



**TECHNICAL COORDINATING  
COMMITTEE (TCC) MEETING AGENDA**

**January 22, 2020 – 2:00 p.m.**  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756

**THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **ELECTION OF OFFICERS**
3. **APPROVAL OF MEETING SUMMARY**
4. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
5. **SAFETY PERFORMANCE MEASURES AND TARGETS**
6. **INTERSECTION IMPROVEMENT CONCEPTS FOR US 19 NORTH**
7. **ACTIVE TRANSPORTATION PLAN**
8. **RESILIENT TAMPA BAY: TRANSPORTATION**
9. **COMPLETE STREETS GRANT APPLICATIONS**
10. **TRANSIT ORIENTED DEVELOPMENT AND VALUE CAPTURE STUDY**
11. **ADOPTION OF REGIONAL PRIORITIES**
12. **INFORMATIONAL ITEMS**
  - A. SPOTLight Emphasis Areas Update
  - B. Forward Pinellas Board Executive Summary – January 8, 2020
  - C. Traffic Fatalities Map
  - D. Tentative Future Agenda Topics
13. **OTHER BUSINESS**
14. **ADJOURNMENT**

**NEXT MEETING – FEBRUARY 26, 2020**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.*

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

## **Technical Coordinating Committee – January 22, 2020**

### **2. Election of Officers**

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#### **SUMMARY**

The TCC bylaws provide for the annual election of officers in December. Because there was no quorum in December, this agenda item was moved to January. At this time, the TCC should elect a Chair and Vice-Chair for 2020

**ATTACHMENT(S):** TCC Membership List  
TCC Bylaws

**ACTION:** TCC to elect Chairman and Vice-Chairman for 2020

# TECHNICAL COORDINATING COMMITTEE MEMBERSHIP LIST

## **Pinellas County Public Works (Traffic)**

Joan Rice (Chair)  
Alternates: Tom Washburn & Gina Harvey

## **Pinellas County Planning**

Caroline Lanford  
Alternate: Scott Swearingen

## **Pinellas County School Board**

Cammie Weeks  
Alternate: Stephanie Carrier

## **Department of Environmental Protection**

Vacant  
Alternate: Vacant

## **TBARTA**

Brian Pessaro  
Alternate: Chris DeAnnuntis

## **Clearwater Planning Department**

Vacant  
Alternate: Lauren Matzke

## **Clearwater Traffic Operations**

Cory Martens  
Alternate: Dave Larremore

## **Dunedin Traffic Engineering**

Russell Ferlita  
Alternate: Vacant

## **Indian Rocks Beach**

Hetty Harmon  
Alternate: Vacant

## **Largo Community Development –Engineering**

Barry Westmark  
Alternate: Rafal Cieslak/Megan Dion, PE

## **Pinellas Park Planning Department**

Erica Lindquist  
Alternate: Derek Reeves

## **Safety Harbor**

Brandon Henry  
Alternate: Marcie Stenmark

## **Pinellas County Public Works (Eng.)**

Ken Jacobs  
Alternate: Brent Hall and Greg Cutrone

## **Pinellas County Environmental Mgmt.**

Sheila Schneider  
Alternate: Vacant

## **Pinellas Suncoast Transit Authority**

Heather Sobush (Vice Chair)  
Alternate: Bonnie Epstein

## **Tampa Bay Regional Planning Council**

Brian Ellis  
Alternate: Vacant

## **Beach Communities**

Vacant

## **Clearwater Engineering**

Roger Johnson  
Alternate: Bennett Elbo

## **Dunedin Planning**

Frances Leong Sharp  
Alternate: Greg Rice

## **Gulfport**

Mike Taylor  
Alternate: Jamie Viveiros

## **Largo Community Development**

Rick Perez  
Alternate: Vacant

## **Oldsmar**

Marie Dauphinais  
Alternate: Michele Parisano

## **Pinellas Pk. Storm Water & Transportation**

Dan Hubbard  
Alternate: David Chase

## **St. Petersburg/Clearwater Int'l Airport**

Vacant

**St. Petersburg Engineer & Capital Improve Dept.**

Leonard Rowe  
Alternate: Mike Frederick

**St. Petersburg Transport. & Parking Mgmt. Dept.**

Cheryl Stacks  
Alternate: Lucas Cruse

**Seminole**

Mark Ely  
Alternate: Jan Norsoph

**Treasure Island**

Bob Bray

**St. Petersburg Plan & Econo. Develop. Dept.**

Tom Whalen  
Alternate: Derek Kilborn

**St. Pete Beach**

Wesley Wright  
Alternate: Brandon Berry

**Tarpon Springs Planning**

Pat McNeese  
Alternate: Vacant

**FDOT (technical support)**

Jenson Hackett

# **BYLAWS**

## **TECHNICAL COORDINATING COMMITTEE**

### **PINELLAS AREA TRANSPORTATION STUDY**

**Adopted:**

**April 20, 1983**

**Amended:**

**October 19, 1988**

**February 25, 1998**

**January 26, 2011**

**January 25, 2012**

**June 25, 2014**

**January 28, 2015**

**December 6, 2017**

**SECTION I: NAME**

The name of this Committee shall be the Technical Coordinating Committee, effective April 20, 1983.

**SECTION II: PURPOSE**

The Committee shall serve Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization (MPO) in an advisory capacity on technical matters.

- A. The functions of the Committee shall include, but not be limited to, the following:
  - 1. To promote communication among members and the identification and resolution of common problems.
  - 2. To develop transportation work programs.
  - 3. To promote the coordination of transportation planning and programming.
  - 4. To review and advise Forward Pinellas of the technical sufficiency, accuracy, and completeness of studies; plans; programs; or public information documents.
  - 5. To make priority recommendations to the Forward Pinellas Board and/or other agencies responsible for transportation plan and program implementation based upon the needs as determined by technical status, and the results of the Congestion Management System Process.
  - 6. To present, when appropriate, technical responses to recommendations on requests made through the citizen's input mechanism.
  - 7. To serve as a transportation Technical Advisory Committee to any and all duly constituted areawide transportation authorities and/or boards, as well as areawide planning boards or councils for physical development, health/social or comprehensive planning upon direct request for such boards or councils.

**SECTION III: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS AND TERMS**

- A. Membership shall include, but not be limited to, agencies with responsibility for the planning, operations, development, or improvement of transportation within the study area. Each member agency shall be represented by at least one technically qualified representative of that agency, who shall be duly

appointed by that agency. Each representative shall serve at the pleasure of the member agency. The Committee shall be notified in writing of the appointment, reappointment, or replacement of a member agency's representative.

- B. Agencies, representatives and alternates recommended for membership on the Committee shall be confirmed by the Forward Pinellas Board.
- C. The Technical Coordinating Committee shall be composed of Regular and Advisory members. Regular members shall be voting members. Advisory members shall be nonvoting members, recommended for membership as the Committee deems necessary. Advisory members may include representatives of the Federal Highway or Federal Transit Administrations, state, regional and local agencies that are not able to participate as regular members, and Forward Pinellas and other technical support personnel as deemed necessary by the Committee.
- D. Alternates may be designated to act on behalf of Regular and Advisory members with all the privileges accorded thereto, provided the Alternate is another employee of the member agency.
- E. If the representative of a member agency has three or more consecutive absences, the Executive Director of Forward Pinellas will be advised for the purpose of sending a letter to the municipality advising of the situation and to request if membership on the Committee is still desired.

#### **SECTION IV: OFFICERS AND DUTIES**

- A. A Chair and Vice Chair of the Committee shall be elected at the last regularly-scheduled meeting of each calendar year and shall hold office until their successors are elected.
- B. Any regular member may nominate or be nominated as an Officer. All elections shall be by the majority vote of Regular Members present.
- C. The Chair shall preside at all meetings and shall be responsible for the conduct of all meetings. The Chair shall be responsible for the approval of pertinent Committee correspondence and information releases.

Forward Pinellas staff shall coordinate the preparation of the Committee Agendas with the Chair. The Chair shall also serve as a liaison between the Technical Committee and the Forward Pinellas Board whenever the need arises. Subcommittees and their Chair may be appointed by the Chair, with the approval of the Committee.

- D. The Vice Chair shall, during the absence of the Chair, have and exercise all the duties and powers of the Chair. The Vice Chair shall also perform such other duties as may be assigned by the Chair. In the absence of the Chair, his/her alternate may sit as a regular Committee member.
- E. If both the Chair and Vice Chair are absent from a meeting, a temporary Chair shall be provided by majority vote of the members present. Any vacancy in office created by resignation or replacement of the Officer by the appointing Agency shall be filled by a majority vote of members present at the next regular meeting. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
- F. If, at any time, the Committee feels that an Officer is not performing his duties in accordance with Section IV., Subsection C, that Officer may be removed from office by a two-thirds vote of the members present at a regular meeting, provided that an item to that effect has been placed on the Agenda and has been distributed in accordance with Section V. Subsection C. of these Bylaws.

#### **SECTION V: MEETINGS**

- A. The Committee shall meet monthly, on the fourth Wednesday of each month, at 2:00 p.m., in the 1<sup>st</sup> floor "Planning" Conference Room, 310 Court Street, Clearwater, Florida. The date or time may be changed with reasonable notice provided to the Members.
- B. The Chair may call Special Meetings when deemed necessary or when two or more Member Agencies request a meeting.
- C. A seven (7) day notice shall be given for regular meetings. Emergency or Special Meetings may be called with a minimum of three (3) days notice, indicating the reason for the meeting. Agendas shall be prepared prior to all meetings. Agendas should be electronically distributed, with minutes of the previous meeting, approximately five (5) days prior to any regular meeting and at least three (3) days prior to any



Emergency or Special Meeting. Members may place items on the agenda with approval of the Chair. Any item requiring Committee action may be brought before the Committee by any member, even though it is not on the Agenda. The Committee shall decide if action is to be taken at that meeting or at a subsequent meeting.

- D. Whenever reports are to be provided, copies will be distributed electronically along with the Agenda if available, separately in electronic form prior to the meeting, or as a hard copy at the time of the meeting.
- E. Each member agency shall have an equal vote, which shall be one vote for each representative.
- F. A quorum shall consist of at least ten (10) of the voting membership or their alternates and shall be required for conduct of all official business. A majority of the quorum shall be necessary to decide an issue before the Committee.
- G. All meetings will be open to the public. Public participation shall be at the discretion of the Chair.

#### **SECTION VI: MPO CONFLICT OF INTEREST POLICY**

##### A. Conflicts of Interest

###### 1. Voting Conflicts

If a member of the TCC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before Forward Pinellas or its advisory committees, that member may no longer participate in that matter before Forward Pinellas and local government board that has a member of Forward Pinellas on it, or any other committee of the Forward Pinellas organization. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of Forward Pinellas or its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, he/she is required to complete Form 8B – Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it into the Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

## 2. Lobbying Policy

Lobbying of evaluation committee members, the Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/ protestor, or any member of the bidder's/proposer's/protestor's staff, an agent of the bidder/proposer/protestor, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the Forward Pinellas Board or Executive Director, provided, however, nothing herein shall prohibit a prospective bidder/proposer from contacting the Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for Proposals, Requests for Qualifications, bid, or contract to be rejected.

## **Technical Coordinating Committee – January 22, 2020**

### **3. Approval of Meeting Summary**

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#### **SUMMARY**

The meeting summaries for the October 23, 2019 and the December 4, 2019 meeting are attached for review and approval.

#### **ATTACHMENT(S):**

- TCC Meeting Summary – October 23, 2019
- TCC Meeting Summary – December 4, 2019

**ACTION:** Provide recommendation regarding meeting summary.

**SUMMARY OF THE  
TECHNICAL COORDINATING COMMITTEE MEETING  
OCTOBER 23, 2019**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held October 23, 2019 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

**Members Present**

Joan Rice, Chair	Pinellas County Public Works Traffic
Heather Sobush, Vice Chair	PSTA
Caroline Lanford	Pinellas County Planning
Cory Martens	City of Clearwater Traffic
Patricia McNeese	City of Tarpon Springs
Michele Parisano	City of Oldsmar
Rick Perez	City of Largo Planning
Brian Pessaro	TBARTA
Derrek Reeves	City of Pinellas Park
Frances Leong Sharp	City of Dunedin Planning
Cammie Weeks	Pinellas County Schools Transportation
Barry Westmark	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

**Members Absent**

Bob Bray	City of Treasure Island
Brandon Henry	City of Safety Harbor
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning
Brent Hall	Pinellas County Public Works (Eng.)
Hetty Harmon	City of Indian Rocks Beach
Ric Hartman	City of Clearwater Planning
Dan Hubbard	City of Pinellas Park Stormwater &Transp.
Leonard Rowe	City of St. Petersburg Traffic
Sheila Schneider	Pinellas County Air Quality
Cheryl Stacks	City of St. Petersburg – Transportation and Parking

**Others Present**

Jensen Hackett	FDOT
Nancy McKibben	Pinellas County Public Works Administrator
Kasey Cursey	AECOM
Peyton McLeod	Patel, Greene & Associates
Jeff Dilemar	WSP
Mary Grainor	MRG
Cooper Haskins	Student - AP Government Course
Chris Rogers	Student - AP Government Course
Garrett Raymond	Student - AP Government Course
Ryan Rivard	Student - AP Government Course
Jacob Kendall	Student - AP Government Course
Al Bartolotta	Forward Pinellas
Whit Blanton	Forward Pinellas
Chelsea Favero	Forward Pinellas
Robert Feigel	Forward Pinellas
Jared Austin	Forward Pinellas
Linda Fisher	Forward Pinellas
Maria Kelly	Forward Pinellas

**1. CALL TO ORDER**

Chair Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves.

**2. APPROVAL OF SUMMARY**

The summary of the September 25, 2019 meeting was approved with no corrections.

**3. FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**

Jensen Hackett, Florida Department of Transportation (FDOT), presented a proposed TIP amendment to the committee. This amendment to FPN #443600-1, would advance the replacement of the 40<sup>th</sup> Avenue NE bridge over Placido Bayou in St. Petersburg, from fiscal year 2023 to fiscal year 2020 due to the use of local funding. FDOT payback will be in fiscal year 2022 and fiscal year 2024. Questions were taken and appropriately answered. A motion was made by Tom Whalen to recommend approval of the TIP amendment. It was seconded by Frances Leong Sharp and the vote passed unanimously.

Mr. Hackett presented a walk-on proposed TIP modification to the committee. The TIP modification is to the Pinellas County MPO Transit Planning Section 5305 Federal Transit Administration (FTA) Funds. In the Unified Planning Work Program (UPWP) development cycle for fiscal year 2020, amounts are set for FTA funding as place holders and must be updated once the official allocation of funding from the FTA is received. Since the allocations have been received, a modification needs to be done to include the exact funding amounts. The amount of \$54,478.00 will be included for both district dedicated revenue and state revenues, bringing the overall total to \$544,779.00 in 5305 funds. FDOT is seeking approval for the UPWP TIP modification. Questions were taken and appropriately answered. Caroline Lanford motioned to approve the modification. It was seconded by Michele Parisano and the vote passed unanimously.

**4. ADVANTAGE PINELLAS PLAN ADOPTION**

Chelsea Favero, Forward Pinellas Planning Manager, addressed the committee regarding Advantage Pinellas. The Long-Range Transportation Plan (LRTP) will be adopted next month after two years of development. An analysis of low income and minority areas has been completed, regional scenario planning with partners in Hillsborough and Pasco Counties has been completed and projected revenues between now and 2045 have been documented. Transportation projects have been identified for the plan, including technology improvements, bicycle and pedestrian projects, transit projects and roadway capacity improvements. Staff has been aligning the identified projects with the revenues available to produce the final cost feasible plan. In reviewing public outreach results, members were reminded that technology and bicycle/pedestrian projects were preferred over widening roads. The various funding sources and their limitations and restrictions were reviewed with the committee. Almost 100% of the funds that can be expended at the discretion of Forward Pinellas are designated to be spent on non-roadway capacity projects. This is how the public indicated they would like to see their transportation dollars spent. Annual funding allocations include one million dollars for Complete Streets projects, one million dollars for technology projects, \$1.5 million for capital bus replacements for PSTA and \$500,000 for regional transit capital. Additionally, \$62 million has been set aside for ten priority corridors for bicycle/pedestrian improvement projects identified in the Active Transportation Plan and \$24 million for overpasses at high conflict areas at trail crossings. From a roadway prospective, the projects in the agenda packets changed very little from what the committee reviewed in September, and all are cost feasible with the exception of two unfunded projects: 1) McMullen Booth Road and 2) a ramp from I-275 to Ulmerton Road in the northbound direction. There is approximately \$1.7 billion allocated through 2045 for cost feasible roadway projects. Roadway construction costs for the unfunded projects amounts to \$150 million. It was noted that this does not include maintenance costs. From the transit perspective, there is approximately \$344 million in capital funding. This includes funding set aside for bus replacements and regional transit projects. Transit operation funds are \$1.6 billion. Transit projects identified in the plan do not include anything on the CSX corridor or rail technology

going over the Howard Frankland Bridge. The draft summary document with the cost feasible project tables will go before the board for adoption in November. Questions were taken and appropriately answered. Heather Sobush made a motion for the committee to recommend board approval. It was seconded by Rick Perez and the vote passed unanimously.

**5. FDOT 5-YEAR DRAFT TENTATIVE WORK PROGRAM**

Mr. Hackett shared a presentation with the committee regarding the FDOT Five-Year Draft Tentative Work Program. FDOT is developing the Five-Year Draft Tentative Work Program for Fiscal Years 2020/21 through 2024/25. The Work Program outlines the state and federally-funded transportation projects for the next five years, including new projects introduced in the new fifth year (2024/25). This work program includes projects that are FDOT managed and locally managed projects that have FDOT funding involvement. The program includes a variety of transportation projects including public transit, seaport, airport, rail projects, and bike/ped. Project phases include planning, design, right-of-way acquisition and construction. FDOT is currently presenting the work program through public forums and collecting public feedback. The next step is for the program to be presented to the State Legislature and Governor for approval. Once signed by the Governor, the tentative work program becomes the adopted work program on July 1<sup>st</sup> of the new fiscal year. The first item considered when developing the new program is to preserve those projects already in progress. Additional considerations include accounting for cost estimate updates based on funding availability, changes in the cost of labor and materials and adding new projects. The work program reflects the priorities set by Forward Pinellas and FDOT. The new fifth year projects and associated phases were reviewed. Questions were taken and appropriately answered.

**6. FALL UPDATE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Jared Austin, Forward Pinellas Program Planner, shared an update with the committee on the Fall Update of the Transportation Improvement Program (TIP). Each year in the fall, the TIP is updated to include the most recently adopted transportation work programs of each of the local governments. Although Forward Pinellas is only required to provide Federal and State funded project information, local government projects are incorporated to provide a more comprehensive report of scheduled transportation improvement projects throughout the county. Pinellas County's transportation work program is adopted each year as part of its Capital Improvement Program (CIP). Summary tables provided include information on the status of the projects and any changes that have occurred from the previous year's work program. Other work program tables include local airports, Port of St. Petersburg, Pinellas Suncoast Transit Authority (PSTA), and Federal Transit Administration (FTA) Section 5310 Grant Program allocations and municipal work programs provided by the cities. Nancy McKibben, Pinellas County Public Works Administrator, reviewed several of the newer County work program projects, which are also included in the updated CIP. Questions were taken and appropriately answered.

**7. DRAFT COUNTYWIDE TRENDS AND CONDITIONS REPORT**

Robert Feigel, Forward Pinellas Program Planner, reviewed the Draft Countywide Trends and Conditions Report with the committee. The *Countywide Trends and Conditions Report* presents data on land use and economic conditions as well as roadway operations and crash data. The report provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes and transit services. This report serves to inform the Congestion Management Process, a systematic approach to monitoring the transportation system that relies on measuring various performance metrics tied to the goals, objectives and policies of the LRTP and Countywide Plan. The data compiled in the Trends and Conditions report reveals where the transportation system is functioning properly and where improvements are needed. This report will be utilized in the Vision Zero initiative currently underway. The full report is available on-line. Questions were taken and appropriately answered. Rick Perez made a motion to recommend approval the Draft Countywide Trends and Conditions Report. It was seconded by Frances Leong Sharp and the vote passed unanimously.

**8. LEVEL OF SERVICE REPORT**

Ms. Favero updated the committee on the Level of Service Report. Marc Hanger of our staff retired and his traffic count and analysis work transitioned into a new database. Included in the agenda packet was a set of maps and tables that required correction. The tables have been produced and they will be emailed out at the conclusion of today's meeting. It was asked that members please review the new tables compared to their own city's data and send in comments, so that by the next meeting the final report can include any adjustments. The Level of Service Database is accessible to committee members on-line. It includes level of service information, volume to capacity ratios, and traffic counts including historical data. Questions were taken and appropriately answered.

**9. INFORMATIONAL ITEMS**

A. SPOTlight Emphasis Areas update: Regarding the Gateway Area Master Plan, draft documentation was just received by Forward Pinellas and will be reviewed over the next couple of weeks. It will then be shared with the local governments and other partners for review and comment. Regarding US Highway 19, the Frontage Road study is underway, and the consultant will be setting up stakeholder interviews in the coming months. FDOT is also working on the re-design of the US 19 intersections north of Curlew Road and will be ready for committee review in the January-March time frame.

B. Board Action Sheets – October 9, 2019, summary was provided.

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- Pasadena Avenue Corridor Study
- Active Transportation Plan
- Regional Resiliency Study
- Safety Performance Measures and Targets

**10. OTHER BUSINESS**

The next meeting December 4, 2019.

**11. ADJOURNMENT – 3:16 pm**

**SUMMARY OF THE  
TECHNICAL COORDINATING COMMITTEE MEETING  
DECEMBER 4, 2019**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held December 4, 2019 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

**Members Present**

Joan Rice, Chair	Pinellas County Public Works Traffic
Brent Hall	Pinellas County Public Works (Eng.)
Ric Hartman	City of Clearwater Planning
Caroline Lanford	Pinellas County Planning
Cory Martens	City of Clearwater Traffic
Michele Parisano	City of Oldsmar
Rick Perez	City of Largo Planning
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Jamie Viveiros	City of Gulfport

**Members Absent**

Bob Bray	City of Treasure Island
Brandon Henry	City of Safety Harbor
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning
Hetty Harmon	City of Indian Rocks Beach
Dan Hubbard	City of Pinellas Park Stormwater &Transp.
Patricia McNeese	City of Tarpon Springs
Brian Pessaro	TBARTA
Derrek Reeves	City of Pinellas Park
Leonard Rowe	City of St. Petersburg Traffic
Sheila Schneider	Pinellas County Air Quality
Frances Leong Sharp	City of Dunedin Planning
Heather Sobush, Vice Chair	PSTA
Cammie Weeks	Pinellas County Schools Transportation
Barry Westmark	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

**Others Present**

Jensen Hackett	FDOT – by phone
Eric Hill	Metro Plan Orlando
Bill Ball	Tindale-Oliver
Stephanie Carrier	Pinellas County Schools Transportation
Daniel Carnley	ICON Consultant Group
Jacob Labutka	PSTA
Anna Quinones	THEA
Kevin Jackson	City of St. Petersburg – Transportation
Al Bartolotta	Forward Pinellas
Whit Blanton	Forward Pinellas
Chelsea Favero	Forward Pinellas
Robert Feigel	Forward Pinellas
Sarah Caper	Forward Pinellas
Maria Kelly	Forward Pinellas



**1. CALL TO ORDER**

Chair Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves.

**2. APPROVAL OF SUMMARY**

The approval of the summary of the October 23, 2019 meeting was moved to the January 2020 meeting due to the lack of a quorum.

**3. FY 2019/20 – FY 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**

There were no proposed TIP amendments.

**4. US 19/ROOSEVELT BOULEVARD SPECIAL AREA PLAN (SAP)**

Rick Perez, City of Largo, shared a presentation with the committee addressing the US 19/Roosevelt Boulevard Special Area Plan (SAP). The City of Largo has been developing a SAP for the area surrounding the US 19/Roosevelt Blvd intersection. The City of Largo is a partner to the Gateway Area Master Plan project and sees this SAP as being the “Gateway to the Gateway”. A SAP is a planning tool the City will utilize to effectively coordinate land use and development within this designated activity center. The plan intends to create an attractive, sustainable and economically vibrant urban destination that incorporates a higher degree of mixed uses, density and improved accessibility to multiple modes of transportation. The US 19/Roosevelt Boulevard activity center extends north along US19, with a multimodal corridor connection to Clearwater’s US19 Corridor Plan Area, and an additional connection to the east to the Bay Vista employment center, towards the airport area. The construction of the Duke Energy Trail in 2023/24 will further enhance multimodal connectivity in the area. The first phase of the project was to have the project consultant determine the boundaries of the planning area and requirements necessary to meet the countywide plan rules for the two different designations. The top five transportation improvements for the area were identified and include connections to the trail network, beautifying streets, improving multimodal connectivity, improving East Bay Drive and Roosevelt Boulevard, and improving walkability in the area of US 19 and Roosevelt/East Bay intersection. There have also been conversations with FDOT regarding lighting enhancements and signage under the overpass at US 19. This project is scheduled to wrap up by August of 2020. Questions were taken and appropriately answered.

**5. FDOT TSMO PRESENTATION**

This item was postponed until January/February meeting.

**6. PASADENA AVENUE CORRIDOR STUDY**

Daniel Carnley, ICON Consultants Group, shared a presentation with the committee on the SR 693/Pasadena Avenue Corridor Study from Shore Drive South to 66<sup>th</sup> Street. Pasadena Avenue is a designated evacuation route, major commercial corridor, the central business district for the City of South Pasadena and the gateway to St. Pete Beach. The study is designed to apply FDOT’s Complete Streets policies to reshape the corridor to improve accessibility for all road users. This study was put on hold during the Central Avenue Bus Rapid Transit (BRT) study, since the preferred route chosen for the BRT was Pasadena Avenue. Now the study question becomes, what type of alternatives can be developed to work with the BRT, that focus on bike/ped accessibility and safety. There are many land development issues that create mobility challenges for the elderly as well as ongoing flooding problems along the corridor. There are several opportunities for additional crossings and signal timing adjustments. Since there are no bike facilities on the corridor, bicyclists are limited to using the sidewalk, creating a gap in the bike network from Gulf Boulevard to the Pinellas Trail. If that gap were completed, there would be trail connectivity from downtown St. Petersburg to St. Pete Beach. In working with the Central Avenue BRT, three alternatives were reviewed: 1) widening sidewalks, 2) creating a four-lane typical section with a dedicated BRT lane (bus use and right turns), with a wider sidewalk option and 3) no dedicated BRT lanes, removal of two travel lanes and repurposing these for bike lanes. Questions were taken and appropriately answered.

## **7. TBARTA REGIONAL TRANSIT DEVELOPMENT PLAN**

Bill Ball, a consultant with Tindale-Oliver, reviewed the TBARTA Regional Transit Development Plan with the committee. TBARTA was redesignated by the Legislature in 2017 as a transit agency and tasked with creating a Transit Development Plan (TDP) for the Tampa Bay area. This Transit Development Plan (TDP) will focus on regional services for the five-county region that the revised TBARTA Act identified, Hernando, Hillsborough, Manatee, Pasco and Pinellas counties. There are five project objectives: 1) establish a regional transit vision network; 2) define TBARTA organizational and financial strategies; 3) identify short term projects ready to be implemented when funding becomes available; 4) develop an implementation and action plan; and 5) make sure everything is in compliance with legislative requirements. Public outreach began earlier this year for “Envision 2030”, reaching out to the public for feedback on what they would like to see in terms of regional transit services. The next phase of public outreach is underway and includes a MetroQuest Survey that will be available through January 3, 2020. Committee members were invited to visit [tbarta.com](http://tbarta.com) and take the survey to help prioritize the projects identified in the presentation. Currently, there are over 1,500 responses. The next steps will be to prioritize short- and long-term improvements, identify existing protentional funding sources, develop a ten-year financially feasible implementation plan and prepare the draft regional TDP by Spring 2020. Questions were taken and appropriately answered.

## **8. VISION ZERO INITIATIVE**

Sarah Caper, Forward Pinellas staff, informed the committee about the agency’s Vision Zero initiative to address and prevent fatalities and serious injuries on Pinellas County roadways. High-crash locations will be of particular interest, along with indicators of locations with high potential for crashes such as areas with vulnerable populations with a low rate of vehicle ownership. The primary goal of Vision Zero will be to define systemic approaches to prevent fatal and serious injury crashes as well as to identify proactive methods to continue working towards the goal of zero deaths on the transportation network. One of the goals for the project is to develop a toolbox of countermeasures that are both engineering and non-engineering focused. Demonstration projects are expected to be developed and implemented along corridors with respect to different elements such as education, engineering and enforcement, or a combination there of, so people can see how Vision Zero could work in Pinellas County. This project will be seeking Ambassadors and Task Force volunteers to assist in guiding the Vision Zero initiative. An email will be sent out to recruit volunteers for the effort. The Vision Zero project is anticipated to last about 12-18 months. Questions were taken and appropriately answered.

## **9. ELECTION OF OFFICERS**

This item was postponed to January 22, 2020 meeting due to the lack of a quorum.

## **10. INFORMATIONAL ITEMS**

- A. SPOTlight Emphasis Areas update: Regarding the Gateway Area Master Plan, draft documentation was received by Forward Pinellas. Preliminary comments were made and given to the consulting team. The consulting team will make adjustments, then the draft will go to the partners for review. Regarding a Vision for US Highway 19, a study of the frontage roads is underway, and the consultant will be setting up stakeholder interviews in the coming months.
- B. Board Action Sheets – November 13, 2019, summary was provided.
- C. Traffic Fatalities Map – attached
- D. Tentative Future Agenda Topics
  - Active Transportation Plan

- Regional Resiliency Study
- Safety Performance Measures and Targets

**11. OTHER BUSINESS**

Ric Hartman asked for an update on the Pinellas Trail North Loop. Joan Rice responded that the North loop is the segment of the Pinellas Trail between Enterprise Road where the overpass goes over US 19 to John Chesnut Park. The contractor has submitted a guaranteed maximum price excluding the section between the Duke Energy Trail and Northside Boulevard up to Countryside Boulevard and Meadow Wood. This information will be taken to the commission in January.

The next meeting January 22, 2020.

**12. ADJOURNMENT – 3:27 pm**

**Technical Coordinating Committee – January 22, 2020**

**4. Transportation Improvement Program Amendments**



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**SUMMARY**

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

**ATTACHMENT(S):** (Any proposed TIP amendment forms will be provided at the meeting)

**ACTION:** Provide a recommendation to the Board for TIP amendments (if any)

**5. Safety Performance Measures and Targets**

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**SUMMARY**

The Federal Highway Administration (FHWA) requires a performance-based, outcome-driven planning process for developing transportation projects and monitoring infrastructure performance. States and metropolitan planning organizations (MPOs) must adopt targets for defined performance measures, including safety targets, and demonstrate progress towards achieving those targets on an annual basis. The implementation of projects identified in the Transportation Improvement Program (TIP) is central to the effort necessary to meet defined targets.

In February 2019, the board adopted a series of targets for each of the safety-related performance measures, each slightly aspirational in nature. MPOs are required to review these targets on an annual basis to evaluate progress towards meeting each one. Crash data statistics for 2018 have been provided by the state and Forward Pinellas staff has evaluated the data and will provide an overview of the progress made towards each target and seek a recommendation regarding updating these targets as appropriate.

**ATTACHMENT(S):** Safety Performance Measures and Targets

**ACTION:** Recommend board approval of Safety Performance Targets

## Safety Performance Measures and Targets

5-Year Average Time Period

Performance Measures	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	% change from 2013- 2017 average	% change from 2009- 2013 average	2019 actual target (RECOMMENDED 2020 TARGET)	% diff between 2014-2018 actual and target
Average Annual Fatalities	99	101	103	106	109.4	116.8	6.34%	15.24%	97.4	-19.92%
Average Annual Serious Injuries	1,270	1,218	1,195	1,175	1,120.0	1,074.0	-4.28%	-18.25%	895.14	-19.98%
Average Annual Fatality Rates	1.2290	1.2720	1.2960	1.3080	1.330	1.398	4.86%	12.09%	1.182	-18.27%
Average Annual Serious Injury Rates	15.7460	15.2580	15.0680	14.5910	13.667	12.891	-6.02%	-22.15%	10.553	-22.15%
Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	212	214	217	221	215.0	218.6	1.65%	2.84%	206.6	-5.81%

All numbers are in 5 year rolling averages.

Data availability lags by one full calendar year. Targets set in 2019 were for the 2013-2017 reporting period

Source: Florida Department of Transportation Safety Office

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**SUMMARY**

One of the three emphasis areas of Forward Pinellas' SPOTlight initiative launched in 2015 aimed to develop a coordinated vision for US Highway 19. This was intended to develop land use and transportation strategies designed to increase the mobility, safety and accessibility of vulnerable transportation users while improving the economic viability of the corridor. This visioning effort included a re-evaluation of the US 19 North intersection improvements identified in the Long-Range Transportation Plan to address concerns regarding the safety and access of pedestrians, bicyclists and transit users.

The Advantage Pinellas Plan approved by the Forward Pinellas Board in November 2019 identified partially controlled access improvements on the section of US Highway 19 North from south of Curlew Road to south of Klosterman Road. This included interchanges at Curlew Road, Tampa Road, Nebraska Avenue, Alderman Road and Klosterman Road. The Curlew Road interchange project is currently in design and scheduled for construction in 2021. The planned interchanges at Tampa Road and Nebraska Avenue are currently under design with construction planned for 2026 - 2030.

Forward Pinellas has been working with FDOT to identify at-grade improvement options at the intersections north of Nebraska Ave, including Alderman Road and Klosterman Road, where there is less demand for east-west access. This is intended to provide lower cost alternatives to the planned interchange improvements that address the safety and mobility needs of vulnerable users. Preliminary concept plans that have been developed by FDOT's consultant team will be presented to the committee.

**ATTACHMENTS:** None

**ACTION:** No Action Required, Informational Item Only

**7. Active Transportation Plan**

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**SUMMARY**

Advantage Pinellas, the 2045 Long Range Transportation Plan (LRTP) for Pinellas County, was adopted by the Forward Pinellas Board in November 2019. This LRTP was developed in concert with other supporting planning initiatives including a regional vulnerability assessment of the transportation network, the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan, and a new bicycle pedestrian master plan for Pinellas County.

The new bicycle pedestrian master plan, Advantage Pinellas: Active Transportation, is a planning and policy document that will guide the county's investments in bicycle and pedestrian infrastructure and programs. The plan considered community and local agency input, Level of Traffic Stress (LTS), equity, safety, accessibility, and other factors in order to identify 14 strategic bicycle and pedestrian investments, including four overpasses, that will be prioritized, programmed, and constructed over the next 25 years. The types of projects are varied including multiuse trails, bike boulevards, and other types of bicycle and pedestrian infrastructure. When complete, these routes will substantially further efforts to develop a countrywide network of safe and accessible bicycle and pedestrian facilities that connect people to the places they want to go.

A draft of the Advantage Pinellas: Active Transportation Plan is provided at the link below.

<http://forwardpinellas.org/wp-content/uploads/2020/01/Active-Transportation-Plan-r.pdf>

**ATTACHMENT(S):** None

**ACTION:** Recommendation of approval



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**SUMMARY**

The Tampa Bay area is one of the most vulnerable regions in the country, experiencing frequent storm events, persistent flooding, and sea level rise. Forward Pinellas, the Hillsborough and Pasco Metropolitan Planning Organizations (MPOs), Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7 were awarded a Federal Highway Administration (FHWA) Resilience and Durability to Extreme Weather grant in 2018. The grant will allow the agencies to work collaboratively to develop strategies to prepare for potential extreme weather risks while protecting the regional transportation system. The study was completed in 2019.

The outcome of the study is reflected in a report containing six chapters. They include an Introduction, Needs Determination, Adaptation Strategy Toolbox, Cost and Benefit Analysis, Public and Stakeholder Engagement, and Recommendations. Chapter two describes the impact of eleven climate scenarios on the transportation network in the Tampa Bay Region. Mobility, connectivity, socioeconomic, equity, and emergency operation factors were considered to identify areas where climate threats could cause the biggest impact. Transportation facilities were prioritized for improvements based on their vulnerability and criticality. Locations of potential improvements were also identified. Chapter three provides an overview of the adaptation strategies and identified potential improvements to candidate projects. Chapter four describes the estimated costs of implementing adaptation strategies and compares them with the potential economic losses if infrastructure is inundated. Chapter five provides an overview of stakeholder and public engagement in the preparation of this report. Chapter six provides recommendations for including resiliency strategies in the decision-making process of transportation planning.

The analyses of hazards/events should not be viewed as a prediction of occurrence. A draft of the Resilient Tampa Bay: Transportation Study is provided at the link below:

[http://forwardpinellas.org/wp-content/uploads/2020/01/8a-DraftFinalReport\\_Resilient-Tampa-Bay.pdf](http://forwardpinellas.org/wp-content/uploads/2020/01/8a-DraftFinalReport_Resilient-Tampa-Bay.pdf)

**ATTACHMENT(S):** Resilient Tampa Bay: Transportation Study Infographic

**ACTION:** None, informational item only

# Strengthening the Resilience of Our Regional Transportation Network

The Tampa Bay region is an important state economic hub and is also one of the most vulnerable areas in the country to extreme weather events. Many roads and bridges in the Tampa Bay region are susceptible to flooding because they are in areas of low elevation, cross flood zones, and run near to the coast.

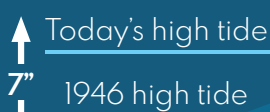
However, with advanced planning and innovative engineering, there are many steps we can take to enhance the resilience of our roads and support the safety and prosperity of our communities.

## What's the Concern?

Weather patterns and climate projections indicate that flood risks are increasing:

### Sea Level Rise

Since 1946, the Tampa Bay area has seen over 7 inches of sea level rise, and that rate is expected to increase.



### Storm Surge

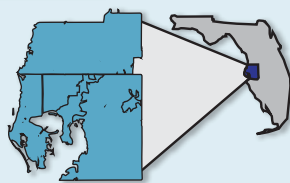
Mexico Beach, Pier, FL, recorded a 14-foot storm surge during Hurricane Michael in 2018.

### Inland Flooding

Flooding has increased in the Southeast. For example, four major inland flood events occurred in 2014 - 2016 alone, causing billions of dollars in damages and loss of life.

## The Tampa Bay Area Has:

- 1,000+ miles of shoreline
- Nearly 3 million residents
- 58% of population in flood zones



## Within the Three Counties, It Is Projected That:

- 9 inches of rain over 24 hours would potentially impact

12% of roads

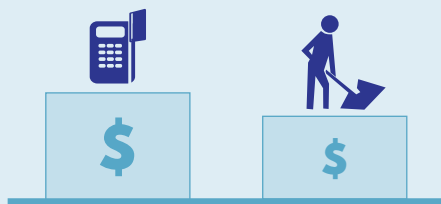
and

- A category 3 hurricane with high sea level rise would potentially impact

28% of roads

## Over 14 Days of Network Disruption:

Economic losses are more than the cost of high priority road upgrades.



## Why Transportation?

Roads are critical to the safety and prosperity of our community, and we need to prepare our region to be resilient in the face of various climate hazards.



Flooded roads create challenges, including for getting to work, school, businesses, and other routine activities, which can mean lost income, lost time, and other hardships.



Impassable roads can restrict access to emergency services and evacuation routes, which place lives in danger.



Damaged transportation infrastructure, such as washed out roads, create longer-term disruptions and increase repair and overall maintenance costs.

## How to Create a Resilient Transportation Network

Example methods:

### Create barriers

such as wetlands and sea walls to protect against storm surge

### Elevate roads above flood levels

Strengthen infrastructure to increase durability, such as hardening shoulders and improving bases of roads to resist erosion

### Improve drainage to help roads shed water more quickly

Plan procedures and allocate resources to make recovery faster

## Resilient Tampa Bay Transportation Pilot

The pilot is a joint initiative between the Hillsborough, Pinellas, and Pasco Metropolitan Planning Organizations, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7. With public input, the project has used federal funding to:



Review scenarios that are likely to impact the region's transportation network over the next 25+ years



Recommend steps to enhance resilience and durability of our roadways



Identify areas at highest risk of flooding



Determine costs and benefits to assist regional decision making

Learn more about the Resilient Tampa Bay Transportation Pilot and its recommendations:

[www.resilienttampabay.org](http://www.resilienttampabay.org)

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**SUMMARY**

The Forward Pinellas Complete Streets Grant Program provides federal funding to local governments for the development of concept plans and construction projects aimed at making roadways safer and more accessible for all users. Up to \$100 thousand is awarded for concept plans and up to \$1 million is awarded for construction plans on an annual basis. The program was launched in 2016.

The latest round of applications were received in December 2019. They are listed below. The applications will be reviewed by a subcommittee of staff representatives of Forward Pinellas and partner agencies. The subcommittee will forward their recommendations to the Forward Pinellas advisory committees in February and the Board will take final action on the applications at their March meeting.

**Concept Planning Applications:**

- City of Largo requests \$100k for 4<sup>th</sup> Ave NW from the Pinellas Trail to Missouri Ave.
- City of Pinellas Park requests \$100K for 78<sup>th</sup> Ave. N from 60<sup>th</sup> St. to US 19
- City of St Pete Beach requests \$70K for Boca Ciega and Gulf Winds Dr.
- City of St. Petersburg requests \$100K for 6<sup>th</sup> St. from Roser Park to Mirror Lake

**Construction Applications:**

- City of Dunedin requests \$1M for Skinner Blvd
- City of Largo requests \$1M for 1<sup>st</sup> Ave NE from Missouri to 4<sup>th</sup> St. NE
- City of St. Petersburg requests \$1M for 28<sup>th</sup> St. from Gandy to Roosevelt

Complete streets grant applications can be found here: <http://forwardpinellas.org/projects/complete-streets/>

Forward Pinellas staff will review the grant applications and will be asking for volunteers from the TCC, who are not representing agencies that submitted applications, to participate on a subcommittee to review the applications and develop a recommendation for funding.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

**Technical Coordinating Committee – January 22, 2020**

**10. Transit Oriented Development and Value Capture Study**



**SUMMARY**

In October 2019, the Florida Center for Community Design and Research (FCCD+R) at the University of South Florida School of Architecture and Community Design released *Transit Oriented Development and Value Capture: A Study of Best Practices for the Tampa Bay Region*. The study was authored by Director and Research Associate Professor Taryn Sabia and a team of six graduate students from the School of Architecture and Community Design and was sponsored by the Tampa Bay Partnership. It provides an overview of best practices concerning community-based station area development standards for transit-oriented development (TOD) and identifies value capture methods and their potential to encourage economic development. The study also considers how these best practices and value capture approaches could be applied to development along the proposed regional Bus Rapid Transit (BRT) route on I-275 from Wesley Chapel to St. Petersburg. Professor Sabia will provide the committee with an overview of the project and recommendations resulting from the study.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item

## **11. Adoption of Regional Priorities**

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### **SUMMARY**

At their meeting on December 13, 2019, the West Central Florida MPO Chairs Coordinating Committee (CCC) approved their 2020 Regional Transportation Priority Projects list. The CCC is made up of elected officials from each of the MPOs within its eight-county region, including Hernando, Citrus, Hillsborough, Pasco, Polk, Sarasota, Manatee and Pinellas counties. The CCC membership also includes representatives of the area’s regional planning councils, FDOT Districts 1 and 7 and the Florida Turnpike Enterprise.

In addition, the Transportation Management Area (TMA) Leadership Group approved their 2020 Top Priorities list for the Tampa Bay TMA on November 8, 2019. The Tampa Bay TMA includes nearly all of Pinellas County and the urbanized areas of Hillsborough and Pasco counties. The CCC and TMA priority lists will be forwarded to the Forward Pinellas Board for approval at their next meeting on February 12.

In 2016, the CCC was folded under the Tampa Bay Regional Transportation Authority (TBARTA) structure to more closely align the regional transportation activities of both entities. The following year, statutory amendments narrowed the focus of TBARTA to transit and removed Citrus and Sarasota counties from their area of responsibility. As a result of these changes, the CCC was moved out from under the auspices of TBARTA while re-assuming responsibility for coordinating the prioritization of regionally significant projects.

Forward Pinellas staff will provide an overview of the projects included in the attached priority lists.

### **ATTACHMENT(S):**

- Transportation Management Area 2020 Top Priorities
- CCC 2020 Regional Transportation Priority Projects

**ACTION:** Recommend approval of the 2020 Regional Transportation Priority Project Lists



Hillsborough MPO  
Metropolitan Planning  
for Transportation



FORWARD  
PINELLAS  
Integrating Land Use & Transportation

## Tampa Bay Transportation Management Area (TMA) Leadership Group

### 2020 Top Priorities

Approved on November 8, 2019

### Funded Priorities

- ❖ **Howard Frankland Bridge Replacement**
- ❖ **Gateway Expressway**
- ❖ **I-75 interchange at Overpass (Phase I)**
- ❖ **I-275 Express Lanes from I-375 to Gandy Blvd.**
- ❖ **I-75 Interchange at Big Bend Road**
- ❖ **I-275/SR 60/Westshore Interchange**
- ❖ **I-275 Operational Improvements north of downtown Tampa**

### Top Priorities for the Tampa Bay Region

- ❖ **I-75 Interchange at Gibsonton**
- ❖ **I-75 Interchange at Overpass (Phase II)**
- ❖ **Central Avenue Bus Rapid Transit**
- ❖ **Regional Rapid Transit in the I-275 Corridor**
- ❖ **Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation**



## *Metropolitan Planning Organizations*

### *Chairs Coordinating Committee*

## 2020 Regional Transportation Priority Projects

Hernando/Citrus MPO | Hillsborough MPO | Forward Pinellas

Pasco County MPO | Polk TPO | Sarasota/Manatee MPO

### Funded Regional Priorities

- ❖ Howard Frankland Bridge Replacement
- ❖ Gateway Expressway
- ❖ I-75 interchange at Overpass (Phase I)
- ❖ I-275 Express Lanes from I-375 to Gandy Blvd.
- ❖ I-75 Interchange at Big Bend Road
- ❖ Suncoast Parkway 2 Expansion
- ❖ TBARTA Regional Transit Development Plan
- ❖ I-275/SR 60/Westshore Interchange
- ❖ I-275 Operational Improvements north of downtown Tampa

### Top Priorities for the Greater Tampa Bay Region

- ❖ I-75 Interchange at Gibsonton
- ❖ I-75 Interchange at Overpass (Phase II)
- ❖ Central Avenue Bus Rapid Transit
- ❖ Central Polk Parkway Segment 1
- ❖ US 41 from SR 44 to SR 200
- ❖ Desoto Bridge Replacement
- ❖ Bradenton-Palmetto Connector
- ❖ CR 557 from US 17/92 to I-4
- ❖ Regional Rapid Transit in the I-275 Corridor
- ❖ Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation

**12. A-D Information Items**

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**A. SPOTLight Emphasis Area Update**

Staff will provide an update of the SPOTLight Emphasis Areas.

**B. Forward Pinellas Board Executive Summary – January 8, 2020**

**ATTACHMENT:** Forward Pinellas Newsletter/Executive Summary – January 8, 2020

**C. Traffic Fatalities Map**

As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

**ATTACHMENT:** Traffic Fatalities Map

**D. Tentative Future Agenda Topics**

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- Complete Streets Grant Award
- Transportation Alternatives Grant Award
- Unified Planning Work Program
- Census Update
- TBARTA Regional Bus Rapid Transit Project



**January 8, 2020**

*Please note that this summary has not been approved as the official minutes of the board.*

### **THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

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#### **The Forward Pinellas Executive Director gave a presentation on evolving regional partnerships and the new direction for the MPO Chairs Coordinating Committee**

- The eight county MPOs are taking back administration of the CCC, previously under TBARTA's purview, in order to have a more hands-on approach to regional coordination
  - The MPOs will rotate staff service responsibilities quarterly
- CCC responsibilities include coordinated project selection, regional public involvement, regional conflict resolution, and regional air quality planning
- The change also includes incorporating the tri-county Tampa Bay Transportation Management Area Leadership Group as a subcommittee of the CCC
  - This change lends statutory heft to the TMA Leadership Group and allows for the already-existing interlocal agreements to be updated and applied
  - The change also includes a voting structure for the TMA and a yearly chair so that there might be a regional point person on transportation issues
  - In future, the governing CCC statute may be amended to remove the CCC from the TBARTA structure entirely; TBARTA is still providing some staff services and meeting space for the CCC
- The board approved the recommendations unanimously

#### **The board formed a subcommittee to centralize the conversation about efforts regarding waterborne transportation**

- Five board members were appointed to the committee: Clearwater Councilmember David Allbritton, Dunedin Mayor Julie Ward Bujalski, St. Petersburg Councilmember Brandi Gabbard, Indian Rocks Beach Mayor Cookie Kennedy, and Belleair Bluffs Commissioner Suzy Sofer
- The subcommittee was formed due to efforts to discuss countywide waterborne transportation in the past being piecemeal and somewhat ineffective
- The board also discussed the need for countywide continuity on other issues, such as consistency in trail signage and crossing design and scooter regulation

#### **Forward Pinellas staff unveiled Safe Streets Pinellas, the Forward Pinellas Vision Zero effort**

- Safe Streets Pinellas is a Vision Zero effort coordinated by Forward Pinellas and launching this spring
  - Vision Zero is a safety philosophy that originated in Sweden that holds that traffic deaths and severe crashes are preventable and should not be accepted
  - The logo for Safe Streets Pinellas incorporates Pinellas County's assets of sunshine and water and reflects all modes of transportation because all modes are affected by safety issues
- Safe Streets Pinellas will develop an action plan to look at fatal and severe injury collisions and present a plan for addressing them
  - To that end, Forward Pinellas staff members are currently putting together a task force of 15-20 people from various agencies and municipalities countywide
  - There will also be an ambassadors program, where community members are integrated into the effort to help spread the word about the program
- Board members had questions about the effort and were excited to begin the program
  - Members suggested coordinating with schools on education efforts, developing a series of short video PSAs, and brainstorming innovative ideas so that people might realize the enormity of the safety issue in Pinellas County
- Forward Pinellas will host a Safe Streets Pinellas kickoff summit in the coming months

**FDOT District Seven staff presented an update on the SR 693 Pasadena Avenue Corridor Study from Shore Drive South to 66th Street**

- When FDOT reached out to the public, safety was the number one concern for community members
  - Crashes are highest in the eastern section of the corridor near 66th Street North
- The study yielded several concepts for improving safety and traffic flow in the corridor
  - One concept to decrease the left turn crashes included protected left turns at Central Avenue, a closed median and increased median width, as well as new crosswalks and road design modifications to decrease speeding
- Adding wide sidewalks, bike lanes, and maintaining lane width would require obtaining new right-of-way
  - One option for decreasing the need for ROW is to have a shared bus and bike lane, with the anticipated arrival of the Central Avenue BRT project and accompanying dedicated bus lanes
- Some of these options are linked with planned resurfacing projects, but are not the majority of improvements
  - The construction phase of the Pasadena Avenue Study remains unfunded, and improvements could take five years or more to come to fruition
  - FDOT is working with PSTA to coordinate and phase improvements with the planned BRT project

**A consultant presented an update on the concept plan for 54th Avenue North in Lealman in unincorporated Pinellas County**

- The plan was awarded funding in the first round of the Forward Pinellas Complete Streets program in March 2017
  - The concept plan was developed in coordination with the Linking Lealman Action Plan developed by Pinellas County
  - The wider Lealman CRA study area had 19 fatalities from 2012-2017
  - Both projects undertook an extensive public involvement effort, with multiple surveys, community meetings and events
- The 54th Avenue study area spanned from 49th Street North to 34th Street North
  - The goals of the project were to improve safety, look at whether 54th Avenue could be a viable “Main Street,” and prepare for future, incremental redevelopment
  - Three scenarios were presented - no-build, road diet, and wider roadway with new right of way, with no consensus yet on a preferred alternative
- The overall Linking Lealman plan endeavored to gain traction with quick wins, such as focusing on closing sidewalk gaps in areas of activity, such as near schools
  - Many projects are underway, such sidewalk improvement projects on 16th, 54th, 58th, and 62nd Avenues, resurfacing on 34th Street North, and new sidewalks on 46th and 42nd Avenues

**The Forward Pinellas Executive Director presented an update on several ongoing items**

- FDOT will be bringing back the updated analysis of interchange options for US 19 north of Tampa Road to the board in February
- The Gateway Master Plan is being reviewed with local governments and the MOU with a list of guiding principles will come back to the board for approval in late spring/early summer

**The board unanimously approved three land use amendments to the Countywide Plan:**

- An amendment brought forward by Pinellas County to amend a property at Walsingham Road and 113th Street North from Residential Low Medium to Residential Medium in order for the Assisted Living Facility on the property to expand the number of beds

- An amendment brought forward by Pinellas County to amend a property at Alternate US 19 north of Crystal Beach Avenue from Residential Low Medium to Retail & Services in order to pair it with a neighboring parcel for an envisioned future retail and townhome development
- An amendment brought forward by Pinellas Park to amend a property at US 19 and 126th Avenue North from Retail & Services and Target Employment Center Overlay to Employment and Target Employment Center Overlay in order to develop the vacant parcel into a storage facility.

**The board approved an amendment to the Transportation Improvement Program**

- The board had previously approved the addition of the project, a bridge replacement over Placido Bayou, for construction in the current year; however, the project cost was corrected and required amendment to \$5.5M

**Other Items**

- The executive director introduced new Principal Planner Angela Ryan, who began in December as an active transportation planner with Forward Pinellas after a 12 year career with the Army Corps of Engineers
- Clearwater resident Mike Riordon came before the board to ask that FDOT lower the speed limits on Drew Street while Complete Streets improvements are in the works
- The board recognized outgoing Citizens Advisory Committee Member Neil McMullen, as well as outgoing member Becky Afonso, who was not able to attend
- Belleair Bluffs Commissioner Joe Barkley is PSTA's new chair, filling the role previously held by County Commissioner Janet Long
- The TBARTA board is considering moving its meetings to every other month rather than monthly

**Action Sheet**

**January 8, 2020**

At its January meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 9-0; Mayor Kennedy had stepped out and Councilmember Rice had not yet arrived)  
Approved to include the following:
  - A. Approval of Minutes of the November 13, 2019 Meeting
  - B. Approval of Committee Appointments (CAC, LCB and TCC)
  - C. Authorization to Distribute Annual Report
  - D. Approval of Community Transportation Coordinator Annual Evaluation
  - E. Map Adjustment – City of Gulfport – Official Acceptance
  - F. Auditor Governance Letter – Receive and File
  - G. Approval of Agreement with Media Relations Group
- **Proposed Amendment to the FY 2019/20 – FY 2023/24 Transportation Improvement Program**  
Following a description of the amendment by FDOT staff and public hearing, the board, in its role as the metropolitan planning organization, approved the amendment to the TIP amendment by roll call vote to:
  - Corrected the previously approved cost of the bridge replacement project at 40<sup>th</sup> Avenue North east over Placido Bayou to a total cost of \$5,488,352. (vote: 9-0; Mayor Kennedy had stepped

out and Councilmember Rice had not yet arrived)

- **Countywide Plan Map Amendment(s)**

Three cases were recommended for approval:

1. CW 20-01 – Pinellas County (vote: 11-0)
2. CW 20-02 – Pinellas County (vote: 11-0)
3. CW 20-03 – City of Pinellas Park (vote: 11-0)

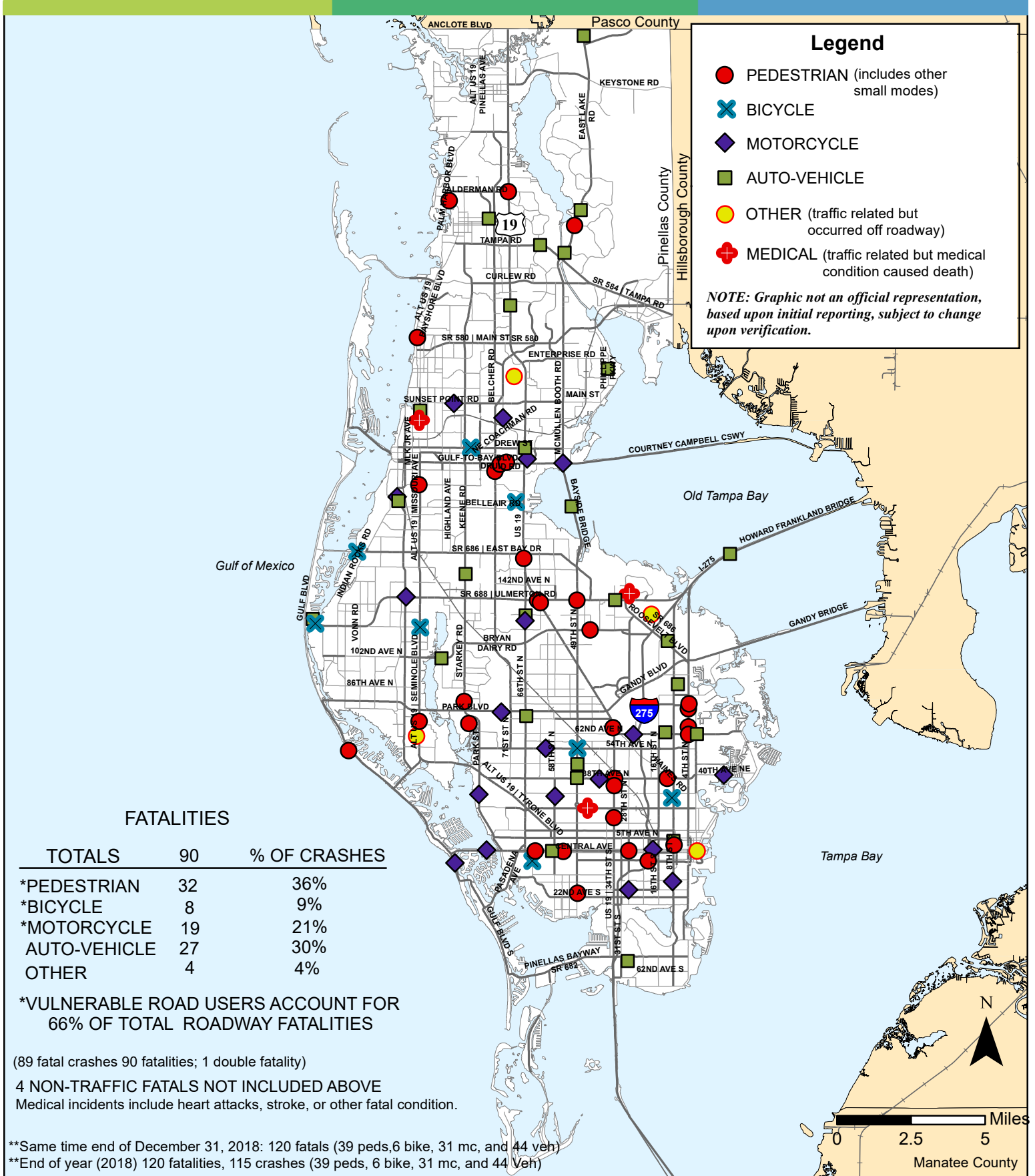
- **Evolution of Regional Partnerships**

Following a presentation by Forward Pinellas staff, the board approved the changes to the Chairs Coordinating Committee Interlocal Agreement and Operating Procedures. (vote: 11-0)

- **SPOTlight Update**

Following an update to the board by the Executive Director, the board approved the formation of a waterborne transportation subcommittee and appointed Mayor Bujalski, Mayor Kennedy, Commissioner Sofer, Councilmember Allbritton and Councilmember Gabbard to sit on the committee. (vote: 11-0)

# Locations of Reported Traffic Fatalities



**FATALITIES**

TOTALS	90	% OF CRASHES
*PEDESTRIAN	32	36%
*BICYCLE	8	9%
*MOTORCYCLE	19	21%
AUTO-VEHICLE	27	30%
OTHER	4	4%

**\*VULNERABLE ROAD USERS ACCOUNT FOR 66% OF TOTAL ROADWAY FATALITIES**

(89 fatal crashes 90 fatalities; 1 double fatality)

4 NON-TRAFFIC FATALS NOT INCLUDED ABOVE  
Medical incidents include heart attacks, stroke, or other fatal condition.

\*\*Same time end of December 31, 2018: 120 fatals (39 peds, 6 bike, 31 mc, and 44 veh)

\*\*End of year (2018) 120 fatalities, 115 crashes (39 peds, 6 bike, 31 mc, and 44 Veh)

