



PINELLAS COMMUNITY OPEN HOUSE

Monday, October 22, 2018



WELCOME

David Gwynn, P.E.
District 7 Secretary



WELCOME ELECTED OFFICIALS



Advantage
PINELLAS

ENGAGE. ADAPT. CONNECT.

Advantage Pinellas

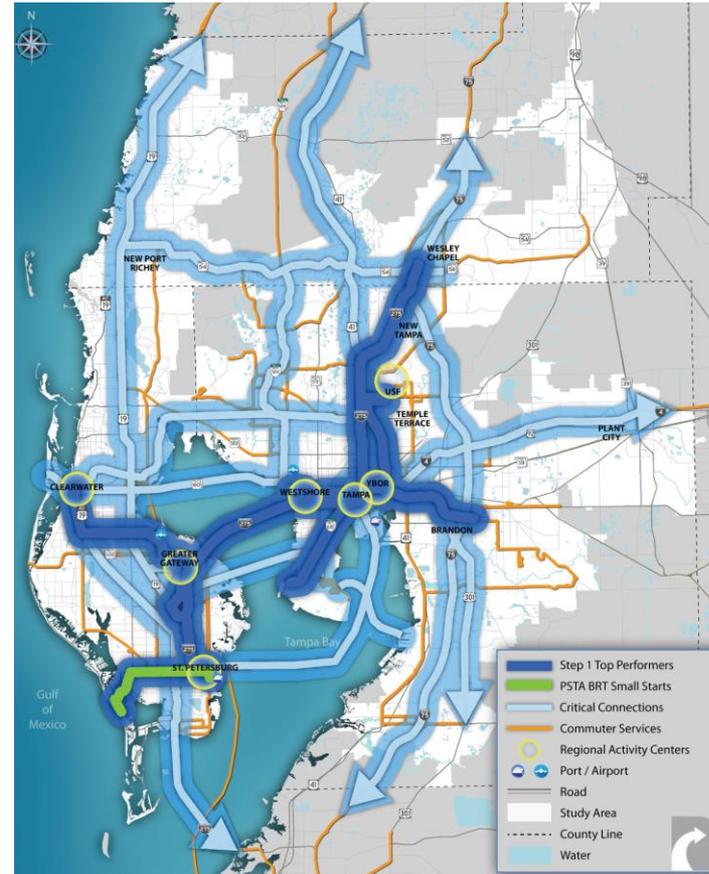
Why Forward Pinellas?



- › Special Act in 2014 created a 13-member board for countywide land use and transportation planning
- › Align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region
- › Provide leadership and technical assistance for 25 local governments

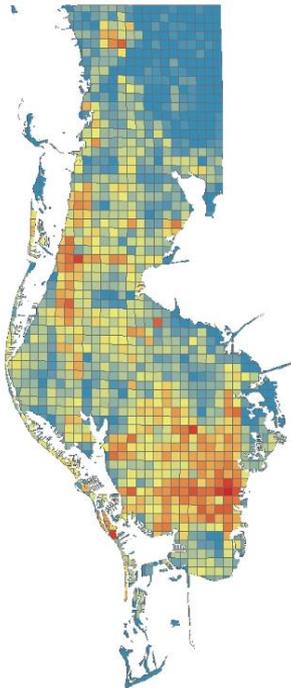


- Regional Transit Feasibility Plan
- Central Avenue Bus Rapid Transit
- Many Partners
 - FDOT
 - TBARTA
 - Multiple MPOs and transit providers
 - Regional Planning Council

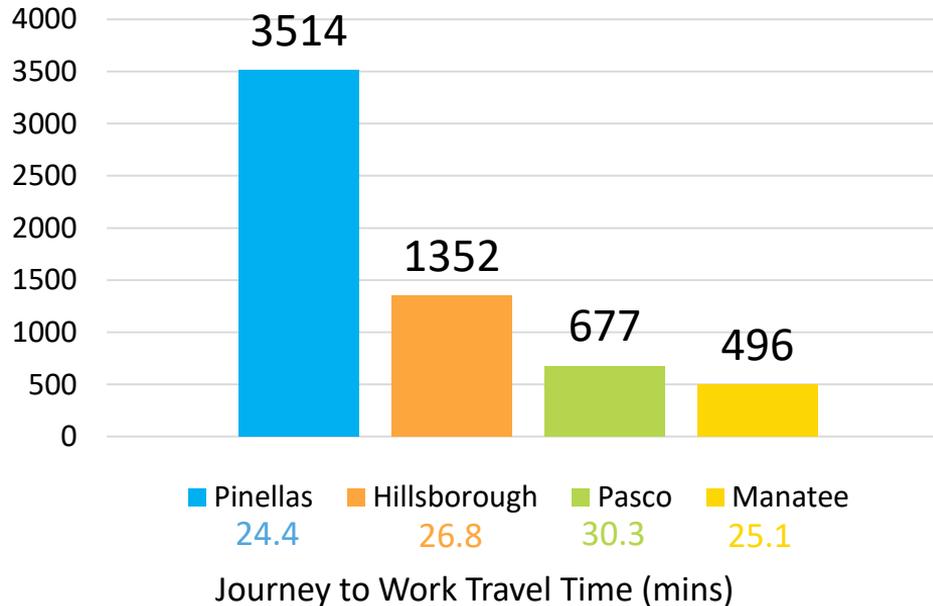




Unique Pinellas – Population Density



Persons Per Square Mile By County



Source: BEBR 2017

Unique Pinellas – Housing + Transportation Costs

Pinellas 57%

- Safety Harbor: 68%
- Largo: 51%
- St. Pete: 56%
- Clearwater: 58%



Hillsborough 58%

- Tampa: 56%
- Plant City: 55%
- Temple Terrace: 56%



Pasco 57%

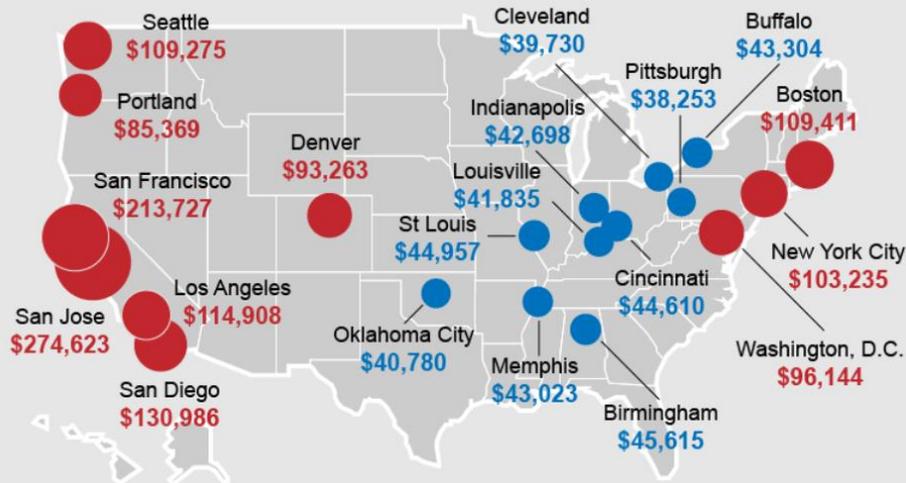
- NPR: 46%
- Wesley Chapel 66%
- Trinity: 76%





The most and least affordable metro areas to buy a home

The 10 **highest** and **lowest** required salaries to buy a median-priced house in the US.



Source: HSH.com



Framework for Regional Long Range Transportation Plan: One Long Range Plan for the Tampa Bay Area – “Three Ring Binder”

Regional

- › Regional Element – requires Hillsborough, Pasco and Pinellas to agree upon regional investments and revisions to those investments
- › Scenarios for the future

Hillsborough

- › Local Elements – provides autonomy to local MPOs to set priorities for local projects and supporting policies

Pasco

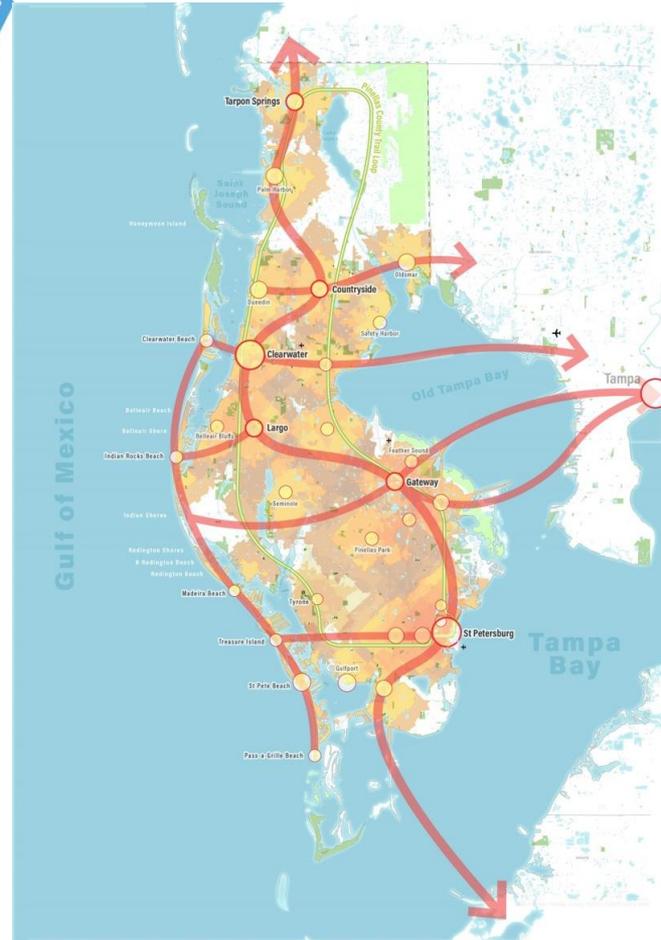
- › These local elements may be changed without approval from the full region

Pinellas



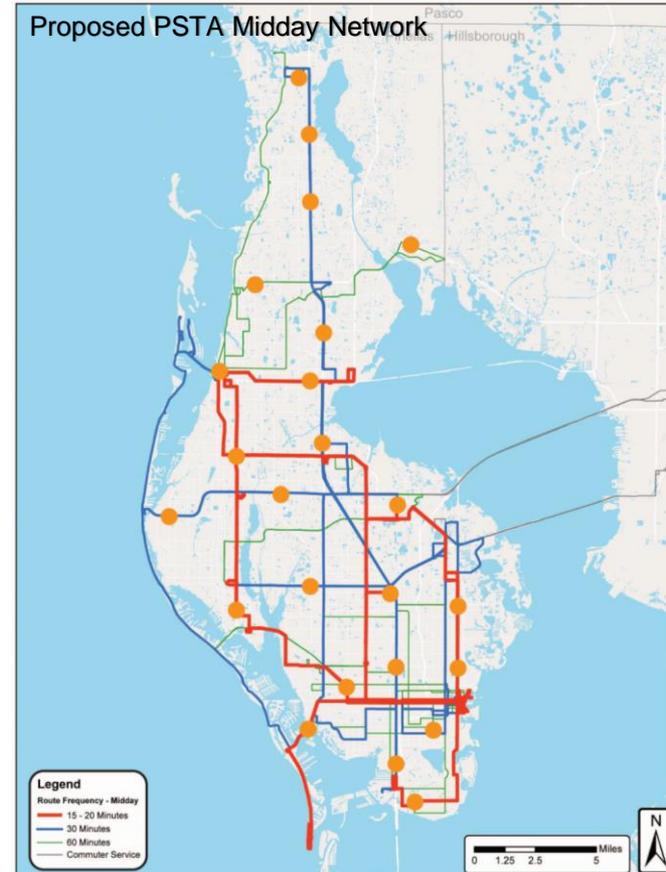
Five Point Plan

1. Define Premium Transit corridors
2. Conduct corridor visioning & redevelopment planning
3. Establish discretionary/ dedicated funding source
4. Prioritize corridors for state/federal funding
5. Ensure clarity & transparency of roles





- Improve mobility & incentivize redevelopment
- Support desired redevelopment through core routes & station framework
- Attainable housing and complementary Complete Streets strategies





Housing

Countywide Plan allows Forward Pinellas to:

- Provide residential density bonuses for affordable or workforce housing
- Require transit station area planning to incorporate consideration of affordable or workforce housing

Transit-Oriented Development planning guides growth to areas within easy access of transit

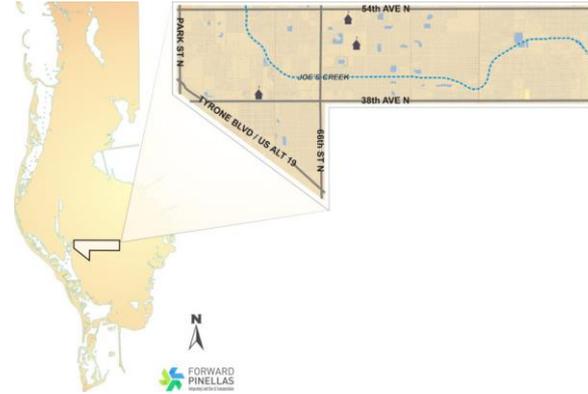
Accessory dwelling units and other regulatory tools





Access to Transportation

- Identifying areas of opportunity for connecting to jobs
 - Joe's Creek Greenway Trail
- Improving transit service
 - Central Ave BRT
- Incentivize mixed use housing and redevelopment
 - Gateway Master Plan & U.S. 19 Corridor
- Encourage transportation mode share
 - Complete Streets Program





Statistically Countywide Valid Survey

5 pages

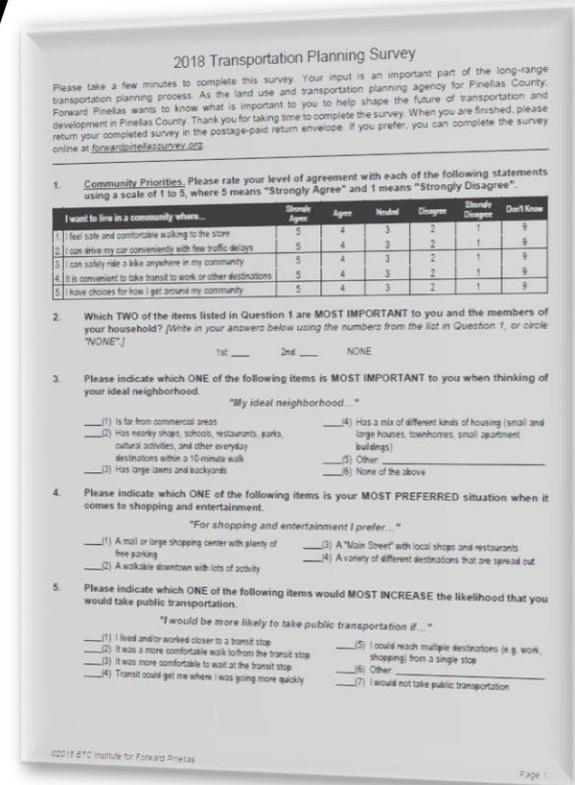
Mailed survey

- Follow up emails and phone calls
- Online option

844 Responses (goal: 800)

+/- 3.4%; 95% confidence

Interest in future engagement solicited - 417 responses



Initial Takeaways

- Strong Support for Technology and Maintenance
- Support for Transit Service
 - Split on increased funding to make it happen
- Desire to have a mix of uses near residences
- Uncertainty about AV

Results will help inform what projects are selected for the Advantage Pinellas Plan



Metroquest – Regional Engagement

←
It's TIME!

WELCOME

Transportation, Innovation, Mobility for Everyone!

Transportation, land use, and funding are important challenges in our region. By 2045, our region will have over a million more people live and work here. Hillsborough, Pasco and Pinellas counties would like your input on three growth scenarios. Individual elements of each scenario may be combined into a final regional plan.

[Begin](#)

It will take a combination of investments to move people around our region, both today and in the future. Please take a few minutes to tell us your views on the region's future transportation system.

2
PRIORITIES

3
SCENARIOS

4
ELEMENTS

5
WRAP-UP

18



THANK YOU!

Whit Blanton, FAICP
wblanton@forwardpinellas.org



TAMPA BAY NEXT UPDATE

Ed McKinney & Marshall Hampton, P.E.

FDOT District Seven

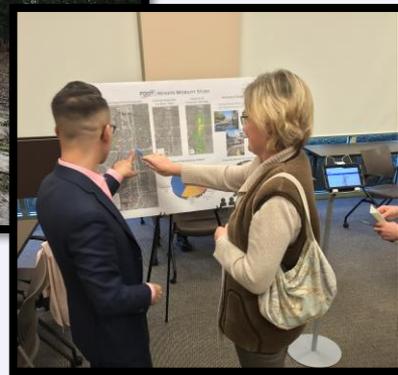
Public Feedback: Do Something

"Cut-through traffic is a problem in my neighborhood."

"I'm sick of daily traffic backups. Fix the bottlenecks."

"I don't feel safe biking or walking."

"Improve traffic signals and timing."



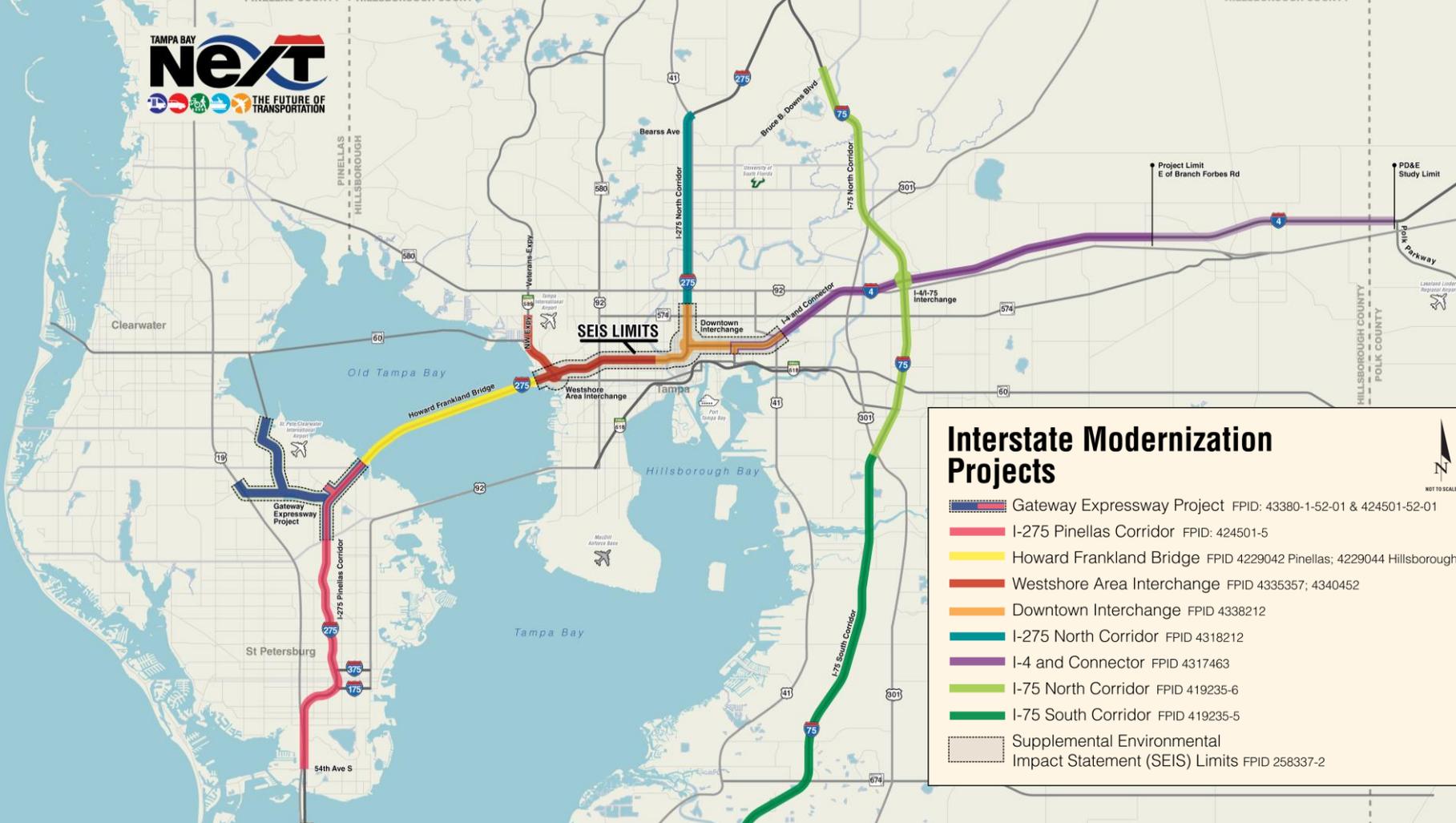


PASCO COUNTY
PINELLAS COUNTY HILLSBOROUGH COUNTY

PASCO COUNTY POLK COUNTY
HILLSBOROUGH COUNTY

PINELLAS
HILLSBOROUGH

HILLSBOROUGH COUNTY
POLK COUNTY



Interstate Modernization Projects

- Gateway Expressway Project FPID: 43380-1-52-01 & 424501-52-01
- I-275 Pinellas Corridor FPID: 424501-5
- Howard Frankland Bridge FPID 4229042 Pinellas; 4229044 Hillsborough
- Westshore Area Interchange FPID 4335357; 4340452
- Downtown Interchange FPID 4338212
- I-275 North Corridor FPID 4318212
- I-4 and Connector FPID 4317463
- I-75 North Corridor FPID 419235-6
- I-75 South Corridor FPID 419235-5
- Supplemental Environmental Impact Statement (SEIS) Limits FPID 258337-2

NOT TO SCALE

Project Limit
E of Branch Forbes Rd

PD&E
Study Limit



Lateral Under
Regional Water
Study

SEIS LIMITS

Clearwater

Old Tampa Bay

Hillsborough Bay

Tampa Bay

St Petersburg

Tampa

Westshore Area Interchange

Downtown Interchange

I-4 and Connector

I-4-I-75 Interchange

Howard Frankland Bridge

I-275 North Corridor

I-75 South Corridor

Bears Ave

Bruce B. Downs Blvd

1-75 North Corridor

54th Ave S

50th Ave S

60th Ave S

70th Ave S

80th Ave S

90th Ave S

100th Ave S

110th Ave S

120th Ave S

130th Ave S

140th Ave S

150th Ave S

160th Ave S

170th Ave S

180th Ave S

190th Ave S

200th Ave S

210th Ave S

220th Ave S

230th Ave S

240th Ave S

250th Ave S

260th Ave S

270th Ave S

280th Ave S

290th Ave S

300th Ave S

310th Ave S

320th Ave S

330th Ave S

340th Ave S

350th Ave S

360th Ave S

370th Ave S

380th Ave S

390th Ave S

400th Ave S

410th Ave S

420th Ave S

430th Ave S

440th Ave S

450th Ave S

460th Ave S

470th Ave S

480th Ave S

490th Ave S

500th Ave S

510th Ave S

520th Ave S

530th Ave S

540th Ave S

550th Ave S

560th Ave S

570th Ave S

580th Ave S

590th Ave S

600th Ave S

610th Ave S

620th Ave S

630th Ave S

640th Ave S

650th Ave S

660th Ave S

670th Ave S

680th Ave S

690th Ave S

700th Ave S

710th Ave S

720th Ave S

730th Ave S

740th Ave S

750th Ave S

760th Ave S

770th Ave S

780th Ave S

790th Ave S

800th Ave S

810th Ave S

820th Ave S

830th Ave S

840th Ave S

850th Ave S

860th Ave S

870th Ave S

880th Ave S

890th Ave S

900th Ave S

910th Ave S

920th Ave S

930th Ave S

940th Ave S

950th Ave S

960th Ave S

970th Ave S

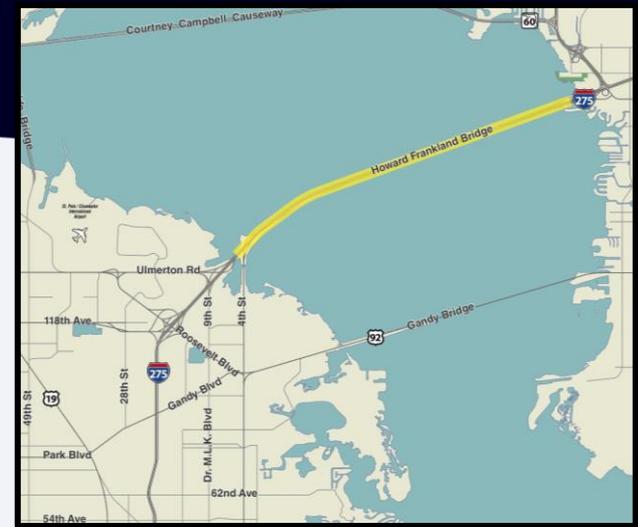
980th Ave S

990th Ave S

1000th Ave S

Howard Frankland Bridge

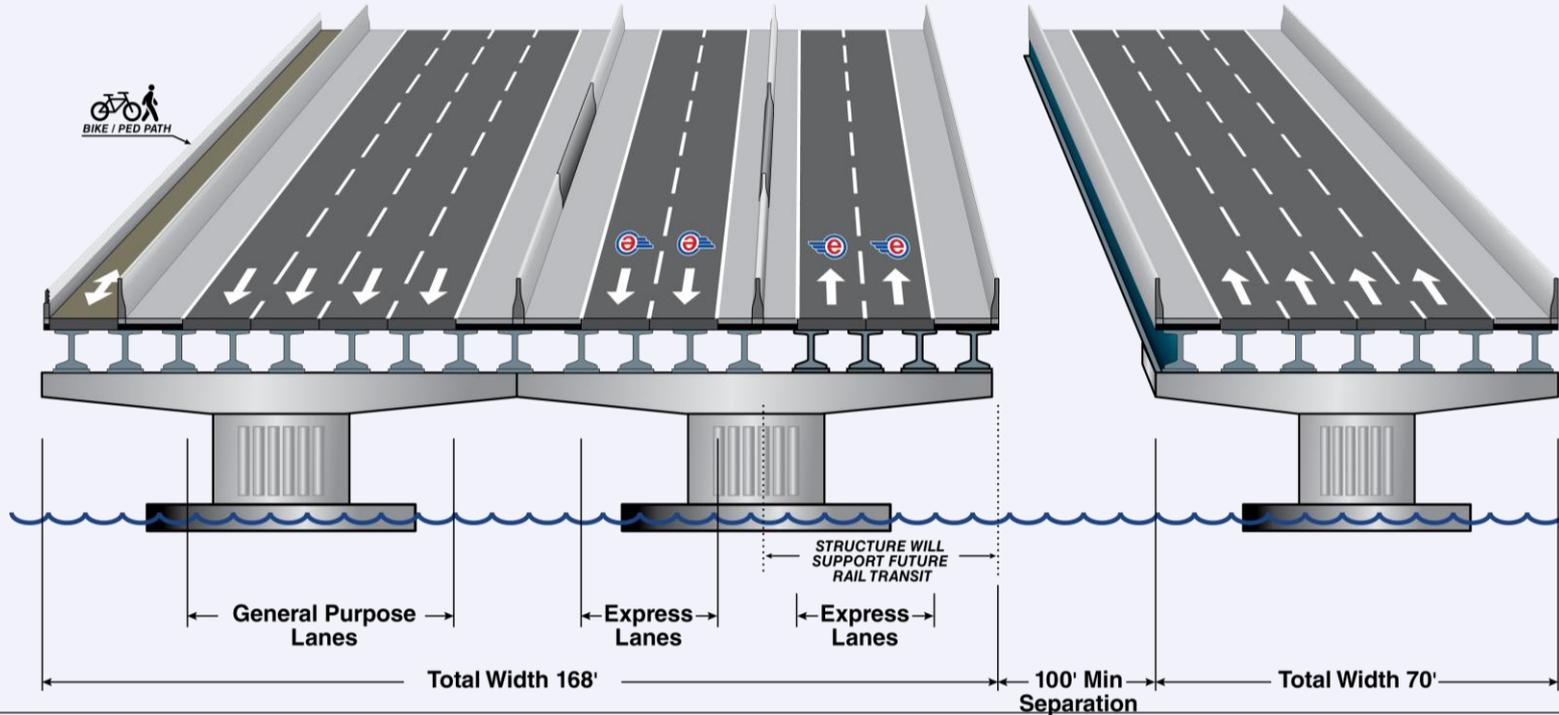
- Construction of a new bridge includes 4 southbound general purpose lanes and two express lanes in each direction
- Envelope on new bridge is designed to support future light rail
- Bike/pedestrian trail will connect Pinellas and Hillsborough Counties



2020 Bridge

New Bridge with Bike/Ped Path on the Outside and 2 Express Lanes in each Direction

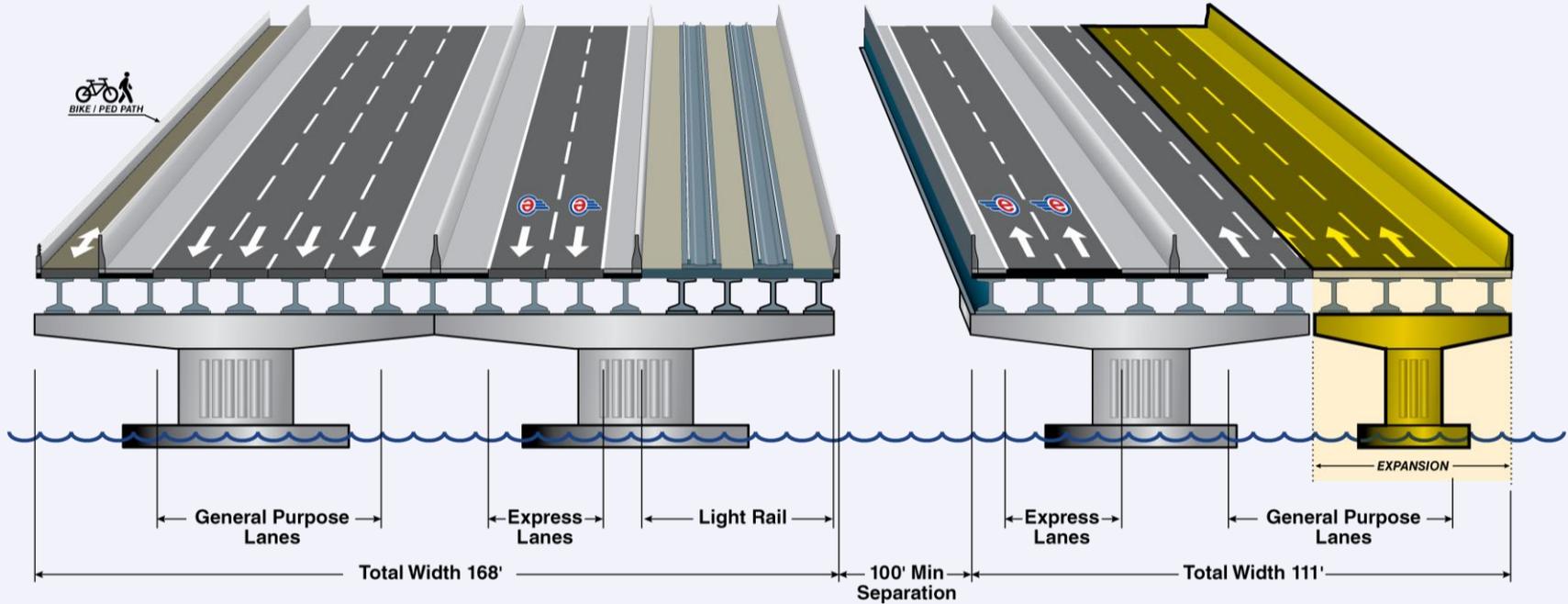
Existing Southbound Converts to Northbound



Accommodating Future Light Rail Transit

Southbound Bridge with Express Lanes and Rail Transit

Northbound Widened to Outside to Accommodate Express Lanes



TAMPA



Artistic rendering does not reflect requirements of RFP

TAMPA



1990
TO ST PETE

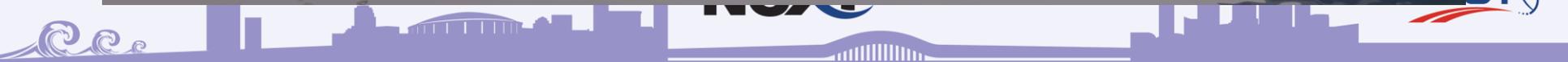
1960
TO TAMPA

Artistic rendering does not reflect requirements of RFP





Artistic rendering does not reflect requirements of RFP



TAMPA



2020

TO ST PETE

TO TAMPA

Artistic rendering does not reflect requirements of RFP





TAMPA



TO ST PETE

TO TAMPA

Artistic rendering does not reflect requirements of RFP

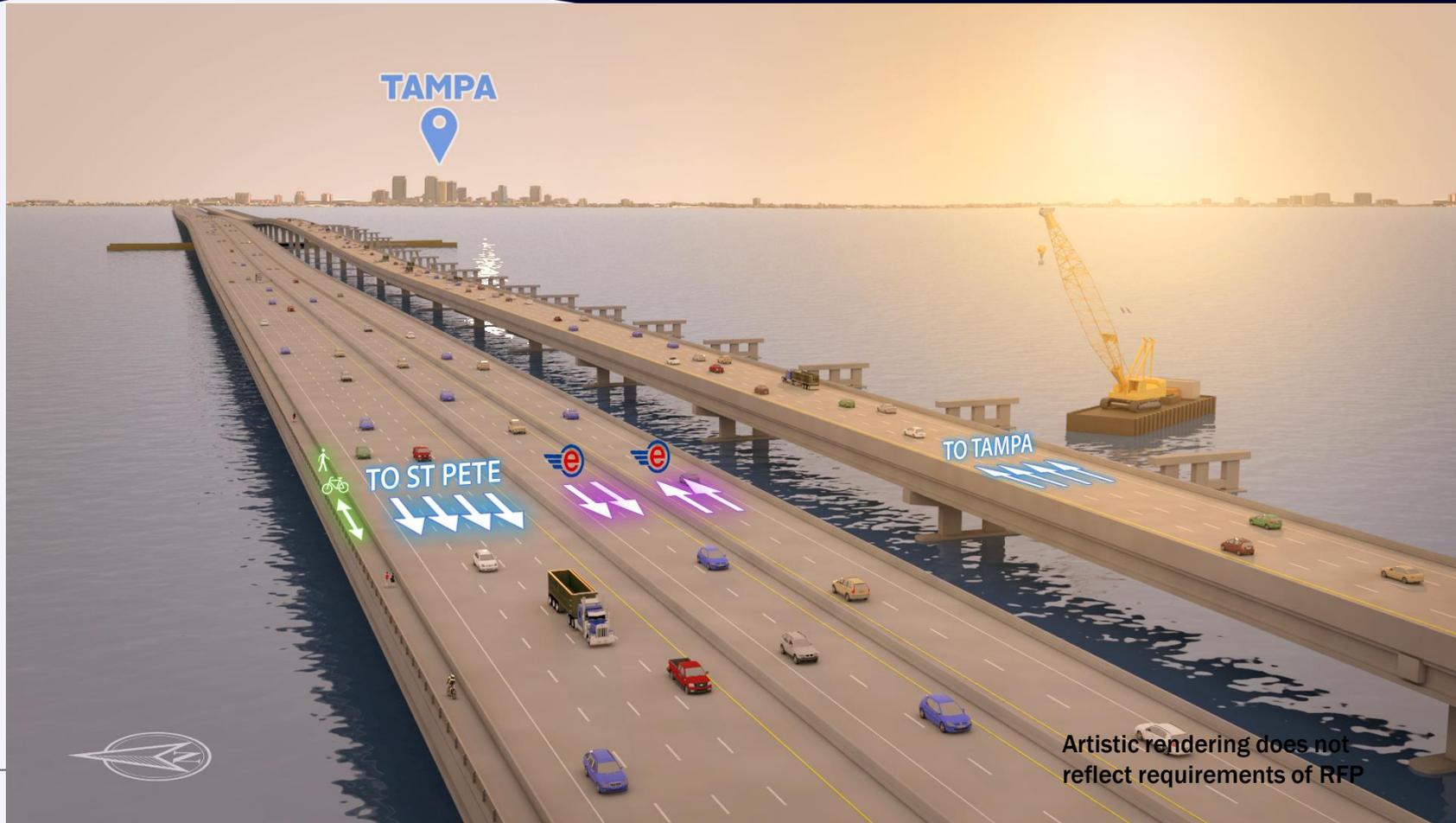




Artistic rendering does not reflect requirements of RFP



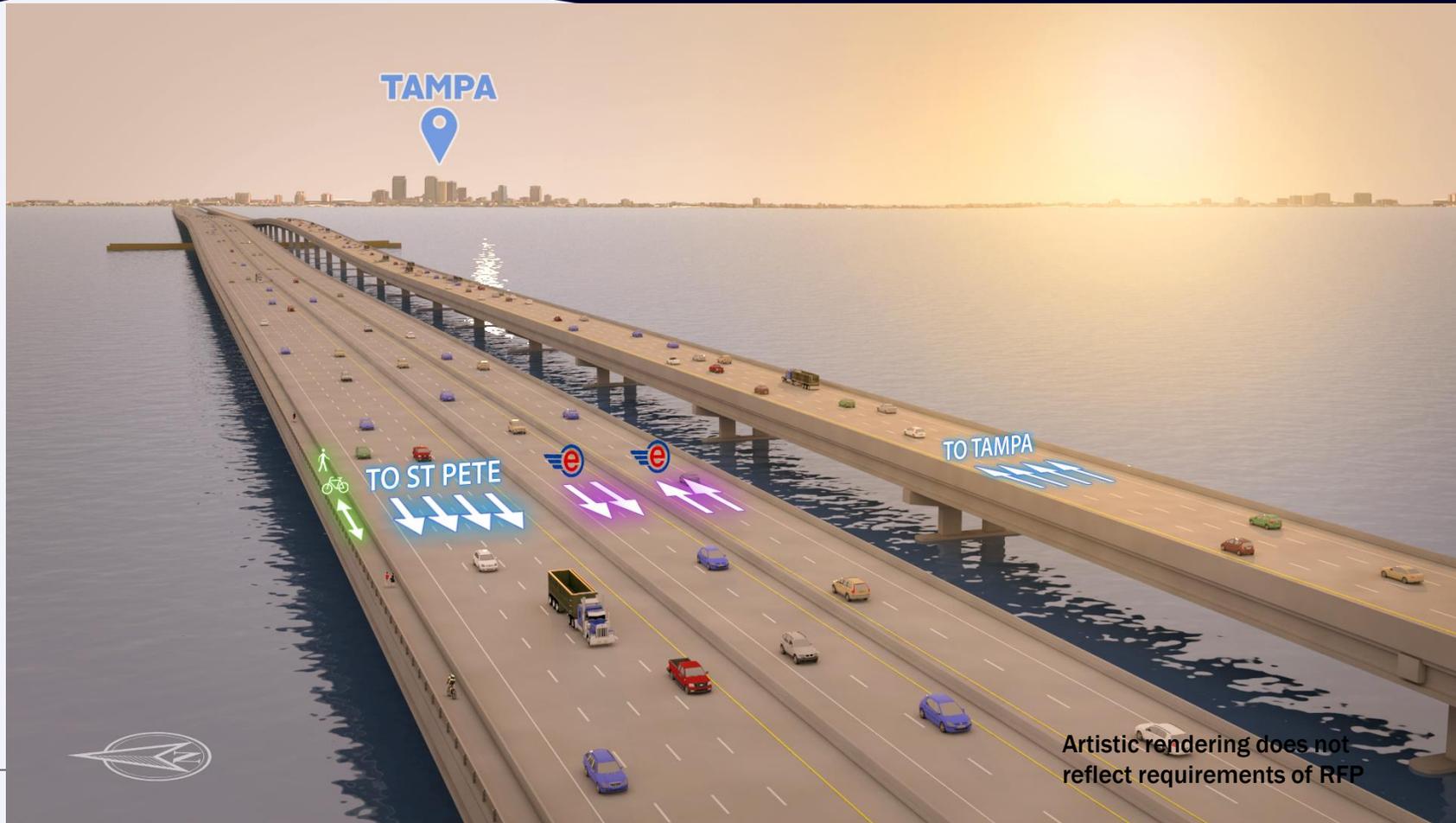
TAMPA



Artistic rendering does not reflect requirements of RFP



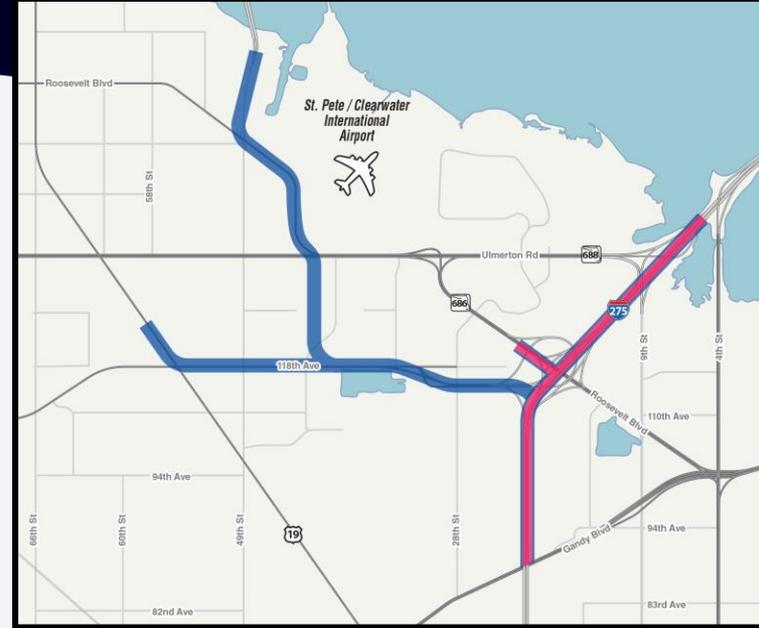
TAMPA



Artistic rendering does not reflect requirements of RFP

Gateway Expressway

- Construction is Underway
- Scheduled to be completed in 2021
- Add one Express Lane in each direction on I-275
- Constructs 2 New Elevated Expressways
 - From US 19 to I-275
 - From the Bayside Bridge to I-275



History of I-275 Pinellas Corridor Studies

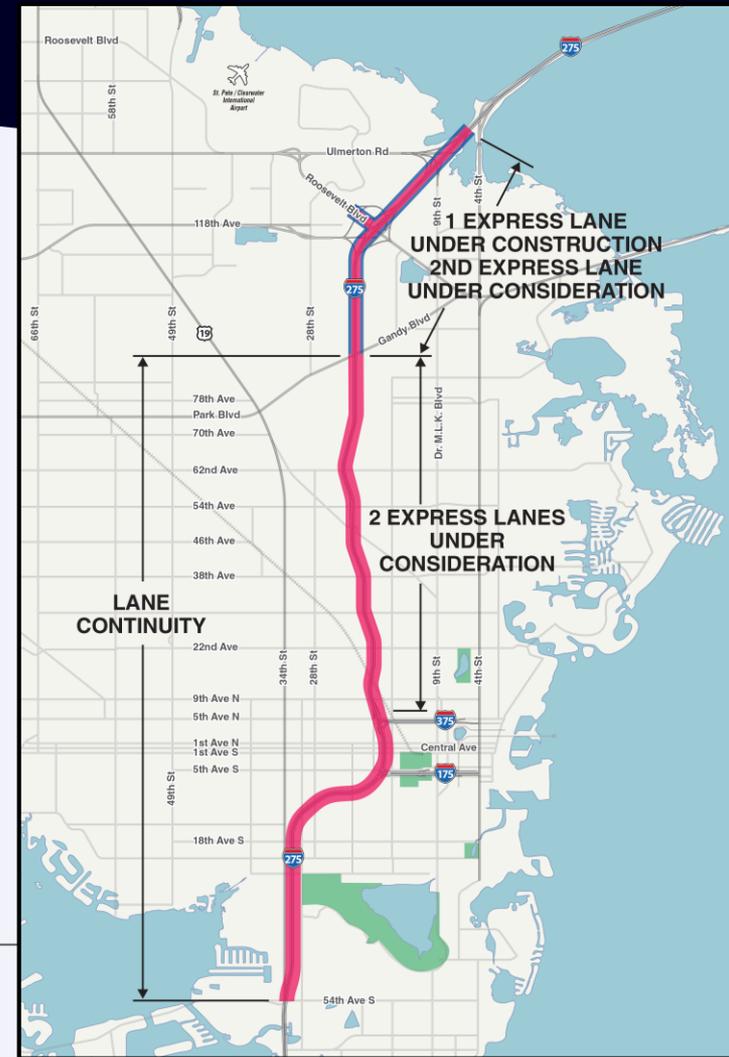
- Original PD&E study approved July 2016
- Reevaluation approved April 2017
 - Segment A and Segment B
 - Lane Continuity Improvements
 - Intermittent widening and restriping
 - 2 continuous lanes in each direction
 - Segment C
 - 3 general use lanes in each direction
 - 1 express lane in each direction



Current Reevaluation of I-275 Pinellas Corridor

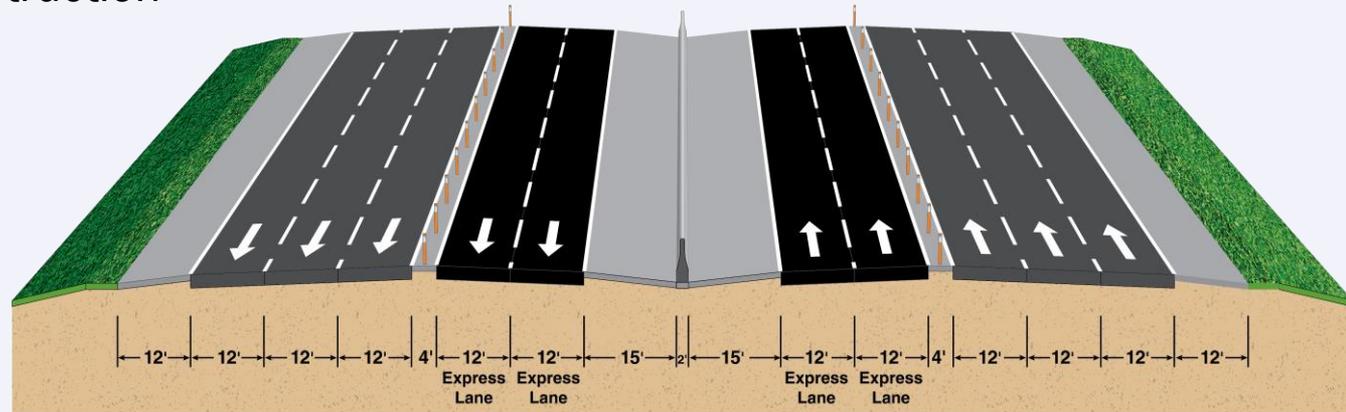
- Lane continuity from 54th Avenue South to Gandy Boulevard
- Evaluating two express lanes in each direction from Downtown St. Petersburg (I-375) to north of 4th street North
- Opportunity to integrate transit on corridor

Public hearing scheduled for Spring 2019



I-275 Pinellas Corridor

- Project likely to include:
 - Right of way for ponds (working with local jurisdictions on potential sites)
 - Concrete pavement widening
 - Shoulder reconstruction
 - Bridge widening
 - Noise walls



Bus on Shoulder Pilot Project

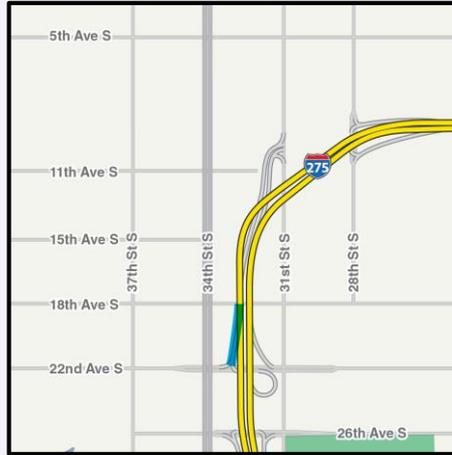
- Project will be FDOT-led design/build to widen the shoulders on I-275 in Pinellas County from 5th Ave N to Gandy Blvd
 - \$2.5M has been allocated for the project
- Concept of Operation is under development
 - Will establish the operation protocol for buses
- Schedule to be determined

Example of Metro Transit bus on shoulder in Minneapolis, Minnesota



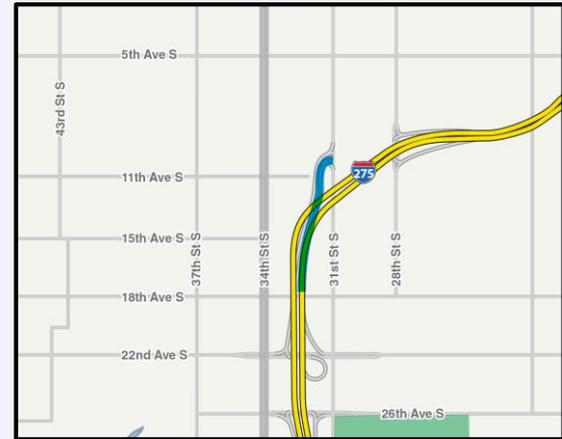
I-275 Interchange Improvements

I-275/22nd Ave South Interchange



- Modify southbound off ramp to have dual right turn lanes under signal control
- Construction scheduled to begin December 2018

I-275/31st St South Interchange



- Modify northbound off ramp to have dual left turn lanes under signal control
- Project will be implemented by City of St Petersburg & FDOT Traffic Operations



Open House