



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

**February 27, 2019 – 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. **APPROVAL OF MEETING SUMMARY – January 23, 2019**
3. **FY 2017/18 – FY 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**
4. **COMPLETE STREETS GRANT AWARDS**
5. **US 19 WAYFINDING**
6. **ACTIVE TRANSPORTATION UPDATE**
7. **PINELLAS COUNTY TRAIL MAINTENANCE OF TRAFFIC (MOT) POLICY**
8. **ADVANTAGE PINELLAS UPDATE**
9. **INFORMATIONAL ITEMS**
  - A. SPOTLight Emphasis Areas Update
  - B. Forward Pinellas Board Executive Summary – February 13, 2019
  - C. Traffic Fatalities Map
  - D. Tentative Future Agenda Topics
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

**NEXT MEETING – MARCH 27, 2019**

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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 27, 2019**

**2. Approval of Meeting Summary**



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**SUMMARY**

The meeting summary for the January 23, 2019 meeting is attached for review and approval.

**ATTACHMENT(S):** TCC Meeting Summary – January 23, 2019

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

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

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held January 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
Brian Ellis	TBRPC
Brent Hall	Pinellas County Public Works (Eng.)
Ric Hartman	City of Clearwater Planning
Caroline Lanford	Pinellas County Planning
Dave Larremore	City of Clearwater Engineering
Cory Martens	City of Clearwater Traffic (Alt)
Rick Perez	City of Largo Planning
Ajaya Satyal	Pinellas County Air Quality
Frances Leong Sharp	City of Dunedin Planning
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Jamie Viveiros	City of Gulfport
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
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning
Hetty Harmon	City of Indian Rocks Beach
Brandon Henry	City of Safety Harbor
Dan Hubbard	City of Pinellas Park Stormwater &Transp.
Kevin Jackson	City of St. Petersburg Traffic
Anthony Matonti	TBARTA
Patricia McNeese	City of Tarpon Springs
Marie Dauphinais	City of Oldsmar

**Others Present**

Brian Shroyer	FDOT
Matt Wey	H. W. Lochner
Chris Piazza	R K & K
Bob Ironsmith	City of Dunedin
Jerry Dabkowski	George F. Young, Inc.
Paul Kurtz	AECOM
Jared Schneider	Kimberly-Horn
Whit Blanton	Forward Pinellas
Robert Feigel	Forward Pinellas
Jared Austin	Forward Pinellas
Al Bartolotta	Forward Pinellas
Chelsea Favero	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 December 5, 2018, meeting was approved as provided with no corrections.

**3. FY 2017/18 – FY 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

There were no proposed TIP amendments.

**4. SAFETY PERFORMANCE TARGETS**

Chelsea Favero, Forward Pinellas staff, reviewed the Safety Performance Measures and Target recommendations with the committee. The Federal Highway Administration (FHWA) requires MPOs to adopt two year performance targets for defined safety measures and to demonstrate progress toward meeting those targets on an annual basis. In 2018, FDOT again set a statewide target of zero traffic deaths and injuries. In 2018, Forward Pinellas identified the lowest number for each measure in the previous five years, and adopted a target of the percent decrease from the trendline projection to that lowest five-year number. Staff recommended that a similar approach be taken for the next two-year time period. Some discussion ensued about adding in motorcycle fatalities in the future to cover all vulnerable users. Questions were taken and appropriately answered. Cheryl Stacks made a motion for the Forward Pinellas Board to approve the staff recommendation as to setting targets for the safety performance measures. This was seconded by Rick Perez and passed with a unanimous vote.

**5. COMPLETE STREETS PROGRAM 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 third year, awards up to \$100,000 for concept planning projects and \$1,000,000 for the construction of a complete streets project. Four applications were received and presented to the Technical Coordinating Committee (TCC).

- Ric Hartman presented the City of Clearwater's application. The City of Clearwater is requesting \$50,000 to develop a concept plan for Ft. Harrison Avenue from Belleair Road to the Alt. 19 merge. The City of Clearwater is prepared to match the \$50,000 in funding.
- Cheryl Stacks presented City of St. Petersburg's application. The City of St. Petersburg is requesting \$100,000 to develop a concept plan for 18<sup>th</sup> Avenue S from 35<sup>th</sup> Street to 14<sup>th</sup> Street.
- Cheryl Stacks also presented the City of St. Petersburg's application requesting \$1,000,000 in construction funding for complete streets treatments along 22<sup>nd</sup> Street S from 15<sup>th</sup> Avenue S to 1<sup>st</sup> Avenue S.
- Bob Ironsmith and Jerry Dabkowski presented the City of Dunedin's application. The City of Dunedin is requesting \$1,000,000 in construction funding for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard.

Upon completion of the presentations, Ms. Favero asked for volunteers from the TCC members representing agencies that have not submitted grant applications to sit on the Complete Streets subcommittee. The subcommittee will review the applications, and develop a recommendation for funding. The Planners Advisory Committee (PAC) will also be approached for volunteers for the subcommittee.

**6. ALTERNATE 19 CORRIDOR STUDY UPDATE**

Brian Shroyer, Florida Department of Transportation (FDOT), Matt Wey, H. W. Lochner and Chris Piazza, R K & K shared a presentation with the committee on the Alternate 19 Corridor Study. The study covers a 29 mile section of the Alternate 19 corridor from Park Street to the Pinellas/Pasco County Line. This study is addressing short term multimodal transportation needs and the development of a long term vision for the corridor aimed at creating safe pedestrian and bicycle friendly environments. Various intersections will benefit from implementing turn lane improvements. The Seminole Bridge between Park Street N and 95<sup>th</sup> Street is recommended for widening from four to six lanes to reduce bottleneck issues and improve traffic flow. Missouri Avenue from Rosery Road to Court Street and along Myrtle Avenue from Chestnut Street to Marshall Street are recommended for lane repurposing. The addition of roundabouts at certain locations along the corridor from Largo in the south through Palm Harbor were also discussed. Questions were taken and appropriately answered.

**7. TRANSPORTATION ALTERNATIVES PROGRAM**

Ms. Favero shared a presentation with the committee on the Transportation Alternatives (TA) Program. This is an annual competitive grant funding program for bicycle and pedestrian improvements administered by Forward Pinellas. While the current TA priority list includes projects that are still in need of funding, there are several projects listed that are either no longer eligible or no longer desired by the sponsoring local government. Forward Pinellas staff is currently working on restructuring the program to better meet the intent of the program and goals of the agency and is requesting the assistance of a subcommittee to aid this process. Volunteers were requested and selected to serve on the subcommittee.

**8. INFORMATIONAL ITEMS**

A. SPOTlight Emphasis Areas Update

Ms. Favero and Al Bartolotta provided an update on the SPOTLight Emphasis Areas.

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

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- US 19 Express Bus Study
- US 19 Improvements at Gandy Boulevard
- LRTP Amendment for Central Avenue BRT
- Complete Streets Program Funding Recommendations

**9. OTHER BUSINESS**

Next meeting February 27, 2019

**10. ADJOURNMENT – 3:42 pm**

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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 a variety of safety measures, 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 2018, 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. At their meeting on January 24<sup>th</sup>, 2019, the CAC approved staff recommended targets for five transportation safety measures, using a methodology similar to the one approved by the board last year. These targets were approved by the Board on February 13<sup>th</sup>, 2019. The purpose of this item is to incorporate the adopted targets into the TIP, as required by federal law.

**ATTACHMENT(S):** Amended TIP Pages

**ACTION:** Recommend Approval of the TIP Amendment

## Section 10: Performance Measures and Targets

### Performance Measures and Targets

This section of the Transportation Improvement Program (TIP) contains performance measures and targets as part of the performance-driven and outcome-based transportation planning process required by both the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act.

The Federal Highway Administration (FHWA) now requires MPOs to adopt performance targets for defined measures, including for safety, transit asset management, system performance, bridge condition and pavement condition. At this time, only safety and transit asset management targets have been set. This section will be further expanded when targets are set for the additional measures. Forward Pinellas must demonstrate progress towards meeting defined targets through the projects programed for funding in the TIP.

### **Safety Measures**

In 2017, FDOT set a statewide target of zero traffic deaths and injuries. While this is an aspirational goal that Forward Pinellas supports, the FHWA has encouraged the MPOs to set realistic, data-driven targets for all performance measures.

Forward Pinellas has chosen to set slightly aspirational targets for safety performance measures, targeting the

percent difference between a trendline projection to the lowest annual average from the previous five years.

On February 14, 2018, the Forward Pinellas Board adopted safety performance targets for the five categories of fatality and serious injury data represented on the graphs. These categories and corresponding targets are listed below.

- Number of fatalities : 21.6% decrease
- Number of serious injuries: 8.6% decrease
- Rate of fatalities: 19.1% decrease
- Rate of serious injuries: 6% decrease
- Number of non-motorized fatalities and serious injuries: 9.995% decrease

On February 13, 2019, the Forward Pinellas Board reevaluated the performance targets and the progress being made towards those targets. Over the previous five years, Pinellas County has seen the following progress towards the safety performance measures:

- Average annual fatalities increase 3.6%
- Average annual serious injuries decreased 4.7%
- Average annual fatality rate has increased 1.7%
- Average annual serious injury rate has decreased 6.3%
- Average annual pedestrian and bicyclist fatalities and serious injuries have decreased 2.6%

Given that there is still much progress to be made to improve the safety of the transportation network, the board took action to update the performance targets

using the most recent data available. Taking a similar approach to the prior year, the board adopted the performance targets listed below, looking at the percent difference between the highest annual average and the lowest annual average from the most recent five years and the two year trendline.

- 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

As Forward Pinellas is required to show progress towards meeting these adopted targets, it is important to note that the agency already includes a large number of projects in the TIP and LRTP that are intended to enhance and improve the safety of the traveling public. Some representative examples include the following:

- Construction of a bicycle and pedestrian overpass along the Courtney Campbell Causeway near Bayshore Blvd.
- Reconstruction of paved shoulders to reduce the incidence of run-off-the-road crashes
- Construction of sidewalks along Haines-Bayshore Rd.
- Construction of an overpass at US 19 and Harn
- ADA and other sidewalk upgrades along Park Blvd.
- Construction of sidewalks along Hercules
- PD&E Studies to identify safety improvements along Pasadena Ave. and Alt US 19

## **Transit Asset Management Measures**

Forward Pinellas has coordinated with the Pinellas Suncoast Transit Authority to develop targets for transit asset management measures. The targets for 2017 are as follows:

- Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark:
  - Over the road bus: 100%
  - Bus: 7.8%
  - Cutaway: 0%
- Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark:
  - Automobiles: 24%
  - Trucks and other Rubber Tire Vehicles: 29%
- Facility – Percent of facilities rated below 3 on the condition scale:
  - Passenger/Parking Facilities: 25%
  - Administrative/Maintenance Facilities: 0%

Forward Pinellas includes funding for a variety of transit projects in the TIP including for the replacement of vehicles, facility repair and service development programs.

*-Over the road bus: Coach style bus used on express routes*

*-Cutaway - Smaller bus used on Connector, circulator, or other neighborhood oriented routes*

*-Passenger/Parking facilities - transfer centers, Park & ride lots*



#### **4. Complete Streets Grant Award**

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##### **SUMMARY**

Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Created in 2016, the Complete Streets program provides funding for the development of concept plans and for constructing transportation projects that make roadways safer and more accessible for all users. This year, the program will award up to \$100,000 for one or more concept planning projects in fiscal year (FY) 2019/20, and up to \$1,000,000 for a construction project with funding available beginning in FY 2024/25.

In response to a call for projects issued in September, the City of Clearwater, City of Dunedin and the City of St. Petersburg submitted applications by the December 14<sup>th</sup> deadline. Those applications are viewable at the links below.

##### Concept Planning Applications:

- [City of Clearwater requests \\$50k for Ft. Harrison from Belleair Road to the Alt 19 merge](#)
- [City of St. Petersburg requests \\$100k for 18<sup>th</sup> S. from 35<sup>th</sup> St. to 14<sup>th</sup> St.](#)

##### Construction Applications:

- [City of Dunedin requests funding for Skinner Blvd. from Alt 19 to Bass](#)
- [The City of St. Petersburg requests funding for complete streets treatments along 22<sup>nd</sup> S from 15<sup>th</sup> Ave. S. to 1<sup>st</sup> Ave. S.](#)

Following presentations to both the Technical Coordinating Committee and the Planners Advisory Committee, Forward Pinellas staff convened a subcommittee from members of both committees, who are not representing agencies that submitted applications, to review the applications received and develop recommendations for funding. The subcommittee recommended awarding \$50k to each of the concept planning projects and funding the construction application from the City of St. Petersburg. These recommendations will be brought to the Forward Pinellas Board at its March 13, 2019 meeting for review and approval, with funding awarded after July 1, 2019. A summary of the subcommittee meeting, with information on the rationale behind the recommendations, is attached for reference.

**ATTACHMENT(S):** Complete Streets Subcommittee Review Meeting Summary

**ACTION:** Recommend approval of Complete Streets grant funding

## **Complete Streets Subcommittee Review Meeting Summary**

**Date: February 15, 2019**

**Time: 10:00 a.m.**

**Location: Forward Pinellas Planning Conference Room**

### **Subcommittee Members:**

Marcie Steinmark, AICP, Safety Harbor Planning Director

Marie Dauphinaus, CeCD, AICP, CFM, Director, Oldsmar Planning and Redevelopment

Rick Perez, AICP, MPA, Largo Planning Manager

Barry Westmark, PE, Largo Senior Engineer

Sarah Caper, AICP, Forward Pinellas Principal Planner

Jared Austin, Forward Pinellas Planner

Recorder: Chelsea Favero, AICP, Forward Pinellas Planning Manager

The purpose of this memorandum is to summarize the Subcommittee meeting held on February 15, 2018 at 10:00 a.m. for the Forward Pinellas Complete Streets grant program. A total of four (4) grant applications were received in response to the Complete Streets Call for Projects. This call for projects was issued on September 19, 2018 and distributed to all members of the Technical Coordinating Committee and Planners Advisory Committee, advertised on the Forward Pinellas website 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 additional data points in their applications that were not included in years past, 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 also 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.

The concept planning program received applications from both the cities of Clearwater and St. Petersburg, while the cities of Dunedin and St. Petersburg submitted applications for construction funding.

**EVALUATION COMMITTEE COMMENTS – CONCEPT PLANNING PROJECTS:**

The City of Clearwater requested \$50,000 to develop a Complete Streets Concept Plan Fort Harrison Avenue from Belleair Road to Pleasant Street. The corridor links three activity centers (Morton Plant Hospital, Downtown Clearwater and the Old Bay District). The area traverses communities with higher-than-average zero car households and other traditionally underserved populations. Significant existing

transit service traverses the corridor and the Pinellas Trail crosses/runs parallel to it so a primary goal is to enhance multimodal connectivity and cross-mode integration.

The subcommittee noted that this area has a lot of low income and minority transportation disadvantaged populations and that any improvements along the corridor would have a positive impact to the economic potential of the area as there is a strong opportunity for redevelopment, including beyond the project limits. The subcommittee mentioned redevelopment even just beyond the project limits making the need for enhanced bicycle and pedestrian connections that much more important for the corridor. Existing transit service along the corridor with a future redeveloped transit terminal in the downtown, coupled with safety issues and a future connection to Belleair Road complete streets were also identified as positives for this applications.

The City of St. Petersburg requested \$100,000 for the development of a complete streets concept plan for 18<sup>th</sup> Avenue South from Martin Luther King Jr. Boulevard to 37<sup>th</sup> Street. The concept would identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options by moderating motor vehicle speeds while also maintaining travel time reliability. The roadway has low traffic congestion resulting in high motor vehicle speeds making crossing or traversing the roadway for bicyclists and pedestrians difficult and resulting in a high number of crashes. The corridor traverses a community with high numbers of zero-car households and also has a high percentage of vacant properties within ¼ mile of the corridor. Access to PSTA services along the corridor, which have relatively high ridership numbers, will also be a key component of the study.

The subcommittee noted the high mix of uses along the corridor and the opportunities for redevelopment that would come from any improvements to the corridor. It was discussed that the project would serve all users, including minority and low income populations, but it was also discussed that the application was a bit vague on details and did not include much of a potential cost estimate for how the grant would be spent if awarded (although it was acknowledged that it is still early in the process for this task).

The subcommittee discussed the strong potential for transformative changes along this corridor with the roadway improvements, citing the presence of vacant parcels along the corridor, the emergence of new and successful businesses and the potential for additional economic growth with enhanced bicycle and pedestrian accommodations, given the location of the Pinellas Trail crossing. The subcommittee also discussed the merits of the application taking a corridor-based approach to complete streets and focusing on a small, contained area. Additional discussion was had over the fact that during a planned resurfacing, the City had implemented a temporary lane reduction and observed that there was no significant impact to traffic flow along the roadway and that, pending further analysis, such a treatment may be possible in this location, further enhancing the walkability of 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 third 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 Clearwater. The subcommittee viewed the potential for land use transformation and the mix of uses and activity centers along the corridor as making a stronger case for funding. The group also noted the strong transit service in the area with the downtown Clearwater transit center and the ability of complete streets treatments

to be able to improve the connections from the surrounding communities to that center as being a strong case for award of funds.

After further discussion, the subcommittee also recommended that the remaining \$50k in the program budget be offered to St. Petersburg, if the City believed it could still create a quality concept plan for the 18<sup>th</sup> Avenue South corridor with that level of funding. Forward Pinellas staff has spoken with City staff and St. Petersburg does believe it can still create a quality plan with that level of funding and would accept the lesser-than-requested amount of \$100k.

#### **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 identified as a Secondary Corridor on the Transit-Oriented Land Use Vision Map, 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 is currently underway, funded in 2018 by 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 city's commitment to the project, given that concept planning is already underway and the award of a FDOT innovation award is a positive to the project. The ability of the project to improve safety in the area, while also highlighting such innovative transportation improvements like the Trail crossing and roundabouts were also noted as great for the area. The subcommittee also noted that the ability of the project to serve low income, minority, or even aging residents in the surrounding community was not highlighted and little info was given as to the ability of the improvements to bring about potential redevelopment in the area. It was discussed how the project seemed to be more pedestrian/and Trail user focused than a broader array of users. Although the ability of the project to draw the success of the downtown area redevelopment further to the north was discussed, it was felt that the application lacked enough detail to really determine the redevelopment potential of the corridor.

The City of St. Petersburg requested \$1 million for the construction of complete streets treatments to 22<sup>nd</sup> Street South from 5<sup>th</sup> Avenue South to 11<sup>th</sup> Avenue South. This corridor connects the Warehouse Arts District and Deuces Live Main Street areas of the City and has been a focus area of the City in past years. With the presence of the interstate, the corridor is one key link from south to north across this portion of the City. The improvements planned will include bike lanes, on street parking addition, streetscape enhancements and intersection reconfigurations, including one intersection where the Pinellas Trail crosses in the northern end of the corridor. The roadway also connects three new parks and provides access to a St. Petersburg College site.

The subcommittee discussed that the biggest strength of this application is that it helps a community in need by providing additional multimodal facilities, improving connections to jobs and also improving a Trail connection. It was also discussed how the City has already invested heavily in the area by completing all of the concept plans themselves without outside funding and appears committed to the project. The

high percentage of vacant properties in the area was also highlighted noting that the redevelopment potential of this area seemed significant.

**Evaluation Subcommittee Recommendation:**

As with the concept planning projects, the subcommittee was pleased with the quality of these two applications and spent a significant amount of time weighing the merits of each project. Ultimately, the subcommittee recommended that the City of St. Petersburg project receive complete streets construction funding. The consensus was that the presence of significant low income and minority populations in the area, coupled with the understanding that the redevelopment potential of the properties surrounding the project corridor was greater than in the Dunedin applications, made a stronger case for funding. There was significant discussion about how the improvements in St. Petersburg would likely be more impactful on the surrounding community as a whole, specifically the low income and minority populations, than in the other application.

**5. US 19 Wayfinding**

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**SUMMARY**

In 2015, the Forward Pinellas Board selected three emphasis areas as part of the SPOTlight initiative. The goal of this program is to focus the agency's resources over a sustained period of time to help address critical land use and transportation issues in Pinellas County. Developing a Vision for the US Highway 19 corridor was selected as one of the three, and several projects have been initiated to develop this vision.

The City of Clearwater has also launched major planning projects on the corridor including the creation of a redevelopment plan and a wayfinding plan. Regarding the wayfinding effort, Clearwater staff and their project consultant have been working with the Florida Department of Transportation (FDOT) to improve the effectiveness of the signage that direct motorists in the corridor to various thoroughfares and destinations.

This wayfinding initiative included a pilot program involving the numbering of exits from Gandy Blvd. to S.R. 580. Since the limits of this pilot project extend beyond the Clearwater city limits, Clearwater and FDOT are seeking input and support from the affected local governments and the business community.

**ATTACHMENT(S):**

- Pilot Exit Numbering Memorandum
- US 19 Proposed Exit Numbering
- US 19 Proposed Exit Numbering Renderings

**ACTION:** Provide guidance to Clearwater staff on the proposed US 19 Exit Numbering Pilot Program.



To: PAC Members

From: Gina L. Clayton, Clearwater Assistant Director of Planning and Development

Date: January 29, 2019

RE: Pilot Exit Numbering on US 19

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The City of Clearwater has been working with FDOT on wayfinding along the US 19 corridor. Unfortunately, such signage cannot be located on US 19 or along the frontage roads. To address concerns about the difficulties of navigating the roadway, the City has been exploring other ways to provide meaningful assistance. Based on feedback from the public, the City has explored the idea of exit numbering with the FDOT District 7 staff.

District 7 staff is supportive of the idea of a pilot exit numbering program on US 19, however, such a program would need to be implemented between Gandy Blvd. and S.R. 580 and not just within the City of Clearwater. While the District 7 staff is open to this idea, the City of Clearwater has been tasked with presenting the concept to other local governments within the County. If there is consensus to move the idea forward, then the concept will need to be presented to the business community along US 19. If there is buy-in from both the local governments and business community, FDOT will consider the pilot.

MERJE, the City's wayfinding consultant, has developed a potential exit numbering program for discussion. The intent is to replace existing address signs with exit number signs, plus add a few new ones where needed. Exit numbers would be one or two digits and in some cases could include a letter. These signs would replace the address range signs which include two sets of 5-digit numbers that are not readable at speeds of 55+ miles per hour. Drivers, transit users and pedestrians already use Google Maps/GPS for specific addresses so exit numbers would provide an additional layer of information that businesses and destinations could use to guide visitors.

Attached please find two documents. One is the initial exit numbering program which includes sign locations and the proposed northbound and southbound exit numbers. The other provides photos illustrating several existing sign conditions and how the proposal would be implemented. Please note that MERJE developed this program by using Google maps and did not field check so there may be misunderstandings of actual conditions. Also, because these exits were not designed as interchanges there are differences in how some exits were designed in the northbound or southbound direction and this impacts the numbering. A good example of this is at Gulf to Bay and Drew Street. Two separate exits exist in the northbound direction but in the southbound direction both streets are accessed through one exit. This makes the numbering a little challenging



because roadway users and business owners need to rely on the same exit number for a street regardless of travel direction.

The City of Clearwater would appreciate your feedback on the proposal and would like to gauge your level of support for pursuing this pilot exit numbering system for US 19 in Pinellas County. This proposal will also be presented to the Technical Coordinating Committee (TCC) for feedback. Once the PAC and TCC weigh in, we will determine if and how to proceed.

**CLEARWATER, FL**  
**WAYFINDING AND SIGNAGE SYSTEM**

**US 19**  
**Proposed Exit Numbering**

November 2, 2018

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**A. Northbound US-19**



Location 123



LOCATION NO. 123  
 PLAN SHEET SL.1  
 MOUNTING UPRIGHT POLE - New



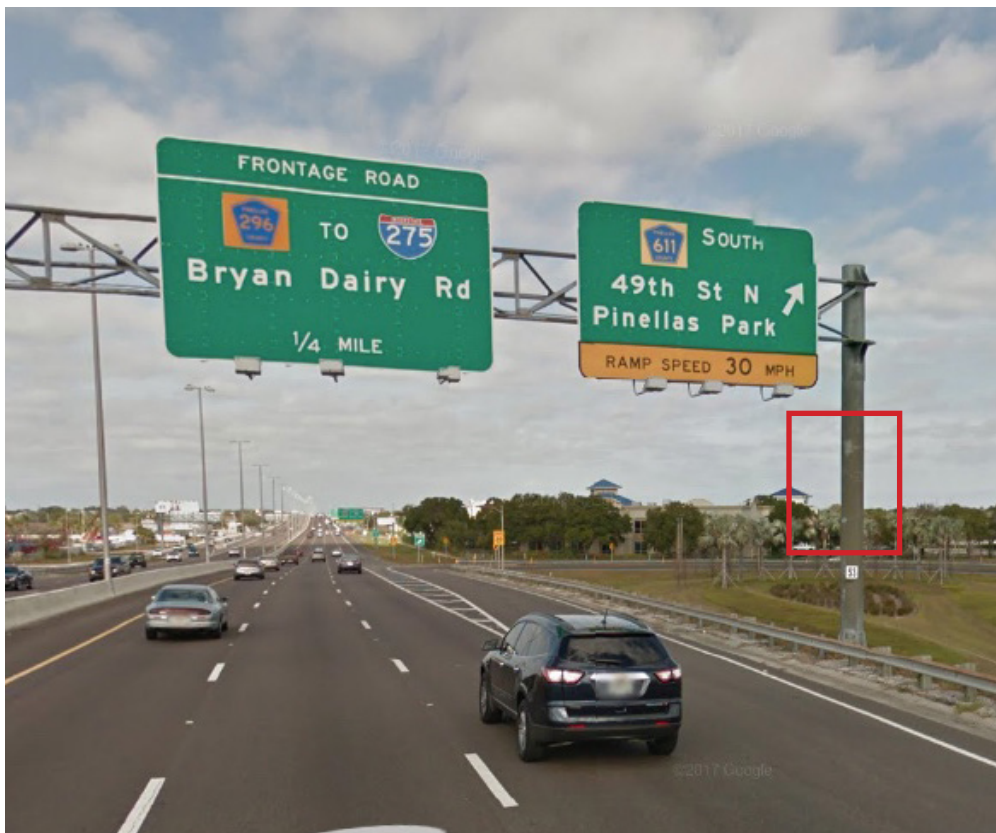
Location 122



LOCATION NO. 122  
 PLAN SHEET SL.1  
 MOUNTING UPRIGHT POLE - New



Location 121



LOCATION NO. 121  
 PLAN SHEET SL.1  
 MOUNTING UPRIGHT POLE - New



Location 120



LOCATION NO. 120  
 PLAN SHEET SL.1  
 MOUNTING UPRIGHT POLE - Existing

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**NORTHBOUND US-19**

CLIENT / PROJECT

**Clearwater, FL**  
 Wayfinding and Signage System  
 US 19 Exit Numbering

DATE: November 2, 2018  
 DRAWN BY: LH  
 SHEET NO.

**NB.1**



Location  
119



LOCATION NO. 119  
PLAN SHEET SL.1  
MOUNTING UPRIGHT POLE - Existing



Location  
118



LOCATION NO. 118  
PLAN SHEET SL.2  
MOUNTING UPRIGHT POLE - New



Location  
117



LOCATION NO. 117  
PLAN SHEET SL.3  
MOUNTING UPRIGHT POLE - New



Location  
116



LOCATION NO. 116  
PLAN SHEET SL.3  
MOUNTING OVERHEAD TRUSS - New

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US 19 Exit Numbering

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DRAWN BY: LH  
SHEET NO. **NB.2**



Location  
115

LOCATION NO. 115

PLAN SHEET SL.4

MOUNTING I BEAM Supports - Existing

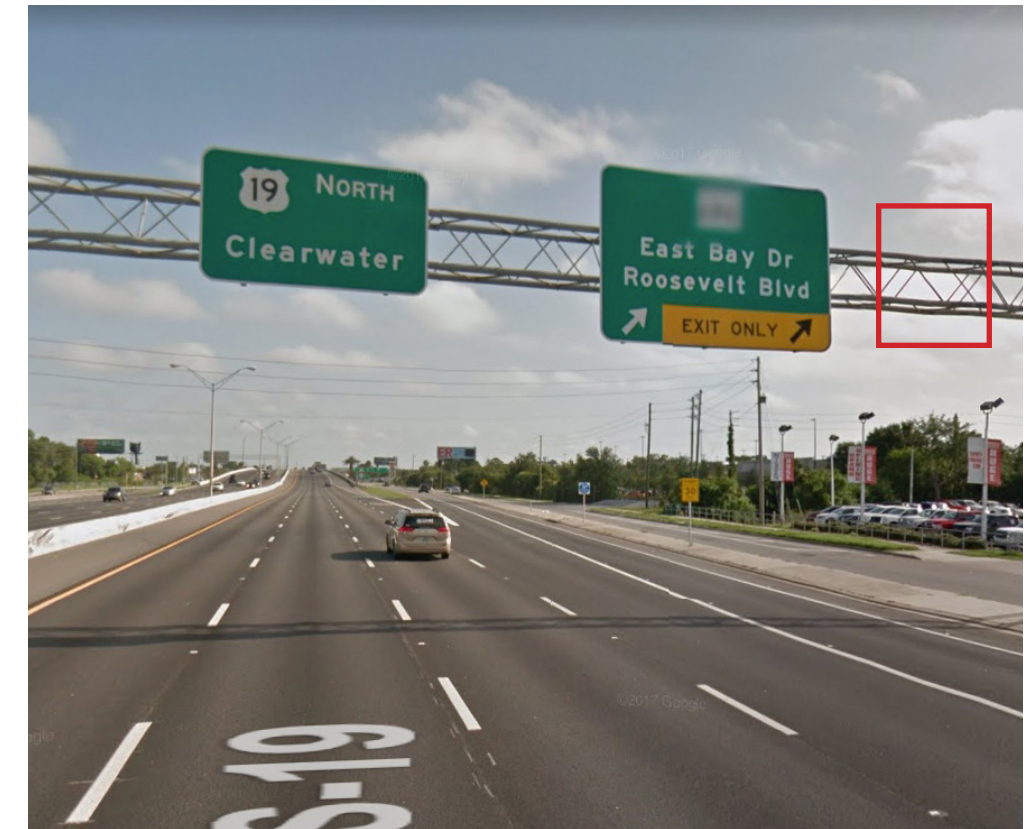


Location  
114

LOCATION NO. 114

PLAN SHEET SL.4

MOUNTING OVERHEAD TRUSS - New



LOCATION NO. N/A

PLAN SHEET ###

MOUNTING ###

LOCATION NO. N/A

PLAN SHEET ###

MOUNTING ###

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Wayfinding and Signage System  
US 19 Exit Numbering

DATE: November 2, 2018  
DRAWN BY: LH  
SHEET NO.

**NB.3**



Location 100



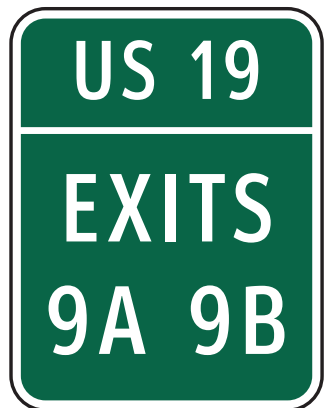
LOCATION NO. 100  
 PLAN SHEET SL.6  
 MOUNTING UPRIGHT POLE - Existing



Location 101



LOCATION NO. 101  
 PLAN SHEET SL.6  
 MOUNTING OVERHEAD TRUSS - Existing



Location 102



LOCATION NO. 102  
 PLAN SHEET SL.7  
 MOUNTING UPRIGHT POLE - Existing



Location 103



LOCATION NO. 103  
 PLAN SHEET SL.8  
 MOUNTING UPRIGHT POLE - Existing

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SHEET NO. **NB.4**



Location  
104

LOCATION NO. 104  
PLAN SHEET SL.8  
MOUNTING I BEAM SUPPORTS- Existing



Location  
105

LOCATION NO. 105  
PLAN SHEET SL.9  
MOUNTING UPRIGHT POLE - Existing



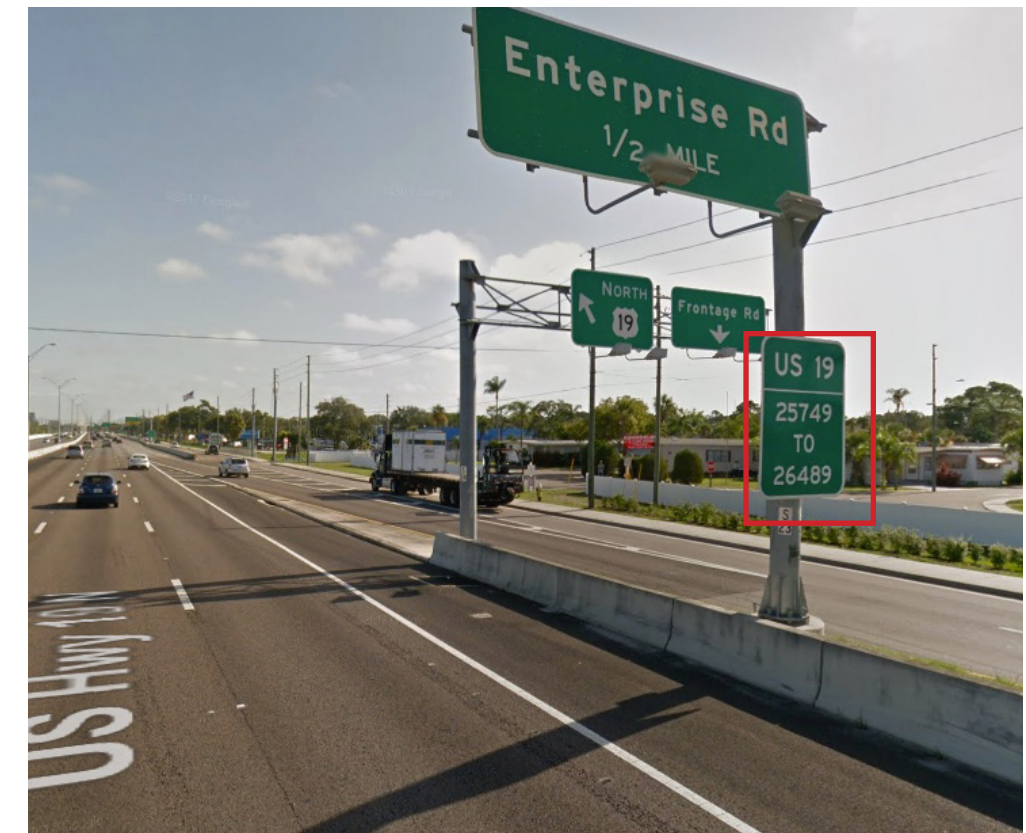
Location  
106

LOCATION NO. 106  
PLAN SHEET SL.9  
MOUNTING UPRIGHT POLE - Existing



Location  
107

LOCATION NO. 107  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



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DRAWN BY: LH

SHEET NO. **NB.5**





Location  
108



LOCATION NO. 108  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
109



LOCATION NO. 109  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
110



LOCATION NO. 110  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
111



LOCATION NO. 111  
PLAN SHEET SL.11  
MOUNTING UPRIGHT POLE - Existing

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**Clearwater, FL**  
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US 19 Exit Numbering

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SHEET NO. **NB.6**



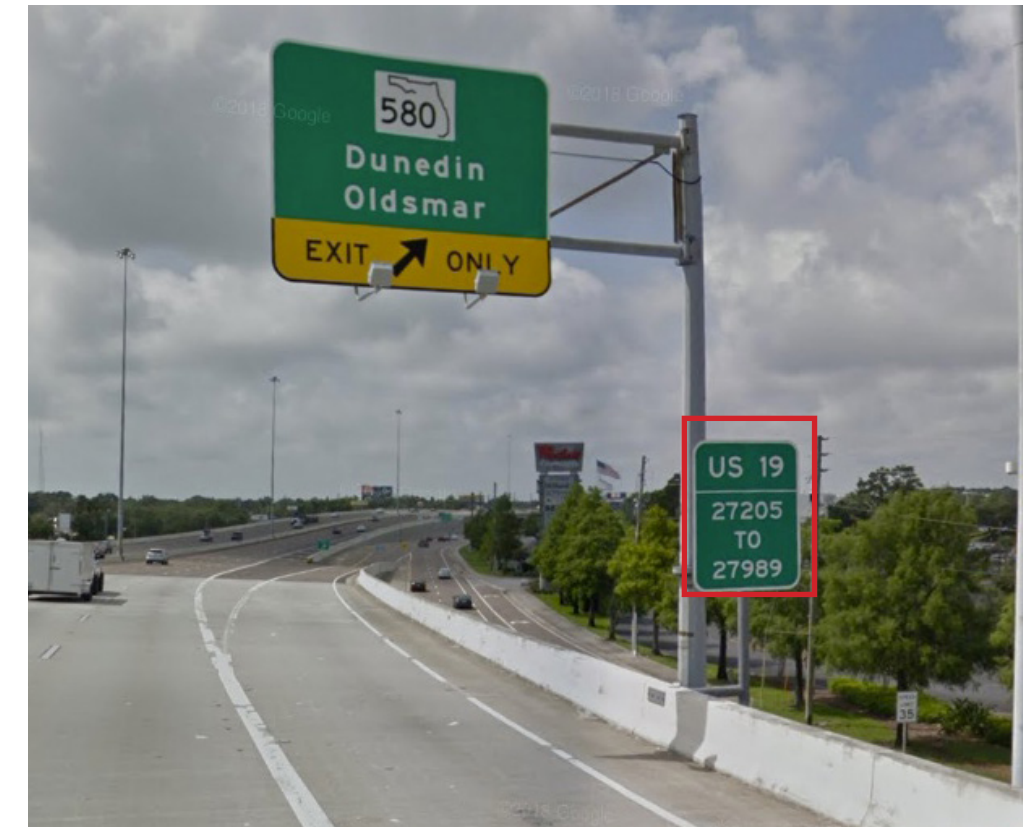
Location  
112

LOCATION NO. 112  
PLAN SHEET SL.11  
MOUNTING UPRIGHT POLE - Existing



Location  
113

LOCATION NO. 113  
PLAN SHEET SL.11  
MOUNTING SQUARE POLE - Existing



LOCATION NO. ###  
PLAN SHEET ###  
MOUNTING ###

LOCATION NO. ###  
PLAN SHEET ###  
MOUNTING ###

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SHEET NO.

**NB.7**

**B. Southbound US-19**



Location  
200



LOCATION NO. 200  
PLAN SHEET SL.12  
MOUNTING I BEAM - Existing



Location  
201



LOCATION NO. 201  
PLAN SHEET SL.12  
MOUNTING I BEAM - Existing



Location  
202



LOCATION NO. 202  
PLAN SHEET SL.12  
MOUNTING I BEAM - Existing



Location  
203



LOCATION NO. 203  
PLAN SHEET SL.11  
MOUNTING UPRIGHT POLE - Existing

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Wayfinding and Signage System  
US 19 Exit Numbering

DATE: November 2, 2018

DRAWN BY: LH

SHEET NO. **SB.1**



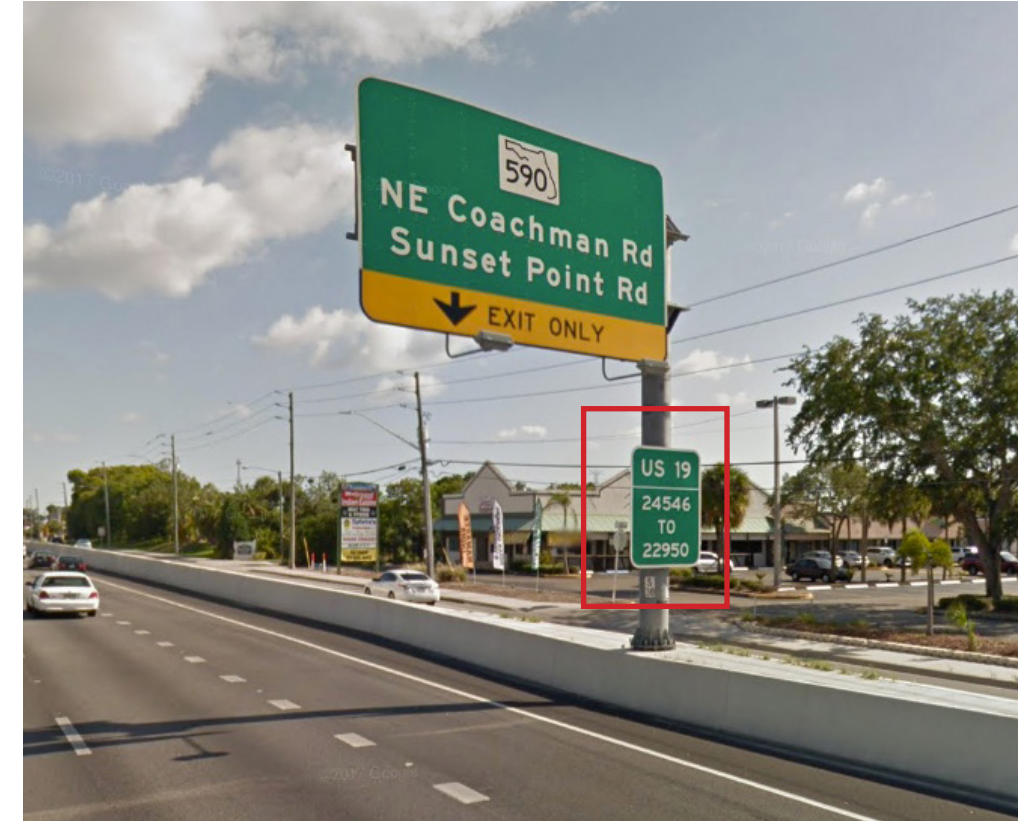
Location  
204

LOCATION NO. 204  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
205

LOCATION NO. 205  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
206

LOCATION NO. 206  
PLAN SHEET SL.10  
MOUNTING UPRIGHT POLE - Existing



Location  
207

LOCATION NO. 207  
PLAN SHEET SL.9  
MOUNTING UPRIGHT POLE - Existing



REVISIONS		
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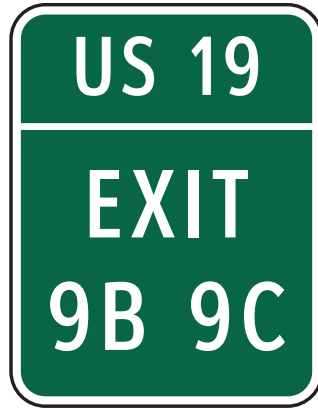
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SHEET NO.

**SB.2**



Location 208



LOCATION NO. 208  
 PLAN SHEET SL.9  
 MOUNTING UPRIGHT POLE - Existing



Location 209



LOCATION NO. 209  
 PLAN SHEET SL.8  
 MOUNTING I BEAM SUPPORT - Existing



Location 210



LOCATION NO. 210  
 PLAN SHEET SL.8  
 MOUNTING OVERHEAD TRUSS -Existing



Location 211



LOCATION NO. 211  
 PLAN SHEET SL.7  
 MOUNTING UPRIGHT POLE - Existing

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SHEET NO. **SB.3**



Location  
212

LOCATION NO. 212

PLAN SHEET SL.7

MOUNTING UPRIGHT POLE - Existing

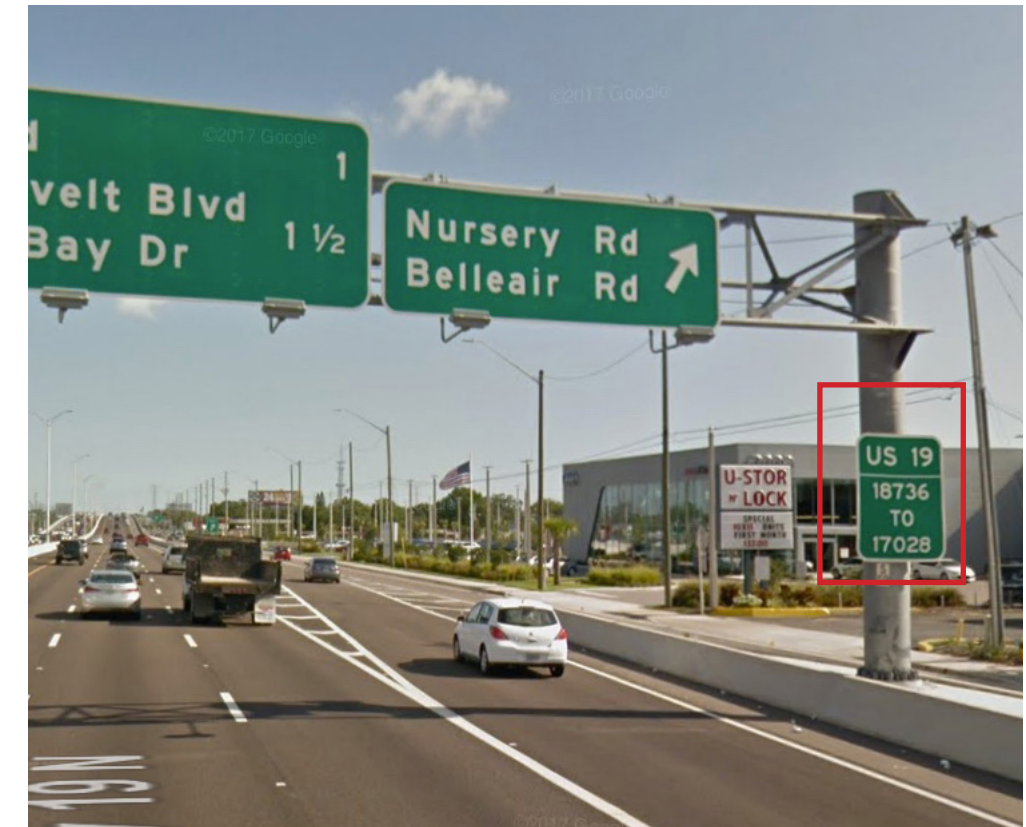


Location  
213

LOCATION NO. 213

PLAN SHEET SL.6

MOUNTING UPRIGHT POLE - Existing



Location  
214

LOCATION NO. 214

PLAN SHEET SL.6

MOUNTING OVERHEAD TRUSS - Existing



Location  
215

LOCATION NO. 215

PLAN SHEET SL.5

MOUNTING UPRIGHT POLE - Existing



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SHEET NO. **SB.4**



Location  
216

LOCATION NO. 216

PLAN SHEET SL.5

MOUNTING OVERHEAD TRUSS - New



Location  
217

LOCATION NO. 217

PLAN SHEET SL.5

MOUNTING OVERHEAD TRUSS - New



Location  
218

LOCATION NO. 218

PLAN SHEET SL.4

MOUNTING UPRIGHT POLE - New



Location  
219

LOCATION NO. 219

PLAN SHEET SL.4

MOUNTING OVERHEAD TRUSS - New



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Location  
220

LOCATION NO. 220

PLAN SHEET SL.3

MOUNTING OVERHEAD TRUSS - New



Location  
221

LOCATION NO. 221

PLAN SHEET SL.3

MOUNTING UPRIGHT POLE - Existing



Location  
222

LOCATION NO. 222

PLAN SHEET SL.2

MOUNTING OVERHEAD TRUSS - Existing



Location  
223

LOCATION NO. 223

PLAN SHEET SL.2

MOUNTING UPRIGHT POLE - Existing



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**SB.6**



Location  
224

LOCATION NO. 224  
PLAN SHEET SL.2  
MOUNTING UPRIGHT POLE - Existing



Location  
225

LOCATION NO. 225  
PLAN SHEET SL.2  
MOUNTING UPRIGHT POLE - Existing



Location  
226

LOCATION NO. 226  
PLAN SHEET SL.1  
MOUNTING UPRIGHT POLE - Existing



Location  
227

LOCATION NO. 227  
PLAN SHEET SL.1  
MOUNTING UPRIGHT POLE - New



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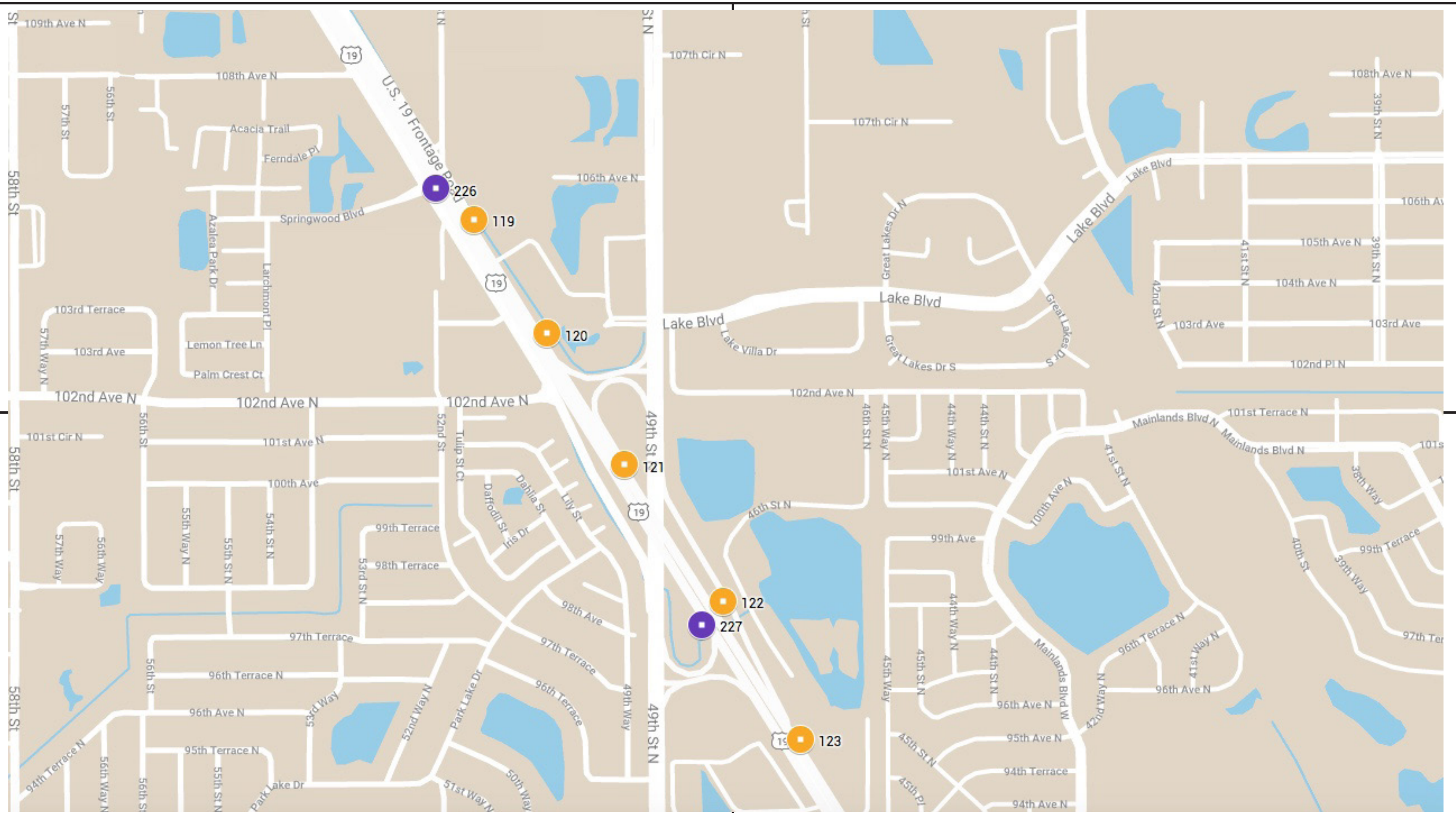
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DATE: November 2, 2018

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SHEET NO. **SB.7**

### C. Sign Location Plans



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**SIGN LOCATION PLANS**

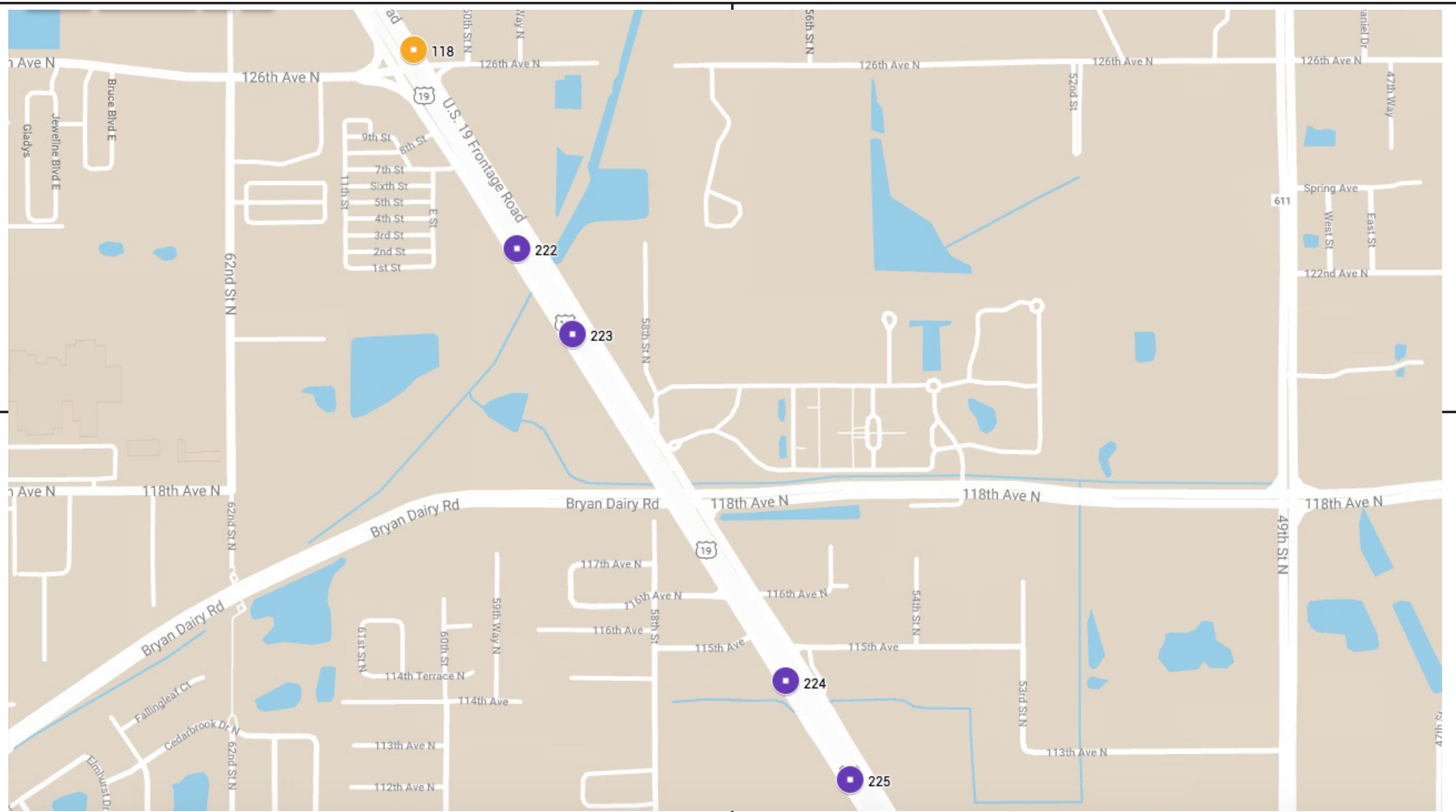
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**SIGN LOCATION PLANS**

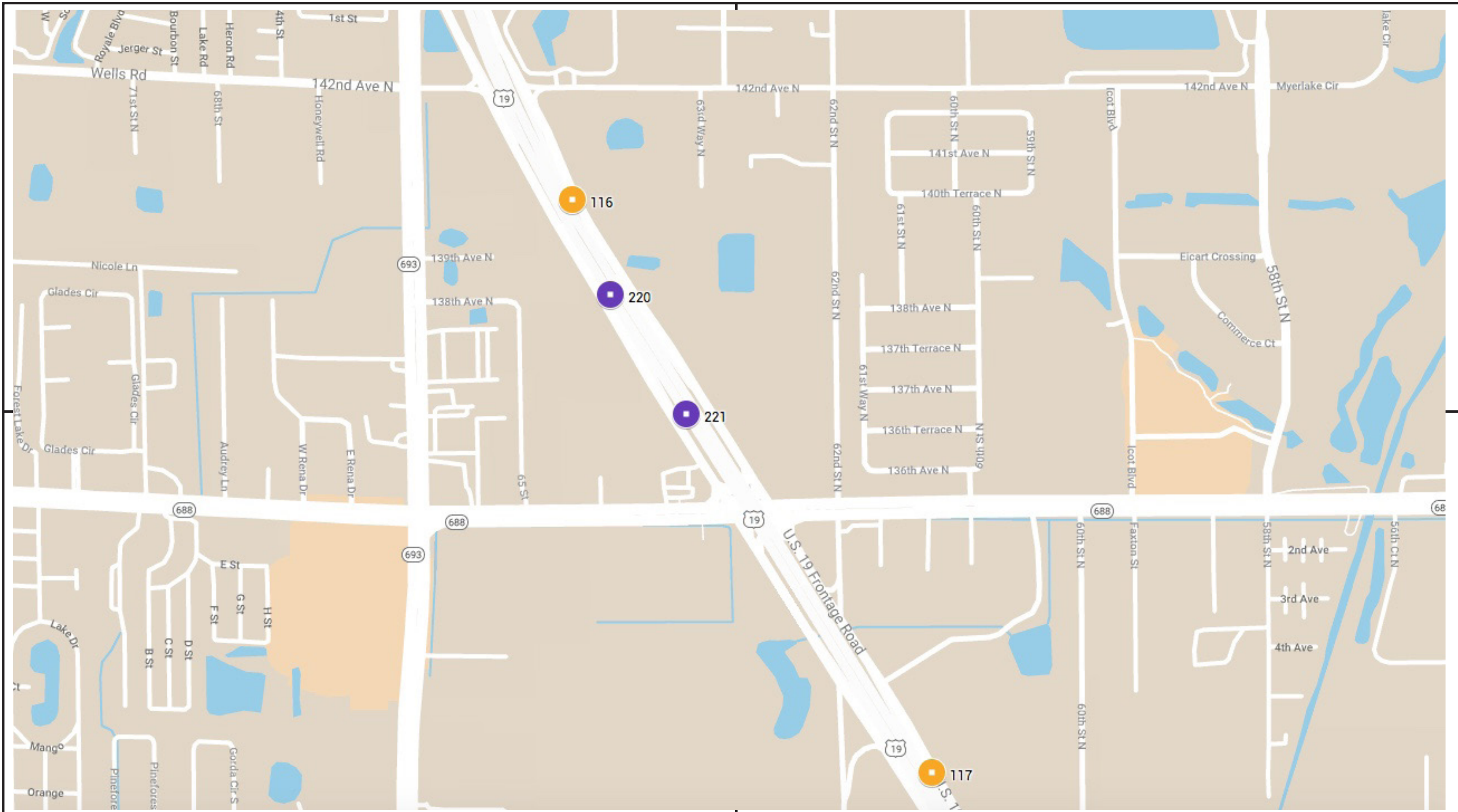
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SHEET NO. **SL.2**



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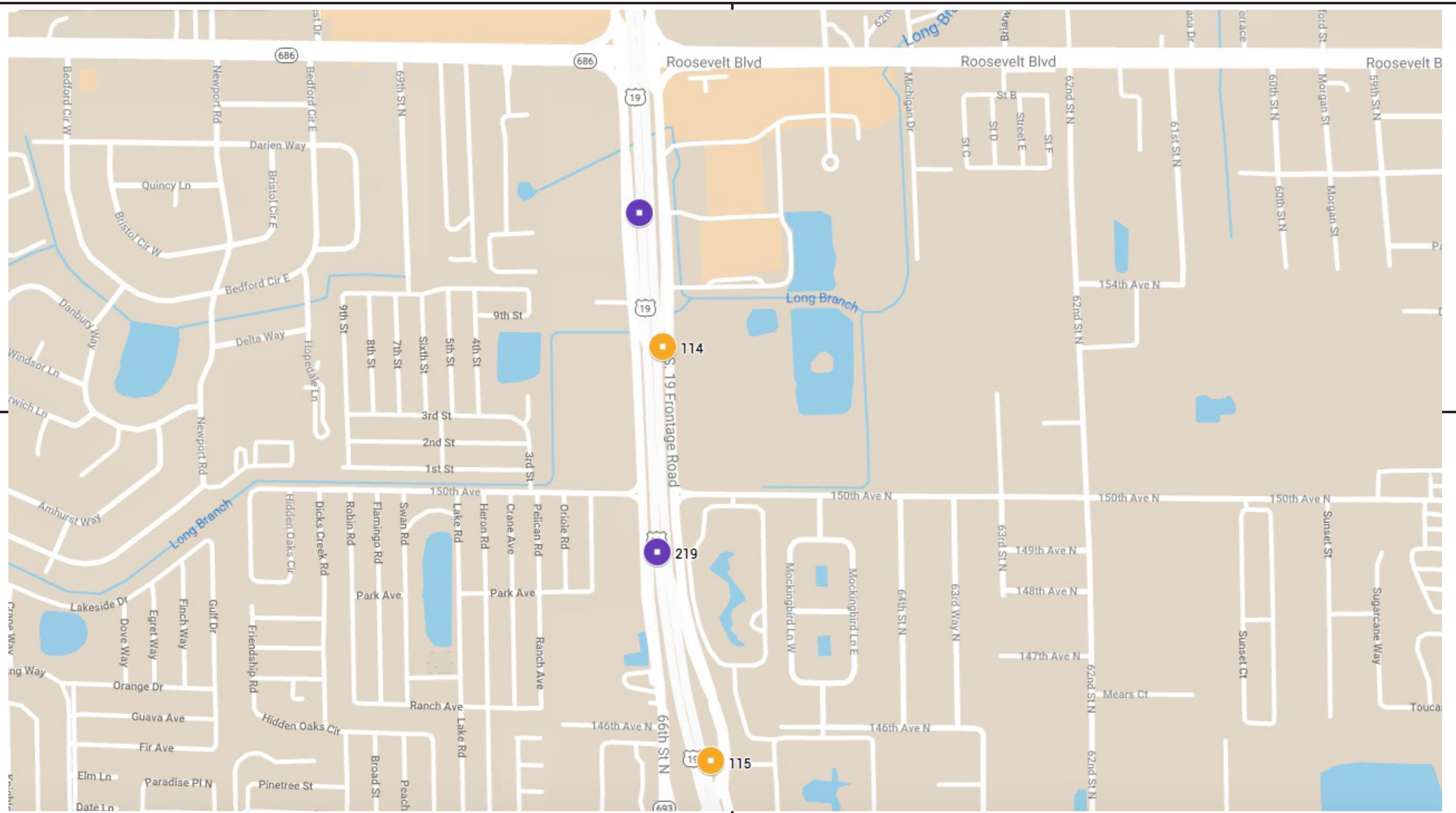
**Clearwater, FL**  
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DATE: November 2, 2018

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SHEET NO.

**SL.3**



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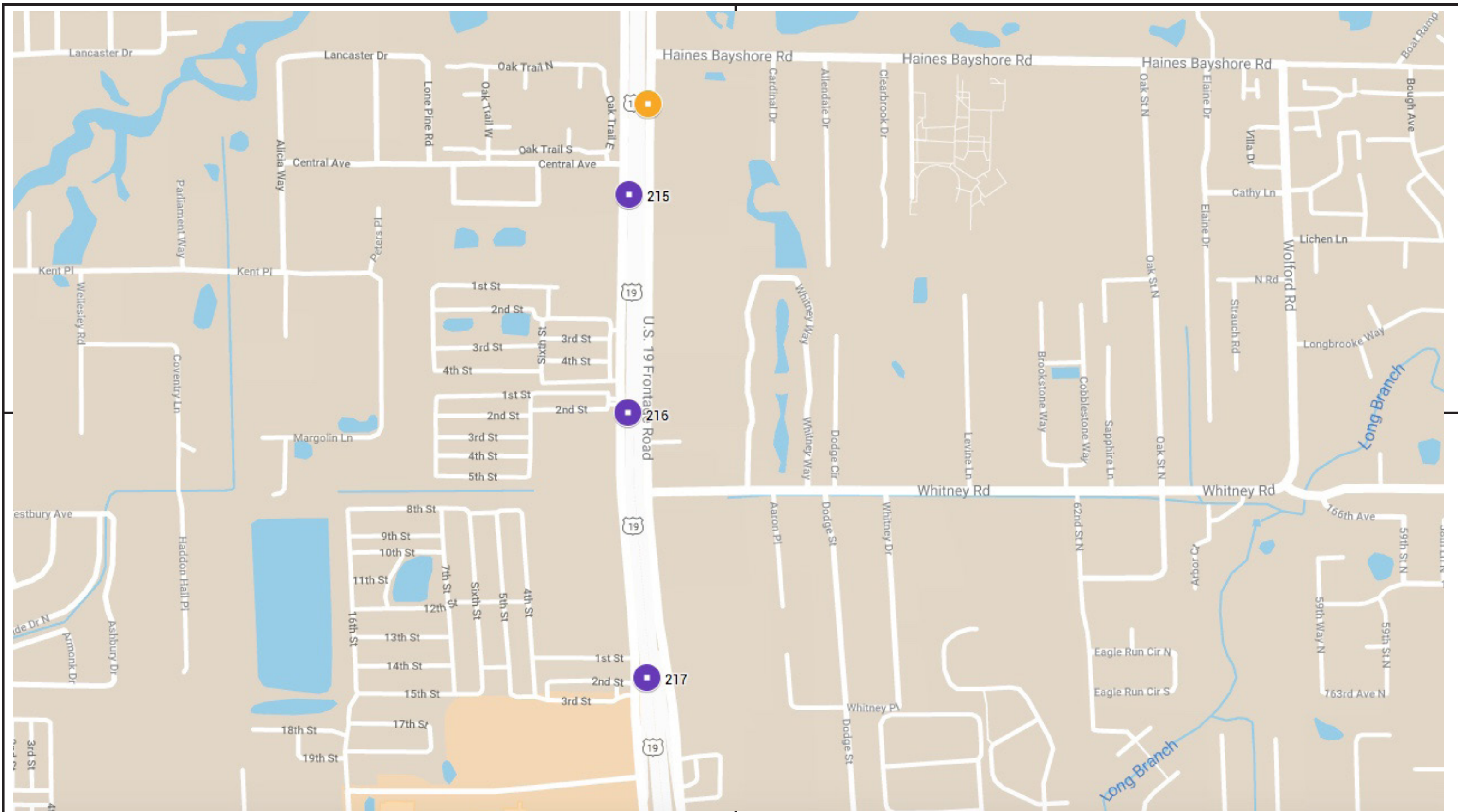
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SHEET NO. **SL.4**



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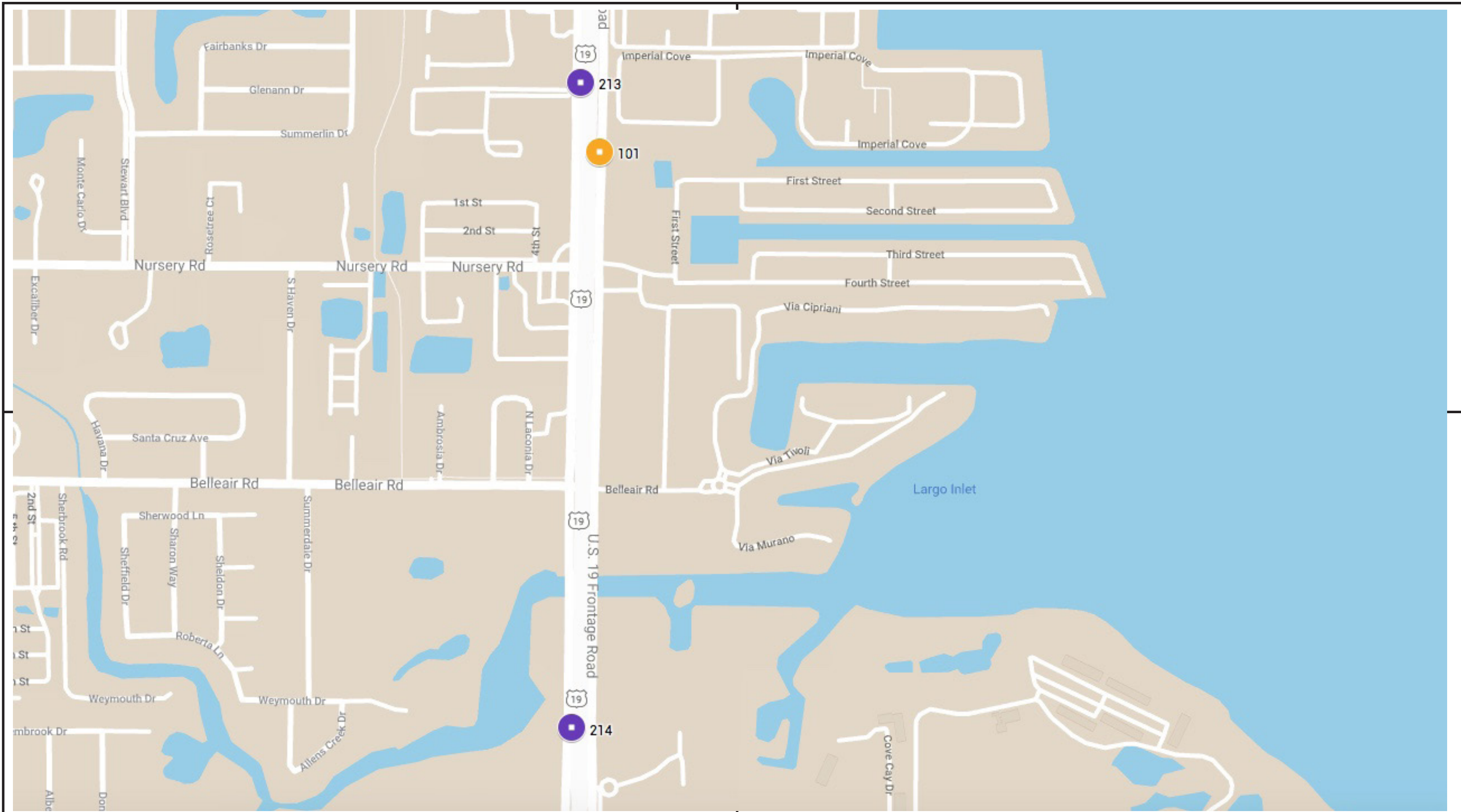
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SHEET NO.

**SL.5**





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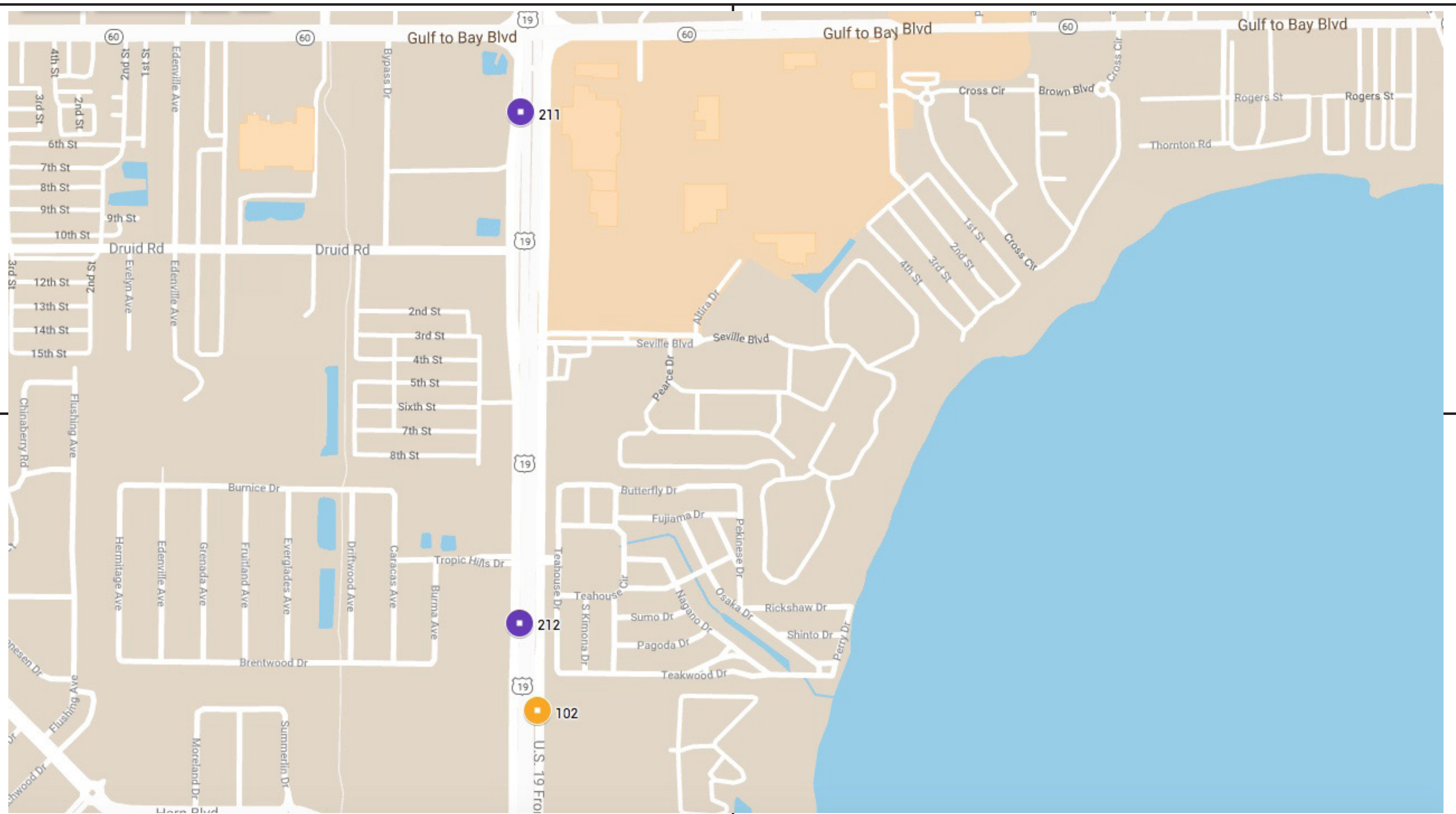
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SHEET NO. **SL.6**



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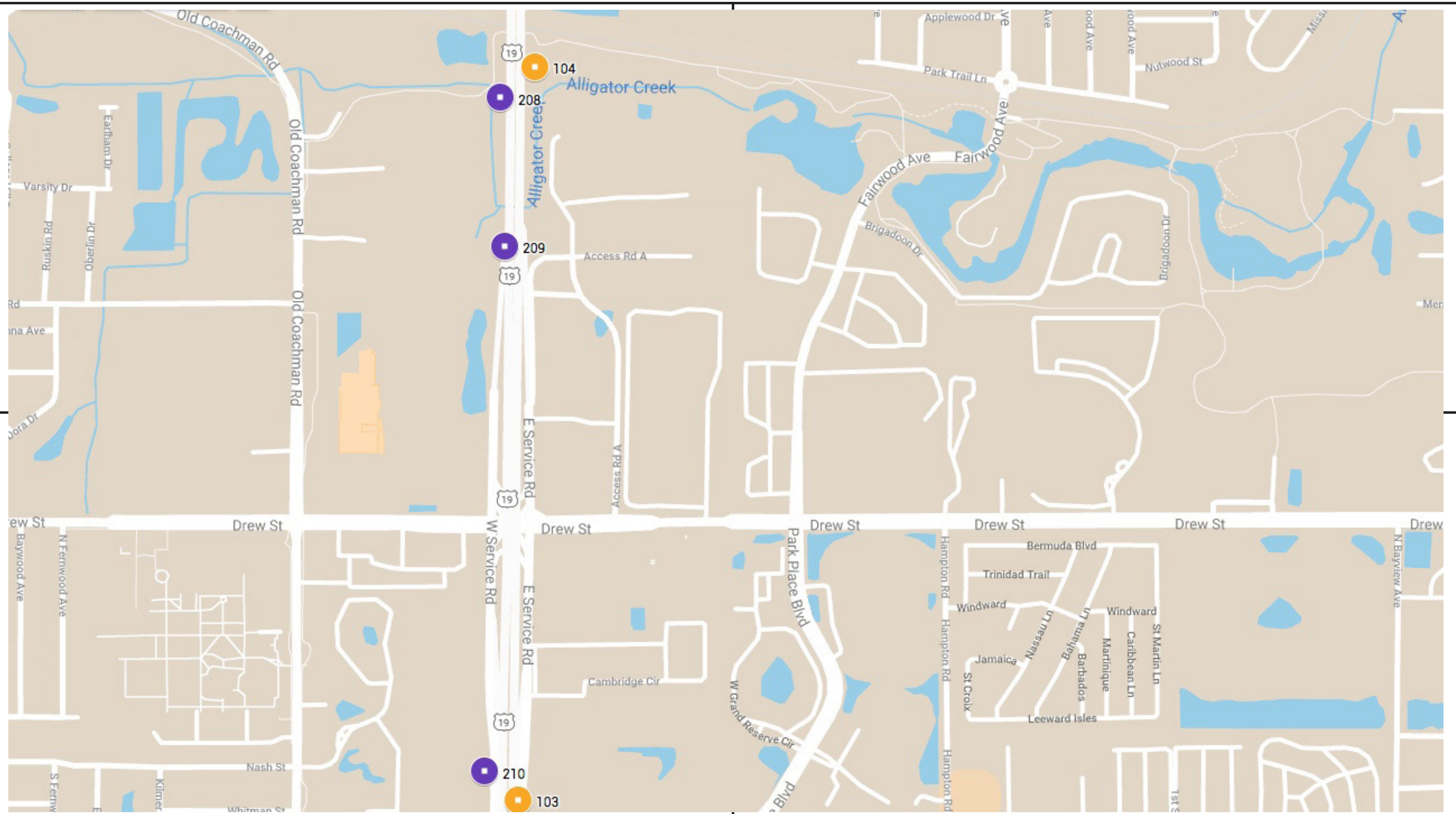
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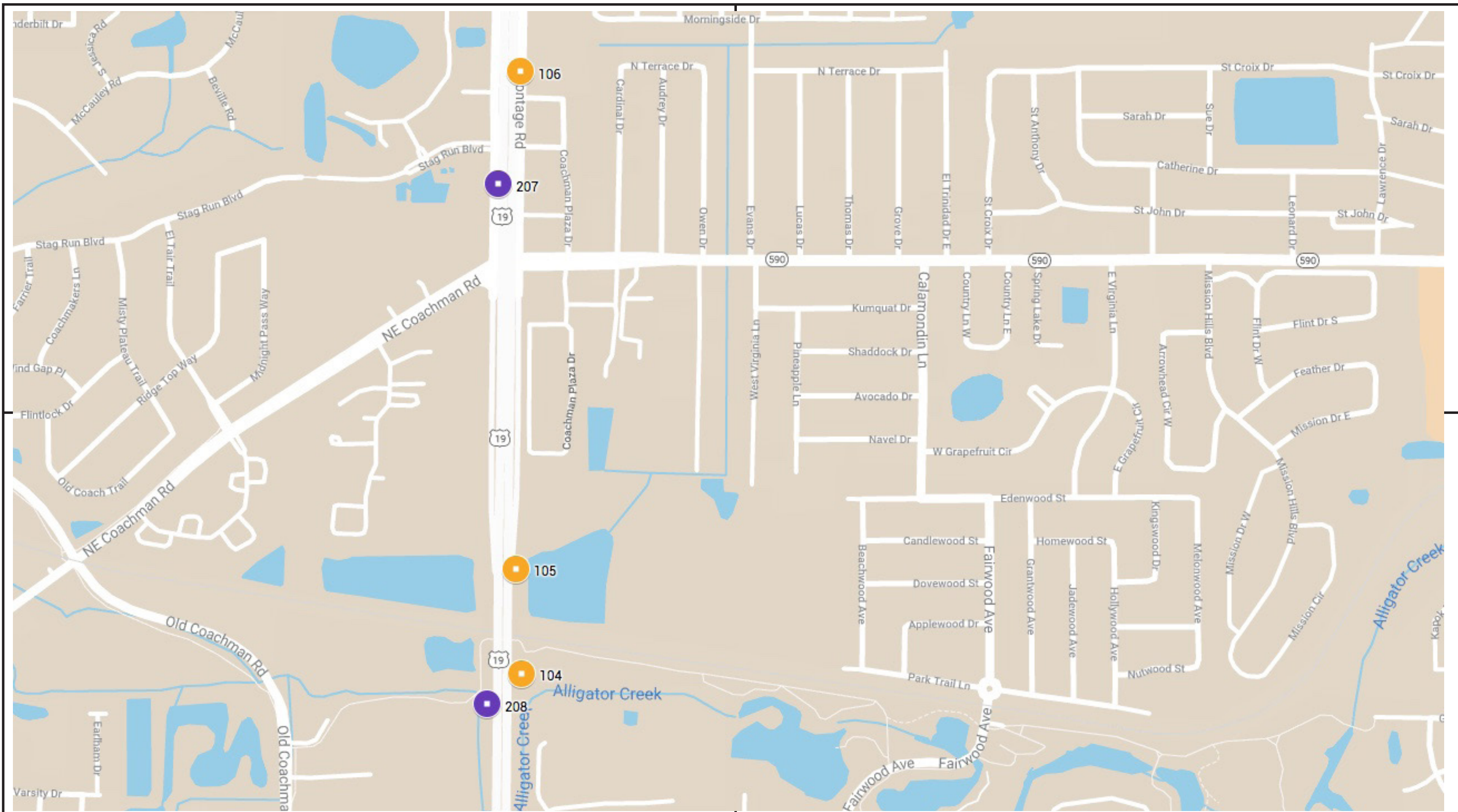
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SHEET NO. **SL.8**



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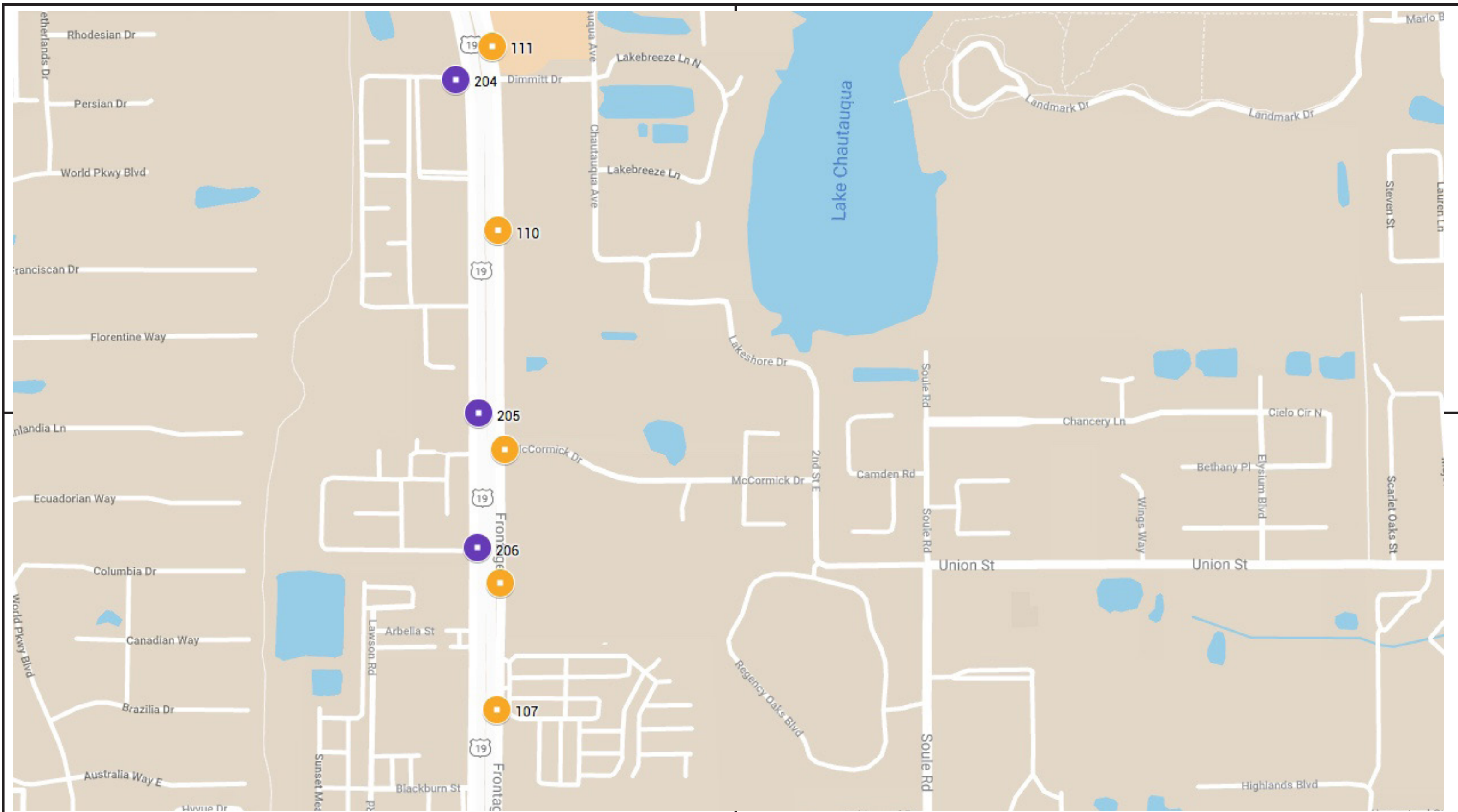
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US 19 Exit Numbering

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SHEET NO. **SL.9**



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**SIGN LOCATION PLANS**

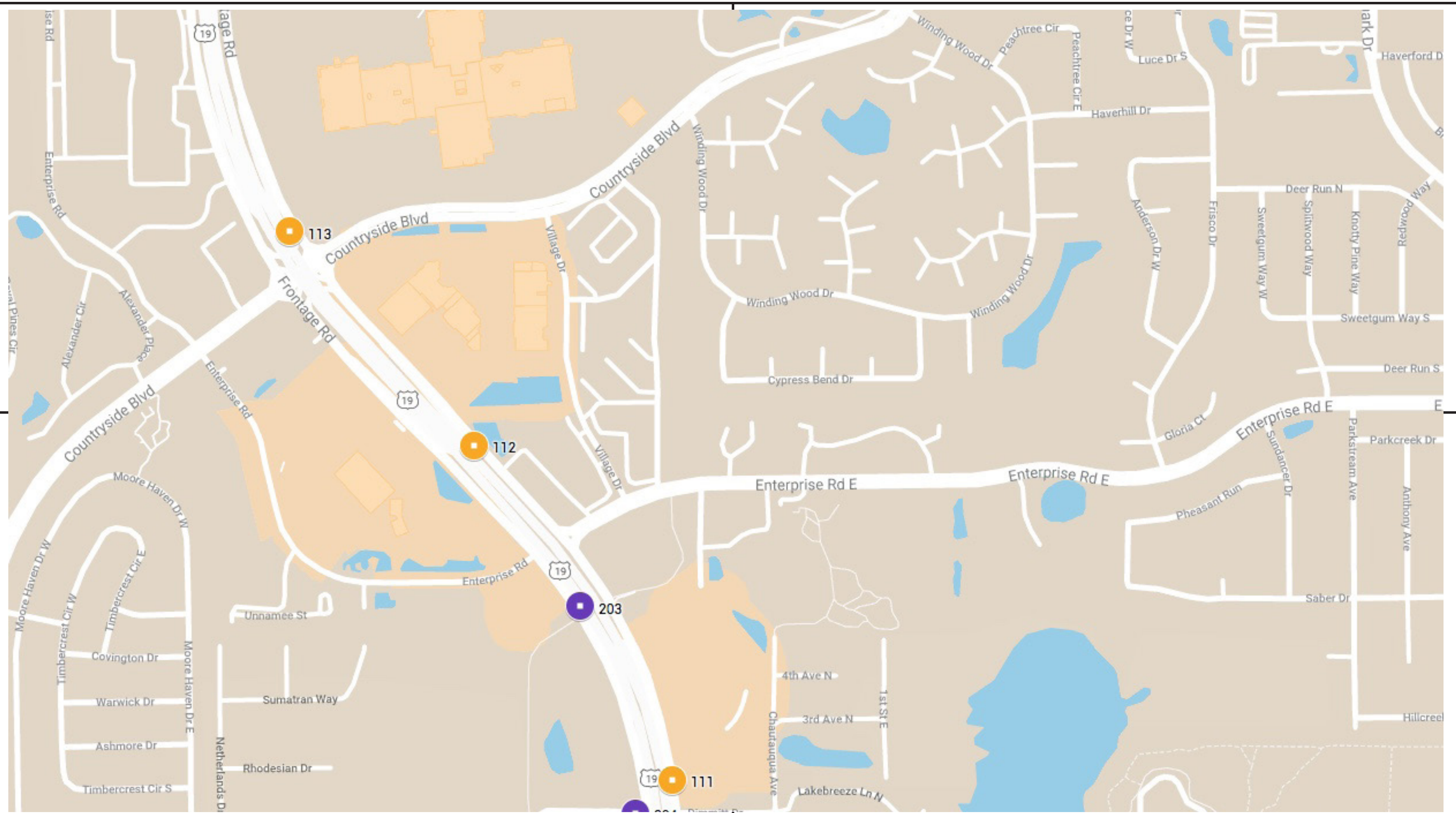
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SHEET NO. **SL.10**



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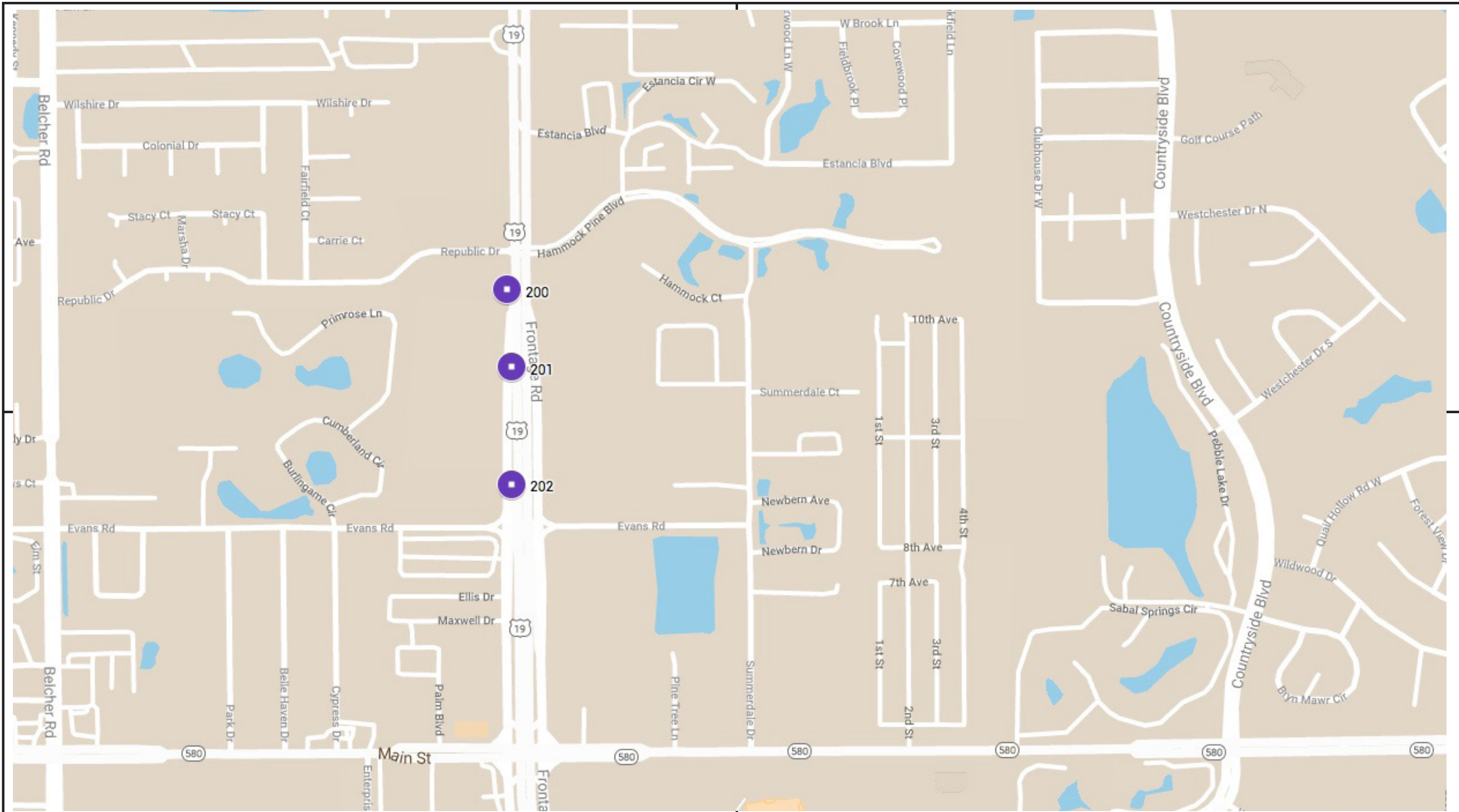
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US 19 Exit Numbering

DATE: November 2, 2018

DRAWN BY: LH

SHEET NO.

**SL.11**



REVISIONS		
DATE	BY	DESCRIPTION

ENVIRONMENTS & EXPERIENCES

**merje**

120 North Church Street  
Suite 208  
West Chester, PA 19380  
T 484.266.0648  
[www.merjedesign.com](http://www.merjedesign.com)

FABRICATOR

**SIGN LOCATION PLANS**

CLIENT / PROJECT

**Clearwater, FL**  
Wayfinding and Signage System  
US 19 Exit Numbering

DATE: November 2, 2018

DRAWN BY: LH

SHEET NO.

**SL.12**

Seville Blvd  
©2017 Google   
Gulf To Bay  
NEXT EXIT

US 19  
19709  
TO  
21227

US Hwy 19 N





Seville Blvd  
©2017 Google   
Gulf To Bay  
NEXT EXIT

US 19  
EXITS  
9A 9B

US Hwy 19 N



Dimmitt Dr  
EXIT ↓ ONLY

US 19  
25191  
TO  
25485

US Hwy 19 N



Dimmitt Dr  
EXIT ↓ ONLY

US 19  
EXIT  
11

US Hwy 19 N



580 ↗  
Countryside  
Enterprise

Evans Rd →

US 19  
27380  
TO  
25400

ROOMS TO GO

US Hwy 19 N

©2018 Google

©2019 Google

580  
Countryside  
Enterprise

Evans Rd →

US 19  
EXIT  
12A 12B 12C

ROOMS TO GO

US Hwy 19 W

©2018 Google

©2019 Google

590  
NE Coachman Rd  
Sunset Point Rd  
1/2 MILE

Frontage Rd ↗  
EXIT ONLY

US 19  
25400  
TO  
24600

25400  
EXECUTIVE  
CENTER

US 19 N

590  
NE Coachman Rd  
Sunset Point Rd  
1/2 MILE

Frontage Rd ↗  
EXIT ONLY

US 19  
EXIT  
11

25400  
EXECUTIVE  
CENTER

US 19 N

## **6. Active Transportation Plan**

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### **SUMMARY**

The Forward Pinellas Bicycle Pedestrian Master Plan is in the process of being updated, revised and repackaged as the Advantage Pinellas Active Transportation Plan. It is being developed in conjunction with the Forward Pinellas Advantage Pinellas Long Range Transportation Plan. HDR, Inc. has been gathering information from a variety of sources, compiling data on socioeconomic corridors, key destinations, existing and planned bicycle and trail facilities and traffic stress levels experienced by bicyclists on individual roadways.

Public involvement is the focus of the next phase of the project. An online mapping tool has been developed to gather citizen input on bike/ped travel, destinations, places of interest, etc. The committee will receive a demonstration of the new online tool. It will be available to the public after Forward Pinellas advisory committee members have an opportunity to use it.

**ATTACHMENTS:** Project Schedule

**ACTION:** None





# Advantage PINELLAS

## ACTIVE TRANSPORTATION

Task	Description	2018		2019												
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>1</b>	<b>Existing Conditions Inventory &amp; Analysis</b>															
	Introduction / Context															
	Plans & Data Review															
	Equity Analysis															
	Vision, Goals, Objectives & Strategies															
	Policy & Code Best Practices															
	Evaluation Criteria															
<b>2</b>	<b>Stakeholder Outreach</b>															
	Kickoff Meeting	●														
	Half-Day Workshops w/ Local Governments (3)					●●●										
	Advisory Committee Presentations (4)															
<b>3</b>	<b>Bike/Ped Safety Analysis</b>															
	Crash Analysis Summary															
	Crash Countermeasures															
<b>4</b>	<b>Proposed Bike/Ped Networks</b>															
	Bicycle Facility Types & Related Standards															
	Gap & Demand Analysis															
	Proposed Bike/Ped Network Improvements															
	Project Prioritization															
	Project Concept Summaries															
<b>5</b>	<b>Final Bike/Ped Plan Update Report</b>															
<b>6</b>	<b>Project Management</b>															
	Project Management, Invoicing, & Accounting															
	QA/QC Reviews															
	Progress Meetings			●	●		●		●		●		●			

- Meeting
- Workshop

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**SUMMARY**

At their November, 2018 meeting, the Forward Pinellas Board approved a letter requesting that Pinellas County adopt a policy that all projects affecting bicycle facilities and county-maintained trails should have a detour route outlined for bicyclists. The County's Public Works Department has drafted a policy in response to the Board's actions. The policy along with a description of how it would be implemented is attached.

**ATTACHMENTS:** Letter to Whit Blanton from Rahim Harji, ACA, December 4, 2018  
Draft Public Works Maintenance of Traffic for Pinellas Trail Loop and Network

**ACTION:** Review & Comment to Draft MOT Policy

**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers

Pat Gerard

Charlie Justice

Janet C. Long

Kathleen Peters

Karen Williams Seel

Kenneth T. Weich



Barry A. Burton  
County Administrator

December 4, 2018

Whit Blanton, FAICP  
Executive Director  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Dear Whit:

Pinellas County is dedicated to providing, maintaining and operating a safe and efficient multi-modal transportation network. The County has always followed the Florida Department of Transportation Standard Plans for Road Construction in the design and construction of projects, including maintenance of traffic (MOT) plans for the various modes of travel. As you are aware this state criteria does not currently provide for a methodology for maintenance of traffic for bikes lanes, side-paths or trails and the County has occasionally provided MOT plans for some of these types of closures. To ensure consistency on all projects, the County's Public Works Department is in the process of developing a policy that will require the identification and maintenance of traffic for all transportation facility closures affecting all modes of travel.

Pinellas County will work with our municipal partners and Forward Pinellas as we develop a legal and acceptable MOT Policy for all modes of transportation. This policy could also be adopted by other municipalities to ensure consistency across the County.

Thank you and your team for your continued partnership.

Sincerely,


A handwritten signature in blue ink, appearing to read "Rahim", with a long horizontal stroke extending to the right.

Rahim Harji, P.E. CFM, ENV-SP  
Assistant County Administrator

cc: Addie Javed, P.E., Public Works Director

Pinellas County Administration  
315 Court St. • Room 601  
Clearwater, FL 33756  
Main: (727) 464-3485  
FAX: (727) 464-4384  
V/TDD: (727) 464-4062  
[www.pinellascounty.org](http://www.pinellascounty.org)

# Public Works Department – Administrative Policy and Procedure

	<b>Public Works Maintenance of Traffic for Pinellas Trail Loop and Network</b>	
	Number	PWADM-12.16
	New/Revised Date	12/01/2018
	Effective Date	12/01/2018
Approved by: Adnan Javed, P.E. Public Works Director		

## **POLICY:**

**The Public Works Department** is committed to assuring that all county-owned assets, including the Pinellas Trail Main Loop, have a Maintenance of Traffic (MOT) plan for times of closure, limited availability, and/or rerouting all modes of transportation that is managed in a way that aligns with the County’s Strategic Plan, specifically to “Deliver First Class Services to the Public and Our Customers”.

To ensure uniformity on all projects, the County’s Public Works Department will require the identification and maintenance of traffic for all transportation facility closures affecting all modes of travel.

Pinellas County will work with municipal partners and Forward Pinellas to maintain a legal and acceptable MOT Policy for all modes of transportation which may be adopted by other municipalities; to ensure consistency across the County.

## **PRACTICE:**

### **Implementation**

Each division within Public Works, is expected to abide-by and follow approved policies and the additional guidelines provided herein and is responsible for reading the policies and guidelines and asking for more information and clarification, if needed, in order to appropriately implement the policies and guidelines in their position and/or job responsibilities as it relates to material requisitioning and inventory management control. The Division Directors support the staff in the implementation of these policies and guidelines, and provide supervisory oversight as needed.

## **PROCEDURE:**

### **Implementation**

The Transportation Division will provide alternative routes for all modes of travel during times of construction, reconstruction, or temporary closure of any trail facility in alignment with standard Maintenance of Traffic plans to include:

- Publically publicized and posted alternative routes.
- Adequate signs and markings of alternative routes.
- Use of similar facilities will be used as the alternative routes, whenever possible.
- If a detour is required, adequate directional signage will be used to identify the safest route to bypass the conflict area, on other types of facilities (i.e. sidewalks, paths, or others.).
- Adequate protections, devices, flaggers, etc., will be used when construction activity is adjacent to a Trail facility.
- Consideration will be given to impacted road crossings required for the rerouting. This may include additional signage, signals, flashers, etc.
- Connectivity to other modes of travel will be maintained or alternative alignments identified (i.e. access to transit, sidewalks, destinations, etc.)

**8. Advantage Pinellas Update**



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**SUMMARY**

Advantage Pinellas is the countywide 2045 Long Range Transportation Plan (LRTP) for Pinellas County. It is being developed in partnership with the Pinellas Suncoast Transit Authority’s (PSTA) Community Bus Plan effort. Advantage Pinellas is the first countywide transportation plan developed since the merger of the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Planning Council (PPC) as Forward Pinellas, and seeks to further align and reinforce land use/redevelopment and transportation policy and decision-making.

As the MPO for Pinellas County, Forward Pinellas is responsible for developing a 25 year long range transportation plan every five years to account for changes in transportation needs, land uses, shifting regional travel patterns, new and emerging technology, and demographic changes that have occurred since the last LRTP was adopted. PSTA’s Community Bus Plan provides a planning framework for transit service development over the next five to 10 years. By developing these plans together, Advantage Pinellas will provide a coordinated vision and strategy for aligning short-term and longer-term multimodal transportation investments to serve Pinellas County’s economic, redevelopment and community goals.

Building upon community survey research and the transportation funding workshop held on January 18<sup>th</sup>, Forward Pinellas staff has been continuing its public outreach activities throughout Pinellas County and has begun to develop the “Needs” portion of Advantage Pinellas, identifying all transportation projects necessary to meet the county’s mobility needs through 2045. Staff will provide the committee with a brief update on its activities related to the Advantage Pinellas Plan and information on the next steps of its development.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item

**9. A-D Information Items**

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**A. SPOTLight Emphasis Area Update**

Staff will provide an update of the SPOTLight Emphasis Areas.

**B. Board Executive Summary – February 13, 2019**

The February 13, 2019 Forward Pinellas Newsletter/Executive Summary is attached.

**ATTACHMENT:** Forward Pinellas Newsletter/Executive Summary – February 13, 2019

**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:

- Transportation Alternatives Program Update
- Advantage Pinellas Needs Assessment
- Annual Adoption of Priorities
- Active Transportation Plan

February 13, 2019

*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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#### **Much of the meeting's discussion focused on the Alternate US 19 Corridor Study report from FDOT and the project consultants**

- The corridor study was divided into a south and a north section: the south study limits are from Park Street North to Belleair Road, and the north study limits are from Belleair Road to the Pinellas/Pasco County line, - around 29 miles of roadway
- The purpose of the study is twofold:
  - Address short-term multimodal and safety needs
  - Develop a long-term corridor vision
- The project included extensive public outreach, which resulted in 6 1,000 comments over two years
  - Bicycle/pedestrian safety and amenities were top concerns for every community
- The consultant discussed several areas where the study recommended major changes to the roadway
  - Park Street North to 95th Street - widening roadway and bridge from four to six lanes
  - Rosery Road to Court Street - reducing from six lanes to four lanes and adding buffered bike lanes
  - Chestnut Street to Marshall Street - going from four lanes down to two lanes and adding buffered bike lanes
  - Roundabouts at Jasper and Wyatt
  - Edgewater Drive from Sunset Point Road to Main Street - narrowing northbound lane to match southbound and expanding waterside sidewalk to a multi-use path (10 ft+)
  - Widening Anclote River bridge to include bicycle lanes and sidewalks in both directions
- Two sections of the corridor were examined as congestion-heavy points with outside-the-box solutions:
  - Downtown Dunedin and Curlew Road/Causeway Boulevard
    - Downtown Dunedin - Marina & Main Street
      - Alternative 1: "Dog-bone" double roundabout with a roundabout at each intersection, with a signalized pedestrian crossing
      - Alternative 2: Re-align Marina Plaza to increase efficiency and put in a traffic signal
      - No-build alternative provides poor levels of service by 2040
    - Curlew Road/Causeway Boulevard - high demand and congestion due to entrance to Honeymoon Island
      - Add lanes alternative - a single lane approaching the intersection, expands through the intersection, narrows to one after
        - Would improve flow but have a longer distance for pedestrians to cross
      - Displaced left alternative - puts left turn on the opposite side of the road so that left turns can be made along with through traffic to increase efficiency of intersection operations and reduce safety conflicts
      - Continuous flow alternative - all approaches have a displaced left option
      - Median U-turn alternative - Also known as a Michigan U-Turn, traffic goes past the intersection, makes a U-turn, and then makes a right turn instead of a left

- No-build would provide failing levels of service at this intersection, as well
- The board members' subsequent discussion focused mainly on the Downtown Dunedin and Curlew alternatives
  - Having seen a video of the alternatives in other communities, board members questioned whether the roundabouts and other innovative alternatives would work on heavily used, smaller roads and in areas with tourist traffic and elderly drivers
    - They emphasized the need for education of motorists and wayfinding signage
    - Much of the concern seemed to result from negative perceptions of the roundabout on Clearwater Beach
    - Commissioner Dave Eggers suggested that a roundabout pilot project be done in Pinellas County to see the benefits and issues
  - Dunedin Mayor Julie Ward Bujalski asked that a pedestrian overpass be considered at the Curlew intersection, as well as suggesting that improvements could be made at the Honeymoon Island entrance avoid backing traffic up to the road
- Next steps for the study include finalizing concepts and identifying costs, and working together as Forward Pinellas and FDOT to prioritize improvements and identify funding
  - Preliminary Engineering is currently scheduled for 2023

#### **Board members approved a legislative policy statement drafted by the legislative committee of the board**

- The policy positions included:
  - Support Urban Agriculture
  - Protect Trust Funds
  - Support Transportation Funding
  - Stop Distracted Driving
  - Maintain MPO Authority for Apportionment and Structure
  - Encourage Transportation Mobility
  - Support Home Rule
- Members specifically discussed the need for changes to HB 453 and SB 542, which would regulate the use of e-scooters, to allow for more local flexibility in regulation in order to be worthy of becoming law
  - The current legislation would make scooter regulations the same statewide and would allow them to operate wherever bicycles are allowed
  - Under the "Encourage Transportation Mobility" position, the board approved the addition of limiting local liability as an important reason that local regulation of e-scooters was needed

#### **Staff presented safety performance measures and targets for 2019 for approval**

- Performance measures were aspirational and based on trend data to ensure 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
- The Technical Coordinating Committee requested that, in future, safety targets be set specifically for motorcycle fatalities as well



- Board members approved the targets unanimously and emphasized the need for education and innovative thinking to get the public involved in safety efforts

**A consultant from FDOT's regional household travel survey program gave a presentation to the board about the survey and its purpose**

- The surveys collect information on household demographics, origin and destination, travel mode and trip purpose, and trip replacement
  - Tracks where people are coming from, where they are going, and why
  - The information helps update transportation models and supports planning by providing the data to the planning agencies
- The survey is being marketed via mail, email, and social media
  - A goal of 3,000-6,000 household response - so far, about 280 households have completed the survey
- Respondents can take the first part of the survey by visiting <http://tampabaysurveys.com> and also by downloading an app from that website to help track travel

**The Forward Pinellas Executive Director spoke about the follow-up activities from January's transportation funding workshop**

- Staff from the county, PSTA and Forward Pinellas will be having their own staff-level workshop to look at a wide range of funding options
- Forward Pinellas and PSTA are working together to look at transit strategies that prioritize access to jobs, education and workforce development
- The Board of County Commissioners is looking at holding a funding workshop later in the spring

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

- A subthreshold amendment to a parcel within the St. Petersburg Country Club / Lakewood Estates neighborhood from Recreation/Open Space to Residential Low Medium to provide additional single family housing
- A regular amendment for a parcel on Roosevelt Boulevard in Largo from Residential Low Medium and Retail and Services to Retail and Services to provide more vehicle storage for CarMax
- A regular amendment for a part of the Cove Cay Marina property from Resort, Recreation/Open Space and No Designation to Resort in order to bring existing uses into conformity with the local land use plan (an alternative compromise limiting the amendment to the upper areas of the marina property)

**Other Items**

- County Commissioner Janet Long gave the TBARTA and PSTA activities reports, noting that PSTA had projected deficits in the upcoming fiscal year
- Forward Pinellas staff presented an update on the Complete Streets and Planning & Placemaking grant programs, which have each received four applications; subcommittee meetings are scheduled to develop recommendations that will come before the board for approval in March

- Forward Pinellas staff presented an update on the Advantage Pinellas Long Range Transportation Plan, which is in the needs plan development phase - deciding what is appropriate for a specific corridor and what can be accommodated
- Former Forward Pinellas board members Doreen Caudell and Charlie Justice were recognized for their service
- Forward Pinellas staff members Brett Burks and Sarah Caper were recognized for three and five year service anniversaries

### Upcoming Dates

- [Feb 21 & 23 - Lake Belleview Walk Audit](#)
- [March 8 – Bike Your City – Largo](#)

## Action Sheet

**February 13, 2019**

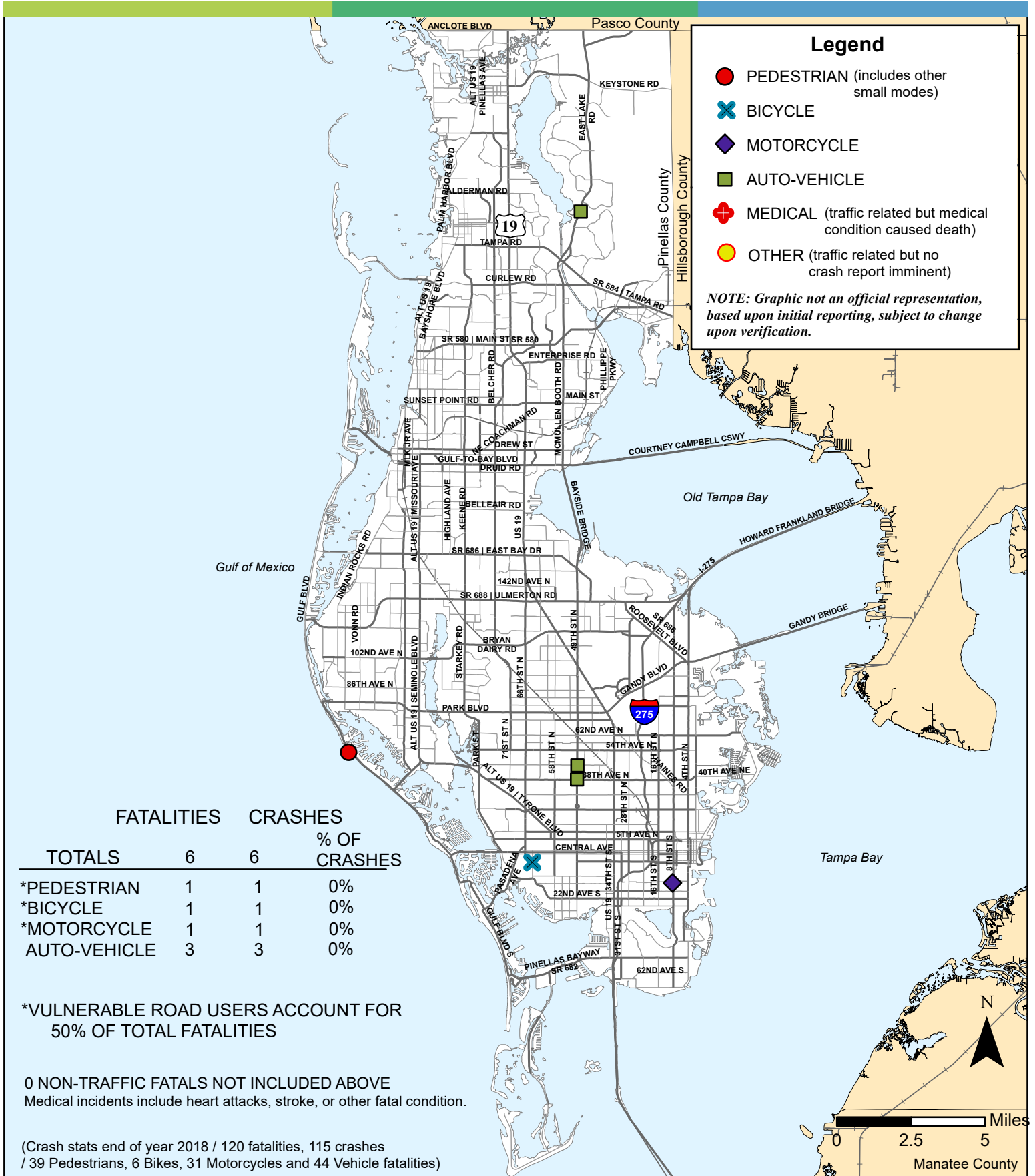
At its February meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)  
Approved to include the following:
  1. Approval of Minutes of the January 9, 2019 Meeting
  2. Approval of Committee Appointments
  3. Acceptance of Quarter One Financial Report
  4. Approval of Minutes of the January 18, 2019 Joint Transportation Funding and Coordination Workshop
- **Subthreshold Countywide Plan Map Amendment(s)**  
One case was recommended for approval:
  1. CW 19-02 – City of St. Petersburg (vote:11-0)
- **Regular Countywide Plan Map Amendment(s)**  
One case was recommended for approval:
  1. CW 19-03 – City of Largo (vote: 11-0)
 One case was recommended for an alternative compromise amendment:
  2. CW 19-04 – City of Largo (vote: 11-0)
- **Safety Performance Measures and Targets**  
Following a staff presentation, the board approved the performance targets for safety (vote: 11-0)

- **Forward Pinellas Legislative Committee Update**

Following an overview by the Executive Director, the board approved the legislative policy positions as recommended by the Legislative Committee with a minor adjustment to the language to account for the possibility of liability issues concerning scooters under the “Encourage Transportation Mobility” policy position. The board also authorized distribution of the policy positions to the Pinellas Legislative Delegation. (vote: 11-0)

# Locations of Reported Traffic Fatalities



Data Source: U.S. Department of Transportation, 2016. Map Produced: February 1, 2019.

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