



**ADVANTAGE ALT 19:**

**Investing in People and Places along the Alternate US 19 Corridor**

***APPENDIX A:  
EXISTING CONDITIONS  
BACKGROUND DATA***

**JANUARY 2023**

## Equity Analysis Methodology

The Equity Analysis, as presented in Chapter 2 of the **Advantage Alt 19** plan, considered three equity measures to identify the most vulnerable areas along the Alt 19 corridor: Vulnerability to Displacement, Transit Dependent Populations, and Housing and Job Diversity. All data was sourced from 2022 SocialExplorer data at the CBG level, with the exception of median household income, which was sourced from 2021 ACS 5-year estimates, and the job/industry diversity metric, which comes from the EPA's National Walkability Index Smart Location Database . Each equity measure was developed using three metrics. Each Census Block Group (CBG) along the Corridor was given a score of 0 to 3 under each equity measure based on how it compared to the County average across the three metrics within each equity measure. When a CBG was worse off than the County, it was given a score of 1, and when it was better off than the County, it was given a score of 0. Therefore, CBG's with higher score are more vulnerable to the negative impacts of development pressure, such as rising housing and transportation costs. The table on the next page describes the metrics used to calculate a score for each of the three equity measures.

Equity Measures	Metric	County Average	Metric Scoring	
Vulnerability to Displacement	Median Household Income	\$61,947	Median Household Income in CBG less than County average	1
			Median Household Income in CBG greater than County average	0
	Educational Attainment: Population 25 Years or Older With a Bachelor’s Degree or Higher	32.49%	Educational Attainment in CBG lower than County average	1
			Educational Attainment in CBG greater than County average	0
	Renter-Occupied Housing Units	31.90%	Percent of Renter-Occupied Housing Units greater than County average	1
			Percent of Renter-Occupied Housing Units less than County average	0
	Highest Possible Score (most vulnerable to displacement)			3
Transit Dependent Populations	Percent of Population 18 Years and Younger	16.16%	Population 18 years and younger in CBG greater than County average	1
			Population 18 years and younger in CBG less than County average	0
	Percent of Population 65 Years and Older	24.84%	Population 65 years and older in CBG greater than County average	1
			Population 65 years and older in CBG less than County average	0
	Percent of Households Without Access to a Vehicle	7.57%	Percent of households without vehicle access greater than County average	1
			Percent of households without vehicle access less than County average	0
	Highest Possible Score (most transit dependent)			3
Housing and Job Diversity	Home Size Diversity: Ratio of Housing Units with Less Than Three Bedrooms to Three or More Bedrooms	N/A	Lack of diversity: ratio of housing units with < 3 bedrooms to 3 or more bedrooms is less than 0.5 (skews towards larger units) or greater than 1.5 (skews towards smaller units)	1
			Diversity of unit sizes: ratio of housing units with < 3 bedrooms to 3 or more bedrooms is between 0.5 and 1.5	0
	Housing Costs as a Percentage of Monthly Household Income	22.94%	Housing costs as a percentage of household income in CBG greater than County average	1
			Housing costs as a percentage of household income in CBG less than County average	0
	Job/Industry Diversity: Number of jobs across across 8 industry categories – office, retail, industrial, service, entertainment/accommodation/food service, education, healthcare, and public administration	0.57	Job Diversity in CBG less than County average	1
			Job Diversity in CBG greater than County average	0
	Highest Possible Score (least housing and job diversity)			3
Overall Vulnerability Score	Sum of all of the above	N/A	Lowest Possible Score – Least Vulnerable (CBG was better off than the County on each of the above metrics)	0
		N/A	Highest Possible Score – Most Vulnerable (CBG was worse off than the County on each of the above metrics)	9

## Land Redevelopment Potential Methodology

The below table describes the factors that were analyzed to calculate the land redevelopment propensity for each parcel within the Alt 19 corridor, as described in Chapter 2 of the **Advantage Alt 19** plan. Each parcel was given a score under each factor, and then a total score was calculated for each parcel, creating a spectrum of redevelopment potential across the Corridor (with a maximum score of 21 indicating the highest redevelopment potential, and the lowest score of -1 indicating the lowest land redevelopment potential). Data was sourced from the Pinellas County Property Appraiser (2022), with the exception of Community Redevelopment Areas/Activity Centers and Transit Corridor Access, whose boundaries are defined by Pinellas County's Countywide Plan and Countywide Plan Land Use Strategy Map, respectively.

Redevelopment Factors	Description/Reasoning	Scoring	
Land Value (LV) vs. Building Value (BV)	The land value versus building value was calculated by dividing the existing building value by the current land value. Properties with a land value that is greater than the building value may be ready for redevelopment. For example, an LV / BV ratio equal to 5.0 means that the land value is 5 times greater than the building value, indicating that the property could be used for a higher and better use because the land is much more value than the structure that occupies it.	0 - 0.5 (LV / BV)	1
		0.5001 - 1.25	2
		1.25001 - 2.5	3
		2.5001 - 5.0	4
		5.001+	5
Structure Age	Aging buildings and structure present opportunities for rehabilitation and redevelopment. Structures of at least 25 years old were given a score that increased with building age, up to 75+ years old.	25 - 35 years old	1
		36 - 50	2
		51 - 75	3
		75+	4
Size of Parcel	Large parcels provide a larger development area and are more attractive for redevelopment. Parcels of at least a half-acre were given a score that increased with parcel size, up to greater than one-acre.	< 0.5 acres	1
		0.5 - 1.0	3
		> 1.0	5
Transit Corridor Access	Parcels in proximity to a future transit corridor (as defined by the Countywide Plan Land Use Strategy Map) are more likely to redevelop as enhanced transit investments are made in the area. Parcels within 300 feet or less of a future transit corridor were given a score that increased depending on if the future transit corridor was classified as supporting, secondary, or premium/primary route.	300 ft from supporting	1
		300 ft from secondary	3
		300 ft from premium/primary	5
Redevelopment Area or Activity Center	Parcels within a Community Redevelopment Area or District are areas that are intentionally identified for redevelopment. Parcels within an Activity Center are intended to be served by enhanced transit service and offer higher densities and intensities in order to create a denser and more walkable urban environment.	Yes	2
Single-Family Home	If the parcel had an existing land use as a single-family residence, it was given a score of -3 to demonstrate that it's less likely to redevelop.	Yes	-3



## Market Assessment

The Market Assessment presented on the following pages supports the Corridor's real estate market profile presented in Chapter 2 of the ***Advantage Alt 19*** plan, as well as the market analysis conducted for each station area in *Chapter 4: Redevelopment Vision*.

HR&A

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FORWARD  
PINELLAS  
Integrating Land Use & Transportation

# Market Assessment Forward Pinellas Transit Corridor

October 2022

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An aerial photograph of a suburban neighborhood. A wide, multi-lane road runs diagonally from the bottom left towards the top right. To the left of the road is a commercial building with a parking lot filled with cars. Further back, there are many houses with light-colored roofs, interspersed with green trees. The sky is a clear, pale blue. A dark blue semi-transparent banner is overlaid on the top half of the image, containing the page number and title.

| 01

# Introduction & Report Context



## INTRODUCTION & REPORT CONTEXT

This assessment focuses on the real estate market and development opportunities within the Pinellas Transit Corridor.

The following analyzes employment, population, income, and other socioeconomic measures, as well as trends in housing, retail, office, and industrial markets to **inform transit corridor planning and the prioritization of development opportunities for a segment of Alternate US 19 in Pinellas County.**

In addition, this assessment compares the corridor with Pinellas County to provide a broader context of the corridor's positioning relative to the local area.

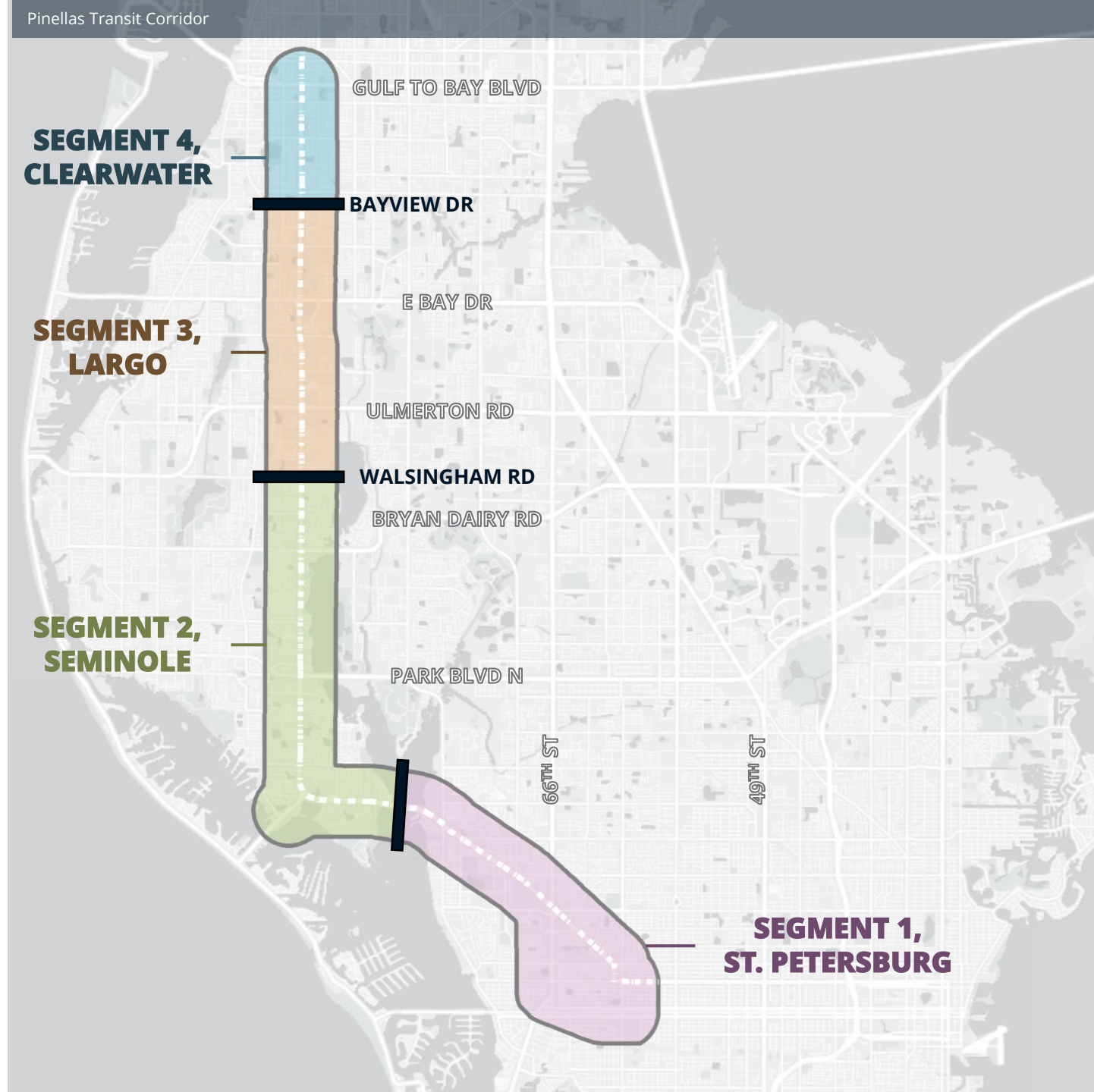


## GEOGRAPHY


This analysis uses a half-mile radius from Alternate US 19, the primary north-south corridor in western Pinellas County, defined for these purposes as the Pinellas Transit Corridor.

The Pinellas Transit Corridor is divided into four segments that allow for analysis of varying conditions along the corridor. Segments align with the four existing municipalities along the corridor, though each also includes unincorporated areas:

- Segment 1, St. Petersburg
- Segment 2, Seminole
- Segment 3, Largo
- Segment 3, Clearwater







| 02

# Demographics

Population • Employment

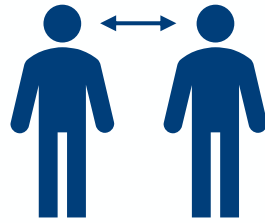
## KEY TAKEAWAYS

The corridor shares many demographic characteristics to Pinellas County. In terms of population growth, both lag the Tampa Bay region and the state.



### Slowing Population Growth

Population growth in both the corridor and the county have been lower relative to the Tampa Bay region given limited greenfield sites; attracting its regional share of new investment and growth will require identifying new infill and redevelopment opportunities.



### Similar Demographic Profile to County

Demographic conditions in the corridor are in many ways similar to the county, with comparable population growth rates, home ownership rates, median age of residents, and racial make up.



### Lower Household Incomes

One notable demographic difference from the county is income, with median incomes in the corridor 18% lower than the county (\$65K vs. \$53K).



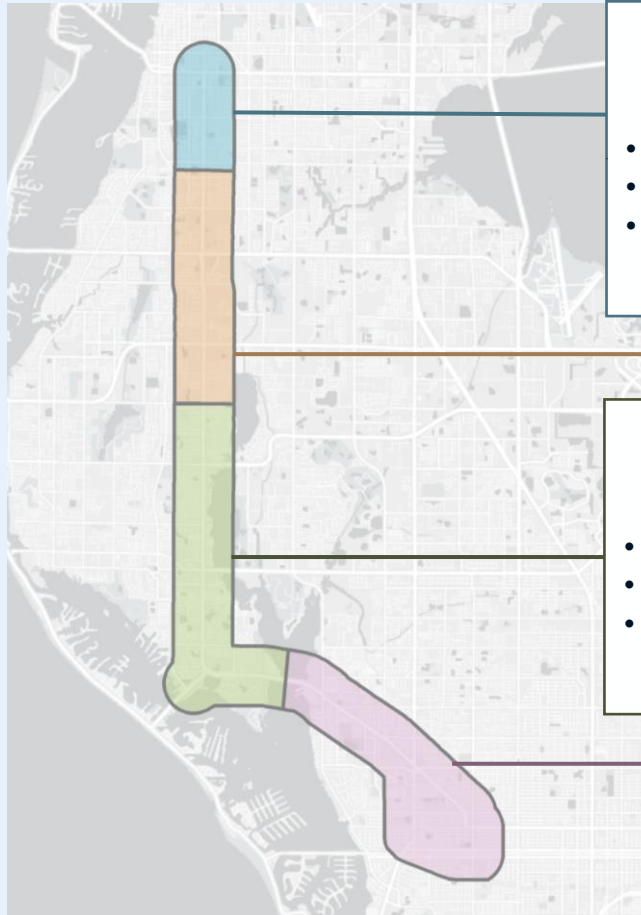
### Education Driving Employment Growth

Retail is the largest industry for employment in the corridor, though Educational Services is driving the largest amount of employment growth, with almost 2,000 new jobs in the sector from 2010-2019. This sectors is made up of teachers and administrators at schools, colleges, and training centers. Food services and retail are also driving job growth.



## DEMOGRAPHICS | Segment Differences

Despite similar characteristics between the corridor and the county, individual segments of the corridor possess notable demographic differences.



### Segment 4

- Lowest homeownership rate: **42% homeowners**
- Youngest median age: **40.5 years**
- Highest existing transit ridership: **6% of residents**

### Segment 2

- Highest homeownership rate: **72% homeowners**
- Highest median age: **57.2 years**
- Highest population growth: **+7% 2010-2020**

### Segment 3

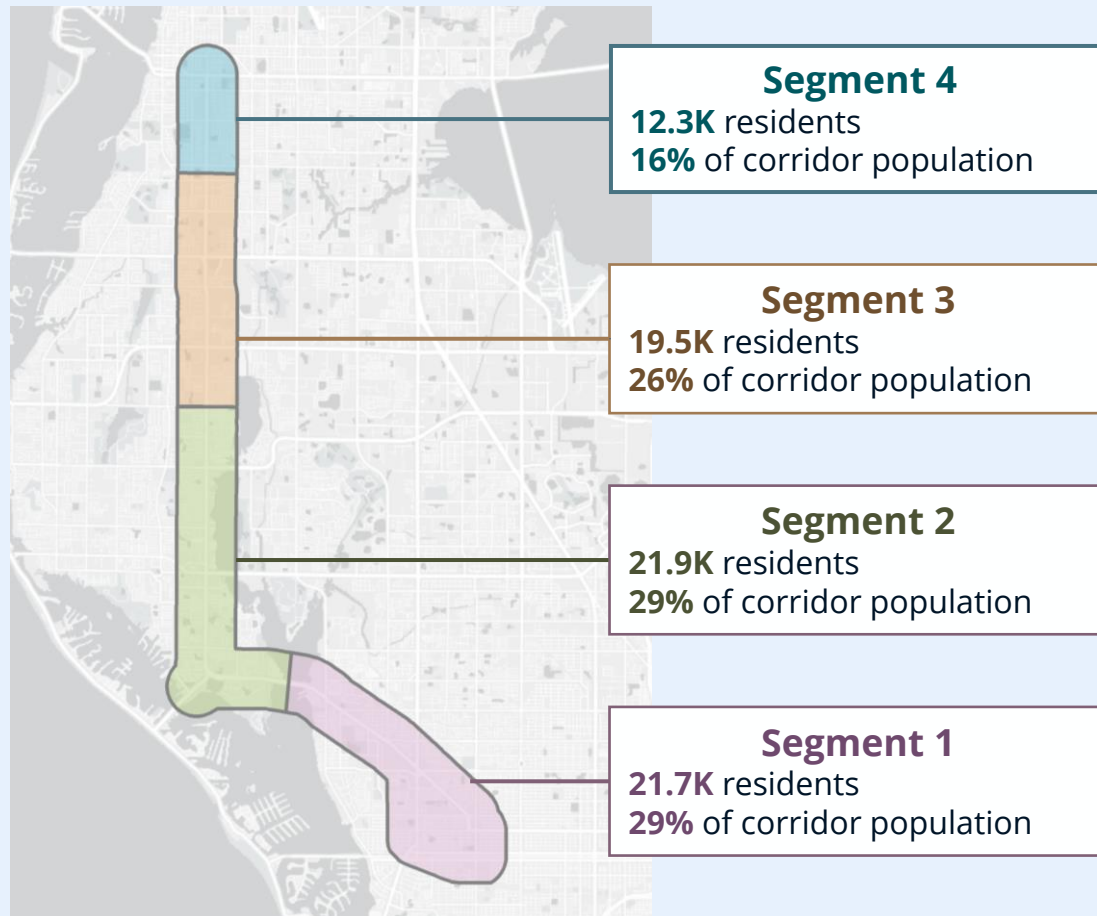
- Highest share of vacant units: **16% of units**
- 2<sup>nd</sup> highest median age: **50.7 years**
- 2<sup>nd</sup> highest population growth: **+5% 2010-2020**

### Segment 1

- Highest median income: **\$62.3K**
- Lowest population density: **3,600 residents/sq. mi.**
- Lowest population growth: **+2% 2010-2020**

## DEMOGRAPHICS | Population

More than 76,000 residents live in the corridor, **approximately 8% of the county total**. Segments 1 and 2 have the largest segment populations, with 29% of corridor residents each.



**76K**

2022 Corridor Population

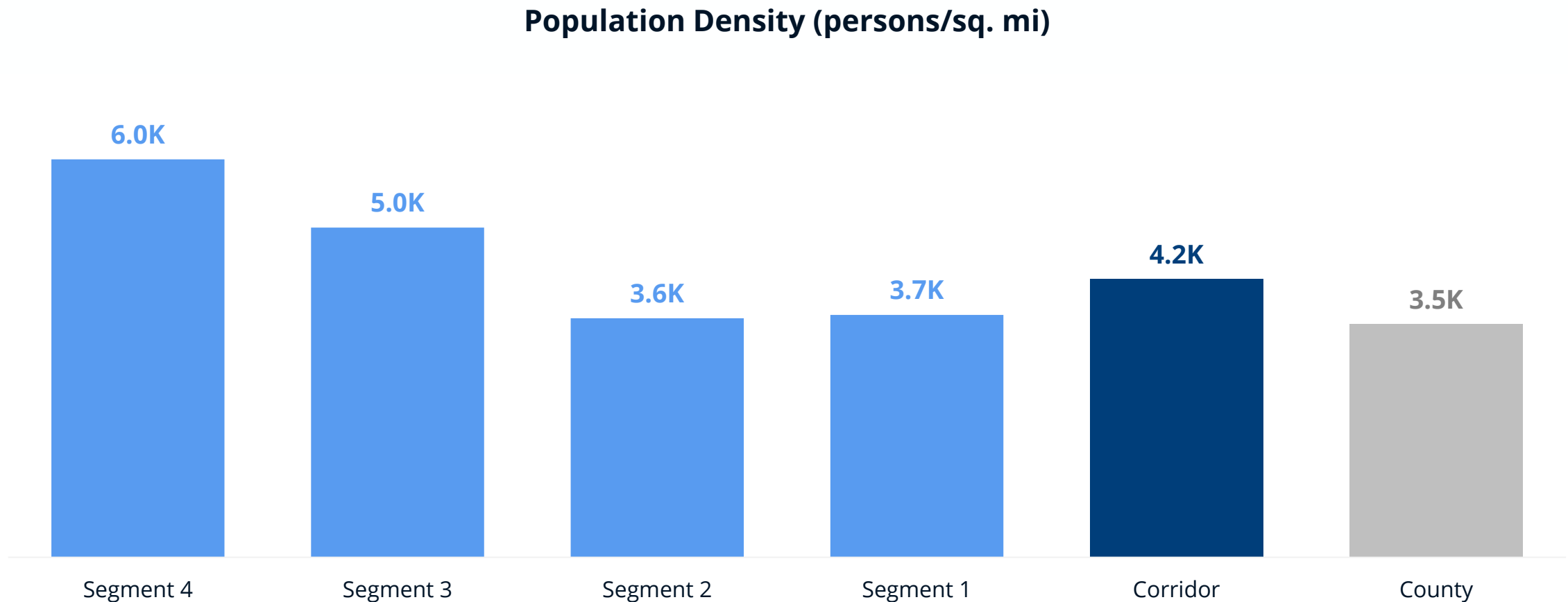


**8%**

Corridor Share of  
County Population

## DEMOGRAPHICS | Population Density

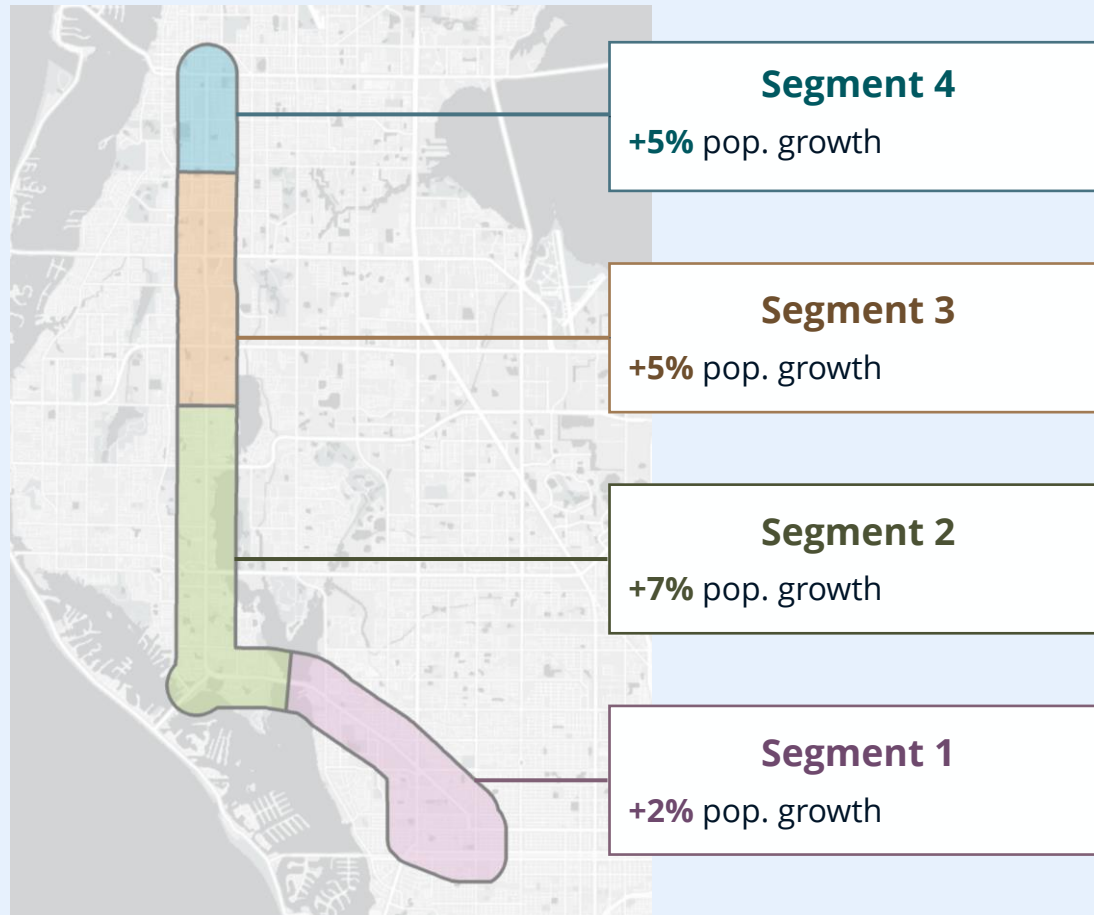
Segments 4 and 3 have **higher population density** than the corridor overall and the county.



## DEMOGRAPHICS | Population Change

Relative to population growth in the Tampa Bay region, growth in the corridor and county have been slower. This is primarily due to limited greenfield development opportunities.

Population Change, 2010-2020



### Population Change

2010-2020

**+4.6 %**

Corridor

**+4.6%**

Pinellas County

**+14.1%**

Tampa Bay Region

## DEMOGRAPHICS | Median Household Income

The corridor and each of its segments have a **lower median household income** than the county, with Segment 4 having the lowest median income of \$41,000.



**\$53k**

2022 Corridor  
Median Income



**-18%**

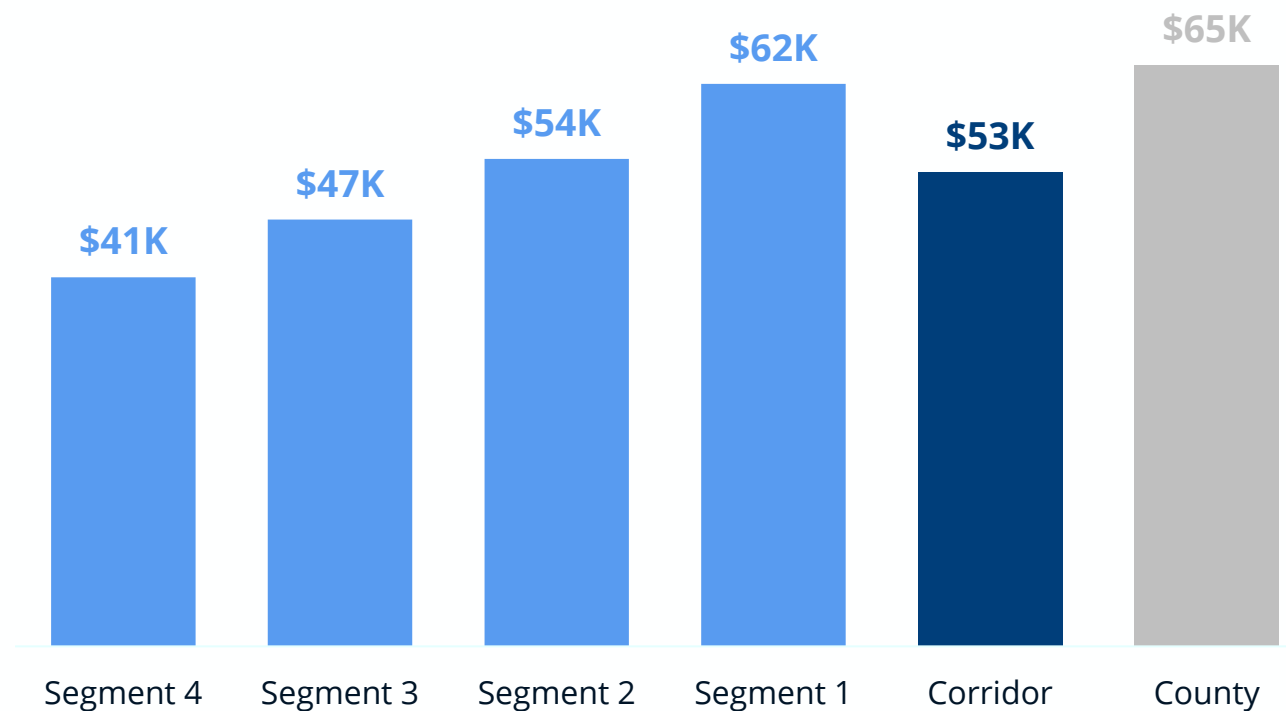
Corridor Income  
Relative to County



**+22%**

Projected Corridor Income  
Growth Through 2027

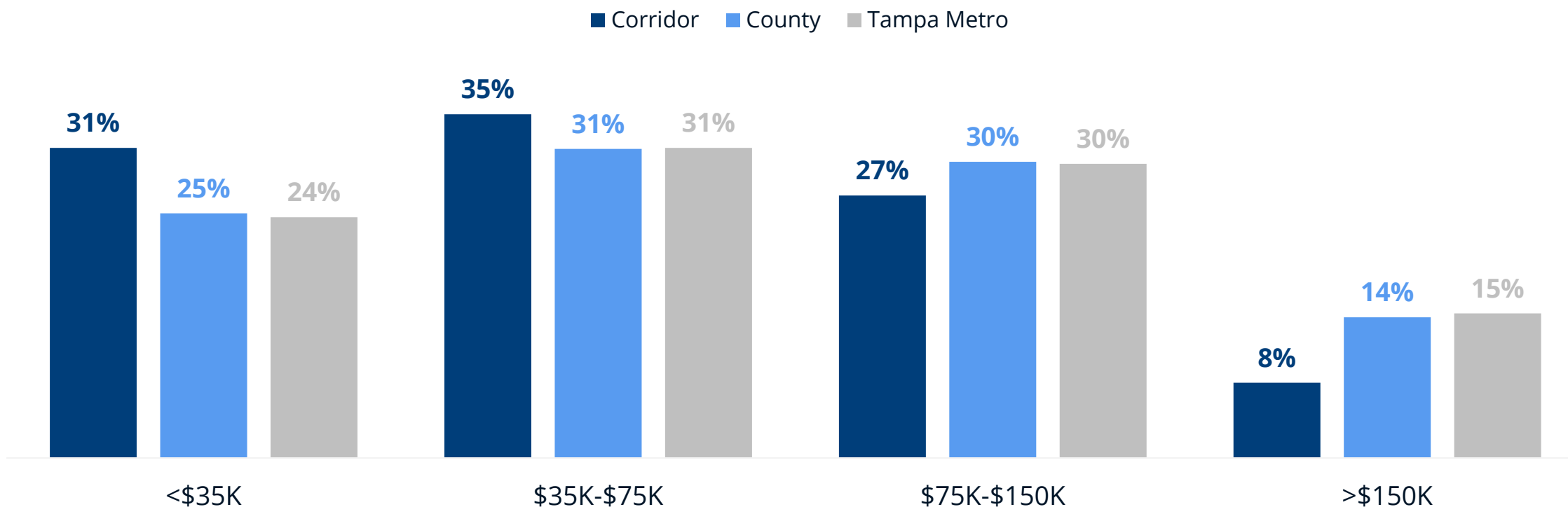
### Median Household Income (2022)



## DEMOGRAPHICS | Household Income

Given lower overall incomes in the corridor, the corridor's income distribution **skews lower than the county**, with 8% of corridor households making over \$150,000 compared to 14% in the county and 15% in the Tampa Bay region.

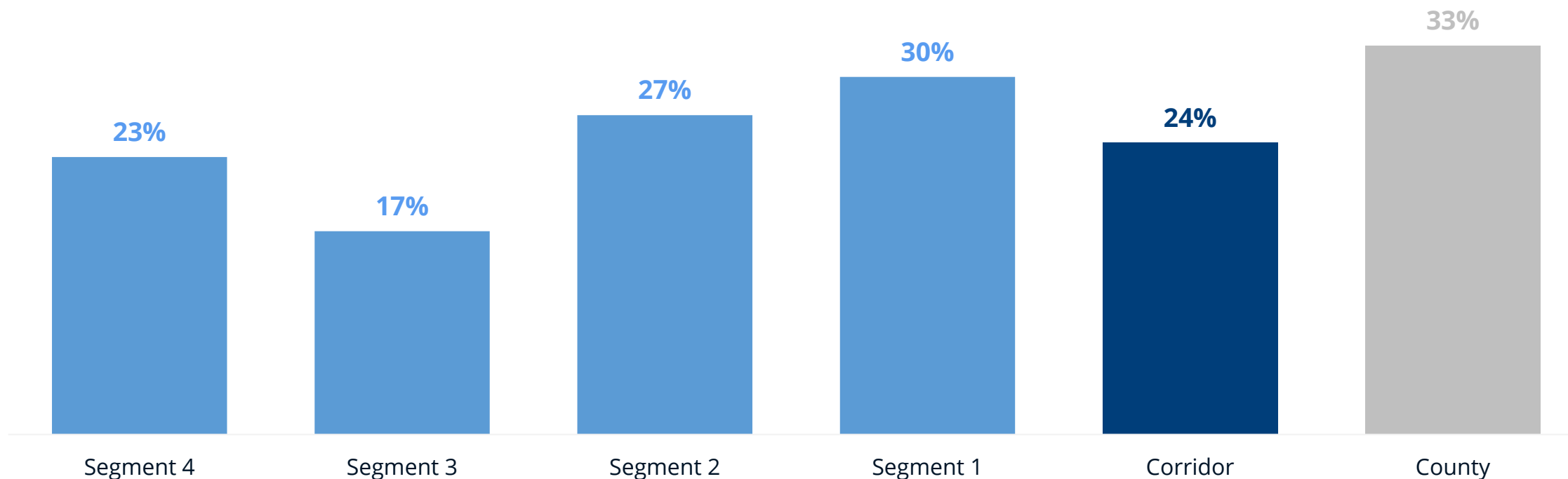
Household Income Distribution (2022)



## DEMOGRAPHICS | Educational Attainment

The corridor and each of its segments **have lower rates of advanced educational attainment** when compared to the county.

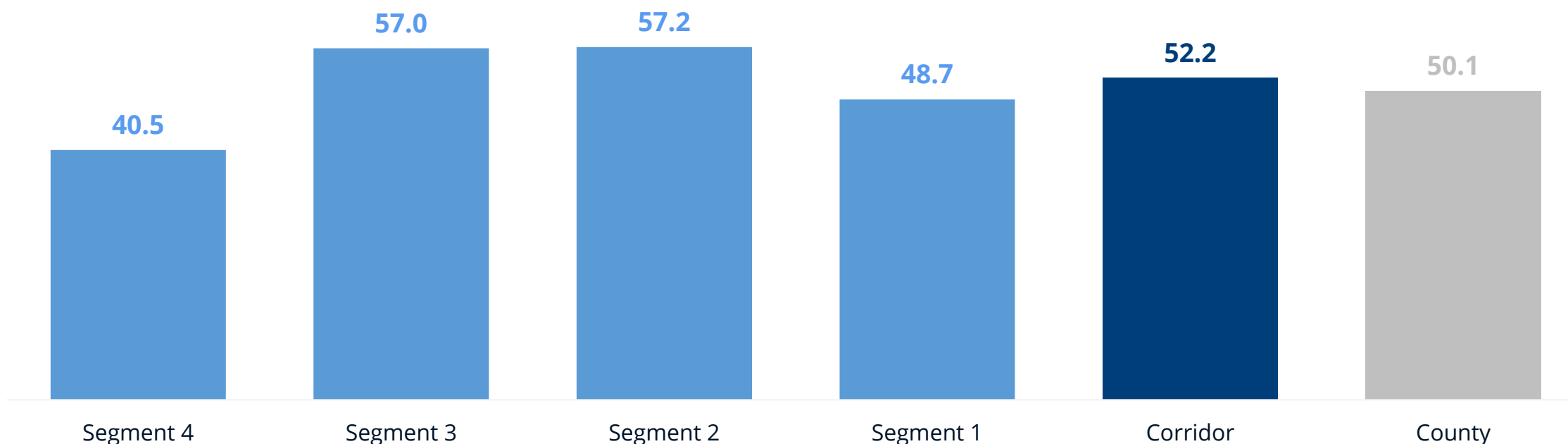
Share of Residents with a Bachelor's or Higher (2022)



## DEMOGRAPHICS | Median Age

The corridor has **similar median age as the county**, though there is **wide variation across segments**. Segments 1 and 4, which have larger households, skew younger compared to residents in Segments 2 and 3.

Median Resident Age (2022)

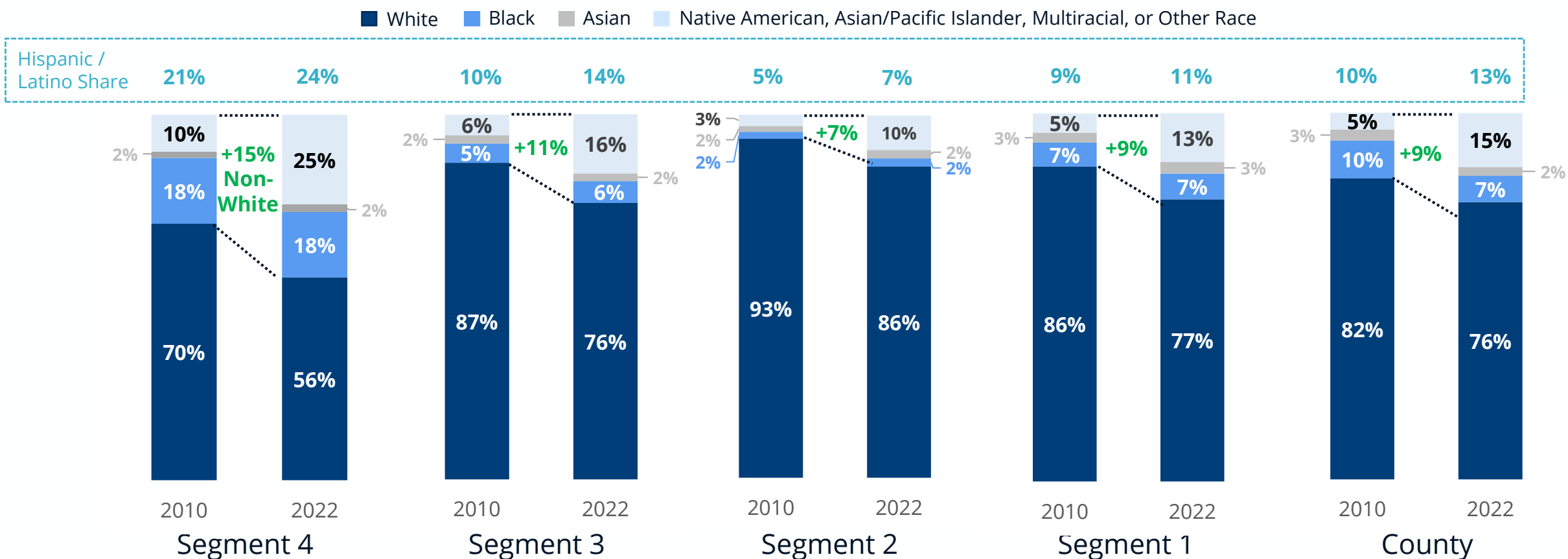




## DEMOGRAPHICS | Race & Ethnicity\*

The corridor, like the county, is becoming **more diverse**. Segment 4 has the highest share of non-white residents at 44%.

Race Distribution in Segments and Pinellas County (2010 and 2022)



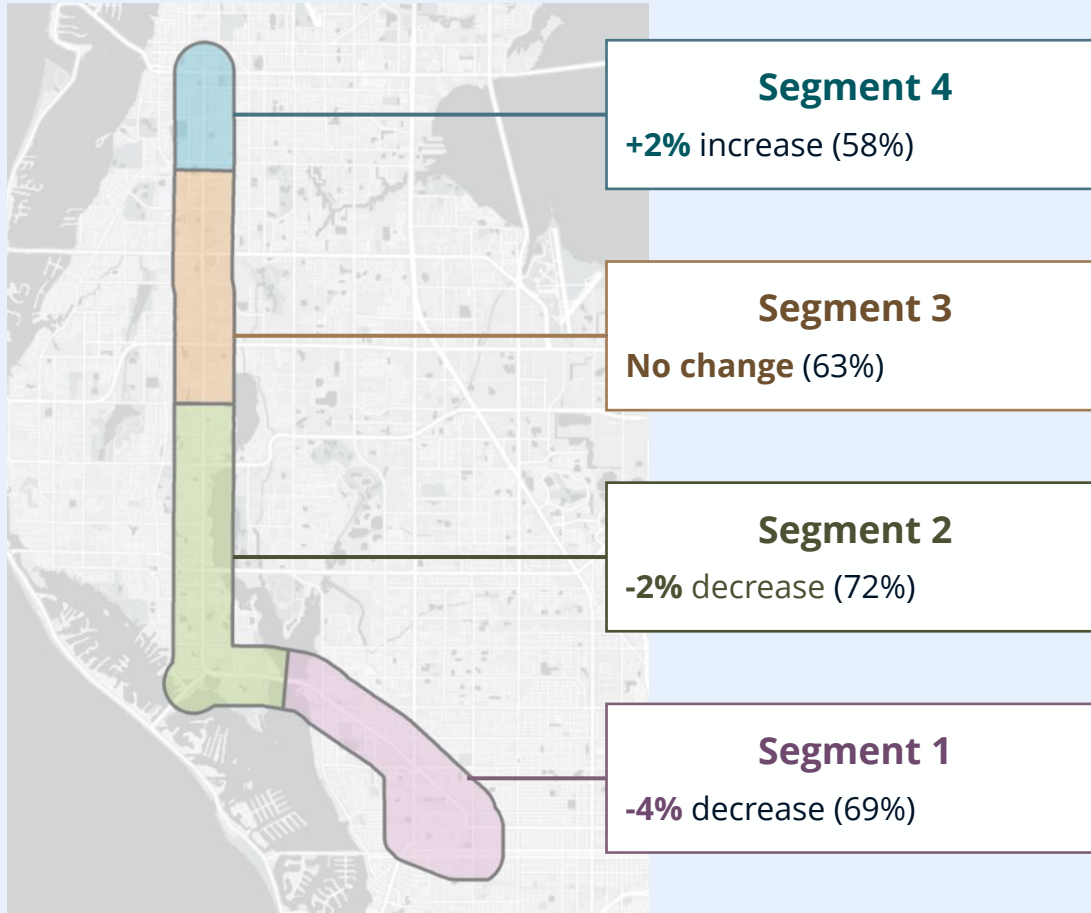
\*Note: Hispanic / Latino ethnic origin is considered separately from race. Hispanic / Latino populations may report as any self-identified race.

Source: ESRI (2022), HR&A analysis

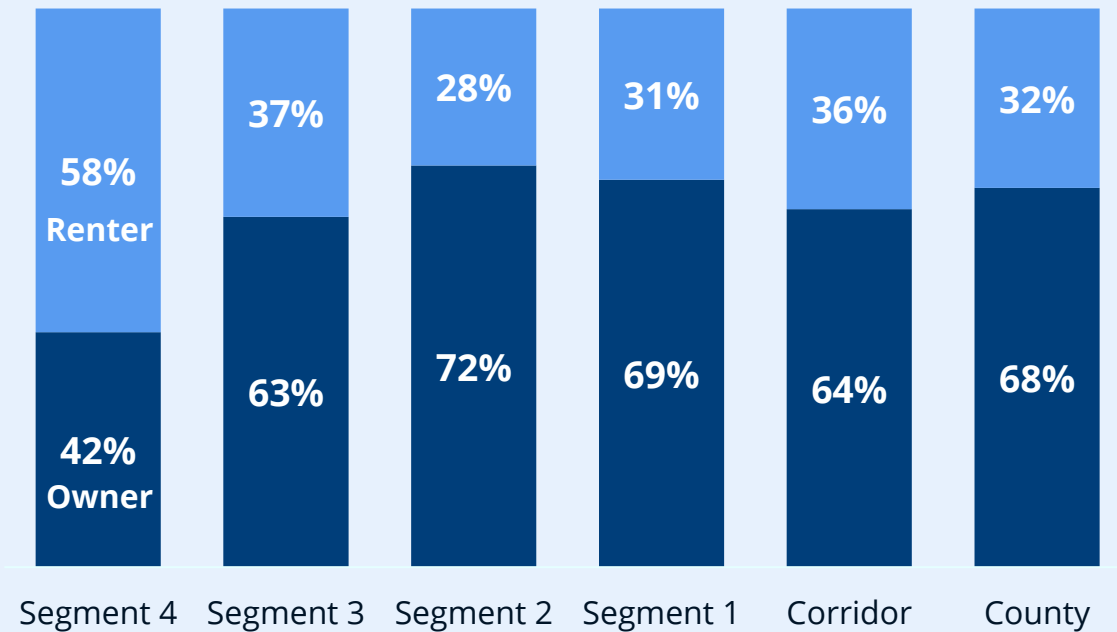
## DEMOGRAPHICS | Housing Units and Tenure

The corridor has **slightly lower home-ownership rates** than the county, driven by lower ownership in Segment 4. Changes in recent years have been mixed across the corridor.

Change in Owner Share 2010-2022



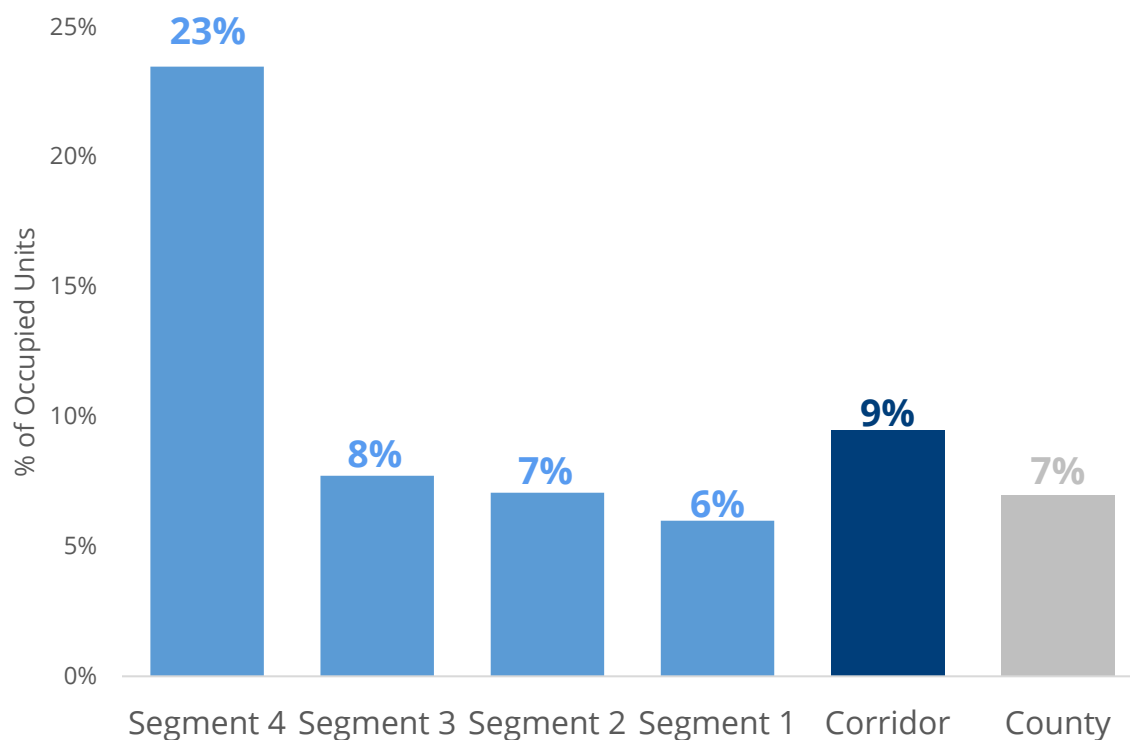
Housing Tenure (2022)



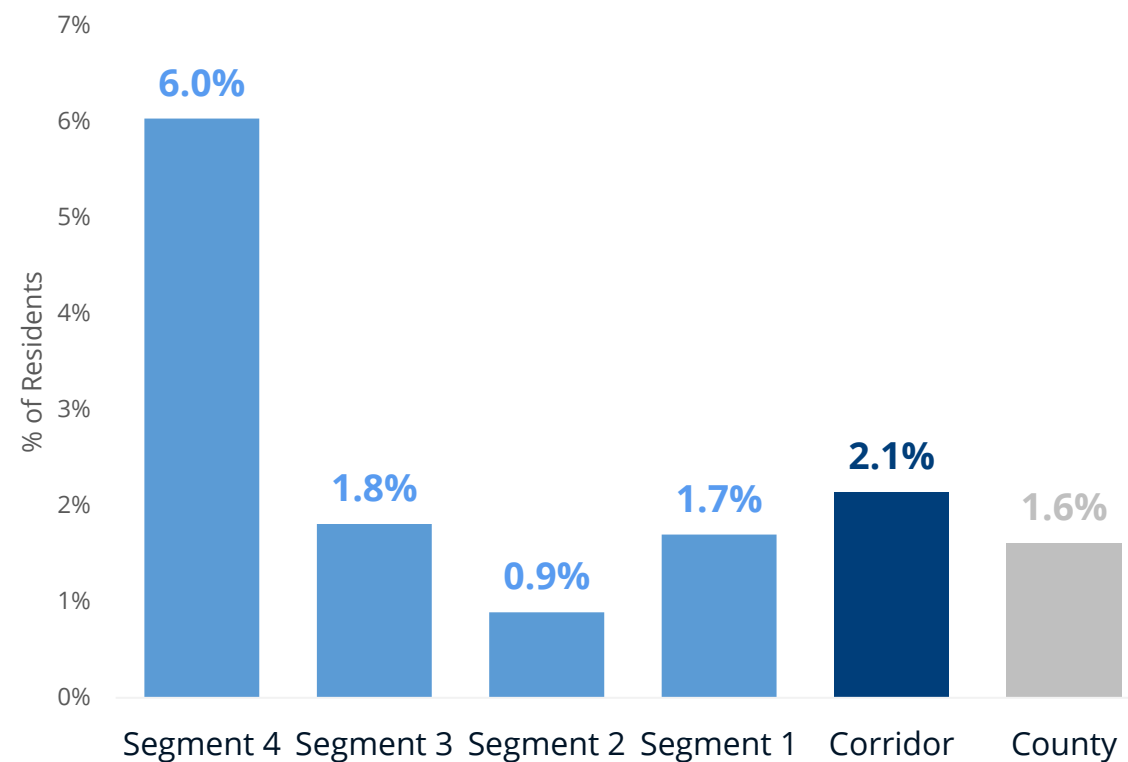
## DEMOGRAPHICS | Utilization of Public Transportation

The corridor has **slightly higher shares of residents without vehicles** and relying on public transit. However, **households in Segment 4 have a much higher transit usage**, at a rate of 3.75 times the county average.

### Occupied Units With No Vehicle (2022)

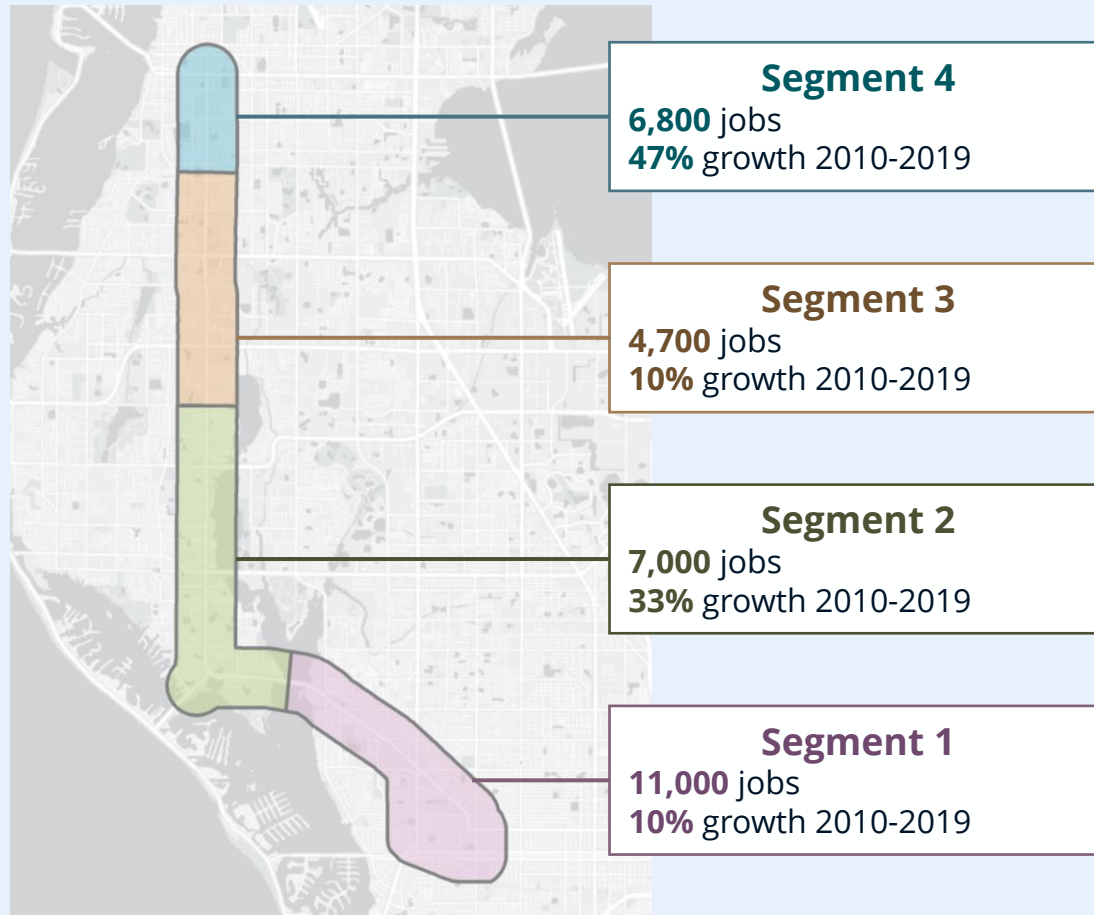


### Residents Taking Public Transit to Work (2017)



## DEMOGRAPHICS | Corridor Employees

There are nearly **30,000 jobs within the corridor**. Segment 1 has the most jobs in the corridor, but Segment 4 has experienced the largest job growth since 2010.



### Workforce and Firms



**30k**

Corridor Employees (2019)



**8%**

Corridor Share of County Jobs



**19%**

Share of Firms in the Tampa Bay Region that are Minority-Owned

## DEMOGRAPHICS | Population and Employment

St. Petersburg, Clearwater, and Largo are the jurisdictions with the highest share of population and jobs within Pinellas County, representing nearly 50% of both measures.

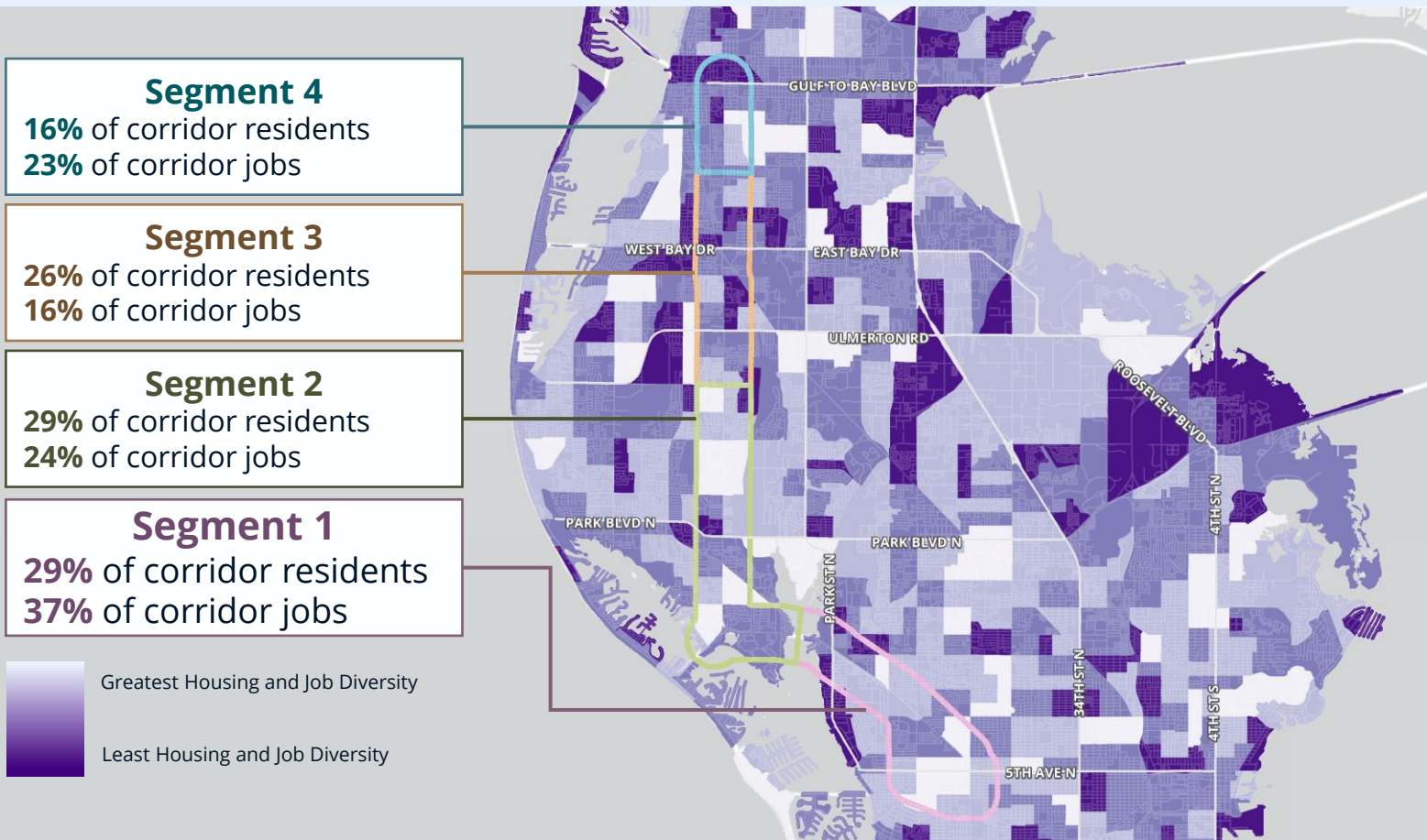
### Top 10 Jurisdictions by Population and Employment (2020)

Jurisdiction	Population	Employment	% Population	% Employment
St. Petersburg	264,000	136,400	27.2%	29.7%
Clearwater	116,000	53,100	11.9%	11.6%
Largo	84,700	40,300	8.7%	8.8%
Palm Harbor	61,800	29,500	6.4%	6.4%
Pinellas Park	53,500	24,900	5.5%	5.4%
Dunedin	36,500	16,100	3.8%	3.5%
East Lake	32,400	13,500	3.3%	2.9%
Tarpon Springs	25,400	10,400	2.6%	2.3%
Lealman	21,600	10,000	2.2%	2.2%
Seminole	18,800	8,600	1.9%	1.9%
Other Incorporated Jurisdictions	146,090	66,650	15.0%	14.5%
Unincorporated Jurisdictions	110,300	49,300	11.4%	10.7%
<b>Pinellas County</b>	<b>971,000</b>	<b>459,000</b>	<b>-</b>	<b>-</b>

## DEMOGRAPHICS | Housing and Jobs

**Segment 1 has the highest concentration of corridor residents and jobs, with 37% of corridor jobs and 29% of corridor residents.**

### Housing and Jobs Diversity (2020)



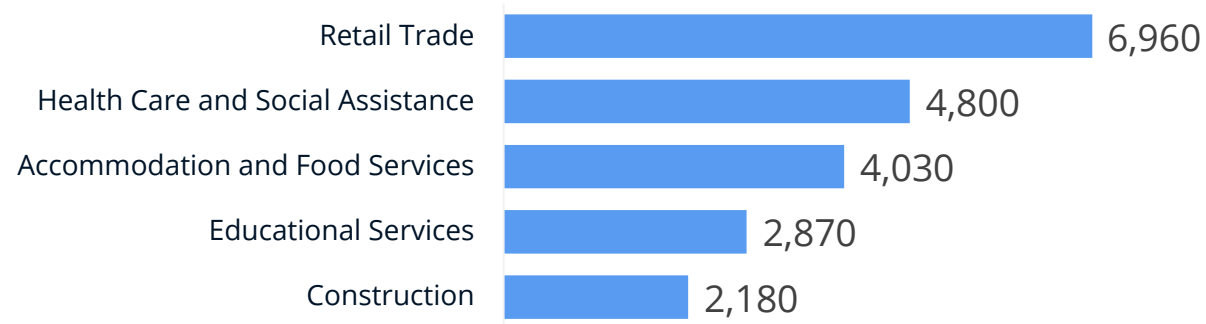
Housing and job diversity is an important asset to any community, because it provides complete neighborhoods with equitable access to quality employment options and housing choices appropriate for households of different ages, sizes, and incomes.

Within the corridor, Segments 3 and 4 have a higher share of neighborhoods with low housing and job diversity, while Segments 1 and 2 have more neighborhoods with greater diversity. Similar patterns exist elsewhere in Pinellas County.

## DEMOGRAPHICS | Industry Change

The **Educational Services sector experienced the largest job growth** between 2010 and 2019, adding nearly 2,000 jobs across the whole corridor.

**Top 5 Industries in Corridor by Employment (2019)\***



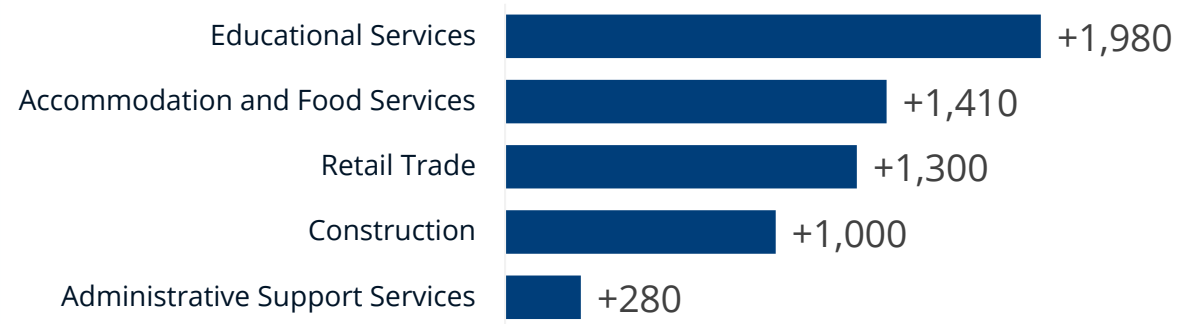
**70%**

Of Corridor Jobs are in These Top 5 Industries

**Retail Trade**

#1 Existing Industry

**Top 5 Industries in Corridor with the Most Jobs Added (2010-2019)\***



**+5,330**

Total New Jobs Added 2010-2019

**Educational Services**

#1 Growth Driver

*\*Job estimates include private positions only.*

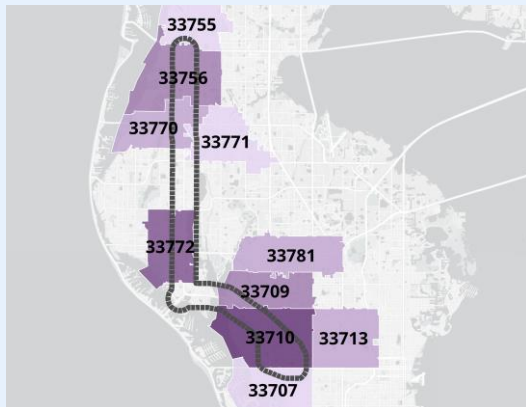
Source: LEHD (2019), HR&A analysis



## DEMOGRAPHICS | Corridor Workforce Inflow/Outflow

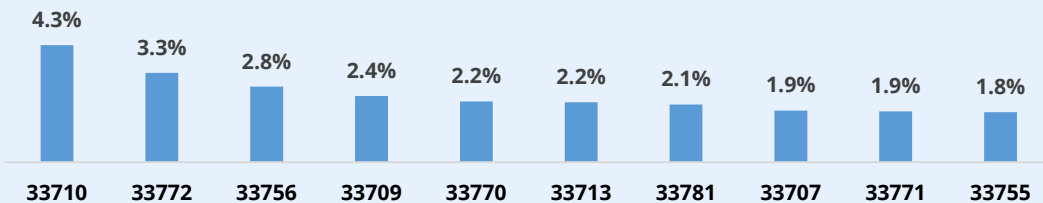
Workers commuting to jobs in the corridor primarily come from zip codes within or adjacent to the corridor, highlighting an opportunity for enhanced transit to **strengthen workers connections to jobs in the area**.

Top 10 Job Zip Codes – Commuters to Jobs in the Corridor

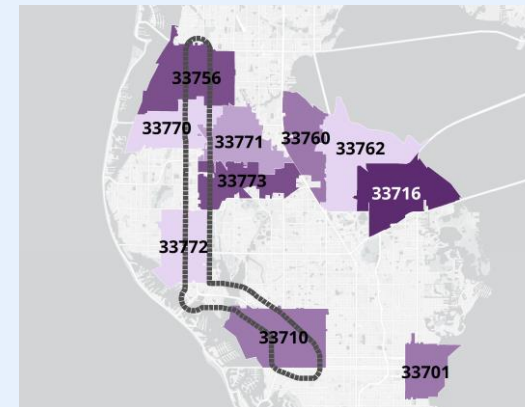


**25%** of Commuters to Corridor Come From 10 Zip Codes

For workers commuting to jobs in the corridor, the largest share are coming from zip codes in the corridor, including St. Petersburg and Seminole.

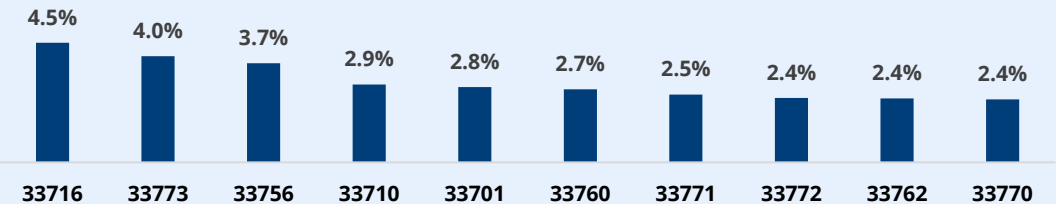


Top 10 Job Zip Codes – Commuters from the Corridor



**30%** of Corridor Residents Work in 10 Zip Codes

Residents living in the corridor work in zip codes along or adjacent to the corridor, as well as employment centers along the Ulmerton Rd corridor such as Carillon and also in Downtown St. Petersburg.





## DEMOGRAPHICS | Live/Work Trends

Approximately **9%** of corridor residents also work somewhere in the corridor.

### Live/Work Trends

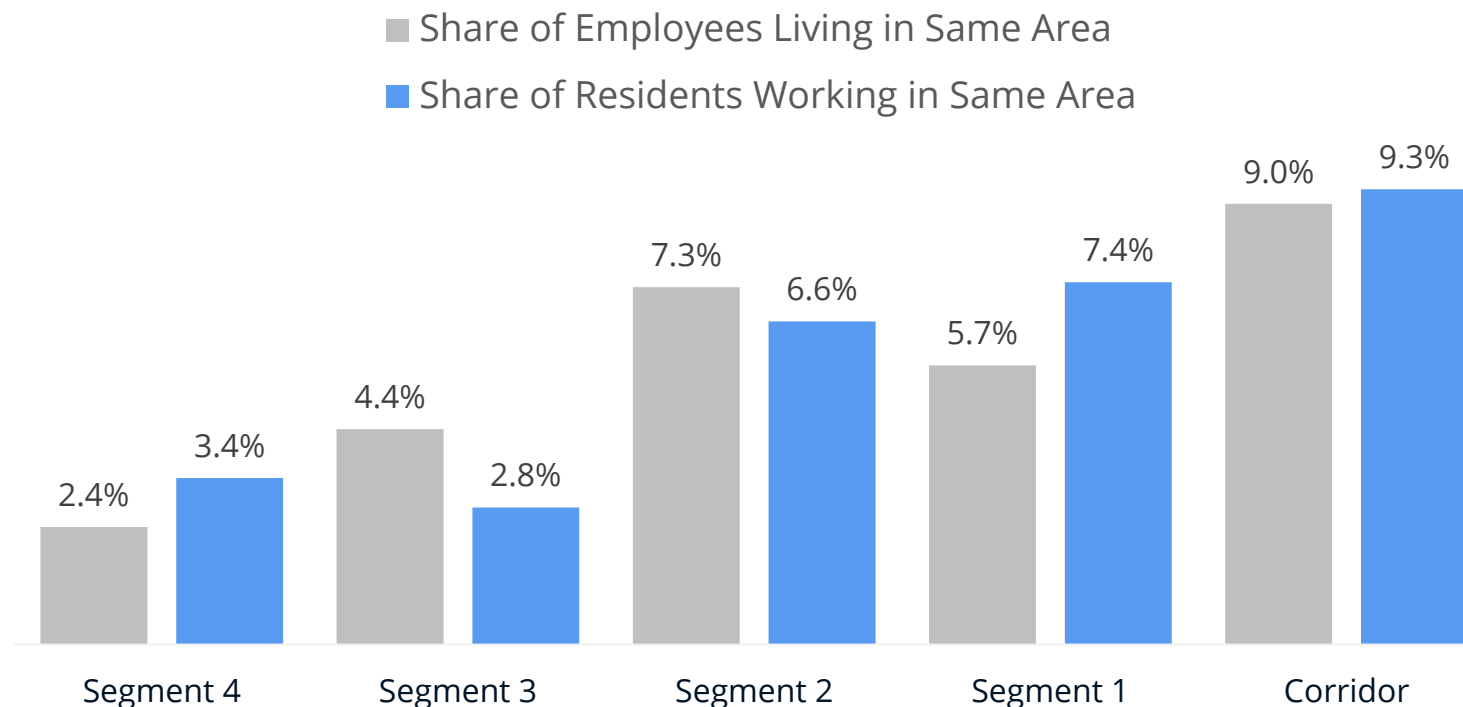
**2.7k**

People Live and Work  
in Corridor

**9%**

Of Corridor Employees  
Live and Work in  
Corridor

### Share of Corridor Employees/Residents that Live and Work in the Same Area (2019)





03

# Real Estate Market

Multifamily Residential • Retail • Office • Industrial

## REAL ESTATE MARKET | Overview

The corridor supports more than **24 million square feet of commercial development**, nearly half of which is made up of multifamily housing.



**10.8M SF** Multifamily  
(13k units)



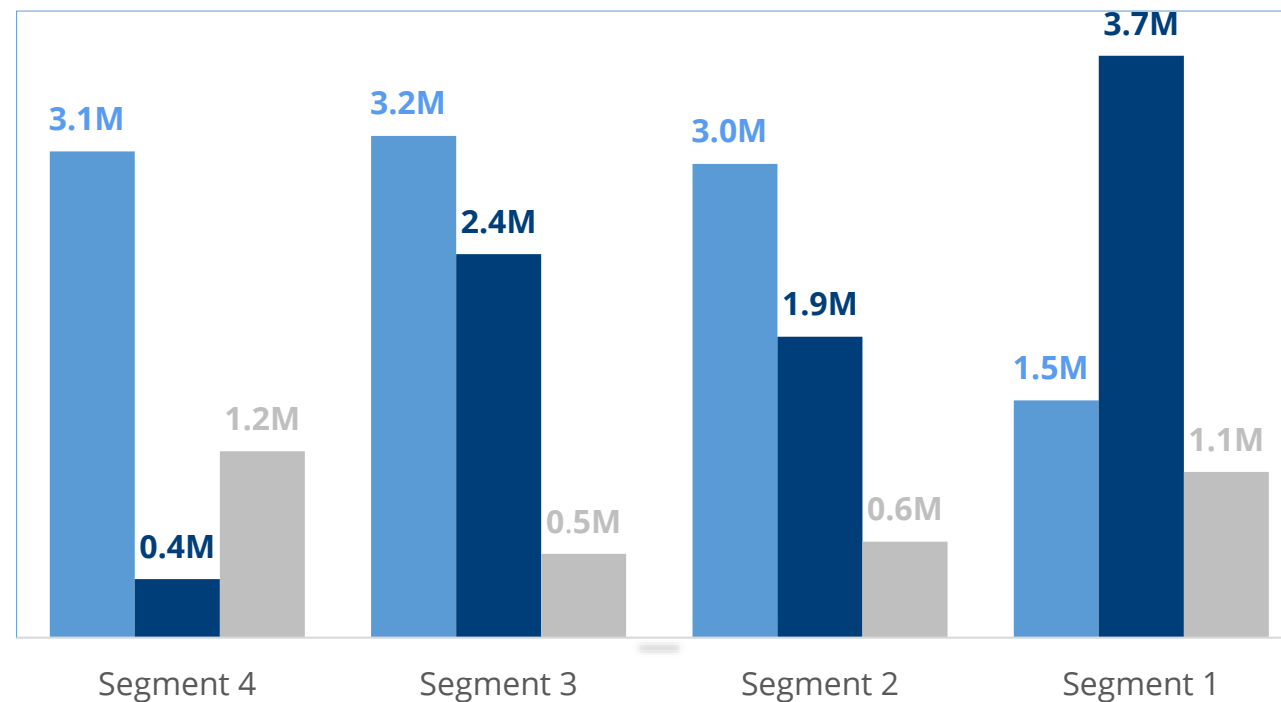
**8.4M SF** Retail



**5.3M SF** Office

### Total Square Footage in Corridor by Use

■ Multi-Family ■ Retail ■ Office





## REAL ESTATE MARKET | Market Summary by Use

The corridor has seen growth across all uses in recent years, with particular focus around infill retail and multifamily residential development.

### MULTIFAMILY

Since 2010, 1,500 multifamily units have been built in the corridor. New properties have primarily been mid-rise properties with surface parking, though some newer planned projects will include structured garages. Rents for new development are highest in Clearwater and St. Petersburg, and are in the low- to mid-\$2's per square foot per month across the corridor. Looking ahead, there is **demand to support approximately 2,350 new multifamily units over the next ten years**, with additional potential from new infrastructure investments.

### RETAIL

Most retail space along the corridor was constructed between the 1970's and 1990's. However, development of new infill retail has continued in recent years despite pressures from the growth of e-commerce. There is little precedent in the corridor for mixed-use development with ground floor retail uses, though it may be an area of future opportunity based on national trends and consumer preferences. Analysis indicates **demand for additional retail space in food and beverage uses**, which can activate ground floor mixed-use development.

### OFFICE

The corridor has supported limited new office development in recent years. Office space growth and demand has been driven primarily by medical office uses. Rents in the corridor for new space range from the low \$20's to low \$30's per square foot per year, dependent on location. A demand analysis indicates the **corridor could support 173,000 square feet of new office space** through 2032, with additional potential from new infrastructure investments.

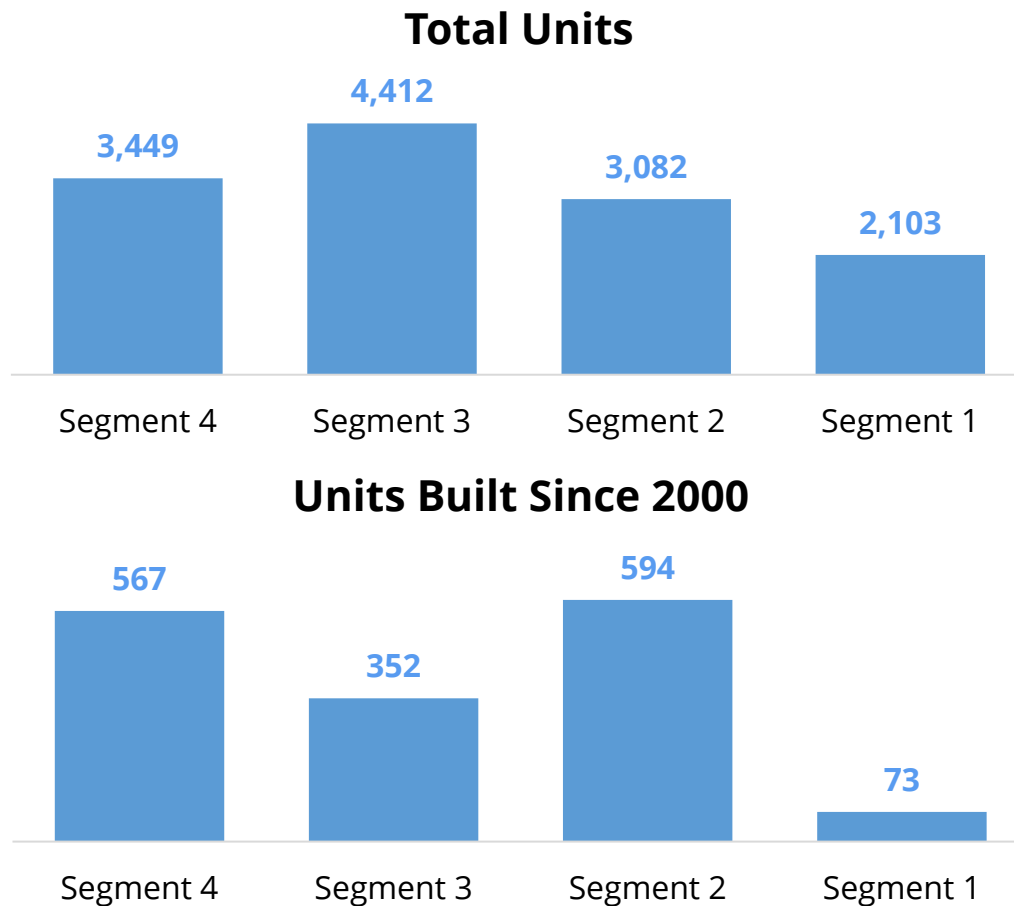
An aerial photograph of a suburban landscape. A wide, multi-lane road runs diagonally from the bottom left towards the top right. The road has several lanes with white lane markings and a few cars driving. To the left of the road, there are commercial buildings, parking lots with cars, and rows of palm trees. To the right of the road, there are more trees and some residential buildings. In the background, a dense residential area with many small houses is visible, followed by a line of trees and a distant city skyline under a clear blue sky. The word "Multifamily" is overlaid in the center of the image in a large, white, italicized serif font.

# *Multifamily*

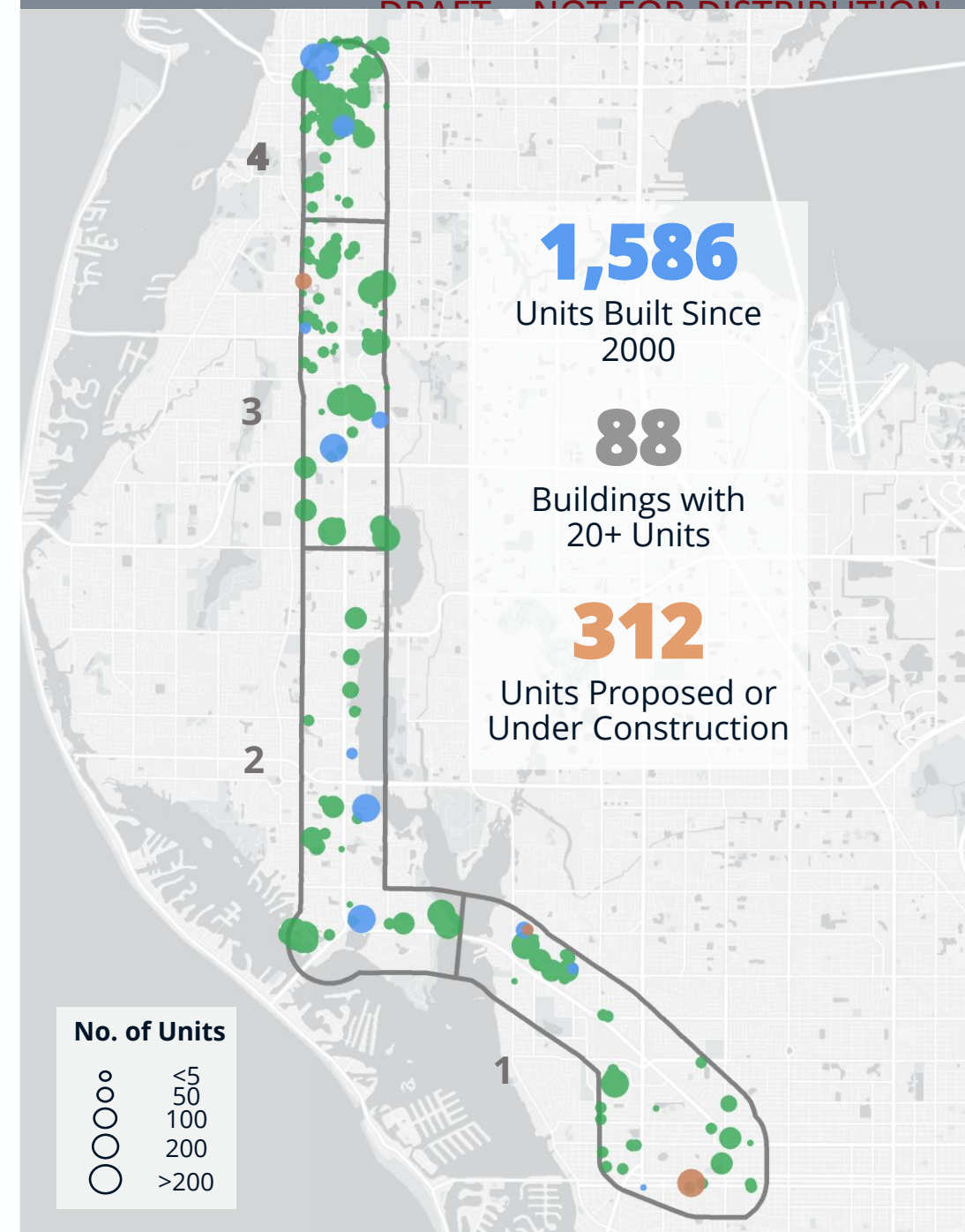


## MULTIFAMILY | Overview

Multifamily development is distributed throughout the corridor, with Segments 4 and 3 having the densest concentration of properties.



Source: CoStar, HR&A analysis



## MULTIFAMILY | Affordable Housing

There are more than **2,000 designated affordable units along the corridor**, the largest number of which are provided in Segment 4.



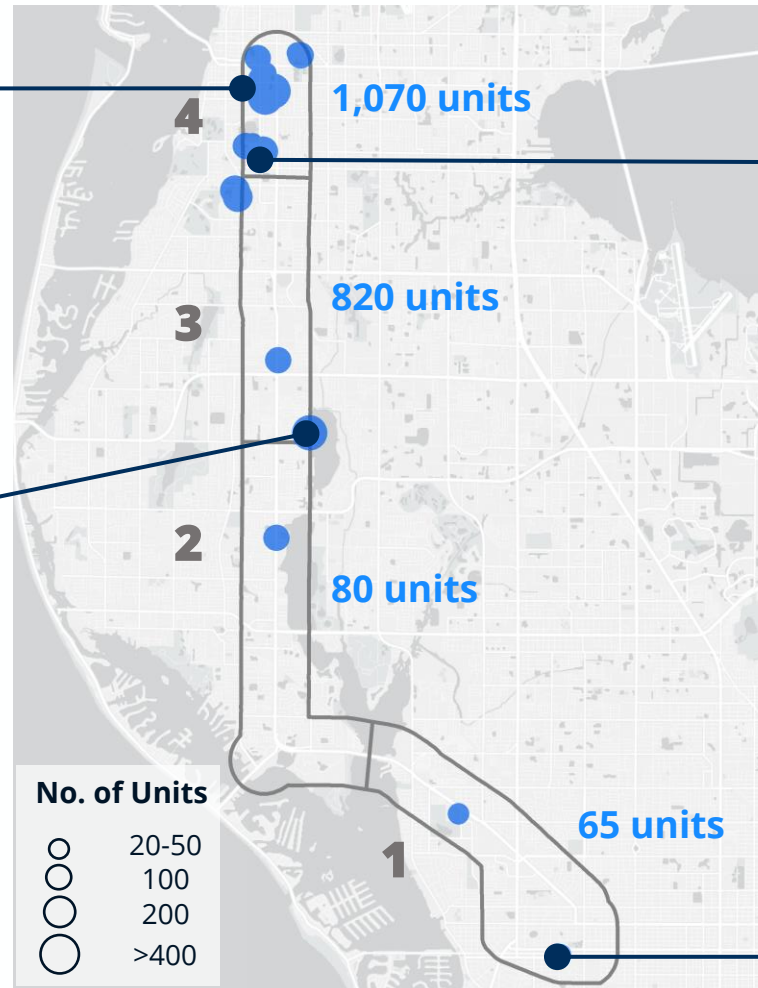
### Lexington Club

Units: 240  
Year Built: 2000  
Low Income Housing Tax Credit (LIHTC)



### Heritage Presbyterian Housing

Units: 400  
Year Built: 1971  
Section 8 Project-Based Rental



### Norton Apartments

Units: 48  
Year Built: 1982  
Section 8 Project-Based Rental



### Sixty90

Units: 24 Affordable (204 Total)  
Year Built: 2023 (Under Construction)  
Penny for Pinellas Aff. Housing Program



## MULTIFAMILY | Recent and Planned Development

Recent and planned development consists primarily of **mid-rise apartments** with surface parking, though there is some precedent for structured garages.



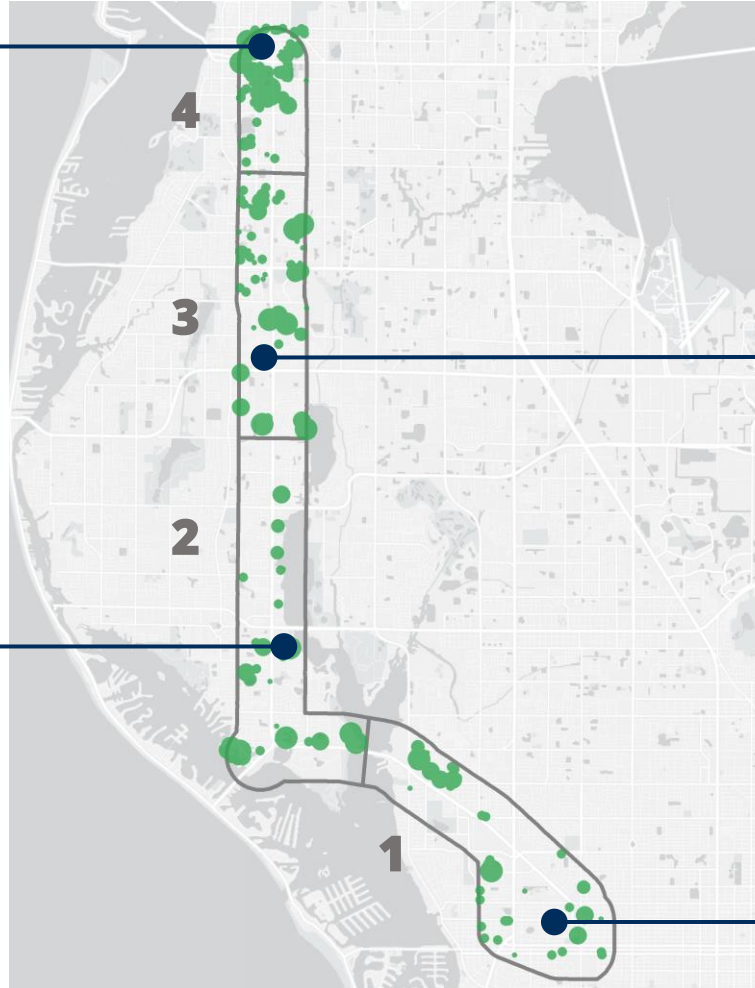
**The Nolen Apartments**

Units: 250  
Year Built: 2017  
Typology: Mid-Rise  
Parking: Surface



**The Addison on Long Bayou**

Units: 247  
Year Built: 2019  
Typology: Mid-Rise  
Parking: Surface



**The Boulevard**

Units: 260  
Year Built: 2015  
Typology: Garden  
Parking: Surface



**Sixty90**

Units: 204  
Year Built: 2023 (Under Construction)  
Typology: Mid-Rise  
Parking: Garage



## MULTIFAMILY | Property Performance

**Recent and planned deliveries in Clearwater and St. Petersburg are smaller** than newer buildings elsewhere, but are attracting higher rents per square foot.



**The Nolen Apartments**  
*949 Cleveland St*

**The Boulevard**  
*2098 Seminole Blvd*

**Addison on Lang Bayou**  
*10405 Addison Way*

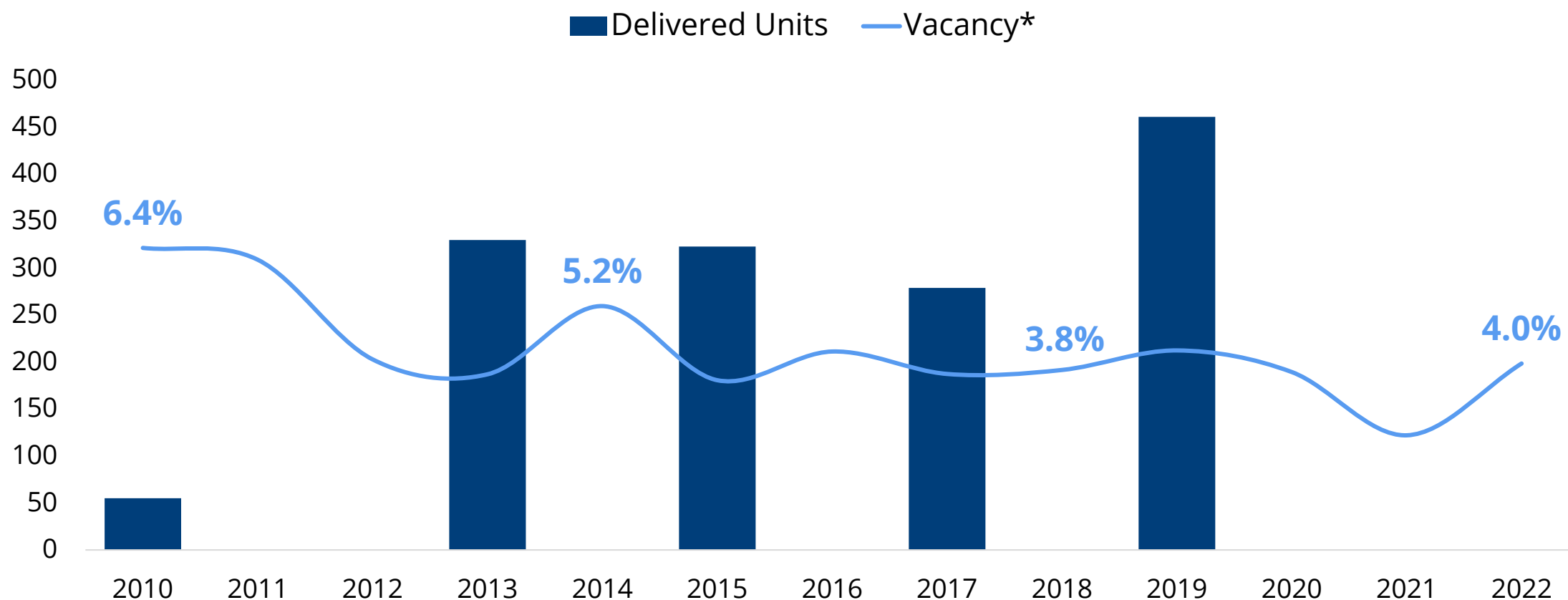
**Sixty90**  
*6090 Central Avenue*

<b>Year Built</b>	2017	2015	2019	2023 (Under Construction)
<b>Building Class</b>	A	A	A	A
<b>Floors</b>	3	3	4	4
<b>Units</b>	250	260	247	204
<b>Avg Unit Size (SF)</b>	875	1,090	1,045	992
<b>Rent/SF</b>	\$2.30	\$2.04	\$2.12	Unavailable
<b>Avg. Rent</b>	\$1,919	\$2,231	\$2,221	Unavailable

## MULTIFAMILY | Market Performance

Nearly **1,500 multifamily units have been delivered** along the corridor since 2010 and current vacancy is healthy at just over six percent.

### Corridor Multifamily Performance Since 2010



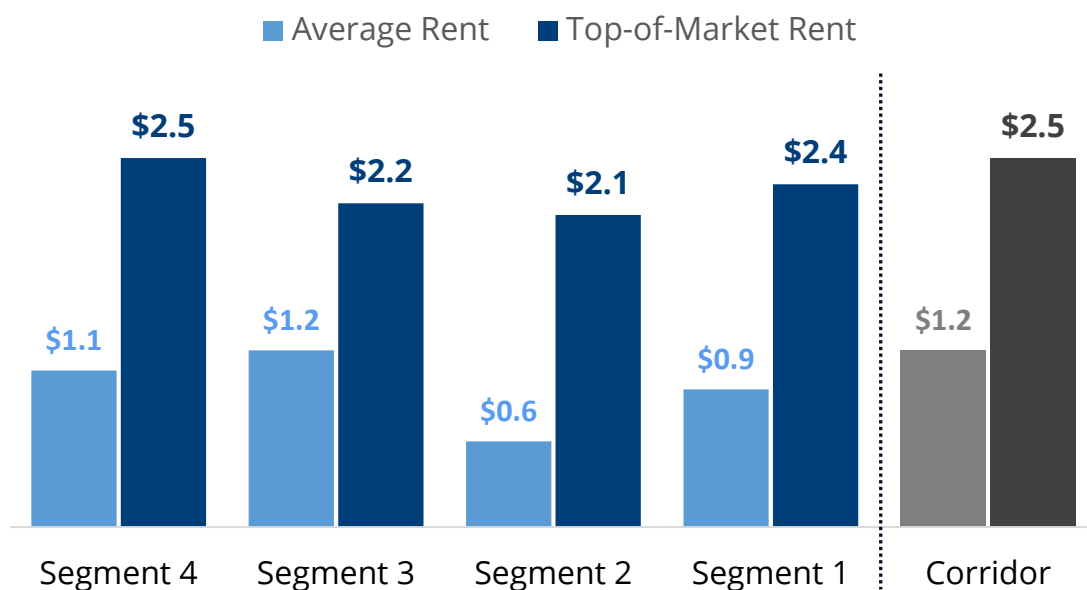
*\*Due to lack of historical data, the vacancy figure represents the vacancy for the surrounding Central and South Pinellas submarkets.*

Source: CoStar, HR&A analysis

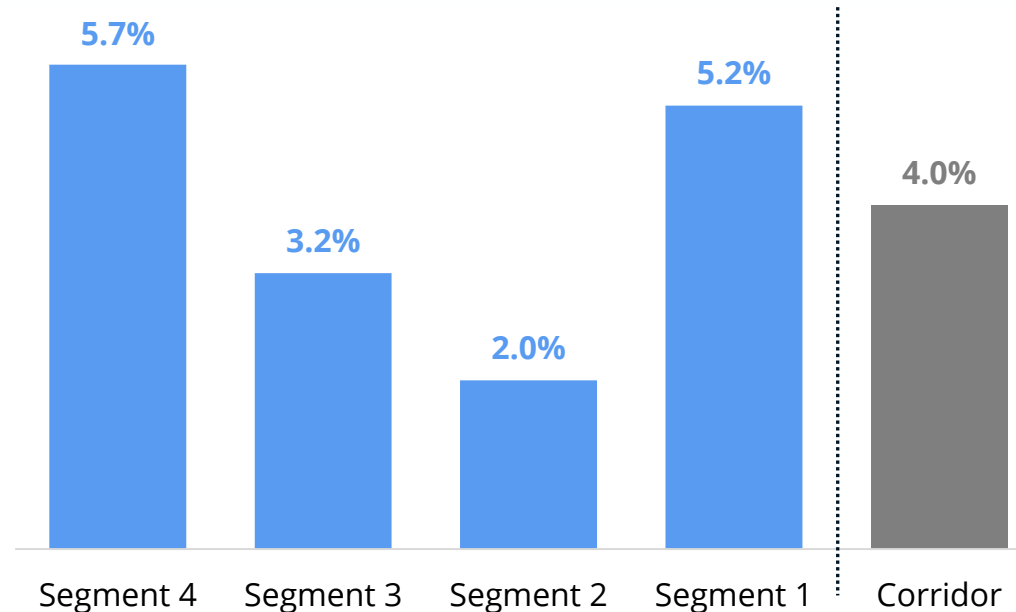
## MULTIFAMILY | Rent and Vacancy

**Segments 4 and 1 have the top performing rents** for new development, but also the higher vacancy rates.

2022 Average and Top Performing Rents (\$/SF/Month)



2022 Multifamily Vacancy by Segment



### Rent/SF

There is a substantial difference between average and top performing rents in the corridor, notably in Segment 4.

### Vacancy

Vacancy has remained lowest in Segments 2 and 3, which are below the corridor-wide vacancy rate of 4.0%

## MULTIFAMILY | Future Multifamily Demand

A demand analysis for the study area indicates **support for 235 multifamily rental units annually and up to 2,350 units through 2032.**

**2,350**

New Multifamily Supportable  
Units Through 2032

**2.2%**

Capture of Total Regional  
Multifamily Renter Pool\*

Multifamily demand projections are based on the current conditions and expected population growth in the corridor. As new corridor investment occurs that increases accessibility, **it could catalyze further interest and demand for residential multifamily development.**

*\*Renter pool represents demand from new residential population as well as renter turnover.*

## MULTIFAMILY | Future Multifamily Demand

Corridor investments could position the corridor to better capture regional growth and support an additional **850 – 1,400 of new residential multifamily development** through 2032.

### Baseline

**2.2%**

Capture of Tampa Bay Region  
Growth

=

**+2,350 Units**

Multifamily growth in Corridor  
through 2032

### Growth Scenario 1

**3.0%**

Capture of Tampa Bay Region  
Growth

=

**+3,200 Units**

Multifamily growth in Corridor  
through 2032

### Growth Scenario 2

**3.5%**

Capture of Tampa Bay Region  
Growth

=

**+3,750 Units**

Multifamily growth in Corridor  
through 2032



An aerial photograph of a suburban street scene. A wide, multi-lane road runs diagonally from the bottom left towards the top right. On the left side of the road, there is a large commercial building with a flat roof and a parking lot filled with cars. Several palm trees are planted along the sidewalk. To the right of the road, there is a grassy area and some residential buildings. The background shows a dense residential area with many houses and trees. The sky is clear and blue. The word 'Retail' is written in a large, white, italicized font across the center of the image.

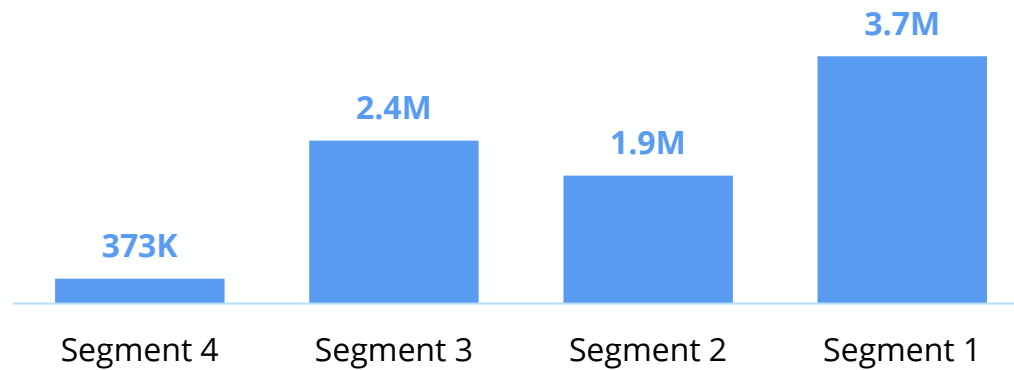
# *Retail*



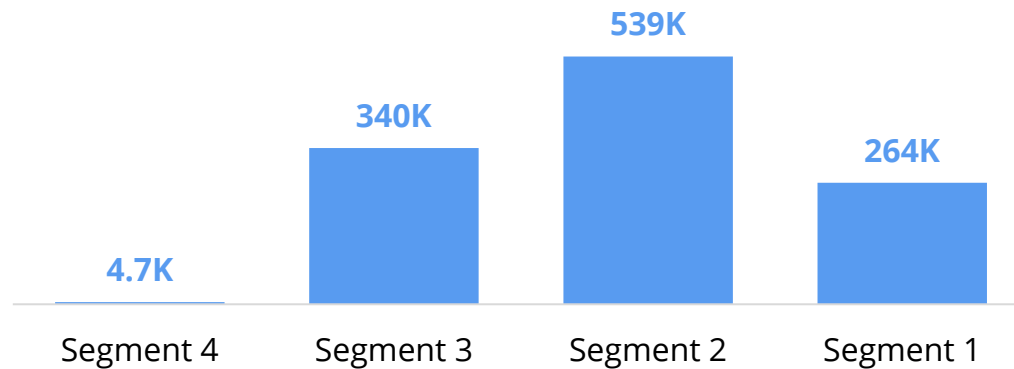
## RETAIL | Overview

Retail inventory is distributed throughout the corridor, though is most concentrated in Segment 4. More than **1.9 million square feet of new retail space has been built since 2000**.

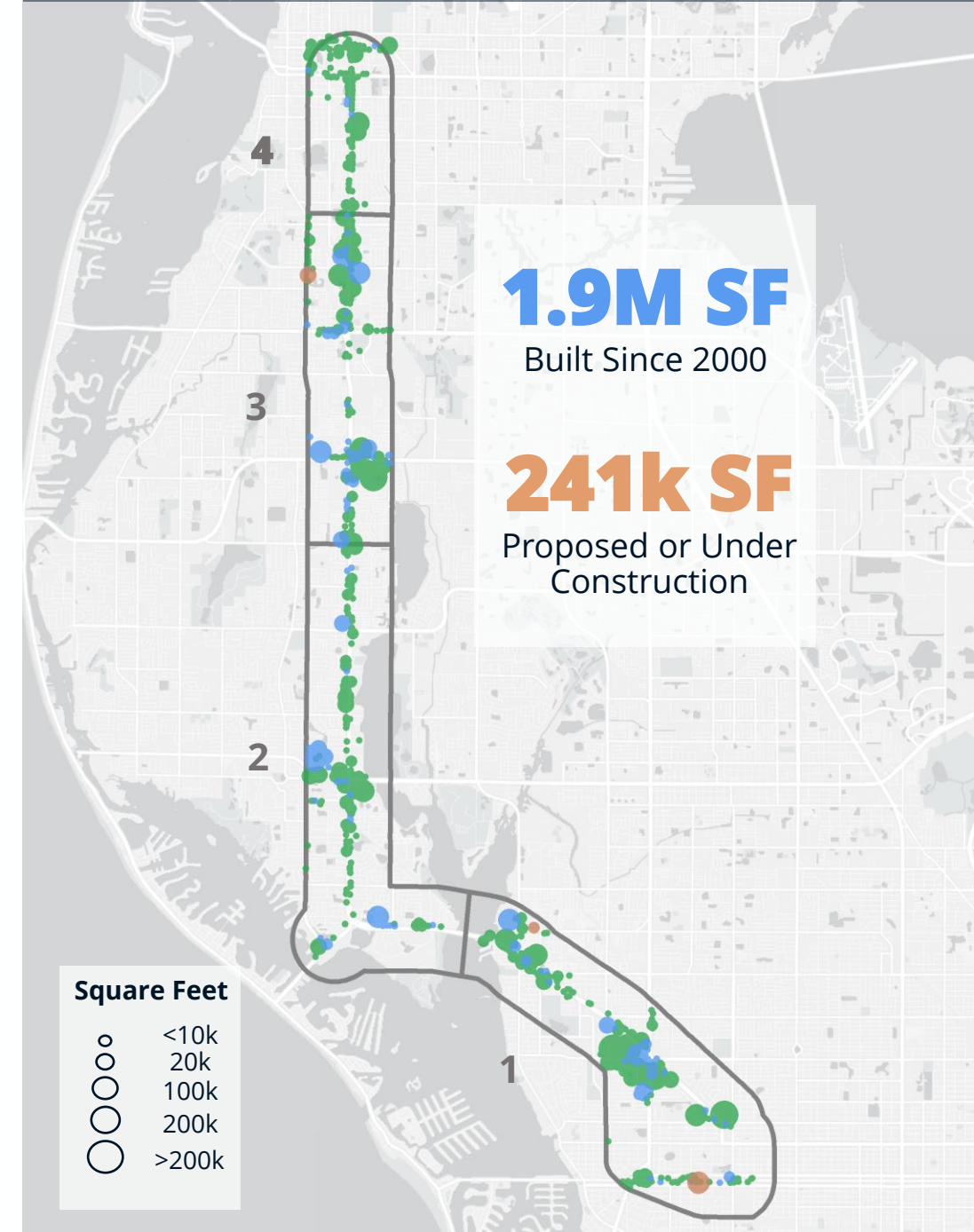
**Total Retail Square Feet**



**Retail Square Feet Built Since 2010**



Source: CoStar, HR&A analysis



## RETAIL | Retail Clusters

Although retail is distributed throughout the corridor, there are six notable retail clusters that offer an array of amenities.



### Downtown Clearwater

**Character:** Downtown convenience goods, big box, local-serving strip centers

**Notable Tenants:** Publix, Bealls, Big Lots



### Ulmerton Rd

**Character:** Big box, local-serving strip centers

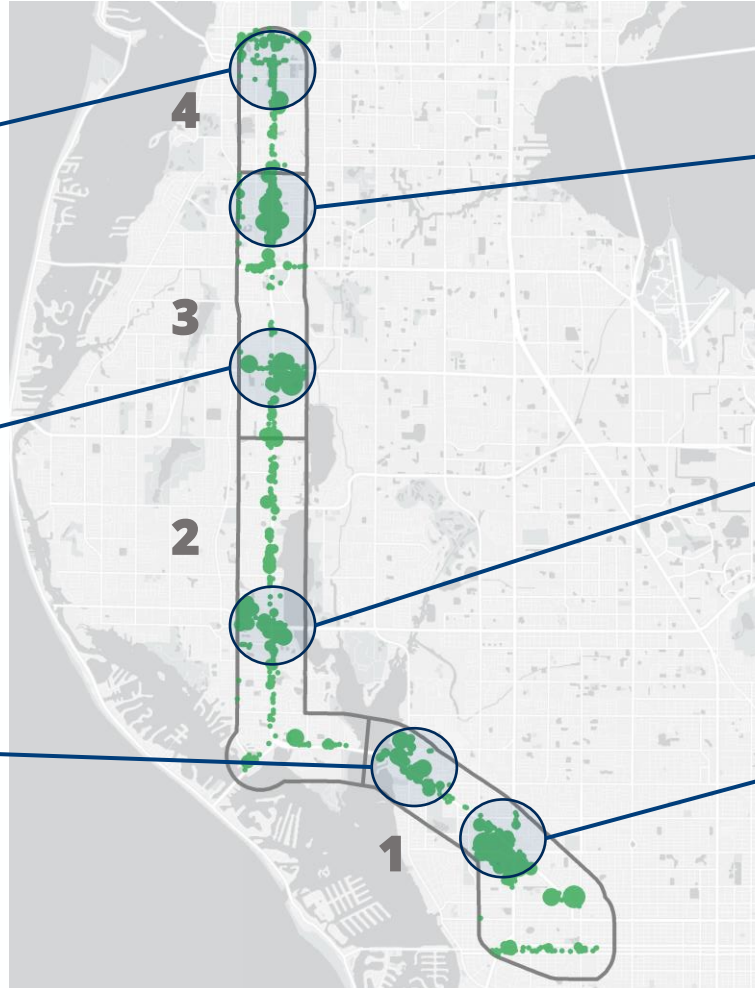
**Notable Tenants:** Publix, Target, Lowe's, Giant



### Park St

**Character:** Big box, local-serving strip centers

**Notable Tenants:** Target, Dollar Tree, PetSmart, Glory Days restaurant



### Rosery Rd

**Character:** Big box, local-serving strip centers

**Notable Tenants:** Walmart, ALDI, T.J. Maxx, PNC



### Pk. Blvd

**Character:** Big box, local-serving strip centers

**Notable Tenants:** Ulta, HomeGoods, Burlington



### Tyrone Square

**Character:** Destination soft goods, entertainment, big box, local-serving strip centers

**Notable Tenants:** Macy's, Dillards, Dicks Sporting Goods, Old Navy, Home Depot





## RETAIL | Select Developments

The **strip center typology** is consistent throughout the corridor, with most large properties built in the 1980's and 1990's.



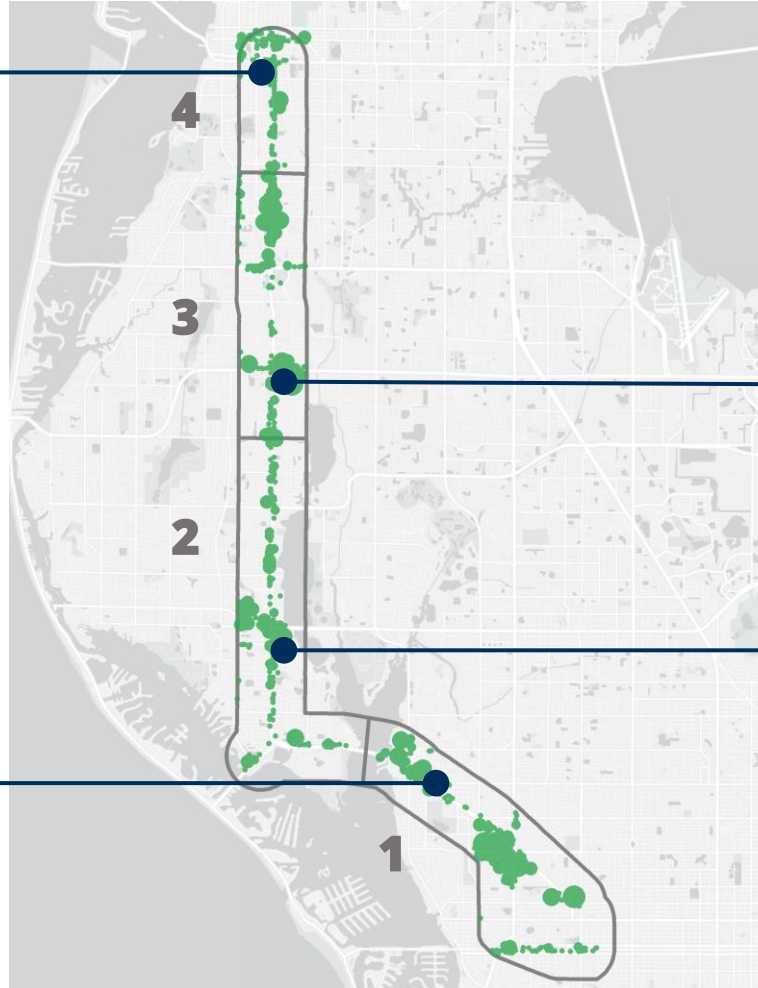
### Clearwater Plaza

Year Built: 1963 (Renovated 1996)  
Typology: Strip center



### Lighthouse Crossings

Year Built: 1991  
Typology: Strip center



### Largo Plaza

Year Built: 1988 (Renovated 1999)  
Typology: Strip center



### Twin Oaks Plaza

Year Built: 1985 (Renovated 2018)  
Typology: Strip center

## RETAIL | Select Developments

**Rents range widely** based on the building conditions, the existing tenant base, and store sizes in the properties.



**Clearwater Plaza**  
1293 S Missouri Ave



**Largo Plaza**  
10500 Ulmerton Rd



**Twin Oaks Plaza**  
10753 Park Blvd N



**Lighthouse Crossings**  
3993 Tyrone Blvd N

### Year Built

1965 (Renovated 1996)

1988 (Renovated 1999)

1985 (Renovated 2018)

1991

### Building Class

B

B

B

B

### Retail Type

Strip center

Strip center

Strip center

Strip center

### Square Feet

129,000

234,000

54,000

68,000

### Rent/SF/Yr.

\$14.00 - \$17.00 (full service)

\$41.00 - \$51.00 (full service)

\$29.25 (triple net)

\$19.00 - \$23.00 (full service)



## RETAIL | Recent Development

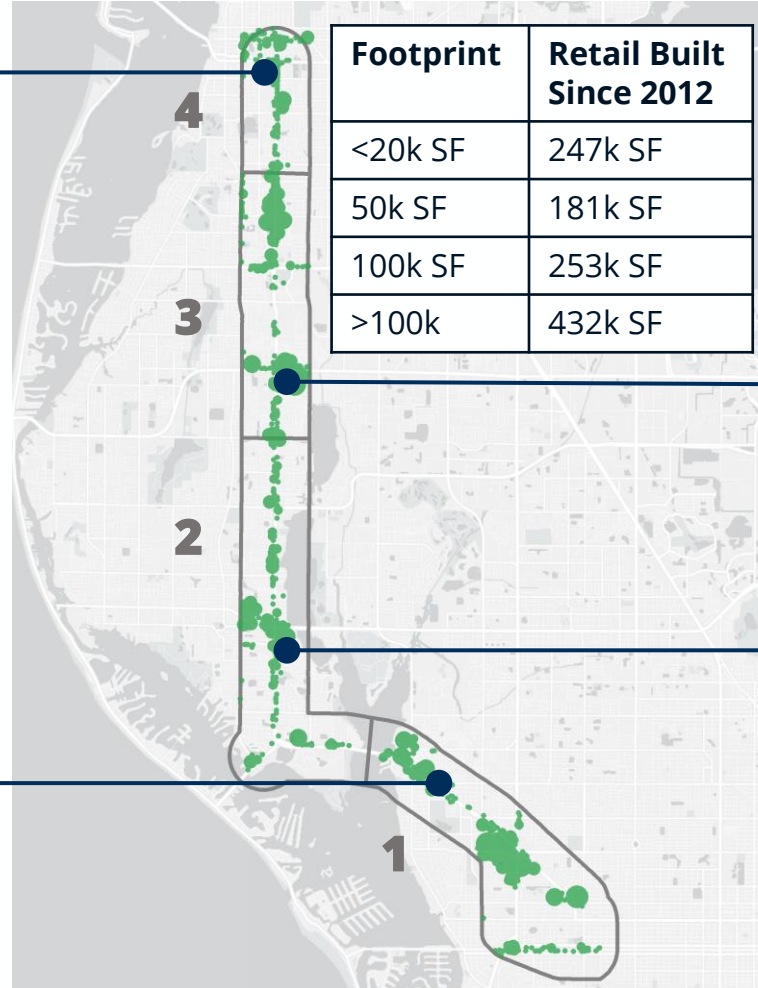
Despite pressures from the growth of e-commerce, **new retail space has continued to be developed** in the corridor in recent years.



**Court and Myrtle Crossings**  
Year Built: 2020  
Typology: Small strip center



**Tyrone Square Addition**  
Year Built: 2018  
Typology: Large strip center (addition)



**12955 Seminole Blvd**  
Year Built: 2018  
Typology: Small strip center



**Seminole City Center**  
Year Built: 2017  
Typology: Large strip center

## RETAIL | Recent Development

Recent deliveries vary in size, but are **auto-oriented and similar in typology to existing retail properties** in the corridor.



**Court and Myrtle Crossings**  
801 Court St



**1201 Seminole Blvd**



**Seminole City Center**  
7724 113<sup>th</sup> St



**Tyrone Square Addition**  
6779 22<sup>nd</sup> Ave

### Year Built

2020

2018

2018

2018

### Retail Type

Small strip center

Small strip center

Large strip center

Large strip center

### Square Feet

4,370

13,046

248,920

148,100

### Rent/SF/Yr.

\$25.00 - \$31.00 (est.)

\$26.00 - \$32.00 (est.)

\$25.00 - \$26.00/nnn

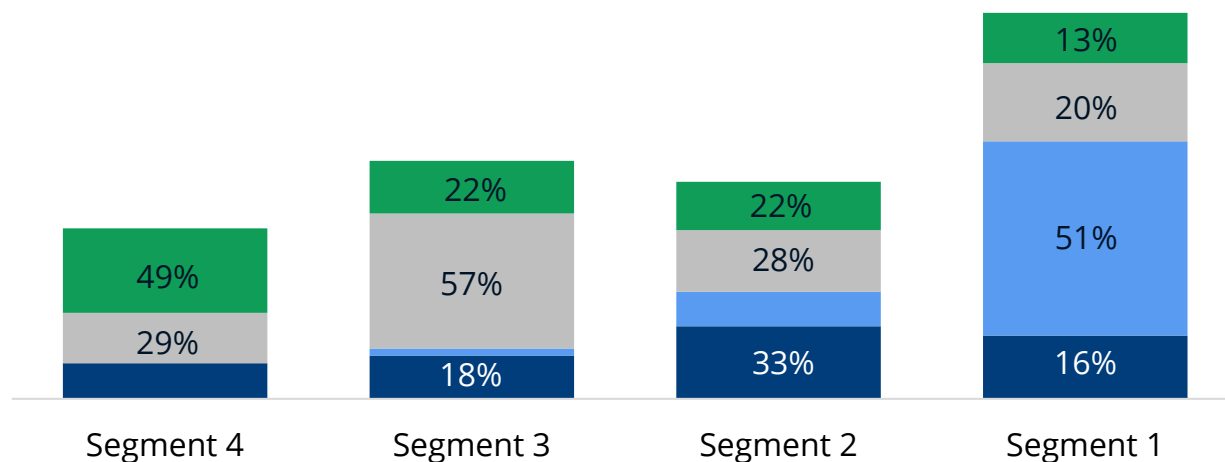
\$22.00 - \$26.00 (est.)

## RETAIL | Tenant Base

**Destination retail is concentrated in Segment 1 at Tyrone Square;** all segments have a mix of convenience, service, and food and beverage retail.

### Retail Tenant Base by Square Footage, 2022\*

- Services (Auto Repair, Beauty, etc.)
- Food and Beverage
- Destination Goods (Department Stores, Entertainment, etc.)
- Convenience (Banks, Drug Stores, etc.)



**Segment 1 possesses the most retail space, bolstered by the large presence of destination retail at Tyrone Square.**

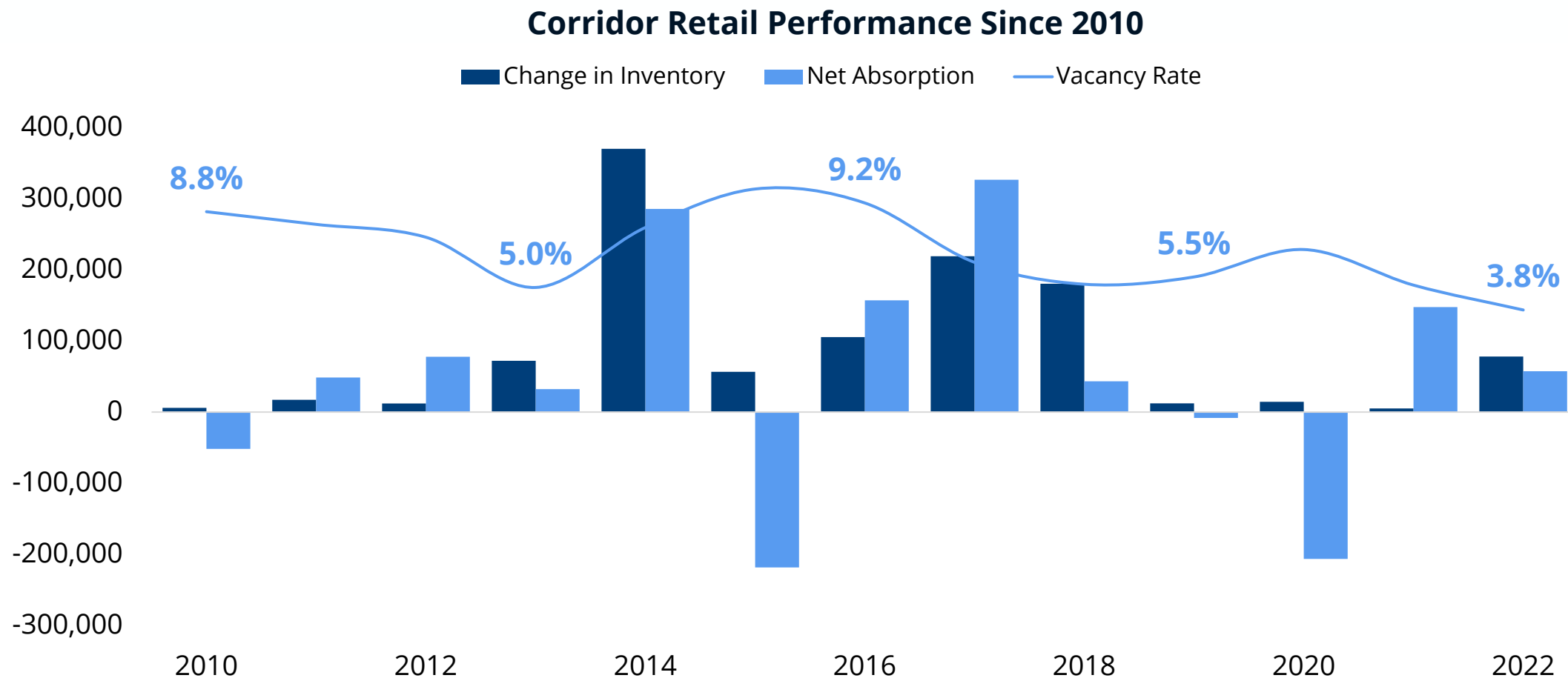
Segment 3 has the largest share of food and beverage-related retail, which includes sit-down and fast casual/to-go restaurants. Segment 4 has the largest share of service-related retail, which includes commercial spaces that serve local residents such as auto repair shops or salons.

*\*Includes properties with available data on tenant type*

*Source: CoStar, HR&A analysis*

## RETAIL | Historical Performance

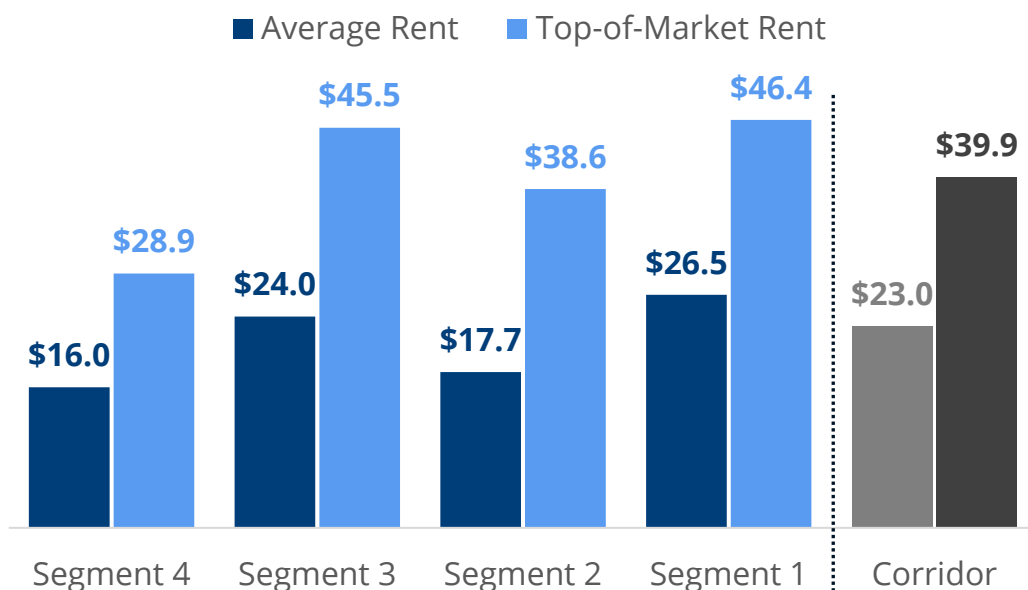
**Following substantial deliveries in the mid-2010s**, vacancy has steadily decreased since 2016 and was minimally impacted by the Covid-19 pandemic.



## RETAIL | Rent and Vacancy

**Segments 2 and 3 maintain the lowest vacancy in the corridor, while Segment 1 commands the highest rents.**

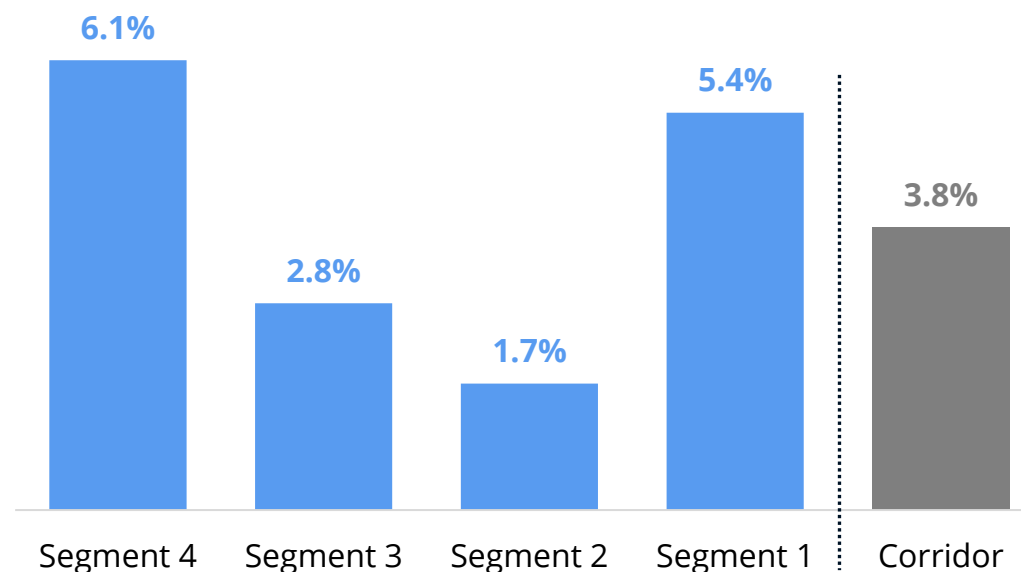
**Rents\* (2022, \$/SF/Yr)**



### Rent/SF

There is a substantial difference between average and top performing rents in the corridor, notably in Segment 3.

**Retail Vacancy (2022)**



### Vacancy

Vacancy has remained lowest in Segments 2 and 3, which are below the corridor-wide vacancy rate of 3.8%

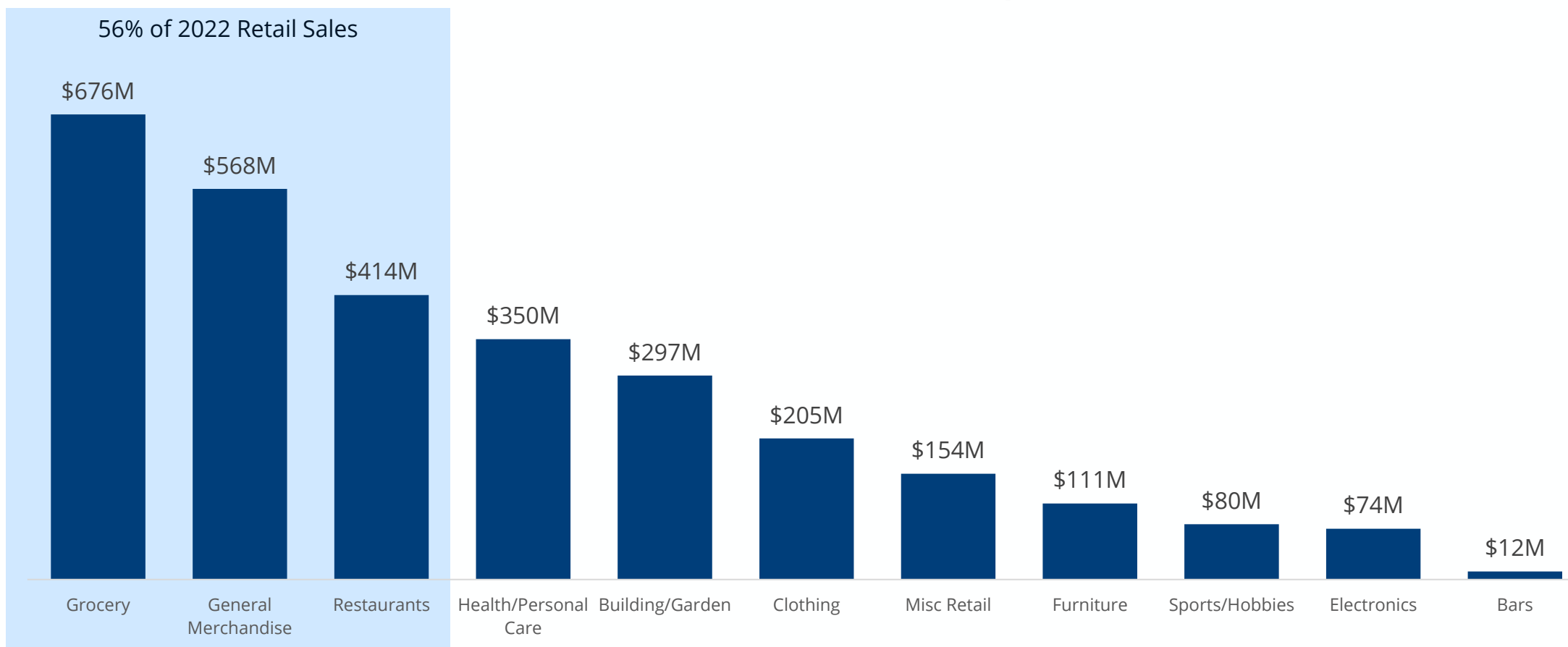
\*Triple net.

Source: Costar, HR&A analysis

## RETAIL | Trade Area Top Retail Categories

The top three retail categories—grocery stores, general merchandise, and restaurants—**represent over half of the area's total annual retail sales** of \$2.9 billion.

Corridor Retail Sales by Store Type, 2022

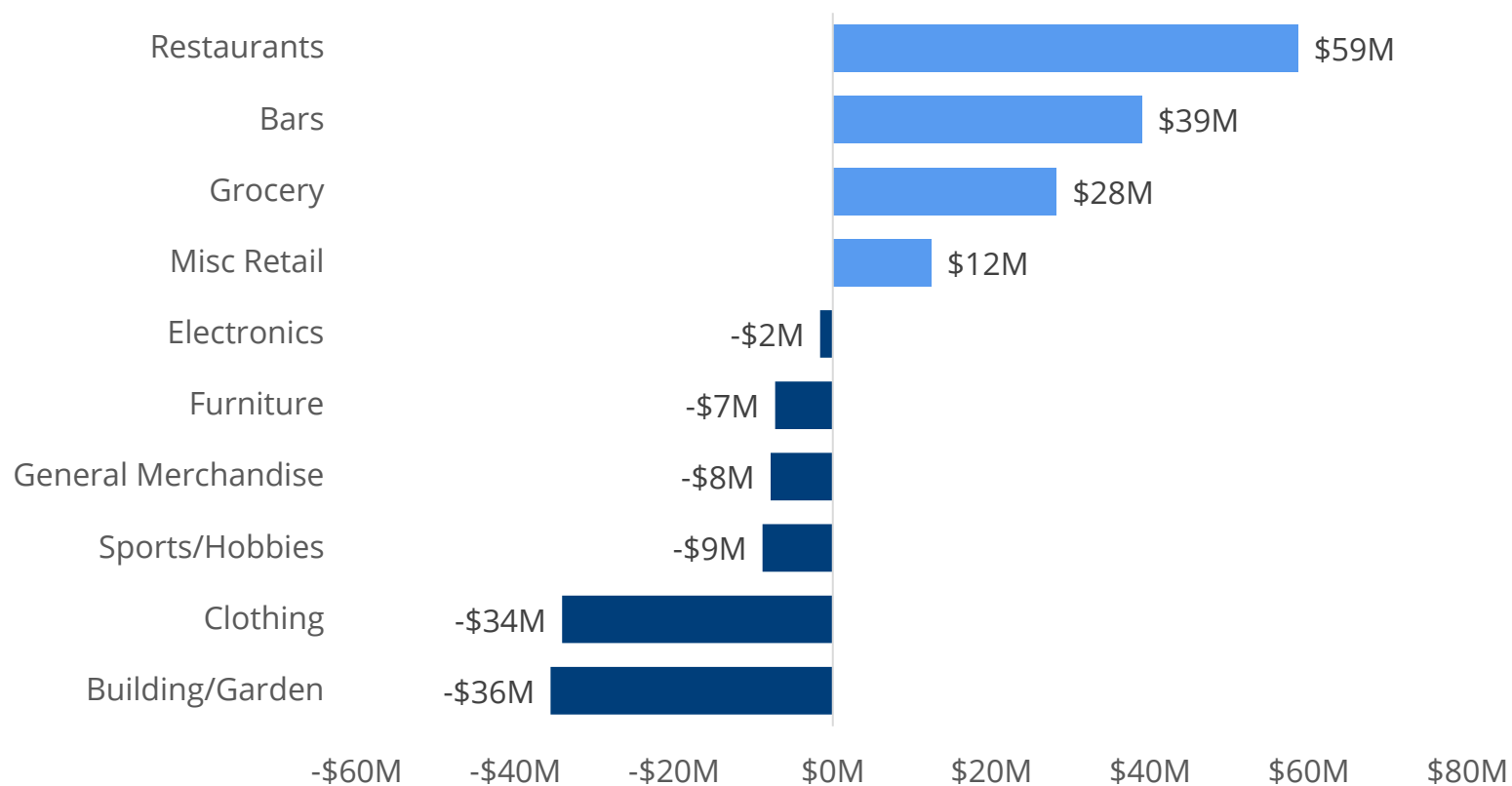




## RETAIL | Trade Area Retail Gap

Based on retail sales and demand, the corridor's retail trade area is **currently undersupplied in restaurants / bars, and grocery stores.**

### Trade Area Unmet Spending or Surplus



Clothing in the trade area is oversupplied, which may be partially driven by increasing online sales for these goods or certain stores drawing customers from outside the trade area.

The corridor is well-positioned to accommodate more restaurants and bars, both of which could help increase activation through food/beverage usages.

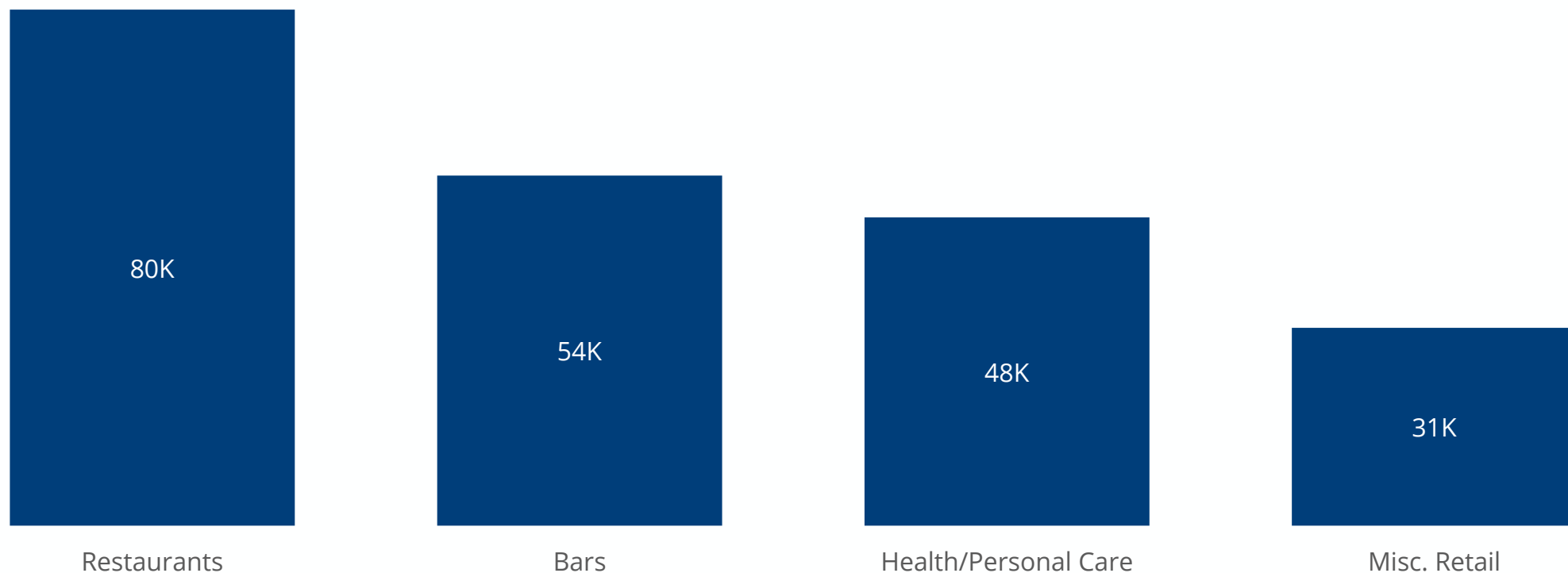
*Note: Spending potential applies a discount to account for online spending, which is estimated by retail category through CBRE and U.S. Census E-commerce data.*

*Source: ESRI, CBRE, U.S. Census; HR&A analysis*

## RETAIL | Corridor Projections

Retail categories with unmet spending potential could support **up to 213,000 square feet of space** based on demand derived by residents, workers, and visitors.

### Corridor Trade Area Supportable Square Footage, 2023-2032



*Note: Unmet spending potential is translated to supportable square footage through average sales/square foot across retail categories.*

*Source: ESRI, CBRE, U.S. Census, HR&A analysis*

An aerial photograph of a suburban landscape. A wide, multi-lane road runs diagonally from the bottom left towards the top right. The road has several lanes in each direction, with a median. There are some cars on the road. To the left of the road, there's a large commercial building with a flat roof and a parking lot filled with cars. There are many trees, including palm trees, scattered throughout the area. In the background, there's a dense residential area with many small houses. The sky is clear and blue. The word "Office" is written in a large, white, italicized font in the center of the image.

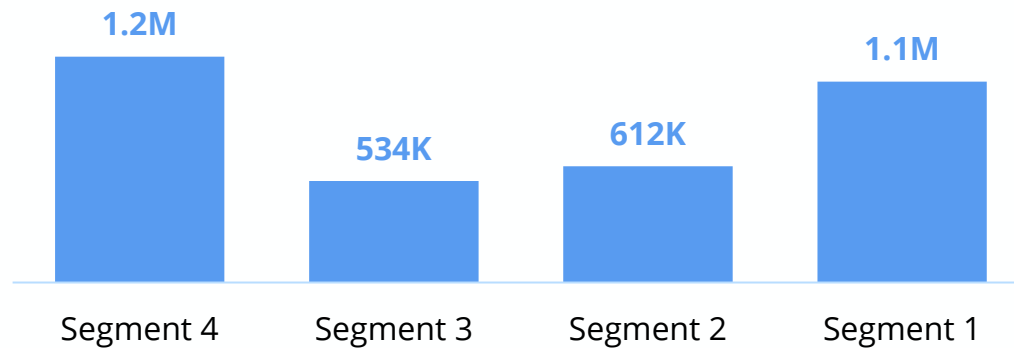
# *Office*



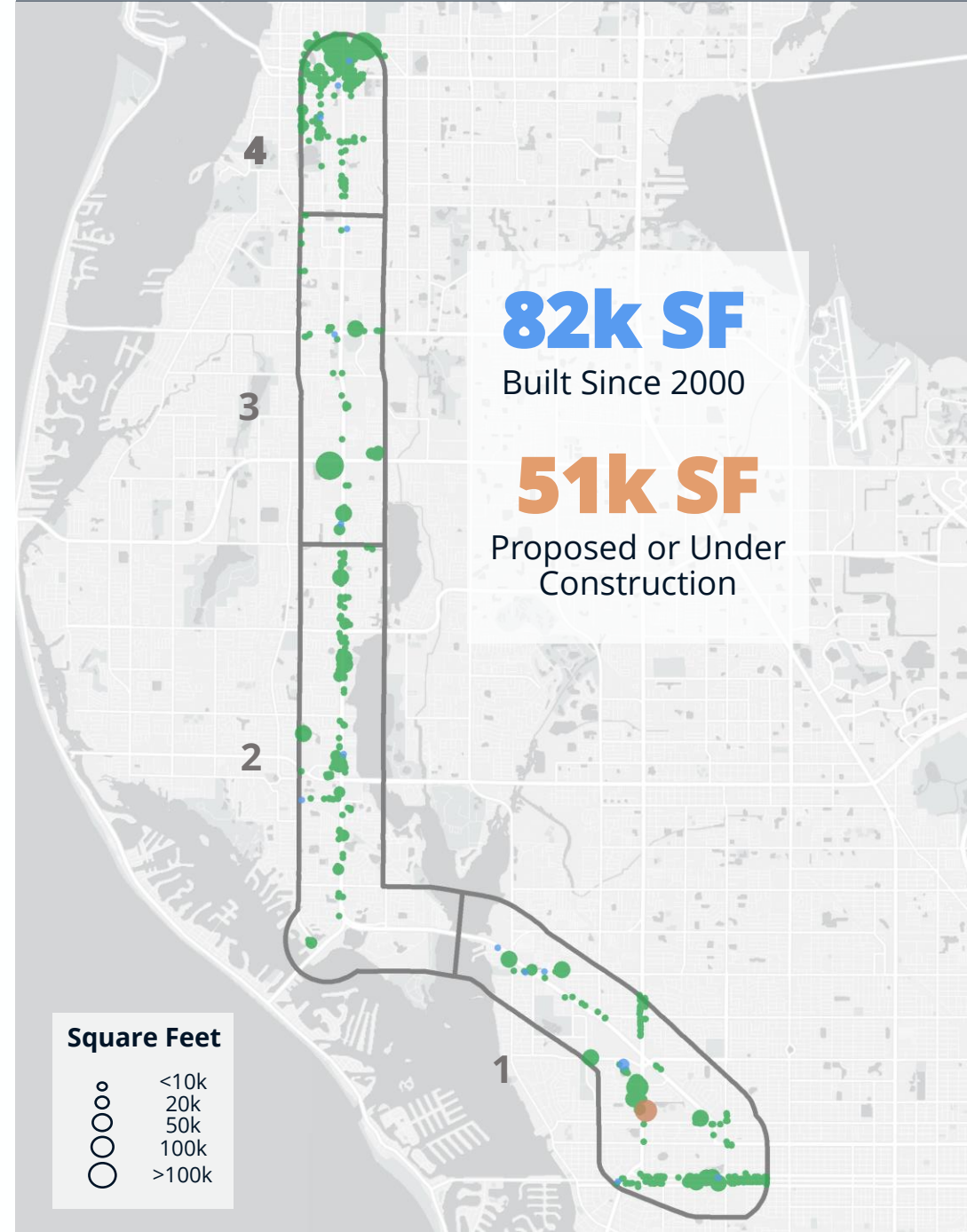
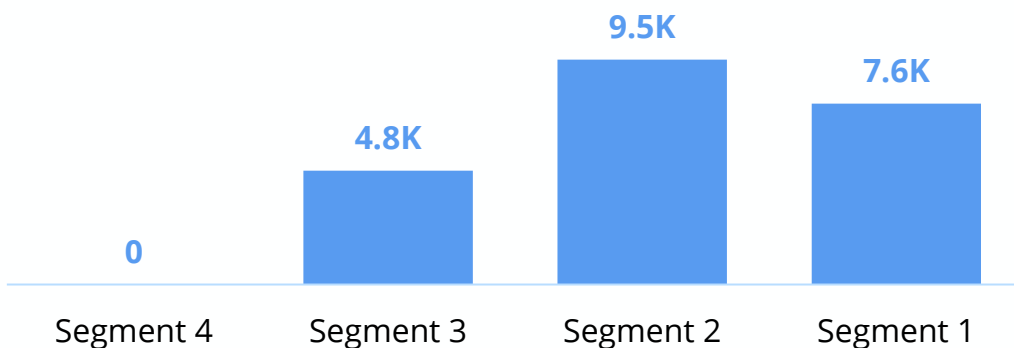
## OFFICE | Overview

The corridor has seen little office development since 2000, increasing total inventory by just 2%. Segment 4, which includes downtown Clearwater, has the most space.

### Total Office Square Feet



### Office Square Feet Built Since 2010





## OFFICE | Select Developments

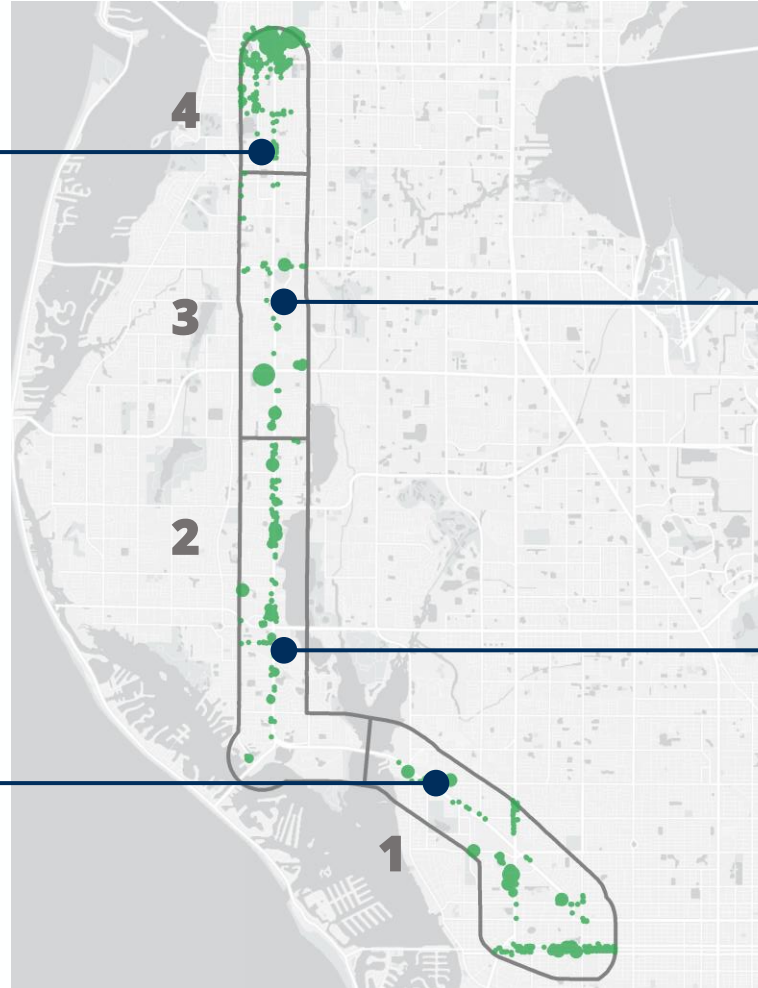
**Space is most prevalent in Segments 4 and 1**, though several smaller properties exist in other segments.



**500 McLennan St**  
Year Built: 2020  
Typology: Mid-rise general office



**8380 Bay Pines Blvd**  
Year Built: 2013  
Typology: Mid-rise medical office



**65-69 1st St SW**  
Year Built: 2019  
Typology: Mid-rise general office



**9555 Seminole Blvd**  
Year Built: 1985  
Typology: Mid-rise medical office

## OFFICE | Select Developments

Recent development generally consists of small- to mid-scale suburban-style office buildings; **medical office uses are increasingly common.**



500 McLennan St



65-69 1st St SW



9555 Seminole Blvd

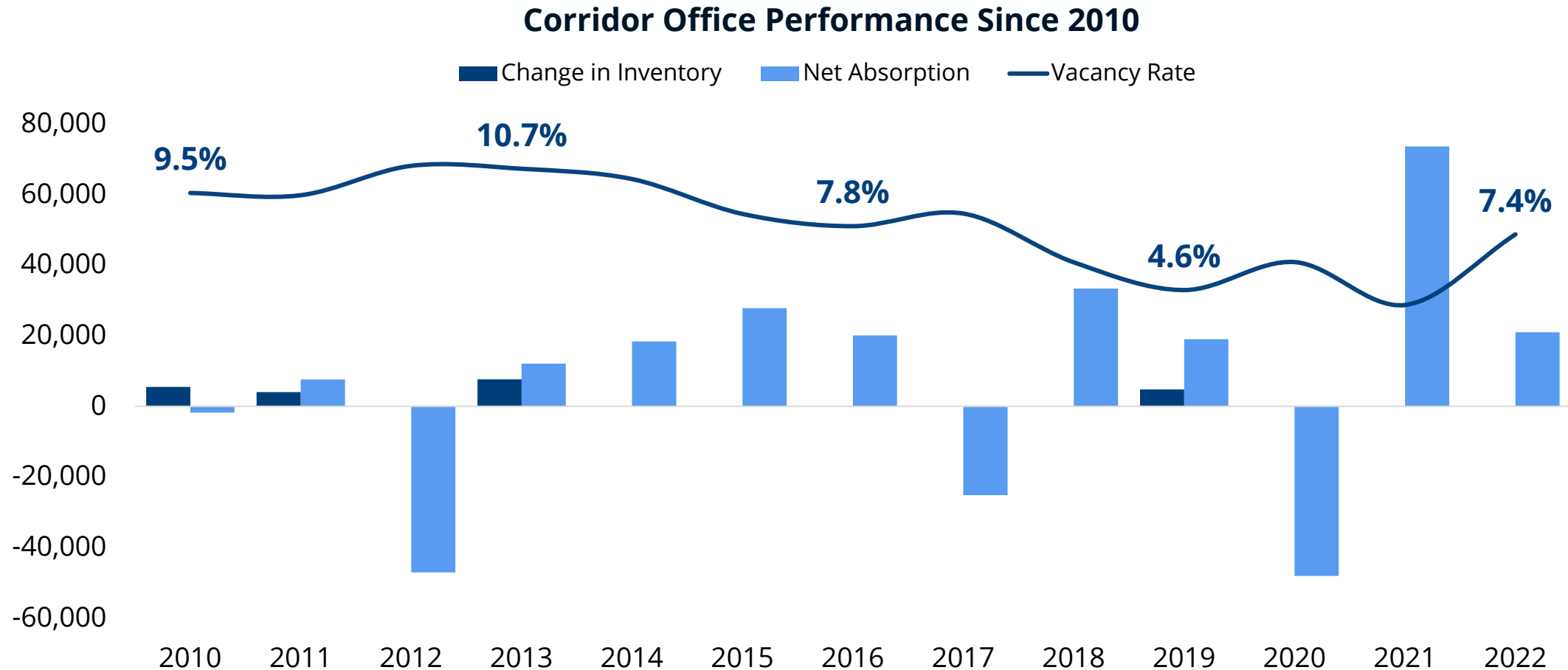


8380 Bay Pines Blvd

<b>Year Built</b>	2020	2019	1985	2013
<b>Building Class</b>	B	C	B	B
<b>Floors</b>	4	2	2	3
<b>Total SF</b>	11,952	4,798	25,712	7,620
<b>SF per Tenant</b>	11,952 (single use)	5,452	12,856	3,810
<b>Rent/SF/Yr.</b>	\$18.00 - \$22.00 (full service)	\$19.35 (triple net)	\$21.96 (modified gross)	\$21.00 - \$26.00 (full service)

## OFFICE | Historical Performance

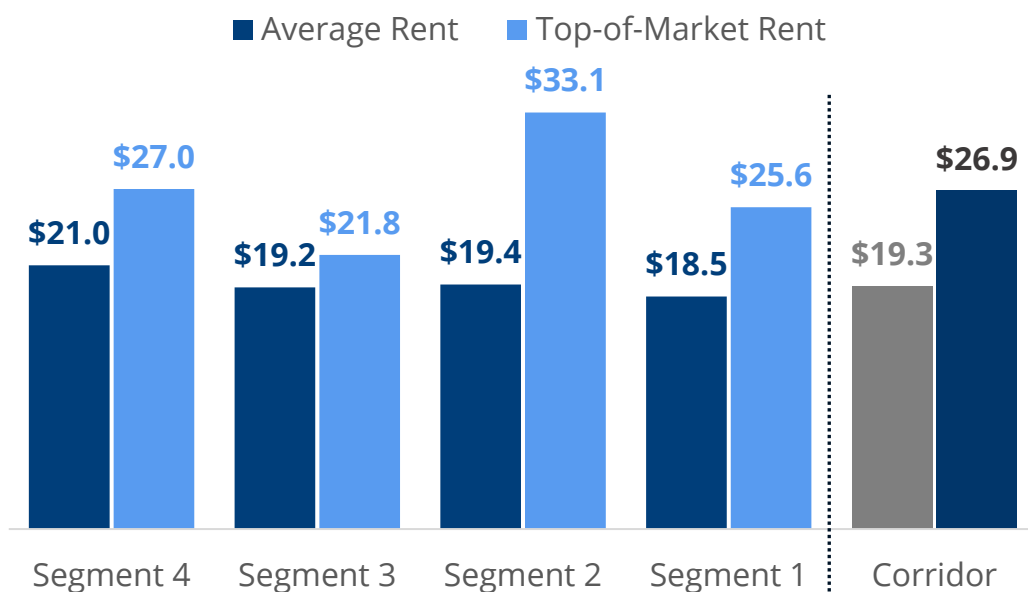
**Vacancy rates remain low, with a small uptick since Covid.** Despite little inventory delivery since 2010, though absorption of space has remained positive.



## OFFICE | Rent and Vacancy

At the corridor level, **vacancy has increased in recent years in the downtown Clearwater area** (Segment 1) and average rents are highest there; top rents are in Segment 2.

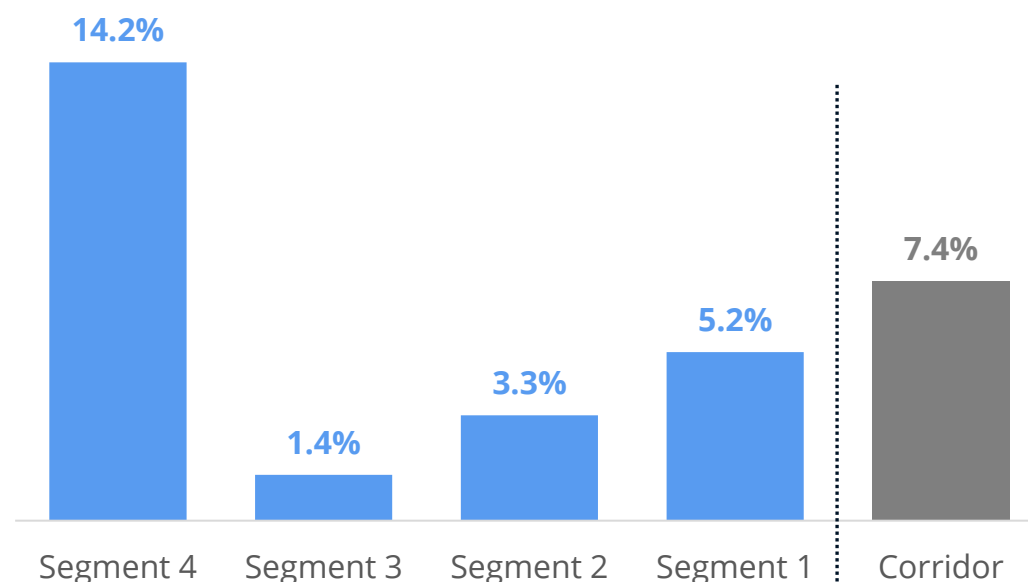
Rents (2022, \$/SF/Yr)\*



### Rent/SF

Segment 1 has the highest average rents, but top-of-market rents are highest in Segment 2.

Vacancy (2022)



### Vacancy

Office vacancy is elevated in downtown Clearwater (Segment 4) but low across the rest of the corridor.

\*Rents data reflects triple net (NNN) rents, in which tenant assumes all costs associated with taxes, insurance, and maintenance of the property.



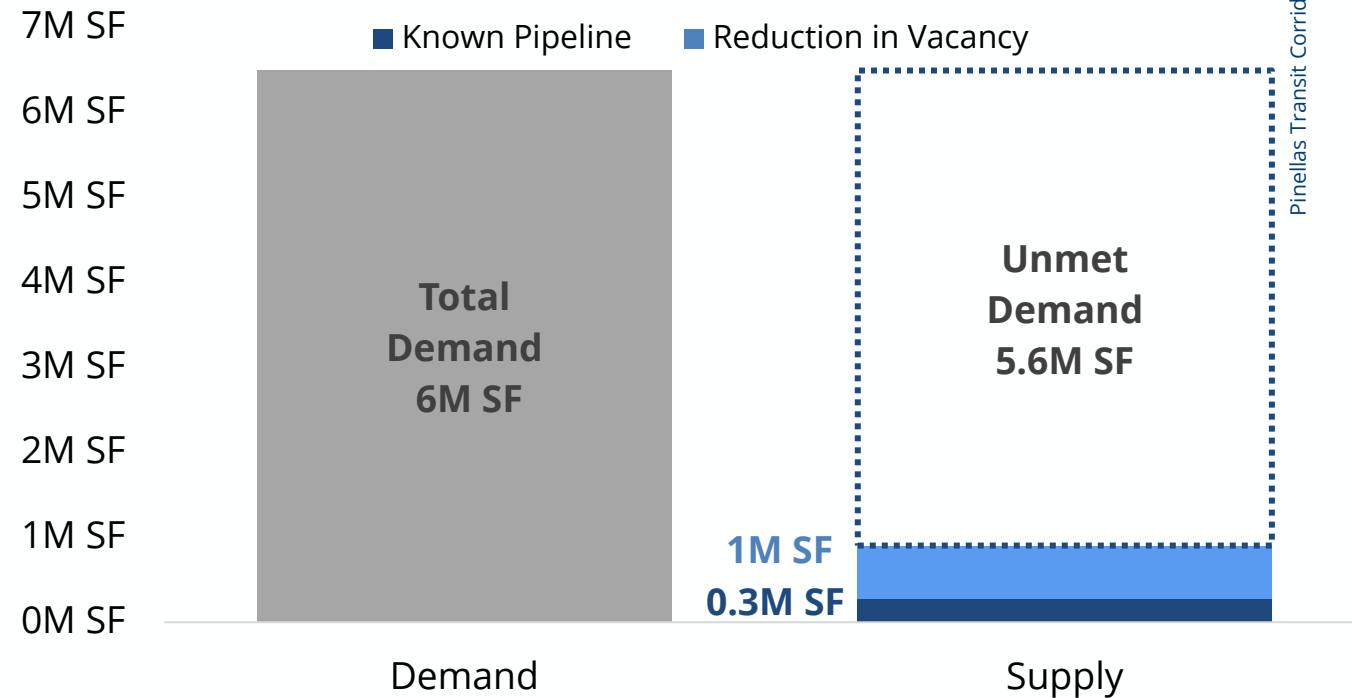
## OFFICE | Future Office Demand

A demand analysis indicates the **corridor could support 173,000 square feet of new office space** through 2032.\*

### Corridor Office Demand Through 2032\*

Projected office-using employment growth in Tampa MSA through 2032	47,860
Gross SF per employee	136**
Gross new supportable square feet in Tampa MSA	6,485,124
Pipeline adjustment in Tampa MSA	(278,490)
Vacancy adjustment in Tampa MSA	(622,572)
Net new supportable square feet in Tampa MSA	5,584,062
Primary Study Area Share of Existing Office Space	3%
Net new supportable square feet in Primary Study Area - Pinellas Transit Corridor	173,047

### Tampa Bay Region Office Demand Through 2032



\*Note: Area of analysis is for all zip codes included in the corridor, since employment data is provided at the zip code-level.

\*\*Analysis includes a 24% reduction in space demand to account for changing office work habits, derived based on reduced commuter trends following the Covid-19 pandemic.

## OFFICE | Future Office Demand

Corridor investments could position the corridor to better capture regional growth and support **an additional 78,000-161,000 square feet of new office demand.**

	X	3%	=	173K SF
		Existing Capture of Regional Office Job Growth		Baseline Office Growth in Corridor*
48K Jobs	X	4.5%	=	251K SF
New Regional Office- Using Jobs, 2023-2032		Hypothetical Capture of Regional Office Job Growth		+78K SF Office Growth in Corridor*
	X	6%	=	335K SF
		Hypothetical Capture of Regional Office Job Growth		+ 161K SF Office Growth in Corridor*

\*Note: Area of analysis is for all zip codes included in the corridor, since employment data is provided at the zip code-level.

Note: Analysis includes a 24% reduction in demand to account for changing office work habits, derived based on reduced commuter trends following the Covid-19 pandemic.

Source: Costar, EMSI, HR&A analysis



An aerial photograph of an industrial area. A wide, multi-lane road runs diagonally from the bottom left towards the top right. To the left of the road, there are several large industrial buildings with flat roofs, parking lots filled with cars, and some trees. To the right of the road, there are more trees and some smaller buildings. In the background, a dense residential area with many houses is visible. The sky is clear and blue.

# ***Industrial***



## INDUSTRIAL | Overview

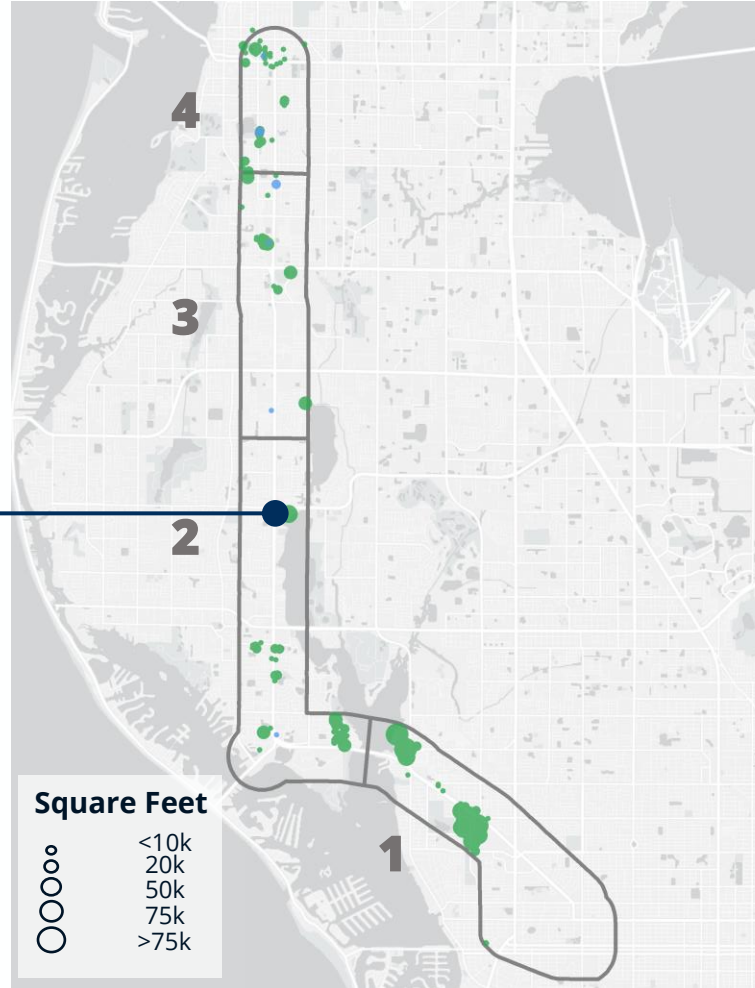
**Industrial space in the corridor is mostly legacy space;** there has been minimal new industrial development in recent years.



### 10055 Seminole Blvd

Year Built: 1979

Typology: Freestanding Flex Building, Mix of Office, Warehouse, & Manufacturing



**\$17.03**

Top rent PSF

**\$10.70**

Average rent PSF

**61k SF**

Built Since 2000

**5.3%**

Average vacancy

As the corridor continues to mature, development of new industrial space will likely be difficult to support based on zoning and market dynamics for other uses. New industrial development is primarily concentrated at the periphery of the region near inter-regional transportation networks.



An aerial photograph of a suburban landscape. A multi-lane road runs diagonally from the bottom left towards the top right. To the left of the road is a commercial building with a parking lot filled with cars. Further back, there are residential houses and dense green trees. The sky is clear and blue. The text '03' is overlaid in a large, orange, sans-serif font, preceded by a vertical orange bar.

# | 03

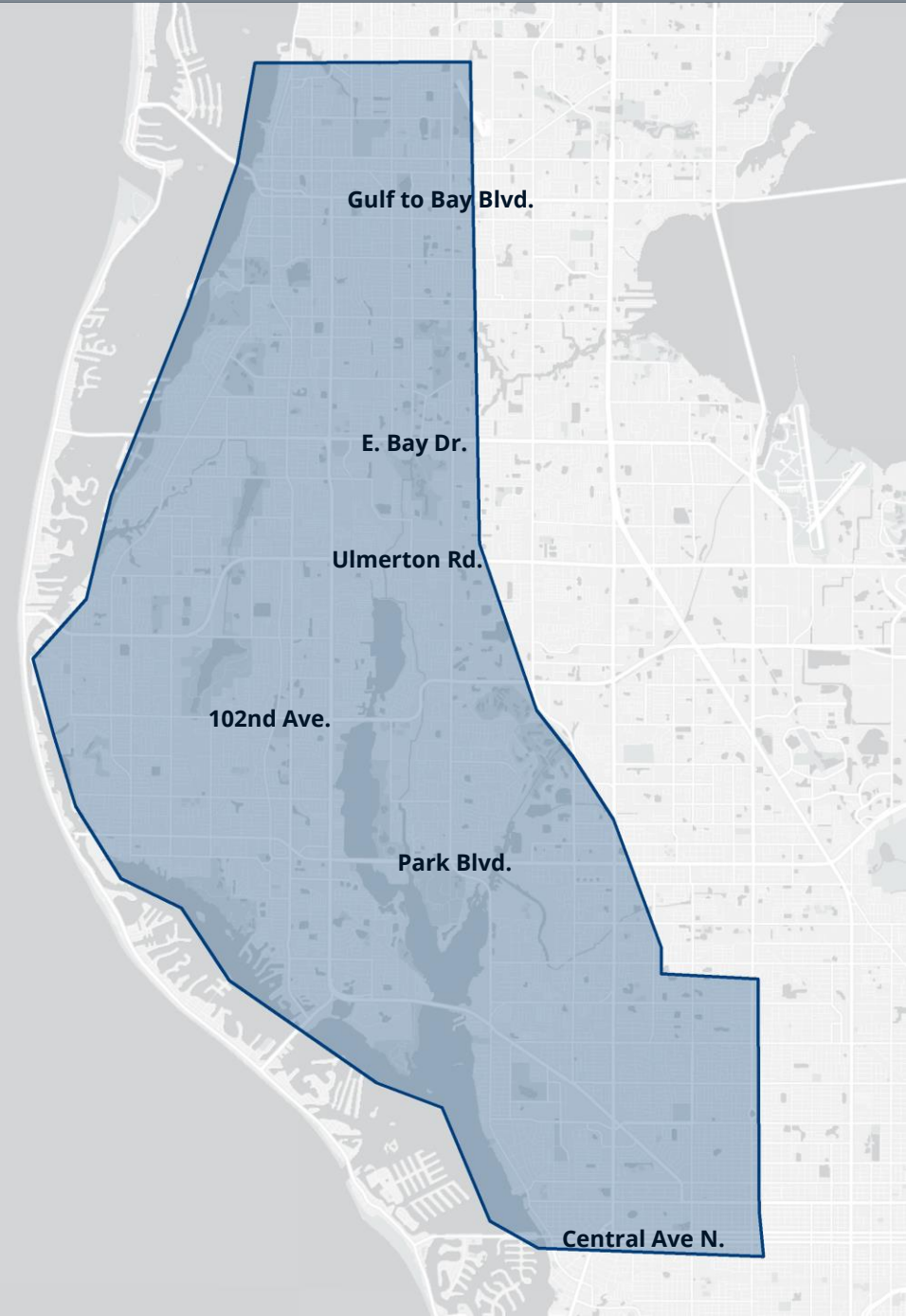
# Appendix

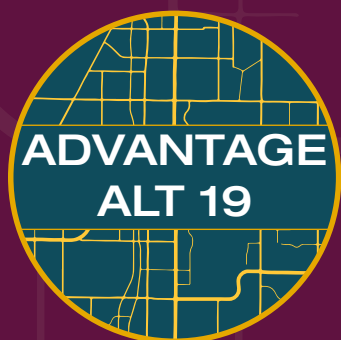


## RETAIL | Retail Trade Area

**The corridor serves as the primary retail provider in southwest Pinellas County, which is reflected in the trade area defined for retail analysis.**

- Because demand for retail is generated by residents, workers, and visitors beyond the half-mile radius of the corridor, HR&A defined a larger trade area for retail that is reflective of consumer patterns.
- The trade area extends for a roughly two-mile radius from the corridor on all sides, except for the west side, where it extends to the water. The beaches are excluded from the trade area, as they function as a separate visitor-focused market with a different retail market dynamic.







**ADVANTAGE ALT 19:**

**Investing in People and Places along the Alternate US 19 Corridor**

***APPENDIX B:  
PUBLIC ENGAGEMENT  
DOCUMENTATION***

**JANUARY 2024**





# Public Engagement Documentation

This appendix item documents responses received on the five online surveys, interactive online map, and workshop boards, as summarized in Chapter 3: Community and Stakeholder Engagement of the *Advantage Alt 19* report.

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  - Survey #2 Results, Seminole Segment..... 86
  - Survey #2 Results, Largo Segment ..... 109
  - Survey #2 Results, Clearwater Segment ..... 143

## Workshop Board Responses

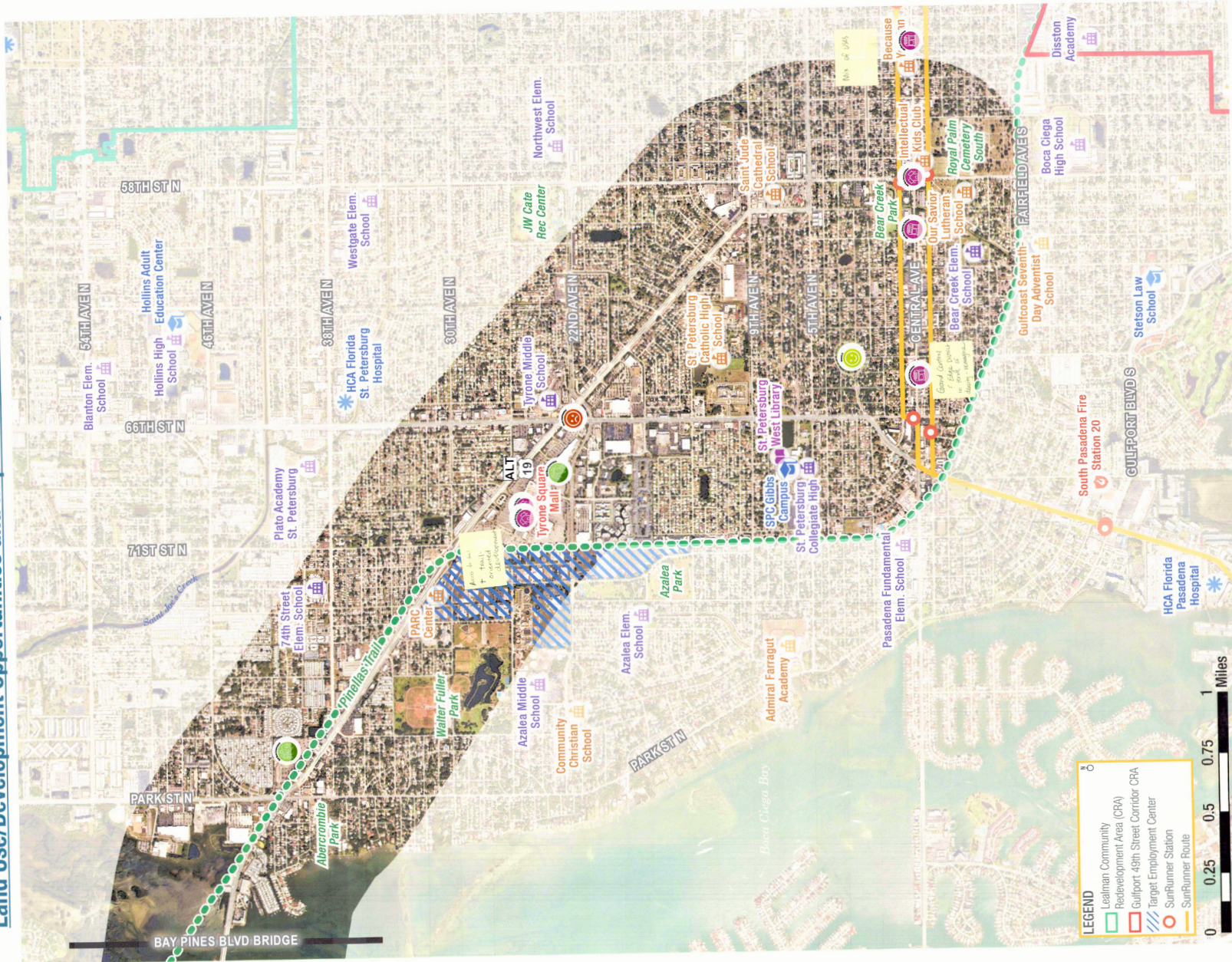
The following scans document the responses left by attendees of the two public workshops conducted in Fall 2022. The South Segment Workshop (for Seminole and St. Petersburg) occurred on November 1, 2022 and the North Segment Workshop (for Largo and Clearwater) occurred on October 26, 2022. Chapter 3: Community and Stakeholder Engagement of the *Advantage Alt 19* report provides a summary of public feedback received at both workshops.



# ADVANTAGE ALT 19

Investing in People and Places along the Alternate US 19 Corridor

## Land Use/Development Opportunities and Improvements Map: St. Petersburg Segment

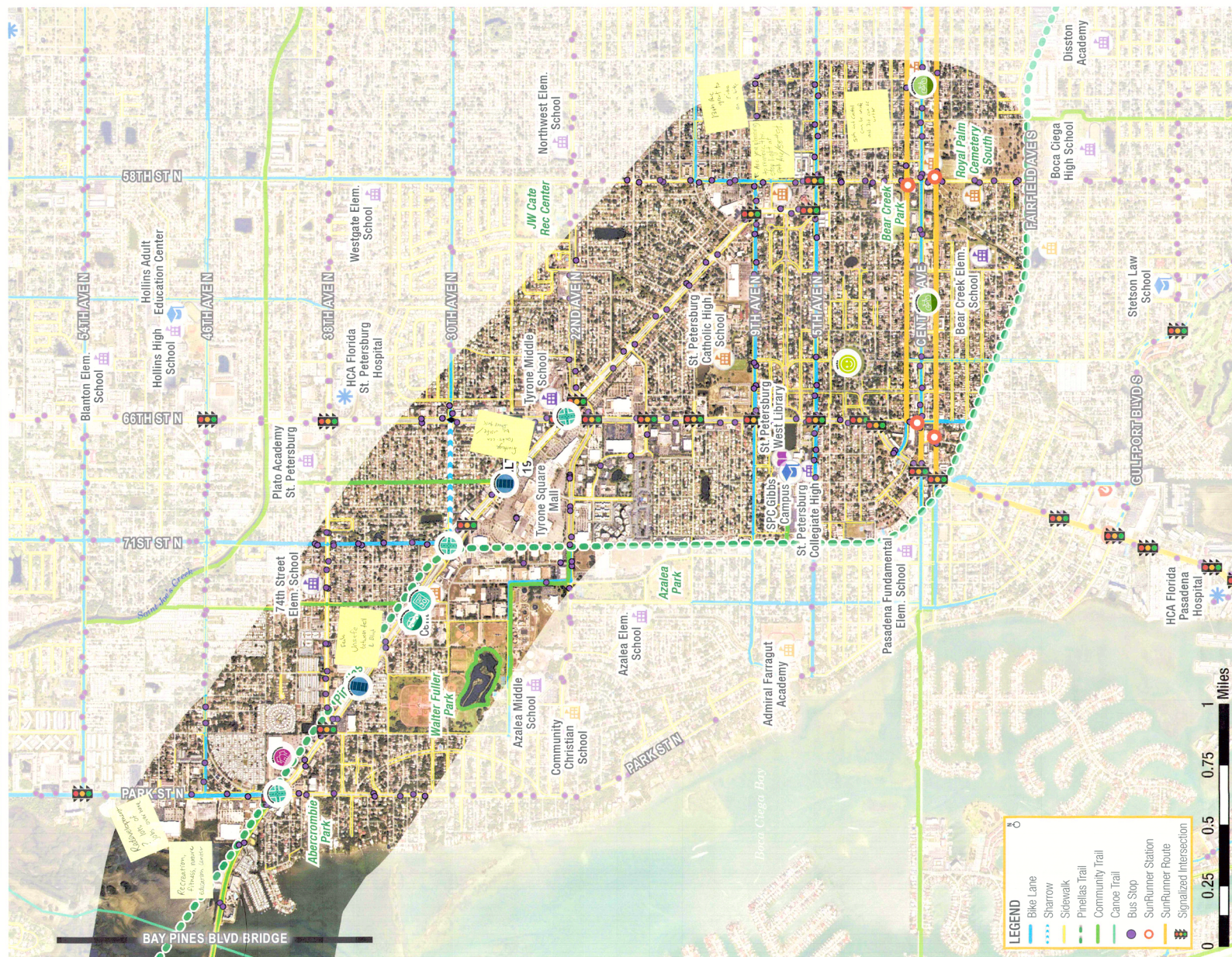




# ADVANTAGE ALT 19

## Investing in People and Places along the Alternate US 19 Corridor

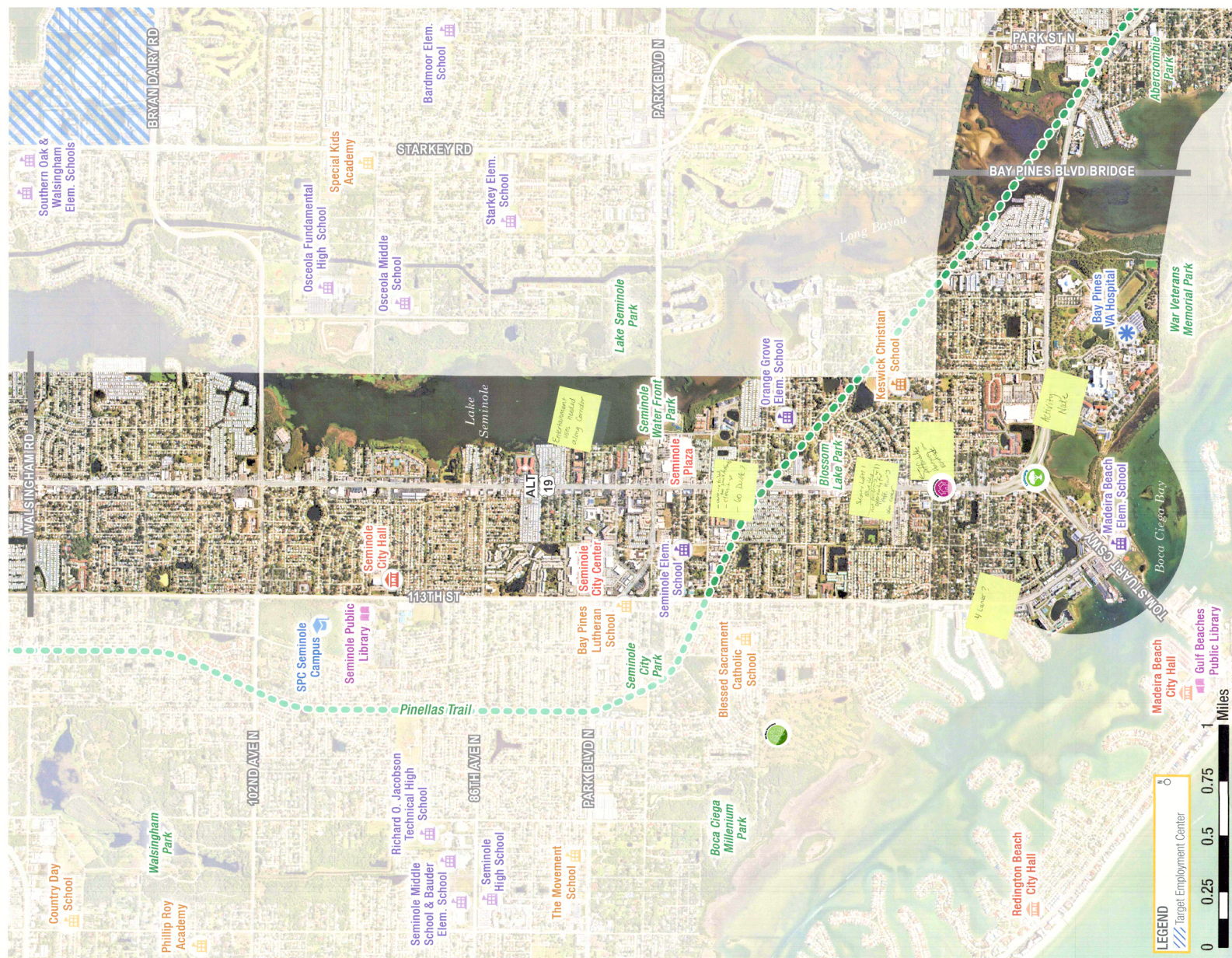
## Transportation Opportunities and Improvements Map: St. Petersburg Segment





## Investing in People and Places along the Alternate US 19 Corridor

## Land Use/Development Opportunities and Improvements Map: Seminole Segment





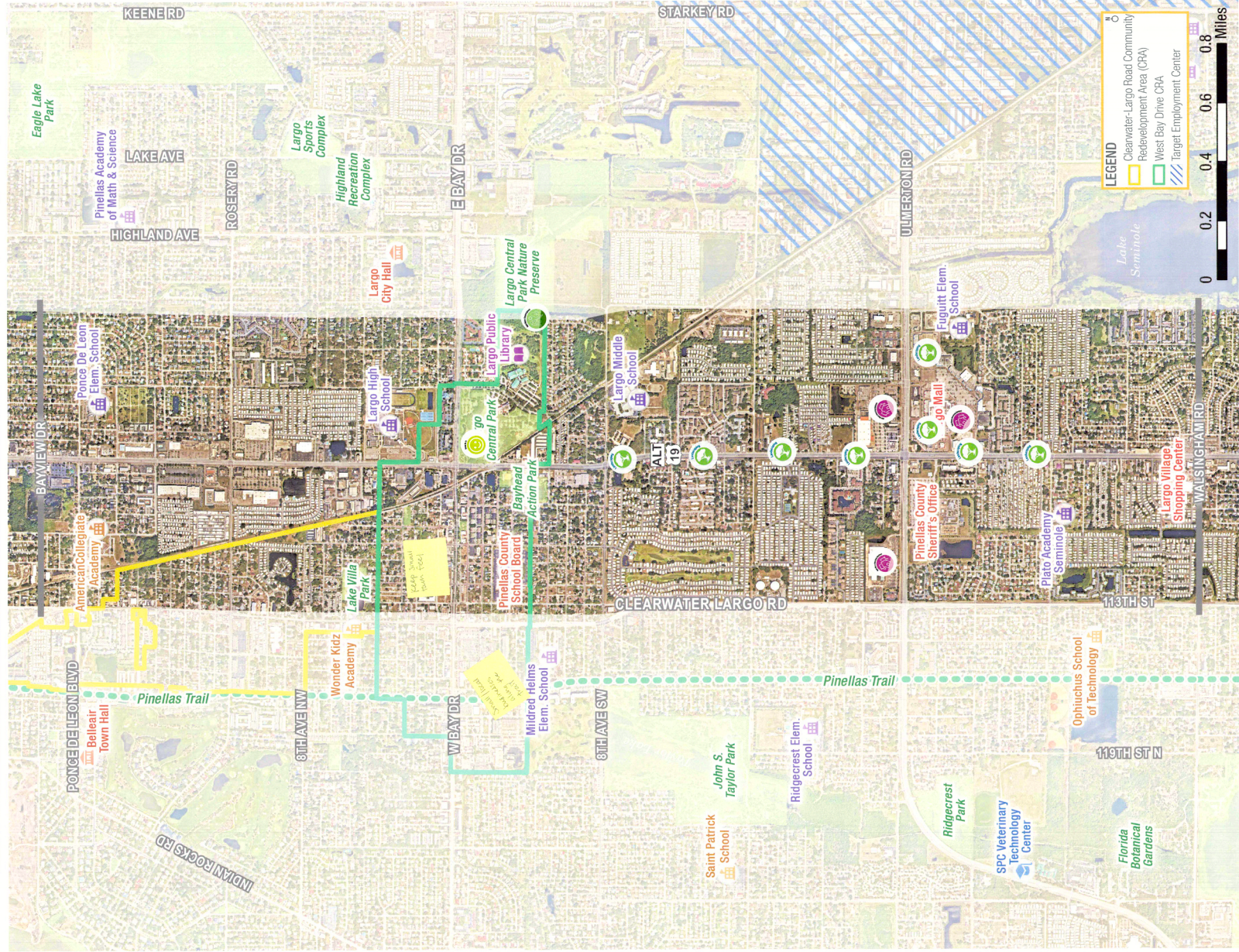




# ADVANTAGE ALT 19

Investing in People and Places along the Alternate US 19 Corridor

Land Use/Development Opportunities and Improvements Map: Largo Segment





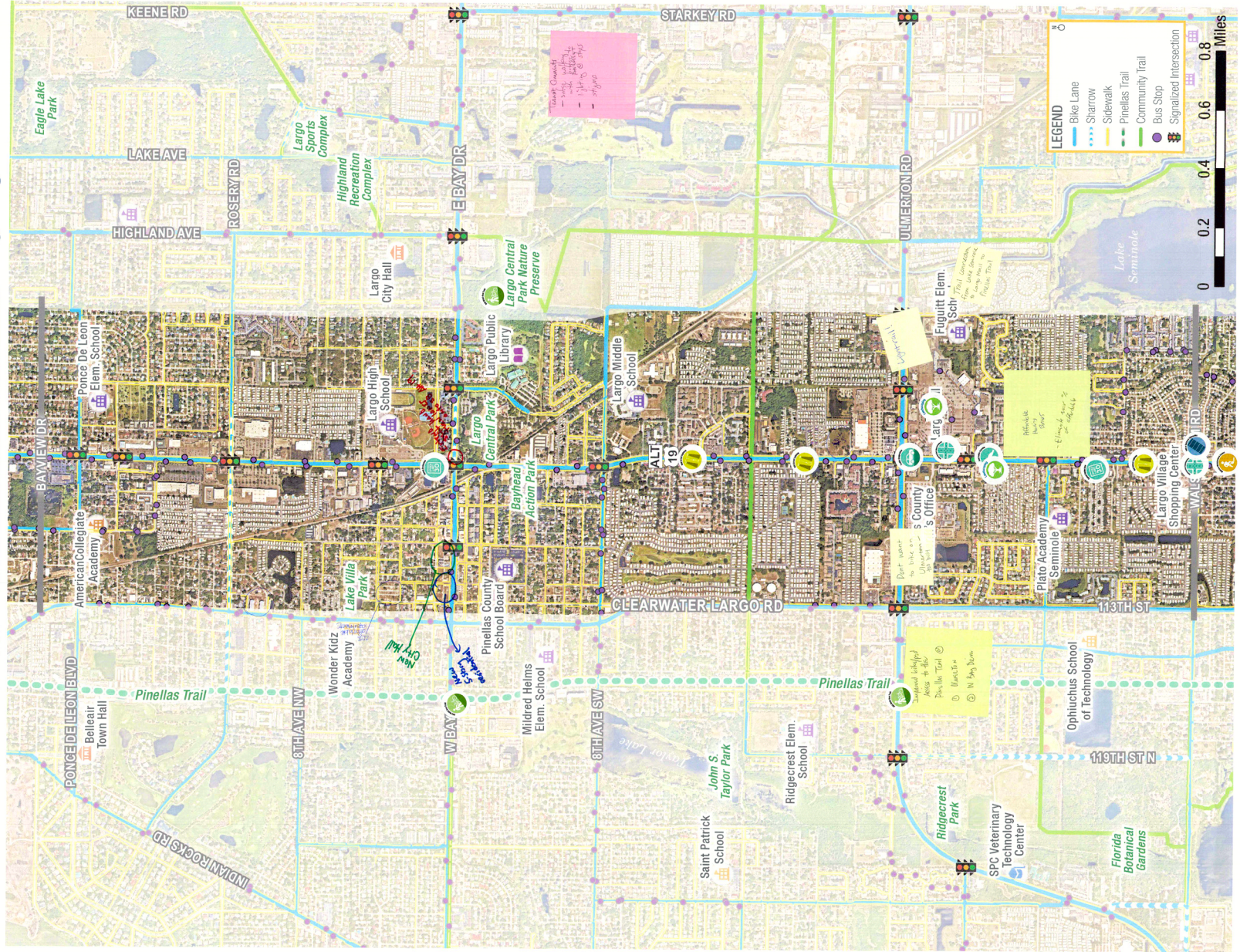


# ADVANTAGE ALT 19

Investing in People and Places along the Alternate US 19 Corridor



## Transportation Opportunities and Improvements Map: Largo Segment

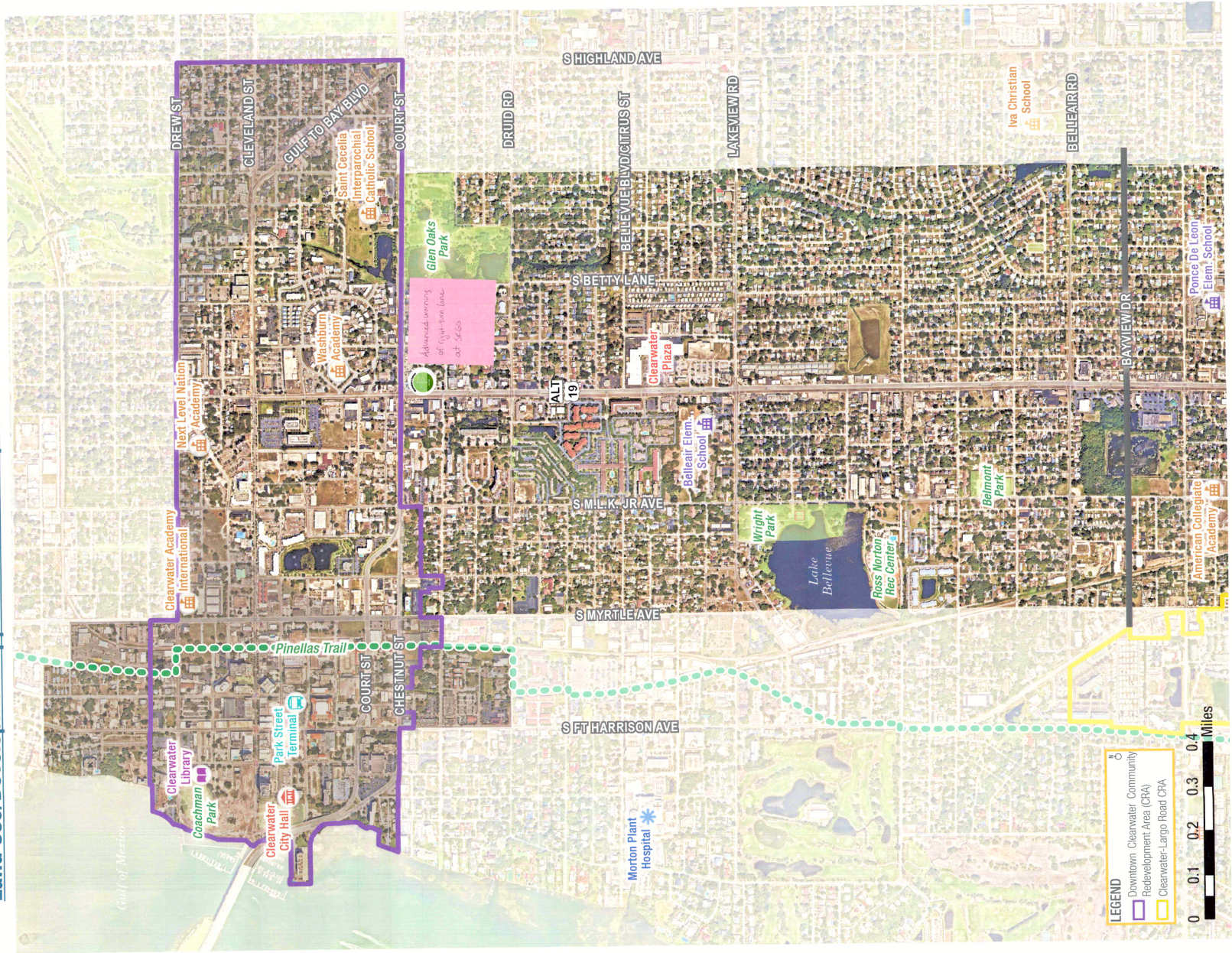




# ADVANTAGE ALT 19

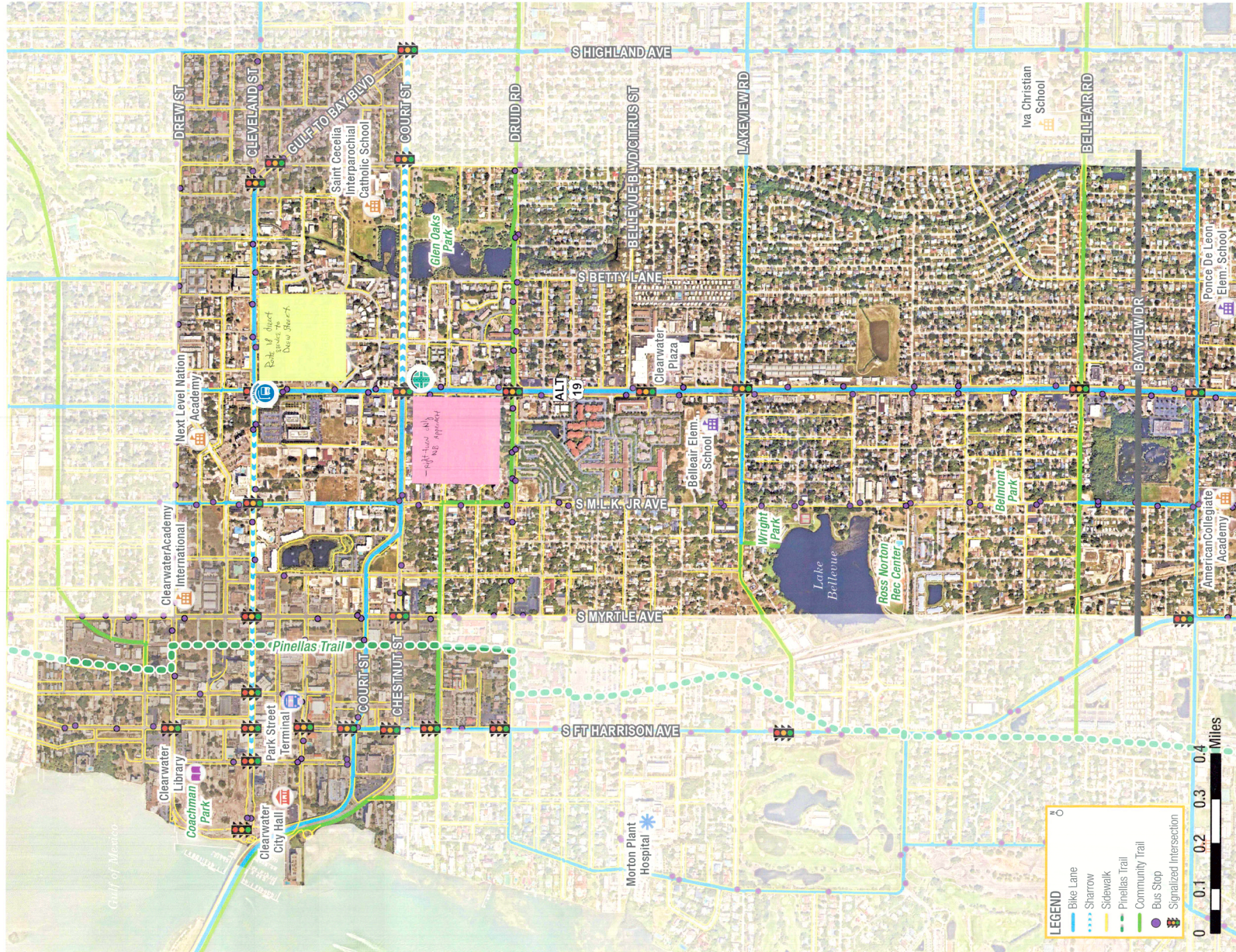
## Investing in People and Places along the Alternate US 19 Corridor

### Land Use/Development Opportunities and Improvements Map: Clearwater Segment





### Transportation Opportunities and Improvements Map: Clearwater Segment





## Workshop Board Responses

The following pictures document the responses left by visitors of the project information booth at the Largo Touch-a-Turck event on January 21, 2023.

### Board #1: What activities do you currently do along Alt 19?



## Board #2: What activities would you like to be able to do along Alt 19?

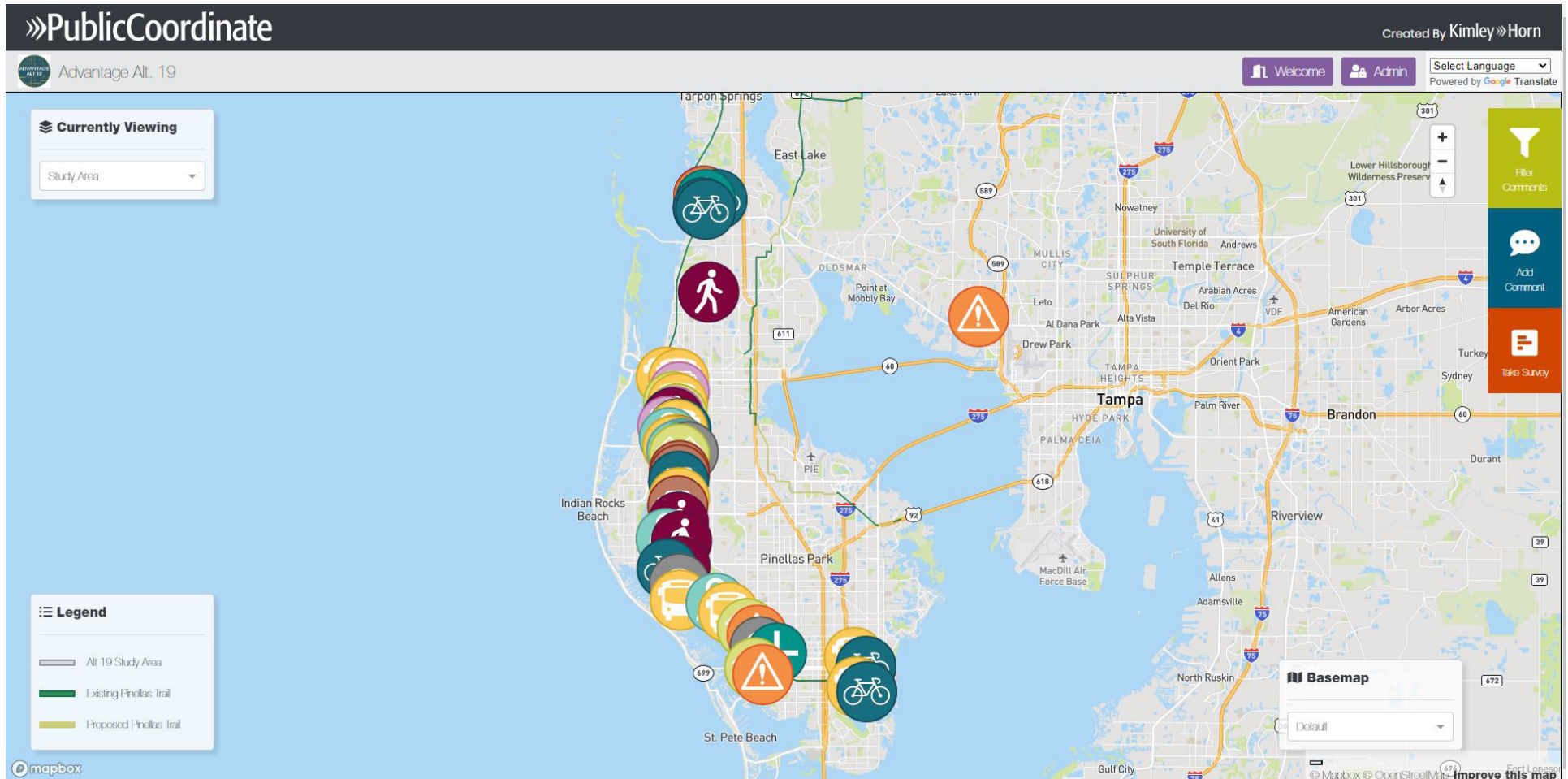


### Board #3: What would you like Alt 19 to be?



## Interactive Online Map

The below image is a screenshot from the Interactive Online Map that was available for public comment on Forward Pinellas's Advantage Alt 19 project webpage from October 2022 to September 2023. Comments left by the public on the interactive map are provided on pages 14-30.







## Interactive Online Map Comments

Comment	Category	Replies
Could the highway interchange be removed and replaced with a transit hub with BRT connecting into it? Alternate US 19 should be more like a boulevard and less like a highway.	Transit	<i>Original Comment</i>
Bus Rapid Transit Station for Clearwater-Largo-Seminole-St. Petersburg Bus Rapid Transit Corridor via Alternate US 19. Station should have bike lockers and protection from weather.	Transit	<i>Original Comment</i>
Protected bike lanes or a multiuse path to Tom Stuart Causeway and Madeira Beach.	Bicycle	<i>Original Comment</i>
The area around Central Avenue should be upzoned to allow more types of housing and mixed-use develop opportunities.	Housing	<i>Original Comment</i>
Very busy and dangerous intersection. There is limited visibility for those traveling west on Nebraska. Traffic going north on Alt 19 goes very fast and it is difficult to see cars approaching.	Intersections	<i>Original Comment</i>
Install BAT (Bus-and-turn) or BRT lanes along Alternate US 19 from Clearwater to St. Petersburg. Extend SunRunner to Seminole, Largo, and Clearwater.	Transit	<i>Original Comment</i>
There are a lot of pedestrians up and down Alt. 19, some for pleasure or exercise some for necessity such as work. They need good lighting, safe crosswalks, good sidewalks	Pedestrian	<i>Original Comment</i>
The existing Pinellas trail is wonderful, but we seem to have once agin forgotten lower Pinellas. Citizens here need access to safe bicycle lanes with separation from cars, and a bike path that can help them connect to the rest of the county. The roads here are neglected and hard cars, drivers avoiding potholes are dangerous for cyclists.	Bicycle	<i>Original Comment</i>
Our bus stops city wide need more protection from the elements. Our neighbors using transit to get to work deserve to arrive dry from rain or sweat.	Transit	<i>Original Comment</i>
Our bicycle lanes need to be separated from car lanes by more than a line. Our neighbors on bicycles deserve more protection than just some spray paint.	Bicycle	<i>Original Comment</i>
Not detailed enough	Destinations	<i>Original Comment</i>
Whether driver or pedestrian, always check on local traffic regulations.	Pedestrian	<i>Original Comment</i>



## Interactive Online Map Comments

Comment	Category	Replies
The drivers of motor vehicles should pay greater attention to the safety of the pedestrians.	Vehicle	<i>Original Comment</i>
And as the morning begins moving toward noon, look out for more cyclists and pedestrians.	Vehicle	<i>Original Comment</i>
The road is wide	Bicycle	<i>Original Comment</i>
Be safe at turns	Safety	<i>Original Comment</i>
.....	Pedestrian	<i>Original Comment</i>
This angle encourages taking Tyrone very quickly and making quick/dangerous right turns. Lots of business near each other, some pedestrian treatments would be helpful.	Intersections	<i>Original Comment</i>
So much parking lot surface near a transit hub & Pinellas trail. Don't have to demolish a single structure and can achieve great mixed use. Future is bright for this district!	Housing	<i>Original Comment</i>
Suggest BRT, dedicated Bus and Turn Only lanes. Extend the SunRunner DNA and improve it (larger stations would be great, especially in peak times + tough weather). Alt-19 becomes covered with 10 min. interval articulating busses with reliability and ease converting commuters and greatly enhancing the bike network/connectivity.	Transit	<i>Original Comment</i>
N/A	Bicycle	<i>Original Comment</i>
N/A	Vehicle	<i>Original Comment</i>
N/A	Vehicle	<i>Original Comment</i>
Area is too congested and would benefit from an overpass here. There are alot of lights which make it hard to cross on foot or bike.	Safety	N/A
Would be nice to see a park or water access here for kayaking. This would also make a great access point for bicycles to get on the trail.	Destinations	<i>Original Comment</i>
This path is very hard to put a rapid transit down. There are alot of businesses that are along this corridor.	Transit	<i>Original Comment</i>
Add an east / west sun runner here. Area gets highly congested everyday after 330pm.	Transit	N/A
Area should be considered for redevelopment and workforce housing.	Housing	N/A

## Interactive Online Map Comments

Comment	Category	Replies
add BRT from court to Missouri.	Transit	N/A
shopping area should be looked at for redevelopment.	Shopping and Dining	N/A
Could the highway interchange be removed and replaced with a transit hub with BRT connecting into it? Alternate US 19 should be more like a boulevard and less like a highway.	Transit	That's a good one
Install BAT (Bus-and-turn) or BRT lanes along Alternate US 19 from Clearwater to St. Petersburg. Extend SunRunner to Seminole, Largo, and Clearwater.	Transit	no problem
There are a lot of pedestrians up and down Alt. 19, some for pleasure or exercise some for necessity such as work. They need good lighting, safe crosswalks, good sidewalks	Pedestrian	no problem
The existing Pinellas trail is wonderful, but we seem to have once again forgotten lower Pinellas. Citizens here need access to safe bicycle lanes with separation from cars, and a bike path that can help them connect to the rest of the county. The roads here are neglected and hard cars, drivers avoiding potholes are dangerous for cyclists.	Bicycle	Can be added
The existing Pinellas trail is wonderful, but we seem to have once again forgotten lower Pinellas. Citizens here need access to safe bicycle lanes with separation from cars, and a bike path that can help them connect to the rest of the county. The roads here are neglected and hard cars, drivers avoiding potholes are dangerous for cyclists.	Bicycle	no
Our bus stops city wide need more protection from the elements. Our neighbors using transit to get to work deserve to arrive dry from rain or sweat.	Transit	Oh, that's a good idea
Our bus stops city wide need more protection from the elements. Our neighbors using transit to get to work deserve to arrive dry from rain or sweat.	Transit	Oh, that's a good idea
Our bicycle lanes need to be separated from car lanes by more than a line. Our neighbors on bicycles deserve more protection than just some spray paint.	Bicycle	That's a good idea.

## Interactive Online Map Comments

Comment	Category	Replies
Our bicycle lanes need to be separated from car lanes by more than a line. Our neighbors on bicycles deserve more protection than just some spray paint.	Bicycle	Oh, that's a good idea
Not detailed enough	Destinations	Add identification plate
Whether driver or pedestrian, always check on local traffic regulations.	Pedestrian	Watch out for traffic
The drivers of motor vehicles should pay greater attention to the safety of the pedestrians.	Vehicle	Add traffic lights
And as the morning begins moving toward noon, look out for more cyclists and pedestrians.	Vehicle	Add traffic lights
The road is wide	Bicycle	no problem
Be safe at turns	Safety	Slow down when you turn
.....	Pedestrian	Watch out for vehicles
This angle encourages taking Tyrone very quickly and making quick/dangerous right turns. Lots of business near each other, some pedestrian treatments would be helpful.	Intersections	Widened lane
So much parking lot surface near a transit hub & Pinellas trail. Don't have to demolish a single structure and can achieve great mixed use. Future is bright for this district!	Housing	That's a good idea.
Suggest BRT, dedicated Bus and Turn Only lanes. Extend the SunRunner DNA and improve it (larger stations would be great, especially in peak times + tough weather). Alt-19 becomes covered with 10 min. interval articulating busses with reliability and ease converting commuters and greatly enhancing the bike network/connectivity.	Transit	available
N/A	Bicycle	Not applicable
N/A	Vehicle	Vehicle speed limit
N/A	Vehicle	Speed limit traffic
Protected bike lanes or a multiuse path to Tom Stuart Causeway and Madeira Beach.	Bicycle	Widen the bike lane
The area around Central Avenue should be upzoned to allow more types of housing and mixed-use develop opportunities.	Housing	Just build more housing
Very busy and dangerous intersection. There is limited visibility for those traveling west on Nebraska. Traffic going north on Alt 19 goes very fast and it is difficult to see cars approaching.	Intersections	Set traffic lights





## Interactive Online Map Comments

Comment	Category	Replies
Bus Rapid Transit Station for Clearwater-Largo-Seminole-St. Petersburg Bus Rapid Transit Corridor via Alternate US 19. Station should have bike lockers and protection from weather.	Transit	no problem
A bike lane along Alt-19 would help bicyclists access local commerce.	Bicycle	N/A
This should be a connection to the Pinellas Trail. Currently it is blocked by a steel barricade.	Bicycle	<i>Original Comment</i>
A Bike Lane along Nebraska would encourage more cycling to commerce along US 19.	Bicycle	N/A
I think safety is the most important thing	Safety	N/A
This is a dangerous trail/street crossing area. Simply adding stop signs or speed humps would make this much safer. There isn't a ton of traffic on this road so adding the stop signs or humps would not congest traffic.	Safety	N/A
The existing Pinellas trail is wonderful, but we seem to have once again forgotten lower Pinellas. Citizens here need access to safe bicycle lanes with separation from cars, and a bike path that can help them connect to the rest of the county. The roads here are neglected and hard cars, drivers avoiding potholes are dangerous for cyclists.	Bicycle	This is makes it very easy for citizens
N/A	Vehicle	Interesting reducing vehicle speed sound reasonable.
Decide whether this corridor (or at least portions of it) should be a street or a road. A road gets cars from A to B efficiently. A street is a place where shops and other destinations exist, where folks can walk. Alt 19 does neither well because it tries to do both. We need housing near grocery stores so choose those locations to build housing and then make it pleasant to walk or ride bikes by adding wide sidewalks and separated bike paths. These walkable places with a mixture of housing and shops are best served by streets. Have the roads run between the street destinations.	Other	<i>Original Comment</i>

## Interactive Online Map Comments

Comment	Category	Replies
Way too much surface area is dedicated to cars - parked and driving. We should dedicate more to pedestrians and cyclists and less to cars. Make it easy and pleasant to walk, instead of prioritizing cars over all other modes of transportation. These large parking lots can be transit stations. Abolish parking minimums!	Pedestrian	<i>Original Comment</i>
Another over-engineered parking lot that can be used for something more useful and less dystopian. Make walking safe and enjoyable again by planting shade trees along wide sidewalks. Start with transforming useless asphalt parking lots into transit hubs or other, better uses. Be sure to add bicycle parking.	Pedestrian	N/A
Please do not paint bike "lanes" on the road and call it bike infrastructure. Cars drive way too fast for it to be safe for people on bikes. Create separate, protected bike paths, preferable along a side street and then make it difficult for cars to drive fast by adding speed tables.	Bicycle	<i>Original Comment</i>
Housing should be located within walking distance to grocery stores and other amenities so folks don't need cars. And then actually build nice walkways away from traffic and noise, under shade, so its nice to walk.	Housing	N/A
Would be nice to see a park or water access here for kayaking. This would also make a great access point for bicycles to get on the trail.	Destinations	Yes safe, visible trail connectivity here is missing. Also agree with water access!
Way too much surface area is dedicated to cars - parked and driving. We should dedicate more to pedestrians and cyclists and less to cars. Make it easy and pleasant to walk, instead of prioritizing cars over all other modes of transportation. These large parking lots can be transit stations. Abolish parking minimums!	Pedestrian	Agreed, it seems like many of these surface parking lots are underutilized
So much parking lot surface near a transit hub & Pinellas trail. Don't have to demolish a single structure and can achieve great mixed use. Future is bright for this district!	Housing	Love this suggestion!

## Interactive Online Map Comments

Comment	Category	Replies
Install BAT (Bus-and-turn) or BRT lanes along Alternate US 19 from Clearwater to St. Petersburg. Extend SunRunner to Seminole, Largo, and Clearwater.	Transit	NO.....pushed traffic to other lanes..leaves the BRT lane with less than 10%. Utilization
The area around Central Avenue should be upzoned to allow more types of housing and mixed-use develop opportunities.	Housing	There's no land to buy or build on. The prices would be exorbitant anyway!
Extend BAT or BRT lanes from Alt 19/Missouri Ave to along Court St/Memorial Causeway to Clearwater Beach. Operate SunRunner style BRT service connecting to Clearwater Beach.	Transit	<i>Original Comment</i>
This path is very hard to put a rapid transit down. There are alot of businesses that are along this corridor.	Transit	I disagree. This area is perfect for rapid transit particularly because there are a lot of businesses along this corridor. People can walk or roll a few blocks between transit stops to visit a business and will likely visit other businesses along the way because pedestrians notice their surroundings more than drivers traveling at 40 MPH. Increasing foot traffic will benefit these businesses, as study after study have shown.
Decide whether this corridor (or at least portions of it) should be a street or a road. A road gets cars from A to B efficiently. A street is a place where shops and other destinations exist, where folks can walk. Alt 19 does neither well because it tries to do both. We need housing near grocery stores so choose those locations to build housing and then make it pleasant to walk or ride bikes by adding wide sidewalks and separated bike paths. These walkable places with a mixture of housing and shops are best served by streets. Have the roads run between the street destinations.	Other	I totally agree.



## Interactive Online Map Comments

Comment	Category	Replies
Way too much surface area is dedicated to cars - parked and driving. We should dedicate more to pedestrians and cyclists and less to cars. Make it easy and pleasant to walk, instead of prioritizing cars over all other modes of transportation. These large parking lots can be transit stations. Abolish parking minimums!	Pedestrian	I totally agree. Well said!
Please do not paint bike "lanes" on the road and call it bike infrastructure. Cars drive way too fast for it to be safe for people on bikes. Create separate, protected bike paths, preferable along a side street and then make it difficult for cars to drive fast by adding speed tables.	Bicycle	I totally agree! Paint is not infrastructure, and biking next to 40+MPH car traffic is scary and will discourage most potential cyclists.
Legalize walkable neighborhoods by allowing mixed-use zoning and eliminating minimum parking requirements in the entire study area. Add PROTECTED bike lanes and BAT/BRT service along US Alt 19 in the entire study area. Good transit needs good land use, and good land use needs good transit.	Other	N/A
Install BAT (Bus-and-turn) or BRT lanes along Alternate US 19 from Clearwater to St. Petersburg. Extend SunRunner to Seminole, Largo, and Clearwater.	Transit	BAT and BRT lanes along Alt 19 from St Pete to Clearwater would be great, as would extending the SunRunner. Car-centric infrastructure is not scalable, so we have to give people alternative ways of traveling. The amazing thing about BRT is that even with 10% utilization, it can move the same number of people with fewer crashes and less pollution, road rage, poverty, obesity, isolation, and all of the other externalities of driving personal vehicles.

## Interactive Online Map Comments

Comment	Category	Replies
This should be a connection to the Pinellas Trail. Currently it is blocked by a steel barricade.	Bicycle	Great point, I just looked it up on google maps. What a missed opportunity! I'll bring the angle grinder (kidding) Really hoping this and others like it are re-integrated
Please do not paint bike "lanes" on the road and call it bike infrastructure. Cars drive way too fast for it to be safe for people on bikes. Create separate, protected bike paths, preferable along a side street and then make it difficult for cars to drive fast by adding speed tables.	Bicycle	AMEN though FDOT notoriously only loves throughput, so I doubt they'll do speed tables but god I hope so Either that or a cement separated bike lane.
Bicycle lanes should be included in the upcoming construction along Rosery Rd. This will increase the safety for bicyclists who prefer riding on the roadway.	Bicycle	<i>Original Comment</i>
Bicycle lanes should be included in the upcoming construction along Rosery Rd. This will increase the safety for bicyclists who prefer riding on the roadway.	Bicycle	<a href="https://www.nhtsa.gov/road-safety/bicycle-safety">https://www.nhtsa.gov/road-safety/bicycle-safety</a> : "Avoid or minimize sidewalk riding. Cars don't expect to see moving traffic on a sidewalk and don't look for you when backing out of a driveway or turning."
Any roadway upgrades should include the installation of bicycle lanes to increase the safety of bicyclists who prefer to ride on the roadway. <a href="https://www.nhtsa.gov/road-safety/bicycle-safety">https://www.nhtsa.gov/road-safety/bicycle-safety</a> : "Avoid or minimize sidewalk riding. Cars don't expect to see moving traffic on a sidewalk and don't look for you when backing out of a driveway or turning."	Bicycle	N/A

## Interactive Online Map Comments

Comment	Category	Replies
Add two pedestrian overpass crosswalks. One over alt-19 and another over West Bay Dr. This would create a path for safe pedestrian crossing, reducing the potential for pedestrian/motorist accidents, and increasing the flow of pedestrian movement without impeding the speed of vehicular traffic. Additionally, two pedestrian overpasses would increase accessibility to key destinations (Largo Park and Largo High School).	Pedestrian	N/A
Largo Central Park - Key Destination Largo Central Park is a beautiful, 70-acre park located in the heart of Largo. Its rolling grounds and fountains have set it apart as one of the finest parks in the county. Rainbow Rotary Playground is one of the only playgrounds in the Bay area completely accessible to disabled users. Facilities include: - 8 Picnic pavilions (2 large) - Restroom facilities - James S. Miles & Richard A. Leandri Military Court of Honor - Disabled-friendly playground - Largo Central Railroad - Shelter 8 rental with fire pit	Destinations	N/A
Bayhead Action Park is a large outdoor venue that has a lake, sports courts, a skate & bike park, picnic areas & a dog park. Great place for volleyball tournaments.	Destinations	N/A
Large lot that could be utilized as a mixed-use development that could include shopping, dining, and housing.	Shopping and Dining	N/A
Clearwater-Largo road should include more small business development for local shopping and dining. This would provide the perfect blend of regional/national chains on Alt-19 and local/small business on Clearwater-Largo road.	Shopping and Dining	N/A





## Interactive Online Map Comments

Comment	Category	Replies
<p>There are currently 71 Mobile Home Parks in Largo. Many of these parks are located on Alt-19 and most are 55+ communities. More structurally efficient and structurally sound housing developments should be considered to provide affordable housing to the growing demographic of the county. Particularly, those locations that are along the Alt-19 corridor and that provide primarily seasonal housing.</p>	Housing	N/A
<p>A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.</p>	Transit	<i>Original Comment</i>

## Interactive Online Map Comments

Comment	Category	Replies
<p>A commuter railway would reduce traffic going onto Clearwater Beach. Commuters could take the railway to downtown Clearwater and use the bus, trolley, or ferry to get to the beach. A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.</p>	Transit	<i>Original Comment</i>

## Interactive Online Map Comments

Comment	Category	Replies
A commuter rail would allow pedestrian access to St. Pete for citizens throughout the County. This provides greater access to jobs, commerce, and major entertainment/key destinations. A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.	Transit	N/A
Redevelopment and upgraded mixed-use affordable housing should be considered in this area.	Housing	N/A
Park improvements should be made. The playground should be fenced off, a dog park should be added, a walkway around the lake should be added, and sports fields should be added.	Destinations	N/A
Central Park Performing Arts Center A variety of plays & concerts are performed in an intimate theater with a bar & event spaces.	Destinations	N/A
Largo Public Library This library also has a cafe.	Destinations	N/A
Largo Central Park Nature Preserve should have preserve improvements. This should include the addition of marked walking trails, an emphasis on ecology and natural habitats.	Other	N/A



## Interactive Online Map Comments

Comment	Category	Replies
Please do not paint bike "lanes" on the road and call it bike infrastructure. Cars drive way too fast for it to be safe for people on bikes. Create separate, protected bike paths, preferable along a side street and then make it difficult for cars to drive fast by adding speed tables.	Bicycle	I agree. I would never rely on the bike lane paint, driver's don't pay attention. I always go on the sidewalk. It's not worth the risk.
A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.	Transit	CSX has previously said they do not want to sell just a small part of the Clearwater Subdivision. Amtrak has access to these tracks by right and State-Supported Amtrak service would not require purchasing the tracks out right or a costly lease arrangement. Also, federal grants could cover up to 80% of the start up costs for State-Supported Amtrak service and the operating subsidies compared to commuter rail are relatively minimal. Some State-Supported Amtrak routes get close to breaking even. I do agree overhead wire electrification would be important. Also there needs to be some form of grade separation in Largo. Downtown Largo would be a great location for a Multimodal Hub to connect State-Supported Amtrak service to PSTA local bus and bus rapid transit services.

## Interactive Online Map Comments

Comment	Category	Replies
<p>A commuter railway would reduce traffic going onto Clearwater Beach. Commuters could take the railway to downtown Clearwater and use the bus, trolley, or ferry to get to the beach. A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.</p>	Transit	<p>Why not focus on getting State-Supported Amtrak service instead of commuter rail? Amtrak's ridership has nearly fully recovered post Covid-19 and State-Supported routes like the ones in Virginia have seen massive ridership growth. Imagine being able to get on an Amtrak train in Clearwater and be able to go to Orlando, Jacksonville, Fort Lauderdale, or Miami. State-Supported Amtrak service would also be able to serve regional trips in the Tampa Bay Metro Area.</p>

## Interactive Online Map Comments

Comment	Category	Replies
<p>A commuter railway would reduce traffic going onto Clearwater Beach. Commuters could take the railway to downtown Clearwater and use the bus, trolley, or ferry to get to the beach. A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.</p>	Transit	<p>Also, the rail corridor through Downtown Clearwater should be grade separated on a viaduct or in a trench. That would make sure to protect the reliability of PSTA bus and trolley services and avoid creating additional congestion in Downtown Clearwater.</p>
<p>Install BAT (Bus-and-turn) or BRT lanes along Alternate US 19 from Clearwater to St. Petersburg. Extend SunRunner to Seminole, Largo, and Clearwater.</p>	Transit	<p>This would also be a good location for a State-Supported Amtrak station to connect with BRT along Alt US 19. The tracks and platforms should be grade separated and either below the road or above the road.</p>



## Interactive Online Map Comments

Comment	Category	Replies
A portion of the CSX Clearwater Subdivision Railway that runs through Pinellas County, should be purchased, by the County, for passenger commuter service, without regard to the existing plans of the Tampa Bay Area Regional Transportation Authority. The existing tri-county plans have been in talks since 2005 with no progress. This comes at a great detriment to Pinellas County, which could use an intra-county commuter railway. The implementation of small, self-propelled railcars, such as Electric Multiple Unit railcars, would allow for a faster and safer mode of transportation throughout the county. This would create additional jobs, expand feasible job opportunities for job seekers, and allow for commerce throughout the County. Additionally, a commuter railway would reduce motor vehicle accidents, road congestion, and drunk driving.	Transit	Automated Light Rail along Court St, Alternate US 19, East Bay Drive/Roosevelt Blvd connecting to the Howard Frankland Bridge would be another good alternative from having to deal with buying the tracks from CSX.
Extend BAT or BRT lanes from Alt 19/Missouri Ave to along Court St/Memorial Causeway to Clearwater Beach. Operate SunRunner style BRT service connecting to Clearwater Beach.	Transit	In the long-term, future BRT along Alternate US 19 should connect with Automated Light Rail that would connect to Tampa International Airport and Brightline's Tampa Station via the Howard Frankland Bridge.
An Intermodal Center should be built in Downtown Largo. It could connect various PSTA local bus routes. A Downtown Largo Intermodal Center should be future proofed for BRT along Alternate US 19 and Automated Light Rail along East Bay Drive/Roosevelt Blvd connecting to the Howard Frankland Bridge. Imagine being able to get on an Automated Light Rail train in Downtown Largo and be able to take it to Tampa International Airport, or Brightline's Tampa Station.	Transit	N/A
The Clearwater Multimodal Transit Center should be planned to be able to support BRT along Alternate US 19, BRT to Clearwater Beach, and Automated Light Rail via the Howard Frankland Bridge to Tampa.	Transit	N/A

## Online Survey Responses

The following pages show the results from the two online surveys. Each survey was advertised on Forward Pinellas's social media channels, available via QR code at in-person engagement events, and emailed directly to stakeholder groups—such as neighborhood associations—to disseminate to their respective contact lists.

Survey #1: Existing Conditions, Opportunities, and Constraints was available to the public from October 2022 to May 2023.

Survey #2: Redevelopment Vision was available to public from May 2023 to October 2023. Four versions of Survey #2 were developed so that nomenclature could be targeted to each segment of the Advantage Alt 19 corridor.



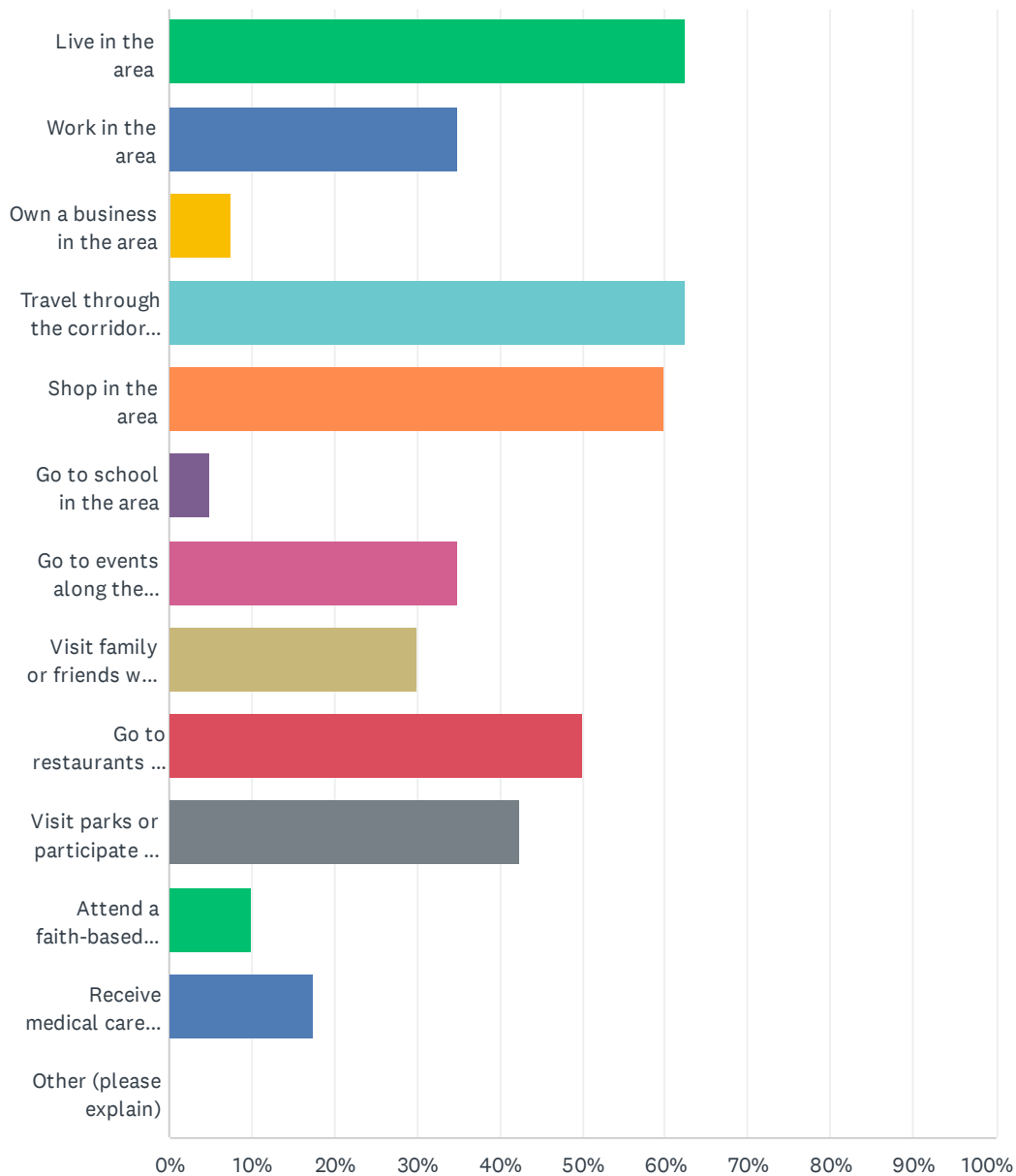
## **Responses to Survey #1: Existing Conditions, Opportunities, and Constraints**



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

Q1 Which of the following best describes your relationship to the Alternate US 19 Corridor (select all that apply):

Answered: 40 Skipped: 0





## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

ANSWER CHOICES	RESPONSES	
Live in the area	62.50%	25
Work in the area	35.00%	14
Own a business in the area	7.50%	3
Travel through the corridor to get to another destination	62.50%	25
Shop in the area	60.00%	24
Go to school in the area	5.00%	2
Go to events along the corridor	35.00%	14
Visit family or friends who live in the area	30.00%	12
Go to restaurants in the area	50.00%	20
Visit parks or participate in other outdoor recreational activities in the area	42.50%	17
Attend a faith-based organization in the area	10.00%	4
Receive medical care in the area	17.50%	7
Other (please explain)	0.00%	0
Total Respondents: 40		

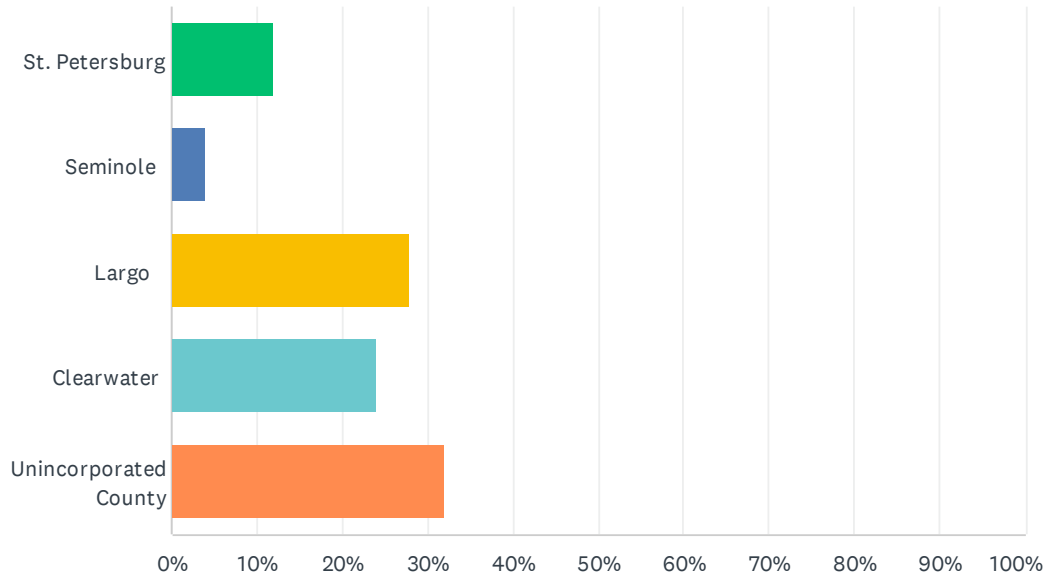
#	OTHER (PLEASE EXPLAIN)	DATE
	There are no responses.	



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q2 In what city along the corridor do you live?

Answered: 25 Skipped: 15



ANSWER CHOICES	RESPONSES	
St. Petersburg	12.00%	3
Seminole	4.00%	1
Largo	28.00%	7
Clearwater	24.00%	6
Unincorporated County	32.00%	8
TOTAL		25

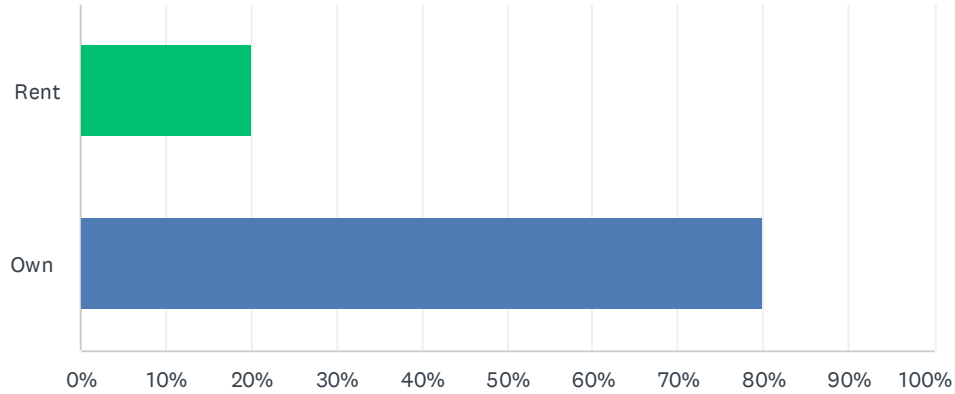




## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q3 Do you rent or own your home?

Answered: 25   Skipped: 15



ANSWER CHOICES	RESPONSES	
Rent	20.00%	5
Own	80.00%	20
TOTAL		25



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q4 What ZIP Code do you live in?

Answered: 25   Skipped: 15

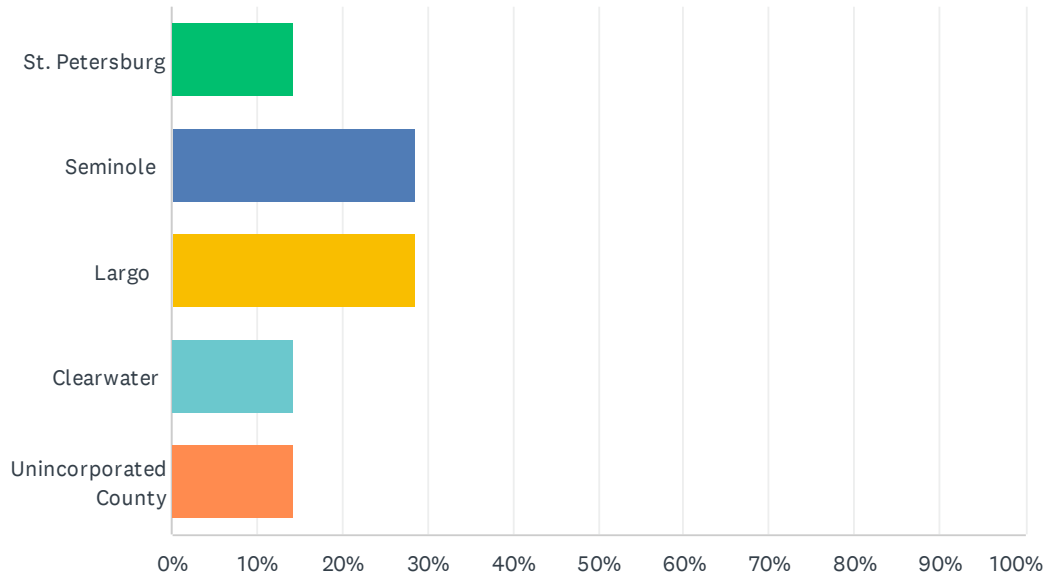
#	RESPONSES	DATE
1	34683	5/3/2023 1:37 PM
2	33764	4/13/2023 11:55 AM
3	33770	3/24/2023 4:31 PM
4	33756	3/16/2023 9:59 AM
5	33707	2/3/2023 1:16 PM
6	33767	2/3/2023 12:57 PM
7	34683	1/26/2023 1:34 PM
8	33755	1/21/2023 1:24 PM
9	34684	12/29/2022 3:57 PM
10	33744	12/21/2022 10:42 AM
11	33708	12/8/2022 10:54 AM
12	33755	11/10/2022 3:34 PM
13	34698	11/9/2022 11:40 AM
14	33778	11/3/2022 8:01 AM
15	33713	10/31/2022 2:41 PM
16	33708	10/31/2022 2:02 PM
17	33773	10/31/2022 1:17 PM
18	33771	10/26/2022 9:38 PM
19	33709	10/26/2022 3:48 PM
20	33755	10/26/2022 1:28 PM
21	33755	10/25/2022 5:16 PM
22	33776	10/25/2022 12:04 PM
23	33771	10/20/2022 1:12 PM
24	33756	10/13/2022 4:00 PM
25	33770	10/11/2022 2:18 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q5 In what city along the corridor do you work?

Answered: 7 Skipped: 33



ANSWER CHOICES	RESPONSES	
St. Petersburg	14.29%	1
Seminole	28.57%	2
Largo	28.57%	2
Clearwater	14.29%	1
Unincorporated County	14.29%	1
TOTAL		7

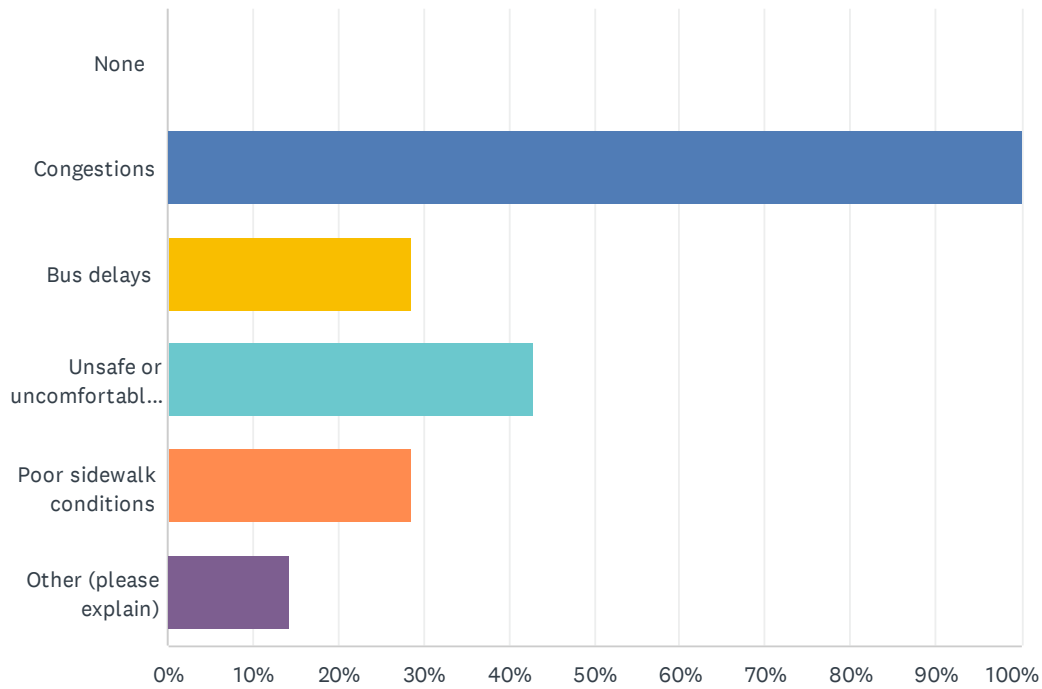




## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q6 What challenges do you face, if any, in getting to and from work?

Answered: 7 Skipped: 33



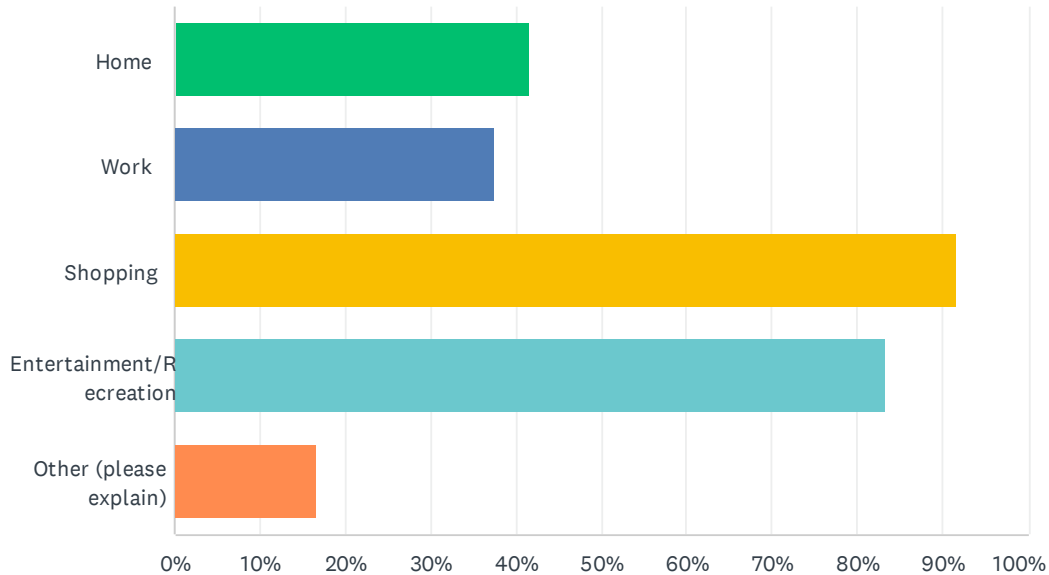
ANSWER CHOICES	RESPONSES	
None	0.00%	0
Congestions	100.00%	7
Bus delays	28.57%	2
Unsafe or uncomfortable bike lanes	42.86%	3
Poor sidewalk conditions	28.57%	2
Other (please explain)	14.29%	1
Total Respondents: 7		

#	OTHER (PLEASE EXPLAIN)	DATE
1	Bikes Sharing the roads with vehicles	3/24/2023 4:32 PM

## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q7 What type of destination are you travelling to?

Answered: 24 Skipped: 16



ANSWER CHOICES	RESPONSES	
Home	41.67%	10
Work	37.50%	9
Shopping	91.67%	22
Entertainment/Recreation	83.33%	20
Other (please explain)	16.67%	4
Total Respondents: 24		

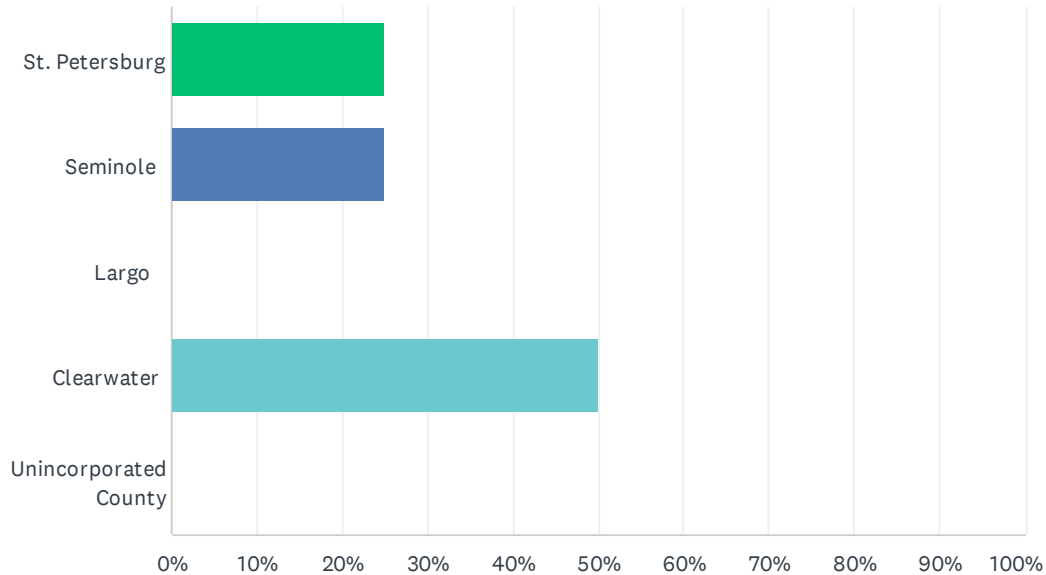
#	OTHER (PLEASE EXPLAIN)	DATE
1	I tansport my child to school because he's in a charter school and there is no bus. I have no car so we have to rotate between rideshare and biking through the gauntlet hoping no one kills us. Maybe if there were any ebike kiosks around it wouldn't take all day to go from Clearwater to Dunedin.	4/13/2023 12:00 PM
2	My bicycling routes cross Alt US 19	3/16/2023 10:09 AM
3	Airport	12/8/2022 10:55 AM
4	Medical Care	10/26/2022 1:33 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q8 In what city along the corridor is your business?

Answered: 4 Skipped: 36



ANSWER CHOICES	RESPONSES	
St. Petersburg	25.00%	1
Seminole	25.00%	1
Largo	0.00%	0
Clearwater	50.00%	2
Unincorporated County	0.00%	0
TOTAL		4

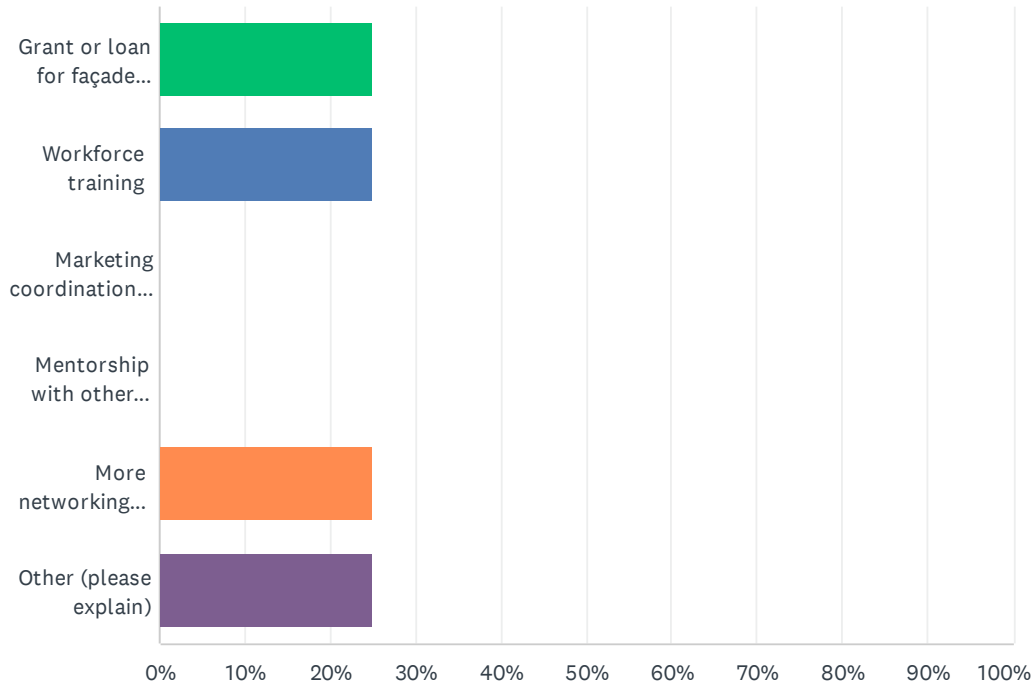




## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q9 What types of business support would be helpful to you?

Answered: 4 Skipped: 36



ANSWER CHOICES		RESPONSES	
Grant or loan for façade improvements		25.00%	1
Workforce training		25.00%	1
Marketing coordination with community-wide events		0.00%	0
Mentorship with other local business owners		0.00%	0
More networking events with other local business owners		25.00%	1
Other (please explain)		25.00%	1
Total Respondents: 4			

#	OTHER (PLEASE EXPLAIN)	DATE
1	None, we're a statewide law firm doing well.	11/10/2022 3:36 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

Q10 Do you have any ideas related to workforce training? Are there specific skill gaps you are noticing in job applicants?

Answered: 4   Skipped: 36

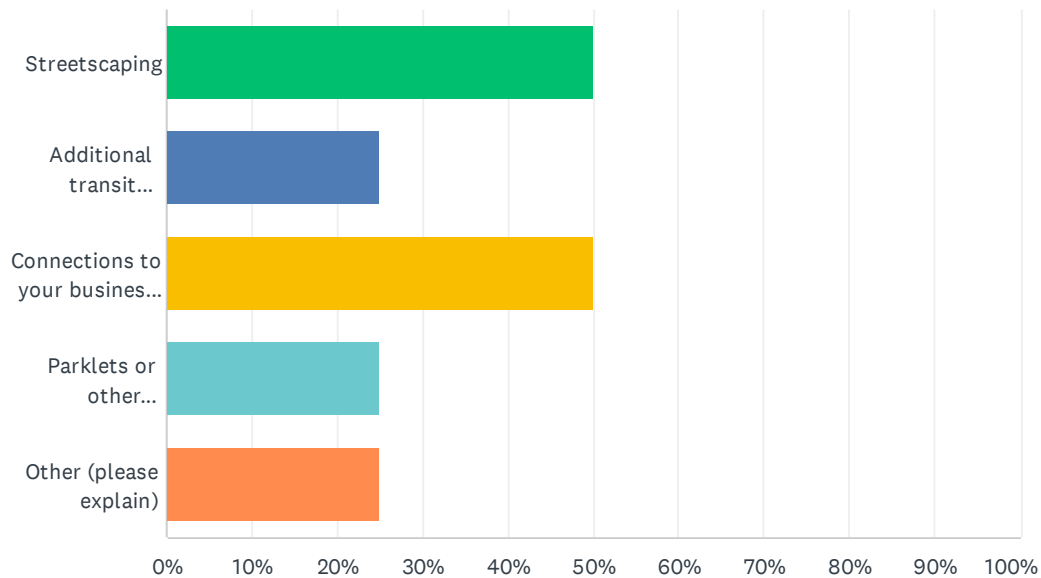
#	RESPONSES	DATE
1	N/A	12/26/2022 4:31 AM
2	Not enough trained paralegals.	11/10/2022 3:36 PM
3	NA	10/25/2022 8:11 AM
4	Most lack needed Computer Skills	10/13/2022 4:02 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q11 What public realm improvements do you think would help your business?

Answered: 4 Skipped: 36



ANSWER CHOICES	RESPONSES	
Streetscaping	50.00%	2
Additional transit connections	25.00%	1
Connections to your business from the Pinellas Trail	50.00%	2
Parklets or other recreational amenities	25.00%	1
Other (please explain)	25.00%	1
Total Respondents: 4		

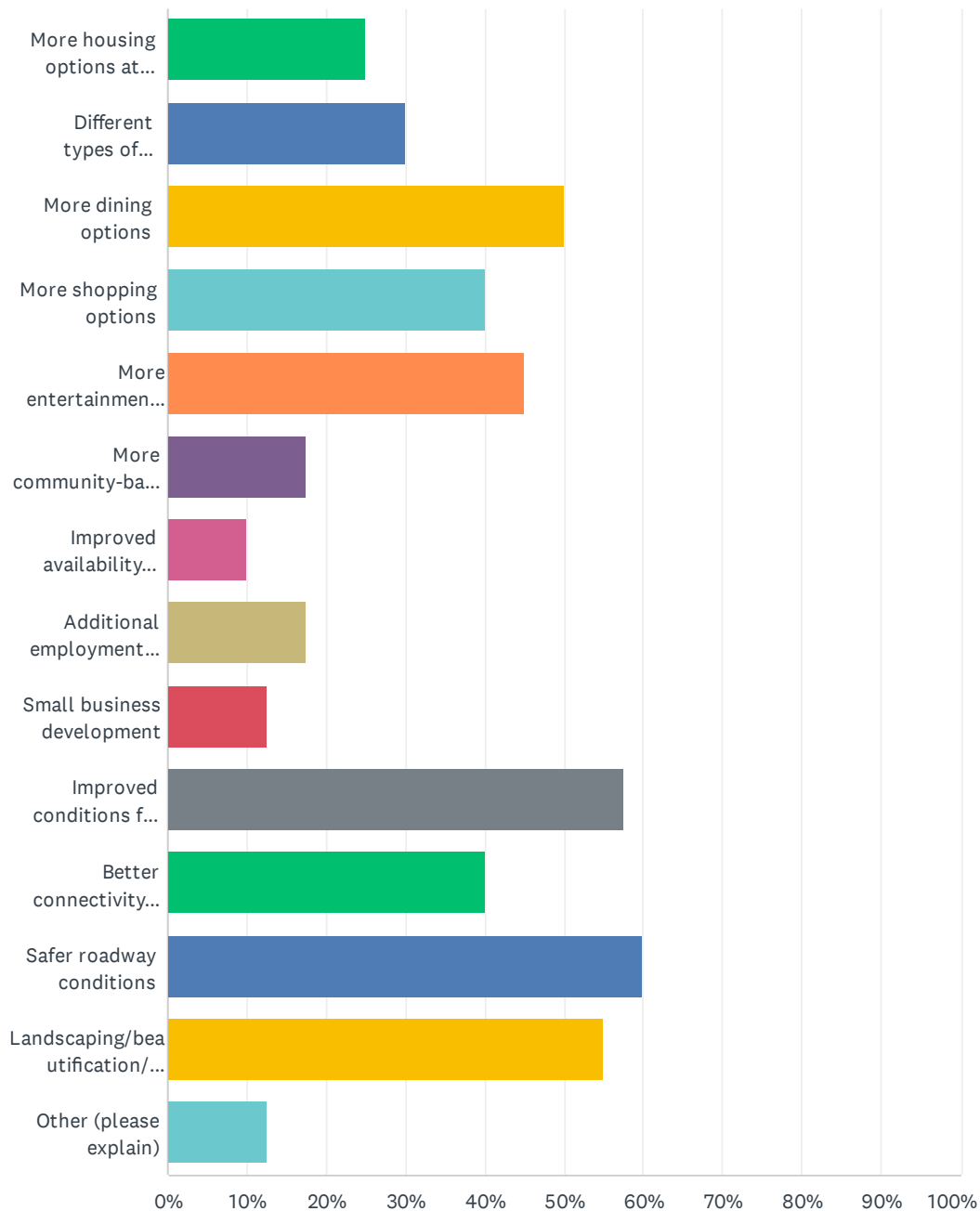
#	OTHER (PLEASE EXPLAIN)	DATE
1	None. Our clients access us through the internet, zoom, etc.	11/10/2022 3:36 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q12 What would you like to see more of along the corridor? (select all that apply)

Answered: 40 Skipped: 0





## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

ANSWER CHOICES	RESPONSES	
More housing options at varying prices	25.00%	10
Different types of housing (e.g. townhomes, apartments, duplexes, fourplexes, etc.)	30.00%	12
More dining options	50.00%	20
More shopping options	40.00%	16
More entertainment/recreation options	45.00%	18
More community-based events	17.50%	7
Improved availability of health and wellness services	10.00%	4
Additional employment opportunities	17.50%	7
Small business development	12.50%	5
Improved conditions for transportation options other than a private vehicle (e.g. public transit, walking, biking)	57.50%	23
Better connectivity between key locations	40.00%	16
Safer roadway conditions	60.00%	24
Landscaping/beautification/streetscaping	55.00%	22
Other (please explain)	12.50%	5
Total Respondents: 40		

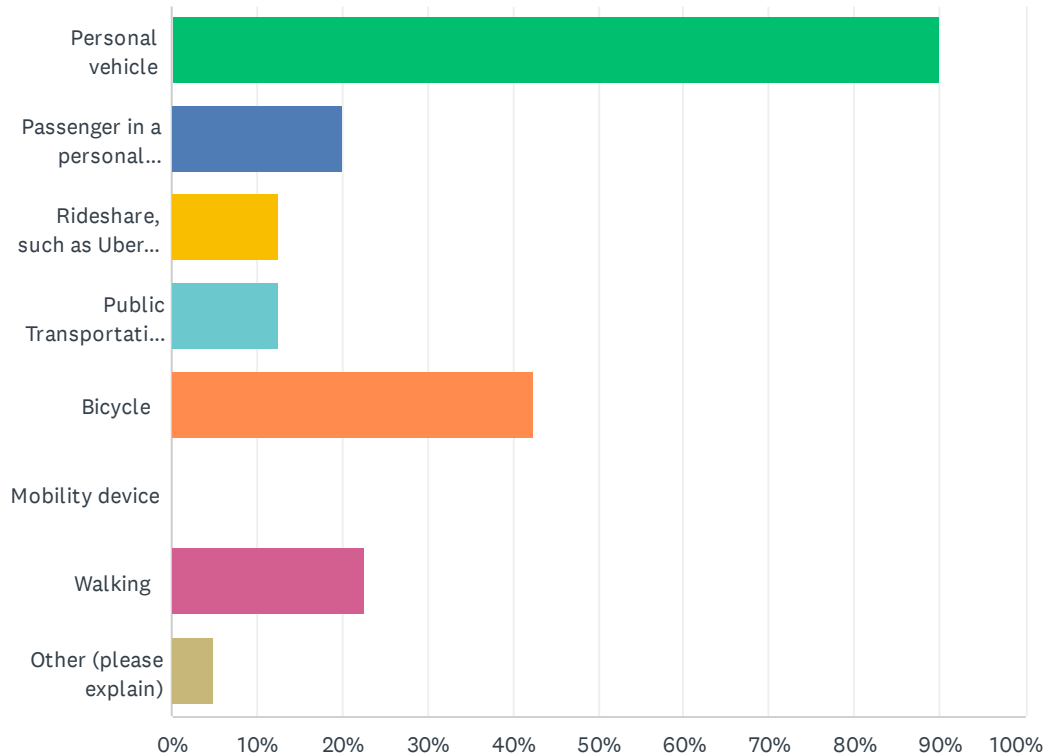
#	OTHER (PLEASE EXPLAIN)	DATE
1	Less Urban Sprawl! More efforts to Divert Traffic AWAY from North Alt 19! It's Packed now and has Traffic Jams Every Day. DO NOT allow more building in the area north of Wall Springs!!	5/3/2023 1:47 PM
2	E-cargo bike rental programs for parents to get to work and get their kids to school. The current pool of bike rentals are for tours trying to make money from tourists. It shouldn't cost the same as a car payment to rent an ebike just to go to commute.	4/13/2023 12:39 PM
3	Elevated electric monorail above the Pinellas Trail Loop	3/24/2023 4:37 PM
4	More than 2 lanes please	1/21/2023 1:27 PM
5	None of the above. Just replace existing apts, homes, etc., as they age.	11/10/2022 3:41 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q13 When traveling along the Alternate US 19 corridor, how do you usually get around?

Answered: 40 Skipped: 0



ANSWER CHOICES		RESPONSES	
Personal vehicle		90.00%	36
Passenger in a personal vehicle		20.00%	8
Rideshare, such as Uber or Lyft		12.50%	5
Public Transportation (please list what routes you use most often in the "Other" option)		12.50%	5
Bicycle		42.50%	17
Mobility device		0.00%	0
Walking		22.50%	9
Other (please explain)		5.00%	2
Total Respondents: 40			

#	OTHER (PLEASE EXPLAIN)	DATE
1	I bike or walk on the trail Every Day	5/3/2023 1:47 PM
2	Route 18 PSTA	10/13/2022 1:41 PM

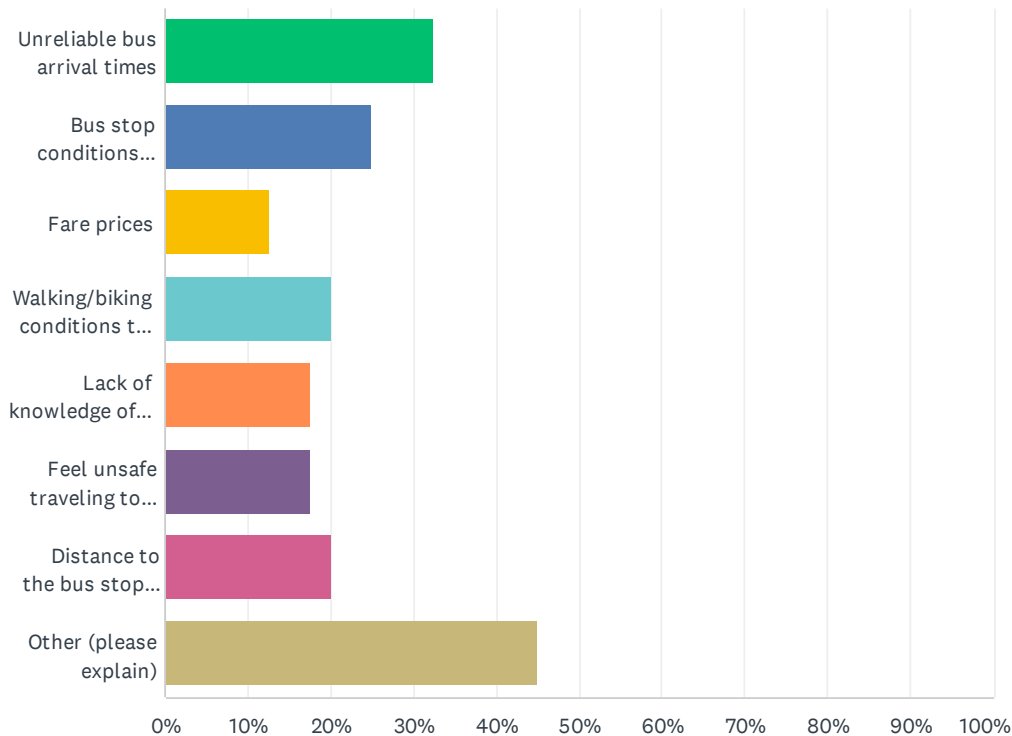




## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q14 What barriers do you experience that prevents you from using public transportation to get around the area more often?

Answered: 40 Skipped: 0



ANSWER CHOICES		RESPONSES	
Unreliable bus arrival times		32.50%	13
Bus stop conditions (i.e. lack of seating or shelter at the bus stop, etc.)		25.00%	10
Fare prices		12.50%	5
Walking/biking conditions to get to a bus stop		20.00%	8
Lack of knowledge of routes and stops in my area		17.50%	7
Feel unsafe traveling to or at a bus stop		17.50%	7
Distance to the bus stop is too far		20.00%	8
Other (please explain)		45.00%	18
Total Respondents: 40			

#	OTHER (PLEASE EXPLAIN)	DATE
1	There is No reliable public transportation in this area. You can't even take public transportation to or from the Airports!	5/3/2023 1:47 PM
2	It literally takes over an hour and a half to go 8 miles by two buses. So we are supposed to wake the kids up at 5am and get them home by 8? So the only other option is expensive	4/13/2023 12:39 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

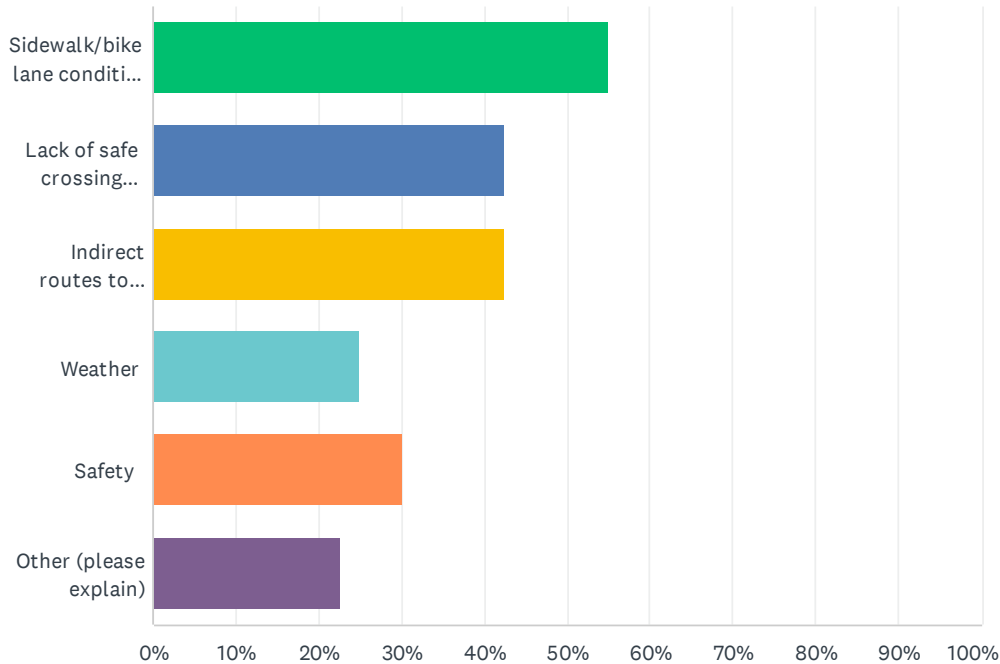
ridesharing when it would be so much less stressful if there were e-bike rentals for working families like normal cities

3	1. Improve bike trails. 2. Build an Elect. Monorail above Pinellas Trail	3/24/2023 4:37 PM
4	Amount of time it takes to walk to initial bus stop, wait for bus arrival, bus ride to final destination bus stop, and then walk to final destination.	3/16/2023 10:10 AM
5	Too many homeless people riding the bus	2/3/2023 1:18 PM
6	I have no need for public transportation	12/8/2022 10:58 AM
7	No need for public transport. I walk to work four blocks from my condo.	11/10/2022 3:41 PM
8	Not really interested in using the bus to get around	11/9/2022 11:43 AM
9	Prefer personal vehicle	10/31/2022 2:04 PM
10	Would rather control my own movements without relying on a bus	10/31/2022 1:18 PM
11	I don't know enough about the routes but I also don't think I would have access for late night/weekend schedules if I wanted to go to St Pete, for example, for a ballgame.	10/26/2022 9:43 PM
12	Bus arrival times are not often enough	10/26/2022 9:20 PM
13	na	10/26/2022 3:50 PM
14	I don't use the bus it's not reliable or safe.	10/25/2022 6:21 PM
15	weather like too hot or raining	10/20/2022 1:15 PM
16	Buses come an hour apart	10/13/2022 4:07 PM
17	Mre bus lanes	10/13/2022 1:41 PM
18	Low frequency service	10/11/2022 2:21 PM

## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q15 What barriers do you experience that prevent you from walking or biking to get around the area more often?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES
Sidewalk/bike lane conditions	55.00% 22
Lack of safe crossing locations	42.50% 17
Indirect routes to places I'd like to go	42.50% 17
Weather	25.00% 10
Safety	30.00% 12
Other (please explain)	22.50% 9
Total Respondents: 40	

#	OTHER (PLEASE EXPLAIN)	DATE
1	I Want to bike everywhere but there's little or no safe spaces for bike travel aside from the Pinellas trail. We need More Trails Now	5/3/2023 1:47 PM
2	The duke energy trail has to cross not only gulf to bay but also 19 and bellaire. Why isn't there an overpass? It takes forever at the crosswalk and when you finally get a walk symbol you still have to try and dodge the cars making right. I'm at the point now that I'm going to mount a giant airhorn to my handlebars. This is the most unfriendly city for biking yet we have the prettiest parks and trails.	4/13/2023 12:39 PM
3	Nothing preventing me from using my bike	2/3/2023 1:18 PM
4	Complete lack of separate bike paths other than Pinellas trail.	12/8/2022 10:58 AM





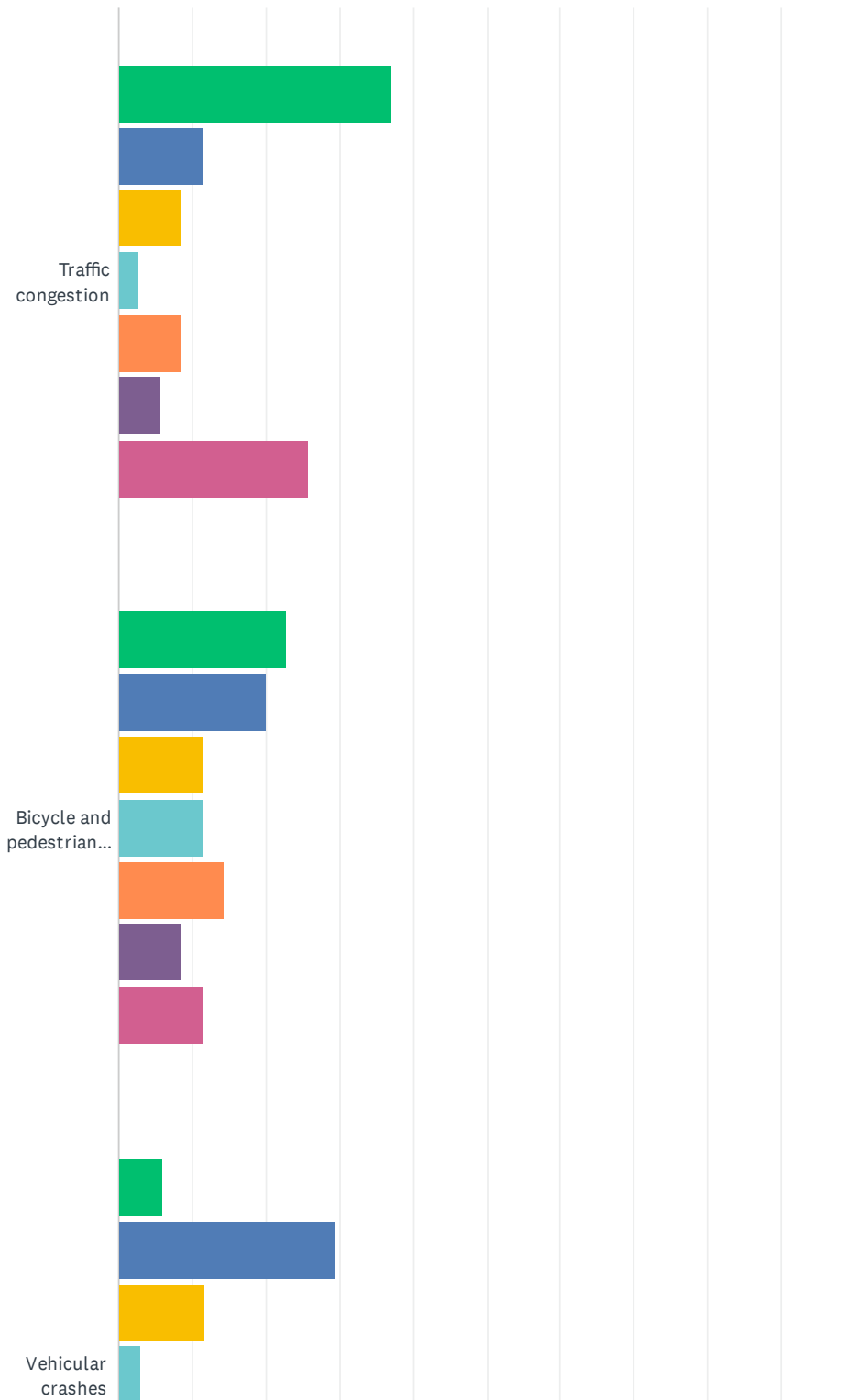
## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

5	None. I walk to court, to the office, to home; street signals work fine for crossing.	11/10/2022 3:41 PM
6	Busy roads make biking unsafe	11/3/2022 8:03 AM
7	Too far from my home	10/26/2022 9:20 PM
8	na	10/26/2022 3:50 PM
9	I use this as a roadway, not a bike or walkway	10/25/2022 6:21 PM

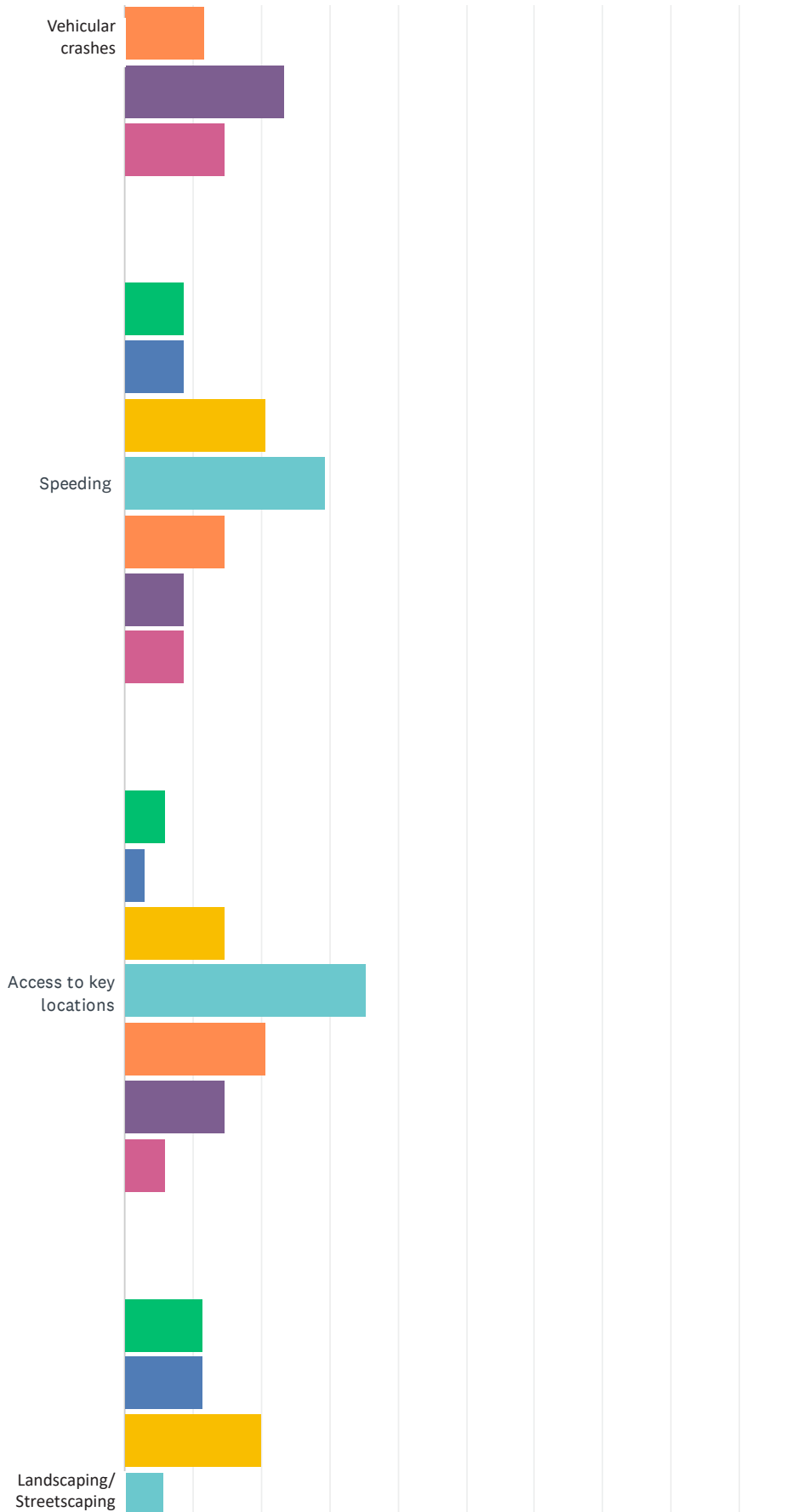
## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

Q16 Rank the following transportation-related issues in order of concern, with 1 being your biggest concern and 7 being your least concern.

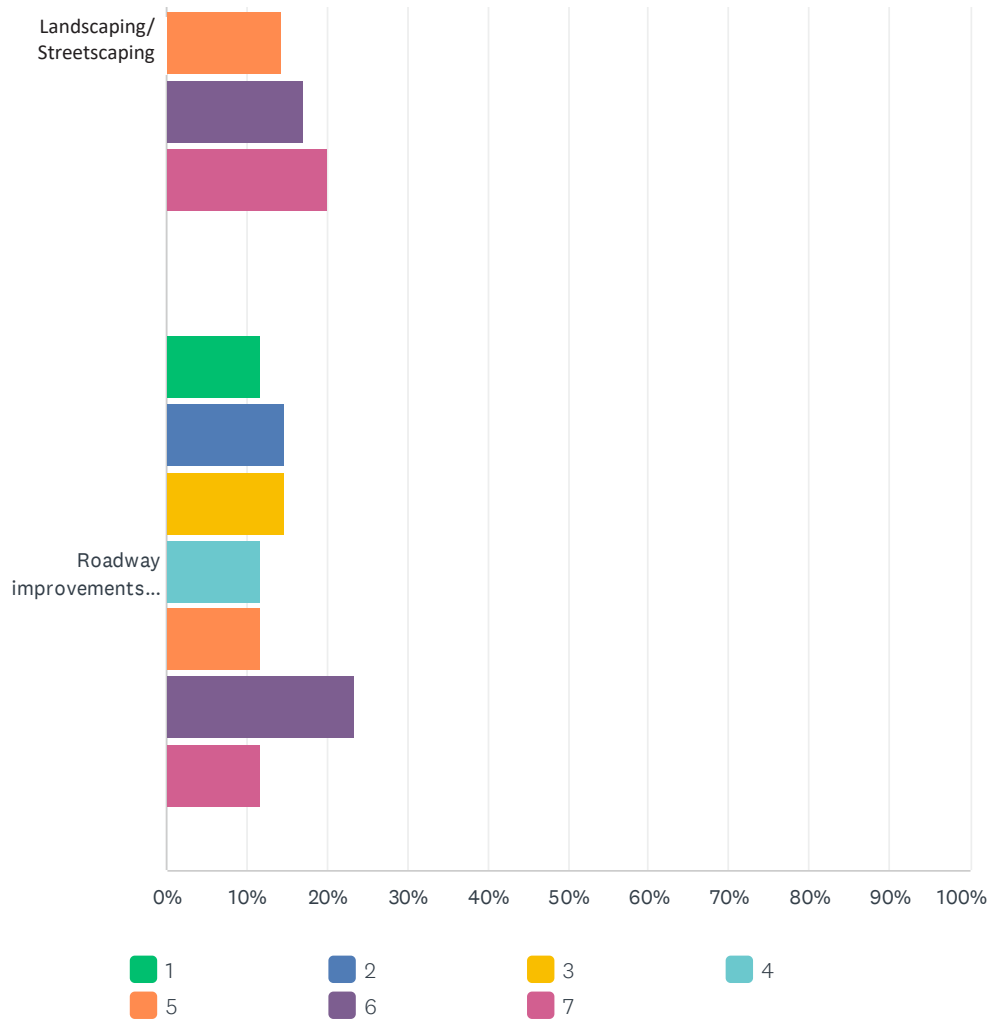
Answered: 40 Skipped: 0



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints



	1	2	3	4	5	6	7	TOTAL
Traffic congestion	37.14% 13	11.43% 4	8.57% 3	2.86% 1	8.57% 3	5.71% 2	25.71% 9	35
Bicycle and pedestrian safety and comfort	22.86% 8	20.00% 7	11.43% 4	11.43% 4	14.29% 5	8.57% 3	11.43% 4	35
Vehicular crashes	5.88% 2	29.41% 10	11.76% 4	2.94% 1	11.76% 4	23.53% 8	14.71% 5	34
Speeding	8.82% 3	8.82% 3	20.59% 7	29.41% 10	14.71% 5	8.82% 3	8.82% 3	34
Access to key locations	5.88% 2	2.94% 1	14.71% 5	35.29% 12	20.59% 7	14.71% 5	5.88% 2	34
Landscaping/Streetscaping	11.43% 4	11.43% 4	20.00% 7	5.71% 2	14.29% 5	17.14% 6	20.00% 7	35
Roadway improvements (e.g., repaving and restriping)	11.76% 4	14.71% 5	14.71% 5	11.76% 4	11.76% 4	23.53% 8	11.76% 4	34





## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q17 What locations would you like to have better access to?

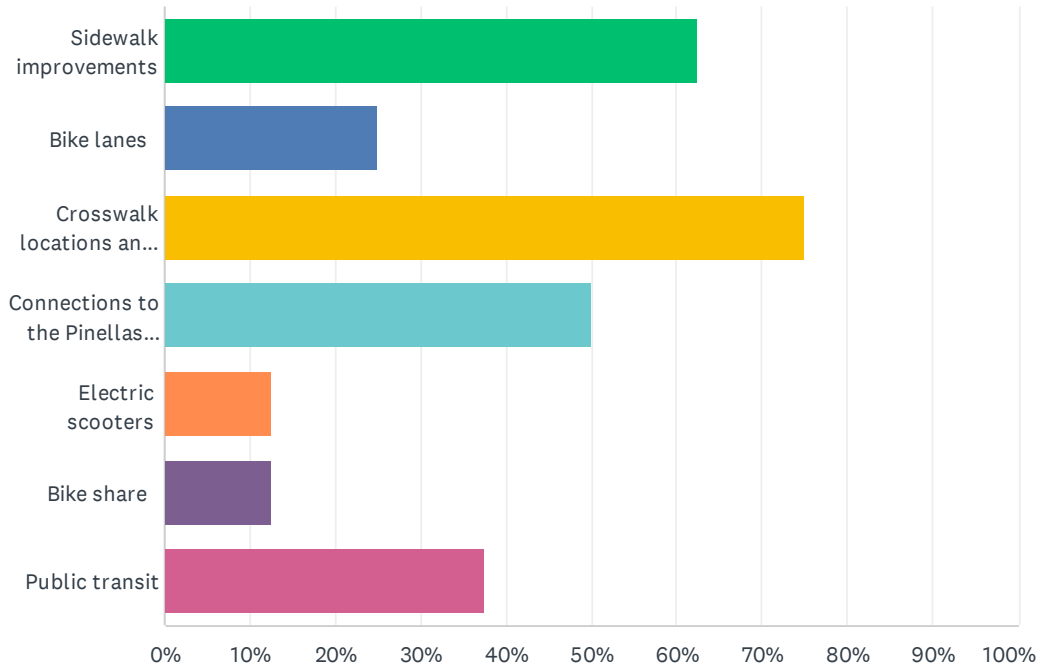
Answered: 8   Skipped: 32

#	RESPONSES	DATE
1	via bike, any of the businesses. I love Jimmy's Sushi and it is not safe to access by bike.	1/30/2023 2:14 PM
2	Several	12/29/2022 4:00 PM
3	downtown	12/21/2022 10:46 AM
4	None. I have access to everything I need.	11/10/2022 3:42 PM
5	Eat, drink and be merry	11/10/2022 3:23 AM
6	All	10/31/2022 1:19 PM
7	Beaches.	10/30/2022 12:34 PM
8	all	10/26/2022 3:50 PM

## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q18 What multimodal improvements are a top priority in the area? (select your top 3)

Answered: 8 Skipped: 32



ANSWER CHOICES	RESPONSES	
Sidewalk improvements	62.50%	5
Bike lanes	25.00%	2
Crosswalk locations and better visibility	75.00%	6
Connections to the Pinellas Trail	50.00%	4
Electric scooters	12.50%	1
Bike share	12.50%	1
Public transit	37.50%	3
Total Respondents: 8		



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q19 In a few words, what would you like to see this plan accomplish?

Answered: 37 Skipped: 3

#	RESPONSES	DATE
1	Stop allowing Over building and overcrowding our area! Stop Any Plan to widen Alt 19 north of downtown Palm Harbor to Tarpon Springs! There are traffic jams every morning and evening, allowing more building here would create total gridlock. That's why there are so many serious problems. Add real, dependable reliable and attractive Public Transportation systems!	5/3/2023 1:55 PM
2	Stop thinking of the trails as a recreational activity and start thinking of it as a roadway for non vehicle traffic. The people without vehicles need to be able to get to work and drop off kids just as much as those with cars yet we aren't afforded the same safety and convenience. There needs to be safer crossings, electric bike sharing/rental opportunities and maybe add some water fountains. US 19 is a nightmare but it wasn't that bad during the lockdown so obviously the problem is driving to work. Why can't the cities start taxing these businesses a carbon tax or traffic congestion penalty for not letting their employees work from home when they were perfectly able to do it before. Why should our tax dollars pay for fixing a problem that can be solved in the corporate world?	4/13/2023 12:55 PM
3	1.Build an Elevated Electric Monorail above the Pinellas Trail Loop. 2. Construct more Bike paths separate to vehicles	3/24/2023 4:39 PM
4	Safer roads and sidewalks for motorists, bicyclists, and pedestrians.	3/16/2023 10:11 AM
5	Make sure that a BRT dedicated lane does NOT happen on Alt 19 like it did on Central Ave and Pasadena Ave.	2/3/2023 1:19 PM
6	Better biking	2/3/2023 1:00 PM
7	Improvements to the Pinellas Trail such as repaving and removing all curbing at intersections. Revise traffic light patterns at Alt19/ Curlew so that Alt19 traffic is given more time to go through the light.	1/26/2023 1:38 PM
8	X	1/21/2023 2:03 PM
9	Traffic moves slowly so. More lanes so drivers can pass	1/21/2023 1:28 PM
10	Increase road lanes	1/21/2023 1:16 PM
11	Make US 19 Alternate Route a viable Roadway	12/29/2022 4:01 PM
12	Improve traffic and road conditions	12/23/2022 12:09 AM
13	Improve traffic problems	12/21/2022 10:47 AM
14	The addition of safe and comfortable crossings every 1/4-mile along the whole corridor. Encourage redevelopment of the commercial land surrounding 58th Street and 9th Avenue N into a mixed-use urban district.	12/9/2022 3:51 PM
15	Substantial increases in bicycle and pedestrian safety.	12/8/2022 10:58 AM
16	connect more entertainment and shopping areas	11/11/2022 1:04 AM
17	Just improve the homes and businesses that already exist in the area.	11/10/2022 3:43 PM
18	More detailed and accurate	11/10/2022 3:24 AM
19	Get traffic off of Alt. 19 and routed on some other N/S route	11/9/2022 11:45 AM
20	Safer roads and less congestion. Light at exit from Largo Mall into Seminole is too long (by Pep Boys/McDonalds) - sometimes long wait to exit mall.	11/3/2022 8:04 AM
21	Development that encourages and invites more non-car travel including bicyclists and pedestrians.	10/31/2022 2:43 PM



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

22	Better traffic flow and less congestion	10/31/2022 2:05 PM
23	Focus on roadways. Bikes and pedestrians should be limited	10/31/2022 1:19 PM
24	Improve safety for pedestrians, bikes and cars	10/30/2022 12:34 PM
25	Better streets, better public transport, more housing that is affordable (not affordable housing), more support for small businesses.	10/26/2022 9:44 PM
26	Improve public transportation options	10/26/2022 9:20 PM
27	na	10/26/2022 3:50 PM
28	Better accessibility all around. Educating consumers - drivers, walkers and bicyclists. I've witnessed all three groups behaving in an unsafe manner - not just drivers although they have the most protection against injury.	10/26/2022 1:39 PM
29	Make the area visually appealing. Clean and landscaped. Keep this as a motorway not an overgrown bike path. There are virtually no expressways in the county. Use this corridor as an important north south highway.	10/25/2022 6:23 PM
30	Better roads with less traffic congestion and no potholes.	10/25/2022 1:38 PM
31	Unique businesses/ restaurants/ museums throughout the corridor that encourages additional activity to build, live and play. For instance, right now I drive from Seminole to the Morton Plant area without a thought of stopping because there is nothing of interest for me in that section of Alt 19.	10/25/2022 12:18 PM
32	More mixed-use development and higher density housing.	10/21/2022 3:24 PM
33	get rid of run down properties by improving the look and making it more attractive to new development like apt bldgs and shopping	10/20/2022 1:17 PM
34	To create a safe, convenient, and visually pleasing corridor. Attracting better retailers, improving traveling conditions for pedestrian, bike, and bus access	10/20/2022 11:57 AM
35	Make all transportation safer, more direct, and connect communities together.	10/13/2022 4:09 PM
36	Better bus service and better walking conditions!	10/13/2022 1:41 PM
37	I would like to see this plan focus on implementing Bus Rapid Transit with BAT or BRT lanes that would connect into SunRunner. The only way to attract denser housing development along Alternate US 19 is if the public transit infrastructure is improved to support it. Infrequent buses in mixed traffic cannot support denser housing development and pushes people towards car ownership.	10/11/2022 2:33 PM

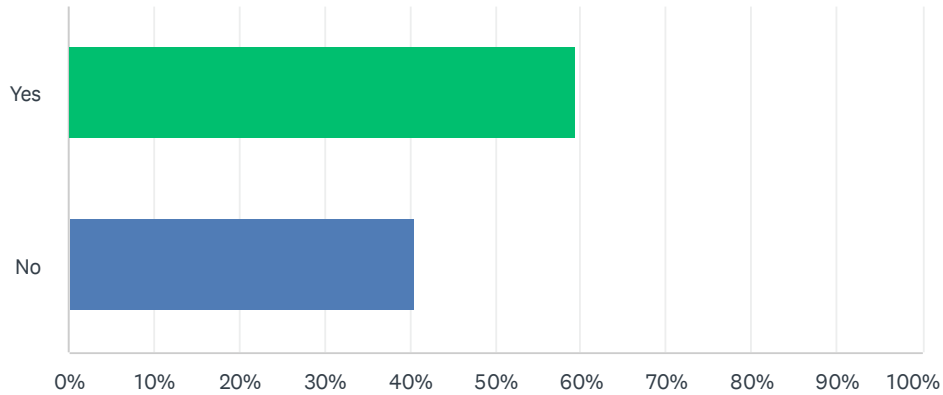




## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q20 Would you like to receive emails about upcoming project events and key project milestones?

Answered: 37 Skipped: 3

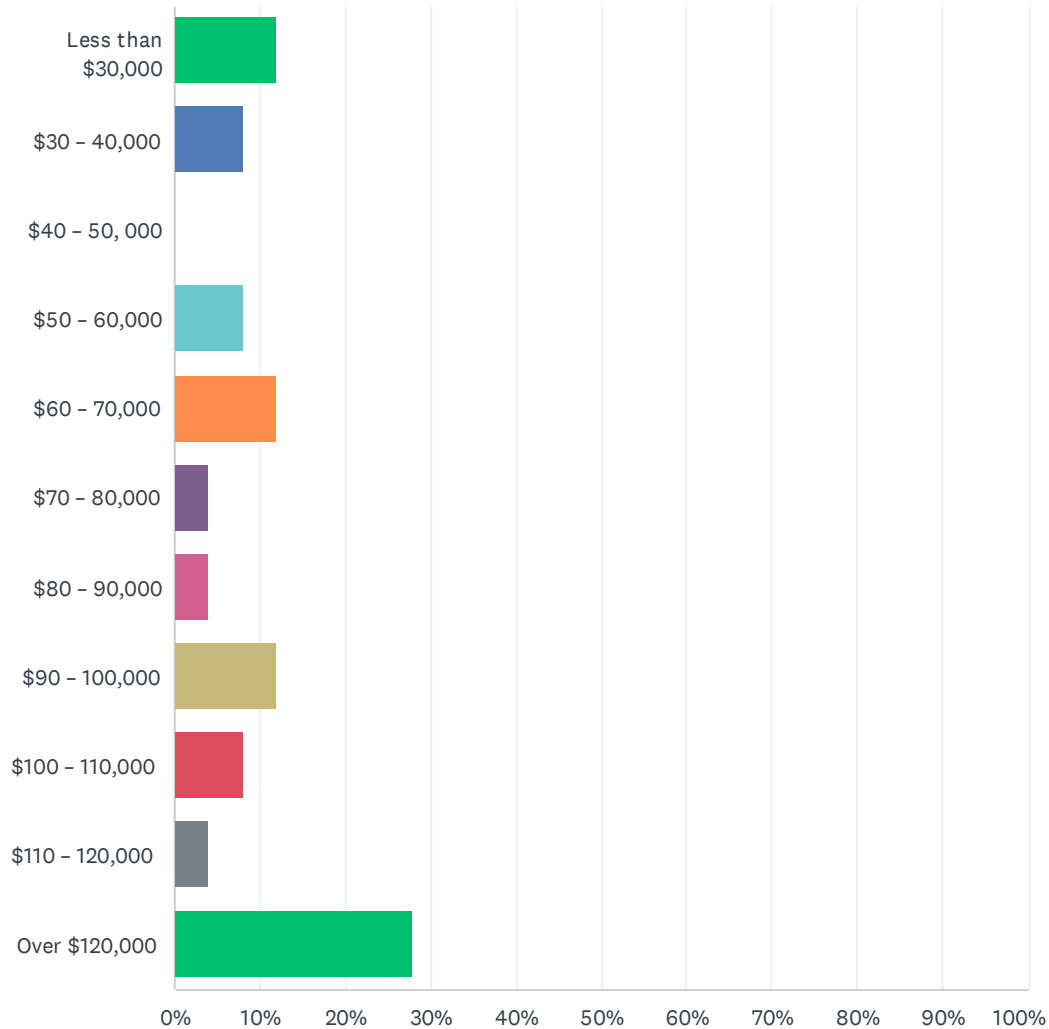


ANSWER CHOICES	RESPONSES	
Yes	59.46%	22
No	40.54%	15
TOTAL		37

## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q23 Annual Household Income:

Answered: 25    Skipped: 15





## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

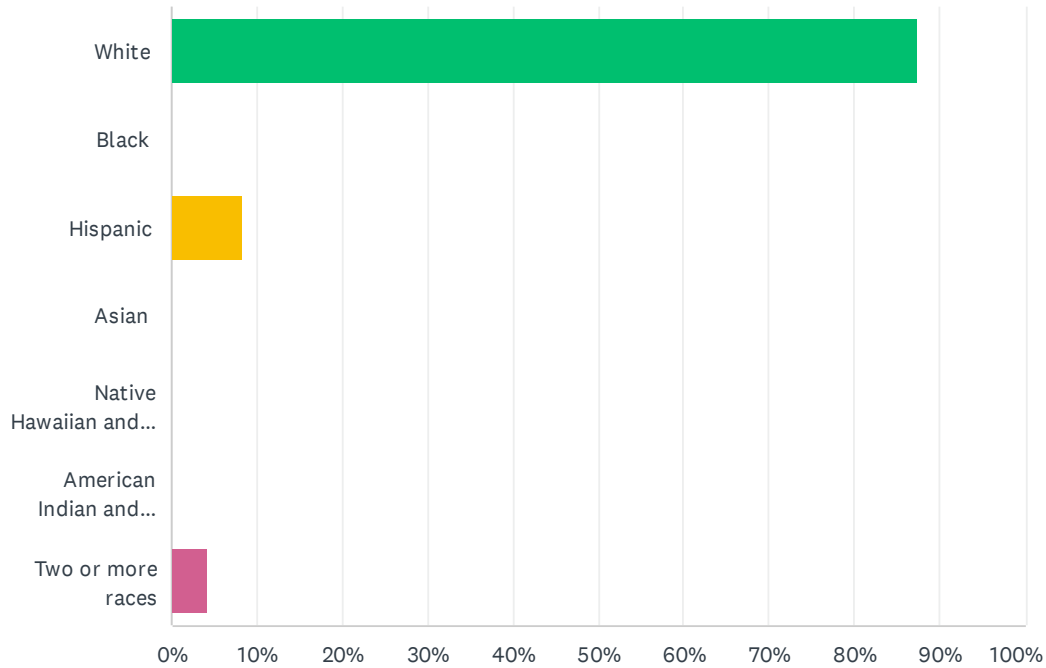
ANSWER CHOICES	RESPONSES	
Less than \$30,000	12.00%	3
\$30 – 40,000	8.00%	2
\$40 – 50, 000	0.00%	0
\$50 – 60,000	8.00%	2
\$60 – 70,000	12.00%	3
\$70 – 80,000	4.00%	1
\$80 – 90,000	4.00%	1
\$90 – 100,000	12.00%	3
\$100 – 110,000	8.00%	2
\$110 – 120,000	4.00%	1
Over \$120,000	28.00%	7
TOTAL		25



## Results from Survey #1: Existing Conditions, Opportunities, and Constraints

### Q24 Race:

Answered: 24   Skipped: 16



ANSWER CHOICES	RESPONSES	
White	87.50%	21
Black	0.00%	0
Hispanic	8.33%	2
Asian	0.00%	0
Native Hawaiian and Other Pacific Islander	0.00%	0
American Indian and Alaska Native	0.00%	0
Two or more races	4.17%	1
TOTAL		24





# **Responses to Survey #2: Redevelopment Vision St. Petersburg Segment**



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q1 In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 21 Skipped: 0

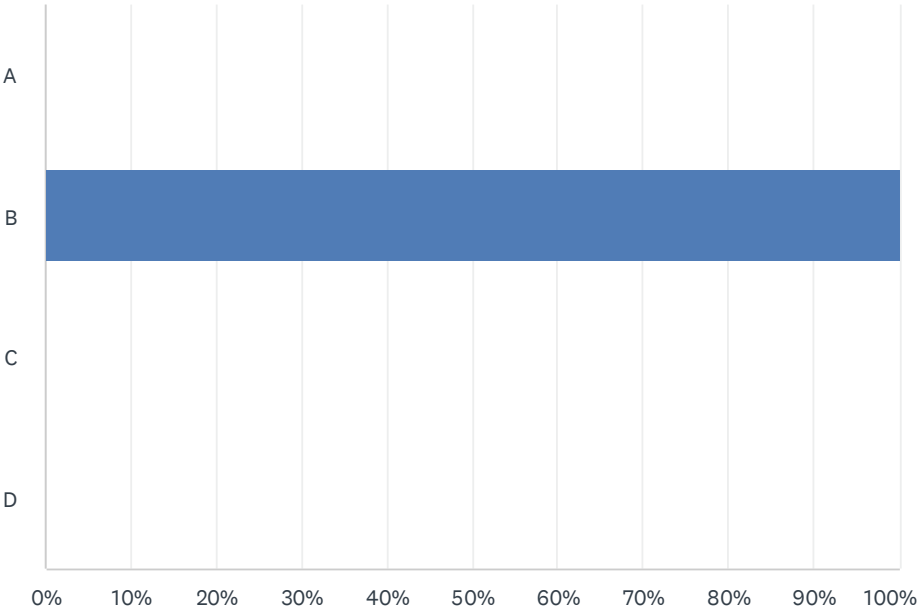
#	RESPONSES	DATE
1	33705	8/1/2023 12:49 PM
2	33713	7/24/2023 7:44 PM
3	33707	7/24/2023 4:05 PM
4	33706	7/24/2023 10:08 AM
5	33756	7/8/2023 11:15 AM
6	33707	7/6/2023 9:40 PM
7	33708	7/6/2023 12:33 PM
8	33701	6/17/2023 4:15 PM
9	33706	6/15/2023 3:31 PM
10	33710	6/14/2023 1:49 PM
11	33705	6/13/2023 7:17 PM
12	33713	6/13/2023 5:09 PM
13	33707	6/13/2023 4:55 PM
14	33701	6/13/2023 1:57 PM
15	33706	6/13/2023 11:37 AM
16	33701	6/13/2023 12:48 AM
17	33710	6/12/2023 7:52 PM
18	33701	6/12/2023 5:20 PM
19	33703	6/12/2023 1:27 PM
20	33713	6/12/2023 12:57 PM
21	33713	6/12/2023 12:56 PM



Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q2 Please select B as your answer choice (this question helps us verify that you are not a robot).

Answered: 4    Skipped: 17



ANSWER CHOICES	RESPONSES	
A	0.00%	0
B	100.00%	4
C	0.00%	0
D	0.00%	0
TOTAL		4

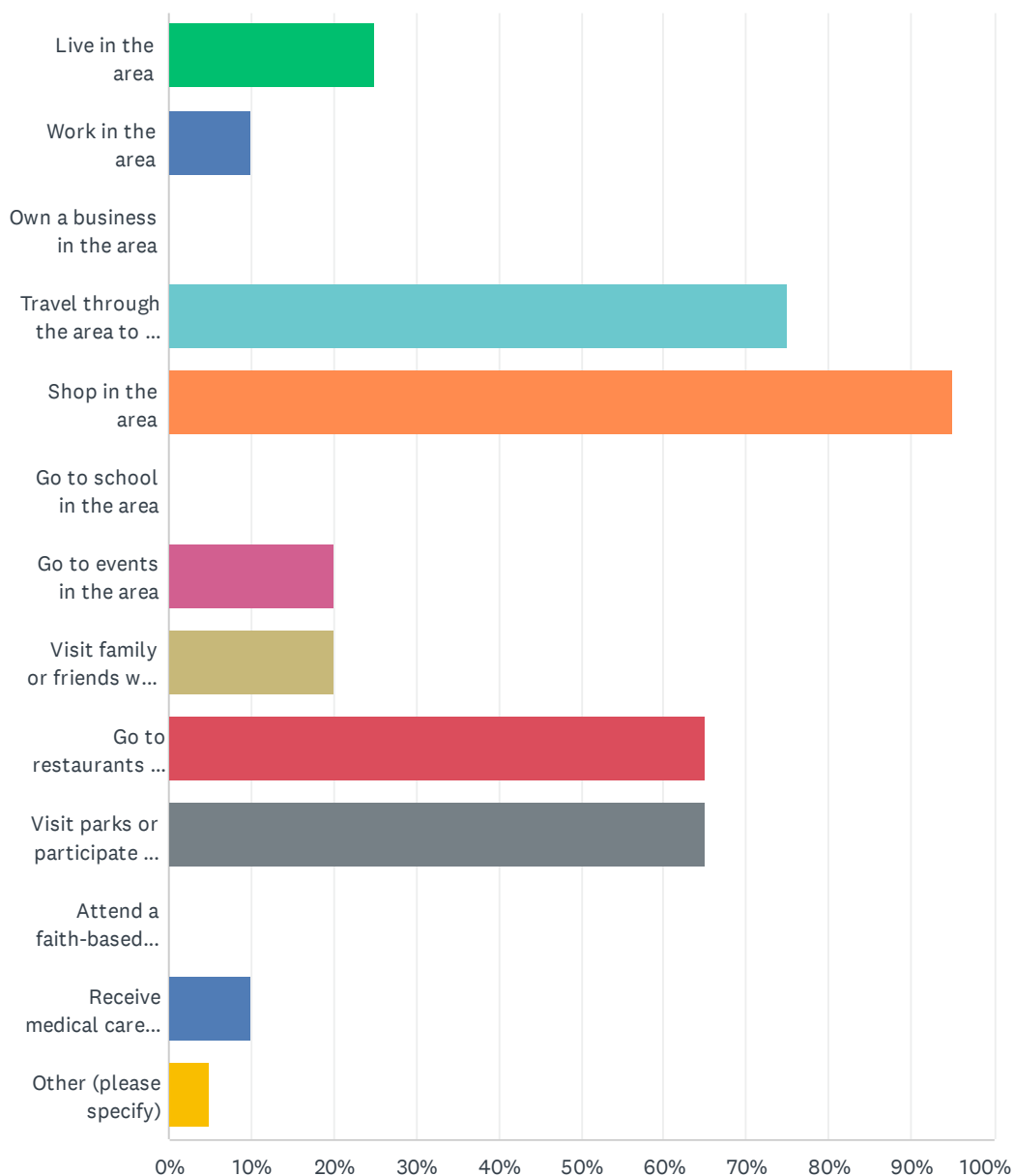
*Note: This question was added on July 18, 2023, several months after the survey initially launched to protect against bot responses. Therefore, any respondents who took the survey before July 18, 2023 did not receive this question.*



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q3 Which of the following best describes your relationship to the Tyrone Blvd area?

Answered: 20 Skipped: 1







## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

ANSWER CHOICES	RESPONSES	
Live in the area	25.00%	5
Work in the area	10.00%	2
Own a business in the area	0.00%	0
Travel through the area to get to another destination	75.00%	15
Shop in the area	95.00%	19
Go to school in the area	0.00%	0
Go to events in the area	20.00%	4
Visit family or friends who live in the area	20.00%	4
Go to restaurants in the area	65.00%	13
Visit parks or participate in other outdoor recreational activities in the area	65.00%	13
Attend a faith-based organization in the area	0.00%	0
Receive medical care in the area	10.00%	2
Other (please specify)	5.00%	1
Total Respondents: 20		

#	OTHER (PLEASE SPECIFY)	DATE
1	My gym is in Tyrone	7/24/2023 7:45 PM



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q4 What are some of your favorite places in your neighborhood or in the Tyrone Blvd area?

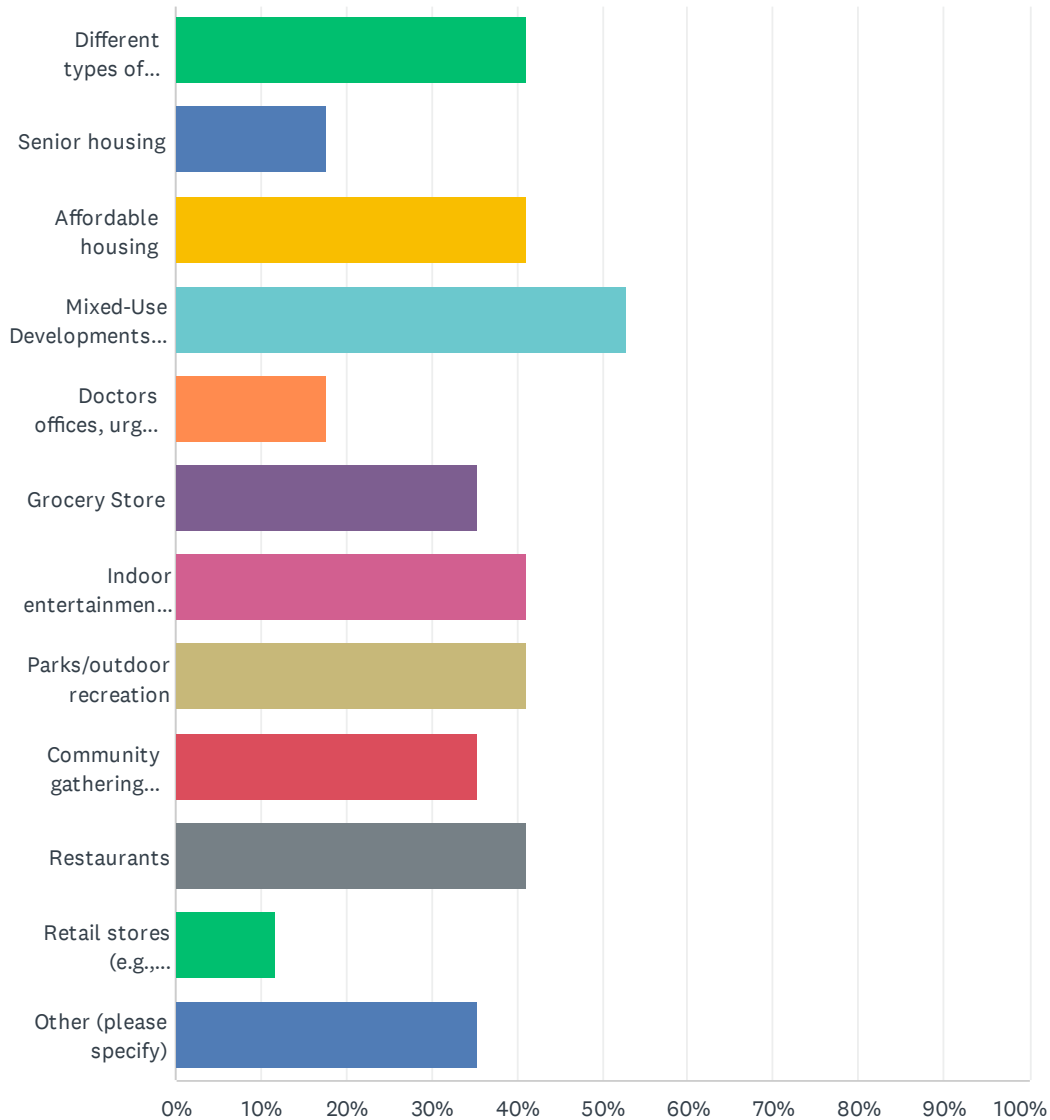
Answered: 17 Skipped: 4

#	RESPONSES	DATE
1	CMX Cinemas, Pinellas Trail, 30th Avenue N bike route/lanes,	8/1/2023 12:51 PM
2	Amped Fitness, Casita Taqueria, Chipotle, Williams Subs, Tyrone Square Mazda, Walter Fuller Park, Abercrombie Park	7/24/2023 7:46 PM
3	Walter Fuller Park, Azalea Park, Abercrombie Park, Pinellas Trail, Target, Tyrone Mall and theater	7/24/2023 4:08 PM
4	The Pinellas Trail	7/24/2023 10:09 AM
5	Shopping plaza	7/8/2023 11:16 AM
6	Gateway to India	7/6/2023 9:41 PM
7	St Pete Running Company, ESporta, Homegoods, JoAnn Fabrics, Panera Bread	7/6/2023 12:37 PM
8	Walter Fuller Park; Pinellas Trail	6/15/2023 3:32 PM
9	Tyrone Square, restaurants, Azalea Park, Pinellas Trail	6/14/2023 1:50 PM
10	Tyrone Mall, Best Buy, Orthodontist.	6/13/2023 5:16 PM
11	Torchys, Home Depot, Best Buy, Azalea Park	6/13/2023 4:58 PM
12	Tyrone mall and surrounding areas	6/13/2023 1:57 PM
13	Target, gym (keeps changing names, movies at Tyrone Mall, Best Buy, various grocery stores	6/13/2023 11:44 AM
14	Bayshore Animal Hospital; Bright Ice	6/13/2023 12:49 AM
15	Tyrone Mall, Target, Torchys Tacos, Pet Smart, Home Depot, Chic Fil A, Barnes & Noble, Starbucks	6/12/2023 7:53 PM
16	Play it again sports. JC Penney.	6/12/2023 5:21 PM
17	Abercrombie Park	6/12/2023 1:28 PM

## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q5 What does this area need more of?

Answered: 17 Skipped: 4





## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

ANSWER CHOICES	RESPONSES	
Different types of housing (e.g. townhomes, apartments, duplexes, fourplexes, etc.)	41.18%	7
Senior housing	17.65%	3
Affordable housing	41.18%	7
Mixed-Use Developments (retail/cafes on the ground floor and residential above)	52.94%	9
Doctors offices, urgent care, or other health services	17.65%	3
Grocery Store	35.29%	6
Indoor entertainment/recreation, such as a movie theater, indoor rock climbing, arcade, etc.	41.18%	7
Parks/outdoor recreation	41.18%	7
Community gathering places, such as a community/rec center, community garden, etc.	35.29%	6
Restaurants	41.18%	7
Retail stores (e.g., clothing, books, hobby shops, etc.)	11.76%	2
Other (please specify)	35.29%	6
Total Respondents: 17		

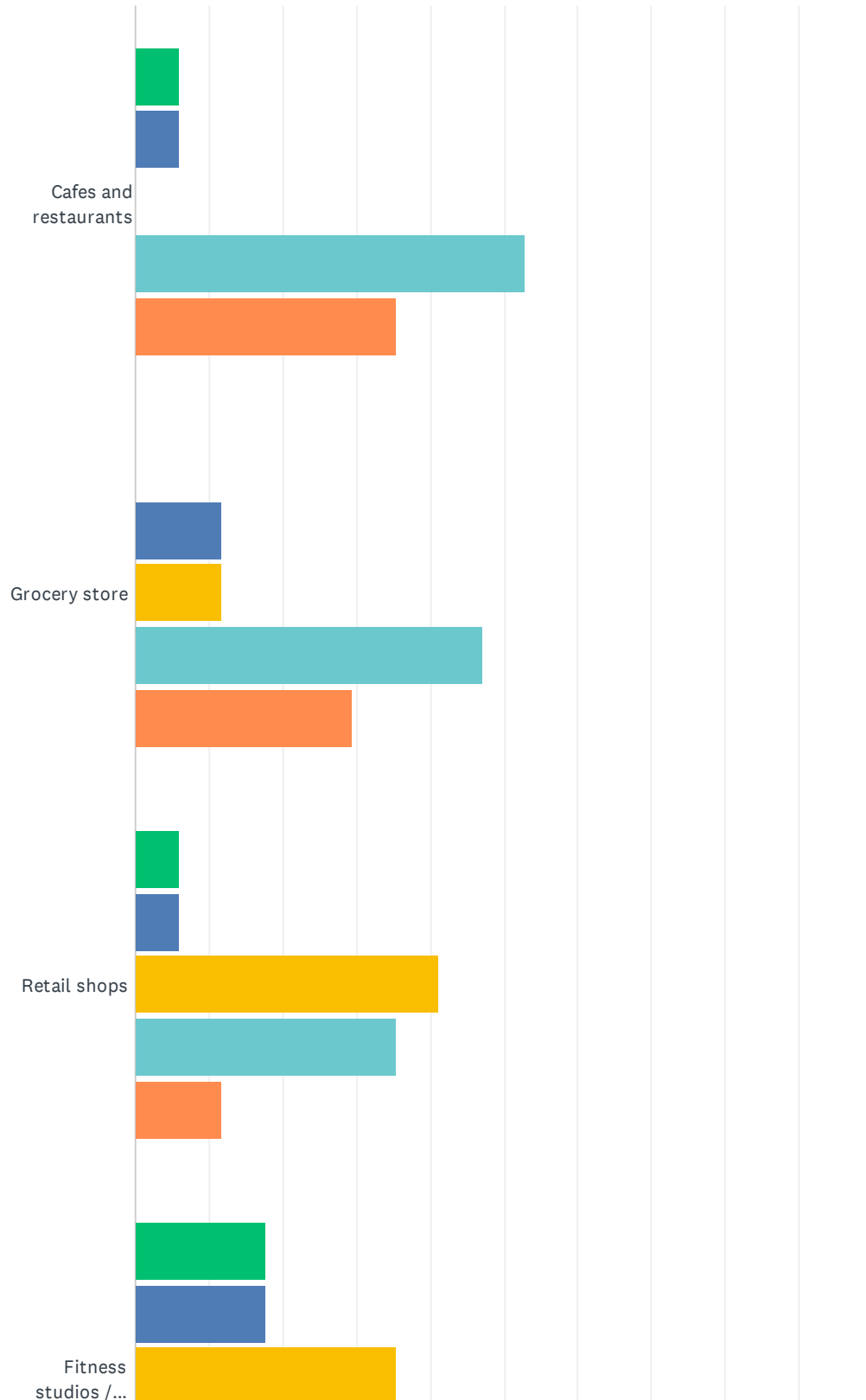
#	OTHER (PLEASE SPECIFY)	DATE
1	better pedestrian environments, which means more street trees for shade and separation from traffic, and slower cars	8/1/2023 12:52 PM
2	Bicycle and pedestrian infrastructure!	7/24/2023 7:47 PM
3	Its far too car-centric. The roads have too many lanes; drivers drive too fast. The intersections are very dangerous. We should remove a lane from each direction and add shade trees. Its unpleasant to walk in the hot sun.	6/15/2023 3:33 PM
4	Walkable access to shops and cafes	6/14/2023 1:52 PM
5	Rapid Mass Transit	6/13/2023 12:49 AM
6	Green space, walkable areas, safe crosswalks, public transportation	6/12/2023 1:29 PM



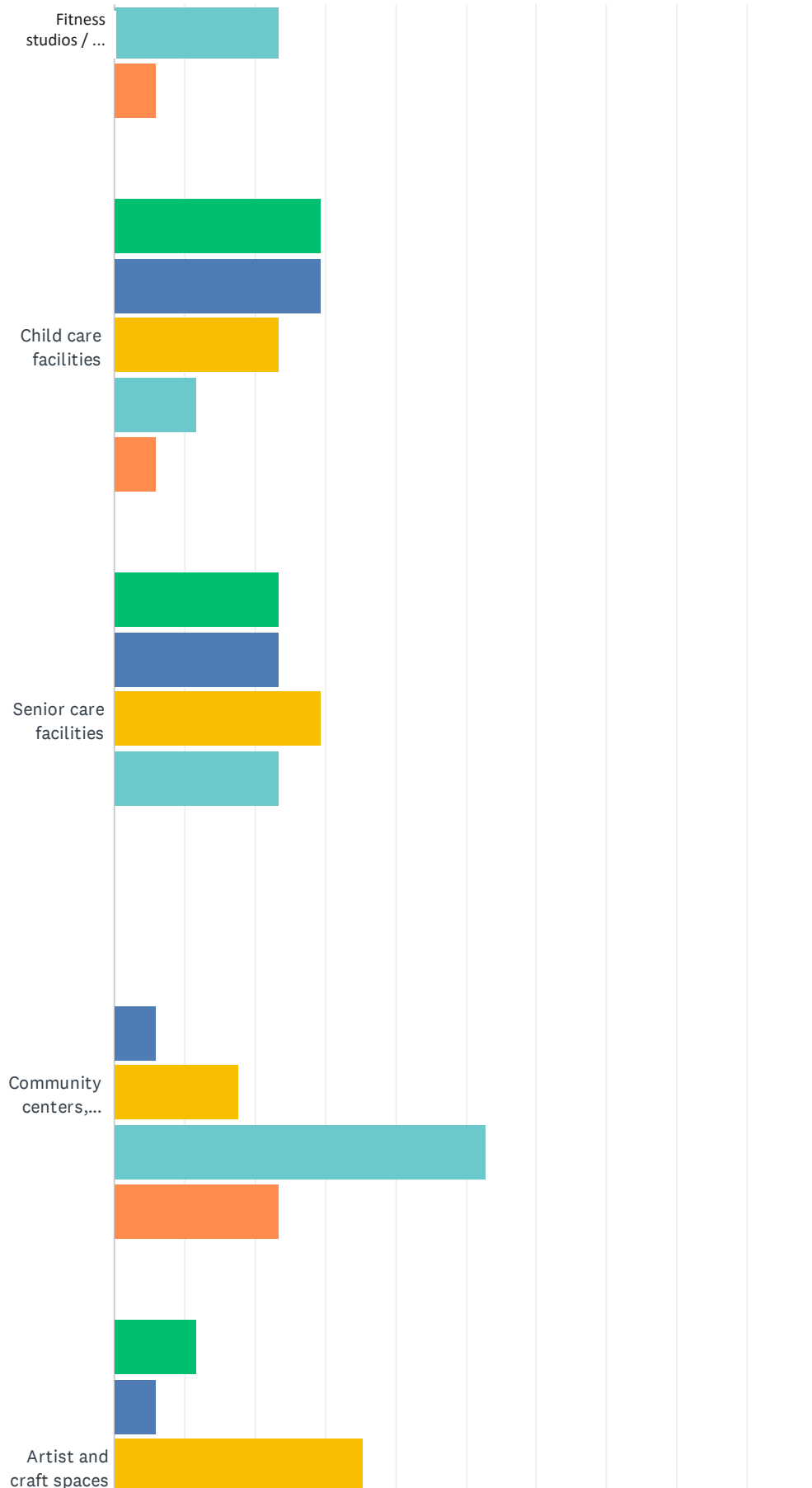
## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q6 What types of places are important to you?

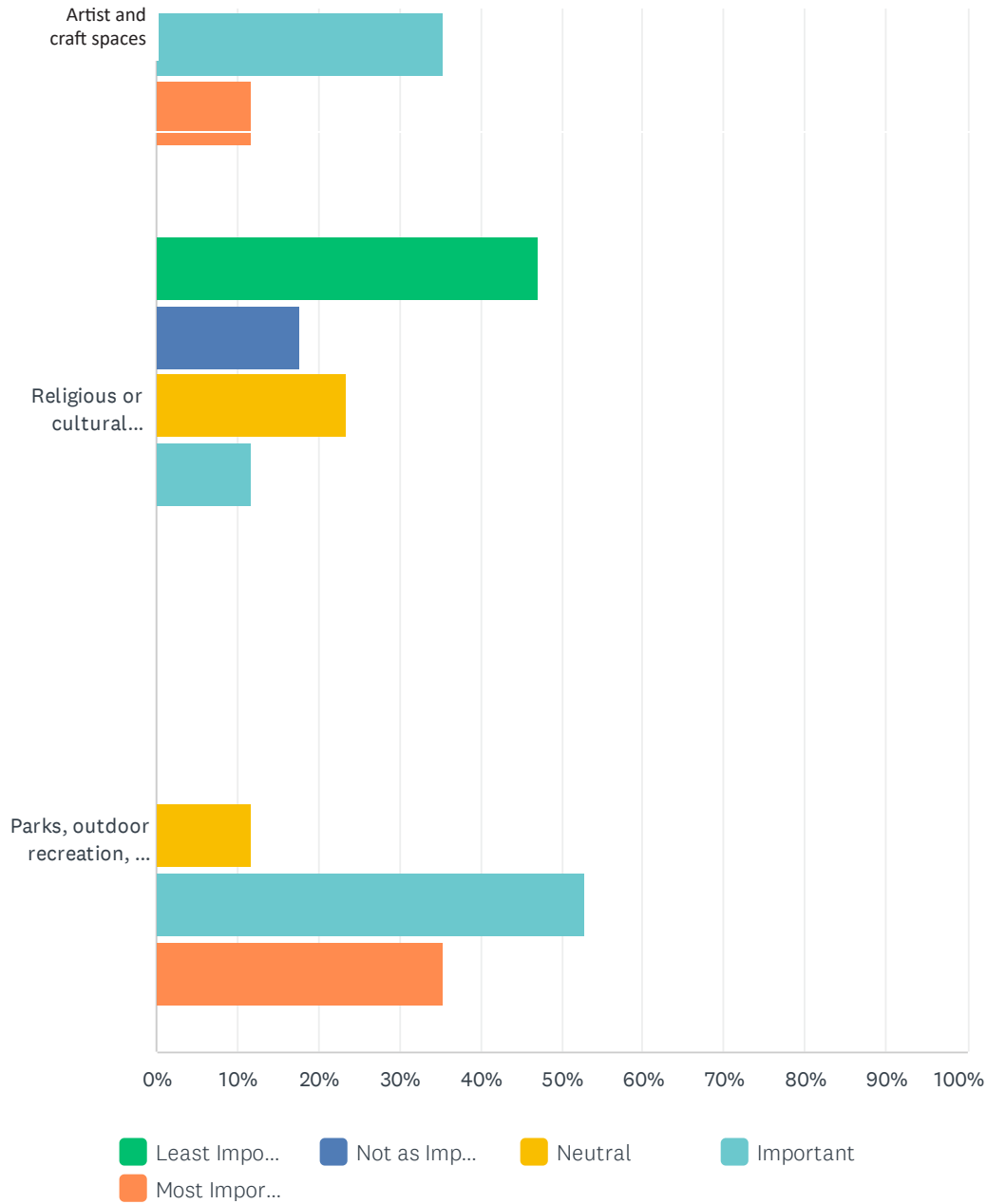
Answered: 17 Skipped: 4



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment





## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Cafes and restaurants	5.88% 1	5.88% 1	0.00% 0	52.94% 9	35.29% 6	17	4.06
Grocery store	0.00% 0	11.76% 2	11.76% 2	47.06% 8	29.41% 5	17	3.94
Retail shops	5.88% 1	5.88% 1	41.18% 7	35.29% 6	11.76% 2	17	3.41
Fitness studios / indoor gyms	17.65% 3	17.65% 3	35.29% 6	23.53% 4	5.88% 1	17	2.82
Child care facilities	29.41% 5	29.41% 5	23.53% 4	11.76% 2	5.88% 1	17	2.35
Senior care facilities	23.53% 4	23.53% 4	29.41% 5	23.53% 4	0.00% 0	17	2.53
Community centers, recreation centers, public libraries	0.00% 0	5.88% 1	17.65% 3	52.94% 9	23.53% 4	17	3.94
Artist and craft spaces	11.76% 2	5.88% 1	35.29% 6	35.29% 6	11.76% 2	17	3.29
Religious or cultural institution	47.06% 8	17.65% 3	23.53% 4	11.76% 2	0.00% 0	17	2.00
Parks, outdoor recreation, and natural areas	0.00% 0	0.00% 0	11.76% 2	52.94% 9	35.29% 6	17	4.24

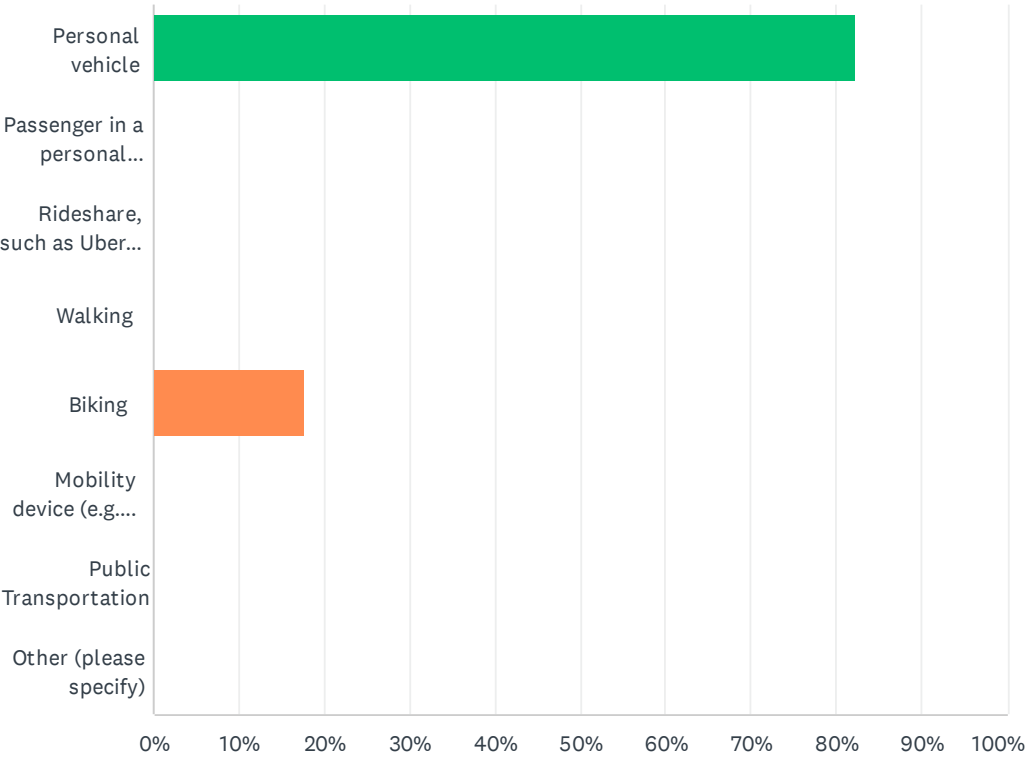




Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q7 When traveling in the area, how do you usually get around?

Answered: 17    Skipped: 4



ANSWER CHOICES	RESPONSES	
Personal vehicle	82.35%	14
Passenger in a personal vehicle	0.00%	0
Rideshare, such as Uber or Lyft	0.00%	0
Walking	0.00%	0
Biking	17.65%	3
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	0.00%	0
Other (please specify)	0.00%	0
TOTAL		17

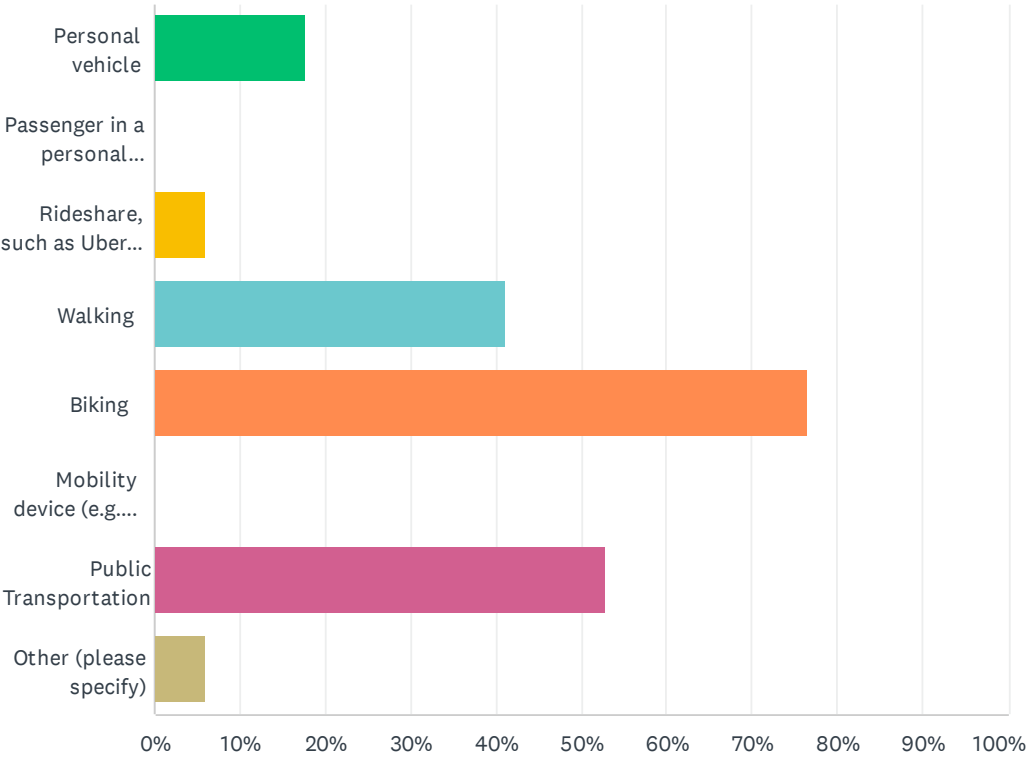
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	



Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q8 How would you want to get around?

Answered: 17 Skipped: 4



ANSWER CHOICES		RESPONSES	
Personal vehicle		17.65%	3
Passenger in a personal vehicle		0.00%	0
Rideshare, such as Uber or Lyft		5.88%	1
Walking		41.18%	7
Biking		76.47%	13
Mobility device (e.g. wheelchair)		0.00%	0
Public Transportation		52.94%	9
Other (please specify)		5.88%	1
Total Respondents: 17			

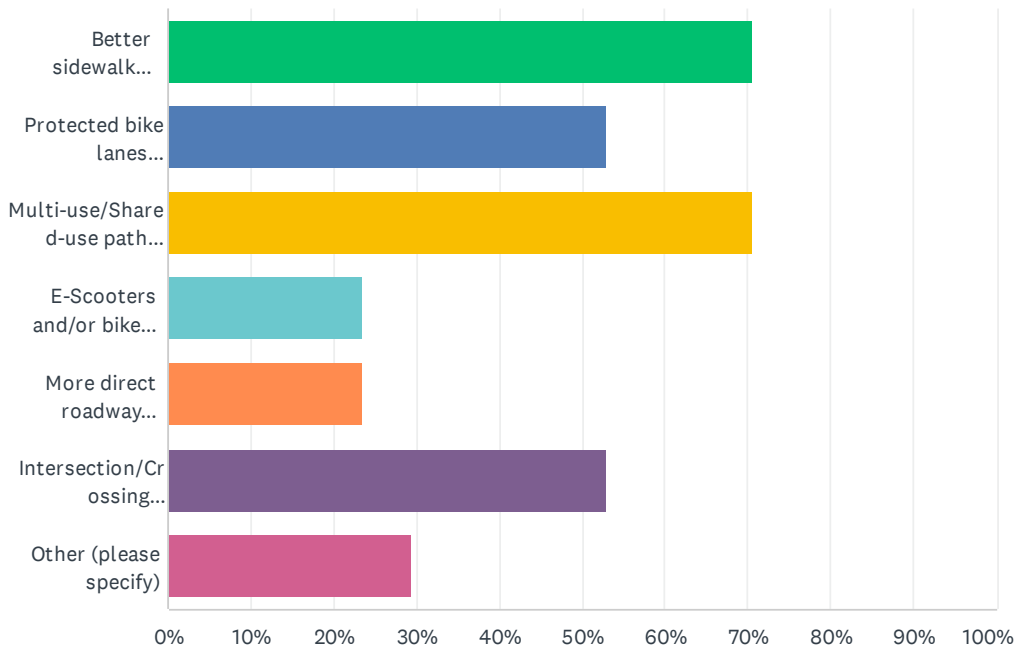
#	OTHER (PLEASE SPECIFY)	DATE
1	E-bikes and other personal mobility devices need to be emphasized in any future development decisions	6/15/2023 3:36 PM



## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q9 What mobility improvements are needed in the area to make getting around easier?

Answered: 17 Skipped: 4



ANSWER CHOICES	RESPONSES	
Better sidewalk conditions	70.59%	12
Protected bike lanes (on-street)	52.94%	9
Multi-use/Shared-use path (off-street)	70.59%	12
E-Scooters and/or bike share	23.53%	4
More direct roadway connections	23.53%	4
Intersection/Crossing improvements	52.94%	9
Other (please specify)	29.41%	5
Total Respondents: 17		

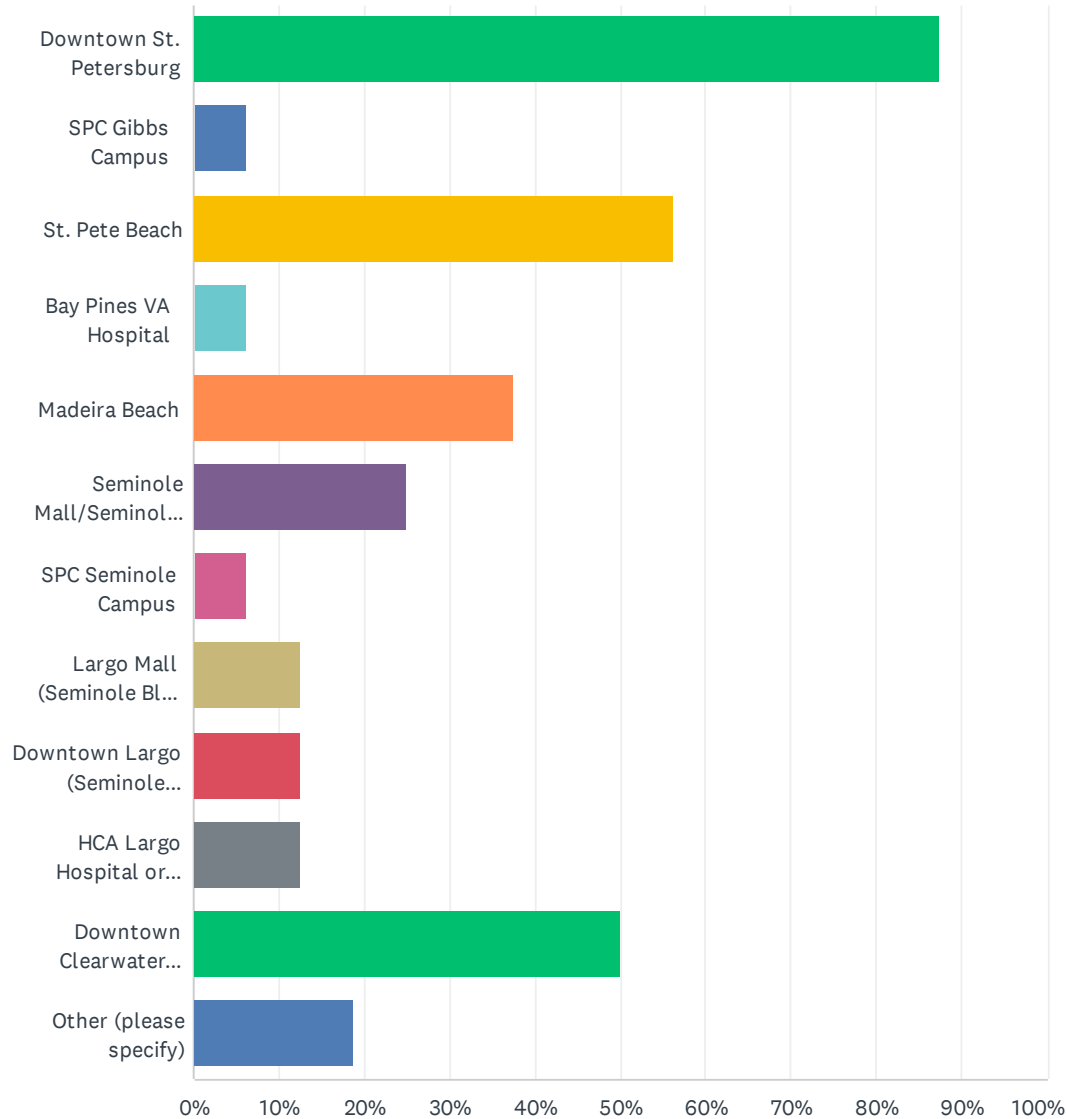
#	OTHER (PLEASE SPECIFY)	DATE
1	Better public transport around the area	7/6/2023 9:43 PM
2	Shade for sidewalks and please do not put bike lanes on such a fast-moving road. People will get hurt.	6/15/2023 3:36 PM
3	Pedestrian overpasses	6/13/2023 5:01 PM
4	More busses and BRT. A BRT line on Alt 19 would be great!!!	6/13/2023 11:47 AM
5	Possibly elevated walkways above streets/parking lots to make it easier to get from one place to another	6/12/2023 1:30 PM



Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q10 What locations outside of the Tyrone area would you want to use an enhanced bus service (i.e., higher frequency, express bus service) to travel to?

Answered: 16    Skipped: 5







## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

ANSWER CHOICES	RESPONSES	
Downtown St. Petersburg	87.50%	14
SPC Gibbs Campus	6.25%	1
St. Pete Beach	56.25%	9
Bay Pines VA Hospital	6.25%	1
Madeira Beach	37.50%	6
Seminole Mall/Seminole City Center	25.00%	4
SPC Seminole Campus	6.25%	1
Largo Mall (Seminole Blvd and Ulmerton Road)	12.50%	2
Downtown Largo (Seminole Boulevard and West Bay Drive)	12.50%	2
HCA Largo Hospital or Morton Plant Hospital	12.50%	2
Downtown Clearwater and/or Clearwater Beach	50.00%	8
Other (please specify)	18.75%	3
Total Respondents: 16		

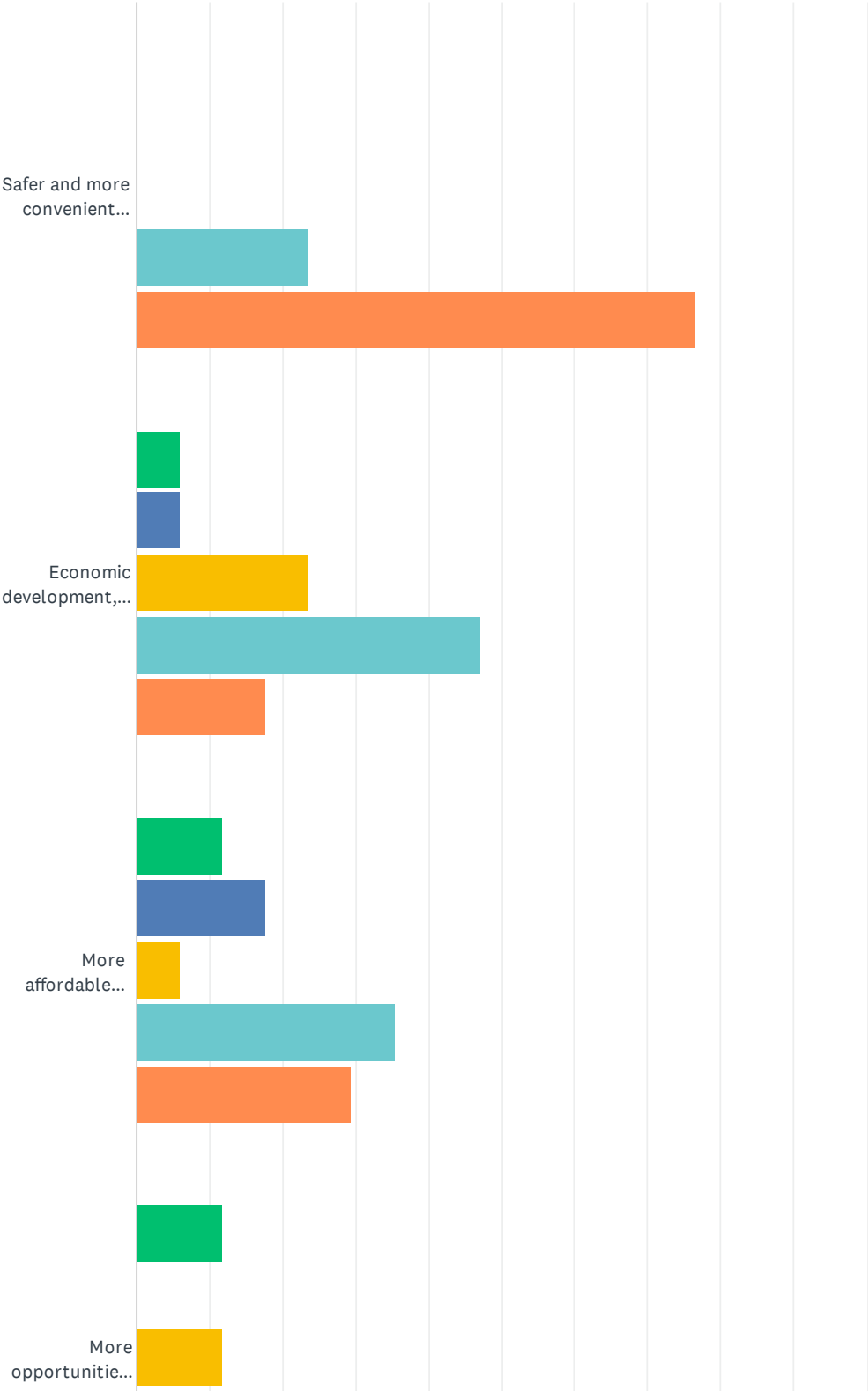
#	OTHER (PLEASE SPECIFY)	DATE
1	Gulfport	7/6/2023 9:44 PM
2	Treasure Island	6/15/2023 3:36 PM
3	Anywhere along Gulf Blvd.	6/13/2023 11:48 AM



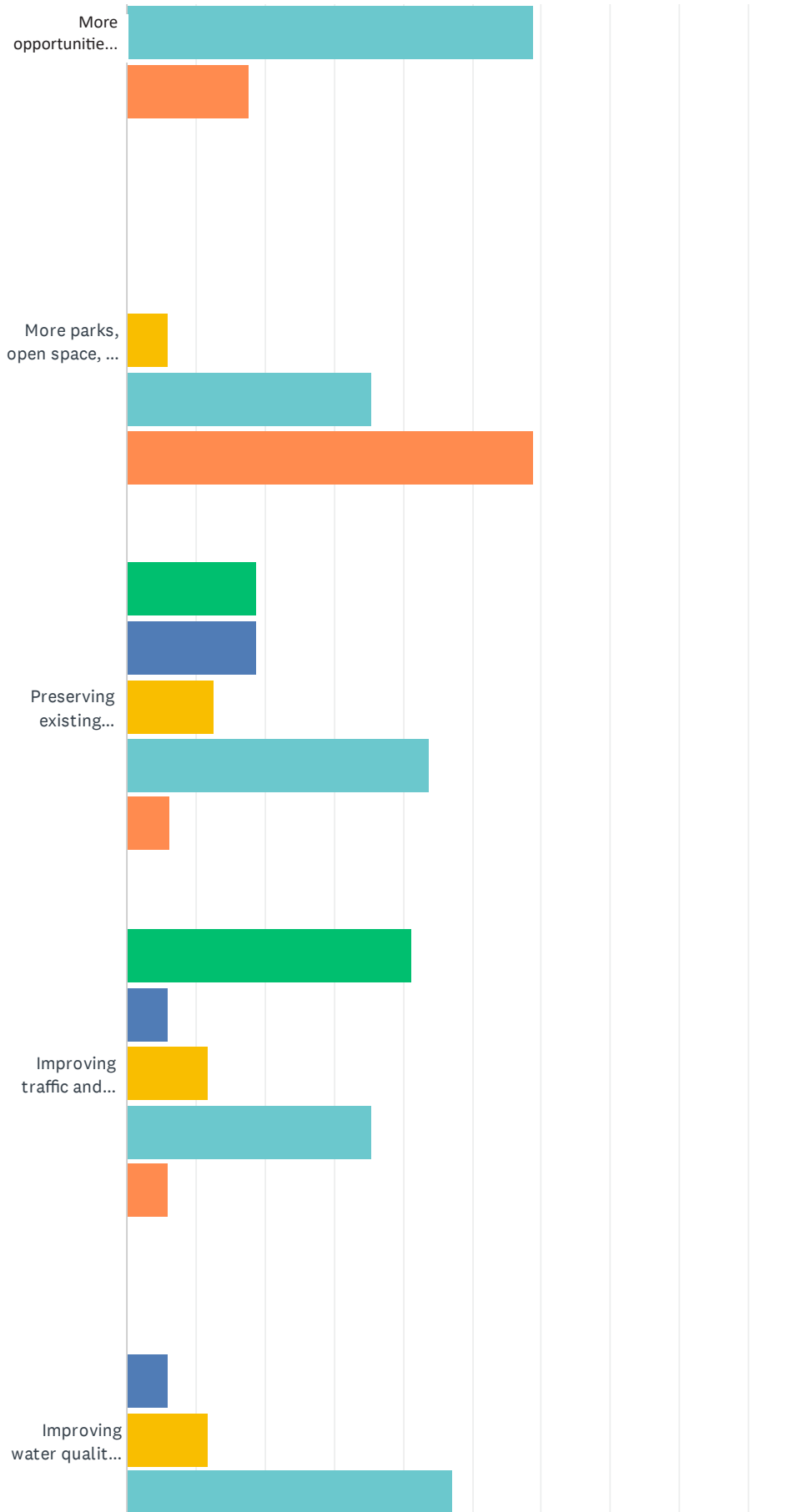
Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q11 Please indicate how important the following objectives/topics are to you, from least important (1) to most important (5).

Answered: 17    Skipped: 4

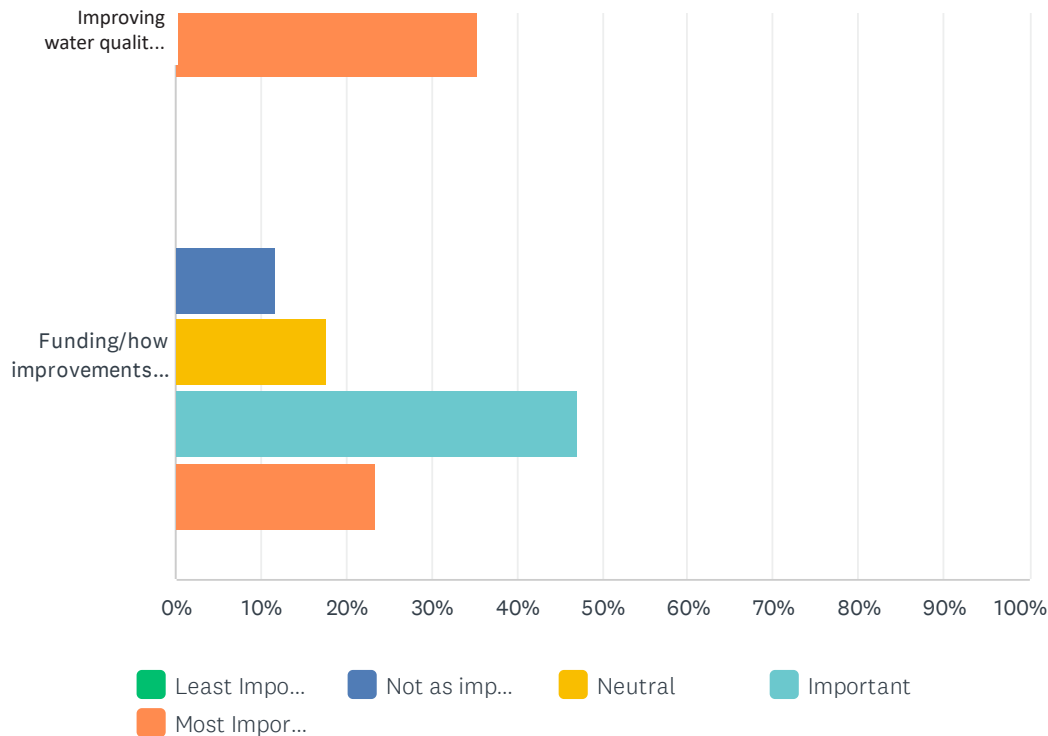


## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment





## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment



	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Safer and more convenient transportation options, such as walking, biking, and public transportation	0.00% 0	0.00% 0	0.00% 0	23.53% 4	76.47% 13	17	4.76
Economic development, job growth, and small business development	5.88% 1	5.88% 1	23.53% 4	47.06% 8	17.65% 3	17	3.65
More affordable housing options	11.76% 2	17.65% 3	5.88% 1	35.29% 6	29.41% 5	17	3.53
More opportunities and places for community events	11.76% 2	0.00% 0	11.76% 2	58.82% 10	17.65% 3	17	3.71
More parks, open space, and trails	0.00% 0	0.00% 0	5.88% 1	35.29% 6	58.82% 10	17	4.53
Preserving existing neighborhoods	18.75% 3	18.75% 3	12.50% 2	43.75% 7	6.25% 1	16	3.00
Improving traffic and roadway conditions for automobiles	41.18% 7	5.88% 1	11.76% 2	35.29% 6	5.88% 1	17	2.59
Improving water quality, air quality, flooding, and other environmental concerns	0.00% 0	5.88% 1	11.76% 2	47.06% 8	35.29% 6	17	4.12
Funding/how improvements will be paid for	0.00% 0	11.76% 2	17.65% 3	47.06% 8	23.53% 4	17	3.82





## Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

### Q12 (Optional) Please provide any additional comments or ideas you have for the Alt 19 area:

Answered: 9 Skipped: 12

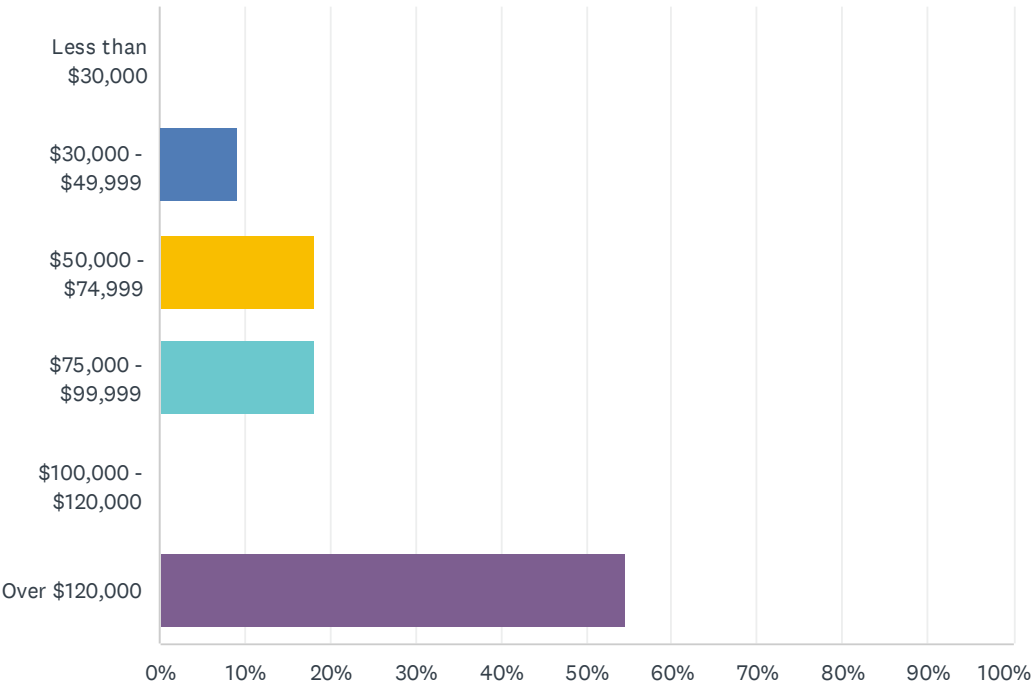
#	RESPONSES	DATE
1	Redevelop all of the surface parking lots into mixed use buildings. Re-establish the street grid with actual public streets and not private mall access roads.	8/1/2023 12:55 PM
2	Better bicycle and pedestrian infrastructure. Add trails to the many storm water right-of-ways. Higher and mixed used density instead of endless empty parking lots.	7/24/2023 7:52 PM
3	I feel that the Tyrone shopping mall and other properties along the trail including that abandoned big box store ought to be redeveloped as mixed use of residential over commercial. I have seen this pattern of development with the Belt Line in Atlanta and it is tremendous!	7/24/2023 10:14 AM
4	I hope every vehicle has its own lane so that there are no traffic jams, such as private cars hitting bicycles and so on	7/8/2023 11:23 AM
5	I would like for there to be an education and advocacy group for some type of rail project in st. Pete. And hopefully this regional rail system could incorporate those area as well as other neighborhoods, especially the ones where vehicles ownership is lower due to economical reasons	7/6/2023 9:46 PM
6	The parking lot at Tyrone Mall is an eyesore as it is always empty. Its depressing. We need to build housing near retail so people don't need to drive everywhere.	6/15/2023 3:38 PM
7	The entire length of Alt 19 should be 2 lanes + turn lane. Take the extra lanes for public transportation and bikes.	6/13/2023 11:52 AM
8	It's probably worth considering that transit along this corridor may not be the only solution to relieving congesting on Alt 19. For example, a light rail connection between St Pete, Largo, and Clearwater could draw huge amounts of traffic away from Alt 19.	6/13/2023 12:53 AM
9	Just noting I ONLY go to this area if I have to, e.g. to pick up something I ordered online from a retailer. It's an awful area, noisy, crowded, and difficult to get around. Even trying to visit a friend who lived in the area was a bad experience, because parking is so hard to find and there's no way to get there but to drive.	6/12/2023 1:34 PM



Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q15 (Optional) What is your approximate annual household income?

Answered: 11    Skipped: 10



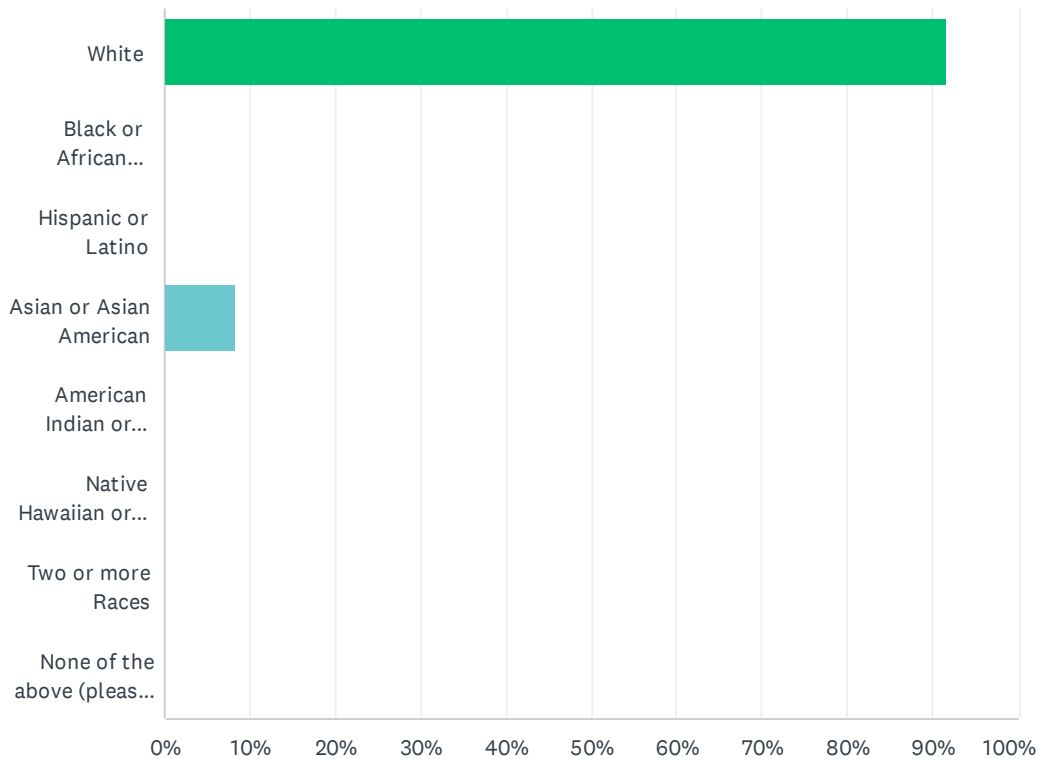
ANSWER CHOICES	RESPONSES	
Less than \$30,000	0.00%	0
\$30,000 - \$49,999	9.09%	1
\$50,000 - \$74,999	18.18%	2
\$75,000 - \$99,999	18.18%	2
\$100,000 - \$120,000	0.00%	0
Over \$120,000	54.55%	6
TOTAL		11



Results from Survey #2: Redevelopment Vision, St. Petersburg (Tyrone Blvd) Segment

Q16 (Optional) What race or ethnicity best describes you?

Answered: 12    Skipped: 9



ANSWER CHOICES		RESPONSES	
White		91.67%	11
Black or African American		0.00%	0
Hispanic or Latino		0.00%	0
Asian or Asian American		8.33%	1
American Indian or Alaska Native		0.00%	0
Native Hawaiian or other Pacific Islander		0.00%	0
Two or more Races		0.00%	0
None of the above (please specify how you identify)		0.00%	0
TOTAL			12

#	NONE OF THE ABOVE (PLEASE SPECIFY HOW YOU IDENTIFY)	DATE
	There are no responses.	



# **Responses to Survey #2: Redevelopment Vision Seminole Segment**





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q1 In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 11   Skipped: 0

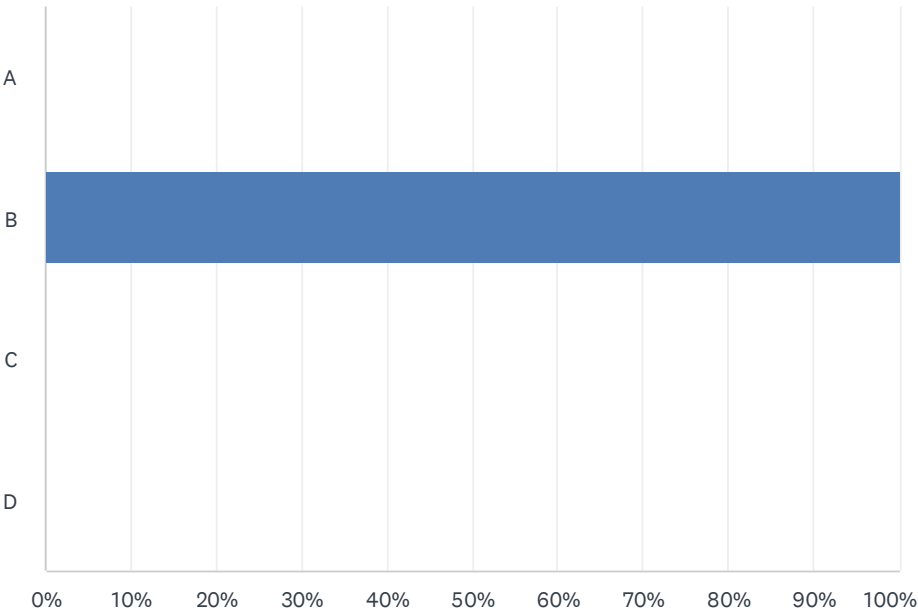
#	RESPONSES	DATE
1	33772	8/14/2023 7:13 PM
2	33778	8/11/2023 9:10 PM
3	33777	8/7/2023 1:13 PM
4	33708	8/4/2023 8:15 AM
5	33772	8/3/2023 1:19 PM
6	33772	8/3/2023 12:00 PM
7	33706	7/24/2023 10:19 AM
8	33776	6/14/2023 12:15 PM
9	33773	6/12/2023 7:27 PM
10	33708	6/12/2023 5:39 PM
11	33708	6/12/2023 5:27 PM



Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q2 Please select B as your answer choice (this question helps us verify that you are not a robot).

Answered: 7    Skipped: 4



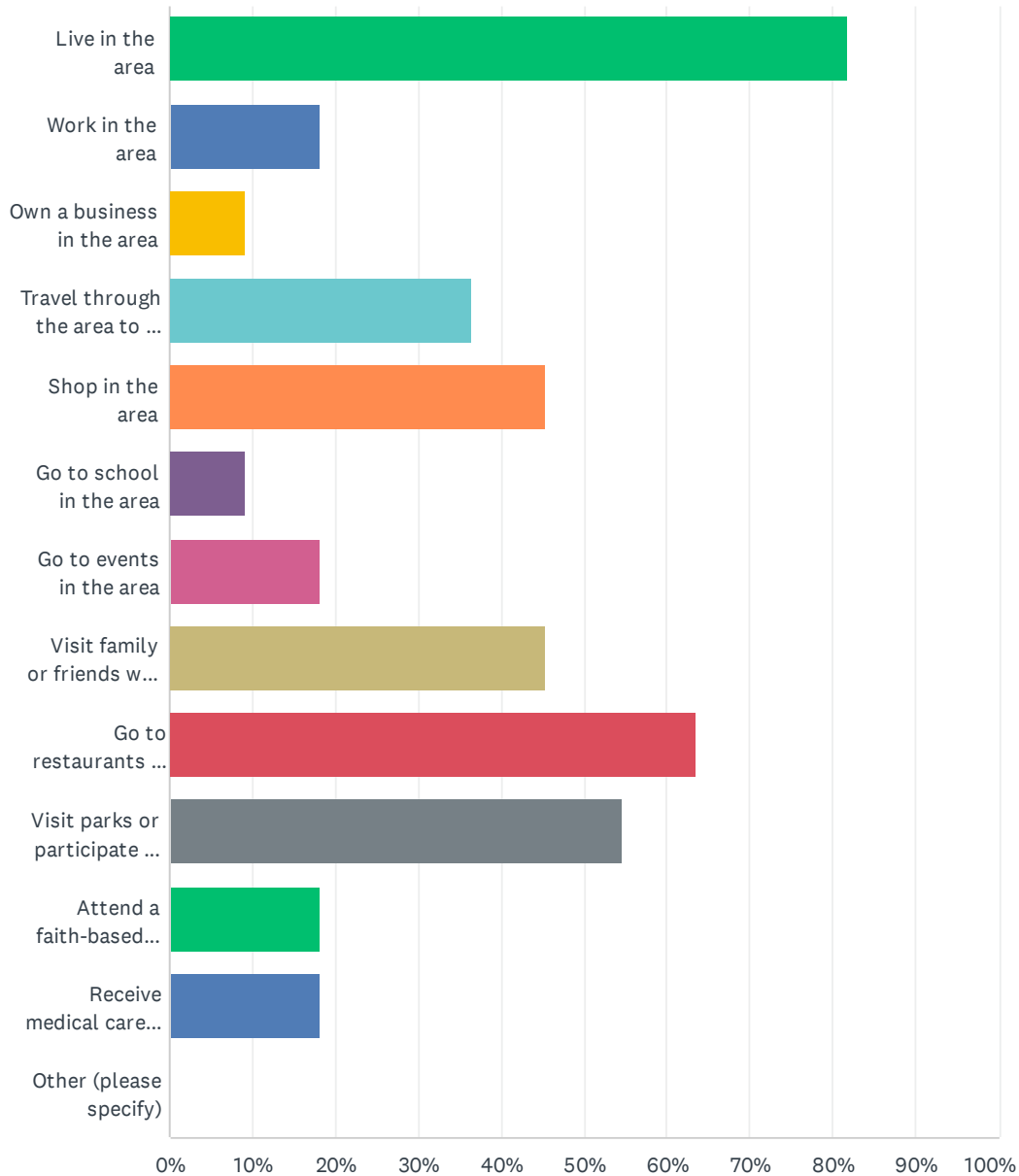
ANSWER CHOICES	RESPONSES	
A	0.00%	0
B	100.00%	7
C	0.00%	0
D	0.00%	0
TOTAL		7

*Note: This question was added on July 18, 2023, several months after the survey initially launched to protect against bot responses. Therefore, any respondents who took the survey before July 18, 2023 did not receive this question.*

## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

### Q3 Which of the following best describes your relationship to the Seminole Blvd area?

Answered: 11 Skipped: 0





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

ANSWER CHOICES	RESPONSES	
Live in the area	81.82%	9
Work in the area	18.18%	2
Own a business in the area	9.09%	1
Travel through the area to get to another destination	36.36%	4
Shop in the area	45.45%	5
Go to school in the area	9.09%	1
Go to events in the area	18.18%	2
Visit family or friends who live in the area	45.45%	5
Go to restaurants in the area	63.64%	7
Visit parks or participate in other outdoor recreational activities in the area	54.55%	6
Attend a faith-based organization in the area	18.18%	2
Receive medical care in the area	18.18%	2
Other (please specify)	0.00%	0
Total Respondents: 11		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

### Q4 What are some of your favorite places in your neighborhood or in the Seminole Blvd area?

Answered: 9 Skipped: 2

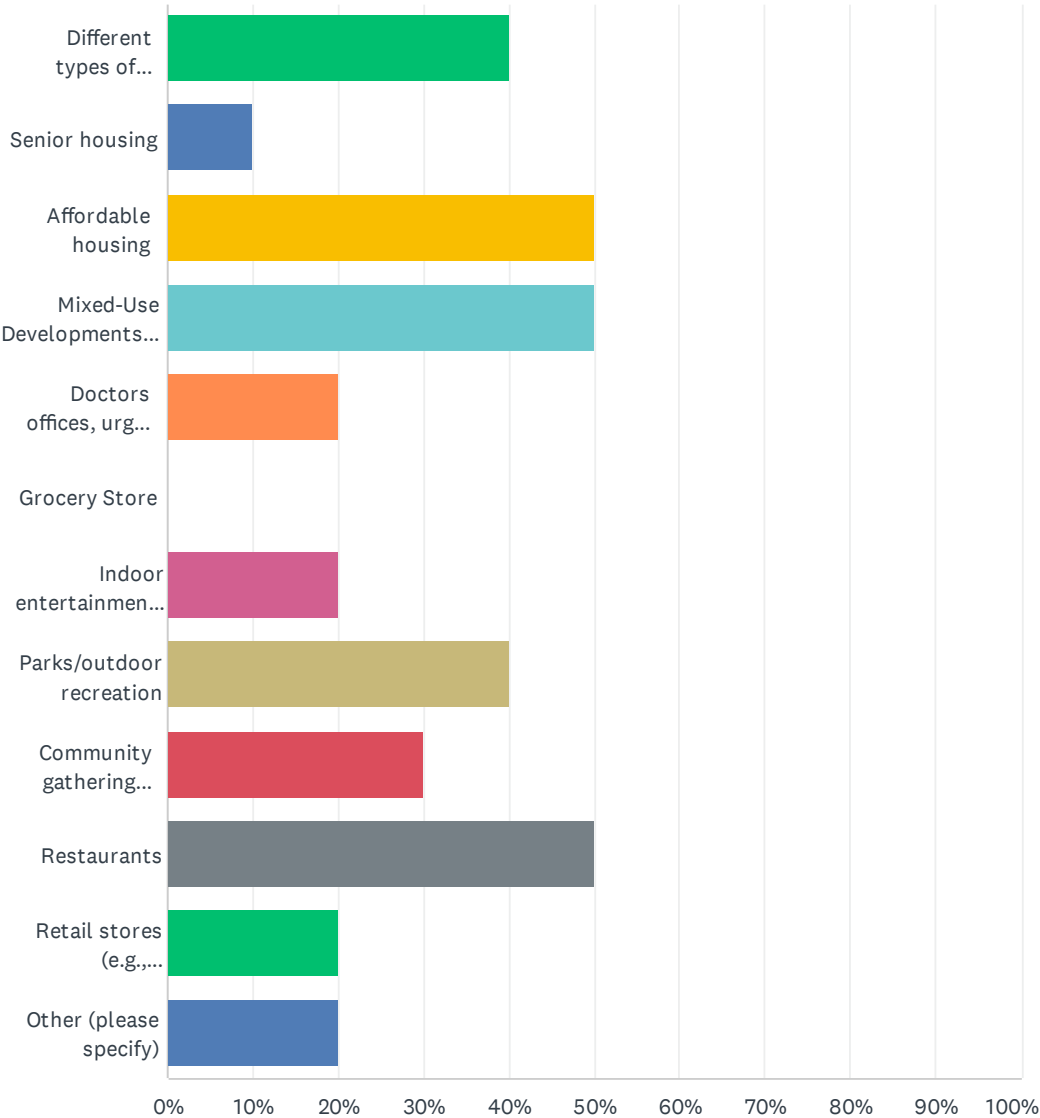
#	RESPONSES	DATE
1	Waterfront Park, Tennis Park, City of Seminole Park, Pinellas Trail, Local Businesses and Community Events	8/14/2023 7:14 PM
2	Restaurants	8/11/2023 9:11 PM
3	Shopping areas and restaurants, Barracuda Cafe (small family owned and good!)	8/7/2023 1:14 PM
4	Seminole City Center, SPC Seminole Campus, Seminole City Hall, Seminole Library	8/4/2023 8:16 AM
5	Seminole City Center, Waterfront Park, Apple Butter Cafe, Sprouts, Aldi	8/3/2023 1:20 PM
6	Winn Dixie, Zom Hees,	8/3/2023 12:02 PM
7	The Pinellas Trail	7/24/2023 10:20 AM
8	County parks	6/14/2023 12:17 PM
9	Crunch fitness, Seminole park, doc fords, bay pines va,	6/12/2023 5:40 PM



Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q5 What does this area need more of?

Answered: 10    Skipped: 1





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

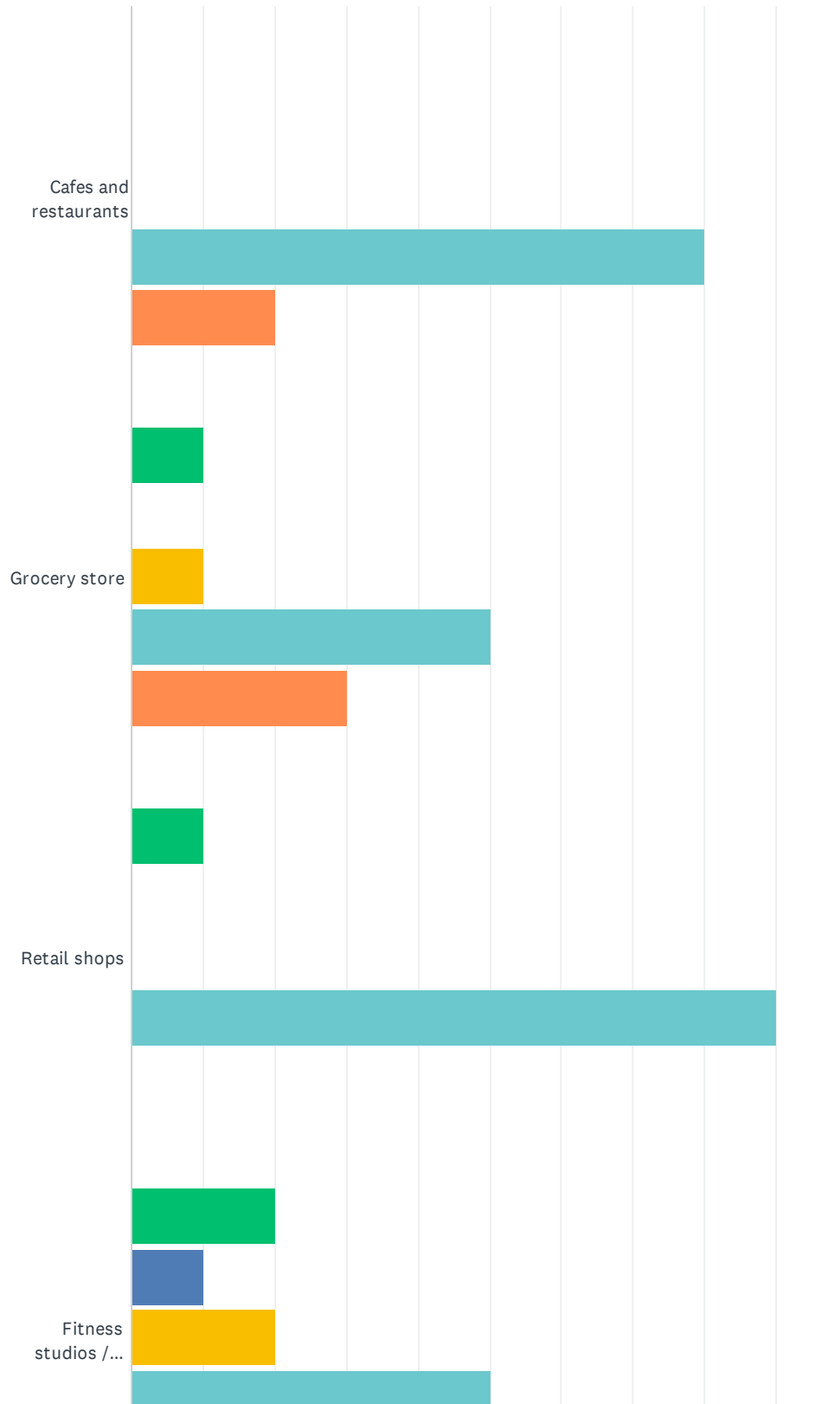
ANSWER CHOICES	RESPONSES	
Different types of housing (e.g. townhomes, apartments, duplexes, fourplexes, etc.)	40.00%	4
Senior housing	10.00%	1
Affordable housing	50.00%	5
Mixed-Use Developments (retail/cafes on the ground floor and residential above)	50.00%	5
Doctors offices, urgent care, or other health services	20.00%	2
Grocery Store	0.00%	0
Indoor entertainment/recreation, such as a movie theater, indoor rock climbing, arcade, etc.	20.00%	2
Parks/outdoor recreation	40.00%	4
Community gathering places, such as a community/rec center, community garden, etc.	30.00%	3
Restaurants	50.00%	5
Retail stores (e.g., clothing, books, hobby shops, etc.)	20.00%	2
Other (please specify)	20.00%	2
Total Respondents: 10		

#	OTHER (PLEASE SPECIFY)	DATE
1	A centralized feel of a "downtown". Seminole is pretty much segmented by housing developments with no "downtown".	6/14/2023 12:21 PM
2	Expressway that goes east west to make getting to Tampa area and tpa easier.	6/12/2023 5:41 PM

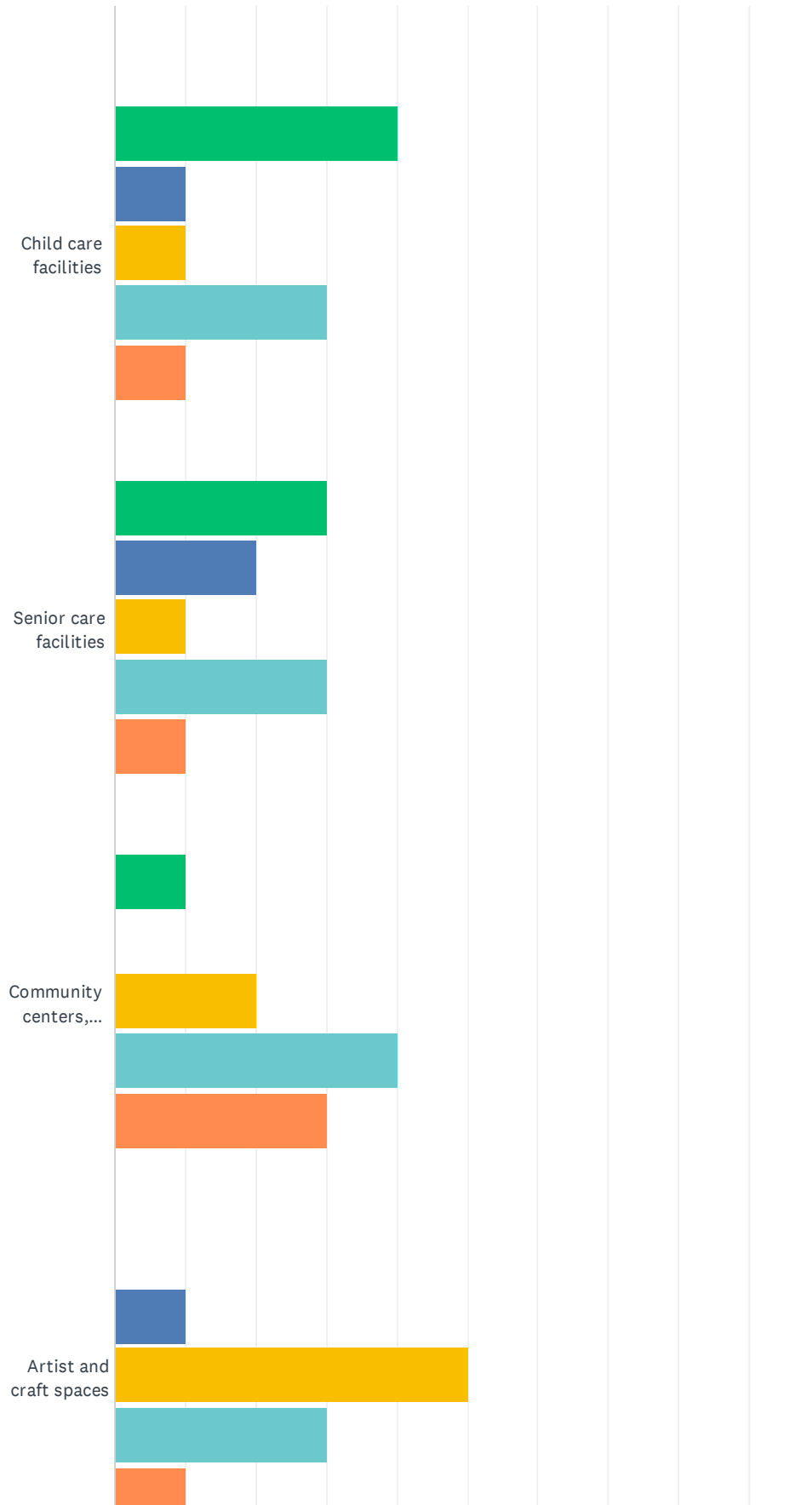
## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

### Q6 What types of places are important to you?

Answered: 10 Skipped: 1

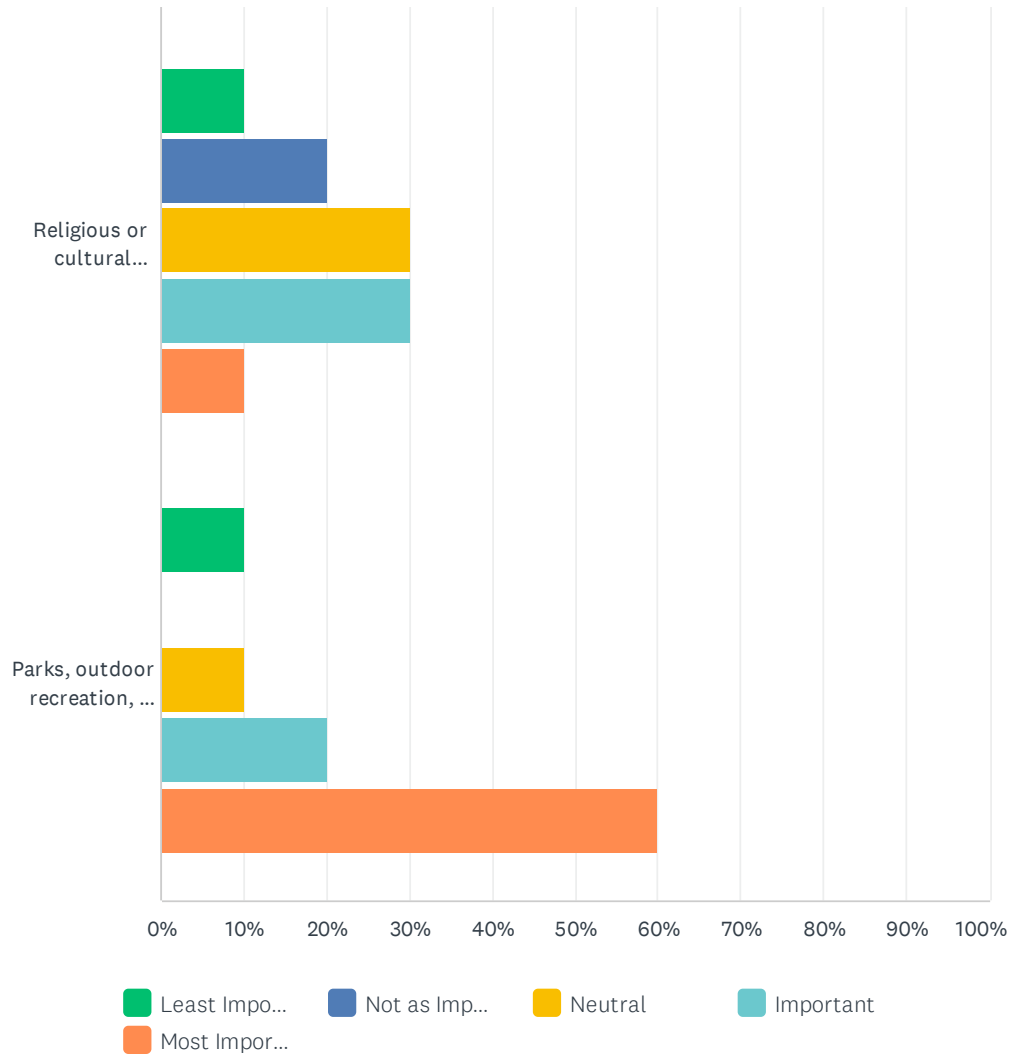


## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

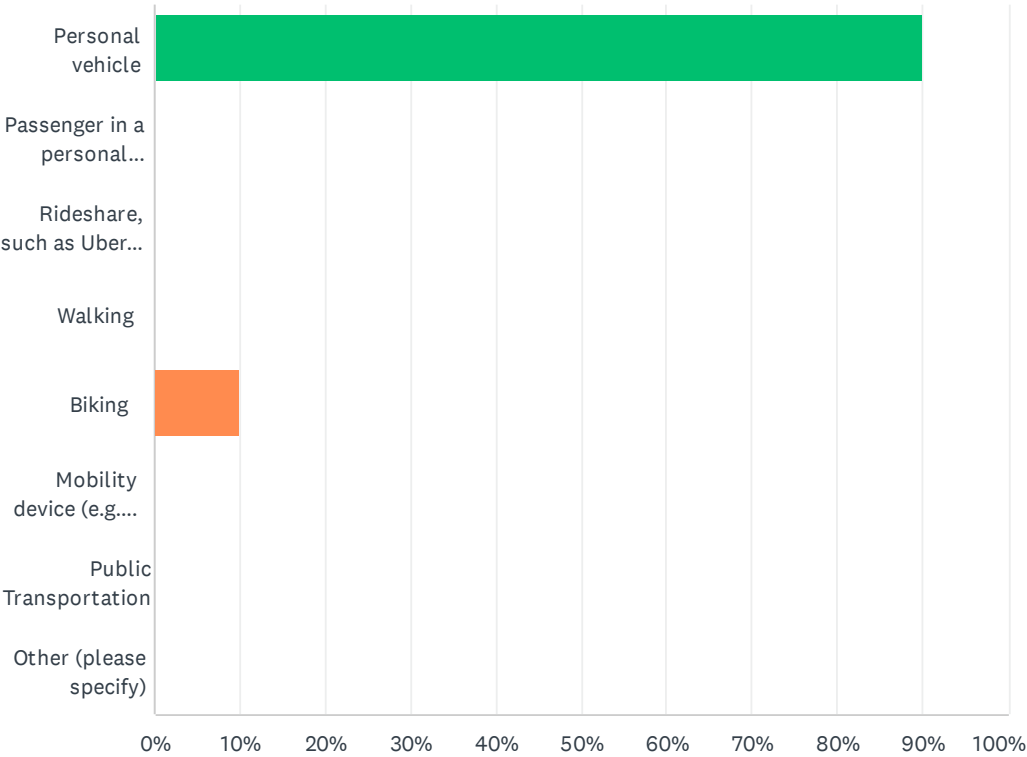
	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Cafes and restaurants	0.00% 0	0.00% 0	0.00% 0	80.00% 8	20.00% 2	10	4.20
Grocery store	10.00% 1	0.00% 0	10.00% 1	50.00% 5	30.00% 3	10	3.90
Retail shops	10.00% 1	0.00% 0	0.00% 0	90.00% 9	0.00% 0	10	3.70
Fitness studios / indoor gyms	20.00% 2	10.00% 1	20.00% 2	50.00% 5	0.00% 0	10	3.00
Child care facilities	40.00% 4	10.00% 1	10.00% 1	30.00% 3	10.00% 1	10	2.60
Senior care facilities	30.00% 3	20.00% 2	10.00% 1	30.00% 3	10.00% 1	10	2.70
Community centers, recreation centers, public libraries	10.00% 1	0.00% 0	20.00% 2	40.00% 4	30.00% 3	10	3.80
Artist and craft spaces	0.00% 0	10.00% 1	50.00% 5	30.00% 3	10.00% 1	10	3.40
Religious or cultural institution	10.00% 1	20.00% 2	30.00% 3	30.00% 3	10.00% 1	10	3.10
Parks, outdoor recreation, and natural areas	10.00% 1	0.00% 0	10.00% 1	20.00% 2	60.00% 6	10	4.20



Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q7 When traveling in the area, how do you usually get around?

Answered: 10    Skipped: 1



ANSWER CHOICES	RESPONSES	
Personal vehicle	90.00%	9
Passenger in a personal vehicle	0.00%	0
Rideshare, such as Uber or Lyft	0.00%	0
Walking	0.00%	0
Biking	10.00%	1
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	0.00%	0
Other (please specify)	0.00%	0
TOTAL		10

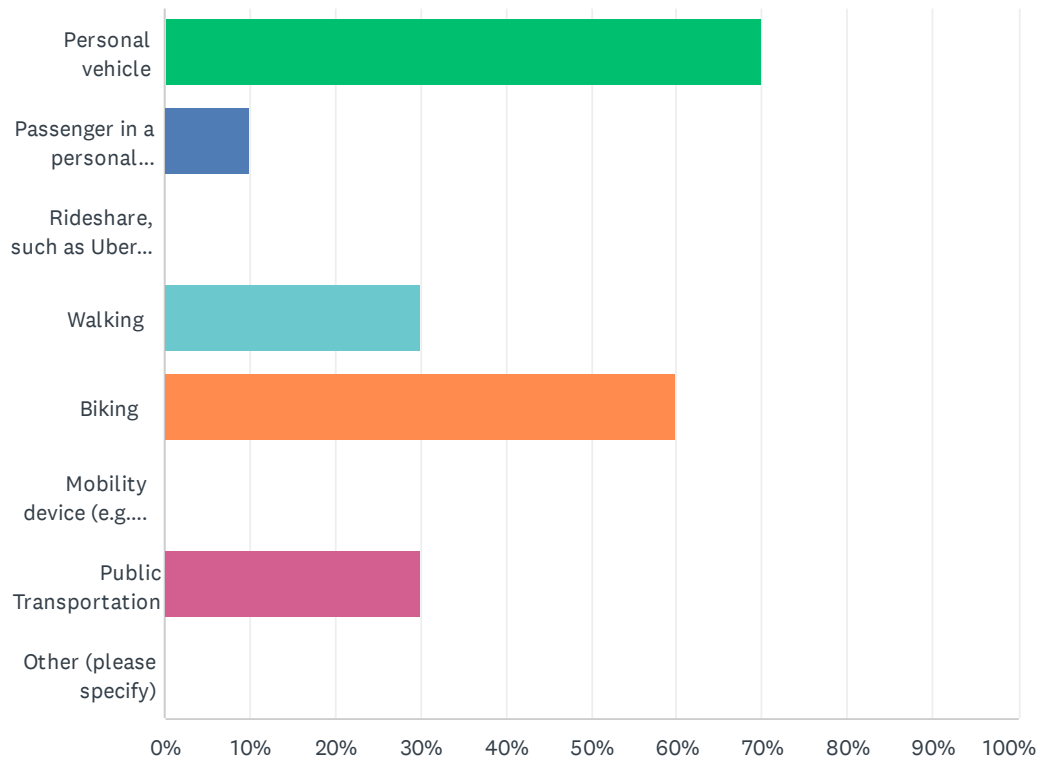
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	



## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

### Q8 How would you want to get around?

Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES	
Personal vehicle	70.00%	7
Passenger in a personal vehicle	10.00%	1
Rideshare, such as Uber or Lyft	0.00%	0
Walking	30.00%	3
Biking	60.00%	6
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	30.00%	3
Other (please specify)	0.00%	0
Total Respondents: 10		

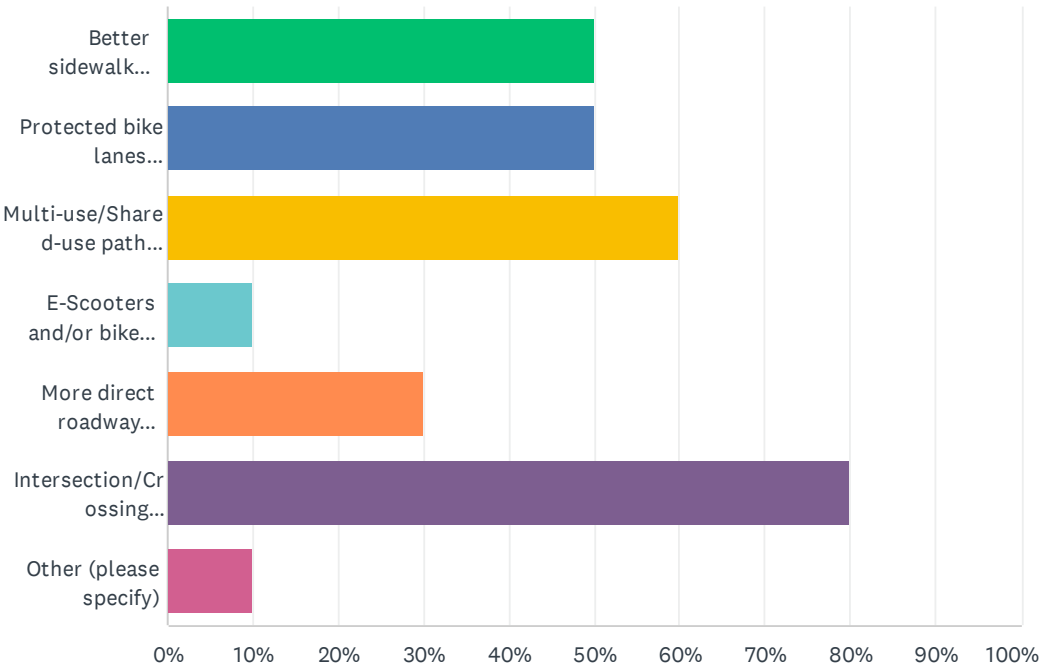
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	



Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q9 What mobility improvements are needed in the area to make getting around easier?

Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES	
Better sidewalk conditions	50.00%	5
Protected bike lanes (on-street)	50.00%	5
Multi-use/Shared-use path (off-street)	60.00%	6
E-Scooters and/or bike share	10.00%	1
More direct roadway connections	30.00%	3
Intersection/Crossing improvements	80.00%	8
Other (please specify)	10.00%	1
Total Respondents: 10		

#	OTHER (PLEASE SPECIFY)	DATE
1	Bike riders should be forced to stay in bike lanes going on the correct side of street	8/3/2023 12:07 PM

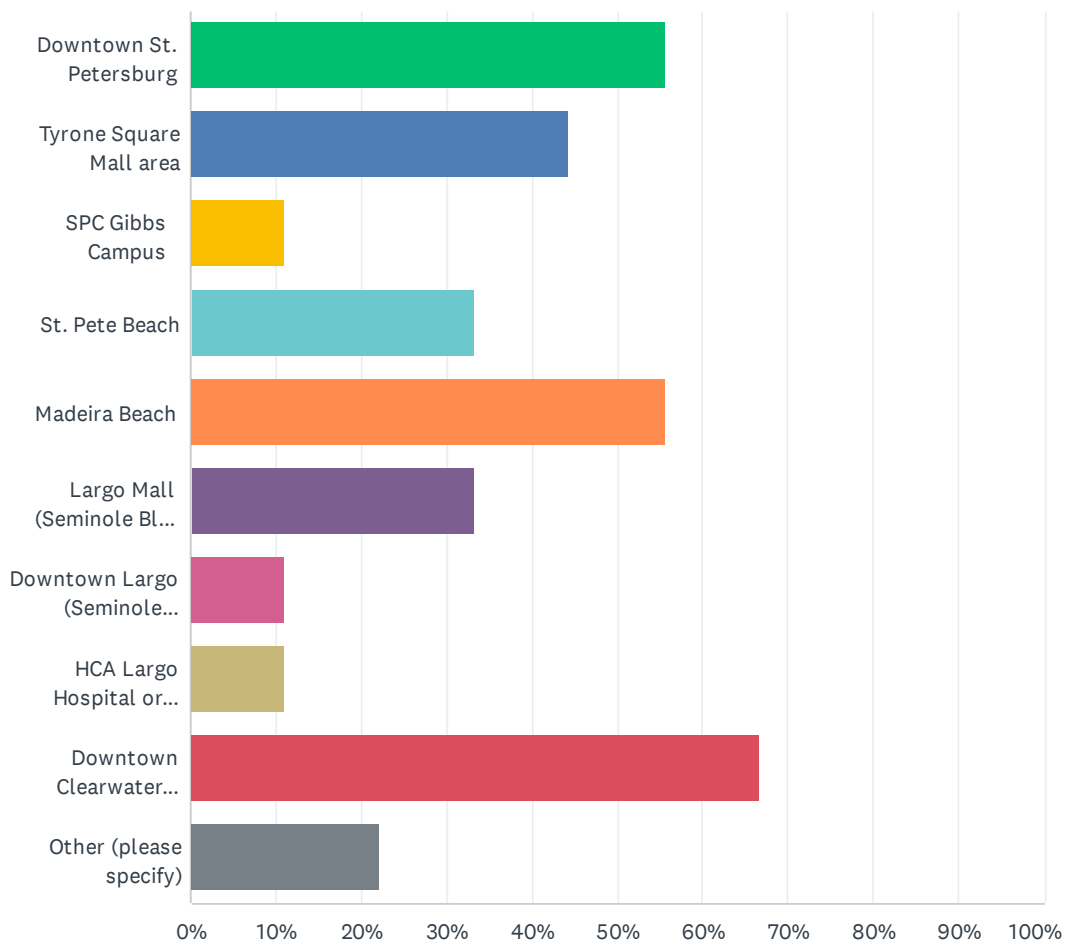




## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q10 What locations outside of the Seminole area would you want to use an enhanced bus service (i.e., higher frequency, express bus service) to travel to?

Answered: 9 Skipped: 2





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

ANSWER CHOICES	RESPONSES	
Downtown St. Petersburg	55.56%	5
Tyrone Square Mall area	44.44%	4
SPC Gibbs Campus	11.11%	1
St. Pete Beach	33.33%	3
Madeira Beach	55.56%	5
Largo Mall (Seminole Blvd and Ulmerton Road)	33.33%	3
Downtown Largo (Seminole Boulevard and West Bay Drive)	11.11%	1
HCA Largo Hospital or Morton Plant Hospital	11.11%	1
Downtown Clearwater and/or Clearwater Beach	66.67%	6
Other (please specify)	22.22%	2
Total Respondents: 9		

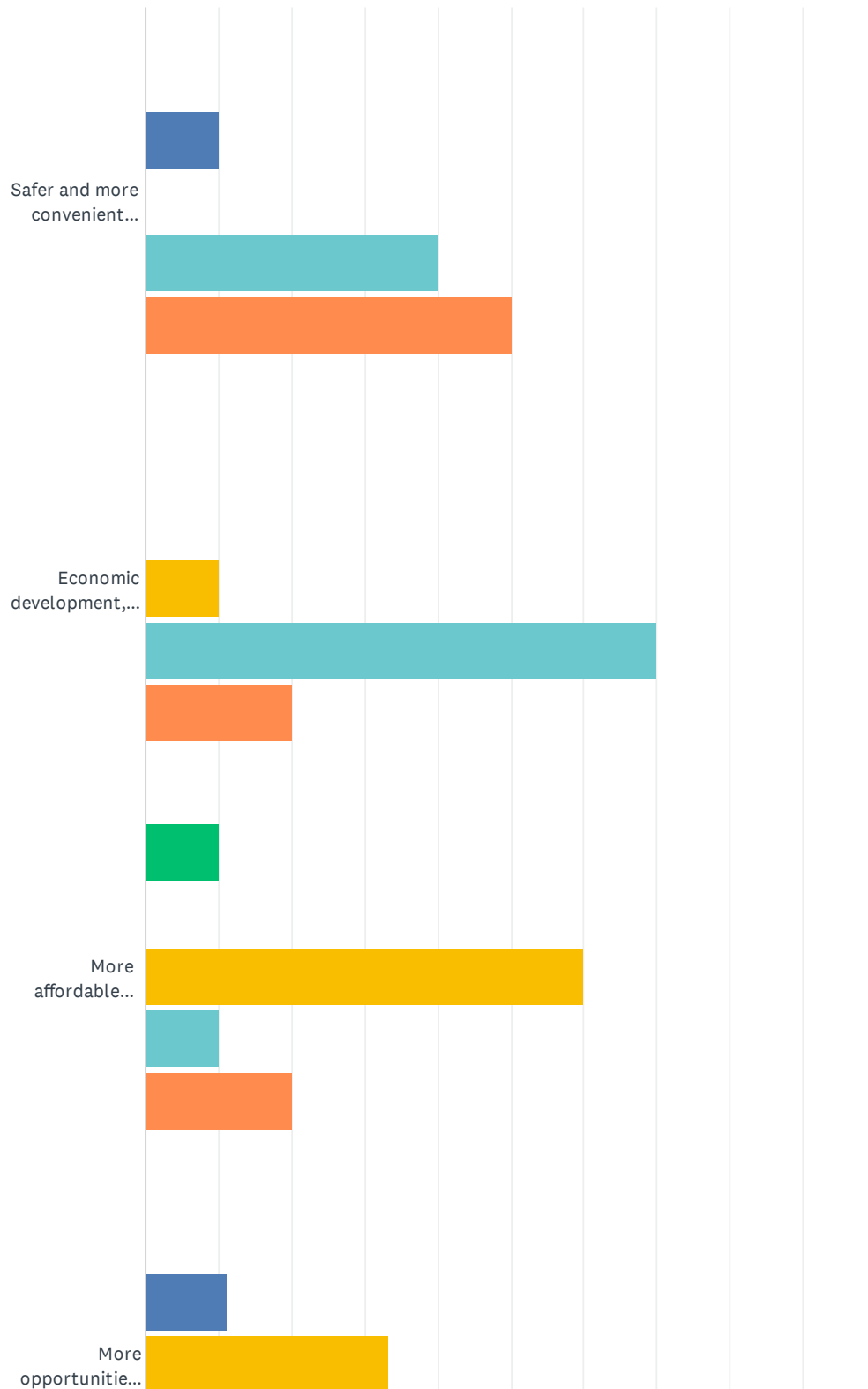
#	OTHER (PLEASE SPECIFY)	DATE
1	SPC Seminole Campus	8/4/2023 8:18 AM
2	TPA, PIE, Amalie arena, arsenal area.	6/12/2023 5:43 PM



## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

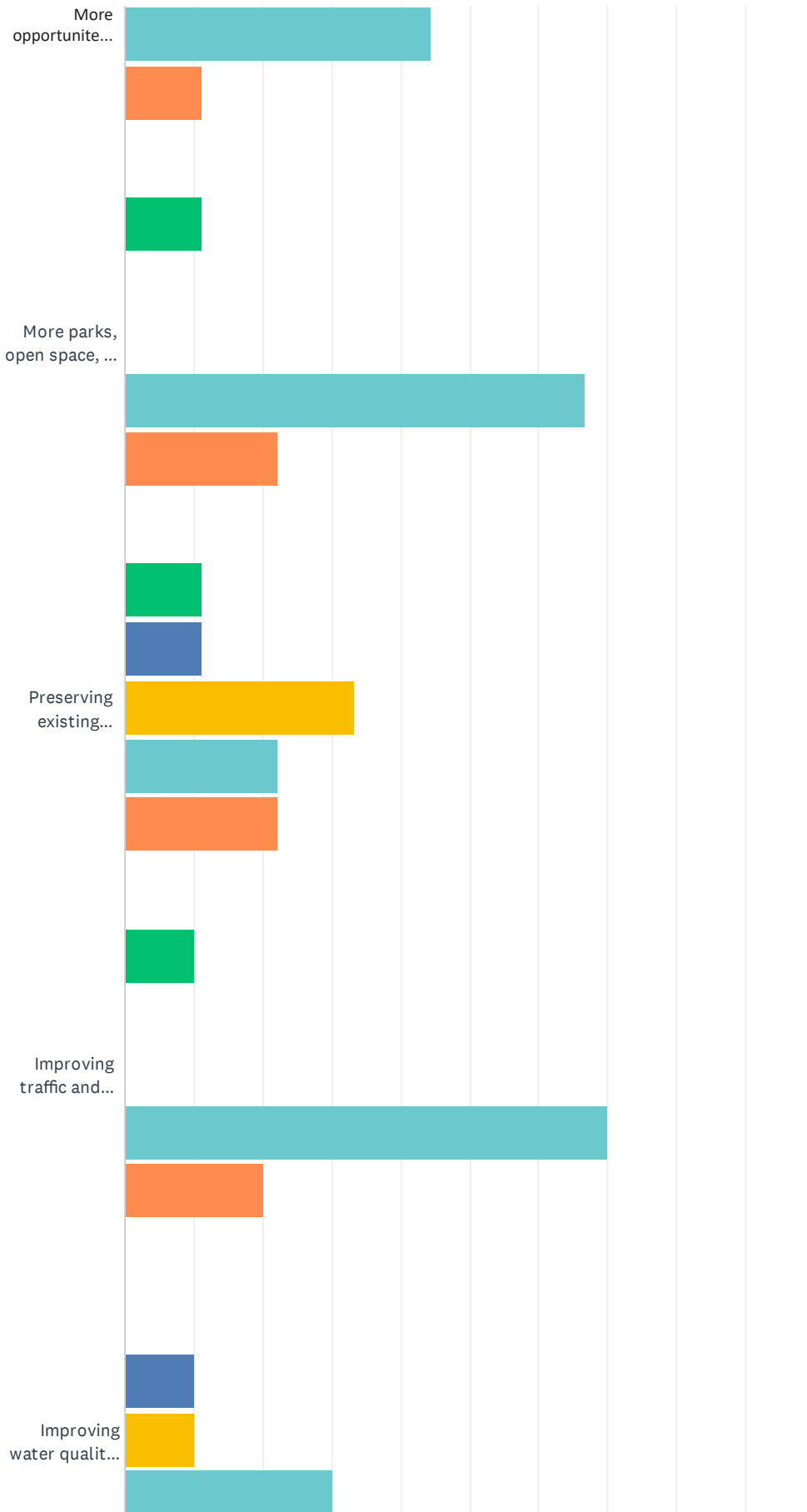
Q11 Please indicate how important the following objectives/topics are to you, from least important (1) to most important (5).

Answered: 10 Skipped: 1



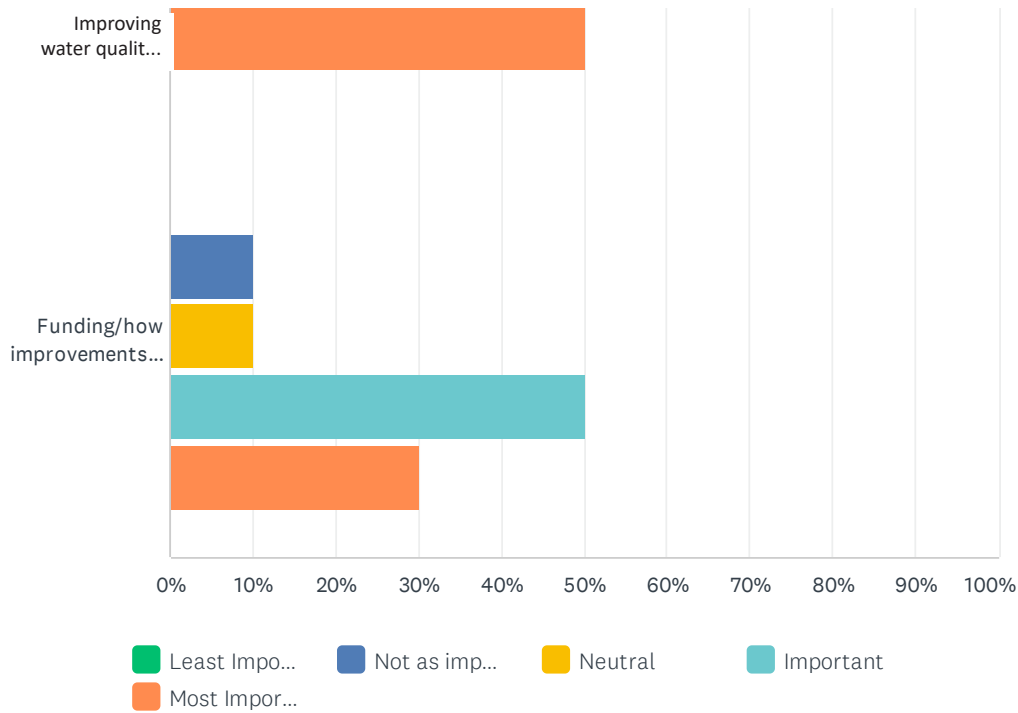


## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment



	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Safer and more convenient transportation options, such as walking, biking, and public transportation	0.00% 0	10.00% 1	0.00% 0	40.00% 4	50.00% 5	10	4.30
Economic development, job growth, and small business development	0.00% 0	0.00% 0	10.00% 1	70.00% 7	20.00% 2	10	4.10
More affordable housing options	10.00% 1	0.00% 0	60.00% 6	10.00% 1	20.00% 2	10	3.30
More opportunities and places for community events	0.00% 0	11.11% 1	33.33% 3	44.44% 4	11.11% 1	9	3.56
More parks, open space, and trails	11.11% 1	0.00% 0	0.00% 0	66.67% 6	22.22% 2	9	3.89
Preserving existing neighborhoods	11.11% 1	11.11% 1	33.33% 3	22.22% 2	22.22% 2	9	3.33
Improving traffic and roadway conditions for automobiles	10.00% 1	0.00% 0	0.00% 0	70.00% 7	20.00% 2	10	3.90
Improving water quality, air quality, flooding, and other environmental concerns	0.00% 0	10.00% 1	10.00% 1	30.00% 3	50.00% 5	10	4.20
Funding/how improvements will be paid for	0.00% 0	10.00% 1	10.00% 1	50.00% 5	30.00% 3	10	4.00





## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q12 (Optional) Please provide any additional comments or ideas you have for the Alt 19 area:

Answered: 3    Skipped: 8

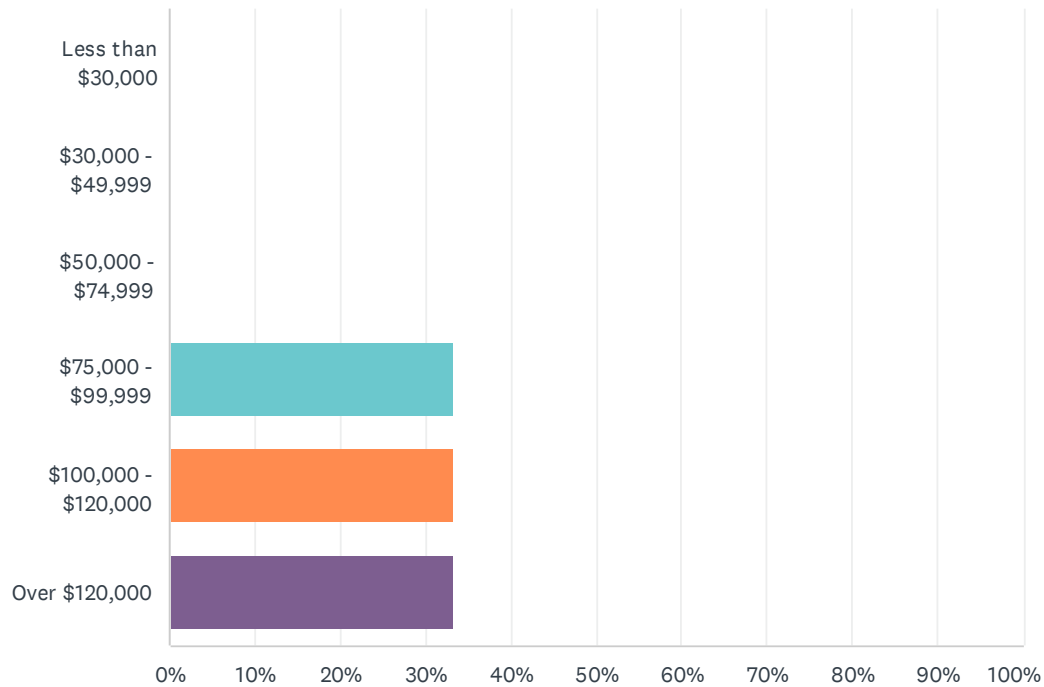
#	RESPONSES	DATE
1	Visually need to improve the look as well. This might help slow people down	8/7/2023 1:18 PM
2	The Pinellas Trail through Seminole, unlike in Dunedin, lacks none of the retail, dining, and other option fronting the trail. I'd also urge the city to look at the Atlanta Beltway for an example of how to build mixed use developments along a bike trail. Also, that Seminole Town Center, and the nearby strip malls, is a total missed opportunity for walkable mixed use development. Everyone needs to drive there because it does not include mixed use components. Again, what a missed opportunity.	7/24/2023 10:26 AM
3	No right turn on red sign activated by pedestrian or cyclist.	6/14/2023 12:30 PM



## Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

### Q15 (Optional) What is your approximate annual household income?

Answered: 3   Skipped: 8



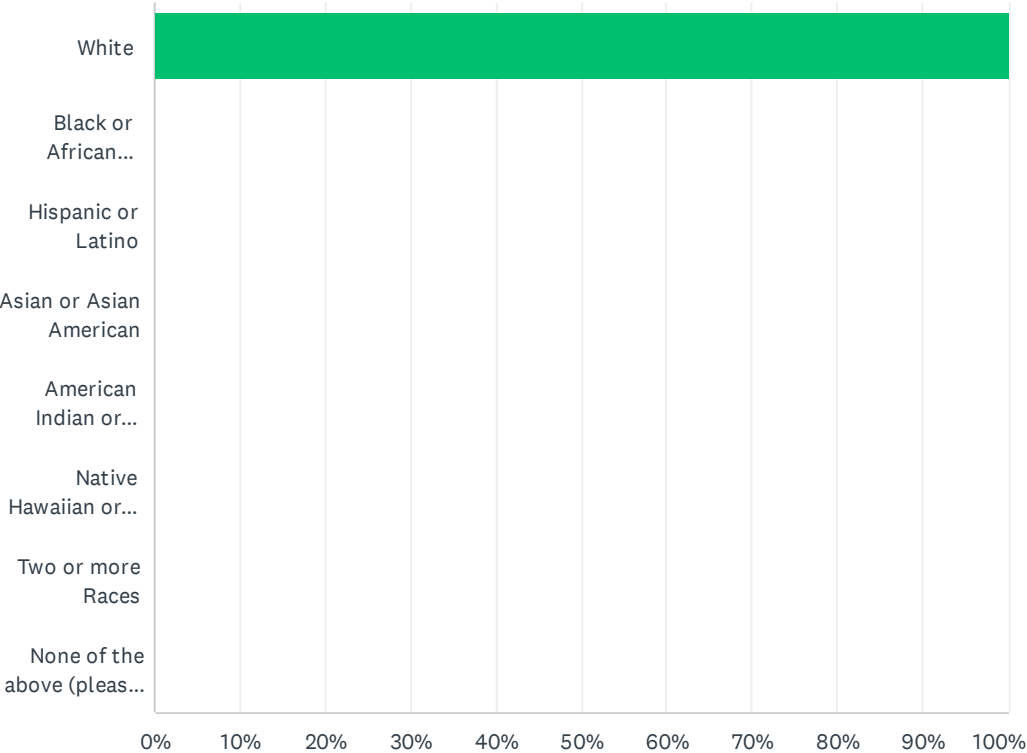
ANSWER CHOICES	RESPONSES	
Less than \$30,000	0.00%	0
\$30,000 - \$49,999	0.00%	0
\$50,000 - \$74,999	0.00%	0
\$75,000 - \$99,999	33.33%	1
\$100,000 - \$120,000	33.33%	1
Over \$120,000	33.33%	1
TOTAL		3



Results from Survey #2: Redevelopment Vision, Seminole (Seminole Blvd) Segment

Q16 (Optional) What race or ethnicity best describes you?

Answered: 4    Skipped: 7



ANSWER CHOICES		RESPONSES	
White		100.00%	4
Black or African American		0.00%	0
Hispanic or Latino		0.00%	0
Asian or Asian American		0.00%	0
American Indian or Alaska Native		0.00%	0
Native Hawaiian or other Pacific Islander		0.00%	0
Two or more Races		0.00%	0
None of the above (please specify how you identify)		0.00%	0
TOTAL			4

#	NONE OF THE ABOVE (PLEASE SPECIFY HOW YOU IDENTIFY)	DATE
	There are no responses.	



# **Responses to Survey #2: Redevelopment Vision Largo Segment**



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

Q1 In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 132 Skipped: 0

#	RESPONSES	DATE
1	33770	6/25/2023 7:54 PM
2	33770	6/25/2023 1:27 PM
3	33771	6/25/2023 12:05 PM
4	33770	6/25/2023 6:46 AM
5	33770	6/21/2023 11:31 PM
6	33755	6/21/2023 12:17 PM
7	33770	6/19/2023 8:10 PM
8	33770	6/19/2023 12:38 PM
9	33770	6/18/2023 9:30 PM
10	33710	6/14/2023 6:45 AM
11	33770	6/13/2023 8:42 PM
12	33770	6/13/2023 3:37 PM
13	33778	6/13/2023 3:03 PM
14	33778	6/13/2023 11:38 AM
15	33782	6/13/2023 9:24 AM
16	34685	6/13/2023 8:32 AM
17	33770	6/12/2023 5:29 PM
18	33756	6/12/2023 12:14 PM
19	33777	6/12/2023 11:07 AM
20	33771	6/12/2023 10:54 AM
21	33707	6/10/2023 11:45 PM
22	33772	6/10/2023 8:38 AM
23	33771	6/9/2023 1:34 PM
24	33773	6/9/2023 1:14 PM
25	33776	6/8/2023 10:55 PM
26	33770	6/8/2023 10:10 PM
27	33756	6/8/2023 9:52 AM
28	33770	6/8/2023 9:33 AM
29	33771	6/8/2023 8:49 AM
30	33776	6/8/2023 8:28 AM
31	33785	6/7/2023 11:00 PM





## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

32	33771	6/7/2023 10:09 PM
33	33778	6/7/2023 9:09 PM
34	33771	6/7/2023 6:53 PM
35	33771	6/7/2023 5:15 PM
36	33771	6/7/2023 3:19 PM
37	33771	6/7/2023 2:14 PM
38	33770	6/7/2023 2:14 PM
39	33770	6/7/2023 1:30 PM
40	33773	6/7/2023 12:58 PM
41	33770	6/7/2023 12:38 PM
42	33755	6/7/2023 12:17 PM
43	33756	6/7/2023 12:15 PM
44	33774	6/7/2023 8:28 AM
45	33755	6/7/2023 8:10 AM
46	33756	6/7/2023 6:10 AM
47	33770	6/7/2023 12:40 AM
48	33756	6/6/2023 11:44 PM
49	33778	6/6/2023 11:41 PM
50	33770	6/6/2023 11:03 PM
51	34698	6/6/2023 10:43 PM
52	33756	6/6/2023 10:23 PM
53	33773	6/6/2023 9:58 PM
54	33770	6/6/2023 9:52 PM
55	33771	6/6/2023 9:44 PM
56	33771	6/6/2023 9:13 PM
57	33770	6/6/2023 9:06 PM
58	33770	6/6/2023 8:40 PM
59	33770	6/6/2023 8:12 PM
60	33778	6/6/2023 6:34 PM
61	33770	6/6/2023 5:12 PM
62	33773	6/6/2023 5:04 PM
63	33774	6/6/2023 4:32 PM
64	33770	6/6/2023 4:24 PM
65	33778	6/6/2023 3:35 PM
66	33773	6/6/2023 3:11 PM
67	33773	6/6/2023 3:08 PM
68	33770	6/6/2023 2:49 PM
69	33771	6/6/2023 2:22 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

70	33771	6/6/2023 1:39 PM
71	33773	6/6/2023 1:35 PM
72	33770	6/6/2023 1:31 PM
73	33779	6/6/2023 1:29 PM
74	33771	6/6/2023 1:09 PM
75	33770	6/6/2023 12:23 PM
76	33773	6/6/2023 12:20 PM
77	33774	6/6/2023 12:18 PM
78	33771	6/6/2023 12:11 PM
79	33756	6/6/2023 12:09 PM
80	33773	6/6/2023 12:04 PM
81	33773	6/6/2023 11:55 AM
82	33773	6/6/2023 11:54 AM
83	33774	6/6/2023 11:30 AM
84	33770	6/6/2023 11:17 AM
85	33770	6/6/2023 10:56 AM
86	33770	6/6/2023 10:55 AM
87	33773	6/6/2023 10:39 AM
88	33771	6/6/2023 10:32 AM
89	33774	6/6/2023 10:31 AM
90	33770	6/6/2023 10:26 AM
91	33771	6/6/2023 10:25 AM
92	33770	6/6/2023 9:56 AM
93	33771	6/6/2023 9:55 AM
94	33771	6/6/2023 9:50 AM
95	33770	6/6/2023 9:35 AM
96	33764	6/6/2023 9:27 AM
97	33770	6/6/2023 9:27 AM
98	33756	6/6/2023 9:25 AM
99	33756	6/6/2023 9:24 AM
100	33770	6/6/2023 8:34 AM
101	33708	6/6/2023 8:24 AM
102	33710	6/5/2023 10:44 PM
103	33755	6/5/2023 8:04 PM
104	33770	5/25/2023 9:29 AM
105	33770	5/25/2023 9:22 AM
106	33770	5/25/2023 9:16 AM
107	33770	5/25/2023 9:12 AM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

108	33770	5/25/2023 9:00 AM
109	33770	5/25/2023 8:57 AM
110	33770	5/25/2023 8:43 AM
111	33770	5/25/2023 8:39 AM
112	33770	5/25/2023 8:37 AM
113	33770	5/25/2023 8:34 AM
114	33770	5/25/2023 8:29 AM
115	33772	5/25/2023 8:27 AM
116	33770	5/25/2023 8:24 AM
117	33770	5/25/2023 8:21 AM
118	33770	5/25/2023 8:13 AM
119	33770	5/25/2023 8:10 AM
120	33770	5/25/2023 8:06 AM
121	33770	5/25/2023 8:04 AM
122	33770	5/25/2023 8:01 AM
123	33770	5/25/2023 7:57 AM
124	33770	5/25/2023 7:51 AM
125	33770	5/25/2023 7:41 AM
126	33756	5/24/2023 5:15 PM
127	33770	5/24/2023 4:52 PM
128	33770	5/24/2023 4:48 PM
129	33770	5/24/2023 4:39 PM
130	33770	5/24/2023 4:29 PM
131	33770	5/24/2023 4:22 PM
132	33770	5/24/2023 4:14 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

Q2 Please select B as your answer choice (this question helps us verify that you are not a robot).

Answered: 0    Skipped: 132

 No matching responses.

ANSWER CHOICES	RESPONSES	
A	0.00%	0
B	0.00%	0
C	0.00%	0
D	0.00%	0
TOTAL		0

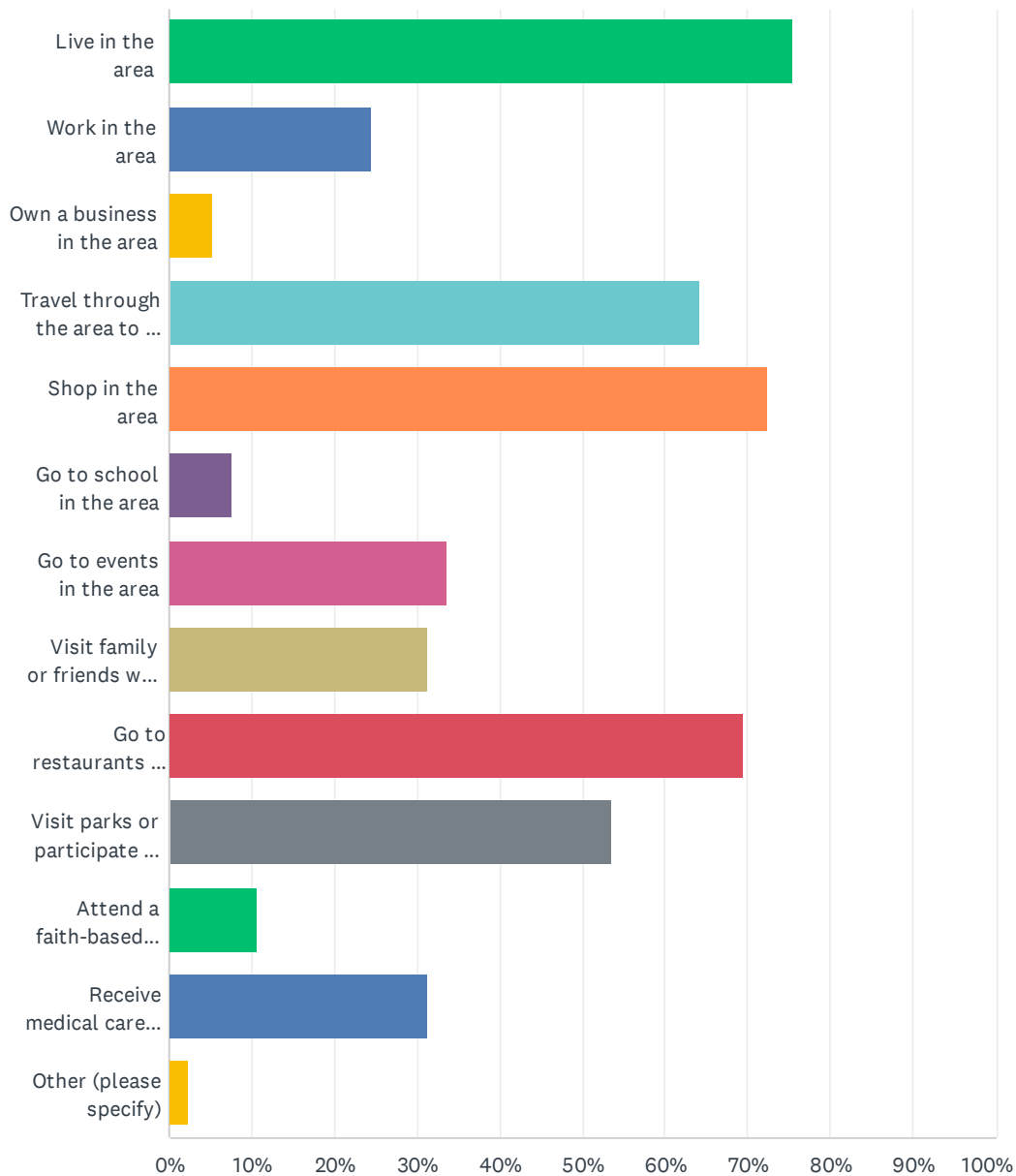
*Note: This question was added on July 18, 2023, several months after the survey initially launched to protect against bot responses. Therefore, any respondents who took the survey before July 18, 2023 did not receive this question.*



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q3 Which of the following best describes your relationship to the Seminole Blvd/Missouri Ave area?

Answered: 131 Skipped: 1







## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Live in the area	75.57%	99
Work in the area	24.43%	32
Own a business in the area	5.34%	7
Travel through the area to get to another destination	64.12%	84
Shop in the area	72.52%	95
Go to school in the area	7.63%	10
Go to events in the area	33.59%	44
Visit family or friends who live in the area	31.30%	41
Go to restaurants in the area	69.47%	91
Visit parks or participate in other outdoor recreational activities in the area	53.44%	70
Attend a faith-based organization in the area	10.69%	14
Receive medical care in the area	31.30%	41
Other (please specify)	2.29%	3
Total Respondents: 131		

#	OTHER (PLEASE SPECIFY)	DATE
1	Gym	6/7/2023 12:18 PM
2	Largo sucks. Always has, and always will. It's drug-infested thanks to our very corrupt police department.	6/6/2023 2:23 PM
3	Gym: esporta fitness	6/6/2023 8:34 AM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q4 What are some of your favorite places in your neighborhood or in the Seminole Blvd/Missouri Ave area?

Answered: 95 Skipped: 37

#	RESPONSES	DATE
1	Largo Mall, Central Park	6/25/2023 7:56 PM
2	Largo Central Park, Bloomtown Florist, Oh My Gowns	6/25/2023 1:28 PM
3	Largo Mall, Largo Family Restaurant, Heritage Park, Largo Medical Center, Sonny's Bbq, Teds luncheonette, Largo Central Park	6/25/2023 12:09 PM
4	Shopping and resturants.	6/21/2023 11:32 PM
5	Convenient shopping	6/21/2023 12:18 PM
6	Roosterfish, Walmart, largo mall, largo park. West Bay Drive area.	6/19/2023 8:13 PM
7	Walmart, Ted's Diner, Waffle House, Our Place, Largo Mall, Home Depot, DK Farms, Largo parks	6/13/2023 8:43 PM
8	Largo Mall area. Target, like who doesn't like target. We could use a bigger target.	6/13/2023 3:38 PM
9	Oh, Gelato Aloha Hawaiian BBQ New Life Baptist Church of Largo Latin Bowl Pinellas Trail Starbucks Sprouts Walsingham Park	6/13/2023 3:05 PM
10	Roosterfish, Wal-Mart, Aldi, Old Time Pottery	6/13/2023 11:41 AM
11	Largo Central Park, Largo mall	6/12/2023 5:30 PM
12	I wouldn't say exactly a favorite place but I get gas and an occasional sandwich at WaWa. Shopping at ALDI and TJ Max.	6/12/2023 12:18 PM
13	Aldi . The main Walmart . Sara Mediterranean Foods. Olde Tyne Pottery	6/12/2023 10:55 AM
14	Largo Mall, Central Park	6/10/2023 11:45 PM
15	Seminole and Largo Mall area. Largo Central Park Tyrone Mall area and Bay Pines Area	6/10/2023 8:46 AM
16	Largo Mall, Aldi's, Roosterfish, Bealls Outlet	6/9/2023 1:36 PM
17	Largo Mall, Paradise Shops, Indian Rocks Church	6/9/2023 1:16 PM
18	Largo mall, Central Park, CPPAC, seminole subs,	6/8/2023 10:57 PM
19	Central Park	6/8/2023 10:11 PM
20	We shop at Aldi a lot and there are various nearby restaurants we visit regularly.	6/8/2023 9:59 AM
21	Largo Mall, Aldi's, Walmart, TJMAXX, Ross, Largo High School, Recreation Complex	6/7/2023 11:03 PM
22	Walmart, Largo Library, Largo Central Park	6/7/2023 10:11 PM
23	Largo mall, Publix, restaurants	6/7/2023 9:12 PM
24	Publix, Dollar Tree, Regal Cinemas, Dunkin Donuts	6/7/2023 5:17 PM
25	Seminole Subs, Largo Mall	6/7/2023 3:20 PM
26	There aren't any left, Seminole Missouri west to Clearwater Largo Road is now overrun with homeless, drug addicts, and those suffering from untreated mental illness. From the parks to every corner store or just passed out at bus stops and empty lots.	6/7/2023 2:18 PM
27	Largo Central Park Largo Mall Rosery Road	6/7/2023 1:32 PM
28	Largo mall, lowes/home depot, largo central park, largo library, big lots (walsingham), big jims,	6/7/2023 1:00 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

	winn dixie (102nd), chickfila (largo), mcdonalds (largo mall),	
29	Parks, beaches, wish there were more restaurants and outdoor areas for enjoying outdoors near stores (similar to downtown Funding).	6/7/2023 12:39 PM
30	Local breweries, Publix, Cleveland St. Businesses, hospital and dr. Offices, bike trail, gym, kids' school not far from Missouri	6/7/2023 12:20 PM
31	Largo park	6/7/2023 12:16 PM
32	Largo Mall, Mamas Kitchen, Seminole subs, Walsingham Park, Savory, Benedict's	6/7/2023 8:30 AM
33	Largo Mall/Seminole Park	6/7/2023 8:11 AM
34	Love the growth in downtown Largo LOVE largo park, largo preserve, Highland rec Love the vibe on the clearwater Largo rd with all the restaurants, breweries and bars and wished it was more developed	6/7/2023 6:13 AM
35	Largo Central Park Lake Villa Park Olde Florida Brewery Largo Library Largo Nature Preserve Largo Mall	6/7/2023 12:42 AM
36	Any park/playground	6/6/2023 11:46 PM
37	Big Jim's, Planet Fitness, 7-11 at 102nd — finally a gas station is nearby.	6/6/2023 11:42 PM
38	Natures Food Patch The Largo Mall	6/6/2023 10:45 PM
39	I really enjoy Central Park with my children. I also use the trail and appreciate the improvements that Largo has made in the West Bay Drive area regarding that. I don't visit Largo Mall as often as I used to as the stores in there are just not appealing. I do visit the Home Depot and Lowes along Ulmerton, and various restaurants along the corridor.	6/6/2023 10:27 PM
40	Seminole Subs, Largo Mall, Missouri Ave shopping	6/6/2023 9:59 PM
41	Largo library, Target, Sprouts, Lake Seminole Park	6/6/2023 9:54 PM
42	Tj Maxx, Roosterfish Grill, Largo Mall, Seminole Mall	6/6/2023 9:47 PM
43	Largo central park	6/6/2023 9:15 PM
44	Old Time Pottery and Esporta Gym. Aldi and other shopping	6/6/2023 9:07 PM
45	Aldi, Ross, TJ Maxx, Restaurants like Roosterfish, Santa Fe	6/6/2023 8:42 PM
46	Lake Seminole Which Seminole boulevard has zero access to. That's huge. Largo Central Park is very nice	6/6/2023 8:14 PM
47	Largo Mall, largo Central Park,	6/6/2023 6:35 PM
48	Shopping	6/6/2023 5:13 PM
49	Seminole Subs Big Lots Largo Mall	6/6/2023 5:06 PM
50	Largo central park	6/6/2023 4:33 PM
51	Largo Central Park, Largo post office, Luke's Sports Shack	6/6/2023 4:25 PM
52	Largo Mall, Trappman's, Largo Subs, Aldi's, Big Lots	6/6/2023 3:37 PM
53	Charlie's sushi, largo central Park and library, largo mall	6/6/2023 3:11 PM
54	Walmart, Aldi, ABC, Largo Performing Art center, Lowes	6/6/2023 3:09 PM
55	TJ Maxx. Roosterfish Central Park	6/6/2023 2:50 PM
56	There are no favorite places in this sh*t-hole city.	6/6/2023 2:23 PM
57	Largo Mall	6/6/2023 1:39 PM
58	Bay heads park and walsingham park	6/6/2023 1:32 PM
59	Walmart Old Tyme pottery TJ Maxx	6/6/2023 1:10 PM
60	Largo Central Park. Historic Largo Feed Store & Museum. Restaurants on Missouri Ave. in	6/6/2023 12:26 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

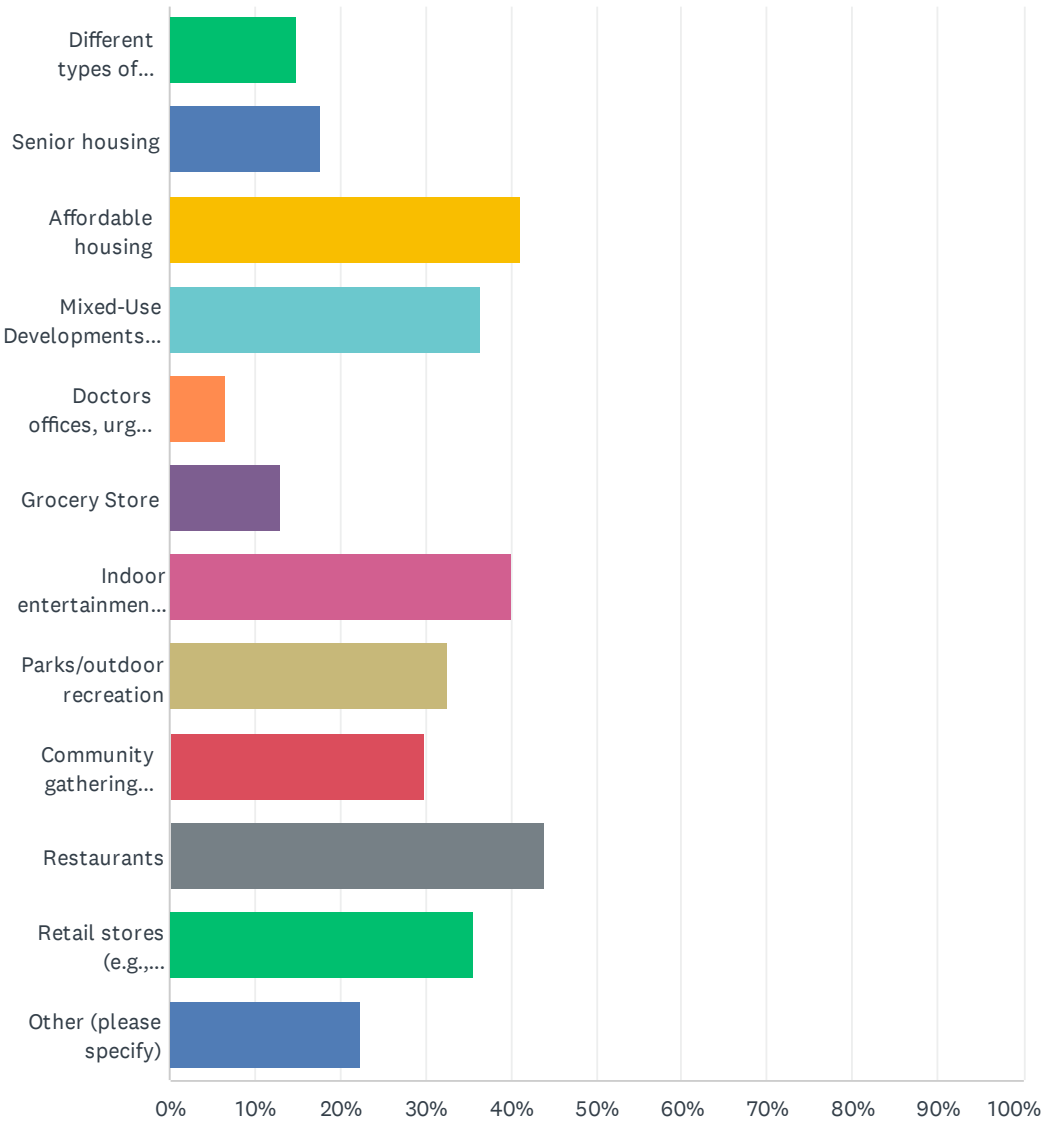
	Largo	
61	None, it's not safe to walk or bike for me or my kids	6/6/2023 12:21 PM
62	Restaurants	6/6/2023 12:19 PM
63	Largo Library and Largo Central Park	6/6/2023 12:18 PM
64	largo mall	6/6/2023 11:55 AM
65	My sister, restaurants, dr office	6/6/2023 11:32 AM
66	Largo Mall, JAMS Produce, Morton Plant complex of health care providers, WalMart, Lowes, Office Depot, KFC and other fast food drive thru's along the road.	6/6/2023 11:20 AM
67	Largo Central Park/library/CPPAC, restaurants on WBD, Largo High, Bayhead Park	6/6/2023 10:28 AM
68	Largo Central Park, medical doctor, Publix, gasoline	6/6/2023 10:27 AM
69	Tj maxx, walmart, esporta fitness	6/6/2023 9:57 AM
70	Home Depot. E-Nails.CVS.Walmart.Roosterfish Grill. Regions Bank and Publix by Home Depot. Clearwater Mall	6/6/2023 9:56 AM
71	Park, shopping	6/6/2023 9:54 AM
72	Local coffee shops, boba tea spots, non-fast food restaurants, grocery stores, public parks, libraries, performing arts centers	6/6/2023 9:28 AM
73	Largo Park, largo public library, largo mall	6/6/2023 9:26 AM
74	The largo library, largo central park, publix	6/6/2023 9:25 AM
75	downtown largo and the walmart, tj maxx, esporta, tommys carwash area	6/6/2023 8:35 AM
76	Library, parks	5/25/2023 9:23 AM
77	Home Depot, Largo Mall, Aroma Indian Cuisine & Bar, Our Place Restaurant	5/25/2023 9:14 AM
78	Walgreens, Sonny's BBQ, Largo Family Restaurant, Wawa, McDonald's, Abe's Place Tap & Grill, Deer Place	5/25/2023 9:10 AM
79	Movie Theater, Largo	5/25/2023 8:58 AM
80	Movie Theater, Largo	5/25/2023 8:43 AM
81	Largo Family Restaurant, Largo Mall	5/25/2023 8:40 AM
82	Largo Mall	5/25/2023 8:34 AM
83	Restaurants	5/25/2023 8:28 AM
84	Walmart, restaurants, parks	5/25/2023 8:25 AM
85	Walmart, restaurants, gym	5/25/2023 8:21 AM
86	Walmart, ALDI, Quickcare Health, all stores	5/25/2023 8:15 AM
87	Largo Mall, Achieva Credit Union, Ace Hardware, Home Depot	5/25/2023 8:07 AM
88	Restaurants, YouFit, Walmart	5/25/2023 7:58 AM
89	Largo Park	5/25/2023 7:54 AM
90	Largo library, parks, movies, 1st Friday @ Seminole	5/25/2023 7:43 AM
91	Main Library	5/24/2023 5:15 PM
92	Stores, Restaurants, Doctors	5/24/2023 4:55 PM
93	Church, Shopping	5/24/2023 4:40 PM
94	Parks & Restaurants	5/24/2023 4:30 PM
95	Roosterfish Grill, Largo Family Restaurant, Walmart, Luke's Sports Shack Bar & Grill	5/24/2023 4:17 PM



Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

Q5 What does this area need more of?

Answered: 107    Skipped: 25







## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Different types of housing (e.g. townhomes, apartments, duplexes, fourplexes, etc.)	14.95%	16
Senior housing	17.76%	19
Affordable housing	41.12%	44
Mixed-Use Developments (retail/cafes on the ground floor and residential above)	36.45%	39
Doctors offices, urgent care, or other health services	6.54%	7
Grocery Store	13.08%	14
Indoor entertainment/recreation, such as a movie theater, indoor rock climbing, arcade, etc.	40.19%	43
Parks/outdoor recreation	32.71%	35
Community gathering places, such as a community/rec center, community garden, etc.	29.91%	32
Restaurants	43.93%	47
Retail stores (e.g., clothing, books, hobby shops, etc.)	35.51%	38
Other (please specify)	22.43%	24
Total Respondents: 107		

#	OTHER (PLEASE SPECIFY)	DATE
1	Green space - kids park or baseball field	6/25/2023 1:29 PM
2	There's already so many of those options. Already way too much of the same	6/13/2023 8:44 PM
3	I need an indoor pickleball court so me and my friends can play. A dog park next to it would be nice so my dog can watch us play. He gets lonely.	6/13/2023 3:39 PM
4	Public Transportation like the Sun Runner or light rail.	6/12/2023 5:31 PM
5	Better maintenance of the sidewalks for pedestrians and bicyclists. There aren't any bike lanes and I'm not taking any chances with my life riding on the street so the only option is the sidewalks.	6/12/2023 12:21 PM
6	Light Rail Transit	6/12/2023 11:08 AM
7	Beautification and bike lanes, extra car lanes. More lighting.	6/10/2023 8:47 AM
8	Full serve restaurants not fast food	6/9/2023 1:37 PM
9	Extending SunRunner up Alt US 19 through Largo in either BAT lanes or BRT lanes would help transform the corridor to be able to support mixed-use development.	6/8/2023 10:04 AM
10	Citizen owned property. Citizen owned small businesses. Citizen owned homes and duplex\triple.	6/7/2023 2:19 PM
11	Organic food stores Downtown area that's booming	6/7/2023 12:40 PM
12	Safer sidewalks, lanes for people using electric bikes and scooters	6/7/2023 12:22 PM
13	Desperate need for small businesses and downtown community events that utilize community spaces. Pedestrian bridges over Missouri Ave and west bay would be nice.	6/7/2023 12:44 AM
14	Rock climbing would be neat.	6/6/2023 11:42 PM
15	We do well with parks in our area. But everyone knows we have an affordable housing crisis. Another community center would be amazing with more amenities. We could also use better anchor stores in Largo Mall. Time to spiff it up like Seminole did.	6/6/2023 10:30 PM
16	If adding more housing then bigger roads more parking	6/6/2023 5:14 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

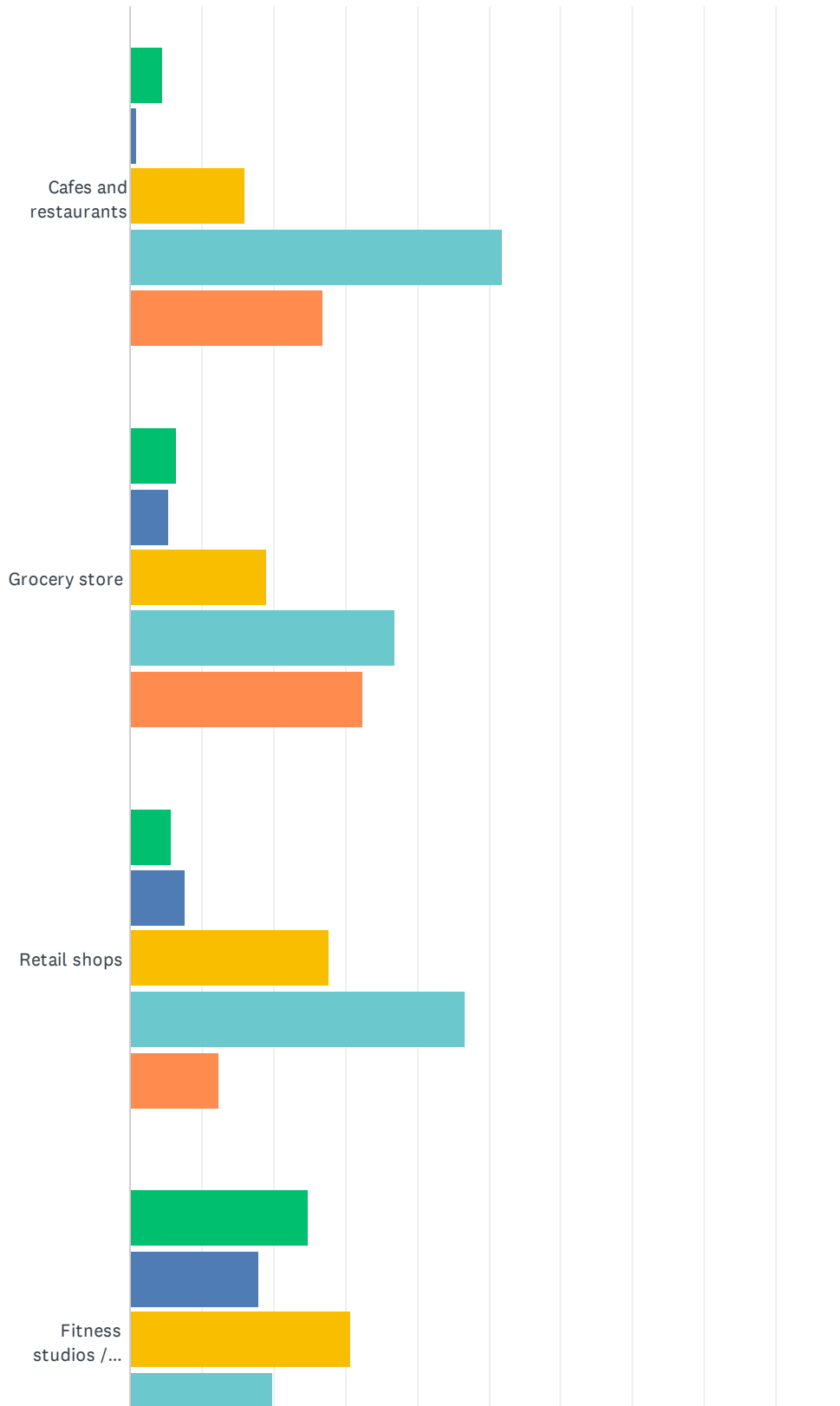
17	Transportation	6/6/2023 3:38 PM
18	mixed-use with interesting pedestrian streets that gives you a sense of place, a place people wants to live, play, work without having to use a car, remove parking requirement, leave it up to the businesses.	6/6/2023 3:12 PM
19	Trader Joe's	6/6/2023 2:51 PM
20	This area needs a new mayor and 6 new commissioners. Then we need to completely get rid of upper management. When that day happens, Largo will become a city where small businesses are welcomed.	6/6/2023 2:25 PM
21	Gas stations	6/6/2023 1:33 PM
22	none of the above	6/6/2023 11:55 AM
23	Mixed use is a joke. The Rosery was supposed to be that, but the retail spaces are empty. We DON'T need more expensive, overbuilt apartments. This area already has most of the items in the above list. It needs a moritorium, because traffic is unbearable. As it is, I avoid driving those roads as much as possible. I take back streets to the west of Clw-Largo Rd and use 113th or Keene to travel to the south. What the area needs are continued 15 minute interval bus service with circulators into the neighborhoods to make mass transit feasible in this area.	6/6/2023 11:24 AM
24	workforce training center/career center	6/6/2023 10:29 AM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

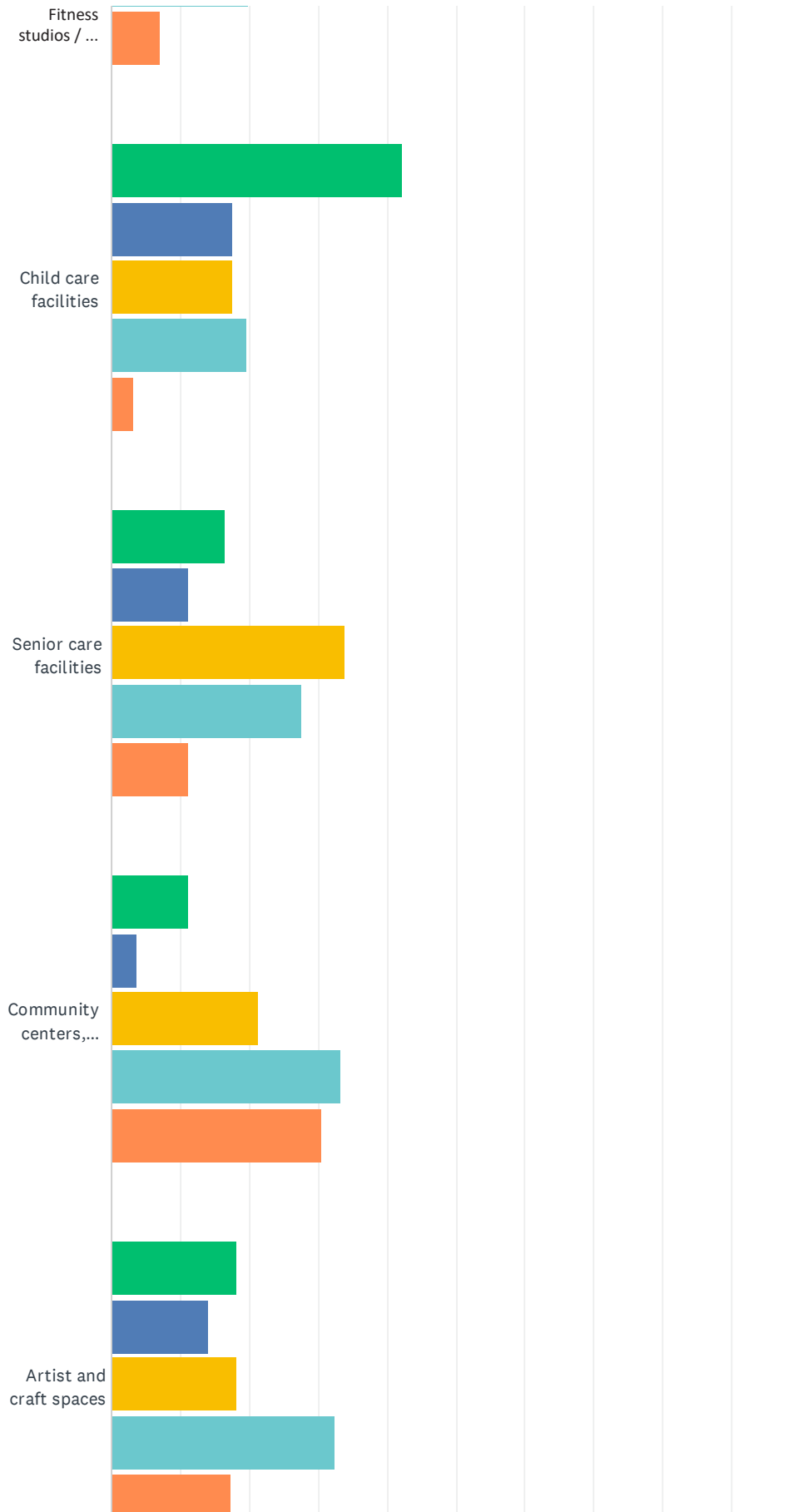
### Q6 What types of places are important to you?

Answered: 117 Skipped: 15

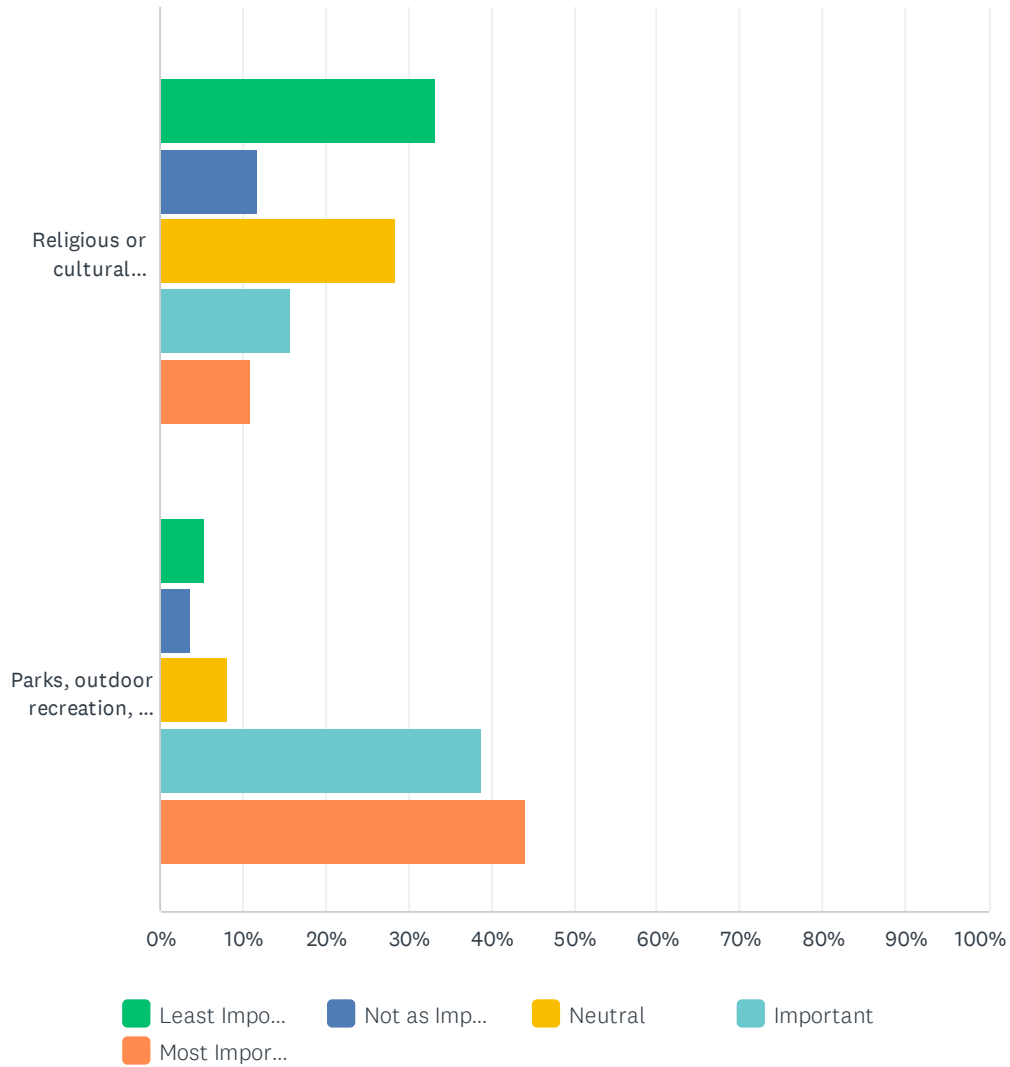




## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment







## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

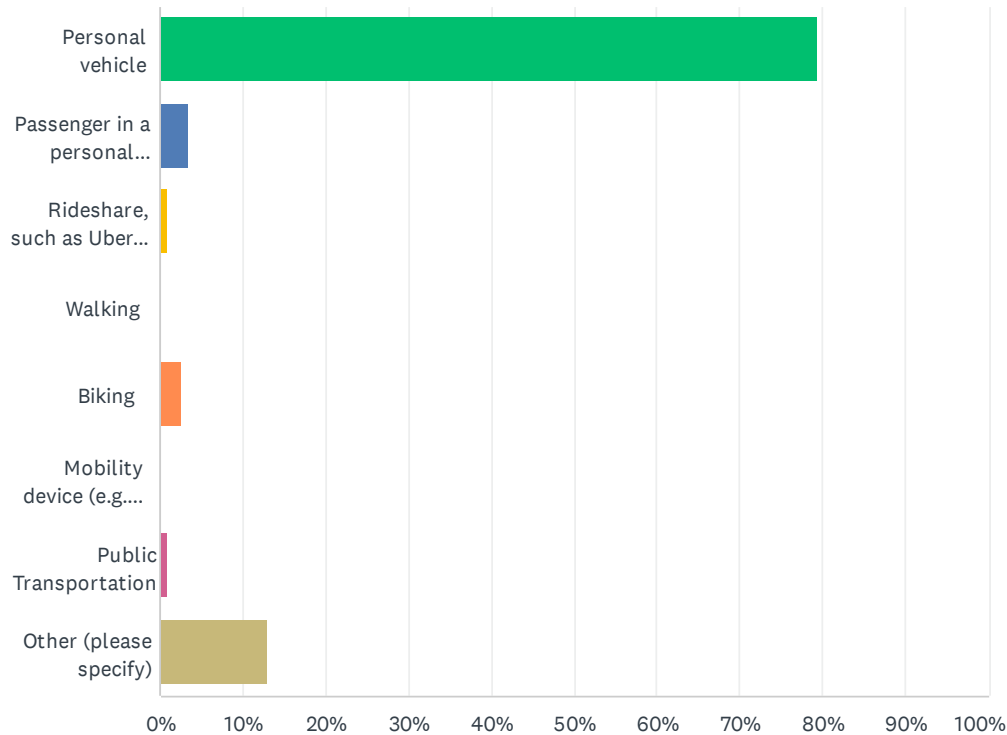
	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Cafes and restaurants	4.46% 5	0.89% 1	16.07% 18	51.79% 58	26.79% 30	112	3.96
Grocery store	6.31% 7	5.41% 6	18.92% 21	36.94% 41	32.43% 36	111	3.84
Retail shops	5.71% 6	7.62% 8	27.62% 29	46.67% 49	12.38% 13	105	3.52
Fitness studios / indoor gyms	24.75% 25	17.82% 18	30.69% 31	19.80% 20	6.93% 7	101	2.66
Child care facilities	42.27% 41	17.53% 17	17.53% 17	19.59% 19	3.09% 3	97	2.24
Senior care facilities	16.51% 18	11.01% 12	33.94% 37	27.52% 30	11.01% 12	109	3.06
Community centers, recreation centers, public libraries	11.11% 12	3.70% 4	21.30% 23	33.33% 36	30.56% 33	108	3.69
Artist and craft spaces	18.18% 18	14.14% 14	18.18% 18	32.32% 32	17.17% 17	99	3.16
Religious or cultural institution	33.33% 34	11.76% 12	28.43% 29	15.69% 16	10.78% 11	102	2.59
Parks, outdoor recreation, and natural areas	5.41% 6	3.60% 4	8.11% 9	38.74% 43	44.14% 49	111	4.13



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q7 When traveling in the area, how do you usually get around?

Answered: 116 Skipped: 16



ANSWER CHOICES	RESPONSES	
Personal vehicle	79.31%	92
Passenger in a personal vehicle	3.45%	4
Rideshare, such as Uber or Lyft	0.86%	1
Walking	0.00%	0
Biking	2.59%	3
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	0.86%	1
Other (please specify)	12.93%	15
TOTAL		116

#	OTHER (PLEASE SPECIFY)	DATE
1	This question requires the ability to select multiple answers. I get around by driving my own car, I bike, I use my electric scooter and I walk.	6/12/2023 12:30 PM
2	We need to get rid of Woody Brown. That's the solution.	6/6/2023 2:26 PM
3	Personal vehicle, passenger in a personal vehicle, & bicycle	5/25/2023 8:59 AM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

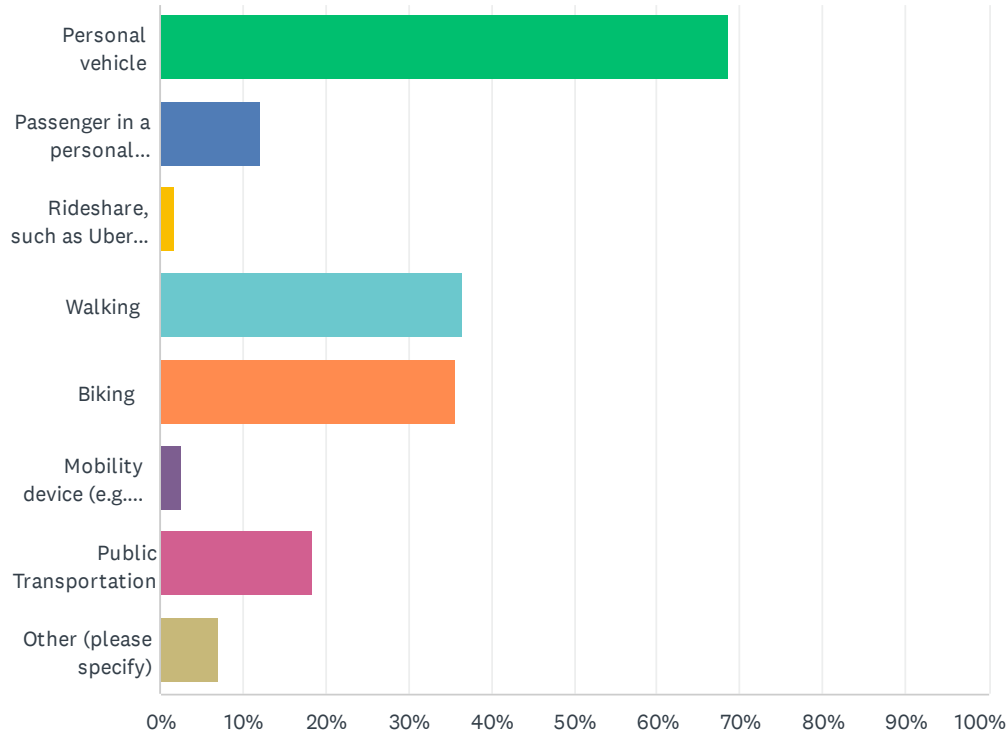
4	Personal vehicle, passenger in a personal vehicle, bicycle, public transportation (#18)	5/25/2023 8:45 AM
5	Personal vehicle, walking, bicycle, & public transportation (variety)	5/25/2023 8:41 AM
6	Personal vehicle, passenger in a personal vehicle, & walking	5/25/2023 8:38 AM
7	Personal vehicle, passenger in a personal vehicle, walking, & bicycle	5/25/2023 8:35 AM
8	Personal vehicle & bicycle	5/25/2023 8:31 AM
9	Personal vehicle, passenger in a personal vehicle, public transportation (Missouri, Highland), other (Seminole)	5/25/2023 8:19 AM
10	Personal vehicle & walking	5/25/2023 8:11 AM
11	Personal vehicle, walking, & bicycle	5/25/2023 8:08 AM
12	Personal vehicle, passenger in a personal vehicle, walking, & biking	5/25/2023 8:00 AM
13	Personal vehicle & public transportation (Largo HS to Missouri/Belleair)	5/24/2023 5:14 PM
14	Personal vehicle & walking	5/24/2023 4:49 PM
15	Personal vehicle & passenger in a personal vehicle	5/24/2023 4:32 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q8 How would you want to get around?

Answered: 115 Skipped: 17



ANSWER CHOICES	RESPONSES	
Personal vehicle	68.70%	79
Passenger in a personal vehicle	12.17%	14
Rideshare, such as Uber or Lyft	1.74%	2
Walking	36.52%	42
Biking	35.65%	41
Mobility device (e.g. wheelchair)	2.61%	3
Public Transportation	18.26%	21
Other (please specify)	6.96%	8
Total Respondents: 115		

#	OTHER (PLEASE SPECIFY)	DATE
1	SunRunner north!	6/12/2023 5:32 PM
2	Light Rail Transit	6/12/2023 11:10 AM
3	Safe for Scooters!	6/7/2023 5:19 PM
4	High speed rail	6/6/2023 11:48 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

5	Geez get off my ass	6/6/2023 8:25 PM
6	Streetcar would be a good investment for the county.	6/6/2023 3:16 PM
7	We need to get rid of Woody Brown, plain and simple.	6/6/2023 2:26 PM
8	Golfcart	5/24/2023 4:18 PM

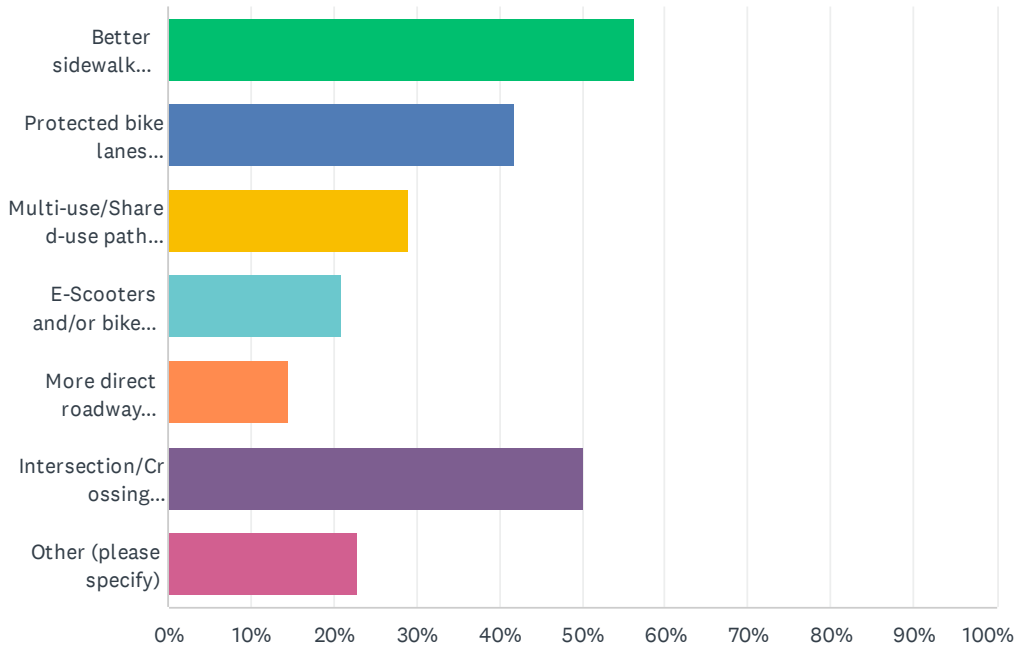




## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q9 What mobility improvements are needed in the area to make getting around easier?

Answered: 110 Skipped: 22



ANSWER CHOICES	RESPONSES	
Better sidewalk conditions	56.36%	62
Protected bike lanes (on-street)	41.82%	46
Multi-use/Shared-use path (off-street)	29.09%	32
E-Scooters and/or bike share	20.91%	23
More direct roadway connections	14.55%	16
Intersection/Crossing improvements	50.00%	55
Other (please specify)	22.73%	25
Total Respondents: 110		

#	OTHER (PLEASE SPECIFY)	DATE
1	The city needs better placement of the crosswalk buttons. Some of them are not positioned directly at the crosswalk but are positioned in such a way that it makes it not user friendly for bicyclists.	6/12/2023 12:30 PM
2	Light Rail Transit	6/12/2023 11:10 AM
3	Additional car lanes. Better timing on street stop lights. Better traffic flow.	6/10/2023 8:50 AM
4	Every bicycle you see these days is an eBike. They are efficient, fun and affordable. Think about future personal electric vehicles like bikes and scooters. Create safe pathways for these	6/8/2023 11:02 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

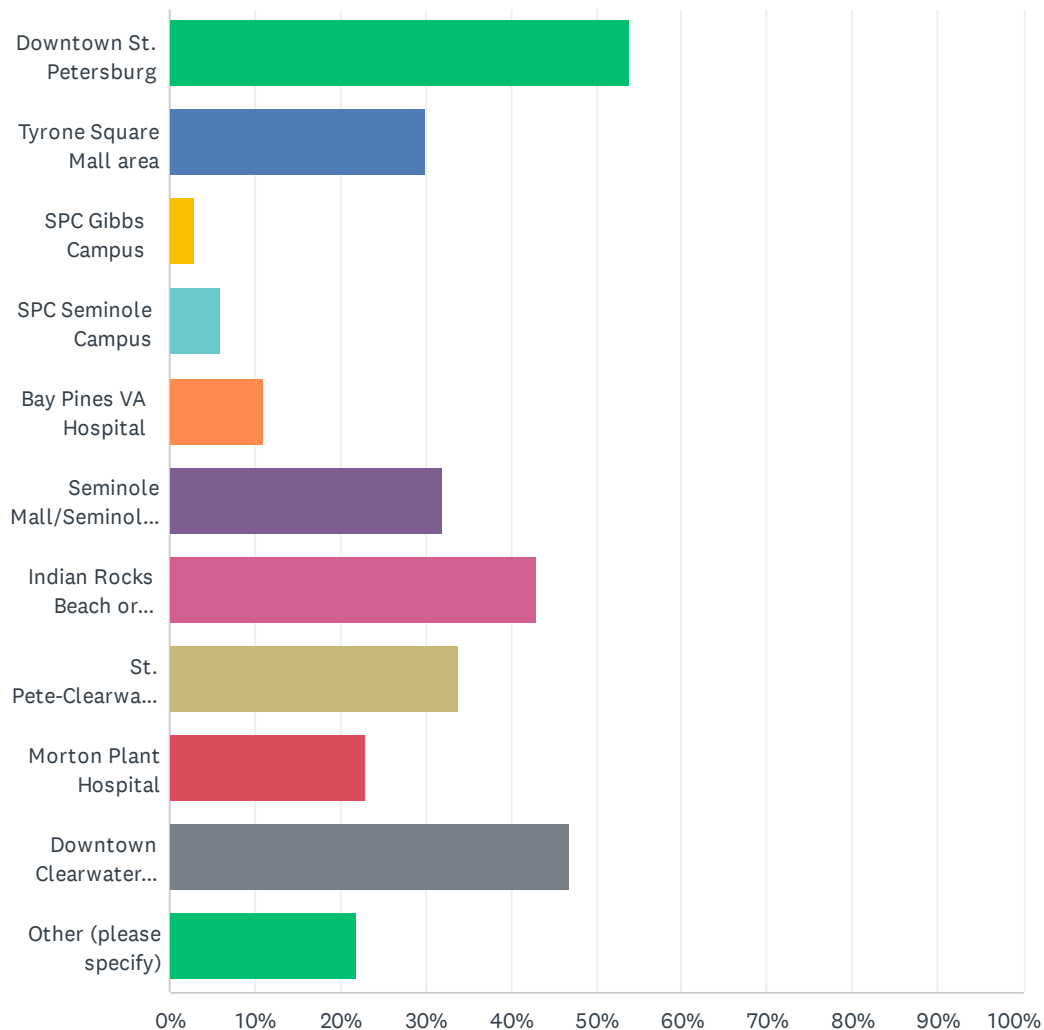
	vehicles. Add pedestrian overpasses in key locations.	
5	BAT lanes or BRT lanes to help improve the reliability, frequency, and travel speeds of bus transit service should be prioritized.	6/8/2023 10:08 AM
6	Speed limit @45	6/7/2023 9:16 PM
7	Sunrunner 2.0 but north south on Alt 19	6/7/2023 3:22 PM
8	Better light timing at intersections. Visibility at corners. Repairing side roads neighborhood roads. Every time you shut a main road you force traffic onto unmaintained side roads filled with potholes and other obstacles that destroy the cars traveling on them.	6/7/2023 2:24 PM
9	Better access to East-West corridors for pedestrians	6/7/2023 12:23 PM
10	Safe places for bikes so people aren't riding fast on the sidewalks	6/7/2023 8:32 AM
11	Pedestrian overpass bridge over Missouri and West Bay.	6/7/2023 12:46 AM
12	I have both ran and rode a bike along A-19 and I am always leary of vehicles turning out of plaza after plaza. It is hazardous as a pedestrian because of cars and inattentive drivers. I am more likely to use the Pinellas Trail where at least I feel somewhat safer. But travel on that is limited to daylight hours.	6/6/2023 10:35 PM
13	Smoother sidewalks no bumps	6/6/2023 8:25 PM
14	Make lists work with each other to keep flow moving not one turn green while next turns red	6/6/2023 5:16 PM
15	Traffic control Speeders	6/6/2023 5:11 PM
16	Streetcar and walkable streets	6/6/2023 3:16 PM
17	I take my car most but I would like to walk more in the community but I get approached by homeless for money	6/6/2023 2:54 PM
18	We need a new mayor, not a parttime who spends 50% of his time breaking people's backs.	6/6/2023 2:26 PM
19	Timing of traffic lights. Going north from Walsingham Rd to Bellair Rd I often sit at almost every light.	6/6/2023 1:44 PM
20	More crosswalks and better sidewalks/medians to feel comfortable walking/biking down	6/6/2023 1:34 PM
21	Lights are entirely too long	6/6/2023 12:07 PM
22	none	6/6/2023 11:56 AM
23	Circulators that go into neighborhoods that are too distant to walk to bus routes, to collect bus riders and drop them off at a route hub. make mass transit practical.	6/6/2023 11:26 AM
24	More bus routes	6/6/2023 9:30 AM
25	Pinellas Trail @ Court Street Intersection	5/24/2023 5:14 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

Q10 What locations outside of the Largo area would you want to use an enhanced bus service (i.e., higher frequency, express bus service) to travel to?

Answered: 100 Skipped: 32





## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Downtown St. Petersburg	54.00%	54
Tyrone Square Mall area	30.00%	30
SPC Gibbs Campus	3.00%	3
SPC Seminole Campus	6.00%	6
Bay Pines VA Hospital	11.00%	11
Seminole Mall/Seminole City Center	32.00%	32
Indian Rocks Beach or Belleair Beach	43.00%	43
St. Pete-Clearwater Airport / Carillon area	34.00%	34
Morton Plant Hospital	23.00%	23
Downtown Clearwater and/or Clearwater Beach	47.00%	47
Other (please specify)	22.00%	22
Total Respondents: 100		

#	OTHER (PLEASE SPECIFY)	DATE
1	None	6/25/2023 8:00 PM
2	I will not be using bus service	6/19/2023 8:15 PM
3	Don't use bus.	6/10/2023 8:50 AM
4	Having BAT or BRT lanes stretching from Clearwater Beach through Downtown Clearwater and then down Alt US 19 through Largo and Seminole all the way to St. Petersburg would help build a strong transit backbone for Pinellas County. Largo deserves to have high quality BRT service connecting it to other destinations in Pinellas County.	6/8/2023 10:15 AM
5	None of the above. Most of the listed areas are full of drug users and crime. 3 generation of our family lives in largo and we all specifically avoid all of those areas due to the crime\drug problems.	6/7/2023 2:26 PM
6	Na	6/7/2023 12:41 PM
7	Dunedin	6/7/2023 12:24 PM
8	To parks/green spaces/ recreational centers	6/7/2023 6:17 AM
9	I don't use the bus but it seems there's a ton everywhere.	6/6/2023 11:49 PM
10	I do not use the bus service at this time. But as a parent and an advocate for school students, I would request that consideration be given to education institutions that would create greater access for students to use their free student ID bus passes on.	6/6/2023 10:38 PM
11	None	6/6/2023 8:26 PM
12	I am unlikely to use a bus	6/6/2023 4:28 PM
13	We need to get rid of the tall idiot guy. It's just that simple.	6/6/2023 2:27 PM
14	Transportation from largo area to downtown St. Petersburg pier	6/6/2023 1:35 PM
15	Do not ride bus!	6/6/2023 12:29 PM
16	There is no parking on cw beach or IRB.	6/6/2023 12:08 PM
17	none. Adequate as is	6/6/2023 11:57 AM
18	SPC Clearwater Campus, Countryside, Safety Harbor	6/6/2023 9:33 AM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

19	None of the above	5/25/2023 9:30 AM
20	None of the above	5/25/2023 8:20 AM
21	Downtown Largo (Missouri Ave and West Bay Drive)	5/24/2023 5:14 PM
22	Don't use bus	5/24/2023 4:32 PM

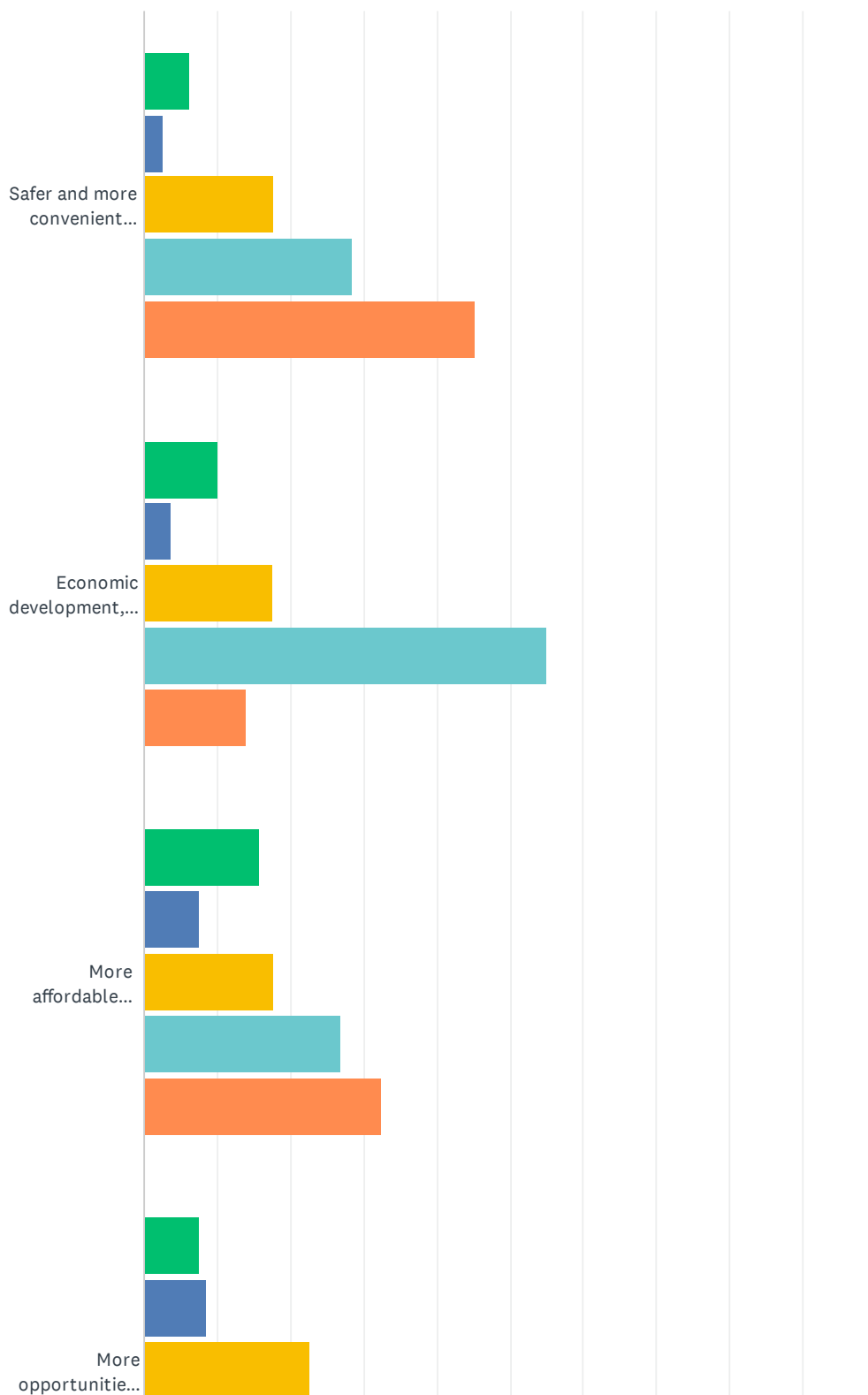




## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

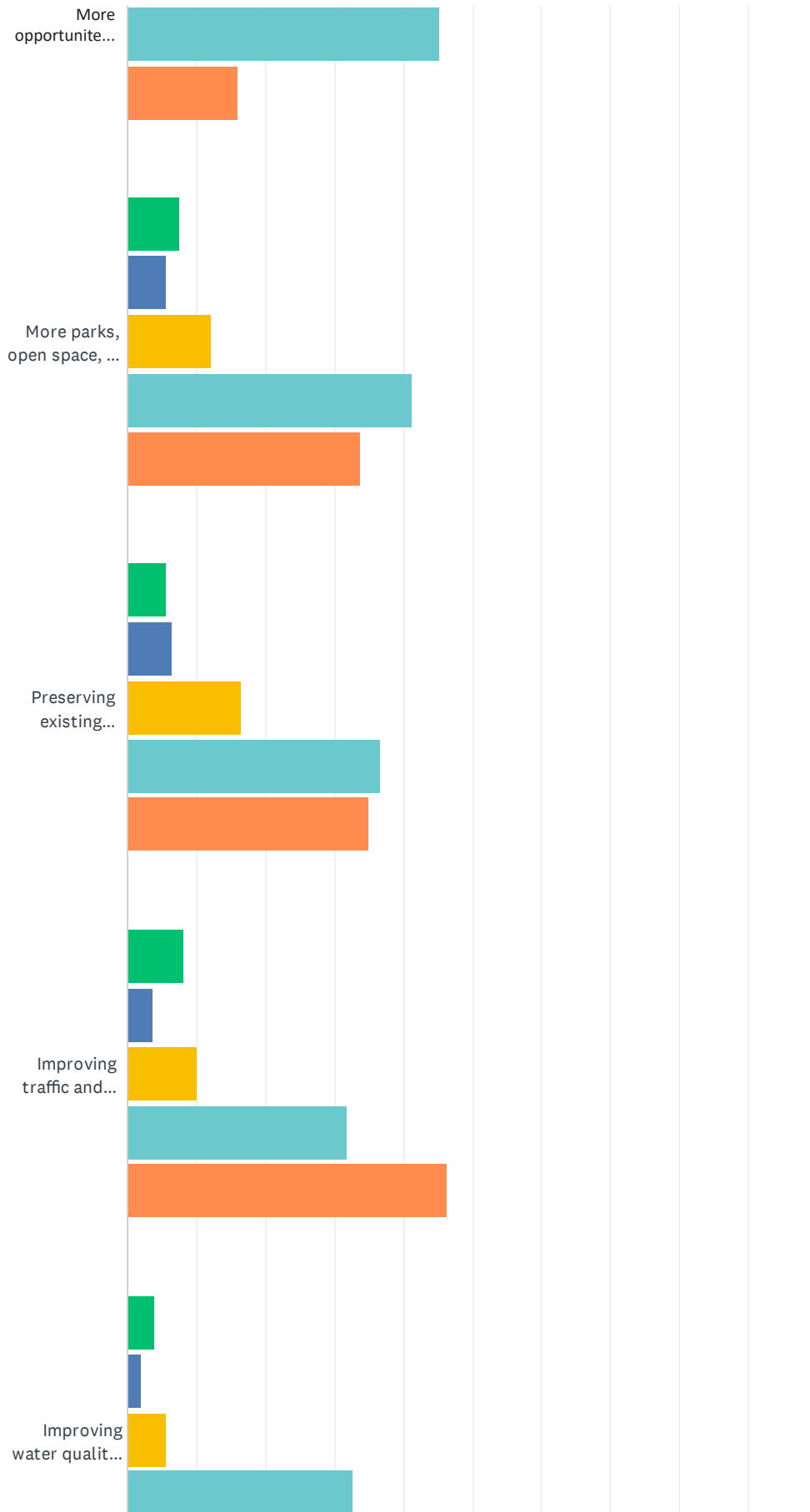
Q11 Please indicate how important the following objectives/topics are to you, from least important (1) to most important (5).

Answered: 115 Skipped: 17



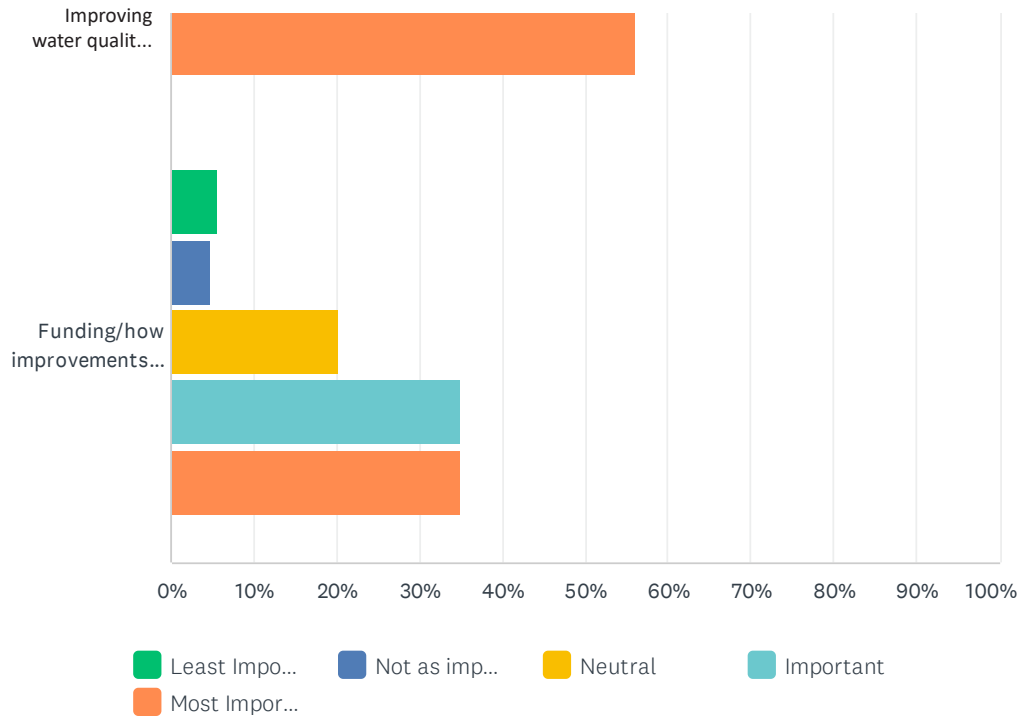


## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment





## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment



	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Safer and more convenient transportation options, such as walking, biking, and public transportation	6.19% 7	2.65% 3	17.70% 20	28.32% 32	45.13% 51	113	4.04
Economic development, job growth, and small business development	10.09% 11	3.67% 4	17.43% 19	55.05% 60	13.76% 15	109	3.59
More affordable housing options	15.74% 17	7.41% 8	17.59% 19	26.85% 29	32.41% 35	108	3.53
More opportunities and places for community events	7.55% 8	8.49% 9	22.64% 24	45.28% 48	16.04% 17	106	3.54
More parks, open space, and trails	7.48% 8	5.61% 6	12.15% 13	41.12% 44	33.64% 36	107	3.88
Preserving existing neighborhoods	5.50% 6	6.42% 7	16.51% 18	36.70% 40	34.86% 38	109	3.89
Improving traffic and roadway conditions for automobiles	8.18% 9	3.64% 4	10.00% 11	31.82% 35	46.36% 51	110	4.05
Improving water quality, air quality, flooding, and other environmental concerns	3.74% 4	1.87% 2	5.61% 6	32.71% 35	56.07% 60	107	4.36
Funding/how improvements will be paid for	5.50% 6	4.59% 5	20.18% 22	34.86% 38	34.86% 38	109	3.89



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q12 (Optional) Please provide any additional comments or ideas you have for the Alt 19 area:

Answered: 37 Skipped: 95

#	RESPONSES	DATE
1	Homeless population in this area needs to be addressed. Safety is a concern.	6/21/2023 11:37 PM
2	Reduce asphalt and visual clutter. Encourage businesses to add green space and trees. Trees and vegetative buffers could soften it up a bit. I try to avoid the road, because I don't find it visually appealing and uplifting.	6/19/2023 1:02 PM
3	Just don't make Largo look like st pete or ny suburbs, we are unique for a reason.	6/13/2023 8:49 PM
4	Need to improve class of businesses in the Seminole/ Largo area Building and signage anesthetics need to be greatly improved Need to address chronic homelessness in region	6/13/2023 3:10 PM
5	I live in the midst of this area, people who visit me say traffic is a cluster****. I don't have a car so got a scooter to get around the neighborhood but traffic scares me so bad I don't even cross to the northbound side of Seminole which kinda defeats the purpose.	6/13/2023 11:48 AM
6	Seriously, Get the BIL \$\$\$ to create a SunRunner type express service along the corridor or even light rail! this corridor, all the way Clearwater to St Pete, would be ideal for Pinellas' first light rail, I believe.	6/12/2023 5:34 PM
7	I travel this roadway daily either by car, ebike or e-scooter. I get to view the area in close detail compared to those who just drive by car because they're eyes are on the roadway go 40 plus miles an hour. With the amount of traffic I see on this roadway and the number of businesses on both sides I don't think there's any room to widen the streets. The only option in my opinion is to improve the sidewalk areas by fixing cracked, uneven sidewalks and making them wider if possible. Also please trim any trees or shrubs that are growing or cascading onto the sidewalks, it's so annoying when your on the sidewalk and have to veer out of the way to avoid running into an overgrown shrub or tree.	6/12/2023 12:45 PM
8	Light Rail Transit	6/12/2023 11:11 AM
9	Good luck!	6/8/2023 11:05 PM
10	In the near to mid-term, prioritizing installing BAT or BRT lanes stretching from Clearwater Beach through Downtown Clearwater and then down Alt US 19 through Largo and Seminole all the way to St. Petersburg would help build a strong transit backbone for Pinellas County. Largo deserves to have high quality Bus Rapid Transit service connecting it to other destinations in Pinellas County. In the mid to long-term, cooperating with Forward Pinellas, FDOT, FRA, and Amtrak to create State-Supported Amtrak service including a station in Largo would help provide a high-quality connection to the rest of the Tampa Bay region and other regions in the state. Bus Rapid Transit for local travel and State-Supported Amtrak service for Regional and Intercity travel would be transformative for Largo.	6/8/2023 10:36 AM
11	There are many empty shops at Largo Mall. Why not redesign to add apartments/condos in that space and consolidate the retail?	6/7/2023 5:23 PM
12	Sunrunner 2.0 North South using Alt 19, start created a rapid bus grid system to allow people to handle the cheaper solution of the last mile themselves via e bike, walking, etc	6/7/2023 3:27 PM
13	Please don't setup a system as you have before that so far has only encouraged criminals and drug users to make largo their Choice of Cities to loiter and use drugs in, and destroy property and steal from.	6/7/2023 2:30 PM
14	Downtown Improve old areas/shopping centers	6/7/2023 12:43 PM
15	I think it is important to consider separating electric bikes and scooters from other pedestrians.	6/7/2023 12:27 PM
16	More trees to provide shade (maybe fruit trees :)	6/7/2023 12:24 PM



## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

17	redevelopment along the corridor to make it more pedestrian and bike friendly and - Road diet, if possible. 4 lanes, wide sidewalks, pedestrian midblock crossings, corridor lighting.	6/7/2023 8:15 AM
18	Shade! Trees along walkways to promote walking/bike riding Food truck areas Businesses along walking paths to stop for a refreshment Make the pinellas trail safer and better by having businesses along the way Continue to connect the trail to parks and pedestrian friendly areas	6/7/2023 6:25 AM
19	Utilize the railway to implement a passenger rail system.	6/7/2023 12:49 AM
20	I would like to see older structures modernized and to look more eye appealing	6/6/2023 10:55 PM
21	This week Inexperience an ambulance trying to head east on West Bay Drive between CLW Largo Road and A-19. It's where the road is only 2 lanes with some street parking. The medians are gorgeous and the new Horizons garage is going up. BUT, it was horrendous trying to watch this ambulance trying to make its way through bumper to bumper traffic. I've also sat through 3 cycles at the East/West Bay like by Central park waiting to go north on A19. The cycles in the afternoon are horrible. And then if there's a situation like with the ambulance, it takes even longer. I do wish there was a way to improve smart traffic signals that would work with first responder vehicles so they can get to where they need to go easier. I don't know if this survey has ANYTHING to do with that but that's just feedback from living here for almost 8 years in the corridor.	6/6/2023 10:46 PM
22	Improve curb appeal at businesses	6/6/2023 8:50 PM
23	Make downtown largo Like downtown Dunedin But bigger and better.	6/6/2023 8:30 PM
24	Make it user friendly for all	6/6/2023 5:19 PM
25	A tramway would be a good investment for the county, also using the old train track that used to deserve Safety Harbor, Clearwater, Largo, Pinellas Park and St Pete would be a good idea.	6/6/2023 3:22 PM
26	Largo Sucks! Take your brand new 90 million dollar cement castle and stick up Woody's ass. Its that simple.	6/6/2023 2:29 PM
27	Better Medians and crosswalks for pedestrians	6/6/2023 1:36 PM
28	Change the name of Missouri - Seminole Blvd. to one name the entire roadway. Something like "Pinellas Drive", or "Sunshine Blvd."	6/6/2023 12:34 PM
29	I used to live at the Boulevard apartments. Pulling out of there is insane.	6/6/2023 12:11 PM
30	Just leave "our" money in the bank and let supply and demand improve A19	6/6/2023 12:01 PM
31	Need mid block access for pedestrians on Seminole Blvd between 8th and Ulmerton, need drastic improvements for ped connections at Seminole/west Bay	6/6/2023 10:34 AM
32	Improve Parking. More leisure walking/biking totally needed. Better traffic management.	6/6/2023 10:01 AM
33	The Gandy on ramp to 75/275 has GOT to improve. I spend 10-15 minutes stuck in this spot.	6/6/2023 9:29 AM
34	Too many strip malls that look blighted.	6/5/2023 10:47 PM
35	Benches at bus stops; Teakwood Village has 600 units for seniors and they rode the bus and they took the bus away so we stopped riding the bus; Downtown St. Petersburg takes hours to get there	5/25/2023 9:20 AM
36	No roundabouts	5/25/2023 8:20 AM
37	Need more indoor activities and outdoor activities for families	5/24/2023 5:13 PM

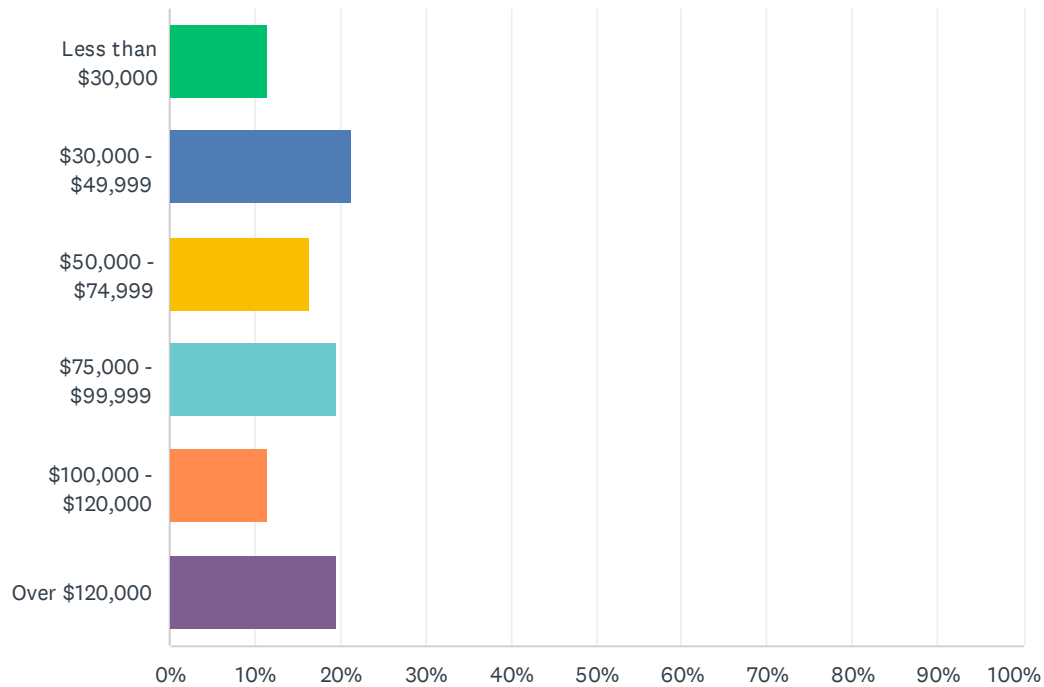




## Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

### Q15 (Optional) What is your approximate annual household income?

Answered: 61 Skipped: 71



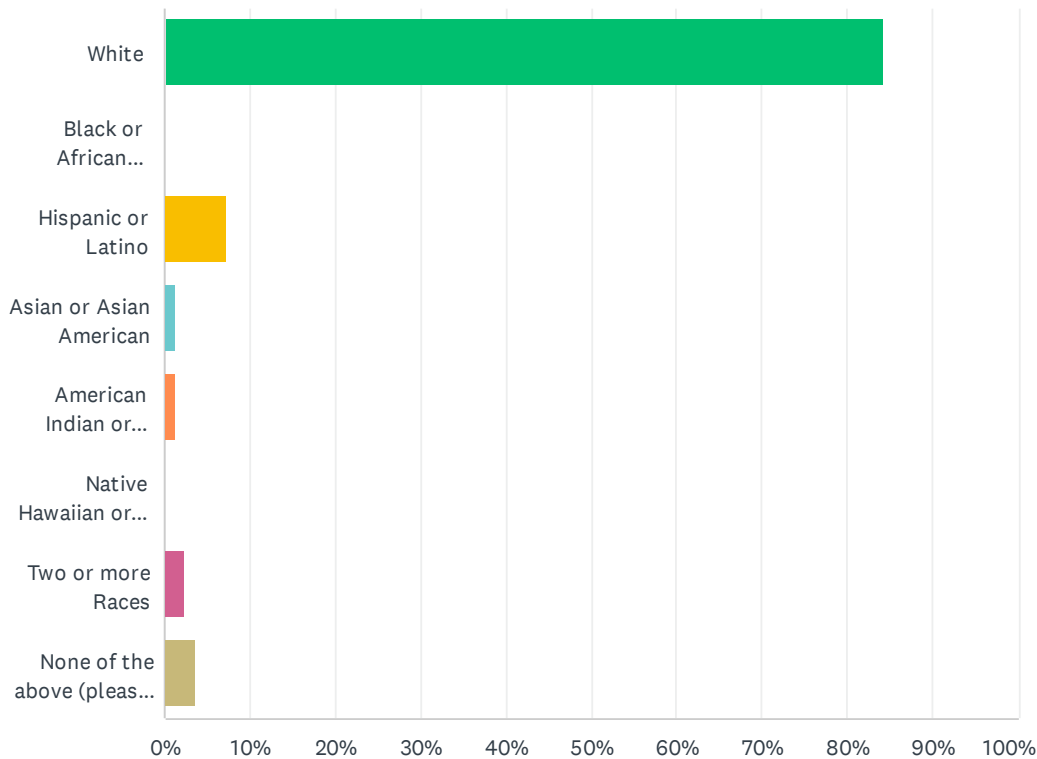
ANSWER CHOICES	RESPONSES	
Less than \$30,000	11.48%	7
\$30,000 - \$49,999	21.31%	13
\$50,000 - \$74,999	16.39%	10
\$75,000 - \$99,999	19.67%	12
\$100,000 - \$120,000	11.48%	7
Over \$120,000	19.67%	12
TOTAL		61



Results from Survey #2: Redevelopment Vision, Largo (Seminole Blvd/Missouri Ave) Segment

Q16 (Optional) What race or ethnicity best describes you?

Answered: 82    Skipped: 50



ANSWER CHOICES		RESPONSES	
White		84.15%	69
Black or African American		0.00%	0
Hispanic or Latino		7.32%	6
Asian or Asian American		1.22%	1
American Indian or Alaska Native		1.22%	1
Native Hawaiian or other Pacific Islander		0.00%	0
Two or more Races		2.44%	2
None of the above (please specify how you identify)		3.66%	3
TOTAL			82

#	NONE OF THE ABOVE (PLEASE SPECIFY HOW YOU IDENTIFY)	DATE
1	Italian-American	6/7/2023 5:23 PM
2	Native American	6/6/2023 8:30 PM
3	No more queer month. Had enough.	6/6/2023 2:29 PM



# **Responses to Survey #2: Redevelopment Vision Clearwater Segment**



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

Q1 In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 47 Skipped: 0

#	RESPONSES	DATE
1	34698	7/24/2023 5:15 PM
2	34698	7/6/2023 9:19 AM
3	33755	6/26/2023 10:00 AM
4	33756	6/25/2023 6:03 AM
5	33756	6/15/2023 9:07 PM
6	34684	6/15/2023 11:52 AM
7	34698	6/14/2023 11:46 PM
8	33756	6/14/2023 9:13 PM
9	33765	6/14/2023 8:21 PM
10	33756	6/14/2023 6:55 PM
11	33755	6/14/2023 2:55 PM
12	34683	6/14/2023 2:13 PM
13	33759	6/14/2023 12:36 PM
14	33755	6/14/2023 11:30 AM
15	33764	6/14/2023 11:30 AM
16	33767	6/14/2023 10:33 AM
17	33756	6/14/2023 10:22 AM
18	33763	6/14/2023 7:58 AM
19	33756	6/13/2023 11:25 PM
20	33756	6/13/2023 9:23 PM
21	33755	6/13/2023 8:39 PM
22	33755	6/13/2023 8:25 PM
23	33755	6/13/2023 8:25 PM
24	33767	6/13/2023 8:00 PM
25	33759	6/13/2023 7:34 PM
26	33755	6/13/2023 7:06 PM
27	33755	6/13/2023 7:03 PM
28	33756	6/13/2023 6:02 PM
29	33756	6/13/2023 5:42 PM
30	33755	6/13/2023 5:39 PM
31	33756	6/13/2023 5:35 PM



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

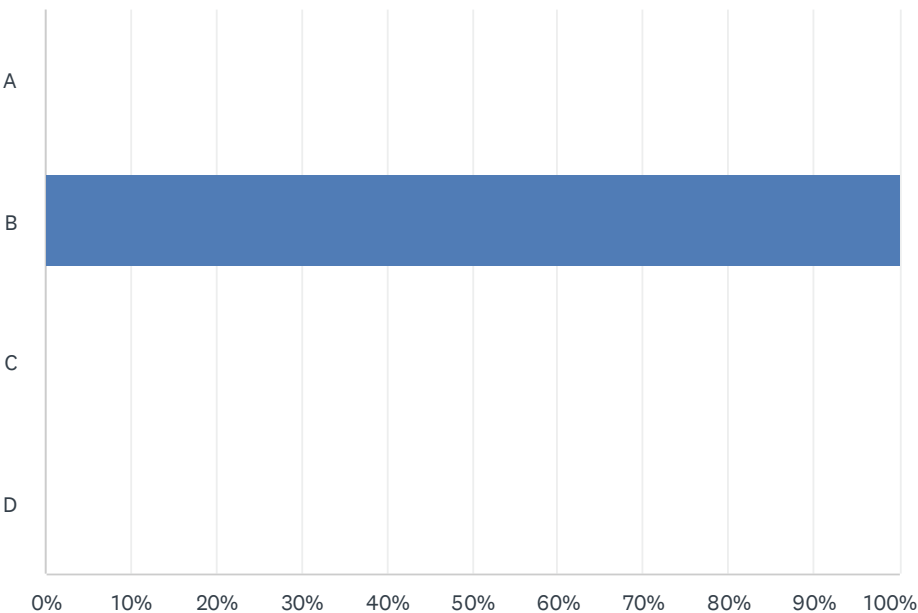
32	33755	6/13/2023 5:31 PM
33	33755	6/13/2023 5:16 PM
34	33756	6/13/2023 3:23 PM
35	33770	6/13/2023 3:23 PM
36	33764	6/13/2023 12:51 PM
37	33708	6/13/2023 12:09 PM
38	33781	6/13/2023 9:17 AM
39	33756	6/13/2023 6:30 AM
40	33756	6/12/2023 10:29 PM
41	33756	6/12/2023 8:09 PM
42	33770	6/8/2023 10:42 AM
43	33756	5/25/2023 9:59 AM
44	33756	5/25/2023 9:55 AM
45	33756	5/25/2023 9:51 AM
46	33756	5/25/2023 9:47 AM
47	33756	5/25/2023 9:41 AM



Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

Q2 Please select B as your answer choice (this question helps us verify that you are not a robot).

Answered: 1    Skipped: 46



ANSWER CHOICES	RESPONSES	
A	0.00%	0
B	100.00%	1
C	0.00%	0
D	0.00%	0
TOTAL		1

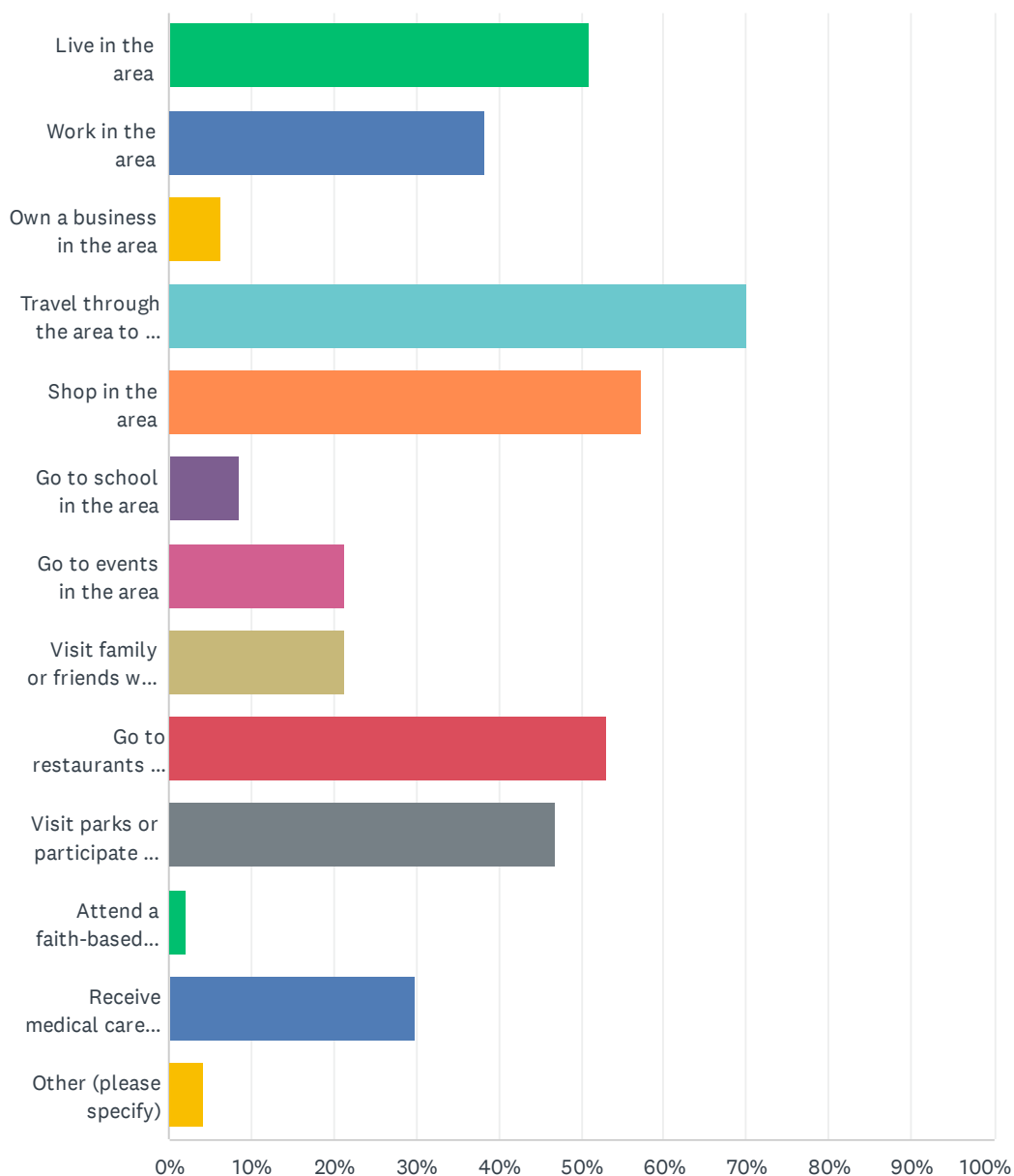
*Note: This question was added on July 18, 2023, several months after the survey initially launched to protect against bot responses. Therefore, any respondents who took the survey before July 18, 2023 did not receive this question.*



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q3 Which of the following best describes your relationship to the Missouri Ave area?

Answered: 47 Skipped: 0





## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Live in the area	51.06%	24
Work in the area	38.30%	18
Own a business in the area	6.38%	3
Travel through the area to get to another destination	70.21%	33
Shop in the area	57.45%	27
Go to school in the area	8.51%	4
Go to events in the area	21.28%	10
Visit family or friends who live in the area	21.28%	10
Go to restaurants in the area	53.19%	25
Visit parks or participate in other outdoor recreational activities in the area	46.81%	22
Attend a faith-based organization in the area	2.13%	1
Receive medical care in the area	29.79%	14
Other (please specify)	4.26%	2
Total Respondents: 47		

#	OTHER (PLEASE SPECIFY)	DATE
1	We do everything there!	6/13/2023 9:24 PM
2	I am a Realtor. I am everywhere for everything in the area.	6/13/2023 6:30 AM



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q4 What are some of your favorite places in your neighborhood, in the Missouri Ave area, or in Downtown Clearwater?

Answered: 43 Skipped: 4

#	RESPONSES	DATE
1	I just travel thru. More downtown renovations need to happen before I go there for shopping, dining etc	7/24/2023 5:16 PM
2	Coachman Park, Pinellas trail, Clearwater brewing company, Natures Food Patch. I like to walk throughout the downtown area and I'm excited for the new coachman park and the Sound	6/26/2023 10:01 AM
3	Lake Bellevue, public library, Banelly Taqueria	6/15/2023 9:11 PM
4	Frenchy's restaurants, Clearwater Beach	6/15/2023 11:54 AM
5	Clear Sky, Capitol Theatre	6/14/2023 11:47 PM
6	we frequent the walmart on rosery and missouri very often, as well as abes restaurant	6/14/2023 9:16 PM
7	Shops And Parks Libraries	6/14/2023 8:22 PM
8	Searstown plaza (or whatever it is called now), Charlie's Sushi.	6/14/2023 2:56 PM
9	Coachman park	6/14/2023 2:14 PM
10	Abe's Tavern. Live in Countryside	6/14/2023 12:37 PM
11	Tequilas Mexican Grill	6/14/2023 11:31 AM
12	n/a	6/14/2023 11:31 AM
13	Nature's Food Patch	6/14/2023 10:35 AM
14	Seminole Subs, Publix, Abes	6/14/2023 10:23 AM
15	The new Coachman Park and all that's coming	6/14/2023 7:59 AM
16	Tequilas Mexican Grill, Abe's, TJ Max, Walmart	6/13/2023 11:30 PM
17	Largo Park, Treasure Island Fun Center, Publix (Lakeview & Alt19)	6/13/2023 9:25 PM
18	Wildflower cafe, okeefes on st pats day	6/13/2023 8:42 PM
19	Between Cleveland and drew st, I love that are and should be more downtown comercial activity in that area.. open more restaurants, bar and boutiques	6/13/2023 8:27 PM
20	Cleaveland street, Capital Theater, captain cigar, ClearSky, the sound. Quest	6/13/2023 8:02 PM
21	Abe's Place	6/13/2023 7:35 PM
22	BIG LOTS AND OUR PLACE	6/13/2023 7:07 PM
23	Library, park to walk dog, several restaurants especially with outdoor seating	6/13/2023 7:06 PM
24	Clearwater Plaza, non-scino controlled downtown, coachman park	6/13/2023 6:03 PM
25	ROSS & STORES IN THAT CENTER, ABES ON MISSOURI, NO OTHER DECENT PLACES TO EAT EXCEPT A FEW SPOTS DOWNTOWN & LARGO MALL NOTHING IN BETWEEN EXCEPT FAST FOOD - THE WESTERN SIDE OF CLEARWATER HAS BECOME A DEAD ZONE. I PREFER TO STAY OFF GULF TO BAY & 19 BUT THAT LEAVES VERY LITTLE SHOP DINE OPPORTUNITIES.	6/13/2023 5:46 PM
26	largo family restaurant. luke's sports shack. abes place. aldi. auto repair. papa johns	6/13/2023 5:44 PM
27	Variety of restaurants, bars, coffee shops and grocery store all in downtown Dunedin.	6/13/2023 5:41 PM



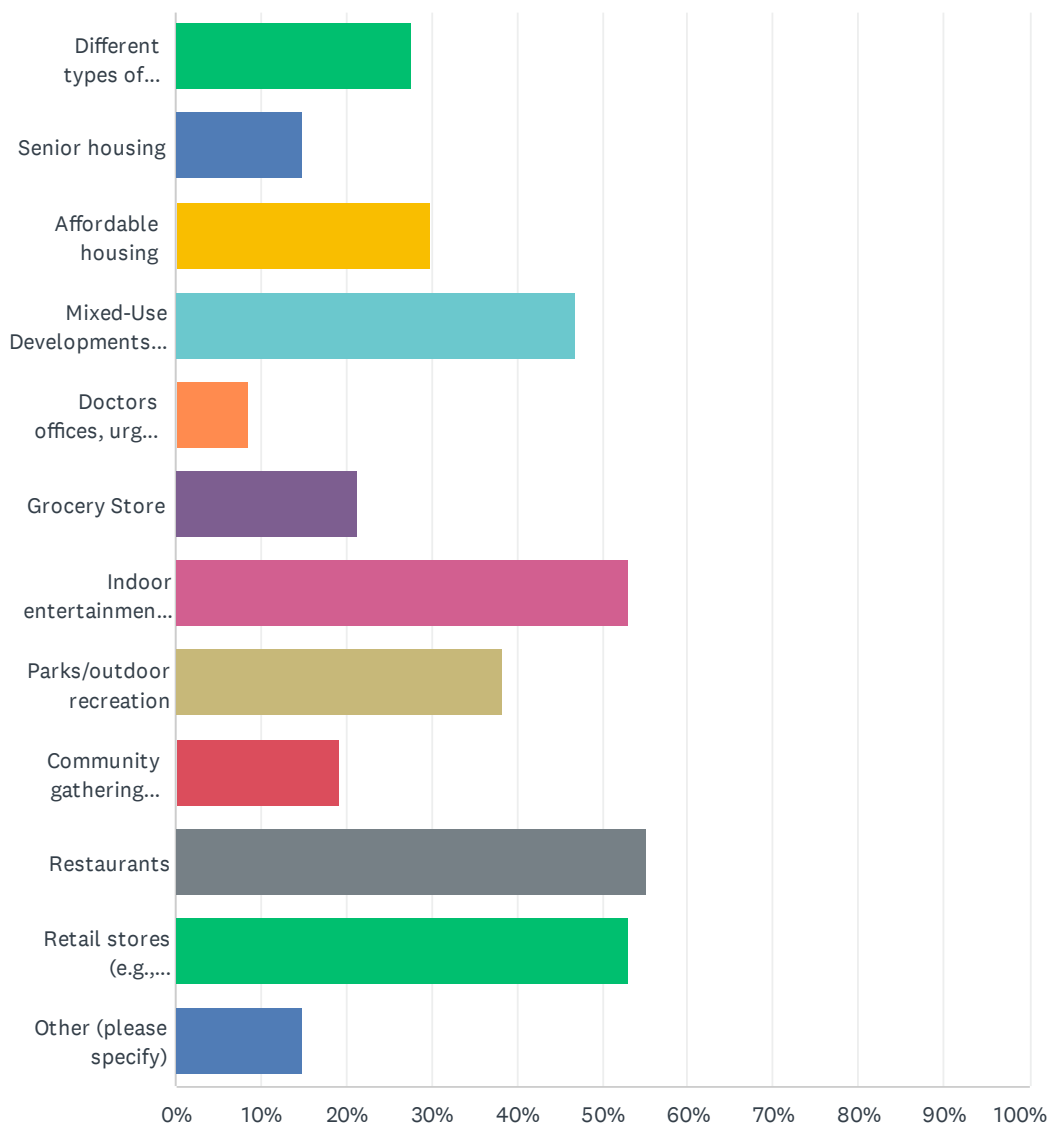
## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

28	Cleveland St in Downtown	6/13/2023 5:32 PM
29	Salvation Army, Aldi, Abes Place, Tequilas	6/13/2023 5:17 PM
30	Abes Place, Nature's Food Patch	6/13/2023 3:25 PM
31	Largo park, I live there in the area so just my personal life and my neighbors in the area	6/13/2023 3:24 PM
32	Beach, Glen oaks park sid lickton park, Ross Norton park,coachman park, Clearwater memorial causeway.	6/13/2023 12:53 PM
33	Restaurants	6/13/2023 12:09 PM
34	downtown	6/13/2023 9:17 AM
35	The Ring Workspaces, where I conduct my business. Lake view produce, TJMAXX.	6/13/2023 6:33 AM
36	Clearsky on Cleveland, Dunkin' Donuts, Starbucks downtown, largo Mall, tJ Maxx	6/12/2023 10:31 PM
37	Abe's, Publix	6/12/2023 10:26 PM
38	There is a boba tea shop I like to visit along Missouri Ave. I like Downtown Clearwater's proximity to Clearwater Beach.	6/8/2023 10:46 AM
39	Lake Belleview, Cleveland St.	5/25/2023 9:59 AM
40	Library, Walmart, ALDI	5/25/2023 9:55 AM
41	Lake Belleview, Ross Norton Recreation Center	5/25/2023 9:53 AM
42	Belle Lake, Community Garden, Lakeview Produce	5/25/2023 9:48 AM
43	Main Library	5/25/2023 9:42 AM

## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q5 What does this area need more of?

Answered: 47 Skipped: 0





## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Different types of housing (e.g. townhomes, apartments, duplexes, fourplexes, etc.)	27.66%	13
Senior housing	14.89%	7
Affordable housing	29.79%	14
Mixed-Use Developments (retail/cafes on the ground floor and residential above)	46.81%	22
Doctors offices, urgent care, or other health services	8.51%	4
Grocery Store	21.28%	10
Indoor entertainment/recreation, such as a movie theater, indoor rock climbing, arcade, etc.	53.19%	25
Parks/outdoor recreation	38.30%	18
Community gathering places, such as a community/rec center, community garden, etc.	19.15%	9
Restaurants	55.32%	26
Retail stores (e.g., clothing, books, hobby shops, etc.)	53.19%	25
Other (please specify)	14.89%	7
Total Respondents: 47		

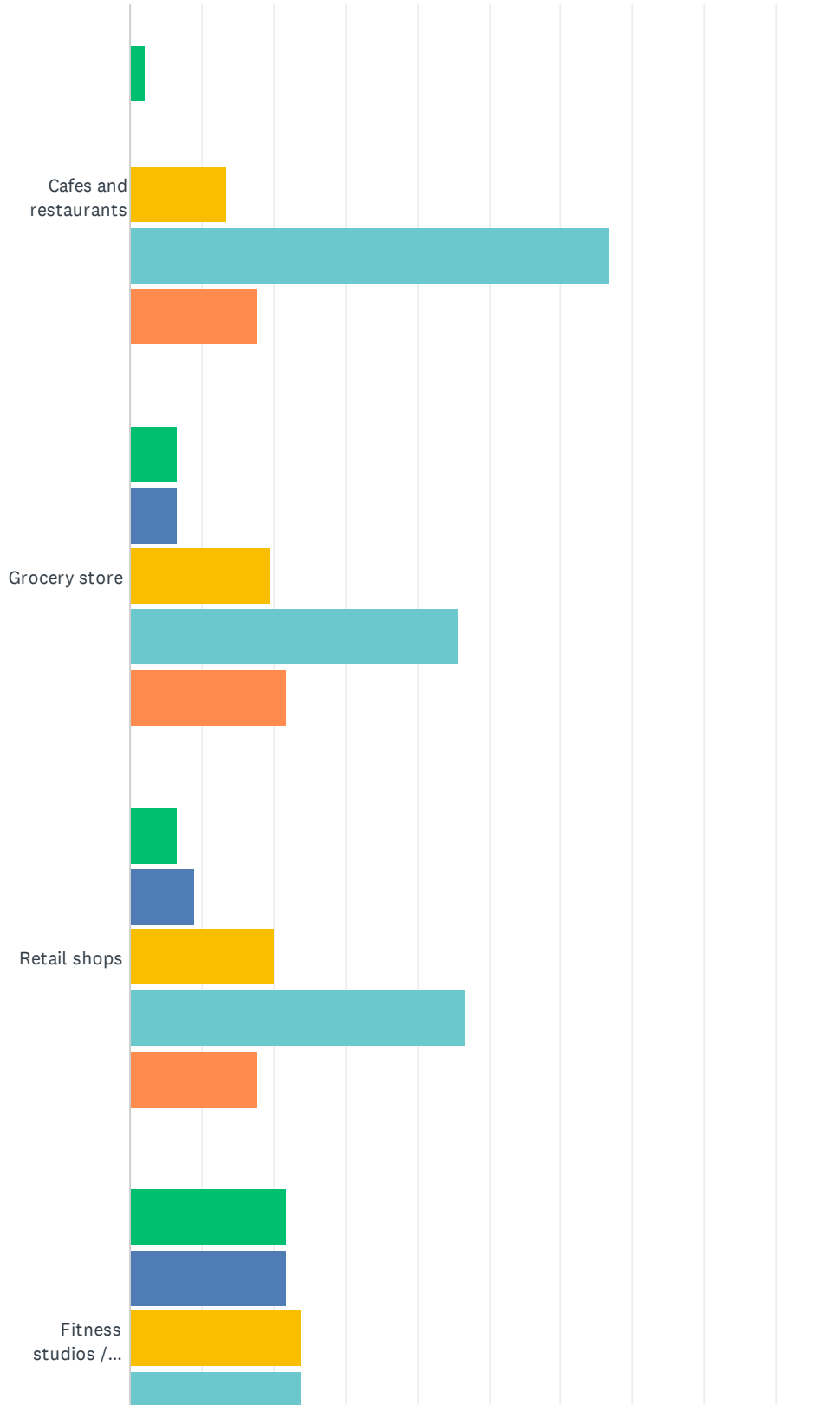
#	OTHER (PLEASE SPECIFY)	DATE
1	Efficiencies	6/14/2023 8:24 PM
2	Area already too congested, need a lot more green space.	6/14/2023 10:24 AM
3	The area needs cleaned up. Alt 19 north of court is all Scientology and I would not feel comfortable walking around. I rarely go downtown because they own it and there is no parking. Scientologists will tow if you park on their property. I love Clearsky but the parking isn't the best so I don't really venture downtown unless I have dr appts in the Morton Plant vicinity.	6/13/2023 8:46 PM
4	Downtown business.. and more parking food! Art! Music!	6/13/2023 8:28 PM
5	INVESTMENT IN THE EXISTING HOUSING STOCK FOR THE WESTERN SIDE OF CLEARWATER. IT HERE, ITS AFFORDABLE HELP TO SAVE VALUES, HURRICANE HARDENING, HELP IN OBTAINING HOME OWNER INSURANCE.	6/13/2023 5:49 PM
6	Bus stop lanes. Not buses stopping in the road. And safety. There is drug use in broad daylight in these parking lots because lots are empty.	6/13/2023 6:34 AM
7	Clearwater needs State-Supported Amtrak service and Bus Rapid Transit service similar to SunRunner. Improving local transit and having a good regional and intercity transportation connection would help attract more mixed-use development and reduce the reliance on cars.	6/8/2023 10:49 AM



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

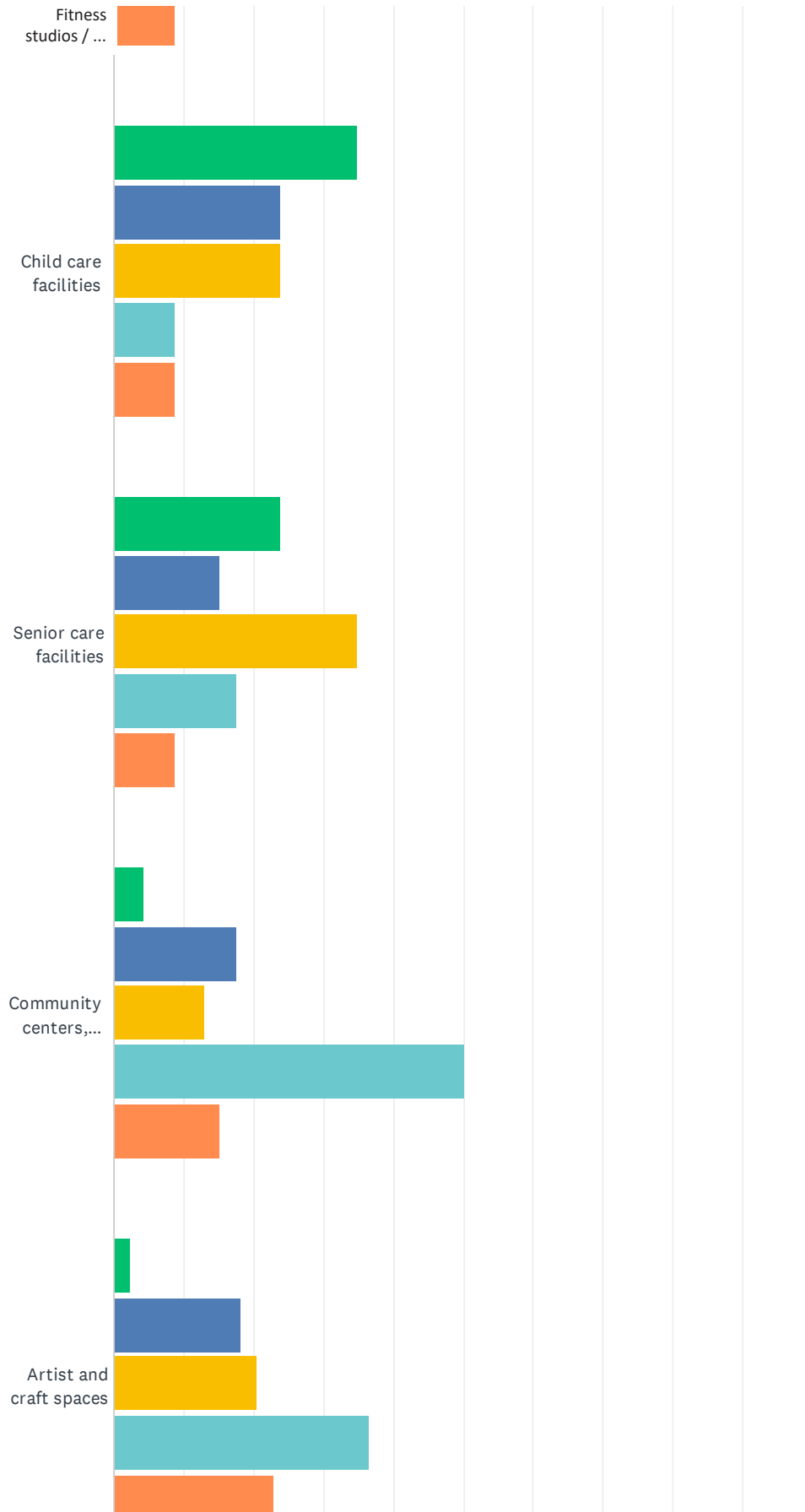
### Q6 What types of places are important to you?

Answered: 46 Skipped: 1

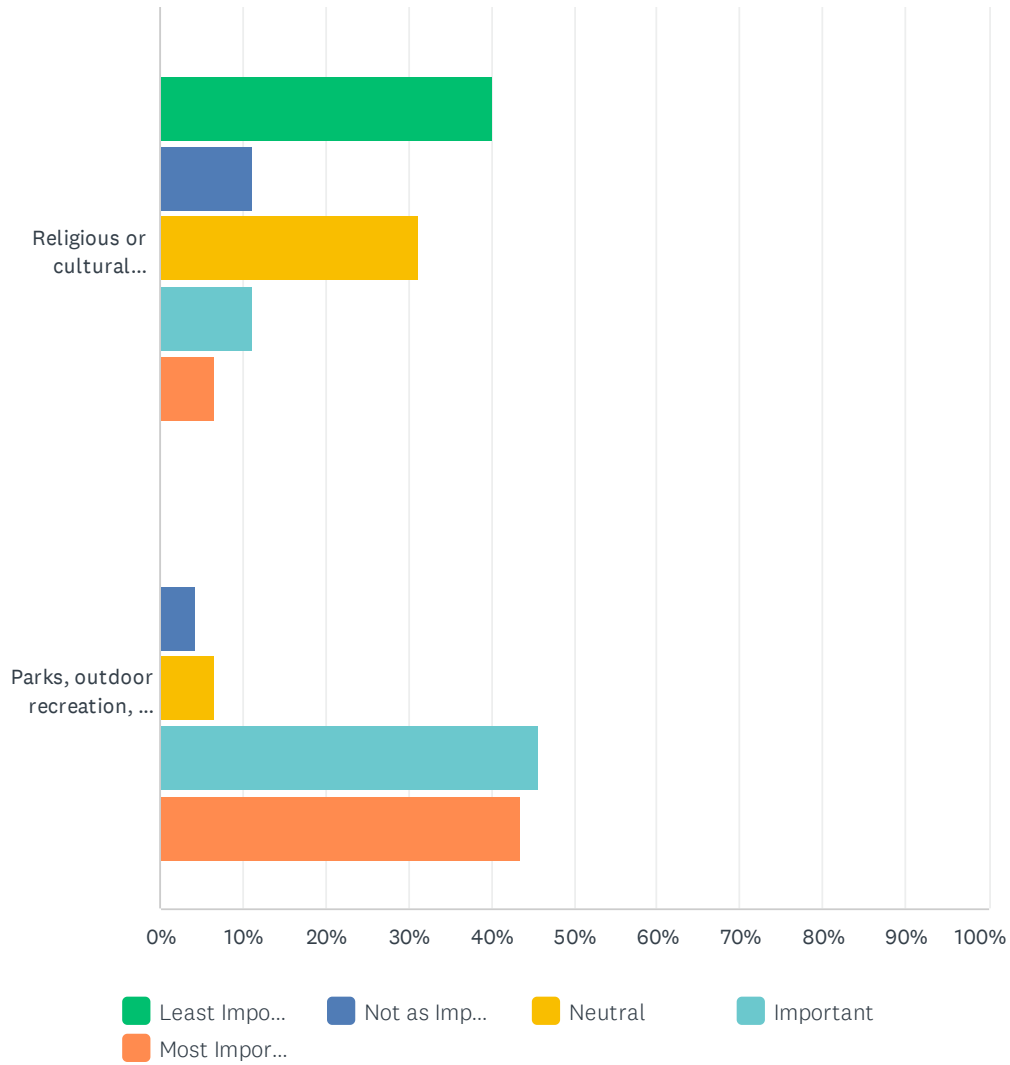




## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment





## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

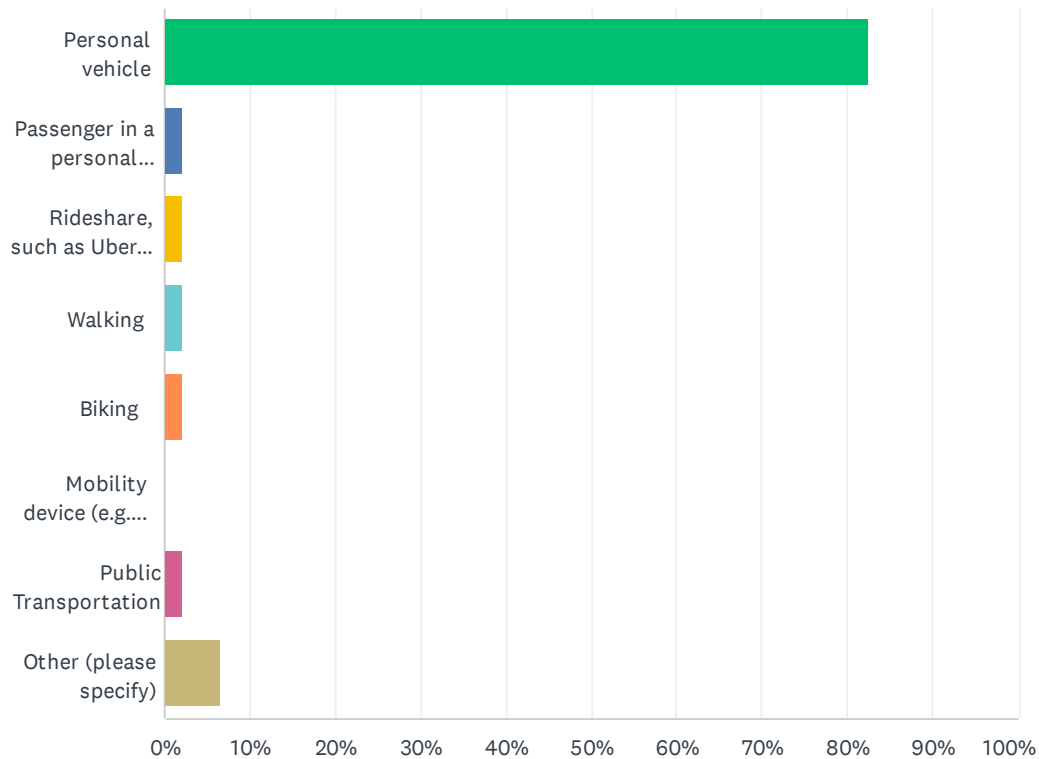
	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Cafes and restaurants	2.22% 1	0.00% 0	13.33% 6	66.67% 30	17.78% 8	45	3.98
Grocery store	6.52% 3	6.52% 3	19.57% 9	45.65% 21	21.74% 10	46	3.70
Retail shops	6.67% 3	8.89% 4	20.00% 9	46.67% 21	17.78% 8	45	3.60
Fitness studios / indoor gyms	21.74% 10	21.74% 10	23.91% 11	23.91% 11	8.70% 4	46	2.76
Child care facilities	34.78% 16	23.91% 11	23.91% 11	8.70% 4	8.70% 4	46	2.33
Senior care facilities	23.91% 11	15.22% 7	34.78% 16	17.39% 8	8.70% 4	46	2.72
Community centers, recreation centers, public libraries	4.35% 2	17.39% 8	13.04% 6	50.00% 23	15.22% 7	46	3.54
Artist and craft spaces	2.27% 1	18.18% 8	20.45% 9	36.36% 16	22.73% 10	44	3.59
Religious or cultural institution	40.00% 18	11.11% 5	31.11% 14	11.11% 5	6.67% 3	45	2.33
Parks, outdoor recreation, and natural areas	0.00% 0	4.35% 2	6.52% 3	45.65% 21	43.48% 20	46	4.28



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q7 When traveling in the area, how do you usually get around?

Answered: 46 Skipped: 1



ANSWER CHOICES	RESPONSES	
Personal vehicle	82.61%	38
Passenger in a personal vehicle	2.17%	1
Rideshare, such as Uber or Lyft	2.17%	1
Walking	2.17%	1
Biking	2.17%	1
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	2.17%	1
Other (please specify)	6.52%	3
TOTAL		46

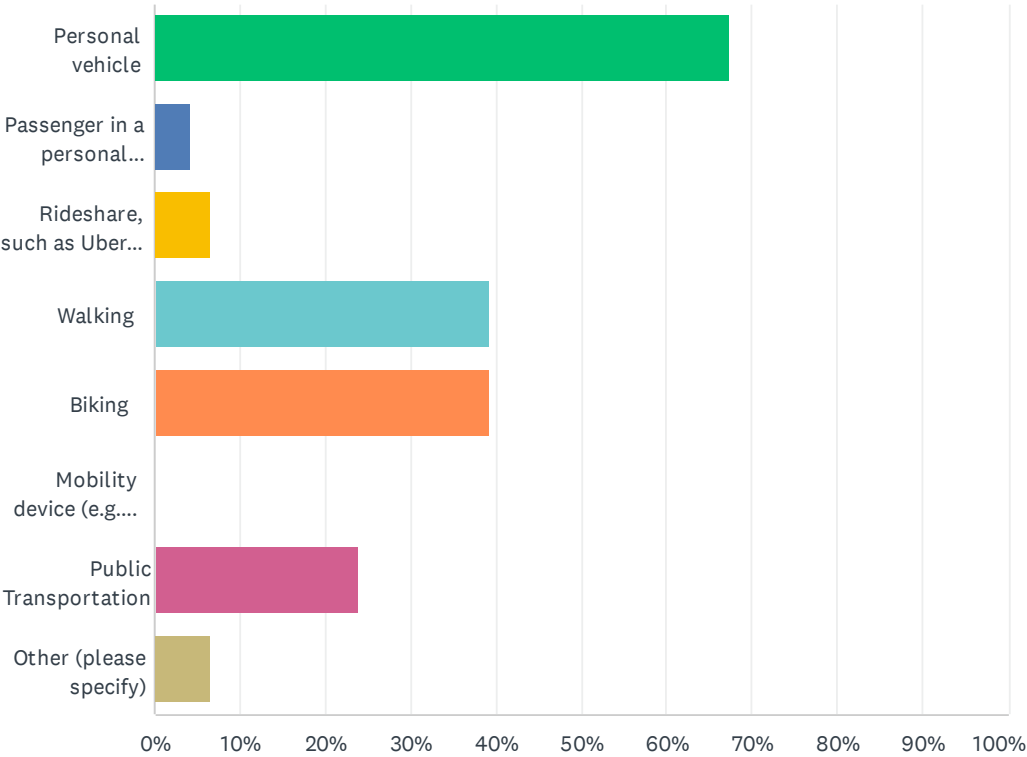
#	OTHER (PLEASE SPECIFY)	DATE
1	Personal vehicle & passenger in a personal vehicle	5/25/2023 10:01 AM
2	Walking, bicycle, public transportation (#18, 61, 52)	5/25/2023 9:57 AM
3	Personal vehicle & public transportation (Largo HS to Missouri/Belleair)	5/25/2023 9:44 AM



Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

Q8 How would you want to get around?

Answered: 46 Skipped: 1



ANSWER CHOICES	RESPONSES	
Personal vehicle	67.39%	31
Passenger in a personal vehicle	4.35%	2
Rideshare, such as Uber or Lyft	6.52%	3
Walking	39.13%	18
Biking	39.13%	18
Mobility device (e.g. wheelchair)	0.00%	0
Public Transportation	23.91%	11
Other (please specify)	6.52%	3
Total Respondents: 46		

#	OTHER (PLEASE SPECIFY)	DATE
1	A train that gets us from one point to the other it's definitely the future	6/14/2023 8:27 PM
2	1' sidewalk along west side ml King north of belleair is ridiculous. Sidewalks more sidewalks ESPECIALLY in lower income areas where MORE PEOPLE & KIDS WALK. TURN SIGNALS AT LAKEVIEW & HIGHLAND!!! DRUID & MYRTLE!!! AND AT MYRTLE & TURNER STREEET!!!	6/13/2023 5:58 PM

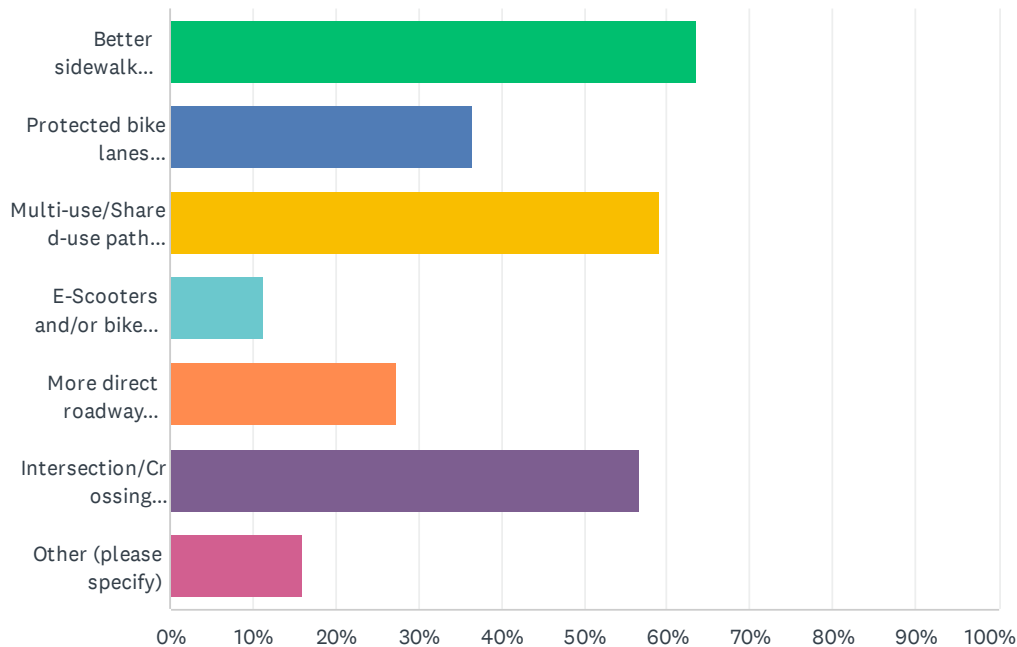




## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q9 What mobility improvements are needed in the area to make getting around easier?

Answered: 44 Skipped: 3



ANSWER CHOICES	RESPONSES	
Better sidewalk conditions	63.64%	28
Protected bike lanes (on-street)	36.36%	16
Multi-use/Shared-use path (off-street)	59.09%	26
E-Scooters and/or bike share	11.36%	5
More direct roadway connections	27.27%	12
Intersection/Crossing improvements	56.82%	25
Other (please specify)	15.91%	7
Total Respondents: 44		

#	OTHER (PLEASE SPECIFY)	DATE
1	I notice there are many pedestrians crossing the road outside of crosswalks in this area. If there were more crosswalks that they could use it may make it safer.	6/14/2023 9:19 PM
2	A train would be a big thing for Tampa Bay Area	6/14/2023 8:27 PM
3	Trees, green space	6/14/2023 10:25 AM
4	Traffic lights need to be timed.	6/13/2023 11:33 PM
5	See comments from #7. Need turn lights at Lakeview & Highland, Highland & Druid, MYRTLE & Turner St and at MYRTLE & Druid.	6/13/2023 5:58 PM



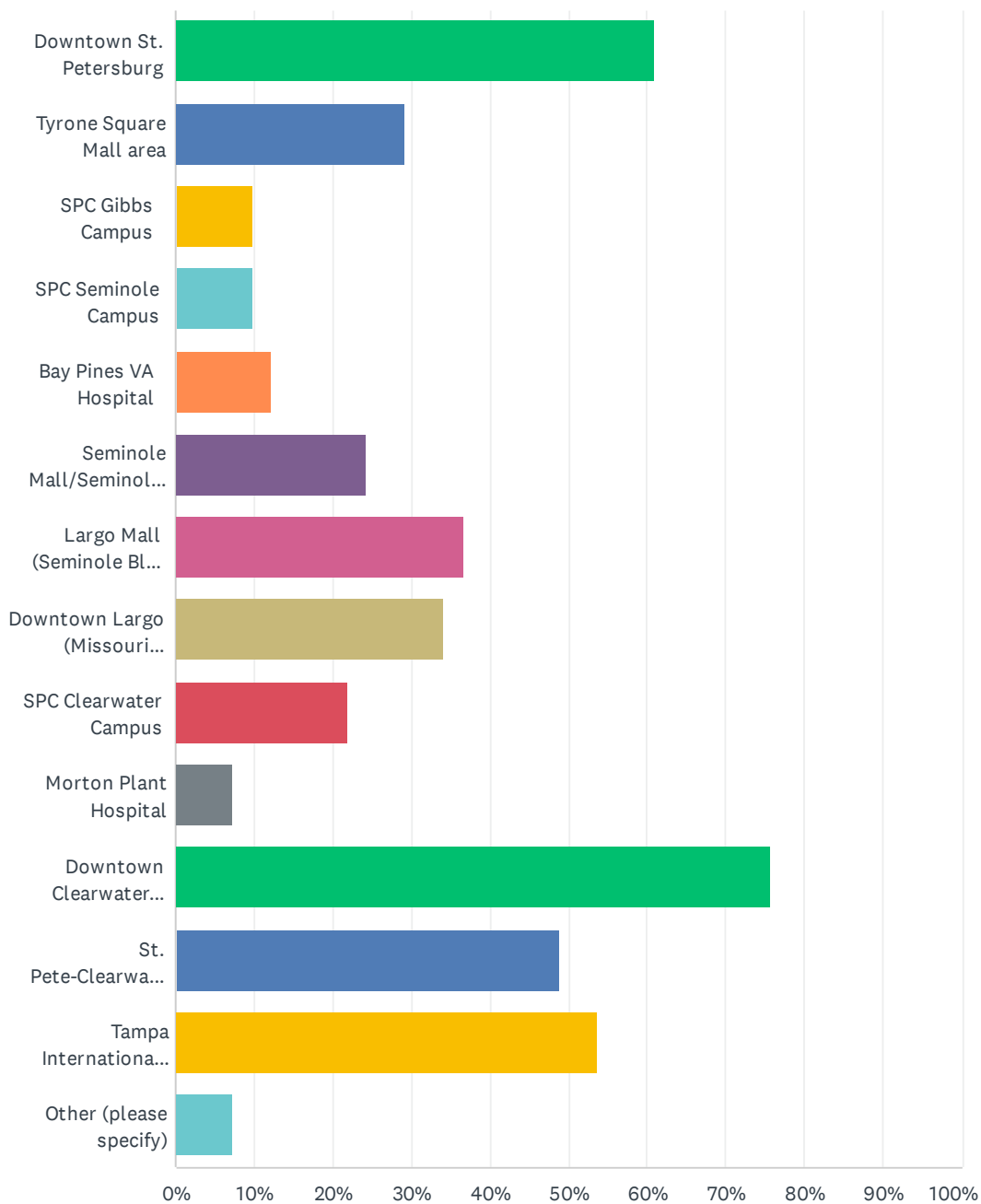
## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

6	Bus lane and bus lane stops. Better timed traffic lights.	6/13/2023 6:36 AM
7	BAT or BRT lanes to improve local bus service.	6/8/2023 10:51 AM

## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

Q10 What locations outside of the Missouri Avenue/Downtown Clearwater area would you want to use an enhanced bus service (i.e., higher frequency, express bus service) to travel to?

Answered: 41 Skipped: 6





## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

ANSWER CHOICES	RESPONSES	
Downtown St. Petersburg	60.98%	25
Tyrone Square Mall area	29.27%	12
SPC Gibbs Campus	9.76%	4
SPC Seminole Campus	9.76%	4
Bay Pines VA Hospital	12.20%	5
Seminole Mall/Seminole City Center	24.39%	10
Largo Mall (Seminole Blvd and Ulmerton Road)	36.59%	15
Downtown Largo (Missouri Ave and West Bay Drive)	34.15%	14
SPC Clearwater Campus	21.95%	9
Morton Plant Hospital	7.32%	3
Downtown Clearwater and/or Clearwater Beach	75.61%	31
St. Pete-Clearwater Airport / Carillon area	48.78%	20
Tampa International Airport/Westshore area	53.66%	22
Other (please specify)	7.32%	3
Total Respondents: 41		

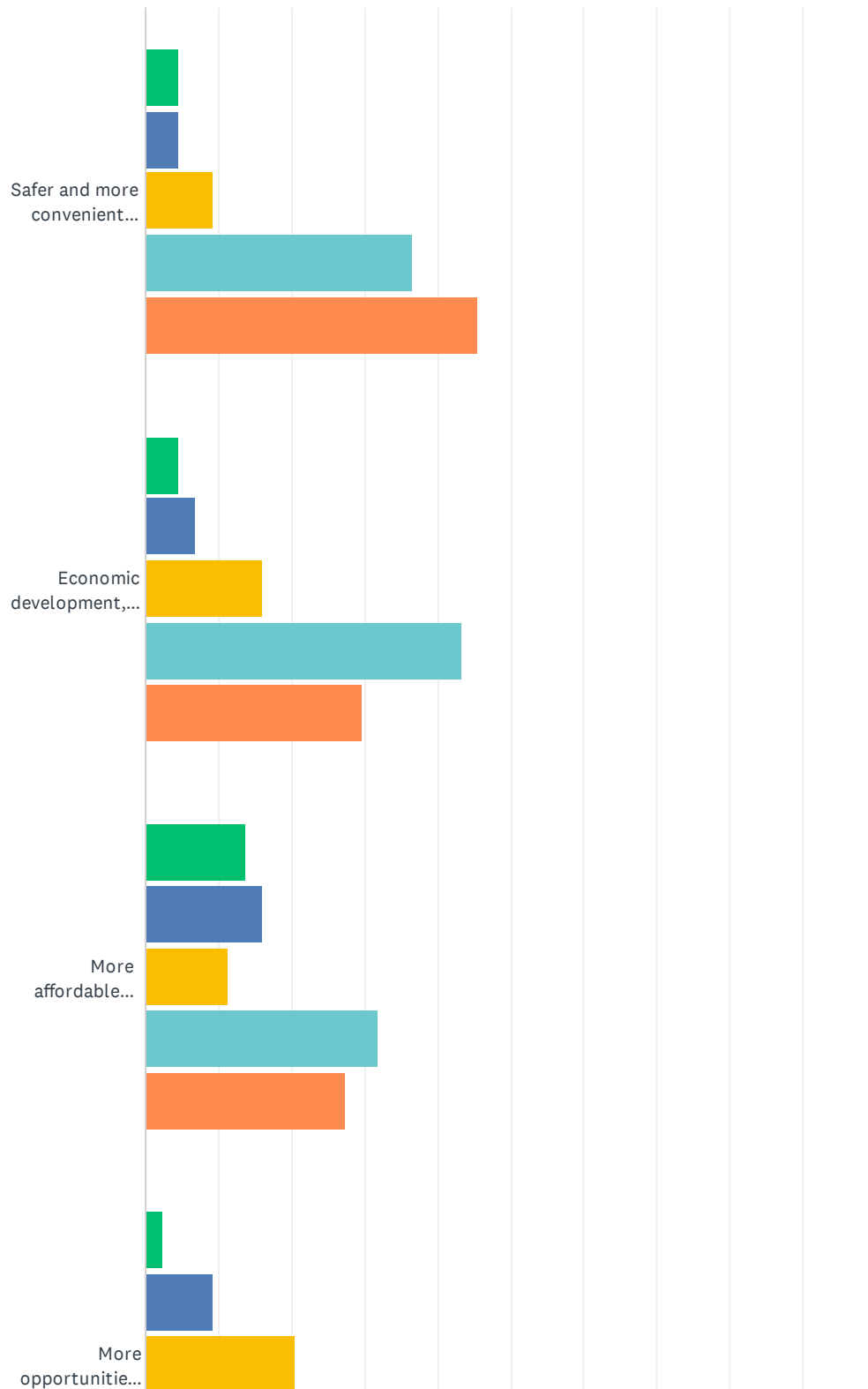
#	OTHER (PLEASE SPECIFY)	DATE
1	Better service going north up into Dunedin and Palm Harbor. Also better going south past downtown St Pete and also to the beaches and Carillon areas.	6/15/2023 9:16 PM
2	none	6/14/2023 9:20 PM
3	Installing BAT lanes or BRT lanes along Alt US 19 and then through Downtown Clearwater to Clearwater Beach would help create a strong transit backbone for Pinellas County. Major destinations in Pinellas County should be connected by Bus Rapid Transit in BAT or BRT lanes.	6/8/2023 10:57 AM



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

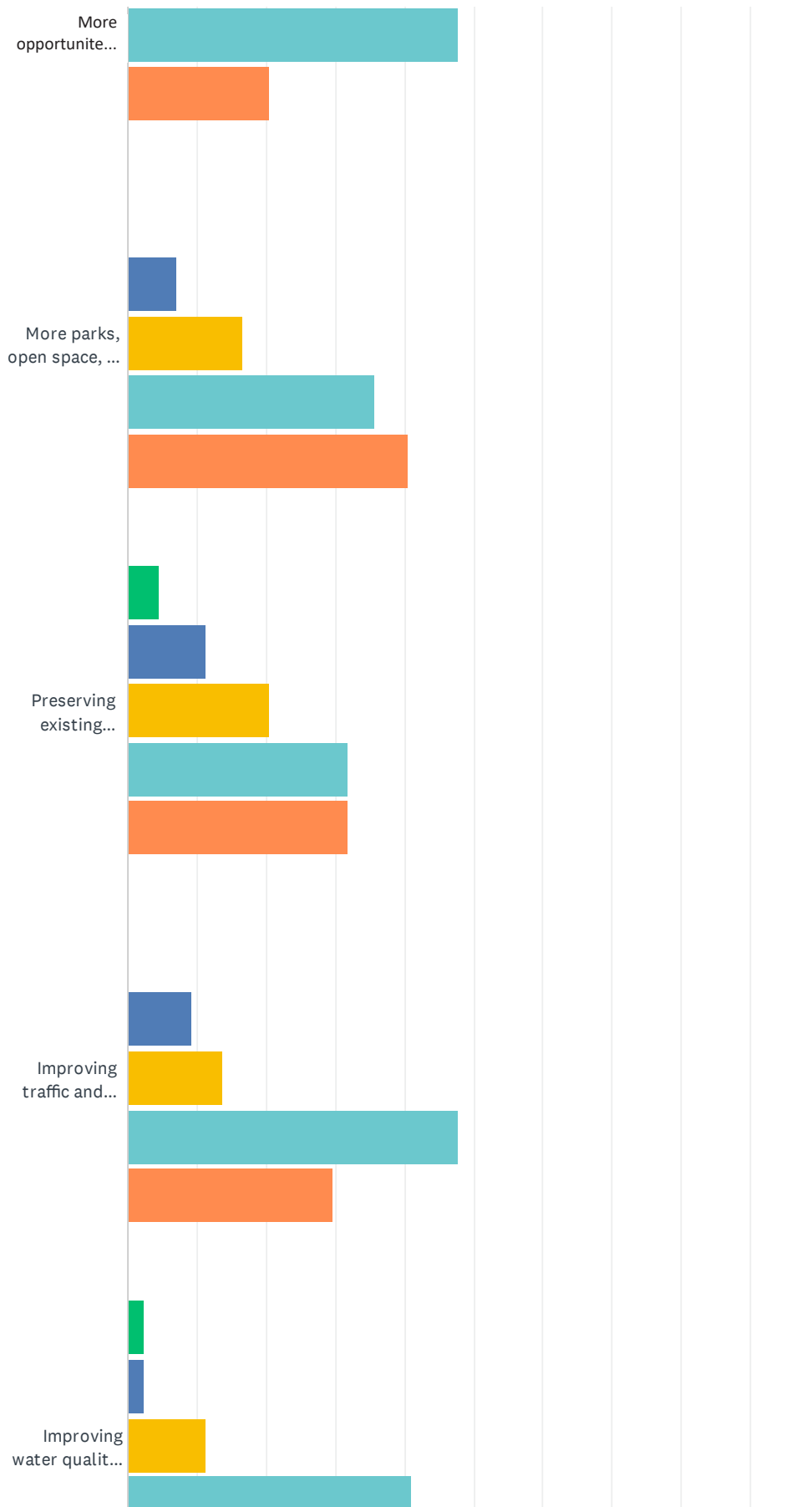
Q11 Please indicate how important the following objectives/topics are to you, from least important (1) to most important (5).

Answered: 44 Skipped: 3





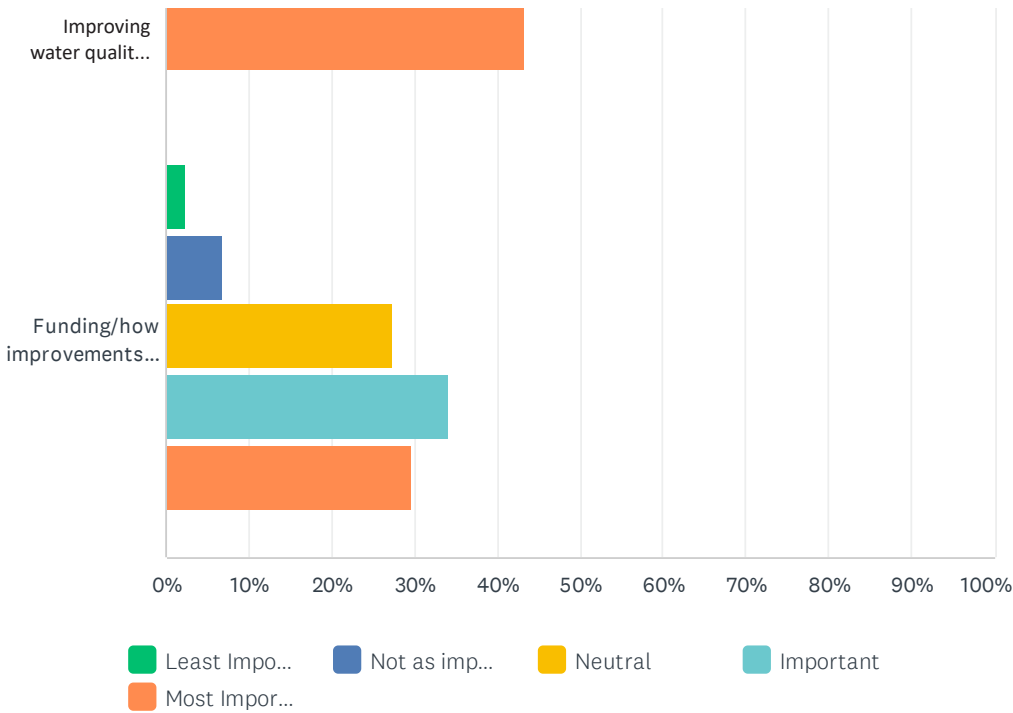
## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment







## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment



	LEAST IMPORTANT	NOT AS IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Safer and more convenient transportation options, such as walking, biking, and public transportation	4.55% 2	4.55% 2	9.09% 4	36.36% 16	45.45% 20	44	4.14
Economic development, job growth, and small business development	4.55% 2	6.82% 3	15.91% 7	43.18% 19	29.55% 13	44	3.86
More affordable housing options	13.64% 6	15.91% 7	11.36% 5	31.82% 14	27.27% 12	44	3.43
More opportunities and places for community events	2.27% 1	9.09% 4	20.45% 9	47.73% 21	20.45% 9	44	3.75
More parks, open space, and trails	0.00% 0	7.14% 3	16.67% 7	35.71% 15	40.48% 17	42	4.10
Preserving existing neighborhoods	4.55% 2	11.36% 5	20.45% 9	31.82% 14	31.82% 14	44	3.75
Improving traffic and roadway conditions for automobiles	0.00% 0	9.09% 4	13.64% 6	47.73% 21	29.55% 13	44	3.98
Improving water quality, air quality, flooding, and other environmental concerns	2.27% 1	2.27% 1	11.36% 5	40.91% 18	43.18% 19	44	4.20
Funding/how improvements will be paid for	2.27% 1	6.82% 3	27.27% 12	34.09% 15	29.55% 13	44	3.82



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q12 (Optional) Please provide any additional comments or ideas you have for the Alt 19 area:

Answered: 16 Skipped: 31

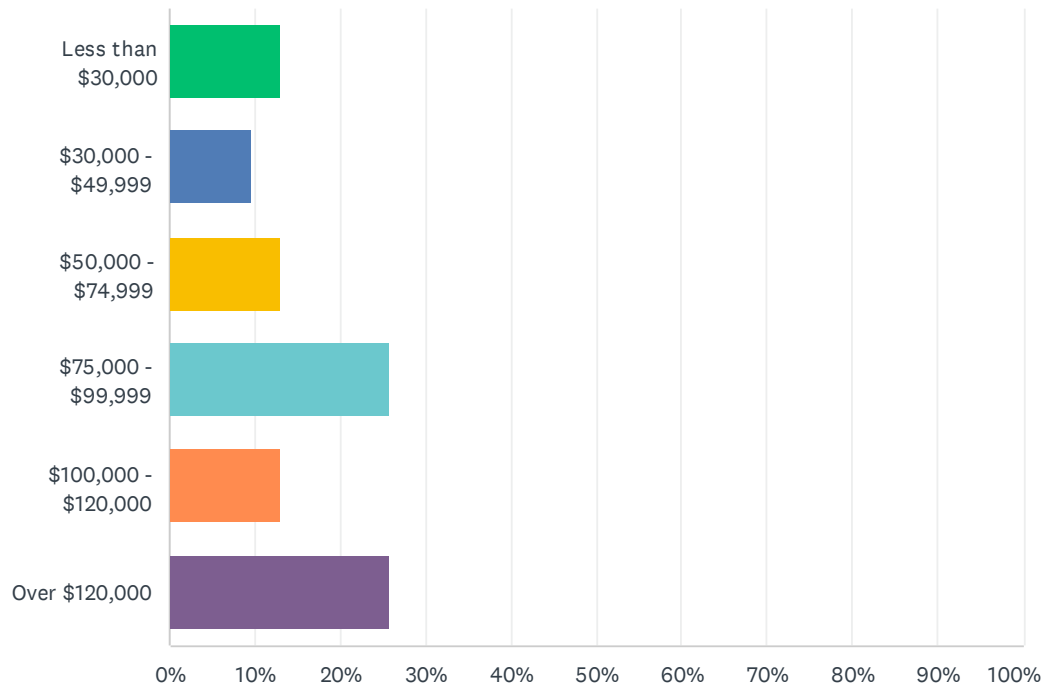
#	RESPONSES	DATE
1	speeding is also an issue, as with most areas these days	6/14/2023 9:24 PM
2	A train for the area it's a no brainer	6/14/2023 8:30 PM
3	19 is so crowded with traffic. Alt 19 could help ease highway traffic if more efficient.	6/14/2023 12:42 PM
4	Less housing more parks, trees and green space	6/14/2023 10:27 AM
5	Downtown Clearwater needs better parking.	6/13/2023 11:37 PM
6	See above	6/13/2023 8:51 PM
7	The look of the areas under discussion including the downtown main route to the beach looks horrible. Bad sidewalk conditions, lack of landscaping which encourages owners to feel the same, invest in us so the owners will step up as well. Need more outdoor dining opportunities on this side of town, some cute shops.... tired of needing to drive to Dunedin, St Pete & Safety Harbor. I want to dine, shop, hang in MY area. I want retain my home & enjoy the area I live (since 1975) and work in (downtown clearwater county complex). Newer developments come in landscaping gets installed for C.O. & 2 years later it's dead due to lack of irrigation trees removed, cut or dead. Need better code enforcement follow up to make businesses keep up what was required plantings. Walgreens downtown good example....looks terrible. Need MORE community officers to assist in this area with homeless & drug addicts are taking over. Need more officers on our streets actively assisting not IGNORING. I LOVE MY TOWN & want to believe it can improve. Thanks for asking.	6/13/2023 6:23 PM
8	we need more sidewalks and dedicated bike lanes.	6/13/2023 5:47 PM
9	Bring new business to the area, a lot of the businesses on alt 19 seem dated and old it's just not pleasant to drive through like other areas of Tampa bay	6/13/2023 3:28 PM
10	Wide accessible sidewalks. Traffic lights that reward the speed limit by being engineered to be green in sequence.	6/13/2023 12:58 PM
11	This is not seen as a safe zone. This area is park as close as you can to the store and watch for drug use and human trafficking. There needs to be more security. More cameras, newer businesses to keep traffic up, smaller parking lots. I can't see a need for such huge parking lots anymore.	6/13/2023 6:41 AM
12	It has plenty of lanes. It's rarely ever congested. It's very fast. It needs something else other than just commercial properties. It's a road that I would never wanna bike or walk near. All the worst stroad characteristics.	6/12/2023 10:33 PM
13	In the near to mid-term, installing BAT lanes or BRT lanes along Alt US 19 and then through Downtown Clearwater to Clearwater Beach would help create a strong transit backbone for Pinellas County. Major destinations in Pinellas County should be connected by Bus Rapid Transit in BAT or BRT lanes. In the mid to long-term, State-Supported Amtrak service with stations in Clearwater, Largo, Pinellas Park, and St. Petersburg would provide a high quality regional and intercity passenger rail connection to the rest of the Tampa Bay region and to other regions in Florida. The future Clearwater Multimodal Transit Center would be a great location for a State-Supported Amtrak station to serve Clearwater and connect to Bus Rapid Transit service.	6/8/2023 11:02 AM
14	I don't know how popular the campuses are, perhaps have limited bus runs to them.	5/25/2023 10:03 AM
15	More direct bus routes to the beach	5/25/2023 9:50 AM
16	Intersection/crossing improvements: Pinellas Trail @ Court St; need more indoor activities and outdoor activities for families	5/25/2023 9:46 AM



## Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

### Q15 (Optional) What is your approximate annual household income?

Answered: 31 Skipped: 16



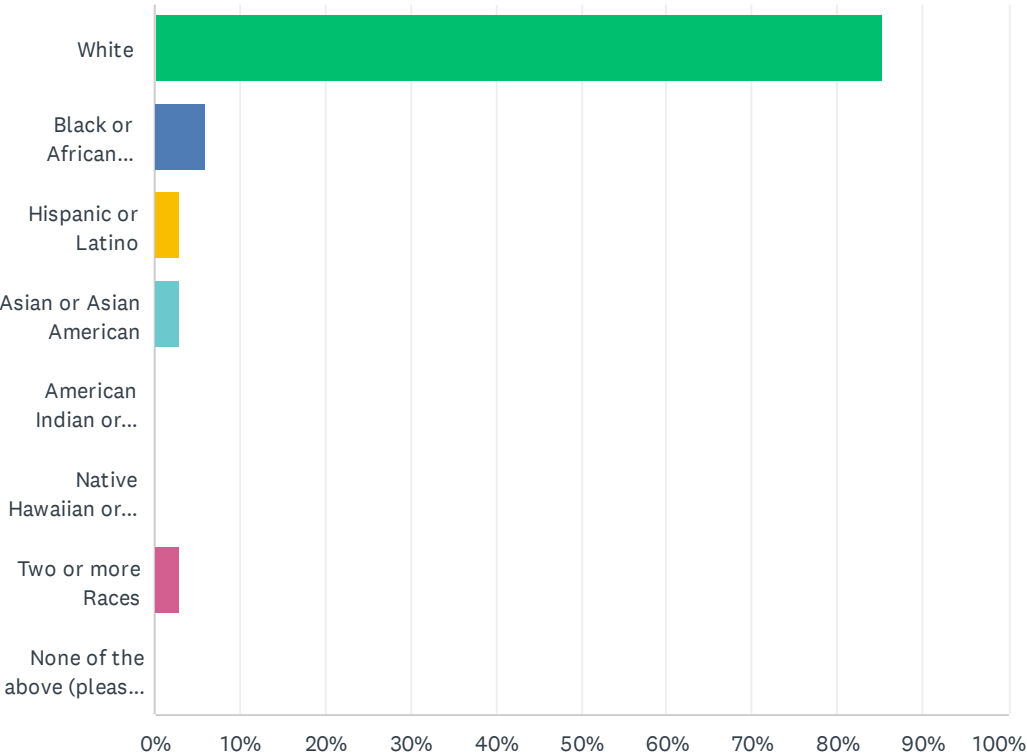
ANSWER CHOICES	RESPONSES	
Less than \$30,000	12.90%	4
\$30,000 - \$49,999	9.68%	3
\$50,000 - \$74,999	12.90%	4
\$75,000 - \$99,999	25.81%	8
\$100,000 - \$120,000	12.90%	4
Over \$120,000	25.81%	8
TOTAL		31



Results from Survey #2: Redevelopment Vision, Clearwater (Missouri Ave) Segment

Q16 (Optional) What race or ethnicity best describes you?

Answered: 34    Skipped: 13



ANSWER CHOICES		RESPONSES	
White		85.29%	29
Black or African American		5.88%	2
Hispanic or Latino		2.94%	1
Asian or Asian American		2.94%	1
American Indian or Alaska Native		0.00%	0
Native Hawaiian or other Pacific Islander		0.00%	0
Two or more Races		2.94%	1
None of the above (please specify how you identify)		0.00%	0
TOTAL			34

#	NONE OF THE ABOVE (PLEASE SPECIFY HOW YOU IDENTIFY)	DATE
	There are no responses.	





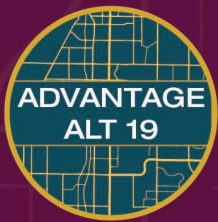
**ADVANTAGE ALT 19:**

**Investing in People and Places along the Alternate US 19 Corridor**

***APPENDIX C:  
TRANSIT OPERATIONS PLAN***

**NOVEMBER 2023**





# Investing in People and Places along the Alternate US 19 Corridor

## Alternate US 19 – Transit Operations Plan Service Concept

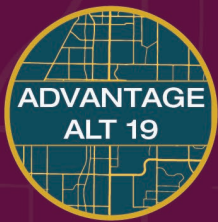
One of the key objectives of the **Advantage Alt 19** plan is to develop solutions that connect people to housing, employment, and other major destinations. Public transportation is a key component of a bundle of solutions that will support that connectivity. To that end, a service concept for public transportation services is proposed that complements the emerging trends and redevelopment potential within the corridor, as evidenced through the existing conditions analysis.

### Service Area/Limits

Although the study area limits are bound and established for evaluation of specific land use elements (i.e., Central Ave/58<sup>th</sup> Street N in St. Petersburg to Clearwater), the proposed public transportation service concept is intended to capture and support transportation needs that stretch well beyond the study area. For example, the reach of the public transportation system is extended beyond the study area boundary via connectivity to the full network of public transportation services available throughout the County. Consequently, the service concept is defined for the Alternate US 19 corridor but takes advantage of east/west fixed bus route connectivity, including SunRunner operations, and also mobility-on-demand services currently being offered by the Pinellas Suncoast Transit Authority (PSTA). In this manner, connections between housing, jobs, and emerging redevelopment are encouraged and enhanced.

### A Phased Approach

The long-term vision for public transportation along the Alternate US 19 corridor is anticipated to develop over time. It is recommended that an incremental approach consistent with the scale and timing of redevelopment to be employed to best ensure the success of an enhanced public transportation service. Such a strategy allows for piecemeal changes in transit service levels and infrastructure that are responsive to ridership demand and that are compatible with commercial and residential growth. In addition, an incremental approach allows for monitoring, evaluation, and public engagement to occur before advancing into future phases, thus allowing PSTA to make adjustments to increase the operational efficiency of the service and better serve transit riders. Conceptually, four phases are identified that reflect increasing levels of public transportation. Estimated costs associated with each phase are listed in Tables 1 and 2.



# Investing in People and Places along the Alternate US 19 Corridor

## ***Phase 1: Limited Stop Overlay***

- A limited-stop, high-frequency express bus transit service that connects major job locations and other major activity centers within the corridor.
- The service could initially be implemented during the weekdays from 6:00am to 7:30pm, with more frequent service during peak periods of the day (6:00am to 9:00am and 3:00pm to 6:00pm). An expanded service span could be considered contingent on ridership demand.
- The limited stop service would operate with 30-minute headways during the weekday peak period and 60-minute headways during the off-peak period.
- An all-stop local bus service (Route 18) would continue to operate along the full extent of the corridor.
- PSTA and local communities will partner on marketing and promotion of the new limited stop express service and the benefits it provides as redevelopment and development growth occur.

## ***Phase 2: High-Frequency Bus Service***

- The limited stop overlay operation would be enhanced to provide more frequent service over a longer service span (i.e., days of the week and hours of the day).
- Peak period service levels would be modified to provide increased capacity contingent on bus loads, passenger wait times, and ridership demand.
- Technology, station amenities, and associated capital infrastructure would be enhanced to provide higher levels of customer service, comfort, and to facilitate access and connectivity to and from other system services.

## ***Phase 3: System Operational Enhancements***

- System operational enhancements consist of intersection treatments that facilitate movement of the bus through roadway intersections.
- Transit Signal Priority (TSP) systems facilitate bus communication with traffic signals, allowing adjustments in the traffic signal timing to reduce the impacts of traffic congestion and keep buses on schedule. So

*The inclusion of operational enhancements in Phase 3 does not preclude implementation of similar service reliability, running time, and efficiency improvements in Phase 1, Phase 2, or as funding becomes available. Applications vary and can be scaled, modified and/or piloted within a variety of operational contexts.*



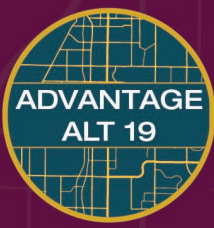
# Investing in People and Places along the Alternate US 19 Corridor

called “soft pre-emption” may extend the green time for a bus approaching the intersection but does not alter the signal phasing sequence to turn a red signal to green, similar to the technology used by emergency vehicle operators.

- Queue jump lanes give buses a head start to move through the intersection before other vehicles. They allow buses to avoid the queue of vehicles stopped at the intersection and movement through the intersection is typically coordinated with TSP.

## ***Phase 4: Bus Rapid Transit (BRT) Service***

- High-capacity bus service is characterized as branded, high-frequency bus service that is supported by enhanced stations, technology, and operational enhancements that give the bus select priority over other traffic.
- Select segments within the corridor would be evaluated for the possibility of exclusive, conditional, or temporary bus lane use. Such applications remove bus service away from conflicting traffic conditions, thus enhancing the speed and reliability of the service.



# Investing in People and Places along the Alternate US 19 Corridor

**Table 1. Estimated Annual Operating Costs by Phase**

Phase <sup>1</sup>	Service Span	Frequency	Fleet Requirement	Estimated Annual Operating Costs <sup>3</sup>
<b>1: 18LX</b> Weekday Service 6:00am-7:30pm	Peak (6 hours)	30 min	4 vehicles	\$1,060,000
	Off-Peak (7.5 hours)	60 min	2 vehicles	
<b>2: High-Frequency 18LX<sup>2</sup></b> Weekday Service 6:00am-7:30pm Weekend Service 9:00am-7:00pm	Peak (6 hours)	15 min	8 vehicles	\$2,570,000
	Off-Peak (7.5 hours)	30 min	4 vehicles	
	Weekend (10 hours)	30 min	4 vehicles	
<b>3: Expanded Service Span<sup>2</sup></b> Weekday Service 6:00am-8:00pm Weekend Service 9:00am-9:00pm	Peak (6 hours)	15 min	8 vehicles	\$2,720,000
	Off-Peak (8 hours)	30 min	4 vehicles	
	Weekend (12 hours)	30 min	4 vehicles	
<b>4: Bus Rapid Transit (BRT)</b> Weekday Service 6:00am-10:00 pm Weekend Service 9:00am-9:00pm	Weekday (16 hours)	15 min	14 vehicles	\$7,010,000
	Weekend (12 hours)	30 min	7 vehicles	

<sup>1</sup>In Phases 1 through 3, it is assumed that the existing local Route 18 and proposed 18LX service will operate on a blended schedule, similar to the existing 52 and 52LX service model.

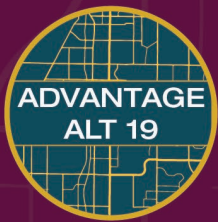
<sup>2</sup>The fleet requirement listed for Phases 2 and 3 reflect additional vehicle requirements above the existing local Route 18 service. Should these phases move into a standalone service model, additional fleet will be required, and the estimated annual operating costs would increase.

**Table 2. Estimated Capital Costs**

Capital Improvement	Unit Cost	Unit Cost with Design & Contingency	Number of Lane Miles and Stations	Estimated Capital Costs <sup>3</sup>
<b>Transit Signal Priority (TSP)</b>	\$125,000 per lane mile	\$181,250 per lane mile	39.2 lane miles	\$7,105,000
<b>Business Access Transit (BAT) Lanes</b> (milling, resurfacing, and pavement markings)	\$370,000 per lane mile	\$536,500 per lane mile	39.2 lane miles	\$17,625,000
<b>Station Platforms and Amenities</b>	\$1.3 million per station	-	22 station platforms <sup>4</sup>	\$28,600,000
<b>TOTAL</b>				<b>\$53,330,000</b>

<sup>3</sup>Estimated costs are high-level planning costs based on 2023 dollars cost estimates for similar transit enhancements provided by PSTA. Capital cost estimates assume additional 15% and 30% increases for design and contingency, respectively. Proposed improvements and their associated costs for each phase will need to be further refined during the TCAR and subsequent FDOT PD&E process.

<sup>4</sup>It is assumed that each proposed station location will have a northbound and southbound platform, except for the route start and end points (future Clearwater Multimodal Transit Center and Grand Central Station), Largo Mall (proposed as a single off-street transfer station), and Downtown Largo (proposed as an off-street multimodal transfer station at Alt US 19 and West/East Bay Drive). This assumption is subject to change based on right-of-way availability and agreements that may be worked out with property owners as redevelopment occurs.



# Investing in People and Places along the Alternate US 19 Corridor

## Short-Term Transit Vision: Limited Stop Overlay

The short-term transit vision includes the first two phases of the phased approach presented for development of premium bus transit services within the corridor. The short-term vision is intended to bridge the gap between what exists today (i.e., Route 18 local service) and the Florida Department of Transportation (FDOT)'s Five-Year Work Program, which could potentially include program funding for later phases of the transit vision, including Phase 3, in Fiscal Year 2029 at the earliest. The short-term service concept consists of two services (i.e., routes) operating together along the Alternate US 19 corridor.

1. **Limited-Stop Overlay (18LX)** – A limited-stop, high-frequency express bus transit service that connects major job locations and other major activity centers within the Alternate US 19 corridor. Stop locations for this initial implementation could align with recent PSTA service proposals that limit stop locations to seven major hubs along the existing Route 18 alignment. The limited stop service would operate every 30 minutes during the peak period on weekdays and every 60 minutes during off-peak periods. The 18LX would mirror local bus Route 18 along most of its alignment. The northern terminus would be Park Street terminal in Downtown Clearwater, which connects to 13 other PSTA routes, and the southern terminus would connect to the SunRunner BRT at points within the Central Avenue corridor between 58<sup>th</sup> Street North and Grand Central Station. The service would initially be implemented during peak hours of the day on weekdays and an expanded service span could be considered contingent on ridership demand.
2. **All-Stop Local Service** – Continued operation of Route 18 with 30-minute frequency all-day between Downtown Clearwater and Downtown St. Petersburg.

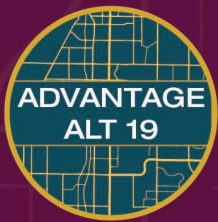
## SunRunner Connections

A reliable connection between the SunRunner BRT and the limited-stop overlay service is an important element in this service plan. The two services will operate at 15- and 30-minute headways. If scheduling permits, it is recommended that the anchor point for the 18LX overlay service hinge on the departure times of the SunRunner service at the 32<sup>nd</sup> Street station pair (i.e., the station closest to Grand Central Station). In this manner, passengers can transition between services with minimal wait times and/or delays.

## Estimated Travel Time Savings

The service model presented is similar to existing PSTA Route 52 and 52LX service operations. Both the 52 and the 52LX operate between Downtown Clearwater and Grand Central Station via East Bay Drive and 49<sup>th</sup> Street North. Based on the current published





# Investing in People and Places along the Alternate US 19 Corridor

schedule, one-way peak-hour travel time improvements range between 10 percent to 20 percent for the 52LX in both the northbound and southbound directions (11 to 22 minutes of real time savings).

For the proposed 18LX, it is anticipated that the Short-Term Transit Vision (Phases 1 and 2) will also result in a 10 percent to 20 percent travel time savings, meaning that the 18LX service will save riders approximately 9 to 18 minutes in their travel time between Grand Central Station and Park Street Terminal. This travel time savings can be largely attributed to the reduction in the number of stops between the 18LX and Route 18 local service. The Route 18 local service serves approximately 97 stops between Grand Central Station and Park Street Terminal. As with most traditional fixed-route bus service, pick-ups and drop-offs at designated stops occur “on-demand” (i.e., the bus only stops if there is a customer waiting at a bus stop or a bus rider on the bus indicates the need to make a stop). In contrast, the 18LX would stop at its seven (7) designated stops regardless of stop requests. The seven proposed bus stops for the 18LX service, include the following (listed from north to south):

- Park Street Terminal, (Park Street & S Garden Avenue in Downtown Clearwater)
- Missouri Avenue (Alt US 19) & Rosery Road
- Missouri Avenue (Alt US 19) & West/East Bay Drive
- Largo Mall Transfer Station (south of Ulmerton Road)
- Seminole Mall Transfer Station (Johnson Boulevard)
- Bay Pines VA Medical Center
- Tyrone Square Mall Transfer Station
- Grand Central Station (32<sup>nd</sup> Street & 1<sup>st</sup> Avenue S in St. Petersburg)

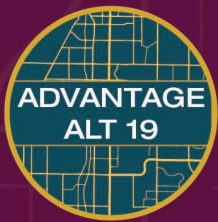
## Long-Term Vision: High-Capacity Bus Service

The long-term transit vision includes Phases 3 and 4 of the phased approach presented for the corridor. Some of the system operational enhancements indicated in Phase 3 and Phase 4 above may be implemented earlier or later depending on the timing and scale of redevelopment and as funding opportunities become available. With the passing of Senate Bill 102 (2023), also known as the Live Local Act, it is anticipated that larger-scale multi-family developments may develop at a faster rate along the corridor than other redevelopment activity. If this is the case, improvements

### **Senate Bill 102 (2023): Live Local Act**

Allows workforce and affordable housing developments to be built in commercial and industrial zoning districts when a minimum percentage of affordable units are provided.



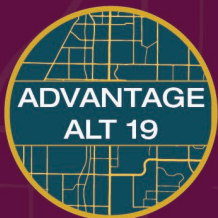


# Investing in People and Places along the Alternate US 19 Corridor

for an enhanced transit service along Alternate US 19 may be needed in the short-term to support ridership demand. As mentioned, the earliest these improvements can be programmed is for Fiscal Year 2029 in FDOT's next Five-Year Work Program. To achieve the full transit vision for Alternate US 19 (i.e., Bus Rapid Transit), funding will need to be programmed over the next five to ten years, pushing funding for improvements out through Fiscal Year 2033. Key project components that will be programmed through this planning horizon for the long-term service concept include the following:

- High-frequency bus service that could include dedicated bus travel lanes or semi-dedicated lanes along appropriate segments of Alternate US 19 to enhance speed and reliability.
- Select stop locations are transformed into stations with enhanced infrastructure.
- Route operation beginning at Grand Central Station at 1<sup>st</sup> Avenue S and 32<sup>nd</sup> Street in St. Petersburg and terminating at the soon-to-be-built PSTA Transit Center in Downtown Clearwater.
- Alternative route alignments and stations provide the opportunity to connect to both SPC campuses. Additional study will be needed to determine feasibility. Alternative route alignments can be studied through a Transit Concept and Alternatives Review (TCAR) process and can be further refined and analyzed during a subsequent FDOT Project Development and Environmental (PD&E) phase, both which would include analysis of alternatives for other design elements proposed in this service plan.
- Service frequency would be every 15 or 20-minutes depending on the selected route alignment and transit lane treatment.

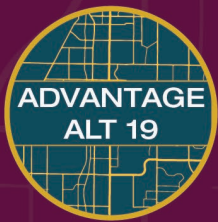
The long-term vision is reflected in Figure 1, which illustrates the alignment of the proposed service, alternative alignments, along with station locations. Station locations are described in more detail in Table 3 in the following section.



# Investing in People and Places along the Alternate US 19 Corridor

Figure 1. Long-Term Transit Vision Route and Stop Locations





# Investing in People and Places along the Alternate US 19 Corridor

## Stations

### **Station Locations**

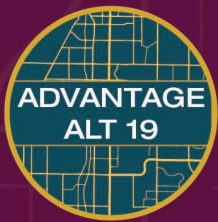
Major station locations are identified for the service concept. Station locations are tied to redevelopment nodes identified as part of the **Advantage Alt 19** plan. Redevelopment nodes were selected based on their market and land potential and ability to provide connections between housing, jobs, and other key destinations. To summarize, key considerations include the following:

- **Target Redevelopment Sites** – Higher density, intensity development is conducive to productive public transportation service.
- **Major Activity/Employment Locations** – Drives economic development and serves a major trip purpose for bus system users.
- **Direct Connect Locations** – Facilitate first/last mile connectivity to high quality transit service.
- **Major Transfer Centers/Hubs** – Connectivity to other PSTA services, including SunRunner and east/west bus services, is critical for meeting the needs of all users.

Table 3 lists major station locations for the Alternate US 19 BRT service. They are presented in order of direction going southbound, beginning in Downtown Clearwater. Spacing between stations is also shown in the table, with an average spacing between stations of 1.5 miles. According to NACTO's *Bus Rapid Transit Service Design Manual*, average spacing of 0.75 miles between stations is recommended, but it is also noted that greater station spacing allows buses to travel at higher operating speeds. Given the length of the Alternate US 19 corridor and current ridership on the local Route 18, the proposed station spacing of 1.5 miles may be appropriate but will need to be further evaluated in the TCAR and FDOT PD&E steps. Based on the proposed station spacing in the long-term vision and NACTO guidance, it is also recommended that the Phase 1 and 2 limited stop 18LX service consider more bus stops than just the seven proposed hubs in order to facilitate passenger access and bolster route productivity.

Please note that station locations and spacing may change as a result of the data and analyses performed during the TCAR process and additional scoping and analysis for operational enhancements, queue length assessments or diversion analyses, or other treatments and mitigation measures will be further analyzed through FDOT's PD&E process or through the Federal Transit Authority (FTA)'s Project Development process.

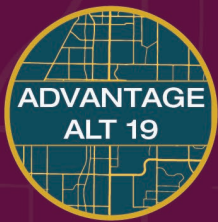




# Investing in People and Places along the Alternate US 19 Corridor

**Table 3. Major Station Locations and Characteristics**

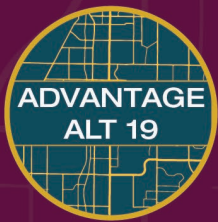
	Station Location	Station Type	Station Spacing (miles)	Connectivity to other PSTA Routes and Major Points of Interest
1	Downtown Clearwater – Park Street Terminal/ Clearwater Transit Center (when built)	Downtown	Start/End	<p>Direct Connect</p> <p>Park Street Terminal services 14 routes with connections to the Gulf beaches, Countryside Mall, Oldsmar, Dunedin, Tarpon Springs, and Carillon</p> <p><b>Nearby Points of Interest:</b> Downtown Clearwater, Clearwater Beach, Clearwater City Hall, Pinellas County administrative offices and Courthouse, Coachman Park</p>
2	Lakeview Road/ Clearwater Plaza	Neighborhood	1.2	<p>No connecting routes</p> <p><b>Nearby Points of Interest:</b> Clearwater Plaza, Wright Park, Ross Norton Recreation Center</p>
3	Rosery Road	Neighborhood	1.7	<p>Direct Connect</p> <p>Route 61 to Indian Rocks Shopping Center (south) and Countryside Mall (north)</p>
4	Downtown Largo/West Bay Drive	Downtown	0.7	<p>Direct Connect</p> <p>Route 52/52LX to Pinellas Technical College to Carillon via East Bay Dr and Pinellas Park Transit Center via 49<sup>th</sup> St</p> <p>Route 61 to Indian Rocks Shopping Center (south) and Countryside Mall (north)</p> <p><b>Nearby Points of Interest:</b> Downtown largo, Largo City Hall, Pinellas County School District Headquarters, Largo Central Park, Bayhead Action Park</p>



# Investing in People and Places along the Alternate US 19 Corridor

**Table 3. Major Station Locations and Characteristics**

	Station Location	Station Type	Station Spacing (miles)	Connectivity to other PSTA Routes and Major Points of Interest
5	Largo Mall/ Ulmerton Rd	Urban	1.8	Route 59 to Indian Rocks Beach (west) and Carillon (east) via Ulmerton Rd <b>Nearby Points of Interest:</b> Largo Mall, Pinellas County Public Safety Complex
6	Walsingham Road	Neighborhood	0.8	Direct Connect
7a	102 <sup>nd</sup> Avenue	Neighborhood	1.0	Route 58 to Gateway Mall via Bryan Dairy Rd
7b	St. Petersburg College (SPC) – Seminole Campus	Neighborhood	1.0	Route 58 to Gateway Mall via Bryan Dairy Rd <b>Nearby Points of Interest:</b> SPC Seminole, Seminole Public Library, Seminole City Hall
8	Seminole Mall/ Johnson Blvd	Village	1.8/1.4 (Spacing to 7a/7b)	Transfer Center servicing Route 58 to Gateway Mall via Bryan Dairy Rd, Route 65 to Park Street Terminal via Indian Rocks Road, and Route 74 to Gateway Mall via Park Blvd <b>Nearby Points of Interest:</b> Seminole City Center, Seminole Waterfront Park, Pinellas Trail
9	54 <sup>th</sup> Avenue N	Neighborhood	1.7	Direct Connect
10	Bay Pines VA Medical Center	Village	1.0	Route 68 to Madeira Beach/John's Pass, Route 203 Skyway Connexion to Downtown Bradenton and DeSoto Station in Manatee County <b>Nearby Points of Interest:</b> Bay Pines VA Medical Center, Pinellas Trail, War Veterans Memorial Park
11	Park Street	Village	1.5	Route 75 to Shoppes at Park Place and Gateway Mall, Route 68 to Madeira Beach/John's Pass



# Investing in People and Places along the Alternate US 19 Corridor

**Table 3. Major Station Locations and Characteristics**

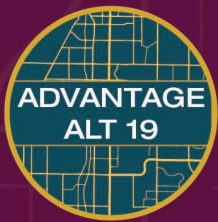
	Station Location	Station Type	Station Spacing (miles)	Connectivity to other PSTA Routes and Major Points of Interest
12	Tyrone Square Mall	Urban	1.6	Transfer Center servicing 12 routes <b>Nearby Points of Interest:</b> Tyrone Square Mall, Pinellas Trail
13a	SunRunner Station @ 58 <sup>th</sup> Street S	Neighborhood	2.4	SunRunner, Route 23
13b	66 <sup>th</sup> Street N at SPC Gibbs Campus	Village	1.4	SunRunner, Route 79 <b>Nearby Points of Interest:</b> SPC Gibbs Campus
14	Grand Central Station (service may also use the existing SunRunner station pair at 32 <sup>nd</sup> Street and 1 <sup>st</sup> Ave N and S; feasibility will need to be determined through a future PD&E study)	N/A	Start/End	Transfer Center servicing 14 routes, including a regional connector with service between Pinellas and Manatee County

## Station Features

Major stations are envisioned to consist of high-quality amenities and functional features that enhance the passenger experience. In addition, station areas should offer space that facilitates transfers between multiple modes of travel. Key features include the following:

- **ADA Accessibility** – All station area features are ADA compliant and include safe and accessible paths for passengers with disabilities.
- **Inter-Modal Accessibility** – Curb space wherever feasible for shared-ride pick-up and drop-off, as well as secured bike parking and storage and bikeshare rentals. This is particularly important with regard to Direct Connect locations, stations located in proximity to the Pinellas Trail, and those that are in Downtown and Urban station areas.





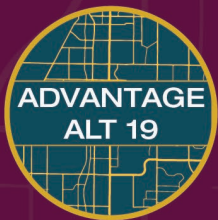
# Investing in People and Places along the Alternate US 19 Corridor

- **Passenger Amenities** – All limited stop service stations should include basic amenities such as shelters, benches, bike racks, and trash cans.
- **Real Time Passenger Information** – Estimated bus arrival times, wayfinding, key destinations, PSAs, and transportation connection information to be made available to bus users via LCD monitors and/or static displays at each station location.

Table 4 has been prepared to provide guidance on desirable customer amenities and transit operational features. Information in that table is drawn from FDOT’s tool for determining the context classification of roadways. Consistency with FDOT guidelines will facilitate implementation of transit supportive features within FDOT right-of-way.

**Table 4. Station Features and Customer Amenities**

	<i>Advantage Alt 19</i> Place Type	Neighborhood	Village	Urban	Downtown
	FDOT Context Class	C3R	C4	C5	C6
<b>Station Characteristics</b>	Off-Street Facility			x	x
	On-Street Facility	x	x		
	Multiple Bus Capacity/Bus Bays		x	x	x
<b>Bus Passenger Amenities</b>	Customer service				x
	Bathrooms				x
	Basic Shelter	x	x		
	Large Shelter	x	x	x	x
	Passenger Seating	x	x	x	x
	Lighting	x	x	x	x
	Real-Time Passenger Information Kiosks/ Monitors		x	x	x



# Investing in People and Places along the Alternate US 19 Corridor

**Table 4. Station Features and Customer Amenities**

	<i>Advantage Alt 19</i> Place Type	Neighborhood	Village	Urban	Downtown
	FDOT Context Class	C3R	C4	C5	C6
<b>Multi-Modal Features</b>	Park-and-Ride Facilities		x	x	
	BikeShare Facilities	x	x	x	x
	RideShare Pick Up/Drop Off		x	x	x
	Signalized Pedestrian Crossings (RRFB)	x	x	x	x
	Bike Lockers/Secure Bike Parking				x
	Bike Racks	x	x	x	

## Bus Operational Enhancements

Three bus operational enhancements are proposed, transit signal priority, queue jump lanes, and Business Access Transit (BAT) lanes. Each is described in more detail below and would be further analyzed through the TCAR process and subsequent FDOT PD&E or FTA Project Development steps.

### Transit Signal Priority

In a Transit Signal Priority (TSP) system, buses communicate with traffic signals, allowing adjustments in the traffic signal timing to reduce the impacts of traffic congestion and keep buses on schedule. Traffic signal phasing is adjusted in the form of an early “green” signal or an extension of the “green” phase in order to allow the bus to travel through the intersection and avoid long delays. Application of TSP does not require a dedicated lane for the bus.

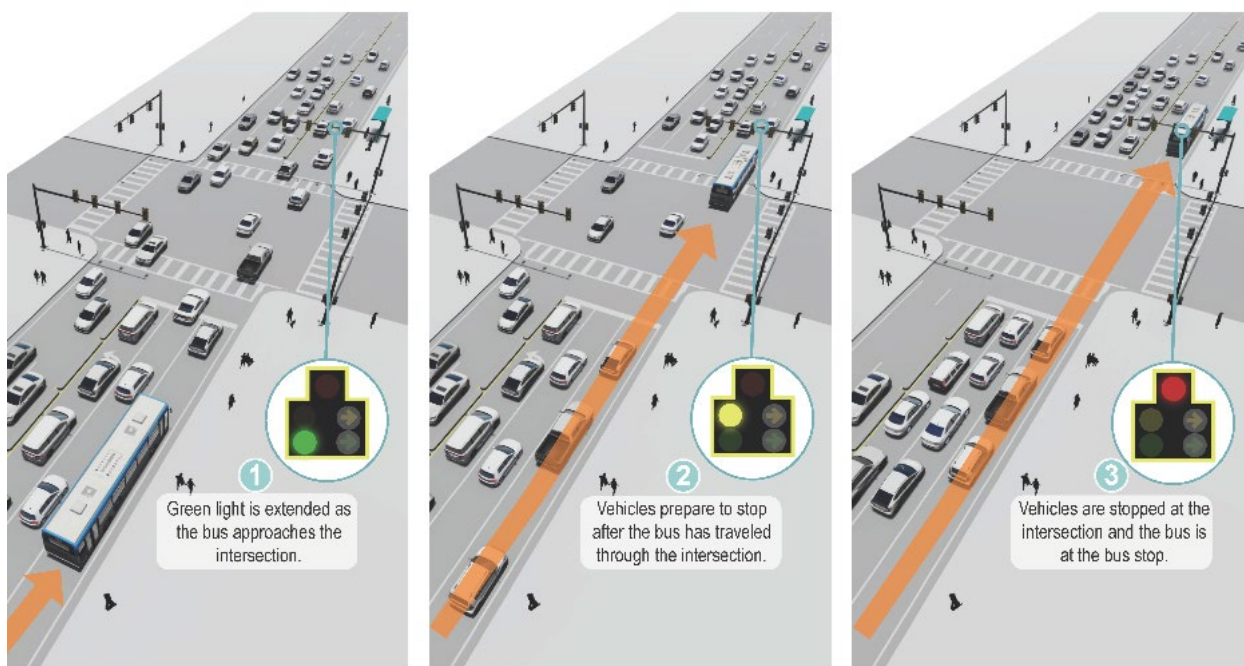
TSP applications can be passive or active:

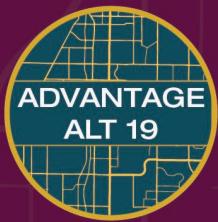
- **Passive TSP** does not require a transit detection or priority request system and is based on predictable bus ridership levels, schedules, and traffic patterns.
- **Active TSP** changes the traffic signal timing when a bus arrives at a signal based on a transit detection or priority request system.

# Investing in People and Places along the Alternate US 19 Corridor

The combination of TSP and enhanced stations, along with safer roadway crossings for pedestrians, encourages bus ridership and facilitates access by way of safe paths and more efficient service. That approach is consistent with the strategy of this study which includes leveraging transit investment with complementary housing and land development regulatory reform to enable quality redevelopment that is less reliant on automobile travel. Figure 2 provides an illustration of an active TSP operation giving priority to a bus via a green extension.

**Figure 2. Transit Signal Priority**





# Investing in People and Places along the Alternate US 19 Corridor

## ***Queue Jump Lanes***

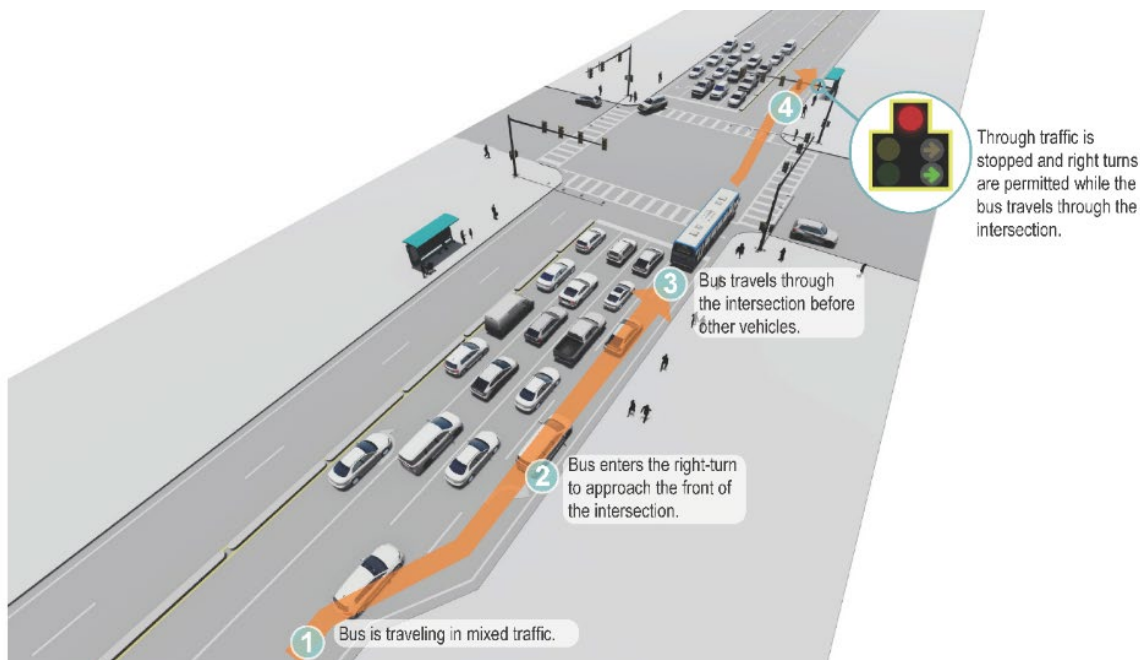
Queue jump lanes are lanes at intersections that give buses a priority to move through the intersection before other vehicles. Queue jump lanes are typically applied alongside TSP to allow buses to avoid the queue of vehicles stopped at the intersection and can be implemented at locations where near-side or far-side stations are proposed, or even at intersections where there are no stops. The combination of TSP and queue jump lanes offers significant advantages in terms of speed and travel time. In addition to facilitating movement through an intersection, a queue jump lane can be designed to allow buses to make right and left turn movements at an intersection.

A queue jump lane application can be implemented in two ways, within a shared right turning lane or a dedicated intersection approach lane for buses.

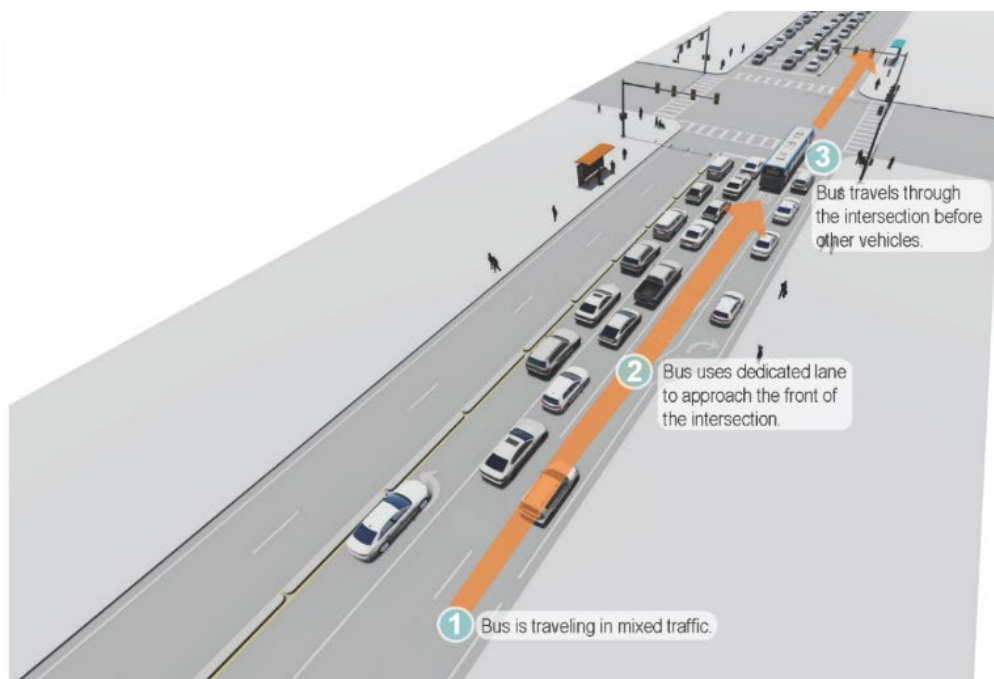
- **Shared Right Turn Lane** – Queue jump movements occur in shared turn lanes where space may not allow for a dedicated lane and/or where turn volumes are low (See Figure 3). This application would use the existing right turn lanes in select locations along Alternate US 19.
- **Dedicated Lane** – Queue jump movements occur in dedicated lanes for buses to allow separation of traffic congestion in the through lanes and turn lanes. The dedicated lane includes pavement markings to demark exclusive use for buses (See Figure 4). It should be noted that enforcement efforts may be needed to ensure that the queue jump lane is exclusively used by buses. A queue length assessment and diversion analysis should be documented for further scoping in the TCAR process so they can be further analyzed in the next planning step of FTA's Project Development or FDOT's PD&E process.

# Investing in People and Places along the Alternate US 19 Corridor

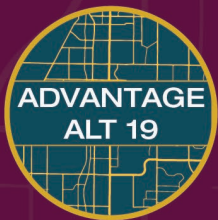
**Figure 3. Queue Jump Lane with Shared Right Turn Lane**



**Figure 4. Queue Jump with Dedicated Lane**







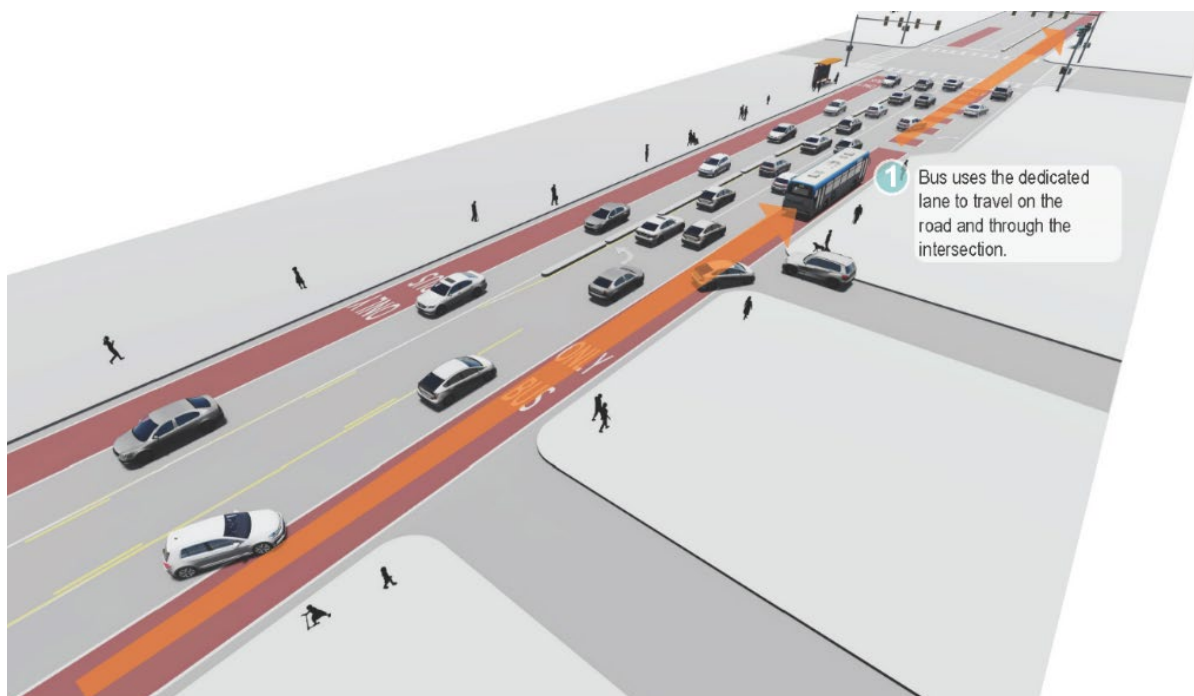
# Investing in People and Places along the Alternate US 19 Corridor

## ***Dedicated Corridor Bus Lanes***

Dedicated bus lanes allow buses to travel the corridor away from other traffic and outside of traffic congestion. A dedicated bus lane is the highest level of priority that can be offered to bus services, thereby increasing reliability and on-time performance, increasing the level of service for bus riders, and elevating the overall profile of the bus service as a premium transportation option.

Like TSP, there are a variety of dedicated lane applications. For example, lane exclusivity can be conditional, such as occurring only during peak hours of the day or under certain traffic conditions. For Alternate US 19, the proposed application is a Business Access Transit (BAT) lane. The BAT lane is typically a curbside dedicated bus lane that is shared with other traffic only when other traffic needs to access business driveways along the corridor or make right hand turns at intersections. An illustration of a BAT lane is shown in Figure 5.

**Figure 5. Business Access Transit (BAT) Lanes**









**ADVANTAGE ALT 19:**

**Investing in People and Places along the Alternate US 19 Corridor**

***APPENDIX D:  
FUNDING CONSIDERATIONS FOR  
IMPLEMENTATION***

**SEPTEMBER 2023**



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## MEMORANDUM

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To: **Jared Schneider, Kimley-Horn and Christina Mendoza, Forward Pinellas**

From: HR&A Advisors, Inc.

Date: **9/24/23**

Re: Advantage Alt 19 – Initial Funding Considerations for Implementation

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## INTRODUCTION

**This memo serves as an initial assessment of funding considerations to support implementation for transit improvement investments being considered as part of the Advantage Alternate 19 Study.** Building on HR&A's work completed to date, which includes a demographic and market conditions analysis, as well as Kimley-Horn's comprehensive planning efforts along the Corridor, this memo aims to outline potential funding strategies for the project.

It is important to note that planning for the Advantage Alternate 19 project is still in preliminary stages and no cost estimates have been developed to date for capital infrastructure or ongoing operations of transit improvements. As such, the intent of this memo is not to definitively confirm a funding plan. Rather, it aims to 1) document potential funding options for supporting the project, and 2) provide a sense of the scale of funding that could potentially be generated through corridor specific tools. With an understanding of potential funding capacity supportable through value capture tools, county stakeholders can assess the potential of these tools to support a share (or even all) costs required for successful implementation.

Based on this framing, this memo is structured to include:

- **Funding Options:** This section will explore various funding requirements for transit improvements and present viable funding options that align with the project's objectives.
- **Initial Funding Assessment for Corridor-Specific Tools:** This section assesses potential funding that could be generated through the application of value capture and impact fee tools based on potential station locations in the corridor.

**The information presented in this memo will serve as a reference point for future project planning and execution of Advantage Alternate 19, particularly for guiding discussions of potential funding mechanisms.** The focus of this study is on funding capacity for transit improvements. However, as project costs are evaluated, the County and local stakeholders can consider additional potential components for inclusion in funding, such as affordable housing or stormwater infrastructure. These components will add costs to implementation and understanding total costs relative to revenue will allow for an assessment of feasibility.

## Summary of Findings

Funding options key takeaways:

- **Capital Costs – Grants and loans provide the most viable option for supporting capital costs** without financial burden to the County. Though, County sources such as Penny for Pinellas or value capture tools could support a portion of costs, particularly for grants requiring local contribution.
- **Operating Costs – Value capture tools could likely cover some share of operating costs and are the best tool to support operations**, though an assessment of costs will be required to right-size any value-capture mechanism.
- **Using value capture tools to support operating costs will restrict their use for capital costs**, as any value leveraged to support operating costs cannot also be used to support capital costs. Given the ecosystem of grant and loan programs available for capital costs, HR&A recommends focusing value capture tools on operating costs to ensure a sustainable funding source.

**Table 1 | Potential Funding Tools for Consideration**

<b>Capital Costs</b>			
<b>Funding Source</b>	<b>Applicable?</b>	<b>Initial Assessment of Funding Potential</b>	<b>Notes</b>
<b>Federal, State, Local Grants or Loans</b>	Yes	Yes	
<b>County/Local General Funds</b>	Yes	Yes	
<b>Penny for Pinellas</b>	Yes	Yes, but potential challenges in near-term	Longer-term option, as near-term funding is largely already committed
<b>Impact Fees</b>	Yes	Unlikely	Variability in impact fees may pose funding challenges
<b>Incremental Fee (TIF) – Value Capture</b>	Yes	Yes, though may not cover all costs	Projected NPV of \$15.6M to support capital costs
<b>Special Assessment – Value Capture</b>	Yes	Yes, though may not cover all costs	Projected NPV of \$35.8M to support capital costs
<b>Operating Costs</b>			
<b>Funding Source</b>	<b>Applicable?</b>	<b>Initial Assessment of Funding Potential</b>	<b>Notes</b>
<b>Federal, State, Local Grants or Loans</b>	Yes	Limited ability to serve as sustainable source	Typically supports capital costs; some FDOT tools cover a share of operating expenses for limited periods
<b>County/Local General Funds</b>	Yes	Yes	
<b>Farebox Revenue</b>	Yes	Yes, unlikely to cover all costs	Supports operating costs
<b>Penny for Pinellas</b>	No	-	Supports capital costs
<b>Impact Fee</b>	Yes	Unlikely	Variability in revenue generation makes this an unreliable tool
<b>Incremental Capture (TIF) – Value Capture</b>	Yes	Yes, though may not cover all costs	Projected NPV of \$0.7M to support annual operating costs
<b>Special Assessment – Value Capture</b>	Yes	Yes, though may not cover all costs	Projected NPV of \$1.6M to support annual operating costs

Initial funding assessment key takeaways:

- **For value capture tools, HR&A recommends pursuing a special assessment structure rather than incremental capture for two reasons:**
  - **A special assessment is more likely to support a higher share of costs for transit improvements than incremental, as shown in Table 2 below.** HR&A's initial analysis projects annual revenue generation of \$1.6 million from a special assessment and \$0.7 million from incremental capture.
  - **PSTA's existing authority to levy taxes provides a mechanism for levying a special assessment across jurisdictions (incorporated and unincorporated locations in Pinellas County).** Structuring an incremental capture (TIF) that draws from both County and local municipality tax collections would require additional (and more complicated) legal mechanisms and agreements between jurisdictions that do not exist today.

**Table 2 | Initial Funding Assessment for Value Capture Tools**

Tool Type	Annual Revenue Generation (\$2023)	NPV of Revenue Generation (25 Years, 2023-2047)
Incremental Capture	\$0.7 M	\$17.7 M
Special Assessment	\$1.6 M	\$35.8 M

*Note: Incremental capture values reflect value generated to both Pinellas County as well as local municipalities (Clearwater, Largo, Seminole, St. Petersburg). Detail on value generated by jurisdiction is provided in this memo.*

*Note: Adjustments to assessment rates or changes in property values will have a significant impact on total revenue generation resulting from value capture tools. As project plans advance, funding analysis can be refined to align assessment levels required to support specific costs.*

## FUNDING OPTIONS

**As with any large infrastructure project, costs to be incurred can be divided into two categories: capital costs and operating costs.** Capital costs include one-time upfront costs associated with all infrastructure and construction-related investments required to get the system in place. Operating costs, on the other hand, are the ongoing expenses the system incurs due to its regular operation, such as personnel costs and regular maintenance to upkeep the system.

**To ensure the long-term viability and sustainability of transit infrastructure investment along the US Alternate 19 corridor, it is imperative to consider the funding for both capital and operational costs associated with the project.** While customer fares for transit service can provide a share of funding to support operations, the new transit system will require additional funding sources to cover expected expenses.

### Capital Costs

There are several options to access money in support of funding Advantage Alternate 19's capital costs, including:

- **Federal and State Grants:** Federal, state, and local grants or loans that can assist in implementing infrastructure improvements include:
  - Federal Transit Administration (FTA) grants, including Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program
  - Environmental Protection Agency (EPA) grant opportunities
  - Florida Department of Transportation (FDOT) Transportation Enhancement Funds
  - FDOT Commuter Assistance Program
  - Florida State Infrastructure Bank Loans

- Florida Department of Economic Opportunity Technical Assistance grants
- Forward Pinellas Transportation Alternatives Grant Funding
- Forward Pinellas Complete Streets Grant Funding
- Forward Pinellas Multimodal Transportation Priority Projects
- **Penny for Pinellas:** Most recently renewed in 2017, the Penny for Pinellas tax is the primary source of funding for County government capital projects. While routine maintenance costs for roads or public parks come from the County's general fund, Penny for Pinellas is intended to fund long-term capital investments. The program is projected to generate more than \$2 billion in total revenue by 2030, or \$200 million each year for the next 7 years.<sup>1</sup>

It is important to note that the current commitments to other projects in the county may limit immediate availability of Penny for Pinellas funds to support the Advantage Alternate 19 transit improvement project in the near term. However, exploring future possibilities to allocate these funds to new infrastructure could be considered as the county's development needs evolve.

- **Impact Fees:** Impact fees are one-time charges imposed by local governments on new development projects to help fund specific public infrastructure and services necessitated by new growth. Examples of typical impact fees include school impact fees, sewer fees, or transportation infrastructure fees.

While impact fees can be an effective funding source for supporting capital costs, they are best utilized when the fees have already been collected. The variability and irregularity of when impact fees will be received (since they are dependent on when development occurs) makes it difficult to use impact fees as consistent source of revenue to bond against. Therefore, it is important to also consider other funding sources for immediate capital needs.

In Pinellas County, there is an existing multimodal impact fee (MIF) that must be paid by developers building structures that will generate additional traffic. The fee funds the county's Mobility Plan, which is a countywide approach to manage the impact of development projects and increase mobility for pedestrians, bicyclists, transit users and motor vehicles. The fee amount is dependent on the type of land development activity. For example, within St. Petersburg, fees for a multifamily unit are a flat \$1,400 per unit, \$1,656 per 1,000 square feet for offices over 800,000 square feet, and \$2,600 per 1,000 square feet for general merchandise retail stores.<sup>2</sup>

- **Value Capture:** Value capture refers to financing strategies that use future increases in value generated by an investment to help fund the investment. Value capture tools can then be applied to "capture" a portion of the increased property value. The primary forms of value capture include:
  - **Incremental Capture (also known as Tax Increment Financing or "TIF"):** Incremental capture involves collecting additional tax revenues resulting from a uniform increase in property values for all uses within a designated district. The principle underlying this approach is that the benefits from public investment will, in a designated district, translate into an increment in the property taxes and other revenues collected and generated in that particular area, justifying the use of the increment to fund part of the investment. When this funding mechanism is used, the area most directly impacted by the benefits of the investment is defined, and a TIF district is created. Incremental property taxes and other revenues collected in that district over a defined period (typically 20 to 30 years) can then be used to pay the interest and amortization of debt issued to fund all or part of the investment.

<sup>1</sup> Penny for Pinellas. Pinellas County. <https://pinellas.gov/topic/transparency-open-government/penny-for-pinellas/>

<sup>2</sup> Article II – Multi-Modal Impact Fees. Pinellas County.

[https://library.municode.com/fl/pinellas\\_county/codes/code\\_of\\_ordinances?nodeId=PTIILADECO\\_CH150IMFE\\_ARTIIMUIMFE](https://library.municode.com/fl/pinellas_county/codes/code_of_ordinances?nodeId=PTIILADECO_CH150IMFE_ARTIIMUIMFE)



It should be noted that Pinellas County has existing incremental captures in place, including the Clearwater-Largo Road Community Revitalization District (which is comprised of commercial and residential uses). Structuring any incremental capture tool within the corridor will require coordination with existing overlapping districts, either by tying them together to fund infrastructure or developing a system for how funds are assigned to each district.

- **Special Assessment:** Special assessments apply a levy in addition to local property tax rates within a defined area. Special assessments can be fixed or variable. Fixed assessments are applied uniformly based on property values. Variable assessments allow for differentiation in the fees applied based on property characteristics (e.g., total square feet of space for specific uses).

## Operational Costs

Potential funding sources to help sustain long-term viability of future transit operations include:

- **Fare Revenue:** Transit systems use fare revenue to support operating costs, though it usually covers only a portion of overall operating costs. It is important to acknowledge that the Advantage Alt 19 study is still in the early planning process. Factors such as ridership estimates, fare structures, and other related details have not yet been factored into analysis. As the planning of transit improvements progresses, ridership projections can be used to develop fare revenue estimates and project the share of operating expenses that these fares can cover. However, drawing from precedent systems and similar projects, farebox revenue might reasonably **cover approximately 10 to 12% of the total operating costs**. As a result, additional sources of operating funding are required.
- **County/City General Funds:** A funding commitment from the general budget of Pinellas County or local jurisdictions can be instrumental in bridging potential operating gaps and providing a long-term, sustainable source of funding.
- **Value Capture:** Similar to the approach discussed in the capital costs section of this memo, value capture can also be considered as a tool to support ongoing operational funding needs. When applied for operational costs, value capture mechanisms allow for an annual set aside to support ongoing operating costs on an annual basis (rather than bonding against future fees to generate upfront funding when supporting capital costs).

Not all funding tools are well suited for supporting transit operations, which require consistent and reliable ongoing funding. Funding tools not suitable for supporting operations and maintenance, due to policy regulations or their frequency, variability, dependability, and timing of payments, include:

- **Impact fees:** Impact fees are not typically used as tools for funding transit operating costs for two reasons. First, impact fees are one-time collections and do not provide sustained funding streams to support ongoing operational expenses. Second, the variability in funding generated by impact fees presents a challenge for planning and budgeting purposes. Since the total collections of impact fees are dependent on private development volume, the timing of revenue generation becomes uncertain.
- **Penny for Pinellas:** The Penny for Pinellas program is focused on financing large-scale infrastructure development and improvements rather than funding the ongoing operational needs of public transportation services. Therefore, relying on the Penny for Pinellas program to support future improvement operations would not align with the program's intended purpose.
- **Grant or loan programs:** Whether offered at the federal, state, or local level, grant and loan programs are typically structured for capital projects. There are some government programs that can provide operating costs for a period of time (for example, an FDOT program can cover a share of initial operating costs), though they are structured for fixed period of support at initial program launch rather than as a long-term sustainable funding source. Similarly, grant funds are generally

disbursed as one-time awards, and they do not provide the consistent, continuous funding required to sustain the daily operations and maintenance of public transportation services.

## **INITIAL FUNDING ASSESSMENT FOR CORRIDOR SPECIFIC TOOLS**

### **Value Capture**

This value capture analysis delves into two approaches: Incremental capture (also called TIF), which involves collecting additional tax revenues resulting from increased property values, and special assessment, which generates revenues through a tax paid in addition to other established taxes (such as ad valorem property taxes).

For both approaches, this analysis focuses on taxable properties situated within a half-mile radius of each station area. This distance was chosen because it encompasses locations most likely to experience enhanced property values due to their proximity to transit. The assessed properties include only taxable parcels (so, exclude churches, schools, municipal and utility-owned properties, as well as non-profit institutional uses from the analysis). HR&A obtained assessment data from the Pinellas County Property Appraiser, which was published in 2023.

#### **Incremental Capture**

The incremental value capture (also called TIF) model uses a 1.5% value premium to “capture” the incremental increase in taxable values of residential and commercial properties above a base year (2023) over the 25- year forecast period. This value premium was determined based on a thorough review of precedent studies examining the value premiums generated by BRT systems in various cities across the United States. Our selected value capture premium aligns with the estimated value capture premium previously used in the SunRunner study.

To estimate the value premium, HR&A first sourced the taxable assessment of properties within Pinellas County and its jurisdictions. The station areas (as defined in this study) have \$4.8 billion in taxable assessments (\$4.6 billion in total for local municipalities due to minor differences in assessed values between the County and local municipalities).

**Table 3 | Taxable Assessment Value in Station Areas (All Commercial and Residential Properties)\***

Station Area	Taxable Assessed Value (\$2023)
102nd Avenue	\$234.5M
54th Avenue N	\$215.6M
58th Street	\$244.9M
66th Street	\$243.1M
Bay Pines VA Hospital	\$254.2M
Downtown Clearwater / Park Street Terminal	\$643.9M
Downtown Largo / West Bay Drive	\$186.0M
Lakeview Road	\$263.3M
Largo Mall / Ulmerton Road	\$431.8M
Park Street	\$304.5M
Rosery Road	\$347.3M
Seminole Mall / Park Boulevard	\$467.1M
Tyrone	\$654.5M
Walsingham Road	\$268.4M
<b>Total</b>	<b>\$4,759.1M</b>

Source: Pinellas County Property Appraiser's Office, 2023

Note: Local municipalities include Clearwater, Largo, Seminole, and St. Petersburg

To estimate taxes, we sourced the current millage rates for the County and all local municipalities with properties located in the station areas. As shown in Table 4 below, the millage rate for Pinellas County is \$0.482 per \$100 in assessed value, and an additional \$0.208 in unincorporated areas. For local municipalities, the millage rate ranges between \$0.248 and 0.686 per \$100 in assessed value.

**Table 4 | Millage Rates for Pinellas County and its Jurisdictions**

County	Millage Rate (Per \$100 in Assessed Valued)
Pinellas County	\$0.482
County Municipal Services Taxing Unit (MSTU)*	\$0.208
Incorporated Local Municipalities	Millage Rate (Per \$100 in Assessed Valued)
Clearwater Downtown Dev Bd, TR	\$0.686
Clearwater Downtown Dev HX, TR	\$0.589
Clearwater, TR	\$0.589
Largo, TR	\$0.552
Seminole, TR	\$0.248
St Petersburg, TR	\$0.653

\*County MSTU figures refer to those additional taxes levied by the County to fund municipal-type services in the unincorporated areas.

The tables below show the key assumptions and resulting incremental property tax revenues generated from all commercial and residential properties in the corridor, broken out by each station area and geography. In our analysis, HR&A assumed that annual growth in assessed values over the next 25 years will remain consistent at 3% per year, in line with historical inflation rates. Based on these assumptions, we estimate the increase in future tax revenues that could be allocated to future transit operations or capital expenditures. We also estimated future tax revenues based on current assessments and millage rates.

**Table 5 | Assumptions for Incremental Value Analysis**

Variable	Assumption / Input	Source / Notes
Geography	½ mile radius of stations	
Property Value Premium Resulting from BRT	1.5%	Based on precedent BRT value premiums; Aligns with SunRunner
Term	25 Years (2023-2047)	
Inflation Rate	3.0%	Based on historical precedent
NPV Discount Rate	3.5%	Aligns with SunRunner

Applying a 1.5% increment as a value premium for implementation of transit improvements generates an additional property value premium of more than \$127.8 million across both Pinellas County and local municipalities (\$71.4 million for the County and \$56.4 million for local municipalities). The taxes generated from this value could support more than \$679,000 in annual operating expenses or approximately \$17.7M in upfront value, if capitalized to support capital costs.

**Table 6 – Incremental Value Created for Transit Improvements in Pinellas County and Local Municipalities**

Geography	Existing Assessed Value (\$2023)	Estimated Value Premium from Transit Investment (\$2023)	Annual Tax Increment Revenue (\$2023)	NPV of Revenues from Tax Increment (25 Years, 2023-2047)
<b>Pinellas County</b>				
<b>Total, Pinellas County</b>	<b>\$4,759.1M</b>	<b>\$71.4M</b>	<b>\$374,000</b>	<b>\$10.8M</b>
<b>Local Municipalities</b>				
<b>Clearwater</b>	\$869.3M	\$13.0M	\$83,000	\$1.9M
<b>Largo</b>	\$877.8M	\$13.2M	\$73,000	\$1.7M
<b>Seminole</b>	\$793.8M	\$11.9M	\$30,000	\$0.7M
<b>St. Petersburg</b>	\$1,217.7M	\$18.3M	\$119,000	\$2.7M
<b>Total, Local Municipalities</b>	<b>\$3,758.5M</b>	<b>\$56.4M</b>	<b>\$305,000</b>	<b>\$6.9M</b>
<b>Total, All Jurisdictions</b>		<b>\$127.8M</b>	<b>\$679,000</b>	<b>\$17.7M</b>

Numbers may not sum due to rounding.

Note: NPV is calculated based on an applied discount rate of 3.5%.

Note: Total assessed value across all local municipalities does not equal County assessed value total, since some station area parcels are located in unincorporated areas.

**Table 7 – Incremental Value Created by Transit Improvements for Pinellas County, by Station Area**

Station Area	Existing Taxable Value (\$2023)	Estimated Value Premium from Transit Investment (\$2023)	Annual Tax Increment Revenue (\$2023)	NPV of Revenues from Tax Increment (25 Years, 2023-2047)
102nd Avenue	\$234.5M	\$3.5M	\$22,000	\$0.5M
54th Avenue N	\$215.6M	\$3.2M	\$20,000	\$0.5M
58th Street	\$244.9M	\$3.7M	\$18,000	\$0.4M
66th Street	\$243.1M	\$3.6M	\$18,000	\$0.4M
Bay Pines VA Hospital	\$254.2M	\$3.8M	\$22,000	\$0.5M
Downtown Clearwater / Park Street Terminal	\$643.9M	\$9.7M	\$47,000	\$1.1M
Downtown Largo / West Bay Drive	\$186.0M	\$2.8M	\$13,000	\$0.3M
Lakeview Road	\$263.3M	\$3.9M	\$20,000	\$2.8M
Largo Mall / Ulmerton Road	\$431.8M	\$6.5M	\$34,000	\$0.8M
Park Street	\$304.5M	\$4.6M	\$27,000	\$0.6M
Rosery Road	\$347.3M	\$5.2M	\$25,000	\$0.6M
Seminole Mall / Park Boulevard	\$467.1M	\$7.0M	\$34,000	\$0.8M
Tyrone	\$654.5M	\$9.8M	\$47,000	\$1.1M
Walsingham Road	\$268.4M	\$4.0M	\$27,000	\$0.6M
<b>Total</b>	<b>\$4,759.1M</b>	<b>\$71.4M</b>	<b>\$374,000</b>	<b>\$10.8M</b>

*Note: Net present value is calculated based on an applied discount rate of 3.5%.*

**Table 8 – Incremental Value Created by Transit Improvements for Local Municipalities, by Station Area**

Local Municipality Tax District (By Applicable Station Area)	Existing Taxable Value in Applicable Station Area Parcels	Estimated Assessed Value Premium Generated by Transit	Annual Tax Increment Revenue (\$2023)	25-Year NPV of Tax Increment Revenues (2023-2047)
<b>Clearwater Downtwn. Dev. Bd, TR</b>				
Downtwn Clearwater/Park St. Ter.	\$387.6M	\$5.8M	\$40,000	\$0.9M
<b>Total</b>	<b>\$387.6M</b>	<b>\$5.8M</b>	<b>\$40,000</b>	<b>\$0.9M</b>
<b>Clearwater Downtwn. Dev. HX, TR</b>				
Downtwn Clearwater/Park St. Ter.	\$52.6M	\$0.8M	\$5,000	\$0.1M
<b>Total</b>	<b>\$52.6M</b>	<b>\$0.8M</b>	<b>\$5,000</b>	<b>\$0.1M</b>
<b>Clearwater, TR</b>				
Downtwn Clearwater/Park St. Ter.	\$182.3M	\$2.7M	\$16,000	\$0.4M
Lakeview Road	\$246.8M	\$3.7M	\$22,000	\$0.5M
<b>Total</b>	<b>\$429.1M</b>	<b>\$6.4M</b>	<b>\$38,000</b>	<b>\$0.9M</b>
<b>Clearwater Total</b>	<b>\$869.3M</b>	<b>\$13.0M</b>	<b>\$83,000</b>	<b>\$1.9M</b>
<b>Largo, TR</b>				
Downtwn Largo/West Bay Dr.	\$179.4M	\$2.7M	\$15,000	\$0.3M
Largo Mall/Ulmerton Road	\$334.6M	\$5.0M	\$28,000	\$0.6M
Rosery Road	\$325.0M	\$4.9M	\$27,000	\$0.6M
Walsingham Road	\$38.6M	\$0.6M	\$3,000	\$0.1M
<b>Largo Total</b>	<b>\$877.8M</b>	<b>\$13.2M</b>	<b>\$73,000</b>	<b>\$1.7M</b>
<b>Seminole, TR</b>				
102nd Avenue	\$65.9M	\$1.0M	\$2,000	\$0.1M
54th Avenue N	\$79.6M	\$1.2M	\$3,000	\$0.1M
Bay Pines VA Hospital	\$153.9M	\$2.3M	\$6,000	\$0.1M
Park Street	\$49.0M	\$0.7M	\$2,000	\$0.0M
Seminole Mall/Park Blvd.	\$445.4M	\$6.7M	\$17,000	\$0.4M
<b>Seminole Total</b>	<b>\$793.8M</b>	<b>\$11.9M</b>	<b>\$30,000</b>	<b>\$0.7M</b>
<b>St Petersburg, TR</b>				
58th Street	\$235.7M	\$3.5M	\$23,000	\$0.5M
66th Street	\$234.5M	\$3.5M	\$23,000	\$0.5M
Park Street	\$115.9M	\$1.7M	\$11,000	\$0.3M
Tyrone	\$631.6M	\$9.5M	\$62,000	\$1.4M
<b>St Petersburg Total</b>	<b>\$1,217.7M</b>	<b>\$18.3M</b>	<b>\$119,000</b>	<b>\$2.7M</b>
<b>Total, All Local Municipalities</b>	<b>\$3,758.5M</b>	<b>\$56.4M</b>	<b>\$305,000</b>	<b>\$6.9M</b>

*Note: Total assessed value across all local municipalities does not equal County assessed value total, since some station area parcels are located in unincorporated areas.*



## Special Assessment

The Special Assessment approach applies an assessment in addition to existing property taxes, typically based on a fixed annual amount. To analyze potential value associated with this tool, HR&A first reviewed domestic precedents and example transit-related special assessments are provided in Table 9 below. The selected example assessments focus on demonstrated impacts and value capture opportunity for streetcar and light- and heavy-rail transit systems, as the most precedent data exists for these investments. As shown below, assessments can be applied uniformly across properties or can vary based on several factors, including land-use category distance to transit or stations.

**Table 9 – Comparable Special Assessments in Other U.S. Cities**

Location	Project	Project Type	Annual Assessment Rate
Portland, OR	Portland Streetcar	Streetcar, fixed rail	Overall system assessments range from \$0.93/SF to \$5.99/SF (2003 report). A total of 18 different LID assessments exist, depending on specific land use and purpose of LID
Fairfax County, VA	Fairfax County Commercial Transportation Tax	Heavy fixed rail	County-wide \$0.125 / \$100 in Assessed Value against all commercial property
	Dulles Silver Line METRO Extension (2 Phases)	Heavy fixed rail	\$0.19/\$100 of Assessed Value on commercial & rental residential only
	Reston Transportation Service District Tax	Heavy fixed rail	\$0.021 / \$100 of Assessed Value within designated service district boundaries
Dallas, TX	Dallas Area Rapid Transit (DART) Sales Tax	Levied for all transit provided	1% Sales Tax
Seattle, WA	Sound Transit Taxes	Levied for all transit provided	\$25 per \$100,000 of property assessed value
Kansas City, MO	Kansas City Main Street Streetcar Corridor	Streetcar, fixed rail	\$0.70/\$100 of Assessed Value for residential and \$0.48/\$100 for commercial and retail
Arlington, VA	Potomac Yard METRO Station Transit Assessment Districts	Low and High Tax District levied on all properties within 1/4 mile of station	\$0.20 / \$100 of Assessed Value in High-Density District and \$0.10 / \$100 of Assessed Value in Low-Density District
Tampa, FL	Tampa Historic Streetcar	2.7-mile light rail streetcar loop	Streetcar receives a dedicated annual \$0.33 millage through the City of Tampa

Drawing from the aforementioned examples, this analysis employs a fixed annual amount to apply a special assessment. Mirroring the approach utilized for the Tampa Streetcar, this analysis applies a special assessment rate of \$0.33 per \$100 of assessed valuation for both commercial and residential properties situated within the station areas. Importantly, it is worth mentioning that there is flexibility in determining the special assessment rate applied and the rate applied to support the Advantage Alternate 19 project could be adjusted upward or downward based on expected project costs or other project characteristics.

Tables 10 and 11 below show the revenue generated from special assessments of all commercial and residential properties within the station areas. In 2023, the total taxable value of these properties was \$4.8 billion. Based on the flat assessment rate of \$0.33 per \$100 in assessed valuation, the total annual value of special assessments in the corridor is \$1.6 million. The net present value of special assessments over a 25-year period will generate over \$35.8 million in value.

**Table 10 | Assumptions for Incremental Value Analysis**

Variable	Assumption / Input	Source / Notes
Geography	½ mile radius of stations	
Special Assessment Rate	\$0.33 per \$100 in assessed value	Precedent from Tampa Streetcar
Term	25 Years (2023-2047)	
Inflation Rate	3.0%	Based on historical precedent
NPV Discount Rate	3.5%	Aligns with SunRunner
Tax Rate (effective)	0.96%	Effective property tax rate in Pinellas County
Geography	½ mile radius of stations	

**Table 11 – Incremental Value Created through BRT (all commercial and residential properties)**

Station Area	Existing Taxable Value (\$2023)	Annual Special Assessment Revenue (\$2023)	NPV of Revenues from Tax Increment
102 <sup>nd</sup> Avenue	\$234.5M	\$77,000	\$1.8M
54 <sup>th</sup> Avenue N	\$215.6M	\$71,000	\$1.6M
58 <sup>th</sup> Street	\$244.9M	\$81,000	\$1.8M
66 <sup>th</sup> Street	\$243.1M	\$80,000	\$1.8M
Bay Pines VA Hospital	\$254.2M	\$84,000	\$1.9M
Downtown Clearwater	\$643.9M	\$212,000	\$4.8M
Downtown Largo	\$186.0M	\$61,000	\$1.4M
Lakeview Road	\$263.3M	\$87,000	\$2.0M
Largo Mall / Ulmerton Road	\$431.8M	\$142,000	\$3.2M
Park Street	\$304.5M	\$100,000	\$2.3M
Rosery Road	\$347.3M	\$115,000	\$2.6M
Seminole Mall / Park Boulevard	\$467.1M	\$154,000	\$3.5M
Tyrone	\$654.5M	\$216,000	\$4.9M
Walsingham Road	\$268.4M	\$89,000	\$2.0M
<b>Total</b>	<b>\$4,759.1M</b>	<b>\$1,569,000</b>	<b>\$35.8M</b>

Note: Analysis applies an assessment of \$0.33 per \$100 of value, based on precedent from the Tampa Streetcar. Adjustments to the assessment rate will impact total value generated.

#### Case Study Example: Taxation Among Multiple Jurisdictions

An important component of considering value capture or other tax-related tools for supporting Advantage Alternate 19 transit investments is that the Corridor crosses multiple jurisdictions, including unincorporated and incorporated areas of Pinellas County (incorporated areas include Clearwater, Largo, Seminole, and St. Petersburg). The cross-jurisdictional nature of the corridor would require a tax district that covers multiple jurisdictions. Implementing a special assessment transit tax across multiple jurisdictions carries implications

that necessitate careful coordination among different municipalities and leveraging an authority with the ability to tax across jurisdictions.

A notable example is demonstrated by Sound Transit in Seattle, which is the public transit agency serving the Seattle region and levies taxes across King, Pierce, and Snohomish counties. Sound Transit levies property sales, and motor vehicle excise taxes (car tabs), which are summarized below in Table 12. These taxes fund over half of the agency's total budget.

**Table 12 – Sound Transit Taxes Levied**

Tax	Levy
Property tax	\$0.25 annually per \$1,000 of assessed valuation (\$100 annually on a \$400,000 house)
Car tab (motor vehicle tax)	1.1% of vehicle value (\$110 annually for each \$10,000 of vehicle valuation)
Sales and use tax	1.4% (\$0.14 on a \$10 taxable purchase)
Rental car sales	0.8 percent (\$0.80 on a \$100 car rental)

The Sound Transit District, the district through which Sound Transit has taxing authority, was established in 1996 when voters approved the plan to fund Sound Transit's high-capacity transit system of trains and buses. Currently, funds generated by the District are being used to extend light and commuter rail, provide BRT service, and add parking and access improvements at station facilities.

Drawing parallels with Sound Transit's model, while informative, demands careful consideration of Pinellas County's unique circumstances. Notably, the Pinellas Suncoast Transit Authority (PSTA) has an existing structure that leverages property taxes to support funding for the Authority. Given PSTA is authorized to levy taxes, including in both incorporated and unincorporated locations in the County, there is an existing structure and precedent in place to leverage a special assessment. [Under current policy](#), the tax rate applied by PSTA is capped at \$0.75 per \$100 of assessed value. As such, the special assessment rate considered in this analysis fits within the allowable rate. Unlike Sound Transit, PSTA's current authority is limited to a property assessment and does not include other types of taxation such as sales tax or car taxes. Therefore, this analysis only considered property tax assessments.

Any new special assessment or increase in the tax rate in Pinellas County would require close coordination between municipalities and PSTA, alignment of goals for transit improvements, and moving through local regulations and approvals by impacted jurisdictions. Additionally, significant public outreach would be needed to educate residents and local stakeholders on the benefits of transit investments to build support and get approval.

## Impact Fees

To calculate potential revenues derived from multi-modal impact fees within Pinellas County, HR&A utilized impact fees by land use type and multiplied them against anticipated future development in the corridor. HR&A used an average of fees by use present in the County fee schedule, which is consistent with the approach used in the SunRunner study. For example, the assessment for retail uses is based on an average of three 'most applicable' retail categories. Certain categories were also excluded in this analysis, including single-family residential, hotel and land uses that would not be eligible to locate in the corridor study area under proposed zoning. Average fees for specific uses include:

- New multi-family dwellings/condominium flats/townhomes, etc. (average \$1,334 per unit)
- New general office of 0-149,999 SF includes clinic/medical office (average \$4,123 per 1,000 SF)

- New general industrial (\$1,414 per 1,000 SF)
- New food & beverage/quality and sit-down restaurants (\$8,074 per 1,000 SF)
- New general retail/supermarket/furniture store/bank (\$2,427 per 1,000 SF)

HR&A then derived an estimated future assessment value by multiplying the average impact fee by use against the projected development within the corridor. The projections for future development are based on the market study and demand analysis completed by HR&A as part of an earlier phase of this study. That analysis detailed the anticipated demand for uses by 2030. As shown below, the corridor is anticipated to absorb nearly 560,000 square feet of office, industrial and retail space, along with 3,750 new multifamily units. Based on that volume of activity, the projected development would generate \$7.6 million in estimated impact fees for the corridor, or about \$1,000,000 in fees annually.

**Table 13 – Estimated Assessment of New Development in the Corridor**

Land Use Type	Anticipated Future Development	Average Impact Fee	Estimated Impact Fees (2023-2030)*	Estimated Impact Fees (2023-2047)**
Multifamily	3,750 Units	\$1,330	\$5,003,000	\$15,633,000
Office	335,000 SF	\$4,120	\$1,381,000	\$4,316,000
Industrial	10,000 SF	\$1,410	\$14,000	\$44,000
Food/beverage retail	134,000 SF	\$8,070	\$1,082,000	\$3,381,000
General retail	79,000 SF	\$2,430	\$192,000	\$599,000
<b>3,750 multifamily residential units and 558K SF of office/industrial/retail</b>				
<b>Total</b>		<b>-</b>	<b>\$7,672,000</b>	<b>\$23,973,000</b>

Note: The development scenarios for residential and commercial office modeled in this impact fee analysis use the highest capture rate included in HR&A's market study and demand analysis and reflect development activity that could be catalyzed by transit investment.

\* Reflects period analyzed in HR&A's market study and demand analysis for the Advantage Alternate 19 Study

\*\*Reflects period considered within this funding strategies analysis; assumes the same volume of development activity considered in the 2023-2030 period continues through 2047.

