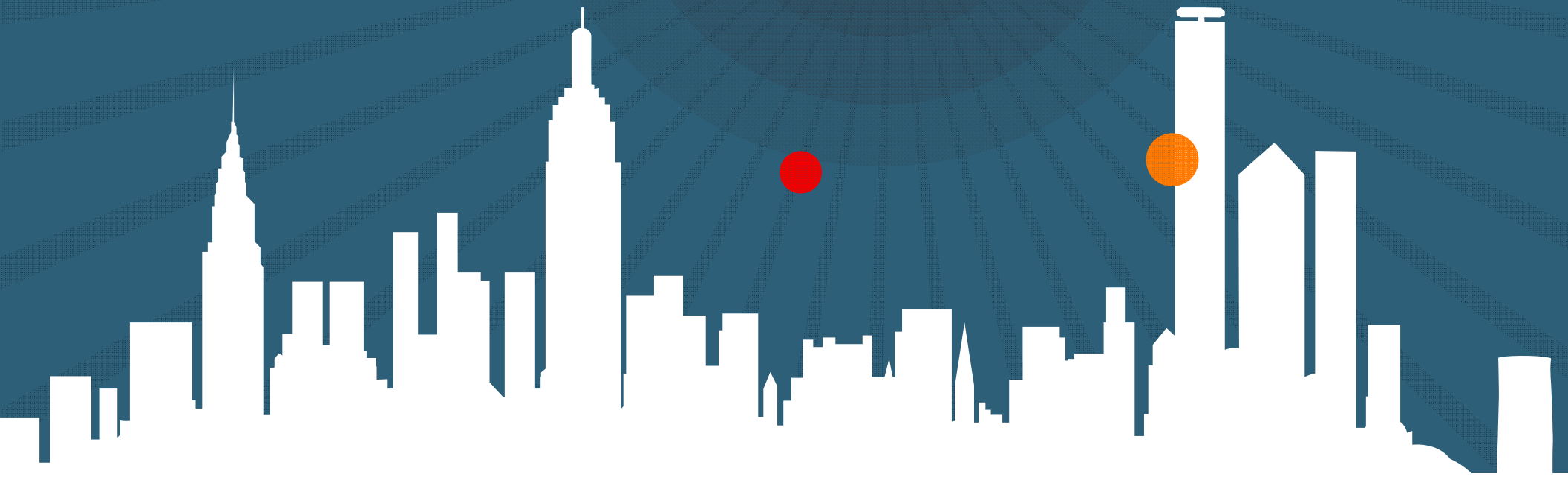




Pinellas SPOTlight

Strategic Planning and Operations Topics

September 21, 2015



Outline

- **Emphasis Areas**
- **Discussion**
- **Ranking**

Potential Emphasis Areas

What should be the focus of our work efforts over the next 2 years?



- A Vision for the U.S. 19 Corridor**
- B Strategic Plan for the Gateway/Mid-County Area**
- C Transportation System Resiliency & Climate Change Adaptation**
- D Complete Streets**
- E Improving Vulnerable Road User Safety and Accessibility**
- F Strengthening Regional Transit Connections**
- G Developing Public-Private Partnerships**
- H Enhancing Beach Access**
- I Fostering Mixed-Use Development**



Vision for the U.S. 19 Corridor

Tarpon Springs

Palm Harbor

Dunedin

Clearwater

Largo

Pinellas Park

Lealman

St. Petersburg

Vision for the U.S. 19 Corridor

- “Backbone” of Pinellas County
- Major Redevelopment Efforts in St. Petersburg, Largo and Clearwater
- Community Redevelopment Area Planning in Lealman
- Area Planning in Palm Harbor

Vision for the U.S. 19 Corridor

This photograph was taken on U.S. Highway 19 in 1955. Can you guess the location?



U.S. 19 @

East Bay
Drive

A lot has changed since 1955
What will the corridor look like in
another 60 years?



Vision for the U.S. 19 Corridor

This photograph was taken on U.S. Highway 19 in 1955. Can you guess the location?



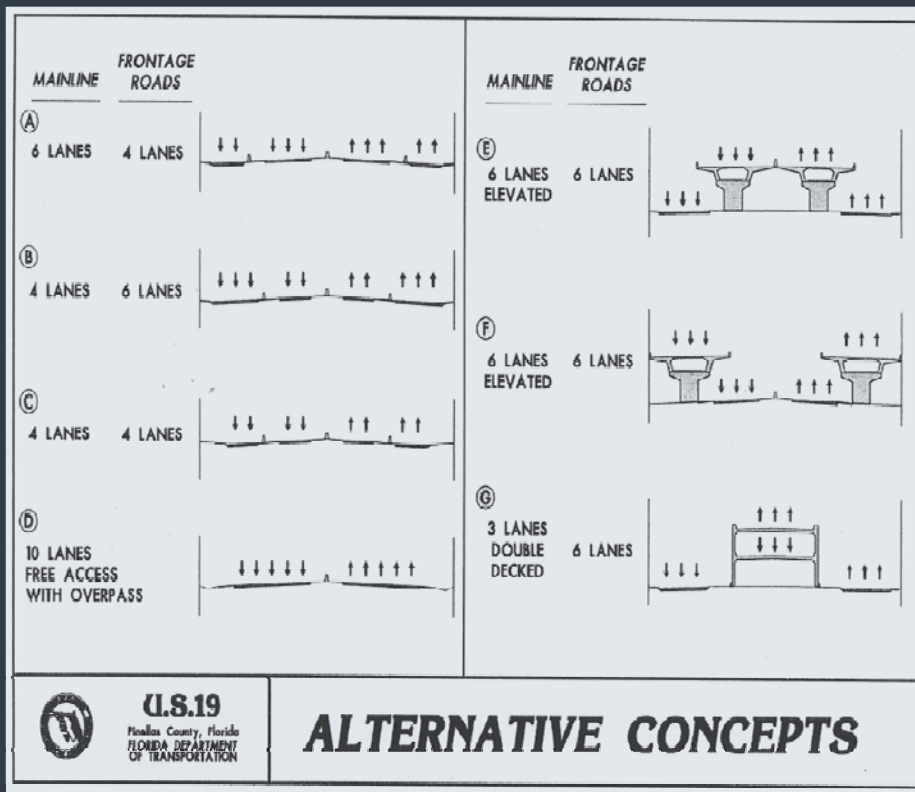
U.S. 19 @

18th Ave. S.

Some things have not changed since 1955
What will the corridor look like in
another 60 years?



Vision for the U.S. 19 Corridor



1

“Elevated” Freeway Concepts

2

1974 Referendum Defeated

3

Alternative Concepts Studied
in the 1980’s and 1990’s

4

Four U.S. 19 Task Forces

5

Conversion to a Limited
Access Facility

Vision for the U.S. 19 Corridor

A task force was established in 2000 led by Commissioner Seel which developed a set of recommendations to make the road safer



Establish a
uniform
speed limit



Redesign
median
openings



Shared
Driveway
Access



Bus Pull-
Outs &
Strobe
Lights



Reduce or
Eliminate
School
Bus Stops



Connected
Sidewalk
System



Increased
Enforcement



Countywide
Crash Data
Center




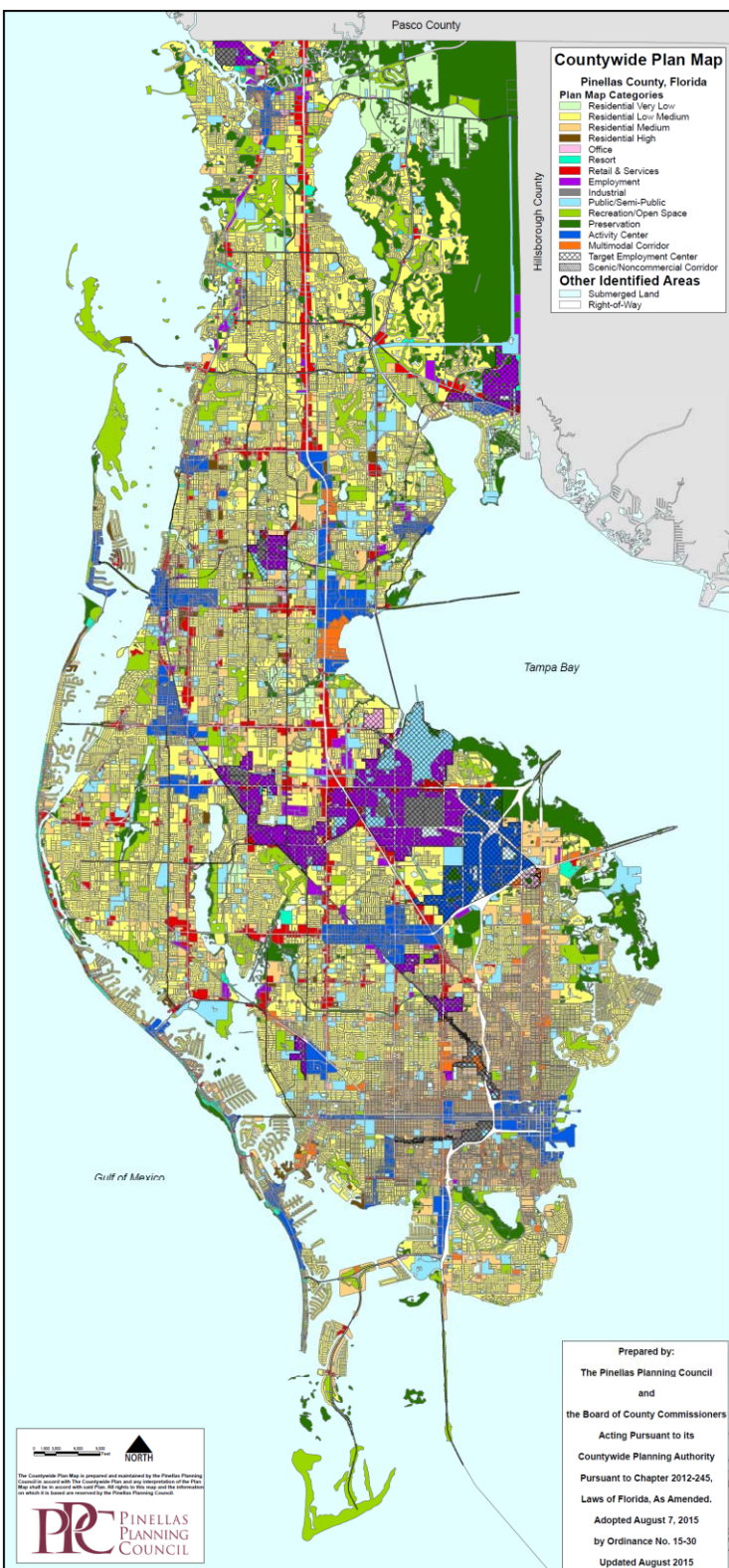
Addressing &
Mile Markers



Vision for the

U.S. 19 Corridor

- 
- 1 Traffic volumes have decreased on U.S. 19 over the last 15 years
 - 2 Pinellas County's other north-south corridors have seen similar declines
 - 3 Over \$800 million dollars of funding for grade-separated interchanges in the 2040 LRTP



Is it a multimodal corridor?

*Countywide Plan Map adopted
Multimodal Corridor in Clearwater and
St. Petersburg*

*PSTA's Community Bus Plan makes
reference to Bus Rapid Transit (BRT)
and Rapid Bus service*

➤ **If it is a multimodal corridor, what
does that really look like?**



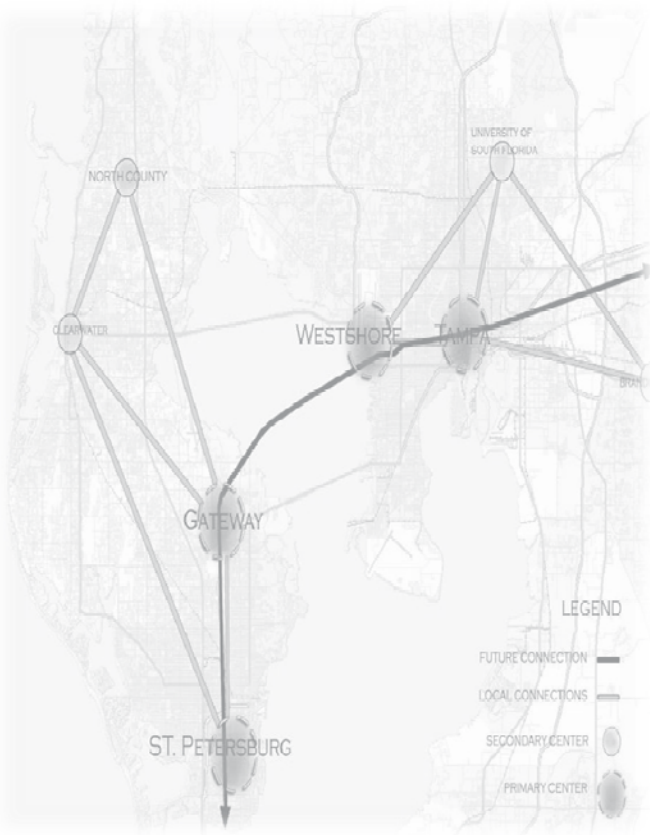
Strategic Plan for the Gateway /Mid-County Area

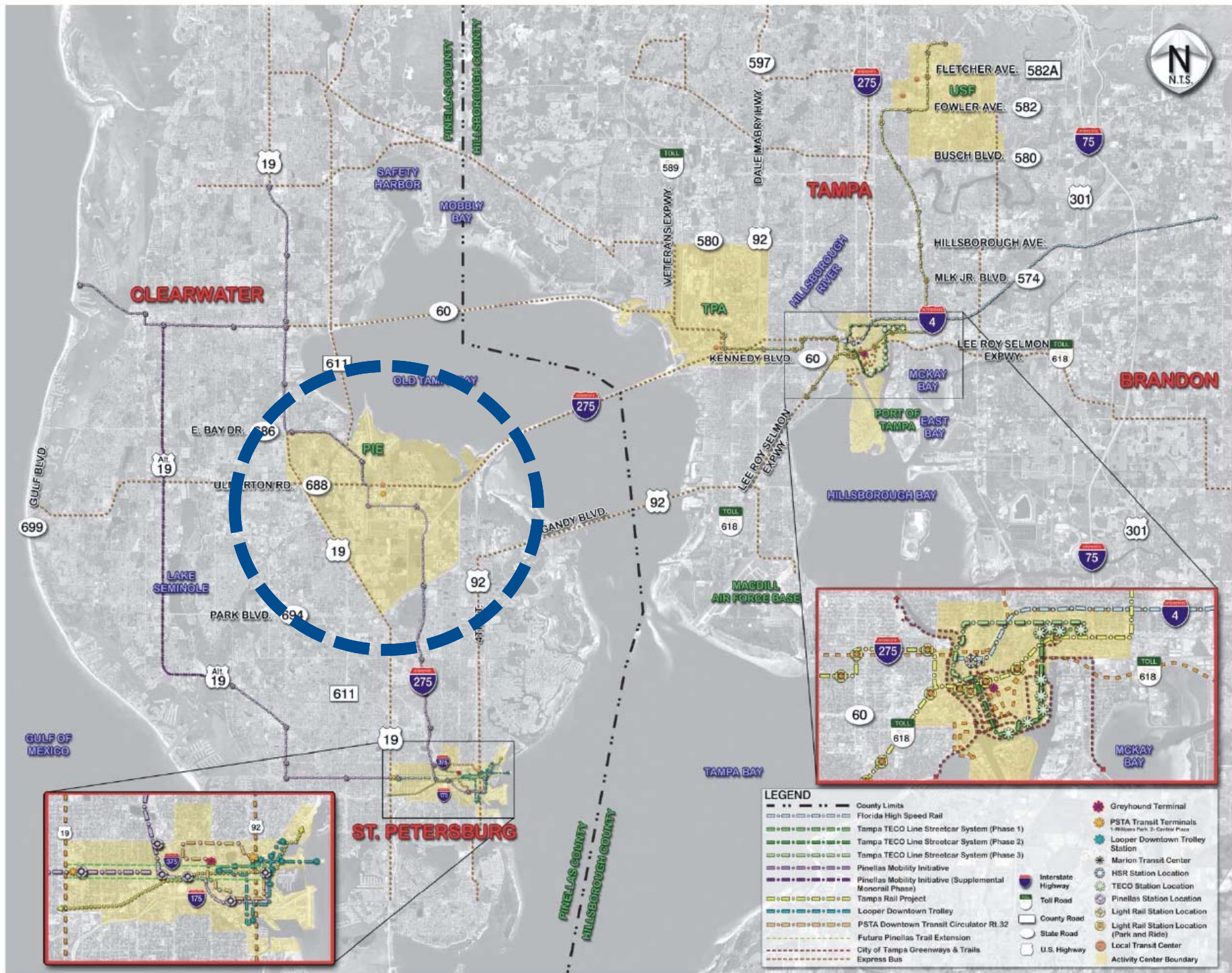
Need to increase the value of land to spur employment-based redevelopment, with an emphasis on target employers and properly integrated housing

Economic Innovation and Leadership Symposium Findings
(challenges in population growth, employment growth and wage growth)

Strategic Plan for the Gateway/Mid-County Area

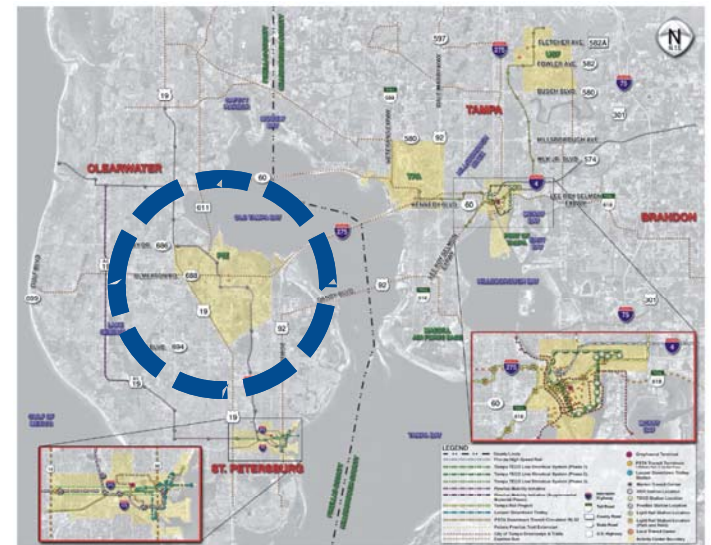
Define opportunities for catalytic projects (community and/or entertainment destination)





Strategic Plan for the Gateway/ Mid-County Area

- St. Petersburg, Pinellas Park, Largo and Pinellas County Coordination
- Regional Stormwater Challenges (Roosevelt Creek Watershed Plan)
- Low % of employees live in zip code in which they work
- Need to Increase Jobs-to-Housing Connectivity



Strategic Plan for the Gateway/ Mid-County Area



Tampa Bay Intermodal Center

- Site Future Center
- Define Station Area Conceptual Plan
- Commitment to Regionally Connectivity
- Part of a Larger “Innovation District” hub for mixed-use, transit-oriented anchor in Mid-Pinellas County



Transportation System Resiliency and Climate Change Adaptation

Transportation System Resiliency & Climate Hazard Mitigation

HAZARD ANALYSIS FOR THE TAMPA BAY AREA



Rainfall

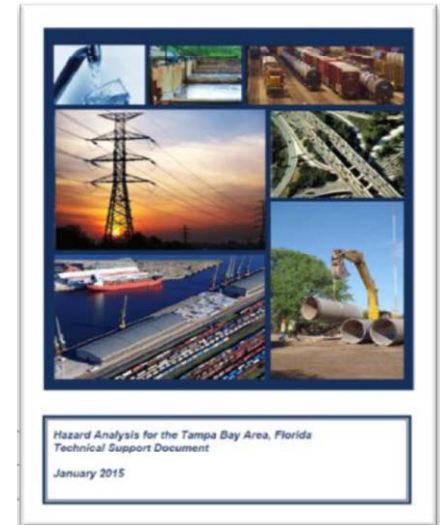
- Historic decrease of 0.11 inches/decade
- **Projected changes within natural variability**

Temperature

- Historic increase of 0.2° F/decade
- **Hotter, especially in the summer**
 - Potential increase of 5.9° F

Sea Level

- Historic increase of 0.83 feet/century
- **More coastal flooding**
 - Projected increase of 1.3 to 6.6 feet by 2100




Transportation System Resiliency & Climate Hazard Mitigation

HILLSBOROUGH MPO TRANSPORTATION VULNERABILITY ASSESSMENT PILOT PROJECT

- **Category 3 hurricane on top of the expected sea level rise by 2040**
- **Economic losses of over \$200 million** in Hillsborough County
- **\$37 million investment** could cut Hillsborough County's economic loss by **46%** and shave **two weeks** off the transportation system's recovery time





Complete Streets



Clearwater

Complete Streets Program



St. Petersburg



Safety Harbor



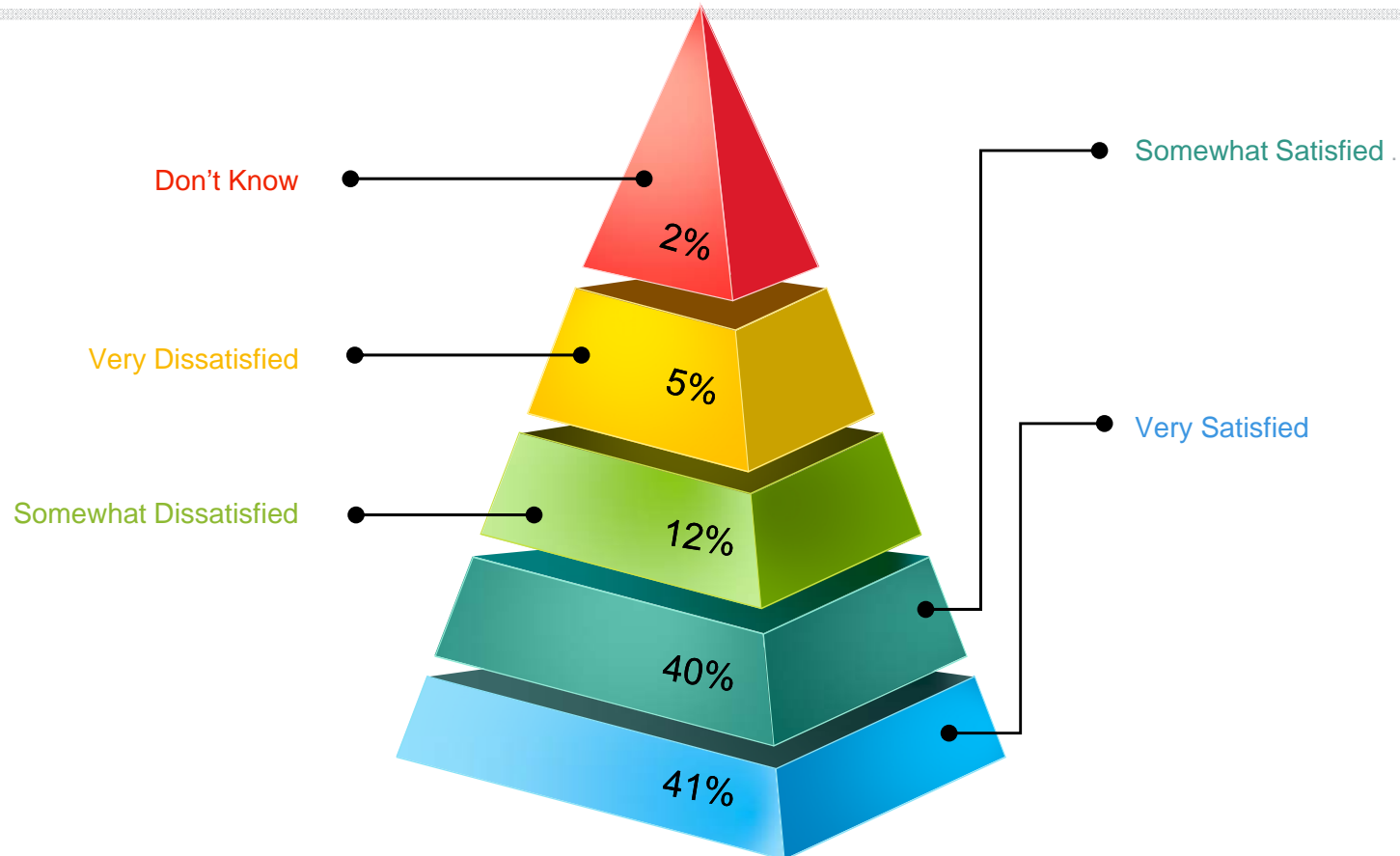
Dunedin

Complete Streets Program



National Association of Realtors 2015 Community Preference Survey

People with places to walk nearby (i.e. shops, cafes, and restaurants) are more satisfied with the quality of life in their community.



Question: Would you say that you are very satisfied, somewhat satisfied, somewhat dissatisfied, or very dissatisfied with the quality of life in your community?

Complete Streets Program

There is a tremendous need

Of all trips...

Source: Future of Transportation National Survey (2010)



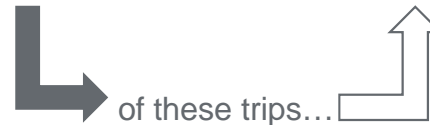
Are less than 3 miles



Are less than 1 mile



...are driven



- **Consider a Complete Streets Program**
- **MPO sets aside an annual allocation of funds for a competitive program**
- **Define criteria**
- **Matching local funds to leverage outcomes**



Improving Vulnerable Road User Safety and Accessibility

Vulnerable Road User Safety



The Tampa-St. Petersburg-Clearwater area is ranked #2 in *Dangerous By Design* (Pedestrian Danger Index of 190.13 from 2008-2012)

Pinellas County has the 3rd Highest Pedestrian Fatality rate per 100,000 persons amongst urbanized counties in Florida (2009-2013)

Pinellas County has the Highest Bicyclist Fatality rate per 100,000 persons amongst urbanized counties in Florida (2009-2013)

Vulnerable Road User Safety



- **Engineering, Enforcement, and Education**
- **Establish Bike/Walk Tampa Bay**
- **Vision Zero Initiative**
- **“Bike Friendly County” Designation**
- **Coast to Coast Connector**



Strengthening Regional Transit Connections

Regional Transit Connections



Tampa Bay Express

- Variable rate toll lanes on Interstate 275, Interstate 75, and Interstate 4
- Managed lanes with limited access points where dynamic tolling is used to **manage congestion**
- 4th “**Starter Segment**” is I-275 from 118th Ave. to north of 4th St. N.
- PSTA regional bus service can use express lanes as **Bus Toll Lanes**

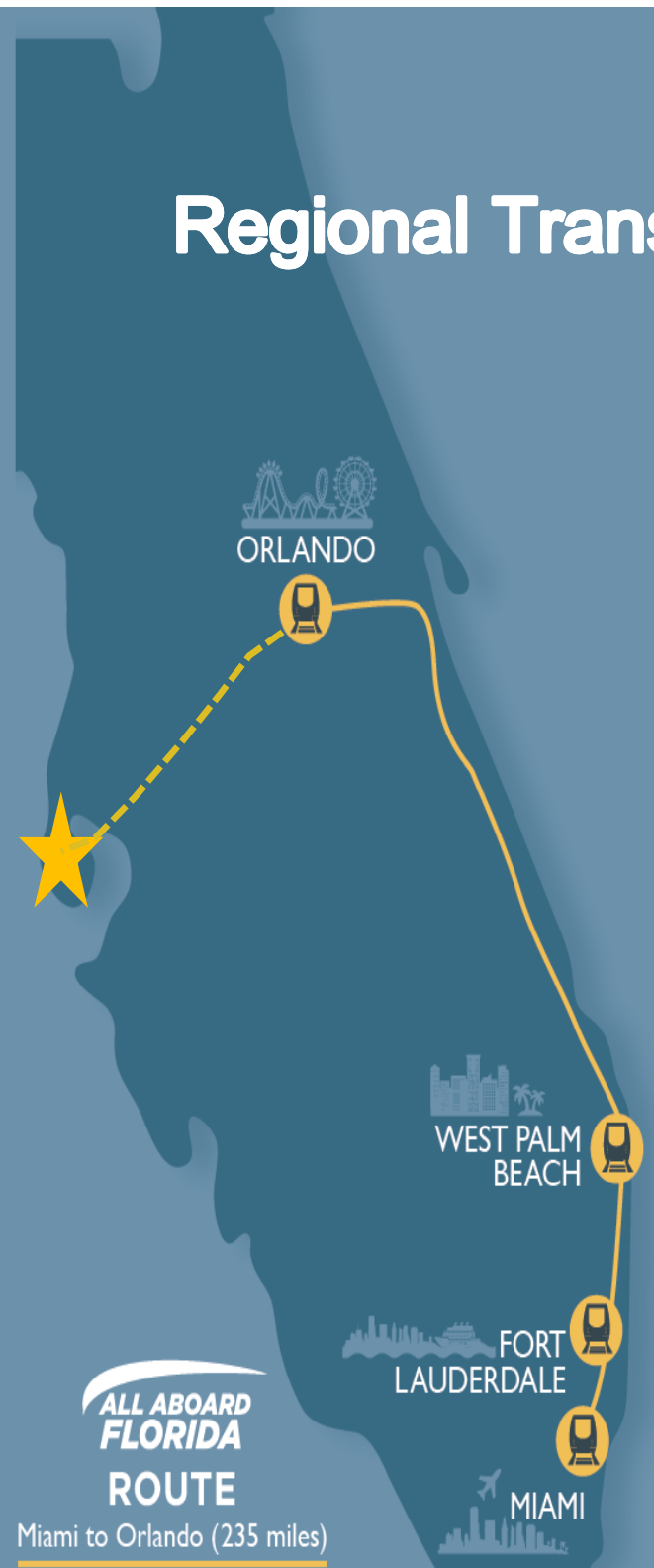
➤ After tolled express lanes went onto I-95 between Miami-Dade and Broward counties, transit buses which used the lanes saw a five fold increase in passengers in that corridor during peak hours

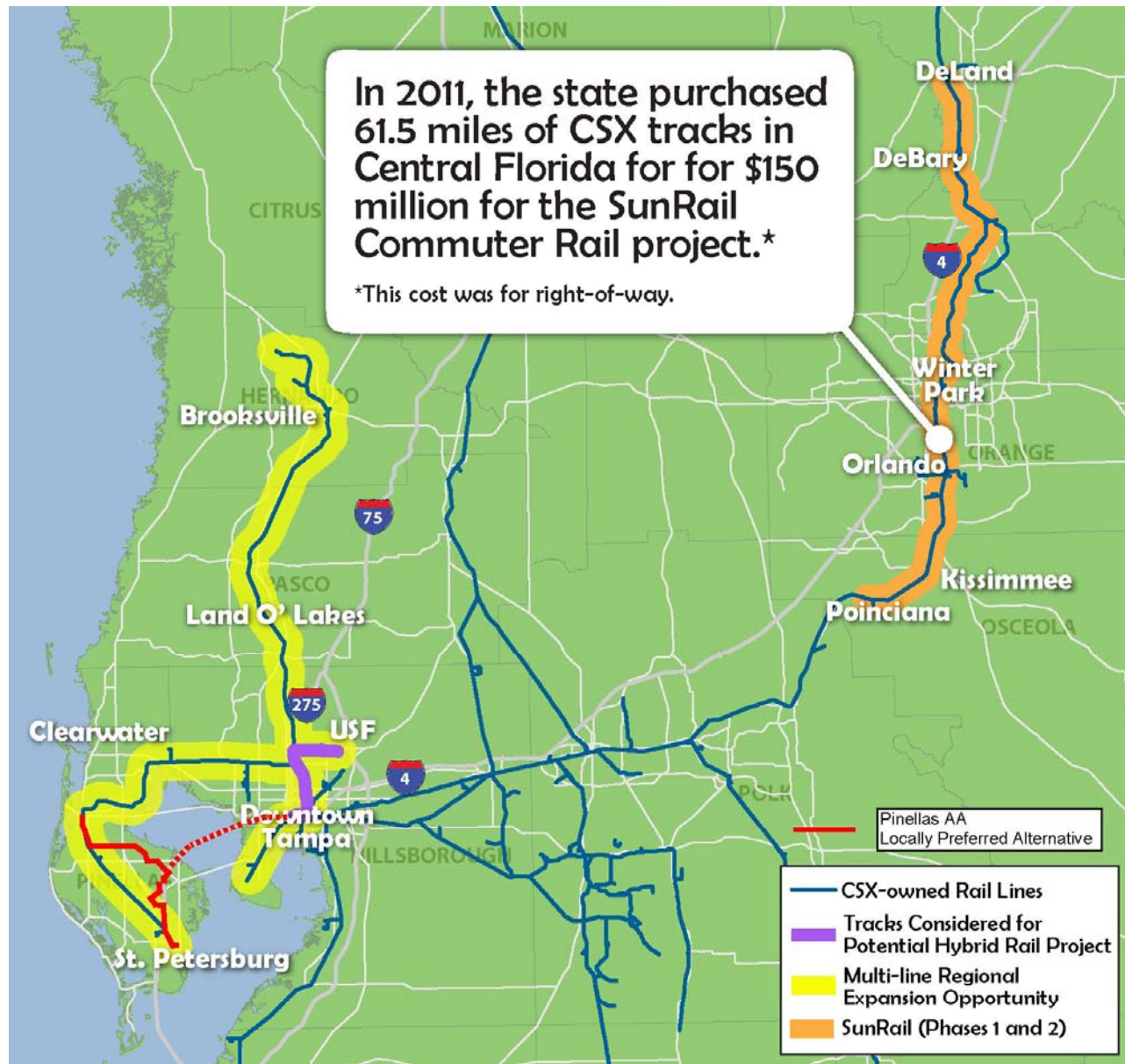
Regional Transit Connections


All
Aboard
Florida

- An express, intercity passenger rail service beginning in **2017**
- **Privately owned and operated company** - Debt/Equity Financing
- Connecting Miami and Orlando in just under three hours
- Bringing a total of **4 million square feet** of new transit oriented development

> \$6.4 billion in direct economic impact to Florida's economy over the next eight years. Miami to West Palm Beach link will open in 2017 with entire line open in 2018.







Developing Public-Private Partnerships

Developing Public-Private Partnerships

- P3's are innovative financing and delivery methods in which a public entity partners with the private sector on a development or infrastructure project
- The private sector may invest its own money and assumes much of the risk which allows the government to spread out large up front costs while preserving public funds for early construction activities
- Project level P3's deal with varying levels of bid/design/build/finance/operate/maintain scenarios

Developing Public-Private Partnerships

- **Public-Private Partnerships (P3's) can serve as the catalyst for development and also be the solution to financing challenges without sacrificing government revenues**
- **Road Construction (U.S. 19 stimulus project)**
- **Transit (PSTA Joint-Use Development)**
- **Land Development (Toytown)**
- **Other (impact fees, etc.)**

Developing Public-Private Partnerships



\$2.3 Billion Design and Construction Project
(FDOT only had ½ of the funding needed for the project in 2014 - 23 years vs. 7 years)

- Four new tolled Express Lanes
- 13 widened bridges, 74 replaced bridges and 53 new bridges
- 15 reconstructed major interchanges
- A world class signature pedestrian bridge
- Bold landscape design
- Creative bridge architecture
- Accent lighting





Enhancing Beach Access

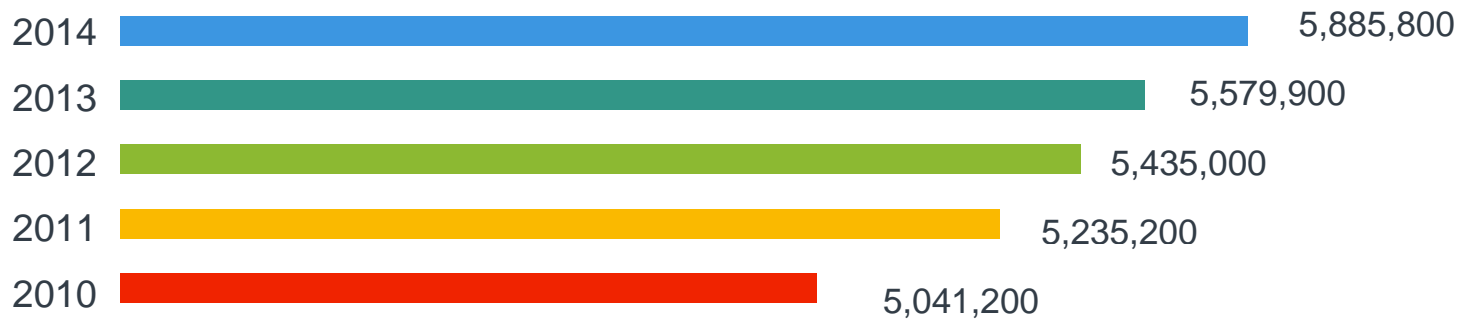
- ***"Clearwater Beach is the Best Florida Beach Town" - USA Today***
- ***"St. Pete Beach is the Best Beach in America" by Trip Advisor***



Enhancing Beach Access

- ***"Caladesi Island Dubbed Best Beach in the U.S." by Dr. Beach***
- ***"Booming hotel development creates friction on Pinellas beaches" - Tampa Tribune***

TOTAL VISITORS



Enhancing
Beach
Access

**\$8.5 BILLION IN TOTAL ECONOMIC
IMPACT IN 2014**



Enhancing Beach Access

- **FDOT reported 45 minute travel times on SR 60 from Lake Drive to Island Way - March 2015 (3.25 miles)**
- **PD&E underway for functionally obsolete Dunedin Causeway**
- **“Our road systems are limited. It’s just the way it is. There’s no way we’ll be able to expand our roads to handle some of the traffic that permeates our beach areas. It’s just not going to happen.”
- Bill Horne, Clearwater City Manager (9/1/15)**

Enhancing Beach Access

Barrier Island Access Alternatives Feasibility Analysis



How do we improve accessibility for those who live on the beach and those who wish to visit the beach?

Gulf Blvd. Safety Improvements



Central Avenue Bus Rapid Transit (BRT) connecting downtown St. Petersburg with St. Pete Beach





Fostering Mixed-Use Development

Mixed Use Development



National Association of Realtors (NAR) “2015 Community Preference Survey”

83% like walking, but only 71% like driving (**this 12 point gap is a wider margin than any other generation** – the gap for Baby Boomers is 2 points)

51% prefer living in attached housing where they can **walk to shops and have a shorter commute**

*National American Association of Retired Persons (AARP)
“2014 Home and Community Preferences of 45+ Survey”*

51% prefer living **near good schools**

43% prefer living **near work**

Fostering Mixed Use Development

- **How are commercial markets changing, both nationally and in the Tampa Bay Area?**
- **Is mixed-use development occurring in the Tampa Bay area, and if so, how successfully?**
- **Are some communities better suited for certain types of mixed-use development than others?**
- **What are common elements of and strategies for successful mixed-use development?**





Let's
discuss
and
rank

Until
11:00am