



FORWARD
PINELLAS

Integrating Land Use & Transportation

Forward Pinellas-PSTA Joint Work Session

July 29, 2016

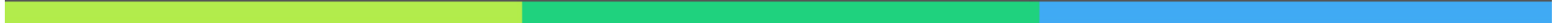




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Review of January 22, 2016 Work Session and Follow Up Activities



Review of January 22nd Workshop

Board Comments

- Critical unmet needs: more frequent routes and later service
- Better communication and collaboration
- Connect downtowns
- Develop premium service

Staff Actions

- Monthly coordination meetings
- Scoping and project engagement
 - Central Ave BRT
 - Downtown Circulator
 - Transfer Area Analysis
- Regional transportation scoping and consultant selection
- Workshop and committee involvement



Policy Guidance

- August MPO Advisory Committee work sessions
- September MPO Board meeting to transmit priorities to FDOT
- FDOT prepares draft Tentative Work Program, based on priorities
- Basis for performance-based, outcome driven planning process by 2018





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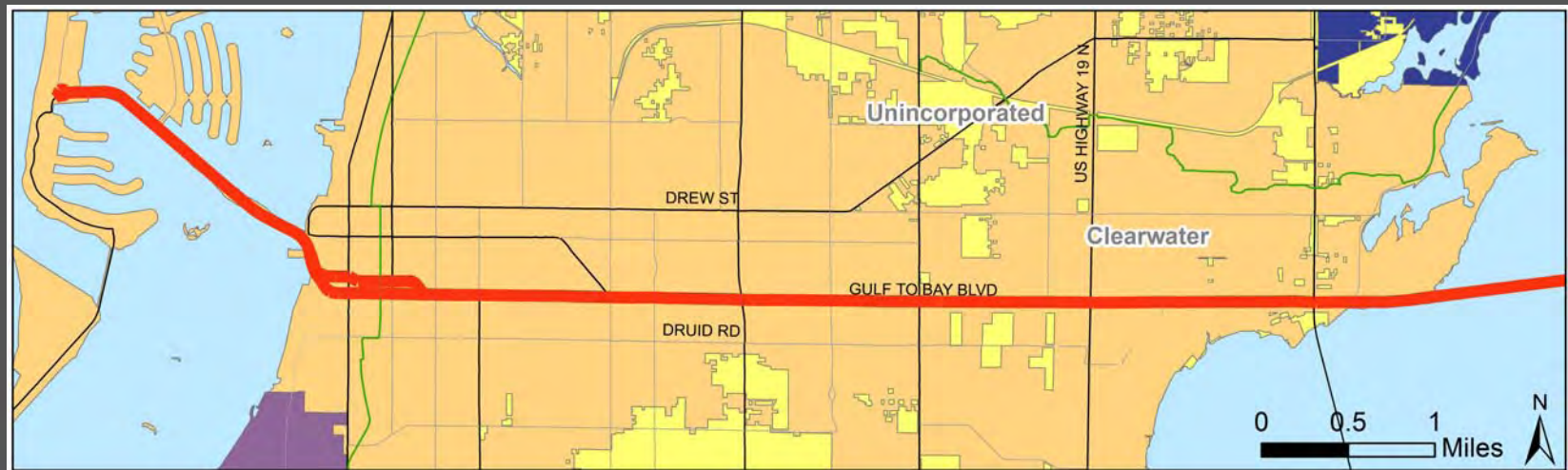
Corridor Studies



Corridor Studies

SR 60 Implementation Strategy

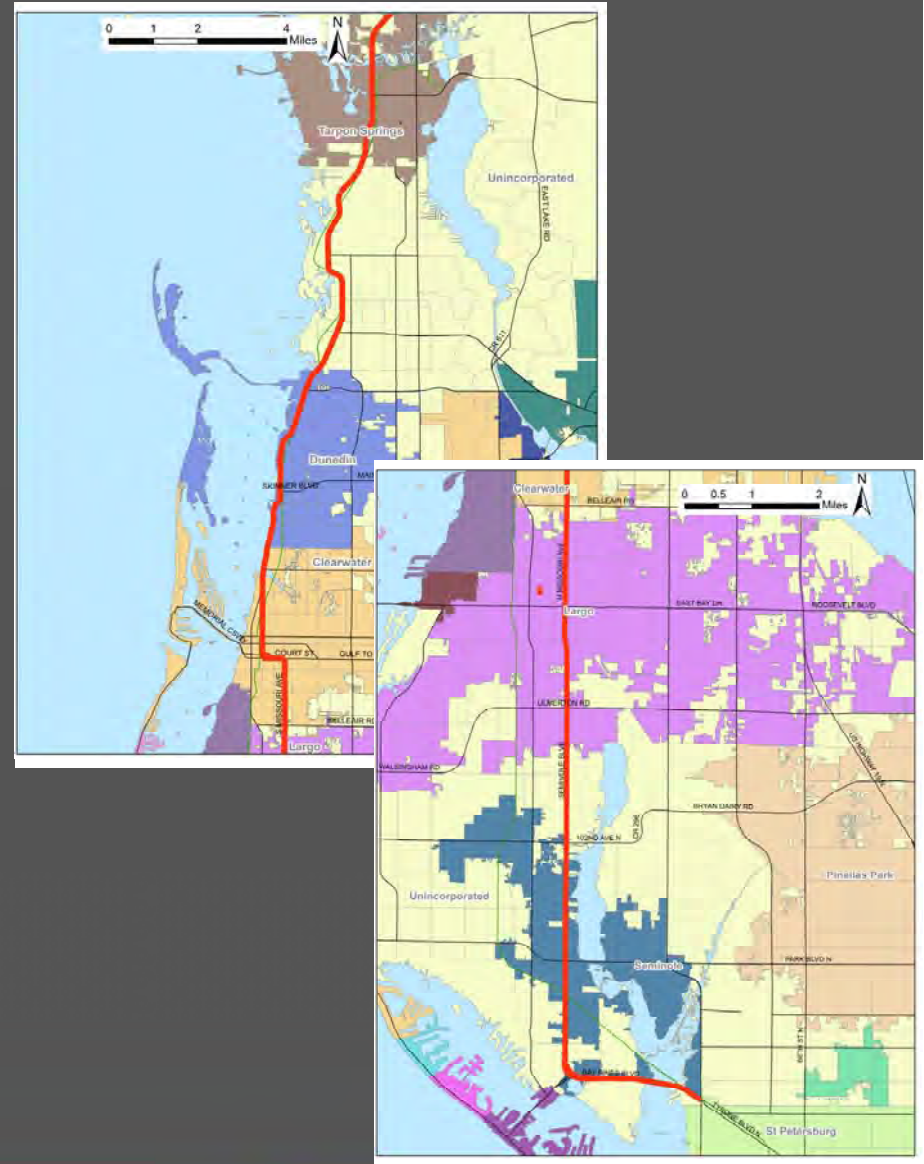
- Multimodal focus to support economic growth and redevelopment
 - Includes Drew Street and Druid Road
 - Short- and long-term actions; identify pilot project(s)
- Define transportation action steps
 - Regional express bus service
 - Busway on Memorial Causeway Bridge
 - Potential Transit Signal Priority



Corridor Studies

Alternate US 19

- FDOT Project Development and Environmental Study (PD&E)
- Convene local governments
 - Land use, density, redevelopment
 - Define potential crosswalk locations, multimodal opportunities
- Examine potential lane conversion (Seminole/Missouri)
- Intelligent Transportation Systems (Transit Signal Priority?)



Corridor Studies

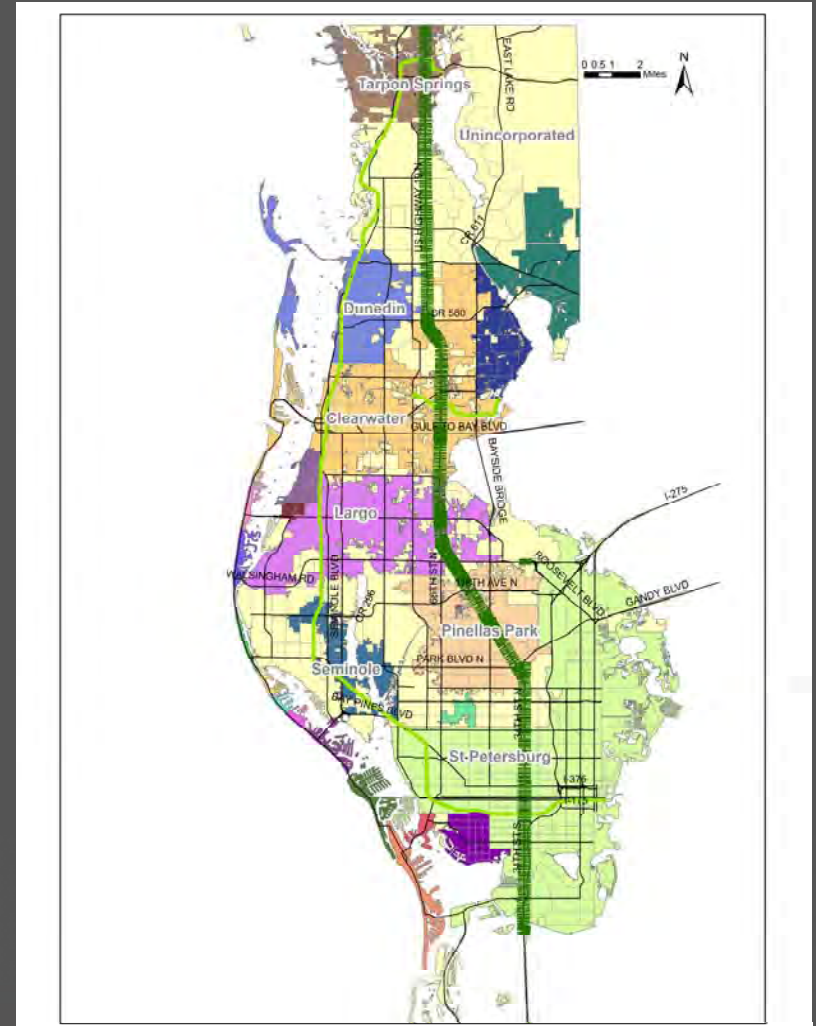
US 19

North

- Land use economic & market analysis (with Pinellas County)
- Support Clearwater redevelopment goals
- East-west connectivity and safety
- Premium transit operating concept

South

- Support Skyway Marina District Plan
 - Safety, accessibility
 - Potential lane conversion for Bus Rapid Transit



Corridor Studies

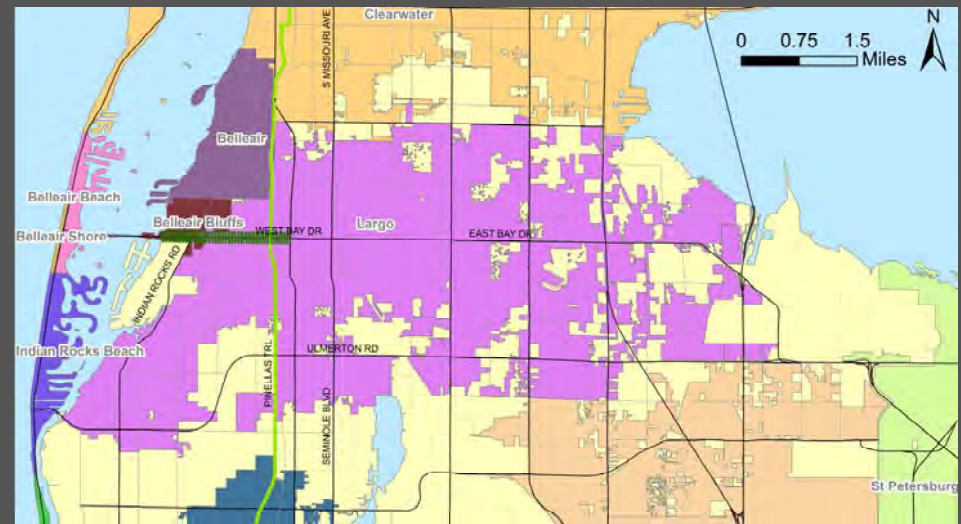
East and West Bay Drive

Authorized:

- Complete Streets pilot for West Bay Drive
 - Evaluate feasibility of bicycle treatments, safety accommodations, access to businesses

Potential:

- Transit corridor plan
 - Support local redevelopment goals
 - Link employment centers with residential and redevelopment areas
 - Connect beach area communities to regional destinations



Corridor Studies

Pasadena Avenue

- FDOT PD&E study
 - Complete Streets emphasis
 - Safety and access needs
- Support redevelopment goals for connectivity, mixed-use, pedestrian friendly, sustainable land design
- \$2 million resurfacing project in 2018





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Draft Prioritization Process



PURPOSE AND INTENT

Establish a performance-based, outcome-driven planning process

Federal requirement

Complement statewide performance measures

Forward Pinellas mission: Align resources with a compelling vision to improve our community and the Tampa Bay region

Use Countywide Plan and Long Range Transportation Plan as basis

Reinforce stated goals and objectives

What outcomes do we expect? What targets should we set?

How should that guide our transportation priorities?



TELL THE STORY

Using Performance Information

Support the message with “proof points”

Communicate performance information to stakeholders and the public

Demonstrate effective or improved performance

Support resource allocation – benefits of funding our priority projects



MAP-21 AND THE FAST ACT

MPO plans must describe the performance measures and targets that states and MPOs use

Assess system performance

Progress toward achieving performance targets

What are the desired outcomes for transit?

Project programming needs to support this



EXAMPLES

Performance Measure Examples: Denver

- Transit-jobs accessibility measure
 - For all residents
 - For those living in low-income and minority communities
 - Good accessibility = 100,000+ jobs within a 45 minute transit trip



EXAMPLES

Performance Measure Examples: Orlando

- Percent of population within $\frac{1}{4}$ mile of transit service
- Percent of employment within $\frac{1}{4}$ mile of transit service
- Percent of population within 5 minute commute to intermodal centers, 10 minute commute to activity centers



EXISTING PRIORITIZATION PROCESS

Transit – PSTA leads

MPO and local government involvement in the AA

Bike/Ped

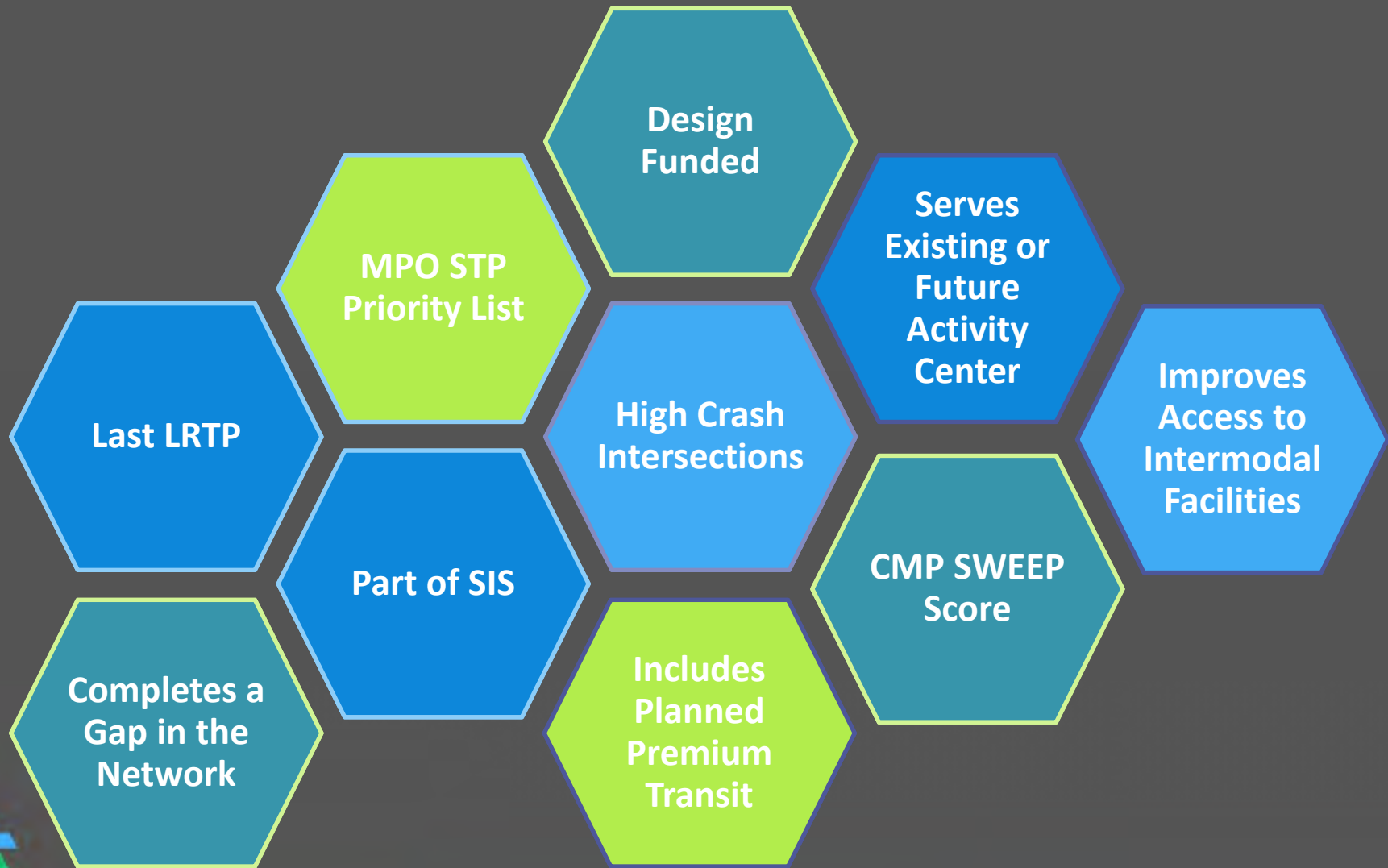
MPO priority to complete the Pinellas Trail Loop

MPO involvement in Transportation Alternatives (TA) program

Local governments prioritize and fund other projects as able



2040 LRTP PRIORITIZATION PROCESS – STATE ROADS



PROJECTS MUST BE ON THE PRIORITY LIST



RECOMMENDED APPROACH

Major network/connectivity gaps

Relate to goals

Connectivity gaps become the focus

Ability of a project to close a gap (regardless of mode) becomes the key parameter

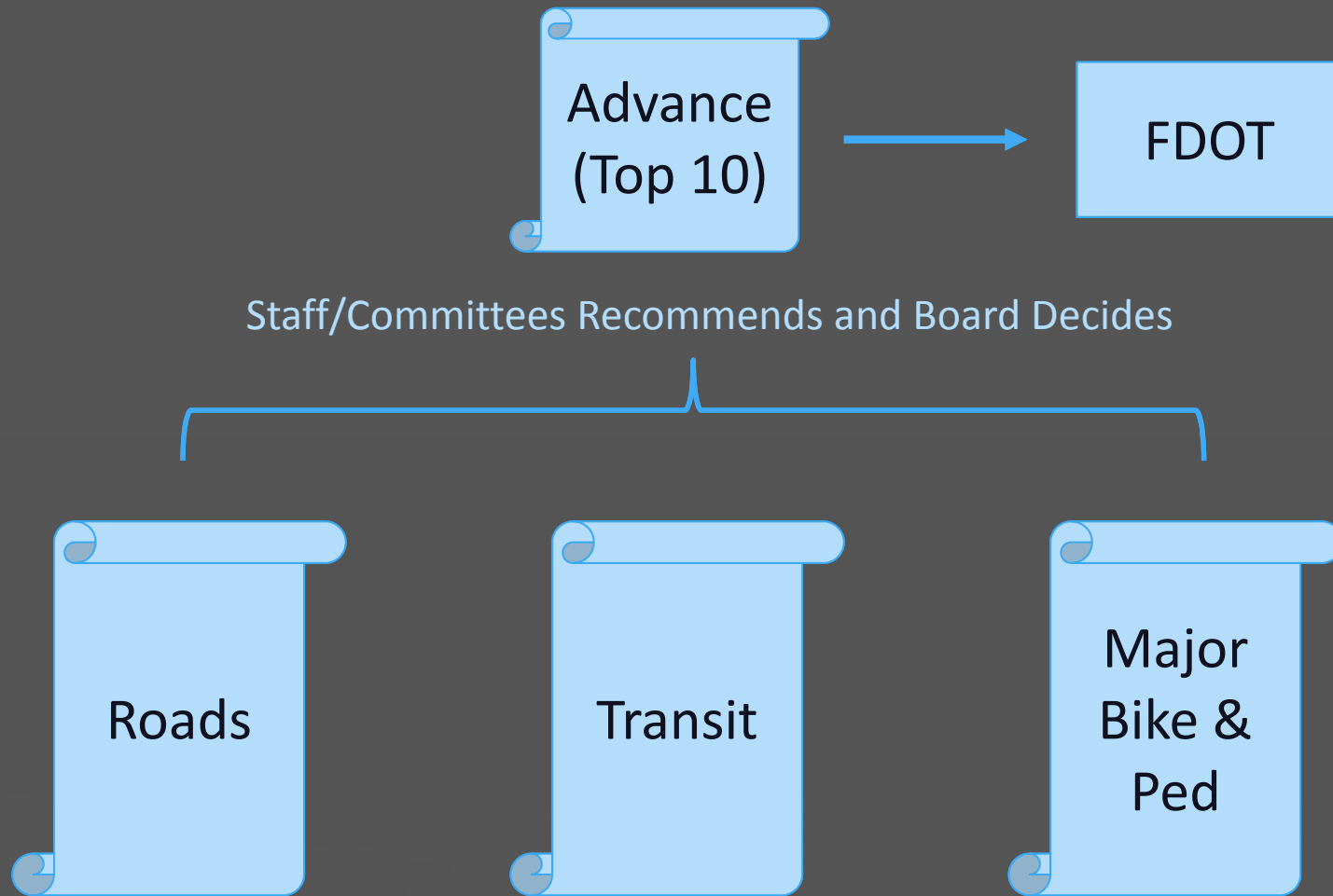
Prioritize projects by mode – maintain separate lists

Scoring is just a tool

Board to select ultimate composition of priority list



PROPOSED PRIORITY LIST DECISION FRAMEWORK



Discussion





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Integrated Planning and Prioritization



Integrated Planning and Prioritization

Discussion

- What transit outcomes do you want to see in three, five and 10 years?



Integrated Planning and Prioritization

Discussion

- What are your top three ideas for making transportation work better for Pinellas County and Tampa Bay?



Integrated Planning and Prioritization

Discussion

- How do we measure our success at collaboration?





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Questions

