



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

June 26, 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 – May 22, 2019**
3. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**
4. **WEST BAY DRIVE COMPLETE STREETS**
5. **GATEWAY MASTER PLAN**
6. **COUNTYWIDE PLAN**
7. **ADVANTAGE PINELLAS UPDATE**
8. **INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update
 - B. Forward Pinellas Board Executive Summary – June 12, 2019
 - C. Traffic Fatalities Map
 - D. Tentative Future Agenda Topics
9. **OTHER BUSINESS**
10. **ADJOURNMENT**

NEXT MEETING – AUGUST 28, 2019

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

Technical Coordinating Committee – June 26, 2019

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the May 22, 2019 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – May 22, 2019

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING MAY 22, 2019**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held May 22, 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
Stephanie Carrier	Pinellas County Schools Transportation (Alt.)
Brian Ellis	TBRPC
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
Roger Johnson	City of Clearwater Traffic
Caroline Lanford	Pinellas County Planning
Rick Perez	City of Largo Planning
Michele Parisano	City of Oldsmar
Frances Leong Sharp	City of Dunedin Planning
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Jamie Viveiros	City of Gulfport
Barry Westmark	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.
Ben Ziskal	City of Pinellas Park Planning

Members Absent

Bob Bray	City of Treasure Island
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning
Hetty Harmon	City of Indian Rocks Beach
Dan Hubbard	City of Pinellas Park Stormwater &Transp.
Dave Larremore	City of Clearwater Engineering
Patricia McNeese	City of Tarpon Springs
Ajaya Satyal	Pinellas County Air Quality

Others Present

Jensen Hackett	FDOT
Bonnie Dhonau	Town of Indian Shores
Patrick Soranno	Mayor, Town of Indian Shores
Rick Swann	Chief of Police, Town of Indian Shores
Jen Musselman	Kittelson & Associates Traffic Engineering
Jared Austin	Forward Pinellas
Whit Blanton	Forward Pinellas
Rodney Chatman	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 April 24, 2019, meeting was approved with no corrections.

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

There were no proposed TIP amendments.

4. **ANNUAL ADOPTION OF PRIORITIES**

Chelsea Favero, Forward Pinellas Planning Manager, addressed the committee regarding the Annual Adoption of Priorities. **A)** The Multimodal Priority list update: these multimodal priorities, once adopted, will be transmitted to FDOT for consideration in the development in the next five-year Work Program. Those projects listed with a “P” are programmed for funding and those projects with numbers are unfunded. One project was removed from the priority list, the Gateway/Mid County Master Plan, as the project is almost complete and the funds are mostly expended. A number projects have been advanced for funding, including three Complete Streets projects, a Congestion Management project, St. Petersburg Downtown Analysis, the Harn Boulevard Overpass; I-275 Lane Continuity improvements and two segments of the Pinellas Trail Loop. Cheryl Stacks made a motion for the Forward Pinellas Board approve the Draft 2019 Multimodal Transportation Project Priorities. It was seconded by Heather Sobush and it passed with a unanimous vote. **B)** Transportation Alternative (TA) Program Priority list update: The TA Program provides funding for bicycle and pedestrian facilities. Two projects were advanced for construction this year, 71st Street North trail connector in the Tyrone Area of St. Petersburg and sidewalks on 42nd Avenue North in the Lealman area. Three projects were removed from the list, 30th Avenue North bicycle facilities in St. Petersburg, landscaping along the Pinellas Trail in St. Petersburg and some multi-use trail projects in the City of Gulfport. A call for projects will be coming this fall. Cheryl Stacks made a motion for the Forward Pinellas Board to approve the Transportation Alternative (TA) Program Priority list. It was seconded by Ben Ziskal and it passed with a unanimous vote. **C)** Transportation Management Area 2019 Top Priorities: Each year, the TMA Leadership Group, made up of elected officials from the MPOs of Pinellas, Pasco and Hillsborough counties, endorses a list of top major transportation projects, which is transmitted to each individual MPO for approval. In addition, the TMA approved a multiuse trail priority list for the Tampa Bay TMA. Each of the MPOs in the TMA continue to maintain their own local TA Program priority lists to reflect the priorities of their respective jurisdictions in terms of bicycle and pedestrian projects. Cheryl Stacks made a motion to recommend the Forward Pinellas Board approve both the 2019 TMA Top Priorities as presented as well as the 2019 Top Trail Priorities, and support continued collaboration toward implementation of the Regional Transit Feasibility Plan Starter Project. It was seconded by Caroline Lanford and it passed with a unanimous vote.

5. **ADOPTION OF THE FY2019/20–FY2023/24 TRANSPORTATION IMPROVEMENT PROGRAM**

Jared Austin, Forward Pinellas staff, reviewed the Transportation Improvement Program (TIP) with the committee. In order to receive state and federal funding for transportation projects, the adoption of a FY2019/20 – FY2023/24 TIP by July 1, 2019 is required. Projects included in the TIP for state and federal funding must be included in the adopted Long Range Transportation Plan. Any changes since the committee saw the last version in November 2018 were reviewed. It was noted that the FY 2019/20 – 2023/24 TIP will be presented to the Board on June 12, 2019 for final adoption. Questions were taken and appropriately answered. Cheryl Stacks made a motion for the Forward Pinellas Board to adopt the FY2019/20 – FY2023/24 TIP. It was seconded by Ric Hartman and it passed with a unanimous vote.

6. 34TH STREET LANE RE-PURPOSING PROJECT

Al Bartolotta, Forward Pinellas Planning Division Manager, provided an update on the 34th Street lane repurposing project from 22nd Avenue South to 54th Avenue South. In 2018, the 34th Street South Lane Elimination Study was completed with the analysis showing that converting the outside lanes from general use traffic to bus use and business access would not have an adverse impact on roadway performance related to vehicle travel. In April 2019, a public workshop was held at the St. Petersburg College Allstate Center on 34th Street South to provide an opportunity for citizen input regarding 34th Street South and the lane re-purposing project. A survey of attendee's was conducted and a majority was in support of the proposed construction of six to 10 foot sidewalks on both sides of the road, pedestrian activated crosswalks, and re-purposing the outside lanes for bus use and business access (i.e. shared bus and right-turn lanes). This lane re-purposing project will be implemented as part of an FDOT resurfacing project. Discussion ensued where questions were taken and appropriately answered. A motion was made by Caroline Lanford to approve the 34th Street Lane Re-purposing project. It was seconded by Ric Perez and it passed with a unanimous vote.

7. GULF BOULEVARD DRAINAGE/SIDEWALK IMPROVEMENT PROJECT

Mr. Alex Henry, FDOT Bike/Ped Coordinator, shared a presentation with the committee regarding the Gulf Boulevard Drainage/Sidewalk project. Gulf Boulevard from Walsingham Road to Park Boulevard in Indian Shores is scheduled for a drainage improvement project in the spring. The project is intended to alleviate the ponding conditions that occur following a storm event. This includes the installation of trench drains and piping and replacing the top layer of the bicycle and pedestrian paths. In addition to the drainage issues, concerns for bicycle and pedestrian safety along the corridor have been expressed, as motorists have been caught using the bike/pedestrian lanes to pass other vehicles on the right. The Town of Indian Shores is urging FDOT to address both the safety issue and the drain issue in their city with curb and sidewalks as was originally planned in 2000. FDOT staff has indicated they will include sidewalk construction with the project where sufficient right-of-way is available. Ms. Jenn Musselman with Kittelson & Associates, presented four design options for the Gulf Boulevard project, showing the size of the sidewalks or shared path, where the path would be located on either side of the roadway and the width of the motor vehicle lanes. Discussion ensued where questions were taken and appropriately answered. Of the four options, option two was most preferred. At this time, it was brought to the committees attention that the BPAC received the same presentation and also approved option two, but suggested amending the design to include sharrow's and mountable curbs. Indian Shores' Mayor Soranno and Police Chief Swann attended the meeting and expressed their approval for option two. Roger Johnson made a motion that the committee support option two with the added shared lane markings. Cheryl Stacks seconded the motion and it passed with a unanimous vote.

8. ADVANTAGE PINELLAS UPDATE: RESILIENT TAMPA BAY:TRANSPORTATION

Mr. Rodney Chatman, Forward Pinellas Planning Division Manager, provided an update on Advantage Pinellas. The Bicycle Master Plan is being developed in parallel with the Long Range Transportation Plans (LRTP)/Advantage Pinellas. Feedback on the workshops and projects should be submitted by June 7, 2019. Another project being developed in parallel with the LRTP is the Resilient Tampa Bay: Transportation Study including vulnerability methodology critical transportation links and potential adaptation strategies. This study is being funded through the Federal Highway Administration (FHWA), Resilience and Durability to Extreme Weather Grant, in a partnership between Forward Pinellas, Hillsborough and Pasco MPO's, the Tampa Bay Regional Planning Council and FDOT. New federal requirements state that Long Range Transportation Plans (LRTP) must work on "improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation. The study will look at sea level rise, increased

precipitation and storm surge, to develop strategies that will make the transportation more resilient. Each county identified two corridors for this pilot project, Pasco County selected a portion of S.R.54 from US19 to the Suncoast Parkway and US19 from S.R.54 to S.R.52, Pinellas County selected a portion of Gulf Boulevard at Madeira Beach and Roosevelt Boulevard from Ulmerton Road to Gandy Boulevard, and Hillsborough selected the Gandy Boulevard from 4th Street to South Dale Mabry Highway and a portion of Big Bend Road from US-41 to 1-75, to represent the project corridors. Discussion ensued where questions were taken and appropriately answered.

9. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update

Ms. Favero an update on the SPOTLight Emphasis Areas. Regarding the Gateway Master Plan, the Study Management Team met about two weeks ago, producing some recommendations and renderings for some sub-areas throughout the Gateway and getting some roadway connections into the LRTP. Updates for US19 and Local Beach Access was covered during the meeting.

B. Board Action Sheets – April 10, 2019, summary was provided.

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- West Bay Drive Complete Streets
- Project Prioritization for the Needs Plan
- Draft Cost Feasible Plan

10. OTHER BUSINESS

A reminder that in June, there will be a demonstration from Brisk Synergies on Predicted Analytics at 1:00 p.m. prior to the TCC meeting

Next meeting June 26, 2019

11. ADJOURNMENT – 3:54 pm

Technical Coordinating Committee – June 26, 2019

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. West Bay Drive Complete Streets



SUMMARY

Pinellas County has developed a West Bay Drive Complete Streets Concept Plan as a pilot project to assess the feasibility of various treatments on West Bay Drive in Largo and Belleair Bluffs. The recommendations of the Plan are being considered by the County in conjunction with a planned resurfacing project that includes striping and pavement marking. The project limits of this 1.8 mile corridor are from the Belleair Beach Causeway Bridge to Clearwater-Largo Road and is divided into four segments in accordance to a variety of land uses and roadway characteristics.

The study area is the West Bay Drive corridor between the Belleair Causeway Bridge and Clearwater-Largo Road which is the same as the original concept plan. With additional data collection, analysis and municipality input, Kimley-Horn created new concept plans for each of the following four (4) segments of West Bay Drive:

1. Belleair Causeway Bridge to Indian Rocks Road
2. Indian Rocks Road to 20th St NW
3. 20th St NW to Pinellas Trail
4. Pinellas Trail to Clearwater-Largo Road

A representative from Public Works Traffic Engineering will provide an overview of the Concept Plan development and present the final recommendations being considered for implementation by the County.

ATTACHMENTS: None

ACTION: Review and Comment

SUMMARY

The Gateway area is the primary economic engine of Pinellas County and the Tampa Bay region. The area includes four local government jurisdictions and is home to a large number of jobs and professions. Easily accessible to regional highways, downtown St. Petersburg and destinations in Tampa, the area suffers from the challenges of a disparate, disconnected and disinvested automobile-centric development pattern.

In 2018, Forward Pinellas with financial support from Pinellas County, the cities of Largo, Pinellas Park and St. Petersburg and the Florida Department of Transportation, engaged a consulting team to begin development of a Master Plan for the Gateway/Mid County area of Pinellas County. The Master Plan will identify opportunities for more efficient, economy-boosting land use patterns that will provide housing options that put people closer to their destinations, reduce congestion, enable investments in transit and produce safe bicycle and pedestrian connections.

A representative from the projects consulting team will provide an overview of the Master Plan process and highlight some of the draft study recommendations that have been developed to date. More information can be found on the plan website: www.gatewaymasterplan.org.

ATTACHMENT(S): None

ACTION: None required; informational item only

6. Countywide Plan



SUMMARY

The Countywide Plan for Pinellas County guides land use planning through the county, coordinating decision-making among the 25 local governments and ensuring that redevelopment is planned together with major transportation improvements. The current plan, adopted in August 2015, created a framework of Activity Centers and Multimodal Corridors in support of the Greenlight Pinellas plan, which included a proposed light rail corridor and a network of supportive bus routes.

In coordination with the Advantage Pinellas effort, Forward Pinellas staff is working to update the Countywide Plan to reflect current transit planning and other changed conditions. This proposed update will revise the Activity Centers and Multimodal Corridors framework to create transit-oriented development in more locations, as well as encouraging walkable mixed-use development in other areas.

ATTACHMENT(S): None

ACTION: Review and Comment

SUMMARY

Every five years, Forward Pinellas is responsible to develop a 25-year transportation plan, called the Long Range Transportation Plan (LRTP). Branded as Advantage Pinellas, the plan examines countywide transportation needs, land uses, shifting regional travel patterns, technology and demographic changes since the previously adopted LRTP. One of the foundations of future of transportation planning in Pinellas County is non-motorized (bicycle and pedestrian) travel through the master plan, titled the Active Transportation Plan.

Over the past few months, the BPAC has provided valuable input and direction for development of the Active Transportation Plan. The consultant, HDR, along with staff, has met with the advisory committees to present their progress throughout the development of the plan components and analysis. Project priorities from each jurisdiction were requested by the beginning of June. Forward Pinellas staff will provide an overview of the initial project priorities and Plan policies.

ATTACHMENT(S): Active Transportation Plan Priority Corridors Map and Table

ACTION: None, informational item only



Active Transportation Plan
Draft Priority Corridors

ID	Limit From (S/W)	Limit To (N/E)	Comment	
1	13th Avenue N/63rd Street N/17th Avenue N	Pinellas Trail	28th St S	
2	142nd Avenue N	Pinellas Trail	Duke Energy Trail	
3	18th Avenue S/Tangerine Greenway	55th Street S	4th Street S	
4	19th Street S	26th Ave S	Central Avenue	
5	26th Ave S/Gulfport Multi-use Trail	Skyway Marina Trail	4th Street S	
6	28th Street N/S/Sawgrass Lake Trail	Pinellas Trail	Roosevelt Blvd	
7	4th Street N	Gandy Blvd/Duke Energy Trail	Howard Frankland Bridge Trail	
8	55th Street S/Gulfport Spur	Joe's Creek Trail	Shore Blvd S	
9	70th Avenue N/Park Boulevard N	Sawgrass Lake Park	Gulf Blvd	
10	71st Street N/Belcher Road	54th Avenue N	Belleair Rd	
11	Bay Pines Trail/150th Avenue	Gulf Boulevard	Pinellas Trail	beach access
12	Bayshore Drive	Oldsmar Trail	Veterans Memorial Lane	
13	Bayway Trail North	Gulf Boulevard	Skyway Trail	beach access
14	Belleair Causeway/East Bay Drive/Roosevelt Blvd	Gulf Boulevard	Ulmerton Road	Largo priority project
15	Belleair Road	Pinellas Trail	Duke Energy Trail	
16	Central Avenue/107th Avenue	Gulf Boulevard	Bayshore Drive NE/Pinellas Trail Loop (North Bay Trail)	beach access
17	Clearwater Beach Connector Trail/Druid Rd Trail/Courtney Campbell Causeway	Gulf Boulevard	Hillsborough County Line	
18	Curlow Road/Honeymoon Island Trail	Honeymoon Island Beach	Oldsmar Trail (east side of canal)	requires bridge over Canal
19	Elfers Spur and Trail	Pinellas Trail	Pasco County Line	
20	Florida Coast to Coast Trail	Pinellas Trail	Pasco County Line	
21	Friendship Trail/Gandy Boulevard	Pinellas Trail	Gandy Bridge (to Tampa)	
22	Gulf Boulevard	Clearwater Beach	Pass-a-Grille Beach	
23	Hercules Ave/Greenbrier Drive/Belcher Rd	Belleair Road	Pinellas Trail	or Duke Energy Utility Corridor between Alderman & Klosterman
24	I-275 Trail Connections	Ulmerton Rd & 4th Street S	Howard Frankland Bridge Trail	
25	Joe's Creek Greenway Trail	54th Ave N	Sawgrass Lake Park	
26	Lake St George Drive/Highlands Boulevard/Alderman Road	Duke Energy Trail	Pinellas Trail	Nebraska as an alt to Alderman
27	McMullen Booth Road/East Lake Road	SR 60	Pasco County Line	upgrade to trail
28	Oldsmar Trail	S Bayview Blvd	Duke Energy Trail	
29	Oleander Way	Pasadena Avenue S	Pinellas Trail	
30	Pasadena Ave S/Gulfport Blvd S/22nd Ave S	Gulf Boulevard	Skyway Trail	
31	Pinellas Trail Loop (Pinellas Trail)	Bayshore Drive SE	East Lake Rd	
32	Pinellas Trail Loop (Duke Energy Trail)	Gandy Blvd	Tampa Road	need to complete North Gaps & South Gaps
33	Pinellas Trail Loop (North Bay Trail)	1st Ave SE	Gandy Blvd	need to complete South Gaps
34	Pinellas Trail Loop (East Lake Road)	Tampa Road	Keystone Road	need to complete North Gaps
35	Rosery Road/Poinsetta Rd	Indian Rocks Rd	Eagle Lake Park	
36	Skyway Trail	54th Ave S	Pinellas Trail	
37	SR 580/Main Street/Tampa Road	Alt US 19	Hillsborough County Line	
38	St. Petersburg N/S Downtown Corridor	Pinellas Point S	Pinellas Trail Loop (North Bay Trail)	
39	Sunset Point Road/Main Street	Alt US 19	Bayshore Drive	CSX corridor as an alternative
40	Trinity Trail	Pinellas Trail	Pasco County Line	
41	Ulmerton Road	Duke Energy Trail	Howard Frankland Bridge Trail	
42	Walsingham Road	Gulf Boulevard	Pinellas Trail	beach access

Technical Coordinating Committee – June 26, 2019

8 A-D. Information Items



A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary – June 12, 2019

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – June 12, 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:

- Needs Plan Prioritization
- Draft Cost Feasible Plan
- Transit Access Study

June 12, 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 adopted the new 2019/20- 2023/24 Transportation Improvement Program

- The annual TIP adoption process involves incorporating FDOT's five-year final tentative work program
- Project highlights include:
 - Construction in 2020 of Bus on Shoulder on I-275
 - Right of Way and Design in 2024 for I-275 lane continuity/express lanes from 54th Ave. S. to Roosevelt Blvd.
 - Construction for various Complete Streets improvements and sidewalks
 - Construction advanced to 2022 for a pedestrian overpass on US 19 at Harn Blvd
 - Construction in 2024 of the 71st Street Trail Connector from the Pinellas Trail to 38th Ave N
 - Construction in 2024 for the Pinellas Trail Loop Phase 3 & 4, from Ulmerton to 126th Ave.
- Forward Pinellas Planner Jared Austin also demonstrated the draft Interactive TIP
 - The interactive map shows project locations along with the project name, project number, responsible agency, and will be adding costs/timelines in the future
 - The draft TIP is available at <http://arcg.is/0CfKif>, and currently requires a username (TIP2019) and password (forward2019)
 - When final, the Interactive TIP will be available to the public and will not require a username or password

The board also approved a new set of transportation project priorities

- The 2019 priority lists look at what kind of projects Forward Pinellas should ask FDOT to advance in its next five-year work program
 - Projects remain on the list until construction is completed
- New projects on the unfunded multimodal priority list include:
 - \$1M for the St. Petersburg Complete Streets project on 22nd Street South
 - \$1.5M for PSTA to replace buses
 - Operational improvements at the entrance to Honeymoon Island State Park to mitigate congestion on the Dunedin Causeway
 - Investments in the US19 corridor to support express transit
 - Gulf Boulevard sidewalk improvements in Indian Shores and Indian Rocks Beach
 - An aerial transit feasibility & operations plan for Clearwater & Downtown St. Petersburg
 - A PSTA Intermodal Center for downtown Clearwater
 - A 4th Street trail connection to the Howard Frankland Bridge between Gandy Blvd and the Big Island Gap Bridge
 - An Ulmerton trail connection to the Howard Frankland Bridge between Fountain Parkway N and I-275
 - A corridor study of State Road 580 to identify operational and safety improvements
 - A corridor study of Drew Street to identify operational and safety improvements
- County Commissioner Dave Eggers asked about safety concerns about trail crossing on SR 580, to which staff replied that grant funding for trails may be available in the future for this project
- Regionally, the TMA Leadership Group had advanced a Top 5 set of priorities, which were also approved by the Forward Pinellas Board:
 - SR 60/275
 - I-75 at Overpass
 - I-75 at Gibsonton

- I-275 operational improvements
- Central Avenue BRT

FDOT staff and leadership from the Town of Indian Shores presented to the board on a drainage and safety issue on Gulf Boulevard

- FDOT is undertaking a project to partially fix drainage problems on Gulf Boulevard
 - The pervious asphalt on the road installed about a decade ago does not work in sandy environments, leading to pooling in the roadway
 - The flooding is often in the shared-use lane of the roadway that bicyclists and pedestrians use due to a gap in the sidewalk network that stretches from Park Boulevard to Walsingham Road
 - Pinellas County has contributed funds to move the utilities
- FDOT is already building sidewalks in conjunction with the drainage project from Park Boulevard to 195th because there is adequate 60-foot right of way (ROW) to do so
- FDOT is also exploring options for closing the sidewalk gap where right-of-way is limited in Indian Shores from 195th Ave to Whitehurst Ave.
 - However, because the FDOT funding for the drainage project is already allocated, the drainage project and sidewalk projects would need to be two separate projects, with the sidewalk project constructed afterward
 - The separation of the projects caused concern among board members over the length of time Gulf Boulevard would be under construction, as well as the overlapping costs for new drainage that would need to be discarded and redone during the sidewalk project
 - FDOT stated there was no way to combine both projects because funding had already been allocated for drainage construction but no funding had been set aside for the sidewalk
 - Delaying drainage construction would require a revision of the plan and a change order
 - In addition, the right of way acquisition could take time due to federal process for property taking
 - The sidewalk and drainage project was added to the Forward Pinellas project priority list
- FDOT and the project consultant presented concepts for filling the sidewalk gap
 - The majority of the corridor is a 40-foot right of way (ROW) from 195th Avenue to the Eastern Sea wall, and from 1st Avenue to Walsingham Road
 - Four options were presented for the 195th to Whitehurst gap:
 - The preferred option was Option 2, with an 8-foot shared use sidewalk with a raised curb on both sides, and 10-foot travel lanes
 - Option 2 was the preference of the town – as well as the TCC, CAC, and BPAC – due to being the lowest cost option for an elevated sidewalk/bike path as it would maintain the existing center line of the roadway
 - Would cost about \$10M
 - Would also require reclaiming public right-of-way that has been encroached upon by private property such as mailboxes and fences
- Board members had questions about whether the community had given input yet, and whether residents had been asked about whether they wanted to maintain parking on the road, as well as whether utilities would have to be relocated
 - They also expressed that without full costs, including ROW purchases, it was difficult to make an educated decision
 - FDOT staff said they would anticipate some more utility relocations and that public input would be sought going forward with the Option 2 recommendation
- The Forward Pinellas board approved Option 2 as the recommendation, pending additional input from the community
 - FDOT had requested a recommendation for a preferred option so that if the funding came through they could have a project ready to go

Forward Pinellas staff gave an overview of proposed changes to the Countywide Plan standards

- The Countywide Plan is periodically updated in response to changing conditions and needs
 - It's based on Pinellas by Design, a countywide visioning effort in 2005, based on the county transitioning from mostly suburban to urban redevelopment
 - In 2015, added the transit-oriented land use vision map, which was coordinated with the Greenlight referendum
- The current update to the Countywide Plan includes:
 - New land use strategy map - new premium transit corridor designation to recognize Central Ave BRT and other priority transit corridors rather than a single light rail transit alignment
 - Revised framework for adopting and amending activity center and multimodal corridor designations
 - Recommending amendment process be revised to allow transit-related densities and intensities in more locations with standard public hearings (Tier II), instead of requiring additional justification (Tier III)
 - Reducing activity center subcategories from eight to four:
 - Urban Center - major downtowns that serve as the employment, retail, residential and public focal points of the county/region – 200 units/acre, 8.0 floor area ratio
 - Major Center - downtowns, town centers and redevelopment districts that are focal points of their communities/the county – 150 units/acre, 5.0 floor area ratio
 - Community Center - focal points for their communities – 90 units/acre, 3.0 floor area ratio
 - Neighborhood Center - focal points for surrounding neighborhoods – 60 units/acre, 2.0 floor area ratio
 - New Activity Center size criteria
 - Maximum 500 acres (½ mile radius from transit stop)
 - Larger than the maximum ok if organized into subareas
 - If municipality is too small, minimum waived
 - Multimodal corridors - provide connections between transit hubs; currently have three, will expand to four
 - Premium - 60 units/ acre, 4.0 floor area ratio maximum
 - Primary - 50 units/acre, 3.0 floor area ratio
 - Secondary - 40 units/acre, 2.5 floor area ratio
 - Supporting - 30 units/acre, 2.0 floor area ratio
 - Automobile-oriented uses (storage/warehouse, businesses with drive-throughs, vehicle/equipment service) would be reviewed as Tier III, requiring additional justification
 - Creating a new Planned Redevelopment District category
 - Alternative to Activity Center and Multimodal Corridors
 - Less density/intensity, more permissive
 - Enable bonus provisions to encourage transit-supportive mixed use development in other areas
 - Adding density bonuses for missing middle housing and vertical mixed use
 - A proposed strategy for priority corridor funding would link land use and transportation
 - Corridors that are adopted Activity Center or Multimodal Corridor, along with additional planning requirements such as Complete Streets and mixed use, would receive priority for funding in the MPO Five Year Work Program
 - The board authorized advertising the proposed amendments to the Countywide Plan, and the amendments will come back to the board in July
 - Board members emphasized that they wanted to plan for future growth in the right areas, and not just to accommodate the growth Pinellas County already has

Forward Pinellas staff presented the Advantage Pinellas Update, focused on the Resilient Tampa Bay project that the Hillsborough, Pasco and Pinellas MPOs are conducting jointly

- The MPOs, along with the Tampa Bay Regional Planning Council and FDOT District 7, were awarded a Federal Highway Administration (FHWA) Resilience and Durability to Extreme Weather grant
- Over the last 60 years, there was a 6-inch sea level rise, which the next 20 years are anticipated to bring
- The project partners came up with a creative approach to the project
 - Considers sea level rise, increased precipitation, and storm surge
 - For 2045, the low end prediction is .83 ft of sea level rise, and the high scenario is just over 2 ft
- The project weighted areas for “critical transportation facilities” based on several factors, including evacuation routes, population, employment density, and environmental justice areas
 - Under almost every scenario, Pinellas County has the highest level of lane miles impacted by flooding in the region
- A final resilience report will be issued in the fall
 - The report will include a toolbox of strategies that communities can use to make roads more resilient
 - The report will inform decisionmaking through its incorporation into each MPO’s long range transportation plan

The board unanimously approved the 34th Street Lane Repurposing Project

- The project has been a partnership between FDOT, Forward Pinellas, and the City of St. Petersburg, with the support of the Skyway Marina District
- With FDOT scheduled to resurface 34th Street South in 2022, the project looked to address pedestrian safety and accessibility in the corridor
 - The corridor is a 2-mile section of roadway from 54th Ave. S to 30th Ave S., part of which is adjacent to I-275
 - Currently, the road is operating at less than 50% of its current six-lane capacity
 - Travel lanes would be narrowed to between 10 and 12 feet to accommodate up to 10-foot sidewalks and pedestrian crossings
 - Landscaping would be added in medians to provide a pedestrian refuge
- Improvements include Business Access and Transit (BAT) lanes on the right of the road for buses and turning traffic, pedestrian crosswalks, and wide sidewalks on both sides of the road
 - In a survey Forward Pinellas conducted, 80% of respondents support accommodations for bicyclists and pedestrians, while 54% support the conversion to BAT lanes
 - Board members discussed the need for accurate messaging on this project, focusing on the new purpose for the BAT lanes so that residents don’t see it as a lane elimination
- Design is scheduled for 2020, with construction scheduled in 2022

St. Petersburg Councilmember Darden Rice presented the PSTA Activities Update

- The update focused mainly on safety precautions taken to protect bus drivers after the fatal assault of a HART driver in Tampa, as well as developments in the Central Avenue BRT project
 - PSTA is developing a plan to add barriers for bus driver safety to the entire bus fleet as soon as possible
- At the time of the meeting, the St. Pete Beach City Commission had just met to discuss the Central Avenue BRT project
 - The City of St. Petersburg was about to vote to approve a \$4M contribution for the project
- Forward Pinellas Executive Director Whit Blanton gave a summary of the commission meeting, which he had attended
 - He supported the option for the buses to turn around in a County-owned park on St. Pete Beach, rather than stopping at 75th Avenue
 - Stopping at 75th Avenue would require riders to transfer to another service to access the beach and hotels, which would diminish the efficiency of the route

- Board members voiced the opinion that the BRT route would be beneficial to St. Pete Beach and were concerned about the effect further compromises to the planned service might have on ridership

FDOT Secretary David Gwynn discussed the previous evening's Hillsborough MPO board meeting

- The LRTP amendment that included interim improvements to the I-275 downtown interchange passed by a 10-6 vote
- This is an issue that is sure to remain controversial, as some Hillsborough MPO members feel that highway investments downtown are anti-transit

Other Items

- The board recognized staff members for their service: Planning Division Manager Rodney Chatman (5 years), Accounting Services Coordinator Rebecca Stysly (3 years), and Secretary Maria Kelly (3 years)
- New Principal Planner Christina Mendoza, who recently joined the agency from consultant Gannett Fleming, was introduced to the board
- The board approved a 3% pay raise consistent with all employees in the County's Unified Personnel System and a one-time increase in car allowance for the Forward Pinellas Executive Director
- TBARTA has received a \$2.5M appropriation from the legislature; \$1.5M for operating, and \$1M to do innovative transit option studies
- The Tourist Development Council and the Board of County Commissioners both have upcoming workshops to discuss transportation funding
- Forward Pinellas is transferring supervision of the multimodal impact fee to Pinellas County Planning

Action Sheet

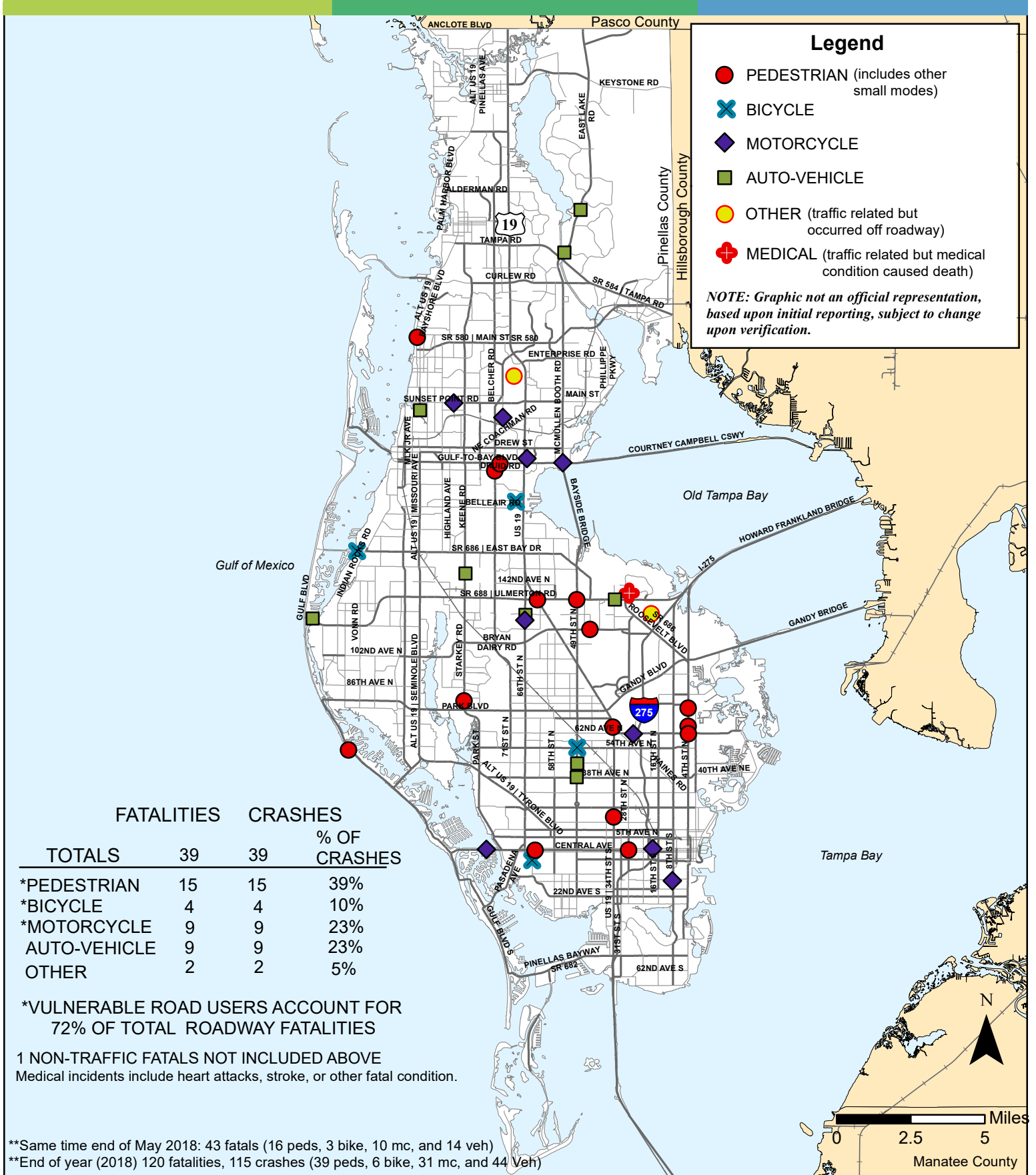
June 12, 2019

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

- **Consent Agenda** (vote: 10-0, Commissioner Seel had not yet arrived)
Approved to include the following:
 - A. Approval of Minutes of the May 8, 2019 Meeting
 - B. Approval of Committee Appointments (BPAC and TCC)
 - C. Approval of Interlocal Agreements for Planning & Place-Making Grants with the cities of Tarpon Springs and Largo
 - D. Authorization to Seek Quotes for the Collection of Traffic Counts
 - E. Approval of Annual Transportation Disadvantaged Service Plan Updates
 - F. Approval of Scope of Services for Advantage Pinellas Cost Feasible Plan Development
- **Adoption of the FY 2019/20 – FY 2023/24 Transportation Improvement Program (TIP)**
Following a presentation by Forward Pinellas staff and public hearing, the board adopted the FY 2019/20 – FY 2023/24 TIP. (vote: 11-0)

- **Annual Adoption of Transportation Priorities**
 Following a staff presentation and public hearing, the board, in its role as the metropolitan planning organization, approved the 2019 Multimodal Transportation Priority Projects List, the 2019 Transportation Alternatives Program Priority List, the Tampa Bay Transportation Management Area (TMA) 2019 Top Priorities, and the TMA 2019 Top Priorities for Multi-use Trails. (vote: 11-0)
- **Gulf Boulevard Drainage/Sidewalk Project**
 Following a presentation by FDOT and commentary from the City of Indian Shores, the board endorsed concept #2 for the project pending additional community input. (vote: 11-0)
- **Proposed Amendments to the Countywide Plan – Authorization to Advertise**
 Following a staff presentation, the board, in its role as the Pinellas Planning Council, voted to authorize advertising for a public hearing to be held in July to consider the proposed amendments to the Countywide Plan (vote: 10-0, Commissioner Seel had left the meeting)
- **34th Street Lane Re-purposing Project**
 Following a staff presentation, the board, in its role as the metropolitan planning organization, approved the 34th Street Lane Re-purposing Project as outlined. (vote: 10-0, Commissioner Seel had left the meeting)
- **Executive Director Annual Performance Evaluation**
 Following presentation of the Executive Committee recommendations as made by Chair Eggers, the board approved the First Amendment to Employment Agreement with Executive Director Whit Blanton. The Amendment authorized a one-time salary increase of \$1500.00 (equivalent to \$125/month) to adjust for travel within the region (FDOT District 7) effective for July 1, 2019. The board also approved a salary increase equal to that received by all UPS employees (3%) effective October 1, 2019. (vote: 10-0, Commissioner Seel had left the meeting)

Locations of Reported Traffic Fatalities



	FATALITIES	CRASHES	% OF CRASHES
TOTALS	39	39	
*PEDESTRIAN	15	15	39%
*BICYCLE	4	4	10%
*MOTORCYCLE	9	9	23%
AUTO-VEHICLE	9	9	23%
OTHER	2	2	5%

*VULNERABLE ROAD USERS ACCOUNT FOR 72% OF TOTAL ROADWAY FATALITIES

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

**Same time end of May 2018: 43 fatals (16 peds, 3 bike, 10 mc, and 14 veh)

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

