



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

February 26, 2020 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY**
3. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
4. **COMPLETE STREETS GRANT AWARDS**
5. **TRANSPORTATION ALTERNATIVES PROGRAM GRANT AWARDS**
6. **UNIFIED PLANNING WORK PROGRAM**
7. **CENSUS UPDATE**
8. **TRANSIT DEVELOPMENT PLAN**
9. **INFORMATIONAL ITEMS**
 - A. **SPOTLight Emphasis Areas Update**
 - B. **Forward Pinellas Board Executive Summary – February 12, 2020**
 - C. **Traffic Fatalities Map**
 - D. **Tentative Future Agenda Topics**
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

NEXT MEETING – MARCH 25, 2020

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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 – February 26, 2020

2. Approval of Meeting Summary



SUMMARY

The meeting summaries for the January 22, 2020 meeting are attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – January 22, 2020

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE MEETING
JANUARY 22, 2020**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held January 22, 2020 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
Bob Bray	City of Treasure Island
Stephanie Carrier	Pinellas County Schools Transportation
Lucas Cruse	City of St. Petersburg – Transportation and Parking
Bennett Elbo	City of Clearwater Engineering
Russell Ferlita	City of Dunedin
Brent Hall	Pinellas County Public Works (Eng.)
Brandon Henry	City of Safety Harbor
Caroline Lanford	Pinellas County Planning
Cory Martens	City of Clearwater Traffic
Lauren Matzke	City of Clearwater Planning
Rick Perez	City of Largo Planning
Brian Pessaro	TBARTA
Derrek Reeves	City of Pinellas Park
Frances Leong Sharp	City of Dunedin Planning
Jamie Viveiros	City of Gulfport
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.
Wesley Wright	City of St. Pete Beach

Members Absent

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
Michele Parisano	City of Oldsmar
Leonard Rowe	City of St. Petersburg Traffic
Sheila Schneider	Pinellas County Air Quality
Barry Westmark	City of Largo Engineering

Others Present

Jensen Hackett	FDOT
Kenneth Spitz	FDOT
Andrea Papardrew	Kimley Horn
Ariana Grant	WSP
Taryn Sabia	USF
Dave Sobush	Tampa Bay Partnership
Tatiana Childress	City of Oldsmar
Lindsey Melendez	AIM Engineering and Surveying
Marty Morlan	AIM Engineering and Surveying
Al Bartolotta	Forward Pinellas
Rodney Chatman	Forward Pinellas
Chelsea Favero	Forward Pinellas
Angela Ryan	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. ELECTION OF OFFICERS

Caroline Lanford nominated Joan Rice to continue as Chair, which Joan accepted. This was seconded by Bob Bray and the vote passed unanimously. Cory Martens nominated Heather Sobush as Vice-Chair, which Heather accepted. This was seconded by Brian Pessaro and the vote passed unanimously.

3. APPROVAL OF SUMMARY

The summary of the October 23, 2019 meeting and the summary of the December 4, 2019 meeting were approved with no corrections.

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

There were no proposed TIP amendments.

5. SAFETY PERFORMANCE MEASURES AND TARGETS

Chelsea Favero, Forward Pinellas staff, reviewed the Safety Performance Measures and Target recommendations with the committee. There are five performance measures addressing safety: number of fatalities, number of serious injuries, number of non-motorized fatalities and serious injuries, rate of fatalities per 100MVMT and rate of serious injuries per 100MVMT. Staff is federally required to report on the measures each year and set targets. In August of each year, FDOT sets their own targets for each of the five measures and the MPO's can either support FDOT's targets or set their own. FDOT set their targets at zero at a statewide level, and while Forward Pinellas recognizes that zero is a goal that everyone should strive for, staff would like to set targets that are more realistic and achievable. Using a five-year rolling average of 2014-2018 versus the previous five years average, there was a six percent increase in fatalities, a decrease in serious injuries, and an increase in bike/ped fatalities and serious injuries. Staff recommended that the 2019 targets be retained while continuing to monitor performance going forward. Questions were taken and appropriately answered. Brian Pessaro made a motion for the Forward Pinellas Board to approve the staff recommendation as to setting targets for the safety performance measures, with the understanding that the ultimate goal for transportation related deaths and serious injuries should be zero. This was seconded by Cory Martens and passed with a unanimous vote.

6. INTERSECTION IMPROVEMENT CONCEPTS FOR US 19 NORTH

Kenneth Spitz, Transportation Planning Manager FDOT District 7, shared a presentation with the committee on Innovative Intersection Improvement Concepts for US 19 North at the six major intersections from Tampa Road to Alt US 19. FDOT is conducting a feasibility review of innovative at-grade intersection designs that offer an alternative to the grade separated improvements that have long been identified for these intersections in the Long Range Transportation Plan. One of the questions FDOT would like to answer in this effort is whether the at-grade designs could accommodate the forecasted traffic volumes. If they can, the next questions to address are whether the design can fit within the existing right-of-way; can all travel modes be accommodated; can impacts be removed or mitigated, and finally, what is the cost. The four primary reasons for considering innovative intersection designs such as these are safety, cost, worsening congestion and safe multimodal options. With regards to safety, one of the things FDOT is trying to do with innovative intersections is to reduce the number of crashes and fatalities related to left turns and pedestrian and bicycle fatalities; and by minimizing left turn conflicts. There are two types of innovative intersection designs being considered for US 19 North, a displaced left turn and a restricted crossing U-turn. A summary of alternative concepts was reviewed for each of the intersections looking at, "can we get to 2040 before the intersection fails, what the level of service would be in the peak hour, how many parcels are impacted and how many acres are impacted". After review of the intersection performance, the next steps are to develop construction and right-a-

way cost estimates and corridor links/minor intersection design options and analyze intersection operations and impacts. Questions were taken and appropriately answered.

7. ACTIVE TRANSPORTATION PLAN [use summary for BPAC]

Rodney Chatman, Forward Pinellas Division Manager, shared a presentation with the committee on the Active Transportation Plan (ATP), which is the “new” Bicycle Pedestrian Master Plan for Pinellas County. Aligning with the LRTP, a main objective of the plan was to identify strategic investments that would provide better connectivity across Pinellas County. In working with the local governments and other stakeholders, 14 projects are introduced in the plan. They include ten bike projects and four overpasses. Staff worked with the BPAC to create a vision for this plan focusing on safety, connectivity, comfort and health. The ATP consists of five elements: 1) Visions, Goals & Performance Measures; 2) Existing Conditions, Inventory & Analysis; 3) Pedestrian & Safety Analysis; 4) Network & Connectivity; and 5) Project Prioritization & Concept Summaries. The methodology used to arrive at the ten projects included an equity analysis framework to help determine areas where high composite equity scores overlapped with areas of low bicycle or pedestrian service. To prioritize projects, criteria tied specifically to the four project goals, Quality of Life, Accessible & Comfortable, Integrated & Connected and Safety, was used. To ensure funding was allocated equitably from a geographic standpoint, the projects were prioritized by location as well as other factors. Locational priority was determined by dividing the county into three sections, north, central and south. Projects identified for the three sections are described below.

- North Project Area– Sunset Point Road /Main Street (Alt US19 to Phillipe Parkway), Nebraska Avenue Loop (Nebraska Avenue, 19th Street, CR39/CR95 and West Lake Road), Oldsmar Trail (Curlew to Tampa Road);
- Central Project Area, 142nd Avenue N/16th Avenue SW (the Pinellas Trail to 58th Street N), 28th Street N (Roosevelt Boulevard to 30th Avenue N), San Martin Boulevard (Macama Drive NE (at Patricia Road NE) to Gandy Boulevard);
- South Project Area, Joe’s Creek Greenway (54th Avenue N to 28th Street N, 71st Street N from Joes Creek Greenway to the Pinellas Trail), 9th Avenue N (Park Street N to 1st Street N), 70th Avenue N (58th Street N to US 19), 18th Avenue S/Salt Creek Trail Extension (37th Street S to 4th Street N, Salt Creek Trail from 18th Avenue).

The Overpass projects were identified and evaluated based on the same criteria. The trail segments identified in the plan for construction are listed below along with the corresponding implementation phase.

1. 2025 – 18th Avenue S/Salt Creek Trail Extension;
2. 2026-2030 – 28th Street N, Sunset Point Road and Main Street, 9th Avenue N,
3. 2031-2035 – 142nd Avenue N/16th Avenue SW, Nebraska Avenue Loop, Joes Creek Greenway Trail;
4. 2036-2045 – 70th Avenue N, Oldsmar Trail, San Martin Boulevard Trail.

Planning level cost estimates of all the projects identified in the plan, excluding the overpasses, are \$62 million. The overpasses are \$24 million. Questions were taken and appropriately answered. Caroline Lanford made a motion to approve the draft plan. It was seconded by Cory Martens and passed with a unanimous vote.

8. RESILIENT TAMPA BAY: TRANSPORTATION

Mr. Chatman shared a presentation with the committee to discuss climate hazards. Staff was fortunate to work with partner MPO’s in Pasco and Hillsborough Counties to receive a Federal Highway Administration (FHA) grant to study the resiliency of the transportation network. This has been a two-year educational effort. Looking at climate hazards, there are two tide-gauge stations in Pinellas County, and they have been monitoring tide activity since the 1940’s. They have

indicated that Pinellas County has been experiencing four inches of sea level rise the last 34 years and this has accelerated since the previous 34 years. The impacts of storm surge and coastal flooding require a conversation about infrastructure planning and how to make it more resilient. This project looked at three climate stressors. One of them was sea-level rise in 2045. For this, NOAA high- and intermediate-low curves and the rate of sea-level rise based on different factors was considered. Another stressor was increased precipitation for two rainfall events, 9-inches in 24 hours and 33-inches in 72 hours. And finally, storm surge for category one, three and five hurricane scenarios were evaluated. Applying these stress factors to the transportation network, the regional planning council did an economic analysis and developed some adaptation and mitigation strategies that were studied over the twelve months of the project to produce a final report. The simulations showed that in 2045 there is a little over two feet in sea-level rise. Mr. Chatman continued that with this information, the project team was able to map out what the impacts of the storm surge would be on certain road corridors selected by each of the participating counties. Each of them identified two corridors. Pasco County selected a portion of S.R.54 from US19 to the Suncoast Parkway and US19 from S.R.54 to S.R.52. Pinellas County selected a portion of Gulf Boulevard in Madeira Beach and Roosevelt Boulevard from Ulmerton Road to Gandy Boulevard. Hillsborough selected Gandy Boulevard from 4th Street to South Dale Mabry Highway and a portion of Big Bend Road from US-41 to 1-75. Questions were taken and appropriately answered.

9. COMPLETE STREETS GRANT APPLICATIONS

Ms. Favero reviewed the Complete Streets grant applications. Forward Pinellas issued a call for local governments to submit applications for funding of complete streets projects within their communities. The program, in its fourth year, awards up to \$100,000 for concept planning projects and \$1,000,000 for the construction of a complete streets project. Seven applications were received.

Concept Planning

- **Largo** - \$100,000 request with a \$20,000 match. 4th Avenue NE from the Pinellas Trail to Missouri Avenue – 0.79 miles – enhance connectivity to increase redevelopment potential
- **St. Pete Beach** - \$70,000 request with a \$30,000 match. Boca Ciega Drive/Gulf Winds Drive – safety and operational modifications.
- **St. Petersburg** - \$100,000 request with no match. 6th Street – Mirror Lake to Booker Creek – 0.8 miles – Link the Pinellas Trail to the 6th Avenue Bikeway
- **Pinellas Park** - \$100,000 request with a \$75,000 match. 78th Avenue from 60th Street to US 19 – 1.8 miles – Links City Center and Performing Arts Districts.

Construction

- **Dunedin** - \$1 million request with a \$3.7 million match. Skinner Boulevard, ½ mile of roadway, multimodal accommodations, high bike and golf cart usage, Trail crossing.
- **Largo** - \$1 million request – 1st Avenue NE from Missouri Avenue to 4th Street NE (.26 miles) for reconstruction of roadway, widening sidewalks, part of a larger project to connect the Pinellas Trail to Largo High School to Central Park.
- **St. Petersburg** - \$1 million request – 28th Street from Gandy Boulevard to Roosevelt Boulevard – shared use trail and associated amenities, existing sidewalk gaps and no bicycle accommodations.

Next, the TCC and PAC will form a subcommittee to review applications to make a recommendation to be considered by the TCC at the next meeting. Questions were taken and appropriately answered.

10. TRANSIT ORIENTED DEVELOPMENT AND VALUE CAPTURE STUDY

Mr. Dave Sobush of the Tampa Bay Partnership introduced Taryn Sabia, Director for the Florida Center for Community Design and Research at USF to share a presentation on transit-oriented development (TOD). The Center was founded by the Florida Legislature in 1986 to assist the citizens of Florida in creating more livable and sustainable communities. Ms. Sabia explained that

TOD is development that is walkable, compact, dense, mixed use, and most importantly, near transit. She explained that value capture considers the portion of land around transit and the value that the transit confers on that land. The Center studied how transit impacts the property values of the land surrounding it and what value can be realized by implementing TOD. The Center looked at several case studies around the country to get a good handle on what other communities were doing with TOD while tying it back to policies for value capture. They were able to come up with a series of best practices such as goal setting, value capture methods and strategies to implement, as well as considering the different types of TOD being used and components of station area design. These best practices were then applied to a few conceptual sites in Pasco, Hillsborough and Pinellas counties. Some areas were focused heavily on residential development while others were focused more heavily on commercial development, but the goal was to find a balance that was right for each individual community. The economic return on investment that is made from growth once transit is implemented can be used to support other needs along transit corridors such as expansion of service, improvements to the transportation line or for maintenance of the service. Questions were taken and appropriately answered.

11. ADOPTION OF REGIONAL PRIORITIES

Ms. Favero reviewed the Adoption of Regional Priorities with the committee. The MPOs Chairs Coordinating Committee (CCC) represents the MPO's of the west central Florida region and develops a list of regional priority projects each year, which is then transmitted to each of the MPOs for endorsement. The Tampa Bay Transportation Management Area (TMA) Leadership Group, which represents the counties of Pinellas, Hillsborough and Pasco Counties, is within the CCC structure and focuses on the urbanized core of the region. The TMA also develops a list of regional priorities, focused on the urbanized area and that is consistent with the priorities for the broader CCC region. Following approval by the MPOs, these lists will be transmitted to FDOT for consideration in the development of their work program. Questions were taken and appropriately answered. Caroline Lanford made a motion to recommend the Forward Pinellas Board approve the Regional Priorities lists. It was seconded by Frances Leong Sharp and passed with a unanimous vote.

12. INFORMATIONAL ITEMS

- A. SPOTlight Emphasis Areas update. One of the projects proceeding in this area is the innovative intersection design concepts presented earlier in the meeting. Another project underway is the FDOT Frontage Road Study on US 19 North between Gulf to Bay Boulevard and SR 580. In terms of the Gateway Area Master Plan, the draft report from the consultant was received and shared with the funding partners. After the draft is reviewed a final report will be produced and brought to the committee by May. In terms of Enhancing Beach Access, the Board recommended formation of a subcommittee to evaluate Waterborne Transportation. Forward Pinellas also recently completed a visioning study with Indian Rocks Beach.
- B. Board Action Sheets – January 8, 2020 summary was provided.
- C. Traffic Fatalities Map – attached
- D. Tentative Future Agenda Topics

13. OTHER BUSINESS

The next meeting February 26, 2020.

14. ADJOURNMENT – 3:51 pm

Technical Coordinating Committee – February 26, 2020

3. Transportation Improvement Program (TIP) Amendments

SUMMARY

A. 40th Avenue NE over Placido Bayou

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment provides an updated cost estimate to the bridge replacement project at 40th Avenue North East over Placido Bayou from \$5,488,352 to 10,328,093. The local payback will remain \$3,750,000. This amendment will not affect projects already included in the TIP.

ATTACHMENT(S): Amended TIP page showing project 443600-1, Placido Bayou

B. PSTA Eyes of the City Grant

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment will reflect the Innovations in Transit Public Safety Grant funds awarded to PSTA. The grant will fund employee training and associated materials and public outreach associated with an educational campaign to create awareness of human trafficking and crime related activity. The campaign will be designed for bus operators, administrative employees, and the community at large in Pinellas County. The FTA funds awarded were \$43,630 with a \$10,908 local match from PSTA .

ATTACHMENT(S): Amended TIP page showing project 447138-1, PSTA Eyes of the City Grant

C. PSTA Innovative Coordination & Mobility Grant

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment will reflect Access and Mobility Partnership Grant funds awarded to PSTA. The grant provides funding to support innovative projects that will improve the coordination of transportation services and non-emergency medical transportation services to the transportation disadvantaged community. The FTA funds awarded were \$100,000 with a \$150,000 local match from PSTA .

ATTACHMENT(S): Amended TIP page showing project 447146-1, PSTA Innovative Coordination & Mobility Grant

D. Central Avenue Bus Rapid Transit (BRT)

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment will reflect updated costs for the Federal Transit Authority (FTA) funding contribution and the Local Funds (LF) contribution including the project funding shares. The FTA portion increased by 800,000 and the local portion increased by \$2.1 million. This amendment will not affect projects already included in the TIP.

ATTACHMENT(S): Amended TIP page showing project 437245-2, PSTA Central Avenue BRT

FORWARD PINELLAS
TIP - FY 2020-2024

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
Item Number: 443600 1 Project Description: 40TH AVENUE NE OVER PLACIDO BAYOU *NON-SIS*								
District: 07 County: PINELLAS Type of Work: BRIDGE REPLACEMENT Project Length: .153								
Extra Description: BRIDGE REPLACEMENT #157154								
TIP AMENDMENT: COST INCREASE			AMENDED: 3/11/2020			L RTP Reference: Objective 2.2		
CONSTRUCTION / MANAGED BY CITY OF ST PETERSBURG								
ACBR -ADVANCE CONSTRUCTION (BRT)	0	15,895	0	0	0	0	0	15,895
LF -LOCAL FUNDS	0	5,327,093	0	0	0	0	0	5,282,152
LFF -LOCAL FUND - FOR MATCHING F/A	0	1,250,000	0	0	0	0	0	1,250,000
LFR -LOCAL FUNDS/REIMBURSIBLE	0	3,734,105	0	0	0	0	0	3,734,105
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	1,000	0	0	0	0	0	1,000
LOCAL ADVANCE REIMBURSE / MANAGED BY CITY OF ST PETERSBURG								
ACBR -ADVANCE CONSTRUCTION (BRT)	0	0	0	383,707	0	0	3,350,398	3,734,105
Item 443600 1 Totals:	0	10,328,093	0	383,707	0		3,350,398	14,062,198

FORWARD PINELLAS
TIP - FY 2020-2024

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
Item Number: 447138 1 Project Description: PSTA "EYES OF THE CITY" HUMAN TRAFFICKING AND CRIME PREVENTION PROGRAM *NON-SIS*								
District: 07 County: PINELLAS Type of Work: TRANSIT IMPROVEMENT Project Length: 0								
Extra Description: FEDERAL TRANSIT GRANT								
TIP AMENDMENT: NEW PROJECT			AMENDED: 3/11/2020			L RTP Reference: Obj. 3.4		
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
FTA - FEDERAL TRANSIT ADMINISTRATION	0	43,630	0	0	0	0	0	43,630
LF - LOCAL FUNDS	0	10,908	0	0	0	0	0	10,908
Item 447138 1 Totals:	0	54,538	0	0	0	0	0	54,538

FORWARD PINELLAS
TIP - FY 2020-2024

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
Item Number: 447146 1 Project Description: PSTA INNOVATIVE COORDINATION ACCESS & MOBILITY *NON-SIS*								
District: 07 County: PINELLAS Type of Work: TRANSIT IMPROVEMENT Project Length: 0								
Extra Description: FEDERAL TRANSIT GRANT								
TIP AMENDMENT: NEW PROJECT			AMENDED: 3/11/2020			L RTP Reference: Obj 3.3		
CONSTRUCTION / MANAGED BY PINELLAS COUNTY								
FTA - FEDERAL TRANSIT ADMINISTRATION	0	100,000	0	0	0	0	0	100,000
LF - LOCAL FUNDS	0	150,000	0	0	0	0	0	150,000
Item 447146 1 Totals:	0	250,000	0	0	0	0	0	250,000

FORWARD PINELLAS
TIP - FY 2020-2024

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
Item Number: 437245 2 Project Description: CENTRAL AVE BRT DOWNTOWN ST PETERSBURG TO ST PETE BEACH *NON-SIS*								
District: 07 County: PINELLAS Type of Work: CONSTRUCT TRANSIT FACILITY Project Length: 0								
TIP AMENDMENT: UPDATED COST AMENDED: 3/11/2020 L RTP Reference: 6.4								
CAPITAL / MANAGED BY PINELLAS COUNTY								
FTA -FEDERAL TRANSIT ADMINISTRATION	0	21,800,000	0	0	0	0	0	21,800,000
LF -LOCAL FUNDS	0	11,600,000	0	0	0	0	0	11,600,000
NSTP - NEW STARTS TRANSIT PROGRAM	0	9,500,000	0	0	0	0	0	9,500,000
Item 437245 2 Totals:	0	42,900,000	0	0	0	0	0	42,900,000

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.

Concept Planning Applications:

- City of Largo requests \$100,000 for 4th Avenue NW from the Pinellas Trail to Missouri Avenue.
- City of Pinellas Park requests \$100,000 for 78th Avenue North from 60th Street. to US 19
- City of St Pete Beach requests \$70,000 for Boca Ciega Drive and Gulf Winds Drive
- City of St. Petersburg requests \$100,000 for 6th Street from Roser Park to Mirror Lake

Construction Applications:

- City of Dunedin requests \$1,000,000 for Skinner Boulevard
- City of Largo requests \$1,000,000 for 1st Avenue NE from Missouri Avenue to 4th Street NE
- City of St. Petersburg requests \$1,000,000 for 28th Street from Gandy Boulevard to Roosevelt Boulevard

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

A subcommittee of Technical Coordinating Committee members, Planners Advisory Committee members and Forward Pinellas staff met earlier this month to review the applications and recommend projects to be advanced for funding. A summary of that meeting is included with this item. The subcommittee recommended that the City of Pinellas Park application receive the \$100,000 grant to complete a concept plan for 78th Avenue. The subcommittee also recommended that the City of Dunedin receive the \$1,000,000 grant for the construction of complete streets treatments along Skinner Boulevard.

ATTACHMENT(S): Complete streets subcommittee notes

ACTION: TCC to make a funding recommendation for the complete streets grant awards

Complete Streets Subcommittee Review Meeting Summary

Date: February 5, 2020

Time: 10:00 a.m.

Location: Forward Pinellas Planning Conference Room

Subcommittee Members;

Marie Dauphinais, CECD, AICP, CFM, Director, Oldsmar Planning and Redevelopment

Jamie Viveiros, Planner, Gulfport Community Development

Jared Austin, Forward Pinellas Program Planner

Christina Mendoza, AICP, Forward Pinellas Principal Planner

Angela Ryan, Forward Pinellas Principal Planner

Recorder: Chelsea Favero, AICP, Forward Pinellas Planning Manager

The purpose of this memorandum is to summarize the subcommittee meeting held on February 5, 2020 at 10:00 a.m. for the Forward Pinellas Complete Streets grant program. A total of seven (7) grant applications were received in response to the Complete Streets Call for Projects. This call for projects was issued on October 1, 2019 and distributed to all members of the Technical Coordinating Committee and Planners Advisory Committee, advertised on the Forward Pinellas website and blog, distributed via agency social media accounts and was discussed at various public meetings with the board and other local government officials. A copy of each grant application received was posted to the Forward Pinellas website and provided to each subcommittee member in advance of the meeting.

The grant program is divided into two separate programs with \$100,000 available for concept planning applications and \$1 million available for construction projects. Two applications were submitted for each program.

With the understanding that complete streets are contextually sensitive and may include varying elements due to a variety of factors, the application criteria for both programs was developed to be intentionally broad. Applicants were asked to provide data points in their applications in an attempt to help committee members quantify some of the redevelopment potential and low income and minority populations served by the proposed projects. This allows for each project to be evaluated based on its ability to serve as a catalyst for transformational land use change, and not just on its ability to provide a variety of specific accommodations for various modes.

The concept planning application included two required items for an application to be eligible.

- The application must include a letter or resolution from the applicant's elected board, documenting community support for the project.
- The application must demonstrate how the project will be a catalyst for transformative change.

Each applicant was asked to provide a variety of information about the project, including an evaluation of existing conditions, how the project would improve conditions for multiple modes, the presence of any underserved communities and how the jurisdiction planned to move the concept plan forward for construction/implementation in the future. The most significant requirement for these applications was that each demonstrate how the project would help to transform the surrounding area, including the percentages of each land use category along the project corridor, percentages of vacant land and descriptions of how the parcels along the corridor are underdeveloped and underutilized and how they would benefit from the treatments.

For the construction applications, the following requirements applied:

1. The application must include a letter or resolution from the applicant's elected board, documenting community support for the project.
2. Project must provide/improve accommodations for multiple modes of travel.
3. Application must demonstrate how the project will be a catalyst for transformative change.
4. Application is Local Agency Program (LAP) certified or provides documentation of an agreement with a LAP certified agency to complete construction. If the applicant is not currently LAP certified, the applicant must agree to make continued progress towards receiving that certification, or to develop an agreement with a LAP certified agency, immediately following notice of award from this program. The agency must have LAP certification in place at least one year prior to receipt of construction funding.
5. Documentation that 100% of right-of-way has been acquired, or that an agreement is in place with applicable property owners to utilize their property for a portion of the project.

Construction applicants were also asked to provide similar information in their applications for concept planning projects, including an assessment of existing conditions, a description of the proposed improvements, a detailed cost estimate and the identification of any underserved communities along the corridor. The most significant requirement for these applications was that each demonstrate how the project would help to transform the surrounding area, including the percentages of each land use category along the project corridor, percentages of vacant land and descriptions of how the parcels along the corridor are underdeveloped and underutilized and how they would benefit from the treatments.

EVALUATION COMMITTEE COMMENTS – CONCEPT PLANNING PROJECTS:

The City of Largo requested \$100,000 to develop a Complete Streets Concept Plan for 4th Ave NW from the Pinellas Trail to Missouri Rd. The corridor would provide a linkage between Largo High and the Trail and includes a currently-unofficial crossing of railroad tracks owned by CSX. The area does include minority and low-income populations and includes safety concerns, particularly where the corridor truncates at Missouri Ave. The City views this project as a high priority in terms of establishing the 'Community Streets' network envisioned in their Comprehensive Plan.

The subcommittee noted that this area has some definite safety challenges that would be improved by this project. Particularly regarding getting the school aged population to and from Largo High School in a safe manner. The presence of low income and minority populations that would benefit from the project were also noted. Overall, the committee recognized the serious safety challenges that could be improved with this project. It was noted that there were few recognizable trip attractors along the

corridor, with the exception of Largo High and that the ability for this project to have an impact on the land uses surrounding the corridor was not evident. While connections to the Pinellas Trail and the high school were noted as being of importance to the surrounding neighborhood, the lack of the ability to leverage these transportation funding dollars to spur redevelopment was not compelling. The challenges that may also be present with crossing the railroad corridor were noted by the subcommittee as being a possible barrier to implementation of the project.

The City of Pinellas Park requested \$100,000 to develop a Complete Streets Concept Plan for 78th Ave from 60th St to 49th St. The corridor links two activity centers, the City Center District and the Performing Arts District and is also wholly located with the City's Community Redevelopment Area. The area also links and includes concentrations of low-income and minority populations.

The subcommittee highlighted that this project addresses both transportation and land use and is tied to a community redevelopment plan that has already been developed. The connection provided between mixed use activity centers was noted as being a strong positive to this application and the solutions proposed by the application seemed reasonable and implementable. The subcommittee noted that a vision has already been laid out for what the City wants to see in the area, and it was apparent that the City has invested significantly in planning for the area and is now seeking funding to start moving that planning work forward with this project. It was also noted that the application paid close attention to the needs of the population being served by the project, with the inclusion of a proposed equestrian trail in the corridor. Implementation of the project was noted to have a significant safety benefit by reducing lanes and increasing bicycle and pedestrian components and providing an alternative to Park Blvd, especially given the demographics in the area.

The City of St. Pete Beach requested \$70,000 to develop a Complete Streets Concept Plan for Boca Ciega and Gulf Winds Drive. The goal of the project is to make it easier and safer for residents and visitors to take transit, walk or bike to their destinations. The corridor connects various residential communities directly to the City's two main commercial corridors and provides an alternative, and more comfortable and safer route, than the parallel Gulf Blvd. The corridor currently has sidewalks along one side but no designated bicycle facilities.

The subcommittee noted that the concept of having a safer and more comfortable alternative corridor, while also increasing walkability is a highlight of this project. Focusing on increasing access to transit and for tourism is a plus and this would increase access to destinations and improve connectivity. The subcommittee pointed out that this area already has good walkability and considerable connections in the area, so while this project would provide an improvement, it wasn't viewed as a drastic increase from the baseline in this area. The potential for redevelopment in the area was noted by members, but it was also mentioned that this project would not likely have a significant impact on that potential. The area within the subject area is also not within a CRA and does not have significant populations of low income or minority residents, what could benefit from the project.

The City of St. Petersburg requested \$100,000 to develop a Complete Streets Concept Plan for the 6th Street Bikeway from Roser Park to Mirror Lake. The project intends to repurpose the corridor to improve infrastructure for nonmotorized users along the roadway and provide a connection between the Pinellas Trail and the proposed 6th Ave bikeway.

The subcommittee highlighted how the project would serve low-income and minority populations, improve safety and was located in a CRA. The connections that this project would make to existing and planned bicycle facilities and transit was also noted as a bonus of the project. The application did identify a high number of undeveloped parcels surrounding the project corridor, but subcommittee members noted that the connection between having this project and how it would have a positive benefit on the redevelopment potential of these parcels was not evident. How this project would serve the surrounding low-income and minority populations was also not clear to subcommittee members through the application materials. Overall the subcommittee recognized that this project would be a positive improvement for the community and for safety but were not convinced of the ability of this transportation investment to serve as a catalyst for land use changes along the corridor.

Evaluation Subcommittee Recommendation:

The Evaluation subcommittee was happy with quality of the applications received and that there was strong interest in the program as it enters its fourth year for funding. Given the intent of the program to fund projects that demonstrate a strong potential to serve as a catalyst for economic transformation upon implementation, the subcommittee recommends funding the application from the **City of Pinellas Park**. The subcommittee viewed the potential for land use transformation at the activity centers that are linked by this corridor as being the strongest of the four applications received. The significant amount of planning work conducted by the City in this area was also viewed as helping to further strengthen the case for funding this application, as the City seems prepared to implement changes that will help make this investment a success.

EVALUATION COMMITTEE COMMENTS - CONSTRUCTION PROJECTS:

The City of Dunedin requested \$1 million for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard. The corridor is fronted by a variety of different land uses, is completely within the City's Community Redevelopment District and includes a crossing of the Pinellas Trail. The application documented the need for pedestrian friendly facilities, safety enhancements, bicycle facilities, parking facilities, transit facilities, street lighting, roundabouts and other improvements. The development of a concept plan for the corridor was completed in 2019 with the assistance of a Forward Pinellas Complete Streets grant. With the economic success of downtown Dunedin just to the south of this corridor, the City has seen new activity centers emerge along this roadway as downtown redevelopment activity expands to the north.

The subcommittee discussed the existing development surrounding the corridor and noted that it is in an emerging and redeveloping district that could benefit from the additional bicycle and pedestrian traffic that could come from an improvement like the one proposed. It was noted that with the low income and aging populations in the area and the high volume crossing of the Pinellas Trail along the corridor, the project improvements to slow speeds and improve multimodal accommodations would be a benefit to a lot of different users. It was also highlighted that the treatments proposed would create a more 'quality' area, with landscaping, green infrastructure, lighting and other improvements that would benefit businesses, residents and visitors. There was some concern about the safety of the bicycle lane location in the concept plan included in the application, but subcommittee members were hopeful the City would improve that design as the project advances.

The City of Largo requested \$1 million for the construction of a complete street project on 1st Ave NE from Missouri Ave to 4th St. NE. The intent of this project is to connect a variety of City facilities and spur

redevelopment in the area by reconstructing the roadway and enhancing it with landscaping, lighting and stormwater and wastewater improvements. Adjacent to a low-income community, this corridor connects to Largo High School and Largo Central Park while being a part of one phase of a larger local east-west corridor parallel to and north of West Bay Dr.

The subcommittee highlighted the ability of this project to provide a safer alternative corridor for users to avoid East Bay/West Bay Dr in the area and would improve safety for high school students traversing the corridor to access Largo High. The ability of the project to drive change to the surrounding land uses was discussed by the subcommittee. With the institutional uses bordering the northern portion of the corridor and the southern parcels appearing to be already developed with existing and utilized uses, the subcommittee didn't see the ability of this investment to result in transformative change. It was noted that the community would see benefits from a safety, aesthetic and maintenance perspective from this project, but the linkage to land use redevelopment was not evident to the subcommittee via the application materials provided.

The City of St. Petersburg requested \$1 million for the construction of a complete street along 28th St from Gandy Blvd to Roosevelt Blvd. The project would include the development of a share use trail, associated minor structures and amenities along the east side of the corridor, where currently limited sidewalks and no bicycle facilities exist. The project would link the robust transit service in the Gandy and Roosevelt corridors to the major employers located within the Gateway area.

The subcommittee noted that this project would provide a needed multimodal facility in the area, especially given the safety challenges and the lack of connectivity and alternative/parallel routes for non-motorized transportation in the area. It was also noted that this is located within a low-income area and would definitely benefit from improved lighting. The subcommittee discussed the linkage with land use in the project application and highlighted that the ability of his project to transform the surrounding land uses was not evident. While it was recognized as a needed safety improvement for the area, the subcommittee felt that the land use linkage was not clear.

Evaluation Subcommittee Recommendation:

As with the concept planning projects, the subcommittee was pleased with the quality of these applications. Given the intent of the program to fund projects that demonstrate a strong potential to serve as a catalyst for economic transformation upon implementation, the subcommittee recommends funding the application from the **City of Dunedin**. The subcommittee found that the application and supporting documentation from Dunedin made the strongest case for the potential transportation investment to have a positive impact on the land uses surrounding the project corridor and provide a benefit for all users. The subcommittee also requested that approval of the application come with a request that the City consider the placement and design of the bicycle lane as the project advances into design and construction.

SUMMARY

The Transportation Alternatives (TA) Program is a competitive grant funding program administered by Forward Pinellas in its role as the Metropolitan Planning Organization for Pinellas County. The program has existed for many years and the process utilized by Forward Pinellas to evaluate and score the applications has gone through a number of iterations.

Given the large number of projects that have been on the list, new applications have not been requested since 2010. In 2019, Forward Pinellas staff worked with a subcommittee of Bicycle Pedestrian Advisory and Technical Coordinating Committee members to develop a new application process and new scoring criteria. A call for project applications using the new process and scoring was released in October 2019 with applications due in December. Four applications were received and are listed below. The maximum possible score for an individual application was 95 points. The St. Petersburg applications are for proposed complete streets projects.

1. City of St. Petersburg requests \$1,941,347.36 for 28th Street North from the Pinellas Trail to 1st Avenue North (65 points)
2. City of St. Petersburg requests \$1,000,990.63 for Central Avenue from 34th Street to 31st Street (65 points)
3. City of St. Petersburg requests \$1,966,953.91 for 22nd St S from 5th Ave S to 1st Ave N (60 points)
4. City of Treasure Island requests \$557,698 for the East Treasure Island Causeway Trail (50 points)

Forward Pinellas staff reviewed each application and met individually with each applicant to review how the scoring was applied to their applications. The proposed projects are being placed on the new Transportation Alternatives Priority List in the order of points they received using the program criteria. In the application process, it was noted that Forward Pinellas would accept a maximum of four (4) projects to advance to the priority list and that the maximum grant award would be \$2,000,000. Since only four (4) applications were received, all projects will be transmitted to FDOT for consideration in the development of the next Work Program.

ATTACHMENT(S):

- Transportation Alternatives Program Scoring Criteria
- Draft Transportation Alternatives Program Priority List

ACTION: Recommend Approval of the Transportation Alternatives Program Priority List

Proposed Forward Pinellas Transportation Alternatives Program

Minimum Award: \$300,000

Maximum Award: \$2,000,000

Maximum of 4 projects will be selected to be prioritized for funding. There is no guarantee that all projects will receive funding in the next 5-year Work program.

Each jurisdiction may submit a maximum of 2 projects for consideration for each funding cycle.

If selected for the priority list, a project may only remain on the list for a maximum of three years before being removed.

Prerequisites

- Local Commitment. Must include a resolution of support from governing body and documentation of public support.
- 100% of ROW acquired or documentation of an easement
- Agency must be LAP certified, demonstrate a commitment to obtain LAP certification within a timely manner to implement the project or provide an agreement with a LAP certified agency to implement the project on their behalf.

Technical Scoring	
Criteria	Points
Local Match (may include funding for design phase of the project; in-kind support is limited to 20% of match)	1 point per % match (max 20 points)
Project provides direct access to a Multimodal Corridor, as designated on the Countywide Land Use Map	10
Project is located within, or directly connects to, an Activity Center, as identified on the Countywide Land Use Map	10
Project is identified in the Forward Pinellas Bicycle Pedestrian Master Plan or directly connects to a facility identified in the Plan	5
Project connects 2 or more existing facilities (fills a gap)	10
For projects that construct bicycle facilities (sidewalks are not considered bicycle facilities for the purposes of this criteria), the level of traffic stress along the project corridor after improvement:	
1 - All Ages and Abilities	15
2 - Interested But Concerned	10
3 - Enthused and Confident	5
4 - Strong and Fearless	0
Project provides direct access to a priority transit route or one with headways of:	
30 minutes or better	10
45-60 minutes	5
Project is included within, or provides direct access to, and Environmental Justice area, as identified by Forward Pinellas	15
If the project includes sidewalk construction, the final corridor includes:	
Sidewalk on one side of the roadway	5
Sidewalks on both sides of the roadway	10
A separated pedestrian corridor with a minimum of a 2' buffer from the roadway	15

Draft 2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	4344971	City of St. Petersburg	Sexton Elementary School – sidewalk along 19 th St N	38th Ave N	52nd Ave N	Sidewalk	Construction	2018/19	Construction scheduled in TIP for FY 2018/19
P	4245329	City of Largo	Citywide Sidewalk and Trails Initiative - Adrian Ave and Gladys St Sidewalk Improvements	Indian Rocks to Trotter Rd	and from Drye to Hillsdale	Sidewalk	Construction	FY 2015/16	Construction underway
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Scheduled in TIP for construction in FY 2019/20
P	4245644/1512A	Pinellas County	Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements	Starkey Rd	66th St N	Sidewalk	Construction	FY 2018/19	Scheduled in TIP for construction in FY 2018/19
P	4245646/	Pinellas County	Haines Bayshore Rd Sidewalk	US 19	Sunrise Blvd	Sidewalk	Construction	FY 2017/18	Construction underway
P	4344961	City of Largo	West Bay Dr Pinellas Trail Gateway	Washington Ave	4th Ave SW	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4157387	City of Oldsmar	Oldsmar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4325871	City of St. Petersburg	Bayway South Trail Connection (Phase I) on the Pinellas Bayway South (SR 679) from N end of Boca Ciega Bridge to SR 682/54th Ave S	North end of Boca Ciega Bridge	SR 682/ 54th Ave S	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4107552	City of St. Petersburg	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Scheduled in TIP for construction in FY 2021/22
P	4380221/3306A	Pinellas County	62nd Ave N Sidewalk Project	62nd St N	55th St N	Sidewalk	Construction	FY 2019/20	Scheduled in TIP for construction in FY 2019/20
P	4400931/186A/186B	Pinellas County	Duke Energy Trail (North gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 ant Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction underway
	186A		Phase 1 (North Gap) on the Duke Energy right-of-way	Sunset Point Rd	the pedestrian overpass at US Hwy 19 and Enterprise Rd		Construction	FY 2016/17	Construction completed for this portion of the North Gap
	186B		Phase 2 (North Gap) on the Duke Energy right-of-way	NE Coachman Rd/SR 590	Sunset Point Rd		Construction	FY 2016/17	Construction underway

Draft 2020 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	4157432	City of St. Petersburg	Treasure Island Causeway/Fred Marquis Pinellas Trail Connection (linking the west end of Treasure Lane to the existing Fred Marquis Pinellas Trail) – (Phase II)	west end of Causeway Blvd N	east end of Causeway Blvd N	Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for 2018/19
P	4374981	City of Clearwater/FDOT/SUNTrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2023/24	Construction scheduled in TIP for 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Belleair Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP 2023/24 with SU funds
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP in 2023/24 with Suntrail funds
P	4429551	Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	FY 2022/23	Construction funded in TIP in 2022/23
P	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	FY 2023/24	Construction scheduled in TIP for 2023/24

UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

1	N/A	City of St. Petersburg	28th St. Complete Streets	Pinellas Trail	1st Ave N	Complete Streets Treatments	N/A	N/A	
2	N/A	City of St. Petersburg	Central Ave Complete Streets	34th St	31st St	Complete Streets Treatments	N/A	N/A	
3	N/A	City of St. Petersburg	22nd St S. Complete Streets	5th Ave S	1st Ave N	Complete Streets Treatments	N/A	N/A	
4	N/A	City of Treasure Island	East Treasure island Caueway Trail	80th St	Causeway Blvd N	Sidewalk/Pedestrian Trail on one side of the East Treasure Island Causeway	N/A	N/A	

FY = fiscal year; P = programmed

6. Unified Planning Work Program

SUMMARY

The Unified Planning Work Program (UPWP) is a two-year required document for metropolitan planning organizations that identifies their transportation planning activities and associated funding. State and federal transportation funding agencies provide guidance on required elements and timeframes for review and adoption of the UPWP.

Forward Pinellas is currently developing the UPWP for July 1, 2020 – June 30, 2022. The draft must be submitted to state and federal review agencies by mid-March. After the review, agencies have an opportunity to comment on the draft. The final UPWP must be adopted by Forward Pinellas in May.

The UPWP includes introductory sections that discuss the MPO's functions and planning priorities of the MPO, state and federal governments. This is followed by task pages and budget information that details staff support activities, consultant work and associated grant funding. Forward Pinellas staff will present the draft UPWP.

ATTACHMENT(S): [Draft Unified Planning Work Program](#)

ACTION: TCC to recommend approval of the draft FY 2020/21-2021/22 UPWP for transmittal to review agencies

Technical Coordinating Committee – February 26, 2020

7. Census Update



SUMMARY

Beginning in March 2020, U.S. households will be asked to participate in the decennial Census. The U.S. Constitution requires that a census of the entire U.S. population be conducted every ten years. The data collected is used to determine legislative representation as well as to inform decisions on community planning and funding allocations. With the 2020 Census, citizens can now complete the survey forms online as well as by telephone or mail.

To discuss the County's role in helping the Census Bureau achieve a complete and accurate population count, Corey Gray of the Pinellas County Planning Department will speak to the committee.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

SUMMARY

PSTA receives State of Florida Public Transit Block Grant funding which requires adoption of a Ten-Year Transit Development Plan (TDP). The TDP is PSTA's planning, development and operational guide for public transportation in Pinellas County over a ten-year period. The current TDP was adopted in December 2015. A major update is required every five years and an annual update/progress report is required for all other years. The Progress Report documents the past year's accomplishments and highlights progress on the ten-year implementation program. It also updates the financial and implementation plans and adds priority projects based on previous board discussion and approval of strategic initiatives. PSTA staff will provide an overview of the 2019 Progress Report including the past year's accomplishments and progress on the 10-year implementation plan.

ATTACHMENT(S): None

ACTION: None Required, Informational Item Only

9. A-D Information Items

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary – February 12, 2020

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – February 12, 2020 (will distribute at meeting)

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:

- FDOT TSMO Updates
- Regional TSMO Approach
- TBARTA Regional Bus Rapid Transit Project
- Safe Streets Pinellas Update
- Multimodal Priority List Annual Adoption

February 12, 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

The Forward Pinellas Board adopted regional transportation priorities

- Includes the Tampa Bay Transportation Management Area Leadership Group Recommended 2020 Top Priorities
 - Funded projects
 - Howard Frankland Bridge Replacement
 - Gateway Expressway
 - I-275 Interchange at Overpass (Phase I)
 - I-275 Express Lanes from I-375 to Gandy Blvd.
 - I-275 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
- Also includes the MPO Chairs Coordinating Committee 2020 Regional Transportation Priority Projects
 - Funded projects
 - Suncoast Parkway 2 Expansion
 - TBARTA Regional Transit Development Plan
 - Top Priorities for the Greater Tampa Bay Region
 - 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

The board approved retaining the same safety performance measures and targets for another year

- Performance measures were aspirational and based on trend data to improve achievability
 - Number of fatalities : 10.8% decrease
 - Number of serious injuries: 17.7% decrease
 - Rate of fatalities: 10.7% decrease
 - Rate of serious injuries: 19.8% decrease
 - Number of non-motorized fatalities and serious injuries: 1.7% decrease
- Average Annual Fatalities continue trending up and increased by 6.34%, but is less than the 15.24% increase from the previous report
- Average Annual Serious Injuries continue trending down and decreased by 4.28%
- Board members and the executive director discussed ideas for improving
 - Identify and advance projects in the Transportation Improvement Program that can achieve results
 - Complete Streets
 - Vision Zero – Safe Streets Pinellas
 - Engage and educate the community

- Board members unanimously approved retaining the same the targets and agreed to continue monitoring for progress and opportunities for improvement

The board accepted the final documentation from the Advantage Pinellas Plan

- The Advantage Pinellas Plan was adopted by the board at its November 2019 meeting
- The Plan documentation demonstrates how and why the plan was developed
- There was extensive conversation about continued delays of certain local projects that have been on priority lists for decades
 - Specifically, 22nd Avenue South, 62nd Avenue North and the intersection at Belcher Rd/SR 60 were cited
 - It was acknowledged that the schedule for these projects to receive funding is determined by Pinellas County using Penny for Pinellas funds; Forward Pinellas merely includes the schedule that the County provides
 - The County is still in the process of determining allocations for Penny IV and this may be further addressed through that process

The board unanimously adopted the Active Transportation Plan

- Jamie Krzeminski, consultant with HDR, provided a presentation to the board
- The Active Transportation Plan is a major update of the 2013 Bicycle & Pedestrian Plan
- The goal of the plan is to promote active transportation in our communities and focused on defining strategic connections for safe and efficient movement
- The Plan was developed considering stakeholder input, demand analysis, levels of traffic stress and specific evaluation criteria
- The Plan includes the top 10 priority projects in 47 key corridors
 - 18th Ave S/Salt Creek Trail Ext.
 - 28th Street North
 - Sunset Point Road/Main Street
 - 9th Avenue North
 - 142nd Ave N/16th Ave SW
 - Nebraska Ave Loop
 - Joe's Creek Greenway
 - San Martin Boulevard
 - Oldsmar Trail
 - 70th Ave North
 - Four overpasses to be funded over 25-year period
 - One overpass included in each phase (all on the Duke Energy Trail)

The board received a presentation from FDOT on the US 19 interchange design alternatives

- Ken Spitz, Transportation Planning Manager for FDOT D7 presented the interchange design alternatives currently being considered for the northern portion of US 19 from Tampa Road to Alt US 19
- The feasibility review was based on traffic projections through 2040
 - No additional through lanes are proposed
 - No funding is currently committed
- The various alternatives were outlined in detail with video demonstrations
 - Displaced Left Turn
 - Restricted Crossing with U-Turn
- The board members expressed concerns about bicycle and pedestrian safety, wrong-way drivers, right-of-way needs, and public education for navigation of these intersections
- Citizen Ron Ogden spoke about the innovative intersections and the ability of the elderly population to navigate them in hopes there would be extensive community engagement as these ideas move forward

- There was discussion about traffic volumes and the ability of these interchanges to handle the increases compared to the overpasses
- Secretary Gwynn addressed the board about their concerns and encouraged them that the technology of cars in the future will decrease the room for driver error and cited other communities that have implemented these interchanges without any issues

Board members discussed positions on transportation and land-use related bills currently making their way through the process in this year's legislative session

- Letters were authorized to be written opposing specific bills
 - HB 459 and SB 954 relating to building design
 - HB 519 on private property rights protection
- A letter was also authorized to be written reinforcing the position of Forward Pinellas in opposition to SB 1000 and HB 1371 concerning the use of Rectangular Rapid Flashing Beacons (RRFBs) at mid-block crossings
 - FDOT District Secretary David Gwynn spoke to the board about their efforts to oppose and/or amend this bill

The board approved one land use amendment to the Countywide Plan:

- An amendment brought forward by Pinellas County to amend a property at 4700 46th Avenue North from Residential Low Medium to Residential Medium in order to allow for 13 additional multi-family units to be added
- Mayor Bradbury was concerned about higher densities than the surrounding properties and opposed the amendment

Other Items

- The executive director introduced new Planning Analyst Nousheen Rahman, who began in February and will be working on the land use case predominantly
- The executive director and chair recognized staff member Tina Jablon for her five years of service
- Hilary Lehman thanked the board for the opportunity to serve the public in her role over the last 3.5 years as communications and outreach manager. She is leaving to take a new position with Eckerd College.

Action Sheet

February 12, 2020

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

- **Consent Agenda** (vote: 11-0)
Approved to include the following:
 - A. Approval of Minutes of the January 8, 2020 Meeting
 - B. Approval of Committee Appointments
 - C. Acceptance of Quarter One Financial Report
 - D. Approval of Additional Waterborne Transportation Subcommittee Member
 - E. Approval of Procurement #20-01 Planning Consultants
- **Annual Adoption of Regional Transportation Priorities**
Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the

metropolitan planning organization, approved the 2020 Regional Transportation Priority Project List as approved by the Chairs Coordinating Committee and recommended by the TMA Leadership Group. (vote: 11-0)

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

One case was recommended for approval:

1. CW 20-01 – Pinellas County (vote: 10-1 with Mayor Bradbury opposing)

- **Safety Performance Measures and Targets**

Following a presentation by Forward Pinellas staff, the board, in its role as the metropolitan planning organization, approved the Safety Performance Measures and Targets. (vote: 11-0)

- **Advantage Pinellas Final Documentation**

Following a presentation of the documentation by Forward Pinellas staff and discussion, the board accepted the final Advantage Pinellas documentation. (vote: 10-1 with Commissioner Long opposing)

- **Adoption of the Active Transportation Plan**

Following a presentation, the board approved the Active Transportation Plan. (vote: 10-0; Mayor Bujalski had stepped out of the meeting)

- **Forward Pinellas Legislative Committee Update**

Following introduction by the executive director and discussion, the board authorized letters to be written opposing HB 459 and SB 954 relating to building design, opposing HB 519 on private property rights protection, and reinforcing the position of Forward Pinellas on SB 1000 and HB 1371 concerning the use of Rectangular Rapid Flashing Beacons (RRFBs). (all votes: 9-0; Commissioners Long and Seel had left the meeting)

Locations of Reported Traffic Fatalities



