Alternate US 19 from Park Street N to Pinellas/Pasco Co. Line Pinellas County, FL

WPID: 435909-1 and 435909-2
Elected and Agency Officials Kickoff Meeting
March 22, 2017
Welcome and Introduction

- Sign-in and comment sheets
- Restrooms and exits
- Meeting Agenda and Timeline
- Meeting Goals Expectations:
  - Provide input to guide study recommendations
  - Actively participate throughout duration of studies

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**Meeting Agenda and Timeline**

<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Time</th>
<th>Duration (minutes)</th>
<th>Action</th>
<th>Responsible Person/Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>10:00 AM</td>
<td>10:05 AM</td>
<td>0:05 Welcome and Introductions</td>
<td>Whit Blanton / Forward Pinellas</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>10:05 AM</td>
<td>10:10 AM</td>
<td>0:05 Project Description and Scope of Work</td>
<td>Brian Shroyer / FDOT</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>10:10 AM</td>
<td>10:20 AM</td>
<td>0:10 Southern Corridor Overview</td>
<td>Chris Piazza / RKK</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>10:20 AM</td>
<td>10:30 AM</td>
<td>0:10 Northern Corridor Overview</td>
<td>Matt Wey / Lochner</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>10:30 AM</td>
<td>10:55 AM</td>
<td>0:25 Agency Planning Efforts and Corridor</td>
<td></td>
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<tr>
<td><strong>6</strong></td>
<td>10:55 AM</td>
<td>11:05 AM</td>
<td>0:10 Break</td>
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<tr>
<td><strong>7</strong></td>
<td>11:05 AM</td>
<td>11:30 AM</td>
<td>0:25 Agency Planning Efforts and Corridor</td>
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<tr>
<td><strong>8</strong></td>
<td>11:30 AM</td>
<td>11:40 AM</td>
<td>0:10 Corridor Visioning Process</td>
<td>John Paul Weesner / Kittelson &amp; Associates</td>
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<tr>
<td><strong>9</strong></td>
<td>11:40 AM</td>
<td>11:50 AM</td>
<td>0:10 PAG Formation and Guidance</td>
<td>Lee Beasley / LRB</td>
</tr>
<tr>
<td><strong>10</strong></td>
<td>11:50 AM</td>
<td>11:55 AM</td>
<td>0:05 PAG Meeting Schedule and Next Steps</td>
<td>Lara Bouck / Lochner</td>
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<tr>
<td></td>
<td>11:55 AM</td>
<td>12:00 PM</td>
<td>0:05 Wrap-up and Adjourn</td>
<td>Whit Blanton / Forward Pinellas</td>
</tr>
</tbody>
</table>
Alternate US 19 Corridor Studies
Agenda Item No. 2 - Project Description / Scope of Work
**Alternate US 19 Corridor Studies**

- Corridor Study I Limits: from Park Street North to Belleair Road - 11 miles
- Corridor Study II Limits: from Belleair Road to Pinellas/Pasco County Line - 17.9 miles

Collaborate with the community, stakeholders and a Project Advisory Group (PAG) to:

- Develop a vision for the corridor that establishes a multi-modal approach
- Develop potential solutions for the corridor that establish a more walkable, bicycle-friendly, urban environment
Preliminary Purpose and Need

Dual pronged purpose:

1) Address near-term multimodal transportation needs through context sensitive solutions; and

2) Develop a long-term corridor vision that defines the goals & objectives and policy for enhanced integration of land use and transportation.

Transportation needs include:

- High number of pedestrian/bicycle crashes
- Poor level of service at major intersections
- Inadequate and substandard multimodal facilities
- Lack of connectivity and accessibility to transit
Approach to Project Process

Corridor Visioning

- Agency/Elected Officials Kickoff Meeting
- Base Mapping
- Input on Preliminary Purpose and Need
- Goals & Objectives
- Nodal Analysis
- Visioning Workshop
- Vision Plan

Data Collection & Alts Development

- Engineering & Environmental Data Collection
- Engineering & Environmental Analysis
- Design Traffic and Traffic Operational Analysis
- Alternatives Development
- Preliminary Purpose and Need

Analyze, Compare & Select Recommended Alt

- Draft Engineering/Environmental Documentation
- Final Purpose and Need
- Comparative Evaluation
- Alternatives Public Meeting
- Select Recommended Alternative

Draft Documentation/Plans

- Draft Corridor Alternatives and Strategies Report
- Draft Conceptual Roadway Design Plan Set

Finalize Documentation/Plans

- Prioritization of Alternative Improvements
- Final Corridor Alternatives and Strategies Report
- Coordinate with FDOT for funding for CIP and Work Program
- Present Findings to MPO Committees

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Complete Streets

Complete Streets Policy:

- Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:
  - Cyclists
  - Motorists
  - Pedestrians
  - Freight Handlers
  - Transit Riders
- The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form.

<table>
<thead>
<tr>
<th>Context Zones</th>
<th>Context Classification</th>
<th>Description</th>
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<tbody>
<tr>
<td>Rural</td>
<td>C1</td>
<td>Natural</td>
</tr>
<tr>
<td></td>
<td>C2</td>
<td>Rural</td>
</tr>
<tr>
<td>Rural Town</td>
<td>C2T</td>
<td>Rural Town</td>
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<tr>
<td>Suburban</td>
<td>C3R</td>
<td>Suburban Residential</td>
</tr>
<tr>
<td></td>
<td>C3C</td>
<td>Suburban Commercial</td>
</tr>
<tr>
<td>Urban</td>
<td>C4</td>
<td>General Urban Residential</td>
</tr>
<tr>
<td></td>
<td>C5</td>
<td>Urban Center</td>
</tr>
<tr>
<td>Urban Core</td>
<td>C6</td>
<td>Urban Core</td>
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Schedule

- Study Commencement: December 2016
- 24-month Schedule

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<td>Vision Plan</td>
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<td>Alternatives Public Workshop</td>
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<td>Traffic Analysis</td>
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<td></td>
<td></td>
<td>Corridor Alternatives &amp; Strategies Report</td>
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<tr>
<td>Concept Development &amp; Analysis</td>
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<tr>
<td>Environmental Data Collection &amp; Analysis</td>
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Southern Alternate US 19 Corridor Study

Agenda Item No. 3 - Project Overview for Corridor Study I (Park Street North to Belleair Road)
Project Location

- Project limits are from Park Street North to Belleair Road
- Corridor traverses thorough the Cities of Seminole and Largo
- Existing 6-lane facility
  - Physically constrained from Park Street North to the west end of the Long Bayou Bridge to 4-lanes
  - Approximately 100’ of existing ROW
Existing Traffic

- AADT’s throughout the corridor (FDOT FTI)
- Traffic Counts have been completed and are under review
- Majority of vehicles (97%) are single/multi passenger
# Existing Traffic

**Travel time study**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Measure of Effectiveness</th>
<th>Unit</th>
<th>Direction of Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Travel Time</td>
<td>Hours</td>
<td>NB: 0:21 / SB: 0:22</td>
</tr>
<tr>
<td></td>
<td>Average Speed</td>
<td>MPH</td>
<td>NB: 30.7 / SB: 30.6</td>
</tr>
<tr>
<td>PM</td>
<td>Travel Time</td>
<td>Hours</td>
<td>NB: 0:24 / SB: 0:22</td>
</tr>
<tr>
<td></td>
<td>Average Speed</td>
<td>MPH</td>
<td>NB: 28.7 / SB: 29.0</td>
</tr>
</tbody>
</table>

*2010 TBRPM Base Year Data*
Crash Review

Crashes were reviewed from 2010-2014

- 45% front-to-rear, sign of congestion
- 25% angle, multiple driveways and right-on-reds

High crash intersections were identified
Safety Review

- Total of 12 pedestrian deaths during the 5-year period of crash history reviewed for the corridor
  - 10 occurred between 102nd Avenue and Ulmerton Road (SR 688)
  - 2 occurred between East/West Bay Drive (SR 686) and Belleair Road
Transit Connections

- PSTA Corridor Transit Routes
  - 18, 61, and 68
- Route 18 main route that traverses the corridor
  - Peak: 20 minute headway
  - Off-Peak: 30 minute headway
  - Route changes in October of 2016 at the Largo Mall
Transit Connections

- Transit Activity vs. Ped/Bike Crashes
- Transit Amenities
- Signage
- Awareness
Future Traffic

*Forecasts are subject to future revisions

Existing (FDOT FTI 2015)  Future Year (2040 from TBRPM)

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Future Traffic

- AADT’s along the corridor

<table>
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<tr>
<th></th>
<th>2015</th>
<th>2040</th>
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<tbody>
<tr>
<td>Minimum</td>
<td>29,500</td>
<td>30,800</td>
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<tr>
<td>Maximum</td>
<td>49,500</td>
<td>48,700</td>
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</table>

- Level of Service (LOS) is “C” for the corridor with 6-lanes
Northern Alternate US 19 Corridor Study

Agenda Item No. 4 - Project Overview for Corridor Study II (Belleair Road to Pinellas/Pasco County Line)
Project Location

- Project limits are from Belleair Road to Pinellas/Pasco Co. Line
- Corridor traverses through Clearwater, Dunedin, Palm Harbor and Tarpon Springs
  - Project Length: 17.9 miles
- Existing Characteristics:
  - Divided arterial with 4 to 6 lanes (both directions) in vicinity of Clearwater, and predominately 2 lanes north of Clearwater
  - Designated hurricane evacuation and truck route
  - Daily volumes range between low and mid 30,000 vpd with 3% trucks in vicinity of Clearwater, and less than 20,000 vpd north of Clearwater
Northern Corridor

From Belleair Rd to Curlew Rd

*Forecasts are subject to future revisions

Existing (FDOT FTI 2015) | Future Year (2040 from TBRPM)

*Forecasts are subject to future revisions

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Northern Corridor

From Curlew Rd to Holiday Lake Dr

*Forecasts are subject to future revisions

Existing (FDOT FTI 2015)  Future Year (2040 from TBRPM)
Crash Review

- Completed crash review
  - Greater than 500 crashes
- Reviewed, summarized, and mapped crashes from 2011-2015
  - 56 pedestrian crashes
  - 84 bicycle crashes
  - 22 crashes with fatalities
  - 127 crashes with incapacitating injuries
- Various crash heat maps were developed and identified 12 locations with crash hot spots
- Crash patterns include trends of ped/bike crashes, limited lighting, serious injury, etc.
Transit Connections

- Transit Activity vs. Pedestrian/Bicycle Crashes
  - Transit Amenities
  - Signage
  - Awareness
## Existing Operational Performance

### Travel Time Study

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Measure of Effectiveness</th>
<th>Unit</th>
<th>Northbound</th>
<th>Southbound</th>
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<td>AM</td>
<td>Travel Time</td>
<td>Hr</td>
<td>0:37</td>
<td>0:45</td>
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<td></td>
<td>Average Speed</td>
<td>Mph</td>
<td>33.5</td>
<td>28.4</td>
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<tr>
<td>PM</td>
<td>Travel Time</td>
<td>Hr</td>
<td>1:01</td>
<td>0:40</td>
</tr>
<tr>
<td></td>
<td>Average Speed</td>
<td>Mph</td>
<td>22.6</td>
<td>28.4</td>
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</table>
Existing Roadway Sections

- Existing Conditions
  - Urban, Suburban, and Rural Settings
  - 23 Changes in Typical Section

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Short-term Solutions

- Corridor Alternatives and Strategies Report
  - Transportation System Management & Operations (TSMO)
    - Signal Timing and Coordination
    - ITS
  - Add/Lengthen Turn Lanes
  - Access Management (Median Openings)
  - ADA Deficiencies
  - Correct Lighting
  - Transit Enhancements
  - Correct Roadway Safety Audit localized problems
  - Addition of Bike Lanes
Long-term Solutions

- Vision Plan
  - Intersection Capacity Improvements
  - Premium Transit (BRT)
  - Bus Bays
  - Transit Amenities
  - Lane Elimination
  - Lane Repurposing
  - Queue Jumps
  - Pedestrian Crossings
  - Innovative Intersections
Agency Planning Efforts and Corridor Concerns

Agenda Item No. 5 & 6 - Discussion of Current/Proposed Transportation Plans and Description of Corridor Issues
Stakeholder Input

- Current / Proposed Alternate US 19 Transportation Plans
  - Previously identified transportation improvements
  - Anticipated land use changes
  - Transportation policy changes

- Local Perspective of Corridor Issues
  - Safety
  - Mobility
  - Multimodal Needs
  - Land Use
Corridor Visioning Process

Agenda Item No. 7
Complete Street Initiatives
Strategies for Implementing Complete Street Initiatives

PD&E Corridor Analysis

Land Use Context
- Land Use Policies/Regulations
- Detailed Land Use Plans
- Land Use Programs
- Other Land Use Strategies

Transportation Context (all modes)
- Capital Improvements
- Transportation Transit Operations
- Maintenance Project
- More Detailed/Area-Specific Transportation Plans and Programs
- Other Transportation Strategies

Other Contexts
- Utility/Infrastructure Improvements
- Agency Input
- Developer/Stakeholder Input
- Do nothing (No-Build)
- Other Strategies

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Visioning Process

A Systematic Approach

- All Voices at the Table
- Build Informed Consensus

Data Collection + Stakeholder Input

Guiding Principles, Needs, Evaluation Measures

Synthesize Information for Common Vision

Corridor Character

Typical Sections

Section Alts and Character Matrix

Preferred Alternatives

LU/Trans Interface, Model Testing on Future Scenarios
Visioning Process

Stakeholder and Data Collection Guide and Use Data from PD&E Scope of Services:

- Public Involvement
- Engineering Analysis
- Environmental Analysis
- Land-Use Conditions
  - Existing or Proposed Municipality Actions
  - Future Land Use Opportunities
  - Existing Vacant Properties
- Transportation Conditions
  - Amount of Existing Boarding’s & Alighting’s
  - Road Network
  - Service Area
- Socio-Economic Conditions
  - Population & Employment Densities
  - Building Age
  - Property Utilization
  - Parcel Size
  - Walking Distance

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Visioning Process

Guiding Principles, Purpose and Need

**Principle 1: MATCH the Character**

Match future street improvements to the activities and characteristics of the surroundings. Existing character should be improved by roadway solutions.

**Principle 2: INCREASE Safety**

Use roadway improvements to increase the level of safety for motorists, pedestrians, transit users, bicyclists, and freight haulers. A number of areas along the corridor could benefit from safety improvements.

**Principle 3: BALANCE User Needs**

Create designs that balance the needs of all users and activities found along the corridor. This includes the needs for people traveling through the corridor to another destination as well as those making shorter, local trips via all modes.

**Principle 4: ENHANCE the Network**

Use existing and future development to enhance the transportation network connections. This includes creating new roadway connections to help alleviate the stress on MD 229.

**Principle 5: PRESERVE the History**

Protect and integrate historic and cultural elements found along the corridor in future plans and projects. These sites should be preserved and celebrated as community assets. Development can front these features and can be used to unite them.

**Principle 6: PROTECT the Environment**

Ensure integrated environmental protection and sustainable "green systems" practices with corridor improvements. These environmental assets add to the character of the corridor and future designs can help to protect and enhance them.
## Visioning Process

### Guiding Principles: Example Evaluation Measures

<table>
<thead>
<tr>
<th>Need</th>
<th>Objectives</th>
<th>Long List Measures</th>
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</thead>
<tbody>
<tr>
<td>1. Improve multimodal access to support Downtown growth and consistent with corridor character</td>
<td>Tailor roadway design to each character district/segment</td>
<td>Curbside parking provided to support district needs</td>
</tr>
<tr>
<td></td>
<td>Improve connections to existing downtown roadway network</td>
<td>Intersection delay for key turning movements into Downtown</td>
</tr>
<tr>
<td></td>
<td>Provide for local delivery requirements where needed</td>
<td>Cross-section allows for loading zones</td>
</tr>
<tr>
<td>2. Improve pedestrian safety and comfort</td>
<td>Develop streetscape elements that address unique character districts (i.e., lighting, furniture, street trees)</td>
<td>Cross-section accommodates, has space for streetscape amenities</td>
</tr>
<tr>
<td></td>
<td>Provide sufficient sidewalk and landscape buffer areas along the sidewalk</td>
<td>Average distance from back of sidewalk to edge of vehicle travel lane (in feet)</td>
</tr>
<tr>
<td></td>
<td>Average sidewalk width</td>
<td>Type of Vertical Buffer (level of comfort)</td>
</tr>
<tr>
<td></td>
<td>Through street redesign, lower vehicle speeds to accommodate safe walking and bicycling</td>
<td>Cross-section change allows for lowering of design speed to 30 mph or lower</td>
</tr>
<tr>
<td>3. Accommodate bicycling needs for users accessing destinations along the Corridor</td>
<td>Improve street design to accommodate safe bicycling to corridor destinations</td>
<td>Coreless LOS for bikeways</td>
</tr>
<tr>
<td></td>
<td>Through street redesign, lower vehicle speeds to accommodate safe walking and bicycling</td>
<td>Level of Bicycle Accommodation</td>
</tr>
<tr>
<td></td>
<td>Provide appropriate infrastructure for bicyclists of all skill levels in the Downtown network</td>
<td>Provide bicycle amenities at key destinations</td>
</tr>
<tr>
<td>4. Maintain appropriate vehicular mobility for trips accessing Corridor and maintain existing neighborhood character</td>
<td>Maintain consistent vehicle travel lanes</td>
<td>Corridor LOS for bikeways</td>
</tr>
<tr>
<td></td>
<td>Minimize blockages caused by turning vehicles at intersections</td>
<td>Opportunity for turn lane implementation</td>
</tr>
<tr>
<td></td>
<td>Improve efficiency of traffic signals through rerouting</td>
<td>Peak Hour Intersection Delay (Intersection and Peak Direction)</td>
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<td></td>
<td>Enhance roadway design, including lane widths consistent with design standards</td>
<td>Median widths meet FDOT standard (11 ft.)</td>
</tr>
<tr>
<td>5. Support and improve transit operations along the Corridor</td>
<td>Improve the safety and efficiency of transit operations</td>
<td>Opportunity for bus pull-outs</td>
</tr>
<tr>
<td></td>
<td>Improve transit users’ safety, convenience, and comfort</td>
<td>Local bus stops for improved safety and convenience</td>
</tr>
<tr>
<td>6. Provide multimodal access consistent with Corridor context and character</td>
<td>Improve access of bus stop facilities for disabled users</td>
<td>Local bus stops for improved safety and convenience</td>
</tr>
<tr>
<td></td>
<td>Provide for local delivery requirements where needed</td>
<td>Cross-section allows for loading zones</td>
</tr>
<tr>
<td>7. Reconnect neighborhoods by increasing corridor permeability</td>
<td>Minimize impacts to neighborhood streets</td>
<td>Ability to accommodate existing volumes along Corridor</td>
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<tr>
<td></td>
<td>Improve connections between neighborhoods on either side of Robinson Street</td>
<td>Average midblock crossing distance (ped refuges to pad refuges)</td>
</tr>
<tr>
<td>8. Implement fiscally responsible solutions and advance solutions that can be implemented in the short-term</td>
<td>Advance solutions that have the highest ratio when comparing benefit to cost</td>
<td>Move curb and gutter?</td>
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<tr>
<td></td>
<td>Advance solutions that have the least right-of-way and land use impacts</td>
<td>ROW Impacts</td>
</tr>
<tr>
<td></td>
<td>Advance solutions that are sustainable in the long-term</td>
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<td>Advance solutions that can be implemented as part of other necessary maintenance and/or other programmed projects</td>
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</tbody>
</table>
Visioning Process

Synthesize Stakeholder Input, Data Collection

ISSUES & CONCERNS

Legend

- Station Location
- 1 Mile Buffer
- People very high walkability areas
- People high walkability areas
- People no walkability areas

Stations Locations

1. NW 215th (MDC)
2. Miramar Pkwy
3. Pembroke Rd
4. Pines/Hollywood Blvd
5. Tass St
6. Southwest Blvd
7. Griffin Rd
8. SW 39th St
9. SW 40th St
10. S. 41st St
11. Kakaako Blvd (Adj to SR 94)
12. Palmetto Rd
13. NW 46th St
14. Northwest Blvd (West Bus Terminal)
15. Century Blvd
16. 38th Avenue Blvd
17. Sunset Strip
18. Oakland Park Blvd
19. NW 44th St
20. Commercial Blvd
21. McArthur Blvd
22. Southwest Blvd
23. Atlantic Blvd
24. Royal Palm Blvd
25. Sample Rd

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Visioning Process

Corridor Character Districts - “Finer-Toothed Comb”
Visioning Process
Alternative Typical Section Development - A Complete Streets Approach

Roadway Configuration
- No-Build
- Alt. Concept 1 (w/BRT)
- Alt. Concept 2 (w/o BRT)
- Alt. Concept 3

Bicycling Accommodation
- No Separate Facility
- Conventional Bike Lane
- Buffered Bike Lane
- Cycle Track
- Shared Use Path

Road-side Elements
- Sidewalk Widths
- On-Street Parking
- Planting Strip
- Street Trees
- Loading Zones
- Curb Type
- Bus Pull-out

Operational Modifications
## Visioning Process

### Example Evaluation Matrix

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<td>No-build</td>
<td>Medium</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
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<tr>
<td>Alternative 1 - 11' Lanes</td>
<td>Medium</td>
<td>Low</td>
<td>Low</td>
<td>Medium</td>
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<td>Low</td>
<td>Medium</td>
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<td>Alternative 2 - Bike Lanes</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
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<td>Alternative 3 - Wide Lanes + Sharrow</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
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<tr>
<td>Alternative 4 - Reversible Lanes + Sharrow</td>
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### Implement fiscally responsible solutions and solutions in short-term

- **Improve multimodal access to support Downtown growth and consistent with corridor character**
- **Incorporate Complete Streets principles to improve pedestrian safety and comfort**
- **Accommodate bicycling needs for all users on trips accessing corridor destinations**
- **Maintain appropriate vehicular mobility for trips accessing Corridor and maintain existing neighborhood**
- **Support and improve transit operations along the Corridor**
- **Reconnect neighborhoods by increasing corridor permeability**
- **Maintain appropriate vehicular mobility for trips accessing corridor and maintain existing neighborhood**

### Alternative

**Two Lane**

- **Alternative 1 - 11' Lanes**
- **Alternative 2 - Bike Lanes**
- **Alternative 3 - Wide Lanes + Sharrow**
- **Alternative 4 - Reversible Lanes + Sharrow**
- **Alternative 5 - Sharrow + Parking**
- **Alternative 6 - Bike Lane**
- **Alternative 7 - One Buffered Bike Lane + One-Way Protected Cycle Track**
- **Alternative 8 - Buffered Bike Lanes**
- **Alternative 9 - Two One-Way Protected Cycle Track**
- **Alternative 10 - Two-Way Striped Cycle Track**
- **Alternative 11 - Two-Way Protected Cycle Track**
- **Alternative 12 - Shared Use Path**
- **Alternative 13 - Buffered Bike Lanes**
- **Alternative 14 - Sharrow + Parking**
- **Alternative 15 - Two-One Way Protected Cycle Tracks**
- **Alternative 16 - Protected Cycle Track + Parking**

**Four Lane**

- **Alternative 1 - 11' Lanes**
- **Alternative 2 - Bike Lanes**
- **Alternative 3 - Wide Lanes + Sharrow**
- **Alternative 4 - Reversible Lanes + Sharrow**
- **Alternative 5 - Sharrow + Parking**
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### Guiding Principals and Needs of the Corridor

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Visioning Process

Test!! Both from Transportation Aspects AND Land Use Aspects

- Examine Vacant/Under-Utilized Parcels
- Initial Phase Catalyst Sites
- Long Term Benefits from Infrastructure Investment

Transit-Orient Development & Nodal Development

Alternate US 19 from Park Street N to Pinellas/Pasco County Line
Project Advisory Group (PAG)

Agenda Item No. 8 - PAG Formation and Study Guidance
Purpose of the PAG

- Share corridor concerns and future plans
- Provide continuity with ongoing planning efforts
- Develop a draft vision for the corridor within their community
- Help develop corridor improvements (short and long-term)
- Meet over the life of the study at key decision-making points
Public Involvement: Project Partners

- FDOT
- Forward Pinellas
- Pinellas County
- PSTA
- Palm Harbor Chamber of Commerce
- Cities of Clearwater, Dunedin, Tarpon Springs, Seminole, Largo
- Tampa Bay Regional Planning Council
- TBARTA
- SWFWMD
- School Board
- Sheriff's Office
Next Steps

Agenda Item No. 9 - PAG Schedule and Next Steps
## PAG Meeting Schedule

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Next Steps

- Confirm PAG representatives
- Send comments re: corridor issues, recommended focus areas to Brian Shroyer:
  
  Brian.Shroyer@dot.state.fl.us

- Next Meeting: PAG #2 - April 26, 2017 (tentative)
- Topics:
  - Review draft user preference surveys
  - Review draft materials for visioning charrettes
Closing Remarks and Adjourn

Agenda Item No. 10
Closing Remarks and Adjourn

- Before Leaving:
  - Complete Sign-In Sheet
  - Submit comments prior to March 31, 2017

- What did we learn and how can we do better?

- Suggestions for Next PAG Meetings

Thank You for Your Participation!