presents

**Pinellas County**
_Transportation Task Force_
_Regional Sub-Committees_
_Collaborative Engagement_

August 30, 2010

Real-Time Record

*The Collaborative Labs is a venture by St Petersburg College*
Introductions

Karen Seel, County Commissioner and Chair of the Transportation Task Force:
Good morning and welcome. I’m excited to have you here. Thank you for taking your Monday morning to join us in this discussion of the most critical problem in the County—transportation.
I reached out to elected officials and asked them to reach out to you and get your involvement in this event. We want to engage more and more people in this discussion. I thank these elected officials for their efforts in reaching out to all of you. We ended up with a very diverse group which is great.

I also want to thank the Collaborative Labs of St. Petersburg College who is hosting us today free of charge because we have no budget. I’d also like to thank my two assistants who have helped me organize this event.

I’d like to turn it over to Andrea Henning.

Andrea Henning, Executive Director of the Collaborative Labs:
Good morning and welcome. What a great group of stakeholders from Pinellas County. It’s an honor to support you today. Our key to success is to get the right stakeholders in the room and we feel we’ve done that today because you are here! We are part of St. Petersburg College and we’ve helped thousands of stakeholders and hundreds of organizations accelerate results.
In a few moments we’ll deploy you into teams. You are each from a region within the county: South, Mid-South, Mid-Upper and Upper. You’ll work in those regional groups in the first activity.

You started this morning with what is already considered model examples of transportation within the County. We’ll review that in a few moments.

Today’s Objectives:
- Leverage the transportation success models in Pinellas County
- Identify multi-modal priority projects by region
- Prioritize countywide transportation projects

Andrea: We’ll need your best thinking today as you discuss what’s important for transportation in this county. Let’s take a moment to celebrate what’s good in transportation so far. As you entered this morning, you were asked to contribute to our Model Transportation Walls. I’d like to ask a few of you to elaborate on the entries you made to the whiteboards. Let’s look at our first board.
Activity 1: “The Best Transportation Examples of Pinellas County”

Welcome to the Collaborative Labs! As you’re getting coffee, “walk about” and consider a model transportation example that you’ve experienced as a Pinellas County stakeholder.

There are five Model Transportation Walls on which your example might fit, in 5-to-8 words:

<table>
<thead>
<tr>
<th>Wall #1:</th>
<th>Wall #2:</th>
<th>Wall #3:</th>
<th>Wall #4:</th>
<th>Wall #5:</th>
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</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>Roads</td>
<td>Trails</td>
<td>Sidewalks</td>
<td>Other</td>
</tr>
</tbody>
</table>

Each participant, please contribute at least one best transportation experience to any one of the walls.

At 9am we’ll ask for a few volunteers to share their model transportation experiences.

All of your contributions to the Model Transportation Experience Walls will be captured for the real-time record.
Activity 1: “Model Transportation Examples in P.C.”

Model Transportation Walls Transcription

Public Transit
Bus: When RT 52 went to ½ Hr headway
Express bus to downtown Tampa
Jolley Trolley / Suncoast Trolley—Gulf Blvd; US 19 to Mall
Trolley from Indian Shores to Pass-a-Grille & back

Comments from audience:

Eric Carlson: I’m the Director of the St Pete downtown partnership who administers the trolley system. We have two fixed route services and we handle 250,000 passengers. We are pretty proud of that.

Tony Collins: I live in Pinellas and work in Tampa. I’ve taken the express bus across the bay. It’s easy and fun. We would like Wi-Fi on the bus if possible.

Roads
1st Ave North and 1st Ave S from downtown St. Pete to beaches
Potholes
Roads in city St. Pete (no traffic jams)
118th Ave exit ramp from I275
Seminole Blvd. (South of West Bay Dr.)
Bryan Dairy between US 19 & 66th
US 19 South of East Bay Dr.
Gulf Blvd with new bike lanes
West Bay Drive from Seminole West to Beach (Gulf Blvd)

Comments from audience:

Paul Renker: I live in St. Pete. I was thinking about our roads on my way here and I realized that I rarely end up in traffic jams. It’s a good grid system with a lot of alternatives.

Steve Nadel: I’m with the baseball commission. We bring in teams from all over the world. We use various fields and getting people around works well with what we do.

Funding:
Public/private
Bonds
Referendum

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Comments from audience:

Al Plunkett: I’m retired from St. Petersburg College. Our local busses go to many malls. Has there been thought given to private people who want to use the facilities we have for promotional endeavors and we could extract money for that? Why not take some profit from the malls that we are transporting the public to?

Julie: Public/private partnership is something that we are already working on for some areas. South County has the trolley, North county does not. The businesses would support the trolley by advertising and maybe contributing to the base service. Some areas have smaller businesses as opposed to larger businesses. The partnership is exciting and we hope to get it off the ground soon.

Trails:
Pinellas Trail
Pinellas Rail to Trail (bike)
Clearwater East/West Trail
Dunedin Trail connection to Main Street
Pinellas Trail—bike and walk
Dunedin Trail
Seamless connection Hillsborough/Pinellas trail through Oldsmar
Dunedin connection to trail
Pinellas Trail with spirs to Gulfport St. Pete—Tarpon Springs Docks

Comments from audience:

Carol Crumrine: I’m from Largo and use the Pinellas trail bike lanes. We consider the county rather small. You can take the trail to so many parts of the county. It’s wonderful. Pinellas county trails are beautiful.

Tom Shelly: We like the way Dunedin has connected the trails to so many surrounding areas.

Michael Welsh: I learned that the bike trails are the second biggest tourist attraction in Pinellas county only second to the beaches. That’s pretty amazing.

Sidewalks:
Downtown St. Pete
Old NE St. Pete
Beach Walk—Clearwater Beach
Clwtr/Largo Rd (North of West Bay Dr.)
Wider sidewalks in Gulf Blvd—beaches area
Broken
Beach walk around Pier GO
Comments from audience:

David Bredhal:  Beach walk is an incredible draw to the area.  For our tourists it's an engaging area.  The trolley gives you access to it.

Duane Schultz:  I’d like to add a comment to the bike trails.  I like Roadies for breakfast myself.  I was interested in coming to this meeting.  I got on Ulmerton road which is now very nice to use.  CW Bill Young and Commissioner Seel are the real positives in Transportation in Pinellas County

Addie Romanowski:  It’s easy to take my vehicle but I like the sidewalks and the esthetics.  We feel safe and it’s very clean.  It’s a great model.

Other:
Expansion of Belcher Rd. to Tarpon Springs
Skyway Bridge
Bayside Bridge
Tarpon Trolley
Clearwater Trolley to Dunedin “Jolley Trolley”
Land Use—transit oriented, not transit adjacent
Trolley
Rail (all)
Rays
Trolley from downtown to St. Pete to Trop
Bellair Bridge

Comments from audience:

Carol Crumrine:  My mother lives in a senior residential community which has transportation and that is so great.  Many senior organizations have that.  It’s so important.

Comment: Dunedin is doing quarter studies in our city.  We are redoing zoning and site planning.  We’ll be brining those buildings closer to the street.  We are trying to promote multi-modal transportation.  Parking will be at the back of the street.  We are looking at more bus access, more trails and maybe rail.  We are planning to support multi-modal transportation.  We’ll be ready when the economy picks up.

Comment: I want to elaborate about the Clearwater-largo road.  It’s been greatly transformed.  They've achieved a balance between pedestrians and vehicles.  The traffic has slowed down and makes people feel comfortable walking that way.

Deborah Schechner:  It’s important to know that we have wheel chair transportation that is relatively cheap.

Greg Johnson with the urban league:  So often, disadvantaged people are not included.  This event can create a potential for jobs.  Inclusion is so important.  The disadvantaged are usually the recipients on the back end.

Kris Self:  We have free beach rides on the beach.  His business is exploding and people are itching to get their business advertising on his cart.
Model Transportation Walls

PUBLIC TRANSIT

BUSES: WHEN RT 52 WEST TO 9TH HEADWAY
EXPRESSION BUS TO DOWNTOWN TAMPA
STAFF TROLLEY / SUNCOAST TROLLEY - GULF BLVD.
U.S. 19 TO MILL
TROLLEY FROM INDIAN SHORES TO BEACH & BACK

ROADS

1ST AVE NORTH AND 1ST AVE S. FROM OCEAN BEACHES ST. PETERSBURG TO BEACHES.

POT HOLES

ROADS IN CITY ST. PETERSBURG (NO TRAFFIC JAMS)

118 AVE EXIT RAMP FROM I-75
SEMINOLE BLVD. (SOUTH OF WEST BAY DR.)
BRYAN AVE. BETWEEN U.S. 19 & 66th (2)
U.S. 19 SOUTH OF EAST BAY DR.
GULF BLVD. WITH NEW BIKE LANES

WEST BAY DRIVE FROM SEMINOLE WEST TO BEACH (GULF BLVD)
102ND SEMINOLE TO 275 VIA 118TH
STARKEY KEANNE ROAD EXTENSION (2)
INDIAN ROCKS RD IMPROVEMENTS
FUNDING
1. PUBLIC/PRIVATE
2. BONDS
3. REFERENDUM

TRAILS

Pinellas Trail
Pinellas Rail to Trail (Bike)
Clearwater East/West Trail
Dunedin Trail Connection to Main Street
Pinellas Trail - Bike and Walk

Pinellas Trail
Seamless Connection Hillsborough/Pinellas Trails through Dunedin Connection to Trail
Pinellas Trail with spurs to Gulfport/SiBeck Tarpon Dunedin
Pinellas at Dunedin
Andrea: Thank you so much for each of your contributions and for sharing those highlights. Let me describe the process that we use here at the Collaborative Labs. We use appreciative inquiry. It’s a strength-based focus as opposed to a deficit-based process. That’s why we started with a report of “what’s right” within the county. You can mobilize and leverage strengths better than the traditional starting focus on “what’s wrong.” Let me take a moment to introduce you to our Collaborative Labs’ team and then I’ll turn it back over to Karen to set up your day.

**Today’s Collaborative Labs Team:**
- Andrea Henning, Executive Director/Facilitator
- Alan Martinez, Business Development Officer/Co-Facilitator
- Jonathan Massie, Business Illustrator
- PJ Petrick, Technologist
- Josee Richmond, Documenter
**County Commissioner Karen Seel:** Thank you for your thoughtful comments. It’s nice to start on a positive note like we did. The transportation task force goes out into the community and asks for input. I was on the US 19 task force—we engaged people, found solutions and got funding. It’s time to broaden the discussion in every single category. The force has 24 community citizens involved. They will look at all ideas and marry them together by end of Dec. and make recommendations the commissioner. The members have been visiting cities and chamber of commerce and I have that information pulled together into this slide presentation.

**Pinellas County Transportation Task Force**

Karen Seel, Chair
Transportation Task Force

**Agenda**

- Challenges Facing Pinellas County
- Public Transit and Land Use
- Current and Future Transit Studies and Plans
- Pinellas County Transportation Task Force
- Next Steps

**Challenges Facing Pinellas County:**

Livability – the legacy of sprawl

**Challenges Facing Pinellas County:**

Economic Development and Jobs

Karen: Pinellas County was built on transit. The city of St. Petersburg exploded after the arrival of the Orange Belt RR in 1888. It then grew based on the streetcar lines that extended from the bay to Gulfport. However, after WWII, the county’s evolution was centered around the automobile and cheap gasoline and thus we arrived at the sprawl we have today. It’s no secret that Pinellas County needs to build a more diverse economy and lure high-paying jobs. Unfortunately, top companies nowadays usually select cities and regions with robust transit and transportation options for their headquarters or relocation. An example of this can be seen by the number of high-tech companies that have chosen to relocate to Charlotte, NC over the Tampa Bay area because of Charlotte’s outstanding transit system.

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Karen: Officials from the Department of Energy say that swiftly rising fuel prices will return as the economy heats up or if there is a major oil supply disruption such as a major hurricane in the Gulf of Mexico. Rising fuel prices are only one negative manifestation of America’s dependence on oil, there are the issues associated with offshore drilling and the tremendous negative economic impacts that our region suffers when fuel prices skyrocket. Through the years, millions of people have uprooted their lives to live in our wonderful environment, but the demands of that migration are taking their toll.

Karen: Forbes.com measured travel time, road congestion and travel delays for the 60 largest metropolitan statistical areas. It factored in how many commuters in each city had an average commute of an hour or more, which communities utilized public transportation and which were most likely to have delays. With Detroit set to open its first rail line in October, the Tampa region is now the only major US city to not have robust mass transit. (Our transit service is less than that of the world’s epicenter for automobile manufacturing!) Our population size demands higher levels of transit service.
Karen: How do we get from our automobile centric existence to one that embraces public transit and transportation options?

Commissioner Seel: Providing better transit service is not enough, it must be accompanied by supporting, transit oriented land use. Developing our key transportation corridors so that they accommodate and encourage the use of mass transit is a time-proven key to economic success. History shows that people are far more likely to take advantage of public transit when then live in places that make transit convenient and accessible.
Commissioner Seel: Based on the results of a phone survey of 500 Pinellas County residents in Sept. 2009, tourism is a high need for improved transit. Nearly 20% of our visitors are international and they appreciate reliable, clean, safe and low cost public transportation and actually prefer that means of transportation over a rental car.

DT3Lunch, Executive Director, Visit St. Petersburg/Clearwater

Commissioner Seel: Enhanced Public Transportation will also boost our county’s number one industry. Transit jobs tend to be long term and while huge amounts are spent on the nation’s defense industry, much of those dollars are going to extremely high salaries.

The Game has Changed

“We are going to start building a new high-speed rail line right here in Tampa, building for the future, putting people to work.”

President Obama, January 26, 2010

Commissioner Seel: Our region now has transportation opportunities like never before and like no other metropolitan region in the country. 50 million people a year visit Orlando and they’ll be a short train ride away from Pinellas County’s award winning beaches! We can’t let this opportunity slip away.
**Commissioner Seel:** The Tampa Bay Area Regional Transportation Authority has mapped out the future of transportation and is partnering with transit operators, planners and elected officials throughout a seven county region. That partnership includes building substantial transit service in Pinellas County and across Tampa Bay. The current Alternative Analysis project will determine exactly where potential rail would run as well as the type of rail and stations/stops, etc. FDOT has also moved the planning and engineering of the Howard Franklin bridge rebuild from 2013 to 2010.

**Intent of Alternatives Analysis**
- Gain public input and identify the benefits, costs and impacts of various transit options to address the transportation needs for a designated corridor.
- Information developed in the Alternatives Analysis is then used to select the exact routing, level of service and mode of choice, which is known as the **Locally Preferred Alternative**.

**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.

**Commissioner Seel:** Once the Locally Preferred Alternative is identified it will then be pitted against other similar sized transit projects across the country to compete for the $2 Billion dollars in Federal New Starts funding allocated every year for transit projects.

**FTA New Starts Funding Timeline**

![Timeline Diagram](image)

**Local Bus Service Needs Immediate Improvement**

“Upgrade your local transit systems to support your regional network, because the strength of the regional system is equal only to the strength of the local systems.”

Richard J. Simonetta, CEO, Valley Metro Rail, Phoenix to the TBARTA Board of Directors - April 23, 2008

**Commissioner Seel:** Even though it may seem like a long time, but PSTA will use the time preceding rail operations to significantly enhance bus service to ensure the success of new rail projects. Enhancing bus service may not be sexy, but every major, successful rail system operator has told area leaders that they can’t have a successful rail system without a strong supporting bus network.
Commissioner Seel: Many transit opponents and those who aren’t well informed about the benefits of transit, claim that no one will ride a rail system - just as they claimed in Phoenix. But since completion, the Phoenix light rail system has been carrying more riders on weekends, 50,000/day, than the entire PSTA bus system on a weekday. Robust service from Tampa to the Beaches has been too long in coming, mostly due to the lack of transit funding in Pinellas and Hillsborough Counties.

Commissioner Seel: I’m sharing this information with you today so that you can be familiar with our plan as you begin your work here.

Commissioner Seel: This will be the foundation of a new, more robust and convenient transit system in Pinellas County. Featuring express or high frequency bus service along the county’s major transportation corridors. Public transit is a pedestrian activity. Whether transporting commuters or cyclists to and from our extensive and highly lauded trail system.
Commissioner Seel: I appreciate you all being here today. I look forward to an interactive experience. I’ll turn it over to Andrea to set up the day.
Andrea: I’m going to take a few moments to review our Collaborative Labs process and your instructions for our first activity.

**Today's Process:**
- You’ll work in mixed teams
- Music means movement
- You’re in charge—take breaks as needed
- Think big—have fun!!

**Question:** Are we to assume that there will not be a high speed rail connection into Pinellas County?

Commissioner Seel: Although there is interest in having that, there is no funding to bring high speed rail into Pinellas County. As you proceed with your group work today I want to emphasis that I don’t want you to pay attention to the costs associated with those projects. We really just want you to focus on what is most important to you and don’t consider costs at this time.
Activity 2: “Identifying Regional Transportation Priorities for Pinellas County”

Instructions:
- Find your assigned regional team on the back of this sheet.
- Appoint a “savvy keyboarder” who will capture the team’s ideas using our collaborative thinktank software on the lap top computer.
- Your team’s task is to use our collaborative groupware to brainstorm priority projects for your region:
  - First, take a few minutes to access your team’s regional folder and review the maps in pdf’s showing multimodal transportation projects for your region.
  - Next, click on the thinktank internet tab to maximize it on your team’s electronic whiteboard. Take a few minutes to discuss and rate the overall priority for each mode of transportation (Light Rail; Transit Bus; Trails; Sidewalks; Roads/Intersections) as low, medium or high based on the following criteria: (1) Transportation/Travel Improvements & Efficiency; (2) Community & Environmental Impact; (3) Economic & Regional Impact. After your team has rated each mode of transportation against the 3 criteria, click “cast vote.” Your team can then view the graphs for each criteria as well as the “total” tab – illustrating the overall impact of each mode of transportation.
- Then, we will activate a new activity in the thinktank software that will list the specific transportation projects for your region in detail, including: Light Rail; Transit Bus; Trails; Sidewalks; Roads/Intersections. After your team has had the opportunity to review the projects in each of the 5 transportation buckets, we will prompt you to select your team’s Top 5 Priority Projects (across all modes of transportation), and drag and drop each one in your team’s “Top 5 Priority Project Bucket.” Once you have moved your Top 5, click on each and select the pencil edit tool in the upper right and at the beginning of the item indicate which mode of transportation that project represents by adding a letter (L = Light Rail, B = Bus, T = Trails, S = Sidewalks, R = Roads).
- Finally, we will activate a new activity in the thinktank software that will show each Region’s total “Top 10 Priority Projects” (5 per regional team). Your team will focus on the Top 5 Priority Projects you chose. For each of your Top 5 Priority Projects rate them as low, medium or high based on the following criteria: (1) Transportation/Travel Improvements & Efficiency; (2) Community & Environmental Impact; (3) Economic & Regional Impact. Additionally, for each of your 5 Priority Projects, capture detailed justification statements related to each of the three criteria. Simply double-click on the priority project and a “comments pop up box” will enable you to capture justifications (one at a time) by entering them in the comments’ box and hitting “send.”
## “Identifying Regional Transportation Priorities for Pinellas County”
### Team Assignments

<table>
<thead>
<tr>
<th>Team 1 - So. County: Water Lab</th>
<th>Team 5 - Mid-Upper Co.: Forest Lab</th>
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</thead>
<tbody>
<tr>
<td>Mike Finnerty</td>
<td>George Cretekos</td>
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<tr>
<td>Mike Welsh</td>
<td>Duggan Cooley</td>
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<td>Kris Self</td>
<td>John Quattrocki</td>
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<td>Grace Marchant</td>
<td>David Hahn</td>
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<td>Steve Nadel</td>
<td>Tom Olsen</td>
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<td>Mike Dove</td>
<td>Michael Bindman</td>
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<td>Paul Ziegler</td>
<td>Sheryl Zayac</td>
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<td>Dawn Thompson</td>
<td>Carlos Diaz</td>
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<td>Paul Renker</td>
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<td>Catherine Hartley</td>
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<tr>
<th>Team 2 - So. County: Water Lab</th>
<th>Team 6 - Mid-Upper Co.: Forest Lab</th>
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<tr>
<td>Herb Polson</td>
<td>Tom Shelly</td>
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<td>Joe Guertin</td>
<td>Shelley Kroghilan</td>
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<td>Deb Schechner</td>
<td>Duane Schultz</td>
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<td>Bob Devin Jones</td>
<td>Steve Castner</td>
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<td>Eric Carlson</td>
<td>Tom Dupont</td>
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<td>Tim Strouse</td>
<td>Tammy Taylor</td>
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<td>Greg Johnson</td>
<td>Chris Logan</td>
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<td>Pat Hartstein</td>
<td>Jamie Byrd</td>
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<td>Ed Montanari</td>
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<tr>
<th>Team 3 - Mid-So. County: Water Lab</th>
<th>Team 7 - Upper Co.: Forest Lab</th>
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<tr>
<td>Nick Simons</td>
<td>David Archie</td>
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<td>Rick Butler</td>
<td>Don Ewing</td>
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<td>Barry Scarr, Scarr Insurance Group</td>
<td>Barbara Schnipper</td>
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<tr>
<td>Carol Crumrine</td>
<td>Jerry Custin</td>
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<td>Bill Little</td>
<td>Bill Hussey</td>
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<td>Janyce Cruse</td>
<td>David Bredahl</td>
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<td>Dean Braden</td>
<td>Ray Jacobs</td>
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<td>Peggy Phillips</td>
<td>Linda Chamberlain</td>
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<td>Charlie Cronk</td>
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<tr>
<th>Team 4 - Mid-So. County: Water Lab</th>
<th>Team 8 - Upper Co.: Forest Lab</th>
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<tbody>
<tr>
<td>Woody Brown</td>
<td>Jim Ronecker</td>
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<tr>
<td>Terry Graber, Doubletree Resort</td>
<td>Kathi Peters</td>
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<tr>
<td>Maggie Cinnella, Gulf Beaches Public Library</td>
<td>Townsend Tarapani</td>
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<tr>
<td>Linda McKenna</td>
<td>Tim Keffalas</td>
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<td>Addie Romanowski</td>
<td>Peter Gutman</td>
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<td>Patricia Johnson</td>
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<td>Eddie Kosinski</td>
<td>Jon Burr</td>
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<td>Rick Watson</td>
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<td></td>
<td>Gerald Goulish</td>
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<td>Jim Turner</td>
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1. Act1a Team 1: Evaluating Criteria: So. County Totals

<table>
<thead>
<tr>
<th>Act1a Team 1: Evaluating Criteria: So. County Totals</th>
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<tbody>
<tr>
<td>Average Weighted Totals</td>
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- Economic & Regional Impact
- Community & Environmental Imp.
- Transportation/Travel Improve

![Bar chart showing average weighted totals for different categories such as Light Rail, Sidewalks, Transit Bus, Roads/Intersections, and Trails.](chart.png)

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1. **Act 1a Team 2: Evaluating Criteria: South County:**

<table>
<thead>
<tr>
<th>Act 1a Team 2: Evaluating Criteria: So. Co: Totals</th>
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<tbody>
<tr>
<td>Average Weighted Totals</td>
</tr>
</tbody>
</table>

- **Light Rail**: 3
- **Transit Bus**: 3
- **Trails**: 3
- **Sidewalks**: 3
- **Roads/Intersections**: 3

- Transportation/Travel Improve
- Community & Environmental Impact
- Economic & Regional Impact

[Image of diagram showing evaluation criteria for South County]
**Act 1a Team 3: Evaluating Criteria: Mid. South County**


   ![Graph showing criteria evaluation for Mid. South County](image)

   - **Light Rail**
   - **Transit Bus**
   - **Roads/Intersections**
   - **Sidewalks**
   - **Trails**

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**Act 1a Team 4: Evaluating Criteria: Mid. South County**

1. **Act 1a Team 4: Evaluating Criteria: Mid. So. Co. Totals**

![Chart showing average weighted totals for different categories such as Light Rail, Transit Bus, Roads/Intersections, Trails, and Sidewalks.](chart.png)
Act 1a Team 5: Evaluating Criteria: Mid-Upper County

1. Act 1a Team 5: Evaluating Criteria: Mid-Upper Totals

![Chart showing evaluation criteria for Mid-Upper County](image-url)
Act 1a Team 6: Evaluating Criteria: Mid-Upper County

1. Act 1a Team 6: Evaluating Criteria: Mid-Upper Totals

![Bar chart showing average weighted totals for different criteria in Mid-Upper County.](chart.png)
**Act 1a Team 7: Evaluating Criteria: Upper County**

1. **Act 1a Team 7: Evaluating Criteria: Upper Co. Totals**

   ![Graph showing the evaluation criteria for upper county totals]

   - **Transit Bus Lines**: 2
   - **Roads/Intersections**: 3
   - **Light Rail**: 2
   - **Sidewalks**: 1
   - **Trails**: 1

   **Average Weighted Totals**

   - Transportation & Travel Impacts
   - Community & Environmental Impacts
   - Economic & Regional Impacts

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1. Act 1a Team 8: Evaluating Criteria: Upper Co. Totals

![Bar Chart: Act 1a Team 8: Evaluating Criteria: Upper Co. Totals](image)
**Act 1b Teams 1-2: Prioritizing Projects - South County**

1. **Light Rail**
2. **Transit Bus**
   2.1. US 19 54th Ave S Central Ave Limited Stop Connector
   2.2. Alt US 19 Central Ave 66th St N Premium
   2.3. 4th St/Gulf-to-Bay Blvd Central Ave Gandy Blvd Premium
   2.4. Park Blvd 4th St N Seminole Blvd Limited Stop Connector
3. **Trails**
   3.1. Progress Energy E (I-275 to Weedon) 2.50 $7,300,000.00
   3.2. North Bay Trail (San Martin Blvd. to 83rd Ave. N.) 0.90 $8,500,000.00
4. **Sidewalks**
   4.1. Park St (1) Sun St 54th Ave N W 1830 $112,642.05
   4.2. Park St (1) 54th Ave N 62nd Ave N W 3000 $184,659.09
   4.3. Park St (1) 54th Ave N 62nd Ave N E 2070 $127,414.77
   4.4. 9th St a/k/a Martin Luther King Jr St (803) Roosevelt Blvd Pt approx 1370 LF N W 1370 $84,327.65 Belcher Rd (501) 46th Ave N 54th Ave N E 2600 $160,037.88 Belcher Rd (501) 46th Ave N 54th Ave N W 2600 $160,037.88 Belcher Rd (501) 38th Ave N 46th Ave N E 2640 $162,500.00 Belcher Rd (501) 38th Ave N 41st Terr M W 1290 $79,403.41
   4.5. 22nd Ave S 2000 $255,445.08
   4.6. 38th Ave N 61st St N 49th St N 2060 $126,799.24
   4.7. 38th Ave N 58th St N 55th St N S 1240 $76,325.76
   4.8. 38th Ave N 14th St 8th St S 1840 $113,257.58
   4.9. 62nd Ave N (216) 49th St N 34th St N S 5590 $344,081.44
   4.10. 62nd Ave N (216) 58th St N 55th St N N 3230 $198,816.29
   4.11. 62nd Ave N (216) 62nd St N 55th St N S 3660 $225,284.09
   4.12. 62nd Ave N (216) 66th St N 58th St N N 5210 $320,691.29
   4.13. 62nd Ave N (216) 58th St N 49th St N N 2900 $178,503.79
   4.14. 62nd Ave N (216) 66th Ln N Pt approx 270 LF E Thereof N 270 $16,619.32
   4.15. 62nd Ave N (216) 34th St N 30th St N N 1270 $84,327.65
   4.16. 62nd Ave N (216) 34th St N 30th Way N S 1370 $76,941.29
   4.17. Belcher Rd (501) 46th Ave N 54th Ave N E 2600 $160,037.88
   4.18. Belcher Rd (501) 38th Ave N 46th Ave N E 2640 $162,500.00
   4.20. Alt US 19 66th St N Park Blvd Limited Stop Connector
5. **Roads/Intersections**
   5.1. Starkey Road/Park Street** 84th Lane Tyrone Boulevard 4D 6D County N/A
   5.2. Belcher Road (71st Street) 38th Ave N 54th Ave N 2U 2D County 2015
   5.3. Haines Road US 19 (SR 55) I-275 2U 2E County 2016-2020
   5.4. 58th Street South 11th Avenue S. 22nd Avenue S. 2U 2E Gulfport 2016-2020
   5.5. I-275 PD&E Study Sunshine Skyway Bridge SR 694 (Gandy Blvd.) 4F/6F/8F 2SU State 2021-2025
6. **Team 1: Top 5 Projects – South County**
   6.1. Central Ave Downtown St. Petersburg St. Pete Beach Premium Mixed Traffic
   6.2. Connect St. Pete Beach and Clearwater Beach from connected cities.
   6.3. Connect from Gateway through Pinellas Park to the beaches
   6.4. SR 682, Bayway Bridge East of SR 699 (Gulf Blvd) West of SR 679 2D 4D State 2015
   6.5. Gulf Blvd Pass-a-Grille Park Blvd Enhanced Trolley Service
7. **Team 2: Top 5 Projects – South County**
   7.1. downtown St Petersburg to beaches
   7.2. 66th St/East Bay Dr Tyrone Blvd Park Blvd Limited Stop Connector
   7.3. 62nd Avenue North 49th Street 66th Street 2U 2D County 2016-2020
   7.4. 22nd Avenue South 58th Street South 34th Street South 4U 4E County 2016-2020
   7.5. US 19 Central Ave Park Blvd Limited Stop Connector

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Act 1b Teams 3 - 4: Prioritizing Projects - Mid-South County

8. Light Rail
  8.1. Connection to Tampa Airport
  8.2. Airport to the Beaches

9. Transit Bus
  9.1. Alt US 19 Park Blvd Walsingham Rd Limited Stop Connector
  9.2. Alt US 19 Walsingham Rd East Bay Dr Premium
  9.3. 4th St/Gulf-to-Bay Blvd Gandy Blvd Roosevelt Blvd "Premium Limited Stop Connector
  9.4. 4th St/Gulf-to-Bay Blvd Roosevelt Blvd US 19 Premium
  9.5. 66th St/East Bay Dr Park Blvd East Bay Dr Limited Stop Connector
  9.6. 66th St/East Bay Dr 66th St Missouri Ave Premium
  9.7. Ulmerton Rd/Walsingham Rd Roosevelt Blvd Gulf Blvd Limited Stop Connector

10. Trails
  10.1. Progress Energy D (Ulmerton to I-275) 5.30 $23,600,000.00

11. Sidewalks
  11.1. 102nd Ave N (296) 131st St N Walsingham Park Entrance N 2120 $130,492.42
  11.2. 102nd Ave N (296) Windtree Blvd 113th St N 2330 $143,418.56
  11.3. 102nd Ave N (296) 113th St N Seminole Blvd N 2000 $123,106.06
  11.4. 102nd Ave N (296) Hamlin Blvd 137th St N 3860 $237,594.70
  11.5. 113th St N (321) 110th Ave N Walsingham Rd W 2600 $160,037.88
  11.6. 113th St N (321) Walsingham Rd 130th Ave N E 2640 $162,500.00
  11.7. 113th St N (321) Walsingham Rd 130th Ave N W 4000 $246,212.12
  11.8. 113th St N (321) 91st Ter N 102nd Ave N W 3330 $204,971.59
  11.9. 113th St N (321) 102nd Ave N 110th Ave N W 900 $55,397.73
  11.10. Indian Rocks Rd (233) Pt approx 700’ N of Wilcox Rd 8th Ave SW W 7170 $441,335.23
  11.11. Indian Rocks Rd (233) Dryer Ave 8th Ave SW E 2750 $169,270.83
  11.13. Indian Rocks Rd (233) Wilcox Rd Dryer Ave E 2120 $130,492.42
  11.15. Indian Rocks Rd (233) 8th Ave SW Harbor Bluff Dr W 2410 $148,342.80
  11.16. Oakhurst Rd 89th Ave N Mission Oaks Blvd W 340 $20,928.03
  11.17. Oakhurst Rd 94th Ave N 102nd Ave N E 2660 $163,731.06
  11.18. Oakhurst Rd 89th Ave N 94th Ave N E 1860 $114,488.64
  11.19. Oakhurst Rd (233) 102nd Ave N Page Ave W 3300 $203,125.00
  11.20. Oakhurst Rd (233) 105th Ave N Page Ave W 4650 $286,221.59
  11.21. Park St (1) 84th Ln N Park Blvd E 950 $58,475.38
  11.22. Park St (1) 84th Ln N Park Blvd W 1850 $113,873.11
  11.23. Starkey Rd (1) Largo Lakes Dr 15th Ave N E 750 $46,164.77
  11.25. Starkey Rd (1) Somerset Dr 133rd Ave N E 2890 $177,888.26
  11.27. Starkey Rd (1) Willow Ave East Bay Dr W 2000 $123,106.06
  11.28. Starkey Rd (1) Ulmerton Rd Willow Ave W 2750 $169,270.83
  11.29. Starkey Rd (1) Ulmerton Rd Willow Ave E 3280 $201,893.94
  11.30. Starkey Rd (1) 94th Ave N Bryan Dairy Rd W 4000 $246,212.12
  11.31. 9th St a/k/a Martin Luther King Jr St (803) Roosevelt Blvd Pt approx 1370 LF N W 1370 $84,327.65

12. Roads/Intersections
  12.1. 16th Avenue SE Seminole Boulevard Donegan Road 2U 2E Largo 2016-2020
  12.2. 16th Avenue SE Donegan Road Lake Avenue 2U 2E Largo 2016-2020
  12.3. 16th Avenue SE Lake Avenue Starkey Road N/A 2E Largo 2016-2020
  12.4. 142nd Avenue North Belcher Road Starkey Road N/A 2E Largo 2016-2020
  12.5. 142nd Avenue North 66th Street N. Belcher Road 2U 2E Largo 2016-2020
12.6. SR 688 (Ulmerton Road) E. of 49th Street N. W. of 38th Street 4D/6D 6D State 2021-2025 102nd Avenue North 137th Street North 125th Street North 2U 2E County 2016-2020 102nd Avenue North 125th Street North 113th Street North 2U 2E County 2016-2020 62nd Avenue North 49th Street North 34th Street North 2U 4D County 2016-2020 I-275 Replacement of Northbound Bridge SR 687 (4th St) Pinellas County Line 4F 4F replacement State 2026-2030
12.7. SR 686 (Roosevelt Blvd.) Stage 6 of 6 At 49th Street Interchange N/A N/A 2U Ramp State 2026-2030
12.8. SR 686 (Roosevelt Blvd.) Stage 5 of 6 49th St. Bridge/Roosevelt Blvd North of SR 688 (Ulmerton Rd) 4D 6P State 2026-2030
12.9. SR 686 (Roosevelt Blvd.) Stage 4 of 6 North of SR 688 (Ulmerton Rd) E. of 40th Street N/A 4P State 2021-2025
12.10. 126th Ave North 34th St North US 19 (SR 55) N/A-2U 2D/4D County 2016-2020
12.11. CR 296 (Future SR 690) US 19 (SR 55) E. of SR 686 (Roosevelt Blvd.) at 40th Street 6D 4P State 2031-2035
12.12. SR 686 (Roosevelt Blvd.) SR 688 (Ulmerton Road) 28th St. N 4D 6D State 2016-2020
12.13. SR 686 (Roosevelt Blvd.) Stage 3 of 6 W. of I-275 Interchange SR 686 (Roosevelt Blvd.) W. of 9th St 4D 6D State 2016-2020
12.14. SR 688 (Ulmerton Rd) Stage 5 Lake Seminole Bypass Canal East of Wild Acres Road 4D 6D State 2016-2020
12.15. Starkey Road/ Park Street** Bryan Dairy Road 84th Lane 4D 6D County N/A Starkey Road East Bay Drive SR 688 (Ulmerton Road) 4D 4D/6D County 2016-2020
12.16. Starkey Road/ Park Street** Bryan Dairy Road 84th Lane 4D 6D County N/A Starkey Road East Bay Drive SR 688 (Ulmerton Road) 4D 4D/6D County 2016-2020
12.17. Starkey Road SR 688 (Ulmerton Road) Bryan Dairy Road 4D 6D County 2015
12.18. SR 694 (Gandy Blvd.) West of 9th St. N. East of 4th St. N. 4D 6P State 2031-2035
12.19. SR 694 (Gandy Blvd.) US 19 (SR 55) West of Grand Avenue 6D 4P* State 2026-2030
12.20. 102nd Avenue North 137th Street North 125th Street North 2U 2E County 2016-2020
12.21. 102nd Avenue North 125th Street North 113th Street North 2U 2E County 2016-2020
12.22. 102nd Avenue North 113th Street North Seminole Blvd. 4D 4E County 2016-2020
12.23. 62nd Avenue North 49th Street North 34th Street North 2U 4D County 2016-2020
12.24. I-275 Replacement of Northbound Bridge SR 687 (4th St) Pinellas County Line 4F 4F replacement State 2026-2030
12.27. Unfunded: CR 296 (Future SR 690) US 19 (SR 55) E. of SR 686 (Roosevelt Blvd.) at 40th Street 6P 4P Future
12.28. Unfunded: SR 694 (Gandy Blvd.) East of SR 688 (4th Street N.) West end of Gandy Br. 4D 4P Future
12.29. US 19 (SR 55) N. of SR 694 (Gandy Blvd.) South of 49th Street 6D 4P Future
12.30. Unfunded: SR 694 (Gandy Blvd.) US 19 (SR 55) W. of 9th St 4D 6P Future
12.31. Unfunded: I-275 North of SR 688 (Ulmerton Rd.) SR 687 (4th St) 8F 12F Future

13. Team 3: Top 5 Projects – Mid-South County
13.1. Gulf Blvd Park Blvd Belleair Causeway Enhanced Trolley Service
13.2. Starkey Rd (1) Willow Ave East Bay Dr E 2480 $152,651.52
13.3. Unfunded: Tampa Bay Intermodal Center Pinellas County N/A Future
13.4. Connection to St. Pete/Clearwater airport
13.5. Indian Rocks Road Walsingham Road West Bay Drive 2U 2E County 2021-2025

14. Team 4: Top 5 Projects – Mid-South County
14.1. Bus - US 19 Park Blvd East Bay Dr Limited Stop Connector
14.2. Light Rail - Airport to Beaches through Gateway
14.3. Roads - Ulmerton and Roosevelt
14.4. Roads - Park Blvd and US19
14.5. Light Rail - North/ South Light Rail on west side of county (CSX)
Act 1b Teams 5 -6: Prioritizing Projects - Mid-Upper County

15. Light Rail
   15.1. How about CSX Rail Line?

16. Transit Bus
   16.1. US 19 East Bay Dr Gulf-to-Bay Blvd "Premium Limited Stop Connector"
   16.2. Alt US 19 East Bay Dr Downtown Clearwater Premium
   16.3. 4th St/Gulf-to-Bay Blvd East Bay Dr Gulf-to-Bay Blvd "Premium Limited Stop Connector"
   16.4. 4th St/Gulf-to-Bay Blvd US 19 Downtown Clearwater Premium
   16.5. Memorial Causeway Myrtle Ave Gulf Blvd Premium
   16.6. Gulf Blvd/Alt US 19 Belleair Causeway Curlew Rd Enhanced Trolley Service

17. Trails
   17.1. Progress Energy B (US 19/Enterprise to SR 590) $3,845,000.00
   17.2. Progress Energy C (Belleair Rd. to Ulmerton Rd.) 2.8 $7,400,000.00

18. Sidewalks
   18.1. Belleair Rd (464) RR Tracks Scranton Ave S 160 $9,848.48
   18.2. Belleair Rd (464) Laconia Dr E US 19 N S 210 $12,926.14
   18.4. Sunset Point Rd (576) Douglas Ave Kings Highway S 2380 $146,496.21
   18.5. Sunset Point Rd (576) Douglas Ave Lombardy Dr N 5970 $367,471.59
   18.6. Belleair Rd (464) Scranton Ave Lake Ave S 7350 $452,414.77

19. Roads/Intersections
   19.1. Sunset Point Road Alt US 19 (SR 595) Keene Road 2U 2E County 2015
   19.2. Nursery Road Highland Avenue Belcher Road 2U 2E County 2016-2020
   19.3. Nursery Road Belcher Road US 19 (SR 55) 2U 2E County 2021-2025
   19.4. Belleair Road US 19 (SR 55) Keene Road 2U 2E County 2015
   19.5. Unfunded: SR 590/NE Coachman Rd. McMullen-Booth Road Drew Street 2U 4D Future

20. Team 5: Top 5 Projects – Mid-Upper County
   20.1. SR 580 Alt US 19 Hillsborough County Premium
   20.2. McMullen Booth (Managed Bus Lane in Center Median)
   20.3. Sunset Point Rd (576) Edgewater Dr Douglas Ave S 2500 $153,882.58
   20.4. Belcher Road NE Coachman Rd. Druid Road 4U 4E County 2021-2025
   20.5. Gateway to Downtown Clearwater

21. Team 6: Top 5 Projects – Mid-Upper County
   21.2. US 19 Gulf-to-Bay Blvd Countryside Blvd Limited Stop Connector
   21.3. Sunset Point Rd (576) Edgewater Dr Douglas Ave N 2500 $153,882.58
   21.5. US 19 (SR 55)(Enterprise Rd Interchange) N. of Sunset Point Road S. of Countryside Blvd. 6D 6P State 2016-2020

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Act 1b Teams 7-8: Prioritizing Projects - Upper County

22. Light Rail
   22.1. Klosterman to Ridgemoor Blvd. through Brooker Creek.
   22.2. Progress Energy right of way for light rail.

23. Transit Bus

24. Trails
   24.1. Chestnut Park Connector 1.80 $10,700,000.00
   24.2. Progress Energy A (Tampa Rd. to US 19/Enterprise) 4.50 $11,400,000.00

25. Sidewalks
   25.1. Keystone Rd (CR 582) East Lake Rd Hillsborough County Line S & N 27260 $1,677,935.61
   25.2. Trinity Blvd (996) East Lake Rd Pasco County Line S & N 19010 $1,170,123.11

26. Roads/Intersections
   26.1. Unfunded: US 19 (SR 55) N. of Nebraska Ave. S. of Timberlane Rd. 6D+2AUX Interchange Future
   26.3. Unfunded: US 19 (SR 55) South of Lake Street Pinellas Trail 6D+2AUX Interchange Future
   26.6. Alt US 19 (SR 595) Anclote Boulevard Live Oak St. 2U 2E State 2031-2035

27. Team 7: Top 5 Projects – Upper County
   27.1. US 19 Countryside Blvd North County Boundary Commuter Express
   27.2. Huey Avenue Extension Cypress Street Pine Street N/A 2U Tarpon Springs 2016-2020
   27.3. Forest Lakes Boulevard SR 580 SR 584 2D 4D County 2021-2025
   27.4. Alt US 19 Curlew Rd North County Boundary Enhanced Trolley Service
   27.5. Route rail through existing CSX Line

28. Team 8: Top 5 Projects – Upper County
   28.1. Use existing CSX tracks for light rail.
   28.2. Unfunded: US 19 (SR 55) North of CR 95 N. of Nebraska Ave. 6D+2AUX Interchange Future
   28.3. Disston Avenue Extension Woodhill Drive Meres Blvd. N/A 2U Tarpon Springs 2015
   28.4. Rapid Bus along Eastlake Rd. & McMullen Booth to Gateway.
Act 1c: Teams 1 - 2: Top 10 Projects - South County

1. Act 1cN: Teams 1 - 2: Top 10 Projects-So. County Totals

5. Act 1c: Teams 1 - 2: Top 10 Projects-So. County Priority Projects with Justifications
   1. Bus: Central Ave Downtown St. Petersburg St. Pete Beach Premium Mixed Traffic
   2. Light Rail: Connect St. Pete Beach and Clearwater Beach from connected cities.
      2.1. Use Light Rail
   3. Light Rail: Connect from Gateway through Pinellas Park to the beaches
      3.1. Use Light Rail
   4. Road: SR 682, Bayway Bridge East of SR 699 (Gulf Blvd) West of SR 679 2D 4D State 2015
      4.1. Must have good bike, golf cart and ped. access.
   5. Bus: Gulf Blvd Pass-a-Grille Park Blvd Enhanced Trolley Service
      5.1. Need to run to the end of Pass-A-Grille
      5.2. We assume the enhanced service mean more frequent service.
   6. Light Rail: downtown St Petersburg to beaches
      6.1. Support tourism, seamless connections
   7. Bus: 66th St/East Bay Dr Tyrone Blvd Park Blvd Limited Stop Connector
      7.1. Stops at SPC
   8. Road: 62nd Avenue North 49th Street 66th Street 2U 2D County 2016-2020
      8.1. EW corridor to move people and goods
   9. Road: 22nd Avenue South 58th Street South 34th Street South 4U 4E County 2016-2020
      9.1. Gateway off the Interstate
   10. Bus: US 19 Central Ave Park Blvd Limited Stop Connector
**Act 1c: Teams 3 - 4: Top 10 Projects - Mid-South County**

1. **Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Totals**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Priority</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bus: Gulf Blvd Park Blvd Belleair Causeway Enhanced B Trolley B Service</td>
<td>3</td>
<td>1. Great money for the area</td>
</tr>
<tr>
<td>2. Connect the communities on the beaches</td>
<td>3</td>
<td>2. Great transportation for tourist on the beaches. Tourist help us all.</td>
</tr>
<tr>
<td>3. Extend hours</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>2. Sidewalk: Starkey Rd (1) Willow Ave East Bay Dr E 2480 $152,651.52</td>
<td>4</td>
<td>2.1 Pedestrian safety</td>
</tr>
<tr>
<td>3. Light Rail: Unfunded: Tampa Bay Intermodal Center Pinellas County N/A Future</td>
<td>3</td>
<td>3.1 Connectivity</td>
</tr>
<tr>
<td>3.2 Revenue</td>
<td>3</td>
<td>3.3 Ease of transportation</td>
</tr>
<tr>
<td>4. Light Rail: Connection to St. Pete/Clearwater airport</td>
<td>2</td>
<td>4.1 Jobs for Pinellas</td>
</tr>
<tr>
<td>4.2 New Hub</td>
<td>2</td>
<td>4.3 Attracting other airlines</td>
</tr>
<tr>
<td>5. Road: Indian Rocks Road Walsingham Road West Bay Drive 2U 2E County 2021-2025</td>
<td>2</td>
<td>5.1 Lessen accidents</td>
</tr>
<tr>
<td>5.2 Ease travel time</td>
<td>2</td>
<td>5.3 Safety</td>
</tr>
<tr>
<td>5.4 Will create turn lanes</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>6. Bus: US 19 Park Blvd East Bay Dr Limited Stop Connector</td>
<td>3</td>
<td>6.1 Need for fast north/south routes, expediting travel time for employees</td>
</tr>
<tr>
<td>6.2 Speed up travel time</td>
<td>3</td>
<td>during peak travel times</td>
</tr>
</tbody>
</table>

5. **Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Priority Projects with Justifications:**

1. **Bus: Gulf Blvd Park Blvd Belleair Causeway Enhanced B Trolley B Service**
   
   1.1. Great money for the area
   1.2. Connect the communities on the beaches
   1.3. Great transportation for tourist on the beaches. Tourist help us all.
   1.4. Extend hours

2. **Sidewalk: Starkey Rd (1) Willow Ave East Bay Dr E 2480 $152,651.52**
   
   2.1. Pedestrian safety

3. **Light Rail: Unfunded: Tampa Bay Intermodal Center Pinellas County N/A Future**
   
   3.1. Connectivity
   3.2. Revenue
   3.3. Ease of transportation

4. **Light Rail: Connection to St. Pete/Clearwater airport**
   
   4.1. Jobs for Pinellas
   4.2. New Hub
   4.3. Attracting other airlines

5. **Road: Indian Rocks Road Walsingham Road West Bay Drive 2U 2E County 2021-2025**
   
   5.1. Lessen accidents
   5.2. Ease travel time
   5.3. Safety
   5.4. Will create turn lanes

6. **Bus: US 19 Park Blvd East Bay Dr Limited Stop Connector**
   
   6.1. Need for fast north/south routes, expediting travel time for employees during peak travel times
Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Priority Projects with Justifications – continued:

7. Light Rail - Airport to Beaches through Gateway
   7.1. For rail to be successful need tourism to be first priority. Gateway provides an alternate route to move north and south
   7.2. Connect people to other transportation modes within the county
8. Road - Ulmerton and Roosevelt
   8.1. It is a big mess. Need to alleviate the congestion in this area.
9. Road - Park Blvd and US19
   9.1. It is a big mess. Need to alleviate the congestion in this area.
10. Light Rail - North/ South Light Rail on west side of county (CSX)
    10.1. Would tie together all the cities along existing infrastructure
    10.2. Attracts more local, recreational ridership

Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper County

1. Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Totals

Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Priority Projects with Justifications

1. Light Rail: Gateway to Downtown Clearwater
   1.1. ranking #1. required for a modern transportation system to connect to the high speed rail.
2. Bus: McMullen Booth (Managed Bus Lane in Center Median)
   2.1. #2. major commercial/employment  /residential centers. needs improved service.
3. Road: Belcher Road NE Coachman Rd. Druid Road 4U 4E County 2021-2025
   3.1. #3. to relieve congestion on other thoroughfares.
Pinellas County Transportation Task Force: Regional Sub-Committees’ Collaborative Engagement  
August 30, 2010

**Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Priority Projects with Justifications – continued:**

4. **Bus: SR 580 Alt US 19 Hillsborough County Premium**
   4.1. *commuter corridor.*
5. **Sidewalk: Sunset Point Rd (576) Edgewater Dr Douglas Ave S 2500 $153,882.58**
   5.1. *safety project on a constrained street used for schools/parks/trails.*
   6.1. *Helps open the East/West Corridor and connects to US 19.*
7. **Bus - US 19 Gulf-to-Bay Blvd Countryside Blvd Limited Stop Connector**
   7.1. *Provides transportation for service oriented jobs and promotes shopping.*
8. **Sidewalk - Sunset Point Rd (576) Edgewater Dr Douglas Ave N 2500 $153,882.58**
   8.1. *Large safety issue and improves community.*
   8.2. *Connects to Trail.*
   9.1. *Reduces congestion and travel time.*
   9.2. *Does this show funding in a future capital improvement plan?*
   10.1. *Reduces congestion and travel time.*
   10.2. *Does this show funding in a future capital improvement plan?*

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**Act 1c: Teams 7 - 8: Top 10 Projects - Upper**

1. **Act 1c: Teams 7 - 8: Top 10 Projects - Upper Totals**

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Act 1c: Teams 7 - 8: Top 10 Priority Projects with Justifications

1. Bus: US 19 Countryside Blvd North County Boundary Commuter Express
   1.1. High density population, significant work force and connectivity to Pasco county.
   1.2. Efficiency of transportation to help get workers to work in less time.
2. Road: Huey Avenue Extension Cypress Street Pine Street N/A 2U Tarpon Springs 2016-2020
   2.1. Help with transportation within the city being able to get around the city.
   2.2. Help with emergency vehicle response
3. Road: Forest Lakes Boulevard SR 580 SR 584 2D 4D County 2021-2025
   3.1. Heavily congested roadway with connector roads larger capacity
   3.2. Regional connector
   3.3. Enhanced safety for apartments along road
   4.1. Alternative means of transportation from Dunedin to Tarpon
   4.2. Help with tourism
   4.3. More fun than driving
   4.4. Enhanced access attractions such as Honeymoon Island and Sponge Docks
5. Light Rail: Route rail through existing CSX Line
   5.1. Uses existing infrastructure
   5.2. Increases timeliness of deployment
   5.3. Limits new environmental impact
   5.4. Public / private partnership opportunities
   5.5. Appeals to all age groups
   5.6. Appeals to those who currently use cars today
   5.7. Regional asset
7. Road: Unfunded: US 19 (SR 55) North of CR 95 N. of Nebraska Ave. 6D+2AUX Interchange Future
   7.1. Betters N/S highway system in busy part of County.
8. Road: Disston Avenue Extension Woodhill Drive Meres Blvd. N/A 2U Tarpon Springs 2015
   8.1. Helps traffic N/S traffic system & access to SPC.
   10.1. Helps make the area walkable.
Activity 2 Highlights

**Andrea:** Welcome back to the Tropics. Councilman Jeff Danner would like to take a moment to address something with you.

**Councilman Jeff Danner:** The question was raised earlier regarding bringing High speed rail to Pinellas County. We will be facilitating a workshop that will be held on September 13th at 9am. We'll have the opportunity to answer and ask those associated questions. We have some consultants attending. We'll have panel discussions with business owners, industry experts etc. We'll review those possibilities. Please attend if you are interested. Thank you.

**Andrea:** How did that last activity work for you to produce some discussions around transportation? You'll now reflect on these regional projects and focus on priorities for the county. You'll capture county wide priorities for each mode of transportation.

Activity 3 “Identifying Transportation Priorities Countywide”

**Instructions:**

- Find your new “Countywide” team assignment on the back of this sheet.

- Take a few minutes to briefly review the Top 10 Priority Projects for each of the four regions and discuss overarching priorities Countywide.

- In the first thinktank software activity, you will find 5 buckets, one for each of the 5 modes of transportation on the left-side: (1) *Light Rail*; (2) *Transit Bus*; (3) *Trails*; (4) *Sidewalks*; (5) *Roads/Intersections*. Click on each bucket and capture the Countywide Priorities for that mode of transportation. Be sure to include your Team Number first, so we can differentiate between each team’s countywide priorities (you will see the entries of all teams in real-time).
Next, we will launch the final thinktank activity and ask you to look at each of the five modes of transportation, again, from a countywide perspective: Light Rail; Transit Bus; Trails; Sidewalks; Roads/Intersections.

First, find your Team number and column on the right-hand side. Your team will have **a total of 100 points to allocate across all five modes of transportation**, based upon your team’s countywide priorities. Simply type the allocation amount for each mode of transportation in your team’s designated column. Be sure your team’s column totals 100.

We will call time and reconvene to review the overall countywide priorities and allocations for each transportation mode in Pinellas County. We will wrap up with highlights and next steps.
**Activity 3 “Identifying Transportation Priorities Countywide”**

**Team Assignments**

<table>
<thead>
<tr>
<th>Team 1: Water Lab</th>
<th>Team 2: Water Lab</th>
<th>Team 3: Water Lab</th>
<th>Team 4: Water Lab</th>
<th>Team 5: Forest Lab</th>
<th>Team 6: Forest Lab</th>
<th>Team 7: Forest Lab</th>
<th>Team 8: Forest Lab</th>
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<tbody>
<tr>
<td>Mike Finnerty</td>
<td>Herb Polson</td>
<td>Mike Welsh</td>
<td>Joe Guertin</td>
<td>Kris Self</td>
<td>Deb Schechner</td>
<td>Grace Marchant</td>
<td>Bob Devin Jones</td>
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<td>Steve Nadel</td>
<td>Eric Carlson</td>
<td>Mike Dove</td>
<td>Tim Strouse</td>
<td>Paul Ziegler</td>
<td>Greg Johnson</td>
<td>Dawn Thompson</td>
<td>Pat Hartstein</td>
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<tr>
<td>Paul Renker</td>
<td>Ed Montanari</td>
<td>Catherine Hartley</td>
<td>Nick Simons</td>
<td>Woody Brown</td>
<td>Rick Butler</td>
<td>Terry Graber, Doubletree Resort</td>
<td>Barry Scarr, Scarr</td>
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<tr>
<td>Maggie Cinnella, Gulf</td>
<td>Carol Crumrine</td>
<td>Linda McKenna</td>
<td>Bill Little</td>
<td>Addie Romanowski</td>
<td>Janyce Cruse</td>
<td>Patricia Johnson</td>
<td>Insurance Group</td>
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<tr>
<td>Beaches Public Library</td>
<td>Peggy Phillips</td>
<td>George Cretekos</td>
<td>Tom Shelly</td>
<td>Duggan Cooley</td>
<td>Shelley Kuroghilan</td>
<td>John Quattrocki</td>
<td>Dean Braden</td>
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<td>Eddie Kosinski</td>
<td>Steve Castner</td>
<td>Tom Olsen</td>
<td>Tom Dupont</td>
<td>Michael Bindman</td>
<td>Tammy Taylor</td>
<td>Sheryl Zayac</td>
<td>Duane Schultz</td>
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<tr>
<td>David Hahn</td>
<td>Jamie Byrd</td>
<td>David Archie</td>
<td>Jim Ronecker</td>
<td>Don Ewing</td>
<td>Kathi Peters</td>
<td>Barbara Schnipper</td>
<td>Chris Logan</td>
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<td>Tim Kefferas</td>
<td>Jerry Custin</td>
<td>Peter Gutman</td>
<td>Bill Hussey</td>
<td>Mike Slugocki</td>
<td>Upper</td>
<td>Townsend Tarapani</td>
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<td>Rick Watson</td>
<td>Linda Chamberlain</td>
<td>Gerald Goulish</td>
<td>Charlie Cronk</td>
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<td>Ray Jacobs</td>
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Act 2a: Countywide Overarching Priorities

29. Light Rail Countywide Priorities
   29.1. 8 Reduction of Congestion
   29.2. 8 Connectivity to Hillsborough,
   29.3. 8 Using existing CSX corridor
   29.3.1. 8 Using existing CSX rail
   29.4. 4 Reduction of Congestion
   29.5. 4 Regional connectivity
   29.6. Team 2 Connectivity to Manatee and North Pinellas
   29.7. Team 3--transportation alternative to auto and to relieve congestion
   29.8. Team 1. Countywide priority: Stimulate economic growth, increase tourism, and reduce automobile traffic. Increase mobility and travel times to beaches, schools, business..
   29.9. 1. 7 Tap into high speed
   29.10. Team 5 Connect Tampa to the beaches through Gateway
   29.11. Team 6 - HSR extension to Gateway
   29.12. Team 6 - connect to beaches.
   29.13. 7 Reduce congestion and environmental impact
   29.14. 7 Connect to points of interest, including beaches

30. Transit Bus Countywide Priorities
   30.1. 4 15 minute service countywide
   30.2. 4 Convenience
   30.3. 8 Add frequency to increase ridership
   30.4. 8 connectivity to business and educational centers
   30.5. 4 Extended hours of operation
   30.6. Team 2 Connect East Lake, Palm Harbor to mid and south county
   30.7. Team 3--flexibility using existing roads
   30.8. Team 3--increases opportunity for economic development by providing alternative modes of transportation
   30.9. Team 1. Important connector to potential light rail. Helps reduce traffic. Green buses could promote environmental promise.
   30.10. Team 6 - countywide bus headways to 15 minutes or less
   30.11. Team 5 More express service to more locations.
   30.12. 7 Interconnection with light rail
   30.13. 7 Increase covered bus/trolley shelters
   30.14. 8 dedicated bus lanes

31. Trails Countywide Priorities
   31.1. 4 Connect the loop
   31.2. 4 Access to the trail
   31.3. 8 great recreation
   31.4. Team 2 Additional spurs, enhance security
   31.5. Team 3--economic generator
   31.6. Team 3--connect trails into regional recreational network
   31.7. Team 6 - revitalization through trail improvements
   31.7.1. Team 6 - trails as an economic development asset
   31.7.2. Team 6 - safety aspect
   31.8. Team 1: Trails are important for recreation however take a backseat to future economic growth pertaining to the light rail system. Let's stretch the Pinellas trail to St. Pete beach within the next few years.
   31.9. Team 5 Connect countywide loop
   31.10. 7 Safety considerations
32. Sidewalks Countywide Priorities

32.1. Fill the gaps
32.2. Sidewalks are included in complete transportation connectivity
32.3. On highly congested roads
32.4. Around schools
32.5. Lacking sidewalks are safety issues
32.6. Team 2 Safety, ADA compliant
32.7. Team 3 -- safety
32.8. Team 3 -- encourages pedestrian activity
32.9. Team 1: Sidewalks are of lower priority on a county wide level.
32.10. Team 6 -- important safety aspect
32.11. Team 5 Improve around all schools and connect all of the dots

33. Road/Intersections Countywide Priorities

33.1. Finish US19
33.2. Finish Roosevelt/Ulmerton Gateway
33.3. Completion of grade separations along US 19 to help north south connection
33.4. Dedicated bus lanes
33.5. Team 2 Enhance E/W corridors, mast arms for safety, bicycle facilities
33.6. Team 3 -- improvement of intersections and traffic signalization vital for moving of traffic and pedestrian safety
Each Team Gets 100 Point To Allocate Across All 5 Modes of Transportation:

Allocation Totals for All Eight County-wide Teams:

Team 1 Allocations:

Average Vote Score for Criteria: Team 1
Team 2 Allocations:

![Average Vote Score for Criteria: Team 2](image)

Team 3 Allocations:

![Average Vote Score for Criteria: Team 3](image)
Team 4 Allocations:

Average Vote Score for Criteria: Team 4

Average Vote Score: Numeric

- Light Rail
- Transit Bus
- Roads/Intersections
- Trails
- Sidewalks

Team 5 Allocations:

Average Vote Score for Criteria: Team 5

Average Vote Score: Numeric

- Light Rail
- Transit Bus
- Roads/Intersections
- Trails
- Sidewalks
Team 6 Allocations

Team 7 Allocations:
Team 8 Allocations:

Average Vote Score for Criteria: Team 8

Average Vote Score: Numeric

- Light Rail
- Roads/Intersections
- Transit Bus
- Trails
- Sidewalks

![Graph showing average vote scores for different criteria.](image-url)
Andrea: Welcome back. We are tabulating those final allocations. While we do that I’ll ask Jonathan Massie, our business illustrator, to speak to his masterpiece.

Jonathan’s Artwork
Andrea: Great work everyone. Here are the results of your 100-point allocations across all five modes of transportation:

- Light rail got 300
- Transit bus got 200
- Roads/intersections got 172
- Sidewalks got 65
- Trails got 63

It looks like good alignment around countywide transportation priorities across the board!

Comment: We want the high speed rail to come to Pinellas County. We don’t want to be left out of the process.

County Commissioner Karen Seel: I know that it was a rapid paced day. I truly appreciate your feedback today. Please stay engaged and offer your ideas and opinions. Your ideas will help us make Pinellas County better. Thank you for coming.