

February 13, 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

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 1,000 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)