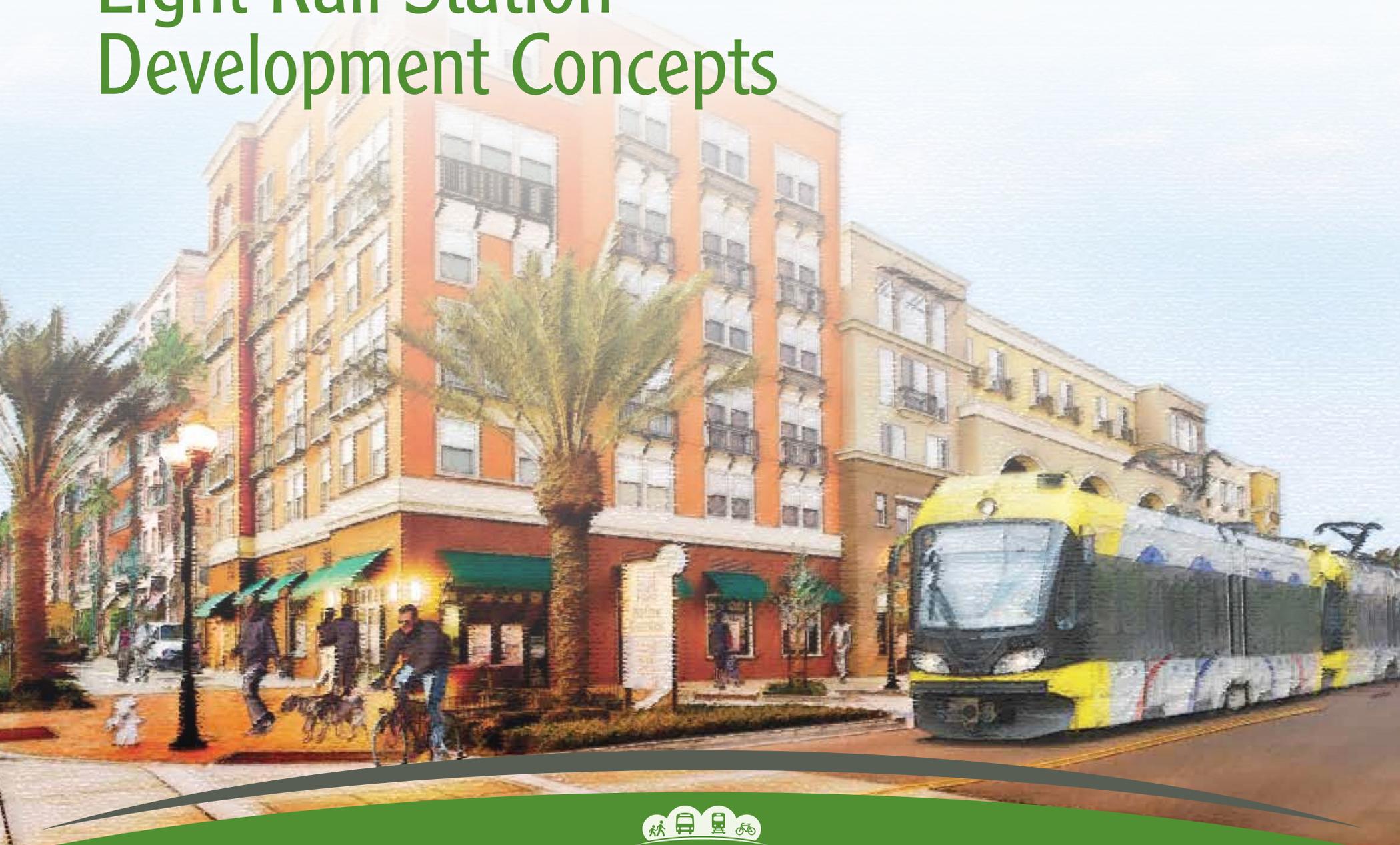


# Light Rail Station Development Concepts



# Improving Mobility in Pinellas County

Through two related efforts, the Pinellas County Metropolitan Planning Organization (MPO) and Pinellas Suncoast Transit Authority (PSTA) are working to identify projects that will improve mobility throughout Pinellas County.

## Pinellas Transportation Plan

The Pinellas Transportation Plan is the Pinellas MPO's Long Range Transportation Plan. This 25-year vision outlines all types of transportation projects (for autos, transit, pedestrians, and cyclists) to maintain and improve the transportation system for Pinellas County's residents and visitors. The Pinellas MPO updates the Plan every five years to account for estimated population growth and new or modified goals for the future.

### Today...

Pinellas County has reached a decision point. The county has developed almost all of its land, and is running out of room to expand or build new roads. With little space to build new businesses, homes, and shops, the county's growth has slowed significantly. What growth does occur in the coming years

will likely be in our iconic neighborhoods and along our major roads.

Without space to build new roads, congestion will worsen year by year and we will have to continue widening the roads we have, so that many will look like Ulmerton Road or US 19.



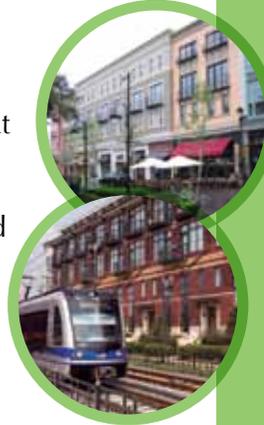
Pinellas County has historically invested much less in transit than the rest of the U.S. As a result, less than 15 percent of jobs and people are within walking distance of frequent bus service.

"With a major transit investment and growth focused in key activity centers, 80% of the county's residents will live and 86% of the county's employees will work within walking distance of frequent transit service.

### A Future with a Transit Investment...

Pinellas will continue to be a wonderful place to live. But to protect our quality of life we must plan ahead and look at all transportation options. To create a vibrant and prosperous future, we need to imagine new ways to travel and new ways to grow.

This is why many discussions now center around new bus and rail – a vastly improved transit system that provides fast and convenient ways to travel, attracts jobs and housing, and preserves our established and vibrant neighborhoods.



## What is this brochure?

The following pages show images of today and future concepts of what station areas around Pinellas County could look like with a new bus and light rail system. The concepts and visions for the station areas will help as we move to the next steps of the decision-making process.

## Station Areas

### Downtown Clearwater

Clearwater South

Downtown Largo

Keene-Starkey

Largo Town Center

Bay Vista

St. Petersburg-Clearwater

International Airport

Greater Gateway

Toytown

Gateway Centre

Park Place

Lealman

Woodlawn-Crescent Lake

Downtown St. Petersburg

*The development concepts for the potential station areas show locations, however they are not definitive and may change.*

*The images and illustrations here remain highly conceptual, and are intended to demonstrate what the area could look like.*

# Greenlight Pinellas

Greenlight Pinellas is a community conversation about transportation and the future of Pinellas County. The goal of Greenlight Pinellas is to work with the public through an open, transparent, and meaningful dialogue to develop a plan for reliable travel options on a safe, efficient transportation system. The bus and rail components of the Greenlight Pinellas Plan will be incorporated into the transit portion of the Pinellas Transportation Plan.

There are three components to Greenlight Pinellas:

## RAIL

A 24-mile light rail transit route will allow people to travel between Downtown Clearwater, Largo, Greater Gateway, Pinellas Park and Downtown St. Petersburg. This route is known as the Locally Preferred Alternative and also includes a future connection to Hillsborough County via the Howard Frankland Bridge.



## BUS

Significant improvements to the bus system, including more frequent service throughout the day and more evening and weekend service, will allow people to more easily get to work, entertainment, school, shopping, and other destinations. The bus system will work seamlessly with the rail line, roadways, sidewalks, bike lanes, and trails to offer Pinellas County residents and visitors a comprehensive system of transportation choices.

## LAND USE

A major transit investment is expected to encourage and concentrate economic and community growth around the rail stations and along rapid bus routes. During the Community Design Charrettes, residents developed a vision for what station areas in their community could look like. Conceptual images of the vision for each proposed station area are included in this brochure.\*



*\* Proposed station areas were developed as part of the Alternatives Analysis and are subject to change based on additional analysis during the project design phase.*



## Why invest in transit?

Many area roadways in Pinellas County can no longer be widened without negatively affecting local communities, however traffic congestion will continue to grow. Investing in a system where many different transportation types work together effectively maximizes limited resources, and provides people with viable options for traveling within the county and around the region.

## Why is this conversation important?

If we want Pinellas County to have a strong economy and be a desirable place to live, work, and play, we need to make sure people are able to travel safely, efficiently, and have more reliable options.

## Who is talking about this?

PSTA and the Pinellas MPO are leading the conversation along with the help of Pinellas County residents and employees.

# Planning for Light Rail in Pinellas County

In January 2012, following 18 months of technical study, a 24-mile light rail route was selected as the Locally Preferred Alternative to connect Downtown Clearwater, Greater Gateway, and Downtown St. Petersburg. The route includes 16 stations in Pinellas County.

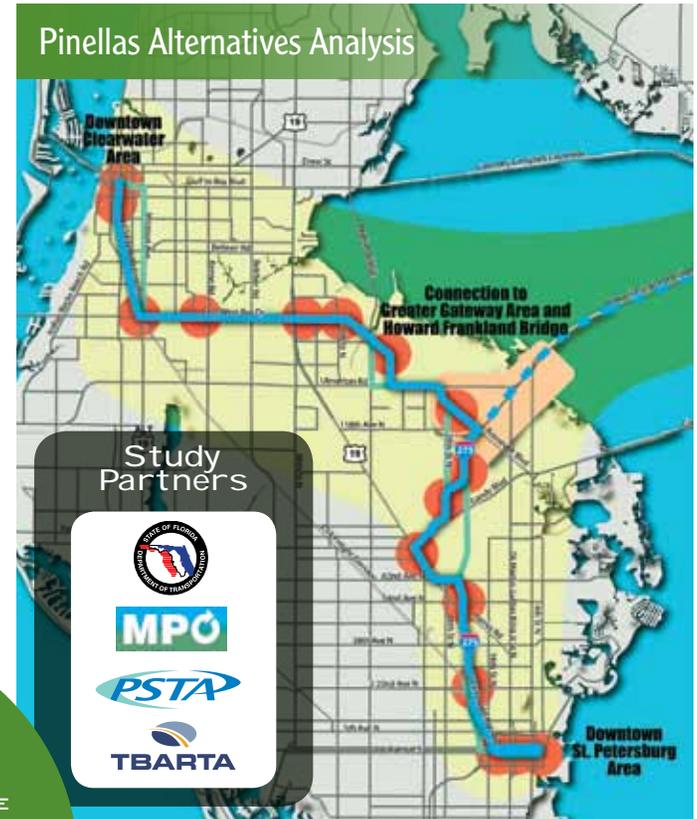
The public was engaged throughout the Alternatives Analysis, which narrowed down hundreds of options to a single preferred project by comparing factors, such as cost, access to jobs and job creation, engineering feasibility, effects on the community and environment, and the number of people likely to use the service.

The rail line will require robust local bus service to connect riders to their destinations. To that end, Pinellas Suncoast Transit Authority (PSTA) recently completed the Community Bus Plan evaluating the county's current transit system and identifying where adjustments to the network would allow PSTA to operate more efficiently and effectively in the future.

## Listening to the Community

Seven Community Design Charrettes were held to better understand **what stations could look like, how they could fit into the surrounding neighborhood, and how people could use the stations.** In April and May 2013, community leaders, including major employers and neighborhood groups, as well as members of the community were asked to visualize concepts for seven of the potential station areas, the results of which are presented on the following pages.

## Pinellas Alternatives Analysis



### Planning for Station Areas

STATIONS GIVE RIDERS ACCESS TO THE RAIL LINE AND MUST BE THOUGHTFULLY PLANNED TO FIT IN TO THE SURROUNDING COMMUNITIES. SOME STATIONS WILL BE DEFINED BY WHAT IS THERE TODAY. OTHERS MAY HELP TO TRANSFORM THE COMMUNITY.



# DOWNTOWN CLEARWATER

Standing in crosswalk at southwest corner of S East Avenue and Franklin Street, looking north/northeast



TODAY



VISION

## How does the community want to transform the area?

"I want it to be easier and safer to walk."

"Encourage activity during the day and night."

"Connect to the waterfront and make it more active."

"We want to see more art and cultural venues."

## Who was involved?

Over 300 people participated during this discussion, including more than 30 major employers like the Home Shopping Network, BayCare Health System, and the Tampa Bay Rays.

# CLEARWATER SOUTH

On Jeffords St., just south of the CSX railroad crossing, looking west towards Morton Plant Hospital



TODAY



VISION

## How does the community want to transform the area?



"We need more restaurants, maybe a café district."

"We want to see grand boulevards as gateways to the hospitals."

"Turn parking lots into green space or add landscaping."

## Who was involved?

The Clearwater South Charrette included participants from:

- 1 major employer;
- 8 local companies and business groups;
- 5 local and regional planners;
- 4 civic, special interest, and non-profit groups;
- 1 neighborhood group; and
- 3 citizens

...a total of 22 participants.



Preserve the historic harbor oak canopies.

# CLEARWATER SOUTH

community's  
concept for this  
station area:

A COMMUNITY CONNECTED BY A  
ROBUST MULTI-MODAL NETWORK  
THAT PRESERVES THE HISTORY OF  
CLEARWATER WHILE EXPANDING THE  
MEDICAL AND IT DISTRICTS.

CLEARWATER SOUTH CHARRETTE  
MAY 3, 2013



# DOWNTOWN LARGO

Standing at the northwest corner of 1st St NW and 1st Ave NW, looking south/southeast towards West Bay Drive (1st St NW runs parallel with the CSX railroad)



TODAY



VISION

How does the community want to transform the area?

What are people saying?

Of the more than 30 major employers, all are interested in better bus service, all believe light rail should be considered, and over 90% view rail positively.

"Connect the station to the park, Pinellas Trail, and the high school."

"Create a safe and walkable downtown."

"Preserve the urban elements and improve public spaces."

# KEENE-STARKEY

Standing at the southwest corner of East Bay Drive and Keene Road, looking west/northwest towards Lake Drive



TODAY



VISION

How does the community want to transform the area?

"Transform East Bay Drive from being primarily for cars into a 'Main Street.'"

"We need to connect senior housing with shopping and dining."

"We should increase the number of shops and businesses in the area."

What are people saying?

A major employer in Pinellas County stated "light rail aligns with our core mission of providing open access to all."

Better Sidewalks

More Community Recreases

split by

more small parks green space

scarce/unsightl

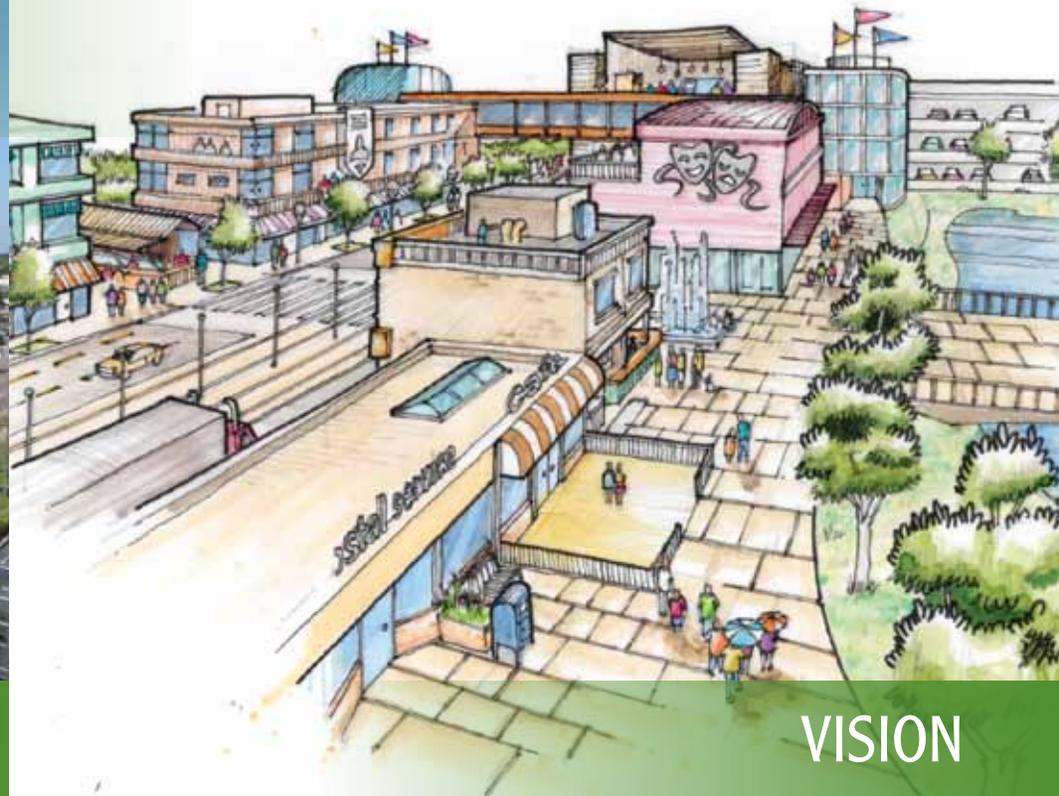
CRIM Safe Resider area

# LARGO TOWN CENTER

Standing northeast of intersection of Roosevelt Boulevard and Dodge Street, looking southeast



TODAY



VISION

## How does the community want to transform the area?

"We want a progressive community that is centered around a people-friendly hub."

"We need more cultural activities."

"We should improve safety and access for everyone."

"Get small businesses to locate here."

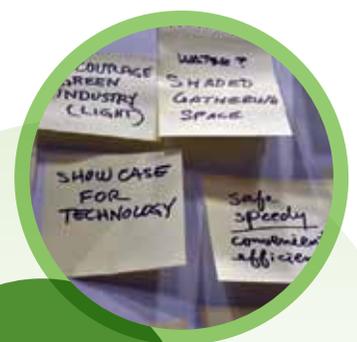


## Who was involved?

The Largo Town Center included participants from:

- 1 major employer,
- 11 local companies and business groups,
- 2 local and regional planners, and
- 4 citizens

...a total of 18 participants.



"We need more places that are kid-friendly and pet-friendly."

# LARGO TOWN CENTER

community's  
concept for this  
station area:

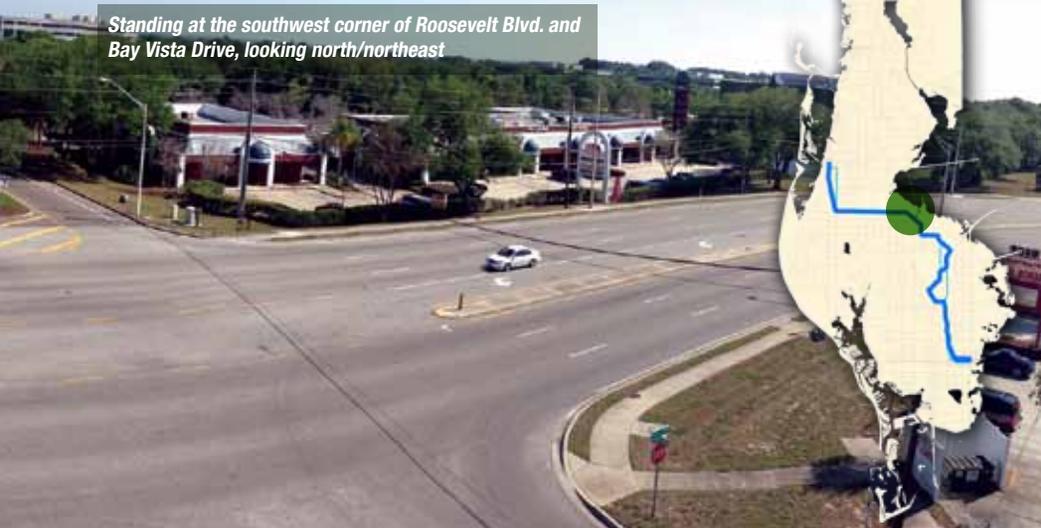
A PROGRESSIVE AND FUTURISTIC  
MIXED-USE COMMUNITY CENTERED  
AROUND GREEN INDUSTRY AND  
INCUBATING NEW AND  
INNOVATIVE SMALL.

LARGO TOWN CENTER CHARRETTE  
APRIL 26, 2013

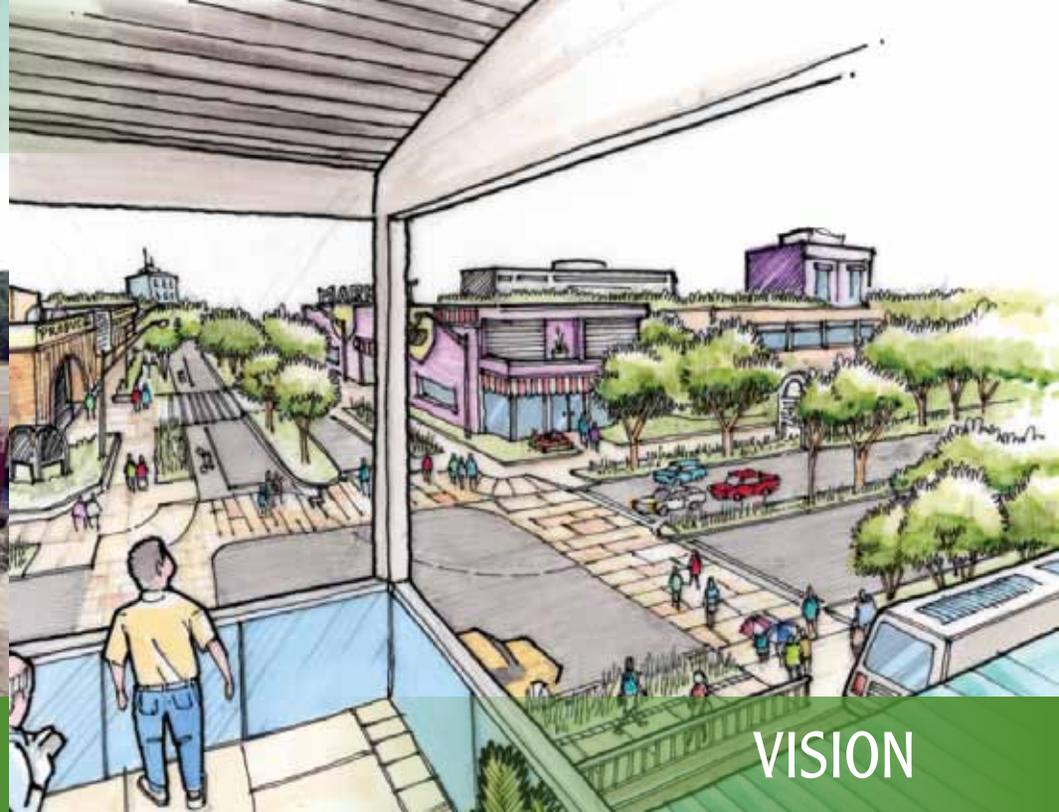


# BAY VISTA

Standing at the southwest corner of Roosevelt Blvd. and Bay Vista Drive, looking north/northeast



TODAY



VISION

## How does the community want to transform the area?



"Transform Roosevelt Boulevard into a place to work and shop."

"I want to see this area change into a more active business center."

"Connect to the Trail with sidewalks, trails, and bike lanes."

## Who was involved?

The Bay Vista Charrette included participants from:

- 1 major employer,
- 8 local companies and business groups,
- 4 local and regional planners,
- 4 civic and non-profit groups,
- 1 neighborhood group, and
- 3 citizens

...a total of 21 participants.

"We need more parks and greenspace."

"Traffic moves too fast. Slow it down, but don't use speed bumps."

# BAY VISTA

community's concept  
for this station area:

A MIXED USE COMMUNITY WITH SAFE  
AND ACCESSIBLE PEDESTRIAN AND  
BICYCLE FACILITIES IN A LUSH,  
PARK-LIKE SETTING

BAY VISTA CHARRETTE  
APRIL 5, 2013



# ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Standing at southeast corner of 46th St N and 144th Ave N, looking east



TODAY



VISION

## How does the community want to transform the area?

"Build hotels with conference space near the station."

"The area needs a direct shuttle to the airport, with room for luggage."

"Visitors need to be able to get from here to the beaches without a car."

"Build shopping and entertainment close to the station."

Provide green space and art structures

## Who was involved?

The St. Petersburg-Clearwater International Airport Charrette included participants from:

- 1 major employer,
- 20 local companies and business groups,
- 1 civic group, and
- 1 neighborhood group

...a total of 23 participants.

"Turn the airport into a tourist hub and connect to Clearwater, St. Pete, and Tampa."

# ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

community's  
concept for this  
station area:

A BEAUTIFUL TRANSPORTATION HUB, SURROUNDED BY A STRONG INDUSTRIAL AND COMMERCIAL DISTRICT THAT PLEASANTLY CONNECTS VISITORS TO EMPLOYERS, TOURIST DESTINATIONS, THE AIRPORT, AND ALL MAJOR REGIONAL DESTINATIONS

ST. PETERSBURG-CLEARWATER  
INTERNATIONAL AIRPORT  
CHARRETTE  
MAY 3, 2013



# GREATER GATEWAY

Roosevelt Blvd. and Lake Carillon Drive (28th St. N), looking east/northeast towards Carillon Parkway

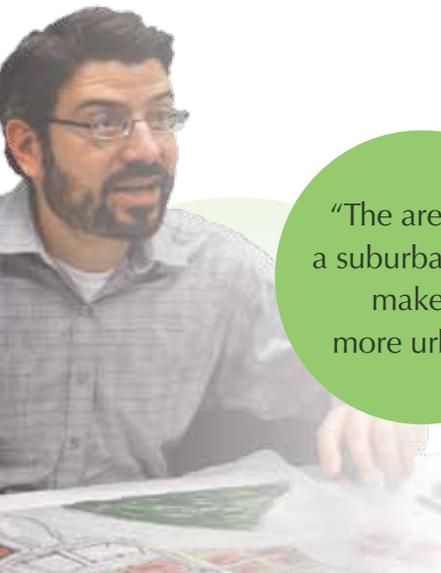


TODAY



VISION

## How does the community want to transform the area?



"The area has a suburban feel, make it more urban."

"The transit station should be the hub of activity."

"Encourage more jobs and prosperity."

"We need a safer way to cross Roosevelt Boulevard."

## Who was involved?

The Greater Gateway Charrette included participants from:

- 1 major employer,
- 11 local companies and business groups,
- 6 local and regional planners,
- 2 civic and non-profit groups, and 3 citizens

...a total of 23 participants.

"Build a convention center connected to the station."



# GREATER GATEWAY

community's  
concept for this  
station area:

A NET THAT CATCHES TRANSIT  
USERS, BICYCLISTS, AND  
PEDESTRIANS AND CONNECTS  
THEM TO EMPLOYMENT, HOMES,  
AND ACTIVITIES IN A CLEAN AND  
SUSTAINABLE ENVIRONMENT WITH  
BALANCE BETWEEN NATURAL AND  
COMMERCIAL SPACES

GREATER GATEWAY CHARRETTE  
APRIL 26, 2013



# TOYTOWN

Standing at the southeast corner of ValPak, east of the traffic circle at the end of Halkey Roberts Place N, looking north



TODAY



VISION

How does the community want to transform the area?

What are people saying?

"This station should be the signature gateway for Pinellas County."

"We have the opportunity to make this a vibrant community."

"We should build tournament-quality recreation facilities."

"This plan will help us grow and attract much needed talent to the county, and retain the talent we have."  
-Pinellas County Major Employer

# GATEWAY CENTRE

Just southeast of the intersection of 28th Street and Gateway Centre Parkway, looking to the north/northeast



TODAY



VISION

How does the community want to transform the area?

“Reuse the older buildings for retail, manufacturing, and warehouses.”

“There are plans for townhouses here, years ago I would have never thought that.”

“This area is ripe for new jobs, but also needs to connect the community.”

What are people saying?

A major employer in Pinellas County believes the rail recommendation is “long overdue” and “outstanding.”

EDUCATION / RESEARCH

# PARK PLACE

Standing on the Gandy Boulevard overpass of US 19, looking south/southeast towards Shoppes at Park Place



TODAY



VISION

## How does the community want to transform the area?



"Add parks and a greenway connection."

"Build a walkway over US 19."

"We need better bus service to and from the Shoppes at Park Place."

## Who was involved?

The Park Place Charrette included participants from:

- 7 local companies and business groups,
- 3 local and regional planners,
- 2 elected officials,
- 1 student, and
- 7 citizens

...a total of 20 participants.

"Transform the older neighborhoods into urban neighborhoods."

"The roads need to be safer for bikers and walkers."

# PARK PLACE

community's concept  
for this station area:

A 24-HOUR MIXED-USE DISTRICT  
WHICH REFLECTS ITS LOCATION  
AS THE HUB OF PINELLAS AND  
THE REGION

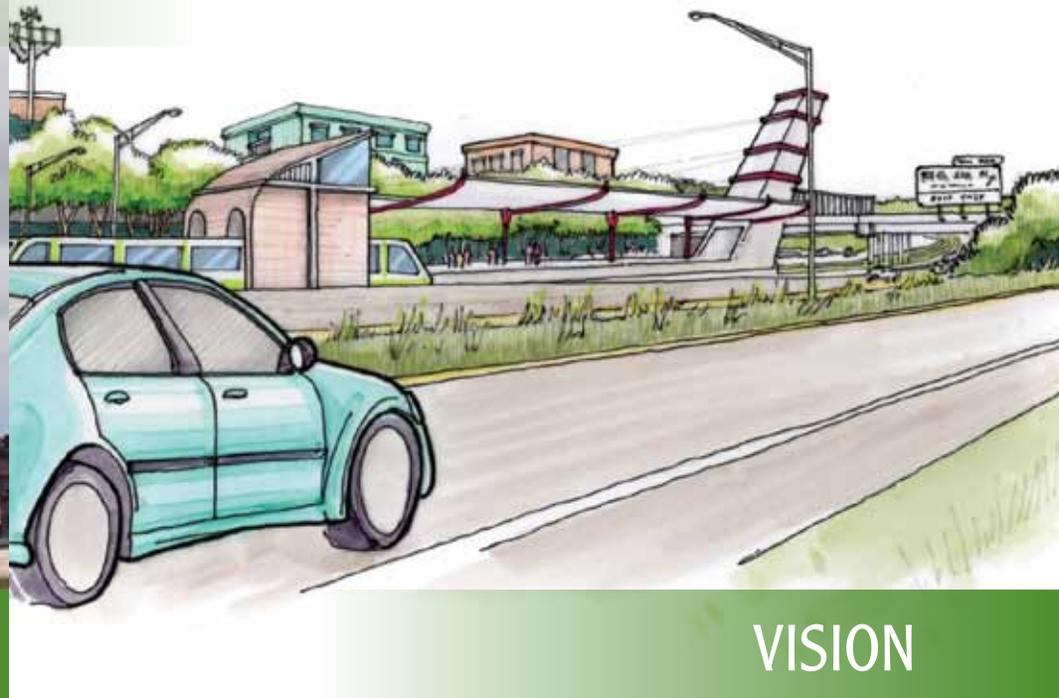
PARK PLACE CHARRETTE  
APRIL 5, 2013



I-275 N, just south of 54th Avenue N intersection (standing in the eastbound exit ramp), looking northeast



TODAY



VISION

## How does the community want to transform the area?

“Transform the Interstate into a distinctive gateway.”

“Make the station accessible to jobs in the area.”

“Revitalize older homes into affordable neighborhoods.”

## What are people saying?

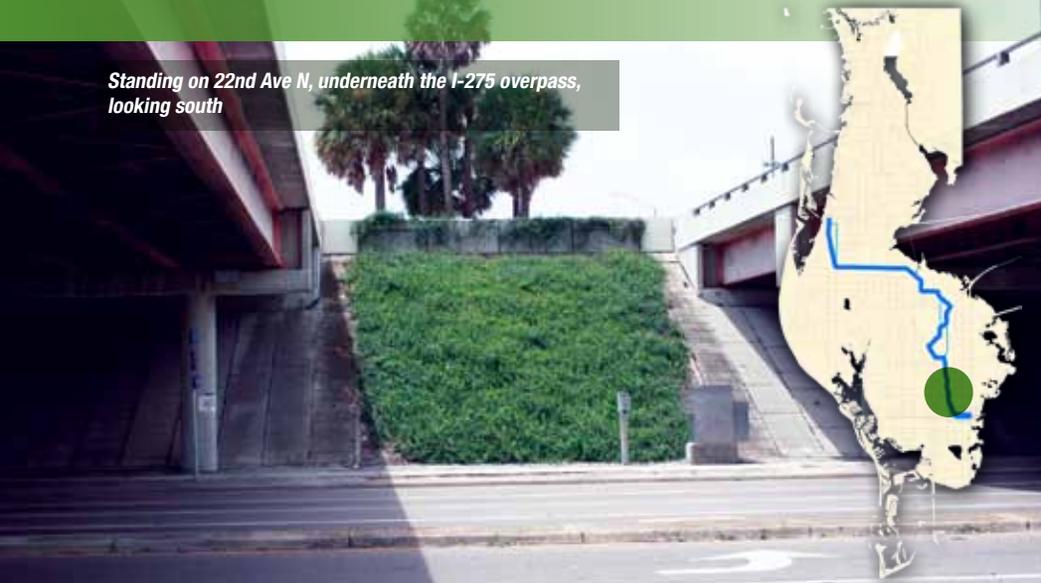
“We can’t expect to support a Major League Baseball team, continue to be a world-class tourist destination, attract high-tech jobs and nurture our cultural institutions without better transportation options.”

—Jeff Scullin, *Tampa Tribune*, September 15, 2013



# WOODLAWN-CRESCENT LAKE

Standing on 22nd Ave N, underneath the I-275 overpass, looking south



TODAY



VISION

How does the community want to transform the area?

What are people saying?

"Pinellas County absolutely needs rail."

—Pinellas County Major Employer

"The area should have a neighborhood feel with recreational activities."

"Transform old industrial appearance into modern, pleasant environment for pedestrians and transit users."

We need safe and convenient options to congested roads."

# WOODLAWN-CRESCENT LAKE



# DOWNTOWN ST. PETERSBURG

Standing on 1st Ave S, just E of MLK Jr. Street S (9th Street S), looking east/northeast



TODAY



VISION

## How does the community want to transform the area?



"Connect to cultural facilities."



"We need mobility options in Downtown."

## Who was involved?

The Downtown St. Petersburg Charrette included participants from:

- 10 major employers,
- 10 local companies and business groups,
- 3 neighborhood groups, and
- 1 citizen

...a total of 24 participants.

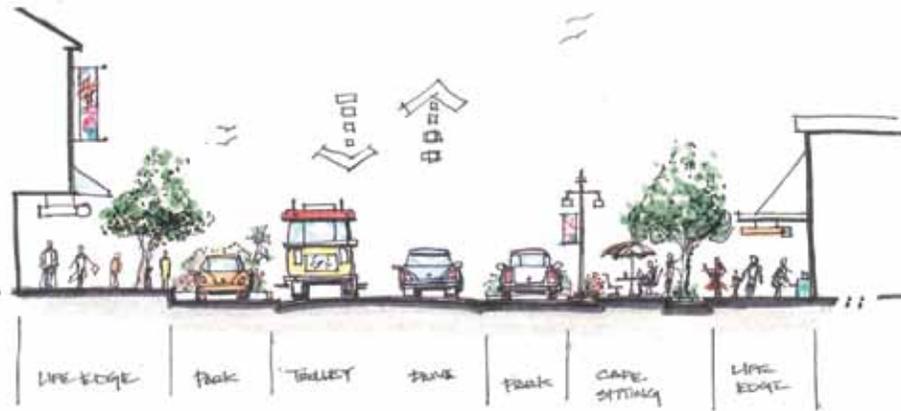
community's concept for this station area:

AN AMBITIOUS TRANSPORTATION PLAN THAT DRAMATICALLY RE-IMAGINES THE WAYS THAT PEOPLE COME TO AND GET AROUND IN DOWNTOWN ST. PETERSBURG

DOWNTOWN ST. PETERSBURG CHARRETTE  
MAY 10, 2013

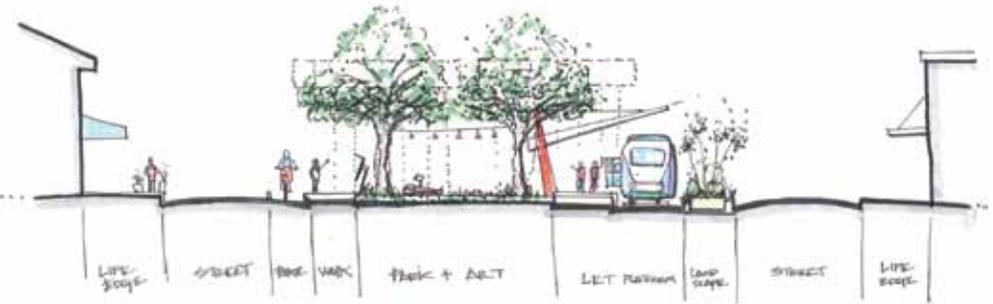
# DOWNTOWN ST. PETERSBURG

Charrette participants recommended transit options connecting Downtown should include: Bus, BRT, Rail, and Circulators



## What are people saying?

"We need to balance current needs with a future vision."  
—Pinellas County Employer



## HOW COULD TRANSIT FIT IN?

### How can you join the continuing conversation?

Greenlight Pinellas wants everyone to be involved in this conversation, and is committed to hearing from all communities to make sure everyone has had their chance to contribute. Join the conversation at:

[www.GreenlightPinellas.com](http://www.GreenlightPinellas.com)

[www.TellUsPinellas.com](http://www.TellUsPinellas.com)



