

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF JANUARY 12, 2011

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 United States Code, Section 134 and Chapter 339.175 Florida Statutes, met in regular session on Wednesday, January 12, 2011 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

David Eggers – *Chairman* – Mayor, City of Dunedin Commission
Karen Seel – *Vice Chairman* – Board of County Commissioners (arrived 1:09 p.m.)
Jeff Danner – *Secretary/Treasurer* – Councilman, City of St. Petersburg Council
Chris Arbutine – Mayor, City of Belleair Bluffs, representing PSTA
Neil Brickfield – Board of County Commissioners
Harriet Crozier – Commissioner, City of Largo
Frank Hibbard – Mayor, City of Clearwater
William Mischler – Mayor, City of Pinellas Park
Herbert Polson – Councilman, City of St. Petersburg Council
Jim Ronecker – Mayor, City of Oldsmar representing Oldsmar/Safety Harbor/Tarpon Springs
Kenneth Welch – Board of County Commissioners

MEMBERS ABSENT

None

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Don Skelton, *ex officio* – Secretary, Florida Department of Transportation District 7
Brian Beaty – Florida Department of Transportation (FDOT)
Ming Gao – Florida Department of Transportation (FDOT)
Joe Kubicki – City of St. Petersburg
Tom Whalen – City of St. Petersburg
Rob Meador – Pinellas County Public Works
Rick Eggers – City of Pinellas Park
Bob Klute – City of Largo
Bob Lasher – Pinellas Suncoast Transit Authority (PSTA)
Nick Fritsch – Citizens Advisory Committee (Chairman)
Jack Weiss – Citizens Advisory Committee member
Jim Green – Care Ride
Lauren Patton – BayCare Transportation Awareness Program
Dorine McKinnon – S-Pinellas 912
Kristina Gionet – Citizen
Bill Thomas – Citizen
Tristan Berry – South Pinellas 912
Wilfred Sergeant – Citizens Advisory Committee
Larry Roybal – HNTB
Trish Thompson – LAN
Gina Harvey – MPO Staff
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

Chairman Eggers called the meeting to order at 1:00 p.m.

II. INVOCATION AND PLEDGE

Councilman Polson performed the invocation and led the Pledge of Allegiance.

III. WELCOME NEW MPO MEMBER – JIM RONECKER

Chairman Eggers and the MPO welcomed Oldsmar Mayor Jim Ronecker as the new MPO member representing Oldsmar/Tarpon Springs/Safety Harbor.

Chairman Eggers announced that Don Skelton, FDOT District VII Secretary, was sitting with his staff instead of sitting on the dais so there would be consistency around the State. The MPO would rather he sit on the dais since this is a collaborative effort. Mr. Skelton indicated he actually preferred to sit with his staff since it allowed him to confer with them easier.

Those on the dais introduced themselves. Chairman Eggers thanked the members for the opportunity to serve as Chairman.

IV. PRESENTATION OF PLAQUE TO OUTGOING MPO MEMBER ANDY STEINGOLD, OUTGOING MPO CHAIRMAN CHRIS ARBUTINE , AND OUTGOING CAC MEMBER JACK WEISS

Chairman Eggers presented a plaque to outgoing MPO Chairman Chris Arbutine to thank him for his leadership for the last two years, noting he would receive a plaque next month for his service on the MPO. Mayor Arbutine thanked everyone, noting it was his pleasure to work with everyone including FDOT, staff, committees, and MPO members.

Chairman Eggers presented a plaque to outgoing Citizens Advisory Committee member Jack Weiss to thank him for his service. Mr. Weiss thanked staff and the MPO members.

****At 1:09 p.m., Commissioner Seel arrived****

Chairman Eggers noted that Mayor Steingold, outgoing MPO member, was not available for his plaque.

V. CITIZENS TO BE HEARD

Wilfred Sergeant, 3626 Shady Brook Drive, Largo, provided a brief summary of his background and then read an article printed in the December 12, 2010 edition of the *Neighborhood Times*, Page 7, regarding an argument against extending high speed rail into Pinellas County. Mr. Sergeant stated this was not a valid argument and there was not a need for high speed trains to go faster than commuter trains. He then read from the December 25, 2010 *St. Petersburg Times* article on page 13A where Hillsborough Commissioner Norman was concerned about high speed rail eventually traveling to the Pinellas County beaches, giving riders no reasons to get off in Tampa. He feels it is the Pinellas MPO's responsibility to assure that specifications for design and construction of the new Howard Frankland Bridge and rail tracks accommodate possible extension into Pinellas County.

VI. CONSENT AGENDA

- A. Approval of Minutes – Meeting of December 8, 2010**
- B. Approval of Invoices –**
 - 1. Tindale-Oliver and Associates**
 - 2. LarsonAllen**
- C. Approval of Contracts for General Planning Consultants**

Councilman Polson moved and Mayor Mischler seconded a motion to approve the Consent Agenda as presented.

Commissioner Brickfield questioned the invoice from Tindale-Oliver and Associates, noting \$12,000 was a lot of money for work on an application. Mr. Smith responded the consultant is

working on formal documentation to be submitted to the federal government, which is a big report and involves a lot of work to put it in the proper form. Upon further query by Commissioner Brickfield as to why the consultant is only now doing the application, Mr. Smith responded the entire study was to eventually lead to the application, which is the final step. Staff had to rework the tasks to stay within the budgeted amount. PSTA will have a presentation regarding this study on their January agenda and the MPO will review this study and application at their meeting next month.

The motion then carried (Vote 11-0).

VII. COUNTYWIDE CRASH DATA SYSTEM – Program Adjustment

Mr. Smith provided an introduction, noting the MPO had previously had a contract with PRIDE Enterprises for crash data collection; however, the State Department of Highway Safety and Motor Vehicles (DHSMV) changed the application process, which requires how data is inputted into the system. There is the need to have the compatibility of the data that had been previously collected with the data now being collected. The Scope of Services with Tindale-Oliver includes a one time charge for data continuity and then a monthly charge to routinely update the data.

Charles Schultz, Tindale-Oliver and Associates, GIS Project Manager, reviewed a PowerPoint presentation, noting the DHSMV is changing the crash data form significantly as of January 11, 2011. Several agencies, including government and law enforcement, utilize and rely on the MPO's crash data. The presentation included the old format and how it's going to be changed with the new format and their proposal to migrate the old data to the new format and how they would maintain it. The new system is web-based, has GIS mapping, reports and analysis tools, requires data management with data that will be maintained by them as the vendor, and manages new report format and migrating the old data.

Commissioner Welch had several questions as to how the system would work and who would maintain the crash data. Mr. Smith responded it would be the MPO and that the Business Technical Support Department has not been able to get the program to work. Mr. Schultz described the process that takes place as to how the information goes through the system once a crash occurs, noting some law enforcement agencies use an electronic process while others still use a paper format but the process would essentially be the same for either. Mr. Smith added the intent is to make sure the file is public so, that once a month, Tindale-Oliver transfers the fully updated file to the MPO servers so there is access to the information.

Commissioner Seel asked if this was discussed with the Police Standards Council for their input. Mr. Smith responded no, since it's taking the State data and providing local agencies access; however, staff could discuss it with them. Commissioner Seel stated it would be good to make sure they are comfortable with the process and Mr. Smith agreed.

Mr. Schultz added DHSMV is no longer accepting short forms, only long forms, which means the local agencies would have to input the short forms.

Upon query by Commissioner Seel whether there were other options, Mr. Smith responded Tindale-Oliver is currently the only option. Upon further query by Commissioner Seel regarding the TRAX system, Mr. Schultz responded it's a system where the police agencies enter the data electronically that they submit to DHSMV.

Upon query by Commissioner Welch, Mr. Smith responded the budget is included in the Unified Planning Work Program under the data collection and maintenance line item. Mr. Schultz responded that it's a one-year contract. There would be the one time fee and then the monthly maintenance and, at the end of the year, the agreement would be up for renewal.

Following discussion, **Commissioner Welch moved, Mayor Hibbard seconded, and motion carried to approve the Scope of Services and the one-time and monthly fees (Vote 11-0).**

VIII. INTELLIGENT TRANSPORTATION SYSTEM ADVISORY COMMITTEE (ITS) RECOMMENDATION – Red Light Running ITS Subcommittee Conclusions

Councilman Polson indicated the Red Light Running ITS Subcommittee met and then reviewed their conclusions:

- Unified signage – FDOT has a manual describing the signs;
- Clearinghouse of the locations that are using the red light cameras (MPO database);
- Interaction between the Police Standards Council and the judiciary and magistrates so they understand how the citations are generated – Largo Chief Carroll was going to report to the Police Standards Council; and
- Individual police jurisdictions would be asked through the Police Standards Council if they would like to standardize the protocol for uniformity since this would not be mandatory.

Councilman Polson noted that both Oldsmar and Clearwater have recently voted to install the red light cameras. Kenneth City is in the process of operating red light cameras and South Pasadena, St. Petersburg, and Gulfport have voted to install the red light cameras.

Mayor Hibbard noted Clearwater approved the installation of the red light cameras by a split vote. They will use the cameras on limited intersections and gather data for six months before expanding the program. Mayor Hibbard asked whether the Subcommittee was going to develop signage or use FDOT's signage. Councilman Polson responded FDOT has a manual for the signage and requires an FDOT permit. Mr. Skelton clarified that the FDOT permitting is only for state roads and not local roads and the required signage would be part of the permitting process/application.

Councilman Polson emphasized the need for uniform signage whether on state or local roads for consistency. Mr. Skelton agreed that would be part of driver expectation. He noted that St. Petersburg was not a unanimous decision. He asked Joe Kubicki to come forward and provide some information regarding St. Petersburg's process. Mr. Kubicki briefly noted they are in the process of determining which intersections would have red light cameras. Councilman Polson noted the intent is not to standardize equipment and leave that up to the individual jurisdictions.

Upon query by Chairman Eggers regarding right-on-red, Councilman Polson responded that's statutorily allowed but the Statute indicates there must be additional signage to indicate right-turn-on-red included but it's up to the individual jurisdictions.

Mayor Arbutine added it's an ordinance violation so there would not be points assigned. Upon query by Mayor Arbutine whether the fines are uniform, Councilman Polson responded they are statutorily set.

Upon query by Commissioner Welch whether the jurisdictions that have voted for red light cameras, Mr. Kubicki responded St. Petersburg is using crash data to prioritize the intersections where they will install the cameras. In addition, they will look at volumes, number of crashes, number of right angle crashes, and number of red light running violations observed at the intersections. They performed a comprehensive evaluation of all 298 signals so they have a baseline as they moved forward. They have developed five criteria to determine where the red light cameras will be utilized, which eventually will be 20 cameras. Red light cameras will be considered the last resort. Commissioner Welch asked if Mr Kubicki could email the documentation to him and Mr Kubicki responded there is a draft and he would email that information.

Mayor Eggers asked where Oldsmar was in the process. Mayor Ronecker responded they are in the process of negotiating a contract with the selected vendor, ATS. They also used crash data and put cameras out there and did a 3 to 4 week study of the intersections on a 24-hour basis to see which intersections had the most potential for red light running.

Following discussion, ***Mayor Hibbard moved, Commissioner Welch seconded, and motion carried to approve the ITS Advisory Subcommittee Report (Vote 11-0).***

IX. PEDESTRIAN TRANSPORTATION ADVISORY COMMITTEE RECOMMENDATIONS

A. PTAC Recommendation to Support FDOT Program to Modify “Yield to Pedestrian” Signs Within the Next Six Months

Mr. Smith indicated the State law had been modified to make it clear a vehicle is to stop for a pedestrian at a signal or marked crosswalk. There is a statewide policy to change the signs from yield to stop either by replacing the sign or placing a sticker over the yield. This is to be done within the next six months. The PTAC recommended support of this approach.

Commissioner Brickfield moved, Mayor Hibbard seconded, and motion carried to approve PTAC Motion #10-7 (Vote 11-0).

B. PTAC Motion to Support Hillsborough MPO Position Concerning New State Plan Calling for Clarification of Wording to Improve Safety for Pedestrians

Mr. Smith noted the PTAC concurred with the Hillsborough MPO position.

Mayor Mischler moved, Mayor Arbutine seconded, and motion carried to approve PTAC Motion #10-8 (Vote 11-0).

C. PTAC Motion for Clarification Regarding Golf Carts and Mopeds on Community Sidewalks

Mr. Smith indicated the PTAC clarified their earlier motion that they were referring to prohibiting golf carts and mopeds on sidewalks and not community roads; that this was a safety concern. Commissioner Brickfield noted this should be a local decision and that there shouldn't be a limit on transportation alternatives. Mr. Smith indicated golf carts can only be allowed on eight-foot wide sidewalks. Mayor Mischler added Pinellas Park has a local ordinance that was reviewed by the police to allow golf carts on certain community roads.

Councilman Danner moved, Mayor Hibbard seconded, and motion carried to receive and file PTAC Motion #10-9 (Vote 11-0).

X. UPDATE ON SPECIAL ACT CONCERNING MPO/PPC UNIFIED APPROACH

Mr. Smith indicated the Legislative Delegation had their second hearing on this legislation and recommended it move forward. Staff will continue to monitor the legislation. The MPO Reapportionment Plan is moving forward but the final Plan will wait until legislative action regarding the MPO/PPC unified approach and then a full package will be sent to the State.

Commissioner Seel indicated the legislation was changed to dependent special district that had been approved by the Joint Committee. It was unanimously approved by the Legislative Delegation.

XI. COMMITTEE APPOINTMENTS

Mayor Eggers noted the vacancies on the various committees.

Mayor Hibbard moved, Mayor Mischler seconded, and motion carried to approve Dean Neal as the alternate for Bob Bray, Pinellas Park, on the Technical Coordinating Committee.

XII. PSTA ACTIVITIES

Bob Lasher, PSTA, indicated PSTA is continuing a search for an Executive Director. PSTA approved Crab Hammer and Associates as the agency to conduct the search and the advertisement has been placed and they are vetting applicants. The ridership numbers have been delayed so he did not have that data.

XIII. OTHER BUSINESS

A. Medicaid Non-Emergency Transportation (NET) Update

Mr. Smith indicated that, last meeting, the MPO approved the Medicaid be separated from the Transportation Disadvantaged (TD) Program and to put out a Request for Proposals. The Local Coordinating Board (LCB) will be discussing this at their January meeting and staff would recommend waiting until the February MPO meeting after the LCB had an opportunity for their review.

Commissioner Seel moved, Commissioner Brickfield seconded, and motion carried to concur to wait until the February MPO meeting (Vote 11-0).

B Project Advisory Committee

Mr. Smith indicated the Project Advisory Committee is looking at rail from Clearwater to St. Petersburg with a crossing to Tampa. Staff wanted the MPO to be aware of the screening criteria and the corridors to be evaluated. Eventually, all the involved agencies will be making decisions.

C. Highlights of December 10, 2010 Joint Chairmen's Coordinating Committee Meeting

Meeting highlights were included in the agenda packet.

D. Correspondence

E Other

Referring to the Belleair Causeway, Mayor Arbutine stated Belleair Beach would like the speed limit 35 mph. Pinellas County performed a speed limit study and, according to the 85 percentile, they want to raise the speed limit; however, Belleair Bluffs has not plans to increase the speed limit. He asked if the County had the right to raise the speed limit. Dave Sadowsky, MPO attorney, responded the local jurisdiction where the road is located has the authority to make that decision. Mayor Arbutine added the residents of that area want the speed limit to remain 30 mph and there are not any safety issues associated with that speed limit.

XIV. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:08 p.m.

Dave Eggers, Chairman