Adapt  Build  Connect – the planning process

**Technical**

- Socioeconomic Data
- Countywide Trends & Conditions
- Develop Measures of Effectiveness
- Corridor Screening

**Public Engagement**

- Cultivate Contacts
- Community Outreach
- Market Research
- Focus Group: Issues

**Phase I**

Data Development

- Develop Scenarios
- Define Transportation Alternatives
- Evaluate Impacts

**Phase II**

Scenario Evaluation

- Identify Revenues
- Prioritize Investments
- Match Revenues with Priorities

**Phase III**

Fiscal Priorities

- Online Engagement
- Local Gov’t Alignment

**Phase IV**

Vision Strategy

- Policy Definition
- Amendments to Countywide Land Use Plan
- Plan Adoption

**Q4 2017 - Q3 2018**

**Q1 2018 – Q1 2019**

**Q3 2018 - Q2 2019**

**Q2 - Q4 2019**
Survey Results

› 4,817 participants
› 5,058 comments
› 171,661 data points
Rating Specific Components

Bicycle / Pedestrian

- Bike Lanes
- Enhanced Crosswalks
- Protected Bike Lanes
- Sidewalks
- Trails
Rating Specific Components

Bus Service

Dedicated Bus Lanes | Late Night Bus Service | More Frequent Bus Service | Weekend Bus Service
--- | --- | --- | ---
1 | 2 | 3 | 4
0 | 200 | 400 | 600 | 800 | 1000 | 1200 | 1400 | 1600

Legend:
- 1
- 2
- 3
- 4
- 5
Rating Specific Components

Emerging Solutions

- Automated Vehicles
- Elevated Transit
- Micromobility Scooters
- Traffic Signal Timing
- Waterborne Transit

Legend:
- 1
- 2
- 3
- 4
- 5
Rating Specific Components

Passenger Rail Service

Local Rail Service

Regional Rail Service

Legend:
- 1
- 2
- 3
- 4
- 5
Rating Specific Components

Streets and Highways

- Interchanges
- Intersections
- Maintain Existing Roads
- Toll Roads
- Widen Existing Roads

Legend:
- 1
- 2
- 3
- 4
- 5
Investing in Modes
Reactions to Images
Reactions to Images

The chart shows the ratings and count for various image categories, with a focus on the average ratings across different scenarios.
Consistent Outreach Results
- Statistically Valid Survey
- It’s Time Tampa Bay
- Advantage Pinellas
- ‘Ball Game’
Funding Our Priorities

› Four main funding sources:
  › Strategic Intermodal System
  › Local Funds
  › TMA Funds
  › Other Arterials
Strategic Intermodal System (SIS)

- Limited to SIS Facilities
- Roads, Intermodal Centers, Rail, Ports
- Allocated by State
- Transit on SIS facilities not included
Local Funds

› Highly Flexible – Covers all modes
› Based on local priorities
› Can be used to match state/federal funds
› Nearly 100% committed for local needs
Other Arterials

› For non-SIS state roads

› Can be used for local, parallel/reliever roads and transit

› For non-state roads, must include a 50% local match

› Few state capacity projects and limited local matching funding in Pinellas
TMA Funds

› Highly Flexible – Covers all modes
› Based on MPO priorities

Recommendation:
› Complete Streets
› Technology
› Transit Capital
› Local and Regional
› Active Trans. Projects
› Trail Overpasses
Next Steps

› Aligning Revenues with Projects
› Developing Documentation
› Focus Group – early October
› Plan Adoption - November