



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

# Budget Information Session - FY 2018/2019

Pinellas County Board of County Commissioners  
May 10, 2018

## Who We Are

- Forward Pinellas is an integrated land use and transportation planning agency
- Pinellas Planning Council (PPC)
- Pinellas County Metropolitan Planning Organization (MPO)
- Advisory Committees
  - Citizens Advisory Committee (CAC)
  - Planners Advisory Committee (PAC)
  - Technical Coordinating Committee (TCC)
  - Bicycle Pedestrian Advisory Committee (BPAC)
  - Pinellas Trail Security Task Force (PTSTF)
  - Local Coordinating Board (LCB)
  - School Transportation Safety Committee (STSC)
  - Tampa Bay Transportation Management Area (TMA) Leadership Group



17.0 Full Time Employees

# What We Do

- Maintain the Countywide Plan (Rules, Map, and Strategies)
- Prioritize Transportation Projects for State and Federal Funding
- Administer Grant Programs
- Provide Technical Assistance to Local Governments
- Conduct Special Studies and Activities
- Maintain Strong Relationships with Partner Agencies/Organizations



# Forward Pinellas Strategic Business Plan

- Determines “what” and “how” the existing resources and competencies of the agency will be utilized over the next 5 years
- Identifies 7 goals developed around the theme of “Adapt”, “Build” and “Connect”
- “Adapt” - Preparing for change and working with what we have
- “Build” - Building trust and guiding growth
- “Connect” - Working together and creating community



# FY18 Work Plan Highlights

A large, light gray key icon is positioned behind the word ADAPT.

**ADAPT**

A large, light gray icon of a wrench and a hammer crossed is positioned behind the word BUILD.

**BUILD**

A large, light gray icon of a network or cluster of nodes is positioned behind the word CONNECT.

**CONNECT**

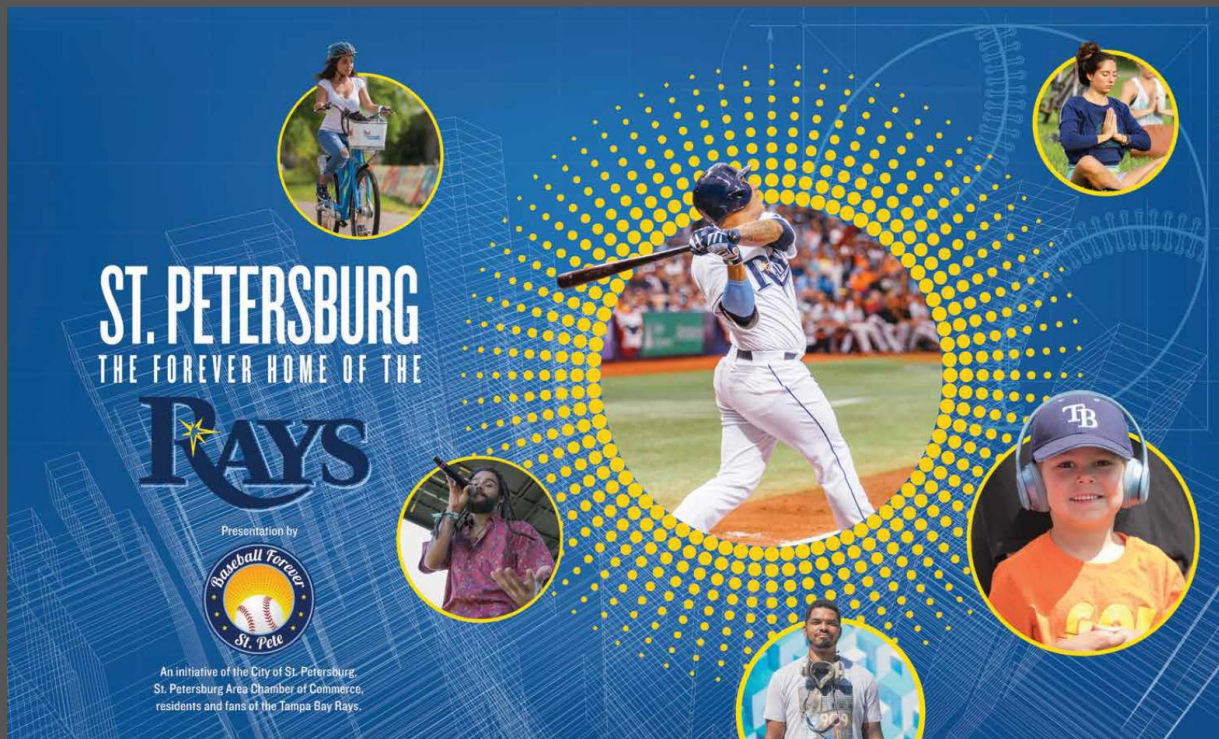





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## Adapt

- Data Analytics to Support Baseball Forever

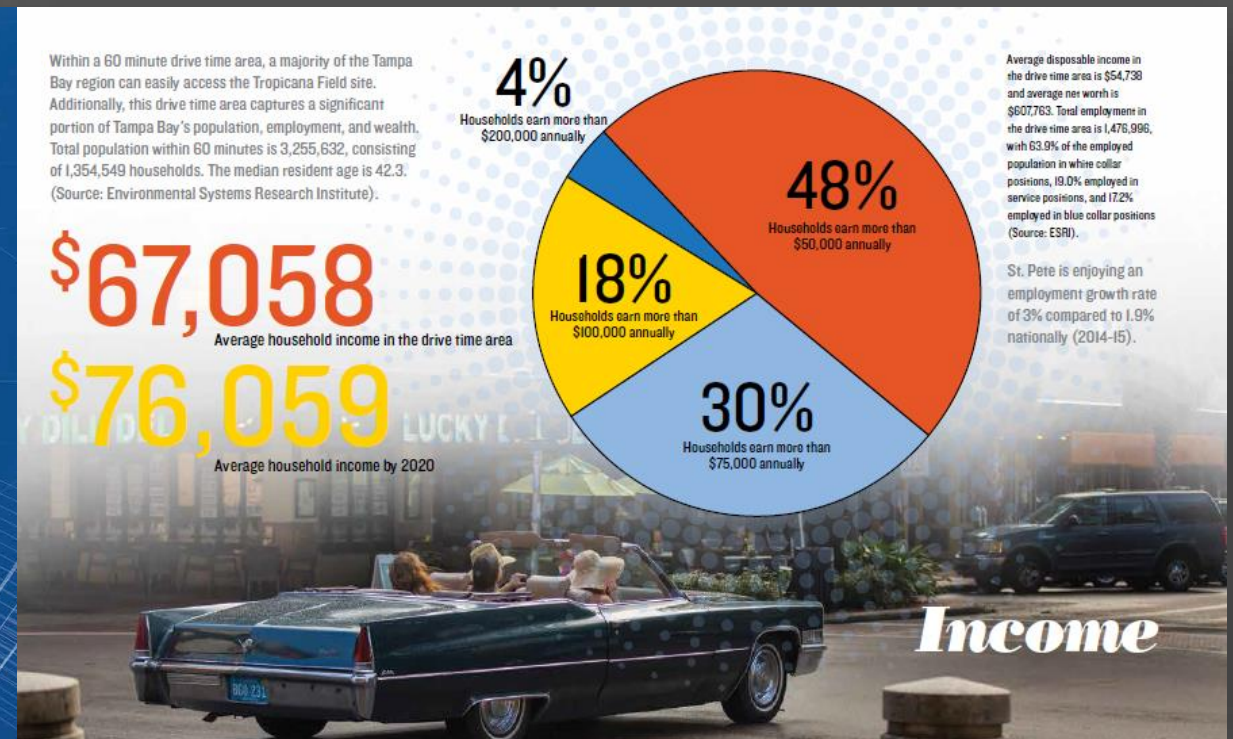


**ST. PETERSBURG**  
THE FOREVER HOME OF THE  
**RAYs**

Presentation by  


An initiative of the City of St. Petersburg,  
St. Petersburg Area Chamber of Commerce,  
residents and fans of the Tampa Bay Rays.

The graphic features a central image of a Rays player swinging a bat, surrounded by circular insets showing a woman on a bicycle, a woman meditating, a man playing a trumpet, and a young boy in a Rays cap. The background is blue with a yellow dotted pattern.

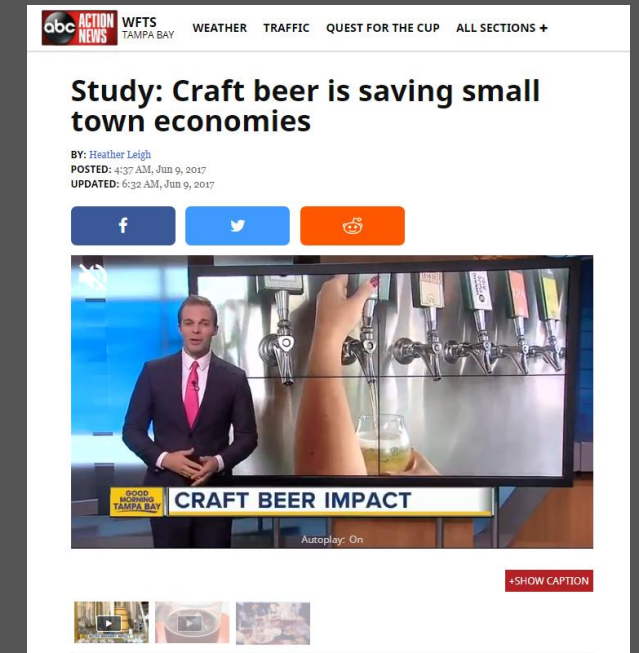
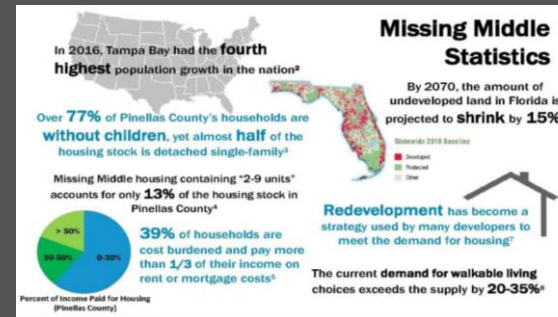
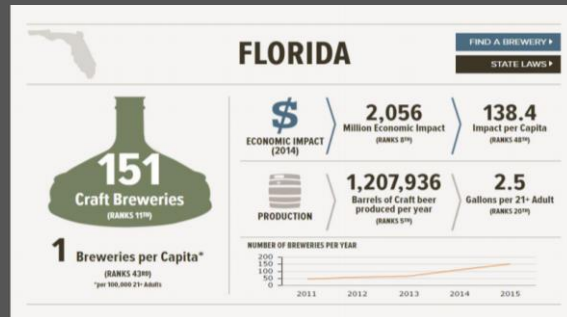




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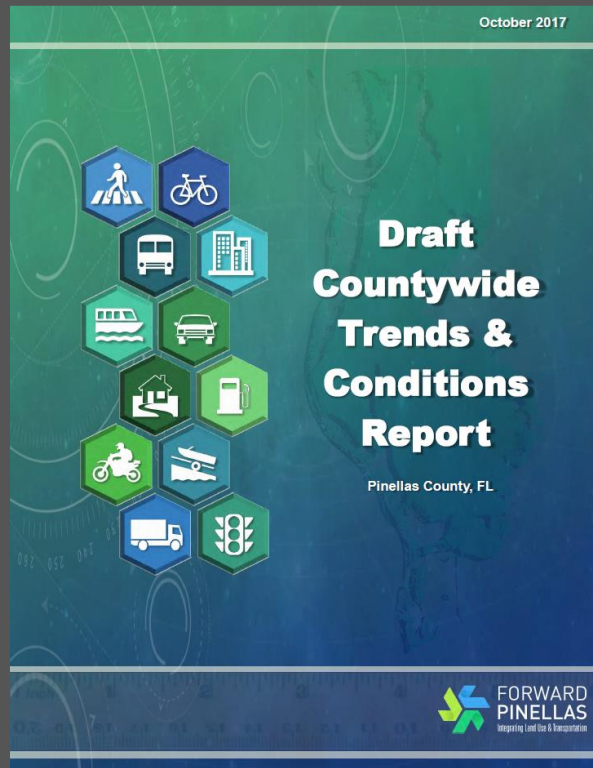


- Knowledge Exchange Series
  - Microbreweries as Catalysts for Downtown Redevelopment
  - Finding the Missing Middle
  - Urban Agriculture



## Build

- Countywide Trends and Conditions Report



### Countywide Trends & Conditions Report

#### COORDINATING LAND USE AND TRANSPORTATION



**Transportation and land use planning do not exist independently, but have a relationship in which each influences the other.**



**4% of Pinellas County residents live in designated activity centers**

Land use and transportation have traditionally been treated as separate planning fields. But land use decisions affect the transportation system and can increase options for people to access destinations, goods, services, and other resources to improve the quality of their lives. In turn, transportation decisions affect land use development demand, choices, and patterns.

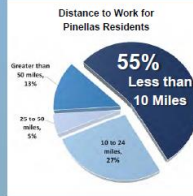
The Forward Pinellas Countywide Plan for Pinellas County integrates land use and transportation planning by guiding new population and job growth into activity centers such as historic downtowns, and multimodal corridors where walking, biking and transit are supported. A concentration of different uses allows residents to commute to work or school, visit neighbors, shop for daily needs, and travel to special events as easily as possible without an automobile. About 4% of residents live in designated activity centers, the same as in 2012.

To maximize the number of people who live and work within convenient reach of transit, higher-density residential, office, and retail development should be concentrated within easy walking distance (1/4 to 1/2 mile) of transit stops. Land use patterns that support walking, biking and transit use include an interconnected street network designed to make travel distances as short and direct as possible, with buildings oriented near the sidewalks and parking relegated to the rear of the

Source (both pages): U.S. Census Bureau, 2016 and Forward Pinellas, 2017

### Countywide Trends & Conditions Report


#### Transportation connectivity and planned redevelopment are integral to the economic success of the Tampa Bay region.



**Distance to Work for Pinellas Residents**


Distance to Work	Percentage
Less than 10 Miles	55%
10 to 24 miles	27%
25 to 34 miles	18%
Greater than 35 miles	1%

#### Economic Development

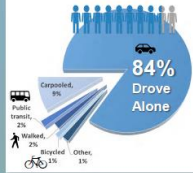


Transportation and land use decisions create the framework within which communities grow, influencing development, economic prosperity and quality of life. Forward Pinellas' Long Range Transportation Plan and Countywide Plan both share the goal of supporting and furthering economic development and employment opportunities within Pinellas County. Forward Pinellas also promotes opportunities for public-private partnerships, improving roadway operations, travel options and access to and from major activity centers.

Commuting to and from work is the largest component of many residents' travel, and offers significant opportunities for improving transportation choices. Land use planning can provide for residents and workplaces to be located closer to one another, with densities and land use patterns that support multimodal travel, while improved trans-



#### Means of Transportation to Work for Pinellas Residents



**Means of Transportation to Work for Pinellas Residents**

Means of Transportation	Percentage
Drove Alone	84%
Carpooled	2%
Public transit	2%
Walked	2%
Bicycled	2%
Other	1%

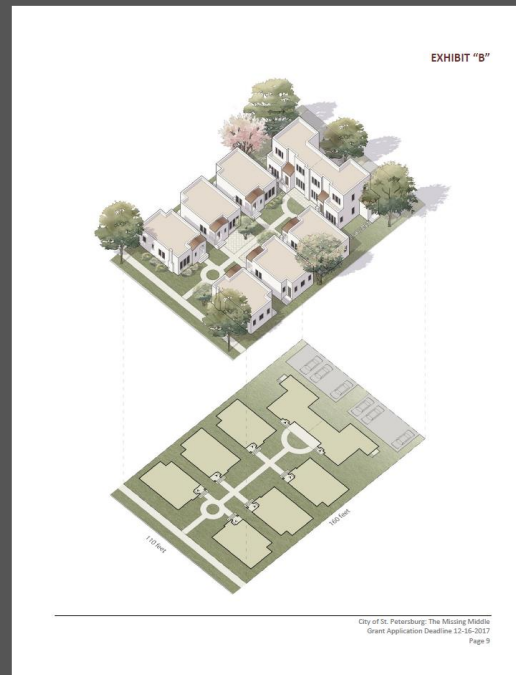
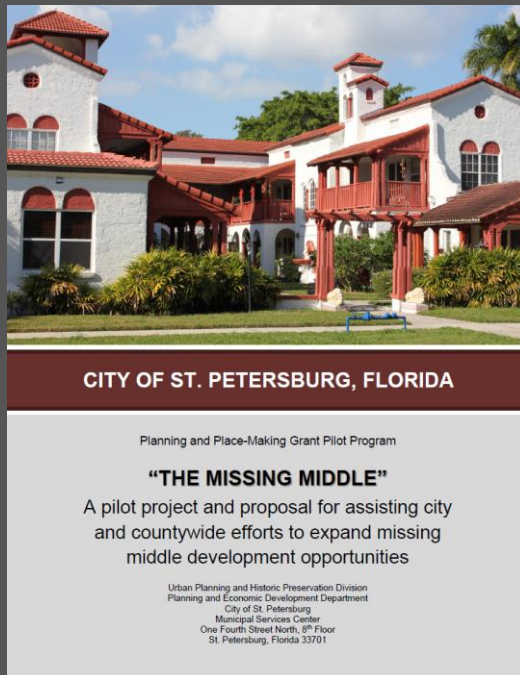
Source: U.S. Census Bureau, 2016 ACS 1-Year Estimates & LODS 2015. Excludes residents working from home.





## Build

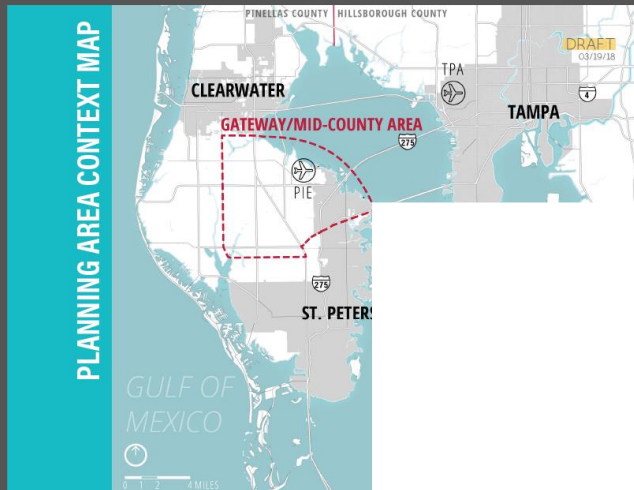
- Planning & Place-Making (PPM) Pilot Grant Program
  - City of St. Petersburg: Missing Middle Lending Analysis
  - Pinellas County: Downtown Palm Harbor Form-Based Code



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- Strategic Planning & Operations Topics (SPOTlight Emphasis Areas)
  - Vision for US 19
  - Gateway/Mid-County Master Plan
  - Enhancing Beach Community Access

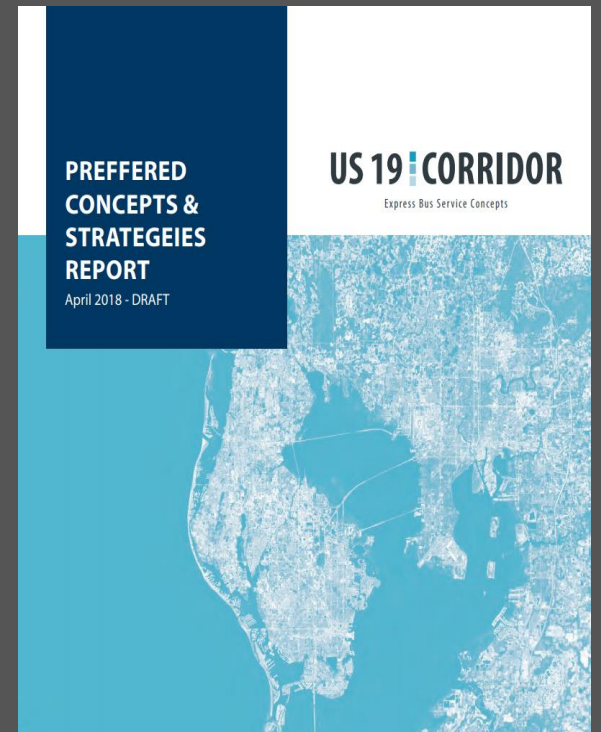
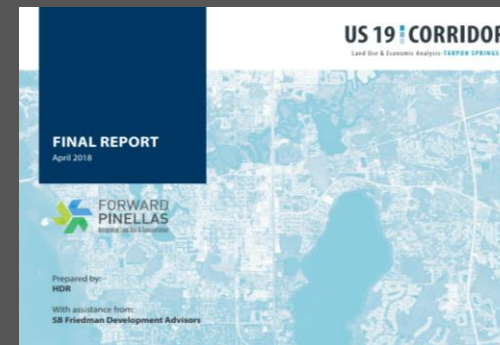


## Project Kick-Off + Study Area Issues & Opportunities Charrette

The WRT led planning and design team held a two day project Kick-Off and Study Area Issues and Opportunities Charrette with Forward Pinellas and agency partners with the goal of confirming the goals and parameters of the project, and understanding the challenges and aspirations for the master plan. The following is a summary of what was discussed over those two days.

• The general boundary of the study area is defined by the south, Stanley Road and 66th St on the west, 62nd Avenue N, and Al Garcia Blvd to the south, and Tampa Bay to the northeast.

5 // PINELLAS GATEWAY / MID-COUNTY AREA MASTER PLAN

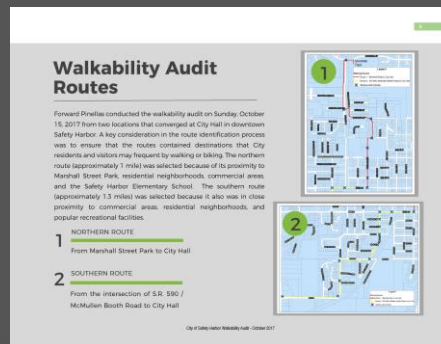
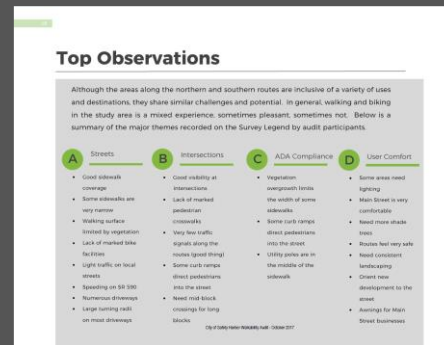
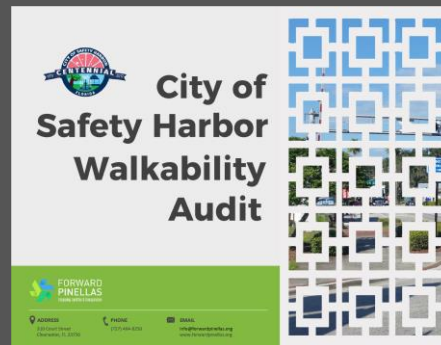




# Budget Information Session - FY 2018/2019



- Bicycle Pedestrian Program
  - Safety Harbor Walkability Audit
  - Bike Your City - Clearwater



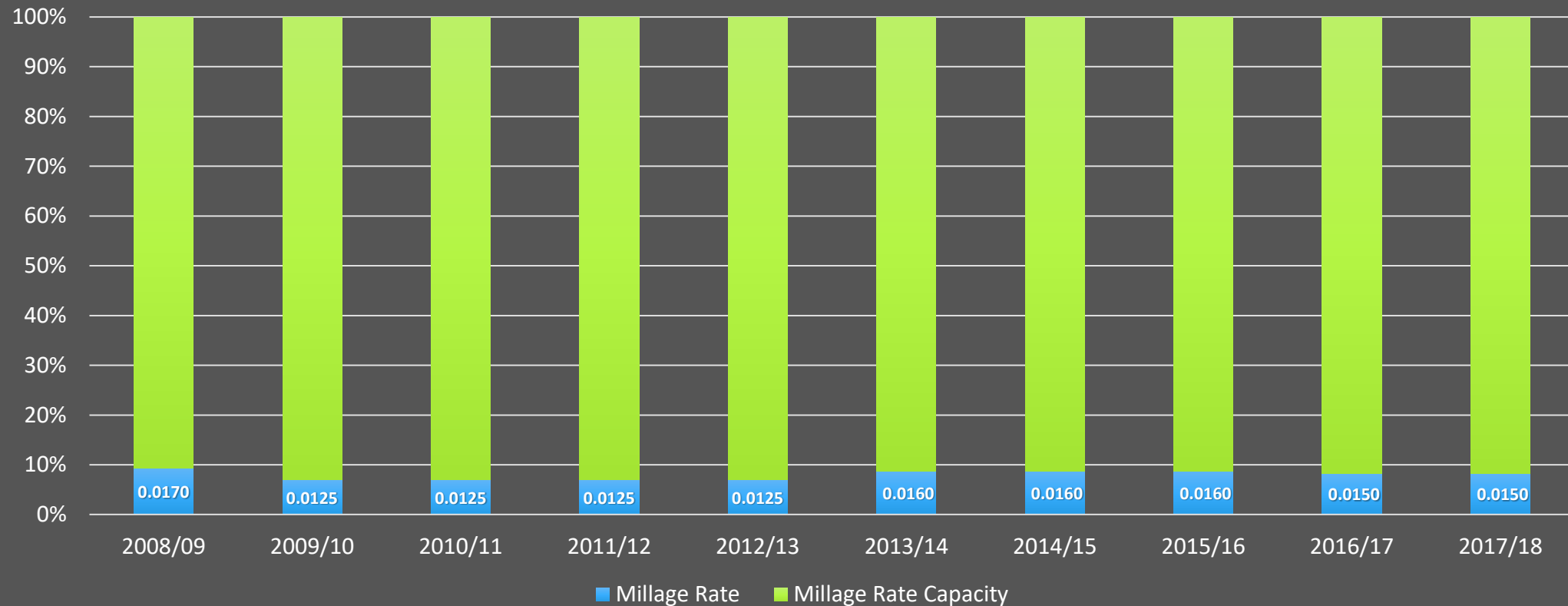
# FY19 Work Plan Highlights

- Complete Streets
- Knowledge Exchange Series
- FHWA Resiliency Grant
- Affordable Housing Forum
- Transition Planning
- Community Conversations
- Long Range Transportation Plan
- Activity Center Indicators
- SPOTlight Emphasis Areas
- US Alt. 19 Cultural Corridor
- TMA/TBARTA
- FDOT/PSTA
- Partners in Action Award





### PPC Millage Rate and Capacity - 2008/09 thru 2017/18



- PPC millage cap is 0.1666
- \$48,000 estimated impact of additional homestead exemption (Pinellas Property Appraiser and Office of Management & Budget)

# Thank You!

