

# **PINELLAS ASSEMBLY TRANSPORTATION INTEGRATION TASK FORCE**

## **AGENDA**

**December 1, 2003  
4:00 P.M.**

**Raymond James  
800 Carillon Parkway  
Tower 3 – 3<sup>rd</sup> Floor  
St. Petersburg, FL**

- I. Call to Order**
- II. Review of Minutes of October 29th**  
A copy of the minutes are attached.
- III. Discussion of Draft Committee Report**  
To be provided at meeting.
- IV. Committee Schedule of Activities**
  - A. December 18<sup>th</sup> meeting with Ken Hartman
  - B. January 9<sup>th</sup> Assembly meeting
- V. Other Business**
  - A. Don Crane memo attached
- VI. Adjournment**

**Pinellas Assembly Transportation Integration Task Force**  
**Raymond James & Associates, 880 Carillon Parkway, St. Petersburg**  
**Third Floor, Tower 3**  
**Wednesday, October 29, 2003, 4:15 p.m.**

Present: Chairman Frank Murphy, Vice Chairman Kevin Schuyler and Task Force Members Don Crane, Julio Maggi, Brian Smith, Pete Pensa, and Roy Harrell

Also: Assistant Pinellas County Administrator Keith Wicks and City of St. Petersburg City Clerk Eva Andujar.

Chairman Murphy called the meeting to order. The minutes of October 15, 2003 were accepted as submitted.

In connection with intergovernmental relations concerning traffic jurisdictions, Mr. Brian Smith made a presentation and provided the Task Force with a detailed chart listing state, county and municipal responsibility for signage, traffic signals, pavement markings, traffic calming, school crossing guards, etc. The State has full control of their roads such as U.S. 19, Ulmerton Road, etc. Pinellas County controls all county roads and local roads in the unincorporated area, but all regulatory items such as traffic signals on county roads within a municipality are controlled by that municipality. Pinellas County would like to maintain control of County Roads within municipalities, but the cities have not been very receptive. Chair Murphy agreed that logically it makes sense to have all County Road traffic signals and ATMS (Automated Traffic Management System) controlled by the County. ATMS include pre-emptive devices (for emergency vehicles), signal sequencing, and system protocols (used to change traffic signals/lights for special events, etc.) and could include State roads such as U.S. 19, etc. Mr. Smith stated that Intelligent Traffic System corridors are those roads which should be controlled by the County and that a coordinated system, involving multiple municipalities, is possible if all use the same software/hardware, etc. Mr. Pensa indicated that if you could integrate the three separate facilities in one system with assistance from the County, St. Petersburg and Clearwater could pick up the slack from their offices if necessary or if St. Petersburg's system were to go down, Clearwater could pick up the system; you would have system backup capability. Mr. Harrell stated an option could be to offer some form of incentive where a City does not want to do signage, traffic signals, etc. and where the County and city can agree, the County can then take over these responsibilities. It was stressed that this has to be a local decision. Traffic signals/ATMS to be included in the White Paper.

In connection with a review of regional capacity funding facilities, Mr. Smith pointed out that mid U.S. 19, Whitney Road to north of S.R. 60, and above Countryside is not in the five-year program and is unfunded. Mr. Crane indicated that roads can be bonded with the State providing funds to do other improvements/roads or reimbursement. Mr. Wicks was reported present at 4:40 p.m. Ulmerton Road (S.R. 688) improvements (six lane arterial), west of Belcher Road in Largo, and from Carillon east to the Interstate are unfunded as is the 118<sup>th</sup> Avenue North Connector and the Gandy Boulevard improvements. Mr. Crane stated that County money could

be used on U.S. 19 with Skyway toll funding used for a toll project. Chair Murphy stated that the Task Force can lay out a logical and reasonable program and comment on funding sources/possibilities, but it has to be made clear that in order to obtain State/Federal funding Pinellas County has to tap into a gas tax. Vice Chair Schuyler stated that if we can do some of these major regional projects, there's a good chance that St. Petersburg may endorse and if Clearwater is on board, you now have the support of a majority of the County's population. Mr. Harrell stated that the message to the public is a capacity/quality of life issue. The Task Force agreed to include these roads (regional capacity funding needs in the mid-county area) and funding options in the White Paper.

In a discussion concerning transit, the third item to be included in the White Paper, Chair Murphy stated that the governance of transit has to be addressed/modified. It was agreed that the transit bus system and light rail system must be coordinated and compliment each other. The Task Force discussed having one transit authority for the entire County either: 1) existing PSTA Board, 2) update of the PSTA governance - change composition with County or a separate authority responsible for mass transit (light rail), or 3) new governance to administer all transit. The Task Force was in agreement that the latter option is the most logical. Vice Chair Schuyler stated that any new penny money should be dedicated to transit issues.

Mr. Harrell stated that Gulf Boulevard although not highly populated, is a tourist destination and a large part of the economy and felt the Task Force should support the planned improvements/renovations providing the County and cities pay their fair share. Mr. Wicks indicated that County is paying for undergrounding overhead wires with the beach communities paying for landscaping/ streetscaping, etc. Mr. Harrell commented that landscaping/streetscaping are economic development and quality of life issues and are inexpensive improvements. Mr. Pensa stated that most roads within the City of Largo are County roads and that they are not maintained to the level of City roads. Chair Murphy indicated that if landscape/streetscape generates lots of votes, it can be included in the White Paper.

Mr. Maggi then discussed those items he felt should be included in the White Paper with items 1-4 demonstrating need and item 5 providing potential funding options:

1) Automated Traffic Management System - lowest cost, highest impact to improve traffic flow. Vice Chair Schuyler suggested the cost should be broken down into capital and maintenance and when dollars will be expended.

2) Land Use Policy - this is a low cost, creates capacity, creates future land use development patterns, creates pedestrian friendly environments and promotes mixed use. Land use affects transportation by reducing dependence on the automobile; low cost, high return.

3) Roadway Capacity - increases quality of life, is an economic development issue. Prioritize the roadway projects listing the reasons and list their associated costs.

4) Transit - include bus system and fixed rail system to include technologies which may be employed and include recommendations for a Transit Governance.

5) Development of Funding Sources - include sales tax, gas tax, transit sur tax, tolls, and whatever other funding we feel needs to be included. Chair Murphy stated he felt the Task Force should be very narrow on funding sources. Vice Chair Schuyler suggested identifying all funding and then prioritize funding sources.

Mr. Smith will generate a Draft White Paper to be provided to Task Force members for additional input and for further discussion at the Task Force's next meeting on Monday, December 1 at 4:00 p.m. The Task Force will not meet during the month of November.

The meeting was adjourned at 6:10 p.m.