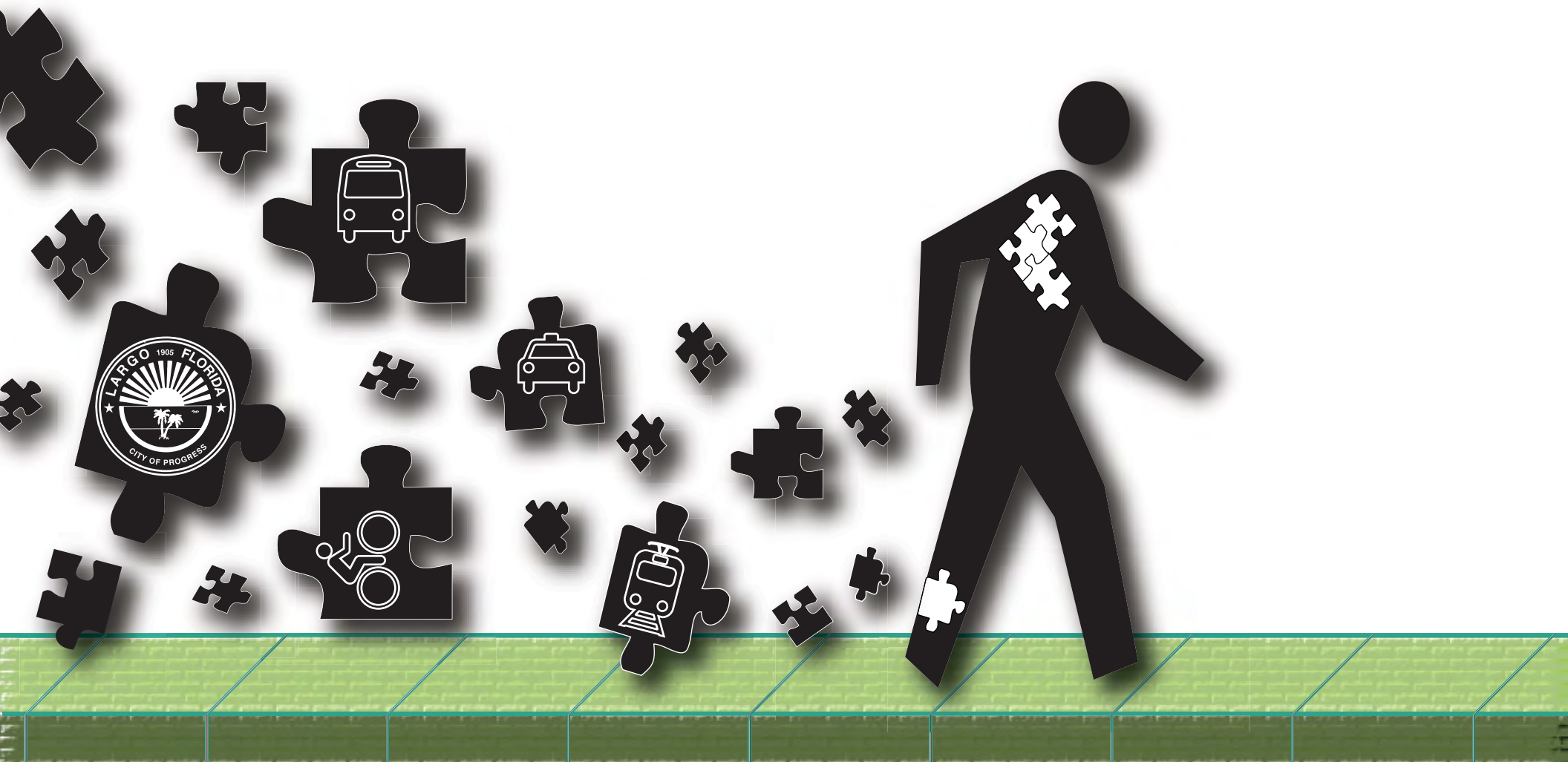




Downtown Largo Multimodal Plan

City of Largo Multimodal Transportation System Plan
October 2010



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ACKNOWLEDGMENTS

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A Vision for Mobility



The City of Largo is the third largest city in Pinellas County. Its central location makes Largo easily accessible from all other parts of the county through an established network of highways and major roads. As a result, the automobile has historically been the focus of travel throughout the city. Traditional transportation planning focused on satisfying the growing need of moving people by building roads—bigger roads, wider roads, and faster roads.

However, Largo residents have expressed a desire for a different future, one where the quality of life is enhanced by reducing reliance on the automobile through a system of community streets for better pedestrian and bicycle access, and enhanced modern transit services.



Quality of Life

This desire encouraged the City of Largo to work towards distinguishing itself as a safe, comfortable community where residents and visitors can walk for short trips to the corner store, take a bus to the park or library, and ride a bicycle to work or school. The Downtown Largo Multimodal Plan is a vision for the future that shifts focus from the automobile to mobility through walking, biking, or taking transit by completing the network of sidewalks and bicycle facilities.

To achieve this vision, the Multimodal Plan identifies projects to improve the bicycle and pedestrian network and make taking transit more convenient and safer, encouraging alternatives to vehicle travel within the study area. The Plan also serves as a platform to develop and program multimodal improvements using a phased approach over time.





Development Ready

The Strategic Plan and Community Redevelopment District (CRD) Plans for Largo focus on an environment that promotes infill development and redevelopment along commercial corridors, activity centers, and mixed use centers, to create a community that is walkable and inviting. With more people and businesses on these corridors, the number of people traveling in the area will also increase. The Multimodal Plan works in concert with the CRD Plans to satisfy future transportation demand and provide mobility through options other than the single occupant vehicle.

As new buildings are constructed, developers will work with the City of Largo to share the cost of improving mobility. Having a list of improvements identified allows Downtown Largo to take advantage of development opportunities while providing mobility for its residents and visitors.



Funding Ready

Fully understanding available revenues, grant opportunities, and state and federal partnerships is increasingly important as agency budgets shrink. The City of Largo needs to take advantage of funding opportunities as they occur. With that in mind, the Multimodal Plan allows Largo to be ready to build transportation projects as funding becomes available.

This Plan exemplifies the City's continued emphasis on new, innovative ways to move people and fund projects. Partnerships between public agencies and the private sector create new opportunities in funding. Being prepared with a well defined vision backed by a strong implementation plan is invaluable when grants and other local, state, and federal funding opportunities surface. This will allow Largo to take full advantage of new methods of financing, completing the Vision for Largo efficiently and effectively.





Transit Ready

The Multimodal Plan integrates transit services into the fabric of the Downtown Largo communities by identifying a support system of bicycle and pedestrian improvements, allowing people to move efficiently from neighborhoods and businesses in Downtown Largo to convenient transit services.

With a study underway for potential regional rail service in Pinellas County, the City of Largo is a step ahead of other jurisdictions. The rail study will consider possible station locations, with special attention paid to communities that can accommodate a rail station in terms of land use and multimodal connectivity. A potential intermodal center was considered during development of the Vision for Downtown Largo, making the community transit ready should the rail service travel through Largo's limits.



PLAN SUMMARY

The Downtown Largo Multimodal Plan is the framework for improving quality of life in Downtown Largo through a paradigm shift that takes people out of their personal automobiles and allows them to safely travel by foot, bicycle, or transit throughout the area.

GOALS OF THE PLAN

The goals of the Multimodal Plan not only maximize Largo's investments in the transportation system to satisfy future needs, but also make the Plan achievable, representing how the community wants to move forward.

- Provide increased transportation capacity through multimodal improvements
- Provide a prioritized list of multimodal transportation needs that support the development and redevelopment goals of the Strategic Plan
- Build upon the Community Streets system with new connections that promote bicycle and pedestrian travel
- Identify public transit needs that promote ridership with efficient and convenient service
- Identify multimodal transportation needs that both promote and support transit oriented development
- Identify steps to implement and fund recommendations over time
- Use public comments to generate multimodal strategies

The Multimodal Plan also considers land use, land development, and urban form policies established by the City to support development and redevelopment patterns. Through density, diversity, and site design, these policies create an urban fabric promoting multimodal travel.

DEVELOPING THE STUDY AREA

The original boundary of the study area for the Multimodal Plan was limited to the City's Clearwater-Largo Road and West Bay Drive CRDs. However, to ensure the boundary was logical and effective, the study team looked at several planning factors, such as:

- Land use near the study area, including development and redevelopment opportunities;
- The proposed Pinellas Suncoast Transit Authority (PSTA) premium transit corridors;
- Potential rail service under study by the Pinellas County Metropolitan Planning Organization (MPO), PSTA, the Florida Department of Transportation (FDOT), and Tampa Bay Area Regional Transportation Authority (TBARTA);
- Pedestrian connections to Largo Middle and High Schools, and Mildred Helms Elementary School;
- Pedestrian connections between the residential and commercial properties bordering Missouri Avenue; and
- Consistency with the City's Strategic Plan.

Due to these factors, the resulting study area was expanded to the extents shown in **Figure 1**. For detailed information regarding development of the study area, refer to the *Technical Memorandum – District Boundary*.

Figure 1: Study Area Boundary

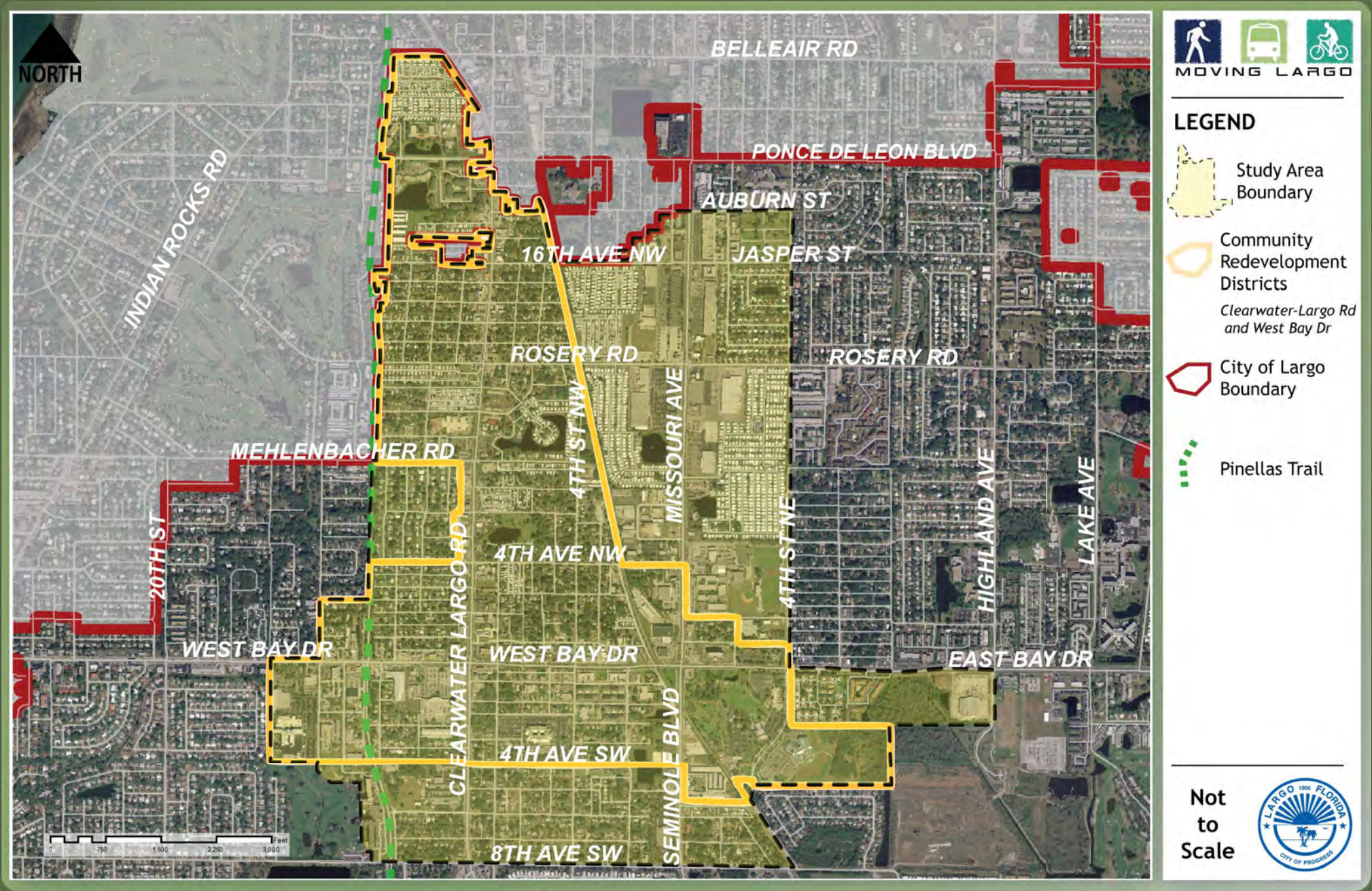
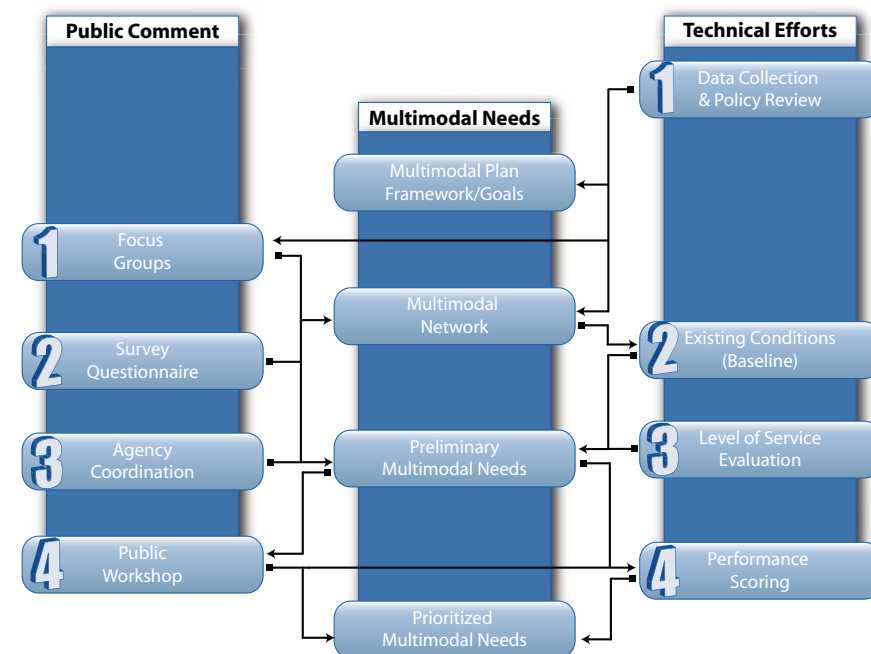


Figure 2: Multimodal Plan Process



Figure 3: Multimodal Plan Process Relationships



PLAN SUMMARY

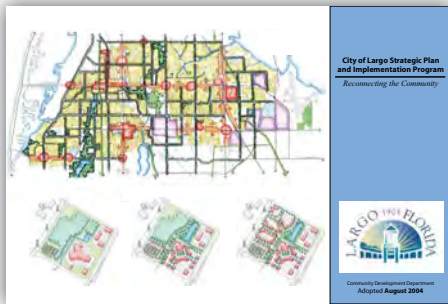
STEPS TO DEVELOP THE PLAN

Development of the Multimodal Plan was driven by a process that balanced the transportation needs identified by the public with the needs determined through technical analyses to determine a multimodal network that is not only technically sound, but supported by the community. The process resulted in identification of improvements the City plans to implement to achieve the Multimodal Vision for Downtown Largo.

As **Figure 2** illustrates, developing the Plan was a five-step process. A technical understanding of existing conditions (Step 1) coupled with continuous public engagement (Step 2), directed the identification of a preliminary list of multimodal transportation needs in Downtown Largo (Step 3). This preliminary needs list was further refined with technical analysis and agency coordination, then brought forth to the general public for final review and comment at the community workshop.

Strategies for funding and implementing the multimodal needs (Step 4) were identified and used in conjunction with further technical evaluations and agency coordination to develop the program of multimodal capital improvement needs and the creation of the Multimodal Plan.

Due to the close relationship between public comment and technical evaluation, identification of multimodal needs in Downtown Largo was an ever-evolving process with Steps 1, 2, and 3 completed concurrently. **Figure 3** illustrates the relationship between public engagement efforts and technical efforts, resulting in identification of needed multimodal improvements for the Multimodal Plan.



The Downtown Largo Multimodal Plan builds upon the Community Streets system identified in the City of Largo Strategic Plan



Example of degraded and unsafe crosswalk along Clearwater-Largo Road



PURPOSE AND NEED

The Downtown Largo Multimodal Plan identifies a network of multimodal improvements and a strategy to realize the vision for the future of Largo that includes a phased approach to implementing the transportation needs identified. Included in the Plan are pedestrian project recommendations such as new sidewalks and crosswalk improvements, bicycle project recommendations such as bicycle lanes or shared roadway facilities, and transit project recommendations such as improved pedestrian access to bus stops and improved service that will be coordinated through PSTA.

MAINTAIN CONSISTENCY WITH LOCAL AND REGIONAL PLANS

City of Largo Plans

The need for Largo to shift focus from automobile travel to other modes was identified in the Comprehensive Plan and several other City initiatives. The elements of the Largo Comprehensive Plan that directly affect the Downtown Largo Multimodal Plan include reducing reliance on single-occupant vehicles; improving connectivity between neighborhoods, parks, cultural facilities, and daily services; investing in multimodal improvements; establishing an efficient and effective mass transit system; and fostering a bicycle and pedestrian community. Other City initiatives reflected in the Comprehensive Plan include:

- City of Largo Strategic Plan,
- Citywide Sidewalk Master Plan,
- Clean and Safe Neighborhoods Plan,
- Green City Plan,
- Quality City Services Plan,
- Urban Trails Master Plan, and
- West Bay Drive and Clearwater-Largo Road CRD Plans.

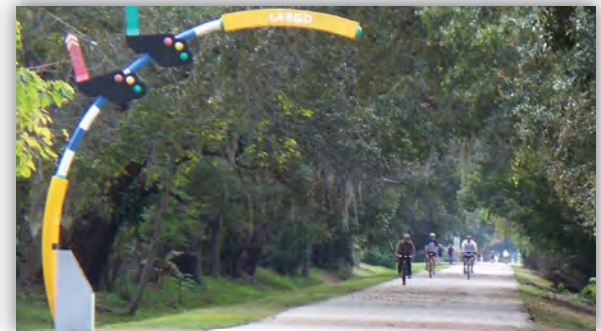
County and Regional Plans

The Multimodal Plan also supports long-range efforts of the Pinellas County MPO, PSTA, and TBARTA. The Downtown Largo Multimodal Plan satisfies goals from the Pinellas County MPO's 2035 Long Range Transportation Plan to promote safe, secure, and engery efficient multimodal and intermodal transportation; and promote livable community concepts that allow for people to travel freely and safely in the urban environment through non-motorized travels modes.

PSTA's Transit Development Plan outlines anticipated service expansion over the next ten years. In Largo, PSTA Route 52 was identified for increased service frequency. Additional improvements identified in the Plan include recommendations for several premium bus routes serving Downtown Largo.

A study for potential regional rail service is currently underway. Although the exact route is yet undetermined, it is possible the service will pass through Largo. Once the route has been designated, station locations will be considered along the route, with special consideration given to communities that are able to accommodate stations through compatible land use patterns and supporting multimodal connectivity. The Multimodal Plan will position Largo favorably when station locations are studied.

The Downtown Largo Multimodal Plan builds upon investments already made in the Largo community such as Central Park and Clearwater-Largo Road, and will connect to assets such as the Pinellas Trail.



PURPOSE AND NEED

ACCOMMODATE GROWTH

Largo is expected to continue to grow over the next 25 years. The Strategic Plan and CRD Plans focus that growth in the mixed use corridors. However, even focused growth in population and employment density will require additional capacity on the transportation system. Providing choices to travel can support the needed capacity increases without adding lanes on roads.

BUILD ON INVESTMENTS

Significant public investment has been made to the community resources in Downtown Largo with the focus on Central Park, the Largo Public Library, and the Largo Cultural Center. The Plan identifies projects that will improve connections to these assets.

SATISFY STATE REQUIREMENTS

The 2009 Legislature enacted Senate Bill 360, entitled the Community Renewal Act, eliminating the state mandate for transportation concurrency in areas with a population density in excess of 1,000 people per square mile—a definition the City of Largo meets. Under the Community Renewal Act, local governments in designated areas have the following options regarding transportation concurrency:

- Retain and continue to apply the transportation concurrency provisions in existing local comprehensive plans and land development regulations; or
- Amend existing local comprehensive plan and land development regulations to delete or modify transportation concurrency requirements or adopt alternatives to transportation concurrency.

In addition, local governments are required to amend their local comprehensive plans to include new mobility planning requirements by 2011.

WHAT WE HEARD

- **Maintain and enhance the quality of life in Largo**
- **Reduce reliance on the automobile by creating a system of sidewalks and bicycle facilities that connect all areas of Largo**
 - **Improve sidewalks and crosswalks**
 - **Add more bicycle facilities and amenities**
 - **Connect to Pinellas Trail**
- **Improve transit service**
 - **Increase frequency, operating hours, and reduce travel time**
 - **Centralize transfer points**
 - **Connect to other parts of the region**
 - **Build a rail system**



Members of the public attended the workshop in February 2010 to review the list preliminary multimodal needs and provide comments regarding the best way to prioritize the needs.



PUBLIC ENGAGEMENT

Involving the citizens, stakeholders, and agency partners early on and throughout the development of the Downtown Largo Multimodal Plan was critical to creating a plan that not only meets the needs of the community, but will have the full support of the community as recommendations are implemented.

PUBLIC ENGAGEMENT GOALS

Strategies for engaging the public included those that inform, interact, engage, and excite everyone involved, addressing the unique needs of this community. The goals of the public engagement process include:

- Establish a consistent, attractive, and engaging “brand”, allowing interested parties to quickly identify and distinguish the Downtown Largo Multimodal Plan from other efforts.
- Promote greater awareness and understanding of Largo’s multimodal transportation needs.

- Increase public ownership and support of planning decisions.
- Use focus groups to identify multimodal needs for further review and comment at the public workshop.
- Engage partner agencies to ensure the multimodal needs and policies included in the Multimodal Plan are consistent with other plans throughout the city, county, and region.
- Use the results of the public engagement process as a basis for development of an efficient multimodal transportation system.

PUBLIC PROCESS

Initiating the first steps in the public engagement process, the project team met with three focus groups to discuss the data collected, resulting in the identification of the need for a consistent network of multimodal corridors. Comments collected from these focus group discussions, augmented by public survey results, provided an early indication of the types of multimodal recommendations and the locations where they would be appropriate to implement (Preliminary Multimodal Needs).



PUBLIC ENGAGEMENT

Additional comment and guidance was sought through agency partner coordination. Partner agencies provided information regarding how multimodal recommendations in Downtown Largo coincide with other County and regional efforts.

Information provided during the early public engagement steps, coupled with technical analysis, laid the groundwork for a preliminary list of multimodal recommendations. This preliminary list was presented to the general public during the workshop where participants had the opportunity to review, comment, and refine this list of multimodal needs. Participants were also encouraged to complete an exit survey ranking projects in several categories the study team then used these findings to determine which multimodal needs to implement first.

For more detailed information regarding the public engagement process, including activities and results, refer to the *Public Engagement Summary Report*.



MULTIMODAL VISION

Before the Multimodal Vision could be developed, a system of multimodal corridors, referred to as the Multimodal Network, was defined through a step-by-step process to ensure the recommended Vision provides needed connectivity throughout the study area. Building upon the Strategic Plan's community street system, the network is a means to improve connectivity between Downtown Largo neighborhoods, parks, cultural facilities, and daily services.

The need to have a complete network of multimodal options was also identified by the public as a means of transportation other than the personal automobile. Existing gaps in the sidewalks or bicycle lanes create obstacles, making walking or biking inconvenient today and the Multimodal Network seeks to eliminate these obstacles.

DEFINING THE MULTIMODAL NETWORK

Defining of the Multimodal Network first identified corridors designated as having multimodal emphasis or priority in the Strategic Plan and other City planning efforts. The next step identified the pedestrian travelshed (the approximate distance of a five-minute walk at a leisurely pace) which ensures that all areas of the Downtown Largo has access to a Multimodal Corridor.

The third step involved identifying existing gaps in the roadway network, and the final step defined Multimodal Corridors as either arterial corridors or neighborhood corridors, each with distinctive attributes and purpose.

For detailed information, refer to the *Technical Memoranda – Existing Conditions and Multimodal Needs*.

DEVELOPMENT OF THE MULTIMODAL VISION

The public's role in developing the Multimodal Vision for Downtown Largo included focus group meetings, a transit rider survey, and a general public survey in which multimodal needs were identified. The baseline evaluation of existing transportation conditions was completed and combined with policy review, focus group comments, agency comments, and review of data collected. This analysis of existing transportation constraints and opportunities in Downtown Largo assisted in the development of Preliminary Multimodal Needs.

Once the preliminary list of multimodal needs was identified, a public workshop was held to garner opinions and refine the multimodal needs and process for implementation. Additionally, seven performance criteria categories were presented to the public for ranking to determine which were most important when prioritizing the multimodal needs.



Illustration of Shared Roadway on 4th Street NE with travel lanes



Illustration of Marked Bicycle Lanes on Rosery Road



MULTIMODAL VISION

Using guidance from comments collected from the public, the following scores were given to each category:

| | |
|---------------------------------|------|
| Safety | 9.05 |
| Community Resource Connectivity | 9.04 |
| Bicycle Connectivity | 8.83 |
| Pedestrian Connectivity | 8.70 |
| Support Existing Plans | 8.61 |
| Transit Connectivity | 8.04 |
| Cost | 6.13 |

The public comments were combined with performance criteria and used to prioritize the list of Multimodal Needs based on each need's ability to achieve the goals of the Multimodal Plan.

MULTIMODAL NEEDS

The multimodal needs identified in the Plan are summarized below as pedestrian and bicycle needs, crossing needs, transit needs, or roadway needs. For a complete list of all improvements identified in the Plan, refer to the *Technical Memorandum - Multimodal Needs*.

Bicycle and Pedestrian Needs

The public indicated that the Multimodal Network should emphasize neighborhood connectivity and safety by providing safe and convenient pedestrian and bicycle connections to destinations in Downtown Largo to encourage residents to make short trips by foot or bicycle.

- Sidewalk Needs Recommendation:**

The Multimodal Plan recommends that all corridors in the Multimodal Network should contain sidewalks on both sides of the street, meeting Multimodal Plan design guidelines.

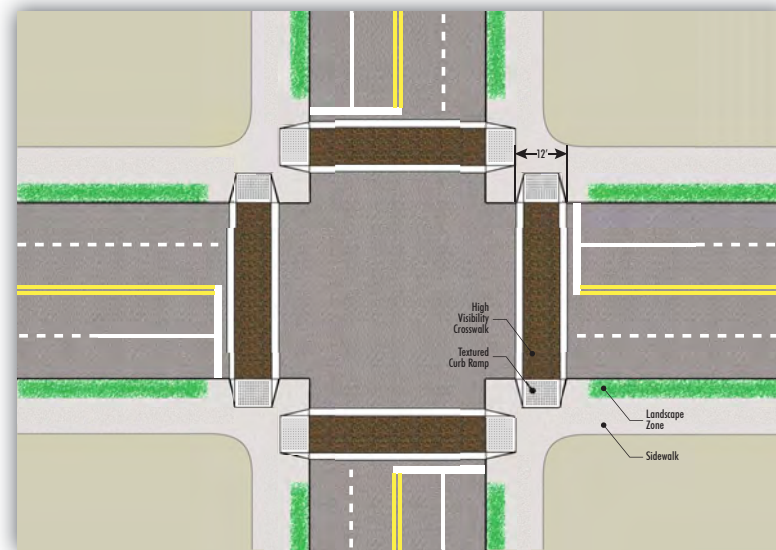
Multi-use Trail Illustration



4th Street NE (Before)



4th Street NE (After)



Recommended Crosswalk Design



MULTIMODAL VISION

- **Bicycle Needs Recommendation:**
The Multimodal Plan recommends that all corridors in the Multimodal Network should contain a bicycle facility; shared with vehicles on neighborhood corridors and a dedicated lane on arterial corridors.
- **Trail and Shared-use Path Needs Recommendation:**
The Multimodal Plan recommends access to the Pinellas Trail where it intersects with the Multimodal Network with a system of Shared-use Paths that span existing gaps in the street network.

Crossing Needs

Roadway intersections are an important component of the Multimodal Network. Intersections are an area of safety concern, representing the location where pedestrians and bicyclists are most likely to be in direct conflict with automobiles.

Several public participants identified the need for pedestrian crossing improvements at intersections within Downtown Largo. As a result, the Multimodal Plan focuses on high-visibility crosswalks, mid-block crosswalks at select locations, and increased safety measures at railroad crossings.

- **Crosswalk Needs Recommendation:**
The Plan recommends that all intersections along the Multimodal Network provide enhanced crossing measures designed for pedestrian and bicycle safety. Each crossing enhancement takes into consideration the type of crossing proposed (signalized or un-signalized intersection) and includes pedestrian refuges where several lanes of traffic are being crossed.
- **Railroad Crossing Needs Recommendation:**
The Plan recommends improved safety at many Downtown Largo railroad crossings. These crossing improvements should be designed with the vehicle, pedestrian, and bicyclist in mind. Additional coordination with the railroad owner and related agencies is required for implementation.

Enhanced Pedestrian Railroad Crossing



Mid-block Crossing with Pedestrian Refuge on Clearwater-Largo Road



Existing "cow path" worn by pedestrians travelling from 4th Ave NW across the rail corridor

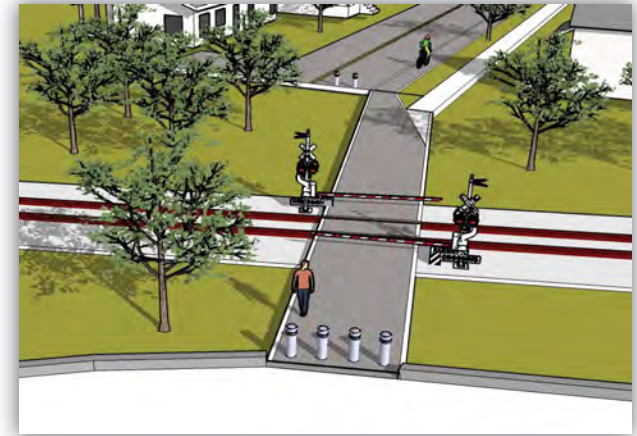


Illustration of potential pedestrian railroad crossing



MULTIMODAL VISION

Transit Needs

Public participants identified strong support for regional rail transit in Downtown Largo, citing that such an investment would encourage more residents and visitors to use public transit. The public also suggested additional transit support through more frequent bus service and extended hours supported by a local shuttle bus circulator system.

All of these services may be consolidated at a central point or intermodal station, moving people seamlessly between transit services and local destinations.

- **Bus and Rail Transit Service Needs Recommendation:**
The Multimodal Plan recommends improved bus service frequencies in Downtown Largo while strongly supporting the implementation of regional rail transit. The increases in transit services would provide transportation capacity for

more than 3,000 users (off-peak/un-linked trips). This capacity is nearly equivalent to two lanes of roadway along Missouri Avenue, supporting the types of land use density planned for Downtown Largo. These increases in service will require coordination with PSTA.

- **Intermodal Center Needs Recommendations:**
Recommended guidelines for the placement and implementation of an Intermodal Center in Downtown Largo:
 - ▣ Provide connectivity to at least one County or regional transit service, such as PSTA Premium Transit Corridor or PSTA, Pinellas MPO, or TBARTA regional rail corridor;
 - ▣ Provide connectivity to at least four local fixed-route bus transit services;
 - ▣ Phased implementation with near-term coordination of local bus services at a central intermodal center with opportunity for expansion to include regional rail services as needed;
 - ▣ Intermodal center should be 1-2 acres without parking or 3-5 acres with parking; and
 - ▣ Patron amenities may include, but are not limited to: ticket booths, schedule and system information, restrooms, and shelter from weather.



MULTIMODAL VISION

MULTIMODAL BENEFITS AND OPPORTUNITIES

The Multimodal Vision for Downtown Largo affords residents and visitors alike the opportunity to use alternatives to the automobile, promoting sustainability and better quality of life. Multimodal recommendations provide guidance on the future development of a transportation system that supports the intensity of development and redevelopment proposed by the CRD Plans. Other benefits of creating a comprehensive multimodal network are discussed below.

- **Provide Travel Options**

Although the personal automobile will remain the primary mode of travel, providing alternative travel options gives people the freedom to choose the best way to get to their destination—whether that's walking, biking, taking a bus, or driving.

- **Enable Safe and Convenient Connections to Destinations**

The ability to seamlessly connect residential neighborhoods with community resources, parks, jobs, and commercial centers safely and conveniently is key to encouraging Largo residents and visitors to make short trips without the automobile.

- **Emphasize Safety**

Creating a multimodal network with improvements that heighten the visual presence of the pedestrian and bicyclist creates a safer environment for everyone. The Vision for Downtown Largo also encourages alternative travel corridors to busy roads, allowing citizens to avoid heavily used vehicle corridors.

- **Promote a Healthier Lifestyle**

Residents and visitors that choose to walk, bike, or take transit will benefit physically with long-term health benefits in the form of lower obesity rates, increased cardiovascular health, and lowered incidence of disease associated with a lack of physical activity. Research also shows volatile organic compounds generated from automobiles creates ozone, one of the leading causes of asthma in children.

- **Leverage Partnerships**

Establishing the Vision for Downtown Largo that can be easily communicated to other agencies provides the ability to quickly identify opportunities for combining efforts and resources while protecting and enhancing the quality of life in Largo.

Resulting from several months of public comments, coupled with technical analysis, the list of recommended capital improvements, or multimodal needs, along the multimodal network was identified. These needs were then scored based on performance, with the highest scoring multimodal needs identified as the highest priority. The vision maps are presented in **Figures 4-6** and represent the multimodal needs included in the Multimodal Vision for Downtown Largo, Pedestrian and Bicycle Network, and Transit.

Figure 4: Multimodal Network

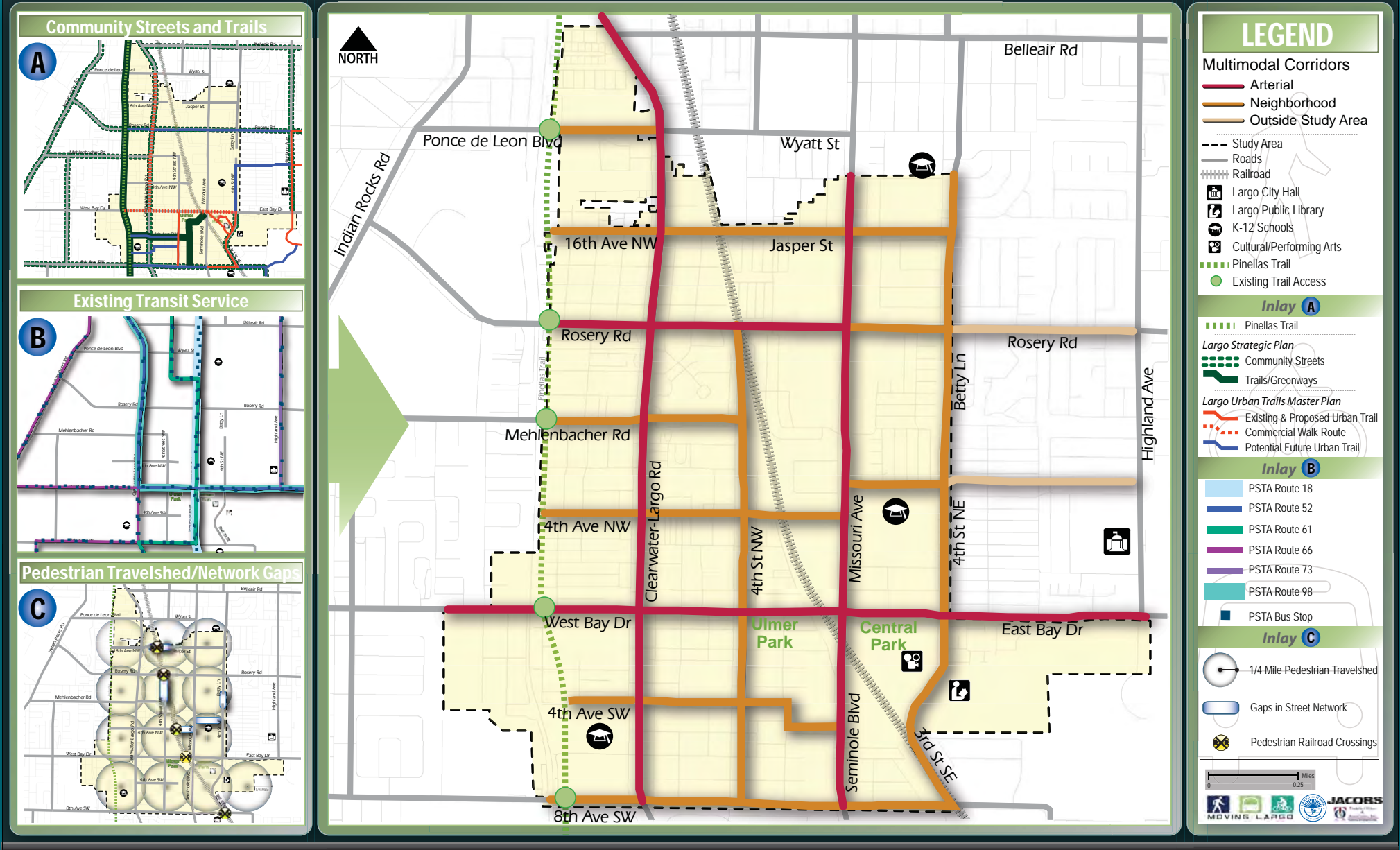


Figure 5: Bicycle and Pedestrian Vision

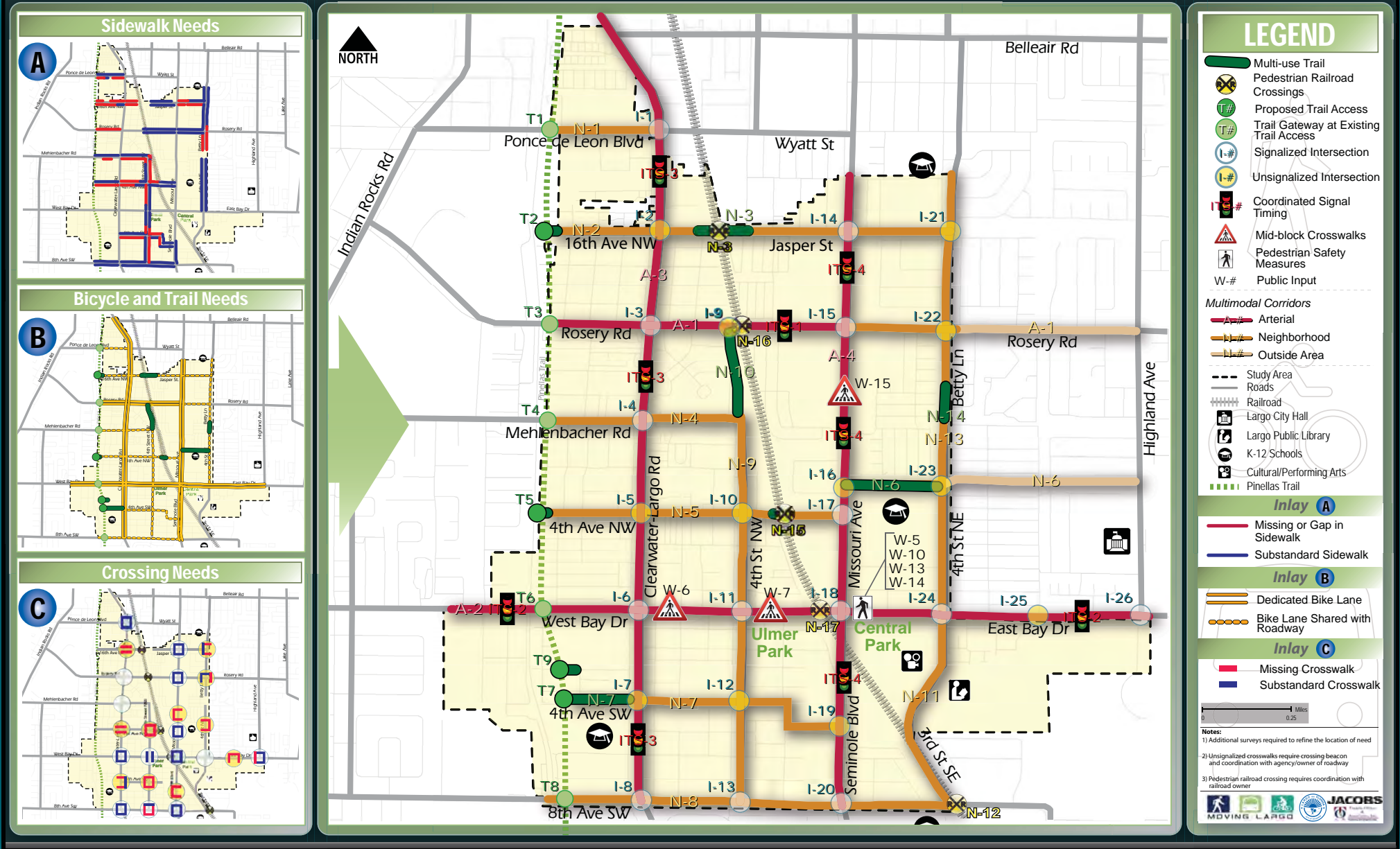
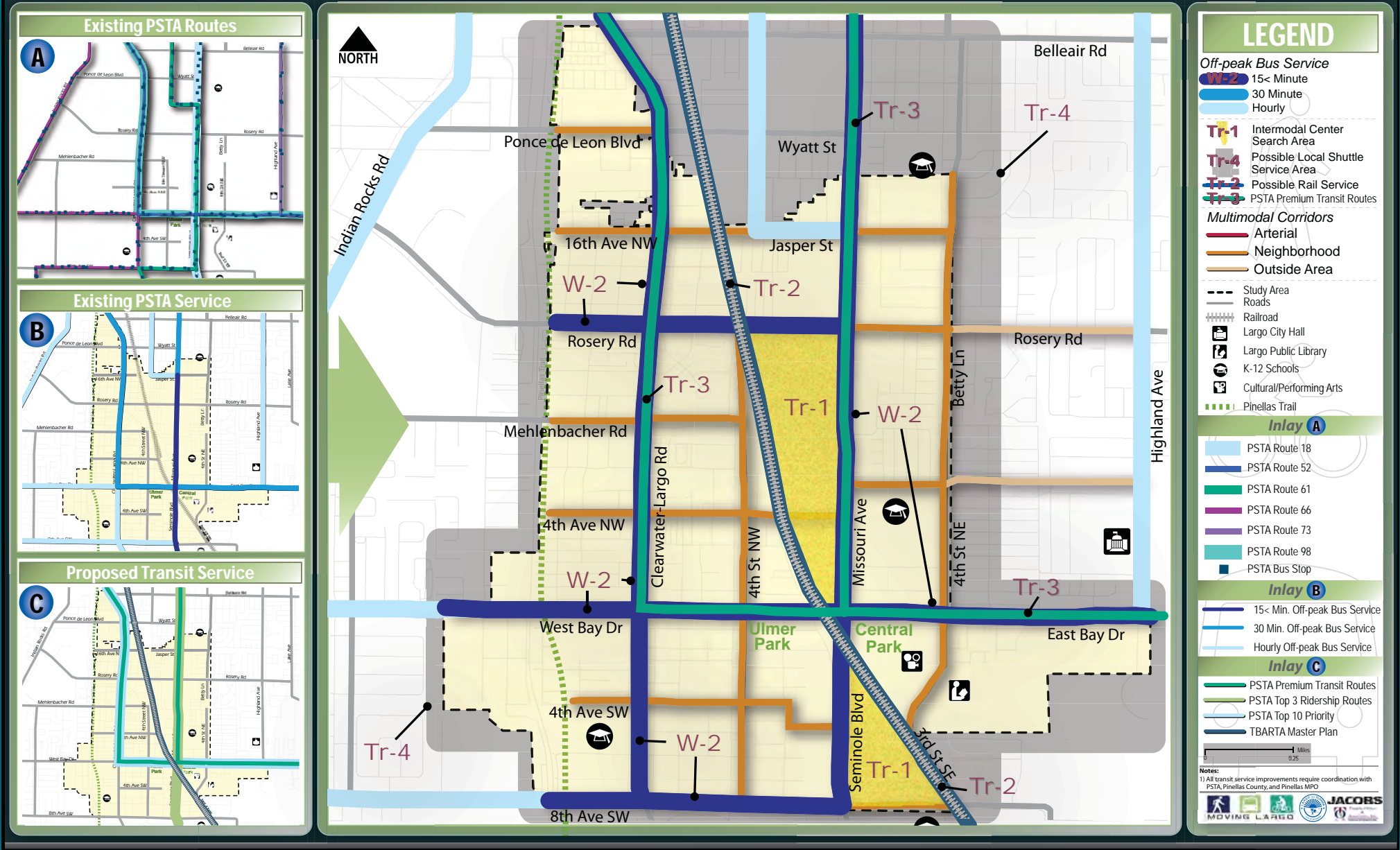


Figure 6: Transit Vision





IMPLEMENTATION PLAN

Creating a community where people are able to travel seamlessly without the use of a personal automobile requires a strong strategy to take the Plan beyond this Vision to implementation. The best strategy for implementing the Vision will be a phased approach over time, focused on implementing needs identified as highest priorities first.

BENEFITS OF A PHASED APPROACH

A phased approach provides the City of Largo the greatest flexibility, allowing time to:

- Identify long term funding strategies and collect revenues from such things as developer impact fees or tax increment financing;
- Foster public-private partnerships as appropriate;
- Apply for future grants; and
- Spread the impacts associated with implementation costs over three time periods (2011-2015, 2016-2025, and 2026-2035).

Another benefit of a phased approach is the ability to monitor the performance of multimodal projects. Performance determination will afford the City valuable insight, providing an opportunity to update the Multimodal Plan with an emphasis on the multimodal strategies providing the most benefit.

STRATEGY FOR IMPLEMENTATION

The Multimodal Implementation Plan outlines a strategy for constructing the prioritized multimodal needs over time described by the Multimodal Vision. It is a tool for the City of Largo to guide capital improvement programming. The primary approach of this phased implementation plan considers three milestone years and classifies each multimodal need to be completed by 2015, 2025, or 2035.

Reasonably anticipated revenues forecasted for each time period identifies the pool of resources available for implementing the multimodal projects. The methodology for determining which group each project will be placed in is based on three factors:

- Priority Rank of Project
- Cost of Project
- Potential Benefit to Level-of-Service Standards

Projected Revenues

The implementation of the Multimodal Vision for Downtown Largo is anticipated to rely on three main revenue sources: Tax Revenues, State and Federal Funds, and Developer Contributions. Conservatively only two of the three sources were considered for the purposes of the Multimodal Plan; Tax Revenues and Developer Fees, as the City has direct control of these revenues.

The phases are as follows:



IMPLEMENTATION PLAN

Phase I (2011-2015)

Provide Consistency with City of Largo CIP while implementing priorities identified by the Multimodal Vision.

| | |
|------------------------------------|-------------|
| • Rosery Road Corridor | \$669,240 |
| • West Bay Drive at Pinellas Trail | \$760,000 |
| • West Bay Drive Corridor | \$450,000 |
| • 4th Street NW Corridor | \$1,060,000 |
| • 4th Street NE Corridor | \$119,000 |

Phase I Subtotal **\$3,088,240**

Phase II (2016-2025)

Implement priorities identified by the Multimodal Vision beyond those targeted for completion by 2015. The needs identified are balanced against available revenues.

| | |
|---------------------------|-------------|
| • Rosery Road Corridor | \$1,301,760 |
| • West Bay Drive Corridor | \$910,000 |
| • 4th Street NE Corridor | \$641,000 |
| • 5th Street NE Corridor | \$390,000 |
| • 4th Avenue SW Corridor | \$891,000 |
| • 4th Avenue NW Corridor | \$1,230,00 |

Phase II Subtotal **\$5,365,200**

Phase III (2026-2035)

Implementation of all identified multimodal needs in the Downtown Largo Multimodal Plan.

| | |
|---|-------------|
| • 16th Avenue NW/Jasper Street Corridor | \$1,440,000 |
| • Missouri Avenue Corridor | \$410,000 |
| • 3rd Street NE/8th Avenue SW Corridor | \$484,200 |

Phase III Subtotal **\$2,334,200**

Unfunded

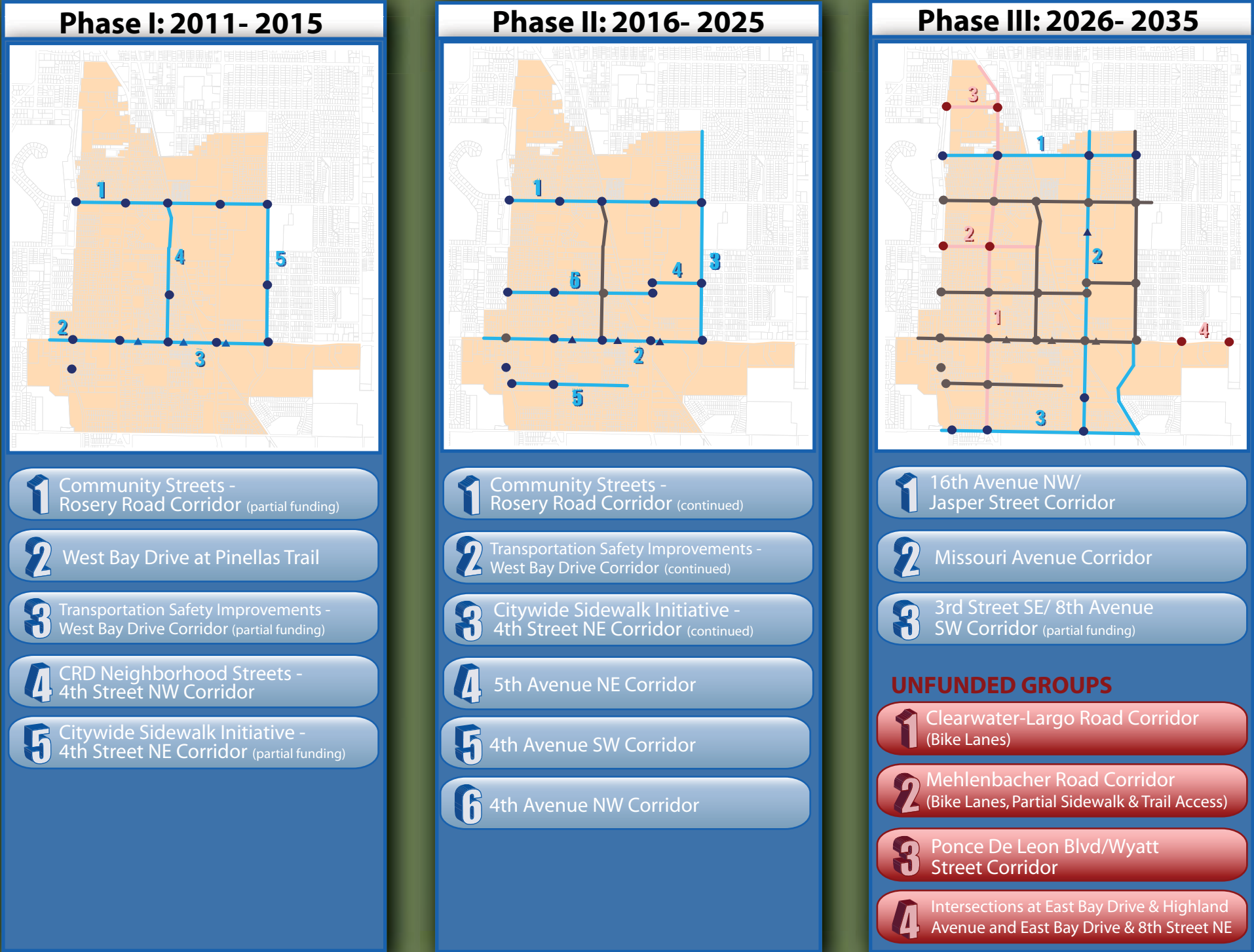
Due to the limited amount of funding available to the City of Largo, the lowest priority groups in the Multimodal Vision will not be funded by the end of Phase III (FY 2035).

| | |
|--|-----------|
| • Clearwater-Largo Road Corridor | \$580,000 |
| • Mehlenbacher Road Corridor | \$671,000 |
| • Ponce De Leon Blvd/Wyatt Street Corridor | \$570,000 |
| • East Bay Drive Intersections | \$200,000 |

Unfunded Subtotal **\$2,021,000**

Figure 7 illustrates the needs to be implemented over time, by phase.

Figure 7: Implementation Phases



Downtown Largo and its Community Redevelopment Districts have an unparalleled opportunity to visualize land use and transportation as a single fabric, to imagine mobility in a livable, cohesive community that embraces quality development and quality of life. This involves a network of pedestrian facilities, bicycle/multi-use paths, and transit services for both local and regional transit investments closely coordinated with all partners and stakeholders.



This Multimodal Plan is about people, those living in the City today and those that will be there in the future. The efforts of the City, initiated by the leadership of the Largo City Commission, have envisioned a sustainable downtown where new and old come together to create a pedestrian friendly downtown that balances diverse uses. As a result, Largo is poised to take full advantage of a rare opportunity to pursue a new model of mobility, reducing the dependence on automobiles through the implementation of this Downtown Largo Multimodal Plan.



MOVING LARGO