



**CITIZENS ADVISORY COMMITTEE
(CAC) AGENDA**

February 28, 2019 – 7:00pm
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The actions of the CAC are guided by its vision of “*a community-driven, modern transportation system that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.*”

1. **CALL TO ORDER AND INTRODUCTIONS (7:00 - 7:05)**
2. **APPROVAL OF MINUTES (7:05 - 7:10)**
3. **FORWARD PINELLAS ACTIONS (7:10 - 7:15)**
4. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS (7:15 - 7:30) –
Presenter: Forward Pinellas Staff**
5. **ADVANTAGE PINELLAS UPDATE (7:30 - 8:00) – Presenter: Forward Pinellas Staff**
6. **COMPLETE STREETS GRANT AWARDS (8:00 - 8:30) – Presenter: Forward
Pinellas Staff**
7. **OTHER BUSINESS (8:30 - 9:00)**
 - A. **Follow-Up on Right-Turn on Red Crashes**
 - B. **Pinellas SPOTlight Emphasis Areas Update**
 - C. **Traffic Fatalities Map**
 - D. **Tentative Future Agenda Items**
 - E. **Public Comments**
8. **ADJOURNMENT**

NEXT MEETING – MARCH 28, 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.

Citizens Advisory Committee – February 28, 2019

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the January 24, 2019 meeting is attached for the Committee's review and approval.

ATTACHMENT(S): CAC Meeting Summary – January 24, 2019

ACTION: Approval of Meeting Summary

**PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF JANUARY 24, 2019**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met on Thursday, January 24, 2019 at 7:00 p.m. in the conference room of the Pinellas County Planning Department, 310 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Karen Mullins – <i>Chairman</i>	City of Dunedin
John Estok – <i>Vice Chairman</i>	At Large Representative
Rebecca Afonso	City of Oldsmar/Safety Harbor/Tarpon Springs
Lee Allen	City of St. Petersburg
Kimberly Connor-Savoretti	City of St. Petersburg
Alayna Delgado	At Large Representative
Bill Jonson	City of Clearwater
Gloria Lepik-Corrigan	At Large Representative
Terri Novitsky	Beaches Representative
Caron Schwartz	City of Gulfport
Luis Serna	City of Clearwater
Tammy Vrana	At Large Representative
Paul Wallace	City of Largo
Geneva Waters	City of Pinellas Park/Mid-County

MEMBERS ABSENT

Dave Kovar	TRAC Representative
Stephen Lasky	City of St. Petersburg
Neil McMullen	City of Largo
Larry Roybal	City of Oldsmar/Safety Harbor/Tarpon Springs
Patricia Rodriguez	At Large Representative
Rick Toenjes	At Large Representative
Johnny Wong	City of St. Petersburg

OTHERS PRESENT

Alex Henry	FDOT
Brian Shroyer	FDOT
Matt Wey	H. W. Lochner
Chris Piazza	R K & K
Heather Sobush	PSTA
Michael Mannino	City of Clearwater
Thomas Frain	City of Tarpon Springs
Dylan Carlson	City of St. Petersburg
Dimitri Karites	City of Clearwater Beach
Zam Hague	City of Palm Harbor
Chelsea Favero	Forward Pinellas Staff
Robert Feigel	Forward Pinellas Staff
Whit Blanton	Forward Pinellas Staff
Al Bartolotta	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS

Chair Karen Mullins called the meeting to order at 7:00 p.m. The Pledge of Allegiance was recited followed by introductions. Chair Mullins welcomed new members and guests at this time.

2. APPROVAL OF MINUTES

Rebecca Afonso moved to approve the December 6, 2018 minutes. Bill Jonson seconded and the minutes were approved with no corrections.

3. FORWARD PINELLAS ACTIONS

Al Bartolotta, Forward Pinellas Division Manager, reviewed the actions from the Forward Pinellas Board for their January 9, 2019 meeting. The Board welcomed new members, Suzy Sofer from Belleair Bluffs, David Allbritton from Clearwater and County Commissioner Karen Seel. The Board recognized Bob Henion who received an award for his service on the CAC and Marc Hanger, who is retiring from the MPO after 27 years of service. The Board approved the Community Transportation Coordination (CTC) evaluation, which is done every year as part of the Transportation Disadvantaged program. The MPO is the designated planning agency for the program and PSTA is the CTC. Chelsea Favero gave a presentation on Advantage Pinellas. The Board also approved the FDOT Five-year Tentative Work Program, and received a presentation on the reconstruction design of the US 19 and Gandy Boulevard Intersection, which was an informational item.

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

There were no TIP amendments.

5. SAFETY PERFORMANCE TARGETS

Chelsea Favero, Forward Pinellas staff, reviewed the Safety Performance Measures and Target recommendations with the committee. The Federal Highway Administration (FHWA) now requires MPOs to adopt two year performance targets for defined safety measures and to demonstrate progress toward meeting those targets on an annual basis. In 2018, FDOT maintained a statewide target of zero traffic deaths and injuries. Looking at a five year trend line in 2018 for the crash numbers and rates shown on the attached table, the MPO adopted performance measures. These measures were based on the lowest number in the five year period, 2013 to 2017. Looking at the five year averages on the attached table, the crashes are progressively increasing. However, in 2018 the numbers are slightly down. Based on the difference between 2018 and the lowest average on the table, a 10.8% decrease in fatalities is the recommended target. Questions were taken and appropriately answered. Lee Allen made a motion for the Forward Pinellas Board to approve the staff recommendation as to performance measures. This was seconded by Tammy Vrana and passed with a unanimous vote.

6. ALTERNATE 19 CORRIDOR STUDY UPDATE

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

addition of roundabouts at certain locations along the corridor from Largo in the south through Palm Harbor were also discussed. Questions were taken and appropriately answered.

7. COMMUNITY BUS PLAN

Heather Sobush, PSTA Director of Planning, presented PSTA'S Community Bus Plan, which will be part of their Transit Development Plan and Forward Pinellas' Long Range Transportation Plan (Advantage Pinellas). PSTA is looking to modernize its system by focusing its resources on the core network, where transit is most productive, while providing and promoting other options for those areas with lower ridership that are less transit-supportive to connect those customers with the core network. PSTA currently provides transit services all over Pinellas County, including some areas that do not have transit supportive densities and intensities. One of the goals for PSTA is to reverse the declining ridership that has happened over the last few years by making more frequent runs with improved travel times, in hopes of attracting new riders, while maintaining current ridership. In March 2018, a statistically valid onboard survey was conducted with riders to find out their purpose for taking the bus and other information, like origins, destinations, employment status, household income, their needs, and the type of improvements they would like to see. PSTA has been experimenting with 1st and Last Mile services so that individuals will not have to wait long periods for transit services. Direct Connect provides a \$5.00 discount to Uber and United Taxi Service and \$25.00 discount for wheelchair transit service. The Community Bus Plan is looking at taking the resources from the lowest performing routes and putting those resources into the higher performing routes. This means eliminating some low performing routes and leaning more on the Direct Connect, and 1st and Last Mile options to reach more people. Discussion ensued and questions were taken and appropriately answered.

8. COMPLETE STREETS PROGRAM UPDATE

Ms. Favero reviewed this item with the committee. Forward Pinellas issued a call for local governments to submit applications for funding of complete streets projects within their communities. The program, in its third year, awards up to \$100,000 for a concept planning project and \$1,000,000 for the construction of a complete streets project. Four applications were received and four are being presented to the Technical Coordinating Committee (TCC).

- The City of Clearwater is requesting \$50,000 to develop a concept plan for completing Ft. Harrison Avenue from Belleair to the Alt. 19 merge. The City of Clearwater is prepared to match the \$50,000 in funding.
- The City of St. Petersburg is requesting \$100,000 to develop a concept plan for 18th Avenue S from 35th Street to 14th Street.
- The City of St. Petersburg is requesting \$1,000,000 in construction funding for complete streets treatments along 22nd Street S from 15th Avenue S to 1st Avenue S.
- The City of Dunedin is requesting \$1,000,000 in construction funding for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard.

The applications will be evaluated and scored by a Complete Streets subcommittee formed from TCC and Planners Advisory Committee (PAC) members. Recommendations of the subcommittee will then be reviewed by the TCC and Forward Pinellas Board.

9. OTHER BUSINESS

A. Pinellas SPOTlight Emphasis Areas Update

Al Bartolotta updated the committee on the SPOTlight Emphasis areas.

B. Traffic Fatalities Map

A Traffic fatalities map was included in the agenda packet.

C. Tentative Future Agenda Items

D. Future Agenda Item Requests from Committee Members

Paul Wallace expressed his concerns regarding right-turn-on-red crashes and inquired about a committee discussion on the possibilities of doing away with right-turn-on-red. Chair Mullins encouraged Mr. Wallace to put together a presentation with information that would encourage a discussion and submit the presentation to staff for review.

E. Public Comments

10. ADJOURNMENT

Being no further business, the meeting adjourned at 8:58 p.m.

Citizens Advisory Committee – February 28, 2019

3. Forward Pinellas Actions



SUMMARY

The February 13, 2019 Executive Summary is provided for your information. A staff member will review actions taken by the Forward Pinellas Board at these meetings.

ATTACHMENT: Executive Summary for February 13, 2019

ACTION: None Required, Informational Item

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

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

- The corridor study was divided into a south and a north section: the south study limits are from Park Street North to Belleair Road, and the north study limits are from Belleair Road to the Pinellas/Pasco County line, - around 29 miles of roadway
- The purpose of the study is twofold:
 - Address short-term multimodal and safety needs
 - Develop a long-term corridor vision
- The project included extensive public outreach, which resulted in 6,100 comments over two years
 - Bicycle/pedestrian safety and amenities were top concerns for every community
- The consultant discussed several areas where the study recommended major changes to the roadway
 - Park Street North to 95th Street - widening roadway and bridge from four to six lanes
 - Rosery Road to Court Street - reducing from six lanes to four lanes and adding buffered bike lanes
 - Chestnut Street to Marshall Street - going from four lanes down to two lanes and adding buffered bike lanes
 - Roundabouts at Jasper and Wyatt
 - Edgewater Drive from Sunset Point Road to Main Street - narrowing northbound lane to match southbound and expanding waterside sidewalk to a multi-use path (10 ft+)
 - Widening Anclote River bridge to include bicycle lanes and sidewalks in both directions
- Two sections of the corridor were examined as congestion-heavy points with outside-the-box solutions:
 - Downtown Dunedin and Curlew Road/Causeway Boulevard
 - Downtown Dunedin - Marina & Main Street
 - Alternative 1: "Dog-bone" double roundabout with a roundabout at each intersection, with a signalized pedestrian crossing
 - Alternative 2: Re-align Marina Plaza to increase efficiency and put in a traffic signal
 - No-build alternative provides poor levels of service by 2040
 - Curlew Road/Causeway Boulevard - high demand and congestion due to entrance to Honeymoon Island
 - Add lanes alternative - a single lane approaching the intersection, expands through the intersection, narrows to one after
 - Would improve flow but have a longer distance for pedestrians to cross
 - Displaced left alternative - puts left turn on the opposite side of the road so that left turns can be made along with through traffic to increase efficiency of intersection operations and reduce safety conflicts
 - Continuous flow alternative - all approaches have a displaced left option
 - Median U-turn alternative - Also known as a Michigan U-Turn, traffic goes past the intersection, makes a U-turn, and then makes a right turn instead of a left

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

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

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

Staff presented safety performance measures and targets for 2019 for approval

- Performance measures were aspirational and based on trend data to ensure achievability
 - Number of fatalities : 10.8% decrease
 - Number of serious injuries: 17.7% decrease
 - Rate of fatalities: 10.7% decrease
 - Rate of serious injuries: 19.8% decrease
 - Number of non-motorized fatalities and serious injuries: 1.7% decrease
- The Technical Coordinating Committee requested that, in future, safety targets be set specifically for motorcycle fatalities as well

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

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

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

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

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

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

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

Other Items

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

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

Upcoming Dates

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

Action Sheet

February 13, 2019

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

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

- **Forward Pinellas Legislative Committee Update**

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

SUMMARY

The Federal Highway Administration (FHWA) requires a performance-based, outcome-driven planning process for developing transportation projects and monitoring infrastructure performance. States and metropolitan planning organizations (MPOs) must adopt targets for defined performance measures, including a variety of safety measures, and demonstrate progress towards achieving those targets on an annual basis. The implementation of projects identified in the Transportation Improvement Program (TIP) is central to the effort necessary to meet defined targets.

In February 2018, the board adopted a series of targets for each of the safety-related performance measures, each slightly aspirational in nature. MPOs are required to review these targets on an annual basis to evaluate progress towards meeting each one. At their meeting on January 24th, 2019, the CAC approved staff recommended targets for five transportation safety measures, using a methodology similar to the one approved by the board last year. These targets were approved by the Board on February 13th, 2019. The purpose of this item is to incorporate the adopted targets into the TIP, as required by federal law.

ATTACHMENT(S): Amended TIP Pages

ACTION: Recommend Approval of the TIP Amendment

Section 10: Performance Measures and Targets

Performance Measures and Targets

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

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

Safety Measures

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

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

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

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

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

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

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

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

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

- Number of fatalities : 10.8% decrease
- Number of serious injuries: 17.7% decrease
- Rate of fatalities: 10.7% decrease
- Rate of serious injuries: 19.8% decrease
- Number of non-motorized fatalities and serious injuries: 1.7% decrease

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

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

Transit Asset Management Measures

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

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

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

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

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

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

5. Advantage Pinellas Update



SUMMARY

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

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

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

ATTACHMENT(S): None

ACTION: None required; informational item

6. Complete Streets Grant Awards

SUMMARY

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

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

Concept Planning Applications:

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

Construction Applications:

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

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

ATTACHMENT(S): None

ACTION: None required; informational item

A. Follow-Up on Right-Turn on Red Traffic Signal

At the January meeting, the CAC requested information related to crashes occurring on right-turns at traffic signals. Forward Pinellas staff is conducting preliminary research that will be completed in time for the February 28 meeting. Forward Pinellas staff will provide findings at the meeting.

B. Pinellas SPOTlight Emphasis Areas Update

Forward Pinellas staff will provide an overview of the SPOTLight Emphasis Areas

C. Traffic Fatalities Map

Forward Pinellas staff is providing the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map

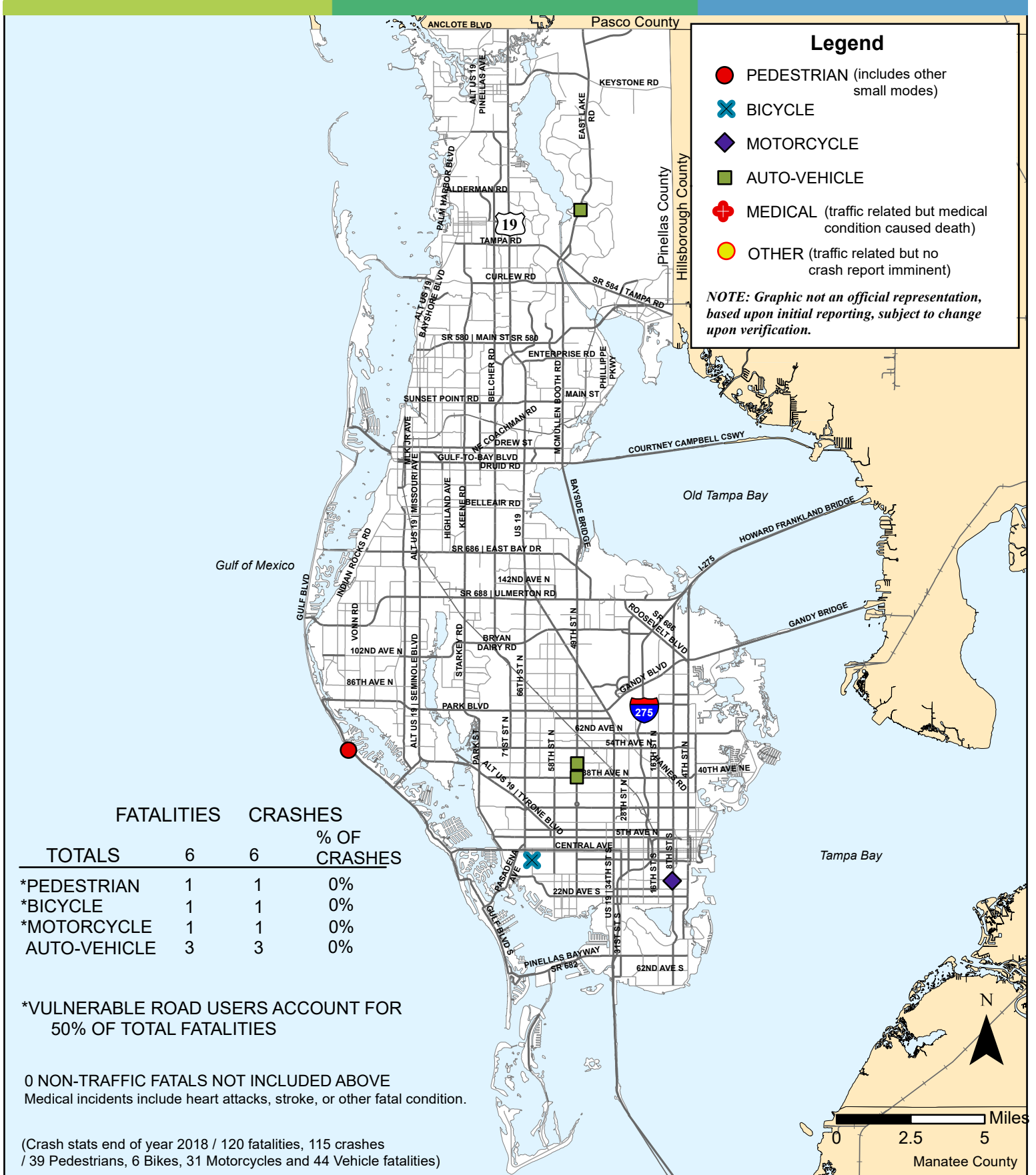
D. Tentative Future Agenda Items

- CAC Orientation Presentation (March)
- Active Transportation Plan (March)
- TA Program Update (April)
- Transit Access Study (April)
- Advantage Pinellas Update (standing item)
- SPOTLight Emphasis Area Update (standing item)

E. Public Comments

Comments are limited to three minutes per person and should not require presentations or extensive discussion.

Locations of Reported Traffic Fatalities



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

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