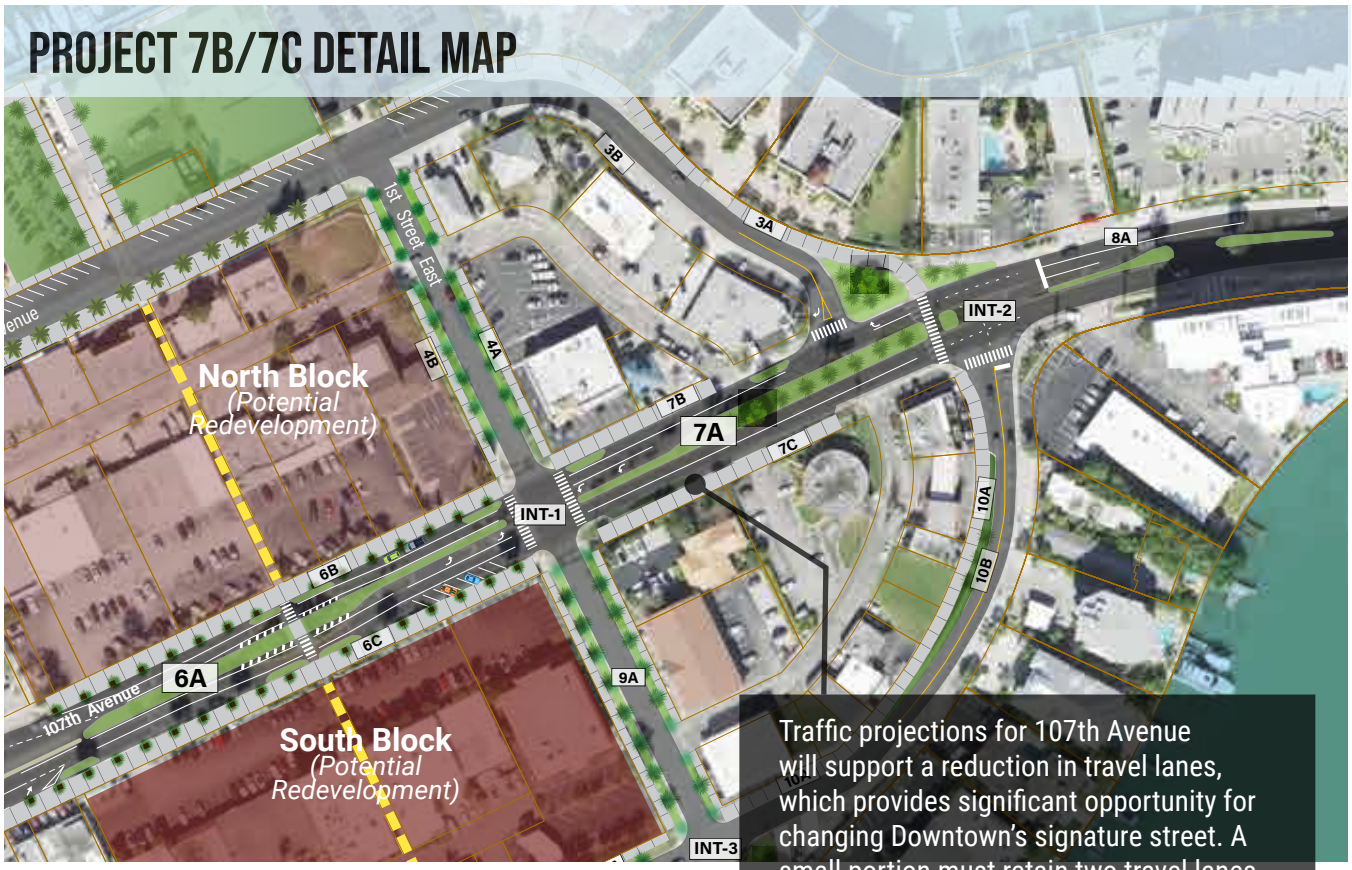
As lanes are reassigned to better serve the vehicle demand, the Plan recommends modernizing the 107th Avenue streetscape by providing for non-auto user groups. Suggested improvements include expanding walking space from the streetscape and pedestrian enhancements more directly adjacent to the two potential redevelopment blocks. Additional streetscape elements could include green infrastructure or on-street parking.

A key feature of this project is that westbound traffic will be reduced from two travel lanes to a single lane at 108th Avenue, with the right-hand (curbside) lane being assigned to right turns only. This allows the streetscape enhancements on the north side of 107th (Project 7C) to begin immediately after the intersection of 108th Avenue.

Estimated Cost	$482,000 per side of street ($964,000 for both sides)
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and should not have substantial impacts on utilities or existing access. If implemented with redevelopment of the adjacent sites, driveway access would be removed, allowing a continuous streetscape on each side.
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Tied closely to 7A, but may be implemented independently of that project if development conditions require this.
Green Infrastructure Potential?	This project component only covers the streetscape and features such as tree trenches and silva cells may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Not directly:** parking is assumed under Project 7A as part of the lane reduction.
Redevelopment of Adjacent Sites Needed?	**Not strictly:** the project does not impact existing buildings or building-support functions. However, redevelopment is envisioned as the catalyst for these projects.

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PROJECT 7B/7C DETAIL MAP



Traffic projections for 107th Avenue will support a reduction in travel lanes, which provides significant opportunity for changing Downtown's signature street. A small portion must retain two travel lanes in each direction to provide a transition to and from Gulf Boulevard.



Current Conditions
107th Avenue, looking east

East of 1st Street, some extents of 107th Avenue have no sidewalk at all. However, right-of-way in these areas appears to extend well beyond curbs.

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PROJECT 8A

107TH AVENUE SIGNAGE AND STRIPING ON DOWNTOWN ENTRY

[PRIMARILY FOR WESTBOUND TRAFFIC]

Upon westbound traffic's entry to downtown from the Treasure Island causeway, existing signage points motorists to a right turn at 108th Avenue. However, the design of the overall roadway continues to facilitate high travel speeds, and the complex design of the 104th/107th/108th intersection makes it difficult to understand upon immediate arrival where to make turns. This project applies pavement markings and signage to begin introducing changes that would be implemented by Projects 6 and 7.

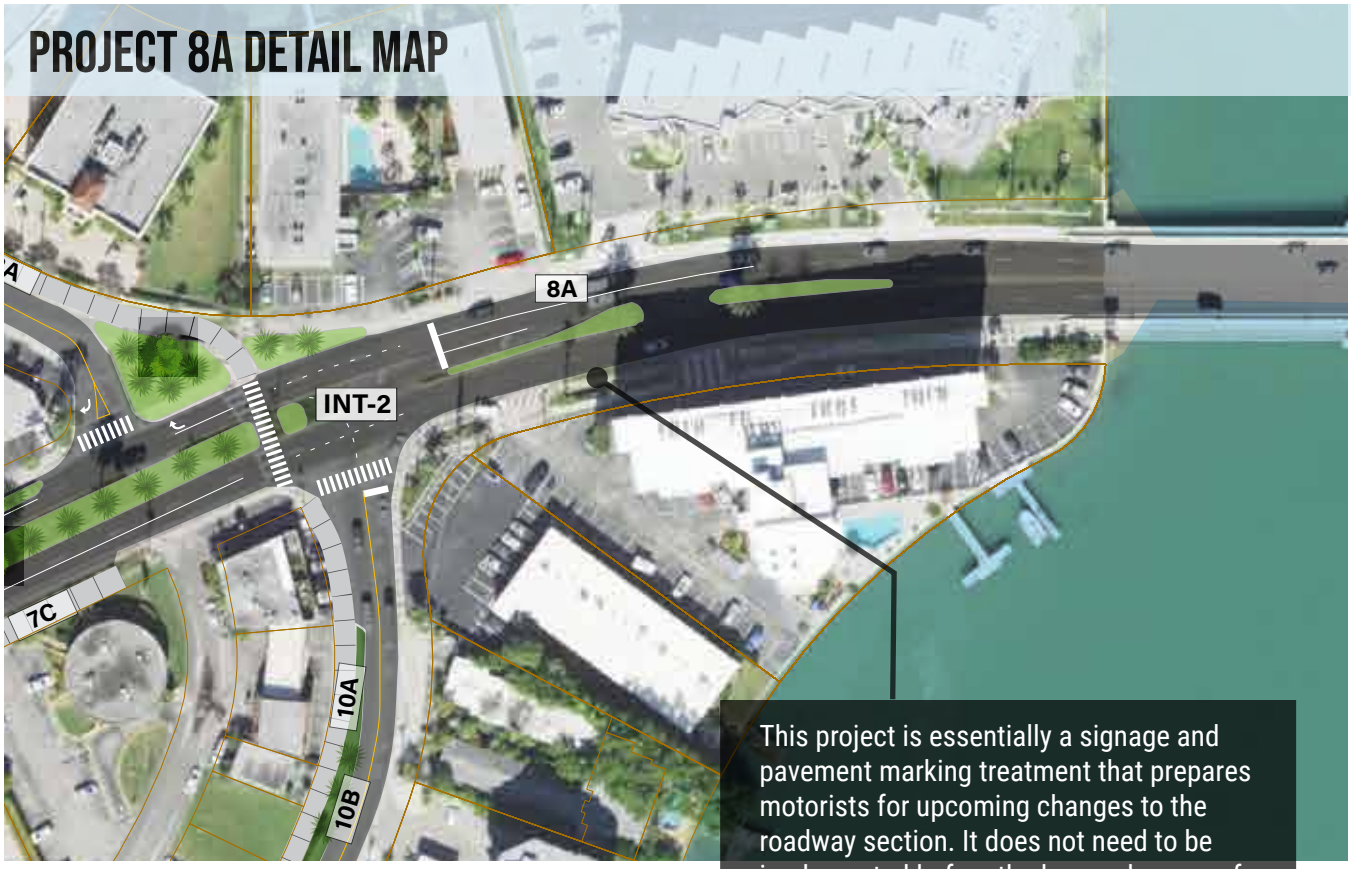
This is listed as its own project because the City may wish to install additional signage anyway, and can do so (including advising of a right-turn-only lane at 108th Avenue) as a temporary measure until the full street redesign west of 108th Avenue is accomplished with Projects 6 and 7.

As a next step to the Downtown Mobility Plan's recommendation, the City should develop a signage and striping plan for this entryway.

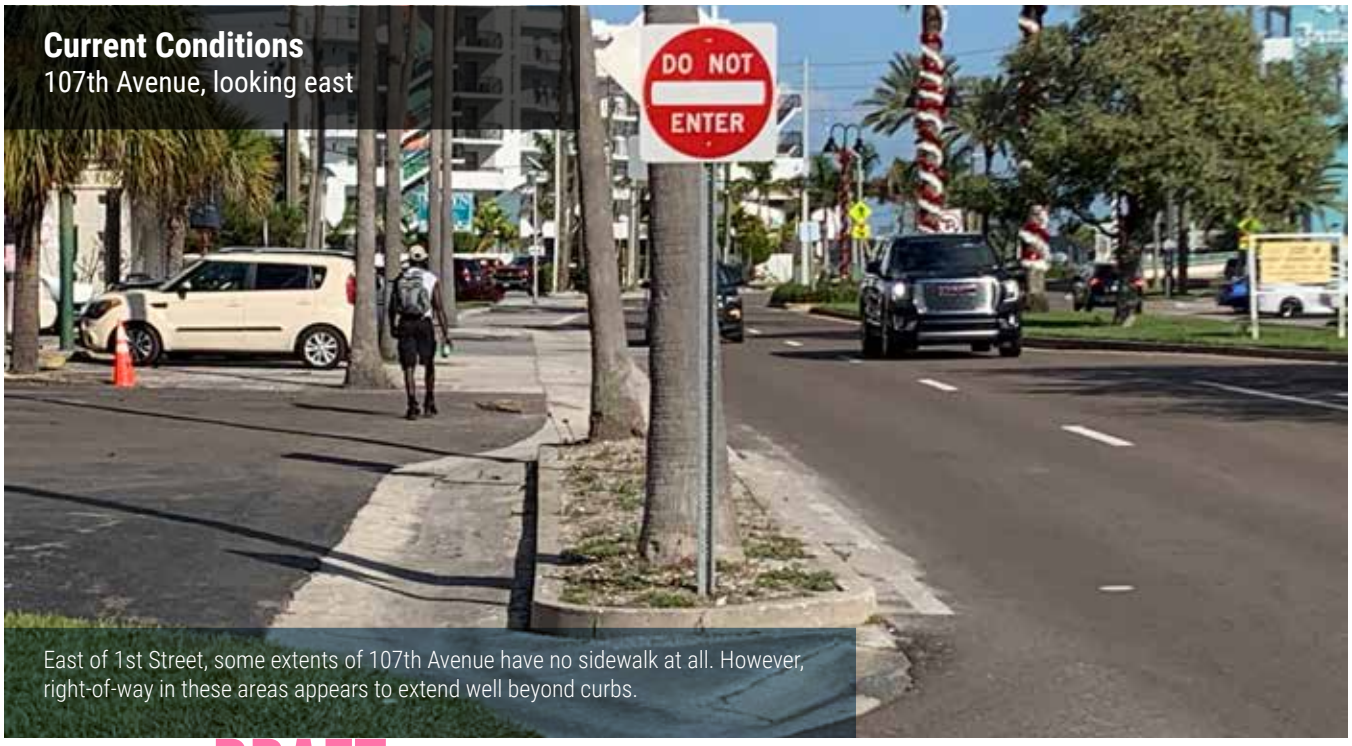
Estimated Cost	$352,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Project 7A, Intersection Project 2
Green Infrastructure Potential?	**No:** the focus of this project is only on lane management and signage to manage the approach for entering traffic from the Treasure Island Causeway.
Parking Potential?	**No:** the focus of this project is only on lane management and signage to manage the approach for entering traffic from the Treasure Island Causeway.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 8A DETAIL MAP



This project is essentially a signage and pavement marking treatment that prepares motorists for upcoming changes to the roadway section. It does not need to be implemented before the larger changes of projects 6 and 7.



Current Conditions
107th Avenue, looking east

East of 1st Street, some extents of 107th Avenue have no sidewalk at all. However, right-of-way in these areas appears to extend well beyond curbs.

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PROJECT 9A

1ST STREET COMPLETE STREET
[SOUTH OF 107TH AVENUE]

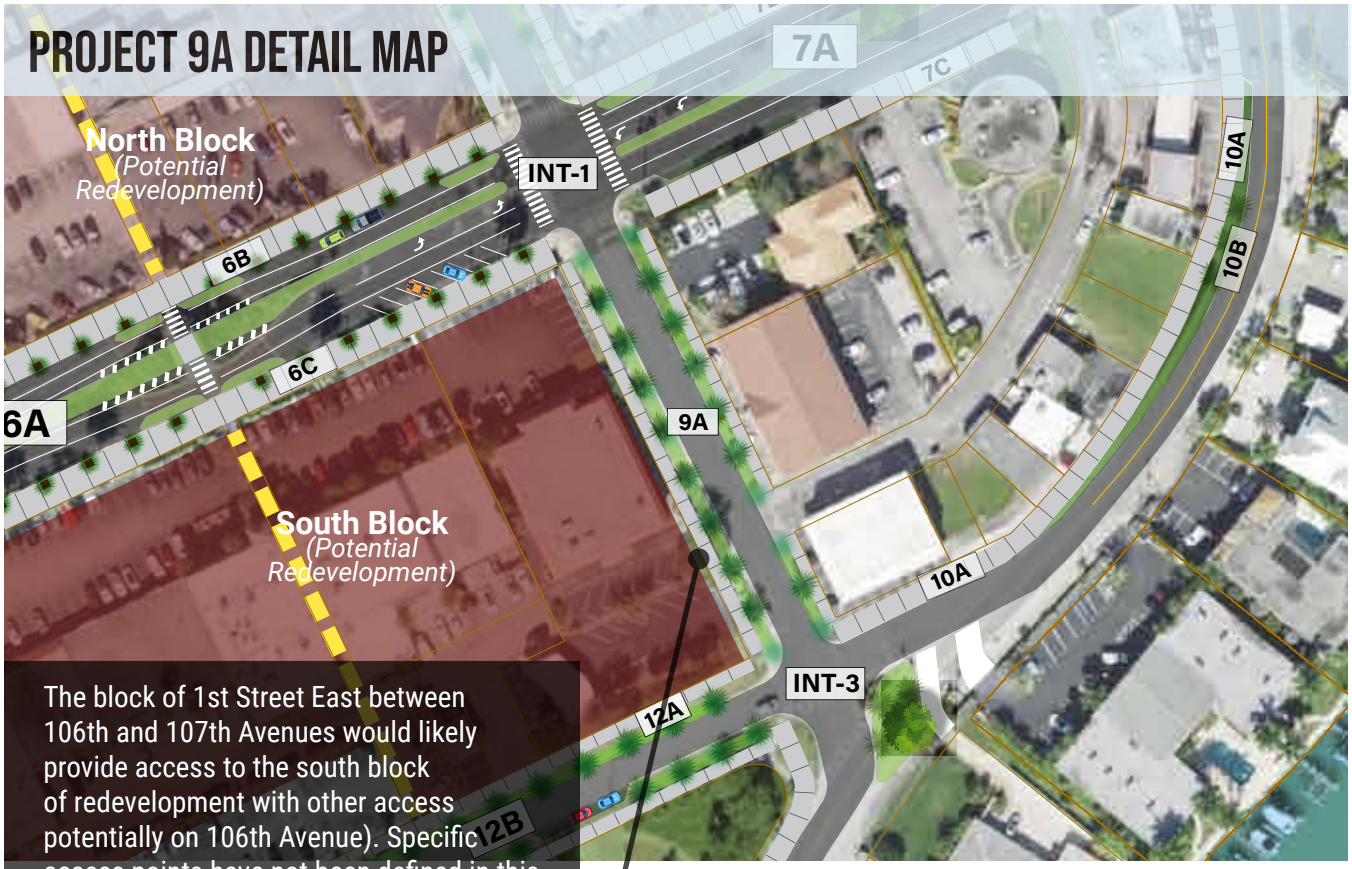
1st Street has potential to be a key connection for Downtown Treasure Island, especially with the new intersection at 107th Avenue.

Project 9A recommends a full reconstruction of street to allow 11' lanes and turning storage for entry into a new development on the South Block. While the project likely happens with redevelopment of this site, it is important to allow potential access into the site.

Estimated Cost	$1,203,000
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Moderate complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure; some driveways for existing property access may need to be reconstructed.
Key Partnerships and Stakeholders	Coordination with adjacent property owners and/or developers.
Related projects	The project is between two of the plan's intersection projects (Intersections 1 and 3); designs should be coordinated to ensure efficiency
Green Infrastructure Potential?	**Yes:** especially with tree trenches and bioswale curb extensions.
Parking Potential?	**Potentially, though not recommended:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 9A DETAIL MAP



The block of 1st Street East between 106th and 107th Avenues would likely provide access to the south block of redevelopment with other access potentially on 106th Avenue). Specific access points have not been defined in this plan, but will shift all entering and exiting traffic to these streets, thus creating a need for these streets to be upgraded with turn lanes and sidewalks offering safe pedestrian circulation.

Current Conditions
1st Street East, looking south from 107th Avenue



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PROJECTS 10A AND 10B

104TH AVENUE MULTI-USE PATH
[106TH TO 107TH AVENUES]

104th Avenue is missing sidewalks on both sides of the street immediately south of 107th Avenue. Adding a sidewalk or multi-use path will encourage pedestrian activity, rather than requiring the use of vehicles or walking in the bicycle lanes or roadway.

This project is envisioned as a multi-use path that continues Project 3A and the improved intersection crossing of Intersection Project 2. It could fit within existing right-of-way, although businesses on the west side of 104th Avenue immediately south of 107th currently use this space for parking.

For this reason, the project is envisioned as a separate effort from the main intersection, to be implemented when the City has been able to coordinate with property owners on where parking can be relocated.

This multi-use path is accompanied by potential green infrastructure treatments (Project 10B) where right-of-way will allow, likely using small bioswales and curb extensions between the main roadway lanes and the multi-use path.

Estimated Cost	Project 10A: $75,000 (for construction only) Project 10B: $64,000
Potential Funding Sources	City funds
Complexity to Implement	Moderate complexity: fits within existing right-of-way, but may involve changes to drainage infrastructure and will require coordination with adjacent properties for parking relocation.
Key Partnerships and Stakeholders	Coordination with adjacent properties to find alternative locations for parking.
Related projects	These projects are closely tied to Intersection Project 2, which reshapes the 104th/107th/108th intersection but keeps the existing pedestrian crosswalk in its current location. Although that crosswalk will benefit from the overall design of the intersection, a pedestrian path immediately to the south relies on this project being implemented.
Green Infrastructure Potential?	**Yes:** in portions where right-of-way allows, small-footprint best management practices such as bioswales or curb extensions may fit between the shared use path and travel lanes.
Parking Potential?	**Likely no:** this small project does not touch the main roadway portion of the street, and prioritizes impervious surface space over parking.
Redevelopment of Adjacent Sites Needed?	**Possibly:** it may be most practical to implement this in conjunction with redevelopment of the properties south of 107th Avenue.

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PROJECTS 10A AND 10B DETAIL MAP



This sidewalk is envisioned as wider, potentially wide enough to be a multi-use path. Because of more complex property access on the east side of 104th, this project envisions making most change on the west side. However, added landscaping and potential green infrastructure could be added in parts of this project (treated as Project 10B).

Shared-Use Path Example



Shared-use paths *can allow both pedestrians and travelers on wheels (such as bicycles or scooters) to share the same space. To make this work, paths need to be wider—typically at least 10 feet, and more if the space is available, and should not be placed where frequently-spaced driveways will put people on foot or wheels in conflict with turning vehicles.*

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PROJECT 11A

106TH AVENUE COMPLETE STREET
[GULF BOULEVARD TO PARK PLACE]

The plan recommends a full reconstruction of 106th Avenue between Gulf Boulevard and Park Place. The reconstruction will result in a Complete Street, including 11' travel lanes and turning storage to preserve access to the new City Hall site and continue into the retrofit of 106th Avenue on the South Block.

106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.

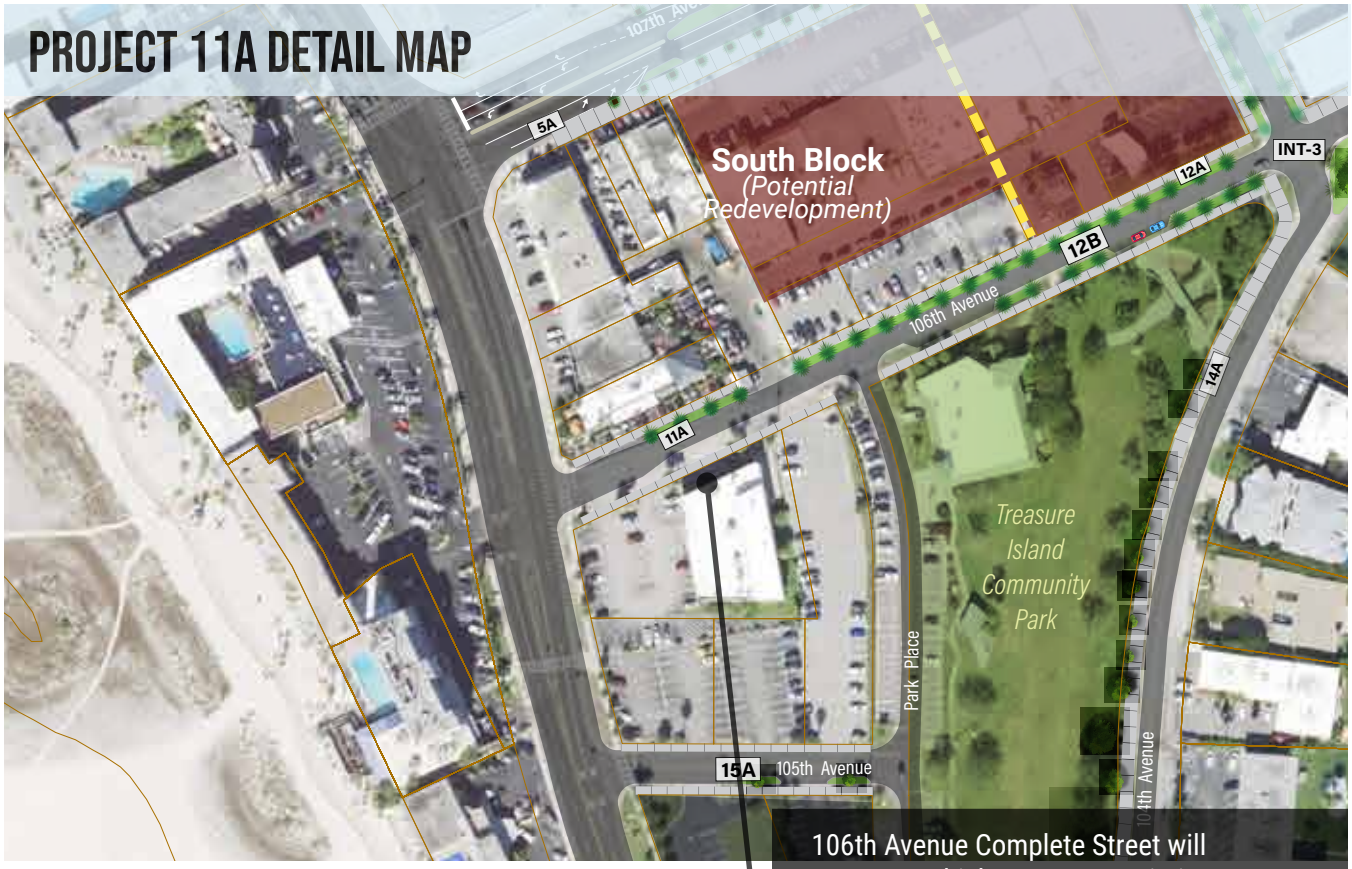
In this particular project, creating a complete street to include sidewalks and streetscape components will provide another pedestrian connection to the Gulf Boulevard corridor near an existing mid-block crossing.

Projects 12A and 12B address the next block to the east, more directly adjacent to the south block redevelopment site along 107th Avenue. It is more closely associated with land development on that block, which will have direct impacts through access expected to be provided from 106th Avenue.

Estimated Cost	$1,100,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	This project may be implemented independently of Projects 12A and 12B, though essentially continues the street enhancements envisioned in those projects and the City may realize efficiencies in completing these at the same time.
Green Infrastructure Potential?	**Yes:** with 60 feet of available right-of-way, the project can fit streetscape elements that could be designed as green infrastructure.
Parking Potential?	**Yes:** right-of-way allows this, potentially alternated with green infrastructure treatments in a streetscape space.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 11A DETAIL MAP



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PROJECT 12A

106TH AVENUE SIDEWALK INFILL

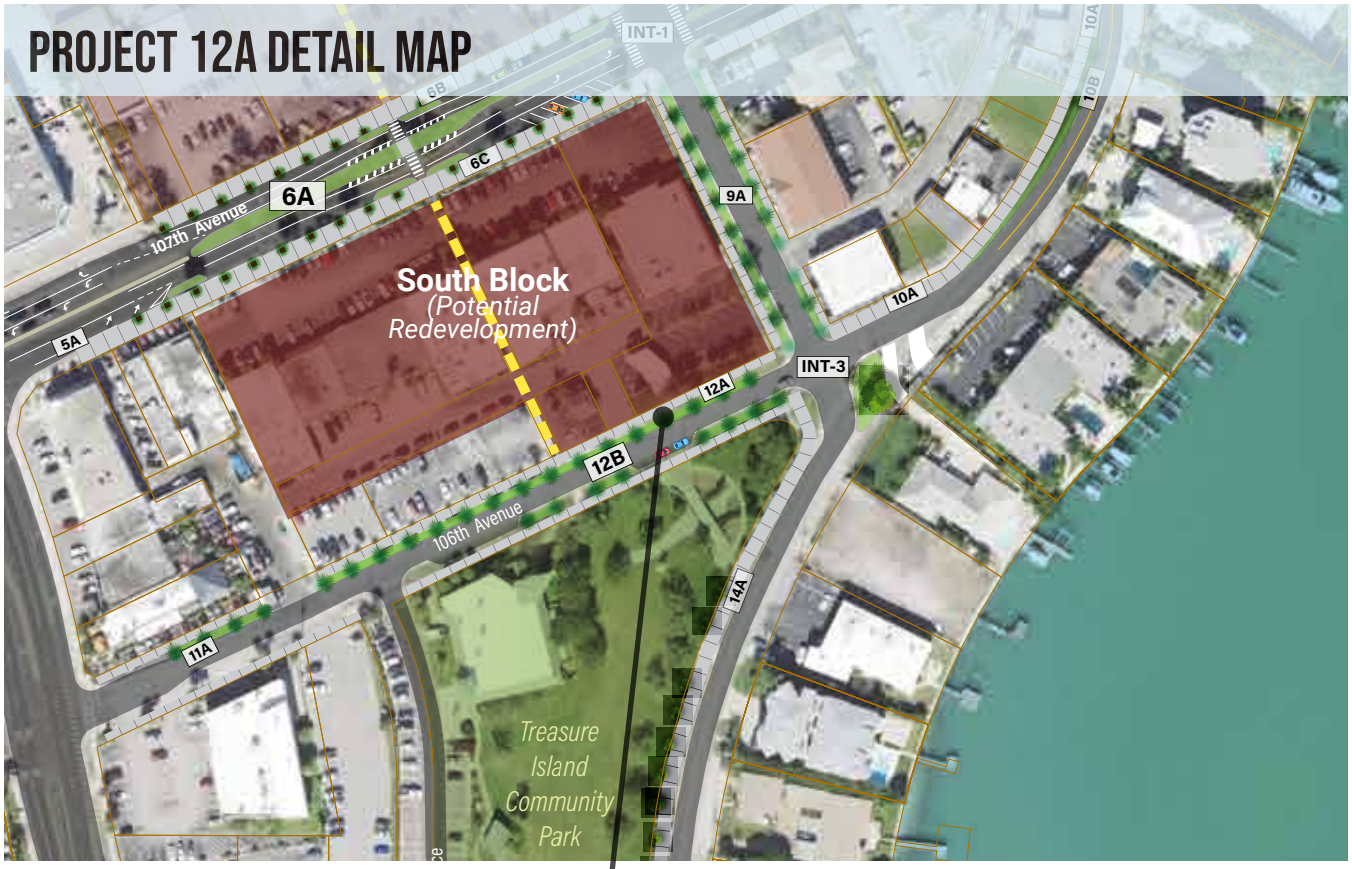
The 106th Avenue Complete Street Project (Project 11A) provides the opportunity for an enhanced streetscape alongside future development.

On the block between Park Place and 104th Avenue, even if redevelopment does not occur, missing sidewalk can be filled in where needed, especially along the south side of the street.

Estimated Cost	$38,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	Projects 12B, which would redesign this street more substantially.
Green Infrastructure Potential?	This project component only covers a short-term sidewalk infill, and adjacent landscaping (under Project 12B) may be considered for green infrastructure treatments.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 12A DETAIL MAP



Project 12A is essentially a precursor to 12B, and allows the City to fill a gap in existing sidewalk as a short-term step to a full complete street project as recommended in 12B. With this narrow focus on the sidewalk gap, and a long-term intent of a more comprehensive street to come from a traffic impact mitigation of redevelopment, this project has not envisioned other components.

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PROJECT 12B

106TH AVENUE COMPLETE STREET
[ADJACENT TO REDEVELOPMENT SOUTH BLOCK]

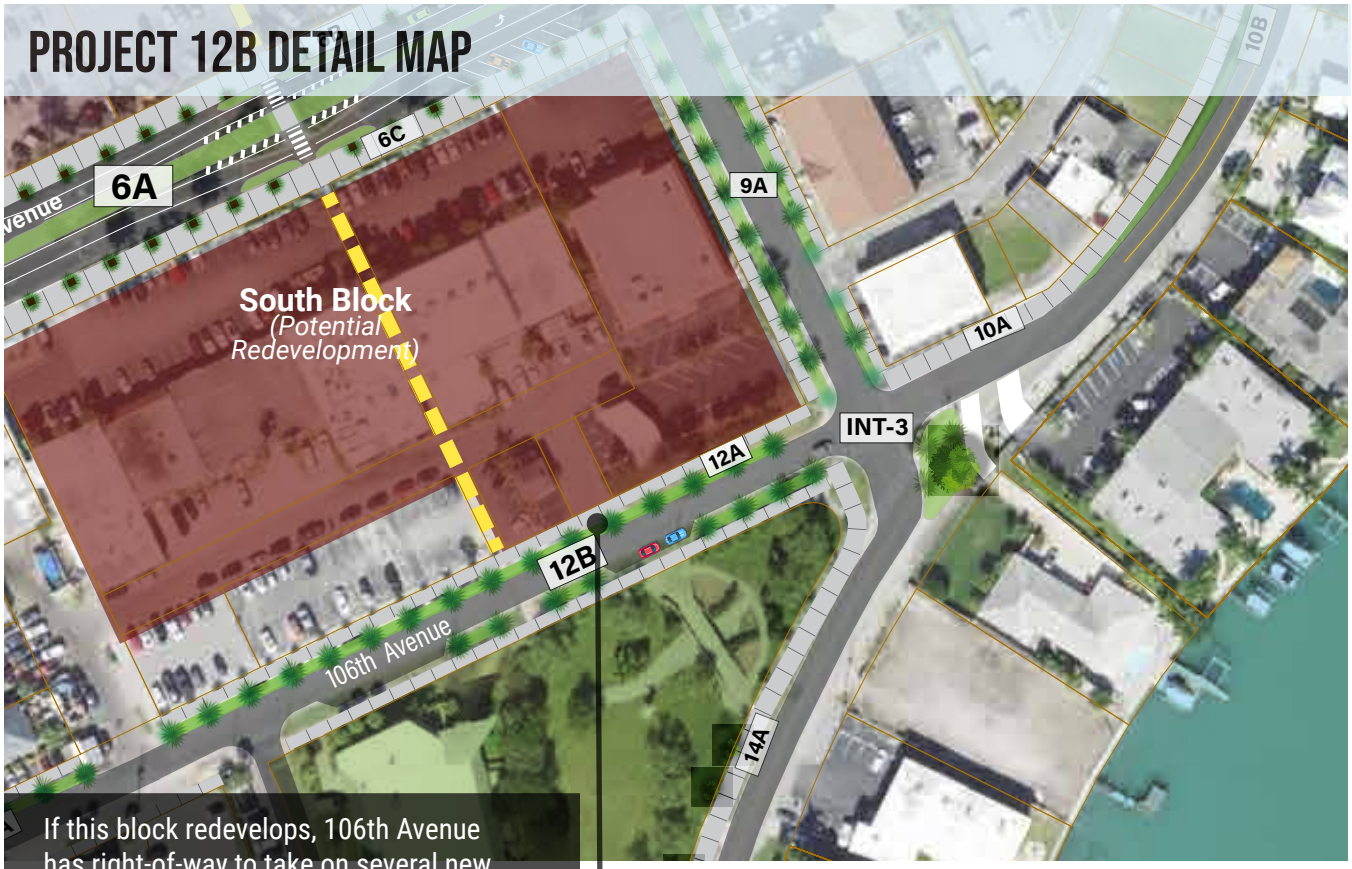
The plan recommends a full reconstruction of 106th Avenue between Park Place and the new 1st Street intersection. The reconstruction will result in a Complete Street, including 11' travel lanes and turning storage to preserve access to new development that may occur on the South Block.

106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.

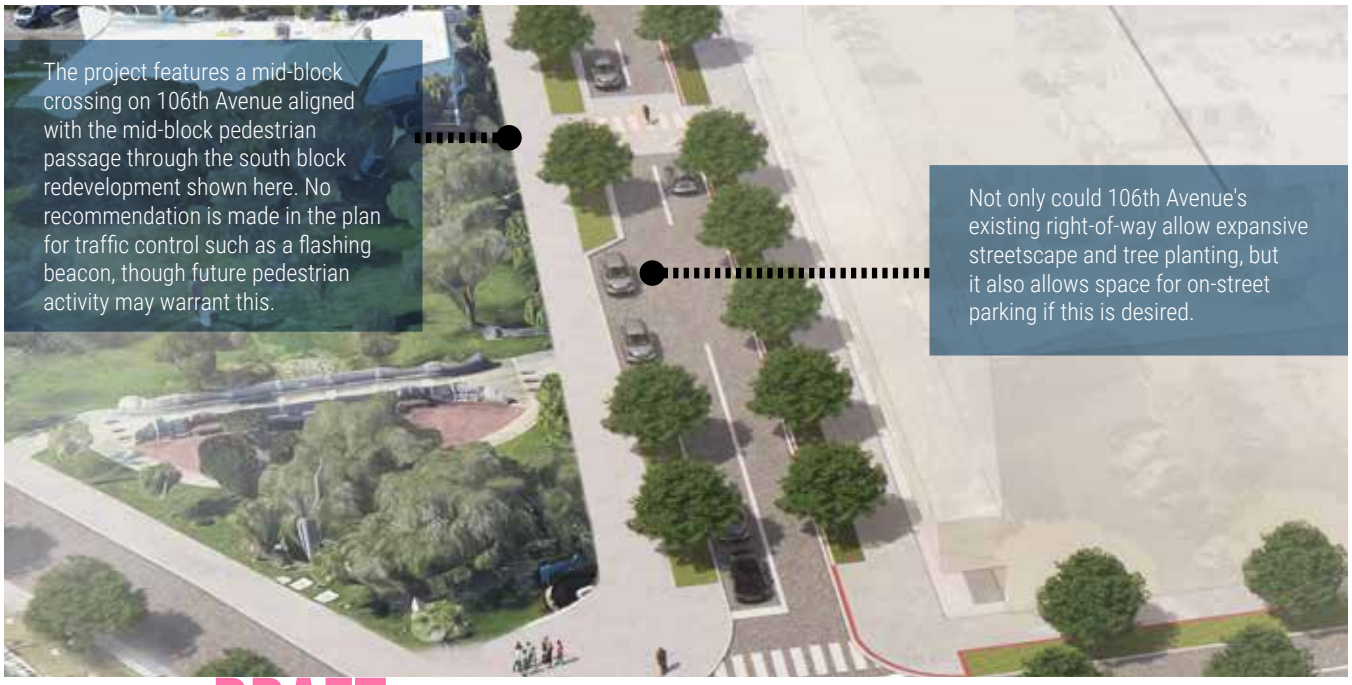
Estimated Cost	$1,601,000
Potential Funding Sources	City funds; developer contributions
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	Partnership with adjacent property owners and/or developers on placement of driveway access and mitigation of traffic impact through appropriate contributions.
Related projects	Project 12A; Intersection Project 2
Green Infrastructure Potential?	**Yes:** curb extensions and streetscape components may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**Yes:** on-street parking fits within available right-of-way and is recommended to support ground-floor uses of redeveloped properties and the Treasure Island Community Park.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions, and does not require redevelopment to occur to be a viable project.

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PROJECT 12B DETAIL MAP



If this block redevelops, 106th Avenue has right-of-way to take on several new features. It could support wider sidewalks, added on-street parking, or landscaping, and potentially some combination of these.



The project features a mid-block crossing on 106th Avenue aligned with the mid-block pedestrian passage through the south block redevelopment shown here. No recommendation is made in the plan for traffic control such as a flashing beacon, though future pedestrian activity may warrant this.

Not only could 106th Avenue's existing right-of-way allow expansive streetscape and tree planting, but it also allows space for on-street parking if this is desired.

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PROJECT 15A

105TH AVENUE COMPLETE STREET

The Treasure Island Community Park is served by a sidewalk on the southeast side of the park. With varied conditions, this Plan recommends using the repairs as a chance to upgrade the pedestrian connection.

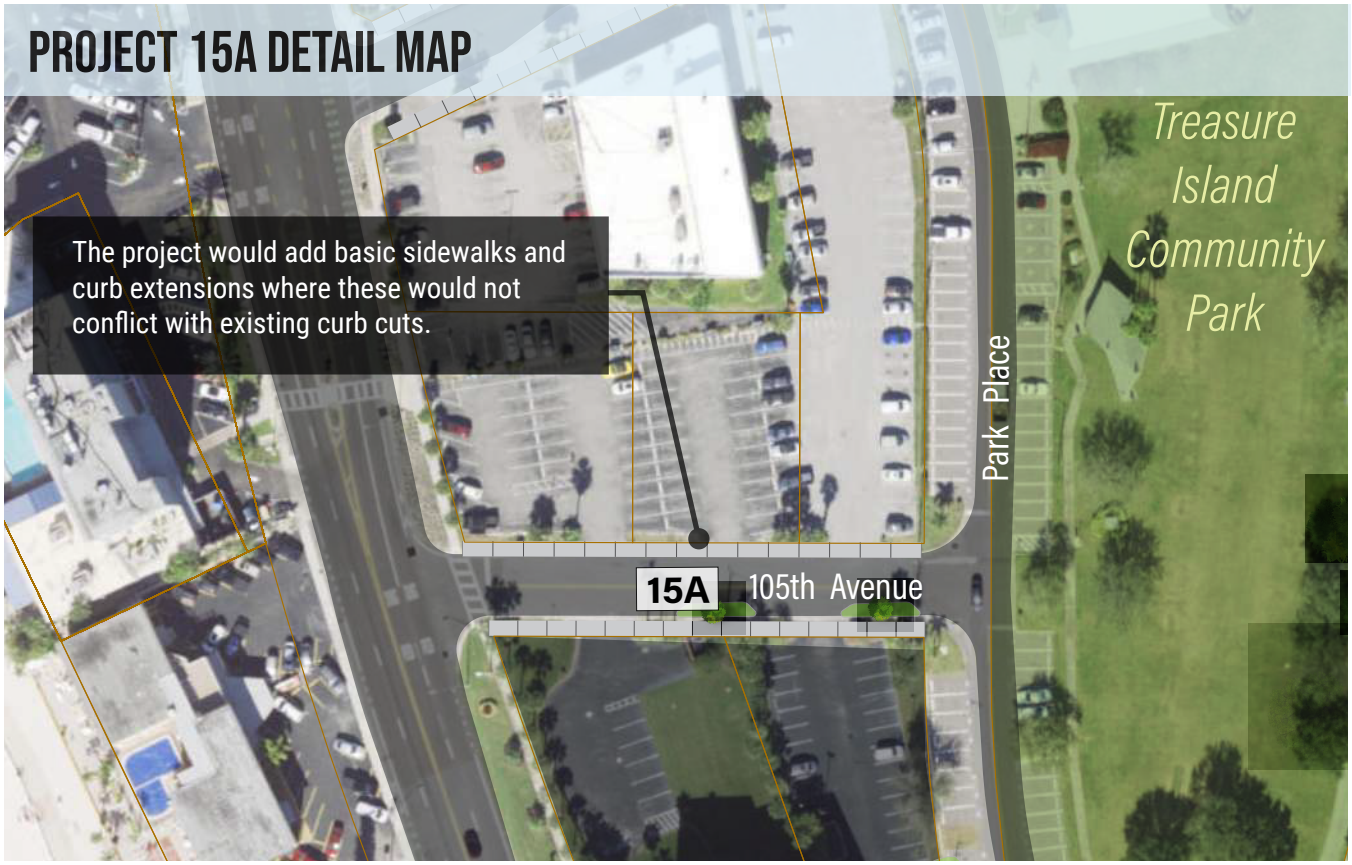
This is a good candidate location for a multi-use path that would support both bicycles and pedestrians. It is adjacent to the park and not interrupted by driveway cuts.

In the short-term, this could also simply be a wide sidewalk with landscaping.

Estimated Cost	$62,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation
Related projects	None
Green Infrastructure Potential?	**Yes:** curb extensions and streetscape components may be considered for green infrastructure treatments. Due to added cost and the increased need for maintenance, the Downtown Mobility Plan has generally not recommended sidewalks to be constructed with green infrastructure treatments.
Parking Potential?	**No:** this small project does not touch the main roadway portion of the street.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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PROJECT 15A DETAIL MAP



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INTERSECTION 1

107TH AVENUE/1ST STREET

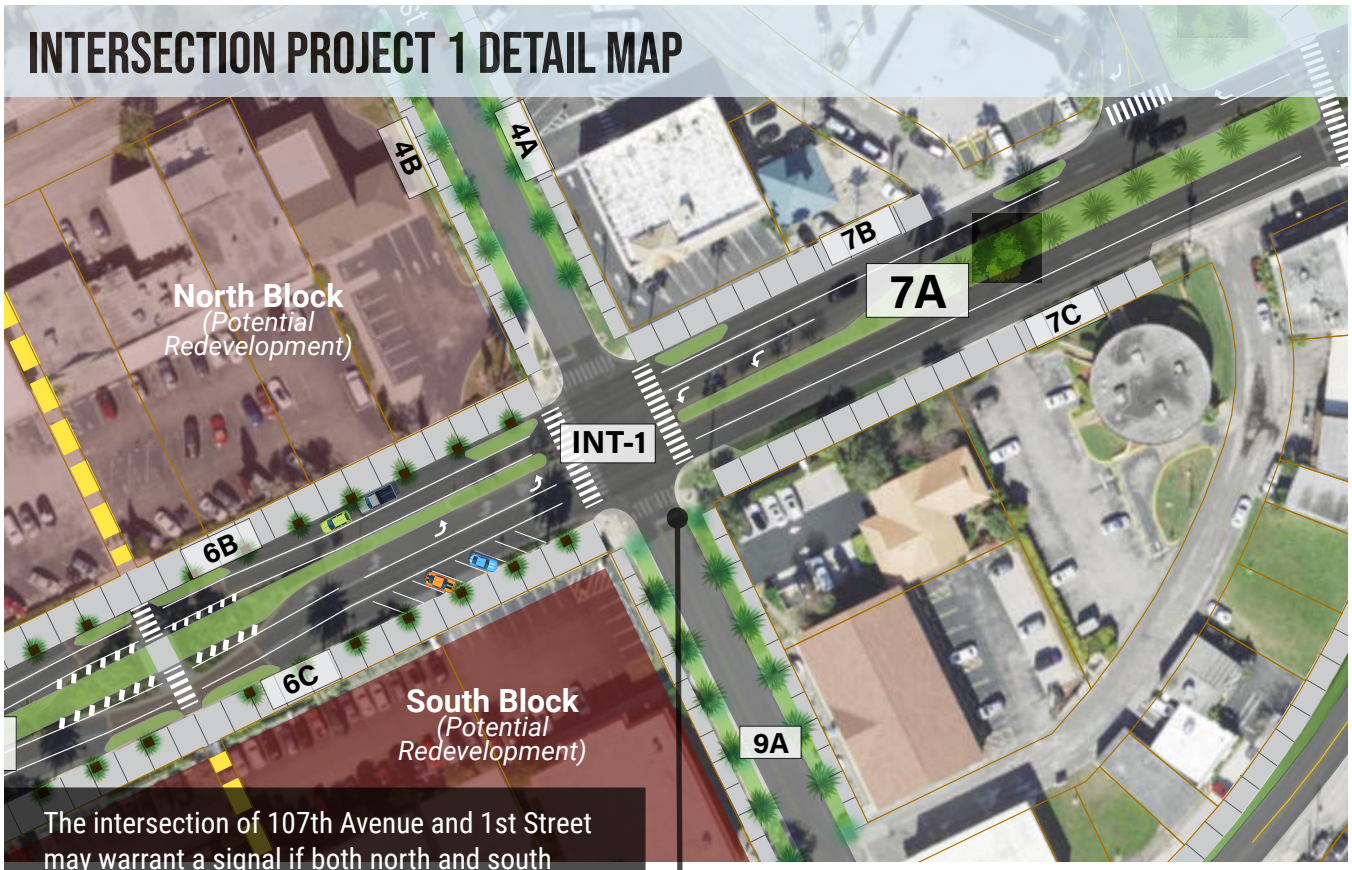
Based on the Downtown Mobility Plan's traffic study, this intersection is likely to warrant a signal when the south and north blocks redevelop. This signal provides a significant benefit for overall mobility options, and makes 1st Street a more robust part of the overall downtown circulation network by facilitating a full range of turns to and from 107th Street.

Intersection Project 2 (at 104th and 108th Avenues) may also warrant a traffic signal if a full buildout of both the north and south blocks occurs, but the recommended design for that intersection. Earlier study for the Downtown Mobility Plan considered roundabout intersections for both of these intersections, but recommends standard signalized designs for relative ease of implementation and avoiding acquisition of costly right-of-way.

Estimated Cost	$966,000
Potential Funding Sources	City funds; developer contributions; may qualify for Federal sources such as Safe Streets for All or RAISE Grants
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation, though if project
Related projects	Projects 6 and 7 (all components); Project 4B; Project 9
Green Infrastructure Potential?	Limited: design of the intersection may be able to incorporate small treatments such as bioswale curb extensions at corners. Most green infrastructure potential is in related streetscape projects associated with the streets connecting to this intersection.
Parking Potential?	**No:** this project focuses only on an intersection and not mid-block sections of the street where parking could be located.
Development Needed?	**No:** the project does not impact existing buildings or building-support functions. It may be coordinated with redevelopment of adjacent sites, but this is not a prerequisite to a viable project.

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INTERSECTION PROJECT 1 DETAIL MAP



The intersection of 107th Avenue and 1st Street may warrant a signal if both north and south blocks redevelop. 1st Street can play a more immediate role in managing overall circulation needs, and improving this intersection to provide safer and higher-visibility pedestrian crossings will make it a key downtown nexus for multiple modes of travel.

Current Conditions
1st Street East, looking south from 107th Avenue



Reconfiguration of the intersection, especially in conjunction with connecting street projects, should revisit drainage locations to determine if more suitable locations are feasible.

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INTERSECTION 2

104TH/107TH/108TH AVENUES

COMPREHENSIVE RECONFIGURATION OF THE INTERSECTION

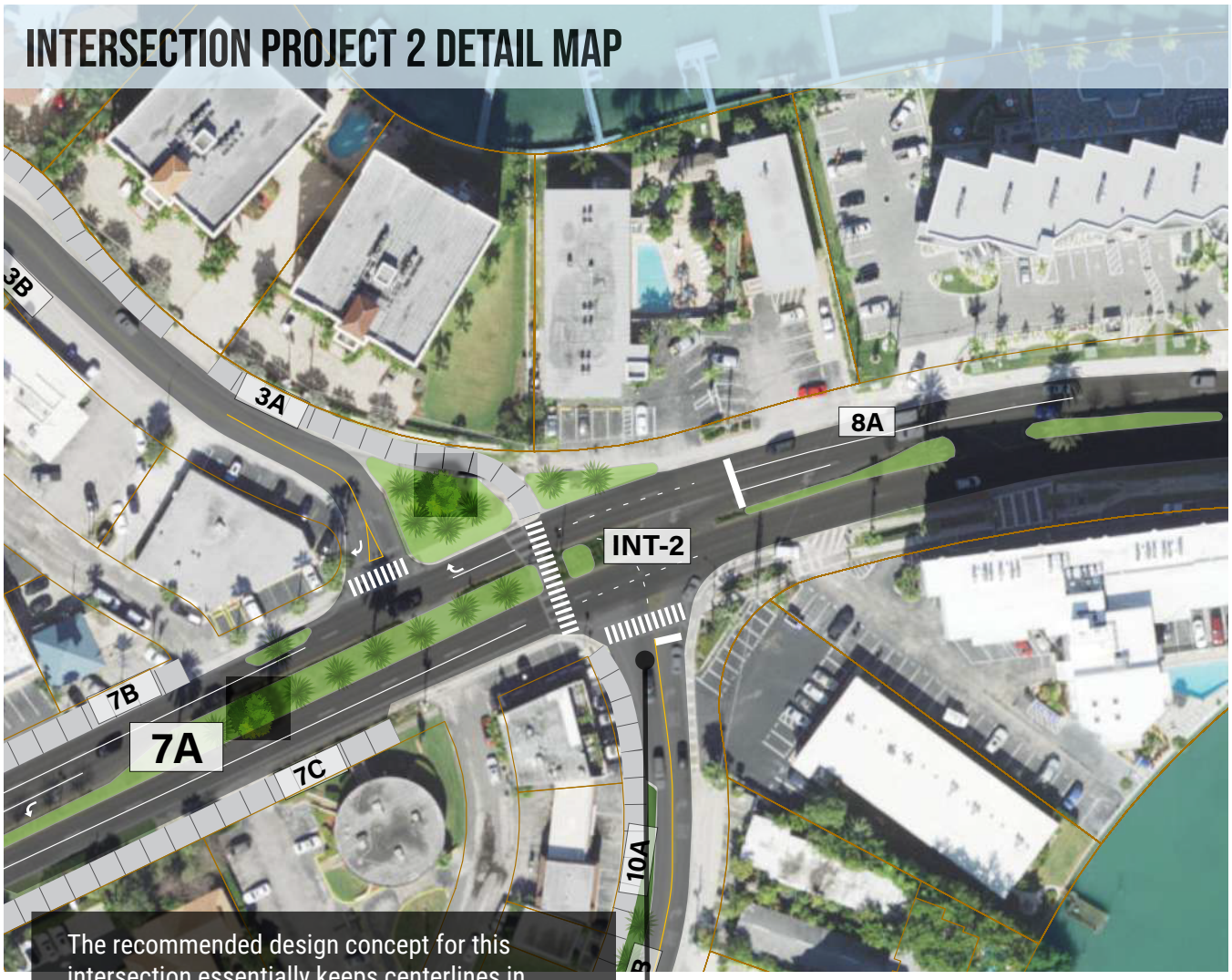
The 104th/107th/108th intersection presents significant safety and operational challenges as an entry point to downtown, and its current configuration is downtown's most significant design challenge. The concept proposed here reduces the footprint of this intersection while keeping buildings and sites intact. However, with more substantial redevelopment around the intersection, there could be opportunities for different designs.

As indicated in the images on the following pages, a proposed new intersection design essentially keeps all existing streets in place, and retains all currently allowed vehicle turning movements except an eastbound left turn from 108th Avenue to 107th (to travel east on the Treasure Island Causeway). Aligning a bicycle-pedestrian shared-use path between the two intersecting legs of 104th and 108th Avenues allows this existing pedestrian crossing—protected today by a flashing beacon—to become a pedestrian phase in a signalization of this intersection.

Estimated Cost	$1,990,000
Potential Funding Sources	City funds; may qualify for Federal sources such as Safe Streets for All or RAISE Grants
Complexity to Implement	Moderate complexity: fits within existing ROW with limited utility changes, but will require complex maintenance of traffic and access to properties
Key Partnerships and Stakeholders	Adjacent property owners to preserve and modify property access as appropriate
Related projects	Projects 3A and 10A connect a bicycle and pedestrian-focused path to provide an alternative to Gulf Boulevard for north-south downtown travel
Green Infrastructure Potential?	**Yes:** Significant potential with replacement of the westbound right turn slip lane from 107th Avenue to 108th, allowing additional permeable space to be applied in an area with known flooding challenges.
Parking Potential?	**No:** this intersection system marks a point where 107th Avenue returns to its existing four-lane section to the east.
Redevelopment of Adjacent Sites Needed?	No, although construction of the project may impact driveway and parking access for adjacent businesses and should be coordinated with business owners/managers.

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INTERSECTION PROJECT 2 DETAIL MAP



The recommended design concept for this intersection essentially keeps centerlines in the same location. This makes the intersection less complicated to implement, as no additional right-of-way is needed, and existing driveway locations for private properties do not need to be changed. However, the overall intersection design is tied into the larger project to reduce lanes on 107th Avenue.

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INTERSECTION PROJECT 3 OVERVIEW ILLUSTRATION



INTERSECTION PROJECT 3 PERSPECTIVE VIEW



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INTERSECTION 3

104TH/106TH/1ST STREET

RIGHT-SIZING THE INTERSECTION

The 104th/106th/1st Street Intersection is comprised of the 1st Street and 106th Avenue intersection, with 104th Avenue bypassing on the southeast. The moves are complicated for pedestrians, cyclists, and drivers, especially when visiting for the first time.

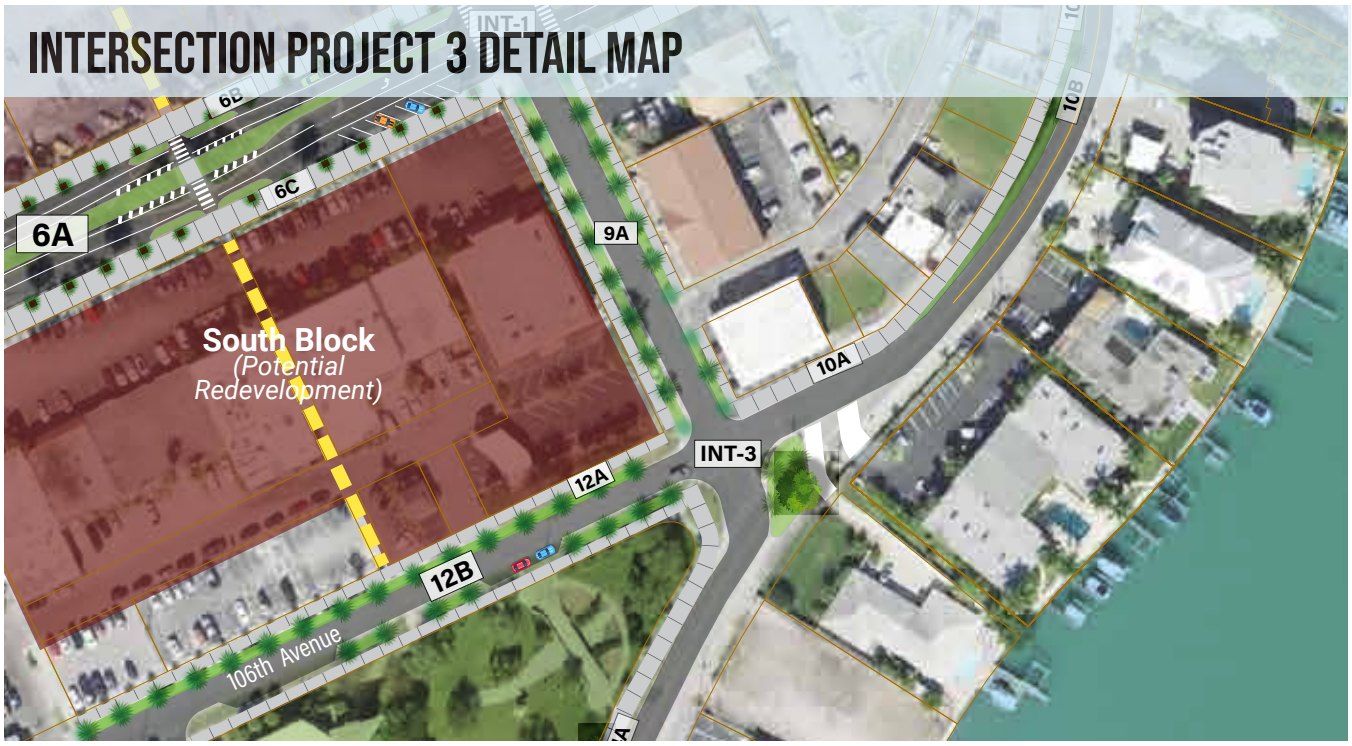
The Plan simplifies this intersection by squaring off 104th Avenue and 1st Street at 106th Avenue, adding green space, and a establishing a better sidewalk connection along 104th Avenue.

The project as illustrated and recommended would eliminate the triangle's 'hypotenuse' lanes on 104th and bring intersection to a single-point, four leg intersection. This will require traffic traveling on 104th (such as from 107th to Gulf Boulevard) to make a full turn at this intersection, and with development traffic impacts the intersection may warrant four-way stop control or another similar measure to help control speeds. The plan's traffic analysis does not suggest a full traffic signal would ever be warranted.

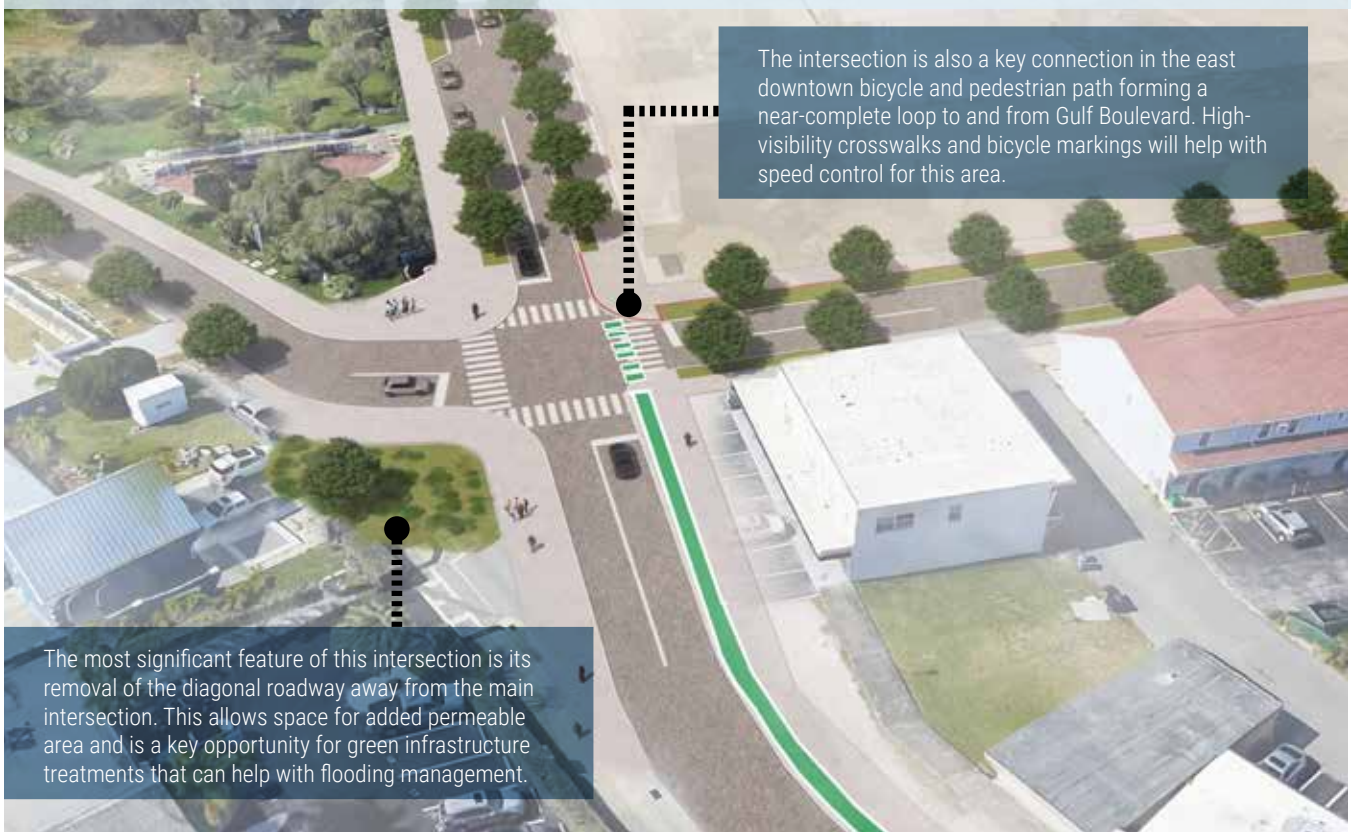
Estimated Cost	$532,000
Potential Funding Sources	City funds
Complexity to Implement	Low complexity: fits within existing right-of-way and does not significantly impact existing utility infrastructure
Key Partnerships and Stakeholders	None needed for implementation, though City should partner with residential properties that may need to extend driveways to reach new street alignments.
Related projects	This project should connect the multi-use path created by Project 10A and the existing multi-use path along the Treasure Island Community Park; project also ties into Project 12B.
Green Infrastructure Potential?	**Yes:** the project removes up to 1,500 square feet of roadway surface and allows this space to be permeable. It is a prime location for bioswale treatments, potentially covering a larger area than many other candidate project green infrastructure treatments featured in this plan.
Parking Potential?	**No:** project removes roadway and recommends enhanced pervious areas before adding parking.
Redevelopment of Adjacent Sites Needed?	**No:** the project does not impact existing buildings or building-support functions.

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INTERSECTION PROJECT 3 DETAIL MAP



INTERSECTION PROJECT 3 OVERVIEW ILLUSTRATION



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SECTION

4 IMPLEMENTING THE MOBILITY PLAN

4.1 MOVING FORWARD WITH RECOMMENDATIONS

The recommendations presented in the Downtown Mobility Plan are intended to give the City a series of capital improvement projects to implement over the next ten years, and potentially longer depending on availability of funding and resources. Most importantly, however, they constitute a framework of transportation-related improvements that could be implemented either through private development or public investment.

These projects have not been prioritized with a rating or scoring system because of their relatively limited number and the unknown timing of potential factors that could influence them, such as adjacent developments. However, the table below lists projects generally by how they respond to a series of criteria:

- **Their complexity to implement** (as noted in the project descriptions of Section 3, which is partially a function of whether they can be advanced without redevelopment or substantial changes to adjacent sites). Even some projects with relatively low construction costs will require coordination with stakeholders and other property owners.

- **How critical they are from a traffic management standpoint.** The traffic analysis in Section 2 that underpins the recommendations for this plan took conservative scenarios based on recent traffic data and potential development-related impacts. It considered high rates of regional traffic growth and assumed that traffic (especially seasonal variations) would eventually return to pre-COVID levels, even if the data collected for the study may not have fully reflected them. Projects seen as critically important to prepare for a traffic impact are noted as most important, where projects that have opportunity to help with traffic but do not need to be configured with a certain capacity are considered to have supporting potential for traffic.

- **What potential they offer to improve safety and multimodal connections.** A primary goal of the Downtown Mobility Plan is improving pedestrian connectivity and the overall appeal and sense of safety of walking or taking other forms of non-driving travel. As downtown Treasure Island matures and redevelops, taking more short trips on foot or by wheeled or rolling devices is an important way to manage overall impact of development.

The table on the following page shows how the projects in the Downtown Mobility Plan generally meet these criteria.

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FIRST TIER



Projects that do the best job balancing safety and mobility. The City should consider these projects even when adjacent development does not seem to be forthcoming.

SECOND TIER



Projects focused on one or two areas of improvement or may be more complex to implement. Candidates for the City to emphasize for potential development partnerships, or as a secondary City priority.

THIRD TIER



Projects less impactful in their benefit that the City may consider primarily on an opportunity basis.

	Project Description	How complex is the project to implement?	How critical is the project for managing traffic?	What does the project contribute to safety and multimodal options?
5A	107th Street Lane Merge Project	Low	Critical	Significant
4A	1st Street North of 107th Sidewalk Infill	Low	Critical	Moderate
6A	107th Lane Reduction (West)	Moderate	Critical	Significant
7A	107th Lane Reduction (East)	Moderate	Critical	Significant
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)	Low	Important	Significant
12B	106th Avenue Complete Street	Low	Important	Significant
INT-2	104th/107th/108th Intersection Reconfiguration	Moderate	Critical	Moderate
INT-1	107th Avenue/1st Street Intersection	Low	Critical	Significant
3A	Rebalanced ROW - 108th Avenue Curve	Low	Not critical	Significant
7B	107th Streetscape (East, North Side)	Moderate	Important	Significant
7C	107th Streetscape (East, South Side)	Moderate	Important	Significant
8A	Configuration of right-lane drop and directional signage	Low	Critical	Small Improvement
10A	Sidewalk - west side of 104th to 106th	Moderate	Important	Significant
10B	Landscape - west side of 104th from 107th to 106th	Moderate	Important	Significant
9A	1st Street Complete Street (South)	Moderate	Important	Moderate
4B	1st Street Complete Street (North)	Moderate	Important	Moderate
INT-3	104th/106th/1st Street intersection	Low	Important	Moderate
6B	107th Streetscape (West, North Side)	Moderate	Important	Significant
6C	107th Streetscape (West, South Side)	Moderate	Important	Significant
15A	105th Avenue Complete Street	Low	Not critical	Moderate
1A	Sidewalk from south side of 108th from Gulf Blvd to the alley	Low	Not critical	Small improvement
1B	Green infrastructure - south side of 108th from Gulf Blvd to alley	Low	Not critical	Small improvement
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue	Moderate	Not critical	Moderate
12A	106th Avenue Sidewalk Infill	Low	Not critical	Small Improvement
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side	Moderate	Not critical	Moderate
3B	Sidewalk-Streetscape - south side of 108th on the curve	High	Not critical	Moderate

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4.2 COMBINING AND SEPARATING PROJECTS

Throughout the project profiles in this plan, each project was tied to one or more related projects that the City should consider in implementing the plan recommendations. Sometimes these project relationships are due to essentially completing a single effort, such as the comprehensive redesign of 107th Avenue in Projects 6 and 7, each individually broken down into roadway and streetscape components.

As stated previously, the individual project pieces in this plan have been proposed to make it easier for the City to implement small portions at a time or more clearly define how the City and other partners, such as developers, will share the responsibility and cost of a project or suite of projects.

The table and map on the following pages list the plan's recommended projects and offer guidance on approaches to packaging or combining project components. Even though this increases project cost, it may offer efficiency in design and construction of the projects, and may allow the City to achieve a more significant implementation of plan recommendations in a short time.

Likewise, some projects may make sense to separate and implement incrementally, especially when considering higher cost projects and potential funding constraints. The table and map on the following page also offer guidance on practical approaches to keeping plan projects separated.

Finally, the table offers an assessment of who might best take a lead on project delivery, especially if a project is a form of impact mitigation from a private development. The map accompanying the table on the following page is broadly color-coded to reflect the assignments suggested in the table. This offers the City a summary of how much of the plan's overall $15 million of recommended project costs may be divided between the City or provided by partners contributing to Treasure Island's transportation system.

HIGH-LEVEL STRATEGIC APPROACHES

The City should consider the following as implementation approaches in advancing project recommendations:

Capital Improvement Reserves for Development Opportunities. Allocate a reserve amount in each year's capital improvement plan budget to allow the City to partner with developers and potentially extend the amount or scope of a Downtown Mobility Plan project that a developer may partially complete as a means of mitigating impact.

Identifying development incentives for additional developer contributions. If it is more practical for a single entity to complete a project from the plan, or the City does not have sufficient funding to partner with a developer or complete a parallel project, the City should identify potential development incentives to allow in exchange for additional project implementation.

Combining resiliency funding with transportation capital projects. The incorporation of green infrastructure and low-impact development concepts into the Downtown Mobility Plan extends its natural reach beyond transportation; the plan also serves as part of a larger blueprint for resiliency and sustainability for Treasure Island. The City should explore how resiliency-based funding sources can be combined with traditional transportation funding sources, or if resiliency-based funding sources could even cover entire transportation projects.

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	Project Description	Projects to Construct in Tandem These projects should be constructed at the same time to maximize investment opportunities.	Likely Publicly Led	Likely Privately Led	Likely Hybrid Approach
1A	Sidewalk from south side of 108th from Gulf Blvd to the alley	Project Grouping 1: Construction Efficiency	Yes		
1B	Green infrastructure - south side of 108th from Gulf Blvd to alley		Yes		
2A	Rebalance lanes on north side of 108th between alley and 1st Avenue; sidewalk-streetscape on north side		Yes		
2B	Rebalance ROW with streetscape on south side of 108th between alley and 1st avenue			Yes	
3A	Rebalanced ROW - 108th Avenue Curve		Yes		
3B	Sidewalk-Streetscape - south side of 108th on the curve			Yes	
4A	1st Street North of 107th		Yes		
4B	1st Street Complete Street (North)			Yes	
5A	107th Street Lane Merge Project	Project Grouping 5/6: Safe and Efficient Lane Reduction Project; Consistency in Streetscape Work	Yes		
6A	107th Lane Reduction (West)		Yes		
6B	107th Streetscape (West, North Side)				Yes
6C	107th Streetscape (West, South Side)				Yes
7A	107th Lane Reduction (East)	Project Grouping 7: Consistency in Streetscape Work and Minimal Impacts	Yes		
7B	107th Streetscape (East, North Side)				Yes
7C	107th Streetscape (East, South Side)				Yes
8A	Configuration of right-lane drop and directional signage	INT-2 and Project 8: Prepare motorists for lane reduction and turns at intersection	Yes		
9A	1st Street Complete Street (South)			Yes	
10A	Sidewalk - west side of 104th to 106th		Yes		
10B	Landscape - west side of 104th from 107th to 106th		Yes		
11A	106th Avenue Complete Street (Gulf Boulevard to Park Place)		Yes		
12A	106th Avenue Sidewalk Infill			Yes	
12B	106th Avenue Complete Street			Yes	
15A	105th Avenue Complete Street	INT-1 and Project 4B: Coordinate 1st Street and Signal Mitigation with Intersection Enhancements	Yes		
INT-1	107th Avenue/1st Street Intersection				Yes
INT-2	104th/107th/108th Intersection Reconfiguration		Yes		
INT-3	104th/106th/1st Street intersection		Yes		

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699
Gulf Boulevard
108th Avenue
107th Avenue
106th Avenue
105th Avenue
104th Avenue
Park Place
Treasure Island Community Park
INT-1
INT-2
INT-3
1A
1B
2A
2B
3A
3B
4A
4B
5A
6A
6B
6C
7A
7B
7C
8A
9A
10A
10B
11A
12A
12B
15A
16A
Likely Publicly Led
Likely Privately Led
Likely Hybrid Approach

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AGENDA ITEM NO. B.4

Item Cover Page

BOARD OF COMMISSIONERS AGENDA ITEM REPORT

DATE:	November 7, 2023
SUBMITTED BY:	Stacy Boyles, Public Works
ITEM TYPE:	Presentations
AGENDA SECTION:	DISCUSSION
SUBJECT:	Draft Treasure Island City-Wide Connectivity Plan
BACKGROUND:	In April 2021, the Commission approved a work authorization with DRMP to provide a City-wide connectivity plan. Multiple engagement sessions were held during the process and feedback was incorporated into the draft plan. This represents one of three connectivity studies encompassing all areas within the City. The other two plans are the Gulf Boulevard Safety Analysis and the Downtown Mobility Plan.
POLICY/PURPOSE:	The purpose of this item is to request Commission review and feedback of the draft report prior to adoption.
STRATEGIC PLAN RELEVANCE:	The Infrastructure Road Map, Goal 1, Objective 3 is to *"Enhance City-wide connectivity to create an improved environment for bikes and pedestrians."* Bold Action 1 under this objective is to *"Identify connectivity gaps and grant opportunities".*
ANALYSIS/DISCUSSION:	A draft plan has been developed for review and consideration prior to final adoption. This plan will be incorporated into the City of Treasure Island's Connectivity Master Plan, along with the other two plan components.
FUNDING:	No funding is requested at this time. Previously authorized design fees for the project were not exceed $40,000 from Municipal Services Account No. 001-5410-34000.
MOTION:	Any Commission comments or feedback?

ATTACHMENTS:
Att A - Citywide Connectivity Presentation.pdf
Att B - Draft ConnectivityReport.pdf

PARADISE FOUND

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Connectivity Master Plan

NOVEMBER 2023

Introduction

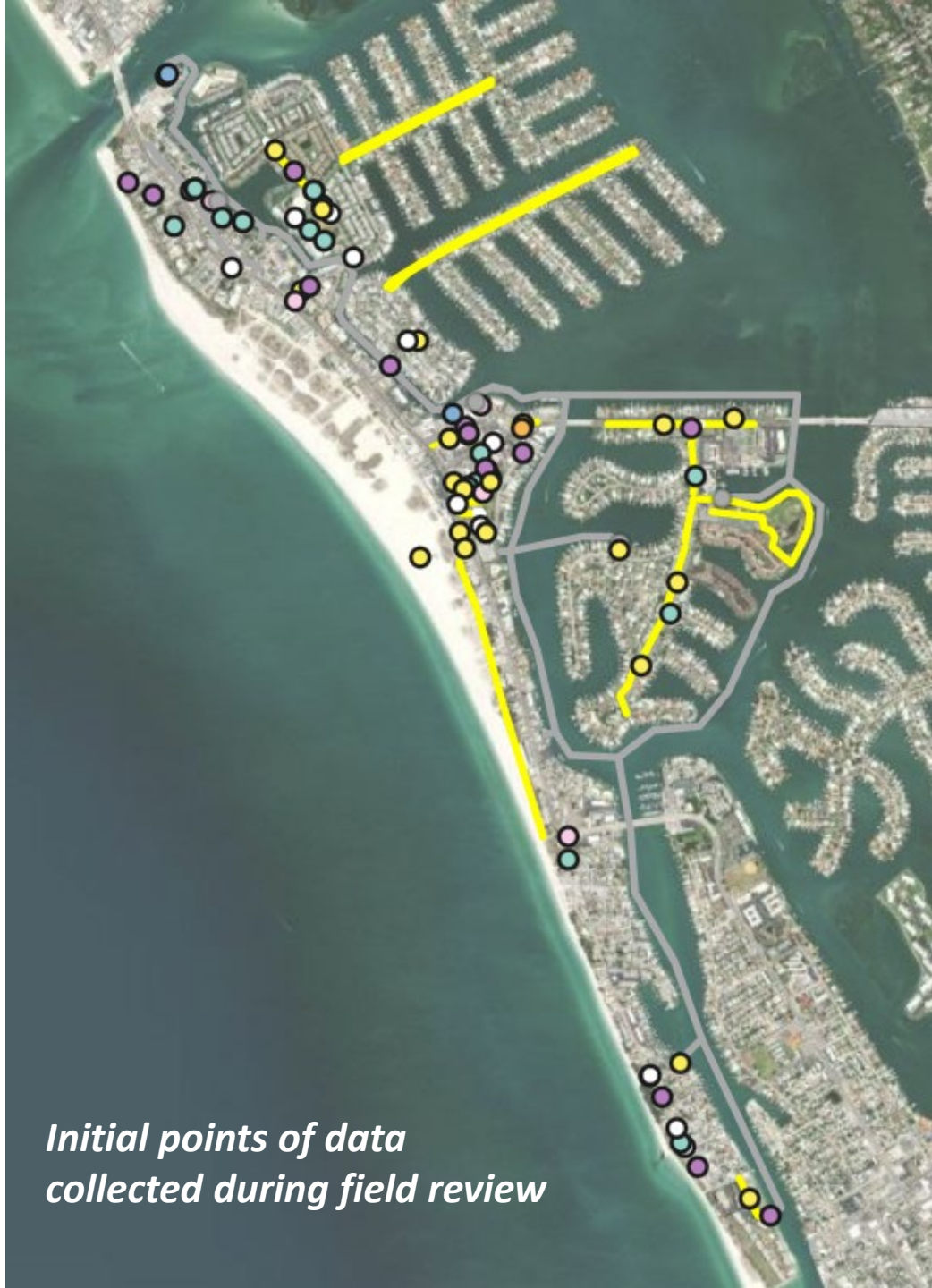
- This Connectivity Master Plan aims to improve accessibility to residential areas, local businesses, and city amenities through bicycle infrastructure, pedestrian paths, waterways, and wayfinding
- Selected projects can be incorporated into future CIP
- Focus on areas outside of Downtown and Gulf Boulevard

Project Overview

- Projects are selected through a careful process of data review, field visits, public outreach and feedback, and cost estimates
- By connecting existing pedestrian, bicycle and waterway paths with proposed projects, residents and visitors have safer alternatives to high traffic roadways for access to popular destinations around the city

Methodology

- Started in 2021 with existing conditions map to identify gaps in connectivity network, plus areas of greatest need for safety improvement
- Spent several days in the field visiting areas of the city for a first-hand look at connectivity conditions and speak with residents and visitors about their suggestions
- Attended two public workshops to gather stakeholder feedback
- Consulted with staff to choose major and minor projects to include in master plan
- Cost estimates developed to help prioritize projects and budget for future implementation



Initial points of data collected during field review

Major Projects

Projects with a significant impact on the connectivity network of the City

- Beach Trail Extension
- Pirate Alley
- Waterway Trail
- Gulf Front Park Pedestrian Flow Improvements
- Bayshore Drive Sidewalk
- Capri Boulevard / Isle of Capri Sidewalks
- 115th Avenue / Isle of Palms Sidewalks
- Paradise Island and Treasure Lane Sidewalks
- 2nd St East Sidewalk and Roadway Improvements
- City-wide Wayfinding

Beach Trail Extension

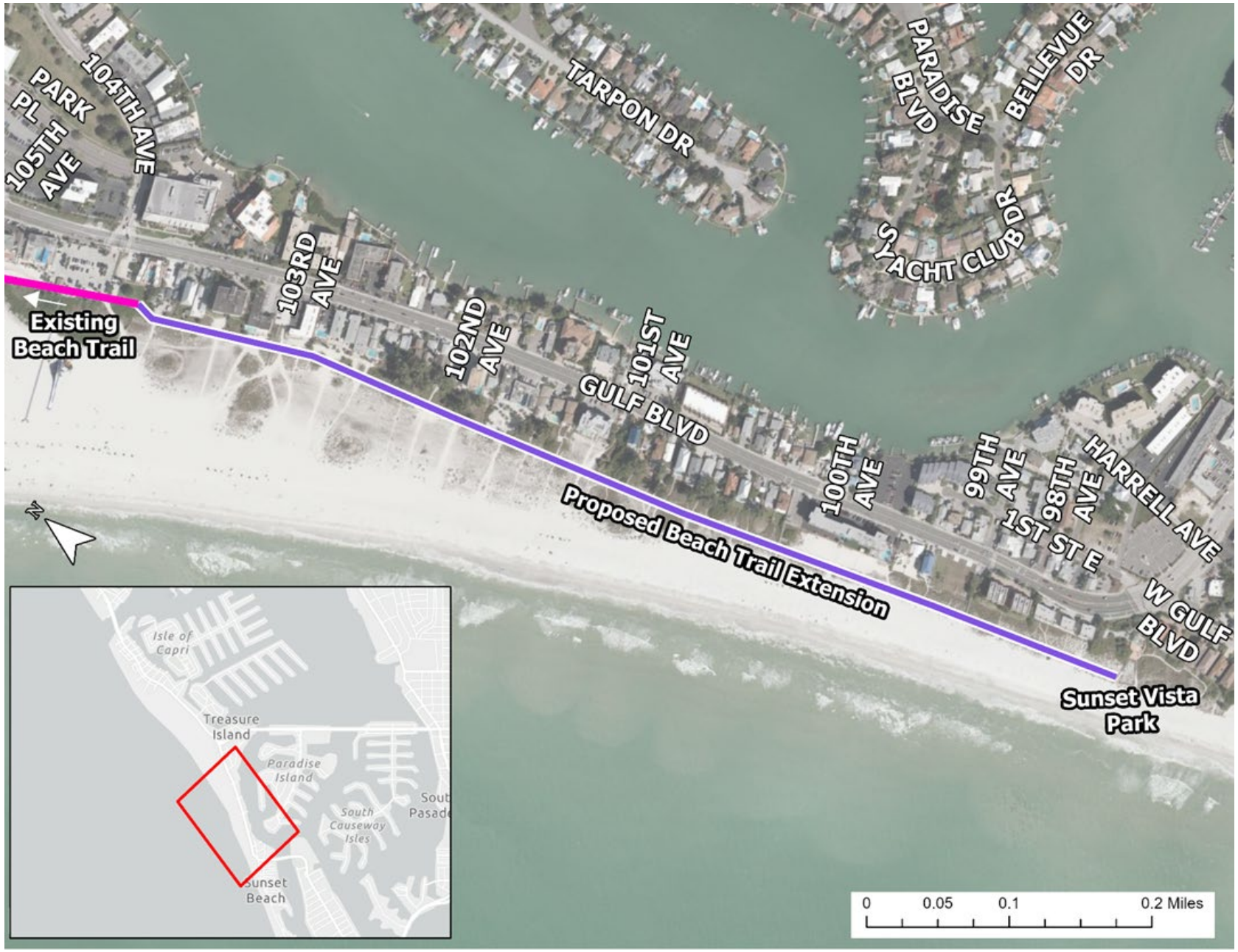
Recommendation for Improvements

Extension from Sunset Vista Trailhead Park at the south end to existing beach trail at the north end

This extension will run approximately for 0.72 miles and match the typical section of the existing trail

Proposed lighting will need to be added to the extension trail to provide continuity with the beach trail use

Estimated cost: approx. $2,800,000



Beach Trail Extension

Existing Conditions / Need for Improvement

The existing typical layout features an 11-ft wide trail (concrete surface) with the turtle-friendly wall that also acts as a low-seating wall, facing the beach side. Low-level lighting is available for nighttime use.

The existing trail ends near 104th avenue that ties into sandy beach areas with no other beach path to continue for 0.72 miles at the Sunset Vista Park. The end connection of Sunset Vista Park Trailhead has an existing walkway from parking areas that lead to the beach as well.



Pirate Alley Connectivity Improvements

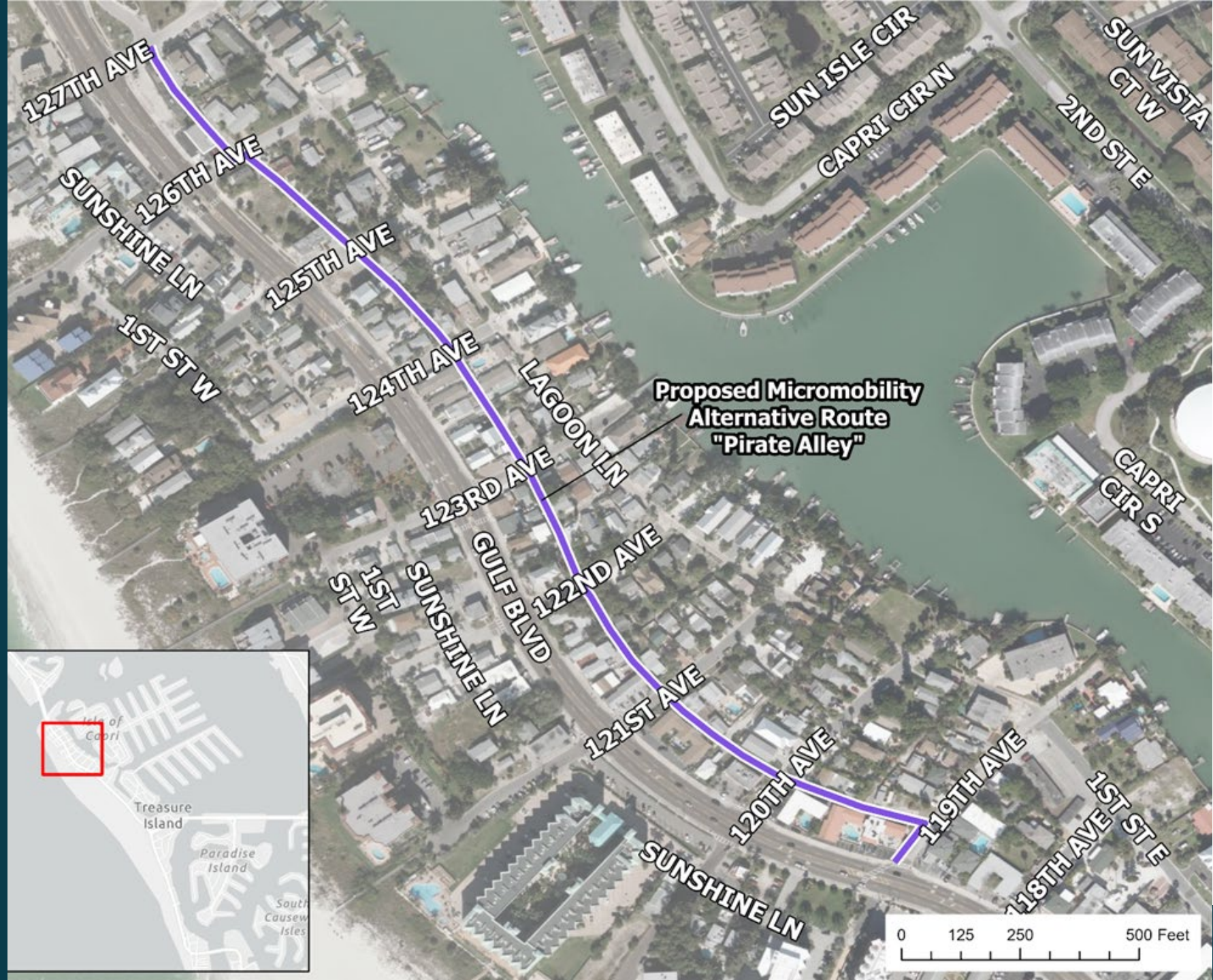
Existing Conditions / Need for improvement

13-15 ft wide roadway that primarily serves local traffic and deliveries

The alley roadway is not bordered by any sort of curb/gutter and does not have any pavement markings, stop signs, or pedestrian crossing warnings. despite being used as a two-way venue.

Throughout the corridor, intersections are at higher surface elevations creating sudden grade breaks and therefore causing traffic to bottom out and scrape the roadway.

Opportunity to improve existing stormwater ponding issues



Pirate Alley Connectivity Improvements

Recommendation for Improvements:

Signage allowing only local traffic, delivery and emergency vehicle access to reduce vehicular use

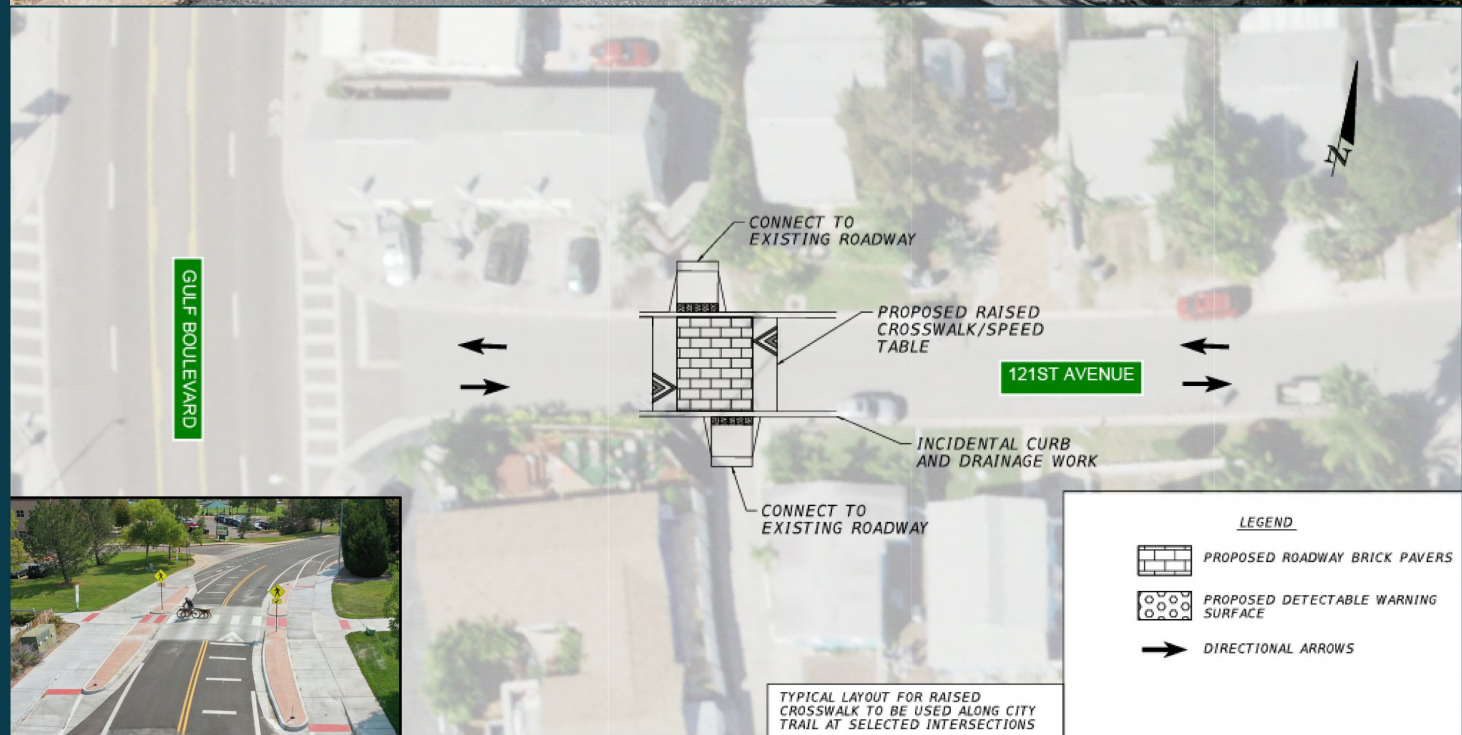
Raised crosswalks can be implemented to slow traffic down and create a stop condition to provide a safe crossing for Pirate Alley users.
Raised crosswalks can reduce pedestrian involved crashes by 45% according to the Federal Highway Administration

Corresponding advanced warning signs for both alley users and side street traffic to be added accordingly

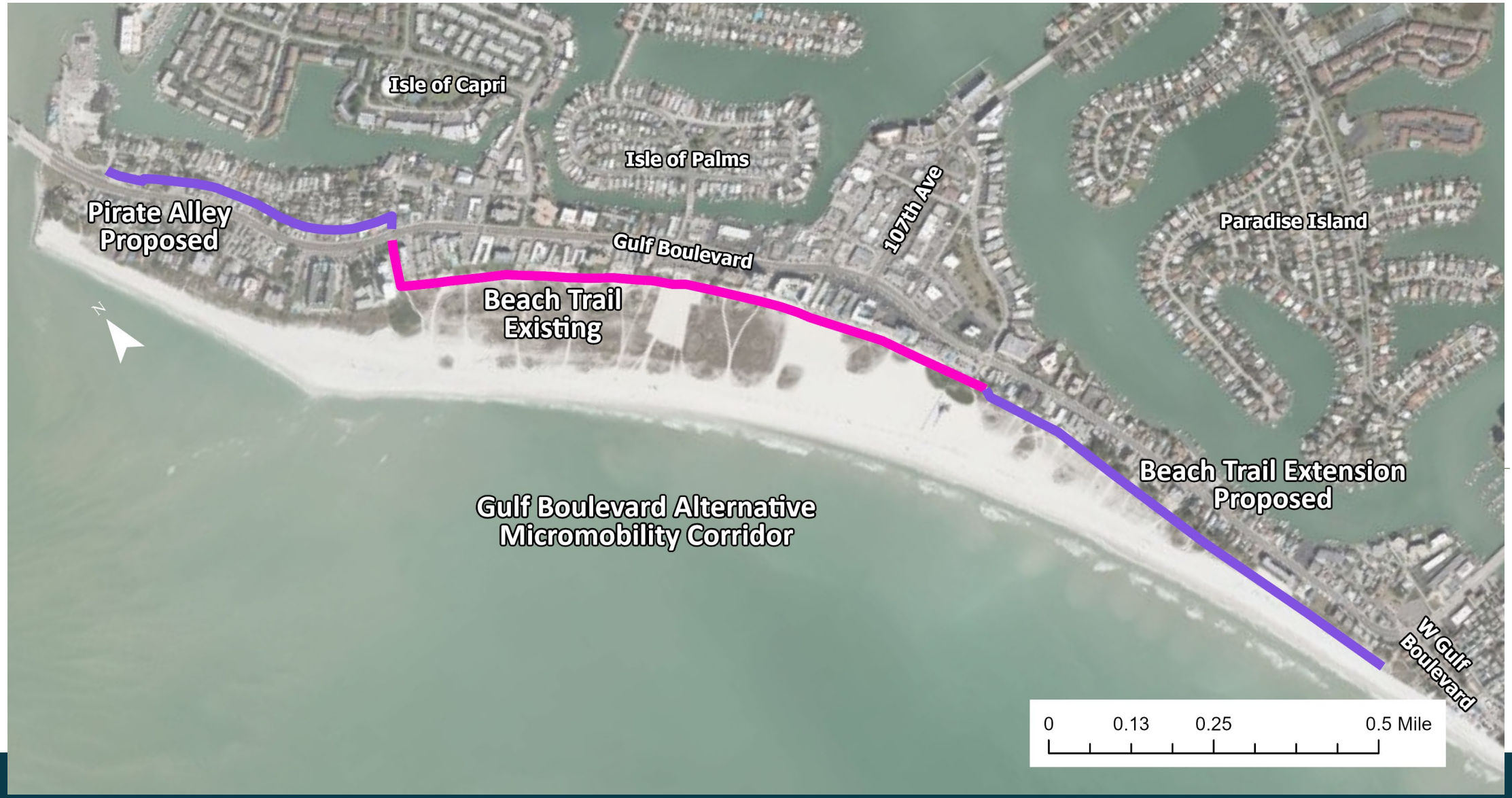
It is recommended that a traffic study is performed leading up to the design stage of this project to ensure traffic flow is not disrupted.

Estimated cost: approx. $2,605,000





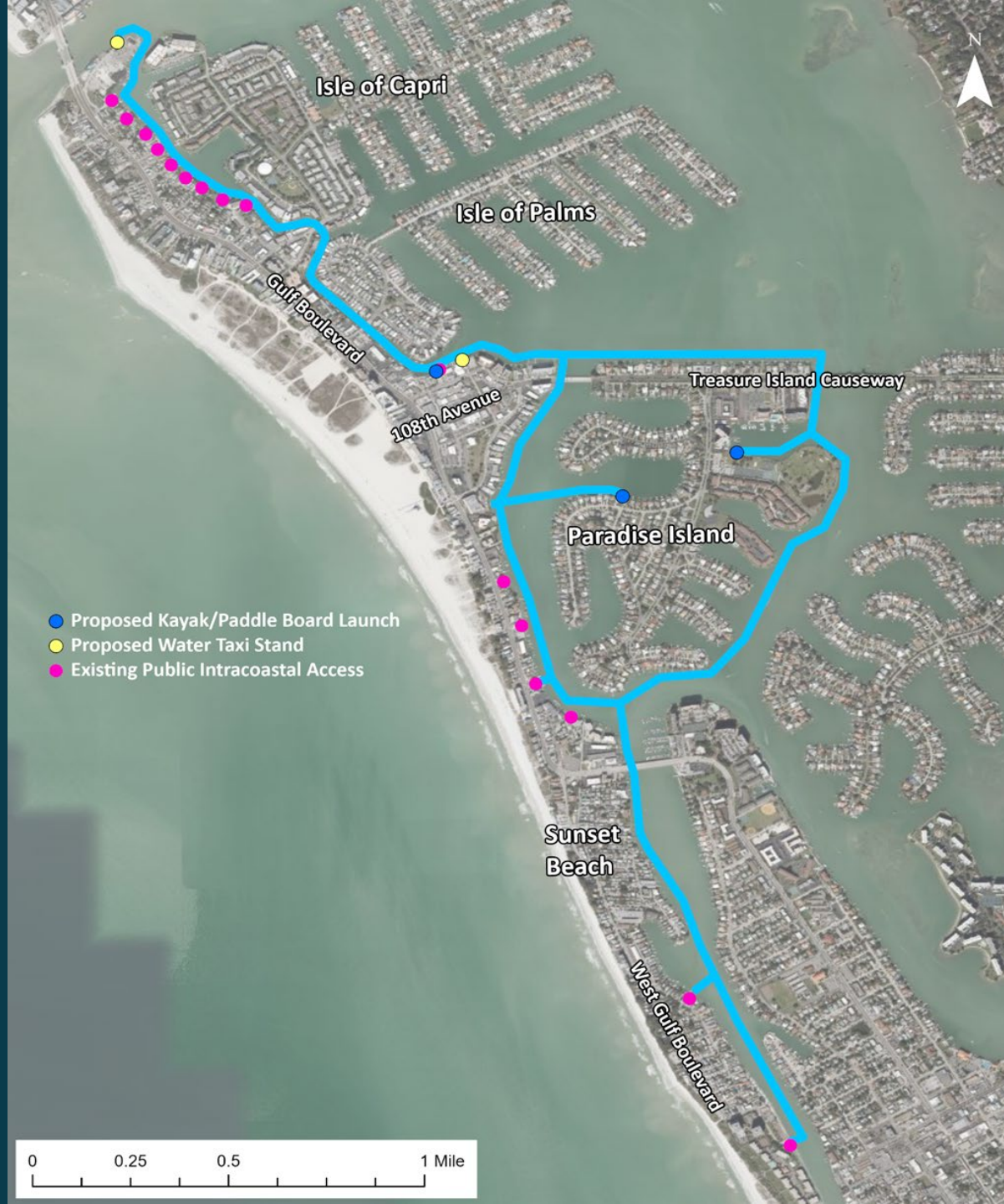
Pirate Alley + Beach Trail Alternative Corridor



Waterway Trail

Designated path with potential to promote stops at existing intracoastal access locations and proposed kayak/paddle board launch sites and water taxi stands

Waterway Trail would formalize the existing opportunity for waterway transportation and expand the connectivity network. Particularly, the opportunity to use watercraft as transportation to areas with limited parking may be attractive to residents and visitors





Waterway Trail

City Benefits and Public Feedback

The cost of the trail is limited to the cost of signage, both on land and in the water, and public education, which can be done using internal resources. Low cost means a quick implementation process for public use.

Public feedback was positive

The project does not propose no wake zones but rather public education surrounding safety and sharing the waterway between motorized and non-motorized watercraft.

Gulf Front Park Pedestrian Flow Improvements

Currently no pedestrian facilities providing connectivity between the existing Gulf Boulevard crosswalks and sidewalks and the Treasure Island Beach Trail

Both the north and south ends of the parking lot can be updated to accommodate a 4-ft minimum (5-ft desired) concrete sidewalk that will replace existing landscape areas

Estimated cost:
approx. $151,000



Bayshore Drive Sidewalk

Under existing conditions, there are no pedestrian facilities providing connectivity between an existing sidewalk that ends at a midblock crosswalk near the intersection with 77th Avenue and Sunset Beach Park.

Option A (5ft wide):

Estimated cost: approx. $70,000

Option B (10 ft wide):

Estimated cost: approx. $133,000



Capri Boulevard Sidewalks

Option A: maximize use of the available R/W and provide a 5-ft sod buffer/utility strip and a 10-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the north side of Capri Boulevard. Sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.

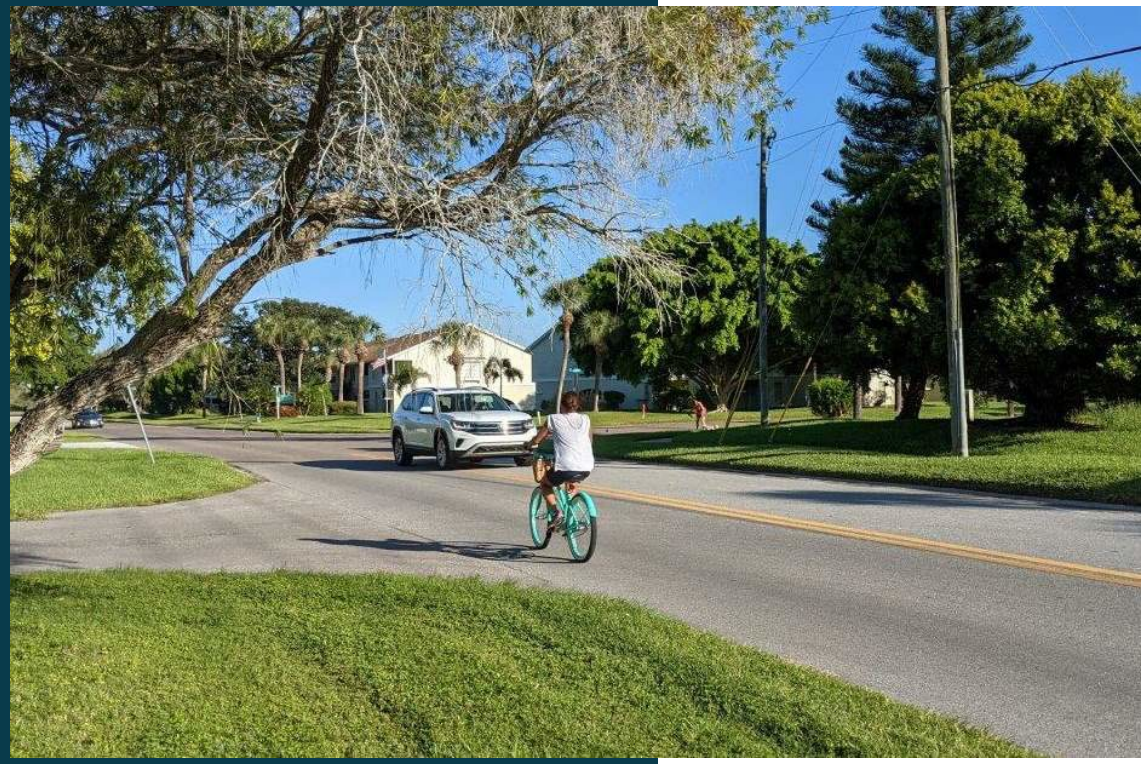
Option B: maximize use of the available R/W and provide a 5-ft sod buffer/utility strip and a 10-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the south side of Capri Boulevard. Sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.

For option A or B:

Estimated cost: approx. $738,000



Residential Neighborhood Sidewalk Projects



Sidewalk projects are recommended for each of Isle of Capri, Isle of Palms, and Paradise Island

Sidewalk facilities are designed to bring protected pedestrian facilities as close to residential areas as possible, improving the ability for residents to walk to city amenities or use sidewalks for recreation with minimal or no time spent walking in the roadway.

Isle of Palms/ 115th Avenue Sidewalks

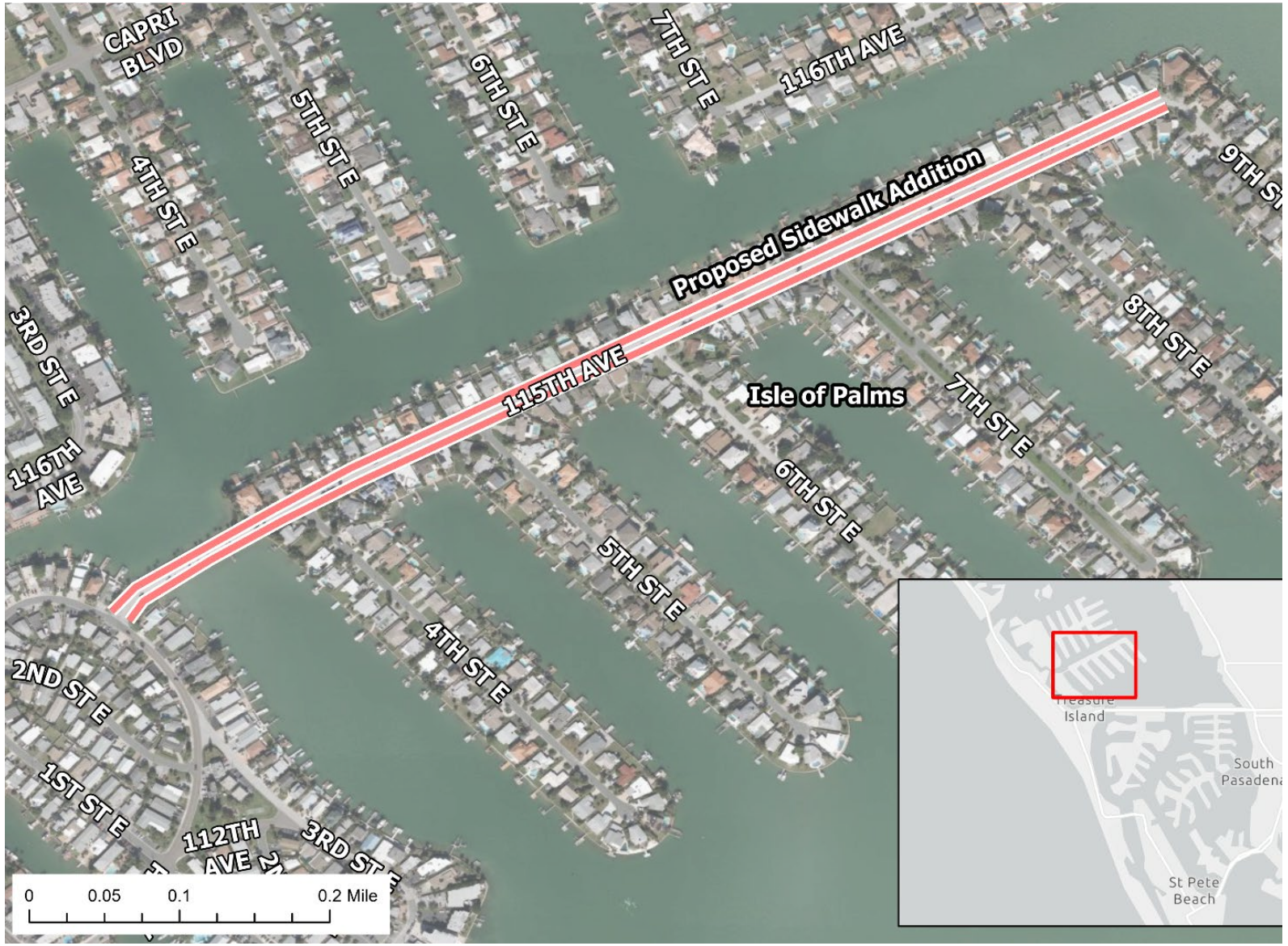
Option A: maximize use of the available R/W and provide a 3-ft sod buffer/utility strip and a 8-ft wide concrete sidewalk to accommodate pedestrian and bicycles on the north side of 115th Avenue. Can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.

Option B: maximize use of the available R/W and provide a 3-ft sod buffer/utility strip and a 8-ft wide concrete pedestrian and bicycles on the south side of 115th Avenue. Sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle

lanes.

Option A Estimated cost: approx. $624,000

Option B Estimated cost: approx. $794,000



Paradise Island and Treasure Lane Sidewalks

Proposed addition of a sidewalk along Paradise Boulevard to improve pedestrian safety and connectivity throughout Paradise Island. Additionally, a sidewalk is recommended for the north side of Treasure Lane along the causeway to create a dedicated pedestrian facility where a shared bicycle facility already exists. Both projects improve connectivity from the downtown area of the City.

Paradise Island-
Estimated cost: approx. $892,000
Treasure Lane-
Estimated cost: approx. $553,000

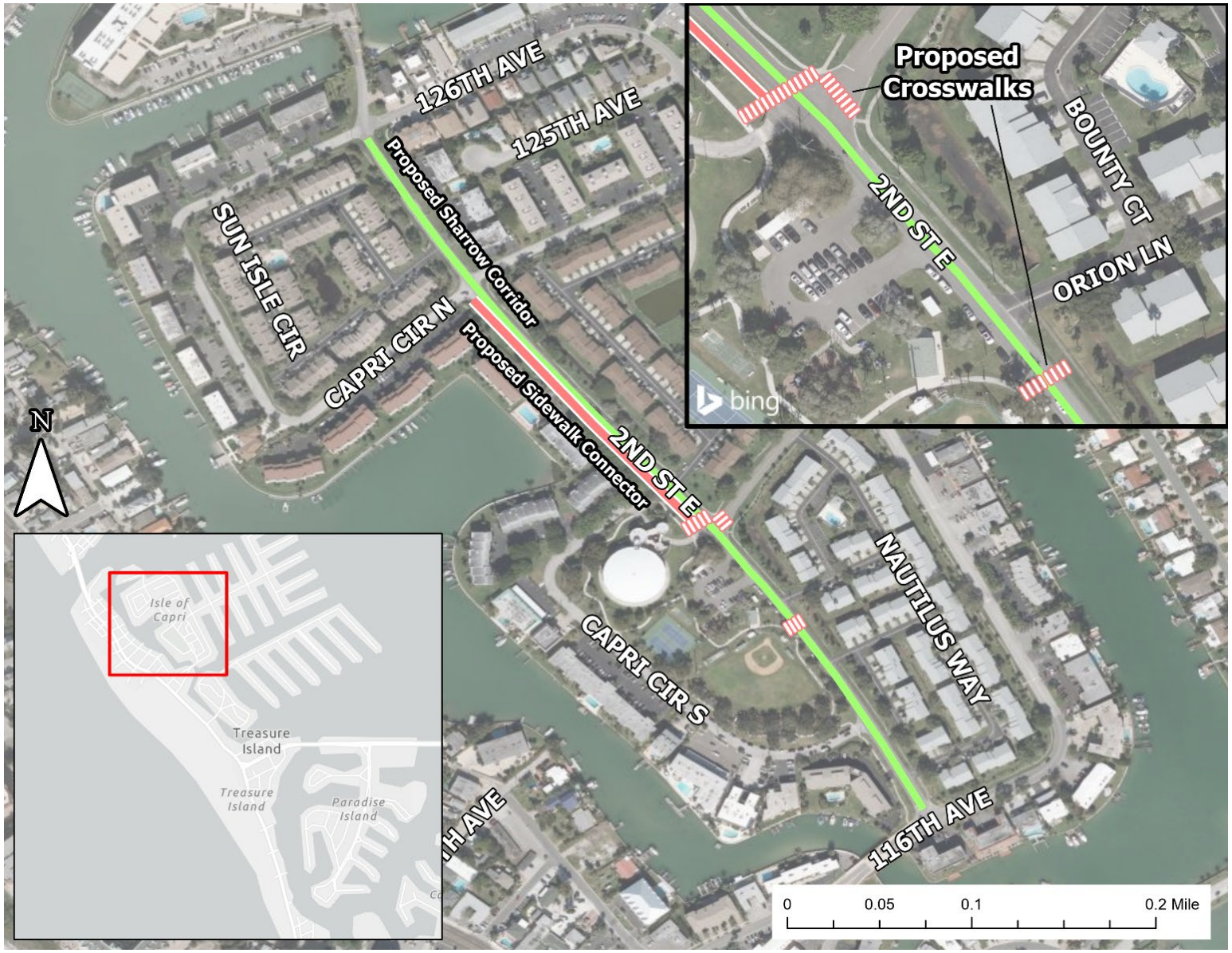


2nd St East Sidewalk and Roadway Improvements

Proposed addition of several pedestrian and bicycle upgrades to the area around Roselli Park

Upgrades include a sidewalk along 2nd Street East connecting Capri Circle and the Roselli Park area, crosswalks to safely move pedestrians across 2nd St. E, and sharrows the length of 2nd St. E

Estimated cost: approx. $148,000



City-wide Wayfinding

Existing Conditions / Need for Improvement

The City currently has limited wayfinding signs to drive pedestrian traffic to key activity areas such as trails, bicycle paths, waterway points, etc. The goal of this project is to add more wayfinding signage across the City while providing consistency and making use of the City branding.

Recommended Improvement

It is recommended that the City approves a comprehensive City-wide wayfinding plan that focuses on assisting recreational activity users to find existing trails, waterway features, bicycle lanes, parks, and points of interest. The wayfinding plan and signage should incorporate the City branding to attract and create a consistent system that is easy to understand and use.



Minor Projects

In addition to the major projects proposed, a number of minor projects have been identified that would improve the network of connectivity within the city with minimal investment or interruption to city operations.

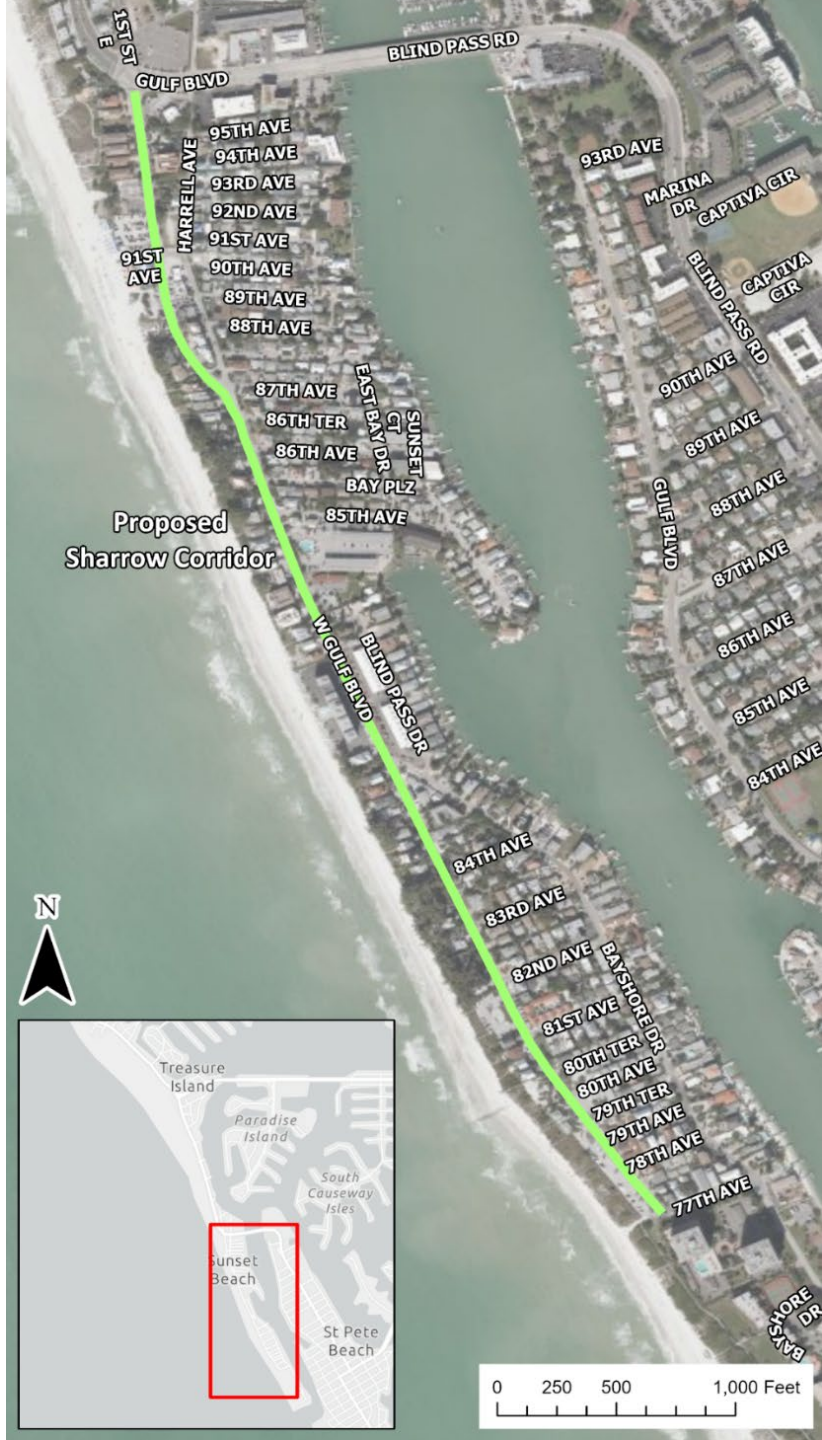
- W Gulf Boulevard Sharrows
- 116th and 117th Avenue Sharrows
- 106th Avenue Sidewalk Extension
- 116th Avenue and 2nd St E Crosswalk
- 112th Avenue B Crosswalk to Isle of Palms Park
- Treasure Bay Kayak/Paddle Board Launch
- 108th Avenue Kayak/Paddle Board Launch
- Tarpon Drive Kayak/Paddle Board Launch
- 108th Avenue Water Taxi Stand
- Kingfish Park Water Taxi Stand
- 108th Avenue Sidewalk Widening
- 84th Avenue Boat Launch Sidewalk
- Community Center Park Sidewalk Extension

Sharrow Corridors

- **W Gulf Boulevard Sharrows**
- **116th and 117th Avenue Sharrows**







Crosswalk Additions

- **116th Avenue and 2nd St E Crosswalk**
- **112th Avenue B Crosswalk to Isle of Palms Park**





Waterway Connection Points

Proposed water access locations that provide recreational and transportation connectivity to the waterway trail

- Treasure Bay Kayak/Paddle Board Launch
- 108th Avenue Kayak/Paddle Board Launch
- Tarpon Drive Kayak/Paddle Board Launch
- 108th Avenue Water Taxi Stand
- Kingfish Park Water Taxi Stand

Sidewalk Connectors/Extensions

- 108th Avenue Sidewalk Widening
- 84th Avenue Boat Launch Sidewalk
- Community Center Park Sidewalk Extension
- 106th Avenue Sidewalk Extension





Questions

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City of Treasure Island

Connectivity Master Plan

September 2023

DRMP
ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS

Contents

Introduction and Overview 4

Methodology 5

Major Projects Overview 7

Major Projects 9

- Beach Trail Extension 9
- Pirate Alley 12
- Waterway Trail 17
- Gulf Front Park Pedestrian Flow Improvements 20
- Bayshore Drive Sidewalk 24
- Capri Boulevard / Isle of Capri Sidewalks 28
- 115th Avenue/Isle of Palms Sidewalks 32
- Paradise Island and Treasure Lane Sidewalks 36
- 2nd Street East Sidewalk and Roadway Improvements 40
- City-wide Wayfinding 44

Minor Projects Overview 46

Minor Projects 47

- W Gulf Boulevard Sharrows 47
- 116th & 117th Avenues Sharrows 49
- 106th Avenue Sidewalk extension 51
- 116th Avenue and 2nd St E Crosswalk 53
- 112th Avenue B Crosswalk to Isle of Palms Park 55
- Treasure Bay Kayak/Paddle Board Launch 56
- 108th Avenue Kayak/Paddle Board Launch 57
- Tarpon Drive Kayak/ Paddle Board Launch 59
- 108th Avenue Water Taxi stand 60
- Kingfish Park Water Taxi stand 61
- 108th Avenue Sidewalk Widening 63
- 84th Avenue Boat Launch Sidewalk 65
- Community Center Park Sidewalk Extension 67

LIST OF APPENDICES

- APPENDIX A – Improvement Plans Exhibit
- APPENDIX B – Typical Sections
- APPENDIX C – Preliminary Cost Estimates

Introduction and Overview

This Connectivity Master Plan serves the interest of improving non-vehicular accessibility to local attractions through wayfinding, bicycle and pedestrian paths, and waterway transportation. The selected project sites and their corresponding information (conceptual design, cost estimates) under this Master Plan will serve for future incorporation into the city's Capital Improvement Plan (CIP) budget. Projects were planned for and selected through a careful process of field reviews, public outreach and feedback and cost estimates. By connecting existing pedestrian, bicycle and waterway paths with proposed projects, residents and visitors have safer alternatives to high traffic roadways to access popular destinations around the city. Encouraging secondary modes of transportation to cars also improves vehicle congestion and parking on popular roads and in parking lots of city amenities.

In 2021, the City identified the need for an analysis of the current connectivity network for pedestrian and bicycle facilities within the city boundary. DRMP was tasked with an initial review of existing connectivity conditions, creation of a GIS webmap to show existing conditions, identifying and development of conceptual sites for improvements (divided into Minor and Major improvement projects) and summarizing findings in a report.

A Traffic, Safety, & Mobility Public Engagement Workshop was held on 3/25/2023 to gather input from the public and residents.

A Traffic, Safety, & Mobility Business Stakeholder Meeting was held on 4/5/2023 to go over the improvement projects and gather input from local business owners.



Figure 1: DRMP staff going over the project descriptions at the Public Engagement Workshop

Methodology

Existing Conditions Analysis

DRMP staff began this effort by compiling and reviewing the existing condition of the connectivity network within the city. DRMP obtained the City's comprehensive GIS geodatabase and used it to map sidewalks, bike lanes, crosswalks, intracoastal access points, and all other available data regarding existing infrastructure. The existing GIS data pointed the DRMP team in the direction of areas that may be lacking in connectivity so that later field visits would be more focused.

An ESRI Story Map was created that depicted the current connectivity network and infrastructure and included other information related to connectivity and Transportation Safety. Crash data was obtained from Forward Pinellas so that it could be analyzed in the context of the connectivity network. Bus ridership data was requested from PST A and included in the story map.

Field Review

Once the office review of current connectivity data was complete, DRMP staff completed several field reviews. Staff visited the city three times formally and several other times informally to observe current conditions. Staff carried a tablet with an ArcGIS Collector map with the ability to draw points and lines for possible improvement opportunities, as well as take notes and attach photographs. Staff spent time in major destination areas and residential neighborhoods observing current conditions and active users of existing facilities. The DRMP team was able to speak to members of the public and ask for their opinions on possible upgrades. This real time public feedback by actual users was very helpful for identifying impactful improvements. The tablet map enabled the team to record any and all conditions that seemed noteworthy so that there were many options to consider at the later city staff review.

City Staff Review

DRMP staff met with Treasure Island staff to review the total list of identified opportunities and decide which could be pursued. Some identified opportunities were already part of work plans and did not need to be included in this study. Some opportunities were not feasible or not wanted by City staff and were not included in the study. Additionally, by this point, other consultants had been tasked with focus on the downtown area, so DRMP did not focus on downtown projects. Ultimately the list of observed opportunities was pared down to include a set of impactful and feasible major and minor projects.

Public Involvement and Feedback

While initially not part of the scope of this effort, DRMP was asked to participate in several public involvement meetings to gather public feedback on proposed projects. A Traffic, Safety, & Mobility Public Engagement Workshop was held on March 25, 2023 to gather input from the public and residents. This workshop was open house style so that the general public could walk around and speak with consultants for this project and other transportation and connectivity projects. DRMP staff

attended with printed exhibits of select projects and gathered feedback from those that had input or questions.

A Traffic, Safety, & Mobility Business Stakeholder Meeting was held on April 5, 2023 to go over the improvement projects and gather input from local business owners. This meeting was a more traditional presentation style with some questions taken from the audience, and the ability for attendees to ask questions on a one-on-one basis afterwards. Attendees also left comment cards.

Typical sections and cost estimating

As defined by the Florida Department of Transportation (FDOT), the primary purpose of typical sections is to provide sectional depictions of the roadway or bridge elements that illustrate “typical” conditions found between specified lengths of the project/corridor. Typical sections for the Major Projects in this report were developed from site visits, field observations, use of aerials, and use of information from the Pinellas County Property Appraiser website. It is recommended that topographic survey is performed during the design stage of these projects.

For cost estimating purposes, historical FDOT statewide and Area 8 (Pinellas County) unit costs were used as much as feasible. Unit costs were adjusted to account for current market adjustments and contingencies were added since all cost estimates provided in this report are preliminary and based on high-end concepts developed without the aid of survey data and other design components such as geotechnical information.

Major Projects Overview

The following major project recommendations are a collection of improvements to connectivity within the City of Treasure Island that would significantly impact the network that allows pedestrians, cyclists, and other micromobility users to get around the city efficiently and safely.

The existing Beach Trail provides a unique opportunity for pedestrians and micromobility users to not only enjoy a view of the beach, but remain protected from vehicular traffic on Gulf Boulevard. Currently, that opportunity only exists for a portion of the main island, but two proposed projects would extend this protected path from Sunset Vista Park to the northern extent of the City. The addition of Pirate Alley and the Beach Trail Extension would create a comprehensive alternative corridor to Gulf Boulevard. To the north, Pirate Alley would remove micromobility users from the main stretch of Gulf Boulevard and route them to the alley that parallels it, with drainage and surface improvements that would make it more suitable for bicycles and pedestrians. South of the existing beach trail, an extension of the trail would take users all the way to a logical end point and improve an already iconic feature.

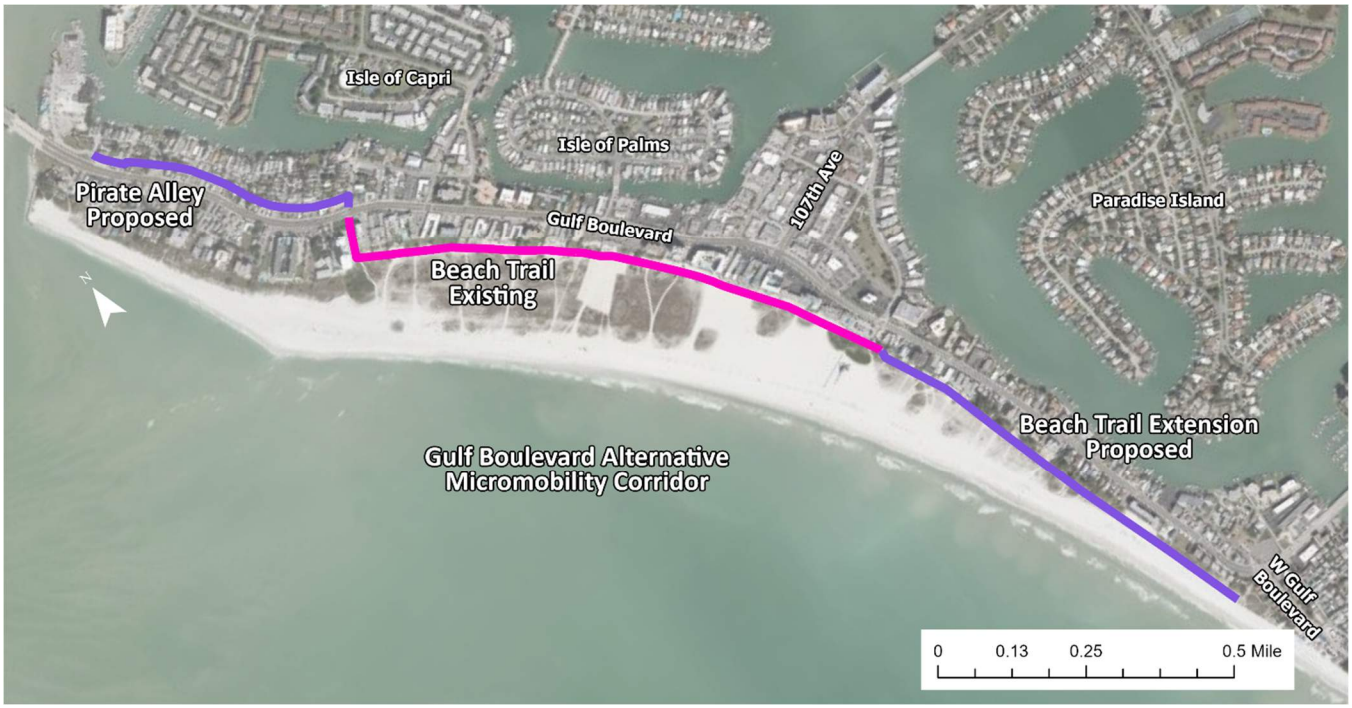


Figure 2: Sample of two major projects that will help with connectivity and safety throughout the City: Pirate Alley (to the north) and Beach Trail extension (to the south)

The addition of pedestrian facilities through the main backbones of Paradise Island, Isle of Capri, and Isle of Palms would significantly extend the network of protected pedestrian facilities and allow connectivity to major arteries and thoroughfares such as Gulf Boulevard.

A new waterway trail and a city-wide wayfinding project will create an alternative mode of transportation and network of connectivity within the city while providing a cohesive suite of signage to make sure that it is easy to get around and take advantage of all of these transportation amenities.

Projects are prioritized based on the impact that they will have on high use areas, and the ease of implementation. The recommended implementation over a 5-year period for major projects is as follows:

Table 1: Major Projects implementation summary table

Project	Implementation Year
Beach Trail Extension	
Pirate Alley	
Waterway Trail	
Gulf Front Park Pedestrian Flow Improvements	
Bayshore Drive Sidewalk	
Capri Boulevard/ Isle of Capri Sidewalks	
115th Avenue/Isle of Palms Sidewalks	
Paradise Island and Treasure Lane Sidewalks	
2nd St East Sidewalk and Roadway Improvements	
City-wide Wayfinding	

Major Projects

Beach Trail Extension

Project Location

The Beach Trail Extension project plans to extend the existing beach trail network to the south of its existing location. The existing beach trail is located south of Gulf Boulevard along Treasure Island Beach and runs from 119th Avenue to the Gulf Front parking lot located at the intersection of Gulf Boulevard and 10th Avenue. The proposed trail extension will run south and end near 104th Avenue by the Sunset Vista Park.

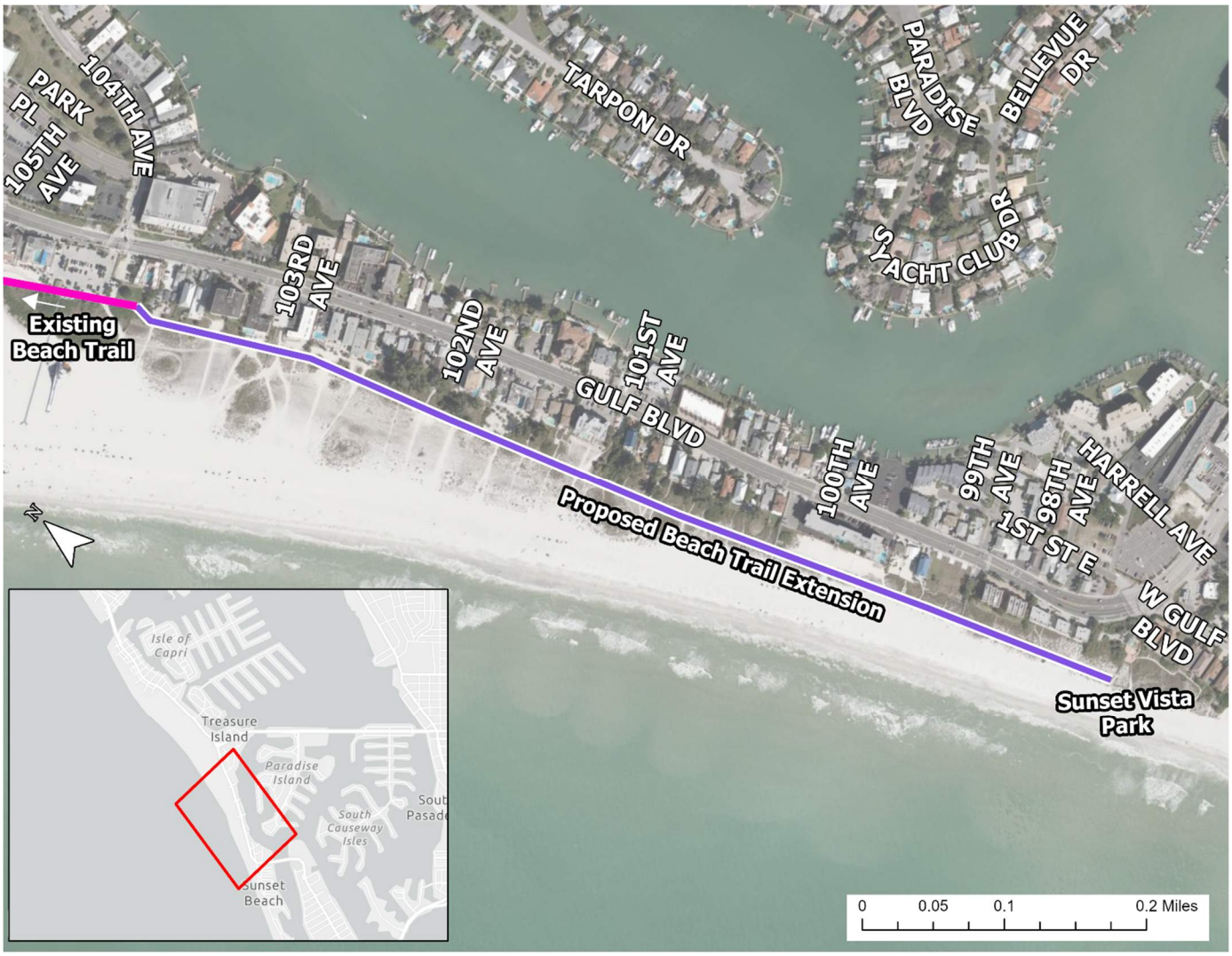


Figure 3: Location for the Beach Trail extension project

Existing Conditions / Need for Improvement

The existing beach trail is approximately 0.8 miles long and was built in 1966 and underwent several changes including widening and renovations including addition of turtle friendly beach walls, with the latest construction being in 2013. The existing typical layout features an 11-ft wide trail (concrete surface) with the turtle-friendly wall that also acts as a low-seating wall, facing the beach side. Low-level lighting is available for nighttime use.

The existing area where the trail extension would go is in proximity with existing residences and hotels and does not have any major structures in its path.

The South Beach Trail is a popular attraction for Treasure Island pedestrians who can walk or bike ride on the path daily. The existing trail ends near 104th avenue that ties into sandy beach areas with no other beach path to continue for 0.72 miles at the Sunset Vista Park. The end connection of Sunset Vista Park Trailhead has an existing walkway from parking areas to that lead to the beach as well.

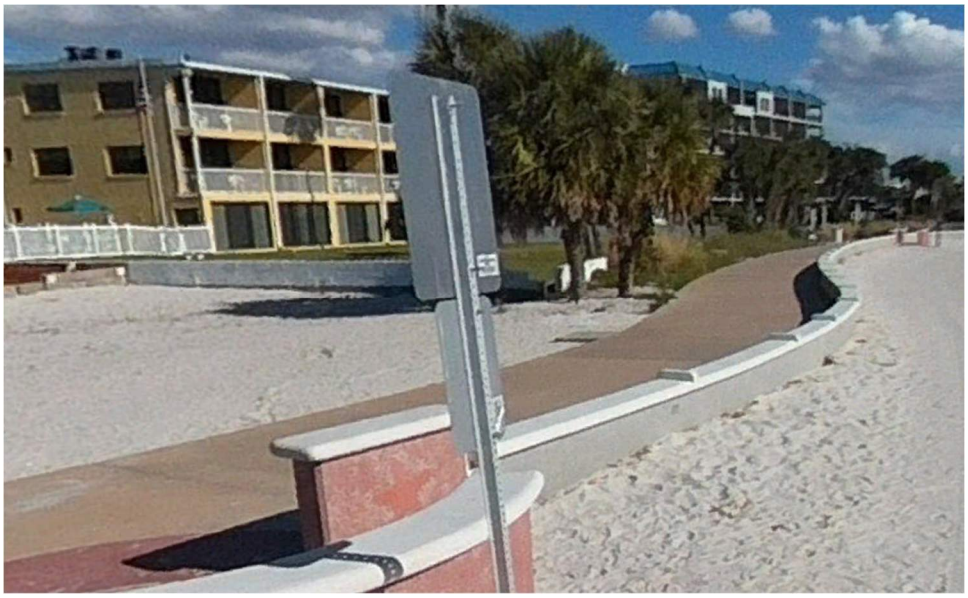


Figure 4: Existing beach trail

Recommendation for Improvements

A proposed beach trail extension to the south is recommended to tie-in from the existing Treasure Island Beach Trail to the north. This extension will run approximately for 0.72 miles and match the typical section of the existing trail, as well as providing a connection to the Sunset Vista Park trailhead, therefore extending the beach trail network and providing an alternate route for users to enjoy instead of using Gulf Boulevard. The existing beach trail is one of the main attractions of the City and widely used by pedestrians, cyclists, and micromobility users. Proposed lighting will need to be added to the extension trail to provide continuity with the beach trail use.

Please refer to Appendix X for the recommended improvements exhibit for this project and to Appendix X for the project typical section(s).

Cost Estimates

Based on historical cost data from the existing trail project, the estimate construction cost for the extension is of $2,800,000 for the aforementioned 0.72-mile trail continuation. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Pirate Alley

Project Location

The proposed route of Pirate Alley is the alley right of way that parallels between Gulf Boulevard (to the south) and Lagoon Lane (to the north) between 119th Avenue and 127th Avenue.

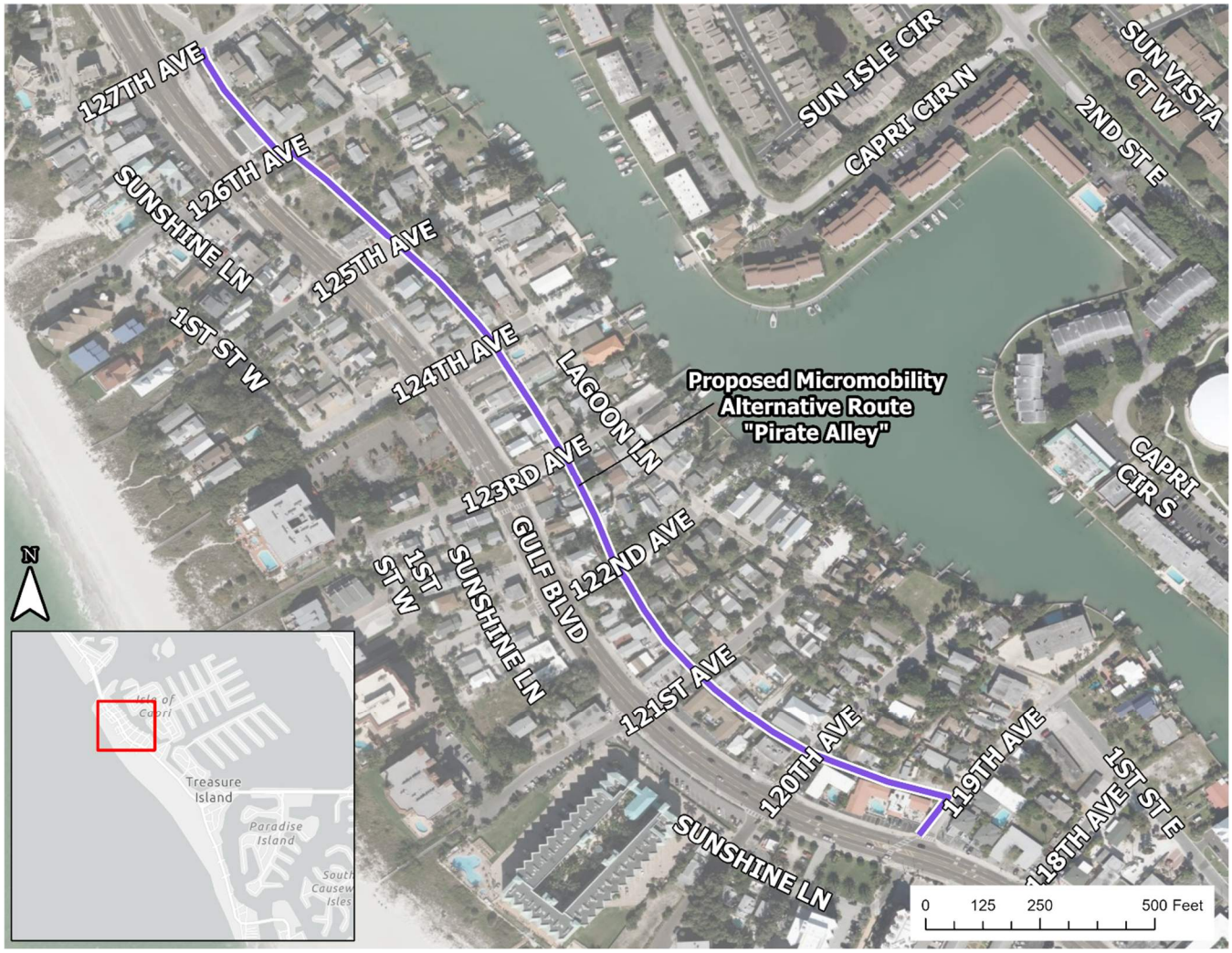


Figure 5: Location for the Pirate Alley project

Existing Conditions / Need for Improvement

The existing alley features a 13-ft to 15-ft wide paved alley roadway that serves predominantly the back of residences and is used by local traffic and deliveries. The alley roadway is not bordered by any sort of curb/gutter and does not have any pavement markings, stop signs, or pedestrian crossing warnings. despite being used as a two-way venue.

Throughout the corridor, intersections are at higher surface elevations creating sudden grade breaks and therefore causing traffic to bottom out and scrape the roadway. Certain intersections were also noted to have low spots creating ponding situations after storm events.

The south end of this corridor ends at 119th Avenue and Sunshine Lane, which marks the beginning of the North Beach Trail along Treasure Island Beach.



Figure 6: Existing typical section view of the alley (facing south)



Figure 7: Sudden grade breaks are causing vehicular traffic to scrape the roadway surface as shown. Additionally, ponding is occurring at certain low spots over existing gutters.



Figure 8 Existing drainage structures (inlets, manholes) and utility features will need to be adjusted for this project to accommodate raised crosswalks

Recommendation for Improvements

This corridor presents a unique opportunity to expand connectivity of the Treasure Island Beach Trail while providing pedestrian, cyclists, and micromobility users a safe travel alternative to Gulf Boulevard.

Because of the geometry and proximity to existing residences, there is very limited room within the corridor for widening and roadside improvement opportunities. Due to redevelopment challenges, the alley will need to continue allowing vehicular traffic since certain residences may only have access via the alley. Due to this situation, signage allowing only local traffic, delivery and emergency vehicle access will need to be used to reduce vehicular use.

In order to increase safety and address sudden grade breaks and/or ponding issues at the intersections throughout the corridor, raised crosswalks can be implemented to slow traffic down and create a stop condition to provide a safe crossing for Pirate Alley users and enhance the pedestrian crossing environment and aesthetics if the use of pavers or other features are implemented on the raised crosswalks. Per the Federal Highway Administration (FHWA), raised crosswalk can reduce pedestrian crashes by 45%, therefore increasing safety. Corresponding advanced warning signs for both alley users and side street traffic will need to be added accordingly. It is recommended that a traffic study is performed leading up to the design stage of this project to ensure the addition of raised crosswalks will not create a queuing issue along the side streets due to the proximity of the alley to Gulf Boulevard.

Existing utility pull boxes, inlets, and manhole structures will need to be relocated and/or adjusted in order to construct the raised crosswalks. Since the existing pavement conditions range from poor to fair, it is recommended that the corridor is milled and resurfaced at the very least.

Another goal of this project is to provide an alternate route of travel for pedestrians, cyclists, and micromobility users to Gulf Boulevard and connect to the existing North Beach Trail. Custom wayfinding signage should be considered to guide users to this project (refer to Wayfinding section of this report for sample signage). Please refer to Appendix A for the recommended improvements exhibit for this project and to Appendix B for the project typical section(s).

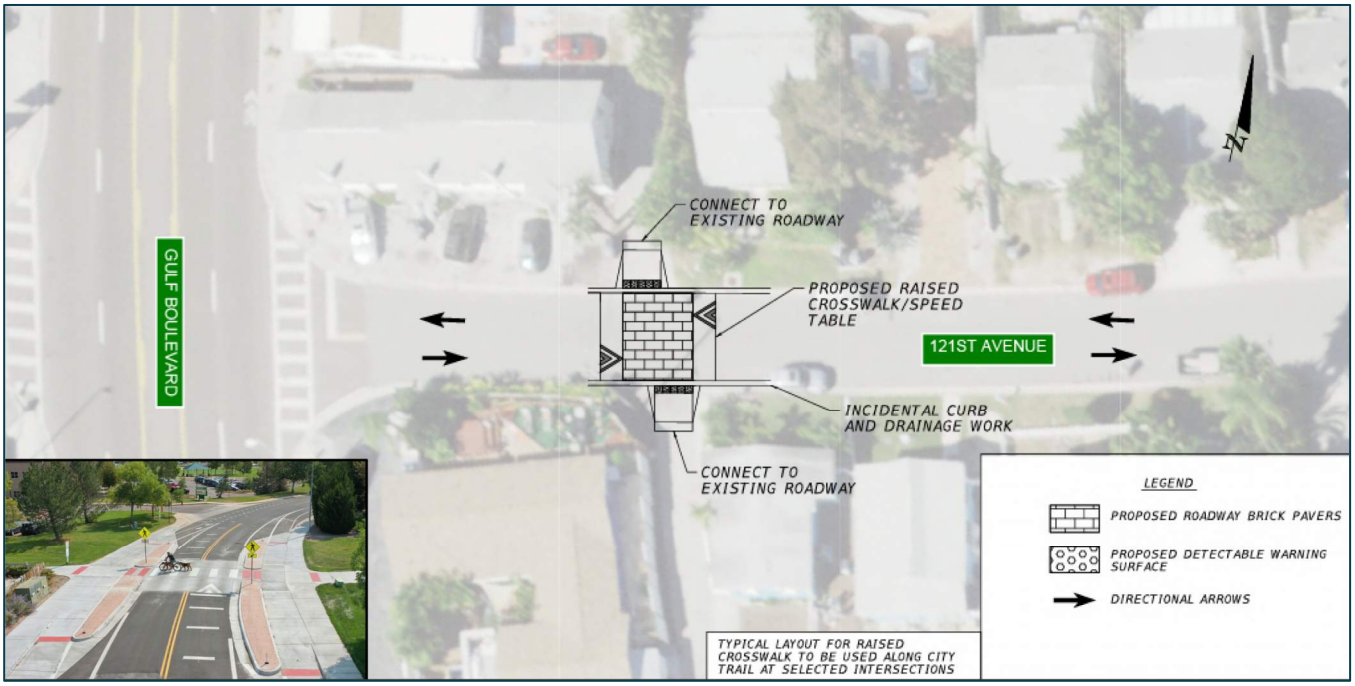


Figure 9: Sample plan exhibit of a raised crosswalk to be used at the alley intersections

Public Input

This project was well received at the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023. Residents agreed that is a good idea to provide a formal trail/shared-use path of sorts since several residents already use this corridor for their morning walks and jogs. Since the use of raised crosswalks as countermeasure can cause discomfort and noise (especially with larger vehicles), it may be appropriate to get more public input as project approaches its design stage.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $2,605,000. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix C for the preliminary cost estimate information of this project.

Waterway Trail

The physical geography of the City of Treasure Island creates a unique opportunity to improve connectivity in a way that many other cities cannot- on the water. The city's situation on the intracoastal waterway means that those with access to boats (both motorized and human powered) and other crafts like stand-up paddle boards can use the water for transportation from one area of the city to another.

The creation of a Waterway Trail would formalize the existing opportunity to do so and promote this city-wide connection so that those who may not have considered it before can take advantage. Particularly, the opportunity to use water craft to transport to areas with limited parking may be attractive to some.

Project Location

The proposed waterway trail starts at the north end of the City, connecting with the proposed Water Taxi site at Kingfish Park. From there, it follows the intracoastal south, passing the existing accesses on Lagoon Lane, which include right of way/street ends, a fishing dock, and a boat ramp. The trail passes the current City Hall site on 108th avenue, which includes the currently closed marina, but is proposed to be the site of a future water taxi stand and a future kayak/stand-up paddle board launch. From there, the trail diverges.

In one direction, the trail goes east and then south under the Causeway bascule bridge, connecting to the site of a future kayak/stand-up paddle board launch at Treasure Bay, and continuing south past the east side fingers of Paradise Island. The other direction heads directly south under the west causeway bridge. This route passes the private business docks at Publix and provides a potential connection to a proposed kayak/stand-up paddle board launch on Tarpon Drive in Paradise Island. This route continues south past more water accesses/street ends and a boat launch, meeting up with the other divergent side of the trail. The trail then moves south into the Sunset Beach area through Blind Pass, passing another boat launch and finally ending in the area of Sunset Beach Park.

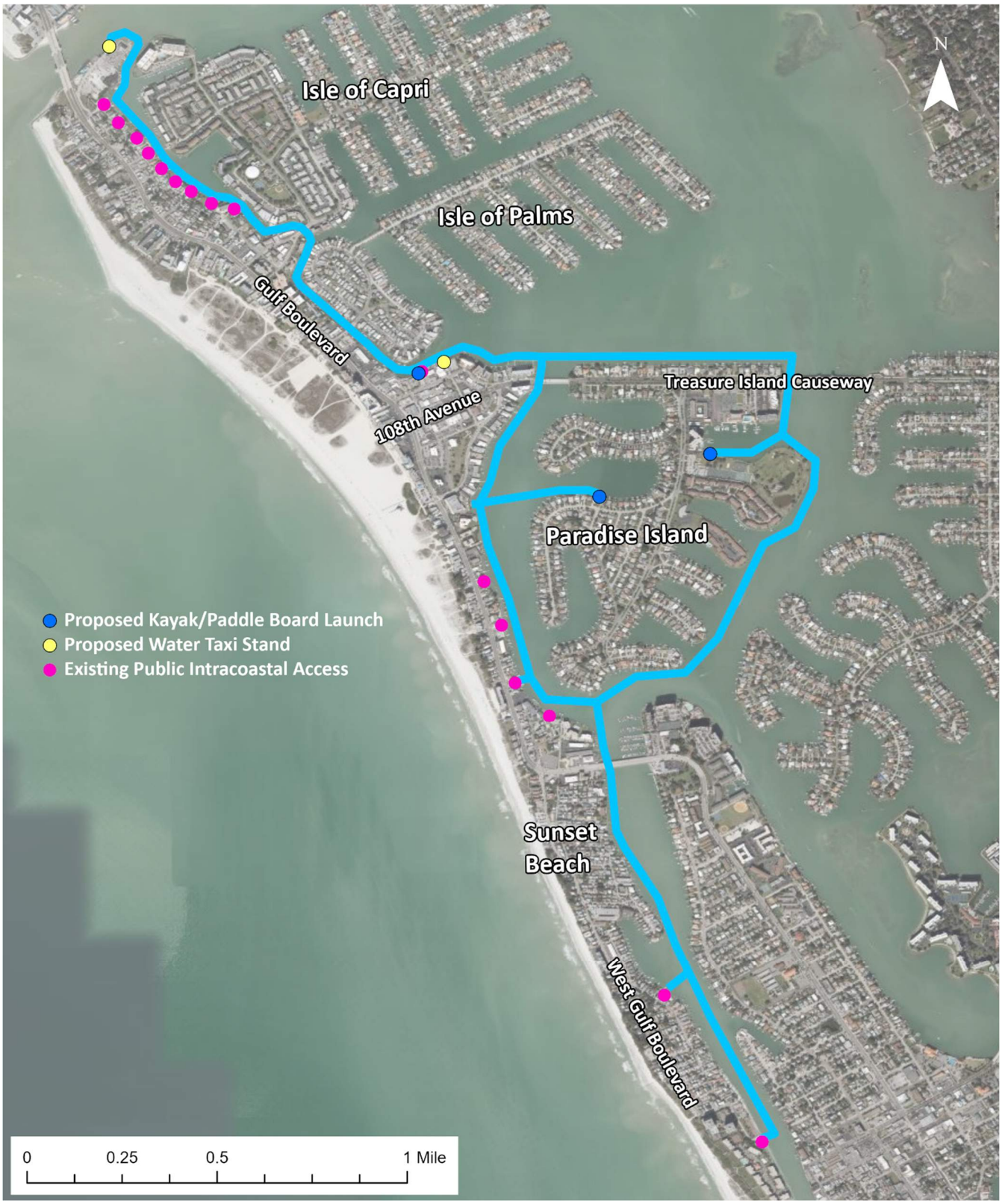


Figure 10: Waterway Trail improvements map

The implementation of this proposed project is unique in that it is a city-wide, interesting project with a relatively very low level of investment needed. The low cost means that it can be prioritized and immediately advertised to the public. The cost of the trail is limited to the cost of signage, both on land and in the water, and public education, which can be done using internal resources.



Figure 11: Users within the Waterway Trail

Public Input

Public feedback regarding this project was positive but included concerns that implementing a waterway trail would mean reducing boating speed limits to no wake zones in areas where they didn't already exist, specifically in the area west of Paradise Island. While this project is not proposing reducing boating speed limits or enacting new no wake zones, public education surrounding the project should include the suggestion for kayaks and stand-up paddle boards to remain vigilant of faster crafts and possibly stay close to sea walls when possible, rather than proceeding through more open areas of water.

Cost Estimates

A preliminary construction cost estimate should be performed under the design phase of this project to confirm the number of improvements at launch locations and specific wayfinding signage needs that could vary depending on requests from the City and the public.

Gulf Front Park Pedestrian Flow Improvements

Project Location

The Gulf Front Park Pedestrian Flow Improvements project is located just west of the Gulf Boulevard and 104th Avenue intersection. The City has ownership of this lot (Tax Parcel ID: 23-31-15-91926-011-0070) with address of Gulf Boulevard in the Pinellas County Property Appraiser.



Figure 12: Location for the Gulf Front Park parking lot project

Existing Conditions / Need for Improvement

The Gulf Front parking lot consists of 62 parking spaces and features a paved surface for both parking spaces and driving aisles. The parking lot has unidirectional traffic movement and a single driveway that acts as the entry and exit point of the lot.

Under existing conditions, there are no pedestrian facilities providing connectivity between the existing sidewalks located along Gulf Boulevard and the Treasure Island Beach Trail, forcing pedestrians to cut across the parking lot driving aisles, therefore posing an unsafe condition.

Recommendation for Improvements

Both the north and south ends of the parking lot can be updated to accommodate a 4-ft minimum (5-ft desired) concrete sidewalk that will replace the existing landscape areas in said locations.

The recommended sidewalk on the north end of the project will be located adjacent to an existing wall at the property line and connect on the east end to the Gulf Boulevard existing sidewalk. On the west end, it will connect to the existing walk area featuring bicycle racks and access to the existing restroom facilities.

The recommended sidewalk on the south of the project will connect on the west end to the existing Beach Trail access point. On the east end, it will connect to the Gulf Boulevard existing sidewalk via two options:

- Option A: sidewalk connection going south to the adjacent parking lot and then east to connect to the existing Gulf Boulevard sidewalk.
- Option B: sidewalk connection directly to the curb ramp by the intersection mast arm.

As a consequence of the addition of these sidewalks, the parking lot exit turn and through lanes will need to be reduced in width (10-ft minimum) to allow minimum sidewalk widths that are compliant with accessibility and ADA standards. The driving aisle on the north end of the project will also need to be reduced and a parking space may need to be removed to ensure safe turning movements for parking.

Utility adjustments and/or relocation in the form of pull boxes and cabinets serving the mast arm and other traffic equipment at the 104th Avenue intersection may be needed for the recommended south side sidewalk connection.

The aforementioned geometry and utility adjustments will need to be confirmed during the design stage once topographic survey is obtained.

Please refer to Appendix A for the recommended improvements exhibit for this project.



Figure 13: Recommended sidewalk location for the north end of the lot (between existing parking and wall)



Figure 14: Recommended sidewalk location for the south end of the lot (between existing parking and exit driving aisle)

Public Input

This project was well received and had no specific requests or comments from residents and/or public during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $151,000. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix C for the preliminary cost estimate information of this project.

Bayshore Drive Sidewalk

Project Location

The Bayshore Drive sidewalks project in the Sunset Beach area of the City with limits from south of 77th Avenue to Sunset Beach Park.

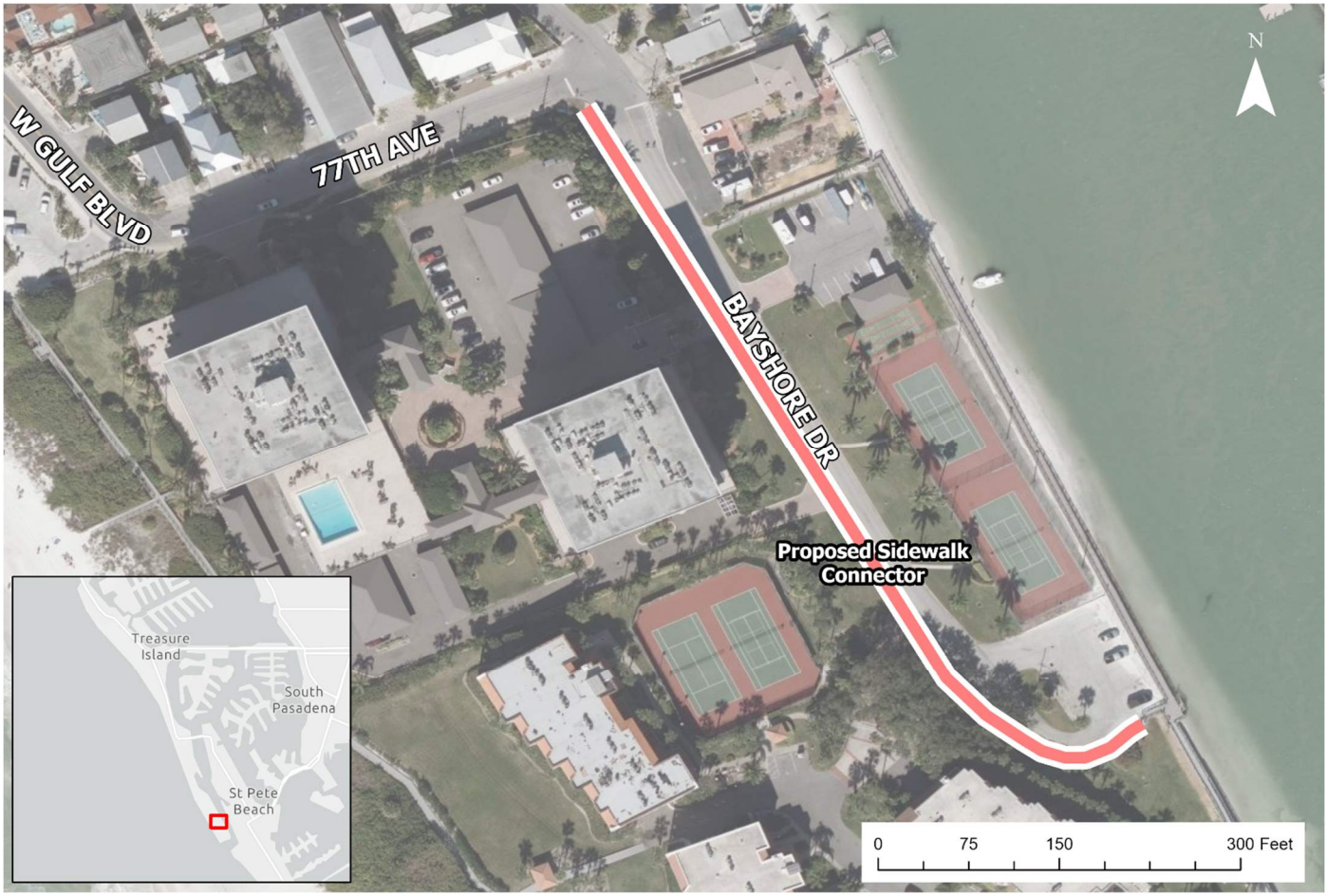


Figure 15: Location for Bayshore Drive sidewalks

Existing Conditions / Need for Improvement

Bayshore Drive is an undivided two-lane (one way each direction) road featuring 10-ft lanes with a posted speed limit of 20 MPH. Concrete drop curb can be typically found throughout the project limits. Per the Pinellas County Property Appraiser, the available R/W width within the project limits is of 80-ft.

Under existing conditions, there are no pedestrian facilities providing connectivity between an existing sidewalk that ends at a midblock crosswalk near the intersection with 77th Avenue and Sunset Beach Park.



Figure 16: Existing tie-in point with existing sidewalk

Recommendation for Improvements

A proposed sidewalk will tie to the existing sidewalk at the north end of the project and continue along Bayshore Drive until it reaches Sunset Beach Park and tie to the existing deck/boardwalk area.

For the sidewalk layout, two alternatives are being considered:

- Option A: maximize use of the available R/W and provide a 5-ft sod buffer/utility strip and a 10-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles.
- Option B: maintain existing patterns from the existing sidewalk and provide a 5-ft wide sidewalk adjacent to the existing concrete drop curb.

Option A provides a safer pedestrian facility by maintaining a buffer between the road and the sidewalk, as well as providing a wider sidewalk. Option B is closer to the road and does not provide any clear zone; however, it reduces impacts to existing open lawn areas that are/could be serving now as open drainage systems. Depending on the final option selection, a sidewalk jog may be needed to avoid an existing tree and utility pole towards the end of the project (to be better determined during the design phase of the project when topographic survey is obtained). The existing curb inlet near the tree and utility pole will remain and/or be adjusted depending on the selected option.

Shared Lane (sharrow) pavement markings are also recommended for the project limits, especially if Option B is selected. The application of sharrow pavement markings allows the bicyclist to occupy the roadway driving lane and therefore avoids placing bicyclists in the "door zone" and does not require an increase in lane width or ROW width for the thoroughfare.

Please refer to Appendix A for the recommended improvements exhibit for this project and to Appendix B for the project typical section(s).



Figure 17: Example of sharrow pavement marking



Figure 18: Existing trees and utility poles will require the recommended sidewalk to jog



Figure 19: The existing open drainage system may be impacted depending on the final sidewalk width and layout

Public Input

This project was well received and had no specific request or comments from residents and/or public during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $69,800 for Option A and $133,500 for Option B. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix X for the preliminary cost estimate information of this project.

Capri Boulevard / Isle of Capri Sidewalks

Project Location

The Capri Boulevard sidewalks project is located in the Isle of Capri area of the City with limits from 3rd St E to the end of Capri Boulevard at a cul-de-sac east of the 7th Street E street.



Figure 20: Location of Capri Boulevard sidewalks (both options)

Existing Conditions / Need for Improvement

Capri Boulevard is an undivided two-lane (one way each direction) road featuring 12-ft lanes with 4-ft bicycle lanes and a posted speed limit of 25 MPH from 3rd Street E to the intersection of 7th Street E. From 7th Street E to the end of Capri Boulevard at the cul-de-sac, the typical roadway section features 12-ft lanes without bicycle lanes. Concrete drop curb can be typically found throughout the project limits. Per the Pinellas County Property Appraiser, the available R/W width within the project varies from 60 to 80 ft.

Under existing conditions, Capri Boulevard acts as an important corridor for Isle of Capri serving up to four side streets directly (off Capri Boulevard), and three other streets indirectly via 7th Street E (123rd Avenue, 119th Avenue, and 116th Avenue) featuring residences across each one of them. The Capri

Boulevard corridor currently lacks pedestrian facilities that would help increase the pedestrian network, safety, and provide connectivity to other major arteries in the City, namely Gulf Boulevard.



Figure 21: Existing typical section view of Capri Boulevard

Recommendation for Improvements

The proposed pedestrian facilities in the form of sidewalks will play a crucial role in connecting residential properties along Capri Boulevard and corresponding side streets throughout its corridor as well as significantly improving the overall safety, accessibility, and convenience for local residents. Both the north and south sides of Capri Boulevard lack sidewalks. It is recommended that at least one side provides sidewalk in order to ensure continuous connectivity along the corridor.

As discussed, two alternatives for sidewalk layout are being considered:

- Option A: maximize use of the available R/W and provide a 5-ft sod buffer/utility strip and a 10-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the north side of Capri Boulevard. In order to reduce potential impacts to utilities and trees, the sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.
- Option B: maximize use of the available R/W and provide a 5-ft sod buffer/utility strip and a 10-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the south side of Capri Boulevard. In order to reduce potential impacts to utilities and trees, the sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.

Both options will present possible conflicts with driveways and above-ground utility poles. There are more driveway impacts for Option A. For Option B, there are less driveway impacts but more utility pole possible conflicts.

It is recommended that the roadway typical section features a change in the lane and bicycle lane width configurations from 12-ft to 11-ft (for travel lanes) and 4-ft to 5-ft (for bicycle lanes). This change will allow more room for bicycle traffic while meeting the minimum recommended bicycle width of 5-ft per the FDOT Florida Greenbook for roadway sections with curb and gutter. Additionally, the "roadway diet" or reduction of 1-ft for travel lines will introduce a traffic calming option to slow vehicle speeds in the corridor (a common complaint from residents, refer to Public Input section below). These implementations of reducing travel lane widths and increasing bicycle lane widths can help reduce traffic speed, reduce number of accidents and collisions, and improve safety for pedestrians and cyclists along this corridor.

Additionally, both options maintain a buffer between the road and the sidewalk to increase safety and maintain distance between the roadway and sidewalk, as well as providing a utility strip for maintenance and/or future use. Depending on the final option, sidewalk jogs may be necessary to avoid some existing tree and utility poles within the limits of the project as feasible. This determination will be made during the design phase of the project when a topographic survey is obtained. Existing curb inlets (typically placed along the curb return of the side streets in existing conditions) will either remain or be adjusted based on the selected option.

Please refer to Appendix A for the recommended improvements exhibit for this project and to Appendix B for the project typical section(s).

The following table summarizes the pros and cons of both alternatives:

Table 2: Option Summary table

Alternative/Options	Pros	Cons
Option A (North Side)	-Less potential utility poles impacts	-More potential driveway impacts
Option B (South Side)	-Less potential driveway impacts	-More potential utility poles impacts

Public Input

This project was mostly well received during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023. Some residents were concerned about the impacts of the recommended sidewalks with their driveways and landscaping features.

Residents in favor of this project agreed that a sidewalk will help increase safety in the corridor since pedestrians have to use the roadway in present conditions. Furthermore, residents complained about through traffic going at a high rate of speed, citing that some vehicles can travel up to ~45 MPH in this 25 MPH (posted) corridor, posing a safety concern for pedestrian that are currently using the road to walk along the corridor.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $737,700 for either of the selected options. Since both sides are symmetrical, the cost estimates are very similar because the same side streets are present across both sides of the corridor. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix C for the preliminary cost estimate information of this project.

115th Avenue/Isle of Palms Sidewalks

Project Location

The 115th Avenue sidewalks project is located in the Isle of Palms area of the City with limits from 3rd St E to 9th St E.

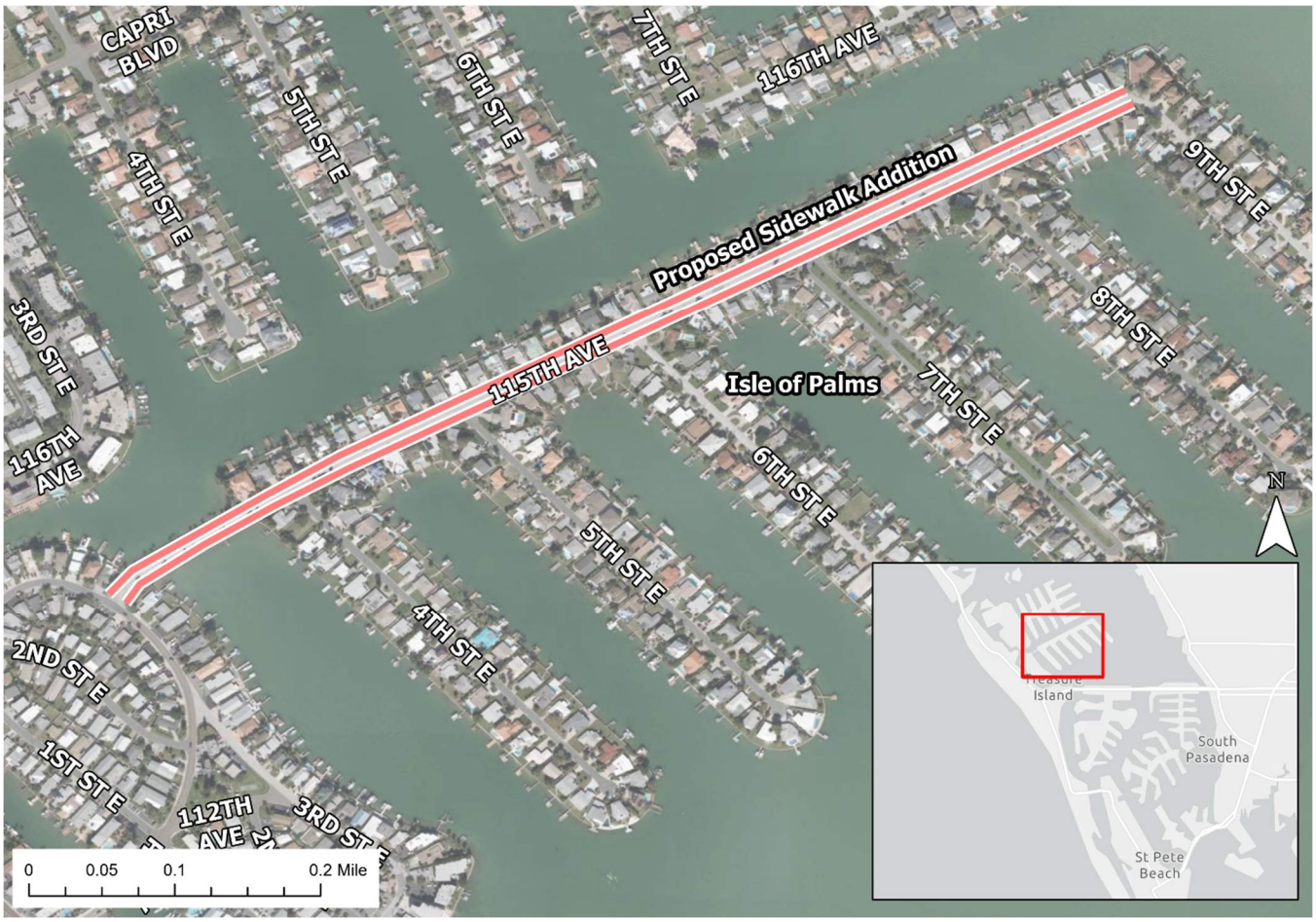


Figure 22: Location of 115th Avenue sidewalks (both options)

Existing Conditions / Need for Improvement

115th Avenue is an undivided two-lane (one way each direction) road featuring 11-ft lanes with 5-ft bicycle lanes and a posted speed limit of 25 MPH. Concrete drop curb can be typically found throughout the project limits. Per the Pinellas County Property Appraiser, the available R/W width within the project varies but it has a typical value of 60-ft.

Under existing conditions, 115th Avenue acts as an important corridor for Isle of Palms serving up to six side streets featuring residences across each one of them. The 115th Avenue corridor currently lacks pedestrian facilities that would help increase the pedestrian network, safety, and provide connectivity to other major arteries in the City, namely Gulf Boulevard.



Figure 23: Existing typical section of 115th Avenue

Recommendation for Improvements

The proposed pedestrian facilities in the form of sidewalks will play a crucial role in connecting residential properties along 115th Avenue and corresponding side streets throughout its corridor as well as significantly improving the overall safety, accessibility, and convenience for local residents. Both the north and south sides of 115th Avenue lack sidewalks. It is recommended that at least one side provides sidewalk in order to ensure continuous connectivity along the corridor.

As discussed, two alternatives for sidewalk layout are being considered:

- Option A: maximize use of the available R/W and provide a 3-ft sod buffer/utility strip and a 8-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the north side of 115th Avenue. In order to reduce potential impacts to utilities and trees, the sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.
- Option B: maximize use of the available R/W and provide a 3-ft sod buffer/utility strip and a 8-ft wide concrete sidewalk ample enough to accommodate pedestrian and bicycles on the south side of 115th Avenue. In order to reduce potential impacts to utilities and trees, the sidewalk can be narrowed to 5-ft since the existing roadway typical section already provides bicycle lanes.

Option A offers a safer concrete sidewalk along the north side, as it doesn't intersect with many residential streets and avoids the need for crosswalks at side streets. Option B presents the same

design but requires the addition of crosswalks along 4th to 8th streets of 115th Avenue for connectivity. This option provides a more direct connection to residences at each side street and could serve as a future sidewalk tie-in point if the City considers adding sidewalks along each side street to further increase the pedestrian network on Isle of Palms.

Both options maintain a buffer between the road and the sidewalk to increase safety and maintain distance between the roadway and sidewalk, as well as providing a utility strip for maintenance and/or future use. Depending on the final option, sidewalk jogs may be necessary to avoid some existing tree and utility poles within the limits of the project as feasible. This determination will be made during the design phase of the project when a topographic survey is obtained. Existing curb inlets (typically placed along the curb return of the side streets in existing conditions) will either remain or be adjusted based on the selected option.

The following table summarizes the pros and cons of both alternatives:

Table 3: Options summary table

Alternative/Options	Pros	Cons
Option A (North Side)	-More continuity for the network since there are no side streets along the direction of 115th Avenue on the north side -Less impacts on utility poles (approximately 18 utility poles on this side of the project)	-Higher costs for improvements since more concrete for sidewalk is used. -There are more potential impacts with driveways (approximately 61 impacted residence driveways)
Option B (South Side)	- Lower construction costs for improvements as not as much concrete is used for sidewalks -Less driveways are impacted on the south side (approximately 41) 26 Impacted Utility Poles -Provides potential expansion of the pedestrian network to side streets	-More utility poles are being impacted (approximately 26) -More pedestrian crossings (via crosswalks at each side street) will need to be provided under this alternative

Please refer to Appendix A for the recommended improvements exhibit for this project and to Appendix B for the project typical section(s).

Public Input

This project was mostly well received during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023. Some residents were concerned about the impacts of the recommended sidewalks with their driveways and landscaping features.

Residents in favor of this project agreed that a sidewalk will help increase safety in the corridor since pedestrians have to use the roadway in present conditions. Furthermore, residents complained about through traffic going at a high rate of speed, citing that some vehicles can travel up to ~45 MPH in this 25 MPH (posted) corridor, posing a safety concern for pedestrian that are currently using the road to walk along the corridor.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $624,100 for Option A and $793,400 for Option B. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix C for the preliminary cost estimate information of this project.

Paradise Island and Treasure Lane Sidewalks

Project Location

The Paradise Boulevard sidewalks project is located in the Paradise Island area of the City with limits from Treasure Lane to the intersection of S Yacht Club Drive. On the north end of the project, additional sidewalk connectivity is also being recommended along Treasure Lane from its side street entrance along Treasure Island Causeway to the existing crosswalk across Treasure Island Causeway just west of The Club at Treasure Island entrance.



Figure 24: Location for Paradise Island and Treasure Lane Sidewalks

Existing Conditions / Need for Improvement

Paradise Boulevard is a divided (grassed median) two-lane (one way each direction) road featuring 14-ft lanes with 6-ft bicycle lanes and a posted speed limit of 25 MPH. Concrete drop curb can be typically found throughout the project limits. Per the Pinellas County Property Appraiser, the available R/W width within the project varies but averages around 100-ft.

Under existing conditions, Paradise Boulevards acts as an important corridor for Paradise Island serving around 9 side streets featuring residences and condominium complexes across them. The Paradise Boulevard corridor currently lacks pedestrian facilities that would help increase the pedestrian network, safety, and provide connectivity to other major arteries in the City, namely Gulf Boulevard. In order to complete a safe connection to Gulf Boulevard, sidewalk facilities are also being recommended running alongside Treasure Lane and/or the Treasure Island Causeway to help close gaps and provide a better pedestrian network.



Figure 25: Existing typical section view of Paradise Boulevard (facing south)

Recommendation for Improvements

The proposed pedestrian facilities in the form of sidewalks and crosswalks will play a crucial role in connecting residential properties along Paradise Boulevard and corresponding side streets throughout its corridor as well as significantly improving the overall safety, accessibility, and convenience for local residents. Both the west and east sides of the corridor lack sidewalks. It is recommended that the proposed sidewalk is set on the west side of the corridor for better connectivity to the sidewalk additions along Treasure Lane, as well as serving more residences since they are predominantly located in the west side. Consideration should be given to crosswalks that could potentially serve key locations along the corridor such as the Paradise Lutheran Church and the Treasure Bay playground, tennis, and golf grounds. Since there is ample R/W and the existing travel and bicycle lanes exceed width criteria, more safety and traffic calming measures can be included such as protected or buffered bicycle lanes.

For the sidewalk addition along Treasure Lane, a 10-ft sidewalk is being proposed adjacent to a proposed curb and gutter (Type F) on the Treasure Island Causeway aside to minimize impacts along the dividing grassed section separating Treasure Island Causeway and Treasure Lane. The goal of this layout is to use the existing open space to the north of the divided grassed section and attempt to avoid impacts to existing trees and utility poles. The existing open drainage system in this area will be affected and therefore a closed piped system should be used as replacement.

Please refer to Appendix A for the recommended improvements exhibit for this project and to Appendix B for the project typical section(s).



Figure 26: The existing open drainage system will need to be replaced to accommodate a sidewalk along Treasure Island Causeway and Treasure Lane

Public Input

This project was well received during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023. No comments (only positive feedback) were received regarding the recommended sidewalk along Paradise Island. Regarding the Treasure Lane sidewalk addition, a resident requested traffic calming (in the form of speed humps) along the roadway since cars use Treasure Lane as a cut

through to get to Paradise Boulevard without having to waiting at the traffic signal on the Paradise Boulevard intersection and do so at a high rate of speed.

This feedback will be considered and reviewed during the design phase of this project.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $1,444,900 ($891,600 for Paradise Boulevard improvements and $553,300). This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments.

Please refer to Appendix C for the preliminary cost estimate information of this project.

2nd Street East Sidewalk and Roadway Improvements

Project Location

The 2nd Street East sidewalks and roadway improvements project have limits from Capri Circle N to south of the Roselli Park entrance and north of Capri Circle S.

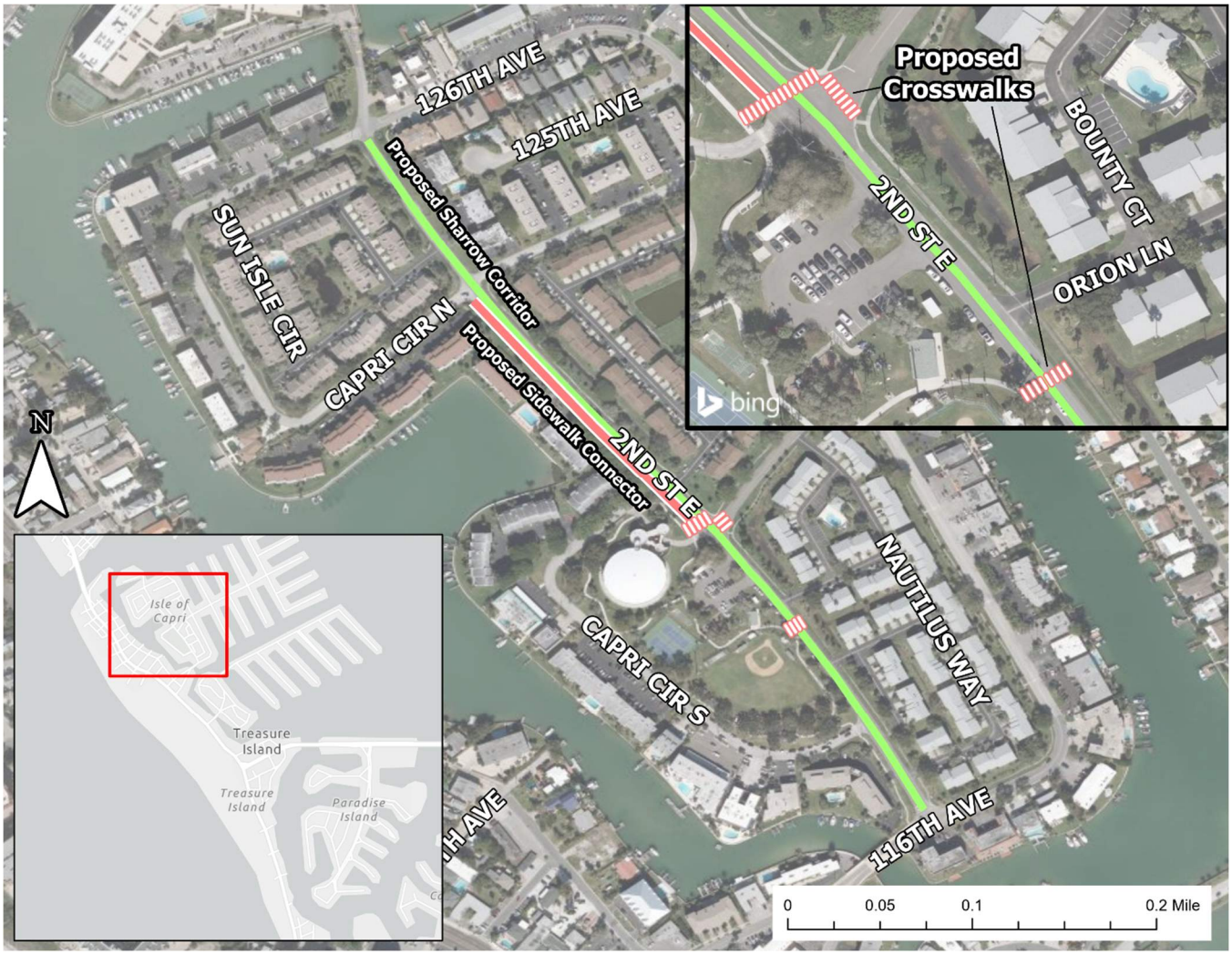


Figure 27: Location for 2nd Street East sidewalk and roadway improvements

Existing Conditions / Need for Improvement

2nd St E is an undivided two-lane (one way each direction) road featuring 12-ft lanes with a posted speed limit of 25 MPH. An existing sidewalk network is predominantly located on the north/east side of the road. The south/west side has some sidewalk connectivity around the Roselli Park property. Concrete drop curb can be typically found throughout the project limits on the north/east side of the project, and partially on the south/west side of the project from Capri Circle N to Capri Circle S. Per the Pinellas County Property Appraiser, the available R/W width within the project varies but averages about 100-ft.

This corridor is very active with pedestrian and cyclists that visit Roselli Park, as well as residents located on Isle of Capri and the north of Roselli Park. The goal of the project is to provide a more solid connectivity for pedestrian by completing sidewalk networks and providing new crosswalks, as well as adding Sharrows to enhance the bicyclist use environment.



Figure 28: Bicycle traffic is popular along 2nd Street East due to the location of Roselli Park within this corridor



Figure 29: More bicycle traffic around Roselli Park

Recommendation for Improvements

The proposed sidewalk will play a crucial role in connecting properties, significantly improving the overall accessibility and convenience for local residents in the Isle of Capri area and around Roselli Park. This will be accomplished by providing a 5-th wide sidewalk seeking to bridge the gap from Capri Circle N to the existing sidewalk at the Pinellas County Capri Isle water station next to Roselli Park. Sidewalk jogs may be necessary to avoid existing trees and corresponding root systems. The existing curb inlets will either remain or be adjusted based on the selected option and final survey obtained during design.

Proposed crosswalks with corresponding pavement markings and signage are being recommended to complete this network at Capri Circle N and Capri Circle S (to cross side streets for the south/west sidewalk addition), as well as a crosswalk to cross 2nd Street East at the Capri Boulevard intersection (for pedestrian traffic coming from the north/east) and a mid-block crossing between the two Capri Circle S side streets. It is recommended that a midblock crossing analysis is performed during the design phase of this project to confirm the need and location of this midblock crossing.

Additionally, Sharrow pavement markings are recommended for the 2nd Street East corridor throughout its full length (from the Treasure Island Freedom Boat Club to 116th Avenue) to raise awareness and safety of the bicycle use of this corridor. Please refer to Appendix A for the

recommended improvements exhibit for this project and to Appendix B for the project typical section(s).

Public Input

This project was well received during the Traffic, Safety, & Mobility Public Engagement Workshop held on 3/25/2023. No comments (only positive feedback) were received regarding the recommended sidewalk along 2nd Street East. A local resident did mention that keeping any and all existing trees is key since they provide shade and improve aesthetics for the area.

Cost Estimates

A preliminary construction cost estimate indicates that the project will cost approximately $148,400. This estimate will become more accurate as the project moves into the design phase and is subject to change due to market adjustments. Please refer to Appendix C for the preliminary cost estimate information of this project.



Figure 30: Potential location for midblock crossing

City-wide Wayfinding

Project Location

This project falls within the entirety of City of Treasure Island limits.

Existing Conditions / Need for Improvement

The City currently has limited wayfinding signs to drive pedestrian traffic to key activity areas such as trails, bicycle paths, waterway points, etc. The goal of this project is to add more wayfinding signage across the City while providing consistency and making use of the City branding.

Recommended Improvement

It is recommended that the City approves a comprehensive City-wide wayfinding plan that focuses on assisting recreational activity users to find existing trails, waterway features, bicycle lanes, parks, points of interest, etc. The wayfinding plan and signage should incorporate the City branding to attract and create a consistent system that is easy to understand and use, as well as establishing a low-cost and easy to maintain system of installation and propagation for the City.

Sample wayfinding signage can be seen below (incorporating existing and future branding colors and logos as a sample).





Cost Estimates

It is recommended that cost estimating is part of a City-wide wayfinding plan task since it is hard to determine to amount of signage needed and corresponding costs at a high concept level.

Minor Projects Overview

In addition to the major projects proposed above, a number of minor projects have been identified that would improve the network of connectivity within the city with minimal investment or interruption to city operations. These projects aim to create small improvements that have a big impact on the ability to get around the city without a car. Water taxi stands and kayak/paddle board launches provide access to using the water as a means for travel, and small sidewalk connectors and pavement treatments create shortcuts in already existing areas of infrastructure or provide improved safety to existing facilities so that they may be used more often and with more confidence.

Projects are prioritized based on the impact that they will have on high use areas, and the ease of implementation. The recommended implementation over a 5-year period for major projects is as follows:

Project	Implementation Year
W Gulf Boulevard Sharrows	
116th and 117th Avenue Sharrows	
106th Avenue Sidewalk Extension	
116th Avenue and 2nd St E Crosswalk	
112th Avenue B Crosswalk to Isle of Palms Park	
Treasure Bay Kayak/Paddle Board Launch	
108th Avenue Kayak/Paddle Board Launch	
Tarpon Drive Kayak/Paddle Board Launch	
108th Avenue Water Taxi Stand	
Kingfish Park Water Taxi Stand	
108th Avenue Sidewalk Widening	
84th Avenue Boat Launch Sidewalk	
Community Center Park Sidewalk Extension	

Minor Projects

W Gulf Boulevard Sharrows

Project Location

Sharrow implementation is recommended on West Gulf Boulevard between the intersection of W Gulf Boulevard and Gulf Boulevard to the north, to the end of W Gulf Boulevard at roughly 77th Avenue, in Sunset Beach.



Figure 31: Project location

Recommended Improvement

The application of sharrows is recommended as a treatment to the entirety of W Gulf Boulevard in Sunset Beach as a way to remind all users of the roadway that cyclists are lawful users of the road and may use the full lane. Because W Gulf Boulevard does not have the space available to accommodate dedicated bike lanes, sharrows provide an alternative that does not require additional right of way but improves safety for several modes of transportation. W Gulf Boulevard serves as the main access to Sunset Beach, both a highly residential area and a very popular destination beach. Sharrows would protect both residents and visitors who use this corridor.

116th & 117th Avenues Sharrows

Project Location

The application of sharrows is recommended for 116th Avenue and 117th Avenue between Gulf Boulevard and the Isle of Capri. This pair of one-way roads serve as the entrance point to the Isle of Capri.



Figure 32: Project Location

Recommended Improvement

Sharrows are recommended for 116th Avenue and 117th Avenue as a way to remind all users of the roadway that cyclists are lawful users of the road and may use the full lane. Whereas these roads do not have the space available to accommodate dedicated bike lanes, sharrows provide an alternative that does not require additional right of way but improves safety for several modes of transportation. Because this set of roads are the only access to the Isle of Capri, a highly residential area, the goal of this improvement is to protect bicycle users traveling to and from their homes.



Figure 33: Typical view of road section where sharrows are recommended

106th Avenue Sidewalk extension

Project Location

A sidewalk connection is recommended between Gulf Boulevard and Park Place on the south side of 106th Avenue, connecting pedestrian traffic from Gulf Boulevard to the Community Center and its parking areas.



Figure 34: Project location

Recommended Improvement

A sidewalk is recommended for this location. Currently, there is a gap in the sidewalk network between Gulf Boulevard and just west of Park Place. There is some pavement in the area adjacent to the Walgreens Parking lot, but it is not formalized or continuous. Including a sidewalk in this area will provide safety to pedestrians who already use this route.



Figure 35: Section where sidewalk will be located

116th Avenue and 2nd St E Crosswalk

Project Location

This project proposes the addition of a crosswalk at 116th Ave and 2nd St. E. to improve pedestrian connectivity across 116th Avenue. This connectivity will provide safer access to sidewalks on the west side of 2nd St. E. and Roselli Park.

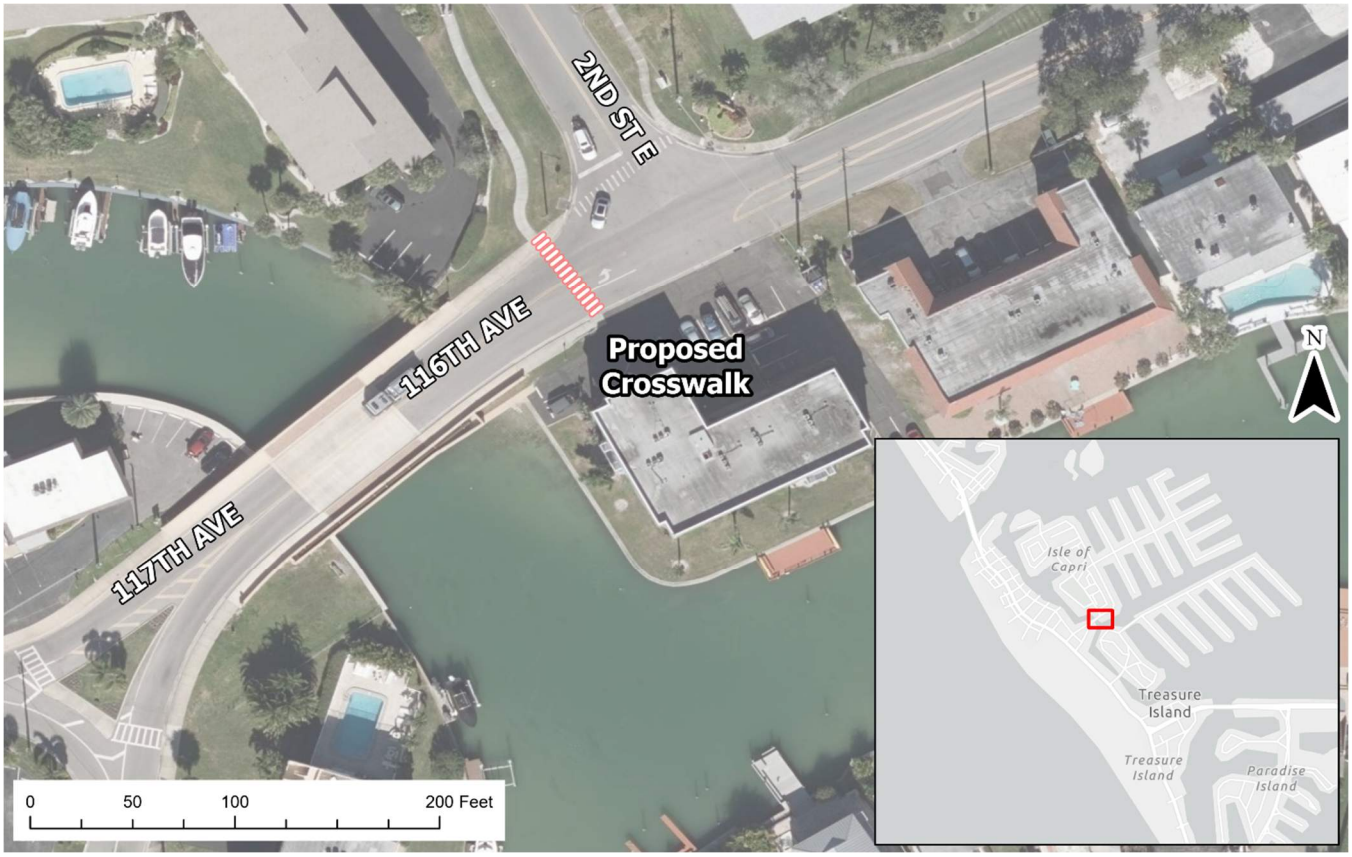


Figure 36: Project location

Recommended Improvement

The addition of this crosswalk will allow users on the south side of 116th Avenue to access the sidewalk that leads to Roselli Park. Currently, there are crosswalks further west on 116th/117th Avenues, however by the time a user has reached the intersection with 2nd St E, they are left without a safe route across two through lanes and a turning lane. Adding this crosswalk will mean that those users are not left choosing between going back or crossing without protection.

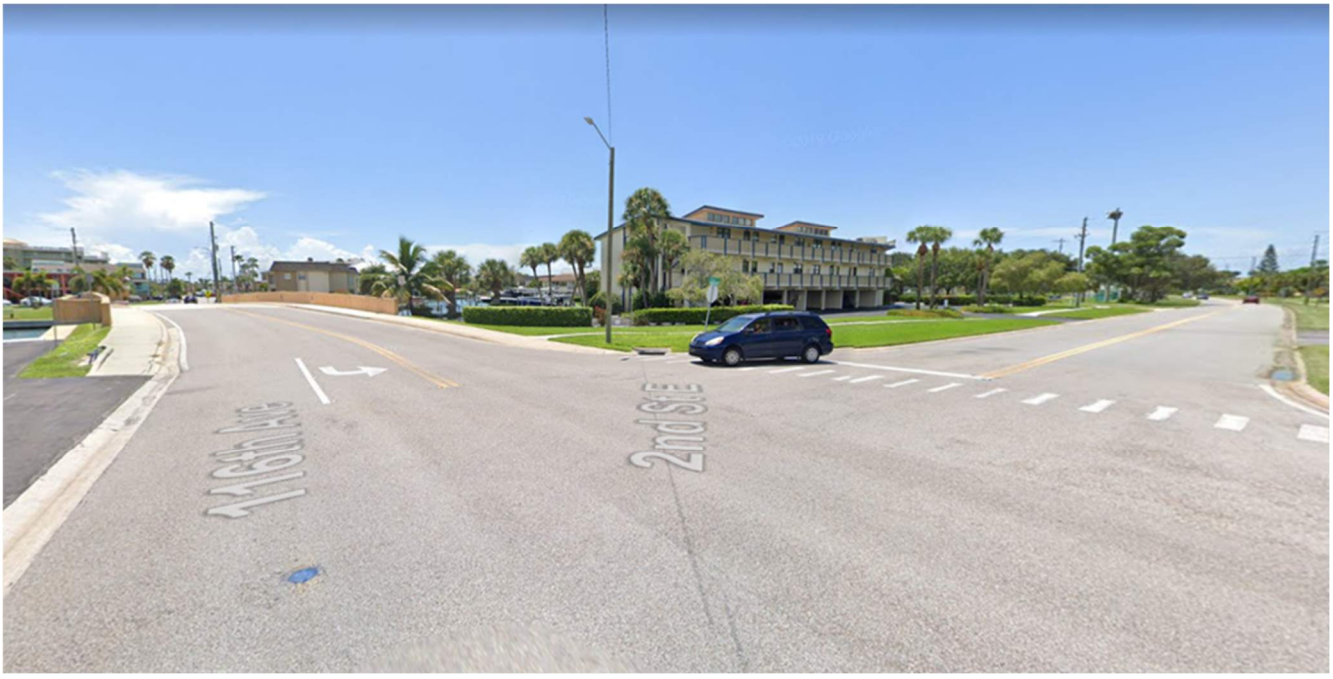


Figure 37: Location of recommended crosswalk

112th Avenue B Crosswalk to Isle of Palms Park

Project Location

A new crosswalk is proposed for 112th Avenue B on Isle of Palms. 112th Avenue B is the main route to 115th Avenue and the bulk of the residential traffic on the island, and therefore a major road in the context of the neighborhood.



Figure 38: Project location

Recommended Improvement

The addition of a crosswalk to provide access to pedestrians from the west side of 112th Avenue B to Isle of Palms Park is recommended. Currently, there is no protected crossing from the other side of 112th Avenue B. Because of a playground at the park, children are a major user group. Adding a crosswalk will add visibility and safety for users trying to reach the park.

Treasure Bay Kayak/Paddle Board Launch

Project Location

The proposed location of a new kayak/paddle board launch at Treasure Bay is in the northwest area of the park on the water, near the existing playground. The main address of Treasure Bay is 10315 Paradise Boulevard.



Figure 39: Project location

Recommended Improvement

The inclusion of a kayak/paddle board launch at Treasure Bay would make the facility and its planned walking path accessible to those arriving by kayak or paddle board, and would also offer the opportunity for people to launch from the location. This will further solidify Treasure Bay as one of the premier destinations in the city and add yet another activity available there.

108th Avenue Kayak/Paddle Board Launch

Project Location

A new kayak/paddle board launch is proposed for the current City Hall site on 108th Avenue, assuming that in the future the existing City Hall site will be redeveloped for public use and recreation when City administrative functions are moved to the new City Center building. The main address of the current city hall site is 120 108th Avenue.



Figure 40: Project location

Recommended Improvement

The inclusion of a kayak/paddle board launch at the existing City Hall site would create a central location for launching kayaks and paddle boards as well as create a destination near downtown. The ability to travel by kayak to the businesses in the downtown area would alleviate vehicle parking needs and attract new visitors.



Figure 41: Potential location for kayak/paddle launch

Tarpon Drive Kayak/ Paddle Board Launch

Project Location

A new kayak/paddle board launch is proposed for a narrow right of way strip off of Tarpon Drive in Paradise Island, which is roughly a continuation of 2nd St E to the water to the north. The address is between 1230 and 1232 Tarpon Drive.



Figure 42: Project location

Recommended Improvement

The inclusion of a kayak/paddle board launch on Tarpon Drive would serve as a residential public access to the water. Residents who live on Paradise Island but not on the water themselves could use this access to launch kayaks and paddle boards to access the proposed waterway trail. The proximity to the private dock at Publix means that residents could access light groceries without creating vehicular traffic. This would also give Paradise Island residents a way to visit the downtown area without the need for vehicle parking.

108th Avenue Water Taxi stand

Project Location

A new water taxi stand is proposed for the current Public Safety building site on 108th Avenue, assuming that in the future the existing Public Safety Building site will be redeveloped for public use and recreation when City administrative functions are moved to the new City Center area. The address of the current public safety building is 180 108th Avenue.



Figure 43: Project location

Recommended Improvement

The inclusion of a water taxi stand on 108th Avenue would serve as a way to connect the downtown area of the city with other areas of the city and other waterfront cities. For example, Madeira Beach already runs several water taxi stands out of the John's Pass village area, which could potentially start servicing routes to Treasure Island with the inclusion of proposed stands.

Kingfish Park Water Taxi stand

Project Location

A new water taxi stand is proposed for Kingfish Park at the north end of the City. The Park is located at the northern extent of Kingfish Drive.

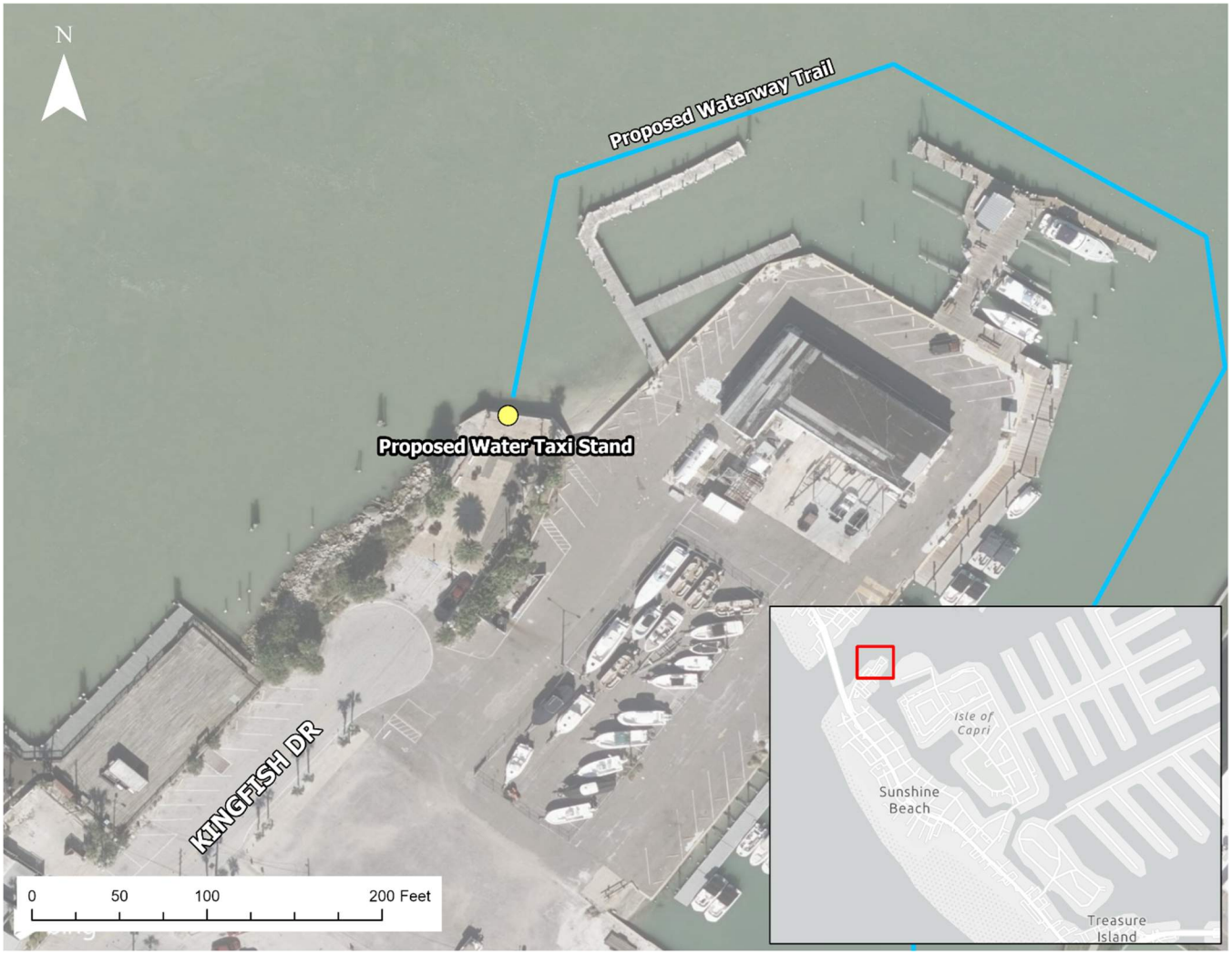


Figure 44: Project location

Recommended Improvement

The inclusion of a water taxi stand at Kingfish Park would serve as a way to connect the northern area of the city, including Sunshine Beach, with other areas of the city and other waterfront cities.

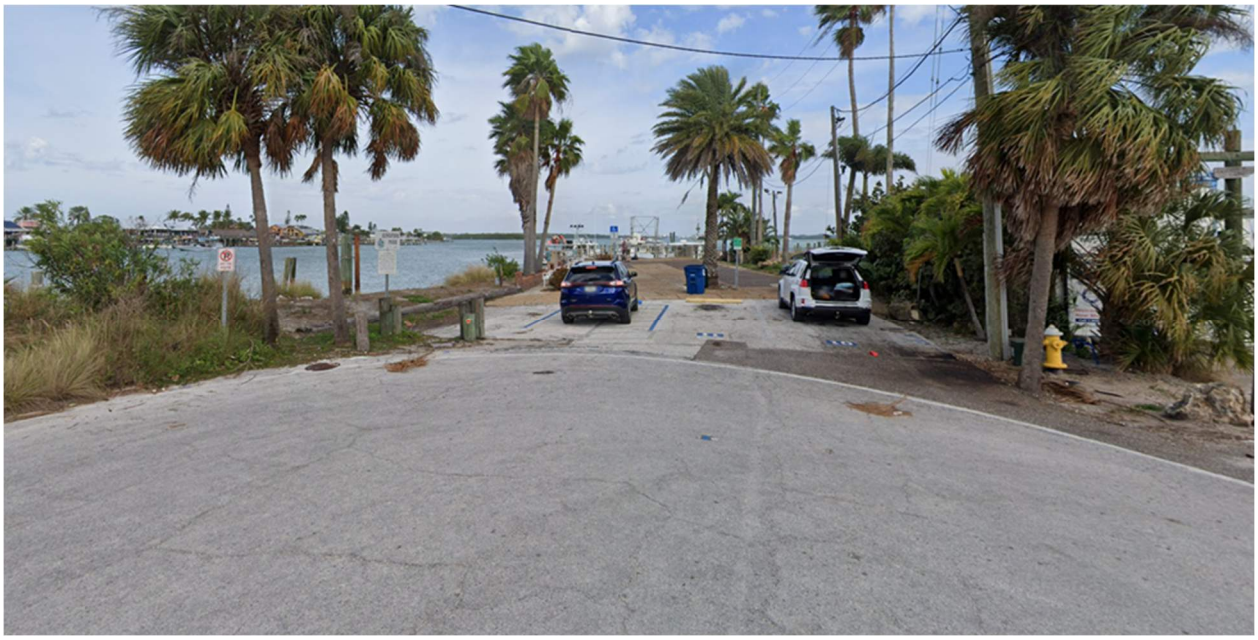


Figure 45: Waterway improvement location

108th Avenue Sidewalk Widening

Project Location

The location of this recommended improvement is the north side of 108th Avenue, between Gulf Boulevard and the current City Hall site, 120 108th Avenue.



Figure 46: Project location

Recommended Improvement

Widening the sidewalk between Gulf Boulevard and the current City Hall site on 108th Avenue will provide more safety to pedestrians moving between the beach and amenities including parking at the current City Hall site. A wider sidewalk serves more users and modes of micromobility at the same time.



Figure 47: Location of the recommended sidewalk widening

84th Avenue Boat Launch Sidewalk

Project Location

The 84th Avenue Boat launch is located at the northeast terminus of 84th Avenue in Sunset Beach, off of Bayshore Drive.



Figure 48: Project location

Recommended Improvement

The recommended improvement is a short sidewalk connection from Bayshore Drive to the fishing dock at the 84th Avenue boat launch. Currently, there is a driveway that does not quite connect to the ramp that leads to the dock. There is not currently a smooth transition onto the dock from the paved surface. The addition of a sidewalk would mean that pedestrians can access the dock on one continuous surface. This small upgrade would be especially useful to anyone for whom an uneven surface poses a tripping hazard.



Figure 49: Boat launch location

Community Center Park Sidewalk Extension

Project Location

The location of this recommended improvement is the corner of 104th Avenue and Park Place, near the Treasure Island Community Center and Park sign.

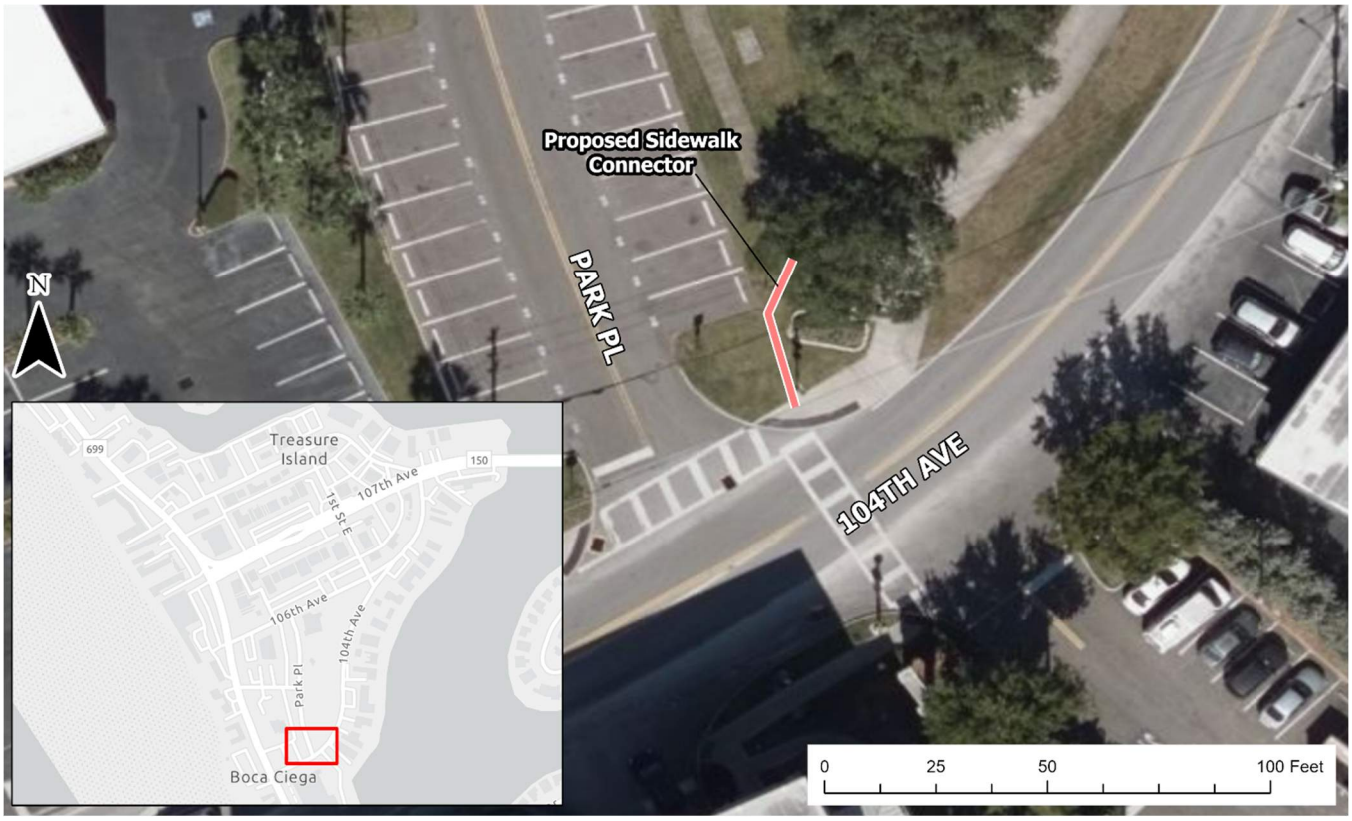


Figure 50: Project Location

Recommended Improvement

The recommended improvement is a short sidewalk connection from the existing curb cut to the sidewalk that heads northwest towards the community center. Presently, the sidewalk connection heads north before heading west, meaning that some users cut across the gras as a shortcut. This improvement would facilitate more pedestrian traffic in the area as a result of the opening of the new City Center and formalize a path already taken by many.

APPENDIX A

IMPROVEMENTS PLAN EXHIBITS

CITY OF TREASURE ISLAND
BEACH TRAIL EXTENSION



LEGEND

PROPOSED EXTENDED BEACH TRAIL PATH

CITY OF TREASURE ISLAND
PIRATE ALLEY

W16-07
W11-02
W11-02
W16-07
700-1-1 1 AS

24" WHITE STOP BAR (TYP.)

R1-5B
700-1-1 1 AS

GULF BLVD

127TH AVENUE
126TH AVENUE
125TH AVENUE
124TH AVENUE W
123RD AVENUE W
W16-07
W11-02
W11-02
W16-07
700-1-1 1 AS
122ND AVENUE W
121ST AVENUE
120TH AVENUE
119TH AVENUE

CONNECT TO EXIST. BEACH TRAIL

NOTE:
1. Proposed signage shown in this sheet is typical for each raised crosswalk intersection.
2. All signing and pavement markings to be finalized during the design phase of this project.

LEGEND

PROPOSED ROADWAY BRICK PAVEMENT

PROPOSED DETECTABLE WARNING SURFACE

DIRECTIONAL ARROWS

CITY OF TREASURE ISLAND
GULF FRONT PARK PEDESTRIAN FLOW IMPROVEMENTS

GULF BOULEVARD

104TH AVENUE

N

MATCH EXISTING

5.00'

20.00

9.00'

WHEELSTOPS TO BE ADJUSTED/RELOCATED (TYPICAL)

10

20.00

MATCH EXISTING

EXISTING BICYCLE RACK TO BE RELOCATED

OPTION B - SIDEWALK AND TYPE D CURB CONNECTION TO EXISTING CURB RAMP (MAY REQUIRE UTILITY ADJUSTMENTS)

20.00

REDUCE/ADJUST EXIT LANE WIDTH TO 10 FEET MINIMUM

OPTION A - SIDEWALK AND TYPE D CURB NEXT TO EXISTING DRIVEWAY

4.00'

5.00'

MATCH EXISTING

LEGEND

PROPOSED CONCRETE SIDEWALK PER FDOT STANDARDS PLANS INDEX 522-001

X — NUMBER OF PARKING SPACES

DIRECTIONAL ARROWS

CITY OF TREASURE ISLAND
BAYSHORE DRIVE SIDEWALKS

TREES TO REMAIN (PROPOSED SIDEWALK LAYOUT TO BE ADJUSTED AS NEEDED DURING DESIGN)

MATCH EXISTING

EXISTING TREE

10.00'

5.00'

SHARROW PAVEMENT MARKING (TYP.)

R/W LINE

10.00'

10.00'

13.00'

6" DBL YELLOW

CONNECT TO EXISTING SIDEWALK

RELOCATE SIGN

R/W LINE

BAYSHORE DRIVE

77TH AVENUE

LEGEND

PROPOSED 4" THICK CONCRETE SIDEWALK

PROPOSED DETECTABLE WARNING SURFACE

DIRECTIONAL ARROWS

CITY OF TREASURE ISLAND
CAPRI BOULEVARD / ISLE OF CAPRI SIDEWALKS

4TH STREET EAST

5TH STREET EAST

6TH STREET EAST

7TH STREET EAST

CAPRI BOULEVARD

SIDEWALK BEGIN LIMITS TO BE DETERMINED DURING PROJECT PHASE

SIDEWALK END LIMITS TO BE DETERMINED DURING PROJECT PHASE

R/W LINE

OPTION A - SIDEWALK ON NORTH SIDE (LIMITS TO BE DETERMINED DURING PROJECT PHASE)

OPTION B - SIDEWALK ON SOUTH SIDE (LIMITS TO BE DETERMINED DURING PROJECT PHASE)

5.00' SOD BUFFER

10.00' SIDEWALK

5.00' BIKE LANE

5.00' SOD BUFFER

10.00' SIDEWALK

5.00' BIKE LANE

5.00' SOD BUFFER

10.00' SIDEWALK

R/W LINE

4TH STREET EAST

5TH STREET EAST

6TH STREET EAST

7TH STREET EAST

LEGEND

PROPOSED 4" THICK CONCRETE SIDEWALK

PROPOSED DETECTABLE WARNING SURFACE

DIRECTIONAL ARROWS

SIDEWALK BEGIN LIMITS TO BE DETERMINED DURING PROJECT PHASE

R/W LINE

OPTION A – SIDEWALK ON NORTH SIDE (LIMITS TO BE DETERMINED DURING PROJECT PHASE)

SIDEWALK END LIMITS TO BE DETERMINED DURING PROJECT PHASE

NTS

115TH AVENUE

0.50' MIN R/W
3.00' SOD BUFFER
8.00' SIDEWALK
5.00' BIKE LANE
R/W LINE
3.00' SOD BUFFER
8.00' SIDEWALK
0.50' MIN R/W
5.00' BIKE LANE
3.00' SOD BUFFER
8.00' SIDEWALK
0.50' MIN R/W
5.00' BIKE LANE
OPTION B – SIDEWALK ON SOUTH SIDE (LIMITS TO BE DETERMINED DURING PROJECT PHASE)
3.00' SOD BUFFER
8.00' SIDEWALK
0.50' MIN R/W
5.00' BIKE LANE
3.00' SOD BUFFER
8.00' SIDEWALK
0.50' MIN R/W
5.00' BIKE LANE
3.00' SOD BUFFER
8.00' SIDEWALK
5.00' BIKE LANE

4TH STREET EAST

5TH STREET EAST

6TH STREET EAST

7TH STREET EAST

8TH STREET EAST

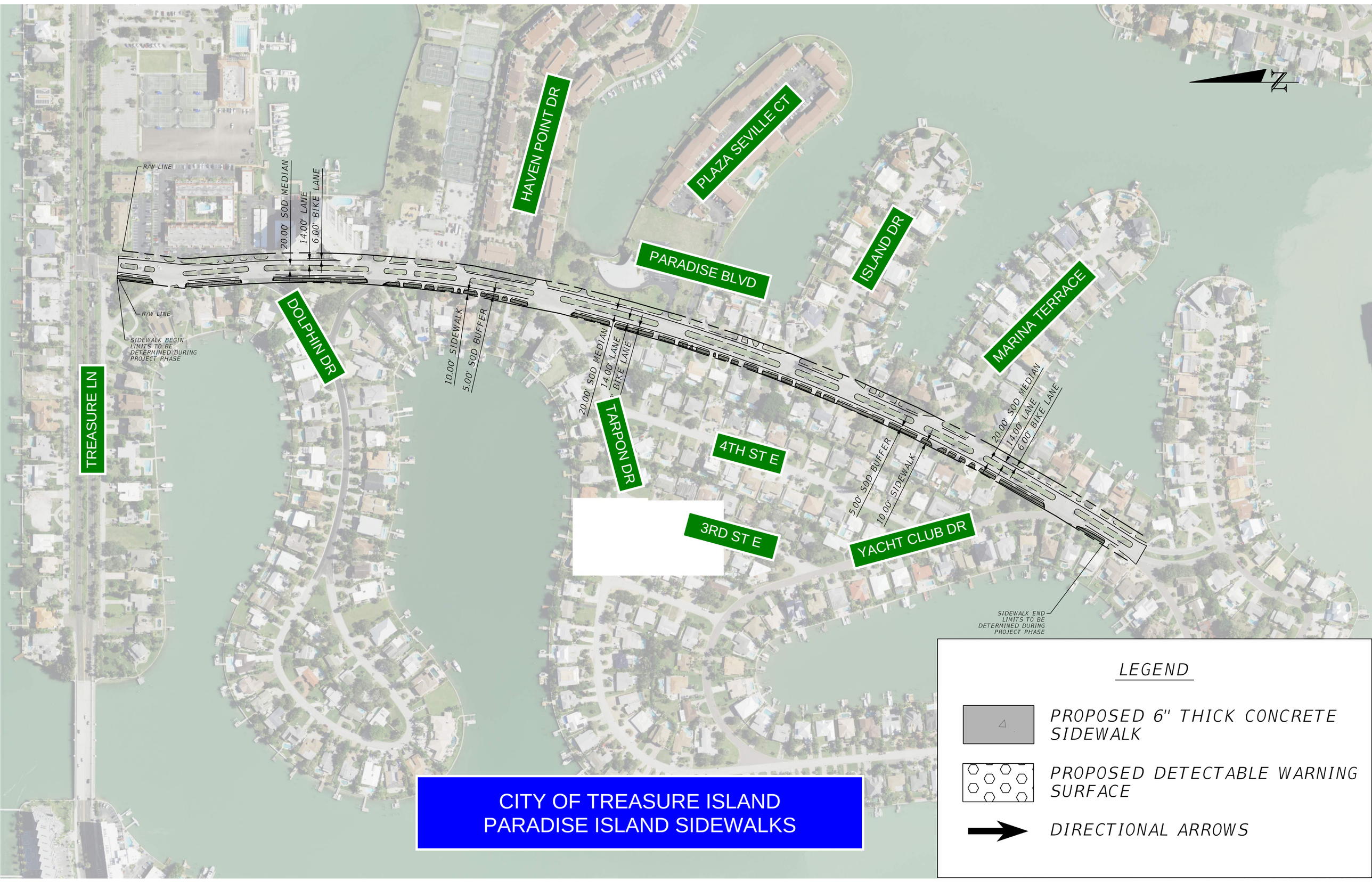
CITY OF TREASURE ISLAND
115TH AVENUE / ISLE OF PALMS SIDEWALKS

LEGEND

PROPOSED 4" THICK CONCRETE SIDEWALK

PROPOSED DETECTABLE WARNING SURFACE

DIRECTIONAL ARROWS


N
TREASURE LN
DOLPHIN DR
HAVEN POINT DR
PLAZA SEVILLE CT
PARADISE BLVD
ISLAND DR
MARINA TERRACE
TARPON DR
4TH ST E
3RD ST E
YACHT CLUB DR
R/W LINE
20.00' SOD MEDIAN
14.00' LANE
6.00' BIKE LANE
R/W LINE
SIDEWALK BEGIN LIMITS TO BE DETERMINED DURING PROJECT PHASE
10.00' SIDEWALK
5.00' SOD BUFFER
20.00' SOD MEDIAN
14.00' LANE
BIKE LANE
5.00' SOD BUFFER
10.00' SIDEWALK
20.00' SOD MEDIAN
14.00' LANE
6.00' BIKE LANE
SIDEWALK END LIMITS TO BE DETERMINED DURING PROJECT PHASE
CITY OF TREASURE ISLAND
PARADISE ISLAND SIDEWALKS
LEGEND
PROPOSED 6" THICK CONCRETE SIDEWALK
PROPOSED DETECTABLE WARNING SURFACE
DIRECTIONAL ARROWS

CITY OF TREASURE ISLAND
TREASURE LANE SIDEWALKS

N

PROP. TYPE F CURB
10.00' SIDEWALK
PROP. 10.00' SOD BUFFER

TREASURE ISLAND CAUSEWAY

PROP. TYPE F CURB
10.00' SIDEWALK

PROP. TYPE F CURB
10.00' SIDEWALK

TREASURE LN

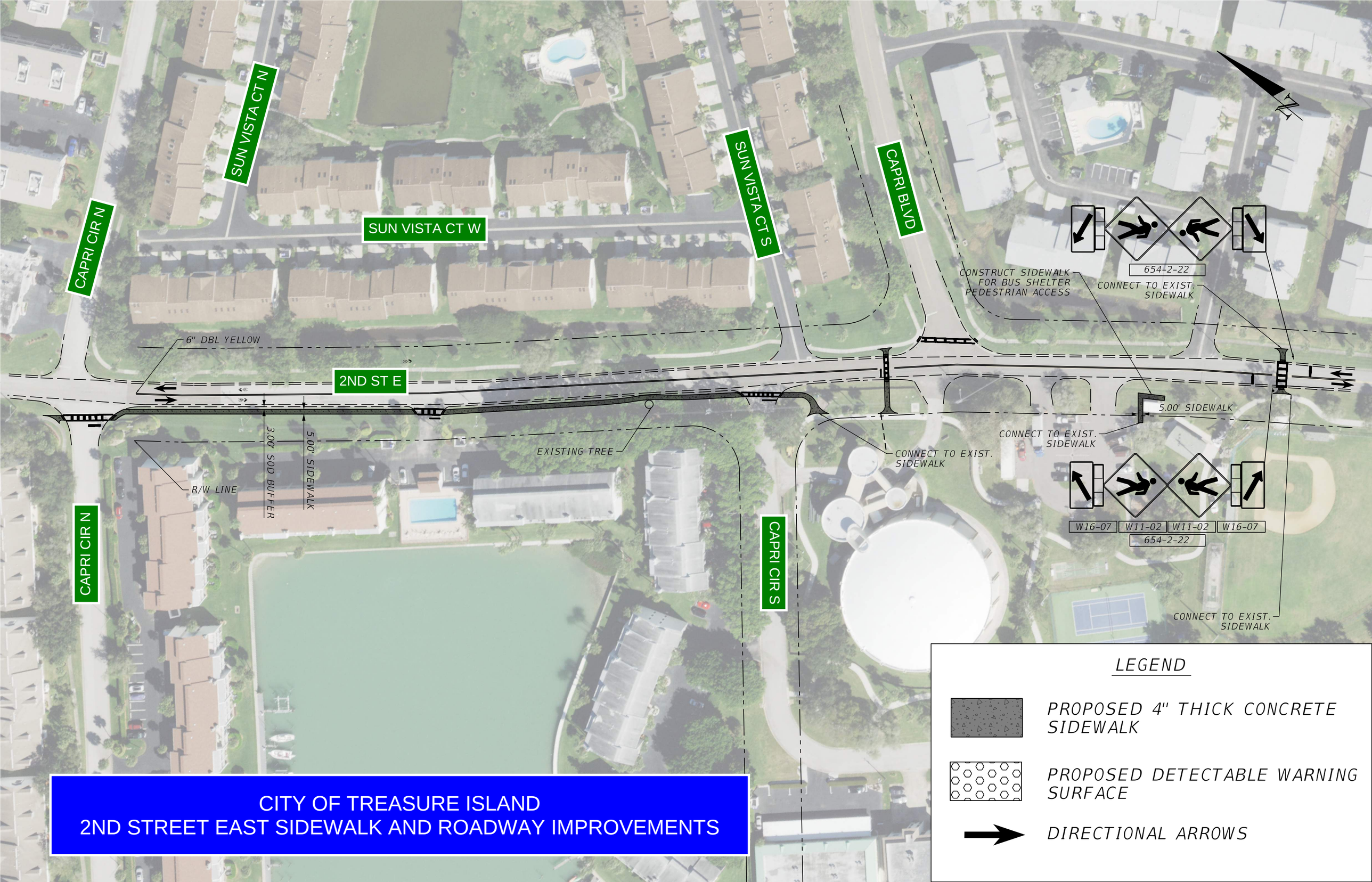
PARADISE BLVD

LEGEND

PROPOSED 4" THICK CONCRETE SIDEWALK

PROPOSED DETECTABLE WARNING SURFACE

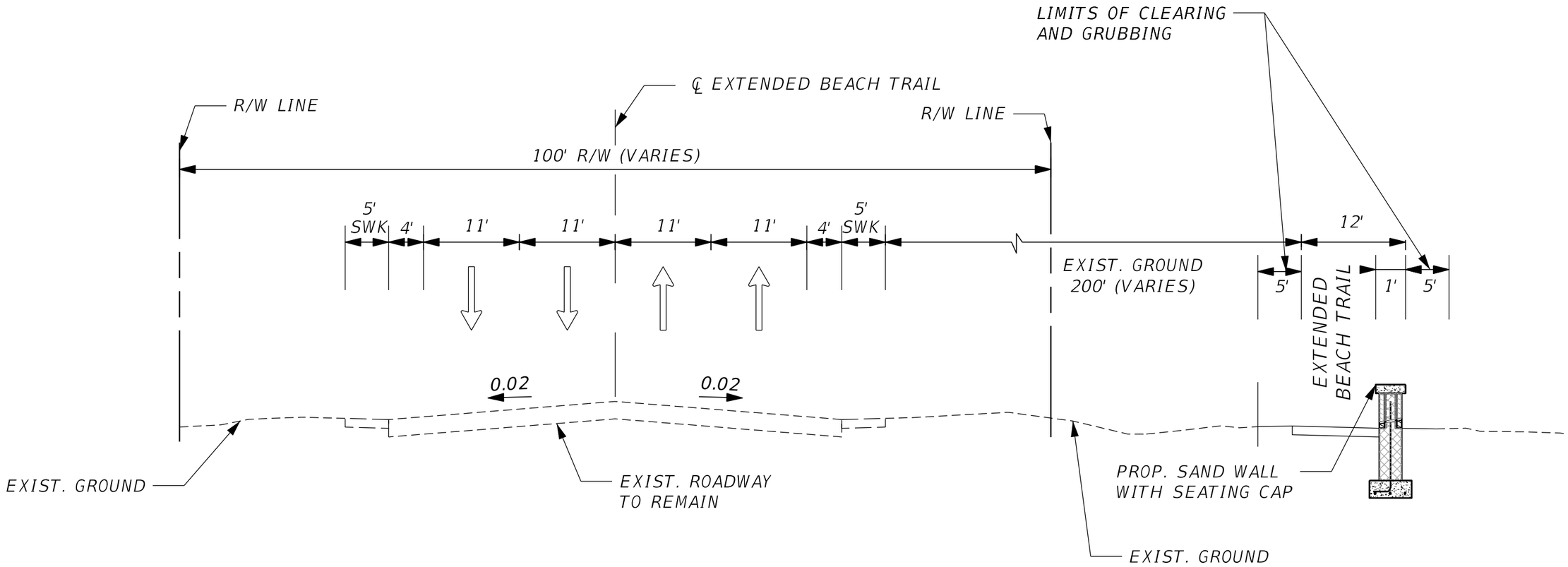
DIRECTIONAL ARROWS



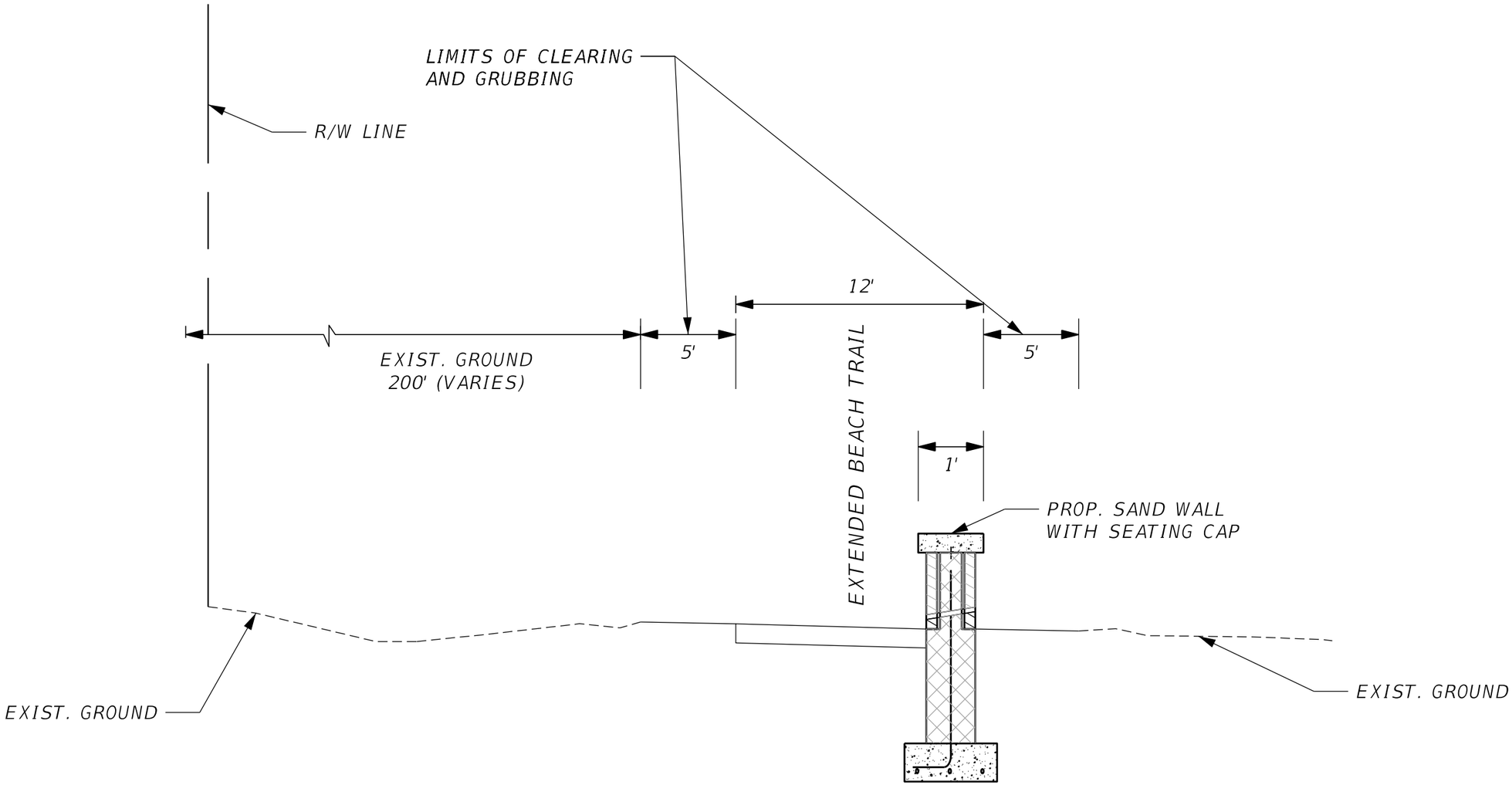
CITY OF TREASURE ISLAND
2ND STREET EAST SIDEWALK AND ROADWAY IMPROVEMENTS

ATTACHMENT B

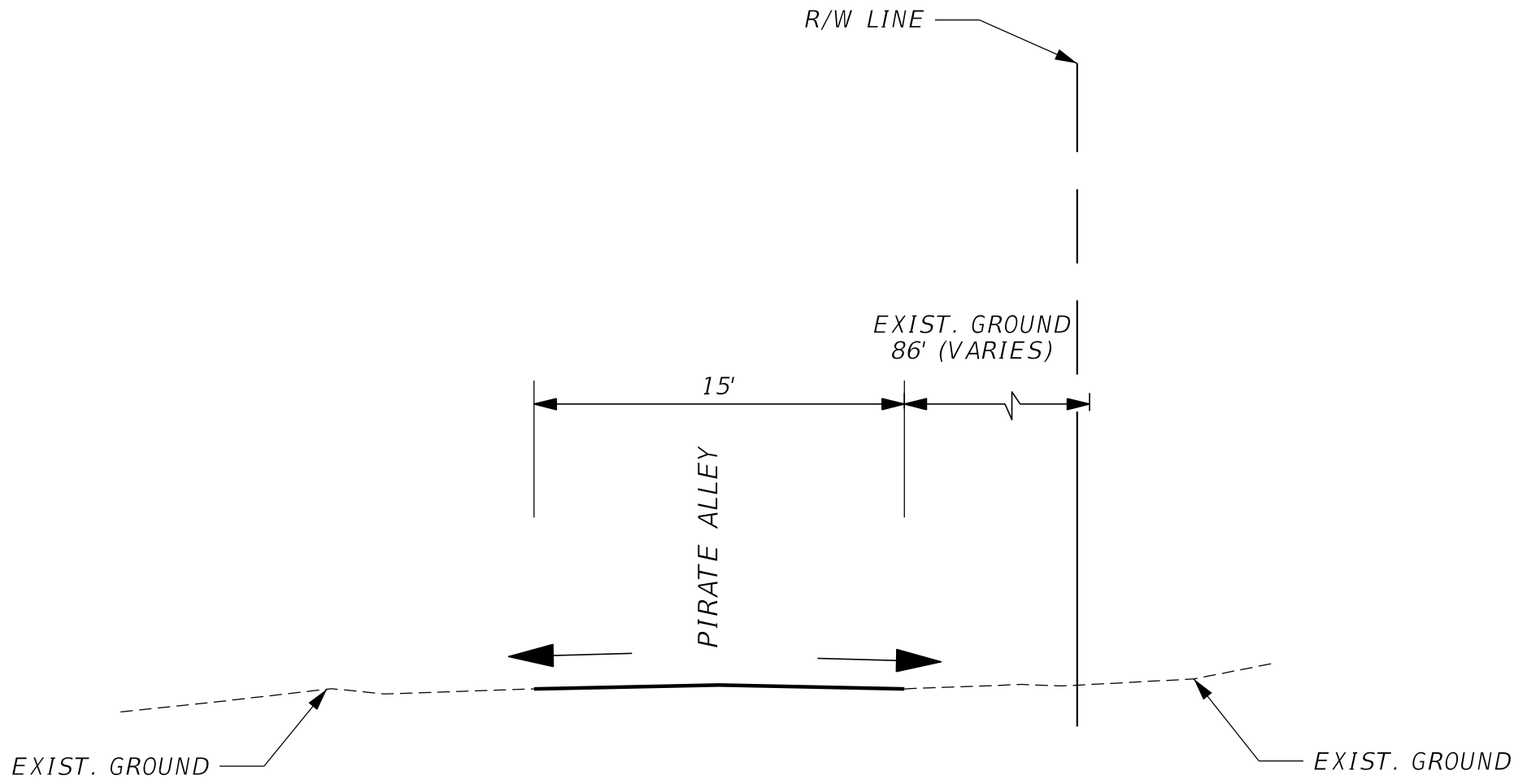
TYPICAL SECTIONS



TYPICAL SECTION (NTS)
EXTENDED BEACH TRAIL #1
FROM 104TH AVE TO SUNSET VISTA PARK
(APPROXIMATELY 3821 LF)

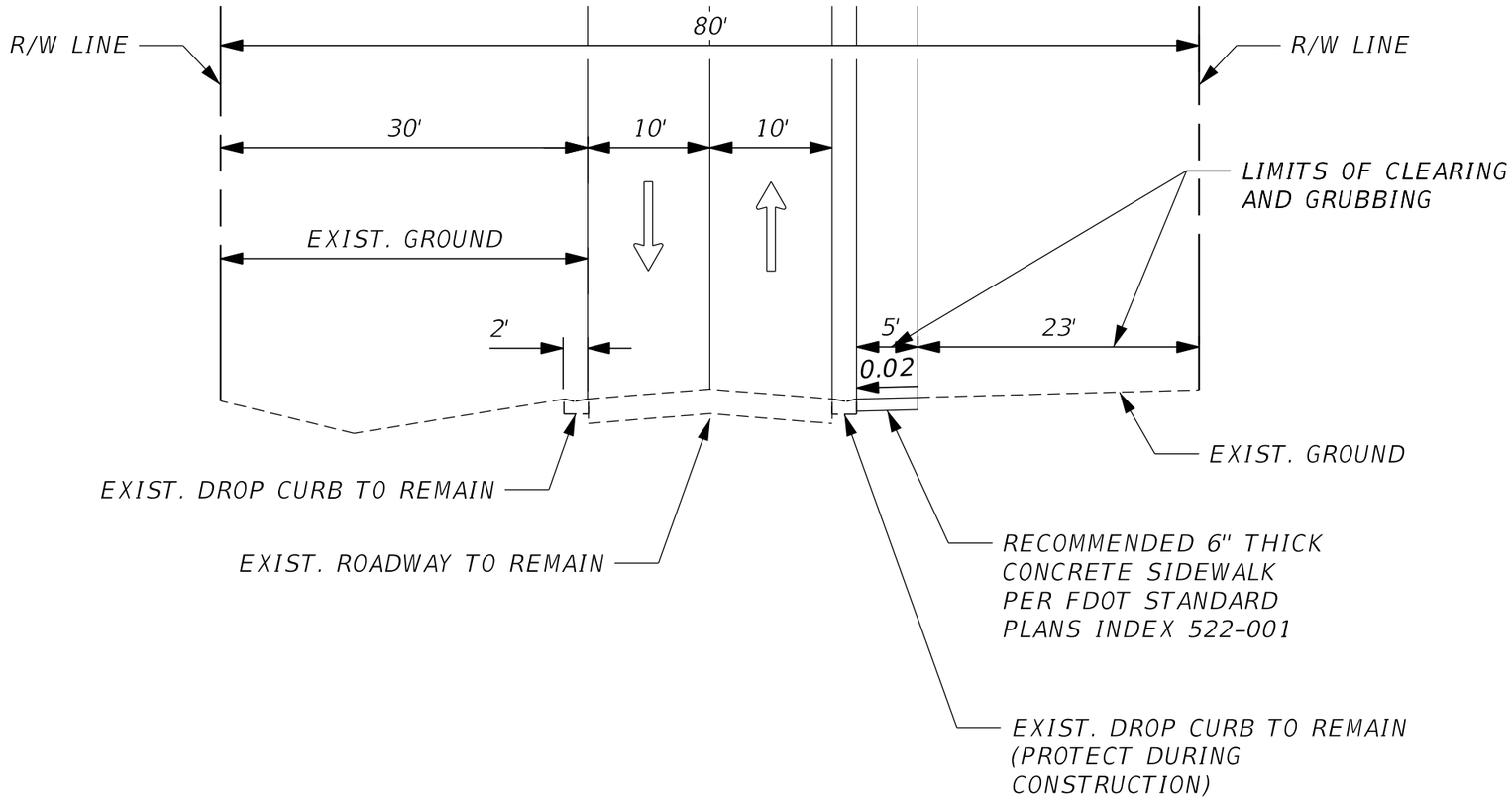


TYPICAL SECTION (NTS)
EXTENDED BEACH TRAIL #2
FROM 104TH AVE TO SUNSET VISTA PARK
(APPROXIMATELY 3821 LF)

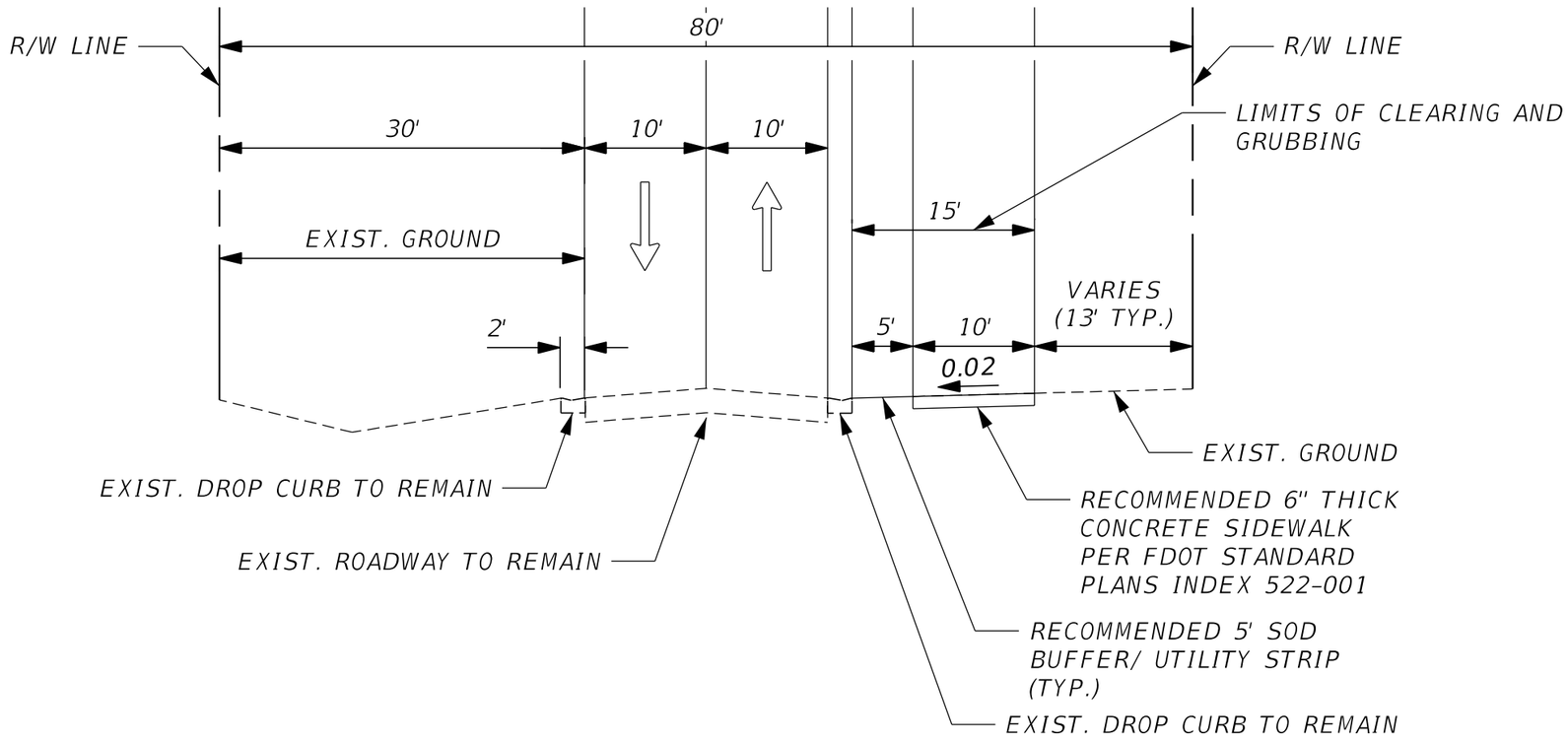


TYPICAL SECTION (NTS)
PIRATE ALLEY #2
FROM 127TH AVE TO 119TH AVE
(APPROXIMATELY 2840 LF)

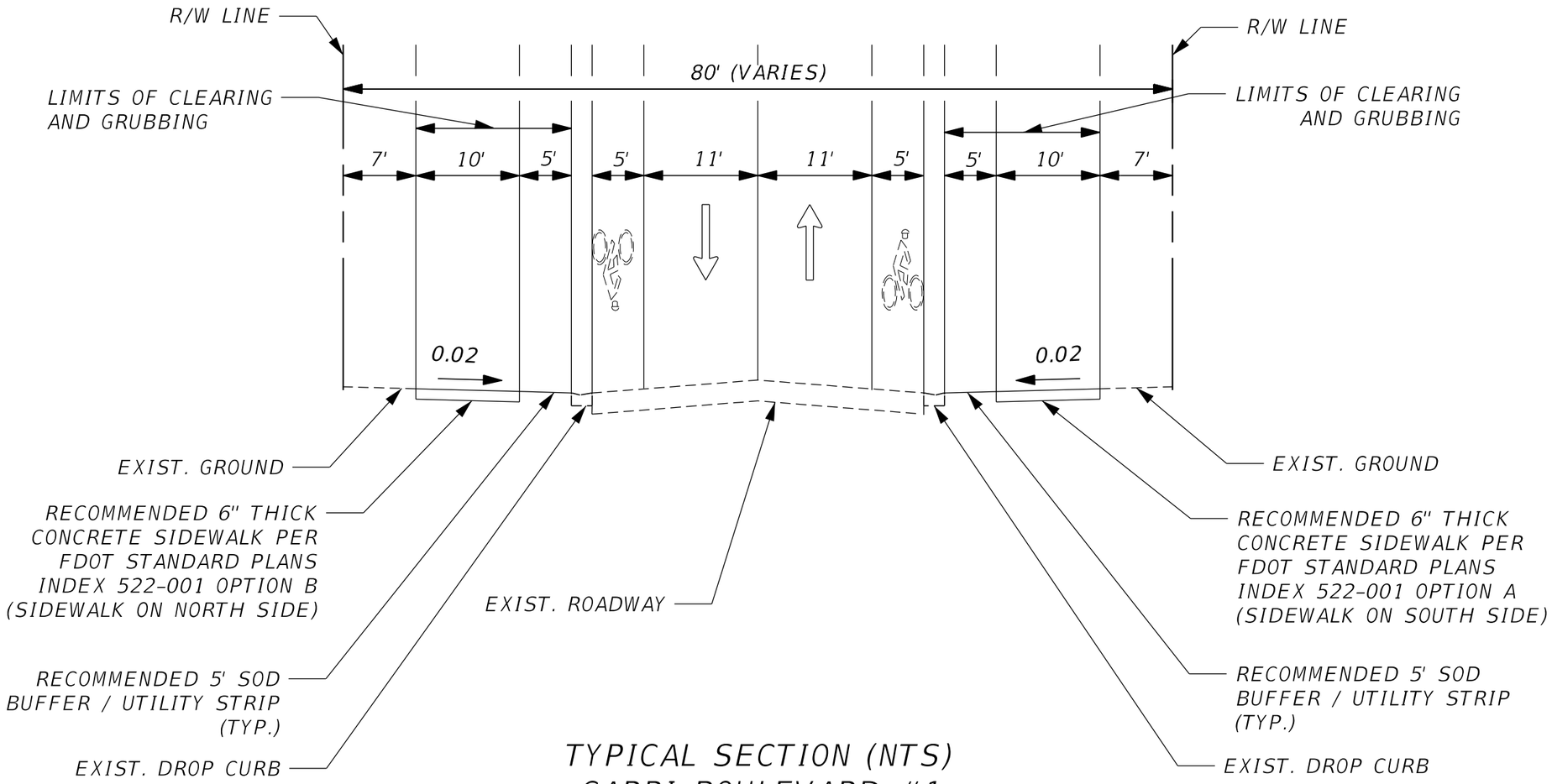
PAVEMENT MILLING AND RESURFACING
MILLING EXISTING ASPHALT PAVEMENT (AVG. 2" DEPTH)
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(2")



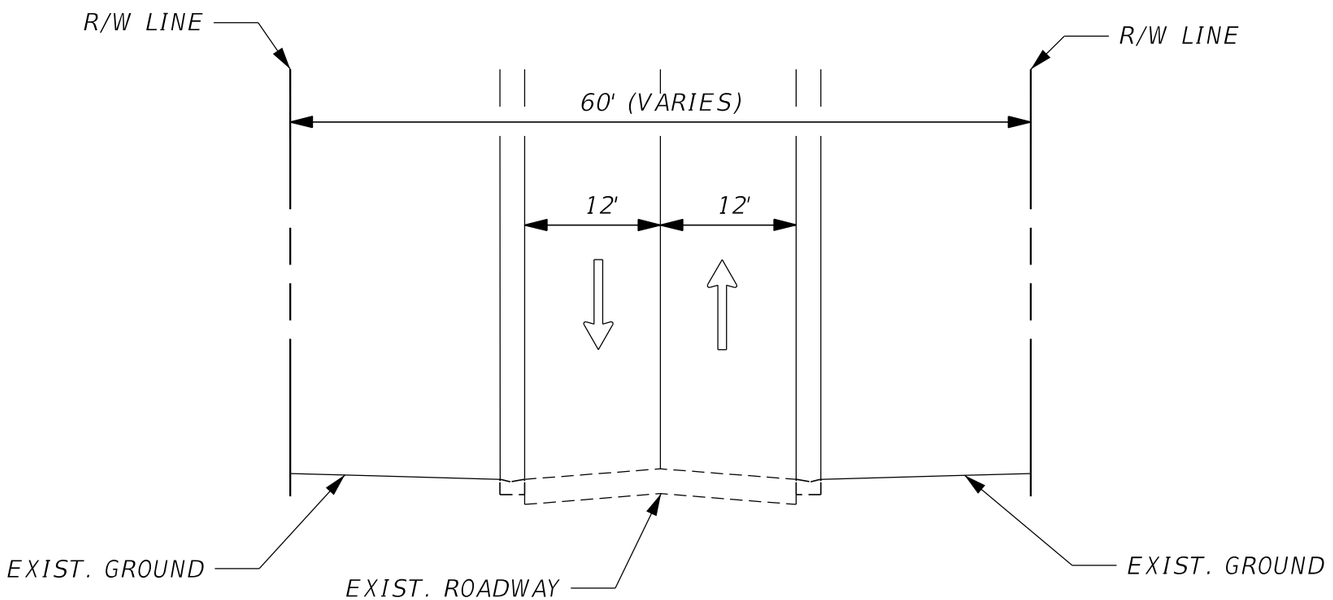
TYPICAL SECTION (NTS)
BAYSHORE DRIVE
FROM EXISTING SIDEWALK AT 77TH AVE TO SUNSET BEACH PARK
(APPROXIMATELY 615 LF)
POSTED SPEED LIMIT: 20 MPH



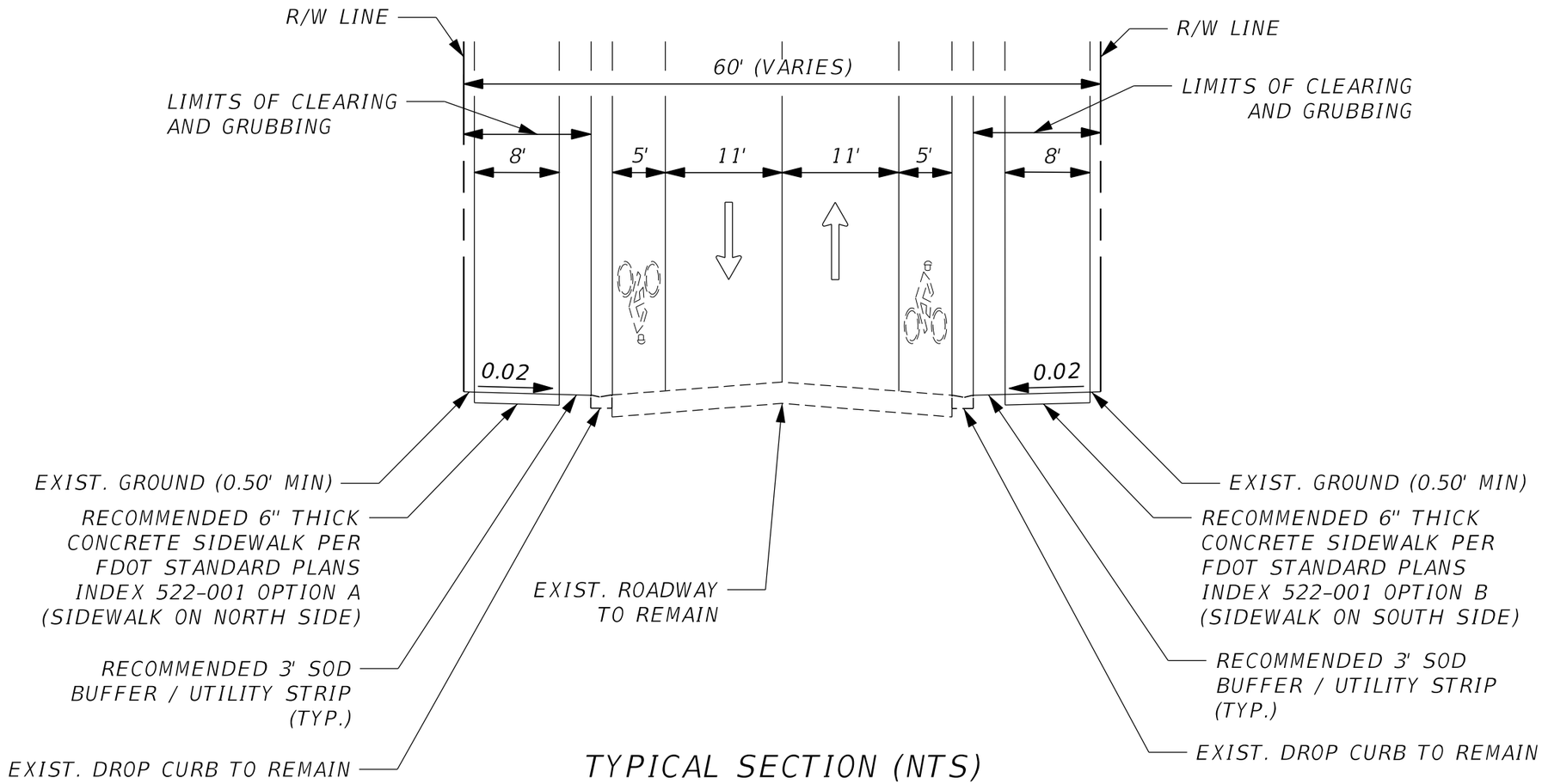
TYPICAL SECTION (NTS)
BAYSHORE DRIVE
FROM EXISTING SIDEWALK AT 77TH AVE TO SUNSET BEACH PARK
(APPROXIMATELY 615 LF)
POSTED SPEED LIMIT: 20 MPH



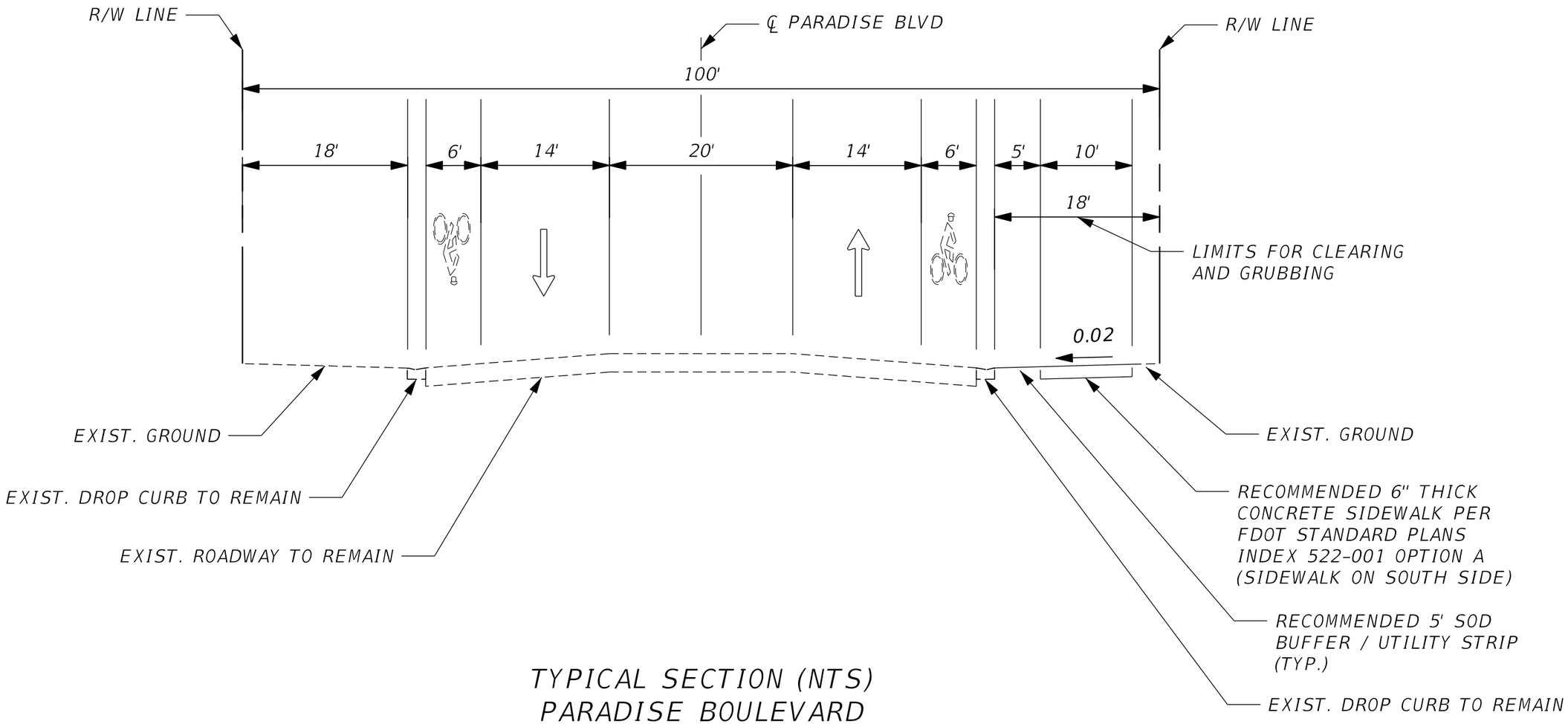
TYPICAL SECTION (NTS)
CAPRI BOULEVARD #1
FROM INTERSECTION OF 3RD ST E TO INTERSECTION OF 7TH ST E
(APPROXIMATELY 3,161 LF)
POSTED SPEED LIMIT: 25 MPH



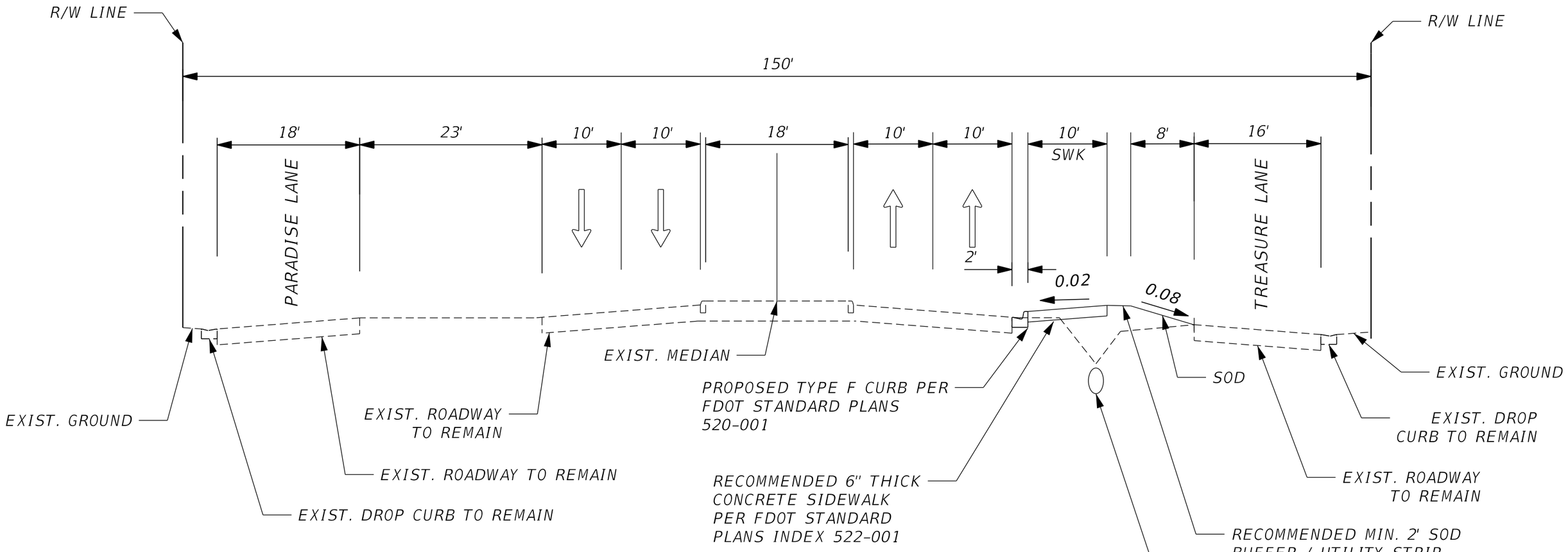
TYPICAL SECTION (NTS)
CAPRI BOULEVARD #2
FROM INTERSECTION OF 7TH ST E TO DEAD END/CUL DE SAC
(APPROXIMATELY 3,161 LF)
POSTED SPEED LIMIT: 25 MPH



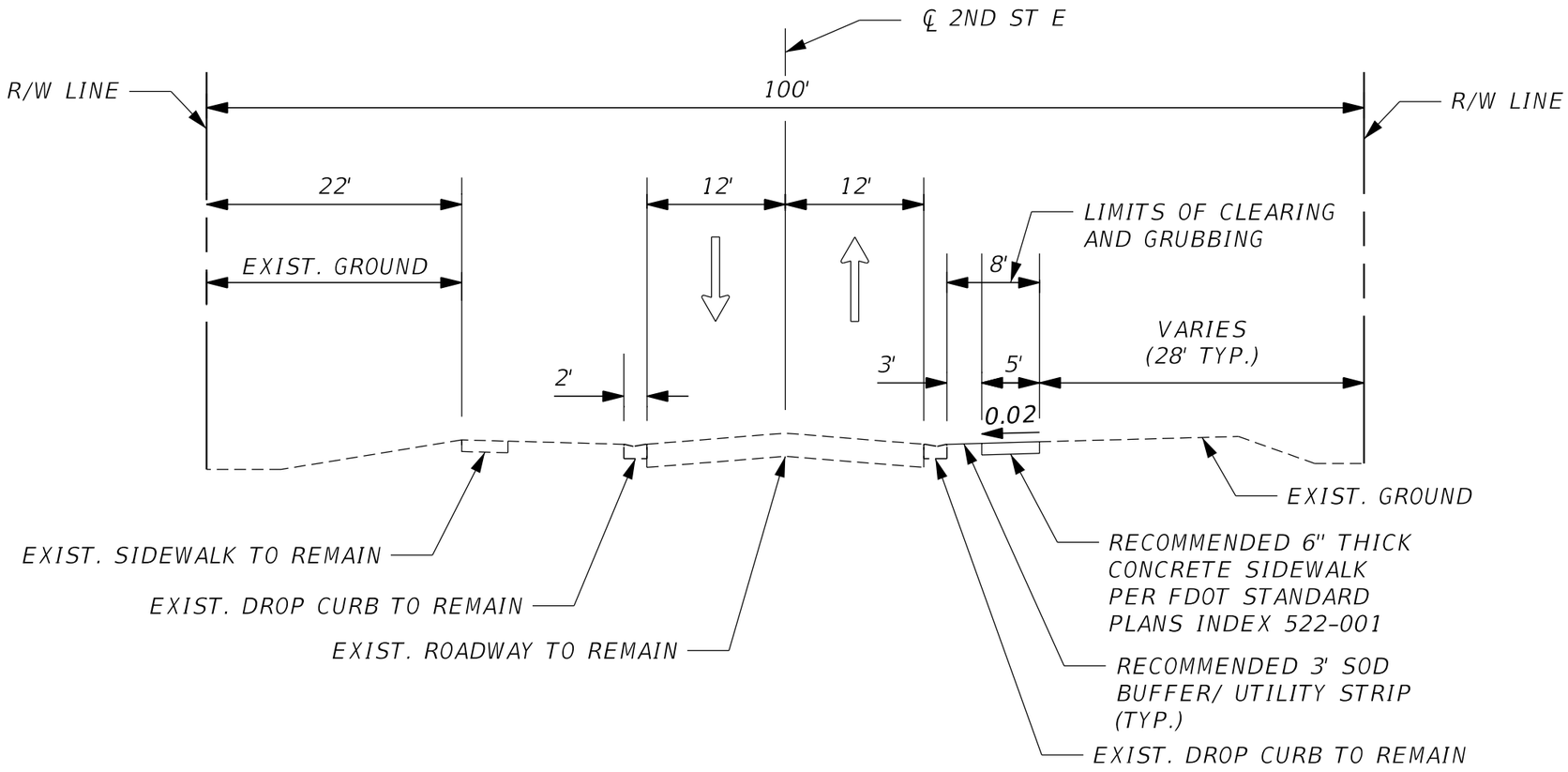
TYPICAL SECTION (NTS)
115TH AVENUE
FROM INTERSECTION OF 3RD ST E TO INTERSECTION WITH 9TH ST E
(APPROXIMATELY 3,730 LF)
POSTED SPEED LIMIT: 25 MPH



TYPICAL SECTION (NTS)
PARADISE BOULEVARD
FROM TREASURE ISLAND CAUSEWAY TO DEAD END/CUL DE SAC
(APPROXIMATELY 3650 LF)
POSTED SPEED LIMIT: 25 MPH



TYPICAL SECTION (NTS)
TREASURE LANE
FROM TREASURE ISLAND CAUSEWAY TO DEAD END/CUL DE SAC
(APPROXIMATELY 1980 LF)
POSTED SPEED LIMIT: 15 MPH



TYPICAL SECTION (NTS) (LOOKING SOUTHBOUND)
ROSELLI PARK
FROM CAPRI CIRCLE N TO CAPIR CIRCLE S
(APPROXIMATELY 840 LF)
POSTED SPEED LIMIT: 25 MPH

ATTACHMENT C

PRELIMINARY COST ESTIMATES

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - PIRATE ALLEY
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #
Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.
Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 163,274.07	$ 163,274.07
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 64,238.66	$ 64,238.66
0104	10	3		SEDIMENT BARRIER	LF	5,121	$ 2.32	$ 11,881.62
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0160	4			TYPE B STABILIZATION	SY	836	$ 9.99	$ 8,354.05
285706				OPTIONAL BASE GROUP 06	SY	861	$ 64.69	$ 55,721.05
				*RAISED CROSSWALK SLOPED AREAS		396	$ 64.69	$ 25,637.80
0327	70	6		MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	5,284	$ 5.08	$ 26,822.64
0334	1	13		SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	4,795.8	$ 180.53	$ 865,781.51
0520	2	4		CONCRETE CURB, TYPE D	LF	591	$ 52.34	$ 30,914.62
0526	1	1		PAVERS, ARCHITECTURAL, ROADWAY	SY	440	$ 385.00	$ 169,371.77
0527	2			DETECTABLE WARNING	SF	914	$ 38.49	$ 35,176.40
0570	1	2		PERFORMANCE TURF, SOD	SY	10,141	$ 5.03	$ 51,008.63
654	2	40		MIDBLOCK CROSSWALK: RRFB ASSEMBLY	AS	28	$ 12,000.00	336,000.00
0700	1	11		SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	21	$ 527.49	$ 11,077.29
0711	11	125		THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	290	$ 3.07	$ 890.30
							SUBTOTAL	$ 1,860,253.44
							MISC. DRAINAGE IMPROVEMENTS (10%)	$ 186,025.34
							UTILITY ADJUSTMENTS (10%)	$ 186,025.34
							INITIAL CONTINGENCY (20%)	$ 372,050.69
							GRAND TOTAL	$ **2,604,354.82**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - GULF FRONT PARK PEDESTRIAN FLOW IMPROVEMENTS
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #
Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.
Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 10,395.02	$ 10,395.02
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 5,197.51	$ 5,197.51
				UTILITY ADJUSTMENTS	EA	1	$ 13,558.72	$ 13,558.72
0104	10	3		SEDIMENT BARRIER	LF	885	$ 2.32	$ 2,052.50
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 3,382.04	$ 3,382.04
0110	1	1		CLEARING & GRUBBING	AC	0.81	$ 46,267.37	$ 37,483.35
0120	1			REGULAR EXCAVATION	CY	65	$ 25.00	$ 1,625.00
0120	6			EMBANKMENT	CY	22	$ 40.00	$ 866.67
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	195	$ 81.94	$ 15,977.52
0710	90			PAVEMENT MARKINGS	LS	1	$ 7,500.00	$ 7,500.00
0520	2	4		CONCRETE CURB, TYPE D	LF	444	$ 42.69	$ 18,954.36
				BIKE RACK	EA	1	$ 1,050.00	$ 1,050.00
				WHEEL STOPS	EA	10	$ 150.00	$ 1,500.00
				PAVEMENT MARKINGS (3%)	EA	1	$ 3,118.50	$ 3,118.50
				SIGNAGE (3%)	EA	1	$ 3,118.50	$ 3,118.50
							SUBTOTAL	$ 125,779.68
							INITIAL CONTINGENCY (20%)	$ 25,155.94
							GRAND TOTAL	$ **150,935.62**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE

TREASURE ISLAND CONNECTIVITY MASTER PLAN - BAYSHORE DRIVE & SUNSET BEACH PARK SIDEWALK ADDITION (5-ft Wide) - Option A

TREASURE ISLAND PUBLIC WORKS DEPARTMENT

CIP #

Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.

Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 4,329.81	$ 4,329.81
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 2,164.91	$ 2,164.91
0104	10	3		SEDIMENT BARRIER	LF	615	$ 2.32	$ 1,426.80
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	0.07	$ 17,643.15	$ 1,245.47
0120	1			REGULAR EXCAVATION	CY	114	$ 25.00	$ 2,847.22
0120	6			EMBANKMENT	CY	38	$ 40.00	$ 1,518.52
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	342	$ 81.94	$ 27,996.17
0527	2			DETECTABLE WARNING	SF	20	$ 38.83	$ 776.60
0425	4			INLETS, ADJUST	EA	1	$ 3,264.51	$ 3,264.51
0710	11	160		PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SIGNAL	EA	2	$ 59.89	$ 119.78
				SIGNAGE (3%)	EA	1	$ 1,298.94	$ 1,298.94
							SUBTOTAL	$ 49,792.82
							UTILITY ADJUSTMENTS (10%)	$ 4,979.28
							MISC. DRAINAGE (10%)	$ 4,979.28
							INITIAL CONTINGENCY (20%)	$ 9,958.56
							GRAND TOTAL	$ **69,709.95**

Notes:

1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE

TREASURE ISLAND CONNECTIVITY MASTER PLAN - BAYSHORE DRIVE & SUNSET BEACH PARK SIDEWALK ADDITION (10-ft Wide) - Option B

TREASURE ISLAND PUBLIC WORKS DEPARTMENT

CIP #

Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.

Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 7,736.80	$ 7,736.80
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 3,868.40	$ 3,868.40
0104	10	3		SEDIMENT BARRIER	LF	615	$ 2.32	$ 1,426.80
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	0.21	$ 17,643.15	$ 3,736.41
0120	1			REGULAR EXCAVATION	CY	228	$ 25.00	$ 5,694.44
0120	6			EMBANKMENT	CY	76	$ 40.00	$ 3,037.04
0522	2			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	683	$ 81.94	$ 55,992.33
0527	2			DETECTABLE WARNING	SF	40	$ 38.49	$ 1,539.60
0570	1	2		PERFORMANCE TURF, SOD	SY	342	$ 5.03	$ 1,718.58
0710	11	160		PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SIGNAL	EA	2	$ 59.89	$ 119.78
				SIGNAGE (3%)	EA	1	$ 2,317.45	$ 2,317.45
							SUBTOTAL	$ 88,973.23
							UTILITY ADJUSTMENTS (10%)	$ 8,897.32
							MISC. DRAINAGE (20%)	$ 17,794.65
							INITIAL CONTINGENCY (20%)	$ 17,794.65
							GRAND TOTAL	$ **133,459.85**

Notes:

1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - ISLE OF CAPRI SIDEWALK
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #

Prepared By: Christopher Perez-Borroto, E.I.
Date: 8/31/2023
Checked By: Bruno Arriola, P.E.

OPTION A and B (SIDEWALK ON NORTH AND/OR SOUTH SIDE)

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 45,818.46	$ 45,818.46
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 22,909.23	$ 22,909.23
0104	10	3		SEDIMENT BARRIER	LF	3,161	$ 2.32	$ 7,333.57
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	1.09	$ 17,643.15	$ 19,204.54
0120	1			REGULAR EXCAVATION	CY	1,405	$ 25.00	$ 35,122.22
0120	6			EMBANKMENT	CY	468	$ 40.00	$ 18,731.85
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	4,215	$ 81.94	$ 345,349.79
0527	2			DETECTABLE WARNING	SF	160	$ 38.49	$ 6,158.40
0570	1	2		PERFORMANCE TURF, SOD	SY	1,757	$ 5.03	$ 8,836.03
				PAVEMENT MARKINGS (3%)	EA	1	$ 13,345.18	$ 13,345.18
				SIGNAGE (3%)	EA	1	$ 13,345.18	$ 13,345.18
							SUBTOTAL	$ 526,912.32
							MISC. DRAINAGE AND UTILITY ADJUSTMENTS (20%)	105,382.46
							INITIAL CONTINGENCY (20%)	$ 105,382.46
							GRAND TOTAL	$ **737,677.25**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

2. Grand total shown in this cost estimate assumes construcion of recommended sidewalk on one side only. For an approximate total cost covering both sides multiply grand total by two.

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - ISLE OF PALM SIDEWALK (115TH AVE) - Option A
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #

Prepared By: Christopher Perez-Borroto, E.I.
Date: 8/31/2023
Checked By: Bruno Arriola, P.E.

OPTION A (SIDEWALK ON NORTH SIDE)

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 42,052.25	$ 42,052.25
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 21,026.12	$ 21,026.12
0104	10	3		SEDIMENT BARRIER	LF	3,740	$ 2.32	$ 8,676.80
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	0.94	$ 25,000.00	$ 23,611.11
0120	1			REGULAR EXCAVATION	CY	1,330	$ 25.00	$ 33,244.44
0120	6			EMBANKMENT	CY	443	$ 40.00	$ 17,730.37
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	3,989	$ 81.94	$ 326,885.97
0570	1	2		PERFORMANCE TURF, SOD	SY	1,247	$ 5.03	$ 6,270.73
				PAVEMENT MARKINGS (3%)	EA	1	$ 12,615.67	12,615.67
				SIGNAGE (3%)	EA	1	$ 12,615.67	$ 12,615.67
							SUBTOTAL	$ 445,753.82
							MISC. DRAINAGE AND UTILITY ADJUSTMENTS (20%)	89,150.76
							INITIAL CONTINGENCY (20%)	$ 89,150.76
							GRAND TOTAL	$ **624,055.35**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs
2. Grand total shown in this cost estimate assumes construcion of recommended sidewalk on one side only. For an approximate total cost covering both sides multiply grand tota

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ENGINEER'S ESTIMATE

TREASURE ISLAND CONNECTIVITY MASTER PLAN - ISLE OF PALM SIDEWALK (115TH AVE) - Option B

TREASURE ISLAND PUBLIC WORKS DEPARTMENT

CIP #

Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.

Checked By: Bruno Arriola, P.E.

OPTION B (SIDEWALK ON SOUTH SIDE)

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 49,305.93	$ 49,305.93
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 24,652.97	$ 24,652.97
0104	10	3		SEDIMENT BARRIER	LF	3,190	$ 2.32	$ 7,400.80
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	1.89	$ 17,643.15	$ 33,325.95
0120	1			REGULAR EXCAVATION	CY	1,330	$ 25.00	$ 33,244.44
0120	6			EMBANKMENT	CY	443	$ 40.00	$ 17,730.37
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	3,989	$ 96.45	$ 384,771.20
0527	2			DETECTABLE WARNING	SF	160	$ 38.83	$ 6,212.80
0570	1	2		PERFORMANCE TURF, SOD	SY	1,247	$ 5.03	$ 6,270.73
				PAVEMENT MARKINGS (3%)	EA	1	$ 14,791.78	$ 14,791.78
				SIGNAGE (3%)	EA	1	$ 14,791.78	$ 14,791.78
							SUBTOTAL	$ 567,018.24
							MISC. DRAINAGE AND UTILITY ADJUSTMENTS (20%)	113,403.65
							INITIAL CONTINGENCY (20%)	$ 113,403.65
							GRAND TOTAL	$ **793,825.53**

Notes:

1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs
2. Grand total shown in this cost estimate assumes construcion of recommended sidewalk on one side only. For an approximate total cost covering both sides multiply grand tota

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - PARADISE ISLAND SIDEWALK
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #
Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.
Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 52,630.09	$ 52,630.09
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 26,315.05	$ 26,315.05
0104	10	3		SEDIMENT BARRIER	LF	3,648	$ 2.32	$ 8,463.41
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	1.26	$ 17,643.15	$ 22,175.45
0120	1			REGULAR EXCAVATION	CY	1,622	$ 25.00	$ 40,555.56
0120	6			EMBANKMENT	CY	541	$ 40.00	$ 21,629.63
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	4,867	$ 81.94	$ 398,774.67
0570	1	2		PERFORMANCE TURF, SOD	SY	6,083	$ 5.03	$ 30,599.17
				PAVEMENT MARKINGS (3%)	EA	1	15,789.03	$ 15,789.03
				SIGNAGE (3%)	EA	1	$ 15,789.03	$ 15,789.03
							SUBTOTAL	$ 636,824.10
							MISC. DRAINAGE AND UTILITY ADJUSTMENTS	$ 127,364.82
							INITIAL CONTINGENCY (20%)	$ 127,364.82
							GRAND TOTAL	$ **891,553.74**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE
TREASURE ISLAND CONNECTIVITY MASTER PLAN - TREASURE LANE SIDEWALK
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #
Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.
Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 33,898.08	$ 33,898.08
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 16,949.04	$ 16,949.04
0104	10	3		SEDIMENT BARRIER	LF	1,891	$ 2.32	$ 4,386.35
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	0.95	$ 17,643.15	$ 16,847.16
0120	1			REGULAR EXCAVATION	CY	700	$ 25.00	$ 17,506.20
0120	6			EMBANKMENT	CY	233	$ 40.00	$ 9,336.64
0520	1	10		CONCRETE CURB & GUTTER, TYPE F	LF	1,891	$ 46.71	$ 88,313.20
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	2,101	$ 81.94	$ 172,135.00
0527	2			DETECTABLE WARNING	SF	80	$ 38.83	$ 3,106.40
0570	1	2		PERFORMANCE TURF, SOD	SY	4,622	$ 5.03	$ 23,246.84
				MISC. DRAINAGE (15%)	LS	1	$ 50,847.12	$ 50,847.12
				PAVEMENT MARKINGS (3%)	EA	1	$ 10,169.42	$ 10,169.42
				SIGNAGE (3%)	EA	1	$ 10,169.42	$ 10,169.42
							SUBTOTAL	$ 461,013.93
							INITIAL CONTINGENCY (20%)	$ 92,202.79
							GRAND TOTAL	$ **553,216.72**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs

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ENGINEER'S ESTIMATE

TREASURE ISLAND CONNECTIVITY MASTER PLAN - 2nd Street East Sidewalk and Roadway Improvements
TREASURE ISLAND PUBLIC WORKS DEPARTMENT
CIP #
Date: 8/31/2023

Prepared By: Christopher Perez-Borroto, E.I.
Checked By: Bruno Arriola, P.E.

FDOT PAY ITEM #				ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101	1			MOBILIZATION (10%)	EA	1	$ 9,216.85	$ 9,216.85
0102	1			MAINTENANCE OF TRAFFIC (5%)	EA	1	$ 4,608.43	$ 4,608.43
0104	10	3		SEDIMENT BARRIER	LF	840	$ 2.32	$ 1,948.80
0104	15			SOIL TRACKING PREVENTION DEVICE	EA	1	$ 4,103.04	$ 4,103.04
0110	1	1		CLEARING & GRUBBING	AC	0.15	$ 38,000.00	$ 5,862.26
0120	1			REGULAR EXCAVATION	CY	167	$ 25.00	$ 4,166.67
0120	6			EMBANKMENT	CY	56	$ 40.00	$ 2,222.22
0522	1			CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	500	$ 81.94	$ 40,970.00
0527	2			DETECTABLE WARNING	SF	81	$ 38.83	$ 3,139.79
0570	1	2		PERFORMANCE TURF, SOD	SY	747	$ 5.03	$ 3,755.73
0654	2	22		MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH &	AS	2	$ 13,000.00	$ 26,000.00
				INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK				
				PAVEMENT MARKINGS (3%)	EA	1	$ 2,765.06	$ 2,765.06
				SIGNAGE (3%)	EA	1	$ 2,765.06	$ 2,765.06
							SUBTOTAL	$ 105,993.79
							MISC. DRAINAGE AND UTILITY ADJUSTMENTS (20%)	$ 21,198.76
							INITIAL CONTINGENCY (20%)	$ 21,198.76
							GRAND TOTAL	$ **148,391.31**

Notes:
1. All unit costs based on FDOT Historical Unit Costs Area 8 and 12-month statewide averages with corresponding unit cost adjustments and/or third-party costs