



**CITIZENS ADVISORY COMMITTEE
(CAC) AGENDA**

May 24, 2018 – 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 for “*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 - 7:03)
2. **APPROVAL OF MINUTES** (7:03 - 7:05)
3. **FORWARD PINELLAS ACTIONS** (7:05 - 7:10)
4. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS** (7:10 - 7:25) –
Presenter: Forward Pinellas Staff
5. **ADOPTION OF THE FY 2018/19 – 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** (7:25 – 7:40) – Presenter: Forward Pinellas Staff
6. **MARTIN LUTHER KING, JR. BLVD. COMPLETE STREETS** (7:40 – 8:00) – Presenter: City of St. Petersburg Staff
7. **DISTRACTED DRIVING** (8:00 – 8:25) – Presenter: Rebecca Afonso
8. **ELECTION OF TBARTA CAC REPRESENTATIVES** (8:25 – 8:45) – Presenter: Bob Henion
9. **OTHER BUSINESS** (8:45 - 9:00)
 - A. Pinellas SPOTlight Emphasis Areas Update
 - B. Traffic Fatalities Map
 - C. Tentative Future Agenda Items
 - D. Future Agenda Item Requests from Committee Members
 - E. Public Comments
10. **ADJOURNMENT**

NEXT MEETING – AUGUST 23, 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.

Citizens Advisory Committee – May 24, 2018

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the April 26, 2018 meeting are attached for the Committee's review and approval.

ATTACHMENT: CAC Meeting Summary – April 26, 2018

ACTION: Approval of Meeting Summary

**PINELLAS COUNTY MPO
CITIZENS ADVISORY COMMITTEE
MINUTES – MEETING OF APRIL 26, 2018**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met on Thursday, April 26, 2018 at 7:00 p.m. in the conference room of the Pinellas County Planning Department, 310 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Neil McMullen, *Chairman* – Largo
Rebecca Afonso - Oldsmar/Safety Harbor/Tarpon Springs
Kyle Caudell – At Large
Karen Cunningham - Clearwater
John Estok – At Large
Bob Henion – Dunedin
Dave Kovar – TRAC
Terri Novitsky – Beaches
Karen Mullins, *Vice Chairman* - Dunedin
Patricia Rodriguez – At Large
Larry Roybal – Oldsmar/Safety Harbor/Tarpon Springs
Kimberly Connor-Savoretti - Largo
Caron Schwartz – City of Gulfport
Luis Serna - Clearwater
Lauren Ann Smalls – At Large
Robby Thompson – St. Petersburg
Tammy Vrana – At Large
Paul Wallace – Largo
Geneva Waters – Pinellas Park/Mid-County
Johnny Wong – St. Petersburg

MEMBERS ABSENT

Lee Allen – St. Petersburg
Kim Marston – At Large
Stephen Lasky – St. Petersburg
John Spagnola – Pinellas Park

OTHERS PRESENT

Brian Beaty – FDOT
Steven Schukraft - HDR
Nick Manuel – SPC Student
Sandra Gonzales – FDOT
Chris Speese – FDOT
Sarah Caper – Forward Pinellas Staff
Chelsea Favero – Forward Pinellas Staff
Robert Feigel – Forward Pinellas Staff
Maria Kelly – Forward Pinellas Staff

1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS

Chair Neil McMullen called the meeting to order at 7:00 p.m. The Pledge of Allegiance was recited and the attendees introduced themselves.

2. APPROVAL OF MINUTES

Caron Schwartz moved to approve the March 22, 2018 minutes. Larry Roybal seconded and the minutes were approved with no corrections.

3. FORWARD PINELLAS ACTIONS

Chelsea Favero, Forward Pinellas Planning Manager, reviewed the actions from the Forward Pinellas Board's April 11th, 2018 meeting. The Board welcomed three new members. Vice-Mayor Arthur Penny of South Pasadena, representing the Inland Communities, County Commissioner Janet Long, representing PSTA, and County Commissioner Charlie Justice who will be serving as an alternate for Commissioner John Morrioni. Staff also proposed a budget amendment for the current fiscal year, which was approved, transferring \$400K from the PPC to develop a Vision Zero action plan, to help augment the Gateway/Mid County Master Planning effort, to develop a new Bike/Ped Master Plan, to cover future leave banks for retiring employees, and \$30K to supplement work proposed on the Alternate 19 Cultural Corridor Project. The Board approved the Complete Streets Grant Program, which funded the concept plan for Skinner Boulevard in Dunedin, and the two construction projects in Largo and Oldsmar. The construction projects will be added to the priority list later this year. The Board received a presentation from the Tampa Bay Estuary Program (TBEP). There are currently modifications to the Courtney Campbell Causeway to allow for greater water flow under the causeway. TBEP has asked the Board to send a letter of support asking DOT to consider doing the same treatments to the Howard Frankland Bridge causeways by partnering with TBEP.

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

There were no proposed TIP amendments.

5. FDOT US 19 PROJECT UPDATES

Sandra Gonzales, FDOT District Seven, shared a PowerPoint with the committee showing proposed improvements with pedestrian and bicyclist safety treatments 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. Questions were taken and appropriately answered. This presentation was well received by the committee.

6. UNIFIED PLANNING WORK PROGRAM

Sarah Caper, Forward Pinellas Staff, addressed the committee regarding the Unified Planning Work Program. CAC 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 comments into the work program. This item will go before the Forward Pinellas Board in May for approval. Questions were taken and appropriately answered.

7. US 19 EXPRESS BUS CONCEPT PLAN

Steven Schukraft with HDR, Inc., shared a PowerPoint presentation with the committee regarding 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 Johnny Wong for this concept to go before the Forward Pinellas Board for review with the noted condition that the CAC review comments are still forthcoming and request to place emphasis on the north county route. It was seconded by Bob Henion and passed unanimously.

8. 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 Dave Kovar to forward these reports to the Forward Pinellas Board for review. It was seconded by Caron Schwartz and passed with one opposed.

9. DISTRACTED DRIVING DISCUSSION

Due to time constraints, this item was voted to move to the May CAC agenda

10. OTHER BUSINESS

A. Pinellas SPOTlight Emphasis Areas Update

Ms. Favero, provided an update on the SPOTLight Emphasis Areas. There are currently two open house scheduled. On May 10th, from 6:00 to 8:00 pm, the Gateway Master Plan Open House will be held at the EpiCenter. On May 29th, 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.

B. TBARTA Updates

Bob Henion updated the committee stating this was the first time the TBARTA CAC had a quorum in over a year due to the restructure and appointment new members. A presentation was given to the CAC by the Tampa Bay Partnership and it was stated that the biggest efficiency for development in the region is transportation. BRT still appears to be the main strategy for transit due to funding and a relatively lower cost. TBARTA received \$1 million in funding for further planning of transit. There will be a Regional Transportation Leadership Workshop on June 1st, 2018, from 10:00 am to 4:00 pm, at the Collaborative Labs in Clearwater.

C. Traffic Fatalities Map

A Traffic fatalities map was included in the agenda packet.

D. Tentative Future Agenda Items

E. Future Agenda Item Requests from Committee Members

F. Public Comments

11. ADJOURNMENT

Being no further business, the meeting adjourned at 9:00 p.m.

Citizens Advisory Committee – May 24, 2018

3. Forward Pinellas Actions



SUMMARY

The May 09, 2018 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 May 09, 2018 – to be distributed at the meeting.

ACTION: None, Informational Item Only



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](#)

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

5. Citizen's Advisory Committee – May 24, 2018

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

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 26, 2017 meeting, the CAC 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

Citizens Advisory Committee – May 24, 2018

6. Martin Luther King, Jr. Blvd. Complete Streets

SUMMARY

The City of St. Petersburg is planning to mill and resurface Dr. M.L. King, Jr. Street from approximately 5th Ave. N. to 34th Ave. N. this year as a part of its annual pavement maintenance program. Resurfacing of Dr. M.L. King Jr. St. N. provides an opportunity through the city's Complete Streets Program to begin to implement changes to roadway striping enabling safer streets and allowing for smooth, continuous traffic and pedestrian flow while supporting business needs along the corridor. Proposed recommendations include enhanced crosswalks, parallel neighborhood greenways, and bike lanes.

Since late 2017, city transportation planners have gathered suggestions from residents and business owners in the six neighborhoods adjacent to the project, as well as from the business community and other stakeholders, to identify ways of improving safety and traffic flow along Dr. M.L. King Jr. St. N. for motorists, bicyclists, and pedestrians as a part of the Complete Streets program. Roadway striping changes would be implemented during the planned resurfacing of the corridor from 5th Ave. to 34th Ave., scheduled to begin as soon as mid-May. Further improvements to the corridor, including enhanced crosswalks with medians at certain locations, would follow the resurfacing project in late 2018-19. The city presented its proposals to citizens during a joint neighborhood meeting on April 5, 2018.

Staff from the City of St. Petersburg will present an overview of the Complete Streets process that was used to develop the proposed changes to the roadway striping as well as an overview of the project recommendations themselves.

ATTACHMENT(S): None

ACTION: None, Informational Item Only

Citizens Advisory Committee – April 26, 2018

7. Distracted Driving

SUMMARY

At the March CAC meeting, Becky Afonso made a recommendation that the committee shift its distracted driving focus from a ban on texting to restricting the use of handheld devices. Discussion of this item was postponed to the May meeting to provide sufficient time for a presentation and discussion.

ATTACHMENT(S): Florida Bicycle Association Schoolhouse Rock Poster
Florida Legislature Texting Law
Rhode Island Hand Held Device Ban

ACTION: As deemed appropriate by the CAC following discussion



INFORM EDUCATE YOUR DELEGATE



10-STEP PROGRAM

THANK YOU!

Step 9 / Session:
Send thank you notes



Step 10
Stay engaged, always



Step 8 / Session:
If signed, tell one and all!



Step 7 / Session:
If bill passes committees, go for the floor vote



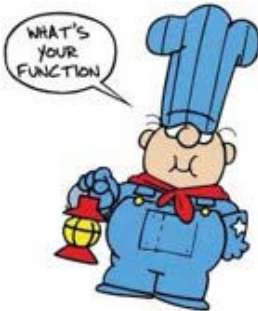
Build a respectful relationship – YES, THIS IS A GOOD THING!

Practice CPR – Courtesy, Patience, Respect

Step 6 / Session:
Follow the process



Step 5 / Session:
The bill



Step 4 / Session:
Keep asking



You are their constituent – THAT MATTERS!

Step 1 / Pre-Session:
ask

Know the facts and be prepared

START
HERE



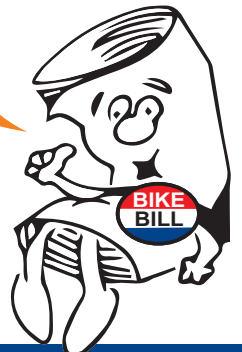
Step 2 / Pre-Session:
Law-maker
MY HERO!



Step 3 / Pre-Session:

I'M JUST A BILL!

Ask the law-maker to sponsor or co-sponsor a bill that addresses your ask.



Issues must continuously be in front of law-makers

The 2017 Florida Statutes

[Title XXIII](#)

MOTOR VEHICLES

[Chapter 316](#)

STATE UNIFORM TRAFFIC CONTROL

[View Entire Chapter](#)

316.305 Wireless communications devices; prohibition. –

(1) This section may be cited as the “Florida Ban on Texting While Driving Law.”

(2) It is the intent of the Legislature to:

(a) Improve roadway safety for all vehicle operators, vehicle passengers, bicyclists, pedestrians, and other road users.

(b) Prevent crashes related to the act of text messaging while driving a motor vehicle.

(c) Reduce injuries, deaths, property damage, health care costs, health insurance rates, and automobile insurance rates related to motor vehicle crashes.

(d) Authorize law enforcement officers to stop motor vehicles and issue citations as a secondary offense to persons who are texting while driving.

(3)(a) A person may not operate a motor vehicle while manually typing or entering multiple letters, numbers, symbols, or other characters into a wireless communications device or while sending or reading data on such a device for the purpose of nonvoice interpersonal communication, including, but not limited to, communication methods known as texting, e-mailing, and instant messaging. As used in this section, the term “wireless communications device” means any handheld device used or capable of being used in a handheld manner, that is designed or intended to receive or transmit text or character-based messages, access or store data, or connect to the Internet or any communications service as defined in s. [812.15](#) and that allows text communications. For the purposes of this paragraph, a motor vehicle that is stationary is not being operated and is not subject to the prohibition in this paragraph.

(b) Paragraph (a) does not apply to a motor vehicle operator who is:

1. Performing official duties as an operator of an authorized emergency vehicle as defined in s. [322.01](#), a law enforcement or fire service professional, or an emergency medical services professional.

2. Reporting an emergency or criminal or suspicious activity to law enforcement authorities.

3. Receiving messages that are:

a. Related to the operation or navigation of the motor vehicle;

b. Safety-related information, including emergency, traffic, or weather alerts;

c. Data used primarily by the motor vehicle; or

d. Radio broadcasts.

4. Using a device or system for navigation purposes.

5. Conducting wireless interpersonal communication that does not require manual entry of multiple letters, numbers, or symbols, except to activate, deactivate, or initiate a feature or function.

6. Conducting wireless interpersonal communication that does not require reading text messages, except to activate, deactivate, or initiate a feature or function.

7. Operating an autonomous vehicle, as defined in s. [316.003](#), in autonomous mode.

(c) Only in the event of a crash resulting in death or personal injury, a user’s billing records for a wireless communications device or the testimony of or written statements from appropriate authorities receiving such messages may be admissible as evidence in any proceeding to determine whether a violation of paragraph (a) has been committed.

(4)(a) Any person who violates paragraph (3)(a) commits a noncriminal traffic infraction, punishable as a nonmoving violation as provided in chapter 318.

(b) Any person who commits a second or subsequent violation of paragraph (3)(a) within 5 years after the date of a prior conviction for a violation of paragraph (3)(a) commits a noncriminal traffic infraction, punishable as a moving violation as provided in chapter 318.

(5) Enforcement of this section by state or local law enforcement agencies must be accomplished only as a secondary action when an operator of a motor vehicle has been detained for a suspected violation of another provision of this chapter, chapter 320, or chapter 322.

History.—s. 1, ch. 2013-58; s. 53, ch. 2014-17.

2017 -- S 0175

=====
LC000691
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STATE OF RHODE ISLAND

IN GENERAL ASSEMBLY

JANUARY SESSION, A.D. 2017

—————
A N A C T

RELATING TO MOTOR AND OTHER VEHICLES - MOBILE TELEPHONE USE

Introduced By: Senators Sosnowski, Lombardo, Coyne, Conley, and Lombardi

Date Introduced: February 01, 2017

Referred To: Senate Judiciary

It is enacted by the General Assembly as follows:

1 SECTION 1. Chapter 31-22 of the General Laws entitled "Miscellaneous Rules" is
2 hereby amended by adding thereto the following section:

3 **31-22-31. Mobile telephone usage by motor vehicle operators.**

4 (a) For purposes of this section, the following terms shall have the following meanings:

5 (1) "Mobile telephone" means a personal wireless communication device, analog,
6 wireless or digital telephone capable of sending or receiving telephone communication without an
7 access line for service.

8 (2) "Using" or "use" means holding a hand-held personal wireless communication device
9 to, or in the immediate proximity of, the user's ear.

10 (3) "Hand-held personal wireless communication device" means a personal wireless
11 communication device with which a user engages in a call using at least one hand.

12 (4) "Hands-free accessory" means an attachment, add-on, built-in feature, or addition to a
13 personal wireless communication device, whether or not permanently installed in a motor vehicle,
14 that, when used, allows the vehicle operator to maintain both hands on the steering wheel.

15 (5) "Hands-free personal wireless communication device" means a hand-held personal
16 wireless communication device that has an internal feature or function, or that is equipped with an
17 attachment or addition, whether or not permanently part of such hand-held personal wireless
18 communication device, by which a user engages in a call without the use of either hand, whether
19 or not the use of either hand is necessary to activate, deactivate or initiate a function of such

1 telephone.

2 (6) "Engage in a call" means talking into or listening on a hand-held personal wireless
3 communication device, but does not include holding a hand-held personal wireless
4 communication device to activate, deactivate or initiate a function of such telephone.

5 (7) "Immediate proximity" means the distance that permits the operator of a hand-held
6 personal wireless communication device to hear telecommunications transmitted over such hand-
7 held personal wireless communication device, but does not require physical contact with such
8 operator's ear.

9 (b)(1) Except as otherwise provided in this section, no person shall operate a motor
10 vehicle, while using a hand-held personal wireless communication device to engage in a call
11 while such vehicle is in motion.

12 (2) An operator of a motor vehicle who holds a hand-held personal wireless
13 communication device to, or in the immediate proximity of, their ear while such vehicle is in
14 motion is presumed to be engaging in a call within the meaning of this section. The presumption
15 established by this subsection is rebuttable by evidence tending to show that the operator was not
16 engaged in a call.

17 (3) The provisions of this section shall not be construed as authorizing the seizure or
18 forfeiture of a hand-held personal wireless communication device, unless otherwise provided by
19 law.

20 (4) Subsection (b)(1) of this section shall not apply to:

21 (i) The use of a hand-held personal wireless communication device for the sole purpose
22 of communicating with any of the following regarding an emergency situation: an emergency
23 response operator; a hospital, physician's office or health clinic; an ambulance company; a fire
24 department; or a police department; or

25 (ii) Any of the following persons while in the performance of their official duties and
26 within the scope of their employment: a peace officer, as defined in §12-7-21, a firefighter or an
27 operator of an ambulance or authorized emergency vehicle, or the operator of a taxi cab, tow
28 truck or bus without passengers; or

29 (iii) The use of a hands-free personal wireless communication device.

30 (c) Any person who violates the provisions of subsection (b)(1) of this section shall be
31 fined not more than one hundred dollars (\$100) except that the fine shall be suspended for a first
32 time violator, who provides proof of acquisition of a hands-free accessory subsequent to the
33 violation, but prior to the imposition of a fine.

34 SECTION 2. This act shall take effect on June 1, 2018.

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LC000691

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EXPLANATION
BY THE LEGISLATIVE COUNCIL
OF

A N A C T
RELATING TO MOTOR AND OTHER VEHICLES - MOBILE TELEPHONE USE

1 This act would prohibit the use of a non-hands-free personal wireless communication
2 device while operating a motor vehicle, except for public safety personnel or in an emergency
3 situation, and would provide for monetary fines for violations.

4 This act would take effect on June 1, 2018.

=====
LC000691
=====

Citizens Advisory Committee – May 24, 2018

8. Election of TBARTA CAC Representatives



SUMMARY

Bob Henion and Karen Mullins have been serving as non-voting advisory member and alternate, respectively, for the [Tampa Bay Area Regional Transit Authority](#)'s (TBARTA) Citizen Advisory Committee (CAC). As non-voting members, they were unable to count as part of a quorum or make/second motions.

On April 26, 2018, TBARTA Board Member, Jim Holton, appointed Bob Henion as an at-large member of the TBARTA CAC. This will create a vacancy that needs to be filled. Both Bob Henion and Karen Mullins have faithfully attended every TBARTA CAC meeting. Should Karen Mullins be elected to serve in Bob Henion's place as the Forward Pinellas CAC's primary representative, the committee will need to also elect an alternate.

The TBARTA CAC meets approximately every other month at the TBARTA Office, Meridian One, 4350 West Cypress Street, Suite 700, Tampa, FL 3607.

ATTACHMENT(S): None

ACTIONS: Elect new primary and alternate Forward Pinellas CAC representatives on the TBARTA CAC

9. A.-E. Other Business

A. Pinellas SPOTlight Emphasis Areas Update

Staff will provide an overview of the SPOTLight Emphasis Areas

B. Traffic Fatalities Map

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

ATTACHMENT: Traffic Fatalities Map April 2018

C. Tentative Future Agenda Items

- Bicycle Pedestrian Master Plan Update
- PSTA Update
- Draft Priorities
- SPOTLight Emphasis Area Update (standing item)

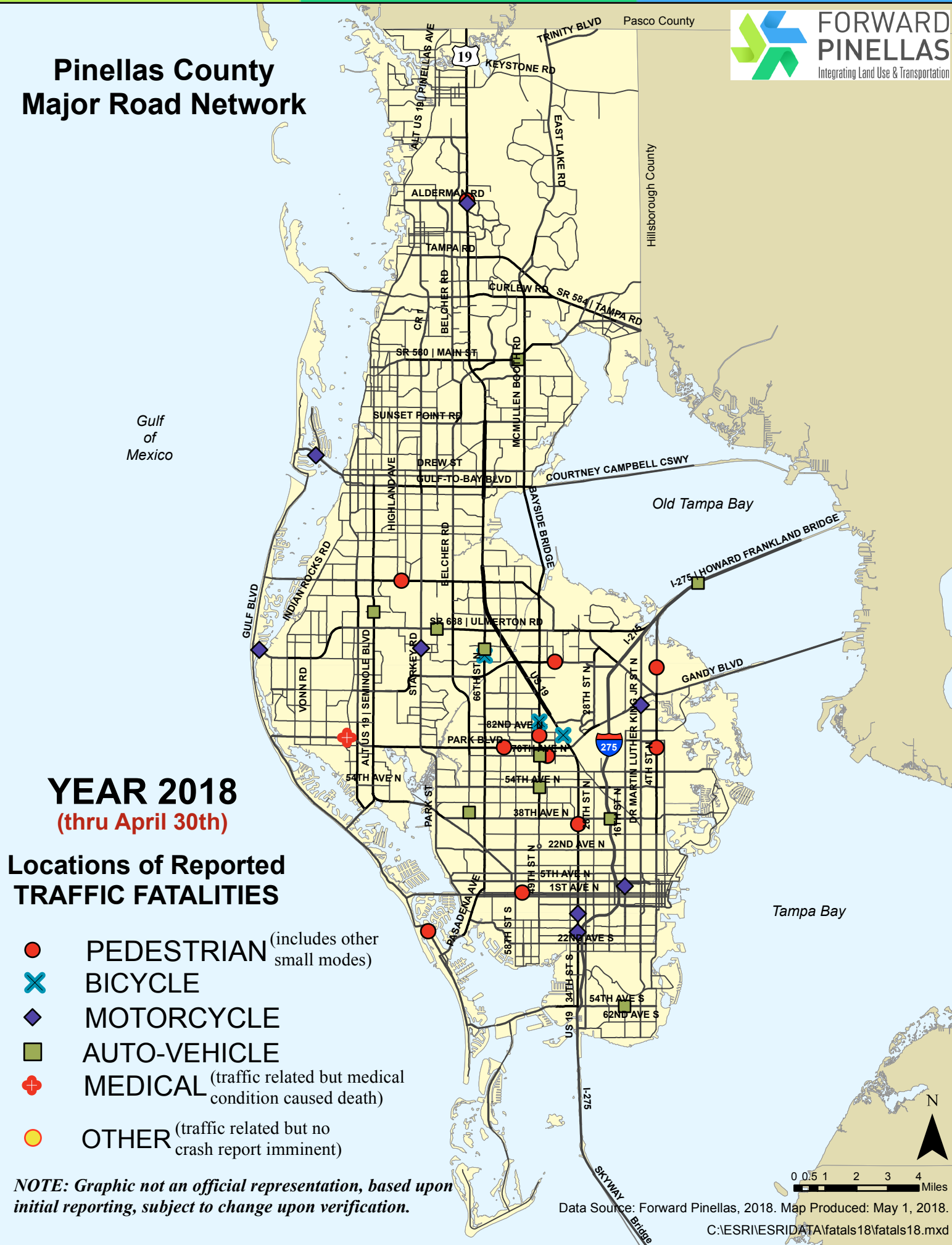
D. Future Agenda Item Requests from Committee Members

Members may comment on other business and request future agenda items.

E. Public Comments

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

Pinellas County Major Road Network



Gulf of Mexico

Pinellas County

Hillsborough County

Old Tampa Bay

Tampa Bay

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.

C:\ESR\ESRIDATA\fatals18\fatals18.mxd

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 WALSHINGHAM 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 AM
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 IMMEDIATE 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.