



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

# Advantage Pinellas

A Vision for Efficient Transportation & Strategic Redevelopment

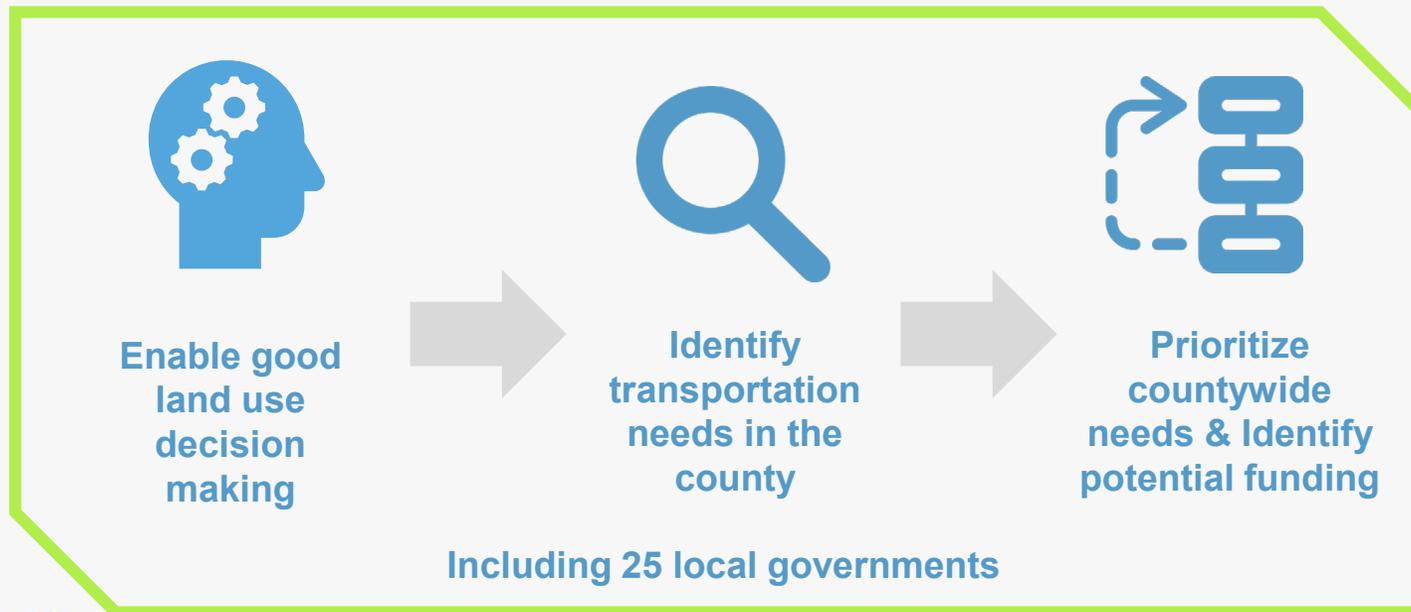
Whit Blanton, FAICP

Executive Director, Forward Pinellas



# Who We Are

- Policy-making and planning agency consisting of Pinellas Planning Council and Pinellas County Metropolitan Planning Organization
- Guide growth in the right places to create connections and vibrant communities



# It Takes Strong Partnerships



# Bipartisan Infrastructure Law

- \$1.2 trillion federal investment plan over five years for transportation, energy, water and communications infrastructure
- Formula funds and competitive grants available
- Developing priorities to pursue competitive funding
- Local match and maintenance commitment



# Funding Opportunities



- **Federal Funding Opportunities:**

- Resiliency
- Congestion Relief
- Safe Streets
- Reconnecting Communities
- Bridge Investment
- Ferry Boats and Facilities
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- **State Funding Flexibility:**

- Strategic Intermodal System
- District Dedicated Revenue
- Service Development Grants (Potential Pilot)

# Major Transportation Projects

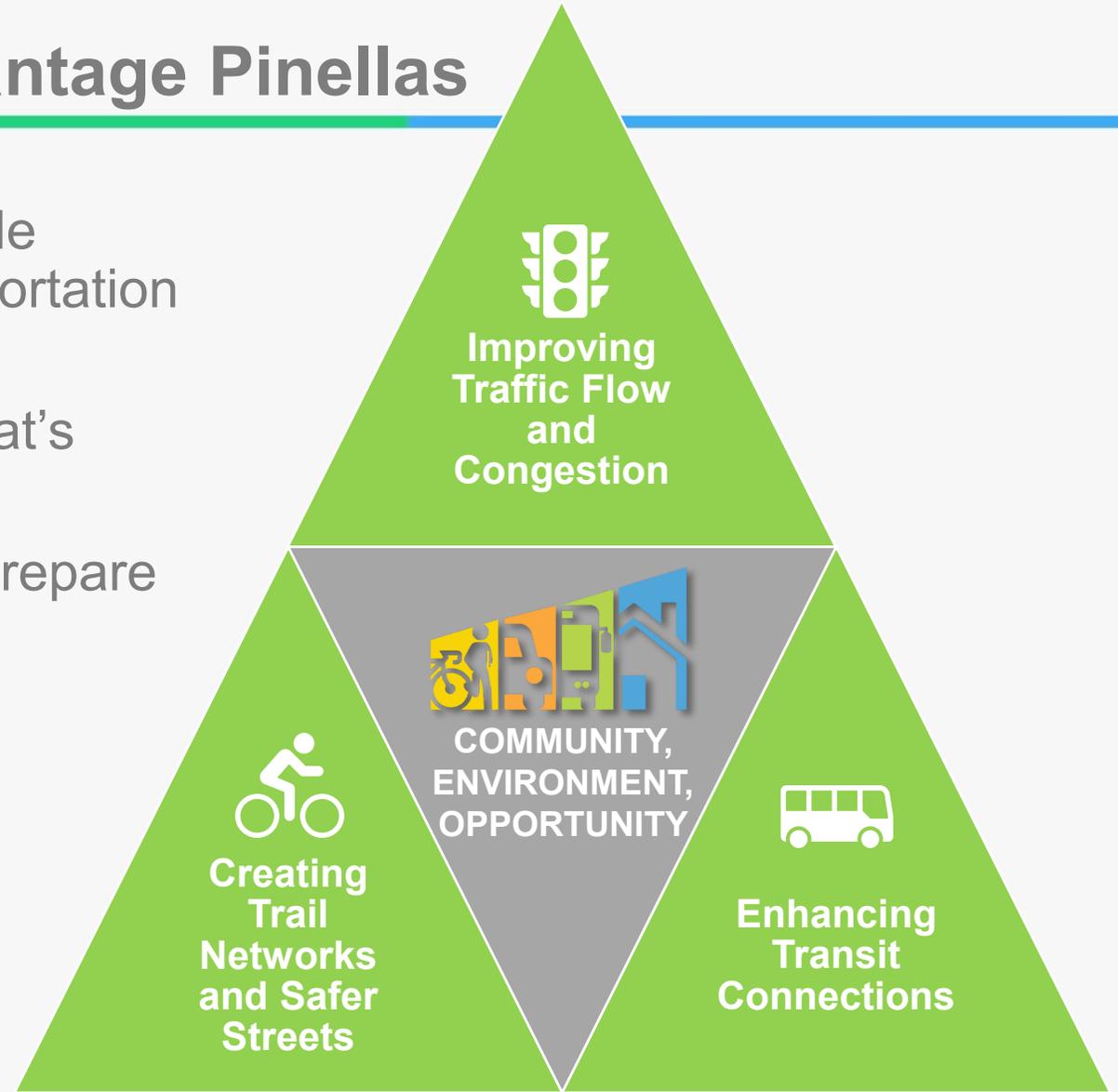
- Gateway Expressway: '23 completion
- Howard Frankland Bridge and Westshore Interchange: construction underway
- US 19, Main to Curlew: 3 yr construction starting in '22
- North Gap Pinellas Trail: '22 completion
- SunRunner: Opening in '22



# A Vision for the County – Advantage Pinellas

- Recognize our unique context and guide future development and needed transportation investments accordingly
- Connect people to jobs and housing that's affordable
- Strengthen existing communities and prepare for change
- Commit to shared actions and shared outcomes

Over the next 25 years, we expect to add 93,000 people countywide – that is almost the size of Clearwater's population, the third largest city in the region.



# Countywide Plan

- Coordinate land use with Advantage Pinellas Transit Investment Corridors
- Enable transit-oriented development (TOD) in advance of premium service
- Create network of Activity Centers and Multimodal Corridors



## REGULATORY FRAMEWORK

- Increase density in Investment Corridors, Activity Centers & Multimodal Corridors
- Preserve target employment and industrial lands
- Incentivize Missing Middle and affordable housing
- Encourage mixed use and complementary uses with transit



# Key Principles

# Location Efficiency



**Guiding  
growth in the  
right places**



**Access to  
destinations  
for all**



**Connecting  
jobs, homes &  
transportation**

20 min neighborhoods

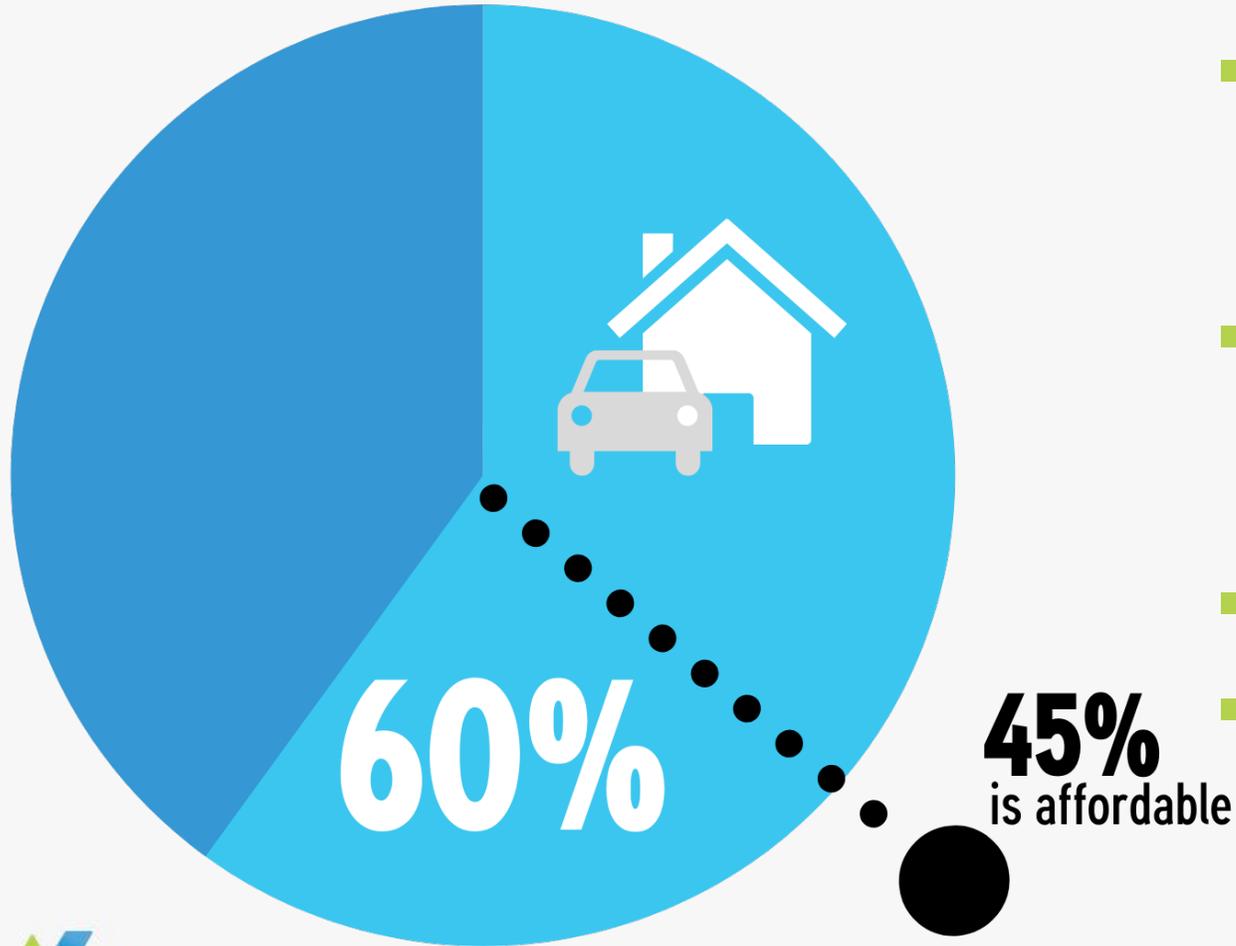




# Modal Efficiency

- Connected networks
  - Traffic signals, intersection improvements, bike facilities, trails, mobility hubs
- Customized solutions for communities and corridors
  - Complete streets, controlled access, toll roads
- Seamless intermodal operability
  - airport to hotel
  - trolley to water taxi
  - Flamingo fares
  - bike to bus
  - walking to doors

# Efficiency Matters For Economic Opportunity

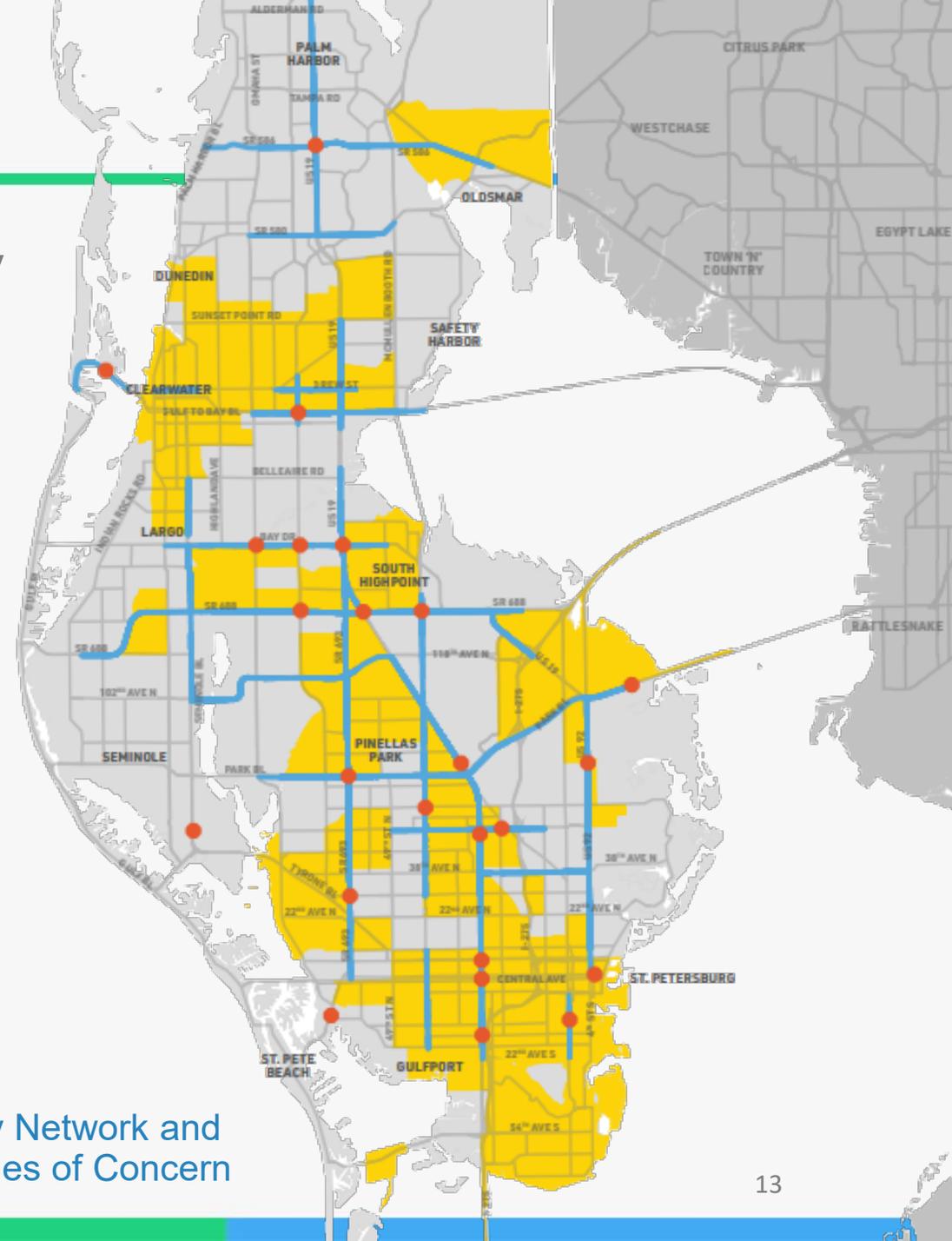


- Housing + Transportation are two largest costs for Pinellas households
- Better transit access to jobs lowers household costs and raises household income
- Expand regional opportunity
- Improve local connectivity



# A Transit Vision

- Economic opportunity and sustainability
- Livable, healthy communities
- More job and job training opportunities
- Lower household travel costs
- Accessible transportation for everyone
- Better local and regional traffic conditions
- Preservation of open space and natural/environmental assets

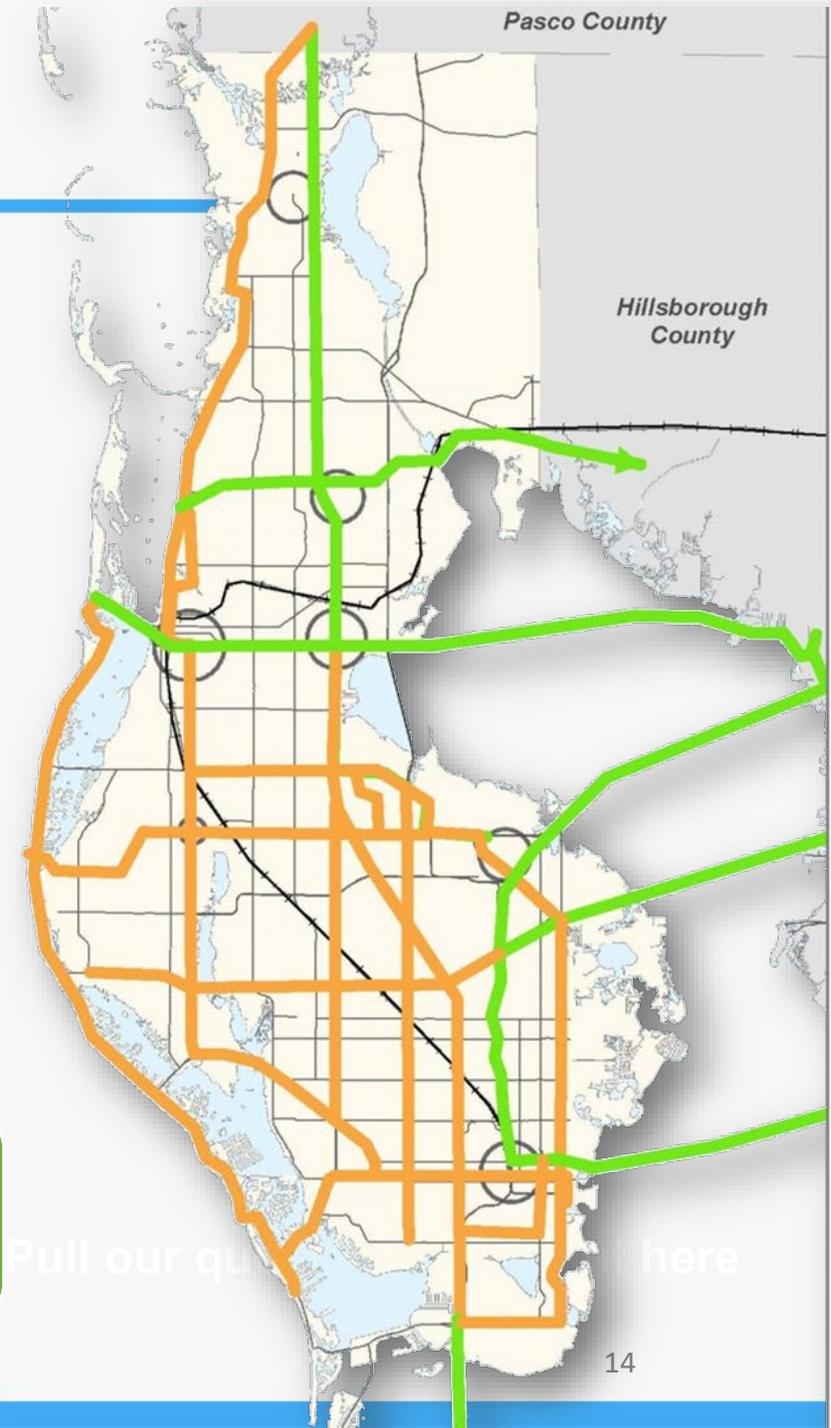
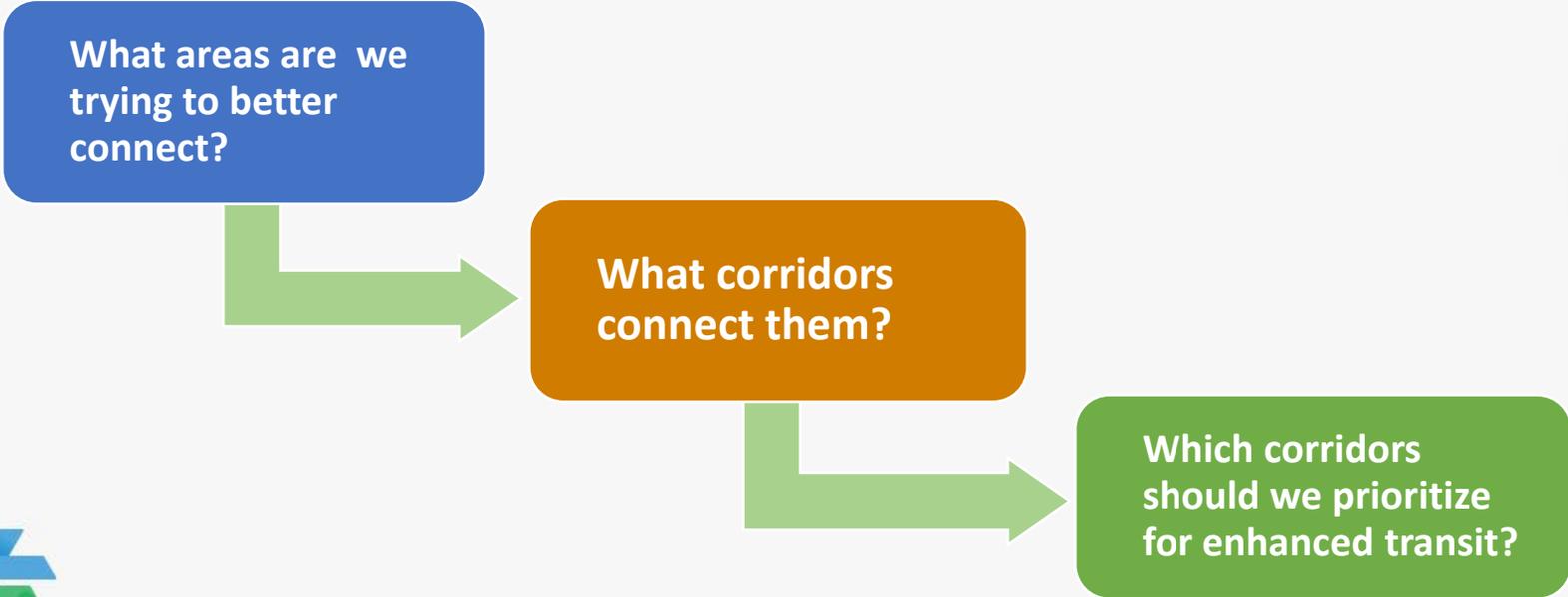


High-Injury Network and  
Communities of Concern



# Investment Corridor Framework

- Connecting people to jobs, homes and opportunities
- Countywide focus on housing and redevelopment within commercial corridors where opportunities exist
- Maximize the investments of connecting our corridors

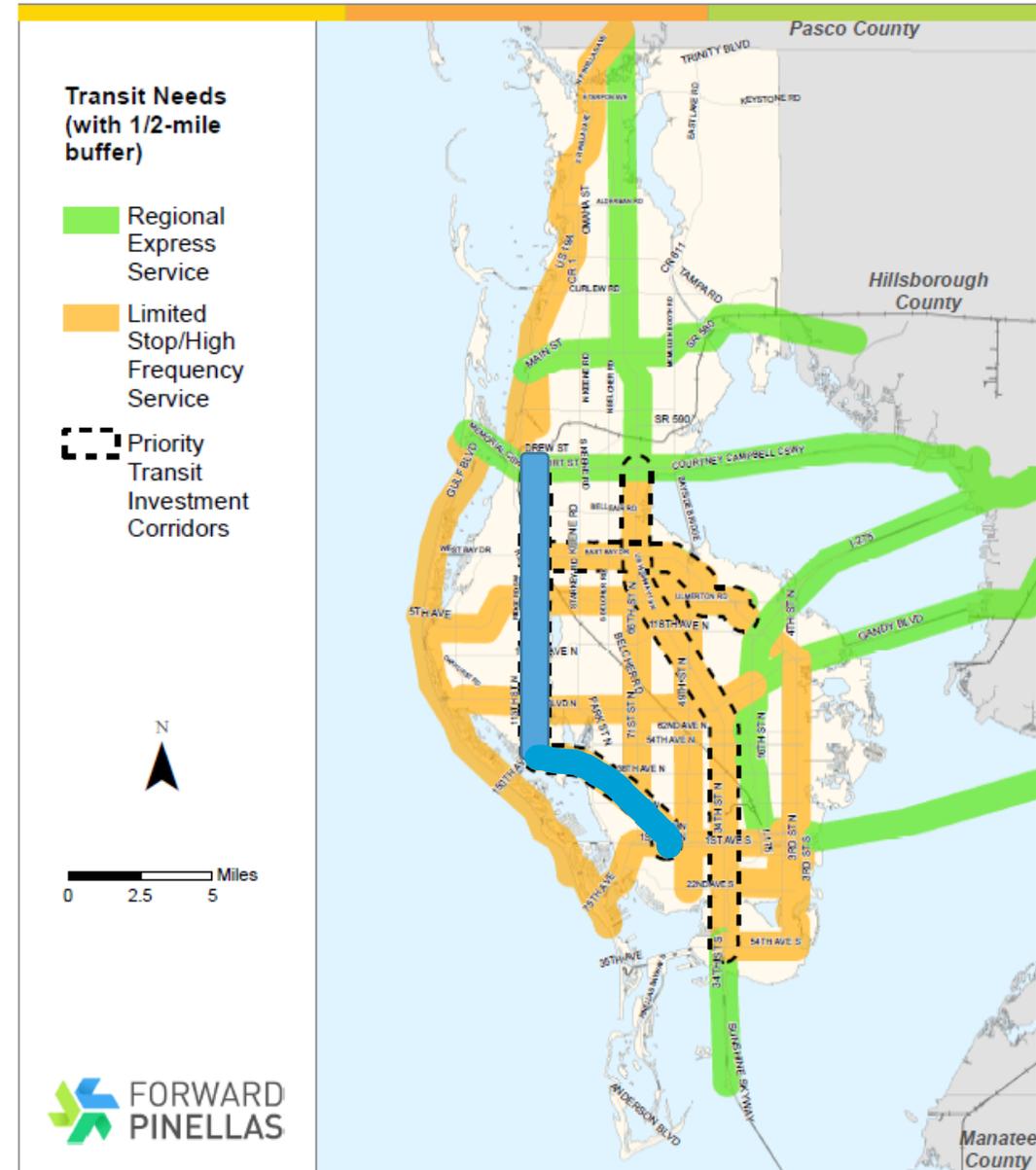


# Investment Corridor Transition Plan

- The Advantage Pinellas framework
- Alternate US 19 (SR 595)
  - From downtown Clearwater to 58th Street North at 5th Avenue North, and 58th Street North from 5th Avenue North to Central Avenue
- Redevelopment and economic opportunity strategy
- Enhanced transit service
- Multimodal transportation options
- Linking jobs, education, and housing
- Complete by early 2023



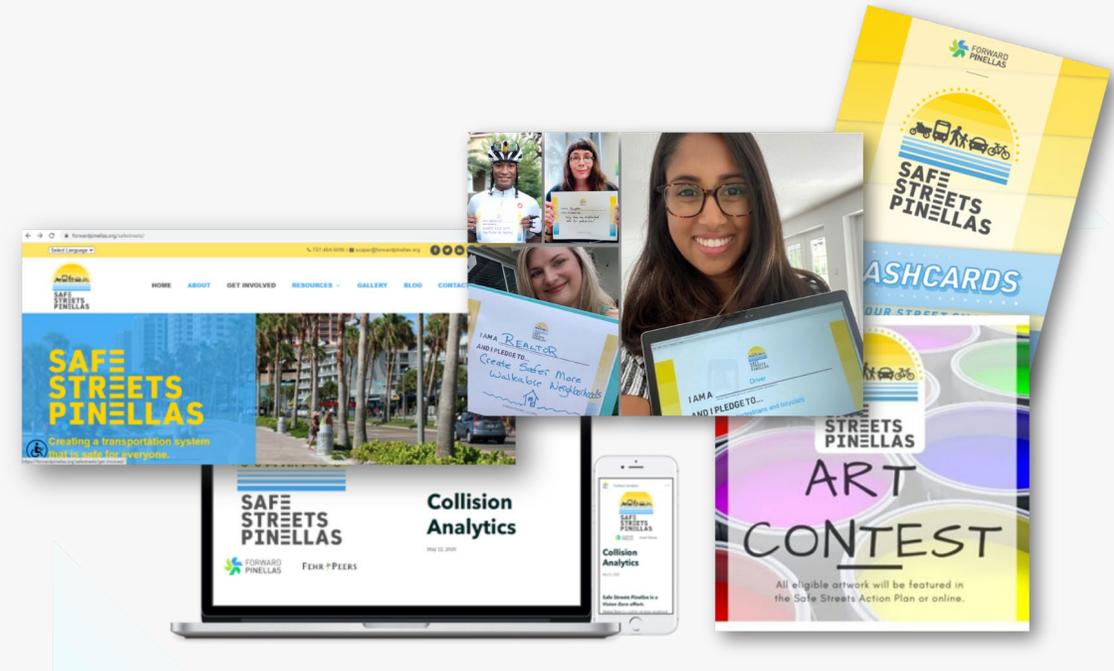
## Transit Investment Framework



Data Source: Forward Pinellas, 2022. Map Produced: January 20, 2022.

# Safe Streets Pinellas

- 165 people lost their lives in 2021 on our roadways.
- The board adopted Safety Targets of 20% reduction in fatal crashes in the next 2 years & zero deaths on our roadways by 2045.
- Currently, six out of 25 local governments have adopted the Safe Streets Pinellas Action Plan.



# Waterborne Transportation

- Key economic driver
- Resident and tourist mobility
- Contributes to congestion reduction
- Local and Regional Connectivity
- Integrated Transportation Network

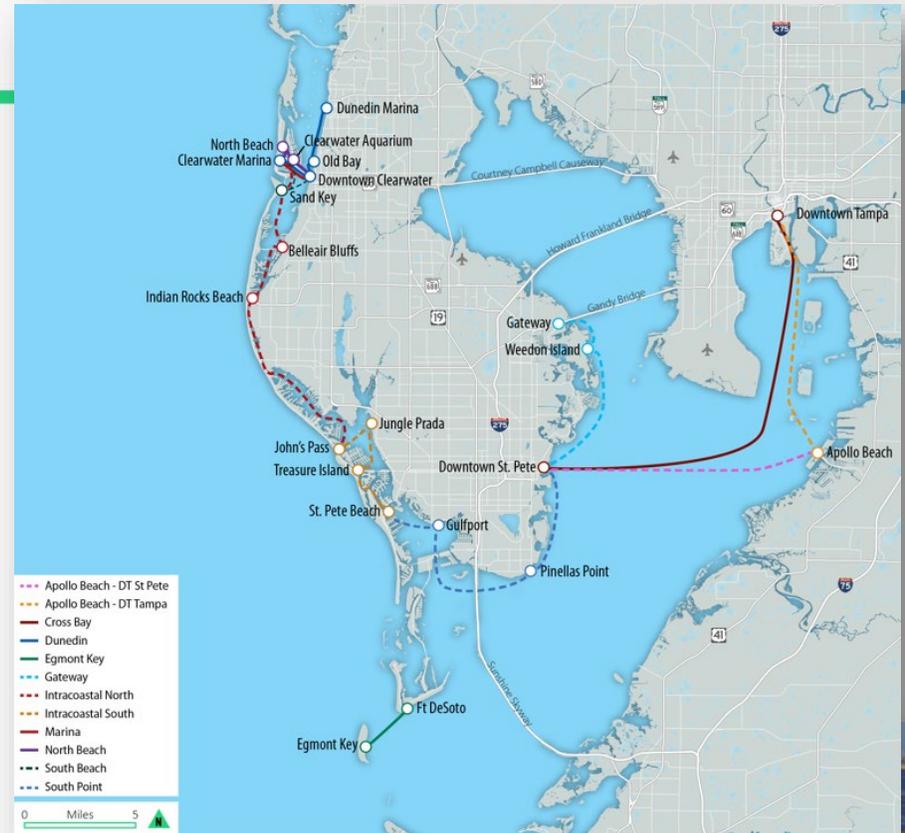
## Waterborne Transportation Committee Adopts LRTP2045 Waterborne Section



System Plan

Restart Plan

Phased Plan



# Waterborne Transportation Strategy

- Incorporate System Plan into Advantage Pinellas
- Establish clear criteria for the prioritization of service
- Agency can contract with one or more private operators for service delivery
- Identify routes based on community needs
- Determine funding feasibility through a phased approach





# Transportation Funding

Connecting Homes with Jobs and Job Training



# Transportation Funding: Short Term

## **WATERBORNE SERVICE: CLEARWATER/DUNEDIN**

### **RESTART PLAN**

Support for the restart of Clearwater/Dunedin ferry service in FY23.

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## **WATERBORNE SERVICE: CROSS-BAY FERRY SERVICE**

Support for continued operations for the Cross Bay Ferry. The Hillsborough Area Regional Transit Authority has been awarded a \$4.9 million grant from FTA for the Cross-Bay Ferry.

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## **MODERN CLEARWATER TRANSIT CENTER**

Expansion and replacement of Clearwater Transit Center with 16 bus bays, a customer service center, and multi-modal connections.

## **34<sup>TH</sup> ST BUS RAPID TRANSIT SERVICE**

BRT service along 34th Street South from Pinellas Park to downtown St. Petersburg.

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## **727 EXPRESS SERVICE FROM DOWNTOWN ST. PETE TO TIA**

Express service from downtown St. Petersburg to Tampa International Airport.

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## **ALT 19 INVESTMENT CORRIDOR LIMITED STOP EXPRESS SERVICE**

Incorporation of limited stop express service along Alt 19 from Clearwater to St. Petersburg.



# Transportation Funding: Longer Term

## **WATERBORNE SERVICE: SYSTEM EXPANSION TO MADEIRA BEACH AND INDIAN ROCKS BEACH**

Expansion includes vessels and 4 day/week low-frequency service.

## **I-275 REGIONAL RAPID TRANSIT PROJECT**

This TBARTA project connects Downtown St. Pete, the Gateway, Westshore, and more.

## **US 19 REGIONAL RAPID TRANSIT PROJECT**

This TBARTA project connects South St. Pete to Tarpon Springs.

## **SR 580 PREMIUM TRANSIT SERVICE**

Cross-county/inter-county express service along the SR 580 corridor.

## **EXPRESS SERVICE FROM DOWNTOWN CLEARWATER TO TIA**

Express service from downtown Clearwater to Tampa International Airport.

## **INCREASE FREQUENCY OF JOLLEY TROLLEY SERVICE (ALT 19) COASTAL ROUTE**

Increased frequency of the Jolley Trolley (Alt 19) Coastal Route.

## **PROJECT DEVELOPMENT FOR ROOSEVELT/EAST BAY PREMIUM TRANSIT CORRIDOR**

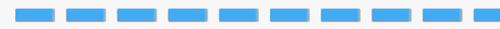
Corridor improvements to create limited stop express service along Roosevelt Blvd/East Bay Drive.



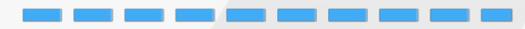
# Achieving the Transportation Vision



**Strengthen Partnerships to enhance our land use and transportation efficiencies**



**Identify major priorities and state/federal funding opportunities**



**Commit to a complementary funding strategy**





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PINELLAS

# Thank You!

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