



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

April 24, 2019 – 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 – March 27, 2019**
3. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**
4. **TRANSPORTATION ALTERNATIVES PROGRAM**
5. **FORWARD PINELLAS/FDOT JOINT CERTIFICATION**
6. **TAMPA BAY NEXT UPDATE**
7. **GULF BOULEVARD DRAINAGE/SIDEWALK PROJECT**
8. **ADVANTAGE PINELLAS - NEEDS PLAN**
9. **INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update
 - B. Forward Pinellas Board Executive Summary – April 10, 2019
 - C. Traffic Fatalities Map
 - D. Tentative Future Agenda Topics
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

NEXT MEETING – MAY 22, 2019

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

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

Technical Coordinating Committee – April 24, 2019

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the March 27, 2019 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – March 27, 2019

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING MARCH 27, 2019**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held March 27, 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
Brent Hall	Pinellas County Public Works (Eng.)
Ric Hartman	City of Clearwater Planning
Brandon Henry	City of Safety Harbor
Kevin Jackson	City of St. Petersburg Traffic
Caroline Lanford	Pinellas County Planning
Cory Martens	City of Clearwater Traffic (Alt)
Rick Perez	City of Largo Planning
Michele Parisano	City of Oldsmar
Frances Leong Sharp	City of Dunedin Planning
Jamie Viveiros	City of Gulfport
Stephanie Carrier	Pinellas County Schools Transportation
Barry Westmark	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.
Benjamin Ziskal	City of Pinellas Park Planning

Members Absent

Bob Bray	City of Treasure Island
Lucas Cruse	City of St. Petersburg – Transportation and Parking (Alt.)
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.
Dave Larremore	City of Clearwater Engineering
Anthony Matonti	TBARTA
Patricia McNeese	City of Tarpon Springs
Ajaya Satyal	Pinellas County Air Quality

Others Present

Jensen Hackett	FDOT
Bob Esposito	FDOT
D. Johnson	CUC
Jerry Dabkowski	City of Dunedin/GFY
Bob Ironsmith	City of Dunedin
Danny Craig	City of Dunedin Engineering Department
Alayna Delgado	USF
Hailey O'Connor	SPC Student
Brett Burks	Forward Pinellas
Robert Feigel	Forward Pinellas
Sarah Caper	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 February 27, 2019, meeting was approved as provided with a correction to the spelling of Benjamin Ziskal's last name.

3. **FY 2018/19 – FY 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

There were no proposed TIP amendments.

4. **PUBLIC PARTICIPATION PLAN AMENDMENT**

Mr. Al Bartolotta, Forward Pinellas Planning Division Manager, addressed the committee regarding the Forward Pinellas Public Participation Plan (PPP). The PPP is Forward Pinellas' guideline for the all public outreach conducted via the website or social media or going out to public community events with our exhibits. This Plan also sets forth our strategies aimed at educating and engaging citizens in the development of its transportation plans and programs. The Plan is occasionally reviewed and amended based on changes in the program from procedural adjustments, periodic evaluations and federal certification recommendations. A strike through underline version of the PPP with proposed amendments responding to the recent update of the Forward Pinellas Title VI Plan and changes associated with adjustment of various outreach strategies in Appendix A was presented to the TCC for approval. Questions were taken and appropriately answered. Kevin Jackson made a motion for approval of the PPP. It was seconded by Michele Parisano and passed with a unanimous vote.

5. **SKINNER BOULEVARD COMPLETE STREETS PROJECT**

Mr. Bob Ironsmith and Mr. Jerry Dabkowski with the City of Dunedin presented an update to the Complete Streets Concept Plan for Skinner Boulevard, which was able to be accomplished due to a \$100,000 grant from Forward Pinellas. Business owners and residents have shown significant public support for the plan to transform the corridor into a multimodal facility with safety improvements for passenger vehicles, bicycles, transit riders and pedestrians. Three concepts were shared. Concept I is a *no build*, where nothing will change, except the traffic signal would be upgraded to a mast armed signal. Concept II would begin at Bass Boulevard, where the intersection would be remain as-is, but the traffic signal would be upgraded and the four lane roadway would become a two lane divided roadway. At the very west end, the intersection will stay the same to allow access to the marina and for the trolley. Concept III will being at Bass Boulevard, where the intersection remains as-is, but pedestrian crossings and roundabouts will be introduced along the corridor. The roundabouts will be designed to accommodate EMS, firetrucks and large semi-trucks. The City of Dunedin is requesting support from the TCC for Concept III. Questions were taken and appropriately answered. A motion was made by Rick Perez for the TCC to support Concept III with the roundabouts and also in appreciation for the innovative nature of this proposal and how it can be an example for the rest of the county. Caroline Lanford seconded the motion and it passed with a unanimous vote.

6. **DRAFT TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES**

Ms. Chelsea Favero, Forward Pinellas staff, addressed the committee regarding the Draft Transportation Improvement Program Priorities and the annual adoption of priorities. The agenda packet contains a list of projects and those items shaded are the proposed changes to the list at this time. The Gateway/Mid-County Master Plan is currently underway and will be done by the summer, therefore it will be removed from the list, as the funding has already

been allocated. Nine of the priority projects are being funded in the draft tentative work program and will be moved up from the unfunded portion of the list. A reminder was given that projects are left on the list until they are completed. No. 3 is the 22nd Street S, a complete streets project in St. Petersburg that the board recommended funding through the agency's complete streets grant funding program; No. 4 is up to \$1.5 million for capital funding for PSTA Bus Replacements to help alleviate some of PSTA's budget challenges. No.'s 9 & 10 are corridor investments to support regional express transit service. This is the US 19 corridor and the corridor was split between Pasco County to Gateway and Gateway to Eckerd College. It was discussed to focus on No. 10 due the fact that a corridor study is currently underway in the southern portion of the corridor. The Waterborne Transportation Capital Grant will be removed due to the inability to properly fund this priority in past years because of limitations on how the funding can be used. Three additional projects are proposed to be prioritized: Gulf Boulevard sidewalk improvements, Gulf Boulevard Cycle Track and the Aerial Transit Feasibility and Operations Plan. Regarding the 2019 Transportation Alternatives Program Priority Projects, several projects were removed due to completion and two projects are being funded in the draft tentative work program. Regarding the Transportation Management Area (TMA), a reminder was given that the TMA is comprised of representatives from the MPO's in Hillsborough, Pasco and Pinellas County, who come together and produce a single list of prioritized projects that the region can advance as well as a priority list for multi-use trails. After review, questions were taken and appropriately answered.

7. HEALTH IN ALL POLICIES

Brett Burks, Forward Pinellas staff, addressed the committee regarding Health in All Policies (HiAP). The Florida Department of Health in Pinellas County received a Transformative Grant to hire planners to the staff in the Cities of St. Petersburg, Pinellas Park and Pinellas County government, trained in public health to encourage the consideration of health impacts of residents in all policy decisions. This pilot program was developed to bring health and equity consideration in the development of policies, programs, and service of local governmental agencies. The goal is to incorporate health considerations into any planning or policy initiatives and to add a framework including data driven health and equity considerations into policy and program development which will promote optimal health for all. An informative meeting will be held on April 23, 2019, with speaker Dr. Sandra Whitehead, for all those interested in learning more about this program. The meeting will be held at the Coliseum, 535 4th Avenue N, St. Petersburg, from 8:00 a.m. to 12:00 p.m., please RSVP. Questions were taken and appropriately answered.

8. ADVANTAGE PINELLAS UPDATE

Ms. Favero provided the committee a brief update on the Advantage Pinellas Plan. Population and employment projections totals have been received and final numbers will go out to TCC representatives very shortly. The 2045 forecast is for an additional 93K people and 60K more jobs in the next twenty years. The roadway projects tentatively identified for the needs assessment are included in the agenda packet and committee members were asked to review and provide feedback on those projects. The next Advantage Pinellas Focus Group meeting will be April 11, 2019 at the Clearwater East Library. Questions were taken and appropriately answered.

9. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update

Ms. Favero and Al Bartolotta, Forward Pinellas Division Manager, provided an update on the SPOTlight Emphasis Areas. For US 19, FDOT will be completing the 34th Street lane resurfacing project from 22nd Avenue S to 54th Avenue South and will consider repurposing travel lanes for bus and business access. A public workshop will be held on April 4th at the SPC All State Center at 6:00 pm, in the DeSoto room. Regarding the Gateway Master Plan, the consultants are entering the final phase of plan development and recommendations. Webinars will be set up with the jurisdiction involved in the study.

Regarding Beach Access, there is currently a project underway to improve the stormwater drainage on Gulf Boulevard in Indian Rocks Beach and Indian Shores due to bike/ped safety issues.

B. Board Action Sheets – March 13, 2019, summary was provided.

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- State Road 60 Busway
- Update on the resurfacing project at Lealman

10. OTHER BUSINESS

Chair Joan Rice asked the committee for any comments regarding the presentation on the US 19 Wayfinding Signs from the February meeting. The City of Pinellas Park would like to have the exit signs placed in the same way that the signs are on I-275, where the exit number is at the top. There was also concern as to what cost the jurisdictions would incur if the jurisdictions are responsible for any of the installation costs.

Chair Rice also mentioned that St. Petersburg will be going before their council with their Complete Streets designs for adoption. Ms. Favero mentioned that the city would like to have some formal show of support from Forward Pinellas, by way of the Executive Director writing a letter in support of complete streets. After discussion, Tom Whalen made a motion to endorse the idea of complete streets concepts, and for the Executive Director to draft a letter to support Complete Streets programs throughout the county. Rick Perez seconded the motion. Before it was voted upon, the motion was adjusted to reflect throughout Pinellas County, in its entirety, and was seconded by Kevin Jackson and it passed unanimously.

Next meeting April 24, 2019

11. ADJOURNMENT – 3:14 pm

3. Transportation Improvement Program Amendments



SUMMARY

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

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

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

4. Transportation Alternatives Program

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 scoring and process utilized by Forward Pinellas to evaluate applications has gone through a number of iterations. While the existing TA priority list includes a few projects that are still in need of funding, there are also some projects on the list that are either no longer desired by the sponsoring local government or are no longer eligible for the funding.

Given the number of projects on the list, new applications have not been requested since 2010. With the opportunity to issue another call for projects in the coming years, Forward Pinellas staff is proposing to overhaul the program. Staff has worked with a subcommittee of Bicycle Pedestrian Advisory and Technical Coordinating Committee members to develop a new application process and new scoring criteria. Staff will provide an overview of the proposed revisions to the program and present a timeline to solicit new projects for funding.

ATTACHMENT(S): Transportation Alternatives Program Structure and Scoring Criteria

ACTION: Recommend approval of the revised Transportation Alternatives Program Structure and Scoring Criteria

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 these 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

5. Forward Pinellas/FDOT Joint Certification

SUMMARY

Federal law and regulation requires FDOT and the MPOs to jointly certify the transportation planning process for each metropolitan planning area concurrent with the annual submittal of the proposed Transportation Improvement Program (TIP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Every four years, Federal law and regulation requires the FHWA and FTA to review and evaluate the transportation planning process for MPOs in transportation management areas (TMAs), urbanized areas with populations greater than 200,000. This quadrennial review of the Tampa Bay TMA planning process, involving the Hillsborough, Pasco and Pinellas MPOs, was most recently conducted in 2017.

The most recent Forward Pinellas/FDOT Joint Certification review was conducted in March, 2019, covering the period of January 1, 2018 to December 31, 2018. As part of this review, Forward Pinellas completed a questionnaire detailing its procedures and practices relating to compliance with applicable rules and regulations identified in the MPO Program Management Handbook. As indicated in the attached Joint MPO/FDOT Certification Summary, Forward Pinellas was found to be in compliance with federal and state guidelines for metropolitan transportation planning.

Also attached is the MPO Joint Certification Statement recommending that the Metropolitan Planning Process of Forward Pinellas be certified. This statement and accompanying summary will be presented to the Forward Pinellas Board at their May meeting. The executed statement and final certification package will then be submitted to FDOT Central Office, Office of Policy Planning (OPP), by June 1.

ATTACHMENTS:

- MPO Joint Certification Statement
- Joint MPO/FDOT Certification Summary

ACTION: Recommend Approval Joint Certification Statement and Summary

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Forward Pinellas with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 11, 2019.

Based on a joint review and evaluation, the Florida Department of Transportation and the Forward Pinellas recommend that the Metropolitan Planning Process for the Forward Pinellas be certified.

Name: David Gwynn
Title: District Secretary (or designee)

Date

Name:
Title: MPO Chairman (or designee)

Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

JOINT MPO/FDOT CERTIFICATION SUMMARY

Forward Pinellas Metropolitan Planning Organization

The Annual Joint FDOT/MPO Certification for January 1, 2018 to December 31, 2018, review was conducted on March 20, 2019, as required by federal guidelines to assess the MPO's compliance with the federal transportation planning process and applicable state laws. **The Forward Pinellas MPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.**

The following is a summary of the Department's findings:

Notable Achievements

- **Regional Coordination**

The MPO continues to work cooperatively through the Tampa Bay Transportation Management Area Leadership Group, West Central Florida MPO Chairs Coordinating Committee, and the Tampa Bay Regional Planning Model Technical Review Team to pursue coordinated regional planning activities.

- **UPWP for FY 2019-20**

The MPO staff streamlined the UPWP for FY 2019-20 to serve as an accurate and precise accounting of the MPO budget.

- **Complete Streets Program**

The MPO continues to excel in working with local agencies to generate participation and quality applications for their Complete Streets Program.

- **Resiliency Coordination**

The MPO in collaboration with Hillsborough MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation was awarded a Federal Highway Administration **Resilience and Durability to Extreme Weather grant**. This collaborative regional effort will provide transportation vulnerability assessments for all three MPOs in the Tampa Bay area. The assessments will lead to mitigation strategies that will inform the LRTPs.

- **Regional Travel Survey**

Forward Pinellas (MPO), Hillsborough MPO, and Pasco MPO collaborated on the **"It's Time Tampa Bay" online survey** to obtain input from the public on transportation and growth priorities, three different growth scenarios, and a variety of potential transportation, community development and funding options. The purpose of this survey was to help the MPOs identify the best ideas, projects, and policies to evaluate further as part of the 2045 Long Range Transportation Plans that will be completed in 2019. Approximately 9,600 people participated, setting a new MetroQuest record for surveys conducted in the U.S.

- **U.S. 19 Design**

The MPO has continued to work with FDOT to develop intersection alternative design concepts for the northern segment of U.S. 19.

Recommended Actions

- The MPO is encouraged to further pursue Vision Zero initiatives in partnership with local agencies in Pinellas County.
- The MPO is encouraged to review the Transportation Alternatives program to maximize effectiveness. An effective TA program should maintain a realistic number of priorities and establish appropriately sized projects, compared to available and projected funding allocations. This will help to ensure priority projects are funded and moved through the production process in a timely manner.

Corrective Actions

- None

6. Tampa Bay Next

SUMMARY

Tampa Bay Next is program by the Florida Department of Transportation to modernize Tampa Bay's transportation infrastructure through a series of projects on the region's major roadways. The ultimate goal of Tampa Bay Next is to improve regional connectivity and address traffic congestion. A representative from FDOT will provide an update on the Tampa Bay next program including project updates on the Howard Frankland Bridge, the I-275 corridor through Pinellas County and the Gateway Expressway. More information on the Tampa Bay Next program can be found at: <http://www.tampabaynext.com/>.

ATTACHMENTS: None

ACTION: None required; informational item

7. Gulf Boulevard Drainage/Sidewalk Project

SUMMARY

Gulf Boulevard, from Walsingham Road in Indian Rocks Beach to Park Boulevard in Indian Shores, is scheduled for a drainage improvement project in the spring of this year. It is expected to be completed by late 2021 at a cost of \$4.3 million.

Stormwater on this section of Gulf Boulevard currently drains into the bicycle and pedestrian paths, which are level with and adjacent to the road surface. The project is intended to alleviate the ponding conditions that occur following a storm event. Attached is an excerpt of a power point file presented by FDOT to the Indian Shores Town Council and Indian Rocks Beach City Commission in 2018 that provides more information about the project.

In addition to the drainage issues, the affected cities have expressed concern about bicycle and pedestrian safety on the corridor. In the absence of a curb or raised buffer separating the bicycle and pedestrian paths, motorists have been observed driving on these paths to pass slower moving vehicles on the right. Forward Pinellas staff attended a meeting with representatives of the cities of Indian Shores and Indian Rocks Beach on May 2, 2018. At the meeting, Indian Shores police officer Ray DeCunto who was later promoted to police chief, indicated that city police had issued 25 warnings and 28 citations to motorists caught passing vehicles using the bicycle and pedestrian paths in the previous two months.

Rather than moving forward with the currently scheduled project, the City of Indian Shores is urging FDOT to address the safety and drainage issues on the corridor in the same project that would include construction of curb and sidewalk as was originally planned in 2000. This was conveyed in a February 11, 2019 letter from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn (see attached).

The cost of this project is expected to exceed \$15 million, not including acquisition of right-of-way and easements, based on FDOT's latest estimate provided in January, 2019. In 2001, the cost estimate of the project, which included a center turn lane and right-of-way acquisition, was \$47.3 million. This high cost estimate led to the design and construction of a lower cost alternative utilizing an at-grade configuration and pervious surface material on the pedestrian and bicycle paths. This is what exists on the corridor today. As evidenced by the ponding conditions that occur after a storm event, the pervious surface has not been an effective drainage solution.

FDOT staff have been working diligently to identify interim solutions that can be implemented as part of the currently scheduled drainage project. Based on the results of a site visit on March 27, FDOT staff has indicated they will include sidewalk construction with the project where sufficient right-of-way is available. This will not allow for a bike lane or path, but would provide room for grass or landscaping between the road surface and sidewalk. The road surface would be marked with sharrow's to accommodate bicyclists. For the sections affected by right-of-way constraints, sidewalks would need to be installed as part of a future reconstruction project. Approximately two-thirds of the project corridor does not have enough right-of-way for sidewalks. To secure the necessary funding for this reconstruction project, it is proposed for inclusion in the Transportation Improvement Program Multimodal priority list that will be presented to the Forward Pinellas advisory committees in May.

ATTACHMENT(S):

- Excerpt of FDOT Powerpoint Presentation – SR 699/Gulf Boulevard Drainage Improvement Program
- Letter dated February 11, 2019 from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn

ACTION: None required; informational item

SR 699/Gulf Blvd

Drainage Improvement Project

from Park Boulevard to Walsingham Road | FPID: 436697-1-52-01

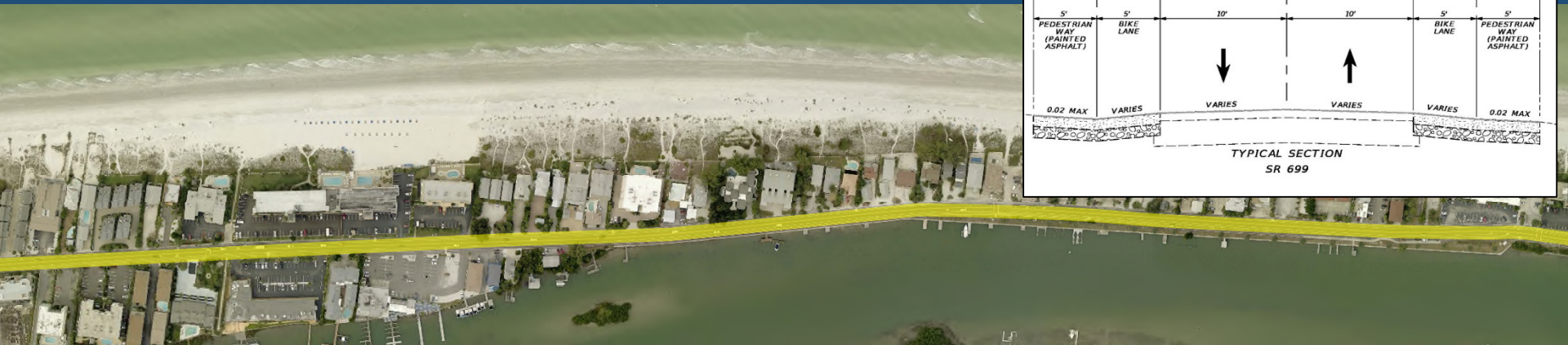
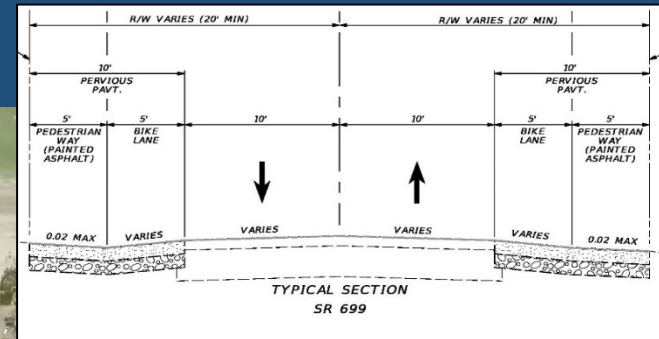


Town of Indian Shores Council Meeting
City of Indian Rocks Beach Commission Meeting

January 9, 2018

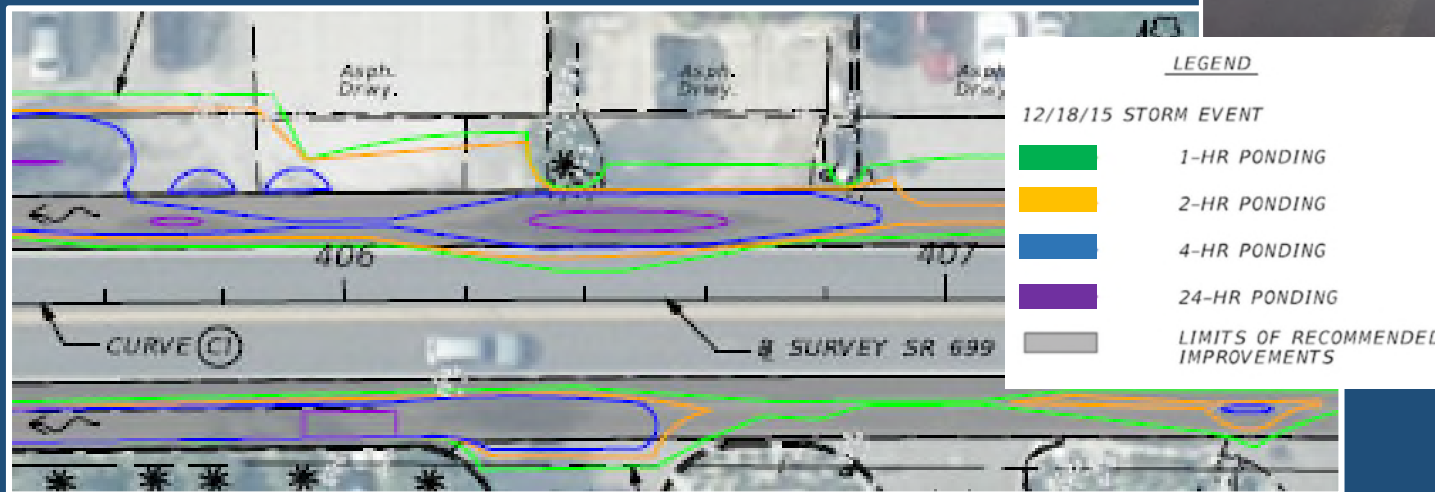
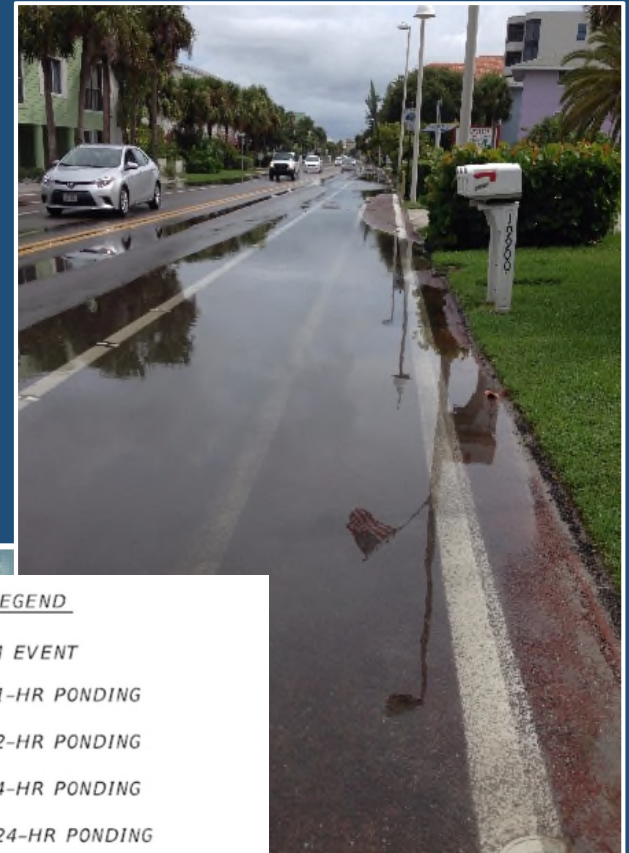
Project Limits & Existing Conditions

- **Project Limits**
 - SR 699 from Park Boulevard to Walsingham Road – 3 miles
- **Existing Conditions**
 - Two 10-foot travel lanes
 - 5-foot bike lane/5-foot pedestrian path on both sides
 - Limited drainage structures
 - Stormwater runoff drains to the bike/pedestrian path
 - Runoff infiltrates the pervious pavement in the bike/pedestrian path



Project Objectives

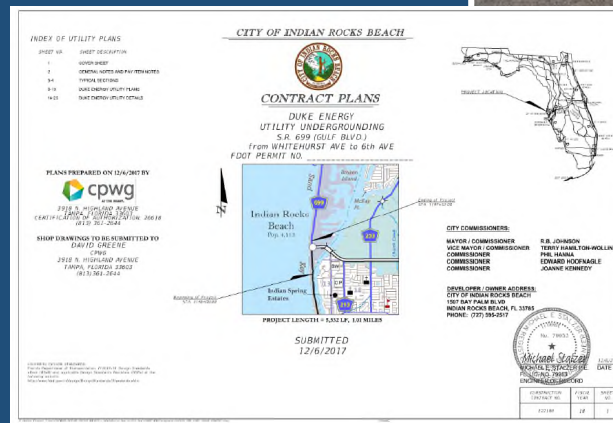
- **Improve Drainage**
 - Increase the speed that water drains from the pathway
- **Reduce Ponding**
 - Limit volume of standing water on pathway after storm events
 - Provide at least 3-feet of clear passage



Ponding areas after storm event

Work Effort

- **Install New Drains**
 - 2,000-ft of trench drains
 - 15,000-ft of piping
- **Utility Work**
 - Ongoing coordination with planned underground utility project
 - Coordinate project-related utility adjustments
- **Replace Top Layer of Pathway**
 - Replace pervious pavement displaced by construction



Installation

- **Maintain Access to Public and Private Property**
 - Maintain Two-Way Traffic
 - Brief exception during installation of two under-roadway pipe crossings
 - Multiple work zones (same side of roadway)
 - Limited work periods 8:00 AM – 8:00 PM
 - Other work periods require Town & City approval
 - Roadway open overnight, weekends and holidays
 - Maintain pedestrian traffic on one side of roadway
 - Crossing at flashing beacons





Project Contact Information

Timothy R. O'Brien, P.E.

FDOT District 7 Senior Project Manager

813-975-6161

Tim.OBrien@dot.state.fl.us

INDIAN SHORES

Ph 727.595.4020 Fax 727.596.0050
19305 Gulf Boulevard, Indian Shores, FL 33785
www.myindianshores.com

Received
FEB 18 2019



February 11, 2019

Mr. David Gwynn, P.E.
District 7 Secretary
Florida Department of Transportation
11201 N. McKinley Drive,
M.S. 7-100
Tampa, FL 33612-6456

Dear Mr. Gwynn:

Pursuant to our last meeting on the subject of pedestrian safety in Indian Shores, enclosed you will find two (2) recently published articles in the local news and editorial sections of the Tampa Bay Times on January 24 and 25, 2019.

The local news headline reads "**Streets unsafe for pedestrians**". It describes Tampa Bay as among the ten most dangerous areas for pedestrian safety in the country.

The editorial headline reads "**Make region safer for walkers and cyclists**". These articles clearly underscore and corroborate the need for sidewalks here in Indian Shores.

As you know, Gulf Boulevard is not a rural road. It is imperative that we all agree on finding an effective solution for pedestrian safety here in Indian Shores.

I believe that our only solution is to install sidewalks as originally envisioned in full-blown engineering plans with cost estimates as created by the Florida Department of Transportation (FDOT) back in early 2000. It is clear to me that FDOT leadership at that time understood the gravity of our situation and were prepared to implement a solution. The Great Recession put a halt to that endeavor.

Patrick C. Soranno
Mayor

Diantha Schear
Vice Mayor

Mike Hackerson
Councilor

Michael (Mike) Petruccelli
Councilor

William F. (Bill) Smith
Councilor

Bonnie Dhonau
Town Administrator

E.D. Williams
Interim Chief of Police

Susan L. Scrogham
Director of Finance
and Personnel

Freddie G. Lozano
Town Clerk

Steve Tetlak
Building Official

Regina Kardash, Esq.
Town Attorney

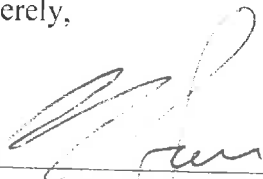
As you may be aware, several years ago our Town Administrator, Bonnie Dhonau, contacted FDOT officials requesting the re-milling of the pedestrian and bike lanes (recommended every 5 years). FDOT officials responded with a proposal to re-engineer Gulf Boulevard to alleviate the flooding and ponding on Gulf Boulevard.

While this drainage project is a welcome relief to a serious problem, it remains a band-aid as described by your FDOT officials, but it is certainly a step in the right direction.

I became Mayor in December of 2016 and rapidly recognized it did not address the critical problem of pedestrian safety on a very busy state road.

Your continued consideration and support for our residents is greatly appreciated.

Sincerely,



Patrick C. Soranno
Mayor

Enclosures (2):

- 1.) Tampa Bay Times, January 24, 2019, "Streets unsafe for pedestrians".
- 2.) Tampa Bay Times, January 25, 2019, "Make region safer for walkers, cyclists".

cc: Whit Blanton, FAICP, Forward Pinellas
T. Hood, P.E., FDOT
Richard Moss, P.E., FDOT
T. O'Brien, P.E., FDOT
Brian W. Pickard, P.E., FDOT
A. Bartolotta, Forward Pinellas
Mayor Cookie Kennedy
R. H. Brotherton, P.E.

Streets unsafe for pedestrians

The Tampa-St. Petersburg-Clearwater area is on a top 10 list for deadly places in the U.S.

BY CAITLIN JOHNSTON
Times Staff Writer

The Tampa Bay area and seven other Florida metro areas are among the top 10 most dangerous places in America to walk, according to a report released Wednesday.

The advocacy group Smart Growth America compares pedestrian safety among cities of different sizes as part of its Dan-

gerous By Design report. Tampa Bay's rank among the most deadly regions dropped from 7 to 9 since the group's last study in 2016, but the number of pedestrian deaths increased in that same time period.

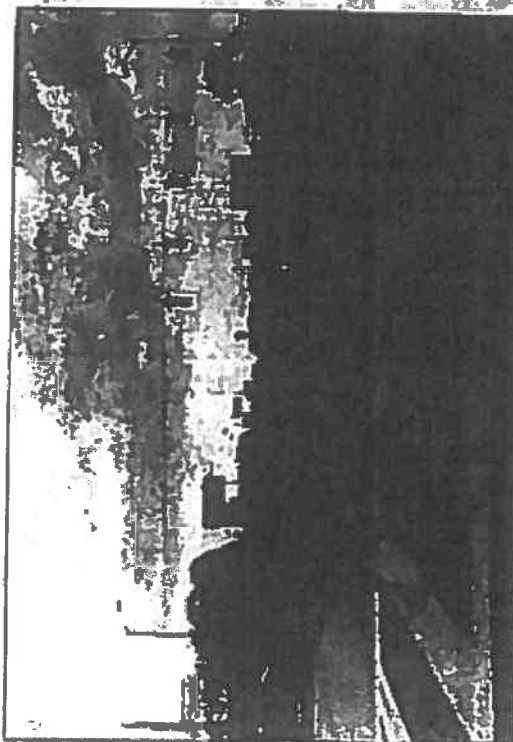
Also, Florida remains the nation's most deadly state for those who journey on foot, topping the group's study for the last three reports since 2014. The

state's numbers are "significantly, significantly higher" than Alabama, which ranked second, said Emiko Atherton, director of the National Complete Streets Coalition with Smart Growth America.

She added that, nationwide, 2016 and 2017 were the two most deadly years for pedestrians in the past three decades.

"The bottom line is we are killing more people," Atherton said. The report also highlights that the elderly, minorities, people with disabilities and those living

» See FATALITIES, 5B



Tampa Bay's three main cities had 800 pedestrian deaths over a 10-year period through 2016, a new report says.

From the front page »

» FATALITIES continued from 1B

in low-income neighborhoods are more at risk than their counterparts.

"This sobering report confirms what we have known for years," said Jeff Johnson, AARP's Florida state director. "Florida is the deadliest state in America to simply walk. And older Floridians are especially at risk."

Back in 2016, the seven most dangerous metro communities for pedestrians were all in the Sunshine State. Bakersfield, Calif., broke up those rankings this year, claiming the seventh position.

The Tampa-St. Petersburg-Clearwater area had 900 pedestrian deaths over a 10-year period through 2016, the new report says. That's up from the 821 pedestrians who were killed across the region over a 10-year period through 2014.

The rise in fatalities comes after Tampa Bay has made investments in "complete streets," an urban design approach that promotes safety and convenience for all users and modes of transportation.

Several local governments in Florida, including Hillsborough County, Tampa and Orlando (the most dangerous area, according to the report), have recently adopted a "Vision Zero" goal of eliminating pedestrian and bicycle fatalities. Safety planning often addresses both bicyclists and pedestrian issues in tandem, seeking to make streets safe for all users, not just drivers.

St. Petersburg has committed to a 20-year initiative that over the next five years would add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets.

The city drew ire from some residents after replacing one traffic lane on Martin Luther

The most dangerous places for pedestrians

Below are the top 10 most dangerous metro areas for pedestrians as determined by the advocacy group Smart Growth America.

The ranking compares communities of different sizes by controlling for the number of people who live in the area and the number of people that walk to work.

1. Orlando-Kissimmee-Sanford
2. Deltona-Daytona Beach-Ormond Beach
3. Palm Bay-Melbourne-Titusville
4. North Port-Sarasota-Bradenton
5. Lakeland-Winter Haven
6. Jacksonville
7. Bakersfield, Calif.
8. Cape Coral-Fort Myers
9. Tampa-St. Petersburg-Clearwater
10. Jackson, Miss.

King Jr. Street between Fourth and 30th avenues N with extra-wide bike lanes as part of its complete streets efforts.

Tampa quashed a plan to add bike lanes on Bay-to-Bay Boulevard after facing similar criticism. Bike and pedestrian advocates said the plan to convert a traffic lane to a bike lane would also improve safety for those who walk by slowing speeds and calming traffic. The city instead decided that traffic flow takes precedence over bicyclists and pedestrians.

Atherton referenced the debate over Bay-to-Bay Boulevard when encouraging cities to evaluate whether resources are being spent on the streets that have the heaviest pedestrian traffic and need the most work, or if those funds are being diverted to other roads that have less of an impact but more political will backing their improvements.

"Sometimes the streets that need retrofitting the most face the most political opposition,"

she said.

Karen Kress, director of transportation and planning for the Tampa Downtown Partnership, said local planners prioritize projects based on areas that have the highest number of crashes.

"From my experience, the local governments are really trying to go about (making safety improvements) by starting with the most dangerous areas," Kress said.

Hillsborough's recently approved transportation sales tax aims to dedicate a percentage of the revenue directly to safety improvements, as long as a lawsuit filed by Hillsborough Commissioner Stacy White doesn't overturn the tax. One of the first priorities, Kress said, is to spend some of the money on sidewalks and crosswalks around schools.

"Everybody wants safer streets," Kress said. "I personally think that's part of the reason why the referendum passed. ... I think people are fed up and it's time to do something about it."

Hundreds of the mid-block, flashing crosswalks have been installed on popular roadways throughout Tampa Bay, including Gulf Boulevard along Pinellas County's beaches, Fourth Street in St. Petersburg and Bayshore Boulevard in Tampa. More are planned over the next decade.

Meanwhile, Hillsborough's Vision Zero project aims to slow traffic, educate the community, and provide fair enforcement of the law. Efforts to connect sidewalks, install mid-block crossings and improve intersections have increased in recent years.

Still, the number of pedestrian deaths continues to rise.

"These changes take time," Atherton said. "We spent decades building an unsafe system."

Contact Caitlin Johnston at cjohnston@tampabay.com or (727) 893-8779. Follow @cjohnst.

A Times editorial

Make region safer for walkers, cyclists

It's dangerous to go for a walk in the Tampa Bay region, and it shouldn't be. Nine hundred pedestrians died in the Tampa-St. Petersburg-Clearwater area between 2008 and 2017, making Tampa Bay the ninth-most dangerous region to walk in the entire United States, according to Dangerous By Design, a report out this week by the advocacy group Smart Growth America. It doesn't have to be this way, and the region's embrace of "complete streets" — urban planning that stresses safety for walkers and cyclists and transit riders as well as drivers — should help to ensure that it won't. But personal responsibility plays a big role as well. No road engineering will protect a pedestrian from a texting driver who is oblivious to the flashing signal at the crosswalk.

Florida is by far the most dangerous state and has eight of the nine most pedestrian-hostile metro areas, and it's much worse than other Sun Belt states, so it's not just the weather. Dangerous By Design looks not only at pedestrian fatalities per 100,000 people (Tampa Bay has 3.07; for comparison's sake, the murder rate in Tampa is 10.3). Its "Pedestrian Danger Index" also controls for the share of people who walk to work, meaning the numbers are comparable across all states and metro areas.

This is a civil rights issue as well as one of safety. The study shows that, nationally, African-Americans pedestrians are at 50 percent more risk than whites. (Incredibly, a separate study from Las Vegas showed drivers were likelier to yield to a white woman in a crosswalk than a black woman.) People walking in lower-income neighborhoods die at 2.5 times the rate as those in well-to-do neighborhoods. Anyone over 50 years old faces a higher risk and, for the elderly, it's far higher still.

While driving has become safer thanks to air bags and other safety features, walking has become more dangerous. Miles driven increased only 8.1 percent in the decade of the study, but pedestrian deaths rose at more than four times that rate (35.4 percent). The study blames decades of design that emphasized moving cars quickly with little regard for the safety of others, and its authors surmise that Sun Belt states fare badly because so many of their roads were engineered in the age of the automobile.

Improvements already are happening. Tampa has added bike lanes and markings to 98 miles of its

roads in recent years, and it plans 20 more miles of bike projects in the next fiscal year. St. Petersburg plans to add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets in the next five years. And Clearwater has just completed a bike trail that makes it possible to ride from Clearwater Beach across the Courtney Campbell trail to Tampa.

The countywide transportation tax that Hillsborough County voters approved in November commits a dedicated portion to transportation safety improvements. All told, nearly one-fourth of the \$300 million the tax is expected to generate each year will be used to improve safety on existing roads and bridges, including projects that are specifically intended to make walking and cycling safer. Hillsborough and its three cities will have tens of millions of new dollars every year for road safety and sidewalk improvements, which will mean better lighted streets, new crosswalks and safety barriers and safer intersections from Plant City to Town 'N Country.

In a region where school children are routinely asked to walk up to two miles to school, there should be adequate sidewalks and safe crosswalks. Drivers, especially frustrated ones, should remember to share the road. They must yield to pedestrians in a crosswalk. It's not an inconvenience for drivers — it's the law, whether or not a signal is flashing.

Better road designs will help. But it's a people problem, too. Drivers have a responsibility when they get behind the wheel, one that is deadly serious.

8. Advantage Pinellas Update – Needs Plan



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.

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 transportation projects necessary to meet the county's mobility needs through 2045. Staff will provide the committee with an overview of the transit and roadway projects being proposed to be included in the Needs Plan and an update on other activities related to the Advantage Pinellas Plan.

ATTACHMENTS:

- Draft Needs Plan Roadway Projects
- Capacity Roadway Project
- Complete Streets/Enhancements Projects
- Transit Investment Corridors

ACTION: Review and comment

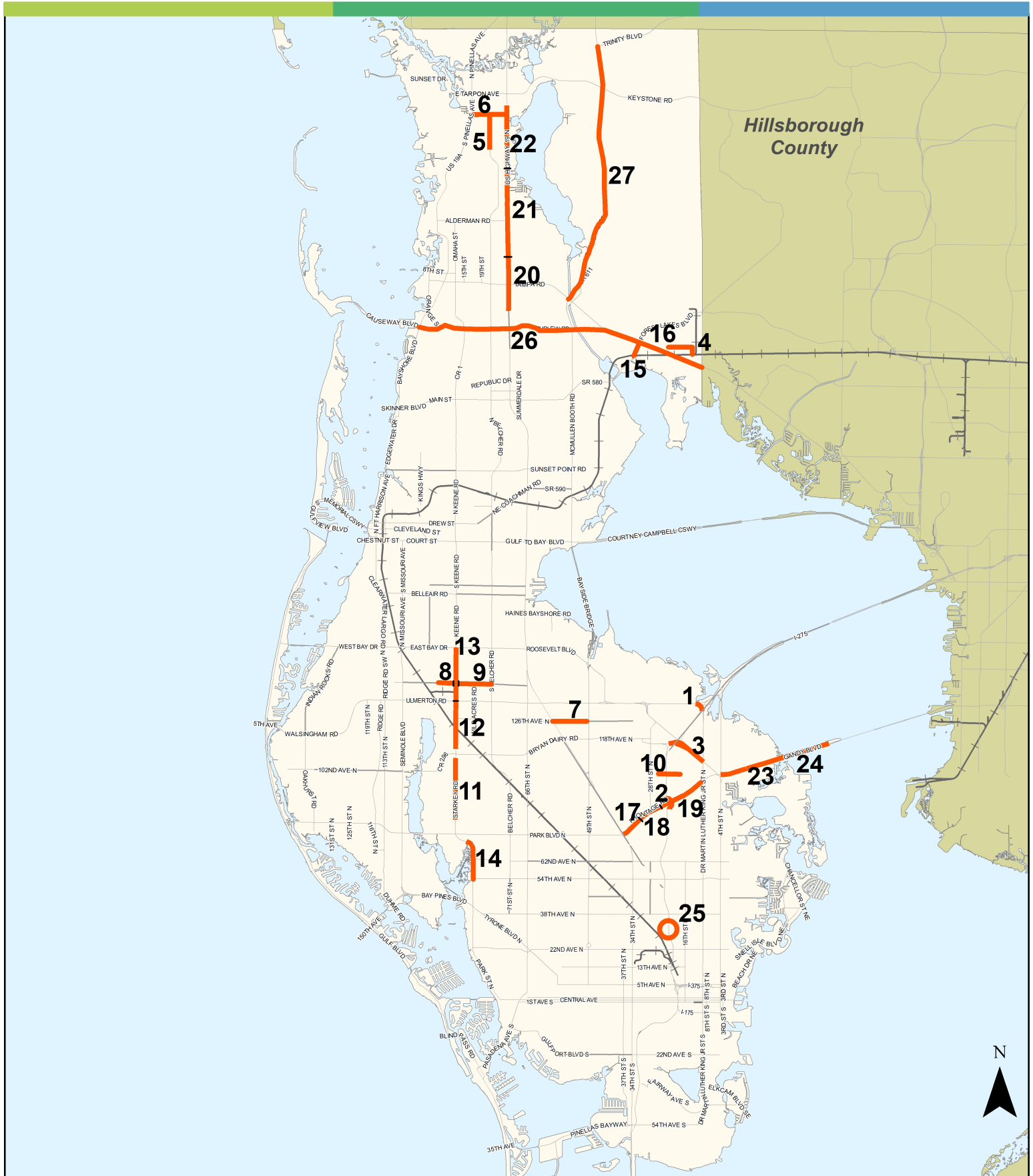
DRAFT 2045 NEEDS PLAN ROADWAY PROJECTS

Map #	Facility	From	To	Existing	2045 Needs	Jurisdiction	Notes
				Total Lanes	Total Lanes		
New Roads/Connections							
1	I-275	Northbound 275	Westbound Ulmerton Rd			FDOT	New Interchange
2	Ramp to Gandy Blvd WB	NB I-275 Off Ramp	SB I-275 Off Ramp to WB Gandy Blvd		1	FDOT	New Ramp
3	Roosevelt Boulevard Stage 3 of	W of I-275 Interchange	SR 686 (Roosevelt Blvd) W of 9th Street	4D	6D	FDOT	New Interchange
4	Burbank Rd	Douglas Rd	Tampa Rd		2D	Oldsmar	New Connection
5	Disston Ave Extension	Woodhill Dr	Meres Blvd	N/A	2U	Tarpon Springs	Also added S Disston Ave
6	Meres Blvd	Alt US 19 (SR 595)	US 19 (SR 55)	N/A-2U	2U/2D	Tarpon Springs	New Road Connection
7	126th Ave N	US 19 (SR 55)	W of 49th St N	N/A-2U	2D	County	PD&E is underway
8	16th Ave SE	Lake Ave	Starkey Rd	N/A	2E	County	New Connection
9	142nd Ave N	Starkey Rd	Belcher Rd	N/A	2E	County	New Connection
10	102nd Ave N	18th St N	Halkey-Roberts Pl N	N/A	2D	N/A	New road construction over
Proposed Widening of Existing Roads							
11	Starkey Rd	Flamevine	Bryan Dairy Rd	4D	6D	County	
12	Starkey Rd	Bryan Dairy Rd	SR 688 (Ulmerton Rd)	4D	6D	County	
13	Starkey Rd	SR 688 (Ulmerton Rd)	East Bay Dr	4D	5D/6D	County	
14	Park St N	54th Ave N	S of Park Blvd	4D	6D	County	
15	Forest Lakes Blvd	SR 580	SR 584	2D	4D	County	
16	Douglas Rd	Commerce Blvd	Burbank Rd	2U	2D	Oldsmar	
17	Gandy Blvd	US 19 (SR 55)	E of Grand Ave	6D	6D	FDOT	Add frontage roads; improve intersections
18	Gandy Blvd	E of Grand Ave	W of I-275	6D	6D	FDOT	Add frontage roads; improve intersections
19	Gandy Blvd	West of I-275	W of 9th Street	6D	4P	FDOT	Add frongate roads; improve intersections
20	US 19 (Tampa Interchange)	North of CR 95	N of Nebraska Ave	6D + 2AUX	6P	FDOT	
21	US 19 (Alderman Intersection)	N of Nebraska Ave	S of Timberlane Rd	6D + 2AUX	TBD	FDOT	Evaluating at-grade options
22	US 19 (Kloserman Intersection)	S of Timberlane Rd	South of Lake Street	6D + 2AUX	TBD	FDOT	Evaluating at-grade options
23	SR 694 (Gandy Blvd)	East of SR 687 (4th Street N)	West end of Gandy Bridge	4D	4P	FDOT	Add frontage roads/overpasses
24	Gandy Blvd	Gandy Bridge	N/A	4D	4D+2X	FDOT	Bridge Replacement + express lane + trail
25	I-275	at 31st St S				FDOT	Interchange modifications
26	Curlew Rd.	Alt US 19	Veterans Expressway		4P	FDOT	Elevated Managed Lanes in median
27	East Lake Rd	Tampa Rd	Trinity	4D	6D	County	Corridor is currently policy constrained; evaluating options

Complete Streets/Enhancement Projects							
1	62nd Ave N	66th St	49th St	2U	2D	County	
2	62nd Ave N	49th St N	34th St N	2U	2D	County	
3	Belcher Rd (71st St)	38th Av N	54th Av N	2U	2D	County	
4	Nursery Rd	Highland Ave	Belcher Rd	2U	2E	County	
5	Nursery Rd	Belcher Rd	US 19 (SR 55)	2U	2E	County	
6	16th Ave SE	Seminole Blvd	Donegan Rd	2U	2E	County	
7	16th Ave SE	Donegan Rd	Lake Ave	2U	2E	County	
8	142nd Ave N	Belcher Rd	66th St N	2U	2E	County	
9	Belleair Rd	Keene Rd	US 19 (SR 55)	2U	2E	County	
10	Highland Ave	East Bay Dr	Belleair Rd	2U	2E	County	
11	Belcher Rd	Druid Rd	NE Coachman Rd	4U	4E	County	
12	102nd Ave N	137th St N	125th St N	2U	2E	County	
13	102nd Ave N	125th St N	113th St N	2U	2E	County	
14	102nd Ave N	113th St N	Seminole Blvd	4D	4E	County	
15	22nd Ave S	58th St S	34th St S	4U	4E	County	
16	Sunset Point Rd	Alt US 19 (SR 595)	Keene Rd	2U	2E	County	
17	Indian Rocks Rd	Walsingham Rd	West Bay Dr	2U	2E	County	
18	Alt US 19	Live Oak St	Anclote Blvd	2U	2E	FDOT	
19	Alt US 19	Brevard St	Klosterman Rd	2U	2E	FDOT	
20	Alt US 19	Orange St	Tampa Rd	2U	2E	FDOT	
21	SR 590/NE Coachman Rd	Drew St	McMullen-Booth Rd	2U	2E	FDOT	
22	113th St/Duhme Rd	150th Ave	Park Blvd	6D	4D	County	
23	54th Ave N	Lown Street	34th St	4D/4U	2D	County	
24	Drew St	Osceola Ave	Saturn Avenue	4U	2D	FDOT	
25	Skinner Boulevard	Alt 19	Bass	4U	2D	FDOT	
26	Cleveland St	Myrtle Ave	Missouri Ave	4D	2D	Clearwater	
27	Tyrone Blvd Overpass Removal	Pinellas Trail Crossing	71st St N	4D Grade Separated	4D At Grade	FDOT	4D at Grade + Trail Overpass

E = Enhancement Project (complete streets); U = Undivided; D = Divided; P = Partially Controlled Access; X = Express Lanes

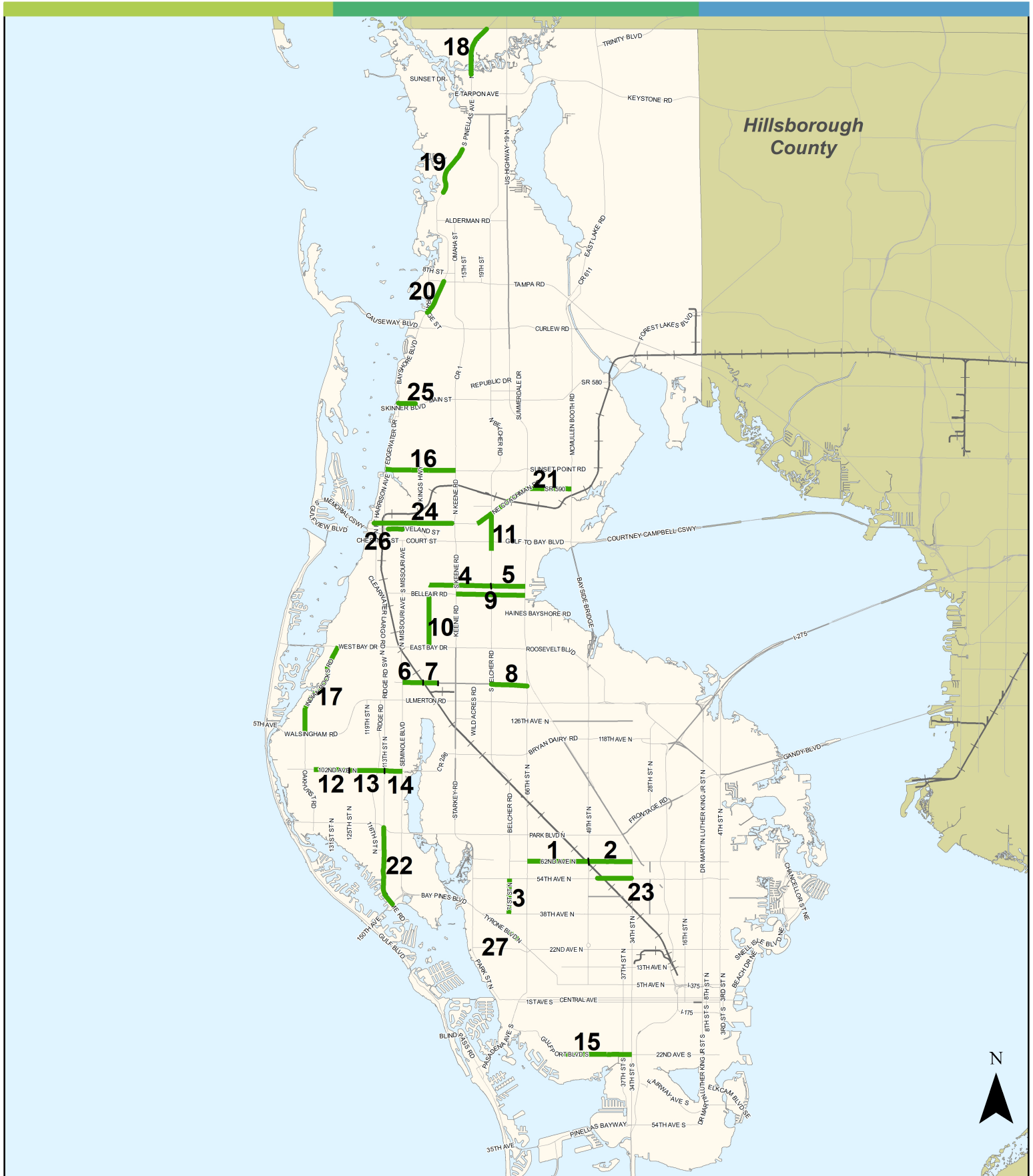
CAPACITY ROADWAY PROJECT



Data Source: U.S. Department of Transportation, 2016. Map Produced: April 10, 2019.

H:\USERS\Trans\LRTP\LRTP 2045\Needs Assessment\needs shapes\2045needs_capacity.mxd

COMPLETE STREETS / ENHANCEMENTS PROJECTS



Data Source: U.S. Department of Transportation, 2016. Map Produced: April 9, 2019.

H:\USERS\Trans\L RTP\L RTP 2045\Needs Assessment\needs shapes\2045needs_enhancements.mxd

Transit Investment Corridors

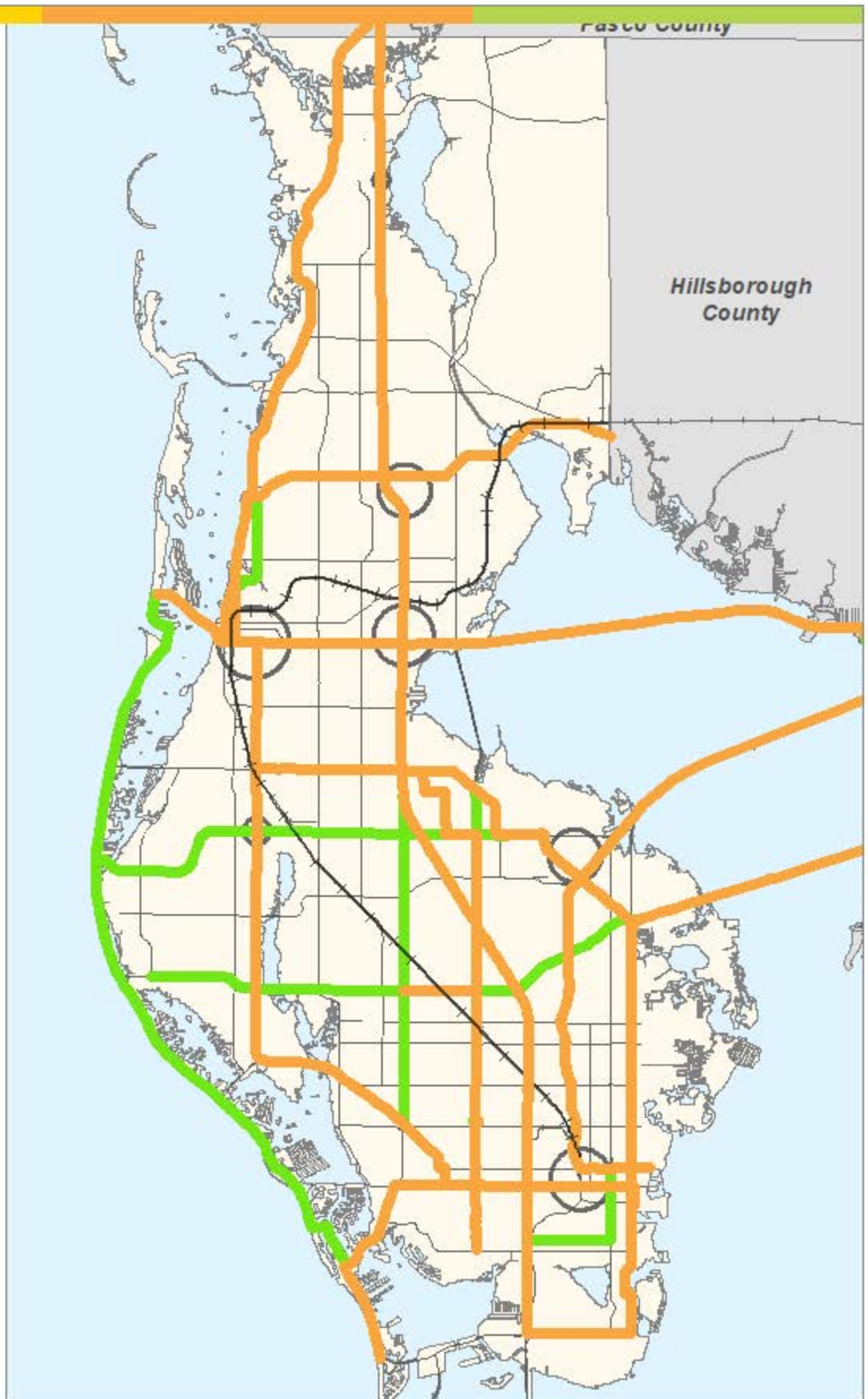


Advantage
PINELLAS

- Primary corridors
- Secondary corridors
- CSX
- Potential Transit Centers/ Intermodal Centers



0 2 4 Miles



Data Source: Forward Pinellas, 2019; U.S. Department of Transportation, 2016. Map Produced: April 8, 2019.

H:\USERS\Pindf21\GIS\Chels ea\forpresentation\template.mxd

9. A-D. Information Items

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Board Executive Summary – April 10, 2019

The April 10, 2019 Forward Pinellas Newsletter/Executive Summary.

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – April 10, 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:

- Advantage Pinellas Needs Assessment
- Annual Adoption of Priorities
- 34th Street Lane Repurposing Study
- Annual Adoption of the Transportation Improvement Program

Board Meeting Summary & Action Sheet

April 10, 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

The board considered a list of draft annual priorities, to be brought back for adoption in June after revisions

- The Forward Pinellas priority list is submitted each year to FDOT for inclusion in its next five-year work program
- New projects in the priority list include:
 - The St. Petersburg 22nd Street S. Complete Streets project that was awarded funding in this year's Forward Pinellas grant program
 - Bus replacement capital funding for PSTA, up to \$1.5M
 - US 19 transit corridor investments to support express transit from Eckerd College to the Gateway area
 - A Gateway to New Port Richey segment is being considered as well, but coordination with the Pasco County MPO to include on its priority list is ongoing
 - Gulf Boulevard improvements in Indian Shores to construct sidewalk with drainage improvements
 - A cycle track on Gulf Boulevard in St. Pete Beach
 - An aerial transit feasibility and operations plan for Clearwater and downtown St. Petersburg
 - Funding for a downtown intermodal center in the City of Clearwater
- Staff also recommended removal of the waterborne transportation capital grant from the priority list, as it has been unsuccessful in receiving funding in prior years through the priority list process
 - Another possible source of funding is Tourist Development Council funds

Forward Pinellas staff presented an update on development of the Advantage Pinellas Plan

- The presentation included an update on scenarios for autonomous vehicles - a slow scenario, a medium scenario, and an aggressive scenario for integrating A/V into the transportation system
 - In each scenario, vehicle miles traveled increased, but vehicle hours traveled decreased
- Much of the discussion following this item focused on constrained roads, which are not able to be expanded because of physical, environmental or policy reasons
 - There are three roadways currently classified as policy-constrained: Alternate US 19, East Lake Road, and Ulmerton Road
 - Can still add turn lanes or make interchange improvements, but cannot provide additional general purpose travel lanes
 - To add capacity to the roads would require an action of the board that originally constrained the roads
 - Other roadways are classified as non-constrained, which indicates there is need for expansion
 - US 19, I-275, Gandy Boulevard from west of 19 across the bridge, Starkey Road, and Forest Lakes between SR580 and SR584
 - There will be a statement in the Advantage Pinellas Plan that says expansion is not anticipated for other roads, but no official stance will be taken to constrain them
 - East Lake Road specifically was discussed as a road that may need creative solutions or to be un-constrained, especially with the upcoming Gateway Expressway connection to the Bayside Bridge

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

- The board approved sending a letter to the Pinellas County Legislative Delegation encouraging the legislature to:
 - Preserve the Sadowski Affordable Housing Trust Fund to the maximum extent possible by approving relevant funding in the Senate's proposed budget
 - Invest in meeting the existing transportation backlog in Florida's urbanized and congested areas rather than build new toll roads through rural areas described in the proposed MCORES program as defined in SB 7068 and HB 7113
 - Reconcile differences in the House and Senate bills to make distracted driving a primary offense
 - Pass SB 542, which supports micro-mobility but enables some local control over launching scooter sharing services
 - Pass SB 336, which requires local referenda to occur in a general election, but not the overly restrictive two-thirds majority requirement under HB
- There was specific discussion about the need to support SB 542 and SB 336 and send a positive message to the legislature rather than just opposing the corresponding house bills

City of Dunedin staff and consultants presented an update on the Skinner Boulevard Complete Streets project, the planning component of which was funded in the 2017 Forward Pinellas Complete Streets grant program

- The project encompasses Skinner Boulevard from Alternate US 19 to Bass Boulevard
 - Safety concerns are seen as an obstacle to the transformative potential of the corridor, which goes through downtown Dunedin and the city's redevelopment area
- Three concepts were presented to the public for input:
 - No-build
 - Lane modification
 - Two successive roundabouts on MLK Avenue and Douglas Avenue
- Three public workshops were held with over 150 attendees, along with many other community stakeholder meetings
 - The double roundabout concept was the most popular, with the no-build concept being least popular
 - The roundabouts would be one lane with defined access points
 - FDOT recently approved a golf cart crossing on Skinner Boulevard, which was a priority among participants
- There was discussion among board members of concerns regarding roundabouts, and whether there is enough understanding among residents of how to use them
 - City staff noted this concept had been extremely popular in public workshops

Dunedin Mayor Julie Ward Bujalski provided an update on the issue of traffic backups to Honeymoon Island State Park

- City of Dunedin staff met with state parks staff to discuss the backup from the entrance to the park on Curlew Road
- The parks staff agreed to add two additional entrance lanes with toll booths, which is estimated to increase flow by 50%
 - Having a SunPass-enabled entrance is not feasible at this time
- Planning and design is already funded for these additional entrances, but cost of construction is estimated at \$500K
 - Finding funding for construction from the Florida Department of Environmental Protection is unlikely due to reconstruction of parks in North Florida after Hurricane Michael

- Bujalski asked that Forward Pinellas send a letter supporting finding funding for the project, which was agreed upon by the board

Commissioner Janet Long presented the PSTA activities report

- The report included an update on a public hearing for proposed route cuts, which PSTA is hoping to avoid
 - For the interim time, PSTA is considering dipping into the reserves to fund the routes until a solution can be reached
- Long discussed a meeting the previous evening with the City of St. Pete Beach over the Central Avenue BRT project in which concerns of the city were addressed, namely regarding the city's reluctance to provide its share of funding for the BRT
 - The St. Pete Beach City Manager and PSTA CEO will be putting an agreement in writing to resolve the city's concerns

Other Items

- The board approved two subthreshold amendments to the Countywide Plan: a property in the City of Clearwater going from Public/Semi-Public to Residential Low Medium, and a property in unincorporated Pinellas County going from Residential Low Medium and Preservation to Recreation/Open Space
- Forward Pinellas staff presented the preliminary FY20 agency budget, which will come back to the board in July for final approval
- The Gateway Master Plan process is wrapping up and will come before the board with recommendations this summer
- FDOT has been looking at options for interchanges north of Tampa Road on US 19, with the alternative interchange concepts currently being reviewed by the right-of-way department
- Becky Afonso of the Florida Bicycle Association recognized Forward Pinellas with the association's 2018 Supporting Agency of the Year Award

Action Sheet

April 10, 2019

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

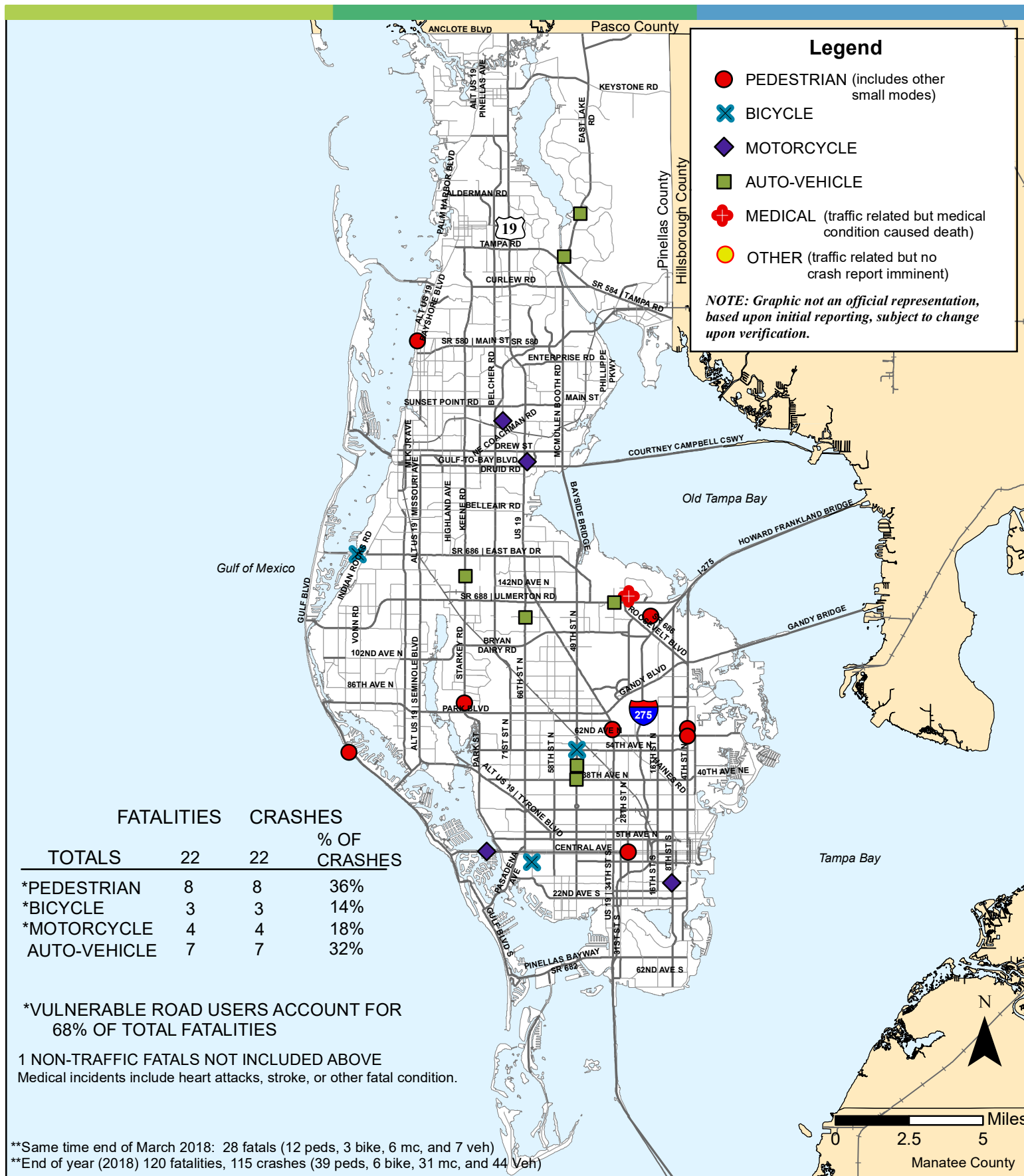
- **Consent Agenda** (vote: 9-0)
Approved to include the following:
 - A. Approval of Minutes of the March 13, 2019 Meeting
 - B. Approval of Committee Appointments (LCB and TCC)
 - C. Authorization for Executive Director to Distribute Letter on Complete Streets
- **Subthreshold Countywide Plan Map Amendment(s)**
Two cases were recommended for approval:
 1. CW 19-07 – City of Clearwater (vote: 9-0)
 2. CW 19-08 – Pinellas County (vote: 9-0)
- **Forward Pinellas Legislative Committee Update – Federal and State Legislative Updates**

Following a staff presentation, and at the recommendation of the Forward Pinellas Legislative Committee, the board approved sending a letter to the Pinellas Legislative Delegation urging action on bills of concern in a manner consistent with the Forward Pinellas policy position statements. (vote: 8-0)

- **SPOTlight Update**

To continue its pursuit of Enhancing Beach Community Access, the board heard from Dunedin Mayor Bujalski regarding the entrance to Honeymoon Island State Park. She outlined the issues related to traffic congestion at Florida's most popular state park, and efforts to date to resolve them. The board agreed by consensus to send a letter to the Department of Environmental Protection and other relevant agencies urging them to identify funding necessary to take corrective action.

Locations of Reported Traffic Fatalities



Data Source: U.S. Department of Transportation, 2016. Map Produced: April 2, 2019.

\\pinellascounty-fl.gov\pcgl\Plan_Dept\USERS\Autocadd\Apps\Sandra_MPO & PLN_afatallmapunofficial\2019fatalmapfile.mxd

	22
# FATALS	