

Pinellas County Transportation Task Force

June 21, 2010

Welcome and Introductions

Karen Williams Seel,
Pinellas Board of County Commissioners

Agenda

- **Approval of Minutes**

- **MPO Long Range Plan**

Brian Smith, Executive Director, Metropolitan Planning Organization

- **Rail Modes and Alternatives Analysis**

Tim Garling, Executive Director, Pinellas Suncoast Transit Authority

- **Guiding Principles**

- **Concluding Remarks/Future Meetings**

Karen Seel, Chair, Pinellas Board of County Commissioners

MPO Long Range Plan

Brian Smith, Executive Director,
Metropolitan Planning Organization

PINELLAS 2035

LONG RANGE TRANSPORTATION PLAN

**PINELLAS COUNTY
METROPOLITAN PLANNING
ORGANIZATION**



About the MPO

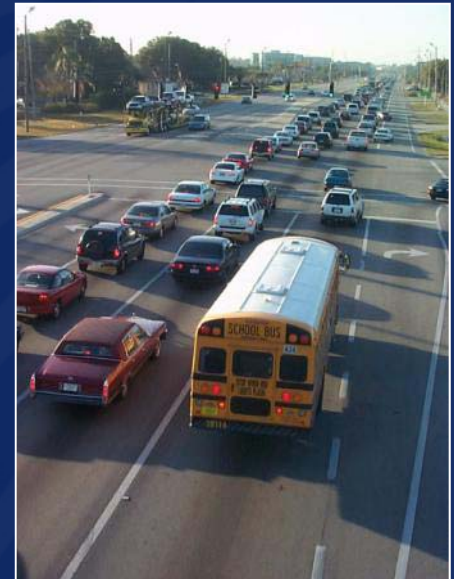
- Established in 1977 pursuant to Federal Highway Act and Florida Statutes
- MPOs are federally mandated for urban areas with populations of 50,000 or more
- Governed by 11-member board representing local governments and Pinellas Suncoast Transit Authority. Florida Department of Transportation representative is non-voting member
- Guide local decision making on transportation issues
- Set priorities for state and federal funding allocated to transportation projects in Pinellas County

About the MPO - Responsibilities

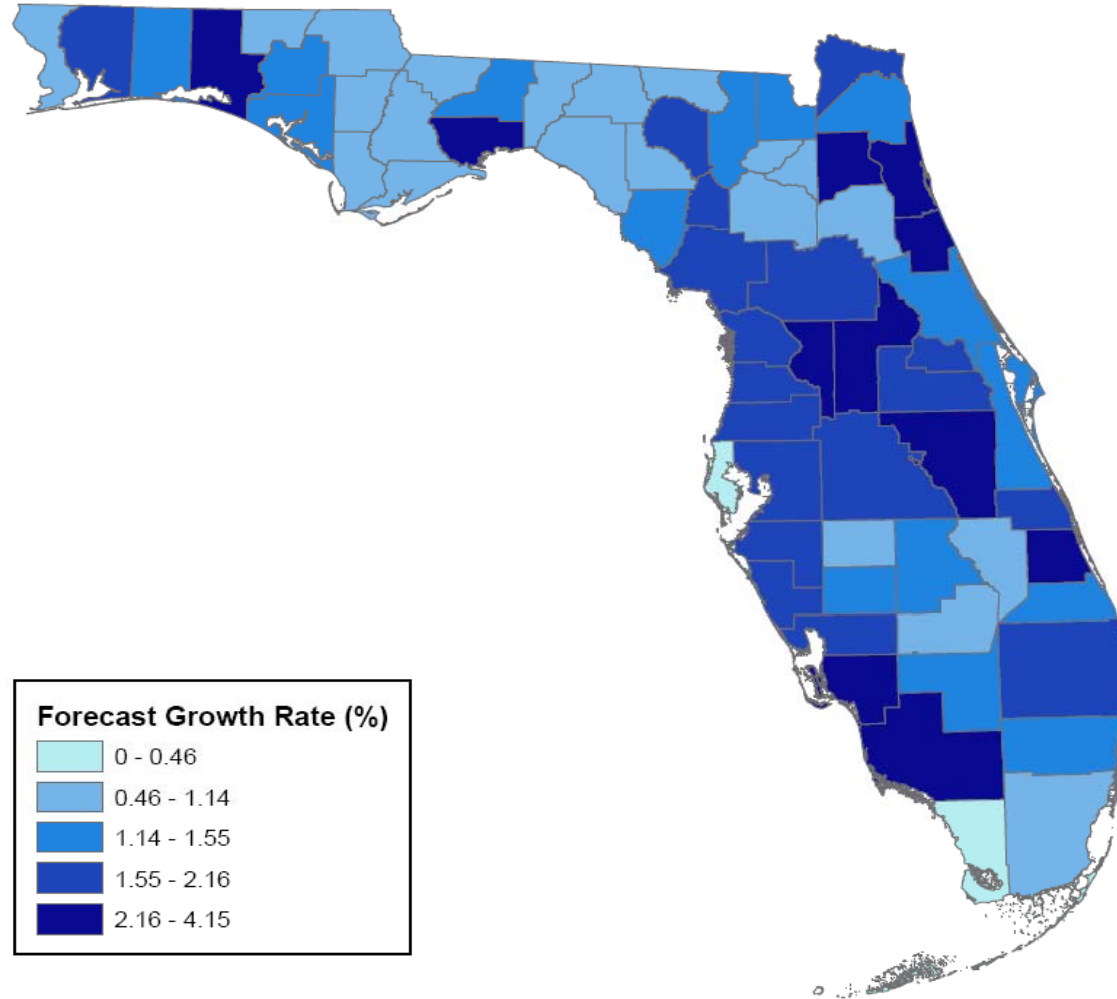
- Long range plan for major travel modes
- Transportation improvement program
- Congestion management and ITS
- Bicycle and pedestrian facility planning
- Transit planning in cooperation with PSTA
- Citizen participation and outreach
- Air quality
- Transportation Disadvantaged Program
- Local government support (Mobility Plan, Impact Fee Ordinance, Livable Communities, Concurrency Management)

LRTP Purpose

- Guides use of state and federal dollars for transportation projects in Pinellas County
- Identifies transportation needs and improvements necessary to address them
- Establishes a transportation policy framework in coordination with city and county Comprehensive Plans
- Assesses available revenue and costs associated with projects identified in LRTP
- Addresses capital projects and operations/management of transportation system, which includes all major modes of travel



Forecast Growth 2006-2035



Source: University of Florida, Bureau of Economic and Business Research, Projections of Florida Population by County, 2006-2030; and U.S. Census Bureau, Census 2000

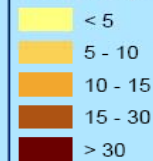
Population Growth and Density in Pinellas County

TBRPM 2025

Gulf of Mexico

Tampa Bay

Persons per Acre



MPO
RENAISSANCE PLANNING GROUP

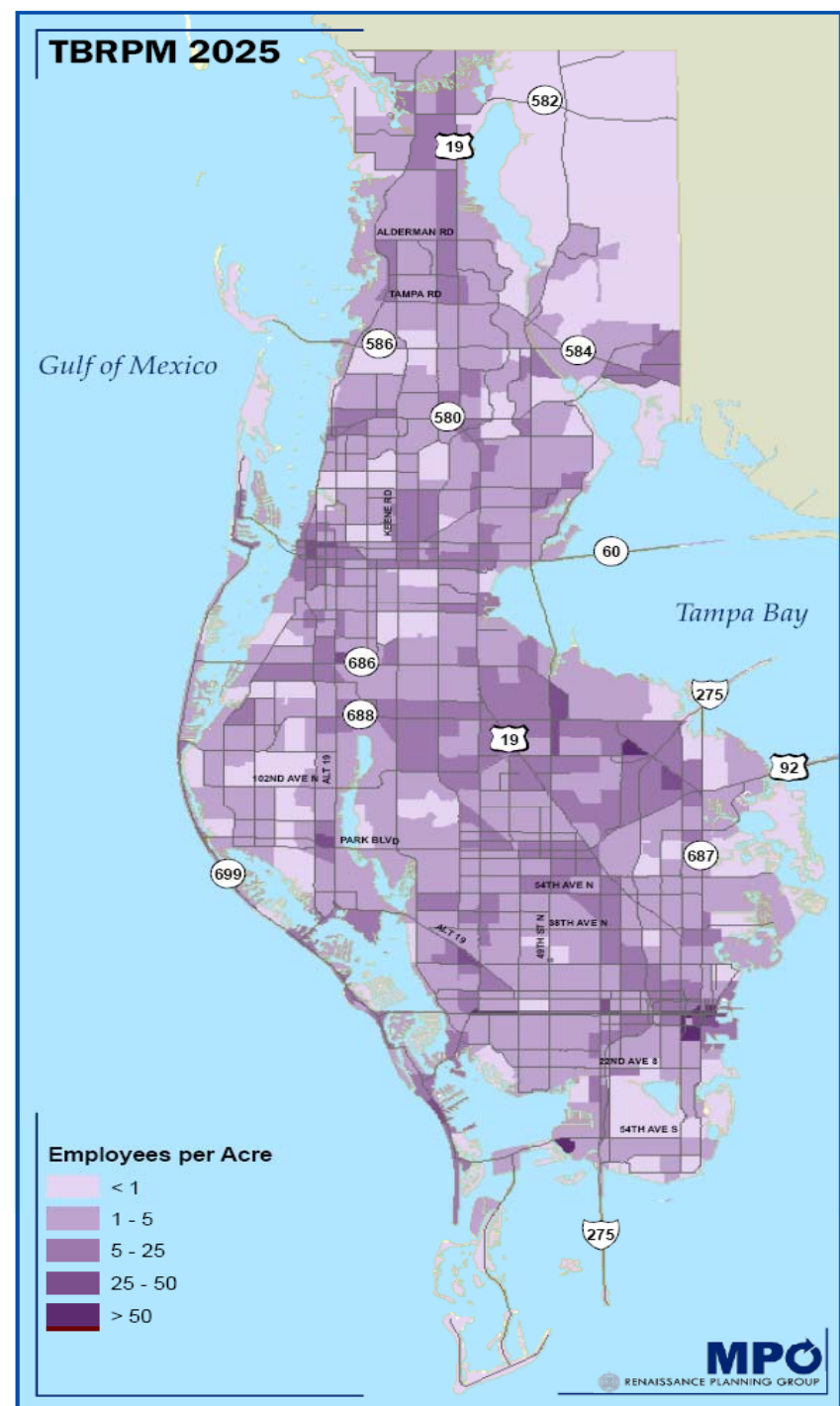
Regional Population Persons Per Acre - 2025

Legend Population Density 2025

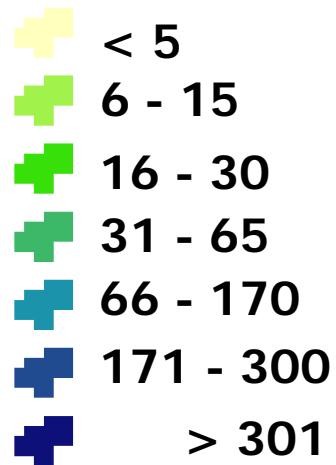


Source: Hillsborough County City-County Planning Commission

Employment Growth and Density in Pinellas County



Regional Employment Workers Per Acre - 2025



Legend
Employment Density
2025

Key Transportation Issues

- Safety and security
- Energy and climate change
- Sustainability
- Economy/Jobs
- Regional demands
- Funding



Elements of the LRTP

- TRANSIT
- HIGHWAYS
- BICYCLE & PEDESTRIAN TRAVEL
- REGIONAL TRANSPORTATION
- INTELLIGENT TRANSPORTATION SYSTEMS
- LIVABLE COMMUNITIES



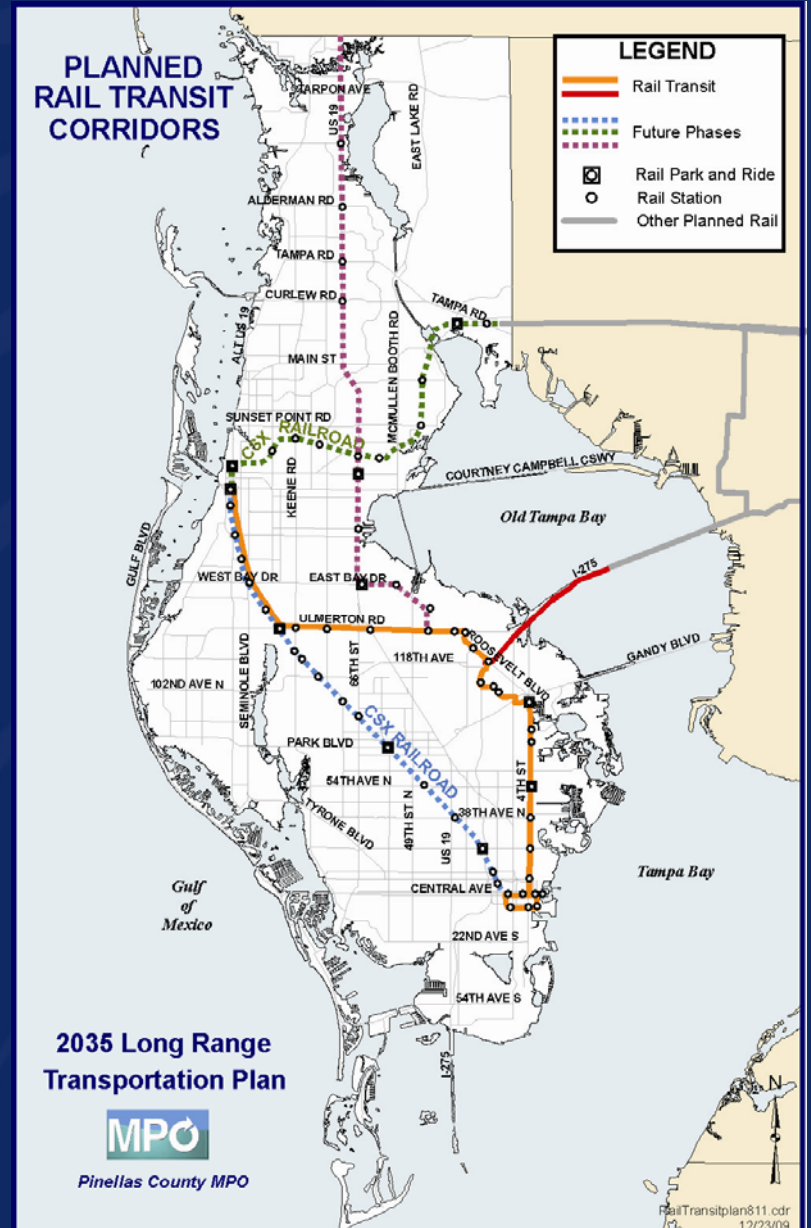
Transit – Premium Bus Service

- Increased service frequency to 15 and 30 minutes on top corridors
- More connector and feeder buses
- Implement by 2015
- Annual Capital: \$361M
- Annual Operations: \$134.5M



Transit - Rail

- Relatively high speeds and quick acceleration/ deceleration
- At grade and share right of way with vehicles and pedestrians
- Implement 2016-2035
- Capital: \$4.76B
- Annual Operations: \$35.6M
- Unfunded - Blue/Purple Lines and Green construction

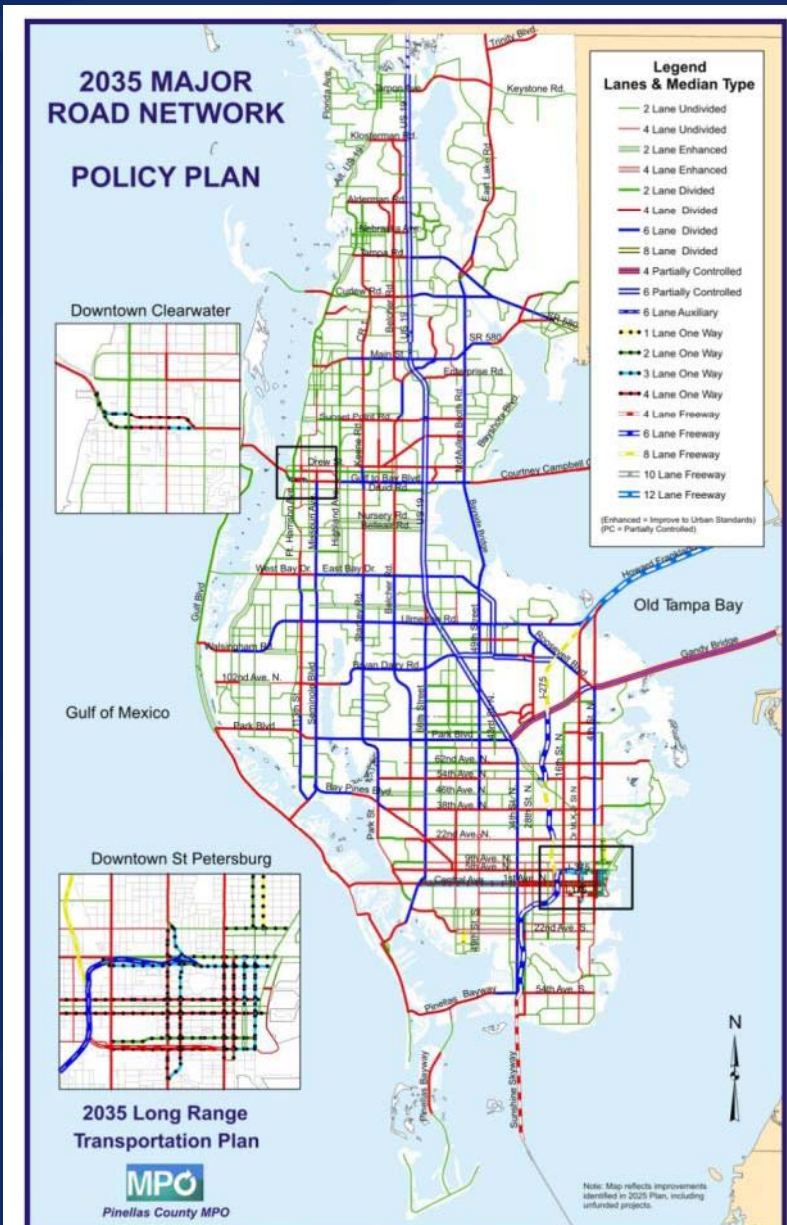


Transit – Revenue Sources

Revenue	2011-2035 (Billions)
Farebox Collection, Advertising, Other	\$1.2
Sales Tax (1 cent)	\$4.3
Ad Valorem	\$1.2
State Funds	\$1.3
Federal Funds	\$1.1
Total	\$9.1

Highways

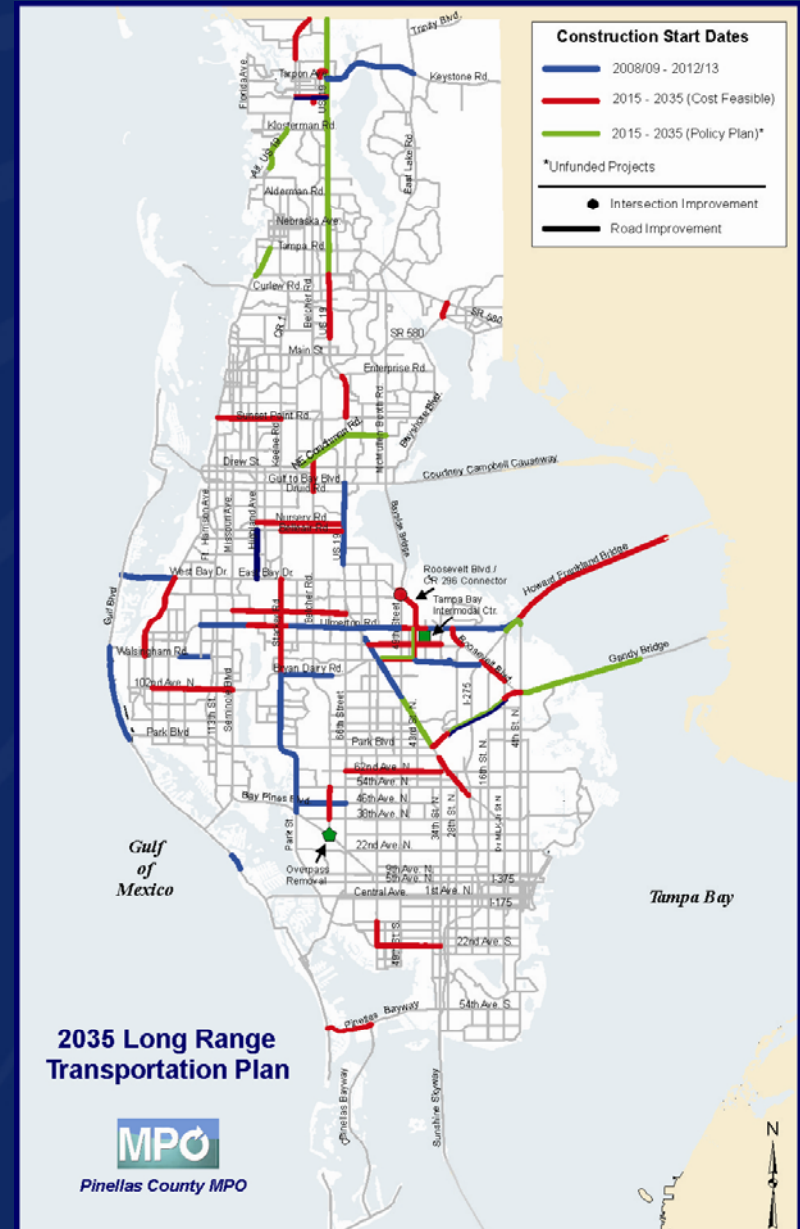
- Major Road Network for 2035
- Based on scheduled and planned road improvements
- LRTP objectives address :
 - traffic congestion
 - safety
 - emergency evacuation
 - intermodal access
 - goods movement
 - regional travel
 - access to major trip destinations



Highways

Focus on expanding capacity on key corridors

- US Highway 19
- CR 296/Future SR 690
- Roosevelt Blvd
- Ulmerton Road
- Gandy Blvd
- Keystone Road
- CR 1/Starkey Road



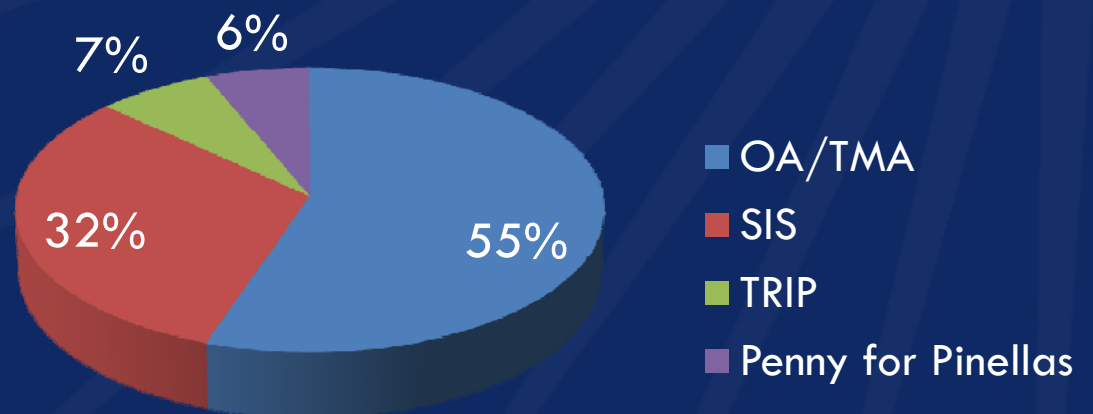
Financial Resources: State Projects

Total Revenues

- Federal
 - OA/TMA: \$578M
- State
 - SIS: \$331M
 - TRIP: \$72M
- Local
 - Penny: \$64.8M

TOTAL: \$1.046B

Revenue Forecast by Source



Bicycle & Pedestrian Travel

- Increase bicycle travel for commuting as well as recreational purposes
- Centerpiece of Trailways Plan is the 75-mile Pinellas Trail Loop, which incorporates existing and planned sections of the Pinellas Trail as well as the Progress Energy Trail
- Key projects currently scheduled/under construction:
 - North Bay Trail
 - Oldsmar Trails
 - Booker Creek Trail
 - Skyway Trail



Bicycle & Pedestrian Travel

- Expand opportunities for bicycle travel through the installation of on-street bicycle lanes
- Efforts to encourage walking focus on...
 - Providing safe crossings
 - Closing sidewalk “gaps” along major roadways
 - Pedestrian friendly street design and site development



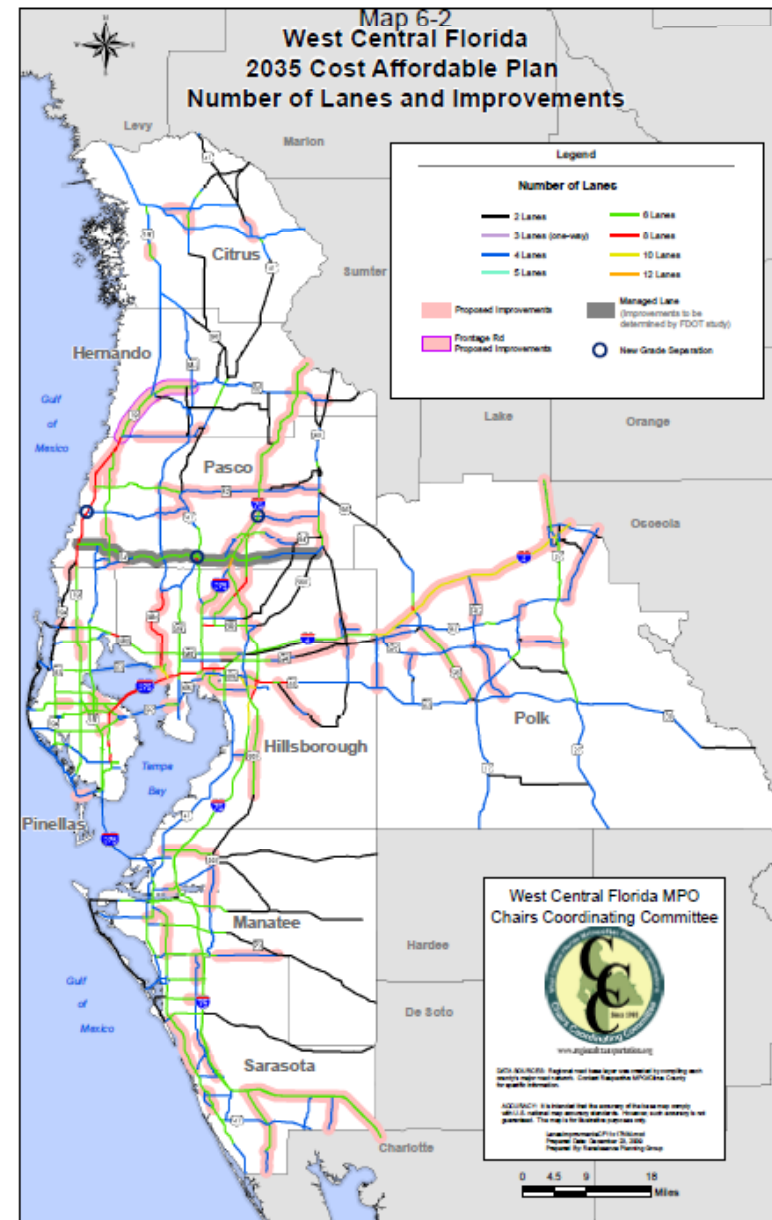
Regional Transportation

- MPO LRTP must be consistent with regional Long Range Transportation Plan and Tampa Bay Area Regional Transportation Authority (TBARTA) Transportation Master Plan
- West Central Florida MPO Chairs Coordinating Committee oversees development of 2035 Regional Long Range Transportation Plan



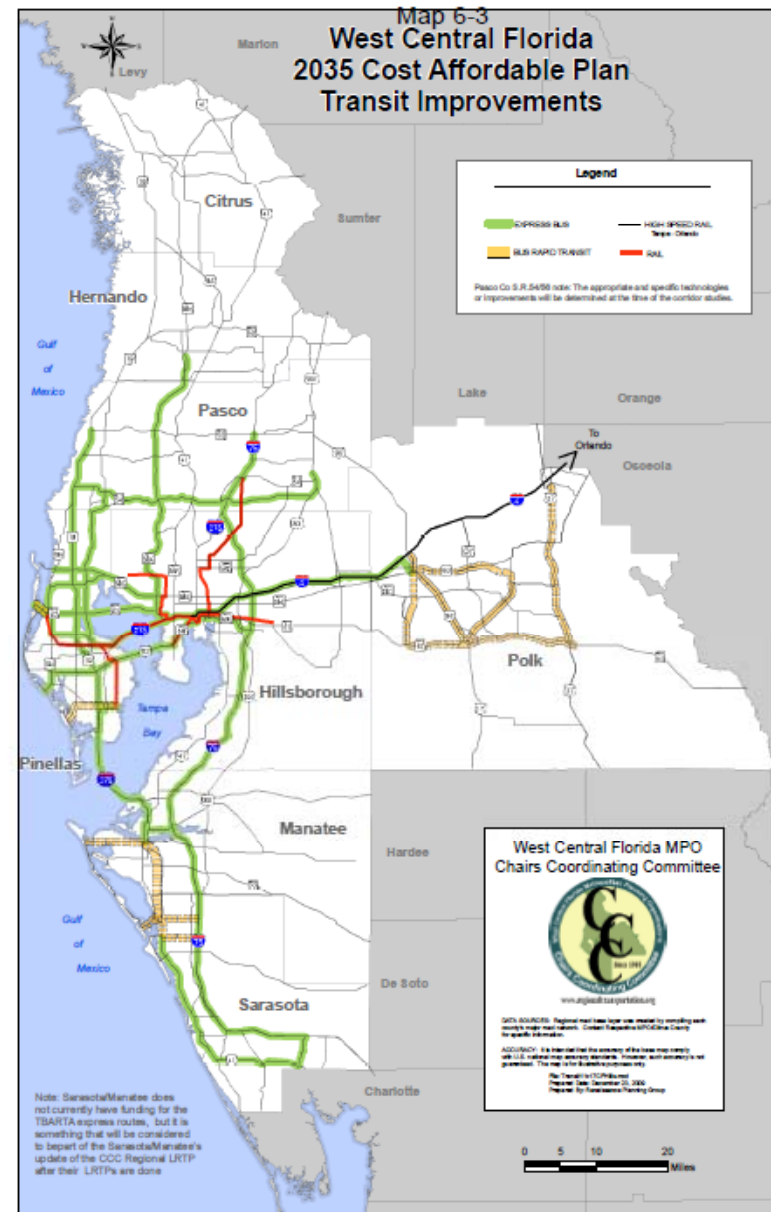
Regional Transportation

Highway Plan



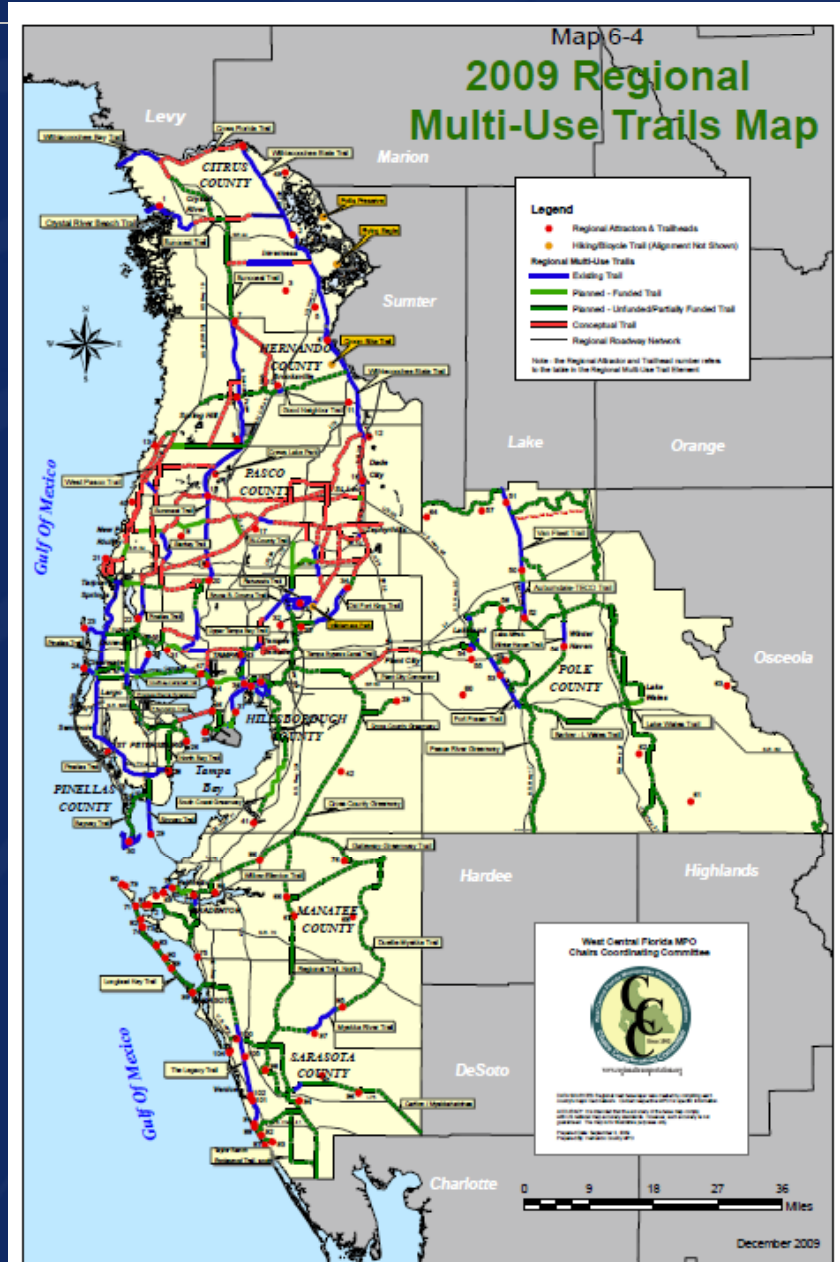
Regional Transportation

Transit Plan



Regional Transportation

Multi-Use Trail Plan



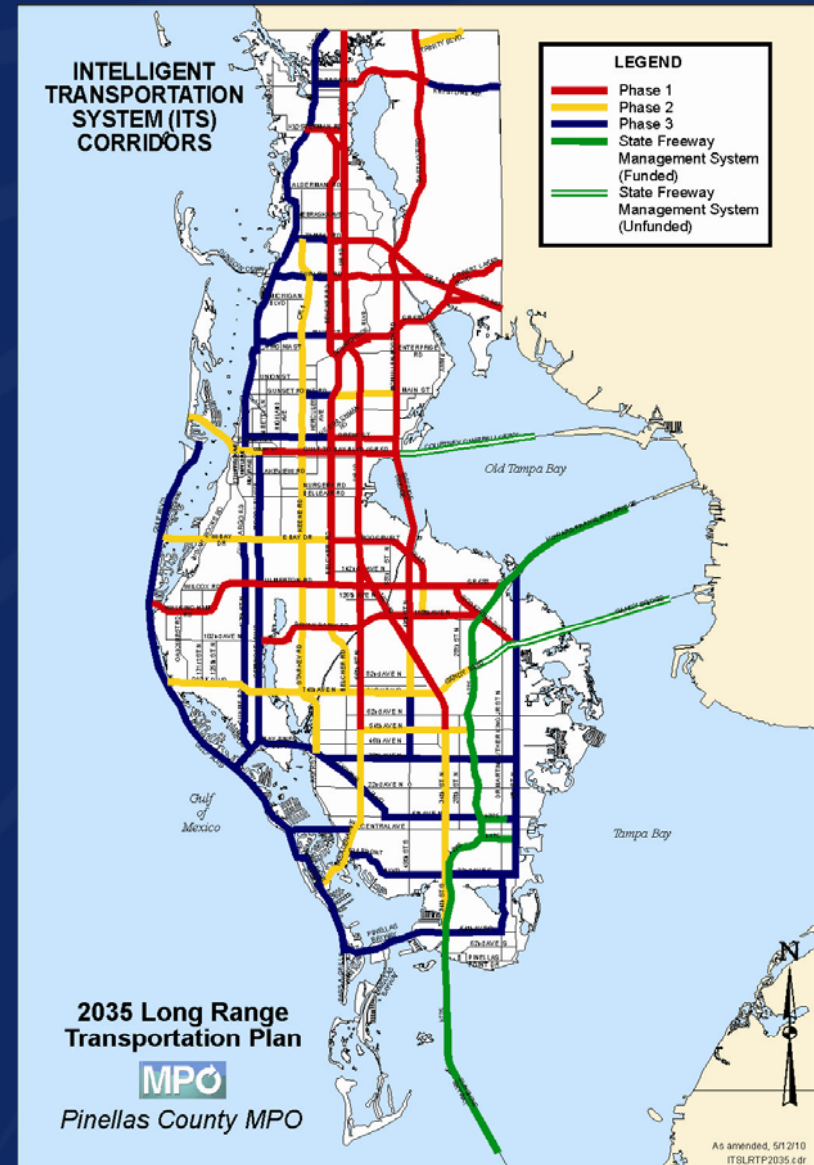
Intelligent Transportation Systems

- Intelligent Transportation Systems (ITS) provide advanced technology solutions for improving travel conditions, safety and traffic management
- LRTP ensures countywide coordination of ITS projects and policy guidance



Intelligent Transportation Systems

- Examples of ITS applications in Pinellas County
 - Traffic monitoring equipment
 - Coordination of intergovernmental signal systems
 - Automated fare boxes on PSTA buses
 - Pre-paid toll scanning system (Sun Pass) on Skyway Bridge
 - Dynamic message signs on I-275
 - Pedestrian controlled countdown signals
 - High intensity activated crosswalk (HAWK) signs in St. Petersburg
- Scheduled Projects
 - US Hwy 19
 - 66th St.
 - Bryan Dairy Rd./118th Ave
 - Park/Gandy Blvd.



Livable Communities

- Policies to increase mobility choices while creating more bicycle, pedestrian and transit friendly environments
- Provide guidance on land development and site and street design for local governments
- Livable communities...
 - Create a sense of place
 - Reduce vehicle miles of travel
 - Reduce greenhouse gas emissions
 - Reduce reliance on automobile travel



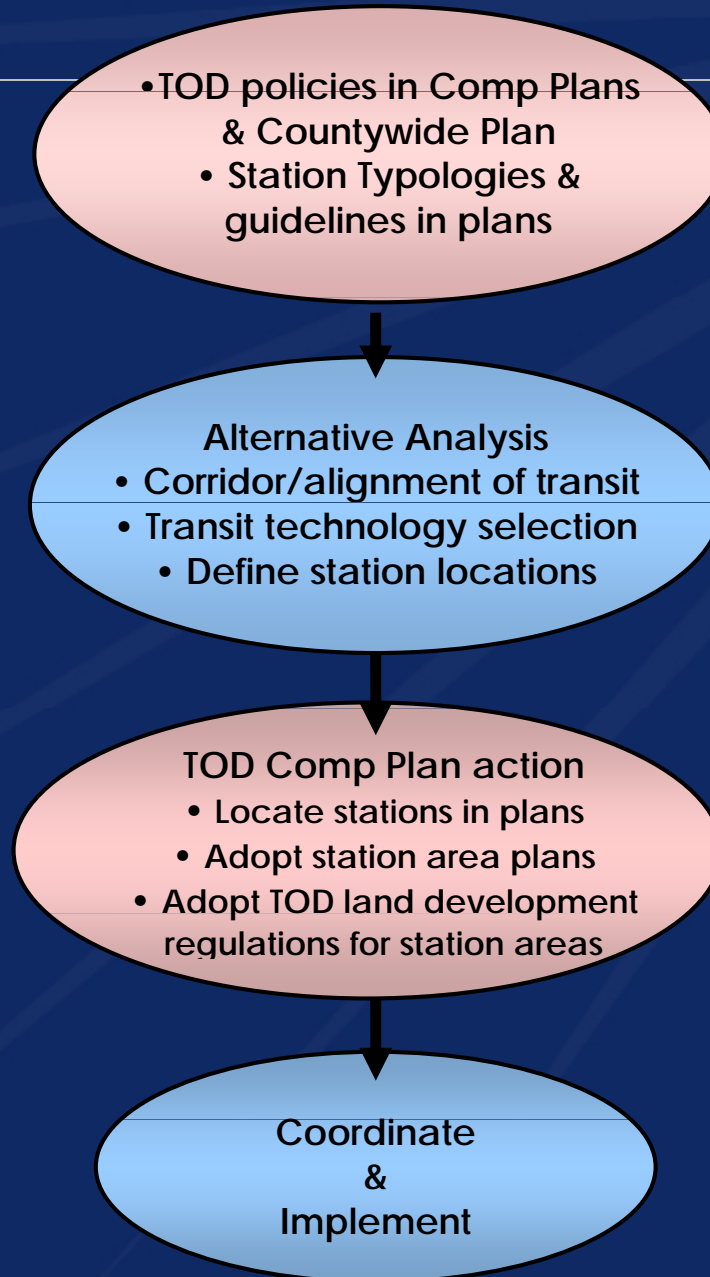
Livable Communities

Livable Community Objectives

- Create livable streets designed for multimodal transportation system.
- Design and provide safe, attractive, convenient, and comfortable transit stops.
- Design parking lots and driveways to support pedestrian safety and connectivity.
- Support efforts to create and sustain mixed-use development at appropriate locations.
- Promote high quality design standards.
- Increase workforce housing opportunities proximate to places of employment and transit facilities.



Pinellas AA -TOD



Questions?

For more information:
www.pinellascounty.org/mpo
mpo@pinellascounty.org

Rail Modes, the Pinellas County Alternatives Analysis and the PSTA Bus Plan

Tim Garling, Executive Director,
Pinellas Suncoast Transit Authority



Agenda

- Rail Modes

- High Speed Rail
- Heavy Rail
- Commuter Rail
- Light Rail
- Urban Streetcar
- Portland, Oregon Case Study

- Pinellas County Alternatives Analysis

- PSTA Bus Plan



High Speed Rail



Heavy Rail



Heavy Rail



Heavy Rail



Commuter Rail



Commuter Rail



Commuter Rail



Commuter Rail



Commuter Rail



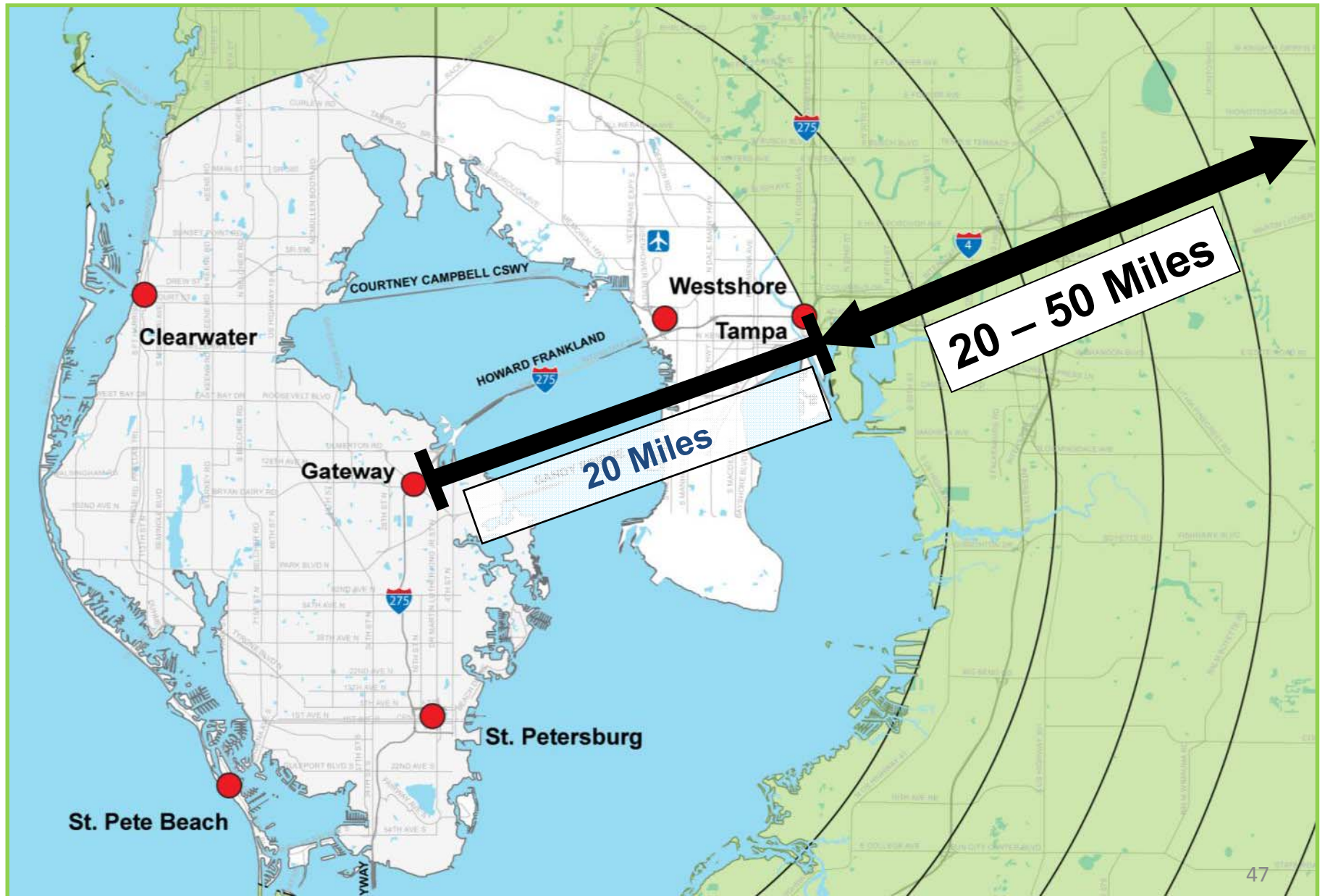
Commuter Rail



Commuter Rail



Typical Commuter Rail Target Market



Commuter Rail Weekday Ridership - 2009

Rank	System	City	Weekday Ridership	Route Miles	Boardings per Mile
1	Long Island Rail Road	New York	354,100	700	506
2	Metra	Chicago	301,600	495	609
3	New Jersey Transit	New York / Philadelphia	300,900	951	316
4	Metro-North Railroad	New York	265,000	384	691
5	MBTA Commuter Rail	Boston	131,400	368	357
6	SEPTA Regional Rail	Philadelphia	124,400	289	430
7	Metrolink	Los Angeles	39,700	512	78
8	Caltrain	San Francisco	35,600	77	462
9	MARC	Baltimore / Washington, D.C.	30,000	187	160
10	Virginia Railway Express	Washington, D.C.	17,500	90	194
11	SFRTA Tri-Rail	Miami	12,500	72	174
12	South Shore Line	Chicago	11,900	90	132
13	Sounder Commuter Rail	Seattle / Tacoma	9,100	80	114
14	Trinity Railway Express	Dallas / Fort Worth	8,800	34	259
15	UTA FrontRunner	Salt Lake City	5,100	44	116
16	Capitol Corridor	Sacramento / San Jose	4,800	168	29
17	NCTD Coaster	San Diego	4,300	41	105
18	Rail Runner Express	Albuquerque	3,800	97	39
19	Commuter Express	San Jose	2,500	86	29
20	Shore Line East	New Haven	2,000	59	34
21	Northstar Line	Minneapolis	1,900	40	48
22	WES	Beaverton	1,200	15	80
23	Music City Star	Nashville	900	32	28

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1	Long Island Rail Road	New York	354,100	700	506
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4	Metro-North Railroad	New York	265,000	384	691
5	MBTA Commuter Rail	Boston	131,400	368	357
6	SEPTA Regional Rail	Philadelphia	124,400	289	430
PSTA Bus Ridership			46,200		
7	Metrolink	Los Angeles	39,700	512	78
8	Caltrain	San Francisco	35,600	77	462
9	MARC	Baltimore / Washington, D.C.	30,000	187	160
10	Virginia Railway Express	Washington, D.C.	17,500	90	194
11	SFRTA Tri-Rail	Miami	12,500	72	174
12	South Shore Line	Chicago	11,900	90	132
13	Sounder Commuter Rail	Seattle / Tacoma	9,100	80	114
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15	UTA FrontRunner	Salt Lake City	5,100	44	116
16	Capitol Corridor	Sacramento / San Jose	4,800	168	29
17	NCTD Coaster	San Diego	4,300	41	105
18	Rail Runner Express	Albuquerque	3,800	97	39
19	Commuter Express	San Jose	2,500	86	29
20	Shore Line East	New Haven	2,000	59	34
21	Northstar Line	Minneapolis	1,900	40	48
22	WES	Beaverton	1,200	15	80

Light Rail



Light Rail



Light Rail



Light Rail



Light Rail



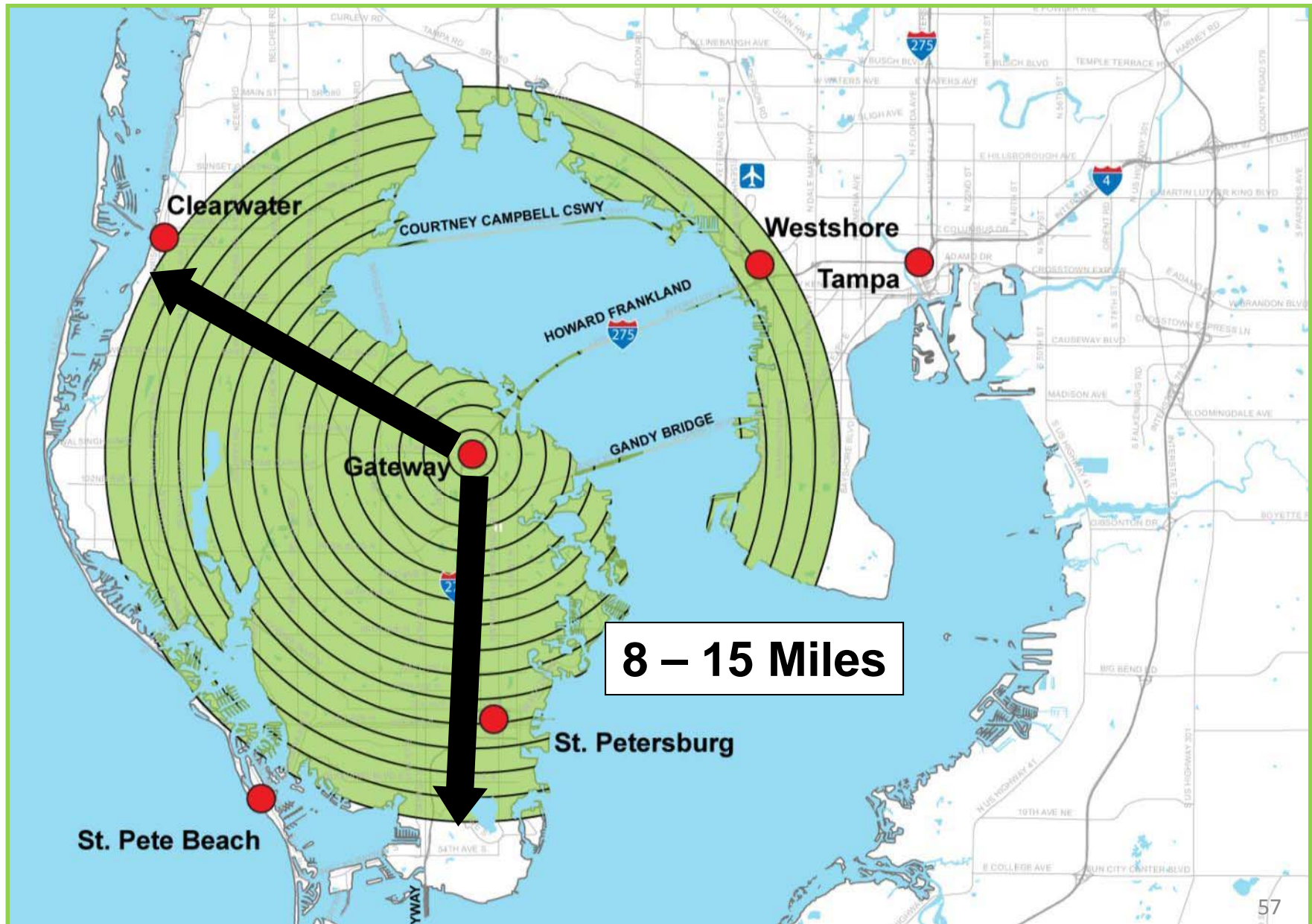
Light Rail



Light Rail



Typical Light Rail Target Market



Light Rail Weekday Ridership - 2009

Rank	System	City	Weekday Ridership	Route Miles	Boardings per Mile
1	Green Line, A-M Speed Line	Boston	231,200	28	8,257
2	Muni, F/Market, Cable Cars	San Francisco	151,300	80.3	1,884
3	Blue, Green, Gold	Los Angeles	143,000	61.7	2,318
4	MAX Line	Portland-Max	119,300	53	2,251
5	Subway, Surface, Trolleys	Philadelphia	108,000	60	1,800
6	Trolley	San Diego	86,100	53.5	1,609
7	The Ride	Denver	63,100	35	1,803
8	Red, Green, Blue & Streetcar	Dallas	57,700	48.6	1,187
9	SRTD Light Rail	Sacramento	54,900	36.9	1,488
10	MetroLink	St. Louis	48,000	46	1,043
11	TRAX	Salt Lake City	43,100	19	2,268
12	Metro	Phoenix	40,500	20	2,025
13	Hudson-Bergen	Jersey City	40,090	27.2	1,474
14	METRO-Rail	Houston	35,100	7.5	4,680
15	VTA Light Rail	San Jose	29,700	42.2	704
16	Light Rail	Baltimore	28,800	30	960
17	Hiawatha Line	Minneapolis	27,100	12	2,258
18	The T	Pittsburgh	23,500	25	940
19	Metro Rail	Buffalo	22,100	6.4	3453
20	Newark Light Rail	Newark	20,440	9.9	2065
21	LYNX	Charlotte	19,200	9.6	2,000
23	Link	Seattle	14,852	13.9	1,068

Light Rail Weekday Ridership - 2009

Rank	System	City	Weekday Ridership	Route Miles	Boardings per Mile
1	Green Line, A-M Speed Line	Boston	231,200	28	8,257
2	Muni, F/Market, Cable Cars	San Francisco	151,300	80.3	1,884
3	Blue, Green, Gold	Los Angeles	143,000	61.7	2,318
4	MAX Line	Portland-Max	119,300	53	2,251
5	Subway, Surface, Trolleys	Philadelphia	108,000	60	1,800
6	Trolley	San Diego	86,100	53.5	1,609
7	The Ride	Denver	63,100	35	1,803
8	Red, Green, Blue & Streetcar	Dallas	57,700	48.6	1,187
9	SRTD Light Rail	Sacramento	54,900	36.9	1,488
10	MetroLink	St. Louis	48,000	46	1,043
PSTA Bus Ridership			46,200		
11	TRAX	Salt Lake City	43,100	19	2,268
12	Metro	Phoenix	40,500	20	2,025
13	Hudson-Bergen	Jersey City	40,090	27.2	1,474
14	METRO-Rail	Houston	35,100	7.5	4,680
15	VT Light Rail	San Jose	29,700	42.2	704
16	Light Rail	Baltimore	28,800	30	960
17	Hiawatha Line	Minneapolis	27,100	12	2,258
18	The T	Pittsburgh	23,500	25	940
19	Metro Rail	Buffalo	22,100	6.4	3453
20	Newark Light Rail	Newark	20,440	9.9	2065
21	LYNX	Charlotte	19,200	9.6	2,000

Urban Streetcar



Urban Streetcar



Urban Streetcar



Urban Streetcar



Urban Streetcar



Urban Streetcar



Typical Urban Streetcar Target Market



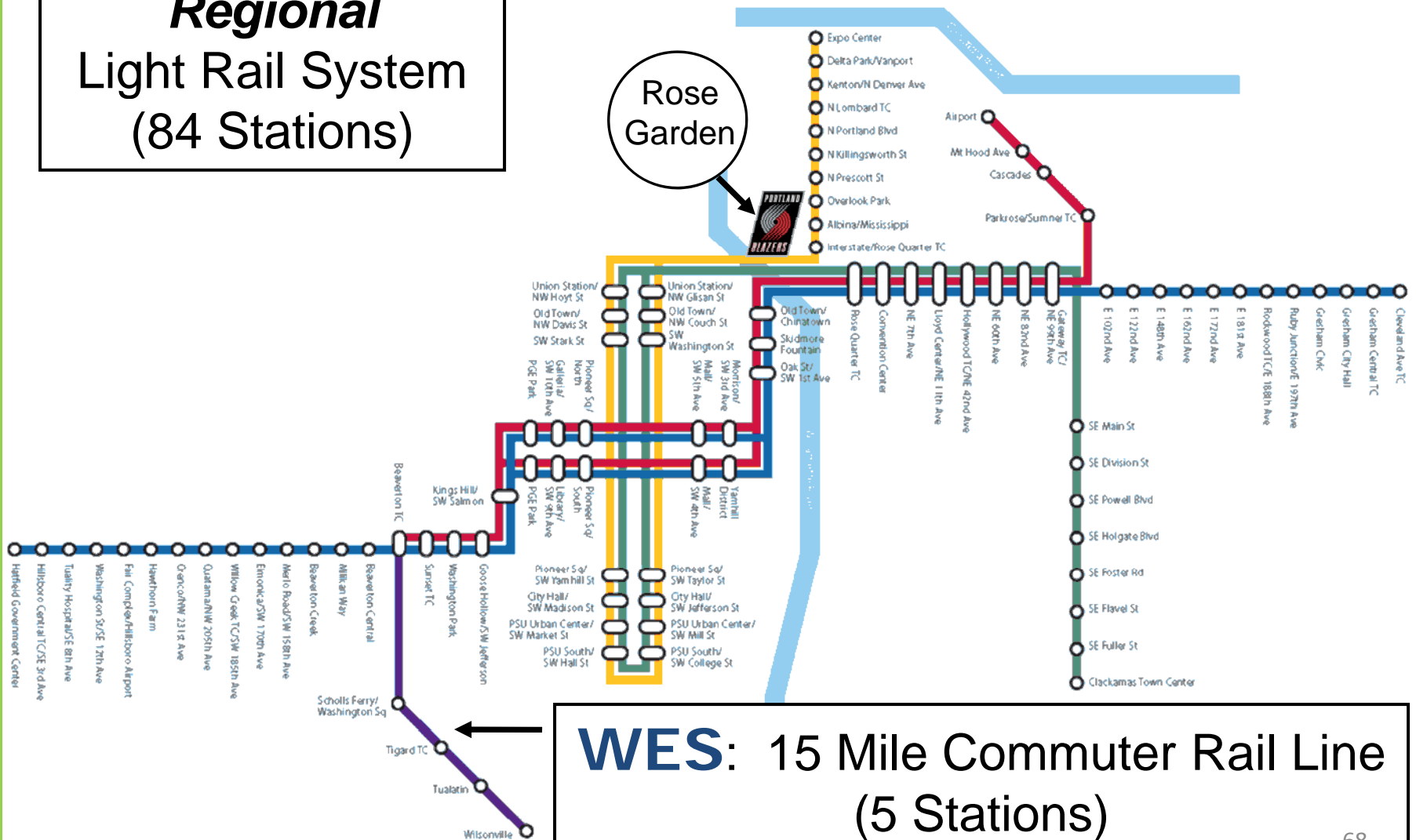
Mode Comparison – Portland Case Study

	Fare Recovery	Cost Per Vehicle Hour	Cost Per Ride	Average Vehicle Speed	Weekday Ridership	Annual Ridership
Bus	28.5%	\$94.27	\$2.88	14.7 mph	215,300	66,153,600
Light Rail	51.0%	\$264.75	\$1.92	19.6 mph	119,300	35,188,800
Commuter Rail	4.6%	\$1,029.35	\$18.78	32.7 mph	1,175	124,346
Streetcar	2.2%	\$135.00	\$1.30	6.0 mph	11,914	3,834,675



TriMet: 570 Square Miles Across Three Counties

MAX: A 52 Mile
Regional
Light Rail System
(84 Stations)

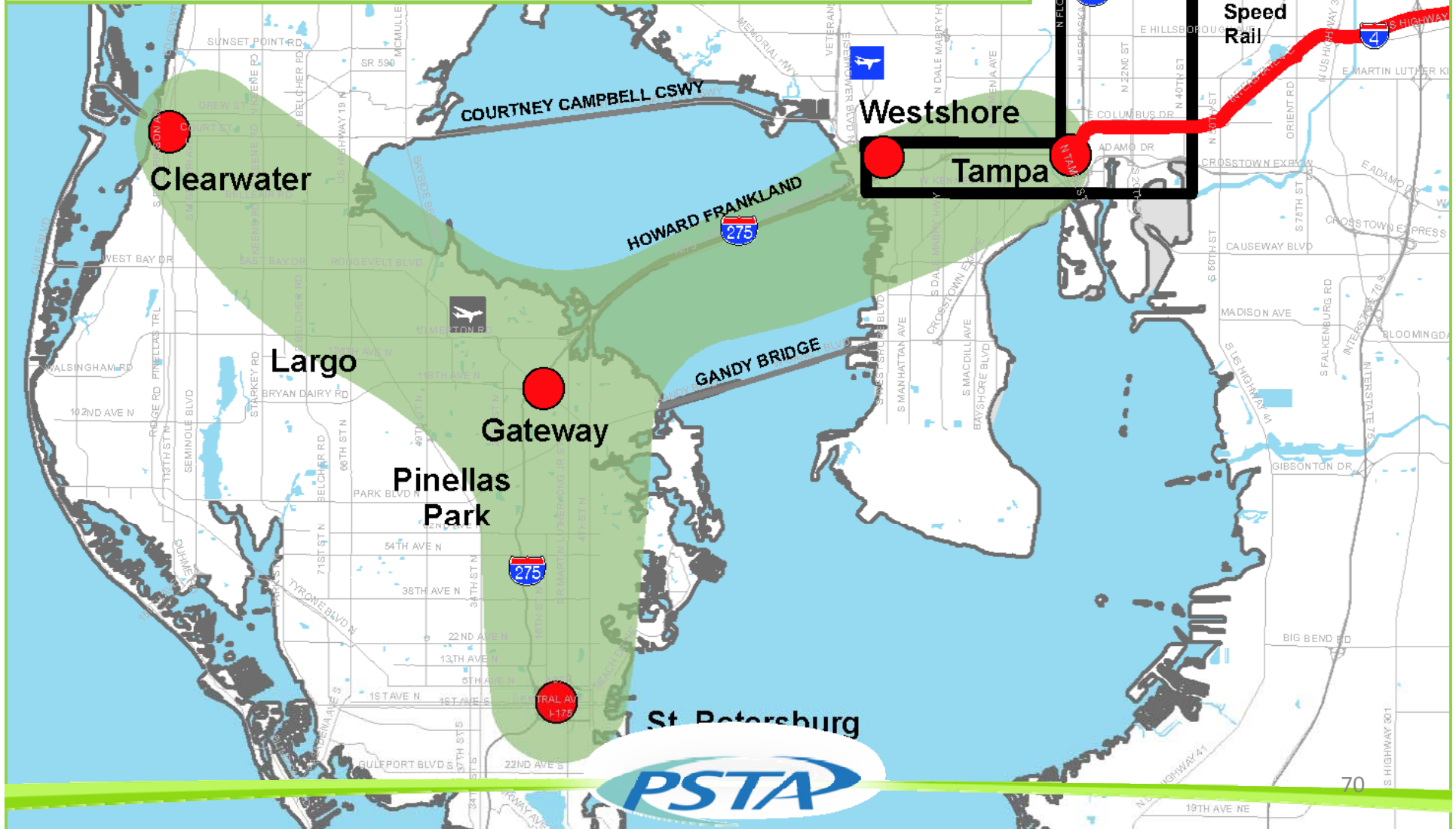


WES: 15 Mile Commuter Rail Line
(5 Stations)

Agenda

- Rail Modes
 - High Speed Rail
 - Heavy Rail
 - Commuter Rail
 - Light Rail
 - Urban Streetcar
 - Portland, Oregon Case Study
- Pinellas County Alternatives Analysis
- PSTA Bus Plan

Pinellas County Alternatives Analysis



Intent of Alternatives Analysis (AA)

Provide detailed information to local officials on the benefits, costs and impacts of various options to address the transportation needs for a designated corridor.



Locally Preferred Alternative (LPA)

Information developed in the AA is then used to select the exact routing, level of service and mode of choice, which is known as the Locally Preferred Alternative (LPA).



FTA New Starts Program

- Provides Federal Funding for up to 50% of capital costs for the construction of new fixed guideway projects.
- The awarding of these grants is discretionary and determined by the overall merits of each project.

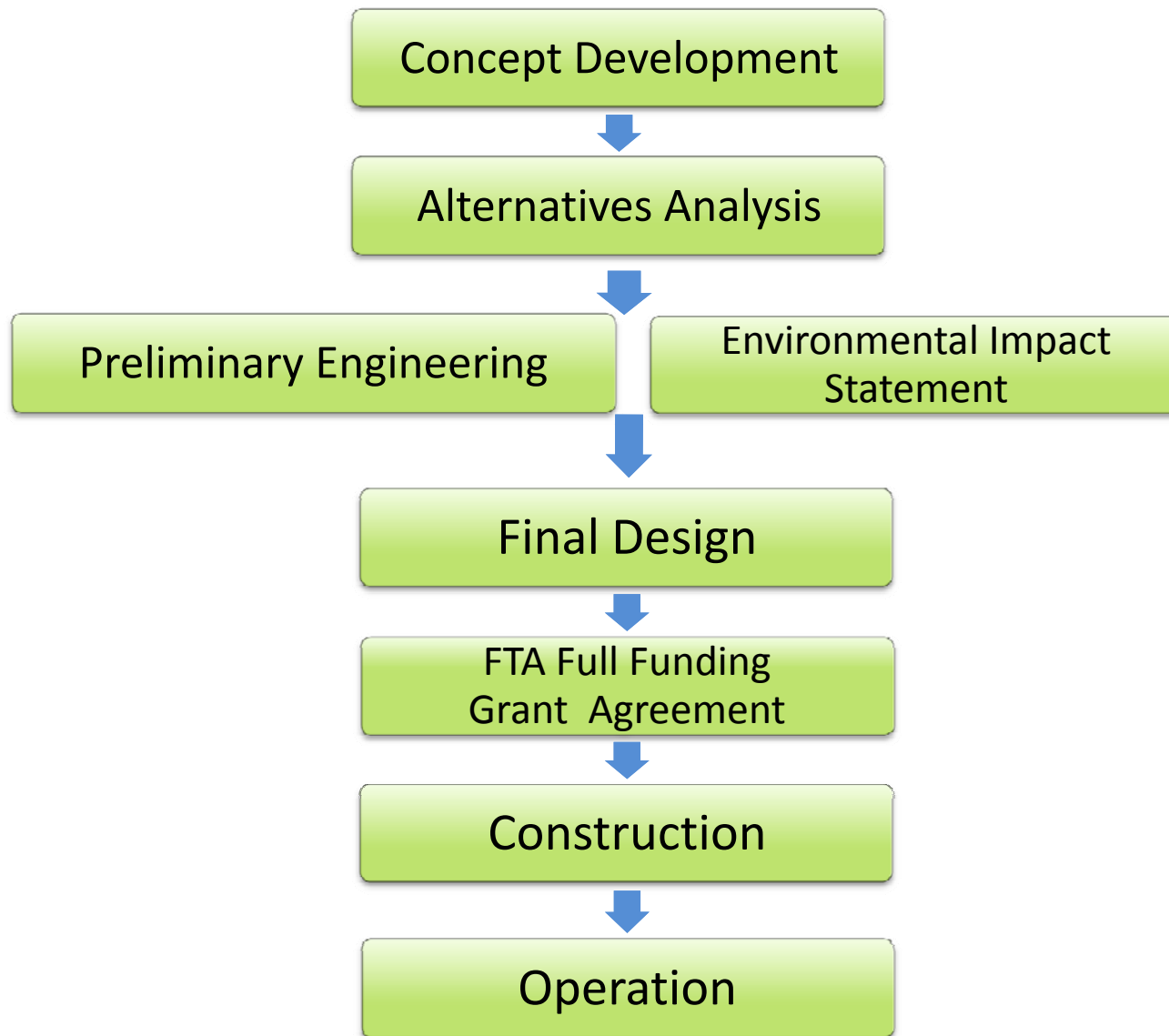


New Starts Funding Criteria

- Transit Supportive Land Use and Future Land Use
- Ridership
- Cost Effectiveness
- Operating Efficiencies
- Environmental Benefits
- Local Financial Commitment



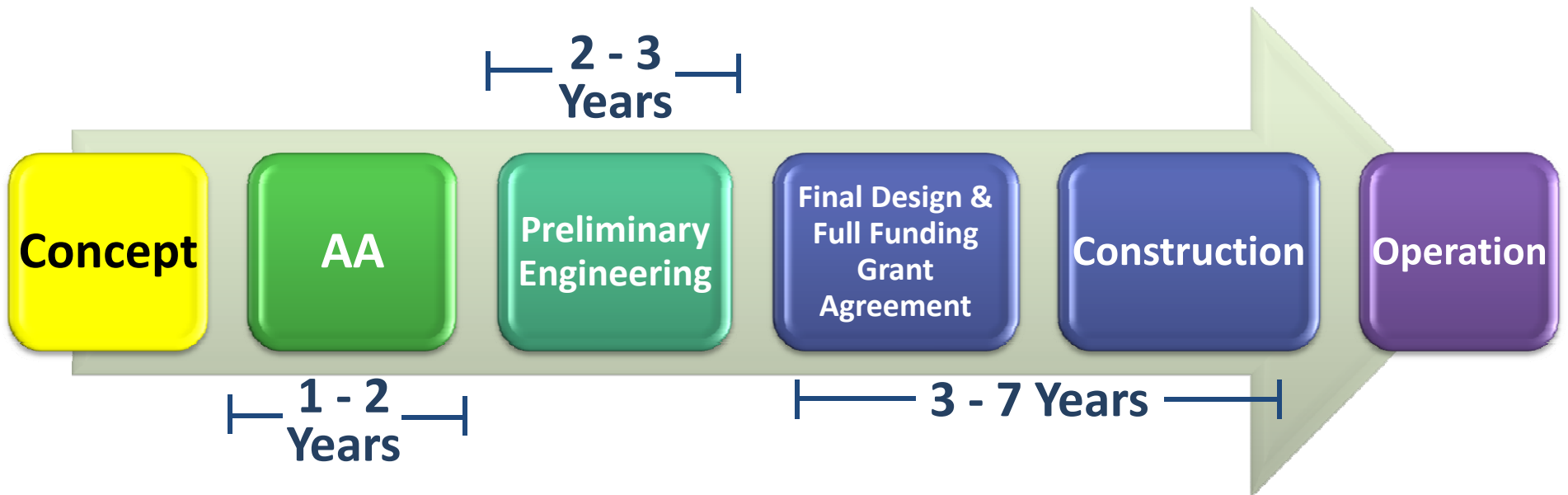
FTA New Starts Funding Process



FTA New Starts Funding Process



FTA New Starts Funding Timeline



Pinellas LPA Competes for FTA Funding

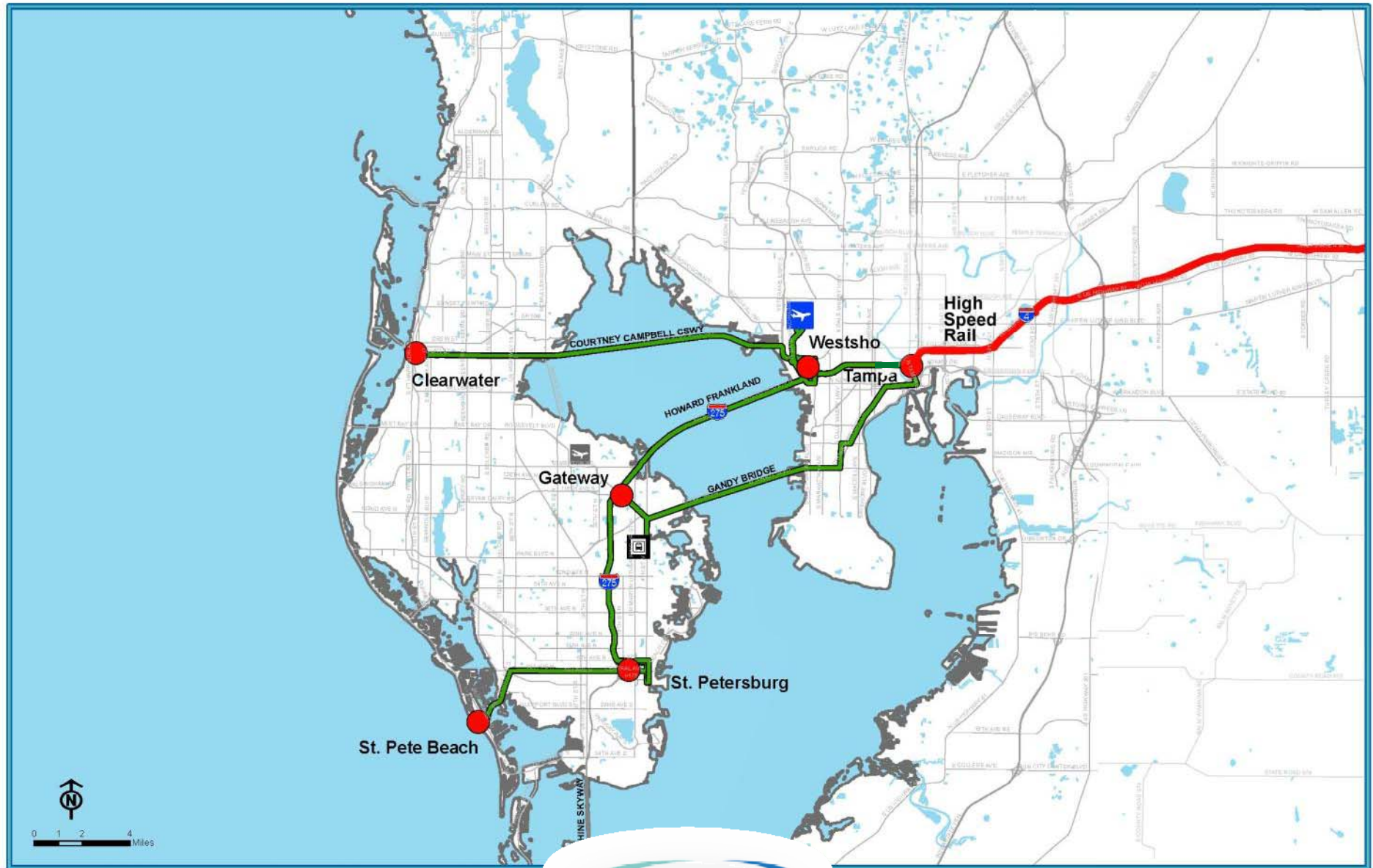
- Competition for New Starts funding is highly competitive as transit systems, nation-wide battle for the limited funding every year.
- New Starts Funding for 2010 totaled only \$2 billion.



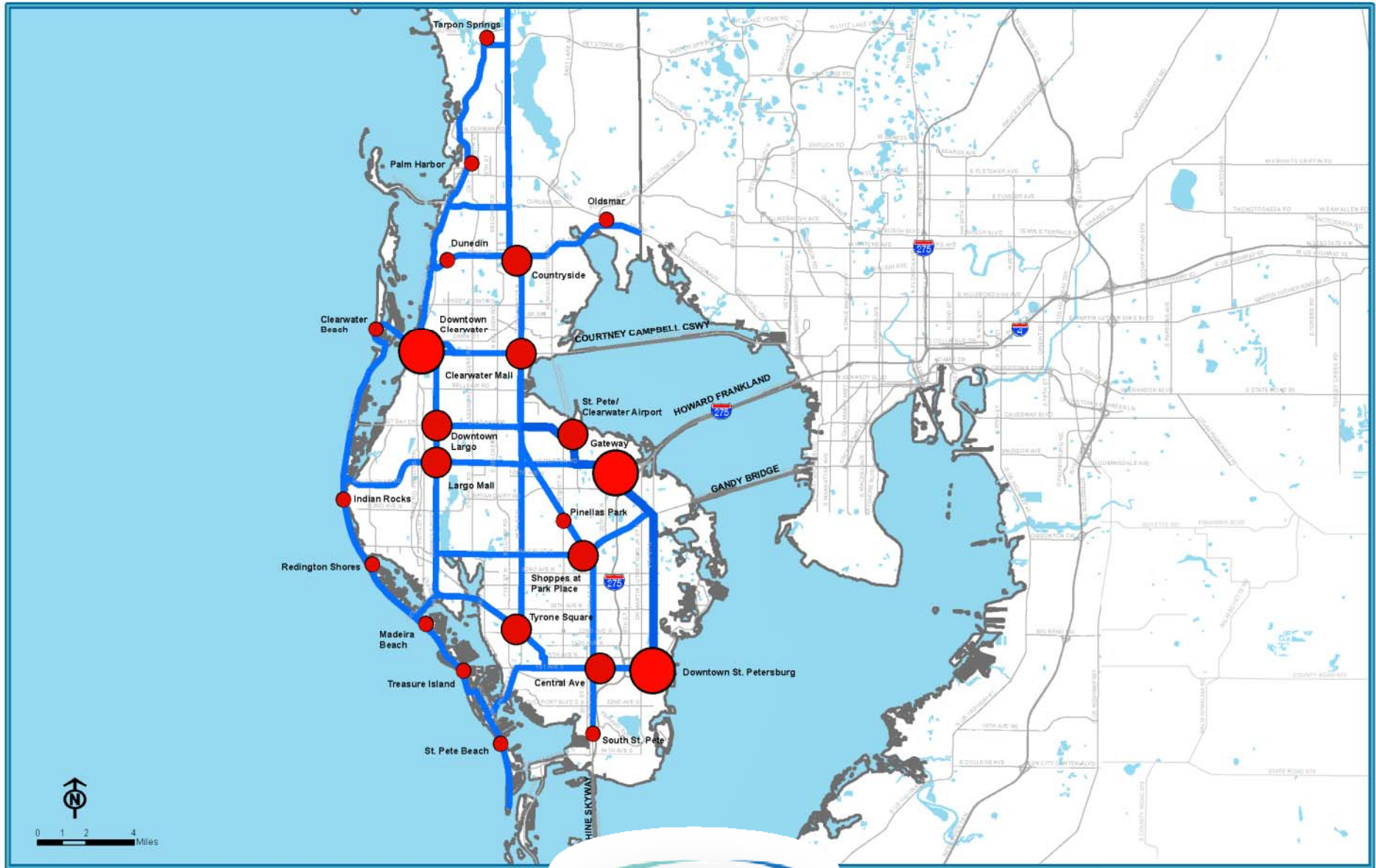
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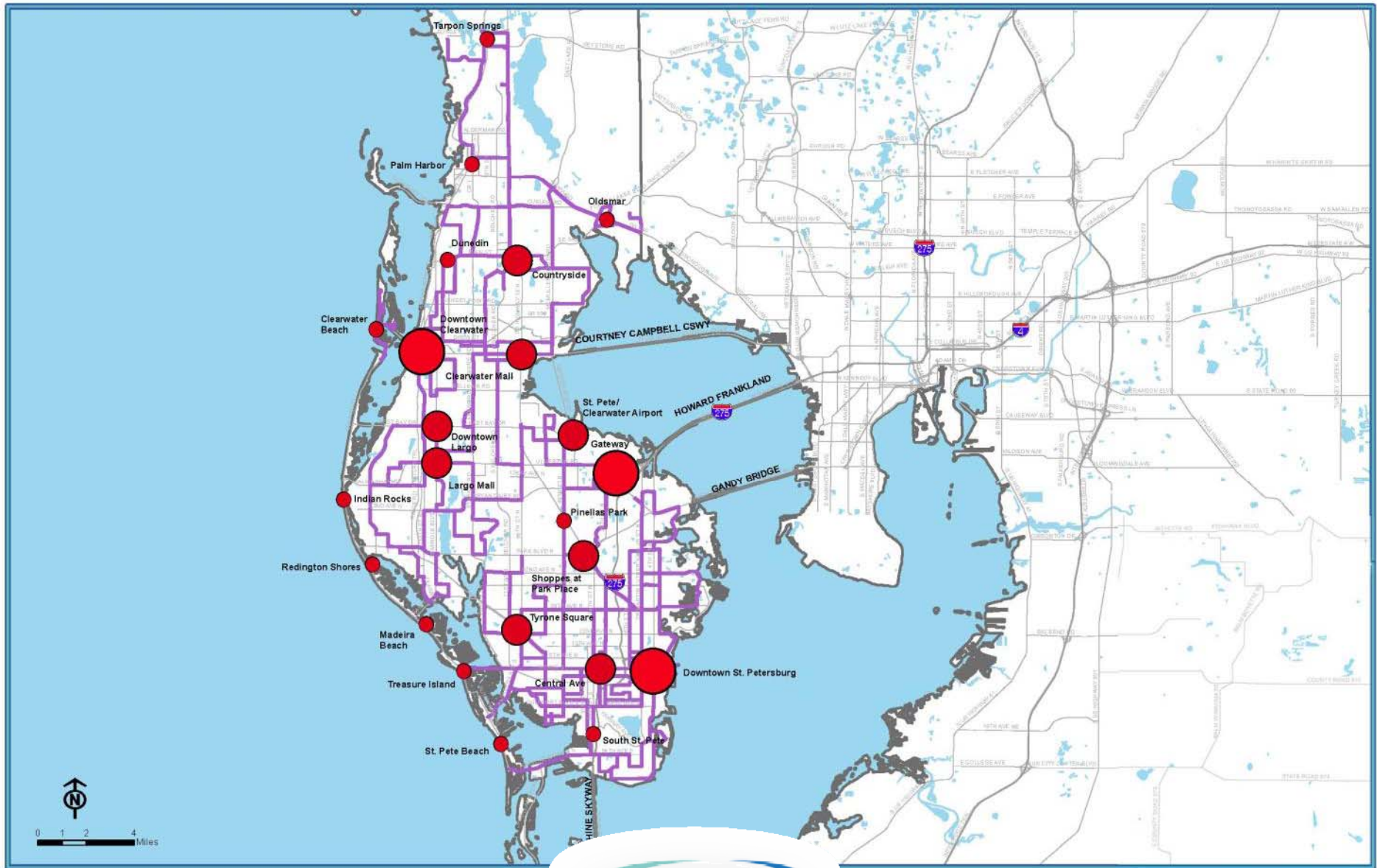
Proposed Cross-BayE xpress Bus Service



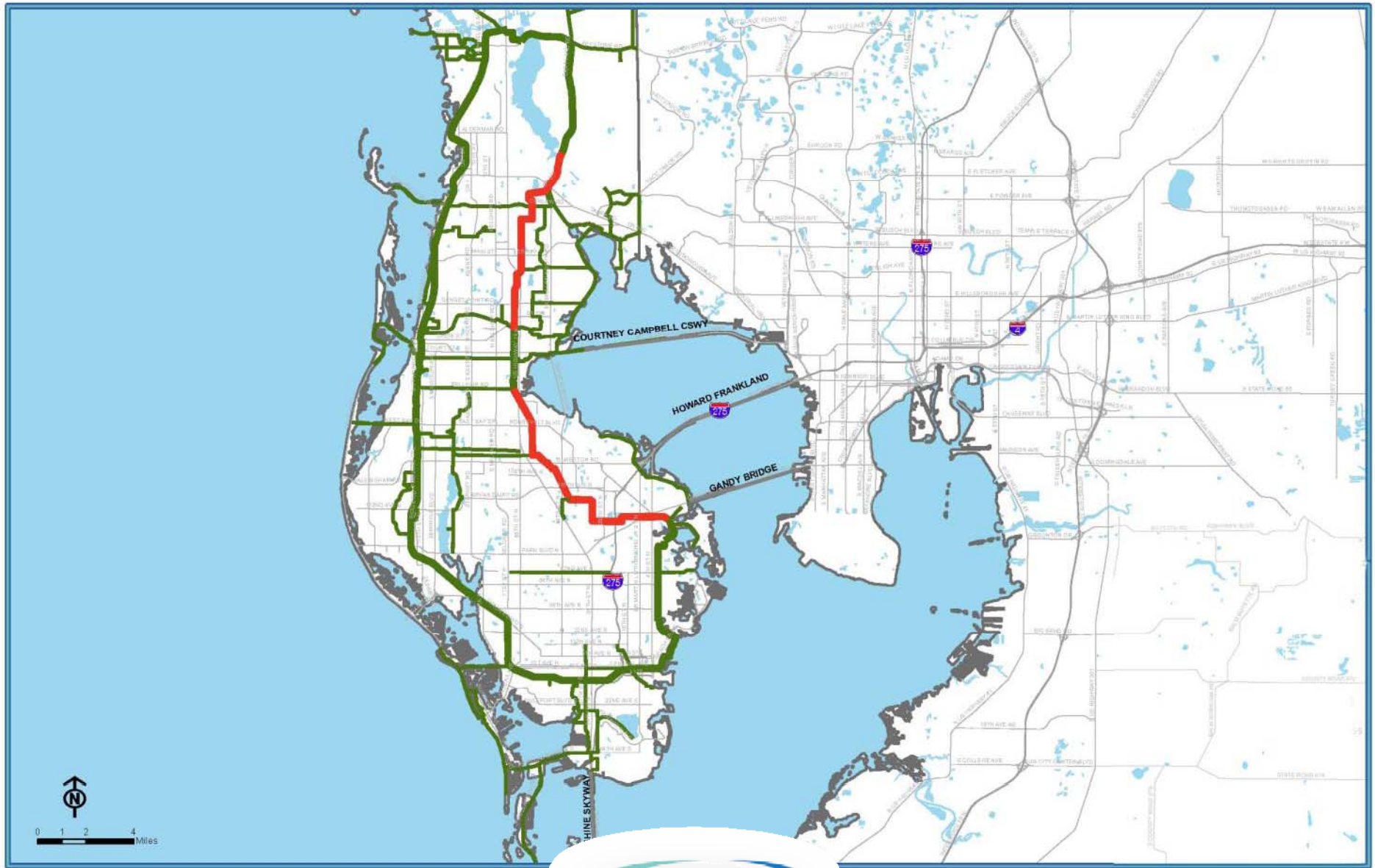
Proposed PSTA Premium Bus Network



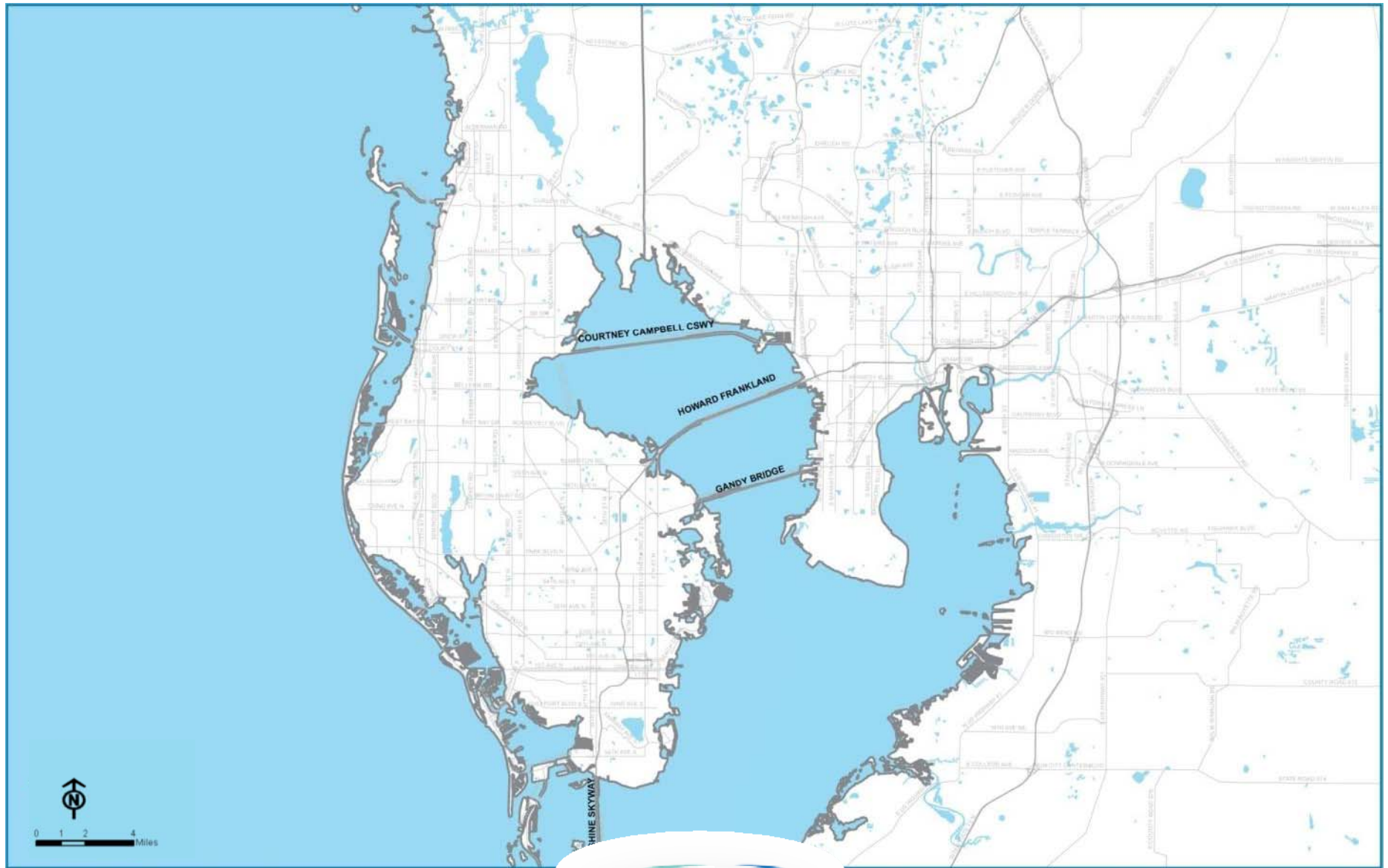
Proposed PSTA Supporting Bus Network



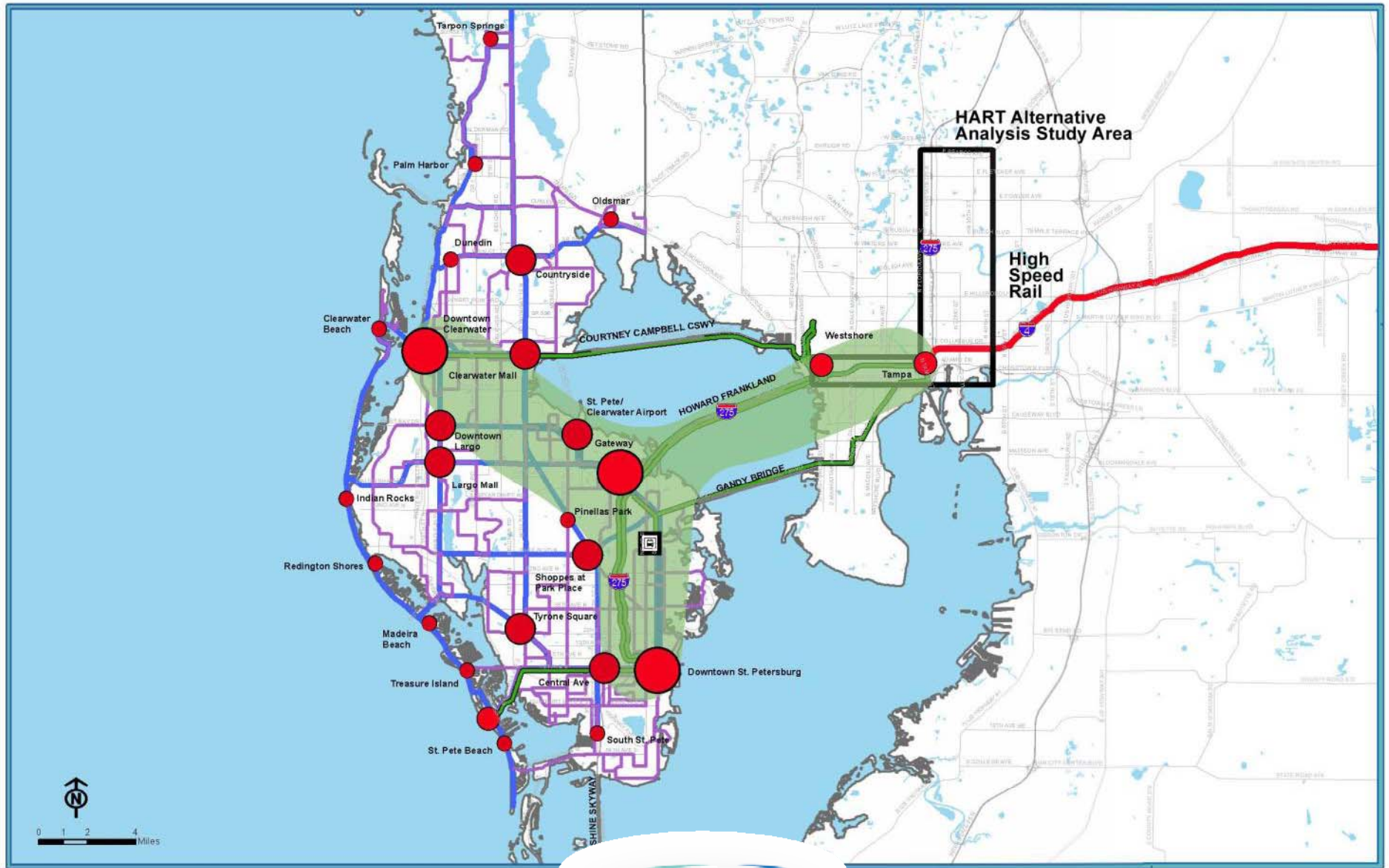
Pinellas County Trails System



What is the Total Transit Network Vision?



Transit Network Vision



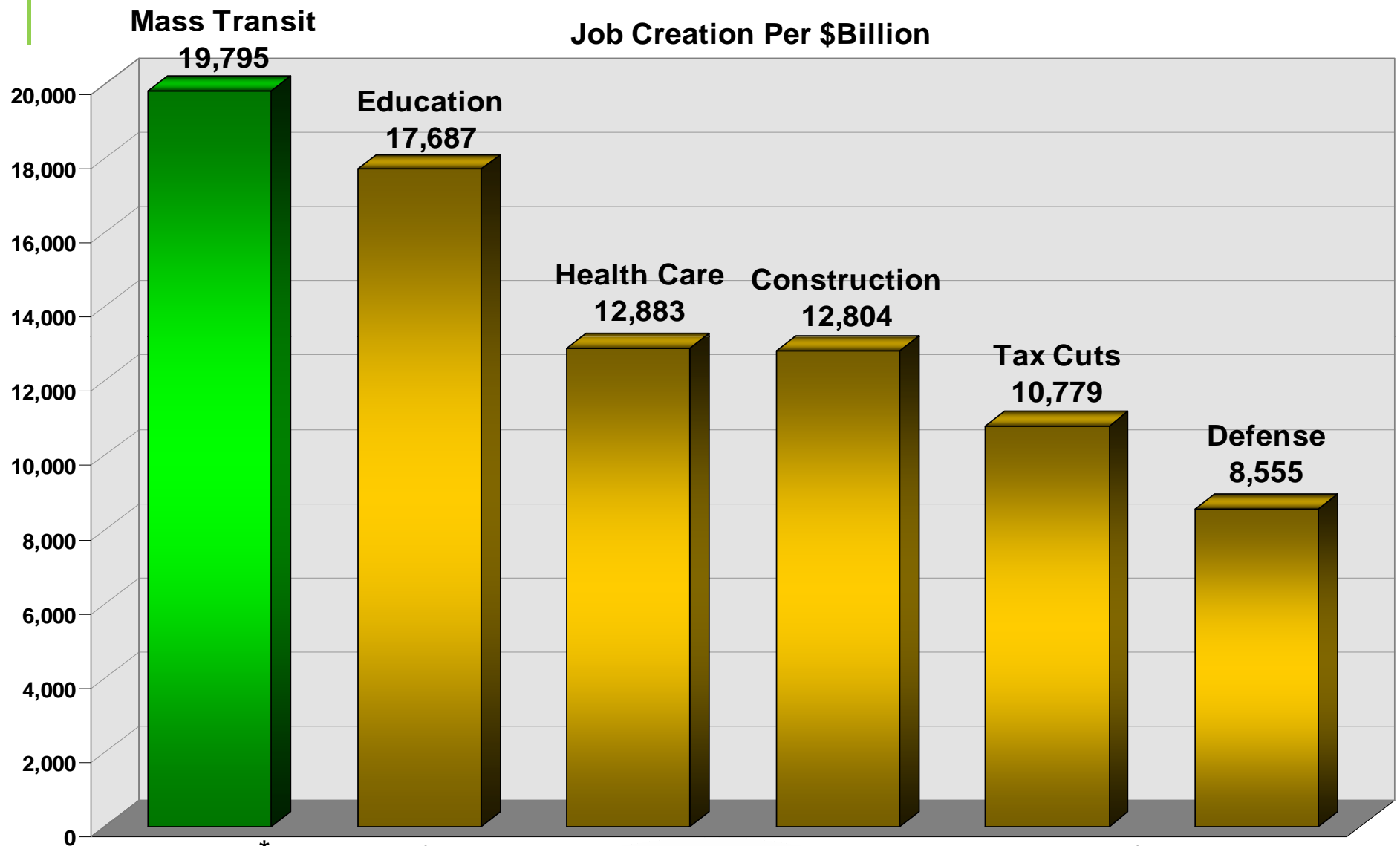
Transit Works



Transit is an Engine for Economic Success and Jobs



Mass Transit Creates Jobs*



* Department of Economics and Political Economy Research Institute - University of Massachusetts, Amherst

Where Do We Go From Here...

- Complete Alternative Analysis
- Integrate Bus Network Improvements, Transportation Projects and Transit Oriented Development with Comprehensive Transit Plan
- Implement Long-Term, Sustainable Funding Source



Guiding Principles

Karen Williams Seel,
Pinellas Board of County Commissioners

Future Meetings

- **Transportation Task Force Public Meeting**
Monday July 19, 2010, 5:30-8:00 p.m.
Bayside High School Gymnasium
14405 49th Street North
Clearwater
- **Next Transportation Task Force Meeting**
Monday August 16, 2010, 1:30 p.m.
Tampa Bay Regional Planning Council
4000 Gateway Centre Boulevard, Suite 100
Pinellas Park