



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

**May 23, 2018 – 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 – April 25, 2018**
3. **FY 2017/18 – FY 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
4. **ADOPTION OF THE FY 2018/19 – FY 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM**
5. **IDENTIFICATION OF ENVIRONMENTAL JUSTICE AREAS**
6. **LONG RANGE TRANSPORTATION PLAN UPDATE**
7. **INFORMATIONAL ITEMS**
  - A. SPOTLight Emphasis Areas Update
  - B. Forward Pinellas Board Executive Summary – May 9, 2018
  - C. Traffic Fatalities Map
  - D. Tentative Future Agenda Topics
8. **OTHER BUSINESS**
9. **ADJOURNMENT**

**NEXT MEETING – June 27, 2018**

*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.*

**2. Approval of Meeting Summary**

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**SUMMARY**

The meeting summary for the April 25, 2018 meeting is attached for review and approval.

**ATTACHMENT(S):** TCC Meeting Summary – April 25, 2018

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

**SUMMARY OF THE  
TECHNICAL COORDINATING COMMITTEE  
MEETING April 25, 2018**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held April 25, 2018 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
Barry Westmark	City of Largo
Michele Parisano	City of Oldsmar (Alt)
Kevin Jackson	City of St. Petersburg Traffic
Caroline Lanford	Pinellas County Planning
Dave Larremore	City of Clearwater Engineering (Alt)
Frances Leong	City of Largo
Cory Martens	City of Clearwater Traffic (Alt)
Patricia McNeese	City of Tarpon Springs
Jan Norsoph	City of Seminole
Ajaya Satyal	Pinellas County Air Quality
Heather Sobush, Vice Chair	PSTA
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Danny Taylor	Pinellas Park Planning Department
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

**Members Absent**

Katie Agoado	City of Dunedin
Bob Bray	City of Treasure Island
Mike Burke	Pinellas County School Board
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning Department
Hetty Harmon	City of Indian Rocks Beach
Ken Jacobs	Pinellas County Public Works (Eng.)
Anthony Matonti	TBARTA
Brent Perkey	City of Pinellas Park Stormwater & Transp.
Mike Taylor	City of Gulfport

**Others Present**

Brian Beaty (By Phone)	FDOT District 7
Rick Perez	City of Largo
Sandra Gonzales	FDOT District 7
Chris Speese	FDOT District 7
Stephanie McQueen	HDR
Steven Schukraft	HDR
Robert Feigel	Forward Pinellas
Hilary Lehman	Forward Pinellas
Sarah Caper	Forward Pinellas
Chelsea Favero	Forward Pinellas
Maria Kelly	Forward Pinellas

1. **CALL TO ORDER**

Chair Joan Rice, called the meeting to order and asked everyone to introduce themselves.

2. **APPROVAL OF SUMMARY**

The summary of the March 28, 2018 meeting was approved as provided with no corrections.

3. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

There were no proposed TIP amendments.

4. **MARTIN LUTHER KING JR BLVD COMPLETE STREETS**

Cheryl Stacks with the City of St. Petersburg, shared a presentation with the committee regarding proposed modifications to Dr. Martin Luther King Jr. Street from approximately 5<sup>th</sup> Avenue North to 34<sup>th</sup> Avenue North. As part of the Complete Streets Program, public input was gathered from residents and businesses along the corridor to identify ways of improving safety and traffic flow. Proposed changes to the roadway include enhanced crosswalks, parallel neighborhood greenways and bike lanes. Roadway striping changes will be implemented during the planned resurfacing of the corridor and is scheduled to begin in May. Additional modifications will follow the resurfacing project in late 2018-19. Questions were taken and appropriately answered.

5. **UNIFIED PLANNING WORK PROGRAM**

Sarah Caper, Forward Pinellas Staff, addressed the committee regarding the Unified Planning Work Program. The TCC reviewed and approved the draft of the UPWP at its February meeting. The UPWP went before the Forward Pinellas Board and to the state and federal reviewing agencies in March. Since then, minor comments have been received from the reviewing agencies and staff is currently in the process of updating the document to address the comments. This item will go before the Forward Pinellas Board in May for approval. Questions were taken and appropriately answered.

6. **US 19 EXPRESS BUS CONCEPT PLAN**

Stefanie McQueen with HDR Consulting, shared a PowerPoint presentation with the committee regarding the US 19 Express Bus Concept Plan. The evaluation of travel demand and transit supportive land uses along the corridor was presented to the committee at the March meeting. Following the March meeting, staff and PSTA conducted a more detailed review of the route options, taking into consider the comments received by the TCC members. The results of the analysis and evaluation suggested three preferred concepts that best meet the vision and goals identified. One preferred concept for express bus services was identified to serve north Pinellas County/ west Pasco County to Gateway, traveling along US 19. Two preferred concepts for limited stop bus service were identified to serve south Pinellas County to Gateway. One of these south county routes would also serve downtown St. Petersburg. Discussion followed where questions were taken and appropriately answered. A motion was made by Danny Taylor for this concept to go before the Forward Pinellas Board for review with the noted condition that TCC comments are still forthcoming. It was seconded by Cheryl Stacks and passed unanimously.

7. **US 19 LAND USE AND ECONOMIC ANALYSIS REPORTS**

Steven Schukraft with HDR, Inc. shared a PowerPoint presentation regarding land use and economic studies in Tarpon Springs and Largo under the direction of Forward Pinellas, as part of the SPOTlight Emphasis Area Vision for US 19. The studies evaluated existing conditions on the corridor in terms of land use and market conditions affecting housing and hotel/lodging, office and retail spaces in both communities. Information from these reports will be used to guide the design plans for future road improvements and help local governments development land use policies for future redevelopment projects. Discussion followed where

questions were taken and appropriately answered. A motion was made by Cheryl Stacks to forward these reports to the Forward Pinellas Board for review. It was seconded by Michele Parisano and passed unanimously.

## **8. FDOT US 19 PROJECT UPDATES**

Sandra Gonzales, FDOT District Seven, shared a PowerPoint with the committee showing proposed improvements with pedestrian and bicyclist safety improvements along the US 19 corridor. US 19 is a focal point of FDOT's current work program with six major projects scheduled from Pinellas Park to Tarpon Springs. Land use and economic studies for Palm Harbor and Tarpon Springs have been shared with FDOT in the interest of re-evaluating construction designs. Discussions followed. Caroline Lanford questioned the recommended improvements for US 19 since they were based on a 30 year old study for the corridor and inquired if this was still an appropriate document to be building a road on. Ms. Gonzales noted that the design was reevaluating the design for the roadway. Ms. Lanford requested that the reevaluation include better sidewalk design (not having the sidewalks adjacent to the curb), improving the frontage road design, not having un-buffered bike lanes, and not having the frontage roads be designed like main highways. Ms. Gonzales stated that the DOT standard is now buffered bike lanes, so those will be included on all projects going forward, where feasible, or FDOT would request a variation from that. Ms. Lanford questioned why pedestrian crossings were included every quarter-mile along the corridor, but was not included in the segment between Tampa Rd. and Nebraska Rd., where the most crashes are located. Ms. Gonzales noted this is something included in the Scope of Services for the design and will be considered. Ms. Lanford expressed that she is looking for a commitment from FDOT to follow their own new guidelines and do a better job on the construction of the next sections of US 19 that they construct, dealing with transit users, bicyclists and pedestrians. She noted that she is seeing some of that, but she is still not loving what she sees. Cheryl Stacks asked the question as to who would make the decision when accommodations must be made if the standards cannot be met. Ms. Gonzales noted that it would be the Safety Office who would make the call, based on the safety analysis as the project progresses. Looking at the history, if we see in a particular area where there are a lot of incidents between bikes and peds, yes, they would make the call. Our crash history on US 19 demonstrates that it is necessary at this time. Ms. Stacks noted that we are spending hundreds of millions of dollars on these projects so we should spend them appropriately and not have to come back later. Ms. Gonzalez remarked that DOT is trying to make provisions along the corridor to encourage pedestrians to use the crossing facilities. Currently all the projects are design, bid, build. There is a chance in the future due to rising material costs, this could go to a design/build. Cheryl Stacks stated she loves the idea of the quarter mile spacing and that we need to insist that there must be a bicycle and pedestrian crossing every quarter mile on US 19. A motion was made by Cheryl Stacks that the TCC recommend the board strongly recommend to DOT to ensure that there is an appropriate bicycle pedestrian crossing every quarter mile on this corridor. Ms. Landford added that there should also be a strong consideration that frontage road design be reevaluated to reduce the speed of vehicular traffic and add buffered sidewalks/bike lanes where appropriate for the safety of the bike/ped. Ms. Stacks stated that frontage roads should be contextually different than the limited access highway. FDOT should explore different design treatments as to ensure that the traffic operations are contextually appropriate for a frontage road. **The motion is the TCC recommend the board strongly recommend to DOT to ensure that there is an appropriate bicycle and pedestrian crossing no greater than every quarter mile on this corridor and that FDOT explore design options for frontage roads to ensure that the traffic operations are contextually appropriate for a frontage road.** Caroline Lanford seconded the motion and it passed unanimously.

## **9. INFORMATIONAL ITEMS**

### **A. SPOTlight Emphasis Areas Update**

Ms. Favero, provided an update on the SPOTLight Emphasis Areas. There are currently two

open house scheduled. On May 10<sup>th</sup>, from 6:00 to 8:00 pm, the Gateway Master Plan Open House will be held at the EpiCenter. On May 29<sup>th</sup>, from 6:00 to 8:00 pm, an Open House for US 19 will be held at Harbor Hall in Palm Harbor. There are Facebook events if anyone would like to share it with their local government. Regarding SR60, staff is wrapping up its priority list. A meeting was held with the City of Clearwater to discuss priorities recommended by the SR 60 Study and that information is forthcoming.

**B. Board Action Sheets** – attached for March 14, 2018

**C. Traffic Fatalities Map** – attached

**D. Tentative Future Agenda Topics**

- TIP Annual Adoption
- Preliminary Priority Lists
- Environmental Justice Report
- LRTP Scenario Development

**10. OTHER BUSINESS**

New TIGER funding information was received and will be sent to the committee members. Make note that it is being called Build now. \$1.5 billion dollars is available for funding. Due date is July 19th, contact staff if we can be of assistance.

**11. ADJOURNMENT- 4:04 pm**

**3. Transportation Improvement Program Amendment**

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**SUMMARY**

The Florida Department of Transportation (FDOT) is proposing three TIP amendments to the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). The proposed amendments are described below.

**1. FPN# 4434901 – Federal Transit Administration (FTA) Low or No Emission Vehicle Section 5339(c) Program Grant**

Pinellas Suncoast Transit Authority (PSTA) received an allocation from the Federal Transit Administration's (FTA) Buses and Bus Facilities Program. The proposed amendment would add \$1 million of FTA Section 5339(c) funding in FY 2017/18. The grant provides capital funding to purchase two electric buses and related equipment. The funding source is the FTA-administered Low or No Emission Vehicle Section 5339(c) Program.

**2. FPN# 4343041 – FTA Section 5339(a) Grant for Buses and Bus Facilities Program**

PSTA received a grant from the FTA Section 5339(a) Buses and Bus Facilities Program. The proposed amendment would add \$1,789,844 in FY 2017/18 of the TIP. The grant provides funding to replace, rehabilitate and purchase buses and/or related equipment and facilities. The funding source is the FTA-administered Grants for Bus and Bus Facilities Section 5339(a) Program.

**3. FPN# 4390041 – Section 5337 State of Good Repair Grant Project**

PSTA received an allocation of \$7,276 in FTA Section 5337 State of Good Repair Grant funds in FY 2017/18. The grant funds will provide capital funding to replace and/or rehabilitate bus-related equipment to maintain a state of good repair. The funding source is the FTA-administered State of Good Repair Section 5337 Program.

The TIP amendments are needed to receive federal authorization of the funds.

**ATTACHMENT(S):** TIP amendment forms (to be provided at the meeting)

**ACTION:** Provide a recommendation to the Board regarding the proposed TIP amendment

**The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.**

## FY2017/18 - 2021 /22

STIP Amendment Number:

**TIP Page Number: Attached**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**T B D**)

This document has not been approved

FDOT District Representative or Designee District **07**

Federal Aid Management Manager or Designee

This document has not been approved

## Federal Authorization

STIP amendment criteria:

**A - The change adds new individual projects to the current STIP**

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

**E - The MPO is not in an air quality non-attainment or maintenance area.**

Project Name**443490-1 FTA SECTION 5339 LO-NO DISCRETIONARY FUNDS**[illegible]



## **Technical Coordinating Committee – May 23, 2018**

### **4. Adoption of the FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP)**

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#### **SUMMARY**

Forward Pinellas is required to adopt a fiscal year (FY) 2018/19 – FY 2022/23 Transportation Improvement Program (TIP) by July 1, 2018 for the county to receive state and federal funding for transportation projects. The TIP contains project descriptions, schedules, and corresponding funding allocations regarding scheduled transportation improvement projects for the 25 local governments of Pinellas County, the Pinellas Suncoast Transit Authority (PSTA), local airports, and the Port of St. Petersburg. The projects include new construction, reconstruction, capital purchases, and maintenance work associated with roads, sidewalks, trails, transit services, airports, the Port of St. Petersburg, and the Transportation Disadvantaged Program. Projects included in the TIP for state and federal funding must be in the adopted Long Range Transportation Plan.

The annual TIP adoption process involves incorporating the attached Florida Department of Transportation (FDOT) FY 2018/19 – FY 2022/23 Final Tentative Work Program into the TIP. The FDOT Work Program includes a five-year schedule of state and federally-funded transportation projects, including new projects introduced in the fifth year (2022/2023). At its October 25, 2017 meeting, the TCC recommended that the Forward Pinellas Board approve the draft version of this document, and the Forward Pinellas Board subsequently approved it on November 8, 2017.

The work program can be viewed via this link:

<http://forwardpinellas.org/wp-content/uploads/2018/05/4FDOTwpMay2018.pdf>

**ATTACHMENT(S):** FY 2018/19 – FY 2022/23 Florida Department of Transportation (FDOT) Final Tentative Work Program

**ACTION:** Recommend Forward Pinellas Board adoption of the FY 2018/19 – FY 2022/23 TIP

## **5. Identification of Environmental Justice Areas for the Long Range Transportation Plan (LRTP) Update**

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### **SUMMARY**

As the MPO for Pinellas County, Forward Pinellas is currently developing a long range transportation plan (LRTP) with a horizon year of 2045. The federal government mandates that the LRTP consider environmental justice (EJ) issues during development of the plan. The three main objectives of this mandate are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process; and
- To prevent the denial of, reduction, or significant delay in the receipt of benefits by minority and low income populations.

As the LRTP is developed, Forward Pinellas will analyze the proposed projects to ensure that low income and minority populations are not disproportionately impacted by, or denied the benefits of, transportation investments in the Plan. In addition, staff will conduct targeted outreach to identified EJ populations to ensure participation from these traditionally underserved residents. A first step in this process is to identify those areas of the county that have high concentrations of EJ populations. Staff has developed a series of maps using data from the Census bureau to highlight those areas of the county with higher-than average concentrations of low income and minority populations.

Due to the large number of retired citizens in Pinellas County, staff is recommending that Census tracts where the low income population exceeds 20% of population be considered an EJ area (the countywide average is 14.73%). For minority populations, staff is recommending that Census tracts where the minority population exceeds the countywide average of 22.15% be identified as an EJ area.

Staff will provide an overview of EJ issues related to the LRTP and further explain the justification for the selected thresholds to identify EJ areas in Pinellas County.

**ATTACHMENT(S):** Map of Proposed Environmental Justice Areas

**ACTION:** Recommendation on Thresholds to Identify EJ Populations in Pinellas County

# Census Tracts Where Minority Population Exceeds 20%

 Minority

9900

9901



**Technical Coordinating Committee – May 23, 2018****6. Long Range Transportation Plan Update**

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**SUMMARY**

As the MPO for Pinellas County, Forward Pinellas is required to develop a Long Range Transportation Plan (LRTP) to identify future transportation needs and to prioritize those needs for funding. A new plan is developed every five years to account for changes to the land uses within the county, shifting regional travel patterns and any demographic shifts that may have occurred.

Early work on the LRTP has been focused on data development and the identification of regionally coordinated growth scenarios. Forward Pinellas staff will provide an overview of the activities underway in the development of the 2045 LRTP and a look ahead at what will be happening next.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item

**7. 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 – May 9, 2018**

The May 9, 2018 Forward Pinellas Executive Summary

**ATTACHMENT:** May 9, 2018 Forward Pinellas Executive Summary to be distributed at the meeting

**C. Traffic Fatalities Map**

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

**ATTACHMENT:** Traffic Fatalities Map April 2018

**D. Tentative Future Agenda Topics**

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

- Preliminary Priority Lists
- LRTP Scenario Development



## ***Executive Summary, 5.9.18 Board Meeting***

*The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on [our website](#).*

### **The board reviewed plans, data and updates on various aspects of development in the U.S. 19 corridor**

- The HDR consulting team presented the results of Forward Pinellas' land use and economic analyses of Largo and Tarpon Springs along U.S. 19
  - The studies, which complemented similar efforts in Palm Harbor and Clearwater, looked to analyze economic and land use conditions and to identify market potential for redevelopment
    - The studies found relatively low density/intensity development and little new investment along the corridor
    - Existing land uses had the community-serving uses at crossroads, with retail, industrial and auto uses in between
    - Connectivity is a challenge, with crossings for pedestrians and bicyclists only available at crossroads, and with in-between areas also difficult to access quickly by car
  - Demographic growth in the corridor is likely to be highest in the seniors with special needs category, with growth also expected in families and trade-up homebuyers (ages 35-54)
    - Rise in family buyers is beginning to drive market and may result in increased demand for a variety of housing types, including walkable, mixed-use options
    - Development potential for apartments exists but limited by site availability
  - The study's finding indicated limited potential for transformational change - smaller, parcel-by-parcel changes are possible
    - With few large scale vacant sites, redevelopment potential for employment uses or large residential developments is limited, but there is potential for new investment
    - The crossroads locations (non-elevated interchanges) benefit from visibility and accessibility, while in-between sites are more isolated
      - Retail in less visible or accessible areas will likely continue to be negatively affected by elevated roadways

- Next steps included strategies to consolidate parcels, identify investments to improve travel safety for all users, improve multimodal connectivity, and invest in placemaking improvements
      - Largo can leverage proximity to the Gateway and regional accessibility
      - Tarpon Springs can build on its reputation as historic downtown and sponge docks
      - Creating safety and accessibility for all users in the future will be necessary for development
  - Board members prompted discussion of the need for frontage roads and more connected access to connect retailers to adjacent neighborhoods
    - The elevation of U.S. 19 has improved the reach of some retailers to other areas of the county, but the in-between retailers not on the crossroads need better access to the neighborhoods that they border
- HDR also presented results of the Forward Pinellas express bus concept plan study for the U.S. 19 Corridor
  - Using census data on employment density and worker commute patterns, the study identified three express route options for the north and south sections of the corridor (one north route and two south routes)
  - The north county route would serve workers from West Pasco/North Pinellas County south to the Gateway
    - The preferred concept would be an express bus along a 28-mile stretch from Holiday to Gateway
    - The route would include up to eight stops and a 90-minute one-way service time with a 30-minute frequency
  - The two south county preferred concepts include a limited stop service from South Pinellas to downtown St. Petersburg and the Gateway, and a limited stop service from South Pinellas to Gateway
    - The first concept would be an 18-mile route with stops every ½ mile, including downtown
    - The second concept would be a 17-mile route with stops every ½ mile, not including downtown
    - Both routes had a 90-minute one-way service time with a 30-minute frequency
  - The concepts will be further developed by PSTA and Forward Pinellas as part of the Community Bus Plan / Long Range Transportation Plan
  - Board members noted that, especially for the South County routes, the 90-minute service time may not qualify in residents' minds as "express bus"
- FDOT staff presented the latest on the department's plans for constructing interchanges and frontage roads north of State Road 580, addressing seven projects
  - Most projects are fully funded for design phase, and right of way/construction are fully funded for some

- For all the projects, FDOT has worked to ensure pedestrian/bicycle crossing opportunities every quarter mile, either through overpasses or under-road through-ways
- From North of SR 580/Main Street to Northside Drive, design is underway
  - Construction is anticipated to begin in 202
  - Estimated construction cost is \$57.4M
- From north of Northside drive to north of CR 95 (which includes the interchange at Curlew Road), design is underway
  - Construction is anticipated to begin in 2020
  - Estimated construction cost is estimated at \$72.4M
- From north of CR95 to S. of Pine Ridge Way S. (which includes the interchanges at Tampa Rd. and Nebraska Ave.), design began in 2017
  - Looking into alternative designs for the frontage roads
  - Includes a U-turn overpass where cars will be able to make a U-turn from the frontage road and pedestrians can cross
  - Estimated construction cost is \$86.5M
  - U.S. 19 at Tampa Road has the highest incidence of total crashes along the corridor, with 631 total crashes from 2011-2015
- From north of Nebraska Avenue to south of Timberlane Road (includes interchanges at Alderman Road and Innisbrook/Citrus Drive), design is underway
  - Construction is not funded
  - Looking into alternative designs for frontage roads and interchanges
  - Estimated construction cost is \$104.3M
- From south of Timberlane Road to south of Lake Street (includes interchanges at Klosterman Roads and Mango Roads), design is underway
  - Looking into alternative designs for interchanges
  - U-Turn overpasses will allow for separate southern U-Turns and southern U-Turns at different locations
  - Estimated construction cost is \$82M
- From south of Lake Street to the Pinellas Trail (includes interchange at Tarpon Avenue)
  - Design, right of way and construction are unfunded
  - Looking at alternative interchange designs
  - Currently not included in the LRTP
- FDOT staff also addressed building a pedestrian overpass north of Harn Boulevard, for which the concept has been developed with an estimated construction cost of \$4.8M
- Board members emphasized the importance of constructing frontage roads with non-automobile users in mind and to design them with a Complete Streets approach



**The executive director addressed recent developments of the Regional Transit Feasibility Plan**

- The RTFP, which is being supervised through the Tampa Bay TMA Leadership Group, had previously identified a catalyst project of a Bus Rapid Transit system along the I-275 corridor from St. Petersburg to Wesley Chapel
- At last week's Hillsborough MPO meeting, the board had voted to do a peer review study of the Regional Transit Feasibility Plan, which could delay implementation of the plan
- The board voted unanimously to support the full multi-county RTFP project, with a potential first phase of the project running from downtown St. Petersburg to the Westshore/Tampa International Airport Area if Hillsborough County were to decide not to go forward with its segment of the project

**FDOT staff presented a status update on Tampa Bay Next projects in Pinellas County, which account for \$1.45B over the next five years**

- These projects include:
  - Howard Frankland Bridge reconstruction, scheduled for 2020-24
  - Gateway Expressway, currently under construction with completion scheduled for 2021
  - Gateway Intermodal Center Study, which will identify an ideal and feasible location for center in the Gateway area to connect between multiple modes of transportation
  - I-275 Pinellas Corridor, which is examining lane continuity from 54th Ave. S to Gandy Blvd and will review extending express lanes south to downtown St. Petersburg, as requested
  - Cross Bay Ferry, for which St. Petersburg has received a \$438K grant (matched by FDOT) for FY2019
  - Central Avenue BRT, which is in the federal grant pipeline with FDOT providing 25% of capital costs

**Forward Pinellas Intern Jared Austin presented an interactive story map on Dunedin's activity center**

- These indicators included land use, transportation, housing, health, economy, environment, and culture
- His live demo presentation of the story map showed demographics in the activity center, as well as a parcel-by-parcel view of permits that were issued within the activity center for the past 10 years
  - This allowed a clear view of parcels that had received building permits over the past decade
  - He also showed a 3-D model of taxable values of parcels within the activity center
  - Another view of the land use typologies showed the potential for redevelopment of parcels within the activity center

- Austin is working on a publicly accessible version of the map that will be available in the next few months, and has also received requests from other communities to do similar story maps

### Other Items

- Commissioner Janet Long gave updates on the Tampa Bay Area Transit Authority and the Pinellas Suncoast Transit Authority, including a \$1M legislative allocation to TBARTA to create a regional transit development plan, the recently launched search for a new TBARTA executive director, and PSTA's recent purchase of two electric buses
- The board approved two subthreshold countywide plan map amendments
  - This included an amendment to allow construction of an affordable housing complex in the Lealman area
- The board received an update on the Long Range Transportation Plan, which is currently in the data development and scenario projection phases
  - The board was presented with the 2045 projection for population increase in the county, which Forward Pinellas is projecting at 1.03M, a 9.9% increase from 2015 numbers (937K)
    - This is a more aggressive projection than the previous LRTP, which had projected a 7.1% increase from 2010 to 2040, but which also saw much higher growth from 2015-2017 than expected
      - 2010-2017 alone saw the population increase to 962K, when the original projection for 2040 was just over 980K
  - A survey for the regional portion of the plan will be released in the coming months
    - The survey will gauge how the public wants to invest in transportation, as well as the growth implications of those investments

### Upcoming Dates

- [May 18, 2018 – Bike Your City St. Pete Beach](#)
- [May 29, 2018 – US 19 Public Workshop](#)
- [June 1, 2018 – MPO Regional Coordination and Best Practices Study Collaborative Workshop](#)
- [June 4, 2018 – Alternate US 19 Cultural Corridor Community Workshop](#)

# Pinellas County Major Road Network

**YEAR 2018**  
(thru April 30th)

## Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- ✕ BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- + MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

*NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.*

Data Source: Forward Pinellas, 2018. Map Produced: May 1, 2018.

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Gulf of Mexico

Pinellas County

Hillsborough County

Old Tampa Bay

Tampa Bay

0 0.5 1 2 3 4 Miles



CRASHES	DATAID	ROADWAY	LOCATION	DESC.	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	005F18	US 19 HWY	8000 BLOCK	BIC	1/22/2018	1	8:30 PM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SR688   WALSINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	029F18	US 19 HWY	NB APPROACHING ALDERMAN RD	MC	4/8/2018	1	9:03 PM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	1ST AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM
1	030F18	I-275   HOWARD FRANKLAND BRIDGE	PINELLAS COUNTY SIDE OF THE BRIDGE	VEH	4/4/2018	1	11:15 AM
1	031F18	US 19 HWY	54TH AVE N	VEH	4/12/2018	1	11:00 AM
1	032F18	SR580	AT CURVE NEAR CHARLES AVE	VEH	4/21/2018	1	5:51 AM
1	033F18	54TH AVE S	16TH ST S	VEH	4/24/2018	1	1:50 PM

# PINELLAS COUNTY

## INITIAL REPORTING

of Traffic Fatalities  
thru April 30, 2018

33 FATALITIES INCLUDING MEDICAL INCIDENTS \*

## 32 FATALITIES EXCLUDING MEDICAL INCIDENTS

33 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS \*

## 32 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

## 10 AUTO-VEHICLE FATALITIES

31.3% (medical crashes not included)

## 10 AUTO-VEHICLE CRASHES (fatal)

## VULNERABLE ROAD USERS

## 8 MOTORCYCLE FATALITIES

25.0% of all traffic fatalities

## 8 MOTORCYCLE CRASHES (fatal)

## 3 BICYCLE FATALITIES

9.4% of all traffic fatalities

## 3 BICYCLE CRASHES (fatal)

## 11 PEDESTRIAN FATALITIES

34.4% of all traffic fatalities (includes other small modes)

## 11 PEDESTRIAN CRASHES (fatal)

## 22 VULNERABLE USER FATALITIES

## 22 VULNERABLE USER CRASHES (fatal)

## 68.8% Vulnerable/total fatalities

(medical crashes not included)

### NOTE

Table not an official representation,  
based upon initial reporting,  
subject to change upon verification.

Forward Pinellas

\* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.