

Pinellas Suncoast Transit Authority

2040 Bus Transit Plan

Plan Review

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Review of Plans & Studies

This report reviews transit policies at local and regional levels of government. Various transportation planning and programming documents are summarized, with an emphasis on issues that may have implications for Pinellas Suncoast Transit Authority (PSTA) service.

INTRODUCTION

There are a number of organizations in Tampa Bay that are putting forth efforts to address regional transportation issues and intermodalism. In addition to the Florida Department of Transportation (FDOT) and the many agencies and organizations at the county level, there are other organizations working toward creating a transportation system that is more regional in scope, such as the Tampa Bay Area Regional Transportation Authority (TBARTA) and the Pinellas County Metropolitan Planning Organization (MPO).

The following local and regional plans were reviewed in order to understand current transit policies and plans with potential implications for PSTA service.

- Central Avenue Bus Rapid Transit (BRT) Alternatives Analysis (AA)
- Clearwater Beach to Downtown Clearwater Evaluation of Transit Alternatives
- Howard Frankland Bridge PD&E Study and Regional Transit Corridor Evaluation
- Jolley Trolley 2009 Ridecheck and On-Board Survey
- Pinellas AA
- Pinellas County Comprehensive Plan
- Pinellas County Metropolitan MPO 2008 State of the System Report
- 2035 Pinellas County Long Range Transportation Plan (LRTP)
- PPC Update to the Countywide Plan
- Pinellas Planning Council (PPC) Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community
- PSTA Pinellas County Cross-Bay Express Route Service Plan
- PSTA 2011-2020 Transit Development Plan (TDP)
- PSTA Educational Branding Study
- PSTA Five-Year Capital Improvement Plan (CIP)
- Tampa International Airport (TPA) Vision 2020 Master Plan
- TBARTA Master Plan Vision
- Westshore Intermodal Study and Strategic Transportation Plan

Local policies emphasize mobility, efficiency, cost effectiveness, and reduced congestion as essential components for the transportation network in the Tampa Bay area. Local plans also seek to encourage transit-supportive land uses, improve quality of life, encourage environmental stewardship, and create a balanced transportation system.

SUMMARY OF FINDINGS

Pinellas County's transportation system is influenced by many agencies and governmental jurisdictions. When reviewing and comparing the plans and programs of these agencies and jurisdictions, a shared vision is revealed. Increased mobility to ensure residents' quality of life is expected and desired by the region's businesses and residents. Strategies to maintain and improve mobility can be achieved by creating an efficient, effective, and balanced intermodal and multimodal transportation system. The shared vision can be initiated and achieved only by coordinating the multitude of plans, programs, and policies in the region.

PSTA must effectively operate in the local planning, financial, and policy environment in order to maintain and expand the regional transit system. In addition, PSTA must have input into future land use programs and development regulations of the member jurisdictions in order for land use and transit planning to be effective. The following are some critical themes that are important for the integration of transit into the urban fabric in Pinellas County.

Transit-Friendly Land Development Patterns: The existing highway-based system has become overburdened. Building and improving roads can no longer be the only alternative for Pinellas County's mobility. Land uses and development patterns must evolve to better support the use of public transportation and the introduction of premium transit services.

Sufficient Financing to Operate and Maintain the Necessary Transit System: A dedicated funding source is necessary to achieve and maintain the enhanced and premium transit services of the PSTA vision.

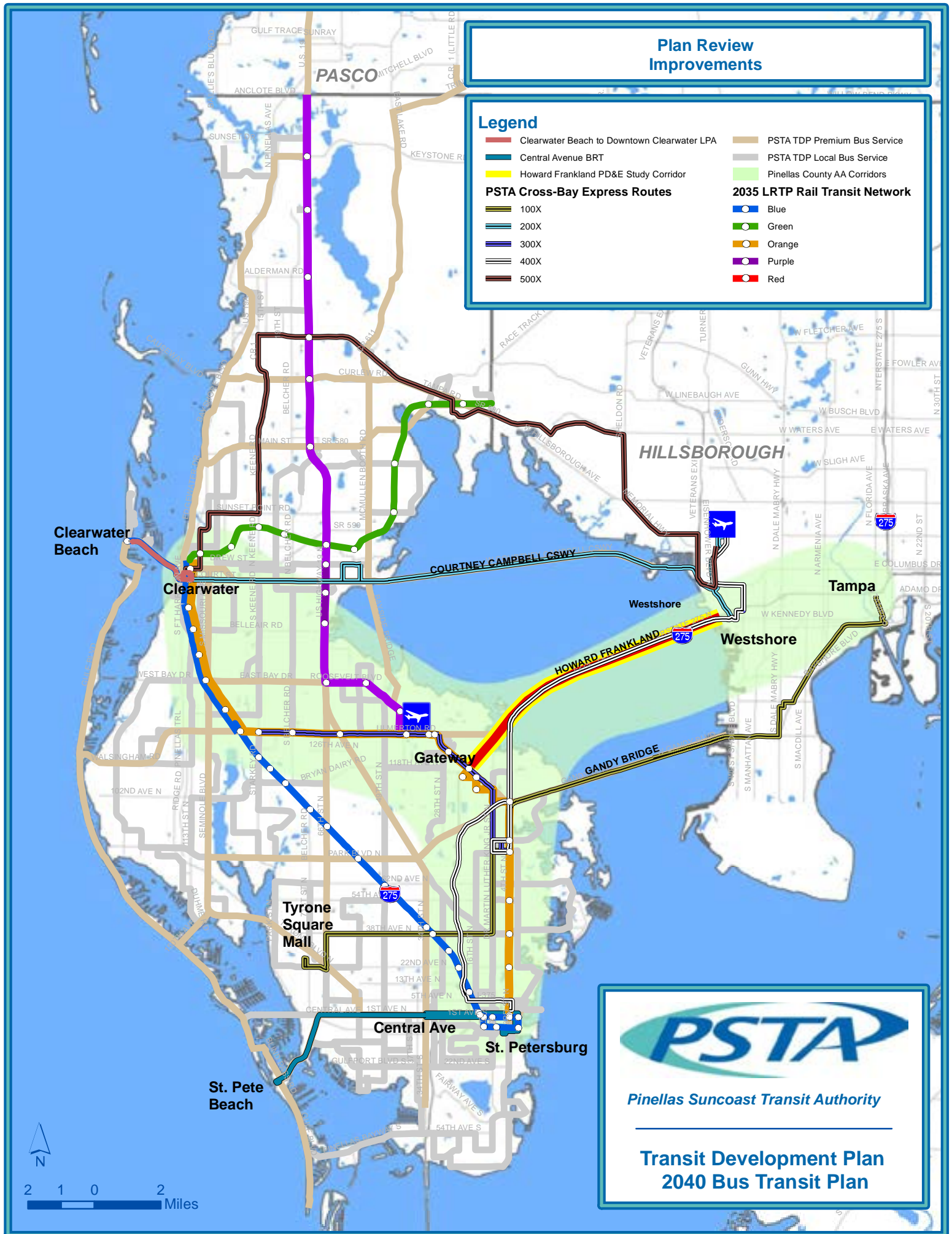
Regional Connectivity: The Tampa Bay region is comprised of multiple counties and cities. An interconnected regional transportation system is important for connecting activity centers, providing accessibility, and improving mobility for the region's residents.

The Plan Review Improvements Map provides a visual depiction of the improvements discussed in the local and regional plans summarized in this report. The Plan Review Summary Table contains summary information and discusses the overarching goals of these plans. The remainder of this report contains a detailed summary of each plan.

Plan Review Improvements

Legend

- | | |
|---|---------------------------------|
| Clearwater Beach to Downtown Clearwater LPA | PSTA TDP Premium Bus Service |
| Central Avenue BRT | PSTA TDP Local Bus Service |
| Howard Frankland PD&E Study Corridor | Pinellas County AA Corridors |
| PSTA Cross-Bay Express Routes | |
| 100X | 2035 L RTP Rail Transit Network |
| 200X | Blue |
| 300X | Green |
| 400X | Orange |
| 500X | Purple |
| | Red |



Pinellas Suncoast Transit Authority

Transit Development Plan
2040 Bus Transit Plan

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PSTA 2040 Bus Transit Plan

Plan Review Summary Table

Plan	Agency	Year	Goals
Central Avenue BRT AA	PSTA	2006	Provide a competitive alternative to automobile travel and attract choice riders to transit in St. Petersburg's Central Avenue corridor.
Clearwater Beach to Downtown Clearwater Evaluation of Transit Alternatives	Pinellas County MPO	2010	Provide connectivity between Clearwater Beach and Downtown Clearwater.
Howard Frankland Bridge PD&E Study and Regional Transit Corridor Evaluation	FDOT/Pinellas County MPO/PSTA/TBARTA	In Process	Evaluate a potential transit connection between the planned Hillsborough County/Westshore/ University of South Florida (USF) transit corridor and the Pinellas County St. Petersburg-to-Clearwater transit corridor.
Jolley Trolley 2009 Ridecheck and On-Board Survey	Jolley Trolley/PSTA	2009	Determine continued feasibility of the trolley, level of duplicate service in the corridor, and future transit needs in the Clearwater Beach area.
Pinellas AA	FDOT/Pinellas County MPO/PSTA/TBARTA	2012	Develop an interconnected regional transportation system, improve quality of life, and implement premium transit service connecting major residential, employment, and activity centers.
Pinellas County Comprehensive Plan	Pinellas County	Amended 2012	Continue to move toward providing more effective public transportation services by creating more transit-supportive land uses.
Pinellas County Metropolitan MPO 2008 State of the System Report	Pinellas County MPO	2009	Provide a benchmark for transportation system performance and a regional perspective on trends and travel conditions.
2035 Pinellas County LRTP	Pinellas County MPO	2009	Identify what transportation system improvements should be implemented to provide for the future mobility needs of Pinellas County's residents, workers, and visitors over the next 25 years.
PPC Update to the Countywide Plan	PPC	In Process	Serve as a coordinated future land use plan to guide countywide growth management issues and procedures.
PPC Planning by Design	PPC	2005	Identify the actions necessary to assure future economic prosperity and a corresponding high quality of life for all of Pinellas County's citizens.
PSTA Pinellas County Cross-Bay Express Route Service Plan	PSTA	2009	Determine the feasibility of operating express routes to provide service to TPA and the Westshore district.
PSTA 2011-2020 TDP	PSTA	2010	Enhance the quantity and quality of service; implement system-wide infrastructure improvements; prioritize community partnerships and regional initiatives; encourage transit-supportive land use, development, and redevelopment; and increase revenue through taxes, marketing, and partnerships.
PSTA Educational Branding Update	PSTA	In Process	Create educational materials for the pursuit of a potential transportation referendum .
PSTA Five-Year CIP	PSTA	2012	Identify capital projects.
TPA Vision 2020 Master Plan	Hillsborough County Aviation Authority	In Process	Establish new airport activity projections, evaluate facility capacity, evaluate airport real estate, and study intramodal and regional multimodal connectivity.
TBARTA Master Plan Vision	TBARTA	2011	Reflect the needs and desires for a balanced transportation system that will improve mobility of passengers and freight.
Westshore Intermodal Study and Strategic Transportation Plan	Hillsborough MPO/ FDOT/TBARTA	2012	Identify viable sites within the core Westshore area that will provide connectivity for all existing and future planned modes of transportation in the Tampa Bay region.

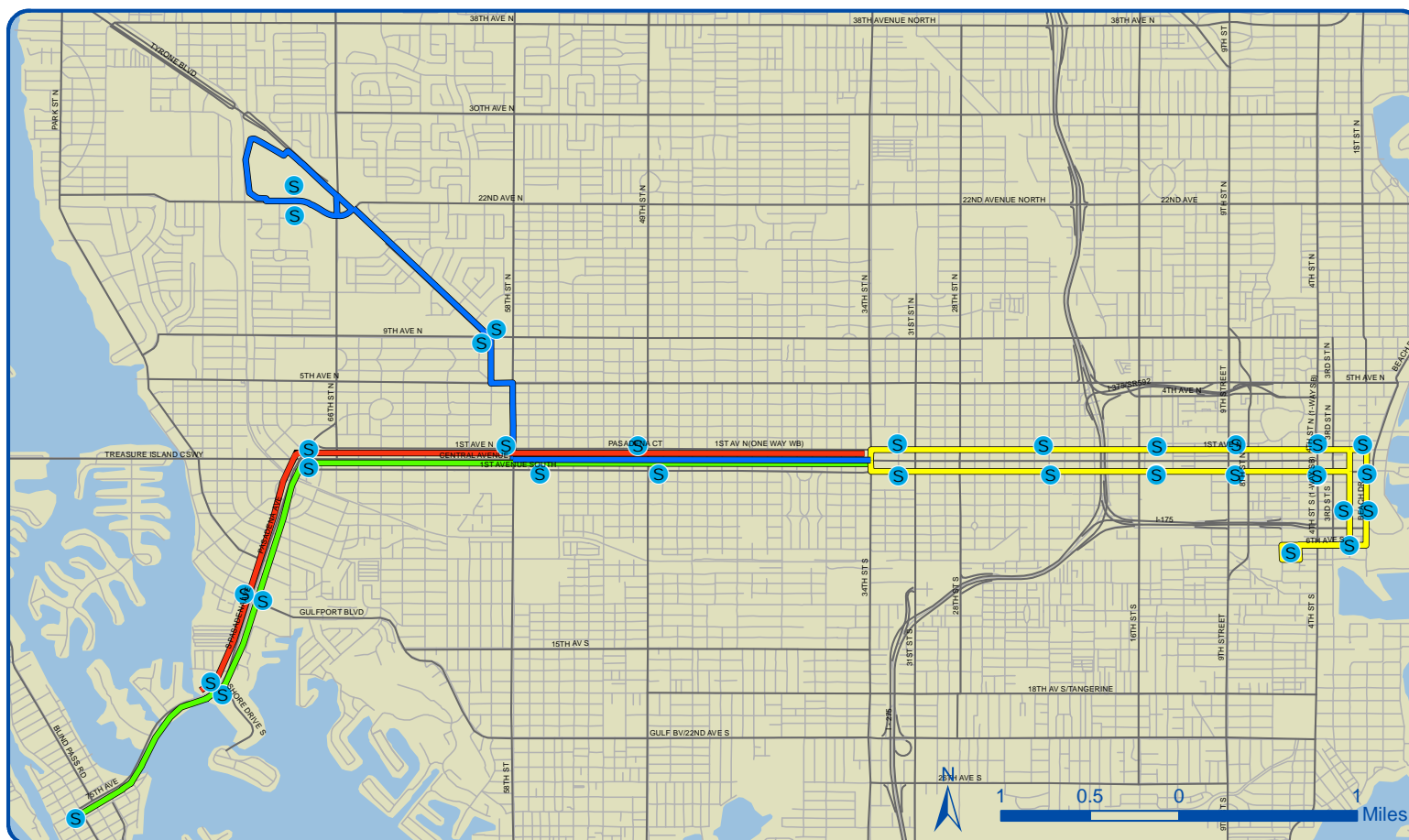
Central Avenue Corridor Bus Rapid Transit Alternatives Analysis

(PSTA, 2006)

Overview	Locally-Preferred Alternative
<ul style="list-style-type: none"> The goal of the Central Avenue BRT project is to provide a competitive alternative to automobile travel and attract choice riders to transit in St. Petersburg's Central Avenue corridor. The initial BRT study for the corridor was the <i>Downtown St. Petersburg East-West Transit System Study</i>, which was completed in 2003. <ul style="list-style-type: none"> Fifteen combined modal/alignment alternatives considered in the study looked at east-west service only, north-south service only, and both east-west and north-south service from Bayfront Medical Center through downtown St. Petersburg to Central Plaza Transit Center. The approved alternative from the study identified BRT service between Central Plaza Transit Center and, via an alternating north-south service pattern, Bayfront Medical Center and Renaissance Vinoy resort. The <i>Central Avenue BRT Final Concept Planning Study</i> in 2006 refined the alignment; determined station locations; produced station shelter concepts; analyzed transit preferential treatments; and identified design criteria for vehicles, fare collection, and real-time passenger information. Concurrently, PSTA initiated the <i>Extended Corridor Analysis</i> study to look at options for extending BRT west of Central Plaza Transit Center. 	<ul style="list-style-type: none"> The AA corridor analysis considered service along the Central Avenue corridor originating from downtown St. Petersburg to St. Pete Beach, South Pasadena, and Tyrone Square Mall Transit Center. The locally-preferred alternative (LPA) traveled from downtown St. Petersburg through South Pasadena to St. Pete Beach. This project was scheduled for implementation in FY 2011 but currently remains unfunded.

Central Avenue Corridor Bus Rapid Transit Alternatives Analysis

Alternatives



**Central Avenue BRT
Corridor Alternatives Analysis**

- Downtown St. Pete to Tyrone Mall Alternative
- Downtown St. Pete to St. Pete Beach Alternative
- Downtown St. Pete to Palms of Pasadena Alternative
- S Proposed Stop Locations



Clearwater Beach to Downtown Clearwater Evaluation of Transit Alternatives

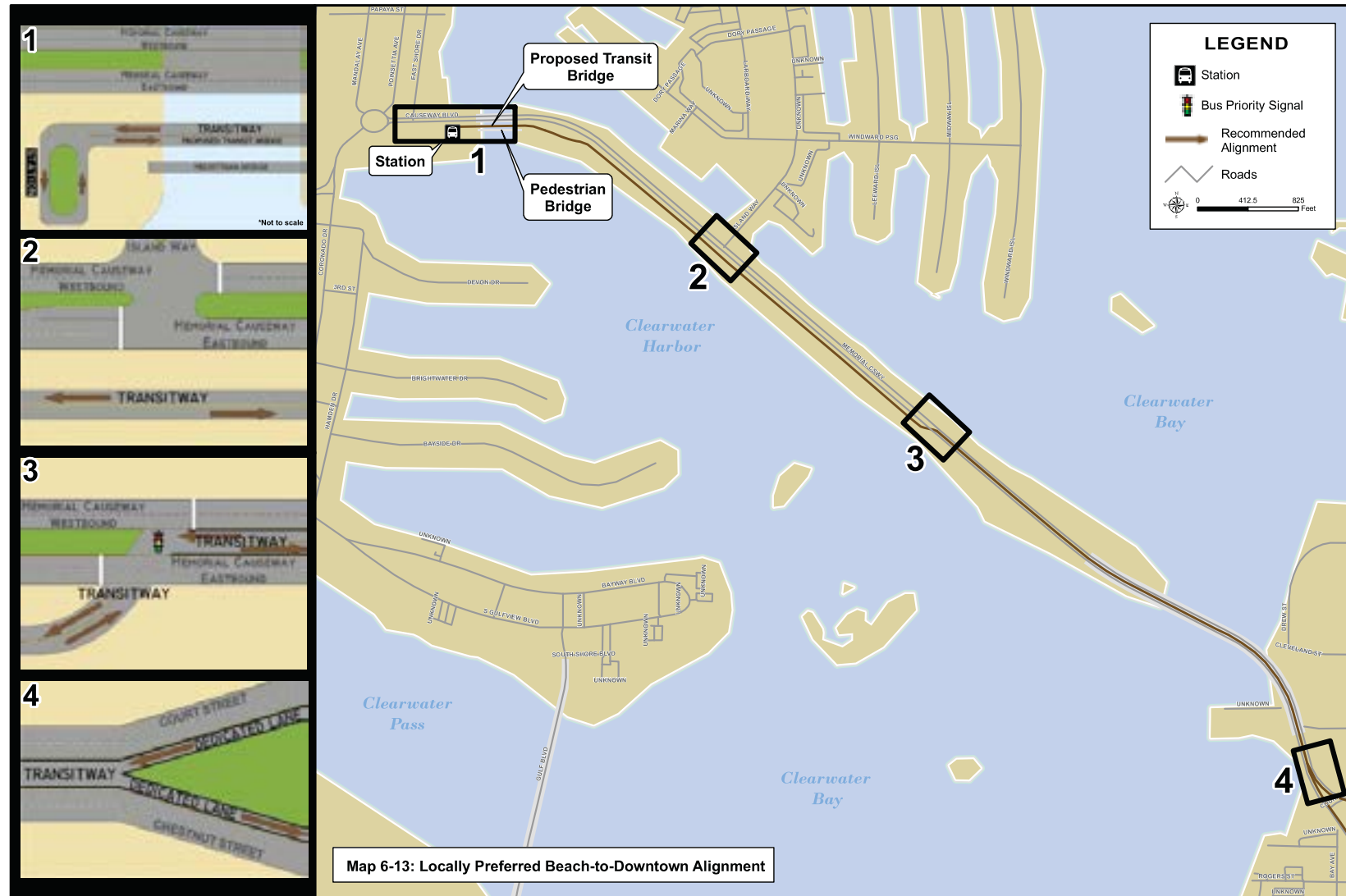
(Pinellas County MPO, 2010)

Overview	Locally-Preferred Alternative
<ul style="list-style-type: none"> The purpose of this study is to find a solution to provide connectivity between Clearwater Beach and Downtown Clearwater. BRT service was proposed to operate largely on an exclusive guideway between the beach and downtown. The only existing connection between downtown and the beach is Memorial Causeway, which becomes congested during peak periods. The congestion is compounded by the lack of parking on the beach. The proposed BRT service is expected to qualify as a Very Small Starts project and estimated have total capital cost of less than \$15 million, including vehicles.* The recommended project was found to meet local mobility needs and can be expected to be designed and constructed within a two- to three-year period, assuming funding is available. 	<ul style="list-style-type: none"> Four beach-to-downtown alignments were developed to be evaluated in more detail. Seven downtown circulation alternatives were developed. The evaluation criteria used in the feasibility study to identify and screen potential stations and transit alignments were developed based on the following objectives: <ul style="list-style-type: none"> ◇ Ability to compete for Federal funding ◇ Capacity for optimizing ridership ◇ Optimization of local and regional connectivity ◇ Minimization of capital, operational, and maintenance costs The service would operate every 10 minutes during peak hours and every 15 minutes during off-peak hours. Six stops were proposed. One would be located at the marina in Clearwater Beach, and the remaining five would be located in the downtown area.

* This study was conducted prior to MAP-21.

Clearwater Beach to Downtown Clearwater Evaluation of Transit Alternatives

Locally-Preferred Alternative



Clearwater Beach to Downtown Clearwater Evaluation of Transit Alternatives

Locally-Preferred Alternative



Downtown Clearwater to Clearwater Beach Evaluation of Transit Alternatives

Howard Frankland Bridge PD&E Study and Regional Transit Corridor Evaluation

(FDOT/Pinellas County MPO/PSTA/TBARTA, *In Progress*)

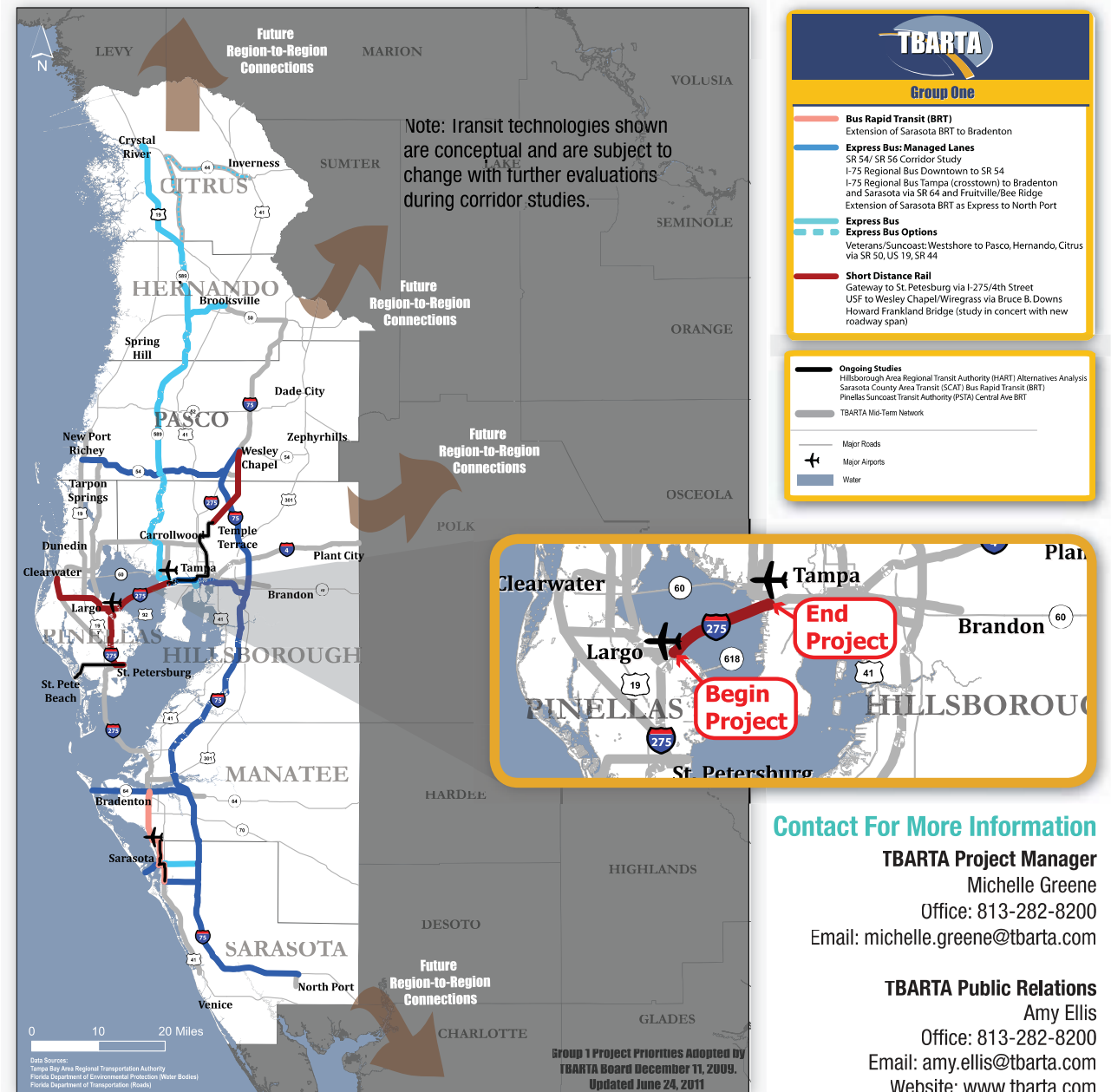
Overview

- This study **evaluates a potential transit connection between the planned Hillsborough County/Westshore/USF transit corridor and the Pinellas County St. Petersburg to Clearwater transit corridor in conjunction with the PD&E study for replacing the eastbound Howard Frankland Bridge.**
 - ◇ A PD&E study is needed to consider environmental effects associated with the bridge replacement.
 - ◇ This study will also determine opportunities and constraints of constructing a potential transit envelope.
- The service type identified in the TBARTA Master Plan is short-distance rail.
- The transit element in this study is being closely coordinated with the Pinellas County AA and Hillsborough Area Regional Transit (HART) AA, including feasible options, cost estimates, and engineering constraints.
- The study is expected to be completed in late 2012.

Howard Frankland Bridge PD&E Study and Regional Transit Corridor Evaluation

Study Corridor

Group One Priority Projects



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Jolley Trolley 2009 Ridecheck and On-Board Survey

(Jolley Trolley/PSTA, 2009)

Overview	On-Board Survey Results
<ul style="list-style-type: none"> • In early 2009, Jolley Trolley, in partnership with PSTA, conducted an evaluation of the existing Jolley Trolley service in Clearwater Beach. • Feedback was intended to assist staff in determining the continued feasibility of the trolley, the level of actual duplicate service in the corridor (with the Suncoast Trolley service), and future transit needs in the Clearwater Beach area. • A ridecheck of the Jolley Trolley route was performed to determine the locations where the most passenger activity occurs. <ul style="list-style-type: none"> ◇ Ridechecks consist of counting passenger boardings and alightings at bus stops. The ridecheck also accounted for stops along the route where there is no marked trolley stop. ◇ Stop-by-stop ridership information supports a host of transit service analyses. <ul style="list-style-type: none"> ⇒ Examples of analyses that can be performed using ridecheck data include the assessment of the productivity and efficiency of the route, the effectiveness of bus stop locations, and segment-by-segment analysis of the individual route. • An on-board survey effort was conducted to collect rider input on current trolley service and to help provide direction to PSTA for future service potential. <ul style="list-style-type: none"> ◇ In addition to collecting information from bus patrons about their opinions on possible improvements to the system, the on-board survey effort assists PSTA in identifying who is using the system (i.e., demographics and visitor characteristics) and in tracking the trolley riders' satisfaction with elements of the service (i.e., customer service and satisfaction). 	<ul style="list-style-type: none"> • A total of 36 Jolley Trolley riders responded to the on-board survey. Results from the on-board survey provide insight into various aspects of the Jolley Trolley service. <ul style="list-style-type: none"> ◇ Visitors who rode the trolley typically do not have a car available for use. Over 70 percent of the respondents indicated that they were visitors in the area. ◇ There was a split among visitors about trolley usage. While 38 percent of visitors said that this was their first trip, 48 percent indicated they have used the Jolley Trolley more than ten times during their stay. ◇ Half of the permanent or seasonal residents surveyed indicated that they use the Jolley Trolley more than six times in a typical week. ◇ If the Jolley Trolley were not available, more than half (52 percent) of respondents indicated that they would drive, take a taxi, or ride with someone to their destination. In addition, 20 percent stated that they would use the PSTA Suncoast Trolley or a taxi service. ◇ Trolley riders are satisfied with the Jolley Trolley service. The average overall satisfaction rating was 4.19 out of 5. ◇ The typical Jolley Trolley rider is a middle-aged woman of a white ethnic heritage with an annual household income between \$40,000 and \$59,999.

Jolley Trolley 2009 Ridecheck and On-Board Survey

Jolley Trolley Route Map



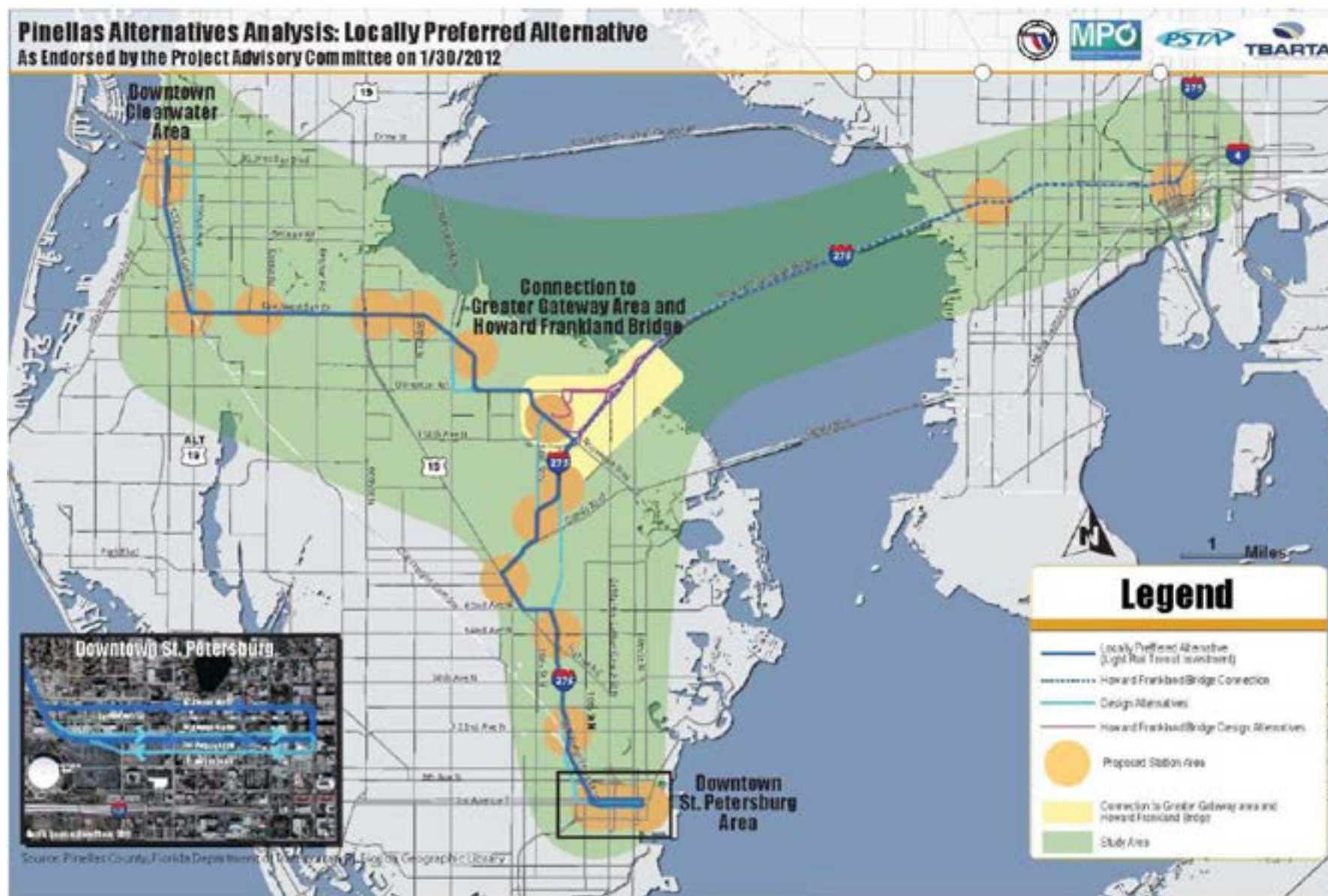
Pinellas Alternatives Analysis

(FDOT/Pinellas County MPO/PSTA/TBARTA, 2012)

Overview	Locally-Preferred Alternative
<ul style="list-style-type: none"> The Pinellas AA is one step in the ongoing development of an interconnected regional transportation system in West Central Florida to improve quality of life. The Study examines options to implement premium transit service connecting major residential, employment, and activity centers in Pinellas County to the Westshore area and downtown Tampa in Hillsborough County. The study assumes a regional connection across Tampa Bay to Hillsborough County and the City of Tampa via the Howard Frankland Bridge corridor. The purpose of the Pinellas AA is to: <ul style="list-style-type: none"> ◇ Encourage economic development and community revitalization ◇ Engage the public in an open dialogue about transit needs and desires ◇ Promote the sustainability of the community ◇ Connect to assets in the Tampa Bay Region and the Central Florida Super Region ◇ Provide Mobility Options for Future Riders 	<ul style="list-style-type: none"> The LPA was identified as the best alignment to provide mobility and connect people and places. Running south to north, the alignment travels from downtown St. Petersburg; north along I-275 to 62nd Avenue North; west to Haines Road, US 19, and Gandy Boulevard; north on I-275 to Roosevelt Boulevard and the Greater Gateway area; west on Roosevelt Boulevard and Ulmerton Road to the St. Petersburg-Clearwater International Airport, Largo, and downtown Clearwater. The LPA recommends the use of Light Rail/Modern Streetcar along the general alignment in Pinellas County. This may include rail cars operating singly or in short trains of up to four cars with 10-minute service during peak times. The LPA was approved in January 2012.

Pinellas Alternatives Analysis

Endorsed Locally-Preferred Alternative



Pinellas County Comprehensive Plan

(Pinellas County, Amended 2012)

Overview

- The Pinellas County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning categories for the County.
- For communities with a population over 50,000, all comprehensive plans must include a Transportation Element that summarizes the existing and future transportation conditions, how those conditions relate to what the community considers the ideal transportation situation, and how the community proposes to get there.
- According to the Transportation Element, public transportation has the highest potential of any alternative transportation mode to reduce demand for personal motorized travel in urban areas. **More mixed-use-concentrated urban communities are needed to support transit in the region.**
- Pinellas County must **continue to move toward providing more effective public transportation services.** It is evident that the current land use patterns and demographics are not the ideal operating environment for public transportation.

Pinellas County Comprehensive Plan

Transportation Element: Selected Goals, Objectives & Policies	
Objective 1.2	Pinellas County, in cooperation with PSTA, shall strive to provide transit access for all major traffic generators and attractors with headways less than or equal to 30-minute headways in the peak hour and no greater than 60 minutes in the off-peak period.
<i>Policy 1.2.1</i>	Pinellas County shall continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Concurrency Management System, Site Plan Review Process, and the implementation of MPO corridor strategy plans.
Objective 1.3	The Transportation Element shall be coordinated with the goals, objectives, and policies of the Future Land Use and Quality Communities Element in guiding population distribution, economic growth, and the overall pattern of urban development.
<i>Policy 1.3.7</i>	By 2012, Pinellas County shall conduct a study of the “coastal corridor” from Gulf Boulevard to the Pinellas/Pasco County Line to determine how land use and transit planning can be coordinated to create or highlight destinations and venues so that tourists can easily go from one community to another while experiencing the uniqueness of each.
Objective 1.7	Pinellas County shall increase the efficiency and effectiveness of mass transit service as well as opportunities for multi-passenger vehicle travel that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single-occupant vehicle demand.
<i>Policy 1.7.1</i>	Pinellas County shall participate in the MPO-sponsored Pinellas Mobility Initiative (PMI)* in the effort to identify and develop long-term mobility solutions in Pinellas County.
<i>Policy 1.7.2</i>	Pinellas County shall consider PMI recommendations regarding implementation of mass transit initiatives for amendments to the Transportation Element as necessary.
<i>Policy 1.7.3</i>	Pinellas County shall participate in MPO-sponsored corridor strategy plans, compiling and analyzing information on existing land uses, future land use plans, existing traffic patterns, and bus stop and sidewalk locations to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.
<i>Policy 1.7.4</i>	Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the Concurrency Management System.
<i>Policy 1.7.5</i>	Pinellas County shall continue to identify and monitor “unmet” transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.

** The PMI was a transit task force created by the Pinellas County MPO to study ways of enhancing the transportation system in a built-out environment. During the Pinellas AA process, the PMI evolved into the Advisory Committee for Pinellas Transportation (ACPT).*

Pinellas County Comprehensive Plan

Transportation Element: Selected Goals, Objectives & Policies	
<i>Policy 1.7.8</i>	Pinellas County shall pursue Job Access Reverse Commute (JARC) and New Freedom grant monies under SAFETEA-LU to fund transportation services to disadvantaged citizens.
<i>Policy 1.7.9</i>	Pinellas County shall continue to maintain an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.
<i>Policy 1.7.10</i>	In 2009, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage developments to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) connecting bus stops to proximate buildings.
<i>Policy 1.7.11</i>	Pinellas County shall coordinate with PSTA to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.
<i>Policy 1.7.12</i>	Pinellas County shall work with PSTA to pursue Transportation Regional Incentive Program (TRIP) funding as appropriate to assist in funding transit improvements necessary to address growth management issues in the region.
<i>Policy 1.7.13</i>	Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.
<i>Policy 1.7.14</i>	Pinellas County shall work with the MPO and PSTA to develop plans for premium transit service including BRT and fixed guideway as deemed feasible.

Future Land Use Element: Selected Goals, Objectives & Policies	
Goal 2	Improve the quality of life in Pinellas County by creating diverse and well-designed walkable destinations that provide choices in housing, services, workplaces, and travel modes.
Objective 2.1	Create livable streets that are designed and oriented towards a multimodal transportation system.
Objective 2.2	Design and provide safe, attractive, convenient, and comfortable transit stops.
<i>Policy 2.2.1</i>	Where feasible, provide transit stops with amenities including weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, news stands, and food kiosks. Where transit stops can be retrofitted to meet these standards, the re-design of these stops may be prioritized in areas where higher residential densities or higher intensity commercial, employment, mixed-use centers exist.
<i>Policy 2.2.2</i>	Land development regulations should ensure that parking, landscaping, or other design requirements do not con-

Pinellas County MPO 2008 State of the System Report

(Pinellas County MPO, 2009)

Overview

- The State of the System Report **provides a benchmark for measuring performance of Pinellas County's transportation system**. This report **provides a regional perspective on trends and travel conditions and the performance of initiatives implemented to address those trends**. According to the report, the following major trends can be identified:
 - ◇ The number of congested roadways in Pinellas County has dropped substantially in the last two years. Lower levels of congestion can be attributed to rising fuel costs, economic slowdown, and enhanced capacity on some major facilities.
 - ◇ The number of reported crashes in the County has not changed significantly over the last two years. US Highway 19 and Gulf-to-Bay Boulevard continue to experience the highest number of crashes. The total number of reported crashes involving bicycles and pedestrians has increased by 12 percent from 2005 to 2007. The Pinellas Park and St. Petersburg/Gulfport areas experienced the highest number of crashes involving bicycles and pedestrians with 145 and 122 crashes, respectively.
 - ◇ Multimodal travel is on the rise in Pinellas County. Transit ridership has grown substantially. PSTA served over 12.5 million passenger trips in fiscal year 2008, almost 11 percent more than in fiscal year 2007. Countywide bike lane and trail miles have increased by more than 50 percent between 2005 and 2007.
 - ◇ There is a presumptive non-attainment designation of Pinellas County for the 2008 revised National Ambient Air Quality Standard (NAAQS) for ozone within the statistical area that includes Hernando, Hillsborough, Pasco, and Pinellas Counties.*

* While the 2008 State of the System Report assumed a future non-attainment designation, this never occurred.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

(Pinellas County MPO, 2009)

Overview

- The LRTP identifies what transportation system improvements should be implemented to provide for the future mobility needs of Pinellas County's residents, workers, and visitors over the next 25 years.
- In order to identify the needed investment in bus and rail transit over the next 25 years, the MPO conducted a comprehensive study of the land use and transportation issues relating to different types and levels of transit services and systems. The 2035 Policy Plan Transit Network is the result of that effort. It is intended to satisfy regional and local mobility needs and to support a growth strategy appropriate for Pinellas County.
- The MPO also developed a planned 2035 Bus and Rail Transit Network to provide the basis for a cost feasible transit network for the 2035 LRTP.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

LRTP: Selected Goals, Objectives & Policies	
Goal 1	Provide for a safe, secure and energy efficient “multi-modal” and “intermodal” transportation system that serves the transportation needs of Pinellas County while enhancing the quality of life for its citizens.
Objective 1.1	The major road network shall operate at acceptable levels of service (LOS) in accordance with Florida Department of Transportation (FDOT) policy and LOS standards established in locally-adopted comprehensive plans.
<i>Policy 1.1.3</i>	Deficient LOS conditions on constrained roads and road segments that have a disproportionately high incidence of vehicle crashes and/or bicycle/pedestrian crashes/fatalities shall be addressed through the implementation of projects identified through the MPO Congestion Management Process. The Congestion Management Process seeks to alleviate these conditions through the implementation of operational and small-scale physical improvements and transportation demand management strategies (e.g., signalization improvements, ride-sharing, and incentives for mass transit use).
Objective 1.2	Improve travel conditions and mobility options on constrained road corridors and other facilities afflicted with long-term level of service deficiencies.
<i>Policy 1.2.1</i>	The MPO shall develop congestion mitigation plans as a primary tool of the Congestion Management Process to identify and implement mobility solutions such as operational and small-scale physical improvements, transit and transportation demand management strategies for backlogged and constrained roads.
Objective 1.3	Relieve traffic congestion on U.S. Highway 19 while minimizing the impacts of development projects within the corridor to the fullest extent possible.
<i>Policy 1.3.6</i>	The MPO shall continue to work with PSTA, law enforcement agencies, FDOT, and local governments to enhance safety for pedestrians, bicyclists and transit users in the U.S. 19 corridor.
<i>Policy 1.3.8</i>	The MPO shall support PSTA’s implementation of improved transit service in the corridor to increase the number of trips served by transit.
Objective 1.4	Mass transit use shall be encouraged and promoted in order to increase ridership while reducing the number of single-occupant vehicles on the county’s roadways and as a primary means of travel for the transportation disadvantaged population.
<i>Policy 1.4.1</i>	The MPO shall assist and support the efforts of the PSTA to implement and achieve the goals of its Ten-Year Transit Development Plan and to carry out recommended actions derived from related studies.
<i>Policy 1.4.2</i>	The MPO shall encourage local governments to include transit-friendly and supportive design standards in local land development codes to ensure safe passage for transit users from bus stops to proximate buildings and to encourage transit use.
<i>Policy 1.4.3</i>	The MPO shall encourage FDOT and local governments to include pull-out bays at transit stops on major roadways in the design of road improvement projects and on re-surfacing projects, where feasible, to provide a safe boarding area for transit riders while limiting the impedance of oncoming vehicular traffic.
<i>Policy 1.4.4</i>	The MPO shall continue to ensure that economically disadvantaged and physically impaired citizens of Pinellas County have access to cost-effective and efficient transportation services.
<i>Policy 1.4.5</i>	In its role as the Pinellas County Community Transportation Coordinator (CTC), the MPO shall provide, when appropriate, 31-day unlimited use PSTA bus passes (i.e., GO Cards) to Transportation Disadvantaged Program customers as a cost-effective way of providing needed transportation and increasing clients’ overall mobility.
<i>Policy 1.4.6</i>	The MPO shall continue to work with local governments, communities, and PSTA to identify and assess transit needs in the county.
<i>Policy 1.4.7</i>	The MPO shall work with TBARTA to develop and implement a regional master plan for public transit.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

<i>Policy 1.4.8</i>	The MPO shall continue to provide a forum for discussion of countywide transit governance issues and will work with the county's legislative delegation, PSTA, and the Board of County Commissioners to implement transit governance policies.
<i>Policy 1.4.9</i>	The MPO shall work with other governments/counties to identify projects for JARC and New Freedom funding.
<i>Policy 1.4.10</i>	The MPO shall include the public, local governments, the private sector, nonprofit agencies, and PSTA in the development of plans addressing the needs of transportation disadvantaged populations.
<i>Policy 1.4.11</i>	The MPO shall support/encourage provision of Americans with Disabilities Act (ADA)-compliant features and amenities at transit stops that accommodate the needs of persons with disabilities and the elderly.
Objective 1.5	Develop a long range intra-county and regionally accessible transit system in Pinellas County that features advanced technology express service to intermodal transportation facilities, major employment centers, recreational points of interest, tourist destinations, and significant commercial activity.
<i>Policy 1.5.1</i>	The MPO shall continue to prioritize funding to support the planning and implementation activities associated with the PMI, which includes rail, guideway transit, expanded trolley service, BRT strategies, and other transportation improvements.
<i>Policy 1.5.2</i>	The MPO shall work with PSTA, the Board of County Commissioners, and the business community to develop a long term funding strategy for transit.
Objective 1.6	Protect roadway capacity, optimize operating efficiency, enhance safety of transportation facilities, and reduce congestion through the application of Intelligent Transportation Systems (ITS), system management, and demand management strategies.
<i>Policy 1.6.5</i>	The MPO shall partner with information service providers and other stakeholders to collect and distribute pre-trip and route guidance information, including available transit and ridesharing options, real-time roadway and parking conditions, and directions to destinations.
<i>Policy 1.6.8</i>	The MPO shall provide implementation support to PSTA in focusing on improving operations using ITS strategies, such as computer-assisted control of
Objective 1.7	Reduce traffic congestion and positively impact air quality by decreasing the use of single-occupant vehicles (SOV) at peak hours.
<i>Policy 1.7.3</i>	The MPO shall assist and encourage the efforts of local TDM agencies by providing technical and funding support for promotion of alternatives to SOV travel, including carpool, vanpool, transit, walking, bicycling, telecommuting, and variable work schedules.
Objective 1.8	Develop and provide information and criteria regarding the performance of the county's transportation system, including roadways, public transportation, and bicycle and pedestrian facilities in order to identify where capital improvement needs are most pronounced and to develop performance standards by which to measure the effectiveness of transportation projects and programs.
<i>Policy 1.8.3</i>	The MPO shall work with PSTA and local governments to develop an appropriate quality LOS standard for mass transit as required by Rule 9J-5, F.A.C., for local government concurrency management systems.
Objective 1.9	Ensure the protection of valued natural, cultural, and community resources from the impacts of transportation projects and actions.
<i>Policy 1.9.1</i>	The MPO shall continue to encourage and support conversion of transit and other public/private agency vehicle fleets to alternative fuels such as compressed natural gas and battery-powered systems.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

Objective 1.10	Ensure the safe accommodation of motorized and non-motorized traffic while reducing the incidence of vehicular conflicts within the county's major transportation corridors.
<i>Policy 1.10.9</i>	The MPO shall support the installation of street lighting along major roadways and in areas occupied by transit terminals, bus stops, and where heavy bicycle and pedestrian activity occurs.
Objective 1.11	Preserve the existing transportation system to the fullest extent possible.
<i>Policy 1.11.1</i>	The MPO shall encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system, including roads, transit, and bicycle and pedestrian facilities.

Goal 2	Promote "livable community" concepts that allow for people to travel freely and safely in the urban environment through non-motorized travel modes such as walking, bicycling, and skating.
Objective 2.1	Develop and maintain urban environments in Pinellas County that encourage pedestrian and bicycle travel and transit use while providing quality of life experiences for residents and visitors.
<i>Policy 2.1.3</i>	The MPO shall work with FDOT and local governments in the development of road construction plans to support a more walkable, transit, and bicycle-friendly environment.
<i>Policy 2.1.6</i>	The MPO shall provide a forum for coordination and implementation of improvements to the Gulf Boulevard corridor, including pedestrian safety, community livability, transit service enhancements, etc.
Objective 2.2	Increase bicycle and pedestrian travel throughout Pinellas County for commuting to employment and school sites as well as for recreational purposes.
<i>Policy 2.2.8</i>	The MPO shall support the PSTA in its promotion of the Bikes on Buses Program and in the provision of bicycle parking at transfer facilities and transit stops.

Goal 3	Contribute to the economic vitality of Pinellas County through the provision of a transportation system that provides for the effective movement of
Objective 3.1	Facilitate the effective movement of goods in Pinellas County.
<i>Policy 3.1.6</i>	The MPO shall work with PSTA and FDOT to provide enhanced transit service to existing and future employment centers through reduction in transit headways, implementation of passenger amenities, and expansion of service.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

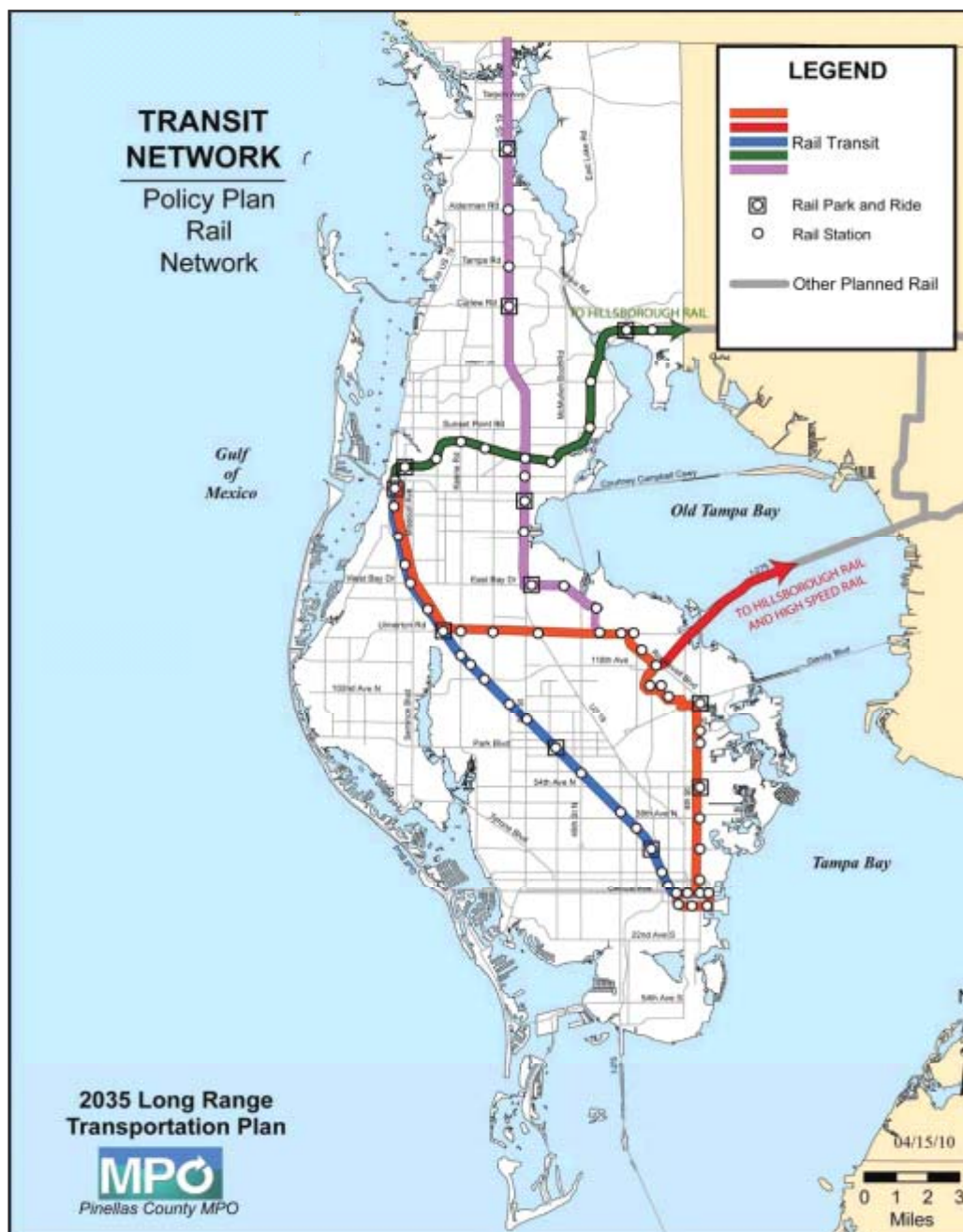
2035 Policy Plan Rail Network	2035 Policy Plan Bus Network	2035 Cost Feasible Transit Network
<ul style="list-style-type: none"> For the rail network, the MPO selected alignments that connect the areas of the county that are most suitable for rail investment. This occurs where existing and anticipated residential and employment densities will support rail service and justify the capital and operations and maintenance costs associated with putting that service into place. Rail alignments that connect the major activity centers, provide accessibility, and will help improve mobility were identified based on analysis of the county population, employment, growth scenarios, travel patterns, and ridership. Some alignments are proposed to operate on existing rail alignments (CSX) and some are proposed to operate within road right-of-way. <ul style="list-style-type: none"> ◇ Orange Line Phase 1 – Ulmerton/Roosevelt to St. Petersburg Downtown Loop ◇ Orange Line Phase 2 – Clearwater Downtown to Ulmerton/Roosevelt ◇ Red Line (Bay Crossing and Gateway Connection) – Gateway (Roosevelt/ I-275) to Howard Frankland Bridge ◇ Blue Line (Downtown Clearwater to St. Petersburg Loop) – Downtown Clearwater to St. Petersburg, including Loop ◇ Green Line – Downtown Clearwater (S. East Avenue/Court Street) to Oldsmar (Hillsborough County Line) ◇ Purple Line – Ulmerton/Roosevelt to Pasco County Line 	<ul style="list-style-type: none"> The PSTA TDP, existing ridership data, and the Pinellas MPO Countywide BRT Study were used in development of the enhancements to the existing bus system and the premium bus network for the Policy Plan. Interagency coordination among PSTA, TBARTA, and the MPO provided consistency in the proposed improvement plans for the bus network. There are a significant number of enhancements to the existing bus system, including vehicle purchase, transit infrastructure, expanded maintenance facilities, and operations. In addition to enhancing the routes within the existing local bus network, the MPO developed a number of new Premium Bus lines to complement the existing local bus network, feed the proposed rail lines, and establish new regional service to Pasco, Hillsborough, and Manatee Counties. 	<ul style="list-style-type: none"> The 2035 Cost Feasible Transit Network includes portions of the countywide rail system concept, enhanced service for the existing local bus network, and premium bus lines that represent new service to supplement the existing bus and planned rail network. Planning and design, capital and operational costs are included for the transit phasing plan. <ul style="list-style-type: none"> ◇ Orange Line - Downtown Clearwater to St. Petersburg Downtown via Ulmerton, Gateway and 4th Street. ◇ Red Line – Bay Crossing and Gateway Connection ◇ Green Line – Downtown Clearwater to Oldsmar and the Hillsborough County line along the CSX line (Planning and Design and Right of Way are funded) The PSTA local and express bus Cost Feasible projects include the continuation of existing service (Phase I), proposed headway improvements, span of service enhancements to the top ten existing routes (Phase II), enhancements to the rest of the existing bus network (Phase III), and adding new premium service to some corridors. The Cost Feasible plan maintains the existing PSTA system and adds enhancements to the top ten routes that have been identified in the TDP. After these enhancements are implemented, the existing local and commuter routes are enhanced followed by the addition of new premium service in the outer-year periods from 2015 to 2035.

Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

Cost Feasible and Policy Plan Transit Projects					
Rail Project Summary	Starting Phase	Total Capital Costs (Millions)	Committed Funds (Millions)	Project Type	Annual Operational Costs (Millions)
Orange Line (Ulmerton to St. Petersburg Loop)	2021-2025	\$857.11	\$57.39	Capital	\$30.36
Orange Line (Clearwater to Ulmerton)	After 2030	\$830.71	-	Capital	Not specified
Red Line (Bay Crossing and Gateway Connection)	2026-2030	\$356.05	-	Capital	\$5.28
Alternatives Analysis for Red and Orange Lines	-	-	\$4.00	Planning	-
Blue Line (South of Ulmerton and Connect to Loop)	Unfunded	\$839.91	-	Capital	\$11.25
Green Line	Unfunded	\$880.61	-	Capital	\$10.64
Purple Line (North of Ulmerton to Green Line)	Unfunded	\$516.69	-	Capital	\$9.67
Purple Line (North of Green Line)	Unfunded	\$449.82	-	Capital	\$13.80

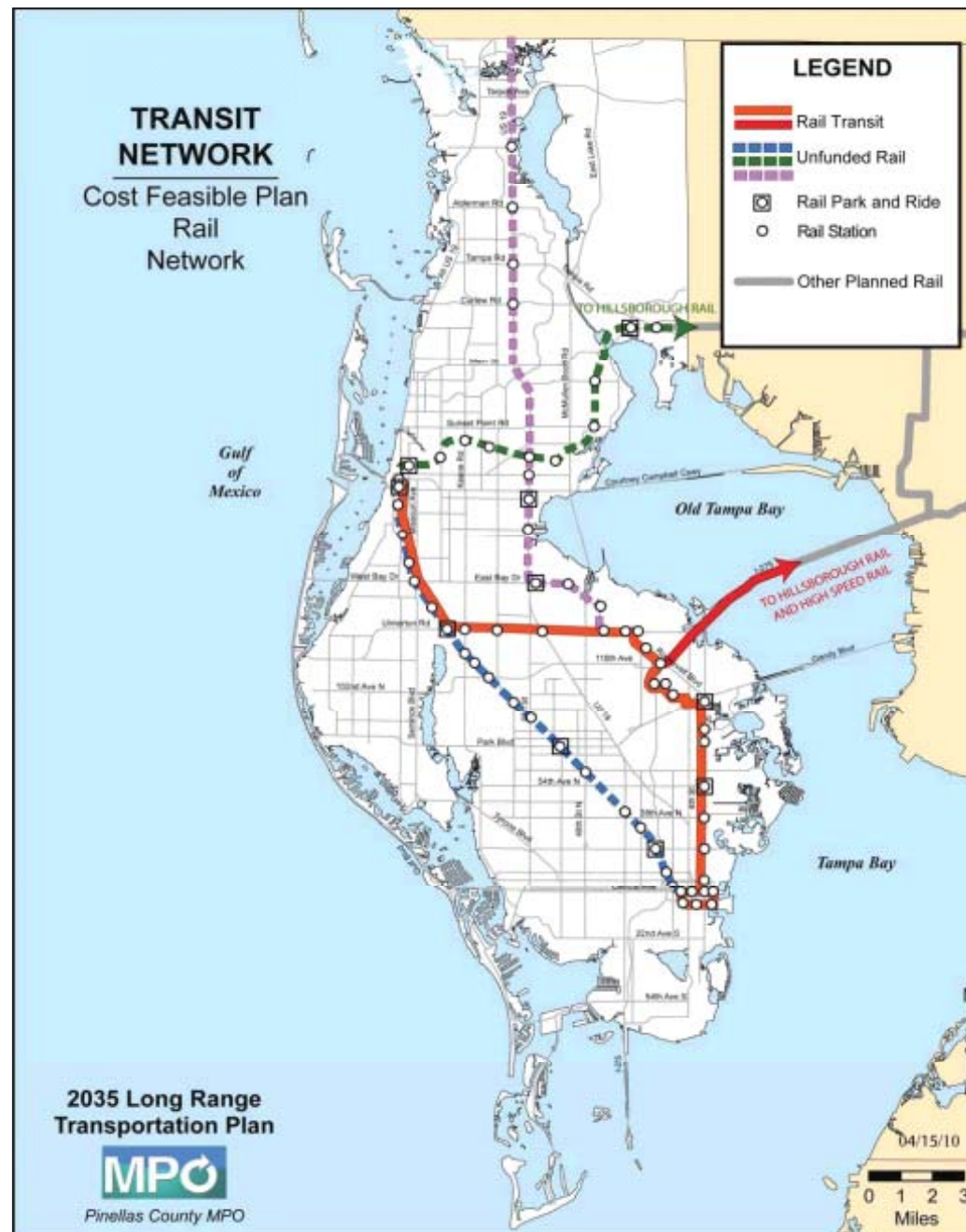
Pinellas MPO 2035 Long Range Transportation Plan

Policy Plan Rail Network



Pinellas MPO 2035 Long Range Transportation Plan

Cost Feasible Plan Rail Network



Pinellas County MPO 2035 Pinellas County Long Range Transportation Plan

Cost Feasible and Policy Plan Transit Projects				
Bus Project Summary	Capital Costs (Millions)	Starting Period	Annual Operational Costs (Millions)	Starting Period
Phase 1 (Existing System)	-	-	\$47.19	Committed
Phase 2 (Top Ten Routes Headway Improvements)	\$69.74	Committed	\$15.16	2015
Facilities	\$60.00	Committed	\$6.16	Committed
Phase III (All Existing Routes Enhanced with Headway Improvements and Increased Span of Service)	\$103.78	Committed	\$20.16	2015
Additional Vehicle Replacement Costs	\$40.00	2026-2030	-	-
Phase IV (Select Premium Routes)				
Suncoast North County Trolley	\$6.35	2015	\$3.16	2015
Curlew/Hillsborough	\$6.73	2026-2030	\$3.10	2026-2030
Downtown Clearwater/Hillsborough County	\$4.51	2016-2020	\$0.97	2016-2020
Clearwater BRT	\$10.00	Committed	\$0.96	2015
Downtown Clearwater/Tampa	\$5.09	Committed	\$0.97	Committed
Gateway/Pasco County/McMullen Booth	\$10.94	2021-2025	\$3.00	2021-2025
East Bay Alt 19 to 66th St	\$2.37	2026-2030	\$1.63	2026-2030
US 19	\$10.27	2021-2025	\$5.31	2021-2025
Park Blvd	\$3.85	2021-2025	\$2.02	2026-2030
Madeira Beach/Tampa	\$5.09	2016-2020	\$0.98	2021-20205
66th from East Bay to Tyrone Square Mall	\$3.93	2026-2030	\$1.34	2026-2030
Alt 19	\$8.98	2026-2030	\$4.62	2026-2030
Central Avenue BRT	\$13.00	2015	\$3.30	2015
Downtown St. Petersburg/Manatee County	\$5.09	2026-2030	\$0.97	2026-2030
Clearwater Beach/Tampa/SR 60	\$7.47	2026-2030	\$3.38	2026-2030
Indian Rocks Beach	\$5.09	Unfunded	\$0.97	Unfunded
Ulmerton	\$5.65	Unfunded	\$2.69	Unfunded
4th Street	\$15.14	Unfunded	\$5.98	Unfunded
Downtown St. Petersburg/Tampa	\$4.51	Unfunded	\$0.87	Unfunded

Pinellas MPO 2035 Long Range Transportation Plan

Policy Plan Bus Network



Pinellas MPO 2035 Long Range Transportation Plan

Cost Feasible Premium Bus Network



Pinellas Planning Council Update to the Countywide Plan

(Pinellas Planning Council, *In Process*)

Overview

- The PPC comprises representatives of 26 public agencies within Pinellas County, including the unincorporated county, its 24 municipalities, and the Pinellas County School Board.
- The PPC is primarily responsible for preparing updates to the Countywide Plan for Pinellas County. The Countywide Plan **serves as a coordinated future land use plan, guiding countywide growth management issues and procedures for the PPC member governments**. The Countywide Plan was most recently updated and adopted in May 2005.
- In its entirety, this effort consists of two phases:
 - ◊ Phase I: Data Review and Identification of Areas of Growth and Areas of Stability
 - ⇒ Task A – Inventory and Analyze MPO (and other transportation agency data) with Respect to Land Use
 - ⇒ Task B – Develop Criteria to Identify Areas of Growth and Areas of Stability
 - ⇒ Task C – Develop Compatibility Criteria
 - ◊ Phase II: Provide Technical Assistance Related to Policy and Future Land Use Map
 - ⇒ Task D – Assist in Synthesizing Policy Direction Related to the MPO L RTP
 - ⇒ Task E – Assist in Drafting Policy Direction Based on Phase I
 - ⇒ Task F – Assist in Drafting a Future-Oriented Countywide Plan Map
 - ⇒ Task G – Assist in Drafting Countywide Rule Amendments
 - ⇒ Task H – Project Management and Agency Coordination

Pinellas Planning Council Planning by Design: An Economic Development and Redevelopment Plan for the Pinellas Community

(Pinellas Planning Council, 2005)

Overview	Transit-Related Corridor Design Characteristics
<ul style="list-style-type: none"> The purpose the plan is to identify the actions necessary to assure future economic prosperity and a corresponding high quality of life for all of Pinellas County's citizens. It establishes economic, real estate, and urban design strategies to serve as a foundation for future countywide economic development and redevelopment efforts. Based on the results of the public participation process, there is general agreement that redevelopment is inevitable, that it should be planned for, and that it has great potential to both preserve and enhance quality of life. Three major areas of concentration were agreed upon: <ul style="list-style-type: none"> ◇ Economic investment and job creation, concentrating on attracting and retaining high-wage target industries; ◇ Real estate factors, emphasizing the need for sufficient and appropriate land to allow effective redevelopment; and ◇ Regulatory tools and urban design, providing the blueprint needed to shape the urban environment. Redevelopment should be organized around the existing system of centers, corridors, and districts. <ul style="list-style-type: none"> ◇ Centers (neighborhood, town, suburban commercial, and urban) are focal points where community activities take place. ◇ Corridors (Strategic Intermodal System, principal and minor arterials, and those in transition) allow for travel between centers and attract uses that are destinations. ◇ Districts (employment, airport, natural resource, historic/arts/cultural, college/university, and beach/tourism) are geographic areas where similar land uses, activities, or other urban characteristics are grouped together. 	<ul style="list-style-type: none"> Transit corridors are linear redevelopment forms and typically connect high employment areas to provide increased ridership. The length of the transit corridors and station locations are determined by the system technology and operating characteristics. Ideally, station areas are located where high employment and pedestrian uses exist, allowing for a range of commercial, office, and residential uses within easy walking distance. Configuration <ul style="list-style-type: none"> ◇ Increase density/intensity standards in station areas where they are needed to generate ridership. ◇ Encourage a mixture of land uses to create activity centers near stations in order to generate ridership. Buffers/Open Space <ul style="list-style-type: none"> ◇ Emphasize usable public space in the design. Parking <ul style="list-style-type: none"> ◇ Install shared parking and screen surface parking lots from the right-of-way through placement behind buildings or by using structured parking. ◇ Nonresidential parking guidelines are dependent on the specific use rather than generalized use categories. Station Characteristics <ul style="list-style-type: none"> ◇ Determine station area characteristics and design treatments based on typologies (i.e., neighborhood, terminal, and regional).

Pinellas Planning Council Planning by Design: An Economic Development and Redevelopment Plan for the Pinellas Community

Conceptual Centers, Corridors, and
Districts Framework



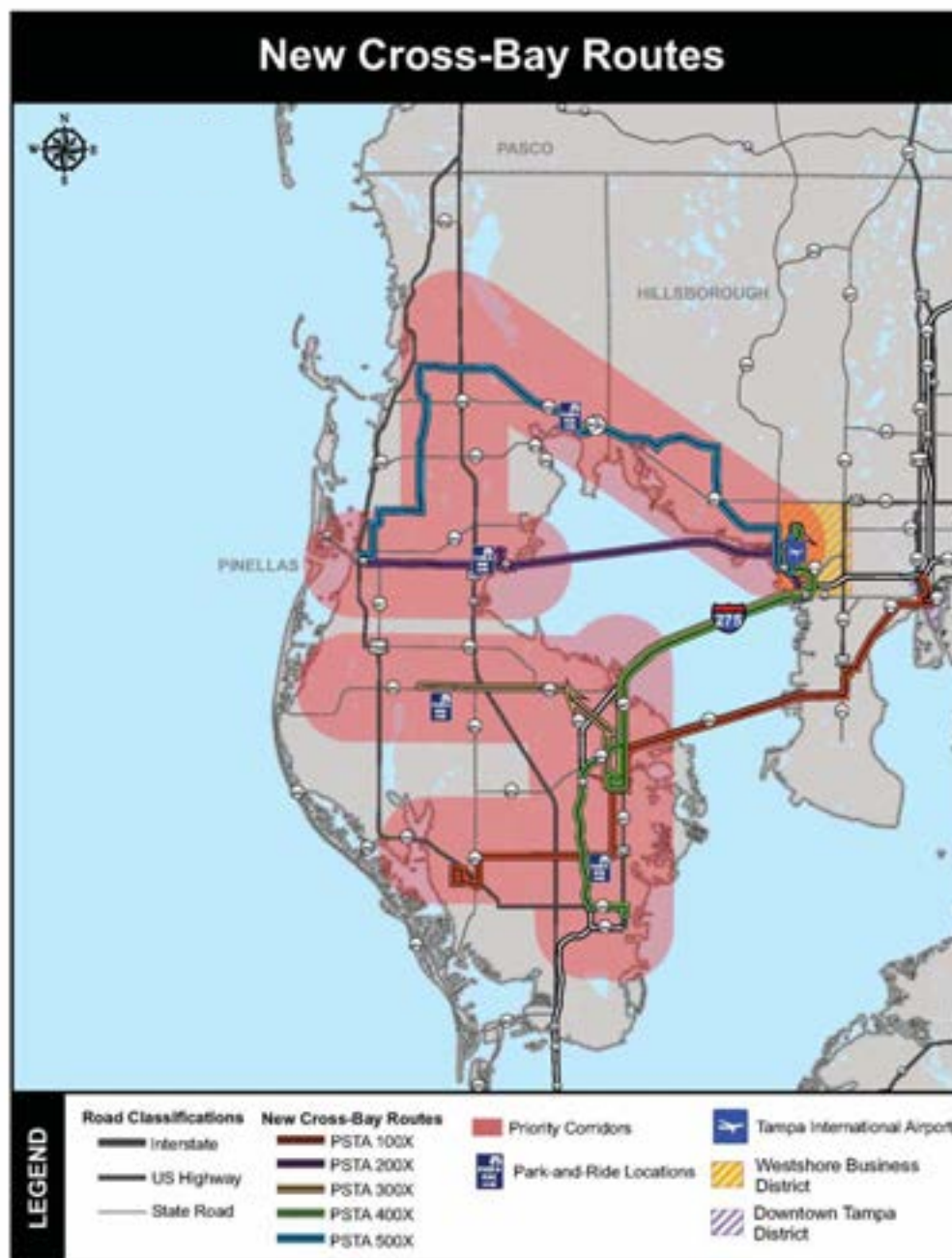
Pinellas County Cross-Bay Express Route Service Plan

(PSTA, 2009)

Overview and Conclusions	Proposed Route Alignments
<ul style="list-style-type: none"> The purpose of this plan is to determine the feasibility of operating express routes to provide service to TPA and the Westshore District. In addition, potential service options will be weighed against the following criteria before choosing to modify existing cross-bay service: <ul style="list-style-type: none"> ◇ New service will be focused on increasing ridership from the current cross-bay services; ◇ The maximum number of transfers required for any PSTA passenger to get to the cross-bay service is one; ◇ Frequencies should be 30 minutes or better; and ◇ Connections to HART services are maximized such that the options for cross-bay travel are increased. Analysis suggests that of the three options to the airport, the 300x originating from the park-and-ride lot on 93rd Street and Ulmerton Road would generate the highest ridership. To provide service to TPA employees, service will have to operate seven days per week and with a longer span of service than the traditional work day. Convenience will determine whether or not people will use the service. Approximately 250 boardings and alightings occur daily at TPA from HART's Route 30. The new HART transfer facility at TPA would offer a location for PSTA to serve TPA and connect to HART services. 	<ul style="list-style-type: none"> 100X Tyrone Square Mall to Downtown Tampa: This route currently provides service from Gateway Mall to Tampa's Central Business District (CBD) and will be extended to Tyrone Square Mall to serve residents living in Pinellas County and working in the Tampa CBD. 200X Park Street Terminal to Tampa International Airport: This service is currently provided by HART and operates from the Tampa CBD to the Drew Street park-and-ride in Clearwater with a stopover at Westshore. This route should be extended to the Park Street Terminal in Clearwater. This service will still serve the Drew Street park-and-ride; however, it would not provide service to the Tampa CBD. Transfers to the Tampa CBD can be made at Westshore to HART, which provides 15-minute service to the Tampa CBD. 300X Ulmerton Park N Ride to Tampa International Airport: This route provides service from the park-and-ride lot on 93rd Avenue to the Tampa CBD. Data suggest that this route should serve TPA via Westshore where riders to the Tampa CDB can transfer on HART. The area around the park-and-ride lot indicates that residents who travel from this area need to go to Westshore. The park-and-ride lot can also serve those passengers who do not want to use the airport parking service. 400X Williams Park to Tampa International Airport: This is a new route with direct service to the airport with a stop at Gateway for a transfer to the 100X for St. Petersburg residents traveling to the Tampa CBD, as well as a stop at Westshore to serve St. Petersburg residents traveling to Westshore. 500X Highland Lakes Shopping Center to Tampa International Airport: This is a new route that would be an extension along the current Route 93 to the City of Oldsmar park-and-ride lot, serving the HART Northwest Transfer Facility park-and-ride lot and the airport and Westshore.

Pinellas County Cross-Bay Express Route Service Plan

New Cross-Bay Routes



PSTA 2011-2020 Transit Development Plan

(PSTA, 2010)

Overview	Goals and Recommendations
<ul style="list-style-type: none"> The TDP includes a review of transit planning and policy documents, a documentation of study area conditions and demographic characteristics, an evaluation of existing PSTA services, a summary of market research and public involvement efforts, the development of a situation appraisal and needs assessment, and the preparation of a 10-year transit development plan and a 25-Year Vision Plan. The TDP contains two financial plans: <ul style="list-style-type: none"> ◇ The revenue-constrained plan provides a financial plan under the assumption that current revenue sources continue, but no additional revenue sources are secured. ◇ The vision plan assumes that a new revenue source is secured and provides for future transit growth that meets the demand for transit service and that will support the economic development and transit-supportive land use planning efforts occurring throughout the county. 	<ul style="list-style-type: none"> Enhance the quantity and quality of service. Implement system-wide infrastructure improvements. Prioritize community partnerships and regional initiatives. Encourage transit-supportive land use, development, and redevelopment. Increase revenue through taxes, marketing, and partnerships.

PSTA 2011-2020 Transit Development Plan

Project List						
Plan	Project Summary	Mode	Proposed Year of Completion	Cost	Project Type	Status
Revenue-Constrained Plan	Service adjustment and fare change	Bus	2010	-	Operating	Completed
Vision Plan	St. Petersburg to Clearwater rail connector (two phases)	Rail	2024	\$310 per hour	Operating	Unfunded
	Track construction	Rail	2024	\$71 million per mile	Capital	Unfunded
	Vehicles and station construction	Rail	2024	Not specified	Capital	Unfunded
	Command center and maintenance yard	Rail	2024	\$21 million	Capital	Unfunded
	Transfer and intermodal facility improvements and construction	Intermodal	2013-2023	\$77.5 million	Capital	Unfunded
	Park-and-ride facilities	Intermodal	Not specified	\$525,000 each	Operating	Unfunded
	Enhance PSTA's 10 most productive local bus routes with premium bus service and improve peak local feeder routes connecting with the premium bus network to 10- to 15-minute frequencies	Bus	2014	\$79.22 per hour	Operating	Unfunded
	Additional 339,000 annual revenue hours of service for premium bus service, expanded local bus service, cross-bay service, and BRT over the Memorial Causeway in Clearwater	Bus	2014	Not specified	Operating	Unfunded
	A total of 134 expansion vehicles, 115 vehicles for premium and local bus service expansion and 19 for the cross-bay and BRT service	Bus	2014	Not specified	Capital	Unfunded
	Additional 246,000 revenue hours of service to the system	Bus	2020	\$79.22 per hour	Operating	Unfunded
	66 expansion vehicles	Bus	2020	\$625,000 each	Capital	Unfunded

PSTA 2011-2020 Transit Development Plan

PSTA 2035 Transit Vision



PSTA Educational Branding Update

(PSTA, In Process)

Overview

- The PSTA Educational Branding Update is currently being conducted **to create educational materials for the pursuit of a potential transportation referendum** in Pinellas County.
- **Market Research**
 - ◇ Performed over a three-year period
 - ◇ A majority of residents want an enhanced transportation system
 - ◇ Residents favor moving the process forward
 - ◇ Residents want more information and want to know more about how to pay for it
- **Key Stakeholder Interviews**
 - ◇ Understand that PSTA must go to referendum
 - ◇ Agree that Pinellas County needs a unified transportation plan
 - ◇ Necessary to communicate a cohesive brand
 - ◇ Pinellas County communities are open to the idea of moving the transportation conversation forward
- **Transportation Plans**
 - ◇ Share the ultimate goal of creating an enhanced transportation system
 - ◇ The plans should be condensed to achieve a single vision for Pinellas County

PSTA Five-Year Capital Improvement Plan

(PSTA, 2012)

Selected Projects from the PSTA Five-Year Capital Improvement Plan				
Grant Projects Information		TOTAL PROJECT COST	TOTAL CIP REQUESTS	COMMENTS
Vehicles	Purchase 40' Replacement Buses	\$5,000,000	\$16,329,960	
	Purchase 25' Expansion and Replacement buses	\$914,090	\$928,000	
	Purchase Replacement Support Vehicles	\$212,109	\$926,692	
	3-Position Bike Racks - Vehicles	-	\$180,000	Approval from FDOT required before purchase/installation
	Miscellaneous Support Equipment	-	\$2,336,359	
Operating	Lease Capital Maintenance (Tire Lease)	\$425,800	\$2,257,336	Funds for yearly tire lease expenses
	Fuel Provision	-	\$173,547	
	Preventive Maintenance	\$7,960,460	\$40,115,837	
	Short Range Planning - Planning	-	\$625,000	Two Planners
	Project Administration	-	\$334,750	Funds for administration of grants
Facilities	Bus Shelters	\$818,569	\$1,224,000	
	Pedestrian Access/Walkways	\$550,000	\$1,000,000	Funds for ongoing ADA landing pad project
	Preliminary Engineering - Intermodal Terminal in Downtown Clearwater (Park Street)	\$1,250,000	-	Project on hold until after completion of the 2040 Long Range Transportation Plan
	Park-and-Ride Lot	-	\$200,000	
	Purchase Bike Racks	-	\$30,500	Ongoing Bike Rack Project
	Purchase Passenger Benches	-	\$92,400	
Technology	On-Board GIS Computers for New Flex Services (Rangers)	-	\$31,500	
TOTAL*		\$34,636,036	\$67,628,833	

* While this table lists selected projects, the total amounts shown include ALL items from the PSTA Five-Year Capital Improvement Plan.

Tampa International Airport 2013 Master Plan

(Hillsborough County Aviation Authority, *In Process*)

Overview	Objectives
<ul style="list-style-type: none"> The mission of the Authority is to be a major driver in the economic growth of the Tampa Bay region. The Authority will be a leading edge innovator to create global access and world class customer service to build prosperity for its stakeholders. The vision of the Authority is to be a thriving aviation gateway for the Tampa Bay region, providing global access and economic opportunity for its stakeholder. Prior master plan was initiated in 2005: <ul style="list-style-type: none"> ◊ Airport was experiencing double-digit passenger growth ◊ Peak passenger volume was in 2007 ◊ Expansion to the north was planned for 2015 State of the airport in 2011: <ul style="list-style-type: none"> ◊ Passenger volume off by 14% from peak ◊ Authority hired new CEO ◊ New mission and vision statement adopted Final documentation expected to be complete in January 2013. 	<ul style="list-style-type: none"> Establish new airport activity projections Evaluate facility capacity <ul style="list-style-type: none"> ◊ Main terminal ◊ Airside terminals ◊ Rental car facilities ◊ International terminal ◊ Common-use passenger processing Evaluate all airport real estate <ul style="list-style-type: none"> ◊ South entry property ◊ East development property ◊ North expansion property Study intramodal and regional multimodal connectivity

TBARTA Master Plan Vision

(TBARTA, 2011)

Overview	Objectives
<ul style="list-style-type: none"> The Master Plan was updated and adopted in June 2011 to reflect the needs and desires for a balanced transportation system that will improve mobility of passengers and freight. Components addressed in the update that were not emphasized in the adopted Master Plan include the regional roadway network, improvements to freight movements, and regional air quality. Northern Projects: <ul style="list-style-type: none"> ◇ I-75 Regional Bus to Wesley Chapel and downtown Tampa ◇ SR 54/56 from US 19 to Bruce B. Downs Boulevard ◇ Westshore Area to Crystal River/Inverness Central Projects: <ul style="list-style-type: none"> ◇ Howard Frankland Bridge (PD&E) Study ◇ St. Petersburg to Clearwater through Carillon/Gateway Area (Pinellas Alternatives Analysis) ◇ USF to Wesley Chapel via Bruce B. Downs Boulevard Southern Projects: <ul style="list-style-type: none"> ◇ I-75 Regional Bus to Sarasota/Bradenton and downtown Tampa ◇ Extension of Premium Transit Services from Sarasota to Bradenton and North Port 	<ul style="list-style-type: none"> Traffic Congestion: Make the best use of tax dollars, while reducing traffic congestion and providing more options for travelers in the region. Air Quality: Transportation emissions have a significant impact on air quality, and strategies to reduce these emissions focus on better fuels, more efficient vehicles, and reducing the amount of miles traveled with higher capacity options. If the region does not address air quality in our transportation planning, we run the risk of losing federal transportation funding. Development Patterns: By focusing many of our daily activities within a quarter to half-mile of a rail or major bus transit station, we can enjoy a lifestyle with fewer car trips. Pedestrian and Bicycle Safety: With Tampa Bay leading the nation in pedestrian injuries and fatalities, partners around the region are joining forces to develop educational programs to promote pedestrian safety. Benefits of Transportation Infrastructure: Investing in our region, creating jobs, encouraging economic development, increasing environmental and health benefits, and enhancing quality of life.

TBARTA Master Plan Vision

Regional Project Priorities



Westshore Intermodal Study and Strategic Transportation Plan

(Hillsborough MPO/FDOT/TBARTA, 2012)

Overview	Guiding Principles
<ul style="list-style-type: none"> The initial purpose of the Westshore Multimodal Study and Strategic Transportation Plan is to identify viable sites within the core Westshore area that will provide connectivity for all existing and future planned modes of transportation in the Tampa Bay region. This plan also seeks to improve the quality of intermodal passenger connections in Tampa Bay so that regional mobility and accessibility are significantly increased. This report describes the process that was used to identify, evaluate, develop, and recommend the best locations for a multimodal center in the Westshore Business District. Based on study evaluation and community coordination, four sites were identified as viable locations for the Westshore Multimodal Center. Each of these sites meets the spirit of the Guiding Principles and offers short-term and long-term opportunities for development. Keeping all four sites as viable options for a multimodal center offers flexibility for future decisions, and provides multiple alternatives for a future environmental analysis (required to secure federal funding). 	<ul style="list-style-type: none"> Transit Oriented Development and Redevelopment Potential Local and Regional Connectivity Cost Effectiveness Safety and Security Environmental Stewardship/Community Preservation Collaborative Partnerships Constructability/Flexibility Location/Geography

Westshore Intermodal Study and Strategic Transportation Plan

Final Viable Sites

