



# **ADVANTAGE ALT 19:** **Investing in People and Places** **along the Alternate US 19 Corridor**

Forward Pinellas Board Presentation  
January 10, 2024





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

## Introduction

- Investment Strategy Background
- Study Purpose
- Plan Overview: What's included





## Investment Corridor Strategy

### Background

- **Advantage Pinellas** Long Range Transportation Plan identified **Investment Corridors** framework.

### Purpose

- Roadways best suited for **enhanced transit** and **prioritized investment**
- Potential to **connect people to housing, jobs, and job training opportunities** via reliable **transportation options**.
- **Guides** redevelopment and infrastructure investments to corridors that have a **high propensity for transit** and **protect established neighborhoods**.

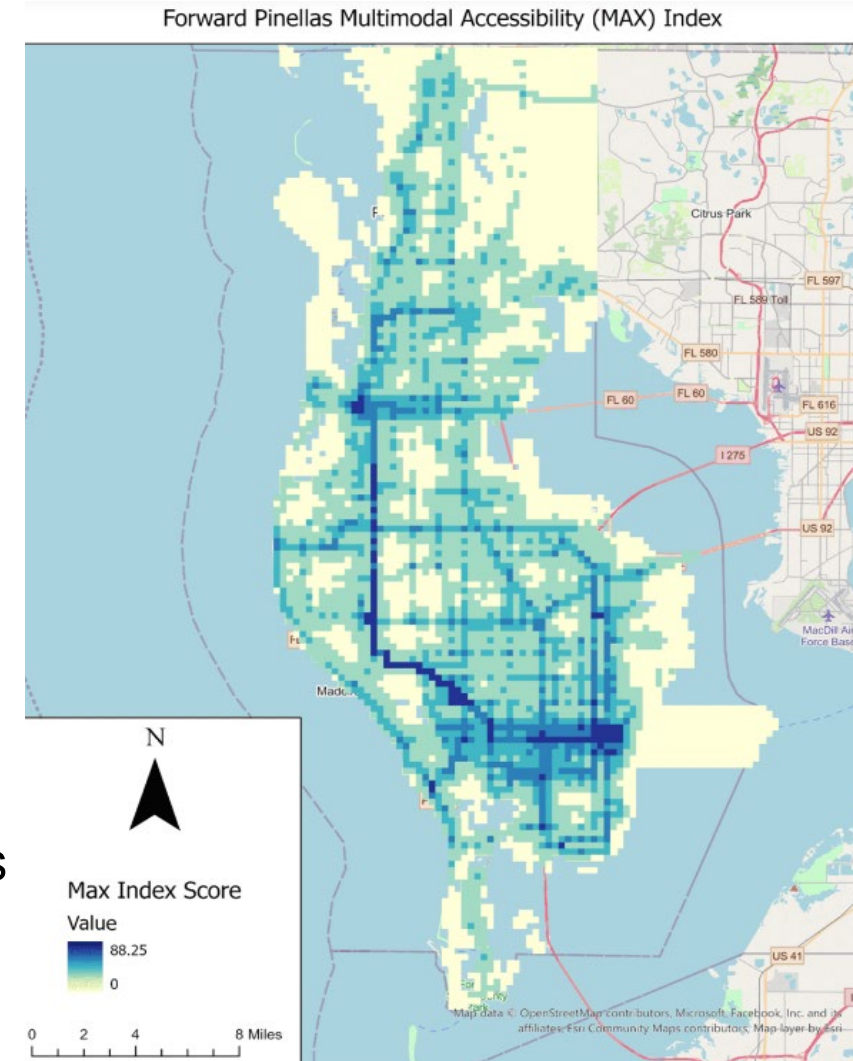






## Why Alt 19?

- **Alt 19 is one of the highest priority Investment Corridors** due to its:
  - **Strategic location** that connects to the SunRunner Corridor, 5 jurisdictions and 5 activity centers, and 3 other Investment Corridors
  - **High transit ridership**: Route 18 is PSTA's 2<sup>nd</sup> highest ridership route
  - **Ability to support population and employment growth** through higher densities and intensities
    - Multiple nodes with significant redevelopment opportunities
    - Connections to major employment centers and 2 SPC campuses
    - Existing and proposed workforce housing developments
    - Multimodal Accessibility Index (MAX) score is one of the highest





# Advantage Alt 19: Plan Outline

**Chapter 1** - Introduction

**Chapter 2** – Corridor Characteristics

**Chapter 3** – Community and Stakeholder Engagement

**Chapter 4** – Redevelopment Vision

**Chapter 5** – Recommendations and Implementation

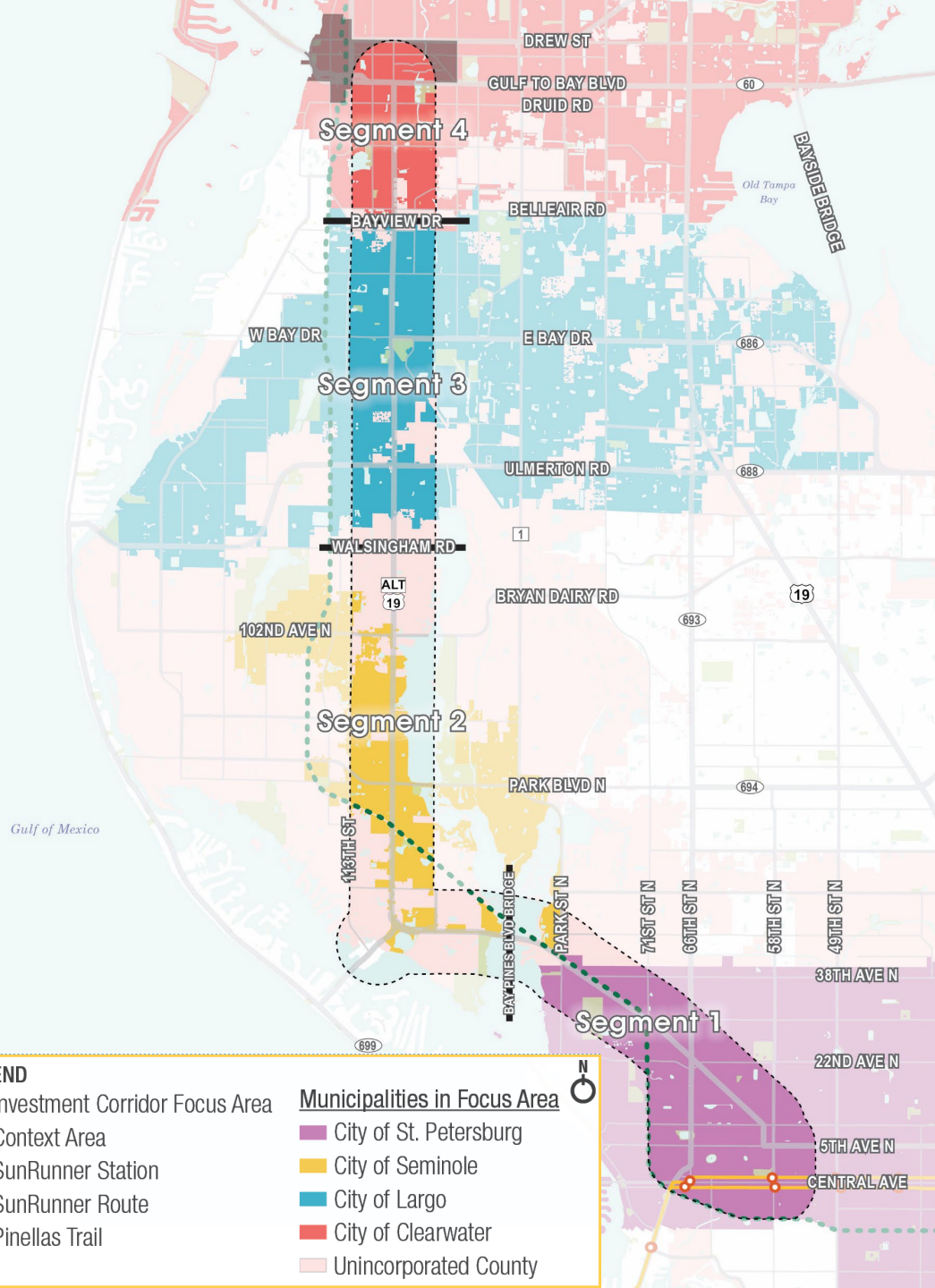
## Appendices include:

Transit Operations Plan, Funding Considerations Memo, Engagement and background data to support existing conditions analysis



# Study Area

- Half-mile around Alternate US 19 from SR 60 in Clearwater to 58<sup>th</sup> Street N in St. Petersburg
- Downtown Clearwater added as a context area for transportation analysis (Park Street Terminal is a key origin and destination for transit riders)
- **Four segments**
  - Segment 1: St. Petersburg, Seminole, & Unincorporated County
  - Segment 2: Seminole & Unincorporated County
  - Segment 3: Largo & Unincorporated County
  - Segment 4: Clearwater & Unincorporated County







## Community Engagement

- Variety of engagement opportunities to capture a range of voices:

### Online engagement

- Interactive web map
- 2 surveys
- Virtual interviews and listening session
- One-on-one and group staff meetings
- Presentations to City Councils

### In-person engagement

- 2 public workshops
- Project information booth at Largo Touch-a-Truck event
- Presentations at neighborhood association/community meetings

### Alt 19 Interactive Web Map



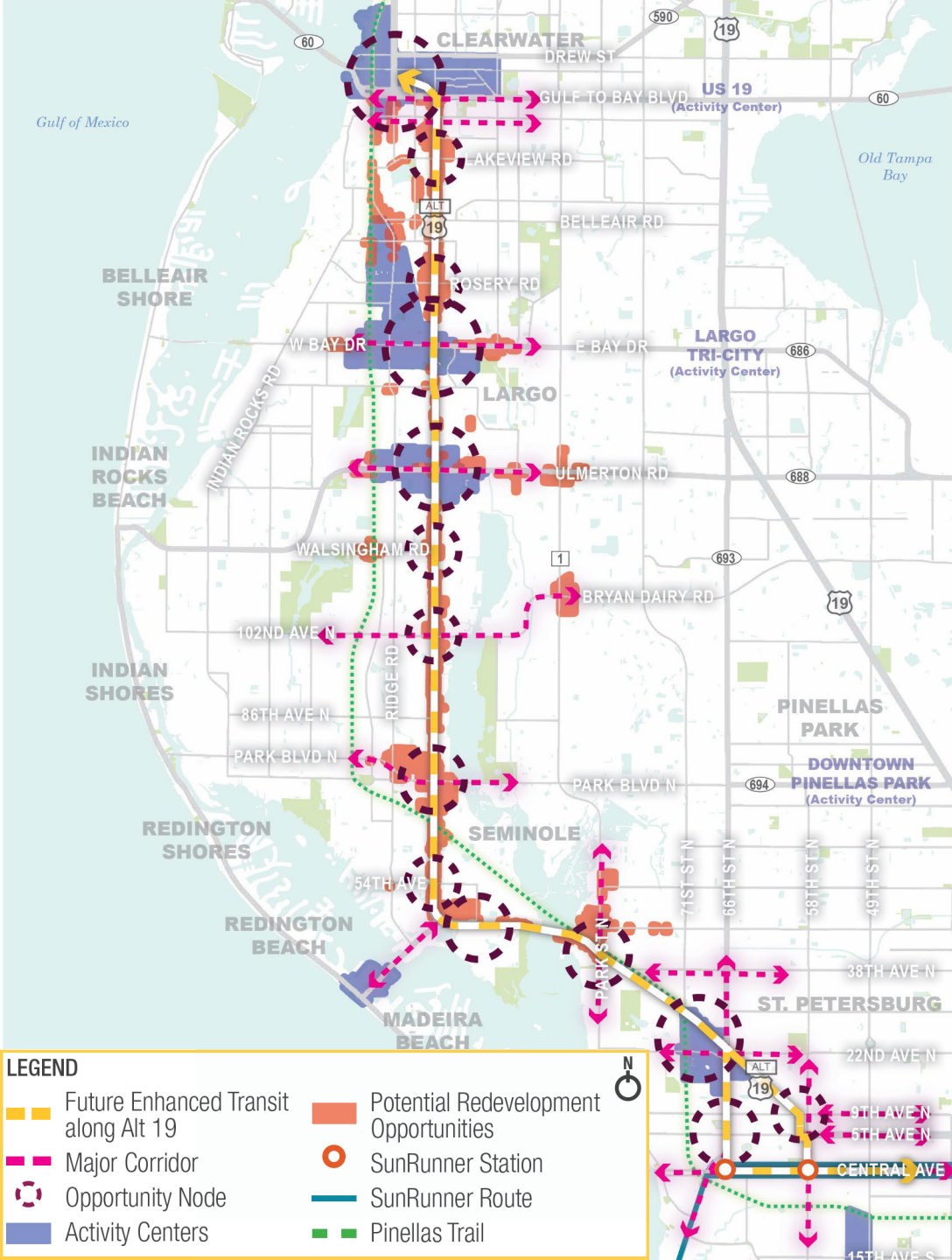
### In-person activities



# Corridor Vision Map

- Vision Map developed based on Corridor Characteristics analysis
  - Highlights activity centers, potential redevelopment opportunities, and major roadway connections
- Identifies opportunity nodes around intersections with:
  - Highest transit ridership
  - Greatest potential for redevelopment
  - Proximity to major destinations

**14 potential station areas along Alt 19 based on Vision Map opportunity nodes**







## Transit Vision: Short-Term

### • Limited Stop High Frequency Bus Service

- A limited-stop, high-frequency express bus transit service
- Would align with recent PSTA service proposals that limit stop locations to **eight major hubs**
- **Weekday peak hour service** and expanded contingent on demand
- Existing all-stop local service would continue
- Could also include **system operational improvements**:
  - Intersection treatments
  - Transit Signal Priority (TSP) System
  - Queue jump lanes

### Short-Term Transit Vision



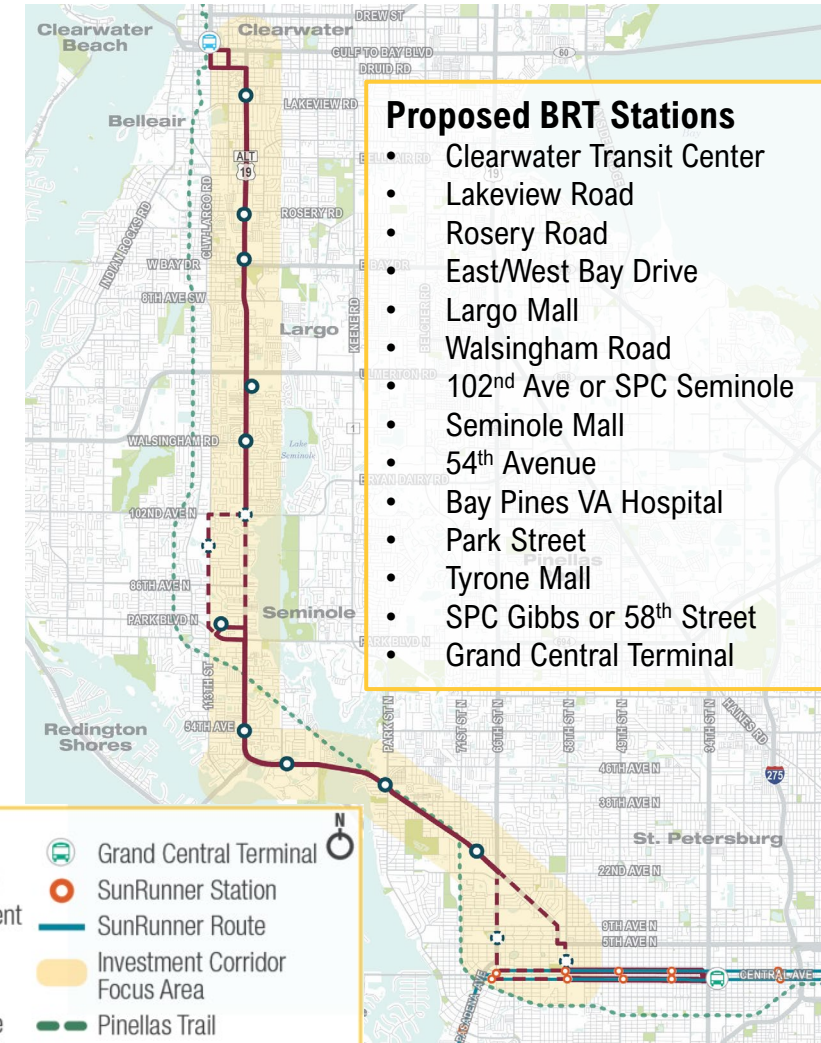


## Transit Vision: Long-Term

### • Bus Rapid Transit Service

- High-capacity bus service is characterized as **branded, high-frequency bus service** with 1 to 2 mile spacing between stations
- 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**
- Removes the bus service from conflicting traffic conditions, thus **enhancing the speed and reliability** of the service
- Continued incorporation of system operational enhancements as needed

### Long-Term Transit Vision



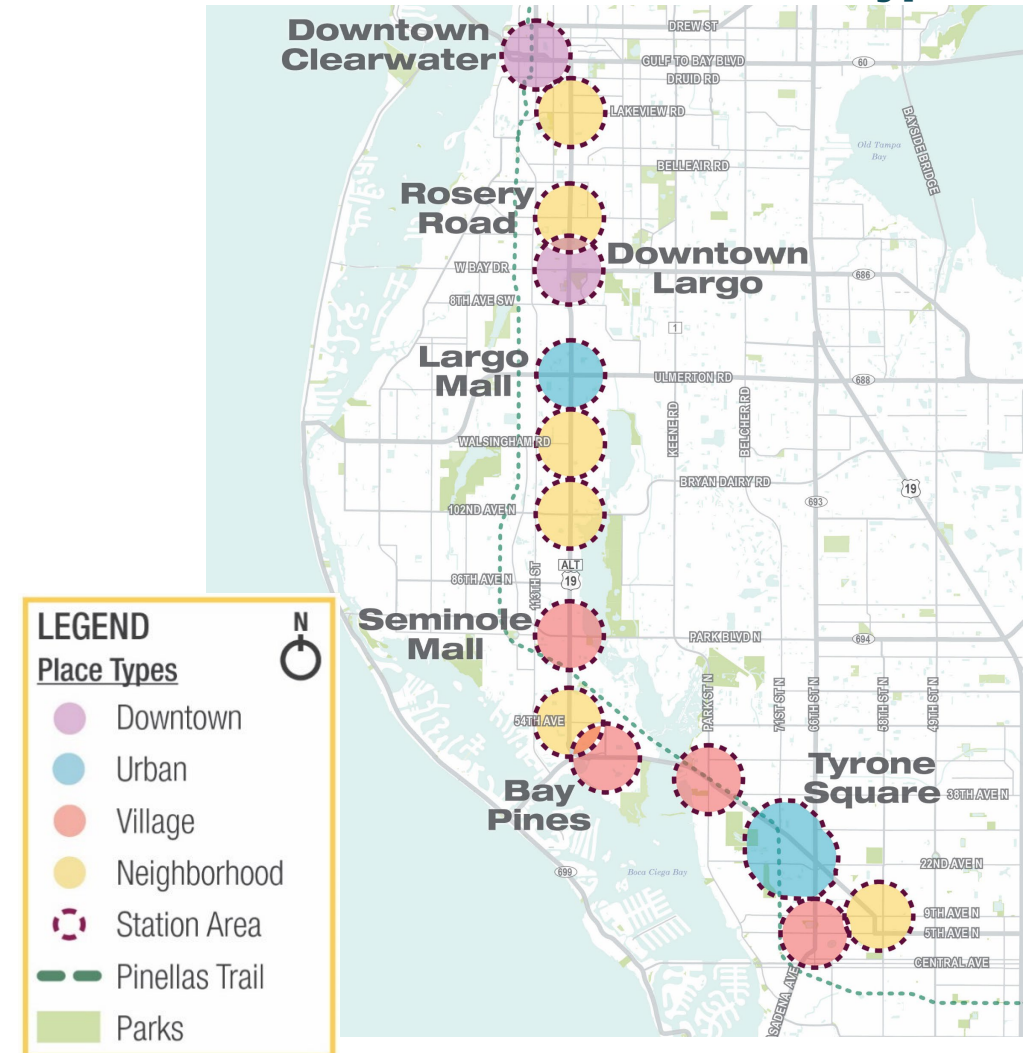




## Station Area Place Types

- Outlines a **vision for the station areas** based on common existing and visionary characteristics:
  - Amount of development, building form/placement, market potential, mobility needs, etc.
- Guidance on the **types of facilities/amenities** for each station area
- **Four Place Types** defined for Alt 19
  - Continuity with SunRunner Rising Study

### Alt 19 Station Area Place Types





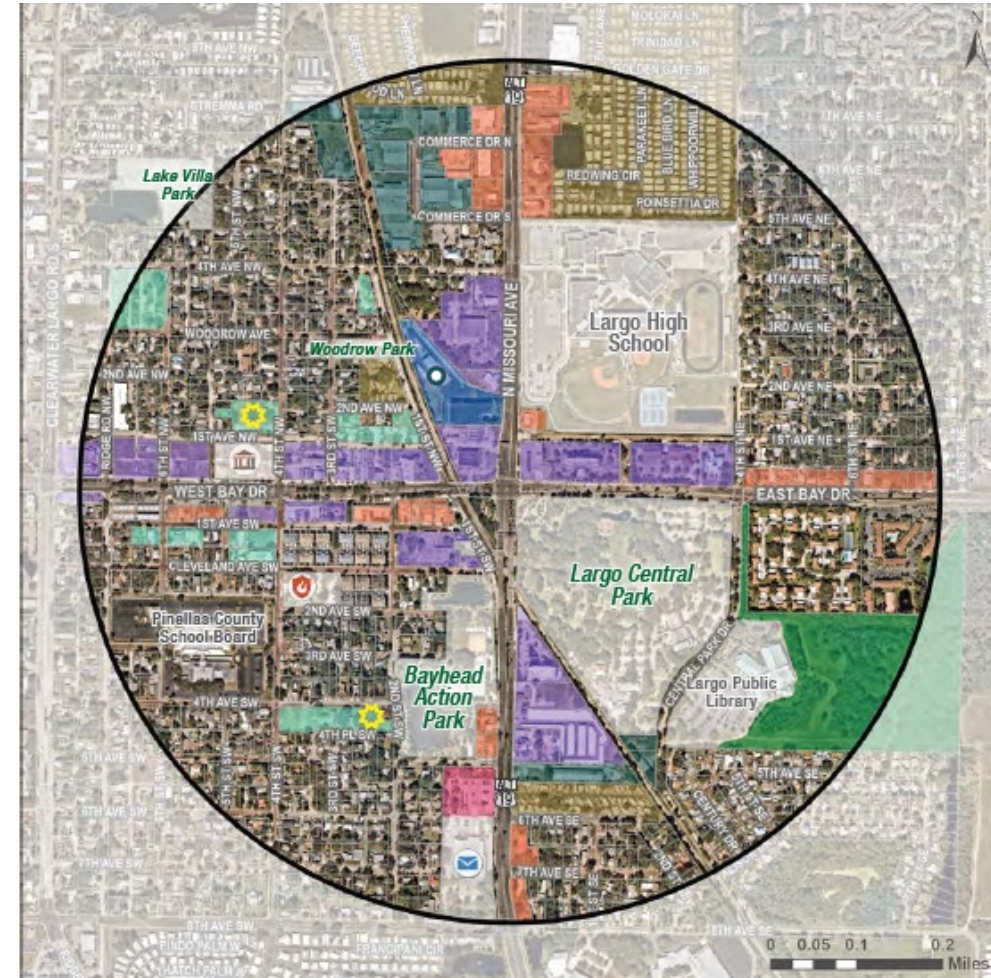
## Downtown Largo Redevelopment Vision Example

### Station Area Profiles

- Combines information from the existing conditions analysis, market and land development analysis, and outreach
- Identify redevelopment vision for station area
- Feature mobility recommendations and transit improvements to support the redevelopment vision

#### Station Area Vision

- Potential Site for the Downtown Transfer Center
- Infill Redevelopment
- Mixed-Use with Commercial and Residential
- Mix of Commercial Uses
- Infill Housing Development
- Industrial Mixed-Use
- Park/Stormwater Opportunity
- Single-Ownership Mobile Home Park
- Stable Areas
- Potential Site for a Community Center, Education Center, or other Civic Space

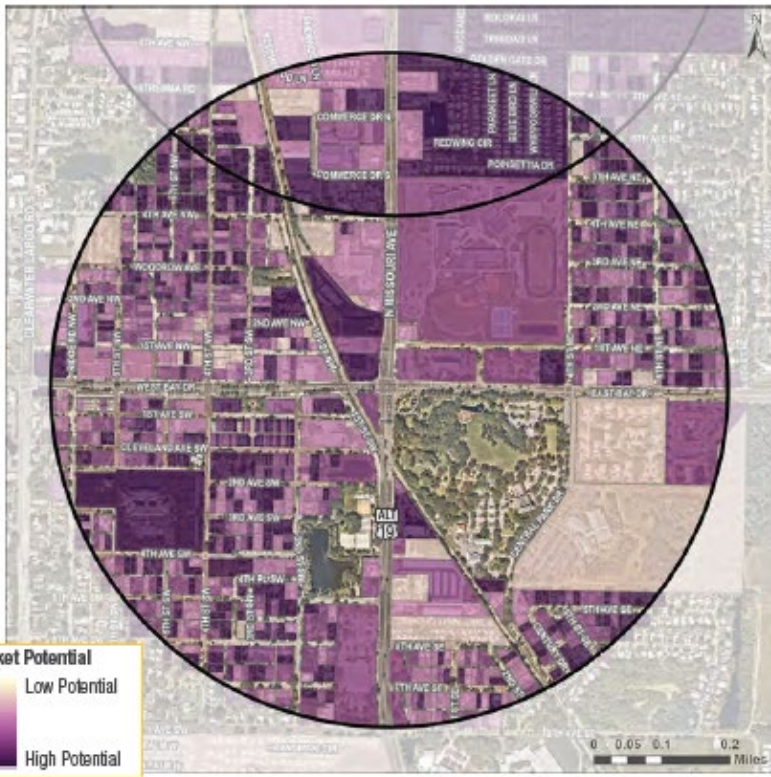




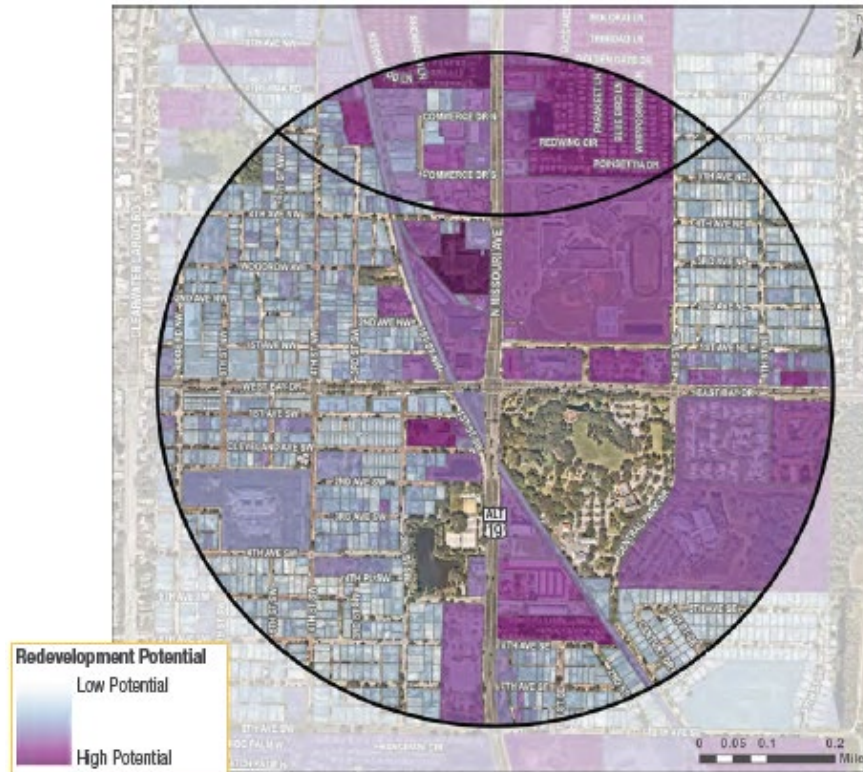


# Investing in People and Places along the Alternate US 19 Corridor

## Station Area Market Potential



## Station Area Redevelopment Potential



## Station Area Mobility Improvements







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

## Implementation

- Exploring **funding strategies for transit operations**, capital, and community infrastructure
  - Value Capture, Special Assessment Districts, Grant Funding, Multimodal Impact Fee, TIF in the CRAs
- **Policy and regulatory recommendations** to support redevelopment vision
  - Density and intensity to support transit and with the provision of community benefits
  - Affordable and workforce housing incentives and SB 102
  - Streetscape and mobility improvements
  - Shared infrastructure (e.g., stormwater)

## Moving Towards the Long-Term Vision







## Recommendations



### **Policies and Regulations**

*Tailored to each jurisdiction to achieve the station area redevelopment vision*



### **Mobility Improvements**

*By station area to create a safe, accessible, and well-connected multimodal transportation network*



### **Transit Operations**

*To guide PSTA on next steps to achieve the transit vision*



### **Partnerships**

*To foster ongoing collaboration and engagement between local governments, agencies, community organizations, and stakeholders along the Corridor*



### **Funding Strategies**

*Assesses potential funding mechanisms and grant opportunities to fund transit and infrastructure improvements*



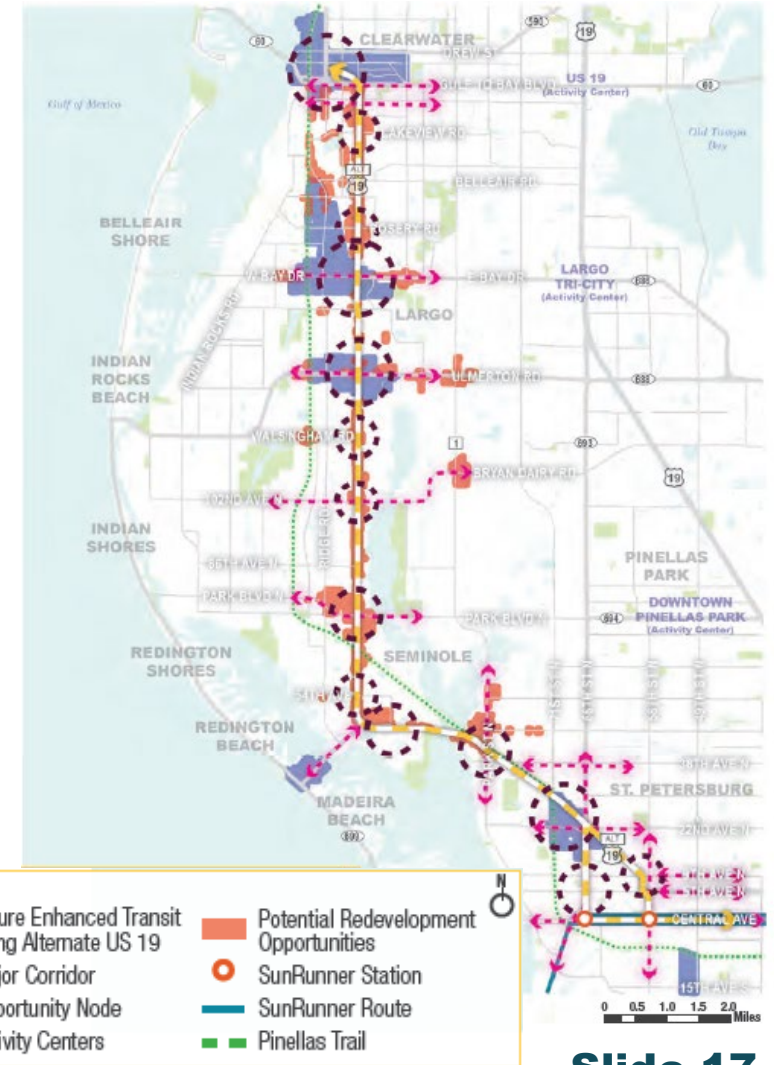


# Investing in People and Places along the Alternate US 19 Corridor

## What's Next?

- **Redevelopment Vision**
  - Work toward implementation of recommendations corridor-wide: multi-step process
- **Transit Vision**
  - PSTA to conduct Transit Concept and Alternatives Review (TCAR) Study on Alt 19
  - Identify potential funding opportunities for next phase

Alt 19 Corridor Vision Map





# **Thank You!**

**Please email any additional questions or ideas  
to [rschatman@co.pinellas.fl.us](mailto:rschatman@co.pinellas.fl.us)**

